ILLINOIS
MEDICAL
DISTRICT

ILLINOIS MEDICAL DISTRICT

Bicycle & Pedestrian Safety Action Plan

DECEMBER 2023

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WHY THIS PLAN?

research

shows that there is latent demand for **bicycling,**
and **providing safe infrastructure**
can help people feel **comfortable.**

BY INCORPORATING STREETSCAPE ELEMENTS, SUCH AS LANDSCAPING, TREES, AND TRAFFIC CALMING, THE STREETS IN THE IMD WILL BECOME MORE PLEASANT AND COMFORTABLE FOR ALL ROAD USERS.

Traffic Calming

Consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.

U.S. DOT

Vision Zero Network

5X

Streets without trees experience 5X the crashes of streets with trees.

8X

A person is 8X more likely to lose their life in a collision that occurs at 40 mph vs 20 mph.

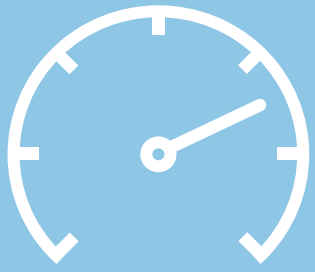
Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians.

NACTO

AAA research shows that the cost of car ownership in 2023 was over $1,000 a month. Giving people the opportunity to access jobs without a vehicle is a way to encourage equity and create economic opportunity.

Leading pedestrian invervals can reduce pedestrian crashes by

13%



Speed Feedback Signs reduce speeds by up to

5mph

Federal Highway Administration (FHWA)

INTRODUCTION

In 2023, the Illinois Medical District Commission (IMD Commission) undertook a Bicycle and Pedestrian Safety Action Plan (Action Plan) enabled by the receipt of an Invest in Cook grant. The Action Plan followed previous planning efforts, the Illinois Medical District Master Plan (2016, updated 2023) and the Parking Management Study (2017), each of which acknowledged the need for more intentional bicycle and pedestrian planning. Prior to those planning efforts, development in the Illinois Medical District (IMD) focused on auto mobility, and IMD bears that legacy: many of the planning decisions within the IMD reflect the expectation that most people would arrive via private car.

There have always been a significant number of pedestrians – students at Rush University Medical Center and University of Illinois at Chicago (UIC); patients, staff and visitors accessing the hospitals; nonprofits; service users; and others walking throughout the IMD. The growth of residential units within the IMD, new hotel properties, and a wider variety of meal and catering options has led to more people walking throughout the IMD throughout the day. There has also been a steady growth in use of the Divvy bikeshare program in the IMD over the course of the last several years. The IMD was a beneficiary of the pandemic bike boom, as well, with an increased number of staff members reporting an interest in bicycling to work in surveys in 2020.

The Action Plan is intended to improve the experience of those who walk, bicycle and roll through the Illinois Medical District, highlighting the dignity of all road users and allowing for safe passage to and through the Illinois Medical District for all who visit – whether they are here to receive care, pursue education, live, work, or visit.

INVEST IN COOK

Invest in Cook is a county-specific grant program administered by Cook County Department of Transportation and Highways (CC DOTH). The goal of the grant program is to help municipalities further transportation projects by covering the cost of planning, engineering, right-of-way acquisition, and construction projects. Invest in Cook grant recipients typically go on to receive $3.00 of additional funding for every $1.00 of Invest in Cook funding.

The Illinois Medical District Commission was awarded a grant in the 2022 award cycle and released a request for proposal (RFP) in autumn of 2022. Sam Schwartz and subconsultants Site Design and RM Chin were chosen in the course of a competitive RFP process, and project work commenced in January of 2023. The project spanned twelve months, concluding in December 2023. Implementation planning began in the course of 2023 and will be undertaken by Illinois Medical District Commission staff in the coming years.

SECTION 1
EXISTING CONDITIONS AND DATA COLLECTION

MISSION STATEMENT AND GUIDING PRINCIPLES

The staff of the IMD Commission established the mission statement and guiding principles in June of 2023.

MISSION STATEMENT:

Foster a safe, healthy, and welcoming urban environment.

GUIDING PRINCIPLES:

Safety for all: Creating safe, inclusive pathways for all ages and abilities to walk, bike, and roll through the IMD.

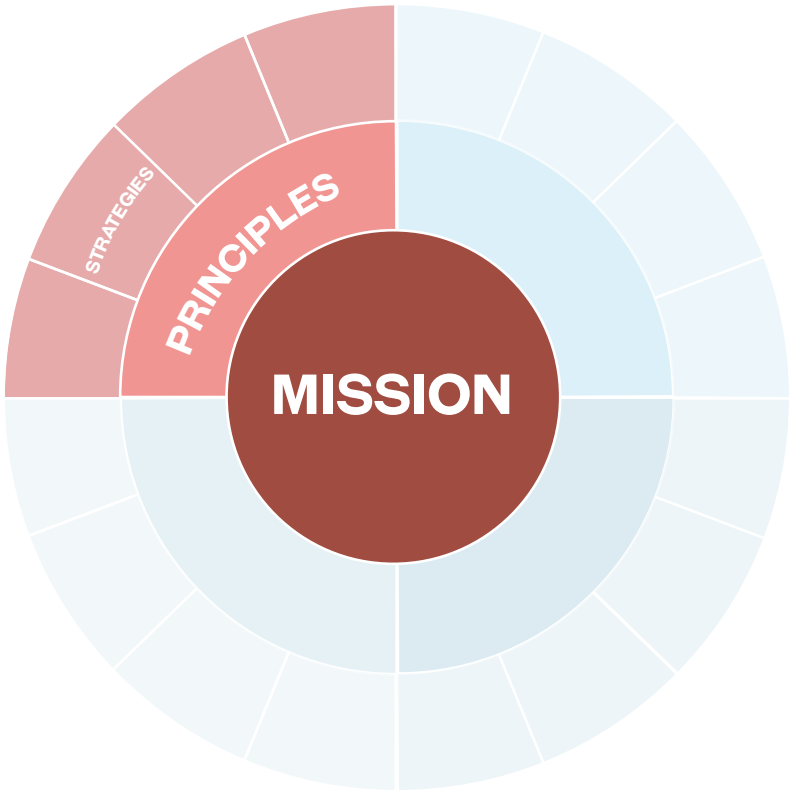
Connectivity: Strengthening and simplifying connections for people moving within, to, and through the IMD, surrounding neighborhoods, and the City.

Sustainability: Supporting a sustainable environment that prioritizes environmental justice.

Civic Pride: Educating and celebrating the history, the community, and the future of the IMD, with a focus on creating an environment that welcomes all.

STRATEGIES:

The Mission Statement and Guiding Principles guided the development of and prioritization of the recommendations and strategies outlined below. The strategies include short-, medium-, and long-term plans, projects, and approaches to implement and achieve the desired outcome.



EXISTING CONDITIONS SUMMARY

The Existing Conditions Report (ECR) was delivered in May and is available for viewing at imdbikeped.com. The ECR looked at the current state of bicycle and pedestrian travel in the IMD; the frequency and location of bicycle and pedestrian-involved traffic crashes over the course of the last five years; the level of traffic stress; barriers such as viaducts or dead-end roads; and opportunities for greening the IMD by looking at the parkway and sidewalk widths.

The ECR was compiled using information shared by IMD stakeholders as well as data from the Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT), Replica (a third party data service), site visits, and public engagement.

The ECR showed that there were particular crash hot spots at Damen Avenue and Congress Parkway, as well as at Roosevelt Road and Wood Street. There were also crashes at Ashland Avenue and Roosevelt Road and along Damen Avenue, which is a known high-crash corridor (see Figure 1 below).

FIGURE 1: CRASHES INVOLVING PEOPLE WALKING OR BIKING (IDOT 2017 – 2021)

COMMITMENT TO SAFETY

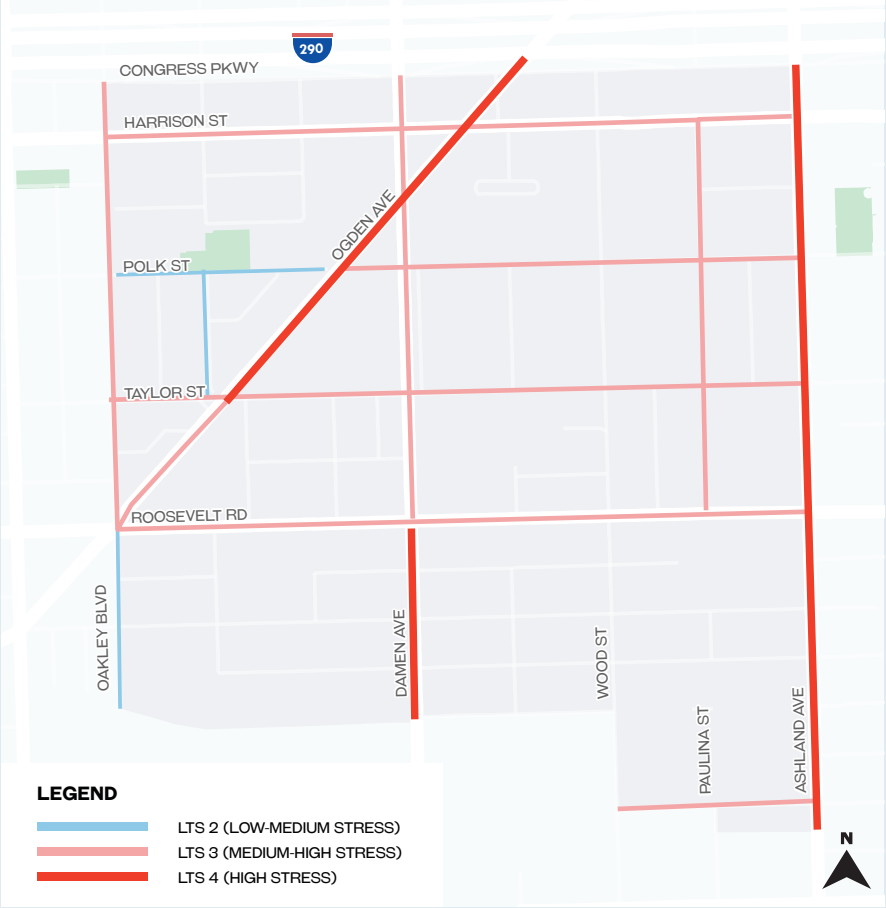
In 2017, the City of Chicago published its Vision Zero Chicago Action Plan, with the commitment to eliminate fatalities and serious injuries from traffic crashes, and to make streets safer for all users. Yet, as shown below, 100 people were seriously injured and 5 people were killed in traffic crashes within the IMD between 2017 and 2021.

In order to achieve this Action Plan's mission, **to foster a safe, healthy, and welcoming urban environment**, and support the guiding principle, **to create safe, inclusive pathways for all ages and abilities to walk, bike, and follow through the IMD**, it is vital to support the citywide commitment to eliminate fatalities and serious injuries from traffic crashes.

FIGURE 2: CRASHES RESULTING IN SERIOUS INJURY OR FATALITY (IDOT 2017 – 2021)

In addition, the ECR showed that there are significant areas of high traffic stress for cyclists; mental and physical barriers to entry (such as viaducts and intersections that are too wide for pedestrians to easily traverse) and a significant need for more low- and no-vision infrastructure. While infrastructure for low- and no-vision Chicago Lighthouse employees and service users (a building complex geared towards those with low- or no-vision) is already in place, there are opportunities (and demand) for more robust infrastructure to serve other parts of the IMD and create safer pathways to transit.

FIGURE 3: EXISTING LEVEL OF TRAFFIC STRESS (LTS)



Level of traffic stress (LTS) is a measurable approach to quantify the experience of people biking on or near traffic. LTS assigns numbers on a scale of one (low stress) to four (high stress) based on roadway attributes including speed limit, number of travel lanes, traffic volume, and presence of a bike facility.[1]

LTS scores can inform potential improvements that could make streets welcoming to a wider audience. For example, higher stress streets indicate that protected or separated bike facilities are needed to help people biking feel more comfortable.

1 Mekuria, Maaza, Peter G. Furth, and Hilary Nixon, Low-Stress Bicycling and Network Connectivity, San Jose, CA: Mineta Transportation Institute, 2012.

ENGAGEMENT SUMMARY

EXISTING CONDITIONS REPORT

In the process of developing the ECR, the IMD Commission hosted a working group composed of representatives from across the IMD – the four anchor institutions (Jesse Brown Veterans Affairs Medical Center [JBVAMC], Cook County Hospital System/ Stroger, University of Illinois Hospital & Health Sciences System [UI Health] and UIC; and Rush University Medical System), City of Chicago employees and alders, and other major stakeholders within the IMD. There were also a series of focus groups and one-on-one interviews with representatives from the non-profit community. A summary of public engagement efforts is included in the Appendix. Outreach was conducted in two segments: first, during the existing conditions data collection; and second, after the development of the draft report to collect feedback on the recommendations and transformative projects outlined in the draft plan, which were then incorporated into a final document.

ACTION PLAN

The development of the Action Plan involved significant and regular public and stakeholder engagement. Throughout the planning process, there has been a project website with an interactive map where visitors can drop 'pins' to identify opportunities and challenges. To publicize both the website specifically and the project generally, 'walking ambassadors' spent three days distributing business cards and engaging people within the IMD about the project.

A working group, met four times as a group and many had individual meetings with the project team. There were also two site walks, hosted by consultant staff and attended by constituents. Stakeholders were invited to topical stakeholder groups organized by theme: government, non-profit organizations, university students, and Kindergarten through 12th grade schools, with supplemental 1:1 meetings organized as needed.

The consultants undertook a follow-up survey with schools after low engagement at the focus group. In the later stages of the process, the consultants reached out to schools again to engage them on pedestrian and bicycle safety concerns that are specific to their immediate environment, with a focus on roads at the periphery of their sites.

As the project was concluding, the team undertook 'coffee hours' at UIC/UI Health and Rush University Medical Center. The team also addressed the JBVAMC staff in the course of a staff meeting and gave a presentation to the Ruth Rothstein CORE Center.

A list of organizations to which outreach was conducted is included in the Appendix.

RECOMMENDATIONS FROM PAST PLANNING EFFORTS

Because of the density of hospitals, universities, and other institutions within the IMD, there has been a high concentration of planning efforts over the course of the last decade. In compiling the recommendations, this planning effort considered where previous plans had succeeded and what barriers they had encountered when plans had not been enacted.

There are several opportunities to work with anchor institutions to foster a safe, comfortable walking and biking environment. The following table and map outline outstanding recommendations of past planning efforts that overlap with Action Plan principles, organized by document, on which the IMD Commission can coordinate and support.

TABLE 1: PREVIOUS PLANNING EFFORTS RECOMMENDATIONS | PLANNED OR IN PROGRESS

PLAN		LOCATION	RECOMMENDATION
IDOT CAPITAL	A	Leavitt Street	Over the I-290 bridge, reduce number of travel lanes from two lanes into one vehicle lane in either direction with bike lanes and expanded sidewalks
IMD MASTER PLAN	B	Ogden Avenue	Improve pedestrian crossings at all intersections
	C	Damen Avenue	Improve pedestrian crossings at all intersections
	D	Ogden Avenue & Harrison Street	Improve mid-block crossing and add curb bump out
UIC MASTER PLAN	E	Taylor Street & Wood Street	Improve patient access to the hospital by improving this intersection
RUSH PEDESTRIAN PLAN	F	Harrison Street between Wood Street & Ashland Avenue	Install proposed median after the mid-block crossing, countdown signals, add crossing guard
	G	Ogden Avenue between Harrison Street & Wolcott Avenue	Add curb bump outs and pedestrian refuge island
	H	Paulina Street & Congress Parkway	Install proposed crosswalk, countdown signals; formalize pedestrian walkway with jersey barriers, re-time pedestrian signal

TABLE 2: PREVIOUS PLANNING EFFORTS RECOMMENDATIONS | NOT YET PLANNED

PLAN		LOCATION	RECOMMENDATION
IMD MASTER PLAN	I	Roosevelt Road	Create a retail node and improve all pedestrian crossings at all intersections
	J	Ashland Avenue	Improve pedestrian crossings at all intersections
	K	Triangle Park space	Create a new gathering place/park
	L	Wolcott Avenue between Roosevelt Road & Grenshaw Street	Shared street proposal
UIC MASTER PLAN UPDATE 2018	M	Taylor Street	Incorporate pedestrian improvements in streetscape design
	N	Taylor Street & Ashland Avenue	Add branding as primary West Campus Gateway
RUSH PEDESTRIAN PLAN	O	Congress Parkway & Wood Street	Install Rectangular Rapid Flashing Beacon
	P	Wood Street between Congress Parkway & Harrison Street	Add curb bump outs and pedestrian refuge island
	Q	Harrison Street & Hermitage Avenue	Proposed midblock pedestrian crossing
	R	Paulina Street and Flournoy Street	Install raised pedestrian crossing
	S	Harrison Street & Ashland Ave	Add pedestrian crossings and countdown signals, move UIC shuttle and CTA bus stop west along Harrison Street to avoid congestion
	T	Paulina Street	Establish a key north-south bikeway from Roosevelt Road to Lake Street

A note about sources: the City of Chicago publishes recent and pending streetwork to ChiStreetwork.Chicago.Gov/map. The website is updated to reflect upcoming projects and so the chart above, listing forthcoming infrastructure projects, is accurate as of writing but will change as projects are completed.

FIGURE 4: PREVIOUS PLANNING EFFORTS OUTSTANDING RECOMMENDATIONS

PENDING INFRASTRUCTURE IMPROVEMENTS AND RECENT IMPLEMENTATION

Over the course of the last five years, there have been significant improvements to portions of the Illinois Medical District, with more planned.

Recently completed improvements include:

- Concrete curb-protected bicycle lanes on Polk Street
- Resurfacing on Hermitage Avenue, including a new sidewalk on the east, pavement markings, and bumpouts on Taylor Street
- A new curb cut installed on 13th Street south of the Jewel-Osco, including a new crosswalk and improvements to drainage and the ramp on the southeast corner
- Enforcement and new signage in regards to no-parking areas on Paulina Street over I-290
- Landscaping improvement at Polk Street and Ogden Avenue

Planned improvements include:

- Green-painted bicycle lanes on Harrison Street east of Wood Street.
- Bridge reconstruction and associated street infrastructure at Leavitt Street, Paulina Street, and Ashland Avenue
- Anticipated bridge reconstruction at Ogden Avenue and Damen Avenue
- A new signalized mid-block crossing adjacent to JBVAMC on Damen Avenue
- Crossing improvements at Ogden Avenue next to JBVAMC
- A road diet (reducing the number of travel lanes and/or width of the road) on Damen Avenue south of Roosevelt Road
- A new traffic signal at Taylor Street & Wood Street

FIGURE 5: HERMITAGE AVENUE RESURFACING

FIGURE 6: POLK STREET PROTECTED BIKE LANES

FIGURE 7: 13TH STREET STREETSCAPE IMPROVEMENTS

FIGURE 8: ANTICIPATED OR RECENT CAPITAL PROJECTS IN THE IMD

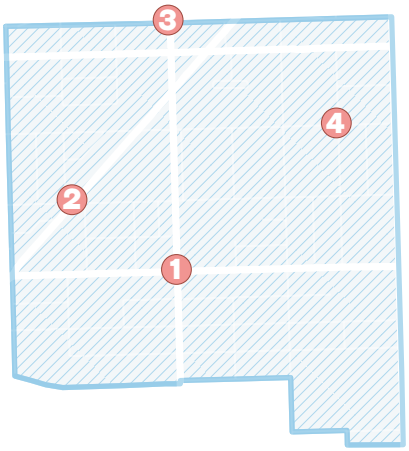
The above anticipated or recent capital projects may overlap with Figure 4 projects. These projects within Figure 8, however, are City or State efforts undergoing engineering or construction phasing and may not be an outcome of a reviewed planning document.

Finally, there are other planning efforts underway in the IMD. A wayfinding study is running parallel to the development of the Action Plan.

This plan is complementary to efforts that are already underway. The mid-block crossing at Damen Avenue between Polk Street and Taylor Street has long been a priority for the IMD Commission and for JBVAMC. Likewise, improvements to Ogden Avenue and Congress Parkway, included in the plans for the bridge reconstruction at Ogden Avenue, is a longstanding opportunity. However, since planning is already underway and implementation for both is anticipated, this document has not incorporated either project into the recommendations.

TRAFFIC COUNTS

As part of the ECR, the consultant team compiled recent traffic counts by CDOT, IDOT, and past consultant-led projects in the IMD. Based on availability of historic data , four intersection locations were chosen for new counts in conversation with IMD Commission staff:



1. Roosevelt Road & Damen Avenue
2. Ogden Avenue & Taylor Street
3. Congress Parkway & Damen Avenue
4. Polk Street & Paulina Street

The two Damen Avenue intersections were selected because of Damen Avenue's significance as a north-south arterial. These two intersections bookend the busiest part of Damen Avenue, and updating the traffic counts formed the basis for an existing conditions intersection analysis along the Damen Avenue corridor. Congress Parkway, with its specific urban highway ramp condition, was a priority as well. Ogden Avenue and Taylor Street was chosen because it reflected an opportunity for safety enhancements, despite its multi-jurisdictional status. Polk Street and Paulina Street is an all-way stop-controlled intersection with evenly distributed traffic and no recent counts.

Existing traffic, pedestrian, and bicycle volumes were determined by counts on Wednesday, March 15 or Tuesday, March 28, 2023, during the weekday morning (7:00-9:00AM) and weekday afternoon (2:00-6:00PM) peak periods. Table 3 below shows the results of the counts. Morning and evening peak hour turning movements at each intersection are diagrammed in the Appendix.

TABLE 3:

LOCATION	TRAFFIC CONTROL	AM PEAK HOUR	PM PEAK HOUR
Roosevelt Road with Damen Avenue	Signalized	7:30-8:30AM	4:00-5:00PM
Ogden Avenue with Taylor Street	Signalized	7:30-8:30AM	3:30-4:30PM
Congress Parkway with Damen Avenue	Signalized	7:30-8:30AM	4:15-5:15PM
Polk Street with Paulina Street	All-way Stop Control	8:00-9:00AM	3:30-4:30PM

WHAT ARE COMPLETE STREETS?

Complete Streets are streets designed and operated to allow safe and comfortable travel for people of all ages and abilities, including pedestrians, bicyclists, and motorists.

The City of Chicago is committed to providing Complete Streets so that everyone can move safely. The City has had a Complete Streets Policy since 2006, followed by companion Complete Streets Design Guidelines in 2013 to implement the policy. The Design Guidelines adopt the following modal hierarchy: pedestrians first, then transit riders, cyclists, and motor vehicle drivers.

Chicago's Complete Streets Policy sates "[...] the safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right-of-way"*(Mayoral Executive Order, October 10, 2006).*[2]

2 https://chicagocompletestreets.org/portfolio/complete-streets-chicago-design-guidelines/

INTERSECTION ANALYSIS

For the four study intersections where new counts were conducted, capacity and traffic control analyses were performed for the weekday peak hours using Synchro 11 capacity analysis software. At the Polk Street/Paulina Street intersection, signal warrant criteria from the Manual on Uniform Traffic Control Devices (MUTCD) were evaluated. CDOT's Suggested Planning Guidelines for Separate Left-Turn Phases was also referenced.

Further, because stakeholders noted that the pedestrian signal phases generally felt insufficient to safely cross the street at locations throughout the IMD, an inventory of the pedestrian signal characteristics was conducted. Consultant staff assessed whether the pedestrian signals were appropriate, whether they met federal minimum standards, and if there was scope to extend the signal phase given constraints imposed by vehicular traffic at those intersections. Sam Schwartz reviewed the most recent traffic signal timing plans provided by CDOT for all of the 25 signalized intersections in the IMD.

Pedestrian clearance calculations were also performed according to CDOT's standard crosswalk template and compared to installed clearance times.

Information about pedestrian signal phasing (countdown timer locations and presence of leading pedestrian intervals) is shown in Table 4 on the next page. Pedestrian clearance calculations and key findings from the traffic analyses have been included in Appendix C.

TABLE 4: INTERSECTION SIGNALIZATION IN THE IMD

NUMBER OF SIGNALIZED INTERSECTIONS IN THE IMD: 25				
INTERSECTION		PEDESTRIAN SIGNAL COUNTDOWN TYPE	LEADING PEDESTRIAN INTERVAL (Y/N)	
			NORTH-SOUTH	EAST-WEST
Congress	Oakley	NONE	N	N
Congress	Damen	PARTIAL	N	N
Congress	Paulina	PARTIAL	N	N
Congress	Ashland	PARTIAL	Y	Y
Harrison	Oakley	ALL	Y	Y
Harrison	Damen	ALL	Y	N
Harrison	Ogden	ALL	N	N
Harrison	Wood	ALL	Y	Y
Harrison	Paulina	ALL	N	N
Harrison	Ashland	ALL	N	N
Taylor	Ogden	ALL	N	N
Taylor	Damen	ALL	Y	Y
Taylor	Ashland	ALL	Y	Y
Roosevelt**	Ogden / Oakley	ALL	N	N
Roosevelt	Damen	ALL	N	N
Roosevelt	Wood	ALL	N	N
Roosevelt	Paulina	PARTIAL	N	Y
Roosevelt	Ashland	ALL	N	N
Damen	Polk	ALL	Y	Y
Damen	Ogden	ALL	N	N
Ashland	14th	ALL	Y	N
Ashland	13th	ALL	Y	Y
Ashland	Polk	ALL	Y	Y
Ashland	Flournoy	ALL	N	Y
Ogden	Polk	ALL	N	N

SECTION 2
TRANSFORMATIVE PROJECTS AND OTHER OPPORTUNITIES

TRANSFORMATIVE PROJECTS

Several transformative projects were outlined in the Illinois Medical District Master Plan (2016, updated 2023), some of which had greater significance than others from a transportation perspective. This plan considers the opportunity to advance the priorities of the master plan while also focusing on opportunities specifically within the road right-of-way. One notable project described in the plan was the revitalization of the open space along Damen Avenue, which aimed to create a dynamic linear park called the Fitness Loop. Another significant project involved the transformation of Harrison Street into a pedestrian-friendly, multi-modal urban street. This plan goes beyond conceptualizing the vision and encompasses practical strategies for bringing the proposed projects to fruition.

The transformative projects were chosen to reflect the mission statement and guiding principles of the project. They are proposed to enhance safety, promote a Complete Streets approach, create a walkable and sustainable environment, and activate public spaces. The projects themselves, as a suite of recommendations, are designed as long-term capital projects. However, each include intermediate steps that the IMD Commission can advance in the short term. Each transformative project has some components or implementation strategies that can be pursued independently, with a short timeline, and without the commitment of capital dollars.

This document considers the following opportunities:

1. Close a section of Wolcott Avenue between Ogden Avenue and Harrison Street
2. Incorporate Fitness Loop objectives with current planning initiatives and extend planning efforts, south to Roosevelt Road
3. Implement a road diet on Damen Avenue between Congress Parkway and Roosevelt Road
4. Create a more accessible pedestrian experience along Harrison Street
5. Address traffic and pedestrian safety on Congress Parkway, particularly with regard to slowing cars coming off I-290

1. WOLCOTT AVENUE BETWEEN OGDEN AVENUE AND HARRISON STREET

The diagonal of Ogden Avenue results in triangular parcels through the center of the IMD. The parcel closest to I-290 was, until 2017, occupied by a small flatiron building that was demolished due to its degree of deferred maintenance. Since then, the parcel has been fenced off and vacant. It is too small to redevelop, given current real estate realities, and the parcel – ringed by a defunct helipad, a surface parking lot, and a wide section of Ogden Avenue – contributes to a feeling of openness that encourages higher traffic speeds along Ogden Avenue and Harrison Street.

However, there is a section of Wolcott Avenue immediately east of the trianglular parcel that is lightly-traveled and mostly used for street parking. CDOT and IDOT have already begun considering the future of the stretch of Wolcott Avenue in light of the planned reconstruction of the Ogden Avenue bridge of I-290. CDOT, IDOT and the IMD Commission have discussed different roadway configurations, including road closure, which has begun to emerge as the preferred alternative. In the short term, road closure would be achieved by using temporary measures to block the street from traffic. In the long term, there would need to be an easement, grant of privilege, or street vacation. The pros and cons of each are discussed in Appendix F.

Closing the street would enable the IMD Commission to add the space – approximately 6,000 square feet – to the existing triangle parcel owned by the IMD Commission. The additional space would render the triangle parcel more developable and would create a safer path from Cook County Health/John H. Stroger, Jr. Hospital of Cook County (Stroger) to the CTA Blue Line without discernible traffic impacts. Currently, there are low traffic volumes on that stretch of Wolcott Street, but also low visibility, and the diagonal crossing creates an additional barrier for pedestrians moving along Ogden Avenue. The Action Plan proposes a two-phase approach to road closure: in the first instance, the road could be closed with temporary materials while pursuing a permanent road closure, which may include the need to address underground utilities and would therefore have a much longer implementation timeline.

SHORT TERM:

- Pursue a memorandum of understanding with CDOT to close Wolcott Avenue to vehicular traffic, which can be achieved through the Make Way for People Program.
- Work with the alder office to relocate parking on Wolcott Avenue to different locations within the ward.
- Remove the chainlink fence along the parcel limits as part of the landscape improvements.
- Implement road-closure infrastructure using durable, heavy precast concrete benches that meet the aesthetic preferences of the IMD Commission.
- Undertake a street art project, such as ground murals or similar installations, via a competition, art and architecture studio, or community workshop.

MEDIUM TERM:

- Pursue temporary activation of triangle park space via signage, sculpture, landscaping, and/or street furniture.
- Install a sculptural signage at the intersection of Harrison Street and Ogden Avenue as a gateway feature.
- Implement painted sidewalks and asphalt roadways to enhance aesthetics and improve wayfinding.
- Install site furnishings throughout the plaza area to promote comfort and accessibility.

LONG TERM:

- Pursue street vacation agreement with CDOT.
- Annex Wolcott Avenue land to parcel to the west for development.

CASE STUDIES

FIGURE 9: AINSLIE ARTS PLAZA

The Ainslie Arts Plaza is located at Ainslie Street and Western Avenue. It reclaims a piece of surplus roadway for community activation, food trucks, and leisure. The Plaza was proposed by Teska Associates, with a mural by local artist Andrea Jablonski, and opened in 2021. Its development was made possible by a partnership of the local Special Service Area; the Lincoln Square Ravenswood Chamber; CDOT, and the Department of Planning and Development.

