



RECOMMENDATIONS REPORT

JULY 2024





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EXECUTIVE SUMMARY

The Kimball station area is a key transportation hub for Chicago’s Northwest Side and the Albany Park community. Nearly 10,000 transit riders either pass through the station or board or alight from a bus in the area on an average weekday. Thousands more people walk, travel by bicycle, and drive through the area each day. And while modes vary, all of these transportation users rely on one constrained resource at some point in their journey — the curb.

Following detailed data gathering, technical analyses, and intensive community engagement, this study identifies 22 recommendations to enhance safety, mobility, accessibility, public realm, and the success of local businesses. This study also presents a strategy for phasing, funding, and implementation, highlighting opportunities for both quick wins and long-term success. Key recommendation themes include:

Improve pedestrian safety by reducing crossing distances, adding raised crosswalks or intersections, improving lighting and implementing traffic calming interventions. These interventions aim to reduce the risk of injury and death and encourage active travel.

Enhance streetscape and public space by widening sidewalks where feasible, reclaiming some street parking for expanded public space to support local businesses, developing a public plaza long desired by the community, enhancing landscaping, improving lighting, and exploring options to add art and color. These interventions aim to provide safe and enjoyable spaces for community gatherings and improve the experience of traveling the study area corridors.

Improve bicycle safety by recommending short-term interventions and building the foundation for a more comprehensive analysis of bicycle infrastructure upgrades along the study area corridors.

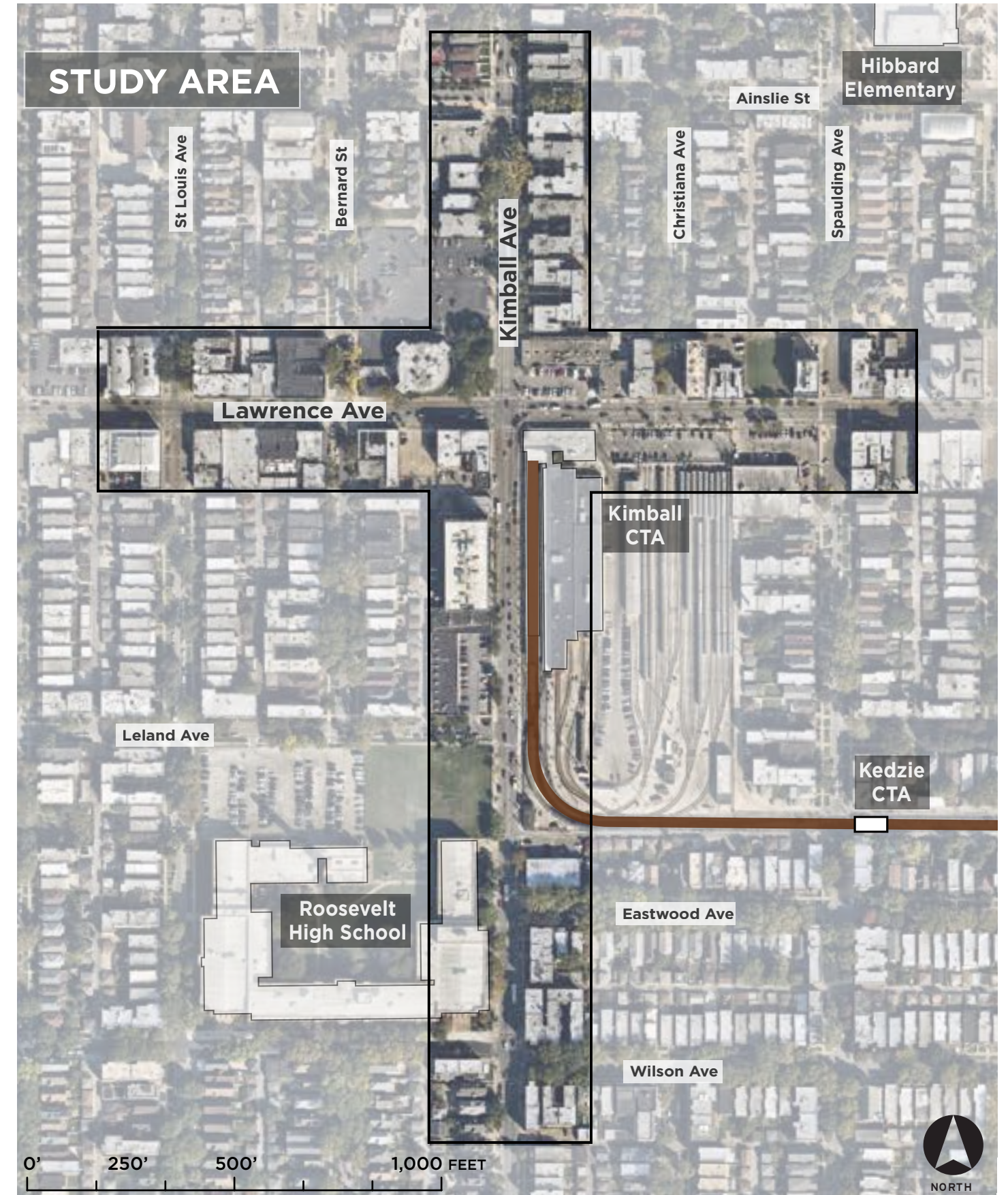
Improve bus waiting areas by expanding sidewalks and adding bus shelters at bus stops where feasible. These interventions are intended to relieve existing crowding at bus stops which slows the bus boarding process and creates safety issues when pedestrians are forced to walk into the street to avoid large crowds of waiting passengers.

Keep buses moving by enhancing pavement markings to emphasize the requirement to keep bus stops clear of other vehicles and installing bus stop bump outs at select stops to reduce time spent at each stop. These interventions are key to improve current bus travel speed and on-time performance in the area, which both trail the system average.

Improve vehicle pick-ups and drop-offs by streamlining existing curb regulations, better accommodating school pick-ups/drop-offs, and adding a dedicated vehicle pick-up/drop-off area at Kimball station.

Right-size existing parking by reallocating existing under-utilized street parking for higher and better uses, such as enhanced public space, dedicated pick-up/drop-off areas, safer pedestrian and bicycle infrastructures, and wider sidewalks.

Together, the recommendations in this report aim to improve the daily quality of life for all users living, working, and traveling through the Kimball station area.



INTRODUCTION

The Kimball Station Area Curb and Mobility Study was born out of a community desire to improve safety, mobility, and public space surrounding the Kimball Brown Line station and encompasses:

- **Lawrence Avenue**, from St. Louis Avenue to Spaulding Avenue
- **Kimball Avenue**, from Ainslie Street to Wilson Avenue

Funding for the project was split between the Regional Transportation Authority and the Chicago Department of Planning and Development (DPD), with close collaboration from the Chicago Department of Transportation (CDOT), the Chicago Transit Authority (CTA), the 33rd Ward Office, and the North River Commission (NRC).

A detailed existing conditions analysis (published in a companion report) collected detailed data on traffic counts, transit ridership, pedestrian and bicycle activity, rideshare

activity, and crash data. Detailed parking counts, assessed across multiple days at multiple different times, were also collected to understand existing curb utilization patterns. Additionally, the project team conducted field observations and heard from community members in-person and through surveys to understand the most important existing challenges and opportunities. This study aims to build off previous community planning efforts, including 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.

Community engagement was at the core of the planning process. Engagement was conducted at multiple stages of the process and was essential to identifying the specific needs and desires of residents and allowing for the inclusion of diverse cultural perspectives, ensuring that our recommendations respect and reflect the community's values.

PROJECT GOALS

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

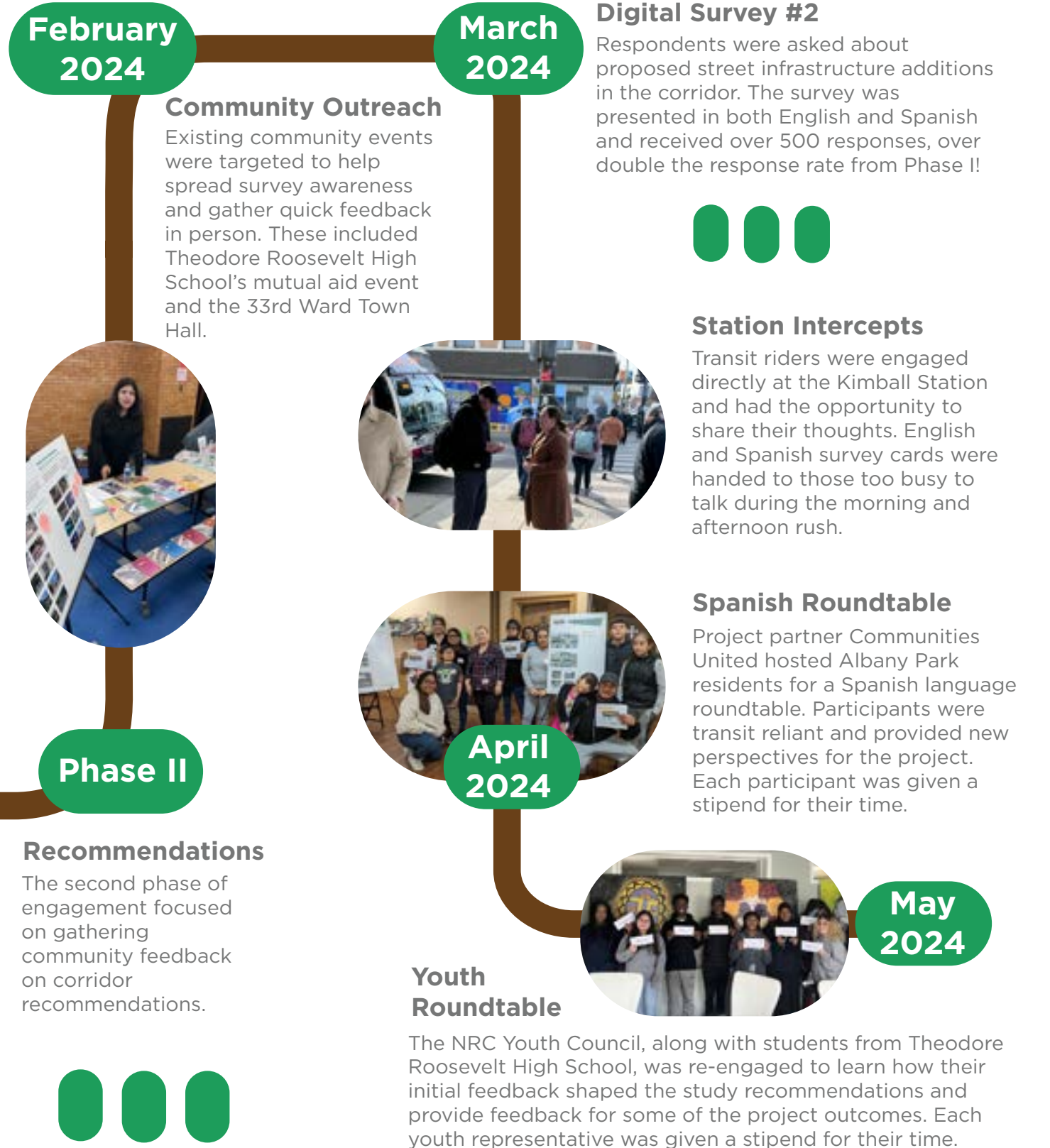


CURB AND MOBILITY CHALLENGES IN THE KIMBALL STATION AREA

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. The following recommendations in this report aim to respond directly to addressing these identified challenges.

