



Public Information Meeting Q&A

General

Q: What are the boundaries of the proposed improvements to the Pullman Project?

A: The boundaries of this roadway project are along 111th Street from approximately 300 feet west of Cottage Grove Avenue to Doty Avenue/Corliss Avenue.

Q: What is the time line for the project?

A: The project is currently in the Phase 1 Preliminary Engineering process and should conclude Winter 2020/2021. Phase 2 includes final design engineering and development of construction documents and is anticipated to conclude in Summer 2021. Construction is anticipated to begin in either Autumn 2021 or Spring 2022.

Bike Facility

Q: When can we expect the bike lanes to be installed?

A: Construction is currently anticipated to begin in either Autumn 2021 or Spring 2022. The entire construction process is anticipated to take approximately 12 months.

Q: Will the bike lane be buffered? Will there be a cross walk in front of Hotel? Will street parking be allowed?

Q: I'm concerned about continuing to install bike lanes separated by paint only. My experience with these as a cyclist is not good. They tend to just become double parking lanes (forcing cyclists into traffic), an enticing way for cars to pass sopped left turners, ice puddles, or else you just get doored. To be safer for current users and to attract more cyclists, they should be painted solid green throughout, be protected by bollards or curbs, and treated intelligently at intersections (i.e. not merge with the right-turn lane and the bus stop). I'm a daily bike commuter and life-long South Sider. We need more protected bike lanes.

Q: Will the bike lanes have barriers to separate car traffic lanes from bikers other than lines?

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A: On-street bike lanes are proposed on 111th Street from Cottage Grove Avenue to Ellis Avenue, transitioning to a north-side 10-foot wide shared use path east of Ellis Avenue to Doty Avenue/Corliss Avenue. Between Cottage Grove Avenue and Ellis Avenue, the bike lanes are buffered where possible, meaning that the space between the driving lane and the edge of the bike lane is painted to provide separation from motorists. Other alternatives were considered which provided physical separation for the bike lane; however, those options were not pursued due to the negative impacts. To create room for the physical separation requires the roadway to be widened, which would result in the removal of mature trees. The proposed improvements are the result of a balanced, "Complete Street" design approach that improves safety and mobility for people walking and biking along 111th Street.

A pedestrian crossing with refuge islands will be added at St. Lawrence Avenue which is adjacent to Hotel Florence.

Following the recommendations set forth in the Positioning Pullman Plan, the underutilized street parking between Cottage Grove Avenue and Langley Avenue will be removed in order to provide space for the bicycle lane and the pedestrian crossing,

Q: More Community Education on Biking lanes and infrastructure for pedestrian safety.

A: This request has been forwarded on to the City of Chicago's SAFE Ambassadors program which educates people of all ages and backgrounds about pedestrian and bicycling safety.

Q: How wide will the off-street bike/ped path be between Ellis and Champlain on the north side of 111th?

A: In the section between Champlain Avenue and Ellis Avenue, the north-side shared use path will be 8 feet wide, and is intended to be shared between pedestrians and westbound cyclists only, as eastbound cyclists will be within the road in this section. East of Ellis Avenue, the shared use path will be 10 feet wide.

Pedestrian Crossings

Q: I would like to see a refuge island for access to 111 Food Hall. Using the sidewalk on the N side of 111th works fine in summer, but the S side sidewalk in front of the police station is much safer to walk on in winter conditions.

A: The addition of a pedestrian refuge island east of the driveway to the 111 Food Hall is a great suggestion and the project team will investigate if this is feasible and safe.

The proposed improvements include replacing sidewalk where needed. If there are existing drainage issues leading to water ponding on the sidewalk that freezes in the winter, these improvements will correct those issues.

Q: Is there a plan to utilize distinctive, decorative surfacing to visual and functionally connect pedestrian passage from the national monument to the Florence Hotel and nearby Pullman neighborhood?

A: The plans currently show standard concrete sidewalk and high-visibility crosswalk markings, but decorative details could be investigated within the next phase of design (Phase 2 Final Design).

Safety Improvements

Q: Is improved safety planned for along with the expected increased traffic?

Q: Maybe as a counterpoint to the emphasis on Level of Service, what kind of safety improvements/crash reductions can we expect from the changes?