Image Source: 40th Ward Alderperson

FIGURE 10: KING'S CROSS

In London, King's Cross Station and the neighborhood around it underwent a large-scale redevelopment when Central Saint Martins College of Art relocated to a facility immediately north of the station. To mitigate the impact of construction, a container garden and urban farm was moved around the site depending on which areas of the development were in most need of activation. The container garden was maintained by a mix of staff and volunteers, and included larger plants like trees and bushes that created a feeling of verticality in areas left unusually vacant or open by construction activities.

Image Source: shutterstock.com

FIGURE 11: GAPFILLER, NZ

After a significant earthquake in 2011, Christchurch, NZ was left with a significant number of buildings in need of reconstruction, as well as many vacant parcels where buildings had to be torn down. A group called Gapfiller created semi-permanent installations across the city, creating gathering space and rehabilitating areas that had been abandoned after the earthquake.

Specific examples included a plaza made out of upcycled wooden pallets, sculptures that mimicked cathedral barrel-vaulting, swings, and a shopping center made out of shipping containers.

Image Source: Public Domain (Bernard Spragg)

WOLCOTT AVENUE ENHANCEMENTS

FIGURE 12: OPTION 1, SHORT TERM

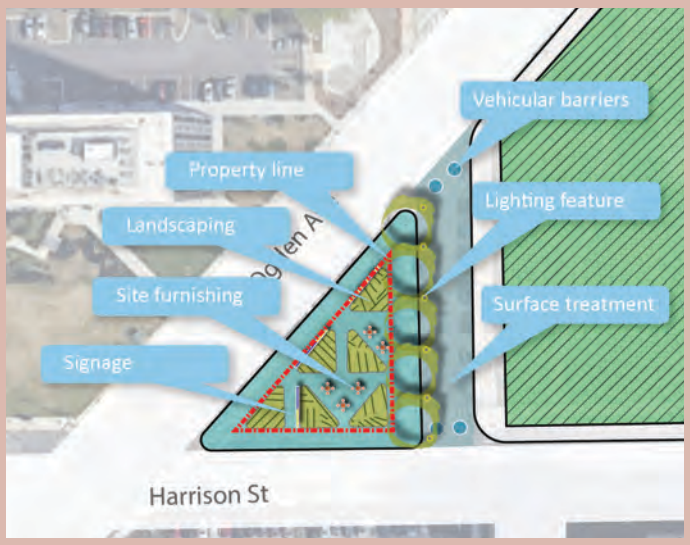


FIGURE 13: OPTION 2, LONG TERM

FIGURE 14: PLAZA BIRD'S-EYE-VIEWS AND GATEWAY PERSPECTIVE

46%

decrease in crash rates on Texas urban roads after landscape improvements were installed (Safety and Operational Characteristics of Two-Way Left-Turn Lanes, Noyce et al, 2006)

Decreases of up to 8 mph along tree lined roadways

State of Michigan Study (2006)

trees

increase the perception of **safety**

lowers levels of **stress and frustration**

Increase **shopper spending**

increase **storefront rental rates**

decrease in air temperature with variable tree cover (1994)

2°-4°

raised planters

create **substantial barriers** *from* vehicles

provide protection from **winter salt spray**

hanging basket

serve as **visual cues**

create a **pleasant environment** *that encourages walking*

New York City Street Design Manual (2022)

Asphalt art can create safer, more desirable streets and public spaces. They are typically inexpensive and quickly implementable, while helping cities test long-term roadway redesigns. And they help local governments engage with residents to reshape their communities.

intersection murals, crosswalk art, and painted plazas or sidewalk extensions *resulted in a*

50%

decrease of crashes involving pedestrians or other vulnerable road users

27%

increase in frequency of drivers immediately yielding to pedestrian within the right-of-way

38%

decrease in pedestrians crossing against the walk signal

Asphalt Art Safety Study, Bloomgberg (2022)

2. FITNESS/WELLNESS LOOP

Between Polk Street and Roosevelt Road, Damen Avenue right-of-way is extra wide at 155 feet. There is an additional road, sometimes called 'Little Damen,' that runs to the east of an expansive parkway with bus infrastructure, trees, a fountain, and a meandering pedestrian path. Little Damen is a city street but serves as an access road for UIC buildings and two loading docks. Traffic volumes are low, but vehicle sizes are large.

South of Taylor Street, the winding sidewalk and extra-wide parkway continues for half a block, and then ends at a surface parking lot serving a building owned by the State of Illinois Center for Rehabilitation Services. The parking lot is located on land owned by CDOT. The parking lot was often observed to be vacant prior to the COVID-19 pandemic and continues to be under capacity today. Representatives from the State of Illinois could not be reached for engagement.

The opportunity for a Fitness/Wellness Loop was first highlighted in the 2016 Master Plan and has remained a priority for the IMD Commission since. A Fitness/Wellness Loop would capitalize on the existing assets of the Damen Avenue parkway, flanking UIC but also serving as a recreational and open-space amenity for Stroger to the immediate north and the JBVAMC to the west. Street vacation was originally considered but later abandoned due to operational constraints at UIC; instead, this plan recommends maximizing the appeal of the parkway and implementing enhanced safety measures along Little Damen to reduce truck and pedestrian conflicts.

FIGURE 15: FITNESS/WELLNESS LOOP MASTER PLAN SCOPE

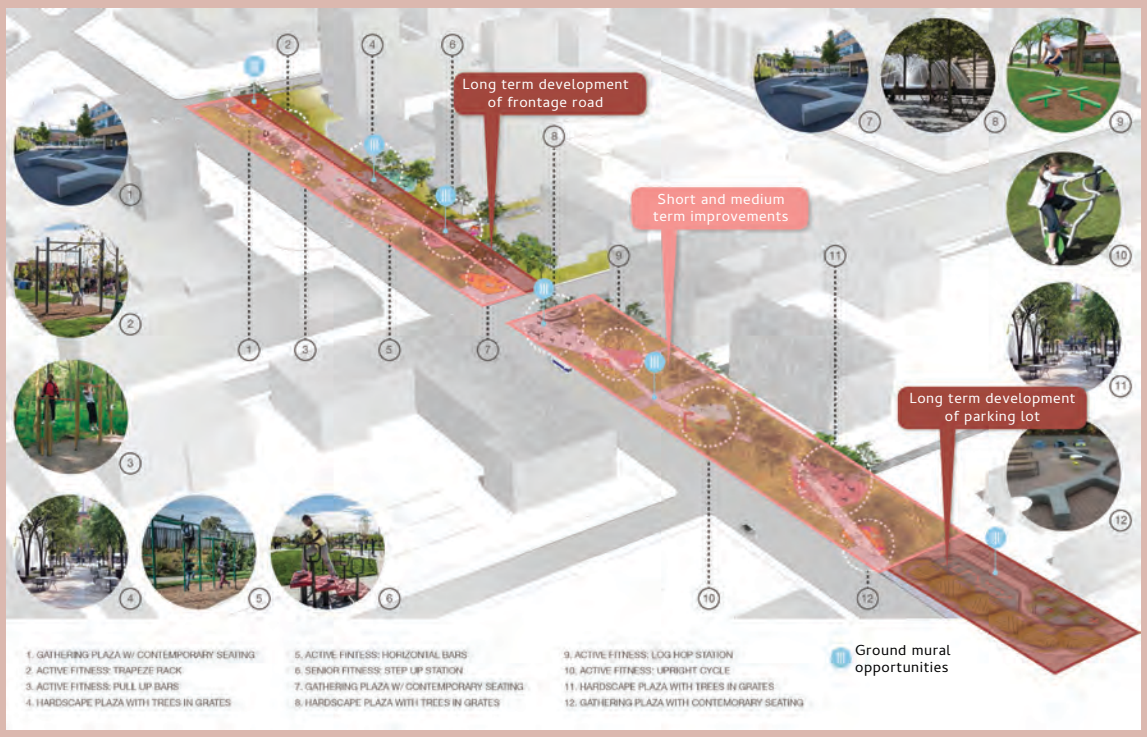


FIGURE 16: INCORPORATE THERAPEUTIC AMENITIES AND GROUND MURALS

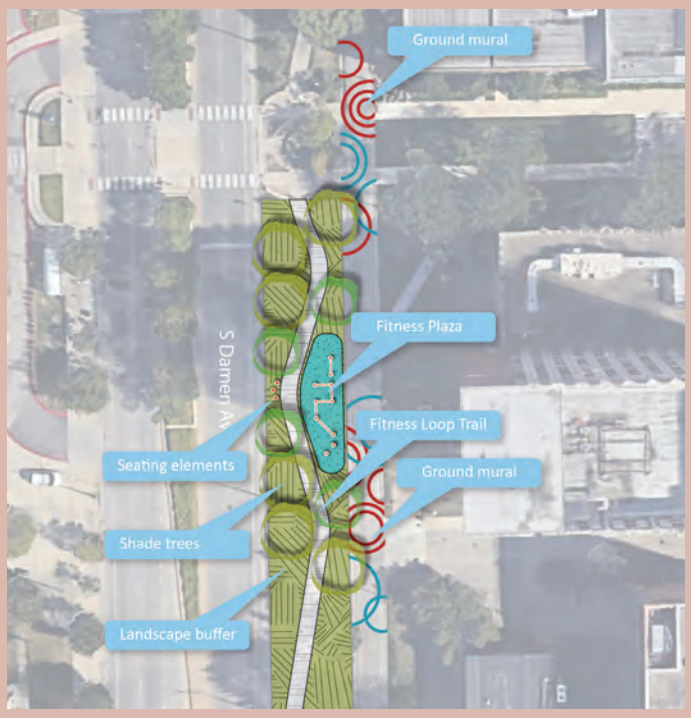


FIGURE 17: CONVERT EXISTING PARKING LOT TO ACTIVE SPACE

FIGURE 18: GROUND MURAL OPPORTUNITIES AND EXAMPLES

Image Source: Google Street View

This document considers short-, medium- and long-term strategies to enhance the Fitness/Wellness Loop, which would also serve to incorporate more greenery and native planting into the IMD and to address nuisance ponding (where large puddles linger after a storm) that occurs on Little Damen after wet weather.

SHORT TERM:

- Pursue ground murals at select locations around Little Damen (in conjunction with CDOT).
- Pursue memorandum of understanding with CDOT for proposed improvements to parkways.
- Liaise with CDOT, JBVAMC, and UIC regarding the planned traffic signal and speed table at the mid-block crossing. Confirm whether plans include speed table at Little Damen.

MEDIUM TERM:

- Pursue funding for parkway activations at various scales, including a funding stream for ongoing maintenance.
- Work with CDOT to undertake streetscape improvements to Little Damen right-of-way, including a raised crosswalk extension from JBVAMC, if this is not already planned.
- Establish plan for parking lot on CDOT property at northeast corner of Damen Avenue and Roosevelt Road (in conjunction with CDOT).
- Engage UIC on construction plans for vacated section of Wolcott Avenue and opportunities for loop extension along Wolcott Avenue in light of potential new development on UIC's campus.
- Engage Illinois Center for Rehabilitation Services on loop extension along Roosevelt Road.
- Through the design process of the anticipated UIC garage, establish and maintain a pedestrian connection from Roosevelt Road, north to Taylor Street, while incorporating Fitness/Wellness Loop objectives where possible.

LONG TERM:

- Consider capital investment to create a shared street along the frontage road between Taylor Street and Polk Street; alternatively, coordinate with UIC for long term planning for the logistical loading and drop off needs of adjacent buildings.
- Develop parking lot.

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3. DAMEN AVENUE ROAD DIET

Damen Avenue has relatively high levels of service, meaning that there is relatively little congestion, even at peak times. It has been acknowledged by CDOT as a corridor in need of safety infrastructure and is scheduled to receive investment and new bike lanes as part of the CDOT Chicago Cycling Strategy. It is lined with a variety of schools and other institutions serving vulnerable road users who could benefit from slower, calmer traffic and easier crossing conditions.

With 85 feet of travel lane width through the Illinois Medical District, Damen Avenue is a good candidate for a reconfiguration. The proposal uses the existing road width, including wide travel lanes and an existing but narrow bike lane, and instead recommends narrower travel lanes and concrete-protected bicycle lanes on either side of the road, with associated changes to bus infrastructure and curb radii. The design of the proposed reconfiguration, or road diet, is intended to interface with the proposed road diets to the north and south of the IMD.

The Damen Avenue road diet pairs with the Fitness/Wellness Loop. The two would reinforce each other, with slower traffic on Damen Avenue improving the experience of the Fitness/Wellness Loop and vice versa.

North of the IMD, Damen Avenue is designated as a Vision Zero High Crash Corridor (HCC), a major street with a disproportionately high rate of severe crashes. While Damen Avenue within the IMD is not a designated HCC, the corridor has observed over 20 crashes resulting in serious injury between 2017 - 2021, with eight crashes involving vulnerable road users. The street, which was widened in 2000, is wider in the IMD than it is to the immediate north or the south, replacing a more traditional 40-foot curb-to-curb width that matched other segments of Damen Avenue.[3]

CDOT is planning to install a mid-block crossing at the JBVAMC, and has identified Damen Avenue to receive protected bike lanes as part of the development of the city's bicycle network. The design of the road diet shown here incorporates an extra-wide crosswalk across the space in front of JBVAMC, and the proposed bicycle lane is designed to accommodate the anticipated crosswalk installation.

Finally, Damen Avenue is lined with institutions and residential buildings that make it a good candidate for traffic calming. The Gateway retail development has also been a significant driver of pedestrian traffic from the many employment centers east of Damen Avenue. In addition to the front door of the JBVAMC, it is also the main access

3 Per the best measurements available using historic imagery.

WHAT IS A ROAD DIET?

A 'road diet' reduces the number of travel lanes on a given road. The Federal Highway Administration states that 'a road diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.'[4]

4 US Department of Transportation Federal Highway Administration. 'Road Diets (Roadway Configuration), accessed 10/8/23. https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-configuration

FIGURES 19-26: PROPOSED CHANGES TO DAMEN AVENUE

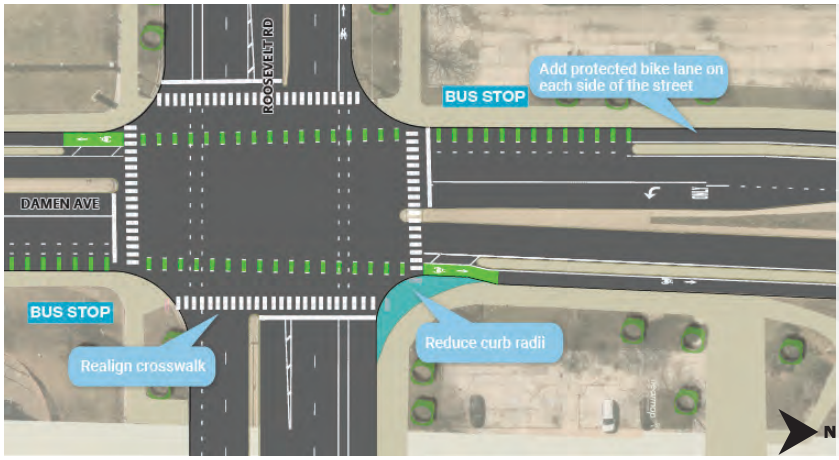


FIGURE 19:
DAMEN AVENUE AT ROOSEVELT ROAD

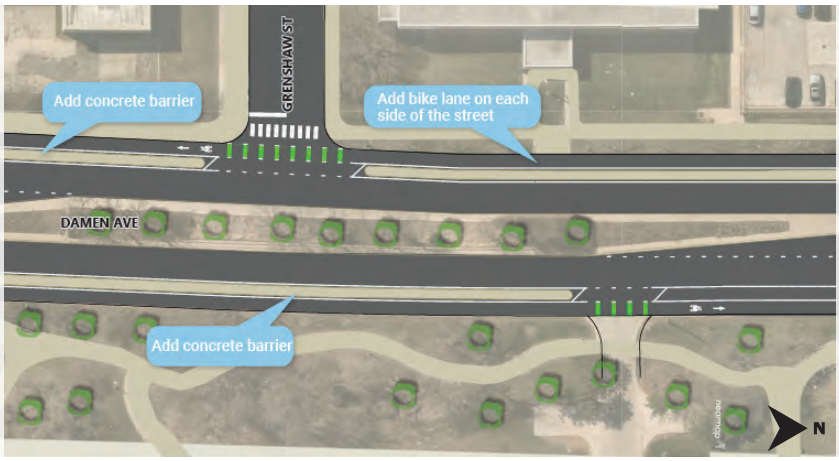


FIGURE 20:
DAMEN AVENUE AT GRENSHAW ST

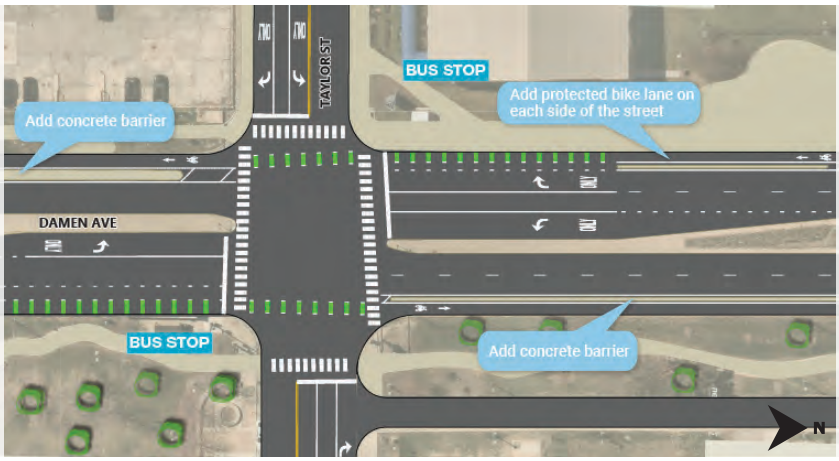


FIGURE 21:
DAMEN AVENUE AT TAYLOR STREET

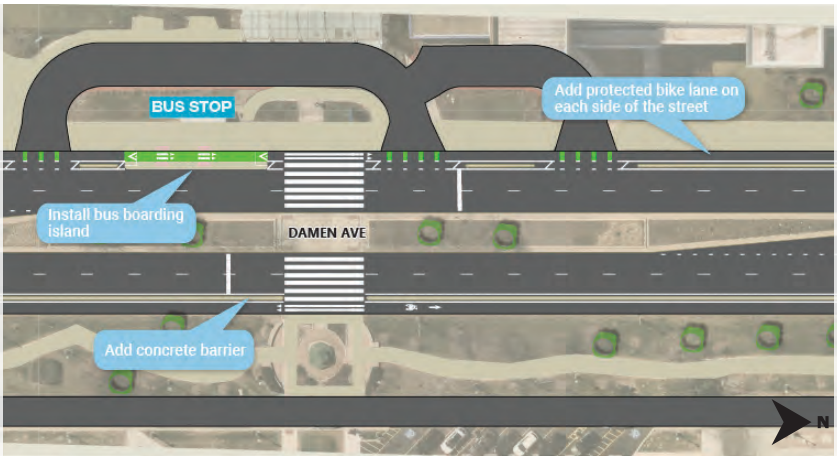


FIGURE 22:
DAMEN AVENUE AT JBVAMC

Additional analysis will be required, such as at traffic analysis, intersection capacity analysis and turning movement analysis where intersection curb line or medians are proposed to be adjusted.

point for the UIC Children's Center, the Chicago Children's Advocacy Center, UIC Urban Prep, and Easterseals Gilchrist Marchman Child Development Center. There is a new residential building planned for south of Roosevelt Road and a newly-constructed residential building, The Lydian, at the north of the IMD. The UIC Single Students' Residence front door is at the corner of Little Damen Avenue & Polk Street. The central access point for Malcolm X Community College, immediately north of the IMD, is also located on Damen Avenue, so any students accessing Malcolm X College on foot (or concluding the final leg of a public transit journey) will likewise benefit from a traffic-calmed Damen Avenue.

This Action Plan builds on a currently planned Damen Avenue road diet by extending the project north from Roosevelt Road to Congress Parkway. Congress Parkway and Damen Avenue are addressed separately, in a section about a Congress Parkway corridor improvement, but is also assumed to be slated for improvements as part of an eventual Damen Avenue bridge reconstruction via IDOT, so has been excluded from explicit consideration as part of the road diet.

The diagrams to the right (Figure 23-26) show the proposed changes to Damen Avenue. While additional engineering analysis will be required, this proposed road diet introduces a protected bike lane through much of the IMD, reduces curb-to-curb distances where practicable (and in doing so, brings all intersections in the IMD into compliance with required pedestrian signal timing), and reduces curb radii to slow traffic, particularly on right-hand turns. In one instance, a bus stop has been consolidated to extend the length of the buffered bike lane and to speed bus service through the IMD.

Care has been taken to present a vision of Damen Avenue that is both aspirational and achievable to balance the needs of vehicles – particularly emergency vehicles – with other road users, and to develop a proposal that builds on the work that CDOT is planning to the south.

SHORT TERM:

- Institutionalize conversations with CDOT and other agency partners about long-term planning in the IMD, including the timeline for Damen Avenue improvements and resurfacing.
- Collate funding options for Damen Avenue safety infrastructure. Discuss potential applications with CDOT.

MEDIUM TERM:

- Because of the nature of large-scale road reconstruction projects, there are no good medium term steps besides continuing to advocate for the project internally and with project partners.

LONG TERM:

- Pursue infrastructure grants in partnership with IDOT. Potential funding sources could include RAISE or Safe Streets and Roads for All. More information about funding sources is included in the Implementation Strategies section, below.

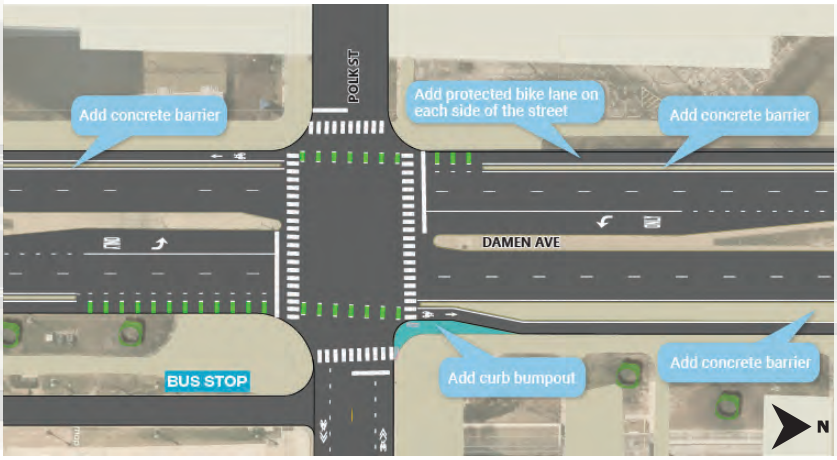


FIGURE 23:
DAMEN AVENUE AT
POLK STREET

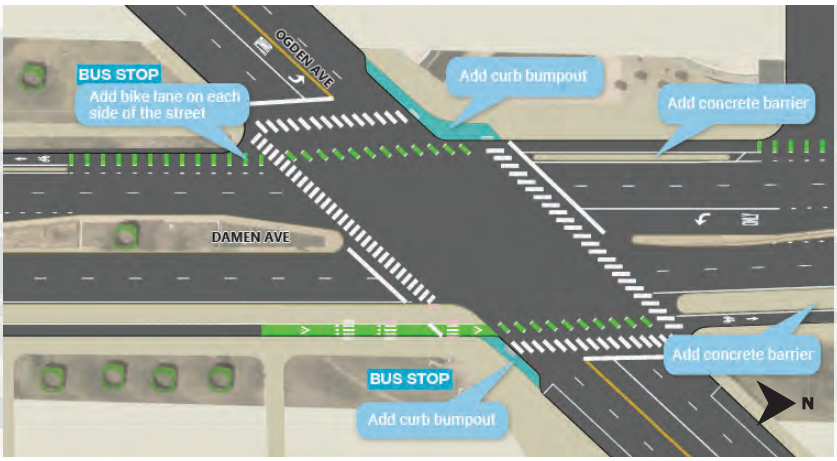


FIGURE 24:
DAMEN AVENUE AT
OGDEN AVENUE

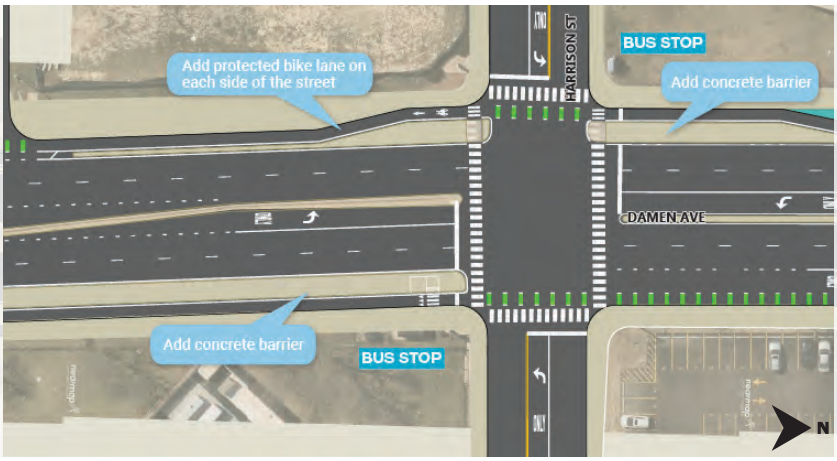


FIGURE 25:
DAMEN AVENUE AT
HARRISON STREET

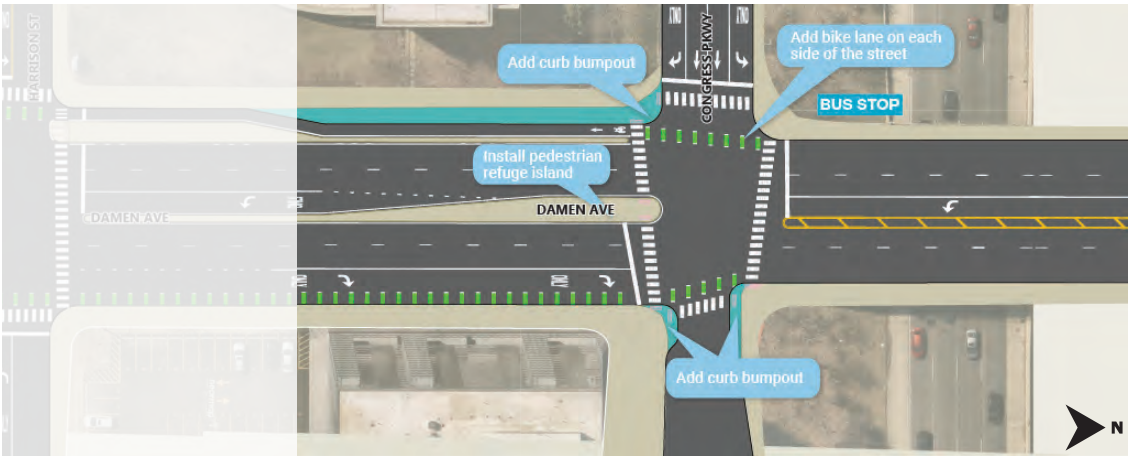


FIGURE 26:
DAMEN AVENUE AT
CONGRESS PARKWAY

4. HARRISON STREET DESIGN GUIDELINES AND PEDESTRIAN IMPROVEMENTS

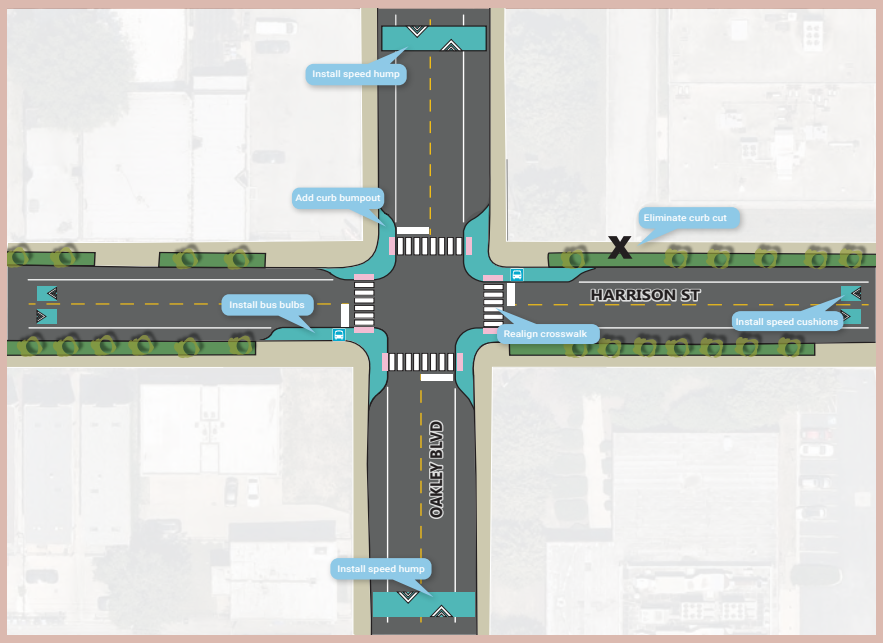
The 2016 Master Plan identified Harrison Street as an opportunity for enhanced walkability and IMD Commission branding. With the progress of the Gateway Development and the potential for new construction to change the feeling of Harrison Street, the IMD Commission seeks to enhance the 'sense of place' on Harrison Street and prepare for future development that will increase the number of pedestrians to and through the street. The effort aligns with Rush University Medical Center's (RUMC) campus planning priorities, as well. RUMC representatives noted that the Medical Center has recently opened a Starbucks at the corner of Harrison Street and Paulina Street, with the goal of generating pedestrian activity and creating a more 'downtown' feel for the campus.

To deliver the opportunities afforded by the zoning changes along Harrison Street and to move the street in a more pedestrian-friendly direction, this plan proposes considering Harrison Street in two distinct halves. The western half of Harrison Street has a narrow right of way with street parking, buildings with large setbacks, and a significant amount of surface parking. The IMD Commission's new Planned Development 30 (PD30) zoning designation, negotiated in 2021, changes the setback requirements so that as buildings are rebuilt or redeveloped, there are opportunities to create a stronger street frontage and a friendlier, more inviting streetscape. The street has a mix of UIC, State of Illinois, and other institutional buildings, many of which have generous setbacks (per earlier zoning code) with surface parking in front.

