CHICAGO DEPARTMENT OF TRANSPORTATION

55th Street Master Plan

Cottage Grove Ave to South Lake Shore Dr

Public Meeting

November 17th, 2015

Streetscape Master Plan Goals

To develop a plan for the 55th Street public right of way that will:

- Build off of prior public improvements
- Support Economic Development
- Improve Public Safety and Public Health
- Enhance Quality of Life and Sense of Place
- Upgrade Infrastructure
- Be Multi-modal and Transit Friendly
- Incorporate Sustainable Best Practices
- Ensure Maintainability
- Provide a pleasant environment for all users
- Improve community cohesion
- Set priorities for future investment in the area

Public Meetings

Community Consensus

- Make the street more pedestrian and bike friendly
- Provide an attractive and cohesive streetscape
- Enhance the pedestrian environment through improved lighting, sidewalk, pedestrian crossings and traffic calming
- Improve bike facilities through safety improvements, eliminating conflicts, and improving connections
- Enhance quality of the aesthetic environment (trees, public and park spaces, street furniture)

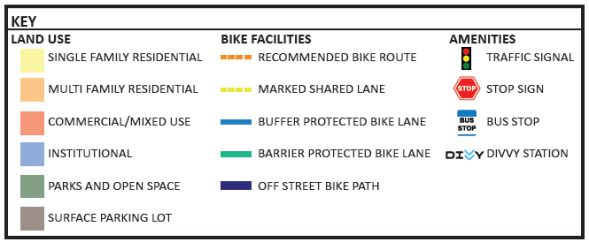
History and Identity

Looking west along 55th Street at Lake Park Ave in 1955

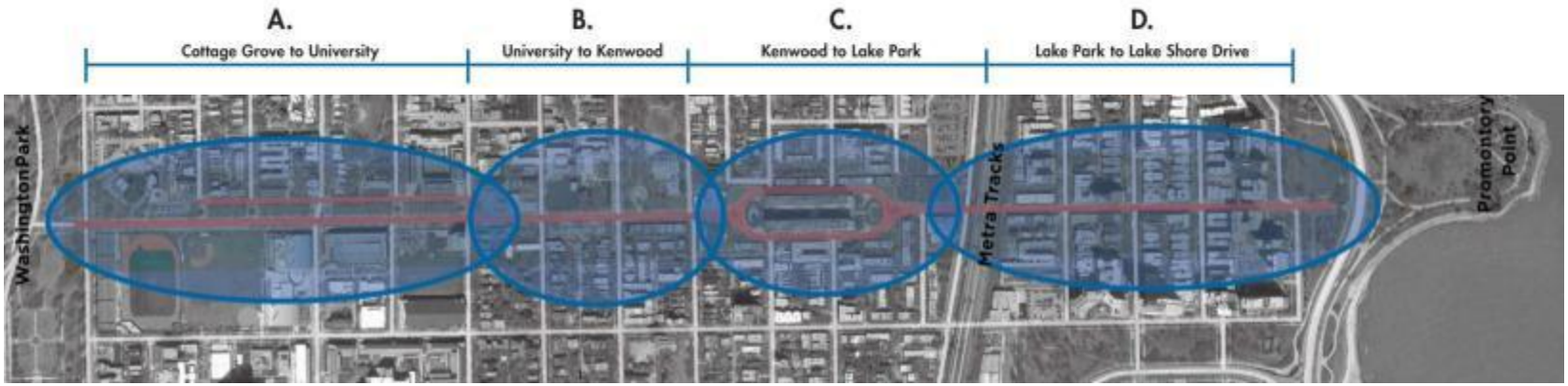
Looking west along 55th Street at Lake Park Ave in 1961

- Early on in its history, Hyde Park was transformed by 3 major events:
  1. 1889: Annexation by City of Chicago
  2. 1892: Founding of the University of Chicago
  3. 1893: The World's Columbian Exposition
- Through the early 1950's, 55th Street at Lake Park Boulevard was an entertainment hub
- Beginning in the late 1950's, large areas of buildings in Hyde Park were demolished and it has slowly transformed into what we have today

