

CommentWorks® Submission Report

Number of Submissions: 92

August2013Meetings-0000899

Submitted As: CW Web Form

Submission Text

My wife and I live in East Lakeview. Being environmentalists (and former New Yorkers), we do not own a car. We are very aware of the fact that we are part of a growing movement back to dense, urban areas by young, progressive minded people who want to live walkable, sustainable, car-free lifestyles. As such, we would greatly appreciate more emphasis on expediting bus transit along Lake Shore Drive. If IDOT is going to embark on such a large-scale renovation, they should do so with an eye to the future. The trend toward car-free living is still in its infancy, with many more people becoming interested in dense, pedestrian friendly neighborhoods. IDOT should anticipate this and determine the best way to ensure that buses remain unobstructed by thick, car-commuter traffic and to widen channels along the lakefront park for commuting pedestrians and cyclists. At this time of accelerating climate change, we should be working to shift car-commuters' perceptions of driving as being not the most convenient method of getting downtown, but, instead, as being a nuisance to both themselves and others around them. If we could successfully thin car traffic along the lake front, it would do wonders for the air quality in the lakefront parks and communities, creating an added benefit and making the city even more attractive to visitors and potential residents. For instance, before my wife and I moved to Chicago, the one thing that may have dissuaded us from the move would have been the heavy car culture still present in this large, densely populated, transit-heavy city.

August2013Meetings-0000900

Submitted As: CW Web Form

Submission Text

As one of America's most scenic urban drives I am most concerned with Lake Shore Drive turning into more of an expressway especially during non rush hour traffic where drivers feel it is there personal speedway. I personally would like to see more aggressive speed control especially during the non rush hours where people seem to be whizzing by at 60-70mph. While I fully understand the importance of this artery for north/south travel as well as access to portions of the park and neighborhoods, containing the speed will serve to make the drive safer, quieter and more enjoyable for all who are able to use one of the crown jewels of our city.

August2013Meetings-0000901

Submitted As: E-Mail

Submission Text

I was encouraged to see that the revised Draft Purpose & Need better reflects the need to accommodate more users of the Lakefront than drivers. However, as a member of the residential task force who attended every meeting, I remain disappointed in the focus of the Draft Purpose & Need, which fails to capture the concerns I heard at those meetings. It is a necessary and important purpose and need of this project to restore the Boulevard character of Lake Shore Drive, whereas the Statement as currently drafted reads as though the primary (if not only)

purpose and need is to accommodate more private auto traffic at higher speeds. It is emphatically against the good of the Lakefront to convert the drive into a high speed expressway. Recreational use will be significantly diminished if the Drive is further expanded and made to look more like a highway and less like the historic Boulevard that it is. Safety for pedestrians, transportation cyclists and casual users is not served by increasing auto capacity and speeds. Frankly, increasing auto capacity and speeds will also make things worse for transit users by squeezing buses into ever-tightening congestion without accommodation.

The Purpose and Need simply does not reflect the concerns I heard at meetings. For instance, I did not hear a single person express a desire to raise the speed limit on the Drive nor a wish to make it safer to use the Drive in excess of the current speed limits, as often happens. Rather, I heard members of the task force express concerns about high speeds at times of low congestion and noted suggestions that the road be designed to discourage exceeding the current speed limit, even at times of low congestion. Yet the need to reduce speed on the Drive is not expressed in the Draft. It as though--despite all the input to the contrary--this project to Redesign the Drive is being undertaken SOLELY as an opportunity to accommodate more private autos and higher speeds through the Lincoln Park and Lakefront parks.

I appreciate the magnitude of this undertaking and am grateful for the repeated solicitation of citizen input. I sincerely hope the final project reflects the historic Boulevard character of the Drive and honestly embodies a desire to make no little plans.

July2014Meetings-0000904

Submitted As: CW Web Form

Submission Text

As an avid cyclist and frequent visitor to the path (alone and with my kids) I utilize the pathway as safety away from cars in the city. I ride along the lakefront both for recreation, exercise and commuting. With each and every time I ride I ask myself "why" ride this dangerous narrow avenue? In the recent years the for tourists crossing paths with each other. It has become a battle zone to navigate and downright stressful. Having the most beautiful skyline to ride along, the beauty is taken away as fellow riders, runners and commuters complain about the care not given to its people as well as its safety. For the growing number of people using the path it has become very hazardous for just about everyone. I feel the path needs to first and foremost be wider. Second I feel you could separate bike lanes to pedestrian lanes. Totally separate. Essentially doubling its width now. Comfortable rest areas with concessions, repair shops, coffee shops and keep its integrity. The angle of the pavement after the Oak St curve is also another tough navigational stretch . The Navy Pier southbound bridge overpass it utterly ridiculous and surprised no has been killed here. Major necessary improvement here as well. To finish, I commute also by car along LSD from Hollywood all the way to the Stevenson to curve around exiting at 35th St from the Ryan. The bumps, holes, narrow lanes, unrecognizable lanes, dipping pavement over bridge passes and it also has become a lunar type driving excursion dodging potholes, crevasses and this too has become less desired for taking my clients for a stroll along the drive as it is almost embarrassing to exhibit from first time visitors. I am unsure the logistics of exits and bridge assessment, but in all, south of Monroe isn't bad. North of North Ave/Belmont isn't that bad either. I would however love a crosswalk that is NOT exposed to the cross traffic going eastward toward the beaches. These could simply be remedied either by a long

sloping bridge for bikers/walkers or a tunnel with visible safe light..... I have been attending the 2013 open public forums to voice opinion and help to remedy the route. I feel like the bike path could be something like the High Line in NYC with wild grasses, historical markers, easy rerouting if needed for bike exits and keep it something to brag about from a Chicagoan. I hope this helps and gets noticed.

July2014Meetings-0000905

Submitted As: CW Web Form

Submission Text

Stop building more roads! It only encourages more car driving. The problems we're facing as a city and a nation and an Earth are all fed by the over-use of the private automobile. Please consider our future, and not just your paychecks. Sincerely,

July2014Meetings-0000906

Submitted As: CW Web Form

Submission Text

Obviously, there are myriad issues, and this is not my attempt to address all of the ones that I have noted. Here, I want to address only one issue that, at least in my view, has become quite a concern. LSD's northbound exit at Belmont has a one-lane exit lane, but the exit is quite wide and, immediately at the actual exit, becomes two separate lanes. The way in which this exit is configured encourages--obviously unintentionally--a second lane of traffic to also exit, the easternmost exit lane, and also the lane immediately west of that lane (which is the easternmost driving lane. This is most prevalent at and around rush hour, during peak drive-time on weekends, and prior to Cubs games. Typically, this is done by drivers looking to avoid backed-up traffic in the exit lane. Such drivers--including, quite often, cabs and express buses that exit at Belmont--will never enter the exit lane, will remain in the easternmost driving lane until just prior to the exit, and will then will make the sharp turn necessary to exit alongside vehicles in the exit lane. I have seen countless near-crashes because of this, largely when one of two things occurs. First, sometimes a vehicle in the exit lane exits Belmont into the left lane of the two-lane exit when, at the same time, a vehicle in the easternmost driving lane is also trying to exit into that lane, causing a near-collision. Second, a vehicle in the easternmost driving lane slows down to exit alongside vehicles in the exit lane, is nearly hit by one or more vehicles behind that vehicle and in same lane, that are not attempting to exit, and are not anticipating another vehicle's effort to exit from the driving lane and therefore have not slowed down or slowed down sufficiently. I don't know how this is best addressed/corrected, but perhaps through more active police enforcement (I have never seen ANY), a posted sign, and photo/camera ticketing.

July2014Meetings-0000907

Submitted As: CW Web Form

Submission Text

Two suggestions: 1. How about a round-about for the northern terminus at LSD and Sheridan to help traffic make a transition from high-speed to neighborhood-speed? 2. All architects know that, if a road looks like a superhighway, drivers will treat it like a superhighway. Make LSD look more like a boulevard (there are many in the US that have US highway numbers), and drivers are more likely to enjoy the Drive.

July2014Meetings-0000908

Submitted As: E-Mail

Submission Text

Team: We have a hott issue that together, we can easily solve....

We hope you give this consideration for all Chicago Seniors and Tourists...

11 June 2014

RE: Chicago Lakefront Bike Trail Bathroom Seasonal opening/closing (w/poss. Solution)

Good Morning Team::

Our hats are off to the wonderful job that your team does year round. Chicago Seniors and Tourists

are impressed with the large amount of parks, facilities, harbors, beaches, lagoons, pools,

playgrounds, gardens, fitness centers, ice skating rinks, museums and conservatories.

The Chicago Park District manages 220 facilities in 570 parks covering more than 7,600 acres of land throughout the city. This extensive network of parks also includes nine lakefront harbors over

24 miles (39 km) of lakefront, rendering the Chicago Park District the nation's largest municipal harbor system, along with 31 beaches, 17 historic lagoons, 86 pools, 90 playgrounds, 90 gardens, 66 fitness centers, nine ice skating rinks, 10 museums, and two conservatories.

