55th Street Master Plan

Cottage Grove Ave to South Lake Shore Dr
Public Meeting
November 17th, 2015
Streetscape Master Plan Goals

To develop a plan for the 55th Street public right of way that will:

- Build off of prior public improvements
- Support Economic Development
- Improve Public Safety and Public Health
- Enhance Quality of Life and Sense of Place
- Upgrade Infrastructure
- Be Multi-modal and Transit Friendly
- Incorporate Sustainable Best Practices

- Ensure Maintainability
- Provide a pleasant environment for all users
- Improve community cohesion
- Set priorities for future investment in the area
Public Meetings

Community Consensus

• Make the street more pedestrian and bike friendly
• Provide an attractive and cohesive streetscape
• Enhance the pedestrian environment through improved lighting, sidewalk, pedestrian crossings and traffic calming
• Improve bike facilities through safety improvements, eliminating conflicts, and improving connections
• Enhance quality of the aesthetic environment (trees, public and park spaces, street furniture)
History and Identity

• Early on in its history, Hyde Park was transformed by 3 major events:
  1. 1889: Annexation by City of Chicago
  2. 1892: Founding of the University of Chicago
  3. 1893: The World’s Columbian Exposition

• Through the early 1950’s, 55th Street at Lake Park Boulevard was an entertainment hub

• Beginning in the late 1950’s, large areas of buildings in Hyde Park were demolished and it has slowly transformed into what we have today
Current character of the corridor and land use
Existing Conditions Overview
Existing Cross Sections

Section A: Cottage Grove to University

Section B: University to Kenwood

Section C: Kenwood Ave to Lake Park Ave

Section D: Lake Park Ave to Lake Shore Drive
Transportation Circulation and Safety

- Urban Collector
- Average Daily Traffic (ADT) 15,700 vehicles per day (59% Westbound; 41% Eastbound)
- Well below capacity of 5-lane roadway
- Lack of safe on-street bicycle accommodations

55th Street Turning Movement Counts (2011)

55th St prior to road diet
Transportation Circulation and Safety

- 2012 Road Diet
- Conversion to 3-lane roadway with barrier protected bike lane
- Significant safety benefits for all users
- Current Data from walkscore.com:
  - Walk Score: varies from 66 at 55\textsuperscript{th} & Cottage Grove to 85 at 55\textsuperscript{th} & Hyde Park Blvd
  - Bike Score: 95
  - Transit Score: 67

<table>
<thead>
<tr>
<th>CRASH TYPE</th>
<th>PRIOR TO ROAD DIET</th>
<th>POST ROAD DIET</th>
<th>REDUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>VEHICLE</td>
<td>56.2</td>
<td>38.8</td>
<td>-31%</td>
</tr>
<tr>
<td>BICYCLE</td>
<td>4.2</td>
<td>2.8</td>
<td>-33%</td>
</tr>
<tr>
<td>PEDESTRIAN</td>
<td>3.8</td>
<td>2.1</td>
<td>-45%</td>
</tr>
</tbody>
</table>
Bus Stop Location Analysis

- 21 Bus stops throughout corridor
- 5 CTA bus routes serviced (#55, #171, #172, #6, #28)
- Transit connectivity to Metra Electric District Line, CTA Green Line
- Improve safety by minimizing conflict points and consolidating bus stop locations
- Proposed consolidations:
  - Drexel with Cottage Grove
  - Kimbark with Kenwood
  - Blackstone with Dorchester

<table>
<thead>
<tr>
<th>Bus Stop Location/55th Street Intersection</th>
<th>CTA Routes</th>
<th>Boardings (CTA, 2012)</th>
<th>Alightings (CTA, 2012)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cottage Grove Avenue</td>
<td>55</td>
<td>132.8 (EB) 452.8 (WB)</td>
<td>391.1 (EB) 169.2 (WB)</td>
</tr>
<tr>
<td>Drexel Avenue</td>
<td>55</td>
<td>11.4 (EB) 54.7 (WB)</td>
<td>66.7 (EB) 14.3 (WB)</td>
</tr>
<tr>
<td>Ellis Avenue</td>
<td>55</td>
<td>53.5 (EB) 340 (WB)</td>
<td>227 (EB) 73.7 (WB)</td>
</tr>
<tr>
<td>University Avenue</td>
<td>55</td>
<td>22.3 (EB) 119.3 (WB)</td>
<td>137.1 (EB) 40.3 (WB)</td>
</tr>
<tr>
<td>Woodlawn Avenue</td>
<td>55, 171</td>
<td>59.3 (EB) 181.5 (WB)</td>
<td>127.5 (EB) 126.6 (WB)</td>
</tr>
<tr>
<td>Woodlawn Avenue</td>
<td>172</td>
<td>70.7 (NB)</td>
<td>51.2 (NB)</td>
</tr>
<tr>
<td>Kimbark Avenue</td>
<td>55</td>
<td>12.5 (EB) 77.4 (WB)</td>
<td>76.9 (EB) 18.7 (WB)</td>
</tr>
<tr>
<td>Kenwood Avenue</td>
<td>55, 171</td>
<td>26 (EB) 76.2 (WB)</td>
<td>113.2 (EB) 23.6 (WB)</td>
</tr>
<tr>
<td>Dorchester Avenue</td>
<td>55, 171</td>
<td>11 (EB) 152.2 (WB/5B)</td>
<td>76 (EB) 15.6 (WB/5B)</td>
</tr>
<tr>
<td>Blackstone Avenue</td>
<td>55</td>
<td>76.9 (EB) 6.3 (WB)</td>
<td>14.9 (EB) 29.3 (WB)</td>
</tr>
<tr>
<td>Lake Park Avenue</td>
<td>55, 171</td>
<td>71.3 (EB) 856.3 (WB)</td>
<td>802.5 (EB) 56.7 (WB)</td>
</tr>
<tr>
<td>Lake Park Avenue</td>
<td>28</td>
<td>105 (NB) 414 (SB)</td>
<td>192.6 (NB) 180.7 (SB)</td>
</tr>
<tr>
<td>Hyde Park Boulevard</td>
<td>55, 171</td>
<td>743.5 (WB)</td>
<td>8.4 (WB)</td>
</tr>
<tr>
<td>Hyde Park Boulevard</td>
<td>6, 28, 171 (NB), 55 (EB/5B)</td>
<td>439 (NB) 140.6 (EB/5B)</td>
<td>298.7 (NB) 879.3 (EB/5B)</td>
</tr>
</tbody>
</table>
Design Guidelines

