



CHAPTER 4 | REINFORCE PLACE

FOSTER PLACEMAKING +
A VIBRANT COMMUNITY



CHAPTER 4 REINFORCE PLACE

Objective 1:

Identify and develop near term projects

Objective 2:

Partner with local agencies to develop long range projects



FOSTER PLACEMAKING + A VIBRANT COMMUNITY

Lincoln Square is a well connected community with access to the Western and Rockwell Brown Line CTA Stations, bus routes, Divvy stations, bike routes (both existing and planned), and connected sidewalks. Yet the safety and connectivity of pedestrian and bicycle transit, in particular, must be improved to connect residents to destinations.

Public places are vital to the health and vibrancy of Lincoln Square. These areas provide opportunities for special gatherings, celebrations, rallies, and day-to-day connections. As new buildings rise and the population grows, the need for common spaces only increases. Taking cues from established spaces like Lincoln Avenue, Giddings Plaza, and Welles Park, Lincoln Square should install more streetscapes, plazas, and parks in the years to come. Improvements may include near term installations and partnerships with local agencies for long range projects.

Installations include projects that have a big impact on the environment with low infrastructural cost. The SSA organizes, manages and often funds many of these projects including mural installations, hanging baskets, vinyl banners, bike racks and other arts projects like the “Parade of Abes” conversion of outmoded parking meters.

Partnerships with local agencies are required for larger scale infrastructural projects, such as the SSA’s agreement with CDOT to maintain recently installed rain garden planters located along east Lawrence Avenue and its consultations regarding the Lawrence Avenue streetscape expansion west of Western Avenue.





Objective 1: Identify and Develop Near Term Projects:

PROJECT CHECKLIST

- 1.1: Murals
- 1.2: Bike Racks
- 1.3: Mosaic Planters
- 1.4: Blade Signs
- 1.5: Parklets
- 1.6: Gateway Poles and Banners
- 1.7: Wayfinding and Business Kiosks
- 1.8: (SQU)Area Plazas

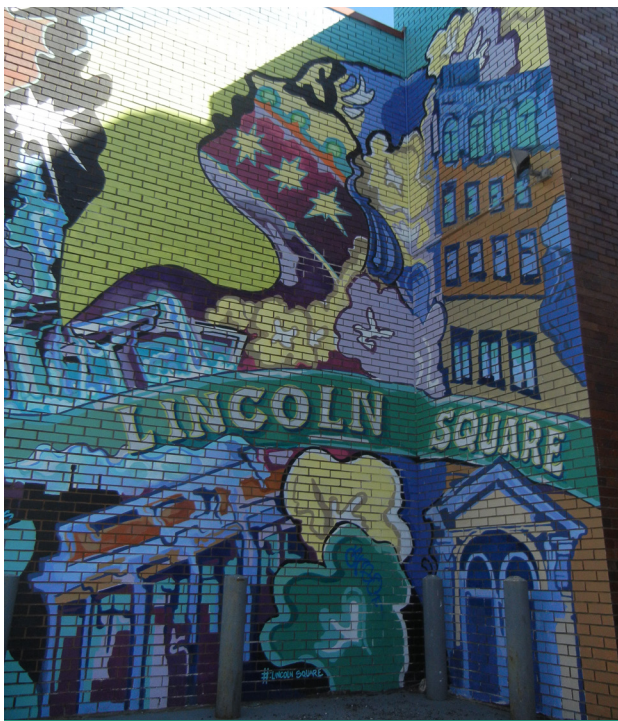
PROJECT 1.1

Murals

The SSA manages a successful program called 'PaintWorks' to fund public murals throughout the community. The SSA accepts rolling applications from property owners willing to host murals, with two hosts selected for murals every year. Requests for proposals are sent to artists, after which the SSA's Arts Committee selects a mural artist with input from the property owner. The program has had a tremendous positive impact on the community, especially in narrow corridors such as North Lincoln Avenue, where there is little space for other street improvements.

Actions

- Continue to work with property owners and local artists to install murals in key corridors



PROJECT 1.2

Bike Racks

The SSA is responsible for the design, installation and maintenance of branded bike racks and corrals. The SSA promotes cycling to encourage healthy living and sustainability. The SSA and LSRCC support CDOT in its efforts to convert Leland Avenue between the Chicago River and Clark Street into a low stress bike route or 'greenway'. This project will provide an important east-west connection for bicyclists who want to traverse the community without riding on busy streets.

Actions

- Continue to install bike racks near businesses and streets frequently used by cyclists



PROJECT 1.3

Mosaic Planters

Over the years, the SSA has purchased concrete planters of varying shapes and distributed them throughout the district. Although even the oldest of these planters are structurally sound, some lack visual interest. Feedback suggests an appetite for covering these planters with mosaic tiles, a relatively near term project that could dramatically enhance Western Avenue, in particular. Using tiles small enough to maintain the curvature of each planter, mosaics could address the history of Lincoln Square and guide visitors throughout the community.

Actions

- Work with a local artist to test and understand the materials, costs, and overall feasibility of covering planters with mosaic tiles
- Develop a program in which local artists would be assigned planters to cover with mosaic tiles



PROJECT 1.4

Blade Signs

Blade signs are mounted perpendicularly on the faces of buildings, oriented towards pedestrians on the sidewalk. These signs are relatively low cost to fabricate, and yet they can make tremendous visual impacts on a business corridor. In some communities, business owners, signage fabricators and municipal representatives work together to design, fabricate and install blade signs in large groupings, thereby minimizing cost and procedural delays. Local signage codes would apply to blade signs, and permits would likely need to be secured.

