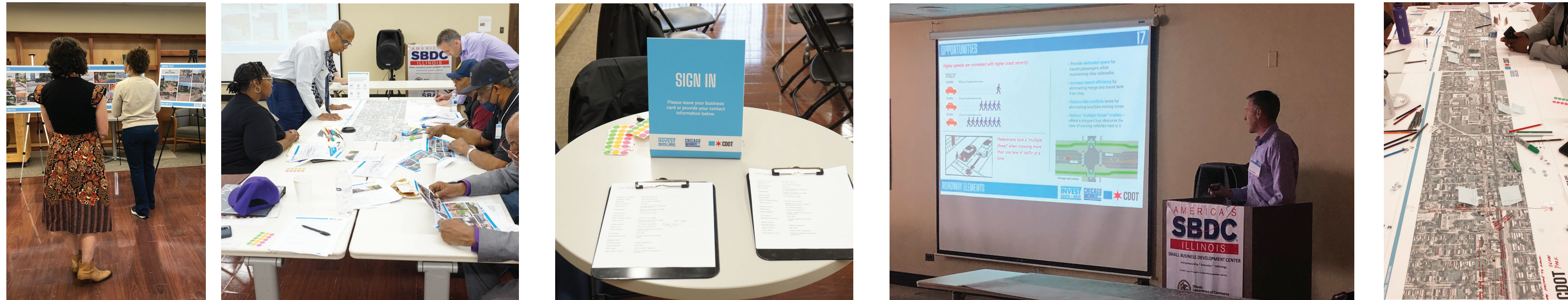
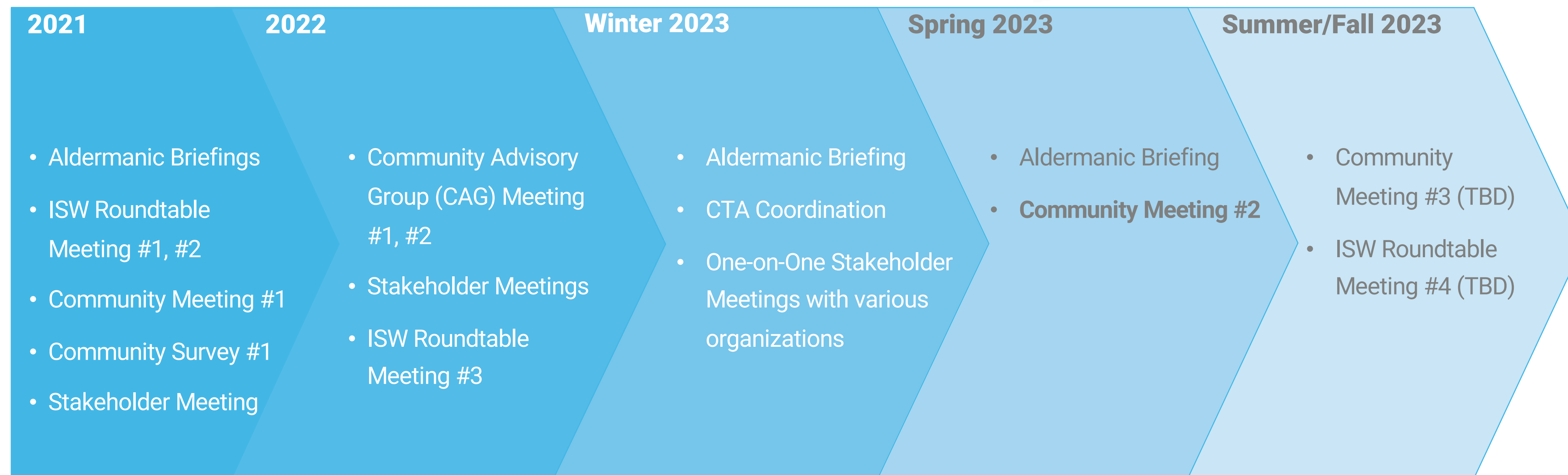


COMMUNITY ENGAGEMENT

Since the start of the project in Spring 2021, CDOT has participated in and conducted multiple community meetings.



WE ARE
HERE



CORRIDOR PRIORITIES

- Improved lighting, more shade trees, and more trash receptacles
- Welcoming and accessible outdoor spaces for sitting and gathering
- To support local businesses and promote economic development

URBAN DESIGN AND COMMUNITY IDENTITY GOALS

- Better utilization of Englewood Plaza
- Use of bold and warm colors with neighborhood name
- Mix of “Traditional” and “Vibrant” material palettes

PEDESTRIAN SAFETY AND MULTIMODAL CONNECTIVITY GOALS

- Enhance pedestrian infrastructure
- Reduce speeding
- Improve transit facilities

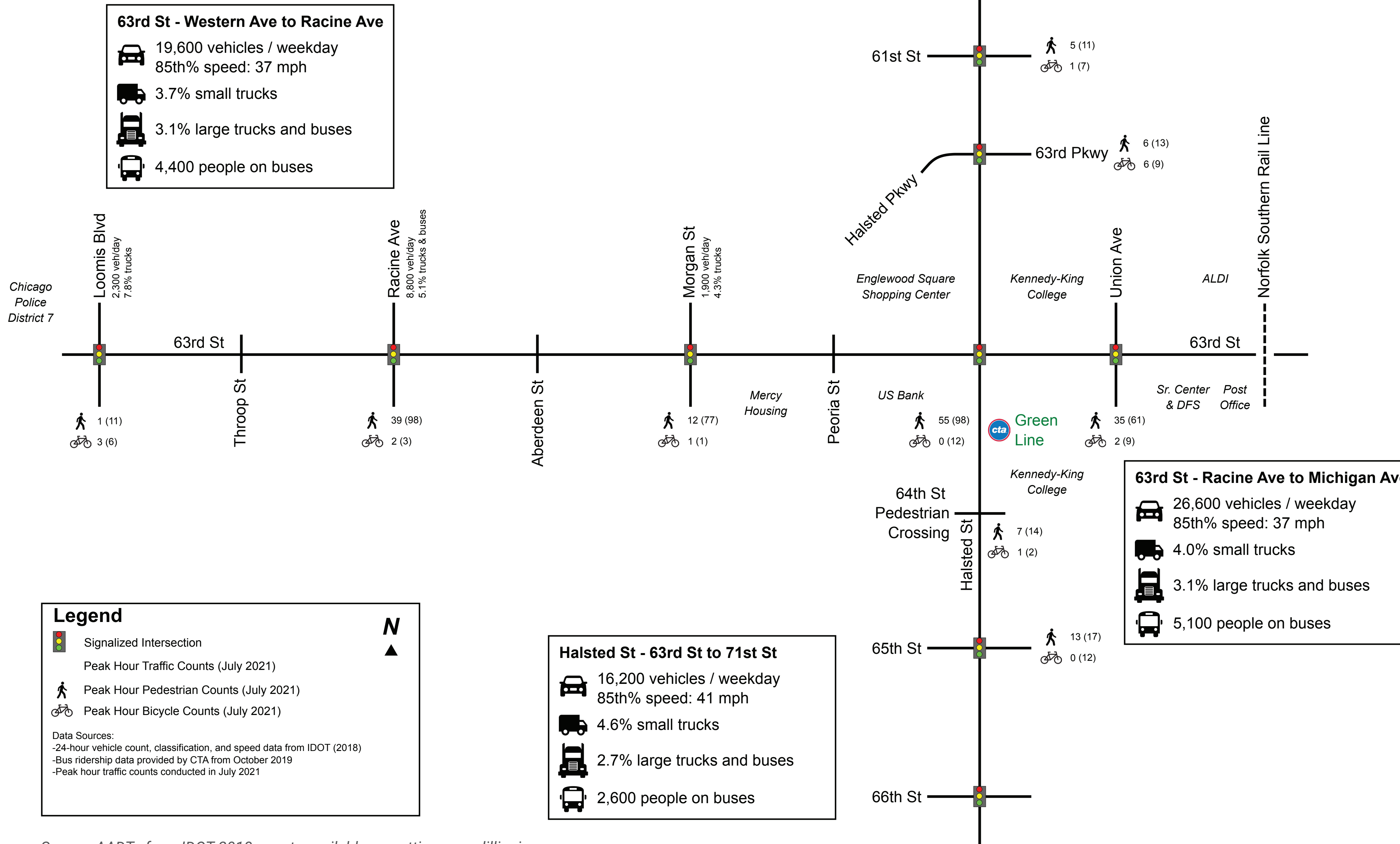
WHAT WE HEARD



TRAFFIC PATTERNS

KEY OBSERVATIONS:

- Most notable traffic delays on 63rd St at Halsted St
- One lane of traffic sufficient on Halsted, except southbound in PM at 63rd St
- Both corridors have good pedestrian usage
- Over 1/3 of people commute to work via transit
- Community members commute by foot or bike less than City average
- Bike and pedestrian activity highest in afternoon (non-work trips)
- Truck volumes highest in morning
- 59th St has highest truck volumes in study area

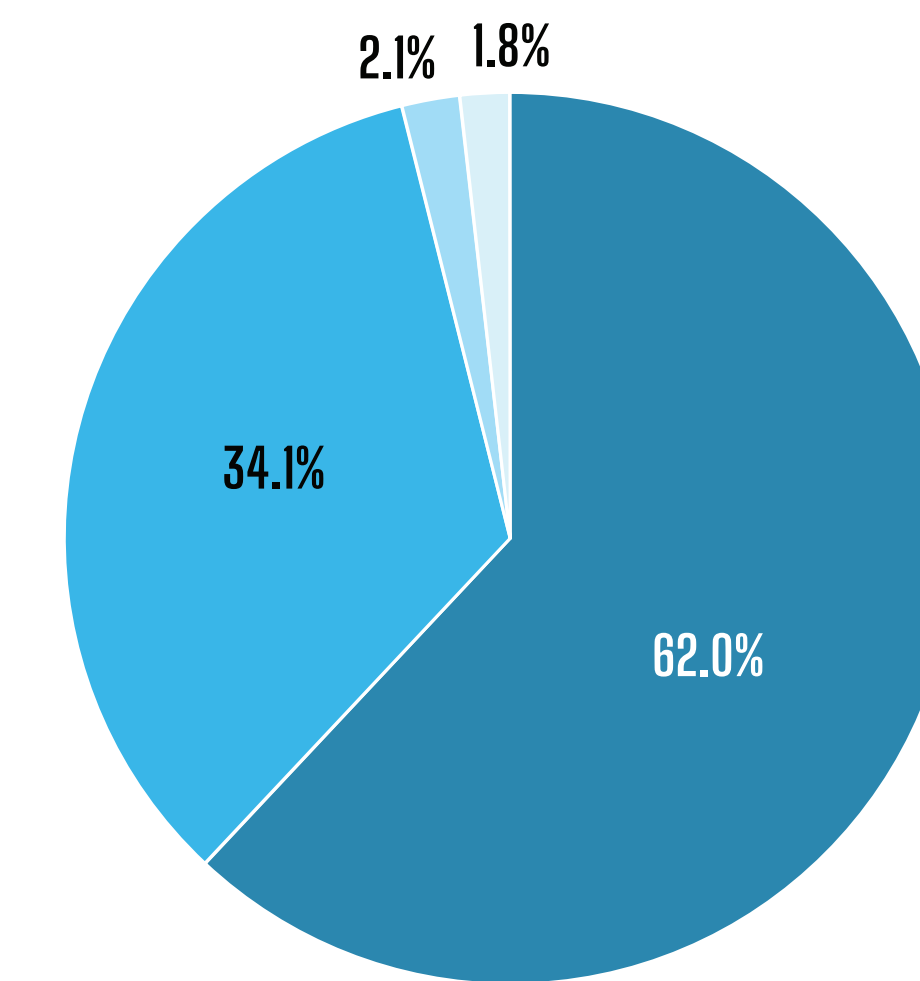


Source: AADTs from IDOT 2018 counts available on gettingaroundillinois.com.

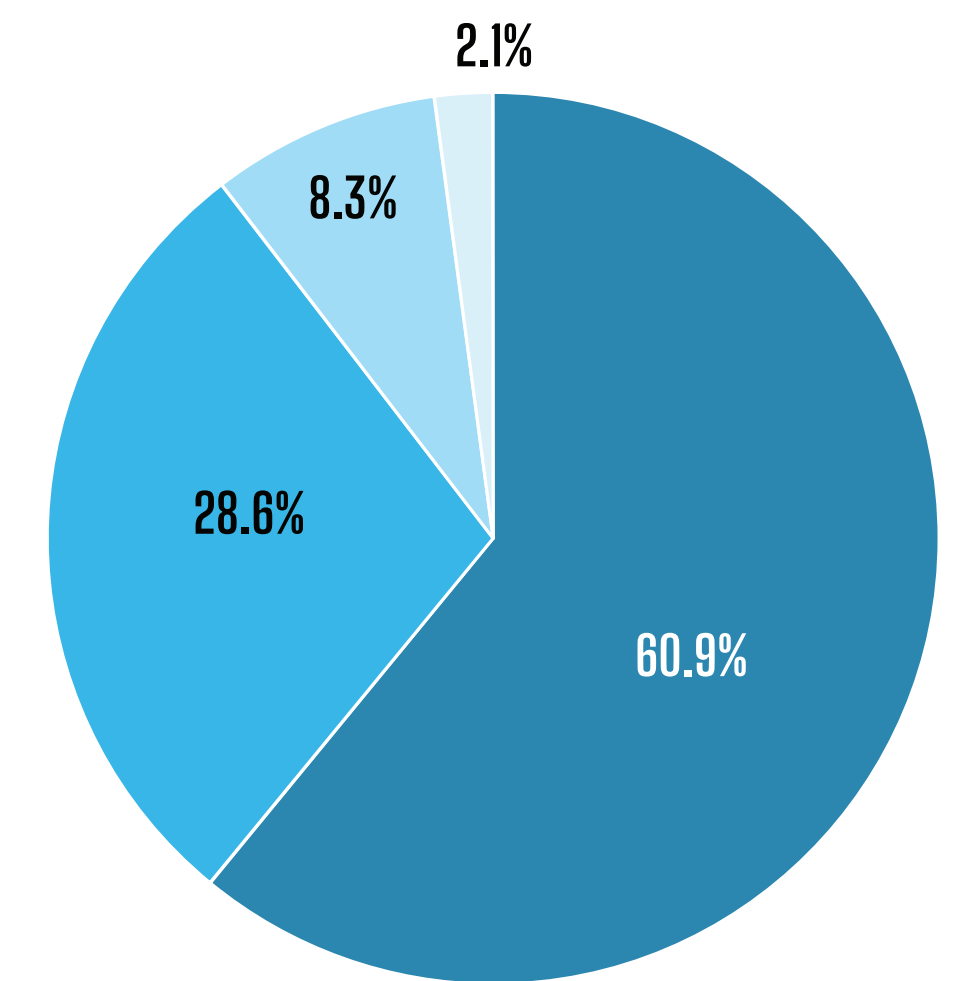
DESIGNING FOR THE FUTURE

CDOT has coordinated with Chicago Metropolitan Agency for Planning (CMAP) on future traffic volumes. Based on future development and regional travel patterns, traffic volumes are expected to increase 10.6% by 2050. All proposed roadway configurations will be modeled with 2050 conditions.

Englewood and West Englewood Commuter Data (2016 – 2020)



City of Chicago Commuter Data (2016 – 2020)



Mode of Travel to Work



Source: American Community Survey 5-Year Estimates (2016-2020), Englewood and West Englewood community areas as defined by Chicago Metropolitan Agency for Planning (CMAP).



CRASH LOCATIONS

These maps show the total number of reported crashes within the corridor from 2016-2020.

This information helps to prioritize safety improvements for all roadway users.

IN SUMMARY:

- Highest number of crashes at busiest intersections.
- Pedestrian crashes highest at 63rd St & Halsted St and 63rd St & Morgan St.
- Highest vehicular crash rates at 63rd St & Halsted St, 63rd St & Racine Ave, and Halsted St & 59th St.
- On Halsted St, approximately 70-75% of drivers travel above the posted 30mph speed limit.
- On 63rd St, approximately 70-85% of drivers travel above the posted 25mph speed limit.
- Approximately 1/3 of all crashes are rear end collisions. Other frequent crash types are turning movement crashes, angle crashes, and sideswipe crashes.

VEHICLE CRASHES



Data Sources: Speed data from IDOT (2018). Crash data from City data portal at <https://data.cityofchicago.org/Transportation/Traffic Crashes-Crashes/85ca-t3if>, accessed June 2021.

PEDESTRIAN CRASHES

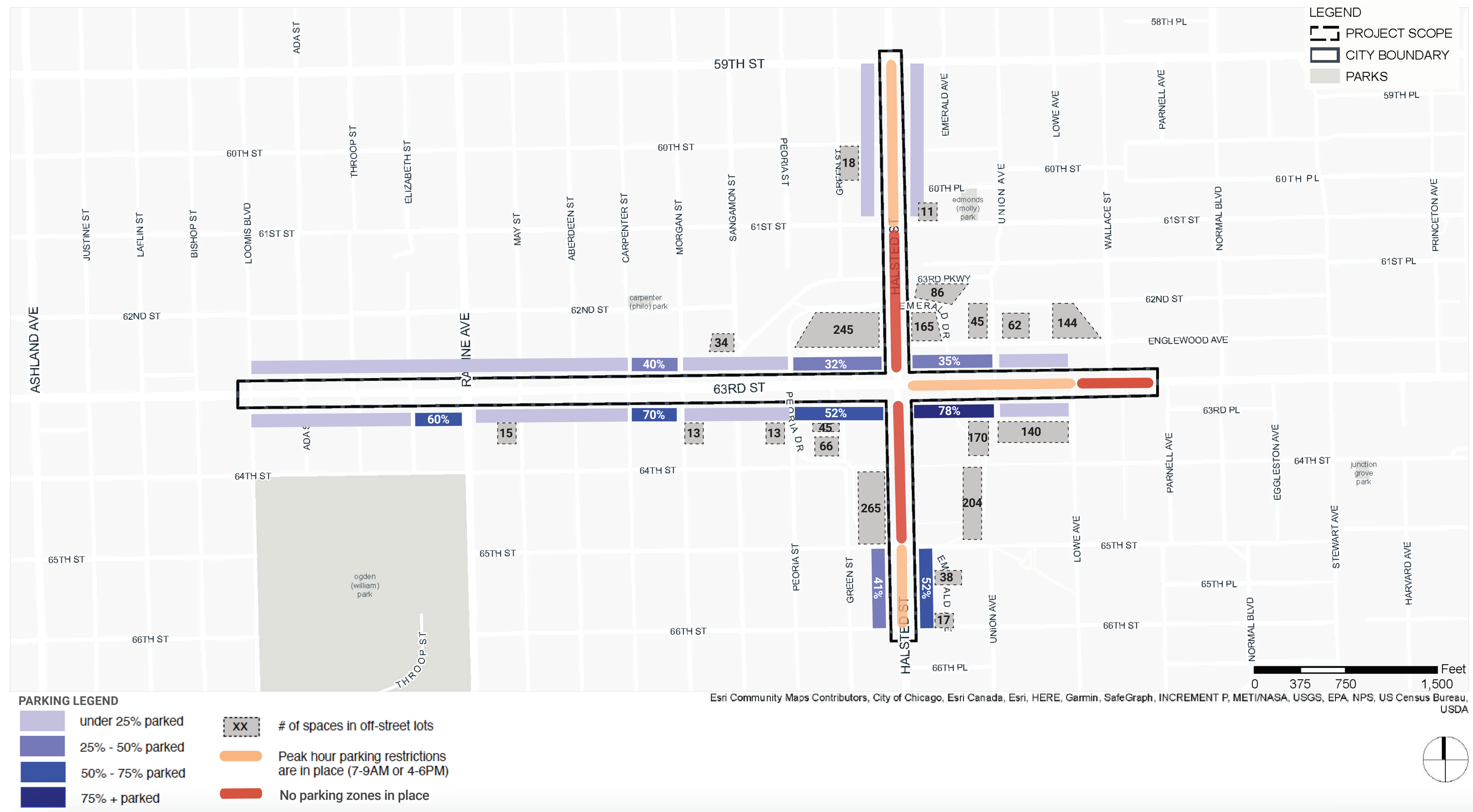


BICYCLIST CRASHES



PARKING USAGE

Parking usage counts were conducted during peak periods and midday. Midafternoon hours had the highest rates of usage. The graphic below shows on-street parking usage rates on a weekday, between 2-3PM.



