



# EXISTING CONDITIONS REPORT

JUNE 2023





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## ABOUT THIS STUDY

The Chicago Transit Authority’s Kimball Brown Line Station and the surrounding blocks are a key transportation center for the Albany Park neighborhood and all of Northwest Chicago. On a typical weekday, thousands of transit riders pass through the area, along with hundreds of students, people visiting local businesses, and others meeting their day-to-day needs.

The Chicago Department of Planning and Development (DPD), Department of Transportation (CDOT), Regional Transportation Authority (RTA), and CTA, along with the 33rd Ward Office and community partners, are collaborating to develop the Kimball Station Area Curb and Mobility Study.

The project is focusing on the several blocks surrounding the Kimball Brown Line station (on Lawrence Avenue from St. Louis Avenue to Spaulding Avenue and on Kimball Avenue from Wilson Avenue to Ainslie Street) and the goal is to identify policy and design solutions related to the street, curb space, and streetscape that enhance mobility, safety, and accessibility; create a vibrant public realm; and support local businesses.

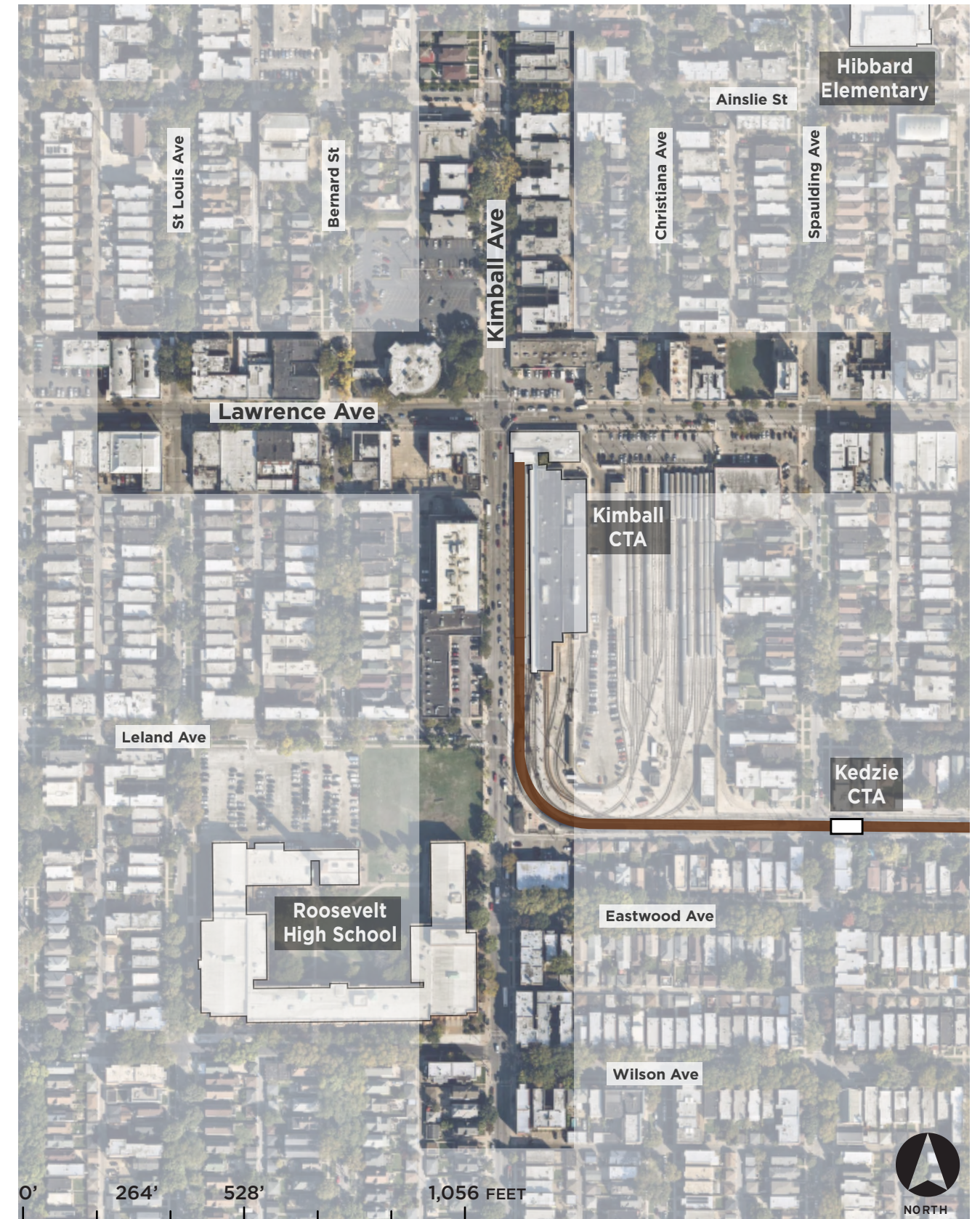
This Existing Conditions Report aims to build a common understanding about the challenges community members, students, transit riders, visitors and others experience traveling in the Kimball station area, as well as the opportunities and assets to build upon.

## PROJECT GOAL

Through **data collection and analysis, stakeholder engagement, and community input**, the **Kimball Station Area Curb and Mobility Study** will identify **policy and design solutions** related to the **street, curb space, and streetscape** that enhance...



## STUDY AREA MAP



## PREVIOUS COMMUNITY PLANNING EFFORTS

The project team reviewed the North River Communities Neighborhood Plan and the Lawrence Avenue Transit-Oriented Development Study to better understand community needs and priorities impacting the Albany Park area. Both efforts identified needs and recommendations directly related to the scope of the Kimball Station Area Curb and Mobility Study.

**The North River Communities Neighborhood Plan**, completed by the Chicago Metropolitan Agency for Planning (CMAP) in 2018, identified important principles that overlap with the Curb and Mobility Study:

- To “activate and enhance existing assets”
- To “provide safe and healthy places to live”
- To “cultivate and communicate a distinct sense of place”

The plan recommends proactively addressing parking impacts by conducting a parking inventory and implementing new parking management strategies, such as improving signage, allowing shared parking arrangements, and implementing permit-based parking, particularly in an effort to encourage transit-oriented development and improve pedestrian safety.

The North River Communities Neighborhood Plan also highlights the importance of placemaking and beautification efforts and the many potential positive impacts of improving the streetscape environment. The Plan specifically examines Lawrence Avenue, highlighting the corridor’s central role for the community as well as the need to enhance its appearance and implement placemaking

strategies. A lack of gathering places, public spaces, parks, and plazas along Lawrence was noted, with community members identifying the area around Kimball station as an ideal location for new public space. Community members also raised the need for green infrastructure to help manage stormwater runoff on streets and improved bike infrastructure on Lawrence Avenue<sup>1</sup>.

**The Lawrence Avenue Transit-Oriented Development Study**, completed by CTA in 2018, points to several areas surrounding the Kimball Brown Line station that the community identified as priorities for development, as well as improvements to strengthen the streetscape, multimodal connections. Increasing pedestrian amenities, addressing pinch points along the sidewalks, adding more landscaping and greenery, and mitigating curb cuts in the area were important actions identified by the community. The need for additional public space or a plaza were also highlighted.

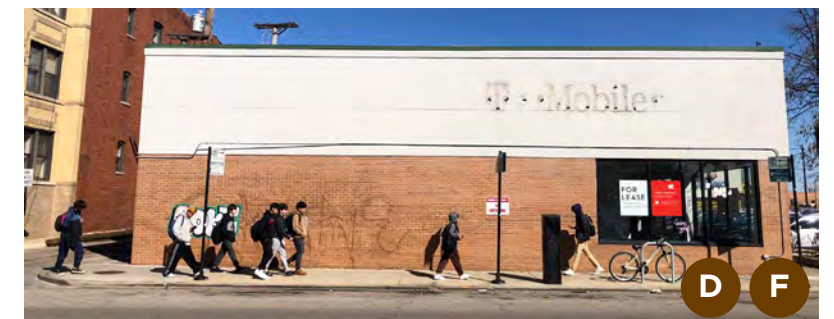
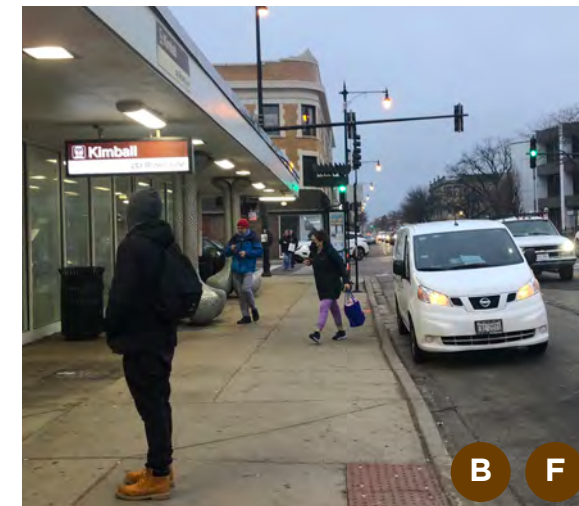
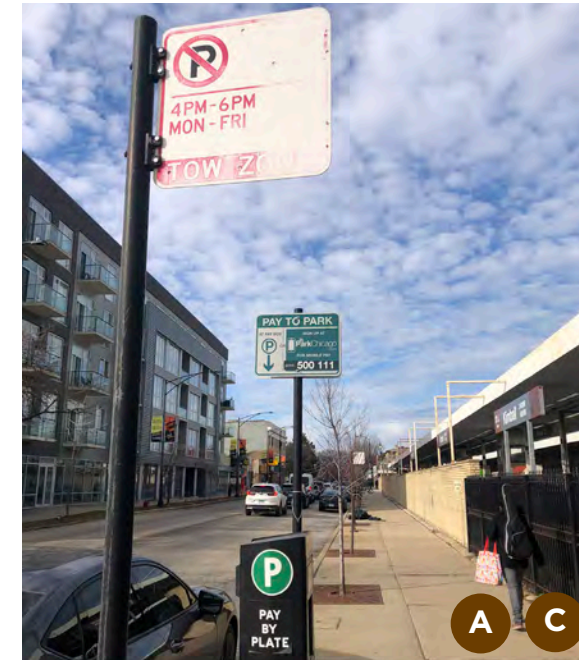
The study also specifically advocates for improving the pedestrian experience on Kimball by adding distinctive wayfinding, enlivening storefronts, and encouraging development of vacant and underutilized lots.



## CURB AND MOBILITY CHALLENGES IN THE KIMBALL STATION AREA

Conversations with community stakeholders and findings from the field research led the planning team to identify seven key challenges facing the Kimball station area, listed below. Future phases of the project will focus on collaboratively developing solutions to address these challenges and meet community needs.

- A** A variety of curb regulations are found throughout the area and applied inconsistently, leading to confusion and uneven usage of curb space (e.g., free and unregulated spaces are fully utilized while metered spaces are empty).
- B** The diversity of curbside activity (e.g., bus operations, passenger drop-offs) makes it difficult to meet competing needs safely and efficiently within the limited curb space available, particularly at Kimball station.
- C** Significant amounts of valuable space across the study area are dedicated to underutilized parking, which does not support community needs and priorities.
- D** Conditions for people walking (e.g., narrow sidewalks, lack of streetscape, busy crossings) can make walking feel unsafe and uncomfortable.
- E** The lack of dedicated space for people biking creates an uncomfortable experience and limits potential bikers to those who are comfortable riding with traffic.
- F** Given the high levels of activity in the area, there is little space for people to sit, gather, or comfortably wait for the bus. There are limited amenities and public art.
- G** Some of the highest-ridership bus routes in the City serve the area; however, buses are less reliable and move more slowly than is typical throughout the system.



