

South Shore Corridor Study

Transit

Technical Report



South Shore Corridor Study

Transit Report

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SECTION 1: Existing Conditions

The South Shore community is served by a multi-modal transportation system. A Metra train system, bus network, road network, walking and bicycling are all included as options for travel.

A. Train Network

The train line that runs through South Shore is the Metra Electric District (ME). The first station it stops at in South Shore is the Stony Island station. It then goes East along 71st Street to Bryn Mawr station which has been there since 1888. Once the rail line component on 71st Street ends, it heads south then reaches stations South Shore, Windsor Park, and Cheltenham. ME line runs from 6am to midnight every 20 to 40 minutes but upwards of 2.5 hours past 7pm on weekdays. On weekends it runs hourly from 5am to 7pm then every 2 hours until 11pm. There are no CTA 'L' rail lines that go through South Shore.

Metra capacity utilization rates fall below the system average. The graph in Appendix A denotes a decline in weekday ridership for both stations in the study area from 1999 to 2016. Residents at the community meeting voiced concern over the absence of security features at the Metra stations.

B. Bus Network

CTA bus routes traveling through the area include:

- Route J14 – Jeffery Jump
- Route 15 – Jeffery Local
- Route 28 – Stony Island
- Route 71 – 71st Street
- Route 75 – 74th-75th Street
- Route 79 – 79th Street
- Route 6 – Jackson Park Express
- Route 26 – South Shore Express
- Route N5 – South Shore Night Bus
- Route 30 – South Chicago

For the purposes of this study only Routes J14, 15,28, 75, and 79 were analyzed.

The bus routes with the highest average bus ridership for 2018 are Routes 79, 4, 3 and J14. The highest was Route 79 with the average weekday rides totaling 25,045 and the lowest was Route 28 with 6,253 weekday rides. CTA bus route 79 is also one of the highest ridership buses in the Chicago bus network. The ridership on Saturday decreases from the average weekday and then further decreases on Sunday. See Appendix A for a comparison in bus ridership for each bus route in South Shore. About 22 percent of the bus stops contain a bus shelter. The majority of the bus stops have benches.

Route	Name	Avg Weekday	Avg Saturday	Avg Sunday	Year to Date Rides
3	King Dr	17,827	12,075	7,963	4,372,687
4	Cottage Grove	20,947	13,140	9,308	5,171,679
J14	Jeffery Jump	11,354	5,212	3,472	2,682,009
15	Jeffery Local	7,943	5,096	3,766	1,904,952
28	Stony Island	6,253	3,059	2,021	1,516,479
71	71st	9,343	6,761	4,936	2,351,944
75	74th-75th	7,085	4,852	3,510	1,795,268
79	79th	25,045	17,408	12,641	6,364,159

Fig 1. 2018 CTA Bus Route Average Daily Rides

The boarding and alighting data from 2018 provided by the CTA in Appendix A shows intersections with boarding and alighting is greater than 100 persons per day. Heavily trafficked intersections are located mostly along 79th St, and at the intersections of 75th and Stony Island Ave and at 75th and Jeffery Ave.

C. Bicycle Network

The bike network in South Shore consists of buffered bike lanes, marked shared bike lanes and off-street trails. The buffered bike lanes are on South Shore Drive, South Chicago Avenue, and a section of 75th Street between Cottage Grove Avenue and Stony Island Avenue. The marked shared bike lanes run along 76th Street and Jeffrey Avenue. South Shore Drive is an off-street trail until the Lakefront Trail ends (while adjacent to the South Shore Cultural Center) then turns into a buffered bike lane. Divvy bicycle stations are available outside of many train stations including Stony Island, Bryn Mawr, South Shore, Windsor Park and 75th Street. They are also scattered in various neighboring spots including Rosenblum Park and Rainbow Beach. South Shore Drive is the most used path for bikes, followed by Jeffrey Avenue and 71st Street. Divvy has a program, D4E, which provides an annual membership for \$5 to residents at or below the 300% Federal Poverty Level. The program also incorporates a cash payment system.

D. Pedestrian Network

Most streets are lined with sidewalks that are about 11 feet in width but vary in size and condition. The pedestrian network also consists of intersections with marked crosswalks as well as intersections with signals provided for protected pedestrian crossings. Street furniture including trash cans and flowerpots along 75th St and 79th St are sparse and lacking character. See Appendix E for an intersection condition

analysis at the intersections along 75th Street and 79th Street. Residents from the community have stated they would like an improved pedestrian realm so that it feels safer and more comfortable to walk.

E. Roadway Network

The current roadway system consists of major and minor collectors, minor arterials and a principal arterial. A typical cross-section is one travel lane in each direction with a sidewalk on each side. The travel lane is generally 20-21 feet. Another typical cross section includes a 32-foot Metra rail corridor separating two travel lanes in each direction and 11 feet sidewalks on each side. Each travel lane is 26-28 feet.

Average Daily Traffic (ADT) reported by IDOT in 2018 include:

- S Stony Island Avenue – 21,050
- S Jeffery Avenue – 16,200
- S Yates Blvd –8,300
- S South Shore Drive – 13,300
- E 75th Street – 5,700
- E 76th Street – 8,750
- E 79th Street – 11,600
- Local Streets in South Shore –275-850

Appendix A contains a map with ADT of additional streets within South Shore.

F. Paratransit

Paratransit service is provided by Pace buses which allows a passenger to make a pre-arranged trip. There are different paratransit options. Dial-a-ride is a 24/7 service that costs \$3.00 and must be Americans with Disabilities Act (ADA) certified by the Regional Transportation Authority (RTA) when using the service in Chicago. ADA Paratransit service is available to community members who are disabled or have health conditions and are certified by the RTA. Trips are only provided Monday through Sunday/Holidays 6:00am to 6:00pm and within the same geographic areas as fixed route buses.

Persons with disabilities and seniors (65+) who are enrolled in Circuit Breaker can ride CTA, Pace and Metra fixed route buses and trains for free. All other persons with disabilities ride fixed routes for half-price.

All three Metra stations within South Shore are fully ADA accessible.

G. Automobile Ownership

In comparison to the entire population of the City of Chicago, South Shore has low automobile ownership. About 91 percent of homeowners in South Shore have at least one car, while only 48 percent of renters do. By age groups, 56% of 15 to 34-year old's, 59% of 35 to 64-year old's, and 56% of 65 and older have at least one car. According to the first community meeting and survey, those who do have cars, use their cars as a primary mode of transportation within South Shore, as well as throughout Chicago.

H. Parking

On-street parking is available throughout the community with various regulations. There is indoor bicycle parking at Bryn Mawr Station and 79th Station. There is daily parking at Windsor Park Station and Cheltenham Station. Windsor Park Station has a total of 27 parking spaces and Cheltenham Station has a total of 72 parking spaces including 3 ADA spaces. There are metered parking garages available at the South Shore Cultural Center and Rainbow Beach North and South. They also include disabled spaces. The garages charges \$2.00 per hour between 9am – 9pm and \$1.00 per hour between 6am – 9am and 9pm-11pm. There is also hourly and monthly parking available at a lot operated by Gel Apartments located on the east side of S. Clyde Avenue between E 67th and E 68th Street. It can be reserved through spot hero for \$3.00 for 3 hours or \$75.00 a month. A few businesses also offer parking lots for customers such as Jeffery Plaza next to Bryn Mawr Station.

SECTION 2: Recommendations

The study area consists of asphalt streets with concrete sidewalks of varying condition. While a handful of intersections along both corridors have planters and trash cans, much of the area lacks street trees, landscaping, street furniture, artwork, and other urban design elements—even though sidewalk with widths of 11 feet along the corridor can accommodate such amenities. The roadway lighting only exists on one side of streets along 75th Street and 79th Street. Safety along the corridors is also a concern of the residents and could be improved with the following recommendations.

South Shore has access to transit facilities to access downtown and other areas of Chicago. One of the project goals is to improve transit and transportation connections, pedestrian and public realm connections. The following recommendations are based on CDOT Complete Streets, Vision Zero Polices, and the RTA Community Planning Program.

