

CommentWorks® Submission Report

Number of Submissions: 9

Fall2019NTTSCommMeetings-0001967

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Undetermined

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Submission Text

I viewed the online presentation describing alternatives from the Northern Terminus Traffic Study and was pleased to see the Common Features. However, I have major concerns about two of the alternatives. I strongly oppose Alternatives 2 and 4, as they will encourage more traffic and higher speeds on Broadway, which in turn will burden my family with greater noise and air pollution. I oppose all alternatives that increase the VPD on Broadway. My family lives one block west of REDACTED and already experiences disturbed sleep due to noise from traffic on Broadway. Many residential buildings near Broadway pre-date LSD and were not designed to buffer the noise of traffic. Another concern is air pollution. We often enjoy our home's balcony and would like to continue doing so without worrying about long-term health effects from exposure to increased air pollution. For these reasons, Alternative 1 or 3 strikes the best balance between improving traffic flow for commuters and ensuring safety and quality of life for Edgewater residents.

Fall2019NTTSCommMeetings-0001966

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Submission Text

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--LIST of "ALTERNATIVE #5" ELEMENTS---

CARS AND BIKES: Four to three road diets on both Sheridan and Broadway at the same time.

(2) (Or Broadway first then Sheridan.) Curb protected Bike lanes on Sheridan.

(3) Curb protected Bike lanes on Broadway. All one way streets made contra-flow for bikes.

(4) (Or two-way bike priority with one-way shared use, "Carow", allowed for cars. Expanded Divvy stations. BUS TRANSIT: Only buses allowed through passage through Loyola campus area.

(5) (Effectively closing the Loyola section of Sheridan to through traffic cars.) A CTA express bus service on Peterson through Bryn Mawr to downtown via LSD.

(6) Bus only lanes on Ridge from Broadway to Peterson. Bus only lanes on Bryn Mawr as needed. Bus only lanes on Peterson as needed. BOTTLENECKS: Overpass on Sheridan at Hollywood.

(7) de-sac cars on Kenmore/Winthrop at Hollywood keeping stop lights for pedestrians and bikes. Divide Broadway at Hollywood into two streets.

(8) North/south through street on west two lanes. Two left turn southbound Broadway to east bound Hollywood lanes from two middle Broadway lanes. West bound Hollywood to north bound Broadway on east single lane. More at: See Attachment, "LSD-Terminus-What is needed-alt5.txt", for Expostulation and Notes.

"ALTERNATIVE #5"

“We need for the traffic and transit engineers for the North Lake Shore Drive North Terminus to put together one more alternative, #5, that models best practices, nation and world wide, for reducing automobile traffic through the neighborhood even while increasing the net number of people passing through the neighborhood.”

(Please find below the expostulation a listing of the elements that would effect traffic reduction through Edgewater.)

Everyone living in Edgewater wants fewer cars passing through Edgewater.

It is a widely understood that allowing people free passage through city neighborhoods is a civic duty. In the 1950s Edgewater was asked to shoulder a greater than average burden of through traffic as a civic duty. The implied, and likely stated, understanding was that the burden would be temporary. It was widely understood that Lake Shore Drive would be extended to Evanston. Over time it became widely understood that such an extension was becoming less and less likely.

Edgewater deserves to have fewer cars passing through Edgewater. Edgewater's greater civic duty has been fulfilled. (1)

In the ensuing years Edgewater has grown up. Literally. It continues to grow upwards. The population density of Edgewater makes it among the highest in Chicago and high even by world wide comparisons. Because in Edgewater the demand for street space is high and the supply is low, the health and quality of its urban environment requires the most efficient users be prioritized: walking, biking and transit.

Rail transit is already well developed and being improved. Plans for further CTA Red/Purple line improvements are in the works as well as plans for a Metra station service improvement. The Belmont “Flyover” itself is expected to significantly increase elevated capacity through Edgewater.

Bike transit exists but only on streets shared with cars and without curb protection. Some plans for additional shared bike/car streets is in the works.

Argyle street is an excellent pedestrian space. Clark Street in Andersonville has seen recent improved pedestrian walking. Granville, Thorndale, Bryn Mawr, and Berwyn have commercial usage that would benefit from Argyle style changes.

Planning for bus transit improvements is effectively non-existent. Bus lane creation and Bus Rapid Transit systems have seen world wide acceptance and expansion. Barely in Chicago, though.

Planning to reduce excessive car transit is effectively non-existent. See what Paris, France is doing on its notoriously car jammed streets and boulevards.

