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North Lake Shore Drive Recommended Solutions

The Chicago Lakefront is a treasure to be celebrated. It is encouraging to know that "expanding the number of general purpose travel lanes on the Outer Drive will not be considered for this study".

The emphasis should be:

1. To expand safe, pedestrian, bicycle and public transportation along the Lakefront,
2. To improve access to the lakefront,
3. Reduce dependence on the automobile while insuring smooth, safe automobile traffic flow.

ADDITIONAL OPEN SPACE / AESTHETICS

1. Create additional parkland by expanding the park into Lake Michigan. This will allow for:
 - a. The creation of two lakefront non-automobile trails – high speed (bicyclists), low speed (pedestrians).
 - b. The development of scenic overlooks and expanded beaches.
 - c. Additional revetment opportunities.
 - d. Additional plantings and an opportunity for placement of sculptures along the drive.

SAFETY / TRAFFIC FLOW

1. Establish two physically separate lakefront trails (each wider than current 20 feet), one for high speed (bicycles, skateboarders, roller skaters) and one for low speed (walkers, joggers)
2. Add pedestrian bridges over the drive to improve safety for lakefront access.
3. Extend ramps (both entering and exiting) at Fullerton and Belmont.
4. Straighten the Oak Street Beach curve to reduce crashes.
5. Eliminate Chicago Avenue traffic signal and replace with another access solution.

PUBLIC TRANSPORTATION / INTERNAL CIRCULATION

1. Develop internal, free internal park trolley system to connect existing parking facilities to lakefront attractions including Golf Course, Driving Range, Nature Museum, Zoo, Chicago History Museum, and Lincoln Park Cultural Center). This would reduce automobile traffic.
2. Provide additional non-automobile alternatives to access park from the CTA trains stations with the ability to connect to the internal trolley system.

WAYFINDING

1. Improve wayfinding to the lakefront that will make it more likely and easier for transit riders, pedestrians and bicyclists to access the park and its amenities by non-automobile modes.

EAST-WEST ACCESS

1. Provide additional non-automobile alternatives to access the park from the north-south CTA trains stations with the ability to connect to a Lincoln Park internal trolley system.

AMENITIES

1. Provide showers and lockers for bicyclists and pedestrians along the lakefront trails
2. Provide more Divvy bike stations and secure bicycle racks especially at Lakefront Cultural attractions.

ENVIRONMENTAL

1. Convert all parking lots to environmentally sensitive surfaces including permeable pavers, extensive landscaping, and storm water retention.

06930

REDEFINE THE DRIVE



NORTH LAKE SHORE DRIVE

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North Lake Shore Drive Phase I Study

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I had no idea how much speeding was a problem on LSD until this weekend (July 6) when we entered the Drive at the extreme southern end and had to go all the way to the extreme northern end. We found cars speeding upwards of 60-70 mph at times - mostly south - but 50-60 north was not uncommon. Their weaving in + out made driving very dangerous on LSD. Our son is an architect, and he has said that, if the road looks like a super highway, people will treat it as such. LSD is even referred to by Chicagoans as a "highway." We need to make LSD a beautiful boulevard for our admiring public, many of whom come from out of state.

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To improve flow of traffic at Hollywood,
TUNNEL underneath SHURIPAN so that access
and exit from NLS D can be relatively unimpeded.
Control the lights all the way up Ridge - U
I proposed this be studied decades ago
to the City of Chicago Traffic Committee
(Cald. Wigoda). Seems like a good idea.

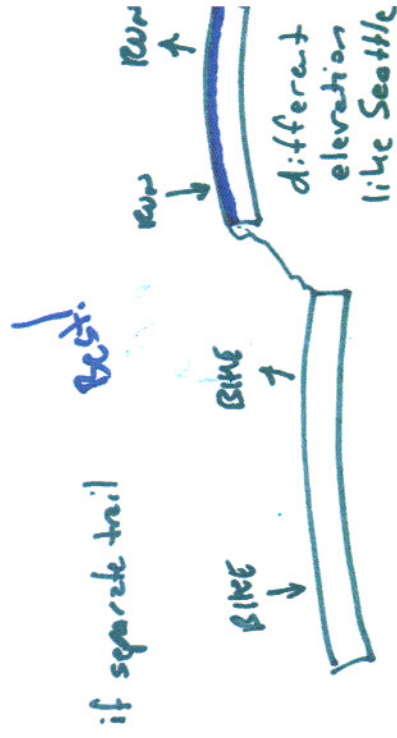
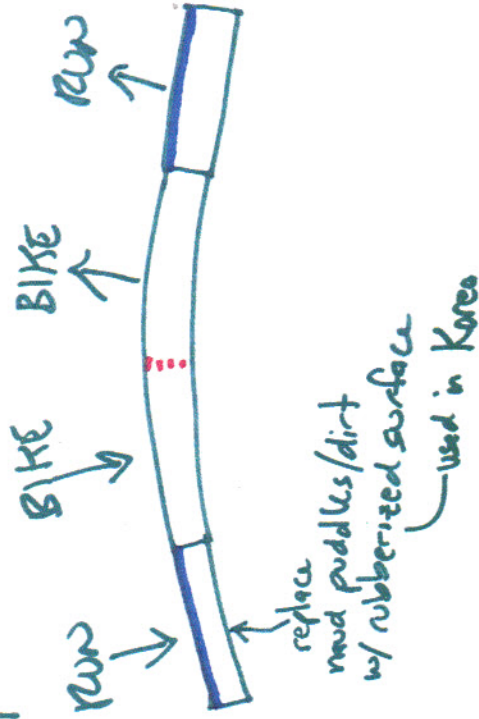
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① Separate bike from run/walk where possible, or at least "high speed" bikes.