FIGURE 27: HARRISON STREET LIMITS

To improve the western half of Harrison Street, the IMD Commission can consider comprehensive intersection treatments like those proposed below for Harrison Street and Oakley Boulevard: pedestrian bump-outs or bus bulbs; enhanced greening; and speed humps and cushions. This type of intersection treatment is broadly applicable to other intersections nearby, such as Leavitt Street and Hoyne Avenue, and would create a consistent design language across this segment of Harrison Street. In so doing, the IMD Commission could work to establish a consistent materials palette – furniture, planters, and lighting – to underscore Harrison Street as a street that prioritizes walking. Some indicative materials palettes are shown in Figure 30 below.

FIGURE 28: HARRISON STREET AND OAKLEY BLVD INTERSECTION DETAIL

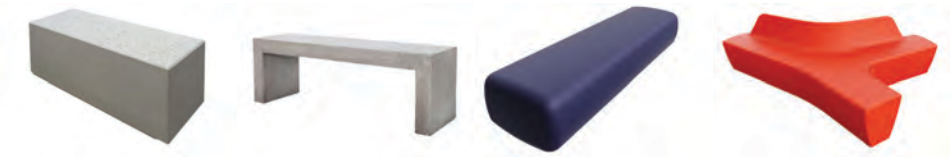


Over time, working with private landlords, IMD Commission can continue to enhance this section of Harrison Street by minimizing curb cuts. As of writing ,there are nine separate curb cuts along the three blocks of Harrison Street between Damen Avenue and Oakley Boulevard, providing access to six surface parking lots. The IMD Commission has noted that it considers these lots to be land-banks for future development, so there will be some natural attrition with development. However, the Commission can be vigilant about minimizing vehicular access from Harrison Street: if future development has underground or rear parking, it should be accessed via Congress Parkway, Flournoy Street, or a side street.

FIGURE 29: HARRISON STREET SURFACE PARKING & ACCESS

To enhance the pedestrian experience and create a more vibrant and urban atmosphere, the Action Plan suggests incorporating a variety of street furniture, such as benches, planters, and other placemaking items. By introducing a cohesive and functional seating element along the streetscape, such as the concrete benches shown in the left image, people can be encouraged to pause, rest, and engage with the surrounding area. In addition, to further enhance the placemaking potential, benches with distinctive colors and shapes can be featured at key nodes. These benches can serve as iconic landmarks, promoting a strong sense of place and highlighting important gathering areas within the IMD.

FIGURE 30: CONCRETE BENCH, SIKA USA; HDPE BENCH, AIR COLLECTION, LANDSCAPE FORMS

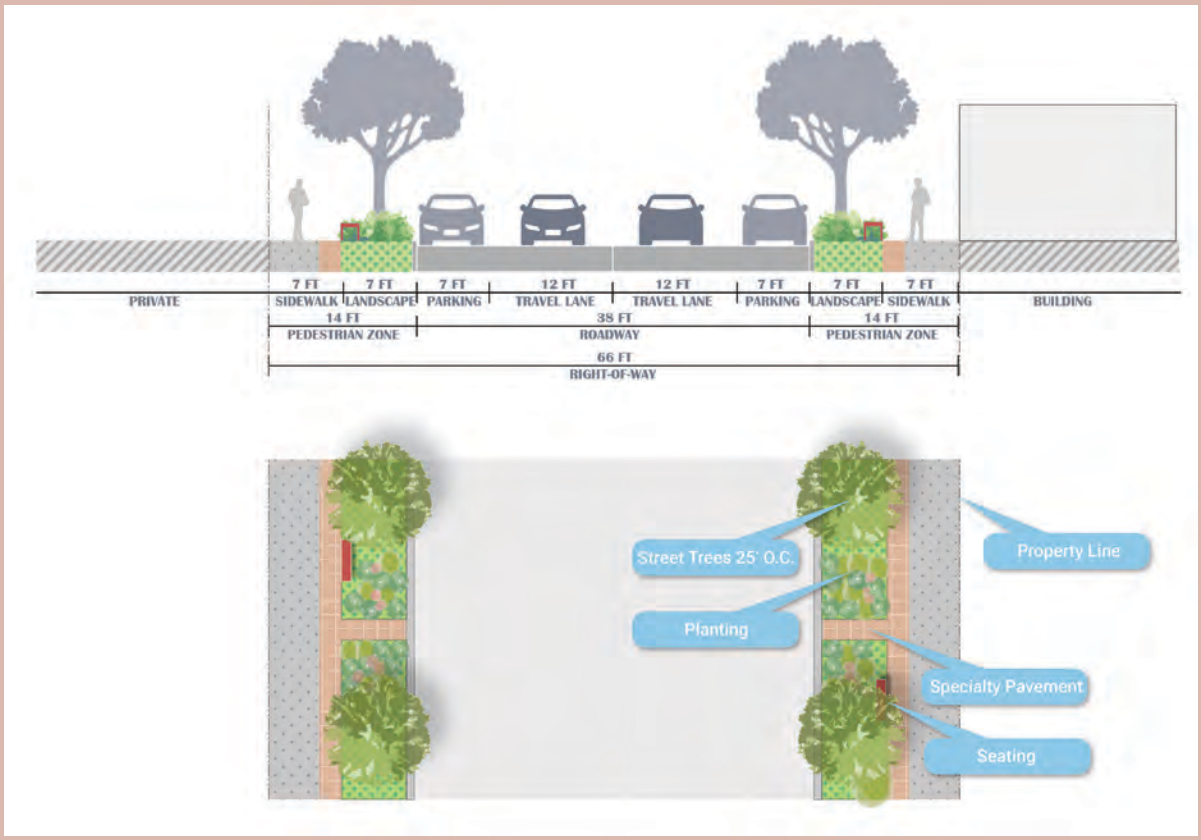


Finally, while there are mature street trees along much of the western section of Harrison Street, the narrow right of way and low-density character of the street make it feel less urban and vibrant than it actually is. The western section of Harrison Street is home to the IMD Commission headquarters, the Ruth Rothstein CORE Center, UIC research buildings and an RUMC facility. Many people visit every day, but that is not currently reflected in the pedestrian experience. The IMD Commission can work with landowners and building occupants to add trees and landscaping to places within the IMD that have significant setbacks or open space. A list of recommended vegetation is included in Table 5.

TABLE 5: RECOMMENDED VEGETATION

GROUND COVERS	
Astilbe	Astilbe chinensis
Bugleweed	Ajuga Reptans
English Ivy	Hedera helix
Bearberry	Arcostaphylus uva-ursi
Carpathian Bellflower	Campanula carpatica
Creeping Phlox	Philox subulata
Daylilies	Hemerocallis spp.
Hosta	Hosta spp.
Japanese Spurge	Pachysandra terminalis
Lily turf	Liriope spp.
Lily of the Valley	Convallaria majalis
Violets	Viola spp.
Wild Ginger	Asarum canadense
GRASSES	
Fountain grass	Pennisetum alopecuroides
Little bluestem	Schachryium scoparium
Prairie dropseed	Sporobolus heterolepis
Karl Forester Grass	Calmagrostis acutiflora 'Karl Forester'

FIGURE 31: SECTION OF SIDEWALK WIDER THAN 9 FEET IMPROVEMENT (WEST)



The eastern half of Harrison Street has a different character. A painted bike lane, installed in 2019, begins at Wood Street and continues past the RUMC campus to Ashland Avenue. There is significant drop-off traffic along Harrison Street, and parked cars frequently obstruct the bike lane. While sidewalks are wider along the RUMC campus, pedestrian infrastructure is inconsistent, particularly east of Wood Street at the RUMC drop-off area.

RUMC commissioned a bicycle and pedestrian safety plan in 2018. While many of the recommendations have been implemented, RUMC can continue to enhance its bicycling and pedestrian environment. A recommendation of the 2018 plan was the removal of a vehicular ramp up to the second floor of 1750 W Harrison Street. Pedestrians must walk up a steep ramp, walk in the street, or cross the street when they reach the ramp. Removing it would significantly improve the pedestrian experience along Harrison Street, within RUMC's campus, and for anyone traveling through the area to access the Illinois Medical District CTA Blue Line station.

As with the western segment of Harrison Street, there are large stretches of the eastern section with low-density development. A now-defunct helipad and surface parking lot make the street feel open and uninviting and the narrow sidewalk makes walking distances feel longer than they actually are. To maintain a consistent tree canopy similar to the west section, street trees or urban greenery should be planted behind the property line due to the bike lane narrowing the sidewalk. Additionally, patients and staff traveling from Stroger along natural desire lines often struggle to cross at the corner of Harrison Street and Wolcott Avenue, as reported by stakeholders during the engagement process. The current traffic patterns do not create a break in traffic, so pedestrians must wait to find a time to cross or must walk to Ogden Avenue or a mid-block crossing in front of the Hyatt's front door. While CDOT has improvements scheduled - an extension of the painted bike lane is planned to reach to Ogden Avenue - additional pedestrian infrastructure has been requested by Cook County Health System/Stroger staff, particularly a Pedestrian Hybrid Beacon for pedestrians traveling to the Blue Line.

The recommendations for Harrison Street are contingent on partnerships with private building owners along the length of the road, including UIC, RUMC and Stroger; partnerships with CDOT to improve the pedestrian experience at intersections; and investments (either from IMD Commission, stakeholder institutions, or a third party, like an SSA) in maintenance, though low-maintenance greenery has been specifically selected in the list of recommendations.

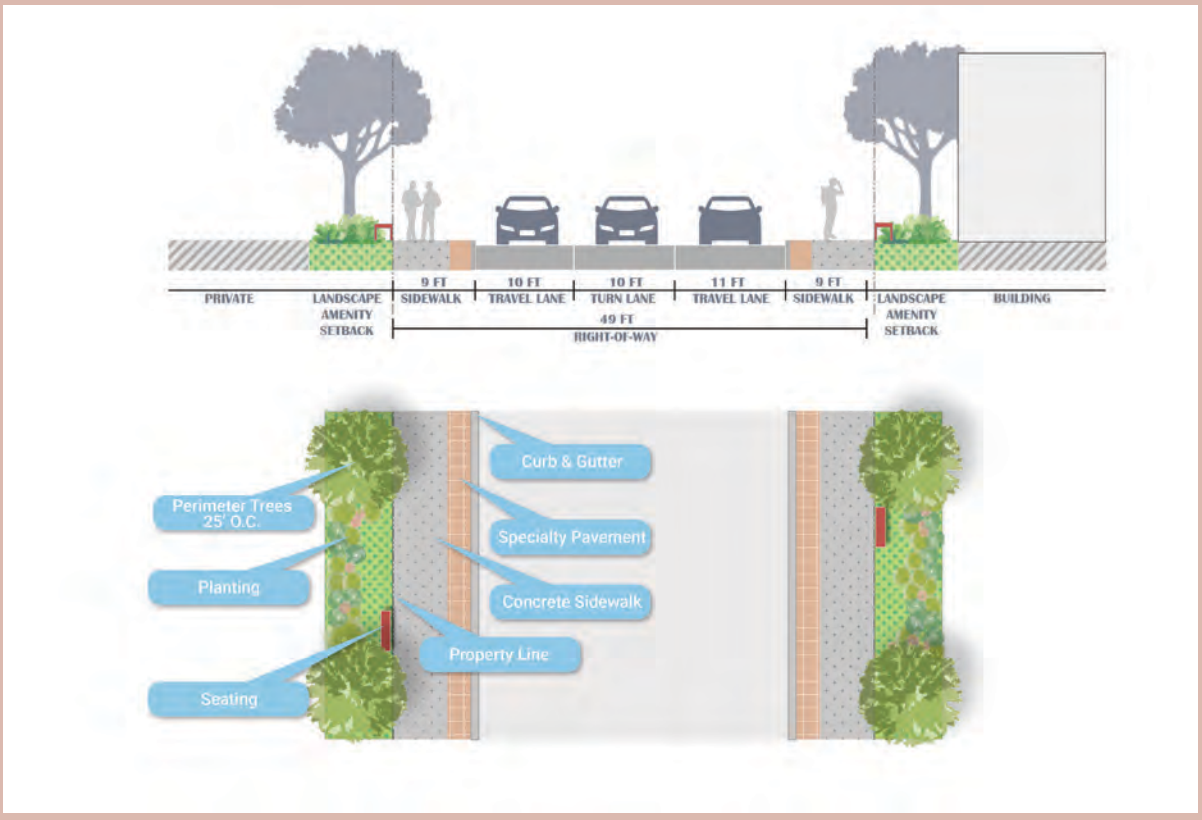
SHORT TERM:

- Engage landowners on opportunities for enhanced greening and tree-planting.
- Engage CDOT on the possibility of a pedestrian hybrid beacon at Wolcott Avenue and Harrison Street.

MEDIUM TERM:

- Engage CDOT on the possibility of intersection improvements at Oakley Boulevard, Leavitt Street, and Hoyne Avenue (paint-and-post curb radii reduction; speed cushions and speed humps; and bus bulbs).
- Engage RUMC on partnerships for enhancing their Harrison Street streetscape, including the removal of current barriers to pedestrians. Consider opportunities for a joint funding application to undertake capital projects.
- Install street furniture, planters, and other 'placemaking' items, potentially in conjunction with other wayfinding recommendations from the IMD Commission signage and wayfinding plan (currently in process).

FIGURE 32: SECTION OF SIDEWALK NARROWER THAN 9 FEET IMPROVEMENT (EAST)



LONG TERM:

- Enforce that future development eliminate vehicular access from Harrison Street (along the entire length of the IMD, but particularly west of Damen Avenue).
- Work with existing landowners to reduce existing curb cuts on Harrison Street in the course of capital improvements.

5. CONGRESS PARKWAY IMPROVEMENTS

Congress Parkway serves as the Illinois Medical District's connection to I-290, with significant on- and off-ramp traffic. Congress Parkway acts as a frontage road for I-290 through the IMD, running eastbound parallel to the expressway on the northern boundary of the IMD. Expressway off-ramps merge onto Congress Parkway prior to the intersections with Western Ave, Damen Avenue and Paulina Street. The ramps create a unique condition: higher traffic speeds; a shift in driving mentality from highway driving to city driving; and acute angles creating unsafe road geometries.

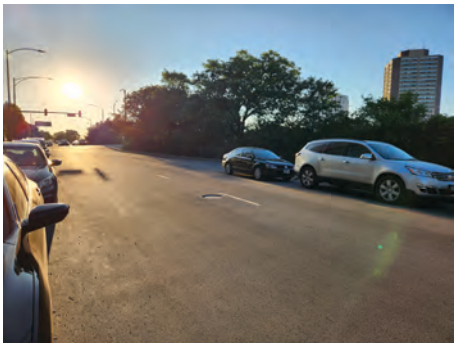
Congress Parkway is a critical gateway into the IMD, not only for drivers exiting I-290, but also for IMD visitors traveling by foot, bike, or motor vehicle on Oakley Boulevard, Leavitt Street, Damen Avenue, Ogden Avenue, Paulina Street, and Ashland Ave. CTA Blue Line riders must cross Congress Parkway to reach their destination within the IMD.

Congress Parkway also serves as a valuable parking destination for many IMD visitors. Throughout the corridor, Congress Parkway provides free on-street parking on the south side of the street with intermittent parking on the north side. Parking along the north side can be challenging, as there are absent or dilapidated sidewalks requiring people to cross the street mid-block upon exiting their vehicles.

The complicated environment of Congress Parkway is in need of traffic calming to encourage slower driving behaviors and improve the visibility and safety of vulnerable users. This plan identifies traffic calming tools featured in the Appendix that can be applied specifically to Congress Parkway ramps, intersections, and corridors.

FIGURE 33: CONGRESS PARKWAY SERVES AS GATEWAY INTO THE IMD

FIGURE 34: ON-STREET PARKING ALONG CONGRESS PARKWAY



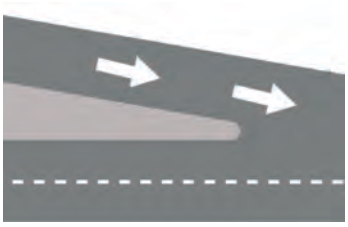
CONGRESS PARKWAY AT I-290 EXIT RAMPS

Within the IMD, I-290 exits west of Damen Avenue and Paulina Street. The ramps that feed onto Congress Parkway often create confusion among merging drivers, which is further compounded by worn or absent pavement markings. As drivers exit I-290, it is important to create a sense of place, encouraging slower driving behaviors along Congress Parkway and within the IMD.

Transverse rumble strips on the ramps can indicate to drivers the need to transition to lower speeds on City streets. IDOT has identified that rumble strips provide a cost-effective means of alerting inattentive drivers, supplementing the visual warnings (signage) with audible and sensory indications.[5]

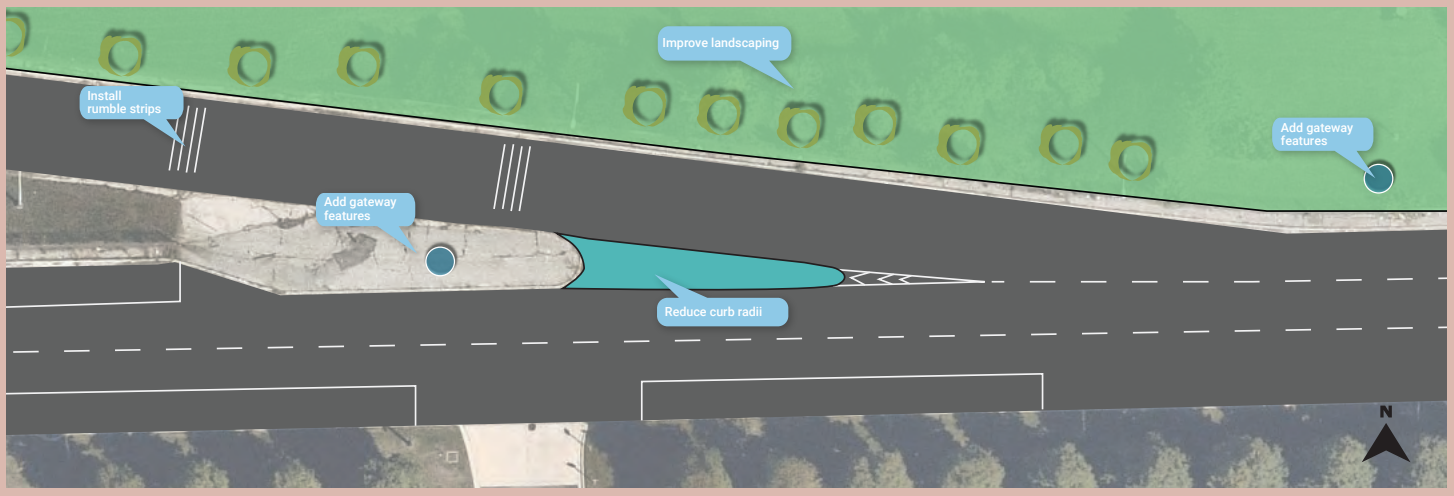
Additional traffic calming strategies, such as reduced curb radii and pavement markings, clarify travel lanes and paths of travel. Meanwhile, gateway signage and art foster a sense of identity and civic pride.

EXIT RAMP STRATEGIES



- Rumble Strips
- Gateway signage and art
- Reduced curb radii
- Pavement marking

FIGURE 35: TOOLBOX APPLICATION: CONGRESS PARKWAY DAMEN AVENUE EXIT RAMP



5 IDOT Bureau of Local Roads and Streets Manual: Chapter 31 (Cross Section Elements)

CONGRESS PARKWAY INTERSECTIONS

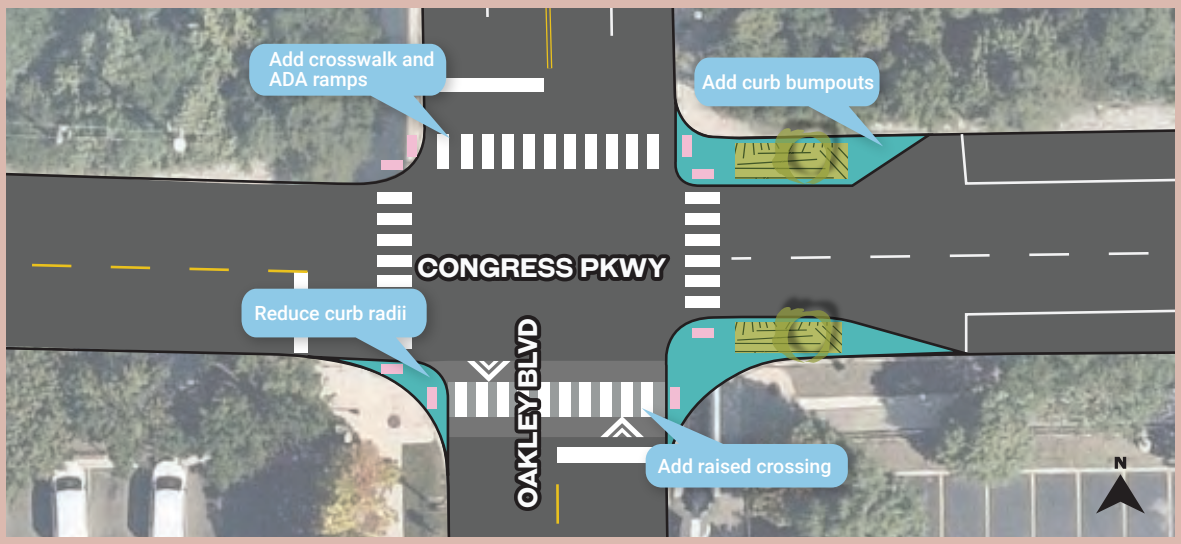
Congress Parkway serves as an integral point of entry for visitors traveling along Oakley Boulevard, Leavitt Street, Damen Avenue, Ogden Avenue, Paulina Street, and Ashland Avenue. For visitors traveling off I-290, their first experience in the IMD is traversing Congress Parkway. Many of these intersections are dangerous points of conflict between people walking, biking, or driving. Between 2017 and 2021, Congress Parkway saw 15 crashes involving people walking or biking and resulting in injury, predominantly at Damen Avenue and Ogden Avenue. Stakeholders, particularly staff at the Ruth M. Rothstein CORE Center, have expressed concern about the safety of their staff and patients. Administrators estimate that as much as 70% of the CORE Center's patients access the facility via transit, most of them via the Blue Line, and cited motorist behavior on Congress Parkway and Damen Avenue, respectively, as particular concerns.

Many of the intersections lack crosswalks and ADA curb ramps, particularly on the leg of the I-290 overpasses. As IDOT plans to reconstruct many of the I-290 bridges, there is opportunity to improve the safety and comfort of the intersections, particularly for vulnerable users.

INTERSECTION STRATEGIES

- Curb extensions
- High-visibility crosswalks
- ADA ramps
- Raised crosswalks
- Landscaping

FIGURE 36: TOOLBOX APPLICATION: CONGRESS PARKWAY AND OAKLEY BOULEVARD RAMP

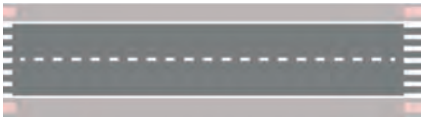


CONGRESS PARKWAY CORRIDORS

Congress Parkway is designated as a local road and has a 20 MPH speed limit between Leavitt Street and Hoyne Avenue. However, its wide, open design running along the expressway lends itself to speeding and other dangerous driving behaviors. This is particularly concerning as Congress Parkway within The IMD serves many vulnerable users: young children at Laurance Armour Day School and patients at the Ruth M. Rothstein CORE Center and RUMC.

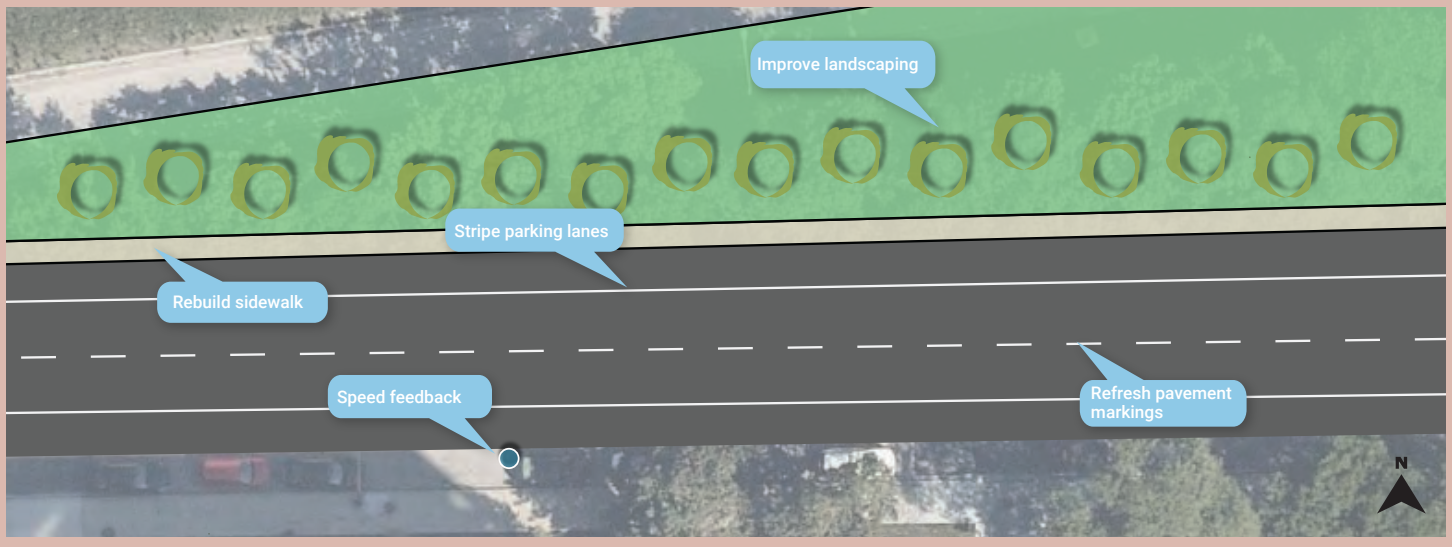
Safety improvements, such as pavement markings, narrowed travel lanes, and a more consistent tree canopy, can better match the design of the street with its speed limit and intended use, thus encouraging drivers to travel more slowly.

CORRIDOR STRATEGIES



- Street trees and landscaping
- Pavement markings
- Sidewalk improvements
- Speed feedback
- Narrow travel lanes
- Reconsideration of parking space allocation

FIGURE 37: TOOLBOX APPLICATION: CONGRESS PARKWAY WEST OF LEAVITT AVENUE



SHORT TERM:

- Work with contracted wayfinding consultant to identify Gateway signage and/or art opportunities.
- Communicate with IDOT regarding recommendations overlapping with IDOT bridge reconstruction.
- Liaise with CDOT to establish quick build opportunities and identify Congress Parkway arterial resurfacing timeline.
- Explore partnership with Chicago Gateway Gardens (https://www.gatewaygreen.org/expressway-partnership/).

MEDIUM TERM:

- In collaboration with CDOT, advocate for pedestrian and bicycle improvements overlapping with IDOT bridge reconstruction.
- Continue to liaise with CDOT and coordinate recommendations within overlapping projects.
- Communicate with IDOT to address shrub vegetation along Congress Parkway.

LONG TERM:

- Consolidate communication and coordination strategy with IDOT and CDOT.

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‘QUICK WINS’

To make changes to the right-of-way within the IMD, the IMD Commission must negotiate with external partners or focus on land that it owns adjacent to the rights of way. This plan suggests that the IMD Commission do both. In addition, this plan suggests that the IMD Commission undertake the following recommendations to position the Commission for implementation.

The following list includes the things that the IMD Commission can undertake with minimal input from external partners, and for which they do not need to leverage significant support from internal stakeholders. ‘Quick wins’ are also dictated by whether there is an existing pathway or process to implement change: for example, IDOT has an existing process for installing trees on IDOT roads that the IMD Commission can use when looking to expand their urban canopy, or in the process of making street improvements on West Congress Parkway. While total vacation of Wolcott Avenue will be a long-term process, CDOT has already indicated that they would consider a road closure, at which point the IMD Commission could invite existing partners (UIC School of Art and Architecture, for example, or Illinois Institute of Technology Landscape Architecture students) to become involved in improving the site.

While the ideas below will require investment of IMD Commission staff time, they do not require significant sums of third-party capital investment, nor do they require multi-year planning processes to move along.

1. FUNDING PURSUITS

Create a three-year plan for pursuit of grants, reviewed on a rolling basis. The Action Plan has noted where specific projects could be matched with funding, but in some cases, projects will need multiple funding sources or will need one source for the first phase and another for the second phase. Identifying which grants IMD Commission plans to apply for will allow for Commission staff to pre-position the Commission for the grant. This may include proactively soliciting letters of support from the CEOs of anchor institutions; securing cost estimates or mitigation calculations (e.g. for stormwater grants) prior to the notice of funding opportunity (NOFO); notifying elected officials of the Commission's intent to apply; or forming partnerships with the offices of sponsored research at anchor institutions.

2. WOLCOTT AVENUE CLOSURE & ACTIVATION

Officially pursue an easement or memorandum of understanding with CDOT for Wolcott Avenue as the most efficient method for closing the street, while simultaneously pursuing a street vacation. Pursuing a short-term road closure will allow for temporary activations such as murals, painted barriers, public art, urban greening, and other opportunities to revitalize the existing ‘flatiron’ parcel (see Figure 12). The road closure will also reduce pedestrian stress along Ogden Avenue: the intersection’s current design results in an extra-long crosswalk and low visibility across the street. Reducing the need to cross a street, especially one that can leave pedestrians feeling vulnerable, will create a more pleasant pedestrian experience. While the long-term goal for the site is vacation and redevelopment, a short-term closure, with attendant

opportunities for activation, will create a more straightforward path to transit and allow pedestrians to be sheltered from Ogden Avenue.

3. WOLCOTT AVENUE PUBLIC ART

As a corollary to the Wolcott Avenue Closure and Activation, above, a ground mural, architecture study, or roadway barrier-painting competition all inject art and color into a space that currently feels unloved. It could be undertaken in the short term and would allow participants to submit posters, images, or other materials that could be used to populate the IMD Commission's social media feeds and create positive news items for the Commission. This idea would also align with the graffiti art at the triangle park space and build off the IMD's geographic proximity to Pilsen's murals.