Current character of the corridor and land use



Existing Conditions Overview



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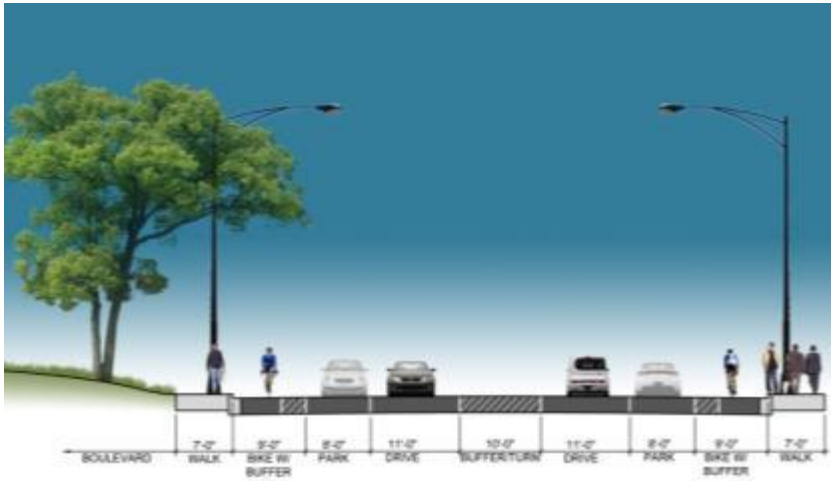
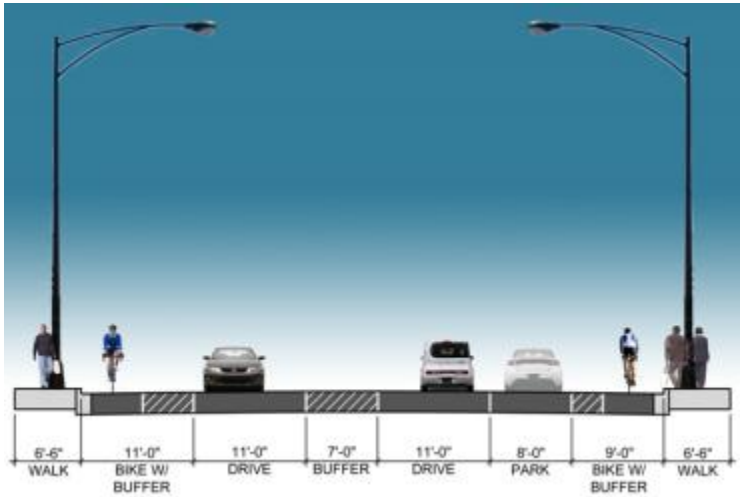
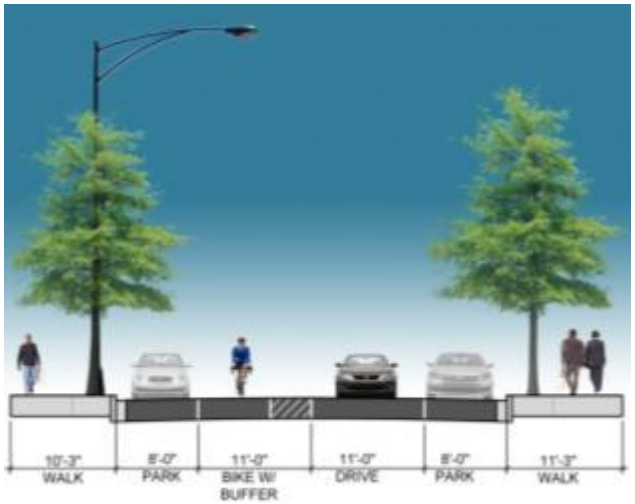
Existing Cross Sections