## ALBANY PARK COMMUNITY PROFILE

### POPULATION

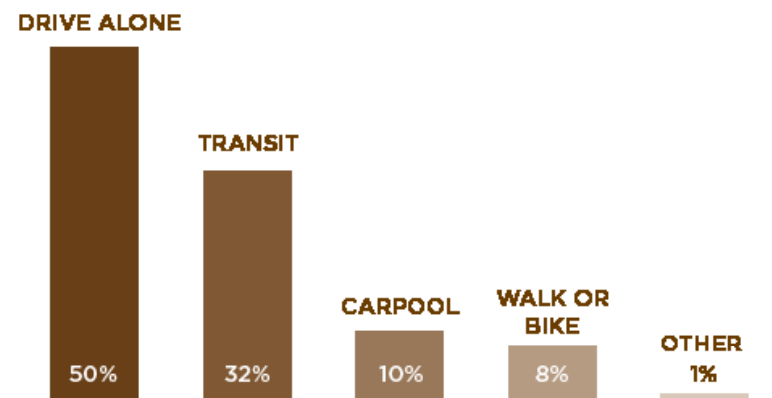


**48,396** residents live in Albany Park<sup>3</sup>. There are 17,161 households, averaging 2.7 residents, which is slightly more than the Chicago average (2.4 residents per household). The largest age group in Albany Park is between 20 and 34 (27%), but 35% of the population is younger than 19 or older than 65<sup>4</sup>.

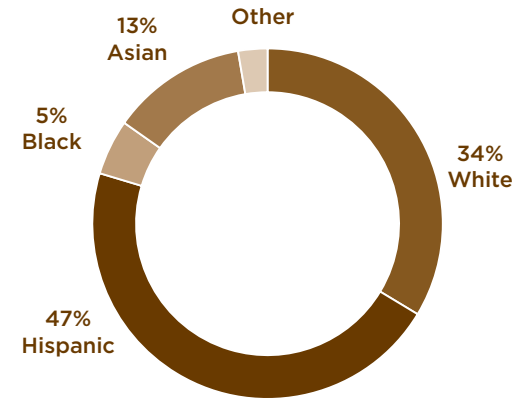
### JOBS & COMMUTING

Half of all Albany Park residents take transit, walk, bike, or carpool to get to their jobs (compared to 41% for the City overall). Albany Park residents take transit to work 23% more than the citywide average.

### MODE OF TRANSPORTATION TO WORK<sup>6</sup>



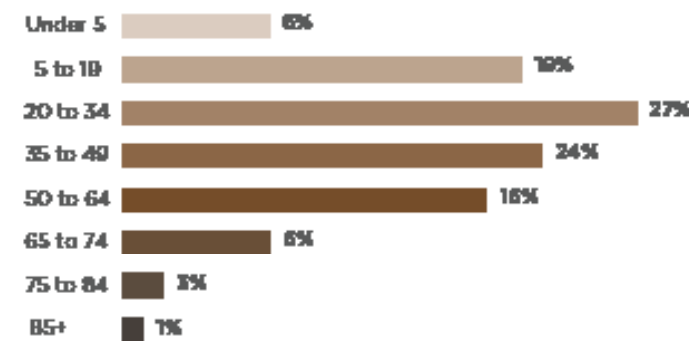
### RACE & ETHNICITY



Sixty-six percent of Albany Park residents identify as non-white, the same share as the City overall. Hispanic or Latino residents comprise 47% of the population, the largest share.

More than 60% of Albany Park residents speak a language other than English and 38% are foreign-born. This is nearly double the percentage of non-English speakers across Chicago. Spanish speakers comprise 41% of the population, the largest share<sup>5</sup>.

### AGE<sup>2</sup>



## EXISTING CONDITIONS OVERVIEW

The Kimball station area is a key transportation hub for Chicago’s Northwest Side and the Albany Park community. In 2022, nearly 5,000 Brown Line riders passed through Kimball station on an average weekday and thousands more people rode the three CTA bus routes that serve the station. At the busiest times of day, a bus arrives every other minute at one of the stops directly adjacent to the station, and nearly 4,000 people board or alight at those same stops throughout a typical weekday.

The area around the station is an active community of residents, workers, students, and visitors who walk, bike, drive, use transit, take shared mobility options like Divvy and electric scooters, and use ride-hailing services to get around. The choice enabled by the many transportation options, though, all rely on access to a single constrained resource – the curb.

With over 5,000 feet of curb space throughout the study area, there are a number of policies regulating use of and access to curb space. The diverse businesses, residences, and travel patterns along Lawrence and Kimball mean that many people and vehicles require access to the curb in varying ways.

Today, the majority of curb space is dedicated to parking for private vehicles; however, on certain blocks, much of this parking is only lightly used throughout the day. There is significant opportunity to reallocate portions of curb space in the study area away from private vehicle parking to other uses that will address important community needs – improving the speed and reliability of buses, increasing safety for pedestrians and bikers, creating a more attractive street environment, and enabling more public space.



Riders boarding the 93 bus and visiting a local vendor

## KIMBALL BROWN LINE STATION

The original Kimball station opened on December 14, 1907, in what was then a largely underdeveloped neighborhood<sup>7</sup>. By the late teens, a residential community and a commercial district were thriving. The original station was rebuilt and improved in 1974. Originally built as the terminus of the Northwestern Elevated Railroad, the existing Kimball station is the terminus of the CTA's Brown Line. It is an at-grade station and is accessible to people with disabilities according to the Americans with Disabilities Act (ADA).

During regular operating hours, trains depart every 10-15 minutes, and take about 33 minutes to reach the Loop<sup>8</sup>. To provide for the ongoing presence of commuters and the traffic from daily life, the station offers amenities including trash receptacles, bike racks, community bulletins, public art, a CTA office, a CTA employee restroom, and a 73-space Park & Ride. There is no publicly available restroom at the station, though, or anywhere within the study area.

On an average weekday, nearly 5,000 people pass through Kimball station (2,376 getting on and 2,372 getting off the train in October 2022)<sup>9</sup>. The station ranks in the top 30% of all "L" stations.

### AVERAGE BOARDINGS & ALIGHTINGS AT KIMBALL STATION IN 2019 & 2022<sup>10</sup>

	WEEKDAY	SATURDAY	SUNDAY
<b>2019</b>	8,508	3,575	3,233
<b>2022</b>	4,748	3,451	2,577

Ridership declined 59% from 2019 to 2020 as a result of the COVID-19 pandemic but has steadily increased and was 38% higher in 2022 than in 2020. **Out of the 19 stops on the Brown Line, Kimball station experienced the second highest retention of ridership from 2019 to 2022.** Both rail and bus ridership in the study area has been resilient to the impacts of the COVID-19 pandemic compared to the City overall.

While weekday ridership accounts for the majority of trips, Kimball station sees significant activity on weekends. Ridership on Saturdays, notably, has recovered to pre-pandemic levels.

Average Weekday Boardings at Kimball Station (2019 - 2022)

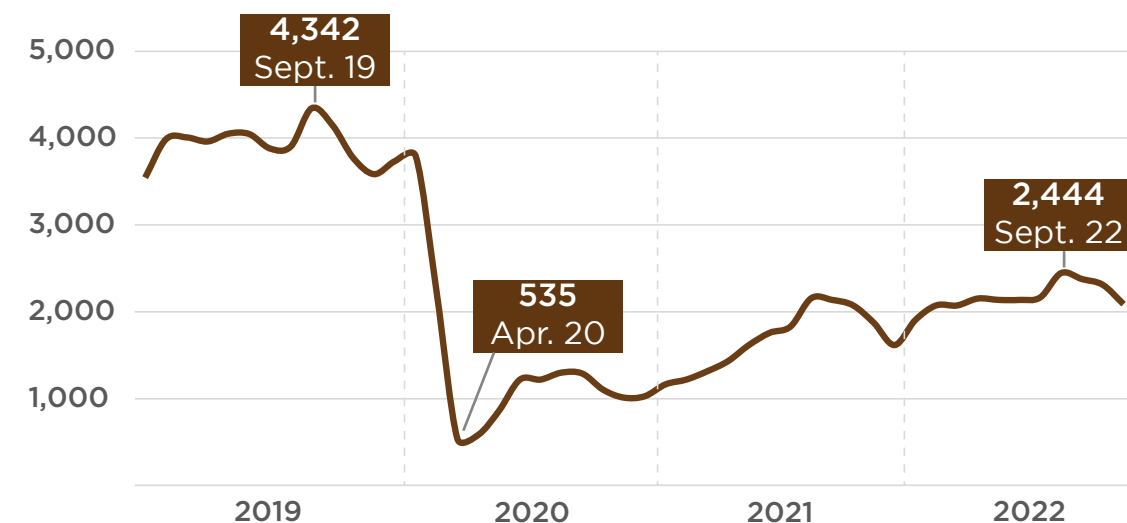


Photo from the Krambles-Peterson Archive

www.Chicago-L.org

The original Kimball Station



A Brown Line train departs for the Loop

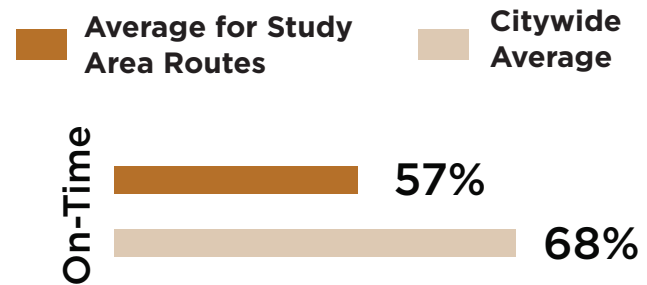
## CTA BUS ACTIVITY

Three CTA bus routes serve the study area: Route 81-Lawrence, which operates 24 hours every day; Route 82-Kimball-Homan, which operates from 4:00am to 2:00am on weekdays and on weekends; and Route 93-California/Dodge, which operates from 5:00am to 10:00pm on weekdays and from 6:00am to 9:00pm on Saturdays. Each route has a stop directly adjacent to Kimball station, and these stops experience the highest share of ridership in the study area. The 15 bus stops in the study area occupy nearly 1,000 feet of curb space—approximately 20% of total curb space in the study area. **During the afternoon peak (5:00pm to 6:00pm), as many as 31 buses stop adjacent to Kimball station in an hour.**

In 2022, Rt. 82 had the 14th highest ridership of all CTA bus routes, averaging 9,705 weekday rides, and Rt. 81 the 20th highest, averaging 7,258 weekday rides. The following map summarizes the 15 CTA bus stops in the study area by ridership in 2022. The eastbound stop at Lawrence and Christiana, in front of the Park & Ride, experienced the highest ridership in both years but declined by 28% from 2019. Across the study area, weekday bus ridership declined 20% on average from 2019 to 2022, compared to a 41% decline in citywide bus ridership over the same time period<sup>11</sup>.

**At all but three stops in the study area, boardings and alightings are at their highest between 9:00am and 2:30pm<sup>12</sup>.** The three stops experiencing higher ridership during morning and afternoon peak are adjacent to Theodore Roosevelt High School, where students and faculty are arriving earlier in the morning and leaving later in the afternoon.

