

# NEAR WEST

The following list incorporates development recommendations for the Mid South Side and additional input from community members at public meetings for three areas of planning: commercial development; transit service; and pedestrian access & urban design. This list should not be considered exhaustive, but rather a guide to begin the next stages of the Reconnecting Neighborhoods project.

## COMMERCIAL DEVELOPMENT

### Short Term Recommendations (1-5 years)

- Install bike racks along Western
- Include pedestrian-friendly amenities along Western, such as walking or biking

### Intermediate Recommendations (5-10 years)

- Commercial Retail Corridor should be developed along Damen
- Develop retail along Madison Street at Damen and at Ashland/Paulina
- Develop a retail at Madison and Western

### Long Term Recommendations (10-15 years)

- Create a residential focus on Madison between Oakley and Hoyne.
- Consider new development for the privately-held parking lots around the United Center
- Can help fund circulator

## TRANSIT SERVICE

### Short Term Recommendations (1-5 years)

- First to have bus tracking
- Damen route is very slow
- Damen and Madison need shelters in all directions (larger sidewalks)
- Consider adding a circular service connecting the Lake-Kinzie Industrial Corridor, improving access to the Green Line
- Improve signage and the pedestrian environment to better connect the United Center with the Blue Line Medical Center Station
  
- Install passenger shelters at bus stops. Ensure future developments include planning for bus shelters.
- Maybe a circulator from district up north?
- Who pays for these developments needs to be defined

### Intermediate Recommendations (5-10 years)

- Street enhancements, such as bump outs, bollards, and planters along Washington and Warren Streets
- Provide greater levels of improvement at places where bus routes intersect
- Use “BusTracker” signage to inform passengers about wait times for bus service

### Long Term Recommendations (10-20 years)

- Create a new L station at Damen on the Green Line

## PEDESTRIAN ACCESS & URBAN DESIGN

### Short Term Recommendations (1-5 years)

- Improve pedestrian crossings at key locations, such as Lake; Washington; Warren; Ogden at Madison; and Ogden at Ashland
- Establish gateway features along Damen and Madison to welcome visitors and residents
- Improve access to community anchors, such as the United Center, and the institutional corridor on Hoyne
- Continue to address the lack-luster character of Lake Street
- Develop a strong network of bike lanes and pedestrian routes in the area
  - Lake & Western
  - Lake & Leavitt
  - Lake & Damen
  - Lake & Wood
  - Lake & Ashland
  - Ashland & Ogden & Madison
  - Between Washington & Warren, from Oakley to Hoyne

### Intermediate Recommendations (5-10 years)

- Provide plaza or open spaces in anticipation of retail destinations and transit stop improvements
  - Lake & Damen
  - Madison & Western
  - Damen & Madison
  - Monroe & Damen
  - Madison & Paulina
  - Ashland & Madison

## ADDITIONAL COMMENTS FROM COMMUNITY MEMBERS

- Types of retail desired
  - food and restaurants (will encourage pedestrian use)
  - grocery store – Western & Madison
  - United Center (restaurants, other entertainment, retail)
  - Coffee shops on Madison between Ashland and Western
  - Service establishments (dry cleaner, shoe repair, Kinko's office supply)
- Two new businesses coming in on Western (a denim store and a shoe store)
- Need more residential to support new retail
- Opportunity for retail that serves United Center and residents
- Great idea to have Green Line Damen stop
- Like signage from Blue Line
- Need transportation connecting area to Medical District
- Madison bus needs to be more reliable during off hours
  - Extend service on Madison X20 bus
  - Rush hour is not reliable/off hours
- Ashland and Western Express busses are needed on weekends
- Bus shelter at Madison & Leavitt
- Lighting is poor throughout the study area
- Commercial corridors need streetscaping first – Madison and Western
- Leavitt & Warren has had some overhead lighting improvements that helped reduce accidents (should be considered elsewhere)