

MID SOUTH

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. Preservation and enhancement of historically significant aspects of the neighborhood were also discussed. 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 (1-3yrs)

- Improve signage and connectivity to commercial developments north of 35th Street

Intermediate Recommendations (3-5yrs)

- Focus new retail along accessible streets: Cottage Grove, Pershing Road, 35th & 43rd Streets
- Support plans to develop an arts and recreation center at 35th and Cottage Grove
- Development of housing and cultural things is outpacing transit planning and will lead to future congestion
- Further south from 35th a possibility
- Develop/support independent retailers along 43rd Street between Cottage Grove to MLK Boulevard
- Develop mixed-use retail and housing near the Green Line Station at 43rd Street (Study being conducted currently)

Long-Term Recommendations (5-10yrs)

- Encourage mixed use development on Cottage Grove between 40th and 43rd Streets

TRANSIT SERVICE

Short-Term Recommendations (1-3 yrs)

- Make the extended service hours of the #43 bus permanent (extended service began in Spring 08' from 7p.m.–12:30a.m. between 47th/Green Line/Red Line and 43rd/Oakenwald)
- Build #39 bus turnaround in the parking lot of the beach east
- Bus preferred by some because of limited access
- Restore local service such as #1 bus when it took Drexel, and strengthen bus service east of Cottage Grove

Intermediate Recommendations (3-5yrs)

- Improve accessibility to the existing Green Line stations at Indiana and 43rd Street through better signage, lighting, and sidewalk construction (Study being conducted currently at 43rd and 3rd Ward lighting has begun on Wabash from 42nd to 43rd)
- Improve bike parking at train and bus stations
- Install additional bus shelters to protect riders from the elements and provide travel information.
- Ensure new developments include space for shelters
- Run an express bus through the Mid-South, along Cottage Grove and onto Lakeshore Drive to the Loop
- Add weekend service hours for the #39 bus

Long-Term Recommendations (10-20yrs)

- Open new Metra Stations along lakefront, perhaps at 31st, 35th and 39th

PEDESTRIAN ACCESS AND URBAN DESIGN

Short-Term Recommendations (1-3yrs)

- Continue to promote façade & signage enhancements for existing building programs
- Engage youth in process; make sure they are a part of the planning process
- Improve levels of public safety in the area
- Use effective and clear signage to direct lakefront visitors to the neighborhood's retail and commercial businesses
- Incorporate street furniture near L stations, and mark historic places of interest clearly (e.g. 35th & Cottage Grove)

Intermediate Recommendations (3-5yrs)

- Improve pedestrian crossings along Martin Luther King Boulevard
 - bump outs, clear crossing areas, countdown signaling) at 35th, 37th, Pershing, 41st, and 43rd Street crossings
- Improve access to the Lake (pedestrian and bicycle routes)
 - Pedestrian bridge now planned for 43rd Street and planned improvements to the 35th and 42nd Street bridges)
 - Future 43rd Street crossing
 - 41st, 43rd, and 49th Street crossings
 - Pershing crossing
 - Improvements to 35th Street crossing
 - Sign from King Drive
- 35th and Cottage intersection needs improvement to better coordinate the use of the intersection by pedestrians, bikes and cars

Long-Term Recommendations (5-10yrs)

- Explore new streetscape (ex. sidewalks, road improvements, banners, planters, benches) along
 - 35th Street from Cottage Grove to Martin Luther King
 - Pershing from Martin Luther King to Langley
 - 43rd From Berkeley to Prairie
 - Cottage Grove from Bowen to 48th Street
- Better bus routes, people-friendly environments, better lighting, awnings/shelters, etc.
- Improve pedestrian environments (better sidewalks and lighting)
 - Along Cottage from 35th to 48thd
 - Along Vincennes from 43rd Street to Browning
 - Along 37th from Martin Luther King to Cottage Grove
 - Along Pershing from Evans to Ellis and Cottage Grove to King
 - Indiana L stop (streets around)
 - 45th-46th Streets east and west of Cottage Grove
 - better access for seniors – crossing at 38th Street (no crossing signal/light)
 - Ellis Park & 35th/Cottage Grove bus stop

ADDITIONAL COMMENTS FROM COMMUNITY MEMBERS

- Locate stores, such as dry cleaners, cafes, etc. close to existing transit stops
 - Small neighborhood restaurant – sit down
 - Along 43rd and south of Cottage Grove near the L stops
 - Consider healthy options; a bookstore; kid’s store; nightlife
 - Neighborhood-style ‘mom & pop’ businesses
 - Mixed business styles
 - Big windows in businesses are friendlier – JB’s as an example
- 39th & Pershing Metra stop
- Green Line/Red Line/Metra connect throughout the city – we need to take advantage of that
- Launch streetcars/light rail/Bus Rapid Transit (BRT) as transit modes for key commercial corridors such as Cottage Grove and 35th St. to support commercial activity and improve north/south and east/west connections
- Localized busses & trolleys connecting to Metra, similar to 16th Street Pilsen bus to support art and cultural activities. It encourages movement throughout the city (Perhaps around Black Metropolis or Bronzeville identity)
- Old 35th Street Metra stop (lakefront) with new 35th Street stop (US Cellular Field) created a strong corridor when both were open
- Streetscapes, especially around former Ida B. Wells, might be inadequate for emergency services, such as fire department. These streets should also provide more direct access to emergency services and healthcare via clinics and hospitals
- 43rd as a focal point – 35th (major arterials)
- We need localized transit service that focuses on serving residents , moving them about the community and select localized routes that link to other communities of import
- Service cuts and reroutes have been detrimental to Mid-South residents’ ability to move, especially the elderly and infirmed. The feeling being that those services have been cut to provide enhanced service for neighborhoods such as Hyde Park
- Design a ‘gateway’ to mark the community’s point of entry
 - consider 39th & Lake Shore Drive; 35th heading east at State; 51st and Cottage Grove/King
- Post decorative sinage at L stations “Bronzeville’s Grand Boulevard”, etc.
 - consider Martin Luther King Drive; between 35th and exit at 39th; along 47th; State and 51st
- Replace missing signage (e.g. viaduct clearance signs at Dan Ryan/McCormick)