

7 Make Connections

... and while juggling six hats and their respective tasks and initiatives seems like quite a lot of work, the WPB SSA must remember that beyond clean and safe, communication and arts, development and greening, its district in simplest form is a collection of streets and sidewalks. For WPB to remain a livable and marketable, thriving urban area, it must remain walkable, bikeable, and navigable, and yes, even drivable and parkable. Getting there and getting around must be easy and interesting, flexible and fun for those traveling on foot, by bike, by "L" train, bus, or Metra, by cab, or by car. These modes of transportation, at times complementary, at times at odds, encompass not only streets, sidewalks, and rail, but signage and striping, streetscape amenities and parking resources, zoning and design, timing and information, policy and programs. Indeed, these systems add much to the WPB SSA To Do list, but the good news is that the SSA cannot and should not attempt to undertake these efforts alone. Partners and collaboration required!

Making connections is about multi-modal mobility and circulation along WPB's corridors – about investing in and prioritizing the local pedestrian, bicycle, and transit systems to reinforce the area's green agenda and urban character, and making responsible decisions regarding automobile usage, parking resources, and the network of streets. The following recommendations detail both low cost short-term strategies as well as long-term capital improvements to help improve the pedestrian experience; make WPB the center of Chicago's bike culture; improve public transit use; manage parking, valet, and loading; and reduce congestion.



Figure 105. Make Connections Overview Diagram

Improve the Pedestrian Experience

Improving the pedestrian experience requires creating an area where drivers are aware that pedestrians are present by providing high profile pedestrian amenities, reducing the street crossing distances at intersections, reducing driveways, and improving the walking paths along the SSA corridors. Recommendations that improve the pedestrian experience seek to provide information for the pedestrian, edit the physical environment to make walking safer and more comfortable, and to utilize the zoning and design review process to encourage more walkable streets.

Provide information for the pedestrian.

7.1 Create pedestrian gateways.

ACTION > Spend the Budget

Work with CDOT to construct gateway entry signs.

High profile pedestrian amenities will alert drivers to be more aware of pedestrians. This can begin with gateway signage indicating to drivers that the Wicker Park Bucktown neighborhoods are pedestrian focused, for example, “You are entering one of America’s premier walking and biking communities – Please drive slowly, be watchful and safe.”

Signage placement should cover those locations highlighted in Recommendation 3.1:

- Western and Division;
- North at the Kennedy;
- Ashland at the Kennedy;
- The Polish Triangle; and
- The Six-Point Intersection.

Additional signs should be deployed along Ashland and Western to remind drivers to slow down and along Milwaukee because it is such an iconic street in the community.



Edit the physical environment to make walking safer and more comfortable.

7.2 Add new signage and additional crosswalks; upgrade existing facilities.

ACTION > Spend the Budget

Work with CDOT to establish and construct additional pedestrian crossings on Damen, Milwaukee, and North Avenues.

Work with CDOT to upgrade all pedestrian crossings at signalized intersections of Western and Ashland Avenues to include international crosswalks and pedestrian countdown signals.

ACTION > Review

Work with the Alderman to review all development plans and work to have those developments contribute to local intersection improvements.

Pedestrian signage and clearly marked international crosswalks will warn drivers that pedestrians are expected at these locations and that drivers are legally bound to stop for pedestrians when they are in the crosswalk. The countdown signals give pedestrians the time information they need to cross busy streets safely. There are many locations where additional crosswalks can be improved or initially constructed on Damen, Milwaukee, and North Avenues to solidify them as retail and pedestrian streets. All existing crosswalks should be clearly marked and signed along the traffic heavy roadways of Western and Ashland Avenues.

7.3 Reclaim pedestrian space and slow traffic with bump-outs, striping, and by removing excess asphalt.

ACTION > Spend the Budget

Study additional locations to reclaim pedestrian space.

ACTION > Advocate

Work with CDOT to establish and construct pedestrian crossings throughout the SSA.

Work with CDOT to install bump-outs and stop signs on Damen and North Avenue.

ACTION > Review

Work with the Alderman to review all development plans and work to have those developments contribute to local intersection improvements.

Bump-outs provide an opportunity for a pedestrian to cross a street more safely, crossing a shorter distance and therefore lesser amount of time. These sidewalk extensions are placed at intersections and essentially shield parking, while allowing through traffic and bicycles to pass through. By creating bump-outs and shielding parking, the effective distance to cross at an intersection is reduced by 16 feet. Damen Avenue and North Avenue would benefit from added bump-outs, stop signs, and other traffic control devices that would help to calm the traffic and make them more pedestrian friendly.



Curb bumpout.

7.4 Install pedestrian HAWK signals.

ACTION > Advocate

Work with CDOT on the feasibility of installing pedestrian HAWK signals.

Pedestrian HAWK (High-intensity Activated crossWALK) signals help provide a safe zone for pedestrians crossing roadways at unsignalized intersections. They are pedestrian activated traffic signals that provide stop lights over the roadway so a vehicle will come to a stop and allow pedestrians to safely cross the roadway with the guidance of countdown pedestrian traffic signals.

When the overhead light is not activated by a pedestrian, it is dark and allows drivers to safely pass through the intersection unimpeded. However, when a pedestrian wishing to cross the street activates the signal with a push button, the HAWK signal begins by flashing yellow to warn drivers that someone will be crossing the street. The next step is a solid yellow light signaling drivers to prepare to stop, similar to a typical traffic signal. The signal then turns solid red requiring a driver to stop. The signal then goes to flashing red, indicating that drivers can proceed once the pedestrian has crossed the road safely. The signal returns to a dark position after this cycle.



