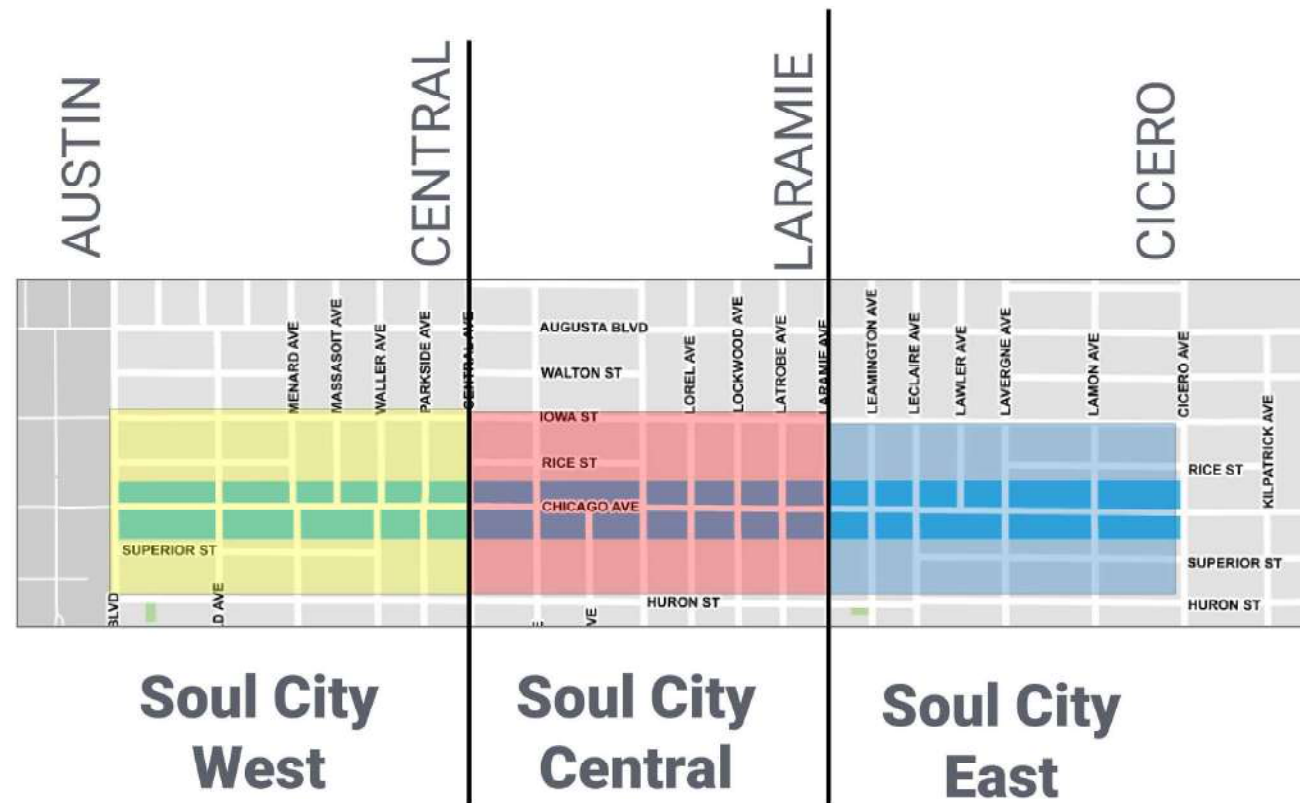


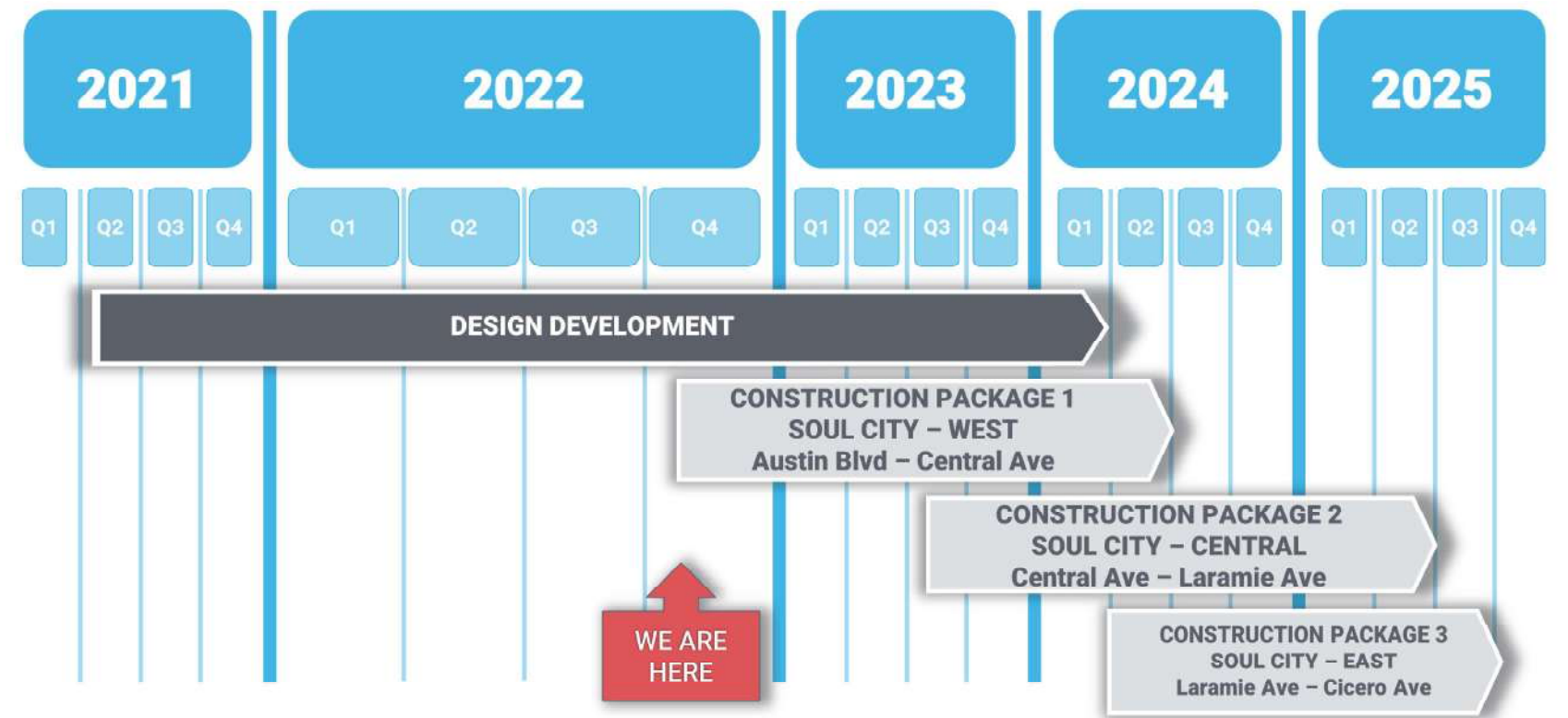
# PROJECT LIMITS AND SCHEDULE

Chicago Avenue from Austin Boulevard to Cicero Avenue  
Alderman Taliaferro, Ward 29 / Alderman Mitts, Ward 37

## Limits



## Schedule



# PROJECT SCOPE AND PHASING

## Included in Phase One

### Soul City West - Austin to Central

#### Improvements in West:

- Roadway geometry and intersection improvements
- Full width resurfacing
- Drainage improvements
- Wider sidewalk, curb, and gutter
- Curb extensions and bus bulbs
- ADA ramps and raised crosswalks
- New Street lighting
- Traffic signal upgrades
- Improved pavement markings and signage
- Side street improvements to the alleys as needed
- Site furniture: Benches and Trash Cans
- Bike Lanes
- Parkway Pavers
- Tree planting and landscaping