I. Short-Term Recommendations

INTRODUCE PEOPLE SPOTS

People Spots are temporary (usually seasonal) platforms adjacent to sidewalks, typically within existing parking lanes. By expanding the sidewalks, they create a space for outdoor seating and dining. As a placemaking tool, they can also help to increase foot traffic and promote economic activity in retail corridors. Along 79th Street, the city should identify two locations for People Spots that are not located near bus stops, which would preferably be next to active businesses where owners are interested in providing seating and dining.

INSTALL TEMPORARY BUMP-OUTS

A curb-extension, or “bump-out,” reduces pedestrian crossing distance to improve safety at an intersection. Bump-outs can be installed where on-street parking is present and can also be combined with other streetscape enhancements, such as seating or landscaping. Curb extension should occur at key corners.

DESIGN TEMPORARY CROSSWALKS

An easy-to-implement, temporary placemaking strategy to improve streetscapes is to paint decorative, potentially branded crosswalks at major intersections throughout the corridor. The city of Chicago could bring on local artists to design the crosswalks and engage the neighborhood to help with painting.

INTRODUCE COMMUNITY KIOSKS

Introducing community kiosks along the corridor could help residents, business owners, and visitors market programs and events, advertise services, and request information or services. Various iterations from temporary corkboard to more permanent, elaborate kiosks can be implemented over time. Kiosks should be placed on corner and mid-block curb extensions and not placed within transit stops to avoid disarray and prevent confusion.

J. Mid-Term Recommendations

ENGAGE METRA

Metra is a major property owner within the study area and will play a role in the implementation of the Plan. The city should engage Metra in conversations regarding station improvements, pedestrian lighting, station wayfinding, railway right-of-way improvements, and parking.

ENGAGE CDOT

CDOT is a major property owner within the right-of-way of the study area and will play a role in the implementation of the Plan. The city should engage CDOT in conversations regarding pedestrian lighting, wayfinding, and right-of-way improvements.

ENGAGE CTA

CTA is a key player within the study area and will play a role in the implementation of the Plan. The city should engage the CTA in conversations regarding frequency of bus service, and bus stop improvements. The city should also support CTA initiatives such as the Bus Priority Zones and investigate how South Shore could benefit from these zones.

K. Long-Term Recommendations

IMPLEMENT PERMANENT STREETSCAPING

Work to implement more permanent streetscape improvements for the sections of 75th Street and 79th Street within the study area, based on what temporary measures were successful. Permanent improvements should add to the vibrant identity of the corridors.

FORMALIZE GATEWAY SIGNAGE

The city should formalize gateway signage that extends the South Shore brand. Major gateway signage should be located at the intersections of 79th Street, Stony Island Avenue, and South Chicago Avenue to serve as an entrance to the corridor. Minor gateway elements should be located at the beginning and end of each corridor.

INVEST IN STREET TREES AND LANDSCAPING

While a handful of intersections in the center of the corridors have planters, much of the area lacks street trees. The benefits of street trees— to the environment, economy, and physical health of residents and visitors—are well-researched and proven. Investing in additional street trees and landscaping along the corridor would result in a more inviting place, increased shade, and a built-in stormwater management system.

IMPROVE BIKE ROUTES

The South Shore neighborhood lacks protected and/or buffered bike lanes, despite having designated crosstown bike routes along Stony Island Avenue, 71st Street and 76th Street. South Shore Drive is also a heavily cycled route as shown on the Strava Heat Map in Appendix B. The city should work towards adding protected bike lanes either along bike routes or connecting existing bike lanes together.

K.1 Corridor Recommendations

75th STREET CORRIDOR

The transportation system along 75th Street is a valuable strength for this residential corridor. The current streetscape is dull and in need of more features that will help revitalize the community. Our goal is to make this system more appealing and attractive to residents by implementing permanent streetscape enhancements. This can be achieved with improvements to sidewalks in poor conditions and with the addition of public artwork, uniform street furniture, trees, planters, and sidewalk cafes. Given the plentiful sidewalk space available along 75th Street, these improvements are easily attainable. Investing in street trees and landscaping could also greatly benefit the 75th Street residential corridor.



Fig 2. Intersection Conditions at 75th St and Jeffery Ave



Fig 3. Intersection Conditions at 75th St and Phillips Ave

79th STREET CORRIDOR

The 79th Street corridor has the infrastructure needed to support a strong retail community. One of the project goals is to improve connectivity and mobility between this potentially robust corridor with the surrounding areas. Attracting the community to this corridor can be made possible with help of different additions to the area to make it more appealing. Formalizing a gateway near the intersection of 79th Street and Stony Island Avenue would pull more patrons to the area. This will generate some attention to the corridor instead of just a stop-and-go spot. Installing community kiosks to enhance wayfinding along the 79th Street corridor would make people more aware of what the area has to offer and create a better sense of direction for residents and patrons. Replacing parking space(s) with people spots will create an outdoor area for seating and congregating. This can help increase foot traffic and encourage more business activity for this retail corridor. Installing temporary bump-outs, or a curb-extension, will help improve safety for pedestrians by decreasing their crossing distance. The addition of colorful and eye-catching banners would establish a brand for the 79th Street corridor.

K.2 Key Node Recommendations

The 75th St and Stony Island Ave intersection is part of a retail corridor of S Stony Island Ave, but also acts as one of the entrances into South Shore. The intersection is in good condition but could be improved to create a more welcoming entrance into South Shore. Proposed improvements include:

- Streetlight upgrades- Street lights needed on north side of 75th street for safety
- Informational signage for wayfinding- no indication of South Shore neighborhood entryway.
- Landscape enhancement.
- Crosswalk is in need of re-stripping.



-
- 28 bus route southbound stop has high boarding and alightings. This bus stop could be improved with a bus shelter and moved away from intersection in order to not block the driveway of the gas station and be closer to bench.



The 75th St and Jeffery Ave intersection is directly connected to the South Shore International College Prep and Rosenblum Park. Safety at this intersection is critical. Proposed improvements include:

- Sidewalk, curb and gutter repairs at the northwest, northeast, and southeast corners.
- ADA corner curb enhancement at the southeast ramp to bring corner up to code.
- Streetlight upgrade to add lighting to north side of 75th Street.
- Pedestrian scale lights for safety of students
- Landscape enhancement as part of the 75th residential corridor.
- Pedestrian crossing re-striping.
- 75 bus route eastbound stop could be improved with a shelter and seating due to high boarding and alighting.



NE Corner facing East

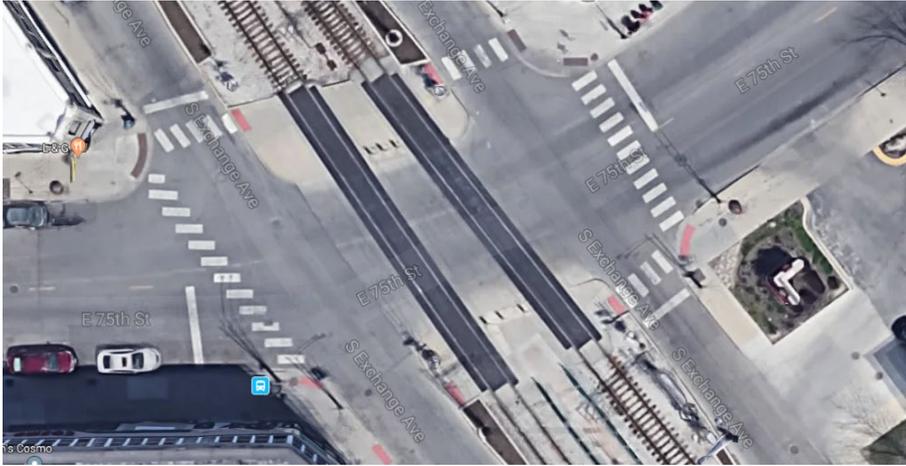
The 75th St and Yates Ave intersection has a more local residential character with the Quarry Event Center and a gas station for quick conveniences. Proposed improvements include:

- Streetlight upgrade to add lighting to north side of 75th Street.
- Landscape enhancement with furnishings and trash bins.

The 75th St and Exchange Ave intersection is a major intersection of South Shore directly connected to the Windsor Park Metra station and 4 bus routes stopping at this node. Proposed improvements include:

- Streetlight upgrade to add lighting to north side of 75th Street.
- Landscape enhancement with flowerpots and trash compactors.
- Pedestrian scale lights for safety near the Metra station.
- Pedestrian and bike information signage upgrade for wayfinding to and from station.
- Improved pedestrian island for safety.
- The Windsor Park Metra station could be improved with pedestrian scale lighting, landscape enhancements along train tracks, and improvements within the shelter for safety.

