South Lakefront Corridor Transit Study

Technical Memorandum 1: Existing Condition Assessment

Draft

prepared for

Chicago Department of Transportation

prepared by

Cambridge Systematics, Inc.

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URS Corporation

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June 7, 2011

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1.0 Executive Summary

1.1 Study Purpose and Need

The South Lakefront study area is currently served by a variety of transit services including CTA local and express bus routes, CTA Red and Green Line rail rapid transit, Metra Electric District commuter rail service and local shuttle routes. Parts of the area are unique in Chicago in relying on commuter rail service to provide urban rail transit. Over the years, community leaders have expressed a desire for improvements to the public transportation services to meet the current and future transportation and economic needs of the study area. The study area has faced many challenges and also presents many opportunities. It includes a diverse assortment of neighborhoods: some are vibrant, some suffer from disinvestment; some have major institutional anchors, some struggle to attract retail; some have high-rise residential buildings, some have blocks full of vacant lots. Each of these communities, despite their differences, relies on the same bus routes, rail lines and roadways to meet their diverse transportation needs. The purpose of this study is to identify the existence of gaps in the existing public transportation network's ability to meet current and future needs and to develop, evaluate and recommend improvements to the public transportation network that can address those needs.

1.2 Work Approach

The overall approach to this project begins with an assessment of the study area's existing travel markets and needs, analysis of the existing and projected land use and development patterns and inventory of the existing transit network infrastructure and operations. Based on this understanding, the study team, in conjunction with input from stakeholders and community members, will develop a series of transit investment options and conduct a screening evaluation of these options. The evaluation process will integrate community-based needs and goals and mobility, livability, and economic development issues as well as service integration, operational, and institutional factors.

Through an iterative process of progressively more detailed levels of screening, the study will result in the identification of two to three transit network investment projects or scenarios for more detailed development in a subsequent study.

1.3 Study Area Background

The study area for this project includes a large portion of the south side of the City of Chicago, bounded by 25th Street on the north, 95th Street on the south, Lake Michigan on the east, and on the west by I-94 from 25th Street to 67th Street and Cottage Grove Avenue from 67th Street to 95th

Street. This area encompasses all or part of 13 community areas, numerous informally designated neighborhoods, and eight aldermanic wards. These communities are not only linked by common transit corridors, but also have historically faced a similar array of economic and social challenges, including concentrations of low- to moderate-income residents, comparatively high unemployment rates and limited retail and service businesses.

1.4 Key Findings

Demographics and Travel Market

- **The study area is highly transit dependent:** Compared to Chicago averages, the study area exhibits higher unemployment, lower income levels, and lower auto-ownership levels.

- **Transit provides critical access to jobs, education, and services:** While some of the destinations for these purposes are found in downtown Chicago and can be accessed by a transit system that is largely geared to downtown travel, others are located in various places in the study area, in other parts of the city and in suburban areas. Comprehensive coverage and connectivity among services is needed.

- **Hyde Park is a major destination within the study area:** Within the study area, Hyde Park is a major center for jobs, higher education and medical services.

- **Destinations outside of the study area are dispersed:** Outside of the Loop, destinations outside of the study area are dispersed; notable destination markets that may have particular potential for improved connections are the West Loop and Midway Airport.

- **There is an opportunity to improve transit mode share for trips within the study area:** The relatively low mode share for trips made entirely within the study area, combined with a largely transit-dependent population, indicates that there may be potential to increase the transit market share within the study area by improving transit services.

Land Use and Development

- **Quality transit service can act as a neighborhood-stabilizing force:** The belt of stable or growing neighborhoods -- along the Lake from the north end of the study area through South Shore (and eventually including Chicago Lakeside) and in the center of the study area -- needs quality public transportation options to maintain choice and flexibility for work trips to the Loop and across the region, and personal/shopping trips to commercial centers situated locally and elsewhere. Such services will foster stability and growth in the future.

- **Development projects are occurring/planned within the study area:** Despite popular perceptions that the area is stagnant, exciting mixed-use and residential redevelopment projects are occurring throughout the study area, including Oakwood Shores, Lake

Meadows redevelopment, Park Boulevard, Legends South, University of Chicago facility expansions, and Lakeside.

- **Transit will be critical to supporting future development:** An effective public transportation network with appropriate options tailored according to land use patterns and end user characteristics is vital to the successful roll-out of study area development projects.

- **Quality transit service can be a buffer against decline:** Providing access via transit to jobs and non-work activity centers is necessary to prevent further deterioration of those portions of the study area that have experienced disinvestment and decline in recent decades. However, new transit service is unlikely be the sole catalyst for regenerating these neighborhoods.

Transportation Services, Infrastructure and Utilization

- **The study area is generally well served by the existing transit network:** CTA rail, bus and express bus service, and Metra Electric Main line and South Chicago branch commuter rail service all operate within the study area. Although the frequency of service for some routes is reduced during weekends and off-peak periods, the study area's dense transit geographic coverage remains intact.

- **Existing services appear to have sufficient capacity to meet existing travel demand.**

  - CTA's peak rail loadings indicate that demand is being accommodated.
  - Metra's capacity utilization rates also suggest that existing travel demand is being accommodated.
  - Changing market conditions and development could change that situation, especially in the northern subareas and at the USX redevelopment site.
  - The bus network in the study area is well-utilized by residents and workers, and remains the most commonly used mode for north-south trips, despite the presence of the three rail transit corridors.

- **Some neighborhoods within the study area exhibit longer-than-average transit travel times:** Three of the selected points of origin within the study area (35th and State, Pershing and Cottage Grove, and 58th and Cottage Grove) exhibit consistently longer travel times per mile than the other points of origin within the study area to the same major destinations.

- **Some neighborhoods have low frequency services during off-peak periods and require transfers between modes and service boards to complete some trips most effectively.** Low off peak service frequencies are common to commuter rail service but inconsistent with urban rail rapid transit service. Transfers between service boards involve additional fares under the current systemwide fare policies.

- **Population density does not necessarily correspond to existing rail transit service:** Two areas of comparatively high population density and low access to rail transit service exist

within the study area: along Cottage Grove between 35th Street and Garfield, and on a few blocks bordering both Jeffery Boulevard and Yates between 75th and 83rd Streets. Comparatively low population density can be found within a half-mile of several study area rail stations.

- **Bus service is heavily used within the study area:** Local CTA bus routes serve the majority of transit trips originating within the study area, with nearly 128,000 average weekday boardings of these services as of September 2010.

- **Study area rail ridership has declined is some parts of the study area:** Rail utilization patterns have experienced significant decline in the southern portions of the study area, particularly at Metra Electric District South Chicago Branch stations and CTA Green Line East 63rd Branch stations.

- **Metra capacity utilization rates fall below the system average.**

- **Study area transit service seems to be meeting passenger demand:** No study area rail service is exceeding capacity; while buses along some key study routes may exceed capacity during peak periods, it is likely that overall demand is being accommodated by existing CTA bus service.

1.5 Conclusions

Based on an analysis of the study area's existing conditions from a travel market, land use and development, and transportation network perspective, the following series of conclusions provide the framework within which transit investment alternatives will be developed and evaluated during subsequent phases of the study, in combination with stakeholder input.

- **Transit network service and access are critical to supporting current study area residents, future development and investment, and preventing the decline of stable neighborhoods. This may be achieved in the following ways.**

  - Improve transit access where it is lacking from very low income neighborhoods to the job-rich areas beyond the Loop within the city and also into nearby suburbs.
  - Improve access to current and future job centers in the study area, such as Kenwood/Hyde Park and the Lakeside USX Southworks redevelopment site, from communities throughout the study area, and Washington Park and Oakland in particular.
  - Improve access for non-work trips to retail/social services/other activity centers within the study area (particularly travel between neighborhoods).
  - Facilitate local circulation within study area around key activity centers and in target redevelopment areas.

- Transit service in areas where existing population and/or employment density is high (or where planned development will increase density) but high quality bus or rail service is lacking and may benefit from service enhancement.
- Locations in the study area that consistently exhibit longer than average travel time per mile to key employment destinations may benefit from new or enhanced transit service.

- **In addition to large-scale infrastructure investments, smaller-scale enhancements to existing service may effectively enhancement transit network performance.**
  - Improve the frequency of service (particularly in off peak periods) at Metra Main Line stations south of 63rd Street to expand the mobility options for area residents; this may also generate additional ridership on the Line.
  - Employ technological tools and small-scale infrastructure improvements to address travel time and reliability issues in key north/south bus corridors, the length of which can result in long and unreliable bus travel times.
  - Metra Main Line stations south of 63rd Street may attract additional ridership through safer pedestrian access to rail stations.
  - Implement fare policy/payment methods and routing changes that encourage transfers between CTA and Metra service; this may generate increased system ridership by reducing financial and logistical barriers for riders.
  - Market existing technology tools, including the CTA Bus Tracker and Train Tracker systems, more aggressively to demonstrate the convenience of transit service.
  - Improve the visibility, attractiveness and comfort of Metra stations in the study area, particularly along the Main Line where station facilities are basic; good lighting, access, signage and shelter would benefit from upgrades and could generate ridership.

2.0 Introduction

The overall approach to this project is to gain a thorough understanding of the nature of the study area travel markets and needs and the existing transit system, review the previously identified improvement options, and conduct a screening evaluation of options using a set of evaluation criteria tied to City and community goals and objectives. The study will then progress to the evaluation of screened options in a quantitative manner to determine order of magnitude costs and benefits and conduct a tradeoff analysis with key decision-makers and with the communities.

Our evaluation of benefits considers community-based needs and goals and mobility, livability, and economic development issues as well as service integration, operational, and institutional factors. The outcome of this study will be the recommendation of two to three system investment projects or approaches to enhance mobility and access within the South Lakefront study area.

2.1 Summary of Work

This report represents completion of one of the first major tasks included in the project scope, the assessment of existing conditions in the study area. Three categories of transportation factors were researched and analyzed, and summarized herein:

- Demographics and Travel Markets
- Land Use and Economic Development Patterns
- Transportation Infrastructure and Service

The purpose of this research is to enable the project team to articulate transportation needs and problems in the study area, to begin the process of identifying solutions and technical means for resolution in a pragmatic yet effective manner. Note that a public and stakeholder involvement process is also being undertaken in parallel with this technical analysis and will identify the issues of concern to the community. The results of that process are documented separately. Alternative improvements will be developed based on the needs and objectives identified through both efforts and advanced through a screening and evaluation process in this study.

2.2 Study Area

The study area for this project includes a large portion of the south side of the City of Chicago, bounded by 25th Street on the north, 95th Street on the south, Lake Michigan on the east, and on

the west by I-94 from 25th Street to 67th Street and Cottage Grove Avenue from 67th Street to 95th Street. This area encompasses all or part of 13 community areas, numerous informally designated neighborhoods, and eight aldermanic wards. These communities are not only linked by common transit corridors, but also have historically faced a similar array of economic and social challenges, including concentrations of low- to moderate-income residents, comparatively high unemployment rates and limited retail and service businesses.

Over the last 20 years, the City, business, and civic community have demonstrated strong leadership and commitment in working to address many of these challenges, including the Chicago Housing Authority's *Plan for Transformation*, the introduction of new charter school development initiatives like *Renaissance 2010*, and comprehensive community redevelopment efforts like the Local Initiatives Support Corporation/Chicago's *New Communities Program*. Although these and other large-scale investments have helped to stabilize and support the study area, more work is still needed to strengthen the community infrastructure and improve local connections to the City and regional economy.

This ongoing work can be supported through transportation system investments that encourage links between the key study area redevelopment sites and points of interest, as well as with the Loop and broader region. The ongoing and planned expansion of McCormick Place, the redevelopment of Motor Row along South Michigan Avenue, new developments including Lakewood Meadows and Oakwood Shores, the University of Chicago Master Plan, and the complete redevelopment of Lakeside at the former USX Southworks site each have the potential to function as transformative projects within their neighborhoods.

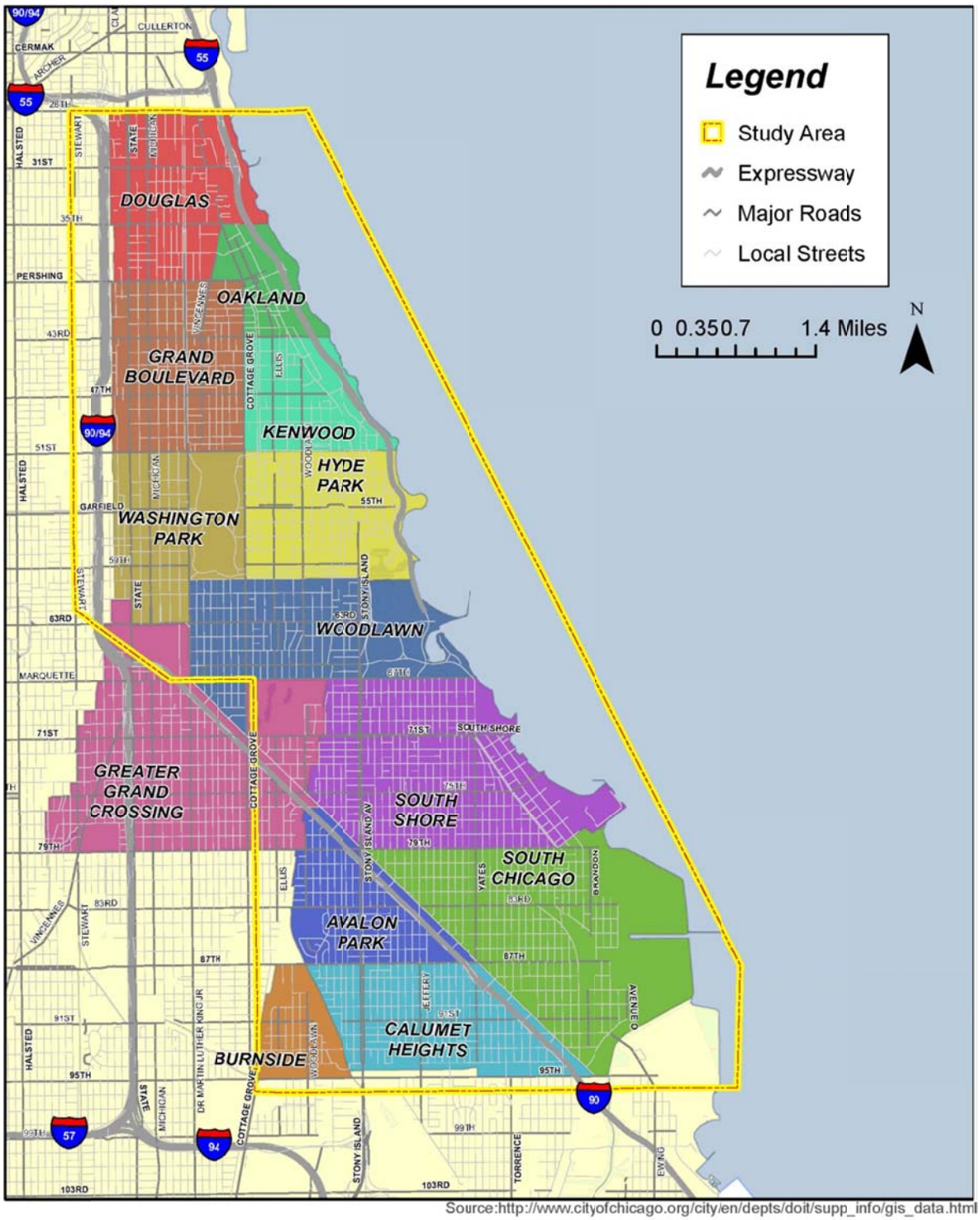
Community Areas

The study area contains all or parts of 13 community areas, or census-block based planning areas, as shown in **Figure 2-1**.

- Douglas (community area #35)
- Oakland (community area #36)
- Grand Boulevard (community area #38)
- Kenwood (community area #39)
- Washington Park (community area #40)
- Hyde Park (community area #41)
- Woodlawn (community area #42)
- South Shore (community area #43)
- Avalon Park (community area #45)
- South Chicago (community area #46)

- Burnside (community area #47)
- Calumet Heights (community area #48)
- Greater Grand Crossing (community area #69)

Figure 2.1 City of Chicago Community Areas



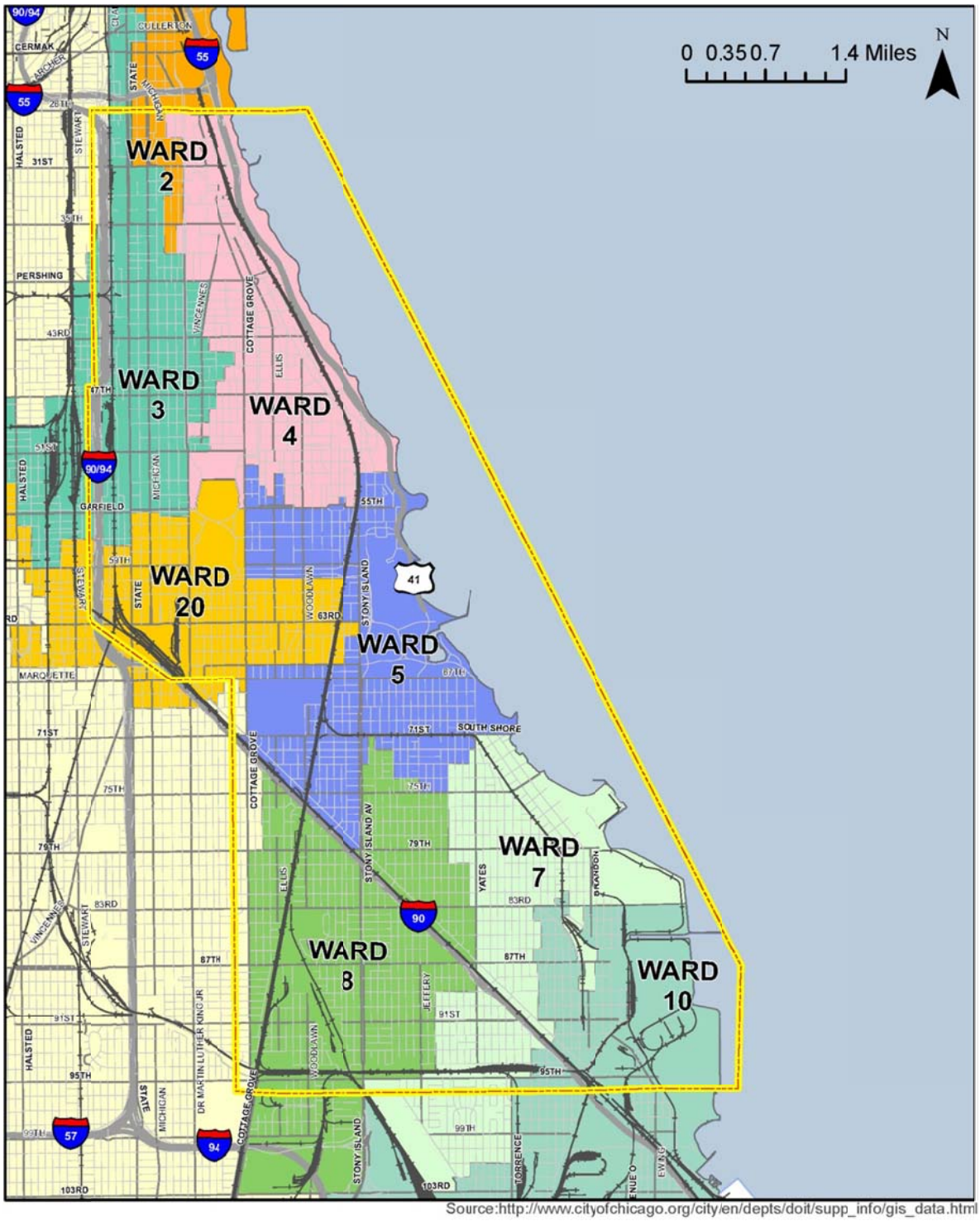
Source:http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

Wards

The study area contains all or parts of eight Wards, the geographic districts for aldermanic representation on the City Council, as shown in **Figure 2-2**.

- 2nd Ward – Alderman Robert Fioretti
- 3rd Ward – Alderman Pat Dowell
- 4th Ward – Alderman Will Burns
- 5th Ward – Alderman Leslie Hairston
- 7th Ward – Alderman Sandi Jackson
- 8th Ward – Alderman Michelle Harris
- 10th Ward – Alderman John Pope
- 20th Ward – Alderman Willie Cochran

Figure 2.2 City of Chicago Wards

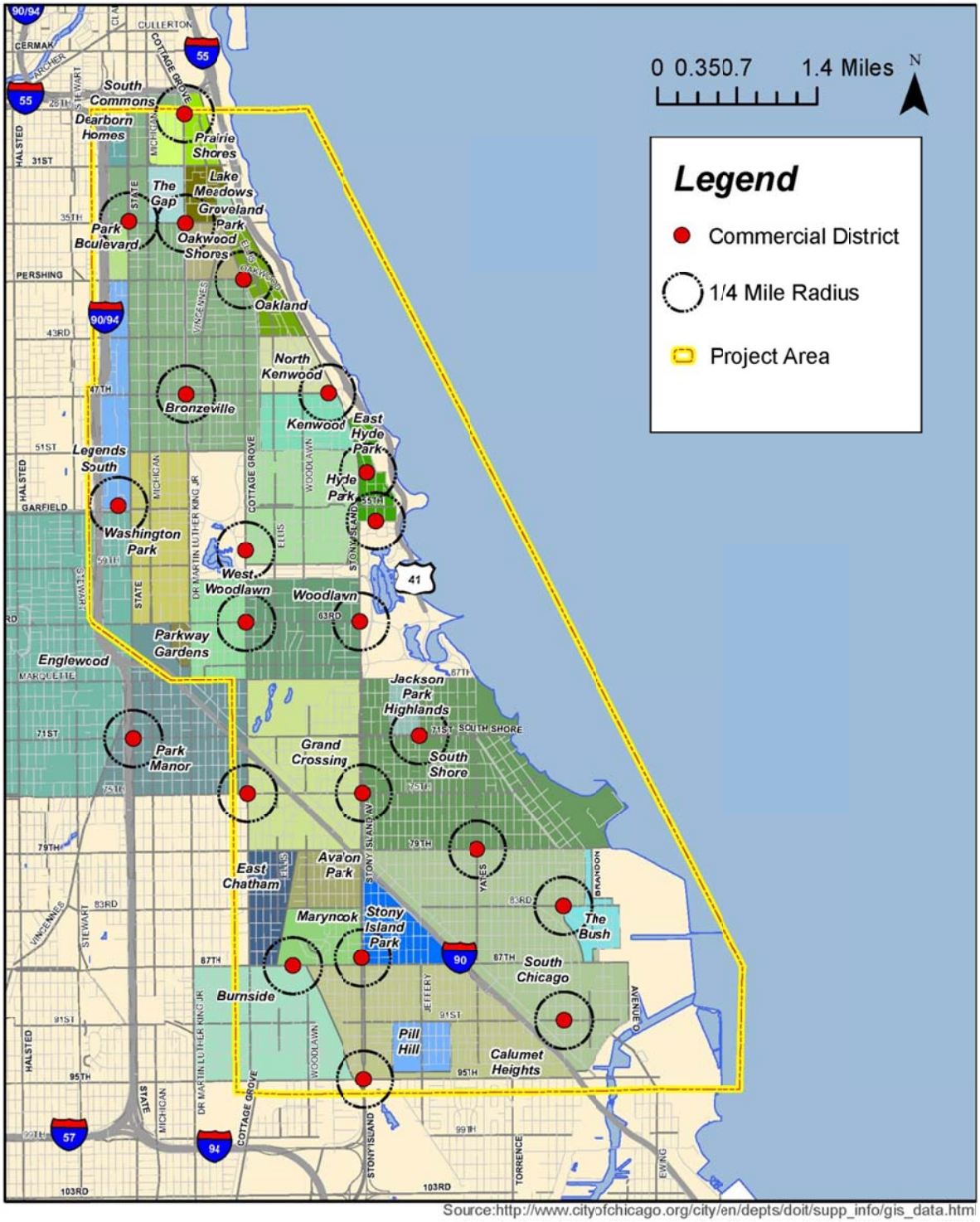


Source:http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

Neighborhoods

The study area contains a multitude of neighborhoods with distinct character, identity, and development or settlement patterns. Many of these are informally designated, while others have a long history and an organized, cohesive sense of community. These neighborhoods are illustrated in **Figure 2-3**, along with notations of the "commercial centers" or "focal points" that many neighborhoods have.

Figure 2.3 City of Chicago Neighborhoods and Commercial Centers



2.3 Planning Context

The study area has been the subject of prior studies and numerous proposals for improved transportation service.

LISC New Communities Program

The New Communities Program is a 10-year initiative of the Local Initiatives Support Corporation/Chicago (LISC) to support comprehensive community development in 16 Chicago neighborhoods. The program goals are to: "rejuvenate challenged communities, bolster those in danger of losing ground, and preserve the diversity of areas in the path of gentrification." The program includes the Douglas/Grand Boulevard/North Kenwood-Oakland, Washington Park, Woodlawn and South Chicago areas, which are in the South Lakefront Corridor study area.

Douglas/Grand Boulevard/North Kenwood-Oakland

The lead agency for this area is the Quad Communities Development Corporation (QCDC), based at 4659 S. Cottage Grove Avenue. Nine strategies were identified in the Quality of Life Plan (2005), including:

- Improve the quality of all local schools, and ensure they are open to all residents.
- Provide employment and financial education services through new programs and better coordination of established ones.
- Create recreational, social and employment opportunities for youth.
- Support a mix of low-income, affordable and market-rate housing, and foster interaction among diverse residents.
- Improve safety through partnerships with residents, the Chicago Police Department and the University of Chicago Police Department.
- Promote and coordinate health care and social services, and help residents develop healthy lifestyles.
- Develop unique retail and commercial districts, and foster locally owned businesses. Focus areas are the intersection of 35th Street and King Drive, 39th, 43rd, 47th and 51st Street retail areas, and the Cottage Grove corridor.
- Improve community infrastructure, including transportation and information systems. A focus area is on helping residents connect to transit for suburban commutes.
- Integrate arts, culture and history into the everyday life of the community.

Washington Park

The lead agency for this area is the Washington Park Consortium, located at 6357 South Cottage Grove Avenue. The priorities in its Quality of Life Plan (2009) to support the vision of "Historic, Vibrant, Proud and Healthy" include:

- Provide a range of housing choices that support existing residents and attract new residents – particularly on infill lots and at a larger scale on the site of the former CHA Robert Taylor Homes.
- Support development of businesses and retail stores, notably on Garfield Boulevard, State Street, and 58th, 61st and 63rd Streets. In support of this, the plan details goals of assembling property for larger developments; encouraging TOD around CTA Green and Red Line stations; increasing access to Midway Airport, the Loop and other neighborhoods with rapid bus and Metra service; and exploring a local circulator trolley for Washington Park and Hyde Park.
- Build community capacity to ensure Washington Park benefits from future development plans (which at the time of planning included the 2016 Olympic bid).
- Proclaim and celebrate Washington Park's proud past.
- Create an environment where people are safe and accountable.
- Build partnerships to improve employment options.
- Support healthy lifestyles and better health care.
- Provide supervised activities to engage young people.
- Support youth and adults in and outside of schools.
- Provide solid services and promote active participation in the golden years.

The plan is optimistic about growth potential, suggesting: "With plenty of vacant land, we can build new housing and retail centers without displacement of current residents."

Woodlawn

The lead agency for this area is NCP Woodlawn of 822 East 63rd Street. In its 2005 Quality of Life Plan to achieve the vision of "A Vibrant Community, Full of Possibilities," the community articulated the following strategies:

- Expand the supply of new housing for a mix of incomes, and support improvement of existing housing stock – with a particular focus on enabling infill development on the vacant lots west of Cottage Grove, encouraging continued redevelopment east of Cottage Grove, maintaining existing stock in good repair, and exploring new options for seniors.

- Develop a vibrant retail and business environment and a central shopping district, with investment along Cottage Grove south of 63rd Street, streetscaping on 63rd Street to mitigate the aesthetic of the Green Line elevated structure, and coordinating with the University of Chicago's *South Campus* plan.
- Promote economic opportunity, workforce development and improved connections to the job market.
- Organize people and resources to make all Woodlawn schools excellent.
- Improve communication and coordination among organizations, residents and institutions.
- Plan and implement activities and programs for youth.
- Expand recreational activities for all ages, and develop new programs around arts and culture.
- Provide professional development resources and other support to health and social service agencies.

South Chicago

The lead agency for this area is Claretian Associates, based at 9108 South Brandon Avenue. The priorities in its Quality of Life Plan (2007) include:

- Strengthen Commercial Avenue as South Chicago's "downtown."
- Beautify our neighborhoods with new and improved parks, community gardens and green space, and reconnect South Chicago to the lakefront.
- Create an identity for South Chicago that builds connections to our history, our institutions and each other.
- Create a mixed-income, sustainable community that embraces green building technologies and includes market rate and affordable housing.
- Build family wealth by attracting businesses with living-wage jobs, and by improving employability, legal knowledge and financial skills.
- Create better social, recreational and enrichment opportunities for youth and families.
- Expand student and parent programs that enhance academic achievement.
- Improve security so that children and families can walk safely throughout our neighborhoods and better utilize community resources.
- Develop a strong arts community in South Chicago and use art as an innovative and powerful tool for community restoration.

The plan also emphasized working to ensure connection and integration between the Chicago Lakeside redevelopment of the former USX Southworks site and the greater South Chicago community.

University of Chicago South Campus Project (2004)

The University of Chicago in 2004 announced the details of its South Campus project, which will bring major improvements to university-owned land north of 61st Street. Projects to be developed by 2008 include a new student residence and dining hall, a mixed-use building that will include retail stores, and new streetscapes, landscaping and parking structures.

Gray Line Proposal (2006)

Community stakeholders developed a proposal known as the Gray Line that recommends the conversion of Metra Electric District service within Chicago to CTA transit service. This service would operate under a purchase of service agreement between Metra and CTA. Metra would continue to own the stations, right-of-way and commuter rail vehicles and provide two-man operating crews; the CTA would collect fares through turnstiles and allow passengers to transfer to any other CTA service under the CTA's existing fare policy. The Gray Line service, designed as a local service operating at 10 to 15 minute headways, would operate on the inner track, while suburban Metra Electric and South Shore commuter rail service would operate express service along the outer track. The Gray Line would serve 37 stations along the 22 miles of track consisting of the Metra Electric District Main line between Millennium Park and Kensington-115th Street, and the Blue Island and South Chicago branches of the Metra Electric District.

CTA Red Line Alternatives Analysis (2009)

In 2006 the CTA initiated an Alternatives Analysis (AA) to identify and evaluate potential major fixed guideway investments for the far south side of Chicago, which is outside the study area of the South Lakefront Corridor project. However, since it is near the study area and affects the Red Line which serves the study area, it described briefly below.

Following an extensive alternative development and screening process, in which the work of technical experts was guided by extensive public and agency outreach, the Chicago Transit Board approved an elevated heavy rail extension to 130th Street as the Locally Preferred Alternative (LPA) on August 12, 2009. Major characteristics of the LPA include:

- Alignment: Elevated from the existing 95th Street along the I-57 corridor to the Union Pacific Railroad (UP) corridor; south along the UP to 111th Street, where it would turn southeast to terminate at 130th Street west of I-94/Bishop Ford Freeway.
- Stations: 103rd Street, 111th Street, 115th Street and 130th Streets with park-and-ride facilities at each.
- Span of service: same as existing service (24 hours).

- Frequency of service: same as existing service (five minutes northbound and four minutes southbound in the morning peak period).
- Total project capital cost in 2009 dollars: $1.093 billion (including $214M for a yard and shop facility that is not New Starts-eligible).

Additional information on this project is available in Section 5.1 of this report.

South Chicago Branch Feasibility Study (2009)

A 2009 feasibility analysis conducted by CDOT examined the potential conversion of the South Chicago branch to a low-floor, light-rail type of service requiring the creation of additional tracks in the right-of-way along the main line (or possibly making use of the existing busway between downtown and McCormick Place) and the introduction of a light rail branch along the median on Cottage Grove Avenue.

Gold Line Proposal (2009)

Hoping to build on the momentum surrounding the City's 2016 Olympic bid planning efforts, community stakeholders developed the Gold Line proposal. This plan would result in more frequent service along the Metra Electric District, would allow transfers between Metra and CTA services, and would include the construction of a new Metra Electric District station at 35th Street. The proposal, which is supported by Southsiders Organizing for Unity and Liberation (SOUL), Draper & Kramer, and a variety of community leaders, is similar to the earlier Gray Line proposal, but it would only propose CTA-style service on the Metra Electric District South Chicago Branch into downtown Chicago (not on the Metra Electric District Main Line or Blue Island Branch.

Reconnecting Neighborhoods (2009)

Reconnecting Neighborhoods is part of the City of Chicago's ongoing efforts to transform how public and affordable housing are integrated into surrounding neighborhoods. The 2009 study was initiated by the City of Chicago's Department of Planning and Development, with funding by the RTA, to encourage the successful integration of both new and renovated housing developments by looking beyond the Chicago Housing Authority's (CHA) Plan for Transformation sites to the surrounding blocks and nearby commercial and employment centers. The Mid-South study area was bounded by 35th Street, Lake Shore Drive, Dr. Martin Luther King, Jr. Drive (King Drive), and 43rd Street. The study recommended the following short term transit enhancements to support development of this area:

- New express route to Loop from south of study area (via Cottage Grove to 39th to Lake Shore Drive)
- Extended service hours on #43
- Extended route and service hours on #39/Pershing to access lakefront

- Additional/enhanced bus shelters at neighborhood stops and retail node stops
- Sidewalk/lighting enhancements near Indiana Green Line station

The study also recommended a number of longer term potential enhancements:

- Metra Electric District station at 35th or 39th
- BRT Service on 35th and Pershing/39th
- Streetcar service on Cottage Grove to Hyde Park serving as mid-south circulator

Transit Friendly Development Guide: Station Area Typology (2009)

CTA and the City of Chicago (Departments of Zoning and Planning, and Transportation) conducted this study as a means to: encourage transit friendly-development in the vicinity of CTA rail stations and other CTA transit nodes; provide a tool for elected officials and private developers to attract appropriate, desired development to station areas; and identify opportunities for development of CTA- and City-owned properties. The project identified seven typologies of transit-friendly development patterns in Chicago, and classified 144 CTA rail station areas and at 10 representative bus stops according to these typologies, reflecting current land use patterns as well as aspirational plans. The typologies are:

- (DC) Downtown Core
- (MC) Major Activity Center
- (LC) Local Activity Center
- (DN) Dense Urban Neighborhood
- (UN) Urban Neighborhood
- (SD) Service Employment District
- (MD) Manufacturing Employment District

The project also prepared broad development guidelines for each typology.

Transit Friendly Development Guide: Plans for Four Station Areas (2010)

This follow-on project to the 2009 study *Station Area Typology* produced detailed plans for four CTA rail station areas, including the 43rd Street Green Line station area in the Grand Boulevard community area. This sub-area plan analyzed connectivity infrastructure and land use patterns in the vicinity of the station, and recommended strategic infill investments. Along 43rd Street, the plan shows multi-story mixed-use buildings with ground-level retail, off-street parking, and residential uses on upper floors. A City-owned property on the southwest corner of 43rd Street and Calumet Avenue is a priority development site.

3.0 Socio-Economic Profile and Travel Patterns

The purpose of this chapter is to provide a comprehensive picture of the demographic profile of the South Lakefront study area, and to document the travel patterns of the resident population. Specifically, the following analysis items are presented in the sections that follow:

- ***Section 3.1*** starts with an overall summary of the population and employment for each of the 13 communities (**Figure 3.1**) in the study area. It then proceeds to analyze the incidence of households of different socio-economic profiles, as characterized by their size, number of workers, vehicle ownership level, vehicle budgets (surplus or deficit of vehicles over workers), and income level. The section provides a discussion of key population characteristics such as age, unemployment, and poverty level, and concludes with a discussion of the forecast employment and population growth over the next 30 years.

- ***Section 3.2*** presents a detailed analysis of the daily work and non-work travel produced by various parts of the study area, and provides a description of the key travel patterns and the market share of transit in serving these movements.

- ***Section 3.3*** provides a summary of the transit use in the region. Specifically, an analysis of the origins and destinations of Chicago Transit Authority (CTA) and Metra users, and their transfer patterns are discussed in this section.

- ***Section 3.4*** presents a summary of key findings from the market analysis.

- ***Section 3.5*** builds on these findings, and identifies major opportunities for transit within the study area, and in connecting the study area to other major external attraction centers.

Section 3.1 uses two major data sources. First, the Chicago Metropolitan Agency for Planning (CMAP) data on year 2009 population and employment are used to summarize the population and employment densities of the 13 community areas in the study area. Second, the American Community Survey (ACS) 2005-2009 summary tables are used to tabulate the socio-economic profiles of the households and population in the 13 communities. Analysis presented in Section 3.2 is derived from the CMAP travel demand model estimates for the year 2010. It must be noted that because the CMAP travel analysis zone system (TAZs) did not nest perfectly with the community area boundaries, the results in this section are presented for TAZ groupings instead of individual community areas themselves. These groupings represent service areas of the different transit lines and larger areas than individual community areas. Finally, Section 3.3 used the CTA Origin-Destination (O-D) Survey and the Metra 2006 O-D survey to analyze the transit use patterns in the study area.

3.1 Socio-Economic Profile

Study Area Population and Employment

The South Lakefront study area is home to about 340,000 people and 135,000 households in 13 community areas. The 13 communities, from North to South, are: Douglas, Oakland, Grand Boulevard, Kenwood, Washington Park, Hyde Park, Woodlawn, Greater Grand Crossing, South Shore, Avalon Park, South Chicago, Calumet Heights, and Burnside. Together, these thirteen community areas constitute about 11.5 percent of the population of the city of Chicago.

Figure 3.1 South Lakefront Study Area Community Areas

The South Lakefront study area has a population density of about 12,800 persons per square mile, which is almost exactly the same as the population density of the City of Chicago as a whole. The population density of the study area is almost six times that of the six-county northeastern Illinois region, consisting of Cook, DuPage, Kane, Lake, McHenry and Will Counties.

With a population of about 60,000, the South Shore community area is the most populated of the 13 communities. South Shore is also one of the most densely populated communities, with an average density of about 21,000 persons per square mile. While Oakland has a smaller population of a little over 14,500, it is the most densely populated community, with an average density of 23,000 persons per square mile. Hyde Park, with a population of 30,400 people and a density of 19,500 persons per square mile, is also a big residential center within the South Lakefront study area. **Table 3.1** presents the population and population density for the 13 communities (listed in order of decreasing total population). **Figure 3.2** shows a plot of population density in the South Lakefront study area. Not surprisingly, the most densely populated parts of the study area are concentrated along the Metra Electric District line.

Table 3.1 Population and Population Density in the South Lakefront Study Area

Community	Population	Population Density (Persons per Square Mile)
South Shore	60,128	21,172
South Chicago	37,210	13,482
Greater Grand Crossing	36,185	10,339
Grand Boulevard	30,741	13,663
Hyde Park	30,454	19,522
Woodlawn	29,913	12,160
Douglas	25,154	12,391
Avalon Park	21,115	10,558
Kenwood	18,360	12,930
Washington Park	17,513	8,757
Calumet Heights	15,403	6,499
Oakland	14,581	23,145
Burnside	3,177	4,236
South Lakefront study area	**339,936**	**12,794**
City of Chicago	**2,941,557**	**12,524**
Six County Region	**8,569,360**	**2,289**

Source: CMAP 2009 Population and Employment data

According to the CMAP 2009 population and employment data, the South Lakefront study area has a total employment of about 67,000 jobs, or about five percent of the 1.3 million jobs in the city of Chicago. Close to 63,000 of these jobs are in non-retail sectors. Just a little less than half of the employment in the study area is located in the Hyde Park community area, due largely to the presence of The University of Chicago. The Douglas community in the northern part of the South Lakefront study area is the next biggest employment center with about 10,800 jobs.

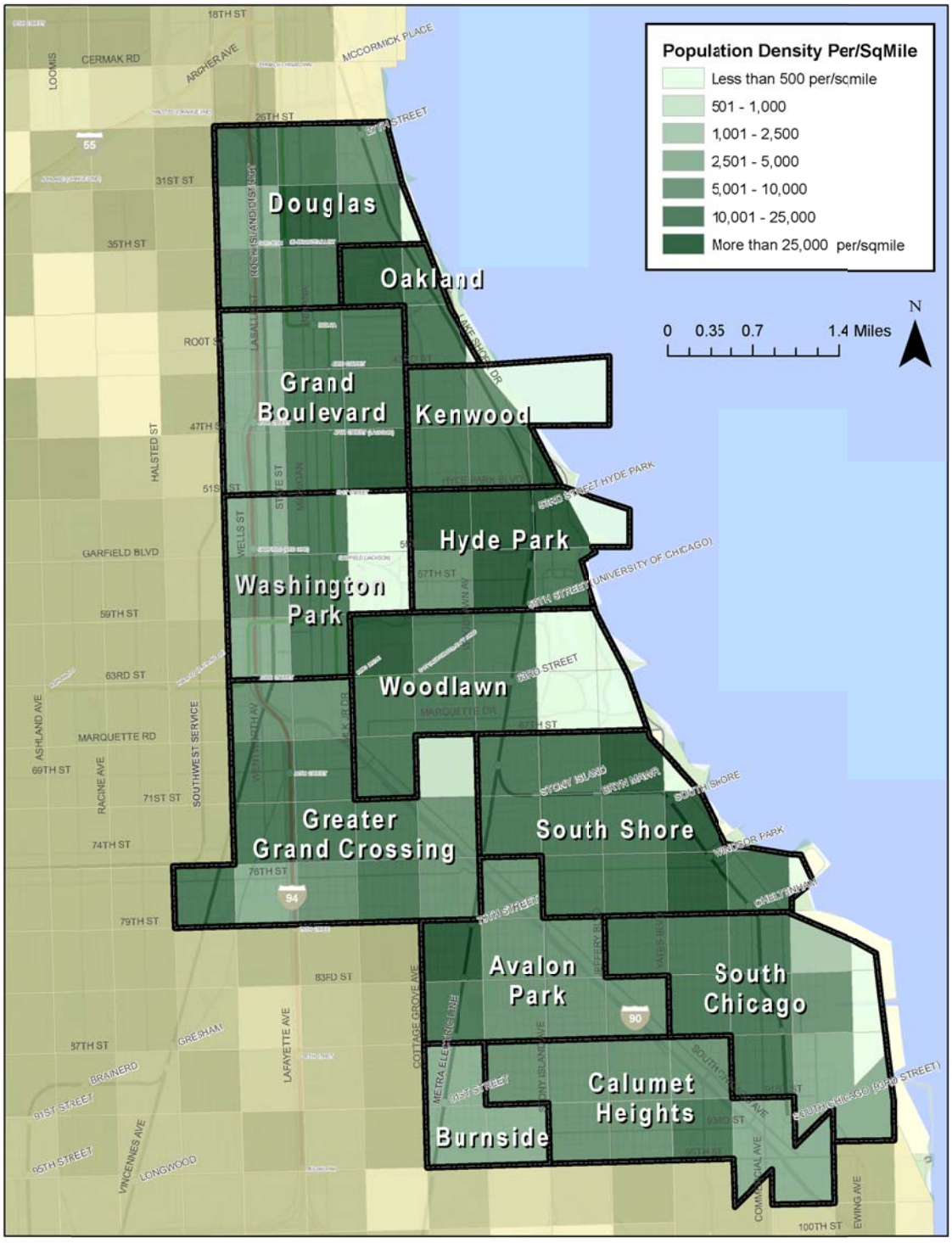
Most of the other community areas host relatively few jobs. **Table 3.2** shows the employment and employment density for the 13 communities (listed in order of decreasing total employment). **Figure 3.3** provides the employment density map for the South Lakefront study area and identifies areas with high employment within the study area.