### AVERAGE ON-TIME PERFORMANCE CITYWIDE COMPARISON<sup>18</sup>

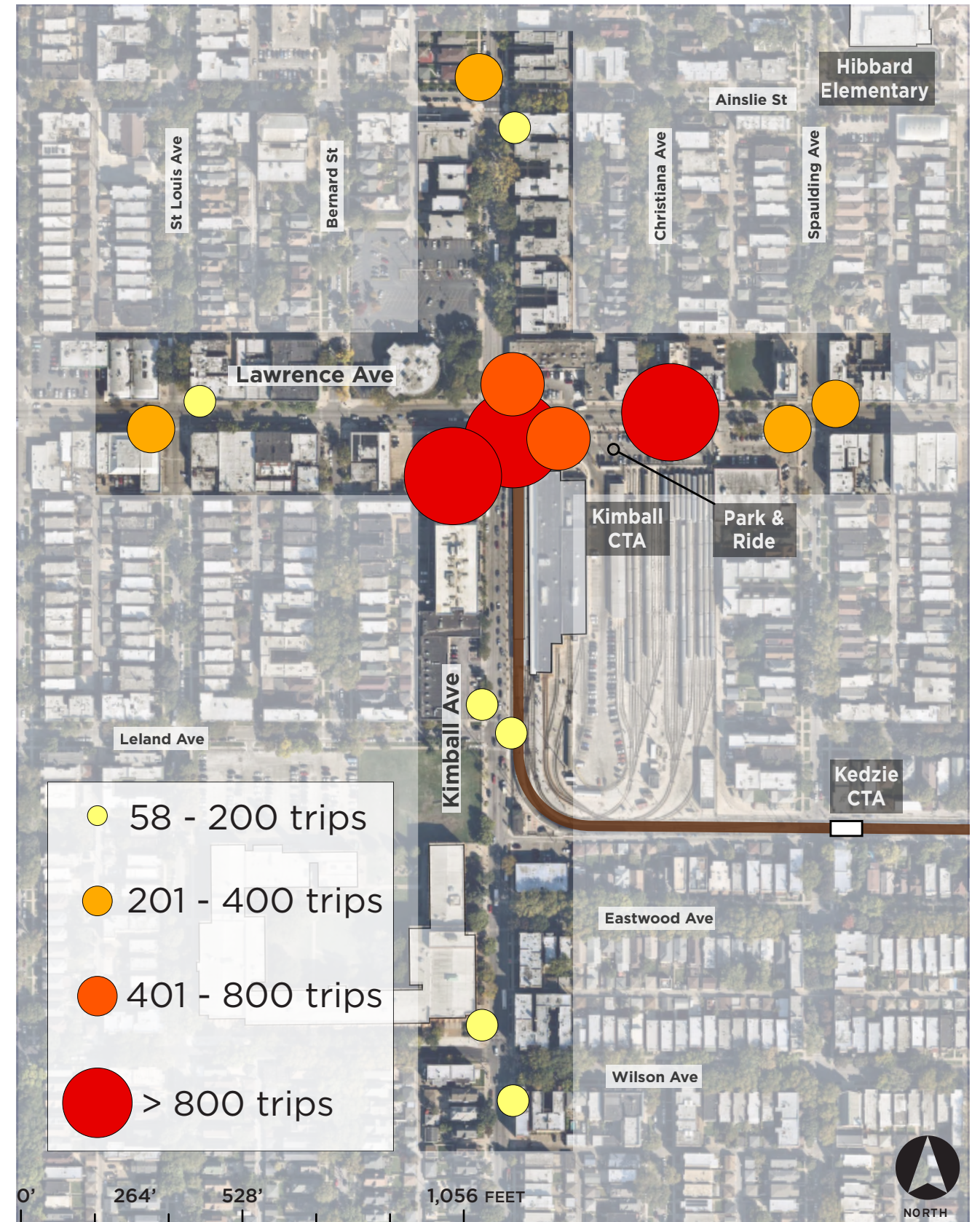


Conversations with community members highlighted the need to improve the speed and reliability of buses in the study area. Buses move at an average speed of 11mph throughout the study area compared to 12.6mph for the CTA system overall<sup>13</sup>. The three routes within the study area are on-time to their scheduled stops only 57% of the time<sup>14</sup>. On-time performance is considered the most common way for agencies to measure service reliability<sup>15</sup>. The CTA's goal is to have 65% of customers on every route be able to board on-time buses<sup>16</sup>. A bus is considered on-time when it is no more than one minute early and no more than five minutes late. On-time performance for the CTA system overall was 68% as of the fourth quarter of 2022<sup>17</sup>.



*Crowding at certain bus spots can create pinch points on the sidewalk, forcing other pedestrians to navigate around, sometimes into the street.*

## BUS STOP WEEKDAY RIDERSHIP MAP





### CURB SPACE

In order to identify specific opportunities and challenges related to the allocation and utilization of curbside space, a detailed survey was conducted that collected data on physical parking characteristics, existing regulations, and activity patterns. The survey was divided into eight unique segments, identified as blocks A-H in the following map and table.

Surveys were conducted on a Wednesday in March 2023 between 8:00am and 12:00pm and between 3:00pm and 7:00pm, as well as on a Saturday in March 2023 between 12:00pm and 4:00pm. All eight zones were surveyed once per hour, counting all vehicles utilizing the curbside space - including vehicles that were parked, standing, loading/unloading, or making a delivery.

#### PARKING REGULATIONS IN STUDY AREA:

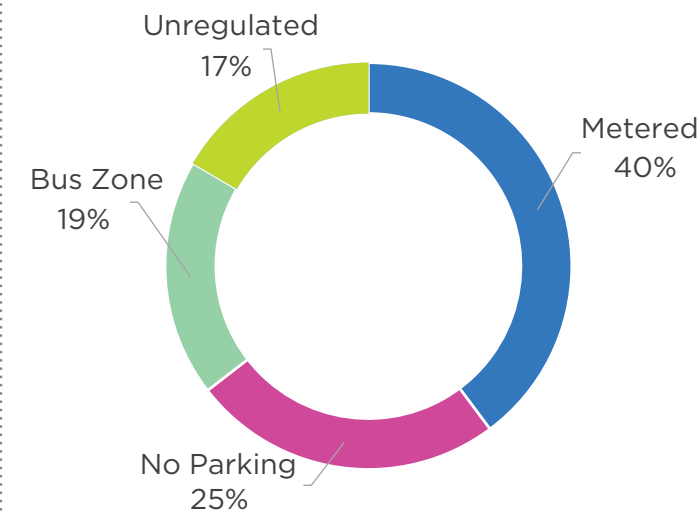
- █ Metered 2-Hour (Mon-Sat 8am-10pm)
- █ No Parking
- █ Unregulated
- █ Bus Stop Zone (No Parking)
- █ No Parking (Mon-Fri 8am-6pm)
- █ Residential Disabled Only
- █ No Parking School (Mon-Fri 7am-4:30pm)
- █ No Parking Fire Hydrant
- █ 1-Hour 7am-7pm (Unmetered)

BLOCK	LOCATION
A	The east side of Kimball between Lawrence and Wilson
B	The west side of Kimball between Lawrence and Wilson
C	The south side of Lawrence between Kimball and St. Louis
D	The north side of Lawrence between Kimball and St. Louis
E	The west side of Kimball between Lawrence and Ainslie
F	The east side of Kimball between Lawrence and Ainslie
G	The north side of Lawrence between Kimball and Spaulding
H	The south side of Lawrence between Kimball and Spaulding

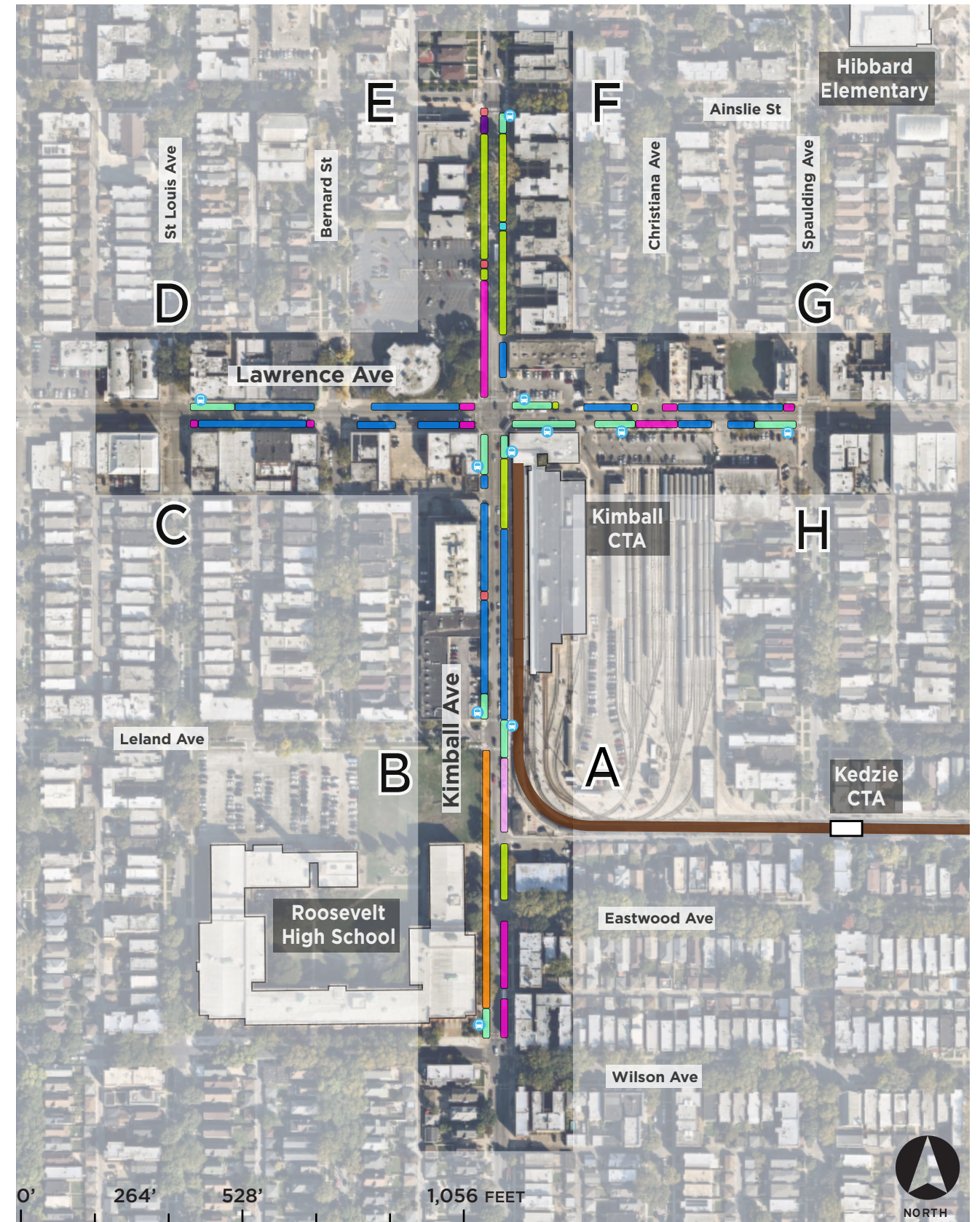
### PARKING REGULATIONS

There are nine separate signed parking regulations in the study area, including signed no parking zones and signed bus stop zones where no parking or standing is allowed. Metered parking zones account for the most curbside space with 2,010 feet (38% of all curbside length). Metered parking spaces are regulated from Monday to Saturday, 8:00am to 10:00pm, cost \$2.50 per hour and have a two hour maximum. The chart below summarizes the percent of curbside space allocated to each use. This analysis assumes the industry standard of one parking space per 20 linear feet of curbside.

#### PERCENT OF CURBSIDE SPACE BY USE:



### EXISTING PARKING REGULATIONS MAP



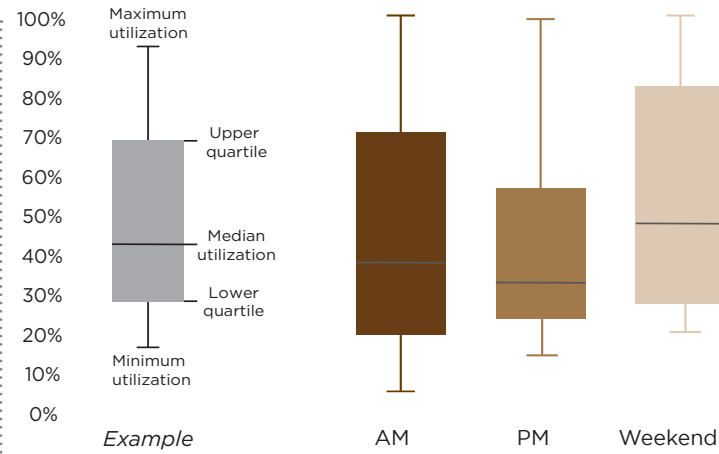
### PARKING UTILIZATION

Parking utilization varies throughout the study area, throughout the day, and by regulation. Understanding these nuances is critical to improving how curb space is utilized and where improvements might be necessary. Industry standards indicate that parking is “efficiently utilized” when approximately 85% of parking spaces on a block are occupied.

