

# ISW PULLMAN IMPROVEMENTS 111<sup>th</sup> Street & Cottage Grove

**Public Information Presentation**

**June 8, 2022**

**6:00 P.M.**



# WELCOME! WELCOME! WELCOME!

**We appreciate **YOU** taking the time to join us!**

Thank you for joining us as we discuss the [ISW Pullman Improvements projects](#) for 111th Street & Cottage Grove.

The [project](#) aims to revitalize the [Pullman Corridor](#) and is a key element of the [INVEST South/West](#) initiative which is a groundbreaking effort to coordinate investment on the City's South and West Sides.

We need [your](#) feedback today to [help finalize the design](#).



**We don't want to miss anything!**

Please be aware that this presentation will be recorded for note taking and record keeping purposes

Participation in this presentation acknowledges consent of this notification

Everyone working **together!**



- 01 All attendees will be **MUTED**.
- 02 Please use the **Q&A FUNCTION** to submit questions to be answered during the designated question and answer session.
- 03 All questions and ideas are valid
- 04 All comments received will be recorded and will be part of the meeting record
- 05 Respect all other participant opinions and perspectives
- 06 Use the **CHAT** function if you need assistance.

- 01 Introductions
- 02 Project Overview
- 03 Community Engagement
- 04 Jurisdictional Transfer
- 05 Proposed Improvements
- 06 Project Schedule



## Design Team

---

- **Chicago Department of Transportation**
- **Civiltech Engineering:** Transportation & Traffic Engineering, Urban Design, and Landscape Architecture
- **Singh & Associates (WBE):** Lighting and Signals Design
- **Quigg Engineering (MBE):** Traffic Data Collection
- **Environmental Design International (MBE):** Topographic Survey
- **GSG Consultants (MBE):** Geotechnical Engineering

## Meeting Panelists

---

- **Alderman Anthony Beale**, Alderman of the 9th Ward
- **Lubica Benak**, Chicago Department of Transportation
- **Alisa Tilson**, Chicago Department of Transportation
- **Mike Folkening**, Civiltech Engineering

# PROJECT OVERVIEW

Supports the Invest South/West initiative to re-activate neighborhood cores that have historically served as focal points for pedestrian activity, shopping, services, transportation, public spaces and quality-of life amenities for residents.

Part of Chicago Works: Mayor Lori E. Lightfoot's five-year capital plan that will Invest in Communities Through Infrastructure.

Streetscapes consist of infrastructure, pedestrian safety, and placemaking improvements with the goal of creating unified, safe, walkable, and attractive street. The streetscape projects are comprehensive and include public right-of-way improvements from building face to building face.

## The Project Includes:

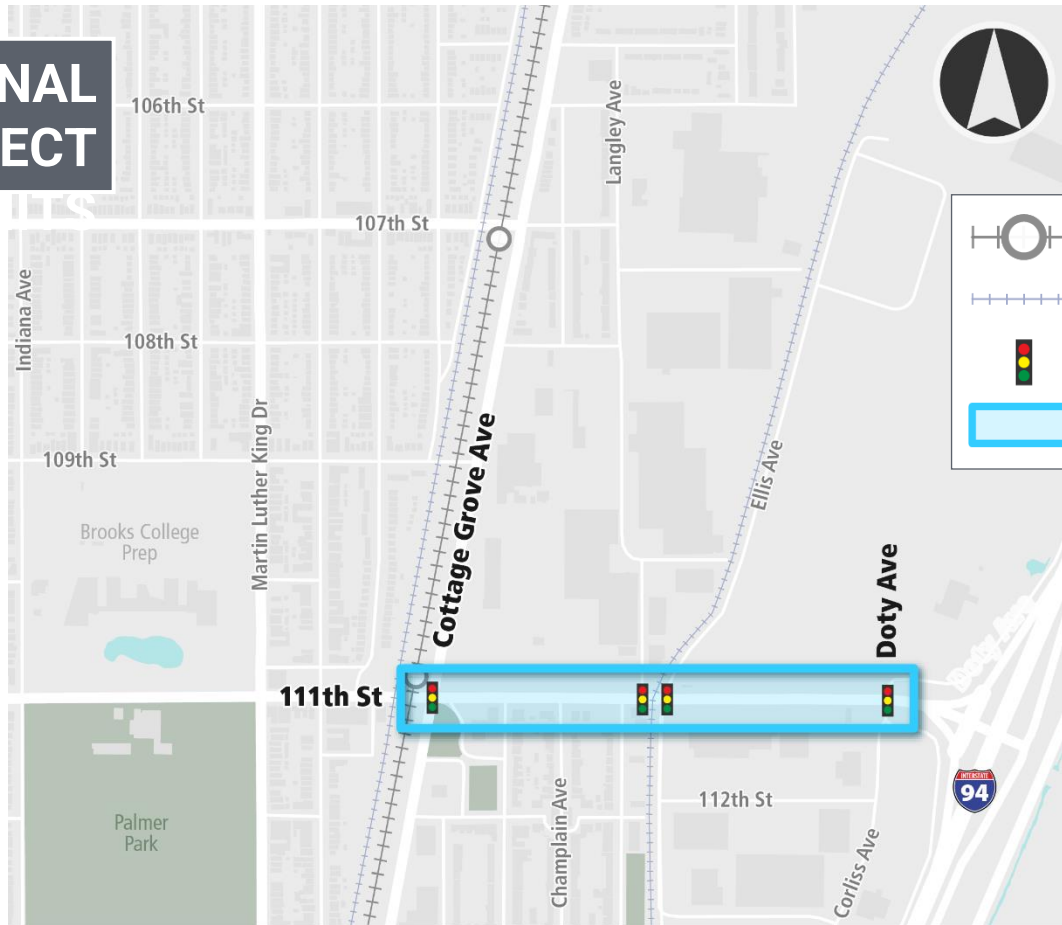
- Public Outreach
- Placemaking and urban design strategy
- Concept design & engineering
- Detailed design & engineering
- Construction of the corridor



PULLMAN – 111<sup>th</sup> Street & Cottage Grove

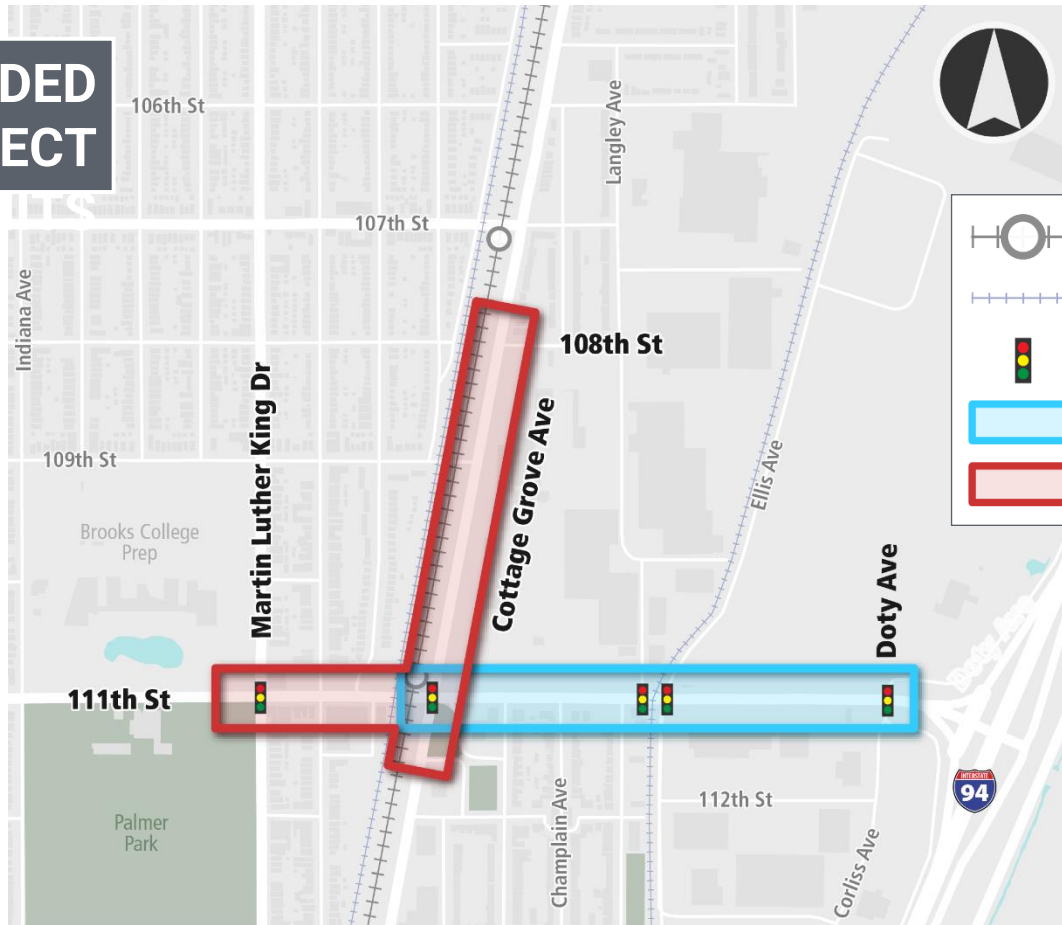


## ORIGINAL PROJECT





## EXTENDED PROJECT



- Metra Rail and Station
- Freight Rail
- Traffic Signal
- Original Project Location
- Extended Project Location

