

Invest South/West Humboldt Park Chicago Avenue Streetscape Project – Pulaski Rd to Kedzie Ave



- Introductions
- Project Overview
- DCASE
- The Why: Data and Engagement Summary
- Existing Conditions
- Street Cross Section Concepts
- Community Identifier Concepts

27th Ward

Walter Burnett Jr., Alderman

37th Ward

Emma Mitts, Alderman

Chicago Department of Transportation (CDOT)

Lubica Benak, Program Director
Cody Matchen, Project Manager

Infrastructure Engineering, Inc.

(MBE)

Prime Engineer

- Mark Buwen
- Lipji Moon
- Corbin Doss

SmithGroup

Urban Design and Public Outreach

- Janet Attarian
- Jennifer Kelliher
- Matt Callone
- Mrunmayee Atre
- Hannah Higgins

Artist

Isabella Scott

Peralte-Clark

(MBE)

Civil Engineering

Environmental Design International, Inc.

(M/WBE)

Topographic Survey

TranSmart, Inc.

(M/WBE)

Traffic Engineering

Wang Engineering

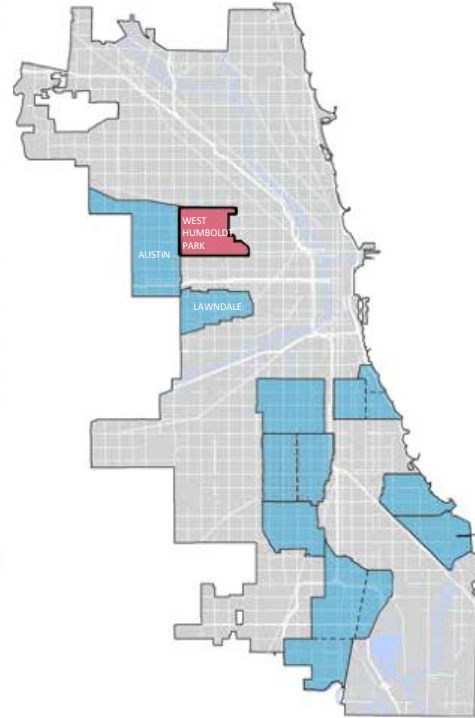
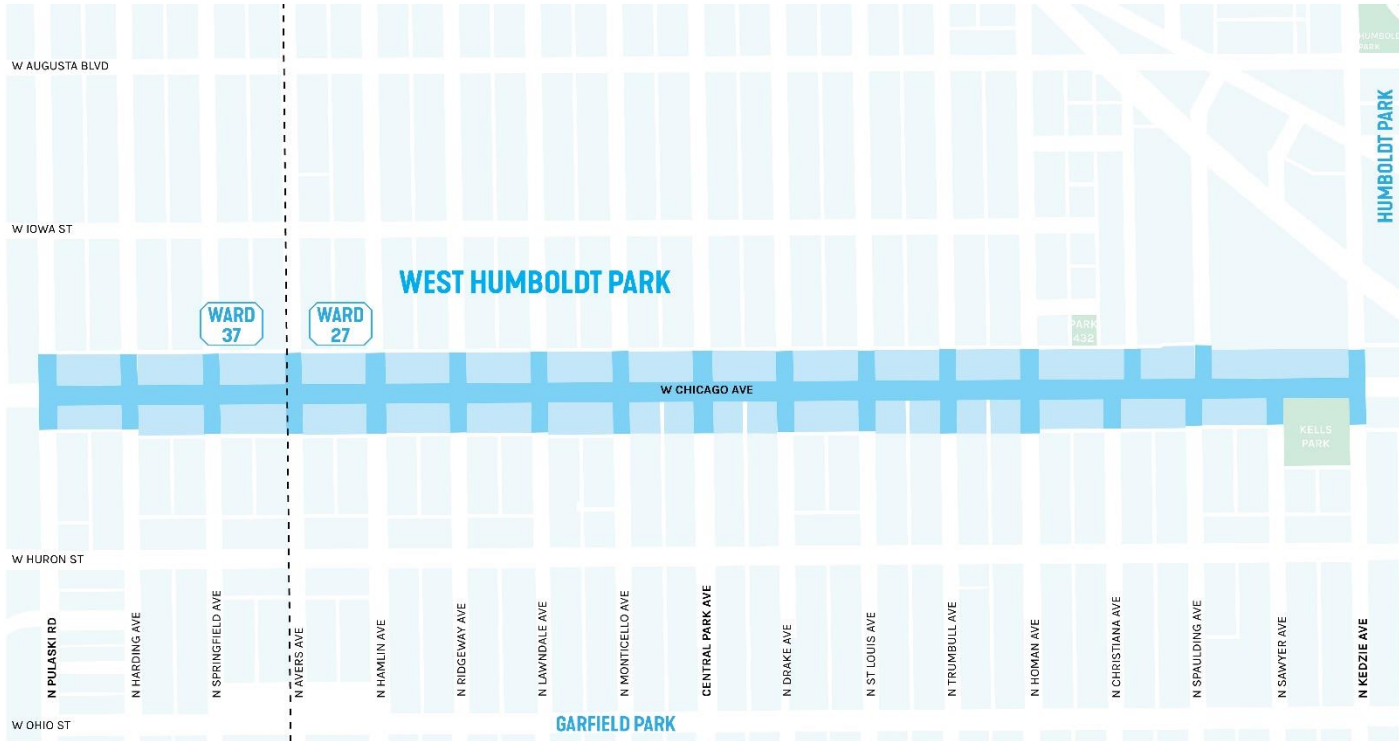
(MBE)

Geotechnical

ISW HUMBOLDT PARK

Chicago Ave. From Pulaski to Kedzie

Alderman Burnett, Ward 27 / Alderman Mitts, Ward 37



INVEST SOUTH/WEST STREETSCAPES



Fall/Winter 2022

Information Collection

- Listen Engagement
- Existing Condition Analysis

WE ARE HERE

Spring 2023

Design Development

- Collaborate Engagement
- Preliminary Concepts

Summer - Winter 2023

Design Documentation

- Inform Engagement
- Construction Documents













2024 - 2026

Implementation

- Bidding
- Construction

DEPARTMENT OF PROCUREMENT SERVICES (DPS) PROCESS

- DPS is the centralized contracting, certification, and compliance authority of the City.
- Publicly advertised competitive bid process - all businesses can submit a bid!
- City encourages local business to bid on contracts.
- Businesses can bid directly on a contract or indirectly as a subcontractor.
 - Bidding opportunities can be found at www.chicago.gov/bids
 - Prime contractors who have won contract bids select subcontractors for specific tasks (not the City)
 - Opportunity for small businesses to participate on a larger project – connect with Assist Agencies / Network with prime contractors.
- For information on upcoming workshops, access the DPS Resources Guide, and sign up for DPS alerts for weekly listings of advertised contracting opportunities go the DPS website and sign up at www.Chicago.gov/dpsalert.

