



COMMENT FORM

North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

EXPRESS, OR HIGHER SPEED BIKE TRAFFIC LANES WOULD BE EXTREMELY HELPFUL IN REDUCING CONFLICTS @ HIGHEST TRAIL CONGESTION POINTS. IF THEY BRIDGED OVER TRAIL ACCESS POINTS, LIKE ~~THE~~ ~~HIGHWAY~~ LSD DOES, THIS COULD MAKE ENTERING THE TRAIL LESS STRESSFUL FOR PEDESTRIANS AND SLOWER MOVING TRAFFIC.

PUTTING THIS PATH ON A RAISED BERM ADJACENT TO LSD WOULD MAKE THIS EASIER, ALLOW FOR BRIDGING ~~OUT~~ OF LSD ON/OFF RAMP, AND PROVIDE SOUND MITIGATION TO THE LAKESIDE PORTIONS OF THE PARKS.

ABUS ONLY LANE RUNNING FROM LAWRENCE TO GRAND COULD SPEED UP & IMPROVE RELIABILITY OF EXPRESS BUSES, AS WELL AS A PRESSURE VALVE FOR ~~AN~~ ALTERNATE SERVICE PROVISIONS DURING PLANNED SHUT DOWNS OF THE RED LINE FOR THE RPM PROJECT.

Please return this form to a project representative or email form to info@northlakeshoredrive.org or return mail to

NLSD Study
 c/o Civiltech Engineering
 30 N La Salle, Suite 2624
 Chicago, IL 60602





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This is a very exciting project!

I have 1 (one) request.

Please be very careful about lighting. Please light only when

needed, where ~~needed~~ needed + in correct lumen levels + color temperature (under 3000 Kelvin).

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

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

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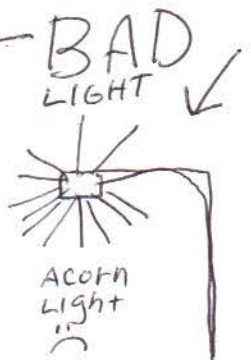
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GOOD Light