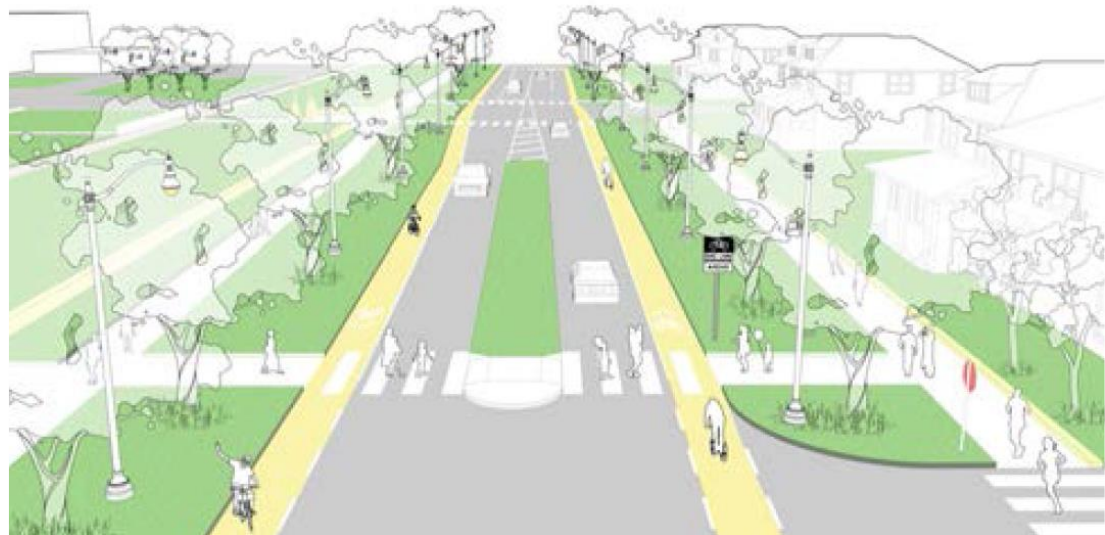


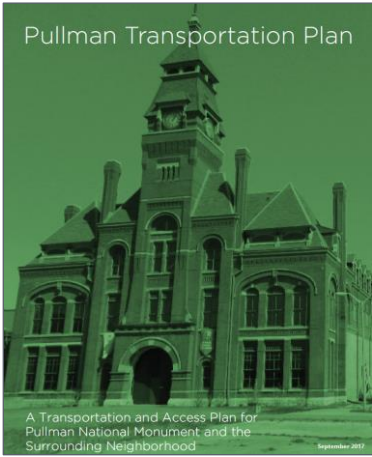
**Positioning Pullman**  
August 2015



**Positioning Pullman 2.0**  
November 2019

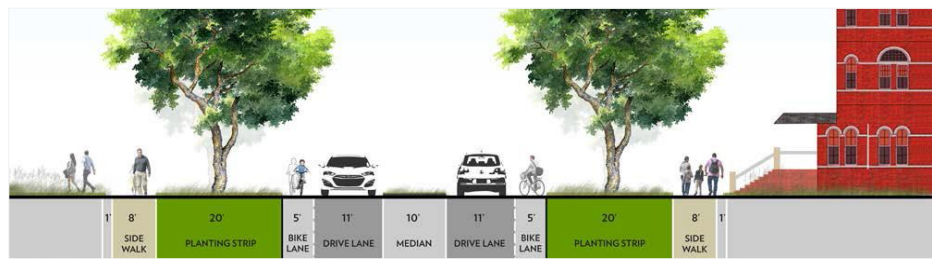
- Improve pedestrian access across 111<sup>th</sup>
- Create a streetscape that utilizes pedestrian refuge islands
- Remove under-utilized on-street parking and add bike lanes





**Pullman Transportation Plan**  
September 2017

- Desire for safety and mobility improvements
- Desire for improved walking and biking facilities
- Create a prominent pedestrian crossing at 111<sup>th</sup> & St. Lawrence





## 111th Street | Cottage Grove to Doty/Corliss Public Meeting October 2020

- Improve Safety
- Enhance Pedestrian Accessibility
- Fill Gap in Bike Network



## What We Heard

### Safety, Walkability & Bikability

- Will the bike lanes be safe?
- Can a pedestrian refuge island be added along the east end of 111th?
- What can be done to reduce speeding?
- What kind of safety improvements can be expected?

### Traffic

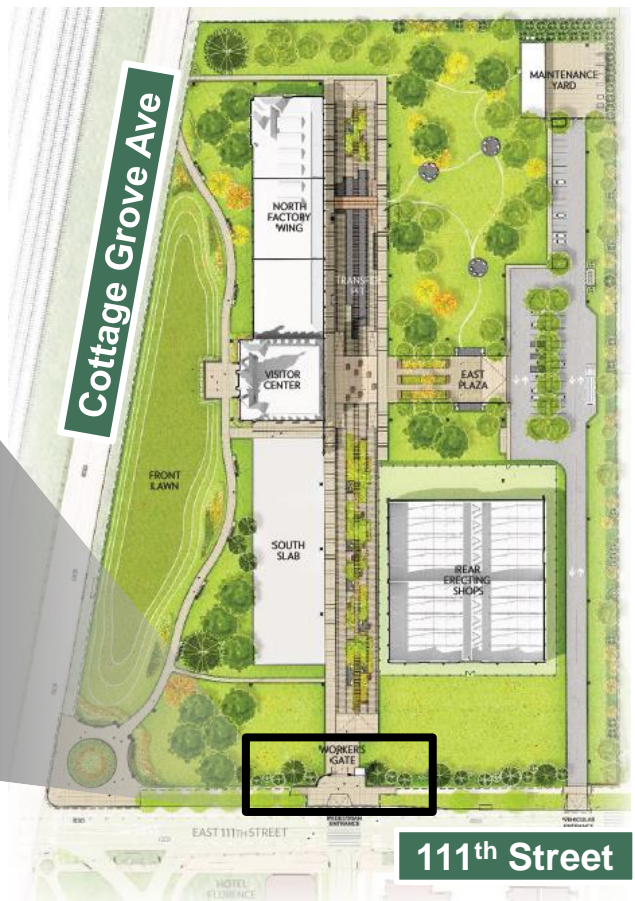
- What can be done to protect the neighborhood from cut through traffic, specifically trucks?
- How will traffic flow be impacted by the changes?
- Crossing 111<sup>th</sup> Street at St. Lawrence feels dangerous.

### Streetscape Design

- Can decorative surfaces be used to visually connect the Pullman Center to the neighborhood?
- Is there consideration for uniformity between the improvements?
- Can the 111<sup>th</sup> Street improvements be carried west to MLK Drive?



## New Pullman Visitor Center Completed 2021



## *Why is Jurisdictional Responsibility important?*

- The agency that has jurisdiction has the ultimate authority

---

## *What does a Jurisdictional Transfer mean?*

- IDOT agreed to transfer 111<sup>th</sup> Street jurisdiction to CDOT
- 111<sup>th</sup> Street no longer needs to satisfy IDOT design requirements

---

## *What are the benefits?*

- CDOT determines the design requirements
- More community concerns can be addressed

---

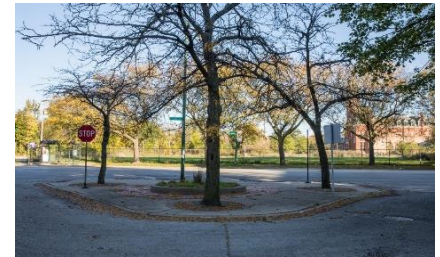
## *What is the trade-off?*

- CDOT is responsible for all maintenance costs

## Improvements

### Streetscape Design

- Resurface roadway, replace curb and gutter, and replace sidewalk
- Replace street lighting with new decorative lighting
- Improve the Metra viaduct lighting
- Install new trees, in accordance with the Chicago Landscape Ordinance
- Reduce the number of lanes along 111<sup>th</sup>
- Install off-street bike facility along 111<sup>th</sup>





## Improvements

### Streetscape Design

- Provide better protection for the bike lanes on Cottage Grove
- Provide new sidewalk and trees on west side of Cottage Grove Avenue
- Bury ComEd electrical lines and remove utility poles along Cottage Grove Avenue



## Safety, Walkability, & Bikability

### New curb bump-outs on side streets

- Shorten pedestrian crossing distance
- Enhance visibility between motorists and pedestrians
- Slower turning speeds around corners
- Eliminate illegal parking in the corner clearance zone
- Allow for more sidewalk space at intersections



Example Curb Bump-Outs



Enhanced Visibility at Curb Bump-Out

## Safety, Walkability, & Bikability

### **New raised crosswalks**

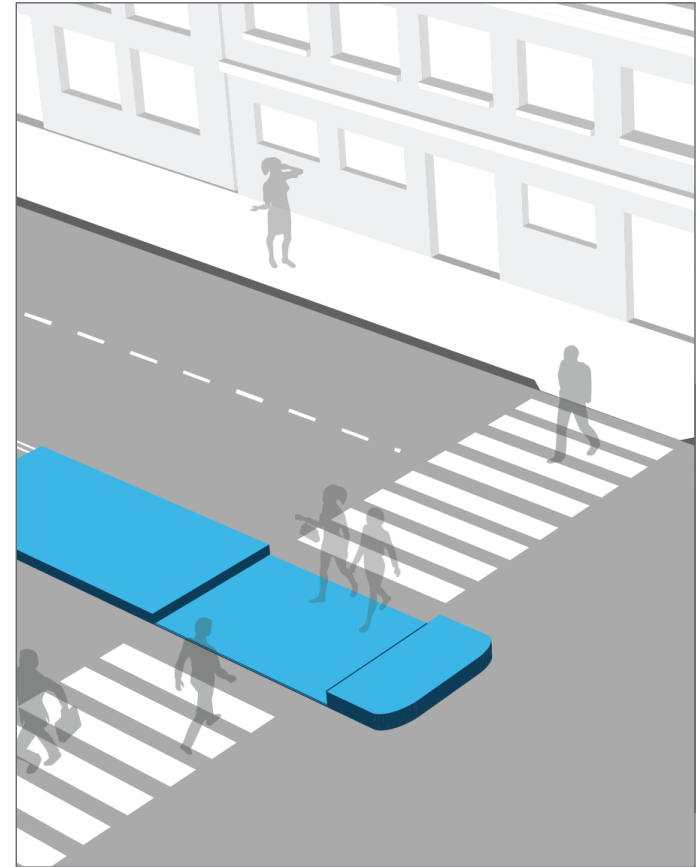
- Encourage drivers to slow down before the crosswalk
- Enable you to easily cross the street at sidewalk level
- Makes someone crossing more visible to drivers



## Safety, Walkability, & Bikability

### New pedestrian refuge islands

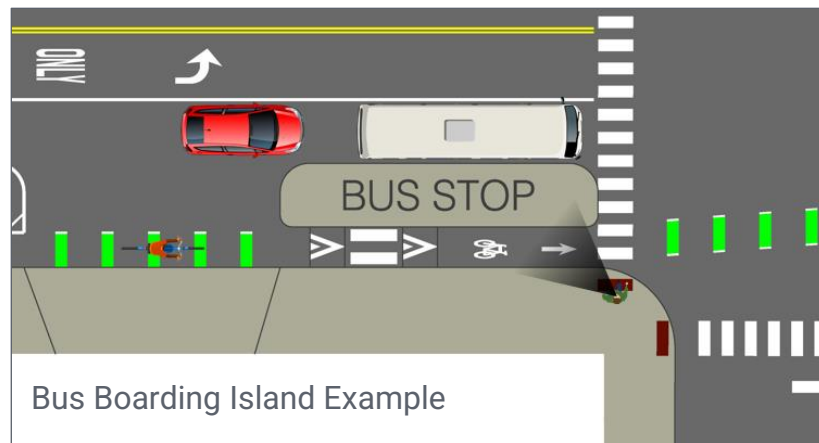
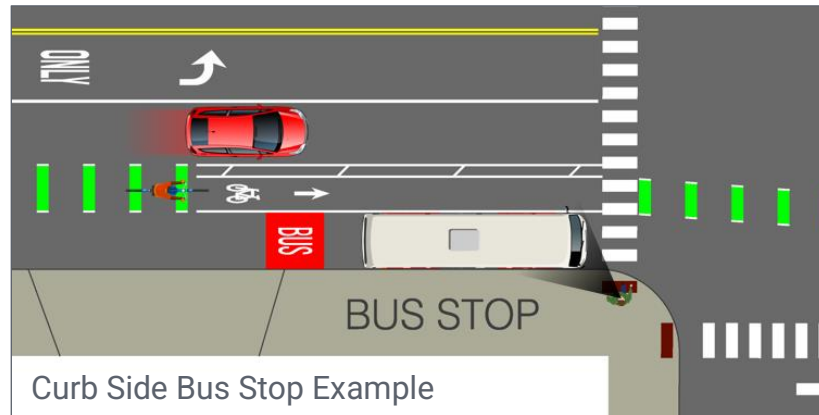
- Make it easier to find gaps in traffic on two-way streets
- Provide a place to wait when crossing a street with multiple lanes
- Draw a driver's attention to the crosswalk