Actions

- Review local sign codes and ordinances
- Identify a cluster of businesses to test a blade signage program
- Secure a local sign fabricator
- Secure permits with City of Chicago to place signs in desired areas
- Host a workshop to design signage that evokes specific businesses and meets local codes
- Work with the sign fabricator to install signs



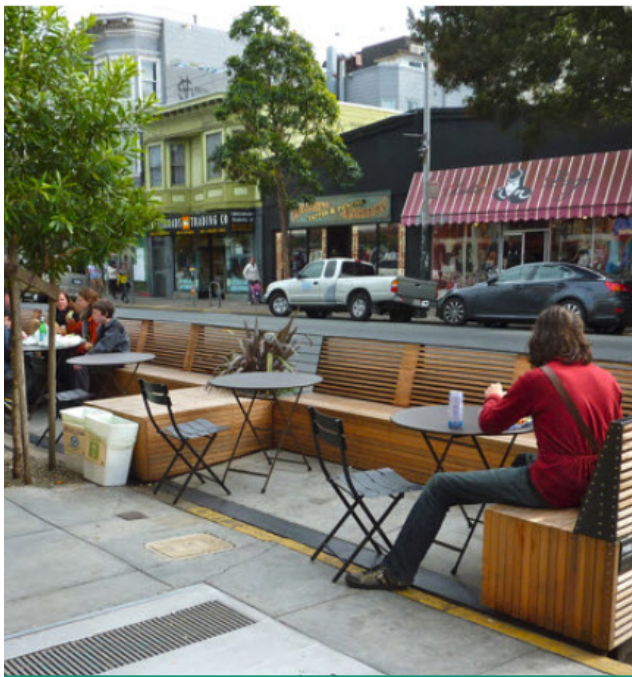
PROJECT 1.5

Parklets

Where sidewalks are too narrow to support outdoor seating and dining, parklets may be used instead. Parklets are temporary seating areas located in place of a parallel, on street parking space. Parklet perimeters are typically defined by bollards, planter pots, railings or painted walls, all assembled on weather proof decking. Parklets are most successful when located adjacent to land uses that provide constant activity, like cafes and restaurants, and near businesses that can assist with maintenance.

Actions

- Obtain information from CDOT regarding parklet design standards
- Identify a business to sponsor a test parklet
- Design a parklet with input from the business and community
- Secure permits with CDOT to place parklets in desired areas
- Install the parklet and activate it with regularly scheduled events



PROJECT 1.6

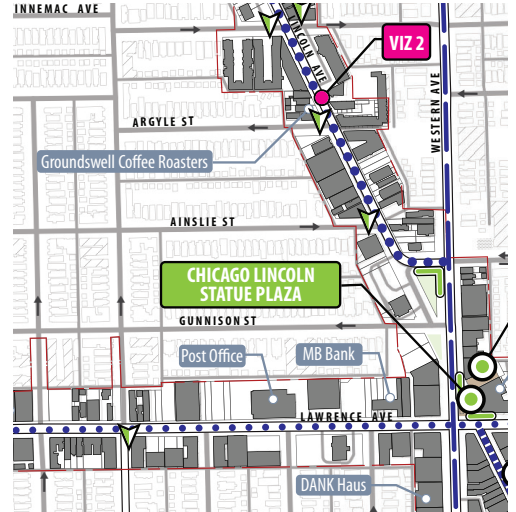
Gateway Poles + Banners

The streetscaped portion of Lawrence Avenue, east of Western Avenue, is lined with decorative banners and “gateway poles” that feature artistic metalwork. More of these poles could be erected throughout Lincoln Square, preferably the entry points to key corridors and spaces. Suggested locations for gateway poles include proposed median landscapes along Western Avenue, the Lincoln Statue Plaza and Rose Garden (Ainslie Plaza) area east of McDonald’s.

Actions

- Design gateway poles based on existing versions along east Lawrence Avenue
- Secure permits with CDOT to place new poles in desired areas
- Install gateway poles and banners in areas needing better branding, as identified by the community





Quick Poll #1: What about Lincoln Square needs the most improvement?

- 'Traffic Congestion' (309 votes, 55%)
- 'Pedestrian & Bike Amenities' (219 votes, 39%)



View looking along Lincoln Avenue south towards Argyle Street: This photo visualization addresses improvements that enhance the pedestrian, transit, bike and retail connections along Lincoln Ave, north of Lawrence.

PROJECT 1.7

Wayfinding & Business Kiosks

Signage kiosks provide opportunities to promote local businesses and encourage exploration of Lincoln Square. Kiosks could be double sided cabinets, periodically updated with maps of nearby businesses and other public information. Alternatively, kiosks could be digital, providing changeable messages.

Actions

- Design a business sign kiosk prototype
- Secure permits with CDOT to place the prototype kiosk in a visible area
- Erect business kiosks in areas needing better signage, as identified by the community



“Lincoln SQU(AREA) = Impactful & Awesome: The artwork/mini plaza on North Lincoln helps visually connect North Lincoln to the Square, while being a great neighborhood gathering spot. Our neighbors along North Lincoln would love this!”

-Comment posted to project website.

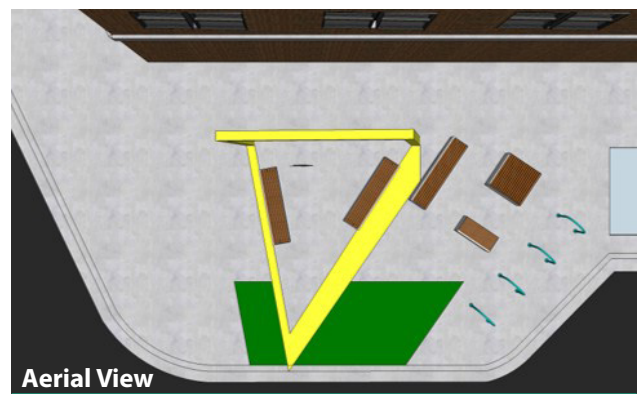
PROJECT 1.8

(SQU)Area Plazas

At select intersections in Lincoln Square, particularly in the northern Lincoln Avenue corridor, sidewalks could be widened to house mini (SQU)Area plazas. These plazas might, for instance, include some form of sculpture that uses forced perspective to artistically interpret the square shape. The sculptures could adopt different forms and be paired with mural art or landscape plantings. The (SQU)Areas could include clustered seating to provide additional places for community members to gather.