- 1 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).
- 2 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.
- 3 Significant amounts of valuable space across the study area are dedicated to underutilized parking, which does not support community needs and priorities.
- 4 Conditions for people walking (e.g., narrow sidewalks, lack of streetscape, busy crossings) can make walking feel unsafe and uncomfortable.
- 5 The lack of dedicated space for biking creates an uncomfortable experience and limits potential bikers to those who are comfortable riding with traffic.
- 6 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.
- 7 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.

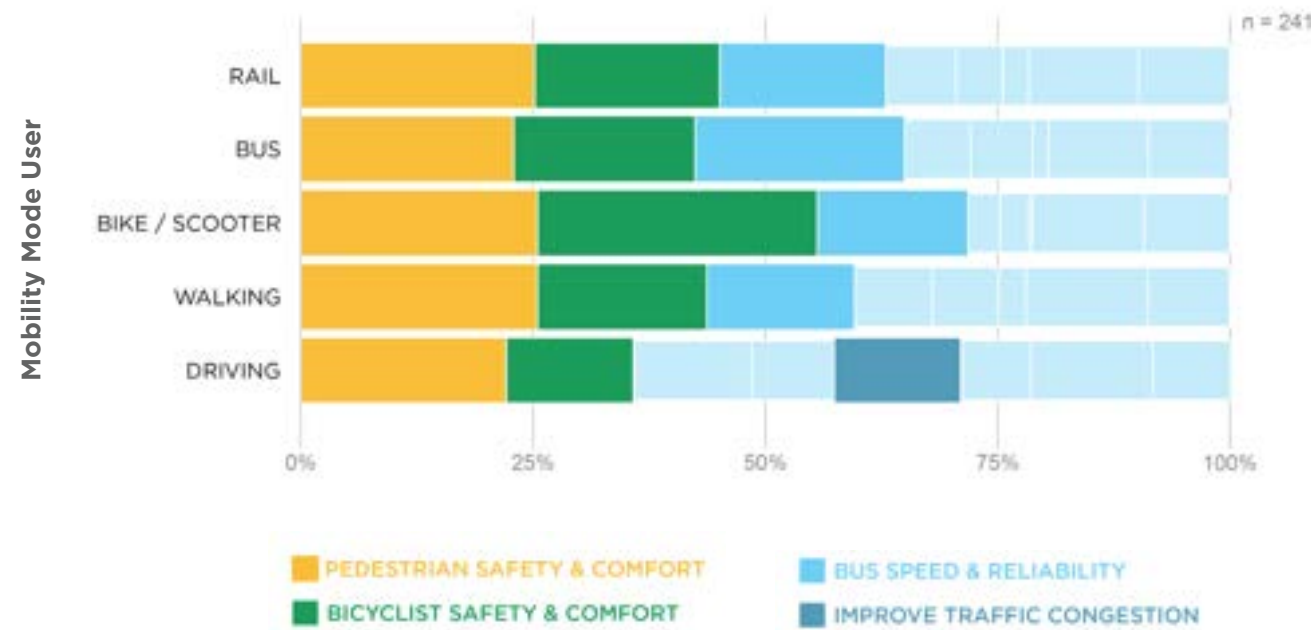
ENGAGEMENT SUMMARY



ENGAGEMENT FINDINGS

Community Priorities

Among all users, pedestrian safety and comfort was a top priority, closely followed by cyclist safety and comfort. These priority areas were echoed by participants during in-person sessions.



Digital engagement by the numbers

700+ survey respondents across Phase I & Phase II

Among all survey respondents...

480
are local residents

390
are transit users

265
are employees, shoppers, or business owners

ENGAGEMENT FINDINGS

Infrastructure Improvement Ratings

Residents and transit riders want to upgrade Lawrence Avenue and Kimball Avenue with more trees and landscaping. They also desire more bike and pedestrian safety infrastructure to help slow drivers down. Finally, curbside parking is low priority for the area, but pick-up and drop-off spaces would help to organize the street.



“Una iluminación mejoraría para sentir más segura el are” / *Better lighting will make the area feel safer*

- roundtable participant

Participants were also asked to rank a series of proposed infrastructure improvements on a scale from 0 to 5, with 0 providing no improvement and 5 improving personal mobility the most. Pedestrian lighting, protected bike lanes, and raised crosswalks received the highest overall ratings.

“I mostly drive in that area and raised sidewalks would really help make pedestrians easier to see.”

- survey response

Pedestrian Lighting	Protected Bike Lanes	Raised Crosswalk	Bus-Only Lane	Raised Intersection	Painted Crosswalk
4.0	3.9	3.7	3.5	3.4	3.3
71% of respondents rated 5 or 4	72% of respondents rated 5 or 4	64% of respondents rated 5 or 4	65% of respondents rated 5 or 4	57% of respondents rated 5 or 4	52% of respondents rated 5 or 4

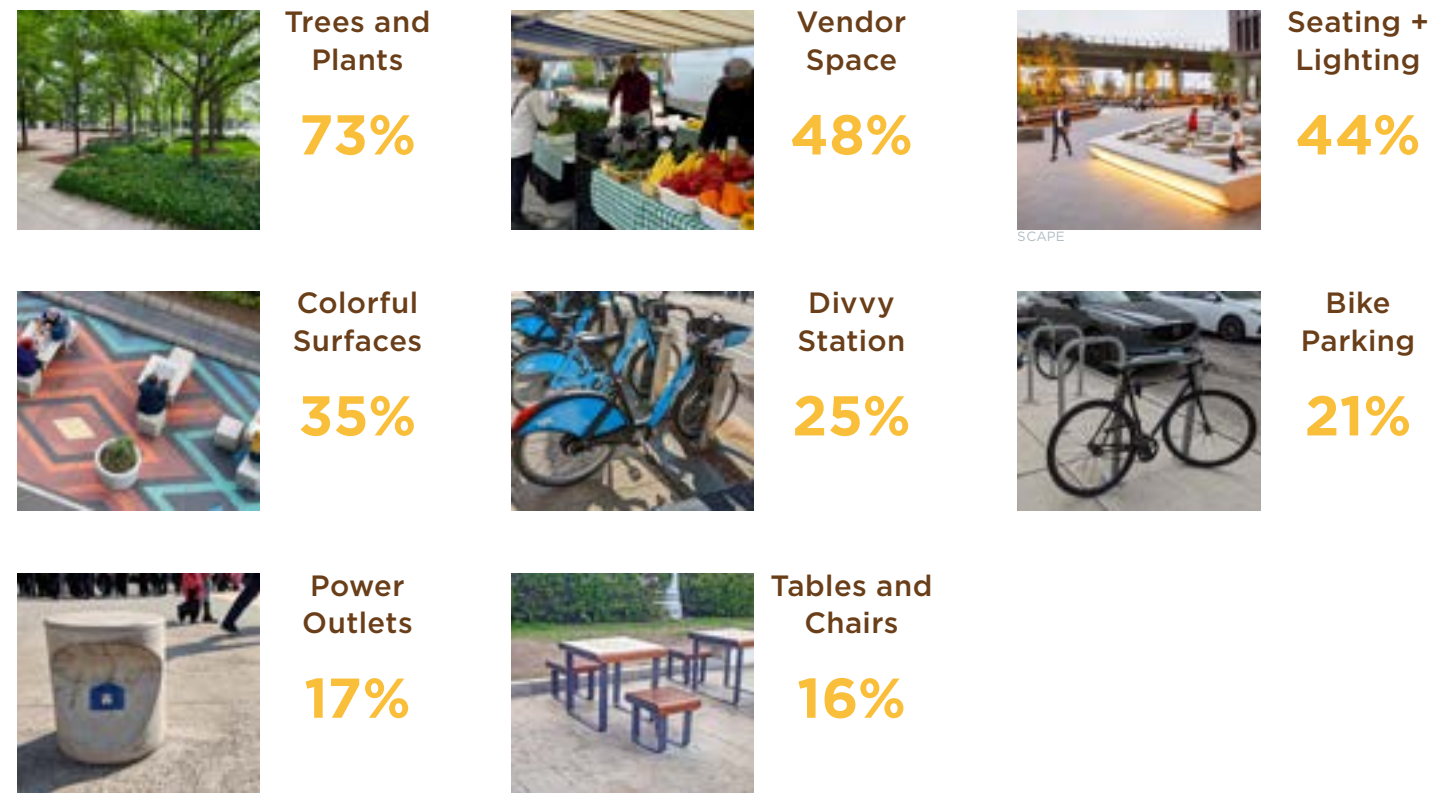
Additional proposed improvements included bus stop bulb-outs (3.0 rating), pick-up/drop-off area (2.8 rating), and curbside parklet (2.8 rating).

ENGAGEMENT FINDINGS

Public Space Amenities Priorities

Community members and transit users were surveyed on their priorities for public space amenities, art, lighting, and programming. By far the most popular programming request was for vendors or a farmer's market, followed by live music and dance, and community events.

What amenities would you like to see around the Kimball station Area?



What type of art or lighting would you like to see around the Kimball station Area?



Route 93 California/Dodge bus stop east of Kimball Station

DESIGN TOOLBOX

The physical shape and form of streets greatly impacts its function. This toolbox provides physical upgrade opportunities that are key to improving curb performance, mobility for all users, safety, accessibility and the public realm. Recommendations for the Kimball station area include each of the interventions in this toolbox in at least one location, and each of these design interventions could be deployed at potentially many other locations in the area and the neighborhood not specifically recommended in this report.



Bus-Only Lanes dedicate street space for buses to prioritize service leading to faster rides and improved safety. Buses in the Kimball station area are currently on-time to their stops 57% of the time, compared to a 68% citywide average.



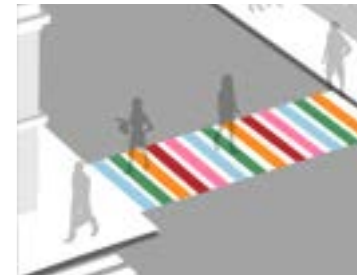
Bus Stop Bump-Outs extend the sidewalk or boarding area into the street, typically aligning with a parking lane, which allows buses to stop in a travel lane and avoid merging out of and back into traffic. Buses currently move at an average speed of 11mph through the Kimball station area, compared to a 12.6mph citywide average. Bus stop bump-outs also provide the benefit of an expanded sidewalk at crowded stops.



