

Mayor's Pedestrian Advisory Council

Wednesday, August 8th, 2018



Year-to-Date Pedestrian Fatalities, 2018 (CPD): 24

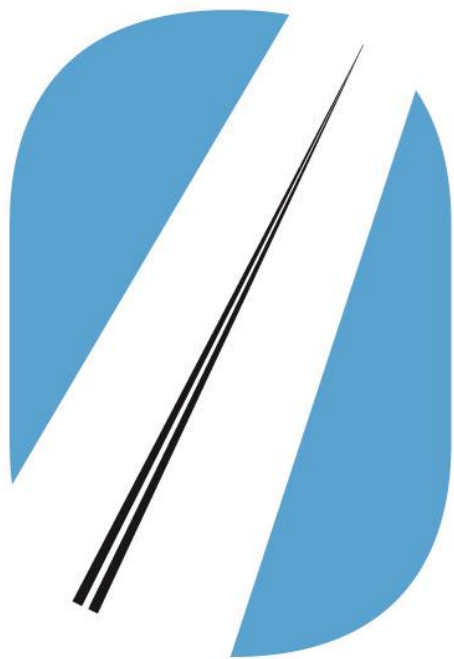
Year-to-Date Pedestrian Fatalities, 2017 (CPD): 22

Year-to-Date Pedestrian Fatalities, 2012-2016 (IDOT): 19.2

CITY OF CHICAGO

Pedestrian Fatalities by Month

Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	IDOT
	2012	2013	2014	2015	2016	2017	2018	2012-2016 Average
January	2	1	4	5	3	6	2	3
February	5	2	0	2	5	3	4	2.8
March	2	2	3	6	3	4	4	3.2
April	1	2	6	4	4	1	9	3.4
May	3	2	3	6	4	4	3	3.6
June	0	3	4	6	3	4	2	3.2
July	3	3	4	2	2	5		2.8
August	11	4	3	3	4	5		5
September	5	2	3	2	0	5		2.4
October	4	0	2	4	2	2		2.4
November	7	1	1	1	5	5		3
December	4	5	2	5	2	2		3.6
TOTAL (Jan 1- June 30)	13	12	20	29	22	22	24	19.2
TOTAL	47	27	35	46	37	46	24	38.4



VISION
ZERO
CHICAGO

Vision Zero Update



Vision Zero Events Series

August 24 – Austin (6-9 pm)

September 1 – Garfield Park (6-9 pm)

September 29 – North Lawndale (9- noon)



Pedestrian Infrastructure Update

David Smith, AICP
Chicago Dept. of Transportation

GOAL 3

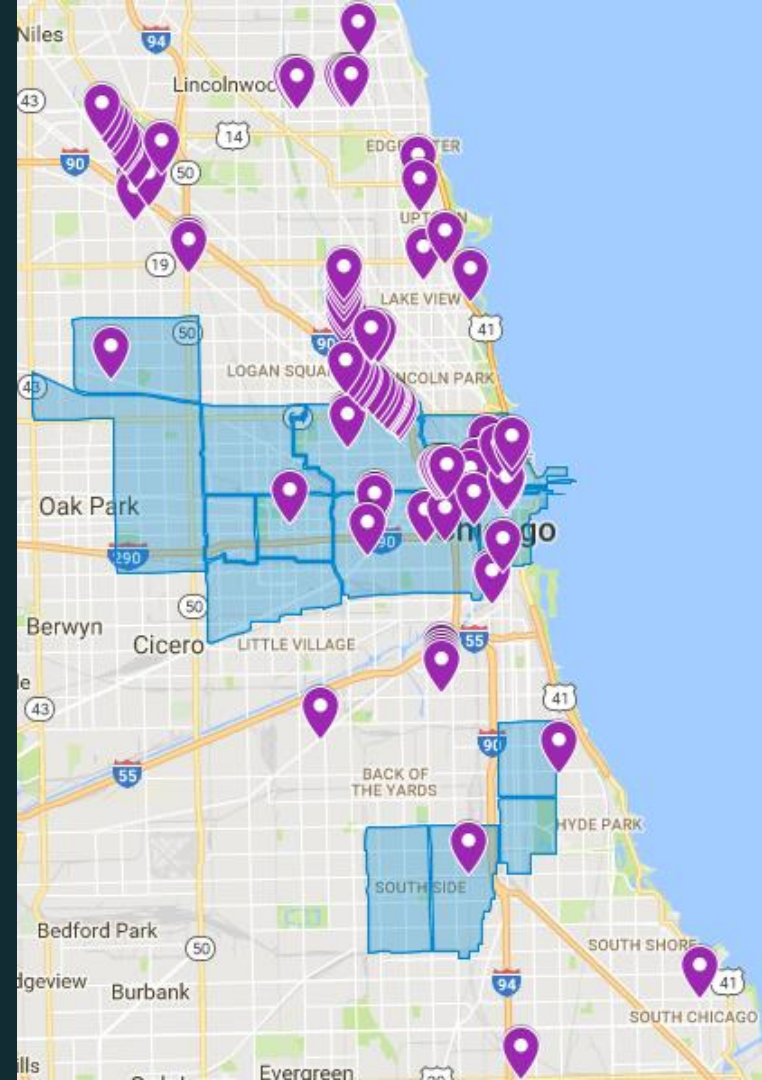
MAKE STREETS SAFER FOR ALL USERS

Implement proven safety countermeasures to improve pedestrian infrastructure at 300 intersections



2017: 90+ intersections completed

- 55 intersections within HCA/HCC



2017: 90 + intersections completed

Streetscape: Morgan Street

- Streetscapes
 - Morgan (35th to 31st)
 - Devon (Western to Leavitt)
 - Fulton (Carpenter to Green)



2017: 90 + completed

- Streetscapes
- Safe Routes to High School
 - Clemente
 - Harlan
 - Kelley
 - Marshall

Safe Routes to High School: Roberto Clemente



2017: 90 + completed

- Streetscapes
- Safe Routes to High School
- Streets for Cycling

Streets for Cycling: Jefferson Park Transit Center



2017: 90 + intersections completed

- Streetscapes
- Safe Routes to High School
- Streets for Cycling
- Aldermanic

Aldermanic Request: Ogden Avenue



July 2018: 50 + intersections completed/started

- 35 intersections within HCC/HCA



July 2018: 50 + intersections completed/started

- Arterial Resurfacing
 - 47th (Hoyne to Racine)
 - Ashland (69th to 64th)
 - Racine (73rd to 63rd)
 - S. Chicago (Stony to King)
 - Cicero (Fullerton to Belmont)



Arterial Resurfacing : Dearborn Street

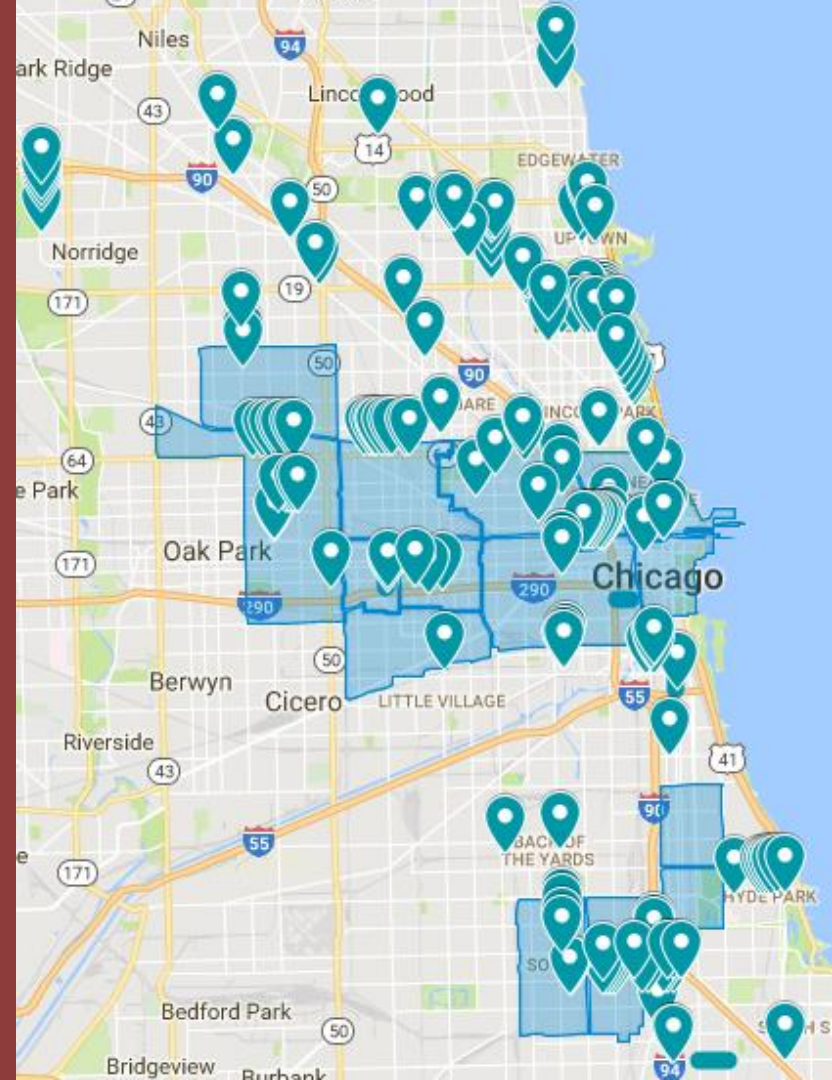
July 2018: 50 + intersections completed/underway

- Arterial Resurfacing
- Streets for Cycling
 - Milwaukee Ave (Ohio to Chicago)
 - School (Lincoln to Broadway)
 - Elston (Le Moyne to Chestnut)



2018/19: 175+ intersections planned

- Arterial Resurfacing
- Walk to Transit
- Safe Routes to School
- Streets for Cycling
- Aldermanic Requests
- High Crash Corridors



2018/19: 175+ intersections planned

- Arterial Resurfacing
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- Safe Routes to School
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- High Crash Corridors



