

An aerial photograph of a city grid, likely Chicago, showing a dense network of streets and buildings. A prominent street, 61st Street, is highlighted in a bright red color, running diagonally from the top left towards the bottom right. The surrounding area includes various residential and commercial buildings, green spaces, and parking lots. The overall scene is a detailed urban landscape.

# 61ST STREET MASTER PLAN CITY OF CHICAGO

VERSION: JANUARY 2021

**Project Team**



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## Executive Summary

In the summer of 2018, the University of Chicago partnered with the Chicago Department of Transportation (CDOT) to develop a Master Plan for the 61st Street corridor. The objective of this plan is to provide the community and the City of Chicago with a guide for the form, function, and character of future Right-of-Way improvements along the corridor. The Master Plan aims to:

- Create a unifying and cohesive streetscape
- Increase accessibility and sense of security for pedestrians and bicyclists
- Develop a neighborhood street that encourages motorists to slow down through traffic calming measures
- Create a sense of place and neighborhood identity
- Enhance pedestrian connectivity both east-west and north-south

In pursuit of these goals, the project team conducted existing condition analysis and engaged the community to gain intimate knowledge of the movements, use and infrastructure of the corridor. The resulting Master Plan provides a guide to community organizations and municipal agencies in the development and future vision of this corridor.



Existing conditions: birds-eye looking north west

### Location and Context

The 61st Street Master Plan study area includes a 1.25 mile stretch within 61st Street Right-of-Way between Martin Luther King Drive and Blackstone Avenue. This corridor resides within the Woodlawn neighborhood, and is split between the east and west quadrants, with Cottage Grove Avenue, the boundary.

#### *West Side*

The west side of the study area is located between Cottage Grove Avenue and MLK Drive, falling within the north west Woodlawn neighborhood. This portion of 61st Street is predominantly commercial use with nearly half of the buildings and parcels being vacant.

#### *East Side*

The east side of the study area is located between Cottage Grove Avenue and Blackstone Avenue, falling within the northeast Woodlawn neighborhood. This stretch of 61st Street is predominantly institutional use on the north side, owned by the University of Chicago, with a largely residential use on the south, where many multifamily residential units are located.

#### *End Cap*

The study area is capped, east of Dorchester, with the Metra line and the dead-end Blackstone Street. This section still falls within the northeast Woodlawn neighborhood and maintains an institutional use.

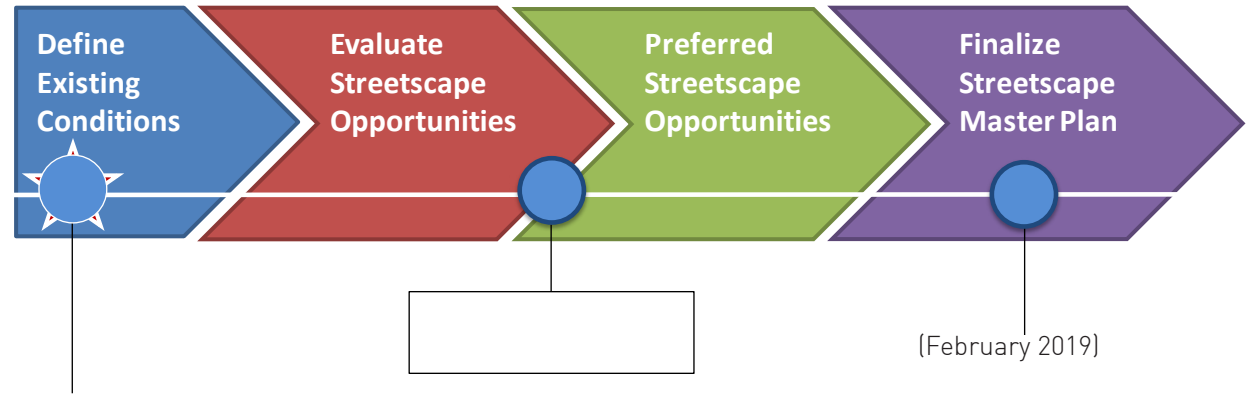


Project scope and sections

### Project Team and Stakeholders

University of Chicago  
Chicago Department of Transportation  
Alderman Office

Design team includes;  
Burns and McDonnell,  
site design group, ltd.,  
O-H Community Partners and community  
members.



project timeline and process graphic







## Process

The project team conducted a thorough site analysis and assessment of the existing conditions, which included adjacent land use, neighborhood circulation patterns, visual barriers along the corridor, right-of-way cross sections, proposed development impacts, and the location of streetscape elements such as; bus stops, signage, driveways, furnishings, landscape treatments and utilities. The process also included a review of pedestrian and bicyclist movements, current traffic patterns, crash data, and driveway locations, as well as coordination with utilities and agencies.

A detailed overview of the analysis can be found in the following pages.



existing conditions

## Adjacent Developments

There are many developments in the Woodlawn community, several adjacent to the 61st Street corridor. These developments will support efforts to improve the local economy and promote a walkable community. Key developments include:



Jewel Osco

This large chain grocery store at the northwest corner of 61st Street and Cottage Grove Avenue fills a large vacancy along the western section of this project.



University of Chicago Residence Hall

*University of Chicago* has a number of developments in the planning stages within their southern campus, with one notable property along 61st Street. The new University of Chicago residence hall at 61st Street and University Avenue, will bring a large population group to this corridor. South of this project limit, there are plans for University of Chicago Woodlawn Campus Charter School at 63rd Street and Greenwood Avenue.



Retail development

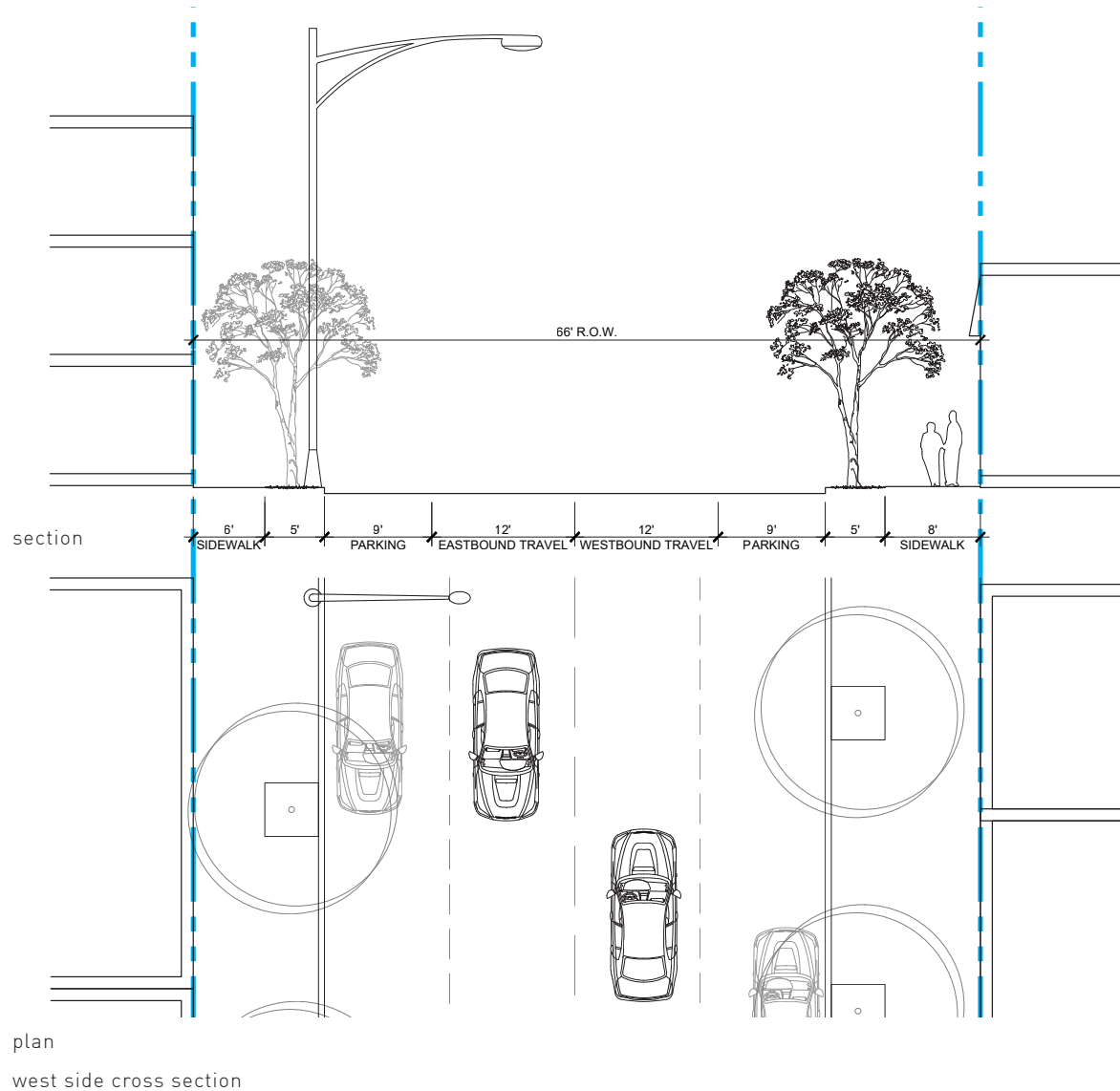
Mixed-use and mixed-income redevelopment plans are under consideration west of Cottage Grove Avenue, while POAH continues to develop other housing and cultural efforts.

### Cross Section Analysis

61st Street is a two-way, neighborhood street with parking lanes along both the north and south side of the street throughout the corridor. The right-of-way width remains a constant 66 ft between Prairie Avenue and Dorchester Avenue, but east of Dorchester it narrows to 50 ft wide. The makeup of the right-of-way and streetscape elements between the east and west side of the corridor does vary and as such, three different cross sections are provided within the following pages.

#### Cross Section Analysis: West Side

Within the 66 ft right-of-way, you find two 12 ft travel lanes, two 9 ft parking lanes, and two 12 ft pedestrian zones split equally between north and south side of the street. Within the sidewalk zone, streetscape amenities include trees in open pits, bike racks, trash cans, street light poles, and bus stops without shelters. Street light poles are located on both the north and south sides of the street in an alternating pattern.

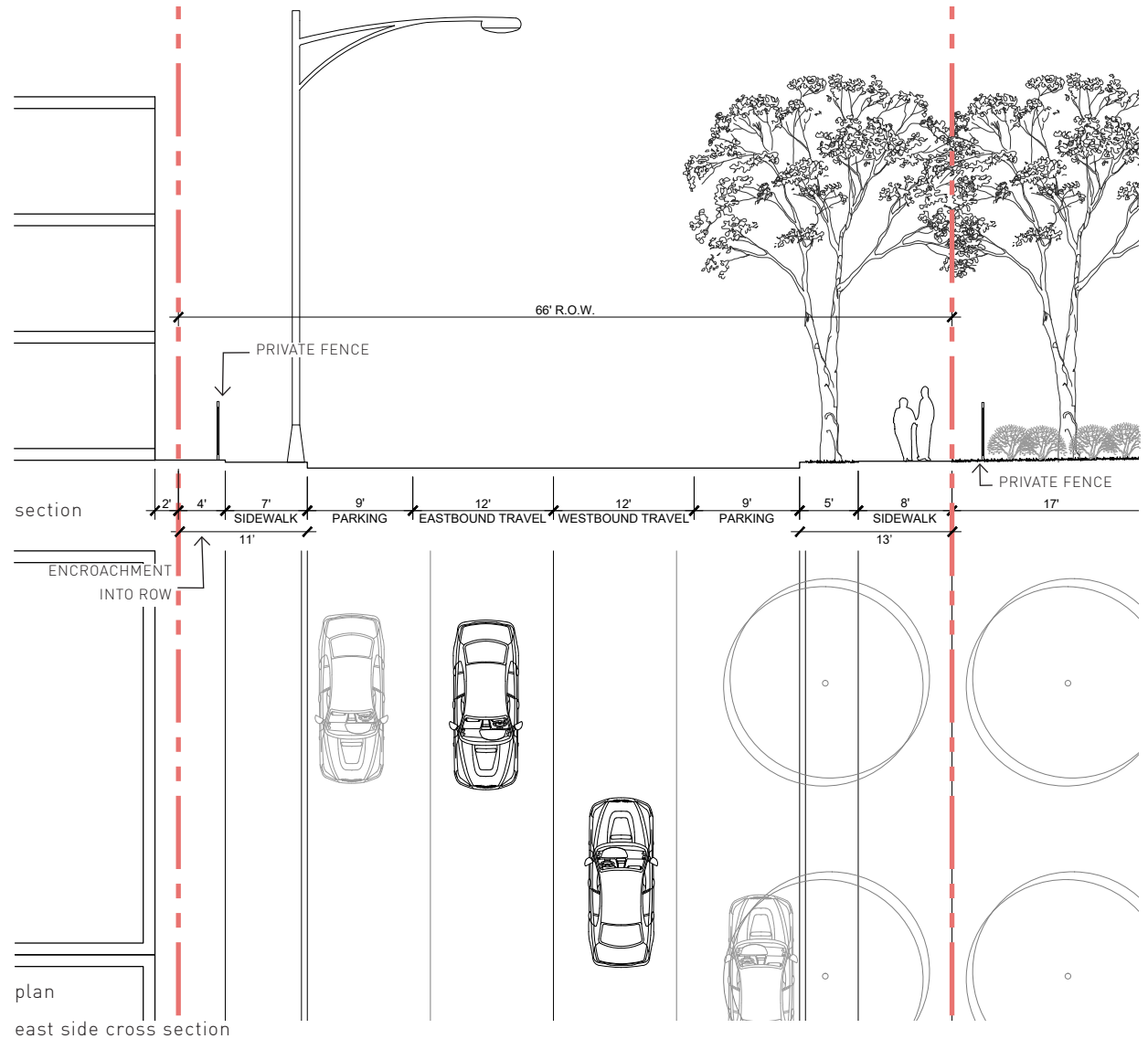


Cross Section Analysis: East Side

Similar to the west side, the 66 ft right-of-way has two 12 ft travel lanes, two 9 ft parking lanes, and two pedestrian zones that range from 11 ft - 13 ft. It is the way that the private development addresses the R.O.W. that differentiates the east from the west side of the study area.

Along the north side, University of Chicago's buildings, sports fields, and parking lots are set back from the property line, allowing for a spacious tree-lined landscape buffer within private property. This setback allows for a clear 8 ft sidewalk and a 5 ft wide continuous parkway with lawn and shade trees at the back of the curb, giving the appearance of a double tree-lined street.

Along the south side, buildings have no setbacks, and encroachments have been made into the right-of-way with landscape greenery and in some cases ornamental fence. This vegetation is privately maintained and held against the building edges, which allows for a 7 ft sidewalk and leaving no room for landscaped parkways or shade trees within the public right-of-way. In terms of furnishings, there are far fewer bike racks, and trash cans than found on the west side. Within this stretch, street light poles are only located on the south side of the street, with emergency beacons and bus shelters on the north.

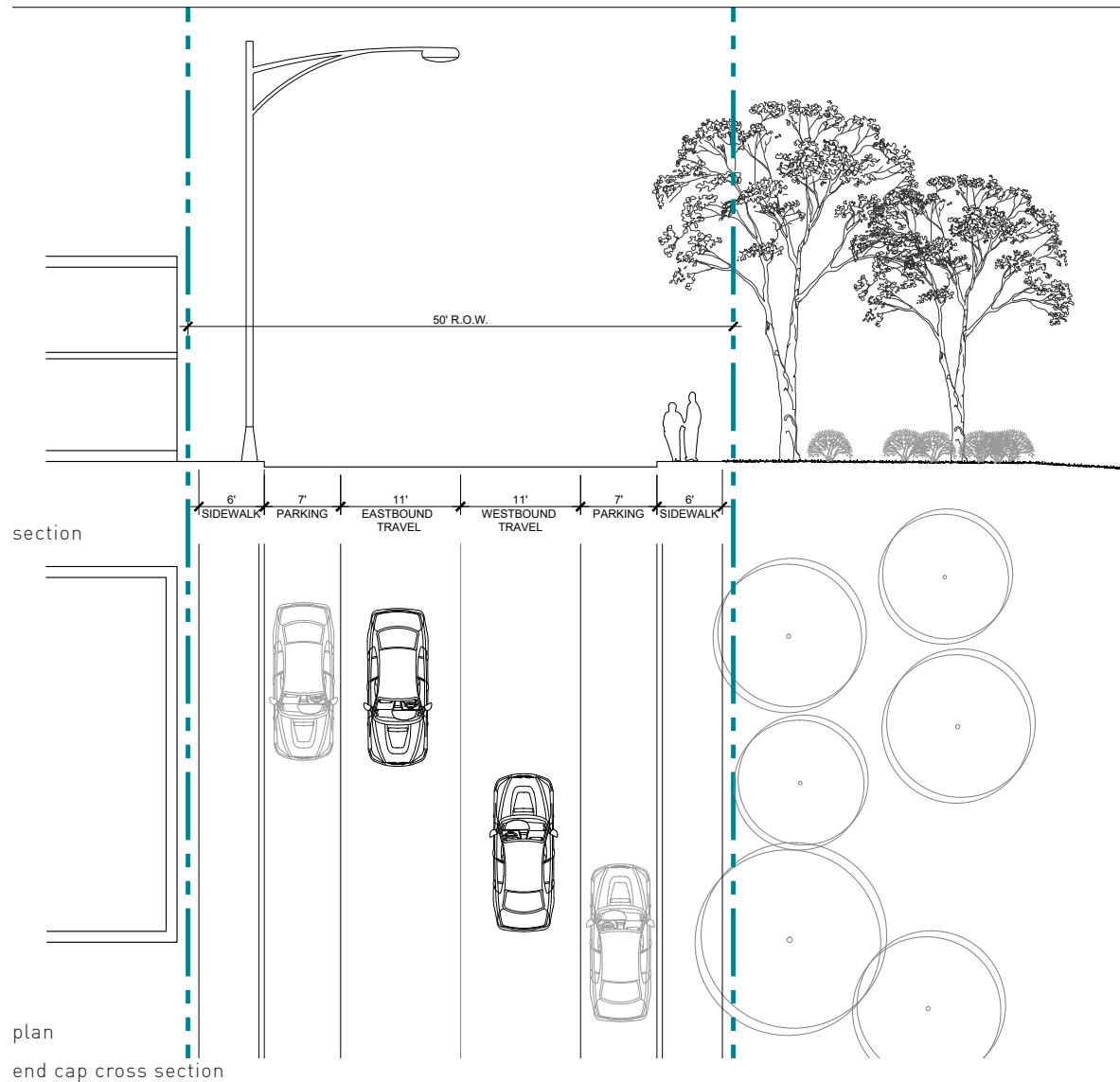


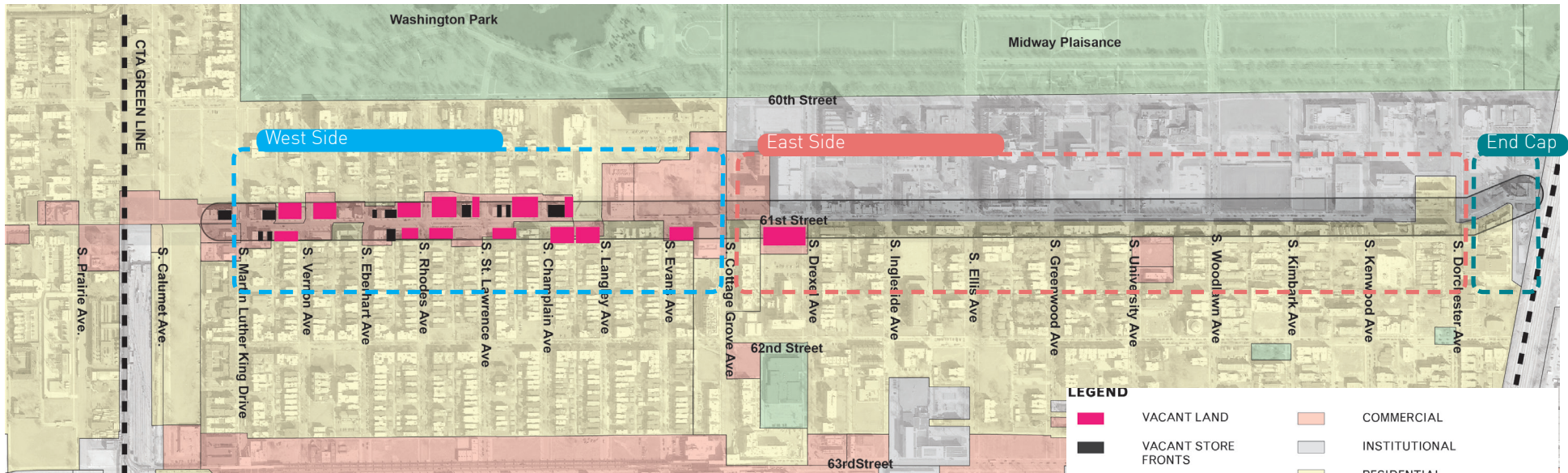
Cross Section Analysis: End Cap

East of Dorchester, the R.O.W. narrows to 50 ft, has two 11 ft travel lanes, two 7 ft parking lanes, and two 6 ft sidewalks. Within the limited sidewalk zone there are limited streetscape amenities.