The bike/Walk/Run trail bathrooms are only open for 3 months out of 12 months. The lakefront bike/walking/rollerblading/running Trail is a fantastic and enjoyable way for Youth, Seniors and Tourists to stay fit and healthy.

Unfortunately, we Seniors can only use the trail 3 months out of the year. Seniors have less control over their urination needs. Therefore, we (Seniors, Tourists and Youth) can only use the lakefront bike/walk/run trail when the Lakefront bathrooms are open.

We understand that costs are involved. We would appreciate a slightly longer season to keep the bathrooms open along the lakefront bike trail. We are hoping that the bathrooms season on the lakefront bike trail can be extended to keep us Seniors and Tourists in mind.

We are asking that you extend the Lakefront Trail Bathroom season starting: **April 15th**

(instead of Memorial Day: last Monday in May) and closing the bathrooms along the lakefront bike trail **October 15th** (instead of Labor Day: first Monday in September).

Can you please help Seniors and Tourists enjoy Chicago Lakefront Bike/Walk/Run

Trail? **A possible solution** could be to strategically place "Port O Potties" at the Closed Bathrooms in the off Season.

I am looking for solutions. Can you Help?

Sincerely,

July2014Meetings-0000909

Submitted As: CW Web Form

Submission Text

I live near lake shore drive and see and hear far too many large trucks, small trucks with trailers, moving vans, and work trucks and vans carrying ladders, glass etc. The motorcycle noise has increased this year to become almost unbearable when 1/2 dozen or so cycles hit over a hundred miles and hour easily within a quarter mile. I've even seen cops give up chasing cycles as they obviously can't keep up. Pair this with the cops using their sirens to pull over speeders (hardly ever motorcycles or trucks) day after day on the north end near Hollywood. Garbage trucks at night racing south from Hollywood is another added attraction. Will the excitement ever end?

July2014Meetings-0000910

Submitted As: CW Web Form

Submission Text

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July2014Meetings-0000911

Submitted As: CW Web Form

Submission Text

We live on Lake Shore Drive between Burton and Schiller. Several years ago we had a stop sign installed at Lake Shore and Burton to slow down speeds and prevent accidents. The speeds are still way to high, most of the time going faster than the outer drive. Considerations for the

dangerous driving on the Inner Drive between North Avenue and Oak Street should be addressed in the project. I have asked the mayor to install a speed camera just south of North Avenue on Inner Lake Shore Drive placing it close to parks and near the Latin schools. So far we have heard nothing. People use the inner drive instead of the outer when traffic is high on the outer, therefore we are getting not local traffic, but commuter, visitor, etc. traffic. There are many driveways and bus stops within this area making crossing on foot at intersections extremely dangerous. Because of the constant texting, usually 1 of three cars of talking on a hand held phone, this becomes even more dangerous.

July2014Meetings-0000912

Submitted As: CW Web Form

Submission Text

I am writing because on Sat June 19 we came downtown for a show. It was just after a heavy downpour and we were headed south to the intersection of LSD (north end), Sheridan Rd., and Hollywood. (Actually going east on Hollywood). The traffic was completely backed up due to flooding. Once we got past it, one car at a time, one lane open, going south on LSD was fine. But you need to check why the road flooded so badly there where we were getting on. I have never seen that before and have been driving this for over 30 years.

July2014Meetings-0000913

Submitted As: CW Web Form

Submission Text

Since Lake Shore Drive is also US #41 but has a truck prohibition, why is there not a truck route US#41 and the State of Illinois does not list Lake Shore Drive as a truck prohibited section of a United States highway?

July2014Meetings-0000914

Submitted As: CW Web Form

Submission Text

Actually, my most frequent activity on N LSD is riding the bus. I use my car only if necessary. Why is it that public transportation is not even an option in the above question? Is there no consideration of public transportation in this corridor? LSD is a vital artery for the mid and far north side which already lacks any reliable east-west routes, much less an expressway. With some tweaking, bicycles and pedestrians are already well accommodated along N LSD, so I will limit my comments to accommodating cars and buses: Like it or not, too much traffic must pass through the north side to allow any consideration of reducing car and bus traffic on LSD. A reduced LSD could make much of the north lakeside almost unlivable. There are no alternatives for the high volume of north-south traffic, not to mention that only Broadway follows the easterly drift of the lake shore from 6400 to 2800. In sum, one can't do anything to reduce the volume on LSD without providing an alternative. Looking at the LSD corridor in isolation is too narrow a view. Finally, it might be nice to reduce speed on LSD. This is cheap and easy to do and does not require any redesign or expensive building, much less reducing the volume of traffic. Enforce the speed limit.

July2014Meetings-0000915

Submitted As: CW Web Form

Submission Text

I've been unhappy with the way Lake Shore Drive has been used as an expressway. There is no enforcement of the 40 mph speed limit or of the type of vehicle that can drive there. Two years ago I drove on The Taconic Parkway in New York, where no vehicle larger than a mini-van is permitted. Vehicles that are ruining Lake Shore drive include: "Not in Service" CTA busses speeding and not in the right lane, sometimes as many as ten per trip downtown, going to the garage. Tour Busses going to the casinos in Indiana. Trucks cutting through the city on their way to Indiana (I read the businesses painted on the side). Cars regularly going 70 mph. I know that there are not enough police officers to enforce the laws, so I propose cameras to catch speeders and illegal vehicles, and I propose not allowing busses that are not carrying passengers within the City of Chicago on The Drive. I live in Sauganash, and drive regularly to Lincoln Park, Downtown, and our condo in the South Loop. This spring I went to the Montrose Bird Sanctuary. I love Lake Shore Drive and don't want it ruined.

July2014Meetings-0000916

Submitted As: CW Web Form

Submission Text

LSD COMMENTS I both drive and bicycle down north Lakeshore Drive abbreviated LSD here. The road should be turned into a true boulevard between Fullerton and Hollywood with stop lights & intersections rather than on/off ramps. That would slow traffic considerably & move a lot of traffic to the Edens & Kennedy expressways. A new intersection can be out at Addison for Wrigley Field alleviating traffic at Belmont. Stop lights can be operated based on sensors in the road that measure traffic volume on LSD and should be somewhat synchronized so that a driver does not get every red light as currently happens on north Ashland Avenue that frustrates drivers causing them to go through yellow lights that are even turning to red. Protected bicycle lanes would move commuter bike traffic off the lakefront & can be built if LSD is a true boulevard rather than an "expressway" as it currently is.

July2014Meetings-0000917

Submitted As: CW Web Form

Submission Text

at Montrose exit there are huge back ups because of bikers and joggers who have the right of way over cars trying to enter the park on Montrose or exit the Drive. Very simple and cheap solution is immediately available. Just to the east of the Montrose/Drive intersection is a bridge/overpass. Bikes and joggers can be directed to loop around and go under this overpass rather than cross at the intersection. All that would be needed are barriers and directional signs to show the bikes and runners where to go. Then the intersection would be much safer, pollution from cars would be less, and mainly, there would be much less of a chance of an accident involving cars and bikes and runners. Sometimes police are called in just to direct traffic because of the back-up nightmare. This simple solution could be temporary or permanent. Please consider.

July2014Meetings-0000918

Submitted As: CW Web Form

Submission Text

Actually, I do all of the things that you list on LSD except go to the beach. Since I have driven

on the drive every weekday from North Ave. to Hollywood and back on my commute to work for the past 13 years, I listed that as the thing I do most often. I feel I have some good knowledge of the drive's positives and negatives regarding driving but I also have great knowledge of walking the trails and attempting to bike. I say attempting because it's virtually impossible to do so safely with the Armstrong wannabes using it like the Tour deFrance. First the positives of driving. There simply is no better way of getting to and from the far north side and nearby suburbs than the drive. It relieves traffic from the Kennedy/Edens expressways. If there is a major closing of it, for whatever reason, accident, storm, police action, etc., all roads nearby become impassible, highlighting its relevance and importance as a major city thoroughfare. The planners should take no action that would reduce the drive's capability of moving traffic along an extraordinary City asset and one of the most beautiful drives in the State. The negatives of driving it are 1) if there is an accident the whole road shuts down and there are few exits. Where there are exits, the traffic is at a standstill because the drive is down; 2) there are backup points: when there is a Cub's game traffic builds up and going north at Hollywood and south at the Drake during rush hours and 3) many drivers speed with no monitoring. These negatives are still not enough to do a major overhaul to accommodate bikers and pedestrians. The latter could be accommodated by more bridges or tunnels although many walkers now take the inner path because of the bikers riding like maniacs. In fact, the bikers and roller bladders have taken over the lakefront paths to the point of shutting anyone out who is not able to jump out of their path. Even so a 13 year old I know was running the path with her track team and was taken out by a biker resulting in brain surgery. There is no excuse nor place for this irresponsible riding by an adult on the lakeshore path. Please do not make it any easier for this to happen with your planning. The planners are right that the lake shore is for everyone but please bear in mind that the drivers are not solely responsible for monopolizing the lakefront. Without proper paths, lanes, supervision and punishment for those feeling the need for speed, everyone else will feel the need to stay away.