Pedestrian HAWK signal.

Target the following locations for the introduction of HAWK signals: Western Avenue, Ashland Avenue, and Division Street (at St. Elizabeth's Hospital).

7.5 Eliminate or replace news stands.

ACTION > Spend the Budget

Establish a program to eliminate or replace news stands.

Some news stands in the SSA are broken. Other locations have new stands which block the pedestrian way. The SSA should work to eliminate or replace these new stands. Busy locations such as bus and train stops could provide the opportunity for a local news vendor such as the one located on Division Street and Ashland Avenue. This vendor could relocate when the Polish Triangle is renewed.

7.6 Encourage sidewalk repair and maintenance.

ACTION > Advocate

Work with CDOT and local property owners to repair broken sidewalks.

A good walking experience can be hindered by cracks in sidewalks. The SSA should work to locate and eliminate all deteriorated walking surfaces. The City of Chicago has a Shared Cost funding program for this purpose, and the Existing Conditions section of this report documents many locations of distressed sidewalk surfaces and other blockages for reference in tackling this issue.

7.7 Innovate with construction scaffolding and chain link.

ACTION > Spend the Budget

Establish a program to pay local artists to create scaffolding artwork.

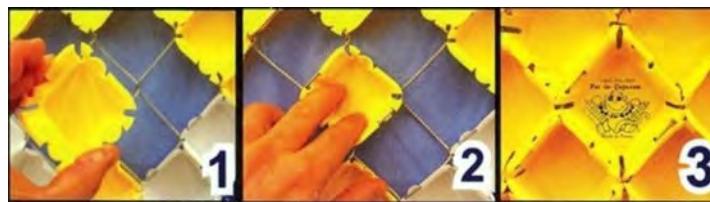
ACTION > Review

Work with the Alderman and developers to establish aesthetically appealing scaffolding and chain link fencing during development.

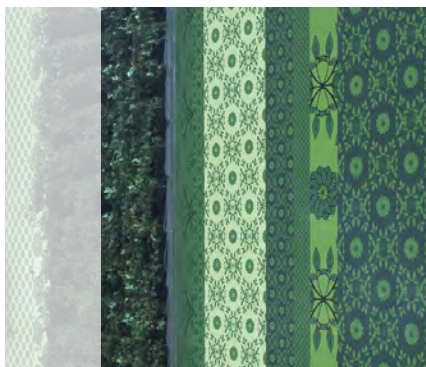
Wicker Park and Bucktown are trend setting neighborhoods, yet scaffolding and chain link fencing during the construction process is only typical. Further, development is virtually ongoing in this changing neighborhood, so scaffolding and chain link fencing are virtual fixtures in the community and should reflect the community's flair.



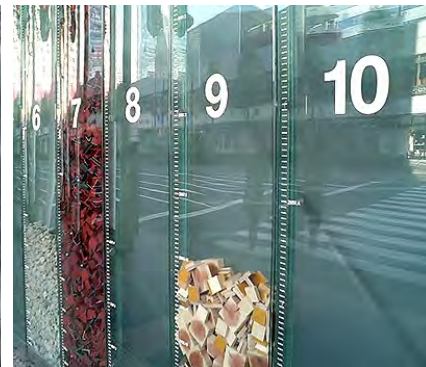
Source: www.camouflage.fi



Top Source: www.jimisermann.com; Above Source: www.putincups.com



Source: www.klein-dytham.com



Source: www.pingmag.jp



7.8 Create safe and attractive pedestrian and bicycle connections under the Kennedy Expressway.

ACTION > Spend the Budget

Establish a program to pay local artists to re-image highway underpasses to welcome visitors to the neighborhood. Soften the highway underpasses with landscaping, lighting, reflective paint, sidewalk and bike improvements.

ACTION > Advocate

Work with IDOT, CDOT, and the Alderman to re-image, soften and make safer highway underpasses.

The Kennedy Expressway divides Wicker Park and Bucktown from surrounding communities. Its stark physical structure and heavy vehicular traffic accentuates this division, and yet, community members traverse this border with frequency, drawn by the conveniences of a large shopping center just east of the highway overpasses. To soften and welcome guests from surrounding neighborhoods, the SSA should work with IDOT, CDOT, the Aldermen, and local artists to re-create this space as a place that says something about the funky and interesting neighborhoods that travelers are fast approaching as well as making safer the trip for walkers and bikers. In the short term, consider Do-It-Yourself murals using reflective tape or paint.

Specifically for bikes, underpass design should accentuate the bike route to make it as safe and comfortable for bikers as possible, while making bikes as visible as possible for drivers. Where feasible, the travel lane should be narrowed and a bike lane should be painted a solid reflective green on the pavement. Overhead lighting should be installed above the bike lanes and shine directly down on this lane, illuminating the bike lane and bikers. This is critical during days of bright sunlight when drivers have a difficult time quickly adjusting from the sun to darkness under the overpass.

Damen Avenue Underpass: Probably the best opportunity to implement reflective pavement and overhead lighting since the northbound lane is currently marked as a bike lane while the southbound lane is a shared bike lane that merges with a right turn lane at Webster. This right turn lane may present difficulty and should be reanalyzed for its vehicular need. Damen Avenue is a posted bike route.