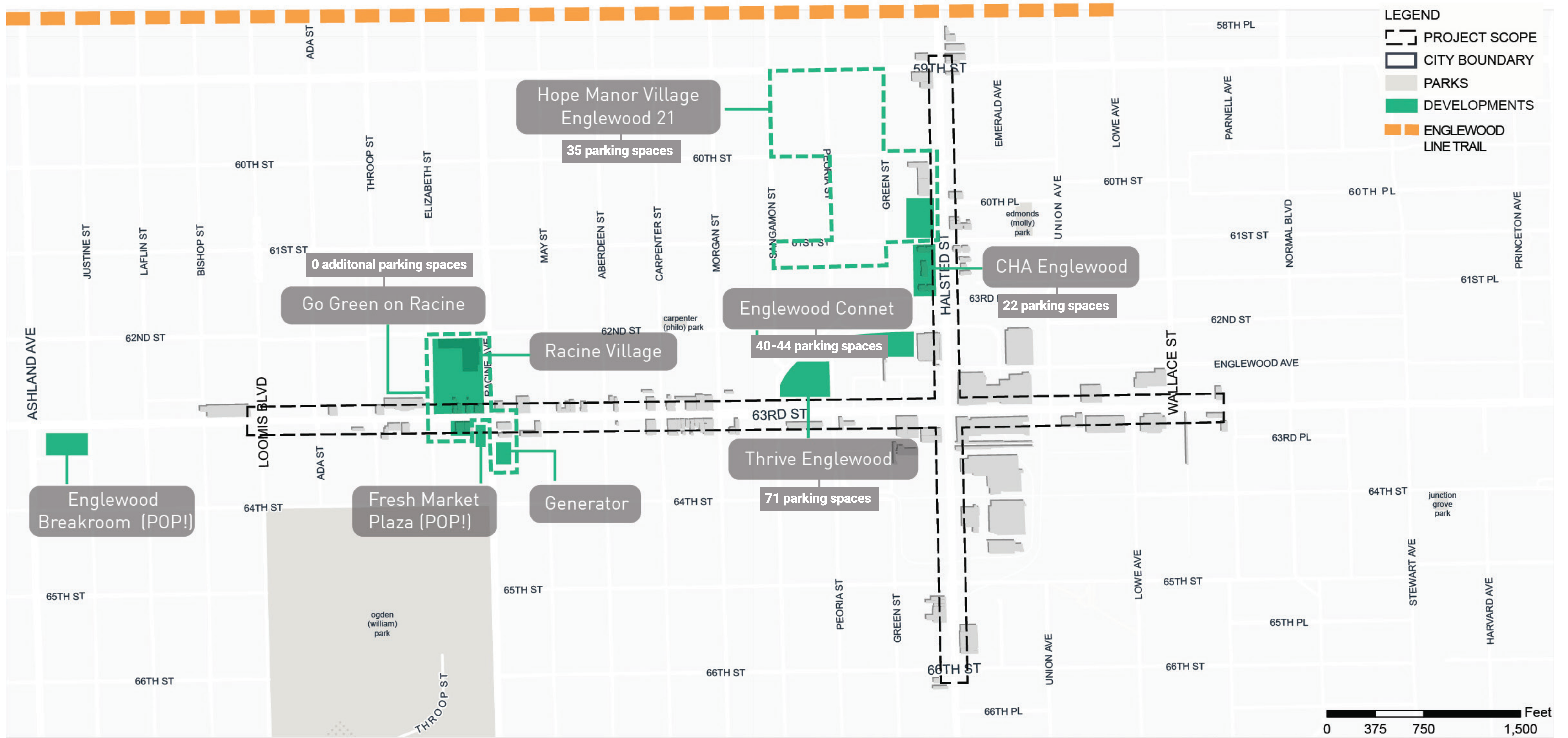
On-street parking counts shown were conducted on February 15, 2023 between 2-3PM. Additional counts were conducted during peak hours 7-9AM and 4-6PM in July 2021 and via historical aerial imagery.

IN SUMMARY:

- Most street parking along the corridor is underutilized during weekday peak hour and midday periods.
- Corridor wide, the average utilization per block is about 20%.
- Off-street parking is abundant but parking restrictions are heavily enforced.
- Peak hour parking restrictions on Halsted Street (shown in orange) are proposed to be removed.
- Weekend parking utilization not included in this summary.

Parking supply calculations assume one space per 20 linear feet of parallel parking.

DEVELOPMENT MAP



Esri Community Maps Contributors, City of Chicago, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



TRANSIT

AVERAGE WEEKDAY 'L' BOARDINGS [Oct 2019 & 2022]

Ashland/63rd Green Line Station

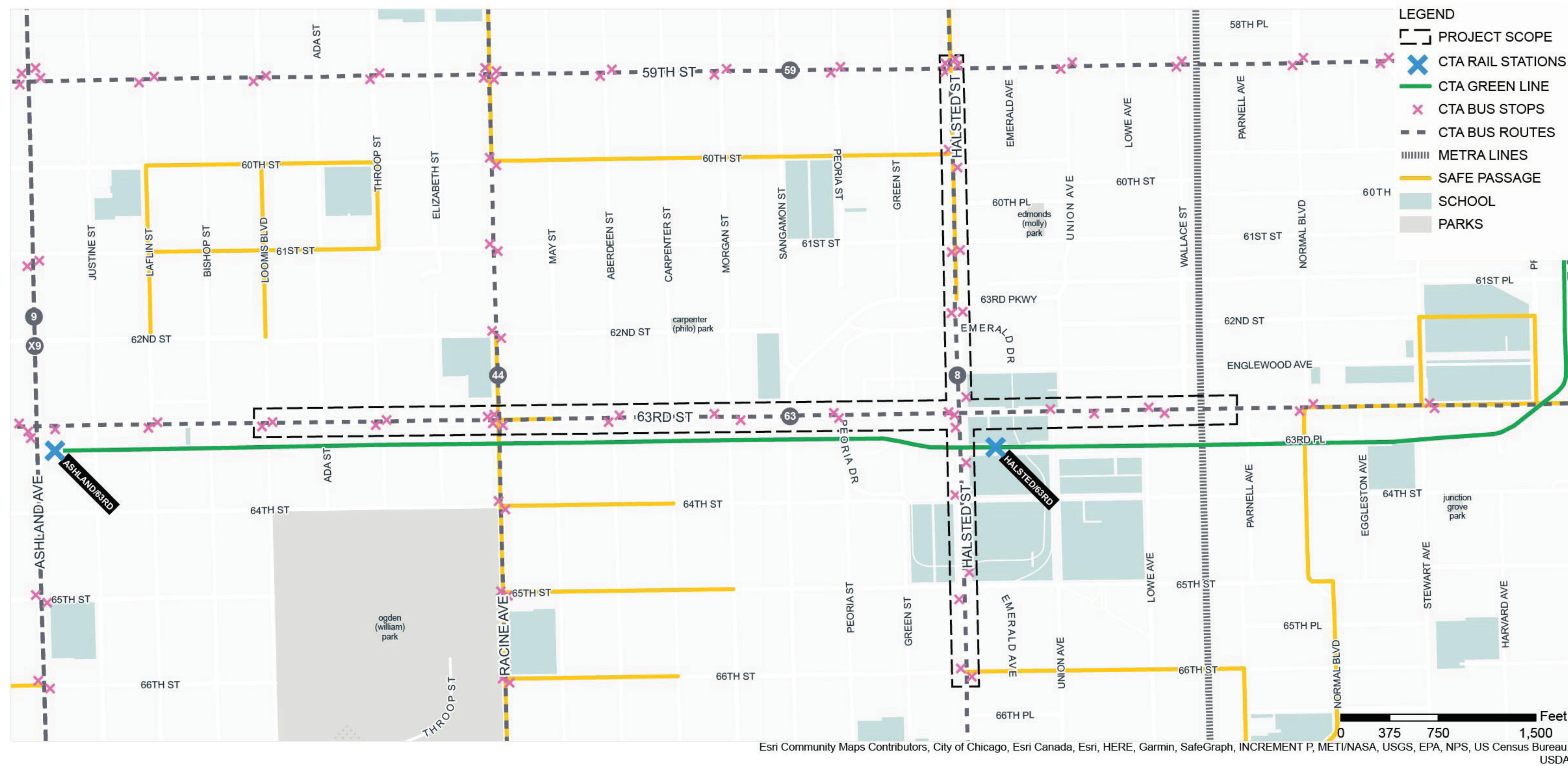
993 **475**

2019 2022

Halsted Green Line Station

570 **283**

2019 2022



Esri Community Maps Contributors, City of Chicago, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METINASA, USGS, EPA, NPS, US Census Bureau, USDA

PROJECT SCALE
SCALE: 1" = 750'

IN SUMMARY:

- Routes 8 and 63 are both priority bus routes for the CTA due to high ridership.
- The least used stops within the project limits have about 50 weekday boardings.

Sources: CTA Monthly Ridership Reports October 2019 and October 2022, CTA Annual Ridership Report 2021, and CTA speed and ridership data provided to CDOT from October 2019 weekday average.

AVERAGE WEEKDAY BUS BOARDINGS [Oct 2019]

63 Bus Route (63rd St)

Average weekday board/depart bus boardings within the project limits.

Total number of riders who board/depart

4,550

#63 bus route is the 13th busiest in the city

BUSIEST STOPS:

1. 63rd St & Halsted St (EB) **694**
2. 63rd St & Halsted St (WB) **668**
3. 63rd St & Lowe Ave (WB) **442**
4. 63rd St & Racine Ave (WB) **403**

8 Bus Route (Halsted St)

Average weekday board/depart bus boardings within the project limits.

Total number of riders who board/depart

2,600

#8 bus route is the 2nd busiest in the city

BUSIEST STOPS:

1. Halsted St & 63rd St (SB) **608**
2. Halsted St Green Line Station (NB) **375**
3. Halsted St & 63rd St (NB) **353**
4. Halsted St & 66th St (SB) **168**

Systemwide ridership for 2021 was at 43% of 2019 (pre-pandemic) levels. Ridership levels in 2022 approached 60% of 2019 levels.



BIKING & BIKESHARE



TOTAL DIVVY BIKE RIDERSHIP FOR 2022

Halsted St & 59th St
159 TRIPS

Halsted St & 63rd St
725 TRIPS

Carpenter St & 63rd St
96 TRIPS

PROJECT SCALE
SCALE: 1"= 750'

CDOT is recommending improving the bike infrastructure and safety along Halsted St by adding protected bike lanes and creating a continuous bike route.

Safety improvement results after protected bike lanes installed:

- Crashes **decreased -56%**
- Injury-producing crashes **decreased -71%**
- **Zero** pedestrian crashes
- Dooring crashes were **eliminated**
- **Lower traffic speeds**

Data provided by CDOT for recent Milwaukee Avenue protected bike lane installation.

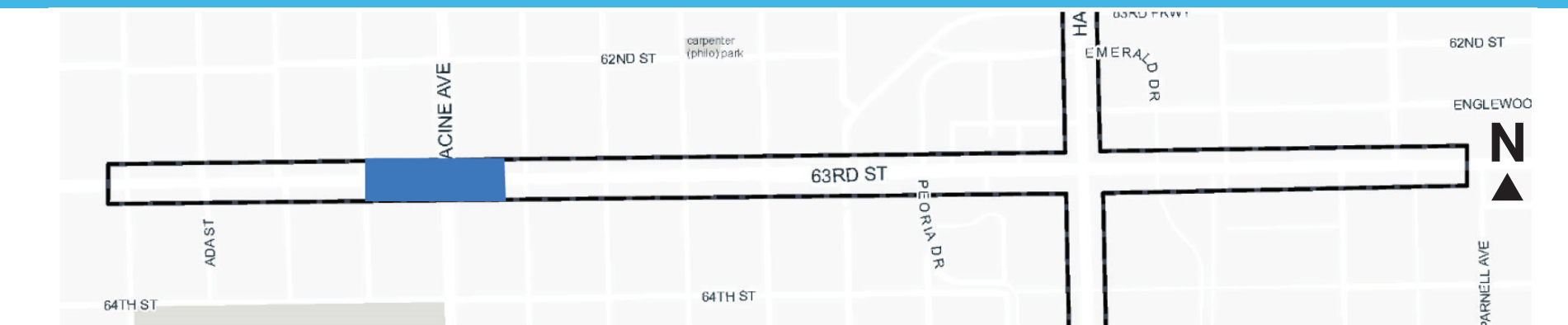
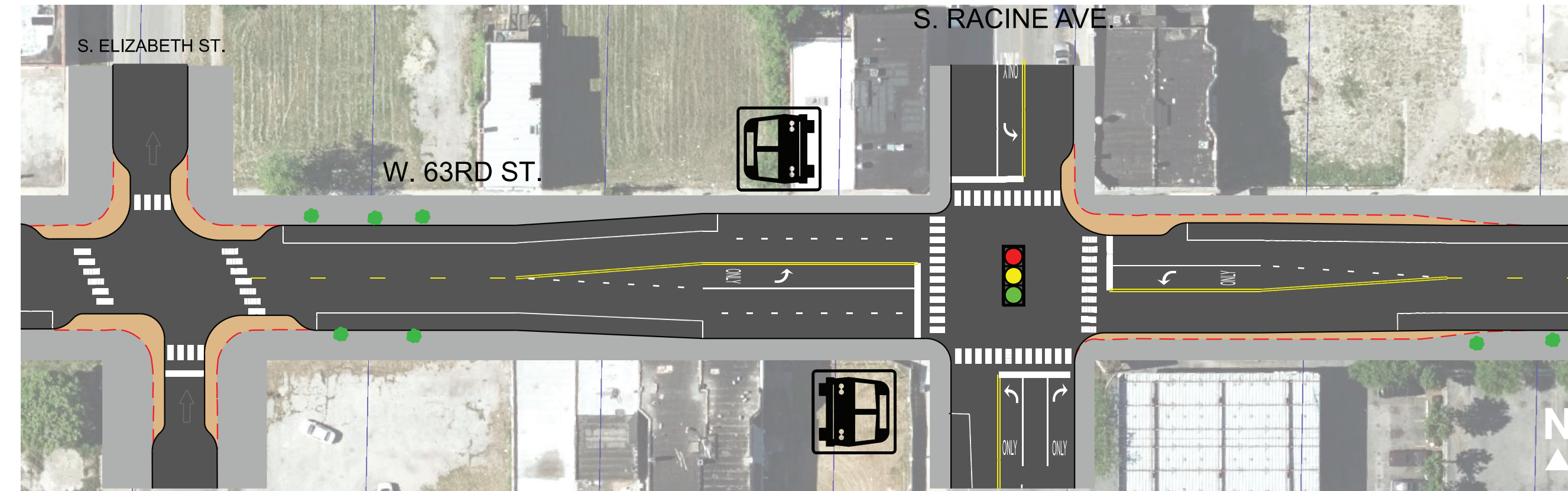
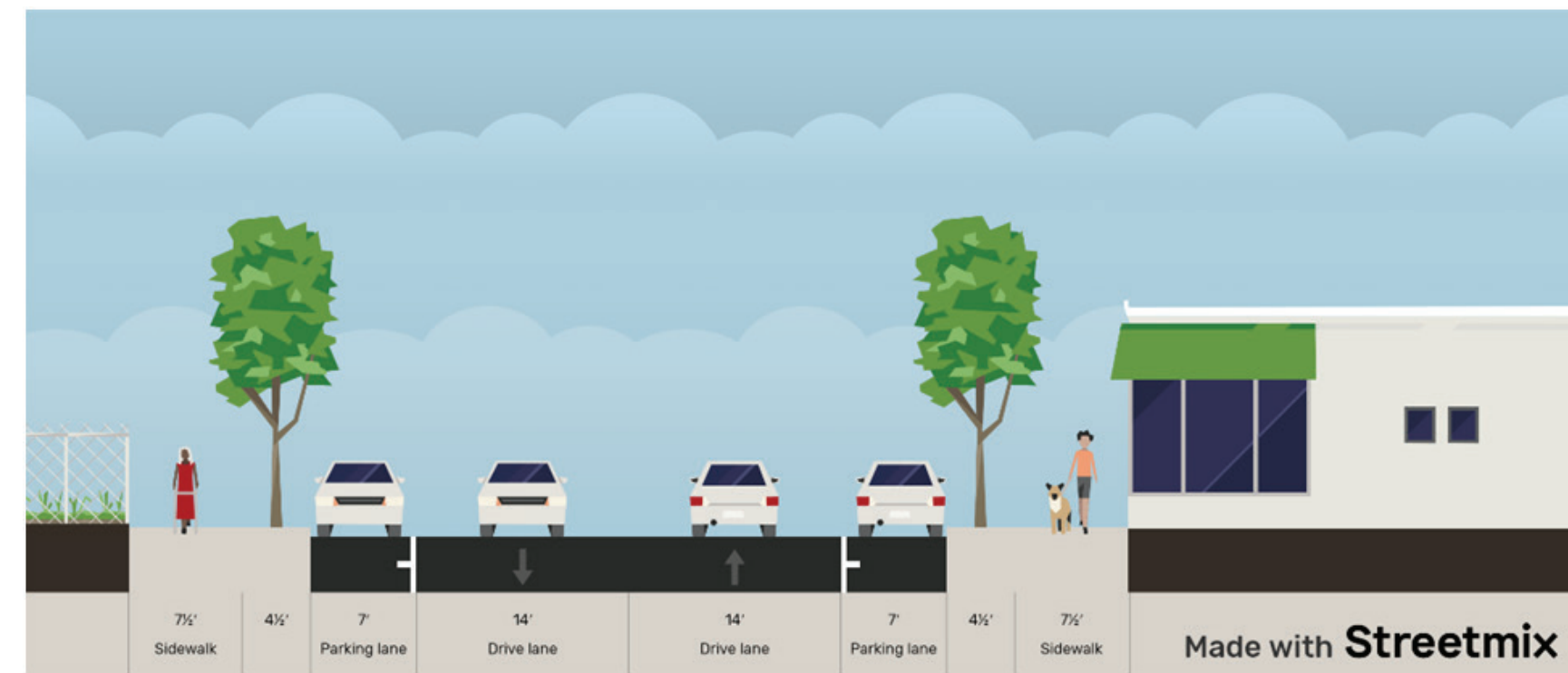
Source: Bikeshare data for 2022 downloaded from <https://divvybikes.com/system-data> via open data portal. Peak hour bicycle volume counts were performed in July 2021. Peak hours vary by intersection, but are generally 8-9AM and 4-5PM.