- Pedestrian crosswalk striping missing.



The 79th St and Stony Island Ave intersection is the most complex intersection in South Shore, with three streets crossing underneath the access ramp to the expressway. The intersection could be improved to create a main gateway into South Shore and 79th Street as the proposed retail corridor. Proposed improvements include:

- Sidewalk, curb and gutter repairs to corners.
- Median ADA curb enhancements to bring up to code.
- Wayfinding information signage upgrades for pedestrians, cyclists, and vehicles-intersection difficult to navigate.
- Pedestrian crossing re-striping.
- Landscape enhancement to create a more welcoming entrance.
- Provide shelter and seating at bus stop at the northwest corner, on the eastbound side of South Chicago Avenue as this has high daily alighting and boarding.

The 79th St and Jeffery Ave intersection has unique urban characteristics with a convenient store, a church, and a Tudor Revival Style building as cornerstones of the intersection. Proposed improvements include:

- Sidewalk, curb and gutter repairs.
- Utility box clean up at the southwest corner of the intersection.
- Pedestrian and cyclist Information signage upgrade
- Landscape enhancement such as flowerpots.
- The 79 westbound bus stop could be improved with a shelter and seating-high boarding and alighting.
- The 79 eastbound bus stop is not in an ideal location and should be moved back to the southwestern corner of the intersection per comments from community. Reasons include larger sidewalk area, building overhang for inclement weather, and easier visibility of incoming buses.



NE corner facing West

NE corner facing SW

The 79th St and Yates Ave intersection is retail hub with two fast food restaurants, a gas station, and a general store. Proposed improvements include:

- Sidewalk, curb and gutter repairs.
- Landscape enhancement such as flowerpots and trash receptacles.
- Pedestrian and cyclist Information signage upgrade- difficult to navigate.
- The 79 eastbound bus stop could have improved signage due to limited visibility between the gas station sign and the traffic light pole.



Missing Sign at NW corner

Sidewalk at NW corner

The 79th St and Exchange Ave intersection is a major intersection of South Shore directly connected to the Cheltenham Metra station along with three streets intersecting at this node. Proposed improvements include:

- Sidewalk, curb and gutter repairs.
- Streetlight repair and upgrade
- Landscape enhancement with flowerpots and trash compactors.
- Pedestrian crossing re-striping.
- Pedestrian scale lights for safety near the Metra station.
- Pedestrian and bike information signage upgrade for wayfinding to and from station-difficult to navigate.
- Improved pedestrian island for safety.
- The Cheltenham Metra station could be improved with pedestrian scale lighting, landscape enhancements along train tracks, and improvements within the shelter.
- The 79 eastbound and westbound bus stops at this intersection could be improved by providing bus shelters.



Exchange and 79th East side facing West



Clogged drainage at NE corner East side



NE corner facing Northwest

Note: 79th Street between Colfax and Exchange Ave (west of the Metra train tracks) was under construction during our inspection.

See Appendix F for a chart of improvements by intersections.

L. Potential Funding Sources:

These recommendations could be implemented through the following funding sources:

Special Service Area (SSA) Funds: SSA funds could be used for landscape enhancement, banners, and wayfinding and signage.

Aldermanic Menu Funds: sidewalk, curb and gutter repairs, street lighting and crosswalk and furniture repair.

CDOT: Sidewalk, curb and gutter repairs, crosswalk re-painting, additional bus shelters in consultation with CTA and Alderman.

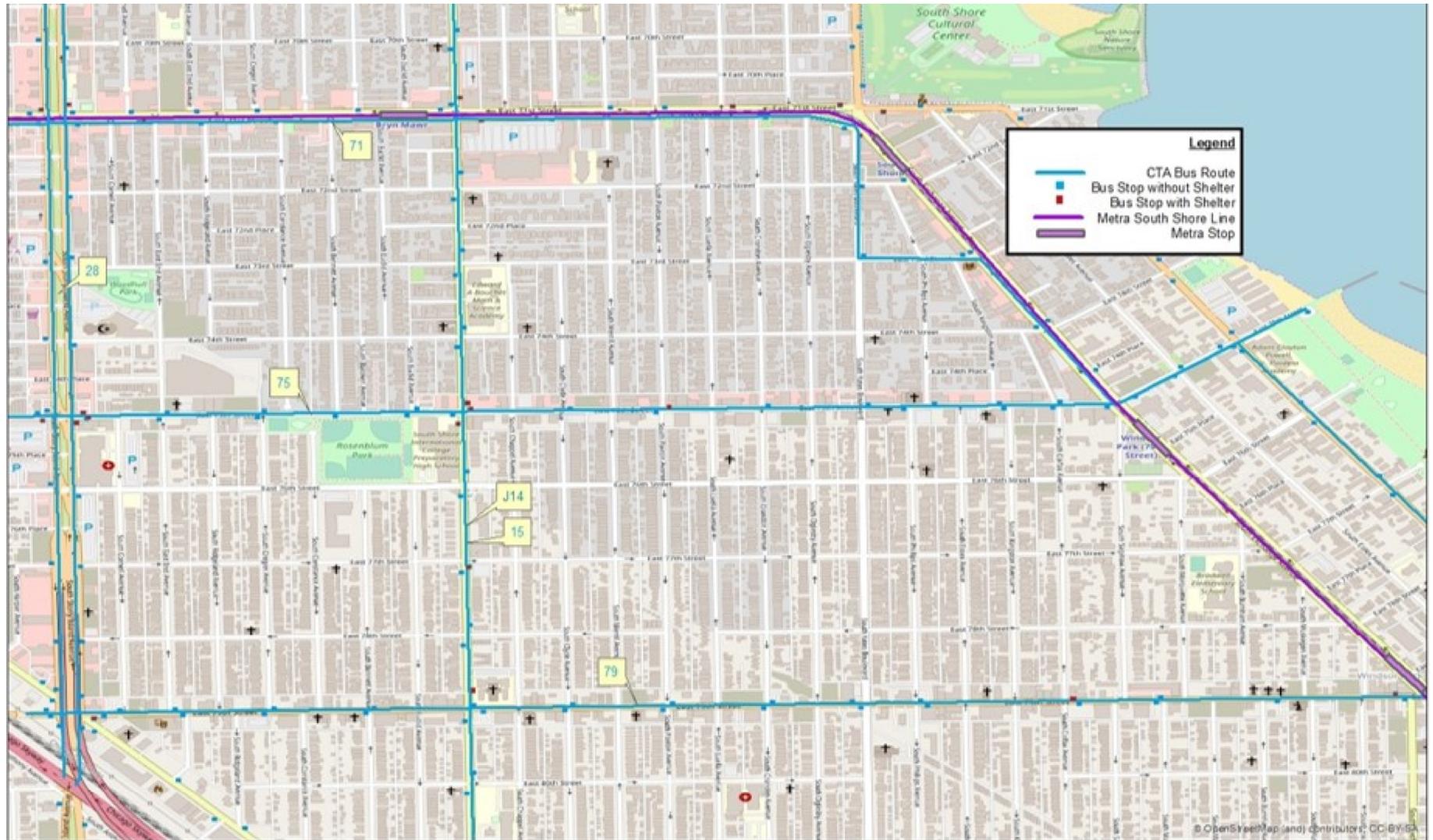
CTA: Improving bus service.

Metra: station improvements.