Table 3.2 Employment and Employment Density in the South Lakefront Study Area

Community	Retail Employment	Non-Retail Employment	Total Employment	Area (Square Mile)	Employment Density (Jobs per Square Mile)
Hyde Park	1,105	30,438	31,543	1.56	20,220
Douglas	551	10,281	10,832	2.03	5,336
South Shore	490	4,040	4,530	2.84	1,595
Greater Grand Crossing	429	3,514	3,943	3.5	1,126
Woodlawn	163	3,360	3,523	2.46	1,432
Calumet Heights	366	2,681	3,047	2.37	1,286
Grand Boulevard	157	2,335	2,492	2.25	1,108
Avalon Park	607	1,837	2,444	2	1,222
South Chicago	231	1,639	1,870	2.76	678
Washington Park	246	908	1,154	2	577
Burnside	22	953	975	0.75	1,300
Kenwood	23	766	789	1.42	556
Oakland	6	85	91	0.63	144
South Lakefront Study Area	**4,396**	**62,837**	**67,233**	**26.57**	**2,530**
Chicago Total	**83,962**	**1,228,922**	**1,312,884**	**234.88**	**5,590**
Six County Region	**425,922**	**3,715,434**	**4,141,356**	**3,744**	**1,106**

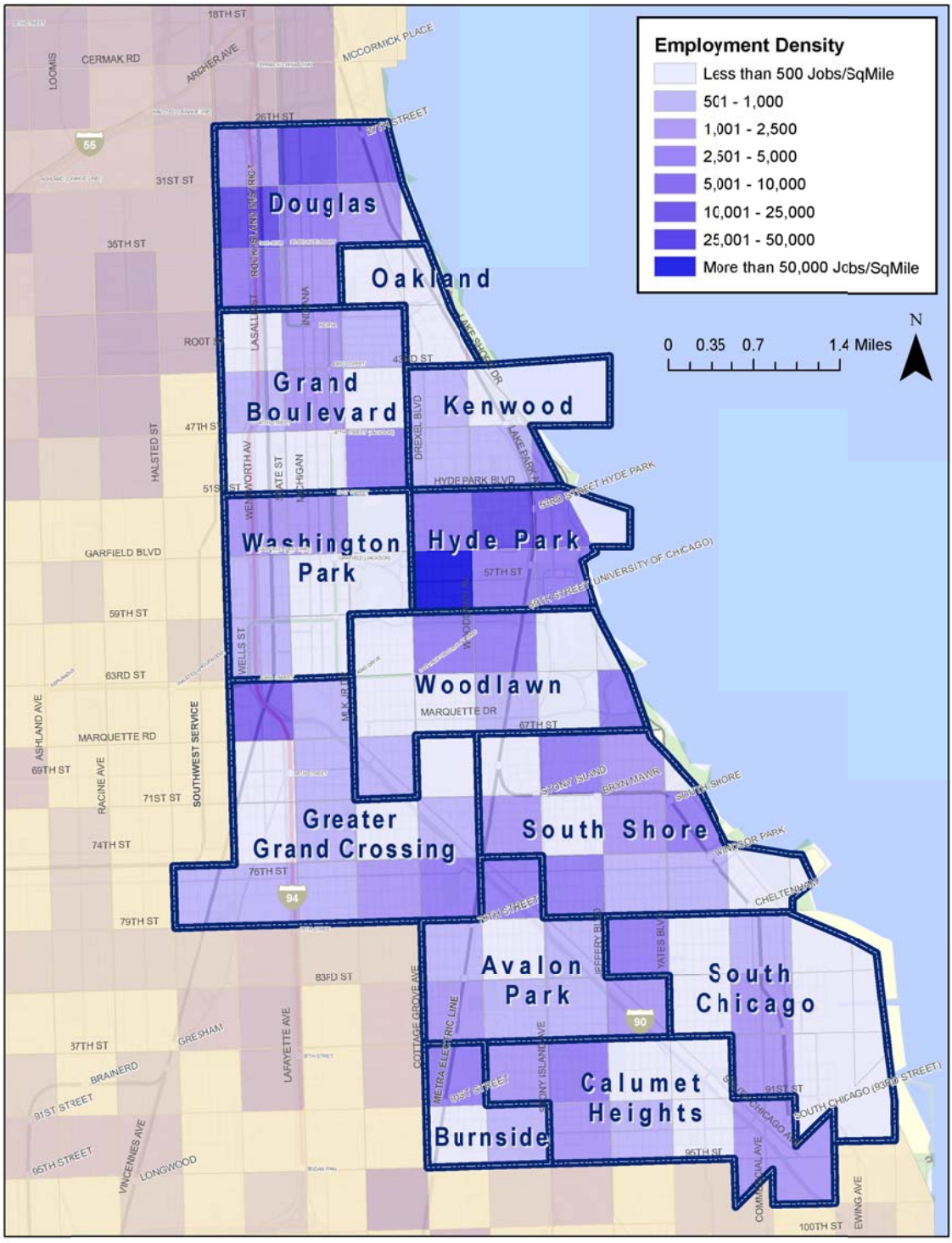
Source: CMAP 2009 Population and Employment Data

Figure 3.2 Population Density in the South Lakefront Study Area



Source: CMAP 2009 Population and Employment Data

Figure 3.3 Employment Density in the South Lakefront Study Area



Source: CMAP 2009 Population and Employment Data

Household Socio-Economic Characteristics

The ACS 2005-2009 summary tables were used to tabulate the socio-economic characteristics of households in the 13 community areas. The socio-economic variables analyzed as part of this effort include household size, number of workers, vehicle ownership, vehicle budgets (surplus or deficit of vehicles over workers), and income level. Key observations from this analysis are discussed below.

Household Size

Almost 69 percent of the households in the study area have one or two persons in the household. The households in the study area are generally smaller than a typical household in the city of Chicago as a whole. Douglas and Hyde Park have the highest incidence of two- or one-person households, with 80 percent of all households in these communities belonging to the two- or one-person category. Both of these communities also have the highest incidence of individuals in the 18-24 year age group (please see the section on population socio-economic characteristics), indicating that the high incidence of smaller households is most likely due to the presence of students or young working adults, who are most likely to live alone or with another person. **Figure 3.4** shows the incidence of households by household size for each community in the South Lakefront study area.

Number of Workers in the Household

Nearly 38 percent of the households in the South Lakefront study area have no working adults. This number is almost 12 percentage points higher than the corresponding number for the city of Chicago as a whole, and 15 percentage points higher than the number for the six-county northeastern Illinois region. Within the study area, Oakland and Washington Park have the highest fraction of households with no workers, at 49 percent and 43 percent, respectively. **Figure 3.5** shows the incidence of households by number of workers for the 13 communities.

Vehicle Ownership and Vehicle Budgets

About 35 percent of households in the South Lakefront study area own no vehicles at all. This fraction is almost 10 percentage points higher than the corresponding number for the City of Chicago as a whole, and 22 percentage points higher than the six-county region. Oakland and Washington Park have the highest fraction of households with no vehicles, at 48 percent and 45 percent, respectively. These numbers indicate the rather high degree of transit captivity in these two communities. Coupled with the observation that these communities also have the highest percentage of zero-worker households, it appears that transit service to and from these neighborhoods should be sensitive to the need for non-work travel during off-peak hours, in addition to the more traditional work trips. **Figure 3.6** presents a summary distribution of households by vehicle ownership.

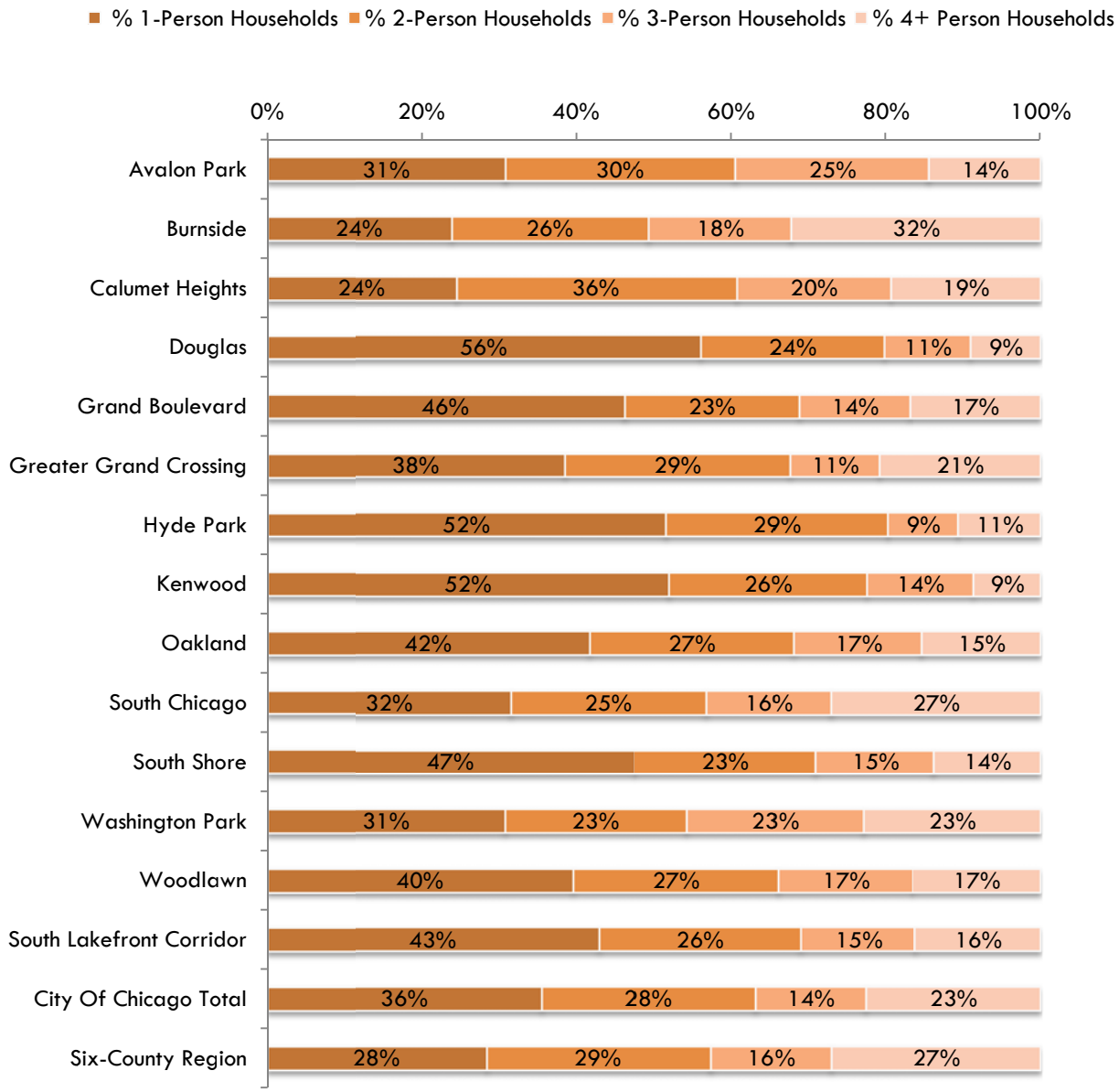
While vehicle ownership is important from the stand point of understanding the incidence of transit dependent households, another variable of interest is the vehicle "budget", that is, the deficit or surplus of vehicles over workers in the household. Households that own fewer vehicles than there are workers in the household will need to rely on alternative modes of transportation and therefore, would place a high value on transit service. Analysis of ACS 2005-

2009 summary tables indicated that nearly 33 percent of all households in the study area had fewer vehicles than there are workers in the household. This fraction is exactly equal to the corresponding fraction for the city of Chicago as a whole, but 16 percentage points higher than for the six-county region. While Oakland and Washington Park once again show up as the communities with a very high incidence of households with a vehicle deficit, Hyde Park has the highest proportion of households with a vehicle deficit, followed closely by Kenwood, Woodlawn and Washington Park. This is most likely because it has the highest incidence of households with one vehicle and two workers. This finding, nonetheless, means that Hyde Park along with Oakland and Washington Park, is one of the most transit-dependent communities in the region. **Figure 3.7** presents a summary distribution of households by vehicle budget.

Income Level

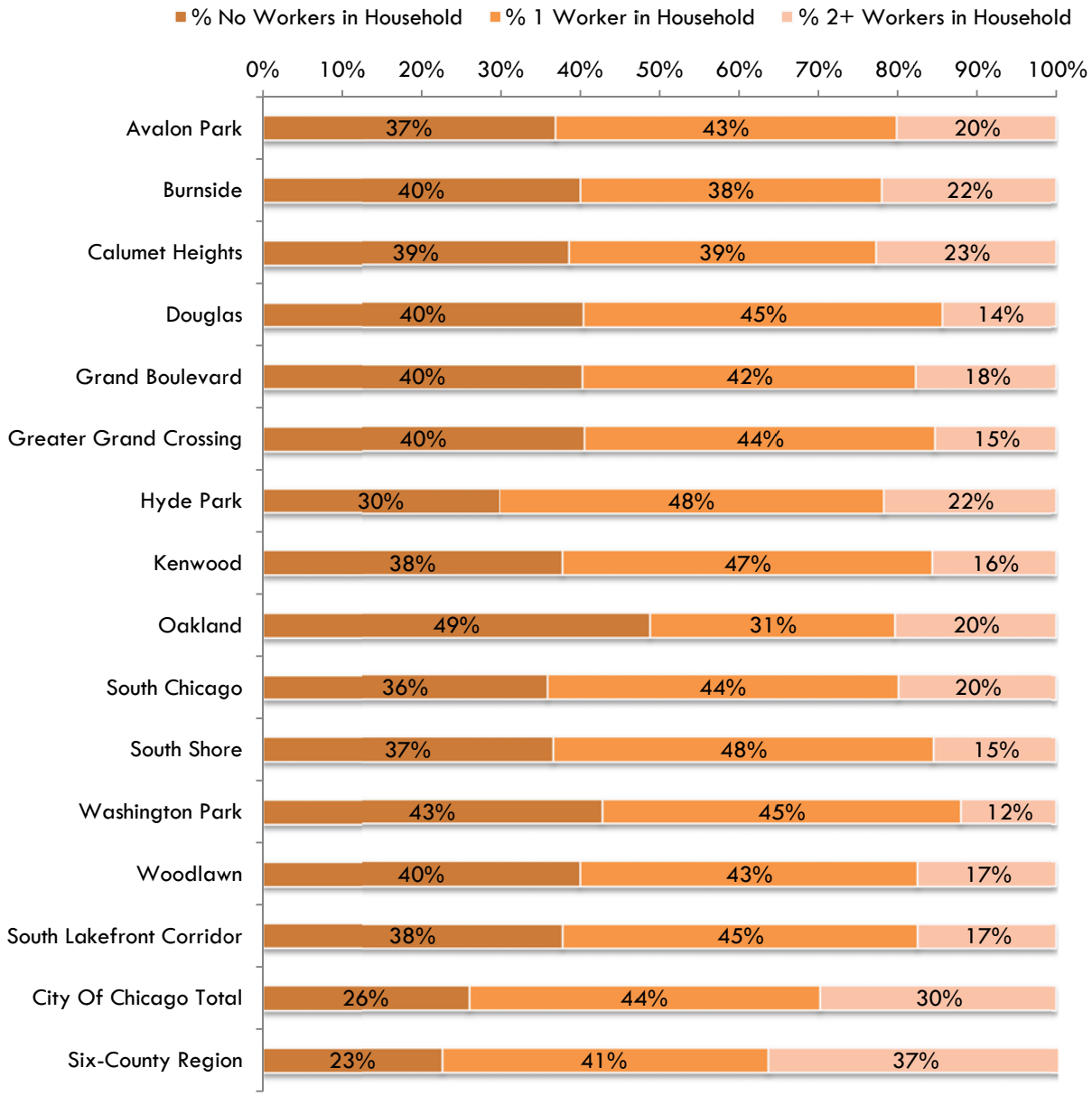
The distribution of households by income level is another good indicator of the general economic conditions in the region, and to some extent, the level of transit captivity. Analysis of ACS data indicated that 42 percent of households in the study area make less than $25,000 each year, in comparison to 29 percent for the City of Chicago and 20 percent for the six-county region. Within the study area, Washington Park, Oakland, and Woodlawn have 59 percent, 55 percent, and 50 percent of households that earn less than $25,000 annually. **Figure 3.8** presents a summary of the incidence of households by income level.

Figure 3.4 Distribution of Households by Household Size



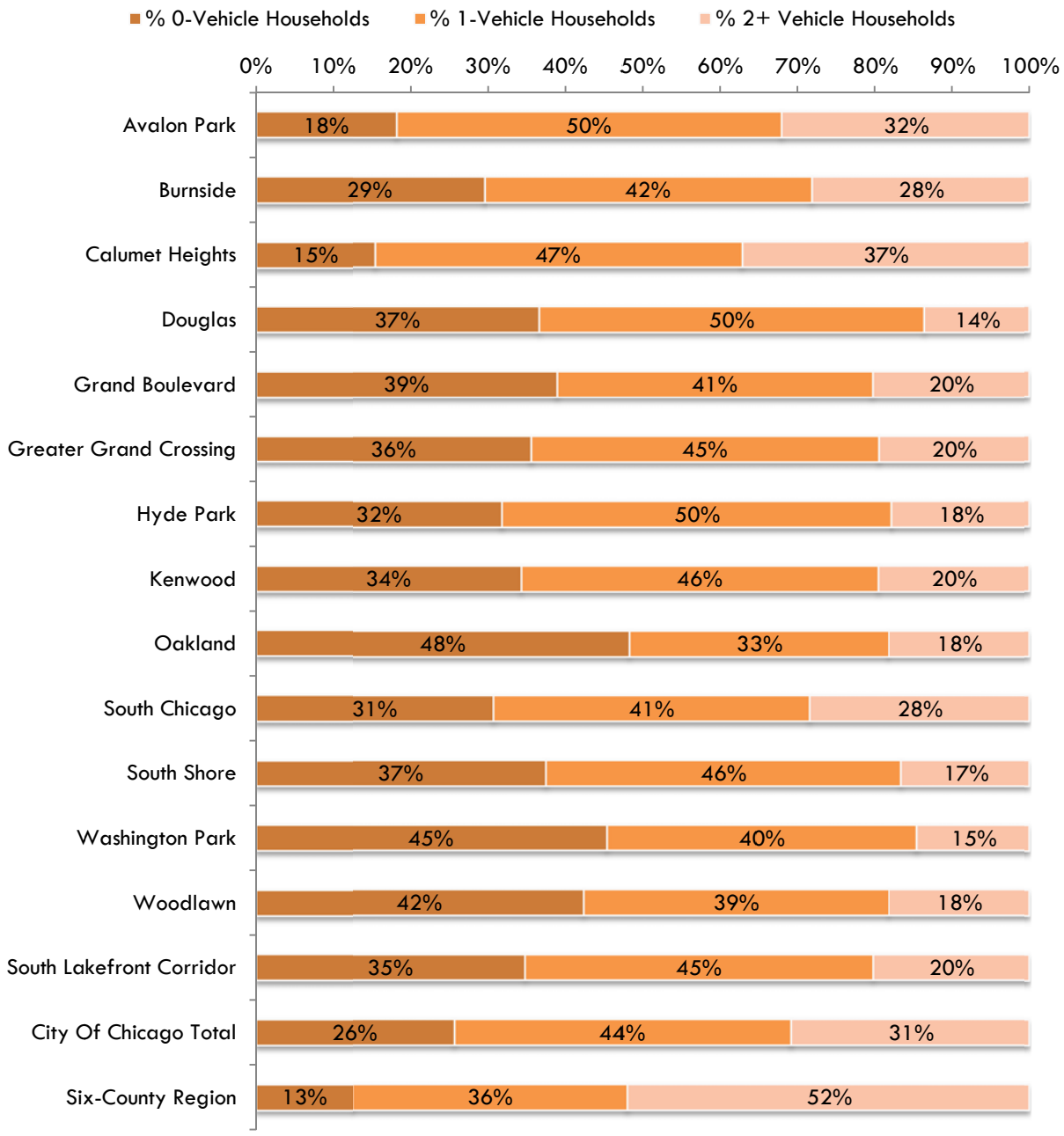
Source: ACS 2005-2009 Summary Data

Figure 3.5 Distribution of Households by Number of Workers



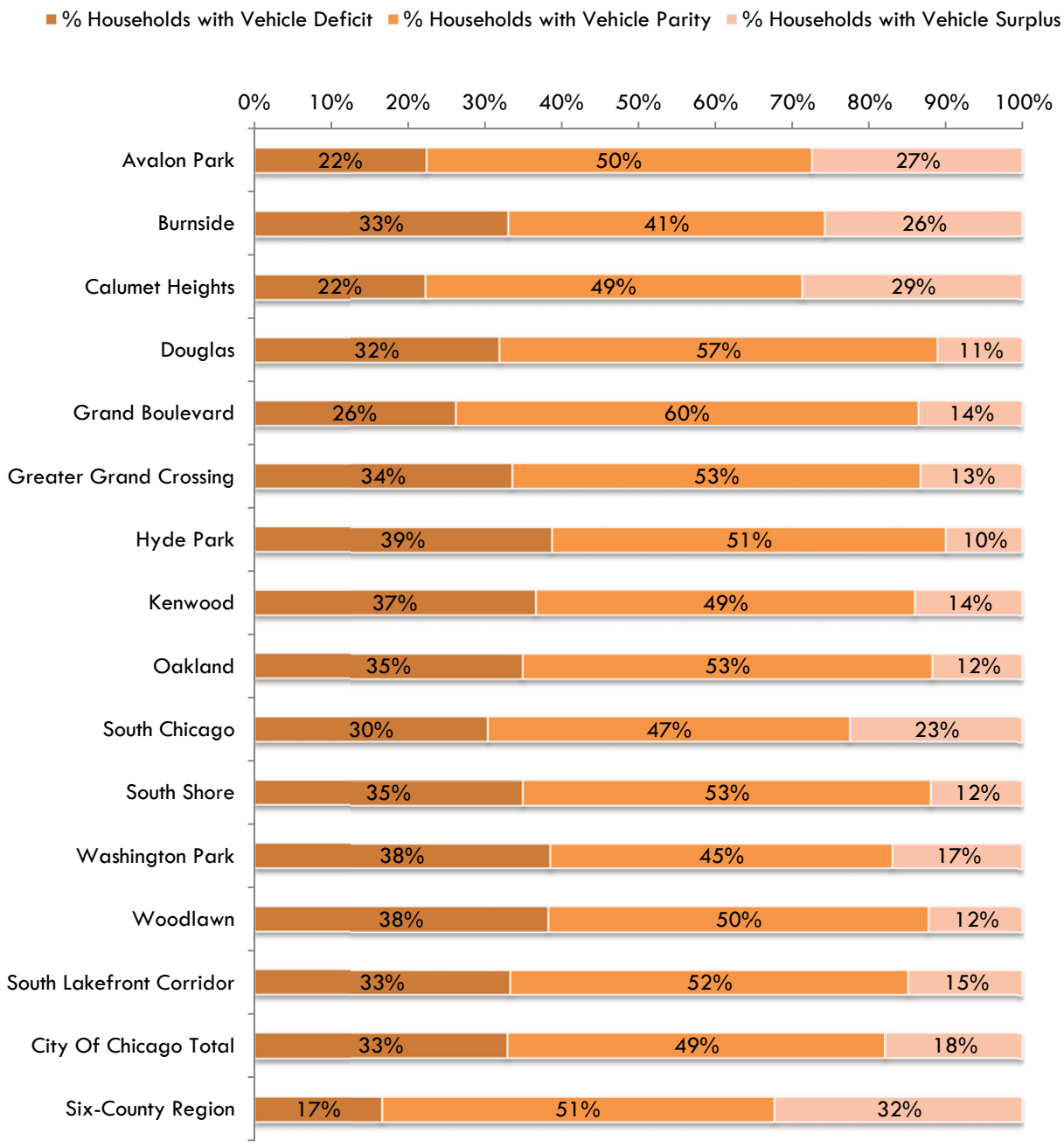
Source: ACS 2005-2009 Summary Data

Figure 3.6 Distribution of Households by Number of Vehicles



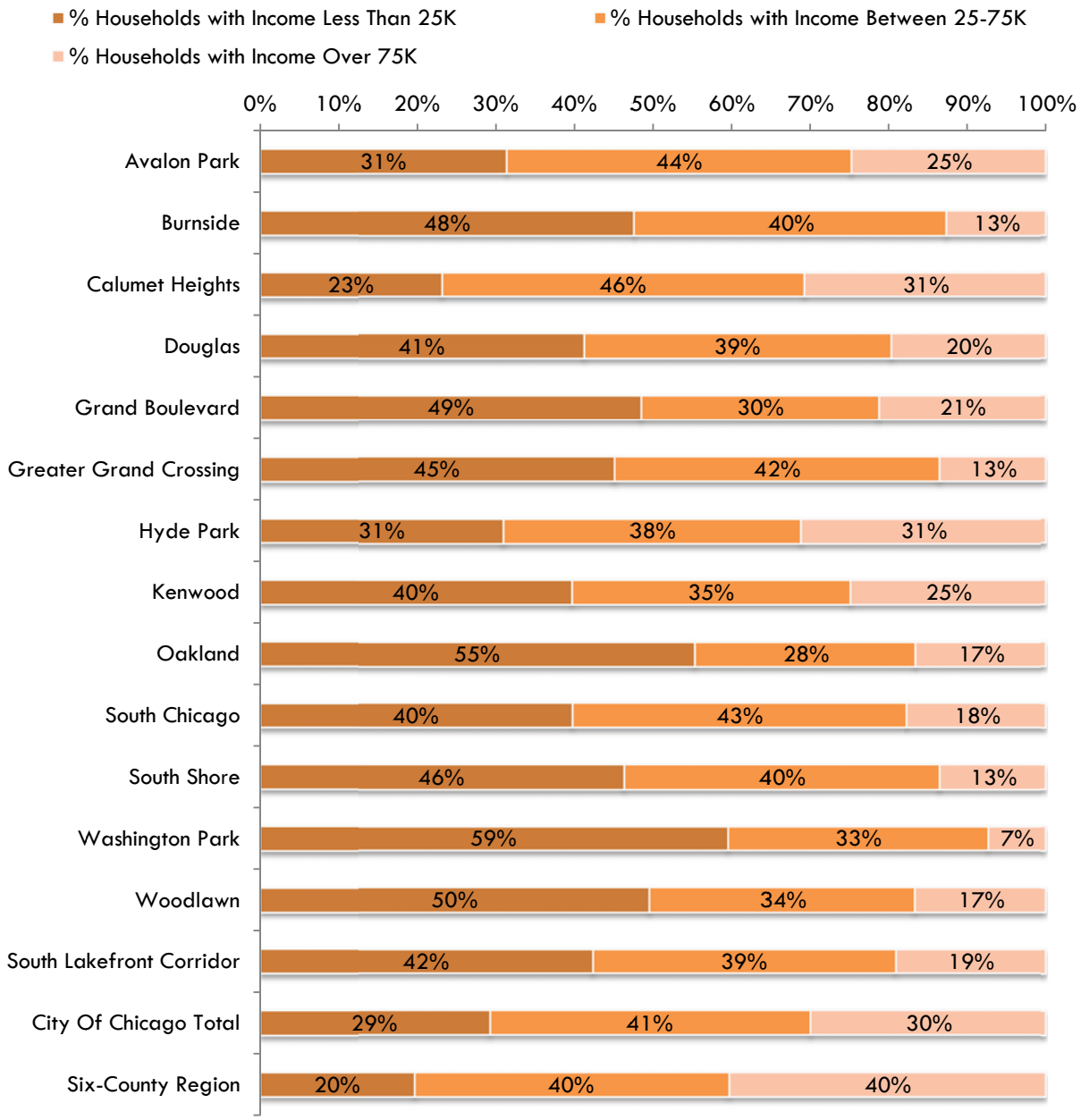
Source: ACS 2005-2009 Summary Data

Figure 3.7 Distribution of Households by Vehicle Deficit, Parity, or Surplus Relative to Workers



Source: ACS 2005-2009 Summary Data

Figure 3.8 Distribution of Households by Annual Household Income Level



Source: ACS 2005-2009 Summary Data

Population Socio-Economic Characteristics

Analysis of household-level socio-economic characteristics presented in the previous sub-section was supplemented with a detailed analysis of person-level socio-economic characteristics also based on ACS 2005-2009 data. The socio-economic variables analyzed as part of this effort include age, unemployment, and poverty levels. Key observations from this analysis are listed below.

Age Profile

The age profile of the South Lakefront study area population is very similar to that of the city of Chicago as a whole, and that of the six-county region. However, some clear age patterns emerge when the analysis is broken down by the community area level of detail. Specifically, Washington Park and Burnside have the highest proportion of population under 18 years of age. Douglas and Hyde Park have the highest proportion of population in the 18-24 year age group, most likely due to the presence of college students in these communities. Calumet Heights had by far the highest proportion of senior citizens over 65 years of age. The study area in general had a higher proportion of senior citizens than the city of Chicago as a whole. **Figure 3.9** shows the age profile of the population in the 13 communities.

Employment Status and Unemployment Rates

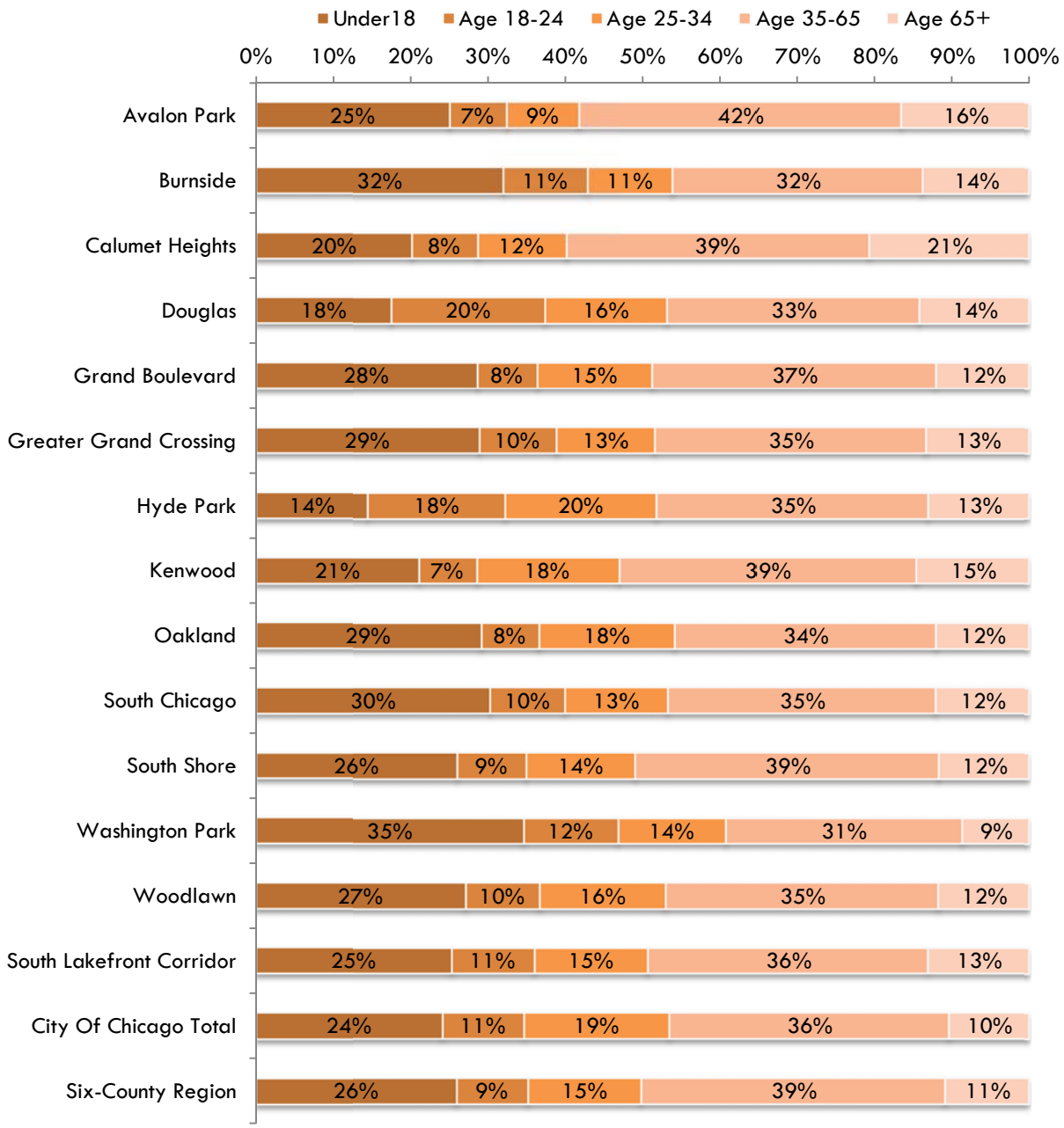
Based on ACS data, exactly half of the working age population (over 16 years of age) in the South Lakefront study area is employed, another 40 percent is not in the labor force, while the remaining 10 percent is unemployed. In comparison, 59 percent of the working age population in the city of Chicago as a whole is employed, and only 34 percent is not in the labor force. Within the study area, Oakland and Washington Park have the highest proportion of population that is unemployed. This finding appears consistent with the prior findings for these two communities pertaining to low income levels, low vehicle ownership levels, and high proportion of households with no workers. **Figure 3.10** presents a detailed summary of the employment status distribution for the 13 community areas.

A better indication of the level of unemployment is the unemployment rate, which is defined as the proportion of individuals within the population that is in the labor force, unemployed and is actively seeking employment. As shown in **Figure 3.11,** the unemployment rate for the South Lakefront tudy area is about 17 percent, which is almost 7 percentage points higher than the unemployment rate for the city of Chicago as a whole. Burnside, Washington Park, and Oakland have the highest unemployment rates, at 27 percent, 26 percent, and 24 percent, respectively.

Poverty Level

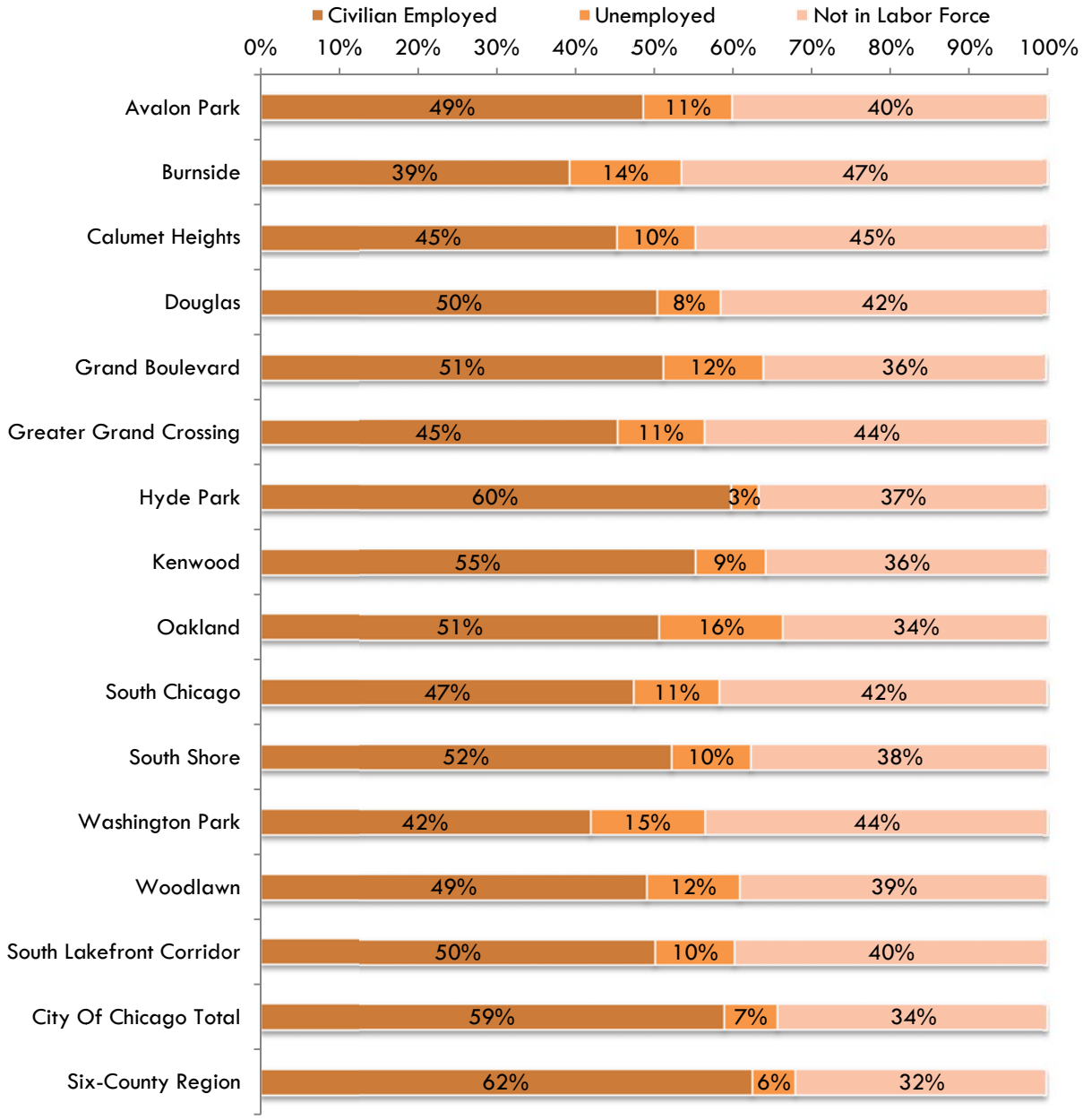
The ACS 2005-2009 data quantified the proportion of population that is below or above a pre-defined poverty level. **Figure 3.12** summarizes this information for the 13 community areas. As evident from the figure, 26 percent of the population in the South Lakefront study area is below the poverty level. This proportion is well above the 18 percent for the city of Chicago. Within these, Washington Park has the highest proportion of population that falls below the poverty level.

Figure 3.9 Distribution of Population by Age Group



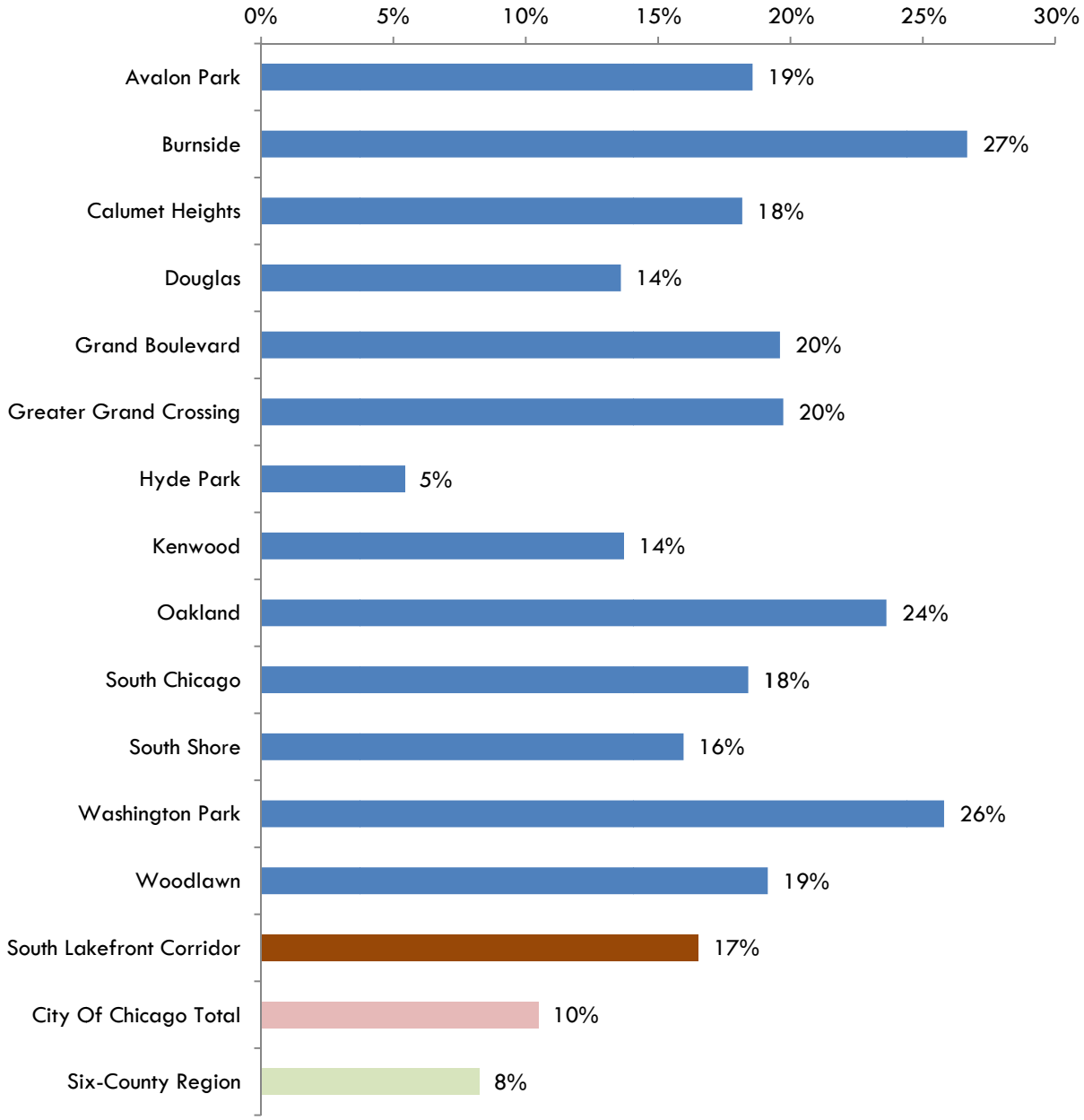
Source: ACS 2005-2009 Summary Data

Figure 3.10 Distribution of Working Age Population by Employment Status



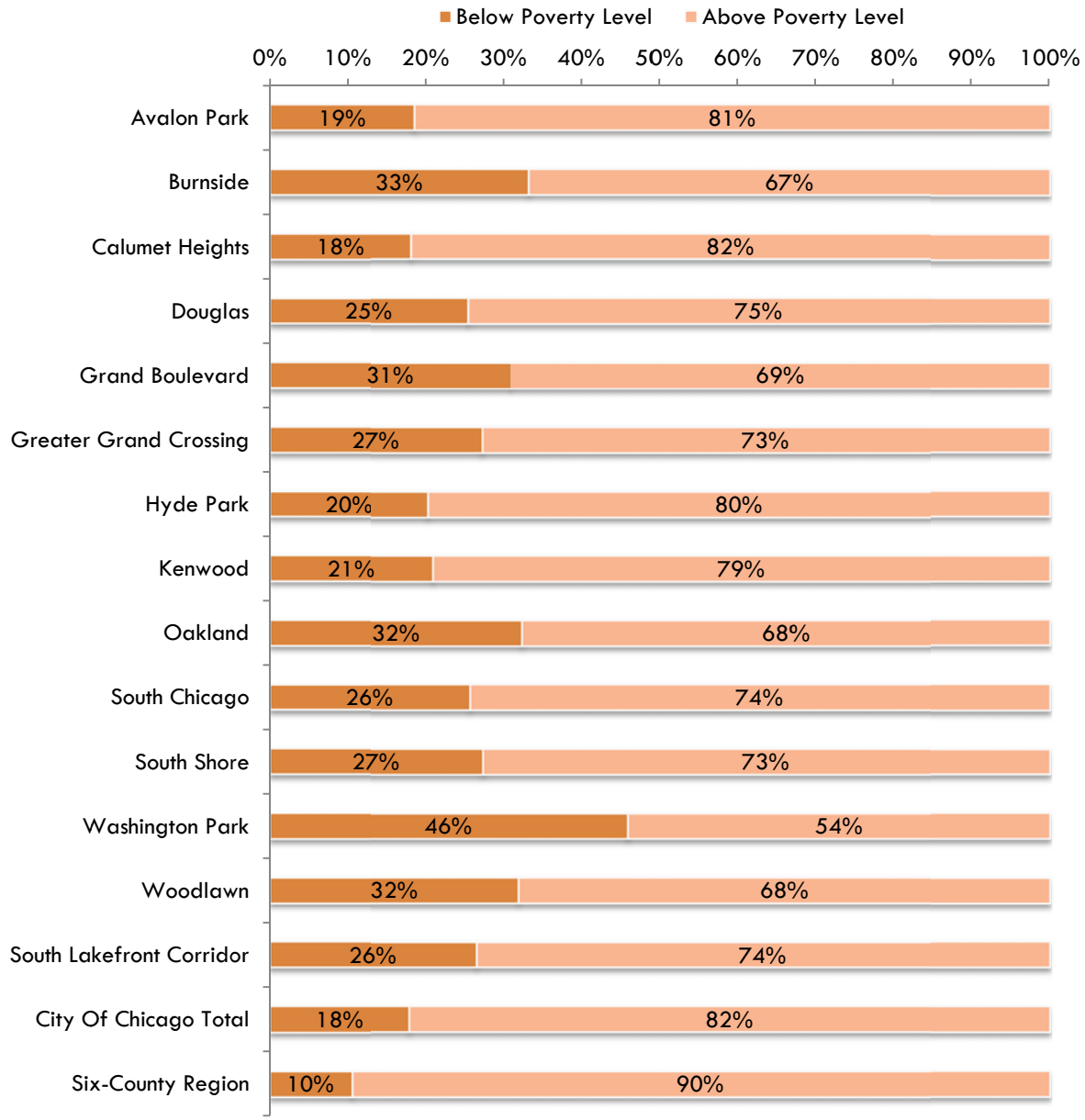
Source: ACS 2005-2009 Summary Data

Figure 3.11 Unemployment Rate by Community



Source: ACS 2005-2009 Summary Data

Figure 3.12 Distribution of Population by Poverty Level



Source: ACS 2005-2009 Summary Data

Population and Employment Growth Trends

Socio-economic projections by CMAP indicate that the South Lakefront study area's population is expected to grow from 340,000 in 2010 to 371,000 in 2040. These projections imply a rather modest compounded annual growth rate of about 0.3 percent over the 30-year period between 2010 and 2040. The population of the City of Chicago as a whole is expected to grow at a similar annual rate of 0.4 percent. Within the study area, the Oakland community area has the highest

projected population growth over the next 30 years, with compounded annual growth rates of 0.9 percent over the next 30 years.

