



Public Meeting

City of Evanston **Public Works Agency**

City of Chicago **Department of Transportation**



COMMENT FORM

Please write your comment in the area below (please print). Include your name and email if you would like to receive project updates.

Do NOT Charge CAR LANES, @ you'll be
CREATING A Night here!

Please return this form to a project representative or email this form to ldomoracki@metrostrategiesinc.com or return by mail to:

Howard Street Corridor Improvement Project
c/o Metro Strategies
17 N. State, Suite 440
Chicago, IL 60602





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HOWARD STREET
CORRIDOR IMPROVEMENT PROJECT

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Things to consider

1- The pavers are attractive, but are they too slick in rain or snow - concerned about potential pedestrian accidents. Have people fallen on the pavers that already exist?

2- If lanes are decreased on Howard, we'll likely end up with more traffic on nearby side streets. When Howard is busy, people travel on the residential streets, often speeding.

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Highly supportive: ① bike lanes - esp buffered ones

② limiting traffic lanes to 2 ^{lanes} between

Ridge and Western - cut back on traffic

③ garbage cans are impt

speed

④ love trees!!!

We need to do everything we can to make biking safer and more attractive

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Bike lanes are important

Single lane traffic on Howard - though some care need for turning in to places like McDonald's, s.e. corner of Howard + Western.

Real need for parking

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THANK YOU!

I Support . . .

Single Vehicle Lane on Howard B/w
Ridge & Asbury

I Support . . .

Wider Bike lanes - largest buffer

I Support . . .

Lighting that minimizes
MAXIMIZES DARK SKY
↳ TOWARD EARTH, RATHER THAN SKY

THANK YOU FOR USING FEDERAL & CITY
TAX DOLLARS TO IMPROVE OUR
LOCAL COMMUNITY.

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Dodge-Asbury - If bike traffic in 12 hours averages 24-40 bikes, why is a bike lane needed

Asbury/Western → Ridge - No bike lane on Evanston side, the 'thru lane' is used as a turning lane with businesses (McDonalds, Wig Shop + Cell Phone, Pizza, Hut) & intersection that will affect overall traffic flow + not be safe for bikers

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Please keep the current decorative lighting on Howard. It brings a feeling of vintage and the community loves it. Thank you. bbb

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RE: Initial Alternatives Typical Section
Asbury - Ridge

problem existing w / street sweeping

Please do not remove a traffic lane
to put in a bike lane

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In the 1st block E of McCormick on Howard St,
the most southern lane needs to be signed
"Right Turn Only," because currently the
traffic in this lane tries to merge into
the ~~next~~ ^{adjacent} lane at the last second.

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I'm glad to hear that the pavements and materials have improved so the bike lanes and competing pedestrian traffic patterns will improve.

Anything that can add 'life' and 'visibility' to both sides of Howard between Dodge/Cal and Washburn / toward Dewey would be a vast improvement for businesses on both sides of the street! Look forward to hearing more

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What will happen to being able to turn left at Barton^N from traveling East on Howard if you reduce the through lanes to only 1 lane going east, + 1 going west. We have trouble turning left now. Also there's only 1 lane traveling west so we would be totally blocking traffic to try to turn left to go to our house at 1126 Dobson St.

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Howard & Asbury is A very busy intersection with traffic eastbound on Howard AND southbound on Asbury avoiding the lights by turning before the intersection & driving through neighborhood streets. Brummel is very heavily traveled and is always has parked cars on both sides of the street - anything you can do to cut down traffic - would help - is any consideration being given to making Brummel a one way street?

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REDUCE SPEED LIMIT ON
HOWARD TO 25 MPH

BETTER FOR BROWSE/NG

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There are 2 bus stop issues along the Evanston side of Howard St.

1. The City of Evanston needs to remove 2 parking meters east of Elmwood, so that CTA Nos. 97, 201 & 206 can access the curb to accommodate passengers getting on & off these buses.

2. The bus stop @ NE corner Howard & Dodge needs to be reconstructed to meet ADA requirements. This site is a car repair facility, formerly a gas station. The existing driveway slope is unacceptable; must be removed & a ^{new} landing must be poured with a slope not exceeding 2% to comply with CTA standards.

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We think safe Bike Lanes
Along Howard with new Streetscape
is a great idea.

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Encourage cycling and biker safety!

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Bike rack needed at Starbucks Howard + Western

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- TRAFFIC LIGHT @ HOWARD + KEDZIE, CHICAGO - WESTBOUND LEFT ARROW TURNS RED SO NO TURN IS PERMITTED ON GREEN THROUGH LIGHT. EASTBOUND LEFT TURN ARROW DOES NOT TURN RED SO TRAFFIC CAN TURN LEFT ON GREEN THROUGH LIGHT. ONLY 3 VEHICLES ARE ABLE TO TURN LEFT ONTO KEDZIE ON THE LEFT TURN GREEN ARROW.
- THE CURB LANE EASTBOUND SHOULD BE RIGHT TURN ONLY SO DRIVERS DO NOT SHOOT THROUGH THE INTERSECTION AHEAD OF THE VEHICLES IN THE THROUGH LANE.
- SIGNS SHOWING VEHICLES TURNING RIGHT FROM DODGE ONTO HOWARD - SHOULD STAY IN DRIVING LANE AND NOT STRADDLE BIKE LANE - WHO HAS RIGHT OF WAY: VEHICLE TURNING RIGHT OR CYCLIST GOING THROUGH?

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All looks good about
improvement project.

As far as maintaining trees on
Chicago side, nothing is done. There
are partially dead trees, trees are
'leaching on sidewalk and no trimming
is done. Walking on sidewalk is hazardous

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Paver stones are high maintenance and require attention as evidenced by how dilapidated each pad east of Damen is now. The suggested solution is to put a concrete pad under the paver portions of the parkway, that increases cost and does not prevent trees from rooting and destroying the paver pads. The concrete pads add cost and are not supposed to be under pavers. A better suggestion would be to use FLUME sand are #55 limestone with flume on top and attending to the paver areas periodically. The truly cost efficient option is to not use paver stones, or use colored concrete to accent the parkway area of the project. The base in paver pad projects washes out no matter what is done and it will look terrible either way unless maintained.

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