



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.

N LSD needs to adapt to current transportation trends. That means more transit like BRT, fewer traffic lanes to slow traffic and respond to decreases in driving, at-grade intersections to connect the lake-front to the ~~street~~ grid and increase access, and wider, safer trails along the lake

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LAKE SHORE DRIVE MUST CONTINUE TO
CARRY LARGE VOLUMES OF MOTOR
TRAFFIC. IN THE PAST, WHEN THERE
WAS CONSTRUCTION OR RESURFACING
ON THE DRIVE THAT REDUCED
CAPACITY — LOCAL ARTERIAL STREETS
"BOUCE DOWN", IT TOOK PEOPLE
TO GET FROM DOWNTOWN TO THE
LAKEVIEW AREA BY CAR OR BY BUS

DONT "SCREW UP" THE ABILITY FOR
LSD TO CARRY TRAFFIC.

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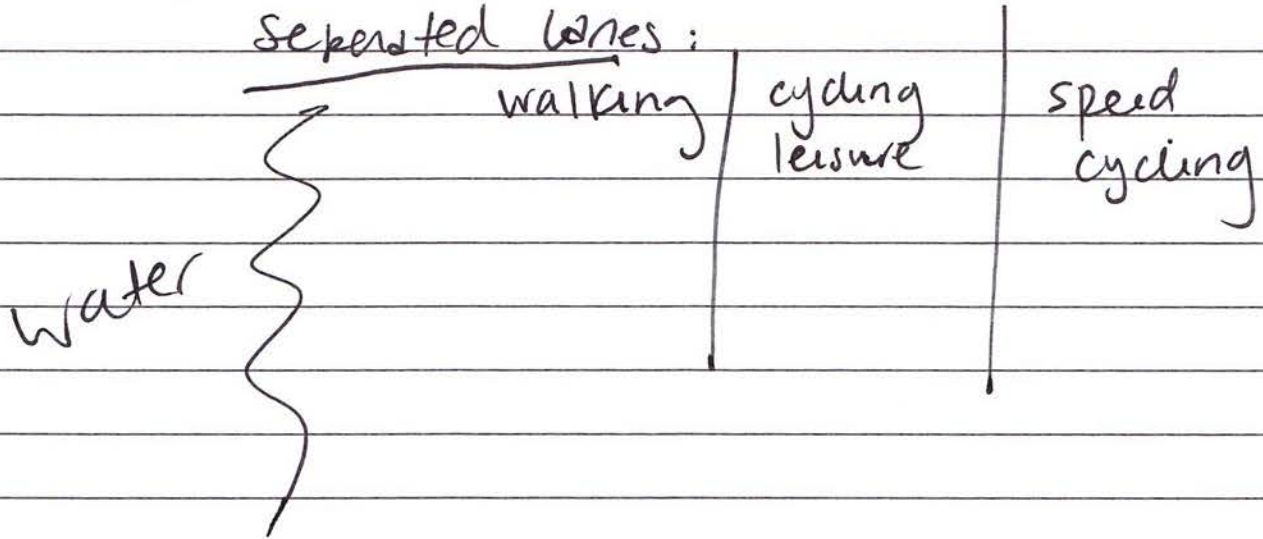


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W/ the increase in recreational cyclists there needs to be improved safety on the paths - separation btw cyclists and walkers. It is very dangerous w/ people (including children) just wandering in the path w/o knowledge of concern for what's around them.



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DOGS ARE EVERYWHERE → NEED MORE PARK SPACE
THAT PLANS ON THE PRESENCE OF DOGS! NEED A
DOG PARK INSIDE OF LINCOLN PARK (NON-BEACH!)
THE CORNER OF THE PARK AT FULLERTON AND
N LAKE VIEW AVE AT THE EXTREME WEST OF
THE PARK WOULD BE PERFECT FOR A DOG PARK -
AND ALWAYS HAS DOGS OFF LEASH ILLEGALLY
ANYWAY!