Jobs in the South Lakefront study area are expected to increase from 67,000 in 2010 to almost 78,000 in 2040. Once again, this represents a modest compounded annual growth rate of about 0.5 percent, which is exactly the same as the projected annual job growth rate for the city of Chicago as a whole. South Chicago, Avalon Park, and Oakland are the three community areas that are expected to experience the highest annual growth rate of jobs in the next thirty years. Hyde Park, which currently accounts for almost half of all jobs in the study area, is not expected to experience any job growth in the next 30 years, although it is expected to remain as the major job center within the study area. **Table 3.3** presents the projected population and employment for the year 2040, and the implied annual growth rates.

Table 3.3 Population and Employment 2010-2040

	Population			Employment		
Community	Year 2010	Year 2040	Compounded Annual Growth Rate 2010-2040	Year 2010	Year 2040	Compounded Annual Growth Rate 2010-2040
Avalon Park	21,115	23,220	0.3%	2,444	4,719	2.2%
Burnside	3,177	3,646	0.5%	975	1,273	0.9%
Calumet Heights	15,403	17,480	0.4%	3,047	3,548	0.5%
Douglas	25,154	30,053	0.6%	10,832	10,839	0.0%
Grand Boulevard	30,741	33,607	0.3%	2,492	3,508	1.1%
Greater Grand Crossing	36,185	40,099	0.3%	3,943	4,097	0.1%
Hyde Park	30,454	31,764	0.1%	31,543	31,682	0.0%
Kenwood	18,360	21,222	0.5%	789	903	0.4%
Oakland	14,581	18,901	0.9%	91	168	2.1%
South Chicago	37,210	40,148	0.3%	1,870	7,456	4.7%
South Shore	60,128	62,329	0.1%	4,530	4,915	0.3%
Washington Park	17,513	18,998	0.3%	1,154	1,196	0.1%
Woodlawn	29,913	29,652	0.0%	3,523	3,601	0.1%
Study Area Total	**339,936**	**371,119**	**0.3%**	**67,233**	**77,904**	**0.5%**
Chicago	**2,941,557**	**3,358,394**	**0.4%**	**1,312,884**	**1,534,824**	**0.5%**
Six County	**8,569,360**	**10,885,600**	**0.8%**	**4,141,356**	**5,267,719**	**0.8%**

Source: CMAP 2010 and 2040 Population and Employment Projections

3.2 Travel Patterns

Analysis presented in this section is derived from the CMAP travel demand model estimates[1] for the year 2010. Because the CMAP travel analysis zone system (TAZs) did not nest perfectly with the community boundaries, the results in this section are presented for eight TAZ groupings instead of individual communities themselves. **Figure 3.13** shows a map of the TAZ groupings that were used for analysis of the CMAP model trip table. These groupings represent service areas of the different transit lines and larger areas than individual community areas.

Magnitude of Travel

Residents of the South Lakefront study area produce a total of 741,000 daily trips on auto and transit modes together. Further, the study area attracts 535,000 daily trips on auto and transit together. The large difference between the trips produced and attracted is simply a reflection of the fact that the study area is more residential than commercial in nature.

Of the 741,000 daily trips produced in the South Lakefront study area, 610,000 trips use an automobile, while the remaining 131,000 trips use transit. This implies a transit market share of 18 percent for all trips produced by residents of the study area. Of the 535,000 daily trips attracted to the study area, 477,000 trips use an automobile, while the remaining 58,000 trips use transit. This implies a market share of 11 percent for trips attracted to employment and other activity centers in the study area. Transit use, therefore, appears more prevalent for trips produced in the study area, than for trips attracted to the study area. The Kenwood and Hyde Park area is the most active portion of the study area, both producing and attracting the highest number of trips in the study area and accounting for 22 percent of all trips. **Table 3.4** presents a summary of trips produced from and attracted to each of the TAZ groups, both by auto and transit.

Residents of the South Lakefront study area generate a little over 158,100 daily work trips, and jobs in the study area attract about 82,000 work trips. The market share of transit for work trips produced in the study area is about 24 percent, while the market share of work trips attracted to the study area is only seven percent. The Hyde Park and Kenwood area is the most active generator and attractor of work trips accounting for 31 percent of work trips. **Table 3.5** tabulates the work trip productions and attractions by auto and transit.

[1] CMAP travel demand model estimates do not include trips made by non-motorized modes.

Figure 3.13 TAZ Groupings within the South Lakefront Study Area

Table 3.4 Summary of All Trips (Work and Non-Work) Produced and Attracted to the Study Area

TAZ Group	Trips Produced Auto	Trips Produced Transit	Trips Produced All Motorized	Transit Share Trips Produced	Trips Attracted Auto	Trips Attracted Transit	Trips Attracted All Motorized	Transit Share Trips Attracted
Avalon Park/ Calumet Heights/ Burnside	72,703	15,591	88,294	18%	47,154	6,312	53,466	12%
Douglas/Oakland/ Kenwood	74,007	14,801	88,808	17%	69,276	7,470	76,746	10%
Greater Grand Crossing/South Shore/Woodlawn	38,642	8,604	47,245	18%	32,092	3,476	35,567	10%
Grand Boulevard/ Washington Park/ Woodlawn	99,534	21,129	120,663	18%	60,996	6,832	67,828	10%
Greater Grand Crossing	63,122	13,680	76,802	18%	37,502	4,567	42,069	11%
Kenwood/Hyde Park	103,598	21,962	125,560	17%	139,457	17,084	156,541	11%
South Chicago	71,193	14,285	85,478	17%	35,565	4,208	39,773	11%
South Shore	87,642	20,671	108,312	19%	55,218	8,005	63,222	13%
Total South Lakefront Study Area	**610,439**	**130,721**	**741,160**	**18%**	**477,258**	**57,952**	**535,210**	**11%**

Source: CMAP Travel Demand Model Data

Table 3.5 Summary of Work Trips Produced and Attracted to the Study Area

TAZ Group	Trips Produced Auto	Trips Produced Transit	Trips Produced All Motorized	Transit Share Trips Produced	Trips Attracted Auto	Trips Attracted Transit	Trips Attracted All Motorized	Transit Share Trips Attracted
Avalon Park/ Calumet Heights/ Burnside	14,442	4,575	19,017	24%	6,197	384	6,581	6%
Douglas/Oakland/ Kenwood	14,112	3,969	18,081	22%	13,128	819	13,947	6%
Greater Grand Crossing/South Shore/Woodlawn	6,752	2,184	8,936	24%	3,079	154	3,233	5%
Grand Boulevard/ Washington Park/ Woodlawn	18,048	5,755	23,803	24%	3,316	185	3,501	5%
Greater Grand Crossing	11,532	3,611	15,143	24%	2,907	155	3,062	5%
Kenwood/Hyde Park	24,008	7,196	31,204	23%	40,984	3,617	44,601	8%
South Chicago	13,247	4,337	17,584	25%	2,437	77	2,514	3%
South Shore	18,278	6,142	24,420	25%	4,360	276	4,636	6%
Total South Lakefront Study Area	**120,419**	**37,769**	**158,188**	**24%**	**76,408**	**5,667**	**82,075**	**7%**

Source: CMAP Travel Demand Model Data

Travel Interchanges

To better understand the major trip flows to, from, and within the South Lakefront study area, the CMAP trip tables were summarized by the TAZ groupings shown in Figure 3.13. Outside the study area, a combination of Regional Transportation Authority (RTA) districts, groups of districts, and counties were used to summarize the trip ends to or from the study area. **Figure 3.14** provides a map of the six-county northeastern Illinois region and indicates how the region outside the South Lakefront study area was partitioned for analysis of trip interchanges.

Travel within the Study Area

Of the 741,000 trips produced by the residents of the study area, only 267,300 trips, or roughly 26 percent, have attractions within the study area. **Table 3.6** shows the combined work and non-work trip interchanges between the eight TAZ groups. Travel within the Kenwood/Hyde Park TAZ area is the largest volume travel interchange within the study area. This is followed by travel within several other TAZ groups - the Grand Boulevard/Washington Park/Woodlawn area, the South Shore area, the Douglas/Oakwood/Kenwood area and the South Chicago area – each of which have about half or smaller volumes. The largest volume interchange between different TAZ groups is from Grand Boulevard/Washington Park/Woodlawn to Kenwood/Hyde Park, followed by interchanges from other areas to Kenwood/Hyde Park.

The market share of transit for trips that start and end within the study area is about 12 percent. However, as indicated in **Table 3.7,** the transit market share is much higher for shorter transit trips that occur entirely within a TAZ group. Transit market share is also high for travel between Hyde Park and Greater Grand Crossing, immediately to the south. However, the transit market share for travel between Grand Boulevard/Washington Park/Woodlawn and Kenwood/Hyde Park is about 6 percent, almost 6 percentage points below the average transit market share for the South Lakefront study area as a whole. Given the rather high proportion of transit-dependent population in the Washington Park area, the transit market share for this interchange appears particularly low. The large size of this market also means that this is a potential opportunity for transit market development. Another similar market opportunity for transit is the interchange between the Douglas/Oakland/Kenwood and Kenwood/Hyde Park TAZ groups.

Only 19,700 out of a total of 158,100 work trips, or roughly 12 percent of work trips, produced by residents in the study area stay within the study area. **Table 3.8** presents a summary of the work trip interchanges within the South Lakefront study area. The highest volume is for trips within Kenwood/Hyde Park followed by interchanges from other areas to Kenwood/Hyde Park. Interestingly, the market share of transit for work trips occurring entirely within the study area is close to 10 percent, as indicated in **Table 3.9**. This fraction is lower than the market share of transit for work and non-work trips combined, indicating that the transit share is higher for non-work trips within the study area than for work trips. Again, the transit shares appear to be highest for trips that occur entirely within a TAZ group. The transit market share for work travel between Grand Boulevard/Washington Park/Woodlawn and Kenwood/Hyde Park is only about six percent. As already indicated, this represents a potential opportunity for

transit development. Another similar market of particular interest from a transit standpoint is the travel between Douglas/Oakland/Kenwood and Kenwood/Hyde Park TAZ groups.

Travel Produced from the Study Area

Table 3.10 presents a summary of the attraction ends of travel produced from the study area. Simply put, this table answers the question: where do the residents of the study area pursue their daily work and non-work activities? Comparison of the work trip patterns with the patterns for trips in general yields interesting insights.

As already discussed, only 12 percent of work trips produced in the study area are attracted to job locations within the study area. The remaining 88 percent of the 158,100 work trips are attracted to employment centers outside the study area. Chicago CBD attracts close to 35,000 work trips from the South Lakefront study area. Further, the market share of transit for work trips to the CBD is almost 76 percent, indicating the major role that transit currently plays in connecting the study area residents with jobs in Chicago CBD. The districts immediately surrounding the CBD, namely, Districts 22, 23, and 25, are also major attractors of work trips. District 22, immediately to the north of Chicago CBD, attracts over 10,300 trips from the South Lakefront study area. The market share of transit trips to this region is also fairly high at 35 percent. District 23, which includes the Near West, and West Loop areas attracts another 3,400 work trips. The transit share to this district is also very high at 48 percent. District 25, representing the South Loop area, attracts a little over 1,500 work trips, with 32 percent transit market share. District 21, which includes the UIC Medical District and Rush University Campus, attracts close to 8,800 work trips from the South Lakefront study area. But the transit market share to this district is a very low six percent.

Closer to the study area itself, we have reported results by individual district. District 29, which contains Midway Airport attracts close to 8,300 work trips produced in the study area. However, the market share of transit for trips attracted to this district is only five percent. District 27, immediately to the northwest of the South Lakefront study area is another major attractor of work trips produced by the study area. Once again, transit share for trips attracted to this district is only about five percent. These findings indicate the strong CBD orientation of peak period transit services from the study area.

Of the 741,000 work and non-work trips produced by residents in the study area, about 267,000 trips, or 36 percent, are attracted within the study area. It is clear, therefore, that a much higher proportion of non-work trips than work trips remain entirely within the study area. This is an expected trend, because non-work trips tend to be shorter than work trips on average. However, it is interesting to note that the transit share for trips in general is higher than the transit share for work trips alone. This seems to indicate that a higher share of non-work trips than work trips within the study area use transit. This is probably due to the large share of unemployed residents who do not make any work trips and who are transit dependent.

The Chicago CBD is a major attractor of all trips produced from the study area. The transit market share for work and non-work trips together attracted to Chicago CBD is 53 percent. Districts 22, 23, and 25 are major attractors of all trips, work and non-work, from the study area. Transit market shares for trips attracted to these districts are also fairly high. Transit, therefore, appears to be a very attractive option for both peak and off-peak travel to Chicago CBD and

nearby areas. District 21, despite being a major attractor of trips from the study area, shows a relatively low transit market share.

Transit shares for trips attracted to District 29 to the west of the study area, District 30 adjoining the western fringe of the study area, District 28 at the southwestern fringe of the study area, and District 32 immediately south of the study area are 10 percent, nine percent, 10 percent, and 12 percent respectively. These numbers are higher than the corresponding share for work trips alone.

Travel Attracted to the Study Area

As discussed in the Travel Magnitude section, the South Lakefront study area is a net producer of trips. That is, it produces lot more trips than it attracts. **Table 3.11** presents a synopsis of the trips attracted to the study area from various parts of the six-county area and beyond. Although residents of Chicago CBD who work in the South Lakefront study area account for only 850 trips, CBD residents make 29,500 trips for work and non-work purposes combined. The study area houses the University of Chicago, one of the most prestigious educational institutions in the world. It is possible that the high volume of non-work travel is attracted to the University of Chicago. Transit share of work trips produced in Chicago CBD and attracted to the study area is only five percent. However, the transit market share for work and non-work trips together is 17 percent. This could be due to the presence of bus services that serve the student population headed to the study area from the CBD, combined with the possibility that a higher proportion of the student population is transit dependent.

Districts 22 and 23 are the other major generators of work and non-work trips attracted to the study area. District 21, a major attractor of work and non-work trips from the study area, is also a major producer of work and non-work trips bound to the study area. The low transit market share from this district to the study area, coupled with the reasonably high overall demand, marks this district as a potential market for better transit connectivity with the South Lakefront study area.

District 29, to the west of the study area, is the other major producer of work trips attracted to the South Lakefront study area. Transit market share for trips from this area is around five percent. Interestingly, transit share for work and non-work trips together from these areas is about nine percent. This finding is similar to the finding for the Chicago CBD. District 30, immediately to the west of the study area, produces only 3,800 work trips bound to the study area, but produces almost 38,000 work and non-work trips combined.

Figure 3.14 TAZ Groupings for Analysis of Trip Tables

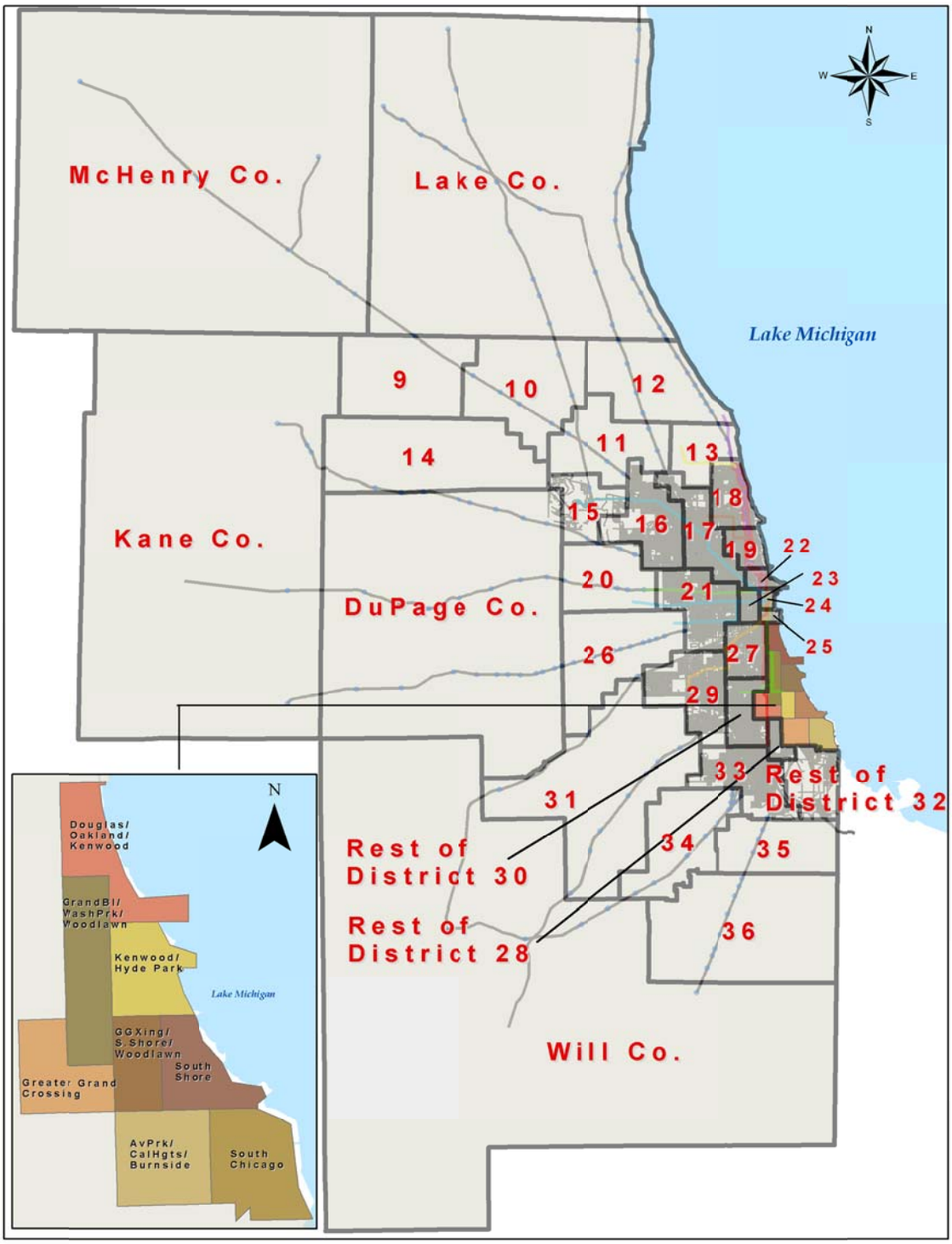


Table 3.6 Trip Interchanges (Work and Non-work) within the Study Area by Auto and Transit

	Avalon Park/ Calumet Heights/ Burnside	Douglas/ Oakland/ Kenwood	Greater Grand Crossing/South Shore/ Woodlawn	Grand Boulevard/ Washington Park/ Woodlawn	Greater Grand Crossing	Kenwood/ Hyde Park	South Chicago	South Shore	Total
Avalon Park/Calumet Heights/ Burnside	8,584	1,120	1,904	1,633	1,184	4,021	2,577	3,931	**24,953**
Douglas/Oakland/ Kenwood	980	15,351	950	3,261	958	6,772	1,010	1,939	**31,220**
Greater Grand Crossing/South Shore/ Woodlawn	1,221	1,084	6,334	1,492	798	7,293	1,124	1,775	**21,119**
Grand Boulevard/ Washington Park/ Woodlawn	1,867	5,249	2,319	18,682	2,079	10,120	1,211	2,705	**44,232**
Greater Grand Crossing	1,761	1,371	1,665	2,489	6,980	3,026	742	2,010	**20,043**
Kenwood/Hyde Park	1,879	3,933	2,621	3,976	1,254	39,805	1,689	2,829	**57,985**
South Chicago	2,619	1,708	1,779	1,261	830	5,028	12,173	3,261	**28,658**
South Shore	3,562	2,550	2,675	2,653	1,722	7,092	3,254	15,562	**39,069**
Total	**22,472**	**32,365**	**20,245**	**35,447**	**15,804**	**83,156**	**23,779**	**34,011**	**267,278**

Source: CMAP Travel Demand Model Data

Table 3.7 Transit Market Share for Trip Interchanges (Work and Non-work) within the Study Area

	Avalon Park/ Calumet Heights/ Burnside	Douglas/ Oakland/ Kenwood	Greater Grand Crossing/South Shore/ Woodlawn	Grand Boulevard/ Washington Park/ Woodlawn	Greater Grand Crossing	Kenwood/ Hyde Park	South Chicago	South Shore	Total
Avalon Park/Calumet Heights/ Burnside	17%	9%	8%	8%	10%	9%	9%	14%	**12%**
Douglas/Oakland/ Kenwood	11%	16%	8%	7%	12%	8%	10%	9%	**12%**
Greater Grand Crossing/South Shore/ Woodlawn	10%	8%	18%	5%	8%	18%	7%	8%	**14%**
Grand Boulevard/ Washington Park/ Woodlawn	8%	7%	5%	16%	10%	6%	7%	7%	**11%**
Greater Grand Crossing	10%	8%	7%	8%	17%	7%	9%	10%	**11%**
Kenwood/Hyde Park	9%	7%	13%	6%	7%	16%	7%	9%	**14%**
South Chicago	8%	9%	8%	6%	6%	9%	17%	9%	**12%**
South Shore	13%	8%	7%	7%	9%	9%	9%	17%	**12%**
Total	**13%**	**12%**	**11%**	**12%**	**12%**	**13%**	**13%**	**13%**	**12%**

Source: CMAP Travel Demand Model Data

Table 3.8 Work Trip Interchanges within the Study Area by Auto and Transit

	Avalon Park/ Calumet Heights/ Burnside	Douglas/ Oakland/ Kenwood	Greater Grand Crossing/South Shore/ Woodlawn	Grand Boulevard/ Washington Park/ Woodlawn	Greater Grand Crossing	Kenwood/ Hyde Park	South Chicago	South Shore	Total
Avalon Park/Calumet Heights/ Burnside	621	198	87	55	55	841	116	294	**2,267**
Douglas/Oakland/ Kenwood	76	655	52	60	41	800	33	63	**1,780**
Greater Grand Crossing/South Shore/ Woodlawn	50	93	159	24	19	1,631	18	44	**2,038**
Grand Boulevard/ Washington Park/ Woodlawn	110	319	86	246	83	1,123	45	89	**2,101**
Greater Grand Crossing	87	166	63	58	143	618	32	68	**1,235**
Kenwood/Hyde Park	134	359	109	102	66	4,693	54	111	**5,628**
South Chicago	367	202	65	49	43	820	257	176	**1,979**
South Shore	336	291	95	76	62	1,162	59	518	**2,599**
Total	**1,781**	**2,283**	**716**	**670**	**512**	**11,688**	**614**	**1,363**	**19,627**

Source: CMAP Travel Demand Model Data

Table 3.9 Transit Market Share for Work Trips within the Study Area

	Avalon Park/ Calumet Heights/ Burnside	Douglas/ Oakland/ Kenwood	Greater Grand Crossing/South Shore/ Woodlawn	Grand Boulevard/ Washington Park/ Woodlawn	Greater Grand Crossing	Kenwood/ Hyde Park	South Chicago	South Shore	Total
Avalon Park/Calumet Heights/ Burnside	11%	5%	2%	2%	4%	8%	9%	9%	**8%**
Douglas/Oakland/ Kenwood	5%	14%	2%	5%	10%	7%	3%	0%	**9%**
Greater Grand Crossing/South Shore/ Woodlawn	4%	9%	14%	0%	5%	19%	6%	2%	**17%**
Grand Boulevard/ Washington Park/ Woodlawn	5%	6%	9%	15%	10%	5%	0%	9%	**7%**
Greater Grand Crossing	8%	5%	6%	12%	13%	7%	3%	9%	**8%**
Kenwood/Hyde Park	8%	7%	5%	6%	5%	12%	4%	5%	**11%**
South Chicago	10%	7%	8%	2%	5%	7%	7%	7%	**8%**
South Shore	11%	9%	8%	5%	5%	9%	7%	12%	**10%**
Total	**9%**	**9%**	**8%**	**9%**	**8%**	**11%**	**6%**	**9%**	**10%**

Source: CMAP Travel Demand Model Data

Table 3.10 Attraction End of Trips Produced from the Study Area

Attraction End (District)		Work Trips	Transit Share	All Purposes	Transit Share
South Lakefront Corridor		19,627	10%	267,278	12%
Chicago CBD (Dist. 24)		34,915	76%	99,471	53%
Rest of Chicago					
District 15	O'Hare Int'l Airport/Rosemont	597	8%	603	7%
District 16	Jefferson Pk., Portage Pk.	1,776	5%	1,881	5%
District 17	Irving Pk., Logan Sq., Wicker Pk.	4,036	7%	8,037	11%
District 18	Rogers Pk., Ravenswood, Uptown	3,027	6%	5,117	7%
District 19	Lakeview, Lincoln Pk., Wrigleyville	4,111	6%	15,912	11%
District 21	Austin, Garfld Pk., Humboldt Pk., United & Med. Ctr	8,783	6%	18,835	7%
District 22	Near North Side, River North, Gold Coast	10,386	35%	46,648	30%
District 23	Near West Side, West Loop	3,424	48%	19,962	31%
District 25	South Loop, part of Chinatown	1,539	32%	10,443	26%
District 27	Bridgeport, IIT, Sox Pk., McKinley Pk.	6,094	5%	31,806	7%
District 28*	Bronzeville, Hyde Pk., UC, Woodlawn	832	6%	14,175	10%
District 29	Midway Airport, Chicago Lawn, Gage Pk.	8,264	5%	33,004	10%
District 30	Englewood, Auburn-Gresham	1,640	4%	31,404	9%
District 32	Hegewisch, So. Deering, Calumet	1,312	6%	21,773	12%
District 33	Beverly, Pullman, Roseland, Mt Greenwood	2,796	4%	25,900	8%
Suburban Cook County					
District 9	So. Barrington, … Inverness, Hoffman Estates	10	0%	10	0%
District 10	Palatine, Arlington Hghts., Mt Prospect, Wheeling	164	2%	164	2%
District 11	Des Plaines, Park Ridge, Niles, Morton Grove	828	4%	832	4%
District 12	Wilmette, Winnetka, Glenview, Northbrook	579	5%	580	5%
District 13	Evanston, Lincolnwood, Skokie	1,016	5%	1,034	5%
District 14	Schaumburg, Hoffman Est., Elk Grove Vill., Streamwd	254	2%	254	2%
District 20	Oak Park, Maywd, River Forest, Berkeley, Northlake	2,745	6%	3,002	5%
District 26	Western Spgs., LaGrange, Brookfield, Cicero, Berwyn	4,216	2%	4,877	2%
District 31	Oak Lawn, Palos Pk., Orland Pk., Lemont	5,459	3%	10,846	5%
District 34	Blue Is., Robbins, Oak Forest, Tinley Pk.	5,104	2%	8,732	4%
District 35	Harvey, Dolton, South Holland	4,848	2%	16,639	5%
District 36	Lansing, Homewood, Chic. Hts., Park Forest	5,839	2%	8,267	4%
DuPage County		4,324	2%	4,338	2%
Kane County		78	0%	78	0%
Lake County		263	3%	263	3%
McHenry County		3	0%	3	0%
Will County		2,682	2%	2,890	3%
Outside the Region		6,617	1%	26,108	3%
Grand Total		**158,188**	**24%**	**741,160**	**18%**

Source: CMAP Travel Demand Model Data
*** Outside the study area**

Table 3.11 Production End of Trips Attracted to the Study Area

Production End (District)		Work Trips	Transit Share	All Purposes	Transit Share
South Lakefront Corridor		19,627	10%	267,278	12%
Chicago CBD (District 24)		856	5%	29,485	17%
Rest of Chicago					
District 15	O'Hare Int'l Airport/Rosemont	8	0%	9	0%
District 16	Jefferson Pk., Portage Pk.	886	5%	946	5%
District 17	Irving Pk., Logan Sq., Wicker Pk.	3,268	6%	4,606	6%
District 18	Rogers Pk., Ravenswood, Uptown	3,591	5%	4,308	5%
District 19	Lakeview, Lincoln Pk., Wrigleyville	4,457	6%	7,210	8%
District 21	Austin, Garfld Pk., Humboldt Pk., United & Med. Ctr	4,238	4%	10,311	6%
District 22	Near North Side, River North, Gold Coast	2,247	6%	10,258	13%
District 23	Near West Side, West Loop	1,199	5%	9,129	11%
District 25	South Loop, part of Chinatown	660	7%	6,995	12%
District 27	Bridgeport, IIT, Sox Pk., McKinley Pk.	3,318	5%	28,657	7%
District 28*	Bronzeville, Hyde Pk., UC, Woodlawn	1,520	8%	14,833	9%
District 29	Midway Airport, Chicago Lawn, Gage Pk.	5,887	5%	24,902	9%
District 30	Englewood, Auburn-Gresham	3,836	5%	37,587	8%
District 32	Hegewisch, So. Deering, Calumet	2,219	8%	17,933	12%
District 33	Beverly, Pullman, Roseland, Mt Greenwood	5,027	7%	25,501	8%
Suburban Cook County					
District 9	So. Barrington, … Inverness, Hoffman Estates	-	0%	-	0%
District 10	Palatine, Arlington Hghts., Mt Prospect, Wheeling	5	20%	5	20%
District 11	Des Plaines, Park Ridge, Niles, Morton Grove	31	6%	33	6%
District 12	Wilmette, Winnetka, Glenview, Northbrook	35	6%	36	6%
District 13	Evanston, Lincolnwood, Skokie	269	6%	283	6%
District 14	Schaumburg, Hoffman Est., Elk Grove Vill., Streamwd	2	0%	2	0%
District 20	Oak Park, Maywd, River Forest, Berkeley, Northlake	534	6%	636	6%
District 26	Western Spgs., LaGrange, Brookfield, Cicero, Berwyn	1,411	4%	1,852	4%
District 31	Oak Lawn, Palos Pk., Orland Pk., Lemont	2,193	3%	4,267	4%
District 34	Blue Is., Robbins, Oak Forest, Tinley Pk.	2,227	8%	4,222	7%
District 35	Harvey, Dolton, South Holland	3,398	6%	8,823	6%
District 36	Lansing, Homewood, Chic. Hts., Park Forest	4,383	8%	5,769	8%
DuPage County		130	3%	136	3%
Kane County		17	0%	17	0%
Lake County		7	0%	7	0%
McHenry County		-	0%	-	0%
Will County		1,968	8%	2,135	9%
Outside the Region		2,621	7%	7,045	5%
Grand Total		82,075	7%	535,210	11%

Source: CMAP Travel Demand Model Data
***Outside the study area**

3.3 Analysis of Transit Rider Origin Destination Survey Data

This section provides a brief discussion of transit use patterns as reflected by the rider origin-destination (OD) survey data from the CTA and Metra systems. The CTA OD survey was conducted in 2007 between April and June, while the Metra OD Survey[2] was collected in 2006 between October and December.

CTA Trip Patterns

Table 3.12 summarizes CTA ridership to, from and within the study area. Analysis of the CTA OD survey indicated that a little over 100,000 CTA trips were produced in the study area, while about 89,000 trips were attracted to the study area, and more than 35,000 trips occurred entirely within the study area.

Table 3.12 Estimated CTA Ridership with Respect to the Study Area

Directionality	Ridership
From the Study Area	100,437
To the Study Area	89,126
Within the Study Area	35,265
Outside the Study Area	1,408,423
Total CTA Ridership	**1,633,251**

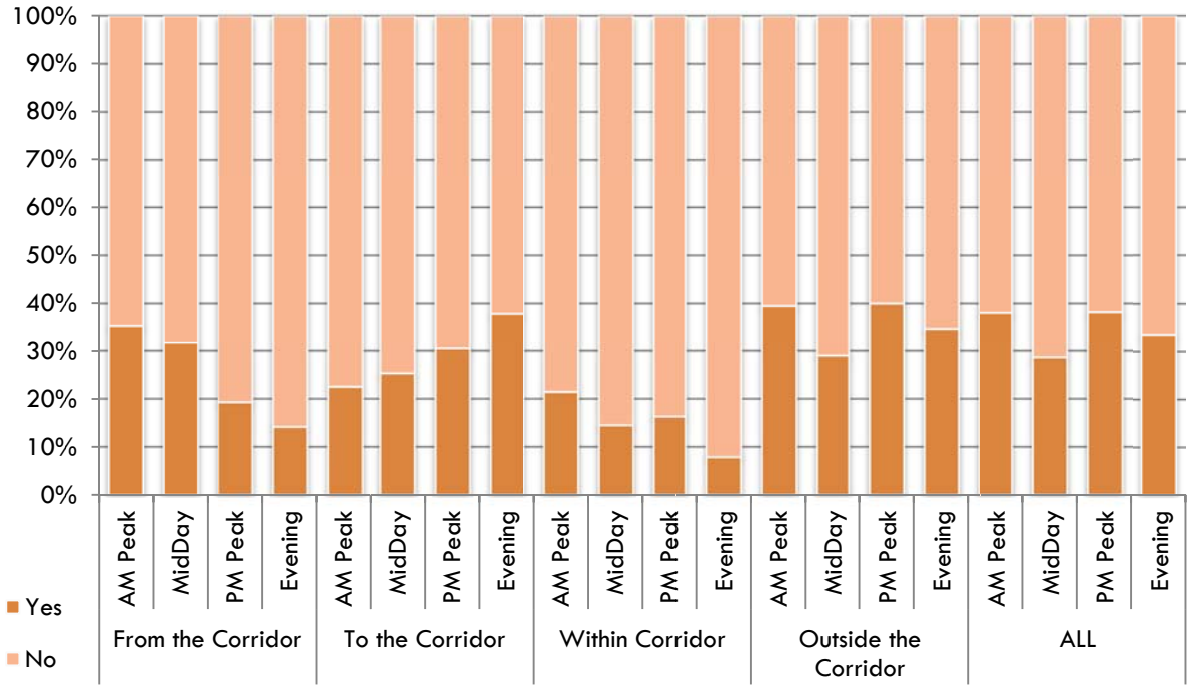
Source: CTA 2007 O-D Survey

To gauge the level of transit captivity of CTA riders to, from, and within the study area, vehicle ownership levels of the CTA riders were analyzed separately for each of these three markets (see **Figure 3.15)**. This analysis corroborated the results discussed in Section 3.1. Riders making trips entirely within the study area were the most transit-dependent, with close to 80 percent of the riders indicating that they did not have a private vehicle available for the reported trip.

Analysis of the CTA OD Survey data indicated that nearly a third of the overall ridership occurs in the morning peak period between 6:00 AM and 9:00 AM, while about 23 percent occurs in the mid-day period between 9:00 AM and 3:00 PM. Another 20 percent of this ridership is accounted for by the PM peak period between 3:00 PM and 6:00 PM. About a quarter of all trips happen in the late evening and early morning periods between 6:00 PM and 6:00 AM.

[2] The Metra survey sampled inbound and outbound morning weekday trains.

Figure 3.15 Distribution of CTA Riders by Vehicle Availability

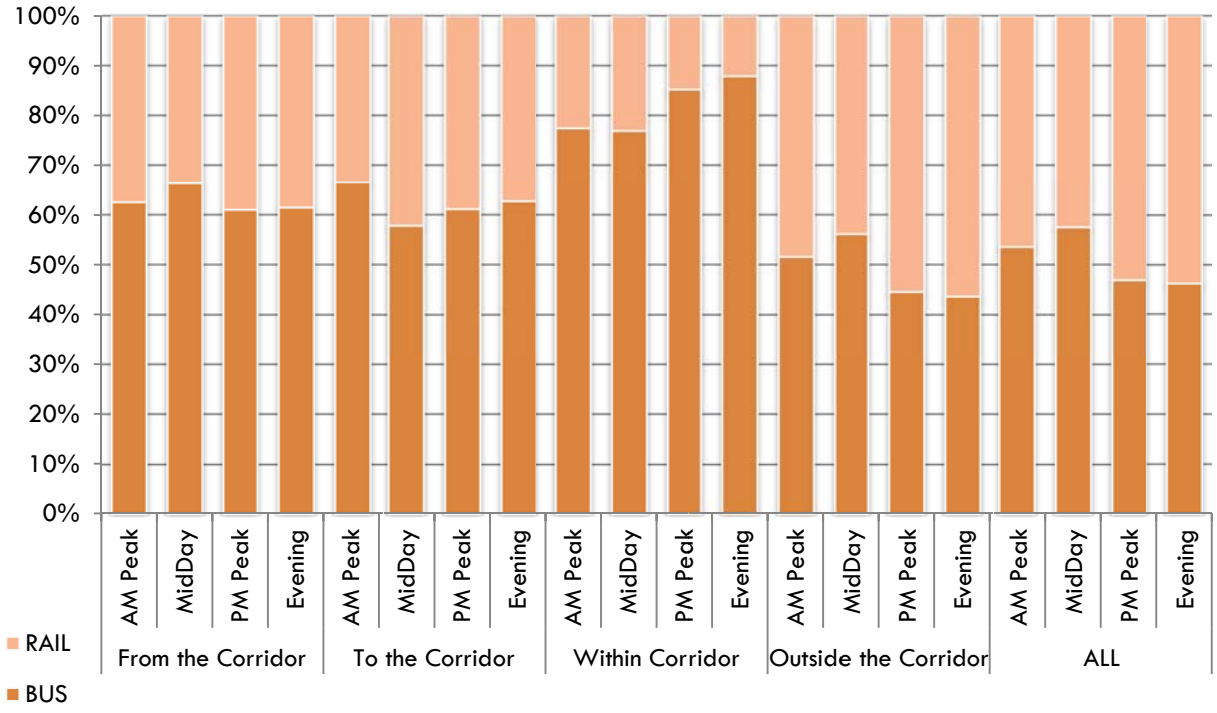


Source: CTA 2007 O-D Survey

Figure 3.16 shows the use of CTA rail[3] and bus modes by riders traveling to, from, or within the study area. As evident from the figure, close to 80 percent of the riders traveling within the South Lakefront study area use CTA buses only, while about 60 percent of the riders traveling to or from the study area use CTA buses only. These numbers imply the importance of bus service to the South Lakefront study area.

[3] If respondents have ridden CTA Rail and transferred to a bus, the mode labeled as Rail. This assumes the rail trip is longer than the bus trip. The Bus label is used for responses with a single bus ride or riders who transferred between buses.

Figure 3.16 Distribution of CTA Riders by CTA Mode Use

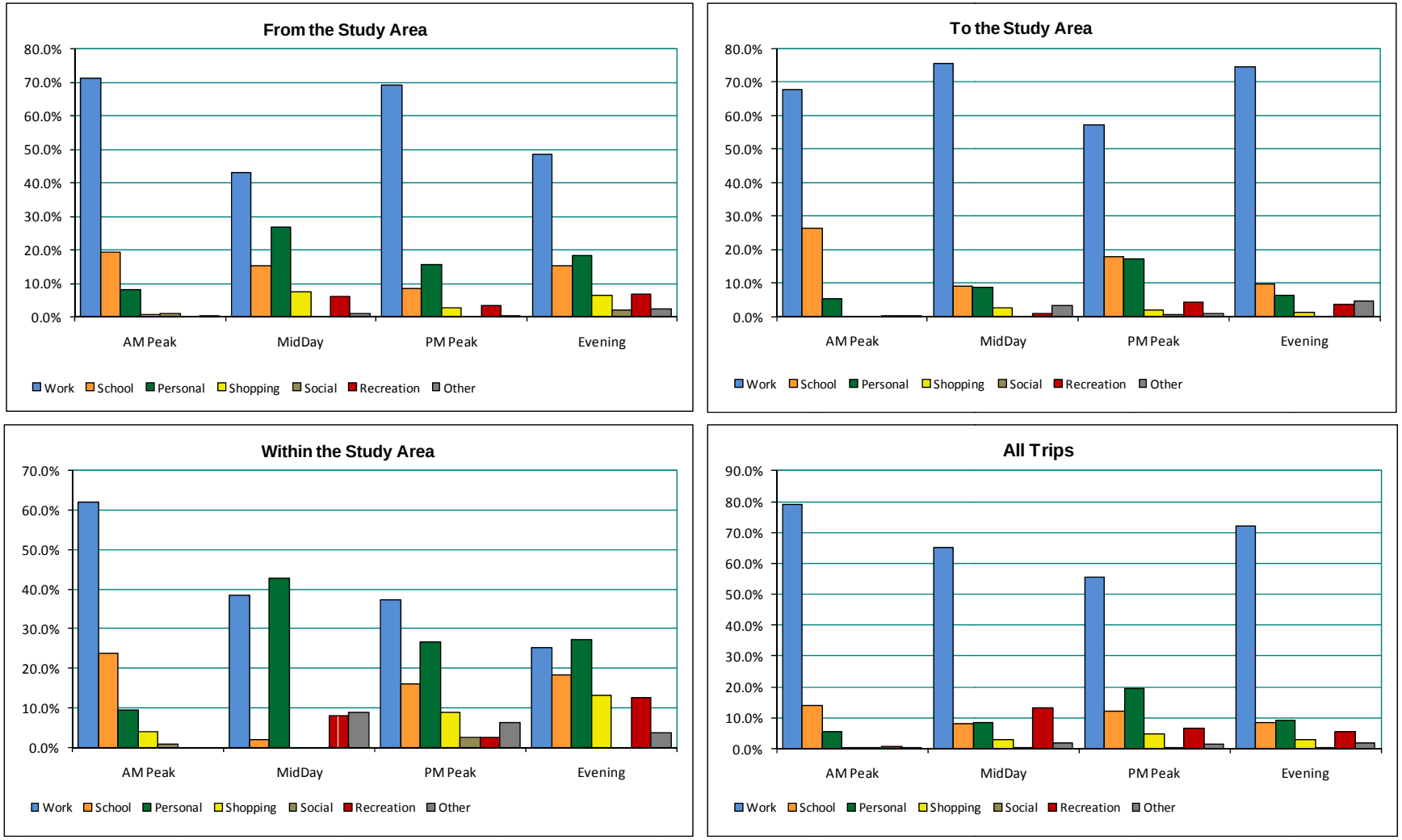


Source: CTA 2007 O-D Survey

Figure 3.17 presents the distribution of trips by purpose in a series of plots for CTA riders to, from, and within the South Lakefront study area. Work trips constituted the majority across all time periods combined. School trips were the next major category. Nearly 20 percent of all riders traveling from the study area were students. More than 25 percent of riders traveling to the study area during the AM peak were traveling for school. This share is most likely influenced by the University of Chicago students. Even within the study area, school trips constitute a big portion of the universe of trips. The Chicago Public School students are likely to make up the majority of this submarket. School shares during other periods of the day remain larger than systemwide levels.

The more uniform distribution of non-work purposes during the midday, PM peak and evening hours for the "within the study area" market implies that CTA service plays a critical role in the daily life of its users in this market and is likely to serve a large portion of the population that has limited mobility options.