Raised Crosswalks create a sidewalk-level crossing for pedestrians, increasing pedestrian visibility, reducing accessibility barriers, and slowing drivers as they approach the crossing.



Raised Intersections create a sidewalk-level crossing for pedestrians at all crossings of an intersection, increasing pedestrian visibility, reducing accessibility barriers, and slowing drivers as they pass through the intersection.



Painted Crosswalks and intersections reflect aspects of the community character while bringing greater visibility to areas where pedestrians are crossing.



Pedestrian-Scale Lighting provides extra lighting to the sidewalk area beyond standard streetlights to make sidewalks brighter and more comfortable. Well-lit sidewalks can improve safety by bringing greater visibility to pedestrians and can encourage more people to walk, particularly during evening hours when visibility is reduced.



Protected Bike Lanes physically separate cyclists from people driving to improve comfort and safety for all cycling abilities. Protected bike lanes can also improve pedestrian safety by encouraging more bicyclists to ride on the street instead of the sidewalk and can reduce anxiety for drivers by removing the need to share a lane.



Pick-up/Drop-off Spaces provide businesses and residents with access to portions of the street for loading of goods and for passenger pick-up and drop-off. Pick-up/Drop-off spaces can help alleviate congestion and improve safety by providing more predictable spaces for vehicles to pull over and an alternative for dangerous double parking.

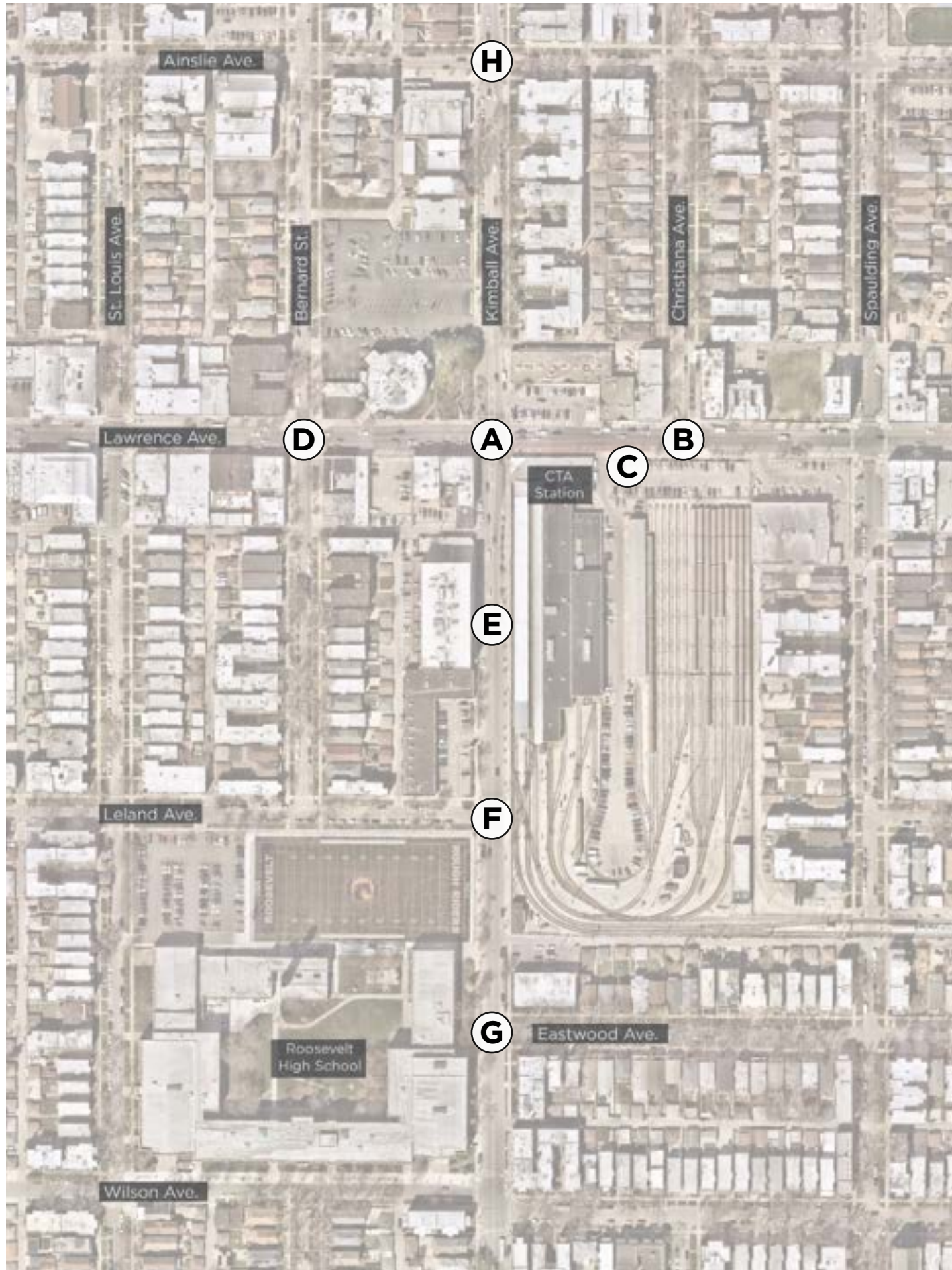


Parklets act like miniature parks that replace curbside parking to make room for outdoor dining, public open space, seating, or other community amenities. Parklets are typically maintained by a local nonprofit, Special Service Area, or business and are intended to serve all surrounding businesses and residents.

CORRIDOR AND INTERSECTION RECOMMENDATIONS

Informed by intensive data collection, robust community engagement, and close collaboration between stakeholders, this section details recommended design and policy interventions to improve mobility, accessibility, safety, public realm, and local business success. Recommendations are grouped by intersection or block segment along with additional area-wide recommendations for bicycle infrastructure upgrades and lighting improvements.

A:	Kimball Avenue & Lawrence Avenue Intersection	Page 15
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KIMBALL AVENUE & LAWRENCE AVENUE INTERSECTION

Key Challenges

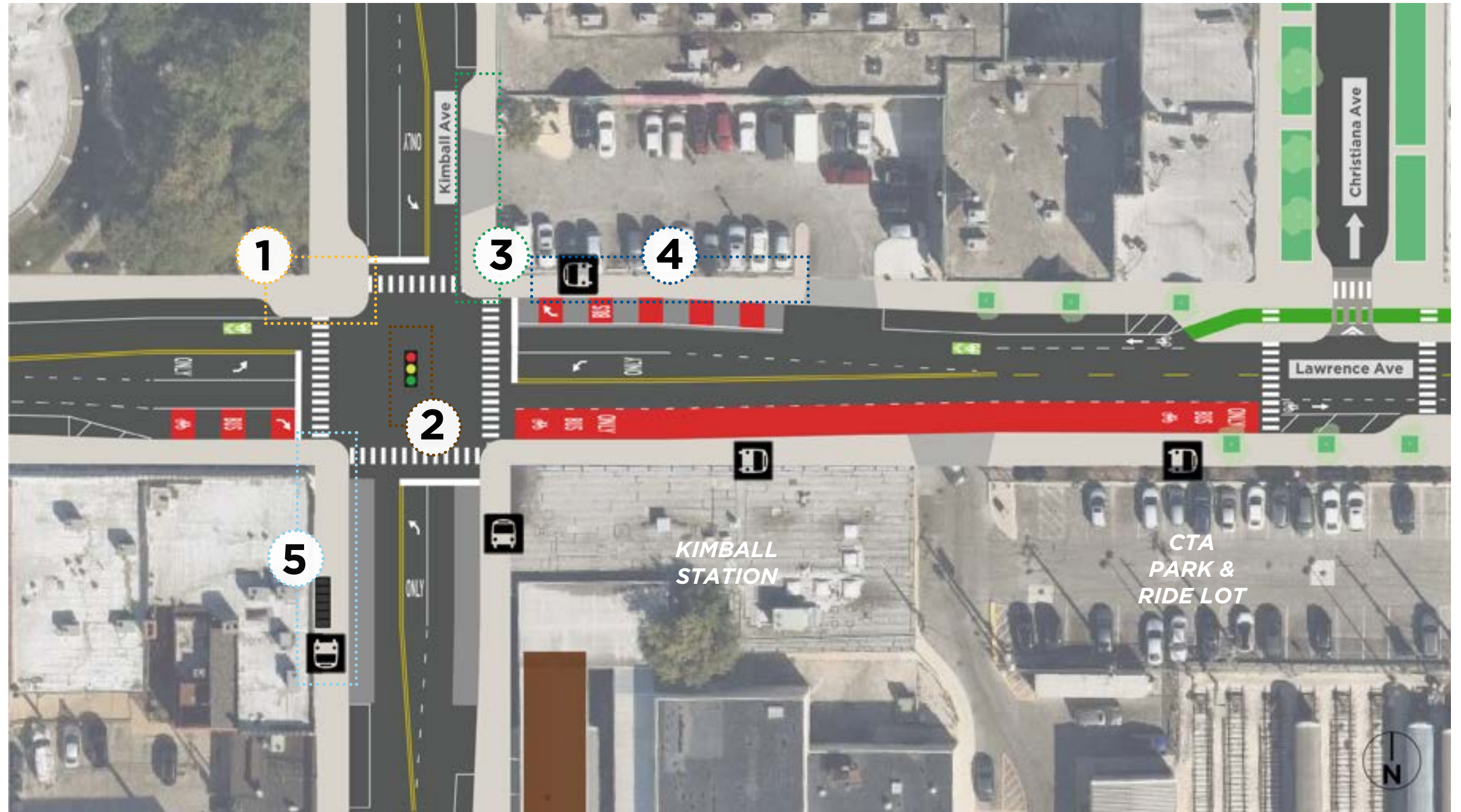
- Significant bus activity with limited dedicated lane space creates bus bunching and longer dwell times.
- Narrow sidewalks create pinch points at bus stops, resulting in overcrowding and a lack of space for bus shelters.
- Narrow sidewalks also create an uncomfortable pedestrian experience and blind spots that limit visibility to drivers, particularly at the southwest corner.

Key Recommendations

- Widen sidewalk on the west side of Kimball Avenue, south of Lawrence Avenue, by 4'.
- Remove right turn lane on southbound Kimball Avenue to widen sidewalk and reduce pedestrian crossing distance.
- Install leading pedestrian intervals at crosswalk signals.

Parking Implications

- To account for parking removed elsewhere in the study area, approximately six new metered parking spaces added on west side of Kimball Avenue, north of Lawrence.



1 Curb extensions at the NW corner reduce pedestrian crossing distances.

2 Deploy transit signal priority timing along with bus-only traffic signals to create queue jumps for east and westbound buses on Lawrence Avenue.

3 Sidewalk widened on east side to improve pedestrian experience and reduce crossing distance.

4 Wider sidewalk not feasible currently due to operational constraints. Future easement opportunities should be pursued to widen the sidewalk.