63RD ST CONCEPT OPTIONS

Loomis St to Morgan St (66' ROW)

OPTION A | MAINTAIN PARKING + BUMPOUTS

Maintain parking on both sides, add curb extensions at intersections

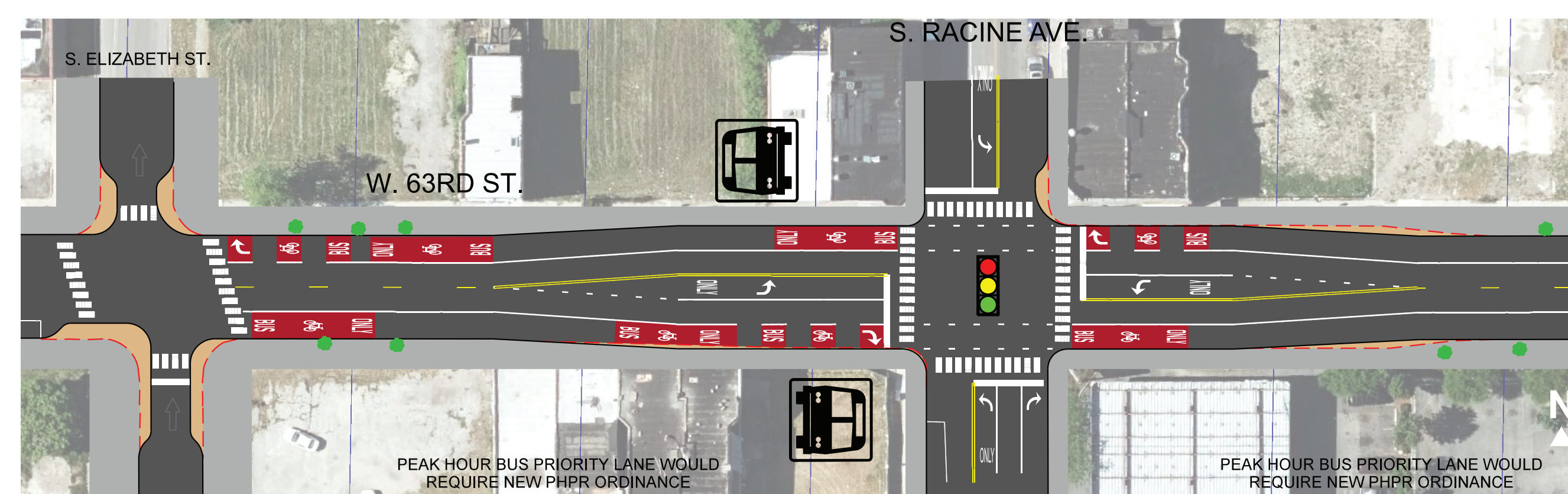
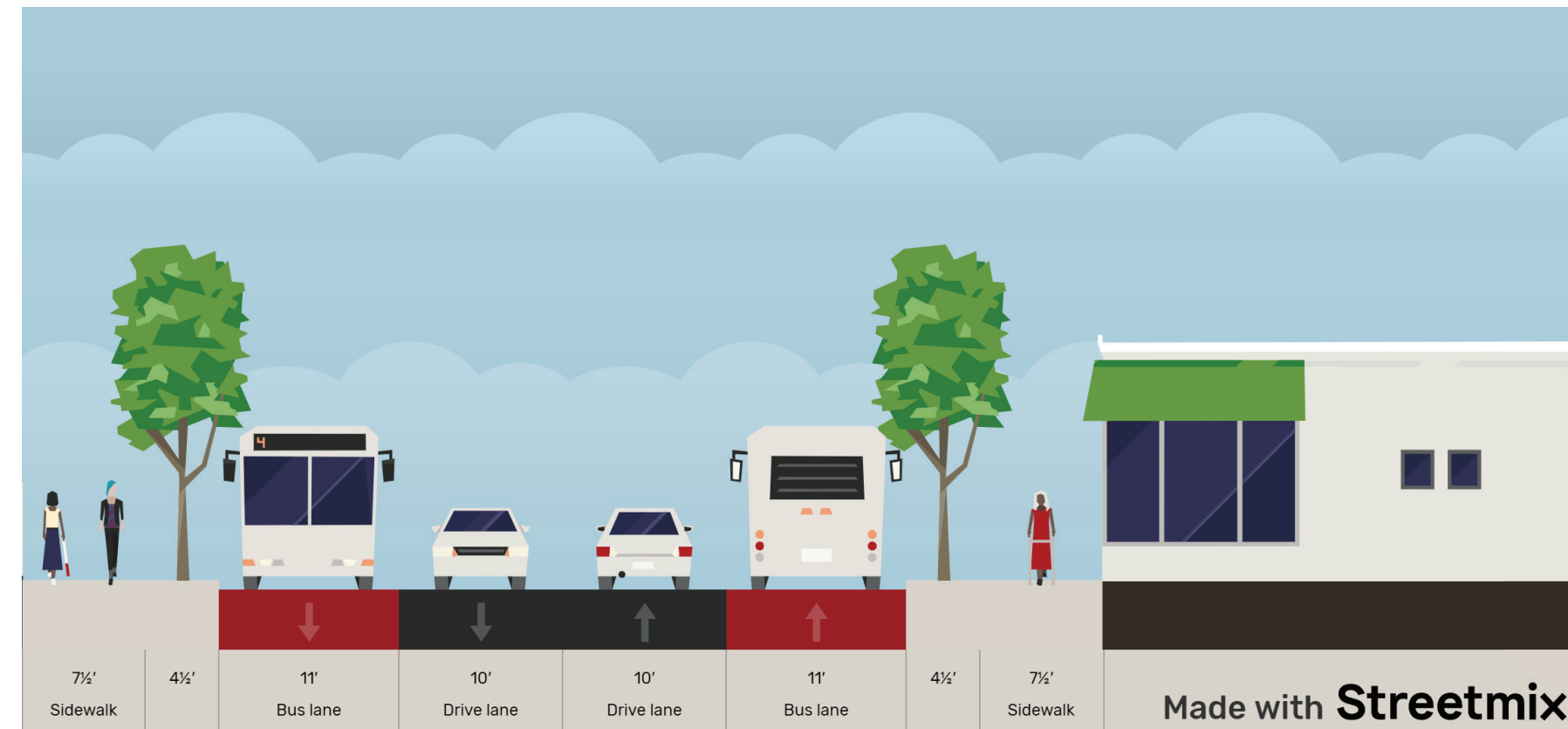


OPTION A



OPTION B | BUS PRIORITY ZONE

Some parking removed to provide bus lanes near select intersections

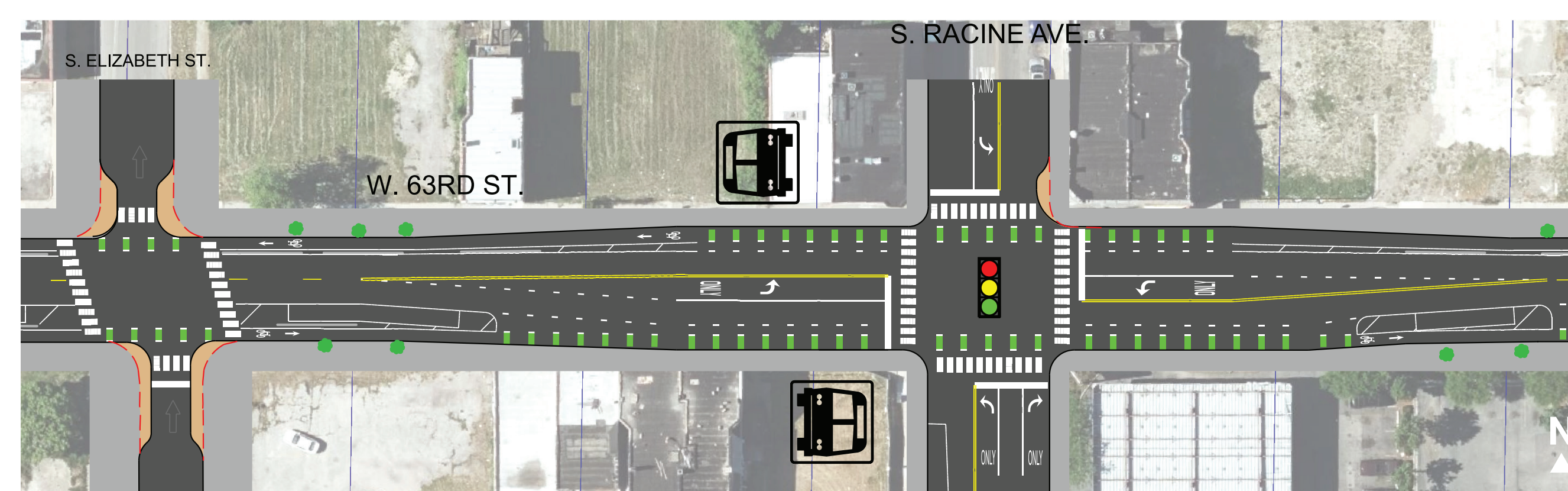
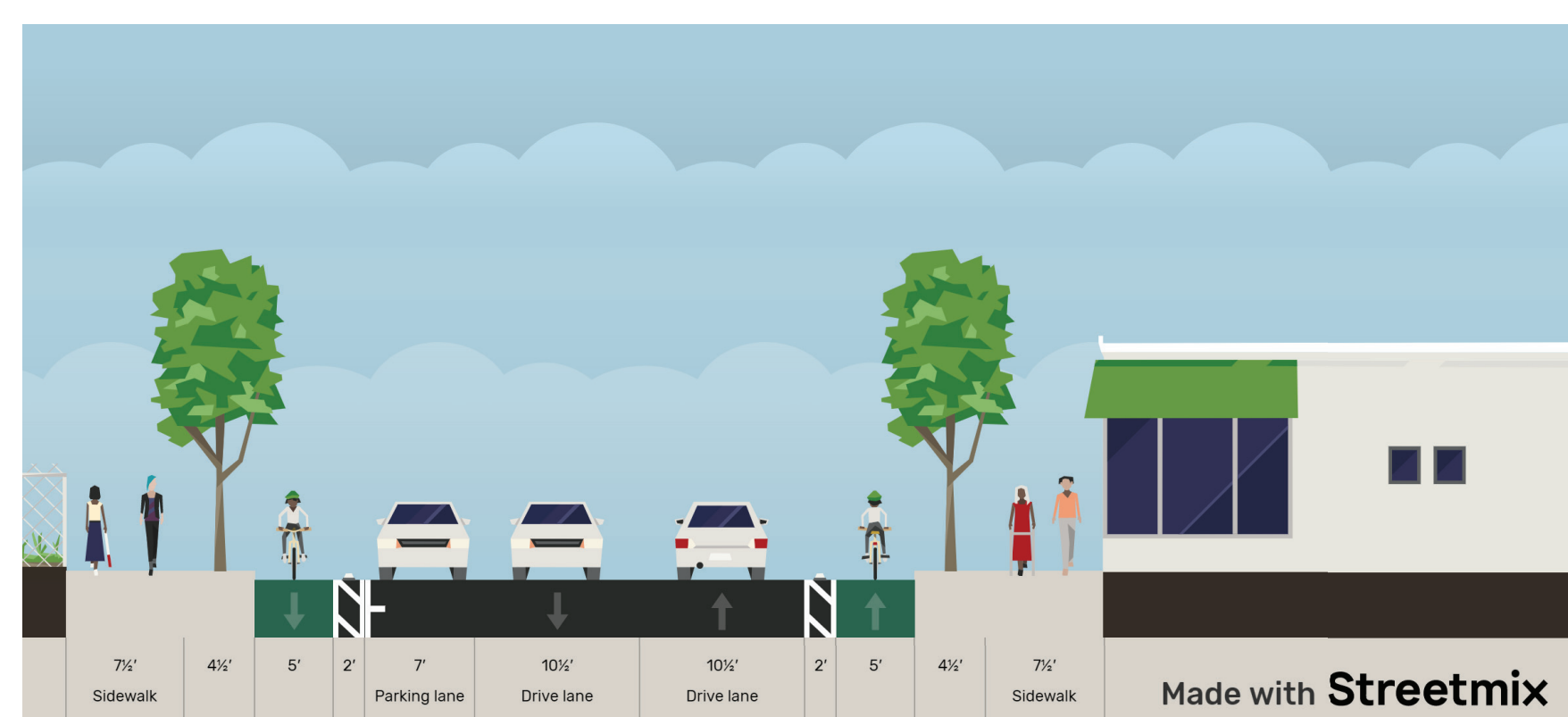


OPTION B



OPTION C | BIKE LANES

Parking removed from one side to allow space for bike lanes (5 on-street spots to remain within 1 block of Racine)



OPTION C

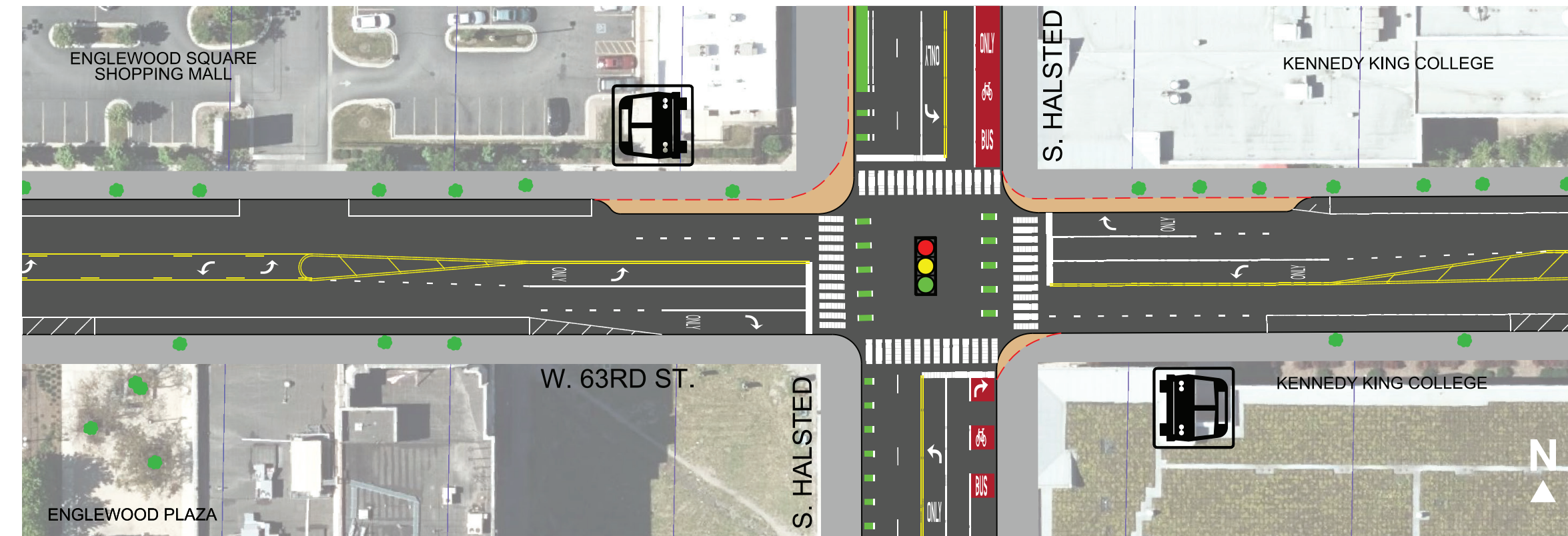
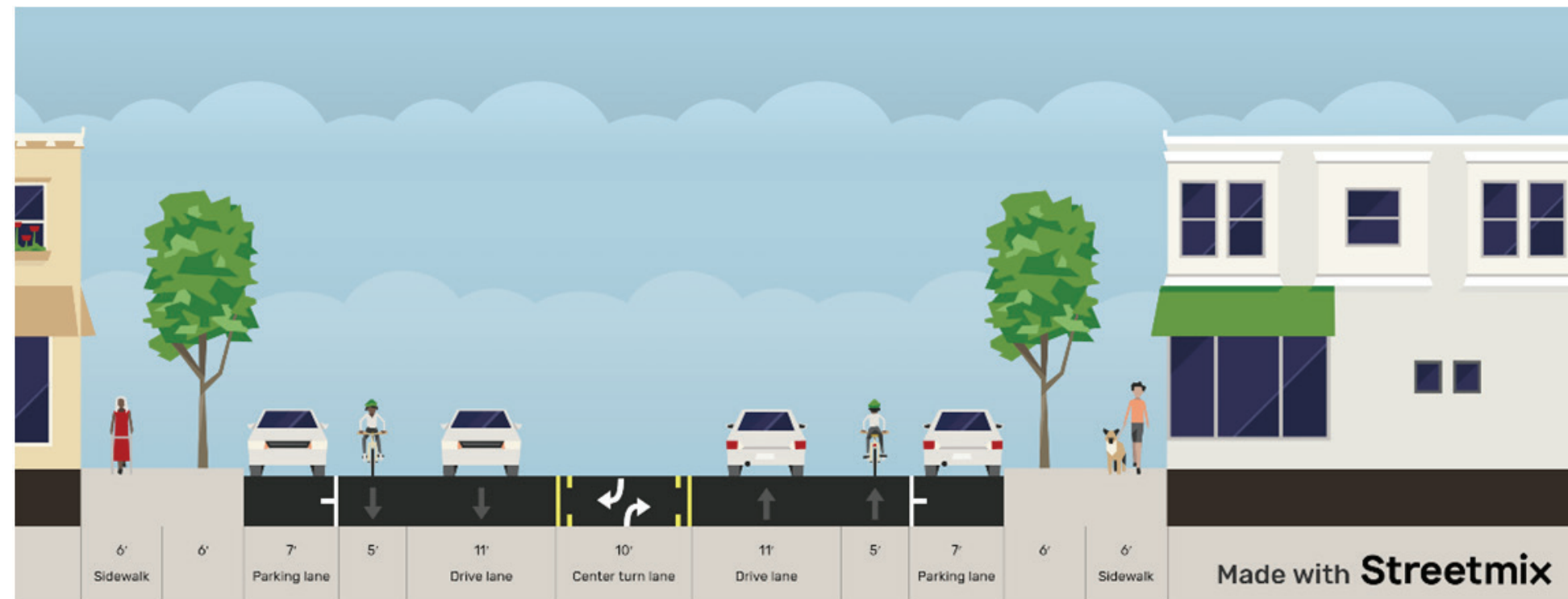


63RD ST CONCEPT OPTIONS

Sangamon St to Union Ave (80' ROW)

OPTION A | MAINTAIN PARKING + BUMPOUTS

Maintain parking on both sides, add curb extensions at intersections

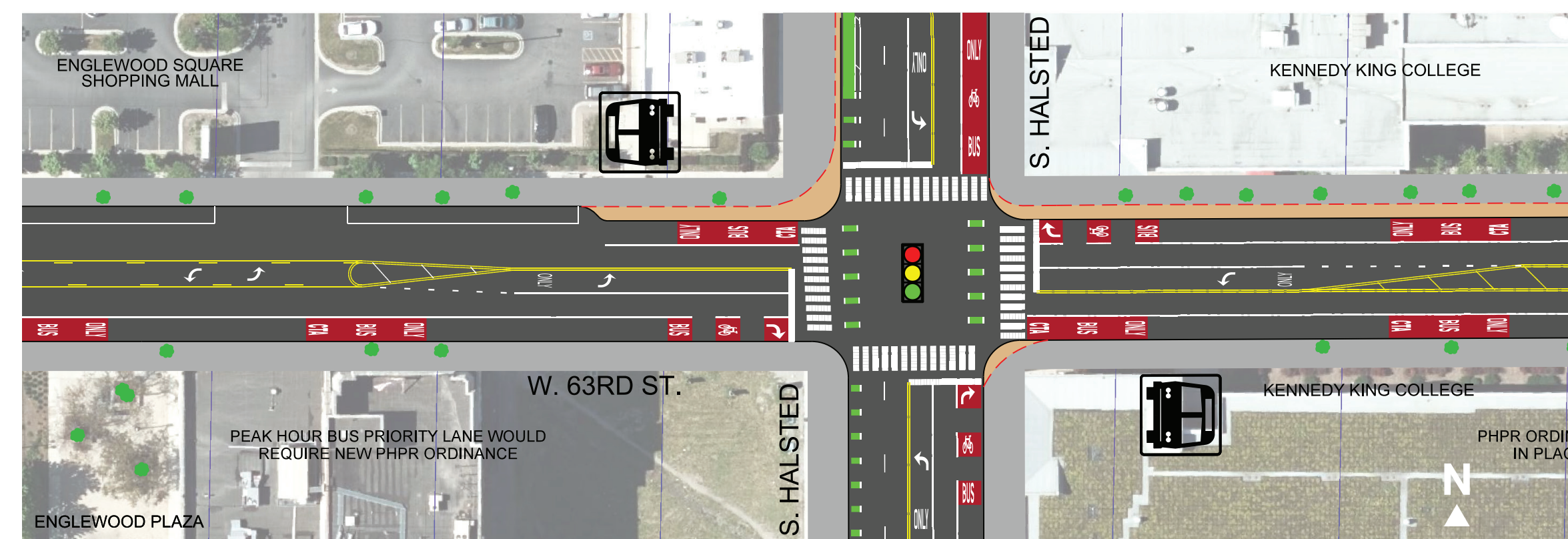
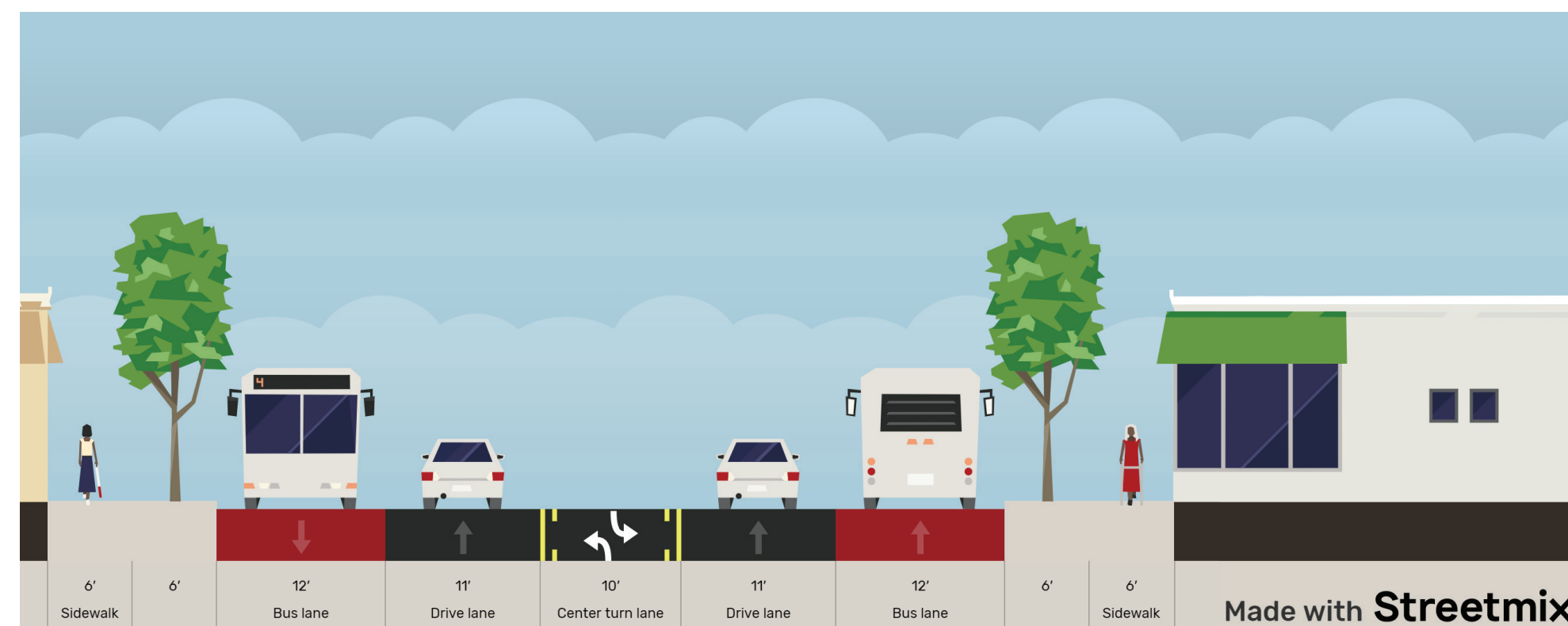