Figure 3.17 Distribution of CTA Riders by Trip Purpose

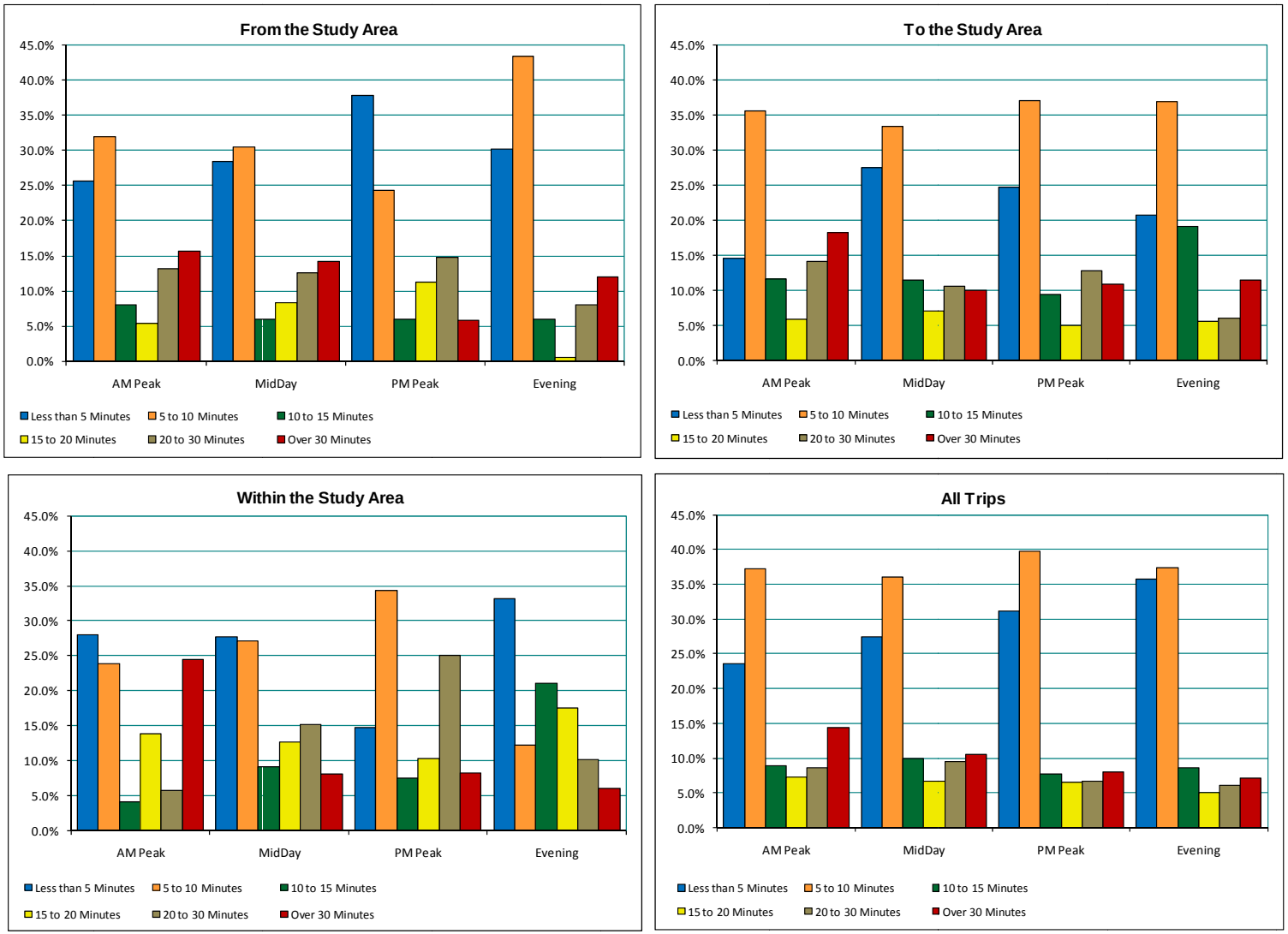


Source: CTA 2007 O-D Survey

Walking is the dominant mode for accessing CTA bus and rail. **Figure 3.18** features a series of plots that summarizes the distribution of reported access times to CTA stops or stations. CTA riders making trips entirely within the study area in the AM peak period seemed to have the longest access times to CTA services. This may indicate that there are a limited number of options to reach transit services that are serving key destinations within the study area. Moreover, unavailability of auto for accessing CTA may also contribute to the longer access times. Higher shares of young students in this market may also lead to longer access times.

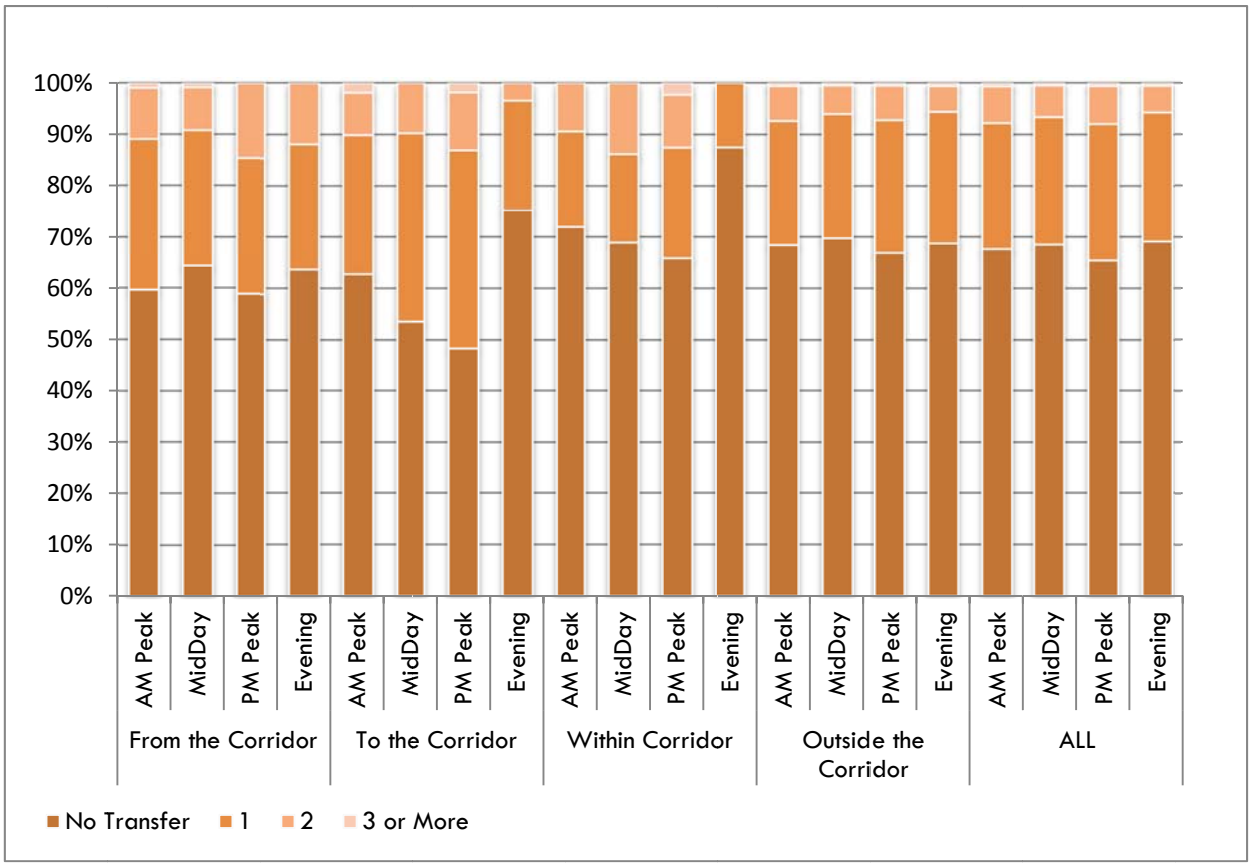
Figure 3.19 shows the distribution of riders by number of transfers. The systemwide estimates show that the average transfer rate is in the thirty percent range across the time of day periods with almost no variation during the day. The share of two transfer riders was found to be around five to seven percent. For riders traveling from the study area or to the study area, transfer rates are somewhat higher at about 40 percent. This shows that a sizeable portion of the riders in these markets needs to connect to another CTA route to reach the final destination. Moreover, the share of riders transferring twice is nearly twice the systemwide average. This result also points to the presence of relatively more dispersed origins and destinations that are not served well by the existing major transit routes. In addition, the transfer rate for riders traveling to the study area increases during midday and PM peak hours. This may also point to a lower level of service during the midday.

Figure 3.18 Distribution of Access Travel Times by Time of Day Periods



Source: CTA 2007 O-D Survey

Figure 3.19 Distribution of CTA Riders by Number of Transfers



Source: CTA 2007 O-D Survey

The downtown Chicago responses to the mode of egress question reported the mode that was used to travel from the CTA stop or station to the final destination. Similar to mode of access characteristics, walking was the dominant mode with shares arranging from 85 to 98 percent.

The destinations of inbound trips starting from the study area are mapped and labeled based on their location. The map shown in **Figure 3.20** features groups of TAZs that were used to define a broader level of geography in the Loop and its vicinity. Six distinct superzones were considered for this analysis and their approximate boundaries are as follows:

- *Core CBD* – Jackson Street on the south, Lake Street on the north, Wacker Drive on the west, and Michigan Avenue on the east.
- *South Side* – Jackson Street on the North, Taylor Street on the south, Wacker Drive on the west, and Michigan Avenue on the east.
- *West Side* - Hubbard Street on the North, Harrison Street on the south, Halsted Avenue on the west, and Wacker Drive on the east.

- *East Side* - Lake Street on the North, Harrison Street on the south, Michigan Avenue on the west, and Lake Michigan on the east.

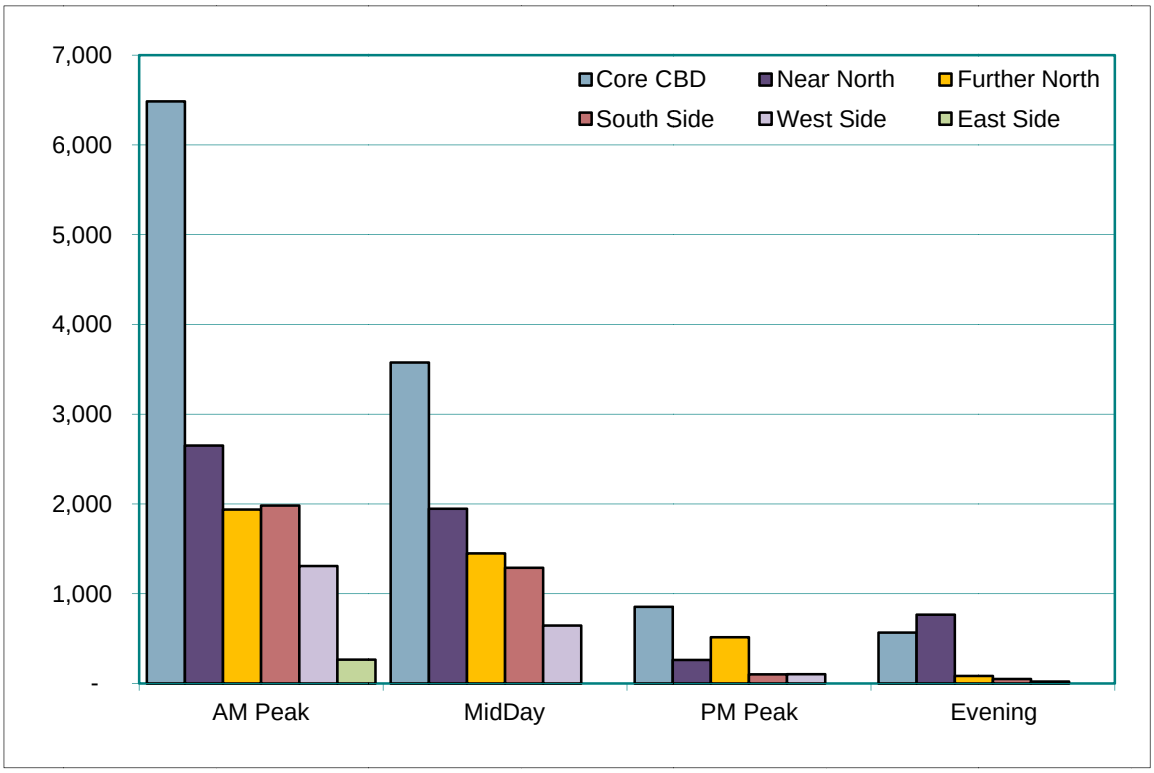
- *Near North* - Lake Street on the south, Ohio Street on the north, Franklin/New Orleans Streets on the west, and Lake Michigan on the east, excluding Navy Pier and its vicinity.

- *Further North* - Ohio Street on the south, Division Avenue on the north, New Orleans Street on the west, and Lake Michigan on the east, including Navy Pier and its vicinity.

Figure 3.20 Configuration of TAZ Groups in the CBD

Figure 3.21 summarizes the distribution of locations of final destinations of inbound CTA riders traveling from the study area by time of day periods. Of the more than 100,000 inbound trips during the AM peak, about 40 percent had a destination in the CBD. The shares of CBD destined trips decrease to 33 percent, 14 percent and 20 percent for the midday, PM peak and evening period, respectively.

Figure 3.21 Number of CTA Riders from the Study Area at their Destinations in the CBD



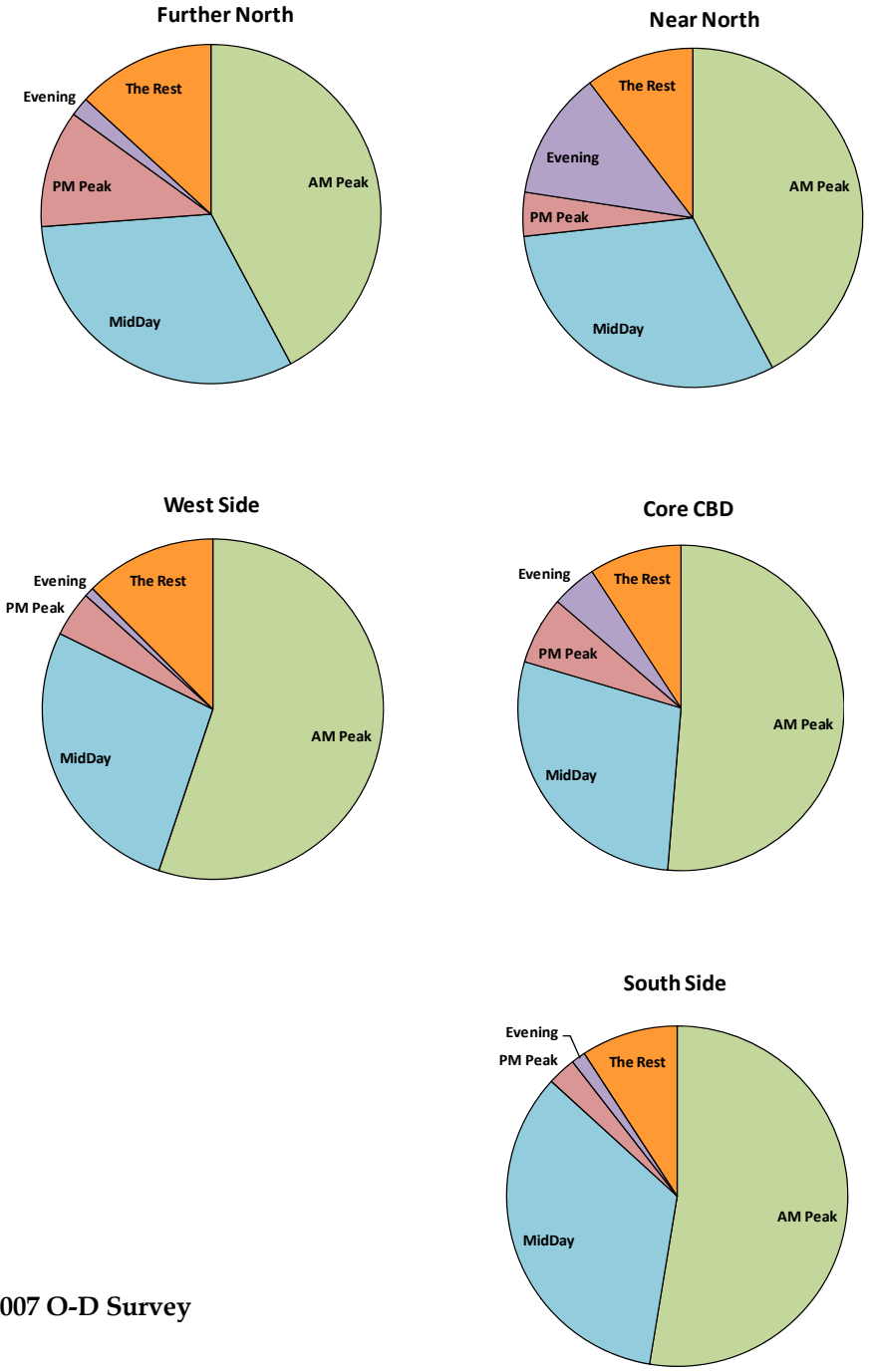
Source: CTA 2007 O-D Survey

During the AM peak, over 44 percent of the CBD destined trips ended in the Core CBD area, while 18 percent ended in the Near North, the second most popular area. Further North and South Side had shares of about 13 percent each, and the West Side a share about 9 percent.

For the midday period similar shares were observed, although the numbers of trips were lower. For the PM peak and evening periods, the core CBD and the two areas north of CBD attracted the most riders.

Figure 3.22 provides a set of pie charts that show the distribution of arrivals by time of day for each of the CBD areas. The Core CBD, West Side and South Side have similar time of day distributions, while areas north of the CBD attract higher shares of CTA riders during the PM peak and evening hours, potentially due to the Navy Pier and attractions along Michigan Avenue.

Figure 3.22 Arrivals to Each CBD Area by Time of Day for CTA Riders from the Study Area[4]



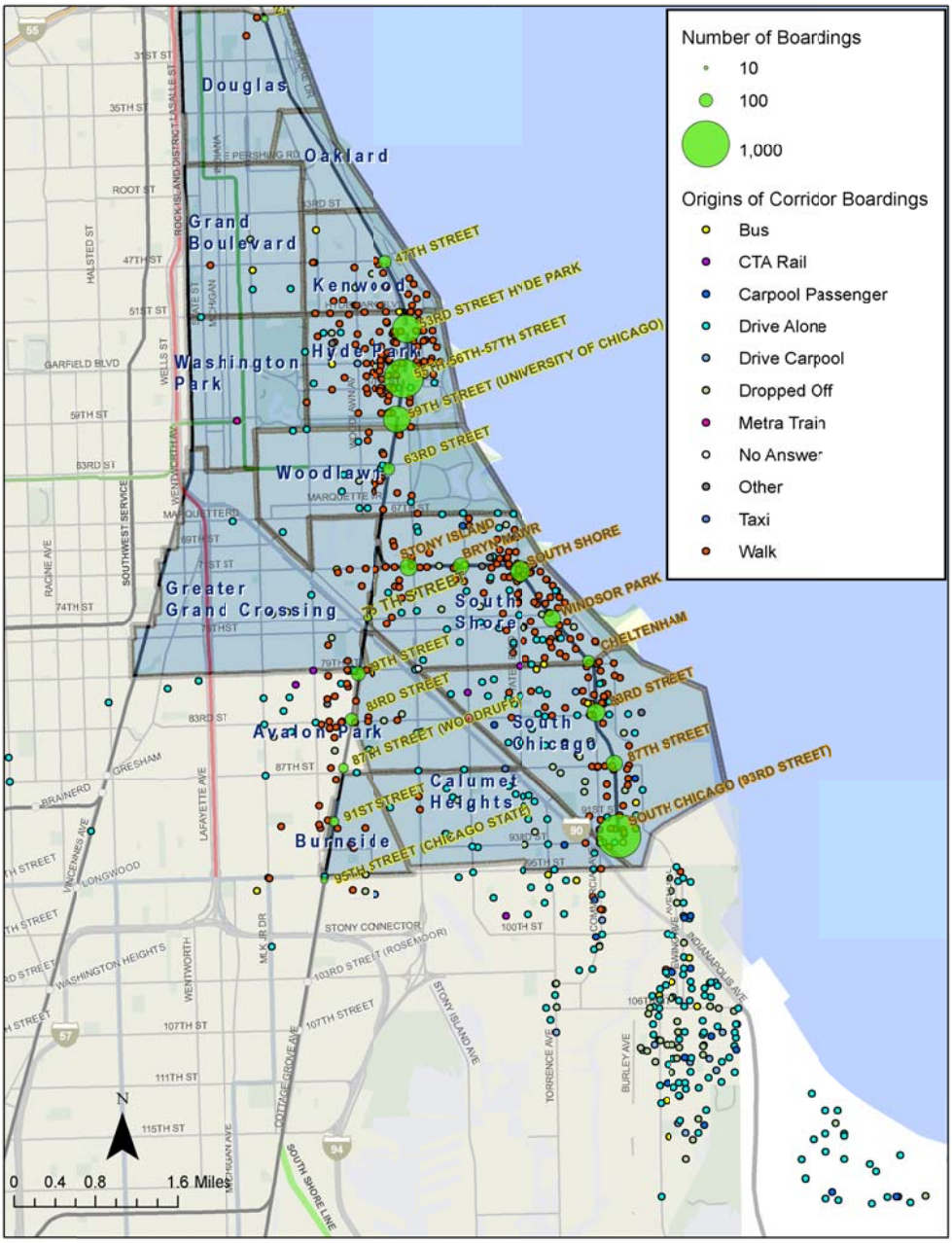
Source: CTA 2007 O-D Survey

[4] East Side chart is not shown here due to the limited number of reported destinations.

Results of Metra OD Survey Analysis

Figure 3.23 shows the distribution of trip origins of Metra riders boarding at the stations in the study area. The size of the station symbols represents the relative magnitude of the boardings at each station.

Figure 3.23 Origins and Boarding Stations of Metra Riders from the Study Area Stations



Source: Metra 2006 Origin-Destination Survey

Analysis of Figure 3.23 yields the following insights:

- There is a compact group of riders in Hyde Park located close to station locations;
- The South Chicago branch riders seem to reside along the rail-line;
    - South Chicago station attracts a substantial amount of riders from outside the study area; concentrations of riders were observed along Torrence Avenue and South Commercial Avenue, in East Side as far south as 115th Street, and Whiting area in Indiana;
- South Chicago and 55th-56th-57th Street stations had the highest number of boardings;
- The other South Chicago branch stations had a relatively high number of boardings; and
- Boardings at the Main line stations other than Hyde Park stations were at modest levels.

Based on the survey estimates, about 5,070 Metra riders were using the study area stations. Metra's 2006 Boarding and Alighting Counts showed about 5,956 Metra riders using the study area stations in 2006. **Table 3.13** shows the relative distribution of boardings at Metra stations in the study area by line.

Table 3.13 Shares of Boardings per Station

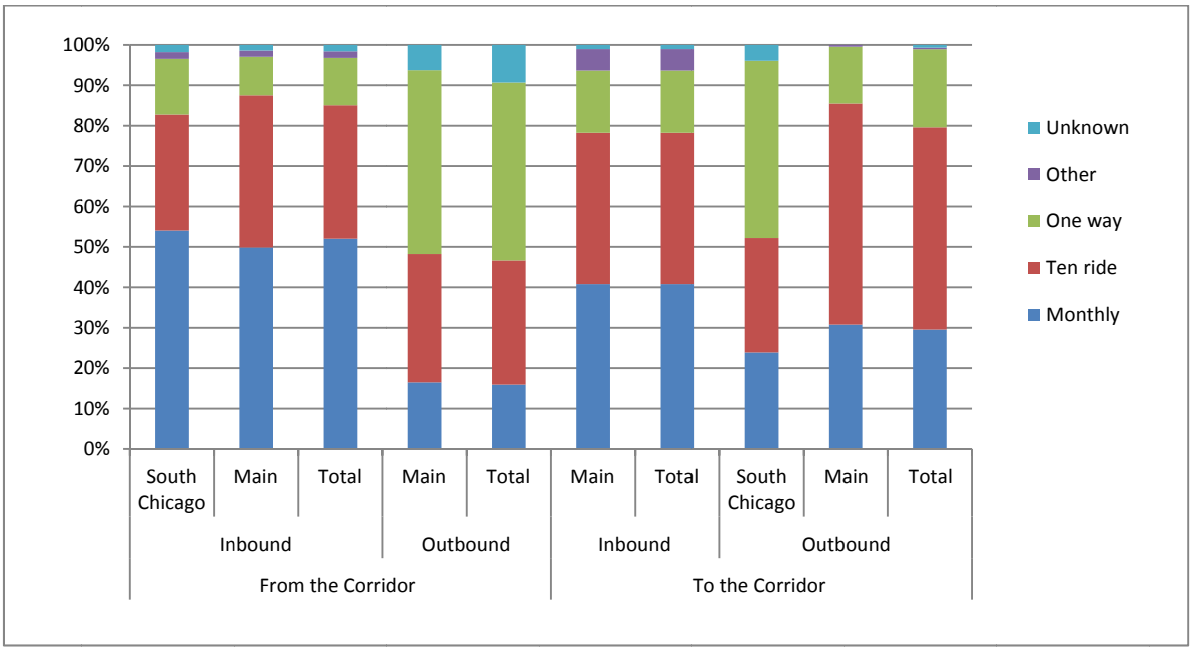
Station	Line	Percent of Boardings by Line
27th Street	Main Line	1.4%
47th Street	Main Line	4.7%
53rd Street Hyde Park	Main Line	18.8%
55th-56th-57th Street	Main Line	33.5%
59th Street (University of Chicago)	Main Line	17.2%
63rd Street	Main Line	4.5%
75th Street	Main Line	1.7%
79th Street	Main Line	5.6%
83rd Street	Main Line	4.9%
87th Street (Woodruff)	Main Line	3.1%
91st Street	Main Line	3.1%
95th Street (Chicago State)	Main Line	1.5%
Stony Island	South Chicago Branch	8.4%
Bryn Mawr	South Chicago Branch	7.5%
South Shore	South Chicago Branch	12.1%
Windsor Park	South Chicago Branch	8.2%
Cheltenham	South Chicago Branch	4.3%
83rd Street	South Chicago Branch	9.1%
87th Street	South Chicago Branch	7.7%
South Chicago (93rd Street)	South Chicago Branch	42.6%

Source: Metra 2006 Origin-Destination Survey

Nearly 58 percent of these riders were using the Main line and 42 percent were using on the South Chicago branch. The Hyde Park stations account for almost 70 percent of the boardings from the Metra Electric Main line stations in the study area. The South Chicago station had nearly 43 percent of the boardings on the South Chicago branch.

The fare media used by riders is an indicator of the relative proportions of regular and frequent users. Metra offers a variety of choices for fare payment, although the most commonly used ones are monthly passes, ten-ride tickets and one-way tickets. **Figure 3.24**[5] features the distribution of shares of riders by fare media.

Figure 3.24 Fare Media Distributions for Study Area Metra Riders – Before Noon



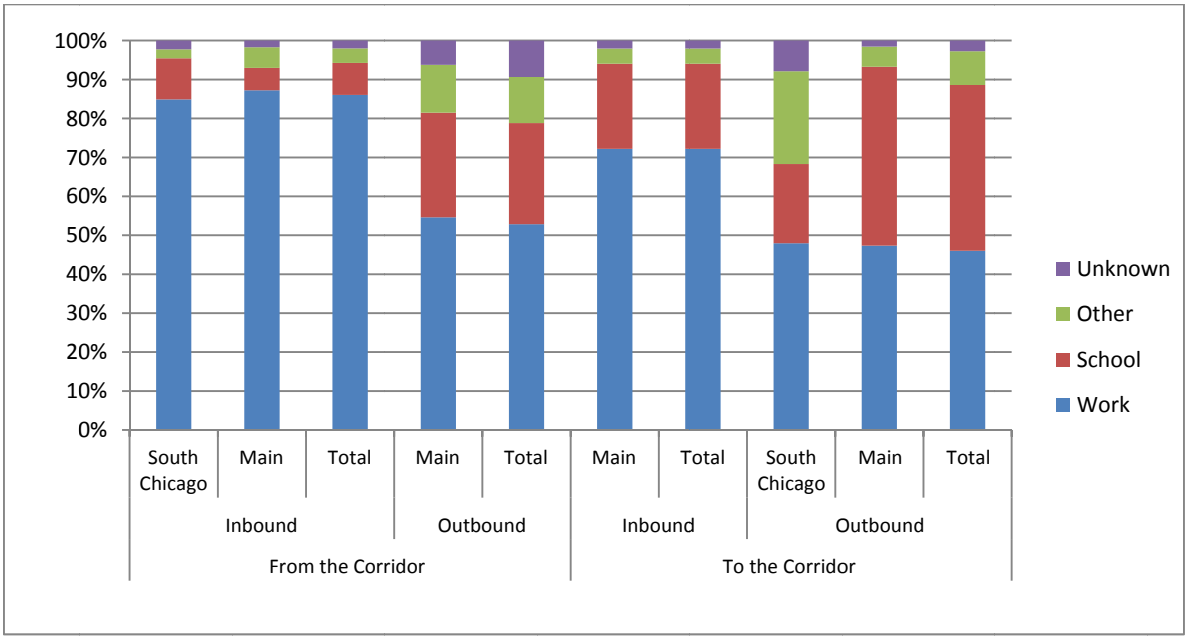
Source: Metra 2006 Origin-Destination Survey

For all segments except inbound travelers from the study area, ten-ride and one-way ticket use dominated the fare media distributions. Monthly pass shares were quite low for outbound markets. This may imply that use of Metra in the outbound direction from the study area and for trips destined to the study area are relatively infrequent and non-discretionary (this conclusion may be due to the small sample size for this market).

[5] Characteristics of Metra riders are reported by travel segments in Figures 3.24-3.27. 'Inbound' and 'Outbound' labels are used to distinguish the direction of travel (to the CBD or from the CBD), while from 'From the Corridor' and 'To the Corridor' labels identify whether the reported trip started or ended in the Study Area.

Figure 3.25 shows the distribution of shares of riders in each directional market by trip purpose. For all segments, work and school trips dominate the trip purpose distributions. For inbound travel from the study area, work constituted the largest share -- nearly 85 percent. School trips had sizeable shares for the rest of the markets, particularly for trips in the outbound direction destined to the study area.

Figure 3.25 Distribution of Trips by Purpose for Study Area Metra Riders



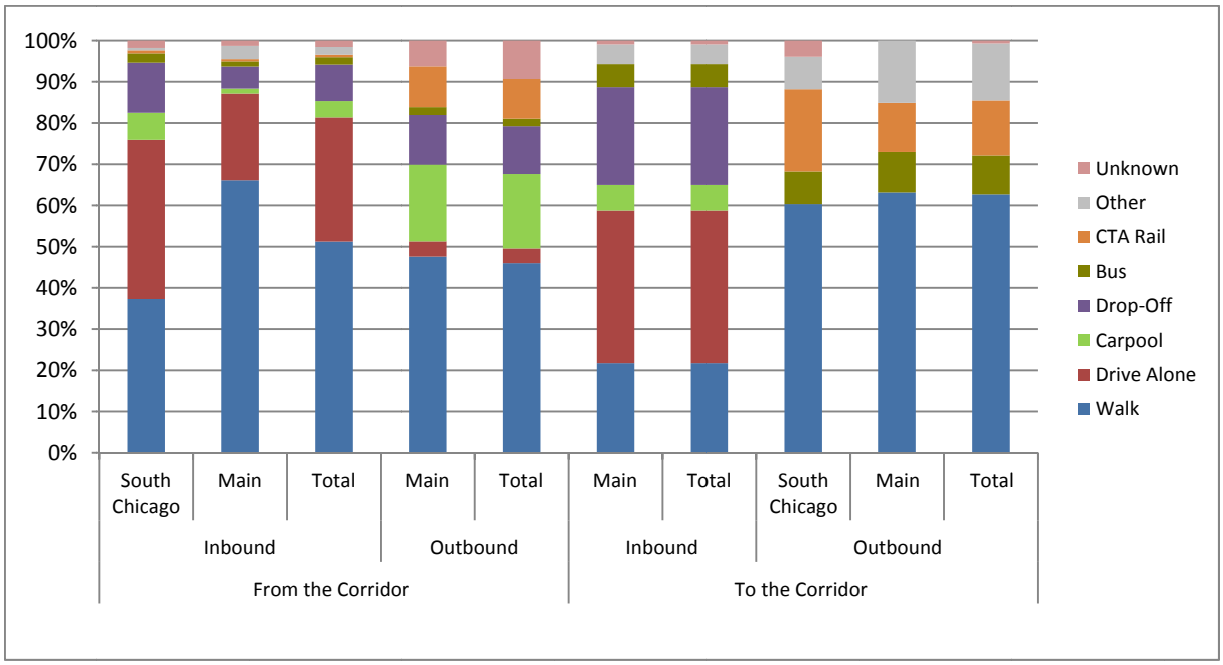
Source: Metra 2006 Origin-Destination Survey

Figure 3.26 shows the mode of access for each segment. As shown in the distributions of origins in **Figure 3.23**, a substantial share of inbound travelers on the South Chicago branch use drive access – more than 35 percent. Drive access is also high for inbound travelers destined to the study area using the Main line from further south. This segment also had a sizeable share using the "drop-off" mode. This may point to relatively long access trips and limited mobility options among this segment.

For outbound travelers from the study area, carpool had a sizeable share. This may also imply that this segment has lower levels of vehicle ownership and limited mobility options for work and school trips. About 10 percent of this segment also uses CTA rail to access Metra stations.

Riders traveling to the study area on the outbound trains predominantly walk to their downtown stations and also use other transit options. Drive access was not used at any significant rate in this market.

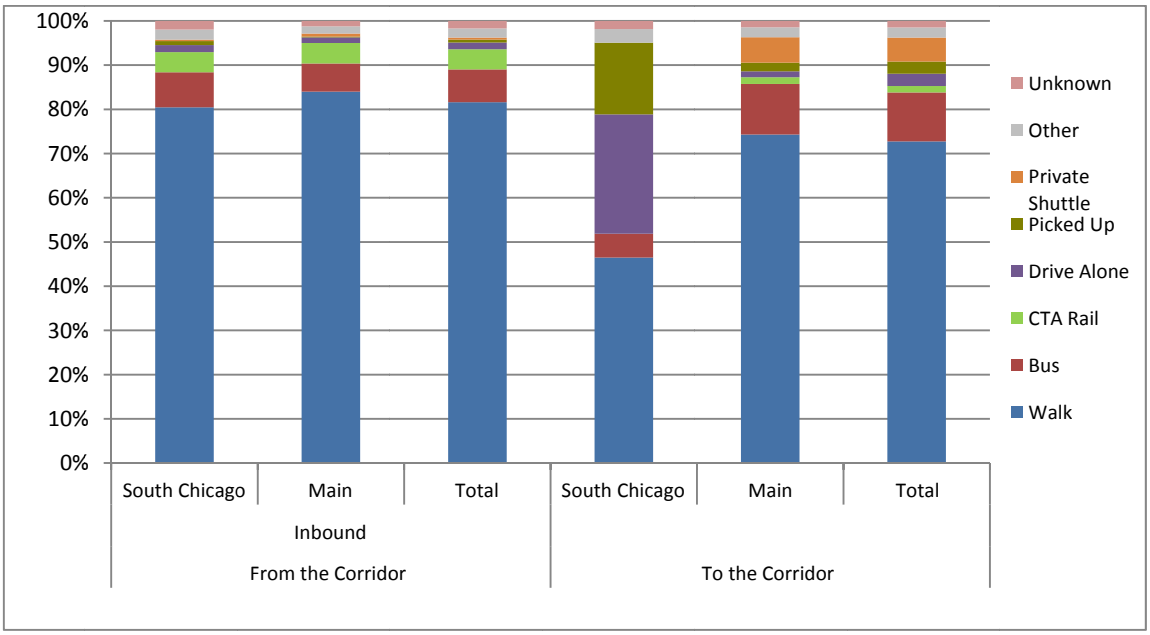
Figure 3.26 Access Mode Share Distributions for Study Area Metra Riders – Before Noon



Source: Metra 2006 Origin-Destination Survey

Mode of egress distributions as presented in **Figure 3.27** are dominated by walk. There were sizeable shares of bus and shuttle modes for riders traveling to the study area potentially destined to locations affiliated with the University of Chicago. The share for CTA bus to egress from Metra was about 8 percent for South Chicago branch riders and about five percent for Main line riders.

Figure 3.27 Egress Mode Share Distributions for Study Area Metra Riders – Before Noon

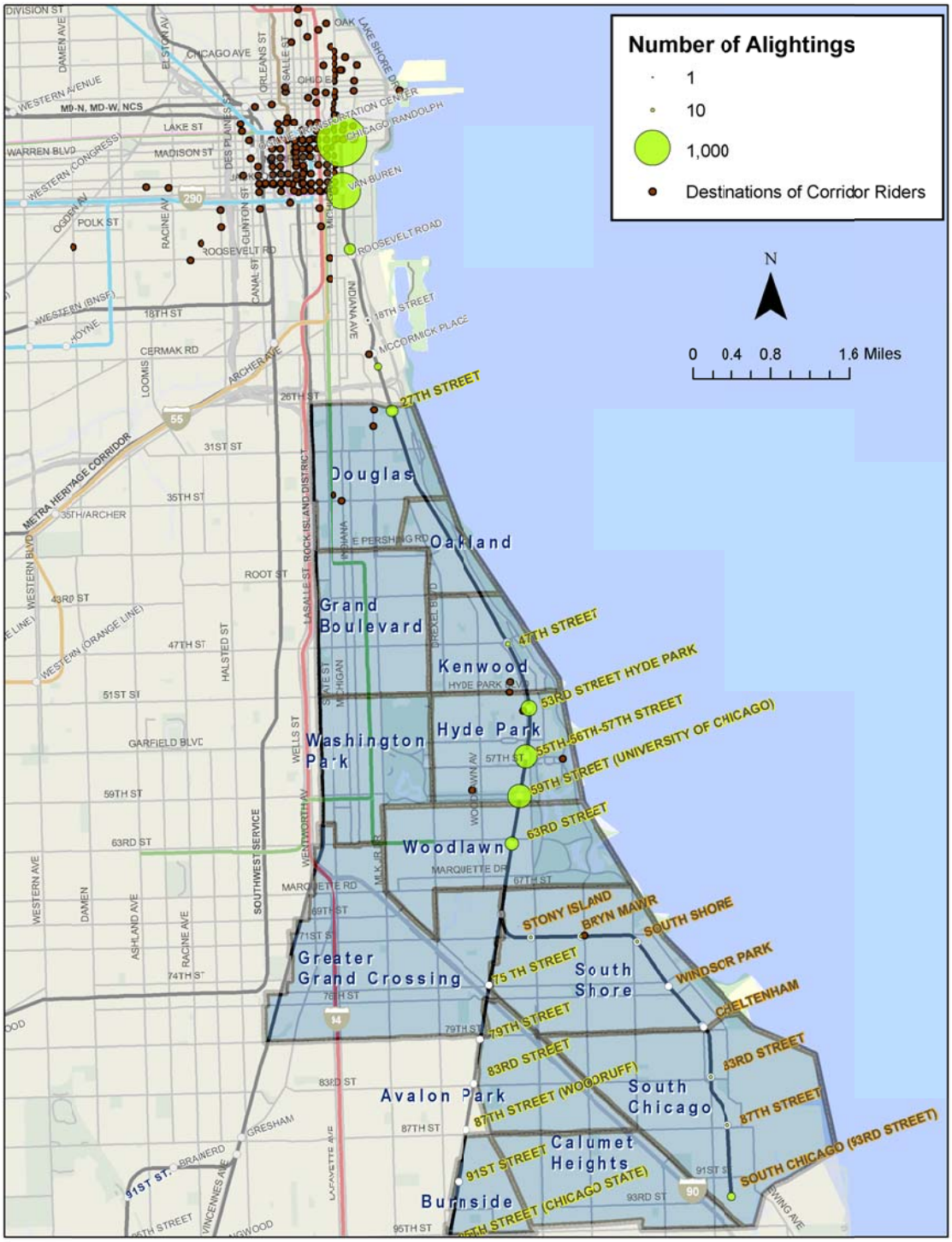


Source: Metra 2006 Origin-Destination Survey

Figure 3.28 features a map detailing the distributions of geographical locations of the final destinations and alighting stations of riders who board at study area Metra stations. The distribution of geocoded destinations shows that there are few destinations within the study area. As expected, most of the riders using the study area Metra stations were destined to downtown and the map portrays the patterns within the CBD. The green circles around station locations show the relative magnitude of station alightings. More than 2,200 riders from the study area exiting Metra until noon exited at Randolph Street (Millennium Station) and more than 1,000 riders exited at Van Buren Street station.

Hyde Park stations attract most of the riders traveling to the study area. Three stations in Hyde Park attracted more than 1,100 riders combined until noon. Other stations with sizable alightings include 27th Street, 63rd Street and 93rd Street (South Chicago).

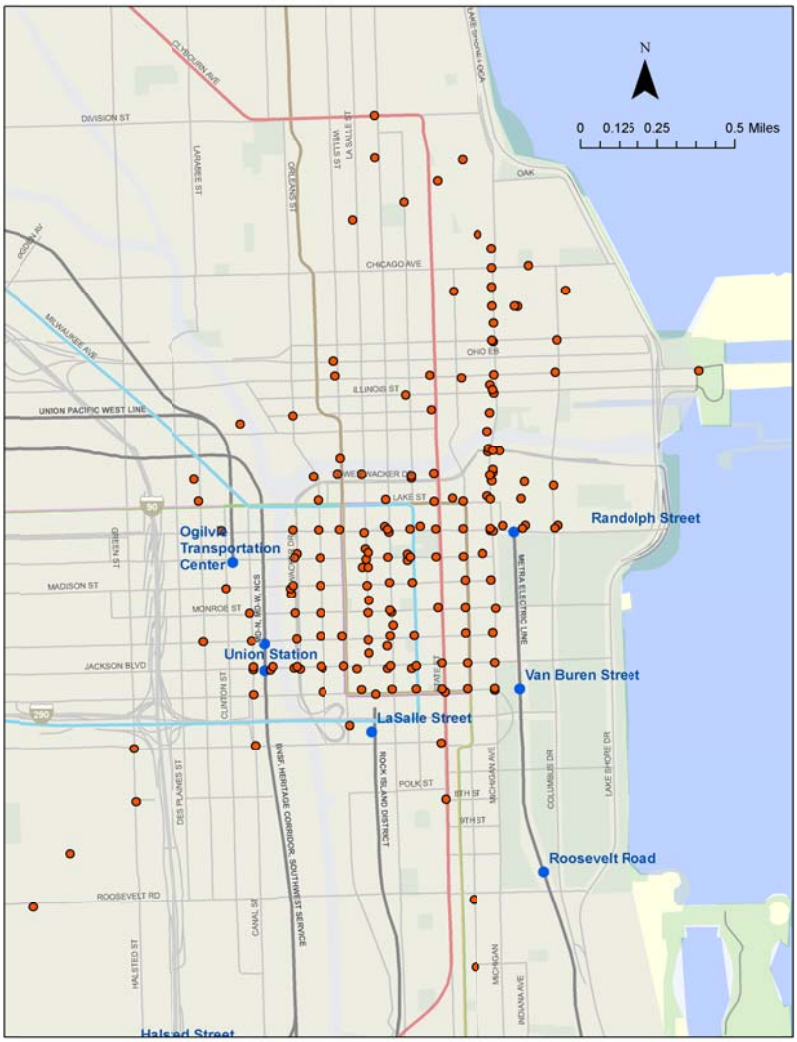
Figure 3.28 Destinations and Alighting Stations of Metra Riders Using the Study Area Stations



Source: Metra 2006 Origin-Destination Survey

Figure 3.29 presents a map focusing on the distributions of final destinations of riders using the study area stations during the AM peak to travel to the CBD. The primary purpose of this map to show the spatial extent of distribution of destinations of riders and to assess the adequacy of existing bus transit coverage to serve these destinations.

Figure 3.29 CBD Destinations of Metra Riders Using the Study Area Stations



Source: Metra 2006 Origin-Destination Survey

The analysis of distributions of destinations of Metra riders from the study area in the CBD yields the following;

- The majority of destinations are located within the Loop, bounded by Lake Street, Wacker Drive, Michigan Avenue and Van Buren Street.
- Riders alighting at Van Buren seem to travel to locations along Van Buren and Jackson Street and probably all the way to the locations near Union Station by CTA buses.

- There is a sizeable group of riders along Michigan Avenue potentially served by the buses traveling north on Michigan Avenue. These destinations extend to Water Tower Place.

