



REDEFINE THE DRIVE

NLSD Public Input Opportunity Survey Results

This survey was open to the public from September 29, 2020 through November 9, 2020. A total of 3,257 responses were received.

1. What is your home zip code?

Total Responses: 3,257

The top 6 responses are listed below.

- 60657 – 684 (21%)
- 60613 – 452 (13.9%)
- 60640 – 420 (12.9%)
- 60614 – 245 (7.5%)
- 60660 – 228 (7%)
- 60610 – 157 (4.8%)

2. What is your work zip code?

Total Responses: 3,257

The top 6 responses are listed below.

- 60611 – 450 (13.8%)
- 60601 – 390 (12%)
- 60606 – 380 (11.7%)
- 60654 – 155 (4.8%)
- 60603 – 143 (4.4%)
- 60602 – 124 (3.8%)

3. Please select the modes of transportation that you have used along the North Lake Shore Drive corridor (Inner Drive, Outer Drive and Lakefront Trail) in the past year.

Total Responses: 3,257

- Bus – 2,565 (78.8%)
- Motor vehicle – 2,498 (76.7%)
- Pedestrian – 1,927 (59.2%)
- Bicycle – 1,798 (55.2%)
- Other (please specify) – 65 (2%)
- I do not use NLSD – 12 (0.3%)

4. If you selected “Bus”, how often do you take the bus on the Outer Drive or Inner Drive?

Total Responses: 2,564

- Daily – 745 (29.1%)
- A couple of times a week – 667 (26%)
- A couple of times a month – 625 (24.4%)
- A couple of times a year – 520 (20.3%)
- I do not take the bus on Outer or Inner Drive – 7 (0.3%)

5. When on the bus, where do you generally experience the longest delays in travel times?

Total Responses: 2,565

- Waiting to enter or exit the Drive at junctions* (to/from east-west streets or the Inner Drive) – 1,243 (48.5%)
- On the Outer Drive – 652 (25.4%)
- On the Inner Drive – 652 (25.4%)
- I do not take the bus – 18 (0.7%)

6. If you selected “motor vehicle”, what was the form of travel that you used?

Total Responses: 2,498

- Car – 2,227 (89.2%)
- Rideshare – 1,283 (51.4%)
- Taxi – 442 (17.7%)
- Motorcycle – 38 (1.5%)

7. How often do you drive or ride in a motor vehicle on NLS D?

Total Responses: 2,493

- A couple of times a month – 1026 (41.2%)
- A couple of times a week – 802 (32.2%)
- A couple of times a year – 359 (14.4%)
- Daily – 300 (12%)
- I do not drive/ride via motor vehicle on NLS D – 6 (0.2%)

8. Please select the ways that you have used the Lakefront Trail and park paths in the past year (check all that apply).

Total Responses: 3,257

- Walk – 2,822 (86.6%)

- Access the Lakefront and parks – 2,445 (75.1%)
- Bike (recreational) – 2,111 (64.8%)
- Jog/Run – 1,558 (47.8%)
- Bike (commuter) – 985 (30.2%)
- Rollerblade/Skateboard – 158 (4.9%)
- I do not use the Lakefront Trails and park path – 129 (4%)
- Other (specify) – 59 (1.8%)

Alternative Priorities

The purpose of this section is to better understand the priorities of community members who use the North Lake Shore Drive corridor.

9. What factors are most important to you in selecting the preferred alternative roadway design for NLS? Please rank from 1-8, with 1 being the most important.

Total Responses: 3,257

Bicycle and pedestrian accommodations

- 1 – 927 (28.5%)
- 2 – 837 (25.7%)
- 3 – 388 (12%)
- 4 – 208 (6.4%)
- 5 – 79 (2.4%)
- 6 – 35 (1.1%)
- 7 – 33 (1%)
- 8 – 2 (0.1%)

Bus (transit) travel times only

- 1 – 797 (24.5%)
- 2 – 487 (15%)
- 3 – 267 (8.2%)
- 4 – 191 (5.9%)
- 5 – 98 (3%)
- 6 – 80 (2.5%)
- 7 – 60 (1.8%)
- 8 – 7 (0.2%)

Car (vehicular) travel times only

- 7 – 230 (7.1%)
- 1 – 195 (6%)
- 6 – 193 (5.9%)
- 3 – 134 (4.1%)
- 5 – 127 (3.9%)
- 2 – 117 (3.6%)

4 – 108 (3.3%)
8 – 35 (1.1%)

Both car and bus travel times

1 – 658 (20.2%)
2 – 293 (9%)
3 – 244 (7.5%)
4 – 198 (6.1%)
5 – 190 (5.5%)
6 – 166 (5.1%)
7 – 49 (1.5%)
8 – 3 (0.1%)

Construction cost

5 – 323 (9.9%)
7 – 242 (7.4%)
4 – 224 (6.9%)
3 – 134 (4.1%)
2 – 116 (3.6%)
6 – 191 (3.1%)
1 – 90 (2.8%)
8 – 24 (0.7%)

Park space impacts and opportunities

3 – 737 (22.6%)
2 – 643 (19.7%)
1 – 381 (11.7%)
4 – 250 (7.7%)
5 – 92 (2.8%)
6 – 75 (2.3%)
7 – 52 (1.6%)
8 – 4 (0.1%)

Roadway footprint (the amount of space the road requires)

4 – 479 (14.7%)
3 – 461 (14.2%)
2 – 255 (7.8%)
5 – 228 (7%)
1 – 141 (4.3%)
6 – 122 (3.7%)
7 – 104 (3.2%)
8 – 9 (0.3%)

Other (please specify): _____

8 – 162 (5%)

1 – 67 (2.1%)

4 – 39 (1.2%)

3 – 34 (1%)

2 – 32 (1%)

5 – 21 (0.6%)

7 – 17 (0.5%)

6 – 9 (0.3%)

**10. Please indicate how strongly you agree or disagree with the following statement:
I would support an alternative that provides transit improvements* at the junctions**,
resulting in improved transit and auto travel times and minimizing the required overall
roadway footprint.**

Total Responses: 3,257

- 1 – Strongly agree – 2,015 (61.9%)
- 2 – Somewhat agree – 853 (26.2%)
- 5 – Strongly disagree – 145 (4.5%)
- 3 – No opinion – 142 (4.4%)
- 4 – Somewhat disagree – 102 (3.1%)