July2014Meetings-0000919

Submitted As: CW Web Form

Submission Text

Most days my wife and I drive in to work downtown most days, because it is faster than taking the redline and generally more pleasant. We also frequently take our children to the Foster beach, and occasionally run on the path. To reduce congestion, a carpool only fast lane would work for cars since that would encourage people to share a ride instead of riding individually; although I could see how buses would find it hard to merge over to the far left and just a couple miles later try to get to the far right lanes to exit. You could in that case have the far right lane be a bus only, or an exit/entry lane only for cars, as in they have to get out of that right lane as soon as possible or face possible fines. Another option would be a switchable express lane, similar to 90/94, with exits only close to downtown and farther north. This would only work for those folks commuting from farther north, but it would definitely reduce congestion. This may take expanding LSD a bit, but to be fair, there is so much unused park space right near LSD, it is typically very empty. If losing green park space is a big concern, certain areas of the lake could be filled in to increase that park space. For the paths, a similar approach could be used, expanding pedestrian only lanes, and having even wider bike only lanes. Near high traffic intersections where bikes are entering/leaving the path, some lane dividers would help direct and slow traffic down to reduce accidents. The Wilson exit is not needed. For the Belmont backups, I can only think of an even

longer exit ramp. I would definitely be in favor of softening the Oak st curve with landfill. That's all I got. Good luck!

July2014Meetings-0000920

Submitted As: CW Web Form

Submission Text

Hello, I have just a few comments for the improvement of North Lake Shore Drive. I live in Edgewater and I use the Drive for commuting and as a recreational runner. In short, I think the drive's configuration currently has a reasonable level of functionality, but could be improved with the following priorities: 1. Fixing existing bridges, surfaces, and pedestrian access points bringing about full ADA compliance so all Chicagoans etc. can fully enjoy the Lakefront. 2. Address the Northbound Belmont exit. The configuration of this exit often causes late lane changes and slows traffic unexpectedly for infrequent users of North Lake Shore Drive. This seems, to me, to be the reason for the high rate of accidents. It probably needs a structural fix. 3. Address safety on the drive and the lakefront trail through education and enforcement of existing laws. If slowing the pace of driving is a goal, enforcement of the current speed limit rather than lowering it or the elimination of lanes is the most effective strategy. Additionally, educating pedestrians and cyclists on the rules governing expected behavior on the Lakefront Trail (i.e. slow pedestrian traffic staying the right and cyclists passing on the left, audibly signaling, and yielding when necessary). While CDOT should be commended for improving bicycling infrastructure in Chicago it has been shockingly deficient in education (effectively informing the general public of what bikes rights are 3' etc. and what they are not riding through red lights, stop signs, in crosswalks etc.) and enforcement that contributes to a sometimes reckless cycling culture towards pedestrians along the Lakefront Trail and throughout the city. One final comment, if CDOT is determined to add more public transit to North Lake Shore Drive, I encourage CDOT to be innovative and effective for the greater public good. Some of the public transit plans over the last five years have been dubious from the reduction of the number of overall bus routes while presenting a plan for \$150-\$200 million redundant bus route in the Ashland BRT to the privatization of some of CTA through a somewhat functioning Ventra. Please don't change something because some interest group thinks a train line down Lake Shore is 'greener' or how things 'should be,' but instead make changes based on Chicago's needs to improve the movement of all people, goods, and services. Good Luck!

July2014Meetings-0000921

Submitted As: CW Web Form

Submission Text

Lakefront Bike/Walk/Run Trail Bathroom Season is too short, only 3 months long. Memorial Day to Labor Day. Need to help Seniors with urination control issues and Tourists and Suburbanites to extend Bathroom season along the Lakefront Bike/walk/run Trail to: April 15 to October 15or you can use Porta Pottys as an option along the Bike/Walk/Run Trail .

July2014Meetings-0000922

Submitted As: CW Web Form

Submission Text

As a way to help individual travelers using automobiles to get from one place to the next, Lake Shore Drive does a fairly decent job. On the other hand, it could do much more and it represents a wide concrete ribbon of wasted opportunity in terms of cutting off the people of Chicago (sans

autos) and visitors to our great city from that most valuable public common good we have right here: Lake Michigan My humble proposal would be to reduce the number of lanes in total (perhaps 4 might be acceptable?) and to cover the existing roadway with some type of green space to ease access from Michigan Avenue to Oak Street Beach (this is but one example where it might be done) It's a very real perceptual boundary from those who seek to visit the Lake and quite frankly it's also an easy concession to traffic which is primarily used by automobiles and a relatively small number of buses. Can we do better in terms as other cities have? I believe we can. I'm hesitant to mention the Big Dig as a model due to cost overruns and so on, but Boston has done a fine job reclaiming the land for use as the Rose F. Kennedy Greenway. There are other best practices out there, so we should consider the possibility of hiding the autos and bringing out the people.

July2014Meetings-0000923

Submitted As: CW Web Form

Submission Text

The underpass to Oak St beach at Division is disreputable. The idea of using SWAP people or people ordered to do community service could be utilized to clean up this eye sore

July2014Meetings-0000924

Submitted As: CW Web Form

Submission Text

Please ensure that when resurfacing the drive. There will be materials used to with stand our winters. And pot holes will never occur.

July2014Meetings-0000925

Submitted As: CW Web Form

Submission Text

I use Waveland Golf course.; There is no way to get to course on CTA or other ; other than walk from # 151 or #146 Are you aware that Friends of Downtown announced a Mayor Re Build at Fullerton Exit????

July2014Meetings-0000926

Submitted As: CW Web Form

Submission Text

W/the exception of "birding" we do all the other activities on the list above. Suggestions for improvements: - Get rid of pedestrian underpasses - convert to overpasses. - Improve exits from LSD onto city roads (longer off ramps to prevent congestion). - Get rid of the sharp/90-deg curves on the drive. - Expand parking options for the zoo (garage/tower). - Maintain walk/bike paths and beaches - Extend/Reroute L along west side of LSD. - Expand shoreline to facilitate changes?

July2014Meetings-0000927

Submitted As: CW Web Form

Submission Text

I drive, utilize public transit, bike to work, and use the lakefront trail as a recreational space. I live and work within .5 miles of Lake Shore Drive. I would like to see faster public transportation along the lakefront in the form of dedicated bus-only lanes. This would eliminate

my need to drive if I could be certain about the timing of a public transportation trip. Also, dedicated bike trails would increase my ability to utilize that mode of transportation. Any plan should be developed with the potential to connect any new types of infrastructure (bus-only lanes, etc.) to the South Side.

July2014Meetings-0000928

Submitted As: CW Web Form

Submission Text

I've avoided the LFT for years of biking due to the congestion and the fact that it is often windy there. Bikes, pedestrians and possibly even pets should have separate trails to avoid conflicts/accidents. Access should also be improved, particularly for bike, eliminate stairs and reduce having to cross car traffic to access the LFT

July2014Meetings-0000929

Submitted As: Public Meeting

Submission Text

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.(Lincoln Park Trolley Draft 1995 for NLSD also attached)

July2014Meetings-0000930

Submitted As: Public Meeting

Submission Text

I had no idea how much speeding was a problem on NLSD 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 one admiring public, many of whom come from out of state.

July2014Meetings-0000931

Submitted As: Public Meeting

Submission Text

To improve flow of traffic at Hollywood, Tunnel underneath Sheridan so that access and exit from NLSD can be relatively unimpeded. Control the lights all the way up Ridge. I proposed this be studied decades ago to the City of Chicago traffic committee (Ald. Wigoda) Seems like a good idea.

July2014Meetings-0000932

Submitted As: Public Meeting

Submission Text

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. New Balance. Asics. Garmin. NW Medical. Lululemon. UnderArmour. Columbia...
(drawing attached)

July2014Meetings-0000933

Submitted As: CW Web Form

Submission Text

I think that the traffic limit is too low and obviously no one abides by the number since 95% of the people in the NB lanes are going 20 miles over the limit. why not make the limit 50 and be more diligent about ticketing ?

July2014Meetings-0000934

Submitted As: Public Meeting

Submission Text

I think we should spend more money on the schools. 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!

July2014Meetings-0000935

Submitted As: Public Meeting

Submission Text

Please notify all large multi-family buildings who front LSD and the new east side via their management companies of future meetings for example, community specialists management or via community association lists for alderpersons.

July2014Meetings-0000936

Submitted As: CW Web Form

Submission Text

This is a great idea and absolutely should be considered as part of the planning process: <http://www.dnainfo.com/chicago/20140514/streeterville/lake-shore-drive-island-177m-plan-aims-embrace-burnhams-vision#slideshow> We also need to find a way to provide better transit links to the lakefront and south along Lake Shore Drive. The city's transit system was not originally designed to provide good access to the parks and beaches, but light rail spurs and a light rail line running along the lakefront on part of the land originally taken by the Drive would make excellent sense.

July2014Meetings-0000937

Submitted As: Public Meeting

Submission Text

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

July2014Meetings-0000938

Submitted As: Public Meeting

Submission Text

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 riders looking for exercise. Just like separation of grades between rail & road, there needs to be a separation of grade between bikes & cars/vehicles.