SECTION 3: Appendices

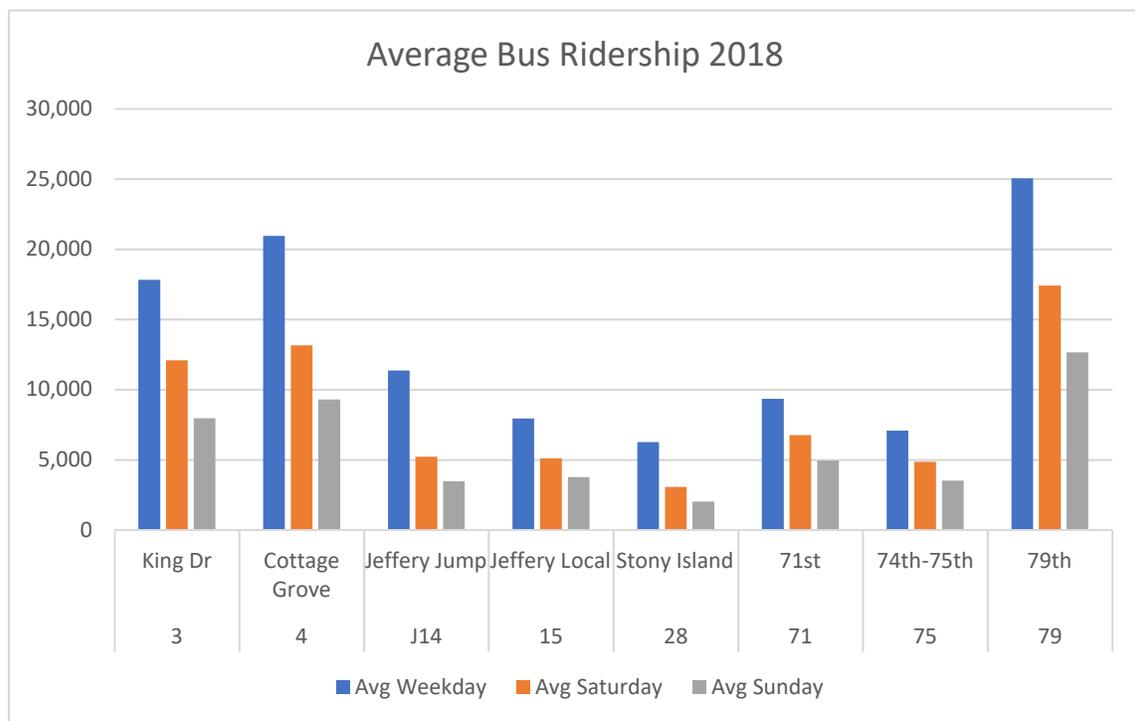
Appendix A
Public Transit Data

Public Transit Map



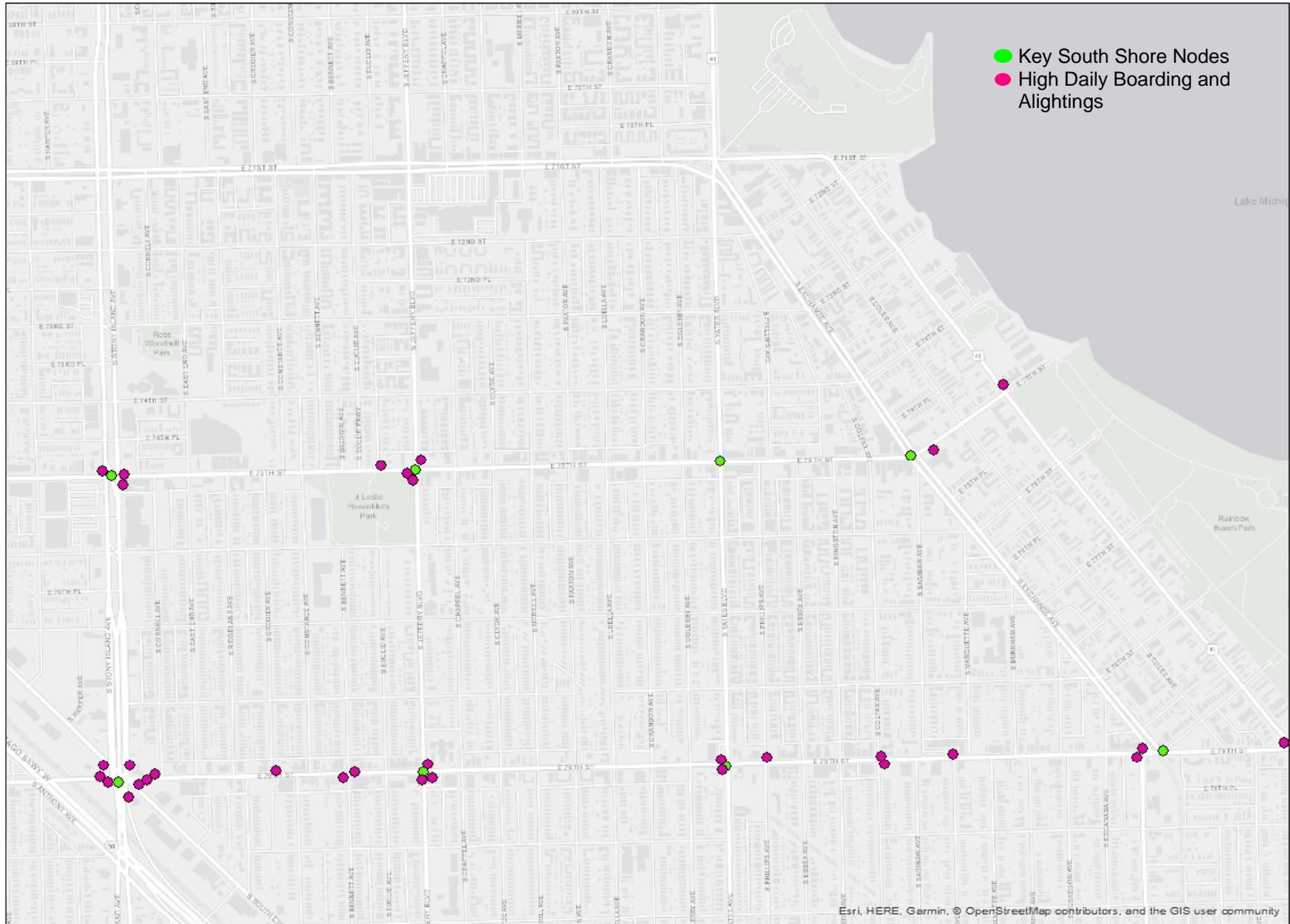
Average Bus Ridership

Route	Name	Avg Weekday	Avg Saturday	Avg Sunday	Year to Date Rides
3	King Dr	17,827	12,075	7,963	4,372,687
4	Cottage Grove	20,947	13,140	9,308	5,171,679
J14	Jeffery Jump	11,354	5,212	3,472	2,682,009
15	Jeffery Local	7,943	5,096	3,766	1,904,952
28	Stony Island	6,253	3,059	2,021	1,516,479
71	71st	9,343	6,761	4,936	2,351,944
75	74th-75th	7,085	4,852	3,510	1,795,268
79	79th	25,045	17,408	12,641	6,364,159