Figures 106a. and b. Photo of Existing Conditions on North Avenue under the Kennedy and Proposed Improvements.

Webster Avenue Underpass: This is an opportunity to reduce the four lane cross section (two lanes in each direction) and the six foot median that divides the roadway and replace it with a three lane cross section (one lane in each direction and a left turn lane) and a marked and well lit bike lane. Webster Avenue is a posted bike route.

Ashland Avenue Underpass: This is clearly an opportunity to narrow the outside travel lane – which is 21 feet in each direction – and construct a reflective bike lane and lighting. The constraints here are the older railroad bridge just north of Cortland, where the outside through lane is only 19 feet wide and the old columns supporting the bridge create a constricted feeling for both cars and bikes.

Cortland Avenue Underpass: This another good opportunity to implement reflective pavement and overhead lighting since the east and westbound lanes are marked bike lanes under the railroad bridge east of Ashland Avenue. Under the Kennedy Expressway to the west the bike route becomes shared, as there are two vehicular travel lanes in each direction. These two travel lanes should be reanalyzed for their need since there are no on and off ramps for the Kennedy at this location and the roadway returns to one lane in each direction (with parking) outside of the overpass. Cortland Avenue is a posted bike route and ties into the longer Armitage Avenue bike route.

North Avenue Underpass: This underpass is physically restricted by the railroad bridge just east of the Kennedy Expressway. This underpass will require further study should North Avenue be converted to a designated bike route in the future.

Division Street Underpass: This is another underpass that is restricted by the adjacent railroad bridge just east of the Kennedy Expressway. At the Kennedy underpass the cartway is 76 feet, while at the railroad bridge it is only 48 feet. This narrowing makes striping a bike lane difficult given the higher volumes of vehicular traffic. However, Division Street is a recommended bike route as designated by the Chicagoland Bicycle Federation. One interesting opportunity would be to take the bike lane off of the roadway completely. The Kennedy Expressway overpass was built very wide with an additional 30 feet of opening both north and south of the sidewalks. This area could be opened up, day-lighted, and constructed with an off-road bike lane. And, the railroad bridge has very wide sidewalks between the bridge columns and the embankment that could also be used for striped bike lanes. Our observations suggest that bikers may be using this sidewalk already.

Utilize the zoning and design review process to encourage walkable streets.

7.9 Extend Pedestrian Street designations.

ACTION > Advocate

Work with the Alderman to extend Damen, North, and Milwaukee Avenues' Pedestrian Street designations within the City of Chicago Zoning Ordinance.

Work with the Alderman to establish Division Street as a Pedestrian Street within the City of Chicago Zoning Ordinance.

ACTION > Review

Work with the Alderman and developers to review development impacts on pedestrian roadways.

Damen, North, and Milwaukee Avenues are designated within the City of Chicago Zoning Ordinance as pedestrian streets extending for about one block surrounding the six corner intersection. Division Street is not designated as a pedestrian roadway. However, the lengths of these roadways in the SSA require protection from development concerns that would increase direct vehicular access to them or create developments with an auto focus. Driveways along pedestrian streets create safety concerns and conflicts for pedestrians and bicyclists and need to be eliminated on these roadways. This is not an attempt to stifle development. It is a goal to create a clear development environment that is safe for pedestrians. Opportunities for vehicular access are provided by side streets and alleys.

7.10 Launch a design review initiative on Ashland and Western Avenues.

ACTION > Review

Work with the Alderman and developers to review development impacts on Ashland and Western Avenues.

Although Western and Ashland Avenues are not pedestrian streets, they have sidewalks and a future as pedestrian and transit oriented development opportunities. Therefore, all development along these corridors should conform to minimizing driveways, creating wide sidewalks, and promoting transit use with design and density.

7.11 Convert parking spaces to café seating along Damen and Milwaukee.

ACTION > Advocate

Work with the Alderman, CDOT, and business owners to extend their café seating into on-street parking spaces.

The sidewalks are narrow on Damen and Milwaukee Avenue. In the context of reclaiming the streets for the pedestrian, there may be opportunities to provide additional café seating in on-street parking spaces in some locations.



Outdoor cafe seating.

Make WPB the Center of Chicago's Bike Culture

Wicker Park Bucktown is already one of the most popular neighborhoods for bicyclists in the City of Chicago. The SSA should continue to make the neighborhood a destination for bicyclists by implementing innovative programs to encourage more people to ride their bikes and advocating that priority be given to bicyclists on the local roadways. The goal is to be recognized, either formally or informally, as the pre-eminent neighborhood in Chicago for bicycling. The following recommendations will require a combination of advocacy and education, marketing, and engineering.

Advocate and educate to get more people out on the streets and riding their bikes.

7.12 Advocate for bicycle improvements.

ACTION > Advocate

Lobby the Aldermen/State Representatives/State Senators to embrace the bicycling community in Wicker Park Bucktown and support the innovative measures that the SSA proposes.

Encourage the Aldermen to hold community meetings on bicycling to get feedback from more stakeholders on biking in Wicker Park Bucktown.

Getting the support of the local Aldermen, State Representatives, and State Senators for making WPB the Center of Chicago's bike culture will make it much easier for the SSA to implement the improvements suggested in this study, both on the approval side and the funding side. The SSA and the Aldermen have the ability to get more people riding their bikes, which makes it safer for the existing bicyclists in the area and reduces the vehicle usage in the neighborhood.