## Included in Phase 2

### Soul City Central - Central to Laramie

#### Improvements in Central:

- Roadway geometry and intersection improvements
- Full width resurfacing
- Drainage improvements
- Wider sidewalk, curb, and gutter
- Curb extensions and bus bulbs
- Bike Lanes
- ADA ramps and raised crosswalks
- New Street lighting
- New Traffic signal at Long
- Improved pavement markings and signage
- Side street improvements to the alleys as needed
- Site furniture: Benches and Trash Cans
- Parkway Pavers
- Tree planting and landscaping

#### Community Identifiers

- Fabrication and installation Light pole identifiers for phase 1 and 2
- Fabrication and installation of western Gateway Identifier near Austin Blvd

## Included in Phase 3

### Soul City East - Laramie to Cicero:

#### Improvements in East:

- Roadway geometry and intersection improvements
- Full width resurfacing
- Drainage improvements
- Wider sidewalks, curb, and gutter
- Curb extensions and bus bulbs
- ADA ramps and raised crosswalks
- New Street lighting
- Bike Lanes
- Traffic signal upgrades
- Improved pavement markings and signage
- Side street improvements to the alleys as needed
- Site furniture: Benches and Trash Cans
- Parkway Pavers
- Tree planting and landscaping

#### Community Identifiers

- Fabrication and installation of Light pole identifiers
- Fabrication and Installation of eastern Gateway identifier near Cicero

# 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.

Streetcapes 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.

## Gateway Identifiers



## Seating



## Crosswalks, Pavers and Trees



## Minor Identifiers



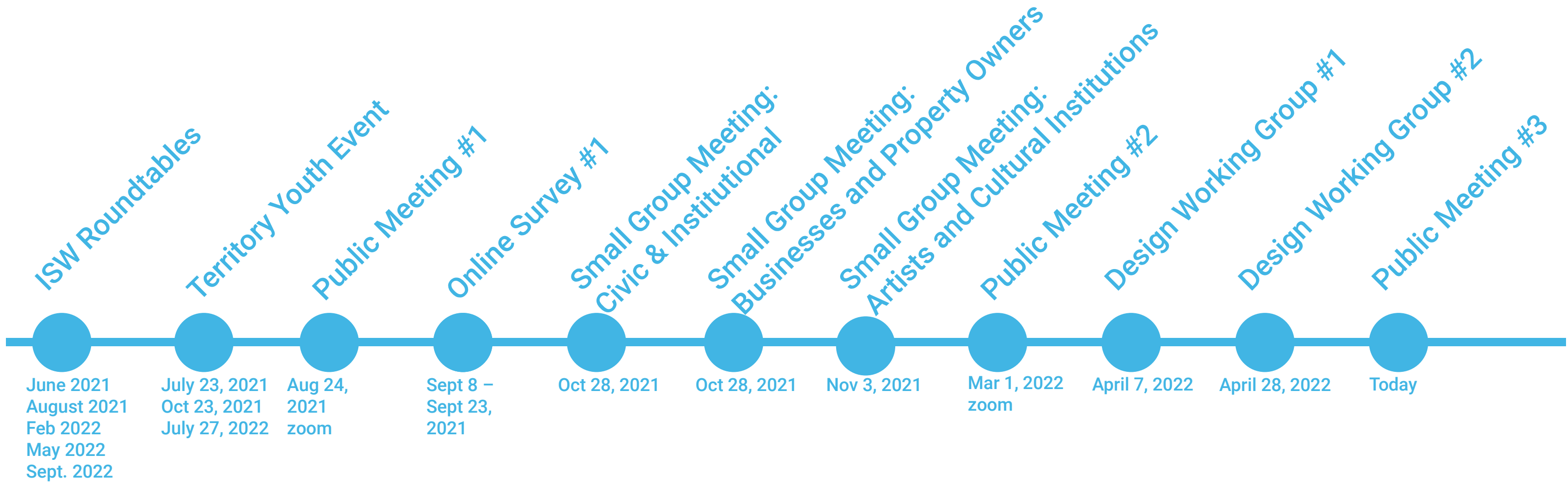
## Light Pole Identifiers



## Bike Infrastructure



# PUBLIC PROCESS



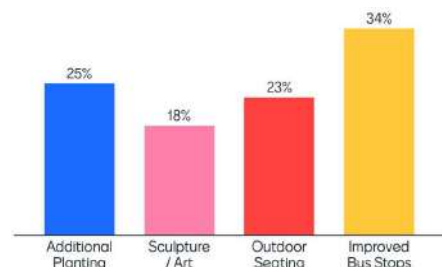
# DESIGN RECOMMENDATIONS

## What we heard

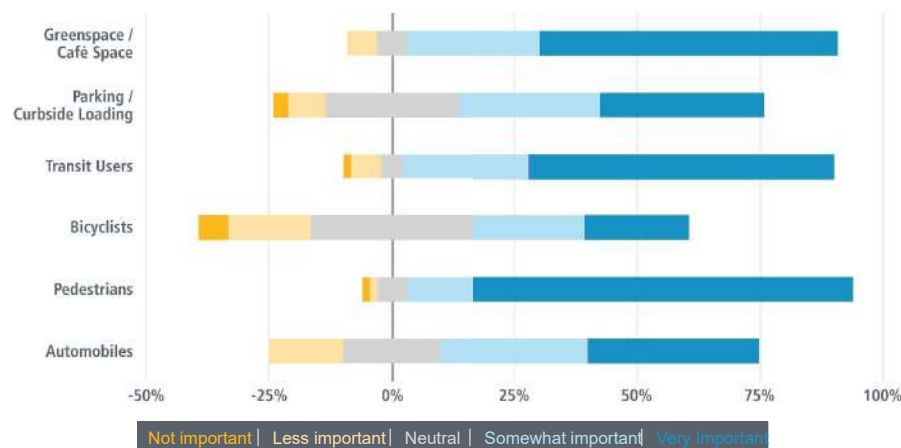
What roadway features would you like prioritized?



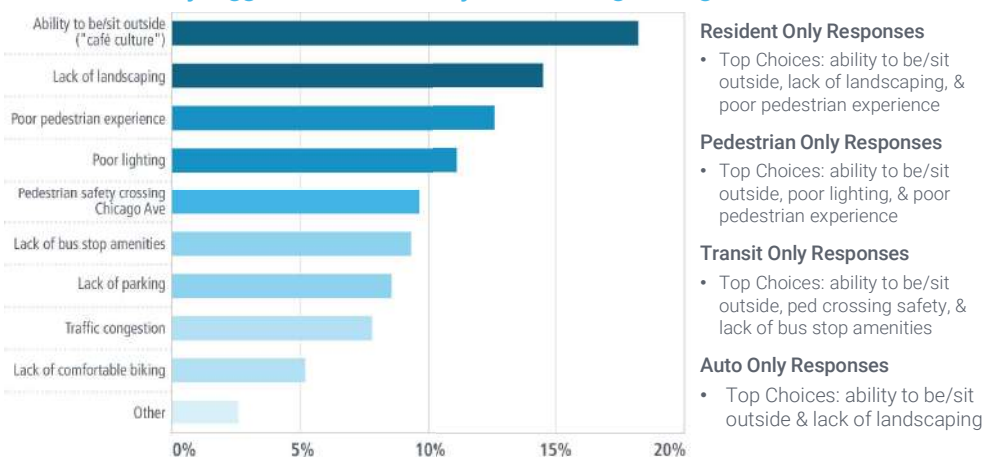
What would you like to see at intersections?