## Safety, Walkability, & Bikability

### New bus boarding islands

- Provide **dedicated space** for transit passengers while maintaining clear sidewalks
- **Increase transit efficiency** by eliminating merge into travel lane from stop
- **Reduce bike conflicts** by eliminating bus/bike mixing zones
- **Reduce “multiple threat” crashes** where a stopped bus obscures the view of moving vehicles next to it

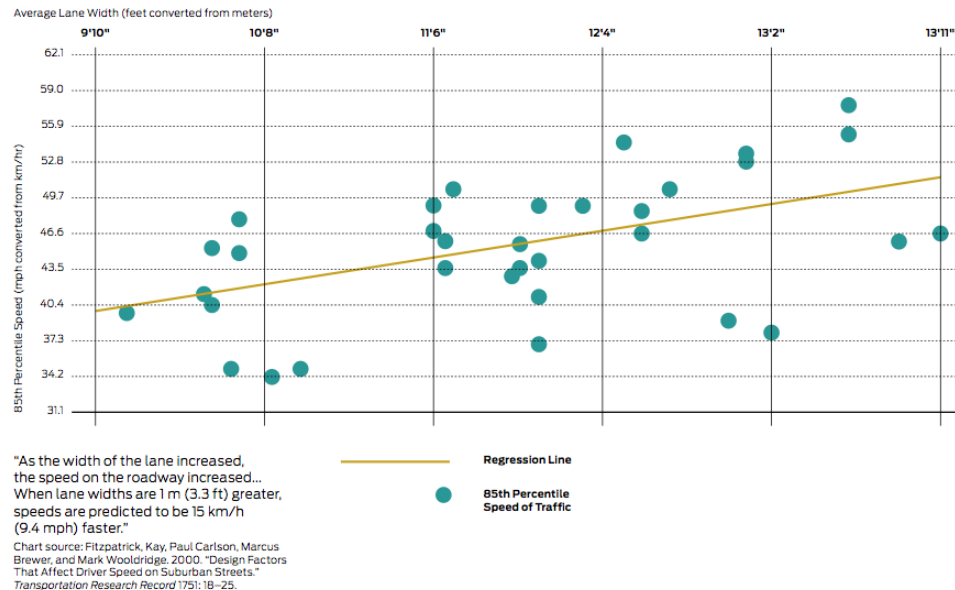


Wider travel lanes are correlated with higher vehicle speeds without limiting traffic flow.

Per the National Association of City Transportation Officials (NACTO):

- 10-foot lanes are appropriate on major streets in urban settings.
- 11-foot lanes may be preferred where larger vehicles (such as transit or truck traffic) but should be restricted to the outside lane of a multi-lane roadway.
- The measured saturation flow rates are similar for lane widths between 10 feet and 12 feet.

## Lane width (x-axis) vs. Speed (y-axis)



Source: NACTO

*Narrowing travel lanes can reduce drivers' speed and increase safety for all roadway users and for pedestrians in particular.*

- Fewer opportunities for speeding and aggressive driving, thereby decreasing the instances and frequency of crashes.
- Slower speeds mitigate the potential severity of crashes.
- Narrower travel lanes decrease exposure and crossing distance for pedestrians at intersections and midblock crossings, while slower speeds give pedestrians greater opportunity to cross.

**Higher speeds are correlated with higher crash severity.**

hit by a car driving at...



## Streetscape Features

New decorative street lights



New parkway trees



Decorative pavers





## Streetscape Features

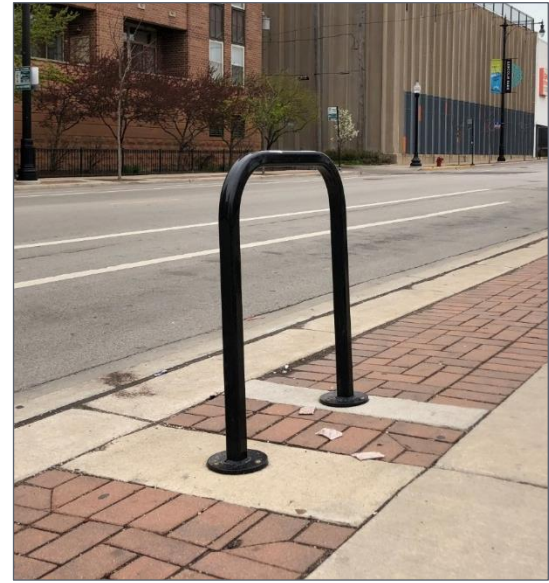
New benches



New waste receptacles



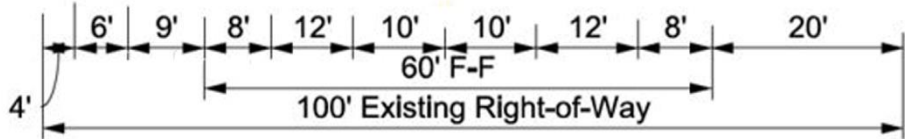
New bike racks



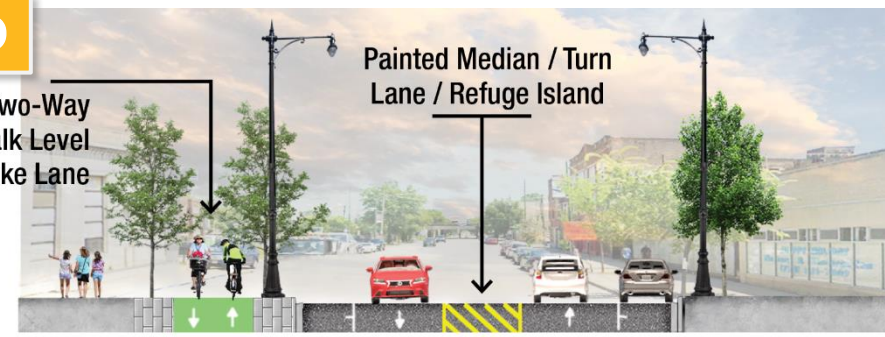
## Proposed Improvements

- New sidewalks
- Added parkway pavers and street trees
- New street and pedestrian lighting
- Fewer travel lanes
- Painted median / turn lane / refuge island
- Raised two-way sidewalk level bike lane
- Maintain on street parking

### EXISTING

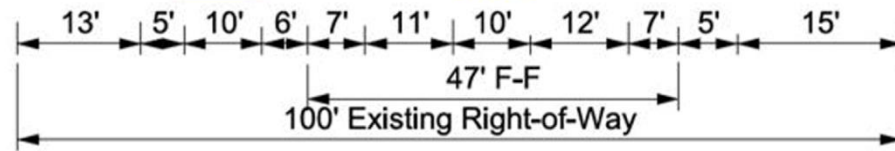


### PROPOSED



Raised Two-Way  
Sidewalk Level  
Bike Lane

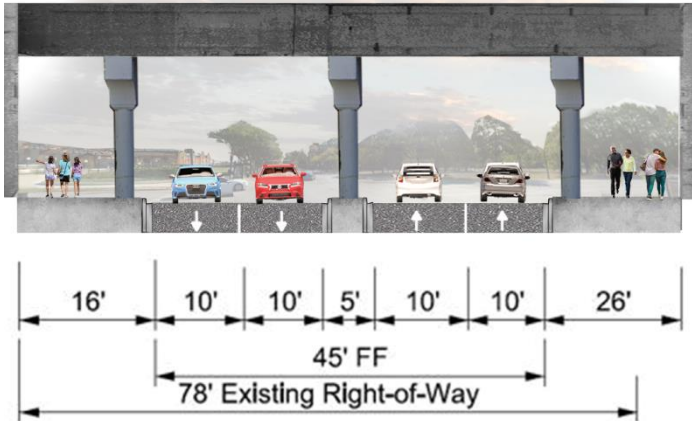
Painted Median / Turn  
Lane / Refuge Island



## Proposed Improvements

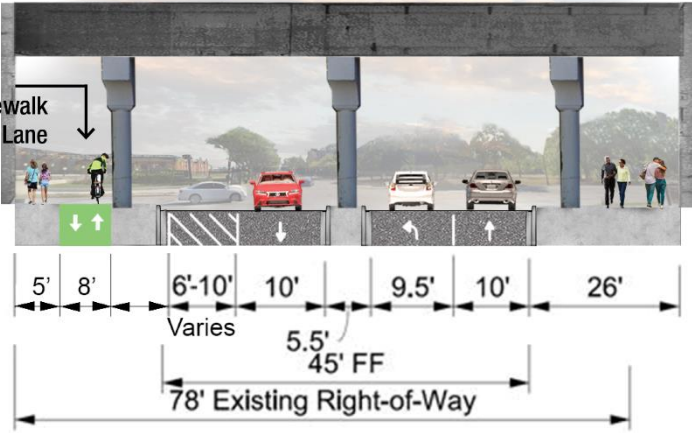
- Improved underpass lighting
- Two-way sidewalk level bike lane leading up to the Viaduct from East and West
- Improved lane definition
- Eastbound left turn lane provided

### EXISTING



### PROPOSED

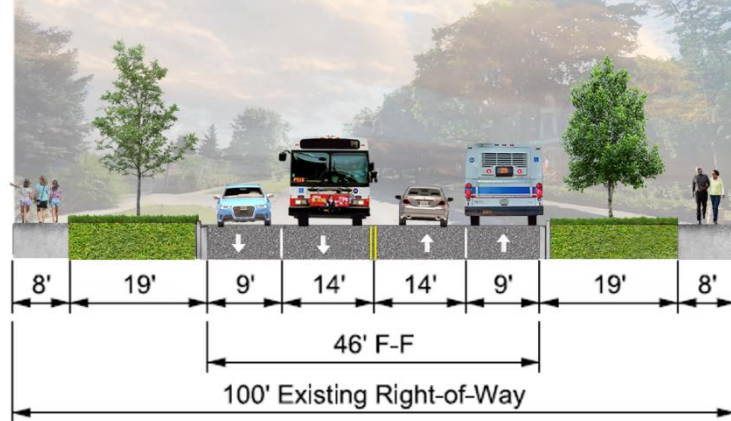
Two-Way Sidewalk Level Bike Lane



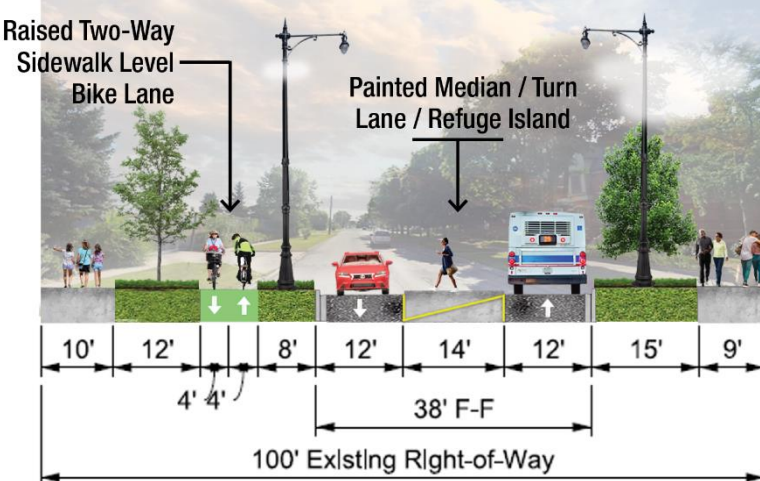
## Proposed Improvements

- New sidewalks
- Added street trees
- New street lighting
- Painted median / turn lane / refuge island
- Two-way sidewalk level bike lane