| | | | |
|--|--|--|--|
|  <p>Get Started Doing Business with the City</p> |  <p>Bid Opportunities View Current Bid Opportunities</p> |  <p>Awarded Contracts Contract Award & Vendor Database</p> |  <p>Chicago Certified Firms Directory MBE / WBE / BEPD VBE / DBE / ACDBE</p> |
|  <p>DPS Alerts Email Newsletter Updates</p> |  <p>Buying Plan Forecast of goods and services the City & 13 government agencies expect to procure</p> |  <p>SBI MBI Target Market Opportunities Opportunities Published in the Buying Plan</p> |  <p>DPS Training DPS Workshops and Training Videos</p> |
|  <p>Business Diversity Program Reporting Creating a Level Playing Field in Chicago</p> |  <p>Salvage Operations Bid Now on Online Salvage Auctions</p> |  <p>eProcurement Learn about eProcurement</p> |  <p>Procurement Improvements Transparency, Public Trust, Law</p> |

Questions? Dps.feedback@cityofchicago.org

INVEST SOUTH/WEST STREETSCAPES



MID-SIZED BUSINESS INITIATIVE CONSTRUCTION PROGRAM

- The Mid-Sized Business Initiative (MBI) is designed to increase the opportunities that mid-sized businesses have to do business with the City of Chicago.
- The Mid-Sized Business Initiative institutes a program for mid-sized local businesses to be exclusive bidders on certain construction projects.
- This construction project will fall under the MBI program.
- For eligibility requirements please visit the City's MBI Construction Program website.
- Project will require 7.5% local hiring.



INVEST SOUTH/WEST STREETSCAPES





HUMBOLDT PARK – CHICAGO AVENUE

PUBLIC ART VISIONING + PLANNING

MAY 2023



DCASE BORDERLESS



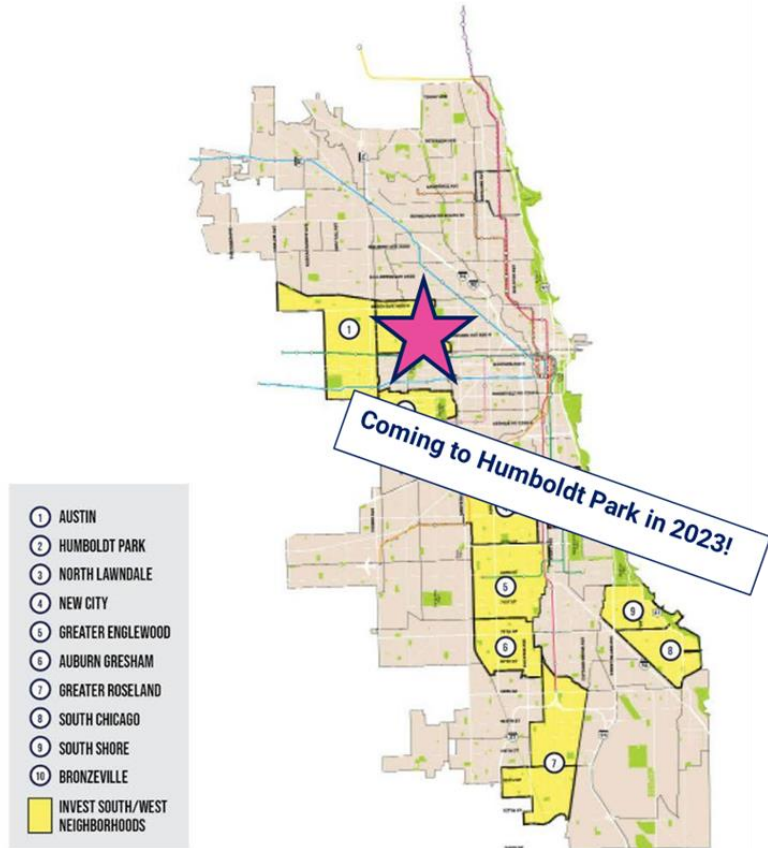
PUBLIC ART VISIONING + PLANNING

The Public Art Reimagining Tour with You (P.A.R.T.Y.) is a planning process organized by Chicago's Department of Cultural Affairs and Special Events (**DCASE**) to support **Public Art Vision Plans** for INVEST South/ West neighborhoods as part of the City's Five-Year Capital Plan.

Funding is **committed** by the City for Public Art Projects **implementation**.
~\$1 Million per neighborhood

P.A.R.T.Y. will result in public art Requests for Proposals (RFP) that are:

- Aligned with CDOT Streetscape Projects
- Building on existing cultural assets
- Informed by themes & cultural narratives identified through artist-led community engagement



GUIDING PRINCIPLES: PUBLIC ART IN WEST HUMBOLDT PARK SHOULD...

IMPROVE NEIGHBORHOOD LIFE & SAFETY



Rayobello, Graham Projects - Baltimore, MD

- Active Sidewalks
- Safe Pedestrian Space
- Street Lighting

SUPPORT ECONOMIC DEVELOPMENT



Little Black Pearl Art & Design Center - Chicago, IL

- Active Storefronts
- Creative Businesses
- Clear Wayfinding

CREATE CULTURAL DESTINATIONS



Austin POP!Courts - Chicago, IL

- Welcoming Gateways
- Memorable Landmarks
- Signature Public Art

REFLECT INCLUSIVE PROCESSES



Colors of Community, Dorian Sylvian - Chicago, IL

- Brainstorming + Idea Generation
- Prototyping + Feedback
- Activation + Programming

PARTY

WE WANT TO HEAR FROM YOU!

Explore our interactive boards to share your thoughts and ideas:

What types or forms of public art would you like to see, and why?

What represents the character of this neighborhood?

What stories, themes, and ideas should be explored and celebrated through public art?



WAYS TO ENGAGE + STAY CONNECTED



If you're an artist, make sure you in DCASE's mailing list for **RFQ/RFP notifications**

