

# **Next Steps – 2024**

## **Grow Greater Englewood**

### **Englewood Nature Trail**

#### **Nature Trail Phase Two**

**6-7 Meetings – Dates TBD**

#### **Community Compact & EQLP Working groups**

**Dates TBD**

#### **Community Control School**

**Beginning February 2024**

**Preparing Englewood residents to effectively monitor and influence development in their community.**

**Participants will learn about the history of exploitive real estate development in Greater Englewood, tools to identify the signs of gentrification and steps to engage with developers and policymakers to hold them accountable to the community they want to build in.**

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#### **Englewood Land Trust Sessions**

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#### **Canopy Tree Training Initiatives – Ongoing**

**Thank you to our November participants!**

#### **A Renewed Englewood Village Plaza**

**Coming May 2024!!**

# ENGLEWOOD NATURE TRAIL

Public Hearing  
November 15, 2023

Photo by Patty Wetli

# WELCOME!

## Project Team

CDOT  
TRANSYSTEMS  
DANIEL WEINBACH & PARTNERS  
SMITHGROUP  
ENVIRONMENTAL DESIGN INTERNATIONAL (EDI)  
INFRASTRUCTURE ENGINEERING INC. (IEI)  
DYNASTY GROUP

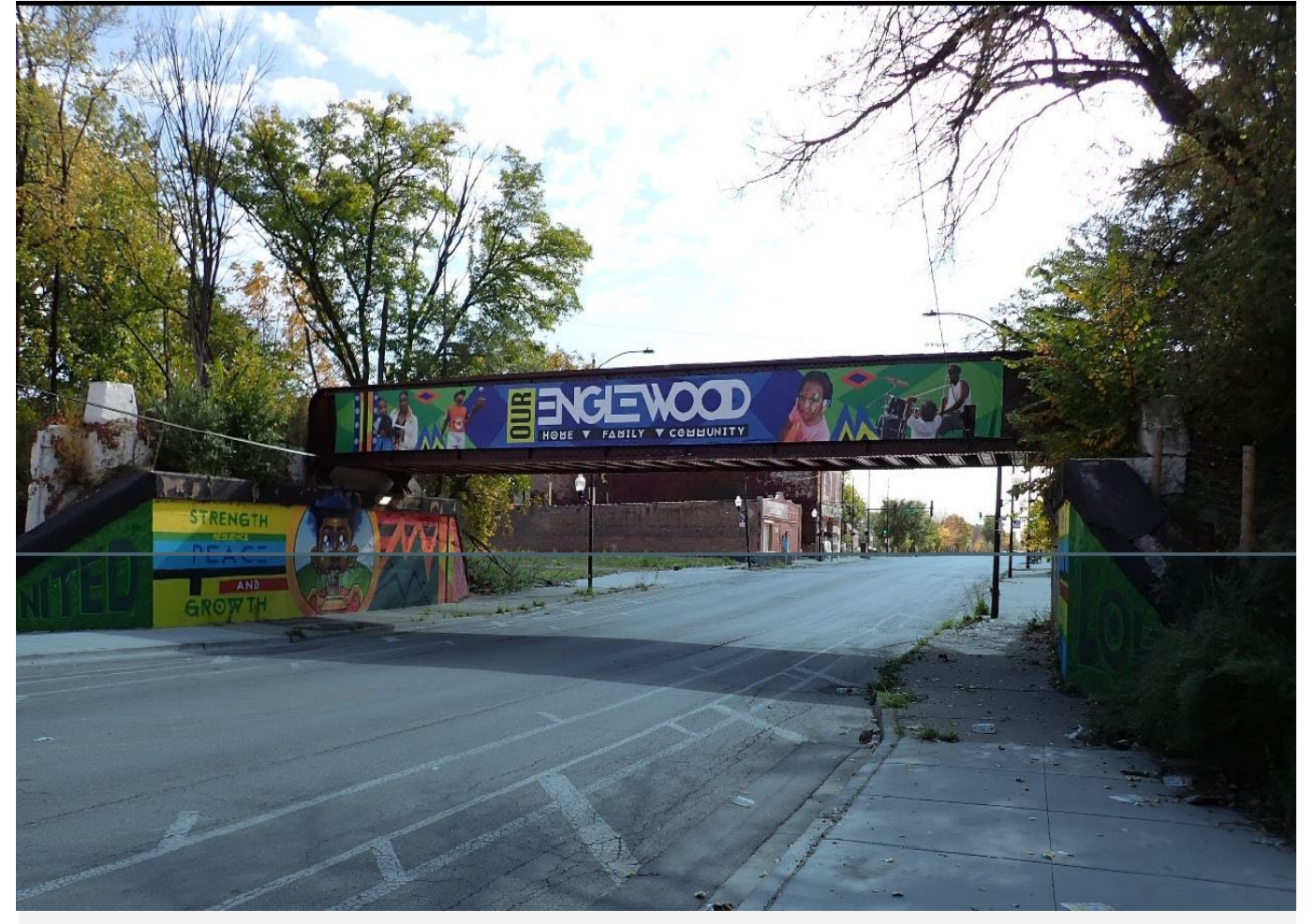
CITY PROJECT MANAGEMENT  
CONSULTANT TEAM LEADER, ENGINEERING  
LANDSCAPE DESIGN, ECOLOGY  
URBAN DESIGN  
ENVIRONMENTAL INVESTIGATION  
STRUCTURAL ENGINEERING, DRAINAGE STUDIES  
SURVEY AND ROW



# TONIGHT'S AGENDA

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1. Project Overview
2. Public Input to Date
3. Preliminary Trail Design
4. Easements and Right-of-Way
5. Next Steps
6. Q&A



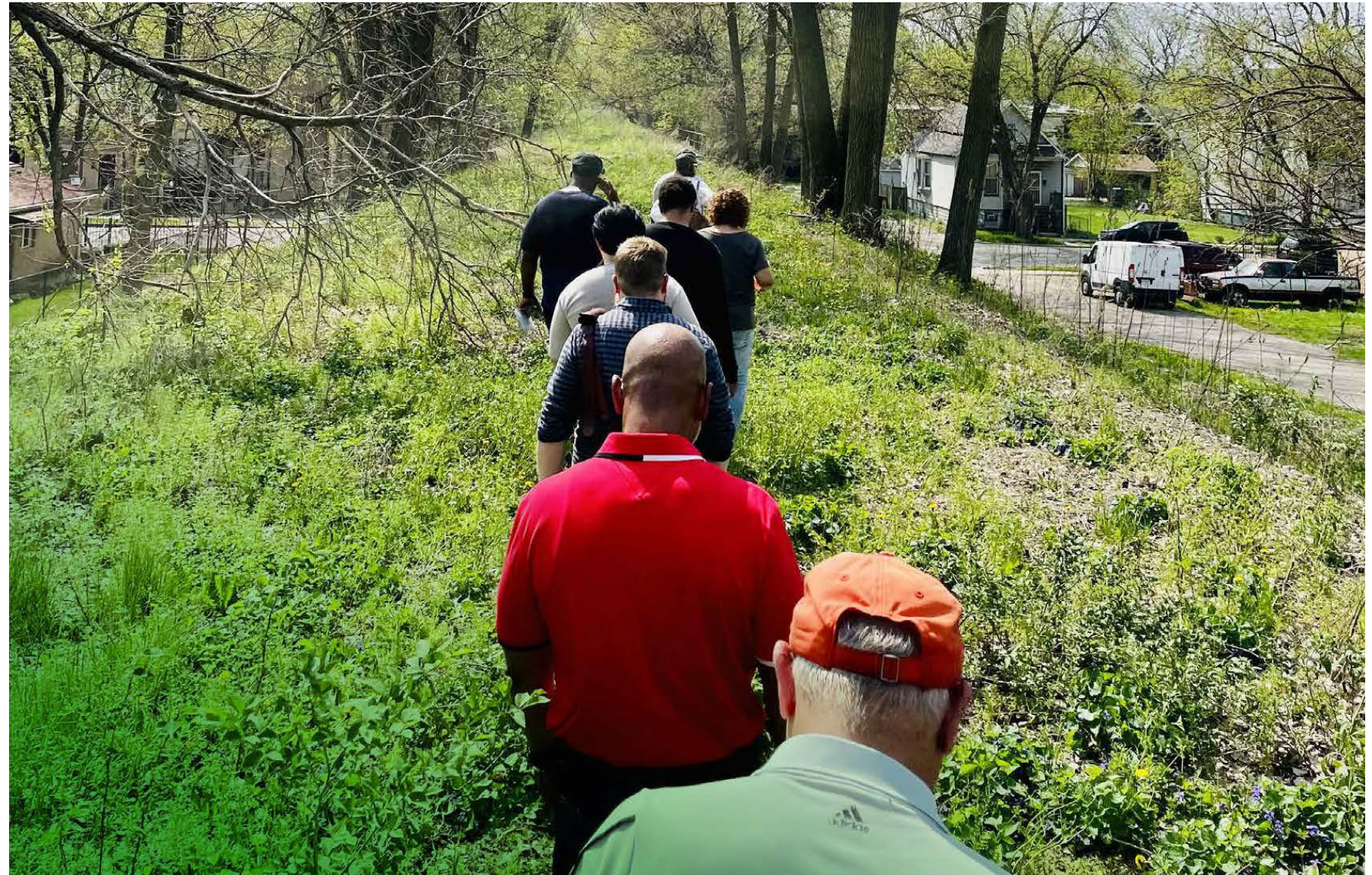
- *View Project Exhibits*
- *Participate in Trail Design Feedback*
- *Ask Project Team Questions*
- *Provide Your Comments*

# PROJECT PURPOSE AND NEED

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The Englewood Nature Trail has been envisioned for many years and in multiple plans:

- Convert an abandoned barrier into a new community asset
- Major catalyst for inclusive revitalization
- Connector of opportunity, linking active living, access to nature, and urban agriculture
- Provide significant safety, health and climate benefits by providing a dedicated right-of-way for people walking and biking
- Driven by and directly benefits neighborhood residents



# PROJECT LIMITS



# PROJECT DEVELOPMENT PROCESS



## PHASE I: PRELIMINARY ENGINEERING AND ENVIRONMENTAL IMPACT ASSESSMENT

Conceptual Design of Trail and Access Points	Bridge and Retaining Wall Inspection	Landscape Studies	Survey and Right-of-Way Exploration	Environmental Investigation and Documentation	Public Engagement	Regulatory Approvals
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## PHASE II DESIGN: DETAILED ENGINEERING

Detailed Design Engineering	Trail Design Plan	Right-of-Way and Easements	Property Owner Coordination	Public Engagement	Tree Survey and Landscape Study	Environmental Remediation Recommendation	FHWA/IDOT Coordination and Approval	Construction Documents
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## PHASE III: CONSTRUCTION

*Public engagement to occur at each stage of the study*



# FUNDING

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## RAISE

*Rebuilding American Infrastructure with Sustainability and Equity*

- \$20 Million
- Source: US Department of Transportation (USDOT)
- Requirements: Funding for surface transportation infrastructure projects

## CMAQ/TAP-L

*Congestion Mitigation and Air Quality Improvement Program / Transportation Alternatives Program- Locally Programmed*

- \$42.3 Million (Recommended)
- Source: Chicago Metropolitan Agency for Planning (CMAP)
- Federally funded program of surface transportation improvements designed to improve air quality and mitigate congestion and surface transportation improvements designed to support non-motorized transportation.

## ITEP

*Illinois Transportation Enhancement Program*

- \$3 Million
- Source: State of IL/Illinois Department of Transportation
- Provides funding for community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.