Along the north side, University of Chicago's maintains a vacant lot that they lease to a community farmers market.

At a width of 6', unfortunately, the sidewalk adjacent to the Experimental Station and Andrew Carnegie Public School is too narrow to provide additional amenities to the students and users.





Land Use Analysis

### Land Use

The adjacent land uses tell a story of use and need as it relates to visual separation, circulation patterns, and activity. These factors play a large part in determining the character of the streetscape and the adjacent elements. Three primary land uses exist within the project scope; institutional, commercial, and residential.

#### Institutional

The University of Chicago occupies the northern frontage of 61st Street between Cottage Grove Avenue and Blackstone Avenue with the exception of two parcels -- the Center for Research Libraries and the AT&T building. The University functions include a mix of academic, administrative, residential and recreational uses. These include the Department of Safety and Security, the Department of Human Resources and other administrative offices, the Office of Civic Engagement, the Renee Granville Grossman Residential Commons, the School of Social Services

Administration, and the Toyota Technological Institute. The University also has several surface parking lots and an athletics practice field along 61st Street. In the easternmost block of the project area along the rail tracks, there are a number of University service buildings that are accessed from 61st Street. The Experimental Station and Andrew Carnegie Elementary School are institutional uses along the southern frontage east of Dorchester Avenue.

### Business

There is a retail development strip present between Martin Luther King (MLK) Drive and Cottage Grove. Businesses include the proposed Jewel development as well as some popular destination points such as Metro Squash, and Greenline Coffee, along with service providers and convenience stores. Unfortunately, this business strip is interrupted by large vacant lots and boarded up storefronts. Care should be taken to provide continuity in the streetscape elements to help bridge these pockets of vacancy and encourage pedestrians to linger and patronize the existing storefronts.



Example of vacant business storefronts

Activating this stretch of the corridor is an uphill battle with the large amount of vacancies, which many other cities are suffering from. There are some successful national precedents that can be reviewed as case studies. A community task force could help organize and research alternative economic development opportunities.

Recently, a local community group, Blacks in Green, installed a number of shade trees in open pits through a greening initiative to reinvigorate the neighborhood.



Example of Multi-family residential

### Multi-family Residential

Multi-family residential developments exist along the south side of 61st Street, east of Cottage Grove, as well as scattered parcels within the west half of the project scope. Residents enjoy a much more private, intimate level of engagement with the public streetscape in these areas. The multi-family building entrances are primarily facing side streets. These units have private yards that sit adjacent to the corridor, providing ornamental metal fences and well-maintained yards.



Example of Institutional face along 61st

## Pedestrian Connections

The design team analyzed the pedestrian routes along 61st Street as well as those passing through 61st Street in the north-south direction. Mapping of community assets identified the following destination points:

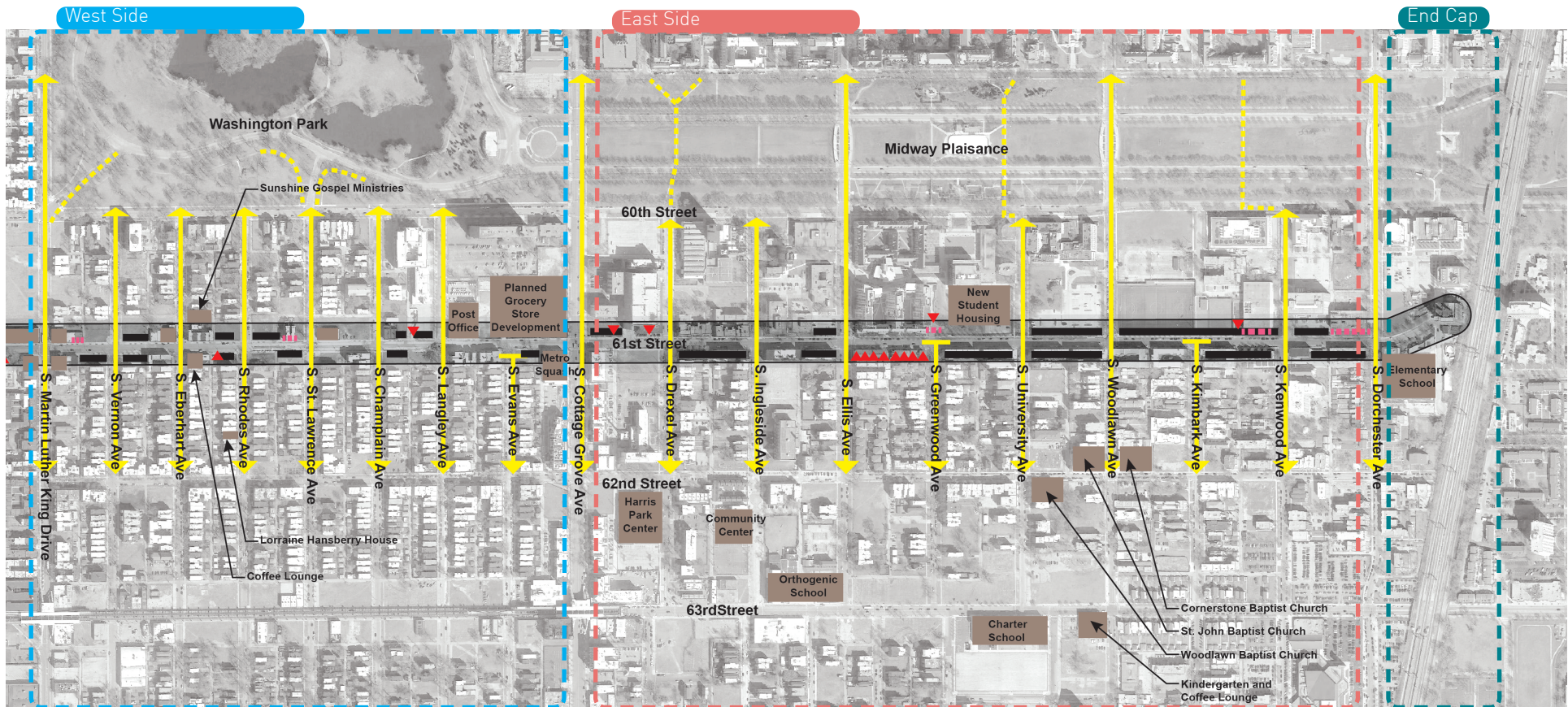
- Midway Plaisance
- Washington Park
- University of Chicago campus buildings
- South Side Gospel Church
- First Mt. Calvary Missionary Baptist Church
- The Burnham at Woodlawn Park
- Experimental Station
- Andrew Carnegie School
- Lorraine Hansberry House

The existing concrete sidewalks in the corridor are in fair condition, are sufficiently wide, and are free from obstacles. The east side contains small stretches of sidewalk that are deteriorated along the back of curb. ADA ramps appear to all have been updated to the City of Chicago's current standard. Crosswalks are faded, with more than half of them not meeting the current international design standard.



existing conditions: East Section, north side sidewalk





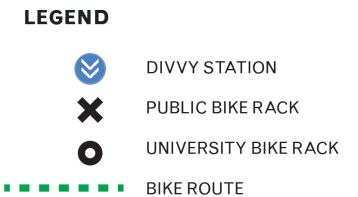
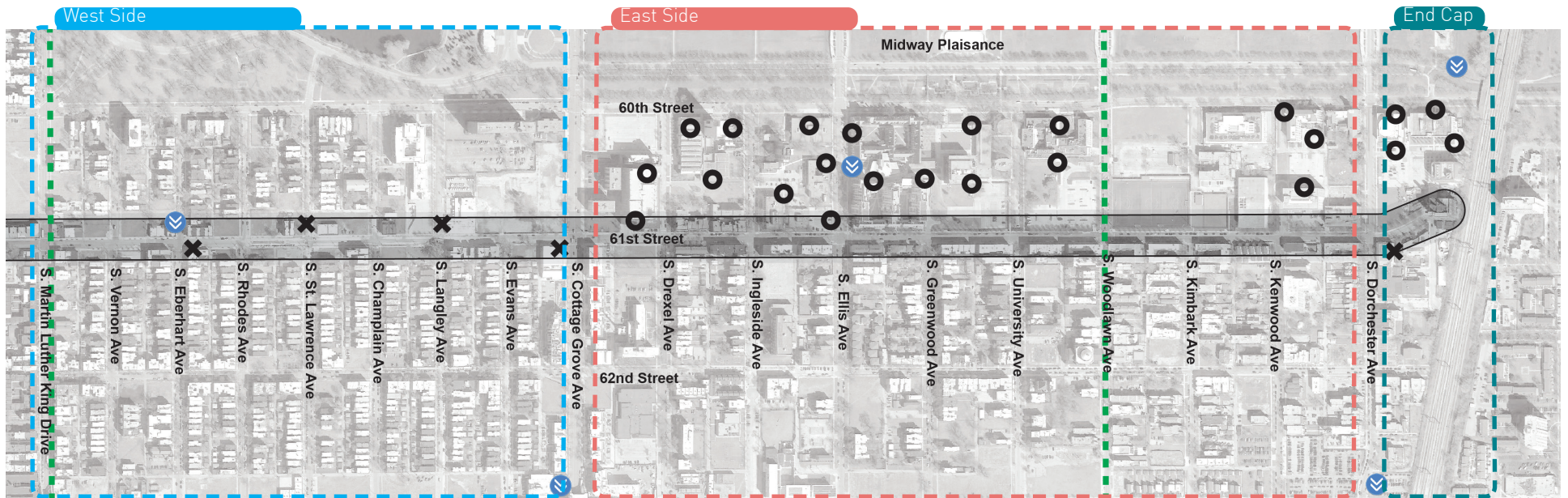
### Contextual Connections

The natural pedestrian circulation routes through and across 61st Street were reviewed in a larger context to determine the key destination points and street crossings in the corridor. The typical city grid is maintained throughout the western project limits with side streets continuing north and south of 61st Street.

Along the east side, the University development has interrupted the city grid along the east side via cul-de-sac roads, loading docks and ornamental fence barriers along 61st Street that restrict pedestrian and vehicular connections to the Midway Plaisance and to the north.

#### LEGEND

- ▲ DRIVEWAY
- ▬▬▬▬▬▬ VISUAL BARRIER
- ▬▬▬▬▬▬ FENCE
- ↔ PEDESTRIAN CONNECTION - SIDEWALK
- - - - - PARK PATH



## Bike Infrastructure

The Chicago Streets for Cycling Plan 2020 aims to have bicycle routes within a half-mile of every Chicagoan to encourage more people to use bikes as everyday transportation. There is one north-south signed bike route that runs along Woodlawn Avenue, connecting the Woodlawn neighborhood to Hyde Park and north to 55th Street.

There is limited public bike parking provided within this 61st corridor. Only four public bike racks can be found along the western section, with a few recent developments including bike racks within private entry plazas. While there are no public bike racks

within the eastern section along 61st Street, there are a significant amount of bike racks within the University campus.

There are five DIVVY stations located within a 1/4 mile off of 61st Street, with two directly north of 61st Street. The DIVVY station along Ellis Avenue provides 11 bikes and Eberhart Avenue station has 19 bikes available. Within the third quarter of 2018, 1365 trips left from the DIVVY station at Ellis and 60th St and 51 left from the station at Eberhart and 61st St.

## Identity

As you move south and enter the northern border of Woodlawn, you find the only marker that you've entered a historic Chicago neighborhood. Vinyl banners hang on the light poles within the western section, that read, "Woodlawn, a Vibrant Community Full of Possibilities." The 61st Street corridor lacks a clear sense of place and doesn't capitalize on the rich cultural significance that Woodlawn has within Chicago's historic timeline.

The history of the Woodlawn community is filled with influential figures that should be celebrated through additional public art, informational and interpretative signage. The following public art pieces exist along the corridor.

Chicago Public Art Group commissioned a mural panel, "M.A.G.I.C." at 1200 E. 61st St Chicago, IL 60637 in 2006 by Damon Reed.

Chicago Park District commissioned an interior mural within the Field House lobby at 6200 S. Drexel, "Woodlawn Heroes", by Damon Lamar Reed in 2005.

While this corridor is split between two different neighborhood quadrants, Northeast and Northwest, they are united through the community group, 1 Woodlawn.



"Woodlawn Heroes", mural by Damon Lamar Reed, Harris Park field house lobby, Chicago.

## Vehicular Circulation

61st Street functions as an east-west neighborhood street connecting the communities of Woodlawn and Washington Park. Mixed land uses along the corridor makes 61st Street an important local street with walking an active means of transport. Enhancing corridor infrastructure and amenities will improve safety for all users.

Over a span of 3 years, 2016 – 2018, there were 71 recorded crashes along 61st Street within the project limits of MLK to Blackstone. Of those 71 crashes, 30% involved parked motor vehicles and 20% involved sideswipe same direction. With 50% of recorded crashes involving these types of movements, in conjunction with speed concerns from the community, consideration should be given to lowering the speed limit in addition to other traffic calming measures.

In 2017, there were 12 crashes listed as “hit and run”. This is nearly half of the crashes in that year which also indicates that there are higher speeds than posted.

Large scale capital improvements to 61st Street outside of what is proposed in this plan would require further analysis of the crash data, including specific locations, and weather/roadway conditions at the time of crash.

| Crash Type                          | 2016      |            | 2017      |            | 2018      |            | Totals    |           |            |
|-------------------------------------|-----------|------------|-----------|------------|-----------|------------|-----------|-----------|------------|
|                                     | # Crashes | # Injuries | # Crashes | # Injuries | # Crashes | # Injuries | # Crashes | % Crashes | # Injuries |
| <b>Pedestrian</b>                   | 1         | 1          |           |            |           |            | 1         | 1.41%     | 1          |
| <b>Pedalcyclist</b>                 |           |            |           |            | 1         |            | 1         | 1.41%     | 0          |
| <b>Parked Motor Vehicle</b>         | 5         |            | 11        |            | 5         | 1          | 21        | 29.58%    | 1          |
| <b>Turning</b>                      | 3         | 3          | 5         |            | 5         | 2          | 13        | 18.31%    | 5          |
| <b>Rear End</b>                     | 3         |            | 2         | 1          | 3         |            | 8         | 11.27%    | 1          |
| <b>Sideswipe Same Direction</b>     | 4         |            | 5         |            | 5         |            | 14        | 19.72%    | 0          |
| <b>Sideswipe Opposite Direction</b> |           |            | 1         |            | 1         |            | 2         | 2.82%     | 0          |
| <b>Angle</b>                        | 2         |            | 6         | 1          | 3         | 1          | 11        | 15.49%    | 2          |
| <b>Total</b>                        | 18        | 4          | 30        | 2          | 23        | 4          | 71        | 100.00%   | 10         |

Existing traffic control includes:

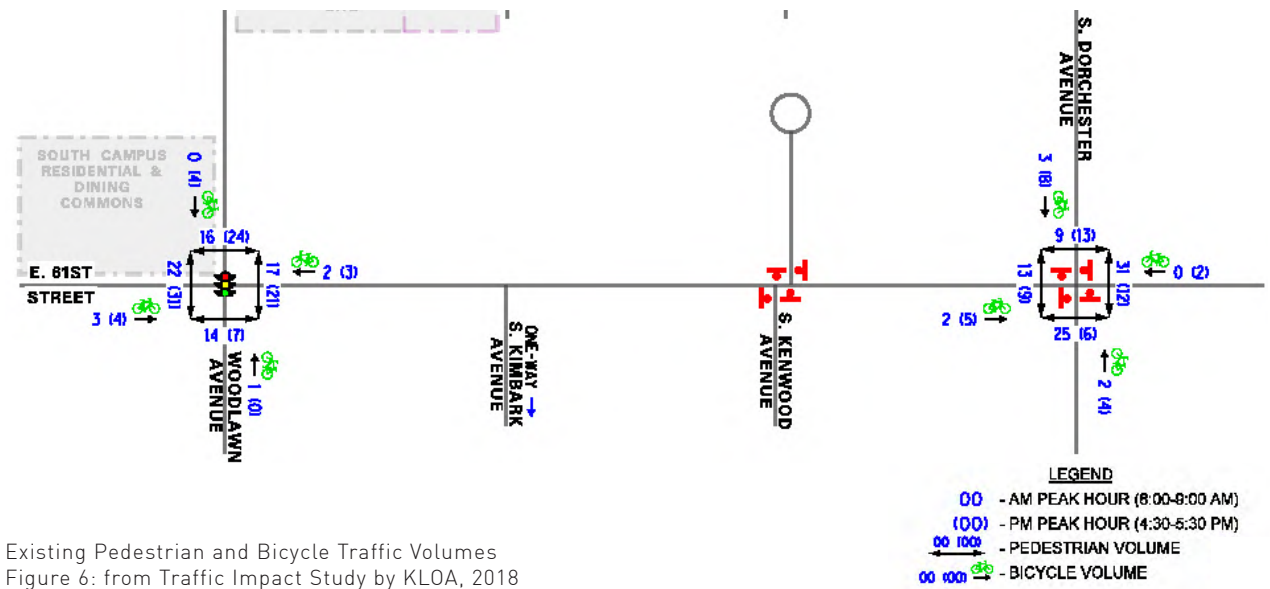
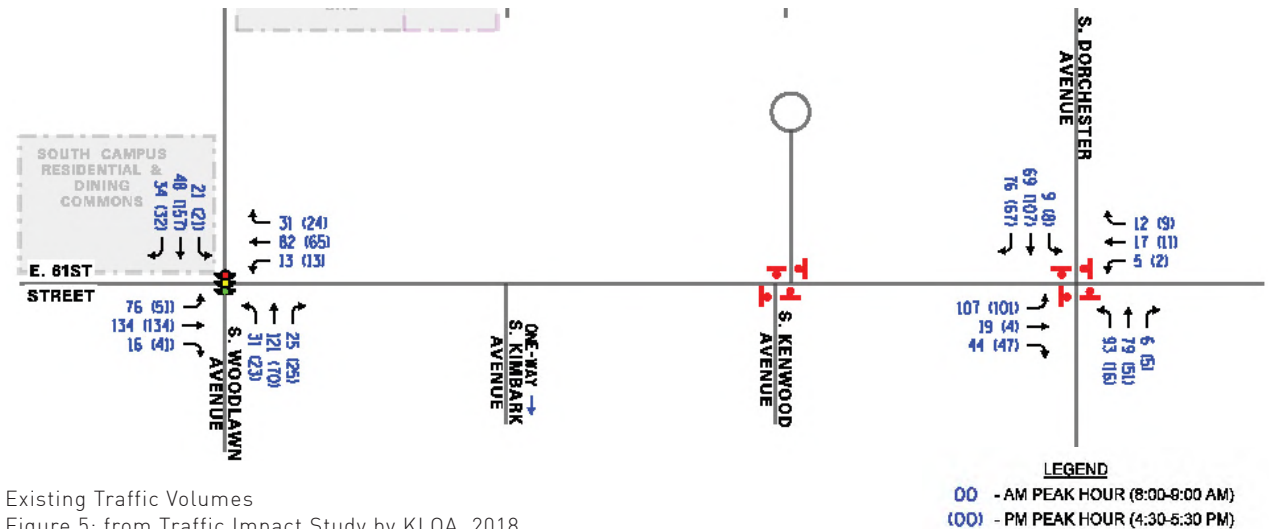
- Traffic signals with pedestrian signals without push buttons or countdown timers at:
  - Martin Luther King Drive
  - Cottage Grove Avenue
  - Woodlawn Avenue
- All way stop sign at:
  - Rhodes (3 way)
  - St. Lawrence (3 way)
  - Ingleside (4 way)
  - Ellis (4 way)
  - Dorchester (4 way)

### Traffic Volumes

In 2017 and 2018 KLOA prepared two Traffic Impact Studies for developments along and adjacent to this corridor. The Jewel Osco at the northwest corner of 61st and Cottage Grove and the Study Hotel to be located on a vacant site on the University of Chicago campus on 60th Street between Kimbark Avenue and Woodlawn Avenue. A summary of traffic counts can be found in the figures to the right.

In general, the existing street geometry and traffic controls on the adjoining street system were found to be sufficient to accommodate the projected traffic volumes and operate at acceptable levels of service. No increase to street capacity or traffic control modifications were recommended within these reports.

Based on field observations and discussions with the community, 61st Street is used as a pass through street. Vehicles tend to travel at speeds above the posted speed limit. Concerns regarding speeding was brought up several times during the community engagement portion of the project. Concerns regarding parking was brought up as well. Parking along 61st Street and the side streets appears to be filled during the week to the east of Cottage Grove. The assumption is this is related to the location of the University within the community.



## Transit Accommodations

The 61st Street corridor is serviced by the Chicago Transit Authority (CTA) commuter rail and bus service lines, as well as the Metra Electric District Line. CTA bus route #59 (59th/61st) services several bus stop locations along the corridor. The average weekday ridership values from the Fall of 2017 are presented in the table.

In addition to transit stop locations, CTA bench and bus shelter locations were also reviewed within the corridor. Only one CTA bench was observed at the intersection of 61st Street and Dorchester Avenue servicing the westbound #59 bus stop. Three shelters were observed servicing the #59 bus route, including westbound at Cottage Grove Avenue, westbound at Ellis Avenue, and westbound at Woodlawn Avenue.

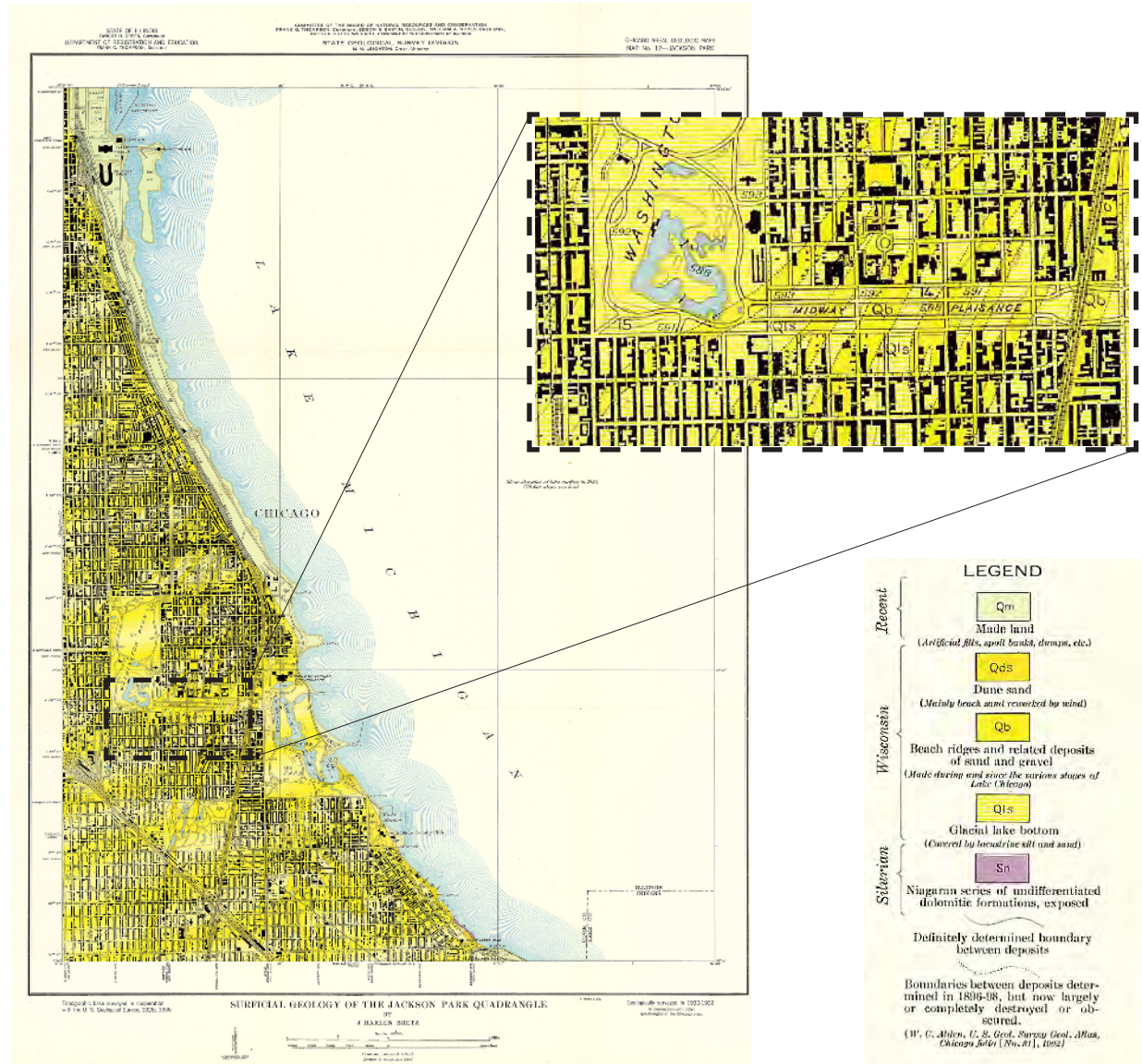
| Intersection Location | EB 61st Street Location      | EB On/Off Weekday Ridership | WB 61st Street  | WB On/Off Weekday Ridership |
|-----------------------|------------------------------|-----------------------------|---|-----------------------------|
| Prairie Avenue        | Near Side                    | Unknown                     | Far Side  | Unknown                     |
| MLK Drive             | Far Side                     | 59                          | Far Side  | 91                          |
| Eberhart Avenue       | Near Side                    | 21                          | Near Side   | 39                          |
| St. Lawrence Avenue   | Near Side                    | 24                          | Near Side   | 27                          |
| Langley Avenue        | Near Side                    | 37                          | Near Side   | 32                          |
| Cottage Grove Ave.    | Far Side                     | 93                          | Near Side   | 116                         |
| Ingleside Avenue      | Near Side                    | 11                          | Near Side   | 14                          |
| Ellis Avenue          | Near Side                    | 24                          | Near Side   | 47                          |
| University Avenue     | Near Side                    | 22                          | N/A   | N/A                         |
| Woodlawn Avenue       | Far Side                     | 28                          | Far Side  | 46                          |
| Kenwood Avenue        | Near Side                    | 17                          | Near Side   | 16                          |
| Dorchester Avenue     | N/A (Turns NB on Dorchester) | 21                          | Far Side (Turns WB on 61st Street from SB Dorchester) | 19                          |

## Geotechnical

Geotechnical data was used to evaluate existing soil conditions and determine the feasibility of implementing stormwater best management practices (BMPs) within the corridor. Available soil borings from local projects and historical soil information were considered to evaluate the reasonableness of infiltration properties, including:

- A review of the Surficial Geology of the Jackson Park Quadrangle from the Illinois State Geological Survey (ISGS, 1939) identified the underlying soils of the project corridor as glacial lake bottom.
- A review of the Chicago Soils Map in the Chicago Stormwater Ordinance Manual (2016) indicated the project corridor is located within an area of sand and gravel.
- Soil borings from local development projects exhibited a variety of sandy and silty-sand soil mixes and materials.

Given this information and proximity to Lake Michigan, it is assumed the soils of the 61st Street corridor have infiltration properties that are favorable to stormwater BMPs such as infiltration planters, bioswales, permeable pavers, and more. A full geotechnical investigation with infiltration and soil analysis is recommended prior to the design and implementation of individual Master Plan elements.







## Community Engagement

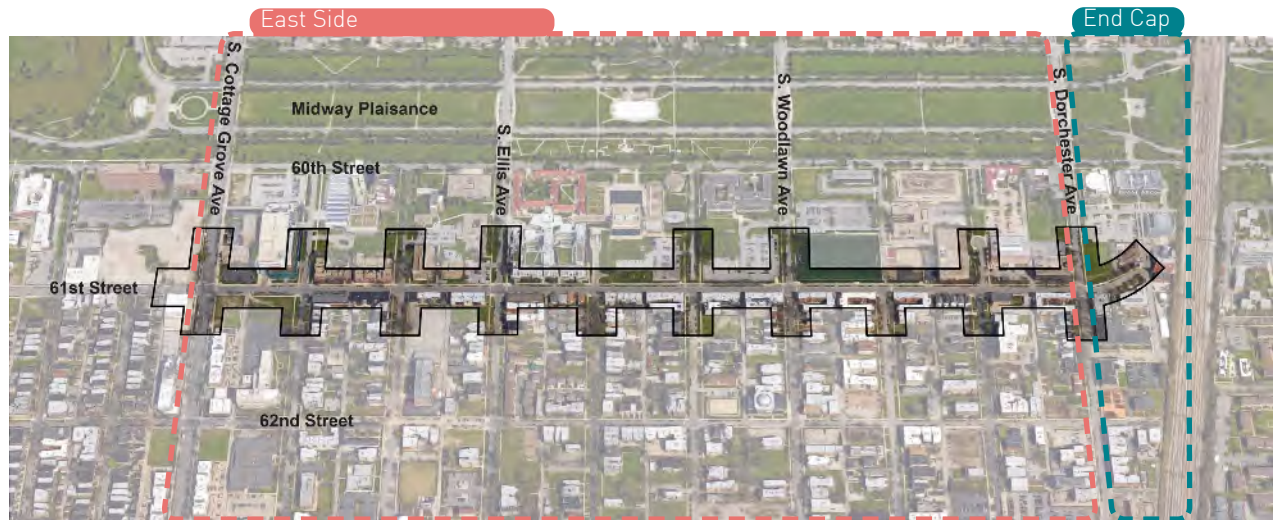
Throughout the design process, CDOT worked with the University of Chicago to engage public stakeholders and the public in a comprehensive engagement process. Stakeholders, including community group leaders, residents, commercial property owners, and community leaders participated in three community meetings to gather background information and input. The early community engagement meetings for both the east and west side were held to solicit community feedback on the 61st Street corridor. Small working groups were instructed to discuss the use and need of the corridor as well as their concerns and opinions of its functionality. A summary of each meeting can be found in the following pages. For a thorough review of public meeting notes, see the Appendix.

### Meeting 1 Summary: East side

Meeting 1 was held in April 2018 to develop a list of the main issues and concerns related to the project corridor within the eastern limits of the project scope (from Cottage Grove Avenue to Blackstone Avenue).

### Key feedback included:

- Pedestrian Safety was a main point of concern
- Additional infrastructure elements on the south side to create a more equitable streetscape between the north and south sides of the corridor
- Aesthetics and additional plantings were identified as a high priority
- Creating a sense of identity for the corridor should be considered



project limits of meeting #1

## 61ST STREET STREETScape MASTER PLAN

**Kickoff Meeting**  
On behalf of Alderman Willie B. Cochran and the Chicago Department of Transportation, we would like to invite you to take part in an upcoming kick-off meeting for the 61<sup>st</sup> Street Streetscape Master Plan project.

The project's goal is to develop a plan for the improvement and enhancement of the public infrastructure on 61<sup>st</sup> Street between Cottage Grove and Blackstone. At the kick-off meeting, CDOT will listen to your ideas and input to help direct the goals, objectives, and priorities of the project.

Please RSVP to [61stMP@burnsmcd.com](mailto:61stMP@burnsmcd.com) and include your name, affiliation (if any), mailing address and E-mail address for future correspondence regarding the 61<sup>st</sup> St. project.

**Please Join Us!**

**61st St. Streetscape  
Master Plan  
Kick-Off Meeting**

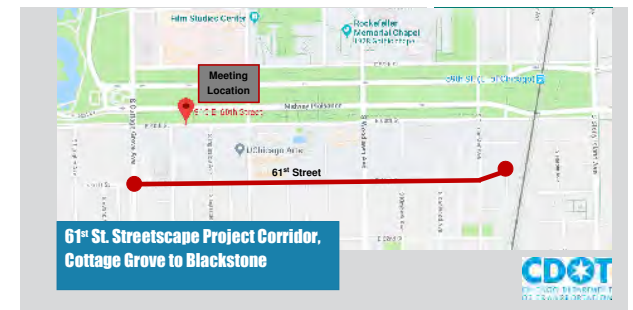
**April 2, 2018  
5:30 p.m. to 7:00 p.m.**

**MEETING DETAILS**  
Monday, April 2, 2018  
5:30 p.m. to 7:00 p.m.

Reya and Donald Logan  
Center for the Arts  
915 E. 60<sup>th</sup> Street  
Chicago, IL 60637

**Please RSVP to**  
[61stMP@burnsmcd.com](mailto:61stMP@burnsmcd.com)

Meeting flyer

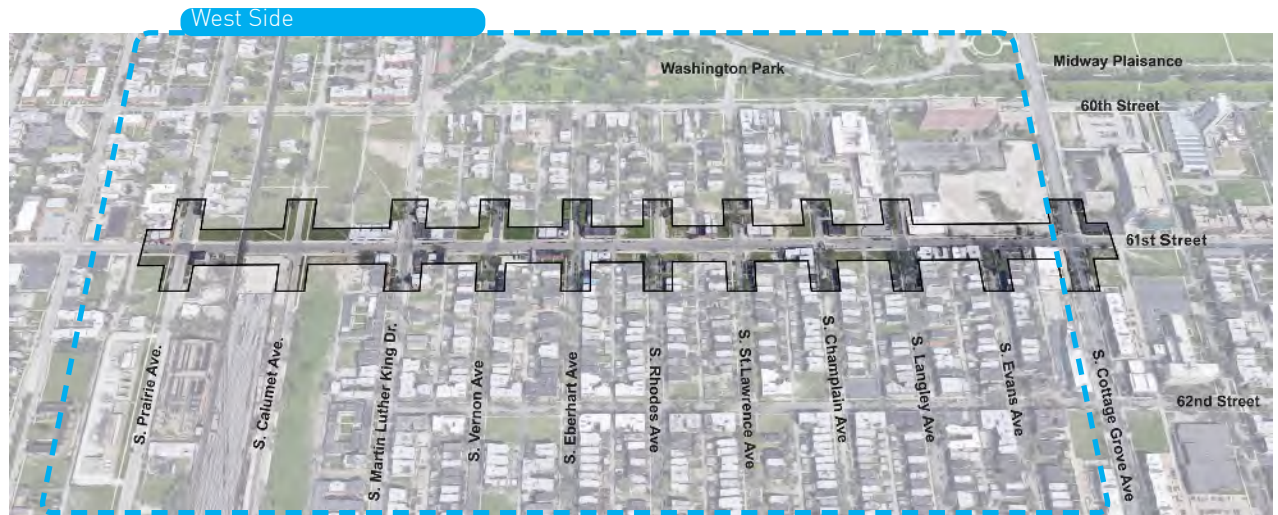


Meeting 2 Summary: West Side

Meeting 2 was held in June 2018 to develop a list of the main issues and concerns related to the project corridor within the western limits of the project scope (Prairie Avenue to Cottage Grove Avenue).

Key feedback included:

- Pedestrian Safety was a main point of concern
- Additional infrastructure elements related to lighting and traffic movements
- Additional bus shelters and benches to enhance public transit
- Opportunities for local art and additional greenery were identified as a high priority
- Creating a sense of identity for the corridor should be considered



project limits of meeting #2

## 61ST STREET STREETScape MASTER PLAN

**Public Meeting**  
 On behalf of Alderman Willie B. Cochran, the Chicago Department of Transportation, and the University of Chicago, we would like to invite you to take part in the second public meeting for the 61<sup>st</sup> Street Streetscape Master Plan project.

The overall project limits for the 61<sup>st</sup> St Master Plan have been expanded from Prairie Avenue to Blackstone Avenue. The first public meeting focused on the area between Blackstone Avenue and Cottage Grove Avenue. At this second meeting, the results from the first meeting will be briefly summarized prior to discussing the goals, objectives, and priorities for Cottage Grove Avenue to Prairie Avenue. The discussion will also include conceptual improvements for public infrastructure along the corridor.

Please RSVP to [61stIMP@burnsmcd.com](mailto:61stIMP@burnsmcd.com) and include your name, affiliation (if any), mailing address and E-mail address for future correspondence regarding the 61<sup>st</sup> St. project.