Walk to Transit: 35th/State

2018/19: 175+ intersections planned

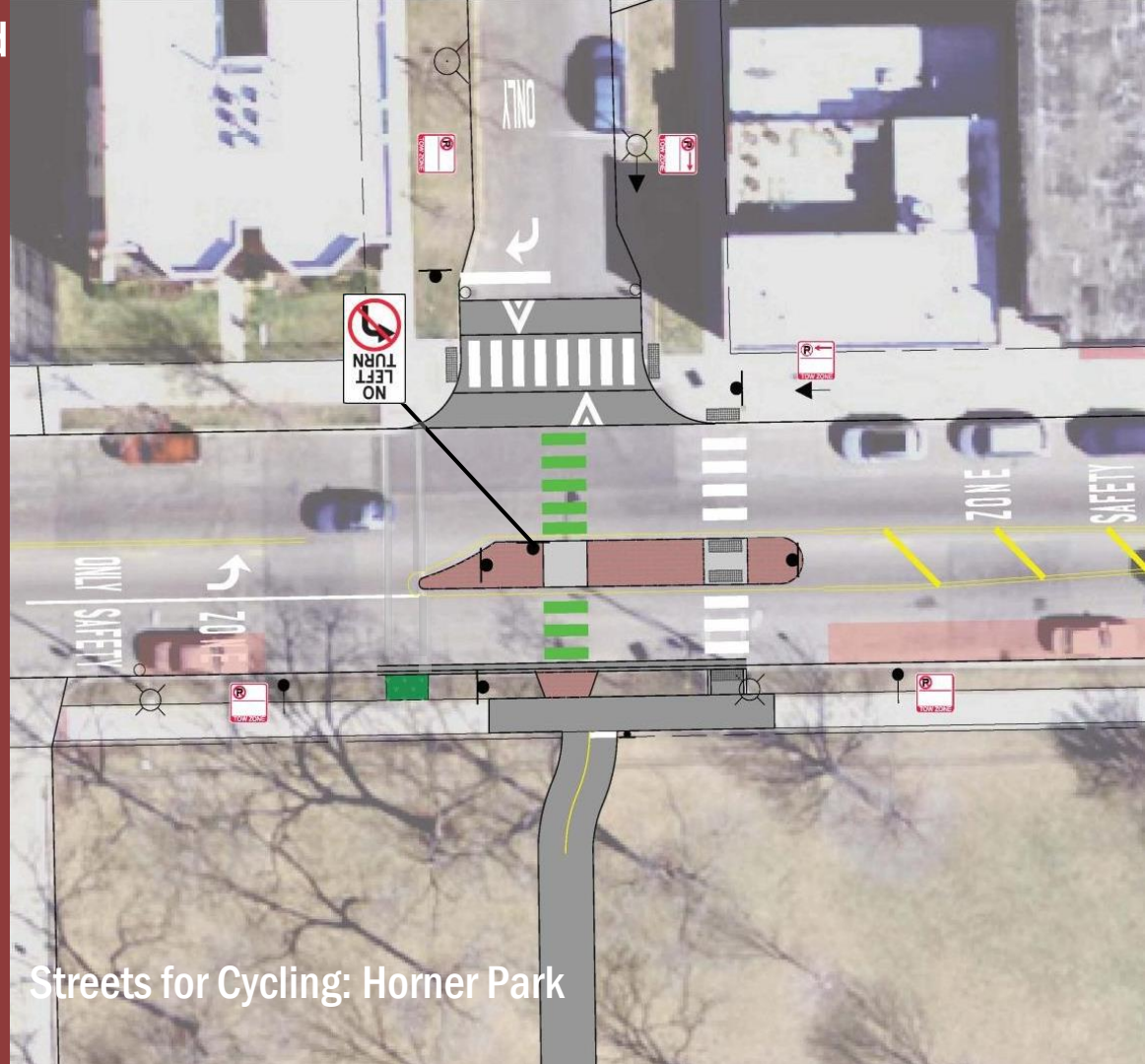
- Arterial Resurfacing
- Walk to Transit
- Safe Routes to School
- Streets for Cycling
- Aldermanic Requests
- High Crash Corridors



Walk to Transit: 63rd Red Line

2018/19: 175+ intersections planned

- Arterial Resurfacing
- Walk to Transit
- Safe Routes to School
- Streets for Cycling
- Aldermanic Requests
- High Crash Corridors



Vision Zero High Crash Corridors: Invest in Cook



Chicago (Central to Latrobe)



North (Austin to Laramie)



Ashland (63rd to 59th)



Western (Irving Park to Lawrence)

Provides guidance for CDOT to implement effective and feasible safety improvement projects on each of the 43 High Crash Corridors

visionzerochicago.org/highcrashcorridors



High Crash Corridor Framework Plan

June 2018

CORRIDOR PROFILE



Community Area(s)	Humboldt Park, West Garfield Park
Ward(s)	24, 28, 37
Length	2.5 miles
Equity	45% of residents near the corridor live below the poverty level
Transit Service	CTA 53 bus, Pulaski Blue, Green Line Stations
Traffic Volumes	5,200 - 17,900
Cross-section	Multiple cross sections along corridor



CORRIDOR DESCRIPTION

Pulaski Road is a connector through Humboldt Park and West Garfield Park, Vision Zero High Crash Community Areas. The CTA 53 bus route runs on Pulaski, connecting to the CTA Blue and Green Line stations at the Eisenhower Expressway and Lake Street. Pedestrian and business activity on the corridor is concentrated around the bus stations and the intersection of Pulaski and Madison. Land use transitions from industrial on the north to traditional mixed-use retail to the south with a high number of vacant lots. Several schools and Legler library are located adjacent to Pulaski. It is challenging for people walking to cross Pulaski due to the street width and high motor vehicle speeds. Two people walking and three people in vehicles were killed on Pulaski between 2010 and 2014. A person walking and a motorist died following traffic crashes on the corridor in 2015 and 2016, respectively.

PROJECT TYPE

ROOSEVELT ROAD TO HARRISON STREET

Street Transformation

HARRISON STREET TO KINZIE STREET

Rapid Delivery

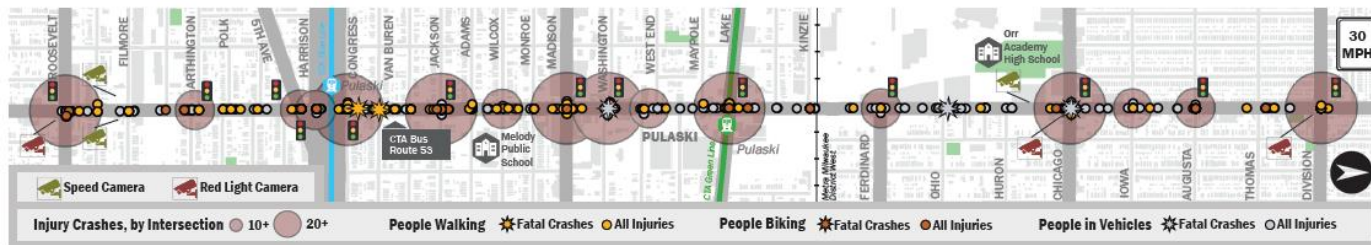
KINZIE STREET TO DIVISION STREET

Targeted Capital Improvements

CRASH HISTORY 2010-2014

- 70** fatal and serious injury crashes
- 28** fatal and serious injury crashes per mile (185% over the citywide average)
- 184** minor injury crashes per mile (155% over the citywide average)

Distribution of fatal and serious injury crashes by mode on this corridor



Guiding Design Principles

1. Put Pedestrians First
2. Prioritize Safety Over Capacity
3. Design for Maximum Desired Speed
4. Separate Modes

How to Achieve Safer Streets

SAFE SPEEDS FOR ALL TRAVEL CHOICES



- Right-sized streets/road diets
- Lower speed limits
- Automated speed enforcement
- Peak-hour parking restriction removal
- Lane narrowing
- Shared streets
- Street trees
- Speed feedback signs

INTERSECTION IMPROVEMENTS



- Bump-outs
- Shorter pedestrian crossings
- ADA-accessible sidewalk ramps
- Turn restrictions and no right-on-red
- Tighter corner radii
- Raised crosswalks
- Bike boxes
- Protected intersections

SIGNALIZATION



- Pedestrian countdown timers
- Leading pedestrian/bicycle intervals
- Queue jumps/transit signal priority
- Signal timing/phasing improvements
- Pedestrian hybrid beacons
- Bicycle signals
- Turn arrows

SEPARATION OF MODES



- Pedestrian refuge islands
- Transit-only lanes
- Protected bike lanes

RESIDENTIAL TRAFFIC CALMING



- Traffic calming
- 20mph speed limits
- Neighborhood greenways

TRANSIT IMPROVEMENTS



- Bus bulbs and transit islands
- Level boarding platforms
- Bus stop optimization

Rapid Delivery Project

Paint/Post Treatments

Pavement Markings/Signs

No Turn on Red

Leading Pedestrian Interval



Rapid Delivery Project

Pulaski (Van Buren to Kinzie)



Rapid Delivery Project

Pulaski (Van Buren to Kinzie)



Targeted Capital Project

- Refuge Island
- Bumpout
- Pedestrian Countown
- Transit Island



Targeted Capital Project

- Refuge Island
- Bumpout
- Pedestrian Countown
- Transit Island



Street Transformation

Widen Sidewalk

Transit Signal Priority (TSP)

Protected Bike Lanes

Bus Lanes



Project Evaluation

Crashes

Speeding

Mode Shift

Project Specific

- Travel Times

- Stop for Pedestrians

- Signal Compliance





WWW.VISIONZEROCHICAGO.ORG

[View the Plan](#)

[Sign the Pledge](#)