or scan
this
QR code



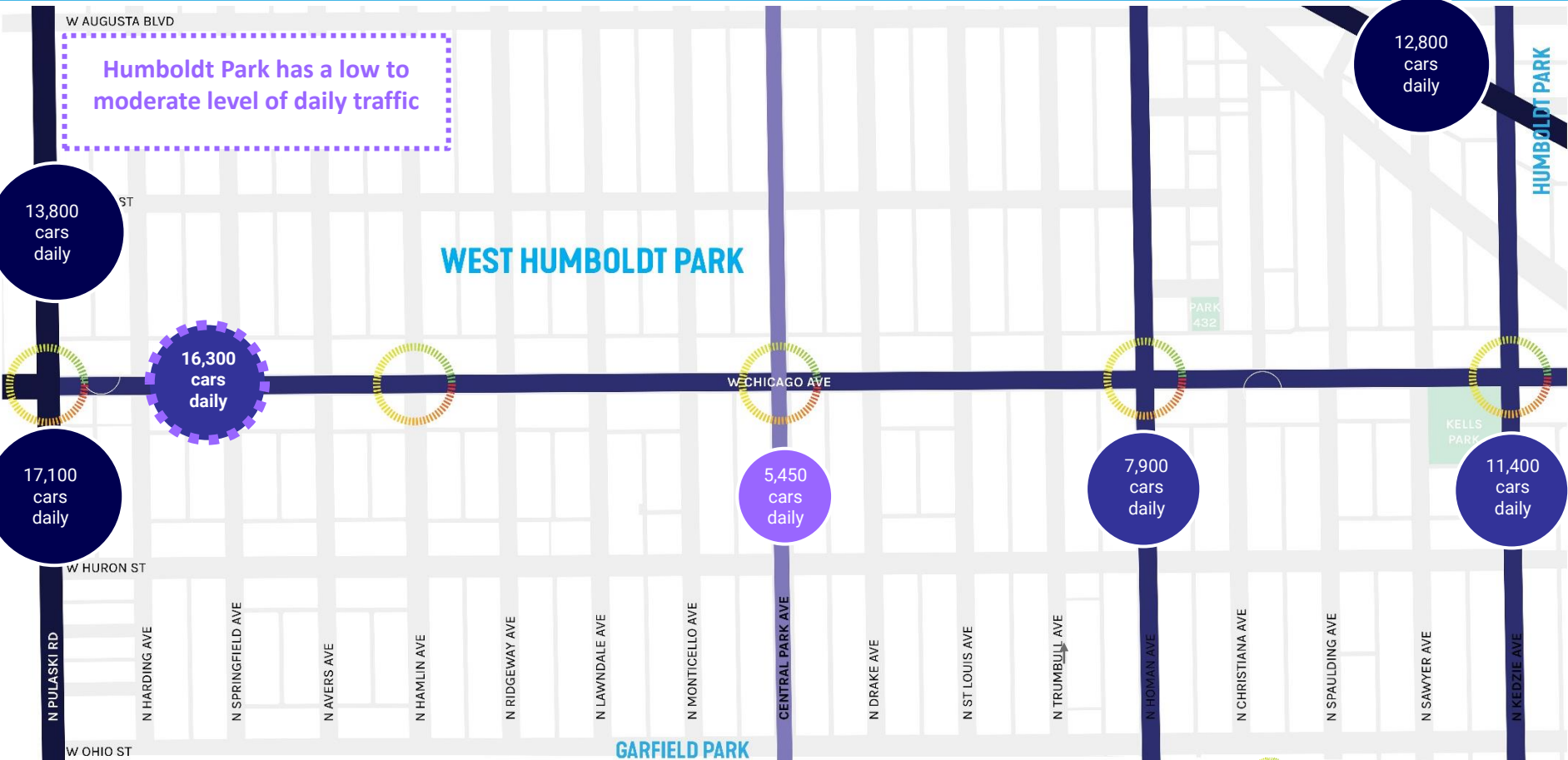
If you'd like to **participate in artist selection panels**, email **lydia.ross@cityofchicago.org**.



Visit **ISWpublicart.org** for community events & project updates

The Why: Data and Engagement Summary

TRAFFIC – AVERAGE ANNUAL DAILY TRAFFIC



LOW = under 10,000 vehicles daily **MODERATE** = 10,000 - 25,000 vehicles daily **HIGH** = above 25,000 vehicles daily Traffic Signal

INVEST SOUTH/WEST STREETSCAPES



W AUGUSTA BLVD

Despite low daily traffic, Humboldt Park is a Vision Zero High Crash Community, with 197 deaths over 5 years.

