

CHICAGO PLAN COMMISSION

CICERO AVENUE CORRIDOR STUDY

INFORMATIONAL PRESENTATION

DEPARTMENT OF TRANSPORTATION
COMMISSIONER TOM CARNEY

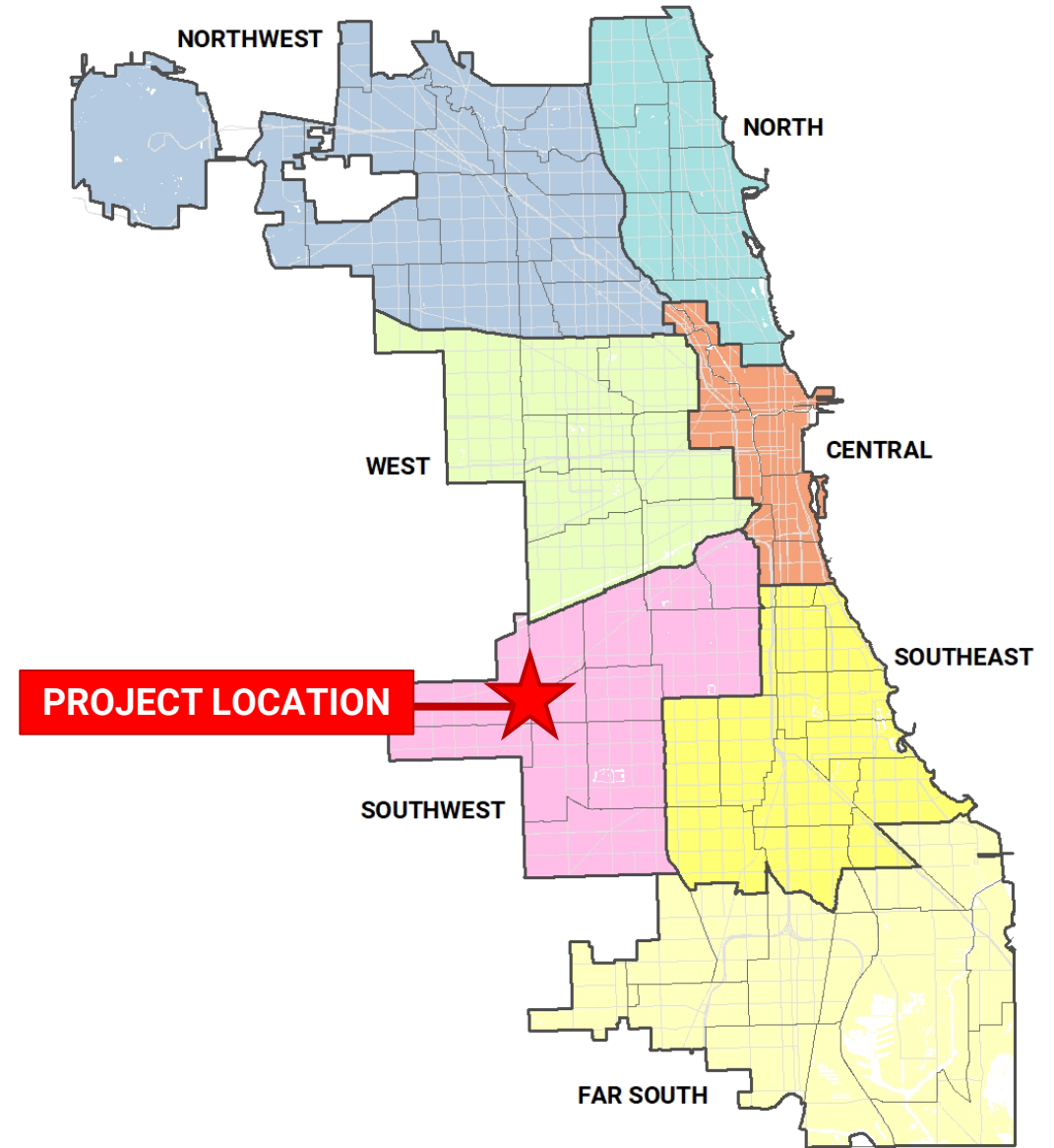
DEPARTMENT OF PLANNING AND DEVELOPMENT
COMMISSIONER CIERE BOATRIGHT

SEPTEMBER 19, 2024



AREA OVERVIEW

Project Boundaries:	I-55 to Marquette Road
Wards:	13 – Quinn, 14 – Gutierrez, 22 – Rodriguez, 23 – Tabares
Communities:	Clearing, Garfield Ridge, West Elsdon, West Lawn
Team:	CDOT, DPD
Region:	Southwest
Timeline:	Early 2021 through Summer 2022