### EXISTING



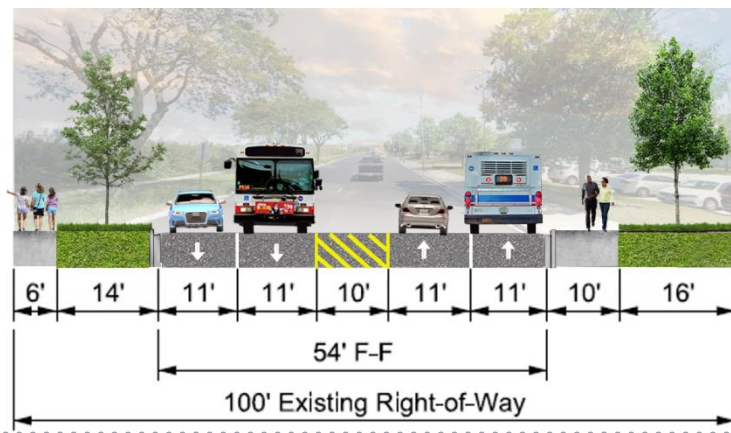
### PROPOSED



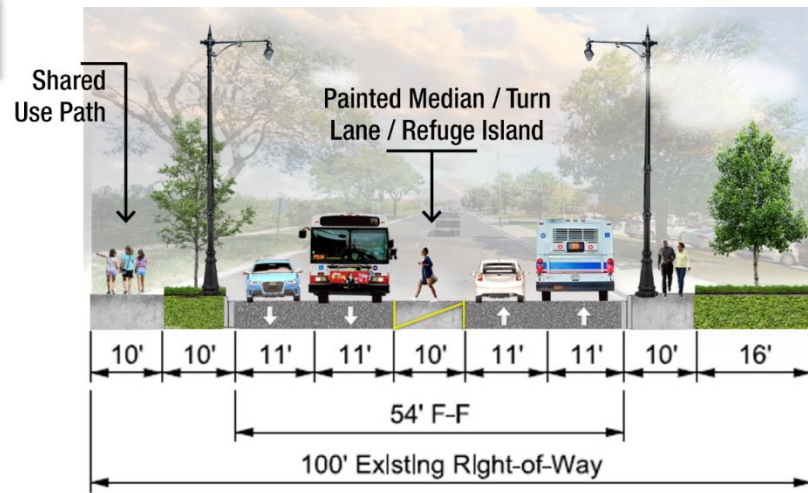
## Proposed Improvements

- New sidewalks
- Added street trees
- New street and pedestrian lighting
- Painted median / turn lane / refuge island
- Shared Use Path

