



COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

- Dedicated Bus Rapid Transit OR Light Rail: Buses on Lake Shore Drive are simply too inconvenient & you have an entire stretch of the population too far from the red line & too short on time to consider the sub par bus situation: this perpetuates car use + traffic issues: This simply needs to be a priority if we are to be considered a world class transit city.

- Increase capacity on the bike trail: The trail in its current physical state is a vestige of 1960's design/era, we now bike, run & have more tourism. The trail is very dangerous & requires hyper vigilance to avoid accidents. Better signage (that is printed on the pavement) is a short term remedy.

Please return this form to a project representative or email form to info@northlakeshoredrive.org or return mail to

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COMMENT FORM

North Lake Shore Drive Phase I Study

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I believe that moving portions or all of LSD from Hollywood to Grand should be considered. While viewsheds are important & the drive is very nice to undertake, I think that access to the lakefront, pedestrian & ~~bicycle~~ bicycle safety, & stormwater issue addressed by doing so might outweigh the dwindling ^{amount of} people who use LSD for its viewsheds.

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There are way too many project representatives at this meeting. Everytime I stepped close to a table to look at a map, at least one or two would pounce. This got very annoying. Some people just want to look. Also so many of them are just standing around talking with each other. It makes an already crowded room more crowded, unnecessarily. It seems like it could have been more organized.

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REDEFINE THE DRIVE

N O R T H
LAKE SHORE DRIVE

COMMENT FORM

North Lake Shore Drive Phase I Study

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Reduction of the # of lanes of traffic on LSD should be heavily considered. Concurrently, the addition of public transit & increasing capacity for pedestrian & bicycle traffic should be heavily considered. I think it would be shortsighted to design the new drive to accommodate more vehicle traffic. Congestion should not beget more capacity. Congestion could very well be addressed by greatly increasing non-vehicular transportation options.

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COMMENT FORM

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POT IN A LIGHT RAIL SYSTEM AS AN ALTERNATIVE
TO AUTOS + THE CURRENT 9 SLOW BUS ROUTES

BRT IS AN ABSOLUTE + TOTAL MISTAKE

TRAINS LAST FOREVER, WITH FEWER OPERATORS, POLLUTION FREE
+ PASSENGERS LIKE THEM 10X MORE

A SIMPLE MONORAIL WOULD BE IDEAL

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email form to info@northlakeshoredrive.org or return mail to

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As a lifelong Chicagoan, I believe LSD is one of the key assets of the city. I use it by bike, car and bus every day, though I try to avoid using a car as much as possible - especially during rush hours.

I think the city should explore getting as many cars off LSD during rush hour as possible - by creating bus-only lanes or other similar initiatives. I think this work should be done before they spend hundreds of millions to repave the drive.

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COMMENT FORM

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Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Driving South on LSD approaching Irving Park/
Grace. The road is ^{on} a hill blinding the
big curve that is ^{quickly} approaching. Exit

This hill ~~also~~ blocks the yellow arrow
sign ~~and~~ alerting ~~the~~ drivers that a
curve is soon approaching.

Signage ~~before~~ ^{South} in advance of Irving PK
exit is needed alerting drivers that
a significant curve is coming even though
you ~~do~~ can't see it.

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We are concerned re the preservation of the Walter Netsch design for the center planters of trees, flowers, and shrubs,

Will these be maintained? Every time we travel on LSD and see sun dapples of leaves, light & shade on the roadway & the colors of flowers changing with the season we say "Thank you Walter!"

Also what re the preservation of the special, nice designs for the concrete barriers at the roadway sides -

What re preservation of lamp designs on the bridges?

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COMMENT FORM

North Lake Shore Drive Phase I Study

LIGHT RAIL

NO ~~BRT~~

~~BUS RAPID TRANSIT~~

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

LIGHT RAIL WITH STATIONS
DOWN THE OUTER DRIVE.
THAT WAY IT CAN SERVE COMMUTERS
DURING THE RUSH HOURS + TOURIST on
NIGHTS + WEEK ENDS. A LIGHT RAIL
~~WILL~~ CAN BE USED AS A TOURIST ATTRACTION
AS OPPOSED TO BRT (BUS RAPID TRANSIT)
WHICH IS SILLY + WASTEFUL. (JUST EXPENSIVE
EXPRESS BUSES).



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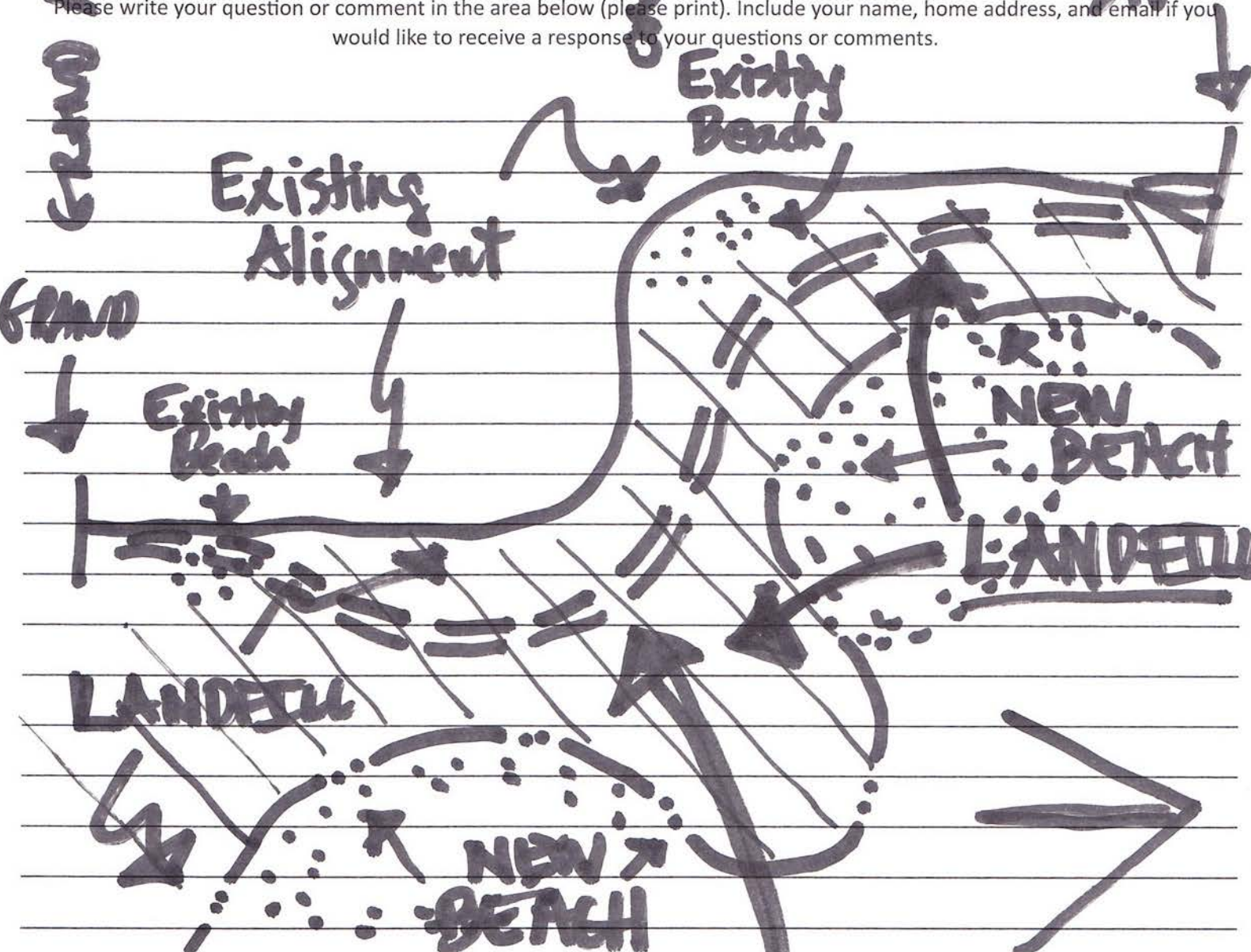


MAKE NO LITTLE PLANS!