② Improve surface including color separation.



③ PPP for new surface. Corporate sponsor segments.

eg: NIKE puts swoosh in the rubberized surface. Adidas. Newbalance. Asics. Garmin. NW Medical
Lululemon. Underarmor. Columbia.....



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Make Lake Shore Drive Tunnels accessible to ADA standards.

934

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I think we should spend more money on the schools. ~~instead~~ I do have some suggestions, however.

The downtown and near north side sections of the ^{Lakefront} bike path should be designated as a SLOW Zone for bicyclists. Pedestrians should be encouraged to stay to the right. All bicycles in Chicago should be required to have bells.

Lake Shore has already been reconfigured at Oak St. This is a waste of money. If you must spend money on streets, use it on rebuilding streets, especially on the South side!

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CHICAGO DEPARTMENT
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Please notify all large multi-family
 who front LSD and the new east side
 buildings via their management
 companies of future meetings
 for example, Community Specialists
 management or via Community
 association lists or Alderpersons

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Would like to see dedicated bus lane + expanded bike infrastructure -

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REDEFINE THE DRIVE



NORTH
LAKE SHORE DRIVE

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Along LSD: Chicago is becoming a leader in bike infrastructure and is looked to for ideas and sustainable design. LSD is an iconic stretch of road that has the potential to serve as a benchmark for other cities trying to be sustainable. If we can incorporate multi-modal options and new progressive designs, LSD could become more grand than it is today. BRT is a highly successful method of mass transit that could be implemented utilizing infrastructure that is already in place. We have the benefit of a large median throughout much of LSD that would allow for additional transit without widening the road excessively. Center running bike lanes, BRT, or electric vehicle priority lanes are all viable options that would only improve existing conditions. The number of crashes that have occurred on the Lakefront Trail could be diminished by relocating fast-moving bike traffic to a separate area. LSD could be used for commuters traveling from one side of the city to the other, or weekend bikers looking for exercise. Just like separation of grades between rail & road, there needs to be a separation of grade between bikes & cars/vehicles.

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Along the Lakefront Trail: People came to Chicago for the view, the shopping, the lake, the buildings and so much more. The number of people using the Lakefront Trail is growing, thanks to Divvy bikes and increased transit options. The types of people using the trail are varied, as is their speed and power. Just like you have to separate cars from bikes on the road you also have to separate pedestrians, bikers, rollerbladers, segways, etc. They can't all fit on the same path because they are not equal. If bikers and other fast-moving traffic could have a designated path, crashes with pedestrians could be avoided. Put pedestrians next to the beach, and bikes a few feet out, separated by grass, curb, small fence, anything. This gives bikers the ability to travel at their own pace without risking hitting a pedestrian who wandered into their path. By the same token, pedestrians can travel at their leisure without worrying that a fast-moving cyclist might clip them. The Lakefront Trail is about enjoying the city and promoting outdoor public green space. Everyone should be given the same consideration, regardless of mode of travel.

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As with everything, enforcement is key. You could spend years designing an infrastructure that perfectly handles every aspect of the project, but without proper enforcement, it's useless. Stripes on the ground and symbols for bikes and peeps are great, but without someone to enforce them the trail is a mess. Signage needs to be prevalent and obvious to everyone

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3 of 3



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TUESDAY
JULY 8TH

COMMENTS AND SUGGESTIONS

- (1) SEPERATE BUS LANES -
- (2) " BIKE AND WALK LANES (further apart)
- (3) PRESERVE OAK ST. BEACH - MOVE IT?
- (4) MOVE ~~THE~~ DRIVE OUT TO LAKE + BURY IT?
- (5) PRESERVE OR INCREASE GREEN SPACES
- (6) ENFORCE SPEED LIMITS
- (7) REDUCE NUMBER OF EXITS + ENTRANCES
- (8) USE BRIDGES FOR / PEOWAYS / PEOPLE ONLY
- (9) Eliminate Hollywood exit (go NORTH)
- (10) DO NOT ALLOW ANY NEW CONSTRUCTION
(CONDOS, Apt.s, COMMERCIAL STORE TO BE
BUILT TO BLOCK THE VIEW OF THE EXISTING
BUILDING THAT ARE ON THE WEST SIDE OF LSD)

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From an environmental standpoint, this project should not include additional land fill of Lake Michigan from Grand Avenue to North Avenue.

Concerns include

- 1) land filling Lake Michigan
- 2) sand for Oak Street Beach came from Indiana Dunes. Existing beach would not be saved in the draft configuration proposed.
- 3) Prohibitive cost - does not seem justified to spend this amount of money and disruption for several years.
- 4) Impact on Lake Shore Park - does not appear to be shown on drawings.

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The city - and state have so many problems - Disregarding infrastructure, CRIME, non functioning schools - why this project at this time?

I live on the Half Coast. Nightly gatherings at North Ave Beach and Waukegan all along Waukegan Avenue and the actual streets have made it very difficult to live along East & North Lake Shore Drive. At present, there is a buffer between the Beach, etc, and the Hi Rises on LSO. If it is removed (the drive) then many people will spill over into the existing neighborhood. We pay horrendous taxes now. If the road buffer is removed - I will remove myself from the City.

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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.