Q: How would you like to prioritize user groups for the Chicago Avenue Corridor?



Q: My biggest concern or key issues along Chicago Avenue are...



### Resident Only Responses

- Top Choices: ability to be/sit outside, lack of landscaping, & poor pedestrian experience

### Pedestrian Only Responses

- Top Choices: ability to be/sit outside, poor lighting, & poor pedestrian experience

### Transit Only Responses

- Top Choices: ability to be/sit outside, ped crossing safety, & lack of bus stop amenities

### Auto Only Responses

- Top Choices: ability to be/sit outside & lack of landscaping

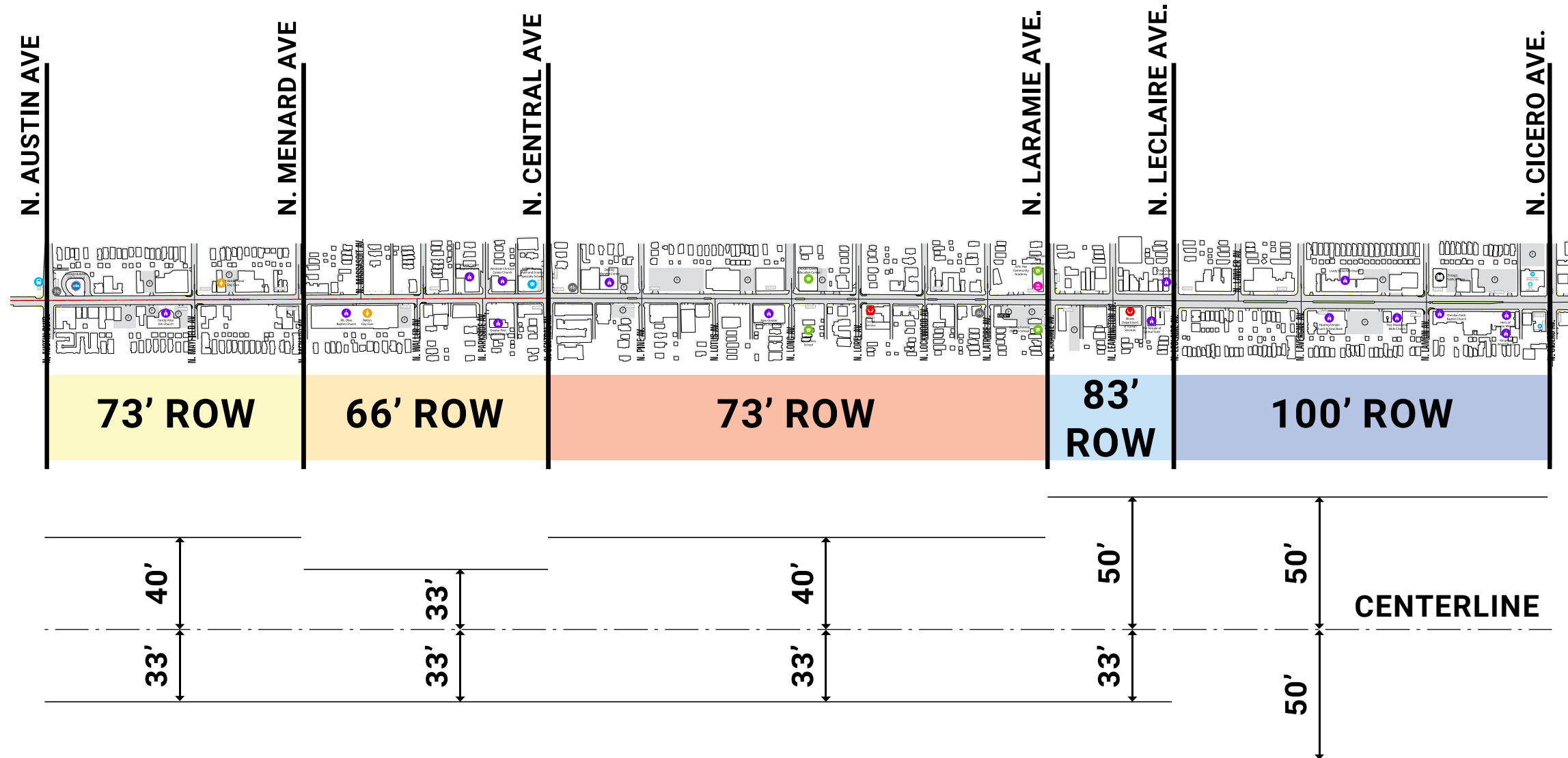
## Chicago Avenue Safety Recommendations:

- Incorporate input from the community
- Weave in results from data and technical analyses
- Balance travel priorities of all roadway users
- Prioritize the most vulnerable – people walking and biking
- Maintain parking
- Create a vibrant street that supports economic development

## Chicago Avenue Design Recommendations:

- Maximize the width of sidewalks and parkways for pedestrians and café space
- Add Greenspace and trees within the parkway
- Narrow travel lanes
- Add bike lanes
- Maintain on-street parking
- Physical curb extensions
- New lighting

# STREET SECTIONS



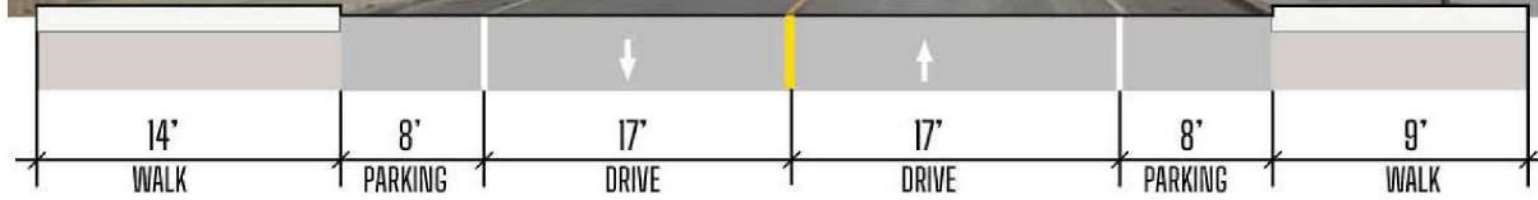
## What we heard

- Sidewalks are too narrow
- Traffic is too fast
- Dangerous to cross Chicago Ave
- Lacks amenities
- Parking is important
- Lacks trees

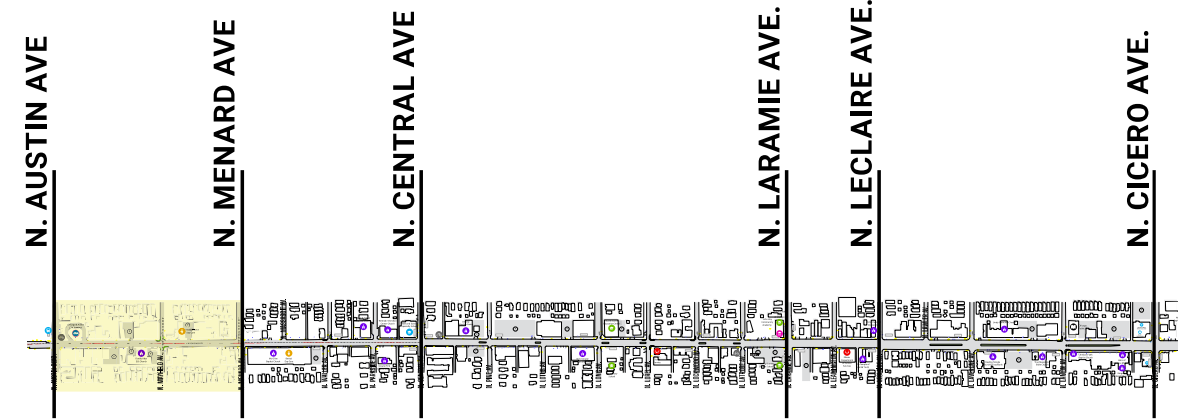
- Right-of-Way, or public way space that is between the face of buildings, varies throughout the corridor.
- Right-of-way varies from 73' to 66' on the western section of the project and widens to 83' and then 100' near the east part of the corridor.
- Each segment needs to be evaluated separately since the opportunities and challenges are different based on the right-of-way.
- Although the corridor width varies, there are 5 key project features held constant: wider/improved sidewalks, improved lighting, street trees, on-street parking, and consistent bike lanes