5 Sidewalk widened 4' to accommodate larger waiting areas and new bus shelter.

CHRISTIANA AVENUE & LAWRENCE AVENUE INTERSECTION

Key Challenges

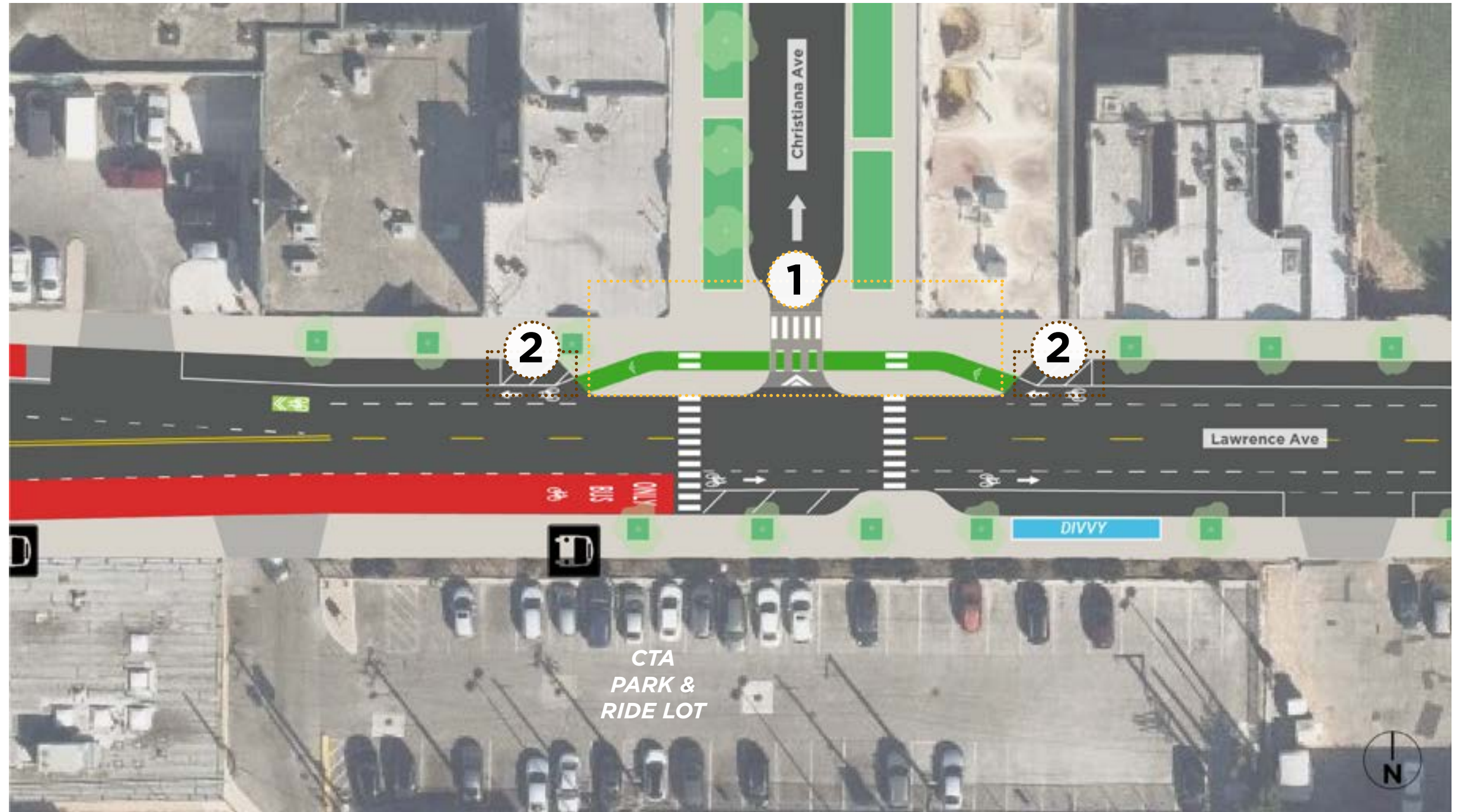
- People walking and biking are exposed to higher safety risks at intersections and crossings.
- Traffic volumes and low yield rates can make crossing Lawrence Avenue at Christiana Avenue difficult for people trying to access CTA buses and Kimball station.

Key Recommendations

- Construct a sidewalk-level raised crosswalk and bike crossing across Christiana Avenue.

Parking Implications

- Two metered parking spaces removed on the north side of Lawrence Avenue (one on either side of Christiana Avenue) to repurpose space for sidewalk-level bike crossing.



1 A sidewalk-level raised crosswalk and bike crossing protects people from turning vehicles at the intersection.

2 Two metered parking spaces reallocated on either side of Christiana Ave

MOBILITY HUB

Key Challenges

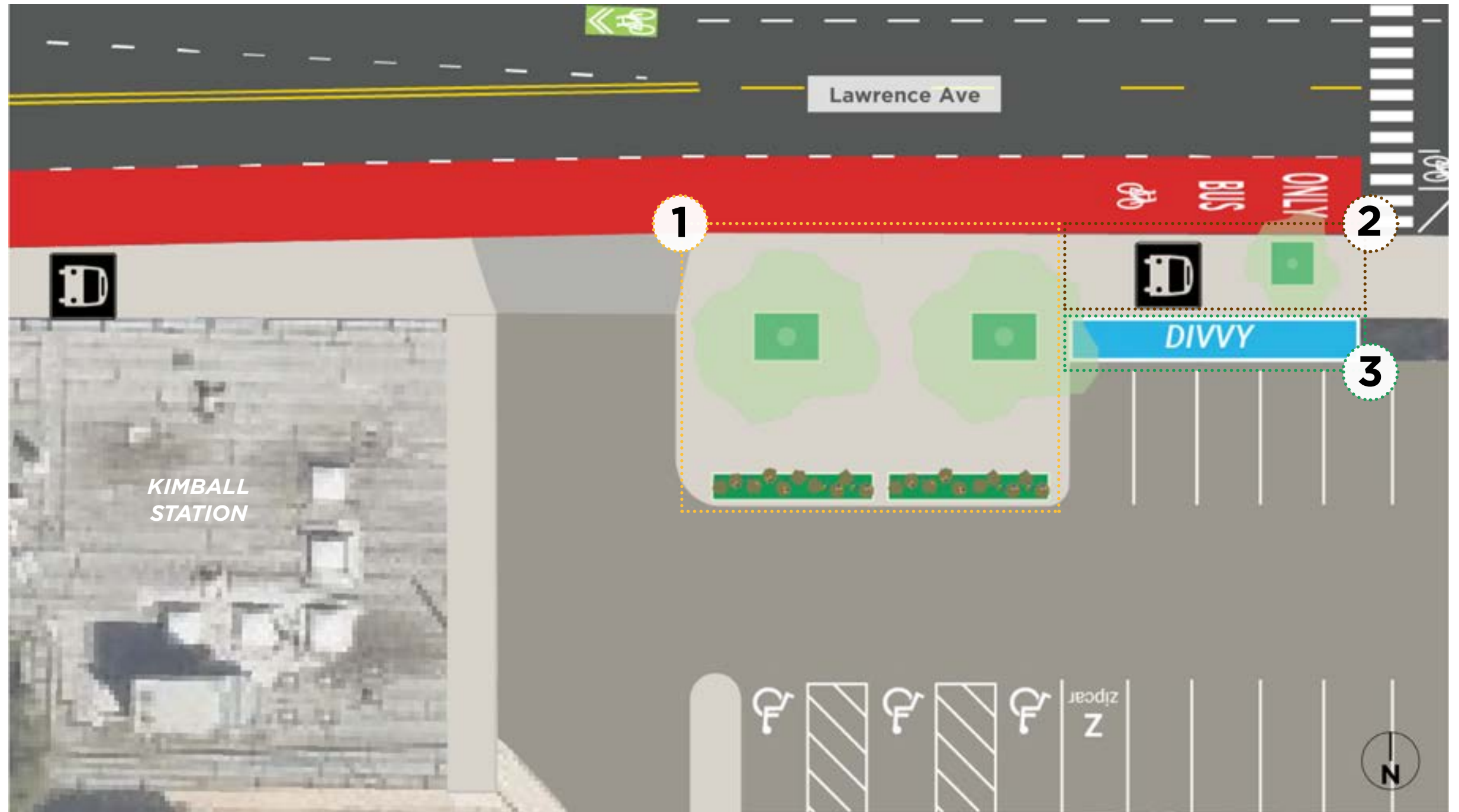
- Community members have expressed a desire for more public gathering space near Kimball station and elsewhere throughout the community.
- Kimball station area provides limited space or sheltered areas to wait for the Route 93 bus, despite high levels of boarding activity (more than 1,000 weekday boardings/alightings in 2022).
- The existing Divvy station serving Kimball station is far from the station entrance.
- Usage of the Park & Ride lot at Kimball station decreased during the COVID-19 pandemic and remains below capacity.

Key Recommendations

- Repurpose five excess parking spaces to create a mobility hub and public plaza.
- Pursue relocating the existing Divvy station to new mobility hub.

Parking Implications

- Five parking spaces repurposed from the CTA Park & Ride lot.



1 Opportunity to provide improved seating areas, plantings, vendor space, and event space (design shown simplified). See page 9 for community preferences on station area amenities and programming.