**Please Join Us!**

**61st St. Streetscape Master Plan Public Meeting**

**June 19, 2018**  
**6:00 p.m. to 7:30 p.m.**

**MEETING DETAILS**

Tuesday, June 19, 2018  
 6:00 p.m. to 7:30 p.m.

Reva and David Logan  
 Center for the Arts  
 915 E. 60<sup>th</sup> Street  
 Chicago, IL 60637

Please RSVP to  
[61stIMP@burnsmcd.com](mailto:61stIMP@burnsmcd.com)

**61<sup>st</sup> Street Streetscape Project Corridor,  
 Prairie Avenue to Blackstone Avenue**

Meeting flyer

### Meeting 3 Summary

Meeting 3 was held in September 2018 to solicit community response to the initial recommendations developed after the feedback from the first two meetings. The meeting focused on the entire corridor. The project team presented the following recommendations for the 61st Street Master Plan:

- Widen the sidewalks and improve street lighting
- Increase the visibility and safety of pedestrian crosswalks across 61st Street
- Introduce traffic calming elements to make biking safer and add bike racks
- Modify bus stop locations and review transit location needs on a case by case basis
- Add artistic elements and vegetation to improve the aesthetic of the 61st Street corridor
- Install light pole identifiers, historic interpretation kiosks, and sidewalk medallions to enhance a sense of community identity

Generally, the recommendations were heard without objection, although community voiced the following concerns:

- Loss of parking due to streetscape changes and planned developments
- Planned developments may increase the traffic volume on 61st Street, therefore, the goals of the project should aim to slow traffic and maintain a residential road classification
- Bumpouts should be designed to be visible through winter and should not reduce parking
- Western project limit should be pulled back to MLK to maintain limits within the Woodlawn neighborhood.



project limits of meeting #3

## 61ST STREET STREETScape MASTER PLAN

**Public Meeting**  
On behalf of Alderman Willie B. Cochran, the Chicago Department of Transportation, and the University of Chicago, we would like to invite you to take part in the third public meeting for the 61st Street Streetscape Master Plan project.

The 61st Street Master Plan is a study of existing conditions and opportunities for infrastructure improvements within the City right of way. The overall project limits extend from Prairie Avenue to Blackstone Avenue.

During this third meeting, results of the previous meetings will be briefly summarized; and goals, objectives, and priorities for the project will be reviewed. The discussion will also include presentation of conceptual improvements for public infrastructure along the corridor.

Please RSVP to [61stMP@burnsmcd.com](mailto:61stMP@burnsmcd.com) and include your name, affiliation (if any), mailing address and E-mail address for future

**Please Join Us!**

**61st St. Streetscape  
Master Plan  
Public Meeting**

**September 20, 2018  
6:00 p.m. to 7:30 p.m.**

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**MEETING DETAILS**

Thursday, September 20, 2018  
6:00 p.m. to 7:30 p.m.

Woodlawn Resource Center  
6144 S. Cottage Grove Ave.  
Chicago, IL 60637

Please RSVP to  
[61stMP@burnsmcd.com](mailto:61stMP@burnsmcd.com)

Meeting flyer



## Recommendations

The project team has developed plans, sections, and renderings to clearly communicate future intentions for the area to city agencies, future developers, and community groups within the neighborhood as funds become available. This Master Plan is intended as a development tool that will facilitate coordination and set priorities for future investment within the public right-of-way.

Corridor recommendations provide design direction consistent with the standards set forth by the City of Chicago in the Streetscape Guidelines, while introducing design elements that address the goals identified within the community, which include:

- Create a unifying and cohesive streetscape.
- Increase accessibility and sense of security for pedestrians and bicyclists.
- Develop a neighborhood street that encourages motorists to slow down through traffic calming measures.
- Create a sense of place and neighborhood identity.
- Enhance pedestrian connectivity both east-west and north-south.

In order to effectively create a unified, equitable, and cohesive streetscape corridor throughout the project limits, the following design has been considered for the entire stretch of the corridor as a full capital development proposal. This serves as a roadmap to set the long-term objectives that were expressed by the community. From there, individual design elements can be implemented through a number of city programs and initiatives. Description of these scalable elements can be found in the next chapter.



fully rendered plan

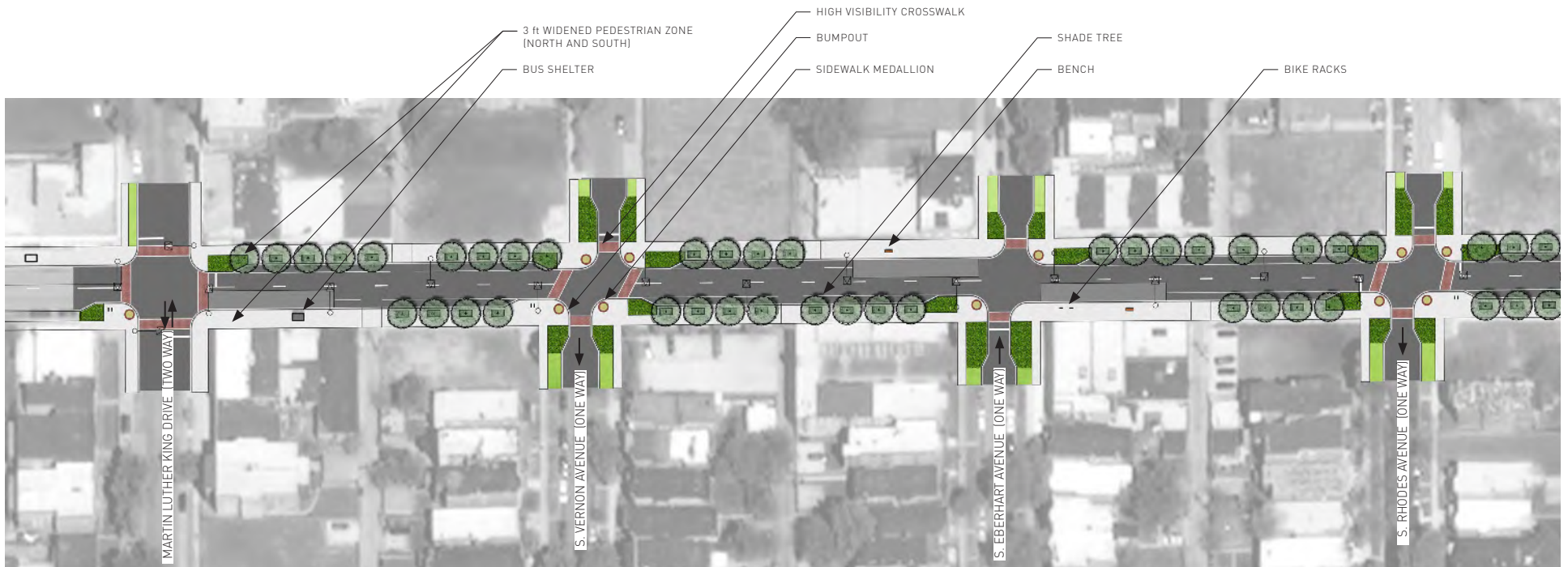
## Cross section

A road diet should be considered in this corridor based on the existing roadway classification, adjacent land use, and traffic counts. Travel lanes could be reduced down to 11 ft and parking lanes down to 7 ft, gaining a valuable 6 ft to the sidewalk zone. Given the existing land use along the corridor, the design team recommends two approaches to the utilization of this additional 6 ft to the pedestrian space. On the west side of the corridor, it is recommended to widen the sidewalk zone space symmetrically to add 3 ft to each side of the street. East of Cottage Grove Road, the existing pedestrian space is more narrow on the south side of the street than on the north. The team recommends adding the additional 6 ft space solely to the south side of the street to create a more symmetrical look and feel with the existing north side section. Transition geometry for these curb alignments are recommended on the block east of Cottage Grove.

Within this adjusted cross section, you will find elements that achieve greater pedestrian connectivity and safety, opportunity for upgraded utilities, added bicycle infrastructure and locations for integrated community identity and landscaping.



CDOT road diet examples



Plan Enlargement

### Block Enlargement - West A

Streetscape elements that can add to the identity and destination of Woodlawn include; light pole banners, historic kiosks, and sidewalk medallions.

#### Light Pole Banners

Light pole identifiers help represent the unique character of a community, and callout to the passerby they have entered a place. Although light poles are present on both the north and south sides of the street in the west section, banners should only be placed on the southern poles to present a consistency along the 61st corridor, as the east section has a majority of the light poles along the south side.

#### Kiosk

The Woodlawn neighborhood has a rich history that could be highlighted through properly placed kiosks. The kiosk may be single or double sided and include permanent panels with historical, interpretive, or community information. A lockable plexiglas case with a pinup board is available which would allow changeable information for local events or news. For suggested kiosk location, see following page.

#### Sidewalk Medallions

Sidewalk medallions could provide an additional level of community identity. Emblems representing the community identity or brand could be set or stamped into sidewalks, and are recommended at intersection corners.



Plan Enlargement

### Block Enlargement - West B

A number of elements are recommended in order to achieve greater pedestrian connectivity; bumpouts, high visibility crosswalks and enhanced intersections.

#### *Bumpouts*

It is important to note that the proposed locations of the bumpouts have been carefully considered in regards to truck and bus turning radii, pedestrian safety and designated parking zones. Recommended bumpouts remove no legal parking spaces along 61st or the adjacent side streets.

Bump outs provide shorter crossing distances and higher visibility for both the pedestrian and vehicle. Bump outs should be located in areas that do not infringe on truck or bus turning radii or remove any available parking.

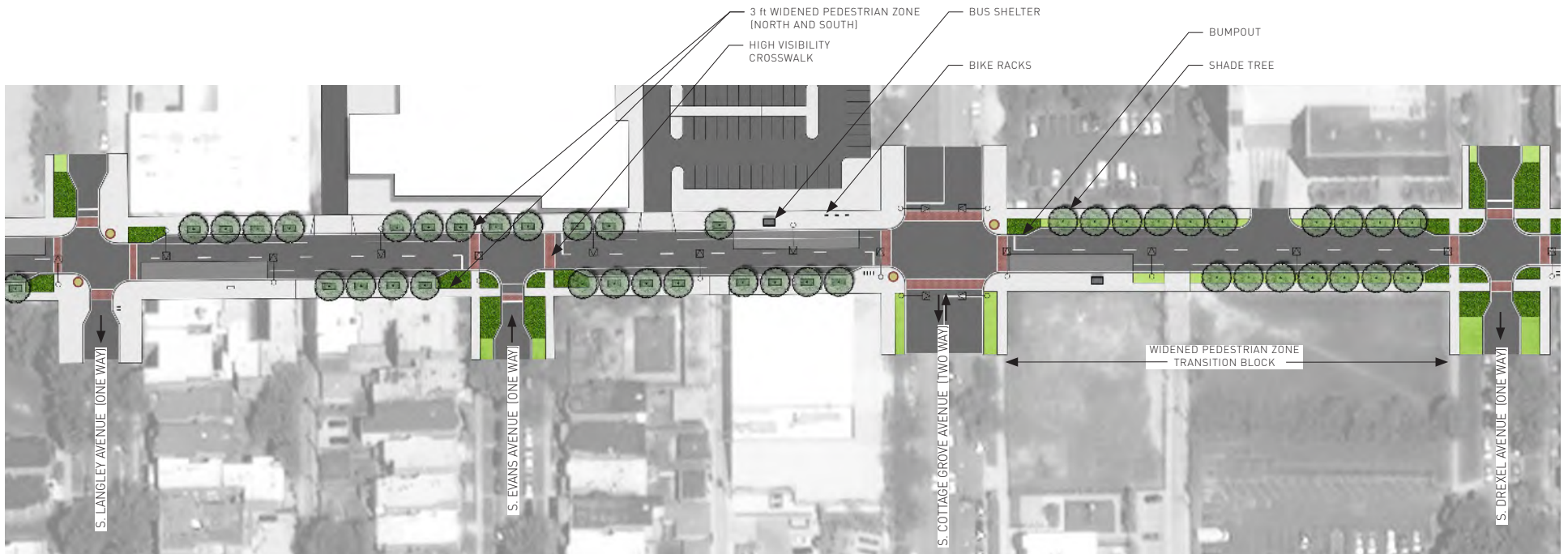
#### *High Visibility Crosswalks*

Crosswalks can become an important element in the design of infrastructure by physically and visually linking opposite sides of the street. Crosswalks are where pedestrians legally and safely cross city streets and should provide a high degree of visibility for motorists.

#### *Enhanced Intersections*

Within the west section the intersection identified to receive an enhanced intersection treatment, is at Lawrence Avenue. This is a local road with slower vehicular traffic and a direct north-bound connection to Washington Park. Enhancing this intersection will help serve the pedestrians and bicyclists by slowing vehicular traffic along 61st Street as well as providing additional neighborhood identity and character.





Plan Enlargement

### Block Enlargement - West C

Bike racks provide functionality to the users of the corridor, but can also be used in strengthening the identity and character of the neighborhood with customized elements. Additional bike racks should be included in the development of this corridor, and the proposed locations should be coordinated with the community. For the purpose of this plan, bike racks have been proposed on each block.

Generally speaking, purposeful placement of bike racks will encourage bicycle traffic adjacent to businesses. Designated bike parking will help

maintain other streetscape elements from damage caused from locking bikes to light poles, street signs, etc.

During the public meetings, stakeholders were invited to provide input on the addition of a dedicated bike lane along 61st Street. Input received was mixed on value to the community as a whole. The existing cross section of the street will not accommodate both a marked bike lane and widened sidewalks. Wider sidewalks were determined to be a larger benefit to the community; therefore, a marked bike lane is not proposed for the project. 61st Street is categorized as a local or

neighborhood street and as such, a lower speed limit will promote a safer condition for on-street cycling.

#### *Benches*

Bench locations should be coordinated with local residents and business owners. For the purpose of this plan, one bench per block is assumed. Benches provide pedestrians places to linger and gather. Care should be taken to encourage adjacency to businesses and avoid placement adjacent to residential areas.



Plan Enlargement

### Block Enlargement - East A

#### *Shade Trees*

There are numerous benefits that shade trees add to a harsh urban streetscape. They provide vertical elements that define edges and rhythm, they provide seasonal variation in color and texture, an opportunity for holiday lighting, and multiple environmental benefits. The rhythm of the existing tree canopy in this corridor is full of interruptions. As a priority, trees should be installed to fill in the missing canopy coverage. Along the East side, trees should be placed 3 ft from the proposed back of curb, which would place the trees in the center of the additional 6 ft wide sidewalk zone. A continuous

sod parkway should be considered adjacent to residential areas.

#### *Benches*

Bench locations should be coordinated at bus stops. For the purpose of this plan, one bench per block is assumed.

#### *Planters*

Streetscape planters help create a pleasant environment when funding or space limitations hinder large-scale landscape improvements. Free-standing planters should be located in areas that adjacent businesses or local community groups have the capacity to maintain the planting and perform the required upkeep. Care should be taken to maintain a 6 ft clear accessible route and a minimum of 32" pinch point for a 2 ft maximum travel distance around planters.



Plan Enlargement

### Block Enlargement - East-B

#### *Enhanced Intersections*

Within the east section the intersection identified to receive an enhanced intersection treatment, is at University Avenue. This is a one-way north-bound local road with slower vehicular traffic and a dead-end at 61st. Pedestrian connections through the University of Chicago campus provide direct access to the Midway Plaisance. Enhancing this intersection will help serve the pedestrians and bicyclists by slowing vehicular traffic along 61st Street as well as providing additional neighborhood identity and character.

#### *Bumpouts*

A midblock bumpout at the dead-end of University Avenue will provide a small plaza space at a key pedestrian access point to those headed north.

#### *Kiosk*

Providing an additional kiosk at the University bumpout can provide a link between the University students and Woodlawn residents by providing a gathering place with information relevant to both constituencies.



Plan Enlargement

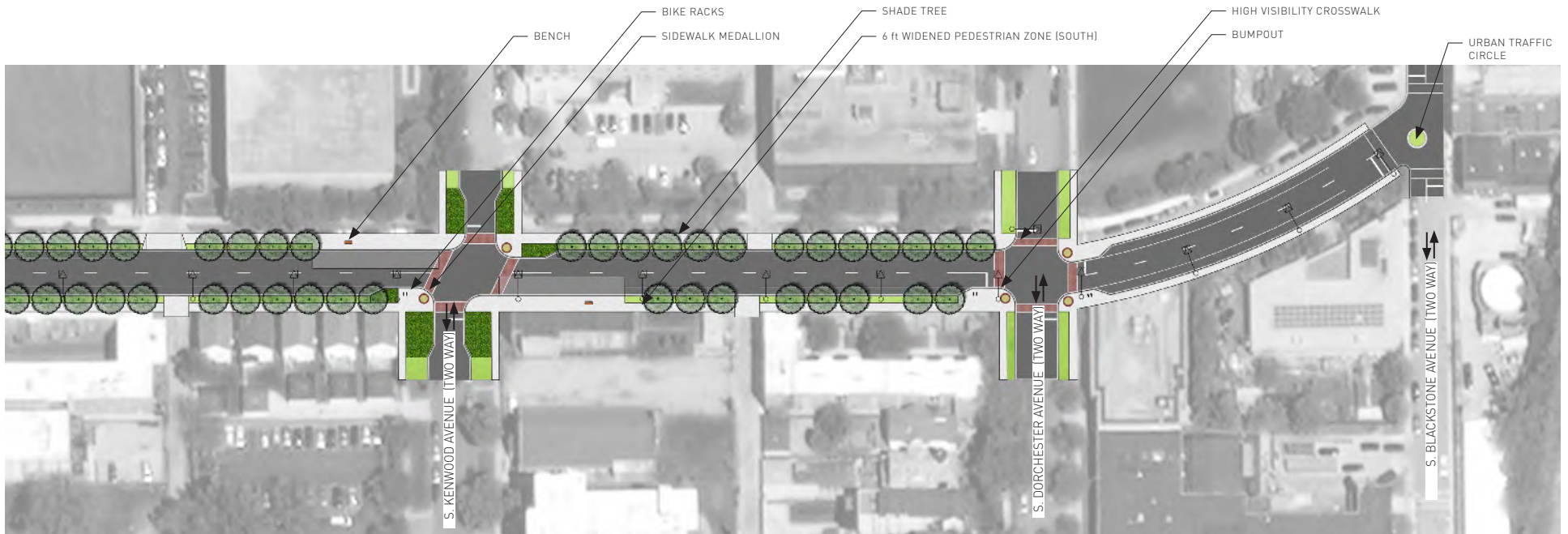
### Block Enlargement - East-C

#### *Bicycle Racks*

Bike racks should be considered adjacent to the residential uses, on the south side adjacent to building entries to increase security and access, and on the north side adjacent to bus stops.

#### *Benches*

For the purpose of this plan, one bench per block is assumed. Benches provide pedestrians places to linger and gather. Care should be taken to avoid placement adjacent to residential areas. It is strongly recommended to create a pleasant gathering space between the University campus and neighborhood to the south through benches and seating areas.