# SOUL CITY WEST – AUSTIN BLVD TO MENARD

## Existing



## Proposed



## Proposed Improvements:

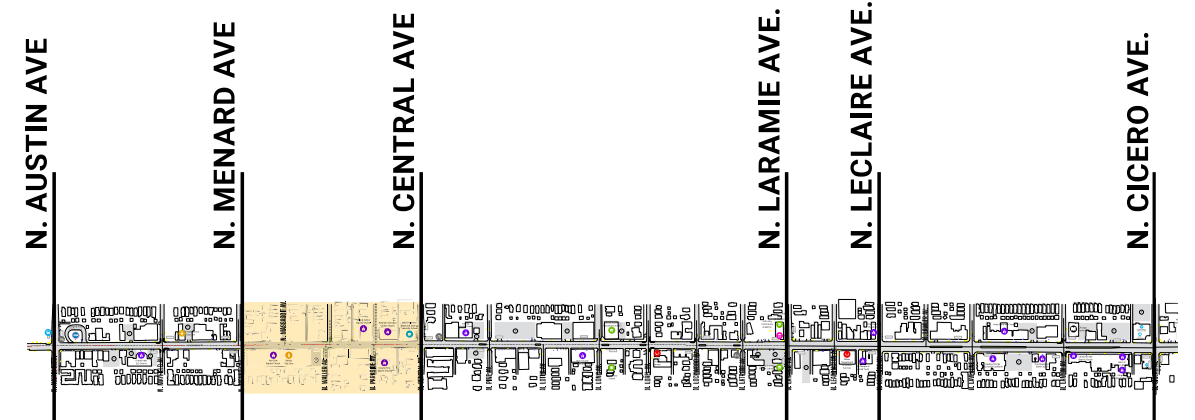
- South sidewalk widened from 9' to 15'
- Added parkway pavers and street trees
- New lighting
- Narrowed traffic lanes
- Added Bike Lanes
- Added Bus Bulbs and Curb Extensions
- Retained On Street Parking

# SOUL CITY WEST – MENARD TO CENTRAL AVE

## Existing



## Proposed



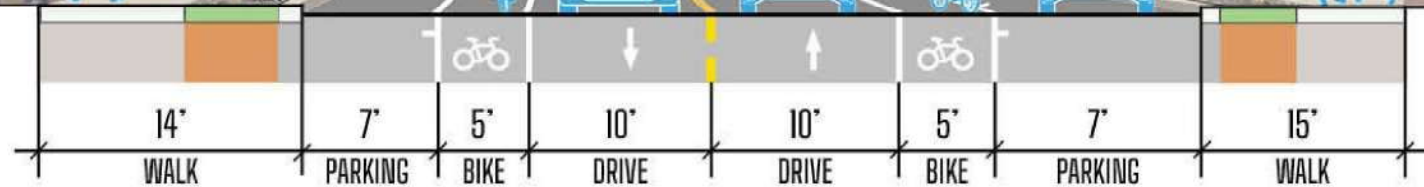
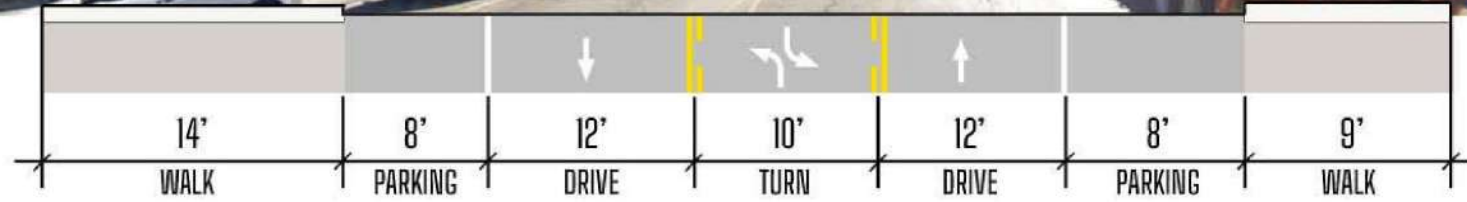
## Proposed Improvements:

- Sidewalks widened from 9' to 12'
- Added parkway pavers and street trees
- New lighting
- Narrowed traffic lanes
- Added Bike Lanes
- Added Bus Bulbs and Curb Extensions
- Retained On Street Parking