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



Illinois Department of Transportation





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8/12/13

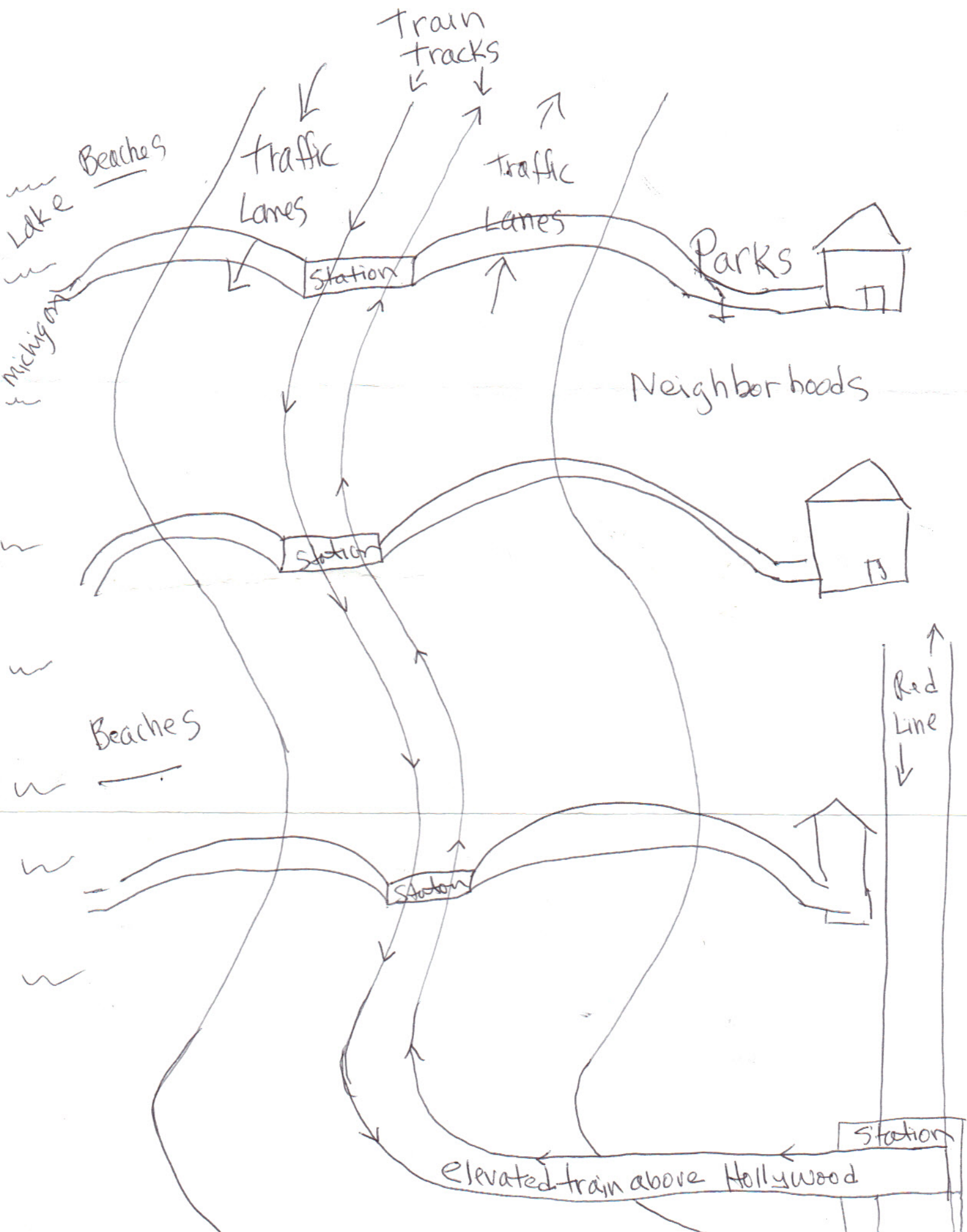
Having grown up on the North/East Side by ~~the~~^{Touhy} the Lake, I have a particular interest in seeing this Project address how traffic/transportation will be handled at the North end of LSD, where it flows from or on to Hollywood Blvd + Sheridan Rd, which has always been heavily congested w/vehicle traffic. My suggestion is to run a light rail system down the middle of LSD as part of the re-development and extend an elevated platform above Hollywood to tie into the existing Red Line. I have a further design idea, to create a new type of entry/exit ~~for~~^{for} the LSD rail system, which would be built using the new magnetic and tube designs. These light train "platforms" would be built to arch over LSD to the East to access beaches and to the West to access the parks and neighborhoods. (See rough design on other side.) These new train access points would eliminate the need for stairs and greatly aid passengers with disabilities, the elderly and travelers w/young children, as well as providing out-of-the-weather, off-the-streets transport to the new LSD trains. In fact, I think my new entry/exit design should be added to all existing elevated stations in Chicago, but we could start with the North Lake Shore Drive project.

Thanks for the opportunity to weigh in.

(I attended the Aug. 7th Public Meeting at Truman College + signed up for the Transportation Task Force)

Please return this form to a project representative or email form to info@northlakeshoredrive.org or return mail to

NLSD Study
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Chicago, IL 60602