**11. Please indicate how strongly you agree or disagree with the following statement:
If a lane were provided on the Drive allowing buses to maintain a free flow speed of 40
mph at all times, I would increase my use of CTA buses on NLSD.**

Total Responses: 3,257

- 1 – Strongly agree – 1,692 (52%)
- 2 – Somewhat agree – 745 (22.9%)
- 3 – No opinion – 396 (12.2%)
- 5 – Strongly disagree – 249 (7.6%)
- 4 – Somewhat disagree – 175 (5.4%)

**12. If a lane was to be provided as described in Question 11, for which types of trips
would you be likely to increase your use of the bus (check all that apply)?**

Total Responses: 3,166

- Recreational or social activities – 2,459 (77.7%)
- Work – 1,976 (62.4%)
- School – 303 (9.3%)
- Other (please specify) – 240 (7.6%)

13. If a managed lane* were provided, which factors would most influence whether you would use it while driving on NLSD? Please rank from 1-3, with 1 being the most important.

Total Responses: 3,257

Location of managed lane access points

- 3 – 630 (19.3%)
- 2 – 647 (18.9%)
- 1 – 526 (16.1%)

Time savings due to avoiding congestion in the general purpose lanes

- 1 – 1612 (49.5%)
- 2 – 699 (21.5%)
- 3 – 215 (6.6%)

Toll price to use the managed lane

- 1 – 903 (27.7%)
- 3 – 542 (16.6%)
- 2 – 525 (16.1%)

14. Would you support tolling autos in the managed lane(s)* in order to maintain a free flow speed of 40 mph at all times for buses and some autos?

Total Responses: 3,257

- Yes – 1,264 (38.8%)
- No – 1,090 (33.5%)
- Dependent on the price of the toll – 648 (19.9%)
- Undecided – 255 (7.8%)

**15. Please indicate how strongly you agree or disagree with the following statement:
I would be willing to pay a premium toll in the managed lane(s)* to reduce my travel time during rush hours.**

Total Responses: 3,257

- 5 – Strongly disagree – 945 (29%)
- 3 – No opinion – 700 (21.5%)
- 2 – Somewhat agree – 641 (19.7%)
- 1 - Strongly agree – 493 (15.1%)
- 4 – Somewhat disagree – 478 (14.7%)

**16. Please indicate how strongly you agree or disagree with the following statement:
The aesthetic design of the tolling infrastructure would affect my support for a managed lane*.**

Total Responses: 3,257

- 2 – Somewhat agree – 825 (25.3%)
- 1 - Strongly agree – 712 (21.9%)
- 3 – No opinion – 697 (21.4%)
- 5 – Strongly disagree – 614 (18.9%)
- 4 – Somewhat disagree – 409 (12.6%)

**17. Please indicate how strongly you agree or disagree with the following statement:
I would support tolling all general purpose lanes on NLSD, at a lower rate than the tolled managed lane, if the revenue collected greatly assisted in paying for the project and accelerating implementation.**

Total Responses: 3,257

- 5 – Strongly disagree – 1,358 (41.7%)
- 2 – Somewhat agree – 577 (17.7%)
- 1 - Strongly agree – 556 (17.1%)
- 3 – No opinion – 492 (15.1%)
- 4 – Somewhat disagree – 492 (15.1%)

"Other" Responses

3. Please select the modes of transportation that you have used along the North Lake Shore Drive corridor (Inner Drive, Outer Drive and Lakefront Trail) in the past year.

Other Responses:

(FYI requiring a work zip code for this survey implies that only people who are employed are worthy of being heard/having opinions on this project. In the current crisis, this is especially hard-hitting, as many people are unemployed or working from home). Please address this.)
also take the red line
As a runner, we sometimes run in groups of 30 or more, can we please get a soft surface of at least two runners wide going north and south ?
Bus or in a friend's car
bus, train as well as vehicle
Cab
Car
Combined bus and train
CTA Brown line
CTA train
Divvy Bike
Dog Mush on Skateboard
Due to COVID-19, I have not been using the 136 and 147 bus routes (or any CTA).
electric car
Electric scooter
Electric Scooter
electric scooter
Electric tricycle
Electric Wheelchair
Express 147 is my go-to transportation, quick and convenient. When weather (wind) permits, I prefer to ride bike to the loop
gigid63@hotmail.com
green line in downtown
I also use Divvy
I am outraged that at this time of COVID, when significant areas of the city and local businesses are so damaged, that you are trying to sell a project with this unnecessary expenditure
I do open water swims north from Ohio Street Beach
I drive on NLS D because it's there, but we shouldn't have a highway through our park.
I have also rollerbladed to work on the Trail
I would walk/bike and use transit more on NLS D if it were safer and faster. I only drive (occasionally) because the road is designed mostly for driving.

It's not my car
Lift and Rideshare
longboard
Lyft ridehail
Lyft Uber
Moped, electric scooter (Lime, Bird, etc.)
motorcycle
Motorcycle
Motorcycle
motorcycle
Motorized Scooter - recreation and Sunday morning church
na
NEED TO INCREASE SIGNAGE OF NO TRUCKS OR TRAILERS ON LSD AT EVERY ENTRANCE RAMP!!!! and ENFORCEMENT!!!!!!!!!!!!!!!!!!!!!!
Note that responses are based on typical usages outside of pandemic impacts.
OneWheel
Please have a BUS ONLY lane...no managed lane with cars/buses. Ridership will increase on the buses if the commute time is faster.
Prior to recently moving, used LSD daily for 5 years
ravandervort@gmail.com
Red line
Red Line
Rental Scooter
Ride share
Ride Share, Taxi
Ride shares
Rideshare
Rideshare when frequent and reliable public transportation is not available.
Roller blade
Roller Blades
Roller blades
Roller blades
Rollerblade
Rollerblades
rollerblades
Rollerblades
Run
Run
Runner
Runner
Runner/jogger

