

Transforming and Reconnecting



If you lived at 3700 N. Halsted (just west of Lake Shore Drive), you could quickly walk to the Red, Brown, and Purple Lines. Over the course of the day you would have roughly 380 Loop-bound trains to choose from.

You would also have three express bus options by walking to Marine Drive and catching the 135, 145, or 146 buses, which then run express to the Loop from Belmont. During the morning rush hour (6AM-9AM) you would have roughly 95 express buses to choose from.

Or within roughly a half mile catch the 0, 22, 36, or 151 local buses, which all go downtown.



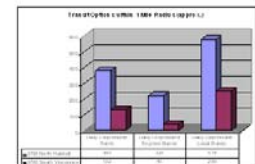
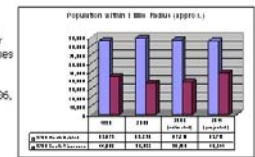
If you lived in the heart of Oakwood Shores (3700 S. Vincennes, just west of Lake Shore Drive), the nearest Green Line stop is over a mile away. Over the course of the day you have 132 Loop-bound trains to choose from.

You would also have two express bus options, the 3 and the 4. During the morning rush hour (6AM-9AM) you would have roughly 40 buses to choose from.

You could not access one of the several express buses that run north along Lake Shore Drive, because they do not stop at Oakwood.

Although the Metra Electric Line tracks are very close, the nearest stations are 10 blocks in either direction, and those stops are only served by local trains.

Reconnecting Neighborhoods

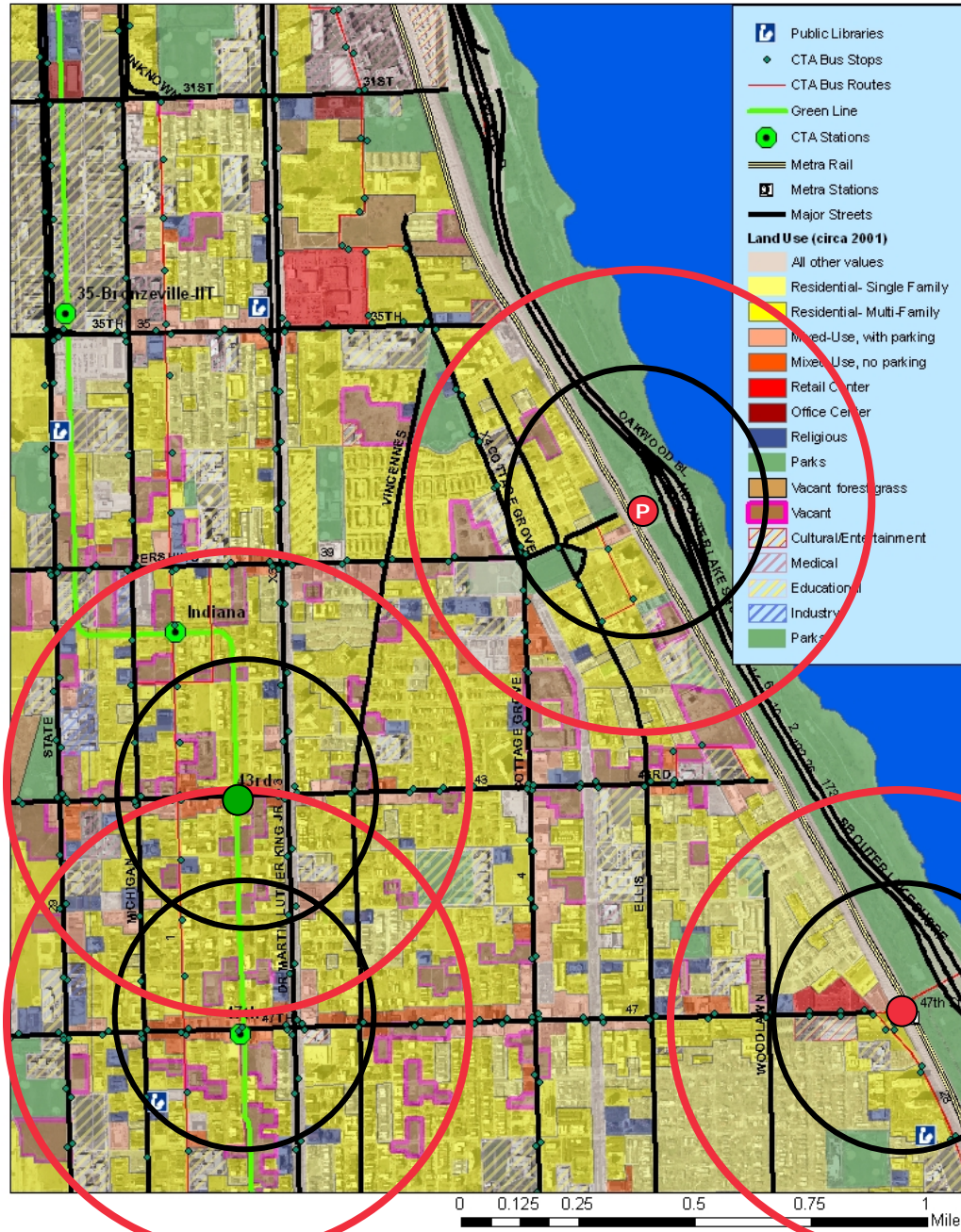


Sources: Transit information from CTA, population projections from CMA and SRC, LLC, geographic data from CTA, City of Chicago, ESRI, and IDNR.

