

COMMON QUESTIONS

Q: How will the proposed design impact the amount of green space provided?

A: While the amount of green space provided will vary by alternative, the final design will increase the net amount of green space. In addition, the proposed design may consolidate existing green space, which would result in more contiguous and usable park land. Improving access to green space and the park more generally is a goal of the overall project.

Q: How will transit benefit from this effort?

A: Improving transit operations and access is a focus of the NLSD Phase I Study, and bus layover and staging facilities are proposed east of NLSD at Wilson Avenue and Lawrence Avenue as a part of this project. In addition, community feedback obtained during the public involvement process will assist the project team in identifying additional potential transit improvements in the area.

Q: Will the proposed design provide fast and easy emergency vehicle access to Weiss Hospital?

A: The project team is working closely with first responders and local stakeholders to ensure that emergency vehicles and personnel will be able to operate effectively regardless of the design ultimately carried forward. This includes providing convenient and efficient access to Weiss Hospital to accommodate first responder operations.

How can I comment on this proposal?

We welcome comments on the Montrose-Wilson-Lawrence project and the North Lake Shore Drive Phase I Study. Please visit our online comment form on the project website (northlakeshoredrive.org), email info@northlakeshoredrive.org, or mail feedback to NLSD Study c/o Civiltech Engineering, 30 N. LaSalle St., Suite 2624, Chicago, IL 60602.

For more information about the overall study, or to join our mailing list, please visit the project website

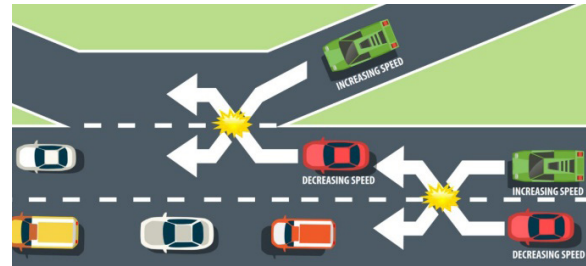
northlakeshoredrive.org

We look forward to continuing to work with you to *Redefine the Drive*.

Junction (Ramp) Spacing and Safety

Q: Why does the configuration of the junctions (ramps) in the Montrose-Wilson-Lawrence area need to be adjusted?

A: The distance between ramps on a road like North Lake Shore Drive should be 1,000 feet, according to guidelines from the American Association of State Highway and Transportation Officials (AASHTO). However, the existing spacing within the Montrose-Wilson-Lawrence segment of NLSD is less than 500 feet. Adjusting the configuration of the junctions (ramps) to conform to national guidelines will improve safety and reduce the likelihood of crashes in this area of NLSD.



Insufficient junction spacing creates hazardous conditions for drivers entering or exiting the roadway, changing lanes and performing other complex maneuvers.

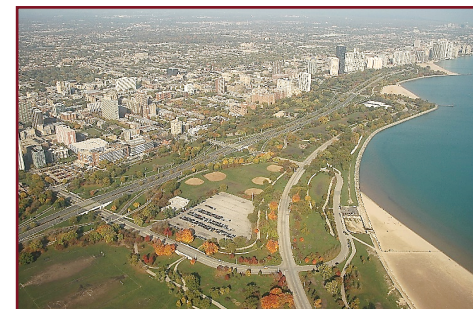
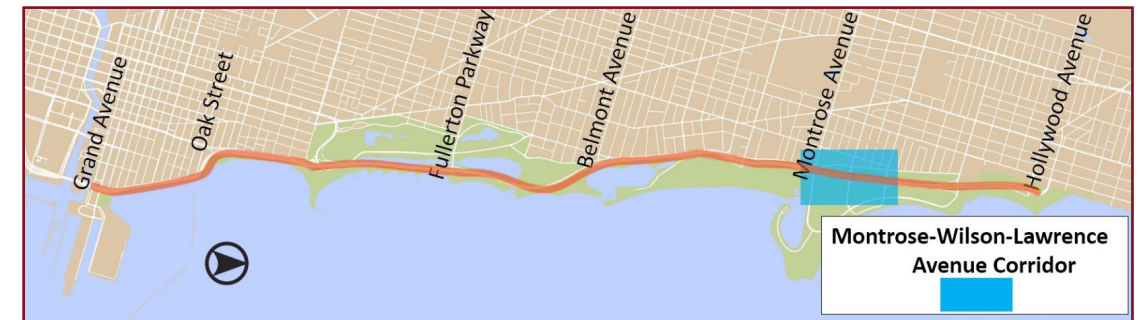
MONTROSE-WILSON-LAWRENCE CORRIDOR