NOTE! THAT OAK STREET UNDERPASS TO BEACH IS TOO DANGEROUS
AND HAS BEEN CLOSED FOR AT LEAST FIVE YEARS - WE
DON'T NEED MORE RIFRAFF - BY ENLARGING THE "PARK"
AREA AND MAKING IT CLOSER TO RESIDENTIAL AREAS -

- NORTH AVE + OAK ST AREAS ARE DANGEROUS AT NIGHT -
NOT PUBLICIZED ON PURPOSE, BUT RESIDENTS IN AREA
ARE AWARE OF MANY POLICE CARS IN AREA TO KEEP AREA
UNDER SURVEILLANCE AND GET RID OF TROUBLEMAKERS -

- SPEED AREAS CAN BE CONTROLLED WITH ^{SPEED} BUMPS WHERE NEEDED -

- POSSIBLE
UNDERPASS FOR CARS WILL ONLY MAKE THESE TUNNELS WATER-
LOGGED IN INCLEMENT WEATHER (STORMS) -

- MONEY BETTER USES FOR CHICAGO INFRASTRUCTURE: ^{SCHOOLS} ROADS, BRIDGES, ETC.

- WE NEED A CITY THAT WORKS FOR ITS RESIDENTS, NOT ADD
MORE TOURISTS TO LAKE FRONT -

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- THERE ARE TOO MANY BUSES WITH TOO FEW PAX -
- BUILD BICYCLE PATHS WHERE NEEDED AND BE DONE WITH IT -
- COMMITTEES SHOULD CONSIST OF MEMBERS BY NEIGHBORHOOD - THEY KNOW PROBLEMS AND COULD HAVE MORE CONSTRUCTIVE IDEAS -

Thank You!

REDEFINE THE DRIVE



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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.

My question is how many lanes are there in the Chicago Avenue Intersection?

I usually take public transportation every day on the #66 CTA bus. As well as in the loop because there are cars driving on the intersection given the fact there can be traffic issues.

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1. Purpose statement should emphasize users rather than modes.
2. Exclusive ROW for bus and HOV would move more people, more rapidly, more cleanly.
3. Bus right of way should be placed close to buildings, along Marine Drive + Inner Drive.
4. Most importantly: Plan for a continuous cross-country ski route to facilitate year-round use.

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I'VE GOT HOMEWORK TO DO! ☹️

I'D HAVE INPUT A COMMENT ON YOUR LAPTOPS HERE, BUT I HATE TOUCHPADS! GET MICE!!

SUGGESTION~

→ LYTRO CAMERAS FOR CRIME & TRAFFIC VIOLATION SURVEILLANCE
GOOGLE IT!

ENFORCE THE SPEED LIMIT OR RAISE IT!

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Your location for this meeting is not the best location for many people who live north - parking is expensive - a half way point with parking is Truman College on Wilson - you have held meetings there before and they have a parking lot - free - this seems to be a way to limit input on this project

Just my observation!!

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FIRST THING - SPEED LIMITED ENFORCED MORE
LOWER SPEED LESS PROBLEMS

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North Lake Shore Drive Phase I Study

7/8/14

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.

Marine / Foster resident / pedestrian —

Foster Ave: driving access + beach access
(bike path, walk path etc.

is CRAZY + dangerous at times.

Rush hour - weekends, etc.

Bike speeders a real hazard to others
+ heavy auto traffic on/off drive.

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ELIMINATE ALL BUS SERVICE ON LSD
REPLACED WITH LIGHT RAIL SYSTEM (STREETCAR)
ON DEDICATED RIGHT OF WAY.

ORIGINATE AT HOLLYWOOD (PETERSON + BRYN MAWR)
CONTINUING DOWNTOWN WITH LIMITED STOPS
AT FOSTER, LAWRENCE, WILSON, MONTROSE, IRVING PARK,
ADDISON, BELMONT, DIVERSEY, FULLERTON, NORTH AV.
CHICAGO, GRAND, DOWNTOWN

ALL EAST-WEST BUS SERVICE WOULD TERMINATE
AT THESE STOPS. ACTUALLY LIGHT RAIL SHOULD
REPLACE BUS SERVICE ON PETERSON, IRVING PARK
AND NORTH AVE CONTINUING DIRECTLY DOWNTOWN.
ON THIS RIGHT OF WAY. EXPRESS LIGHT RAIL WOULD
ALSO BENEFIT ALL CONCERNED