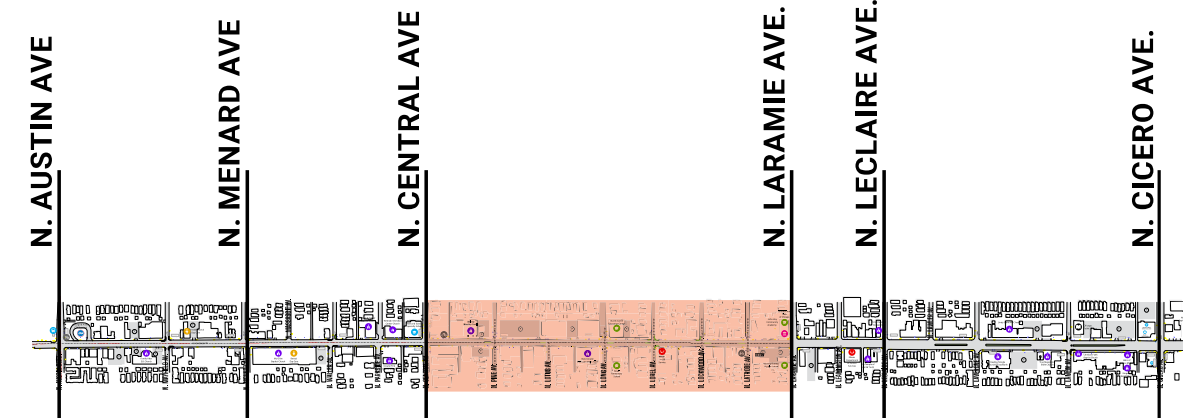


# SOUL CITY CENTRAL – CENTRAL AVE TO LAMARIE

## Existing



## Proposed

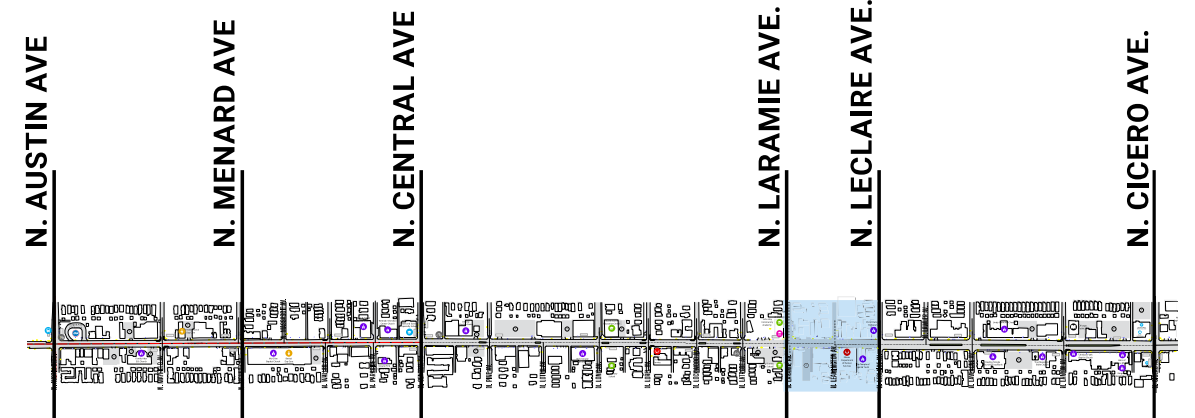
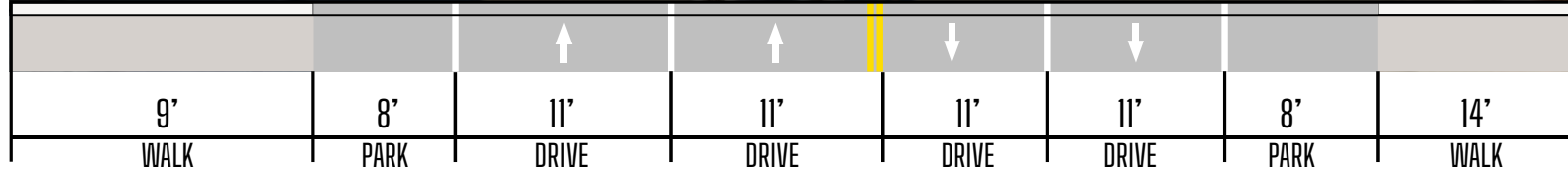


## Proposed Improvements:

- South sidewalk widened from 9' to 15'
- Added parkway pavers and street trees
- New Lighting
- Narrowed traffic lanes
- Added Bike Lanes
- Added Bus Bulbs and Curb Extensions
- Retained On Street Parking

# SOUL CITY EAST – LAMARIE TO LECLAIRE

## Existing



## Proposed Improvements:

- Wider sidewalks
- Added parkway pavers and street trees
- New Lighting
- Narrowed traffic lanes
- Added Bike Lanes
- Added Bus Bulbs and Curb Extensions
- Retained On Street Parking

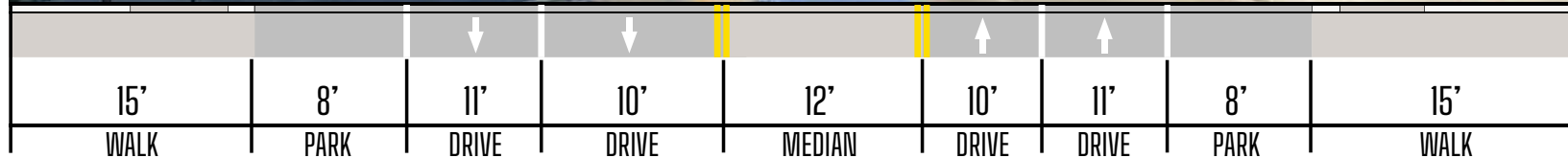
**Stay tuned for proposed roadway improvements.**

**What are your priorities?**

**Please leave comments on the long corridor plan on the center tables.**

# SOUL CITY EAST – LECLAIRE TO CICERO

## Existing



## Proposed Improvements:

- Wider sidewalks
- Added parkway pavers and street trees
- New Lighting
- Narrowed traffic lanes
- Added Bike Lanes
- Added Bus Bulbs and Curb Extensions
- Retained On Street Parking

**Stay tuned for proposed roadway improvements.**

**What are your priorities?**

**Please leave comments on the long corridor plan on the center tables.**

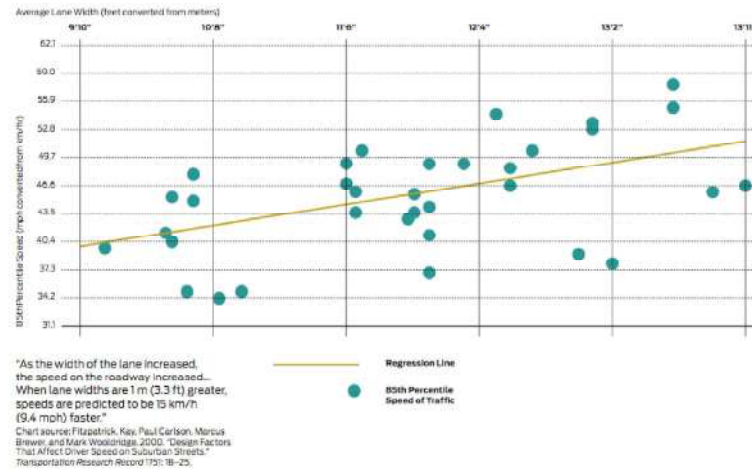
# TRAVEL LANE WIDTHS

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)

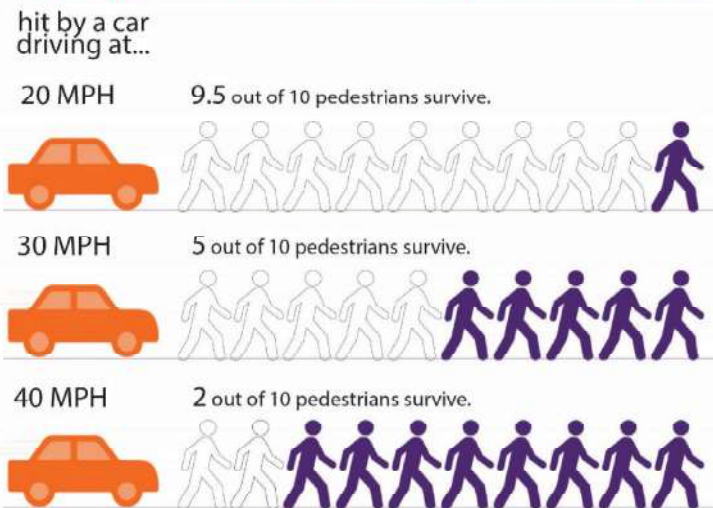


Source: NACTO

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

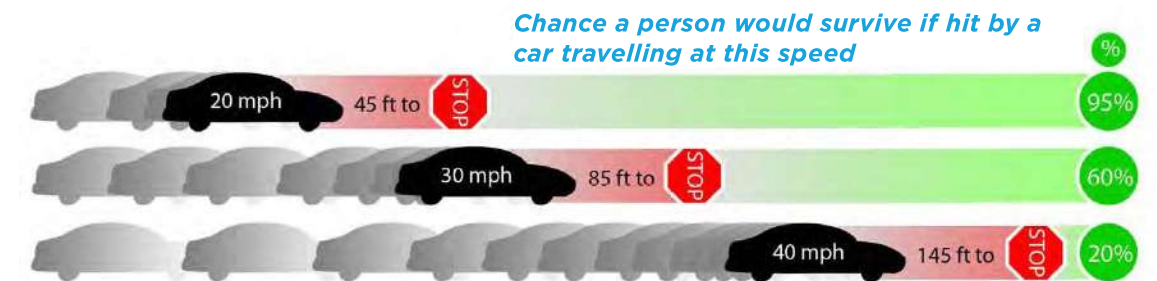
- Fewer opportunities for speeding and aggressive driving, thereby decreasing the instances and frequency of crashes.
- Slower speeds mitigate the potential severity of crashes.
- Narrower travel lanes decrease exposure and crossing distance for pedestrians at intersections and midblock crossings, while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

Higher speeds are correlated with higher crash severity.