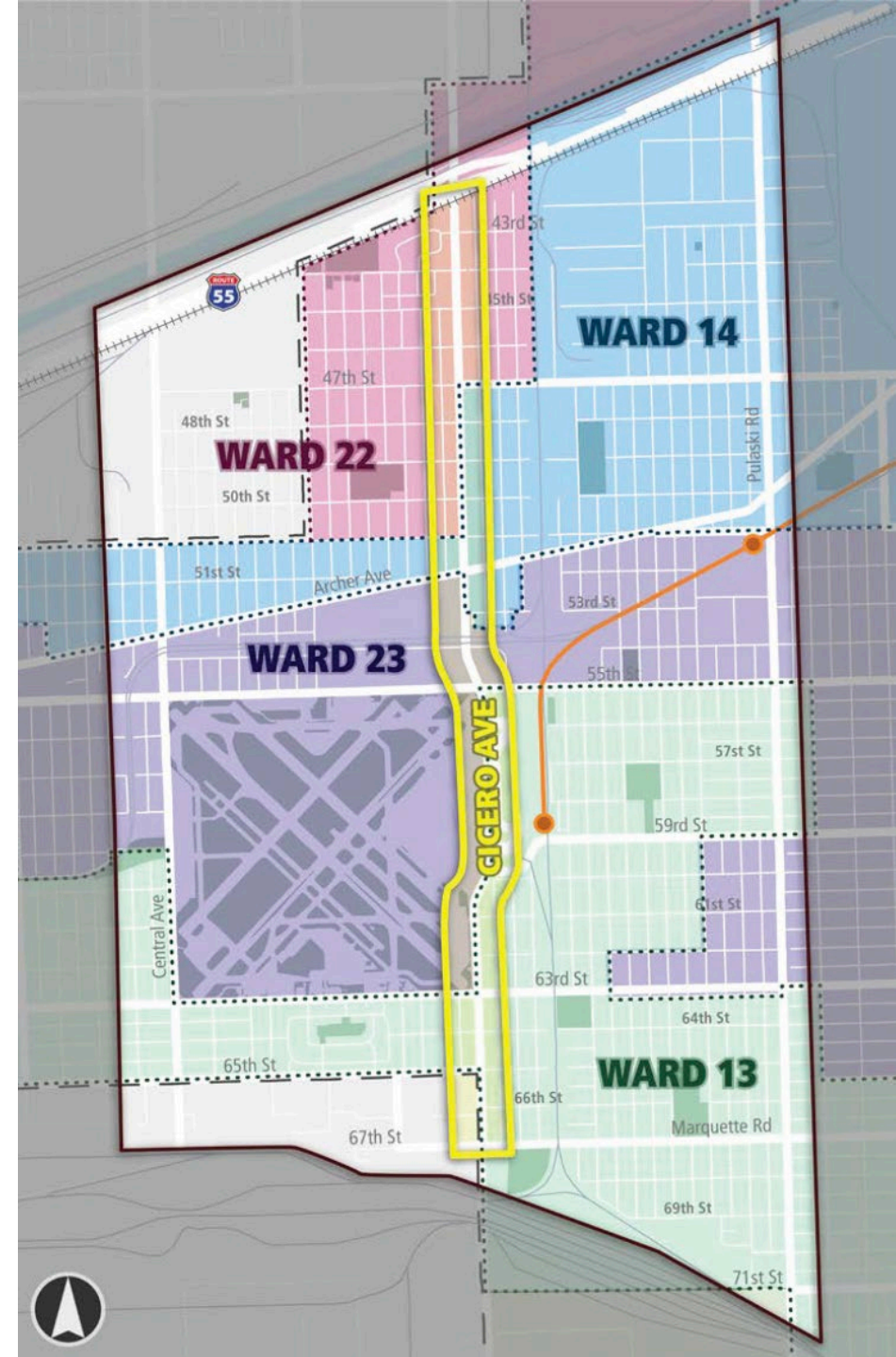


AREA OVERVIEW

Demographics:

- Total population: 112,089
- Race/ethnicity: 26.3% white, 2.3% African American, 69.1% Hispanic or Latino
- Age: 27.2% under 20; 14.0% 65 or older
- Median age: 36.5
- Median household income: ranges between \$64,441 and \$90,374

CMAP Community Data Snapshot, 2018-2022 ACS



PLAN OVERVIEW

Study Goals

- Address the needs of all users
- Evaluate street design
- Analyze real estate market demand
- **Create an enduring plan for revitalization that improves vibrancy, livability, functionality, and safety along the corridor**

Study Deliverables

- Robust community engagement process.
- Market analysis.
- Evaluation of existing transportation infrastructure, roadway safety, and potential improvements.
- Land use analysis, development scenarios, and design guidelines for opportunity sites.
- Implementation strategy with cost estimates and potential funding sources.
- Resource Reference Guide with tools and resources to promote corridor revitalization.

PUBLIC ENGAGEMENT

March 2021	Community Advisory Group #1
June 2021	Community Meeting #1
June-July 2021	Focus Groups & Interviews
June-July 2021	Online Survey #1
April 2022	Community Advisory Group #2
May 2022	Community Meeting #2
May-June 2022	Online Survey #2

Engagement Activities

30

Total Touchpoints



- Aldermanic Meetings
- City and State Inter-Agency Coordination Meetings
- Community Advisory Group Meetings
- Community Meetings
- Focus Groups and Stakeholder Interviews
- Online Surveys in English and Spanish

EXISTING CONDITIONS

Cicero Avenue is a car-centric corridor with safety and accessibility issues for all roadway users, including pedestrians, bicyclists, transit riders, and drivers.

- Intersections throughout the corridor are unsafe.
- Pedestrian safety is a top concern.
- Safer crossings and ADA improvements needed.
- High vehicular speeds are a safety issue.
- There is a lack of transit amenities and transit user waiting areas.
- Cycling across Cicero is uncomfortable due to wide intersections.
- More people would walk, bike or take transit if safety improvements were implemented.
- The corridor serves as a gateway to the City but lacking amenities.