2 Pursue improved bus waiting area, including a potential bus shelter.

3 Pursue relocating existing Divvy station closer to station entrance.

BERNARD STREET & LAWRENCE AVENUE INTERSECTION

Key Challenges

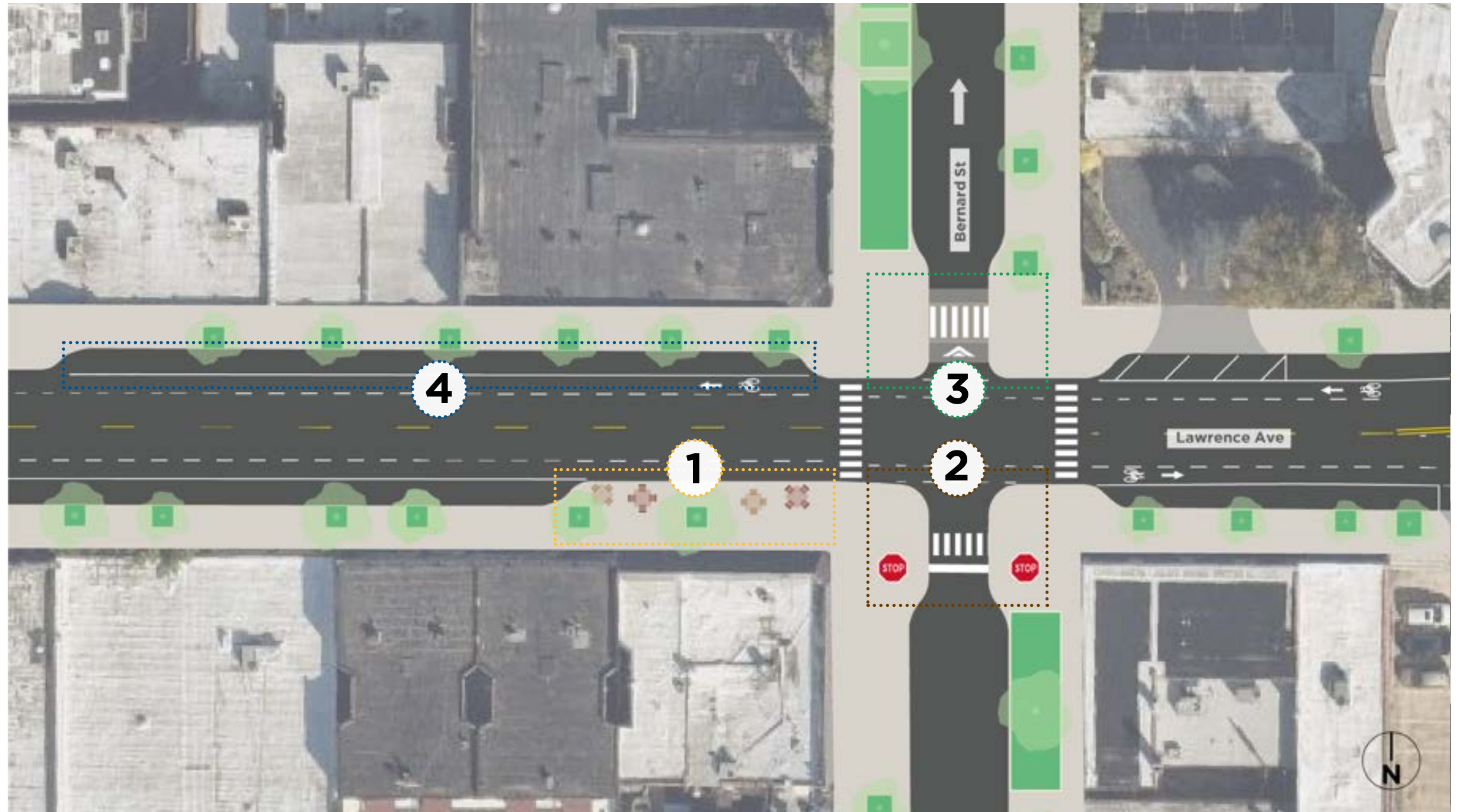
- Local restaurants, cafes, and retail spaces have limited sidewalk space for outdoor dining, gathering, and other creative purposes.
- Existing metered parking spaces on Lawrence Avenue are underutilized compared to nearby free street parking.

Key Recommendations

- Convert three metered parking spaces on the southwest corner of Bernard Street and Lawrence Avenue to a sidewalk-level concrete curb extension to expand pedestrian space and support outdoor dining for neighboring restaurants and cafes.
- Construct concrete curb extensions on Bernard Street, south of Lawrence Avenue, to enforce no parking zone and improve visibility at the intersection for all users.

Parking Implications

- Three metered parking spaces repurposed on the south side of Lawrence Avenue to support expanded pedestrian realm, outdoor dining, pop-ups and other sidewalk programming.



1 Three metered parking spaces repurposed to support expanded pedestrian realm, outdoor dining, pop-ups, and other programming.

2 Curb extensions reduce pedestrian crossing distances.

3 A raised crosswalk makes pedestrians more visible and calms traffic entering a residential street.

4 Maintain all existing metered parking on north side of Lawrence Avenue.

KIMBALL AVENUE, FROM LAWRENCE AVENUE TO LELAND AVENUE

Key Challenges

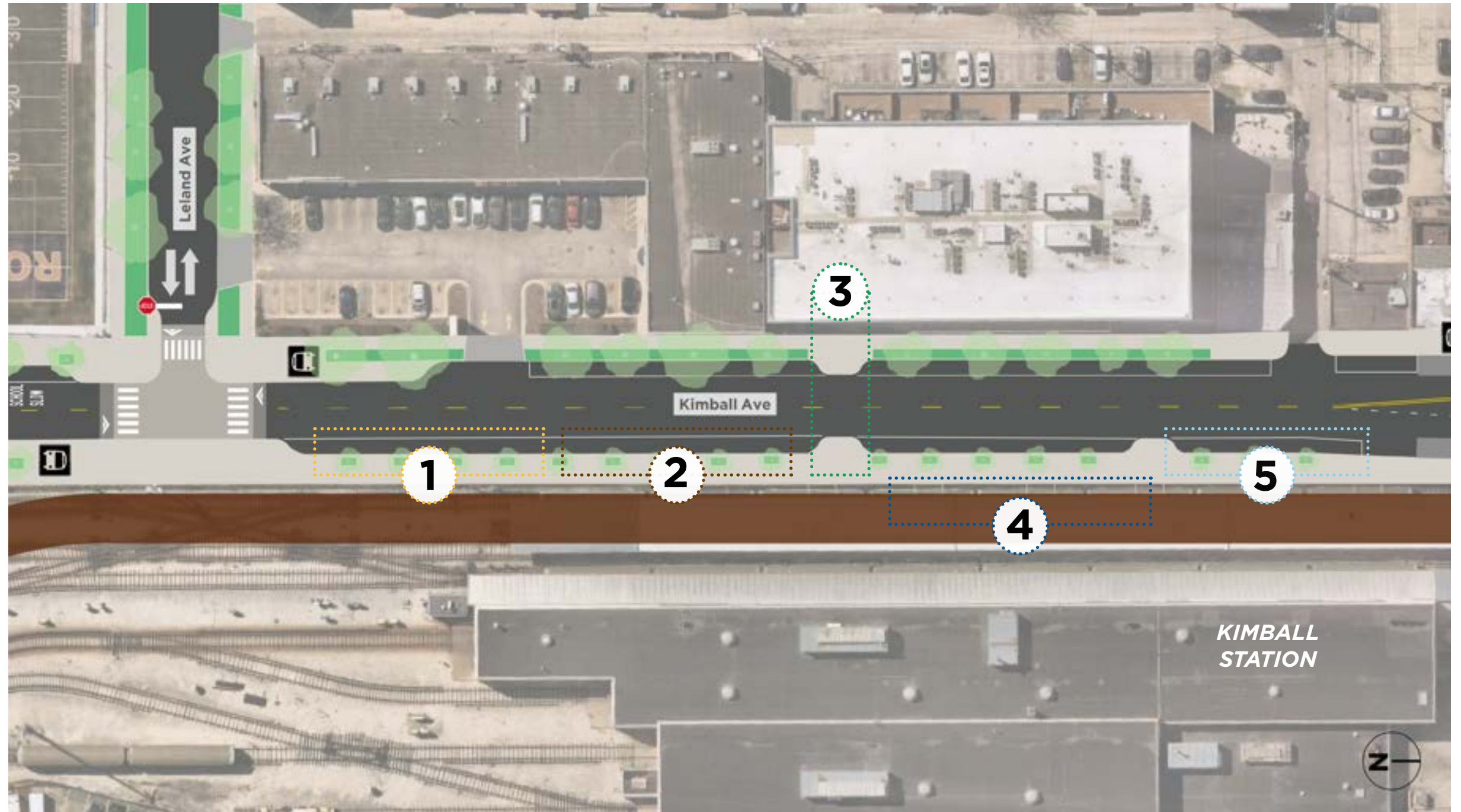
- Kimball Avenue feels very wide due to parking lanes that are frequently empty, which can lead to speeding.
- The blank brick wall separating Kimball station can dampen pedestrian sense of security and sense of place.
- Existing trees on east side of Kimball Avenue are unhealthy.
- Kimball station passengers are frequently picked up and dropped off in bus stop along Lawrence Avenue, creating safety challenges and bus operation issues.

Key Recommendations

- Designate a pick-up/drop-off area along the east side of Kimball Avenue.
- Install mid-block curb extension “gateway” to calm traffic.
- Work with local partners to identify opportunities to enliven streetscape and brick wall along Kimball Avenue.

Parking Implications

- Six unregulated parking spaces repurposed as pick-up/drop-off zone.



1 Remove PM peak hour travel lane regulation (requires ordinance change).

2 Replace existing tree pits with raised planters that can provide hospitable growing conditions for small trees and plants.

3 Introduce mid-block curb extension “gateway” to calm traffic. Extension on west side also helps preserve fire hydrant access.

4 Activate and enhance Kimball station brick wall through murals, lighting, or landscaping. See page 9 for community preferences.

5 Repurpose six unregulated parking spaces as a pick-up/drop-off zone; prioritize Pace ADA Paratransit Service vehicle access.

KIMBALL AVENUE & LELAND AVENUE INTERSECTION

Key Challenges

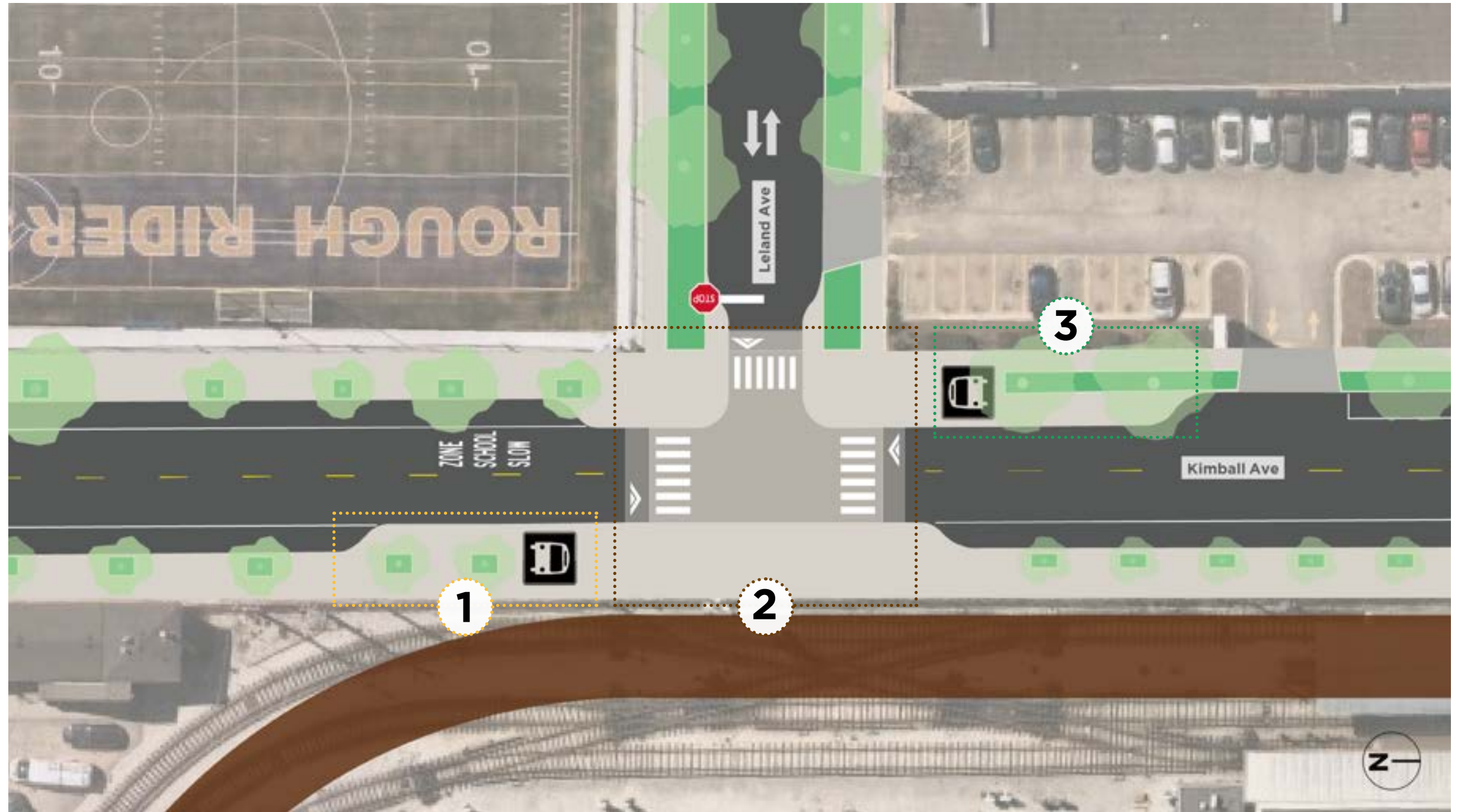
- The intersection at Kimball Avenue and Leland Avenue experiences frequent pedestrian crossings, especially by Theodore Roosevelt High School students accessing Kimball station during arrivals and dismissals. Low vehicle yield rates can make crossing Kimball Avenue difficult for pedestrians.