## OSLAD

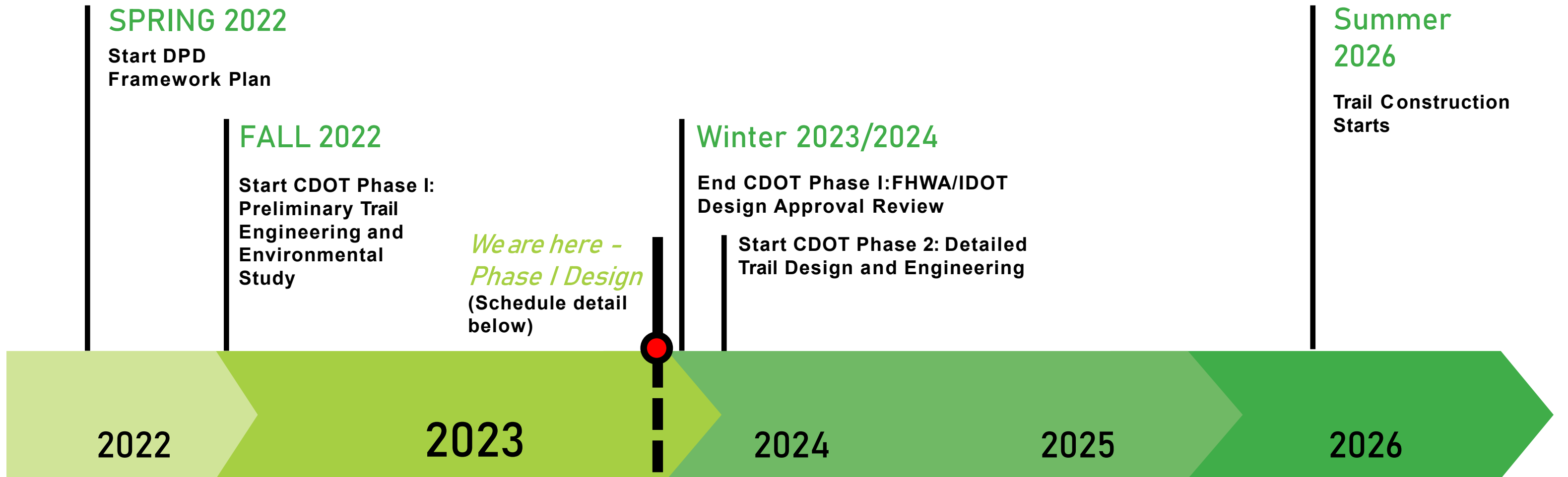
*Open Space Lands Acquisition and Development Grant*

- \$407,000
- Source: State of IL/IDNR
- Requirements: Funding for public outdoor park, recreation or conservation purposes

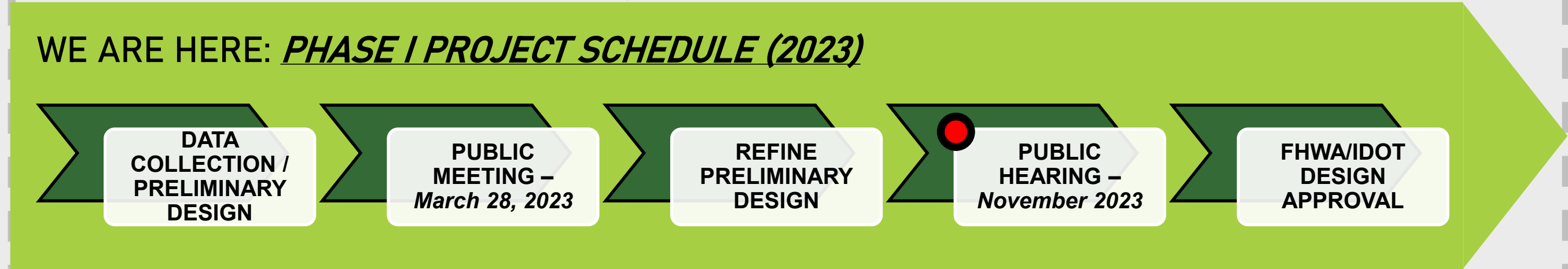
## Local

- Local Capital Program
- \$14,075,000

# PROJECT SCHEDULE



*We are here -  
Phase I Design*  
(Schedule detail below)



WE ARE HERE

# WHAT WE HEARD

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Included is the input received during the public meeting on the following topics:

## Safety Concerns

- Lighting
- Frequent Access
- Less Tree Density in Some Locations

## Trail Art

- Inclusion of Artwork, Sculptures, Mosaics

## Interface with Adjacent Land Uses

- Fencing for Residential Properties
- Access Ramps Designed to Best Allow Access to Public Spaces/Parks
- Clear Signage
- Trail Gateway Features
- Parking

## Trail Design

- Circuitous Path System
- Pedestrian Friendly Design
- Inclusion of Seating Areas
- Include Both Active Areas/Passive Areas
- Trail Designed for All

# WHAT WE HEARD

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Included is the input received during the public meeting on the following topics:

## Tree Canopy

- Interest in Retaining Most Trees
- Concerns About Tree Condition and Health of Trees
- Need for Some Removal Due to Environmental Remediation and Access Ramps

## Retaining Walls

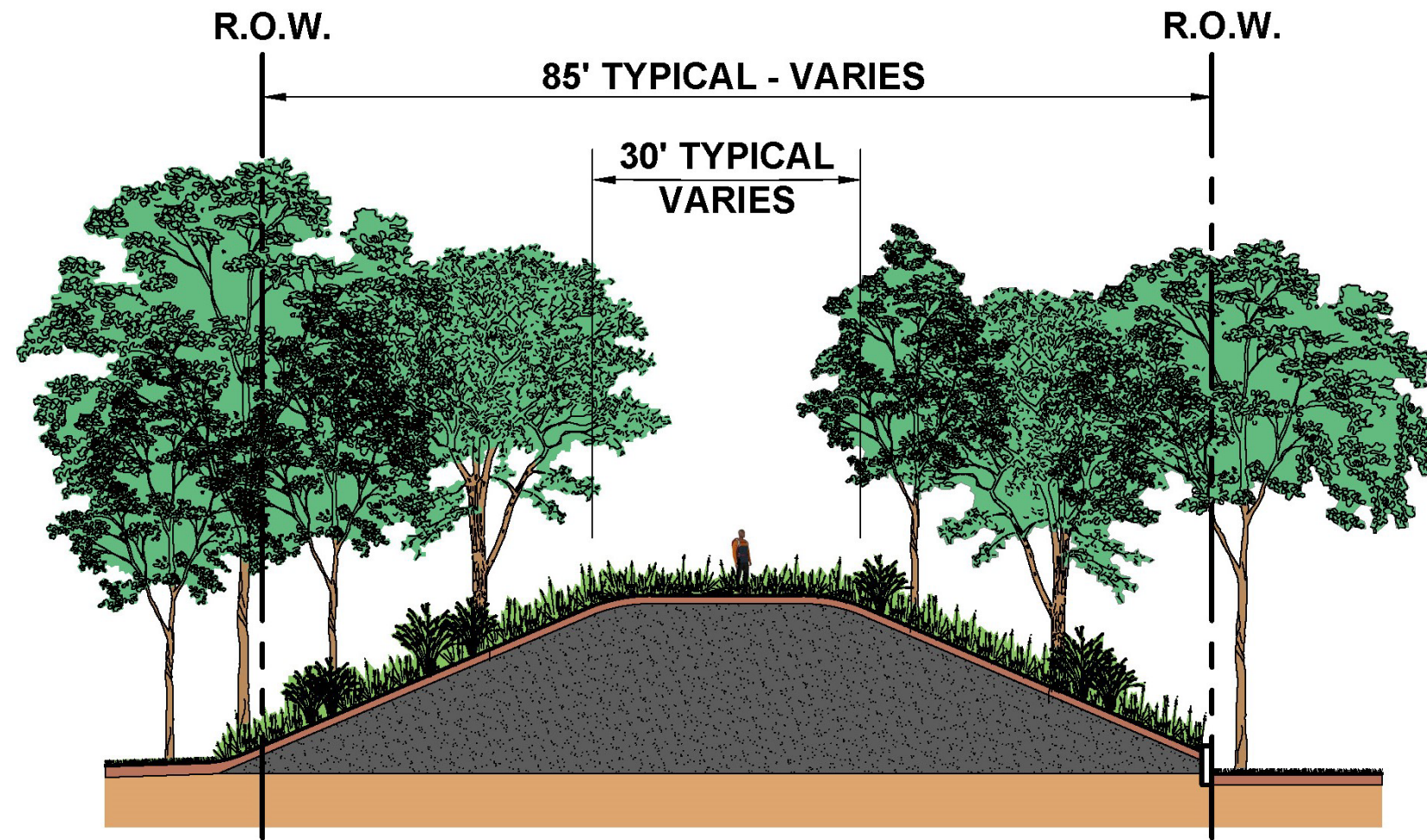
- Minimize Tall Walls
- Decorative Walls

## Lighting

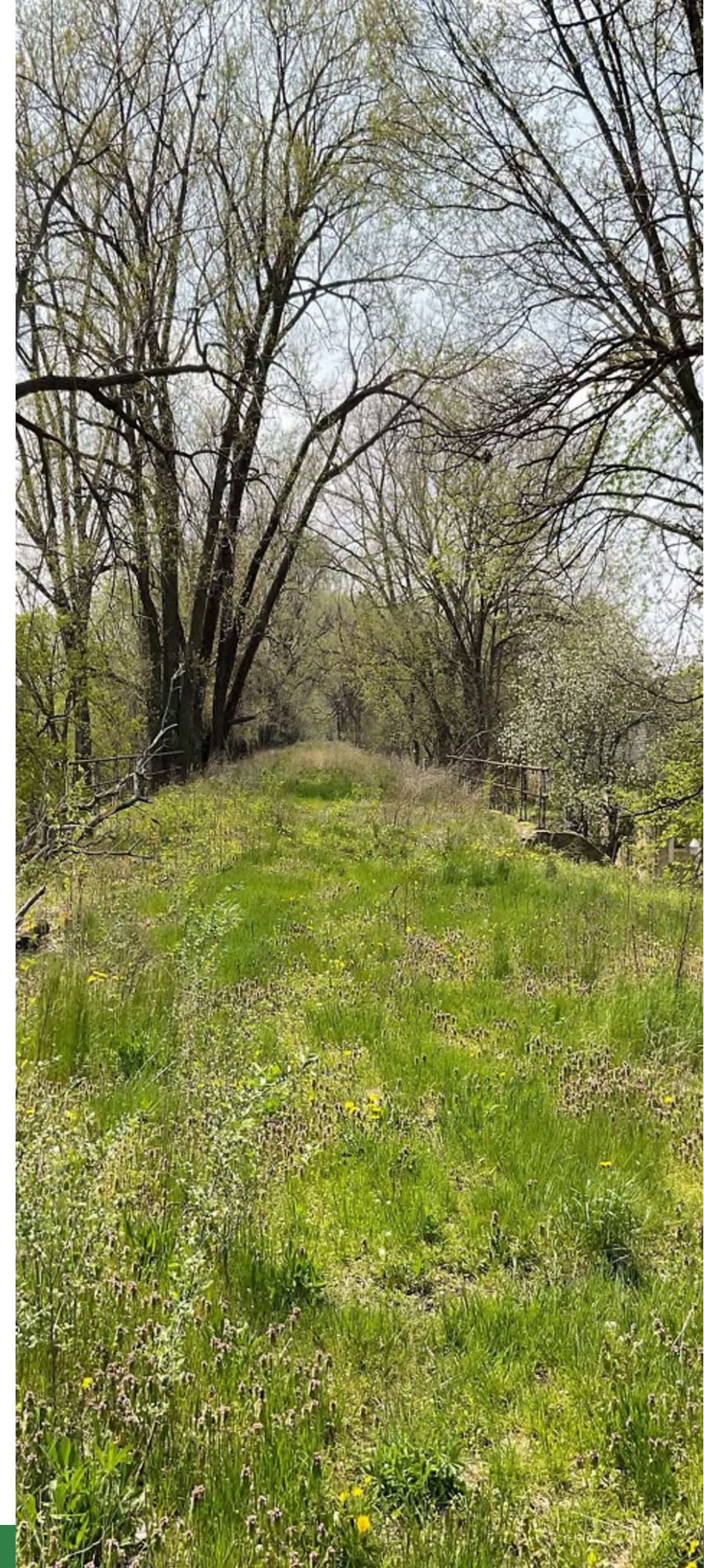
- Sufficient Lighting for Safety, but Not Impact Adjacent Properties
- Decorative Lighting