COMMENT FORM

North Lake Shore Drive Phase I Study

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**NEW ALIGNMENT
N. LAKE SHORE DRIVE**



8.5.13



COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Bike Infrastructure →

B

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COMMENT FORM

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Senator Bill MAROVITZ - 2800 N. LSD

Biggest problem is between Fullerton + Oak St along the bike path where bikers, joggers, bladders, walkers, dogs + beach goers converge on a very small path.

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COMMENT FORM

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- CLOSE BRYN MAWR INTERCHANGE
- CLOSE WILSON INTERCHANGE
- STREETCAR / TRAIN RIGHT-OF-WAY
- REDUCE NUMBER OF TRAVEL LANES FURTHER NORTH
(TO REDUCE SPEEDS AND ALLOW / ENCOURAGE TRANSITION TO HOLLYWOOD + SHERIDAN)
- NARROW INNER DRIVE (< 4 LANES) SOUTH OF EAST LSD
- REDUCE SPEEDS (THROUGH DESIGN) WHERE INTERCHANGES COINCIDE WITH LAKEFRONT PATH
- HAVE MORE NON-MOTORIZED CROSSINGS (LIKE AT BUENA)
- ADD PARKSPACE SOUTH OF NORTH AVENUE
- WIDEN / MAKE MORE "OPEN" UNDERPASSES
- WIDEN PLANTED MEDIAN
- I LIKE THE DECO VIADUCTS

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COMMENT FORM

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MAKE COMMENTS

PUBLIC ON
WEBSITE!

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COMMENT FORM

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DEDICATED BUS LANES / BRT ON LAKE SHORE DRIVE.
COMBINE THIS WITH DEDICATED LANES OR A BUS SUBWAY
ON NORTH MICHIGAN BETWEEN GRAND AND OAK/EAST. L.S.D.

EXPAND WIDTH OF LAKE FRONT TRAIL, DEDICATED
LANES ~~WALK~~ FOR CYCLISTS AND OTHER USERS.

INCREASE WIDTH OF PEDESTRIAN TUNNEL AT OAK ST.
VERY CONGESTED AND ALWAYS FULL IN WARM WEATHER.

LEVEL OUT SLOPED AREA OF LAKE FRONT PATH
BETWEEN OAK ST. & OHIO ST.

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email form to info@northlakeshoredrive.org or return mail to

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COMMENT FORM

North Lake Shore Drive Phase I Study

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I have lived in Lakeview 50 yrs of my life and the drive is one of the main ways of ~~travel~~ travel and I think that 35 mph is too slow and ~~that~~ the Dr. Don't need to be rebuilt ~~to~~ but repaved ~~it~~ saves tax payers & the City Money

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REDEFINE THE DRIVE



NORTH LAKE SHORE DRIVE

COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

GRASS

NOT

CEMENT!

NORTH AVENUE

TO

GRAND

IT'S A PARK!

Please return this form to a project representative or email form to info@northlakeshoredrive.org or return mail to

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REDEFINE THE DRIVE



N O R T H
L A K E S H O R E D R I V E

COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Bike INFRASTRUCTURE

- Bike "Highway" or Boulevard^{CS}

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COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

COMMENT:

ENFORCE SPEED LIMITS. USE CAMERA + MAIL TICKETS.

Keep PATHS, Bikes, Walkers/Runners on Separate PATHS.

I can't ride my bike because of walkers/strollers/runners.

EXPLAIN DETAILS OF FINAL PLAN, COSTS, TIMELINE.

Thanks for trying!

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COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

- 1) Northbound Lake Shore at Chicago Ave -
Do away with left turn during rush hour
People who want to go left can get off at Grand Avenue
- 2) At the end of the Drive, check the timing
of the lights on Ridge North - they are not
in sequence and it makes for bottlenecks
- 3) When the Cubs have a night game, try
to find a way to move more traffic.
Right now there is NO PLAN!
- 4) When it snows, prohibit CTA buses on the
Drive. They are nothing but trouble.

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I also noticed no elected representatives. That speaks volumes.





COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

I AM A REGULAR BIKE RIDER AN SOMETIMES DRIVER ON N. LSD. ALSO I LIVE ALONG LSD. I HAVE 2 MAJOR CONCERNS ABOUT N. LSD:

1. ARTIFICIALLY LOW SPEED LIMIT - 40 OR 45 MPH (WHERE ARE THOSE SIGNS) IS TOO LOW, AND DRIVER BEHAVIOR REFLECTS THAT - AVERAGE SPEED IS AROUND 55. THE LOW SPEED LIMIT CAUSES ACCIDENTS BECAUSE, AT SPOTS WHERE THE ROAD CURVES (LIKE AROUND 3950 N.), THERE SHOULD BE SIGNS WARNING, "CURVE - SLOW TO 45". BUT YOU CAN'T DO THAT IF THE SPEED LIMIT IS TOO LOW TO BEGIN WITH.
2. LSD IS ONE OF THE FEW LIMITED ACCESS HIGHWAYS IN CHICAGO WHERE TRAFFIC FLOWS SMOOTHLY NEARLY ALL DAY. IF YOU ACCED TO THE ANTI-CAR ACTIVIST WHO WISH TO MAKE LSD CONGESTED AND DYSFUNCTIONAL - BY REDUCING SPEEDS OR ELIMINATING LANES - THAT WILL SERIOUSLY DEGRADE AIR QUALITY FOR TENS OF THOUSANDS OF RESIDENTS, PLUS THOUSANDS MORE BIKERS, RUNNERS, ETC. DELIBERATELY CAUSING CONGESTION AND AIR POLLUTION IS A HORRIBLE IDEA AND HEALTH HAZARD.

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COMMENT FORM

North Lake Shore Drive Phase I Study

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These recommendations will improve safety on the lake shore path:

1- Install signs instructing users to stay to the right. Currently, nothing guides users of the path on proper, expected etiquette. As a result, the path becomes congested, with no room for faster traffic to pass on the left, and the situation gets dangerous. There are plenty of existing posts on which to hang the signs without needing to add more posts.

2- The stretch of the path between DuSable harbor on the south and Ohio Street beach on the north is very congested and dangerous. Lots of pedestrians are crowding the path, leaving no room to pass. We need stay-to-right signs and a new flyover to correct the situation.