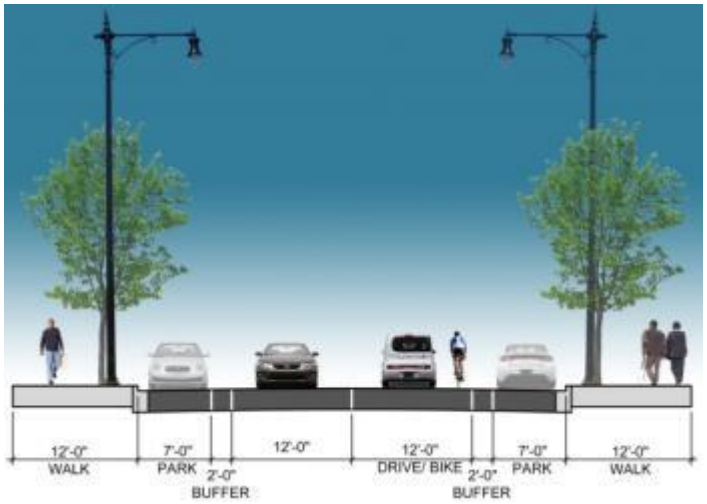
Section A: Cottage Grove to University



Section B: University to Kenwood



Section C: Kenwood Ave to Lake Park Ave

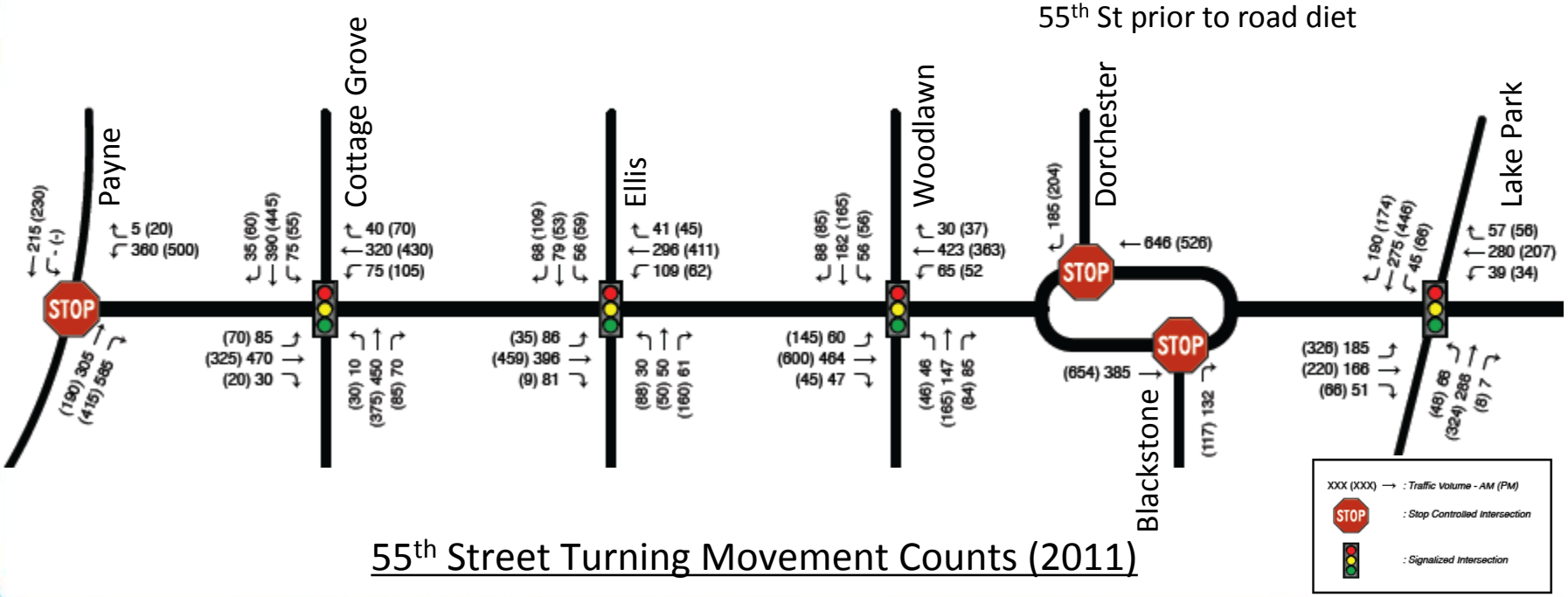


Section D: Lake Park Ave to Lake Shore Drive

Transportation Circulation and Safety

- Urban Collector
- Average Daily Traffic (ADT) 15,700 vehicles per day (59% Westbound; 41% Eastbound)
- Well below capacity of 5-lane roadway
- Lack of safe on-street bicycle accommodations

55th St prior to road diet



55th Street Turning Movement Counts (2011)

Transportation Circulation and Safety

- 2012 Road Diet
- Conversion to 3-lane roadway with barrier protected bike lane
- Significant safety benefits for all users
- Current Data from walkscore.com:
  - Walk Score: varies from 66 at 55th & Cottage Grove to 85 at 55th & Hyde Park Blvd
  - Bike Score: 95
  - Transit Score: 67

	ANNUALIZED CRASHES		
CRASH TYPE	PRIOR TO ROAD DIET	POST ROAD DIET	REDUCTION
VEHICLE	56.2	38.8	-31%
BICYCLE	4.2	2.8	-33%
PEDESTRIAN	3.8	2.1	-45%

Bus Stop Location Analysis

- 21 Bus stops throughout corridor
- 5 CTA bus routes serviced (#55, #171, #172, #6, #28)
- Transit connectivity to Metra Electric District Line, CTA Green Line