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- WITH THIS NEW PROJECT, I HAVE A FEW IDEAS

- vehicle traffic should be farther away from pedestrian traffic

- Build an express lane for Buses only

- Build a Bicyclist path only

- HAVE A PATH for walkers, joggers and strollers

- ~~Reduce traffic~~ - NOISE Reduction

MAYBE ELEVATE THE DRIVE TO GIVE MORE ROOM IN AREAS THAT ARE CONGESTED

BELMONT, IRVING PARK, OLIVERA
FULLERTON.

- Create more of park for Chicagoans.
IRVING, MONMOUTH, LAWRENCE.

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I AGREE W/ BURHAM

MAKE NO SMALL PLANS

STRIVE FOR THE ORIGINAL CONCEPT
OF THE PARK

& SOMETHING GRAND THAT ALL THE
WORLD WILL ADMIRE
WHILE SERVING THE LOCAL RESIDENTS
& PRESERVING NATURE & HISTORY

(ALSO PLEASE SEPERATE & CLERLY MARK
A HIGH SPEED BICYCLE COMMUTING PATH
FROM PEDISTRIAN/FOOT TRAFFIC)
WE NEED A BICYCLE EXPRESSWAY!

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Create separate paths for bicyclists + pedestrians.
Clearly mark the paths so users know which path to use.

Currently, it is very difficult + dangerous to bike on the single path that is heavily used by different type of users. When special events occur, such as 5K or 10K runs (many weekends) it is virtually impossible to use the single path.

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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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BICYCLE EXPRESSWAY!

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- ① 35 mph speed limit was a political mistake. People will focus on that rather than many of the other good ideas suggested.
- ② We need more sustainable & durable road surfaces on LSD. North LSD shouldn't have to be repaved every 4-5 years. Buses require a much harder surface.
- ③ Chicago Ave & Belmont Ave are major bottle-necks in BM reach.
- ④ All of the access points are ~~so~~ congested.
- ⑤ A lot of work has been done on LSD - will mural & other features remain?
- ⑥ Will speed limits be enforced on the North Side? We've commuted between Divisadero & Hyde Park for years and almost always see someone getting ticketed on ~~West~~ S. LSD. We almost never see a ticket issued on N. LSD.
- ⑦ Will the slide show be available on the web?

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Suggest not waiting for
aldermen's offices to contact
neighborhood assn's. Suggest
getting list of these associations
and offering to do a meeting
presentation. I feel that
waiting for aldermen will leave
neighborhood residents behind.

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I am deeply concerned that this project will be an excuse to widen the Drive or attempt to ~~use~~ increase its auto capacity. This will degrade the lakefront and is contrary to its Blvd. designation and historic nature. Time & again, increased road capacity has been proven only to attract more drivers & create more congestion. Speeds on the Drive should be reduced; drivers should be disincentivized to use the Drive. Buses should be given priority. ~~Private autos are~~

The reworking of the Fullerton on/off ramps only increased conflicts between pedestrians & drivers, pedestrians & cyclists, cyclists & drivers. Priority on the Lakefront should be pedestrian uses, cyclist uses, transit uses. In short, public uses that improve the quality of life by reducing congestion, reducing noise, improving the view and making the Drive into the luxurious, beautiful boulevard it can & should be.

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I would love to see a separation of bike traffic & pedestrian traffic. It seems most/a lot of other big cities w/natural resources (i.e, Lake, Ocean, etc) have similar setups & they work well.

It presents a large safety concern for cyclists & pedestrians alike, as well as the inconvenience.

I rarely use the lakefront for cycling unless it is before work. Otherwise it is far too congested.

I use the North Branch trail instead.

Additionally, it would be nice to have bike-friendly access from the west side of the drive to the lake front - without having to get right in the middle of crazy vehicle traffic.

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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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ONE WAY TO IMPROVE SAFETY ON THE DRIVE IS STRICTER ENFORCEMENT OF SPEED LIMITS. PERHAPS SPEED CAMERAS WOULD HELP. I'M SURE THE AMOUNT OF FINES COLLECTED WOULD BE SUBSTANTIAL

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REDEFINE THE DRIVE



N O R T H
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Wine + cheese at next PM.