Running
running
Running
Running
Running on Lakefront Trail
sailboat
Scooter
Scooter
Scooter
Scooter
Scooter
Scooter
Scooter
scooter 150cc
Scooter on bike path
Skateboard
skateboard, roller blades
skateboard.
sometimes taxi or uber but rarely
Stroller
swim
swim and sunbathe at Oak Street and Division Street beaches
Taking a Lyft
taxi
Taxi
Taxi Cab
taxi, Uber Lyft
Train
Train red line + walking
Uber
Uber
Uber
Uber
Uber only when needed
Uber/Lyft
Usually, I would have biked and walked the Lake Shore but due to COVID19 I did not this year.
Walk
Walk
walk and run
Walking
Walking

walking
Walking
waterspeterp@gmail.com
We would like the bus #33 MAG MILE bus back please. It was an excellent solution to get to MAG MILE

8. Please select the ways that you have used the Lakefront Trail and park paths in the past year (check all that apply).

Other Responses:

A way to safely travel north/south without encountering a lot of traffic!
Access beach, marinas and beach front restaurants
Access services such as the bike shop and restaurants
Access to the boat harbors
As a runner, we sometimes run in groups of 30 or more, can we please get a soft surface of at least two runners wide going north and south ?
Beach
Beach
beach access
Beach access for distance swimming
Beaches, swimming
Bike (Errands)
Bike to medical appointments and work meetings
Bird watching
Birding
birding, yoga
boating at Montrose
dog
dog beach
Dog Walk
Dog Walking
Dog walks
Due to covid i limited going to the lake over the past year
Electric scooter
Electric Scooter
Electric Wheelchair
eScooter
extremely limited in time of Covid-19
Harbor
have not used due to Covid
Have you no shame!

haven't used this year due to pandemic - typically walking
I live 2 blocks from the lake, the trail, the park, and LSD are very important.
I live on Montrose and Clarendon with a view of the lake, the park, and LSD. There is no building between mine and LSD just the park.
I own a boat that I keep in Montrose Harbor. For me, the lakefront is inseparable from the lake itself. If it were up to me, Lake Shore Drive would ban cars entirely.
I use the trail to travel from my neighborhood (60608) to get to the Lincoln Park boat club.
I would be more likely to visit the lake front park if there was not a highway running through it.
It's mainly a recreational asset for me, though was also for commuting prior to my moving to the south side. I also use it for errands that take me to the north side.
Kick scooter
Loiter along the Trail showing off the city to friends from out of town.
Mental health! Access to nature has been proven to be a key in de-stressing, and I've experienced that personally too.
Mobile games
Motorized Scooter - recreation and Sunday morning church
n/a
na
NEED TO INCREASE SIGNAGE OF NO TRUCKS OR TRAILERS ON LSD AT EVERY ENTRANCE RAMP!!!! and ENFORCEMENT!!!!!!!!!!!!!!!!!!!!!!
OneWheel
Picnics, Harbor Access
playing with the dog
Recreation in the parks
Recreational, grilling
Rental Scooter
Restaurants along the beach
Run marathons!
Sailing at Belmont and Montrose Harbors
Scooter
scooter
scooter
Scooter to get to work
sitting on concrete steps and benches along the path
socialize
Socially distant friend meetups in the park
Stroller
stroller/scooter w/ kids
swim
swim and sunbathe at Oak Street and Division Street beaches
Swimming laps from Ohio Street beach north to E. Lake Shore Drive and back.

take a drive up/down LSD.. from North to quite a disatnec south
tennis
To access boat harbors
To access swimming
transportation for errands outside of work
Usually, I would have biked and walked the Lake Shore and swam at the Ohio Street beach but due to COVID19 I did not this year.
Walk dog
Walk dogs.
Walking my dog
walking our dog.
Walking the dog
Wheel chair

9. What factors are most important to you in selecting the preferred alternative roadway design for NLS? Please rank from 1-7, with 1 being the most important.

Other Responses:

1) noise reduction between belmont and irving park (car and motor cycle noise) 2) decrease congestion between belmont and addison. NO EGRESS/INGRESS at Addison !!
3+1 bus-only lane
5. Transit justice- access to downtown should not be limited by ability to pay. 6. Safety. 7. estimated carbon emissions (independent of transit mode). It is disappointing that these aren't options.
a dedicated bus only lane
Access to harbors
access to lakefront and green spaces for recreation
Access to the lake front by walk/bike is too limited because of a lack of crossings. It is often not clear how to access the park, esp in areas I'm not familiar with.
Added congestion and noise to our home half a block from proposed exit ramp to LSD at Aldine
additional transit stops/access tend to bring loitering, which would be problematic given Clarendon Park is there.
aesthetic, the drive should remain peaceful and beautiful driving experience NOT the become north-south expressway!!
aesthetics
Aesthetics; and fairness to all income levels
air quality
Air Quality is extremely important - we need to reduce autos on LSD
Also please inform if there's a reroute in the app, delays, and discontinued bus routes
Alternative low emissions transit options - buses are so 1970. What about monorails/people movers or hyperloops? We are defining this plan based on transit modes that exist today.
Although car travel times are important, bus travel times should take priority. I also think rail should connect from Thorndale, go along LSD, reconnecting after the Loop, with stops along the Lakefront.
Amount of time added to my commute.
As a runner, we sometimes run in groups of 30 or more, can we please get a soft surface of at least two runners wide going north and south ?
Audio-visual pollution
Avoid any tolls
Avoid closures
Avoid increasing concrete structures. Avoid increasing car and bus space. Do not make LSD a highway.
Avoidance of new tolls
Beach impacts