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Raise the Drive

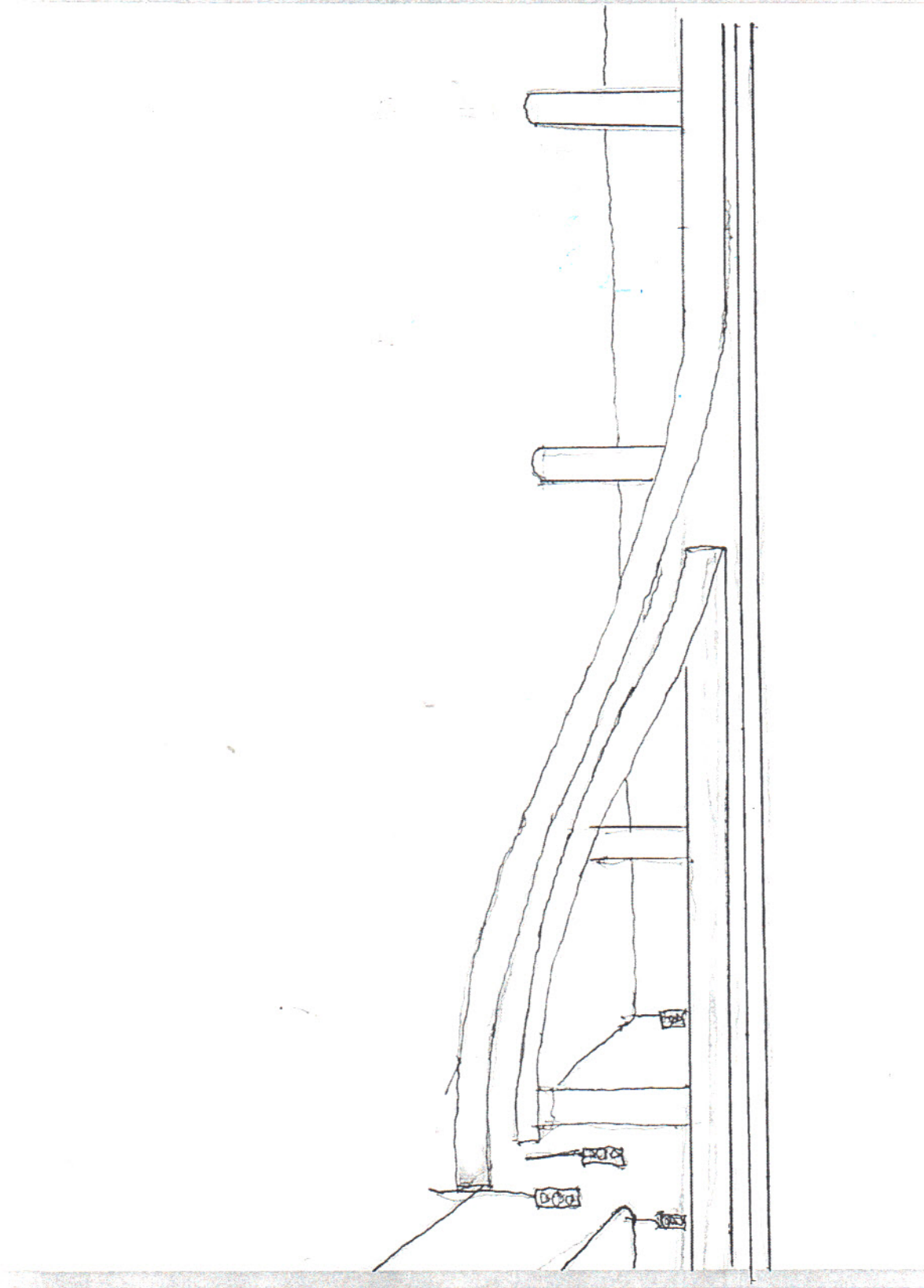
A proposed concept for the Illinois Department of Transportation and the Chicago Department of Transportation:

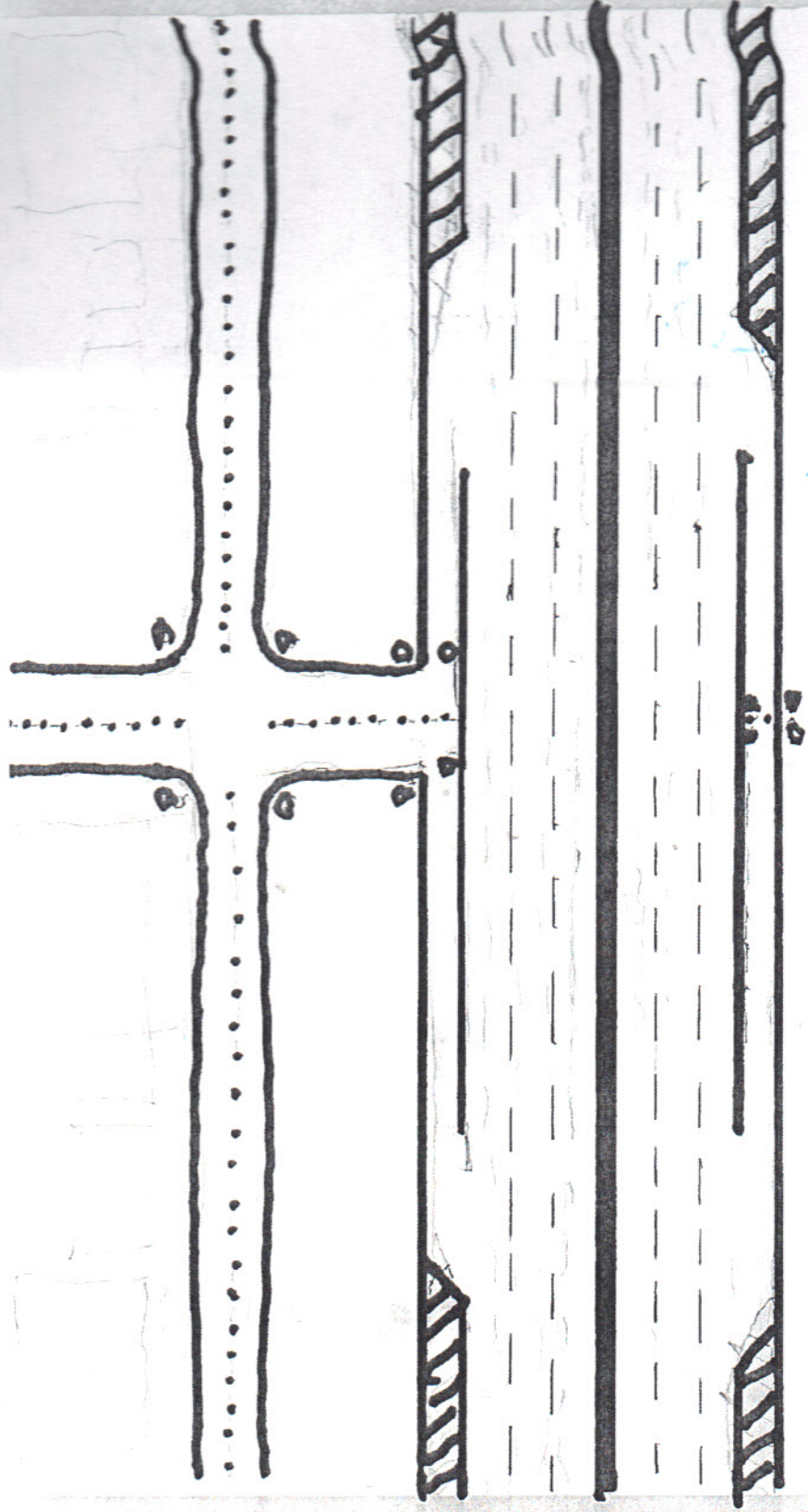
I am proposing raising North Lake Shore Drive on concrete stilts. See the drawings that follow.