4. TREE PLANTING

Tree Planting:Tree planting and urban greening will help to slow down traffic throughout the IMD, and will also help with other citywide challenges like stormwater management; urban heat island effects; nuisance ponding and other environmental perks. Greenery has also been shown to lead to better health outcomes for hospital patients. The IMD already has a significant number of street trees and individual institutions also provide tree care and maintenance. Where there are large vacant areas, they are often earmarked for development.

a. Liaise with IDOT regarding tree planting on I-290, particularly near off ramps: IDOT has an established practice for planting trees, and so it will be relatively easy to identify opportunities to plant larger trees (versus the existing volunteer trees) on IDOT right-of-way north of Congress Parkway. The IMD Commission could also work with CDOT to identify locations that would be appropriate for trees on CDOT right of way, and could also consult with individual landowners and/or with the grounds or landscaping offices of the different hospitals and institutions. CDOT has been working to plant more trees and may be receptive to new tree-planting opportunities on streets within the IMD.

b. Work with anchor institutions to identify opportunities for enhanced urban canopy on their respective sites: Each of the anchor institutions has existing grounds teams that care for their existing tree canopy. At scale, managing tree health and investing in additional trees can become a major investment. Pooling resources and knowledge-sharing may help ease some of the costs of maintenance and allow for greater tree health across the IMD. There are also funding sources for canopy maintenance that the IMD Commission and stakeholder institutions could pursue together, to help enhance the health and longevity of trees within the IMD. Grant opportunities for maintenance and expansion of the urban canopy in the IMD have been included in the grants matrix in Section 3.

c. Work with CDOT to identify opportunities for increased street trees: parkway widths vary considerably across the IMD, so there are places where street trees are appropriate and places where they are not. In many places, there are mature trees, but they are set away from the road, on the far side of the sidewalk. In these cases, there is no short term enhancement opportunity. In other cases, however, there are places where street trees could fit within the parkway. Streets like Hoyne Avenue, Wood Street, and Paulina Street all have stretches that can accommodate more street trees, though the greatest opportunity lies south of Roosevelt Road, where there are vacant parcels of land.

5. WAYFINDING

Highlight signage and placemaking opportunities to the IMD Commission's wayfinding consultant team for incorporation in larger planning efforts, including pricing and implementation.

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PEDESTRIAN SIGNAL PHASING

There are twenty-five signalized intersections around the IMD, and all of them have some form of pedestrian signalization. However, a variety of stakeholders noted that pedestrian signal phases generally felt insufficient for the width of the road. A review of the signal timing plans indicates that, with a couple key exceptions, the intersections in the IMD meet standard signal timing practices related to pedestrian crossing times, which assumes an able-bodied walking speed of 3.5 feet per second. The intersections of Damen Avenue with Congress Parkway and with Ogden Avenue do not meet pedestrian clearance guidance. As such, the proposed road diet project specifically targets shortening the crosswalks at those intersections to reduce the amount of time needed to cross.

Furthermore, given the population of vulnerable users and a focus on safety in the IMD, lengthening the time given to pedestrians is a best practice to consider (specifically assuming a slower walking speed of 3.0 feet per second) in future signal timing projects. The use of slower walking speeds for timing is not always possible if the crossing distance is excessively long or if the cycle length is not of sufficient length, but extending the walk phase to give more time to vulnerable road users in the IMD is an easy way to make the IMD more accessible. This report recommends that the IMD Commission work with CDOT to change the standard from 3.5 feet per second to 3 feet per second, with a focus on roads in the northeast corner of the IMD that see the greatest volume of pedestrians and hospital patients, followed by the areas around schools.

Countdown pedestrian timings are used extensively at the signalized intersections in the IMD. In fact, only one intersection was found to not have countdown timers: Congress Parkway and Oakley Boulevard.

Leading Pedestrian Intervals, or LPIs, are used in signal timings at intersections throughout the IMD to give pedestrians a head start entering a crosswalk and to reinforce their right-of-way over turning vehicles. LPIs should be considered at the following intersections that do not currently include it:

- Congress Parkway with Oakley Boulevard, Paulina Street
- Harrison with Ogden Avenue, Paulina Street, Ashland Avenue
- Polk Street with Ogden Avenue
- Taylor Street with Ogden Avenue
- Roosevelt Road with Damen Avenue, Wood Street, Ashland Avenue

These intersections are also appropriate candidates for retiming according to a 3 feet per second walk speed which would generally reallocate about 5-8 seconds of time in the signal cycle. Accessible pedestrian signals (APS) should also be added to these intersections when adding LPIs. This tool is described and included in the Toolbox.

ROAD JURISDICTION

Most of the roads within the IMD are owned and maintained by CDOT. Roosevelt Road and Ogden Avenue are under the jurisdiction of IDOT and maintained by CDOT. I-290 is owned by IDOT, and IDOT is responsible for bridge maintenance over I-290 right of way. CC DOTH owns Ashland Avenue south of Roosevelt Road.

UIC is currently maintaining Little Damen Avenue (the service road to the east of Damen Avenue between Polk Street and Taylor Street), but does not own any roads that currently function as public rights of way.

Jurisdiction is significant because each agency has different standards for installing safety countermeasures on their roads, and intersections with more than one jurisdiction involved can be particularly complex. That said, in January 2023, CDOT and IDOT signed a memorandum of understanding to simplify the process of installing safety countermeasures and pedestrian interventions, creating a more straightforward path to the installation of pedestrian improvements at Roosevelt Road.

FIGURE 38: ROAD JURISDICTION IN THE IMD

BICYCLE NETWORK & OFF-STREET BICYCLE IMPROVEMENTS

BICYCLE NETWORK

While the IMD is served by several existing bicycle facilities, the proposed City network calls for a contiguous, comfortable, and welcoming network for people of all ages and abilities. Understanding that Ogden Avenue and Roosevelt Road offer high stress facilities, meaning the streets have few bike lanes or the existing bike lanes are unprotected and stressful on a high speed road, the proposed network identifies low-stress options ranging from neighborhood greenways to protected bike facilities. Many of the proposed facilities within the IMD are low-stress routes or striped lanes on local streets that will be accompanied by traffic calming to reinforce safe driving behaviors, or facilities that are protected from drivers, such as the proposed protected bike lane along Damen Avenue. Delivering a low-stress bicycle network will require investments to enhance the existing facilities and create new facilities to link together existing routes.

The City has already made significant investments – for example, the new Polk Street protected lane – and has more planned at Harrison Street and Damen Avenue. The proposed bridge improvements across I-290 also include new bicycle infrastructure. The IMD Commission can continue to advocate for the implementation of a IMD-wide bicycle network, focusing on connections outside IMD to UIC's east campus, Malcolm X College, and Pilsen. The map on Figure 39 on the following page shows the anticipated bicycle network. The proposed Damen Avenue road diet will serve as a major enhancement to the IMD's bicycle infrastructure and overall connectivity.

BICYCLE PARKING

The IMD offers various types of exterior bike racks, by style and ownership. While the City has installed a handful of bike racks throughout the IMD, most of the exterior bike racks are provided by institutions, and there is a general shortage of racks across much of the IMD. UIC, which has pursued acknowledgment from the League of American Bicyclists, has inventoried their bicycle rack infrastructure and found that they are not providing the League standard, nor are they matching peer universities. RUMC does not have similar data available, but their staff have been working to support bicycle commuters and site visits have shown that their outdoor racks are well-used, and that there is high demand for covered and other forms of long-term parking.

There is a need for additional exterior bike parking in the IMD, which can be provided in two forms: public and private.

CDOT will install bike racks in public right-of-way for free, as part of their current construction contract. If the IMD Commission has designated locations where bike parking should be installed and there is room on the public right-of-way, the Commission can work with CDOT to install bike racks across the IMD. Institutions within the IMD generally offer adequate bike parking. It is easy to find bike parking at all the hospital entrances and there is bike parking clearly located on Wolcott Avenue near UIC. However, outside the nucleus of hospitals, bicycle parking is harder to find. On western Harrison Street, for example, there is a single bike rack at Harrison Street and Leavitt Street. There are no public bike racks at Chicago Hope Academy or UIC College Prep, and one rack outside Washington Irving Elementary School.

FIGURE 39: PROPOSED BIKE NETWORK BY FACILITY TYPE AND STATUS

FIGURE 40: PROPOSED NETWORK BY LEVEL OF TRAFFIC STRESS

The IMD Commission is already considering the opportunities to install bike racks around schools in the IMD. Providing bike storage to students commuting to the IMD is a first priority for expanding bicycle parking in the IMD. In addition to schools within the IMD, the following locations should be considered:

- 1340 S Damen Avenue, a large office building without existing bicycle parking
- Taylor Street between Oakley Boulevard & Ogden Avenue
- Harrison Street west of Damen Avenue
- In partnership with the new Gateway Development (or see private racks, below)
- Chicago Center for Arts & Technology

Outside of the public right-of-way, private institutions may install bike parking. To optimize the use of bike parking, bike racks should be carefully sited and installed following Association of Pedestrian and Bicycle Professionals (APBP) standards. With private bike parking, there is an opportunity to provide covered or more secure indoor bike parking. Covered or secure storage may include: weather protection, enhanced lighting, visible security cameras, controlled access via keycard, or additional signage.

SHORT-TERM PARKING STANDARDS

The types of racks installed should follow APBP standards, which are also adopted by Leadership in Energy and Environmental Design (LEED). This includes:

FIGURE 41: TYPES OF BIKE RACKS

Inverted U Rack (U Rack)

Post & Ring Rack

Wheelwell-Secure Rack

Short-term bike parking should be located near building entrances. Following APBP and LEED guidelines, short-term parking standards include:

- Parking location is visible from the entrance to the building it serves
- Parking location is preferably within 50 feet of building entrance and no more than 200 feet
- Short-term parking area may serve multiple buildings
- Lighting is adequate to provide 24/7 access
- Parking is visible to the public to reduce the risk of opportunistic crime

Installation of U-Rack and Post & Ring Racks should follow APBP standards, diagrammed below. Most importantly, the installed racks should have sufficient space (36 inches) between racks. Installing racks closer together may reduce the capacity of the rack. Installation and spacing for Wheelwell-Secure Racks or high-capacity racks should follow manufacturer guidelines.

LONG-TERM PARKING STANDARDS

Long-term or secure bike parking may include:

- Covered bike structures
- Indoor bike rooms
- Secure storage structures

Following APBP and LEED guidelines, long-term parking standards include:

- Bike storage must be within 300 feet walking distance of any functional entry
- Is easily accessible to residents/occupants and covered to project bicycles from rain or snow
- Indoor storage is acceptable as long as it meets walking distance requirements
- On-site bicycle sharing station within the project boundary may count for 50% of long-term and short-term bicycle storage space
- For residential projects, ability to store bicycles within units does not qualify as long-term storage

FUNDING

- Safe Routes to School (mini-grants)
- League of American Bicyclists' Community Sparks Grants
- Active Transportation Alliance mini-grants

BICYCLE PROGRAMMING

ACTIVE TRANSPORTATION PROMOTION

A great way to increase awareness and excitement towards walking and biking in the IMD is to support existing programs and events that allow community members to participate. For example:

- UIC employees may use showers in the Sport and Fitness Center or the Student Recreation Facility by showing a helmet and an ID.
- Institutions throughout the IMD participate in the annual Bike Commuter Challenge with the Active Transportation Alliance

In 2023, the IMD Commission has been working with a third-party consultant and League of American Bicyclists League Cycling Instructor (LCI) to encourage cycling within the IMD and to provide a resource for people biking that fall into the 'curious, but concerned' category of rider. The consultant has held informational webinars and in-person events, and is working to build out a program of bicycle education for everyone who works or lives in the IMD. The 2017 Parking Management Study recommended that the IMD Commission develop a transportation demand management program dedicated to moving people away from personal vehicles and toward a slate of other commutes. In 2023, the IMD Commission hired a part-time consultant to develop bicycle and pedestrian education programs in the IMD, and the consultant is looking to expand their remit to include standard items in the transportation demand management toolkit. The IMD Commission can continue to develop support for non-vehicular commuters by implementing supplemental programs like carpool incentive programs, offering 'bike bus' programs, advising employees on their commute options, and working with individual institutions to implement programs like daily (vs. monthly) parking to create more uniform parking policy across the IMD.

SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) is a state grant program with the goal of making it safer for students, including those with disabilities, to walk or bike to school (https://www.saferoutesinfo.org/). The National Center for Safe Routes to School has developed a menu of online and in-person training and technical assistance options for the purposes of building consensus, identifying issues and solutions, supporting equity, and prioritizing needs.

In partnership with schools within the IMD, the IMD Commission can develop a formal program to foster walking and biking to schools, along with promoting annual Walk to School Day (October) and Bike to School Day (June). See Appendix for school-specific safety reports.

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OPERATIONAL CONSIDERATIONS

The focus of this Action Plan is capital and infrastructural investment – ways to make the IMD safer by reconfiguring the road to make the space physically safer for all road users. The section below focuses on programs that impact, or could impact, the state of walking and bicycling in the IMD that have infrastructural implications.

DIVVY BIKESHARE

The IMD was part of the original deployment of Divvy bicycle stations when the program was unveiled in 2013. All the stations have remained in their original locations, save for one at Taylor Street and Wood Street that was relocated to Taylor Street and Wolcott Avenue during the construction of a new UI Health facility. Construction is now complete but the station has remained in its temporary location.

Divvy is a popular and successful program within the IMD, with the vast majority of rides centered on the traditional stations (versus at smaller 'lightweight' stations or individual racks where people are parking e-bikes). While there is e-Divvy use into and through the IMD, there are few public bike racks at which to lock e-bikes.

There are city racks that have Divvy decals on them, indicating that the rack may be treated in the same way as a station – a user may park their e-bike at a decaled rack without incurring additional docking fees. The decal racks are indicated in the Divvy map (on the website and within the app) with different symbology than heavyweight or lightweight stations. The decals are a relatively new option within the Divvy system and are not well-publicized.

After reviewing Divvy utilization, the existing stations seem to be addressing the bulk of the need: the data does not show that there are 'hot spots' or concentrations of rides elsewhere in the IMD. As such, no major changes to the system are recommended. However, given the notable lack of public bike racks, the Action Plan recommends that the IMD Commission seek opportunities to increase the amount of publicly-available bike parking, to allow greater Divvy functionality, and support bicycle use overall.

FIGURE 42: DIVVY STATION WITH BIKES AND SCOOTER

SCOOTERS

The City of Chicago's permanent scooter program began operation in summer of 2022. There are three dockless scooter companies operating in the IMD. Greater numbers of privately-owned electric scooters, one-wheels, e-skateboards, and other devices have been observed in the IMD over the course of the last five years. However, at this point, the number of scooters observed traveling and/or parked in the IMD is low relative to some other parts of the city. City regulations require anti-sidewalk riding provisions and lock-to parking, which has mitigated concerns about the impact of scooters on low- and no-vision residents. While the number of

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personal devices may continue to grow, they do not currently represent a significant mode split within the IMD, and they were not raised as a concern by stakeholders in the course of public outreach.

If the IMD Commission wants to support the growth of scooters, expanding the IMD's network of protected and low-stress bicycle lanes is the best way to increase use and user comfort. If the IMD Commission is concerned about the proliferation of scooters, it can work with CDOT to impose parking restrictions or otherwise mitigate the usage of scooters within the IMD. UIC's campus has a geofence that could be expanded to include other portions of the IMD, though cannot be extended to public rights-of-way.

FOOD DELIVERY

At present, there is significant food delivery activity within the IMD. During public outreach, focus group attendees noted that The Gateway generates delivery activity, and the Federal Bureau of Investigation building, on Roosevelt Road, is a significant recipient of food deliveries. Food delivery demand is likely to grow as Gateway expands. Some delivery demand could be mitigated by an enhanced pedestrian environment – people might be more likely to walk if the journey felt safe and pleasant. However, there are also private companies (Starship and CoCoBot, for example) that have begun offering an alternative to traditional car-based delivery. As of September 2023, Starship's app states that they are offering delivery service in a portion of the IMD. The robots have technology to avoid collisions with people, and have been vetted by the Mayor's Office for People with Disabilities, but could still provide a potential hazard for pedestrians based on the technical limitations they exhibit as of 2023. In the event that they do become hazards, the IMD Commission could request that portions of the Illinois Medical District are geofenced to exclude them (as has happened with scooters elsewhere in the city), such as the main patient entrances to the hospitals.

FIGURE 43: DELIVERY ROBOT

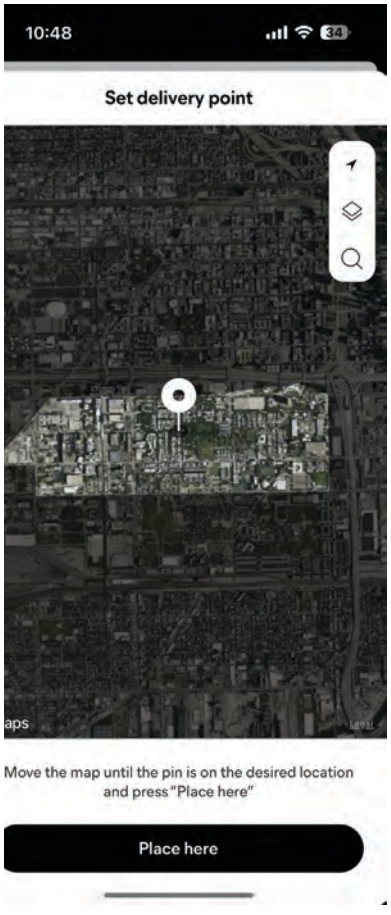


FIGURE 44: DELIVERY APP, PHONE VIEW

SECTION 3
IMPLEMENTATION

IMPLEMENTATION: STRATEGIES

The mission statement and guiding principles, as outlined on page 3, were ultimately used to inform a set of strategies, with a focus on capital and physical investments. Capital investments result in research-based, quantifiable safety improvements, and encourage behavior change. While this Action Plan makes reference to potential operational and programmatic recommendations in the context of detailing the value of some of the transformative projects, the focus of this document is capital strategies that will make the experience of traveling through and within the IMD safer for everyone, with associated funding and implementation strategies.

The IMD Commission is in a unique position relative to its partners because it does not control its own right of way. While it has influence with jurisdictional agencies and can convene its stakeholders, many of whom wield influence in their own right, the IMD Commission must ultimately partner with external agencies to make improvements to roads within the IMD. Change is incremental: as an example, the IMD Commission was able to advocate for a revision to their Planned Development 30 (PD30) zoning designation several years ago. The revision allows for significantly increased floor-to-area ratios in some sections of the IMD, which will allow for conditions that are more favorable to redevelopment and will invite investment.

To implement the Action Plan, the IMD Commission can pursue several pathways. First, the IMD Commission can continue to pursue external funding. Second, the IMD Commission can operationalize and institutionalize the communications pathways that it has already developed with strategic partners. Third, the IMD Commission staff can work with elected officials to pursue options like Aldermanic Menu Funding, tax-increment financing districts, or other financial tools to generate funding for ongoing maintenance and management. Finally, the IMD Commission can work with developers to maximize the gains of the recently-revised planned development agreement for streetscape and transportation safety enhancements as developments occur throughout the IMD. These are outlined in greater detail below.

1. GRANT FUNDING

The IMD Commission has been working to institutionalize its pursuit of grant funding. Because grants so often require pre-planning, IMD Commission staff should work to establish a calendar of grant applications on a two-to-three year basis, matching projects to potential grant funding. This will allow for adequate allocation of staff time and will allow the grant manager to do appropriate pre-positioning for grants that have a tight turnaround once they are officially announced. This may mean gathering letters of support; preparing cost estimates; lobbying alders or elected officials in support of specific plans or ideas; or in some cases, applying for grants to support preliminary design or engineering work. It could also mean applying for a grant to complete Phase I engineering work that the IMD Commission can then use to apply for more substantial construction funding. Because grants are often released on a regular annual or bi-annual schedule, IMD Commission staff can identify opportunities from 2022 and 2023 and create a schedule of deadlines, matched with projects, in anticipation of 2024 and beyond. A preliminary matrix of potential grant funding has been included at the end of this section on page 65.

2. INSTITUTIONALIZE COMMUNICATIONS WITH PARTNER AGENCIES

The IMD Commission has strong existing networks and contacts with local partners and agencies, but could work to create a more regular dialogue with partners by implementing recurring meetings or touch-points on a quarterly or bi-annual basis. Convening a conversation between such groups as the CTA, CDOT, IDOT, CC DOTH, real estate/development representatives, and potentially Metra could help the IMD Commission engage in forward planning and leverage investments that are already being planned. Such meetings could also serve as a way to discuss potential changes to roads or rights of way with all stakeholders present. For example, changes to Wolcott Avenue were recently discussed at a meeting with the IMD Commission, CDOT and IDOT. The Commission is already holding regular internal meetings and conversations with many of these groups on an ad-hoc or project-specific basis. Creating regular touchpoints with a wider swath of agencies outside the IMD boundaries would allow the Commission to expand on its existing role of convener and communicator.

3. ELECTED OFFICIALS OUTREACH

The IMD is served by two different elected alderpersons, Alderman Walter Burnett, Jr (27th Ward) and Alderman Jason Ervin (28th Ward). Each alder has access to Aldermanic Menu Funding, which is a discretionary sum of $1.5 million per ward per year that alders can direct "toward the repair and upgrade of streets, alleys, curbs, sidewalks, traffic signals, street and alley lighting and street pole painting."[6] Historically, alders have preferred to fund projects in residential neighborhoods rather than institutional areas. However, the menu program remains a potential source of infrastructure funding, particularly where there is new construction, residential development, or high visibility to constituents.

Another tool for funding is a tax-increment funding (TIF) district, two of which are already operating in the IMD. TIF funds "are used to build and repair roads and infrastructure, clean polluted land and put vacant properties back to productive use, usually in conjunction with private development projects."[7] There are two different TIF Districts in place in the IMD already, and there may be opportunity to access funds for proposed capital projects. TIF Districts are typically active for a period of twenty-three years. They must be approved by Chicago City Council in partnership with Chicago Development Commission and Chicago Plan Commission, and often accompany specific or signature developments in a neighborhood. If the IMD Commission wished to access TIF funding, it would do so via Department of Planning and Development in partnership with the pertinent ward office.

6 https://www.chicago.gov/city/en/depts/obm/provdrs/cap_improve/svcs/aldermanic-menu-program.htm

7 https://www.chicago.gov/city/en/depts/dcd/provdrs/tif.html

4. FUTURE DEVELOPMENT

When new development takes place in Chicago, developers may enter into a restoration agreement with the City. A restoration agreement states that 'A Permitee shall, at their own expense in a manner approved by CDOT, rebuild, restore or repair any portion of the Public Way to the satisfaction of the Commissioner.'[8] This means that in the event of excavation, amendments to curb and gutter, curb ramps, or other changes to or wear and tear on infrastructure within the right of way, the developer must restore the street to its prior condition. Developers must bear the cost of fixing the roadway, particularly if there is a moratorium (e.g. the road has been reconstructed in the last ten years), and must make improvements. In the case of the IMD, particularly for areas south of Roosevelt Road where pedestrian infrastructure is less comprehensive, a restoration agreement represents an opportunity to improve upon the existing infrastructure, both because of anticipated need (e.g. a new apartment will need a sidewalk) and because the marginal cost of adding safety countermeasures may be small from the City of Chicago's point of view. The IMD Commission can work with developers, CDOT, and external funders to go beyond what is required in the restoration agreement(s) and include additional safety enhancements such as bump outs, street trees, enhanced sidewalks, etc. This type of arrangement is likely to work best when all agencies are in conversation (as has been recommended above).

As a major landowner, however, IMD Commission has a history of generating economic development and driving foot traffic within the IMD. Broad-based economic development will support bicycle and pedestrian safety aims and can be pursued in tandem with the efforts above. For example, the Gateway development, which opened in 2021, has been a significant driver of foot traffic to and through the corner of Damen Avenue and Ogden Avenue. In the long term, the IMD Commission may wish to pursue a Special Service Area (SSA), which can also serve to generate funds for transportation, lighting, and other bicycle and pedestrian safety-supportive initiatives. The development of an SSA would require buy-in from all anchor institutions as well as independent businesses and nonprofits. More information about SSAs is available at the City's website.

5. QUICK WINS

The IMD Commission can achieve the greatest traction where work is already planned or in planning. As such, the opportunities for quick wins are focused on places where changes are already scheduled, or where there is an opportunity to leverage recent investment to ask for additional improvements. Specific 'quick wins' are discussed in a dedicated section at the end of the Action Plan, chosen because they allow the Commission to build on work that is already happening and because they leverage funding sources that are already available. Where possible, recommendations have focused on space that is controlled by the IMD Commission or are known priorities of the agencies that control them.

8 RULES AND REGULATIONS FOR CONSTRUCTION IN THE PUBLIC WAY, City of Chicago, January 2014. Accessed 10/8/23. https://www.chicago.gov/content/dam/city/depts/cdot/permit/general/2014%20CDOT%20Rules%20and%20Regulations%20for%20Construction%20in%20the%20Public%20Way.pdf

TOOLBOX: A LONG TERM PLANNING RESOURCE

In recognition of the dynamic nature of the IMD, this Action Plan provides layered opportunities. The Action Plan looks to capitalize on previous planning efforts and projects that are currently underway, specifically The IMD Master Plan, by enhancing ideas introduced there and by providing the language around different toolbox interventions that the IMD Commission needs to engage in future conversations about bicycle and pedestrian infrastructure in the IMD.

Two companion documents accompany the plan to allow the IMD Commission to install pedestrian and safety infrastructure at the site of future developments. The first, an Excel Toolbox workbook, outlines safety countermeasures that are appropriate for every intersection in the IMD. The second companion document is a map of the different tools proposed across the IMD. The toolbox breaks interventions into groups that primarily benefit pedestrians, cyclists, motorists, and everyone. Each intersection is considered individually to address the question of what each intersection can accommodate geometrically. For example, is the road wide enough to accommodate a pedestrian refuge island or curb bump-outs? Does it make sense to install left-turn traffic calming? Additional attention was paid to align the document's recommendations with CDOT's Cycling Strategy, which includes proposed improvements on Damen Avenue and Harrison Street. The second companion document is an online map of each of the recommendations in the Excel toolbox, sortable by type. A description of each of the potential interventions is listed in Appendix A.

Because the toolbox focuses on geometry, it does not always reflect what is sensible from a return-on-investment perspective in 2023. For example, there are areas of the IMD that are currently vacant or thinly traveled and are not good candidates for improvements given current needs. Instead, it is intended to serve as a forward-looking resource that will allow the IMD Commission to marshal requests in the event of future development. For example, if CDOT or IDOT is resurfacing a segment of roadway, the IMD Commission will be able to use the maps and spreadsheet to advocate for improvements beyond what is standard. If there is private development, IMD Commission staff can work with the developer to outline right-of-way improvements that would make sense. If there are restoration agreements after a development is complete, Commission staff can use the document to advocate for right-of-way improvements. As the IMD changes, the toolbox is intended to be a ready resource for the team to advocate for spot improvements across Illinois Medical District, setting the IMD Commission for conversations with alderpeople, city and state partners, and private investors.

The Traffic Calming Toolbox primarily includes engineering or physical interventions to make the street safer for all road users, with a particular emphasis on vulnerable road users. The Toolbox provides general traffic calming tools, walkability tools, and bicycle tools. The intent of the toolbox is to present ideas for consideration. Each tool and combination of tools will require further assessment, including engineering review.

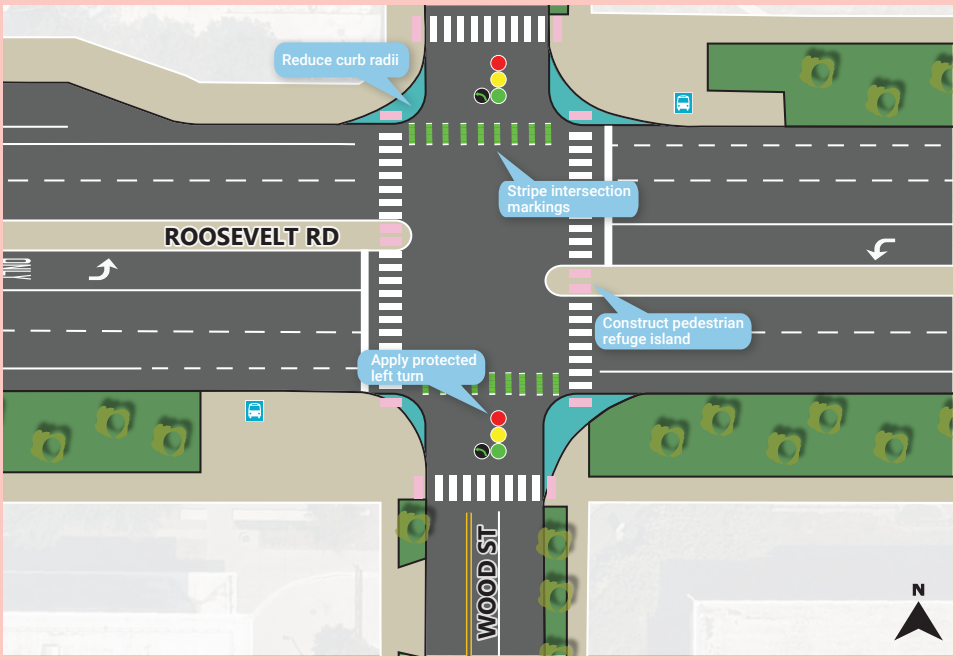
TOOLBOX APPLICATION: HIGH-PRIORITY AREAS

While many of the recommendations in the Traffic Calming Toolbox are intended for future reference, the ECR also highlighted intersections with disproportionate crash volumes which are addressed in greater detail in this report. In this section, two intersections are assessed in detail. These intersections are representative of what intersections across the IMD might look like if safety countermeasures were fully implemented. The two intersections, Roosevelt Road & Wood Street and Oakley Boulevard & Harrison Street, were chosen because they represent typical intersections within the IMD, but are very different from each other.