7.13 Organize community bicycle event programs.

ACTION > Spend the Budget

Plan events that are focused on bicyclists.

ACTION > Advocate

Work with the Aldermen and the Chicago Department of Transportation (CDOT) to plan an event where one of the SSA roadways is closed off to motor vehicle traffic for a day.

Market the events with the Chicagoland Bicycle Federation.

Bicycle events promote bike riding in the SSA. Any event that is bicycle-centric will draw more bicyclists to the neighborhood which is the overall goal of this plan. A sample of these event could include: bicycle tours of artistic and historical aspects of the neighborhood, educational events for new/young riders, bicycle registration events, bicycle vendor expos, WPB Walk or *Bike to Work Day*, a mini-*Ciclovía* that closes Milwaukee, Damen, or Division to automobile traffic for a day or week. Another example is World Car Free Day, which is a worldwide event with the objective of reclaiming space for pedestrians and bicyclists.

7.14 Educate new riders and car drivers.

ACTION > Spend the Budget

Engage the Chicagoland Bicycle Federation (CBF) and their Bicycle Ambassadors program to work with beginning and intermediate bicycle riders in the neighborhoods at local events.

ACTION > Advocate

Promote CBF's bike to work education services to local businesses and institutions.

The SSA should expand its relationship with the Chicagoland Bicycle Federation both to improve the education of riders and drivers in the neighborhood, and to gather additional support for bicycle improvements in the area. CBF runs the *Bicycle Ambassadors* program, which gives demonstrations at both public events and to private companies.

7.15 Create a Bike Buddy program.

ACTION > Spend the Budget

Survey area residents to determine demand for this type of program. Create a Bike Buddy program and a website to facilitate this effort. Publicize the Bike Buddy program with a marketing effort.

A *Bike Buddy* program links new bicycle riders with experienced riders with the goal of having the experienced rider make the new rider feel more comfortable riding his or her bicycle on the street. Similar programs are in place in Seattle and San Francisco. The SSA could work with CBF to institute this project as a pilot project in the City.



San Luis Obispo Bicycle Map.

Market WPB as a bike-friendly community to bring new people to the area and set it apart from other neighborhoods in the City.

7.16 Bike Wicker Park Bucktown!

ACTION > Spend the Budget

Create a unique program to increase bicycle ridership and market the area to other neighborhoods.

Create and distribute a map and website for *Bike Wicker Park Bucktown*.

ACTION > Advocate

Distribute the map at as many places as possible.

A *Bike Wicker Park Bucktown* program will encourage neighborhood biking and help establish the neighborhood as Chicago's premier "bicycling neighborhood." This program should highlight the resources of the neighborhood to bicyclists in other parts of the City and to tourists who rent bikes or participate in the future bike sharing program. *Bike Wicker Park Bucktown* would include a map and a website that would illustrate the neighborhood's transportation assets such as the existing bicycle routes, transit locations, bike sharing facilities, off-street bicycle parking locations, bicycle friendly establishments, historic land uses and other areas of significance. The SSA could work with local businesses and neighborhood groups to sponsor the program, and the cost of the program could be offset by allowing local businesses to sponsor the program.

7.17 Design and install new bicycle signage.

ACTION > Spend the Budget

Design and install unique street signs that identify Wicker Park Bucktown as a bicycling community.

ACTION > Advocate

Work with Aldermen and CDOT to ensure that these unique signs are approved.

Allow for sponsorship of these signs to offset the cost.

Signage is an excellent way to not only alert drivers to the presence of bicyclists but also brand the neighborhood as a bicycling community. It is also an opportunity to have local artists design and display their art in a public setting to thousands of people daily. New bike signage should be considered for locations where there is already a concentration of bicyclists as well as locations that are not already saturated with signs. Locations along Milwaukee Avenue should be considered for new signage as a pilot project for the community.



Bicycle safety advocacy signage.
Source: www.looknyc.org

[In 2028, “there are free bikes to ride for the general public. Local stores give 5% discount for anyone that shows their biking helmet.”]



Figures 107a. and b. Photo of Existing Conditions along the Hipster Highway and Proposed Improvements to Bike Lanes and Signage

7.18 Provide bicycle parking at festivals.

ACTION > Advocate

Work with the local festivals to dedicate space and employee time for bicycle valet parking.

Local festivals such as *Do Division*, *Wicker Park Fest*, *Around the Coyote*, etc. could provide a bike valet system, similar to existing programs at Millennium Park and Wrigley Field, to allow bicyclists to leave their bikes in a secure area, while staff takes their information and gives them a ticket. The bicyclist would bring the ticket back to obtain their bike when they want to leave the festival but could use the ticket in the interim as a voucher to receive discounts from area stores. This gives priority to bicyclists by allowing them to park their bikes as close as possible to the festival and also gives them the security that someone else is watching over their bike as they enjoy the festival. The valet system and/or valet tickets could be sponsored to help offset the cost.

There is also the possibility of using unused space under the “L” tracks or off-street parking lots as bike valet areas on the weekends. The SSA would have to pay to run a service like this and would need to work out an agreement to use the land for the purpose of temporary bicycle parking.

7.19 Sponsor Bike to Work Week activities.

ACTION > Spend the Budget

Sponsor and host events and activities during Bike to Work Week.