Actions

- Select locations to construct (SQU)Areas that have active, adjacent land uses
- Work with CDOT to design and permit (SQU)Areas
- Install (SQU)Areas and activate them with regularly scheduled events



When asked 'Which site-specific improvements would you like to see most?', 45% of respondents listed 'shared street on Lincoln Avenue'



Objective 2: Partner with Local Agencies To Develop Long Range Projects

In addition to initiatives targeted to specific locations, some larger scale, longer term projects would have ripple effects across the entire neighborhood. Long term projects would likely require coordination and permitting with regulatory agencies, such as CDOT and CTA. As such, concepts presented in this Plan are provided for planning and discussion purposes only, and depend on other inputs to be provided by partners.

PROJECT CHECKLIST

- 2.1: Lincoln Avenue Festival and Market Street
- 2.2: Giddings Plaza / Alleyway
- 2.3: CTA Station Plaza / Pedestrian Link beneath the CTA tracks / Market and Events Plaza
- 2.4: Lincoln Statue Plaza
- 2.5: Neighborhood Flex Space
- 2.6: Lawrence Avenue Complete Street
- 2.7: North Lincoln Avenue Complete Street
- 2.8: Western Avenue Boulevard-ization
- 2.9: Rockwell Crossing Shared Street

Urban Design Framework



PLACEMAKING + STREETScape

- RECENT & PLANNED IMPROVEMENTS:**
- CDOT Lawrence Ave Streetscape Program
- MASTER PLAN PROPOSALS:**
- BOULEVARDIZATION
 - FESTIVAL STREET
 - COMPLETE STREET

- KEY NEIGHBORHOOD PLACEMAKING OPPORTUNITIES
- △ SIDE STREET 'SQU(ARE)' SPACE OPPORTUNITIES
- GATEWAY/NEIGHBORHOOD IDENTITY FEATURE
- VIZ = PHOTO VISUALIZATION LOCATION

- MAP LEGEND:**
- SSA #21
 - Parks and Green Space
 - Plaza
 - M Brown Line Station