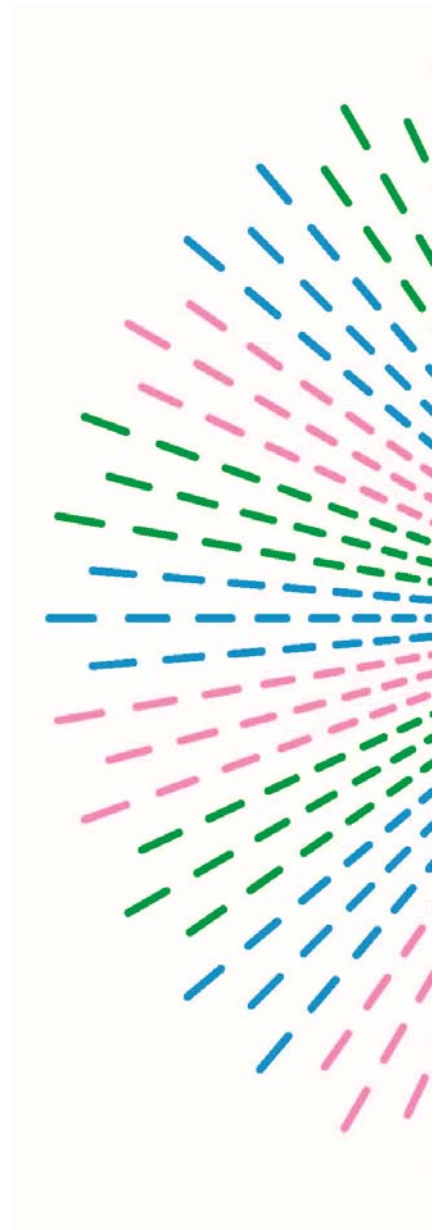
[Register for Updates](#)

Safe Routes To School Update



Elevated Chicago

Connecting People
Building Equity

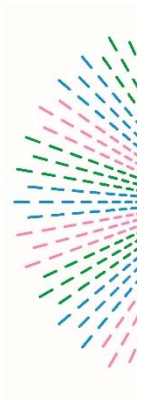




At the neighborhood level, we will remake the ½ mile area around transit into a center of commerce, culture and social interaction in collaboration with local partners, building and harnessing community power, and aligning and cultivating capital.

At the systems level, we will remove policy barriers, foster residents' influence, and ensure that equitable, forward-thinking development around transit is a community priority and civic mandate.

Elevated Chicago Leadership

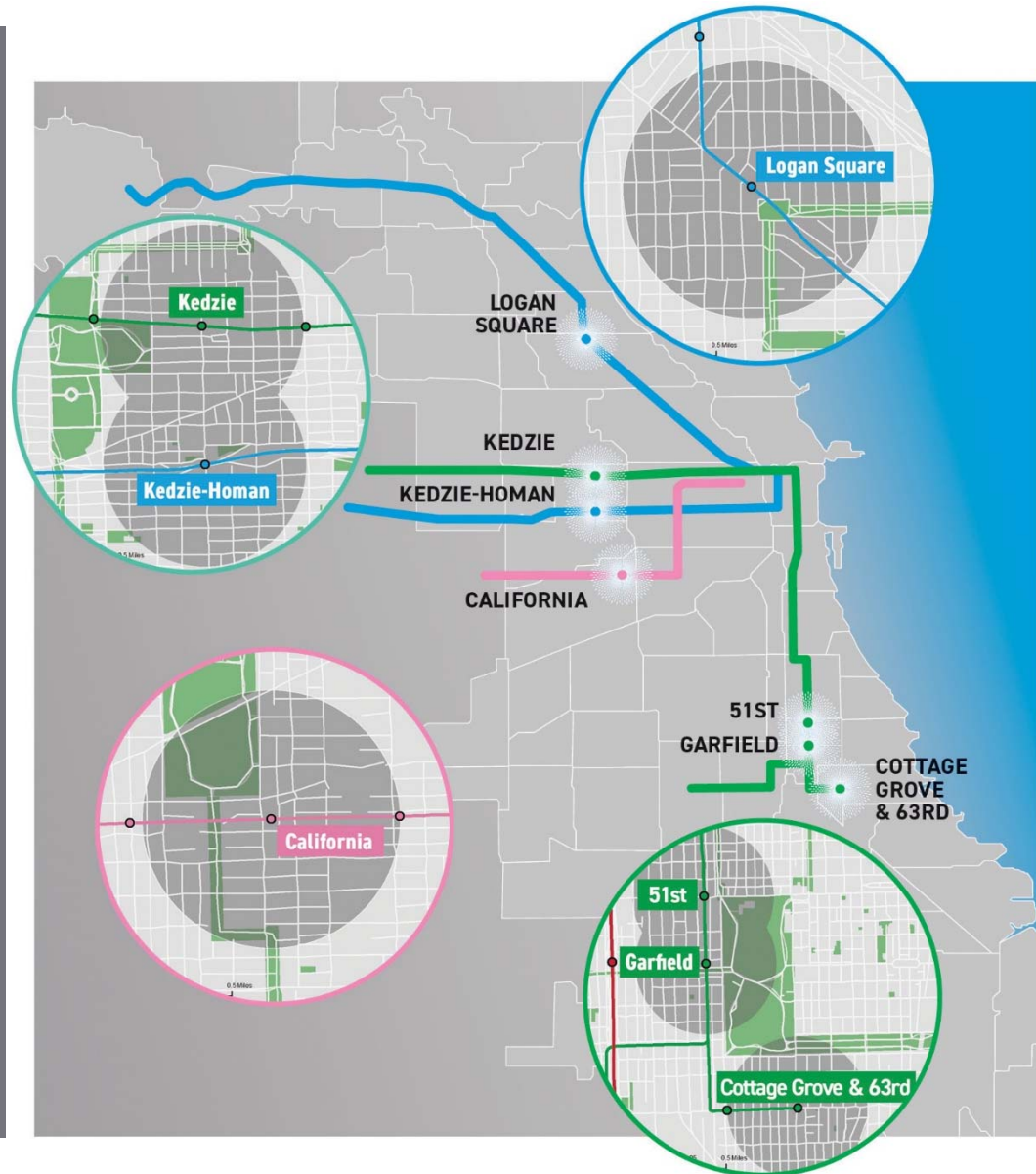


Elevated Chicago eHubs

7 CTA Train Stations

4 Parts of Town

- Logan Square
 - Blue Line | Logan Square
- Kedzie Corridor
 - Green line | Kedzie-Lake
 - Blue line | Kedzie-Homan
- Little Village
 - Pink line | California
- Green Line South
 - Green line | 51st
 - Green line | Garfield
 - Green line | Cottage Grove/63rd St.



Connecting across cities

Elevated Chicago was made possible through the Strong, Prosperous and Resilient Communities Challenge (SPARCC), a national initiative calling for cities and regions to find creative solutions in the built environment that produce positive outcomes for racial equity, human health and climate resilience.



Atlanta: Transform Alliance



Los Angeles: LA2



Chicago: Elevated Chicago



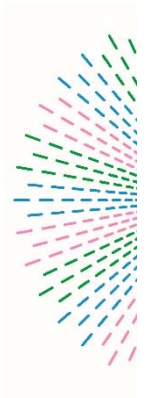
Memphis: Partners for Resilient Communities



Denver: Mile High Connects



San Francisco Bay Area: Bay Area For All



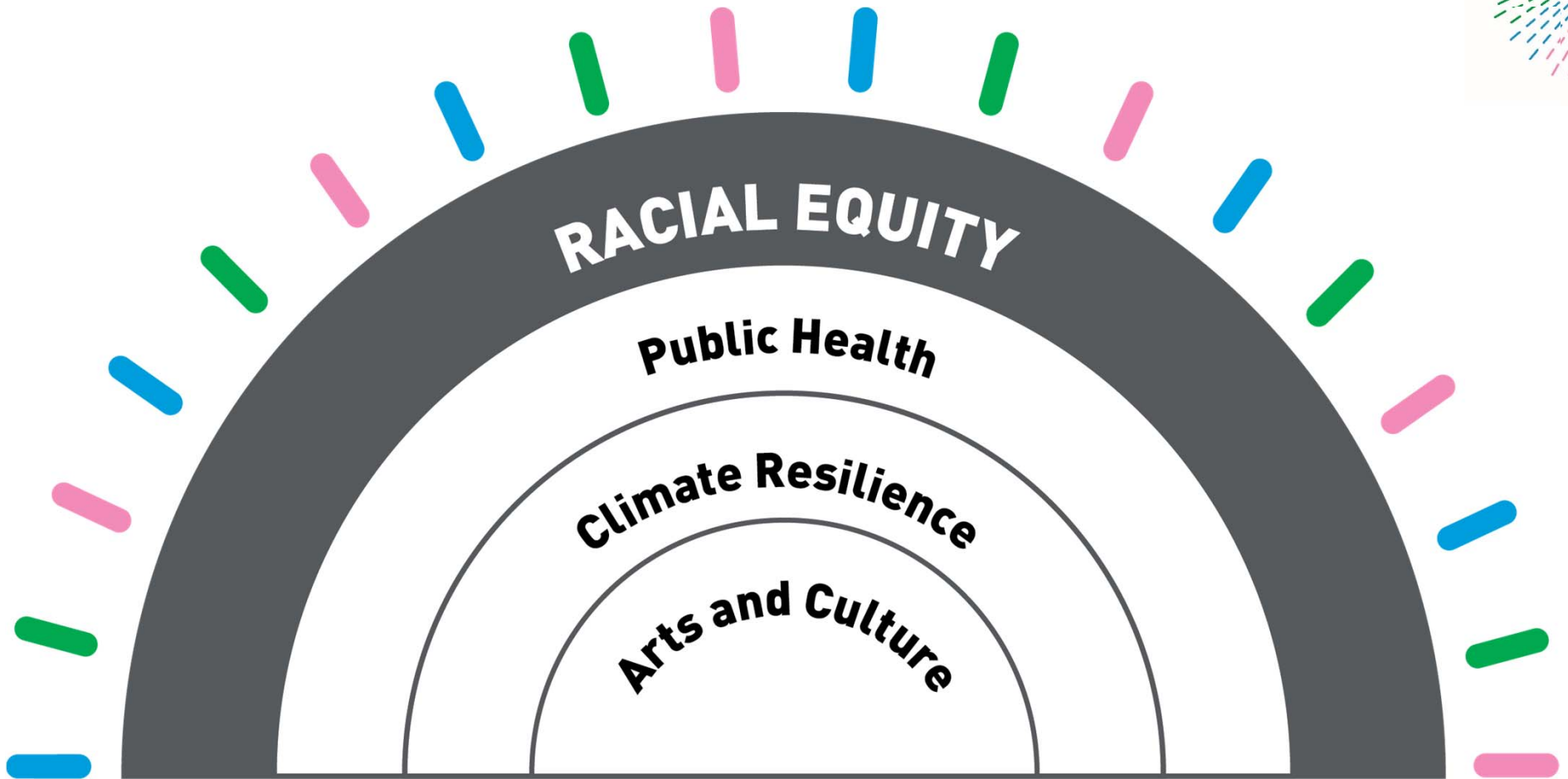
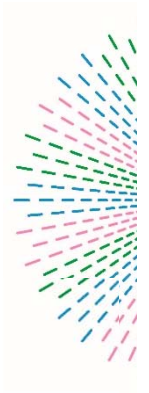
SPARCC leaders and funders