Every year, the Chicagoland Bicycle Federation sponsors Bike to Work Week in Chicago. In 2008, over 3,500 commuters signed up as part of the program. Because Milwaukee Avenue is one of the heaviest traveled bicycle commuter routes, the SSA should take part in this event. The SSA should work with the Bike Federation to host a Commuter Station one day where bikes are checked free of charge by a mechanic and refreshments are provided. Consideration should also be given to holding a separate event for bicycle commuters that promotes Wicker Park Bucktown to bicycle commuters.

Engineer and implement additional bicycle infrastructure to help cyclists feel safe riding in the area.

7.20 Introduce new bicycle lanes and make all bicycle lanes more visible.

ACTION > Advocate

Provide bicycle lanes on Western Avenue and Ashland Avenue to encourage bicycling on these roadways.

Support new bike lanes on the Bloomingdale Trail and additional innovative bicycle features including bicycle lanes painted (green!).

Gather support for a new bicycle trail along the Chicago River.

Providing additional bicycle lanes in the SSA will encourage more people to start riding their bikes. Western Avenue and Ashland Avenue currently have minimal amount of bicycling activity due to the volume and speed of traffic and the lack of bicycling facilities. Providing bike lanes on these roadways would make bicyclists feel safer and increase the number of riders on Western and Ashland. Bike lanes on these two roadways would need to be extended to the north and south, and not just limited to the segments in the SSA. The SSA should offer its support to any proposals to increase the number of bike lanes or trails in the area as well as pursue initiatives to convert striped bicycle lanes into fully painted green bicycle lanes.

7.21 Advocate for the installation of bike boulevards in WPB.

ACTION > Advocate

Support CDOT's future bicycle boulevard effort, and lobby the Aldermen to ensure they are installed in the neighborhood.

Bicycle Boulevards are typically existing residential roadways designed to encourage bicycle use and discourage cut-through traffic. They give riders an opportunity to stay off of roadways that contain high car traffic. Since the SSA roadways are higher volume commercial roads, they would not be appropriate for bike boulevards. However, the SSA should support neighborhood bike boulevards when they are implemented. Good candidates for neighborhood bike boulevards include Paulina, Leavitt, LeMoyné and Evergreen streets.

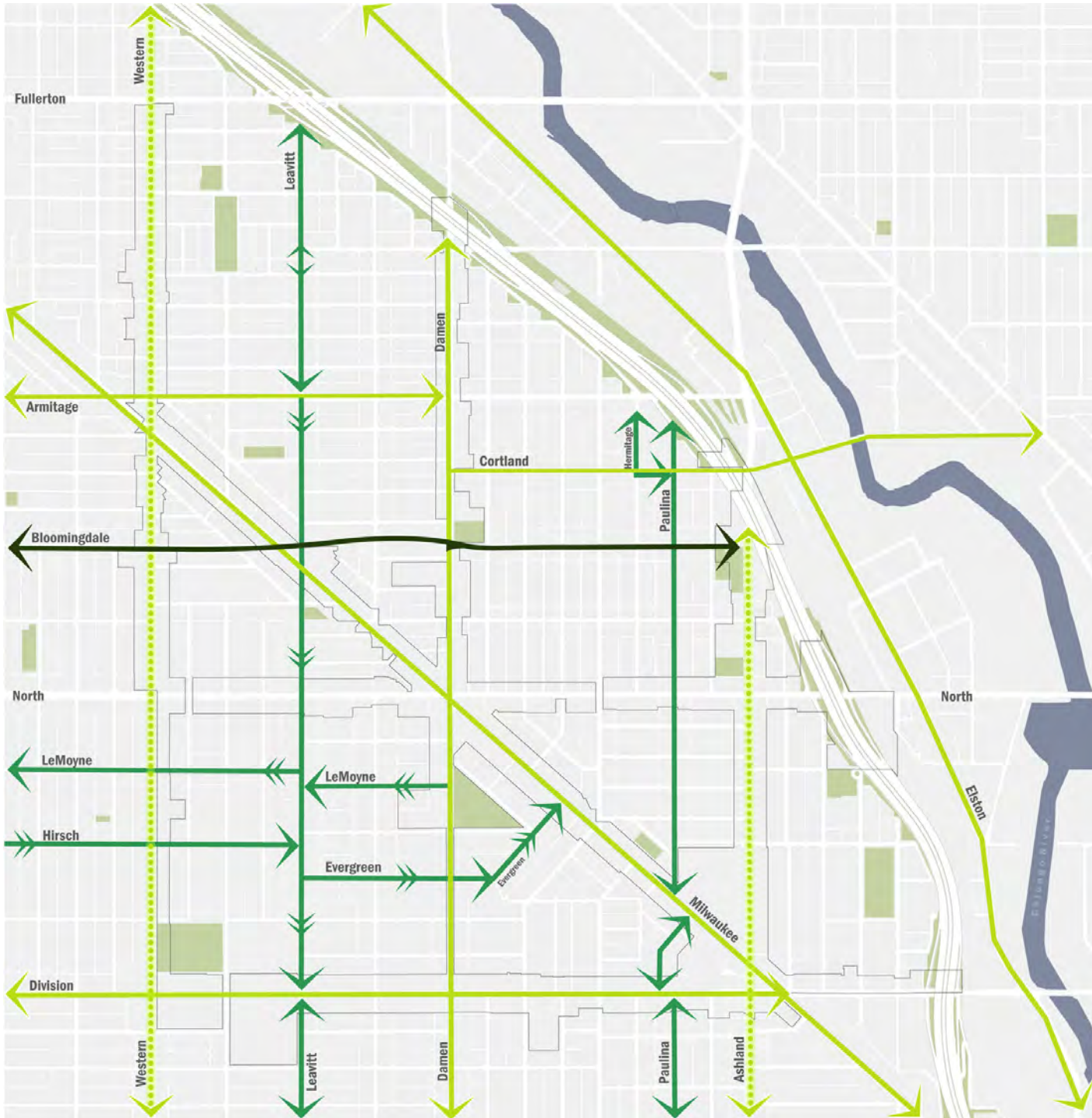


Photo Booth suggestion from Open House.
 Built example in Brooklyn, NYC.
 Source: www.nycbikemaps.com