- Improve safety by minimizing conflict points and consolidating bus stop locations
- Proposed consolidations:
  - Drexel with Cottage Grove
  - Kimbark with Kenwood
  - Blackstone with Dorchester

Bus Stop Location/ 55th Street Intersection	CTA Routes	Boardings (CTA, 2012)	Alightings (CTA, 2012)
Cottage Grove Avenue	55	132.8 (EB) 452.8 (WB)	391.1 (EB) 169.2 (WB)
Drexel Avenue	55	**11.4 (EB)** 54.7 (WB)	66.7 (EB) **14.3 (WB)**
Ellis Avenue	55	53.5 (EB) 340 (WB)	227 (EB) 73.7 (WB)
University Avenue	55	**22.3 (EB)** 119.3 (WB)	137.1 (EB) 40.3 (WB)
Woodlawn Avenue	55, 171	59.3 (EB) 181.5 (WB)	127.5 (EB) 126.6 (WB)
Woodlawn Avenue	172	70.7 (NB)	51.2 (NB)
Kimbark Avenue	55	**12.5 (EB)** 77.4 (WB)	76.9 (EB) **18.7 (WB)**
Kenwood Avenue	55, 171	**26 (EB)** 76.2 (WB)	113.2 (EB) **23.6 (WB)**
Dorchester Avenue	55, 171	**11 (EB)** 152.2 (WB/SB)	76 (EB) **15.6 (WB/SB)**
Blackstone Avenue	55	76.9 (EB) **6.3 (WB)**	**14.9 (EB)** **29.3 (WB)**
Lake Park Avenue	55, 171	71.3 (EB) 856.3 (WB)	802.5 (EB) 56.7 (WB)
Lake Park Avenue	28	105 (NB) 414 (SB)	192.6 (NB) 180.7 (SB)
Hyde Park Boulevard	55, 171	743.5 (WB)	8.4 (WB)
Hyde Park Boulevard	6, 28, 171 (NB), 55 (EB/SB)	439 (NB) 140.6 (EB/SB)	298.7 (NB) 879.3 (EB/SB)