# TRAIL FOOTPRINT

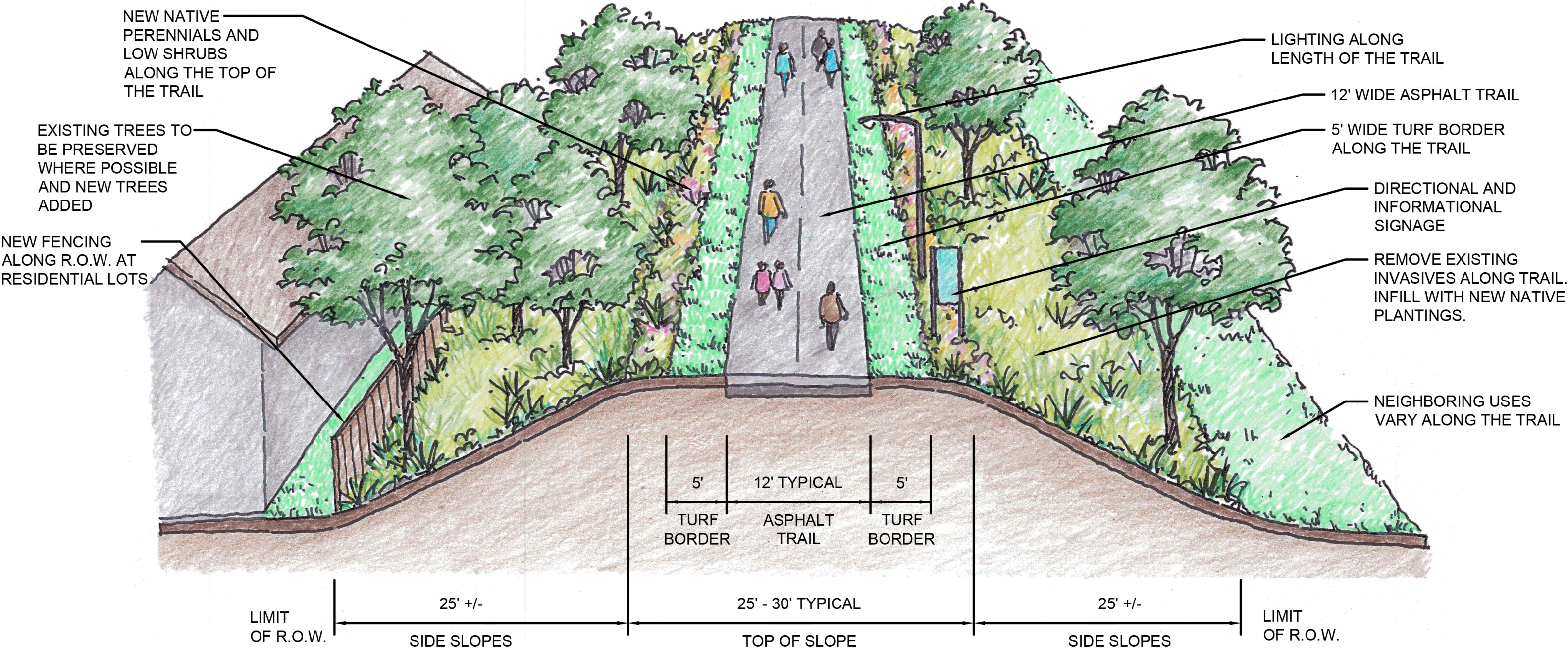
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- Since it is a former railroad, the property extends in a straight line for the 1.75-mile distance.
- Widths at the top of the embankment range between 18' wide and 45' wide.
- Widths over the 26 railroad bridges vary between 11' wide and 29' wide.
- Widths of existing right-of-way vary between 60' wide and 150' wide.