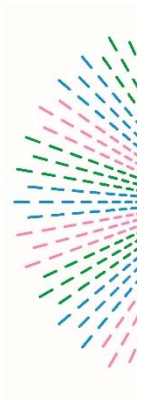
Supported by:



Our lenses



The two sides of displacement



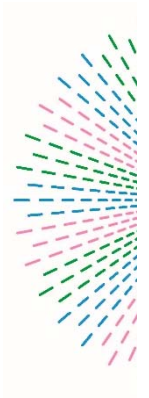
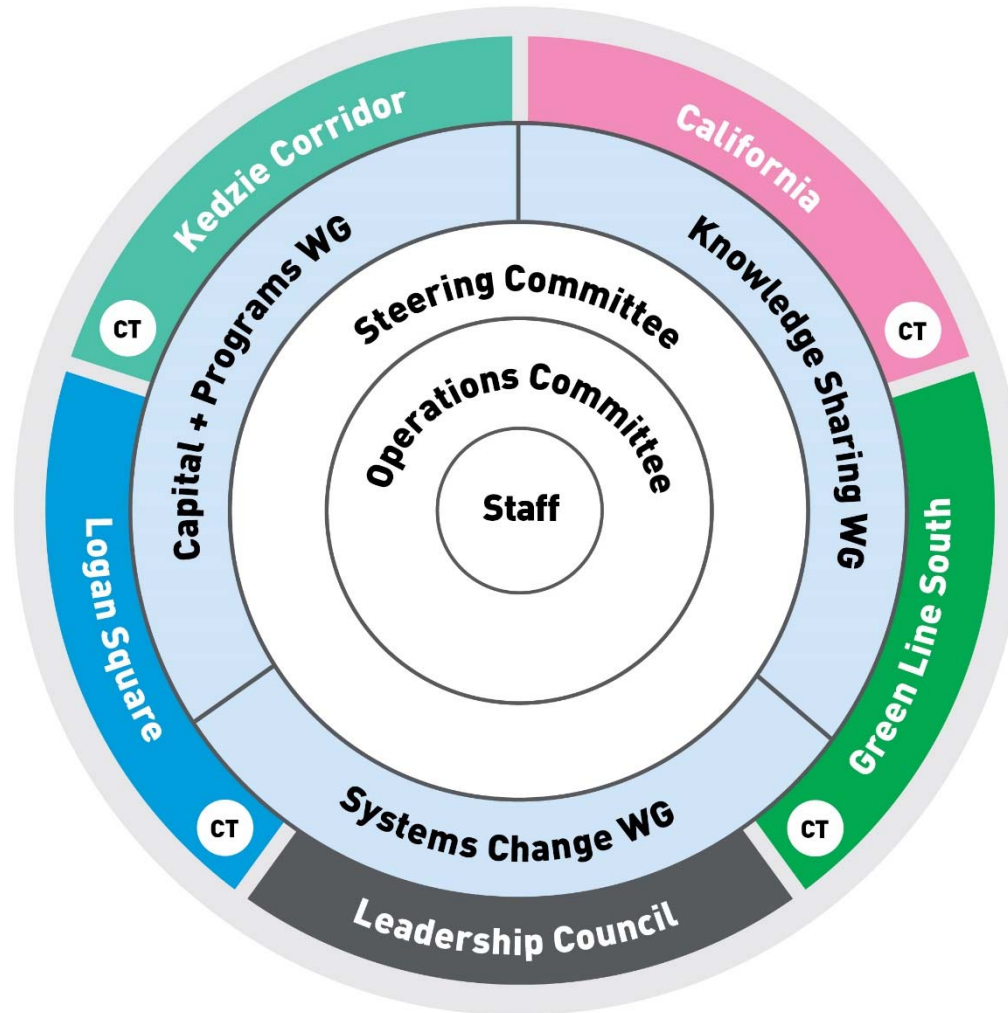
- Between 2010 and 2014 Logan Square has seen a 35.6% decrease in its Latino population



- Between 2010 and 2014 the Chicagoland area has lost 46,000 Black residents

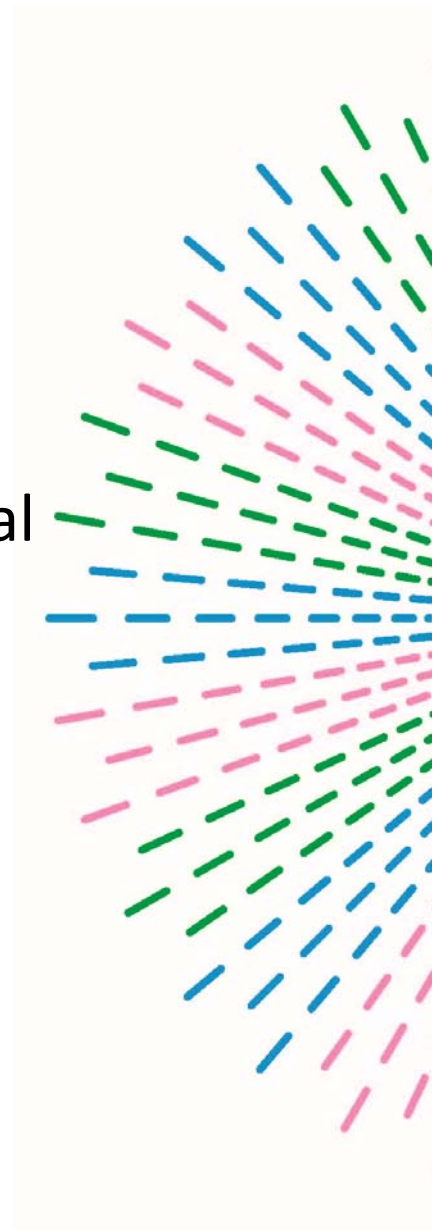
U.S. Census Bureau data

Organization structure



Added value of our model

- Convening diverse partners:
 - Local and national
 - Public, private and civic sectors
 - Multi-sector: health, climate, arts & culture, equity
- Coordinating and leveraging our collective financial resources
 - Grants for programming
 - Capital pool for project development: \$70M national
- Changing narratives and mindsets in community development
 - Storytelling, media, social media
 - Action-oriented research and data
- Reducing barriers to equitable development
 - Systems change and policy/advocacy platform
 - New models for D&I and racial equity and community engagement/ownership



A solid foundation

Adaptability

We work on complex issues in a changing environment that requires us to exercise agility and constant adjustment

Impact

Our approach is data-driven, results-oriented and asset-based in order to make visible and meaningful change on the ground

Inclusion

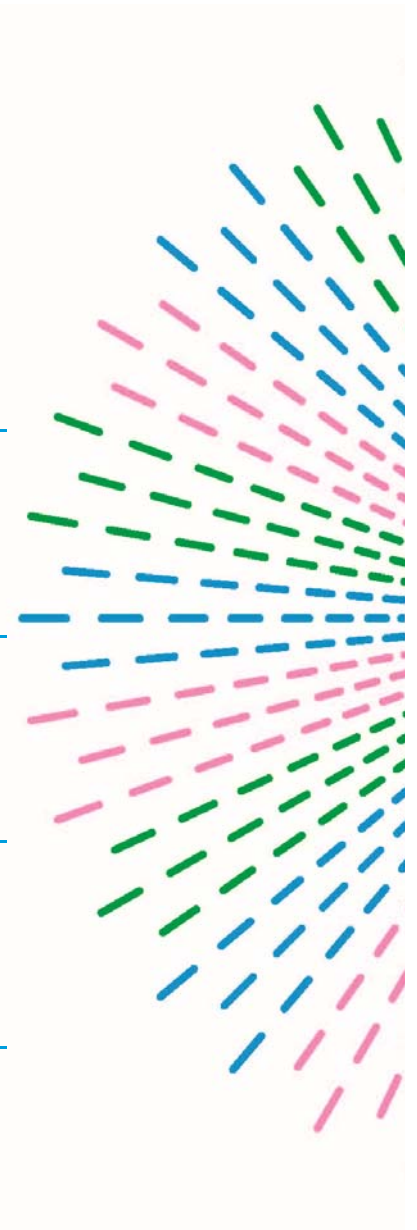
Our collaborative approach acknowledges, embraces and leverages the diversity of our communities in order to achieve better, more efficient and equitable results

Innovation

We nurture creative experimentation, take risks, and see failures as opportunities to learn, building on community traditions and established best practices

Transparency

We make our decisions openly and responsibly, communicate clearly, and keep each other mutually accountable