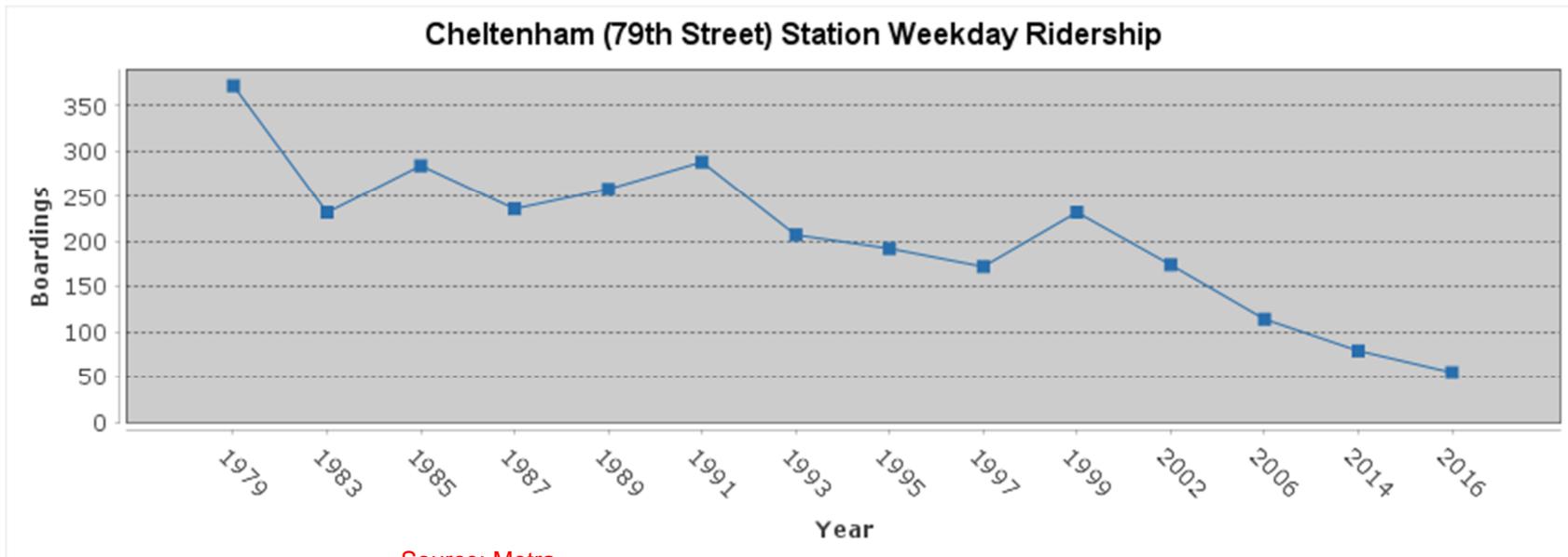
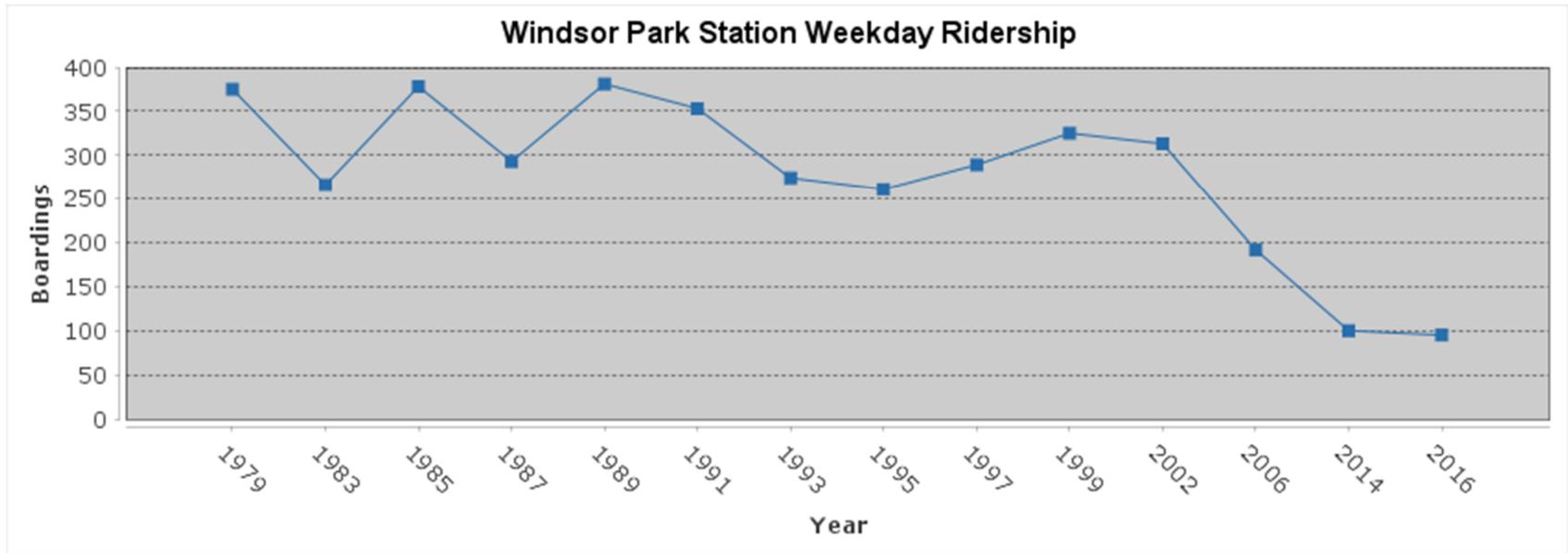
Source: CTA