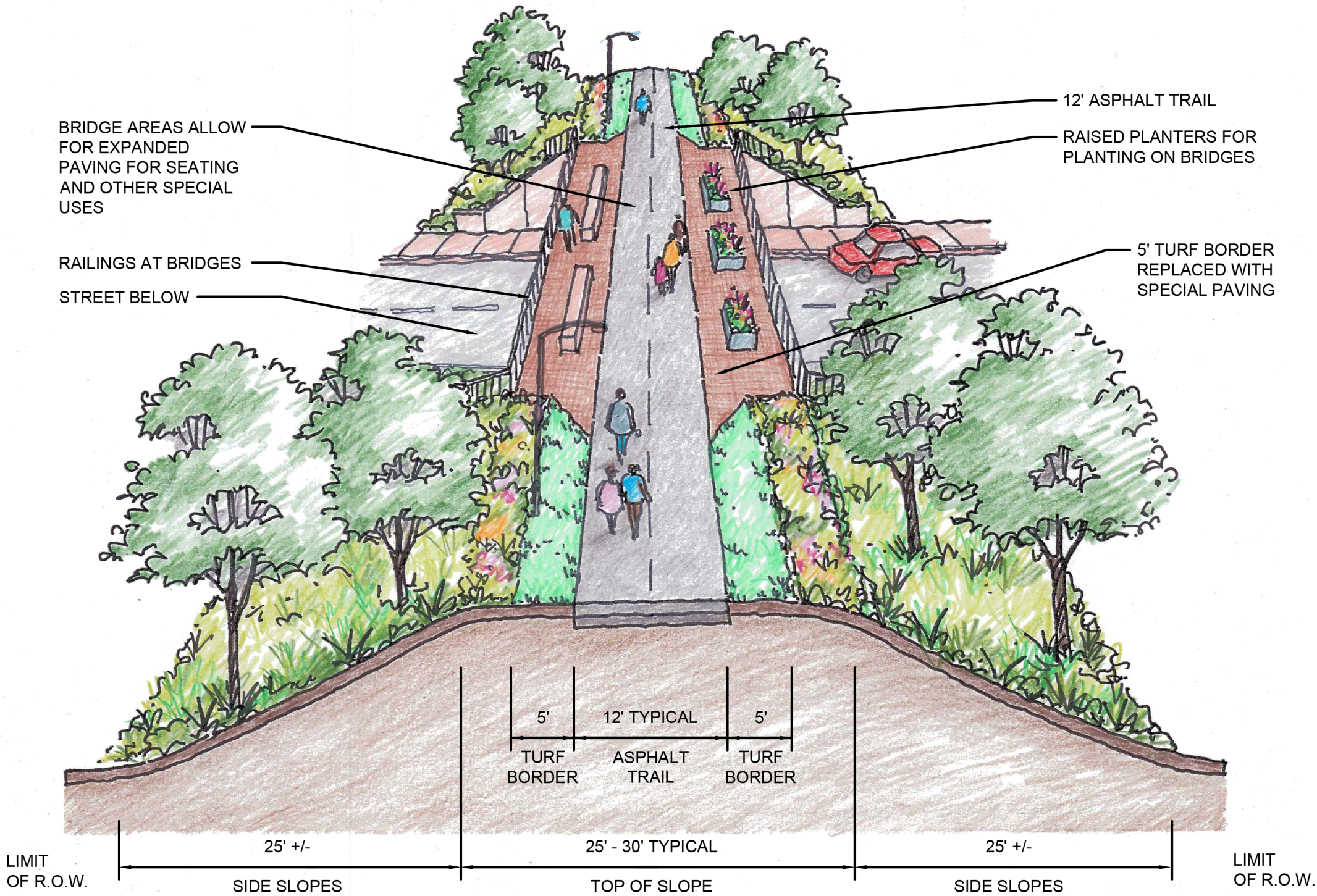


# PRELIMINARY TRAIL DESIGN- TYPICAL SECTION



TYPICAL TRAIL

# PRELIMINARY TRAIL DESIGN - TYPICAL SECTION AT BRIDGE

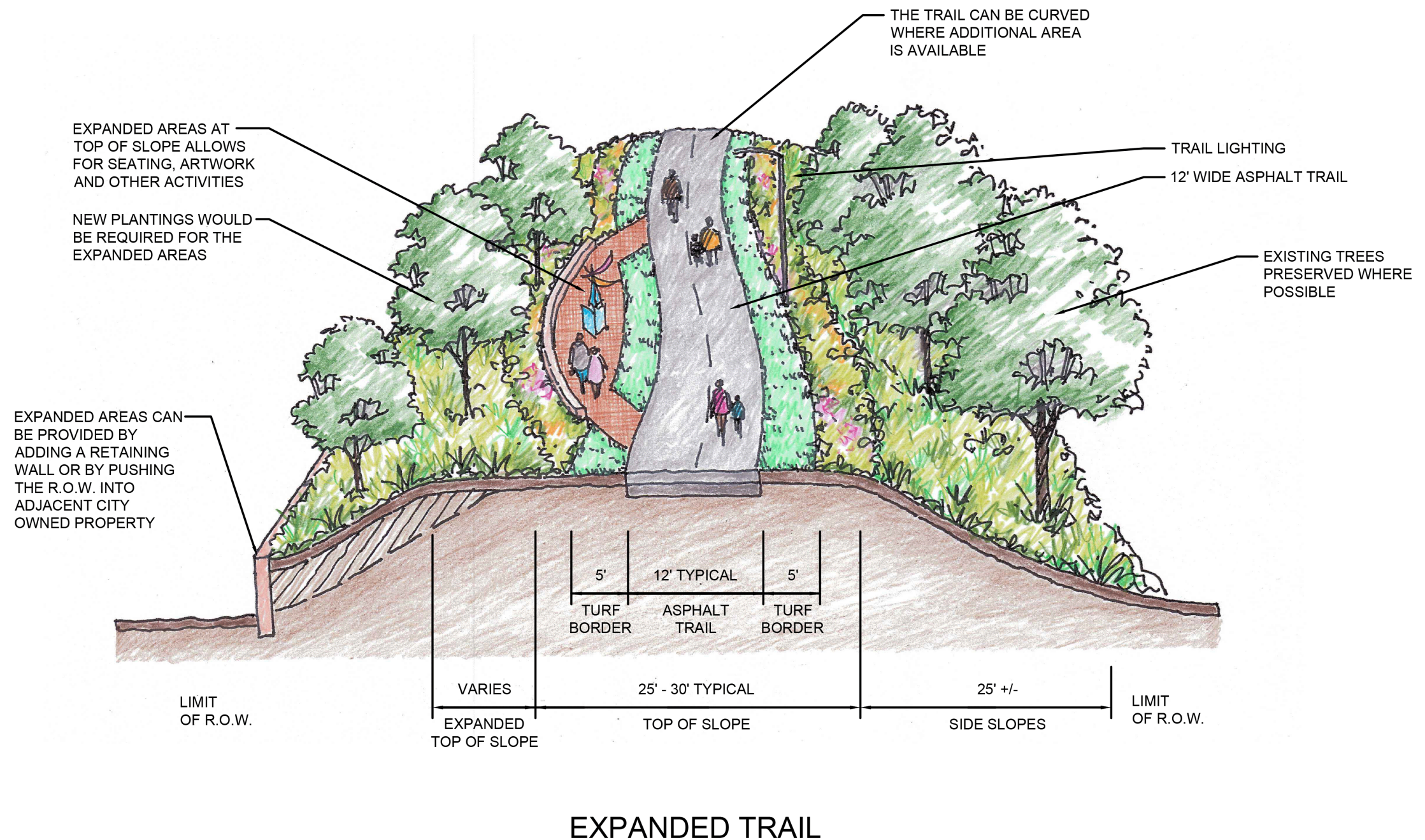


TYPICAL TRAIL AT WIDER BRIDGE

# TRAIL DESIGN - AREAS OF OPPORTUNITY/OVERLOOK AREAS

## 4 Locations:

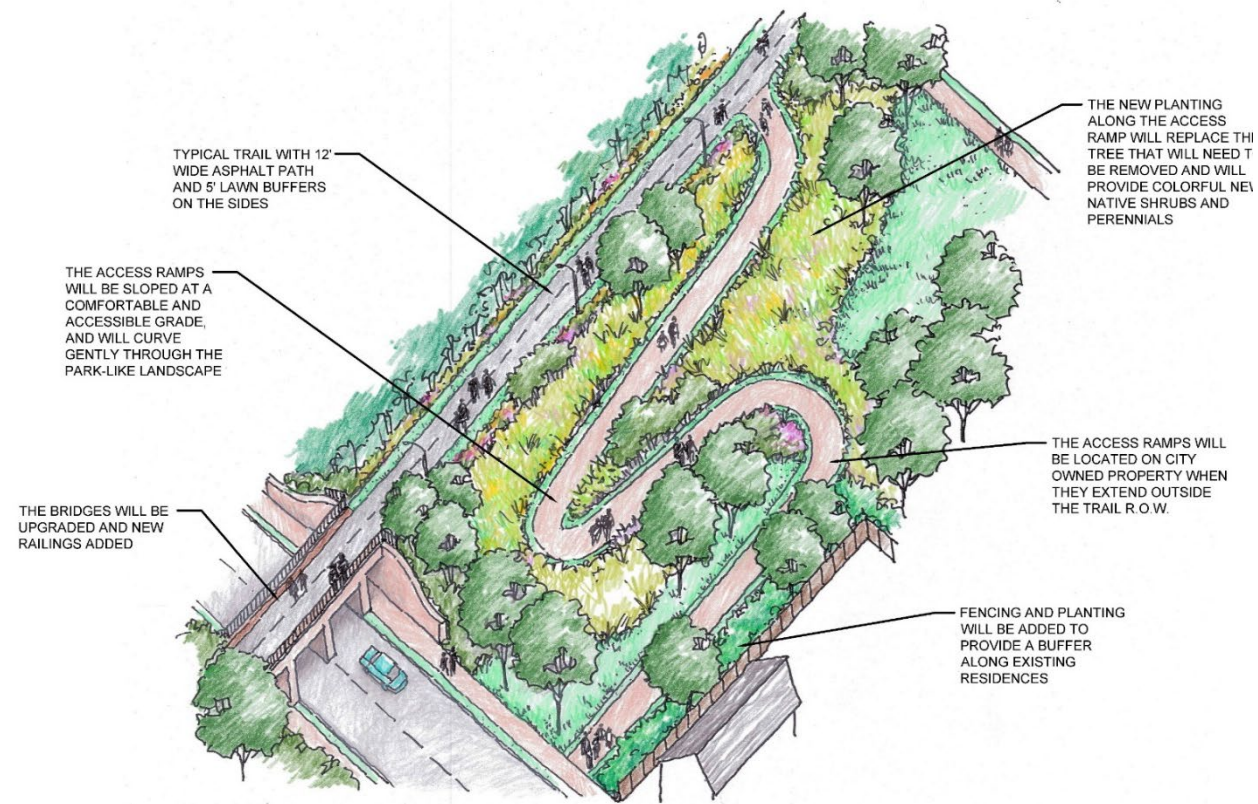
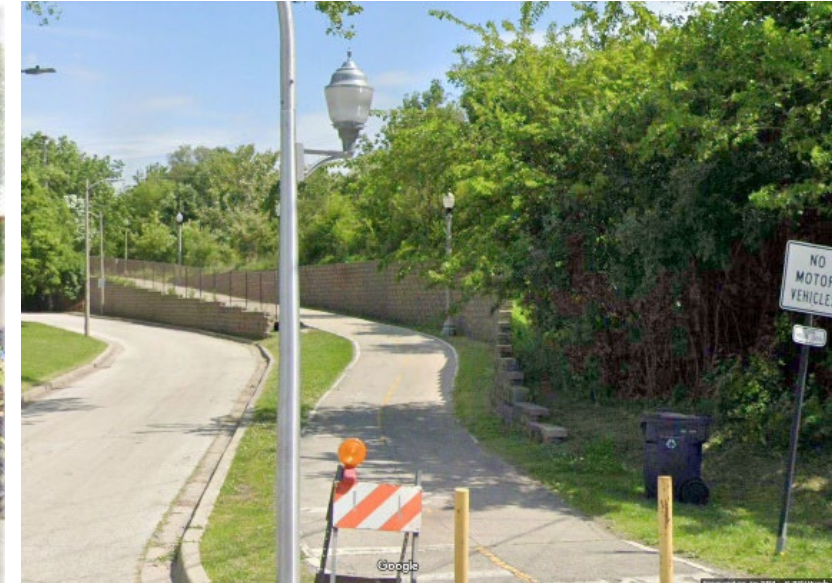
- *Hermitage Park*
- *West of Throop Street*
- *Former Bon Temps School*
- *Elizabeth to Racine*