Beautification and aesthetics
Beautification for the drive
Before corona, When I got on the 134 bus at 5:15pmish at the Wacker stop to head home. We are packed over capacity ever time. And then we sit in traffic for up to an hour to get off at Fullerton. A bus lane and maybe a bus exit only lane would be huge!
Best case scenario - remove car access to lake shore drive. Make it a bus and pedestrian lane only.
Bicycle commuters not treated as an "accommodation" but as a primary, year-round valid way to travel to work. Tolls should pay for managed, snow-cleared dedicated bike lanes.
bury the road and reconnect the city to the lake!
Bus frequency
Bus lanes is very important
Bus only lanes on LSD
Buses accessing NLSD are all bunch on Michigan Ave. NLSD needs multiple bus entry exit points north of Chicago River. I can walk between Chicago River and oak street faster than Michigan Ave buses move. Car move fast but not CTA buses.
Carbon footprint and noise reduction
Carbon footprint, we'll all face devastating environmental impacts in the future if we don't reduce car travel and ensure people have safe/swift alternative mobility options. A bus-only lane is critical for swift & practical transit, any lane shared with cars will be mired in traffic and subject to unnecessary complications sorting thru tolls. Just ticket any car that gets in the bus lane and you'll make plenty to fund the venture. Bus infrastructure is far more important than car travel times. If it takes longer to drive then more people will take the bus, reducing carbon impact and improving transit funding for everyone.
Cars should be deprioritized throughout the entire length of the park.
City finances improvement by making LSD a 100% toll road
Climate Change
Climate change and the environment
Climate change impact on the shore
climate impacts of a continued auto oriented corridor.
Climate resiliency
Comfortable access to the lakeshore and slowing down vehicular traffic to make Chicago's greatest natural asset (the lakeshore) more pleasant, accessible, and comfortable for non-auto users. LSD should not be a wall between residents and the lakeshore. Ideally, LSD would be a local street and not a highway.
Congestion on Montrose Ave, both during a construction period and permanently.
Construction noise and delays
Construction time
Construction time (we can't have this road out of commission for 5 years let alone 10 years), below grade right next to the water also seems like a recipe for flooded roadways
construction timeline
Cost to motorist for usage (don't want a toll)

Cost with respect to increased debt and maintenance burdens. If we switched to a purely toll/VMT model, would this expansion be paid for by usage fees? If not, it's not valued at/above its cost by its users and therefore subsidizes driving that otherwise would not occur. I do support the comprehensive tolling but do not support expansion (https://www.strongtowns.org/journal/2017/4/26/the-latest-from-the-louisville-traffic-experiment)—if an expansion cannot pay for itself, people do not value the expansion enough to warrant its costs.
Creating a buffer between the lake and developed shoreline. Improving wildlife habitat
creating a larger park area and moving the Drive farther to the west
Dealing with rising lake levels
Decrease the number of private cars using NLSA as much as possible
Decreasing total VMT on North LSD
Dedicated bus lane
Delays and lost parking caused by the construction.
Design that encourages the use of active transportation (non-personal auto) along the lake shore drive corridor.
Designated bus lanes are a must; LSD should absolutely no become any wider or take more space away from Lakefront Park space
designs that promote climate mitigation and adaptation
Discouraging car trips in favor of bus & bike trips
Disincentivize people from using cars/contributing to global warming. It is 2020--how in the world are we entertaining accommodations to people who drive. We should be pushing hard to make public transit the preferred method of movement.
Disruption to traffic flow, increases in taxes to cover costs, explanation of why any change is needed. NLSA is not nearly as crowded as 90/94, why not figure out a way to ease traffic there? Without any explanation on why a change is needed, it seems like another waste of taxpayer money.
Do not add lanes or lane width relative to the existing number of lanes and lane width.
Do not institute tolls on LSD. I strongly oppose. This only creates an unfair situation. The fare is irrelevant to the wealthy, but prohibitive to others.
Do not take away the median. Do not add lanes. Traffic moves ok unless there is an accident. Do not add traffic lights. This will slow down traffic more than any busses. Do not put bike lanes on the Drive. Keep that way separate for safety of all involved. Put money into shoring up the lakefront so pedestrian and bike paths can be safely separated. Have 2 bike lanes. One for leisure and one for racers. Let the racers pay to access their faster lane.
Ease of lakefront access
Ecological Impact, both on green space, lakeshore habitat and general climate impact of new construction
Eliminate homeless encampments
Eliminate the Chicago Ave light stop.
Eliminate the Outer Drive to create a bus-only route, reducing car usage and improving pollution
Emissions reduction

Emissions, noise, and traffic reduction.
Environmental concerns
Environmental considerations (less cars on the road, better transit options)
Environmental Cost
Environmental Cost - Update buses and trains and pedestrian walk ways to avoid individual car travel
Environmental footprint of vehicle congestion if throughput remains static or is decreased as a result of fewer lanes or lower speed limits.
environmental impact
Environmental Impact
environmental impact
Environmental impact
environmental impact
Environmental impact
Environmental impact (including noise pollution)
Environmental impact of construction, carbon footprint of resulting traffic
Environmental impact of the project and its construction.
Environmental justice & climate change
Environmental sustainability
environmental/climate change
equity
Equity of access - not creating tolls for faster lanes
Equity: especially if the city is considering levying fees, please consider: who would be paying those fees? Would it be regressive (my guess is a toll would be) and disproportionately harm communities already underserved by the city's transit infrastructure?
Exploring opportunities to expand natural habitats along the lakeshore to increase biodiversity and help mitigate erosion.
f-cars.
Financially equitable community access
For the love of God, pave the road!
Garbage/recycling options
Getting rid of that one stupid light downtown that's before the wacker exit. It makes LSD super dysfunctional for no viable reason without improving traffic flow. Also, southbound traffic blocks up behind a blindcrue due the the light creating a higher risk for accidents.
Glve equal space for pedestrians on the Lakefront Trail. On the northern section, there is more space for cyclists and pedestrians have to use the same side for both directions. It would be better to have cyclists and pedestrians share a wider space in each direction.
Greenhouse gas emissions impacts
Heavy amounts of pollution from LSD are blown inland by the lake winds, and a large number of people (including me) live and work in this area. See NYC's studies about traffic pollution on Park Avenue - LSD has higher traffic volumes.
How beautiful the view it has.