W IOWA ST

WEST HUMBOLDT PARK

VISION ZERO

W CHICAGO AVE

PARK 432

KELLS PARK

W HURON ST

N PULASKI RD

N HARDING AVE

N SPRINGFIELD AVE

N AVERS AVE

N HAMLIN AVE

N RIDGEWAY AVE

N LAWDALE AVE

N MONTICELLO AVE

CENTRAL PARK AVE

N DRAKE AVE

N ST LOUIS AVE

N TRUMBULL AVE

N HOMAN AVE

N CHRISTIANA AVE

N SPAULDING AVE

N SAWYER AVE

N KEDZIE AVE

W OHIO ST

GARFIELD PARK

HUMBOLDT PARK

High Crash Corridor (vehicle/bike/ped) – Pulaski Road

Pedestrian High Crash Corridor – Chicago Avenue



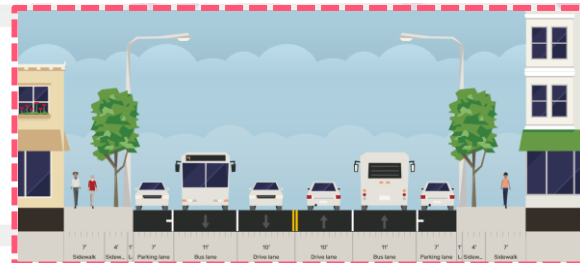
Traffic Signal

INVEST SOUTH/WEST STREETSCAPES



W AUGUSTA BLVD

Four-lane roads experience the “Double Threat” for pedestrian accidents



HUMBOLDT PARK

W IOWA ST

WEST HUMBOLDT PARK

W CHICAGO AVE

PARK 432

KELLS PARK

W HURON ST

N PULASKI RD

N HARDING AVE

N SPRINGFIELD AVE

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CENTRAL PARK AVE

N DRAKE AVE

N ST LOUIS AVE

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N HOMAN AVE

N CHRISTIANA AVE

N SPAULDING AVE

N SAWYER AVE

N KEDZIE AVE

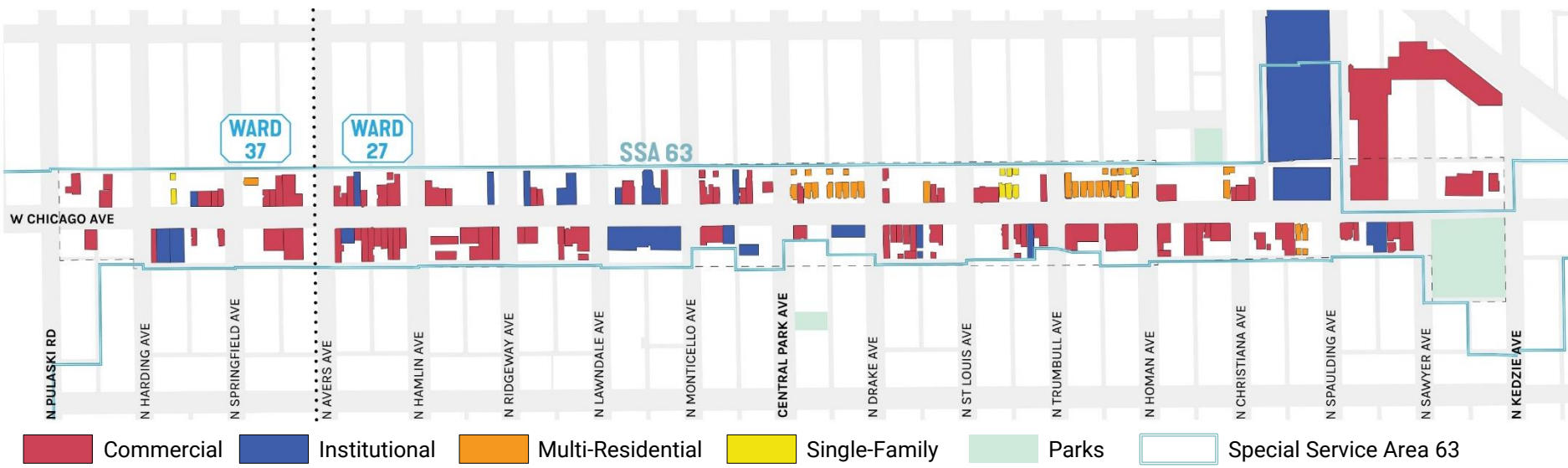
W OHIO ST

GARFIELD PARK

Fatal
 Incapacitating Injury
 Non-Incapacitating Injury

INVEST SOUTH/WEST STREETSCAPES



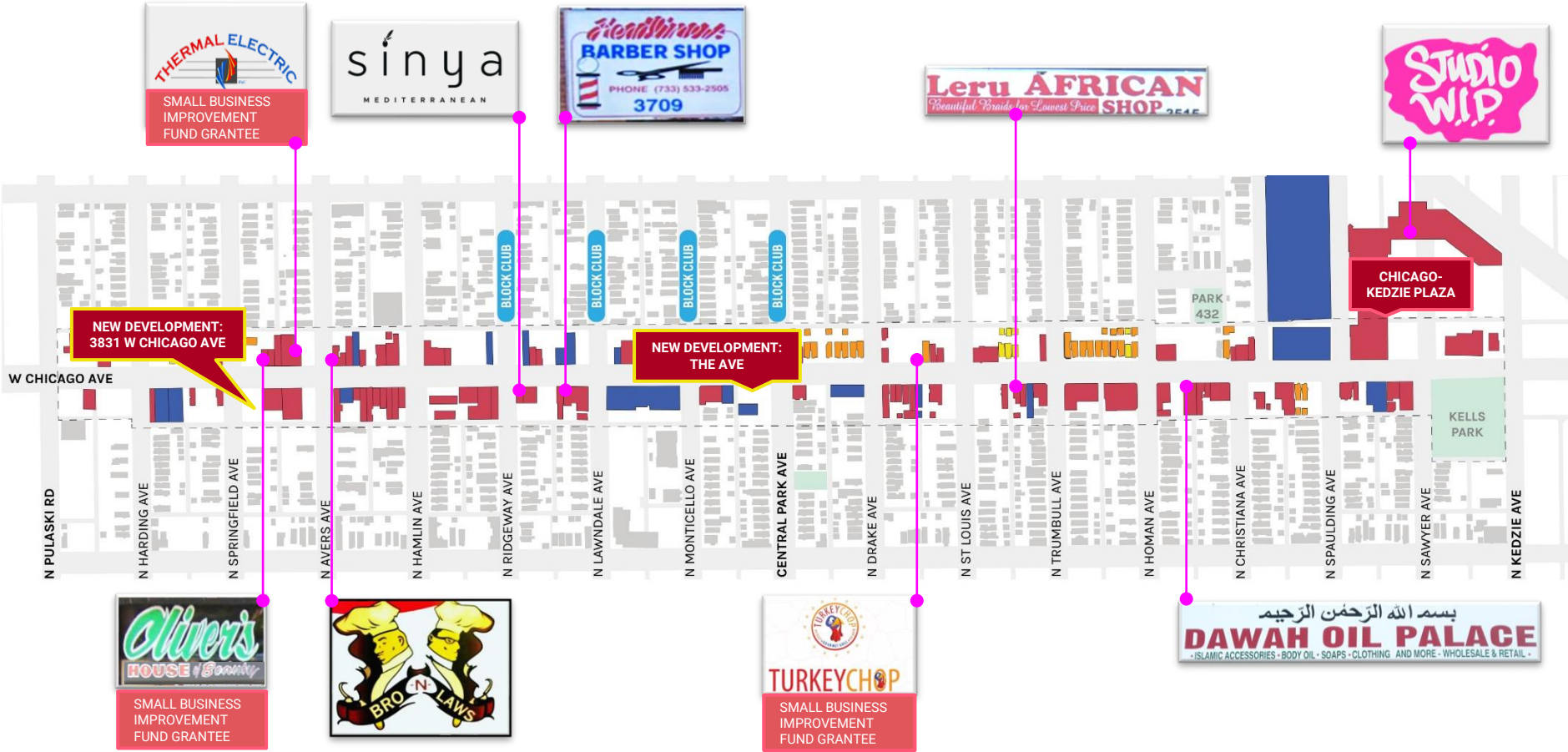


COMMUNITY ORGANIZATIONS



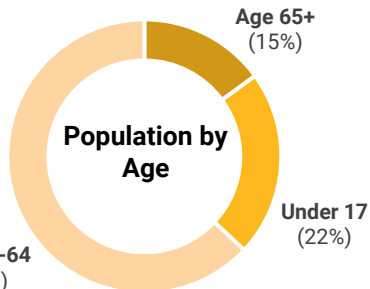
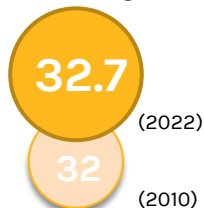
INVEST SOUTH/WEST STREETSAPES





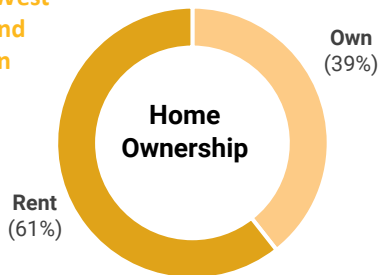
Age

Median Age



Mortgage as Percent of Income

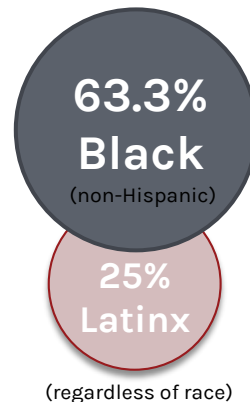
Most homeowners south of Chicago Avenue in West Humboldt spend around 60% of their income on their mortgage



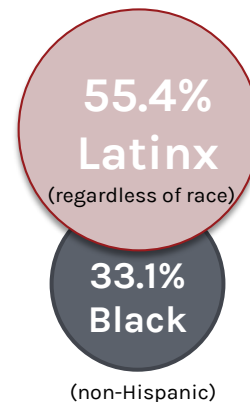
Race and Ethnicity

West Humboldt park is predominantly a Black community, compared to Humboldt Park as a whole being predominantly a Latinx community