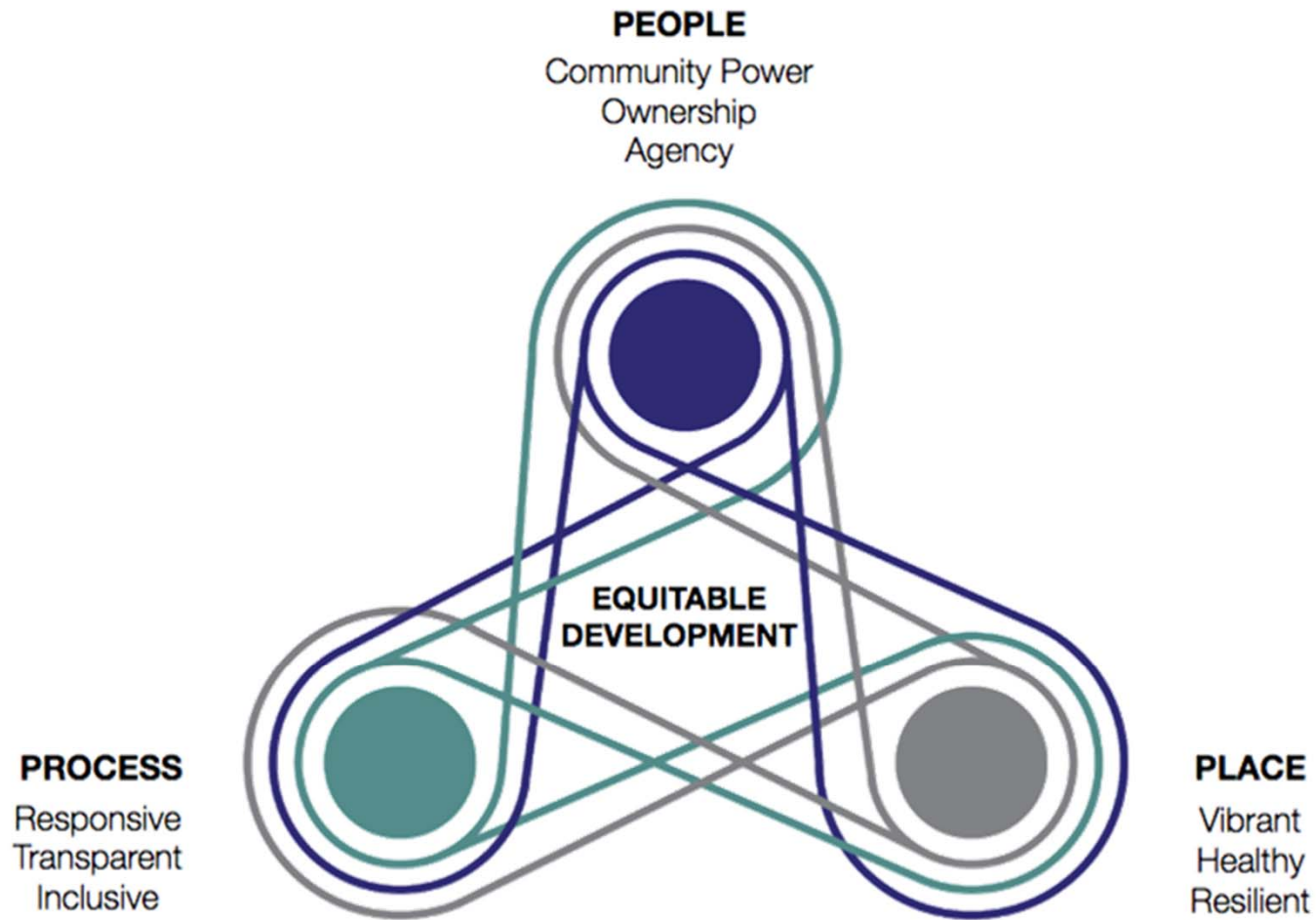
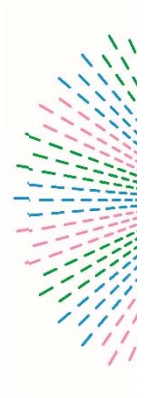
Elevated Chicago Workplan

Moving forward: our 3-year priorities



- Use the many existing plans: no reinventing wheels
- Implementation-driven: no more planning
- Realism: no overpromising
- Build on existing partnerships when possible
- Elevate community-owned projects and priorities
- Focus on ½ miles for targeted investment

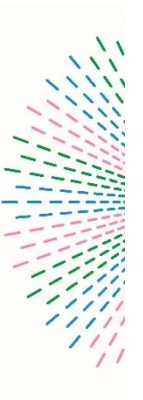
Workplan Themes



People

Authentic, inclusive, and effective community engagement, power, and ownership, and increased capacity for participation, two-way education and advocacy.

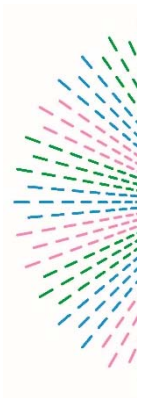
Target: Residents, particularly those living and working within the ½ mile radius of each station, and/or with a close relationship to this space (i.e. as recipients of services, visitors, business owners)



Place

Vibrant, equitable, healthy neighborhoods where the built environment and infrastructure drive positive indicators for health, climate and cultural resilience.

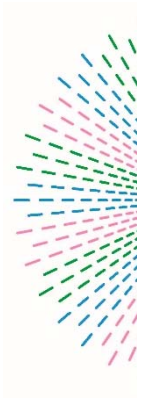
Target: The built environment in the ½ mile radius of each station



Process

Equitable, responsive, transparent decision-making, as part of a regional agenda for just, healthy and climate resilient communities.

Target: Built environment decision-makers in government, the private sector, and nonprofit development, using eHubs as testing areas



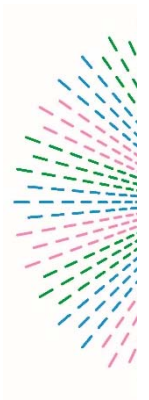
eHub-based grants (2017-2018)

- Racial Equity
- Activation
- Capacity & Collaboration
- Climate & Culture Resilience



Racial Equity Grants

Purpose: Ensuring racial equity, diversity and inclusion in our tables and work



Participating organizations:

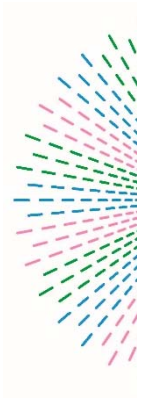
- Art + Public Life
- Esperanza Health Centers
- Garfield Park Community Council
- Latinos Progresando
- Logan Square Neighborhood Association
- LUCHA
- Sunshine Gospel Ministries

“We believe that significant transformation can occur in communities of color when residents are provided education, training, resources and real power to influence change and contribute to community reinvestment.”

- Kevin Sutton, Foundation for Homan Square

Activation Grants

Purpose: Bringing community together around our stations and eHubs



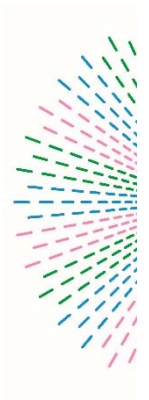
Participating organizations:

- Art + Public Life
- Beyond This Point
- Black Girls Break Bread
- Latinos Progresando
- Openlands
- LUCHA
- Safer Foundation
- Urban Juncture Foundation

“The ‘Spellcasting For Peace’ project was designed to teach skills in woodworking and design to its participants and promote pride, positive influence, and respect for community and self, in a very direct manner by using the written word as the conduit.” - B.K. Ellison, Artist

Capacity & Collaboration Grants

Purpose: Supporting partners working together on the ground



Participating organizations:

- Neighborhood Housing Services
- Preservation of Affordable Housing
- Garfield Park Community Council
- IFF
- Latinos Progresando
- LUCHA

“The Food Values Project combined urban agriculture programs that repurpose vacant and underutilized land, opportunities for residents to access healthy, local food, and support for projects that support employment and entrepreneurship for residents and enhance community assets.” -The Garfield Park Community Council

Climate & Cultural Resilience Grants

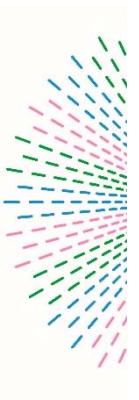
Purpose: Bringing together local artists, environmentalists and community to advance neighborhood resilience



Participating organizations:

- Center for Neighborhood Technology
- U Chicago Arts + Public Life
- LUCHA
- Urban Juncture
- Open Center for the Arts
- School of the Art Institute of Chicago

“As the Oaks of North Lawndale project manifests, it will be tied to job creation, climate resilience and improved health outcomes.” -The School of the Art Institute of Chicago



Housing, Art & Business Incubation | Green Line South



Preservation of Affordable Housing, Washington Park Development Group, Neighborhood Housing Services, UChicago Arts + Public Life, and Sunshine Enterprises



Building Community and Promoting Health| Pink Line



Latinos Progresando and Esperanza Health Centers



Food Values and Cultural Resiliency | Kedzie Corridor



*Garfield Park
Community Council,
Foundation for Homan
Square, and IFF*



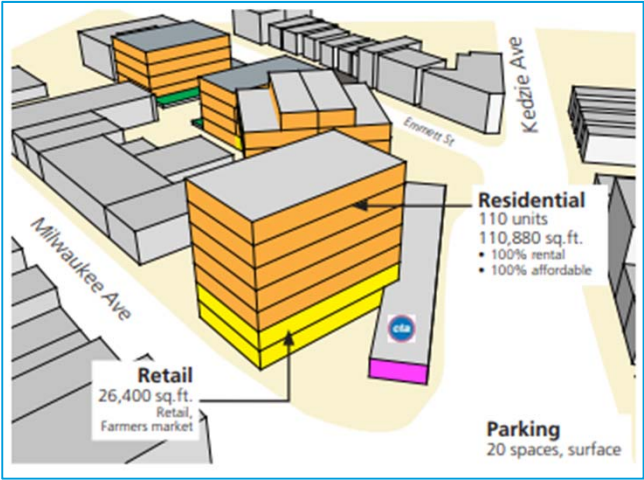
The Hatchery Chicago is a nonprofit food and beverage incubator, which enables local entrepreneurs to build and grow successful business.

