



**TASK FORCE MEETINGS #1**  
**PROBLEM STATEMENT**

The following comments were the problems submitted by each task force as the five biggest problems on North Lake Shore Drive. All of the breakout groups' submittals have been compiled under its task force.

**TRANSPORTATION TASK FORCE**

- Not enough access to lakefront trail for non-auto users; existing are low quality non-ADA compliant
- Improve mobility infrastructure on the drive for all mode users
- Improving road geometry to provide fluid and consistent movement
- Accessibility for people across the drive
- Insufficient/efficient separation of modes of transportation
- Drive is ineffective as a public transit corridor; lacks dedicated right of way
- Trail design is not working – need to separate users; trail is unsafe in areas
- Current roadway prioritizes the movement of vehicles rather than the movement of people
- Flooding and drainage
- Recreation and commuter conflict
- Geometric design causes safety issues at certain locations for cars and buses
- Address functional obsolescence and maintain or improve drive's aesthetic qualities
- Existing signage is confusing to users especially related to truck restrictions and way finding
- Drive is a barrier between city and lake, visually and effectively
- Preservation of historic and aesthetic boulevard within Lincoln Park
- Address conflicts on pedestrian/bike access and movement throughout the corridor
- Geometric improvements to improve safety and access to and from the drive.
- Too much traffic dumped into residential neighborhood at northern terminus
- Better communications and signage for both roadway and lakefront trail
- Too much vehicular congestion but need to accommodate more people traffic



### PARK USERS TASK FORCE

- Lack of safety and comfort at access points, lack of lighting
- Lack of amenities along trail and secondary trails, way finding (access points), mile markers, water fountains
- Trail safety; inconsistent trail design, lack of separation at crossings, lack of separation of users
- Pedestrian tunnels and corners; Oak street and Division curve, North Avenue bridge
- Design of road, trail design, trail infrastructure, accessibility points, junctions and entry points
- Trail widens and constricts at various points for all users, sand blows onto path, ability to plow – path materials
- Poor safety, accessibility and congestion to and from Lake Shore Drive
- Insufficient public transit, lack of dedicated right-of-way along North Lake Shore Drive, poor access into park on transit, lack of accessible transit for tourists
- Lack of communication to drivers exiting North Lake Shore Drive that they're entering a different context
- Signage, Cubs/Addison – 1 person directing with orange (not well marked) cones, Belmont ramp backups, Chicago Avenue – emergency access and hospitals, Oak Street curve, Chestnut – narrow lanes, not enough emergency pull-offs
- Poor safety and accessibility to and from lake front path, inadequate lighting, lacks emergency pull-offs
- Trees hide streetlights, more adequate lighting because the sodium lights go off and on randomly, emergency phone

### ENVIRONMENT TASK FORCE

- Carbon neutral highway that minimizes environmental impact, improving air quality, reducing noise, and/or generating energy
- Too much congestion, not a good route for the bike community, allocation of space
- Need to move traffic efficiently and safely, slower?
- Not safe: poor lighting, traffic speed enforcement, isolated underpasses, gapers delays, pedestrian crossing access/signage
- Transit: time saving efficiency versus driving, multi-modal transit corridor – not a highway
- Extreme traffic congestion at Montrose/Wilson/Lawrence, cross streets during summer, beach recreational high season



- North Lake Shore Drive is obsolete for today's needs: not positioned for future trends with bikes and pedestrians, based on 1930s design trends
- How do we encourage transportation other than automobile use?
- East/west movements, transit not linked, routes ineffective, pedestrians
- How do we deal with conflicts between pedestrians, bikes, dogs, cars, etc.?
- Lakefront trail facility doesn't suit the demand: too narrow, too crowded, general confusion, poor flow, poor signage, extreme competition among users, poor lighting, safety concerns
- Construction/renovation may have negative impact on natural and restored habitat in study area
- Storm water runoff can negatively impact resources; natural resources (Lake Michigan), city resources (storm/sanitation sewers)
- How do we encourage resiliency of the shore line and a natural connection to the lake
- How to minimize negative storm water impacts, encourage more storm water flow back into the lake

#### BUSINESS AND INSTITUTIONS TASK FORCE

- Lack of green space in Streeterville, Lake Shore Drive degrades sense of place and quality of parks
- Congestion at access points at North Lake Shore Drive and arterial streets
- Safe East – West access for Pedestrians/cyclists
- Vehicle/Pedestrian/Bike Conflict= Lack of Safety, Access/Mobility need to be invested in along with ramp intersections and along lakefront
- Lake Shore Drive is a barrier disconnecting lakefront and community. Both contain poor physical access and poor connection to community identity along North Lake Shore Drive.
- Transit not reliable, poor connection to parks and neighborhoods
- Place Parks-Lack of green space in Streeterville and degrades sense of place and quality of parks
- Trail-Inconsistent experience along north/south length and unsafe with congestion and different modes mixing
- Lake Shore Drive Ramps/Intersection-flow of the car traffic
- Poor connection-barriers to access between lakefront and community-both physical access and connection to identity
- Extend/Blend Multimodal network beyond the termini (particularly the north) ends abruptly