Along the Lakefront Trail: People come 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 bikeshare 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 peds from bikes from vehicles on the road you also have to separate peds, bikers, rollerbladers, segways, etc. They can't all fit on the same path because they are not equal. If bikers and often fast-moving traffic could have a designated path, crashes with pedestrians could be avoided. Put peds 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.

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, its useless. Stripes on the ground and symbols for bikes and peds are great, but without someone to enforce these the trail is a mess. Signage needs to be prevalent and obvious to everyone.

July2014Meetings-0000939

Submitted As: Public Meeting

Submission Text

1. Separate Bus lanes
2. Separate bike and walk lanes (for their part)
3. Preserve Oak St. Beach - move it?
4. Move 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 pedways/people only
9. Eliminate Hollywood exit (go north)
10. Do not allow any new construction

(condos, apts, commercial store to be built to block the view of the existing building that are on the west side of the LSD)

July2014Meetings-0000940

Submitted As: Public Meeting

Submission Text

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

Concerns include:

- 1) landfilling 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.

July2014Meetings-0000941

Submitted As: Public Meeting

Submission Text

The city - and State have so many problems. Disintegrating infrastructure CRIME, non functioning schools - Why this project at this time?

I live on the Gold Coast. Nightly gatherings at North Ave. Beach and hooligans all along

Michigan Avenue and the arterial streets have made it very difficult to live along East and North Lake Shore Drive. At present, there is a buffer between the Beach, etc. and the Hi Rises on LSD. 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.

July2014Meetings-0000942

Submitted As: Public Meeting

Submission Text

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 those tunnels water-logged in inclement weather (storms) -
 - money better uses for Chicago, infrastructure: roads, schools, bridges,etc.
 - we need a city that works for its residents, not add more tourists to lakefront -
 - 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!

July2014Meetings-0000943

Submitted As: Public Meeting

Submission Text

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.

July2014Meetings-0000944

Submitted As: Public Meeting

Submission Text

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

July2014Meetings-0000945

Submitted As: CW Web Form

Submission Text

There are 4 things that I would like to see made as improvements to LSD. 1. Improve exits that

currently have long queuing lines which back up onto the Drive. I see this the most at Belmont, Fullerton, and Irving Park. The massive volumes of exiting traffic snarls traffic along the rest of the road due to people switching across lanes at the last moment to either get to the exit, or avoid the stopped traffic caused by the queues spilling out onto rightmost lanes of LSD from the exit ramps. 2. A dedicated transit-way along LSD that is not undermined by the long exiting wait times at the aforementioned exit ramps. Focusing buses into 3 locations where they enter LSD in either direction would allow these locations to have bus only ramps leading to bus only lanes so that only bus congestion would slow buses down, rather than car traffic. 3. Bicycle bypasses, similar to the section of the path which avoids the most congested area on the trail near North Avenue, or the new Navy Pier flyover. This would allow traffic that isn't headed to these common origin or destination points to not interfere with the slower traffic accessing the most desirable portions of the lakefront. 4. New parkland in the lake to alleviate crowding and tight geometries along the Lakefront, such as around Oak Street Beach and areas where the trail, LSD, & the inner drive are squeezed into a very narrow right of way. I hope to see the transformative vision for a lakefront transportation corridor that is truly multimodal.

July2014Meetings-0000946

Submitted As: Public Meeting

Submission Text

I've got homework to do! I'd have input comments on your laptops here, but I hate touchpads! Get Mice!

Suggestion - Lytro Camera's for crime & traffic violations surveillance. Google it!

Enforce the speed limit or raise it!

July2014Meetings-0000947

Submitted As: Public Meeting

Submission Text

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 meeting there before and they have a parking lot -free . This seems to be a way to limit input on this project.

just my observation!!

July2014Meetings-0000948

Submitted As: Public Meeting

Submission Text

First thing - speed limited enforced more lower less problems

July2014Meetings-0000949

Submitted As: Public Meeting

Submission Text

Marine/Foster resident pedestrian -

Foster Ave: drive 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.

July2014Meetings-0000950

Submitted As: Public Meeting

Submission Text

Eliminate all Bus Service on LSD
Replaced with light rail system (streetcar)
on dedicated right of way.

Originate at Hollywood (Sheridan & 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.

July2014Meetings-0000951

Submitted As: Public Meeting

Submission Text

Raise the Drive

A proposed concept for the Illinois 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 is certainly feasible; the photos below are of 88 and 355 interchange.
(drawings attached.)

July2014Meetings-0000952

Submitted As: Public Meeting

Submission Text

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, its 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 50 mph.
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 the larger scheme of main roadways. It links Skokie on the northwest via Route #14 where its 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 paths and 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.

July2014Meetings-0000953

Submitted As: Public Meeting

Submission Text

Exhibit 5

Needs Assessment for Montrose Harbor

Public Meeting #1

Correct typo - Lower left corner

Montrose Beach Dunes are in the

Illinois Natural Area Inventory

July2014Meetings-0000954

Submitted As: Public Meeting

Submission Text

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 renderings. The Paths system and the Support Facilities section would be of special interest to the North Lake Shore Drive Study. Detailed in the plan are both general policy guidelines called "policy goals" such as " work with the Chigo police to enforce winter and

summer speed limits" and specific design ideas called "design goals". For instance "provide vehicular dropoffs as needed indicated for (), seasonal drive, foster beach, montrose beach park entry, recreation drive, belmont harbor, etc.

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

(NAME) officer of Lincoln Park Advisory Council (LPAC) responsible for "monitoring the implementation of the Lincoln Park Framework Plan." (published in early 1990's) I was a plan participant.

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

July2014Meetings-0000955

Submitted As: CW Web Form

Submission Text

The southbound exit to North Avenue must be reconfigured. It merges traffic coming from the drive with vehicles exiting the zoo. Two lanes are provided for continuing south on Inner Lake Shore Drive. Currently, the right lane is for "straight only" and the left lane is for left turns and "straight." Drivers exiting the zoo always attempt to turn left from the right lane, causing near-accidents. When redesigning the drive, please consider fixing the dangerous intersection at that exit.

July2014Meetings-0000956

Submitted As: Public Meeting

Submission Text

Proposed improvements are attached.

July2014Meetings-0000957

Submitted As: Public Meeting

Submission Text

Toll tunnel plan proposal attached.

July2014Meetings-0000958

Submitted As: CW Web Form

Submission Text

I am a resident of Oak Park, and I currently use Lake Shore Drive primarily for public transit. In the past, I have also used the Drive for driving, and it is very scenic. Lake Shore Drive (and the Lakefront Trail) are vital arterials for drivers, transit users, bicyclists, and pedestrians. While I am not a civil engineer, I do have some ideas for improving this corridor: - Add in a light rail line down the center of Lake Shore Drive from Bryn Mawr (connecting it to the Red Line) to Michigan Ave, and reduce the roadway to three lanes in each direction (similar to John Krause's plan). Even during rush hour, the roadway flows very smoothly (with the exception of certain areas). However, the 147 bus has very short headways (3 minutes), which suggests overcrowding. Replacing the bus with light rail would help alleviate any overcrowding on the Lake Shore Drive express bus lines, as an eight-car train can carry many more people than an

articulated bus. The light rail line should also have amenities to appeal to commuters who do have cars, such as wi-fi and padded seats. (I used to have a car, but I currently take the Pace bus to work, and their padded seats are very comfortable. The seats on the CTA are hard plastic, and are neither ergonomic nor comfortable. Some buses also have wi-fi.) Dome cars with 360 degree views should also be used on certain runs to give carless households the ability to experience this scenic road in person. - While the light rail line will help more people use transit, it will also take up roadway space. This can be alleviated by grade separating the intersections in the South Loop and downtown. The light at Chicago Avenue needs to go, and there should be an additional exit at Addison (or an additional lane at the Belmont exit) to alleviate the backup at Belmont. A traffic study should be done in the area between the Chicago River and 18th St to determine how much local traffic enters the Drive. This will determine whether or not it is feasible to have a local-express system, where thru traffic is routed underground from Grand to 18th, and local traffic goes on a two-lane boulevard in that same area. More frequent entrances and exits may be necessary. - Finally, the speed limit on Lake Shore Drive should be increased to the 85th percentile. According to the data on Sigalert.com, traffic at 8:54 PM today is traveling between 50-52 mph on the northbound Drive between Michigan and Foster. Southbound traffic reaches a maximum of 51 mph. This would suggest a proper speed limit of 55 mph, which seems to be how fast traffic has moved when I have driven along Lake Shore Drive on a Sunday. I understand congestion along the bicycle trail is also an issue. Perhaps the trail can be turned into a mini-highway, with two lanes in each directions for bicycles. Faster cyclists can use the left hand lane for passing. In addition, there should be another path closer to the lake for walkers and joggers.