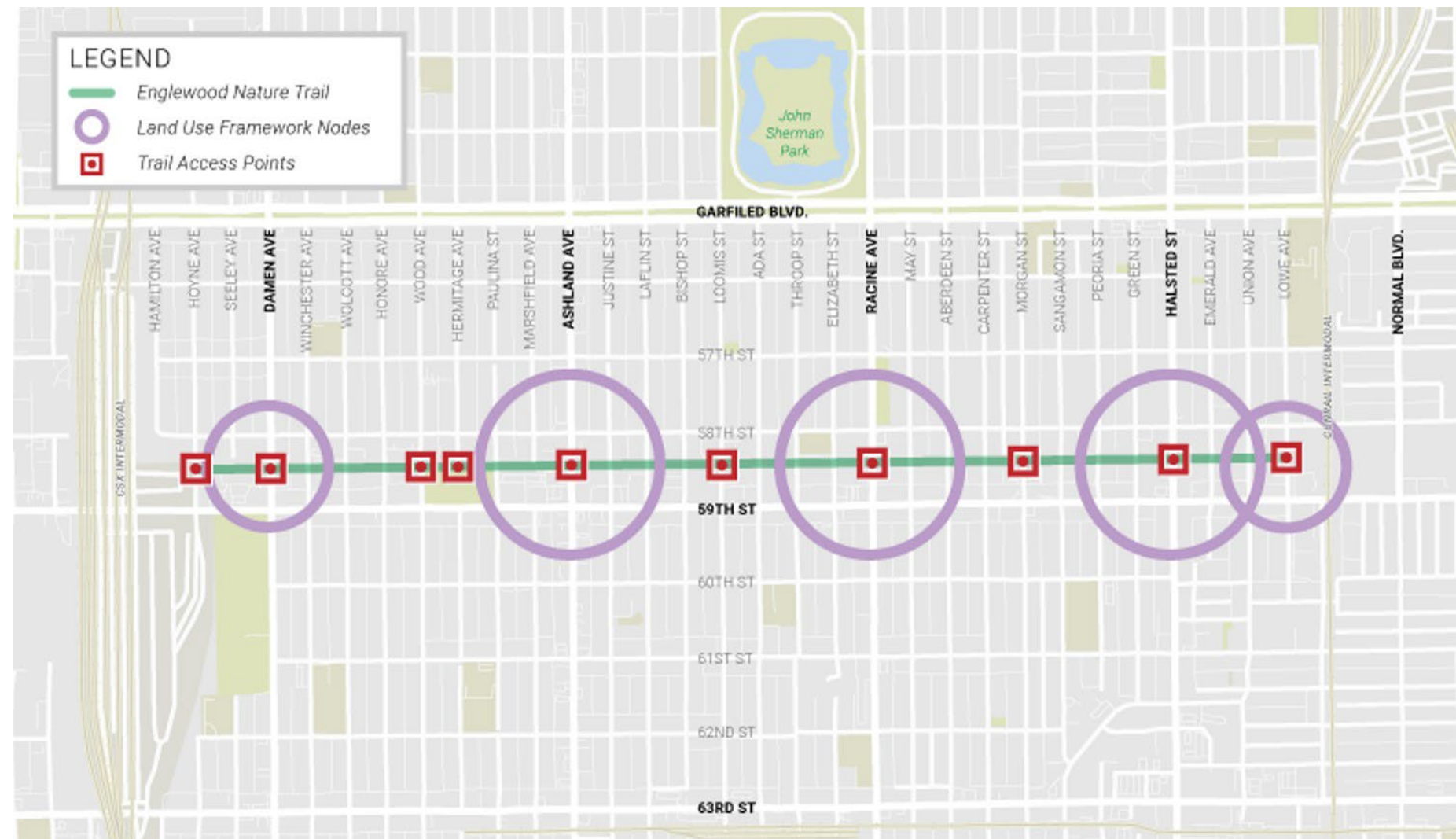


# ACCESS POINTS

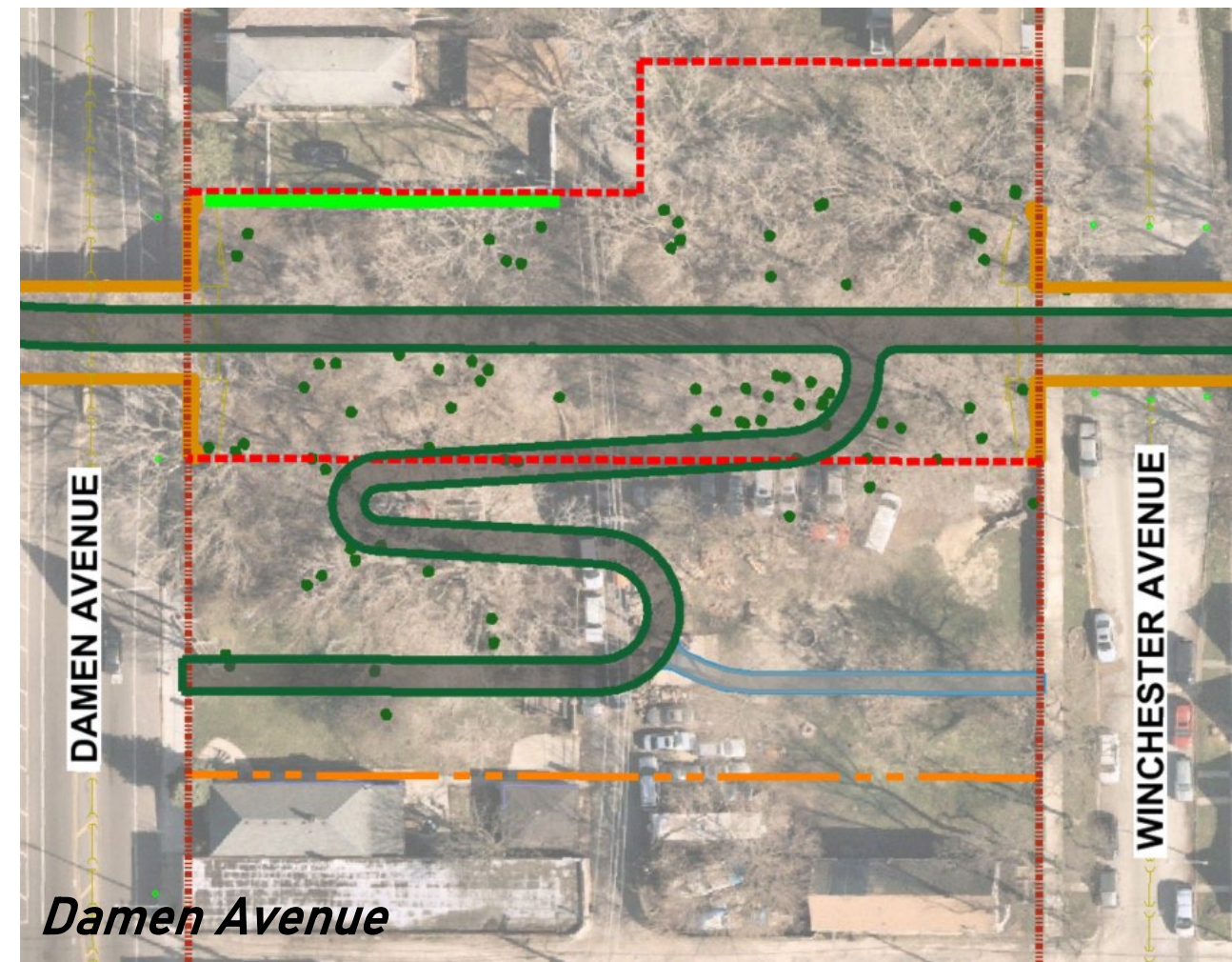
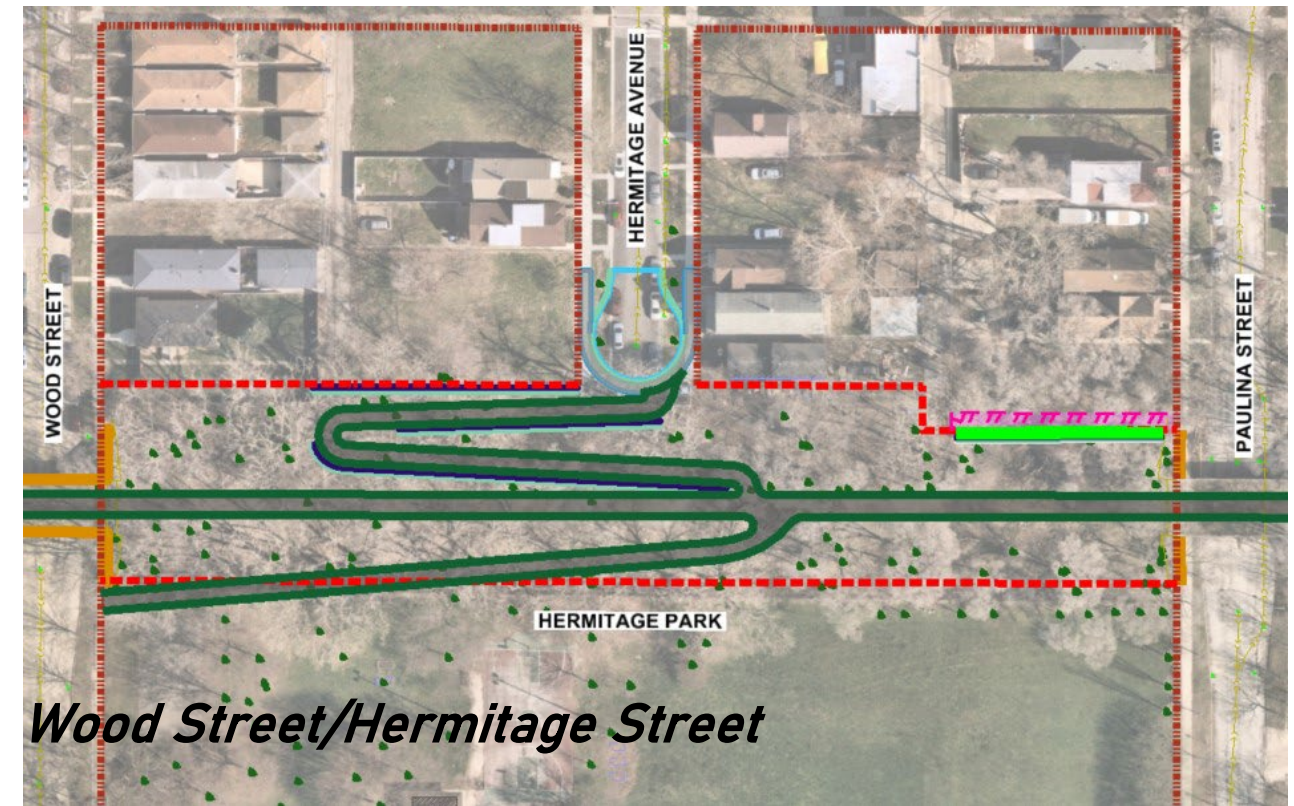
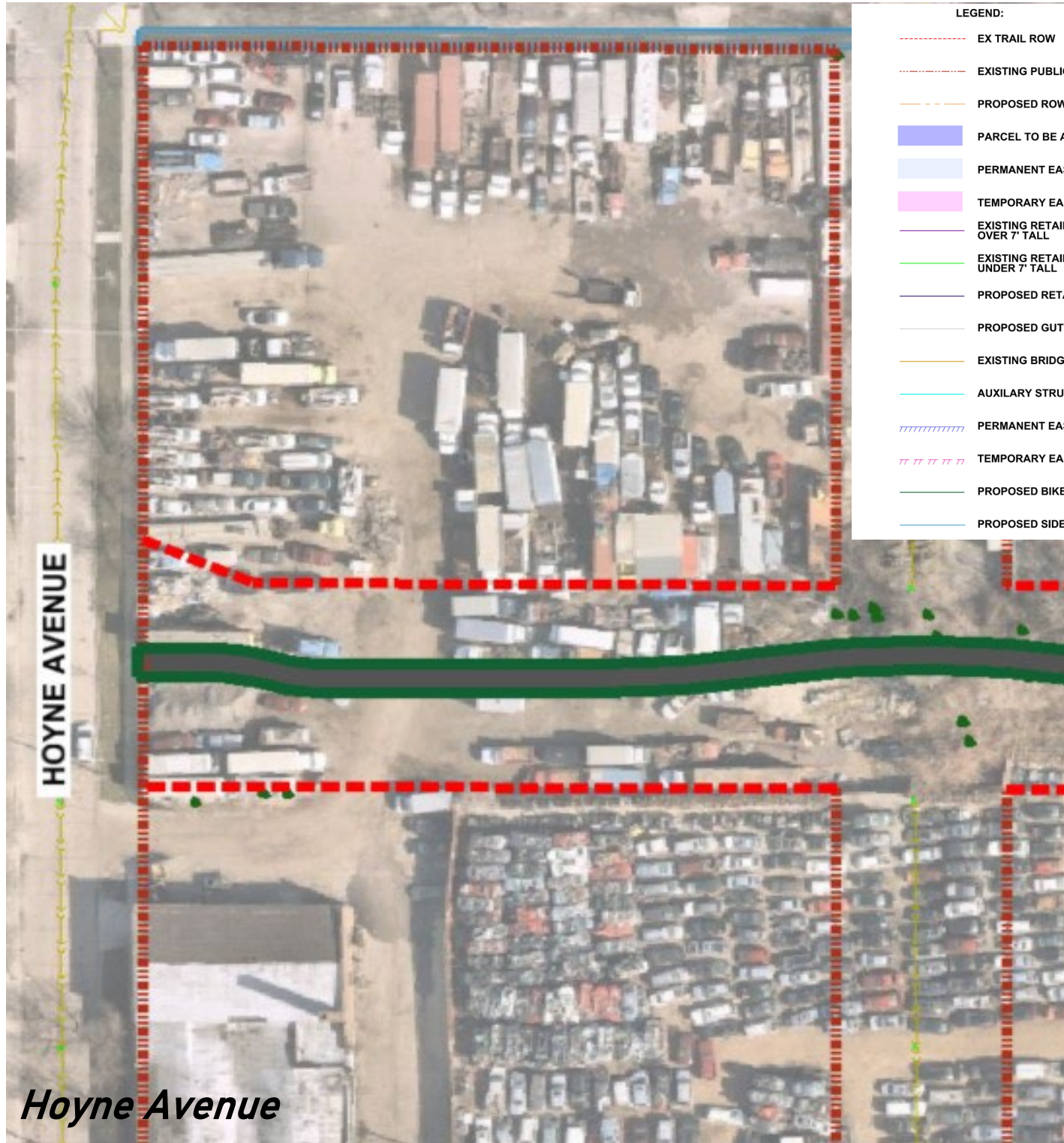
There are a total of 11 proposed access points to the elevated trail



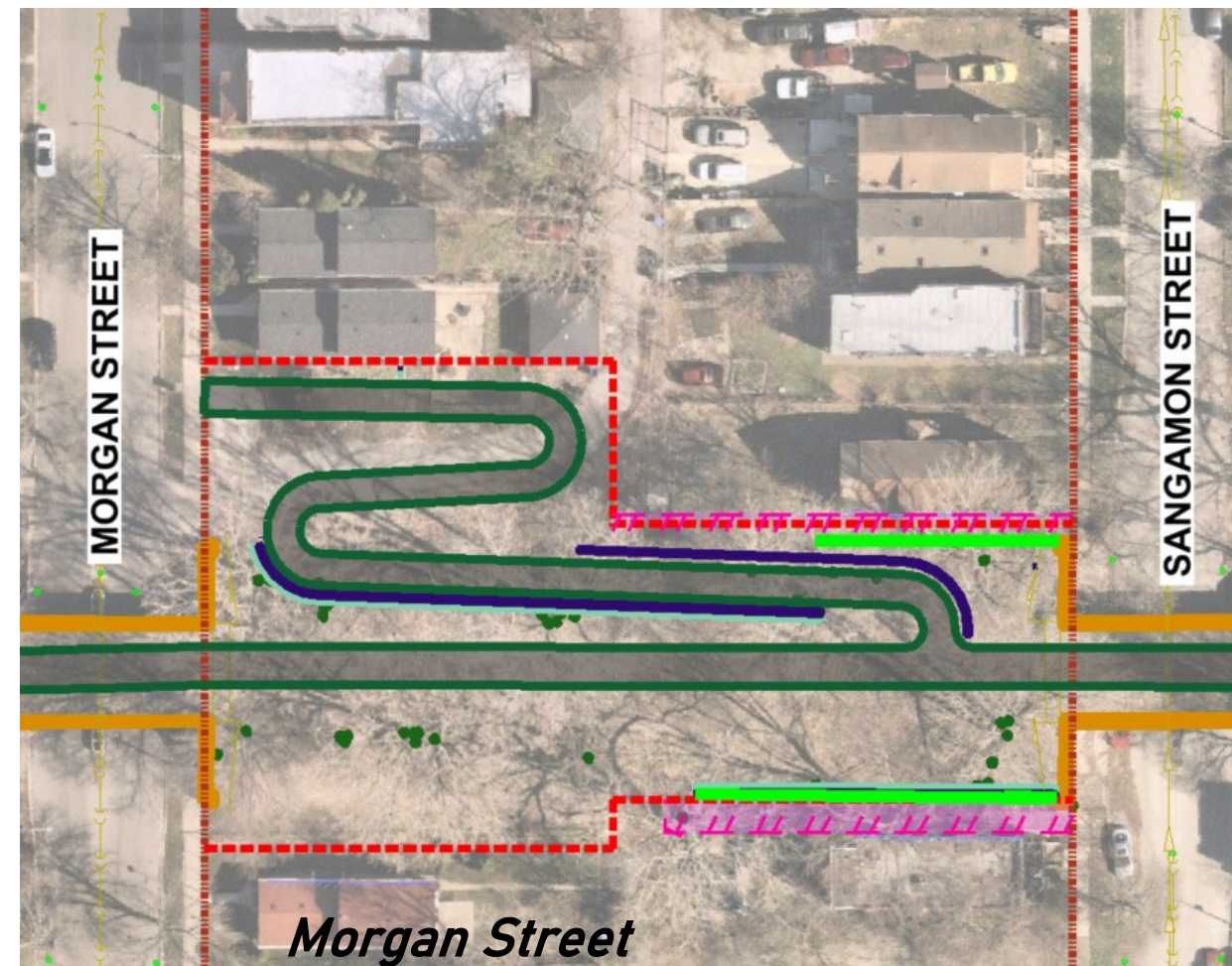
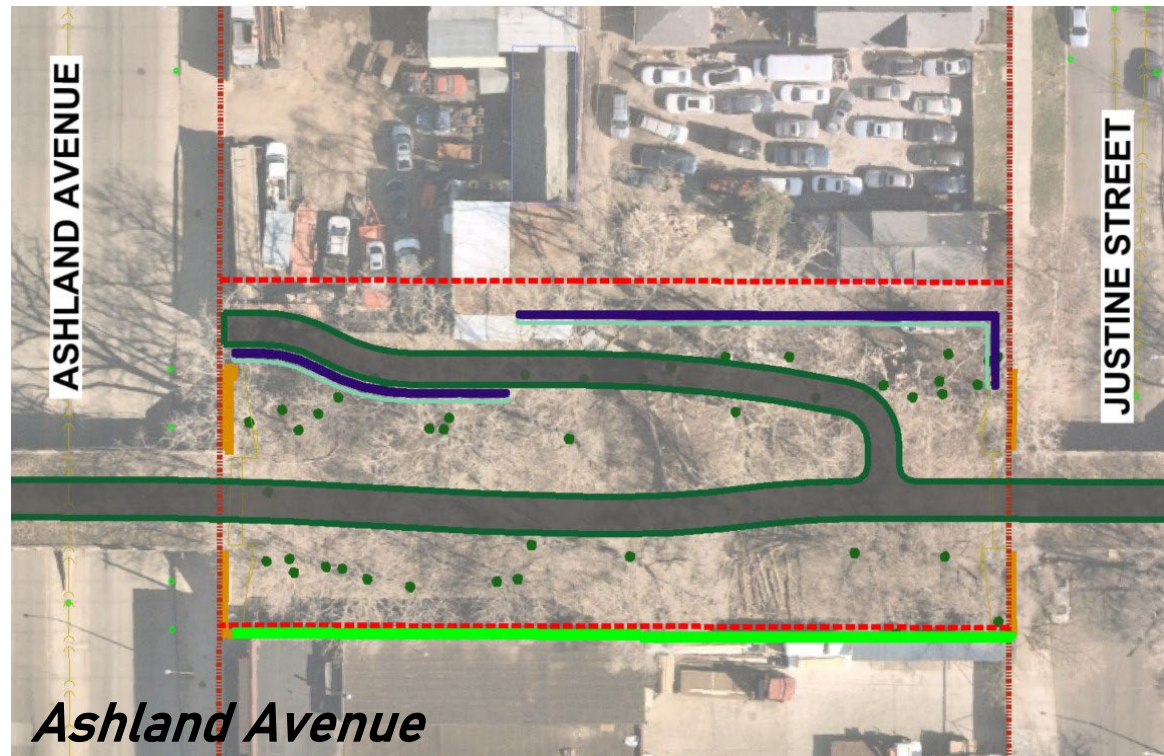
*Damen Avenue Ramp*