OPTION A



OPTION B | BUS PRIORITY ZONE

Some parking removed to provide bus lanes near select intersections

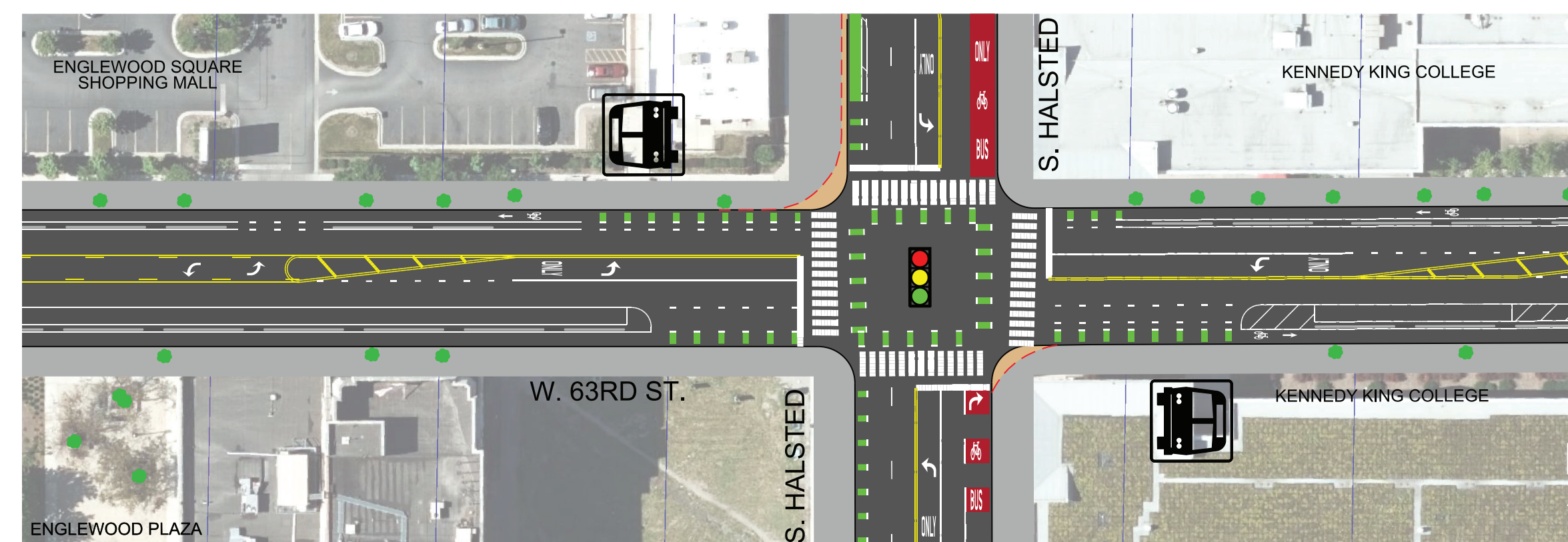


OPTION B



OPTION C | BIKE LANES

Parking removed from one side to allow space for bike lanes (32 on-street spots to remain within 1 block of Halsted)

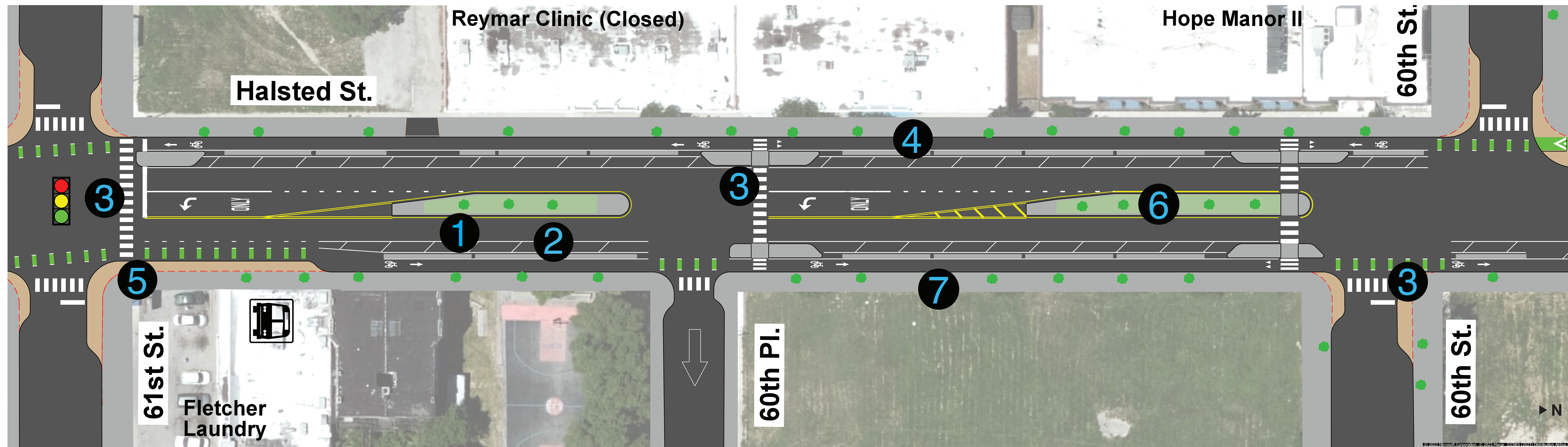


OPTION C



HALSTED ST DESIGN

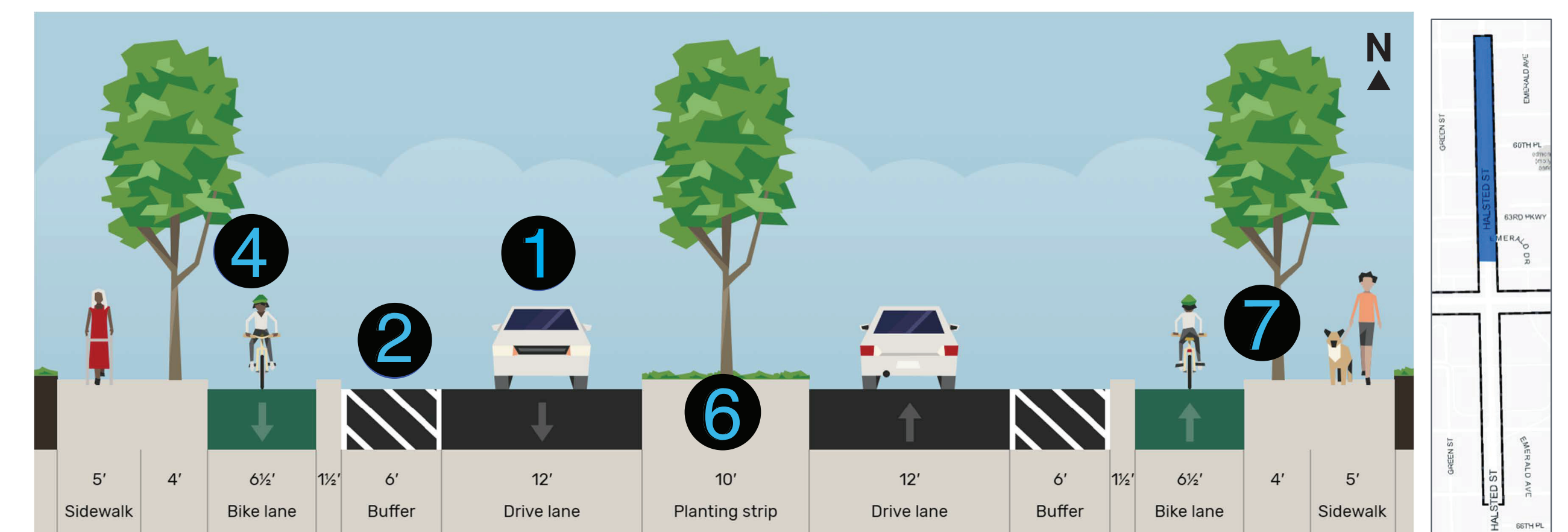
59th St to 63rd Pkwy (80' ROW)



HALSTED ST DESIGN FEATURES

- ① Reduces Halsted St to a single lane to reduce speeding and match roadway size to traffic volumes
- ② Striped buffer space provides emergency vehicle access and space for temporary curbside uses
- ③ Crossing distances for pedestrians shortened with bumpouts and refuge islands
- ④ Provide continuous protected bike lane
- ⑤ Provide wider sidewalks at bus stop locations
- ⑥ Maintain existing landscaped median
- ⑦ Additional street trees, seating, trash cans

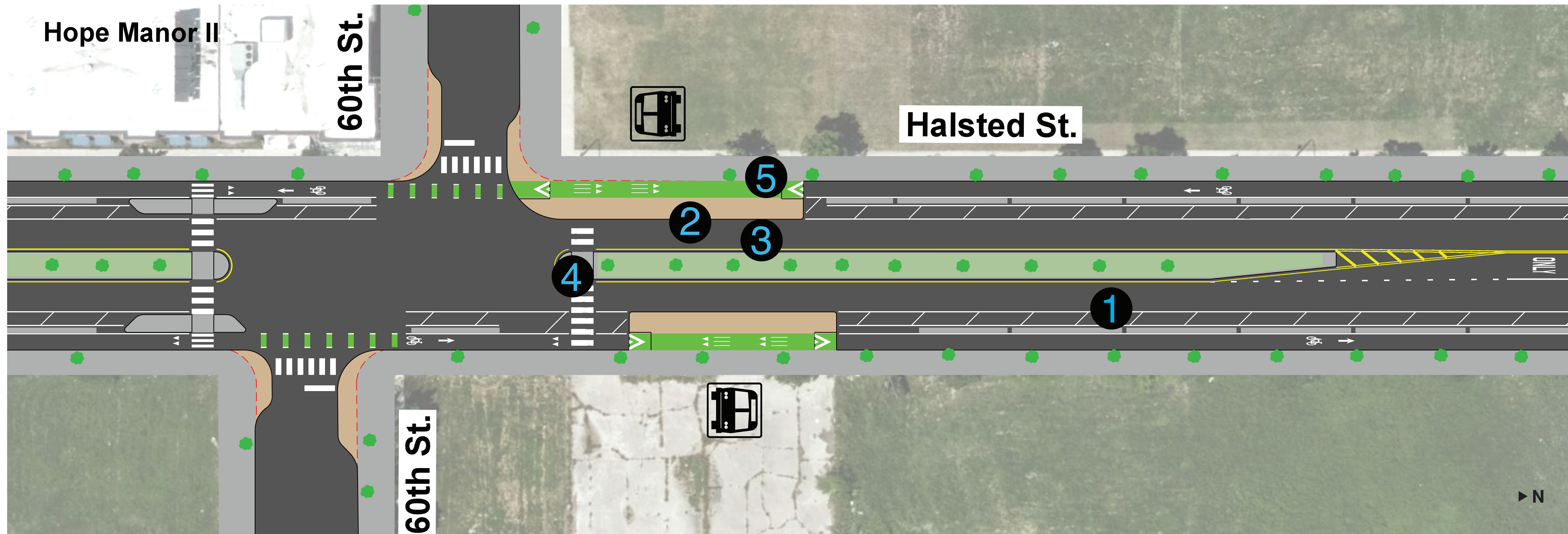
One travel lane, protected bike lane



DESIGN SECTIONS

HALSTED ST DESIGN

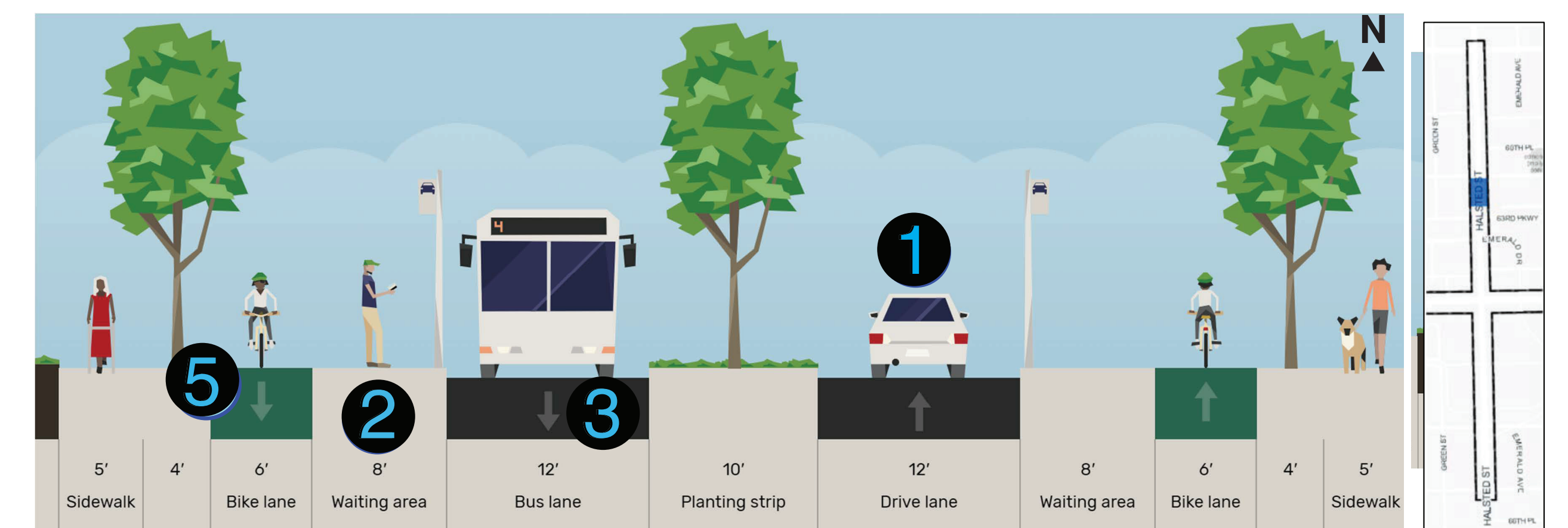
Near 60th St (80' ROW)



HALSTED ST DESIGN FEATURES

- 1 Reduces Halsted St to a single lane to match roadway size to traffic volumes and reduce speeding
- 2 Bus bulb provides wider sidewalk and boarding area
- 3 Bus stops in travel lane to reduce bus delays
- 4 Crossing distances shortened for pedestrians
- 5 Bike lane raised up to sidewalk level, signage and pavement marking for bikes to yield to pedestrians

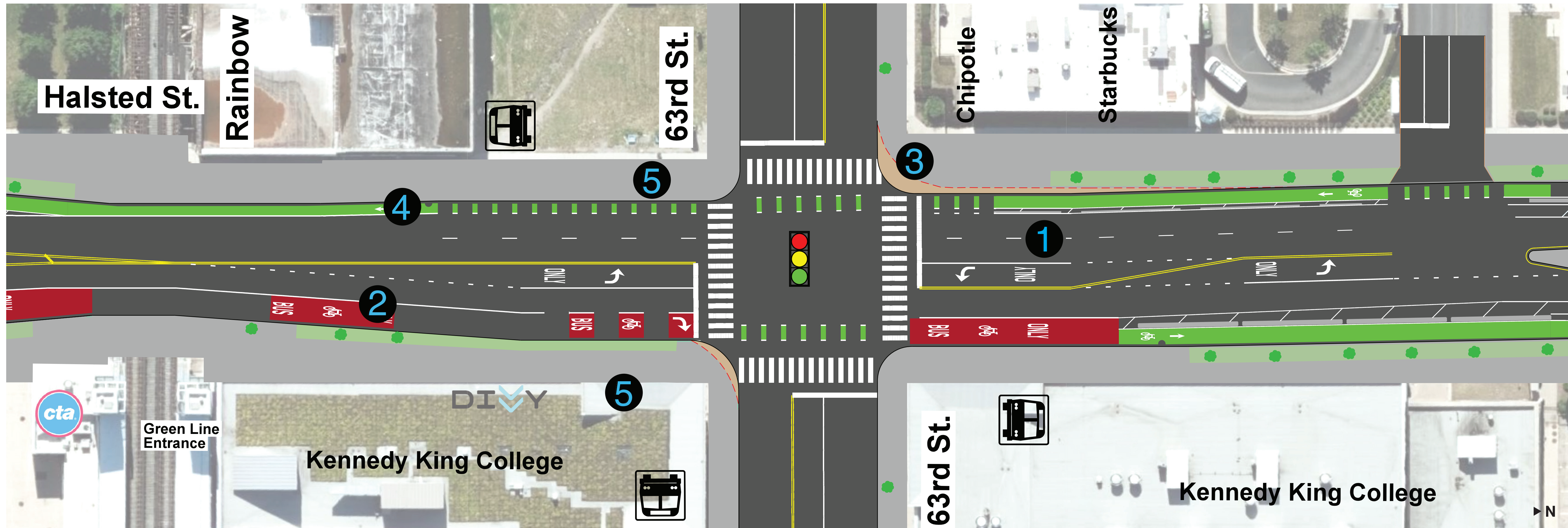
Bus bulbs and bike lanes at sidewalk level