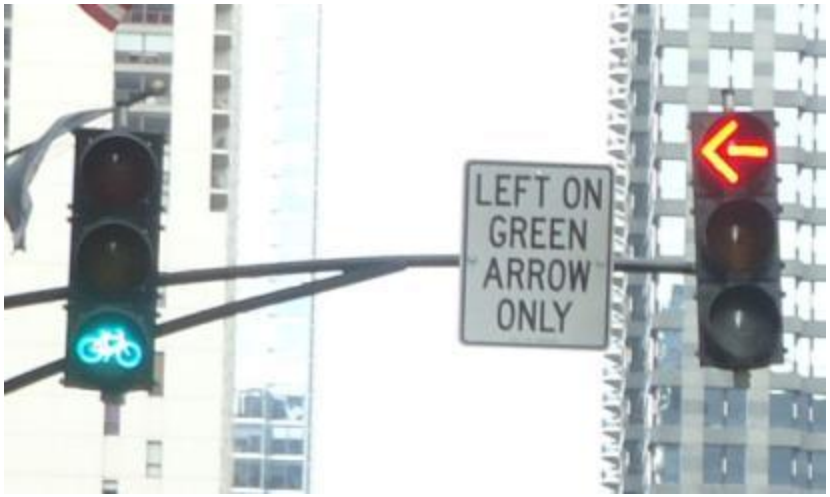
Design Guidelines

- Improve the Pedestrian Environment
  - Make the street more pedestrian friendly by enhancing the pedestrian environment through practical and aesthetic considerations
- Improve the Cycling Environment
  - Improve the existing bike facilities by eliminating conflicts and improving connections
- Enhance Aesthetic Environment
  - Enhance the quality of the users experience by providing an attractive and cohesive streetscape

Design Elements

- Roadway Elements
  - Sidewalk Infrastructure
  - Crosswalks
  - Curb Extensions/Bump Outs
  - Pedestrian Refuge Islands
  - Pedestrian Signal Improvements
  - Protected Bike Lane
- Streetscape Elements
  - Street Lights
  - Street Furniture
  - Open Space, Boulevards, and Placemaking
  - Gateway Elements
- Landscape Elements
  - Street Trees