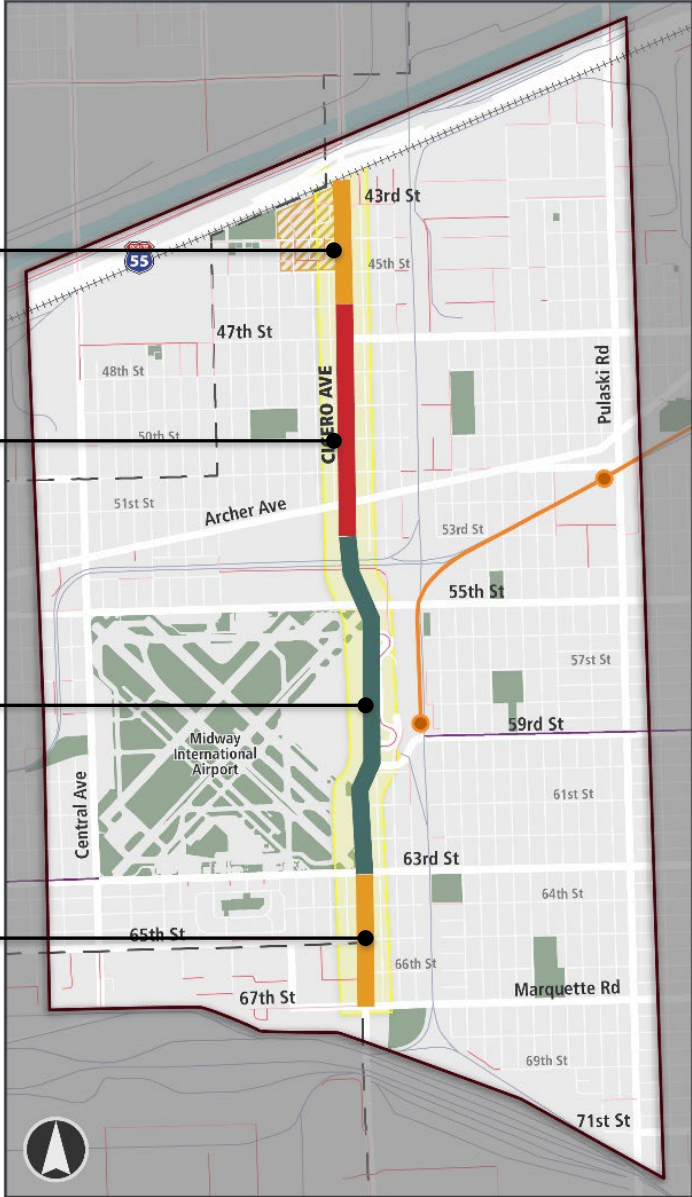
Land use similarly follows an auto-oriented pattern, with smaller-scale development set back behind surface parking.

- Vacant and underutilized properties are seen as detracting from the health of the corridor.
- Stakeholders would like to see new retail, dining, entertainment and green space.
- A lack of businesses and attractions encourage higher speeds and no reason for drivers to stop.