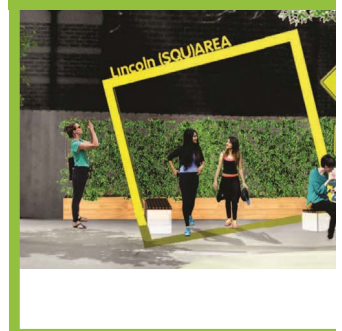
Gateway Poles & Banners



Market Street



Side Street Bulb



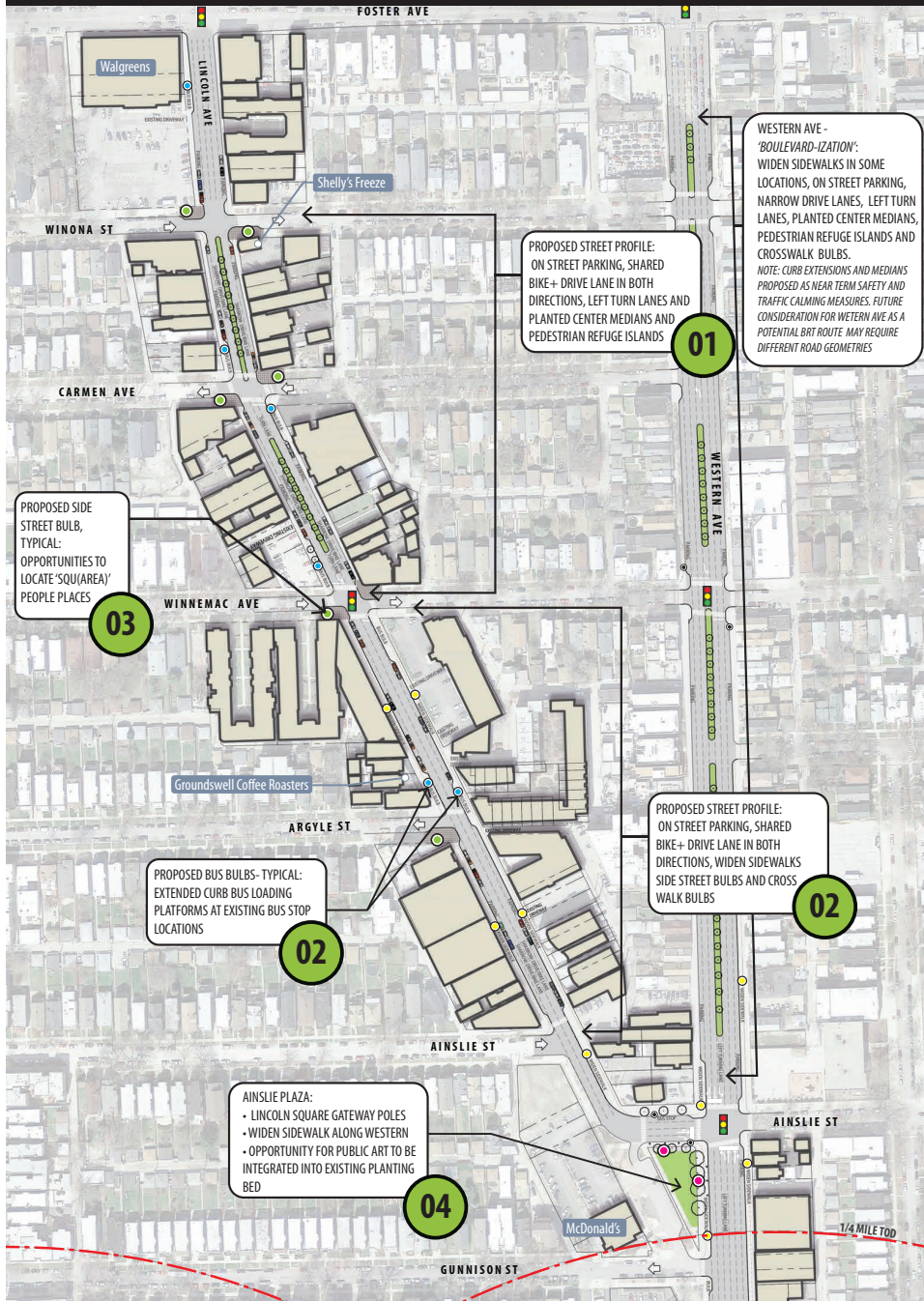
Neighborhood Flex Space



Lincoln Avenue | North Lincoln

Quick Poll #1: What about Lincoln Square needs the most improvement?

- 'Traffic Congestion' (309 votes, 55%)
- 'Pedestrian & Bike Amenities (219 votes, 39%)



(01) Median / Refuge Islands



(02) Bus Bulbs



(03) Side Street Bulb



(04) Gateway Poles & Banners



Western Ave-Lincoln Ave | Central

Quick Poll #2: Which site specific improvements would you like to see the most?

- 'Mitigating the barrier feel of Western Avenue' (485 votes, 70%)
- 'Enhance Western CTA Station plaza / pedestrian underpass (455 votes, 65%)
- 'Enhance the plaza surrounding Lincoln's statue' (341 votes, 49%)



(01) Gateway Poles & Banners



(02) Station Plaza



(03) Planted Roadway Median



(04) Gateway Sign at Tracks



PROJECT 2.1

Lincoln Avenue Festival and Market Street

The Square is a well loved community space. Day to day, it provides a place for shopping, dining and places to gather. During special events, this space is converted to a lively festival and market street. While the street is beloved, some functional concerns must be addressed, including a need for traffic calming towards the north end of the street, improved sight lines, enhanced pedestrian access across the street and better accommodations for fests and events. Two alternative concepts have been tested for consideration:

Concept A evaluates converting diagonal parking along the east side of the street to parallel parking along the east and west sides of the street. This configuration increases parking by one additional space, incorporates additional mid-block crossing bump outs and improves sight lines to Giddings Plaza and across the street. Business deliveries could still be accommodated at select times of the day. This concept could also include a curbless street that would better accommodate events, as well as overhead light canopies that would contribute to a festive atmosphere.

Concept B evaluates a chicane environment that alternates diagonal parking spaces between the east and west sides of the road. This configuration reduces on-street parking by six spaces. The concept incorporates additional mid-block crossing bump outs, improved sight lines to Giddings Plaza, decorative pavements and an optional overhead light canopy.



Both concepts could be tested with simple, temporary paint markings. This would allow the SSA and community to determine pros and cons for both concepts before investing in costly construction.

Actions

- Review preliminary concepts with CDOT representatives to discuss logistics for each
- Work with a designer to develop project budgets and determine funding opportunities
- Conduct a workshop style meeting with Aldermanic offices, local businesses and residents to discuss streetscape options and testing
- Work with CDOT to conduct a traffic test using paint and signage to simulate the selected parking and streetscape pattern
- Monitor the test, record data and maintain outreach with businesses and residents to record reactions
- Work with a designer and engineer to develop final design plans and budgets
- Request proposals for construction of the final concept

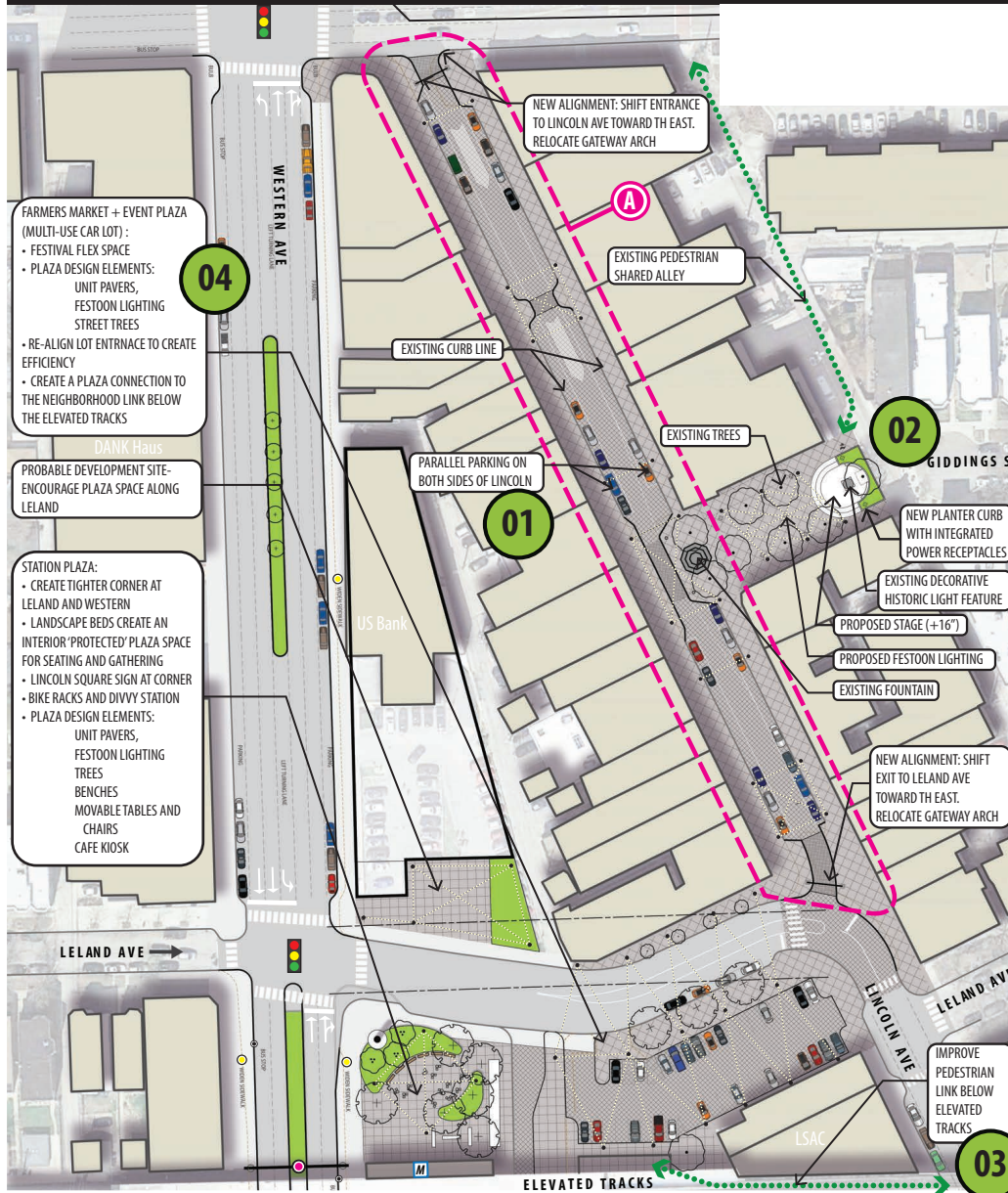
“Improve walkability, without closing streets: Traffic calming (better pedestrian crossings, slower cars, etc.) is critical to keeping Lincoln Square walkable. However, if we want thriving retail, streets must remain open to cars. It’s about how best do design streets to welcome cars, pedestrians and bicyclist.”