For more information, visit: thehatcherychicago.org

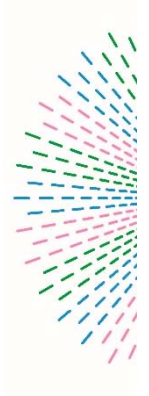
Preserving Housing and Celebrating Community | Blue Line



LUCHA, Logan Square Neighborhood Association, Center for Changing Lives, ThoughtWorks, and Bickerdike



Tracking progress and success



People

1. Collaboration/social cohesion
2. Participation in built environment decision-making
3. Capacity for advocacy/to influence decision-makers
4. Ownership of homes, businesses, land and other assets
5. Retention of people of color (residents and businesses)

Place

1. Health/economic equity outcomes for residents of color
2. Climate vulnerability in eHubs
3. Cultural resiliency in eHubs
4. Appreciation for transit assets/ridership

Process

1. Community engagement/ownership in built environment decisions
2. Transparent decision-making and implementation processes
3. Availability of capital for low income communities/communities of color
4. Prioritization of eTOD (esp. affordability and retention) in policies and practices

Our timeline

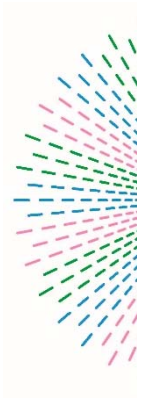
Q1-Q2 2018

- Community Table workplans developed
- Full website launched
- Leadership Council finalized and convened

Q3-Q4 2018:

- Elevated Chicago workplan completed - Start implementation and socialization
 - On The Table at eHubs
 - Refinement of policy platform
 - Site-based data gathering
 - Capital investments start
- Year 2 grants out: Racial Equity, Capacity and Collaboration, Climate and Cultural Resilience
- Capital funders meeting
- National SPARCC convening on displacement in LA

Q1 2019: Symposium





Supported by:



SPARCC



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Convergence Partnership

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www.elevatedchicago.org



59th Street Line

Concept Plan

August 8, 2018



**Micheál Newman-Brooks,
Project Manager of Urban Agriculture
City of Chicago ~ Department of Planning and Development**



The Concept Plan for the 59th Street Line is a project of the City of Chicago Department of Planning and Development and Department of Transportation. The Plan was prepared by Teska Associates, Inc., Brook Architecture, Infrastructure Engineering Inc. with outreach provided by Grow Greater Englewood.





The 59th Street Line is a former 1.7 mile elevated rail line that will be converted into a multi-use trail to provide recreation, transportation and a source of jobs to the residents of Englewood and surrounding communities. It will link several vital projects in Chicago's Urban Agricultural District and fulfill the community's aspirations for a safe, inviting, and peaceful space for all to enjoy.

The 59th Street Line is the first phase of a larger loop that will connect to the 49th Street Line in the Back of the Yards neighborhood to the north. The trail has been recommended in a number of City plans and community-driven planning processes, including the New Era Trail completed in 2009 and the Green Healthy Neighborhoods Plan in 2014.

In 2014, the City of Chicago passed an ordinance authorizing the transfer of the "former Englewood Connecting Line" from Norfolk Southern Railway Company as part of a larger land transfer to enable an intermodal yard.

This land transfer enables the City of Chicago to move forward with the design of a new trail that will further several community interests:

- Creating a safe trail for community use;
- Connecting a variety of uses that are currently being planned;
- Providing a source of jobs both for the construction of the trail as well as an anchor for economic development along the trail; and
- Improving community safety by improvements to the pedestrian and bicycle environment in the corridor.

The Concept Plan includes:

- Community Assets and Destinations
- Existing Conditions of the Trail
- Past Plans
- Demographics
- Key Objectives
- Community Engagement
- Issues and Opportunities
- Concept Plan Maps and Illustrations



Existing Conditions of the Trail

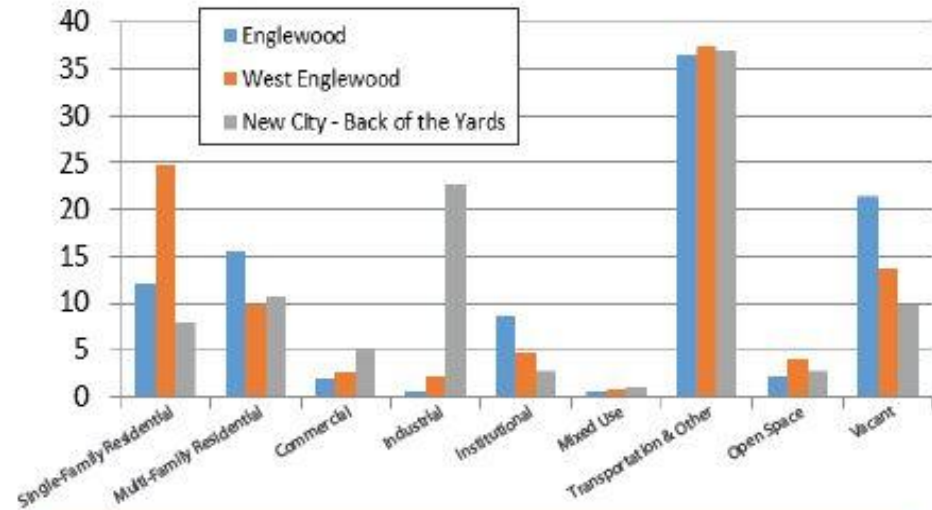
Land Use

The trail will be located in Englewood and West Englewood in the first phase and extended to New City – Back of the Yards in future phases. The three Community Areas have distinct land use patterns due to their historical development with a mix of residential, industrial, commercial and institutional land uses.

Community Area Map



The mix of land uses varies among these neighborhoods, with a greater share of multi-family housing in Englewood, a greater share of single-family housing in West Englewood, and a greater share of industrial land in New City – Back of the Yards. All three neighborhoods have significant amounts of vacant land, especially in Englewood.



Community Area Land Use			
	Englewood	West Englewood	New City-Back of the Yards
Single-Family Residential	12.1	24.8	7.9
Multi-Family Residential	15.6	9.9	10.7
Commercial	1.9	2.6	5.3
Industrial	0.7	2.1	22.7
Institutional	8.6	4.7	2.8
Mixed Use	0.7	0.9	1
Transportation & Other	36.6	37.4	36.9
Open Space	2.2	4.1	2.7
Vacant	21.5	13.6	9.9
Total	100	100	100

Source: CMAP 2013 Land Survey

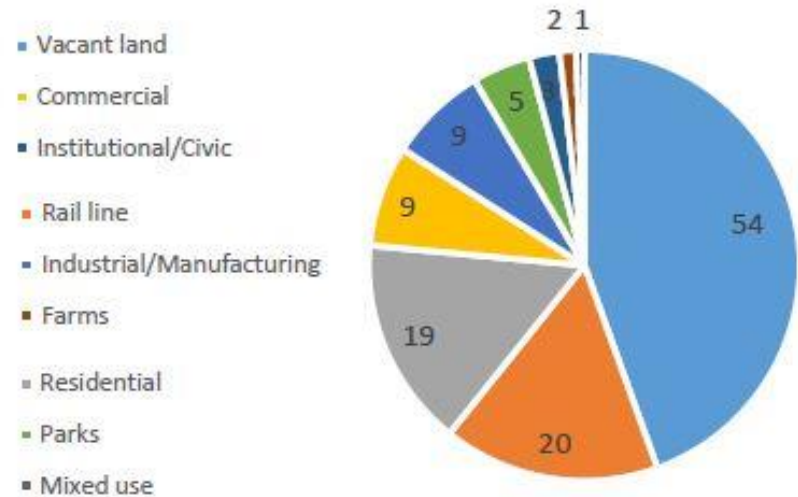
59th Street Line Land Uses

There are a variety of land uses in the 59th Street Line Corridor. The area grew as a mix of industrial properties that grew along the railway, with residential properties, and commercial uses along 59th Street.

Over time, most of the industrial and commercial uses have left the corridor. Residential properties have declined as well as population has decreased. The result is an excess of vacant land and vacant buildings along the corridor.

More recently, agricultural uses have started to expand in the area with Growing Home building the Wood Street Farm on the north side of the Englewood Line and the Honore Street Farm on the south side of the Englewood Line, as well as Eat to Live located at 70th and Princeton, and Goodness Greeness, a certified organic produce distributor located at 5959 S Lowe Avenue.

59th Street Line Corridor



Land use type	Acreage
Vacant	54
Rail line	20
Residential	19
Commercial	9
Industrial/Manufacturing	9
Parks	5
Institutional/Civic	3
Farms	2
Mixed use	1
Total	122

Source: City of Chicago and Teska Associates, 2016



Vacant land within the 59th Street corridor

Trail Access Conditions

There are a variety of physical conditions that can be taken advantage of in order to provide a variety of experiences in accessing the trail. As shown in the Issues and Opportunities Maps, there are three distinct elevation change conditions:

- Surface access to the trail at Damen Avenue and through a maintenance access route at Halsted Street
- “Mid” slopes, where there is a short, approximately four foot high retaining wall, with a mid-slope condition from the retaining wall to the surface of the line.
- “Steep” slopes which provide a taller retaining wall and steep slope to the surface of the line.
- Based on these varying conditions, there can be different designs for access points, allowing direct access at Damen and Halsted Streets, possibilities for meandering trail access to reach the surface in the mid slope conditions, and more traditional ramps and/or stairs at steep slope conditions.

Provide multi-modal connections for residents to access bikes, bus, and trains. The trail should be designed to reinforce the existing strong transit network in the corridor. While there is already frequent CTA bus and rail service, the trail, along with improvements in the sidewalk network and improvements to bike lanes and routes, can maximize the pedestrian and bicycle experiences in the area and improve safety for all users.

Examples of “low” slopes



Looking southwest towards Englewood Line from Halsted St.

Southeast of Justine St.

Examples of “medium” slopes



Northwest of Winchester Ave

Northwest of Bishop St

Examples of “steep” slopes



Northeast of the Line at Racine Ave

Open Space

Access to open space is approximately half as much as citywide averages, at just 1.7 acres per 1,000 residents in Englewood, 2.5 acres in West Englewood and 2 acres in New City – Back of the Yards compared with 3.9 acres in Chicago. The trail will provide a continuous connection linking several parks including Lindblom Park, Hermitage Park, Moran Playground and Sherman Park.