- Strong desire to elevate the corridor's assets, including the airport, businesses, houses and established organizations.
- Programmed, maintained, and well-designed green space could enhance the character of the area.

CORRIDOR FRAMEWORK

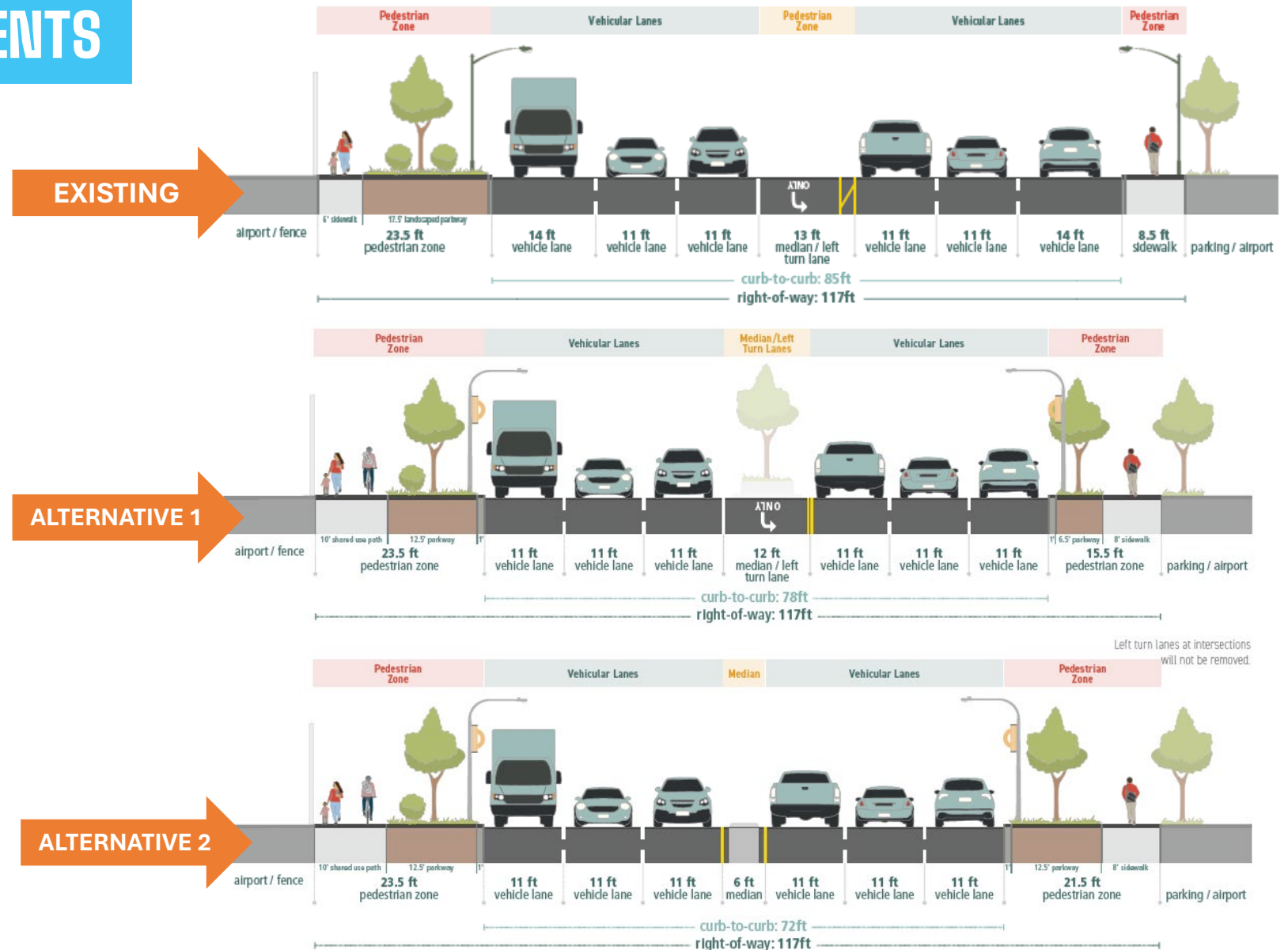
Study identifies a series of “character zones” with varying land uses, building patterns and character elements