Bicycle Improvements

- Existing Marked or Shared Bike Lanes
- Proposed Shared Bike Lanes
- Proposed Bloomingdale Trail
- Proposed Bicycle Boulevards

Figure 108. Proposed Bike Lane and Bicycle Boulevards Map



7.22 Add bike shelters to WPB's streetscape.

ACTION > Spend the Budget

Design and install bike shelters at locations on Milwaukee Avenue, Damen Avenue, and Division Street and at CTA stations.

Install *Bike Wicker Park Bucktown* maps at all bicycle shelters in the neighborhood.

Sponsor a design contest for artists and designers in the neighborhood to create future bicycle shelter(s).

ACTION > Advocate

Work with the Aldermen, CDOT, and CTA on bike shelter design principals such as size, materials, and locations.

Offer the opportunity to local businesses to sponsor the bicycle shelters to help offset the cost of installation and maintenance.

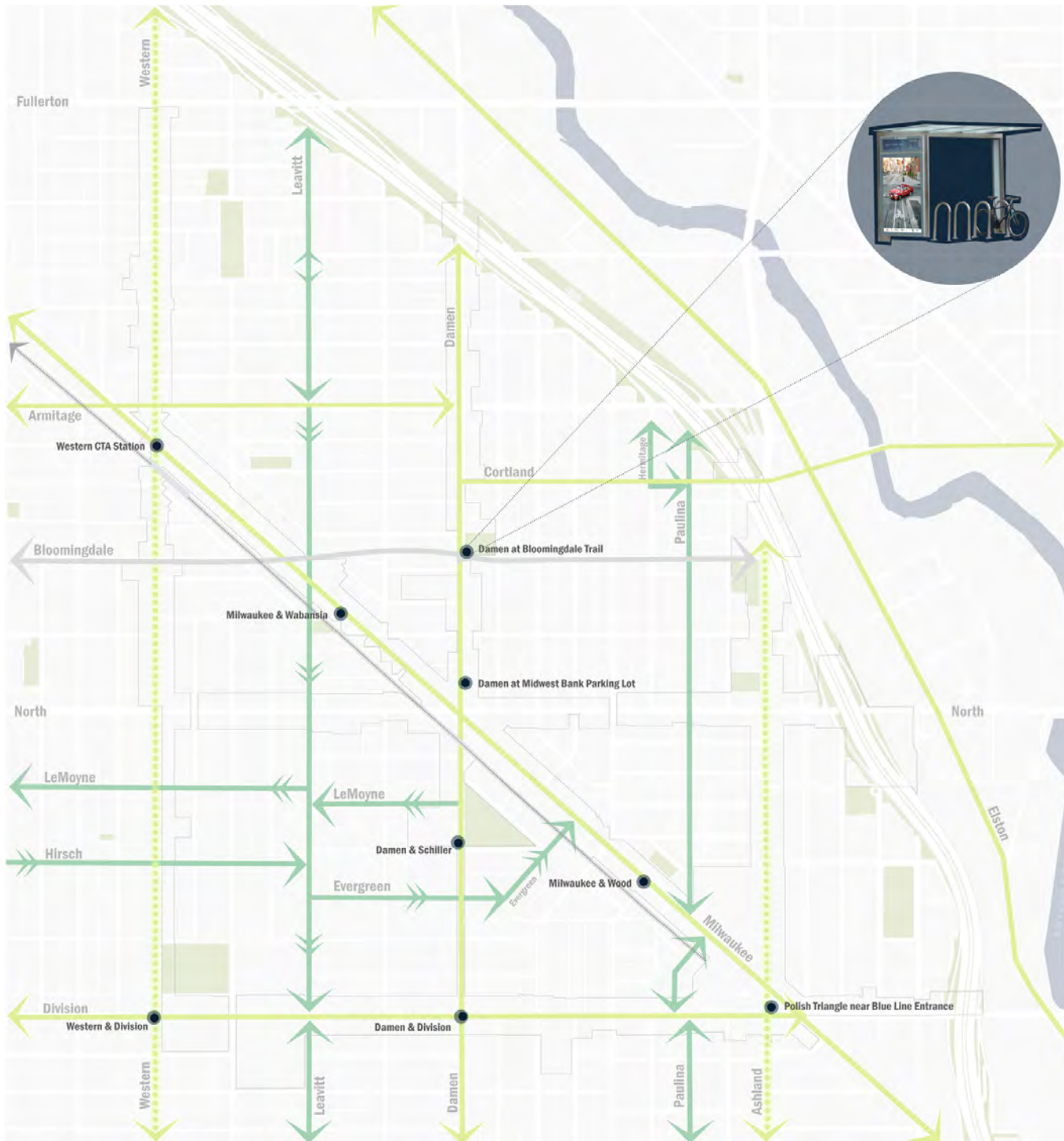
ACTION > Review

Recommend that bicycle shelters be installed on sidewalks with new developments.