Plan Enlargement

### Block Enlargement - End Cap

#### *Urban Traffic Circle*

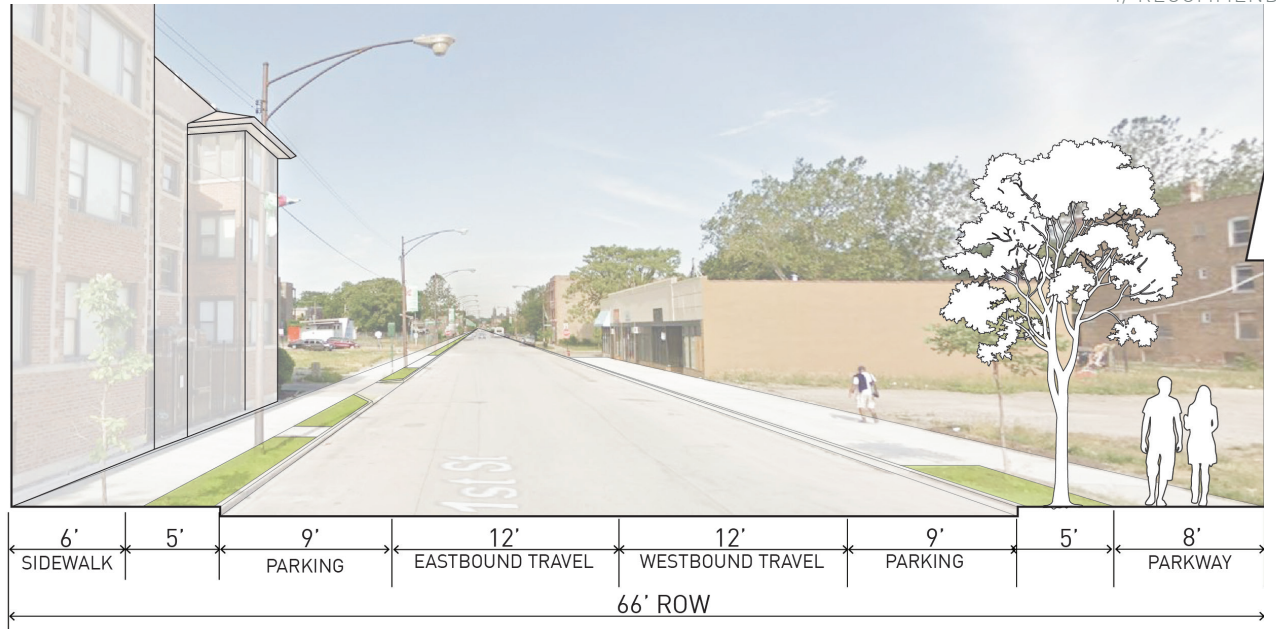
With the dead-end condition that Blackstone Avenue and the Metra embankment creates, safe and clear vehicular paths are necessary to avoid traffic confusion. An urban traffic circle at the intersection of 61st Street and Blackstone Avenue will avoid 3 point turning maneuvers. Proper signage should be reviewed and coordinated with Andrew Carnegie School to limit parking at times of heavy traffic due to drop off and pick up times.

This end cap of 61st Street provides truck access to the University's service buildings to the north. To avoid adverse impacts to the truck turning movements, and daily operations of parking lot, the geometry of the traffic circle should only be achieved using pavement markings.

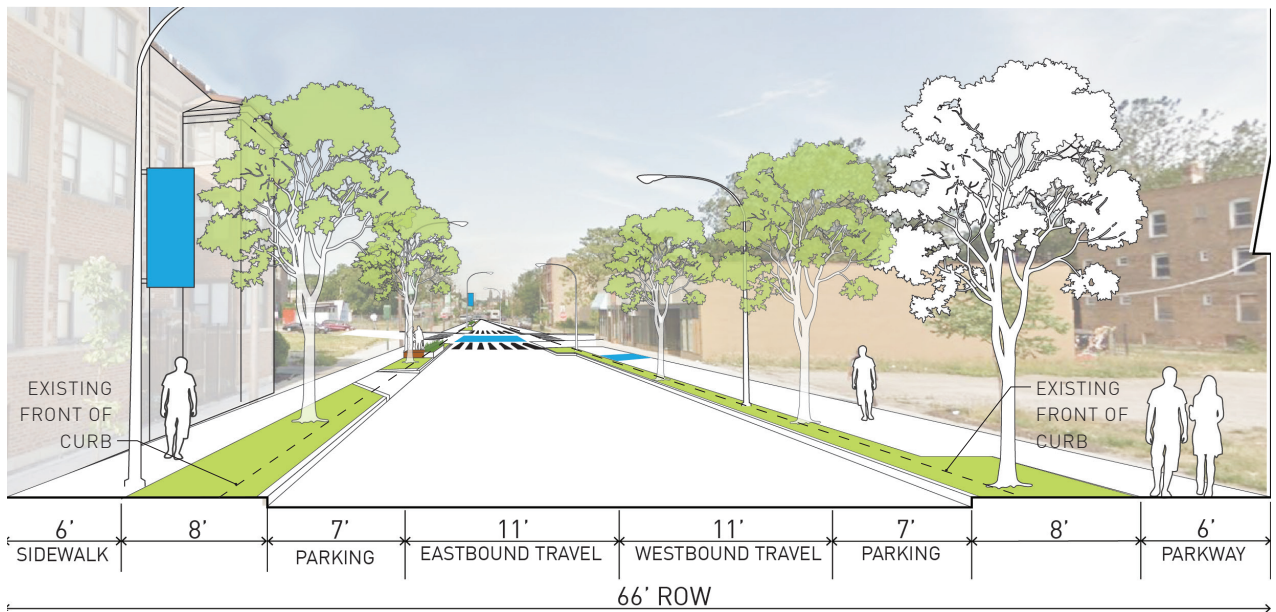


*Cross section: West side*

Between MLK Drive and Cottage Grove Avenue, the extended sidewalk zone should be split between the north and south sides, providing an additional 3 ft to the adjacent business owners. Within this added sidewalk space, designers and property owners could consider extended tree and landscape pits, benches, sidewalk space for sidewalk cafes, or planters.



existing conditions

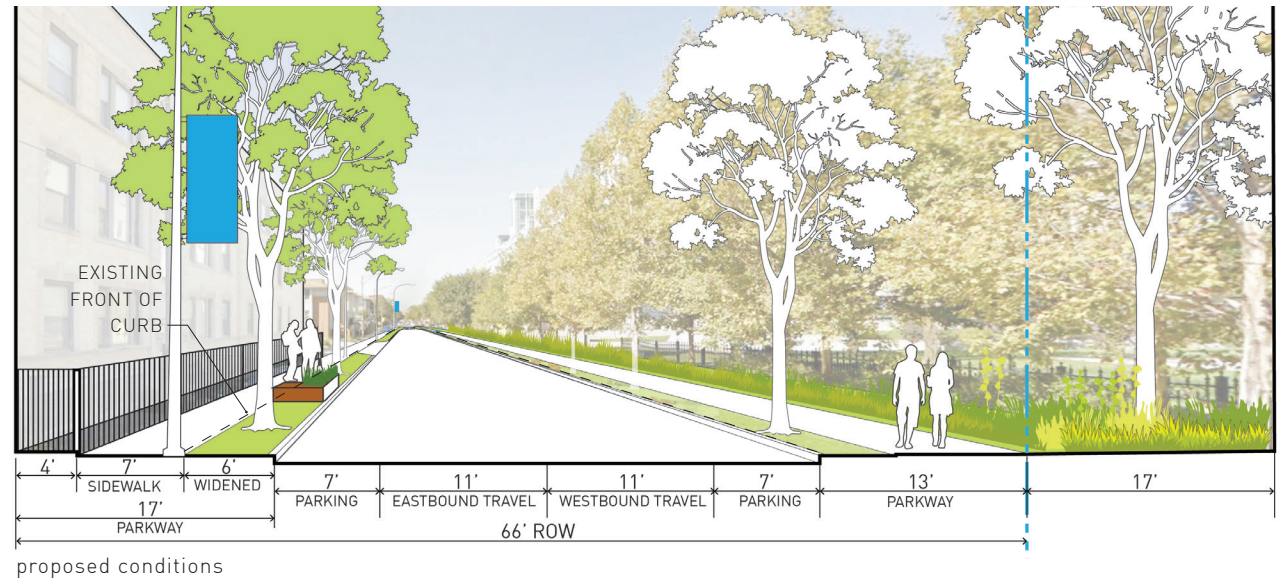


proposed conditions

*Cross section: East side*

Between Cottage Grove Avenue and Dorchester Avenue, the 6 ft extended sidewalk zone should be consolidated along the south side to give the appearance of equitable landscape distribution.

Within this added 6 ft, designers should consider continuous lawn parkway and shade trees for a much more comfortable pedestrian experience.



### Community Identity

*“Enabling communities to create an identity for their neighborhood can enhance community character, reinforce social networks, and provide the community with a sense of belonging and investment in their neighborhood. This leads to greater care of public spaces (including the public way), more interactions among community members, and ultimately to an improved sense of community.” – CDOT*

The Woodlawn neighborhood is divided into four quadrants, Northwest, Southwest, Northeast, and Southeast. While this corridor is separated into two individual neighborhood quadrants (Northwest and Northeast), it is united under the community group, “1 Woodlawn.” Identity and branding efforts could begin to help create a unique but cohesive brand for individual unique neighborhoods quadrants under one overarching design theme. Branding can influence not only marketing efforts but also materialize in public streetscape elements such as light pole banners, planters, bike racks, sidewalk medallions, and kiosks.



Uptown branding \*image credit; Uptown United Chamber of Commerce



### Street Activation Through Play

Widened pedestrian zones afford the opportunity for seasonal and spontaneous play interactions. Examples of this have been implemented throughout the city and can be an important catalyst for physical and social interaction in the community. Creating an unexpected diversion enhances the experience of getting from A to B without being a permanent destination. Claiming space in the right of way for collective play also reinforces the fact of public space ownership by the whole community, not merely for passing traffic. Distributing related

play installations across several blocks can also create stepping stone destinations spanning areas of sidewalk adjacent to vacancies. This can help to emphasize a sense of continuity from block to block in stretches of 61st Street with disconnected zones of community presence.



① Hide and Seek City, along Commercial Avenue



② Hide and Seek City with interactive play



③ Word search, Lincoln Square

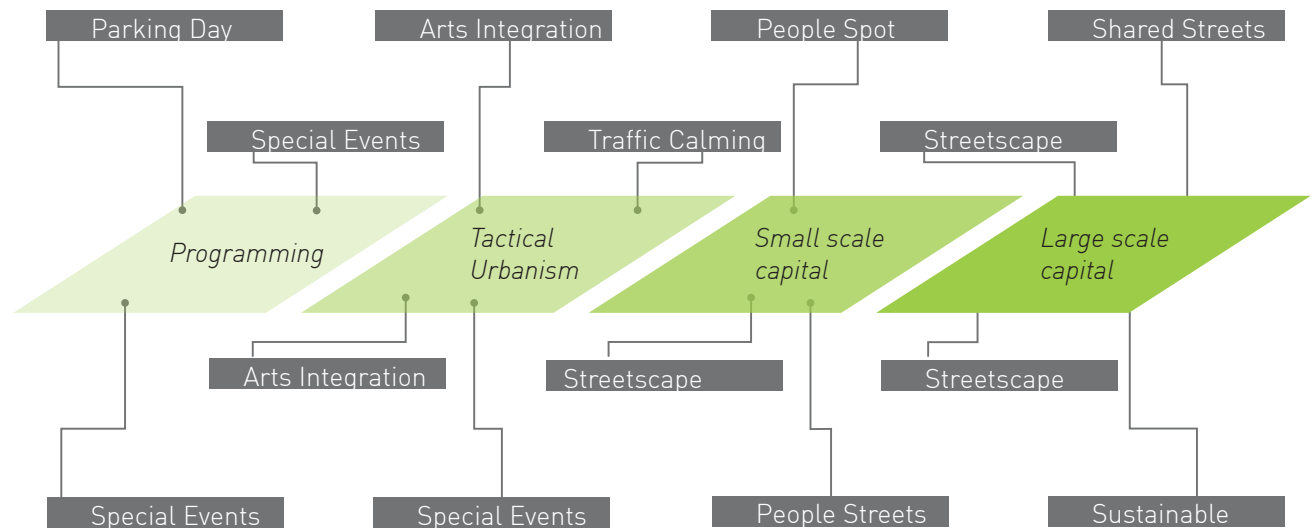
## Transit Accommodations

Far side bus stop locations improve mobility throughout the corridor by allowing the bus to travel through an intersection before stopping. This allows for reduced conflict points between buses and vehicles, particularly so for vehicles waiting to turn right in near side bus stop zones. The ridership data was reviewed and transit concerns were discussed with the community throughout the public engagement process. Relocation of near side bus stops to the far side of the intersection is recommended wherever practical. One low-volume stop at Ingleside Avenue is recommended for consolidation with a neighboring stop location.

| Bus Stop Location  | Existing EB                  | EB Recommendations   | Existing WB   | WB Recommendations                       |
|--------------------|------------------------------|--|---|--|
| Prairie Ave.       | Near Side                    | Relocate to Far Side   | Far Side  | Unknown                                  |
| MLK Dr.            | Far Side                     | Maintain Far Side Location   | Far Side  | Maintain Far Side Location               |
| Eberhart Ave.      | Near Side                    | Relocate to Far Side   | Near Side   | Relocate to Far Side                     |
| St. Lawrence Ave.  | Near Side                    | Relocate to Far Side   | Near Side   | Relocate to Far Side                     |
| Langley Ave.       | Near Side                    | Relocate to Far Side   | Near Side   | Relocate to Far Side                     |
| Cottage Grove Ave. | Far Side                     | Maintain Far Side Location   | Near Side   | Relocate to Far Side                     |
| Ingleside Ave.     | Near Side                    | Remove bus stop / Consolidate with Ellis   | Near Side   | Remove bus stop / Consolidate with Ellis |
| Ellis Ave.         | Near Side                    | Maintain Near Side Location (Unable to move to Far Side due to Existing Driveways) | Near Side   | Relocate to Far Side                     |
| University Ave.    | Near Side                    | Remove bus stop / Consolidate with Woodlawn  | N/A   | N/A                                      |
| Woodlawn Ave.      | Far Side                     | Maintain Far Side Location   | Far Side  | Maintain Far Side Location               |
| Kenwood Ave        | Near Side                    | Maintain Near Side Location  | Near Side   | Maintain Near Side Location              |
| Dorchester Ave     | N/A (Turns NB on Dorchester) | No Change  | Far Side (Turns WB on 61st Street from SB Dorchester) | No Change                                |



“Placemaking can serve as a tool for communities to transform common spaces in the public way into community places that support livable streets and build vibrant neighborhoods. Placemaking projects in the public way can help provide these opportunities through a wide variety of tools, from cultural programming events, to small low-cost temporary tactical urbanism installations, and large scale infrastructure capital improvements. Small tactical urbanism projects can help build social capital leading to stronger communities, and temporary installations can serve as pilots to more extensive capital infrastructure investment projects (such as plazas and streetscapes) that can result in stronger alternative transportation choices, incorporation of sustainable best practices and additional amenities that support placemaking. This “continuum of placemaking” provides opportunities for community engagement at many different levels and allows for community leaders to promote implementation of projects in the public way that correspond to their community needs and local capacity.” – CDOT



## Community Capacity

There are key factors to consider when determining a community's capacity to implement streetscape design, available funding and long-term maintenance ability and physical space available. While this master plan addresses the physical space limitations and potential of the R.O.W., it will be up to local community groups to determine available funding and maintenance ability.

Due to the lack of immediate capital funding, the following design considerations will discuss both long-term capital improvements as well as short-term, low-budget tactile improvements.

A community's ability to maintain the streetscape is crucial to the success of a project. It is also important to consider the affordability of the maintenance required along with the labor required before making the final selection of elements.



Community Capacity

Maintenance

Budget

*Bump Outs*

Material: acrylic paint

Program Available: Make Way for People

Maintenance Expectation: repaint every 1-3 years



1 Painted pavement

Material: curb and gutter with concrete sidewalk

Program Available: Through coordination with CDOT

Maintenance Expectation: power washing as needed



2 Bumpouts with surface mounted furnishings

Material: curb and gutter with paved sidewalk and in-ground planters with ornamental railing

Program Available: Through coordination with CDOT

Maintenance Expectation: weeding, mulching, resetting and replacement of railing panels



3 Bumpouts with inground planters

Community Capacity

Maintenance

Budget

1

2

3

1

2

3

*High Visibility Crosswalks*

Material: thermoplastic

Program Available: Aldermanic Menu

Maintenance Expectation: reapplication every 3-5 years



1 Thermoplastic

Material: stamped and colored asphalt

Program Available: Through coordination with CDOT

Maintenance Expectation: resurfacing every 5-10 years



2 Stamped asphalt

Material: precast concrete pavers with rigid concrete subbase

Program Available: Through coordination with CDOT

Maintenance Expectation: resetting of pavers as needed



3 Pavers

Community Capacity

Maintenance

Budget

1 2 3

1 2 3

*Enhanced Intersections*

Material: stamped and colored asphalt

Program Available: Through coordination with CDOT

Maintenance Expectation: resurfacing every 5-10 years

Material: epoxy inlaid in asphalt

Program Available: Through coordination with CDOT

Maintenance Expectation: resurfacing every 5-10 years

Material: precast concrete pavers with rigid concrete subbase

Program Available: Through coordination with CDOT

Maintenance Expectation: resetting of pavers as needed



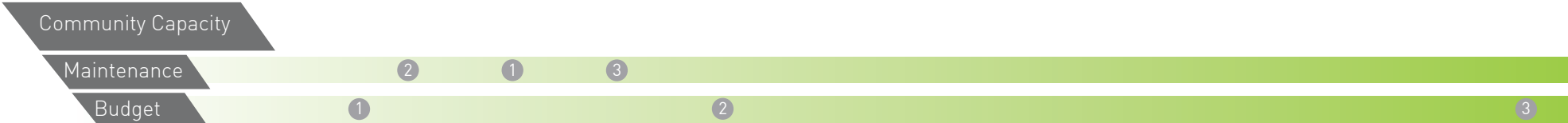
1 Stamped asphalt



2 Epoxy embedded asphalt



3 Tabletopped with pavers





*Utilities*

Material: paint

Program Available: Aldermanic Menu

Maintenance Expectation: repaint every 1-3 years as necessary

Material: davit pole, LED fixtures

Program Available: Through coordination with CDOT

Maintenance Expectation: NA

Material: davit pole, with piggy back pedestrian lighting, both with LED fixtures