July2014Meetings-0000959

Submitted As: CW Web Form

Submission Text

I would like to suggest including the extension of Lake Shore Drive from Hollywood to Howard as planned in the 1920's and interrupted by the Depression in the overall plan. This is a unique opportunity to really upgrade and at the same time complete the Northern portion of Lake Shore Drive relieving the canyon of high rise residences along Sheridan Road, as well as Sheridan Road itself.

July2014Meetings-0000960

Submitted As: CW Web Form

Submission Text

I endorse safe bike/pedestrian path from Hollywood (extending to Evanston border) and the Chicago River with the addition of lakeshore parkland wherever possible. a) consider separate lanes for bikes/pedestrians b) design access points for bike/pedestrians to and from neighborhoods: i) at frequent intervals which correspond to east-west need& use ii) if tunneled access, then should be safe, well-lit from neighborhoods to lakeshore. iii) easy-to-understand signage at consistent intervals c)add more lakeshore parkland wherever possible d) consider extending bike=pedestrian path along lakeshore (publicly owned public trust property) with Ardmore to Thorndale. i) most of lakeshore, between Hollywood & Chicago north boundary is public trust property. Where this is not the case - very small % according to maps maintained by Chicago Park District), institute eminent domain to purchase. e) Design/ Show connections between adjacent parks and bike paths on city streets: i) DuSable Park ii)Lake Shore Park & Seneca & Eli Schulman playground ii)Oak Street Beach

July2014Meetings-0000961

Submitted As: CW Web Form

Submission Text

How about underground parking at the Museum of Science and Industry. I am worried that the improvements will draw more people to the area which already seems overcrowded. I hope you all have thought of that.

July2014Meetings-0000962

Submitted As: CW Web Form

Submission Text

I'd love to see the stop light at Chicago Avenue removed or drastically revised. Also, extend LSD north!

July2014Meetings-0000963

Submitted As: CW Web Form

Submission Text

I enjoy running and cycling on the Lakefront Trail and swimming in Lake Michigan. I frequently commute to work by bike along the Lakefront Trail and am glad you are undertaking this project to plan for improvements. The proposed planning should do more to incorporate improvements to the Trail for the safety of non-motorized trail users, such as cyclists and runners. Currently, crowds of people along the trail make cycling hazardous and the popularity of the Lakefront Trail creates unsafe conditions, especially where cyclists interact with pedestrians and runners. Intersections of the Trail with cars and pedestrians should be minimized. The Phase I study and all planning must do more to ensure better lighting of the roadways, pathways and Lakefront Trail as part of the project and a lighting plan developed. Outdoor lighting should be carefully designed with regard to placement, intensity, timing, duration, and color. More light is not necessarily better. If not designed and installed correctly, unsafe glare can result, reducing the effect of lighting which can contribute to accidents and hinder visibility. Lighting that is too bright interferes with the eye's ability to adapt to darker areas. In addition, our clear view of the dark starry night sky is a resource to be preserved and protected. Stray and excessive lighting contributes to "light pollution", clutter, and unnatural "sky glow". Illuminating Engineering Society "Full Cut Off" designated or "fully shielded" fixtures should be required, so that no light is emitted above the lowest light emitting part of the fixture. The Lighting Plan should be depicted on a site plan, indicating the location of each current and proposed outdoor lighting fixture with projected hours of use. Furthermore, as part of the entire study, you must ensure that the water quality of Lake Michigan will be protected during construction and enhanced when the project is completed. All proposed alternative projects must ensure compliance with the Clean Water Act and related regulations to prevent damage to Lake Michigan. The Clean Water Act was enacted by Congress in 1972 to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." 33 U.S.C. §1251(a). To achieve this goal, section 404 of the CWA prohibits the discharge of any pollutant, including dredged spoil or other fill material, into navigable waters unless authorized by a permit. Id. § 1344. The Corps oversees the CWA § 404 permit process and must comply with guidelines promulgated by the U.S. Environmental Protection Agency ("EPA"), which are incorporated into the Corps' own regulations. EPA guidelines are set forth in EPA's § 404(b)(1) regulations, at 40 C.F.R. § 230. The intent behind the regulations is that dredged or fill material should not be discharged if it will result in an unacceptable impact on the aquatic ecosystem. 40 C.F.R. § 230.1(c). In general, the regulations

provide that no discharge of dredged or fill material shall be permitted: (1) if there is a practicable alternative to the proposed discharge; (2) if the discharge causes or contributes to violations of applicable state water quality standards; (3) if the discharge will cause or contribute to significant degradation of the environment; and (4) unless all appropriate steps have been taken to minimize potential adverse impacts. 40 C.F.R. § 230.10. The Corps' regulations also require that destruction of wetlands is to be avoided to the extent practicable. 33 C.F.R. § 320.4(r). Direct, indirect and cumulative environmental effects of the proposed projects must be considered in a full EIS analysis pursuant to NEPA.

July2014Meetings-0000964

Submitted As: CW Web Form

Submission Text

While it is important to improve safety on NLS D for drivers, I think much of this can be done by utilizing one safety measure that will also improve the Drive and the park for all users: a massive road diet. NLS D was designed to be a boulevard through the park. There was never any vision for a major highway through the park and I think that original vision must be honored, for the sake of the park and for the sake of the city. At its current width of 8 lanes, NLS D is unacceptable. It creates an unprecedented barrier between the lake and city and creates a paved swatch through one of the city's most precious green spaces that is more suburban in character than the bucolic 'city beautiful' park. One suggestion for a successful road diet is improving transportation options so some drivers can get out of their cars: this should include a light-rail route that extends from the northern end of NLS D in Edgewater through Michigan Avenue to the Museum Campus and Soldier Field. Such a new transportation project should include extensions of routes into the western end of the city, such as along Irving Park Road to Harlem and Roosevelt Road to the Brookfield Zoo, so other residents can get to the lakefront without having to get into cars. While I think his proposal for 6 traffic lanes on NLS D is still too wide (I think two with right turn lanes and left turn lanes would do just fine), the proposal from architect John Krause is the best professional proposal put forward. The overall goals of the project should be to increase green space, improve public transportation, extend bus services, re-introduce light-rail/streetcars to Chicago, decrease paved road and make NLS D and boulevard in a park, not a highway in a park.

July2014Meetings-0000965

Submitted As: CW Web Form

Submission Text

We have a rare and special opportunity to reconnect people to Chicago's most valuable asset: its lakefront. We should be forward-thinking and redesign the road to benefit people first, then transit, then bicycles and lastly cars.

July2014Meetings-0000966

Submitted As: CW Web Form

Submission Text

The bike trail is designed as a recreational trail, and is not designed as heavy usage or as a real commuter route. Parallel and more extended routes should be reconfigured - Halsted doesn't go north enough, Ashland could be used as a major route, etc. Whenever we go from Chicago and Ashland Aves to Morse and Sheridan, it's LSD BT, then the side streets, some alleys and more alleys. I would hate to have to take that every day - I bet automobile drivers would refuse if they

had to take such a crazy quilt route. One additional idea is year round public toilets - something for everyone. Alot cheaper than building a skyway (using skyhooks) over Lake Michigan

July2014Meetings-0000967

Submitted As: CW Web Form

Submission Text

40 mph limit is too slow. That's why no one pays any attention to it. Raise it to 45 (as it was for many years) or even to 50 . Like it or not, it IS a highway. The Chicago Ave./LSD intersection is a disaster. That spot creates a backup all the way north to North Ave. on the south bound lanes many times during the day, especially the evening rush hour. It is in bad need of an underpass or overpass. Safety requires a full time (daytime) crossing guard at Montrose and the bike/running/walking path especially on the weekends. I know this City is bike centric , but it will be corrected right after someone is badly injured or killed there.

July2014Meetings-0000968

Submitted As: E-Mail

Submission Text

This commentary focuses on the redevelopment of Lake Shore Drive (LSD) in the Edgewater neighborhood. The North LSD section is Foster to Hollywood, which includes three highway entrances and exits at Foster, Bryn Mawr, Hollywood and one pedestrian tunnel at Berwyn Ave. The goal is to create an environmentally sustainable and functional highway and park system that is attractive to a wide number and variety of Edgewater & Chicago residents. We think it is important to create better access to our lakefront, reduce traffic, control the impact of vehicle and non-vehicular use, and effectively deal with the many types of park users.

Types of vehicular traffic identified:

- Autos
- Buses

Types of non-vehicular traffic identified:

- Walkers
- Joggers
- Baby Strollers
- Dog walking
- Skaters
- Boarders
- Slow bikers
- Fast bikers
- Bike commuters

Problems:

Traffic and congestion on LSD and E/W access roads as traffic enters and exits from the drive into our neighborhood.

- **Poor non-vehicular access to Lincoln Park (LP) and Lake Michigan from the Edgewater residential neighborhoods.**
- **Multiple, diverse and conflicting users of the lakefront trail in LP**
- **How to encourage residents to use of the LSD in non vehicular or energy efficient modes of travel in order to reduce fossil fuel emissions and pollution.**

Questions:

- Shall a non fossil fueled BRT system be installed in the LSD median strip with stops at the intersections?
- Will there be a dedicated bus/trolley lane on the rebuilt LSD to make the drive better able to serve the transportation demand of the corridor while relieving traffic congestion?
- Is involvement of Lincoln Park land in the reconstruction restricted by net zero loss?
- How can the diverse non-vehicular traffic be managed at intersections?
- Will the pedestrian access points to the LP land west of LSD and south of Bryn Mawr and Hollywood be improved? (road design adjustments can include roundabouts, circle underpass, overpass, etc.)
- Are the overpasses going to be rebuilt, replaced or eliminated? Solutions vary depending on version.