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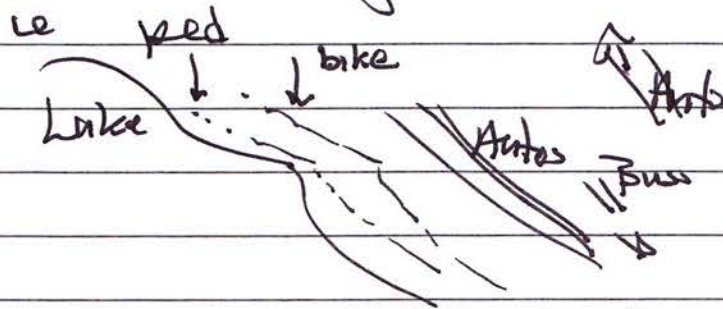
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Ideas

① separate "paths" for Auto, Bus, pedestrian, bike in descending direction



② consider a lower level 2 lanes each way
1 for express buses to encourage public transit and 2nd for emergency vehicles

③ The drive is a scenic treasure when finished all users should enjoy a "world-class" vista whether driving, walking, cycling.

④ consider underground parking to provide access for residents on west side and to open up the vista by hiding Autos.

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⑤ eliminate trees in median strip - the workman constantly close lanes and potential hazard. An alternative "benching" strategy could be used.

⑥ goal make the drive - on - the drive a beautiful experience to encourage drivers to slow down and enjoy - speed limits are a joke for the drive is a necessity for North - South traffic especially if internal streets are converted into "bus only lanes" which will force traffic east.

⑦ use concrete from demolition as land fill into lake to expand the park and increase "breakfast"

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~~Will the use of bicycles be~~

Will bicycle transportation be emphasized in the reconstruction by making the lakefront trail safer for cyclists? This would include improved access to path, separation of slow moving traffic from higher speed traffic and safe roadway crossings at Lawrence, Wilson, etc.

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1. SPEED LIMIT on a 4+4 lane divided highway should be @ least 50 mph
2. LONGER ENTRANCE RAMPs ARE NEEDED IN SEVERAL LOCATIONS - several entrances @ Chicago River, SB @ Belmont, SB @ Diversen
3. CHICAGO AVE IS A CHOKe POINT DURING EVENING RUSH. Either shut down the lights as in morning rush, or build under/overpass + ramp. Better yet, eliminate access altogether and shunt NB traffic to OAK ST entrance, + SB traffic to lower level + entry south of the river. (see next)
4. TRAFFIC FROM STREETERVILLE HAS NO CONVENIENT SB ENTRY FROM INNER DRIVE. Currently there is a two lane exit ramp @ GRAND AVE from SB LSD. Why not make the exit ramp from LSD one lane, and allow the other lane to feed in traffic from the inner drive (and perhaps Ohio)?
5. PAVING MATERIAL: USE CONCRETE AS IN THE RECONSTRUCTION OF LSD ON SOUTH SIDE (BELOW GRANT PARK). SAVES \$\$\$ IN THE LONG TERM, AND TRAFFIC HEADACHES OF FREQUENT NEED TO PATCH OR REPAVE ASPHALT.

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“Redefine the Drive” Suggestions

1. Safety

- a. Straighten the S Curve.
- b. Extend the exit ramp at Belmont and adjust signals for rush hour.
- c. Extend southbound entrance ramp at Fullerton.
- d. Lower speed limit but redesign roadway to eliminate bottlenecks such as Chicago.
- e. Extend length of time for green traffic signals on the drive based upon traffic volume detected by imbedded sensors.

2. Separation of users

- a. Have a physically separated path for pedestrians that means restricted to people that are only walking or running.
- b. Have separate path for bicyclists divided into high speed and low speed lanes. Low speed lanes reserved for recreational bicyclists, inline skaters and skateboarders.