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COMMENT FORM

North Lake Shore Drive Phase I Study

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Preserve swimming along
walls - safe and an important
recreational resource

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email form to info@northlakeshoredrive.org or return mail to

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REDEFINE THE DRIVE



N O R T H
L A K E S H O R E D R I V E

COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

The park area is a shock here after moving
~~here~~ from a Lincoln Park ^{home} to a condo ~~here~~.

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COMMENT FORM

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Buses on Simonds - internal circulation
in park.

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REDEFINE THE DRIVE



N O R T H
L A K E S H O R E D R I V E

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Most streets are more comfortable for
biking than the trail. Redesign the trail

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Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

How about evening out the concrete walking + biking path between Oak St and Chicago Ave?

Also too much concrete between Oak St and North Avenue for bikers + walkers

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THANK YOU FOR SOLICITING OUR INPUT
DURING THE PLANNING PHASE —

AS A LAKESHORE DRIVE RESIDENT OF 22 YEARS,
I AM GRATEFUL TO HAVE ACCESS TO THIS
WONDERFUL ASSET,

HOWEVER ONE MAJOR CONCERN IS THE MOTORCYCLISTS
USING THE DRIVE AS THEIR PERSONAL RACE TRACK.
IT'S A HUGE HAZARD, NOT TO MENTION THE DEAFENING
NOISE FACTOR, IT IS PARTICULARLY BAD AFTER 10PM
AND CONTINUES ON + OFF UNTIL DAWN.

I WOULD BE INTERESTED IN KNOWING THE STATISTICS FOR
MOTORCYCLE CRASHES INDEPENDENT OF AUTOMOBILE
CRASHES. PLEASE RESPOND IF YOU WOULD BE SO KIND.

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COMMENT FORM

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Lake Shore Drive was never designed as an expressway. The speed limit should be reduced for safety.

A buffer (breck wall) should be installed to protect Lake Shore Drive from invasion.

There are 6 bus routes that go on or near the drive. What about the possibility of a monorail or other heavier mass transit?

The communities west of the Lake Shore Drive are very densely populated (high-rise skyscrapers). People should be relocated to Englewood. (Knock down some skyscrapers).

Because of the increase of bicycle traffic, pedestrians might need their own lanes

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Understand a bus lane will be added to LSD. Why?? When CTA bus service is being decreased every year. Her the CTA going again and an added lane on the Drive would make sense.

Why begin this project at all?? Use any extra funds this City may have to make our streets safer and stop the killings.

A "world-class" city! That people will not visit because it isn't safe. Priorities aren't straight.

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The most important changes that need to be made:

- Improve access to the lake front from the neighborhoods
 - increase # of underpasses + bridges
 - widen pedestrian underpasses
 - Deal with flooding issues in underpasses (severe flooding once or twice a summer)
- Improve the ~~ped~~ walkability of the lake front bike path. Bikers are too fast and have many near misses with walkers/runners. Maybe create separate bike/walk areas?
- Improve traffic safety of "S curve"
- Improve entrances/exits to accommodate current levels of traffic
- Bus-only lanes! ~~at~~ these will improve bus travel time and might send more people to buses instead of cars!

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Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Bicycle commuters - especially north of Ardmore, face dangerous & increasingly congested bike traffic. We need a continuous bike path all along the lakefront to preserve everyone's safety - bikers - walkers - & cars!

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COMMENT FORM

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Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

GIVEN THE AGING POPULATION STATISTICS, I FEEL LONG TERM PLANNING SHOULD INCLUDE A SEPARATION BETWEEN PEDESTRIAN WALKWAYS ALONG THE LAKE & BIKE ~~TRAILS~~ PATHS. THE CURRENT "SHARED" BIKE PATH & WALKWAYS ARE DANGEROUS FOR ALL WHO USE IT. —

THANK YOU FOR INCLUDING THE RESIDENT'S COMMENTS IN YOUR PLANNING PROCESS.

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COMMENT FORM

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Heading in Car on LSD approaching Irving park exit / Grace, The drive is on a hill with that blinds the road up ahead especially the significant curve quickly approaching.

Although yellow arrow signs are posted I believe it is to late. The curve is quickly present

Signage ^{far} in advance of south Irving park exit is needed. Alerting drivers of significant curve. Night is especially dangerous. lighted signs would be helpful.

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- Buena Underpass is crumbling & unsafe.
 - Montrose entrance to LSD always has the homeless making their homes, in the summertime.
 - Montrose exit ramp to Marine Dr. is unsafe because cars ~~are~~ parked along that curved street blocks the view for cars turning west onto Montrose.
 - Less ~~trucks~~ & more green space all along LSD.
 - Maybe having a select few restaurants along Marine Dr. east, would attract more money.
 - Keeping the neighbors & community who live along LSD informed at all times & getting inputs from us is vital since we're directly involved on a daily basis.. We live there.
- Good luck!

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COMMENT FORM

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Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Bikes must be separated from pedestrian / recreation traffic on trail.

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COMMENT FORM

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Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Enforce laws for bikers!

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Need Safety Signage (Slower Traffic Loop Right) and Etiquette Rules as FSAs - Lakefront Trail Streets and Path should NEVER intersect

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COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

There Needs to be a Separation of Bikers
from Walkers on the trails

I Drive the full length of Lake shore
everyday From the North to South
& Back Again - the worst bottlenecks
are Chicago Ave - Belmont + the
end of Hollywood in the left two
lanes. If you can do something to fix
this - the Drive would be Pleasant

Please return this form to a project representative or
email form to info@northlakeshoredrive.org or return mail to

NLSD Study
c/o Civiltech Engineering
30 N La Salle, Suite 2624
Chicago, IL 60602





COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

As Lake Shore Drive is an important north/south corridor for car and bus traffic and no other comparable routes exist near the lake, I would request that the drive itself be designed to accommodate a higher speed limit such as 50 or 55 mph. Alternatively, an adjustable speed limit from 40 - 55 could be installed which depends on congestion. I would discourage full-time bus only lanes as even in heavy traffic buses are not delayed severely and the reduction in overall capacity would be a larger negative.

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COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Every underpass is a blind corner - dangerous coming & going

Biggest obstacle to using the lakefront is access, especially for those with disabilities, elderly, and children. We must make the automobile intersections safer to cross on foot, bike, or wheelchair.

Getting to the lakefront should not be a deadly game of Frogger with motorists.

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COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

1.) ITS TIME FOR A MONORAIL
NEAR LSD

2.) NO SUVs ALLOWED ON LSD,
THE SAME AS PICKUPS

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COMMENT FORM

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Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Planning the future of LSD, see if you can do something/anything to cut down motorcycle noise. It is a terrible annoyance for the tens of thousands of people living along LSD. Speed cameras? Traffic lights operating outside of rush hours? Special regulations banning cycles along LSD?

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COMMENT FORM

North Lake Shore Drive Phase I Study

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IT WOULD BE IDEAL IF YOU COULD SEPERATE
RUNNERS & WALKERS FROM THE BIKERS ON THE PATH.
ALSO WHEN WILL YOU MAKE THE PATH EAST OF THE
GOLF COURSE PASSABLE AT LEAST FOR RUNNERS &
WALKERS

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COMMENT FORM

North Lake Shore Drive Phase I Study

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Immediately install a super-strong guard rail

at Recreation Drive - Cars regularly smash into it, jump the curb & endanger people in the park.