ROOSEVELT ROAD & WOOD STREET

Roosevelt Road and Wood Street was a particularly concerning location because the intersection is adjacent to The Chicago Lighthouse, a center serving low- and no-vision Chicago residents and Veterans. The Chicago Lighthouse provides vision rehabilitation services, education, employment opportunities and assistive technology for its service users. As such, there are a significant number of blind or visually impaired people accessing The Chicago Lighthouse every day, and there is a new apartment building currently under construction. Nestled next to the intersection, this influx of new residents will lead to even more pedestrian traffic from low- and no-vision residents.

FIGURE 45: PROPOSED IMPROVEMENTS TO ROOSEVELT ROAD & WOOD STREET



A review of crashes showed that half are caused by left-turning vehicles, with the balance caused by a variety of behaviors. The proposed intersection design above therefore prioritizes left-turn traffic calming as a way to substantially mitigate the hazards associated with crossing the intersection as a pedestrian.

Reducing curb radii on all corners will guide drivers to lower speeds when turning right, whether from Wood Street or from Roosevelt Road.

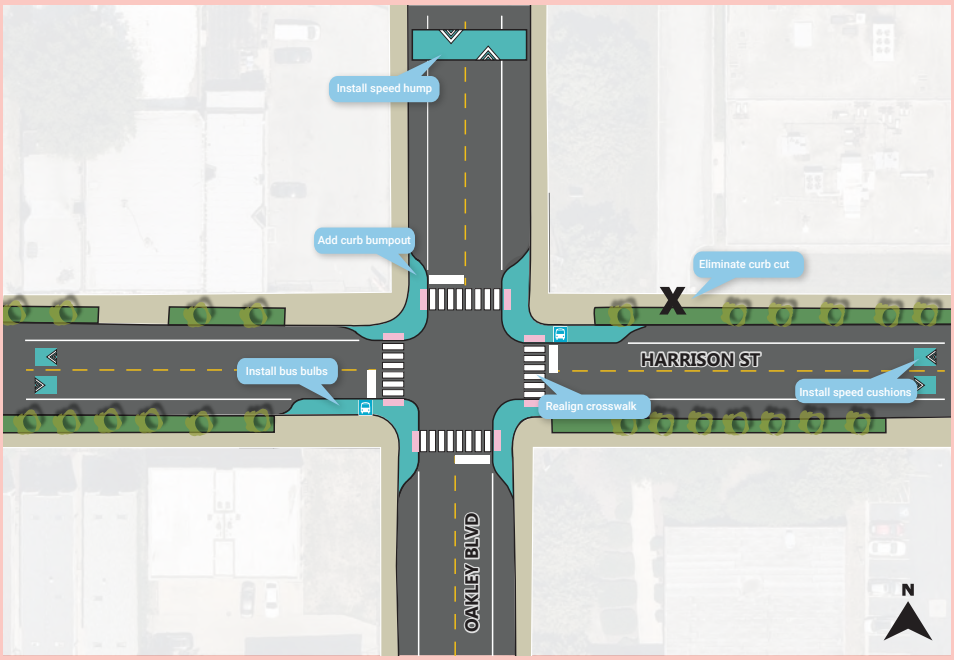
With these modifications, there is an opportunity to leverage and expand the existing medians to create pedestrian refuge islands, taking two feet from the wide left-turn lanes. At the end of medians, reflective bollards will create additional protection for pedestrians and increase awareness of drivers.

This proposal will require further engineering analysis.

HARRISON STREET & OAKLEY BOULEVARD

Another intersection that was considered in depth is Harrison Street and Oakley Boulevard. This intersection, located on the western edge of the Illinois Medical District, is adjacent to a residential neighborhood and has been the site of pedestrian and bicycle crashes over the course of the project, as well as over the last five years. It is signalized, but it is not fundamentally different in its geometry from the two intersections to the east at Leavitt Street and Hoyne Avenue, so the design could be replicated (albeit with a separate engineering effort) across several blocks of Harrison Street. The image below shows a design that represents the most robust pedestrian and bicycle safety achievable on site while retaining the same vehicular throughput and maintaining the bus stops in their current location.

FIGURE 46: PROPOSED IMPROVEMENTS TO HARRISON STREET & OAKLEY BOULEVARD



With parking lanes on both streets, there is an opportunity to build curb extensions that will improve safety by reducing the crossing distance for pedestrians while making people crossing more visible for drivers and helping to reduce traffic speed. Curb extensions also create space to increase green and pervious surfaces, and allow alignment of the crosswalk on the east.

On the northeast and southwest corners, the curb extensions take the form of bus bulbs. On the northeast corner, this proposal also eliminates the curb cut located east of the bus stop, as part of a major intervention seeking to reduce the number of curb cuts along Harrison Street.

Leveraging the additional width of Oakley Boulevard north of Harrison Street, a 4-ft parkway is proposed on the east side, from Harrison Street up to Congress Parkway. The resulting adjustment to lane widths is reflected in the proposed new pavement markings.

Additional traffic calming measures will be installed approaching the intersection: speed humps on Oakley Boulevard and speed cushions on Harrison Street. Speed humps are appropriate if daily traffic volume is low, while speed cushions allow for big vehicles, like large emergency vehicles and buses, to pass through without vertical deflections.

This proposal will require further engineering analysis.

CONCLUSION

The IMD has always had significant walking and cycling activity, but changes over the last several years have accelerated the demand for better walking, cycling and rolling infrastructure. With a constellation of opportunities to leverage investment, including a slate of pending and new development projects and planned investments from CDOT and IDOT, the IMD is moving in a much more bicycle- and pedestrian-friendly direction. As IMD continues to develop, there will be opportunities to consolidate bicycle and pedestrian infrastructure.

With new bridges, new roadway designs, and new development, the IMD Commission is poised to leverage planned improvements to provide the most comprehensive pedestrian and bicycle network it has had in the 21st century.

TABLE 6: SUMMARY OF GRANT OPPORTUNITIES BY PROPOSED PROJECT LOCATION

PROJECT	GRANT	ACRONYM	TIMEFRAME	AWARD AMOUNT	REQUIRED MATCH	INDIRECT COSTS ALLOWED?	AGENCY/ SPONSOR
CONGRESS PKWY TRAFFIC CALMING	Safe Streets and Roads for All	SS4A	April	$2.5M to $25M for implementation grants	20%	Yes	DOT
	Surface Transportation Program Shared Fund	STP	January	No max	20%	No	CMAP
	Community Development Block Grant Program	CDBG	March	Flexible	No	50%	HUD/City of Chicago
DAMEN AVE ROAD DIET	Safe Streets and Roads for All	SS4A	April	$2.5M to $25M for implementation grants	20%	Yes	DOT
	Congestion Mitigation & Air Quality Improvement Program	CMAQ	March	$1.5m avg	20%	No	FHWA/CMAP
	Clean Water State Revolving Fund	CWSRF	August	Loans rather than award; avg. $3.5m	20%	No	EPA/IEPA
	Surface Transportation Program Shared Fund	STP	January	No max	20%	No	CMAP
HARRISON ST STREETSCAPE	Safe Streets and Roads for All	SS4A	April	$2.5M to $25M for implementation grants	20%	Yes	DOT
	Community Development Block Grant Program	CDBG	March	Flexible	No	50%	HUD/City of Chicago
SCHOOLS SAFETY	Safe Streets and Roads for All	SS4A	April	$2.5M to $25M for implementation grants	20%	Yes	DOT
	Congestion Mitigation & Air Quality Improvement Program	CMAQ	March	$1.5m avg	20%	No	FHWA/CMAP
	Surface Transportation Program Shared Fund	STP	January	No max	20%	No	CMAP
	Community Development Block Grant Program	CDBG	March	Flexible	No	50%	HUD/City of Chicago
	Illinois Safe Routes to School	SRTS	August	$25K to $250K	20%	No	FHWA/IDOT
WELLNESS LOOP	AARP Community Challenge	CDBG	January	$500 to $50K	No	No	AARP Foundation
	Community Development Block Grant Program	GAP	March	Flexible	No	50%	HUD/City of Chicago
WOLCOTT & OGDEN ROAD CLOSURE	Grants for Arts Projects	-	February (Design) / February and July (Visual Arts)	$10K to $100K	50%	No	NEA
	Community Development Block Grant Program	CDBG	March	Flexible	No	50%	HUD/City of Chicago
URBAN CANOPY	TreePlanters Grant	-	None	10-40 trees	No	No	OpenLands Forestry
	Community Forest and Open Space Conservation Program	-	January	$600,000 max	50%	No	USDA Forest Service
	Five Star and Urban Waters Restoration Grant Program 2024	-	January	$30,000 to $60,000	at least 1.3%	No	EPA/USDA Forest Service

SHORT-TERM STRATEGIES

Below is a matrix of all the recommendations included in the text above, organized by short, medium and long time horizons.

COST

- LOW = Less than $10,000
- MEDIUM = $10,000 - $100,000
- HIGH = Over $100,000

FEASIBILITY

- LOW = Difficult to implement
- MEDIUM = Implementable with effort
- HIGH = Likely implementable

STAFF TIME

- LOW = Can be incorporated into current staff capacity
- MEDIUM = May require staff support or additional dedicated time
- HIGH = Will need dedicated staff resources

TABLE 7: SHORT-TERM STRATEGIES

STRATEGY	COST	FEASIBILITY	STAFF TIME	PARTNERS
Pursue a memorandum of understanding with CDOT to close Wolcott Avenue to vehicular traffic	LOW	HIGH	LOW	CDOT, COUNTY
Remove the chainlink fence along the parcel limits as part of the landscape improvements	LOW	HIGH	LOW	N/A
Implement road-closure infrastructure using durable, heavy precast concrete benches that meet the design aesthetics preferences of the IMD Commission	LOW	MEDIUM	MEDIUM	CDOT, COUNTY
Work with the alder office to relocate parking on Wolcott Avenue to different locations within the ward	LOW	HIGH	LOW	WARD, CDOT
Undertake a street-art project (ground murals or similar) via a competition, art and architecture studio, or community workshop	LOW	HIGH	MEDIUM	UNIVERSITY PARTNERS

STRATEGY	COST	FEASIBILITY	STAFF TIME	PARTNERS
Pursue ground murals at select locations around Little Damen (in conjunction with CDOT)	MEDIUM	MEDIUM	MEDIUM	UNIVERSITY PARTNERS, CDOT
Pursue memorandum of understanding with CDOT for proposed improvements to parkways	LOW	MEDIUM	MEDIUM	CDOT
Liaise with CDOT and JBVAMC regarding the planned traffic signal and speed table at the mid-block crossing. Confirm whether plans include speed table at Little Damen.	LOW	HIGH	LOW	CDOT, JBVAMC
Institutionalize conversations with CDOT and other agency partners about long-term planning in The IMD, including the timeline for Damen improvements and resurfacing	LOW	MEDIUM	MEDIUM	CDOT, UIC, JBVAMC, COUNTY,
Collate funding options for Damen Avenue safety infrastructure. Discuss potential applications with CDOT	LOW	LOW	MEDIUM	CDOT
Engage landowners on opportunities for enhanced greening and tree-planting	LOW	MEDIUM	LOW	RESIDENTS, BUSINESS OWNERS
Engage CDOT on the possibility of a pedestrian hybrid beacon at Wolcott Avenue and Harrison Street	LOW	HIGH	LOW	CDOT
Work with contracted wayfinding consultant to identify Gateway signage and/or art opportunities	LOW	HIGH	LOW	CONFLUENCE
Communicate with IDOT regarding recommendations overlapping with IDOT bridge reconstruction	LOW	HIGH	MEDIUM	IDOT
Liaise with CDOT to establish quick build opportunities and identify Congress Parkway arterial resurfacing timeline	MEDIUM	HIGH	LOW	CDOT
Explore partnership with Chicago Gateway Gardens (https://www.gatewaygreen.org/expressway-partnership/)	MEDIUM	HIGH	LOW	CHICAGO GATEWAY GARDENS, IDOT

MEDIUM-TERM STRATEGIES

TABLE 8: MEDIUM-TERM STRATEGIES

STRATEGY	COST	FEASIBILITY	STAFF TIME	PARTNERS
Pursue temporary activation of triangle park space via gardens, landscaping, sculpture, and/or street furniture	MEDIUM	MEDIUM	HIGH	CDOT
Install a sculptural signage at the intersection of Harrison Street and Ogden Avenue as a gateway feature	MEDIUM	MEDIUM	MEDIUM	CDOT/IDOT
Implement painted sidewalks and asphalt roadways to enhance aesthetics and the improve wayfinding	LOW	HIGH	MEDIUM	CDOT
Install site furnishings throughout the plaza area to promote comfort and accessibility	MEDIUM	HIGH	MEDIUM	CDOT, RUMC, UIH, CCHHS, JBVAMC
Pursue funding for parkway activations at various scales, including a funding stream for ongoing maintenance	LOW	MEDIUM	MEDIUM	CDOT, COUNTY
Work with CDOT to undertake streetscape improvements to Little Damen ROW, including a raised crosswalk extension from JBVAMC, if this is not already planned	LOW	MEDIUM	MEDIUM	CDOT, JBVAMC, UIC
Establish plan for parking lot on CDOT property at corner of Damen St and Roosevelt Road (in conjunction with CDOT)	LOW	LOW	MEDIUM	CDOT, Illinois Center for Rehabilitation and Education
Engage UIC on construction plans for vacated section of Wolcott Avenue and opportunities for loop extension along Wolcott Avenue in light of potential new development on UIC's campus	LOW	MEDIUM	MEDIUM	UIC
Engage Illinois Center for Rehabilitation Services on loop extension along Roosevelt Road	LOW	LOW	MEDIUM	Illinois Center for Rehabilitation Services
Through the design process of the anticipated UIC garage, establish and maintain a pedestrian connection from Roosevelt Road, north to Taylor Street, while incorporating fitness loop objectives where possible	LOW	MEDIUM	LOW	UIC PSPM

STRATEGY	COST	FEASIBILITY	STAFF TIME	PARTNERS
Engage CDOT on the possibility of intersection improvements at Oakley Boulevard, Leavitt Street, and Hoyne Avenue (paint-and-post curb radii reduction; speed cushions and speed humps; and bus bulbs)	MEDIUM	MEDIUM	LOW	CDOT
Engage RUMC on partnerships for enhancing their Harrison Street streetscape, including the removal of current barriers to pedestrians. Consider opportunities for a joint funding application to undertake capital projects	LOW	MEDIUM	HIGH	RUSH, CDOT
Install street furniture, planters, and other 'placemaking' items, potentially in conjunction with other wayfinding recommendations from The IMD Commision's signage and wayfinding plan (currently in process)	MEDIUM	LOW	HIGH	CDOT
In collaboration with CDOT, advocate for pedestrian and bicycle improvements overlapping with IDOT bridge reconstruction	LOW	MEDIUM	LOW	CDOT, IDOT
Continue to liaise with CDOT and coordinate recommendations within overlapping projects	LOW	LOW	MEDIUM	CDOT
Communicate with IDOT to address shrub vegetation along Congress Parkway	LOW	MEDIUM	LOW	IDOT

LONG-TERM STRATEGIES

TABLE 9: LONG-TERM STRATEGIES

STRATEGY	COST	FEASIBILITY	STAFF TIME	PARTNERS
Pursue street vacation agreement with CDOT	LOW	MEDIUM	HIGH	CDOT, IDOT COOK COUNTY
Annex Wolcott Avenue land to parcel to the west for development	LOW	LOW	HIGH	CDOT, COOK COUNTY REAL ESTATE
Consider capital investmenet to create a shared street along the frontage road between Taylor and Polk; or coordinate with UIC for long term planning for the logistical loading and drop off needs of adjacent buildings	HIGH	MEDIUM	HIGH	UIC, CDOT
Develop parking lot	HIGH	MEDIUM	HIGH	UIC, CDOT
Pursue infrastructure grants in partnership with IDOT. Potential funding sources could include RAISE or Safe Streets and Roads for All. More information about funding sources is included in the Implementation Strategies section, above	LOW	HIGH	HIGH	IDOT, CDOT
Enforce that future development eliminate vehicular access from Harrison Street (along the entire length of the IMD, but particularly west of Damen Avenue)	LOW	LOW	HIGH	
Work with existing landowners to reduce curb cuts on Harrison in the course of capital improvements	LOW	LOW	HIGH	STAKEHOLDER AGENCIES, LANDOWNERS
Consolidate communication and coordination strategy with IDOT and CDOT	LOW	HIGH	LOW	IDOT, CDOT

LONG-TERM STRATEGIES

STRATEGY	COST	FEASIBILITY	STAFF TIME	PARTNERS
Commission consultant to develop construction plans	High	Medium	Medium	UIC, IL Center for Rehabilitation & Education
Require that future development eliminate vehicular access from Harrison Street (along the entire length of the IMD, but particularly west of Damen Avenue)	Low	High	Medium	DPD

APPENDICES


NO
PARKING
ANYTIME
EXCEPT
VEHICLES DISPLAYING
INDUSTRIAL
PARKING PERMIT #24
TOW ZONE
UIC
1
Loop
2¼
RU
50
RUSH

APPENDICES

A. TRAFFIC CALMING TOOLBOX

B. SCHOOL SAFETY REPORT

C. TRAFFIC DATA & INTERSECTION TRAFFIC ANALYSIS

D. PUBLIC OUTREACH SUMMARY

E. IMD COMMISSION EXPLAINER (FOR CDOT)

F. WOLCOTT AVENUE & DAMEN AVENUE RIGHT-OF-WAY TRANSFER

G. MAYORAL TRANSITION PLAN SUMMARY

APPENDIX A. TRAFFIC CALMING TOOLBOX

Implementing improvements to make streets and intersections safer and more comfortable for people walking and biking will greatly benefit those who already walk and bike, encourage more people to walk and bike, and enable a multitude of co-benefits that come from more walking and biking.

Throughout the planning process community members raised concerns about safety while walking and biking. The items within the Traffic Calming Toolbox will all help to address these concerns and build off community members' and stakeholders' ideas. The Toolbox provides guidance to help inform the decision-making process.

The Traffic Calming Toolbox primarily includes engineering or physical interventions to make the street safer for all road users, with a particular emphasis on vulnerable road users. The intent of the toolbox is to present ideas for consideration. Each tool and combination of tools will require further assessment, including engineering review.

HOW TO USE THE TOOLBOX

Cost

Planning level unit cost estimates were determined for each tool and are denoted by dollars signs. The ranges shown are associated with per lane mile, per intersection, or per instance costs.

$	Less than $10,000
$$	$10,000 to $100,000
$$$	$100,000 to $1 million
$$$$	Greater than $1 million

Timeline

The timeline reflects the time for design and construction for the tool.

SHORT	Limited engineering design and construction time required
MEDIUM	Some engineering design and a construction season required
LONG	Long-term planning necessary with comprehensive design and approvals required. Construction requires more than one season or must be coordinated as part of another project.

Street Type

Each tool specifies whether it is intended for use on minor, major, or all streets.

TRAFFIC CALMING TOOLBOX

- Pavement Markings
- Road Diet
- Road Closure
- Access Management
- Daylighting
- Street Trees
- Ground Mural/Painted Crossing
- Maintenance
- Signage
- Speed Feedback
- Enforcement
- New Signal
- Signal Timing

WALKABILITY TOOLBOX

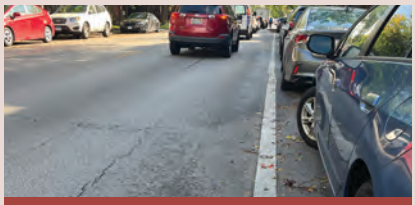
- Pedestrian Refuge Island
- Curb Extension
- Bus Bulb
- Raised Crossing or Intersection
- High Visibility Crosswalk
- ADA Curb Ramp
- Crosswalk Alignment
- Left Turn Traffic Calming

BICYCLE TOOLBOX

- Bike Lane
- Protected Bike Lane
- Raised Bike Lane
- Diverter
- Intersection Markings
- Conflict Markings
- Bike Box
- Two Stage Turn Queue Box

TRAFFIC CALMING TOOLBOX

PAVEMENT MARKINGS



COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	ALL

Pavement markings delineate designated road user spaces on the street. Striping pavement markings may include parking lanes, travel lanes, etc.

ROAD DIET

COST	$ $ $ $ - $ $ $ $
TIMELINE	LONG
STREET TYPE	MAJOR

A road diet reduces the overall number and/or size of travel lanes on a street and repurposes that space for other uses, such as bicycle or pedestrian facilities, dedicated transit facilities, or public space. Road diets have shown safety benefits, often reducing vehicle speeds and making it easier and safer for people walking to cross the street. Since many road diet projects include a center left turn lane, these benefits can often be achieved with minimal impact on vehicle travel times. A traffic analysis will be required to determine if a road diet is appropriate.

ROAD CLOSURE

COST	$ $ $ $ - $ $ $ $
TIMELINE	SHORT - LONG
STREET TYPE	MINOR

Permanent closure of a road from automobile traffic to promote a pedestrian and bicycle-friendly environment

ACCESS MANAGEMENT

COST	$ $ $ $
TIMELINE	LONG
STREET TYPE	ALL

Driveway access interrupts sidewalk continuity and introduces conflict points for pedestrians and vehicles. Access management as a policy controls the location, spacing and design of driveways. Good access management can limit the presence of driveways, particularly redundant ones, to maintain safety.

DAYLIGHTING

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	ALL

Intersection visibility and sight distance, or daylighting, create clear, visible sight lines between people driving and people crossing a street, often by removing barriers near a crosswalk or intersection. Daylighting usually restricts parking within 20-25 feet of crossing to ensure proper pedestrian sightlines and clears the intersection of unnecessary signage.

STREET TREES

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	ALL

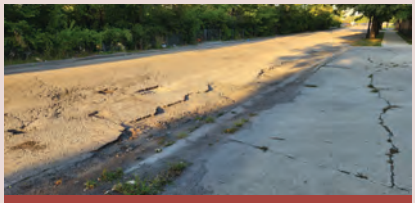
Using trees and vegetation in the public right-of-way to creates a more pleasing environment and provides physical separation from pedestrians and bicyclists from vehicular traffic. Sightlines at intersections should be considered when planting trees.

GROUND MURAL/ PAINTED CROSSING

COST	$ $ $ $ - $ $ $ $
TIMELINE	SHORT
STREET TYPE	ALL

Ground murals and painted intersections creatively bring color and vibrancy to the intersection with a large-scale painting or textured material. Painted and textured intersections have proven effective in slowing vehicular traffic and improving pedestrian safety, while adding interesting visual appeal to roadways, and creating a sense of community.

MAINTENANCE



COST	$ $ $ $ -$ $ $ $
TIMELINE	MEDIUM
STREET TYPE	ALL

Maintenance ensures that existing roadways are operable and in working condition. This improves safety, comfort, and vehicle operation costs, and improves the overall quality of life.

SIGNAGE

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	ALL

Bicycle/pedestrian warning and markings alert trail users to upcoming vehicular traffic. Light rumble strips can be used to further alert bicyclists. Vehicle warning and markings alert motorists when they are approaching crossings with off-street paths. Signage may also provide additional bicycle awareness, such as “State Law: 3 Feet Min to Pass Bicycles” for bicycles on roadways.

SPEED FEEDBACK

COST	$ $ $ $
TIMELINE	MEDIUM
STREET TYPE	MAJOR

Speed feedback signs provide drivers feedback about their speed in relation to the posted speed limit. Speed feedback signs can be an effective method for reducing speeds at a specific location and typically most effective for a limited period of time.

ENFORCEMENT

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	ALL

Enforcement ensures that bicycle lanes are free from obstruction, such as parked motor vehicles.

NEW SIGNAL

COST	$ $ $ $
TIMELINE	MEDIUM-LONG
STREET TYPE	ALL

Traditional signalized intersections create gaps in traffic flow and allow pedestrians or bicyclists to cross the street. As a pedestrian tool, traffic signals are suitable at locations where a significant number of pedestrians are crossing and would otherwise experience excessive delay or safety issues. The installation of traffic signals is governed by Warrants in the Manual on Uniform Traffic Control Devices (MUTCD) and are generally based on the number of pedestrians and vehicles crossing the intersection, among other conditions. Traffic signals should automatically provide a walk signal to pedestrians, rather than require people walking to activate the signal.

SIGNAL TIMING

COST	$ $ $ $
TIMELINE	MEDIUM
STREET TYPE	ALL

Signal progression is traffic signal adjustment along a corridor so that the intersections are timed for a desired vehicle speed. For example, if a street has a speed limit of 25 mph but the signal timing requires cars to travel 30 mph in order to make every green light, drivers are incentivized to travel at 30 mph. Proper signal timing can reinforce posted traffic speeds and increase safety.

Leading pedestrian intervals are signals that allow pedestrians to start crossing the street before vehicular traffic in the same direction is given the green light. The walk signal is lit before the vehicle signal which gives the pedestrians a head-start in crossing the street.

A **lagging left turn phase** holds left-turning cars until through traffic has passed; the left turn phase comes after through traffic. This signal phasing removes potential pedestrian conflict with turning vehicles by allowing pedestrians to cross first. If LPI is implemented at an intersection and the intersection has a protected left-turn arrow, then the left turn phase has to be lagging.

Pedestrian countdown signals indicate how much time pedestrians have to complete crossing a street. This can inform the pedestrian how much time is left and prevent them from being stranded in the middle of traffic when the signal phase ends. Countdown signals inform other road users as well. The MUTCD requires countdown signals to be installed whenever pedestrian signal heads are warranted.

Walk speed is used to calculate the length of a pedestrian crossing phase at signalized intersections. Adequate crossing time for pedestrians should be taken into account based on a crossing speed of 3.0 feet per second to best accommodate vulnerable users in the IMD.

Short cycle lengths reduce pedestrian wait times and side street delay. CDOT generally uses 90-105 second cycle lengths in the IMD to balance consistent crossing opportunities and short vehicle queues with giving pedestrians adequate time to cross on wide crossings.

PEDESTRIAN REFUGE ISLAND

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	MAJOR

Pedestrian refuge islands provide a protected space in the middle of the street to help people walking safely cross the street. On wide streets, refuge islands can make a long crossing distance safer by providing a safe waiting space for people and increase driver attention. Refuge islands can be installed at signalized and non-signalized locations. Per ADA Public Right-of-Way Accessibility Guidelines (PROWAG) standards, pedestrian refuge islands shall be 60 inches minimum, except where a shared use path crosses the island.

CURB EXTENSION

COST	$ $ $ $ - $ $ $ $
TIMELINE	SHORT - MEDIUM
STREET TYPE	ALL

Curb extensions, or bump-outs, extend the sidewalk and align with the parking lane. Curb extensions can also be implemented at mid-block crossings. Curb extensions reduce crossing distances, slow turning vehicles, and improve pedestrian visibility. In the short-term, curb extensions can be installed using paint, bollards, and/or planters. When installed permanently, curb extensions require rebuilding the curb and sidewalk.

BUS BULB

COST	$ $ $ $
TIMELINE	MEDIUM
STREET TYPE	ALL

A bus bulb is a curb extension that extends the sidewalk to align the bus stop with the parking lane. This allows buses to serve transit stops without leaving the travel lane and is helpful in areas where buses have difficulty merging into traffic, or where passengers require a dedicated waiting area. Bus bulbs can be installed in signalized and unsignalized intersections.

RAISED CROSSING OR INTERSECTION

COST	$ $ $ $
TIMELINE	MEDIUM
STREET TYPE	MINOR

A raised crossing maintains the level of the sidewalk through the intersection, or mid-block crossing. Raised crossings reinforce slow speeds and encourage drivers to yield to pedestrians. Raised crossings may require reconfiguring current drainage engineering.

Raised intersections raise the entire area of an intersection, including the crossings, to the level of the sidewalk. This encourages drivers to drive with caution and gives pedestrians more visibility. Raised intersections may require reconfiguring current drainage engineering.

HIGH VISIBILITY CROSSWALK

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	ALL

High visibility crosswalks are more visible to drivers than standard parallel crosswalk lines, alerting them to the presence of pedestrians. Crosswalks must be repainted when the paint begins to fade.

ADA CURB RAMP

COST	$ $ $ $
TIMELINE	SHORT - MEDIUM
STREET TYPE	ALL

ADA curb ramps are required by law at crossings to allow people with mobility limitations to safely and comfortably cross streets. Curb ramps must include tactile warning strips to indicate to visually impaired pedestrians they are leaving or entering the street. Curb ramps also benefit sidewalk users with strollers and people wheeling objects. For more information, visit the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way.

CROSSWALK ALIGNMENT

COST	$ $ $ $
TIMELINE	MEDIUM
STREET TYPE	ALL

The desirable path alignment at a crosswalk is 90-degrees or perpendicular to the crossing street, as to minimize the exposure of crossing trail users and maximize sightlines.

LEFT TURN TRAFFIC CALMING

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	MAJOR

Left turn traffic calming provides hardened centerlines, low rubber barriers, and flexible delineators on top of centerlines at intersections. They discourage left-turning vehicles from crossing over the centerline of the receiving street, forcing a tighter and slower turn.

RECTANGULAR RAPID FLASHING BEACON

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	MAJOR

Rectangular Rapid Flashing Beacons (RRFB) are user-activated warning lights. Pedestrians push a button to activate the warning lights before attempting to cross the roadway. The flashing pattern of the RRFBs has been shown to promote vehicle yielding at a much higher rate than traditional warning lights or signed crosswalks. Care should be taken to ensure that the button used to activate the RRFB is easy to reach for children and for people in wheelchairs.

PEDESTRIAN HYBRID BEACON (HAWK SIGNAL)

COST	$ $ $ $ - $ $ $ $
TIMELINE	LONG
STREET TYPE	MAJOR

Pedestrian hybrid beacons (PHB) are overhead, pedestrian-activated signals placed at uncontrolled, marked crosswalks that, when activated, stop motor vehicle traffic and allow pedestrians and/or people biking to safely cross the roadway. Pedestrian hybrid beacons are often installed at locations where pedestrians need to cross the street and vehicle speeds and/or volumes are high, but traffic signal warrants are not met.

BIKE LANE

COST	$ $ $ $ - $ $ $ $
TIMELINE	SHORT
STREET TYPE	MAJOR

A bike lane is a portion of a roadway designated for bicycle traffic, adjacent to motor vehicle travel lanes and follows motor vehicle traffic flow. They are typically located between the adjacent travel lane and curb, road edge, or parking.