Cities all over the world are successfully reducing excessive car transit by switching street space from cars to buses, biking and walking.

The best results come from efforts that convert car space to all three varieties of more efficient uses of limited street space.

In 2011 Alderman Harry Osterman gathered Edgewater residents together to create visions for Edgewater's future. One of the groups of visioneers focused on transportation and traffic. Many of the ideas put forward are described below. While they may have seemed fantastic at the time, now they are seen as realistic and pragmatic approaches to creating quality neighborhoods.

We need for the traffic and transit engineers for the North Lake Shore Drive North Terminus to put together one more alternative, #5, that models best practices, nation and world wide, for reducing automobile traffic through the neighborhood even while increasing the net number of people passing through the neighborhood.

--LIST of "ALTERNATIVE #5" ELEMENTS---

CARS AND BIKES:

Four to three road diets on both Sheridan and Broadway at the same time. (2)
(Or Broadway first then Sheridan.) Curb protected Bike lanes on Sheridan. (3) Curb protected Bike lanes on Broadway.
All one way streets made contra-flow for bikes.(4)
(Or two-way bike priority with one-way shared use, "Carow", allowed for cars.
Expanded Divvy stations.

BUS TRANSIT:

Only buses allowed through passage through Loyola campus area. (5)
(Effectively closing the Loyola section of Sheridan to through traffic cars.)
A CTA express bus service on Peterson through Bryn Mawr to downtown via LSD. (6)
Bus only lanes on Ridge from Broadway to Peterson.
Bus only lanes on Bryn Mawr as needed.
Bus only lanes on Peterson as needed.

BOTTLENECKS:

Overpass on Sheridan at Hollywood. (7)
Cul-de-sac cars on Kenmore/Winthrop at Hollywood keeping stop lights for pedestrians and bikes.

Divide Broadway at Hollywood into two streets. (8)
North/south through street on west two lanes.
Two left turn southbound Broadway to east bound Hollywood lanes from two middle Broadway lanes.
West bound Hollywood to north bound Broadway on east single lane.

NOTES:

(1) It has been known for 70 years that ending LSD at Hollywood would force too much traffic through the Edgewater neighborhood. It was assumed from the beginning that relief would come with the extension of the Drive to Evanston. With ensuing assumptions that a drive extension would not happen soon, other interventions to reduce traffic began to be applied. Therefore these interventions here, while still insufficient, will continue the trend of reduction of traffic through the neighborhood. Complaints, as always, can be answered by referencing to the Drive to Evanston extension full solution.

(2) Reducing travel lanes and parking spaces is a well documented solution for reducing traffic. The evidence from the tearing down of the double decker Embarcadero Freeway in San Fransisco and the King Street Viaduct in Seattle, as well as the Queen Street and 14th Street interventions in Toronto and New York respectively is clear. Withdrawal of laneage causes a reduction in traffic and neither causes "carmageddon" on other nearby streets nor results in unmanageable traffic on the streets reduced.

We understand that local Departments of Transportation consider 18,000 cars a day on the one hand and that on the other hand Seattle considers 25,000 a day to be current standards of road diet practice. We understand that doing both Sheridan and Broadway appears to be asking a reduction from 65,000 to 50,000 at best (worst). Still ...

(3) Curb protection is required for "8 to 80 year old" biking to be comfortable for accessing local retail and residences on streets like Sheridan and Broadway. It is also the only method that prevents scofflaw abuse of bike lanes.

(4) One way streets can cause very large distance additions to round trip bike journeys. Imagine going legally by bike from the middle of the 6000 block of Kenmore to Whole Foods at 6000 Broadway. Also imagine not using alleys which sometimes have aggressive speed bumps lacking sufficient bike cutouts for similar trips.

(5) Loyola University has desired a car freer campus for a long time. See their pedestrianization of the 6300 block of Kenmore.

(6) Every bus rider to downtown is one less car on Ridge. Bus only lanes are a proven way to dramatically increase ridership. One seat bus service to downtown is very popular now along Sheridan Road. A Peterson BRT could serve as a spine for express bus service direct to downtown from neighborhoods as far as Edgebrook, Lincolnwood and West Ridge.

(7) Moving the Hollywood/Sheridan bottle-neck to Hollywood/Broadway requires this overpass. It will allow a continuous flow of traffic onto and off of LSD. Cul-de-sacing Kenmore and Winthrop extends the flow and bottle-neck to Broadway. The overpass also facilitates the de facto bus lanes up and down Sheridan through Loyola. Access to LSD would be via lanes at Bryn Mawr.