Throughout the study area, unregulated spaces were utilized 27% more than metered spaces on weekdays. Twenty percent of the curb space on the east side of Kimball directly outside Kimball station (block A) is unregulated parking. Not only were motorists 40% more likely to park here than at metered spaces on the same block, they were also more likely to leave their vehicle for over three hours.

#### AVERAGE WEEKDAY UTILIZATION BY REGULATION:

	AM	PM
METERED	26%	34%
UNREGULATED	56%	58%
1-HOUR 7:00AM - 7:00PM	88%	56%
NO PARKING: MON-FRI 8:00AM - 6:00PM	NOT PERMITTED	5%
NO PARKING: SCHOOL 7:00AM - 4:30PM	NOT PERMITTED	9%

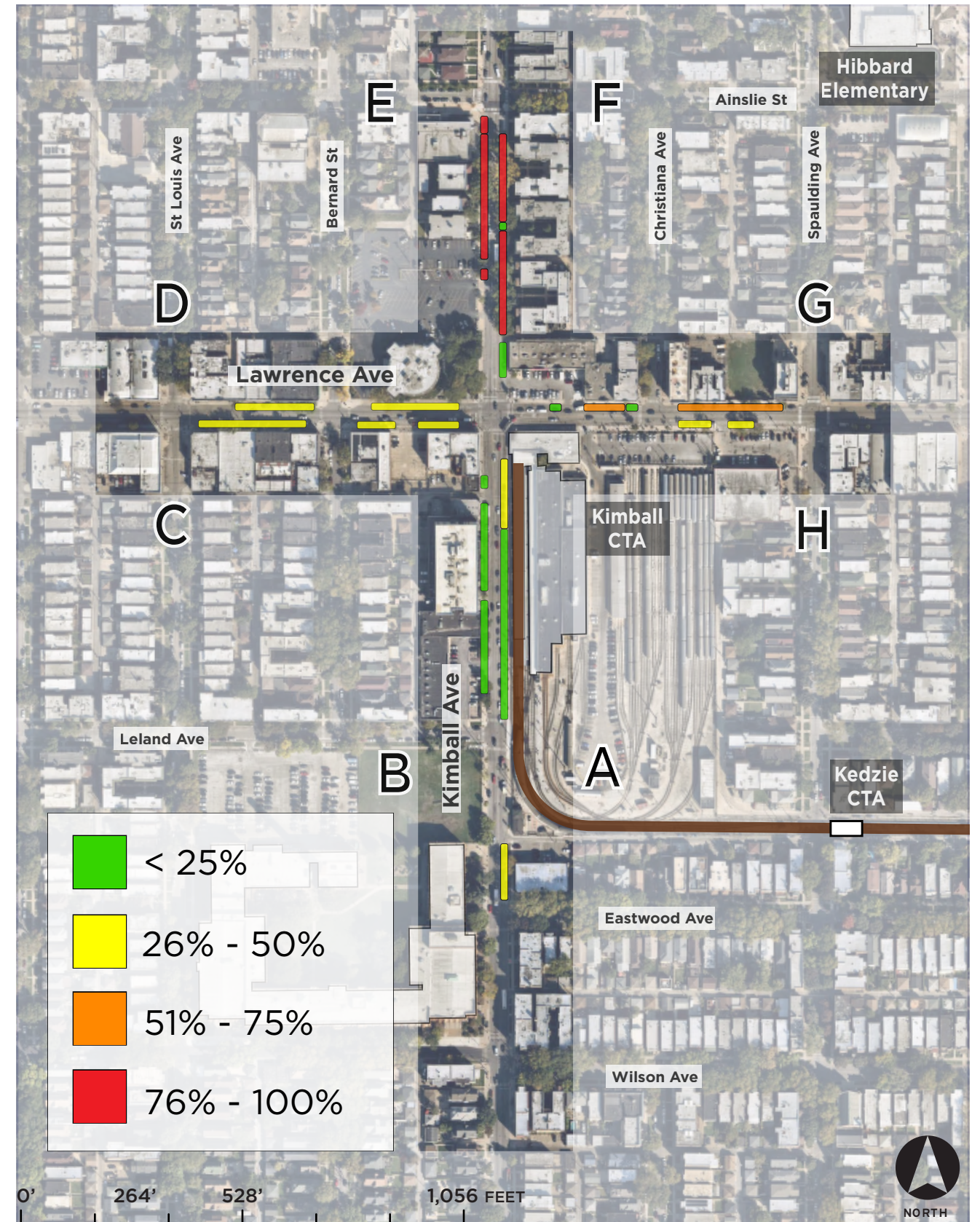


This chart shows the minimum, maximum and median utilization by time of day throughout the study area. The 100% maximums represent the Kimball block north of Lawrence (block F) being fully occupied during our survey. **Average utilization on weekdays was below 50% across the study area at observed times.** Average utilization was slightly higher on weekends (53%), notably because parking activity was higher on each block of Lawrence.

#### AVERAGE TURNOVER RATE:

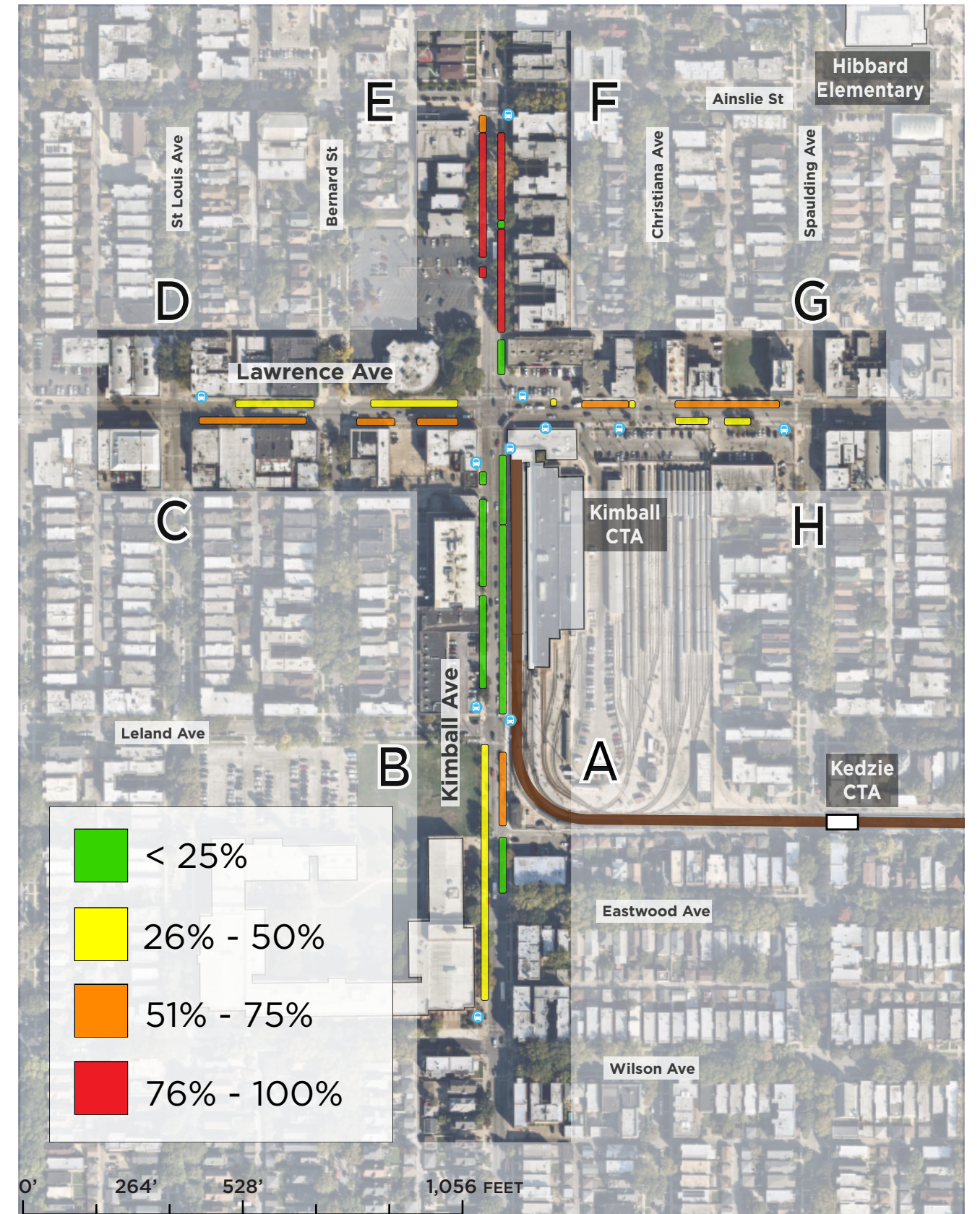
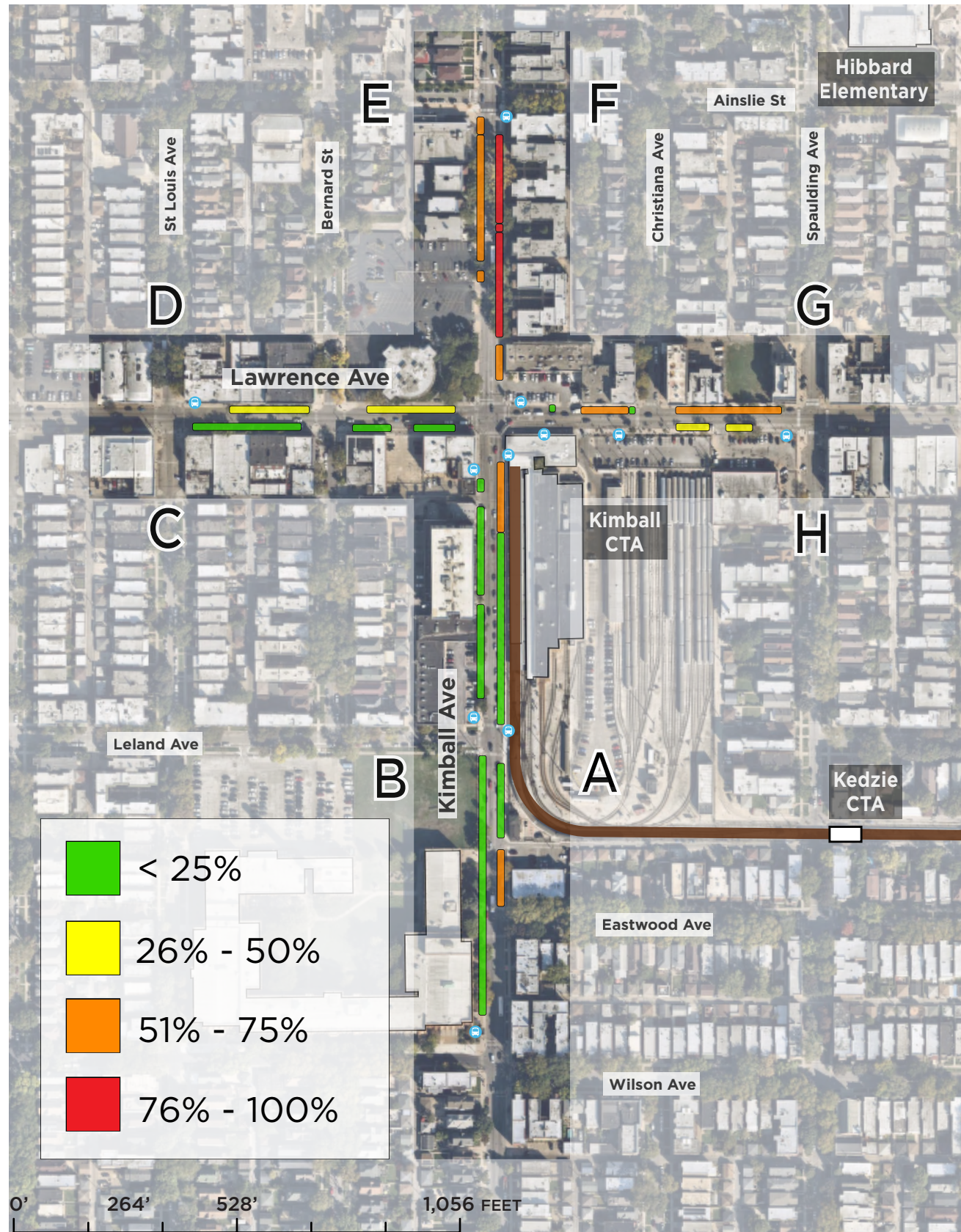


