Nowhere in the discussion or presentation were the economic effects discussed. People come through the neighborhood mostly for economic reasons and reducing their access to downtown would reasonably be expected to have economic impacts.

Slowing traffic through the neighborhood makes it harder for me to get home from my job in the suburbs. Peterson, Sheridan, and Davis Foster get backed up and heavier. If the majority of traffic could move at close to the speed limit I think it would help.
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.

It's very hard (and unsafe) to cross Hollywood at Magnolia or Ridge at Wayne, as a pedestrian. I frequently cross at Hollywood and Magnolia to get to/from Bryn Mawr. I try to cross Ridge at Wayne to get to Andersonville. (With the Filmmakers project going in there, more kids are concerned about kids crossing there at Wayne.)

Thanks for coming to listen to us and discuss with us!

Maybe we could build a bridge north to south along Magnolia over Hollywood, and across Ridge at Wayne, for pedestrians and bikes?

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

Northern Terminus Traffic Study
C/O Civiltech
30 N La Salle, Suite 2624
Chicago, IL 60602
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.

Quick/cheap fix on Hollywood/Sheridan: Install signage about AM weekday traffic flow. Currently no signs or directionals, so unfamiliar cars cause backups, fender-benders, and LOTS of honking (noise pollution in residential areas).
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.

I live on the 5700 block of North Sheridan. Traffic is constant in this area, with no let-up at any time of the day. It is virtually impossible to make a southbound turn out of the driveway to these buildings onto Sheridan Road, especially a left turn from building on the east side of the street. So 9 and most others typically turn north, then go to Ardmore, make a light turn & then go to the Ardmore/Sheddon light & try to make a left turn to go south. Many times, especially in the morning, cars turning from Eastbound Ardmore to Sheridan block 3 lanes of Sheridan Road traffic, making it impossible for anyone westbound trying to make a left turn to get onto Sheridan & into the flow of traffic. Division Ardmore don't seem to know that the leftmost lanes on Sheridan feed into LSD. Often the middle lane will have no cars at all & several could be blocking the intersection trying to get into the far left lane. Perhaps some signage on Ardmore would help!

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1) There is no left turn lane on Bryn Mawr at Sheridan, making for a very disruptive situation, with cars switching lanes when someone is turning left from the left-most lane.

2) The same left turn issue applies to the corner of Foster and Broadway causing a great deal of irritation.

Also, any attempt to restrict traffic in Ridge will push traffic to the residential streets which already have a lot of pass-through traffic.

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Give Broadway a street diet and make the section like Division St between Ashland & Western.

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Broadway is a vital retail street with low-rise buildings. Many people cross to shop. In contrast, Sheridan is a corridor with no attractions for pedestrians. Sheridan should carry more traffic than Broadway.

Take the stop signs off of Foster. The rest of us bear the brunt of the traffic directed from Foster.

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Need to improve easy turn (left) from south Broadway to Hollywood in am.

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1. Balance Broadway + Sheridan by restricting eights
2. Open Peterson station
3. Expand Lakeshore Drive bike/walk routes
4. Add reliable bus transportation

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