METROPOLITAN PLANNING COUNCIL



South Town





Quad Communities and Transit

- Maintain Strong Community Development Focus
- Maximize CTA and Metra Station Location Potentials
- Stations are Important Access Points
 - Connect Residents to Regional Employment
 - Connect Suburban Employees to the Quad Communities
 - For Development Opportunities
- Stations Are Community Design Elements
 - Where Riders Meet the Systems
 - Need to Be Accessible and Convenient
 - Need to Express Contextual Architecture



Quad Communities and Transit

- Improve the Public Realm to Stations
 - Riders Are Pedestrians when They Arrive
 - The Pedestrian Realm is Related to Commercial Success
 - Emphasize Uses, Transparency, Architectural Ornamentation and Entry Placement
- Provide a “Transit Grid” for East/West and North/South Station Connectivity
 - Connect the Communities to Stations
 - Connect Neighborhoods in the Community

Quad Communities and Transit

- Develop “Signature” Service
 - Brand It - Change the Image
 - Vehicle Type, Name and Color
- Consider a Streetcar as that Signature
 - The Goal - Connecting and Shaping
 - Pedestrians are the First Class Passengers
 - Serves as a Pedestrian Accelerator
 - Supports Commercial Corridor Development



Quad Communities and Transit

- A Definable Boundary
- An Appropriate Set of “Attractors and Producers”
- Opportunity Areas for Redevelopment or Joint Development
- Emerging Pedestrian Environment
- Route Visibility and Identity
- Multiple Modes and Connectivity
- Coordinated Public/Private Efforts