Solutions and EESP Recommendations:

- Separate the LP pedestrian pathway into:
 - path for walkers, joggers, baby stroller and dog walking (consider a softer surface)
 - paved path for slow bikers, bladders and boarders
 - paved path for bike commuters and fast bikers

Create Bike Lane Expressways for commuter cyclists adjacent to, or in the median on LSD

- Paths should be engineered to facilitate safe cross traffic at intersections, the path surfaces labeled to warn users of upcoming crossroads and other risky situations, and lighted by solar power. Install solar powered LED park lights on the pathways to conserve energy and add non-solar energy efficient lights at intervals as back up.
- Have the same path structure on those sections of LP west of LSD (south of Hollywood & Belmont)
- The pedestrian viaduct/tunnel at Berwyn is in most need of an upgrade and better access/entrance from the neighborhood.
- Create a promenade to accommodate pedestrian/bike/non vehicular traffic along the north sidewalk viaduct access to LP on Foster, Bryn Mawr and Hollywood. Create east/west bike lanes to the lakefront trails at Foster, Bryn Mawr and Hollywood.

- Extend the bike and pedestrians (Lakefront Trail) lanes north from Ardmore to Thorndale Ave for direct access to the Thorndale El Station and Park District Armory at Broadway.
- Explore and re-design LSD storm water management system, discharge below ground level and runoff from surface streets and lakefront trails using natural landscape structures (e.g. bioswales) and installing permeable pavement where possible.
- Managing the traffic exiting and entering LSD at Hollywood as part of broad scale Master Planning. Updating traffic control and traffic patterns to meet the use from the increase volume of cars. Extend CTA bus/trolley service along the major E/W corridors into LP during the recreational season.
- Save and/or reinstall the Bricolages (Mosaic Murals on the north and south sides of the underpasses at Bryn Mawr and Foster).
- Reconstructing LSD should be done with minimal use of current LP land. In particular, the isolated parkland sections west of LSD should remain intact. Improved access and community use of LP west (The Meadows) of LSD should be a high priority.
- Add more native, low maintenance landscaping to LP and along the NLSLD corridors. Implement a unified waste stream reduction and management program– refuse, coals, recyclables and perhaps compostables.
- Consider solar panels designed for highway surfaces in the rebuilding. <http://www.solarroadways.com/intro.shtml> Have chargers for electric vehicles available in the parking lots.
- Explore Eco friendly, permeable, noise reduction options for the roadway & lakefront trail surfaces Create a waste management plan, handling the waste streams for large scale population use, including coal ash contaminated with kerosene. Educate the public on dangers of coal dumping along trees lines, explore re-use for the product.

Create Bike Lane Expressways for commuter cyclists adjacent to, or in the median on LSD Install solar powered LED park lights on the pathways to conserve energy and add non-solar energy efficient lights at intervals as back up. Reduce the auto lanes under the Bryn Mawr & Foster viaducts from 4 to 2 lanes to allow for promenades. Create east/west bike lanes to the lakefront trails at Foster, Bryn Mawr and Hollywood. Extend CTA bus/trolley service along the major E/W corridors into LP during the recreational season. Change the lighting under viaducts to the most efficient source, powered preferably with solar–though backup power may be necessary on occasion. Improved access and community use of LP west (The Meadows) of LSD should be a high priority. Continue to add & update the comfort stations throughout park to modern use, considering family needs, safety and sustainability. Implement a unified waste stream reduction and management program– refuse, coals, recyclables and perhaps compostables. Create a waste management plan, handling the waste streams for large scale population use, including coal ash contaminated with kerosene. Educate the public on dangers of coal dumping along trees lines, explore re-use for the product.

July2014Meetings-0000969

Submitted As: CW Web Form

Submission Text

I've lived in Lincoln Park for almost 50 years, 5 blocks from the park, zoo, and lake. I used to run, now I walk--extensively--as so many others do. In your thinking and planning, please consider walkers as folks with equal needs and desires as the runners/bikers/swimmers/skaters and all the others who deserve to use and enjoy our gorgeous lakefront. And PLEASE keep in

mind that very soon--two years? Three years?--2,000-plus more folks suddenly will be walking/running/biking/skating/driving east on Fullerton from the new development at Halsted/Lincoln, going to the park, to the beach, to the lake. An extra 2,000-plus! Know this, consider this, and do all you can to head off what clearly can be an over-use tipping point at Fullerton.

July2014Meetings-0000970

Submitted As: CW Web Form

Submission Text

Raise the Drive. If you raise the drive up on stilts (see the attachment) you can double the amount of available park space and give cyclists and pedestrians their own travel-space which keeps cars, bicycles and walkers out of contact with each other. Line each side of the drive with trees. You now have new and a safer park.

July2014Meetings-0000971

Submitted As: CW Web Form

Submission Text

I already sent in a comment about the terrible traffic back-up at Chicago Ave. that needs to be remedied - maybe by an overpass or underpass. Another bad spot, that many see every day, is the stop light at Belmont where the bus has to cross over lanes of traffic to get onto Lake Shore Drive South. Many times I have seen a car turning right in front of the bus - which incidentally is against the law - almost causing a crash. What the bus could do that wouldn't involve a lot of reconstruction is go straight down the inner drive and make a left at Belmont in order to get onto the Drive. I know it would be a sharp left but it would be possible. Otherwise I think the whole intersection needs to be reworked, but I don't have the solution for that. Trained people could tackle that.

July2014Meetings-0000972

Submitted As: CW Web Form

Submission Text

The presentation is horrible. Could you not find an even slower speed to present the PP presentation?

July2014Meetings-0000973

Submitted As: CW Web Form

Submission Text

My first comment is that a transportation study for a 7 mile stretch of an existing 4-lane road (each way) that costs \$17 million is a way too expensive. This amount of money should be sufficient to study, plan, and engineer every inch of this road. My second comment is that when designing and rebuilding the road, which most likely cannot be widened, the civil engineers should specify the best foundation system available. All the drainage and other underground infrastructure should be located and designed for easy maintenance access that does not require closing of the lanes and breaking of the road when pipe work is required. My third comment is that a specially formulated light color concrete road surface would be vastly preferable to any bituminous (asphalt) black top. My fourth comment is that to reduce traffic congestion during day hours, all construction work should be performed at night, preferably between 8 PM and 6 AM. ***** If properly planned and scheduled, I believe that each direction should not take more

than 4 months to complete, from demolition to finish, including new bridges and ramps. That translates to replacing about 134 yards of a 4-lane wide road per day. If you think that this is not possible, I would like to know why, and get your estimate of the required time to complete each segment of the proposed work. Thank you for reviewing and considering my comments.

July2014Meetings-0000974

Submitted As: E-Mail

Submission Text

I'm thinking, what if we restructured the CTA Purple Line to run along Lake Shore Drive instead of its current routing? If it were up to me, I'd have the Purple Line join Lake Shore Drive from Hollywood Avenue, stopping at Bryn Mawr, Foster, Lawrence, Montrose, Irving Park, Addison, Belmont, Fullerton, LaSalle Drive (accessible also from North Avenue), and Division (in the subway), then going under Michigan Avenue. I'd have it run in the median but to the point where you can still see the lake.

July2014Meetings-0000975

Submitted As: E-Mail

Submission Text

I attended a recent workshop about NLSD at the Drake Hotel. I watched the presentation, looked at the pictures, and picked up the work sheets. I came up with some ideas. I am going to mail the whole shebang in. I can email now my cover letter, and the old Tribune article about the Palatine Expressway example.

I'm enclosing sheets A-3, B, C, C-3, D, and D-1 from the workshop, with my hand notations and text. I'm also enclosing my business card, and an old article from the Chicago Tribune about an element which might be well used here. I will email this cover letter and that article, but will not try to deal with online mapping as was mentioned in person. I will summarize what I said on the sheets, plus some additional ideas:

From Michigan Avenue/Cedar Street to Montrose, the Palatine "Junior Expressway" model might be emulated. I think it would fit. I don't like the entrance to northbound LSD from Michigan Avenue, especially the underpass – but I have no ideas for redesign, especially since I'm suggesting the Palatine Expressway example. Maybe others will supply the redesign.

From North to Belmont, the Palatine Expressway model would replace, roughly, Cannon Drive & the Inner Drive. The Outer Drive in this segment would be basically removed from public use.

Slip ramps between the high-speed part and the frontage roads would be at Cedar/Michigan, North, Fullerton, Diversey, Irving Park Rd., and Belmont/Sheridan.