WEST HUMBOLDT PARK



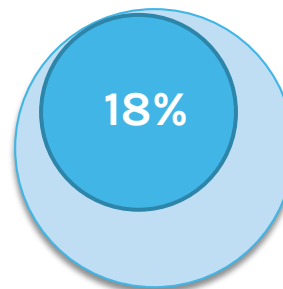
HUMBOLDT PARK



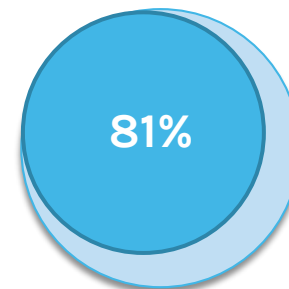
Disability

Of the 18% of individuals that are disabled in West Humboldt Park, 81% are Black

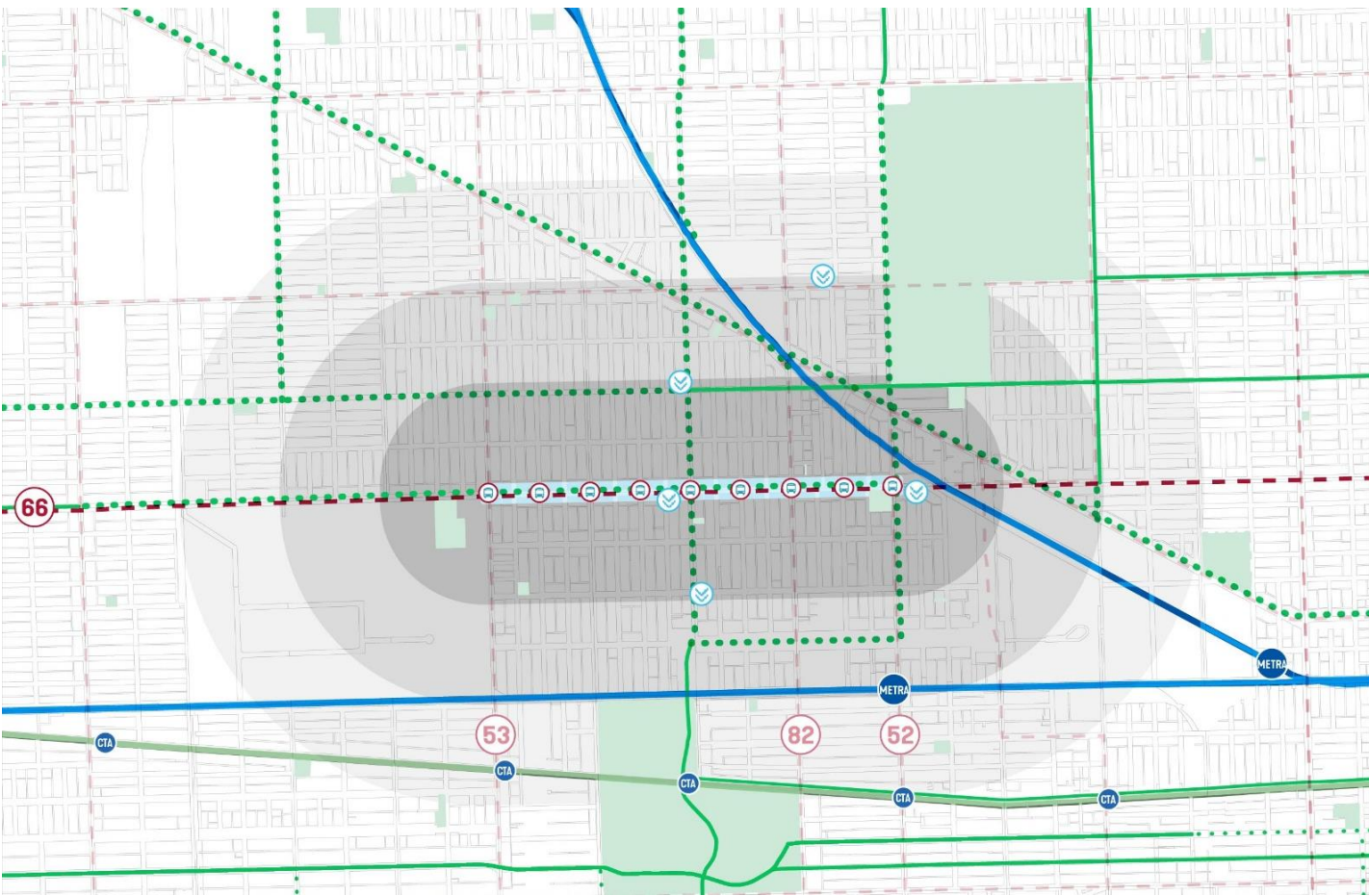
DISABLED



BLACK AND DISABLED



PUBLIC TRANSIT & BIKE INFRASTRUCTURE



BUS ROUTE 66

- Avg. Weekday Rides: 3,401
- Avg. Saturday Rides: 2,122
- Avg. Sunday/Holiday Rides: 1,611



- CTA Bus Line on Chicago Ave
- CTA Bus Lines in Neighborhood
- CTA Green Line
- METRA Line
- Existing Bike Route
- ... Proposed Bike Route

INVEST SOUTH/WEST STREETSAPES



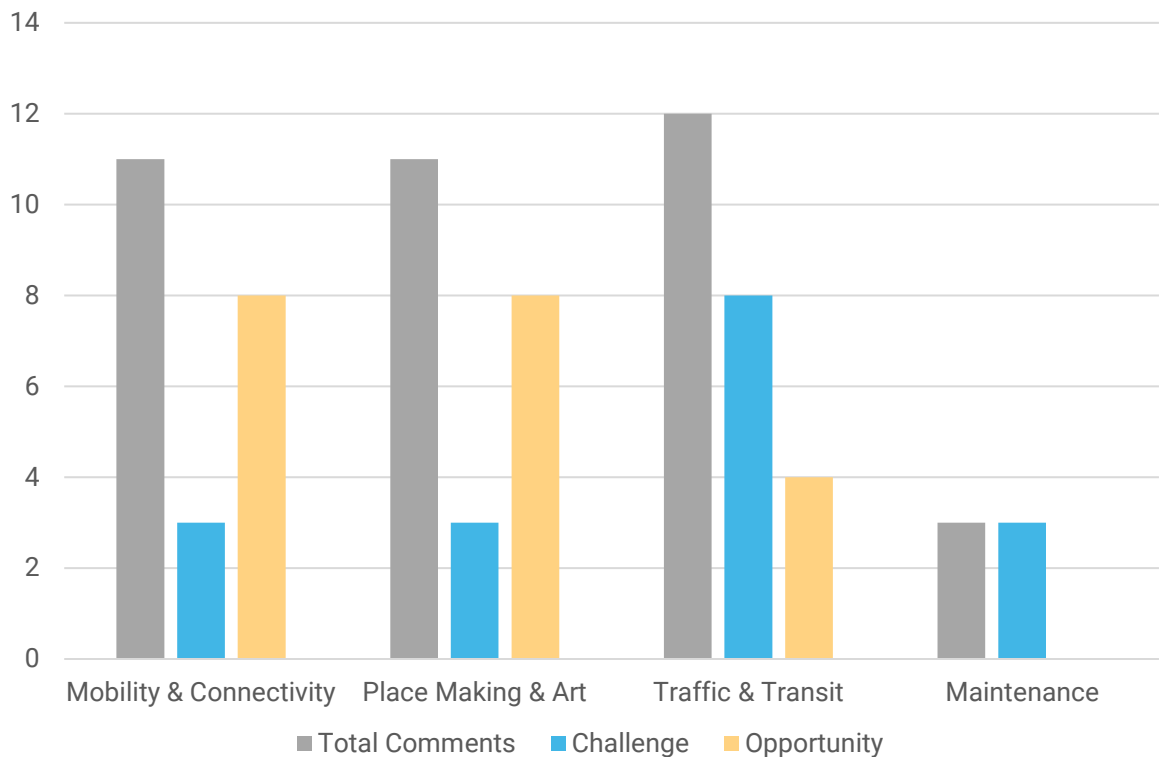
Pulaski Road



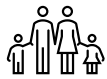
Kedzie Avenue

Through a series of activities, we asked questions related to challenges and opportunities along the corridor.

- Most comments for Mobility & Connectivity and Place Making & Art were about opportunities.
- Most comments about Traffic & Transit and Maintenance were related to challenges



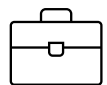
The main themes from all the comments were summarized as the following:



Establish Programming, Placemaking, and Sense of Community



Slow-down and Decrease Traffic on Chicago Ave.