Open Space		
	Open Space Acres / 1,000 People	Percent of City Average
Englewood	1.7	44%
West Englewood	2.5	64%
New City - Back of the Yards	2	51%
Chicago	3.9	---

Source: CMAP Calculations of 2013 Land Survey



Potential trail connections to existing parks within the community



Potential link to open space along the trail

Key Objectives

The key objectives of the trail are to:

A. Community Investment

- Convert a physical barrier into a vital connection through Greater Englewood and Back of the Yards
- Create jobs and economic development opportunities
- Celebrate the diversity and rich history of the communities of Greater Englewood and Back of the Yards

B. Transportation

- Provide access points at key nodes of activity along the trail.
- Create multiple experiences in accessing and using the trail.
- Provide multi-modal connections for residents to access bikes, bus, and trains.

C. Recreation, Exercise and Healthy Lifestyle

- Provide a variety of recreational opportunities for residents.
- Support efforts to expand urban farming, food, and restaurants along the Trail.
- Provide a peaceful respite for the community to enjoy a natural experience in an urban environment.

D. Safety

- Enhance public safety along the Trail through principles of Crime Prevention Through Environmental Design.
- Create active spaces and encourage collaboration with schools, community organizations, and economic development efforts to enhance safety.



Community meeting, January



Walking tour, April

Concept Section 3 - Between Marshfield Avenue and Ashland Avenue



Support efforts to expand urban farming, food, and restaurants along the Trail

As previously discussed, the trail will be at the center of Chicago's Urban Agricultural District. Currently, expanding farming operations include Growing Home at Honore and Wood Streets, Eat to Live. In addition, Urban Pathways, convened by NeighborSpace and Grow Greater Englewood, is developing a proposal for urban farmers to own their own land and work together through common infrastructure, storage facilities, and processing. Urban Pathways is investigating locations along the Corridor to establish their farms.

The vision is to have greater economic development in the Corridor. Goodness Greenness, for example is an organic food distributor at the eastern end of the corridor. **Kusanya Café** is located within the 1.0 mile study area at 69th Street and Halsted. Whole Foods will be open in 2016 at 64rd Street and Halsted, within .5 mile of the corridor.

The goal is to have locally owned businesses such as restaurants and markets fill in sites in the corridor, reusing vacant buildings and/or land, and employing local residents.



Urban farming, view from 59th Street Line

Explore unique vegetation, gardening, and natural design along the Trail

The Englewood Line currently is lined by trees on both sides of the former rail. An inventory was conducted of all trees over 8" in caliper that is documented in the Environmental and Vacancy Maps. Efforts will be made to preserve as many of these trees as possible to provide a unique, natural experience, with shade for users, while providing visibility and public safety by clearing the underbrush. There are also opportunities to expand community gardening in vacant lots along the Trail, building on work that has already been taking place. Unique vegetation, natural design, and interpretive signage can provide experiences similar to Forest Preserve District trails, but in the city, just steps from resident's homes.



At Ashland Ave looking East



Southeast of Aberdeen St



Northwest of Green St



Southwest of Green St

Southeast of Peoria St

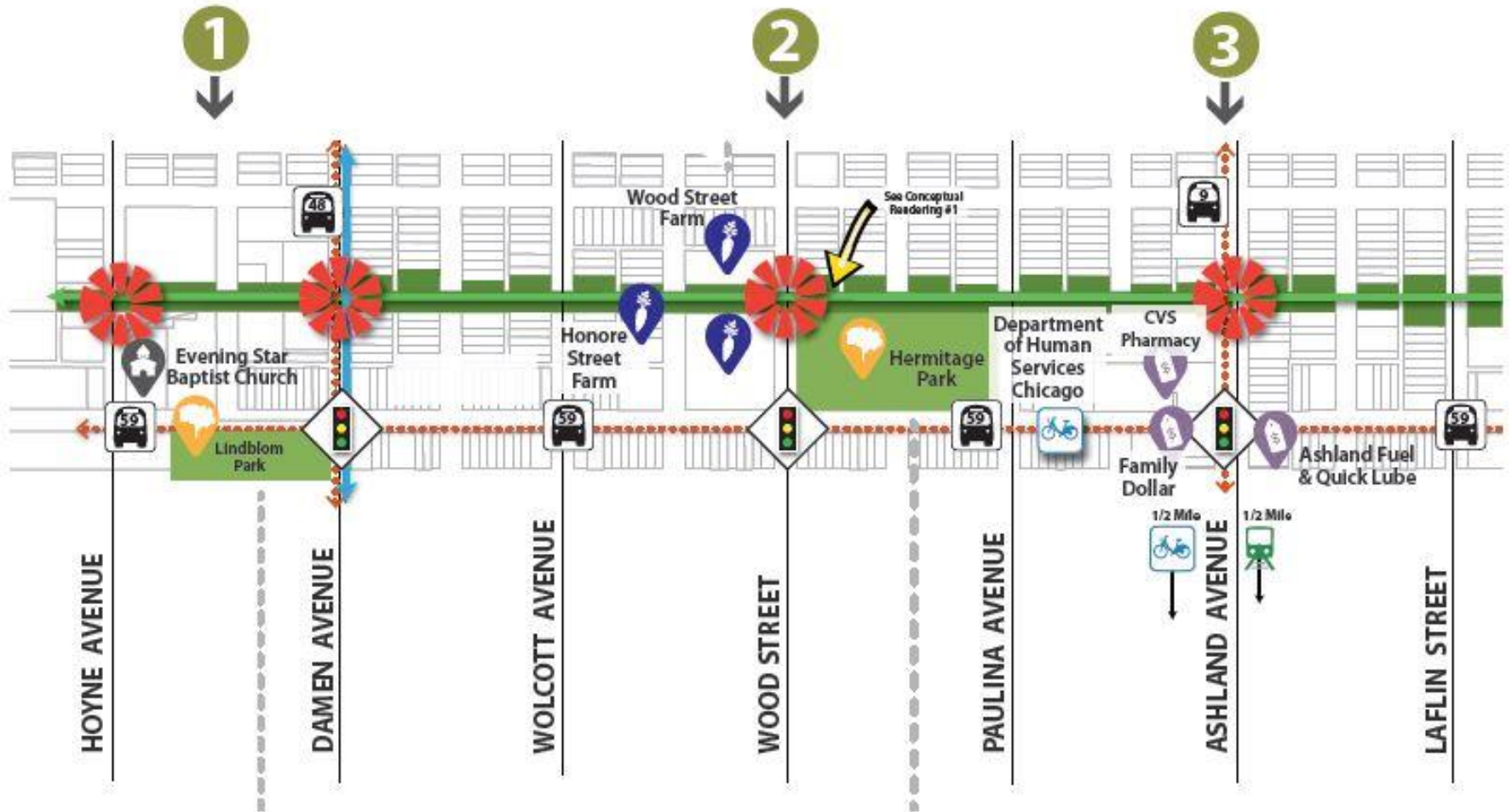


Northwest of Aberdeen St



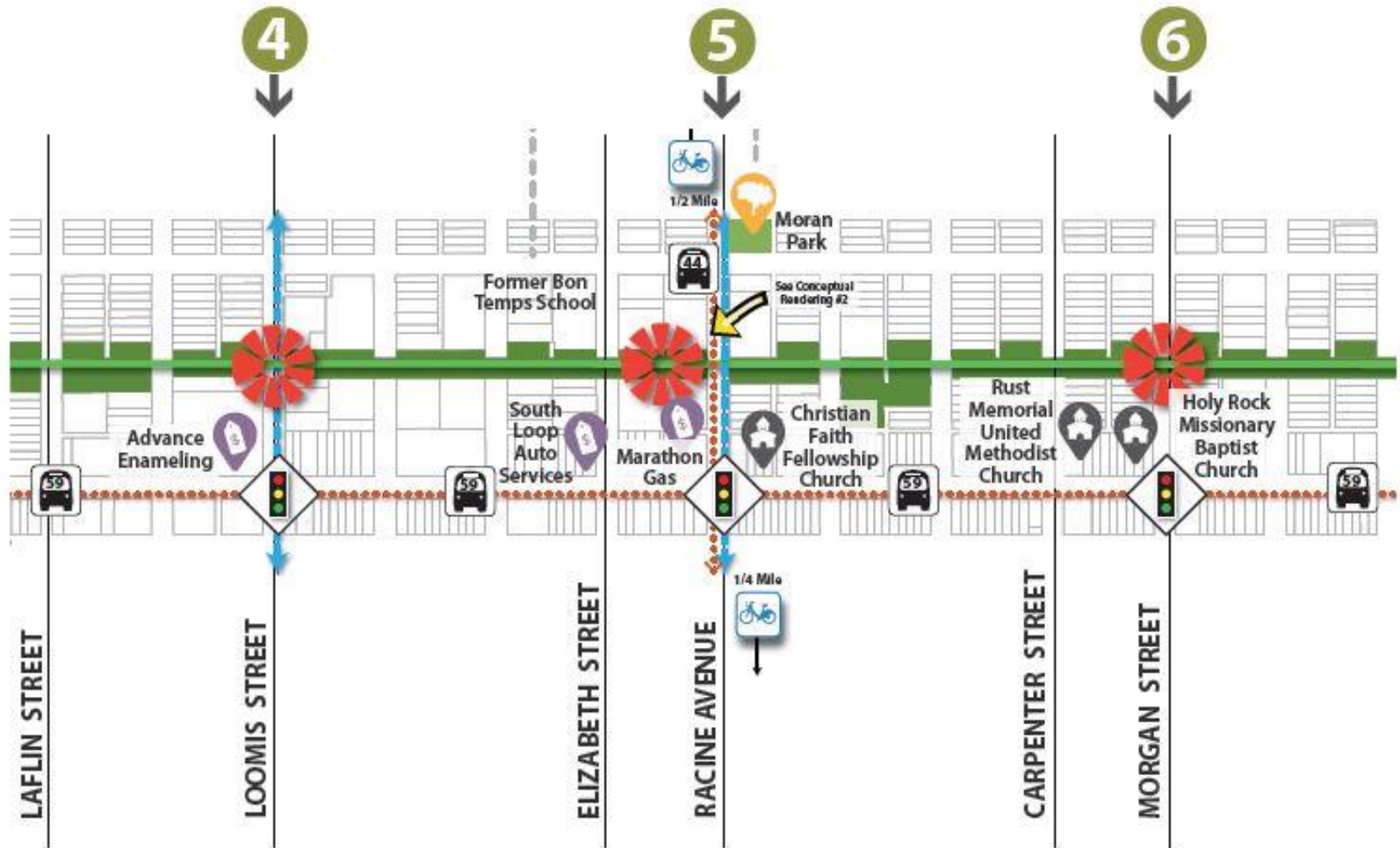
View of Hermitage Park from the Englewood Line

Overview Concept Plan Maps:



Overview Concept Plan Maps:

-  Signalized Intersections
-  Bike Lane
-  Park
-  CTA Bus Route/Stop
-  Proposed Access Points
-  Proposed Trail
-  Divvy Station



Overview Concept Plan Maps:



CONCEPT SECTION 1

① Between Hoyne Avenue and Damen Avenue



2: WOLCOTT AVE. TO PAULINA AVE.