CTA Boarding and Alighting Data



Source: CTA

Metra Station Ridership by Year

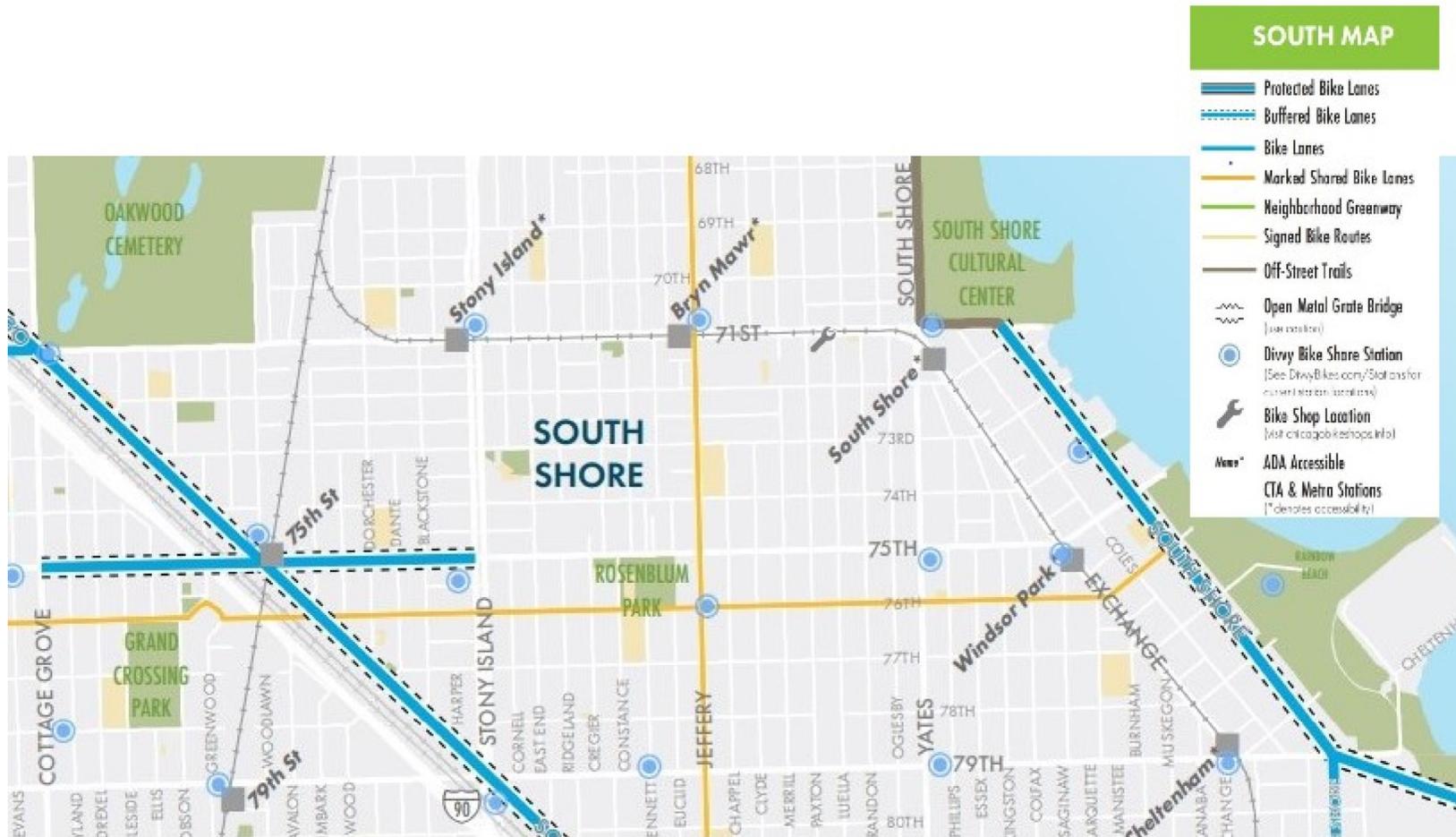


Source: Metra

Appendix B

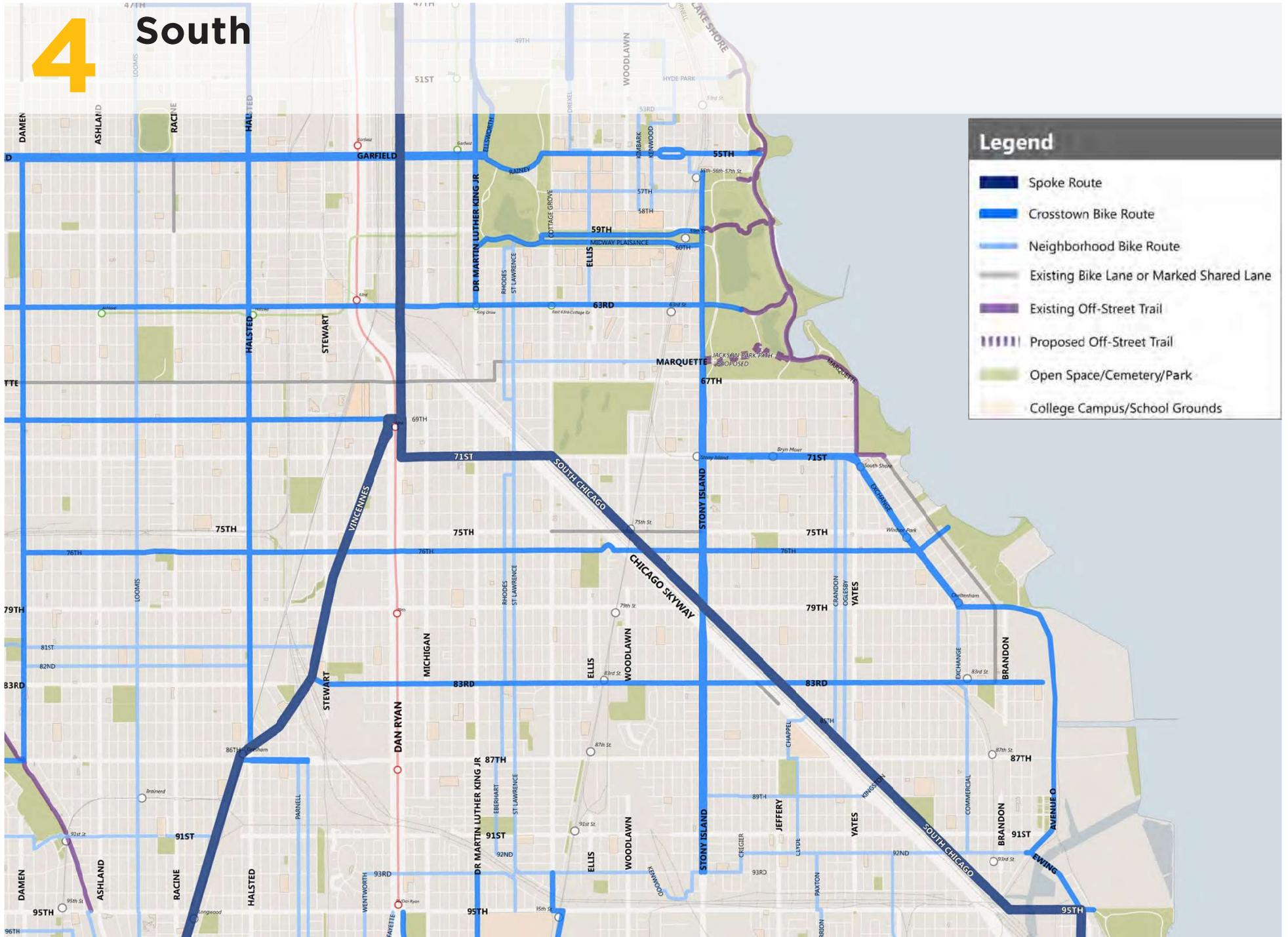
Bicycle Network Data

Existing Bike Conditions



Source: Chicago Complete Streets

2020 Planned City of Chicago Bike Routes



Source: Chicago Streets for Cycling Plan 2020



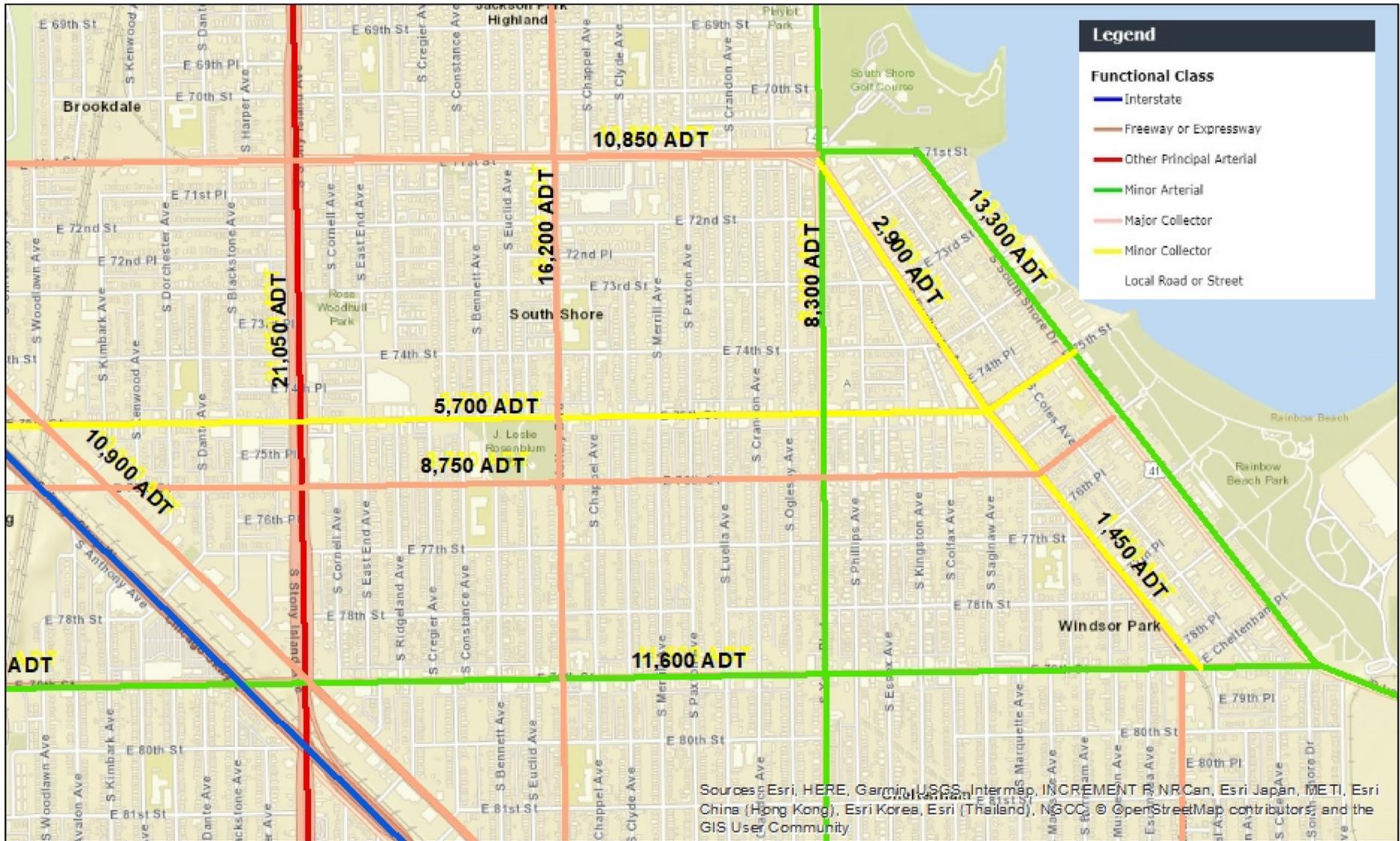
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Appendix C