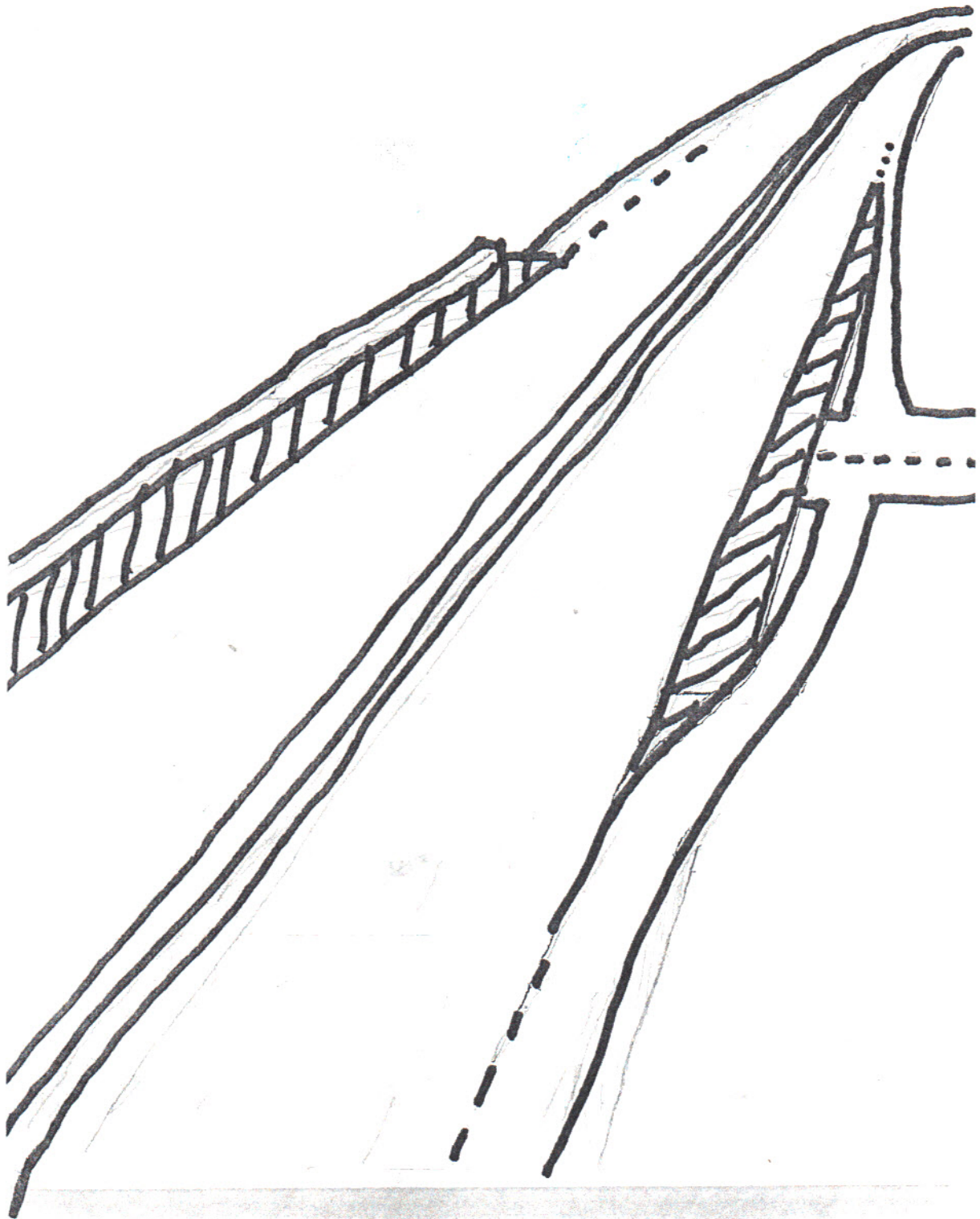
This would nearly double the amount of park space along the lakefront, provide the room that is necessary to separate pedestrians and cyclists so that they each have their own paths, provide shade in the summer and overhead shelter from the rain.