- Balance/cohesiveness for all users of corridor modes
- Ecology-How can improvements enhance bio-diversity and overall ecology of the lakefront edge
- Improve Facilities: Need to improve under passes made them ADA compliant and safe
- Better integration of lakefront with the areas on other side of Lake Shore Drive
- Traffic and congestion: How will projected tourism numbers affect future traffic. Traffic signals better synched.
- Narrows part (North-Grand) of Lake Shore Drive/Lakefront is the Healthiest used by all users (pedestrians, bicyclers, drivers, transit, beach combers) also Belmont 'Pinch' nearly as bad.
- Impacts on congestion along local streets on Chicago Ave, Illinois/Grand, Belmont Ave and Sheridan Road
- Inconsistent trail experience along N-S length unsafe with congestion and mix of different modes
- Safety: Highest volume areas have the narrowest lanes, need longer exit/entrance areas at junctions, Oak Street curve Safety issues, Water Issues (weather effecting) Lake Shore
- Update to current geometric design standards to increase safety.
- Transit-Increase accessibility/ capacity and reduce travel times
- Lakefront/Park Access- Increase number of points of access and make them with higher quality and more accessible.
- Accommodate all users safely on Lake Front Path and protect the integrity of all modes

#### SOUTH RESIDENTIAL TASK FORCE

- Congestion on the roadway and bike path, Oak Street and Chicago Avenue
- Unsafe congestion conflicts with pedestrians and vehicles at access points
- Inadequate park space
- Geometric issues (i.e. East Lake Shore Drive, curve)
- Unclear configuration for movement between Lake Shore Drive and inner Lake Shore Drive
- Maintain the original vision of Burnham and the aesthetics of the drive
- Lack of access to green space and the lake, inter drive and outer drive
- Unseen/unsafe on and off ramps at major intersections
- Safety on the lakefront trail, bike/pedestrian conflicts



- Consistency of design, entry and exits, bridges etc
- Increase green space, particularly area with only contrast
- Efficiency of moving all people through Lake Shore Drive Corridor
- Lack of space for each type of pedestrian use
- Lack of east-west access points along Lake Shore Drive
- Infrastructure is outdated and unsafe

#### CENTRAL RESIDENTIAL TASK FORCE

- Minimize car traffic on LSD thru alternative modes of transportation (Divvy & CTA) and educate the public
- Safety on the lakefront path due to various types of users
- Lack of safety & security for multi-users at intersections, bike paths, underpasses, junctions
- Conflict at entrance/exits at LSD to east/west streets
- East/west pedestrian/bike access to/from path and lakefront and park
- Demand is greater than capacity on lakefront path
- More attractive green space for humans & dogs
- Promote community identity when exiting LSD & entering neighborhoods
- Lack of boulevard character and feel of lake shore drive which creates noise/high speed
- Access to Lake Shore Drive & Lincoln Park and access between park spaces and key places
- Need to address infrastructure erosion on trail and drive and accesses
- Need for clear and safe way-finding for each mode of transportation or users and easy ways to get between modes
- Mediate intersections between bus riders & cars, bicycle (fast and slow) and pedestrians, residents and tourists
- Consistency of high design level that respects unique nature/character of Lake Shore Drive
- Increase capacity for all users: pathway, park space and autos

#### NORTH RESIDENTIAL TASK FORCE

- Roadway design causes safety issues and congestion (example: Chicago stop light and S-curve)
- Intersections into LSD are inadequate and unsafe for cars, peds & cyclists
- Speed – cars on LSD – bicyclists on trail
- East-west accessibility for pedestrian and bicycle users



- East-west arterials can't handle traffic off of or onto Lake Shore Drive
- Lack of E-W access for peds/cyclists from park to trail (access that doesn't involve a street)
- Not enough space on path for all types of users
- Too many users and types on trail
- Vehicular, transit, and pedestrian way finding is poor due to lack of signage and communication
- Flooding/drainage on LSD and on trail
- Lack of investment in infrastructure
  - Lack of modernized underpasses
  - Poor signage/way finding methods to underpasses/bridges
  - Deteriorating path- lack of money in improving path
- Lack of investment in park space
  - Inadequate room for all users
  - Inadequate improvement on break walls
  - Inadequate public facilities
- Access
  - Lack of public transportation to park
  - Excessive access points to Lake Shore or lack of
- Decrease Congestion
  - Lack of HOV lanes (reversibles)
  - Lack of street parking restrictions during rush hour
  - Lack of N/S options thoroughfares
  - Lack of incentives to use public transportation
- Lack of safety for all modes
  - Auto Traffic – remove impediments
  - Re-engineer access points to ensure safe and understandable movement
  - Inadequate size and markings for shared modes
  - Continue education of proper use of paths, for all users (bike, pedestrians, runners)