DESIGN SECTIONS

HALSTED ST DESIGN

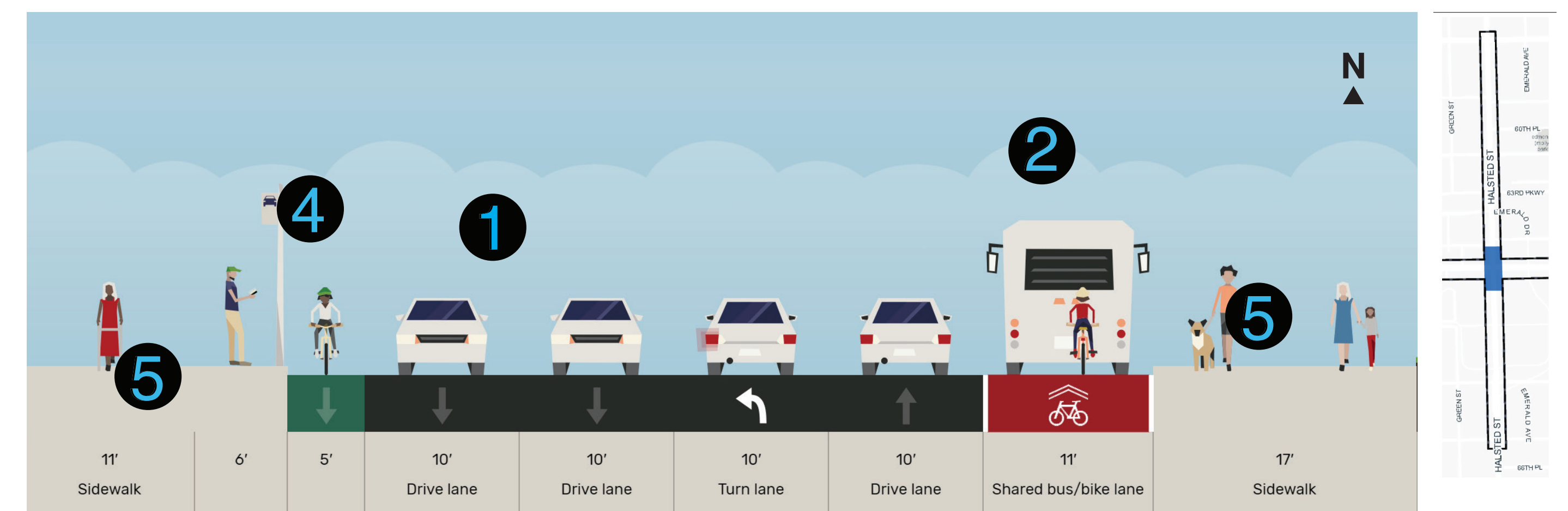
63rd St Intersection (100' ROW)



HALSTED ST DESIGN FEATURES

- 1 Maintains two southbound lanes based on needs of 2050 traffic volumes
- 2 Adds northbound bus priority zone to improve bus travel times
- 3 ADA curb ramp upgrades
- 4 Improves corner design to slow down turning vehicles
- 5 Maintain wide sidewalks and add additional street furniture

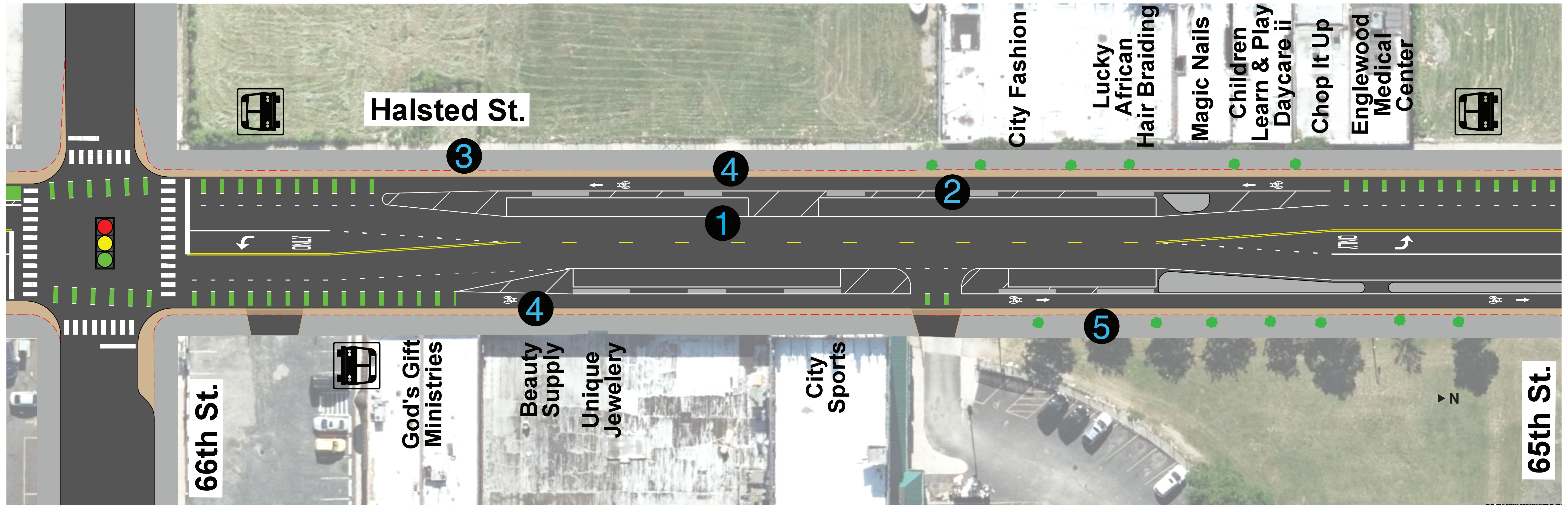
Two southbound travel lanes, one northbound travel lane with one bus priority lane



DESIGN SECTIONS

HALSTED ST DESIGN

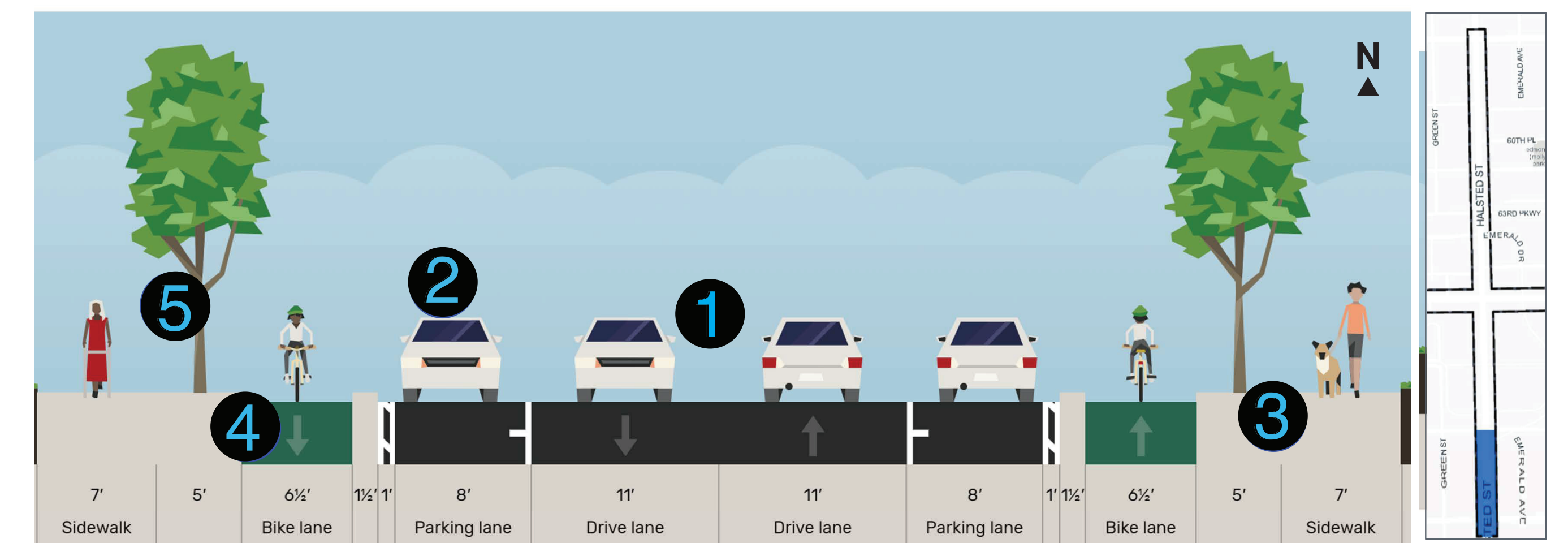
66th St to 65th St (80' ROW)



HALSTED ST DESIGN FEATURES

- 1 Reduces Halsted St to a single lane to match roadway size to traffic volumes and reduce speeding
- 2 Maintains on-street parking and removes peak hour parking restrictions
- 3 Sidewalks widened by 3ft on both sides
- 4 Provide continuous protected bike lane
- 5 Additional street trees, seating, trash cans

Widened sidewalks, on-street parking, protected bike lane



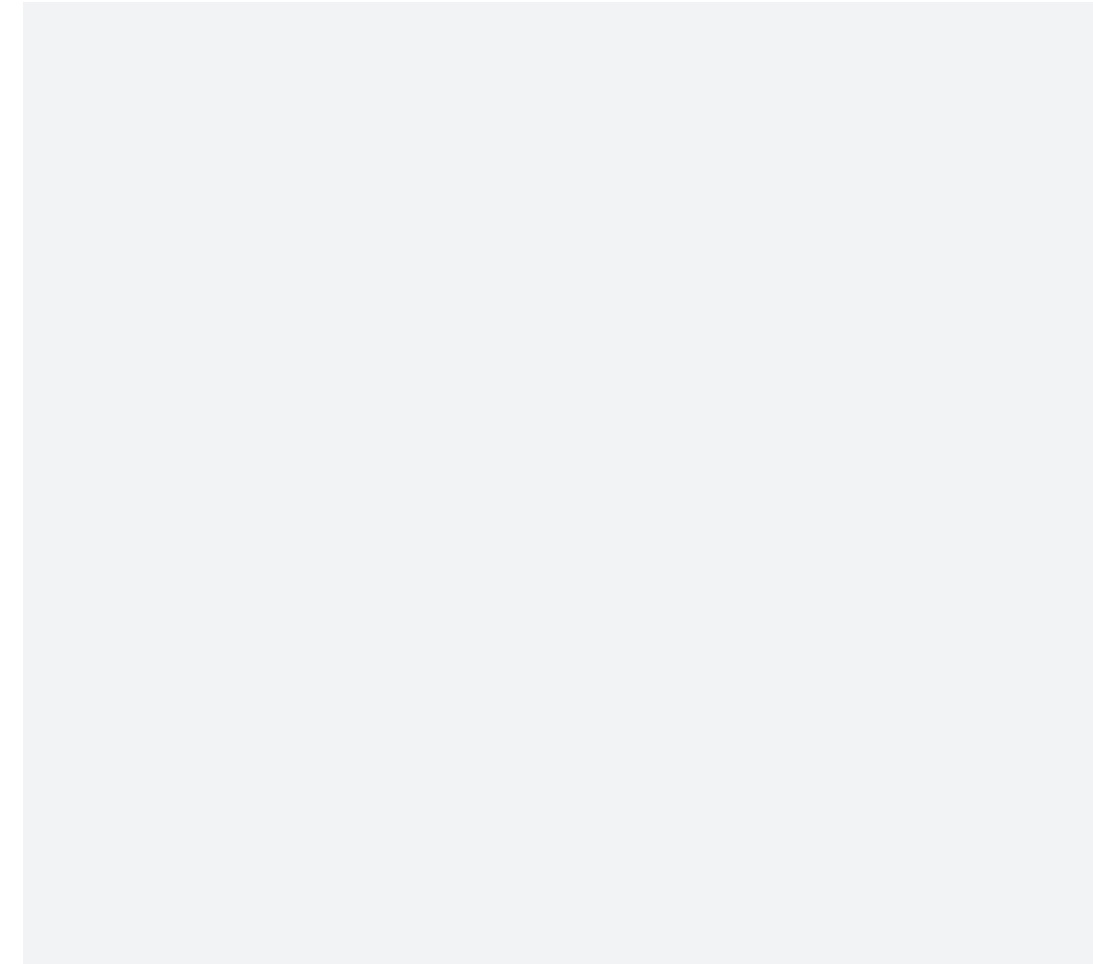
DESIGN SECTIONS



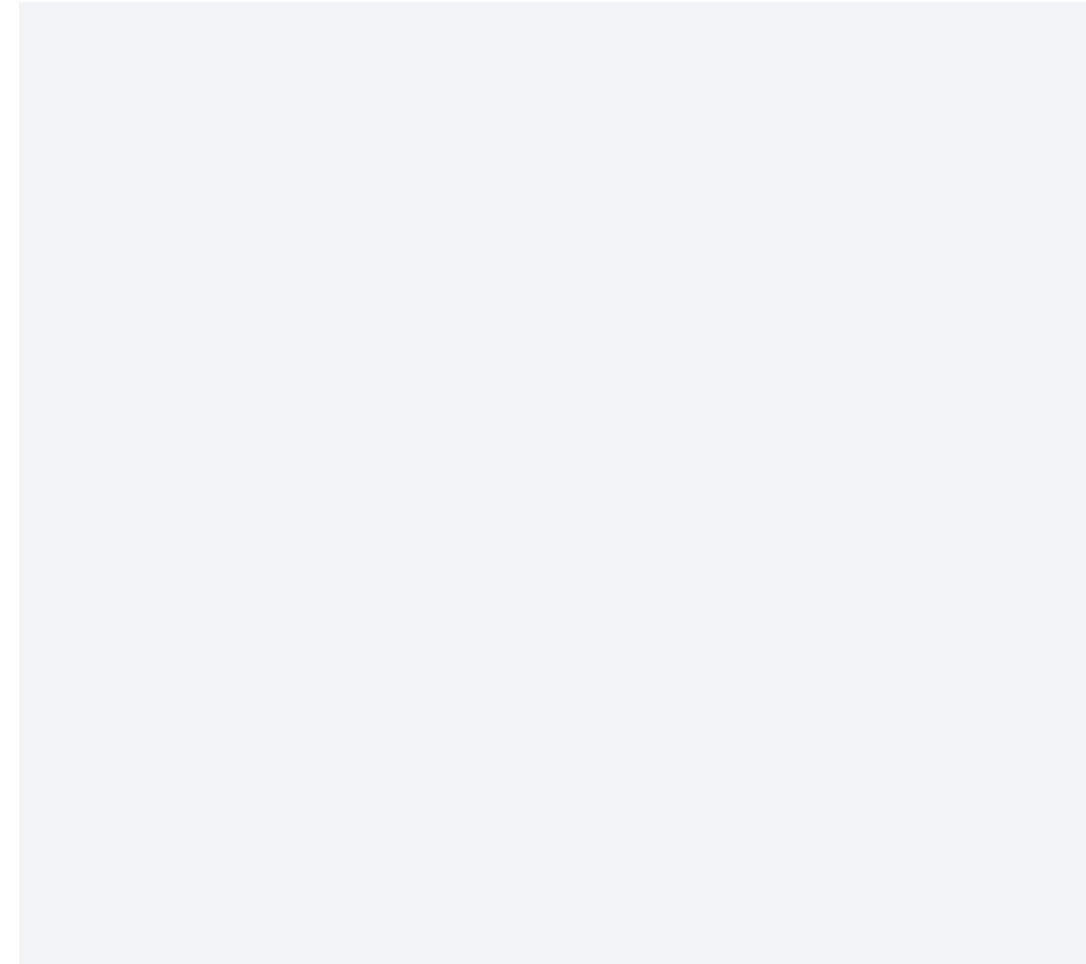
ENGLEWOOD PLAZA PROPOSED DESIGN

Share your comments with the project team.

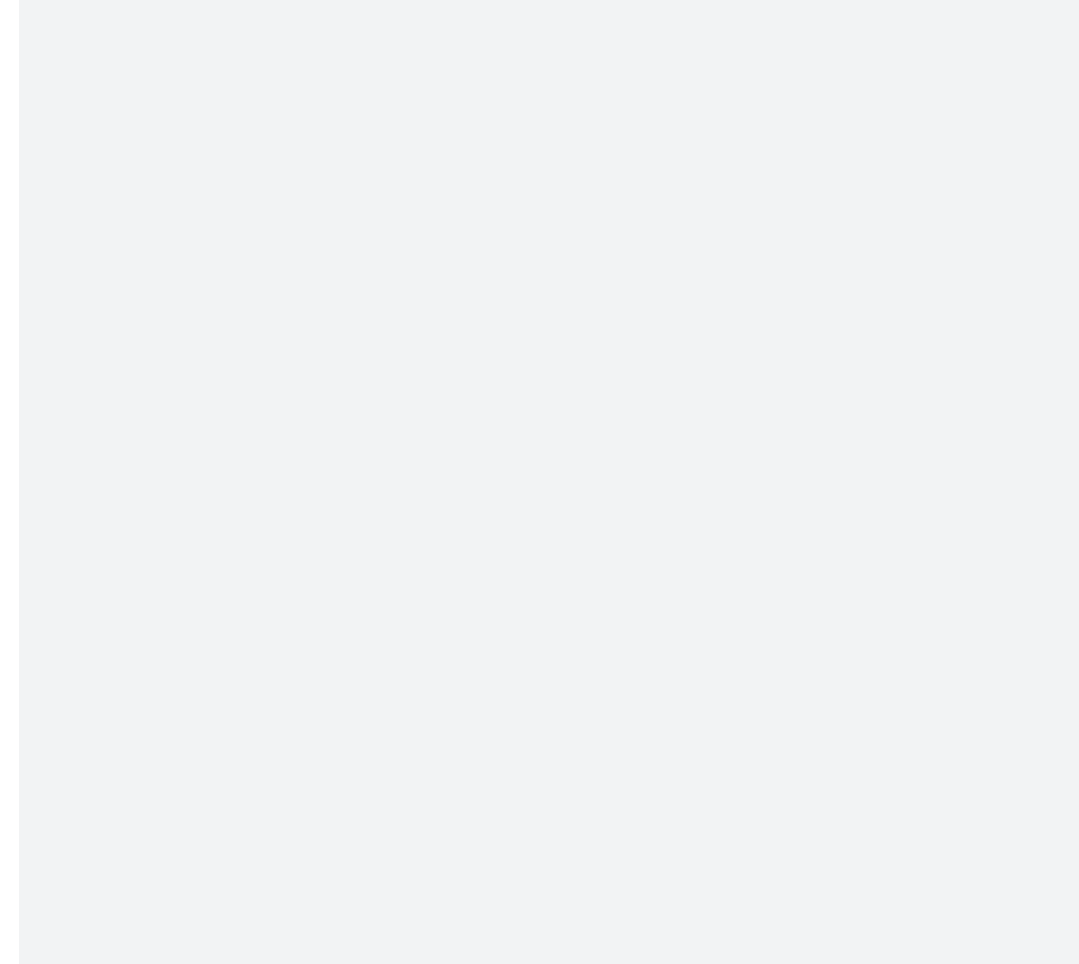
What do you like most?



Is there anything missing or that you would change?



How do you think the community will use this space?