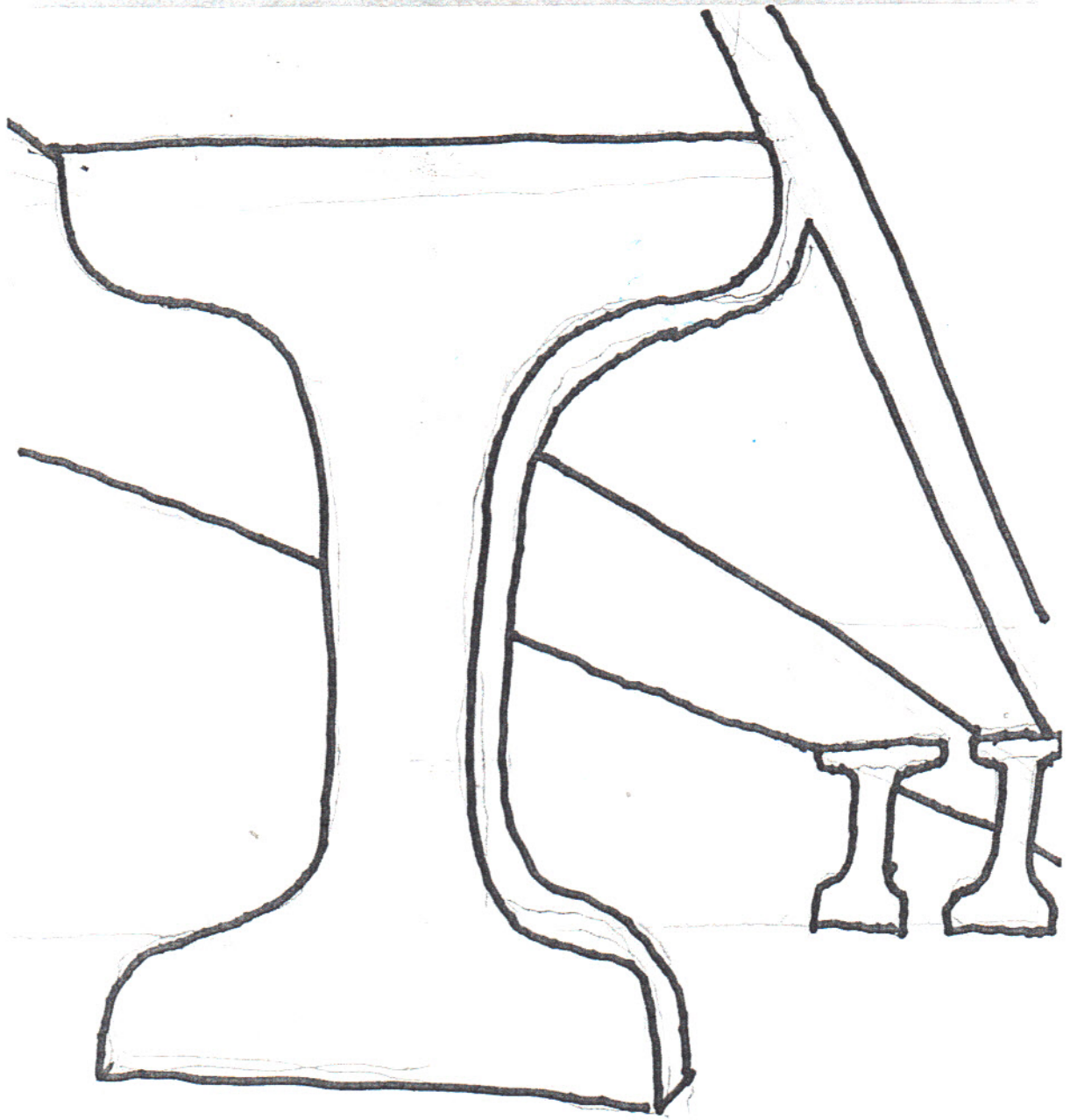
This certainly is feasible; the photos below are of the 88 and 355 interchange.











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July 8th, 2014

RE: North Lake Shore Drive

User Comments

LAKE SHORE DRIVE IS A SAFE AND VITAL TRAFFIC ROUTE FOR CARS & BUSES:

1. North Lake Shore Drive (LSD) provides a safe and efficient access for high dense neighborhood between downtown and Northside. In fact, it's the ONLY volume access east of the expressway I-90-94.
2. LSD removes a high volume of traffic off local streets making it safer for pedestrians and cars going to local shops, homes and businesses around the city.
3. Its expressway design separates it from pedestrians and bikers entering the park by means of it limited access ramps and overpasses.
4. Its design with 8 lanes, separated by a median, with well designed on and off ramps, makes it appropriate for more normal car speeds of 45 to 50mph.
5. The current arbitrarily set speed of 40 mph is not reasonable, and out of character with the design of the drive, and psychologically makes it hard to respect. In past years, the speed limit was set at 45 mph during summer months, and only reverted to 40 mph during winter months when weather was below freezing. A few years ago, they stopped restoring the speeds to the more reasonable 45 mph. It begs the question, "Are people speeding, or has the city set an inappropriate and illogical speed limit on LSD?"
6. LSD is one part of a larger scheme of main roadways. It links Skokie on the northwest via Route #14 where it's called Caldwell and continues eastward onto Peterson, then onto Ridge and Hollywood directly onto the north end of LSD. That route is the only series of continuous four lane roadways, that circumvents local traffic without contributing to congestion on I90-94. It would be a shame to try to turn it into some type of bottleneck by adding anything to interfere with that flow of traffic.

THERE IS A MAJOR SAFETY CONCERN IN THE PARK - BIKE LANES AND CROSSING STREETS!

1. In the summer, there is a conflict with the north-south bike paths and the east-west streets that enter north Lincoln Park. There is no easy way to manage it at present. When pedestrians and bikers go flying across the streets at Montrose, Wilson, Lawrence and Foster en masse, they often have vehicle traffic backed up trying to enter the park. If funds were available to improve safety, constructing flyovers for pedestrians and bikes at those crucial locations - Montrose, Wilson and Lawrence - would improve safety and traffic for all, and would leave LSD the scenic express route it was intended to be.



REDEFINE THE DRIVE



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Exhibit 5
Needs Assessment for Montrose Harbor
Public Meeting # 1
Correct types - Lower Left corner
Montrose Beach Dunes are on the
Illinois Natural Area Inventory

annexed to Proj Team 7.9.14

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Included here is a section of the Lincoln Park Framework Plan that includes various park systems namely, open space, water, paths, park facilities support facilities (roads, parking lots, transit, etc) and site furnishings. The Paths system and the Support facilities sections would be of special interest to the North Lake Shore Drive Study.