How construction will impact my commute
How much LSD will go from an enjoyable ride to a "highway experience" (top three concern)
I am a resident of 3200 N. Lake Shore Drive. I am vehemently opposed to the incorporation of a bus turn around at this site. The major reason most residents have moved into this building is the location. By building this turn around there will be a significant decrease in air quality due to bus exhaust and increase in noise pollution. It will affect park use for these reasons and I suspect the park upkeep would suffer making the park unsafe and an eye sore. As most residents move in for the view, and for the above reasons, resident property values will be greatly affected, adding to the quality of life issues. I suggest the turn around be located in a less residential area. As an example, the old Treasure Island site on Broadway could have been a good site, if it had been acted upon. Additionally, building LSD out into the harbor would affect neighborhood quality of life (walking, biking, as well as park and marina access) and property values. I have no problem with the Belmont on/off ramp, however instead of enlarging it, I recommend that the burden is shared. For example, Addison would be a good site to add an on/off ramp. It would help accommodate the baseball game flow. I have heard that there have been objections to this site due to the presence of tennis courts. I suggest that impacting some of these courts would have less of a residential impact in than the Belmont plan. Thank you.
I am most interested in preserving and expanding the natural landscape and amenities for bicycling, walking, and other activities. Making transit easier and quicker would be nice. Not interested in increasing access/amenities for cars. Increasing access for cars just adds more cars to the mix. Would rather discourage cars.
I am most interested in reducing private care usage on LSD. The noise and pollution from the relentless amount of cars significantly detracts from the pleasure of using the adjacent parks and beaches.
I am very concerned about the amount of green space and trees that will be removed.
I do not support cars on Lake Shore Drive! They cut off access to the beach and lakefront for the public
I don't think this is an either/or proposition. But the environment has to be at the top.
I don't want to see LSD become a highway. It should remain a scenic route. I do want to make it safer and faster for commuters, but I don't want access added at Addison.
I have heard that plans still include removing the Wilson exit even though there was an overwhelming vote to keep it. This could be life threatening for people attempting to gain access to Weiss Hospital. In addition, it would cause an unreasonable increase in traffic along the adjacent streets.
I live across from the Belmont harbor, and given the work from home situation my company is observing for the foreseeable future I am very concerned about the disruption / noise of the construction. I am also very concerned that there will be alterations to the lakefront / harbor that will impact the value of my home.
I live at Addison and the inner drive. I DO NOT want an exit/entrance put in. It will hurt property value, increase noise and traffic and destroy the feeling of neighborhood we enjoy.
I live in a HUD subsidized building on Lake Shore Drive and need to walk to bus stops going north and south.

I live on Aldine Avenue and am strongly opposed to turning my narrow one-way street into an on-ramp.
I live on NLSL and it could impact my property value and access to lakefront
I live right on LSD and Belmont and I do not want the disruption, noise, dust from construction and loss of my beautiful view from this project.
I often ride bus 146 and 151 and each bus I ride on is packed with riders that either Stand or sit, As for riders who stand/sit their is a huge issue getting out of the bus to our destinations. (We as people are not sardines in a can). We as people need more buses to accommodate morning and early evening riders through M-F. Think CTA should have revolving busses scheduled every 20 minutes.
I strongly support bus lanes on LSD, but the toll option provides opportunity for exacerbating inequalities. Such an option would need to be carefully implemented so as not to create an accessible route for the well off and inaccessible routes for those with less means
I totally disagree with the proposal to change the southbound exit at Belmont to Aldine Ave. This would cause major traffic jams on a residential street.
I use LSD everyday and I use the parks- it is my hood.
I wish that CTA would implement a light rail service along NLSL between the north side & downtown.
I would like to see NLSL not be open to cars at all. To mitigate climate change and keep the lakeshore an amazing Chicago outdoor recreation zone, I would prefer that there only be two BRT lane on NLSL and the rest of the lane be converted to bicycle and pedestrian accommodations
I would prefer a much smaller footprint for US41 which focuses on people, open space, and bus transit only. Cars can go elsewhere.
I'd like to see a bus only lane on North LSD
If allowing cars on a managed lane would prevent buses from actually having better travel times
Impact on beaches, parking and bike path
Impact on climate change (which is basically a function of the other things listed, but still)
Impact on Environment
Impact on overall quality of life of city residents
Impact on residential side street traffic
Impact on surrounding neighborhoods
Impact on the neighborhood "feel" of an area
Impact on transit or alternative modes of transportation dependent peoples
Impact on wildlife (e.g. nesting and migrating birds)
Impacts to parking spaces
Improved rapid transit generally, not just travel times
Improved walking path so that the lake does not wash up on it
Improvement in park walking paths
Improvements to Lake Shore Drive in terms of bike and transit use would give me a wider range of choices as to where to live; I currently live within walking distance of work in

Bronzeville but my apartment is not ideal. Boosting car use for me does not make sense on account of cost--better left as an out-of-town-travel or special-shopping-trip option for me.
Increase access points to the lake front along lsd. Reducing car use would be great.
Increasing safety cars go way to fast and drive way too recklessly with little to no policing
It is insane that this highway separates the people of Chicago from the lakefront and that our own DOT can't take leadership in making real changes beyond moving more cars faster, even as climate change (to which autos are a major driver) impacts the shore and the drive itself. The drive should be bike/transit only.
It will be another expressway
It would only make sense to leave 4 lanes in each direction for cars, DO NOT reduce those lanes. If you add a 5th lane for buses, that's great. But DO NOT reduce the current 4 lanes. Traffic WILL be a nightmare, more than it is now.
Just fix the infrastructure if needed, don't do anything else. Seriously spend the money on something more necessary.
Keep idling buses out of the park
Keeping the historic entrances and exits
Keeping the Wilson exit, which is vital to the Weiss Memorial Hospital and continued economic improvement of the Wilson retail corridor to support Uptown's growth.
Lake Shore is a neighborhood. Do not treat it like a highway. Do not value overpasses and car movements over the day-to-day pedestrian experiences for those of us who invested in LSD and want it to become less of an auto-sewer and more of an amenity which serves those of us who live here but more importantly, the entire city.
Lakeshore drive is full of potholes that are extremely damaging to my car, and the segment between Fullerton and Hollywood Ave desperately needs re-paved.
Landscaping and beautification. More trees etc.
Length of construction and impact on residents.
Length of construction for alternative roadway design and disturbance to regular travel patterns/times.
Length of time it will take to build out and amount of time LSD would be closed
Less is More with this entire project.
Less of a focus on single-use cars, and more (if not entirely) public-transit and pedestrian-only spaces.
Light Rail
LIGHT RAIL!! "Clean"-running ON TIME buses; active discouragement of private motor vehicle traffic by dedicating lanes for rush hour bus express traffic, restriction of motor vehicles carrying fewer than 3 people ; congestion pricing; premium taxes on downtown parking; perks for electric and other less-polluting vehicles; restrict heavy-polluter motor vehicles; park and ride; more valuable employer-offered discounts for CTA, park and ride, et al.
Long-term equity and efficiency over short term throughput and car dependency.
Lose the scooters! Dangerous with unscheduled operators going too fast
Lowest cost to commuters
LSD is beautiful with the trees and the flowers in the median. I think it be a shame to lose that.