Alternatives Evaluation Review

The Illinois Department of Transportation (IDOT) and Chicago Department of Transportation (CDOT) initiated the North Lake Shore Drive (NLSD) Phase I Study in 2013 to improve NLSD from Grand Avenue to Hollywood Avenue. The study is anticipated to continue through 2021 with many opportunities for input throughout the project process. Please visit the project website, northlakeshoredrive.org, to provide comments and view previous meeting materials.

As part of the study, the project team is working with stakeholders to develop a plan that improves safety and mobility for all users. The following is an overview of the transportation needs and issues surrounding the **Montrose-Wilson-Lawrence Avenue corridor**, as well as a description of the public involvement process that will inform the development of a design addressing these concerns. Many alternatives are under consideration as part of the larger North Lake Shore Drive Phase I Study. Some of these alternatives include special lanes for buses, as well as tolled lanes. Rebuilding the Lakefront Trail is also common to all alternatives. The options being developed for the Montrose-Wilson-Lawrence area will be compatible with all of these alternatives. For further information regarding overall project alternatives, please visit the project website (northlakeshoredrive.org).

North Lake Shore Drive Corridor



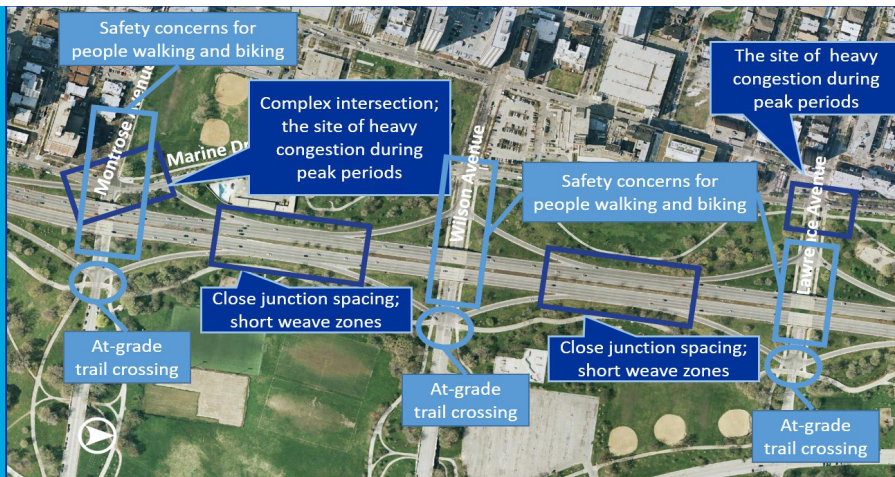
Aerial view of Montrose-Wilson-Lawrence corridor, looking north






Wilson Avenue junction, west of NLSD



EXISTING CONDITIONS



Illinois Department of Transportation’s (IDOT) Five Percent Reports (2012 and 2015) documented that the section of NLSD between Montrose Avenue and Lawrence Avenue is among the top five percent priority locations that would benefit from safety improvements. From 2012 to 2016, over 430 crashes occurred in this area, resulting in nearly 70 injuries and 3 fatalities.