- **The Northern and Southern Gateways**
Increased visibility and larger sites/uses. Building frontages generally setback further from road. Planted medians and wider outer vehicle lanes in southern portion.
- **The Community Commercial**
Finer-grain mix of building and business types, many of which are independent or smaller/more local chains. Building frontages generally closer to road. Planted medians throughout.
- **Midway Airport Zone**
Defined by transportation infrastructure and airport uses. Large landscaped parkway on the west side of the roadway. Building frontages set back from road. Mixture of painted and planted medians, large landscaped parkway, and wider outer vehicle lanes.

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- The map illustrates the Midway Airport Corridor Framework, showing a series of character zones along Central Avenue. The zones are defined by street boundaries and color-coded: Northern Gateway (yellow), Community Commercial (red), Midway Airport Zone (dark blue), and Southern Gateway (orange). The map includes labels for major streets such as I-55, Archer Ave, Pulaski Rd, Marquette Rd, and various numbered streets from 43rd to 71st. A north arrow is located in the bottom left corner of the map.
- Northern Gateway**
I-55 to 46th Street
 - Community Commercial**
46th Street to 53rd Street
 - Midway Airport Zone**
53rd Street to 63rd Street
 - Southern Gateway**
63rd Street to 67th Street

STREET SECTION IMPROVEMENTS

- The study examined existing street cross-sections along the corridor and presents concepts for increased pedestrian and vehicular safety.
- The study uses a toolbox of placemaking elements to promote walkability, safety, better connectivity for all roadway users, greening and an urban design theme for the corridor.