3. Beautification

- a. Expand center median and plant trees that can tolerate salt but grow over the roadway to establish a boulevard feel.
- b. When parkland is reduced to improve safety (e.g. extending ramps), increase required replacement plantings.
- c. Consider overpasses made of (or clad with) limestone similar to the look beneath the Ulysses S. Grant sculpture.
- d. Install permanent Lakefront Sculptures along the entire drive on the Lake Michigan side.

4. Way finding

- a. Develop maps of lakefront attractions with non-automobile methods of getting to the lakefront highlighted.
- b. Locate maps at CTA stations, Divvy bike stations, along the lakefront and major roadway intersections.

5. Transportation Alternatives

- a. Study impact on local streets if Lake Shore Drive Capacity is reduced.
- b. Consider dedicated bus lanes only during rush hours for non-polluting hybrid or electric busses.
- c. Establish a trolley with east-west connections from CTA Elevated stops to the lakefront to reduce need for automobiles.
- d. Increase Divvy bike stations and bike racks along lakefront.

6. Parking

- a. Respect the needs of Lake Shore Drive buildings that were built in the 20's and do not have parking facilities.
- b. Provide turnoffs with lake overlooks.
- c. Convert all parking lots into environmentally friendly including permeable pavers, extensive landscaping and additional land for storm water retention.
- d. Investigate shared member parking between Lincoln Park Zoo and Peggy Noteabart Nature Museum. Note: Zoo is busiest during the summer and the Nature Museum at other times



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LSD is a key transit corridor for many modes of transport. However, it needs a greater focus on public transportation and cycling. Dedicated bike paths separate from the pedestrian/bike/trait access paths would encourage greater use and provide better safety. More clearly defined bus or rail stops and routes would also be wonderful. Creating a natural separation between the lakefront and the drive would also be fantastic. Many cyclists are forced off the trail onto streets due to congestion from activities and recreation. A greater visual separation between the drive and the lake (especially around North Ave) would improve safety. Better signage on appropriate use of the path is needed.

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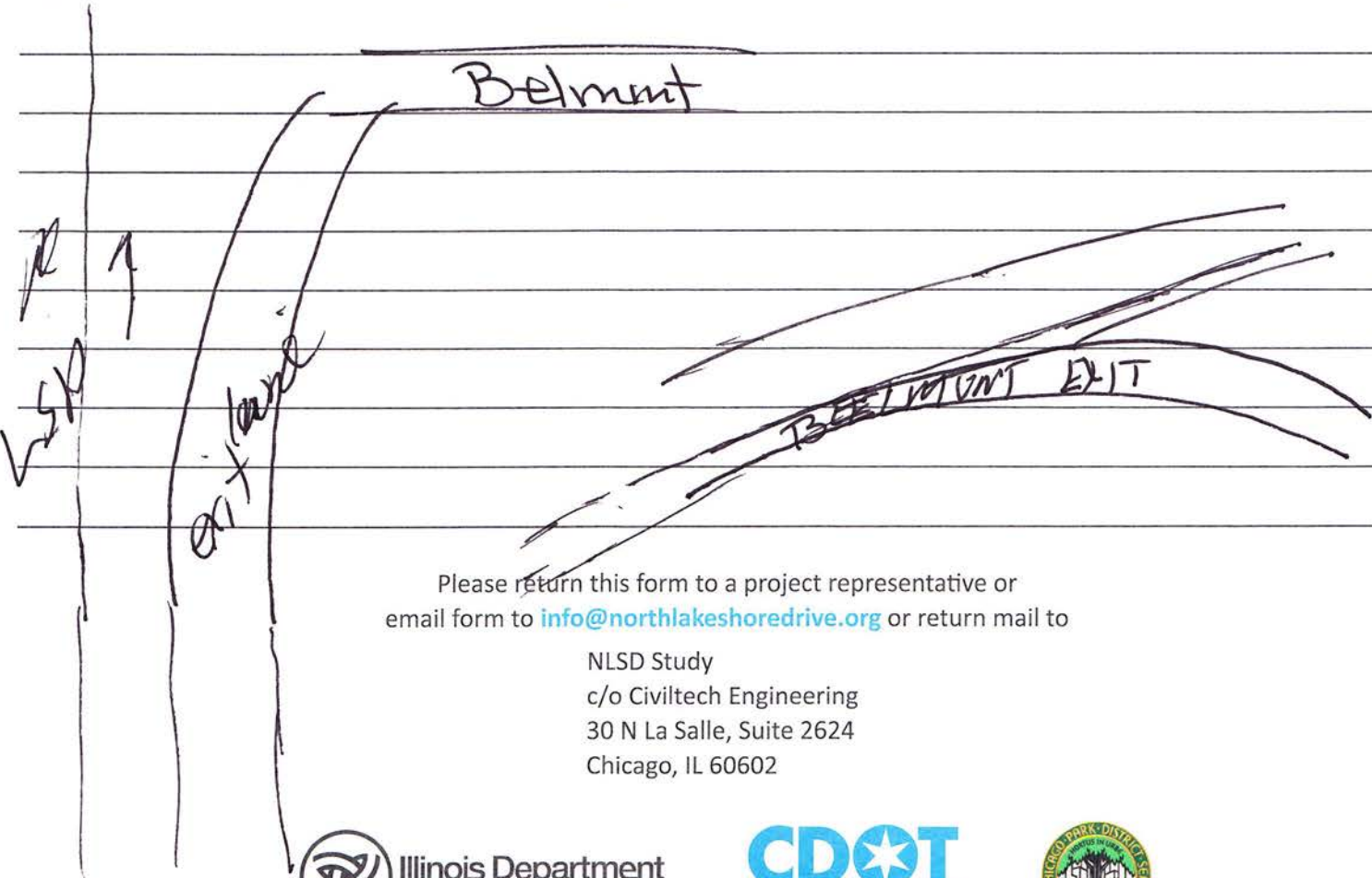