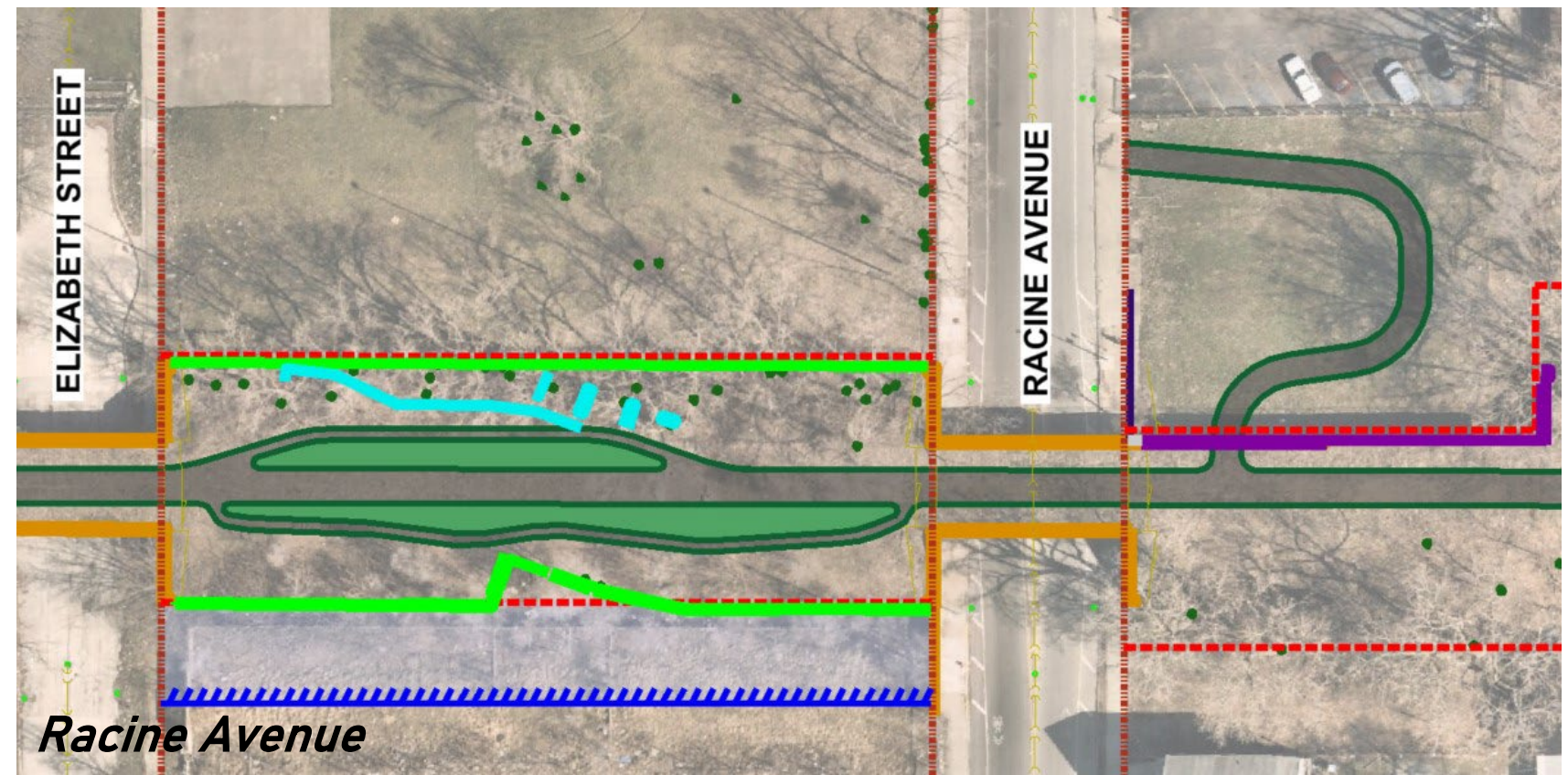
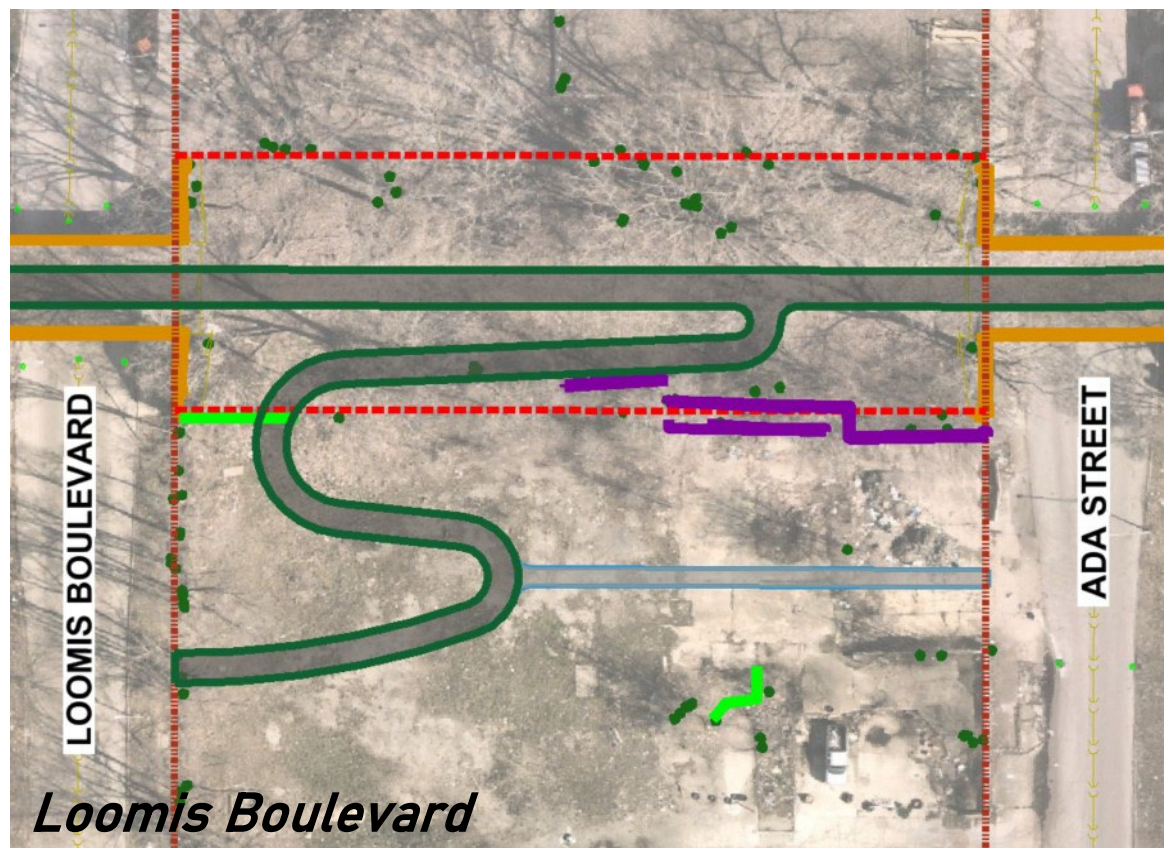
# ACCESS RAMP DESIGN