3.4 Summary of Findings

Market analysis focused on three major items: socio-economic conditions of the study area, travel patterns to, from, and within the study area, and finally the transit use patterns to, from and within the study area. Several key insights emerged from this analysis:

- Although the individual neighborhoods that make up the study area are not homogenous, the study area generally has higher unemployment, lower income levels, and lower auto-ownership levels, than the city of Chicago in general, indicating the presence of a large transit-dependent population. This population relies on transit for both work and non-work trips and for the unemployed non-work travel is obviously the current primary need. It needs transit access to jobs, education and training, medical and social services and other activities. While some of these destinations are found downtown and can be accessed by transit services geared to downtown travel, others are located in various places in the study area, in other parts of the city and in suburban areas. The Hyde Park area is a major center for jobs, higher education and medical services within the study area and is one destination of interest. Other destinations are more dispersed and many are outside the study area. Locations that are hard to reach by transit may not be observed in the data on current travel patterns.

- Washington Park and Oakland are the community areas with particularly high levels of no-car and low-income households.

- The region is expected to experience a modest population and employment growth over the next 30 years. Therefore, current transportation needs, rather than anticipated growth, would be the primary basis for transportation planning in this area. However, the large new development proposed for the U.S. Steel site and other large developments should be considered.

- Despite the high levels of transit dependency, market share of transit for work trips made entirely within the study area is only 10 percent. In contrast, the transit share for Chicago CBD-bound work trips from the study area is 76 percent, and to areas near the CBD is between 32 and 48 percent. Similar differences between travel destinations hold true when the universe of trips is expanded from work trips to both work and non-work trips. The low market share of transit combined with the high proportion of transit-dependent population in the study area indicates that there may be potential to increase the transit market share within the study area by improving transit services.

- Transit market share is somewhat lower for trips between different parts of the study area than for trips within smaller areas around existing transit lines. To some extent this is to be expected. Transit market share for trips between low-income community areas

such as Washington Park and Oakland and the key attraction centers in the Kenwood/Hyde Park area appears particularly low. These markets present an opportunity for transit.

- While work and non-work travel to the CBD and surrounding districts (Districts 22, 23, and 25) shows a high transit market share, travel to other districts such as District 21, which consists of the Illinois Medical District, has an extremely low transit market share despite a high overall demand. In fact, connecting such extended central urban areas with the South Lakefront study area either through direct transit services, or through frequent connections from the CBD, represents a travel market of interest.

- Travel between the South Lakefront study area and District 29, which encompasses the Midway Airport is fairly large. Yet, the transit share is only about 10 percent for work and non-work trips combined. The transit market share falls to five percent for work trips only. This market appears to be another potential opportunity for transit.

- CTA riders traveling entirely within the study area had higher shares of transit dependent ridership, higher levels of transit dependency as reflected by longer access times, and higher shares of trips for school purposes.

- For trips destined to the study area during PM peak and evening hours, access times are moderately higher than systemwide levels. This could be a result of a decreased service during those hours or crowding on the preferred transit routes causing riders to spend more time to access alternative routes.

- Ten-ride tickets were the most popular Metra fare payment type for travel to the study area. Even for inbound commuters, monthly pass use was just above 50 percent. This could point to a potential transit market that can be grown in terms of the frequency of travel but may be related to off peak service levels and ability to pay for a monthly pass.

- South Chicago station at the terminus of the South Chicago Branch attracts a substantial amount of riders from outside the study area. Further residential development in the area, such as the proposed redevelopment of the U.S. Steel site may add demand to the parking supply that currently exists in the vicinity.

3.5 Market Opportunities

The analysis of socio-economic characteristics in the region, combined with an assessment of major trip interchanges and the corresponding transit market shares resulted in the identification of several market opportunities for transit. These are discussed below.

Opportunities within the Study Area

- Compared to trips into the CBD, there is a lower transit share for both work and non-work trips within the South Lakefront study area. This may indicate the need to facilitate local circulation, potentially through circulator routes.

- Washington Park has the highest proportion of transit-dependent population in the region. Yet, transit share is very low for travel between the Washington Park area and Hyde Park, which is the hub of activity in the study area. This travel interchange, therefore, represents another major market opportunity for transit.

- Another area of opportunity for transit is the travel market between Oakland – another community area with a high proportion of low-income households – and the Hyde Park area.

- Although not a major employment hub currently, South Chicago has the highest anticipated job growth in the study area by virtue of the planned redevelopment of the US Steel site. Connecting this area to the low-income neighborhoods in Washington Park and Oakland will be important.

Opportunities Connecting the Study Area to Other Attraction Centers

- Travel is fairly active between the South Lakefront study area and the fringe urban areas, such as District 21, encompassing the Illinois Medical District. Yet, transit market share to these areas is fairly low. Connecting such extended central urban areas with the South Lakefront study area either through direct transit services, or through frequent connections from the CBD, represents a travel market of interest.

- Travel between the South Lakefront Study area and District 29, which encompasses the Midway Airport is fairly large. Yet, the transit share is only about 10 percent for work and non-work trips combined. The transit market share falls to five percent for work trips only. This market appears to be another potential opportunity for transit.

- Since travel patterns by transit dependent people may be highly constrained by the current transit service offering, there may be latent demand to travel to locations that cannot be discerned from the data. Facilitating transfers between services may be one way of addressing this need as well as identifying major activity centers in nearby districts outside the study area.

4.0 Land Use and Development

Transportation infrastructure and service, and land use patterns and character are closely intertwined. Comprehensive infrastructure and good transportation service enhance the market value of land and encourage higher value development patterns of use and density. Efficient and productive land development patterns provide a ripe user market for successful transportation investments. When transportation planning and land use policy are considered together as a matter of public policy, infrastructure investments can be targeted to serve the largest user base most efficiently and to the maximum benefit in terms of land development potential. The decision on where to make transportation investments influences where development will occur and can improve its chances of success; conversely, the decision not to invest in infrastructure in certain areas may deter new development, expansion or regeneration in these areas.

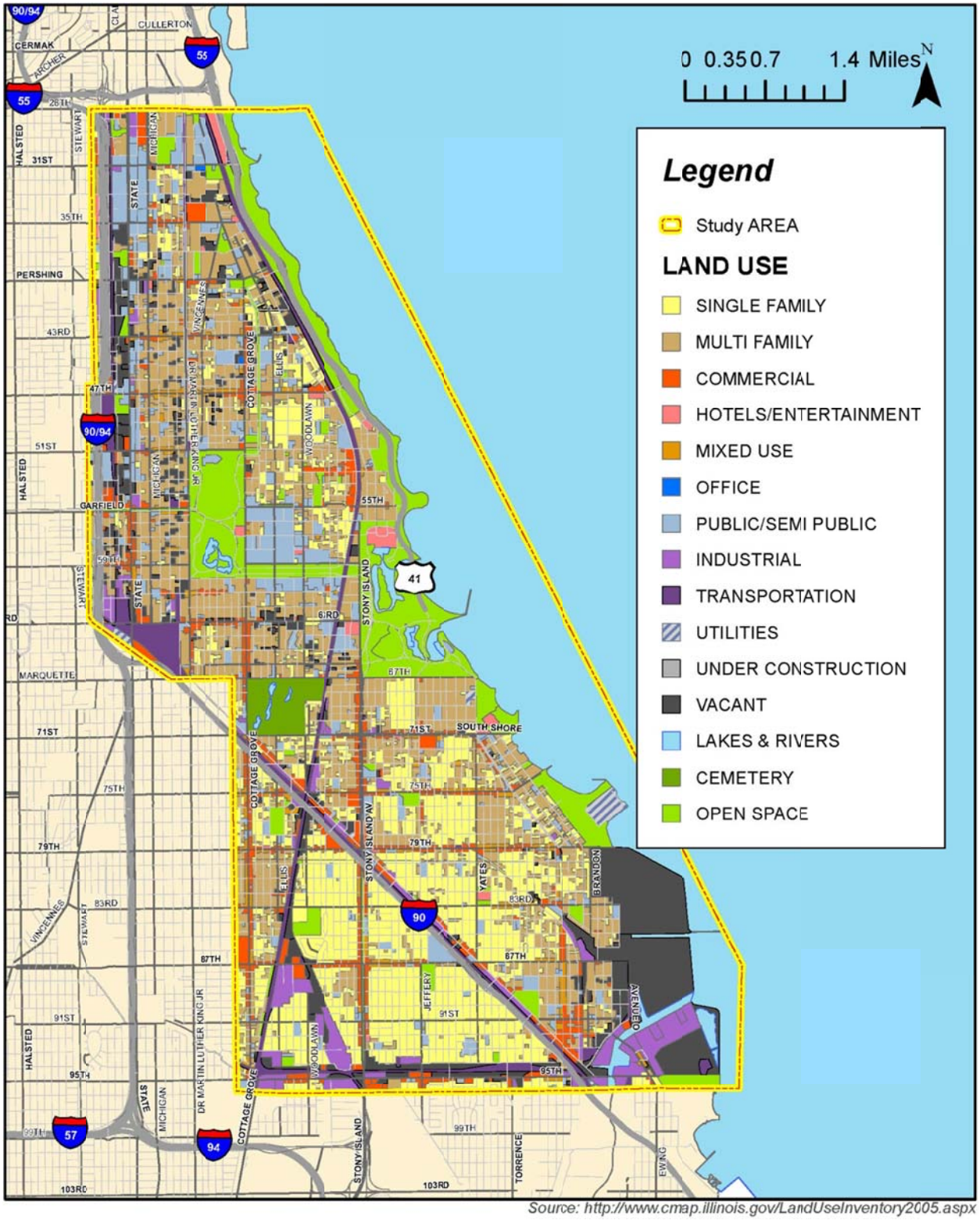
This analysis documents existing and known planned land use patterns and development projects for the purpose of understanding the underlying fabric of the study area.

4.1 Land Use Patterns

The study area contains the full range of land uses in diverse patterns of density and mixture, as illustrated in **Figure 4.1 Study Area Land Use**, on the following page. More dominant land uses found throughout the study area include:

- Multi-family residential – found throughout the corridor, and range in density, massing, and architectural style, from late 19th century rowhomes to mid-century mid-rise flats to contemporary high rises;
- Single-family residential – found in largest concentration in the central portion of the south zone of the study area in the Avalon Park, Calumet Heights, Burnside community areas as well as South Shore and South Chicago, and in the Kenwood and Hyde Park community areas in the middle zone of the study area;
- Open space / Parkland – including the lakefront, Jackson Park, Washington Park, South Shore Cultural Center / Country Club, the private Oakwoods Cemetery, as well as many smaller neighborhood parks;
- Institutional – present as large concentrations around the Illinois Institute of Technology, Mercy Hospital, University of Chicago, Mt. Carmel High School, and Chicago Vocational High School, among numerous other smaller schools.

Figure 4.1 Study Area Land Use



Source: http://www.cmap.illinois.gov/LandUseInventory2005.aspx

Other land uses found in the corridor include:

- Business District / Commercial – commercial land uses, including retail goods and services and office space are present along most of the collector and arterial streets in the study area; these districts are often adjacent to or mixed with multi-family residential, and are characterized by varying degrees of occupancy and density; many commercial zones or neighborhoods are walkable and pedestrian- and transit-friendly, while auto-oriented strip shopping centers are also commonly found;

- Industrial – mainly found on the periphery of the study area along corridors such as South Chicago Avenue / I-90 and 95th Street, and in Burnside community area around its north and east sides;

- Government – public sector facilities, including police, fire, libraries, and health & welfare services offices are present throughout the study area and serve as local anchors and indicators of public investment; Metropolitan Pier and Exposition Authority (MPEA)-owned truck marshaling yards for McCormick Place are also located in the northeast corner of the study area;

- Vacant Land – vacant parcels are present through the corridor; the density of vacant lots varies across the study area, with some community areas and neighborhoods experiencing prevalence of many contiguous vacant properties, but others having sparse presence of single lots here and there.

As illustrated on the map, there are areas where single land uses have agglomerated to cover moderately large territory, primarily the single-family residential and multi-family residential in the interior blocks served by the ½ mile collector streets, and institutional campuses. However, in much of the study area and along many of the main corridors of arterials and collector streets, the mix of land uses is such that is difficult to make straightforward characterizations of any as "residential" or "employment" or "commercial" areas that have standard transportation needs and appropriate service modalities. Therefore, a more detailed discussion of land uses and development patterns in sub-sections of the study area is included in sections 4.2, 4.3 and 4.4 below.

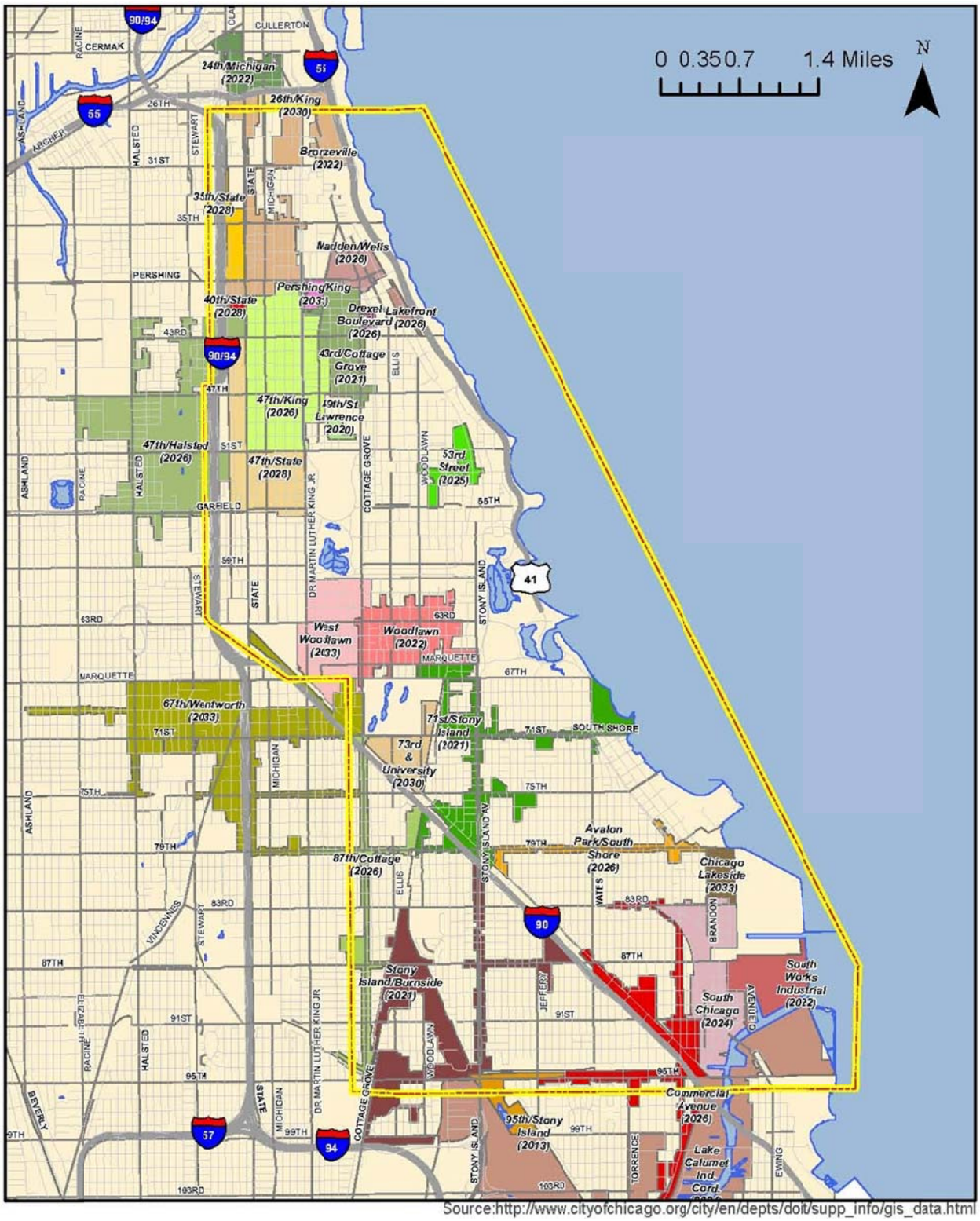
4.2 Development History and Prospects

The project has researched development activity in the study area, including completed as well as known planned projects. Additionally, the project documented municipal funding zones in the study area that serve to improve or correct real estate market failure conditions and encourage revitalization. This collection of information is important to understand "baseline" economic development conditions and trends and the degree and manner in which they may be influenced by changes in transportation infrastructure.

TIF Districts

As illustrated in **Figure 4.2 Study Area Tax Increment Financing Districts** on the following page, the study area contains numerous Tax Increment Finance (TIF) Districts whose incremental property tax revenues can be used for a variety of projects to assist in community and economic redevelopment. The Districts cover many of the Corridors and Station Areas discussed in subsequent sections, and have contributed to numerous development projects in the study area.

Figure 4.2 Study Area Tax Increment Financing Districts



Major Development Projects

A variety of development and redevelopment projects have been initiated or completed in the study area since 2000. Major projects – defined as large in scale or having received public funding such as TIF allocations – are illustrated in **Figure 4.3 Development Projects**, and are discussed below in order of north-to-south location. (The numbering on **Table 4.1 Study Area Development Projects** is cross-referenced to Figure **4.3.)** The Lake Meadows Redevelopment, build-out of Oakwood Shores, and development of Chicago Lakeside are likely to be the projects with the greatest impact to the study area in terms of new residential and employment opportunities. (Smaller-scale and infill development and renovation projects by for-profit and not-for-profit developers, community agencies, and private property owners are also occurring throughout the corridor but are not noted here, but are nevertheless important community investments.)

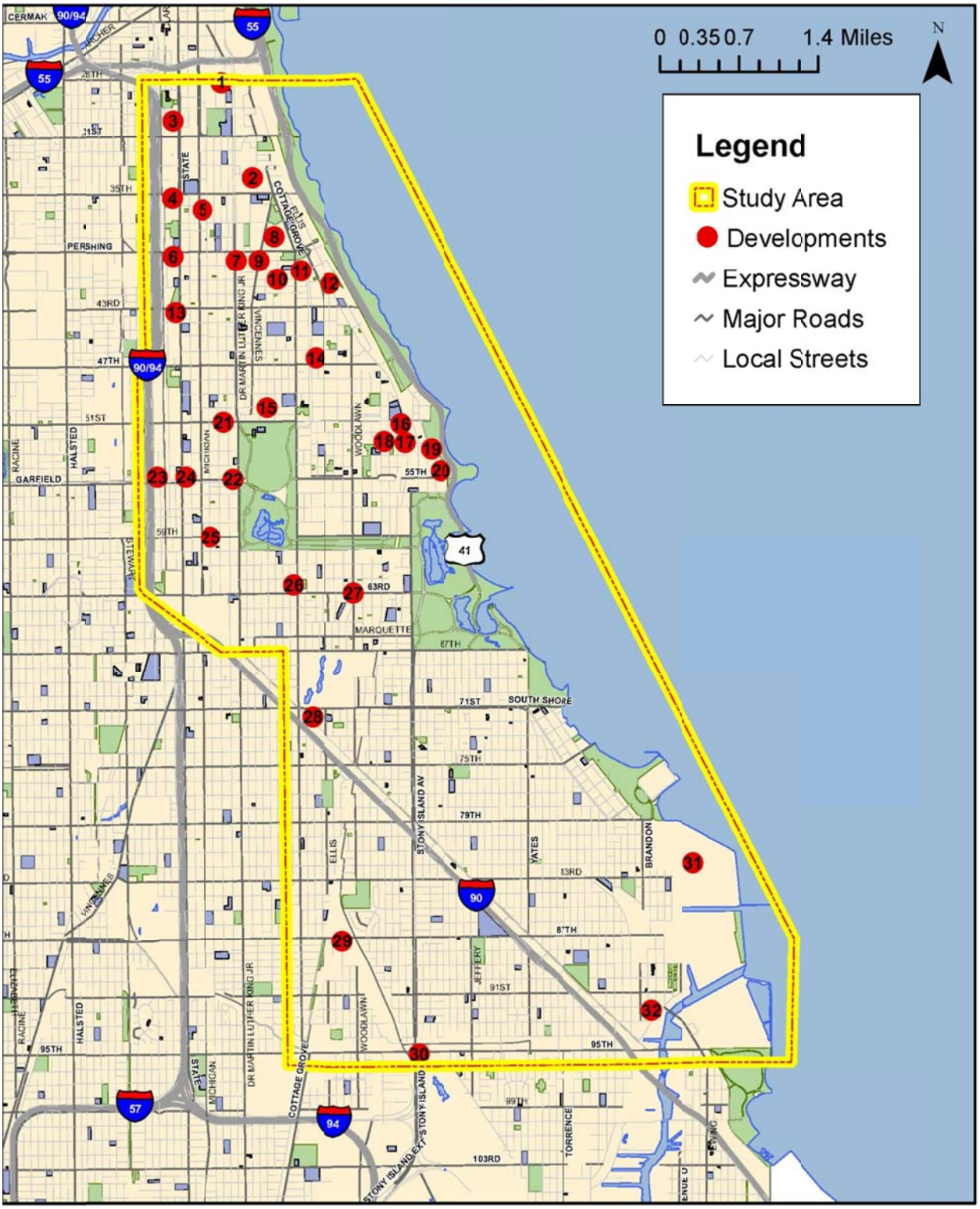
Table 4.1 Study Area Development Projects

Nbr	Project	Description	Location	Status / Timing
1	East Gate Village	300 condominiums 40,000 sf commercial	Douglas 25th & King Drive	Completed
2	Lake Meadows Redevelopment	400,000 sf retail renovation 700,000 sf commercial 2,000 rental units 5,845 for sale units	Douglas 33rd & King Drive	Phase I – 2011-2020 Phase II – 2020-2030 Phase III – 2030-2038
3	Dearborn Homes	668 rehab housing units	Douglas 27th & State	N/A
4	Park Boulevard	1,300 housing units	Douglas 35th & State	Phase I – 300 units Completed 2007
5	Metropolis	Historic building rehabilitation	Douglas 31st & King Drive	Completed
6	Pershing Courts	80 housing units	Pershing & State	Completed 2005
7	Paul G. Stewart Apartments	Housing rehab	Grand Boulevard 41st & Vincennes	Completed
8	Oakwood Shores	3,000 housing units Mixed-use medical building Arts & Recreation center	Grand Boulevard Pershing & Vincennes	Phase I – 599 rental, 75 for sale, 76 senior, 48 mixed-use apts – 2004-present 100-150 units per year through 2030
9	Bronzeville Family Apartments	60 housing units Community center	Grand Boulevard 40th & Vincennes	Planned

Nbr	Project	Description	Location	Status / Timing
10	Hearts United	Infill development 217 units in 44 buildings	Grand Boulevard Pershing & Vincennes	Completed
11	Jazz on the Boulevard	137 housing units	Kenwood Oakwood Boulevard, Drexel Boulevard	Completed 2007
12	Lake Park Crescent	490 for sale housing units + rental housing units	Oakland 40th & Lake Park Avenue	Phase I – 148 rental units, 68 for sale units – Completed 2008
13	Legends South	2,650 housing units	Douglas / Grand Boulevard / Washington Park Pershing to 55th Street, Federal to Prairie	Phase I – 300 rental units Completed
14	Sutherland Hotel	104 housing Units	Kenwood 47th & Drexel Blvd	In Progress, Completion in 2012
15	Willard Square	100 housing units	Kenwood 49th & St. Lawrence	Completed 2001
16	Village Foods Center	179 condos, 100,000 sf retail, 400 parking	Hyde Park Hyde Park Blvd & Lake Park Avenue	Estimated Completion 2015
17	Harper Courts	1.1 million sf mixed-use: 250,000 sf commercial, hotel, 425 housing units, 150,000 sf office, 100,000 sf retail, parking	Hyde Park 53rd & Lake Park Avenue	Planned
18	Hyde Park Theater	5 screen theater Restoration of Herald Bldg	Hyde Park 53rd & Blackstone	In Progress, first phase opening Fall 2011
19	Del Prado	194 rental apartments Restaurants and retail	Hyde Park 53rd & Hyde Park Blvd	In Progress, Estimated Completion Fall 2011
20	Shoreland	350 rental apartments, 266 parking, restaurants	Hyde Park 54th & South Shore Drive	Planned, Estimated Completion Spring 2013
21	Cuisine of the African Diaspora / Bronzeville Cookin'	17,000 sf market, 4 restaurants, parking	Washington Park 51st & Prairie	Planned

Nbr	Project	Description	Location	Status / Timing
22	Gateway to Washington Park	1.3 million sf TOD including retail, commercial, residential, parking and open space	Washington Park 54th & King Drive	Planned, Phased Implementation over 10 years
23	Grand Boulevard Plaza Expansion	280,000 sf shopping center	Washington Park Wentworth & Garfield Blvd	Planned
24	Schulze Bakery Building	250,00 sf mixed-use	Washington Park Wabash & Garfield Blvd	Planned
25	St. Edmunds Meadow	56 rehab housing units	Washington Park Pershing to 63rd, Cottage Grove to Perry	In Progress
26	Grove Parc Place / Woodlawn Park	504 rehab housing units	Woodlawn 63rd & Cottage Grove	In Progress
27	Columbia Pointe	238 housing units	Woodlawn 63rd & Kenwood	Phase I – 35 units Completed
28	Gary Comer Youth Center & College Prep	75,000 sf community center 45,000 sf charter high school	Greater Grand Crossing 72nd & South Chicago	Completed 2006 and 2008
29	Greenwood Place	116,000 sf office / medical	Burnside 87th & Cottage Grove	Completed 2002
30	Stony Island Plaza	Community retail center	Burnside / Calumet Heights 95th & Stony Island	Completed
31	Lakeside	500 acres 13,575 housing units 17 million sf retail 125 acres park + marina	South Chicago 85th & Green Bay	Planned 25-45 years Phase I 2012+: 1 million sf retail, 1,000 rental, infrastructure
32	Victory Senior Center	112 units senior supportive living Community center	South Chicago Harbor & 92nd	Completed 2009

Figure 4.3 Study Area Development Projects



1 East Gate Village (formerly Prairie Courts)

Eastgate Village is a mixed-use development divided into four-phases that replaced 10 buildings (one 14-story building, one 7-story building, and eight 2-story buildings) in the Prairie Courts campus bound by 25th Street, 26th Street, Prairie Avenue, and King Drive. The development consists of 300 unit condos/ townhome and 40,000 square feet of new retail and office space.

2 Lake Meadows Redevelopment

The Lake Meadows Master plan is a long-range (20-30 year) multi-phased redevelopment of the area bound by 31st Street, Lake Shore Drive, 35th Street and King Drive. This endeavor is being undertaken by Draper and Kramer and includes 2000 rental units, 5,845 units for ownership (Single-Family/Townhomes/Condos), 400,000 square feet of retail, 700,000 square feet of other commercial uses, and 15 acres of onsite parks. Phase I will focus on renovation of the retail center at 31st and King Drive, including a new grocery store and mixed-use buildings featuring rental apartments; the older retail facilities would likely be replaced over the long term. Other Phase I deliveries would include rowhomes on King Drive and mid-rise and high-rise residential on 33rd Street. Subsequent phases would replace current residential buildings, which would be maintained through moderate renovation in the interim, and construction of town center mixed-use components. With a major residential population base and offering a large retail node with significant shopper and employment base, the developers are supportive of improved transportation options that enhance existing bus service to offer more frequent, nearby and comfortable connections to other services and destinations.

3 Dearborn Homes

This project is the demolition and five-phase rehabilitation of the public housing complex bounded by 27th Street, State Street, 30th Sreet, and the Rock Island Metra ROW. This development is a part of the Chicago Housing Authority's (CHA) Plan for Transformation and includes 668 units of newly remodeled public housing units for families. 4 Park Boulevard (formerly Stateway Gardens)

This community is another of the CHA *Plan for Transformation* projects, consisting of the demolition and replacement of eight Stateway Garden high-rise buildings with low rise, mixed-income development. The site is bounded by 35th Street, 39th Street, Rock Island Metra Line ROW and State Street. The development is a mixed-use, mixed income development initially undertaken by a partnership between Kimball Hill Homes, Mesa Development LLC, Neighborhood Rejuvenation Partners, and Walsh Construction. Overall it will offer over 1,300 units of residential (single family/ townhomes/ condo) along with supporting commercial. The first phase was completed in 2007.

5 Metropolis

This development refers to a historic district in the Bronzeville community bound by 31st Street on the north, King Drive on the east, Pershing Road, and I-94. It includes 9 buildings (Overton Hygienic building, Chicago Bee building, Wabash Avenue YMCA, Chicago Defender building, Unity Hall, Eighth Regiment Armory, Sunset Café, Victory Monument, and supreme

Life Insurance Building) that are regarded as the "crown jewels" of Bronzeville. Many of these buildings have been rehabilitated into active commercial spaces (e.g., Supreme Life Insurance building) while some have been rehabbed as institutional uses (e.g., Eighth Regiment Armory is now the Bronzeville Military Academy).

6 Pershing Courts

This development is an 80 unit affordable housing midrise building located on the North east corner of Pershing Road and State Street. This project was sponsored by The Neighborhood Rejuvenation Partners and is a part of the CHA *Plan for Transformation*. Pershing Courts has set aside 27 of the 80 units as replacement units for the former Stateway Gardens Housing development. This project was completed in 2005.

7 Paul G. Stewart Apartments

This apartment complex of high rise buildings in five phases is located at 400 East 41st Street. The final high-rise building was built in 1996, and spurred the rehab of all units in Phase 1-4, including improvements such as full ADA accessibility to all units.

8 Oakwood Shores (formerly Madden/Wells/Darrow Public Housing)

Oakwood Shores is the redevelopment of the Madden/Wells/Darrow homes under the CHA *Plan for Transformation.* The Community Builders is the master developer of this community bounded by Ellis Park, Cottage Grove Avenue/Ellis Avenue, Mandrake Park and King Drive. The community is being recreated as a traditional Chicago neighborhood, connected to the city's street grid and reflecting the historic graystone masonry architecture in the surrounding areas, with new buildings ranging from single-family homes to nine-flat multi-family dwellings. Two and three-story walk-ups will be the dominant housing style for this new community.

The first portion of Phase I (2004-present) is bounded by 38th Street, Lake Park Avenue, Pershing Road and Vincennes Avenue, and includes 599 rental units, 75 for sale homes, and 76 senior housing units. A mixed-use building anchored by medical offices with 48 senior housing units above is also being developed at Cottage Grove and 38th Street. An arts & recreation center will be built in subsequent phases. The developer anticipates bringing 100-150 housing units online per year through 2030, but may accelerate if additional transit service were available to further enhance the community. Pershing Road, Cottage Grove Avenue and King Drive are the main roads serving the project, with 37th Street acting as an internal collector.

Resident profiles include all types of households, from singles to families with children to senior households. Community infrastructure needs expressed by property management are improved east-west transit connections and frequency to link to north-south rail service for better access to jobs and schools, and improved neighborhood elementary school options. They also asked for improved access to MED service as a desirable alternative to the CTA Green Line or Red Line stations at the west edge of the study area.

9 Bronzeville Family Apartments

This project is a $28 million plan to replace 60 townhome-style apartments with three-story, multi-unit buildings. The project is located just north of the Paul G. Stewart apartment towers and west of 40th and Vincennes Avenue. Phase I will include four three-story buildings and the demolition and reconstruction of an existing community center into a 6,700 square-foot facility with recreation and office space. Phase II will involve the replacement of the remaining 24 townhomes.

10 Hearts United

Largely characterized as infill development with in the Grand Boulevard community bound by Pershing Road, Cottage Grove, 47th Street, and Vincennes Avenue. The master developer was a partnership between Bonheur Development Corporation and Hearts United LLP. The development included 3 phases with the first being 19 three-flats; the second phase was 16 buildings with 107 total units; the final phase consisted of 9 buildings with 53 units.

11 Jazz on the Boulevard

Part of the CHA *Plan for Transformation* of the Lakefront properties, Jazz on the Boulevard is located in North Kenwood, along the historic Drexel Boulevard and Oakwood Boulevard. Its development team included The Thrush Companies, Century Place Development Corporation, and Granite Development Corporation. It is a townhome development composed of 137 units of duplexes and rowhomes: 71 market-rate for sale, 36 affordable homes (27 for sale and 9 rentals), and 30 reserved for public housing residents. All of the rental units are managed through the development team partnership. The project was completed in 2007.

12 Lake Park Crescent

Also part of the CHA *Plan for Transformation* of the Lakefront properties, Lake Park Crescent is currently under development. Bounded by 40th Street on the north, Lake Park Avenue on the west, 42nd Place on the south and the MED tracks on the east, The community will include 490 condos, town homes and row homes for sale, as well as apartments for rent. The center of the community features a 2.85-acre landscaped city-park. Phase 1 with 148 rental units and 68 condominiums and townhomes was completed in 2008 by Draper & Kramer. Other developers will deliver subsequent phases.

13 Legends South (Formerly Robert Taylor Homes)

The development team of Brinshore and Michaels has started construction of the first on-site and off-site phases of Legends South, located on the former site of the Robert Taylor Homes as well as off-site in the areas nearby. Once completed, Legends South will offer Chicago's residents almost 1,800 affordable and market-rate homes. In addition, there will be 850 apartments priced for public housing residents. 300 rental units have been built.

14 Sutherland Hotel

Renovation of the hotel building, a historic landmark and integral part of 47th Street's jazz history, into 104 rental housing units. Immediate plans call for retaining affordable rental; long term plans accommodate a mix of income levels.

15 Willard Square

Willard Square LP constructed 100 new units in 18 three-story buildings along the 4900 block of South St. Lawrence Avenue. Construction was completed in summer of 2001.

16 Village Foods Center

MAC Properties is building two towers of 22 and 9 stories at the southwest corner of Lake Park Venue and Hyde Park Boulevard. The development will include 179 condos, 100,000 square feet of retail / commercial on 3 levels, and 400 underground parking spaces. Completion is estimated for 2015.

17 Harper Courts

This project is a two-phase, 1.1 million square foot mixed-use development located at 53rd Street and Lake Park Avenue. Developed in partnership with Vermilion Development, JFJ Development, Drexel Group, the University of Chicago and the City of Chicago, Harper Courts will blend 250,000 square feet of commercial space, a select service hotel, 425 residential units and structured parking. The project will be anchored by a 150,000 square foot office tower anchored by 100,000 square feet of retail with an emphasis on dining and entertainment.

18 Hyde Park Theater

This project on 53rd Street will restore the Hyde Park Theater building into a 5-screen art house, offering a mix of art, children's and wide-release films. The project will also redevelop the Herald Building to include restaurants and office space. The project is in progress, with the first restaurant targeted to open in Fall 2011.

19 Del Prado

This development is the restoration of the historic Del Prado hotel, built in 1918, by MAC Properties with assistance from Studio Gang Architects. It will include 194 medium to high-end apartments with restaurants and other commercial amenities.

20 Shoreland

This renovation of the historic Shoreland Hotel, also by MAC Properties, will include 350 high end rental apartments, up to 266 parking spaces, and an upscale restaurant. Completion is anticipated for late 2012 or early 2013.

21 Cuisine of the African Diaspora / Bronzeville Cookin'

This project is a 17,000 square foot market showcasing American Southern, African, Jamaican and vegan cuisine, together with a fresh produce market. Project development costs are estimated at $12 million with $3 million contributed from 47th/King Drive TIF. It is planned for 51st Street and Prairie Avenue next to the Green Line station.

22 Gateway to Washington Park

New South Partners have concept plans for a 1.3 million sf transit-oriented development adjacent to the Garfield CTA Green Line Station over 11 acres. Plans for the development include two national retail tenants, two 15-story mixed-use buildings with 250,000 sf each, residential units or hotel, 400,000 sf of parking space and open space. Diversity plans include set asides of 20% retail space for local minority-owned or women-owned businesses and local hiring targets. The development budget is $300-$315 million, and is anticipated be a two-phase implementation over ten years.

23 Grand Boulevard Plaza Expansion

Grand Boulevard Plaza is located at a high visibility location on Garfield Boulevard at Wentworth Avenue, but is underutilized. Access is challenged, and design of the inline and outlot is dated and inconsistent. A redevelopment and expansion could improve utilization and provide more jobs and retail goods and services. Plans include 200,000 sf of retail space, including a grocery, and 80,000 sf of office and service space.

24 Schulze Bakery Building

New South Partners are renovating the historic Schulze Bakery Building, located on Garfield Boulevard between State Street and Wabash Avenue. It is listed on the National Register of Historic Places. The development budget is $30-$40 million, and is anticipated to be completed in one to two years. End uses could include 100,000 sf of warehouse space, flexible office and incubator space, and up to 88 units of affordable housing.

25 St. Edmunds Meadow (formerly Washington Park Low Rise)

This project is part of the CHA *Plan for Transformation* redeveloping the Washington Park low-rise building portfolio. Approximately 56 homes are being rehabilitated into a mixed-income development, including 14 units of public housing, 31 units of affordable housing, and 11 market rate apartments. The area is loosely bounded by Pershing Road, Cottage Grove, 63rd Street, and Perry Avenue. St. Edmunds Redevelopment Corporation oversees this redevelopment project.

26 Grove Parc Plaza

Grove Parc Plaza is a 504-unit Section 8 housing development occupying three blocks of South Cottage Grove Avenue between the University of Chicago and the terminus of the CTA's Green Line. Preservation of Affordable Housing (POAH) will replace Grove Parc's distressed and obsolete buildings with the new mixed-use, mixed-income Woodlawn Park development.

Grove Parc's Section 8 units will be preserved as an affordable housing resource for current and future residents in the Woodlawn area. POAH took control of Grove Parc in January of 2008 and has been working to stabilize the distressed conditions of many of the buildings while working to bring the property back into compliance with HUD physical standards.

27 Columbia Point

Columbia Pointe is a three-phase, mixed-income development along 63rd Street from Kenwood Avenue to Ingleside Avenue with 238 proposed units. Only 35 units have been completed over a 14-year development period due to lack of local political support and funding. The project was conceived by the late Bishop Arthur M. Brazier and is managed by the Washington Park LLC.

28 Gary Comer Youth Center/Gary Comer College Prep

This development is the brainchild of the late Gary Comer, founder of Land's End, and native of the Greater Grand Crossing neighborhood. Frustrated with the lack of resources that the City of Chicago was dedicating to his childhood community and its children, he decided to commission the construction of a $30 million, state-of-the-art community facility to house the South Shore Drill team and function as a community center for the children of Greater Grand Crossing neighborhood. The 75,000 square foot building was completed in July of 2006.

The Gary Comer College Prep, built by the Comer Science & Education Foundation and formally opened in 2008. The $20 million building is a 45,000 square foot facility designed by John Ronan Architects, managed by the Noble Network of Charter Schools in Chicago. The School shares resources with the adjacent Gary Comer Youth Center.

29 Greenwood Place

Located in the Chatham community area at 1111 E. 87th Street at Greenwood Avenue , Greenwood Place is a 116,000 square foot, multi-building medical/office campus set on eight acres. Greenwood Partners, LLC managed the redevelopment that was completed in summer of 2002 and includes tenants such as the Social Security Administration, General Service Administration, University of Illinois, Fresenius Healthcare, Quest Diagnostics, Jane Addams Hull House, Advocate Trinity Hospital and others.

30 Stony Island Plaza

Stony Island Plaza is a community shopping center at the southeast corner of Stony Island and 95th Street. It opened in 1999 and is anchored by Jewel-Osco, AJ Wright, and various small shops and fast food establishments. Surface parking is plentiful.

31 Lakeside (formerly USX Southworks)

Figure 4.4 Chicago Lakeside Transportation Plan (2010)

The *Chicago Lakeside Development Master Plan* long-term vision for the 460 acre redevelopment of the former USX Southworks site includes 125 acres of public land, 13,575 housing units, 17,500,000 square feet of retail and other commercial space, a new high school, and a 1,500 slip marina. Developed by McCaffrey Interests and designed by Skidmore, Owings and Merrill (SOM) with Sasaki Associates and Antunovich Associates, it is the largest public-private development project ever undertaken in the City of Chicago. It will take an estimated 25 – 45 years to complete over 6+ phases, and will cost more than $4 billion in both public and private funds. New public infrastructure is estimated at $450 million.

As shown in **Figure 4.4 Chicago Lakeside Transportation Plan (2010)** to the right[1], McCaffrey has been working with City departments and agencies to ensure good internal circulation design, extension of the street grid into the site, and transit connections with CTA bus and Metra South Chicago branch commuter rail. The first phase, called Market Commons, will begin design and construction in 2012, and is situated at the north end of the property. This phase will include approximately 1 million square feet of retail space; 3,000 residential units including 1,000 rental apartments; and significant infrastructure including the extension of US-41 and Lake Shore Drive.

32 Victory Senior Center

This supportive senior living facility at 3251 E. 92nd Street opened in 2009. It was developed by Pathway Senior Living LLC, NHS Redevelopment Corporation, Pepper Construction, Harley Ellis Devereaux architects, and Claretian Associates, with support from Alderman Pope. It cost

[1] Source: McCaffrey Interests, February 2011

$22 million, and includes 112 supportive living studio suites, a community center, and features many environmental design elements.

4.3 Destinations

In addition to the development projects described above, there are numerous long-standing destinations for study area residents and visitors alike.

Figure 4.5 Study Area Points of Interest is included at the end of this section and illustrates many of the elements described below.

Institutional Anchors

Institutional and government entities with facilities in the study area are important anchors for the stability and vitality of surrounding neighborhoods. Not only do these provide employment opportunities, they bring customers and visitors into the study area. Policy decisions to expand or relocate facilities in the study area reflect conscious decisions to invest in the long-term prospects of the study area and serve as catalysts or risk-reducing factors for other development opportunities. Major institutions in the study area are discussed below in order of north-to-south location.

Mercy Hospital Medical Center

Mercy is a Catholic teaching hospital established in 1852 as the first chartered hospital in Chicago. It is a part of the Mercy Healthcare Facilities network. Mercy is regarded as a top cardiology facility in Chicago as well as a Level 2 Trauma center. In 2008, Mercy sold off a portion of its campus to the north for $60 million as part of the Prairie Courts/South Park Plaza development. Also in 2008, Mercy took control of 364 beds from the now defunct Michael Reese Hospital. In addition to upgrades from the additional beds, 40 units of intern residential housing in Cambridge Place were remodeled. The hospital recently affiliated with the University of Chicago health system and now handles local community care.

Chicago Police Department

Chicago Police Headquarters was rebuilt at 35th and Michigan in 2000.

McCormick Place Truck Marshaling Yards

The Metropolitan Pier and Exposition Authority (MPEA) owns a large parcel of property along the lakefront between I-55 and 31st Street that is currently used for truck parking and storage. The 2009 *Real Estate Master Plan* for the overall McCormick Place campus recommended that the MPEA consider repositioning and monetizing a portion of this property to take advantage of the premier lakefront location and synergy with the residential neighborhoods that begin around 28th Street.

Michael Reese Hospital Site

The City of Chicago currently owns the 37-acre site of the former Michael Reese Hospital at 2929 S. Ellis Avenue in the Douglas community area. The City is currently exploring redevelopment options for the site as an employment center that would benefit from proximity to the Loop and McCormick Place and enjoy the amenities of the lakefront and South Loop and Bronzeville neighborhoods. One option may be a technology park, which would include space for both mature and growing/incubating businesses. A study and blue-ribbon panel evaluation to test this concept is expected to complete in 2011.

Illinois Institute of Technology

The main campus of the Illinois Institute of Technology (IIT) is centered around 33rd and State Street, with 31st Street and 35th Street functioning as north and south boundaries, and I-94 and Michigan Avenue functioning as west and east boundaries. It does not foresee any main campus expansion beyond its current boundaries, but is focusing any changes within its footprint in redevelopment or reuse of current facilities. The University Technology Park at the southern end of the campus along 35th Street represents a significant focus area. The Incubator, IITRI Center, Technology Business Center and IIT Tower buildings between Federal Street and State Street currently house the tech park; the surface parking lots at the northeast corner of State and 35th represent a long term expansion opportunity when the current facilities reach capacity, totaling 15 acres, 1.5 million square feet of lab space, parking and 2,500 employees.

Because so many students live off-campus in surrounding neighborhoods, IIT is an advocate (although not a funding participant) in retail and residential redevelopment in the area bounded by 26th Street on the north, 39th Street on the south, I-94 on the west, and King Drive on the east. The Institute is a strong supporter of TOD on 35th Street around the transit stations and the CHA *Plan for Transformation* that is redeveloping the public housing projects that formerly surrounded the campus.

