Q: How will the proposed design impact the amount of green space provided?
A: While the amount of green space provided will vary by alternative, the final design will increase the net amount of green space. In addition, the proposed design may consolidate existing green space, which would result in more contiguous and usable park land. Improving access to green space and the park more generally is a goal of the overall project.

Q: How will transit benefit from this effort?
A: Improving transit operations and access is a focus of the NLS Phase I Study, and bus layover and staging facilities are proposed east of NLSD at Wilson Avenue and Lawrence Avenue as a part of this project. In addition, community feedback obtained during the public involvement process will assist the project team in identifying additional potential transit improvements in the area.

Q: Will the proposed design provide fast and easy emergency vehicle access to Weiss Hospital?
A: The project team is working closely with first responders and local stakeholders to ensure that emergency vehicles and personnel will be able to operate effectively regardless of the design ultimately carried forward. This includes providing convenient and efficient access to Weiss Hospital to accommodate first responder operations.

For more information about the overall study, or to join our mailing list, please visit the project website northlakeshoredrive.org. We look forward to continuing to work with you to Redefine the Drive.
nearly 70 injuries and 3 fatalities. The intersections at Montrose Avenue/Marine Drive and Lawrence Avenue/Clarendon Avenue have many legs and conflicting traffic movements. These factors contribute to both intersections experiencing relatively long vehicle queues and heavy congestion during peak periods.

- From 2012 to 2016, 61 bicycle and pedestrian crashes occurred in the area between Montrose Avenue and Lawrence Avenue, with 60 of those crashes resulting in an injury or fatality. This area has historically seen fewer than 500 feet apart—the tightest spacing within the project limits—which inherently provides very little space for vehicles to enter and exit NLSD between these streets.

- The intersections at Montrose Avenue/Marine Drive and Lawrence Avenue/Clarendon Avenue have many legs and conflicting traffic movements. These factors contribute to both intersections experiencing relatively long vehicle queues and heavy congestion during peak periods.

- From 2012 to 2016, 61 bicycle and pedestrian crashes occurred in the area between Montrose Avenue and Lawrence Avenue, with 60 of those crashes resulting in an injury or fatality. This area has historically seen a large number of bicycle and pedestrian crashes, though bike lanes were recently installed along Wilson Avenue and Lawrence Avenue.

- The Lakefront Trail crosses the roadway at grade at Montrose Avenue, Wilson Avenue and Lawrence Avenue east of NLSD, which creates conflicts between people walking, biking and driving.

- The area from Montrose Avenue to Lawrence Avenue lacks dedicated east-west bicycle/pedestrian tunnel crossings, which requires people walking or biking to access the park along the east-west roadways. This results in conflicts between modes at roadway intersections.

- There are currently no dedicated CTA bus staging and layover facilities within this area of Lincoln Park.

- Stakeholder feedback and project team analysis has identified a need for improved transit access throughout the NLSD corridor, including in the Montrose-Wilson-Lawrence area.

**EXISTING CONDITIONS**

- Rear end and sideswipe crashes are the most common types of crashes in this area. These types of crashes are typically caused by differing speeds between lanes and are exacerbated by short weave zones between the entrance and exit ramps at adjacent intersections. Current ramp spacing does not provide drivers with adequate space to safely enter and exit NLSD. Along Marine Drive during the same period, rear end and sideswipe crashes were predominant at the signalized intersections. Crashes involving turning and parked motor vehicles were a frequent occurrence in this area as well.

- Research has shown a relationship between junction (ramp) spacing and safety. People driving require sufficient distance to achieve the proper speed, change lanes and enter or exit the roadway. If this distance is not provided, there are safety implications and crashes may result (Please see back of brochure for more information on junction spacing and safety). The ramps between Montrose, Wilson and Lawrence are less than 500 feet apart—the tightest spacing within the project limits—which inherently provides very little space for vehicles to enter and exit NLSD between these streets.

- The intersections at Montrose Avenue/Marine Drive and Lawrence Avenue/Clarendon Avenue have many legs and conflicting traffic movements. These factors contribute to both intersections experiencing relatively long vehicle queues and heavy congestion during peak periods.

**PUBLIC INVOLVEMENT**

The design for the Montrose-Wilson-Lawrence Avenue corridor is the focus of an ongoing public involvement effort that is being conducted in parallel with the larger overall NLSD Phase I Study and outreach process.

The project team is seeking community feedback on existing conditions and the need for improvements within the Montrose-Wilson-Lawrence area. This feedback, along with additional analysis, will inform the development of potential alternatives for this location. These alternatives will then be evaluated and presented to community members for their review. All alternatives will be designed to achieve the overall North Lake Shore Drive goals of improved safety, mobility and park access. Park space will also be added and/or enhanced where possible.

Three community meetings have been planned as a part of this process, as outlined below.

- **Community Meeting #1**
  - **Date:** October 2018
  - **Theme:** Receive input on existing conditions within Montrose-Wilson-Lawrence Avenue corridor

- **Community Meeting #2**
  - **Date:** January 2019
  - **Theme:** Review potential alternatives; discuss evaluation results

- **Community Meeting #3**
  - **Date:** Spring 2019
  - **Theme:** Discuss recommended design to be carried forward

The criteria used to evaluate alternatives are related to the NLSD Phase I Study’s Purpose and Need Statement and stakeholder input received throughout the public involvement process. The project team will assess the safety and mobility provided by each design as well as the quality of park access and park space created.

The feedback received from the community regarding existing issues in this area aligns with what the project team has found through its analysis. Major topics discussed by participants in public outreach events within the Montrose-Wilson-Lawrence Avenue corridor include:

- The need for improved east-west bicycle and pedestrian access to the lakefront
- The need for safer crossings where the Lakefront Trail intersects east-west streets
- A desire for improved transit service and access in the Montrose-Wilson-Lawrence corridor and beyond
- Effects of potential changes to vehicular access at Wilson Avenue
- Traffic safety and congestion concerns along NLSD between Montrose Avenue and Wilson Avenue

Please visit the project website to review the materials provided and comments received at the Montrose-Wilson-Lawrence Avenue Corridor Community Meetings:

http://www.northlakeshoredrive.org/Montrose-Wilson-Lawrence%20Avenue%20Corridor.html