Design Concepts – Bike Signals

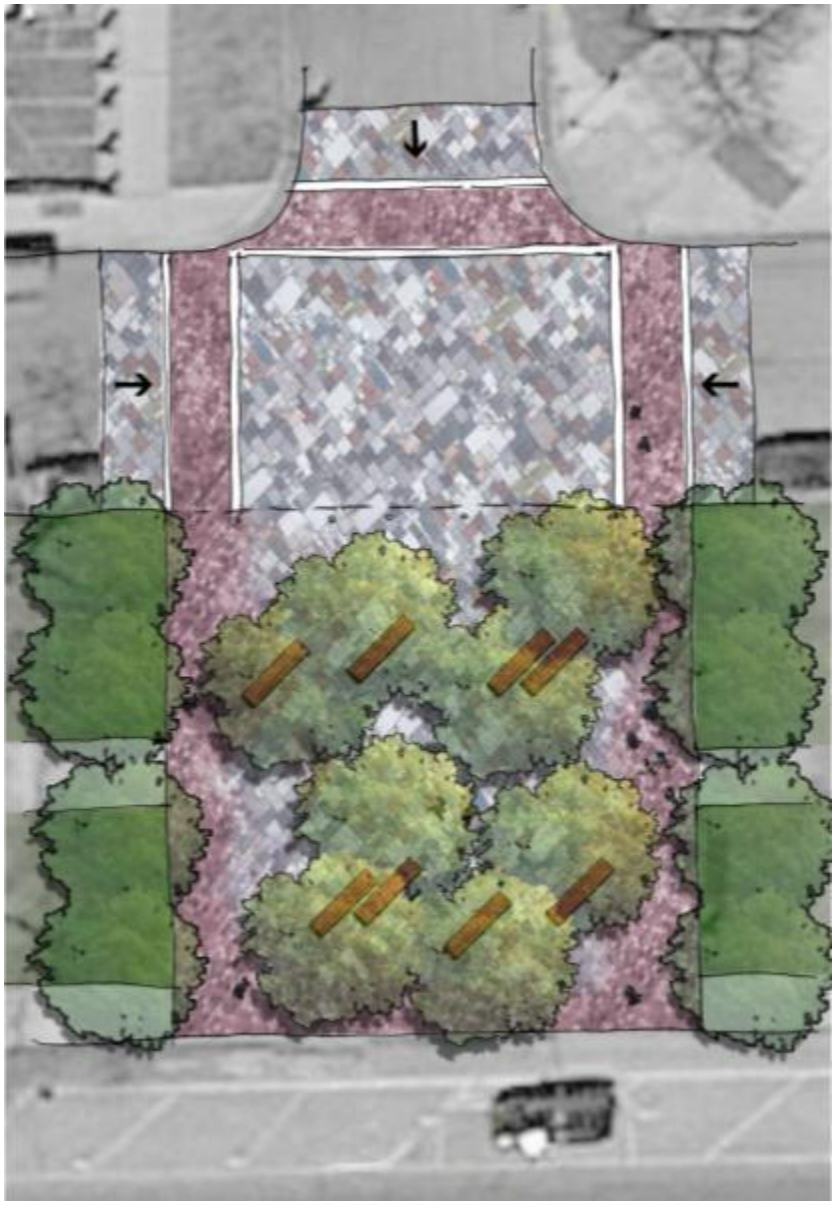


- New configurations and separate bike signals limit conflicts between bikes, buses, pedestrians and cars
- Signals will be located at Eastbound Ellis, Westbound Ellis, and Eastbound Woodlawn

Locations

Design Concepts - Parking Lane End Medians and Pedestrian Crossings

Design Concepts – Typical Boulevard Plaza



- Raised table intersection with specialty paving treatment
- Hardscape specialty paver treatment throughout plaza space.
- Provide seating, open up space for clear sight lines and flexible use
- Intersection could be closed and incorporated into plaza for larger event space
- Improve flow of boulevard path

Potential Plaza Locations

Boulevard Plaza Concept

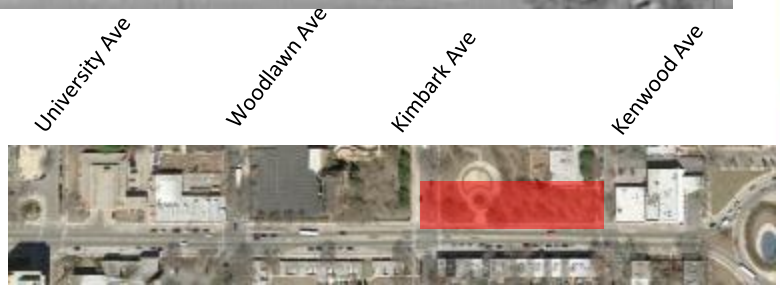
Raised table intersection with specialty paving treatment

Simple plaza of pavers, trees benches

Existing 58th and Ellis raised crosswalk

Design Concepts – Nichols Park Entry

- Hardscape specialty paver treatment creates entry space.
- Provide seating and path to encourage desire lines.
- Infill trees to be added.
- Project would need to be coordinated with the Chicago Park District/ Nichols Park Advisory Council.



Park Location

Proposed Concept: South Shore Dr. Intersection

- Revise alignment and bump out to shorten crossing distances and formalize parking
- Enhanced park entry with gateway
- Additional street trees and landscaping improvements where space allows

Location

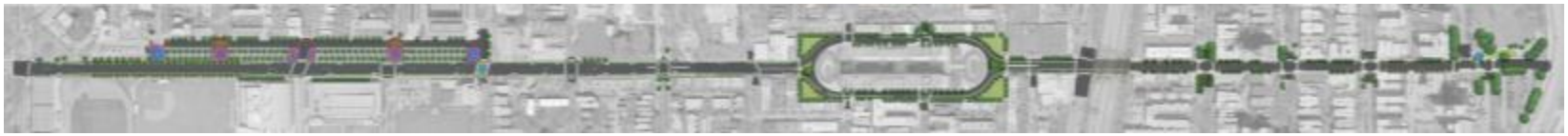
Design Concepts: Community Identity/Gateways