### WEEKDAY MORNING PARKING UTILIZATION MAP



WEEKDAY AFTERNOON PARKING UTILIZATION MAP

WEEKEND PARKING UTILIZATION MAP



## PARKING UTILIZATION

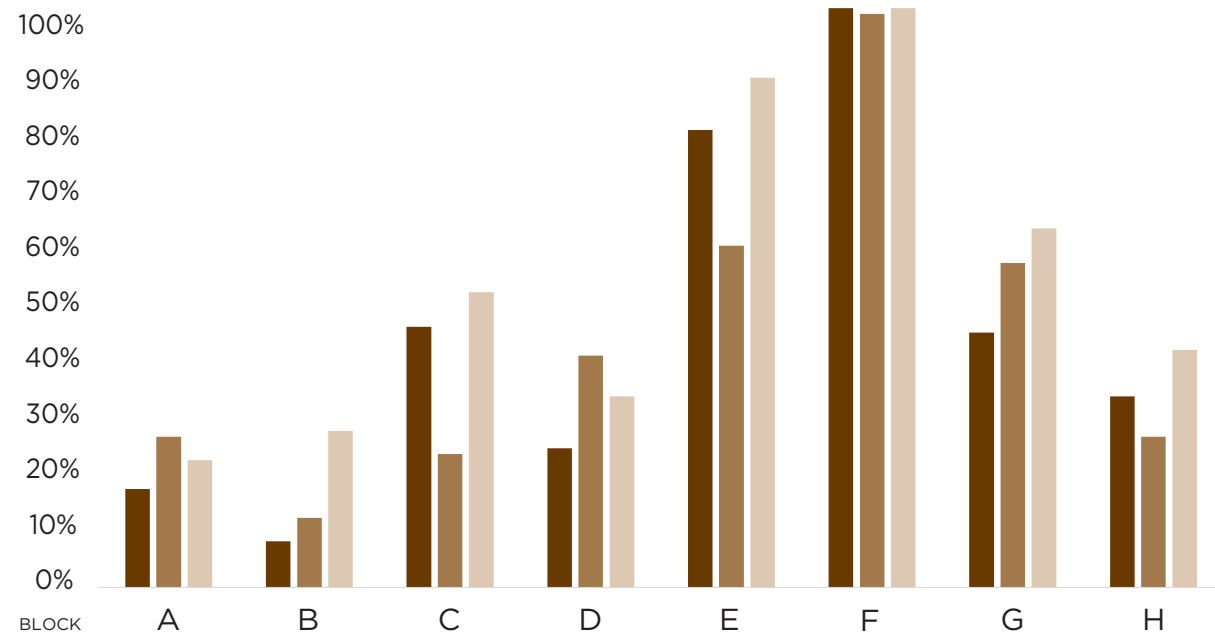
Vehicle turnover (the duration of time a vehicle occupies a parking space) varied throughout the study area which can inform future decisions to maximize curb utility. While some blocks in the study area serve similar functions (e.g., residential parking, commercial parking), each block had a different utilization and turnover rate. For example, the turnover rate and number of standing vehicles observed on Lawrence between Kimball and St. Louis (blocks C and D) suggests that the curb space primarily serves patrons to the many businesses on the corridor. Vehicles on these blocks of Lawrence typically held a parking space for less than an hour or didn't park at all - nearly one third of all vehicles were standing or idling (a motorist was visible inside the vehicle) at the curb. Meanwhile, the Kimball blocks between Lawrence and Ainslie (blocks E and F) primarily serve residents north of Kimball who typically held a parking space for three hours. Also, notably, turnover was low in

unregulated spaces. For example, vehicles parked in the unregulated spaces on Kimball directly west of Kimball station typically stayed for three hours or longer.

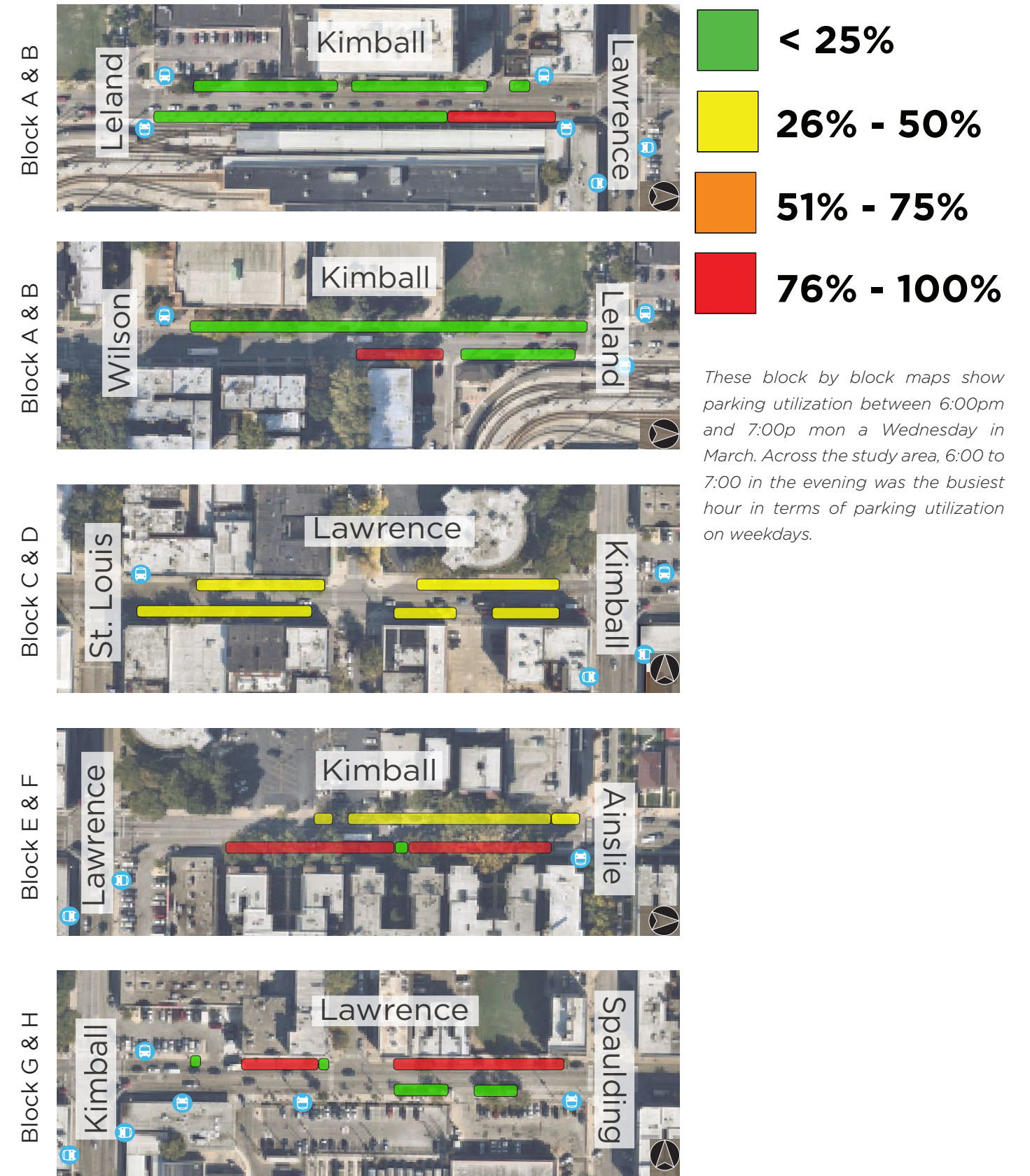
Vehicles using curb space for deliveries were rare throughout the study area, likely because businesses on Lawrence and Kimball are both served by alleys. There were, however, a number of personal vehicles observed standing in curb space - vehicles left idling in an on-street parking space. Standing vehicles were most frequent on Lawrence. One out of every three vehicles observed on Lawrence was standing on weekdays.

This chart summarizes utilization by block and by time of day. The most utilized parking in the study area is on the residential block of Kimball north of Lawrence. The least utilized block is on Kimball south of Lawrence towards Wilson and Theodore Roosevelt High School.

AM PM Weekend



## BLOCK BY BLOCK UTILIZATION FROM 6PM TO 7PM



## OFF-STREET PARKING

There are more than 300 off-street parking spaces in the study area, all within a five-minute walk of Kimball station. The lots serving the shopping plazas on Kimball and on Lawrence, and the Village Discount lot are heavily utilized. The lot serving Albank rarely experienced occupancy higher than 40%. The presence of off-street parking influences people’s travel behavior and decisions about where to park, especially when it is free. The Lawrence Avenue Transit-Oriented Development Study identifies the Bank, Village Discount, CTA Park & Ride and the Plaza on Kimball lots as vacant or underutilized parcels that could potentially support higher-density commercial and mixed-use development.



The CTA Park & Ride lot at noon on a Tuesday

## CTA PARK & RIDE

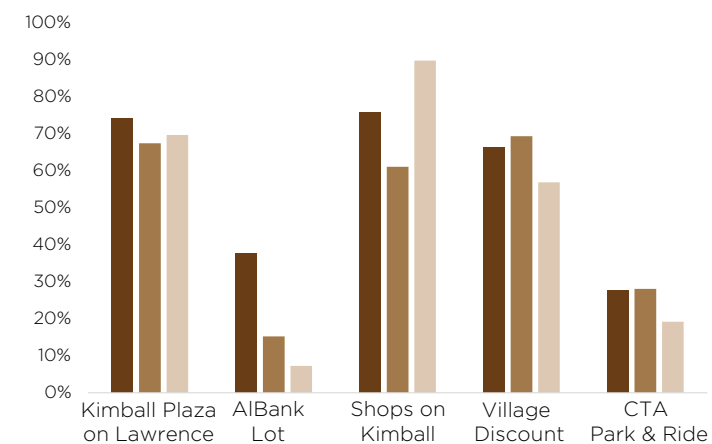
The CTA Park & Ride at Kimball station has 73 parking spaces and costs \$6.00 on weekdays and \$5.00 on weekends, for up to 12 hours. In 2022, utilization peaked in October at 56% and was at its lowest in January at 42%. The average weekend utilization is only 17% and averages 50% on weekdays, which is 41% lower than pre-COVID utilization, when it peaked at 91% in 2019<sup>19</sup>.