PLACEMAKING TOOLBOX



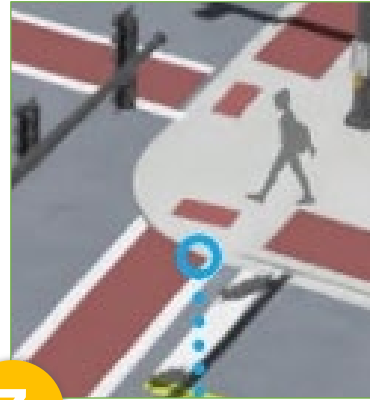
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Pavers, pedestrian lighting and street furniture



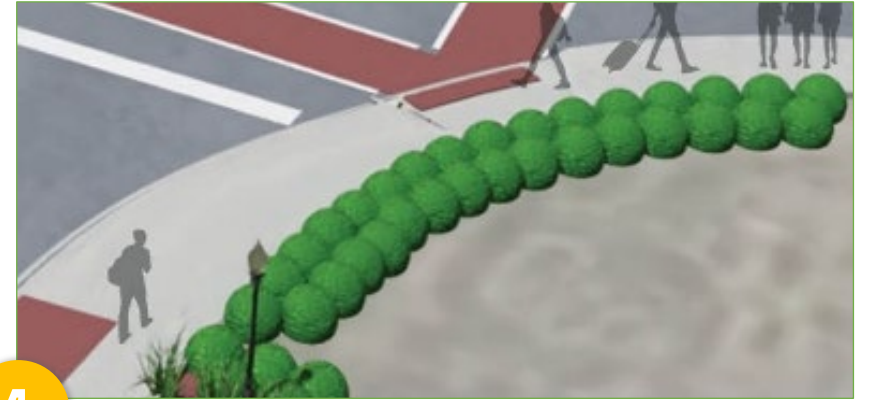
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Pedestrian plazas and corridor gateways



3

Curb extensions and ADA ramp improvements



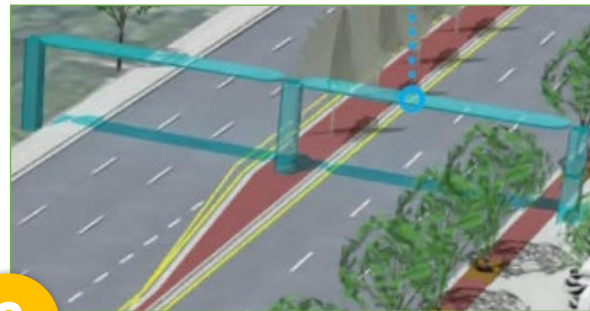
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Landscaping



5

Enhanced crosswalks



6

Major gateway features



7

Bike lanes and bike boxes (Archer only)



8

Right turn slip lanes with ped safety features

URBAN DESIGN THEMES

- Three placemaking themes were created through a comprehensive process that included insights from past community efforts and community feedback.
- The result was the development of three distinct themes (or families) of placemaking elements to support the visual identity of the Cicero Avenue Corridor.

Theme 1: The Way to Midway

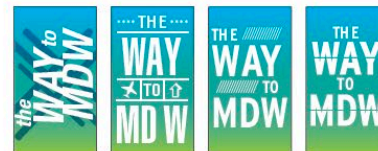
COMMUNITY INSIGHTS

- Corridor is direct way to get to airport
- Signage and wayfinding should clearly tie corridor to Midway Airport
- "Midway Airport is part of a neighborhood, you can walk to it"

ASPIRATIONAL IMAGERY



BRANDING / COLOR INSPIRATION



Brand. Midway Airport X-shaped runway and aeronautics

Color Palette. Transition from earth to sky

Theme 2: The Gateway to Chicago

COMMUNITY INSIGHTS

- "Corridor is a gateway to Chicago"
- Highlight Chicago's institutions and major events
- "Area is quintessentially Chicago"

ASPIRATIONAL IMAGERY



BRANDING / COLOR INSPIRATION



Brand. Iconic Chicago landmarks and infrastructure

Color Palette. Chicago flag

Theme 3: Connected Communities

COMMUNITY INSIGHTS

- "Celebrates our diverse cultures"
- "Not one ethnic group, it is truly a mix"
- Feature the community's assets (airport, businesses, homes, and established organizations)

