

CommentWorks® Submission Report

Number of Submissions: 7

June2017Meetings-0001383

Submitted As: E-Mail

Submission Text

1. Balance Broadway and Sheridan by restricting lights
2. Open Peterson Metra Station
3. Expand Lake Shore Drive bike/walk routes
4. Add reliable bus transports

June2017Meetings-0001384

Submitted As: E-Mail

Submission Text

Thank you for holding the community meeting this week. I had a previously scheduled meeting downtown and was unable to get to the NTTS meeting before it ended at 7:30pm. We live on Victoria Street near both the Hollywood/Broadway intersection and Hollywood/Ridge turn which handles a ton of LSD traffic. If you have any specific questions or want anecdotal evidence of any issues, we'd be happy to help in any way. We look forward to the two future community meetings.

Our main complaint would be the integration (or lack thereof) of pedestrian traffic and car traffic as LSD traffic passes through Edgewater toward the suburbs. It would be wonderful to have a better way to help the cars seem less aggressive along this route. We've had many talks and walks with the Alderman's office about this issue and look forward to a solution.

June2017Meetings-0001385

Submitted As: E-Mail

Submission Text

1. Remove the Hollywood bypass that allows through access between Ridge and Broadway. Why?

The traffic that exits at Hollywood, other than local traffic is generally of two groups: WEST traffic and NORTH traffic

The WEST traffic is headed west on Hollywood towards Ridge and then west on Peterson, with an option of going north/south at Broadway or Ashland/Clark.

The NORTH traffic is headed north on Sheridan or west on Hollywood and then north on Broadway.

Removing the majority of WEST traffic earlier, by exiting west at Bryn Mawr to get on to Ridge

at Broadway, would reduce the amount of traffic at the Hollywood Sheridan intersection, and would still allow the option of going north/south at Sheridan or Broadway.

The original block/street pattern did not include this Hollywood through access because it is not the most direct route.

This would assist in dispersing the traffic in both the morning and evening rush hours by directing the Ridge traffic to the Bryn Mawr entry and exit ramps, and the Sheridan and Hollywood traffic to the Hollywood entry.

It would be easy to test for a year by closing off that Hollywood bypass access temporarily. The Ridge route would be shorter as well as it is the hypotenuse of the triangle, which is shorter than the two legs.

The Ridge and Bryn Mawr corridor could also be seen as more commercial than the predominantly residential Hollywood and Sheridan corridor. Perhaps some of those people passing through might stop and do something sometime.

2. Make Elmdale one way going west from Glenwood to Clark.

Why?

This would discourage Elmdale from being used currently as a through street from Ridge at Peterson to Broadway to bypass the Ridge/Clark intersection and Hollywood bypass.

3, Make Thorndale one way going east from Glenwood to Clark.

Why?

This would discourage Thorndale from being used currently as a through street from Broadway to Ridge at Peterson.

4. Decrease the width of the median on Clark street from Ridge to Devon, and decrease the width of the street R.O.W

Why?

The width of the current median is similar to a highway median which encourages car speed and inhibits pedestrian crossing. The width of the current street is excessive by at least 1 or 2 lanes on each side. The median could be the size of the one used on Ashland south of Andersonville. The transition of the median into the intersection at Clark and Ridge could be graduated, and could be interrupted at the fire station at Clark and Glenlake. The width taken out of the Right Of Way could be added to create a parkway pedestrian buffer zone on each side of Clark which would decrease the pedestrian crossing distance and create a safer streetscape conducive to residential development along Clark to Devon. This green upscale appearance would present a "better tone with infrastructure to influence behavior" of drivers passing through the neighborhood (quote from H. Osterman at the meeting).

5. I would not support fines being assessed on the number of people in the car (Imagine being fined every day when going alone to pick up 3 kids at school?), but I would support the tickets being given for blocking the intersection at key locations.

