

Please write your question or comment in the area below (please print).

I strongly support Alternative 1.

I have grave concerns about, and would strongly oppose, alternatives 2 and 3 because of the increase of traffic volume on Broadway, which would undermine efforts to improve it as a commercial dining/shopping destination that is walkable.

Alt. 4 is both a bad idea and insanely expensive.

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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BY:

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Scenario #1 ~~same~~ seems obvious and
is something that could be done regardless

Of the other scenarios scenario 3 is probably the best,
but I am very concerned about preserving
the pedestrian character at Broadway
adding in more cars + shrinking the
sidewalk seems counterproductive
in that regard

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Only thinking of commuters

Please write your question or comment in the area below (please print).

Think no thought/consideration to residential/ residents of Sheridan with 1 lane. Unacceptable and will make our lives terrible. Our street will not give us access in/out ^{extra} time to get out of Sheridan -- and longer time to get on USH (Byrn./ Foster) -

Think ~~only~~ alternative is #1 leaving Sheridan/Broadway alone
- Could create bike lane on Broadway.
- Will be good for the commuters & the "local" people all over are happy!

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Any alternative that sends all southbound Sheridan traffic to Bryn Mar to enter the Drive is a bad idea.

That entrance is already dangerous for pedestrians. It would move congestion to an intersection less able to handle it.

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Please write your question or comment in the area below (please print).

Your underlying premise for all alternatives appears to be:

Address traffic congestion by
removing lanes. "What?!!?"
Do basically "balance" traffic w/T
Broadway and Sheridan by making
Sheridan less appealing/easy to use
or dedicated

I like HOV lanes so buses can get places more
quickly and on time;

Tolls at certain times of day to encourage use of public
transit.

I hate bump-outs.

Like options #3 and #4.

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NTTS Walkshop and Community Meeting
November 2, 2019

NOTES PAGE

This page is intended for your personal use and will not be turned into the project team.

- Remove parking BMain
- Bike Lane - Brown
- @ Mode traffic signal
- Major Artery

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