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Have longer exit lanes
to reduce congestion at Belmont/
Fullerton etc



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Balancing all the uses of LSD + the lakefront will be difficult. Chicago needs a fast road further east than the Kennedy + LSD if it. But can we achieve that and still make it greener, more pedestrian/bike friendly? Yes! Best idea is to bury LSD like Boston's Big Dig - let cars + express buses use buried traffic tunnels of limited access at Hollywood/Eastern Park, Belmont, Fullerton, + LaSalle/N Ave. Then there would be plenty of room for bikes, paths, pedestrians above ground. If we can't afford that, I am against reducing the posted speeds, but perhaps we can have an express bus lane or HOV lane during rush hour. Also, bike + pedestrian lanes on the lakefront path need to be separated. It's too dangerous today

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I believe it is very important to separate the runners/walkers from the cyclist on LSD. As someone who would like to use the parkfront to commute to work BUT DOES NOT because of all the congestions and lack of awareness on the way home (5pm time) I believe it is essential to find a solution for the congestion.

Also in the interim - it might be helpful to have signs on the path telling people to watch their children or to keep walking children towards the outside of the path. Its too many times that I have almost seen a horrific accident due to unsupervised children (3-5 years old)

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Parts of Lake Shore Drive that need repair should be fixed, but the essential nature of Lake Shore Drive should not be changed. In particular, Lake Shore Drive should not have its current traffic capacity reduced by creating bike lanes, dedicated bus lanes, or BRT. Doing this will make Lake Shore Drive more congested than ever, and it will cause much of the traffic congestion to be diverted onto other streets. Furthermore, this increased congestion will reduce the ability of commuters from North Shore suburbs such as Evanston to visit Chicago.

Lake Shore Drive is a vital part of our network of expressways, and should be maintained as such.

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Need to consider lighting along Lakefront Trail to ensure safety, but also proper shielding to prevent light pollution of the night sky + for migrating birds

Should consider water fountain placement along Lakefront Trail and bathroom facilities - both should be open year round

Lakefront Trail should have gravel path for running or other low impact design while bikers + rollers need smooth pavement

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We can have our cake & eat it too!