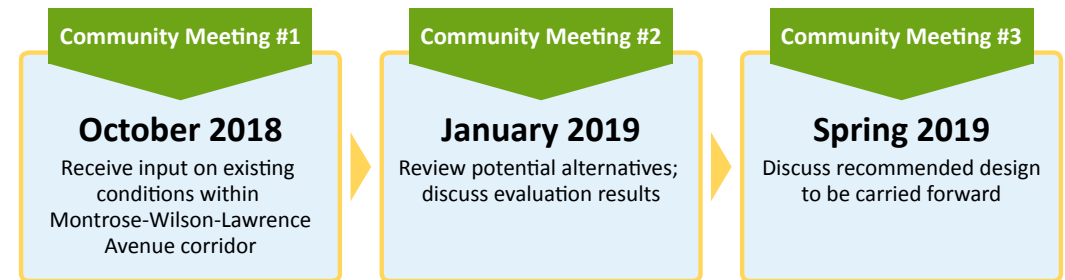
-  Rear end and sideswipe crashes are the most common types of crashes in this area. These types of crashes are typically caused by differing speeds between lanes and are exacerbated by short weave zones between the entrance and exit ramps at adjacent junctions. Current ramp spacing does not provide drivers with adequate space to safely enter and exit NLSD. Along Marine Drive during the same period, rear end and sideswipe crashes were predominant at the signalized intersections. Crashes involving turning and parked motor vehicles were a frequent occurrence in this area as well.
- Research has shown a relationship between junction (ramp) spacing and safety. People driving require sufficient distance to achieve the proper speed, change lanes and enter or exit the roadway. If this distance is not provided, there are safety implications and crashes may result (Please see back of brochure for more information on junction spacing and safety). The ramps between Montrose, Wilson and Lawrence are less than 500 feet apart—the tightest spacing within the project limits— which inherently provides very little space for vehicles to enter and exit NLSD between these streets.
- The intersections at Montrose Avenue/Marine Drive and Lawrence Avenue/Clarendon Avenue have many legs and conflicting traffic movements. These factors contribute to both intersections experiencing relatively long vehicle queues and heavy congestion during peak periods.
-  From 2012 to 2016, 61 bicycle and pedestrian crashes occurred in the area between Montrose Avenue and Lawrence Avenue, with 60 of those crashes resulting in an injury or fatality. This area has historically seen a large number of bicycle and pedestrian crashes, though bike lanes were recently installed along Wilson Avenue and Lawrence Avenue.
- The Lakefront Trail crosses the roadway at grade at Montrose Avenue, Wilson Avenue and Lawrence Avenue east of NLSD, which creates conflicts between people walking, biking and driving.
- The area from Montrose Avenue to Lawrence Avenue lacks dedicated east-west bicycle/pedestrian tunnel crossings, which requires people walking or biking to access the park along the east-west roadways. This results in conflicts between modes at roadway intersections.
-  There are currently no dedicated CTA bus staging and layover facilities within this area of Lincoln Park.
- Stakeholder feedback and project team analysis has identified a need for improved transit access throughout the NLSD corridor, including in the Montrose-Wilson-Lawrence area.

PUBLIC INVOLVEMENT

The design for the Montrose-Wilson-Lawrence Avenue corridor is the focus of an ongoing public involvement effort that is being conducted in parallel with the larger overall NLSD Phase I Study and outreach process.

The project team is seeking community feedback on existing conditions and the need for improvements within the Montrose-Wilson-Lawrence area. This feedback, along with additional analysis, will inform the development of potential alternatives for this location. These alternatives will then be evaluated and presented to community members for their review. All alternatives will be designed to achieve the overall North Lake Shore Drive goals of improved safety, mobility and park access. Park space will also be added and/or enhanced where possible.

Three community meetings have been planned as a part of this process, as outlined below.



The criteria used to evaluate alternatives are related to the NLSD Phase I Study’s Purpose and Need Statement and stakeholder input received throughout the public involvement process. The project team will assess the safety and mobility provided by each design as well as the quality of park access and park space created.

The feedback received from the community regarding existing issues in this area aligns with what the project team has found through its analysis. Major topics discussed by participants in public outreach events within the Montrose-Wilson-Lawrence Avenue corridor include:

- The need for improved east-west bicycle and pedestrian access to the lakefront
- The need for safer crossings where the Lakefront Trail intersects east-west streets
- A desire for improved transit service and access in the Montrose-Wilson-Lawrence corridor and beyond
- Effects of potential changes to vehicular access at Wilson Avenue
- Traffic safety and congestion concerns along NLSD between Montrose Avenue and Wilson Avenue



Attendees examine maps of the project area during the first community meeting for the Montrose-Wilson-Lawrence area

Please visit the project website to review the materials provided and comments received at the Montrose-Wilson-Lawrence Avenue Corridor Community Meetings:
<http://www.northlakeshoredrive.org/Montrose-Wilson-Lawrence%20Avenue%20Corridor.html>