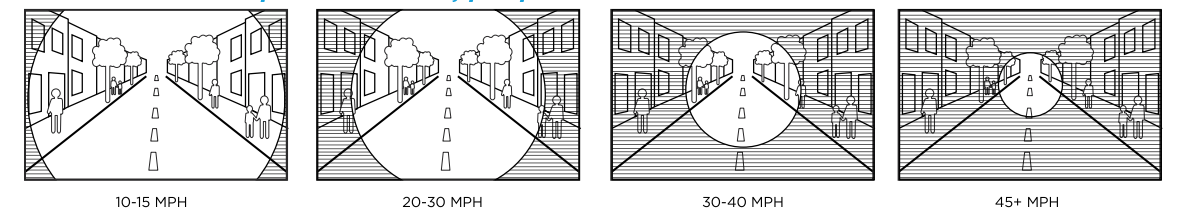


## Three Primary Speed Concepts

- As speeds increase, there is more kinetic energy, which means more energy to be dissipated in the event of a crash. This is most noticeable for pedestrians, who have an 85% chance of being killed by a vehicle traveling at 40 mph, but only a 5% chance of being killed at 20 mph.
- As speeds increase, the distance traveled by a vehicle during the driver's reaction time and braking increases exponentially.
- As speeds increase, our brains process less of what is "seen" in our peripheral vision. This is most problematic on wider streets with activity (parking, cycling, children chasing balls in the street) on the side of the roadway.



Tunnel Vision: as speed increases, peripheral vision decreases.



Speed Concepts

# BUS BULBS

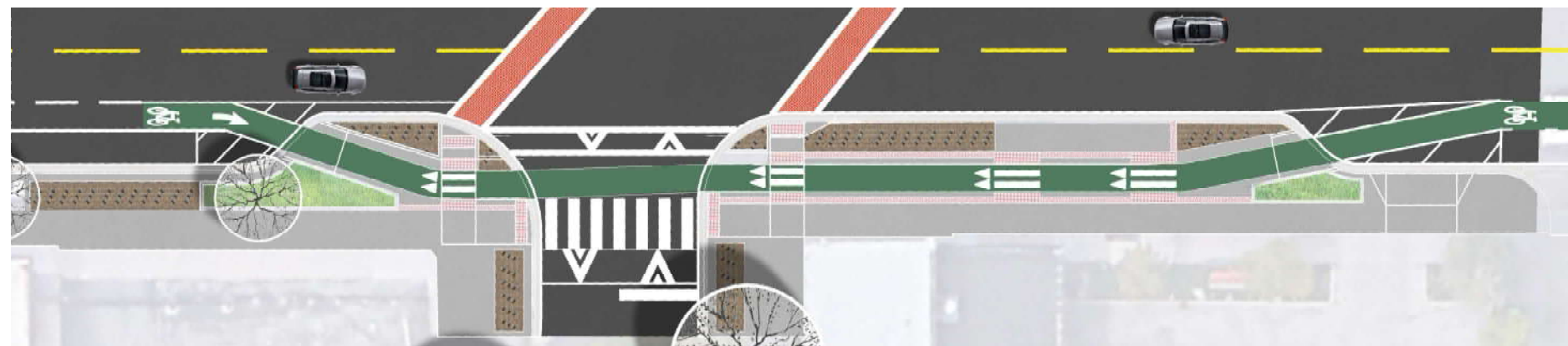
## New Bus Boarding Islands

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



## What we heard

- Safety is a priority
- Accommodate Parking/ Loading needs for businesses
- Re-consider bike lane and bus configurations
- Minimize vehicle queuing waiting time at bus stops



# BIKE LANES

## Why Bike Accommodations?

- 33% of all injury related crashes involved a Pedestrian or a Bicyclist
- Traffic calming benefits experienced from on-street bike lanes
- Adds Connectivity to larger Bike Network
  - Oak Park
  - Chicago improvements east of Cicero
- People on bikes are from within and beyond the Community
- Minimum Bike Lane widths used to provide widest sidewalk accommodations

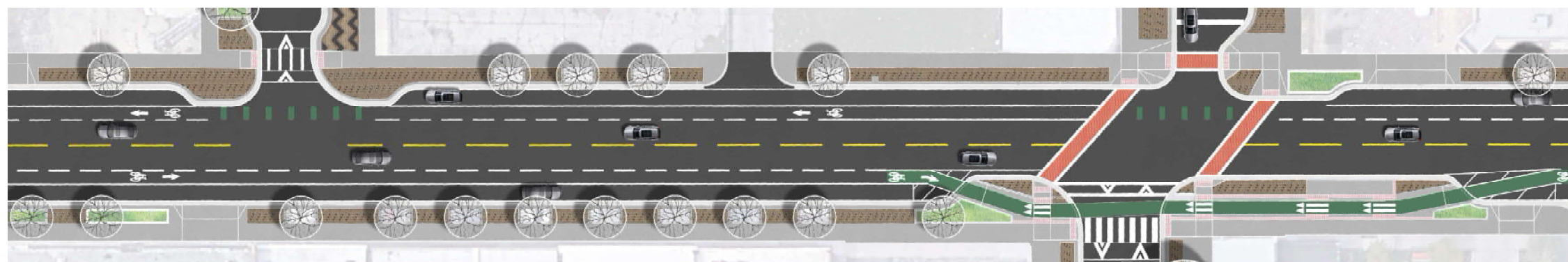
## Why Chicago is Investing in Bike Accommodations:

Bicycling will play a critical role in Chicago's economic future. It will help current and future residents traverse the City and attract new employers. Making bicycling safer and more convenient will increase bicycling activity which will have positive impacts on the quality of life for the people of Chicago including:

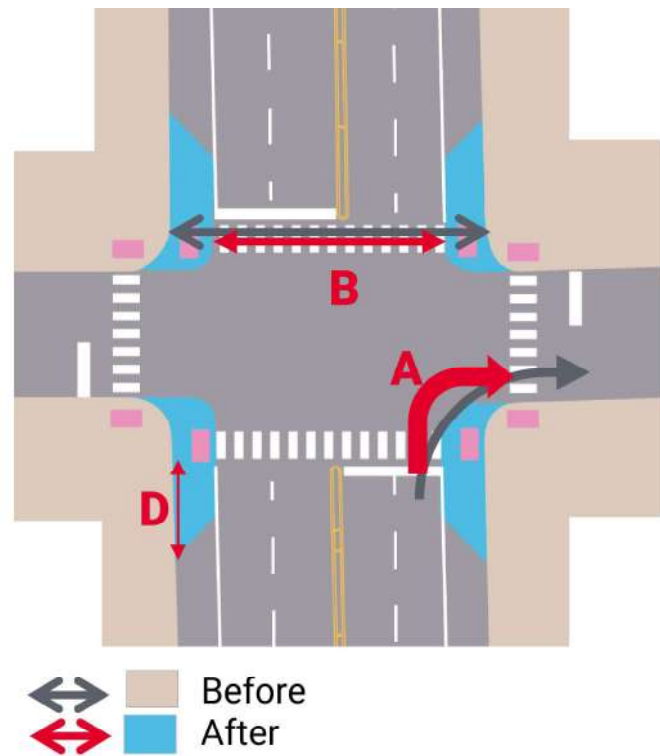
- Improved physical health
- Reduced transportation costs
- Increased economic development

## What we heard

- Concerned about mixing more bike traffic on Chicago Ave
- Protected bike lanes are preferred
- Use side streets



# INTERSECTION IMPROVEMENTS



## Curb Bump-Outs

- Reduce turning speed of vehicles
- Reduce distance for pedestrians
- Improve visibility between motorists and pedestrians
- Eliminate illegal parking in the corner clearance zone
- Allow for corner street furniture and other amenities to enhance the public realm
- Bump-outs will be constructed in locations that are already no parking zones due to their proximity to intersections and bus stops.