ASPIRATIONAL IMAGERY



BRANDING / COLOR INSPIRATION

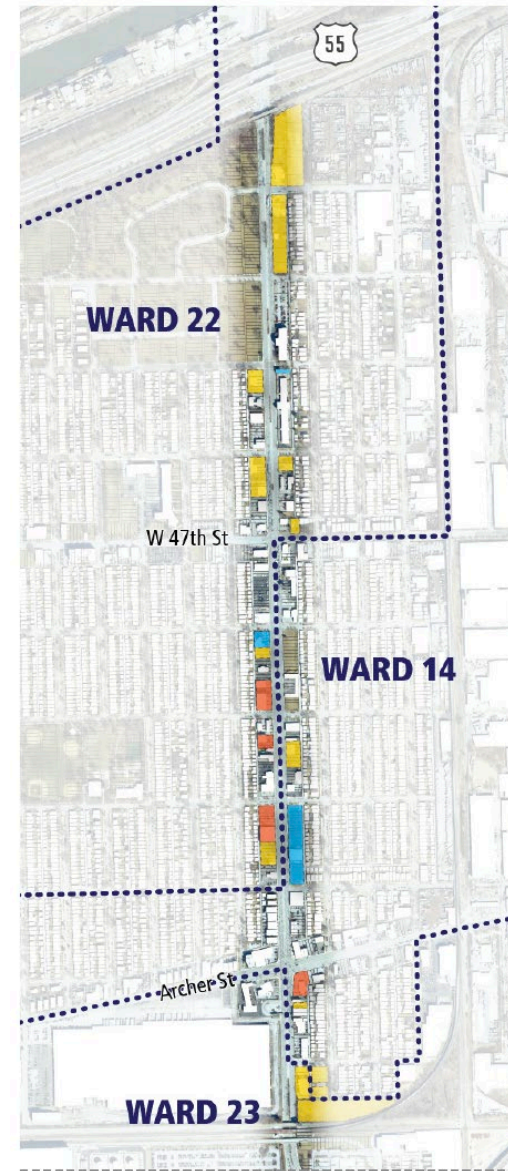


Brand. Diverse community and assets

Color Palette. Open space, sky, Lake Michigan and Midway Orange Line

SITE DEVELOPMENT SCENARIOS

- Consultant team catalogued all vacant lots, buildings and underutilized sites along Cicero
- Created a series of conceptual site development scenarios that articulate best practices for land use, site planning, and public realm activation along the corridor



Northern portion of study area



Southern portion of study area

DESIGN GUIDELINES

Categories:

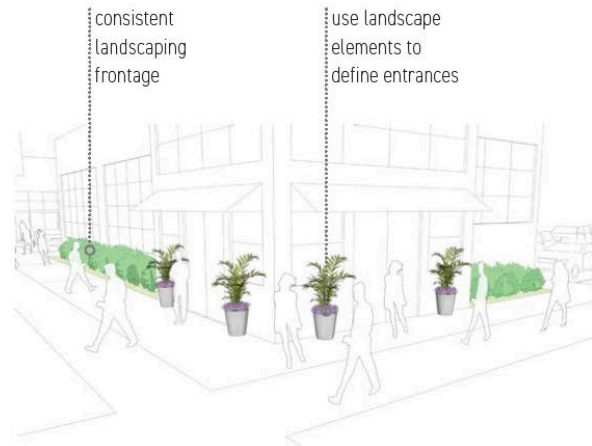
- Public space
- Program
- Site design
- Massing
- Façade
- Sustainability

Active Uses. Encourage active ground floor uses with placemaking elements such as public art, seating, and landscaping that connect the interior and exterior of buildings.

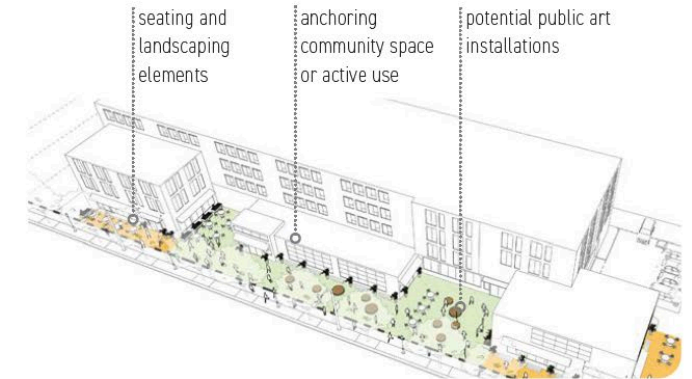


Site Landscaping. Incorporate landscape areas near active uses such as main entrances, public spaces, and amenity areas to enhance the public realm.