Program Available: Through coordination with CDOT

Maintenance Expectation: NA



1 Painted, refurbished light pole



2 Davit pole replacement



3 Davit pole with piggyback

Community Capacity

Maintenance

Budget

2 3

1

1

2

3

*Bicycle Infrastructure*

Material: CDOT standard galvanized steel

Program Available: Bicycle Rack Program

Maintenance Expectation: cleaning as needed

Material: powdercoated steel

Program Available: Through coordination with CDOT

Maintenance Expectation: cleaning as needed

Material: powdercoated steel

Program Available: Through coordination with CDOT

Maintenance Expectation: cleaning as needed and anchoring inspection



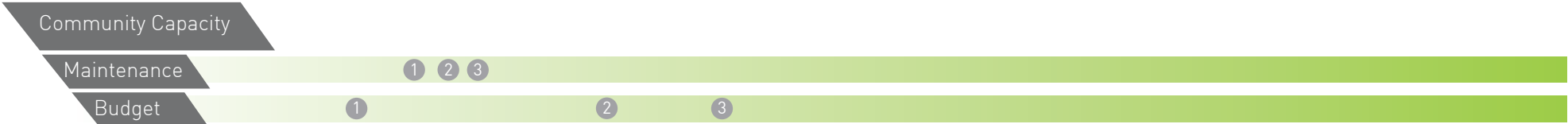
1 CDOT standard U rack



2 Neighborhood customized rack



3 Bike corral



Kiosk

Material: wood or metal structure with plywood surface

Program Available: Through coordination with CDOT

Maintenance Expectation: anchoring inspection and cleaning as needed

Material: CDOT standard powdercoated steel with lockable message board

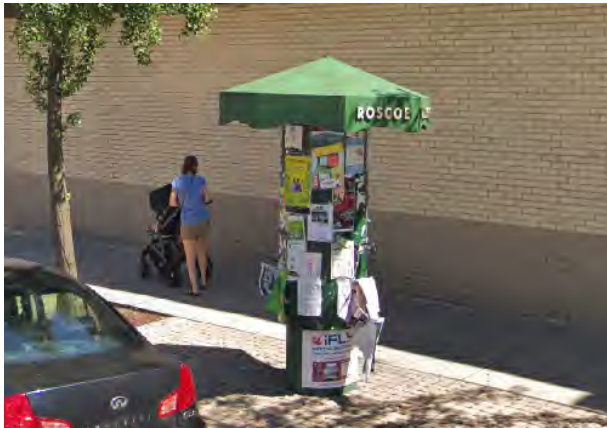
Program Available: Through coordination with CDOT

Maintenance Expectation: message board replacement and cleaning as necessary

Material: custom powdercoated steel with lockable message board

Program Available: Through coordination with CDOT

Maintenance Expectation: message board replacement and cleaning as necessary



1 Temporary bulletin board



2 CDOT standard kiosk



3 Neighborhood designed kiosk

Community Capacity

Maintenance

Budget

1 2 3

1

2

3

*Light Pole Banners*

Material: vinyl banner

Program Available: Streetlight Pole Banner Program

Maintenance Expectation: seasonal replacement

Material: 2'x8' laser cut, painted aluminum banner

Program Available: Through coordination with CDOT

Maintenance Expectation: NA

Material: customized laser cut, painted aluminum banner

Program Available: Through coordination with CDOT

Maintenance Expectation: NA



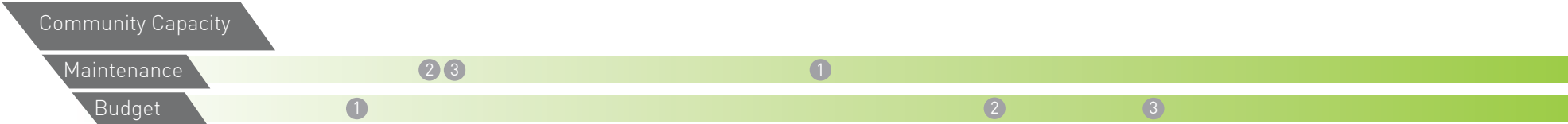
1 Vinyl



2 Neighborhood designed aluminum banner; 2'x8'



3 Neighborhood designed aluminum banner



*Sidewalk Medallions*

Material: PVC paint

Program Available: Make Way for People

Maintenance Expectation: Annual or biannual reapplication



photo credit: Lakeview of Chamber of Commerce

1 Painted pavement

Material: custom concrete formwork, colored concrete

Program Available: Through coordination with CDOT

Maintenance Expectation: powerwashing (as required with surrounding concrete sidewalk)



2 Concrete

Material: custom cast bronze inset medallion

Program Available: Through coordination with CDOT

Maintenance Expectation: cleaning



3 Bronze

Community Capacity

Maintenance

Budget

2 3

1

1

2

3

*Shade Trees*

Material: surface mounted planter with planting soil

Program Available: Grant of Privilege

Maintenance Expectation: Planter cleaning and repairs as necessary, weeding and watering

Material: saw-cut tree pit and excavation with pulverized topsoil

Program Available: Tree Planting (Bureau of Forestry)

Maintenance Expectation: weeding and watering

Material: Full excavation, continuous soil volume with pulverized topsoil

Program Available: Through coordination with CDOT

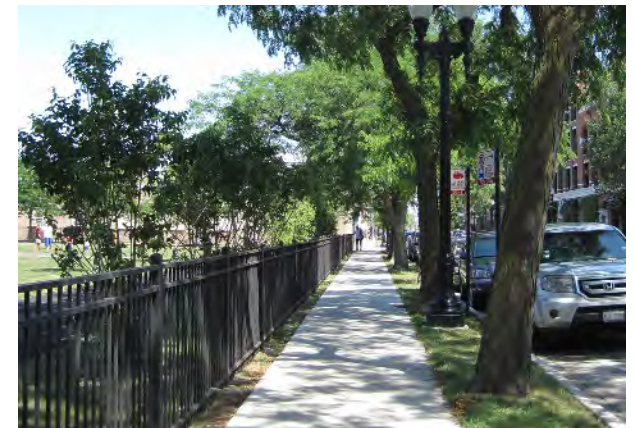
Maintenance Expectation: weeding, mowing and watering as necessary



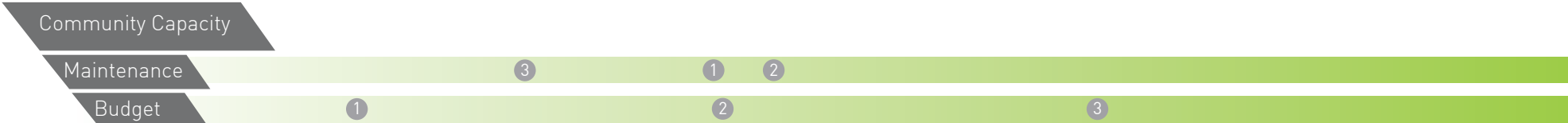
1 Above ground planters



2 Retrofit tree pit



3 Shade trees with continuous root zone



*Benches*

Material: Victor Stanley RB bench with armrests

Program Available: Through coordination with CDOT

Maintenance Expectation: cleaning, repairs

Material: precast concrete bench with custom neighborhood detail

Program Available: Through coordination with CDOT

Maintenance Expectation: cleaning, repairs

Material: custom design bench, material TBD

Program Available: Through coordination with CDOT

Maintenance Expectation: cleaning and repairs as needed



1 CDOT standard



2 Neighborhood designed surface mounted



3 Neighborhood designed and integrated

Community Capacity

Maintenance

Budget

1 2 3

1

2

3

*Planters*

Material: moveable planters, annual seasonal plantings, planting soil

Program Available: Through coordination with CDOT

Maintenance Expectation: seasonal replacement and planting, watering

Material: surface mounted planters, annual seasonal plantings, planting soil

Program Available: Through coordination with CDOT

Maintenance Expectation: mulching, weeding and planting, watering

Material: raised curbed planters, perennial and seasonal plantings, planting soil

Program Available: Through coordination with CDOT

Maintenance Expectation: seasonal replacement and mulching, planting, watering, weeding



1 Small freestanding planter



2 In-ground planters



3 Integrated planters

Community Capacity

Maintenance

Budget

2

1

3

1

2

3



### *Comprehensive Streetscape*

When designed and implemented through an integrated, place-based design process, the design elements described in this section will come together to create a cohesive streetscape. The design aims to provide a pedestrian-friendly environment that highlights the community's rich history and contributes to a cohesive streetscape that will link the environment of three very different land uses.

For the commercial use, we aim for increased economic vitality and pedestrian activity.

For the residential use, we aim to provide a sense of comfort and welcome.

For the institutional use, we aim to provide a link between the campus and surrounding community.



Birds-eye looking northwest: Proposed Conditions

### Capital Improvement Costs

The improvements identified within this report heavily rely on one another to be completed within the same contract. While the lighting, landscape and identity have been broken out for reference below, it is not recommended that these treatments are installed within separate project. The report has broken this corridor into three different sections; east, west and end.

The following costs represent material and professional service costs. Construction services include all general contractor, sub contractors, mobilization, etc. Design services include; surveying, design, community coordination, construction documentation, cost estimating, and bidding assistance.



#### West Section

2700 linear feet of streetscape / 8 blocks

|                            |             |
|----------------------------|-------------|
| Infrastructure -           | \$3,343,000 |
| Lighting -                 | \$1,428,000 |
| Landscape and furnishing - | \$861,000   |
| Identity -                 | \$93,000    |

Total - \$5,725,000.00

#### East Section

4,500 linear feet of streetscape / 9 blocks

|                            |             |
|----------------------------|-------------|
| Infrastructure -           | \$4,757,000 |
| Lighting -                 | \$1,735,000 |
| Landscape and furnishing - | \$1,312,000 |
| Identity -                 | \$89,000    |

Total - \$7,893,000

#### End Cap

375 linear feet / 1-1/2 blocks

|                  |           |
|------------------|-----------|
| Infrastructure - | \$168,000 |
| Lighting -       | \$198,000 |

Total - \$366,000

## Implementation Costs

The 61st Street Master Plan recommends capital improvements to the infrastructure and streetscape elements for the entire length of the study corridor from MLK Drive to Blackstone Avenue. Ideally, improvements to the corridor would be made within one capital improvement project. For the purpose of this plan, the design team has provided a comprehensive opinion of costs for the capital improvements proposed as part of the 61st Street Master Plan. Implementation costs include construction, design, and project management costs, as well as design and construction contingencies. These costs were developed utilizing 2018 pricing and are for planning purposes only.

Tactile and Capital Improvement options are presented per element for the entire length of the corridor. All of the tactile improvements are independent of each other and can be installed as funds allow, while most of the capital improvements rely on the renovation of the corridor as a whole.

| DESIGN ELEMENT                     | TACTILE - LOW COST                    |         |       | SMALL SCAPE CAPITAL                                       |          | LARGE SCALE CAPITAL |   |          |       |
|------------------------------------|---------------------------------------|---------|-------|---|----------|---------------------|---|----------|-------|
|                                    | Description                           | cost    | unit  | cost  | total    | Description         | cost                                    | total    |       |
| <b>pedestrian connectivity</b>     |                                       |         |       |   |          |                     |   |          |       |
| <b>Bumpouts</b>                    | Painted pavement *                    | \$6     | sq ft | Paved bumpouts with surface mounted furnishings *         | \$12     | sq ft               | paved bumpouts with inground planters * | \$35     | sq ft |
| <b>High Visibility Cross walks</b> | Thermoplastic                         | \$3     | sq ft | Stamped Asphalt   | \$11     | sq ft               | Pavers *                                | \$25     | sq ft |
| <b>Enhanced intersection</b>       | Inlaid thermoplastic *                | \$11    | sq ft | Epoxy embedded asphalt *                                  | \$11     | sq ft               | Tabletopped with pavers *               | \$35     | sq ft |
| <b>Utilities</b>                   |                                       |         |       |   |          |                     |   |          |       |
| <b>light pole fixture upgrade</b>  | Painted, refurbished light poles      | \$350   | each  | Davit pole replacement *                                  | \$74,000 | block               | Davit pole with piggy back *            | \$78,500 | block |
| <b>Bike Accomodations</b>          |                                       |         |       |   |          |                     |   |          |       |
| <b>bike racks</b>                  | CDOT standard surface mounted U rack  | \$650   | each  | Neighborhood customized rack *                            | \$850    | each                | Bike corral                             | \$1,200  | each  |
| <b>identity</b>                    |                                       |         |       |   |          |                     |   |          |       |
| <b>Kiosks</b>                      | Temporary bulletin board *            | \$3,500 | each  | CDOT standard kiosk *                                     | \$5,000  | each                | Neighborhood designed kiosk *           | \$14,000 | each  |
| <b>light pole banners</b>          | Vinyl Banners *                       | \$750   | each  | Neighborhood designed banner 2'x8' *                      | \$3,500  | each                | Neighborhood designed banner *          | \$6,000  | each  |
| <b>pavement medallions</b>         | Painted pavement *                    | \$55    | each  | Concrete *  | \$500    | each                | Bronze *                                | \$1,250  | each  |
| <b>Cross Section</b>               |                                       |         |       |   |          |                     |   |          |       |
| <b>Widened sidewalk zone</b>       | Painted pavement *                    | \$6     | sq ft | Surface mounted furnishing barriers and painted surface * | \$12     | sq ft               | New curb and gutter alignment *         | \$86     | sq ft |
| <b>Shade trees</b>                 | Ornamental tree in planter *          | \$1,000 | each  | Retrofit trees in open pit                                | \$1,250  | each                | Shade trees with continuous root zone * | \$2,000  | each  |
| <b>benches</b>                     | CDOT standard surface mounted benches | \$1,200 | each  | Neighborhood designed benches *                           | \$2,500  | each                | Neighborhood designed and integrated *  | \$5,000  | each  |
| <b>planters</b>                    | Small free-standing planters          | \$2,000 | each  | Surface mounted planters *                                | \$2,500  | each                | Integrated planters *                   | \$12,000 | each  |

\* Element requires design and engineering fees not included in unit costs

## Phasing cost options

The 61st Street Master Plan recommends infrastructure and streetscape enhancements for the length of the study corridor from MLK Drive to Blackstone Avenue. The spectrum of streetscape improvements to be implemented depends largely on funding and the community's capacity for maintenance. At the time this document is published, there is no funding currently available, and as such, this implementation plan provides CDOT with guidelines as funding becomes available. Tactile improvements have been prioritized to provide local community groups guidelines for temporary installations. While some improvements can be implemented on a block by block basis, others must be implemented on a corridor-wide scale to maintain consistency and serve as a cohesive improvement for the corridor.

## Prioritization of projects include:

### *First Priority: Pedestrian connection improvements:*

Pedestrian safety and cohesion between north and south sides along the East section should be considered as the number one priority.

The narrowing of lanes and the addition of bumpouts could be piloted through a number of tactile improvements. Surface treatment of the added pedestrian zone could take on a number of forms. Painted asphalt could provide highly visible, colorful and artistic treatments to the pavement, while flexible delineators and other free standing elements would provide pedestrians the buffers needed from the vehicular zone. Community feedback should be tracked to determine how vehicular movements, pedestrian comfort and adjacent property owners were affected.

If funding were to be available, the following capital improvements should be considered, curb and gutter realignment, shade trees, curbed bumpouts with in ground planters and ornamental railings, benches, bike racks and trash receptacles.

### *Second Priority: Community identity elements*

The Woodlawn neighborhood has a lot of pride and it should be highlighted through local art and streetscape elements as a secondary priority.

Identity improvements will require upfront organization and design. Community groups will be required to organize and coordinate the design aesthetic desired for the banners, pavement designs, and kiosks. This design language can carry over into other streetscape elements such as bike racks, benches, and planters. Once the designs are agreed upon, the initial tactile improvements could be manifested in vinyl banners, freestanding bulletin boards and painted pavements.

If funding were to become available, the following capital improvements should be considered; historical kiosks, sidewalk medallions, permanent light pole banners.

### *Third Priority: Landscape improvements*

Additional landscape and greenery was identified within the community engagement process. Site analysis has also identified areas that would benefit from added tree canopy and seasonal blooms.

Surface mounted planters for annuals and ornamental trees would provide some reprieve from the long stretches of concrete and asphalt. These planters could pick up on the aesthetic language developed through the community identity planning process.

If funding were to become available, the following capital improvements should be considered; shade trees with continuous root zones through structural soil or silva cells, and integrated planters within bumpouts, and widened sidewalk zone.

## CDOT program opportunities

“The City of Chicago has developed and supports various types of placemaking programs in the public realm. These programs provide a range of supportive solutions for communities to embark on placemaking initiatives in their neighborhoods, from capital investment projects to tactical urbanism efforts and programming. Placemaking efforts should take into account neighborhood context, have the support of local partners, reflect community interests and goals, and provide opportunities for increased community building capacity. Consideration should be given to community changes and how placemaking initiatives can be dynamic over time. Each program is outlined below, detailing their relevance and expanded guidance for communities to achieve their goals.” – CDOT

- Streetscapes and Sustainable Design
- Make Way for People
  - People Spots
  - People Alleys
- Traffic Calming
- Green Alley Program
- Bicycle Rack Program
- Streelight Pole Banner Program
- Tree Planting (Bureau of Forestry)
- Art Programs (Department of Cultural Affairs and Special Events)
- PlayStreets Chicago (Chicago Department of Public Health)
- Grants of Privilege (Chicago Department of Business Affairs and Consumer Protection)





**TO:** 61<sup>st</sup> Street Streetscape Master Plan Team

**FROM:** O-H Community Partners

**DATE:** April 10, 2018

**RE:** Notes from the 61<sup>st</sup> Street MP First Community Meeting held on April 2, 2018

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**61<sup>st</sup> Street Streetscape Master Plan  
First Community Meeting (4.2.18)  
Summary Report**

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This memorandum contains a summary of the issues and concerns heard from the public at the first 61<sup>st</sup> Street Streetscape Master Plan community meeting held on April 2, 2018 at the Reva and David Logan Center for the Arts. The Executive Summary features five key takeaways from the community meeting. After the Executive Summary, the following section features more detailed comments received from the public that have been organized according to the seven discussion themes that were presented to attendees (i.e., Pedestrian Accessibility, Bicycle Accommodations, Transit Accommodations, Infrastructure Elements, Aesthetics / Landscape, Community Identity / Placemaking, and Other). The meeting was attended by 45 community members, including 20<sup>th</sup> Ward Alderman, Willie B. Cochran, and General Superintendent of the Cook County Forest Preserve, Arnold Randall. Seven (7) project team members from the Chicago Department of Transportation, Burns & McDonnell, Site Design Group, and O-H Community Partners were also in attendance.

## Executive Summary

The community expressed an overall desire to reduce the difference in streetscape appearance and investment between the north and south sides of the corridor.

## Top 5 Takeaways from Public Meeting #1 (Cottage Grove to Blackstone)

- 1. Pedestrian Safety – The community shared concerns about the safety of pedestrians due to fast-moving traffic.** To enhance the pedestrian experience, the community suggested an increase in the number and visibility of crosswalks and the addition of countdown timers for signal lights. To slow down the speed of traffic, the idea of bump outs was well-received, but the addition of stop signs received mixed reviews.
- 2. Infrastructure Elements / Transit Accommodations – The community expressed interest in more investment into the infrastructure of the corridor, especially on the south side of the street.** The community expressed a desire to see a wider sidewalk on the south side of the street, an increase in roadway and pedestrian lighting, and better draining systems for storm water. There were mixed reviews on adding bike lanes and increasing bus stops/shelters along 61<sup>st</sup>.
- 3. Aesthetics – The community expressed a desire to add more greenery to make the south side of 61<sup>st</sup> street appear more welcoming and more symmetrical to the north side of the 61<sup>st</sup> street.** Some ideas included trees, tall grasses, and planters hanging from light posts. The community expressed a need for more trash cans. The trash cans could be decorative or include community identifiers to improve the aesthetic.
- 4. Community Identity / Placemaking – The community stated a desire to blend the dividing lines between the north and south sides of 61<sup>st</sup> street (i.e., between the University of Chicago and the community).** One key aspect of creating a stronger sense of community centers on making the north and south sides more cohesive and permeable. Other placemaking efforts should be thoughtfully incorporated into the neighborhood (e.g., community identifiers added to light posts).
- 5. Other – Some other key areas of concern for the community were the changes in traffic flow when construction begins on planned developments and the availability of parking once the developments are completed.** In addition to how the planned developments will affect daily life, poor visibility pulling out of alleyways and an interest in expanding the project limits for the 61<sup>st</sup> Street Master Plan were also stated.