Potential Gateway Element - Binary Columns

- Based on digital learning \ information
- The linear patterns evoke the linear street grid and urban character
- The columns represent this idea with simplified black and white patterns
- The small footprint allows them to be located along narrow sidewalks and pedestrian spaces

Potential Gateway Locations

Implementation Priorities



Short term improvements

- ADA ramps and crosswalks
- Refuge islands
- Bike Zone improvements (green lanes, end caps)
- Bike and Ped Signal upgrades

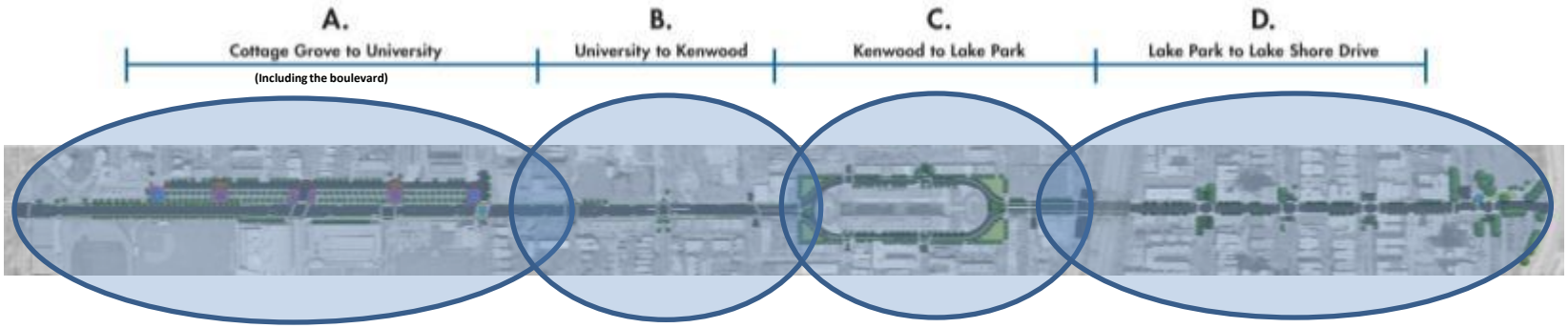
Mid term Improvements

- Tree installation/ replacement
- Sidewalk/ parkway improvements
- Upgraded lighting
- Paver treatments
- Site furnishings
- Curb extensions/ Side street bumpouts

Long term improvements

- Boulevard plazas
- Decorative intersection treatments
- Gateway identifiers
- Park entrance upgrades

Implementation Costs



SHORT TERM IMPROVEMENTS - ENTIRE CORRIDOR	
ADA RAMPS AND CROSSWALKS	$ 1,200,000
REFUGE ISLANDS	$ 270,000
BIKE ZONE IMPROVEMENTS	$ 1,300,000
BIKE AND PED SIGNAL UPGRADES	$ 375,000
TOTAL	$ 3,145,000

MID TERM IMPROVEMENTS (PER SECTION)					
	A	B	C	D	TOTAL
TOTAL	$ 5,690,000	$ 3,050,000	$ 3,575,000	$ 4,595,000	$ 16,910,000

LONG TERM IMPROVEMENTS - ENTIRE CORRIDOR (BY ELEMENT)	
BOULEVARD PLAZAS	$ 1,385,000
DECORATIVE INTERSECTIONS	$ 450,000
GATEWAY IDENTIFIERS	$ 1,188,000
PARK ENTRANCE UPGRADES (NICHOLS)	$ 200,000
TOTAL	$ 3,223,000

Mid Term Improvements contain:

- Tree installation/ replacement
- Sidewalk/ parkway improvements
- Upgraded lighting
- Paver treatments
- Site furnishings
- Curb extensions/ Side street bumpouts

Stay In Touch

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