CW372

NLSD Study, c/o Civiltech
30 N. LaSalle, Suite 2624
Chicago, IL 60602

Date: August 11, 2013

To: Illinois transportation officials

Comments on Lake Shore Drive by

Please consider these comments regarding the reconstruction of north Lake Shore Drive. I am a blind resident of the Lakeview neighborhood on the north side of Chicago. I do not drive and increasingly so are a number of my neighbors who have no disability whatsoever and have significant incomes to afford an automobile and the related expenses of fuel, taxes, insurance, maintenance and repairs. National studies show that fewer people are driving and those that continue to drive are driving less. In a recent study by the University of Michigan Transportation Institute, researcher Michael Sivak examined driving trends in the United States from 1984 to 2011. He paid particular attention to the distances driven by each licensed driver, for each vehicle and for each household. He found that driving in America peaked in 2004. Since then, the number of miles driven per licensed driver and per household have both tumbled 9 percent. The number of miles traveled for each registered vehicle has fallen by five percent. The peak occurred years before the economic downturn started in 2008. In March 2009, the Standard and Poor's index of 500 leading stocks fell to a daily close of 676, its lowest level in 13 years. On August 1, 2013, the S and P 500 closed above the psychologically significant level of 1700 points for the first time. This investor enthusiasm was followed the next day by an all time record close of 1703 points. During this time, corporate profits have surged, unemployment has fallen and consumer spending has increased. Yet, people are driving less, buying less gas, owning fewer vehicles and making fewer trips by car.

In addition, fewer young people are obtaining driver's licenses today than in the past. In 1983, about 87 percent of 19 year olds had a driver's license. In 2010, that rate had fallen to 69.5 percent, according to another University of Michigan Transportation Institute study. Now, 15.3 percent of the population in the United States between the ages of 18 to 39 lives without a driver's license. In another 2013 study, the AAA foundation for Traffic Safety found that just 44 percent of adolescents obtain a driver's license within a year when they reach the legal age to drive. Slightly more than half have a driver's license when they reach 18, which is down sharply from the two-thirds of adolescents who had a driver's license 20 years ago. Further, motor gasoline consumption in the United States peaked in 2007 at 147 billion gallons. In every year since, Americans used less gasoline. In 2012, consumption had fallen six percent to 134 billion gallons.

The trend is clear. The era of automobile supremacy peaked almost a decade ago and is on the decline in almost every measure. The easy motoring society the existing Lake Shore Drive infrastructure was designed to accommodate has started to transition to one where people bicycle, walk and use public transit much more often.

I urge the Illinois Department of Transportation to examine north Lake Shore Drive traffic volume and public transportation ridership in consideration of these national trends for the past 30

years. These national trends are likely playing out locally with fewer automobile trips on the Drive and increased use of bicycles, walking, and public transit for mobility. The ways people are traveling are changing and reconstructed infrastructure should reflect these developing and future uses. At a meeting I attended at Gill park on August 6, only five years of traffic data were presented and only the most recent year of public transit data. From this information, it was not possible to learn if usage of various transportation modes is increasing, decreasing or staying the same.

My neighbors and I who are carless pay through the nose in taxes to live in Lake View, one of the few remaining pedestrian oriented communities left in America. A reconstructed Lake Shore Drive should better accommodate our needs through dedicated bus lanes and protected lanes for bicycles to separate walkers and runners for easier passage by pedestrians to Lincoln Park. Further, huge oceans of parking lots should be reduced so neighborhood residents, public transit riders, walkers and bicycle riders can easily enter the park and enjoy green space. If I wanted to really live next to a superhighway I would move to Hoffman Estates or any number of other suburbs where the loud hum of traffic noise is constant and unending.

CW373

Comment Form: North Lake Shore Drive Phase 1 Study

August 10, 2013

I appreciate the series of meetings that the Chicago and Illinois Departments of Transportation have arranged to discuss, with the public, plans to rebuild Lake Shore Drive.

I have been considering some comments to send to you.

We need to know a few things about the people who drive to the Loop on Lake Shore Drive every day:

1. Where do they live, and where are they bound? Most likely most of the motorists heading south on the Drive on a Tuesday morning live on the north side, fairly close to the lakefront, and are heading to work in the Loop. We probably don't see many people on north Lake Shore Drive coming in from Hoffman Estates or even Portage Park.
2. Why do they choose to drive? Would the L or Metra be a reasonable alternative? What keeps them from riding public transit instead?
3. If we were to provide fast, convenient bus service on the Drive, would they consider riding the bus and leaving their cars at home?