If the guard rail gets damaged, repair it immediately
Don't wait 1 1/2 months like you did recently

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COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Please fix the lights on the underpass
to the lake between Addison & Waveland

Please instruct people to walk their bicycles
to & from it in that underpass

Please have a stop sign or other signal
so cyclists going North/South stop for
pedestrians go East/West

Please instruct people to walk / not ride their bicycles
on the path close to the fence in area of
the Jarvis Bird Sanctuary

Thank You

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Illinois Department
of Transportation





COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

In my opinion, Lake Shore Drive is ^{currently} like an interstate highway, not a city boulevard. This is not an appropriate use of the lakefront, which should be for all users, not just people who drive cars. The current configuration divides the lakefront from the city, and requires unpleasant and difficult crossings for pedestrians and cyclists. At some points, the highway takes up almost the whole width of the park, and all non-motorized users are crammed onto a narrow, dangerous path. I respectfully submit that the redesign should prioritize healthy, active uses such as walking, and cycling over private automobile use.

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COMMENT FORM

North Lake Shore Drive Phase I Study

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1) Lowering the speed limit
to 45 mph, & speed limit
(which should be 45)

2) Arrest bikers who break the law
Right of way & stop sign & allow
them to ride.
They are the biggest danger.

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COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

- Dedicated bike/blade path in center Greenway of Lake Shore Drive - for commuters to work
- Separate walking track for people on foot no bikes!!!
- More lights at Momie Mages Park, esp. along walkway behind along golf course - clean out gang nest on lake on EAST side of the golf course - gathering spot

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COMMENT FORM

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Please consider turning it into a boulevard, not like it is now — a freeway

Reduce lanes, add bus lanes, and add level crossings for pedestrians. Add a separate bikeway!

Add stop lights at intersections to calm traffic & so peds don't have to cross under or over.

This is a roadway for all, not just drivers. Let's build a better lakefront.

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COMMENT FORM

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INNER Lake Shore Drive is under utilized, and can provide much of the space needed for the planned improvements, such as busways, divided walk/bike paths, etc. This can be facilitated by removing parking as a primary function.

I would like to see a busway that serves intermediate stops - current service is 100% loop-bound. How do you get from Lincoln park zoo from Edgewater today? 45+ minutes on the #151.

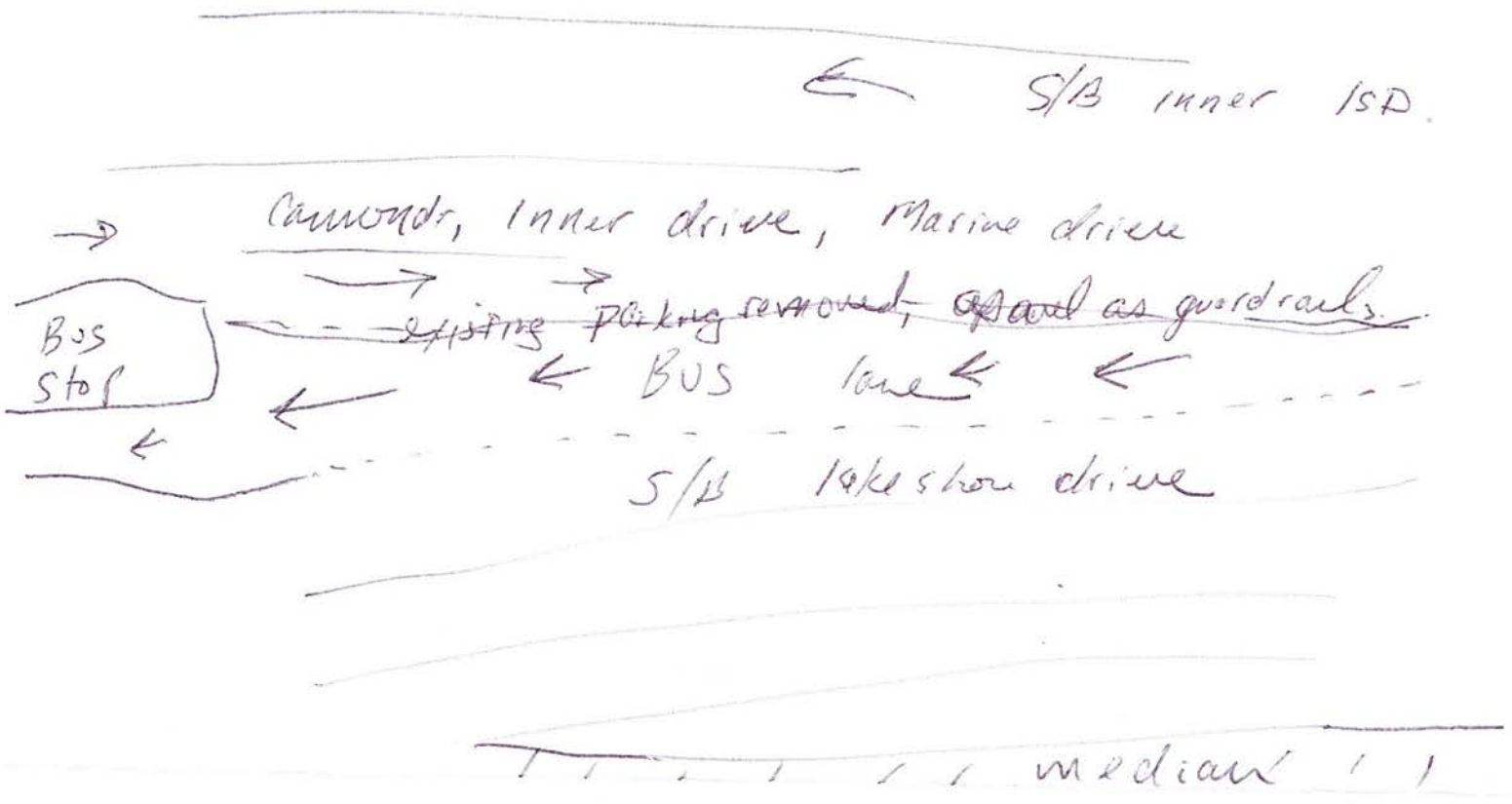
Also would envision a way to use existing lanes w/ some small pull-offs to allow an immediate busway - see the reverse ---