Key Recommendations

- Construct a raised intersection to improve pedestrian crossings along all legs of the intersection and calm traffic as drivers move through the area.
- Alternatively, construct a raised crosswalk across Leland Avenue to improve safety and visibility for people walking along Kimball Avenue.
- Move existing SB bus stop to remove crosswalk conflict.
- Construct bus stop bump outs on NB and SB bus stops.

Parking Implications

- Two spaces currently regulated as No Parking Tow Zone (8AM-6PM, M-F) on the east side of Kimball repurposed to move bus stop south.



1 Move bus stop further south to avoid intersection conflicts; Install bus stop bump outs for in-lane boarding.

2 Construct raised intersection to improve pedestrian safety. Alternatively, construct raised crosswalk across Leland Avenue.

3 Install stop bump-outs for in-lane bus boarding to improve bus speeds and passenger accessibility.

KIMBALL AVENUE, FROM LELAND AVENUE TO WILSON AVENUE

Key Challenges

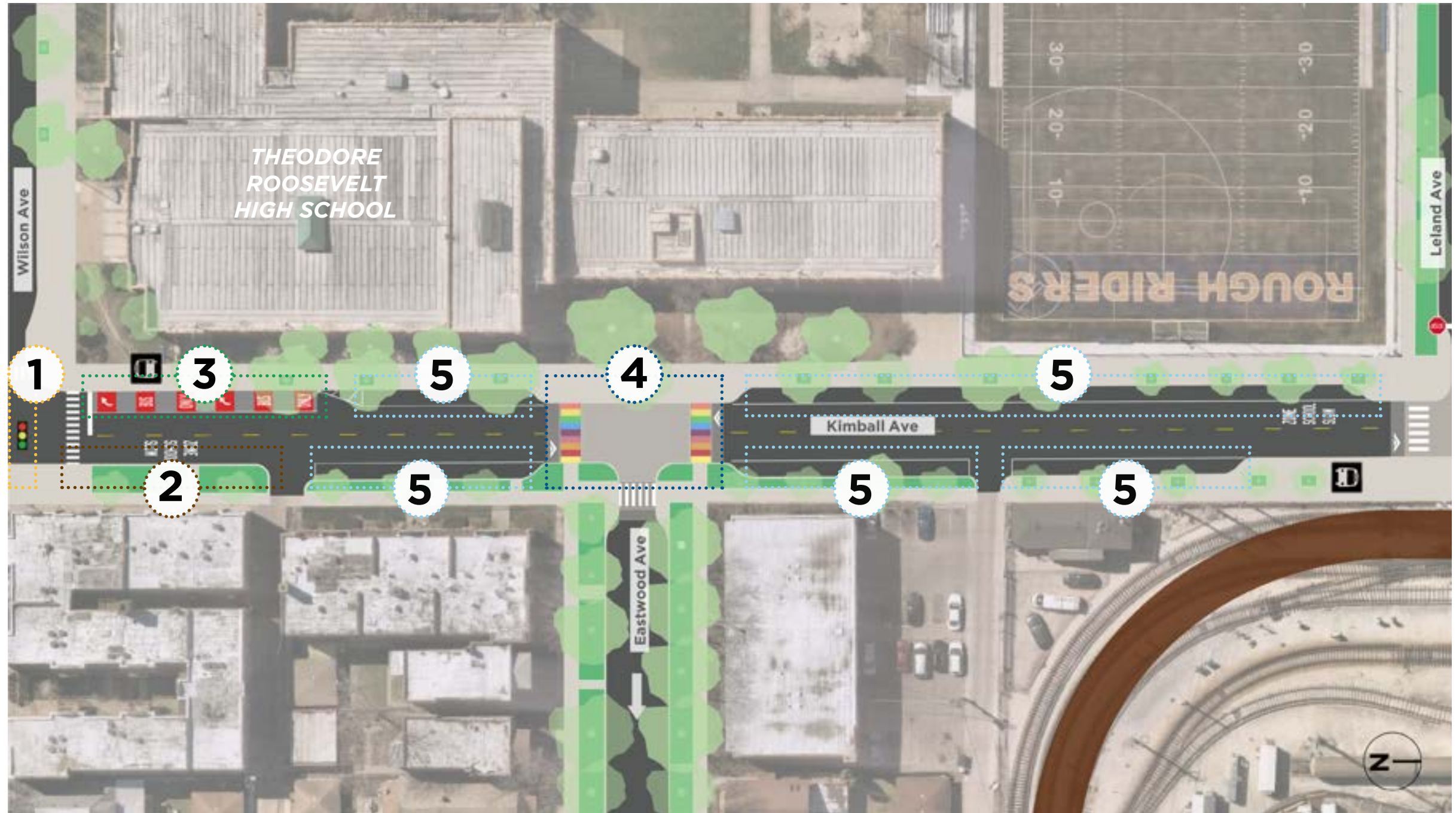
- Driver yield rates are low at the Kimball Avenue and Eastwood Avenue intersection. Many students were observed crossing Kimball Avenue outside of the crosswalks.
- During arrivals and dismissals, there is significant demand for curb space on Kimball Avenue among families making pick-ups and drop-offs.

Key Recommendations

- Construct a raised intersection and concrete curb extensions at Kimball Avenue and Eastwood Avenue.
- Construct a curb extension on the east side of Kimball Avenue, north of Wilson Avenue.
- Formalize existing pick-up/drop-off patterns and standardize regulations.
- Mark a right-turn/bus-only lane on southbound Kimball Avenue at the existing bus stop.

Parking Implications

- Two restricted parking spaces reallocated to provide for curb extension.



1 Deploy transit signal priority timing to create queue jumps for north and south bound buses on Kimball Avenue.

2 Install curb extensions to shorten pedestrian crossing distance and calm vehicle speeds.

3 Paint right-turn/bus-only lane to emphasize existing bus stop and that vehicle loading is not allowed.

4 Install a raised intersection to help improve vehicle yielding rates and calm vehicle speeds, creating a safer crossing for pedestrians.

5 Standardize curb signage to reduce confusion and preserve school pick-up/drop-off operations. Sign: No Parking School Days 8 AM - 4:30 PM.

KIMBALL AVENUE & AINSLIE AVENUE INTERSECTION

Key Challenges

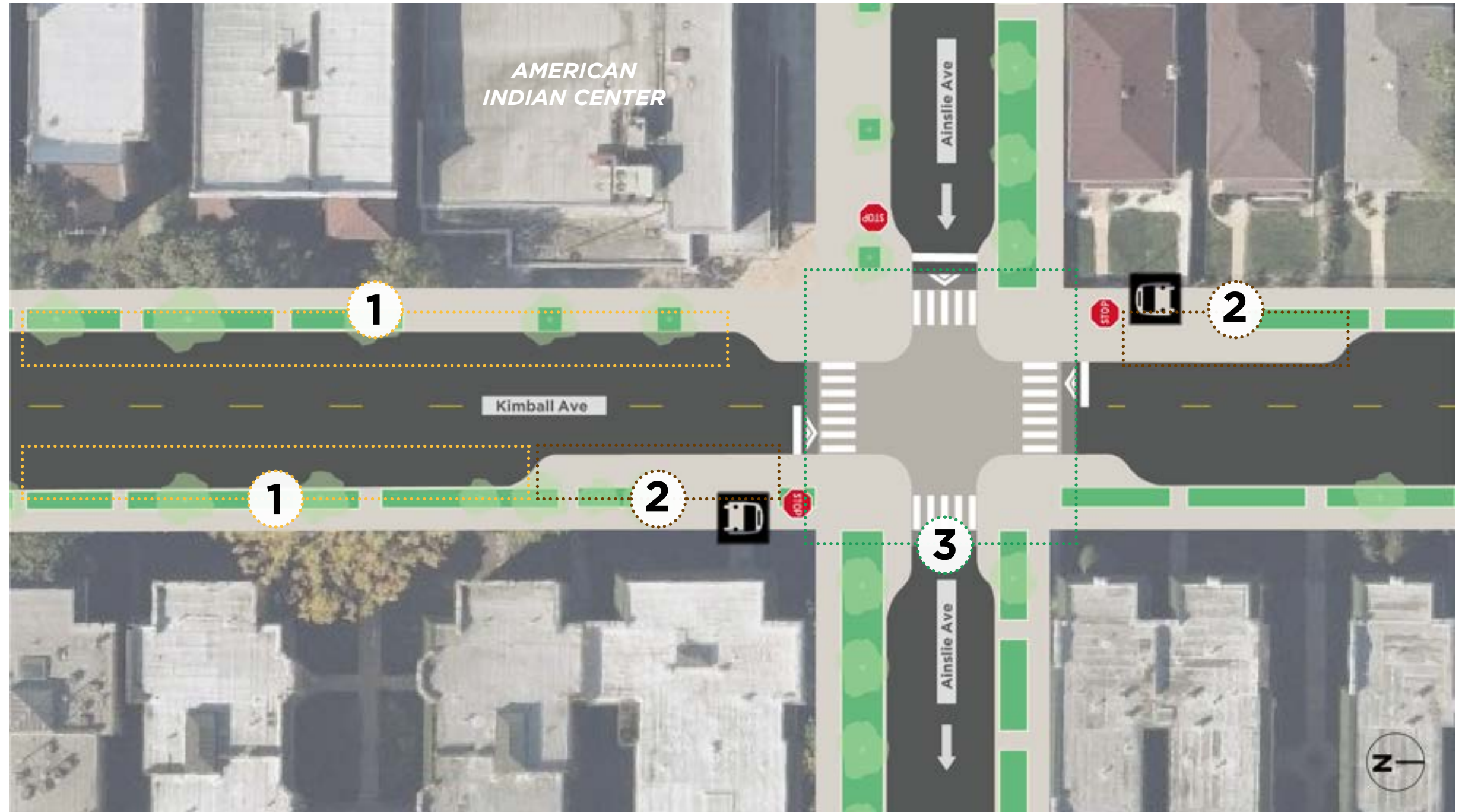
- Proximity to Hibbard Elementary School and American Indian Center emphasizes need for enhanced pedestrian safety interventions.
- Buses stopping at curbside can block other drivers' visibility of pedestrians trying to cross at the intersection.