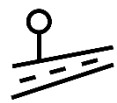
Create Business and Job Opportunity



Enhanced Landscape & Sustainability



Promote Public Safety



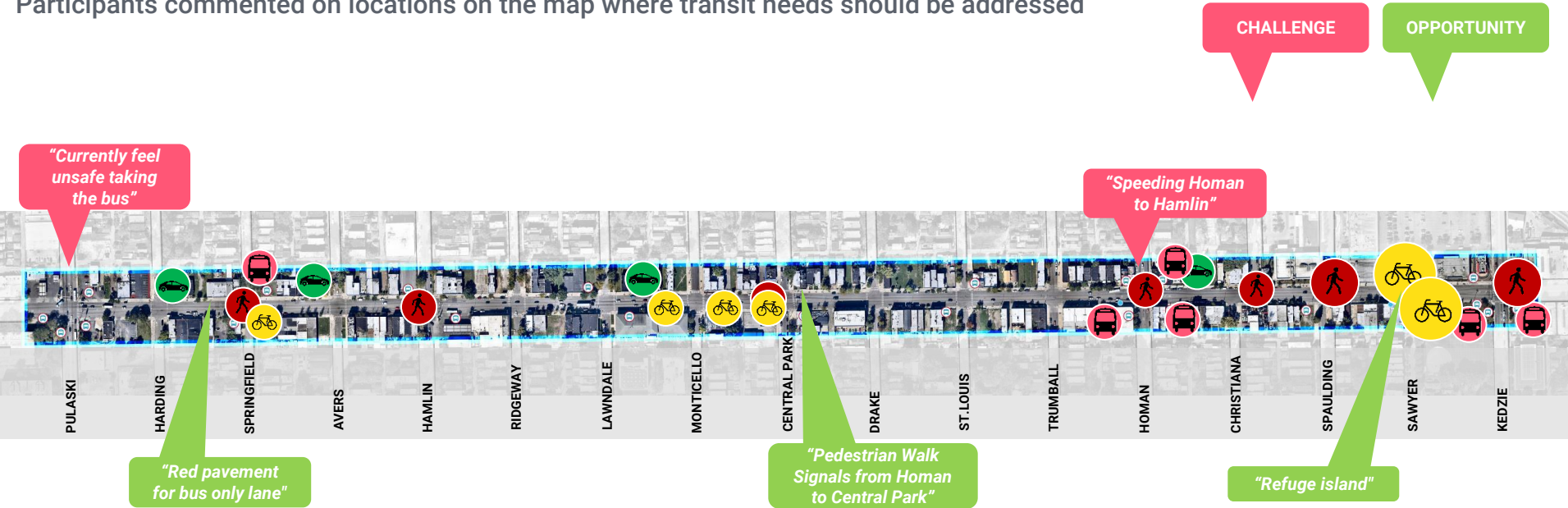
Reconfigure Street for Road Diet and Traffic Calming



Redesign Road Geometry to Accommodate Pedestrian, Bike, and Bus

TRANSPORTATION CHALLENGES AND OPPORTUNITIES

Participants commented on locations on the map where transit needs should be addressed



Participants pinned locations on the map where transit needs should be addressed

- Need for street parking
- Need for bike racks
- Bus stop frequently used
- Frequently crossed intersection
- Number of pins

WHAT WE HEARD – PUBLIC ENGAGEMENT

SITE AND SAFETY CHALLENGES AND OPPORTUNITIES

Participants placed comments along the corridor specific to challenges they experience and opportunities that they felt would improve their experience .

CHALLENGE

OPPORTUNITY



WHAT WE HEARD – PUBLIC ENGAGEMENT

ROADWAY INFRASTRUCTURE

Participants were asked about imagery that resonated with them. 62% of dots/ comments were specific to pedestrian safety..

Images with the most votes

BUS STOPS

BUS LANES

PEDESTRIAN IMPROVEMENTS

BIKE LANES



CURBSIDE PULL-OUT STOP



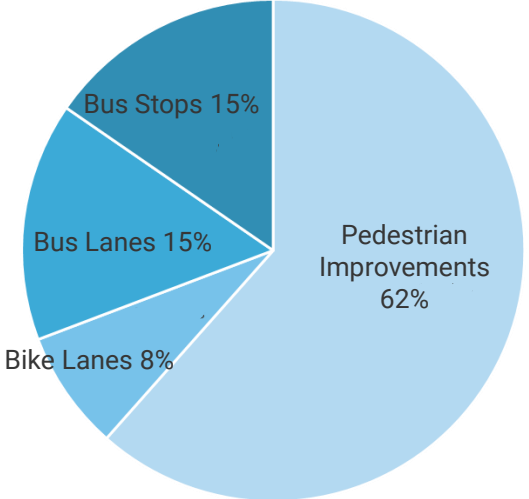
DESIGNATED PAINTED LANE



REFUGE ISLAND



ONE WAY PROTECTED BIKE LANE



Comparison of total dots and comments on the board.