PROTECTED BIKE LANE

COST	$ $ $ $ - $ $ $ $
TIMELINE	SHORT - MEDIUM
STREET TYPE	ALL

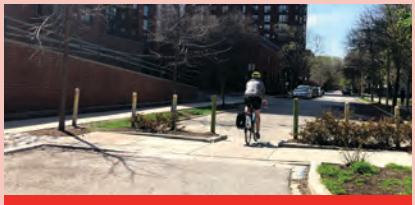
Protected bicycle lanes run at street level but are physically separated from vehicular travel lanes. Physical separation can be accomplished through a variety of treatments, including: a) flexible delineators or bollards; b) parking lanes; c) curbs or concrete medians; and/or d) planters with landscaping. Protected lanes prevent vehicles from entering bicycle facilities. Special attention should be given to designing areas where protected lanes intersect with vehicular or pedestrian traffic, and enough space to allow for motorists to safely exit parked vehicles and reach the sidewalk.

RAISED BIKE LANE

COST	$ $ $ $
TIMELINE	MEDIUM
STREET TYPE	ALL

Raised cycle tracks are located at sidewalk level, vertically separated from vehicular travel lanes. Separation between cyclists and pedestrians can be accomplished through planters or landscaping. When raised cycle tracks run adjacent to sidewalks, distinct materials or surface colors are used, as well as a buffer, to maintain separation between people walking and biking. Paint and signals are implemented at points where vehicular or pedestrian traffic crosses the cycle track (intersections, driveways, etc.).

DIVERTER



COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	MINOR

A diverter is a barrier that blocks through vehicle movements along a street but allows bicycles and pedestrians to continue traveling through. Diverters are typically built at intersections, requiring vehicles to turn left or right. Diverters help disrupt lengthy vehicle straightaways that can lead to high speeds and volumes on neighborhood streets and provide low-stress walking and biking routes.

INTERSECTION MARKINGS

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	ALL

Bicyclists crossing at intersections are particularly vulnerable to drivers making turns. Intersection crossing markings delineate space for people biking through intersections. Paint and prominent striping inform drivers that they are crossing the bicycle right-of-way and must yield when making turns. Similar to crosswalks, markings through an intersection guide people biking along an intended path. White dashed markings are typically used and can be supplemented by green paint to increase visibility and draw attention to potential conflicts.

CONFLICT MARKINGS

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	ALL

Conflict markings can be applied to driveways and other curb cuts to alert drivers to the presence of bicyclists. Dashed green paint is typically used to draw attention to potential conflicts. Conflict markings may be applied for on-street or off-street bike facilities.

BIKE BOX

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	MAJOR

A bike box is a designated area between the vehicle stop bar and the crosswalk, marked or painted to give bicyclists a space to stop at an intersection. Bike boxes bring visibility to bicyclists at intersections and give bicyclists a head start on the green light.

TWO STAGE TURN QUEUE BOX

COST	$ $ $ $
TIMELINE	SHORT
STREET TYPE	MAJOR

Two stage turn queue boxes provide a safer way for people biking to make a left-turn on at a multi-lane signalized intersection. In a two stage turn, a person biking crosses into the intersection where they are provided a painted space to wait and turn their bicycle 90 degrees so that they can travel straight when the street they just crossed receives a green light.

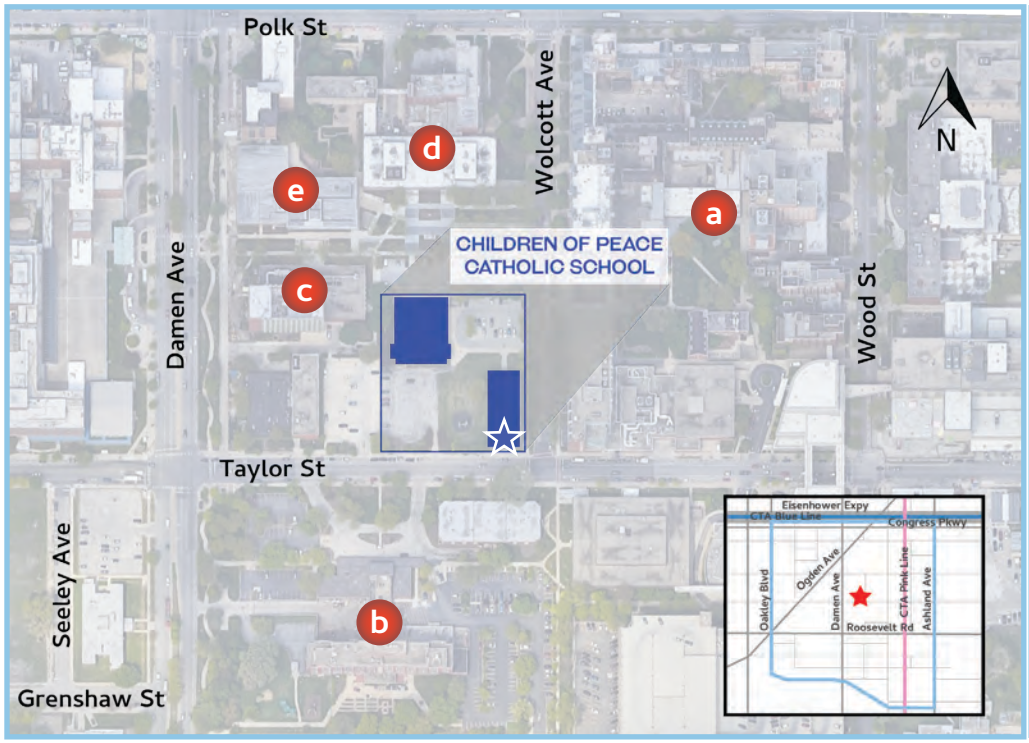
APPENDIX B. SCHOOL SAFETY REPORT

Each K-12 school within the IMD was considered independently to assess opportunities for safety enhancements and pedestrian/bicycle improvements. The project team undertook outreach to the schools, offering to meet with administration and parent-teacher organizations, in order to highlight the opportunities at each institution. Ultimately, none of the schools requested a meeting, but these school-specific documents can serve as a resource for the IMD Commission and for individual schools should that change in the future.

CHILDREN OF PEACE CATHOLIC SCHOOL

- Private Catholic school, founded in 1994
- **Grades:** Preschool – 8th grade
- **Enrollment:** Approximately 150 students
- **Student-teacher ratio:** 9:1 (national average 13:1)
- **Student demographics:** African American (47.8%), Hispanic (28.6%), Multiracial (16.8%), White (4.4%), and Asian (2.5%)
- **Regular school hours:** 8:00 am to 3:00 pm

EXISTING CONDITIONS



Location:
1900 W Taylor St, Chicago

Nearby Institutions:
- a UIC College of Medicine
- b UIC College of Applied Health Sciences
- c UIC College of Nursing
- d UIC Student Center West
- e UIC Sports & Fitness Center

Street Section:
- Taylor St has 1 traffic lane, 1 bike lane, and 1 parking lane on each direction.
- Wolcott Ave has 1 traffic lane northbound with on-street parking on either side.

Closest bus stops and train stations:
- CTA Bus Route #12: Damen & Taylor - Roosevelt & Wolcott
- CTA Bus Route #50: Damen & Taylor
- CTA Bus Route #157: Polk & Wolcott
- CTA 'L' Pink Line Polk Station (0.4 miles away)
- CTA 'L' Blue Line IMD Station (0.6 miles away)

High risk for pedestrians on intersections:
Between 2017 and 2021, there were five (5) nearby crashes involving pedestrians: Taylor St & Wolcott Ave (1), Polk St & Wolcott Ave (1) and on Wolcott Ave between Polk St and Taylor St (2). Additionally, there were several crashes involving pedestrians at Taylor St & Damen Ave (5) and Taylor St & Wood St (3).

17,700 vehicles per day on Damen Avenue

4,400 vehicles per day on Taylor Street

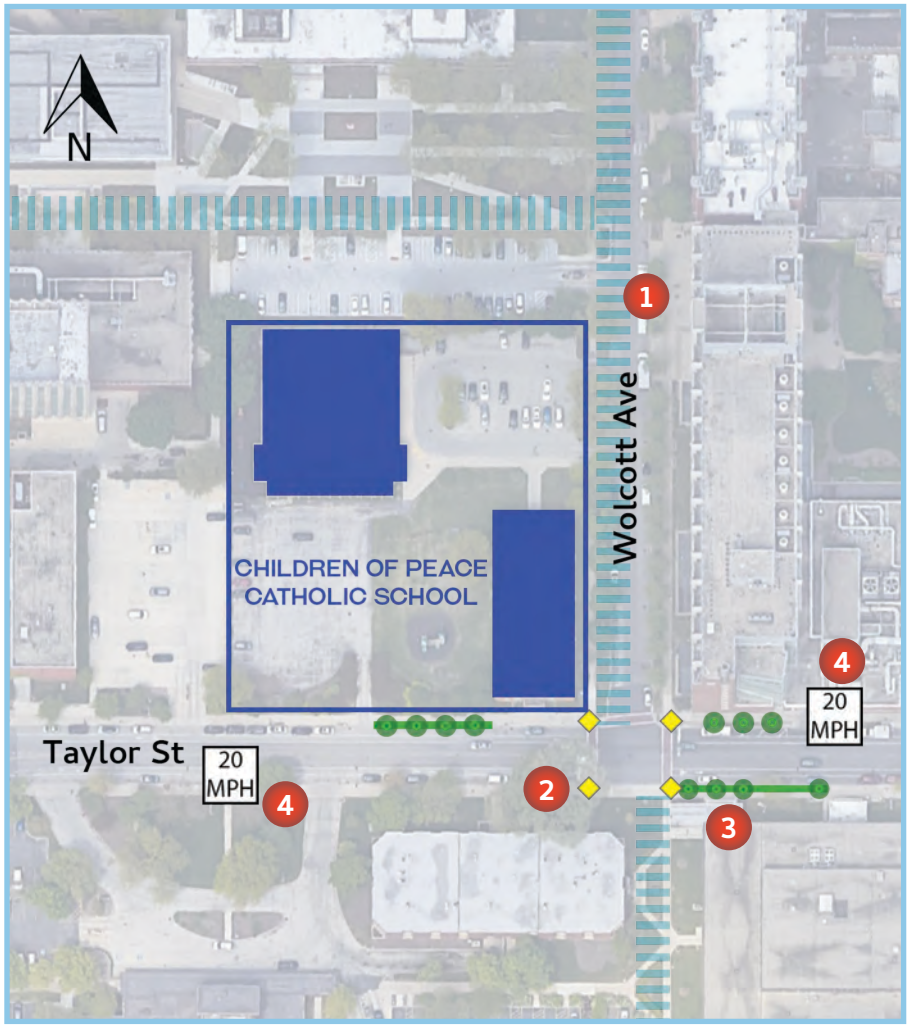
SCHOOL SPEED LIMIT 20

No Safety School Zone speed limit present

ILLINOIS MEDICAL DISTRICT
Bike & Pedestrian Safety Action Plan

CHILDREN OF PEACE CATHOLIC SCHOOL

PROPOSALS



*This is only an indicative image, further analysis is required.

1 The **Fitness/Wellness Loop** will improve safety for pedestrians and cyclists, with wider paths to walk or ride on a low-speed, low-traffic environment, full of opportunities to engage in healthy activities.

2 **School Pedestrian Crossing signs** make drivers aware of the school zone and slower speed limit.

3 **Landscaping**, such as street trees and vegetation, create a buffer between pedestrians and moving traffic and encourage slower driving speeds.

4 Applying a **School Safety Zone 20 MPH** speed limit remind motorists to slow down and obey the speed limit. The Safety Zone includes safety zone signage and pavement markings.

1 Fitness/Wellness Loop

Stantec; Planetizen

2 Pedestrian Crossing signs

Sam Schwartz

3 Landscaping

MRWM Landscape Architects

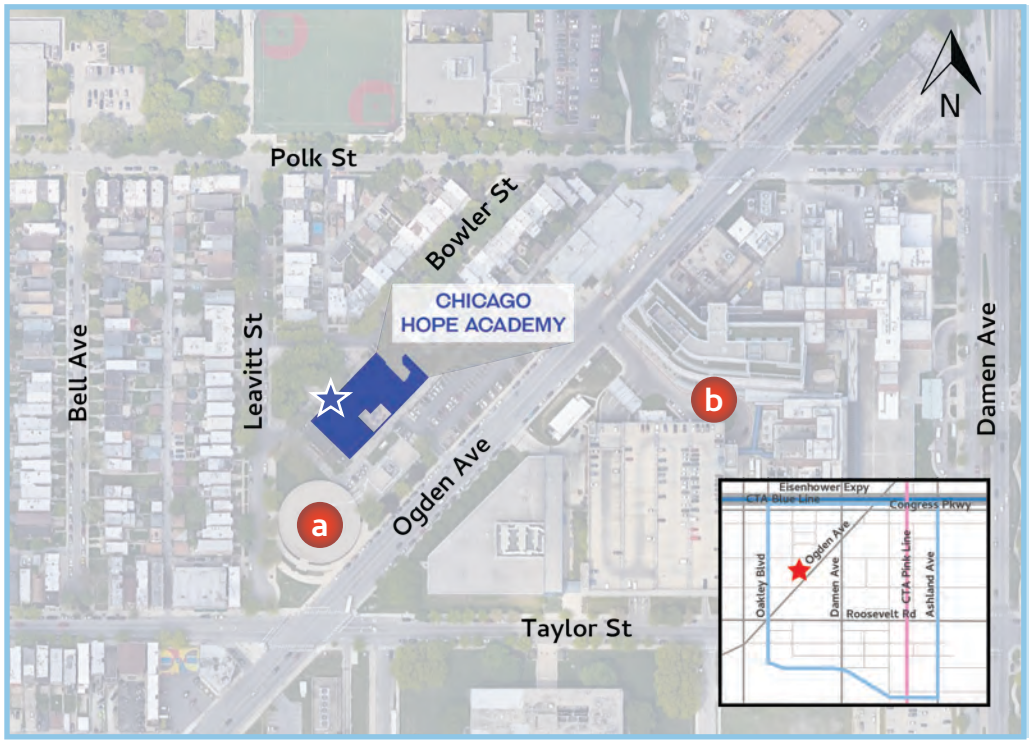
4 School Safety Zone

Herald-News

CHICAGO HOPE ACADEMY

- Private Christian college prep high school, founded in 2005
- **Grades:** 9th – 12th grade
- **Enrollment:** Approximately 275 students
- **Student-teacher ratio:** 11:1 (national average 13:1)
- **Student demographics:** Hispanic (44.7%), African American (39.9%), International (4.0%), White (3.7%), Multiracial (3.7%), Pacific Islander (3.7%), and Native American (0.4%)

EXISTING CONDITIONS



Location:
2189 W Bowler St, Chicago, IL

Nearby Institutions:
- a West Side Center for Disease Control
- b Jesse Brown VA Medical Center

Street Section:
- Bowler St has 1 traffic lane to the northeast and 2 parking lanes.
- Leavitt St has 1 traffic lane and 1 parking lane on each direction, and no outlet southbound to Taylor St.

Closest bus stops and train stations
- CTA Bus Route #12: Ogden & Taylor
- CTA Bus Route #49: Western & Taylor - Western & Polk
- CTA Bus Route #50: Damen & Polk - Damen & Taylor
- CTA Bus Route #157: Damen & Taylor
- CTA 'L' Pink Line Polk Station (0.6 miles away)
- CTA 'L' Blue Line IMD Station (0.6 miles away)
- CTA 'L' Blue Line Western Station (0.6 miles away)

17,100 vehicles per day on Ogden Avenue

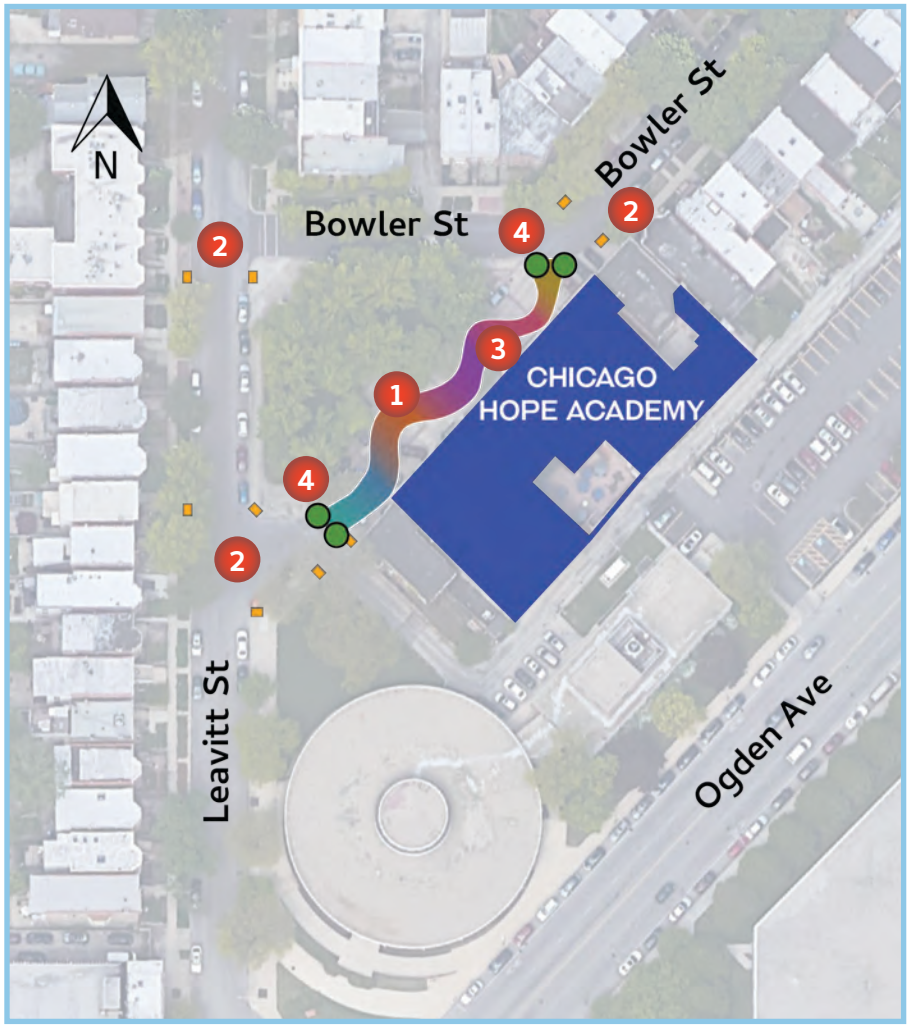
4,400 vehicles per day on Taylor Street

Risks for pedestrians
Between 2017 and 2021, there were three (3) nearby crashes involving pedestrians: Taylor St & Ogden Ave (2), and along Bowler St (1).

ILLINOIS MEDICAL DISTRICT
Bike & Pedestrian Safety Action Plan

CHICAGO HOPE ACADEMY

PROPOSALS



*This is only an indicative image, further analysis is required.

1 **Ground murals** help to create a sense of place, removing parking and creating a recreational space for students and neighbors.

2 **Curb ramps** provide an accessible route for pedestrians at intersections and marked crossings. Adding detectable warnings on curb ramps improves safety for people with vision impairments.

3 **Bike parking** for students and staff encourages bicycling to and from school, providing them with a secure space to lock their bikes.

4 **Planters** act as barriers to keep vehicles away from the pedestrian realm while adding vegetation and beauty to the landscape.

1 Ground mural

Yulia Avgustinovich

2 ADA curb ramps

Sam Schwartz

3 Bike parking

Landscape Forms

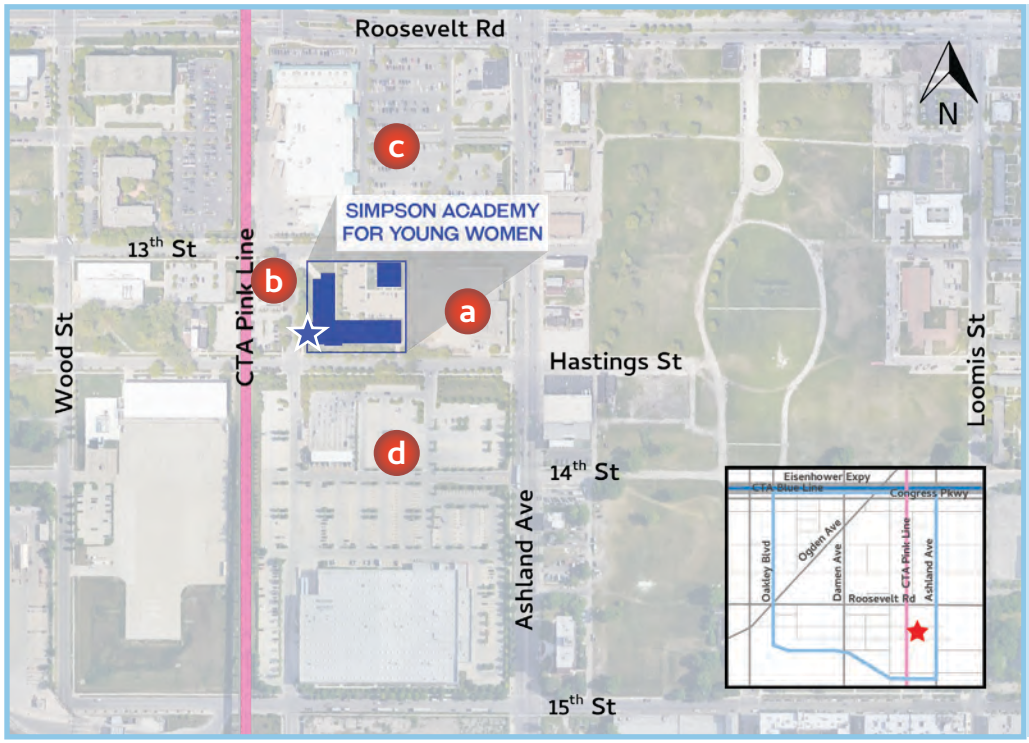
4 Planters

TerraCast Products

SIMPSON ACADEMY FOR YOUNG WOMEN

- Public middle and high school for pregnant and parenting teen mothers 14 to 21 years old from all over the City of Chicago
- **Grades:** 6th – 12th grade
- **Enrollment:** Approximately 30 students
- **Student-teacher ratio:** 4:1 (national average 13:1)
- **Student demographics:** African American (75.0%) and Hispanic (25.0%)
- **Regular school hours:** from 8:00 am to 3:00 pm

EXISTING CONDITIONS



Location:
1321 S Paulina St, Chicago, IL 60608

Nearby Institutions:
- a Urban Prairie Waldorf School
- b Chicago Center for Arts & Technology
- c Jewel-Osco
- d Costco Wholesale

Street Section:
- Paulina St, 13th St, and Hastings St, all have 1 traffic lane and 1 parking lane on each direction.

Closest bus stops and train stations
- CTA Bus Route #9: Ashland & 14th
- CTA Bus Route #12: Roosevelt & Paulina
- CTA Bus Route #50: Damen & 13th - Damen & Hastings
- CTA 'L' Pink Line Polk Station (0.5 miles away)

21,900 vehicles per day on Ashland Avenue

1,950 vehicles per day on Paulina Street

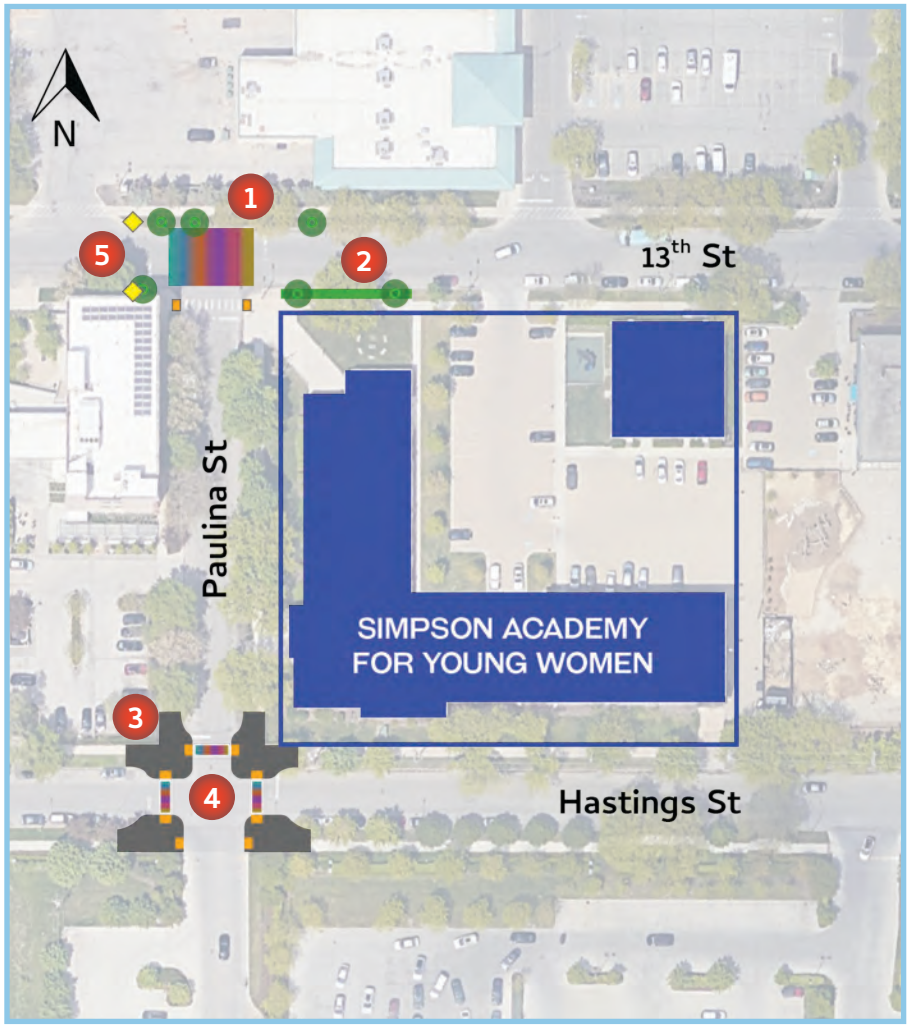
High risk for pedestrians on intersections

Between 2017 and 2021, there were four (4) nearby crashes involving pedestrians: Ashland Ave & 13th St (2), Ashland Ave & Hastings St (1), and Ashland Ave & 14th St (1). Additionally, there were several crashes involving pedestrians at Ashland Ave & Roosevelt Rd (6) and Roosevelt Rd & Wood St (6).

ILLINOIS MEDICAL DISTRICT
Bike & Pedestrian Safety Action Plan

SIMPSON ACADEMY FOR YOUNG WOMEN

PROPOSALS



*This is only an indicative image, further analysis is required.

1. A **painted intersection** helps to create a sense of place and encourages motorists to drive slower.

2. **Landscaping**, such as street trees and vegetation, create a buffer between pedestrians and moving traffic and encourage slower driving speeds.

3. **Curb bumpouts** increase visibility, reduce the crossing distance, provide extra waiting space, and allow for seating and landscaping.

4. **Painted crosswalks** help to create a sense of place and encourage motorists to drive slower, even more than regular crosswalks.

5. Adding **School Pedestrian Crossing signs** will improve pedestrian safety by making drivers aware of the school zone and speed limit.

1 Painted intersection

That's So Tampa

2 Landscaping

MRWM Landscape Architects

3 Curb bumpouts

Sam Schwartz

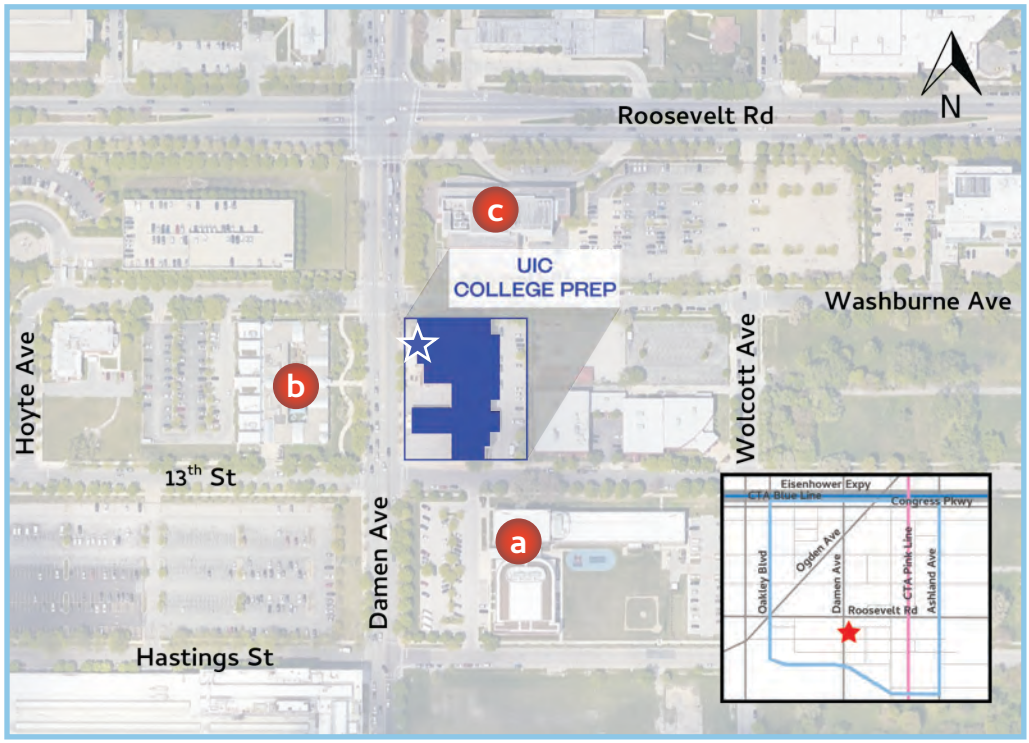
4 Painted crosswalks

Rafael Perez Martinez; Colossal

UIC COLLEGE PREP

- Public Charter high school operated by the Noble Network of Charter Schools in a partnership with UIC, opened in 2008
- **Grades:** 9th – 12th grade
- **Enrollment:** Approximately 960 students
- **Student demographics:** Hispanic (51.4%), African American (41.6%), Asian (4.6%), White (1.7%), and Other (0.7%)
- **Regular school hours:** from 8:00 am to 3:30 pm

EXISTING CONDITIONS



Location:
1231 S Damen Ave, Chicago, IL

Nearby Institutions:
- a EasterSeals Family Campus
- b Chicago Children's Advocacy
- c Illinois State Police Forensic Science Laboratory

Street Section:
- Damen Avenue has 2 lanes on each direction and a left-turn lane in the middle.
- Washburne Street and 13th Street both have 1 traffic lane and 1 parking lane on each direction.

