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Nowhere in the discussion and 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 above Devon, 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 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

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It's very hard (+^{often} unsafe) to cross Hollywood at Magnolia, or Bridge at Wayne, as a pedestrian. I frequently cross at Hollywood + Magnolia to get to + from Bryn Mawr. I try to cross Bridge at Wayne to get to Andersonville. (with the Filmmakers project going in there, + ~~more kids~~ I'm concerned about kids crossing ~~there~~ at Wayne.)

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

Maybe we could build a bridge North to South along Magnolia over Hollywood, + across Bridge at Wayne, for pedestrians + bikes?

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Quick/cheap fix @ 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 area).

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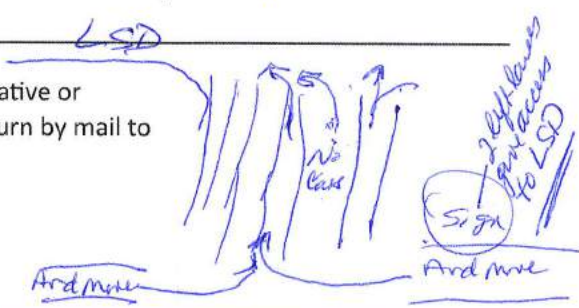
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I live in the 5700 Block of North Sheridan. Traffic is constant on this area, with no let-up at any time of the day. It is virtually impossible to make a southbound turn out of the driveway for these buildings onto Sheridan Road, especially a left turn from buildings on the east side of the street. So, I and most others typically turn north, then go to Ardmore, make a right turn, & then go to the Ardmore/Sheridan 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. Drivers on Ardmore don't seem to know that the left (circled) most lanes of Sheridan feed into LSD. Often, the middle lane will have no cars at all, & several will be blocking the intersection trying to get into the few left lanes. 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 leftmost lane.

2) The same left turn issue apply 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 &
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 diverted from Foster. ~~Spend~~

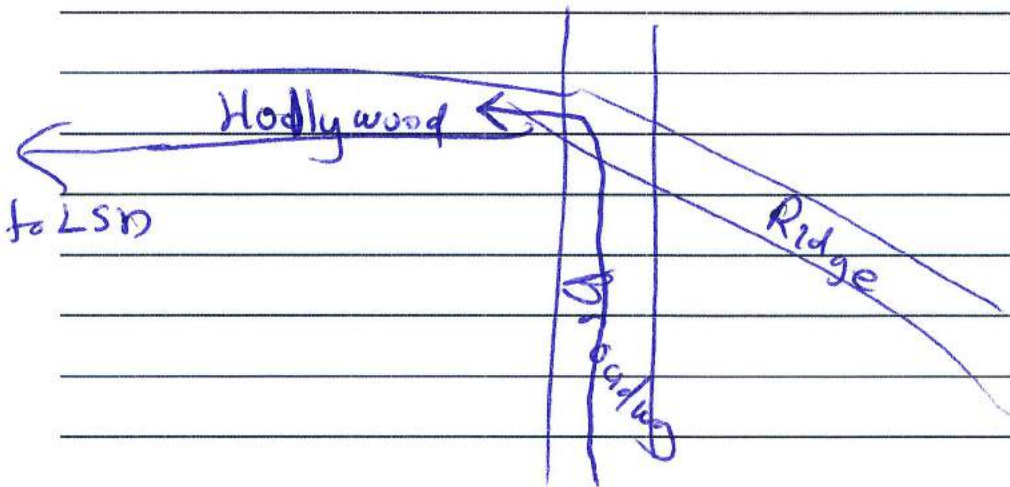
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Need to improve east turn (left) from
south Broadway to Hollywood in a.m.



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- ① BALANCE BROADWAY + SHERIDAN BY RESTRICTING RIGHTS
- ② OPEN PETERSON METRA STATION
- ③ EXPAND LAKESHORE DRIVE BIKE/WALK ROUTES
- ④ ADD RELIABLE BUS TRANSPORTS.

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