## I. Pedestrian Accessibility

### **Pedestrian Accessibility Theme #1 – Safety concern that traffic moves too fast down 61<sup>st</sup> Street.**

*Comments from the public:*

- Traffic too fast
- Fast driving along 61<sup>st</sup>
- Wide road leads to fast driving
- Very fast cars (some 45 mph+)
- People drive fast on 61<sup>st</sup>, especially at night
- Some people/cars drive too fast
- Wide street (people drive fast and don't always stop)
- Slow down the traffic for easier crossing
- Safety concern: Speed of traffic (tends to move fast between Ellis and Dorchester)
- Need calming measures for fast moving traffic

### **Pedestrian Accessibility Theme #2 – Incorporate bump outs to slow traffic and increase pedestrian safety.**

*Comments from the public:*

- Bump outs are welcome (5 mentions)
- Trees in bump outs
- More bump outs for trees and pedestrian safety
- Slowing traffic – bump outs? With planters to add greenery
- Add bump outs at intersections to make them safer for pedestrians

### **Pedestrian Accessibility Theme #3 – Increase the number of and visibility of crosswalks.**

*Comments from the public:*

- Challenge to cross street
- Pedestrian visibility is difficult; paint is fading at crosswalks
- Poor visibility is a safety issue – pedestrians and drivers have a hard time seeing each other
- Crosswalks are worn. Paint on major cross walks is fading, so pedestrians currently have to make eye contact with drivers before crossing
- New markings/paint to make crosswalks clear for kids/pedestrians
- Decorative crosswalks are welcome
- The more crosswalks the better
- Crosswalks with bump outs
- Safety – ADA accessible sidewalks/crosswalks
- The crossings at Ellis, Woodlawn, and University are particularly difficult to cross

- In addition to the major intersections of Woodlawn, Ellis, and Dorchester, would like to see enhancements at the non-major streets
- New crosswalk needed for the west side of 61<sup>st</sup> and Kenwood
- Need more signs for seniors and children along 61<sup>st</sup>
- Improve street crosswalk visibility with new, eye-catching patterns for the safety of the elderly in the nursing home, students, and children
- More signage to highlight crosswalks for the elderly, students, children, and those with disabilities
- I have a child attending Carnegie Elementary. Please directly engage the principal (Docilla Pollard, 773-535-0530). Many of the students are not walkers because of the gifted & IB program which is citywide and includes buses. These factors increase foot and car traffic at specific times. Safety of our children, not just University of Chicago students should be first and foremost

**Pedestrian Accessibility Theme #4 – Make the signal lights more pedestrian friendly by including countdown timers and ensuring signals have an all red phase.**

*Comments from the public:*

- Add a pedestrian countdown
- Count down for all street lights
- Signal light countdown for any heavy pedestrian areas
- Lots of new pedestrians (students) with the new dorm
- For some signal lights, there is currently no delay. There is a quick change from green to red
- Traffic light at Woodlawn & 61<sup>st</sup> may need a modernization of signals. There is no delay between changing directions. Make sure the Woodlawn signal has an all red phase

**Pedestrian Accessibility Theme #5 – Mixed reviews on increasing the number of stop signs.**

*Comments from the public in favor of more stop signs:*

- Stop signs at EVERY intersection
- Safety – Stop signs on every corner
- Need enough stop signs to slow down traffic flow

*Comments from the public opposing more stop signs:*

- Please avoid adding stop signs
- No more stop signs – few good
- Maybe there are ways to slow down traffic without introducing new stop signs
- Please do not add more stop signs or lights on 61<sup>st</sup>. I live with my windows facing 61<sup>st</sup> and car brakes and acceleration would severely degrade my family's personal living experience

## II. Bicycle Accommodations

### Bicycle Accommodations Theme #1 – Mixed reviews on adding bike lanes.

*Comments from the public in favor of adding bike lanes:*

- Add bike lanes (4 mentions)
- Definitely need bike lanes
- Add bike lanes north/south as well
- To slow traffic – add bike lanes and also add bike racks
- Encourage people to ride bikes on road and not on sidewalk
- Protected bike lane would be nice to see
- Some people want to ride bikes with their family. Adding a bike lane would make them feel more comfortable taking their kids on bike rides

*Comments from the public opposing bike lanes:*

- No bike lane
- Don't need a bike lane. Improved drainage and bump outs to slow traffic will improve biking

### Bicycle Accommodations Theme #2 – Mixed reviews on incorporating design elements of the 55<sup>th</sup> street bike lanes.

*Comments from the public in favor of the 55<sup>th</sup> street design:*

- 55<sup>th</sup> street is a good example of bike lanes (2 mentions)

*Comments from the public opposing the 55<sup>th</sup> street design:*

- Bike lanes would be nice, though do not like the design of 55<sup>th</sup> (Ellis to Kenwood), which feels dangerous for parkers on *both* sides. Better to have cars on one side, bikes on the other

### Bicycle Accommodations Theme #3 – Bike accommodations should not negatively affect parking.

*Comments from the public:*

- Opposed to taking parking away to add bike lanes. Already strapped for parking
- Please bear in mind parking is important for residents. Any bike racks or Divvy stations should be on the north side of the street
- No more Divvy stations - have one at 61st and Ellis and other locations nearby

### III. Transit Accommodations

#### Transit Accommodations Theme #1 – Mixed reviews on expanding bus stop and shelter infrastructure (for both CTA busses and University of Chicago shuttles).

*\*Note: CTA bus traveling Westbound goes to Midway airport. An important route/connection*

*Comments from the public in favor of expanding bus-related infrastructure:*

- Improve bus stop seating/shelter
- More seating/shelters at bus stops
- Need designated stops for university bus/trolley
- Signage pretty good for CTA stops. Need better signage for U of C shuttle buses
- Need shelter but concerned about shelter glass being broken and graffiti

*Comments from the public opposing bus-related infrastructure:*

- Yuck to bus stops. Sorry
- Please no more bus stops or shelters on the south side of 61<sup>st</sup>. We only have a few feet from our windows to the current sidewalk and one can hear every conversation that takes place on that sidewalk

#### Transit Accommodations Theme #2 – Consider design elements that could slow down and control the flow of traffic.

*Comments from the public:*

- We want traffic to move while speed controlled
- Consider installing a speed camera
- What about roundabouts? A roundabout could also include planters and safe crossings

### IV. Infrastructure Elements

#### Infrastructure Elements Theme #1 – Widen the sidewalk on the south side of the street.

*Comments from the public:*

- Sidewalks too narrow on the south side of the street
- Wider sidewalk on the south side of the street (currently, too narrow) (2 mentions)
- Extend south side sidewalk out onto 61<sup>st</sup>. Could slow down fast moving traffic
- Perhaps widening the sidewalk on the south side of the street will not only beautify but add a bit of needed distance from the buildings on 61<sup>st</sup>
- Some expressed a concern about narrowing roads resulting from widening the sidewalk

## Infrastructure Elements Theme #2 – Increase the roadway and pedestrian lighting on 61<sup>st</sup> street.

### *Comments from the public:*

- Lack of adequate lighting
- Upgraded lighting on 61<sup>st</sup>
- More lighting would be nice
- Lighting – down lighting
- Lighting facing down to street – not up
- Lighting brighter – pedestrian light
- Lighting – pedestrian lighting
- Lighting – towards street
- Lighting – uniform and consistent
- Unique lighting (with low to medium intensity lights)
- Add lighting, ensure not too bright and impactful to residents on 61<sup>st</sup>
- Uniform lighting – LED, with dark sky approach
- Concern about lighting on 61<sup>st</sup> street. North side is well-lit. The University of Chicago does a good job. On the south side – need more lighting. Need to take away stark look on the south side of street. Gateway lighting at intersections and pedestrian lighting along the street

## Infrastructure Elements Theme #3 – Improve drainage system along 61<sup>st</sup> street.

### *Comments from the public:*

- Need better draining (pools of water)
- There is terrible drainage all along 61<sup>st</sup>
- Need better drainage! Very hard to walk through
- Poor drainage particularly on south side of street where alley and streets connect
- Need better sewage drainage, huge pools of water accumulate where the alley meets the street
- Drainage issues along 61<sup>st</sup> street since upgrades along 63<sup>rd</sup>
- Draining issues (specific locations mentioned) –
  - Alley from Greenwood
  - Kimbark in front of 6100 – 6108
  - 61<sup>st</sup> Street & Drexel
  - Northwest corner of 61<sup>st</sup> and Dorchester (3 mentions)
    - On 61<sup>st</sup> and Dorchester, the grade needs to be improved to improve the flow of water into the drain. There are old streetcar rail lines under the pavement, which contribute to the current issue of standing water. The old streetcar infrastructure underground can be pulled out and the grade can be changed

## V. Aesthetics / Landscape

### **Aesthetics / Landscape Theme #1 – Add more greenery to make the south side of 61<sup>st</sup> street appear more welcoming and more symmetrical to the north side of the 61<sup>st</sup> street.**

*Comments from the public:*

- Focus on landscape/planting strip
- Lack of planting strip and street trees
- More greenery. South side looks stark right now
- Not a lot of greenery on 61<sup>st</sup> street (e.g., trees, bushes, nature)
- Greenery or grasses could make 61<sup>st</sup> street more attractive
- Yes to street trees, particularly on the south side of the street
- Tall grasses! (Karl Forester grass is neat and clean)
- Lots of plants and trees, more plants – more shade
- Make the space (61<sup>st</sup> street) look warmer (greenery on south side of street)
- Some nature on private property. More color (nature) on 61<sup>st</sup> street would be nice
- Generally bleak look currently. Take advantage of wide streets by extending sidewalks with planters and trees on south side of street
- More greenery – some sidewalks are wide enough for parkways. Reduce width of sidewalks to put in grass
- Making south side of street less bleak and warmer through greenery, light fixtures, and bump outs
- More greenery and more symmetry in landscaping
- North side - University has more lighting, taller buildings, and more nature (trees)
- South side has less lighting, shorter residential buildings, and less nature. The divide feels like a hostile design that needs to change. Request for a more symmetrical design

### **Aesthetics / Landscape Theme #2 – Improve the aesthetic of 61<sup>st</sup> street through a combination of lighting and greenery (e.g., hanging planters from the light poles).**

*Comments from the public:*

- Light-pole planters
- Planters from lighting
- Hanging lights with flowers
- Hanging greenery from the lighting
- Decorative lighting and hanging baskets
- New lighting fixtures could be a welcoming feature and enhance the aesthetics
- Attractive lamps with low/medium light and attractive planters hanging from lights

### **Aesthetics / Landscape Theme #3 – Consider modern or future-oriented designs.**

*Comments from the public:*

- Future oriented design
- Look forward, NOT backward
- Contemporary design – especially in the lighting and planting
- More contemporary lighting (will it match community feel?)

### **Aesthetics / Landscape Theme #4 – Add more trash cans to 61<sup>st</sup> street.**

*Comments from the public:*

- More trash cans (6 mentions)
- Trash cans with community identifiers
- Decorative, permanent trash cans with plastic liners

### **Aesthetics / Landscape Theme #5 – Take into account the upkeep that is required for greenery.**

*Comments from the public:*

- Planters are great but require upkeep
- Use “Next Door” app to find gardeners to upkeep the greenery
- Engage community groups to maintain planters (gardener meetings)

## **VI. Community Identity / Placemaking**

### **Community Identity / Placemaking Theme #1 – Blend the lines between the north and south sides of 61<sup>st</sup> street. The two halves should appear more cohesive and be more permeable.**

*Comments from the public:*

- Increase permeability north & south
- Make the north and south more cohesive
- Blur lines between the north and south sides of 61<sup>st</sup> with a more symmetrical design
- There is a separation between north side and south side halves
- University owns the north side of 61<sup>st</sup> (between Cottage Grove and Blackstone). South side of 61<sup>st</sup> is private. Lots of fences separating the University from the community
- The community would like to interact more with the buildings on the north side of 61<sup>st</sup>
- Make the south side of 61<sup>st</sup> a lot nicer, safer, and more attractive. Focus on getting the south side of 61<sup>st</sup> to the same level as the north side of 61<sup>st</sup>

- Make 61<sup>st</sup> street more permeable from south to north. Not easy to go from the community (south side) to or through the university (north side). Woodlawn and Kenwood (soccer field) hard to traverse. Long walk to go around. Make crossings better. Consider opening fences between Woodlawn and Kenwood – permeable (Kimbark)
- No NEW fences. Lots of fences on 61<sup>st</sup> Street. Woodlawn residents feel isolated and apart from the University (like Outsiders)

### **Community Identity / Placemaking Theme #2 – Thoughtfully build long-lasting Woodlawn community identifiers.**

*Comments from the public:*

- Community Identity – sense of place in Woodlawn
- Not a gathering place on south side. Aesthetically “bleak” – wide street, short sidewalk
- Provide some type of Woodlawn identity. Avoid large signs. Aim for subtle attributes that highlight the neighborhood. Draw from history? (i.e., World’s Fair, etc.)
- More street signage (arts, community identity pieces)
- Signage on the street would be helpful, especially for small businesses
- Banners get tattered quickly. The permanent community identity pieces might be better. Whether the pieces are temporary or permanent, they need to be good looking
- More benches and better wayfinding - bigger for university attractions/museum etc. - improvement in directing people

### **Community Identity / Placemaking Theme #3 – Incorporate community identifiers into the lighting fixtures.**

*Comments from the public:*

- Light pole community identifiers
- I don’t think placemaking signs are needed, but distinctive lamp posts would indicate this is a community (think Old Town)
- New lighting fixtures (historic) with an identifier that mark Woodlawn as a community would be a welcoming attribute



## VII. Other

### **Other Theme #1 – Keep in mind changes in traffic flow throughout the year and in the near future with scheduled developments.**

*Comments from the public:*

- Large influx of students (1200) with new dorm being built. New dorm won't have a parking structure, but many U of C students don't have cars. Need to account for a substantial increase in the number of pedestrians and bikers
- Conduct a Pedestrian/Bike Safety and Friendly Study & a Parking Study
- Concern that 61<sup>st</sup> street might become a cut-through for the Obama Presidential Center
- Obama center – shortcut street? Will this be a problem?
- Consider traffic during the Farmers Markets at the end of 61<sup>st</sup> street (near Blackstone). They occur once a month in the winter time and more often when the weather is nice (Experimentation Station project)
- Demand for access to a grocery store. Lots of traffic will be going towards Jewel Osco when it is built
- Problem with delivery trucks. Where will they park, load, and unload?
- Service vehicles – trucks entering/exiting dorms – trucks idling on 61<sup>st</sup> street a problem
- Elementary school on the 61<sup>st</sup> street corridor currently closed. CPS transferred it to the City. City may release an RFP soon resulting in another possible development on this 61<sup>st</sup> street corridor

### **Other Theme #2 – Concern from residents about availability of parking once the new developments on 61<sup>st</sup> street are built. (e.g., University of Chicago student dorm and Jewel Osco).**

*Comments from the public:*

- 80% of parking is currently permit parking
- Parking available but mainly permit. Difficult for non-residents
- Some don't want more permit parking
- Concern that there will be less parking available with bump outs
- May be difficult to find parking with more students and staff coming in with the new dorm
- May need more permit parking because residents need a safe place to park and walk to their home
- Sometimes during the day, permit restrictions lead to large empty spaces where trucks idle. Greenwood and Ellis – trucks idle in loading zone @ current dorm

**Other Theme #3 – Take into account the experience of those residents who live on 61<sup>st</sup> street and face the corridor.**

*Comments from the public:*

- Many of us actually live *on* 61<sup>st</sup> with our windows facing 61<sup>st</sup>. The framework of building out the street should bear this in mind
- Residents with windows that face 61<sup>st</sup> street live close to the potential changes and feel particularly invested in what happens
- Outside the front door of the house, there is 3-4 feet of space, then the sidewalk. Not much room

**Other Theme #4 – Pulling in and out of alleys is difficult due to poor visibility.**

*Comments from the public:*

- Hard to come out of alleys. Poor visibility
- Difficult to pull out of alleys onto 61<sup>st</sup>
- Look at alley entrance/exits, difficult to get in and out
- Safety concern: limited field of vision when pulling out of alleys
- When pulling out of alleys, need more visibility
- “No Parking” one car length on either side surrounding every alley
- “No Parking” signs on either side of the alley opening to increase field of vision for drivers
- Bump outs at alleys
- Coming out of alleys, need bump outs to delineate parking and make things safer
- Field of vision/sightlines for drivers/pedestrians pulling out/crossings on 61<sup>st</sup>

**Other Theme #5 – Consider expanding the scope of the project beyond the current 61<sup>st</sup> street corridor.**

*Comments from the public:*

- Would be nice to improve 63rd Street
- Recommend expanding the scope of the project to other parts of Woodlawn
  - Langley to King Drive
  - 61 – 67 Cottage Grove
  - 61 – 67 King Drive



**TO:** 61<sup>st</sup> Street Streetscape Master Plan Team

**FROM:** O-H Community Partners

**DATE:** June 29, 2018

**RE:** Notes from the 61<sup>st</sup> Street MP Second Community Meeting held on June 19, 2018

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**61<sup>st</sup> Street Streetscape Master Plan  
Second Community Meeting (6.19.18)  
Summary Report**

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This memorandum contains a summary of the issues and concerns heard from the public at the second community meeting for the 61<sup>st</sup> Street Streetscape Master Plan held on June 19, 2018 at the Reva and David Logan Center for the Arts. The primary focus of this meeting was to solicit community feedback on the newly added western segment of the 61<sup>st</sup> Street corridor from Cottage Grove to Prairie Ave. The Executive Summary features five key takeaways from the second community meeting. After the Executive Summary, the following section features more detailed comments received from the public that have been organized according to the seven discussion themes that were presented to attendees (i.e., Pedestrian Accessibility, Bicycle Accommodations, Transit Accommodations, Infrastructure Elements, Aesthetics / Landscape, Community Identity / Placemaking, and Other). The meeting was attended by 38 community members. Six (6) project team members from the Chicago Department of Transportation, Burns & McDonnell, Site Design Group, and O-H Community Partners were also in attendance.

## Executive Summary

The community expressed an overall desire to reduce the difference in streetscape appearance and investment between the north and south sides and east and west sides of the corridor.