-Comment posted to the project website.

Lincoln Avenue | The Square: *Concept A*

Quick Poll #2: Which site-specific improvements would you like to see most?

- 'Shared street on Lincoln Ave' (313 votes, 45%)



(01) Concept A: Parallel Street Parking with Traffic Calming



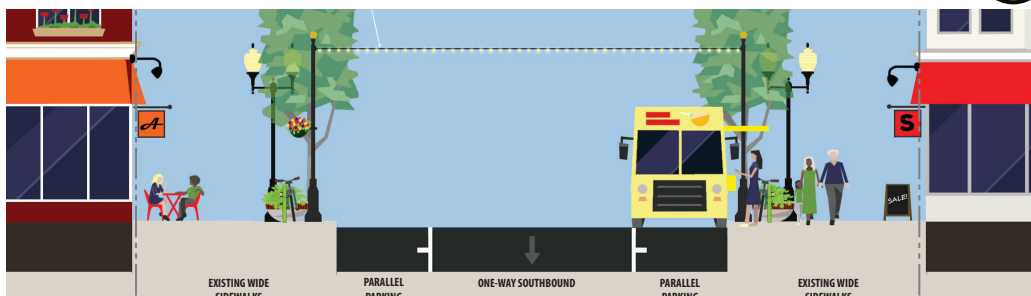
(2) Improved Paving, Lighting & Stage Relocation at Giddings Plaza



(03) Improved Pedestrian Link Below the Elevated Tracks



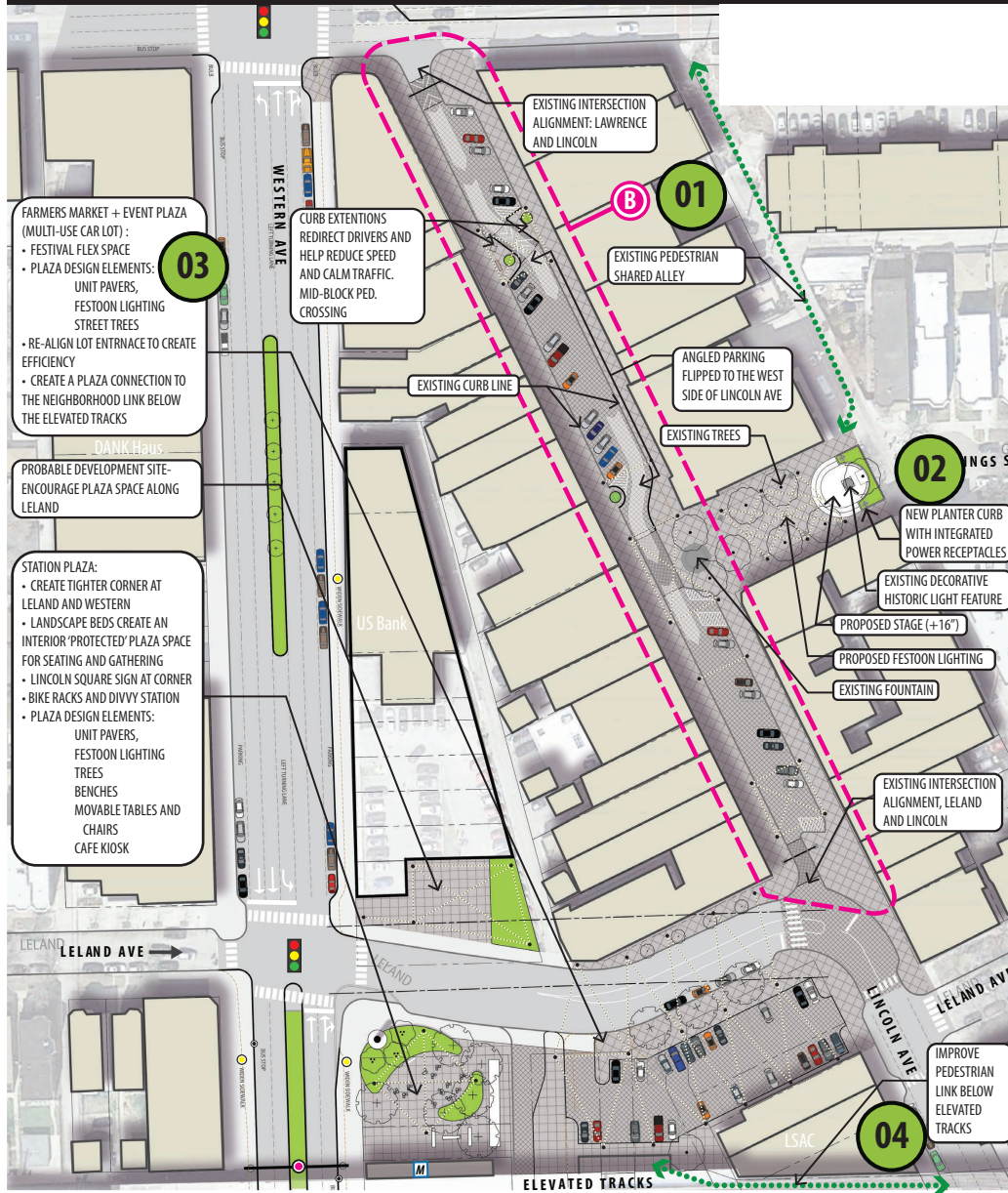
(04) Farmers Market + Event Plaza Improvements