University of Chicago

The University's Master Plan is a 20 year plan that has yielded 17 new buildings within the University of Chicago Campus boundary including the newly constructed Hospital Pavilion, two new Physical Plants and heating facilities, the Knapp Center for Biomedical Discovery, Searle Chemistry Laboratory, Reva and David Logan Center for Creative and Performing Arts, South Campus Residential Hal, Joe and Mansueto Library, Milton Friedman Institute for Research in Economics, and the expansion of the Laboratory School. These new facilities add up to over 1,000,000 square feet of instructional space; 1,200,000 square feet of medical space; 330,000 square feet of dormitory space; and 315,000 square feet of nursery/early childhood development space. 2013 is the projected completion of the Laboratory School Expansion, signaling the end of this ambitious modernization plan by the University of Chicago.

The South Campus project, will bring major improvements to university-owned land south of the Midway Plaisance and north of 61st Street. Projects in this area include new student residences and dining hall, a mixed-use building that will include retail stores, expansion of the Harris School of Public Policy building, expansion of the Chicago Booth school of Business building, and new streetscapes, landscaping and parking structures.

In addition to improvements on the immediate campus, the University is committed to encouraging redevelopment in the surrounding areas to ensure the best experience for students, employees, visitors and neighbors alike. They contributed funds toward the renovation of the 53rd and 55th-56th-57th Street MED Main Line stations. They are encouraging and participating in redevelopment along 53rd Street between Lake Park Avenue and Drexel, with particular focus on the blocks closest to the Metra station to improve the quality and selection of retail and entertainment options. They also recognize 47th and Cottage Grove as an important retail redevelopment node at the northwest corner of their campus area, and the CTA Green Line Garfield station area at 55th & King Drive as a long term redevelopment focus to improve safe connections for campus stakeholders.

Provident Hospital of Cook County

Provident Hospital is a public teaching hospital in the Cook County Bureau of Health Services. Located at 500 E. 51st Street on the north side of Washington Park on the border of the Grand Boulevard and Washington Park community areas, it provides primary, specialized, emergency, same-day surgery, maternity, family practice, and critical care services to the community. Provident Hospital's emergency room is the third busiest in the City, serving more than 50,000 persons per year.

DuSable Museum of African American History

The DuSable Museum is located at 740 E. 56th Place at Cottage Grove Avenue in Washington Park, the museum opened in its current facilities in 1971, which were expanded in 1993. It is currently renovating the Roundhouse, a former horse stable in the Park, for further expansion and creating a multi-building campus.

Museum of Science and Industry

The Museum of Science and Industry is located at 57th Street and Lake Shore Drive in Hyde Park. It opened in 1933 and has over 400,000 square feet of exhibit space over 14 acres. In 2009, 1.6 million people visited the Museum.

Chicago Park District

The study area offers numerous regional and neighborhood parks for the enjoyment of residents and visitors. The largest parks include the continuous lakefront open spaces, extending from the north end of the study area down to Rainbow Beach at 79th Street, where the USX Southworks site currently occupies lake frontage. Jackson Park and Washington Park are two of the City of Chicago's largest parks, and offer active and passive recreational amenities that draw visitors from within the study area, across the City, and tourists from all over. Numerous neighborhood parks are also present in the study area, ranging from tot lots and playgrounds to full-amenity parks with fieldhouses.

Primary and Secondary Schools

The Chicago Public Schools in the study area include numerous neighborhood-based schools for local residents as well as non-attendance area schools that enroll students from all over the

City. These include early childhood programs, elementary schools, middle schools, junior high school, and senior high schools and vocational programs. There are also numerous private, parochial or religious schools and charter schools available for local residents and commuting students.

Higher Education

Two of the colleges in the City Colleges of Chicago system have satellite campuses located within the study area: the Dawson Technical Institute of the Kennedy-King College and The Southeast Chicago branch of Olive Harvey College. Dawson Tech is located at 3901 S. State Street in the Grand Boulevard community area, and employs approximately 60 faculty and staff. The Southeast Chicago branch of Olive Harvey College is located at 3055 E. 92nd Street in South Chicago community area. IIT, located in the Douglas community area, enrolls almost 8,000 undergraduate, graduate, and post-graduate students, and employs about 650 academic faculty supported by administrative staff. At the University of Chicago in Hyde Park there are currently around 15,000 undergraduate and graduate students, over 2,000 academic staff, and nearly 15,000 other staff, including employees of the medical center. Chicago State University is just outside the boundaries of the study area at the southwest corner of 95th and Stony Island, and enrolls 7,200 students.

Shopping and Other Trip Destinations

Government and Social Services

The study area contains many neighborhood offices for City and State government agencies for the convenience of local residents and scores of public and non-profit social service agencies in the study area that play a vital role in providing health, welfare and employment assistance. Many of the community areas in the study area have high rates of unemployment, and larger-than-average shares of low-income and elderly populations. These groups have greatest need for such services, and also tend to be highly-transit dependent. Such facilities tend to be located along major corridors and in commercial centers with other retail goods and service shops, but keeping the network of local service facilities connected to the transit network is critical.

Grocery

Grocery stores are a convenient source of healthy food and personal goods. **Table 4.2 Study Area Grocery Stores** below shows the existing major grocery stores located in the study area; currently the Oakland, Grand Boulevard, Washington Park, Greater Grand Crossing, South Chicago, Avalon Park, Calumet Heights, and Burnside community areas do not have a major chain within their boundaries. Residents either need to make do with convenience marts, bodegas, or alternate food retailers such as drugstores that may sometimes carry fresh food and produce, or travel to other neighborhoods within or outside the study area. On a positive note, there are several proposals for new national chain grocery stores across the study area that will improve access to fresh and healthful food, but these are not yet confirmed.

Table 4.2 Study Area Grocery Stores

Store	Address	Community Area
Jewel-Osco	443 E. 34th St.	Douglas
Save A Lot Foods	4701 S. Cottage Grove Avenue	Kenwood
Hyde Park Produce Market	1226 E. 53rd St	Hyde Park
Treasure Island Food Mart	1526 E. 55th St.	Hyde Park
Aldi	6621 S. Cottage Grove Avenue	Woodlawn
Moo & Oink	7158 S. Stony Island	South Shore
Dominick's	2101 E. 71st St	South Shore
Save A Lot Foods	7240 S. Stony Island Avenue	South Shore
Jewel-Osco	7530 S. Stony Island Avenue	South Shore
Aldi	7800 S. Chicago Avenue	South Shore
Target	8560 S. Cottage Grove Ave	Chatham
Jewel-Osco	1655 E. 95th St.	South Deering

Source: Individual store information, MCIC

Shopping Centers

Shopping centers are an important community and neighborhood asset to enable residents to obtain goods and services locally and conveniently.

According to the International Council of Shopping Centers (ICSC), a shopping center is defined as a "group of retail and other commercial establishments that is planned, developed, owned and managed as a single property, typically with on-site parking provided." Centers are classified by size, focus of stores, and market shed. As shown in

Table 4.3 Study Area Shopping Centers below, there are eighteen centers in the study area, all classified as neighborhood or community centers. Neighborhood centers are convenience-oriented and have a market shed of approximately three miles; community centers offer a broader range of retail goods and services, and have a larger market shed of three to six miles. There are no malls, power centers, or lifestyle centers that offer large big box stores or an environment of more than 300,000 square feet. Almost all of the community areas have neighborhood retail in the form of single or small multi-tenant buildings, but these formats tend to be older and only infrequently offer access to chain or national credit-tenant retailers. Although the portfolio of centers will be augmented with the completion of the Harper Courts redevelopment in Hyde Park and with the development of the retail component of Lakeside in South Chicago, there still remain many community areas whose residents must travel to visit shopping centers, often outside the study area.

Table 4.3 Study Area Shopping Centers

Name	Address	Community Area	GLA	Classification	Nbr Stores	Year Open
South Commons Shopping Center	2844 S. Indiana Ave	Douglas	20,000	Neighborhood	10	1963
Lake Meadows Shopping Center	443 E. 34th St	Douglas	195,889	Community	29	1954
Gappie Shopping Center	325-335 E. 35th St	Douglas	21,000	Neighborhood	9	1920
Lake Park Pointe Shopping Center	1300-1340 E. 47th St	Oakland	106,400	Community	n/a	1999
Lake Park Plaza	NEC 47th & Lake Park Ave	Oakland	19,708	Neighborhood	12	1990
Washington Park Plaza	5036-5050 S. Cottage Grove Ave	Grand Boulevard	22,313	Neighborhood	5	1989
Grand Boulevard Plaza	5401 S. Wentworth Ave	Grand Boulevard	140,000	Community	33	1973
Village Center	1531 E. Hyde Park Blvd	Hyde Park	66,000	Neighborhood	12	1969
53 Kimbark Shopping Plaza	1204 E. 53rd St	Hyde Park	40,000	Neighborhood	11	1963
Dorchester Commons	1400 E. 53rd St	Hyde Park	23,054	Neighborhood	6	1987
Hyde Park Shopping Center	1546-1554 E. 55th St	Hyde Park	101,000	Community	15	1993
Woodlawn Gardens Plaza	800-830 E. 63rd St	Woodlawn	33,200	Neighborhood	13	1970
Southeast Food & Liquor	6820 S. Stony Island Ave	South Shore	20,000	Neighborhood	4	1990
Jeffery Plaza	7131-7153 S. Jeffery Blvd	South Shore	105,064	Community	n/a	1990
Horizon Plaza	2600-2660 E. 79th St	South Shore	19,281	Neighborhood	6	1991
Chatham Village Square	8560 S. Cottage Grove Ave	Chatham	249,926	Community	16	1951
Jeffery Manor II	1910-2028 E. 95th St	South Deering	18,260	Neighborhood	7	1987
Stony Island Plaza	9501 S. Stony Island Ave	South Deering	162,733	Community	20	1999

Source: Claritas, LLC

Figure 4.5 Study Area Points of Interest

4.4 Transit-Oriented Development

This section of the report describes and assesses the character of the study area against the concept of Transit-Oriented Development (TOD). This report utilizes the definition of Transit-Friendly Development (TFD) presented in the *Transit Friendly Development Guide* (2009) as its definition of Transit-Oriented Development (TOD):

> *[TOD is a pattern of] development which is oriented towards and integrated with adjacent transit. The development incorporates accessibility and connectivity and is a multiuse mix of dense development that generates significant levels of transit riders.*

For the purpose of analyzing the large geographic scope of the project study area, this analysis is presented below in the context of corridors and nodes. Corridors are transportation-oriented districts centered along main streets. Nodes are quarter- to half-mile easy walk-shed districts centered around fixed-guideway (e.g. commuter rail or heavy rail) stations.

Areas with positive development prospects should continue to be served with a transit network that maintains and enhances neighborhood value and marketability. For areas with low potential, one may consider if more or different transit service may make an impact when coupled with other structured policy and financial intervention.

Corridor Analysis

From all corridors in the study area, the project team selected for further analysis a subset that may have potential for new or more intensive development of transit services based on their current role as major transportation routes with mixed-use development. A summary of these corridors' characteristics, potential for development or redevelopment based on availability of opportunity sites and current trends and plans, and description of key activity centers and their status as stable, declining, growing, or new/emerging are presented in **Table 4.4 Corridor Analysis Summary** below, in north-to-south and west-to-east order. Detailed descriptions and characterization of individual corridors follow. Study area corridors are illustrated on **Figure 4.6 Study Area Transportation Corridors** on the following page.

Figure 4.6 Study Area Transportation Corridors

Table 4.4 Corridor Analysis Summary

Corridor	Predominant Land Use	Activity Centers
31st Street	Residential Neighborhood Commercial Institutional	State Street, Indiana Avenue, King Drive, Cottage Grove
35th Street	Neighborhood Commercial Mixed-Use	State, Michigan, King Drive, Vincennes, Cottage Grove
Pershing Road / 39th Street	Medium to High Density Residential, Open Space	State, Michigan, King Drive, Vincennes, Cottage Grove
47th Street	Neighborhood Commercial Mixed-Use	State Street, King Drive, Cottage Grove Avenue, and Drexel Boulevard,
55th Street / Garfield Boulevard	Neighborhood Commercial Mixed-Use Institutional	Lake Park Avenue, Cottage Grove, King Drive, Washington Park, Grand Boulevard Plaza
63rd Street	Neighborhood Commercial Mixed-Use	King Drive, Cottage Grove Avenue, and Blackstone Avenue
71st Street	Low to Medium Density Residential Community Commercial Service, Open Space	Cottage Grove, Avenue, Stony Island Avenue, and Jeffery Avenue, and Exchange Avenue
79th Street	Neighborhood Commercial Mixed-Use	Cottage Grove, Avenue, Stony Island Avenue, Jeffery Avenue, and Exchange Avenue
87th Street	Low to Medium Density Residential Community Commercial Service, Open Space	Cottage Grove, Avenue, Greenwood Avenue, Stony Island Avenue, and Jeffery Avenue, South Chicago Avenue, Yates Avenue, and Commercial Avenue.
95th Street	Light Industrial, Warehouse, Community Commercial Service	Cottage Grove, Avenue, Stony Island Avenue, and Jeffery Avenue, Colfax Avenue, Commercial Avenue, and Ewing Avenue

Corridor	Predominant Land Use	Activity Centers
Dr. Martin Luther King Jr. Drive (King Drive)	Medium-High Density Residential, Neighborhood Commercial Mixed-Use, Open Space	26th Street, 31st Street, 35th Street, Pershing Road, 43rd Street, 47th Street, 51st Street, Garfield Boulevard, 63rd Street, 67th Street, 71st Street, 75th /76th Street, 79th Street, 83rd Street, 87th Street, 93rd Street, and 95th Street
Cottage Grove Avenue	Medium-High Density Residential, Neighborhood Commercial Mixed-Use, Open Space	43rd Street, 47th Street, 51st Street, Garfield Boulevard, 61st street, 63rd Street, 67th Street, 71st Street, 75th Street, 79th Street, 83rd Street, 87th Street, 93rd Street, and 95th Street
Stony Island Avenue	Community Commercial Service	63rd Street , 67th Street, 71st Street, 75th Street, 79th Street, 83rd Street, 87th Street, 93rd Street, and 95th Street
Jeffery Boulevard	Medium to Low Density Residential	71st Street, 75th Street, 79th street, South Chicago Avenue, 87th Street , and 95th Street

31st Street

In the study area, 31st Street traverses mainly institutional and residential neighborhoods between I-94 and the lakefront. The northern portions of the IIT campus are situated along this corridor, with sports fields to the north and main campus south to 35th Street; campus ends at Michigan Avenue. Dunbar Park and Paul Laurence Dunbar Career Academy High School are located on the block between Indiana Avenue and King Drive. The corridor spans the Prairie Shores and Lake Meadows high-rise residential developments managed by Draper & Kramer, which are situated on the blocks between King Drive and Cottage Grove Avenue. Notable landmarks include the Olivet Baptist Church at the southeast corner of King Drive and 31st, and Pershing Elementary School at the southeast corner of Cottage Grove Avenue/Rhodes Avenue.

The empty lot at the northwest corner of Cottage Grove and 31st, and the properties on the block between Cottage Grove and Lake Park Avenue present redevelopment opportunities. 31st Street has access from I-94 and on-off access to Lake Shore Drive. It is serviced by CTA bus, but has no on-street CTA rail or Metra rail stations.

Development/redevelopment potential includes long-term redevelopment plans for Prairie Shores and Lake Meadows, and the potential spin-off it may encourage in the area.

35th Street

35th Street through the study area is mainly a commercial corridor, with on-off expressway access to I-94 and Lake Shore Drive. The west end of the study area contains several major anchor institutions and developments, supplemented by rail transit stations for the CTA Red Line, the CTA Green Line, and Metra Rock Island Line. Here, the street serves as the southern

boundary of the IIT campus, with its Technology Business Center buildings located along this edge of the campus; over the long term, the university envisions expanding these facilities into the surface lots at the northeast corner of State Street and 35th. The street also serves as the northern border of the Park Boulevard neighborhood, the redevelopment site of the former CHA Stateway Gardens housing project. The first phase of this redevelopment has positioned mixed-use buildings along 35th, with residential farther south. The boys-only Institute campus of the De LaSalle Institute, a Catholic high school, is located at the northwest corner of Michigan Avenue and 35th; the Chicago Police Department headquarters that opened in 2000 is located across the street on the southwest corner.

Moving further east, the blocks between Michigan Avenue and King Drive contain a combination of smaller commercial businesses and underutilized older warehouse / light industrial structures, often set back behind large surface parking lots. Streetscaping features include street trees and parking lot landscaping.

The large shopping center at the northeast corner of King Drive is the community retail center associated with the Lake Meadows development; this center is positioned for renovation and reconstruction beginning in 2011 or 2012, and among other assets, should feature a new larger grocery store. A smaller neighborhood retail building is located on the southeast corner, with additional residential towers adjacent. Streetscaping features landscaped medians between King Drive and Cottage Grove to calm traffic and create a boulevard feel.

In addition to more residential towers, the blocks between Rhodes Avenue and the MED tracks also contain a variety of institutional and government uses, including Doolittle Primary and Intermediate Schools, Center for Higher Development, offices of the Archdiocese of Chicago, and the Stephen A. Douglas Tomb and Douglas Monument Park. 35th Street terminates on the block east of Lake Park Avenue, with a wooden pedestrian bridge providing access to the lakefront.

Development/redevelopment potential includes the approved long-term redevelopment plans for Park Boulevard and Lake Meadows on either end of the corridor, and the potential spin-off it may encourage in the area.

Pershing Road

Pershing Road, also known as 39th Street, serves as the boundary between the Douglas and Grand Boulevard community areas at the far west portion of the study area. The blocks between I-94 and State Street are part of the Park Boulevard redevelopment of the former Stateway Gardens on the north, and the Legends South redevelopment of the former Robert Taylor Homes on the south. Dawson Technical Institute (a unit of Kennedy King College) and the Chicago Urban Skills Institute are anchors at the northeast and southeast corners of State Street and Pershing. East of the CTA Green Line tracks to King Drive, the commercial uses along Pershing display moderate to high vacancy, with many vacant lots along the frontage and in the interior blocks.

Oakwood Shores, the redevelopment of the former CHA Madden Wells housing project, is under way on the blocks between King Drive and Cottage Grove. This project covers the area north of Pershing up to 37th Street, and is a major regeneration of housing units in the Oakland

community area; the project also includes some community and park facilities. Uses on the south side of Pershing in this area are still of marginal quality and some show vacancy or abandonment. However, east of Langley Avenue, the Mandrake Park facility and streetscaping accents are new, amenities of recent residential redevelopment (infill as well as Lake Park Crescent and Jazz on the Boulevard) in these blocks.

Pershing Road terminates at the convergence with Ellis Avenue and Oakwood Boulevard; access to Lake Shore Drive and the lakefront is available via Oakwood Boulevard. There are no stations for Metra commuter rail or CTA Red Line along Pershing Road. A CTA Green Line station is located one block south of Pershing at 40th Street and Indiana Avenue. CTA bus service is available on Pershing Road.

The active redevelopment plans at Oakwood Shores and completed development projects at the far eastern area of the corridor along Lake Park Avenue suggest high redevelopment potential in the areas east of King Drive. The reintroduction of significant population to this area may trigger rejuvenation of commercial uses in close proximity to serve this market, enhanced by the intersection of CTA bus lines on Pershing and Cottage Grove. The neighborhoods west of King Drive, also having experienced severe disinvestment from population flight and the negative impacts of former public housing projects. As the Park Boulevard and Legends South redevelopment projects proceed, they may have a catalytic effect on the interior blocks and encourage infill development of vacant lots or renovation of older structures.

There are active redevelopment plans for Park Boulevard and Oakwood Shores on either end of the corridor, completed redevelopments at Jazz on the Boulevard and Lake Park Crescent. These projects may generate spin-off development / redevelopment in the adjacent areas, although this may be somewhat tempered by the presence of intermediate pockets of blight.

47th Street

This corridor is the primary east-west neighborhood shopping and commercial District of the Grand Boulevard and Kenwood community areas, also known as Bronzeville. The segment within the study area spans 1.4 miles between I-94 and Lake Shore Drive.

Historically the 47th Street Corridor, rich in heritage, was the metropolis for blues and jazz venues during the 1930s and 1940s. It was the home to exceptional nightlife venues such as the Chez Paree, Parkway Ballroom, and the historic Regal and Savoy Theaters who played host to Ella Fitzgerald, Lena Horne, Duke Ellington, Josephine Baker, Louis Armstrong, and others.

Among the many exclusive and upscale restaurants and retail that graced the corridor, none was more majestic than the South Center, which was home to Madame CJ Walkers Beauty School.

By the 1950s, the civil rights movement and racial integration gave rise to a new generation of blacks who then began to populate other communities around Chicago. This migration began the dilute the upscale business and gave rise to the second and third-rate retail. Over time, the corridor has experienced a gradual decline in building condition, quality of retail, service sector businesses, and pedestrian amenities.

Today, the 47th Street corridor can be characterized as a collection of vacant lots and deteriorating structures with the occasional townhome development and boutique retail. Residential density is of a modest density, with highest concentration between King Drive and Cottage Grove Avenue. The commercial around the CTA Green Line station at Prairie Avenue is home to various athletic apparel, beauty supply, and beauty salons and is exhibiting a decline in occupancy. However, a new grocery store is anticipated at the corner of Cottage Grove and 47th, which may stabilize that intersection. Renovation of the historic Sutherland Hotel at Drexel Boulevard will provide mixed income rental housing.

At the intersection of King Drive and 47th Street, there is a renaissance taking place with the construction of the Harold Washington Cultural Center and the Marketplace, home to Blu 47 restaurant, and the Streetlife Art Gallery. The portion of the corridor in the Kenwood community area has a more refined appearance with the Lake Park Point Shopping Center anchored by Michaels Fresh Market and Walgreens at Lake Park Avenue. There are other civic amenities along the corridor, such as the Little Black Pearl Community Center, Masjid Al-Faatir and Bally Total fitness. The Mid-South branch of the Illinois Department of Employment Security is located two blocks west of Cottage Grove Avenue.

Streetscaping is relegated to the stretch between King Drive and St. Lawrence Avenue. It is of a modest appearance, consisting of trees in planters, parking bump-outs to increase pedestrian refuge and seating areas, pedestrian scale lighting, and banners proclaiming the 47th Street corridor as the "Blues District." 47th Street has on-off access to both I-94 and Lake Shore Drive. A CTA Red Line station is located in the median of I-94 at 47th; the CTA Green Line station on 47th Street is located at Prairie Avenue two blocks west of King Drive. The Kenwood/47th Street MED station is located east of Lake Park Avenue. Pedestrian access to the lakefront is available through the Metra underpass and bridge over Lake Shore Drive.

Development/redevelopment activity includes the pockets of vibrant redevelopment activity discussed above, athough tempered by the presence of multi-block stretches of blight.

Garfield Boulevard

Garfield Boulevard , also known as 55th Street, serves as the boundary between the Washington Park and Hyde Park community areas. Visual landmarks along the corridor include the landscaped parkway running along the center of the corridor; The Grand Boulevard Shopping Center anchoring the corridor on the west just off I-94; the Garfield Green Line Station; the vast expanse of Washington Park; and the University of Chicago campus. The commercial uses along Garfield Boulevard display high levels of vacancy/underutilization, with many vacant lots along the frontage and in the interior blocks.

The origins of Garfield Boulevard can be traced back to an idea in the 19th century proposed by John S. Wright: a series of boulevards that would encircle the city, which at that at the time, had very little open space. The South Park District commissioned designs for Garfield Boulevard from Olmstead, Vaux and Company. The crowning moment for Garfield Boulevard was during the 1893 World's Columbian Exposition (World's Fair) when 2.5 million visitors experienced the splendor of the boulevard system. The subsequent City Beautiful movement included construction along the Boulevard of ornate greystone and brownstone rowhouses and townhomes, as well as other buildings using the white terra cotta building materials shown at the World's Fair. Later, the function of the boulevard evolved from providing open space to conveying of traffic.

Active redevelopment plans for Garfield Boulevard include three activity nodes; Grand Boulevard Plaza, The Schulze Bakery at State Street, and the intersection at Martin Luther King Drive as a gateway into Washington Park. While the new CTA Greenline station was constructed on the north side of Garfield as a progressively modern station, the old original station exists in the midst of struggling commercial. The Washington Park Field House and Du Sable Museum are both located within Washington Park and are fine pieces of architecture.

Garfield Boulevard technically terminates as it exits Washington Park and to the east is known as 55th Street. It is at this point where development along the corridor begins to stabilize. Approaching Cottage Grove, substantial redevelopment within the University of Chicago campus begins to appear; these include the reconstruction of Stagg field and Ratner Athletic Center and the expanding Medical Campus. The north side of 55th Street is largely institutional, with the Ronald McDonald House, the McCormick and Lutheran Schools of Theology, St. Thomas the Apostle church, and the Hyde Park Neighborhood Club. Near Lake Park Boulevard, developments include the famed University Park Condominiums and Hyde Park Bank. There is a MED Main Line station accessible from here: 55th - 56th - 57th Street Station.

Streetscaping features include an expansive, picturesque landscaped parkway along the Garfield Boulevard portion of the corridor, and a slightly smaller parkway treatment, buffering residential and institutional uses from noisy traffic along 55th Street.

Factors in the development/redevelopment potential along the corridor include: an abundance of vacant land, and good transportation service, including vehicular access to I-94, CTA Red Line and Green Line stations, and a MED station. There are proposed redevelopment projects

at Grand Boulevard Plaza and the former Shulze Bakery building that could create spin-off projects, in the Washington Park community area, and much development activity in the Hyde Park community area on and around the University of Chicago campus,. While Washington Park is generally revered as a great community asset, past redevelopment efforts have been tempered by the presence of intermediate pockets of blight and disinvestment around the park. The park also functions as a physical barrier between the Hyde Park and Washington Park communities.

63rd Street

This corridor is the primary east-west neighborhood shopping and commercial district of Washington Park and Woodlawn Communities. The segment within the study area spans two miles between I-94 and Jackson Park.

The emergence of the 63rd Street Corridor as a major east-west thoroughfare can be traced back to the 1893 World Columbia Exposition and its remnant, Jackson Park, and the inception of the University of Chicago. These major civic institutions were in need of neighborhood commercial amenities. Like the 47th Street Corridor, the 63rd Street Corridor was one of the busiest on the South Side during the 1950s and later emerged as a major location for jazz clubs and lounges during the early 1960s.

The corridor is unique in that is serviced by the Green Line elevated train affectionately referred to as the "Old L." The development of the Old L along 63rd Street elevated it as one of the premier nightlife destinations in the city of Chicago, with a vibrant restaurant and lounge scene.

The race riots and white flight of the 1960s resulted in an increase in vacancy rates and declining building conditions along the corridor. The rise of gangs, prostitution, and drug activity within the Woodlawn community would lead to the ultimate demise along 63rd Street corridor. It was believed that the dark shadow of the Old L helped to disguise and hide the mischief occurring along the corridor. In the early 1990s, a portion of the Green Line was demolished from Maryland Avenue to Stony Island, to make way for a new mixed-income development.

Today, the 63rd Street corridor can be characterized as a collection of vacant lots and deteriorating mixed-use structures. Residential products consist of medium density, 4 story walk-up apartments and two-flats. The highest concentrations of apartments are located north of the 63rd from King Drive to Cottage Grove Avenue. These apartments appear to be suffering from high levels of vacancy and deferred maintenance but offer wonderful opportunities for condominium conversion and affordable housing. Most of the retail commercial along the corridor is concentrated around the King Drive and Cottage Grove Green Line Stations and is in a marginal condition. Uses include diners, lounges, sports apparel, beauty supply, barbershops, with the occasional professional office building for medical services.

Moving farther east, past Ingleside Avenue, both sides of the corridor are completely vacant with signs suggesting phase II of the Columbia development; which is a collection of single-family homes located from Woodlawn to Kenwood Avenue. These New Homes for Chicago, along with the Apostolic Church of God, Mt Carmel High School Campus, Hyde Park Career Academy, and YMCA anchor the eastern end of the corridor.

Streetscaping, aside from the occasional tree planting, is virtually non-existent. All parking is on-street and metered around transit stations. Lighting is provided only from over-head fixtures attached to the Green Line elevated structure.

Transit options include the MED Main Line accessed at the 63rd Street Station at Dorchester Avenue, or the CTA Green Line station accessed via the King Drive station or East 63rd-Cottage Grove station. The MED Main Line 63rd Street Station is currently in marginal condition, but is scheduled for rehabilitation in Metra's state bond program.

Development/redevelopment activity includes the pockets of vibrant redevelopment activity around the Green Line stations and in Hyde Park. There are multi-block stretches of vacant land but these are adjacent to current redevelopments and may experience spin-off benefits.

71st Street

This corridor is the primary east-west neighborhood commercial district of the Greater Grand Crossing and South Shore communities. The segment within the study area spans 2 miles between Cottage Grove Avenue and the Lake Front.

The development along 71st Street can be traced back to Hyde Park Township's pre-settlement when it was the main thoroughfare of several settlements along the Illinois Central Railroad (Parkside, Essex, Bryn Mawr, and South Shore). These settlements would later become stations on the Metra Electric South Chicago branch. Neighborhoods along the corridor included

upper-middle-class Jackson Park Highlands, and the middle-class South Shore, many of whose residents worked for USX Southworks. The population boom can also be attributed to the 1893 World's Columbian Exposition. Redlining and commercial disinvestment during the late 1960s and early 1970s have been attributed to the corridors stagnant growth.

Today, the 71st Street corridor can be characterized as a single-family, low density residential enclave on the west, spanning from Cottage Grove with Oakwood Cemetery anchoring the northwest edge; to community commercial at Stony Island Avenue; to neighborhood shopping at Jeffery Boulevard; and high-density, multi-family residential on the east at the convergence of Yates Avenue and South Shore Drive. Some highlights along the corridor include the Comer College Prep High school and Community Center at 71st and South Chicago Avenue; the MED South Chicago branch stations that run down the middle of 71st Street; Jeffery Plaza at 71st and Jeffery; and the majestic South Shore Cultural Center at 71st and South Shore Drive. Overall, the condition of the commercial is marginal and consists of a mix of neighborhood boutique, personal care, medical clinics, and professional services.

Streetscaping is limited to seasonal banner programs and street furniture (matching trash receptacles and benches). Parking is metered on-street around train stations, and time-restricted to accommodate and promote commercial patronage along the corridor.

Transit access is available for three stations along the MED South Chicago Branch that runs down the center of 71st Street: Stony Island, Bryn Mawr, and South Shore. All three stations were reconstructed in the last decade and are ADA accessible.

The character, as described above, is currently fairly built-out. Redevelopment options would likely require property assembly and demolition of current outdated commercial/mixed-use buildings.

79th Street

This corridor is the primary east-west neighborhood commercial and shopping district of the Chatham, Avalon Park, and South Chicago communities. The segment within the study area spans three miles between Cottage Grove Avenue and the lakefront.

The emergence of the 79th Street corridor as a

major east west thoroughfare can be traced back to the hustling and bustling days of the railroad in 1920s. The constant and dependable movement of Calumet Electric Trolley Line helped to spur commercial development at key nodes along Cottage Grove Avenue such as the 79th Street corridor. The convenience of regional transportation options along 79th Street encouraged residents to patronize the corridor for its diversity and variety of retail and service offerings. It was along 79th Street where the daily necessities of life like food, medical, clothing, banking, and other convenient services were purchased or bartered.

Today, 79th Street is still a vibrant mixed-use commercial corridor lined with "mom and pop" locally-owned retail, nationally recognized retailers and services, and community-based civic centers. While dated, the corridor is fairly vibrant with flourishing businesses. The interior blocks serviced by 79th Street consist of brick bungalows and 3-story apartments, housing a large portion of the African-American middle class. At the east end of the corridor, 79th Street dead-ends into Rocky Ledge Park and Rainbow Park, and the northern edge of the former USX Southworks site. The first phase of the Lakeside redevelopment on the Southworks site will be located off 79th Street.

Highlights along the corridor include the mixed-use buildings with historic ornamental terra cotta facades at the intersection of Cottage Grove and 79th street; the Sears store at 79th and Kenwood Avenue; the New Regal Theater (formerly the Avalon Theater); and Our Lady of Peace church at 79th and Jeffery Boulevard.

Streetscaping is marginal to non-existent, with banners only at the major arterial intersections. The abundance of large scale, truss-supported marquise signage is very visible along the corridor. Parking is on-street in nature, with the occasional fast-food venues providing off-street parking for its patrons.

Transit can be accessed via the 79th Street Station of the MED Main Line at Greenwood Avenue on the west side of the study area, or the Cheltenham/79th Street Station of the MED South Chicago Branch at Exchange Avenue. The Cheltenham/79th Street Station was reconstructed in the last decade and is ADA accessible. The MED Main Line station has some identity and accessibility challenges such as a lack of lighting, ADA ramps, signage and wayfinding.

Development/redevelopment potential is constrained by the current built-out nature of the corridor as described above. Other than the Lakeside site, there is an absence of any major catalyst projects along or adjacent to the corridor.

87th Street

This corridor is the primary east-west neighborhood commercial and shopping district of the Burnside and Calumet Heights communities. The segment within the study area spans four miles between Cottage Grove Avenue and the vacant property formally known as USX Southworks along the Lake Michigan.

The development origins of this section of 87th Street corridor can be traced to the emergence of the Illinois Central Railroad in the 1890s which supported the Burnside Steel Mill, Rock Quarry, and other factory shops. The availability of these high-wage, blue-collar jobs triggered the development of several middle-class neighborhoods along this corridor, such as Marynook, Stony Island Park, and northern Calumet Heights. These communities were known for their well-maintained single-family homes. In the 1940s, there was a need to encourage and train people from the surrounding neighborhoods to work in these high-wage, highly-skilled emerging industries, which led the United States Navy to charter the Chicago Vocational High School. In the late 1960s and early 1970s, demographics started to shift towards a more professional and white-collar middle class, which supported the various men's and women fashion boutiques such as Kham and Nate's on 87th and Cottage Grove, and Maxine's on 87th and Stony Island. The African-American cosmetics firm Soft Sheen Products, Inc. was located at 87th and Dobson.

Today, 87th Street is a significant regional corridor for south Chicago's commercial uses. One of the first Target stores in the City of Chicago located at 87th and Cottage Grove. The corridor also features national banking branches such as Citibank and Bank of America on 87th and Stony Island. The historic Maxine's and other boutique fashion stores still operate along the corridor between Stony Island and Cregier Avenue. Chicago Vocational Career Academy (formerly, the Chicago Vocational High School) is still in operation and spans three blocks from Chapel Avenue to Anthony Avenue. East of South Chicago Avenue, the corridor becomes less dense and more residential in character. The corridor terminates at the former USX Southworks site.

Streetscaping is sterile, with banners only at the major arterial intersections and dying trees in tree planters around the Stony Island intersection. However, many of the recently-developed convenience commercial centers along the corridor provide an upgraded landscape aesthetic. Most parking is on-street, with the occasional fast-food and strip shopping center providing off-street parking for its patrons. Lighting is provided by combination roadway and pedestrian fixtures. There are limited street furnishings such as benches and trash receptacles.

Rail transit can be accessed via the MED Main Line at the 87th Street Station at Dauphin Avenue, or the MED South Chicago branch at the 87th Street Station at Baltimore Avenue. As at most of the other stations on the MED Main Line, the 87th Street station has identity and accessibility challenges such as a lack of lighting, ADA ramps, signage and wayfinding. The 87th Street station on the MED South Chicago branch was reconstructed in the last decade and is ADA accessible.

Development/redevelopment potential is a balance between the stable nature of land uses along most of the corridor with the emergence of community retail centers at the west end of the study area and around I-94. Redevelopment triggered by the Lakeside project may include commercial or residential uses.

95th Street

This corridor is the primary east-west manufacturing and employment district of the Burnside and Calumet Heights communities. The segment within the study area spans four miles between Cottage Grove Avenue and the Lake Front.

Like 87th Street, the development origins of this section of 95th Street corridor can be traced to the late 1890s and the emergence of the USX Southworks, Illinois Central Railroad, the Belt Railway, and the shipping industry around Lake Calumet. Notable businesses included the Burnside Steel Mill, 92nd Street Rock Quarry, and Pullman Rail Car. These businesses helped to develop the blue-collar middle class in the Burnside, Pullman, and Calumet Heights communities, and helped to build the industrial sector in the South Deering and East Side communities. In the mid 20th century, the steel industry began to contract; many mills downsized or closed, resulting in closures of many of the smaller ancillary business along the 95th Street corridor. From 1950 to 1982, there was one bright spot on 95th and Stony Island known as Funtown Amusement Park. This fondly remembered eight-acre park attracted families from around Chicago and Northwest Indiana.

Today, the 95th Street corridor is largely characterized by light manufacturing and warehousing facilities. The western portion of the corridor in the study area is anchored by Chicago State University and the MED station at Cottage Grove. Stony Island Plaza, is a community retail center that is anchored by Jewel-Osco, several fast food establishments, and a soon-to-close AJ Wright. The intersection of 95th and Jeffery also offers a variety of auto-oriented convenience commercial options such as a Chase Bank branch, Walgreens, and City of Chicago satellite services. The north side of the corridor east of Jeffery to Marquette Avenue is vacant land that buffers the Belt Railway of Chicago. Uses between Marquette Avenue and Calumet Park on the lakefront are mainly heavy industrial and intermodal transportation (including shipping).

Streetscaping along the corridor is absent. Opportunities for pedestrian crossing are available only where viaduct underpasses exist. Landscaping is non-existent. Parking is not permitted along the corridor. Lighting is provided only by roadway fixtures.

Rail transit can be accessed for the MED - 95th Street Station at Cottage Grove Avenue. Although there seems to be an abundance of vacant land opportunities, there is no parking available for patrons at this station. This station also suffers from a lack of branding and accessibility, with poor lighting, no ADA ramps, and minimal signage/wayfinding. This station is located about one mile from the CTA Red Line terminal at 95th Street and a Greyhound bus station, but does not offer transfer opportunities. The terminal station on the Metra Electric South Chicago branch is located a few blocks north of 95th, with a large lot for commuter parking; however, pedestrian navigation from 95th Street is difficult because of the presence of numerous active railroad lines and I-90 cutting through this portion of the South Chicago community area.

Development/redevelopment along this corridor is possible given the availability of vacant properties near anchoring institutions, retail centers and transit stations.

Dr. Martin Luther King Jr. Drive

For much of the study area between 25th Street and 51st Street, Dr. Martin Luther King Jr. Drive (King Drive) is designed as a boulevard with landscaped medians, divided flow traffic and a northbound service drive. South of 51st Street to the study area boundary at 67th Street, the divided lanes merge with varying degrees of landscaping. Land uses along the corridor are predominantly multifamily residential, with commercial development and institutional uses situated mainly at intersections.

Uses of note along the corridor include:

- East Gate Village and Prairie Shores residential developments, the Lake Meadows mixed-use development, and Mercy Hospital in the Douglas community area;
- Attractive brownstone/greystone residences in Grand Boulevard, with a growing commercial node at 47th Street anchored by the Harold Washington Cultural Center;
- Similar presence of brownstone and greystone residences – including single family homes, 2- and 3-flats, and multi-unit buildings in the Washington Park community area, interspersed with more frequent vacant lots, but with frontage along the Olmsted & Vaux designed Washington Park;

- In Woodlawn and Washington Park, the residential blocks north of the CTA Green Line station on 63rd Street are more intact and of higher density than farther north; south of the station along King Drive, there are some commercial businesses but many buildings are in

marginal condition; the Parkway Gardens income-qualified apartment complex covers the western blocks between 64th and 66th and the Norfolk Southern railroad tracks bound the study area at Marquette Road.

Development/redevelopment activity includes the approved long-term redevelopment plans for Lake Meadows and completed commercial / entertainment redevelopments at 47th Street. Dense residential neighborhoods along the corridor may limit redevelopment except as renovation and rehabilitation.

Cottage Grove Avenue

The Cottage Grove Avenue corridor extends from 33rd Street to the study area south boundary at 95th Street. It forms a boundary between many of the community areas in the study area. Land uses along the corridor are predominantly commercial with significant concentrations of multifamily residential development. Uses of note along the corridor include:

- In Oakland and Grand Boulevard, Cottage Grove forms the functional east boundary of the Oakwood Shores residential redevelopment project and Ellis Park;

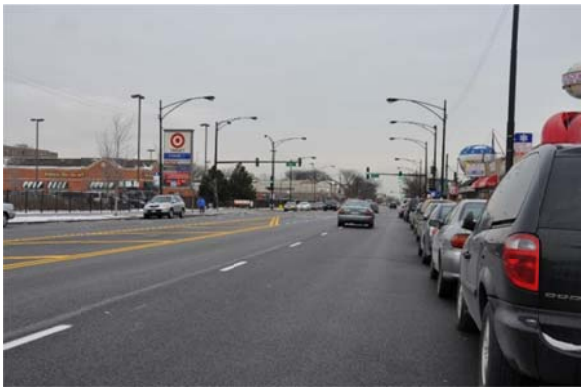
- The 47th Street intersection serves as a neighborhood retail node for Kenwood; although the western blocks between that node and Hale Franciscan High School show significant vacancy;

- Through the Hyde Park community area, Cottage Grove forms the eastern boundary of Washington Park (featuring the DuSable Museum expansion) and the western boundary of the University of Chicago campus;

- The Grove Parc housing complex spans Cottage Grove south of the University between 60th and the Green Line station at 63rd, which is currently being redeveloped by POAH as Woodlawn Park; frontage south of the station through the Woodlawn community area are challenged with sporadic vacancies;

- In the Greater Grand Crossing community area, Cottage Grove forms the western border of Jackson Park; the western blocks contain a mixed bag of commercial, residential, and institutional uses of varying quality and maintenance;

- From 79th Street south to 95th Street (in the Chatham community area) Cottage Grove is also mixed-use in nature, with a mix of commercial and multi-family residential along the corridor but surrounded in interior blocks by single-family homes; the community retail center at 87th and Cottage Grove anchored by Target is a remarkable change in form from the surrounding areas.



Development/redevelopment activity along the corridor includes current and recent projects at Oakwood Shores, in Hyde Park, and at 87th Street.

Stony Island Avenue

The Stony Island Avenue corridor runs from 56th Street to the study area south boundary at 95th Street. South of 67th Street, it is designed as a boulevard with landscaped medians and divided flow traffic, and is solidly and consistently commercial. North, the roadway narrows somewhat and contains are more diverse mix of uses, including high density residential and institutional developments.

Points of interest include:

- Through the Hyde Park community area, Stony Island forms the western boundary of Jackson Park (featuring the DuSable Museum expansion) and the eastern boundary of the University of Chicago campus and anchors such as Mt. Carmel High School, YMCA, Hyde Park Academy High School, and the Museum of Science and Industry;

- Elevated on and off-ramps for I-90 are joined with local traffic lanes between 76th Place and approximately 79th Street, diminishing most pedestrian friendliness. Commercial buildings are generally one story, with occasional two-story structures, and plentiful surface parking.

- The shopping center at 95th Street is a large community retail center anchored by Jewel-Osco with significant surface parking and numerous fast food restaurants in the outlots.

The corridor has a position as a solid commercial zone, but without significant recent anchor projects or upcoming plans. Through the study area, it is predominantly an auto-oriented corridor.

Jeffery Boulevard

Jeffery Boulevard runs from 67th Street to the south end of the study area at 95th Street. North of 79th Street, development patterns on both sides of the street are typically dense mixed-use, with heights of two to four stories. South of 79th Street, surrounding neighborhoods are mainly low density, stable single family homes. Commercial uses are located at main intersections such as 95th Street and 87th Street, but are also typically low density.

Development/redevelopment potential is probably limited based on the already built-out nature of the corridor, with the exception of renovation projects or the occasional infill sites.

Nodes/Station Area Analysis

Rail transit stations and station area zones within the study area are illustrated on **Figure 4.7 Study Area CTA Stations and Station Areas** and **Figure 4.8 Metra Study Area Stations and Station Areas** and described below grouped according to line: CTA Green Line, CTA Red Line, MED South Chicago branch, and MED Main Line. The circles on the figures show the half-mile easy walk-shed districts centered around these rail stations.

CTA Green Line Stations

The right-of-way for the CTA Elevated Green Line service in the study area traverses the Douglas, Grand Boulevard, Washington Park, Greater Grand Crossing and Woodlawn community areas. Dominant land uses in the adjacent and station areas include residential and institutional uses with some commercial concentrations. Many study area neighborhoods

served by the Green Line have experienced disinvestment over recent decades and prevalence of vacant lots and underutilized/abandoned structures.