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13



3

REDEFINE THE DRIVE



NORTH LAKE SHORE DRIVE

COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

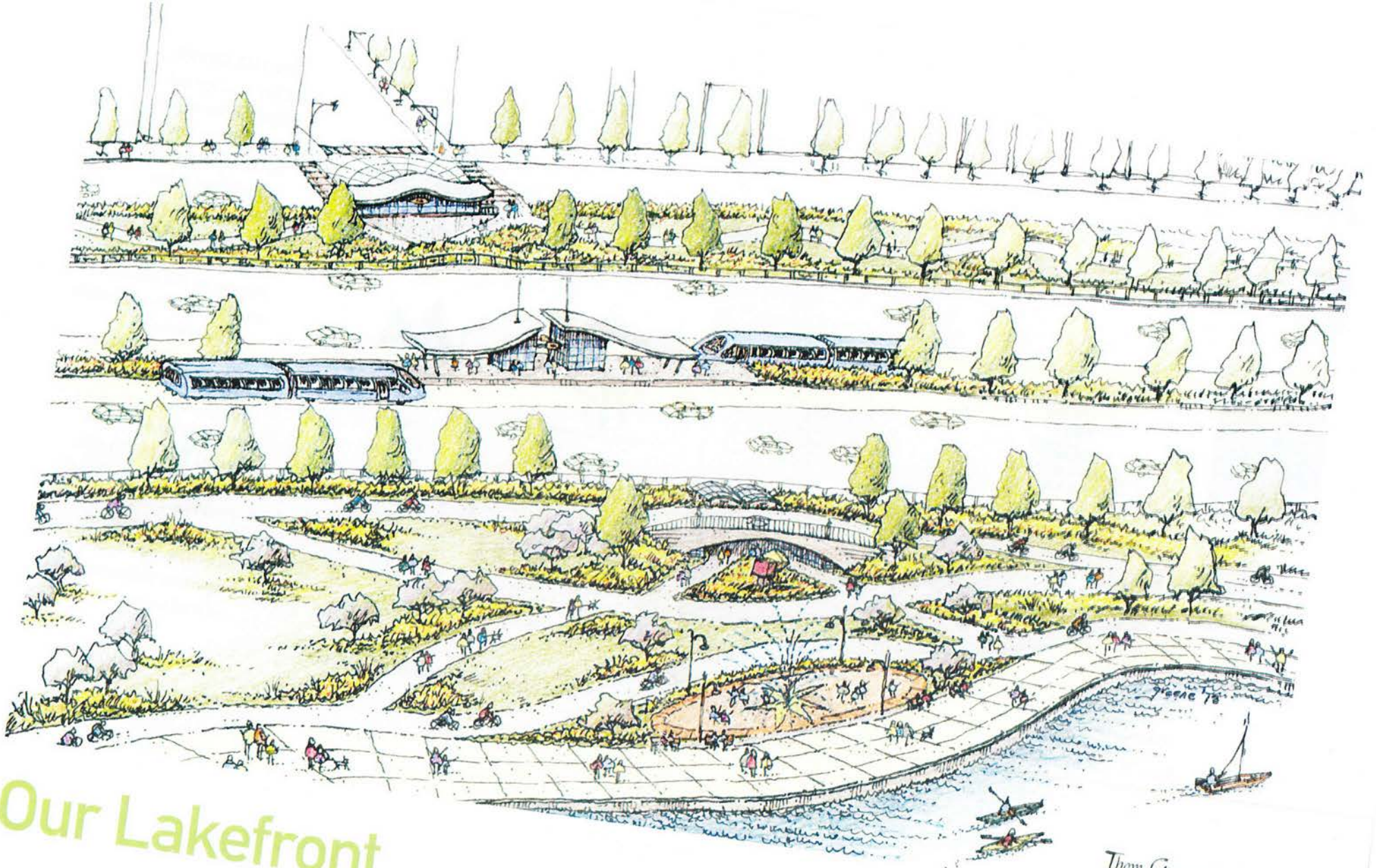
The Active Transportation Alliance has joined with a coalition of 15 organizations to provide unified comments on this project expressing our shared vision for the north lakefront. Please consider these comments in the form of the attached document.

This is a once-in-a-century opportunity to ensure our lakefront will better meet the needs of the future generations who will be using it. Recent trends show that people are driving less on average, and the next generation is less interested in driving, with the number of teens getting driver's licenses at an all-time low. Don't design ~~to~~ to fit more cars on the lakefront. We need to design for a future where people are driving less, and more people are taking transit, walking and biking.

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Our Lakefront

*A Civic Platform for the Reconstruction
of North Lake Shore Drive JULY 2013*

*Thom Greene 5/2013
Greene & Poppe Design, Inc.*

*Chicago's lakefront belongs to the people of Chicago.
Its design should meet the needs of everyone who
uses the lakefront.*

Presented by



CHICAGO ARCHITECTURE FOUNDATION



With support from



ON THE COVER:
This conceptual illustration depicts one potential scenario to incorporate the principles in this platform into the reconstruction of North Lake Shore Drive. Access to the lakefront could be more accessible and welcoming. Transit could be faster and more reliable with enhancements such as bus-only lanes or Bus Rapid Transit. Traffic on the Lakefront Trail could be safer and more convenient by creating a new path to separate different kinds of trail users.

Introduction

Lake Michigan and Chicago's lakefront have shaped our region's history and identity. Our lakefront is one of the jewels of the city, our front yard, a symbol of who we are. Chicago's early civic leaders like Montgomery Ward and Daniel Burnham understood how special our lakefront could be when they called for setting it aside to remain forever open, clear and free. They recognized the need to balance the use of our lakefront as a hub of industry and transportation with the need to promise a more livable city for future generations of Chicagoans.

Chicago now faces a choice with the reconstruction of North Lake Shore Drive. We can seize the opportunity to pursue bold plans in the tradition of Chicago's great visionaries who hoped for a more livable city, or we can reinforce the slow shift towards a superhighway that serves as an ever-widening barrier between Chicago and its lakefront.

We envision a Lake Shore Drive that creates a stronger connection between Chicagoans and their lakefront, knitting together our neighborhoods, our parks and our beaches. We believe that Chicagoans deserve an iconic roadway that's not just scenic to drive along, but is also an asset for the estimated 60 million annual users of the lakefront, including people walking, biking, running or visiting our parks and beaches. A project of this scale should not be designed only based on the needs of today, but should anticipate the needs of the future. This means recognizing that livability is as important to the region's economic strength as transportation.

The reconstruction of North Lake Shore Drive has implications for millions of people who use our lakefront every year or live alongside it. The context of this project is more than just a roadway—it is the connection between a treasured lakefront, a major public transportation corridor, an historic park and some of the state's most densely populated neighborhoods. Therefore, this project must be held to Chicago's highest standards in design, public engagement and construction. We urge the project team to engage design professionals from diverse industries in planning the project, reaching beyond transportation planners and engineers.

This platform was developed by a broad coalition of advocates for better transportation and public space in Chicago. It promotes key principles and recommendations for the North Lake Shore Drive reconstruction project.

Principles

We encourage the North Lake Shore Drive Project Study Group, as well as the government agencies and elected officials overseeing the process, to support a bold vision for North Lake Shore Drive. It should meet the needs of everyone who uses the lakefront as well as serve as a model for waterfront cities everywhere.

We uphold these principles to guide the reconstruction of North Lake Shore Drive and recommend incorporating them into the project's Purpose and Need statement:

Facilitate safer, easier, more accessible and more comfortable East-West access between neighborhoods, Lincoln Park, Lake Michigan and the Lakefront Trail for people walking, running, biking or taking transit.

Significantly improve the safety, reliability, convenience, accessibility and comfort of all people traveling along the length of the lakefront, especially for public transportation and bicycling.

Increase park land and enhance the landscape design, identity, livability and amenities of Lincoln Park, Lake Michigan and the Lakefront Trail.

Utilize placemaking and gateway planning to enhance the identity and livability of Lake Shore Drive as a roadway serving the needs of local residential and retail activity as well as linking neighborhoods together and to downtown.

Leverage the north lakefront as an environmental asset, evaluating the design's sustainability and mitigating the impact of Lake Shore Drive on air and water quality, storm water run-off and noise pollution.