• **Improve the Pedestrian Environment**
  – Make the street more pedestrian friendly by enhancing the pedestrian environment through practical and aesthetic considerations

• **Improve the Cycling Environment**
  – Improve the existing bike facilities by eliminating conflicts and improving connections

• **Enhance Aesthetic Environment**
  – Enhance the quality of the users experience by providing an attractive and cohesive streetscape
Design Elements

- Roadway Elements
  - Sidewalk Infrastructure
  - Crosswalks
  - Curb Extensions/Bump Outs
  - Pedestrian Refuge Islands
  - Pedestrian Signal Improvements
  - Protected Bike Lane

- Streetscape Elements
  - Street Lights
  - Street Furniture
  - Open Space, Boulevards, and Placemaking
  - Gateway Elements

- Landscape Elements
  - Street Trees
Design Concepts – Bike Signals

- New configurations and separate bike signals limit conflicts between bikes, buses, pedestrians and cars
- Signals will be located at Eastbound Ellis, Westbound Ellis, and Eastbound Woodlawn

Locations
Design Concepts - Parking Lane End Medians and Pedestrian Crossings
Design Concepts – Typical Boulevard Plaza

- Raised table intersection with specialty paving treatment
- Hardscape specialty paver treatment throughout plaza space.
- Provide seating, open up space for clear sight lines and flexible use
- Intersection could be closed and incorporated into plaza for larger event space
- Improve flow of boulevard path
Boulevard Plaza Concept

Raised table intersection with specialty paving treatment

Simple plaza of pavers, trees, benches

Existing 58th and Ellis raised crosswalk
Design Concepts – Nichols Park Entry

- Hardscape specialty paver treatment creates entry space.
- Provide seating and path to encourage desire lines.
- Infill trees to be added.
- Project would need to be coordinated with the Chicago Park District/ Nichols Park Advisory Council.
Proposed Concept: South Shore Dr. Intersection

- Revise alignment and bump out to shorten crossing distances and formalize parking
- Enhanced park entry with gateway
- Additional street trees and landscaping improvements where space allows
Potential Gateway Element - Binary Columns

- Based on digital learning information
- The linear patterns evoke the linear street grid and urban character
- The columns represent this idea with simplified black and white patterns
- The small footprint allows them to be located along narrow sidewalks and pedestrian spaces
Implementation Priorities

Short term improvements
• ADA ramps and crosswalks
• Refuge islands
• Bike Zone improvements (green lanes, end caps)
• Bike and Ped Signal upgrades

Mid term Improvements
• Tree installation/ replacement
• Sidewalk/ parkway improvements
• Upgraded lighting
• Paver treatments
• Site furnishings
• Curb extensions/ Side street bumpouts

Long term improvements
• Boulevard plazas
• Decorative intersection treatments
• Gateway identifiers
• Park entrance upgrades
### Implementation Costs

#### Short Term Improvements - Entire Corridor

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA Ramps and Crosswalks</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>Refuge Islands</td>
<td>$270,000</td>
</tr>
<tr>
<td>Bike Zone Improvements</td>
<td>$1,300,000</td>
</tr>
<tr>
<td>Bike and Ped Signal Upgrades</td>
<td>$375,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$3,145,000</td>
</tr>
</tbody>
</table>

#### Mid Term Improvements (Per Section)

<table>
<thead>
<tr>
<th>Section</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$5,690,000</td>
<td>$3,050,000</td>
<td>$3,575,000</td>
<td>$4,595,000</td>
<td>$16,910,000</td>
</tr>
</tbody>
</table>

#### Long Term Improvements - Entire Corridor (By Element)

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard Plazas</td>
<td>$1,385,000</td>
</tr>
<tr>
<td>Decorative Intersections</td>
<td>$450,000</td>
</tr>
<tr>
<td>Gateway Identifiers</td>
<td>$1,188,000</td>
</tr>
<tr>
<td>Park Entrance Upgrades (Nichols)</td>
<td>$200,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$3,223,000</td>
</tr>
</tbody>
</table>

Mid Term Improvements contain:
- Tree installation/ replacement
- Sidewalk/ parkway improvements
- Upgraded lighting
- Paver treatments
- Site furnishings
- Curb extensions/ Side street bumpouts
Stay In Touch

Website
www.chicagocompletestreets.org

Twitter
@CDOTNews

Facebook
facebook.com/CDOTNews

Janet Attarian, Project Director
Janet.Attarian@cityofchicago.com
312-744-3100

Alisa Tilson, Project Manager
atilson@knightea.com
312-744-3599