## Raised Crosswalks

- Crosswalks parallel to Chicago Ave, not crossing Chicago Ave
- Located on non-signalized intersections
- Raise crosswalk to sidewalk level
- Provide safer crossings for pedestrians
- Slow traffic pulling onto side streets

## What we heard

- Curb bump-outs needed
- Existing bump-outs work
- Don't remove parking
- Improve safety especially for crossings
- Slow down turning traffic.
- Discourage drivers driving quickly down residential side streets.

# COMMUNITY IDENTIFIER FEEDBACK

**TRADITIONAL TYPES**

TIMES NEW ROMAN  
GARAMOND  
BASKERVILLE  
COURIER  
Copperplate  
trajan

**BOLD TYPES**

**AHARONI**  
**FRANKLIN GOTHIC**  
**BAUHAUS**  
DUTCH BOLD  
**STENCIL**  
**BROADWAY**

SOMETHING ELSE

SOMETHING ELSE

**MODERN TYPES**

ARIAL  
GIL SANS  
HELVETICA  
FUTURA  
CALIBRI  
**BANK GOTHIC**

**ELEGANT TYPES**

Lithos Pro  
Goudy Handtool  
*Bask Script*  
*Old English*  
TECKTON PRO  
*Vladimir Script*

**OVER THE ROAD GATEWAY**

**SINGLE SIDE GATEWAY**

**TRADITIONAL AESTHETIC STYLES**

**MODERN AESTHETIC STYLES**

SOMETHING ELSE

## What we heard

- Participants preferred Sunset and Earth tone color scheme
- Participants agreed to modern and bold type faces
- Participants prefer gateways that are culturally responsive
- Bold shapes should be included
- Preference for Herringbone pattern on the 45 degree angle.
- Desire to have a base mix of paver colors and to add an accent color paver.
- Identifiers with less detail and more bold designs were preferred
- Regular geometries and complimentary abstract shapes were preferred
- Modern aesthetic styles were preferred





# FUTURE ARTIST INITIATIVE

DCASE and CDOT are partnering to select an artist or artist team with significant public art experience who will take all of the feedback previously provided and design the gateway identifiers on Chicago Avenue at Austin Boulevard and Cicero Ave—the west and east entrances to the “Soul City Corridor”—along with complementary designs for light Pole identifiers spanning the corridor. Once designed, CDOT will build these as part of the streetscape improvements.

## The Soul City Gateways and accompanying light pole identifies should:

- Be rooted in a distinct cultural identity of Black art, music, food, and entertainment
- Be Informed by historical roots on the West Side.
- Celebrate the existing arts and culture scene in Austin.
- Amplify Austin as a historic and contemporary enclave for Black wellness, culture and economic development.
- Build off of the community outreach already completed.

DCASE will convene a selection panel of community representatives, arts professionals, and elected officials to review the applications. The committee will select 3-4 finalists, who will be commissioned to develop public art proposals. Finalists will present their design proposals to the selection panel and a final artist or artist team will be selected.

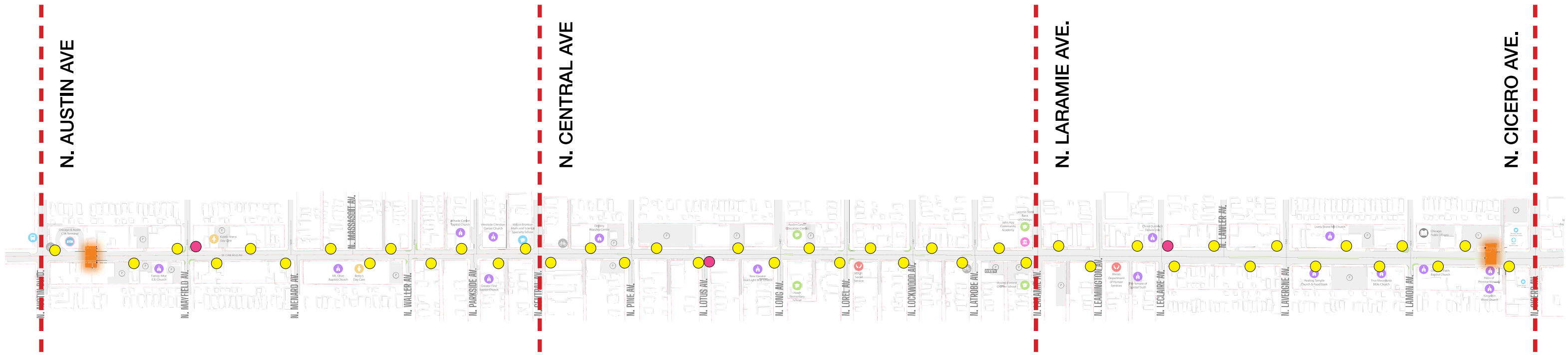
Applicants will be shortlisted based on a competitive review of the following:

- Artistic excellence: demonstrated skill and quality craftsmanship in examples of past work; strength and originality of concept conveyed in the letter of interest.
- Vision: Meaningful relationship of the proposed artwork with the goals and aspirations expressed by the Austin community.
- Constructibility: Proposal clearly presents design concepts in durable and/or permanent materials suitable for public and/or outdoor environments, and which require minimal to no maintenance

Finalists will be chosen in Mid December 2022.

## Stay tuned for future engagement with DCASE

# CORRIDOR COMMUNITY IDENTIFIERS PLAN



GATEWAY



LIGHT POLE IDENTIFIER



PEACE CIRCLE

# FINAL PAVER DESIGN

West

Field



Accent



Typical Layout



Central

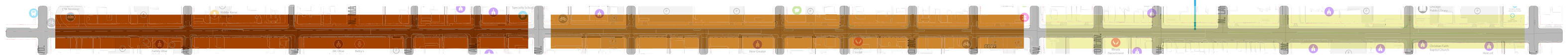


East



What we heard

- Use earthy colors
- Like smaller sized pavers
- Create a regular pattern
- Prefer accent mixed into three pattern
- Each section to have a unique color and show the progression across the corridor
- Prefer formalized border



# TYPICAL FURNITURE

## Bike Racks



## Litter Receptacles



## Benches



## Street Lights



## What we heard

- Need more trash receptacles
- Modern light fixtures preferred
- Lighting currently inaccurate
- More seating needed

# PEACE CIRCLES



## Why ?

- Restorative justice practice commonly used by Austin youth organizations
- Restore a sense of peace and safety
- Acknowledgment of harm and trauma
- Establish sense of peace and respect

## Peace circles contain the following design elements:

- Circular seating for approximately 10 people can face each other and see each other.
- A talking piece
- A bank of open-ended questions and prompts
- A centerpiece or ceremonial opening to ground the conversation
- A safe zone outside the circle to take a break

## Next Steps:

- Continue to refine the design.
- Explore precast concrete as the primary material.