We can eliminate all stoplights & dangerous traffic patterns by placing thru traffic in a subterranean or submarine tunnel.

Local traffic can remain on narrow slow moving at grade roads.

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I am very concerned regarding the ^{roadway} safety along Lake Shore Drive, especially at the Oak Street curve and the north bound Belmont exit.

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This task force needs to review what has been happening with the RT 53 construction visioning that was a coalition with all the stakeholders, including the environmental groups, to build a sustainable road.

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CONCERN: UNCLEAR IF THIS PROJECT SCOPE DEALS W/ E-W ACCESS TO LAKE SHORE TO INCLUDE PARKING AREAS REMOTE TO GREEN ZONE OR MOVING PEOPLE TO THE LAKE FRONT.

HEAVY E-W TRAFFIC ADDS SIGNIFICANT VOLUMES TO LAKE FRONT

CONCERN: SUGGESTION OF PLACING MORE BUS SERVICE ALONG LSD SEEMS TO HAVE SAME PROBLEM AS CAR USE — HOW TO GET PEOPLE TO A BUS.

DENSITY IS MOVING WEST, BUS GRID NEEDS TO ANTICIPATE

LSD CURRENT PROBLEMS LISTING COVERS THE MAJOR ISSUES

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Make no little plans! Your own materials say it. Ensure that the plan proposed by Active Transit Alliance becomes a heavily considered part of discussions. CDOT has said that pedestrians come first, then buses and bikes, then cars. The South Side has Metra. Where is our rapid, lakefront transit? Separate bus lanes are a must, as is the ability to smoothly bike from the street to the path. Need drivers ever get out and walk their cars? Even better question, why do drivers enjoy a better view than cyclists and joggers? Don't elevate driving. Bring it down and give bikers more room to safely pass one another. This last design, with all its flaws, lasted 80 years. Think of Chicago's needs in the next 80. As transit continues to improve in other parts of the world, country, and even the city, what might we regret in half a century that we failed to build at this opportunity?

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Illinois Department
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CHICAGO DEPARTMENT
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Though I know the current climate in Springfield/IDOT wouldn't allow it, I hope actual radical changes, like making the Drive into a real boulevard or the plan put forth by ActiveTrans and others are kept on the table as long as possible to drive home their message and make anything short of them look like concessions. We've been building for private vehicles first for 80 years, and two thousand\$ pounds of metal to move one person won't ~~can~~ be sustainable. Look to urban highway demolition in other cities to see how well it works. Traffic moving at the speed of the city helps abate many noise and safety concerns. Traffic moving at ground level means it moves thru the city, not pasts it, increasing interaction between drivers and local businesses and amenities. Listen to Gabe Klein's words on how bike lanes improve business on a street and imagine that across miles of lakefront with cafes, recreational facilities and more space for sporting and cultural events. Decreasing the space taken up by infrastructure meant mostly for cars gives more room for transit to an from the lake, allowing those without a car better access to this public asset.

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only consider a bus lane on LSD
if you also use it as
an HOV lane - During rush hour
only though

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Leave the drive alone. The driving experience is one of the most beautiful and interesting. My city planning class in college talked about the placement of a "ribbon" rather than a scar across the landscape. Aesthetically, the drive is superb. Congestion at Fullerton, Belmont & Irving Park and Hollywood can be handled with traffic signal light adjustments.

DON'T CHANGE THE MOST

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REMARKABLE
DRIVING

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BEAUTIFUL
EXPERIENCE





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North Lake Shore Drive Phase I Study

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SEPARATE PATH FOR BIKERS ONLY EXCELLENT IDEA.

IF MORE EXITS FOR CARS IMPLEMENTED, SUGGEST SEPARATE BUS LANE DURING RUSH HOURS. ALTHOUGH, I PREFER RELATIVELY LIMITED AUTO ACCESS.