### EXISTING

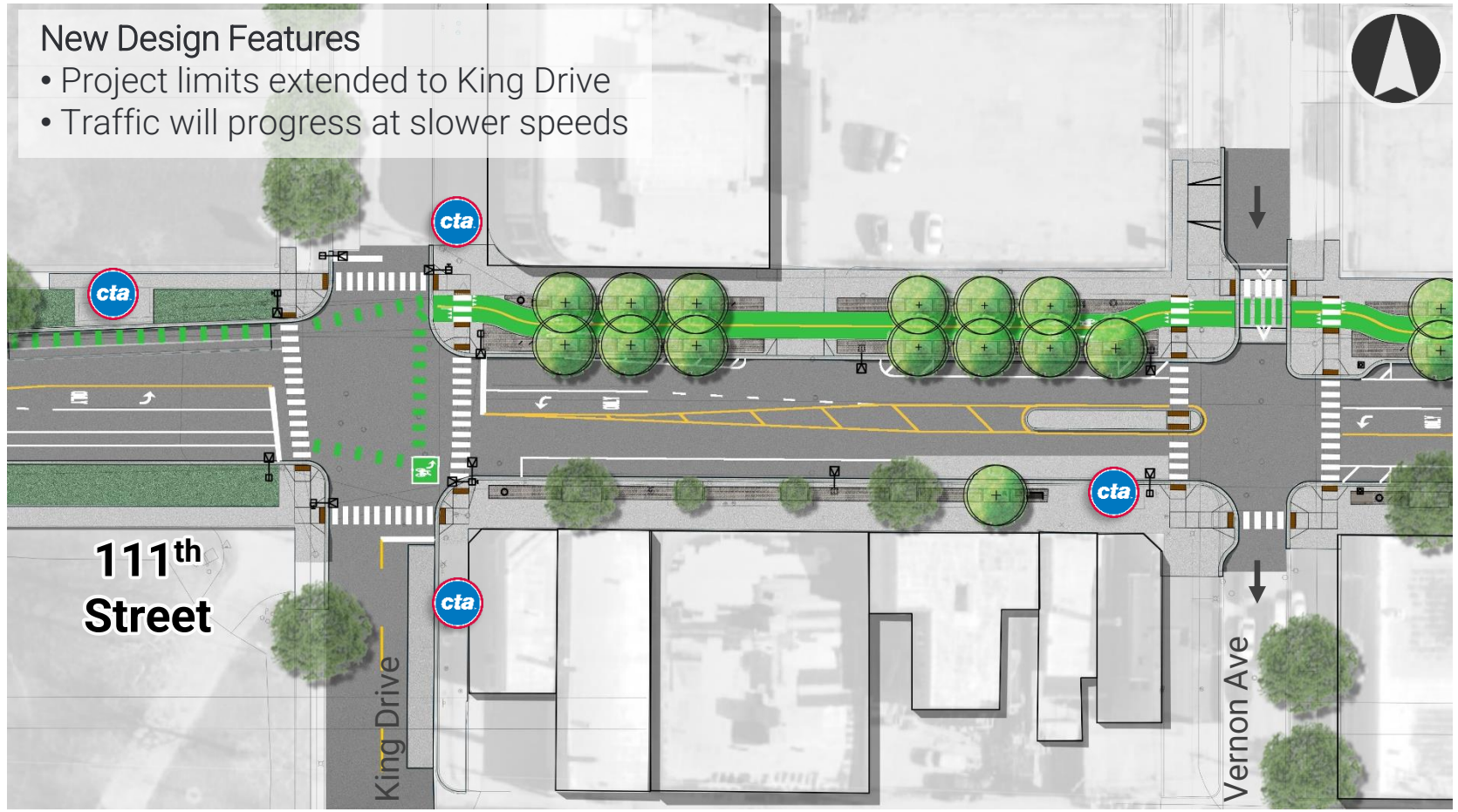


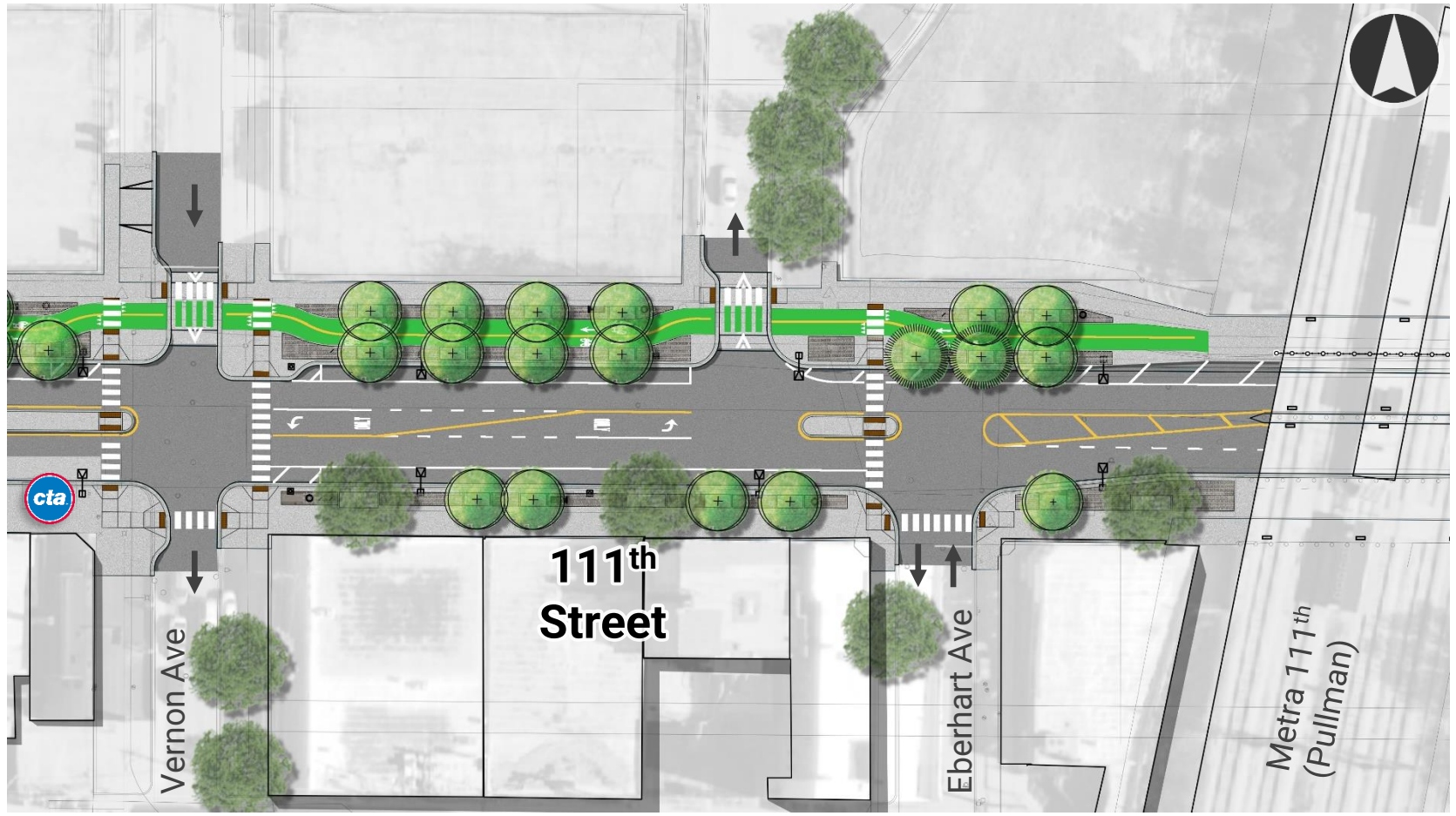
### PROPOSED



### New Design Features

- Project limits extended to King Drive
- Traffic will progress at slower speeds





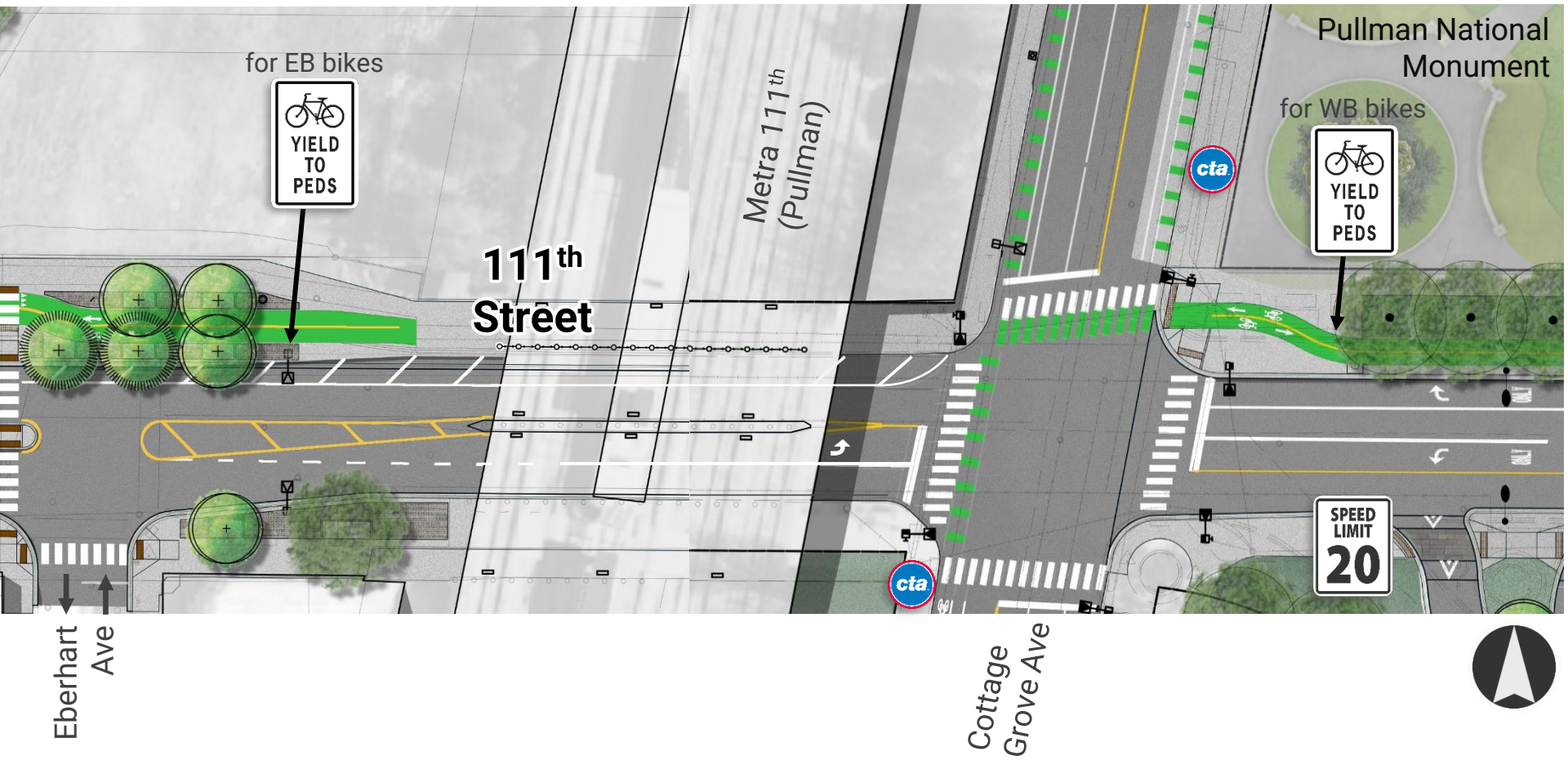
111<sup>th</sup> Street: Vernon Ave to Eberhart Ave





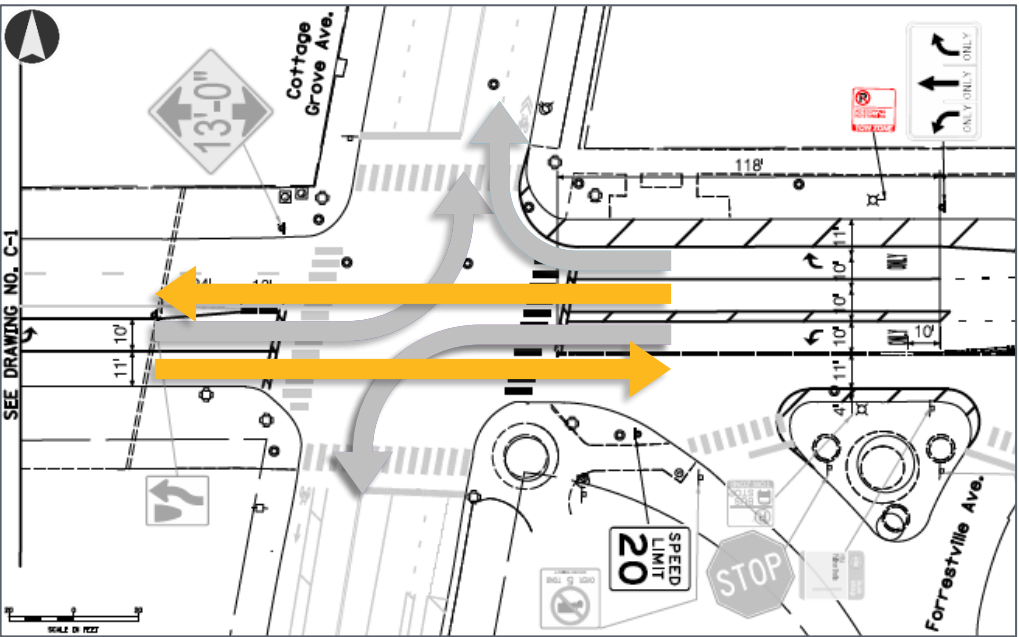
111<sup>th</sup> Street at Vernon





111<sup>th</sup> Street: Eberhart to Cottage Grove





### Short Term Improvements

- 111th Street: Cottage Grove to Langley
- Implement pavement markings and signage immediately
- Reduce speed limit to 20mph
- Align left turn lanes at Cottage Grove
- Add westbound right turn lane

111<sup>th</sup> Street: Interim Improvement

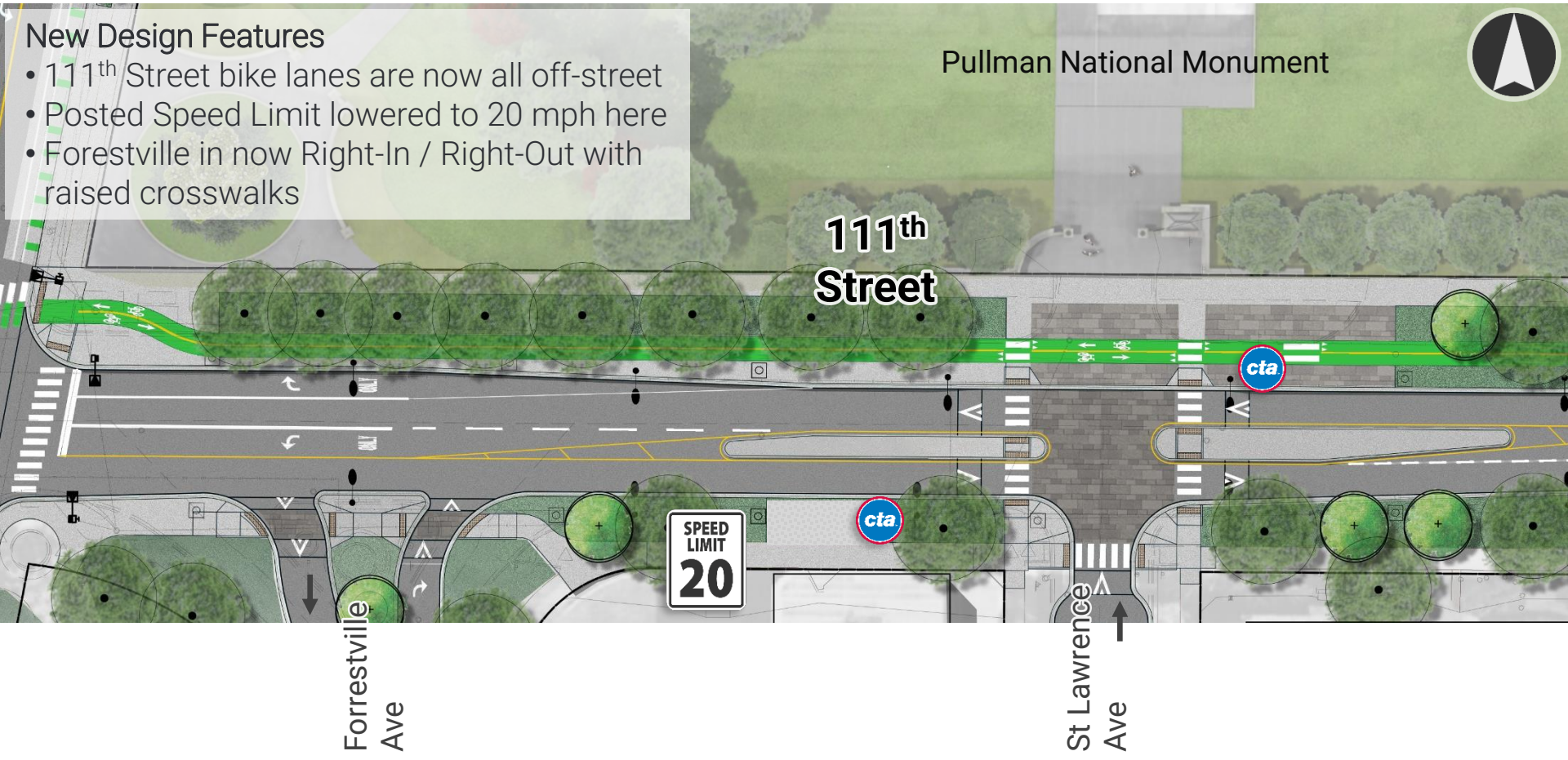
## New Design Features

- 111<sup>th</sup> Street bike lanes are now all off-street
- Posted Speed Limit lowered to 20 mph here
- Forrestville in now Right-In / Right-Out with raised crosswalks