Lincoln Avenue | The Square: *Concept B*

Quick Poll #2: What types of public art would you like to see in Lincoln Square?

- 'Street canopy' (348 votes, 25%)



03

FARMERS MARKET + EVENT PLAZA (MULTI-USE CAR LOT):

- FESTIVAL FLEX SPACE
- PLAZA DESIGN ELEMENTS: UNIT PAVERS, FESTOON LIGHTING, STREET TREES
- RE-ALIGN LOT ENTRANCE TO CREATE EFFICIENCY
- CREATE A PLAZA CONNECTION TO THE NEIGHBORHOOD LINK BELOW THE ELEVATED TRACKS

PROBABLE DEVELOPMENT SITE- ENCOURAGE PLAZA SPACE ALONG LELAND

STATION PLAZA:

- CREATE TIGHTER CORNER AT LELAND AND WESTERN
- LANDSCAPE BEDS CREATE AN INTERIOR 'PROTECTED' PLAZA SPACE FOR SEATING AND GATHERING
- LINCOLN SQUARE SIGN AT CORNER
- BIKE RACKS AND DIVVY STATION
- PLAZA DESIGN ELEMENTS: UNIT PAVERS, FESTOON LIGHTING, TREES, BENCHES, MOVABLE TABLES AND CHAIRS, CAFE KIOSK

LELAND AVE

LELAND

EXISTING WIDE SIDEWALKS

CURB EXTENSIONS REDIRECT DRIVERS AND HELP REDUCE SPEED AND CALM TRAFFIC. MID-BLOCK PED. CROSSING

EXISTING CURB LINE

EXISTING INTERSECTION ALIGNMENT: LAWRENCE AND LINCOLN

EXISTING PEDESTRIAN SHARED ALLEY

ANGLED PARKING FLIPPED TO THE WEST SIDE OF LINCOLN AVE

EXISTING TREES

NEW PLANTER CURB WITH INTEGRATED POWER RECEPTACLES

EXISTING DECORATIVE HISTORIC LIGHT FEATURE

PROPOSED STAGE (+16")

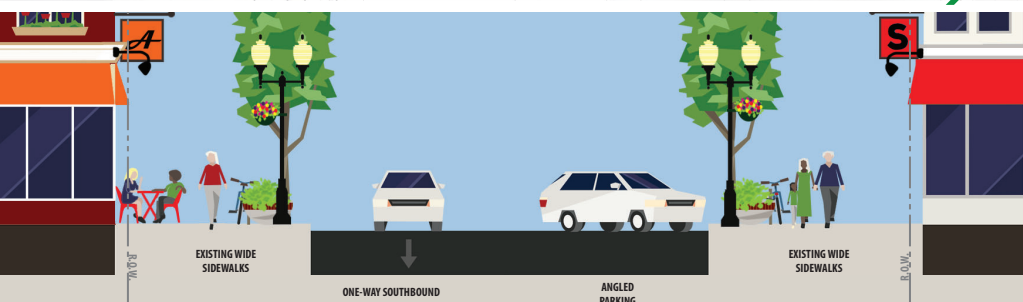
PROPOSED FESTOON LIGHTING

EXISTING FOUNTAIN

EXISTING INTERSECTION ALIGNMENT, LELAND AND LINCOLN

IMPROVE PEDESTRIAN LINK BELOW ELEVATED TRACKS

ELEVATED TRACKS



(01) Concept B: Angled Street Parking with Traffic Calming



(2) Improved Paving, Lighting & Stage Relocation at Giddings Plaza



(03) Farmers Market + Event Plaza Improvements



(03) Farmers Market + Event Plaza Improvements



PROJECT 2.2

Giddings Plaza/Alleyway

Giddings Plaza has become synonymous with Lincoln Square. The Fountain, Lombard Light and quaint space between buildings is a huge draw for families, especially during special events. While the plaza is treasured, even it could use improvement. Its raised stage sits awkwardly in the middle of the plaza, and electricity for the stage is unreliable.

Rather than using this built in stage, the LSRCC spends a large portion of its limited resources to erect temporary stages at the rear of the plaza in order to accommodate performers and crowds. Additionally, the alleyway located to the east of the plaza has become a dangerous environment for kids darting into and out of the plaza. The concept removes the central raised stage to open the plaza and proposes a new stage surrounding the Lombard Light, featuring seating steps and a raised planter wall toward the rear of the stage, along the alleyway. This wall would act as a physical barrier, helping to control pedestrian activity around the plaza. An overhead light canopy is proposed to provide additional ambiance.