I AM A BIKER AND A DRIVER, SO BOTH THOUGHTS ABOVE IMPACT ME. FOR BIKING, I DO BOTH TIME TRIALS AND SOCIAL RIDES, AND MUST ADMIT I STAY OFF THE LAKEFRONT TRAIL UNTIL WEATHER TURNS COLD. IT'S TOO DANGEROUS NOW WITH MIXED USE.

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

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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How will this project impact, or be impacted by the Lake Michigan Shoreline Rebuilding project? All work seems to have stopped near Fullerton several years ago.

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Good Forum -

Eliminate motorcycles - cannot use
east facing balconies

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When considering changes to the Lakefront Trail please look at dedicated biking + pedestrian paths. I strongly suggest you look at the Midtown Greenway in Minneapolis as a model. This very successful cross-street trail is beloved by bike commuters because the path is free of both car traffic + runners/walkers. Pedestrians use the Greenway as well but enjoy a completely separate (but adjacent) path. This makes for much more efficient + SAFER biking + walking. I don't drive so have no opinion on LSD but would love to see a better functioning bike thoroughfare.

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These meetings are likely to be dominated by and overrepresented with "alternative" transportation users + activists - of which I am one!

The people who are driving on the Drive - who are by FAR the largest group - are doing so to save time. Trying to get to work, to meeting, to kids' soccer game. They already are short on time - American workweek has gone up and most families are 2-worker - they don't make it to mtgs like this unlike retirees, underemployed biking hipsters etc.

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The needs of these **NESD Study** **ALREADY** using LSD for transportation must be primary.
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Thanks for asking for our input

My main concern is Belmont
congestion - & Cubs games

Exit @ Addison

Thx for attention to ADA issues
re underpass

Bike paths should be separate
from walkways - those bikes
are dangerous!

Nice presentation

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

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The Lincoln Park Advisory Council holds 10 meetings a year with a program at the beginning of each meeting.

It would be great to have advisory council members see the comment maps and give them the opportunity to make comments.

The contact info is pacchicago.org and president is Ellen Harrison
wballbabe2054@sbcglobal.net

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Most important concern & focus on the following

1) Drive entry from lower level at Illinois + Grand. Pedestrian traffic major deterrent to movement. High rises create blind spots at each intersection. Bicyclists ignore rules of road.

2) Necessity to keep lake front attractive and not turning Drive into "highway" - which has already happened. Inadequacy of exits at both Fullerton and Belmont frequently hampers thru w traffic. I am all for "downgrading" road to Blvd. status. Also creating bus traffic lanes.

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- ① How wide is the corridor? Does it go to Clark St @ Fullerton?
- ② Is light rail along a Cannon-Marine Drive Corridor part of the alternatives process?
- ③ What are the fatality statistics for the LSD and how do these compare to other expressways in Chicago?
- ④ WHERE is additional Lake-Fill being considered in the Corridor?
(and fines)
- ⑤ ARE SPEED CAMERAS AN OPTION to enforce speed limits on the LSD?
- ⑥ Are ^{different} climate scenarios for different futures being considered for landscaping options, say 30-40 years from now.

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- 1st - LSD is a pseudo highway - do not try to change that, reducing the speed limit will not work it doesn't work now. ^{can't extend or combine on/off ramps to pull} the standing traffic off of the drive.
- 2nd - Suggest a dedicated bike lane through the busiest area - Fullerton south beyond Navy Pier - also connect the bike trail ~~South~~ of Navy Pier better.
- 3rd - increase parking @ Montrose
- do not close Wilson - maybe shorten it - but that lot is the only place for people that want to park to use the Ball & soccer fields.
- 4th - Keep buses along the edge of the high rises - ^{they} too many elderly in that area - can't get to the median of the drive to get the bus. - No Belmont

I love that you're working on making the lakefront more accessible - please don't mess with the traffic in doing so. NO lane reduction for a dedicated bus - it's not worth it - too much \$ - little benefit for bus riders - more inconvenient - think snowstorm + the traffic would get worse.