(8) Because LSD is likely being reduced to three lanes in each direction north of Montrose, and because one of those three lanes is highly likely to become either bus only or decongestion tolled, then effectively only two and a half lanes of traffic in each direction need to be accommodated at the now Hollywood/Broadway bottle-neck.

That would apportion one lane for traffic to northern Sheridan Road via Broadway and one lane for west and north traffic via Peterson and Ridge. We can eschew another and more complicated bridge solution at Hollywood and Broadway by sending a constant two lane stream of traffic down Hollywood to and from the Drive. While two lanes of traffic are turning east bound off of Broadway, the two lanes immediately west are sending traffic north and south on Broadway. When the light changes at Broadway/Hollywood then it is Ridge's turn to send two lanes of traffic down Hollywood. Somewhere around Ardmore on Broadway a light would hold and release the northbound Broadway traffic to cross over the south bound access to the holding lanes in the middle of Broadway.

Fall2019NTTSCommMeetings-0001982

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Submission Text

I just wanted to share some feedback as a local resident and the Store Manager of REDACTED. It seems as though none of the proposed ideas address the fact that CTA is planning to add an entrance/exit to the Bryn Mawr red line station at Hollywood Ave, and is also asking for changes to traffic and pedestrian ways so they can develop properties on the southeast corner of Broadway and Hollywood. All of the alternatives provided by your study push more traffic to Hollywood and Broadway, yet the CTA is planning to add more pedestrians. This is a recipe for disaster and will pose a huge safety risk as well as a bottleneck for traffic. I suggest thought be made to consult with CTA before any changes or investments are made.

Fall2019NTTSCommMeetings-0001959

Received: 11/6/2019 4:54:48 PM

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Submitted As: E-Mail

Submission Text

First of all, thank you for holding the Walkshop: excellent idea, well executed! Please consider doing a rush-hour walk (or walks) covering more terrain and including Ardmore, Kenmore, Winthrop, and Ridge.

My overarching concern is that in the five years I've lived in the neighborhood (REDACTED), traffic congestion has gone from bad to worse. It feels as if I'm surrounded by arterials designed for commuters at the expense of residents. It's become increasingly unsafe to walk around here because intersections--including on residential side streets--are routinely blocked (almost invariably by single-occupant vehicles), forcing pedestrians to walk out into blind oncoming traffic. There seems to be no traffic enforcement whatsoever, and I've seen people get hit. I'm able-bodied and I walk fast; it must be much worse for people who aren't and can't.

What would happen if you re-envisioned your first study goal from "Improve movement of vehicles to/from NLSA while preserving neighborhood quality of life" to "Improve neighborhood quality of life while preserving movement of vehicles to/from NLSA"? Why not prioritize the needs of people who actually live in a place over people who are just passing through it? That paradigm shift is fundamental since we get what we design for.

Broadway & Bryn Mawr

I avoid this intersection whenever I can. Lots of older/disabled/encumbered people use the drugstore and cross Broadway at their peril; I've played crossing guard to protect slower-moving pedestrians from cars bearing down on them. People in our Walkshop group had good ideas: curb bump-outs, islands, moving traffic lights back from the intersection and widening crosswalks, signal delay, perhaps a pedestrian scramble (a.k.a. all-ped phase) to permit diagonal ped crossings, and blocking off Ridge (my favorite option because that's the highest-speed, least-neighborhood-aware traffic stream) or Bryn Mawr to create a needed greenspace-gathering place modeled on Lincoln Square.

Broadway & Hollywood

Alienating on foot; another intersection I avoid whenever possible because it's ugly and dominated by traffic barreling through. I'm intrigued by the idea of using the extra-wide margins surrounding this

intersection to create a more appealing neighborhood space and would like to hear more from you about this possibility.

Sheridan & Hollywood

There need to be ped crossings in all four directions. Anything less is a neighborhood killer. The cars can wait. Bump-outs, signal delay, ped islands, etc. are all needed here, as well as some sort of Creative Placemaking-type neighborhood gateway to demarcate the space and transition traffic from highway driving to neighborhood driving. There's a lot of potential for improvement here.

Additional locations

Ridge can be extremely hard to cross on foot at many junctions between Bryn Mawr and Peterson: I've waited through two and even three traffic-light cycles to be able to scurry across. This would be my natural access route to and from Andersonville, but it's pretty much unusable at rush hour, so I have to go all the way south to Bryn Mawr from Ardmore and then back up again, adding a full mile to any round trip--so much for walkability and shopping locally!