## What we heard

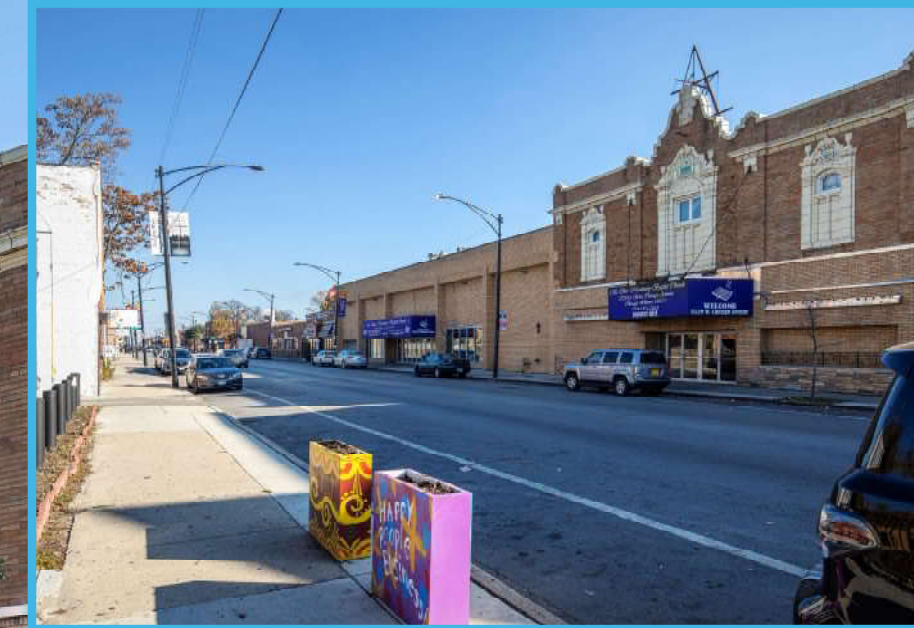
- Desire for group seating
- Locate at prominent corners
- Keep open for safety
- Utilize custom graphics that represent the community

# STREETSCAPE RENDERING



**Existing**  
Chicago Avenue at Mayfield

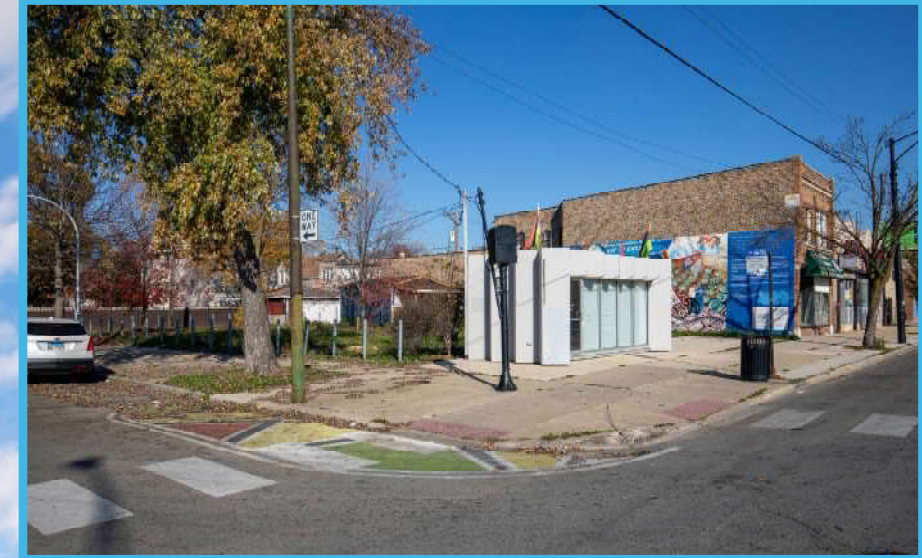
# STREETSCAPE RENDERING



**Existing**  
Chicago Avenue at Menard

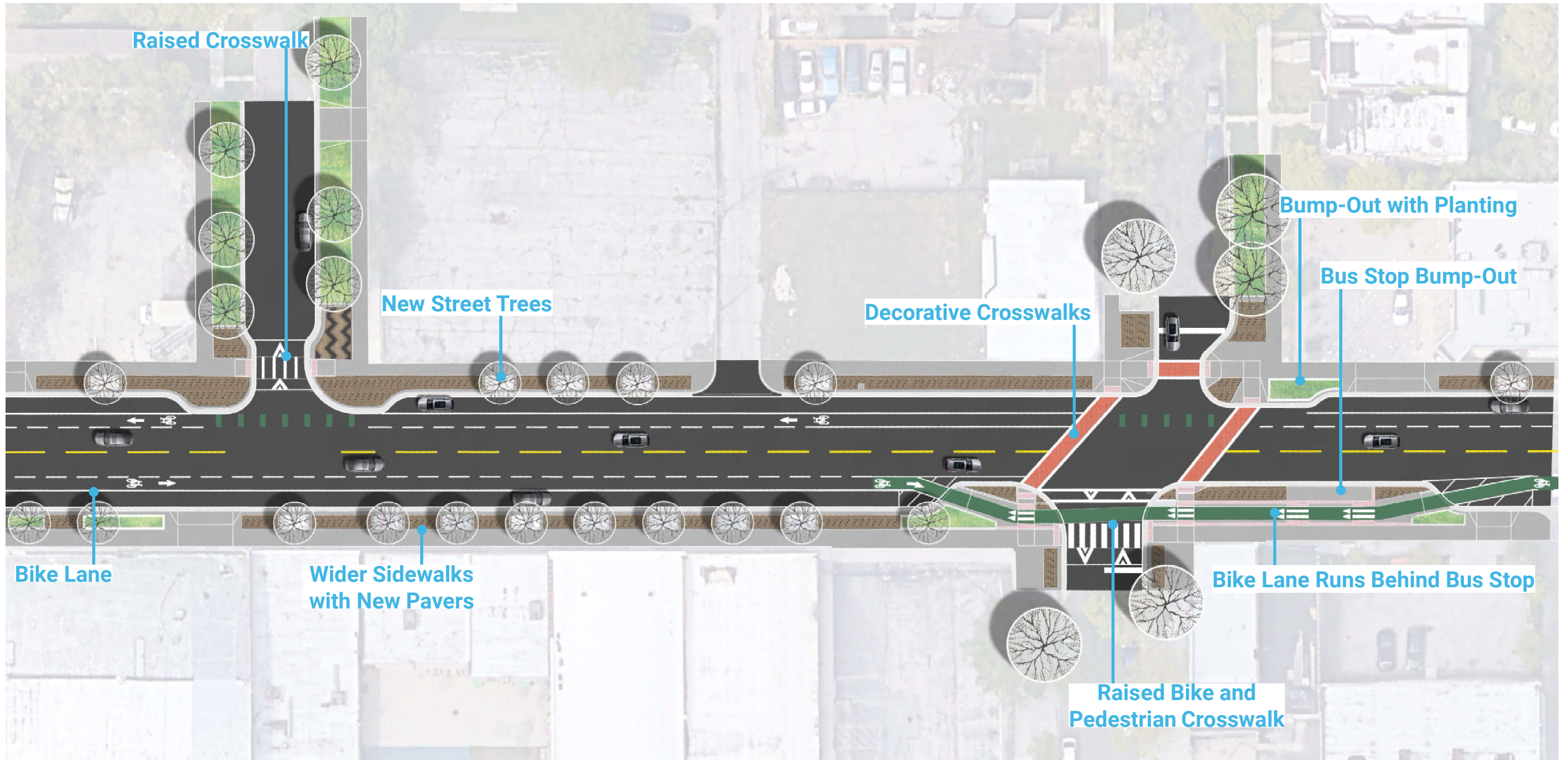


# STREETSCAPE RENDERING



**Existing**  
Chicago Avenue at Mayfield

# TYPICAL BLOCK ENLARGEMENT PLAN



# GIVE US YOUR FEEDBACK

## THANK YOU! THANK YOU! THANK YOU!

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

More on the project website! : <https://tinyurl.com/ISWChicagoAve>

Please use the website comment box or email us at [Wade.Vannortwick@wsp.com](mailto:Wade.Vannortwick@wsp.com) if you have any questions about the project.

Please reference **Chicago Avenue from Austin to Cicero** in your message.