Pullman National Monument



111<sup>th</sup> Street



Forrestville Ave

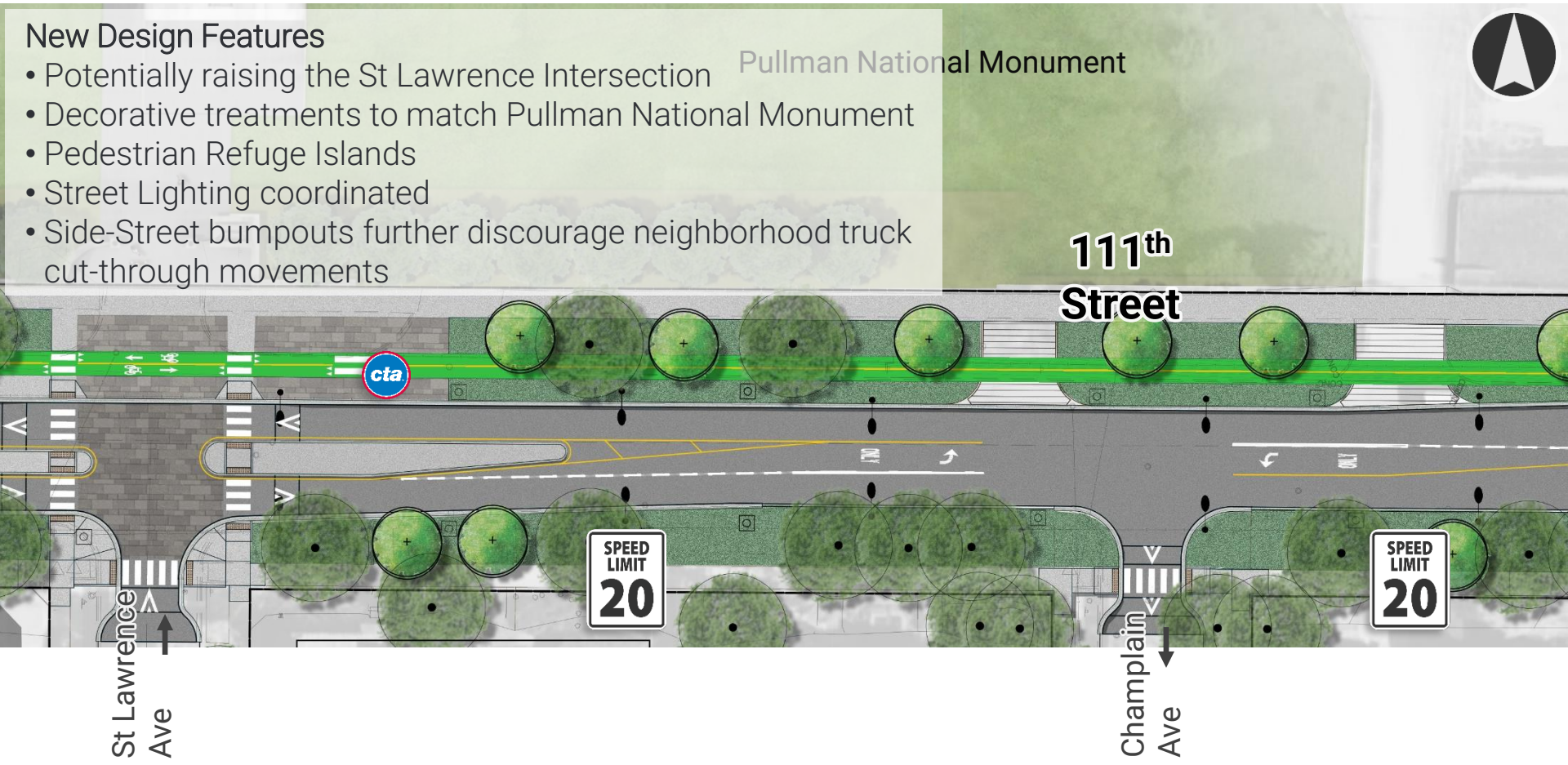
St Lawrence Ave



## New Design Features

- Potentially raising the St Lawrence Intersection
- Decorative treatments to match Pullman National Monument
- Pedestrian Refuge Islands
- Street Lighting coordinated
- Side-Street bumpouts further discourage neighborhood truck cut-through movements

Pullman National Monument



111<sup>th</sup> Street

St Lawrence Ave

Champlain Ave

SPEED LIMIT 20

SPEED LIMIT 20



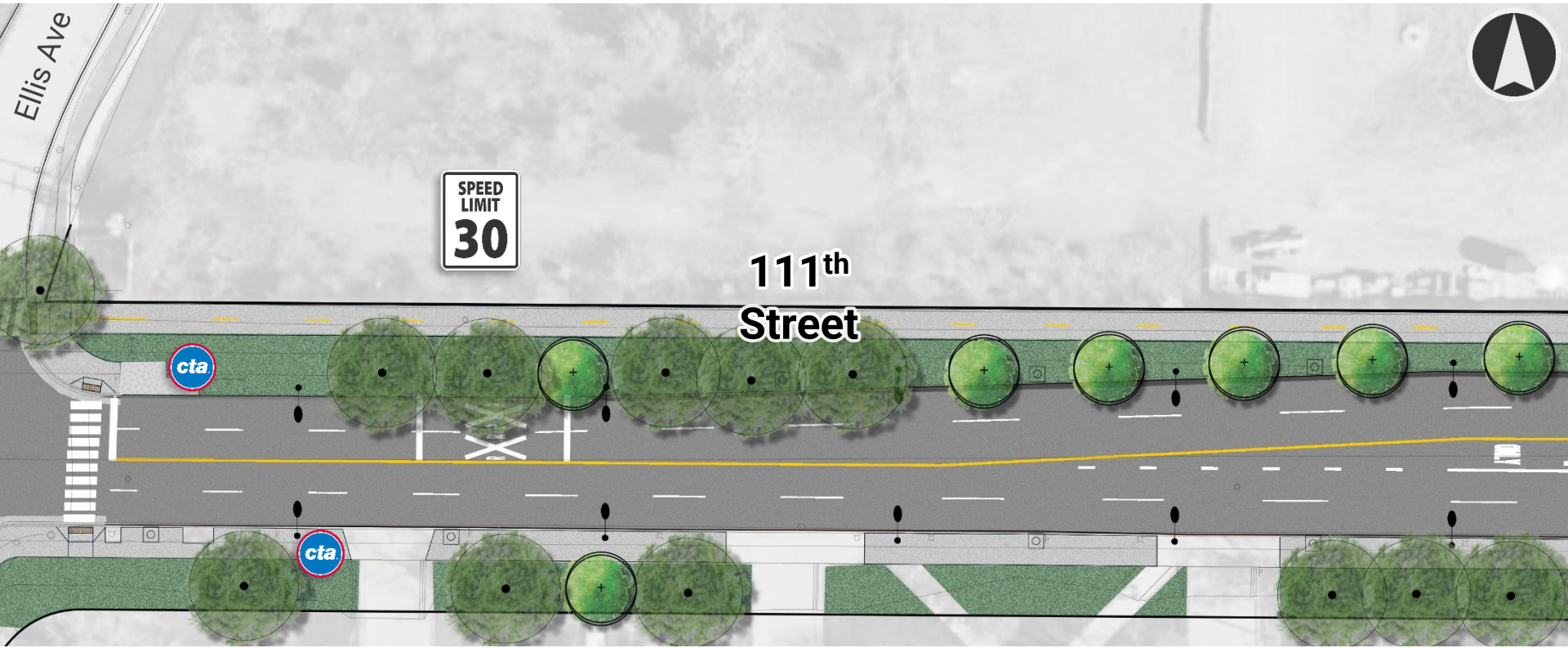


111<sup>th</sup> Street at St. Lawrence

## New Design Features

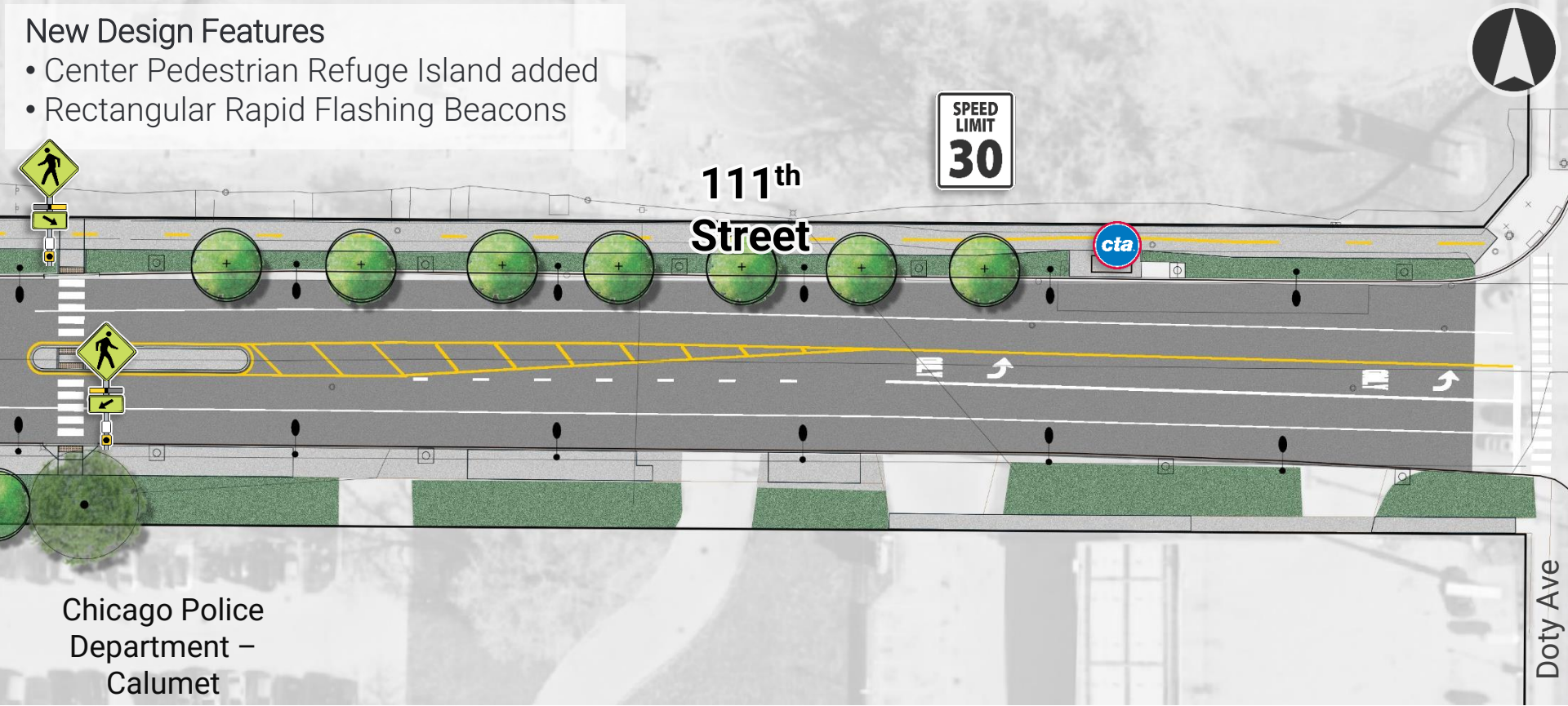
- Improved corner radius to accommodate truck movements
- Raised crosswalk at Langley Ave