### SUMMARY OFF-STREET LOTS IN STUDY AREA

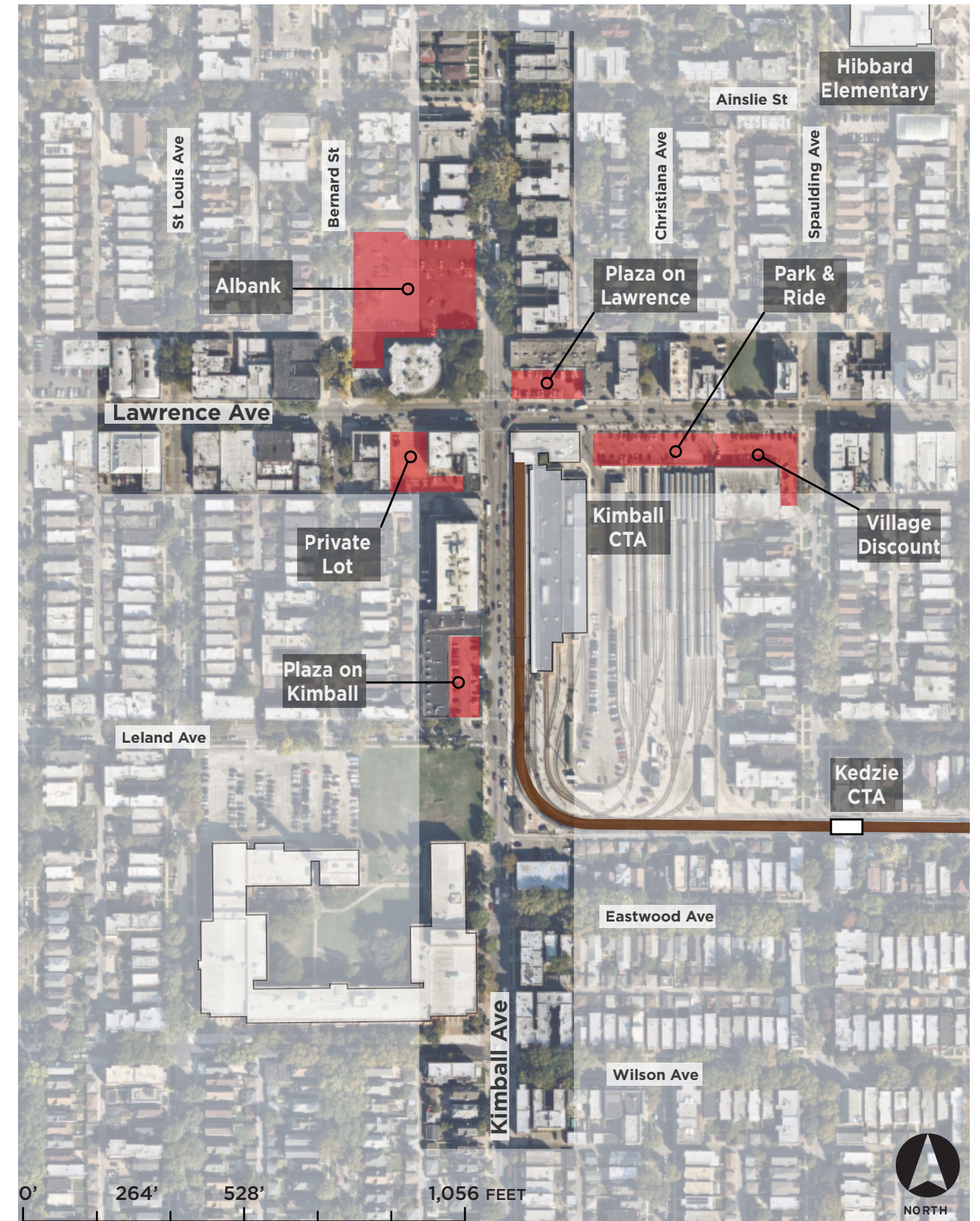
LOT	SPACES	APPROXIMATE SQ. FEET
ALBANK	138	48,900
CTA PARK & RIDE	73	14,000
VILLAGE DISCOUNT	40	11,900
PLAZA ON LAWRENCE	33	6,500
PLAZA ON KIMBALL	27	7,700

### UTILIZATION OF OFF-STREETS LOTS

AM PM Weekend



## OFF-STREET PARKING MAP



## RIDEHAILING

In urban activity centers, ridehailing can contribute to significant congestion at the curb to accommodate passenger pick-ups and drop-offs. The Kimball station area sees a moderate amount of ridehailing activity compared to other Census Tracts across Chicago.

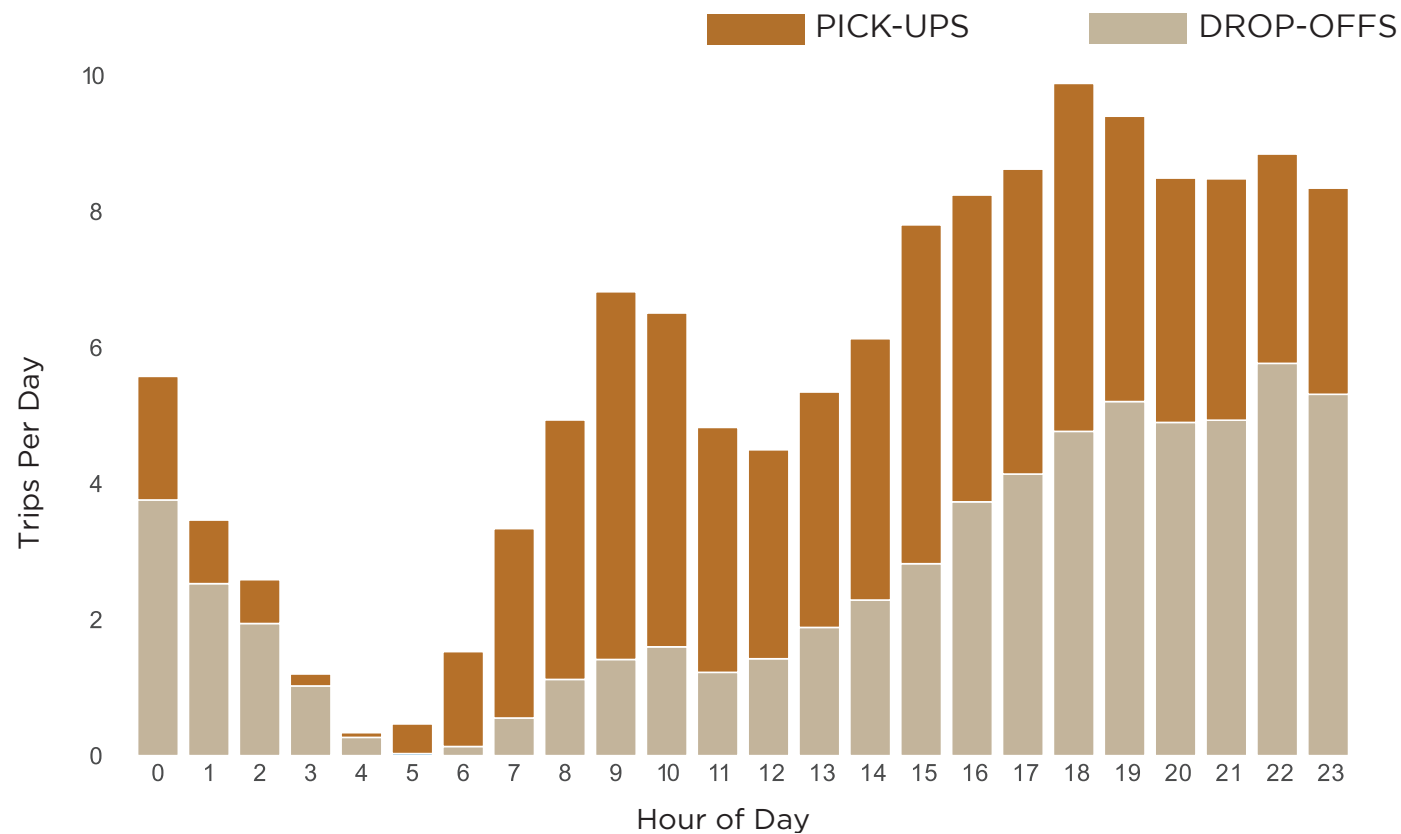
In 2022, there were 22,360 ridehail pick-ups and 25,982 drop-offs in the Census Tract containing Kimball station, an average of 132 trips per day<sup>20</sup>.

This map shows the origin census tracts for all ridehailing trips ending at Kimball station in 2022. There is an anticipated concentration of trips originating in and around Albany Park, but areas as far as the South Side of Chicago sent over 400 trips to Kimball station. Destinations for trips that originated at Kimball station largely mirror this map.

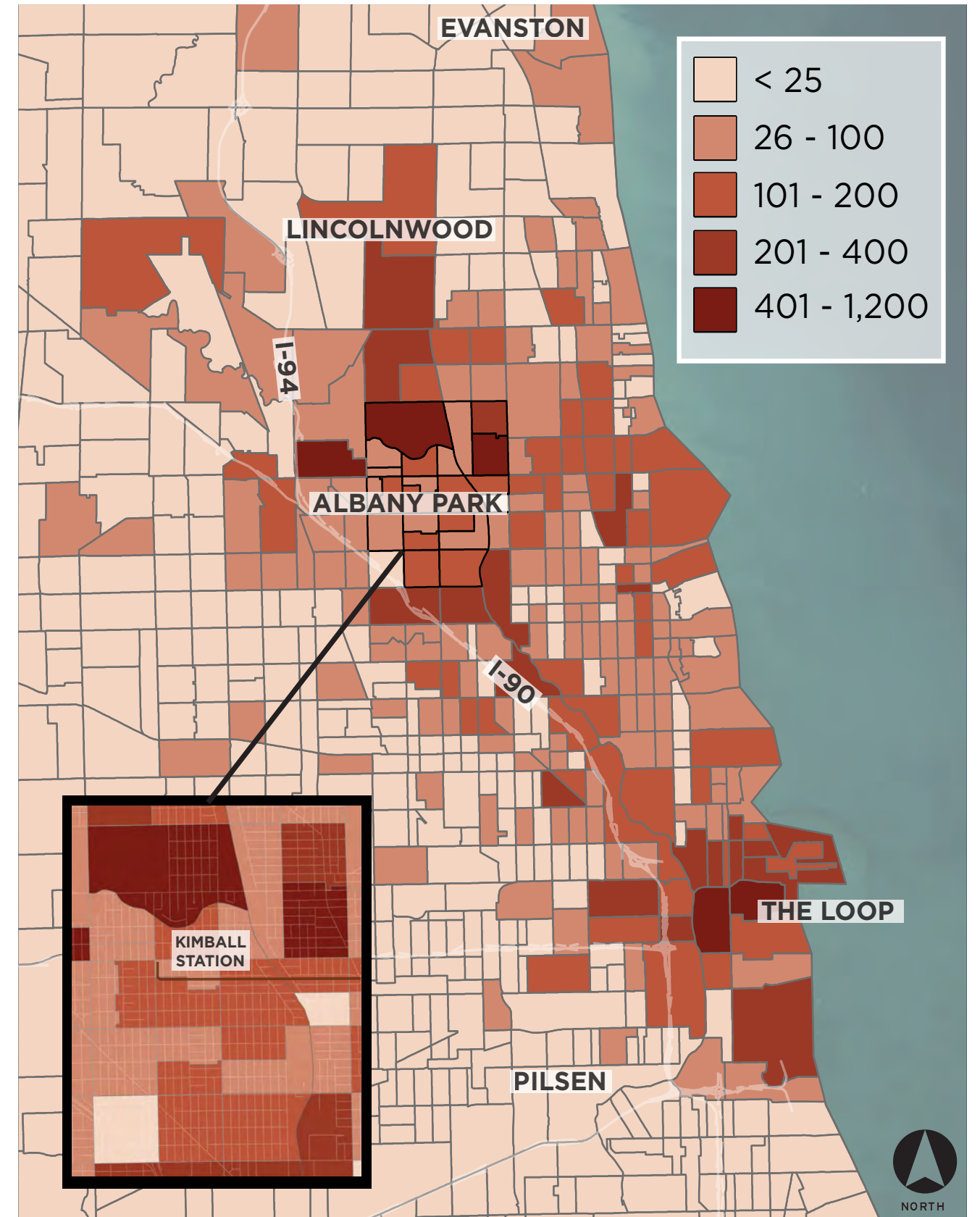
Many communities are optimizing pick-up and drop-off locations, especially around transit centers. Creating designated pick-up and drop-off locations can simplify the ridehailing process for drivers and passengers alike and reduce conflicts with other street users (e.g., people walking or crossing the street and alleviating congestion at bus stops).

The chart below shows the average number of trips by time of day in 2022<sup>21</sup>. Both pick-ups and drop-offs increase in the afternoon and are consistent throughout the evening. Pick-ups from the study area peak at 6:00pm and drop-offs peak at 10:00pm.

**RIDEHAILING TRIPS BY TIME OF DAY IN 2022<sup>22</sup>**



## ORIGINS OF RIDEHAILING TRIPS ENDING IN THE STUDY AREA<sup>23</sup>



## PEDESTRIAN & PUBLIC REALM

The pedestrian and public realm consists of the sidewalks, streetscape, and connected public spaces (e.g., plazas, seating areas) where people move about, linger, sit, visit, wait, and relax. A high-quality, well-maintained pedestrian and public realm helps to create safe, comfortable experiences for people walking and is an important ingredient for a vibrant commercial district.