Maintaining a 40 MPH speed limit
maintaining and expanding open water swimming access for swimmer from Ohio Street to Fullerton
Maintaining integrity of roadway as Burnham envisioned it - a meandering lake path, not a highway.
maintaining safe swimming facility
Make it as easy and as safe as possible to get onto and off on NLS D
Making bus use EASIER, so there is a net decrease of cars on the road. When LSD on a bus is easy, less people will be driving.
Managed lanes are not equitable. Please create bus-only lanes.
more buses and better bus travel times over time will encourage people to take less personal vehicles
More park space. Don't make it easier for cars, make it harder. Encourage public transit and waking and saving our environment.
Most Important - Impact on the historic character of the Drive and the greenscape that surrounds it.
Most important is park and environmental preservation. Also safe running paths
Motorcycle noise is horrendous. There should be a ban on all motorcycles on Lake Shore Drive.
My main concern is lake access for non-vehicular traffic and building an adaptive shoreline in the face of varying lake levels.
na
NA
Naturalizing Shoreline
NEED TO INCREASE SIGNAGE OF NO TRUCKS OR TRAILERS ON LSD AT EVERY ENTRANCE RAMP!!!! and ENFORCEMENT!!!!!!!!!!!!!!!!!!!!!!
Negative impact on small residential streets (Aldine). This is a one way residential street with a bike land and parking. It CANNOT accomodate ANY additional traffic.
no additional lanes
NO Bus stops from Sheridan Rd (Foster) to Michigan Ave # 147
NO lane reductions for autos at north end of LSD. LSD should remain 4 northbound lanes and 4 southbound lanes from Hollywood to Grand. IDOT should take into consideration the number of residential units added to and planned for Lakeview East, Uptown, and Edgewater that will ADD to traffic on LSD. Even with 4 lanes now, the NB exit ramp at Foster backs up onto NB LSD at times. Terminus @ Hollywood also causes 4 lanes of NB traffic to back up to Foster now even with 4 NB lanes.
NO TOLLS ENOUGH IS ENOUGH
No tolls/no fees/no priority lanes.
noise
Noise & pollution levels
Noise and air pollution impact on local residents
noise from traffic including loud cars and motorcycles

noise level
Noise. In the daytime, you have to shout to be heard on the sidewalk. Noise of Motorcycles is bad day and night, please do something.
Noise. Pollution. Less congestions. Reduced speed to avoid noise (horrible motorbikes or cars running their engines like they are on a speedway while creating extreme noise, even in the middle of the night. Something needs to be done!
Offering competitive transit options to manage traffic demand, long-term environmental impact, etc.
Opposed to, New entrance at Addison
Other being that each year LSD is battered by the lake. Fixing LSD to make it suitable for cars is, therefore, absurd in the long run. Stop fixing that which will always be broken, and turn LSD into parkland and public transit only.
Other here could be anything. I don't really care. I just want to show that car travel time should be the bottom of everything when it comes to redesigning the drive. Climate change is here, we should NOT be doubling down on the personal car. It is a dumb, expensive decision. People will take transit if it is quick, convenient, and clean. People will ride bikes if it is not dangerous. Making it easier to drive encourages driving. Do not do that. Also, people don't know what they want. People claim they love the "freedom" their car affords them, yet their transit time is higher and they are constantly stressed in traffic. Convenient, easy alternatives would be gobbled up by the public.
Overall Environmental Impact
Overall environmental impact, specifically attempts to transition away from an exclusively car focused approach to transit.
Overall, my preference would be to eliminate the outer drive or reduce it to bus lanes only. Restore our lakefront parkland without a highway.
Park access / ability to cross LSD safely
Pedestrian access to lakefront
Pedestrian safety VS traffic. Special lane for Harbor/Yacht Club Boaters/Members i.e Montrose Park/Harbor
Please cover LSD and make that green space--it would be the jewel of the city.
Please do not increase the footprint. The park is the lifeline for our neighborhoods.
Please do not toll the drive.
Pollution Factor
Positive environmental impact
possible increase in cta costs
Potential to position Chicago well to respond to the growing climate emergency. This project should not add any lanes for personal vehicles. Our environment and the integrity of our lakefront depends on this.
Prioroty must be given to reducing private car traffic and preserving the lakefront as a natural environment. The priority is to REDUCE THE FOOTPRINT of the roadway.
Protection of the lakefront and roads from lake water damage
Public Transit Connections between N neighborhoods and CBD
Racial Equity access to the lakefront and access to transportation

Rail transit serving north and south lakefront
Reclaim the connection between city and lakefront
Reconstruction of pedestrian underpasses
reduce capacity for private cars to discourage driving and reduce crashes and emissions, and give more space for green surfaces
Reduce traffic back-ups onto LSD should be priority in design to improve safety
Reducing noise
Reducing noise, pollution, and traffic deaths.
Reducing VMT and noise pollution generated by car traffic on NLSD
Removing cars from Lake Shore Drive.
Residential Health, Lifestyle and Property Value Impact
Restoring/improving lakefront ecologies
Safety
Safety
Safety
Safety
Safety of cyclists and pedestrians
Safety of NLSD!
Safety of pedestrians and bicyclists
safety!!! My family was in a devastating car crash on Grand exiting Lake Shore Drive whereby a Westbound car at full speed hit us as we were exiting onto lower lakeshore at Grand. The wall of the bridge made it impossible to see the car coming, we had a green light and he went through the red, neither car had the chance to slow before the collision!!
Safety!!!!
Safety, in the form of gentler curves and eliminating underutilized/unnecessary intersections
Safety. Fewer accidents along Oak Street curve.
Safety
Scheduling problems between NLSD buses. #147 and #151 are scheduled at the same time every 20 minutes. Stagger the two routes in their overlap for 10 minutes between buses
Separate bus lanes
Socio-economic equity: Double Flex is too onerous a burden for those without the ability to pay for faster travel, and who are subjected to losing half of their travel lanes (and the subsequent increase in congestion and travel times).
Spend money to secure the lake front from flooding due to climate change. With less traffic due to people working from home, there is far less need for this project.
Stop any tolling whatsoever on LSD
Streetscape - nice street lighting and landscaping
STRONGLY PROTEST THIS PROJECT. THERE IS NO NEED TO DO ANYTHING EXCEPT KEEPING THE ROAD WELL MAINTAINED WITHOUT POT HOLES, CRACKS, BUMPS ETC. IT'S RIDICULOUS TO CONSIDER A WISHFUL PROJECT WHEN CITY DOESN'T HAVE MONEY & WILL TO MAINTAIN THE ROAD. DO NOT WASTE MONEY ON ANY NEW PROJECT. I AM SURE SOME CONTRACTORS AND PEOPLE WILL MAKE MONEY OUT OF THIS BUT CITY'S FINANCIAL SITUATION SHOULDN'T