Roadway Data

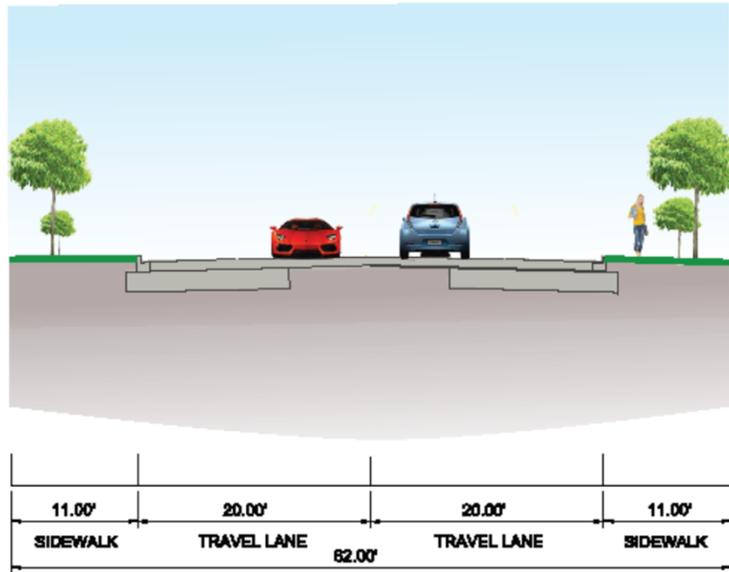
Roadway Map



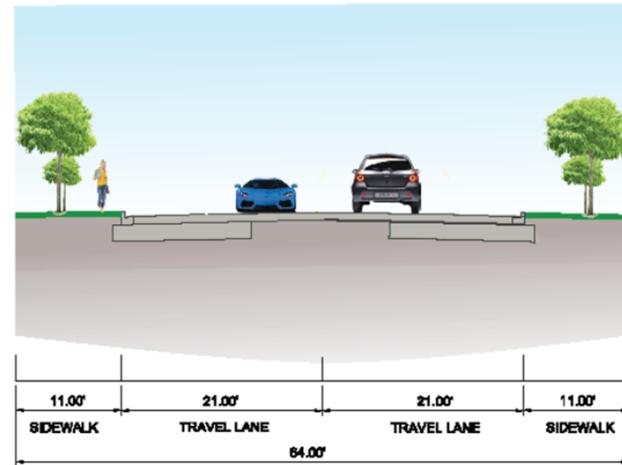
Source: IDOT Annual Average Daily Traffic

Roadway Character

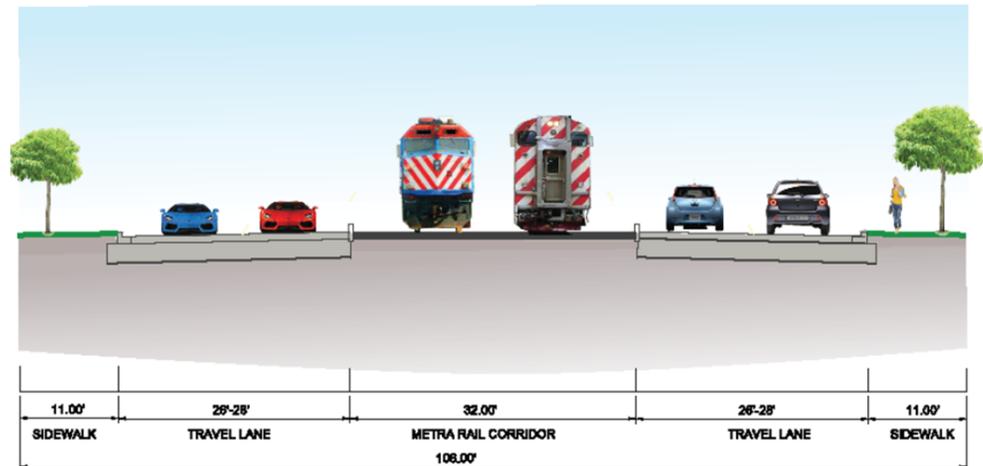
79th St



75th St



S Exchange Ave



Appendix D
Vehicle Ownership Data

	Chicago city, Cook County, Illinois		ZCTA5 60649	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	1,046,789	+/-3,398	20,538	+/-537
Owner occupied:	466,587	+/-3,689	4,600	+/-420
No vehicle available:	48,613	+/-1,473	420	+/-109
Householder 15 to 34 years	5,826	+/-562	0	+/-23
Householder 35 to 64 years	18,694	+/-931	154	+/-69
Householder 65 years and over	24,093	+/-938	266	+/-80
1 or more vehicles available:	417,974	+/-3,513	4,180	+/-421
Householder 15 to 34 years	50,998	+/-1,671	104	+/-59
Householder 35 to 64 years	263,820	+/-2,951	2,500	+/-335
Householder 65 years and over	103,156	+/-1,405	1,576	+/-223
Renter occupied:	580,202	+/-3,025	15,938	+/-659
No vehicle available:	230,990	+/-2,548	8,262	+/-579
Householder 15 to 34 years	83,027	+/-1,969	1,712	+/-353
Householder 35 to 64 years	100,389	+/-1,980	4,728	+/-446
Householder 65 years and over	47,574	+/-1,374	1,822	+/-272
1 or more vehicles available:	349,212	+/-3,239	7,676	+/-548
Householder 15 to 34 years	146,299	+/-2,337	2,075	+/-327
Householder 35 to 64 years	172,161	+/-2,768	4,521	+/-477
Householder 65 years and over	30,752	+/-945	1,080	+/-247

	Chicago city, Cook County, Illinois	
	Estimate	ZCTA5 Estimate
Total:	1,046,789	20,538
Owner occupied:	466,587	4,600
No vehicle available:	48,613	420
1 or more vehicles available:	417,974	4,180
Renter occupied:	580,202	15,938
No vehicle available:	230,990	8,262
1 or more vehicles available:	349,212	7,676

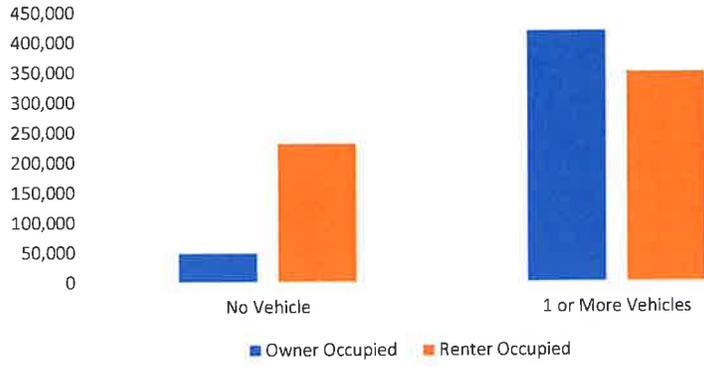


	No Vehicle	1 or More Vehicles
Owner Occupied	48,613	417,974
Renter Occupied	230,990	349,212

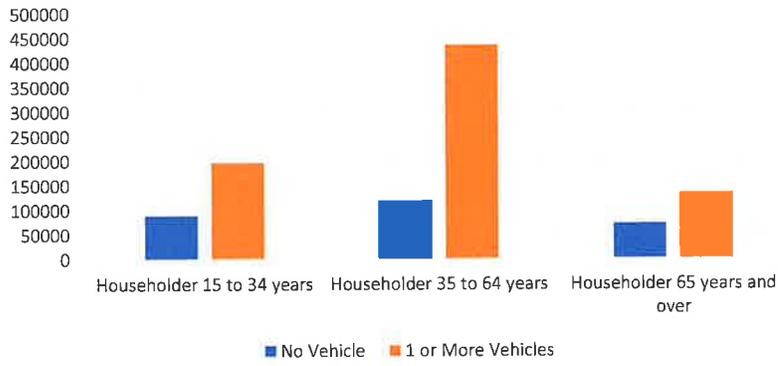
	No Vehicle	1 or More Vehicles
Householder 15 to 34 years	88853	197297
Householder 35 to 64 years	119083	435981
Householder 65 years and over	71667	133908