Conversations with community members and stakeholders, as well as previous planning efforts, highlighted that the existing pedestrian and public realm in the Kimball station area does not match the high levels of activity and obscures the area's vitality.

Both the width of the sidewalk and the buffer space between the sidewalk and the street (sometimes referred to as the furniture zone or parkway) influence the level of comfort for people walking. Chicago's Complete Street Design Guidelines recommend 16 feet for the pedestrian realm on mixed-use main streets<sup>24</sup>. **The pedestrian realm along Lawrence and Kimball rarely reaches this width and at some points is less than half of the target.** Notably, the residential streets in the area have more space for the pedestrian realm than the main streets in some cases.

Narrow sidewalks at the intersection of Kimball and Lawrence create pedestrian congestion and an uncomfortable experience where pedestrians are forced to walk close to vehicle traffic. This is a particular issue at bus stops on the northeast and southwest corners of the intersection where crowds of waiting bus passengers create substantial sidewalk congestion.

Compared to other active commercial districts around Chicago, there is a relative lack of

landscaping, street trees, and street furniture throughout the study area. Where trees are present, they are confined to relatively narrow spaces, limiting their effectiveness in providing shade and a buffer for pedestrians.

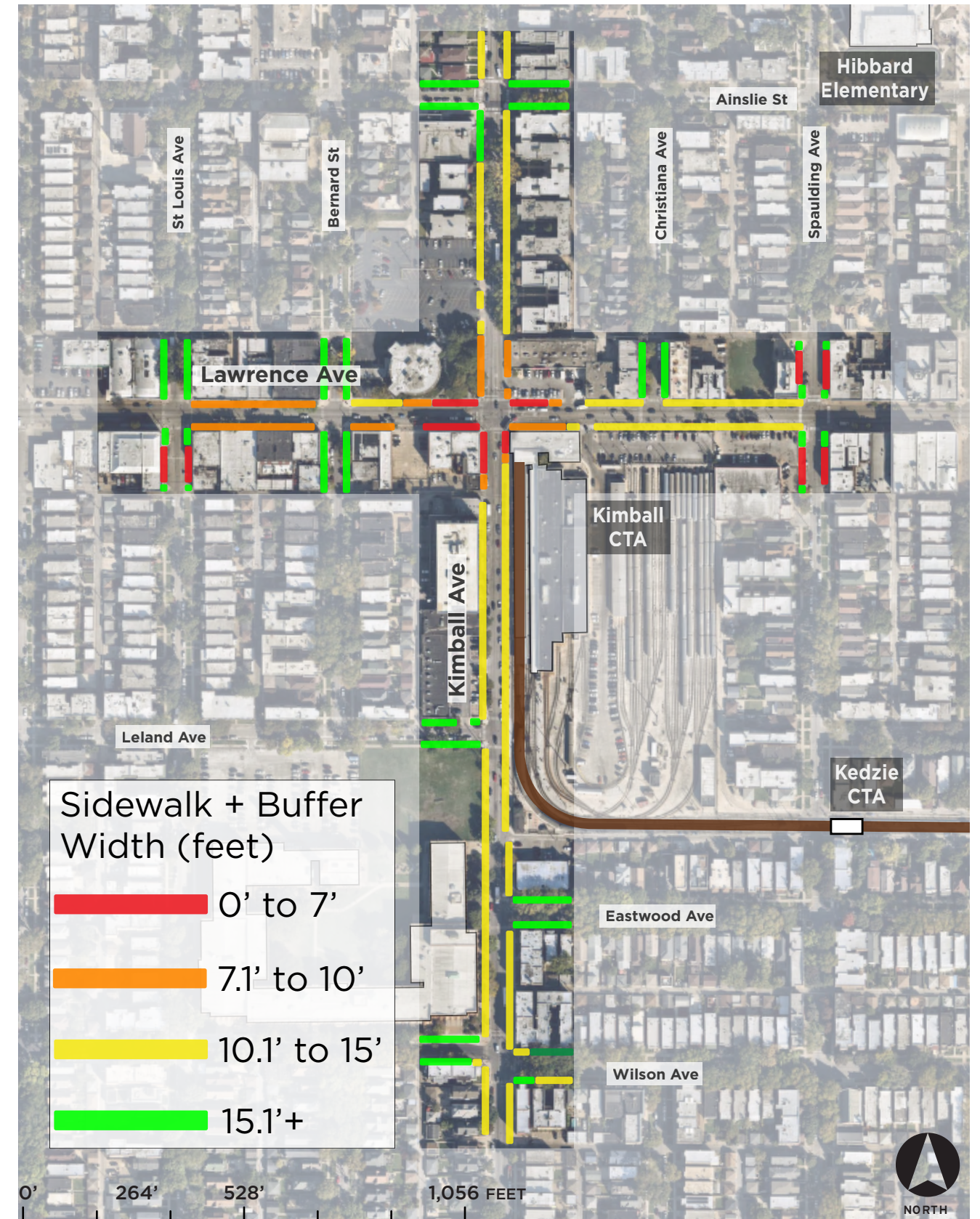
People walking in the study area pass by a number of surface parking lots and several long blank facades and areas with chain link fencing fronting the sidewalk. These all contribute to a less interesting and enjoyable experience for people walking. Curb cuts for parking lots interrupt the sidewalk at numerous points, creating additional conflicts between people walking and vehicles entering and exiting.

Frequent pedestrian crossings are available throughout most of the study area, aside from Christiana at Lawrence. This intersection is only marked for pedestrian crossing on the west side, requiring pedestrians coming from or going to the east side of Christiana to make an additional crossing. While there are frequent pedestrian crossings, stakeholder input and crash data indicate vehicles do not always yield to people crossing. The traffic signals at the intersections of Kimball and Lawrence and Kimball and Wilson do not have accessible pedestrian signals.



*Crossing the street at Kimball and Lawrence*

## SIDEWALK AND BUFFER WIDTHS MAP



MEASURED USING AERIAL MAPPING TOOLS

## PUBLIC ART

Public art and color reflect the area’s eclectic and diverse community, represented on storefronts, restaurants, specialty shops, and other services. This community identity is elevated beyond individual brick-and-mortars via Albany Park’s neighborhood branding. Solidifying neighborhood or corridor branding can help with place recognition and can be a source of pride for residents and community members. The North River Commission (NRC) acts as the chamber of commerce for the Kimball station area and other parts of Albany Park, and it has established the neighborhood brand with the following elements:

- Colorful planters stenciled with “Albany Park” on the sides
- Painted parking meters
- Painted bike racks
- Business posters
- Light pole identifiers

Despite the pops of branding in the study area, public art is left to cluster into the already overcrowded sidewalk space, and many art pieces are semi-public. Semi-public art is attached to a specific business, like awnings and lights on a business. Dulce-de-Leche, a local café in the study area, has a bright mural painted on the face of the building, but if the business were to move, the art could go with it. Albank has sculptures visible from the sidewalk, but they are located behind fences and large vegetation.

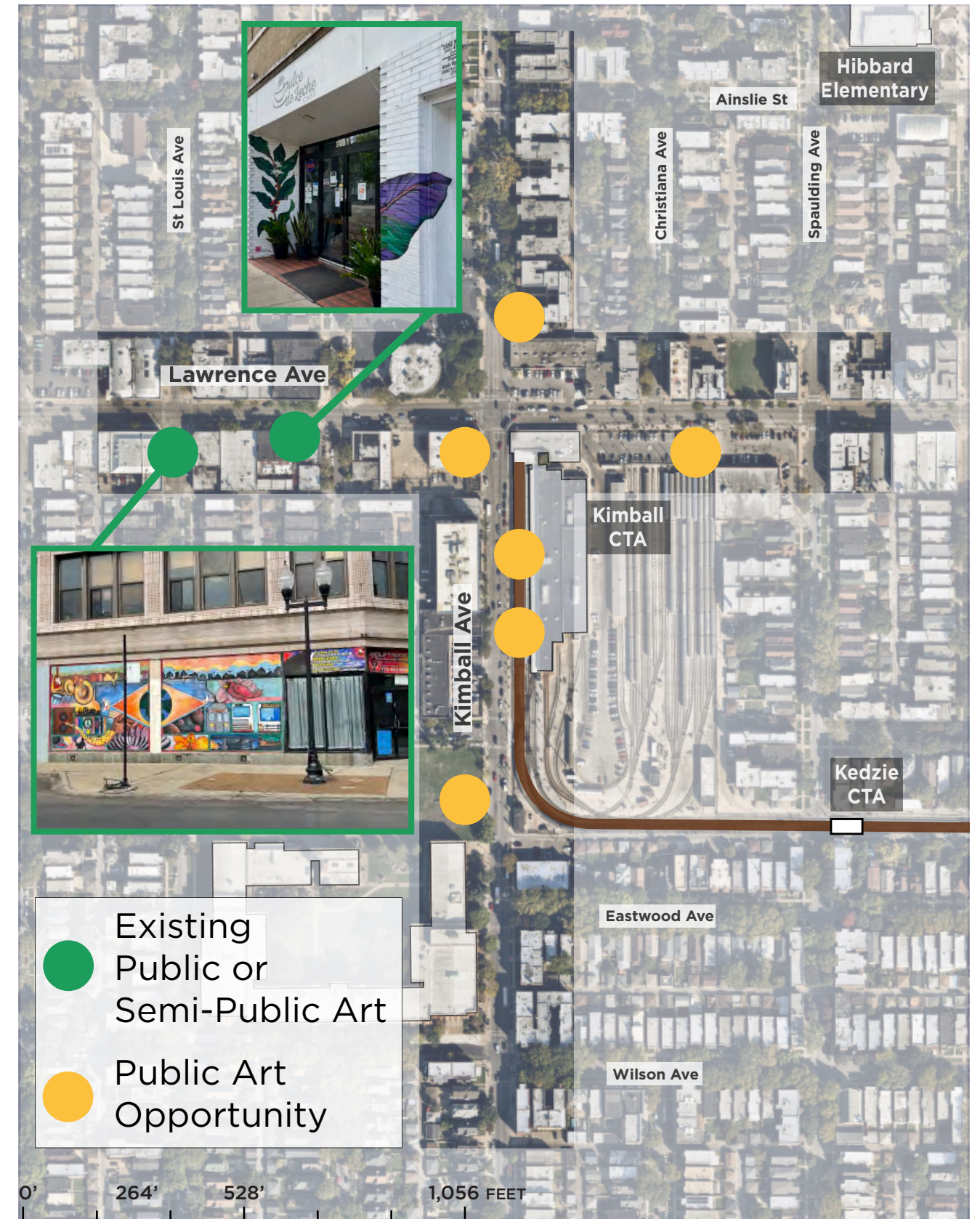
## OPPORTUNITIES

Public art supports place recognition, wayfinding, and traffic calming, and community members highlighted the desire for more public art in the study area. Locations and opportunities for how art can be incorporated in the study area were collected in a community roundtable setting:

- Continue to use Albany Park-branded stencils to mark the sidewalk.
- Incorporate art on the east side of Kimball Ave, just south of Lawrence, on the wall of Kimball station. Youth in the area brought up ideas of cultural murals to highlight the diversity in the area.
- Engage with students from Roosevelt High School to incorporate art on the north face of the school, where the new field will be constructed.
- Install colorful and accessible wayfinding to get to the North Branch of the Chicago River. Participants noted that the North River channel is a strong asset to the community but often underappreciated because of the lack of wayfinding and direction from the station area.

Public art can also be incorporated into the street itself in the form of murals and art within intersections, crosswalks, curb extensions, or other excess pavement.