SUPPORT ANY UNNECESSARY SPENDING. THERE ARE LOTS OF OTHER PRIORITIES. STRONGLY PROTEST THIS PROJECT.
Supporting native plant & wildlife habitat
Sustainability design regarding design to reduce greenhouse gases through the increased use of personal vehicles (cars)
Sustainability of the land around LSD against climate change and environmental damage.
Sustainability with Lake Michigan rising—to prevent long-term continuous construction/shut downs
Sustainability: water/flooding management, green space/carbon capture
The bike path needs to be maintained for pedestrian bikes without motors. Motorized bikes should be required to remain on the street. It's unsafe. More signage on bike trail would be important too
The bus only way is the way to go. Cars having already proven themselves ineffective at moving people through this city.
The Chicago Avenue on-ramp is closed early in the morning and it makes it difficult for ride shares to get to my home and it makes it challenging to go to MDW early in the morning.
The increased footprint (fill) of the new green space/beaches are the most important aspects, followed by access and separation of vehicle/bike/pedestrian
the number of people moved is more important than travel time
The old Trees and losing parkspace to faster travel for cars
The priority must be providing public park space to the Chicago public- not road space to vehicular traffic.
The redesign should assume and help bring about a future where private cars are minimized in favor of transit, bikes, and pedestrian alternatives.
The time things will remain closed, or have reduced access, everyone knows will be way too long . lanes just for buses will only cause more traffic for cars. You will never get people to give up convenience of their own care, and trade for more public transportation
There isn't a space for comments, so am using this for my opinion about managed lanes. I think they should be used only for buses, police cars and emergency vehicles.
There should be a dedicated lane for buses with the potential to build light rail in the future
This project should be put on hold until Covid-19 is under control.
Time duration of construction
Time it takes to complete. Construction not going over deadline or over budget like 94 or the bike fly over on LSD. Also if there is a toll, there is no way I will ride on LSD or support this.
Time to complete construction and the phases and usage during construction.
To clarify, by "park space impacts and opportunities" I mean green space and Lakeshore Park space, NOT vehicular parking space.
Tolling LSD would be a massive mistake, and I take the bus 95% of the time.
Traffic congestion in Edgewater due to the drive
Traffic flow on the drive. The stop lights drive me crazy.
Trail & Park Availability
Transit transit transit - prioritize efficient rapid public transit, and traffic will improve for all

Travel safety

Turning LSD into a super highway is a mistake. But more than that making a neighborhood from Aldine to Melrose into an onramp will destroy our piece. The on ramp as currently exists at Belmont is sufficient. I have never seen a major traffic jam at that spot. Buses flow well and so do cars. You will destroy our piece and relative quiet and harm our property values if you make Aldine the start of an entrance ramp. It is totally unnecessary and harms the citizens who live here. And will make living here a horror.

View of the lake!

Vulnerability to climate change, flooding, shoreline erosion, etc.

Waiting time for the #151 bus on N. Michigan Ave to go North to the Inner Drive.

We need medical facilities in underserved communities, not an improvement is a roadway that is perfectly adequate

Your going to increase the traffic. Where are you going to put all the vehicles. All the streets that exit LSD are single lane residential streets with traffic lights

12. If a lane was to be provided as described in Question 11, for which types of trips would you be likely to increase your use of the bus (check all that apply)?

Other Responses:

A bus lane would not increase my use of public transit.
A dedicated lane would not have an affect on my LSD bus usage.
Access to river north and streeterville for e.g. doctor's appointments
all of the above, for weekend stuff it would depend on bus hours
ALL, because this is a major flaw with the NLSB Bus system during rush periods. But if there is a toll, many citizens will avoid LSD at all costs.
Anything really, buses deserve their own lane. Especially during commuter hours. Everyone would take them more and it would increase CTA revenue, while decreasing pollution.
Anything with a set appointment time, since I'm assuming the bus would be more reliable. Reliability is the make-or-break factor.
Appointments downtown
appointments downtown (now retired). While working downtown, I took the bus daily; it took as long to exit at Michigan Ave. and travel on Michigan as was the ride on LSD.
appointments, chores, etc.
appointments, doctors, physical therapy etc
Appointments, shopping
Appreciating world-class infrastructure improvements.
Buses are not a problem on LSD. Also don't be a d*** and add a toll lane, congestion isnt that big of a problem and certainly will be less of one if you get rid of the Chicago Ave light. Don't get greedy and don't make this bigger than it needs to be, just do infrastructure improvements, that's it.
Buses don't need a lane of their own. Many more cars than buses.
Do not put tolls on LSD. It will ruin the looks. LSD doesn't need managed lanes. Wake up!!! More people are working from home and not even causing a rush hour. This is going to continue well after the pandemic. Many low wage earners use LSD. This is discrimination!!!! What are you thinking???? Forbid school buses on LSD as well as trucks.
Doctor and hospital visits
Doctor appointments at Northwestern Hospital a couple times a month
Doctor appointments downtown
Doctor appointments hospital visits
Doctor appointments, grocery/drugstore shopping, other shopping
doctor appointments, shopping
Doctors appointments
Doctor's Visits
DR and dentist appointments, shopping, museums, restaurants, on Michigan Avenue and downtown
Dr. Appointment