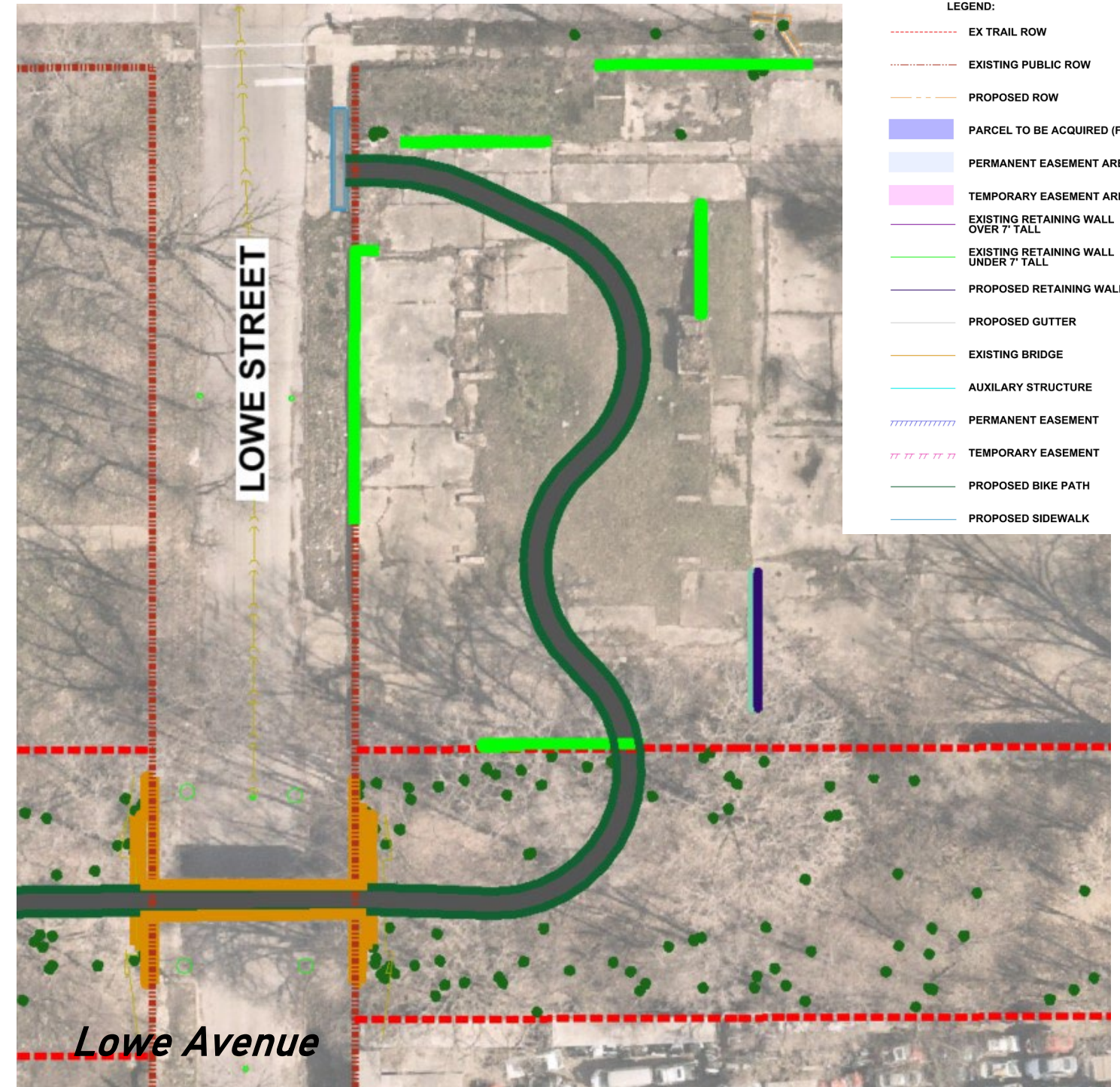
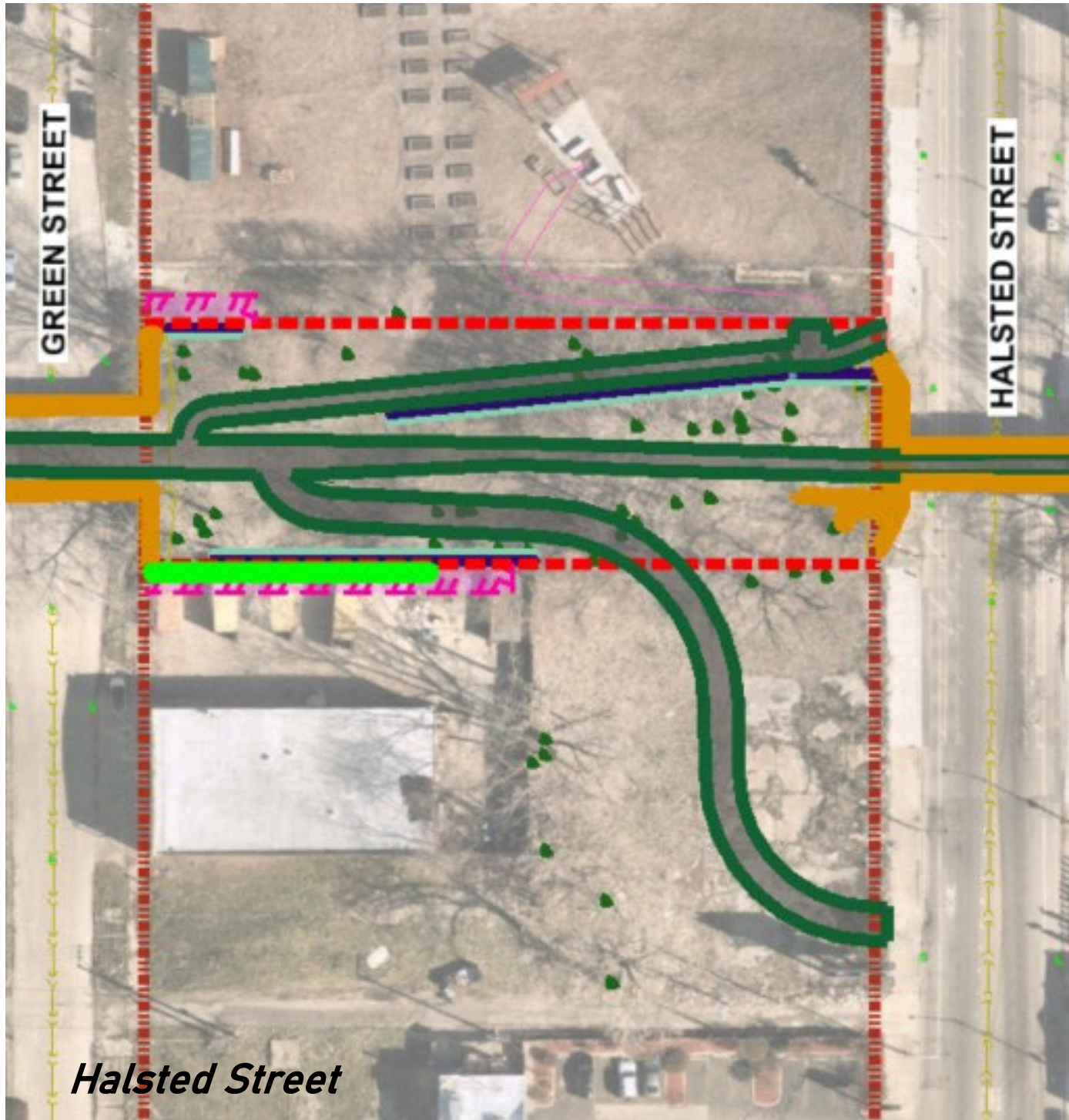
# ACCESS RAMP DESIGN



- LEGEND:**
- EX TRAIL ROW
  - EXISTING PUBLIC ROW
  - PROPOSED ROW
  - PARCEL TO BE ACQUIRED (FULL TAKE)
  - PERMANENT EASEMENT AREA
  - TEMPORARY EASEMENT AREA
  - EXISTING RETAINING WALL OVER 7' TALL
  - EXISTING RETAINING WALL UNDER 7' TALL
  - PROPOSED RETAINING WALL
  - PROPOSED GUTTER
  - EXISTING BRIDGE
  - AUXILIARY STRUCTURE
  - /// PERMANENT EASEMENT
  - /// TEMPORARY EASEMENT
  - PROPOSED BIKE PATH
  - PROPOSED SIDEWALK



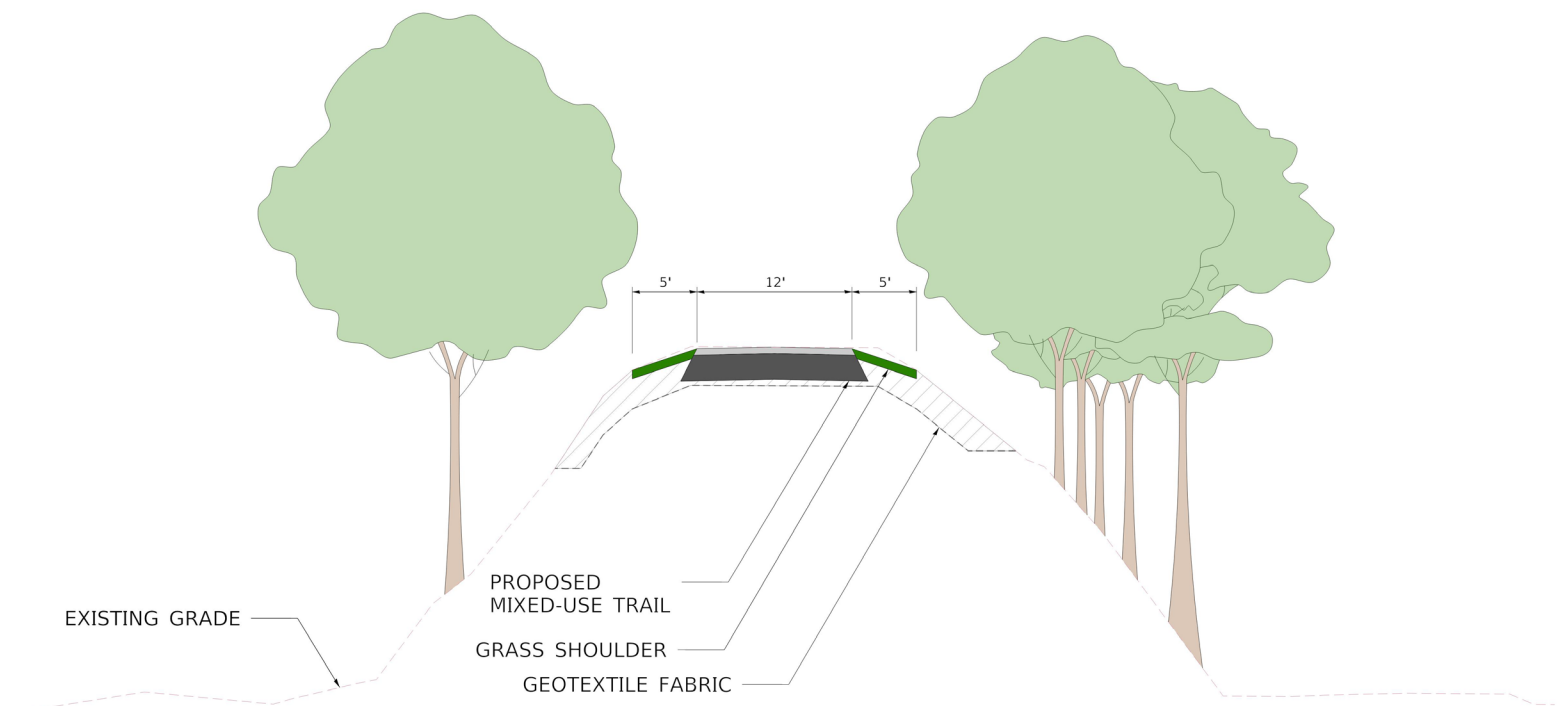
# ACCESS RAMP DESIGN



- LEGEND:
- - - - - EX TRAIL ROW
  - - - - - EXISTING PUBLIC ROW
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  - ▨▨▨▨▨▨▨▨▨▨ PERMANENT EASEMENT
  - ▨▨▨▨▨▨▨▨▨▨ TEMPORARY EASEMENT
  - PROPOSED BIKE PATH
  - PROPOSED SIDEWALK

# SOIL REMEDIATION

- Soil borings conducted in 2015 and 2023 indicate that contaminants appear to be randomly distributed along the trail corridor.
- As a result, it was recommended that some type of soil remediation is needed in limited areas throughout the corridor.
- Remediation plan will remove exposure to contaminant to residents and users of the trail
- Preferred remediation option:
  - 18" of soil remediation with geotextile fabric barrier



18" DEPTH REMEDIATION WITH GEOTEXTILE FABRIC

*More testing will occur in Phase II to refine areas of remediation*

# BRIDGE REPAIR

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- Concrete repair of bridge structure
- Concrete repair of bridge deck
- Repair of structural steel for steel bridges
- Cleaning, painting, and waterproofing bridge structure
- Bridge railing replacements/improvements



Photo 15: Corrosion on north girder over southbound lane, looking west



Photo 24: Concrete spalls on Column 2 of Pier 1, looking southwest

# RETAINING WALLS

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- There are 9 large (>7 feet tall) and 38 small (<7 feet tall) existing retaining walls along the project corridor.
- Retaining walls will need to be repaired, replaced, removed, or relocated.