Actions

- Review preliminary concepts CDOT representatives to discuss logistics and permitting
- Work with a designer to develop project budgets and determine funding opportunities
- Conduct a workshop style meeting with Aldermanic offices, local businesses and residents to discuss streetscape improvement plans
- Work with a designer and engineer to develop final design plans and budgets
- Request proposals for construction of the final concept

When asked 'what types of public art would you like to see in Lincoln Square?', 25% of respondents identified a **'street canopy'**.



PROJECT 2.3

CTA Station Plaza/Pedestrian Link Beneath the CTA Tracks/ Market and Events Plaza

The CTA Western Avenue brown line station serves thousands of travelers each month and functions as a gateway to the community. Public spaces surrounding the station, including the plaza to the north, parking lot and bus lane to the east, and passageway under the tracks connecting the station to Lincoln Avenue, all need substantial improvement. Redeveloping these spaces would improve visual continuity and access to the area's many shops and restaurants.

Proposed CTA Station Plaza enhancements improve pedestrian access to and from the station area and Divvy bike racks, while also including spaces for gathering and relaxation. Landscaping include low plantings and canopy trees to provide buffering between the plaza and street. Seating areas are strategically placed to accommodate individual and group gathering. The new plaza might also feature a segment of the Berlin Wall, which currently resides inside the station, as a nod to the neighborhood's German heritage.

The pedestrian link beneath the CTA tracks is a convenient, if unsightly, shortcut from the station to Lincoln Square's shops, dining and neighborhoods to the east. This dark and uninviting space could be vastly improved with non-structural improvements such as lighting, paving, plantings, seating and public art.

The station's adjacent public parking lot is home to the neighborhood's summer farmers markets, as well as various festivals throughout the year. This space could continue to accommodate cars while benefiting from functional and aesthetic improvements such as access to power, lighting, decorative paving and landscaping.

Actions

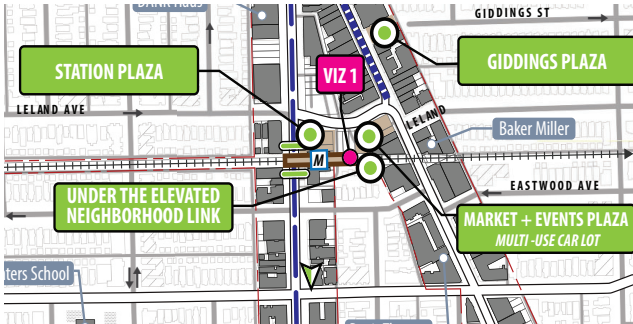
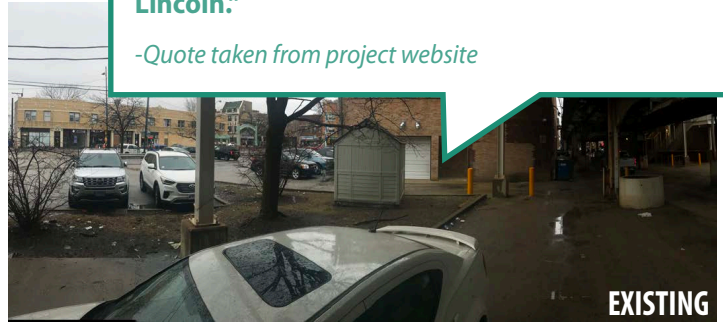
- ❑ Review preliminary concepts with CDOT and CTA representatives to discuss logistics and permitting
- ❑ Work with local artists and designers to install near term projects, such as mosaic planters and murals, to build near term support
- ❑ Work with a designer to develop project budgets and determine funding opportunities
- ❑ Conduct a workshop style meeting with Aldermanic offices, local businesses and residents to discuss streetscape options
- ❑ Work with a designer and engineer to develop final design plans and budgets
- ❑ Request proposals for construction of the final concept

“Western Avenue (by the L stop): With all the foot traffic coming through the L stop, bus transfers, and Lincoln Ave, it would be nice to see more pedestrian-friendly shops and developments on Western between Montrose and Argyle, just north of Lawrence. The Western L transit stop is a hub for people coming from Lincolnwood, Lincoln Square, and practically anywhere in the city with the Western express bus. A revitalized station and surrounding area would be great!”

-Comment posted to project website.

“The plaza outside the L station is nearly unusable - there are a couple chairs and the Divvy bike dock, but that large space could be used much more effectively. Same thing with the little plaza outside Walgreens on Lawrence/ Lincoln.”

-Quote taken from project website



Quick Poll #2:

Which site-specific improvements would you like to see the most?

- ‘Enhance Western CTA Station plaza / pedestrian underpass (455 votes, 65%)



View looking from the CTA Brown Line station (beneath the tracks) east towards the Farmer’s Market / Events Plaza: This photo visualization addresses the connection between the Western Avenue Brown Line station and surrounding shops and neighborhoods. Lighting, art, signage, pavement, seating and plantings are placed independent from existing CTA structures to improve the quality of the pedestrian environment.



Lincoln Square Farmers Market



The Lakeview Low-Line



Apple Fest

PROJECT 2.4

Lincoln Statue Plaza

The Plaza at the northeast intersection of Lincoln and Lawrence Avenues, or the “Lincoln Statue Plaza,” for its iconic statue of the neighborhood’s namesake President, is in need of significant upgrades. As the center of the Lincoln Square SSA, this plaza serves as a major gateway point. Pedestrian friendly improvements surrounding the plaza would help bridge barriers created by high traffic streets, ensuring a seamless corridor between The Square and upper Lincoln Avenue.