Key Recommendations

- Consistent with other intersection treatments across the Kimball Avenue corridor, construct a raised intersection and concrete curb extensions to shorten crossing distances and enhance visibility of pedestrians.
- Alternatively to raised intersection, construct curb extensions at all corners.
- Extend concrete curb extensions along Kimball Avenue in both directions to accommodate bus stop bump outs, reducing transit delays and improving reliability.

Parking Implications

- None



1 Highly utilized street parking preserved along both Kimball and Ainslie Avenues.

2 Install bus stop bump outs for in-lane bus boarding to improve bus speeds and passenger accessibility.

3 Install a raised intersection to help improve vehicle yielding rates and calm vehicle speeds, creating a safer crossing for pedestrians.

BICYCLE INFRASTRUCTURE IMPROVEMENTS

KEY CHALLENGES:

- Lawrence Avenue currently has a painted advisory bicycle lane, and residents have given consistently strong feedback that most people do not feel safe or comfortable cycling in the area.
- Many community members choose to bike on the sidewalk, creating safety concerns for people walking and frequenting local businesses.
- A 42' right-of-way, significant bus activity, and metered on-street parking create constraints to implementing continuous bicycle facilities on Lawrence Avenue.



Bus stop/bike lane interaction on Milwaukee Avenue (Sam Schwartz)



Prefabricated concrete curbs on Roscoe Avenue (CDOT)



Bus stop/bike lane interaction on Belmont Avenue (Sam Schwartz)

KEY RECOMMENDATIONS:

- A wider study should be conducted to evaluate a comprehensive bikeway plan for Lawrence Avenue beyond the confines of this project's study area.
- CDOT has previously installed protected bicycle infrastructure on other 42' wide corridors, such as Milwaukee Avenue and Belmont Avenue, and CDOT, CTA, and the Ward should further evaluate options that are most appropriate for both bicycle users and transit vehicles.
- Targeted cycling infrastructure improvements near intersections and bus stops, such as the proposed sidewalk-level bicycle crossing at the Christiana Avenue and Lawrence Avenue intersection, may be appropriate at non-signalized intersections on Lawrence Avenue and merit further traffic analysis.

LIGHTING IMPROVEMENTS

KEY CHALLENGES:

- The Lawrence Avenue and Kimball Avenue corridors are not well-lit by pedestrian-scale lighting, diminishing comfort and sense of place for people walking.
- In a community survey, enhanced pedestrian lighting received the highest support of any single proposed improvement, and more than 90% of residents said they would like to see new lighting added around Kimball station.
- Many survey respondents reported feeling less comfortable in the study area after dark, especially after leaving Kimball station.

KEY RECOMMENDATIONS:

- Improve lighting along Lawrence Avenue and Kimball Avenue by upgrading existing street lighting infrastructure. The highest priority areas are on the east side of Kimball Avenue directly adjacent to the station and the north side of Lawrence Avenue.
- Opportunities include: Street lights on both sides of the street; Installing pedestrian-scale lamps spaced between existing street light poles; Installing pedestrian-scale "piggy-back" lights onto existing street light poles (see photos to right). All new lighting should allow for light pole banners.
- Work with businesses to explore options for implementing a coordinated storefront lighting strategy on Lawrence Avenue to improve sense of place and generate additional foot traffic. Simple interventions

like string lights can bring more warmth and color to the area.

- Incorporate thoughtful creative lighting features into the design of the mobility hub and plaza next to Kimball Station and/or the brick wall along Kimball - these have the potential to create a more inviting public realm while also improving safety and visibility (see page 9 for community preferences).





RECOMMENDATIONS MATRIX

*Based on spring 2024 scale of cost estimates
 \$ = Less than \$10,000
 \$\$ = \$10,000 - \$250,000
 \$\$\$ = More than \$250,000

ID	Recommendations	Safety Impact	Mobility Operation Impact	Accessibility Impact	Public Realm Impact	Prelim. Scale of Cost	Details on Page
1	Expand sidewalk into existing curb parking space along the south side of Lawrence Ave., west of Bernard St., to provide expanded public space.	light	n/a	light	high	\$\$	21
2	Implement concrete curb extensions and potentially a raised crosswalk across Bernard St., at Lawrence Ave.	high	light	mid	light	\$\$	21
3	Convert southbound Kimball Ave. right-turn lane to parking lane and wider sidewalk, with a curb extension at the crosswalk; deploy TSP and LPI signals.	high	high	high	light	\$\$	15
4	Widen sidewalk on west side of Kimball Ave., south of Lawrence Ave., to expand transit rider waiting area, add a bus shelter, and reduce sightline conflicts.	high	high	high	mid	\$\$	15
5	As properties redevelop, secure easements to expand constrained sidewalks, particularly north side of Lawrence Ave., east of Kimball Ave.	high	light	high	high	\$	15
6	Convert six unregulated parking spaces on Kimball Ave. adjacent to CTA Station to a designated vehicle pick-up/drop-off zone.	light	mid	light	n/a	\$	23
7	Develop a new mobility hub and plaza with shelter by repurposing several vehicle parking spaces in the CTA Park & Ride lot.	light	mid	light	high	\$\$\$	19
8	Implement concrete curb extensions and a sidewalk-level raised crosswalk and bike lane across Christiana Ave., at Lawrence Ave.	high	mid	high	mid	\$\$	17
9	Engage in a comprehensive bikeway planning process for the Lawrence Ave. corridor from Central Park Ave. to the Chicago River.	high	high	mid	mid	\$\$	31
10	Implement concrete curb extensions and a raised intersection at Ainslie Ave. and Kimball Ave. Phase 1 quick-build using paint and posts.	high	mid	mid	light	\$\$-\$\$\$	29
11	Implement bus stop bump outs along Kimball Ave. at Ainslie Ave.	mid	mid	high	n/a	\$\$	29

RECOMMENDATIONS MATRIX

*Based on spring 2024 scale of cost estimates \$ = Less than \$10,000
 \$\$ = \$10,000 - \$250,000
 \$\$\$ = More than \$250,000

ID	Recommendations	Safety Impact	Mobility Operation Impact	Accessibility Impact	Public Realm Impact	Prelim. Scale of Cost	Details on Page
12	Implement a pair of mid-block curb extensions along Kimball Ave., between Leland Ave. and Lawrence Ave., as a traffic calming measure.	mid	light	light	n/a	\$\$-	23
13	Improve sense of security and place along east side of Kimball Ave. adjacent to CTA Station brick wall, with new art, lighting, and/or plantings.	mid	n/a	n/a	high	\$\$-	23
14	Remove PM peak hour parking restrictions on east side of Kimball, between Leland Ave. and Lawrence Ave.	low	mid	n/a	n/a	\$	23
15	Implement curb extensions and a raised intersection at Kimball Ave. and Leland Ave.	high	mid	high	mid	\$\$\$-	25
16	Implement bus stop bump outs along Kimball Ave. at Leland Ave. Move existing NB stop 100' south to fix existing conflict with crosswalk.	mid	high	high	n/a	\$\$	25
17	Standardize curb parking regulations along Kimball Ave., from Wilson Ave. to Leland Ave. to improve clarity to accommodate pick-up/drop-off activity.	light	high	n/a	n/a	\$	27
18	Implement curb extensions and a raised intersection at Kimball Ave. and Eastwood Ave. Phase 1 quick-build using paint and posts.	high	mid	high	mid	\$\$\$-	27
19	Install pavement markings at CTA bus stop on southbound Kimball Ave., north of Wilson Ave., to emphasize bus loading and right turns only.	light	mid	light	n/a	\$	27
20	Implement curb extension on east side of Kimball Ave., north of Wilson Ave. Phase 1 quick-build using paint and posts.	high	mid	mid	light	\$\$	27
21	Implement enhanced pedestrian-scale lighting along the Lawrence Ave. and Kimball Ave. corridors to improve sense of security and place.	high	mid	mid	high	\$\$\$-	32
22	As properties redevelop, prioritize closing driveway and parking lot curb cuts on Lawrence Ave. and on Kimball	high	mid	high	mid	\$	n/a

IMPLEMENTATION

Legend Champion Lead Implementer Partner

Pedestrian Safety Upgrades:

Ward Office CDOT CTA SSA 60

Traffic safety upgrades include curb extensions, sidewalk widening, raised crosswalks, and raised intersections.

Short-Term: Curb extensions and painted crosswalks or intersections can be implemented in the short-term using quick-building paint and post techniques. Not only does this achieve safety improvements more quickly, but interventions can be tested before permanent upgrades are undertaken. Additionally, the Ward and SSA #60 service provider could facilitate a partnership between CDOT, DCASE, and local students to incorporate art and color into intersection improvements outside Theodore Roosevelt High School, leveraging community partnerships and encouraging further ownership and inclusion throughout the process.

Long-Term: Permanent traffic safety upgrades will require first identifying a potential funding source or integrating with an existing planned project. Upgrades may then require a traffic analysis and/or a water drainage analysis in order to develop final designs and cost estimates. Upgrades that impact existing storm drain or sewer access locations are likely to cost more than upgrades with no impacts. Programs such as Arterial Resurfacing provide opportunities to implement traffic safety upgrades as part of the standard project process.

Cross-Collaboration: Traffic safety upgrades should be coordinated with other potential upgrades, such as bus stop bump-outs, protected bike lanes, and streetscape/public realm improvements.

Bicycle Infrastructure Upgrades:

Ward Office CDOT CTA

Bicycle infrastructure upgrades include improve intersection/crossing treatments and protected bicycle lanes.

Incremental Upgrades: Improvements at intersections, such as raised bicycle crossings across side streets, can be implemented along with other safety upgrades and can be designed to work both with existing painted bike lanes and for potential future protected bike lanes.

Comprehensive Upgrades: CDOT should first pursue a more comprehensive Lawrence Avenue bicycle infrastructure upgrade study, spanning between at least the North Branch of the Chicago River and Central Park Avenue. Implementing upgrades will then require identifying funding sources and potential conducting traffic or drainage analyses before final designs can be drafted. All upgrades should be closely coordinated with CTA to mitigate transit service impacts.