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Lakefront Trail is too congested with bikes, runners, bladders all using the same space - need more capacity for biking separate from auto traffic + access conflicts with pedestrians

Should enhance biking opportunities on LSD like Bike the Drive and Triathlon - need biking capability on bridges and ~~at~~ ~~the~~ smooth pavement

Must protect water quality in Lake Michigan through green infrastructure solutions - proper runoff management is vital for this project

Need straight uninterrupted biking pathway for recreational cycling and commuter cyclists

Maintain views of Lake Michigan from Lakefront Trail

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I am glad to hear there is a focus on improving north Lake Shore Drive and its environs. There needs to be, however, common sense and realism in the design. The current bike/jogging/walking paths are very dangerous with bike riders who think they are in the Tour de France ruining it for others. One such rider ran into my daughter head on when she was 10 years old because he was trying to get around walkers. She's now 24 and to this day will not ride a bike in the city. There definitely needs to be separation of the paths in the park land so everyone, whether walking, running, or biking, can safely enjoy the lakefront. Sharing the same path is not working.

I hope that the "experts" making suggestions for the re-design of the Drive, including removing a lane of traffic and lowering the speed limit for cars, are not the ones who redesigned the Edens/Kennedy intersection to be much worse than it was. I do not think either lane reduction or lower speed limit is a good idea. These rank right up there with other recent bad ideas like the bus lane on Ashland that will not allow for left turns on Ashland and force auto and truck traffic onto the neighborhood streets. These designs are anti-auto. It is 2013, not 1930, and the horse has left the barn, so to speak. The auto is a fact of life and the Drive, whether you like it or not, is a major thoroughfare through the city. Reducing the number of lanes for cars and lowering the speed limit will just create more congestion, lead to road rage, and result in more accidents. I understand that your goal is to make the roadway safer but I do not believe that is what will happen by reducing the lanes for cars and lowering the speed limit. We need to be realistic. The ripple effects need to be studied and anticipated, which certainly didn't happen with the Edens/Kennedy interchange or the Ashland bus lane.

Please do all you can to vote against any major renovation of NORTH Lakeshore Dr mentioned in your update email below.

The city has done marvelous updates already to Lakeshore dr. Please do not divert much needed money from other areas to take away use our lake front. It is good enough as is.

The city has much more pressing issues to fund. As good neighbors we have got to find ways to make the city safer and get jobs for lower income communities. Divert funds to improvements there.

When those blighted communities thrive, Lincoln Park will benefit by NOT attracting those trying to escape their blight who meander, loiter or flash mob from the north side lake front.

This is NOT a need in our near bankrupt city or state. This is a luxury. This would be like a near bankrupt family landscaping their yard in lieu of paying rent or buying food.

In addition, taking the lake front out of service for such a long-time would take away much of the appeal and could hurt real estate market during the 5 year timeline for improvements!

If traffic is an issue through Grant Park... Maybe that's just an education issue informing residents of using Lower Wacker to bypass the park to get EASY access to 290 / 90/94 /55.

If this is something that the Cubs are pushing for - let them find the funds to pay. We can't let a sports team rule the quality of life OUTSIDE of Wrigleyville. Most of us locals are fine during game traffic. We know how to use CTA. The game traffic represents so little of our road time in a calendar year.

Rush hour traffic is nothing compared to other large cities like LA and NYC. Lakeshore renovations on the NORTH side to date are good ENOUGH!

I will do our best to attend public sessions. I wanted to let you know our thoughts and ask you to NOT support any MAJOR rework of NORTH Lakeshore.



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This is a very exciting project!

I have 1 (one) request.

Please be very careful about lighting. Please light only when needed, where ~~needed~~ needed + in correct lumen levels + color temperature (under 3000 Kelvin).

Keep light on target - without light trespass or adding to sky glow.

I love Chicago, however Chicago is the #1 MOST light polluted city in the world. ☹️ Put a "lid" on the lights to keep them on target AND we will dramatically increase STARLIGHT over our city for all to enjoy

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GOOD Light

* think of a desk lamp.
IT KEEPS LIGHT ON TARGET



Illinois Department of Transportation