Interchanges between the Outer Drive and Wilson and Lawrence would be eliminated. Many have said they're too close considering Montrose and Foster. Local-access bridges stay. The one-way aspect of the frontage roads for the Palatine Expressway model would impair the convenience for passengers on northbound CTA buses using the Inner Drive in that section. Thousands of commuters use buses on the Inner Drive for part of their routes daily. The southbound stops are very convenient – almost front-door service for high-rise dwellers.

Northbound passengers would have trouble crossing to the west side, without more pedestrian underpasses. Could they use alternate CTA lines?

It would be useful if we could learn from 100% of daily auto commuters, why they are using the Outer Drive during rush hours – and what it would take to persuade them to use alternate routes or modes. The Palatine Expressway model would not provide as many high-speed lanes, though it could still carry CTA buses.

There are places on the Lakefront Trail where puddles persist after rains. No one likes to walk or pedal through puddles, so we use the grass to detour. Either install drains, or re-shape the trail so precipitation drains off evenly from all locations. Have the puddle locations mapped about 12 hours after a rain. I saw one of these puddles when I took the 147 bus home after that public workshop.

Laws about bicycle use must be strictly enforced. Police must be enjoined to do this part of their job, everywhere. “No harm, no foul” is not acceptable. Speed laws should be much better enforced. The Palatine Expressway option would at least give speeders a place to drive fast legally, out of the way of local traffic.

Lytro cameras might be well used to get good images of lawbreakers. I hope they could replace the low-quality surveillance cameras now used, and add coverage where needed.

July2014Meetings-0000976

Submitted As: E-Mail

Submission Text

I have a few ideas for lake shore drive. I live at N LSD.

1. Please add a place to cross into the bike path around 3400 north.
2. Add some green space around 3400 north. Perhaps between inner and outer drive...
3. Add some green space near the turn at 1000 North.
4. Change the buses to electric buses.
5. Add electric vehicle charge stations.
6. More bike lanes for commuters and a few cycle centers like the one in millennium park (mcdonalds cycle center).
7. Use solar for the roof of new structures.
8. More sustainable transit.
9. In general, try to make the drive more sustainable with everything else - storm water

management, native landscaping, etc.

Thank you!

July2014Meetings-0000977

Submitted As: E-Mail

Submission Text

Dear/Hi Everyone IN Chicago, IL., Especially the north Lake shore drive Planning Group/Organ: AND John Hilkevitch of The Chicago Tribune's "Getting Around" Column: ETC: New York City, & Washington, D. C., ET. ALS.: Just to let all of you know all this stuff applies to our largest commercial retail, education, business, fashion, industrial, Center & OUR National Capital. If ALL of you; REALLY, REALLY!!!, WANT/NEED to solve poverty; you've got to stop taking land out of it's market, just to get A bigger, greedier, fortune both above! AND! below the table, @ the nation's expense & economy. And DO STOP doling/giving out privileg(e)s & ALL Land-Owners/Controller's of ALL Land IN Chicago, ILLinois, Washington, D.C., AND NYC, MUST START GIVING @ THE VERY MOST!!! \$ 900 Trillion Total, to all these City Treasuries. Then; & ONLY THEN! will THE REAL magic happen, and poverty will finally stop for good.This! my friends/aquantences, is The Henry George George/David M., way.I AM TOTALLY Truly, Sincerely, MOST Cordially, IN
Peace,,

Gentlemen,

This is the proposal for the plan I have in mind. I most wish to have FULL, more than Full, Plenipotentiary Powers: Diplomatic, Economic, Social, Politicial, and Commercial, to carry out this extremely, extraordinary, position/job, that will crush, me in the humble service to my fellow citizens's of Chicago, and in doing so results in crushing both you and them too, And I wish you to consider me as Commander-In-Chief of the City of Chicago Municipal Combined Defense Command. This plan consists of calling upon all controllers of Chicago land for a total of \$900 trillion, in small multiples, starting from \$5,000 to \$500,000. This includes planning, redesigning, and reconfiguring the following: the port of Chicago, all Four old steel mill sites, Inland, Bethlehem, Wisconsin, US Steel, and Michael Reese Hospital, the old Children's Hospital on Grant Street, the possible future site of Barack Obama's library, which the University of Chicago wants, all 49 elementary schools and one high school that were closed per order of Your Honor, Mayor, Emanuel, the general funding of Chicago government CPS, and the transit agencies, CTA, Metra, and Pace. I include in this plan the development of the mall as part of the overall plan to make steel the green way. They can all be funded by the \$900 trillion funding apiece, from every family cartel, and corporations like Walmart, etc., including the funding for setting up in-city defense plans to make the defensive weapons that Chicago will also need as per my proposed plan to you.

Other projects that can be funded are the Albany Park Indoor Hothouse International Food-Growing Project can also be done. This will be able to raise both wages and employment 120% because extremely high wages and interest rates complement each other handsomely. For the

municipal combined defense command unified single economic rent of land value tax district of Chicago, Illinois. I also request, most humbly and respectfully, all TIF money be returned to all residential and business property tax owners, and I recommend that they be returned to these people by October 1st, 2014, or by the latest, December 30, 2014. I also request the so-called South Loop Entertainment District must be totally stopped, and any TIF money used for that also be returned to the same residential and business property tax owners. All pensions should be paid to the present retired workers of all Four mills, and the wages set aside for the workers of the mall and the workers to make green steel with the \$900 trillion be used to pay for that project.

July2014Meetings-0000978

Submitted As: E-Mail

Submission Text

LSD Idea - straighten out LSD. Connect S curve with North Ave overpass via low level bridge over Lake Michigan. (As in FL Keys). Keeping existing beach, and making environmentally friendly.

Redeveloped old portion of LSD for local traffic, buses, bikes, runners and recreation.

July2014Meetings-0000979

Submitted As: E-Mail

Submission Text

I represented Belmont Harbor Neighbors on the team of community members that planned and executed the ceramic mural which is now installed in the underpass at Belmont and Lake Shore Drive. I'm very excited by the proposed improvements but am concerned about possible impact on our mural. Two years of meetings, a considerable financial investment by Alderman Tom Tunney, and several weeks of hands-on participation under the supervision of Chicago Public Arts Group transformed our dingy underpass. We now have a stabilized surface which was designed to reflect our energetic and diverse community. I often see people enjoying the imagery: birds in relief and in paint, ivy leaves made by school children, photo tiles of people and scenes in the area, and mirrored tiles which catch the light. It is so well liked that we have no problem with vandalism. As you plan for an even better experience of our lakefront, please preserve our mural gateway to Lakeview, a bridge between our residents, visitors, businesses, Lincoln Park and Lake Michigan.

July2014Meetings-0000980

Submitted As: E-Mail

Submission Text

My interest in your project is not just as a resident of Chicago, but as one who drives, bikes, and walks frequently on and around Lake Shore Drive and the lakefront bike path -- as I live at the corner of Lake Shore Drive and Walton Street. I applaud the many changes you're considering. A few thoughts:

I haven't read of any plans to reconfigure the entrance to the bike path at the northeast corner of Oak Street and Michigan Avenue. With the addition of the Divvy station it's even more congested at that corner for pedestrians and bikers, and also in the tunnel leading to the bike path.

The pedestrian tunnel under Lake Shore Drive that crosses east/west, and the tunnel under Oak Street (East Lake Shore Drive) that crosses north/south, were closed several years ago (because they do not meet ADA requirements?). Unless that changes, the opening to these tunnels at the northeast corner of that intersection, the one that leads to the bike path, has no more use.

If the railings could be removed and the tunnel opening paved over and brought to street level, that would at least create more room at that corner. The curb cut could also be widened. The lamppost at that corner could also be moved. And if this is doable, perhaps the Divvy Station could be moved a little further east on East Lake Shore Drive. Maybe the station could even be pivoted 90 degrees so it is oriented east-west instead of north-south. All or some of these are possibilities for relieving some of the congestion at that corner.

To relieve congestion in the tunnel under the drive, it might help to widen the tunnel if at all possible, and create two lanes with some separation – one for bikes and one for pedestrians. The Navy Pier flyover is a great idea for relieving the congestion a little further south on LSD. I know this is asking a lot, but another flyover at Oak Street Beach would be great!

Thanks for considering these suggestions. Also, please add me to your e-newsletter mailing list.

July2014Meetings-0000981

Submitted As: E-Mail

Submission Text

Straightening the Oak Street curve is going to be expensive (and damage a beautiful area of the city) and is only going to allow more drivers to increase their speeds. Then you will have more serious crashes at higher speeds.

The speed limit should be decreased by 5 mph and it should be enforced better in the times that are not so busy (as that is when drivers can speed the most and police will interfere with traffic less).

If you don't want Lake Shore Drive to be a superhighway, then do not allow it to become one.

Some commuters will choose the Kennedy or other routes (or public transportation). Some may choose to leave earlier and slow down.