Source: ACS Summary Data

Vehicle Ownership



Vehicle Ownership by Age Group



Source: ACS Summary Data

Appendix E
Intersection Condition Analysis

South Shore Intersection Condition Analysis

79th Street Conditions

	79th & Cheltenham	79th & Exchange	79th & Escanaba	79th & Muskegan	79th & Yates	79th & Jeffery	79th & Stony
Visibility of Transit Stops	Add wayfinding signs for Metra	Add signs to Metra station	N/A	N/A because of constuction	Bus stop sign on 79th eastbound is not very visible	Stop at SE corner should be moved back to SW corner	Difficult to see stops & difficult to know which direction buses are
Pedestrian Signage	N/A	N/A	N/A	N/A add pedestrian crossing sign	N/A	N/A	Add street signs on pedestrian level
Age, Quality & Maintenance of Bus Stops	N/A	N/A	N/A	Under construction	Good	Add bench to Jeffery jump stop at Southwest	Bus stops could use benches
Pedestrian Crossing Signals	N/A	N/A	N/A	N/A	Good	Good	Signal timing off
Visibility of Pedestrians to & from Turning Vehicles	Good	Good	Good	Good	Good	Good	Terrible to maneuver
Quality of Sidewalks	Terrible. Sidewalks incomplete; gravel Pavement marking needs re-striping Drain clogged at Northeast corner Road in terrible condition; Under construction	Terrible. Pavement marking needs re-striping Drain clogged at Northeast corner Road in terrible condition; Under construction	Terrible. Under construction	Under construction	East side of 79th sidewalk in bad condition	Could be improved in front of church Cross guards were present for children	Good, recently improved



Appendix F
Intersection Upgrade Components

75th Street Corridor Improvements

Intersection Upgrade Components	Responsible Party	75th and Stony Island	75th and Jeffery	75th and Yates	75th and Exchange
Sidewalk and Pedestrian Realm Upgrade					
Sidewalk, curb and gutter repairs	CDOT		NW,NE, SE (2)		
ADA corner curb enhancements	CDOT		SE Ramp (3)		SE, SW & Median (3)
Utility box clean up and repair	CDOT, CTA				
Street light Upgrade	CDOT	(7)	(7)	(7)	(7)
Street light replacement	CDOT				
Pedestrian scale lights	CDOT		(7)		(7)
Informational signage upgrade	CDOT, CTA, Metra	(6)			(6)
Landscape enhancement	CDOT, SSA	(4)	(4)	(4)	(4)
Shelters	CDOT	28 SB(1)	75th EB(1)		75th EB(1)
Seating	CDOT		75th EB(1)		75th EB(1)
Way-Finding and Signage					
New pedestrian and bike signage	CDOT	(6)			(6)
Pedestrian crossing striping	CDOT	NW (2)	(2)		SW (2)
Pedestrian islands	CDOT				(2) (7)
Metra Stations					
Pedestrian scale lighting	CDOT, Metra				(7)
Landscape enhancements	CDOT, Metra				(4)
Additional shelter or shading	Metra				(5) (7)
CTA Stops					
Stop signage	CTA	28 SB(6)			
Bus stop location	CTA	28 SB (6)			75th EB(6)

Justification:

(1)	High Daily Boarding and Alighting
(2)	In need of Repair/Replacement
(3)	Not up to Code
(4)	Street Enhancement
(5)	Per comments from Community
(6)	Difficult to find/navigate
(7)	Safety

79th Street Corridor Improvements

Intersection Upgrade Components	Responsible Party	79th and Stony Island	79th and Jeffery	79th and Yates	79th and Exchange
Sidewalk and Pedestrian Realm Upgrade					
Sidewalk, curb and gutter repairs	CDOT		(2)	(2)	(2)
ADA corner curb enhancements	CDOT				Median (3)
Utility box clean up and repair	CDOT, CTA		(4)		
Street light repair and upgrade	CDOT	(7)	(7)	(7)	(7)
Street light replacement	CDOT				
Pedestrian scale lights	CDOT				
Informational signage upgrade	CDOT, CTA, Metra	(6)	(6)		(6)
Landscape enhancement	CDOT, SSA	(4)	(4)	(4)	(4)
Seating	CDOT	NW corner (1)	79 WB (1)		
Shelters	CDOT		79 WB (1)		79 EB, WB (1)
Way-Finding and Signage					
New pedestrian and bike signage	CDOT	(6)	(6)	(6)	(6)
Pedestrian crossing striping	CDOT				(2)
Pedestrian islands	CDOT				
Metra Stations					
Pedestrian scale lighting	CDOT, Metra				(5)
Landscape enhancements	CDOT, Metra				(4)
Additional shelter or shading	Metra				
CTA Stops					
Stop signage	CTA			79 EB (6)	
Bus stop location	CTA		79 EB (5)		

Justification:

(1)	High Daily Boarding and Alighting
(2)	In need of Repair/Replacement
(3)	Not up to Code
(4)	Street Enhancement
(5)	Per comments from Community
(6)	Difficult to find/navigate
(7)	Safety

Appendix G
Recommendations by Agency

CDOT Recommendations

Short Term Recommendations	Partners	Funding Sources	Key Node Recommendations	
People Spots	Local Businesses, Alderman, South Shore Chamber of Commerce	Business Sponsors, Aldermanic Menu Funds, SSA Funds	75th St and Stony Island Ave	Streetlight Repair, Informational Signage, Landscape Enhancement
Temporary Bump Outs	Community, Alderman, South Shore Chamber of Commerce	SSA Funds, Aldermanic Menu Funds	75th St and Jeffery Ave	Sidewalk Curb and Gutter Repairs, Streetlight Repair, Pedestrian Scale Lights, Landscape Enhancement, Pedestrian Crossing Re-Striping
Temporary Crosswalks	Community, Alderman, South Shore Chamber of Commerce, Chicago Public Art Group	SSA Funds, Aldermanic Menu Funds	75th St and Yates Ave	Streetlight Repair, Landscape Enhancement
			79th St and Stony Island Ave	Sidewalk Curb and Gutter Repairs, ADA Curb Enhancement, Information Signage, Pedestrian Crossing Re-Striping, Landscape Enhancement
Long Term Recommendations	Partners	Funding Sources	79th St and Jeffery Ave	Sidewalk Curb and Gutter Repairs, Utility Box Cleanup, Information Signage, Landscape Enhancement
Permanent Streetscaping on 75th St and 79th St	South Shore Chamber of Commerce, Alderman's Office, Local Businesses	SSA Funds, Aldermanic Menu Funds, TIF Funds, Partners for Places Grant	79th St and Yates Ave	Sidewalk Curb and Gutter Repairs, Landscape Enhancement, Information Signage
Gateway at 79th St and Stony Island Ave	South Shore Chamber of Commerce, Alderman's Office, Local Businesses	SSA Funds, Aldermanic Menu Funds, TIF Funds, Partners for Places Grant	79th St and Exchange Ave	Sidewalk Curb and Gutter Repairs, Streetlight Repair, Landscape Enhancement, Pedestrian Crossing Re-Striping, Pedestrian Scale Lights, Information Signage

City of Chicago Recommendations

Long Term Recommendations	Partners	Funding Sources
Improve Bike Routes	South Shore Chamber of Commerce, Alderman's Office, Local Businesses	SSA Funds, Aldermanic Menu Funds, TIF Funds, Partners for Places Grant
Improve Parking around Metra Stops	South Shore Chamber of Commerce, Alderman's Office, Local Businesses	SSA Funds, Aldermanic Menu Funds, TIF Funds, Partners for Places Grant
Gateway at 79th St and Stony Island Ave	South Shore Chamber of Commerce, Alderman's Office, Local Businesses, CDOT	SSA Funds, Aldermanic Menu Funds, TIF Funds, Partners for Places Grant

CTA Recommendations

Long Term Recommendations	Partners
Bus Service Improvements 75 and 79 Bus	South Shore Chamber of Commerce, Alderman's Office
Key Node Recommendations	
75th St and Stony Island Ave	28 Bus SouthBound Stop Relocation and Improvement
75th St and Jeffery Ave	75 Bus Eastbound Stop Upgrade
79th St and Stony Island Ave	30 Bus SouthBound Stop Upgrade
79th St and Jeffery Ave	79 Westbound Bus Stop Upgrade, 79 Eastbound Bus Stop Relocation
79th St and Yates Ave	79 Eastbound Bus Stop Signage Upgrade
79th St and Exchange Ave	79 Eastbound Bus Stop Upgrade

Metra Recommendations

Key Node Recommendations	
75th St and Exchange Ave	Pedestrian Scale Lighting, Landscape Enhancements, Improvements within Shelter, Information Signage
79th St and Exchange Ave	Pedestrian Scale Lighting, Landscape Enhancements, Improvements within Shelter, Information Signage
Long Term Recommendations	
Partners	
Improve Parking Near Metra Stations	Alderman's Office, City of Chicago