Bring Lake Shore Drive into conformity with The Lake Michigan and Chicago Lakefront Protection Ordinance by restoring the road as a major boulevard in order to reduce the negative impact on other lakefront users and mitigate the spill-over congestion in neighborhoods.

Protect the historic assets of Lincoln Park, including architecture and landscape design.

Recommendations

We recommend that the following be considered as part of the design alternatives process for North Lake Shore Drive:

Safety

Redesign and widen lakefront access points for the safety and security of all users and to reduce conflicts between Lakefront Trail traffic, vehicular traffic and people trying to reach the beaches and other park facilities.

Add a separate bike facility for higher speed traffic to improve safety and convenience for both recreational Lakefront Trail users and for bike commuters.

Reduce conflict points between cars and Lakefront Trail users.

Improve bike and pedestrian facilities on streets connecting to park access points.

Design Lake Shore Drive with a maximum 35mph design speed with no increase in the number of lanes, exceeding the requirements of the Lakefront Protection Ordinance.

Mobility

Separate transit from automobile traffic with bus-only lanes and other public transportation enhancements, such as Bus Rapid Transit, improving transit service and capacity to levels more appropriate for the high population density along the lakefront.

Upgrade the Lakefront Trail to meet existing Chicago Park District design standards.

Create boardwalks along beaches to improve pedestrian access and reduce Lakefront Trail congestion.

Connectivity

Increase lakefront access points to exceed the minimum standard of quarter-mile intervals required by the Lakefront Protection Ordinance.

Increase vehicular connections between the street grid and Lake Shore Drive, to reduce congested bottlenecks at limited access points.

Redesign roadway connections and intersections with Lake Shore Drive in order to provide a more seamless park experience between the neighborhoods and the lakefront.

Create programmed parks or plazas serving as access points across Lake Shore Drive and as iconic gateways between the city and the lakefront, with special consideration for creating seamless connections at the southern and northern ends of the project.

Livability

Increase park land and green space, especially between Ohio Street and North Avenue.

Emphasize the boulevard character of Lake Shore Drive by incorporating landscaping, greening the street and maintaining planted medians.

Leverage performance-based parking strategies in the park and along Lake Shore Drive to manage congestion.

Reduce the amount of land dedicated to parking lots within the park.

Minimize the impact of construction on the historic character of Lincoln Park.

Sustainability

Use park land to improve storm water run-off between the city and Lake Michigan using natural landscaping strategies for storm water management.

Soften the Lake Michigan shoreline in order to improve ecology and foster habitat restoration.

For more information, contact:

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ALLIANCE FOR THE GREAT LAKES

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CENTER FOR NEIGHBORHOOD TECHNOLOGY

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NATURAL RESOURCES DEFENSE COUNCIL

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tingram@nrdc.org



COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

(Irv. Park)

The park here is appalling after using the park in the Lincoln Park area. My thoughts:
- Where are the beautiful flowers? Even the area between LSD and the inner drive has lovely plants between Fullerton + Mack Ave. The area S. of the golf course seems so ignored. The beauty is missing all around.

○ - Irving underpass is so so ugly. What qualifies us for one of the beautiful Moscares? The ped. crossing is also very hazardous - I use the underpass further south. The underpass has high volume traffic + deserves to be beautified.

- I do not walk the path, I have nearly been taken out by bikers who use it as a speedway (and I stay to the rt.) Can't hear 'em, no warning etc. SEPARATE TRAILS,

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PLEASE!
(over)



Please beautify our
great park area!

P.S. Crossing the bike path
on week-ends is worth your
life. Designated yield for
bikers to obey for those trying
to get to lake?

Thank you.



COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

Bike Infrastructure -

- Bike "Highway" into downtown on "city" side
- Can generate revenue with bike races/triathalons

BOARDWALK FOR PEDESTRIANS

SLOW DOWN CAR TRAFFIC

- I DRIVE 50 MPH ON LSD - JUST STAY SAFE IN TRAFFIC
- PUT SPEED CAMERAS UP = GENERATE REVENUE

AWAY OUT OF WIND, WATER - OR ELSE TOO WINDY COLD + ICY IN WINTER

SEPARATE BIKE COMMUTERS FROM:

runners, tourists → more leisurely or slower users

- MAKE ON RAMP TO/FROM LAKEFRONT PATH PEDESTRIAN, BIKE FRIENDLY, SAFE + FAST - do not

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make cars priority →



BUS RAPID TRANSIT OR
LIGHT RAIL ON LSD →

I STOPPED TAKING BUSES ON LSD
BECAUSE GOT SICK OF SITTING IN TRAFFIC.
EASIER, FASTER TO TAKE MY OWN CAR
PAY FOR PARKING.

soft
- Running paths are nice! Trained for 1/2 marathon
this summer - worked great!

← nothing stops cars from parking on
sidewalk at Belmont/Addison/
Irving Park.
PET PEEVE: FIX PARKING / MAKE SMALLER?

+WIDEN
BIKE LANE
PEDESTRIAN
RUNNER



COMMENT FORM

North Lake Shore Drive Phase I Study

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(I SENT AN EMAIL TO CITY ABOUT 2 MONTHS AGO REGARDING MY CONCERNS)

LAKE SHORE DRIVE IS A WONDERFUL ROUTE. SCENIC, MAJESTIC, AND FRANKLY THE BEST IN THE COUNTRY. I USE THIS ROUTE DAILY FROM ANDERSONVILLE/EDGEWATER TO BRIDGEPORT. I HAVE A SMALL OFFICE OFF 35TH. THE DANGERS OF BUCKING PAVEMENT, NARROW LANS FROM MONROE ONWARD & N/B. DILAPIDATING BRIDGES, POOR SIGNAGE AND POT HOLE CENTRAL. I WOULD LOVE TO SEE NEW ROADWAY LARGER SLOWER OR KEPT SAME AND ENJOY ROUTE, BTD EVERY MAP WITH FAMILY AS WELL AS HELPING THE ST RAMP. I AM AN AVID CYCLIST AND USE THE PATH FREQUENTLY FOR RECREATION AND COMMUTE. THIS IS ALMOST A LARGER ISSUE FOR THE SAFETY OF TOURISTS, RESIDENTS, AND EASY (DESIRABLE) NAVIGATION. THE PATH HAS BECOME DANGEROUS, NARROW, POOR PAVEMENT AND EXPRESSLY THE BRIDGE SOUTH OF NAVY PIER FOR PEDESTRIANS, RIDERS AND SEGWAY USERS. IVE BEEN CLOSE CALL CRASHES EVERYDAY AND PATH COULD USE SEPARATE PATHS, WIDER, CLEARER