## EXISTING PUBLIC ART AND OPPORTUNITIES MAP





## BICYCLE & MICROMOBILITY

Although 7% of Albany Park residents rely on biking as their primary mode of transportation<sup>25</sup>, there are currently no dedicated bicycle facilities in the study area. There are shared lane markings (also known as “sharrows”) on Lawrence Avenue; however, with the volume and speed of traffic on Lawrence, shared lane markings do not create a safe, low-stress experience for people biking. The Chicago Cycling Strategy, released in Spring of 2023, emphasizes the need to provide low-stress options that make every day cycling safe and convenient. The North Branch Trail system offers paved and unpaved trails along approximately 20 miles of the North Branch of the Chicago River. The North Shore Channel Trail is less than a mile from Kimball station and the North Branch Trail is 1.5 miles<sup>26</sup>.



E-Bikes docked at the Divvy station on Lawrence

### EXAMPLES OF HIGH AND LOW STRESS BIKEWAYS<sup>27</sup>



## BICYCLE & MICROMOBILITY

### DIVVY

Just to the west and east of the Kimball Brown Line station is a striped bike lane on Lawrence Avenue, which runs 2.5 miles west between Albany Park and Portage Park and 3 miles east to the lakefront. **Addressing the 5,000 foot gap in front of the Kimball Brown Line station would be a significant improvement for bike connectivity and would provide designated space for people connecting to transit.** The Chicago Cycling Strategy includes a planned bikeway for this stretch of Lawrence<sup>30</sup>.

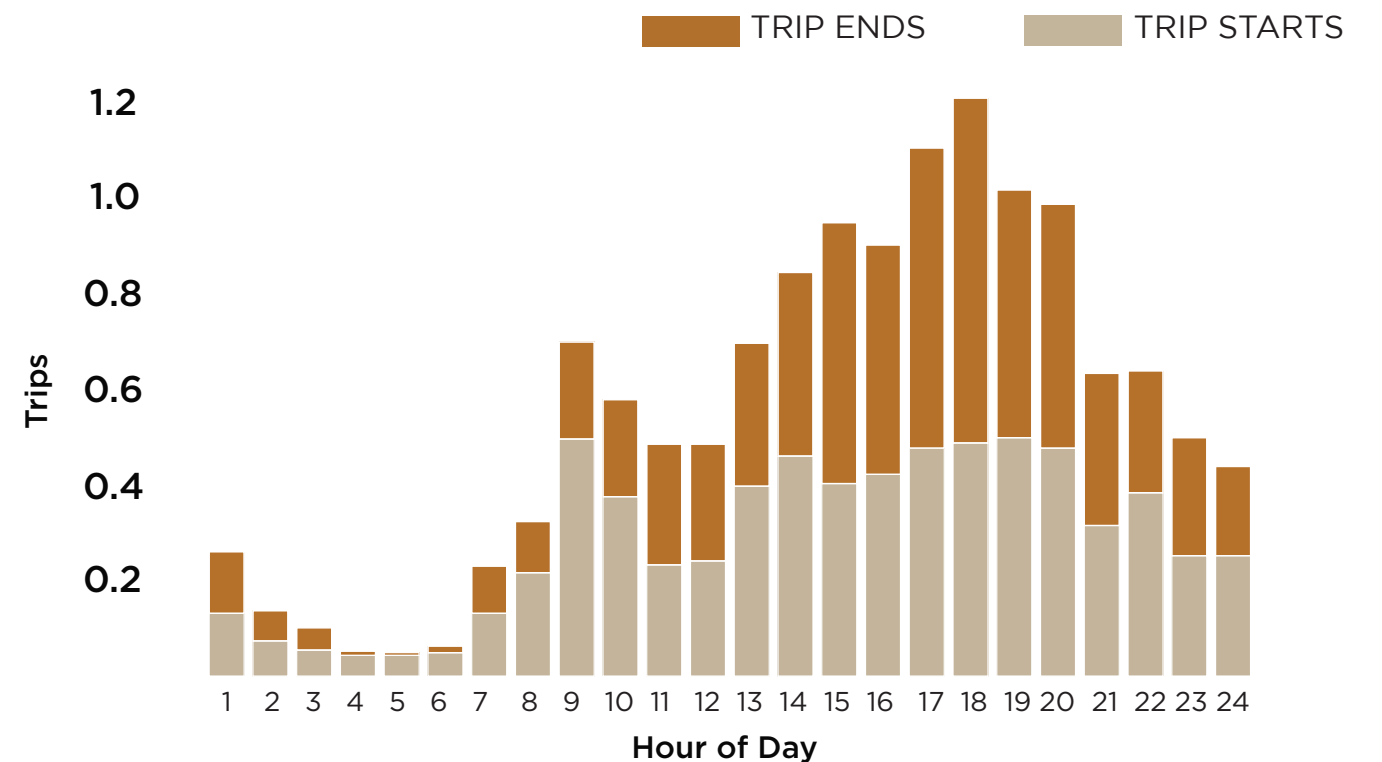
There are some 20 bike racks within 200 feet of the entrance to Kimball station; however, only two racks are covered (i.e., providing protection from the elements and weather) and none have managed access (e.g., bike lockers or bike rooms). There are additional racks along Lawrence and Kimball and a 15-dock Divvy bikeshare station on Lawrence.

Bike sharing provides a low cost, low emission, flexible transportation option for Albany Park residents and commuters alike. The Divvy station on Lawrence and Christiana is located 300 feet from the entrance to Kimball station, providing a vital connection for those biking to or from the “L.”

Bike sharing increases the visibility of cyclists, making riding safer for everyone. Studies also show that more people riding bikes in urban areas leads to improved bicycling and walking infrastructure<sup>28</sup>, an important consideration when maximizing the utility of the curb space.

The Divvy station serving the study area sees ridership throughout the day and throughout the year. The most common time for ending a trip at this station is during the evening commute between 5:00pm and 7:00pm<sup>29</sup>.

### DIVVY TRIPS BY TIME OF DAY<sup>31</sup>



## TRANSPORTATION SAFETY

The City of Chicago is committed to eliminating deaths and serious injuries from traffic crashes through its Vision Zero program. Safe access to the Kimball station and to all businesses and residences in the study area is critical. Between 2017 and 2021, there were 258 traffic crashes within the study area, resulting in 78 injuries—an average of more than 15 per year. Nineteen crashes involved a pedestrian or bicyclist resulting in 17 injuries. Seven of those occurred in or at the Kimball and Lawrence intersection.

### SUMMARY OF CRASHES IN STUDY AREA 2017 - 2021<sup>32</sup>

	Serious Injury	Non Serious Injury	Possible Injury	Total Injuries
2017	2	9	6	17
2018	6	18	7	31
2019	1	3	2	6
2020	2	2	2	6
2021	2	10	6	18
<b>Total</b>	<b>13</b>	<b>42</b>	<b>23</b>	<b>78</b>

Of the 19 crashes involving a pedestrian or bicyclist, eight were caused by a failure to yield right-of-way and eight occurred in rain conditions. **Half of all crashes involving a pedestrian occurred after 5:00pm.** The most common type of crash in the study area involved a parked vehicle (23%)<sup>34</sup>. This is common on streets where parked cars are typically always present. Crashes involving turning motions (15%) are common at busy intersections. Nearly every crash involving a turning vehicle occurred at the Kimball and Lawrence intersection. Community members consistently referenced observing dangerous turning activity where speeding vehicles do not yield to pedestrians in the crosswalk.

These photos illustrate how illegally parking in or near the crosswalk can create dangerous walking environments by forcing pedestrians out of the crosswalk or obscuring visibility.

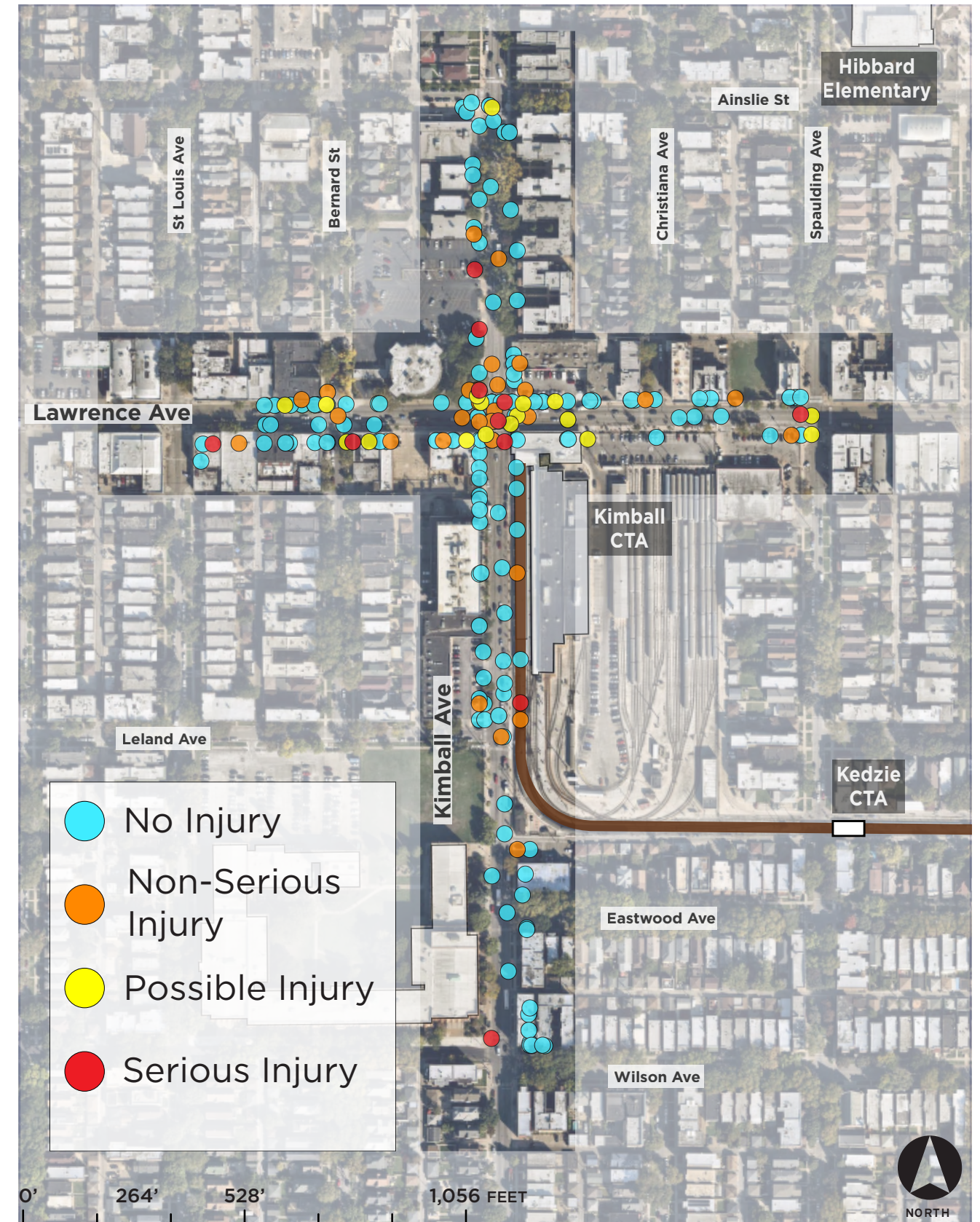


Vehicles illegally parking in and near the crosswalk on Leland (left) and on Kimball (right)

### COUNT AND PERCENTAGE OF CRASH TYPE 2017 - 2021<sup>33</sup>

COLLISION TYPE	COUNT	%
Parked Car	59	23%
Turning	38	15%
Front to Rear	38	15%
Angle	31	12%
Sideswipe Same Direction	30	12%
Rear End	29	11%
Pedestrian	14	5%
Sideswipe Opposite Direction	6	2%
Bicyclist	5	2%
Fixed Object	3	1%
Head On	2	1%
Rear to Front	1	< 1%
Rear to Side	1	< 1%
Other Non-Collision	1	< 1%
<b>Total</b>	<b>258</b>	

## MAP OF CRASHES BY SEVERITY<sup>35</sup>



CRASHES INVOLVING PEOPLE WALKING OR BIKING RESULTING IN INJURY 2017 - 2021<sup>36</sup>



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