Included in the plan are both general policy guidelines called "policy goals" such as "work with Chicago police to enforce winter and summer speed limits" and specific design ideas called "design goals". For instance "provide vehicular dropoffs as needed indicated for museum entry, Sears drive, Foster road, Monroe park, Navy park entry, recreation drive, Belmont locker, etc."

I believe it would be useful to do a careful study of this document before reinventing the wheel for the early 21st century.

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Do you have copies of the plan on hand???



July 29th 2014

Dear Redefine the Drive Party!

INLSID Study

LEVELTECH

I've sent you these sketches for your use in the NLSID planning process.

The sessions I attended - last summer at Gilt Park, and recently at The Drake impressed me - good displays, staff and process.

My focus is 2 areas: Belmont Harbor and the Grand to North segments. Both have NO ROOM for handling 21st century needs!

Basic precepts:

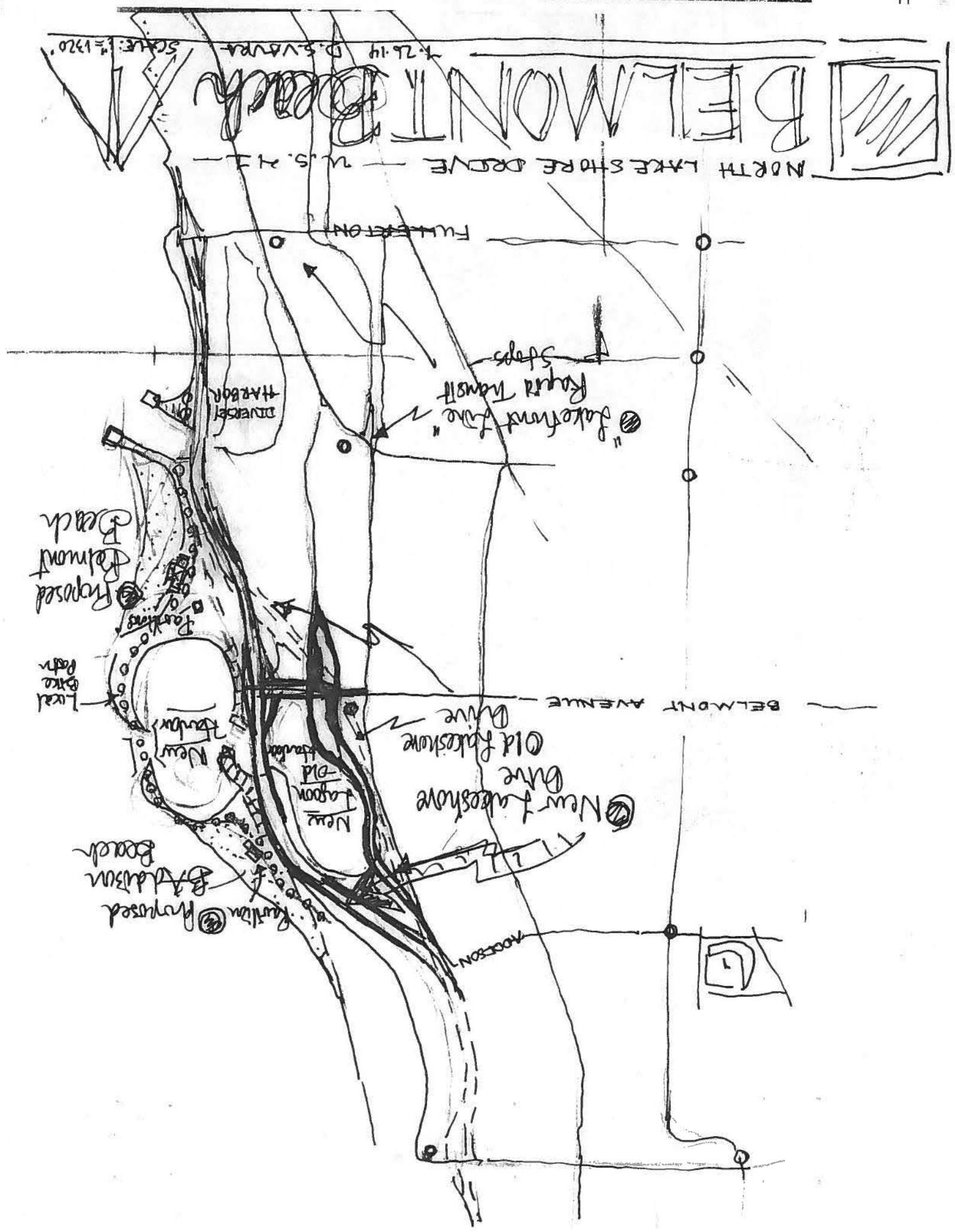
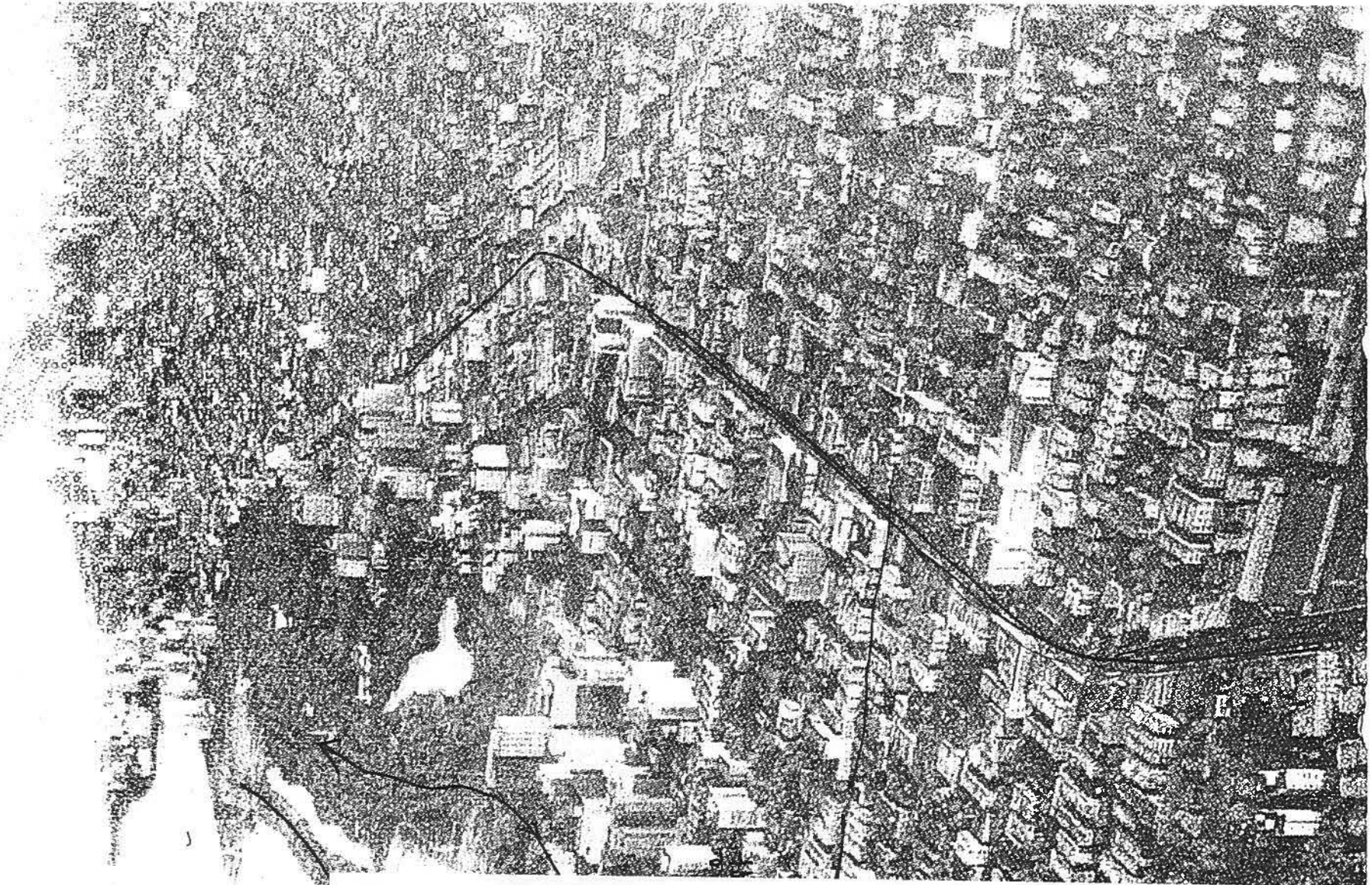
- o Grander Beaches & Parks
- o Trails - separate: local + express
- o cut + cover rapid transit line (concept would be Univ. City / Hyde to Loyola Univ / Rogers)
- o Insert a collector street system from DuSable Park to Irving - think Central Park / NYC - intersections may be every 4 blocks or more.
- o Honor history - name new park in Grand to North for Montgomery Ward, the new collector street - DuSable Drive; think tall broad monuments to JFK, King, & DuSable.
- o Landscapes Grand to North - how to keep views open and reflect prairie heritage + dunes along the shore.