A: The improvements have been designed with a "Complete Streets" approach to balance the safety and mobility for all users of the roadway. Proposed safety improvements include pedestrian refuge islands, curb bump-outs, new bike lanes in place of under-utilized parking lanes, new left turn lanes, driveway closures, access modifications at Forrestville Avenue to remove unnecessary turn conflicts, and a potential speed limit reduction between Cottage Grove Avenue and Ellis Avenue.

Q: Will this include speed cameras from Cottage Grove to Langley?

A: This project does not include the installation of speed cameras.

Trucks

Q: How will truck traffic be kept off residential streets?

Q: Are there plans to take the truck traffic off 111th street?

Q: Will there be any restrictions of semi truck traffic through the "campus"?

Q: The truck traffic at Langley and Ellis is a problem.

Q: Truck traffic should be directed towards 103rd street. Cyclists and Pedestrians don't mix safely with trucks. It seems that the presence of significant truck traffic will take away from the visitor experience. There should be a study relative to truck interference around other national monuments. The railroad track that separates Ellis and Langley is lightly used there is no reason there can't be truck passage there.

Q: Can we get "no trucks" allowed at the entry points into the neighborhood? Meaning semi trucks.

A: There are no plans to remove truck traffic from 111th Street; however, the project team is aware of the concerns related to trucks driving through the residential neighborhood to the south of 111th Street. Truck traffic is currently restricted via signage to the residential side streets south of 111th Street from Forrestville Avenue to Langley Avenue. The project team will investigate improved signage, markings, and other tools to enhance driver awareness of these existing restrictions, and the proposed curb bump-outs at the side street approaches will discourage trucks from entering the residential area to the south.

Q: Westbound semi trucks often cause damage to light poles and traffic signals from turning north onto Langley. has this been considered with the increase of curbs of that area?

A: The proposed improvements will increase the size of the northeast corner curb radius which will reduce the potential for trucks driving over the curb when making a westbound-to-northbound right turn.

Traffic

Q: The elimination/reduction of traffic lanes to only ONE!!, in an area that is ALREADY gridlocked during many times of the day is going to be bad. With the increased volume of traffic, truck & auto, migrating to all the recent businesses (And that is a PLUS!), WalMart, US Bank, Method, dining, etc... I would have assumed the Exact opposite. There's more than enough room to both widen AND add the aesthetic pleasantries of bikes lanes, foliage, benches, safety lighting measures, pedestrian paths, etc.

Q: How will traffic flow be impacted by the changes?

Q: How much additional congestion can we expect on 111th Street with the reduction of passenger car lanes?

Q: Our concern is with the left turn vehicles at Champlain and Langley causing traffic backup on westbound traffic. Traffic to the Citgo gas station has increased due to Amazon operations.

Q: Has traffic congestion taken into account the Amazon delivery trucks and how they currently clog the gas stations and cause delays/back-ups on 111th?

Q: What steps have been taken to curtail the impact to the flow of traffic?

A: The proposed design intends to maintain a similar flow of traffic, while making significant safety improvements for people walking, biking, and taking transit. Improvements include lane reconfigurations for new pedestrian refuge islands, curb bump-outs, bike lanes, and left turn lanes.

A traffic analysis of the existing morning and evening rush hour (worst case) conditions using traffic counts from February 2019 measured delay at the four signalized intersections in the project limits (Cottage Grove, Langley, Ellis, and Doty/Corliss), and resulted in average delay per vehicle between a Level of Service B and C throughout the corridor. Year 2050 traffic projections were then obtained from the Chicago Metropolitan Agency for Planning (CMAP), which models traffic growth by incorporating regional population, transportation, and land use trends/changes. Based on these projections, it is anticipated traffic volumes will increase by approximately 14% on 111th Street by the year 2050. The proposed lane configurations under Year 2050 traffic were then analyzed and optimized, resulting in similar Levels of Service/vehicular delay as the existing conditions.

These analyses were supplemented with field observations, testing, and modeling of the proposed changes to the westbound lane merge and removal of the parking lanes after the Langley Avenue signalized intersection. The proposed improvements, including a new

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westbound left turn lane at Champlain Avenue and closure of the easternmost Citgo gas station driveway to 111th Street closest to the railroad tracks, should improve the flow of traffic and reduce instances of unexpected back-ups.

Q: The lights at Ellis - Langley are long and cars speed because the timing from the Doty lights make you miss the lights at Ellis and have a long wait. Also a roundabout at Langley Ellis would help slow down traffic and not have long waits.