July2014Meetings-0000982

Submitted As: E-Mail

Submission Text

Future planning for North Lake Shore Drive needs to address the issue of motorcycle noise on Lake Shore Drive. From 5:00am until 3:00am virtually every day from March until November, motorcycles roar up and down LSD, creating a major disturbance for the tens of thousands of apartment-dwellers. Come to Addison and NSLD and listen for yourself: Sunday nights, ~10:00 are the worst. I've brought this issue to the attention of former Mayor Daley, the police dept., my

former and present aldermen, and IDOT officials. They say that they can't keep motorcycles off LSD, and that's the end of it. Meanwhile the noise problem continues. I wish someone were as concerned with this noise problem as they are w. airplane noise near the airports. I can't afford to move. I emphasize: The issue is not speeding. It's noise. Nonetheless, speed cameras would probably help, because cutting down on some speeding would cut down on some noise. LSD is alongside a park, so speed cameras along the Drive are already OK under existing laws. And the city could bring in a fortune. It might be a good idea to check with other cities and see if this is a problem on Storrow Drive in Boston or the FDR in New York, and see how those cities are dealing w. the problem. I don't think it's fair for a few inconsiderate, selfish motorcycle drivers to continue victimizing LSD residents w. their noise and I'm tired of public officials ignoring this problem. Please acknowledge receipt of this e-mail.

It also occurred to me: The city is installing sensors all over that will monitor, among other things, noise levels. These sensors ought to be put to use, not just to gather information that won't be put to use, but to deal w. the noise problem.

July2014Meetings-0000983

Submitted As: E-Mail

Submission Text

Illinois Department of Transportation and the Chicago Department of Transportation:
I am proposing raising North Lake Shore Drive on concrete stilts. See the attached drawings. 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 feasible; the photos below are of the 88 and 355 interchange.

July2014Meetings-0000984

Submitted As: E-Mail

Submission Text

One of the biggest, most blatant problems on North Lake Shore Drive that ties up traffic for miles at times is the traffic light at Chicago Avenue. It is so obvious that this delays and sometimes puts a stop to traffic going north and south for great lengths of time. I know it's right at the lakefront, but either an overpass, underpass or other way of circumventing that area needs to be found. I would love to hear or see what plans are devised to help remedy this situation. I will try to go to the meeting at the Drake Hotel, but hope there will be public distribution of information that is developed at that time.

July2014Meetings-0000985

Submitted As: CW Web Form

Submission Text

Widen trails and separate walkers from bikers where ever possible.

July2014Meetings-0000986

Submitted As: CW Web Form

Submission Text

I am so happy to learn that you are allowing us to voice our ideas for the upcoming Lake Shore Drive project. My hope is that a separate CTA Bus lane can be created for both North and South bound traffic. These lanes should be used exclusively for Buses not permitting cars to use them. I work in the loop and I live almost near Evanston and it takes close to 1 hour 30 minutes to get home during rush hour. In the morning it takes about 1 hour 15 minutes. This is a ridiculously long waste of time for those of us who live so far north depending on CTA to get to and from the Loop. I sincerely ask that these express lanes for CTA Buses can be created to make my commute and others of us living in the far north a reasonable 30 to 45 minute commute on either North or South bound trips. This will eliminate our long over an hour commute daily to get to and from work in the Loop. Thank you so much for allowing us to make our comments. I am excited that Lake Shore Drive will get a face lift !!!

July2014Meetings-0000987

Submitted As: CW Web Form

Submission Text

(A) Change running path to a rubberized or asphalt surface if possible. Soft surfaces are not always the best for running. Dr. Hirofumi Tanaka, an exercise physiologist at the University of Texas, ended up twisting his ankle on uneven soft ground and became the subject of a New York Times article last fall that prompted a debate over the value of soft surface running. (B) Make a wide enough Running path so that Runners can go around pedestrians without having to run onto the Bike path. If possible better to have separate Running, Cycling and Pedestrian paths along the lakefront path. Thank you

July2014Meetings-0000989

Submitted As: CW Web Form

Submission Text

As a resident of north Edgewater, I would hope that any comprehensive redevelopment plan for Lake Shore Drive include extending the drive from Hollywood to Howard St. (or beyond). It would also be my hope that said extension would result in more public parkland and beaches.

July2014Meetings-0000990

Submitted As: E-Mail

Submission Text

I mostly drive on Lake Shore Drive, and these comments are apropos to that:

1. The "S" curve at East Lake Shore Drive should not be straightened by cutting over the Oak Street Beach. That is a world-class beach and should be left entirely alone. A much better solution, which would also solve the Chicago Avenue congestion problem, would be as follows: Just north of the Grand Ave ramps the Drive should stay elevated, and dog-leg out a little over the lake. This would allow the roadway to curve back in gracefully at East Lake Shore Drive, connecting to the existing northern part of the "S" curve, and leaving the beach untouched. It would also allow the Chicago Avenue intersection to become ramps. For northbound access, drivers would go under the new elevated Drive and turn left (north) onto the ramp. And it would allow for somewhat wider lanes in the stretch between Grand and East Lake Shore Drive where they're pretty narrow. Another benefit would be that the northbound exit at Chicago Avenue could accommodate more cars without blocking the left lane as often happens now, by putting it

at the end of a somewhat longer ramp where the existing left lane is now (and you could change the light timing at the local LSD/Chicago Av intersection to change more frequently, since it would no longer be coupled to Lake Shore Drive traffic constraints). Depending on how it's actually designed, it might also lessen some of the issues with the left lane northbound on-ramp from lower Wacker Drive where merging drivers conflict with those who want to exit to the left at Chicago Av.

2. At the northbound Belmont and Fullerton exits, especially Belmont, it should be relatively easy to widen the road and add exit-only lanes that stretch back perhaps a quarter or half mile. Fullerton might be a little tough because of the beach, but Belmont is the exit that really needs an exit-only lane. It gets jammed every day at rush hour. Fullerton only gets jammed occasionally, and it's usually on a weekend, which isn't as bad.

3. I can't see what you can do about the Hollywood terminus. The road dumps into a residential area, and anything you do there to accommodate LSD traffic will just make things worse for the residents. And in reality, if you find a way to increase traffic capacity there, the result will just be increased traffic. I think it's sort of self-regulating now. Extending the Drive northward to perhaps Devon wouldn't really solve anything because the problem at Hollywood is the traffic that wants to go west on Hollywood, not the Sheridan traffic. Plus, that would make the beaches much less accessible to residents.

4. The speed limit used to be 45 in the summer and 40 in the winter. Changing it to be 40 year round was a dumb idea. The average traffic goes 55 or 60 when it isn't congested (and that hasn't changed with the lower posted speed limit), and the greater the difference between the posted speed limit and the real-world speeds that people drive, the less respect people have for the law. In the old days, speed limits were set by monitoring the speeds that people naturally drove (because most people, most of the time, are pretty good judges of what's safe), and setting the limit at about the 90th or 95th percentile. In other words, figure out what speeds most people, most of the time, feel they're driving safely, and then set it there or close to there. Then you can have meaningful enforcement that will actually improve safety. At the very least put it back at 45 in the summer months.

Thank you.

July2014Meetings-0000991

Submitted As: CW Web Form

Submission Text

I take the express bus 136 to work most mornings and the 148 bus home occasionally. A bus only lane would be great to get commuters through heavy traffic in the mornings - I try to get on at Lawrence soon after 7am and still sometimes encounter slow traffic heading south. I also bike to work along the bike path several times a week from Wilson to the Riverwalk and would do so more but the crowding on the path coupled with bad path users makes it stressful. An ideal Lake Shore path would have a separate walking/jogging path and either two bike lanes in each direction ("slow" and "fast") or one lane with a passing lane. Sometimes I use my own bike and sometimes I use Divvy. I am very excited about the flyover currently under construction as biking on the sidewalk over the bridge is stressful and dangerous. I hope the improvements to the Drive and the path make travel faster and safer for transit and bicycle users! Thank you for your consideration.

July2014Meetings-0000992

Submitted As: E-Mail

Submission Text

As I have previously commented on this project and attended the presentation some time ago, at Truman College describing this proposal, I will only briefly reiterate my comments:

1) NLSD needs to be returned to what its speed limit was and still is on South Lake Shore Drive, that being 45mph. For some reason the "winter" speed of 40mph was made permanent by someone a number of years ago, but that same limit was not applied to SLSD, even after its own overhaul. If its good enough for the south end of LSD, it ought to be good enough for the north end, as well.

2) Any bicycle improvements, need to be considered within the framework of a comprehensive plan by government, for those persons who utilize those paths, etcetera, to pay for them. This can be accomplished via licenses, fees, taxes and the like, similar to what motorists have been doing, not for years, but for decades. It's not fair for one group (bicyclists) to garner benefits from another (motorists) and not share in the burden for paying for it.

3) The intersection at Chicago Avenue needs to be addressed if not eliminated, so as to facilitate traffic movement that is NOT interrupted by vehicles crossing NLSD through this area. In the morning rush these turn lanes are blocked to cross-traffic, but in the evening they are re-opened. This has to cease because traffic backs-up in both directions, terribly. The only rationale for continuing this pattern, is that a decision was made to allow for access to Michigan Avenue, later in the day. This can be accomplished much more efficiently by using Grand Avenue. To say that this is done for "emergencies" so as to allow for access to Northwestern Hospital is a false argument because people have medical issues in the morning, too.