Closest bus stops and train stations
- CTA Bus Route #12: Roosevelt & Damen
- CTA Bus Route #50: Damen & 13th
- CTA 'L' Pink Line Polk Station (0.7 miles away)
- CTA 'L' Blue Line IMD Station (0.7 miles away)

High risk for cyclists and pedestrians on intersections
Between 2017 and 2021, there were four (4) nearby crashes involving pedestrians: Damen Ave & Washburne Ave (2), Damen Ave & 13th St (1), and Roosevelt Rd & Damen Ave (1). Three crashes involving pedestrians also happened on the intersection of Roosevelt Ave & Damen Ave in that same period.

12700 vehicles per day on Damen Avenue

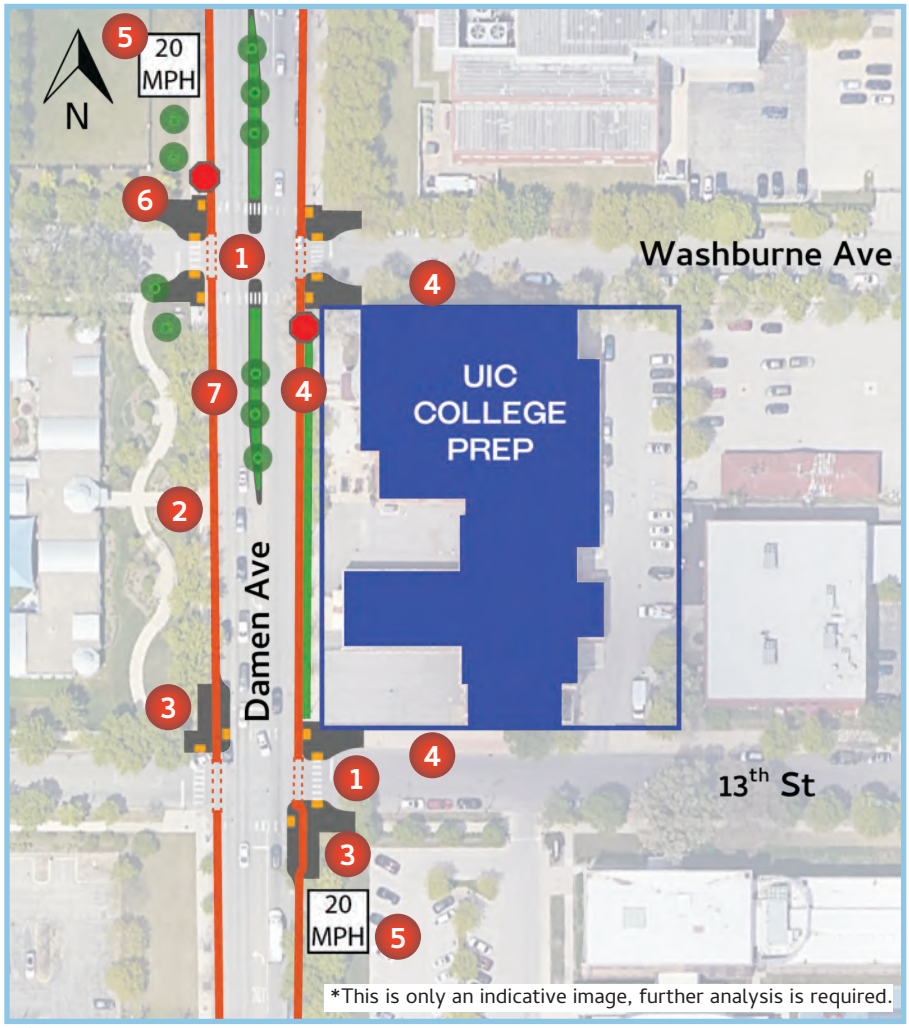
SCHOOL SPEED LIMIT 20

20 MPH School Safety Zone speed limit signs are missing or poorly located

ILLINOIS MEDICAL DISTRICT
Bike & Pedestrian Safety Action Plan

UIC COLLEGE PREP

PROPOSALS



1 **Curb bumpouts** increase visibility, reduce the crossing distance, provide extra waiting space, and allow for seating and landscaping. **Pedestrian refuge islands (PRI)** reduce the crossing distance while providing enough protection on the waiting space.

2 **Protected bike lanes** improve safety for cyclists separating car traffic from bikes. Intersection markings indicate the intended path of cyclists, raising awareness for both cyclists and drivers to potential conflict areas.

3 **Bus amenities** improve transit user experience, helping buses move faster and providing students and staff a place to wait with shelters and benches.

4 **Bike parking** for students and staff encourages bicycling to and from school, providing them with a secure space to lock their bikes.

5 **Relocate School Safety Zone speed limit signs** on both directions before the intersections, in order to allow sufficient time and distance for drivers to slow down.

6 Applying **stop sign traffic control** will reduce vehicle speed and compel drivers to yield to pedestrians, creating a safer intersection for all users. Will require further analysis.

7 **Landscaping,** such as street trees and vegetation, create a buffer between pedestrians and moving traffic and encourage slower driving speeds.

1 Curb bumpouts and PRI

Sam Schwartz

2 Protected bike lanes

CDOT

3 Bus amenities

NACTO

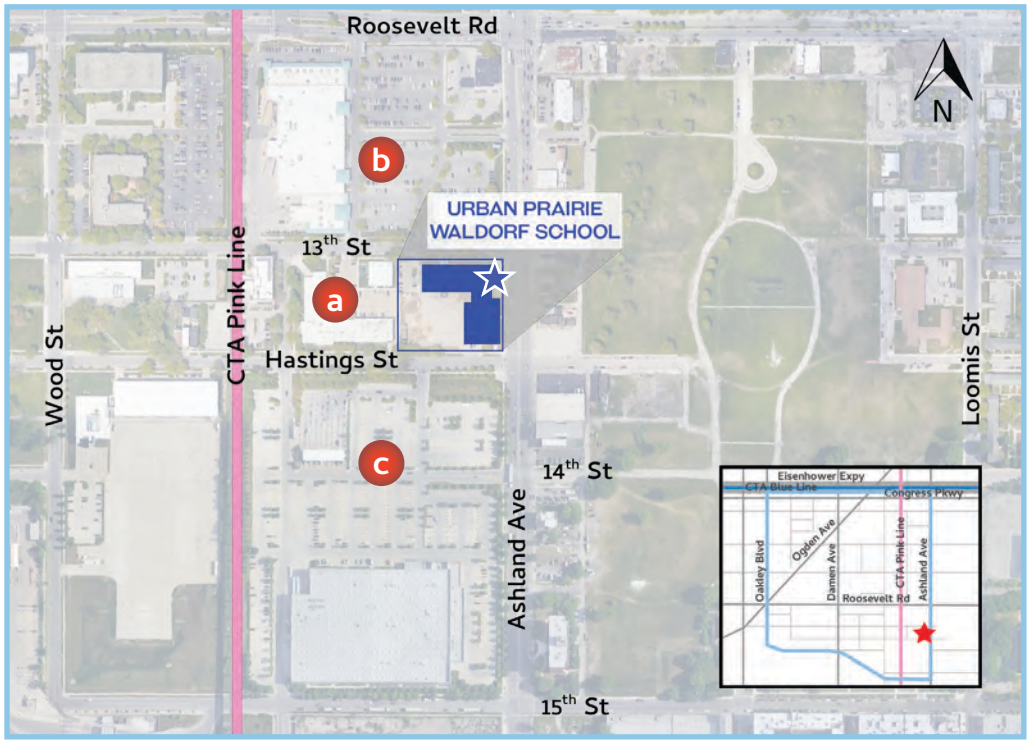
4 Bike parking

Landscape Forms

URBAN PRAIRIE WALDORF SCHOOL

- Not-for-profit nonsectarian private school, founded in 2009
- **Grades:** Nursery/Preschool – 8th grade
- **Enrollment:** Approximately 130 students
- **Student-teacher ratio:** 10:1 (national average 13:1)
- **Student demographics:** White (51.0%), Multiracial (26.8%), Hispanic (12.7%), African American (6.4%), and Asian (3.2%)
- **Regular school hours:** from 8:00 am to 3:30 pm

EXISTING CONDITIONS



Location:
1310 S Ashland Ave, Chicago

Nearby Institutions:
- a Simpson Academy for Young Women
- b Jewel-Osco
- c Costco Wholesale

Street Section:
- Ashland Avenue has 2 lanes on each direction and a left-turn lane in the middle.
- 13th Street and Hastings Street both have 1 traffic lane and 1 parking lane on each direction.

Closest bus stops and train stations
- CTA Bus Route #9: Ashland & 14th
- CTA Bus Route #12: Roosevelt & Paulina
- CTA Bus Route #50: Damen & 13th - Damen & Hastings
- CTA 'L' Pink Line Polk Station (0.5 miles away)

21,900 vehicles per day on Ashland Avenue

SCHOOL SPEED LIMIT 20

No Safety School Zone speed limit present

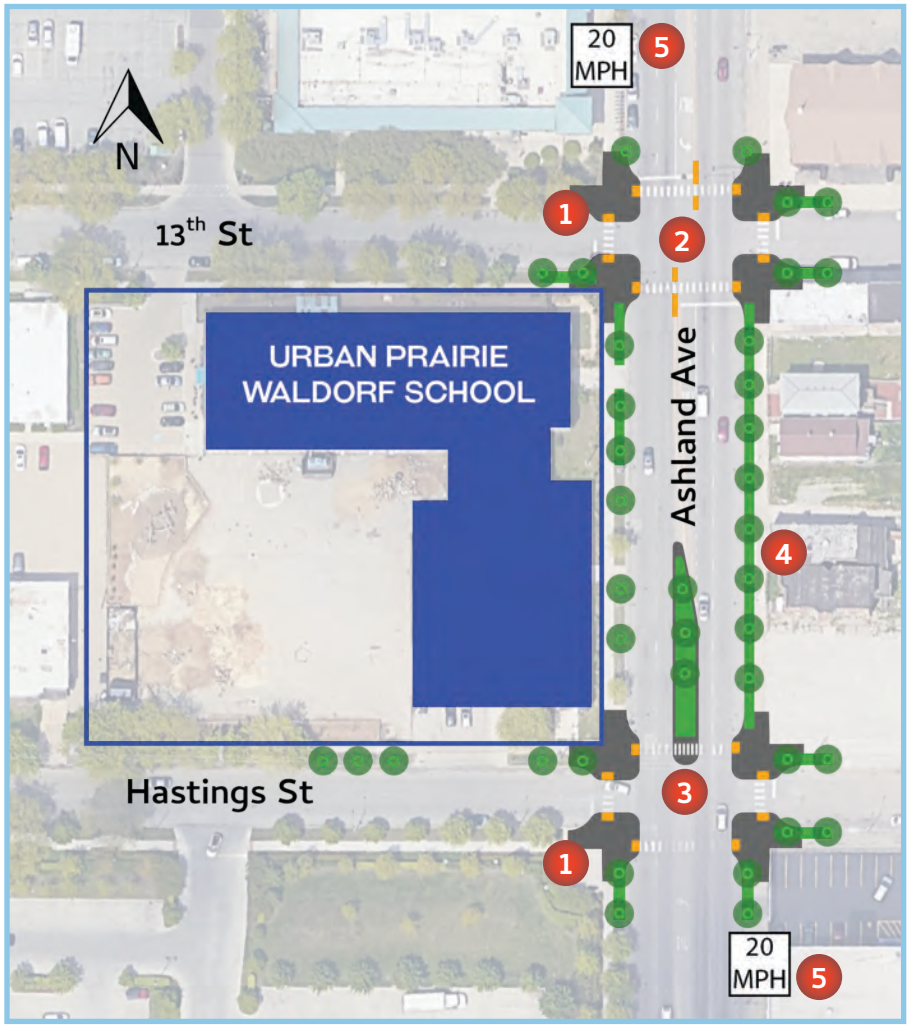
High risk for pedestrians on intersections

Between 2017 and 2021, there were four (4) nearby crashes involving pedestrians: Ashland Ave & 13th St (2), Ashland Ave & Hastings St (1), and Ashland Ave & 14th St (1). Additionally, there were several crashes involving pedestrians at Ashland Ave & Roosevelt Rd (6) and Roosevelt Rd & Wood St (6).

ILLINOIS MEDICAL DISTRICT
Bike & Pedestrian Safety Action Plan

URBAN PRAIRIE WALDORF SCHOOL

PROPOSALS



*This is only an indicative image, further analysis is required.

1 **Curb bumpouts** increase visibility, reduce the crossing distance, provide extra waiting space, and allow for seating and landscaping.

2 **Hardened centerlines** at intersections provide safety for pedestrians by encouraging drivers to make left turns at slower speeds while blocking the diagonal path through the intersection.

3 A **pedestrian refuge island** will reduce even more the crossing distance while providing enough protection on the waiting space. This measure requires further engineering analysis.

4 **Landscaping,** such as street trees and vegetation, create a buffer between pedestrians and moving traffic and encourage slower driving speeds.

5 Applying a **School Safety Zone 20MPH** speed limit remind motorists to slow down and obey the speed limit. The Safety Zone includes safety zone signage and pavement markings.

1 Curb bumpouts

Sam Schwartz

2 Hardened centerlines

NYC DOT

3 Pedestrian refuge island

Sam Schwartz

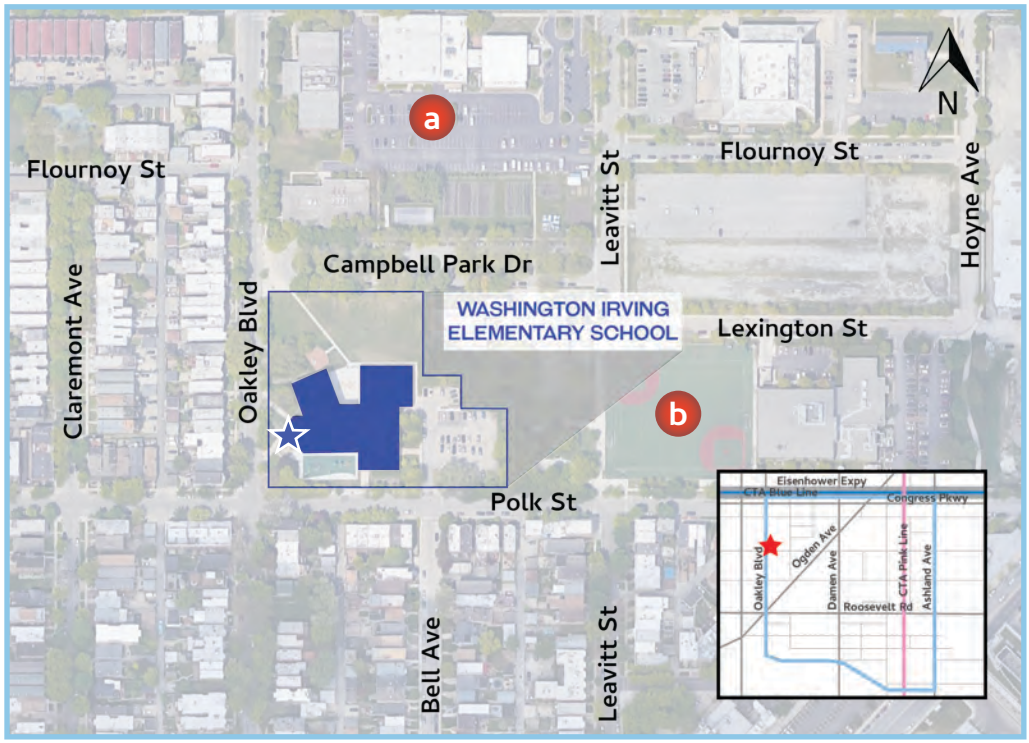
4 Landscaping

Environmental Management, Inc.

WASHINGTON IRVING ELEMENTARY SCHOOL

- Public school
- **Grades:** Preschool – 8th grade
- **Enrollment:** Approximately 270 students
- **Student demographics**: African American (81.4%), Hispanic (10.8%), White (4.8%), Asian (1.5%), and Other (1.5%)
- **Regular school hours:** from 7:30 am to 2:30 pm
- 80.7% are low-income students and 17.5% are diverse learners

EXISTING CONDITIONS



Location:
749 S Oakley Blvd, Chicago

Nearby Institutions:
- a Chicago Technology Park
- b Livingston Field Park

Street Section:
- Oakley Boulevard, Polk Street, and Campbell Park Drive, all have 1 traffic lane and 1 parking lane on each direction.
- Campbell Park Drive also has a wide median of green space.

Closest bus stops and train stations
- CTA Bus Route #7: Harrison & Oakley
- CTA Bus Route #12: Ogden & Taylor - Ogden & Roosevelt
- CTA Bus Route #49: Western & Polk
- CTA Bus Route #50: Damen & Polk
- CTA Bus Route #157: Ogden & Taylor - Oakley & Taylor
- CTA 'L' Blue Line Western Station (0.4 miles away)
- CTA 'L' Pink Line Polk Station (0.8 miles away)

Risks for pedestrians
Between 2017 and 2021, one crash involving pedestrians happened on the intersection of Polk St & Oakley Blvd.

24000 vehicles per day on Western Avenue

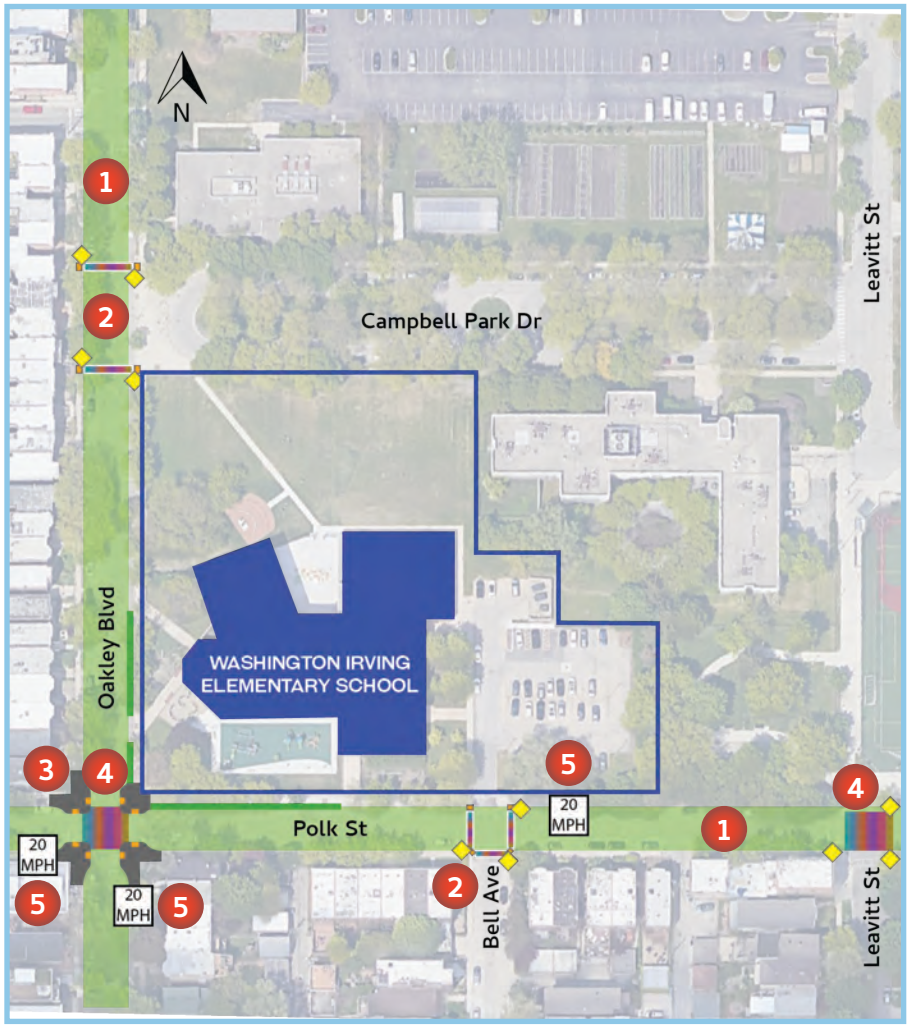
2650 vehicles per day on Oakley Boulevard

SCHOOL SPEED LIMIT 20

20 MPH Speed Limit signs are poorly located

ILLINOIS MEDICAL DISTRICT
Bike & Pedestrian Safety Action Plan

WASHINGTON IRVING ELEMENTARY SCHOOL
PROPOSALS



*This is only an indicative image, further analysis is required.

1 **Neighborhood greenways** are low-traffic and low-speed streets with improved safety for pedestrians and cyclists.

2 **Painted crosswalks** help to create a sense of place and encourage motorists to drive slower, even more than regular crosswalks. School Pedestrian Crossing signs make drivers aware of the school zone and slower speed limit.

3 **Curb bumpouts** increase visibility, reduce the crossing distance, provide extra waiting space, and allow for seating and landscaping.

4 **Painted intersections** help to create a sense of place and encourage motorists to drive slower.

5 **Relocate School Safety Zone speed limit signs** before the intersections in order to allow sufficient time and distance for drivers to slow down.

1 Neighborhood greenways

City of Portland

2 Painted crosswalks

Rafael Perez Martinez; Colossal

3 Curb bumpouts

Sam Schwartz

4 Painted intersections

That's So Tampa

APPENDIX C. TRAFFIC DATA & INTERSECTION TRAFFIC ANALYSIS

INTERSECTION TRAFFIC ANALYSIS

For the four study intersections where new traffic counts were conducted, capacity and traffic control analyses were performed to analyze for the weekday peak hours using Synchro 11 capacity analysis software, as well as signal warrant criteria from the Manual on Uniform Traffic Control Devices (MUTCD). Sam Schwartz also referenced CDOT's Suggested Planning Guidelines for Separate Left-Turn Phases.

Damen Avenue / Congress Parkway

The intersection of Damen Avenue and Congress Parkway is a signalized intersection with high-visibility crosswalks provided on all approaches except for the northern approach. Pedestrian signals are provided for pedestrians crossing approaches except for the northern approach. A northbound bus stop is provided approximately 225 feet north of the intersection at the Illinois Medical District Blue Line Station. The southbound bus stop is located on the northwest corner of the intersection. Existing traffic operations are shown to be acceptable at LOS D or better for all intersection approaches. Recommendations at this intersection include:

- Provide crosswalk on north leg of intersection to connect with southbound Damen Avenue bus stop
- Restripe eastbound Congress Parkway providing one left-turn lane, two through lanes, and one right-turn lane to remove double threat to new crosswalk and better organize traffic
- Conversion of southbound receiving lane to a protected bike lane
- Shorten crosswalk on south leg of Damen Avenue and assess signal timings/pedestrian clearance considering new and modified crosswalks

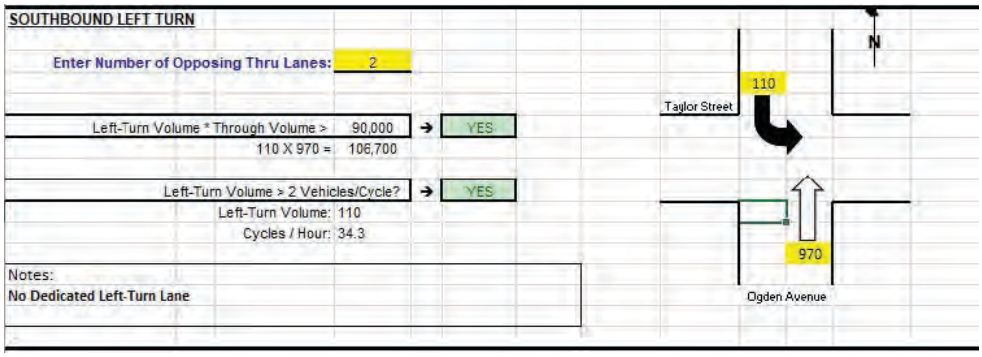
Damen Avenue / Roosevelt Road

The intersection of Damen Avenue and Roosevelt Road is a signalized intersection under the jurisdiction of CDOT. High visibility crosswalks are provided on all approaches of this intersection. Bus stops for Route 12 are provided on the far side of Roosevelt Road for the eastbound buses and on the nearside for the westbound buses. Bus stops for Route 50 are provided on the far side of Roosevelt Road for the northbound buses and on the nearside for the southbound buses. Existing traffic operations are shown to be acceptable at LOS D or better for all intersection approaches except during the evening peak hour when the southbound left turn is expected to operate at LOS E with a 95th percentile queue of 301 feet. Recommendations at this intersection include:

- Consider implementing LPI or lagging left-turn phase operations
- Extend protected bike lane condition (planned) north of Roosevelt
- Tighten northeast corner radius to shorten crosswalk

Ogden Avenue / Taylor Street

The intersection of Ogden Avenue and Taylor Street is a signalized intersection with a standard crosswalk provided on the eastbound approach of Taylor Street and high-visibility crosswalks on the westbound, northbound, and southbound approaches of the intersection. Bus stops for Route 12 are provided on the south leg of the intersection. Bus stops for Route 157 are provided on the north leg of the intersection. Existing traffic operations are shown to be acceptable at LOS D or better for all intersection approaches.



Recommendations at this intersection include:

- Consider southbound left-turn lane on Ogden Avenue to accommodate morning turning volumes
- Prohibit northbound left turns given the diagonal nature of Ogden Avenue
- Update crosswalks to high-visibility type
- Consider implementing LPI

Paulina Street / Polk Street

The intersection of Polk Street and Paulina Street is an unsignalized, all-way stop controlled intersection. Existing traffic operations are shown to work well for all intersection approaches. Sam Schwartz referenced relevant signal warrant criteria from the MUTCD to perform a signal warrant analyses. According to standard CDOT practice, right-turn reductions were not accounted for. Existing traffic volumes at the intersection do not meet warrant criteria, and consideration for a traffic signal was omitted. Recommendations at this intersection include:

- Curb extensions on Paulina Street approaches to reduce crosswalk distances

Existing (Year 2022) Levels of Service

Approach	Lane Group[1]	Weekday Morning Peak Hour				Weekday Evening Peak Hour			
		Delay (s/veh)	LOS	v/c Ratio	Queue (ft)[5]	Delay (s/veh)	LOS	v/c Ratio	Queue (ft)[5]
Damen Avenue & Congress Parkway[2]									
Eastbound	L	33.1	C	0.37	156	37.1	D	0.54	232
	LTR	28.4	C	0.49	160	33.5	C	0.56	208
	R	24.8	C	0.46	152	6.6	A	0.40	59
Northbound	T	18.3	B	0.49	251	18.1	B	0.48	257
	R	2.7	A	0.34	41	5.7	A	0.47	83
Southbound	L	52.3	D	0.87	#189	31.5	C	0.67	100
	T	13.1	B	0.57	302	9.5	A	0.27	118
Intersection		*19.9*	*B*	–	–	*18.6*	*B*	–	–
Paulina Street & Polk Street[1]									
Eastbound	LTR	11.8	B	0.314	33	11.9	B	0.391	48
Westbound	LTR	11.2	B	0.405	48	12.6	B	0.371	43
Northbound	LTR	11.4	B	0.367	43	10.7	B	0.263	25
Southbound	LTR	9.7	A	0.191	18	11.0	B	0.318	35
Intersection		*11.2*	*B*	–	–	*11.6*	*B*	–	–

[1]L = Left, T = Through, R = Right
[2]Signalized Intersection
[3]Two-Way Stop-Controlled Intersection
[4]All-Way Stop-Controlled Intersection
[5]95th Percentile Queue
m = upstream metering is in effect
# = 95th percentile volume exceeds capacity, queue may be longer

Existing (Year 2022) Levels of Service (Continued)

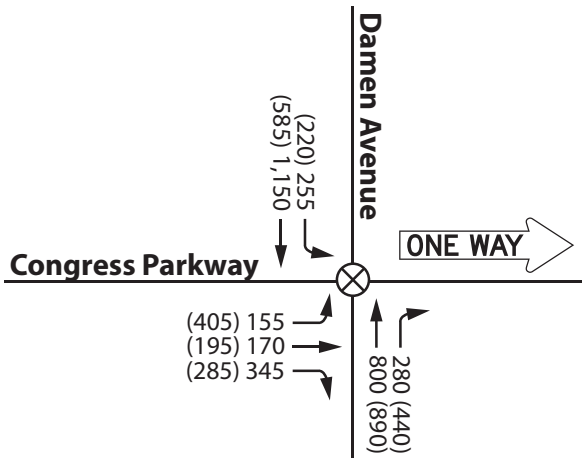
Approach	Lane Group[1]	Weekday Morning Peak Hour				Weekday Evening Peak Hour			
		Delay (s/veh)	LOS	v/c Ratio	Queue (ft)[5]	Delay (s/veh)	LOS	v/c Ratio	Queue (ft)[5]
Ogden Avenue & Taylor Street[2]									
Eastbound	L	30.5	C	0.24	82	29.4	C	0.14	41
	T	35.1	D	0.55	262	27.6	C	0.22	105
Westbound	L	32.3	C	0.21	43	30.8	C	0.25	83
	T	28.5	C	0.16	78	33.1	C	0.44	204
	R	8.5	A	0.10	28	12.0	B	0.25	61
Northbound	LTR	13.3	B	0.56	275	10.5	B	0.34	143
Southbound	LTR	13.6	B	0.54	172	12.9	B	0.54	252
Intersection		*17.5*	*B*	–	–	*15.8*	*B*	–	–
Damen Avenue & Roosevelt Road[2]									
Eastbound	L	19.9	B	0.21	53	24.3	C	0.39	54
	T	39.4	D	0.87	336	30.8	C	0.56	263
	R	5.5	A	0.18	41	4.3	A	0.12	29
Westbound	L	37.9	D	0.65	#93	22.9	C	0.38	71
	TR	29.6	C	0.47	195	37.0	D	0.78	391
Northbound	L	10.3	B	0.37	105	7.1	A	0.27	67
	T	14.8	B	0.35	78	18.4	B	0.43	70
	R	28.2	C	0.67	303	27.0	C	0.55	256

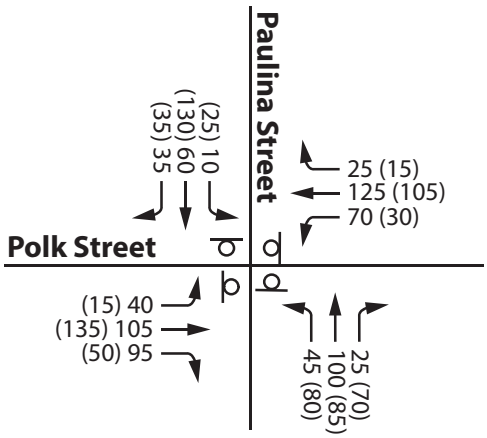
Damen Avenue Corridor

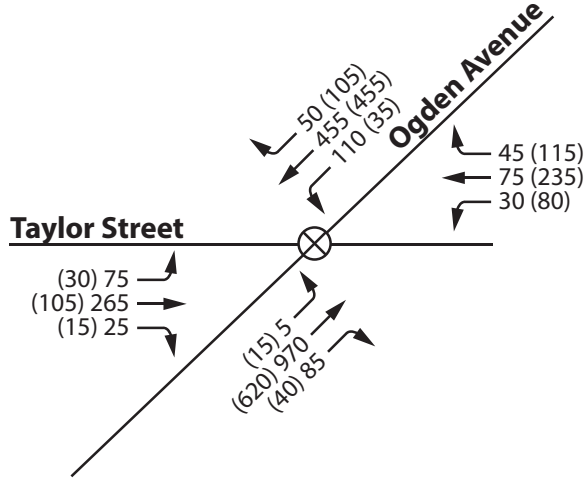
A Synchro/SimTraffic model was prepared for the Damen Avenue corridor from Congress Parkway to Roosevelt Road. Historic traffic counts were used to supplement the 2023 counts collected by Sam Schwartz. Those historic counts (2012 and 2015) were balanced up to create a volume network to use as a basis for preliminary evaluation of the Damen Avenue road diet geometric recommendations.