Bicycle shelters, similar to bus shelters, are an enclosed or semi enclosed area for parking bicycles. Bike shelters provide more security and shelter than the typical bicycle racks or other fixed objects that are used for parking. Installing bike shelters designed by local artists would be a unique bicycling characteristic in Chicago and provide another public outlet for artists and designers to display their work. Sponsorship opportunities could also be available to local businesses to advertise on the shelters.



Photo Booth suggestion from WPB Open House.



Bicycle Improvements

- Existing Marked or Shared Bike Lanes
- Proposed Shared Bike Lanes
- Proposed Bloomingdale Trail
- Proposed Bicycle Boulevards
- Proposed Bicycle Shelters

Figure 109. Proposed Locations for Bicycle Shelters



7.23 Dedicate more space for bike parking.

ACTION > Spend the Budget

Provide on-street bicycle parking in front of three locations: The Handlebar, The Center for Neighborhood Technology, and Rapid Transit Cycle Shop. While this should be a priority project for the SSA, there is also an opportunity in the future to convert existing parking meter posts to bicycle parking after pay and display meters have been installed.

ACTION > Advocate

Place a link on the SSA's website to CDOT's website that requests bicycle parking locations, and encourage other community organizations to do the same.

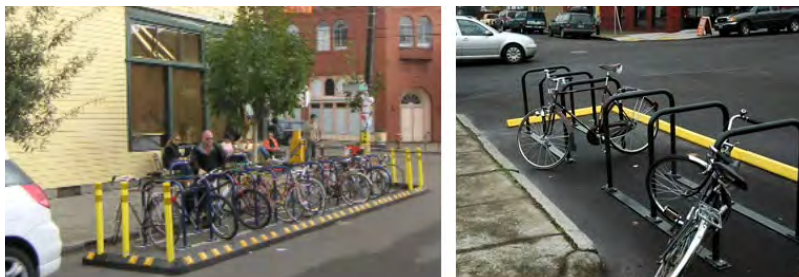
Work with the future Transportation Management Association (TMA, Recommendation 7.45) and local businesses on new bicycle parking locations.

Work with the Aldermen and CDOT on the approval process for on-street bicycle parking.

ACTION > Review

Review all development plans in the SSA district to ensure that each development provides adequate amounts of bicycle parking.

There is an immediate need for additional bicycle parking in the SSA based on bicycle parking counts and observations by Land Strategies. There are numerous ways to accomplish this objective. Providing on-street bicycle parking, which has been a successful practice in other North American locations, creates more space for pedestrians on the sidewalk and returns some of the roadway space to users other than the car. Recommended locations in the SSA are currently not metered so the additional on-street bicycle parking space would not remove a space that is turned over by customers and all three locations have a high demand for bicycle parking and are very bicycle friendly. Future on-street bicycling parking should also be installed on Milwaukee, Damen, and Division.



On-street bike parking in Portland showing necessary infrastructure. Source: www.streetsblog.org



Figure 110. Conceptual Rendering of Proposed On-Street Bicycle Parking

As new development occurs in the neighborhood, particularly retail development, there is the potential to use a portion of that land for secured bicycle parking for both employees of the facility and patrons. The SSA should review plans for new development in the neighborhood to ensure that secure bicycle parking is included.

The following requirements for bike parking are suggested for each future land use:

- **Retail** – For new retail development that includes off-street parking spaces, require one bicycle parking space for every one off-street parking space. Larger retail developments should also be encouraged to install a shower and changing room for employees that bicycle to work. For developments on Division Street, provide one bicycle shelter for every 600 feet of frontage.
- **Hotel** – Require hotels to implement and maintain a bicycle rental program for their guests.
- **Residential** – Require two off-street bicycle parking spaces for every one dwelling unit. Encourage developers to include free bicycles as incentives to prospective home buyers.
- **Parking Lots** – Incorporate bicycle parking with any new off-street parking lot.



Bike Box in Portland, Oregon.

7.24 Claim space for Bike Boxes at intersections.

ACTION > Spend the Budget

Stripe Bike Boxes at signalized intersections along Milwaukee Avenue.

ACTION > Advocate

Work with the Aldermen and CDOT to establish and approve the installation of Bicycle Boxes on Milwaukee Avenue and then at other locations.

Bike Boxes are a physical method to restore space, priority, and safety to bicyclists at signalized intersections. They allow bicyclists to do what they naturally should do by moving them ahead of the vehicle stop bar and therefore making themselves more visible to vehicles. The City of Portland is currently installing Bike Boxes at many signalized intersections.

7.25 Provide bike lane channelization through intersections.

ACTION > Spend the Budget

Stripe colored designations in the middle of intersections as a channelization method to denote bicycle paths in intersections.

Colored striping is an excellent way to denote where bicycles will be as they cross through intersections. CDOT has already completed this type of colored striping in other locations in the City.

7.26 Adjust traffic signals to accommodate bicycles.

ACTION > Review

Work with CDOT to review all new traffic signal plans/modification plans to ensure that the design takes bicyclists fully into account.

Traffic signals are not typically designed with bicycles in mind, but there are adjustments that can be made to do so. These include lead signal phases for bicycles only or placing an actuation device on the side street of signalized intersections that will recognize when a bicyclist has approached the intersection. Both of these improvements will have a significant cost, but could be included when the City or a private developer is modifying or installing a new traffic signal.