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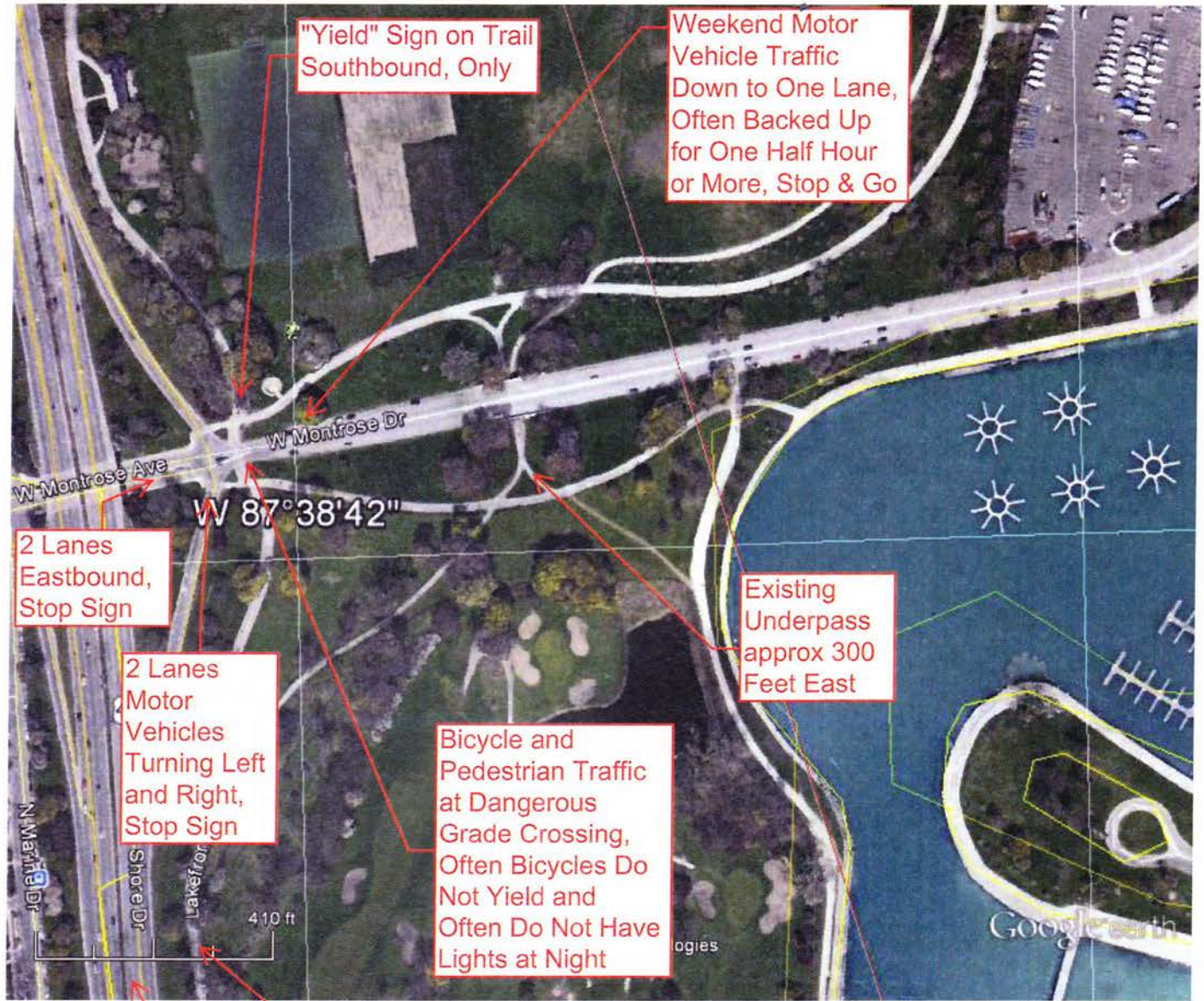
AND WITH CONFIDENT TRAVEL W/ AMENITIES ALONG THE WAY!
Gonna luck.



Changes to Lake Shore Drive and the bike path between North Avenue Beach and Oak Street Beach, and between Oak Street Beach and Ohio Street Beach, could have a major effect on open water distance swimmers and triathletes in Chicago. Please include them in the conversation and the Stakeholder Involvement Plan as you have involved runners and bikers.

Organization	Contact	Email	Phone	Other info
Chicago Triathlon Club				
Open Water Chicago				
Chicago Masters Swim Club				
Chicago Blue Dolphins				
Chicago Smelts				
Illinois Masters Swimming Association				

Can the Montrose bicycle/pedestrian crossing be moved to the existing underpass?



Google earth



Lakefront Trail at Montrose

Lake Shore Drive

The 1909 Burnham vision of “Forever free and clear?” The only illustration currently available of this plan seems to show *more lanes*, more traffic, and more just plain STUFF... in short, much less green open land.

The Friends of the Parks is one of 15 organizations listed as supporting this project. Their own “People of the Trail” report clearly shows that the northern-most sections of the park currently are the best enjoyed, least congested, and safest stretches of the lake-front... largely those parts North of Addison, on toward Hollywood. **Why would we need to focus on re-vamping anything past the traditionally most congested stretch of Grant Park to Belmont?**

Public commentary is already becoming evident from the Sun Times and Tribune articles on-line today. Those comments seem to show the public is actually fed-up with the dangerous bike commuters on the lake-paths. The “hue and outcry” is not directed at cars. Our current lovely Lake Shore Drive (“there ain’t no road just like it”), what the Active Transportation Alliance purports to be so concerned about, looks more like a boulevard in comparison to their futuristic illustration of multiple lane types, mass transit stations, with few trees plunked in between, no beach, and very little green open land. It is their illustration which looks like a Super-Highway.

A lot of people talk about the Burnham plan, but don’t really know much about it. The Daniel Burnham and Edward Bennett Plan of Chicago was about many things, transportation, urban planning, business districts, and relief from city congestion. The lake front now offers that relief, but for how long?

“The lakefront by right belongs to the people” and in his drafts, Burnham describes in great detail a vision of the lake that would always be there, a presence felt even when folk toiled at day jobs far inland. He envisioned a lake-front park expanse so all-encompassing, so un-interrupted that we could not help but always feel it... just to our east. Open clean space. The drive at its current size and speed actually offers a buffer between city and park, the speed keeps people from believing that they can simply walk across it, and the popularity of Lake Shore Drive keeps development away from the lake. Lake Shore Drive may have begun as a pleasure drive, but in fact it is still exactly that. It is the most pleasant way to get to work down-town for anyone North or South of the city. It is one of our most prized possessions, and something that only exists in Chicago. Lake Shore Drive not being exactly *part* of the parks, actually keeps the parks safer and less congested.

I maintain that we should use IDOT and CDOT funds to *actually* MAINTAIN existing underpasses, and trails, especially North of Belmont, the most park-like stretch of the lake-front. South of Belmont, down to areas around Grant Park are congested enough, and do not need MORE access and exits. Trail maintenance, signage, traffic control is needed. Better safety for runners and pedestrians can be achieved if we mandate that “Bike Commuters” get commuter licenses, commuter insurance, license plates, registration... and ticketing for traffic violations. Funding for bike commuter specific lanes could be generated from those sources.

I would ask that any Speed or lane reductions on North Lake Shore Drive take impacts to productivity into account. While the idea of a "boulevard" conjures up all kinds of positive images, hundreds of thousands of thousands of Chicagoans rely on Lake Shore drive as their primary means of transportation to school and work in the city. Public transportation is NOT AN OPTION for many of these commuters, If it were, the subsidized cost of public transportation and the artificially high price of parking would have converted these users.

A perfect example of not considering impacts to productivity was the installation of the removable barriers on North Lake Shore Drive 2 years ago. The construction impact of that work during the morning and evening rush added a full 20 minutes each way to the average commute for 2 weeks. Multiply that impact times tens of thousands of commuters at X \$ and hour and you start to see how quickly that adds up.