## Top 5 Takeaways from Public Meeting #2 (Cottage Grove to Prairie)

1. **Pedestrian Safety** – The community shared concerns about the safety of pedestrians (particularly children, senior citizens, people with disabilities, and University of Chicago students and employees). One key theme was to increase the visibility of crosswalks, especially at night using reflective materials. Another key theme was to slow down the speed of cars driving down 61<sup>st</sup> Street.
2. **Transit Accommodations / Infrastructure Elements** – The community expressed interest in more investment into the infrastructure of the corridor. The community would like to see better lighting along the corridor as well as more bus shelters and benches. Desire for a better storm water management system, nicer sidewalks, and left-turn signals at key intersections were also expressed. Many members of the community stated that they do not want bump outs, speed bumps, or bikes lanes added to 61<sup>st</sup> street.
3. **Aesthetics** – The community expressed a desire to add more greenery and artwork to the west side of the 61<sup>st</sup> street corridor. Many members of the community stated a preference for trees over planters and the addition of murals on the sides of buildings. Artwork could also be incorporated through the addition of new, tasteful garbage cans.
4. **Community Identity** – The community shared a feeling of division between the East and West halves of Woodlawn and between the University of Chicago and the community. The community identity efforts should focus on Woodlawn's rich history with the focus of bringing together the entire community (East Woodlawn, West Woodlawn, and the University of Chicago). The community also stated a preference for recruiting local artists to contribute designs for the artwork and community identity pieces.
5. **Other** – Some other key areas of concern for the community were the availability of parking and general public safety. Community members expressed a preference not to add any new meter or permit parking. They also expressed a desire for investments related to public safety (e.g., night patrol shifts and StarTel alarm systems).

## I. Pedestrian Accessibility

### **Pedestrian Accessibility Theme #1 – Increase the visibility of crosswalks (e.g., through reflective materials and better lighting).**

*Comments from the public:*

- Reflective crosswalks (3 mentions)
- Add material that makes crosswalks visible at night (2 mentions)
- More crosswalks and better light (61<sup>st</sup> and University)
- Clearer crosswalk markings and/or brick crosswalks
- More visible crosswalks on 61<sup>st</sup> between Cottage Grove and Prairie
- At MLK, Prairie, and Cottage Grove, the streets are much wider and there needs to be more clear signal lights and cross walk designation
- Better crosswalk visibility – University to Prairie
- Better crosswalk visibility

### **Pedestrian Accessibility Theme #2 – Make the corridor safer for pedestrians (particularly children, senior citizens, people with disabilities, and U of C students and employees).**

*Comments from the public:*

- Make the street more pedestrian friendly (2 mentions)
- Add more pedestrian safety features
- Safety of children, seniors, students, and U of C employees paramount
- Safety concern – demographics (seniors, schools, pedestrian heavy)
- Accessibility signs
- Accommodations for people with disabilities (e.g., crosswalk signage and handicap accessibility)
- ADA accommodations – accessibility is important with an aging population in the community
- Safety concern at Cottage and 61<sup>st</sup> (children and senior citizens)
- Improve crosswalk at 61<sup>st</sup> and University (very popular intersection of people crossing)
- Lights for pedestrians should be timed and working correctly
- Longer signals for walking

### **Pedestrian Accessibility Theme #3 – Slow down the speed of traffic.**

*Comments from the public:*

- Stop signs on each corner (2 mentions)
- 61<sup>st</sup> and Cottage (all stop signage)
- Slow down speeders (2 mentions)
- Some mentioned speed limit should be lowered to 20 mph; others said that 20 mph is too slow

## II. Bicycle Accommodations

### Bicycle Accommodations Theme #1 – Do NOT add a bike lane to 61<sup>st</sup> street.

*Comments from the public:*

- No bicycle lanes (3 mentions)
- No bike lanes – they are always ignored (can't stress this enough – waste of precious space)
- Bike lane is not used – bikes ride in the middle of the street – street too small for bikes
- Not necessary now and would adversely affect vehicular traffic if bike lanes are added

### Bicycle Accommodations Theme #2 – Add signage for Divvy bike locations and bike racks.

*Comments from the public:*

- Divvy bikes at 61<sup>st</sup> and Prairie (3 mentions)
- Signage for location of Divvy bike stations (2 mentions)
- Bicycle racks at regular intervals, particularly near the store fronts

## III. Transit Accommodations

### Transit Accommodations Theme #1 – Add more and nicer bus shelters.

*Comments from the public:*

- Add bus shelters (5 mentions)
- Nicer bus shelters
- Add a bus shelter on 61<sup>st</sup> near Langley and at MLK Drive
- Add a bus shelter at Woodlawn and Ingleside
- Add bus shelters by the Post Office/Jewel
- Add more bus shelters west of Cottage Grove

### Transit Accommodations Theme #2 – Add benches along 61<sup>st</sup> street.

*Comments from the public:*

- Benches (3 mentions)
- Benches by Jewel (2 mentions)
- Benches near the senior center
- More benches for seating and shelter at 61<sup>st</sup> and King Drive
- Add more benches west of Cottage Grove

### Transit Accommodations Theme #3 – Increase signage and directions for transit.

*Comments from the public:*

- Turning lanes on Cottage Grove
- Better signage to CTA Metra stations
- Car sharing (2 mentions)
- 63<sup>rd</sup> and Cottage needs better signage to public transportation

## IV. Infrastructure Elements

### Infrastructure Elements Theme #1 – Increase the roadway and pedestrian lighting on 61<sup>st</sup> street.

*Comments from the public:*

- Better street lighting (4 mentions)
- New pedestrian lighting (2 mentions)
- LED street lights (2 mentions)
- Brighter lighting – sometimes lights are too dim – safety issue
- Nicer street lighting to mirror University side
- Lighting – brighter lighting/uniform down 61<sup>st</sup> street (such as by UIC Village)
- Always more street lights
- Lighting extended west of Cottage Grove
- Lighting under the train/rail tracks between Prairie and Calumet

### Infrastructure Elements Theme #2 – Do NOT add speed bumps or bump outs.

*Comments from the public:*

- No speed bumps (5 mentions)
- No bump outs (5 mentions)
- No bump outs because larger vehicles need room for a wide turn (e.g., the shuttle busses, post office trucks, CTA busses, and delivery trucks) (3 mentions)

### Infrastructure Elements Theme #3 – Address sidewalk-related issues.

*Comments from the public:*

- New sidewalks on southside (2 mentions)
- Sidewalk too big
- Very narrow streets (by Jewel)
- Fix cracked sidewalk and level the sidewalks for safety purposes

#### **Infrastructure Elements Theme #4 – Fix/Improve broken traffic lights (e.g., 61<sup>st</sup> and Woodlawn).**

*Comments from the public:*

- Fix the light at 61<sup>st</sup> and Woodlawn (2 mentions)
- Replace the light at 61<sup>st</sup> and Woodlawn – the timing is off, and it often malfunctions
- Replace/fix traffic lights that don't function properly
- Add a feature to the light at Woodlawn that automatically changes the light when there are no cars in one direction (motion camera to detect) (2 mentions)

#### **Infrastructure Elements Theme #5 – Add left arrow turn signals along 61<sup>st</sup> street.**

*Comments from the public:*

- Turning light arrows at intersections
- Traffic signal – left turn arrow
- Traffic signal – left turn signal on 61<sup>st</sup> and Cottage Grove (3 mentions)
- Add a left turn arrow from MLK Drive onto 61<sup>st</sup> and from Cottage Grove onto 61<sup>st</sup> (3 mentions)

#### **Infrastructure Elements Theme #6 – Improve drainage system along 61<sup>st</sup> street.**

*Comments from the public:*

- Storm Water – better draining systems
- Water drainage when it rains heavily
- Drainage/flooding issues at the northeast corner of 61<sup>st</sup> and Dorchester
- Need strong storm water management (2 mentions)
- Need better maintenance from Cottage Grove to Prairie
- Lots of sewer issues (the street has been torn up multiple times over the past few years to work on the sewer system)

## **V. Aesthetics / Landscape**

#### **Aesthetics / Landscape Theme #1 – Add more greenery to the west side of the 61<sup>st</sup> street corridor and invest in landscaping upkeep.**

*Comments from the public:*

- Trees instead of planters (4 mentions)
- More trees for beautification (2 mentions)
- More trees west of Cottage Grove (3 mentions)
- More green space (2 mentions)



- New sod and/or grass (2 mentions)
- Invest in landscape upkeep
- Landscaping (streetscape furniture for tourism)
- Need landscaping and maintenance (hire people from the neighborhood)

### **Aesthetics / Landscape Theme #2 – Add more art and murals.**

*Comments from the public:*

- Art everywhere that represents the Woodlawn Area
- Murals on the walls and buildings
- Renovation of buildings (murals)

### **Aesthetics / Landscape Theme #3 – Incorporate artful/tasteful garbage cans.**

*Comments from the public:*

- Trash cans as art throughout the community (2 mentions)
- Garbage cans with recycling options – black metal with covers to keep the elements out
- Garbage/Trash cans
- Garbage cans (compacting) (2 mentions)

## **VI. Community Identity / Placemaking**

### **Community Identity / Placemaking Theme #1 – Thoughtfully incorporate art and signage around Woodlawn.**

*Comments from the public:*

- Banners with Woodlawn
- Art banners, sculptures, and painted benches
- Plaques with signage displaying the history of Woodlawn (West Woodlawn)
- An arch/gateway to Woodlawn (similar to what is in Little Village)
- Cultural Markers – Diaspora Rhythms
- Cultural Placemaking (older pictures, art, stamps, light post, and landmarks) featuring the history of the community

**Community Identity / Placemaking Theme #2 – Recruit local artists to contribute designs to the artwork in the community.**

*Comments from the public:*

- Community Art Committee
- Have local artists submit for street designs
- Do a local contest for designs advertised by the Mayor's office that the community can vote on (2 mentions)
- Create a contest to solicit art from community artists that will be displayed on light posts. Art should represent the Woodlawn community or history
- Want community to have input in the public art and placemaking; don't want something made in China or the Art Institute

**Community Identity / Placemaking Theme #3 – Incorporate the history of Woodlawn into the artwork/placemaking pieces.**

*Comments from the public:*

- Add history
- History Markers
- Markers along the street lights
- Historical sites that give information about the neighborhood and people who live in this community
- Honor the history of Woodlawn through pictures of history and plaques featuring important people
- Historic Community Identifiers – West Woodlawn, Emmett Till, and Lorraine Hansberry (Raisin in the Sun)

**Community Identity / Placemaking Theme #4 – Blend the lines between the East & West halves of Woodlawn and the University of Chicago & the community. In both cases, the two parts should appear more cohesive and be more permeable.**

*Comments from the public:*

- No more East vs. West Woodlawn (bring the two halves together)
- Serious concern over the fenced areas that cut off the Woodlawn Community from the University of Chicago campus (East of Cottage Grove)
- Hard edge between the University of Chicago and the community; need to think about how to make it more fluid

## Community Identity / Placemaking Theme #5 – Create community gathering spaces.

*Comments from the public:*

- Sidewalks wide enough for a street café (2 mentions)
- A place to gather – perhaps a fountain with benches. Similar to the fountain in Bronzeville on Pershing and Ellis

## VII. Other

### Other Theme #1 – Do NOT add more meter or permit parking.

*Comments from the public:*

- Preserve street parking
- No metered parking (6 mentions)
- No parking permits (2 mentions)
- No restricted parking (2 mentions)

### Other Theme #2 – Add more public safety features to the corridor.

*Comments from the public:*

- Concern for public safety
- Safety – StarTel Alarms (similar to what is on the U of I campus)
- Safety – More patrol during overnight shifts
- Safety – I want to see more security in town

### Other Theme #3 – Maintain open lines of communication regarding construction updates and how it impacts day to day residential life.

*Comments from the public:*

- Put up construction notices
- Construction Phase – cleanliness of sites during construction
- Notice of utility changes, street closures, etc.
- During previous construction on 61<sup>st</sup>, community members were not notified when utilities would be cut off. They want to be kept in the loop when the development happens on this Master Plan

#### **Other Theme #4 – Attract more business into the area.**

*Comments from the public:*

- Need more business
- Mixed income street – should invest in small businesses
- Many people want to see more small businesses; some are ok with national retailers

#### **Other Theme #5 – Fix potholes in the street to make the streets nicer.**

*Comments from the public:*

- Pave the streets
- Repair potholes (2 mentions)
- Fix potholes from Prairie to Dorchester – driving all thru Washington Park (61<sup>st</sup> to DuSable Museum)

RE: Notes from the 61<sup>st</sup> Street Master Plan Third Community Meeting held on September 20, 2018



TO: 61<sup>st</sup> Street Streetscape Master Plan Team

FROM: O-H Community Partners

DATE: October 4, 2018

RE: Notes from the 61<sup>st</sup> Street Master Plan Third Community Meeting held on September 20, 2018

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**61<sup>st</sup> Street Streetscape Master Plan**  
**Third Community Meeting (9.20.18)**  
**Summary Report**

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This memorandum contains a summary of the issues and concerns heard from the public at the third community meeting for the 61<sup>st</sup> Street Streetscape Master Plan held on September 20, 2018 at the Woodlawn Resource Center (6144 S. Cottage Grove Ave) from 6:00 pm to 7:30 pm. The primary focus of this third community meeting was to solicit community feedback on the streetscape recommendations proposed for the Master Plan.

This memorandum contains two sections.

- Section 1: Summary of Master Plan Recommendations features key elements of the proposed Master Plan that were organized according to the seven discussion themes that were presented to attendees at the first two community meetings (i.e., Infrastructure Elements, Pedestrian Accessibility, Bicycle Accommodations, Transit Accommodations, Aesthetics / Landscape, Community Identity / Placemaking, and Other).
- Section 2: Summary of Community Feedback, features the community's comments and concerns in response to the Master Plan recommendations presented at the third community meeting.

The feedback from the community will be used to create an updated Master Plan, which will be presented at the fourth and final community meeting in winter 2019. The third community meeting was attended by 33 community members. Six (6) project team members from the Chicago Department of Transportation, Burns & McDonnell, Site Design Group, and O-H Community Partners were also in attendance.

## Section 1: Summary of Master Plan Recommendations

At the third community meeting, the project team made recommendations for the 61<sup>st</sup> St. Streetscape Master Plan based on the community feedback received at the first two public meetings. The Master Plan project limits are 61<sup>st</sup> Street from Blackstone Ave to Prairie Ave. The project team clarified that the Master Plan is a document that outlines the proposed right of way improvements based on community input, including cost estimates, and potential funding sources. The project team also mentioned that no changes will be made to the 61<sup>st</sup> St. Streetscape until funding is secured and that there are no capital dollars tied to this project (as of September 20, 2018). The presentation created for the third community meeting features more details about the 61<sup>st</sup> St. Streetscape Master Plan recommendations.

### 1. Infrastructure Elements – Widen the sidewalks and improve street lighting

- Widen the sidewalk by 3 feet on both sides of the street when going west from Cottage Grove to Prairie
- Widen the sidewalk by 6 feet on the South side of the street *only* when going east from Cottage Grove to Blackstone
- Add new LED street lighting along the 61<sup>st</sup> Street corridor

### 2. Pedestrian Accessibility – Increase the visibility and safety of pedestrian crosswalks across 61<sup>st</sup> Street

- Enhance the visibility and safety of three intersections with high foot traffic across 61<sup>st</sup> Street (St. Lawrence Ave, Ellis Ave, and Woodlawn Ave)
- Incorporate bump outs and reduce the speed limit to slow down the flow of traffic

### 3. Bicycle Accommodations – Introduce traffic calming elements to make biking safer and add bike racks

- No bike lanes are recommended for the 61<sup>st</sup> St. corridor
- Add new bike racks to 61<sup>st</sup> St. corridor, potentially with community identifiers
- The addition of elements that slow and control the flow of traffic will benefit both bike riders and pedestrians



- 4. Transit Accommodations – Modify bus stop locations and review transit location needs on a case by case basis**
  - Benches and other transit-related infrastructure will be added to bus stops where possible on a case by case basis
  
- 5. Aesthetics / Landscape – Add colorful and natural elements to improve the aesthetic of the 61<sup>st</sup> Street corridor**
  - Recommended natural elements include an infill of street trees, widened parkways, and landscaped bump outs
  - Decorative trash cans could be installed to help keep 61<sup>st</sup> Street clean without detracting from the aesthetic
  
- 6. Community Identity / Placemaking – Install light pole identifiers, historic kiosks, and sidewalk medallions to enhance a sense of community identity**
  - Identify potential locations for artwork, and then allow the community to decide the art pieces and community identifiers for each location
  - The community expressed a strong preference to take ownership of the creation of artwork and community identifiers in the first two public meetings
  - Local artists could be recruited to create artwork for the identified locations
  
- 7. Other – Account for other key community concerns as the Master Plan is developed and implemented**
  - Consider traffic patterns for future developments
  - Consider public safety after hours

## Section 2: Summary of Community Feedback

(numbered for ease of reference; not in priority order)

### 1. Concern about loss of parking due to streetscape changes and planned developments

*Comments from the public:*

- Don't want to lose any more parking
- Do not add bike lanes because they will reduce parking
- The plans to convert two big parking lots into developments will reduce the amount of available parking

### 2. Concern that planned developments may increase the traffic volume on 61<sup>st</sup>

*Comments from the public:*

- The following developments are anticipated to increase the amount of traffic on 61<sup>st</sup> Street:
  - A hotel on 60th and Dorchester (University of Chicago is in talks with a developer)
  - New dorm between University and Woodlawn
  - New development between Cottage Grove and Langley
  - Obama Presidential Center – people may use 61st as a cut through when construction begins on the Obama Presidential Center

### 3. Concern about the addition of bump outs

*Comments from the public:*

- Assumption is that bump outs tend to slow the flow of traffic. Since people don't like to drive slowly, they may use other streets and not drive down 61st. If bump outs reduce traffic volume, that might affect businesses along the 61st St. corridor negatively
- Opposed to bump outs because in the winter time, snow covers the bump outs and it becomes a driving hazard
- Instead of bump outs for pedestrian safety, include raised pedestrian walkways and visible concrete pillars at intersections

### 4. Concern about outreach to the Washington Park Community

*Comments from the public:*

- Washington Park seems to be left out of the feedback process, although a portion of the corridor (61st and King Drive going West) is in Washington Park
- Woodlawn was included, but Washington Park was left out of this process
- Stop the development at King Drive to give the Washington Park Community the chance to make their own plans



## 5. Concern about how the new developments and streetscape changes will affect the Carnegie School at the Blackstone end of the 61<sup>st</sup> Street corridor

*Comments from the public:*

- 700 kids go there, and many are walkers
- In the morning and evening, there is a bottleneck of traffic due to pick-up and drop-offs
- Continue discussing Dorchester through Blackstone with Principal Pollard from Carnegie

## 6. Desire for more security measures to increase public safety

*Comments from the public:*

- Place more emergency call buttons throughout the corridor
- A representative from the University of Chicago mentioned that the University is open to discussing increased safety measures

## 7. Other feedback

- Some community members expressed a desire to see more business development in the area
- Adding a new signal light at 61<sup>st</sup> and Ellis received mixed reviews
- Some community members expressed a desire to know what happens next to make the 61<sup>st</sup> Street Master Plan a reality
- Some community members expressed gratitude for the project team's work on the 61<sup>st</sup> Street Master Plan