Small



Large



# EASEMENTS AND RIGHT-OF-WAY

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- ***Temporary construction easements*** are needed to allow the City access to private property for the repair or reconstruction of a wall that is on city owned land OR to remove a wall that is on private property.
- ***Permanent construction easements*** are needed to allow the City access for repair and future maintenance of a wall that will remain on private property.
- ***Full parcel acquisition*** is when the City would like to purchase a property. This is only for vacant parcels at Damen Avenue.
- ***A city representative will be reaching out to impacted property owners directly and will discuss in detail the next steps. Coordination will be ongoing throughout Phase II.***



# TEMPORARY CONSTRUCTION EASEMENTS

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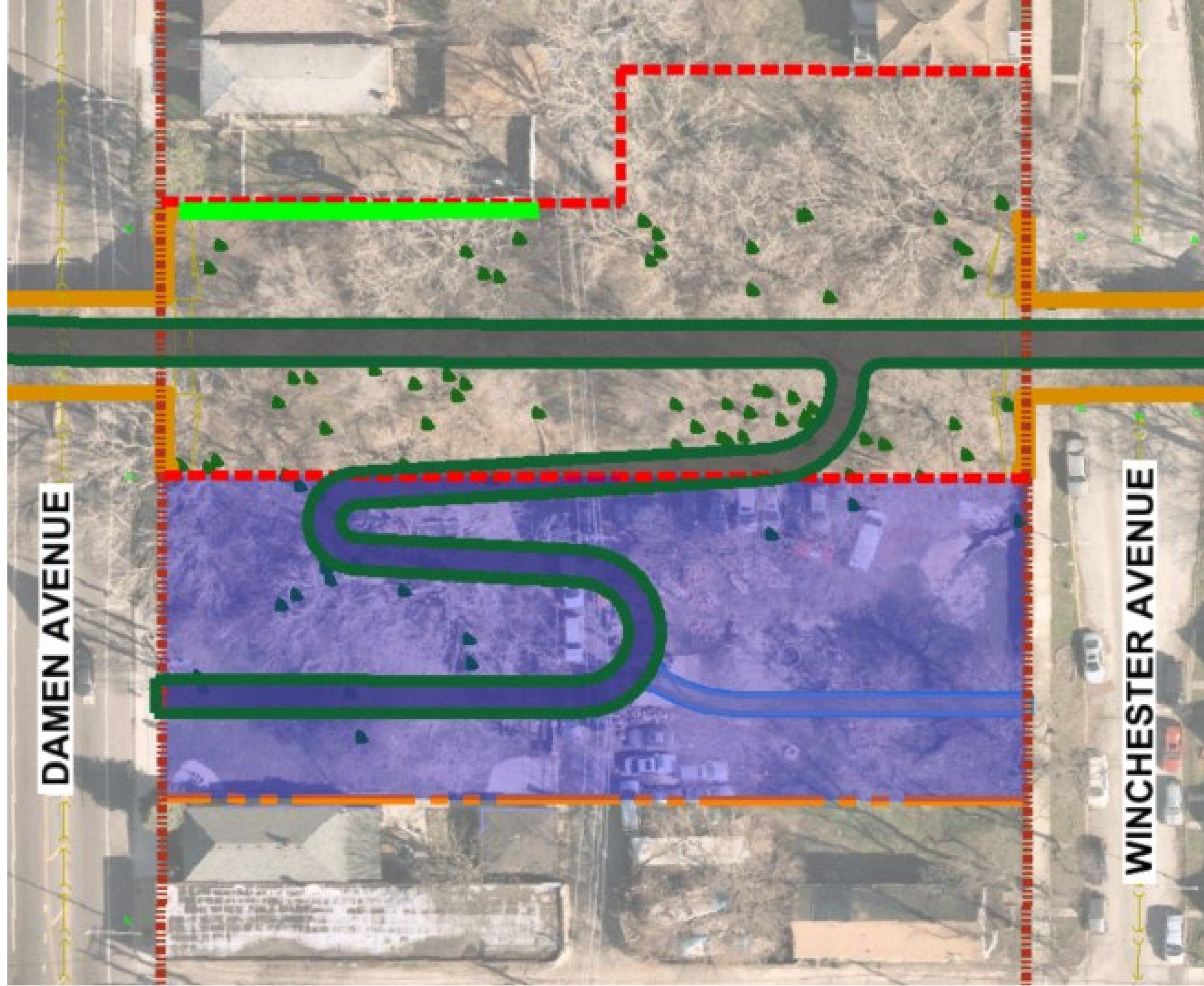
# PERMANENT CONSTRUCTION EASEMENTS

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# FULL PARCEL ACQUISITION

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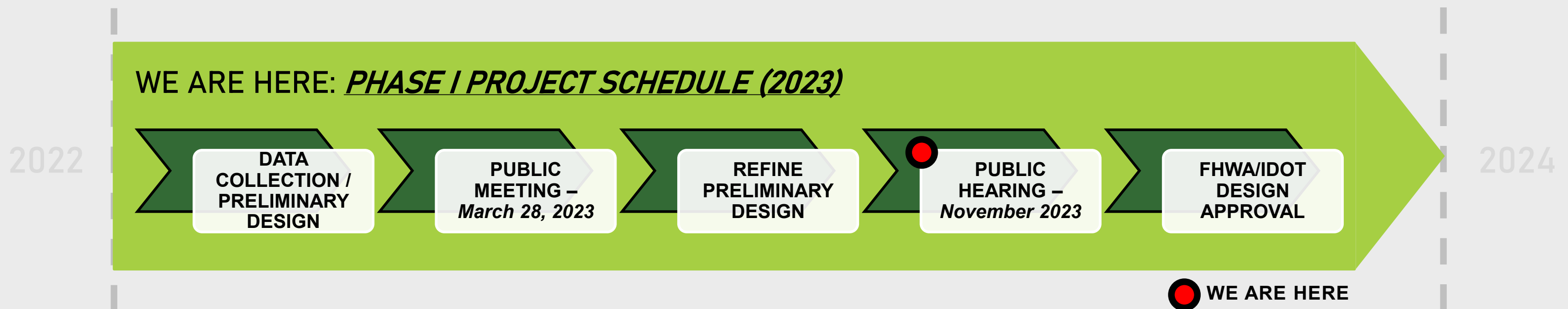


# NEXT STEPS

## PHASE II DESIGN ENGINEERING: Winter 2024 – Summer 2026

- Detailed Design Engineering
- Trail Aesthetics
- Easements and ROW owner Coordination
- Public Outreach
- Environmental Remediation Recommendations
- FHWA/IDOT Coordination and Approval
- Construction Documents

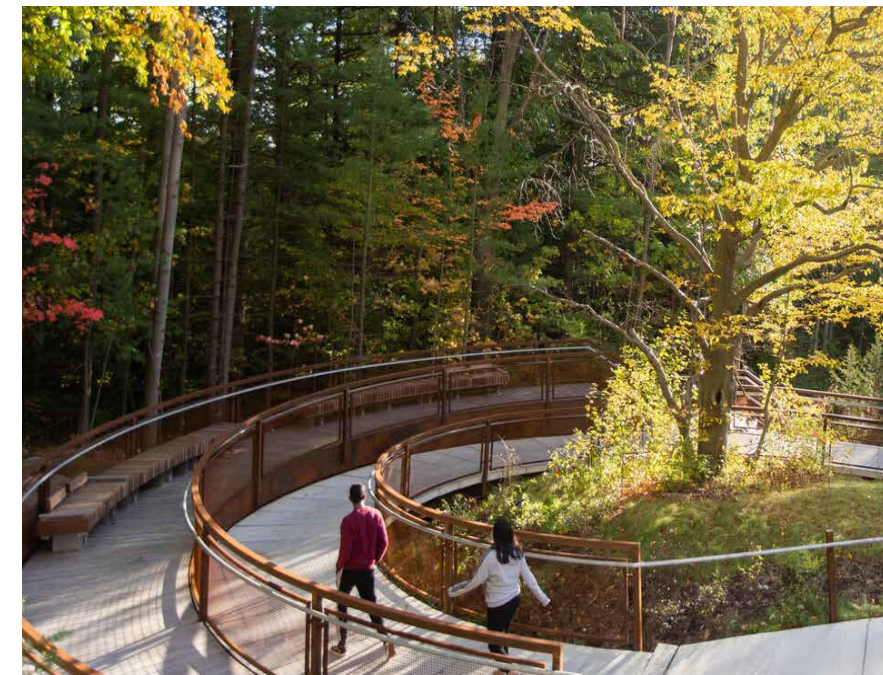
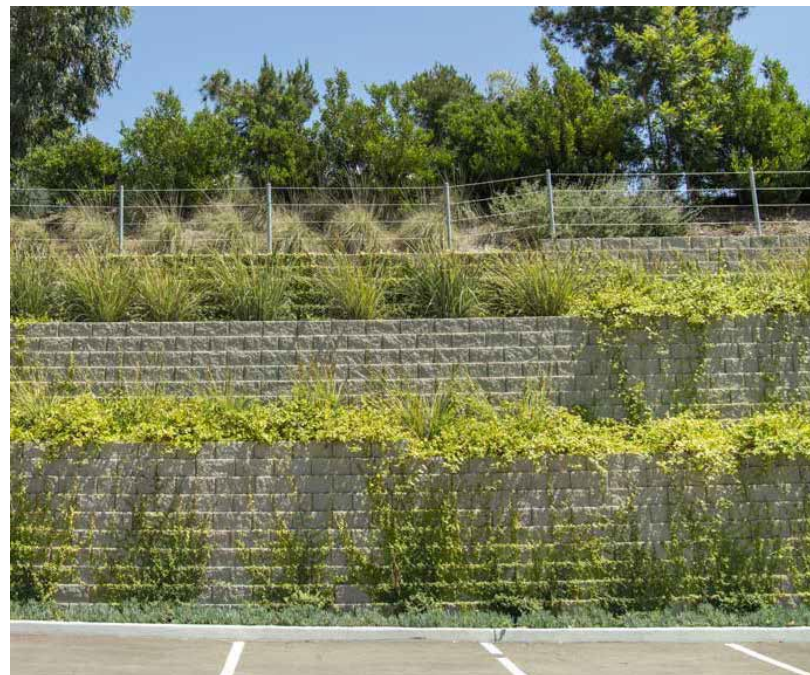
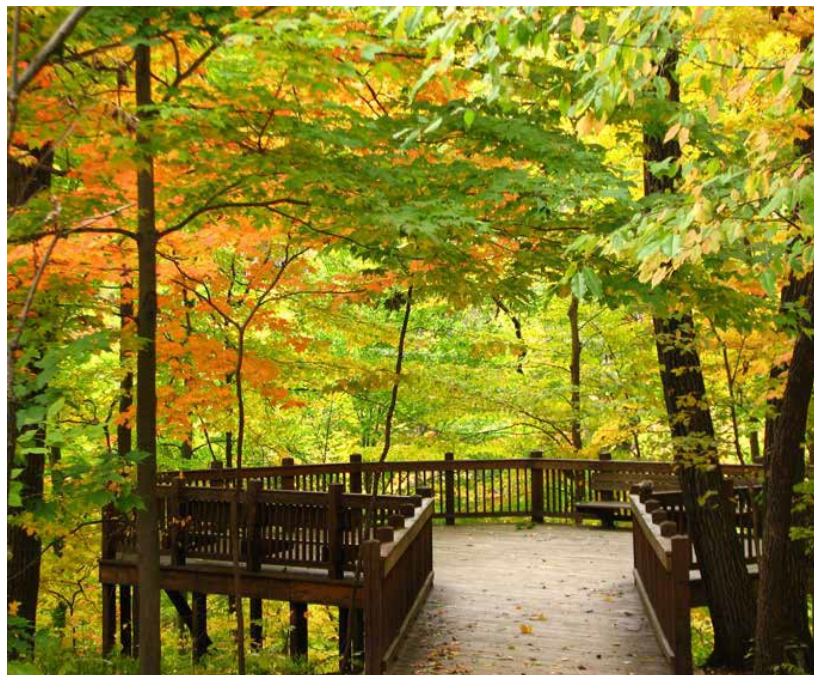
## CONSTRUCTION: Starts Summer 2026



# TRAIL FINAL DESIGN

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Tonight begins input for the final design that will build off the Agro-Eco District Land Use Framework Plan and identify trail features, materials, and elements. We invite you to participate in a Visual Preference Survey.



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# THANK YOU!

# QUESTIONS?

EXHIBITS AND PROJECT REPRESENTATIVES ARE AVAILABLE IN  
THE BACK TO ANSWER ANY QUESTIONS

<https://www.chicago.gov/city/en/sites/englewood-trail/home.html>

FILL OUT A COMMENT FORM AND RETURN TONIGHT  
OR EMAIL YOUR COMMENTS BY December 1, 2023 TO:

[Taylor.VanNortwick@cityofchicago.org](mailto:Taylor.VanNortwick@cityofchicago.org)