



South Lakeview Neighbors

LINCOLN/BELMONT/ ASHLAND (LBA) TRAFFIC SURVEY

TRAFFIC CHANGES to the LINCOLN/BELMONT/ASHLAND INTERSECTION

1) No left turn from Lincoln Ave.

CDOT - feels this will improve driver and pedestrian safety in the LBA intersection.

Observations :

- will force traffic off Lincoln Ave. to the neighborhood side streets for cars wishing to travel east or west on Belmont.
- Belmont Ave. already has a "No Left Turn", so now 4 of the 6 streets entering the LBA intersection force cars to the neighborhood side streets in order to change directions.

Preferred route by CDOT heading NORTH :

Turn left onto 1500 Barry Ave. / turn north onto Ashland Ave. / turn left on Ashland at arrow.

Traffic/ Pedestrian issues:

Extra cars on 1500 Barry Ave. – 1500 Barry Ave. already has high traffic / drivers speed to make green light between Lincoln and Ashland / residents say that children Dance Studio on Barry Ave. causes drop- off and pick-up issues on 1500 Barry.

Cars seeing that Ashland Ave. heading north is backed-up (as it always is during late afternoon and rush hours) will just continue west on Barry past The Burley School and either get to west bound Belmont off of Paulina Ave. or continue traveling on Barry Ave. through the residential area.

The intersection of Lincoln/Barry and Ashland/Barry has heavy school kid pedestrian traffic for The Burley School and St. Alphonsus.

Cars that are not aware of the No Left Turn.

Will proceed to Melrose Ave. and turn left (WEST). Cars will drive past the Lakeview Library on 1600 Melrose. Either they will go WEST on Belmont off of Paulina (which is a very busy side street) or continue WEST through the residential neighborhood.

As Lincoln Ave. heading south is always backed-up, Cars trying to make the left onto Melrose Ave. often have to wait for an opening causing a back-up behind the turning car on Lincoln Ave.

Preferred route by CDOT heading SOUTH :

Turn left onto 1600 School St. / turn south onto Ashland Ave. / turn left on Ashland at arrow.

Traffic/ Pedestrian issues:

Cars seeing that Ashland Ave. heading south is backed-up (as it is during the morning rush hours and weekend shopping at Whole Foods) will just continue east on School St. and either get to east

bound Belmont off of Greenview Ave. (by St. Lukes School) or continue traveling on School St. through the residential area.

The intersection of Lincoln/School/Marshfield has heavy adult and school kid pedestrian traffic due to the Lakeview YMCA and Export Fitness.

Cars that are not aware of the No Left Turn.

Will proceed to Lincoln/Greenview/Barry (one way against traffic) and make a hairpin turn back NORTH onto Greenview, then proceed to Belmont and turn right to head EAST OR

Go all the way to Wellington and turn left (EAST) and proceed through the residential neighborhood.

OTHER ISSUES :

- Signage is inadequate as it is located at the far side of the LBA intersection.
- No warning before the LBA intersection that an alternate route is needed to head EAST or WEST Belmont. This causes driver confusion at the intersection and "road rage" as other cars honk at The cars still making left turn or slowing down in the intersection to figure out what to do.
- Cars are still making left turns.

2) Narrowing of intersections to reduce the distance for pedestrians to cross AND parking near the LBA intersection.

CDOT - to reduce distance for pedestrians crossing the LBA intersection.

Observations (more for Lincoln Ave than Ashland Ave.) :

- Brings pedestrians waiting on curbs physically closer to cars going through the intersection which is more dangerous.

- Restricts cars turning right from pulling into the right lane prior to a right hand turn.

Will make it more difficult for large emergency or trucks to get through the intersection.

Bump out at the intersection prevents cars from pulling into or aligning in the right lane for a right hand turn. Less cars will get through the intersection causing more back-ups.

SUGGESTION – Eliminate the narrowing and increase No Parking area at the intersection.

3) Dotted Bike Lanes painted on Lincoln Ave. through the intersection.

CDOT - improve bike safety through the LBA intersection

- Also trying to straighten out Lincoln Ave.

Observations:

Cars driving on Lincoln Ave. actually veer-out into the dotted bike lanes when bikes are not present.

Bikes would be very close to car traffic if they ride between the dotted lines.

Alternative Solution :

- paint wide dotted-yellow center line for Lincoln Ave. through the intersection to guide cars through the intersection on the straightest line possible.

- eliminate the bike lane lines or if the narrowing of Lincoln Ave. is eliminated, bow the bike lanes out further.

4) No right turn(hairpin) from Ashland Ave. back onto Lincoln Ave.

CDOT - only smallest cars can make this turn without causing traffic issues.

IN FAVOR of this change.

5) Delayed left turn from Ashland after traffic light turns red.

Observation: More cars turning left get through intersection than previously.
IN FAVOR of this change.

Suggestion : Put a sign next to the overhead traffic light stating - "Left turn on arrow after Red." It should be illuminated. This will alert drivers to this traffic option.

6) Use of temporary bollards prior to the building of any actual concrete curbs.

Observation:

- bollards do not provide any safety to pedestrians
- bollards can be confusing to drivers not familiar to the intersection
- bollards cause street cleaning and snow plowing issues.

7) Parking near the LBA intersection.

Suggestion : Move parking at least one car length back from LBA intersection to open up the intersection and reduce back-ups from drivers trying park near the intersection.