IN-LANE SIDEWALK STOP



DESIGNATED LANE



CROSSWALK BUMPOUT



CONVENTIONAL BIKE LANE



SHARED CYCLE TRACK STOP



OFFSET BUS LANE



CROSSWALK BUMPOUT



CURBED BIKE LANE



SIDE BOARDING ISLAND STOP



SHARED BIKE-BUS LANE



BUS BULB

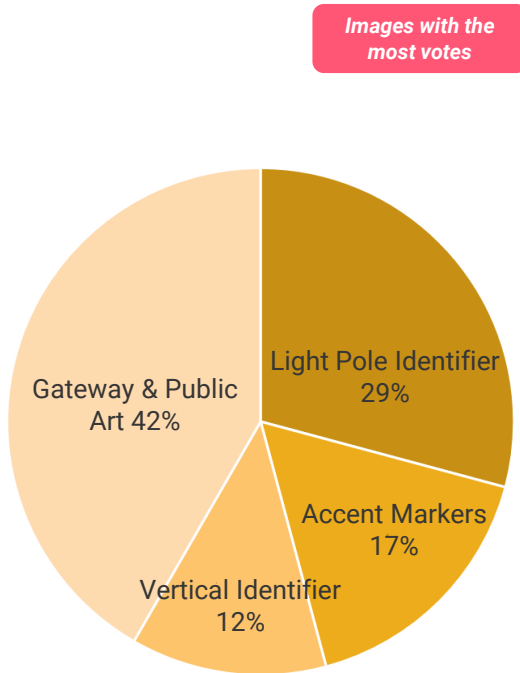


TWO WAY PROTECTED BIKE LANE

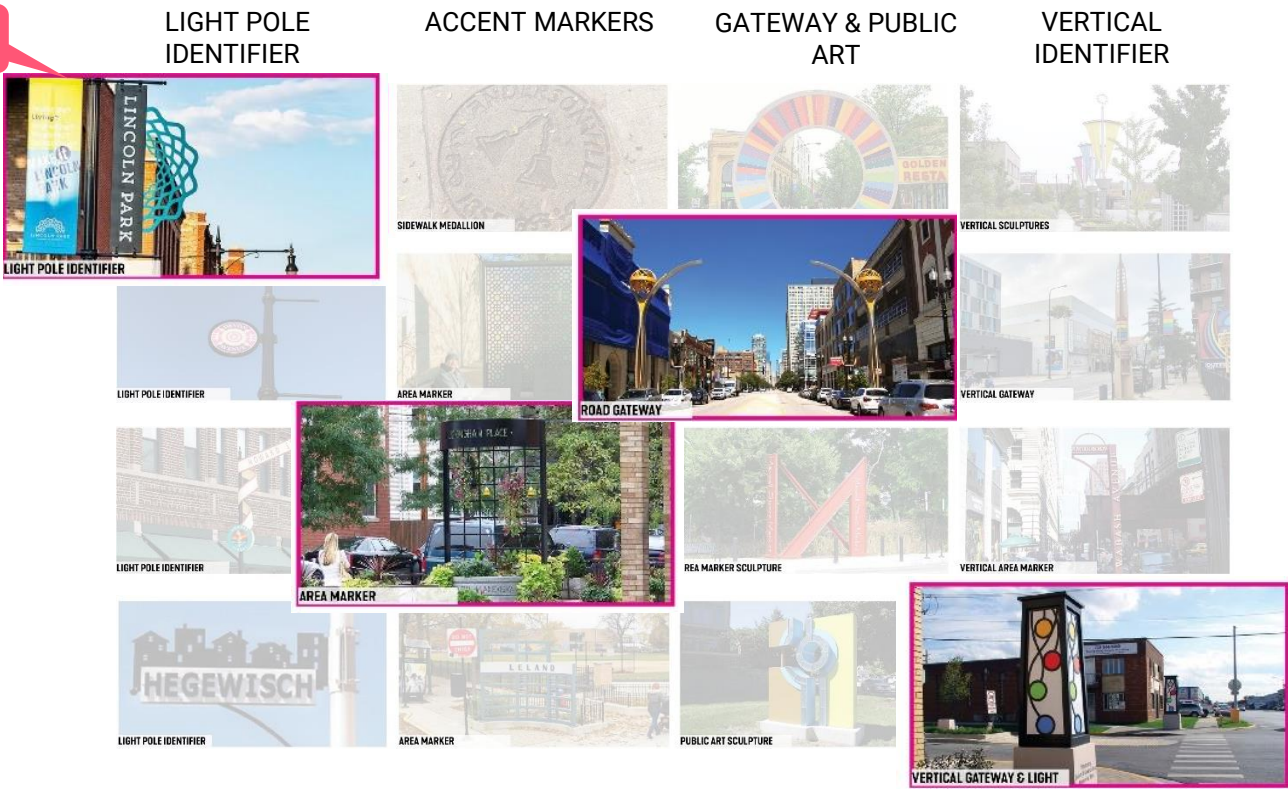


COMMUNITY IDENTIFIERS

Participants were asked about imagery that resonated with them. 42% of dots/comments were specific to gateway and public art.



Comparison of total dots and comments on the board.



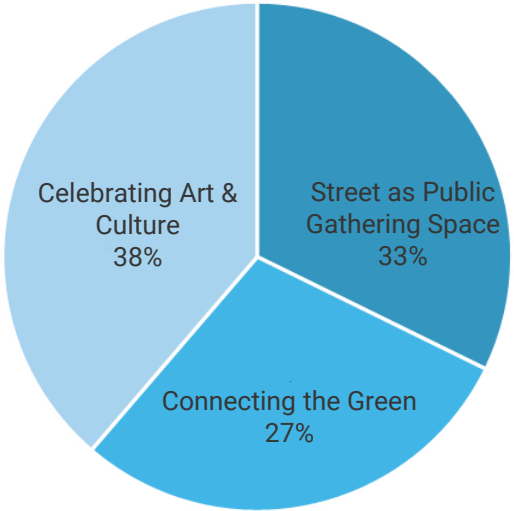
DESIGN THEMES

Participants were asked about imagery that resonated with them. Of the total dots/comments for this activity 38% were for 'Celebrating Art & Culture.'

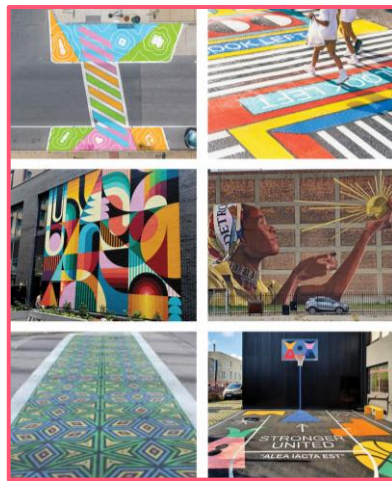
CONNECTING THE GREEN

CELEBRATING ART & CULTURE

STREET AS PUBLIC GATHERING SPACE



Comparison of total dots and comments on the board.



A few quotes:

"Representation of the past"

"Space for kids!"

"A mix of green and art"

"Back in the day"

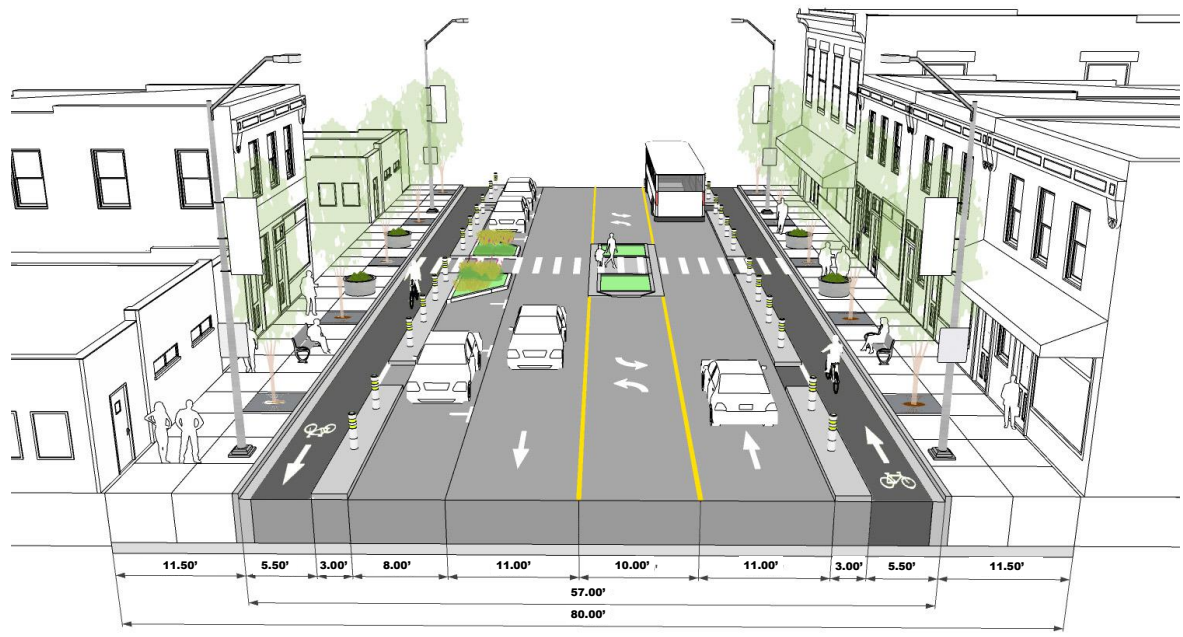
"Theme of Hope! Brighter future"