A: The signal cycle lengths are longer than other conventional signalized intersections in the City of Chicago due to how closely the intersections are spaced and the presence of the railroad crossing between the intersections. The green light time for traffic along 111th Street must remain long enough to allow cars enough time to enter the intersection at one signal, cross over the railroad tracks, and advance beyond the next signal. The timing of the signals along the corridor are being studied for improved timing so that speeding from Doty/Corliss Avenue to the Ellis Avenue and Langley Avenue signals will be discouraged.

Installation of a roundabout in lieu of signalized intersections and Langley Avenue and Ellis Avenue is not feasible as it would require property acquisition as well as impact the Norfolk-Southern railroad.

Q: How will westbound emergency traffic be handled?

A: The proposed design maintains a minimum of 20 feet of width between the north face of curb and the double-yellow centerline separating westbound and eastbound traffic. This width is sufficient for an emergency vehicle to pass a stopped vehicle moving in the same direction.

Access Restrictions

Q: Truly excited about the 111th Street development. How will access to the residential area south of 111th be protected from traffic incursions and speeding vehicles so that residents have access to the "quiet enjoyment" of their homes and blocks?

A: Side street access modifications such as one-way restrictions, turn movement restrictions, or complete closures were looked at to address traffic volume concerns, speeding, and truck traffic in this area. Truck restrictions are already in place on the side streets south of 111th Street, and the project team will investigate potential improvements to signage and markings to further reduce truck traffic within the neighborhood. Curb bump-outs are proposed at the one-way side streets and will effectively narrow the roadway width at each approach, which should reduce turning speeds and discourage trucks from turning into the residential area.

Q: Why do you need Forrestville access at all?

A: The Forrestville Avenue approach is proposed to be narrowed and modified to have right-in/right-out access, which then shortens the pedestrian crossings, slows turning vehicles, and eliminates unnecessary turn conflicts. Closing Forrestville Avenue would create circuitous routing to access the Hotel Florence.

Q: If you close the 111th access to Citgo, then access via Langley risks traffic incursions into the residential areas - can this be re-addressed?

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A: Access to the Citgo station is not proposed to be completely restricted from 111th Street. Currently, cars turn left from 111th Street at three locations to access the gas station: a.) the east driveway in line with the signal at the north leg of Langley closest to the railroad tracks, b.) the west driveway to 111th Street between the north and south legs of Langley Avenue, and c.) to the south leg of Langley where there are two more driveways into the gas station. The improvement proposes closing one of the four Citgo driveways, the eastern driveway to 111th Street closest to the railroad tracks. This will also eliminate some of the back-ups from left turning vehicles that can spill back onto the tracks.

Q: Perhaps consider making Langley one way going northbound south of 111 street

A: Restricting Langley Avenue to one-way northbound will increase the number of left turns to southbound Champlain Avenue to reach an intended destination on Langley Avenue, including the Citgo Gas station. This additional traffic would be diverted into Market Square (where 112th Street meets Champlain Avenue around the historic Market Hall), which is undesirable.

Q: Has any consideration been given to closing-off/limiting access to residential areas south of 111th via cul-de-sacs/speed bumps?

A: Closing or further restricting access to side streets south of 111th Street would require additional circuitous routing within the neighborhood, resulting in more vehicular traffic on other side streets and around Market Square.

Q: Was closing [the north leg of] Langley @ 111th Street (and the removal of the signal there) considered?

A: Closing the north leg of Langley Avenue and removing the signal has not been considered. This route is regularly used to access several large manufacturing areas north of 111th Street. Closing this access without providing new connections to this manufacturing area across the Norfolk-Southern railroad would likely result in additional truck traffic traveling west of Langley Avenue, in front of the redeveloped Pullman Factory Grounds.

Pullman Neighborhood

Q: Will you be doing studies on traffic in the residential areas at anytime?

A: There are no plans to study traffic in the residential areas south of 111th Street at this time.

Q: Just focusing on 111th misses the unintended consequences of traffic migrating through the residential area. This needs to be reconsidered as traffic through Langley currently is heavy and fast and dangerous.

A: The proposed improvements have considered safety, mobility, and access concerns at the side street approaches to 111th Street.

Q: What if anything will be done to improve 111th Street between Cottage Grove and MLK Drive?