Drs. visits
During this pandemic, I rarely use the bus as too many people use their masks improperly or not at all. I hope to resume the use of public transit after the pandemic abates.
errands
Errands
Errands and Family
Errands and medical appts.
Errands requiring an intermediate stop between work and home on my commute. (CTA Rail is exceedingly convenient for my direct work-to-home commute.)
For all the above it would be nice to encourage ridership by making trip times faster.
general travel. But right now my usage is way down because we cant go anywhere very much.
Getting my mother and her friends downtown for medical appointments. I do NOT support allowing the rich to pay to use bus lanes. If a 'managed' lane is approved it should be based on income level and the rich should pay many times more than those on less than \$50K /yr.
Getting to medical and like appointments
Getting to medical facilities. This survey provides no way to oppose allowing tolled vehicles to clog the bus lanes. Q14 is ambiguous and answers are worthless. I OPPOSE LETTING CARS PAY TO USE THE BUS LANES.
getting to the loop for shopping
Going to different neighborhoods and downtown to shop and explore
Grocery shop
Grocery Shopping
health care
Hospital & Doctor Appointments
I already use the bus anytime I need to go anywhere, so I can't increase bus use but I would be happier about it
I already use the bus on NLSO daily.
I am retired I just take the bus during low traffic times.
I believe such a lane would be unnecessary and wasteful. Bus use is down due to Covid.
I can imagine no reason I would need to take a bus from my home towards downtown. When going downtown, I take the train. But I fully support this for others!
I do not envision a situation where I will take public transit for the intermediate future because of virus
I do not feel a lane for buses is necessary
I don't think any of these is an either/or proposition.
I don't use the bus, but I am in favor of increasing public transit
I live too far west to use the current bus system, but if I moved to the lakefront, which I'm considering, I would, to get to Michigan Ave and the Loop.
I only answer Q#13 because I had to. I have no opinion.
I take the CTA Elevated Trains if I need to arrive somewhere faster than it would by bus. I don't want to see North Lake Shore Drive turn into a virtual expressway.

I used to live of Lake Shore drive in which case this would have definitely increased the trips via Bus.
I woud frequent more cultural events and activities downtown
I would not be using a dedicated bus lane -- Inner drive bus is my mode
I would not increase my use of bus transportation
I would not use it - don't take bus
I would not use it. It would not make sense for me.
I would not utilize public transportation
I would still not use bus on LSD
I wouldn't be able to take a bus to work anyway; I work too far from home.
I wouldn't because I think it's the wrong approach.
i wouldn't increase my bus use at all
I wouldn't. I would still take the train.
If bus lane is to the center of the Drive, crosses over regular lanes, there will be more delays in traffic flow for cars. More accidents.
if it were easier/faster than the train
If the parkland is touched, I will sell my Lakeshore Dr condo and move away from this (broke) city--ASAP---and I am not the only one (saying same).
It actually sounds dangerous to me. I think CTA should think twice about this.
It would not increase my use of a bus.
It would replace my car completely and be great use for shopping, going out to dinner, or out to the bars
it wouldn't increase my usage
keeping appointments by bus
Less need now and going forward.
Medical appointments
Medical appointments
Medical appointments
Medical Appointments
Medical appointments
Medical appointments downtown
Medical appts
medical appts.
Medical visits
Medical visits
Medical, business and social trips
Mental health! Access to nature and lakefront provides an opportunity to de-stress
More efficient access to transportation hubs, such as Union Station and Ogilvie Transportation Center
my commute to downtown for any needs
n/a
NA

NA
necessary errands (bank/dentist/family)
NEED TO INCREASE SIGNAGE OF NO TRUCKS OR TRAILERS ON LSD AT EVERY ENTRANCE RAMP!!!! and ENFORCEMENT!!!!!!!!!!!!!!!!!!!!!!
Neither. I prefer to bike to work (well, I used to, before the Virus).
no change
No opinion
No other types
None
None
None
none
none
none
NONE
none
NONE
None
none
None
none
NONE
None
none
None
NONE
None
none
none
none
none Fullerton #74 Bus does not go to LSD
None, it is a horrible idea, and if it happens, half of northeast side Chicago will move, especially if there is a toll.
None. I use the Red Line 'L' more than buses on NLSD. I hope the current Red Line renovation will reduce the need for buses on NLSD.
None. Thats terrifying to think you would let these giant busses drive faster than regular traffic. This is going to end with a lot of dead people. What are you thinking??
None; I rarely use the bus and prefer not to use the bus
Not applicable
Not planning to use the bus
Not really applicable for me. Bus access is too far from my home to be useful.
Not sure I would use it at all as I only use the residential part of the drive.

Personal appointments (doctor's office, shopping, etc.)
Personal errands, etc.
Running errands and touristy stuff
Running errands, visiting friends & natural/recreational resources
running errands; going to appts downtown
Shop
Shopping
Shopping
Shopping
shopping
Shopping
shopping
Shopping
Shopping
Shopping
Shopping
Shopping
shopping and eating
shopping and entertainment
Shopping and restaurants
shopping and travel to attractions e.g. zoo
Shopping on Michigan Avenue
Shopping, errands
Strongly favor a bus only lane over a managed lane (sorry, nowhere else to make this comment)
Such a lane would not increase my use of the bus.
T wouldn't change my trips
The current state of LSD doesn't impact my decision to drive or use the bus at all, therefore it wouldn't impact my use of it. Aside from a repaving, it's fine the way it is.
There is no need to take the bus on LSD, especially with access to the CTA Train system. The Train is more than sufficient for transportation along LSD, Hollywood to 95th St.
There is no reason that I would increase my trips on buses
think all lanes used by cars/bus.. don't want designated bus lane, would slow other traffic due to only 3 lanes../no toll fees
this is a bad question - I said no opinion so shouldn't be forced to make a response. what about n/a?
This is a horrible survey. We need rapid transit or bus only lanes. Many of them. Think of climate change and rising lake levels.
This survey is difficult to answer right now as we used to use buses frequently on LSD (outer and inner), but have been avoiding them because of COVID. Should COVID slow down/a vaccine be released and we felt safe using buses again, we would certainly like a way to make them faster.

This survey is flawed because too many questions assume that we need to accommodate automobile drivers. We should be trying to reduce driving, not coddling drivers with promises of better travel times and letting them pay to get into bus lanes.
This would be a game changer. Everything!
This would GREATLY decrease the amount of cars on LSD in rush hour. Biggest issue is getting onto and off of the highway. Lots of solo uber riders.
This would not affect my use. I will either use it or not and have no issue with how it works now.
to get to/from doctor's appointments
Travel to certain doctors
Travelling to the north suburbs
Trips to hospital, visit family
Trips to Northwestern Memorial for health appointments.
use for errands
would not impact my use
Would not impact my use
Would not increase my use of buses
Would NOT increase my use of CTA busses on NLSD
would not increase or decrease my bus usage
Would not use
Wouldn't use bus