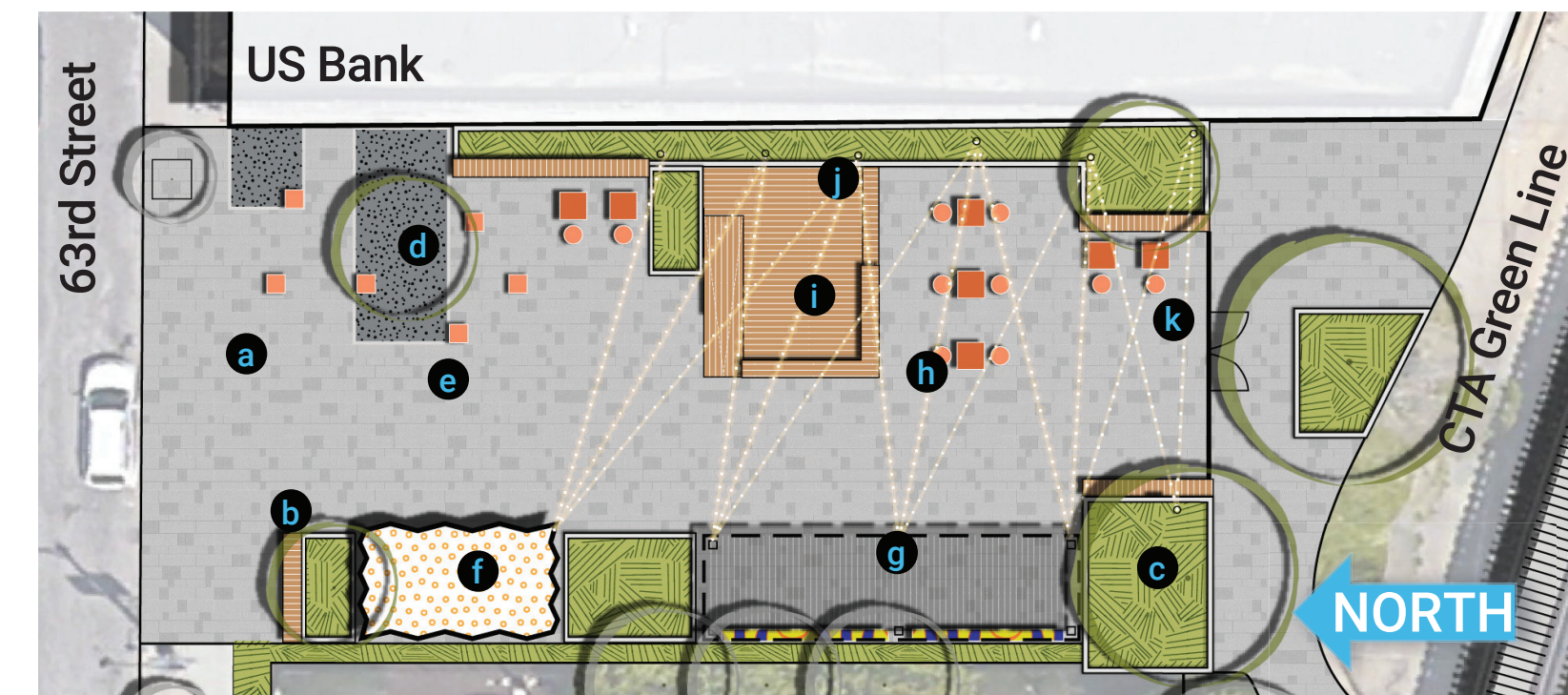
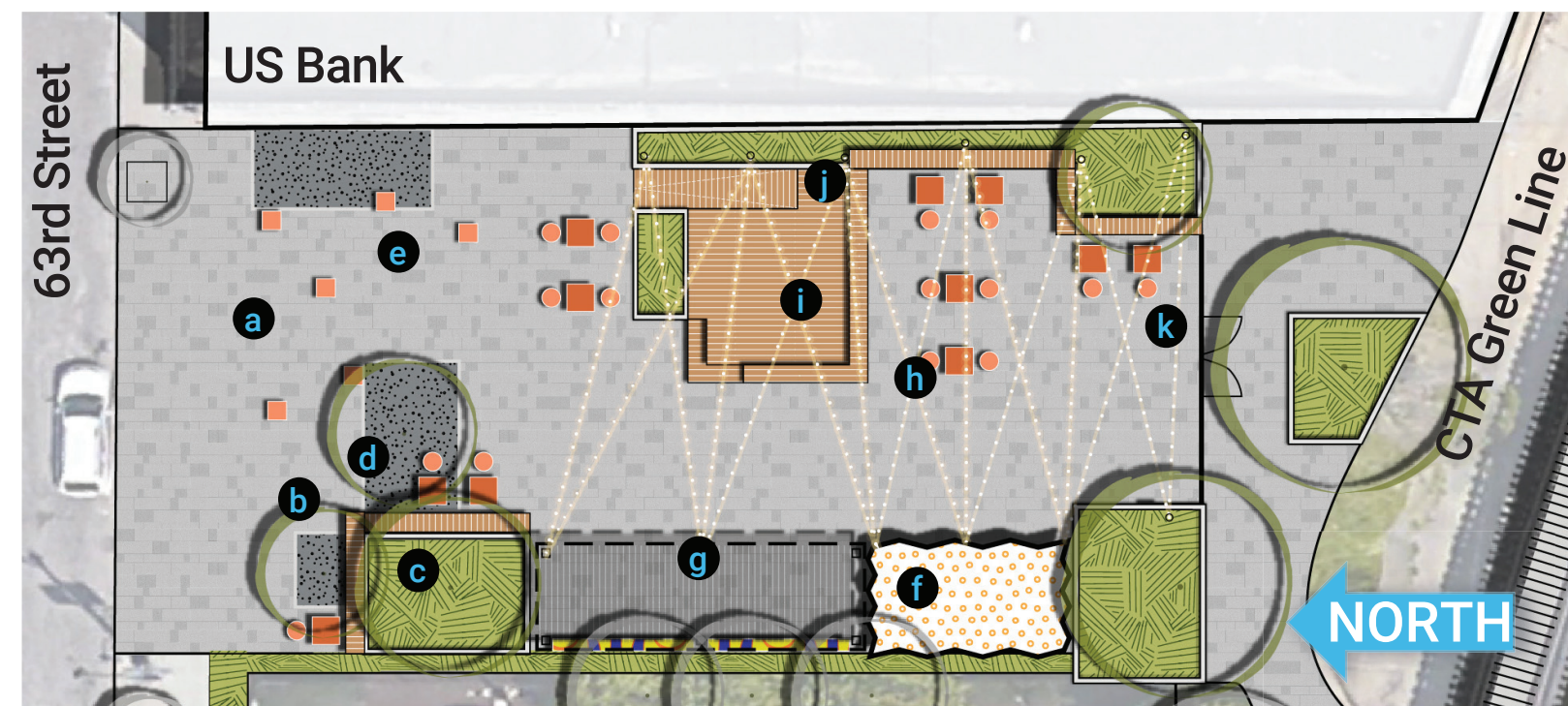


OPTION 1

Temporary vendor structure towards back of plaza for dedicated pop-up space.

OPTION 2

Temporary vendor structure closer to 63rd St and more visible by pedestrians.



- a** Pavers
- e** Pop-up Space
- i** Built-in Stage
- b** Built-in Seat Wall (18" Tall)
- f** Temporary Vendor Structure
- j** Catenary Lighting
- c** Built-in Planter (18" Tall)
- g** Pergola Structure
- k** Gate
- d** New Trees
- h** Game Tables



LOOKING SOUTHEAST



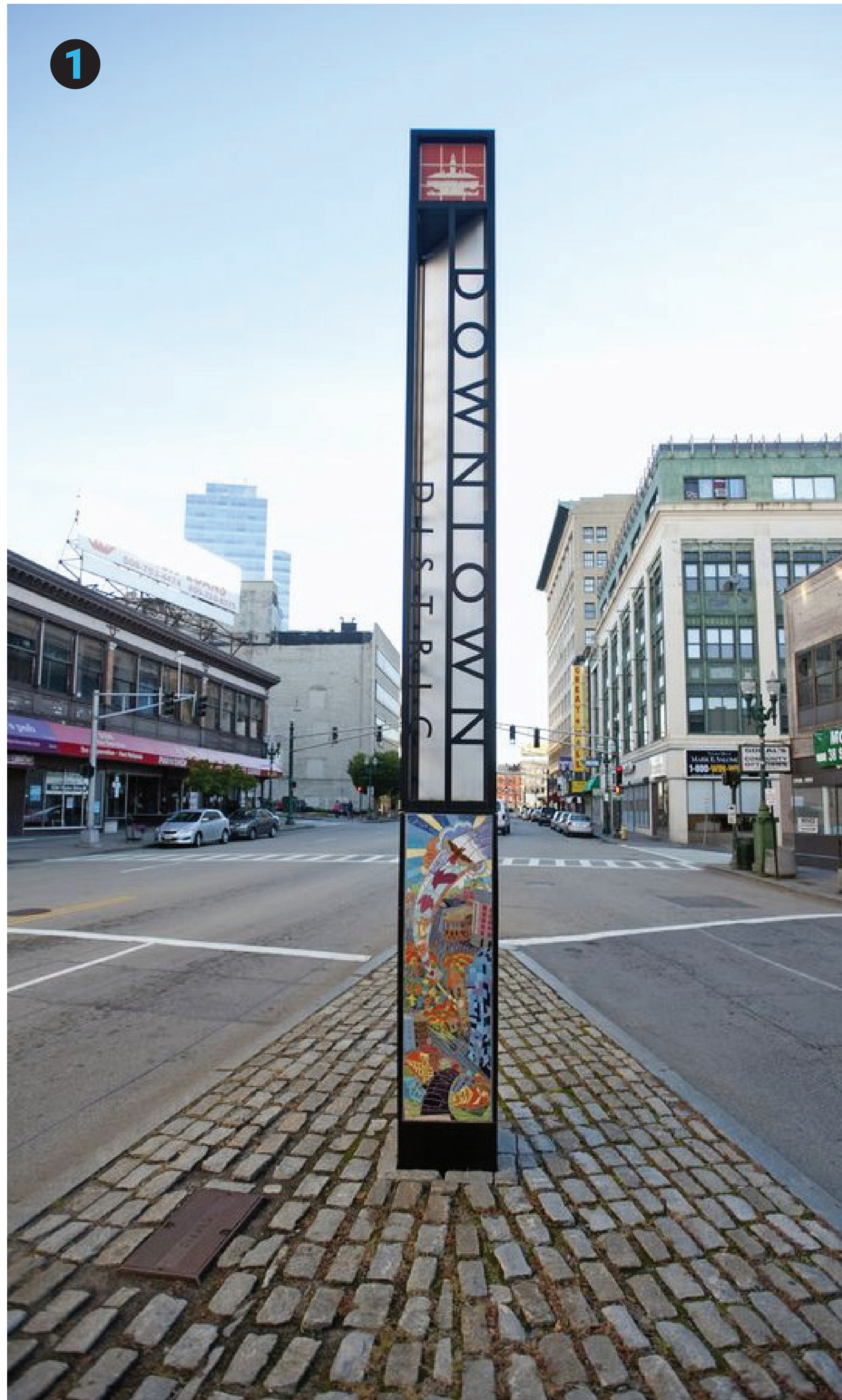
LOOKING NORTHWEST

63RD STREET



COMMUNITY IDENTIFIER EXAMPLES

Please place up to two (2) sticky dots next to the identifier style you like most. Share your comments with the project team.



COMMUNITY IDENTIFIER EXAMPLES

Please place up to two (2) sticky dots next to the identifier style you like most. Share your comments with the project team.



ARCHITECTURAL ELEMENTS

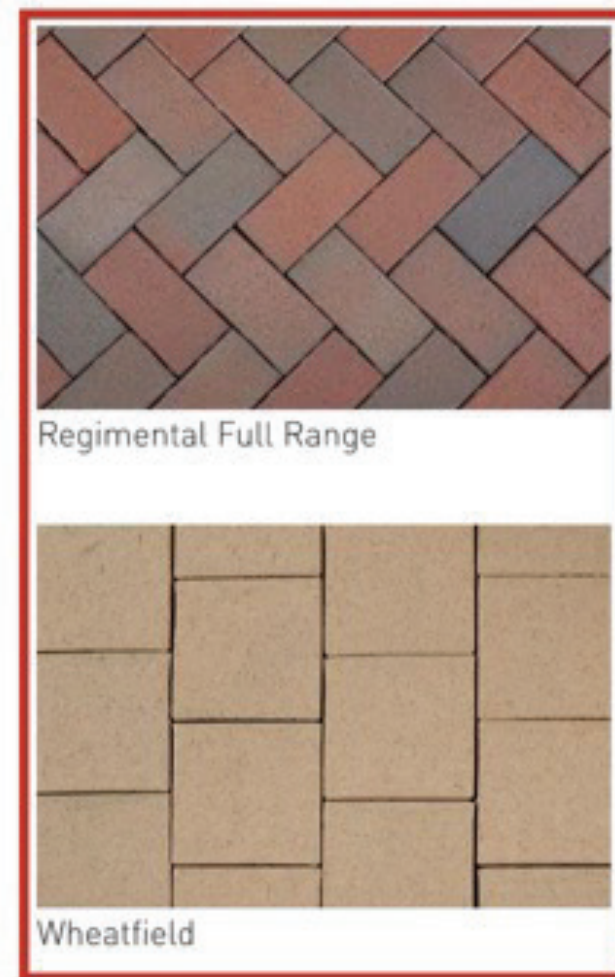
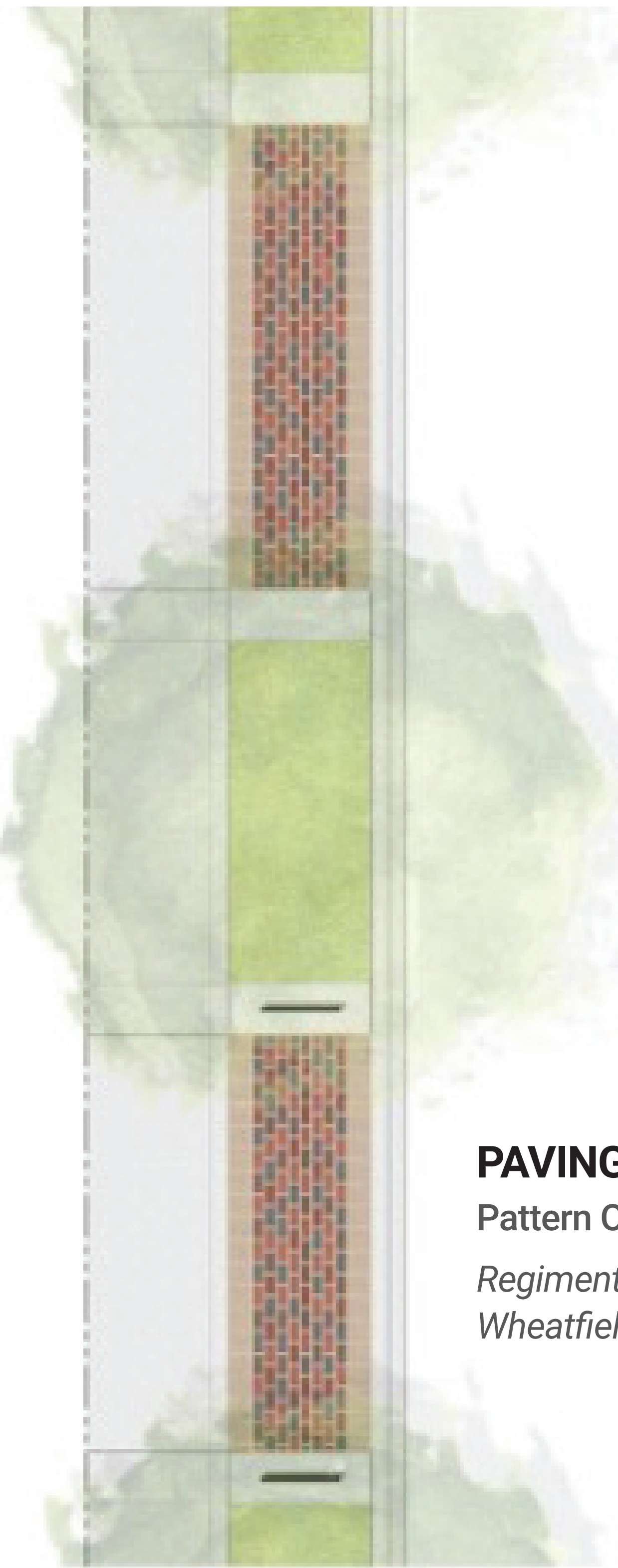
COMMUNITY IDENTIFIER EXAMPLES

Please place up to two (2) sticky dots next to the identifier style you like most.
Share your comments with the project team.



CULTURAL THEMES

TRADITIONAL PALETTE

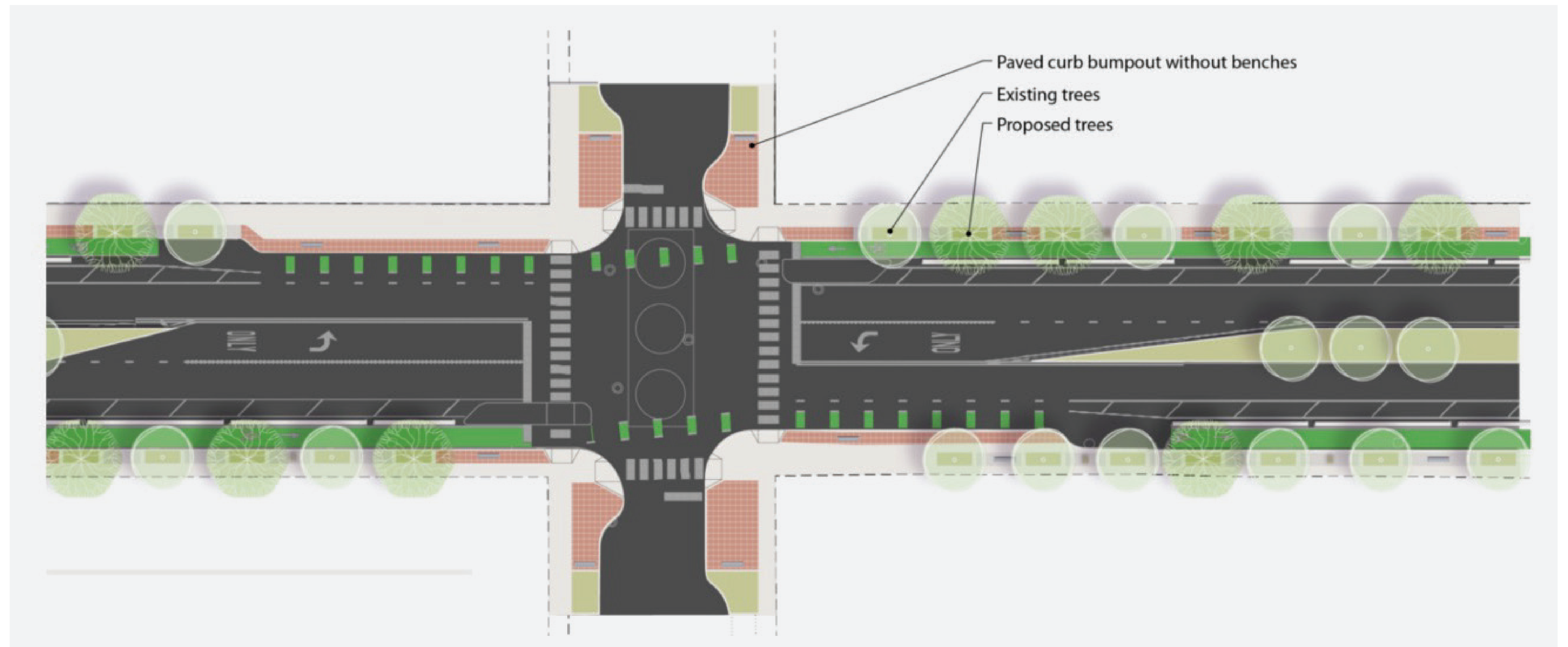


PAVING

Pattern Option

Regimental Full Range - 4x8 pavers

Wheatfield - 8x8 pavers (edging)