A: CDOT's bicycle program has a separate project that will extend on-street bike lanes to 111th Street between Cottage Grove Avenue and the Major Taylor Trail, planned for installation by the end of 2020 (weather permitting). This project overlaps an INVEST South/West corridor that

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extends from Ellis Avenue west to Dr. Martin Luther King Jr. Drive and from Michigan Avenue to Wentworth Avenue.

Q: Citgo seems to be expanding to their rear lot. Is this a result of possible driveway closure?

A: The City is not aware of any expansion of the Citgo station as a response to the proposed improvements to 111th Street.

Q: How will the construction affect the current businesses along 111th between Ellis and Doty Rd.

A: Access to businesses will be maintained during construction.

Beyond the 111th Street, Cottage Grove to Doty streetscape

Q: I really like the St. Florence Hotel. When will it open for tours?

A: The Illinois Department of Natural Resources (IDNR) is currently working on conceptual plans that would open it to public occupancy. There is no timeline for opening the hotel for tours.

Q: Is there consideration of or effort being made to encourage small business growth which also respects the area's architecture?

A: The Department of Planning and Development (DPD) offers two grants for small businesses to improve storefronts and interiors: the Neighborhood Opportunity Fund (<https://neighborhoodopportunityfund.com>) and the Small Business Improvement Fund (https://www.chicago.gov/city/en/depts/dcd/supp_info/small_business_improvementfundsbf.html). Grantees of these funds can receive technical assistance of one of twenty-three architects selected by DPD for their level of design excellence, ability to address the clients' needs, and capacity for creative problem solving. DPD also published Neighborhood Design Guidelines (https://www.chicago.gov/content/dam/city/depts/dcd/design/neighborhood_design_guidelines_draft.pdf) that outline best practices for design across building types and uses.

Q: What, if any, responsibility do you feel developers and developments have to the residents affected? Are quality of life issues and resident concerns part of the planning process? If so, how are those concerns integrated into the plan?

A: During construction of the streetscape, CDOT and the contractor will work with the community to communicate the construction timeline and schedule as well as to mitigate construction impacts.

The 111th Street streetscape plans are based off of the concepts developed as part of the Positioning Pullman and Pullman Transportation plans. Both of these plans included considerable public involvement. CDOT will continue to accept feedback through the development and construction of the streetscape project. Concerns, comments, or questions can be registered on the project website at <https://chicagocompletestreets.org/portfolio/111th-street-cottage-grove-avenue-to-doty-avenue/>

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Q: Is there any consideration for visible improvements on the table to give some uniformity to the monument of which the northern section is a part? Street lights, etc.

A: The roadway project is continuously coordinated with other major Pullman stakeholders including the National Park Service to ensure the preferred improvements are properly integrated with the surrounding developments. The National Park Service is working closely with the community to facilitate and encourage the planning and development of the Pullman National Monument.

Q: Plans for Historic Pullman, north of 111th Street were included in Positioning Pullman. What happened? Why were they excluded.

A: North Pullman and areas west of Cottage Grove Avenue have not distinctly been excluded in the overall planning and development of the Pullman National Monument and surrounding area. The National Park Service, CDOT, and other major stakeholders intend for the overall planning and development of Pullman to unify the community. With regard to 111th Street, the improvements are intended to address a specific set of needs that have been identified in Positioning Pullman and the Pullman Transportation Plan.

Q: The success of Pullman rests not only in restoring the historic landscape but carrying the work west to Roseland.

Q: Are there any future plans to upgrade 111th Street west to Michigan Ave. with new safe pedestrian passage features? There is a plan to create a Historic Landmark District on Michigan from 111th to 115th Street. This street upgrade would be a great connection.

Q: I have been living in Rose moor for over 50 years and I don't hear anything about the revitalization of the business sector from 111th St. and 115th. What we greatly need is retail businesses. Places where we can buy usable goods without having to travel to Orland Park.

A: Michigan Avenue between 110th and 116th Streets has been identified as a priority corridor as part of the INVEST South/West initiative. As part of this initiative, all City departments and agencies are working with community members and businesses to focus city investments and bring private investments to the south and west sides of Chicago. Visit the INVEST South/West web site (https://www.chicago.gov/city/en/sites/invest_sw/home.html) to sign up for the newsletter for updates.