Improve Public Transit Use

Making transit an ideal travel choice will be a function of providing protection from the elements at transit stops, bus arrival information to reduce wait times, and financial incentives to further equalize transit use in its competition with the automobile.

7.27 Provide bus tracker information at bus stops and business locations.

ACTION > Spend the Budget

Work with local business owners to install signs or consoles indicating bus arrival times within their stores.

ACTION > Advocate

Work with the Alderman, CDOT, and the CTA to have LED signs placed at bus stop locations.

Waiting for a bus can make minutes seem like hours, especially in poor weather. Wait times can be more costly in the minds of travelers than the walk to the stop or the ride itself. Bus time tracker information should be provided at bus stops and nearby business locations to reduce or eliminate wait times and potentially increase the duration of shopping trips within stores close to corridor bus stops.

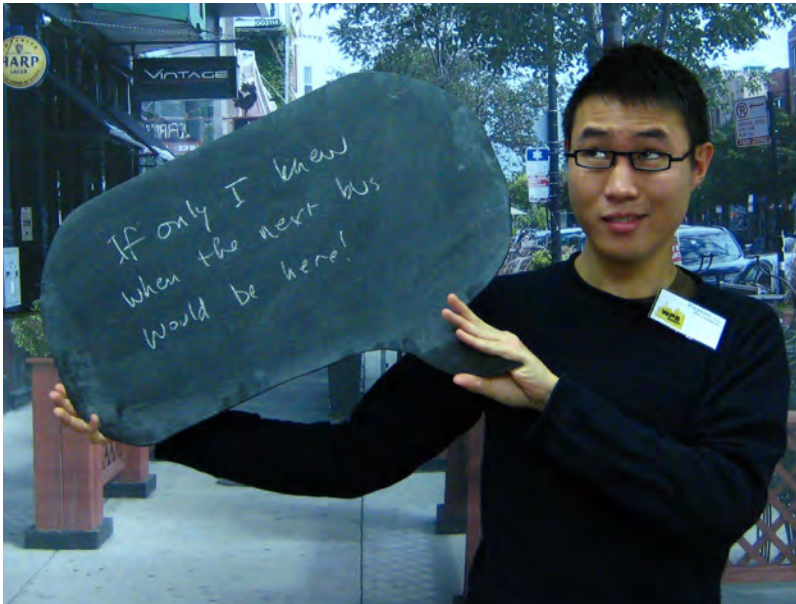


Photo Booth suggestion from WPB Open House.

The CTA currently has a bus tracker system that provides real time information on the arrival of the next three buses at a given stop. By offering this information at a nearby store, a shopper can continue to shop and make a purchase without the worry of missing the next bus or lengthen the shopping trip with the knowledge that the first bus is three minutes away, but the next one after that is 10 minutes away.

A bus tracker system provides real time information on the arrival of buses based upon global positioning software that tracks each individual bus. The Ashland Avenue Routes (9 & X9), the Western Avenue Routes (49 & X49), and the Damen Route (50), and the Milwaukee Route (56) currently have bus tracker capability. The CTA has an LED bus tracker within the bus shelter at the intersection of Madison Street and Jefferson Street. The CTA continues to work on implementation of this product system-wide, but the SSA should work with local businesses to bring this service to WPB as soon as possible.



Bus Tracker Systems.



7.28 Provide protected full bus shelters or benches at bus stops.

ACTION > Spend the Budget

Prioritize locations for new bus shelters and bus stops.

Work with local business to build support for advertising within and construction of new bus shelters and bus stops.

ACTION > Advocate

Work with the Aldermen, CDOT, and the CTA to advocate for the placement of new bus shelters and benches.

ACTION > Review

Work with the Aldermen to review all development plans for their potential impact on existing or future bus shelter locations.

Use development impact fees to pay for new shelters.

Full protected bus shelters reduce the potential for bad weather or even cold winds to cause some people to choose a car over transit. A bench to sit on at a bus stop gives transit riders a rest, especially when riders have groceries, children, or travel luggage. All bus stops that have or potentially have the physical capability to accommodate and maintain a bus shelter should have one built. All other bus stops should have a bench placed on either an interim basis (until a full shelter is constructed) or permanently.

The City of Chicago has a contract running through 2012 with JC DeCaux to install and maintain 2,175 bus shelters throughout the City. Each ward is allocated shelters at no more than 17.4% of its stops – with the exception of the downtown area. Many locations are currently limited by sidewalk width, and some locations are preferred over others by variables such as transfer points, arterial cross streets, traffic generation, heavy use, dominant direction of travel, daily service (as opposed to only peak hour service) and the number of routes served. Although the shelters are semi-permanent structures, the CTA and the City can choose, upon permission of the Alderman, to relocate 10% of the shelters per year.

7.29 Implement traffic signal priority for bus routes.

ACTION > Advocate

Work with the Alderman, CDOT, and the CTA for the study and funding of new traffic signal priority locations for buses in the SSA.

Traffic signal priority allows a bus to activate additional green time to an upcoming traffic signal in order for it to “make the light.” The result is a travel time decrease for riders on the bus. CDOT and the CTA are implementing this program on Western Avenue, between Lyndale Avenue and Diversey Parkway for January of 2009. This five intersection program can be implemented and tested at many locations within the SSA as added value projects to the bus routes or the first phase of larger projects such as a bus rapid transit system. Costs could run between \$30,000 and \$50,000 per intersection.