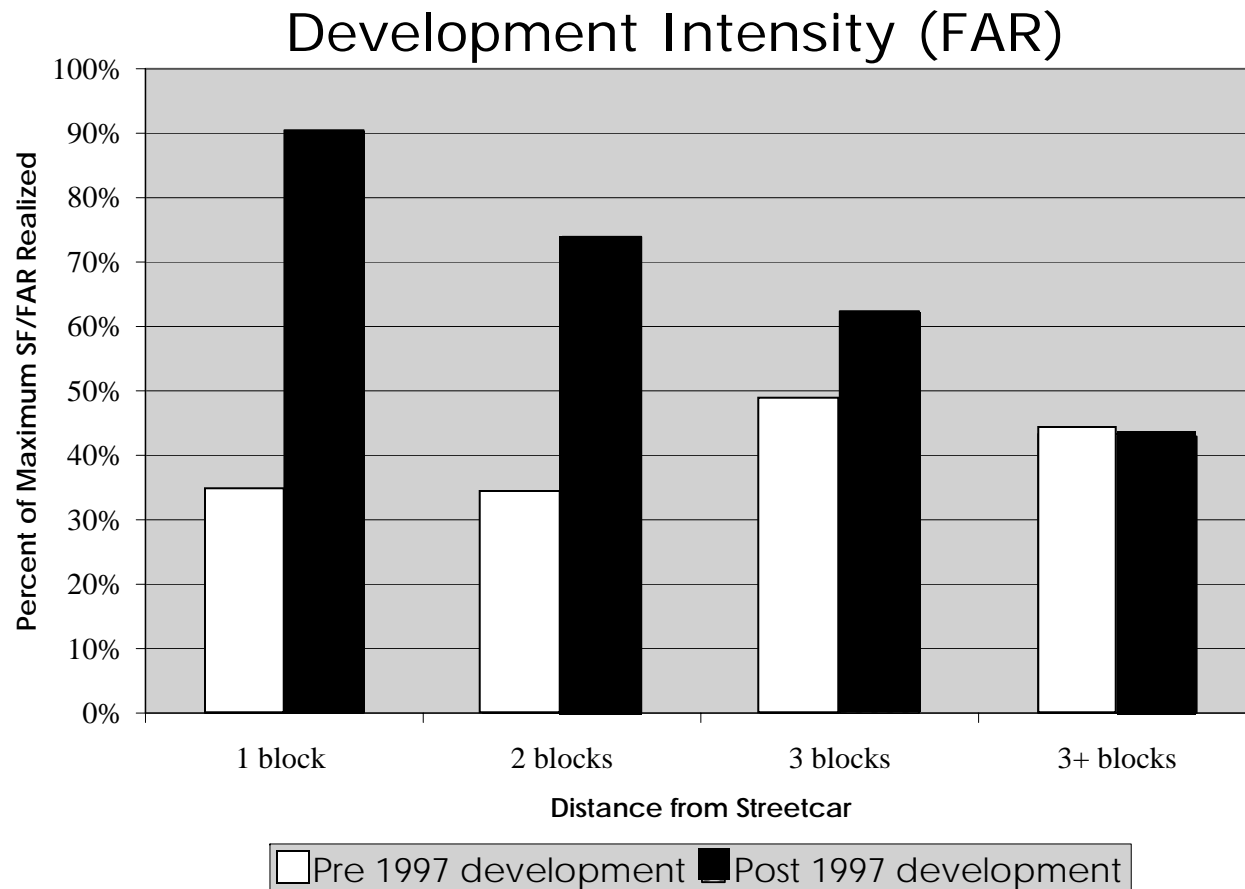
Stimulating New Development



Shaping Patterns of Urban Living



Streetcar - Twice the Intensity



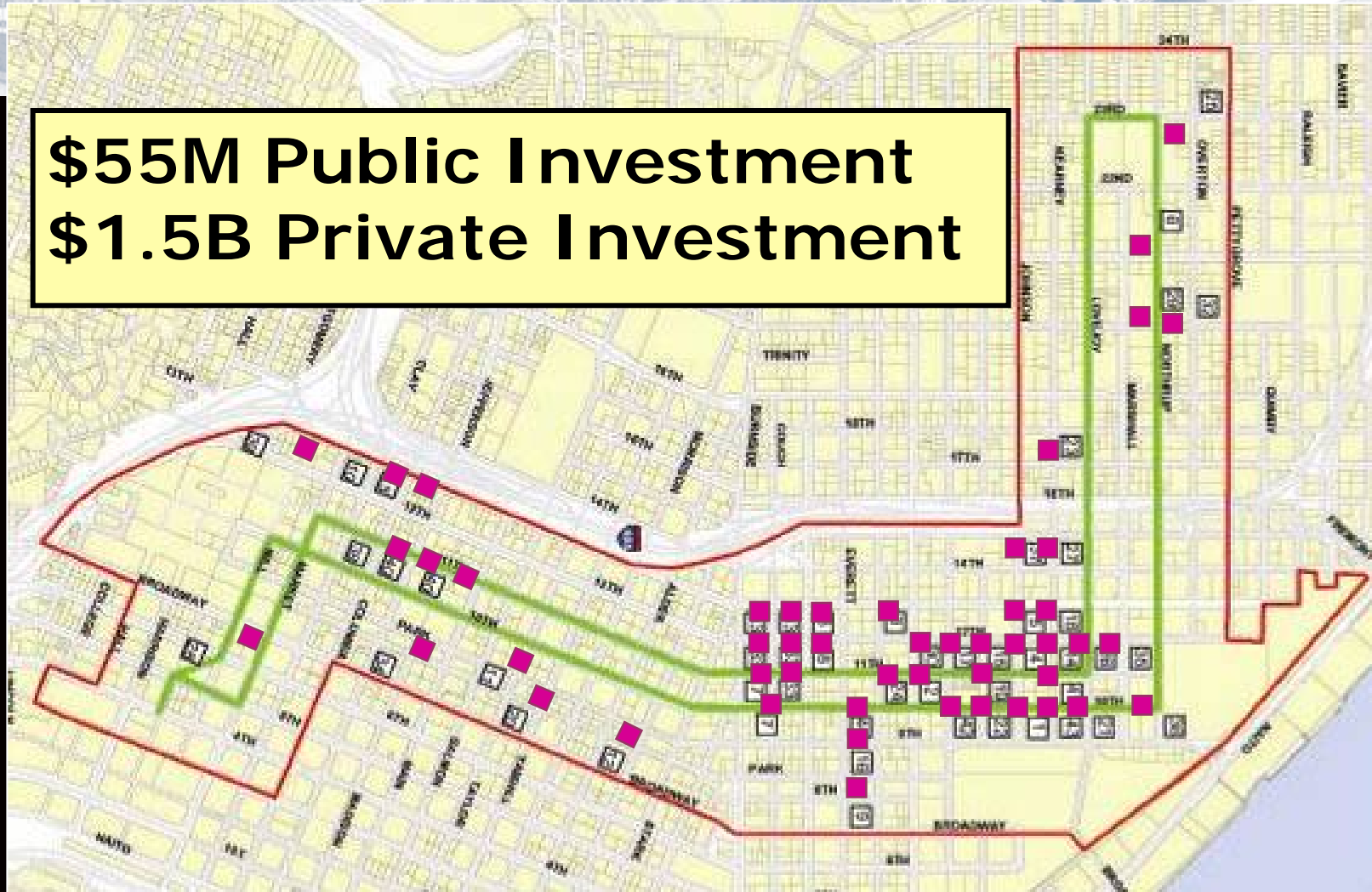
Source: Portland Streetcar, Inc/ E.D. Hovee & Company

Streetcars and Value Creation



Portland Streetcar ROI

\$55M Public Investment
\$1.5B Private Investment



The Goal – Livable and Reconnected Neighborhoods





Questions or Inquiries

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