A summary of station area characteristics, potential for development or redevelopment based on availability of opportunity sites and current trends and plans, and the associated TOD / TFD Typology[2] are presented in **Table 4.5 CTA Green Line Node Analysis Summary** below, in north-to-south order. Detailed descriptions and characterization of individual station areas follow.

Table 4.5 CTA Green Line Node Analysis Summary

Corridor	Predominant Land Use	TOD/TFD Typology
35th-Bronzeville-IIT	Institutional Residential	MC-Major Activity Center
Indiana	Residential	UN-Urban Neighborhood
43rd	Commercial Residential	UN-Urban Neighborhood
47th	Commercial Residential	LC-Local Activity Center
51st	Residential Vacant	UN-Urban Neighborhood
Garfield	Residential Vacant	MC-Major Activity Center
King Drive	Residential Commercial Industrial	UN-Urban Neighborhood
Cottage Grove	Commercial Residential	UN-Urban Neighborhood

[2] As assigned in *Transit Friendly Development Guide: Station Area Typology* (2009)

Figure 4.7 Study Area CTA Stations and Station Areas

Source: Chicago Transit Authority

35th-Bronzeville-IIT

This station is located on the campus of the Illinois Institute of Technology (IIT) at 35th Street and State Street. A large portion of the station area is IIT campus, with multi-family residential neighborhoods east of Michigan Avenue. The southwest quadrant of the station area is the former CHA Stateway Gardens apartments that have been demolished and are being redeveloped as Legends South, with mixed-use along 35th Street. There has been recently completed public and private sector redevelopment and investment activity along 35th Street, with strong institutional support from IIT. Other portions of the station area are fully built out.

I-94 is located two blocks to the west of the station, although pedestrian access on the 35th Street bridge provides access to the CTA Red Line and to US Cellular Field, home of the Chicago White Sox baseball team. A new Metra Rock Island Line station at 35th Street opened on April 3, 2011, providing access to the Loop and to Chicago's south and southwest suburbs.

Indiana

This station is located at Indiana and 40th Street, one block south of the more heavily travelled and developed Pershing Road (39th Street). The blocks immediately surrounding the station are characterized by three to four story multi-family residential buildings and street-corner commercial (such as bodegas and convenience food shops) in moderate to poor condition, and vacant lots. A few taller residential buildings (six to ten stories) and light industrial buildings are also located in the station area. There is a significant presence of underutilized and vacant properties in the station area.

43rd Street

The blocks immediately surrounding the station are mainly residential (single family as well as multi-family buildings from three-flats up to six/eight story/courtyard complexes), with churches (storefront and traditional) and some commercial. With the exception of a six-unit newer project of rowhomes, most buildings appear in poor condition with little investment in the area. Vacant lots and unused structures are prevalent.

There is currently a significant presence of underutilized and vacant properties in the station area. However, concept plans for the station area were prepared in 2010 in the *Transit Friendly Development Guide: Plans for Four Station Areas*, with City-led intentions to issue an RFP for redevelopment of their property at the southwest corner of 43rd Street and Calumet Avenue.

47th Street

This station area is located just west of MLK Drive and the Chicago Blues district. The frontage of 47th Street in the station area is lined with one- or two-story commercial uses with varying degrees of occupancy and building maintenance. In the interior blocks, there are mid-rise multi-family residential structures and various institutions. While there are pockets of

vacancy, there are also excellent examples of brownstone/greystone residential buildings, especially on King Drive, Prairie Avenue, and Michigan Avenue.

Development prospects in this station area may benefit from the proximity to regeneration along the "Blues District" but is somewhat impacted by the current presence of lesser quality commercial structures.

51st Street

Development in this station area is predominantly multi-family, although the area is characterized by numerous vacant lots. The neighborhood fabric is stronger in the southeast portion of the station area along King Drive, whose residential buildings front the western edge of Washington Park. Provident Hospital of Cook County is located on the north side of Washington Park on 51st, east of King Drive.

There is a significant presence of underutilized and vacant properties in portions of the station area.

Garfield

Development in this station area is predominantly multi-family, with the areas from the station at Prairie Avenue to King Drive characterized by numerous vacant lots, even along some of the park frontage. Development is more consistent in the west part of the station area.

There is currently a significant presence of underutilized and vacant properties in portions of the station area. This area is a long-term redevelopment priority for local community organizations in collaboration with the City and the University of Chicago. . A transit-oriented development study is under way in 2011 to develop conceptual plans for the area.

King Drive

This station is located at 63rd Street and King Drive in a highly built out neighborhood. The neighborhoods to the north of the station are dense multi-family residential buildings of three to four stories with few vacant lots. The 63rd Street frontage in the station area is a mix of one or two story commercial uses but many vacant lots. Some high rise residential is present in the blocks to the west of the station, along with John Foster Dulles Elementary School, a rail yard, various transportation and distribution businesses, and a CTA maintenance yard.

Most portions of the study area are currently built out, although the dense residential neighborhoods along King Drive may be targets for renovation. A large component of the study area is composed of industrial uses that could be redeveloped to more traditional mixed-use TOD over the long term if current the tenants – which provide valuable job and infrastructure-support services – could be satisfactorily relocated.

Cottage Grove

This terminal station is located at 63rd Street and Cottage Grove in a moderately built out neighborhood. The area at the intersection is developed, but much of the 63rd Street frontage in the station area is vacant or contains underutilized structures, with improvement off this main street. The station area touches University of Chicago facilities in the north and eastern parts of this walk-shed.

POAH's current redevelopment of Grove Parc as Woodlawn Park immediately around the station along Cottage Grove will transform this station area. Spin-off redevelopment potential along 63rd may be tempered by the overwhelming presence of the elevated structure on the pedestrian and aesthetic experience; concept plans to mitigate this through upgraded streetscaping and landscaping design have been prepared but not yet implemented.

CTA Red Line Stations

The right-of-way for the CTA Elevated Red Line service in the study area runs down the median of I-94, with pedestrian access and CTA bus connections on the vehicular overpasses crossing the expressway. The expressway and adjacent parallel side streets (Wentworth Avenue, La Salle Street or Federal Street on the east) present a physical barrier to development close to the stations, and the auto-oriented nature of the expressway influences the development character of blocks immediately adjacent. The portions of the station areas to the west of I-94 are outside of the South Lakefront Corridor Transit Study boundaries.

Acknowledging the critical role of this north-south rail transit option for the study area, a summary of station area characteristics, potential for development or redevelopment based on availability of opportunity sites and current trends and plans, and the associated TOD / TFD Typology[3] are presented in

[3] As assigned in *Transit Friendly Development Guide: Station Area Typology* (2009)

Table 4.6 CTA Red Line Node Analysis Summary on the following page, in north-to-south order. Detailed descriptions and characterization of the portions of the individual station areas within study area boundaries follow.

Table 4.6 CTA Red Line Node Analysis Summary

Corridor	Predominant Land Use	TOD/TFD Typology
Sox-35th	Institutional Residential	MC-Major Activity Center
47th –Dan Ryan	Industrial Institutional	UN-Urban Neighborhood
Garfield-Dan Ryan	Commercial	UN-Urban Neighborhood
63rd	Industrial	MD-Manufacturing Employment District

Sox-35th

The 35th Street station is located between US Cellular Field, home of the Chicago White Sox, and IIT. A large portion of the station area east of I-94 is IIT campus, with multi-family residential neighborhoods east of Michigan Avenue. The southwest quadrant of the station area is the former CHA Stateway Gardens apartments that have been demolished and are being redeveloped as Park Boulevard with mixed-use along 35th Street. A secondary entrance at 33rd Street to facilitate access from the IIT campus was recently reopened. The CTA Green Line station at 35th Street is located three blocks east of the station at State Street. A new Metra Rock Island Line station at 35th Street opened on April 3, 2011, providing access to the Loop and to Chicago's south and southwest suburbs, and has a nearly overlapping station area.

47th-Dan Ryan

Uses in the station area to the immediate east of I-94 and LaSalle Street are industrial in nature (a large Metra maintenance facility on the south side of 47th Street), interspersed with some residential uses to the north. East of the Metra tracks and Federal Street to Dearborn Street, there are large vacant areas pending redevelopment as Legends South, the replacement community for the former CHA Robert Taylor Homes. Anchors in the study area include Firman Community Services, Beethoven School, Safe Schools Alternative High School (formally DuSable High School), and St. Paul CME Church. Immediately east of State Street, conditions deteriorate dramatically with many vacant lots and abandoned buildings, both along 47th Street and in interior blocks; the largest being the historic but vacant Rosenwald Apartment Complex. Several CTA Bus routes service this station; #15, #43, and #47, while the #51 terminates at the 47th Street Red Line Station.

Development/redevelopment at Legends South may trigger additional redevelopment in this station area, although this would more likely to occur in the very long term and with coordinated market intervention, including TIF assistance.

Garfield-Dan Ryan

Development in this station area is primarily commercial. Across Wentworth Avenue from the station is the Grand Boulevard Plaza shopping center. It includes a large retail strip anchored

by Walgreens and several small to medium-sized office, fast food and retail outlot buildings surrounding a large surface parking lot. Garfield Boulevard has a beautifully-treed median, which diminishes the effects of some of the surface parking along the boulevard for the auto-oriented commercial businesses in the station area. Many individual vacant lots are present in the residential neighborhoods south of the boulevard. The southernmost portions of the Legends South redevelopment project are located in the northeast part of the station area; this property has been cleared and is planned for redevelopment over the long term. Many of the commercial uses at the northeast edge of the station area along State Street and Wabash Avenue appear stable and well used. The Schulze Baking Company Building at the northwest corner of Wabash and Garfield Boulevard is shuttered, but there are proposals to adaptively reuse this 1914 John Alschlager & Sons structure with notable terra cotta facades into a mixed use complex of ground floor retail and upper floor housing, pending funding.

The CTA #24 bus also uses the Plaza as a transfer point. The #55 bus also stops also here and at the Garfield Boulevard Red Line station, and continues west along Garfield to Midway Airport. The #59 services the Garfield station as it moves between Midway Airport, South Washington Park, and the University of Chicago campus. The CTA Green Line station at Garfield Boulevard and Prairie Avenue is nearly ¾ mile east of the Red Line station.

Development/redevelopment at Legends South and the Grand Boulevard Shopping Center, coupled with infill redevelopment plans and high transit connectivity may catalyze additional redevelopment in the station area.

63rd Street

This station area is largely industrial, with various transportation-oriented and distribution businesses taking up the blocks along 63rd Street between Wentworth Avenue and State Street. On the edge of the study area on the blocks of State Street and Wabash Avenue north of 63rd street, there are many contiguous vacant lots and underutilized buildings available for employment-generating commercial or industrial redevelopment. Residential uses occur to the east along Michigan Avenue and Indiana Avenue.

This station is serviced by the #63 bus route which moves through the new City College of Chicago/Kennedy-King Campus and transfers from the CTA Green Line-King Drive and Cottage Grove Stations.

Development/redevelopment in the area may not be significant, based on the built-out nature of portions of the station area, and overall characterization as industrial.

Metra Rock Island Line Stations

A new Metra Rock Island Line station at **35th Street** opened on April 3, 2011, providing access to the Loop and to Chicago's south and southwest suburbs. The station area very nearly overlaps with the station area of the CTA Red Line Sox-35th station, described above on page 4-47.

MED South Chicago Branch Stations

The right of way for the MED South Chicago Branch service runs through long established, nearly fully built-out neighborhoods in the South Chicago and South Shore community areas. Generally speaking, land use patterns are fairly firmly established, with new development mainly possible on infill sites or through redevelopment of aging / obsolete structures currently in place. Commuter rail is viewed as an asset in this study area, but because of the current service levels (hours of operation and frequency), it may induce comparatively less development than the heavy rail infrastructure elsewhere in the study area. Additionally, the current infrastructure design of raised platforms, overhead catenary, and large trains make a more imposing street-running presence than alternative streetcar or light rail transit systems do, as shown in the photographs below.

MED South Chicago Branch

Portland Streetcar

Station areas within the study area are illustrated on **Figure 4.8 Study Area Metra Stations and Station Areas**, and described below grouped according to line: MED South Chicago branch, and MED Main line.

Figure 4.8 Study Area Metra Stations and Station Areas

A summary of station area characteristics, potential for development or redevelopment based on availability of opportunity sites and current trends and plans, and assignment of a potential TOD / TFD Typology[4] are presented in **Table 4.7 MED South Chicago Branch Stations Node Analysis Summary below**, in north-to-south order. Detailed descriptions and characterization of individual station areas follow.

Table 4.7 MED South Chicago Branch Stations Node Analysis Summary

Corridor	Predominant Land Use	Potential TOD/TFD Typology
Stony Island	Residential Commercial Industrial	LC-Local Activity Center
Bryn Mawr	Residential Commercial	LC-Local Activity Center
South Shore	Commercial	DN-Dense Urban Neighborhood
Windsor Park	Commercial Residential	UN-Urban Neighborhood
Cheltenham	Residential Commercial	UN-Urban Neighborhood
83rd Street	Residential	UN-Urban Neighborhood
87th Street	Residential	UN-Urban Neighborhood
93rd Street	Commercial Industrial	UN-Urban Neighborhood

Stony Island

This station is located on 71st street west of the intersection with Stony Island Avenue. Uses fronting 71st Street include commercial and residential, present at lower densities than further east along 71st Street. Development is pedestrian-accessible, although many retail centers are auto-oriented in nature. On Stony Island, development is mainly auto-oriented commercial. Interior blocks north and south of 71st Street are predominantly residential, with mid-story multi-family dwellings and single-

[4] Utilizing Typologies defined in *Transit Friendly Development Guide: Station Area Typology* (2009), assigned based on scan of neighborhood characteristics and development patterns/plans

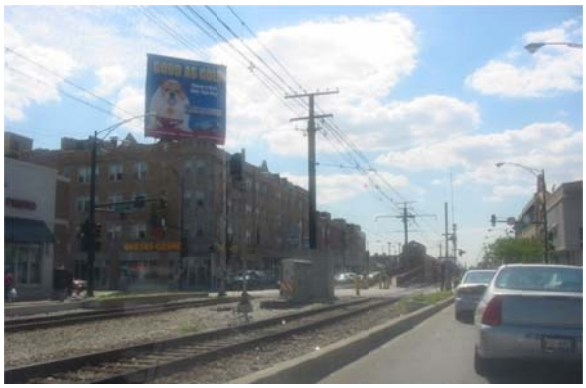
family homes and two- and three-flat structures on narrow lots, and some vacant lots. Some industrial uses are present at the west end of the station area near the MED Main line tracks and Dorchester Avenue.

Development/redevelopment may occur primarily as renovation based on the current built-out nature of the station area with the full mix of land uses.

Bryn Mawr

This station is located in a high-density stretch of 71st Street west of Jeffery Boulevard. Uses along 71st Street and Jeffery are mixed-use commercial and multi-family residential, many situated in historic, well-maintained structures. The neighborhoods to the north and west of the station include single-family homes; mid-rise and high-rise residential dwellings are found throughout the station area. A community retail center anchored by Dominick's supermarket at the southeast corner of 71st and Jeffery is set back from the street with a major parking lot.

Development/redevelopment may be limited to renovation, based on the current built-out nature of the station area with the full mix of land uses.



South Shore

The South Shore station is located along Exchange Avenue south of 71st Street. On the east side of Exchange, the street grid pattern rotates to parallel the lakefront. The three-street intersection of 71st, Yates Boulevard, and Exchange Avenue presents a complicated experience for both pedestrians and motorists. A mix of commercial uses and urban design formats are present on the odd-shaped blocks southeast of this intersection. The South Shore Cultural Center and its grounds and golf course consume much of the northeast portion of the station area. Newer residential developments of mid-rise and rowhouse style units are found at the northeast corner of Yates and 71st, with high-rise buildings farther north on Yates and east on South Shore Drive. Mid-rise multi-family structures are intermixed with single-family homes in the southwest portion of the station area, which shows few if any vacant lots.

Development/redevelopment may be focused on infill opportunities on the vacant lots and underutilized properties on the north side of 71st between Oglesby and Paxton.

Windsor Park

This station is located on Exchange Avenue between 75th Street and 75th Place. There is a diverse mix of uses – retail/commercial, light industrial, residential of varying density, and vacant lots – along the rail right of way and along the station area's main streets. Development in this station area is not generally oriented to face Exchange Street, which seems to function more as a "back door" to neighborhood properties.

Development/redevelopment may be limited to renovation due to the current built-out nature of the station area with the full mix of land uses.

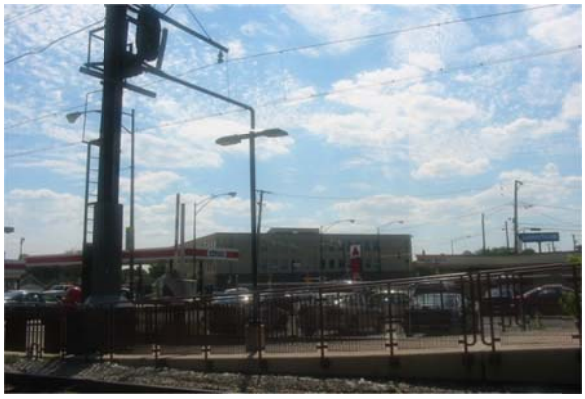
Cheltenham

The station at Cheltenham Place and 79th Street is located in a predominantly residential area, with a mix of mid-rise complexes and a dense array of two- and three-flats on narrow tree-lined blocks. Some commercial uses are present along Exchange Avenue and at the intersections of 79th Street with Exchange and Commercial Avenue. Other than the property immediately adjacent to the rail right of way between 79th Street and 80th Street, vacant lots are not prevalent.

Development/redevelopment may occur as renovation based on the current built-out nature of the station area.

83rd Street

This station serves a solid residential area in South Chicago composed of single-family and multi-family residential units anchored by Russell Park, St. Michael Archangel Church, and the Niños Héroes and Epic schools. North of 83rd Street, single family homes line the east side of Commercial Avenue facing the rail tracks; more commercial uses are found on the west side of Commercial and the rail tracks. Many commercial properties on 83rd Street, Baltimore Avenue and Commercial Avenue do not maximize land use and may present opportunities for revitalization. However, the rail right-of-way's angled direction to the southeast and diagonally-running Baltimore Avenue with its adjacent industrial uses disrupt the street grid and connectivity to the station area, complicating access for the residential and commercial corridor neighborhoods southwest of the station.



87th Street

This station is located north of 87th Street east of Baltimore Avenue. One block of residential uses fronts (or backs up to) the station on the west side of the tracks, with a scrap yard to the immediate north; on the east side, a large distribution / light industrial facility parallels the platform and tracks. In this station area, the train is not street running but is on a separated right of way surrounded largely by industrial uses or vacant property. Residents to the north, west and south have easy access to the station via the regular street grid. The former USX Southworks site is located at the east side of the station area, and is planned for redevelopment as the Chicago Lakeside neighborhood over the next 30 years. Commercial Avenue is the main business corridor in the station area, located two blocks west of the station; development along this street is characterized as a mix of auto-oriented retail and pedestrian-friendly mixed use.

The Lakeside project may generate spin-off redevelopment of the industrial uses to more transit-friendly or compatible with the dominant residential character.

93rd Street

This is the terminal station on the South Chicago line, providing a large park-and-ride lot for passengers coming from beyond walking distance. The station area contains commercial and multi-family housing uses surrounded by industrial uses along South Chicago Avenue and Harbor Avenue in the south part of the station area. These roads, as well as I-90, form an effective barrier to the neighborhoods to the south. Anchors in the area include Olive Harvey Southeast Chicago Campus, the Victory Center of South Chicago, and various neighborhood and community retail centers. Infill vacant lots, underutilized commercial sites, and a plenitude of surface parking lots may present redevelopment opportunities.

The attractive mix of stable anchors, opportunity sites, and transit connectivity suggest positive potential for redevelopment in the station area.

MED Main Line Stations

The right of way for the MED Main Line service traverses the Douglas, Oakland, Kenwood, Hyde Park and Woodlawn community areas, while running along the western boundaries of the South Shore, Avalon Park, and Burnside community areas. Land uses and development patterns vary along this route, with some long established neighborhoods, others experiencing transition, and still others waiting for change to arrive. Level of station amenities and integration of access into the surrounding areas also varies along the line. A summary of station area characteristics, potential for development or redevelopment based on availability of opportunity sites and current trends and plans, and assignment of a potential TOD / TFD Typology[5] are presented in **Table 4.8 MED Main Line Station Node Analysis Summary** on the next page, in north-to-south order.

[5] Utilizing Typologies defined in *Transit Friendly Development Guide: Station Area Typology* (2009), assigned based on scan of neighborhood characteristics and development patterns/plans

Table 4.8 MED Main Line Station Node Analysis Summary

Corridor	Land Use	Potential TOD/TFD Typology
27th Street	Institutional Residential	UN-Urban Neighborhood
47th Street	Residential Commercial Open Space	UN-Urban Neighborhood
53rd Street	Residential Open Space	DN-Dense Urban Neighborhood
55th-56th-57th	Institutional Residential Commercial	DN-Dense Urban Neighborhood
59th Street	Institutional Residential Open Space	SD-Service Employment District
63rd Street	Institutional Residential Commercial	UN-Urban Neighborhood
75th Street	Industrial Residential	UN-Urban Neighborhood
79th Street	Residential	UN-Urban Neighborhood
83rd Street	Residential	UN-Urban Neighborhood
87th Street	Residential Industrial	UN-Urban Neighborhood
91st Street	Residential Industrial	UN-Urban Neighborhood
95th Street	Commercial Industrial Institutional	SD-Service Employment District

27th Street

This station is located just east of the McCormick Place truck marshaling yards and north of the now-vacant Michael Reese Hospital site. The platform is accessed via an old, deteriorating, pedestrian bridge. The station is surrounded by the high rise residential buildings of Prairie Shores, townhouses, with some Advocate Medical offices just to the north on the east side of King Drive. The station is hidden from direct access from King Drive. In early 2011, the redevelopment of the Michael Reese Hospital property is being evaluated by the City of Chicago as a potential employment center.

Development/redevelopment in this station area can benefit from the availability of development sites, proximity of recent redevelopment work at McCormick Place and East Gate Village, availability of land for development, and connection to transit at the 27th Street Metra station.

47th Street (Kenwood)

This station is located between Lake Park Avenue and Lake Shore Drive along 47th Street at the meeting point of the Oakland, Kenwood, and Hyde Park community areas. The CTA 47 bus route currently terminates at the 47th Street Metra Electric Main line station. The residential mix includes high-rise towers, townhomes, large three-story courtyard walk-ups, and single-family homes, resulting in a moderately high density matrix. Commercial developments are fairly modern and include a grocery store, bank, health club, and a variety of neighborhood services. Many of the retail services are pedestrian-friendly; however the retail shopping centers are auto-oriented with medium sized parking lots. Opportunities for redevelopment in this built-out station area may be focused on upgrading residential portfolio.

51st/53rd Street (Hyde Park)

This station is located east of Lake Park Avenue and west of Cornell Avenue; between Hyde Park Boulevard (51st) and 53rd Street. Land Uses around the station are neighborhood mixed-use, high-density residential and public/institution. The overall pedestrian environment is vibrant. Patrons include lakefront joggers and couples strolling along Hyde Park Boulevard. There are redevelopment plans for 53rd Street and approaching implementation for the Harper Courts redevelopment. However, the station area otherwise appears to be fairly well developed with very little vacant or underutilized land around the station.

55th-56th-57th Street

This station is located east of Lake Park Avenue and west of Stony Island Avenue, between 55th Street and 57th Street. This station is considered one of the two "University of Chicago stations" and is surrounded by medium to high density residential, neighborhood commercial developments; it is also close to the north portion of Jackson Park. The 57th Street station functions as a transfer station between the MED Main line, MED South Chicago Branch, MED Blue Island Branch, and Northern Indiana Commuter District (NICTD) South Shore line. This station also has a significant non-motorized commuter patronage with various places for bicycle parking, in-station coffee houses and newsstands. The station area has a sense of vitality and functions as traditional transit-oriented development, with pedestrians patronizing local commercial while commuting to various destinations.

Other than the in-progress projects on the University of Chicago campus, there are few opportunities for redevelopment around this station.

59th Street (University of Chicago)

This station is located east of Harper Avenue and Stony Island Avenue; traversing across the picturesque Midway Plaisance at 59th Street and 60th Street. This is the primary station for the University of Chicago as well as the Museum of Science and Industry patrons. The station area is mostly surrounded by open space and high-density residential. The pedestrian environment is fairly integrated into Midway Plaisance, but it interrupted by 59th street, East-West Midway Plaisance service road, and 60th Street. Jackson Park can be viewed to the east from the commuter platform. In general, the Station is in poor condition with poor lighting, and deteriorated stairway to platform, but is scheduled for rehabilitation in Metra's state bond program. The University's Master Plan includes recommendations to extend the platform to 60th Street to allow additional access to riders from the south campus. Several University charter buses service this station.

63rd Street

This station is located at 63rd street, east of Dorchester Avenue and west of Blackstone Avenue within the Woodlawn community area. This station area can be characterized by pockets of vacant lands to the north and south, peppered with new/rehabbed multi-story apartment buildings and some new single-family residential, neighborhood commercial, and public/semi-public institutional uses. Neighborhood anchors include Mount Carmel High School, Hyde Park High school, Jackson Park YMCA, Jackson Park Field House and Apostolic Faith Church.

The abundance of vacant/underutilized land around the station area offers a unique opportunity for pedestrian-focused, transit-oriented development centered around existing institutional uses. The train station is scheduled for rehabilitation in Metra's state bond program.

75th Street (Grand Crossing)

This station in located on 75th Street , east of Woodlawn Avenue and, north of South Chicago Avenue in the Greater Grand Crossing community area. The station area is characterized by large parcels of vacant/underutilized land, low-density housing, and marginal industrial warehousing uses. The wide 100' right of way of South Chicago Avenue is underutilized and presents a challenge to creating a pedestrian-friendly environment for this station. The abundance of opportunity sites and the low-density nature of the surrounding neighborhood, may limit the redevelopment in this station area.

79th Street (Chatham)

This station is located on 79th Street, east of Greenwood Avenue and Woodlawn Avenue; along the Chatham and Avalon Park boundary. The 79th Street station falls in the shadows of an abandoned rail bridge. Land uses in the station area include railroad right of way, some vacant/underutilized land west of Woodlawn Avenue, and ACME Lumber. Two-, three-flat apartments, and single-family homes make up the residential fabric around the station. Neighborhood mixed-use commercial is present along 79th Street.

There is development/redevelopment potential in this station area based on the availability of opportunity sites along Woodlawn Avenue, in a fairly intact residential area.

83rd Street (Avalon Park)

This station is located on 83rd Street west of the Heritage Place sub-division, east of Ellis Avenue; bisecting the Avalon Park community. Two-, three-flat, mid-rise apartments and single-family homes make up the residential mix around the station. Very little commercial is present around the station area. Other than infill redevelopment of deteriorating apartment buildings, this station has few opportunities for redevelopment.

87th Street (Woodruff)

This station is located on 87th Street west of Dobson Avenue, east of Dauphine Avenue; bisecting Chatham and Burnside communities. Two-, three-flat apartments and single-family homes flank the station area on the west while business park commercial flanks the station on the east. The residential fabric is stable at this section of the corridor. The Greenwood Parc business park for medical office appears to be well occupied. The adjoining light manufacturing and warehousing units also appear to be well occupied. Dauphin Park, which parallels the west side of the Metra Electric, is a great asset and suggests a pedestrian-friendly walk to and from the train station. The station area appears to be fully-built out, with redevelopment potential most likely as renovation or revitalization of current structures.

91st Street (Chesterfield)

This station is located on 91st Street west of Drexel Avenue, east of Dauphin Avenue; bisecting the Chatham and Burnside communities. Two-, three-flat, mid-rise apartments make up the residential mix on the west side of Dauphin Avenue while single-family homes dominate the east side of MED tracks.

91st Street is relatively quiet with only one vacant parcel in the station area, however, some substantial redevelopment opportunities exist on Cottage Grove Avenue and 91st Street.

95th Street (Chicago State University)

This station is located on 95st Street, where Cottage Grove Avenue switches from the west side of the MED right of way to the east side. Chicago State University anchors the west side of the Metra electric, while the low-density residential of the Burnside community anchors the northwest corner of Cottage Grove Avenue. The industry along 95th Street is light industrial/warehousing with some metal fabrication. Commercial is neighborhood convenience, and is a declining state.

While land parcel configuration presents a challenge to redevelopment at the intersection of the Belt Railway and the MED, there are a number of positive indicators for long-term potential for TOD: 95th Street as a major east-west thoroughfare; the Metra station's proximity to the CTA

Red Line terminal and Greyhound bus station; an abundance of vacant/underutilized land around 95th and Cottage Grove Avenue; and the anchoring presence of Chicago State University's student and employee population.

4.5 Summary of Findings

Land Use and Development Patterns

The study area contains the full range of land uses at all levels of density and types of urban design, and numerous development projects, institutional anchors, and shopping destinations.

A variety of development projects and enhancements to the institutional anchors in the study area have recently been completed, with more large-scale projects under construction and in planning. The northern third of the study area (the Douglas, Grand Boulevard, Oakland and Kenwood community areas, north of 47th Street) contains the most redevelopment projects, particularly residential redevelopments. Many of the former CHA housing projects located in this area have been, or are in the process of being rehabilitated or replaced with different formats under the *Plan for Transformation* and will re-introduce large population numbers back into the study area. Jazz on the Boulevard and Lake Park Crescent are two notable examples of completed phases or projects, and Oakwood Shores, Park Boulevard, and Legends South are well under way. The Lake Meadows residential and commercial rehabilitation / renovation will also add significant commercial space and upgraded residential units. Independent infill construction projects and renovations have begun to rejuvenate or gentrify many formerly upscale neighborhoods in Kenwood, Oakland and Bronzeville that had experienced disinvestment and population flight during the later decades of the 20th century. Portions of Douglas and Grand Boulevard are still suffering from the blighting presence of unsuccessful public housing projects and will need significant market intervention to jump-start redevelopment; the *Plan for Transformation* redevelopments planned for this area should have a catalytic (or at least stabilizing) effect once real estate markets recover. IIT is a solid institutional anchor in this part of the Study Area; while any expansion or redevelopment are constrained to its current footprint, it serves as a local advocate for new residential and commercial development in the surrounding neighborhoods that will benefit its students and faculty as well as contribute to more stable neighborhoods.

In the middle sector of the study area between 47th Street and 71st Street (the Washington Park, Hyde Park, Woodlawn, and portions of the South Shore and Greater Grand Crossing community areas), land use and development conditions are quite polarized. Many areas west of King Drive, and south and west of Washington Park demonstrate significant disinvestment, while neighborhoods in the eastern half of this section are more notably stable, built-out and prosperous. Recent development projects of note include renovation and stabilization of residential and mixed use centers. The major institutional anchors in the area, particularly the University of Chicago, continue to expand their facilities, and consequently employment and visitor volumes, providing a stabilizing source of energy to the area. Various community organizations are active in this portion of the study area, and in many cases joined in advocacy by the University, with redevelopment projects proposed along Cottage Grove, 53rd Street and 63rd Street.

The study area south of 71st Street features a central core of stable residential neighborhoods, both single-family and multi-family structures. The southernmost areas of the study area border on what have been historically some of the heaviest industrial areas of the city, and swaths of industrial uses are found particularly along rail lines here in the study area. One of the most significant development projects in the study area and in the city is the Lakeside redevelopment of the former USX Southworks site. A long term project currently in planning, this will introduce significant new population and service employment numbers to the study area.

5.0 Transportation Services, Infrastructure and Utilization

5.1 Inventory of Existing Transportation System

Identification of Existing Transportation Network

The study area is entirely urban and well-covered by transit and transportation infrastructure, including buses, trains and roadways. This section provides an overview of the study area's existing transportation network, and the types, characteristics and levels of service provided by this network.

Figure 5.1 Study Area Existing Transportation Network

CTA Bus Routes

A gridded network of CTA bus service serves the study area, which can generally be categorized into three service types:

- ***Local Service***: These routes typically make frequent stops along major streets, and travel either east/west or north/south, often extending well outside the study area. Local routes typically operate daily service from the early morning into the evening, with some routes operating overnight. The CTA designates these overnight routes as OWL service.

- ***Express Service***: Within the project area, these routes typically collect passengers from a particular area or corridor and then travel express to downtown Chicago along Lake Shore Drive. These express routes are more likely to operate weekdays during peak travel times, serving commuters from the study area to the downtown, although some operate longer spans.

- ***Neighborhood Circulators***: A small number of routes in the study area (generally clustered in and around the University of Chicago) provide circulation within a particular community. These circulators are funded by the University of Chicago to serve trips in and around their campus and to facilitate employee commuting through connections to downtown transportation hubs.

Figures 5-2 through 5-7 graphically demonstrate the bus service coverage at weekday peak, weekday midday, weekday evening, weekday overnight, Saturday and Sunday travel periods. Each bus route that operates during each of these time periods has been mapped with a quarter-mile radius to demonstrate the level of bus network coverage during any time period within the study area.

These maps demonstrate that there are only a few pockets that are more than a quarter-mile from a bus route during another travel period (other than overnight, when more limited service operates). These pockets are clustered in the central-southern portion of the study area, but about half of these pockets are within walking distance (less than a half-mile) to a Metra station. The USX site is not currently well-served by transit, but as the site transitions from vacant industrial to residential, commercial and office uses the CTA and the City of Chicago will work together to ensure it is easily accessed by transit.

Figure 5.2 CTA Bus Service Coverage during Weekday Peak Periods

Source: Chicago Transit Authority

Figure 5.3 CTA Bus Service during Weekday Midday Period

Source: Chicago Transit Authority

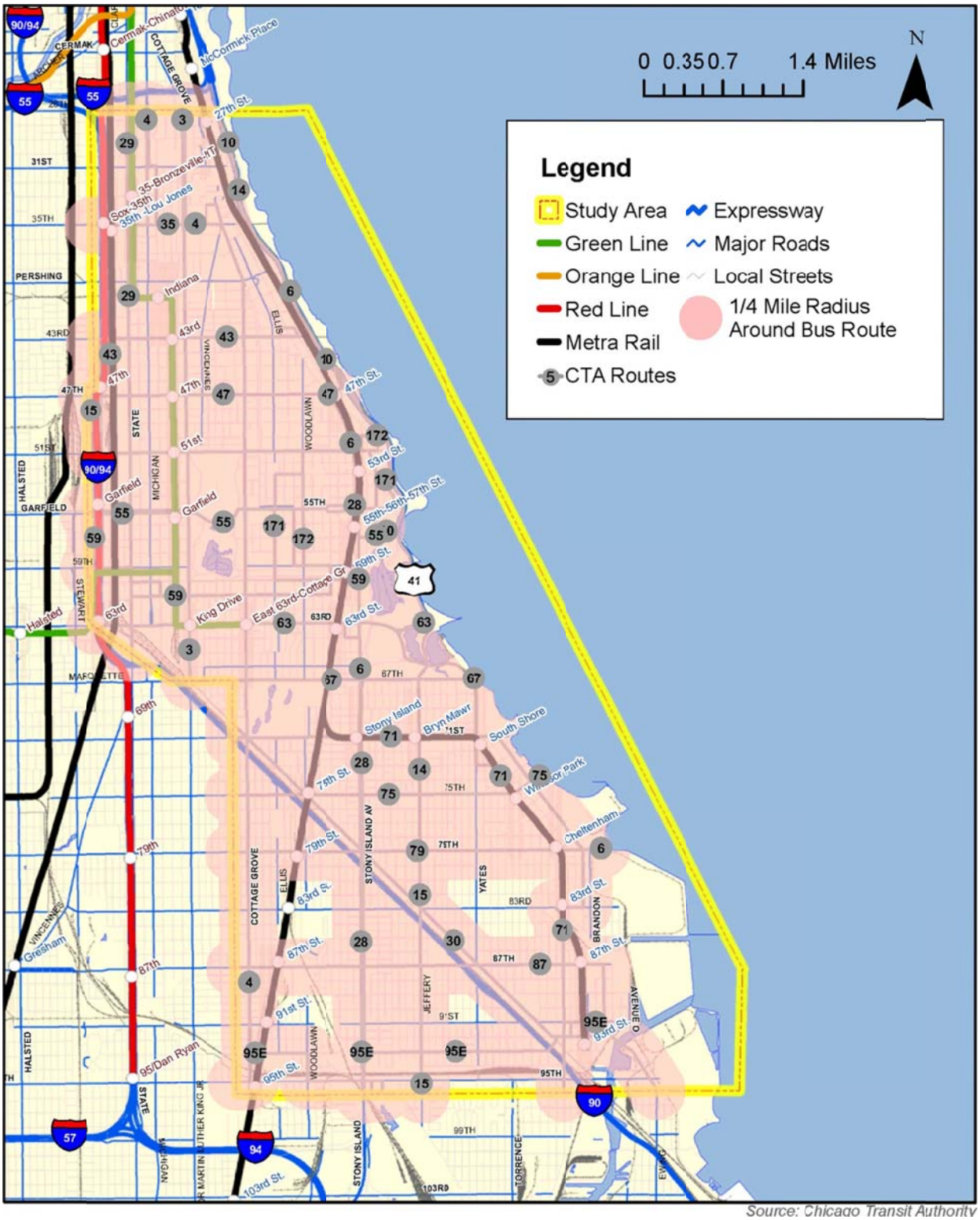
Figure 5.4 CTA Bus Service Coverage during Weekday Evening Period

Source: Chicago Transit Authority

Figure 5.5 CTA Bus Service during the Weekday Overnight (OWL) Period

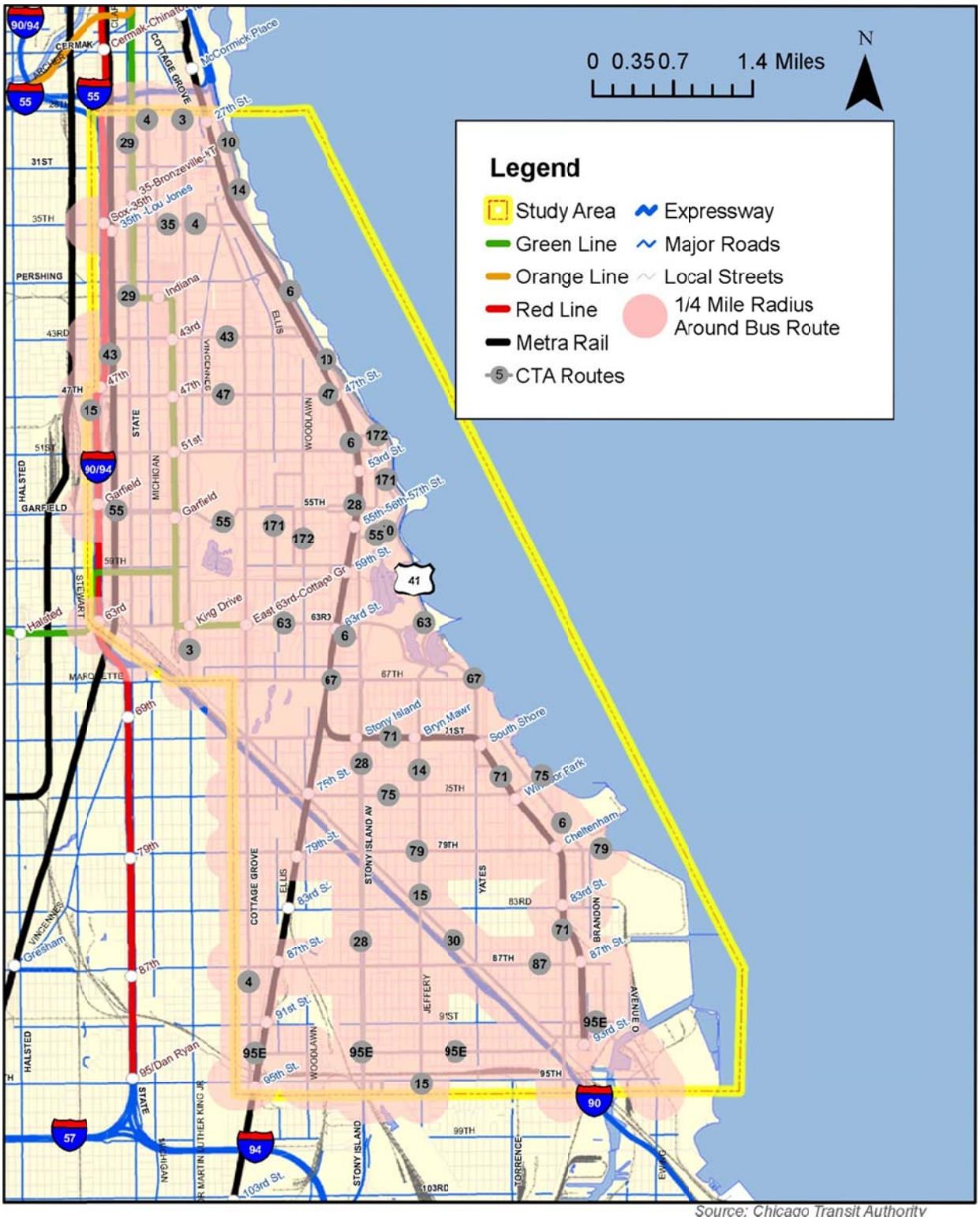
Source: Chicago Transit Authority

Figure 5.6 CTA Bus Service on Saturdays



Source: Chicago Transit Authority

Figure 5.7 CTA Bus Service on Sundays



Source: Chicago Transit Authority

Each type of CTA study area bus service, including the terminal stops and span of service, is presented in the tables below.

Table 5.1 North/South Local Bus Routes

#	Route Name	General Service Area	General Service Hours
1	Indiana / Hyde Park	51st/Drexel to Chicago Union Station	Weekday (peak periods)
3	King Drive	95th/St. Lawrence to Fairbanks/Huron	Daily (5 am - 12 am)
4	Cottage Grove - OWL	95th/St. Lawrence to Columbus/S. Water	Daily (24 hour service)
15	Jeffery Local	103rd/Stony Island to 47th/Red Line	Daily (4 am - 1 am)
24	Wentworth	79th/Vincennes to Dearborn/Randolph	Weekday (5 am - 8 pm)
28	Stony Island Local	103rd/Stony Island to 47th/Lake Park	Daily (4 am - 12 am)
29	State	95th/Dan Ryan to Navy Pier	Daily (4 am - 12 am)
30	South Chicago	69th/Red Line to 130th/Exchange	Daily (5 am – 11 pm)

Table 5.2 Typical Headways for North/South Local Bus Routes (Minutes)

#	Route Name	Peak	Midday	Evening	Owl	Sat	Sun
1	Indiana / Hyde Park	10	-	-	-	-	-
3	King Drive	4	10	15	-	10	12
4	Cottage Grove - OWL	5	8	15	30	10	12
15	Jeffery Local	12	20	20	-	18	20
24	Wentworth	12	20	-	-	-	-
28	Stony Island Local	15	15	20	-	15	18
29	State	8	10	20	-	10	12
30	South Chicago	15	20	30	-	20	20

Table 5.1 provides an overview of the local bus routes operating generally north and south through the study area. The routes are generally spaced every half-mile to one-mile apart. With the exception of Route 1 and Route 24, each of the bus routes operates throughout the day seven days per week, with headways ranging from less than five minutes during the peak periods to up to 30 minutes during the off-peak as shown in Table 5.2. Route 4 is the only north/south local bus route that provides overnight service.