BIKE RACK



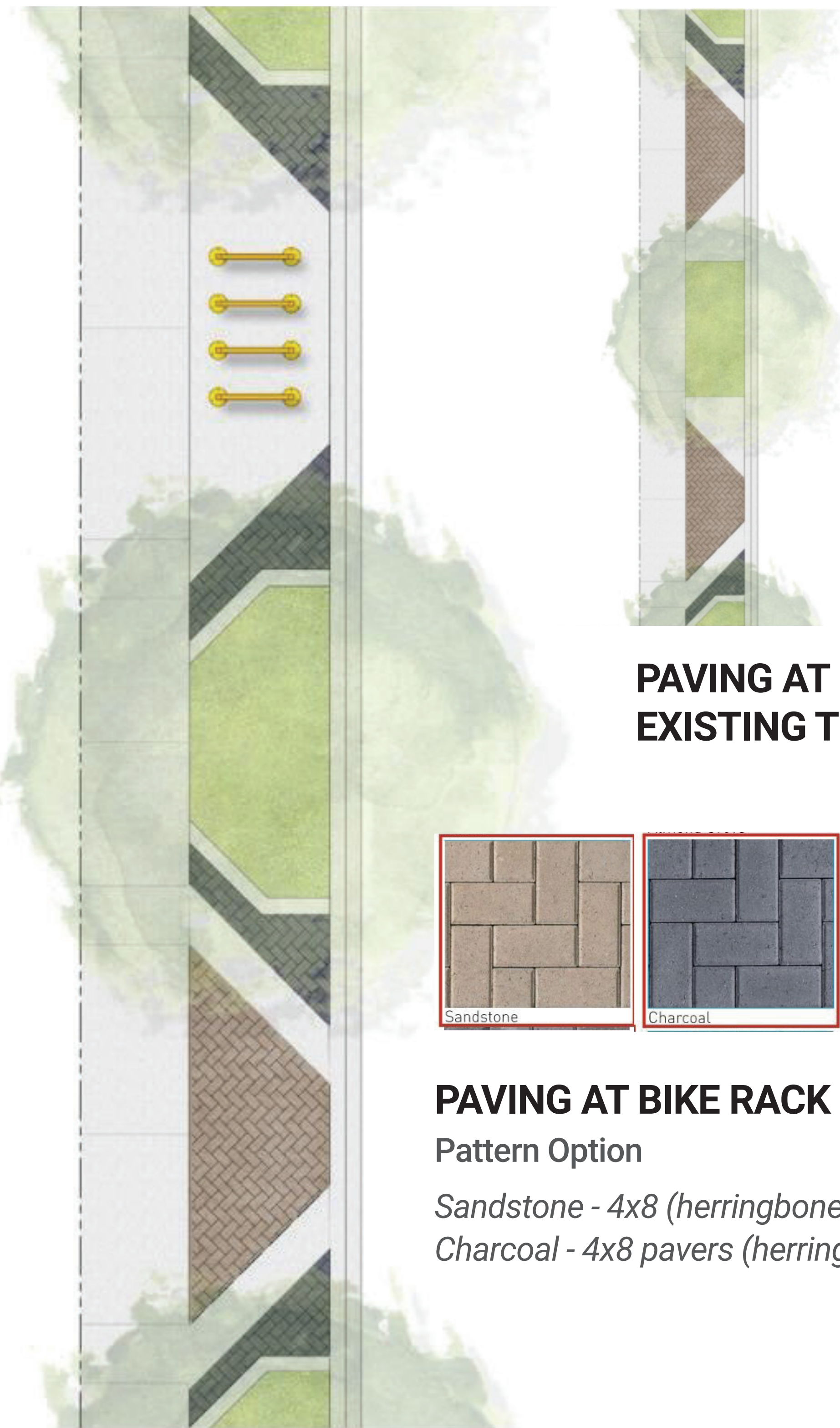
TRASH



SEATING



VIBRANT PALETTE



PAVING AT EXISTING TREE

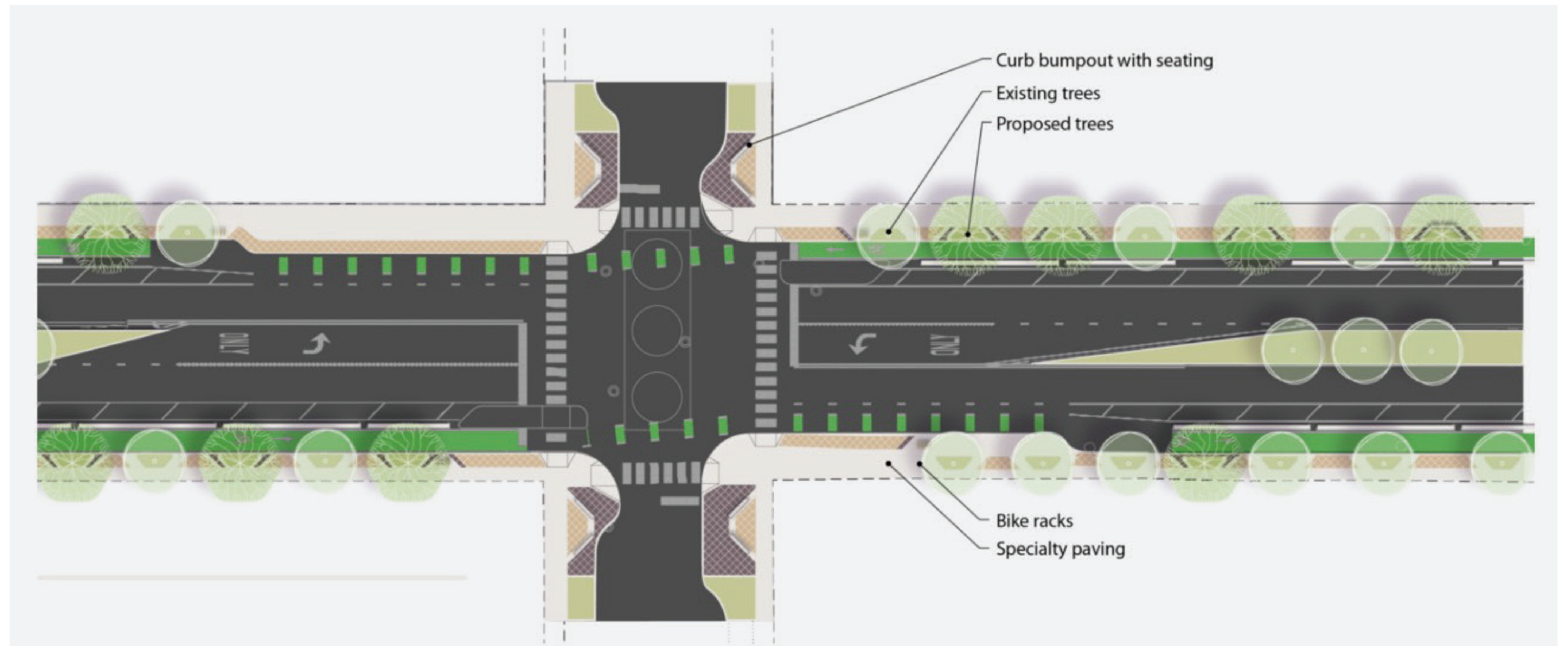


PAVING AT BIKE RACK

Pattern Option

Sandstone - 4x8 (herringbone)

Charcoal - 4x8 pavers (herringbone)



BIKE RACK
Custom Neighborhood Logo

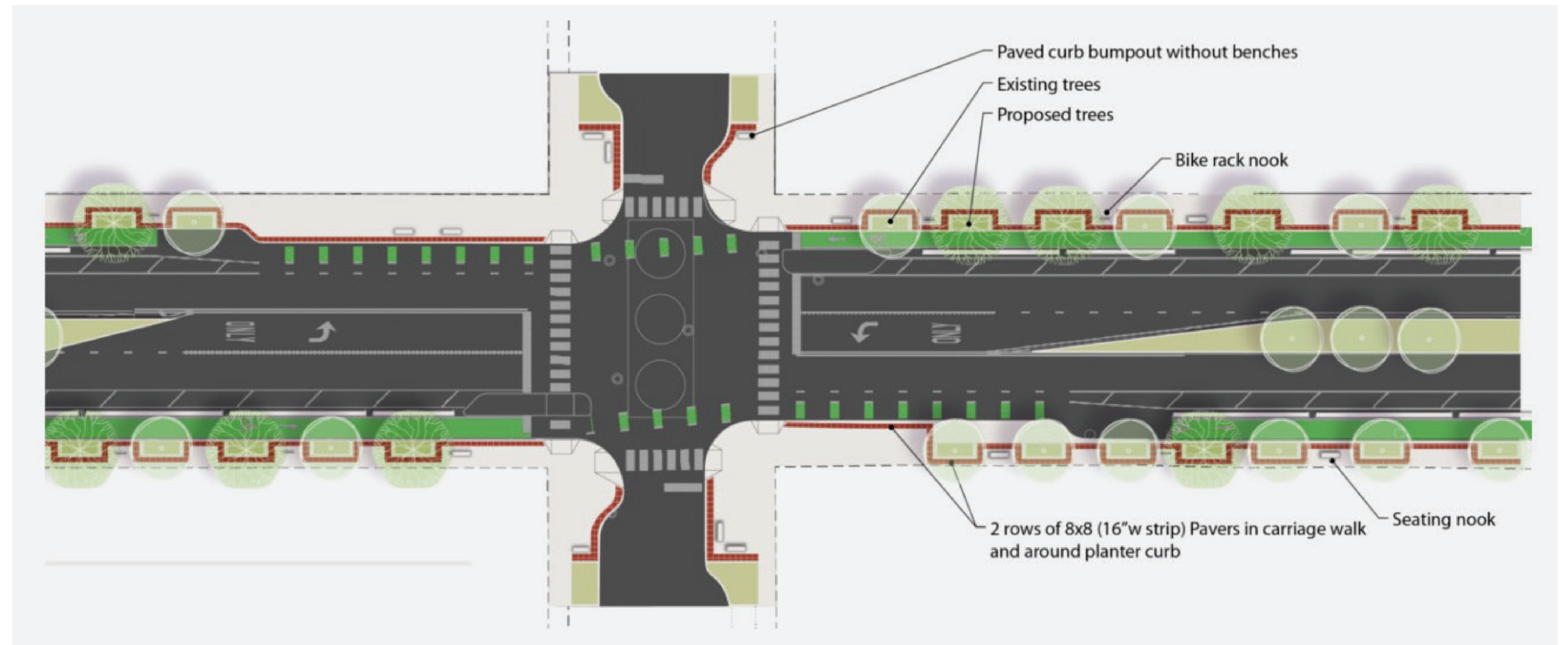
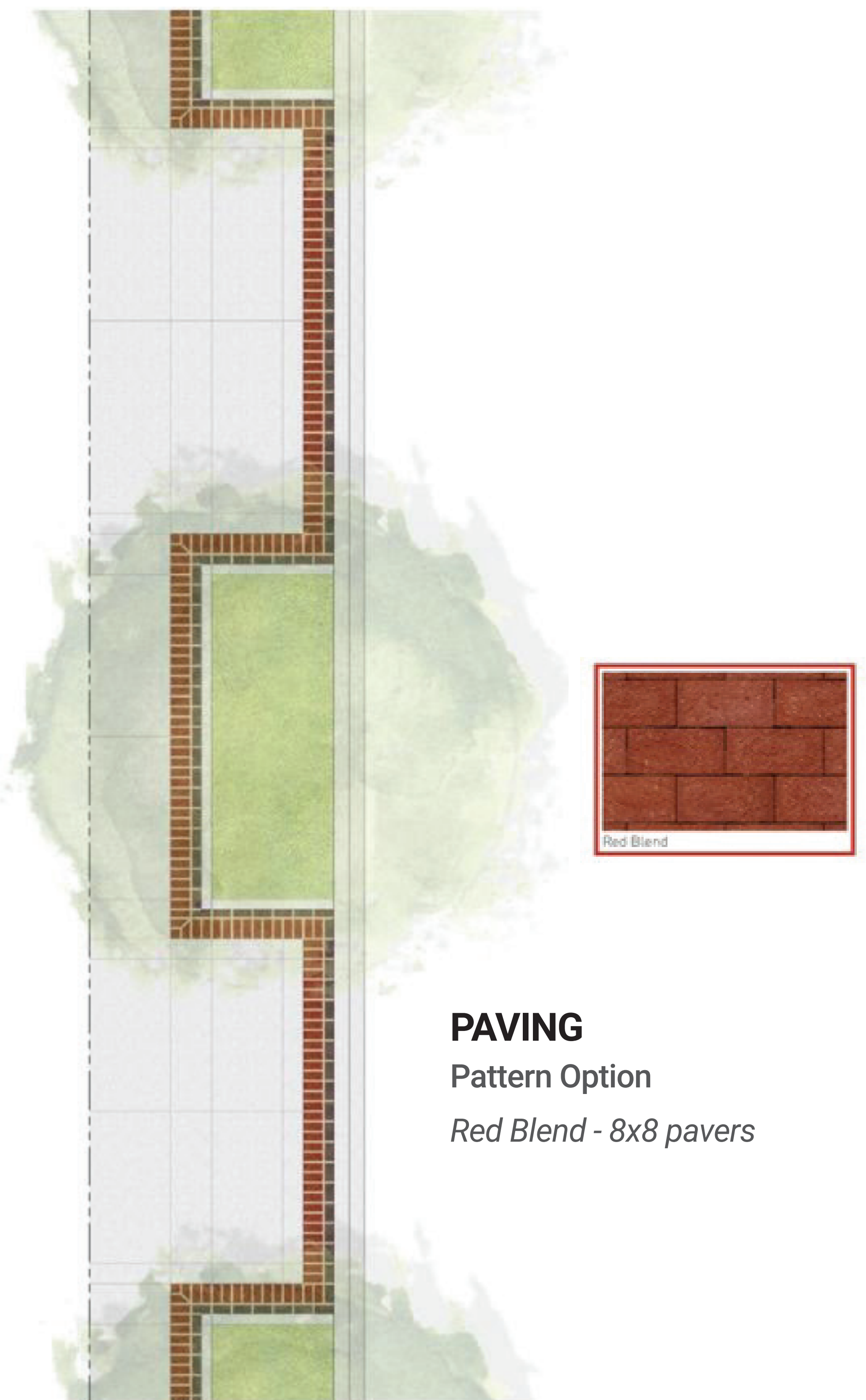


TRASH
Custom Neighborhood Logo

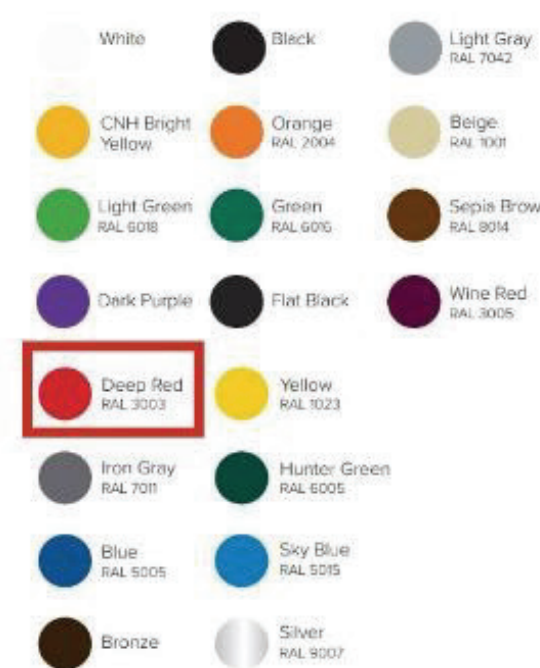


SEATING
Concrete Seatwall

VIBRANT / TRADITIONAL PALETTE



BIKE RACK
Custom Neighborhood Logo



TRASH
Custom Color

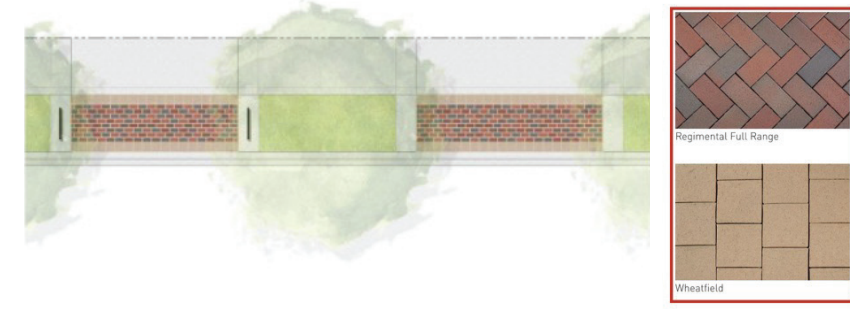


SEATING
Post-Consumer Recycled Plastic (HDPE)

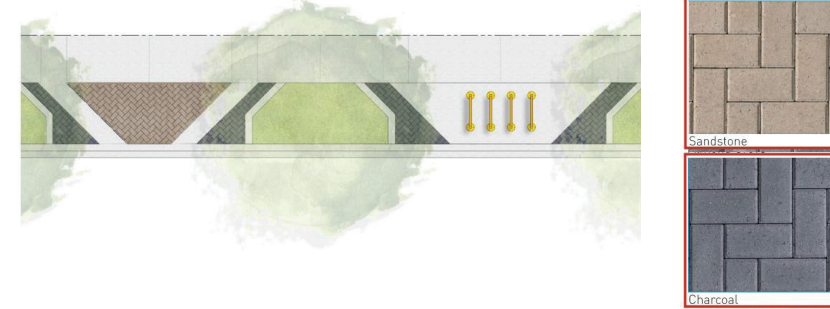
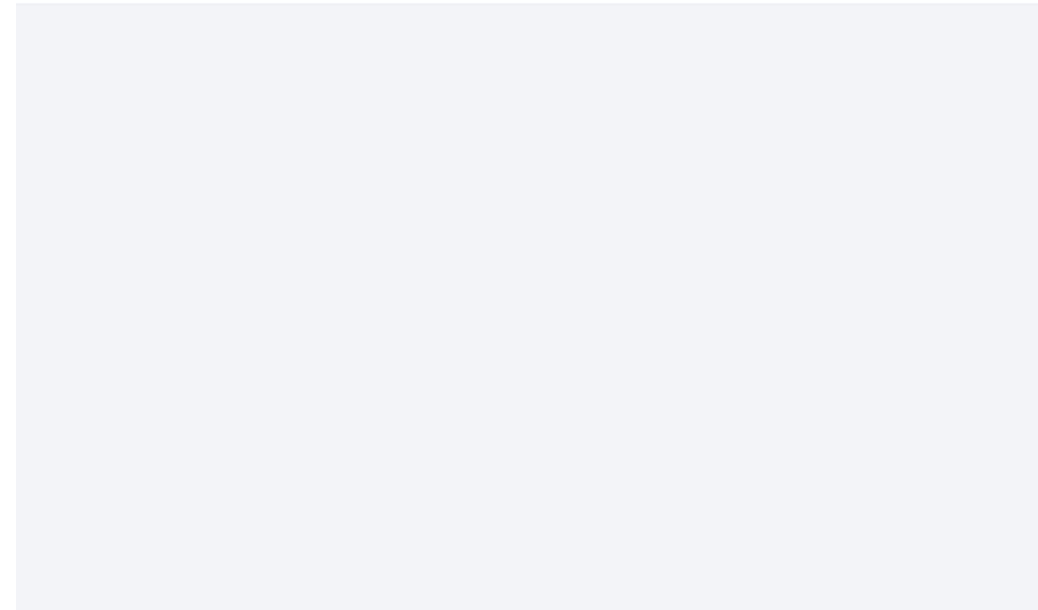
PALETTE PREFERENCES

Please place one sticky dot next to the style you most prefer within each category.

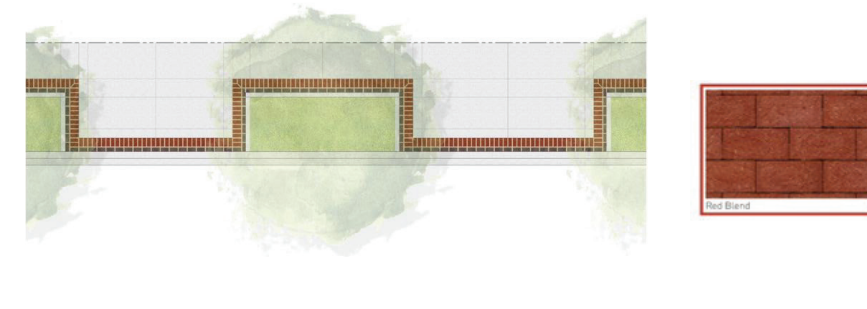
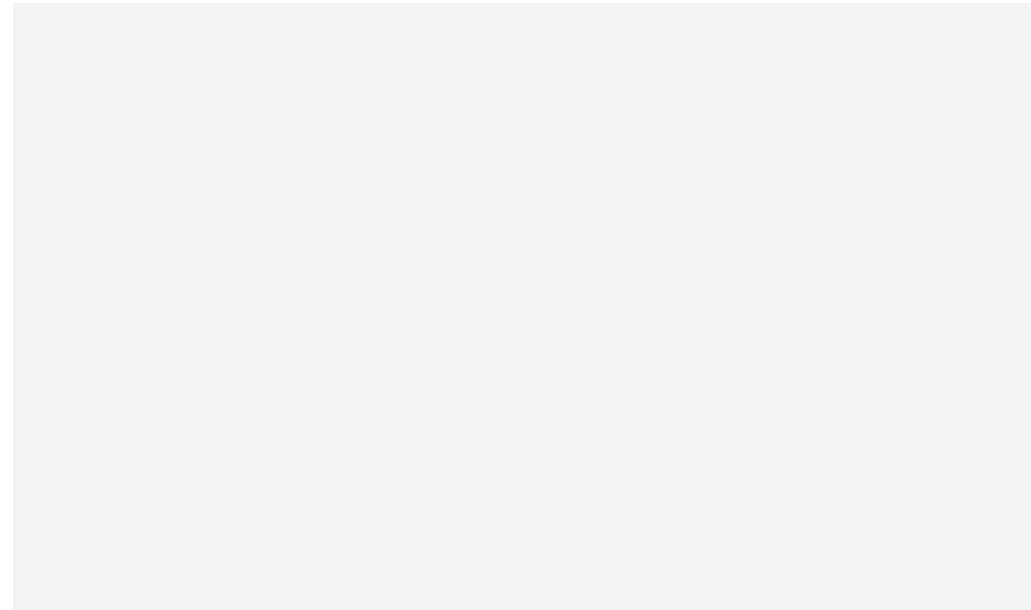
PAVERS