## New Design Features

- Center Pedestrian Refuge Island added
- Rectangular Rapid Flashing Beacons



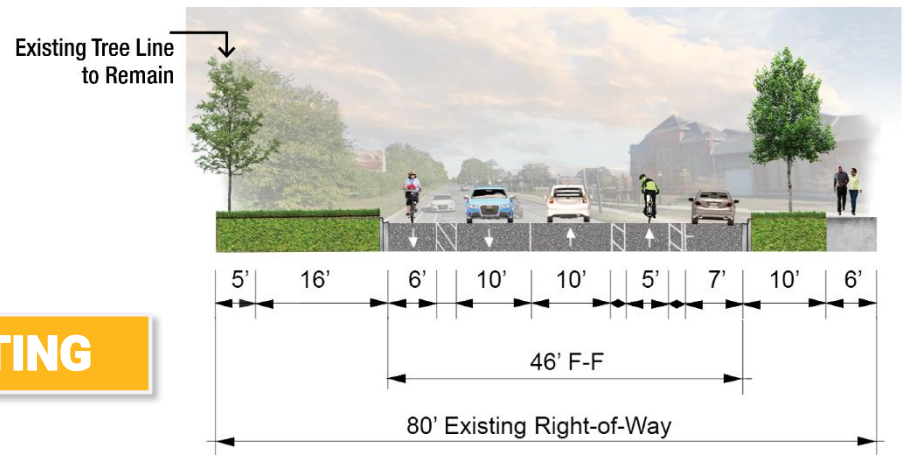
Chicago Police  
Department –  
Calumet



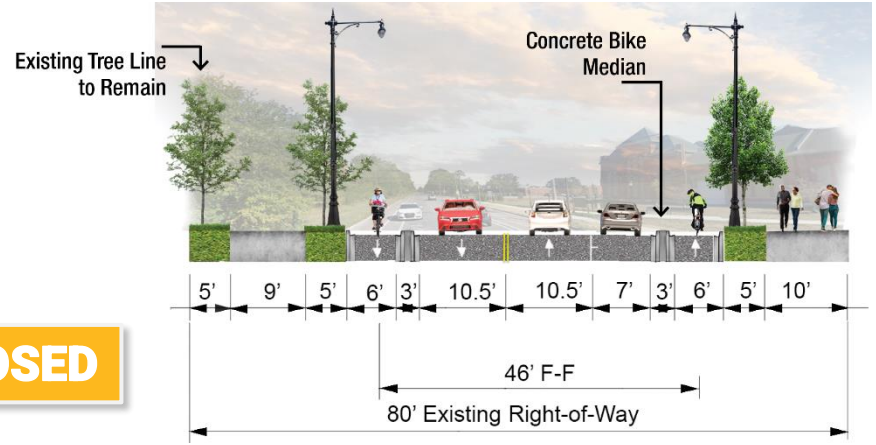
## Proposed Improvements

- New lighting
- Added street trees
- Concrete protected bike lanes
- Retained on-street parking

**EXISTING**



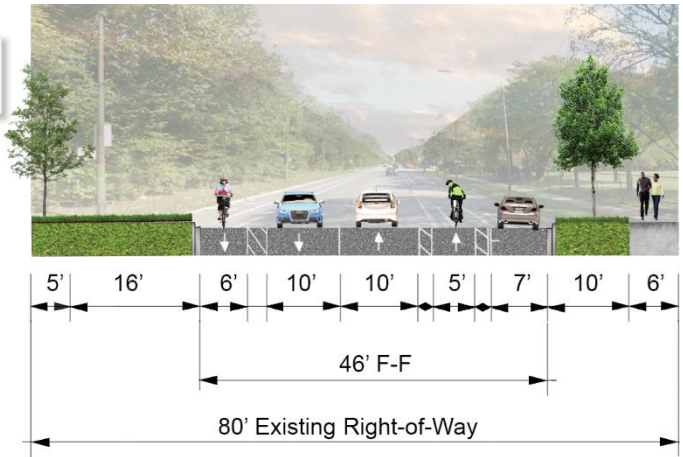
**PROPOSED**



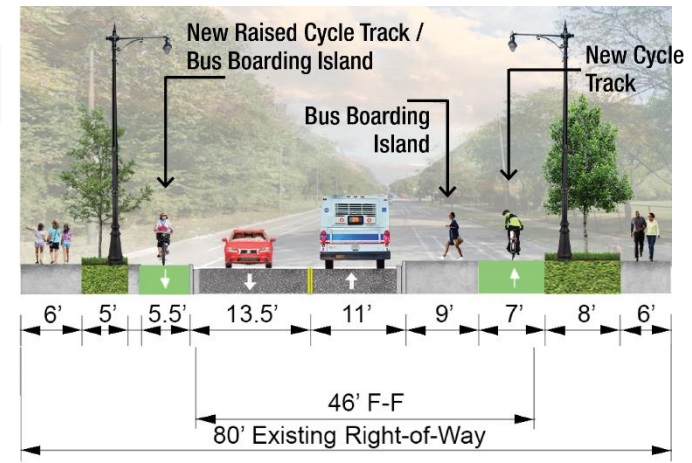
## Proposed Improvements

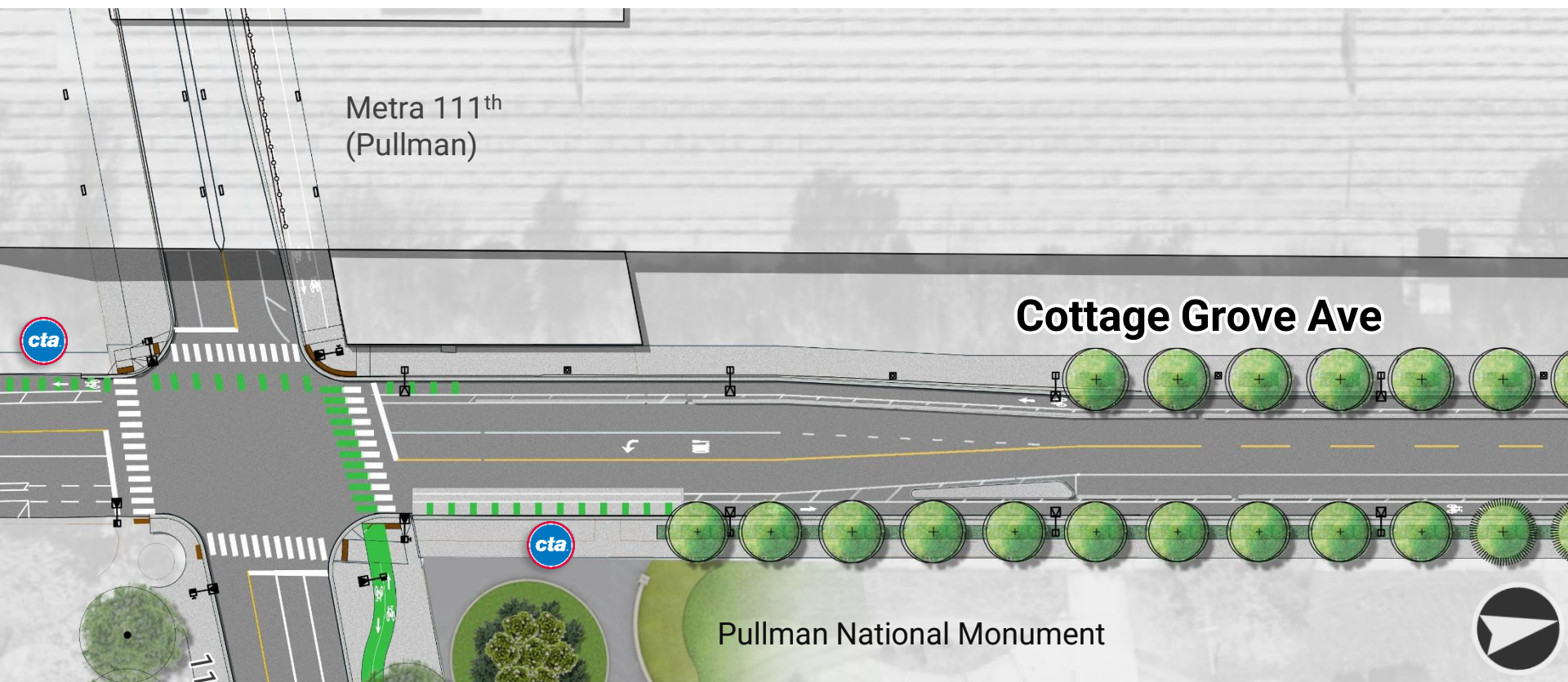
- New lighting
- Added street trees
- Concrete protected bike lanes