- Increase landscaping areas to define edges, enhance and direct views, and promote pedestrian use and enjoyment.

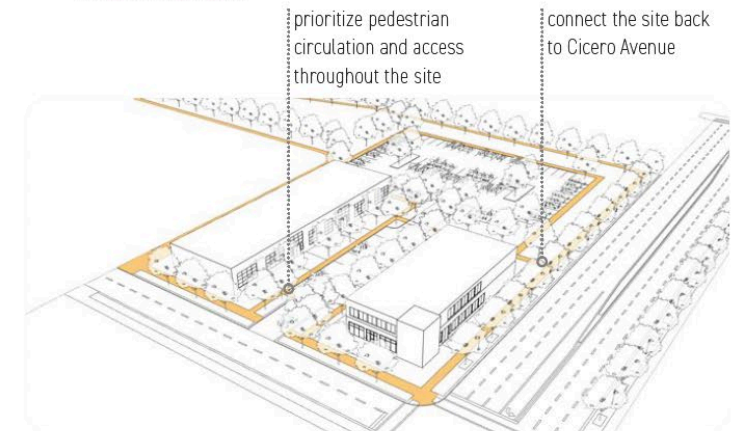


Placemaking. Utilize placemaking efforts to attract users such as public art, landscaping, seating, and programming.



Pedestrian Connections. Enhance pedestrian connections through and between sites to improve pedestrian safety and comfort along the corridor.

- Sidewalks and pedestrian pathways must be well maintained and include safe, clear travel ways throughout the entire year.
- Boost pedestrian activity through public and private realm accommodations.



IMPLEMENTATION

Implementation section includes:

- Cost estimates for engineering and construction
- Recommended phasing
- Funding opportunities
- Responsible parties
- Resource guide for locally-led improvement efforts

If you want to invest in a property...

Chicago PACE

Chicago PACE makes it possible for owners and developers of commercial properties to obtain low-cost, long-term financing for energy efficiency

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Website

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Neighborhood Opportunity Fund

The Neighborhood Opportunity Fund (N) development in order to support comm neighborhoods. There are two categoric different grant amount limits. Business

If you want to improve the public realm...

Special Service Area (SSA) Program

Special Service Areas, known as Business Improvement Districts or BIDs in other cities, are local tax districts that fund expanded services and programs through a localized property tax levy within contiguous areas. The enhanced services and programs are in addition to those currently provided through the city.

SSA-funded projects typically include but are not limited to: public way maintenance and beautification; district marketing and advertising; business retention/attraction, special events and promotional activities; auto and bike transit; security; façade improvements; and other commercial and economic development initiatives.

The city contracts with local non-profits, called Service Providers, to manage SSAs. Mayorally-appointed SSA Commissioners for each SSA district oversee and recommend the annual services, budget and Service Provider Agency to the city. There are currently 56 active SSAs in Chicago.

For more information call 312.744.1083.

businesses and neighborhoods. Addi program's website.

Website: <https://chicagocomplete.org>

Bicycle Rack Program

The Bicycle Rack Program is manage installation of bicycle racks through independent requests for placement requested through the city's website placement can also be found on this the placement of customized bicycle community character with CDOT.

Streelight Pole Banner Program

Banners are rectangular fabric signs two sides of the light standards along seasonally or for special events. The location and type of light pole. The in

NEXT STEPS

- Draft plan posted online for 30 days for public comment
- Return to Plan Commission in November for recommended adoption
- **You can read the draft plan at:**
<https://chicago.gov/CiceroAvenueStudy>