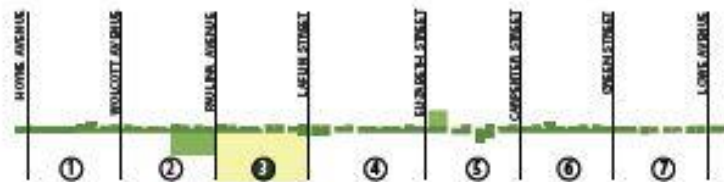


CONCEPT SECTION 2

② Between Wood Street and Hermitage Avenue



3: PAULINA AVE. TO LAFLIN ST.



- Access Points**
- ⓔ Ashland Ave (East) (Ramp Access)
 - ⓧ Trail Section

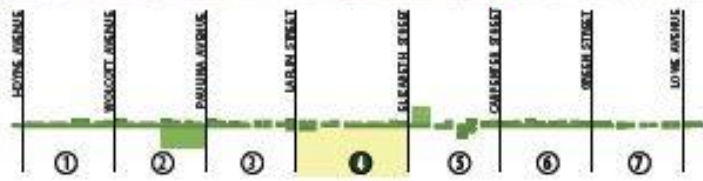
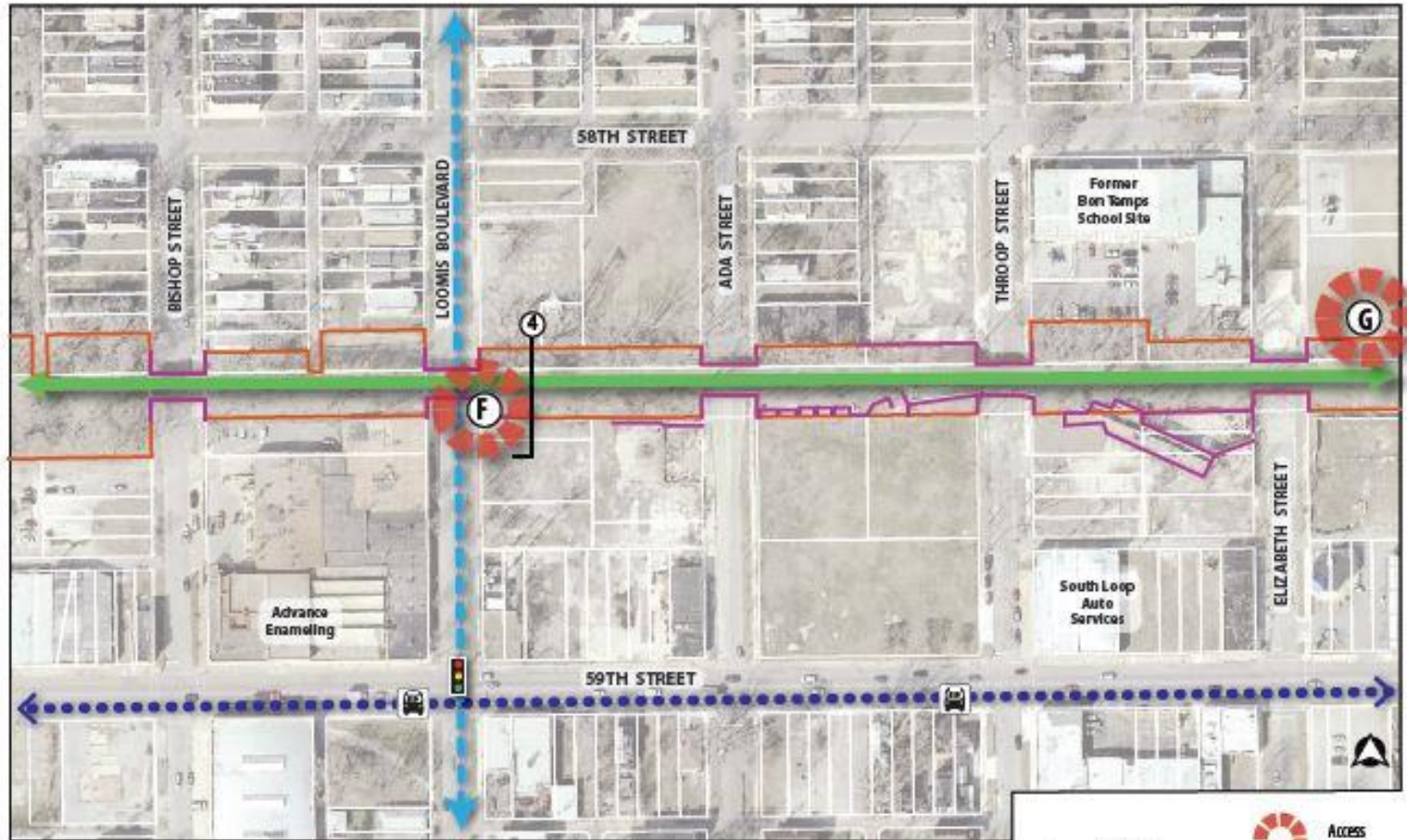
- ⓧ Signalized Intersections
- 🚏 CTA Bus Route/Stop
- 🚰 Distance to Green Line
- 🌳 Park
- 🔵 Potential Site Acquisition
- 🌀 Access Points
- 🟢 Proposed Trail
- 📏 Englewood Line R.O.W.
- 🏗️ Bridge/Retaining Walls
- 🚲 Divvy Station

CONCEPT SECTION 3

③ Between Marshfield Avenue and Ashland Avenue



4: LAFLIN ST. TO ELIZABETH ST.



- Access Points**
- (F) Loomis Blvd (Ramp Access)
 - (G) Racine Ave (Ramp Access)



- Signalized Intersections
- CTA Bus Route/Stop
- Bike Route

- Access Points
- Proposed Trail
- Englewood Line R.O.W.
- Bridge/Retaining Walls



- | | | | |
|---------------------------------------|---|---|---|
| A Paved trail | D Trail ramp access @ 5% or less | G Gathering plaza: seating, shade structure, bike racks, and signage | I Bridge overlook / seating platform |
| B Top of trail | E Retaining wall | H Path connection to existing splash pad | J Sidewalk connections to trail access |
| C Outcropping stones / seating | F Native perennial and grasses massing | | |

59TH STREET LINE

Access Point Concept Plan: Hermitage Park -Between Paulina Avenue and Wood Street



July 2017



CONCEPTUAL RENDERING # 1

Access Point at Hermitage Park between Paulina Avenue and Wood Street





- | | | | |
|-----------------------------------|--|---|---|
| A Paved trail | D Overlook on existing concrete structure | G Trail ramp access @ 5% or less | J Outcropping accent / seating |
| B Sidewalk connection | E Steps to trail | H Native perennial and grasses massing | K Trail access with bike racks / signage |
| C Outcropping stones steps | F Top of trail | I Retaining wall | L Bridge overlook / seating platform |

59TH STREET LINE

Access Point Concept: Former Bon Temps - Between Elizabeth Street and Racine Avenue



July 2017



CDOT **DPD**
CHICAGO DEPARTMENT OF TRANSPORTATION CHICAGO DEPARTMENT OF PLANNING & REVENUE



CONCEPTUAL RENDERING # 2

Access point at Racine Avenue near former Bon Temps School





- A** PERMEABLE PAVED PLAZA
- B** AREA FOR FOOD TRUCKS AND POP-UP FARMERS MARKETS
- C** SLOPED NATIVE PLANTINGS, TYP.
- D** NEW SURFACE PARKING LOT, WITH VEHICULAR ACCESS TO PLAZA. SPEED BUMP SEPARATING PARKING FROM PLAZA
- E** TRAIL ENTRANCE SIGNAGE WITH STYLIZED OBELISK
- F** 12' VEHICULAR ACCESS COMPLETED IN PHASE 1
- G** WOOD OVERLOOK PLATFORM NESTLED IN EXISTING TREES
- H** ILLUMINATED TRANSLUCENT OBELISK ALSO USED AS TRAIL MARKER FOR CROSS STREET ACCESS POINT
- I** TRAIL ENTRANCE SIGNAGE WITH STYLIZED OBELISK
- J** NEW PEDESTRIAN RAMP TO TRAIL
- K** SCULPTURE
- L** CLUSTERS OF BOULDERS

BROOK ARCHITECTURE INC.

59TH STREET LINE

Access Point at Halsted Street - Proposed Market Space



CONCEPTUAL RENDERING # 3

Access Point at Halsted Street with Proposed Market Space



Please join us for the next
Mayor's Pedestrian Advisory Council Meeting

Wednesday, November 7th, 2018