Want to "RUN with DUBAI"? Be a worldly City? Make No Little Plans!

Thank you for your time.



BEACH & HARBOR





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TRANSPORTATION
ALLIANCE

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Chicago, IL 60610-6515

T 312.427.3325
F 312.427.4907
info@activetrans.com
www.activetrans.org

July 28, 2014

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Chicago, IL 60602

Dear Project Team,

It's been great to see the enthusiasm surrounding the planned reconstruction of North Lake Shore Drive and the widespread support for a bold vision for the project that serves the needs of everyone who uses our lakefront. The revised draft of the Purpose and Need statement reflects increased attention to alternative modes of transportation, but there is still more that can be done. The reality is the Drive's capacity for cars is not likely to increase and, with the number of people moving through the corridor continuing to grow, the only way to accommodate this heightened demand is to expand access for alternative modes.

Our planning team has previously submitted comments on specific designs as part of the alternatives development workshop. In addition, we continue to urge you to consider further incorporating the following principles into the Purpose and Need:

- 1) **Establish Mode Share Goals** – Focus should be on increasing capacity of *people* traveling through the corridor, not *cars*. Consider adding goals for increasing transit, walking and biking mode shares in the corridor to X, Y and Z percent.
- 2) **Increase Transit Capacity and Speeds** – Separate transit from automobile traffic to create a rapid transit system on the lakefront that will attract and move more people at higher speeds. This is desperately needed given the high population and jobs density along the lakefront.
- 3) **Boost Safety and Connectivity on the Lakefront**– Separate bicyclists from pedestrians to increase safety on the lake front; add more and better-designed access points; redesign roadway connections and intersections to provide a more seamless park experience between the neighborhoods and the lakefront.

Thank you for your attention and concern to these critical issues. We look forward to continuing to be part of the public process as it moves forward.

Sincerely,

A handwritten signature in black ink that reads "Ron Burke".

Ron Burke
Executive Director