CORRIDOR CONCEPT ALTERNATIVES

- Safety concerns. Chicago Avenue is a high crash corridor.
- Current layout in conducive to the "Double Threat"
- Important transit corridor, but bus lanes are not functioning as such
- Chicago Avenue is identified as a safe route for cyclists



- Designated turning lane accommodates pedestrian islands to increase pedestrian safety at crosswalks
- Designated turning lane decreases vehicular accidents
- Protected bike lanes provide separation safety for cyclists and pedestrians
- Parking on north side of street only accommodates bike and middle turn lanes



- Two-lane traffic reduces crossing distance, increasing pedestrian safety
- Two-lane traffic eliminates the potential of 'double-threat' pedestrian accidents
- Two-lane travel accommodates parking on both sides of street
- Protected bike lanes provide separation safety for cyclists and pedestrians





BUS BULB WITH RAISED BIKE LANE

Description:

- Curb extension that aligns a bus stop with the parking lane.
- Help buses move faster and more reliably by decreasing the amount of time lost when merging in and out of traffic.
- **Raised Bike Lane:** Located at the level of the adjacent sidewalk, vertically separated from motor vehicle traffic.



CURB EXTENSION

Description:

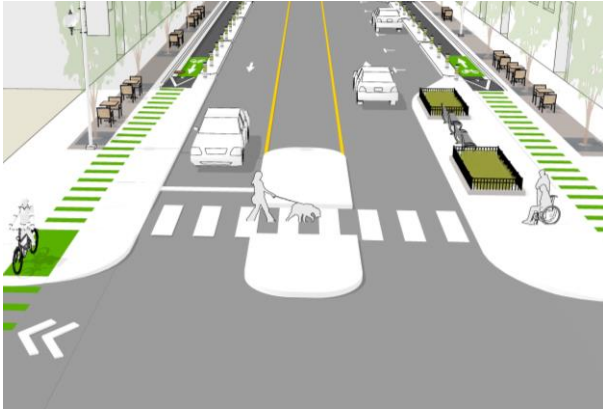
- Located at the mouth of an intersection.
- Installed at the entrance to a residential or low speed street.
- Intended to mark the transition to a slower speed street.
- Creates a gathering space.



PROTECTED BIKE LANE

Description:

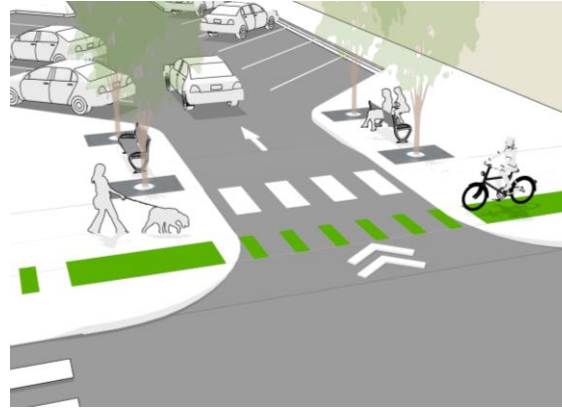
- Located adjacent to sidewalk curb with a concrete buffer between the bike lane and the travel lane or parking lane.



REFUGE ISLAND

Description:

- A median with a refuge area that is intended to help protect pedestrians who are crossing a multi-lane road.



RAISED CROSSWALK

Description:

- A ramped speed tables spanning the entire width of the roadway.
- Acts as a traffic-calming measure that allows the pedestrians and cyclists to cross at grade with the sidewalk.



MIXING ZONE

Description:

- An area where dedicated bike facilities approach an intersection with vehicular turn lanes.
- Ensures visibility and clarity at the point where cyclists and vehicles must cross paths or share the roadway and to position the cyclist so as to avoid conflicts with turning vehicles.

COMMUNITY IDENTIFIER CONCEPTS

CONCEPT A: PEOPLE MAKE THE STORY

The history, culture, and vision of the West Humboldt Park community are created by the people.

Description:

- The curvilinear lines represent the flow of time, the past continuing to grow, cultures becoming more dynamic, and the tenacity to persevere through difficulties.
- The human figures represent the importance of individual support to build a community. The members of the community build our history and drive the vision of hope, diversity, and unity.

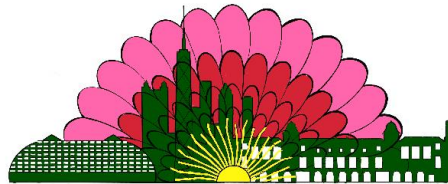
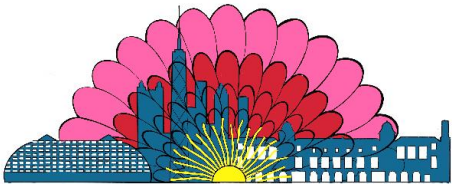
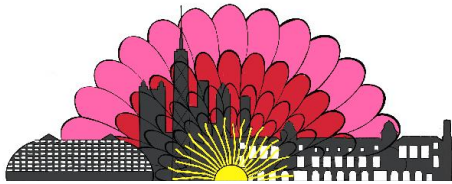


CONCEPT B: THE FLOWER OF CHICAGO

Celebration of culture and economic development along the corridor, remembering the vibrancy of the past and looking toward a corridor that celebrates existing restaurants, community organizations and businesses, while reinvigorating the cultural activity that is and once was.

Description:

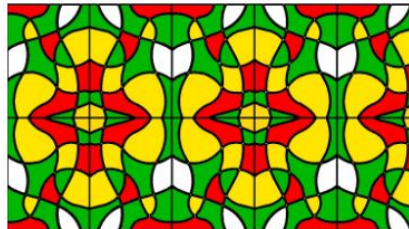
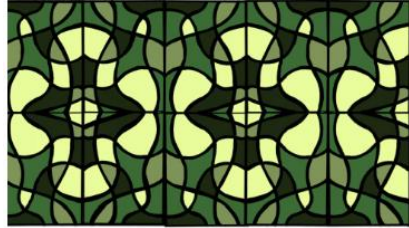
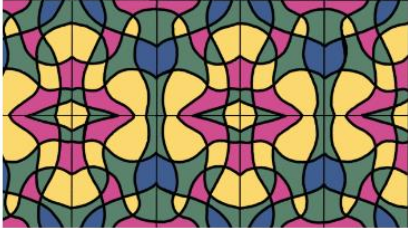
- Central Figure: Cultural celebration and movement through the corridor and looking east towards the city.
- Flowers: Homage to enjoying Chicago Avenue and its businesses. The official flower of Chicago is the Chrysanthemum, which often symbolizes joy.



The pattern of colors represent the diversity of a neighborhood block. The free-flowing and interweaving lines represent the bond and connection that form a community. The pattern created using the module represents multiple blocks coming together to create a neighborhood, both in 2 and 3 dimensions.

Description:

- Form: The free-flowing lines connect the blocks, the neighborhood, and the city together.
- The patchwork symbolizes the strength of the whole when the individuals are bonded together.



Thank You!

For more information, please contact (312)-744-3758 or visit our website: [Humboldt Park
\(chicago.gov\)](https://www.chicago.gov)