IMPLEMENTATION

Streetscape & Public Realm Upgrades:

Ward Office CDOT CTA SSA 60

Streetscape & public realm upgrades include enhanced pedestrian-scale lighting, enhanced plantings, expanded sidewalk space, and new artwork.

Short-Term: Expanded sidewalk space can be piloted using movable curbside parklets, deployed through CDOT's Make Way for People initiative. Enhanced pedestrian scale lighting can also be coordinated with SSA #60 and local businesses using inexpensive products such as string lights.

Long-Term: More substantial infrastructure such as permanent expanded sidewalk space and additional permanent street lighting will require first identifying a potential funding source or integrating with an existing planned project. Upgrades may then require a traffic analysis and/or a water drainage analysis in order to develop final designs and cost estimates.

CTA Artwork Policy: CTA will consider unsolicited proposals for artwork installations at CTA property. Artwork proposals must meet certain guidelines, depending on the type of artwork proposed, and be fully funded by the applicant.

Maintenance: Upgrades such as raised planters along Kimball Avenue will require a maintenance partner for occasional watering and pruning. Plants in planters should be drought-tolerant and one or two USDA Zones hardier than in-ground plantings to increase survival potential and decrease maintenance. Plants should also be tolerant of limited soil volume (reference: <https://www.nycstreetdesign.info/furniture/planter>).

Transit Operations Upgrades:

Ward Office CDOT CTA Bus Shelter + Advertising Vendor

Transit operation upgrades include bus stop bump outs, expanded bus waiting areas, bus shelters, relocated bus stops, and painted bus lanes or stops. While CTA operates transit services and stations, CDOT is responsible for upgrades to street and sidewalk infrastructure (including bus shelters) that support transit operations.

Short-Term: Painted bus lanes or bus stops and relocated bus stops are relatively low-intensity and low-cost interventions that can be implemented quickly.

Long-Term: More substantial infrastructure such as bus stop bump-outs or expanded bus waiting areas will require first identifying a potential funding source or integrating with an existing planned project. Upgrades may then require a traffic analysis and/or a water drainage analysis in order to

IMPLEMENTATION

develop final designs and cost estimates. Programs such as Arterial Resurfacing provide opportunities to implement traffic safety upgrades as part of the standard project process. There are additional funding sources detailed in the Funding Opportunities section on page 40.

Mobility Hub:

Ward Office CDOT CTA SSA 60 DPD

Achieving a mobility hub and plaza by repurposing CTA Park & Ride spaces will first involve establishing a signed agreement, likely between the Ward, CTA, CDOT, DPD, and SSA 60. This agreement should cover the scope of the project, potential funding sources, a maintenance agreement, and potential amenities/programming specifically allowed or not allowed. With an agreement set, funding and detailed design can be pursued. Local residents should be engaged in the design.

Maintenance: A mobility hub and plaza will require a maintenance partner, such as SSA 60.

Traffic Signalization:

CDOT CTA

Traffic signals can be optimized by deploying transit signal priority (TSP) to prioritize buses at signalized intersections, speeding up service along the line and allowing for queue jumps when combined with a bus-only traffic signal. Additionally, leading pedestrian intervals (LPI) can give people walking the opportunity to enter the crosswalk before traffic, allowing them to establish their presence in the intersection before vehicles may turn. Chicago's Centralized Transit Signal Priority Project was recently awarded \$3.9 million to prioritize buses at every traffic signal in the City.

Property Setbacks and Access:

Ward Office CDOT DPD

Securing building setbacks for expanded sidewalks may be feasible at the time of a property redevelopment. Proposed property redevelopments also present opportunities to close existing curb cuts that negatively impact safety or traffic operations. Prioritizing higher density transit-supportive land uses can help activate the Lawrence Avenue and Kimball Avenue corridors.

IMPLEMENTATION

Curb Regulation Updates:

Ward Office CDOT

Updating existing signed curb regulations is a relatively low-intensity and low-cost effort carried out by CDOT. Removing peak travel time parking restrictions requires introducing an ordinance as well as signage updates.

Metered Parking Impacts:

Ward Office CDOT Department of Finance (DOF)

Repurposing existing metered parking spaces likely requires finding alternate locations nearby to implement an equivalent number of new metered parking spaces. CDOT and the Department of Finance coordinate on parking meter efforts, while the Ward oversees communication.



FUNDING OPPORTUNITIES

A variety of local, state, federal, and private funding sources can be used to support local infrastructure improvements to enhance walking, biking, and access to transit. In addition to the following sources, the Regional Transportation Authority (RTA) maintains a list of additional funding sources. Potential funding sources may include:

Tax Increment Financing (TIF)

The entire study area lies within the Lawrence/Kedzie TIF District, which is intended to promote a wide variety of neighborhood improvements. TIF can be used to fund infrastructure improvements that range from smaller disbursements - for projects like sidewalk repairs, street and alley resurfacing, and other accessibility - to major capital projects that include streetscapes and bridge replacements.

Ward Menu Money

Each year, Chicago allocates funds to each of the City's 50 wards for Aldermen to spend at their discretion on capital improvements. The annual amount of this funding is approximately \$1.5 million. Menu money is specifically intended for capital projects such as street repaving, pedestrian and bicycle safety projects, sidewalk repairs, and other types of infrastructure improvements. The 33rd Ward has recently held participatory budgeting processes to direct these funds to community-supported initiatives. Many of the recommendations called for in this plan could be funded through menu money, but these funds are limited and must be prioritized according to community needs.

Capital Improvement Program (CIP)

Chicago's CIP provides an outline for physically improving, modernizing, or replacing the City's public infrastructure - CIP projects can also stimulate the local economy and enhance the quality of life in every Chicago neighborhood. CIP bonds can be used to fund projects that advance the City's policy goals, including implementation of Complete Streets. Chicago's CIP includes the Neighborhood Infrastructure and Transportation programs, which fund lighting, new street construction, sidewalk construction, intersection safety improvements, and transit, bicycle, and pedestrian projects.

Access to Transit Program

Administered through the RTA, this program funds small-scale capital improvement projects that help increase access to transit for people who are walking, biking, and rolling. Funding can be used for engineering and construction costs up to \$1 million. Eligible projects help improve access to transit by increasing ridership, improving first- and last-mile connections, reducing demand for parking, and promoting more pedestrian friendly neighborhoods near transit-oriented developments. Eligible recipients include government entities who have completed (or are in the process of completing) a project funded by the RTA Community Planning Program, CMAP Local Technical Assistance Program (LTA), or other relevant planning efforts aligning with CMAP's ON TO 2050 long-range plan. The next window for applicants is in Fall 2025, with awards available in Fall 2026.

FUNDING OPPORTUNITIES

Transit Station Activation Grant

In February 2024, the RTA launched a pilot effort through its Community Planning program that provides funding for short-term public activation projects that help make riders feel safer and more welcome on their commutes. The pilot supports temporary activation projects at stations and stops by making them more fun and welcoming public spaces, encouraging ridership growth and a heightened sense of community presence near transit. The Transit Station Activation grant opens the Community Planning program's applicant eligibility beyond municipalities to include ward offices, chambers of commerce, community-based organizations, economic development corporations, and other local groups.

Special Service Area (SSA) Funds

SSAs are local tax districts that fund expanded services and programs through a localized property tax levy within contiguous areas of the City. The North River Commission (NRC) manages SSA #60 in the Albany Park community, overseeing and recommending the annual services to the City each year. SSA-funded projects can include landscaping and beautification, storefront improvements and rebates for business and property owners, and other local enhancements.

Local Highway Safety Improvement Program (HSIP)

This grant program is intended to support projects that produce measurable reductions in fatal and serious injuries on public roads in Illinois. Government entities are eligible

to receive funding to improve corridors with documented safety concerns and introduce pedestrian safety enhancements. The grant program covers 90% of a project's costs and prioritizes data-driven programs that calculate a benefit-cost ratio to compare effectiveness against other projects. The Lawrence Avenue corridor throughout the study area falls in the Illinois Department of Transportation's (IDOT) 'High' VRU Safety Tier, further indicating the need for safety improvements along the corridor.

Illinois Transportation Enhancements Program (ITEP)

ITEP funds are disbursed by the Illinois Department of Transportation (IDOT) to deliver projects that enhance the existing transportation system to better support walking and biking. Local governments, regional transportation and transit agencies, and non-profit organizations are eligible to receive funding through this program. Local match requirements are based on a sliding scale of 20%, 10%, or 0%, determined by poverty level, community size, median income, and total property tax base. The grant sets aside 25% of funds for high need communities. Candidate projects include pedestrian and bicycle facilities and streetscape enhancements.

Safe Routes to School (SRTS)

SRTS funds provide infrastructure and programming to enable and encourage children and families to walk and bike to school. Eligible candidates include government entities, transit agencies, and school districts. Individual schools may also apply for infrastructure

FUNDING OPPORTUNITIES

projects provided they can demonstrate the ability to follow all Federal and State of Illinois policies. Eligible infrastructure projects include sidewalk improvements, traffic calming and speed reduction efforts, pedestrian and bicycle crossing improvements, and on- and off-street bicycle facilities.

DCASE Art Grants

The Department of Cultural Affairs & Special Events (DCASE) administers a number of art grants, including the Individual Artist Program, the Public Art Menu Program, and the City Grants Supporting Arts Program.

DCEO Grants

The Illinois Department of Commerce & Economic Opportunity offers a series of grant programs that, among many initiatives, have funded street light upgrades on other corridors in the city.

Additional Funding Resources

The RTA has created a Funding Guide for communities to explore a comprehensive list of available funding sources to help implement transit-friendly policies and transit-oriented development. Link to list:

<https://www.rtachicago.org/communities/toolkits-and-education/funding-guide>

MAINTENANCE & PROGRAMMING

To provide a safe, comfortable, and visually appealing streetscape, it is important to clarify responsibility for programming and maintaining new public spaces and installations - like sidewalk cafes on Lawrence Avenue, the mobility hub and plaza at Kimball station, and the brick wall along Kimball Avenue - where people will congregate to wait for buses, meet with friends, or sit and linger.

NRC, the nonprofit community and economic development corporation managing SSA #60, has deep roots in the Albany Park area and has been an engaged planning partner, expressing interest in accepting formalized responsibility for programming and maintaining enhanced public spaces and streetscapes within the station area. Together with the Ward Office, a key champion of future infrastructure upgrades and outreach initiatives, these organizations will continue to provide leadership in shaping how people enjoy and move about the community while providing public resources as to the benefits new street safety upgrades offer.

At the same time, as new safety infrastructure and amenities are planned and implemented throughout the area, ongoing engagement and education efforts will help to familiarize neighbors with and communicate the value of new street safety upgrades rolling out in the community, building a culture of support and safety along the way.