It's not only the major intersections between Sheridan and Broadway that are blocked by traffic, it's also increasingly the side streets. Ardmore, Kenmore, and Winthrop can be parking lots at rush hour, with drivers leaning on their horns and tearing off down the alleys.

I've had more near misses trying to walk to and from work on Kenmore between Ardmore and Foster or running errands on Bryn Mawr via Winthrop than I can count. Why isn't there any visible traffic enforcement? The City could make a small fortune by cracking down on drivers blocking the box, not yielding to pedestrians at crosswalks because they're texting, running stop signs and red lights, etc. If I move away from Edgewater, it will likely be because out-of-control traffic is choking the life out of my neighborhood.

Fall2019NTTSCommMeetings-0001960

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Text

I'm in favor of Alternative #1.

Sheridan Road is a natural street for commuter traffic because it doesn't have any east/west traffic like Broadway does). Nor does it have any retail stores.

Also, Broadway is a retail business and pedestrian street, increasing traffic on Broadway would adversely affect local retail traffic {(both pedestrian and drivers) (commuters don't shop locally)

P.S. Alternate #1 appears to be the least expensive

Fall2019NTTSCommMeetings-0001958

Received: 11/2/2019 1:09:40 PM

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Submitted As: E-Mail

Submission Text

Attended the North Terminus meeting today and saw maps displayed of alternatives - thought these would be online but not finding - - HUGE question after reading the descriptions:

Alt2 and Alt3 both list narrowing of Sheridan Rd as "between Hollywood and Broadway (approx 4340 N. Broadway)" - or essentially between Hollywood and Montose, not at all in the area under discussion. Can you clarify and head me in the direction of the actual maps for the alternatives? We live on REDACTED and assumed this was the section in the study.

Fall2019NTTSCommMeetings-0001957

Received: 11/2/2019 12:52:45 PM

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Submitted As: E-Mail

Submission Text

I attend the Northern terminus traffic study community meeting in Edgewater on Nov 2nd but was not able to stay to leave my comments. I appreciate you hearing the communities voice. I received the finalist alternative sheets. It would be helpful in the future to put a section under each alternative commenting on overall impact on traffic movement for example it appears alternative 2 is trying to increase traffic from Sheridan to Bryn Mawr/Sheridan and move traffic from Sheridan to Broadway but it is not explicitly stated.

My concerns are:

alternative 2: How would this affect the Sheridan/Broadway intersection which, in my opinion hands down the worse intersection for pedestrians. By not allowing many cars turning R on Sheridan (where the intersection is big and open) and moving them to Sheridan/Broadway that is already over-congested is a concern. Plus there will be more pedestrian traffic on Sheridan/Broadway due to the red line entrance there.

Alternative 3: The sidewalk on Sheridan is already too narrow and I would not vote to make it more narrow to add a lane. Pedestrians with strollers/walkers etc and narrow sidewalks are not a good combo

alternative 4: This is expensive, labor intensive and I would not vote for this. This would increase the total number of cars, air pollution and just move the over congestion to ridge/Peterson which is not fair for that neighborhood.

Different ideas in different alternatives seem like a no brainer like alternative 1 (moving from manual to automatic) and move the southbound -east left turning from Sheridan to lake shore to bryn mar where there is way less congestion to spread out that traffic between the 2 intersections.

Fall2019NTTSCommMeetings-0001954

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Submission Text

Hello, I live in the area of REDACTED and actively use the parks and bike trails there as well as driving on LSD and other nearby streets. I reviewed the multiple efforts that are being proposed to address traffic congestion in the area. As a resident, who drives my car, I am concerned about the suggestion that we add street parking, curb bump outs, and other steps to divert traffic. I would not want these steps to be taken if they would impede or hinder the driving or mobility of area residents. It seems to me that that is a significant risk. Again, if these steps can be taken in a way that will alleviate congestion for the residents WITHOUT significantly impacting to the negative our driving/travel experience then I would be more supportive. But, I am not sure these goals can be achieved. I am VERY supportive of additional steps to protect and make more convenient the experience of pedestrians and cyclists. Thank you

Fall2019NTTSCommMeetings-0001953

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Submission Text

I would also like to see traffic diverted from Sheridan Road to Broadway. Sheridan Road traffic is a mess and there are more residents living from Devon to Hollywood, with potentially another building going up near Thorndale. It is so difficult to go west as streets are one way and residential. Moving to Broadway as access to the Drive makes more sense as there is also access on Bryn Mawr.