6. It would be helpful if all lights had seconds flashing for available time.

7. It is not necessarily helpful to have the walk light go on while the light is still red, as opposing motorists often only see the red and still think they have time to go even if their own light is red. Many people go through the intersection at Ridge and Glenwood like this.

8. It would be helpful if everyone could be a little more patient! People are responding as if waiting one minute for anything is a disaster. Maybe there could be a waiting estimated time posted at key junctures (even if it is not necessarily accurate) that lists how long people might expect to wait at highest traffic times. It is the unknown that gets people crazy.

Thank you for your time presenting the issues of transportation facing our community, and encouraging the input of those affected.

June2017Meetings-0001386

Submitted As: CW Web Form

Submission Text

I'm writing to say I'm sure the Drive can use improvement. What's really needed in my area (Edgewater) is transit going west from the red line. I live near Thorndale and Broadway. If I want to go west to Clark street, here are my options: 1. Take the red line to Loyola, the Devon bus to Clark, and the Clark bus to my destination. 2. Take the red line to Bryn Mawr, the Bryn Mawr bus to Clark, and the Clark bus to my destination. 3. Walk. How ridiculous is that?

When I need to find a store or service and search "Edgewater" I end up going to businesses near a train line because it is too much trouble to go from where I live one mile west to Clark. I don't keep a car because I don't like them. Also I've spent the money on other things... It's stupid that one of the greatest cities in the world is so car-dependent. Why isn't Chicago more like Manhattan, with reliable transit going everywhere?

In addition to the expense, maintenance, traffic and parking, I hate being isolated in a car. I believe car-dependence has been very damaging to American culture in the way it isolates people and makes them see other people (who are in cars) as their enemies. Since you are considering improvements to Lakeshore Drive, I have two suggestions: 1. One morning I drove a zipcar onto Lakeshore drive at Hollywood and found it was at a standstill. It took 20 minutes to get to the first exit, which was Lawrence. I was late for my appointment... A way to get off the drive in situations like this would be great!

2. I'm sure you've noticed or heard about the heavy traffic coming off the drive onto Hollywood and Sheridan. Doesn't make the area very walkable or livable! Dispersing the traffic more would be nice. Thanks very much for reading this!

June2017Meetings-0001388

Submitted As: CW Web Form

Submission Text

I am interested in helping do effective outreach to all the affected communities.

June2017Meetings-0001389

Submitted As: CW Web Form

Submission Text

I am so pleased that there is action on this very serious situation in Edgewater. I wanted to attend the meeting recently held at Senn however I was informed only one day before the meeting and was unable to attend. I recently moved to the Edgewater Beach area and never realized how bad the traffic was in this area. This area is in need of real traffic control changes. Cars are idling for long periods of time causing massive air pollution and traffic causes dangerous conditions to pedestrians and bicyclist.

I have a Master's Degree in Civil Engineering and have practiced engineering for my entire lengthy career. My belief is that this congestion and safety issue could be reduced dramatically at very little cost. I think changing Hollywood to one way west bound, Bryn Mawr to one way east bound, Sheridan one way north bound from Bryn Mawr to Devon and Broadway one way south bound from Bryn Mawr to Devon would greatly alleviate traffic congestion and also help bicycle activities.

An entire lane on Sheridan and Broadway could be dedicated to bicyclist with these proposed changes and still result in fantastic improvement in auto traffic. Lights on Sheridan, Broadway, Hollywood and Bryn Mawr could be timed effectively to eliminate the vast congestion that exists today. Some east west roads should be examined for one way traffic also to accompany this concept.

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Submitted As: CW Web Form

Submission Text

I have seen an increase in traffic between Rogers Park and the access points to NLSD (Hollywood & Bryn Mawr). While it may take me only 20-30 minutes to get to Grand Avenue (once I actually get on LSD), it may take me at least that long to get to either of the access points I mentioned to begin my journey North. I think the biggest challenge would be how to best increase the efficient flow of traffic to and from LSD at the North end of LSD.

In addition, the speed limit (much too low) and the curve at Oak Street I think are the areas that need to most and immediate attention.