At an extremely cursory level, a reduction in speed limit from 45mph to 35 mph could cost the city upwards of \$30M a year in lost productivity (appendix 1). The increase in speed differentials as a result of an artificially low speed limit could actually increase traffic accidents rather than decrease them. Studies show very little evidence of accident reduction in decreasing speed limits on moderate speed limit roads such as Lake Shore Drive.

Possible areas to consider for improvement

- 1. Elimination of traffic signals at Michigan Avenue, replaced with on and off ramps that run under the green space north of East Lake Shore Drive at the turn. De-couple these ramps from the traffic signal at Michigan Avenue.



- 2. Change enforcement of Rush hour restrictions within 1/2 mi of lake shore drive on Fullerton, Belmont and Irving Park to mandatory relocation to local lots where owners can retrieve their cars at an automated kiosk.
- 3. Supplement parking at the Lakeshore with increased capacity. Drive to Wilson Avenue on a mid morning Saturday on a sunny summer day and then talk about reducing parking at the lake.
- 4. Eliminate CTA Bus use of Lake Shore Drive. Replace with a rapid rail based public transportation that continues south at Michigan Avenue and that does not reduce the number of vehicle travel lanes on the drive. The extended CTA busses have proven unsafe on the drive time and again. They are unable to remain in a single lane at the curve and were the direct cause of the calamitous snowstorm incident.

Research Links Speed Increases With Increased Accidents and Accident Severity, Though Lower Speed Increases Only Effect Crashes Marginally

Prepared by Ken Winter, February 2008



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KEY SEARCH TERMS:

Traffic Speed

Speeding

Speed Limits

Accident Severity

Accidents

Accident Data

Research Synthesis Bibliography No. 16

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Changing Speed Limits On Low Speed Roads Has Little Or No Effect On Crashes

Relationships between speed limit increases, accident rates and accident severity are complex and have not always been clearly understood in the past—especially due to countless other variables that can influence crash rates and severity, including: highway design, vehicle design, speed enforcement, environmental attributes, weather conditions, and characteristics of the driving population.

After forty years of research there is still no consensus about the implications of raising speed and accident severity among studies that only explore only accident fatalities. In addition, few studies to date have provided adequate control of many other factors that can influence the findings of a before-after evaluation. However, the "ordered probit" model of evaluation is considered by some to be a legitimate approach to studying the effects of speed limit changes on crash injury severity.

Seemingly simple questions regarding speed and accidents have proven difficult to answer. Do increases in speed limits at lower or higher speed levels result in increases in severity or crashes or of injuries suffered in those crashes? What are the implications for such speed increases on Virginia's secondary or rural roads where "low-speed increases" from 25-35 mph or 35-45 mph might be considered? A thorough literature search from the 1960s to the present reveals some widely held beliefs about speed limits and safety that may seem obvious, but are worth considering:

- Increases in speed (both absolute and relative among vehicles) lead to an increase in crash severity. (Renski, 1999)
- Accident-involvement, injury, and injury severity are highest at very low speeds, lowest at about the average speed of all traffic, and increase again at very high speeds, particularly at night. Thus the greater the variation in speed of any vehicle from the average speed of all traffic, the greater its chance of being involved in an accident. (Solomon, 1966)
- The difference between the design speed and the posted speed limit for a roadway has a significant effect on speed variance. (Garber, 1988)
- Speed variance is minimal when the difference between the design speed and the posted limit is between 5 and 10 mph (Garber, 1988).
- Driver compliance with posted speed limits is poor, especially for limits lower than 45 mph (Special Report 254, 1998).
- On rural or two-lane roads, a large proportion of accidents are initiated by vehicles turning left off the main road or by those entering from numerous access points, thus it becomes more important to review design standards so that left-turn lanes, intersection design and proper traffic control are in place to minimize the likelihood of accident involvements of this type (RTI, 1970).
- On average, current speed limits on many roadways are set too low to be accepted as reasonable by a majority of drivers, and speeds zones are posted 8-12 mph below the prevailing travel speed and as much as 15 mph below the maximum safe speed (Tignor, 1990)

Solomon (1964) found a relationship between vehicle speed and crash incidence that is illustrated by a U-shaped curve. In that curve, crash rates were lowest for travel speeds near the mean speed of traffic (not the posted speed, but the speeds most commonly traveled by drivers on the roadways measured), and increased as it deviated above and below the mean. Estimated travel speed from accident records were compared to the speeds measured at representative sites within each study section and comparisons showed that crash-involved drivers were over-represented in both high- and low- speed categories of the

speed distribution. That graph is illustrated at the following Web site, "Synthesis of Safety Research Related To Speed And Speed Limits" online at: <http://www.tfhrc.gov/safety/speed/speed.htm>

This report comes closest to answering the question of whether moderate speed increases at lower speeds results in more or worse accidents. It states: ***"In general, changing speed limits on low and moderate speed roads appears to have little or no effect on speed and thus little or no effect on crashes. This suggests that drivers travel at speeds they feel are reasonable and safe for the road and traffic regardless of the posted limit. However, on freeways and other high-speed roads, speed limit increases generally lead to higher speeds and crashes. The change in speed is roughly one-fourth the change in speed limit. Results from international studies suggest that for every 1 mi/h change in speed, injury accidents will change by 5 percent (3 percent for every 1km/h). However there is limited evidence that suggests the net effect of speed limits may be positive on a system wide basis."***

In general, speed limits appear to be on the rise. The year after the 1995 repeal of the National Maximum Speed Limits (NMSLs), half of all U.S. states had raised speed limits on rural interstates. In 1997 North Carolina raised speed limits on non-Interstate highways, focusing on what were considered "safe" roadway segments as determined primarily by roadway design and crash history. In most cases speeds were increased by 5 or 10 mph. No specific research has been located on the effects of increasing lower speeds (like 25 or 35 mph) to moderate speeds (like 35 or 45 mph), however a 1999 Transportation Research Record article explored North Carolina's experience and single-vehicle accidents (Renski, 1999). That research indicated:

- On roadway segments where speed limits were increased from 55 to 60 mph or 55 to 65 mph there was an increase in the probability of being injured in a crash, and an increase in the probability of sustaining Class A, B, or C injuries.
- No significant changes in injury severity were found for the comparison segments or for highway segments where speed limits were raised from 65 to 70 mph.
- Higher crash severity was observed when vehicles struck the face of a guardrail after limits were increased. The main suggestion with this observation is that guardrails may not be as adept at preventing injuries of higher speed crashes. The authors did recommend that due to this observed effect, decision makers consider the presence of guardrails, in addition to other existing criteria, for evaluating whether speed limits should be raised on a road segment.

Finally, it may be useful to consult the following online web sites from the Minnesota Department of Transportation, which can be found online at: <http://www.dot.state.mn.us/speed/index.html>

- **Minnesota Speed Monitoring Program** (See: <http://www.dot.state.mn.us/speed/monitorreport.html>)
- **Speed Trends on Minnesota Roadways** (See: <http://www.dot.state.mn.us/speed/spdtrend02-c.pdf>)
- **5 State Speed Comparison** (See: <http://www.dot.state.mn.us/speed/spdtrend02-c.pdf>)