What if we were to provide Bus Rapid Transit on Lake Shore Drive? We could offer a designated right of way during rush hour, 6 to 10 AM and 4 to 7 PM Monday through Friday, with coordinated traffic signals to make the trip downtown as fast as possible. And if the bus lane was for buses only, and the service had limited stops at major cross streets, it could offer fast, reliable service to North Michigan Avenue and the east Loop. After rush hour the restriction could be lifted and motorists could use all lanes again.

We would also need to improve bus service east to connect better with the north side neighborhoods and the BRT service on the Drive.

The L train was built to move people downtown efficiently, and it still works in that regard. We don't really have good transit service to the lakefront because the lakefront was never a profitable destination for private conveyers before the CTA was formed in 1947. Plenty of people wanted to get to the beach in the 1920s, but only once or twice a week, and only during the summer months. Now, however, we use the lakefront as a major transportation corridor. In the 1890s Lake Shore Drive was a boulevard, a place for the wealthy to take their carriages out to impress their neighbors. Today it serves as part of the region's highway network. But we ought to think about a means to at least supplement car traffic with a public alternative that actually might tempt motorists to consider it.

Lake Shore Drive is an awkward highway, starting from nowhere at Hollywood on the north side and quietly disappearing around 57th street. Access to and from the Drive at the two ends is a problem, and traffic also grows cramped at least at Belmont and North Michigan Avenue. We can't widen the highway because the Chicago Park District owns the land, and we can't otherwise make it much faster without making it even more of a barrier to the lakefront for civilians than it is already. We are also limited in what we can do with the Drive because it is known to be one of the most beautiful urban parkways in the world. The views are extraordinary, especially at night. But these views, this reputation, limit the ability of highway engineers to set to work with overpasses and tunnel cuts and cloverleaf exchanges that are normally used to move cars (and trucks) quickly. In many places across America, highway engineers can cheerfully build highways assuming that pedestrians and cyclists and people walking dogs or rollerblading or just admiring the view simply don't matter. For Lake Shore Drive, that does not apply.

So can we celebrate our limits? Can we rebuild Lake Shore Drive taking into account the Drive's remarkable history and purpose, and make the Drive *less* friendly to automobiles? Lake Shore Drive was never intended to handle so many cars, but more important, we simply can't redesign it to cooperate with a highway engineer's vision of what a "modern" (that is, 1960s) highway is supposed to look like. So what if we don't try? Can we think of ways to move people rather than vehicles? We already don't need to allow for trucks. We already have the right of way in place. We already have a unique position along the lakefront, where the east side of the highway is mostly clear of obstructions. We already have a highway that does not need to provide (save for I-57 near McCormick Place) access to other highways that cross its path. Could we reduce lanes for cars and provide fast and efficient bus service, one lane in each direction, instead? Could we replace two lanes, north and southbound, with light rail?

Further, what I find frustrating about transportation planning is that it tends to live in the same cheery realm of denial as the rest of our culture. It makes no sense to plan for coming decades assuming that we will always have all the oil we need, and that we can keep driving our cars, all the time, everywhere. We don't know that. It is more likely that we will ultimately find oil so costly that most commuters will need to find alternatives to driving to work. The problem with the warm thoughts of fracking for oil and natural gas is that for decades every party with an interest in oil production has had an incentive to seriously exaggerate the amount of oil reserves that remain in the ground and that can be recovered. Fracking is no different. Can we, and should we, rethink Lake Shore Drive as if we knew that in the next 25 years automobile travel will return to being an expensive luxury?

This is what I am thinking about for now. If I have more comments or questions I will send them along.

Why Buses Are the Best Way to Get Around

By Matthew Yglesias | Posted Wednesday, Aug. 7, 2013, at 5:30 AM
| Posted Wednesday, Aug. 7, 2013, at 5:30 AM

Slate.com

ENABLE SOCIAL READING Get on the Bus

Improving bus service—not building new trains—offers the best route to better mass transit.