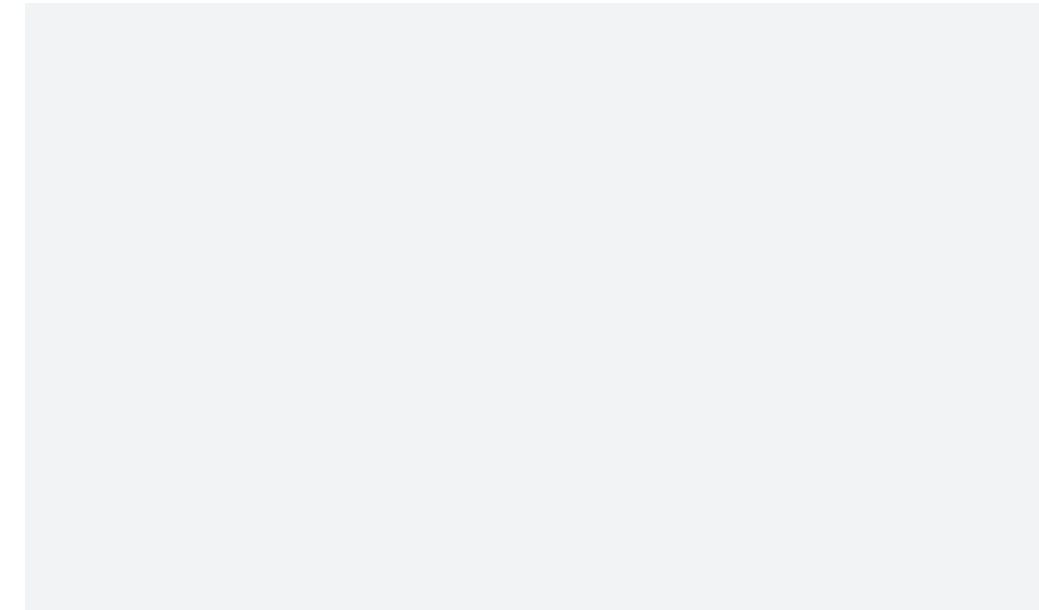
Traditional



Vibrant



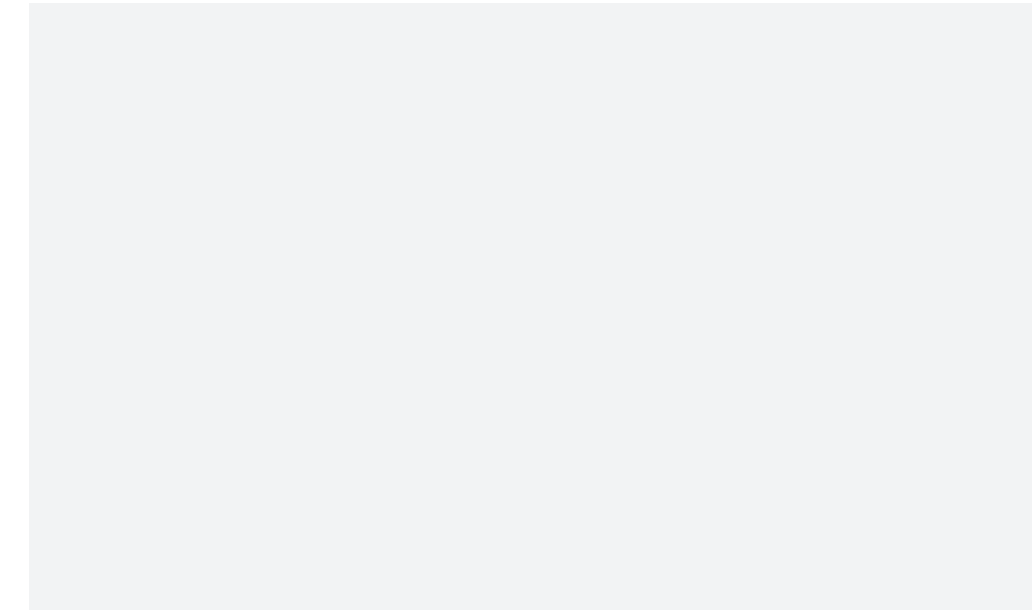
Vibrant / Traditional



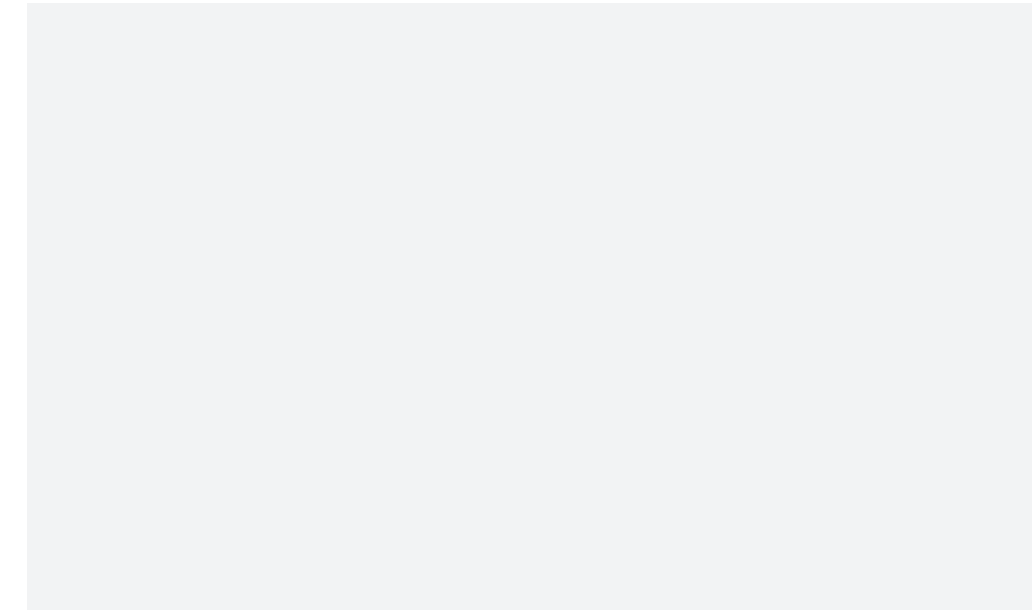
TRASH



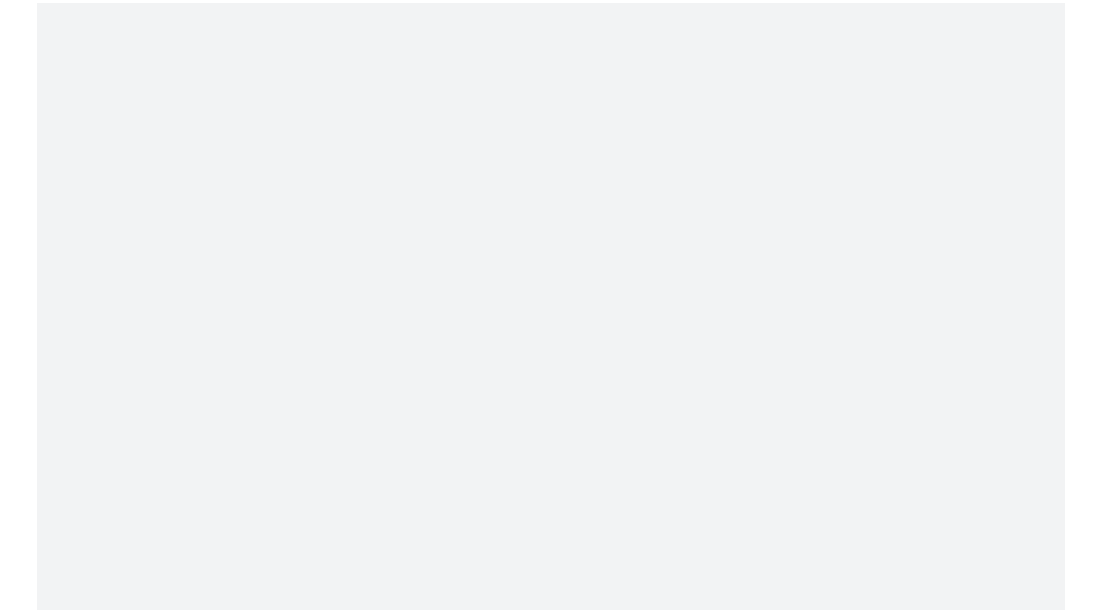
Traditional



Vibrant



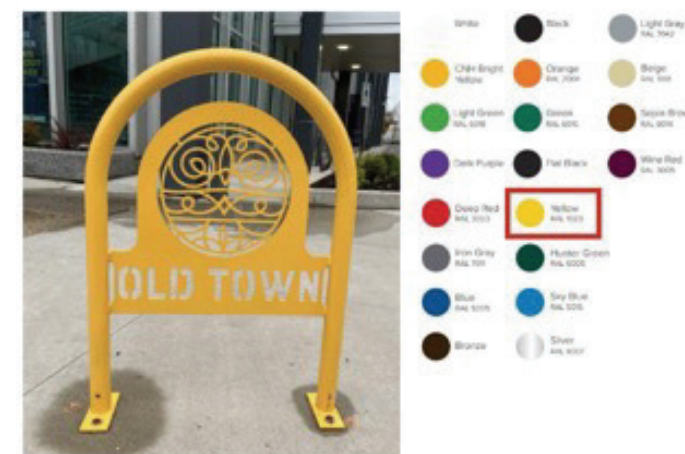
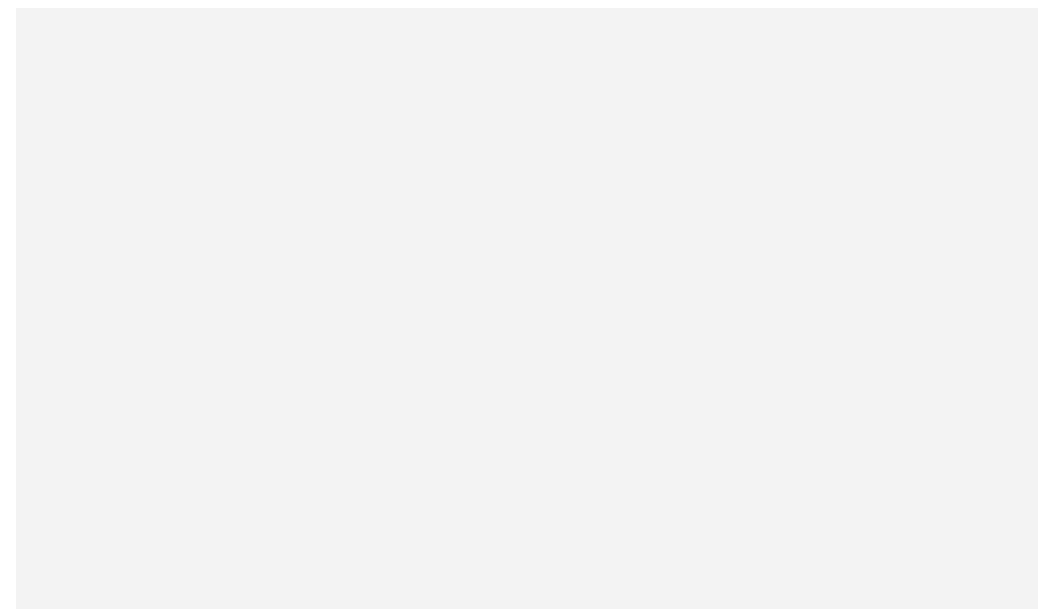
Vibrant / Traditional



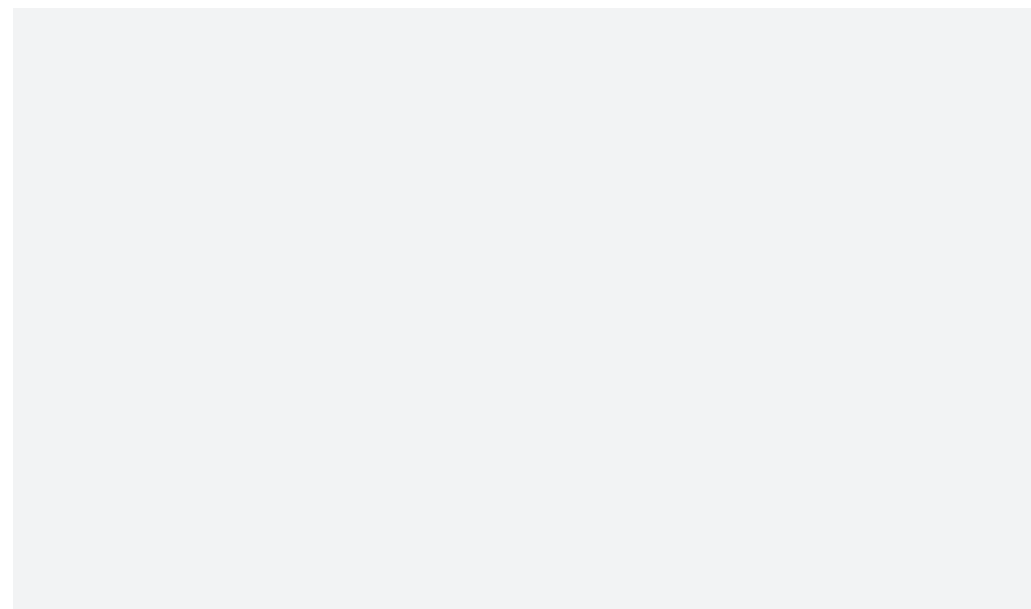
BIKE RACK



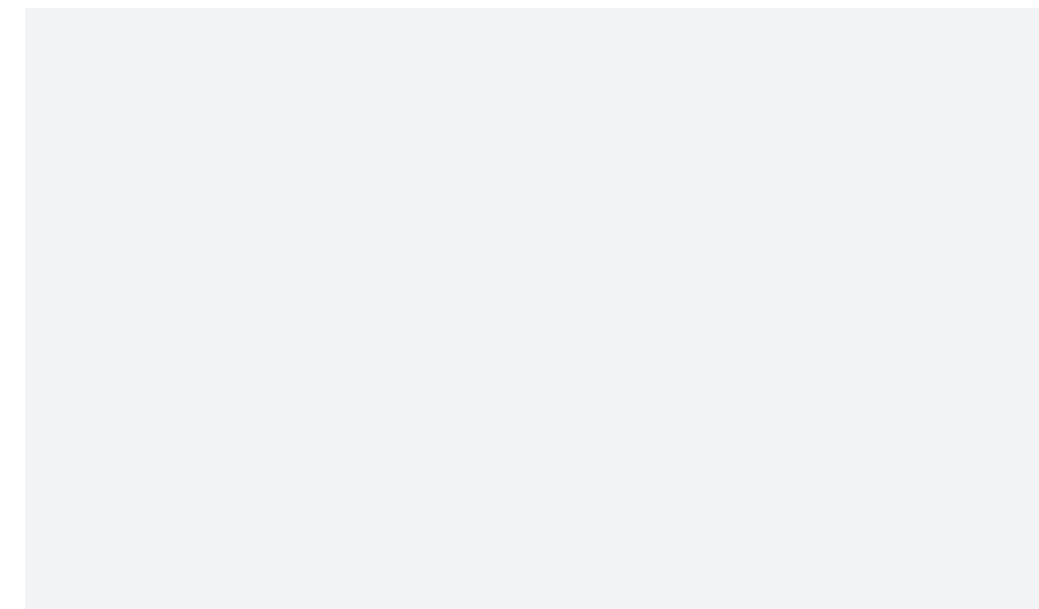
Traditional



Vibrant



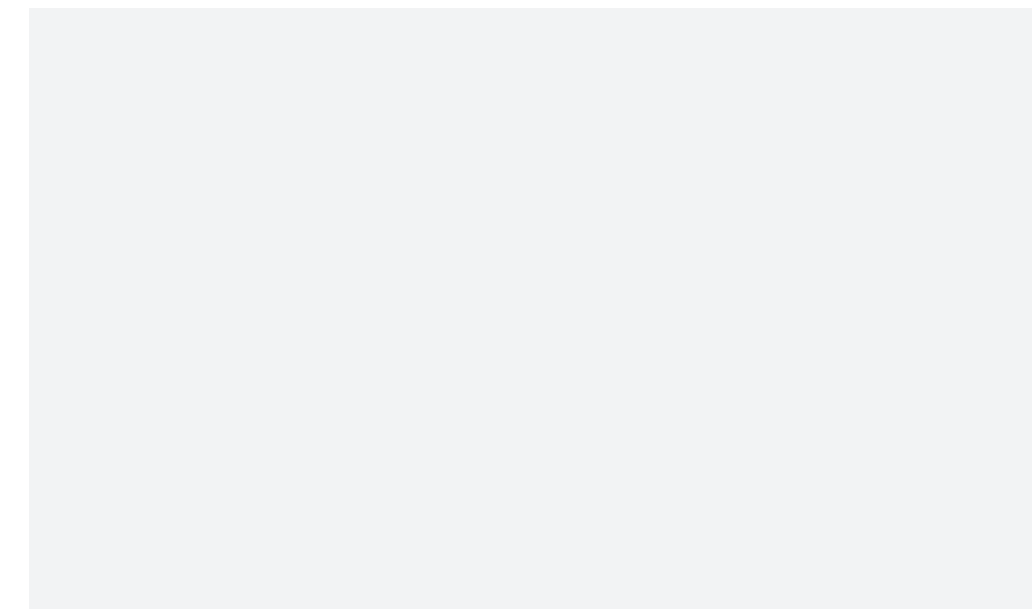
Vibrant / Traditional



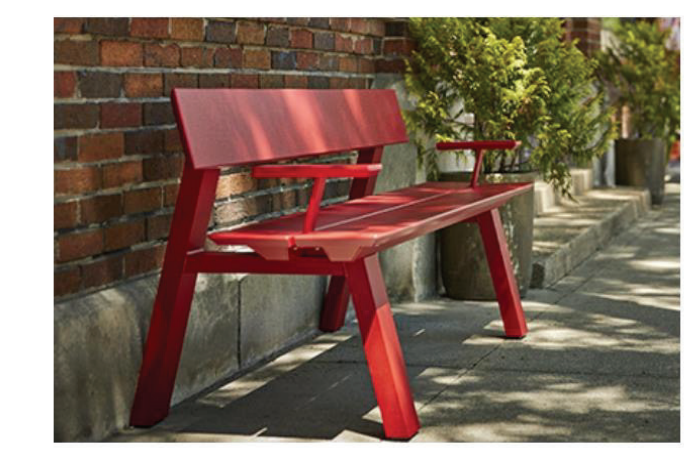
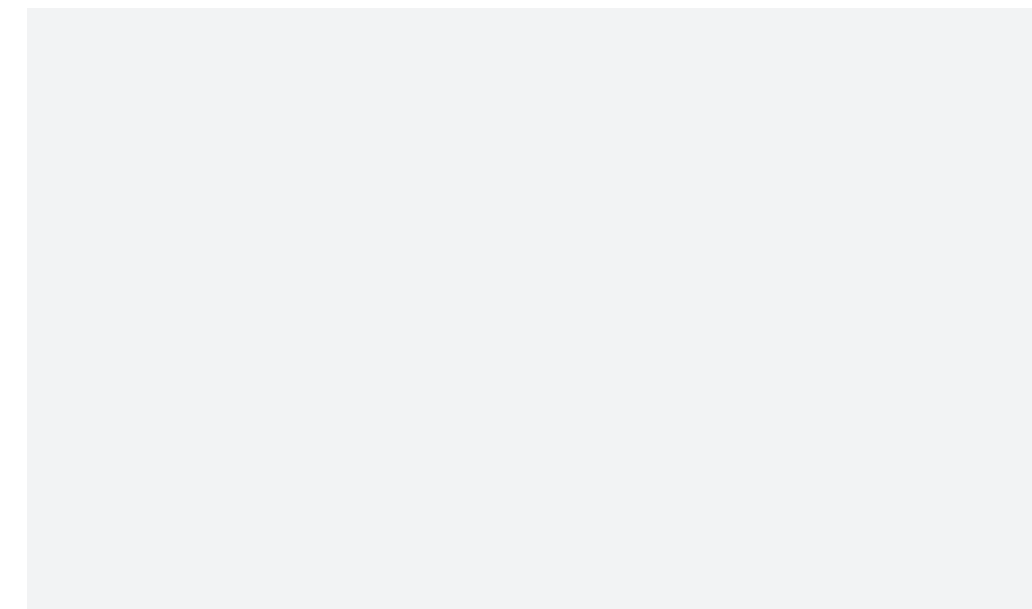
SEATING



Traditional



Vibrant



Vibrant / Traditional