### EXISTING



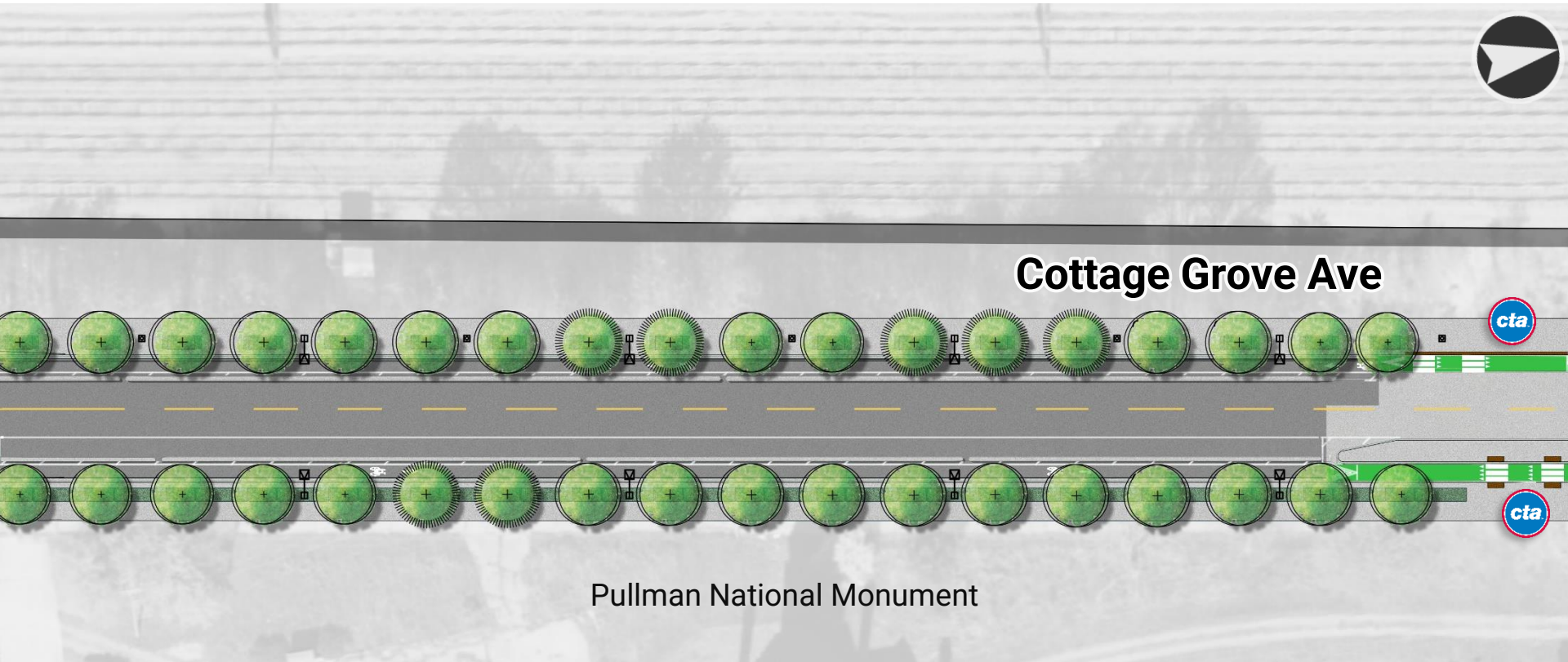
### PROPOSED

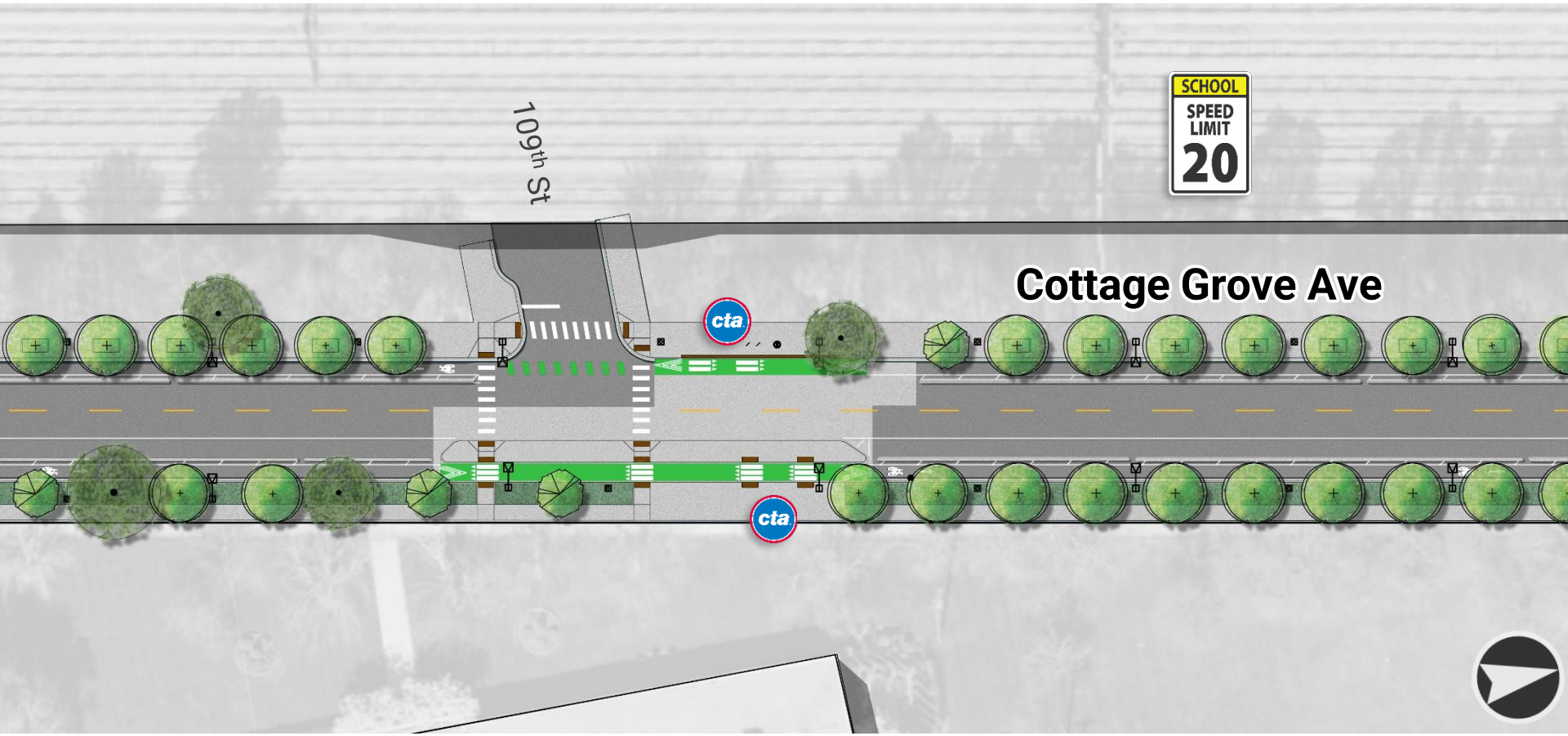




Cottage Grove Avenue: 111<sup>th</sup> to Midblock







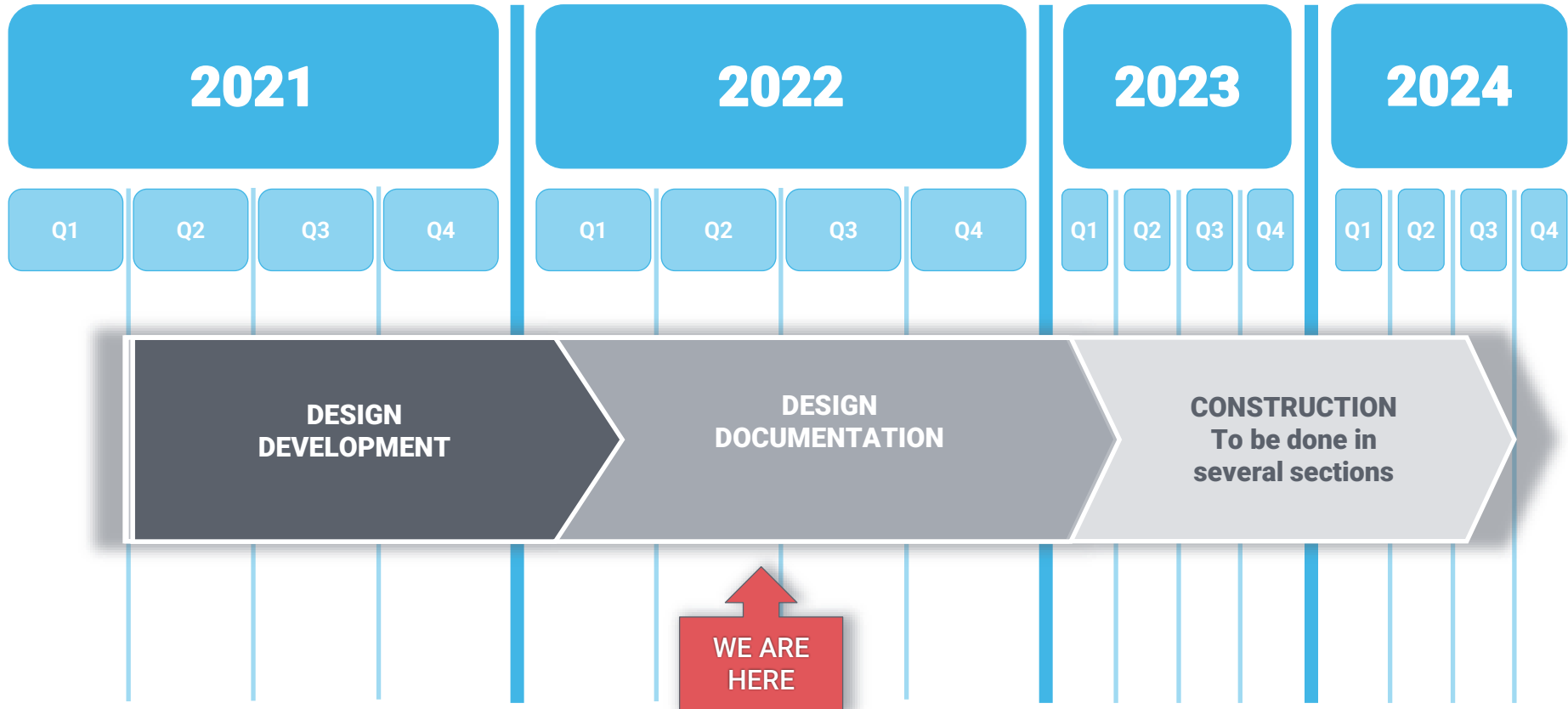
Cottage Grove: Near 109<sup>th</sup> St

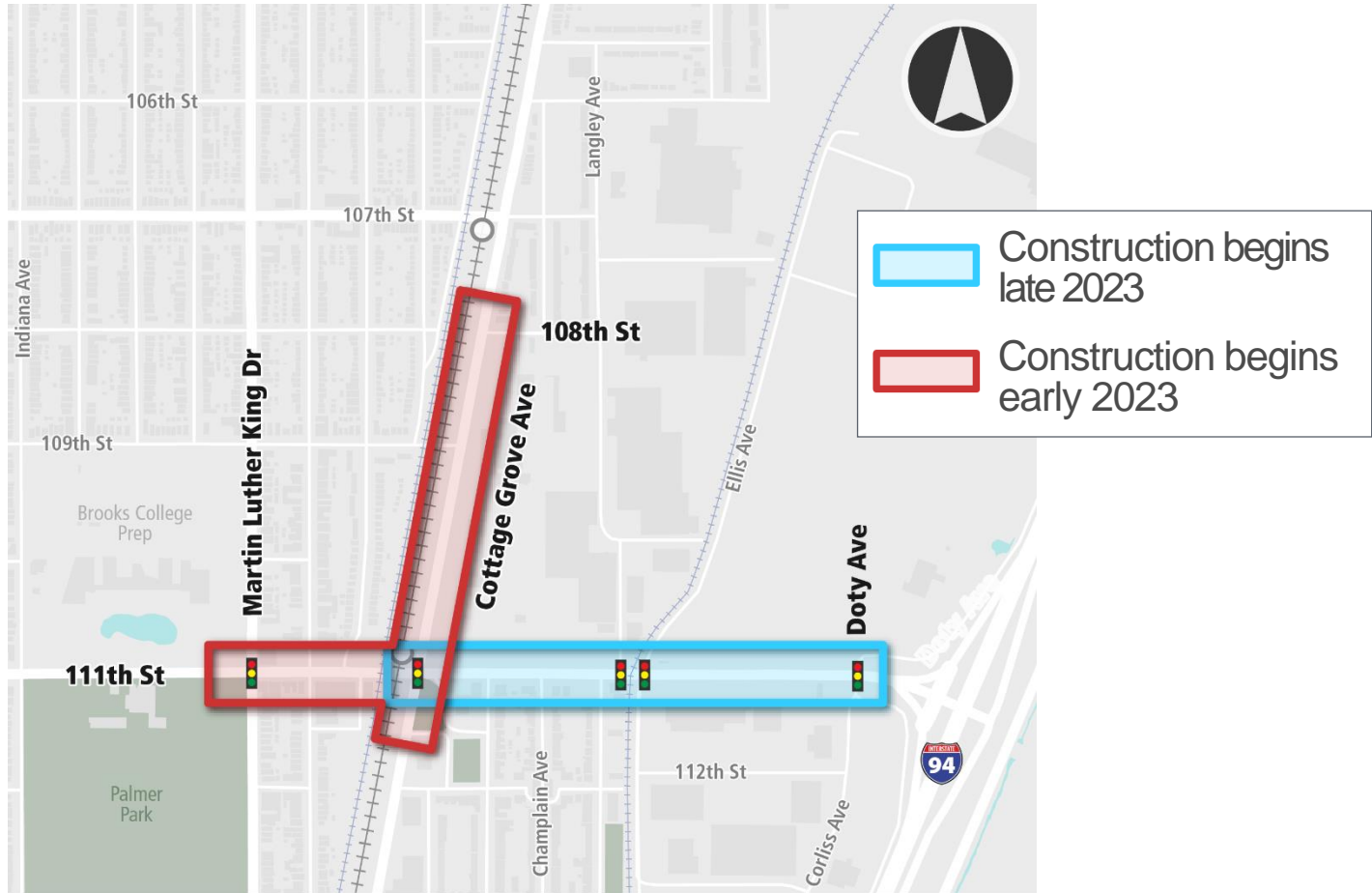




Cottage Grove Avenue: Near 108<sup>th</sup>







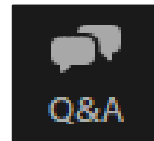
## PULLMAN – 111<sup>th</sup> Street & Cottage Grove



# QUESTIONS? COMMENTS? CONCERNS?

We value **YOUR** opinion and input!

Please add any questions or comments you have to the Q&A box at the bottom of your screen



# THANK YOU! THANK YOU! THANK YOU!

**We appreciate **YOU** taking the time to join us!**

More on the project website! : <http://tinyurl.com/111thStreet>

Please use the website comment box or call us at 312-744-5900 if you have any questions about the project.

Please reference **ISW Pullman Corridor at 111th Street & Cottage Grove** in your message.