A bus is a much more efficient use of crowded space than a private car. Photo by Chip East/Reuters

When it comes to moving large numbers of people efficiently through urban areas, it's hard to beat good old-fashioned heavy rail subways and metro lines. But these projects come at a steep price, especially in the United States, and don't make sense in many areas. Yet, politicians looking for cheaper options too often fall for the superficial idea that anything that runs on train tracks must be a good idea. The smarter strategy in many cases is to look instead at the numerically dominant form of mass transit—the humble bus—and ask what can be done to make it less humble.

After all, relatively few of the things that make bus travel a low-status option have anything to do with the fact that they run on tires, not rails. The main goal of transportation infrastructure is get people where they're going.

Buses often fall down on the job—not because they're buses, but because they're slow. Buses are slow in part because city leaders don't want to slight anyone and thus end up having them stop far too frequently, leaving almost everyone worse off.

Buses also tend to feature an inefficient boarding process. Having each customer pay one at a time while boarding, rather than using a proof-of-payment where you pay in advance and then just step onto the bus, slows things down. That can generate a downward spiral of service quality where slow speeds lead to low ridership, low ridership leads to low revenue levels, and low revenue leads to service that's infrequent as well as slow. Closing the loop, a slow and infrequent bus will be patronized almost exclusively by the poor, which leads to the route's political marginalization.

Worst of all, even though a bus is a much more efficient use of crowded space than a private car, it ends up stuck in the same traffic jam as everyone else.

The best light rail systems avoid these pitfalls, giving trains dedicated lanes, a sensible way for customers to pay, and stations that are far enough apart that the train isn't stopping every three blocks. But low-quality rail can have the exact same problems. The much-hyped H Street streetcar line being constructed in Washington, D.C., is beloved by real estate developers, but is going to leave riders with a train stuck in the exact same traffic jams as the existing buses on the corridor. Detroit's M-1 streetcar project suffers from the same flaw, making it more of an exercise in civic boosterism than a real transportation improvement. But by the same token, it should be perfectly possible to construct bus lines that have the major virtues of light rail and just happen to run on roads rather than rails. This kind of so-called Bus Rapid Transit (BRT) can typically (though not always) be done at substantially lower cost than new rail construction.

Montgomery County, an affluent Maryland suburb of D.C. with a strong tradition of anti-sprawl politics, is moving closer to a very ambitious BRT push that if successful should serve as a national model. According to the Institute for Transportation and Development Policy's rating system, only five existing lines in the United States qualify as true BRT and none of them meet the high-end "gold standard" criteria. The current version of the Montgomery plan would create two gold standard corridors, with dedicated busways running in highway medians just as decent light rail lines do. Adding extra concrete to an existing roadway is substantially cheaper than building brand new tracks, so opting for a BRT option will let the county buy more transit bang for its buck.

But the biggest possibility for bus transit wins requires something even more contentious than spending money—repurposing lanes. Virtually every street in America dedicates the majority of its space to private cars, whether as travel lanes or parking lanes. Far and away the cheapest way to speed the movement of people through congested space is to take some of those lanes away from cars and give them to buses. That will decrease your movement of vehicles, but increase your movement of people since buses are a much more efficient use of space. And it can be done at a fraction of the cost of building new transportation infrastructure from scratch.

Of course the problem is people who drive cars won't like it—the exact same reason that shiny new streetcar lines are often built to drive in mixed traffic. But public officials contemplating mass transit issues need to ask themselves what it is they're trying to accomplish. If promoting more transit use, denser urban areas, and less air pollution is on the agenda, then annoying car drivers is a feature not a bug. If the idea is to have a make-work job creation scheme or something cool-looking to show off to tourists, buses may not be the best idea. But while upgraded buses clearly isn't the right solution for every transit corridor in America, it deserves much more widespread consideration as an affordable path to mass transit.

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