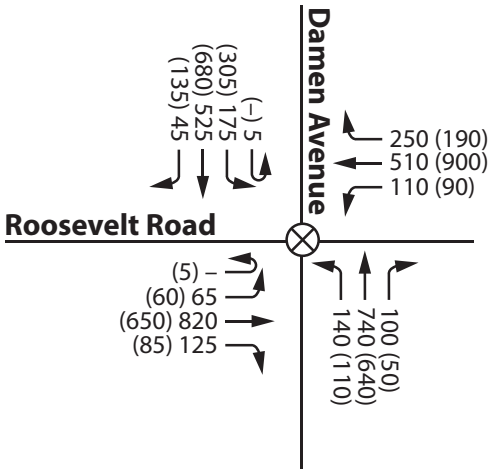
N

Not to Scale









xx	= Weekday AM Peak Hour
(xx)	= Weekday PM Peak Hour
	= Existing Stop Sign
⊗	= Existing Traffic Signal
–	= Less than Five Vehicles

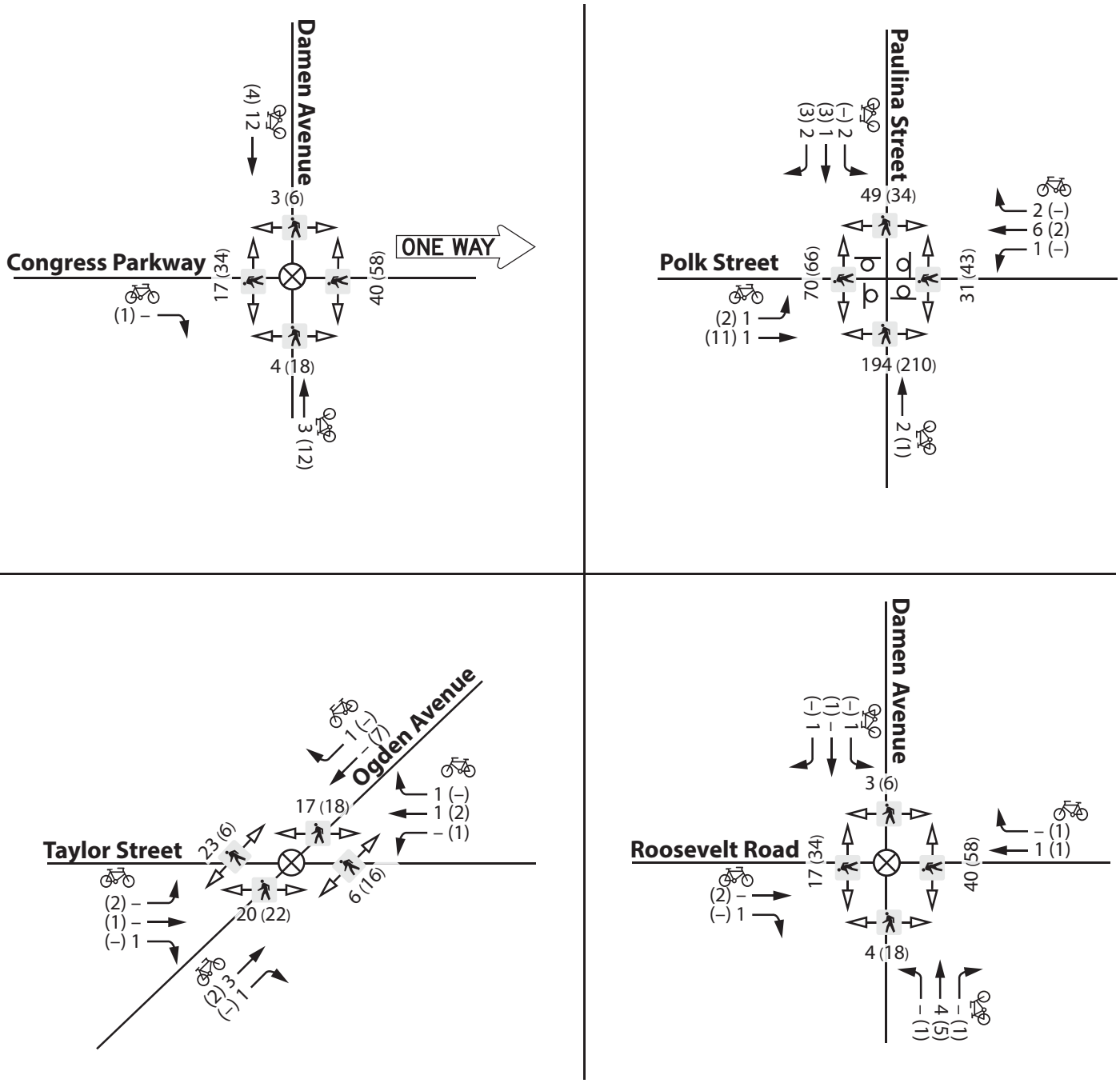
The resulting traffic volumes at each intersection are illustrated in the graphic on the left. Each traffic movement heading into the intersection is depicted with a through or turning arrow. It can be noted that the arrows do not necessarily represent that an exclusive vehicle lane or sig-nal phase exists. The numbers represent the total traffic corresponding with that movement within the peak one-hour block of time during both the morning and evening "rush" condition. Bicycle and pedestrian volumes are illustrated in the graphic on the right.

Sam Schwartz
A TYLin Company

Existing (2023) Traffic Volumes

N

Not to Scale



xx	= Weekday AM Peak Hour
(xx)	= Weekday PM Peak Hour
⊽	= Existing Stop Sign
⊗	= Existing Traffic Signal

Sam Schwartz
A TYLin Company

Existing (2023) Pedestrian and Bicycle Volumes

APPENDIX D. PUBLIC OUTREACH SUMMARY

ILLINOIS MEDICAL DISTRICT BIKE & PEDESTRIAN SAFETY ACTION PLAN: OUTREACH & PUBLIC ENGAGEMENT SUMMARY

Introduction

Stakeholder engagement was conducted throughout the duration of the Illinois Medical District (IMD) Bike and Pedestrian Safety Action Plan (Action Plan) concentrated in three phases, introductory and project awareness, gathering feedback and perspectives, and promotion of the draft report and recommendations. Gathering community input was an essential part of the project to understand potential local IMD needs, priorities, and improvement ideas.

Introductory Awareness

Project awareness was developed using digital outreach techniques, including a comprehensive project website, fact sheet, social media posts, and digital flyers. These techniques enabled the project team to easily inform the IMD community of the project goals, outcomes, and timeline while facilitating engagement at a time and location best available for the IMD community members. The project website experienced over 750 visitors from interested community members engaging with the project.

In addition to the digital outreach techniques, the Action Plan team conducted in-person outreach via project ambassadors. At the launch of the project, the Action Plan team spent a week walking around the IMD, connecting with residents, employers, employees, students, and area users to hear feedback on the current conditions, desires for the area, and promoting the digital outreach techniques for additional information. The Action Plan team engaged with over 1,200 IMD community members to introduce the project and gain initial feedback.

Engagement with, and promotion of, the website continued throughout the project process (for the 2023 calendar year). IMD Commission staff and consultants were both conscientious about promoting the website as a marketing and data-gathering tool.

Current Conditions Feedback and Perspectives

Feedback and user perspectives were critical to understanding the nuances of the data collected and the real-world experiences of IMD community members. To further engage with the community and to gather additional feedback and perspectives, the Action Plan team conducted a variety of in-person and virtual feedback opportunities, including site walks, working group meetings, targeted outreach, surveys, and interviews.

Site Walks

The Action Plan team conducted two perspective site walks with various IMD community members to gather feedback and user experiences, discuss opportunities for safety improvements, and explore challenges or roadblocks to implementation. Each walk included a pre-determined route of about a two-block radius incorporating streets with less vehicle traffic and lower speeds, less vehicle traffic and higher speeds, high vehicle traffic and high speeds, and high vehicle traffic and slower speeds. This route

enabled the project team to demonstrate the differences in the types of streets throughout the IMD and discuss how comfortable each street would be for pedestrians and bicyclists. Participants noted the following during the walks:

Congestion Generators

It was noted that congestion occurs throughout the IMD by a few select causes, such as left turns into driveways and parking lots, especially during the morning commute creating large backups; drop-offs near the schools, specifically the Children of Peace School, and near each of the hospital entrances; and various kiss 'n' ride or rideshare services.

Poor Conditions

Throughout the site walks the conditions of the pedestrian right of way, bicycle lanes and accommodations, and general roadway were pointed out as needing improvements. These conditions were discussed in relation to various user needs, such as sidewalk availability when in disrepair for those in need of white canes, walkers, scooters, or wheelchairs; safeness of bike lanes with large potholes; and general drainage and roadway wear and tear.

Collaboration Needs

Each of the walks discussed the various challenges in the plan implementation including the numerous partners needed for advancing any recommendations, such as the Chicago Department of Transportation (CDOT), the Illinois Department of Transportation (IDOT), the Cook County Department of Transportation and Highways (CC DOTH), and the various universities and medical institutions. As the IMDC does not own or maintain any of the roadways or pedestrian/bicycle infrastructure, there will need to be a variety of partnerships to implement the Action Plan. The need to collaborate with the local fire protection district was highlighted to ensure any improvements to the area do not hinder or disrupt the needs of emergency vehicles and to collaborate where possible on pedestrian, bicyclist, and drive safety around emergency vehicles. Multiple participants noted that when emergency vehicles traverse intersections there seems to be a lack of knowledge on how to accommodate the needs of the emergency vehicle and then maintain normal traffic patterns.

Growth

The site walks were also opportunities for local universities and developers to outline their growth needs and projections. These conversations were invaluable to helping the Action Plan team better understand the intersection and corridor-level impacts as well as the overall visions of the IMD Commission. Discussions outlined apartments under construction in the Gateway, a hotel under construction, new restaurants and their associated parking and pedestrian needs, and enhancements and additional university buildings.

Safety Concerns

As noted previously, the site walks highlighted a variety of pedestrian safety concerns on the sidewalks due to various accommodations required for the unique needs of the IMDC community and physically restricted regular users. Additional safety concerns were discussed for bicyclists in the area related to

traffic speeds and general driving and parking enforcement. One participant outlined an incident where they were involved in a hit and run while bicycling in a major intersection due to the driver not paying attention and speeding. Other participants highlighted a lack of general parking enforcement in the bike lanes and throughout the IMD leading bicyclists to merge into the vehicle right of way.

Eight community members were engaged during these walks including members of non-profits, universities, development corporations, public agencies, residents, and bicycle advocates.

Working Group Meetings

Key community members were asked to take part in a working group to serve as the project's "brain trust". Participants in the Working Group (WG) acted as project ambassadors and a sounding board for IMD Commission-related information-sharing guidance and support for issues within their area of expertise. The WG was convened throughout the project to advise on project direction, needs, and details. Seven community members participated in the WG meetings, including Aldermanic representation, University of Illinois Chicago representation, City of Chicago representation, CC DOTH representation, Gateway Development representation, and representatives from the Mayor's Office for People with Disabilities.

During WG meetings, participants were introduced to the project; discussed the current conditions including speed bumps to slow down traffic, robust communication and collaboration between the IMD Commission and its partners, an iterative traffic improvement process, areas of congestion and causes, parking, growth opportunities, levels of vehicle traffic, intersections and crosswalks of safety concern, and general transportation observations; reviewed the areas of concern the Action Plan team will focus on and potential solutions; and shared resources to further the outreach within the IMD.

There were four Working Group meetings held over the course of the project, and one-on-one meetings with most of the individual member organizations over the course of the plan development.

Focus Groups and Interviews

For additional and more targeted information, the Action Plan team conducted a variety of focus groups and interviews with participants ranging in expertise and community representation.

A non-profit organization focus group was conducted to understand the experiences of the various communities represented by local organizations. Seven participants joined the virtual meeting representing five non-profit organizations or agencies, including the Lighthouse, MOPD, Chicago Center for Arts & Technology, Chicago CAC, and RUMC. The discussion focused on the existing positives, such as curb cuts, snow clearance, and bike infrastructure; and areas for improvement, such as crosswalk technology with more audible and visual signalization, tree trimming, addressing desire lines that do not meet the current infrastructure, bike and scooter share operations and locations, and drainage concerns. This focus group further highlighted the unique needs of the IMDC in supporting the multimodal movement of those with physical restrictions.

The Action Plan team also conducted a variety of interviews with representatives from the major hospital partners within the IMD. These interviews introduced the project and facilitated a discussion on any existing hospital bicycle/pedestrian plans, initiatives, and resources; challenges; and upcoming bicycle and pedestrian needs. These interviews noted a variety of current initiatives to encourage visitors to use transit or vanpool options, parking concerns and opportunities, areas of pedestrian

concerns near entrances, and resources to facilitate employee behavior change toward active or public transportation options.

To target the student perspective, an interview with a student from UIC was conducted to gain perspective on the differences in experience between employees, residents, and students. The student mentioned a lack of comfort when bicycling and walking in the IMDC due to the infrastructure and a lack of wayfinding.

Surveys

The Action Plan team conducted a variety of surveys to enable participants to provide feedback at a time that worked best for them. Three surveys were developed to gather feedback from the IMD community, staff of IMDC area schools, and students/parents with children in IMD area schools.

The staff survey highlighted that the majority of staff drive or carpool to the IMDC and that two intersections to focus on that are unsafe or frustrating are Taylor Street and Wood Street and Taylor Street and Wolcott Street. These intersections were identified as area of opportunity due to the amount of multimodal traffic and usage, including pedestrians, bicyclists, buses, and vehicles. The student/parent survey closely mirrored the sentiments from the staff survey, in that the majority of participants carpooled to school and were concerned about Taylor Street and Wood due to the amount of traffic during drop-off and pick-up.

An interactive mapping survey was also conducted and promoted to all IMD community members. This survey enabled participants to review a map of the IMD and put pins onto the map with descriptions highlighting pedestrian, bicycle, or transit opportunities or challenges; curbside or parking issues, and other feedback or community resources. Over 175 pins and comments were placed on the map. The majority (70%) of comments and pins received discussed bicycle concerns including vehicles regularly parked in bike lanes and requests for additional bike safety infrastructure. 20% of pins and comments highlighted pedestrian concerns, such as uncomfortable crosswalks, sidewalk tripping hazards, and a request for additional and enhanced pedestrian signalization. Additional comments and pins noted various resources, concerns with vehicle enforcement of parking and traffic violations, and areas of congestion due to pick-ups and drop-offs.

After the plan was complete, the project team returned to K-12 schools in the IMD to engage administration and Parent-Teacher Organizations on the opportunities for safety enhancements around the different schools' perimeter, distributing individualized school safety plans to each. Schools were generally not interested in engaging on questions of road safety in the course of the plan, but the materials have been shared with the IMD Commission so that they may be of use in the future.

Draft Report Input

The Action Plan team consolidated all feedback from IMD community members and collaborated with partners to develop a draft report with associated recommendations for enhancing bicycle and pedestrian safety. To ensure that the final report addresses the needs and wants of the community, the team will conduct additional outreach to validate the findings in the report and gather input on the prioritization of recommendations. It is anticipated that this outreach will include Working Group

meetings, interviews with students and community members, tabling events, and digital communications materials.

Presentations and 'Coffee Hours'

At the request of the Ruth Rothstein CORE Center, Sam Schwartz staff gave a presentation to CORE staff on September 19th, outlining some of the opportunities for enhanced safety within the IMDC and highlighting some of the standard tools for safety improvements. The meeting was attended by about 40 people (virtually and in person) composed of a mix of Stroger Hospital and Rush University Medical Center physicians and staff. The meeting was publicized to staff via internal CORE Center channels.

Upon completion of the first draft of the plan, the team worked with the IMD Commissions taff to organize and execute 'coffee hours' at UIC/UI Health and Rush University Medical Center. The team also presented at a JBVAMC Town Hall meeting and gave a presentation to the IMD Commision Board of Trustees. All of these meetings took place in the month of November, 2023.

UIC/UI Health: the team spoke to about twenty-five people over the course of a two-hour drop-in session from 11-1 on Thursday, November 9. The meeting was publicized via UI Health's intranet; via the UIC Sustainability social media; and by word of mouth.

Rush University Medical Center Coffee Hour: the team set up a table outside the Rush cafeteria from 11-9 on Wednesday, November 15. The team spoke to a variety of staff and some patients over the course of the two-hour session, and collected emails from staff interested in serving as project champions and/or advocating within their respective departments. The tabling event was publicized via Rush's sustainability team.

JBVAMC Town Hall: the team spoke for fifteen minutes at a virtual town hall meeting on Thursday, November 16. The meeting was attended by about 200 people and was publicized by Ryan Landi, Acting Associate Medical Director.

Everyone within the Working Group was informed of the Coffee Hours and the team offered to give presentations or tabling events at their respective institutions, and the team was able to host something (tabling, drop-in session, presentation) at every institution that requested an event.

Stakeholders

The team thanks all of the institutions and individuals who participated in the development of the plan, and who gave their time and insight to help shape the recommendations contained in this document:

Working Group:

College of Health Sciences, Rush University
Tri-Taylor Association
Hyatt
Marquette
East Lake
Easterseals
Chicago Lighthouse
City of Chicago Department of Transportation
Rush University Medical Center
UI Health
Jesse Brown VA
Cook County Health/Stroger
Cook County Department of Transportation & Highways
UIC

Focus Group Invitees:

Schools:

Simpson
ChiCat
Children of Peace
Chicago Hope Academy
Chicago Hope Academy
Urban Prairie
Washington Irving
Easter Seals School
UIC College Prep

Government:

IDPH
Cook County Medical Examiner
FBI

Nonprofits:
Chicago CAC

Easter Seals
Chicago Lighthouse
Urban Autism Solutions
Illinois Action for Children
MOPD Field Office
Red Cross
IMDC Guest House

We also thank the individuals from each of those institutions who gave their time to share their experiences; students and staff who spoke with us or attended events during the coffee hours, site walks, and existing conditions research; and staff from across the IMDC stakeholder organizations who helped market the events, the website, and the plan.

APPENDIX E. IMD COMMISSION EXPLAINER

ILLINOIS MEDICAL DISTRICT

The Illinois Medical District (IMD) is a special-use zoning district governed by seven appointed commissioners. Within the 560-acre site are medical research facilities, labs, biotech business incubators, raw development area, and more than 40 healthcare-related facilities.

There are about 80,000 trips into the Illinois Medical District every day – employees, students, patients and visitors – and many additional trips that occur within the IMD or between immediately surrounding areas. The Illinois Medical District has over 29,000 employees and 50,000 daily visitors who commute to the IMD through various modes of transportation: walking, biking, taking public transit, and driving.

PLANNING EFFORTS

The Illinois Medical District Commission has envisioned a future that fosters a safe, healthy and welcoming urban environment.

- IMD Master Plan, 2016 (updated 2023)
- IMD Parking Management Study, 2017
- IMD Bicycle & Pedestrian Safety Action Plan (Action Plan), 2023

ILLINOIS MEDICAL DISTRICT
Bike & Pedestrian Safety Action Plan

The Action Plan envisions a future fostering a safe, healthy and welcoming urban environment. The Plan details infrastructural strategies at both the intersection level and corridor-wide.

COLLABORATION

Although it does not control its own streets, the Commission has the capacity to engage in several implementation pathways including:

1. **External Funding.** The IMD Commission is able to enter into agreements with governments and state entities and can pursue grants available to municipalities.
2. **Institutional Communications with Partner Agencies.** The IMD has strong existing networks and the Commission has contacts with CDOT, IDOT, and other agencies. The IMD Commission can provide regular dialogue with partners by implementing regular meetings or touch-points and serve as an additional liaison to IMD stakeholders.
3. **Elected Officials Outreach.** The IMD is served by Wards 27 and 28. The IMD Commission can advocate for menu or TIF funding.
4. **Future Development.** The IMD Commission owns and/or manages land and building space. The IMD Commission can work with developers, CDOT, and external funders to go beyond what is required in the restoration agreement(s) and include additional safety enhancements such as bump outs, street trees, enhanced sidewalks, etc.

STAKEHOLDERS

- University of Illinois at Chicago
- University of Illinois Hospital and Health Sciences System
- Cook County
- John H. Stroger, Jr. Hospital of Cook County
- Jesse Brown Veterans Affairs Medical Center
- RUSH University Medical Center
- State of Illinois
- Federal Bureau of Investigations
- City of Chicago
- Elementary and High Schools
- Non-profits and businesses

CONTACT

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ILLINOIS MEDICAL DISTRICT

APPENDIX F. WOLCOTT AVENUE & DAMEN AVENUE RIGHT-OF-WAY TRANSFER

Background

The Illinois Medical District Commission (IMD) is interested in acquiring the right-of-way for Wolcott Avenue between Harrison Street and Ogden Ave. The Chicago Department of Transportation (CDOT) currently holds the right-of-way for Wolcott Avenue. Initial research identified 3 methods by which IMD will be able to modify Wolcott Avenue: easement, street vacation, and grant of privilege.

Definitions and Processes

Easement: A property right that grants an entity (dominant estate) to use another entity's land (servient estate) for a specific purpose. An easement is usually granted in the form of an agreement or, in certain cases, is included in the deed of the servient estate. If the servient estate refuses to pursue an agreement, the dominant estate may file a court order to establish an easement. Easements are considered permanent unless specified in the agreement or if either party terminates the agreement.

The State of Illinois recognizes three types of easements: express, prescriptive, and implied. The state also allows the owner of the easement the right to pass the easement to subsequent landowners unless specified in the agreement.[1] In this case, IMD Commission would benefit from pursuing an express agreement with CDOT.

Easement agreements can take 9-12 months or longer, depending upon the complexity of the agreement and ownership.

Street Vacation: A process wherein a public entity transfers the right-of-way of a public roadway or alley to a private property owner with adjacent property. This allows the property owner to merge the roadway to existing property.

In the City of Chicago, property owners must apply to CDOT to initiate the street vacation process. The application will undergo a thorough examination to determine eligibility and adherence to city regulations as well as a utility review. If approved, CDOT will forward an ordinance to the City Council of Chicago and the Committee on Transportation for public hearing and approval. The applicant is responsible for all fees associated with the application, including expenses related to the validity of the ROW transfer, adjustments determined by the utility review, and necessary construction to prevent significant negative impact to local operations, security, and accessibility.

Street Vacation petitions can take 12 months or longer due to the extensive amount of research and review required, as well as to obtain all necessary approvals.

Grant of Privilege: A petition where a public entity permits the permanent occupation of a public roadway. A grant of privilege can be used for roadway construction, installing signs, benches, planters, or handrails, among other uses.

In the City of Chicago, grant of privilege applications must be submitted to the Public Way Use Unit in the Department of Business Affairs and Consumer Protection and must include proposals and photos of the existing or proposed public roadway encroachment, signature of the alderman of the ward where the encroachment is

1 Chicago Title Land Trust Company v. JS II. 2012. 1-06-3420 (Circuit Court of Cook County, August 24).

located, and necessary construction permits. Once the application is approved by necessary city departments (which the Public Way Use Unit will coordinate), it will be introduced to the City Council of Chicago and the Committee on Transportation for passage. If passed, the applicant will be issued a renewable 5-year permit. The application and approval process can take anywhere from 3 to 6 months before the permit is issued.

Recommendations

Based on the research, a street vacation is the recommended method by which IMD more effectively gain the right-of way for Wolcott Avenue and merge it with their existing adjacent properties. While it is a longer process, it gives the IMD lasting ownership and more freedom to modify the roadway compared to the other methods.

If the IMD Commission plans to modify the existing metered parking spots on Wolcott Ave in any form following the transfer of right-of-way, they must adhere to the *Chicago Metered Parking System Concession Agreement.* Further research is required on the best path forward in this scenario.

Additional Research re: Damen Ave and 'Little Damen'

CDOT currently holds the right-of-way for Damen Avenue, and the University of Illinois Chicago (UIC) has assumed responsibility for the maintenance of the roadway and associated green space. CDOT undertakes seasonal maintenance of the fountain located within the historic Arthington right of way. UIC administrators noted that there are significant underground utilities along the right of way that prevent expansion of the road. In this scenario, an easement would be the optimal method for the IMD Commission to gain partial staying power over Damen Avenue without relinquishing the relationship between CDOT and UIC. Alternatively, the IMD Commission may wish to pursue a memorandum of understanding with CDOT regarding improvements to the parkway, for the installation of lightweight fitness equipment, plantings, etc. The IMD Commission and CDOT should collectively review the parking lot located to the south, at Damen Avenue and Roosevelt Road, to formally incorporate it into any easement agreement or MOU regarding the Fitness/Wellness Loop.

APPENDIX G. MAYORAL TRANSITION PLAN SUMMARY

TRANSITION TEAM REPORT TO MAYOR BRANDON JOHNSON

Summer 2023

Full text of transition report available here.

Introduction:

In preparation for Mayor Brandon Johnson's assumption of office, a team prepared a transition report outlining the priorities of his administration. Below are the points that are salient to the Bicycle and Pedestrian Safety Action Plan. The report explicitly states an intent to 'accelerate the infrastructure implementation of Vision Zero high crash corridors as a near-term recommendation, so there is alignment in his administration and IMD Commission goals. The following is a summary of bicycle and pedestrian safety recommendations in the report.

CHAPTER: ENVIRONMENTAL JUSTICE

Goal #4: Secure a just transition to an equitable decarbonized Chicago

Provide Affordable, Accessible, Clean Transportation for All.

Near term recommendation

- Invest in Equitable Transit Oriented Development.

Long term recommendation

- Provide dedicated and sustainable funding for bicycle and pedestrian infrastructure through the establishment of a Chicago Bike and Walk Fund.

Long term metric

- Distribution of transportation funding to clean transportation such as biking, walking, electrified transit, and electrified freight; and percentage of trips taken by walking, biking or transit.

CHAPTER: TRANSPORTATION

Goal #1: Stabilize service delivery and reliability of the CTA (Chicago Transit Authority)

Near term recommendation

- Create a joint task force comprised of the Chicago Transit Authority (CTA), Chicago Department of Transportation (CDOT), Cook County Department of Transportation, and the Mayor's Office for People with Disabilities (MOPD) for more efficient workflow on transit, bike, and pedestrian projects to ensure collaboration and sufficient capacity.

Goal #2: Increase equitable access to our existing transit systems

Explore strategies to make Divvy affordable and integrated with our transit network.

Near term recommendation

Make it a more attractive choice for last-mile access.

Goal #3: Grow investments in equitable transportation

Advocate for investments and upgrades to regional transportation assets.

Near term recommendation

- Advocate for federal and state funding for continued upgrades to Chicago's Union Station to improve capacity and reliability and while strengthening walking, biking, and public transit connections to nearby neighborhoods.

Goal #4: Prioritize infrastructure that reinforces safe movement for all users, regardless of mode, age, ability, or income

Our vision is transportation networks that promote and support greater connectivity by active and sustainable options such as walking, public transit, biking and other methods that do not require car ownership. To achieve this, our system must be made safe for all people, especially those more likely to die or be critically injured by cars.

Make safe, universally accessible, multimodal street design the default

Near term recommendations

- Implement the Complete Streets Ordinance and expand it to include all streets.
- Adopt National Association of City Transportation Officials (NACTO) design guidelines and apply them to all city projects.
- Continue to collaborate with state partners to bring safety features under City control.
- Create and fund a crash rapid response team that makes immediate changes to intersections where fatal crashes occurred.

Long term recommendation

- Improve multimodal connections between neighborhoods, such as walking and biking trails along the river corridor, especially in neighborhoods that lack greenspace.

Calm vehicular traffic

Near term recommendations

- Socialize traffic calming measures through demonstration projects and by enabling temporary, tactical interventions.
- Improve safety on residential streets by creating car-free zones in residential streets to promote safe walkability and recreation for children.

- Lower the default citywide speed limit to 20 mph generally and 10 mph on residential streets.
- Improve pedestrian and cyclist safety by restricting right turns on red.

Long term recommendation

- Limit commercial traffic on residential streets.
- Expand physical infrastructure to support non-automotive mobility
- Near term recommendations
- Develop a comprehensive network of neighborhood slow streets to facilitate multimodal transportation within and between neighborhoods.
- Accelerate the infrastructure implementation of Vision Zero high crash corridors.

Long term recommendations

- Improve safety and access to the Lakefront Trail, parks, and Lake Michigan by investing in pedestrian and bike connectivity improvements along DuSable Lake Shore Drive.
- Begin implementation of a citywide network of connected protected bike lanes.

Metrics & milestones

- Car crashes by community area.
- Pedestrians and bicyclists killed or seriously injured by community area.
- Number of dangerous intersections reviewed and assessed for safety interventions.
- Percentage of trips taken by transit or active transportation.

ILLINOIS
MEDICAL
DISTRICT