Actions

- Review preliminary concepts with CDOT and CTA representatives to develop a traffic analysis and study perimeter plaza improvements, including improved crossings, bump outs and gateway signage
- Work with a designer and engineer to develop project plans and budgets for interior plaza improvements, and to determine funding opportunities
- Conduct a workshop style meeting with Aldermanic offices, local businesses and residents to discuss plaza programming and options
- Work with a designer and engineer to develop final design plans and budgets
- Prepare project for implementation via RFP or local contracts as budgets dictate

When asked ‘which site-specific improvements would you like to see the most?’, 49% of respondents called for **‘enhancing the plaza surrounding Lincoln’s statue’**.

PROJECT 2.5

Neighborhood Flex Space

The current community garden space located north of the Western Avenue Walgreens building could potentially become a place for neighborhood flex uses. The space may be reconfigured to accommodate multiple functions requested by the community, such as a dog park. The space could also host pop up shops and food trucks, or be enhanced to continue serving community gardening needs.

Actions

- Review preliminary concepts with Aldermanic offices to discuss project logistics
- Work with a designer to develop project budgets and determine funding opportunities
- Conduct a workshop style meeting with Aldermanic offices, local businesses and residents to discuss flex space programs and enhancements
- Work with a designer and engineer to develop final design plans and budgets
- Request proposals for construction of the final concept

“I would love a dog park, even better if it had a small dog area like the Logan Square dog park does!”

-Comment posted to project website.

PROJECT 2.6

Lawrence Avenue Complete Street

Lawrence Avenue east of Western was recently reconstructed to accommodate bike lanes, widened sidewalks and rain gardens. The SSA has recently assumed control over the rain garden areas. In the near term, CDOT plans to extend the streetscape along Lawrence Avenue west of Western Avenue, where the profile would match that of the east section. The SSA should work with CDOT to ensure that site furnishings are appropriately located along the street. In addition, mini plazas, or “(SQU)Areas,” should be considered in key side street areas as appropriate.



Actions

- Continue working with CDOT to guide streetscape construction west of Western Avenue
- Communicate streetscape plans and relevant building design guidelines with prospective developers, establishing a common vision for the corridor’s long term revitalization
- Work with Aldermanic offices to determine opportunities for near term enhancements
- Work with a designer to develop project budgets and determine funding opportunities for near term enhancements
- Conduct a workshop style meeting with Aldermanic offices, local businesses and residents to discuss streetscape enhancements
- Work with a designer and engineer to develop final design plans and budgets
- Request proposals for construction of the final concept

When asked ‘What about Lincoln Square needs the most improvement?’, 55% of respondents reported **‘traffic congestion’** and 39% of respondents reported **‘pedestrian and bike amenities’**.

PROJECT 2.7

North Lincoln Avenue Complete Street

Converting north Lincoln Avenue into a “complete street” would serve to support multiple modes of travel along the roadway. Bus bulbs, for example could extend sidewalks to meet buses where they stop for passengers, shortening boarding times and reducing cross traffic between buses and bicyclists. Bicycle lanes could be demarcated with roadway “sharrows” and other signage. South of Winnemac Avenue, opportunities exist to narrow the street and widen sidewalks, while the center turn lane north of Winnemac Avenue could, in certain places, be converted into a landscaped median.

Actions

- Review preliminary concept with CDOT and CTA representatives to develop a traffic analysis and study for streetscape improvements, including bus bulbs, medians and widened sidewalks
- Upon review of the traffic analysis, determine roadway and streetscape requirements
- Work with a designer and engineer to develop project plans and budgets, and to determine funding opportunities
- Conduct a workshop style meeting with Aldermanic offices, local businesses and residents to discuss streetscape options
- Work with a designer and engineer to develop final design plans and budgets
- Request proposals for construction of the final concept

PROJECT 2.8

Western Avenue Boulevard-ization

The City of Chicago’s Vision Zero program has led to improvements along Western Avenue, such as raised pedestrian refuge crossings at key intersections. Building upon these improvements, Western Avenue could incorporate a landscaped boulevard along the roadway while still retaining left turn lane access at intersections. Gateway signage aligned with the CTA structure is proposed along Western Avenue, north and south of the CTA tracks.

Actions

- Review preliminary concepts with CDOT and CTA representatives to develop a traffic analysis and study for streetscape improvements, including landscaped medians, improved crossings, bump outs and gateway signage
- Upon review of the traffic analysis, determine roadway and streetscape requirements
- Work with a designer and engineer to develop project plans and budgets, and to determine funding opportunities
- Conduct a workshop style meeting with Aldermanic offices, local businesses and residents to discuss streetscape options
- Work with a designer and engineer to develop final design plans and budgets
- Request proposals for construction of the final concept

When asked ‘which site-specific improvements would you like to see the most?’, *mitigating the barrier feel of Western Avenue* received 70% of respondent votes.



When asked 'what do you like most about Lincoln Square?', 79% of respondents reported '**walkable environment**' and 71% of respondents reported '**quality of local shops, restaurants and businesses**'.

PROJECT 2.9

Rockwell Crossing Shared Street

Improvements in the area of Rockwell Crossing should enhance its walkable character and promote local shops and businesses. During outreach, the public expressed a desire to bring community festivals, events, and greater activity to this area. Proposed improvements therefore include temporary parklets in the near term and shared street improvements in the long term. These could include curbless streets and/or decorative pavement treatments that support festivals and events. Additional enhancements could include specialty lighting, landscaping and site furnishings.

Actions

- Work with a designer and engineer to develop preliminary concept plans for Rockwell Crossing
- Work with local artists and designers to install near term projects, such as parklets and seating areas, to build local support
- Review preliminary concepts with CDOT and CTA representatives to discuss logistics and permitting for streetscape improvements
- Conduct a workshop style meeting with Aldermanic offices, local businesses and residents to discuss streetscape options
- Work with a designer and engineer to develop project budgets and determine funding opportunities
- Request proposals for construction of the final concept