Table 5.3 East/West Local Bus Routes

#	Route Name	General Service Area	General Service Hours
35	35th	35th/Cottage Grove to 36th/Kedzie	Daily (4 am - 1 am)
39	Pershing	40th/Lake Park to 38th/St. Louis	Weekday (5 am - 10 pm)
43	43rd	43rd/Oakenwald to Morgan/Exchange	Daily (5 am – 10:30 pm)
47	47th	47th/Lake Park to Cicero/Archer	Daily (4 am - 1 am)
55	Garfield – OWL	MSI to Midway Airport	Daily (24 hour service)
59	59th / 61st	60th/Stony Island to Midway Airport	M-Sat (6 am - 8 pm)
63	63rd – OWL	63rd/Stony Island to Midway Airport	Daily (24 hour service)
67	67th - 69th - 71st	67th/South Shore to Ford City Mall	Daily (5 am - 11 pm)
71	71st / South Shore	112th/Torrance to 69th/Red Line	Daily (4 am - 1 am)
75	74th - 75th	75th/South Shore to 74th/Damen	Daily (5 am - 10 pm)
79	79th – OWL	79th/Lakefront to Ford City Mall	Daily (24 hour service)
87	87th – OWL	91st/Commercial to 88th/Cicero	Daily (4 am - 1 am)
95E	93rd - 95th	92nd/Buffalo to 95th/Dan Ryan	Daily (5 am - 12 am)
100	Jeffery Manor Express	112th/Avenue C to 95th/Red Line	Weekday (peak periods)

Table 5.4 Typical Headways for East/West Local Bus Routes (Minutes)

#	Route Name	Peak	Midday	Evening	Owl	Sat	Sun
35	35th	12	20	20	-	20	20
39	Pershing	20	20	20	-	-	-
43	43rd	20	20	20	-	25	25
47	47th	12	12	20	-	12	15
55	Garfield – OWL	5	10	15	30	12	15
59	59th / 61st	15	20	-	-	20	-
63	63rd – OWL	8	10	10	20	10	10
67	67th - 69th - 71st	6	10	15	-	12	13
71	71st / South Shore	8	10	15	-	12	15
75	74th - 75th	14	15	20	-	15	15
79	79th – OWL	4	5	10	20	8	10
87	87th – OWL	5	8	10	20	12	15
95E	93rd - 95th	12	12	20	-	15	15
100	Jeffery Manor Express	18	-	-	-	-	-

Table 5.3 provides an overview of the local bus routes operating generally east and west through the study area. The routes are generally spaced every half–mile to one-mile apart, and nearly all of these routes extend outside the study area to the west. Other than Route 39, Route 59, and Route 100, each of the bus routes operate throughout the day seven days per week, with headways ranging from less than five minutes during the weekday peak to up to 30 minutes during off-peak times as shown in Table 5.4. Three routes provide overnight bus service to the study area, Route 55, Route 63 and Route 79. Route 87 also provides overnight service, but the route is shortened during the overnight hours and does not serve the study area during that time period.

Table 5.5 North/South Express Bus Routes

#	Route Name	General Service Area	General Service Hours
2	Hyde Park Express	60th/Cottage Grove to Navy Pier	Weekday (peak periods)
6	Jackson Park Express	79th/South Shore to Wacker/Columbus	Daily (4 am - 12 am)
10	Museum of Science and Industry	Michigan/Chestnut to the Museum of Science and Industry (seasonal)	Daily (9 am - 7 pm)
14	Jeffery Express	103rd/Stony Island to Washington/Jefferson	Daily (4 am - 10 pm)
26	South Shore Express	106th/Mackinaw to Chicago/Fairbanks	Weekday (peak periods)
X28	Stony Island Express	Olive-Harvey College to Union Station	Weekday (peak periods)
192	University of Chicago Hospitals Express	Clinton/Madison to University of Chicago Hospital	Weekday (peak periods)

Table 5.6 Typical Headways on North/South Express Bus Routes (Minutes)

#	Route Name	Peak	Midday	Evening	Owl	Sat	Sun
2	Hyde Park Express	12	-	-	-	-	-
6	Jackson Park Express	8	10	10	-	10	12
10	Museum of Science and Industry	30	30	-	-	30	30
14	Jeffery Express	5	10	12	-	10	15
26	South Shore Express	8	-	-	-	-	-
x28	Stony Island Express	10	-	-	-	-	-
192	University of Chicago Hospitals Express	20	-	-	-	-	-

A number of bus routes collect customers from neighborhoods and corridors within the study area and then travel express to downtown along Lake Shore Drive. Routes 2, 6 and X28 each

travel express from 47th Street, while Routes 14 and 26 each travel express from 67th Street. Of these routes, only Routes 6 and 14 provide regular daily service outside the peak travel periods on weekdays.

In addition to those mentioned above, Route 10 is a special service that only operates during the summer months and holidays, and exists primarily to shuttle downtown tourists to and from the Museum of Science and Industry. Route 192 also serves a very specific ridership market: commuters from the Union Station and Ogilvie Station Metra terminals to the University of Chicago and its associated medical facilities.

The express routes have varying origins in the southern portion of the study area, but also serve diverse portions of the downtown (thus providing options for commuters working in the various downtown districts). Customers may choose one or another of these routes based not only on proximity to their home, but proximity to their office as well. North/south express routes are listed in Table 5.5.

Table 5.7 Additional Bus Routes (Neighborhood Circulators)

#	Route Name	General Service Area	General Service Hours
N5	South Shore Night Bus - OWL	69th/Red Line to 95th/Red Line (through South Shore)	Daily (11 pm - 5 am)
170	University of Chicago/Midway	57th/Stony Island to 59th/Drexel (circulator/shuttle)	Weekday (peak times)
171	University of Chicago/Hyde Park	54th/South Shore to 60th/University (circulator/shuttle)	Daily (7 am - 6 pm)
172	University of Chicago/Kenwood	Hyde Park/East End to 60th/University (circulator/shuttle)	Daily (7 am - 6 pm)

Table 5.8 Typical Headways on Additional Bus Routes (Neighborhood Circulators) (Minutes)

#	Route Name	Peak	Midday	Evening	Owl	Sat	Sun
N5	South Shore Night Bus - OWL	-	-	-	30	30	30
170	University of Chicago/Midway	10	-	-	-	-	-
171	University of Chicago/Hyde Park	10	15	-	-	30	30
172	University of Chicago/Kenwood	5	15	-	-	30	30

A small number of neighborhood circulators also serve the study area. These include three routes (170, 171, and 172) that serve the needs of students, employees and visitors at the University of Chicago. In addition, the N5 bus route connects the South Shore neighborhood to the CTA Red Line during the overnight period, when many other bus routes and the Metra Electric District are no longer operating.

CTA Rail Lines/Stations

The CTA operates a heavy rail transit network that is centered on downtown Chicago and serves much of the City as well as a number of near-in suburban areas. There are two CTA rail lines serving the study area:

- The Dan Ryan Branch of the Red Line operates in the median of the Dan Ryan expressway, with stations located at major street overpasses.
- The South Elevated Branch of the Green Line operates to the east of the Dan Ryan, generally along South State Street and South Prairie Avenue. South of 59th Street, Green Line service splits into two branches, with the East 63rd Branch providing additional service within the study area before terminating at South Cottage Grove Avenue.

Table 5.9 provides an overview of the CTA rail stations within the study area.

Table 5.9 CTA Rail Stations

Station Name	CTA Line/Branch	Station Location
Sox – 35th	Red/Dan Ryan	Expressway median (entrances at 33rd and 35th)
47th	Red/Dan Ryan	Expressway median (entrance at 47th)
Garfield	Red/Dan Ryan	Expressway median (entrance at Garfield Boulevard)
63rd	Red/Dan Ryan	Expressway median (entrance at 63rd)
69th	Red/Dan Ryan	Expressway median (entrance at 69th)
79th	Red/Dan Ryan	Expressway median (entrance at 79th)
87th	Red/Dan Ryan	Expressway median (entrance at 87th)
95th	Red/Dan Ryan	Expressway median (entrance at 95th)
35 – Bronzeville IIT	Green/South Elevated	Elevated near 34th Street/South State Street
Indiana	Green/ South Elevated	Elevated near 40th Street/South Indiana Avenue
43rd	Green/South Elevated	Elevated near 43rd Street/South Prairie Avenue
47th	Green/South Elevated	Elevated near 47th Street/South Prairie Avenue
51st	Green South Elevated	Elevated near 51st Street/South Prairie Avenue
Garfield	Green/South Elevated	Elevated near Garfield Boulevard/South Prairie Avenue

Station Name	CTA Line/Branch	Station Location
King Drive	Green/East 63rd	Elevated at South MLK, Jr. Boulevard/63rd Street
East 63rd – Cottage Grove	Green/East 63rd	Elevated at S. Cottage Grove Avenue/63rd Street

As shown in Table 5.10, Red Line service is provided 24 hours a day throughout the week, with trains operating during the week at five minute (or less) headways during peak periods, eight to ten minutes during off-peak times, and roughly every 15 minutes overnight. The Red Line also operates regular service throughout the day on weekends, with headways generally less than ten minutes throughout the day. During late night and overnight service, some CTA bus routes will alter service patterns to feed into the Red Line and transport people to and from the downtown area.

Green Line service is also regular throughout the day, with headways generally staying at eight minutes during peak periods and between ten and 15 minutes off-peak. Because trains alternate serving the two branches south of 59th Street, the two stations along the East 63rd Branch effectively see half as many trains as the remainder of the Green Line stations in the study area. Service does not operate overnight, generally between 1 a.m. and 4 a.m.

Table 5.10 Typical Headways for CTA Red and Green Line Service (Minutes)

CTA Line	Peak	Midday	Evening	Owl	Sat	Sun
Red / Dan Ryan	5	8	8	15	8	8
Green / South Elevated	8	12	12	-	12	12
Green / East 63rd	16	24	24	-	24	24

Metra Rail Lines/Stations

Metra provides commuter rail service in northeastern Illinois, operating 11 different lines that connect one of four downtown Chicago terminals with the region's suburbs. Within the study area, Metra provides service on its Electric District line.

The Main line of the Electric District operates between Millennium Station in downtown Chicago and the Village of University Park in Will County, with two branches off of this line serving the southeast side of Chicago (South Chicago branch) and the far southern portions of Chicago as well as the near-in suburb of Blue Island (Blue Island branch).

Metra stations within the study area are listed in Table 5.11. All are located along the Main line and the South Chicago branches, although some Main line stations are served by Blue Island branch trains.

Table 5.11 Metra Electric District (MED) Rail Stations

Station Name	Fare Zone	Branch	Station Location
27th Street	A	Main line	27th Street Ellis Avenue
47th Street, Kenwood	B	Main line	47th Street/South Lake Park Avenue
53rd Street., Hyde Park	B	Main line	Hyde Park Blvd and 53rd Street/South Lake Park Avenue
55th-56th-57th Street	B	Main line	55th and 57th Streets/South Lake Park Avenues
59th Street, University of Chicago	B	Main line	59th Street/South Harper Avenue
63rd Street	B	Main line	63rd Street/South Dorchester Avenue
75th Street, Grand Crossing	B	Main line	75th Street/South Chicago Avenue
79th Street, Chatham	B	Main line	79th Street/South Greenwood Avenue
83rd Street, Avalon Park	C	Main line	83rd Street/South Ellis Avenue
87th Street, Woodruff	C	Main line	87th Street/South Ingleside Avenue
91st Street., Chesterfield	C	Main line	91st Street/South Dauphin Avenue
95th Street., Chicago State	C	Main line	95th Street/South Cottage Grove Avenue
Stony Island	B	South Chicago	71st Street/South Stony Island Avenue
Bryn Mawr	B	South Chicago	71st Street/South Euclid Ave & South Jeffrey Boulevard
South Shore	B	South Chicago	South Yates Boulevard and 72nd Street/ South Exchange Boulevard
Windsor Park	B	South Chicago	75th Street/South Exchange Avenue
Cheltenham, 79th Street	B	South Chicago	79th Street/South Exchange Avenue
83rd Street	B	South Chicago	83rd Street/South Commercial Avenue
87th Street	B	South Chicago	87th Street/South Baltimore Avenue
South Chicago, 93rd Street	B	South Chicago	92nd and 93rd Street/South Baltimore Avenue

Service along both the Electric District Main line and South Chicago branch operates on a set timetable:

- During the week Metra provides frequent service (every 20 to 30 minutes) during the peak periods and hourly service in between from 5 a.m. until midnight. Many of the stations along the Main Branch, particularly those south of 59th Street, are flag stops during off-peak service, which means that the train will only stop to pick up or drop off passengers.

- On Saturdays, Metra operates hourly service between 5 a.m. and midnight with some additional peak period service.
- On Sundays Metra operates limited service with trains generally running every two hours in either direction from early in the morning until late at night.
- There is no overnight service operated by Metra.

The typical headways at various stations within the study area are shown in Table 5.12 below.

Table 5.12 Typical Headways for Metra Electric District Service (Minutes)

Metra Branch	Peak	Off-Peak	Overnight	Sunday
Main Line				
27th St. Station	10	60	-	60
47th St. Station	20 (f)	60(f)	-	60(f)
53rd to 59th St. Stations	10	60	-	60
63rd St. Station	20	60(f)	-	60(f)
75th to 95th St. Stations	25	60-120(f)	-	120(f)
South Chicago branch				
All Stations	20	60	-	120

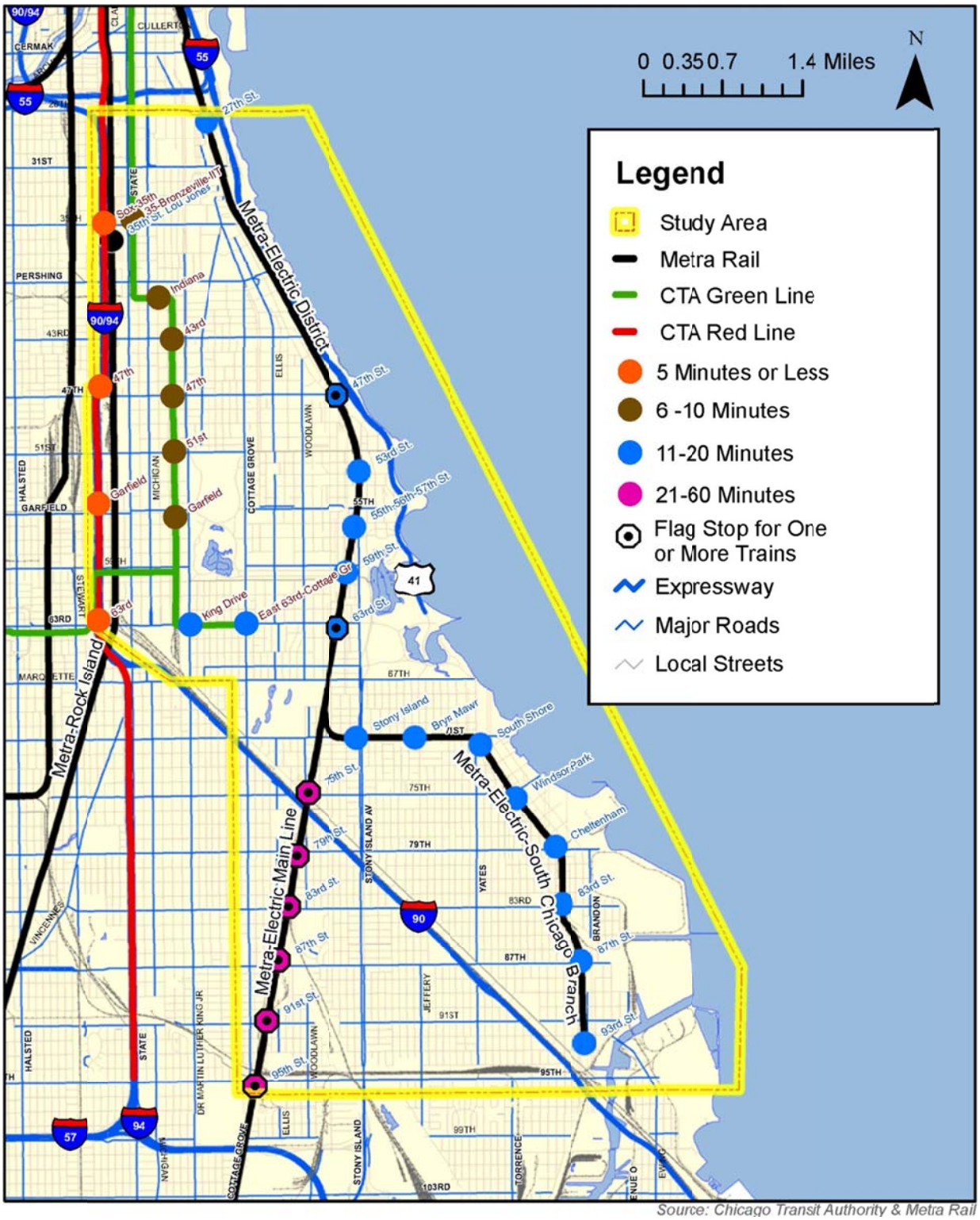
(f) flag stops for one of more trains; trains only stop to drop off or pick up customers

In addition to Metra commuter rail service in the Corridor, trains from the Northern Indiana Commuter Transportation District (NICTD) South Shore Line also stop at two of the Metra stations in the Study Area (63rd Street and 55th-56th-57th Street). The South Shore Line provides daily service between Millennium Station in Chicago and South Bend, IN, and stops in the study area only allow boardings heading eastbound toward Indiana (or alightings heading westbound into Chicago). The line stops regularly at 55th-56th-57th Street, while scheduled stops at 63rd Street generally occur only a few times per day, likely to serve students travelling to nearby high schools.

It is important to note that, with the exception of peak hour service to some stations, Metra service operates less frequently than CTA heavy rail service. Despite Metra's geographic coverage of the study area's eastern half, its comparatively longer headways mean that it does not offer levels of service (in terms of frequency) that are comparable to CTA's rail service. In addition to less frequent service, the Electric District does not stop at every station for every trip, which results in even further-reduced levels of service at some stations.

Figures 5-8 through 5-11 demonstrate the approximate frequency of all study area rail service (CTA and Metra) during Monday through Saturday peak periods, Monday through Saturday off-peak periods, overnight and on Sundays.

Figure 5.8 Approximate Frequency of Service during Monday through Saturday Peak Periods at Study Area Rail Stations



Source: Chicago Transit Authority & Metra Rail

Figure 5.9 Approximate Frequency of Service during Monday through Saturday Off-Peak Periods at Study Area Rail Stations

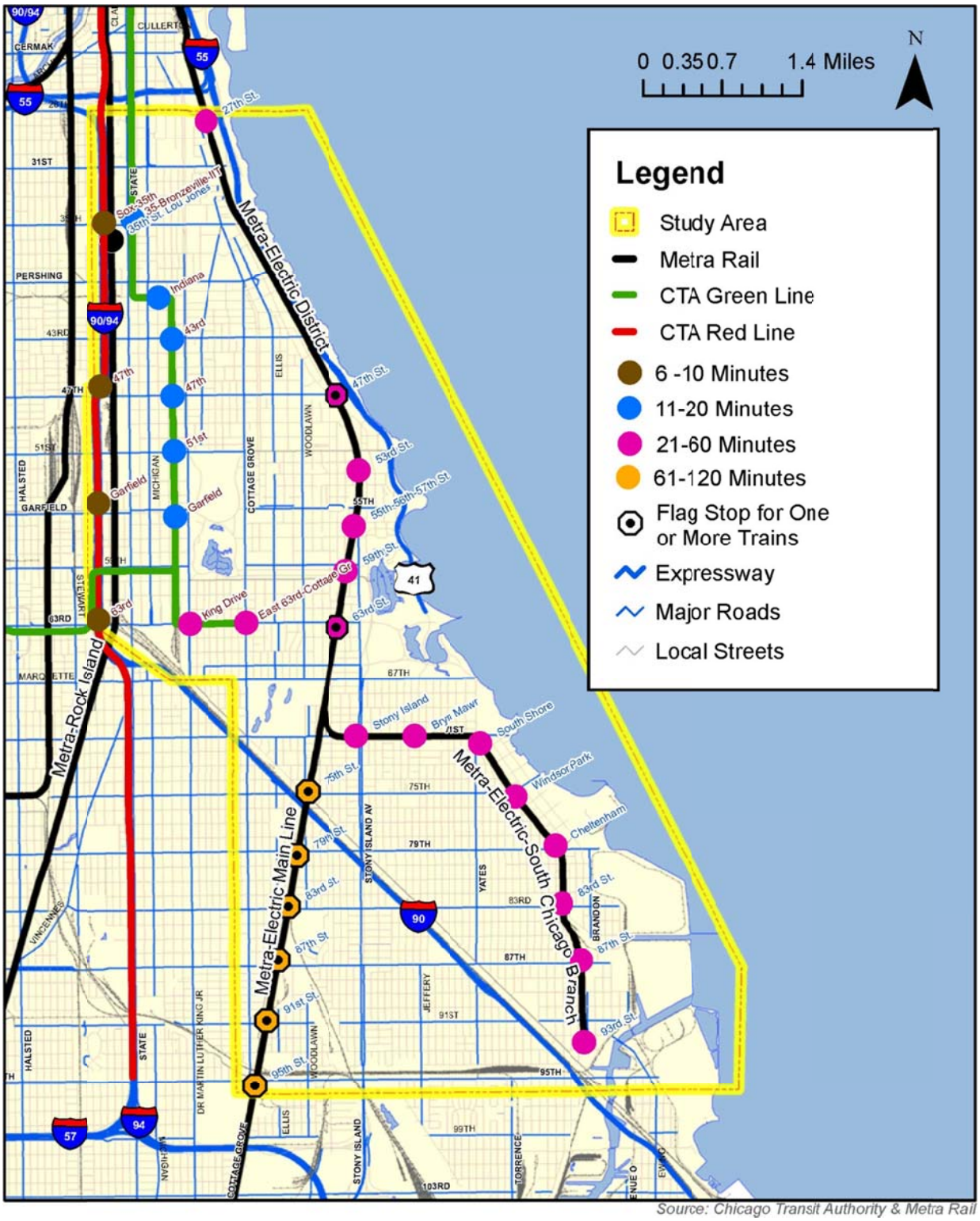
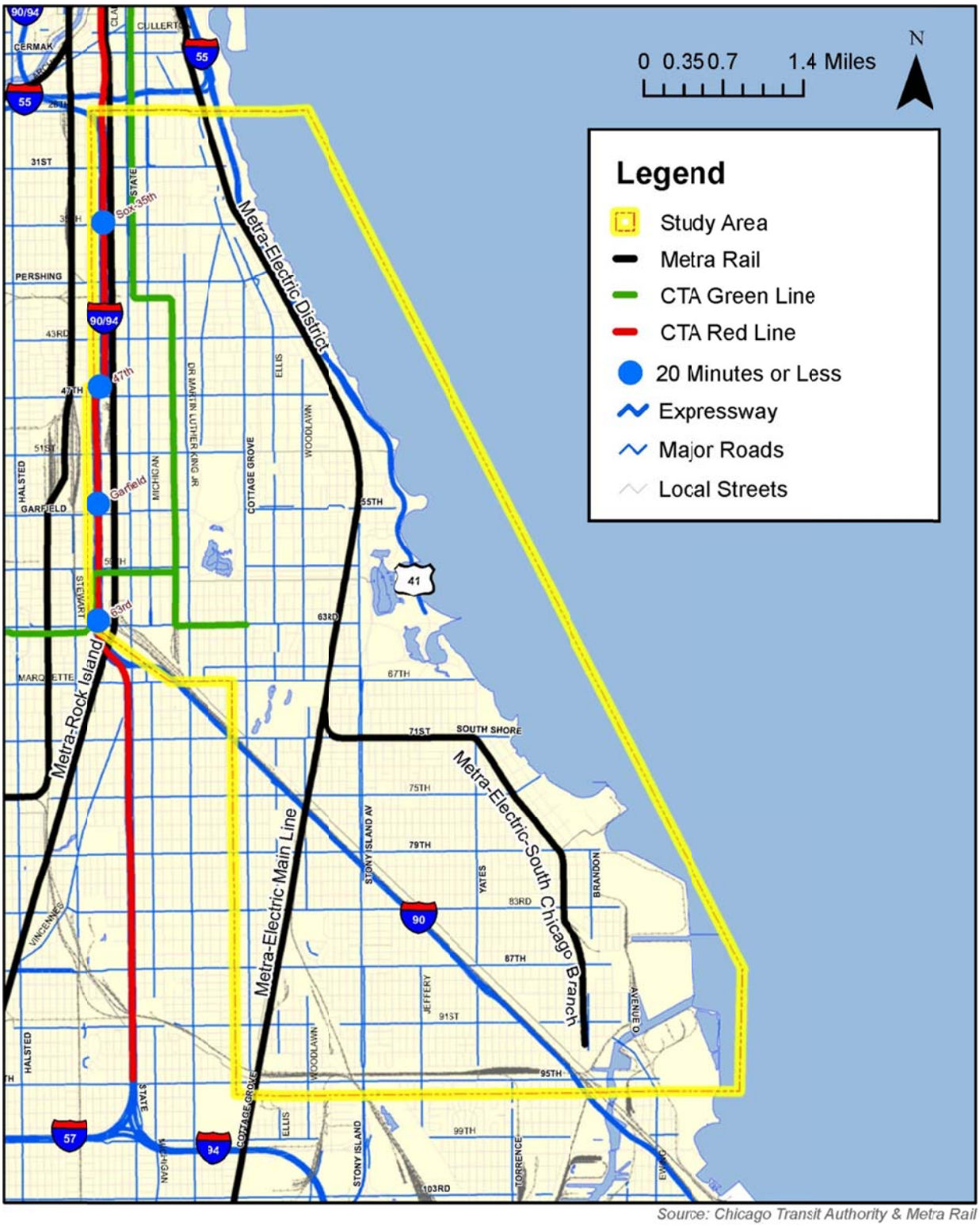
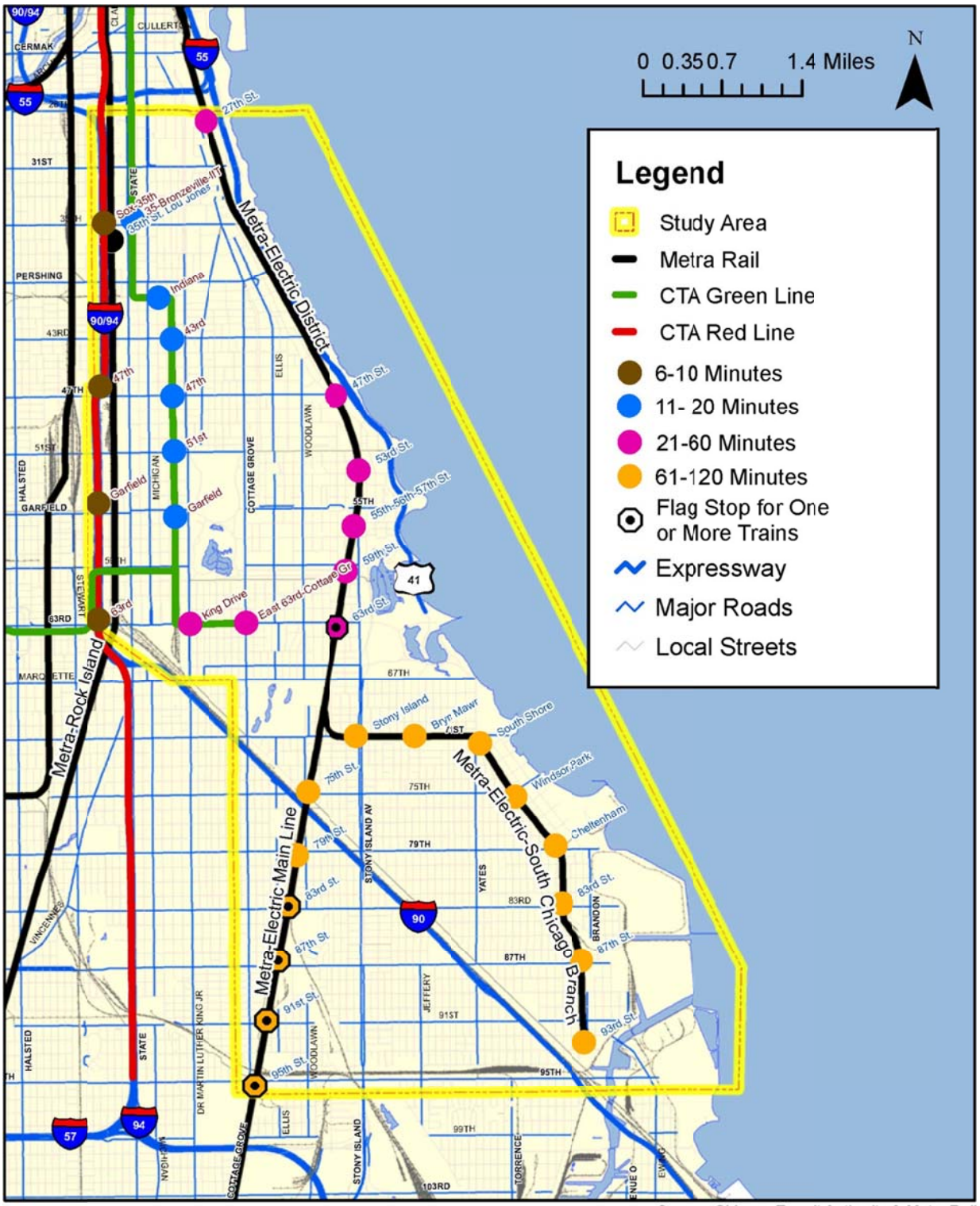


Figure 5.10 Approximate Frequency of Service during Overnight Periods at Study Area Rail Stations



Source: Chicago Transit Authority & Metra Rail

Figure 5.11 Approximate Frequency of Sunday Service at Study Area Rail Stations



Source: Chicago Transit Authority & Metra Rail

Roadways

A review of the major north/south and east/west study area roadways was also undertaken to understand existing traffic volumes. Because this study may result in the recommendation of a street-running transit alignment that may require roadway reconfiguration (whether bus rapid transit or rail), it is important to understand the current usage patterns and volumes of major roadways. However, detailed examination of traffic conditions is deferred until alternatives are developed. Tables 5.13 and 5.14 list these corridors, as well as traffic counts along them (2006 traffic counts from CDOT).

Table 5.13 Major North/South Roadways

Roadway	Extents through Study Area	Average Daily Traffic Counts	Location
MLK Jr. Drive	26th to 67th Street	19,900	3000 S
		15,600	3700 S
		19,400	4000 S
		11,800	5400 S
Cottage Grove Avenue	35th to 95th Street	11,100	3800 S
		10,800	4100 S
		14,200	4700 S
		13,700	5300S
		25,000	5800 S
		20,900	6100 S
		19,100	6600 S
		21,700	6800 S
		17,800	7300 S
		27,300	7800 S
		22,400	8800 S
		24,400	9400 S
Stony Island Avenue	57th to 95th Street	19,200	6000 S
		52,500	6800 S
		81,100	7100 S
		70,900	7500 S
		72,900	7600 S
		61,600	8200 S
		61,500	8400 S
		47,900	9400 S

Roadway	Extents through Study Area	Average Daily Traffic Counts	Location
Jeffery Boulevard	67th to 95th Street	23,700	6800 S
		25,900	7200 S
		19,500	8100 S
		12,400	8500 S
		19,300	9000 S
		19,400	9400 S
Yates Boulevard	71st to 87th Street	12,500	7200 S
Lake Shore Drive	26th to 67th Street	103,100	5400 S
		53,800	5900 S
		53,400	6400 S

The north/south roadways with the highest traffic volumes are Stony Island Avenue and Lake Shore Drive, with portions of Jeffery Boulevard and Cottage Grove Avenue also reaching average daily traffic counts (ADT) of greater than 20,000 in some portions.

Table 5.14 Major East/West Roadways

Roadway	Extents through Study Area	Average Daily Traffic Counts	Location
35th Street	Dan Ryan to Cottage Grove Avenue	10,200	200 E
		9,600	500 E
Pershing Road	Dan Ryan to Cottage Grove Avenue	7,200	200 E
		12,400	500 E
		9,800	700 E
47th Street	Dan Ryan to Woodlawn Avenue	15,300	0 E/W
		14,700	400 E
		17,200	1000 E
Garfield Boulevard	Dan Ryan to Lake Park Avenue	38,700	100 W
		31,800	200 E
		22,800	400 E
		16,300	600 E
		15,700	1300 E

Roadway	Extents through Study Area	Average Daily Traffic Counts	Location
63rd Street	Dan Ryan to Stony Island Avenue	12,400	100 E
		17,900	200 E
67th Street	MLK, Jr. Boulevard to Lake Shore Drive	12,600	600 E
		9,200	1400 E
		10,300	1700 E
71st Street	Cottage Grove Avenue to Yates Boulevard	9,900	1800 E
		8,600	2000 E
79th Street	Cottage Grove Avenue to Brandon Avenue	16,300	800 E
		11,400	2700 E
		8,600	2800 E
87th Street	Cottage Grove Avenue to Mackinaw Avenue	19,400	900 E
		15,300	2000 E
		8,800	3100 E
95th Street	Cottage Grove Avenue to Ewing Avenue	22,000	1000 E
		32,100	2000 E
		13,700	2800 E
		8,000	3000 E
		16,800	3500 E

The study area's east/west roadways with the highest traffic volumes are Garfield Boulevard (55th) and 95th Street; each has very high traffic volumes near access points to the Dan Ryan. Most roadways in the area experience higher traffic near the western portion of the study area.

Study Area Travel Times

Because the study area is covered by a variety of transit modes (local and express bus, heavy rail and commuter rail) that each operates at different travel speeds and frequency of service, there may not be a direct correlation between the geographic length of the trip and travel time. For example, local bus service may take longer to cover the same distance as rail service because of stop frequency and mixed-flow traffic operations.

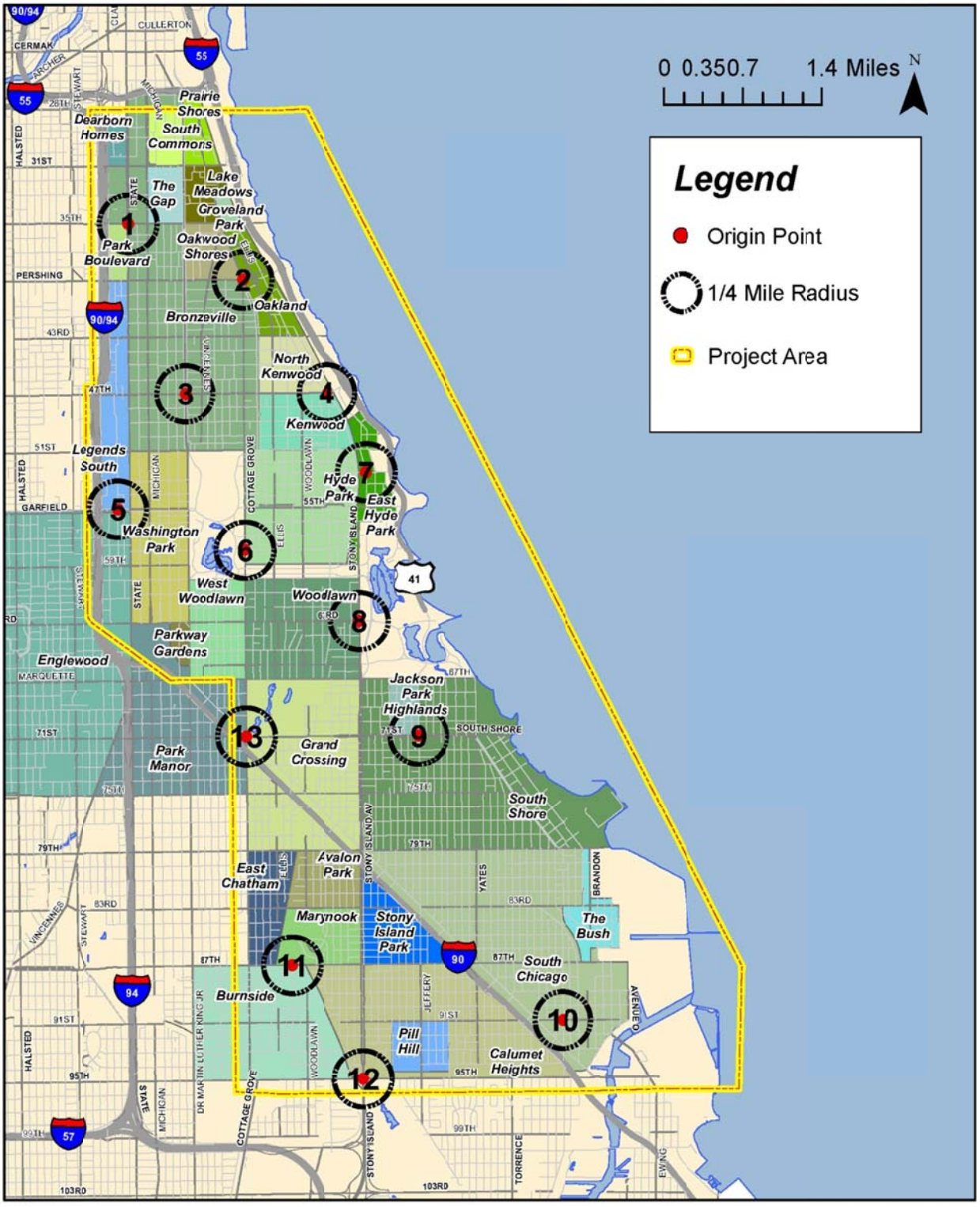
Because the study area is served by a dense network of bus routes, it is important to understand if there are locations within the study area where the available transit mode (bus or rail) results in a mismatch between the geographic distance of a trip originating in the study area and the time it takes to complete that trip.

In order to determine whether there are any potential spatial/travel time mismatches within the study area, 13 points of origin within the study area were identified and five employment destinations outside of the study area and one retail destination within the study area were chosen. Approximately one point of origin was chosen from each of the City of Chicago's designated Community Areas, and three centers of employment in the Loop area, McCormick Place, and the Illinois Medical District were chosen. The main commercial district in Hyde Park was also chosen as a destination to evaluate inter-study area trips. Points of origin (and the corresponding Community Area) are:

1. 35th and State (Douglas)
2. Pershing and Cottage Grove (Oakland)
3. 47th and King Drive (Grand Boulevard)
4. 47th and Lake Park Avenue (Kenwood)
5. Garfield and Wentworth (Washington Park)
6. 58th and Cottage Grove (between Washington Park and Hyde Park)
7. 53rd and Lake Park Avenue (Hyde Park)
8. 63rd and Stony Island (Woodlawn)
9. 71st and Jeffrey (South Shore)
10. 91st and Commercial (South Chicago)
11. 87th and Greenwood (Burnside/Avalon Park)
12. 95th and Stony Island (Calumet Heights)
13. 75th and Cottage Grove (Greater Grand Crossing).

These points of origin are shown in Figure 5-12.

Figure 5.12 Travel Time Analysis Points of Origin



Points of destination are:

- Union Station
- Loop (State and Washington)
- Northwestern Hospital Campus
- McCormick Place
- Illinois Medical District
- 53rd and Lake Park Avenue (Hyde Park)

Using the Google Transit tool on the CTA's website, weekday transit trips originating from each point of origin to each destination at 8 am and 2 pm departure times were planned and travel times were recorded. The geographic distance between each point of origin and each destination was calculated using Google Earth. Travel times were then divided by distance to calculate travel time per mile for each of the trips.

As shown in Table 5.15 and 5.16, three points of origin consistently generated trips whose travel time per mile exceeded 120 percent of the average travel time to that destination: 35th and State, Pershing and Cottage Grove, and 58th and Cottage Grove. Travel times that exceed 120 percent of the average travel time to that destination are in the shaded boxes.

It is also important to note that in order to achieve the best travel time, some trips were completed on a combination of CTA and Metra service. Because CTA and Metra have separate fare policies that do not allow inter-service board transfers (with the exception of the Link Up pass), a transit rider may need to pay two fares in order to choose that trip itinerary during many time periods. Fare policies and structures are discussed later in this chapter.

Table 5.15 Monday 8 am Departure from Origin

#	Origin	Union Station		Loop		Northwestern Hospital Campus		McCormick Place		Illinois Medical District		Hyde Park (53rd and South Lake Park)	
		Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)
1	35th/State	**7.5**	CTA	4.2	CTA	6.0	CTA	**16.2**	CTA	**9.4**	CTA	11.1	CTA
2	Pershing/ Cottage Grove	**9.0**	CTA	**6.6**	CTA	**7.7**	CTA	**12.8**	CTA	**9.9**	CTA	**14.4**	CTA
3	47th/King	6.1	CTA	4.3	CTA	6.3	CTA	**7.9**	CTA	7.8	CTA	11.1	CTA
4	47th/South Lake Park	4.9	CTA	4.8	CTA	5.4	CTA	2.3	ME	6.6	CTA	6.7	CTA
5	Garfield/ Wentworth	5.3	CTA	3.4	CTA	4.3	CTA	6.9	CTA	6.6	CTA	9.7	CTA
6	58th/ Cottage Grove	**7.4**	CTA	**6.0**	CTA	**7.2**	CTA	6.9	ME	8.0	CTA	**15.3**	CTA
7	53rd/ South Lake Park	4.8	CTA + ME	3.6	ME	5.2	CTA + ME	1.9	ME	7.1	CTA + ME	--	--
8	63rd/Stony Island	5.2	CTA	4.9	ME	6.4	CTA + ME	3.6	ME	7.2	CTA	8.4	ME
9	71st/Jeffrey	4.9	CTA	3.6	CTA	4.1	CTA	2.8	ME	5.9	CTA	4.2	ME
10	91st/ Commercial	5.4	CTA	4.5	CTA	4.8	CTA	4.3	ME	6.0	CTA	6.0	ME
11	87th/ Greenwood	4.3	CTA + ME	4.5	CTA	4.2	CTA	6.0	CTA + ME	6.7	CTA	8.9	CTA + ME
12	95th/ Stony Island	5.5	CTA	4.6	CTA	5.0	CTA	5.0	CTA + ME	6.6	CTA	5.8	CTA
13	75th/ Cottage Grove	6.3	CTA	5.1	CTA	5.6	CTA	6.2	CTA + ME	7.3	CTA	10.1	CTA
Average Travel Time per Mile		5.9		4.6		5.5		6.4		7.3		9.3	
120 Percent of Average Travel Time Per Mile		7.1		5.5		6.6		7.6		8.8		11.2	

Table 5.16 Monday 2 pm Departure from Origin

		Union Station		Loop		Northwestern Hospital Campus		McCormick Place		Illinois Medical District		Hyde Park (53rd and South Lake Park)	
#	Origin	Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)	Travel Time/Mi.	Service Board(s)
1	35th/State	**7.8**	CTA	5.3	CTA	6.2	CTA	**16.2**	CTA	8.8	CTA	11.8	CTA
2	Pershing/ Cottage Grove	**11.6**	CTA	**8.0**	CTA	**10.5**	CTA	**13.4**	CTA	**10.7**	CTA	**12.3**	CTA
3	47th/King	6.7	CTA	4.1	CTA	6.0	CTA	7.9	CTA	7.2	CTA	**16.0**	CTA
4	47th/South Lake Park	4.1	CTA	5.0	CTA	7.0	CTA	2.3	ME	7.8	CTA	12.0	CTA
5	Garfield/ Wentworth	5.9	CTA	3.6	CTA	4.4	CTA	7.4	CTA	7.7	CTA	8.8	CTA
6	58th/ Cottage Grove	**7.7**	CTA	**6.4**	CTA	**8.0**	CTA	**10.0**	CTA	8.6	CTA	**18.6**	CTA
7	53rd/ South Lake Park	4.4	CTA	5.4	CTA	7.1	CTA	1.9	ME	7.9	CTA	--	--
8	63rd/Stony Island	4.3	CTA	4.3	CTA	6.4	CTA	3.4	ME	6.5	CTA	4.6	CTA
9	71st/Jeffrey	4.4	CTA	3.3	CTA	5.2	CTA	4.1	CTA + ME	5.6	CTA	7.6	CTA
10	91st/ Commercial	6.0	CTA	5.1	CTA	6.4	CTA	4.3	ME	6.7	CTA	6.2	ME
11	87th/ Greenwood	6.2	CTA	4.9	CTA	5.3	CTA	5.9	CTA + ME	6.7	CTA	8.5	CTA
12	95th/ Stony Island	4.8	CTA	4.9	CTA	5.4	CTA	4.5	CTA + ME	7.1	CTA	5.8	CTA
13	75th/ Cottage Grove	7.0	CTA	5.4	CTA	5.9	CTA	6.8	CTA + ME	7.5	CTA	9.4	CTA
Average Travel Time per Mile		6.2		5.1		6.4		6.8		7.6		10.1	
120 Percent of Average Travel Time Per Mile		7.5		6.1		7.7		8.1		9.1		12.2	

Identification of Transit Service Gaps

The study area is generally well-covered by the existing rapid transit network: CTA heavy rail, CTA express bus service, and Metra commuter rail. Express bus routes provide some of the reduced travel-time benefits of rail without the rail infrastructure. Figure 5-13 illustrates study area population density (persons per square mile shown in half-mile square blocks) and the existing express bus and rail network. Figures 5-14 and 5-15 highlight areas within a half-mile radius of rail stations that have comparatively low population density, and areas outside of this radius that have comparatively high population density.

Figure 5.13 Study Area Population Density and Existing Rail Lines and Express Bus Routes

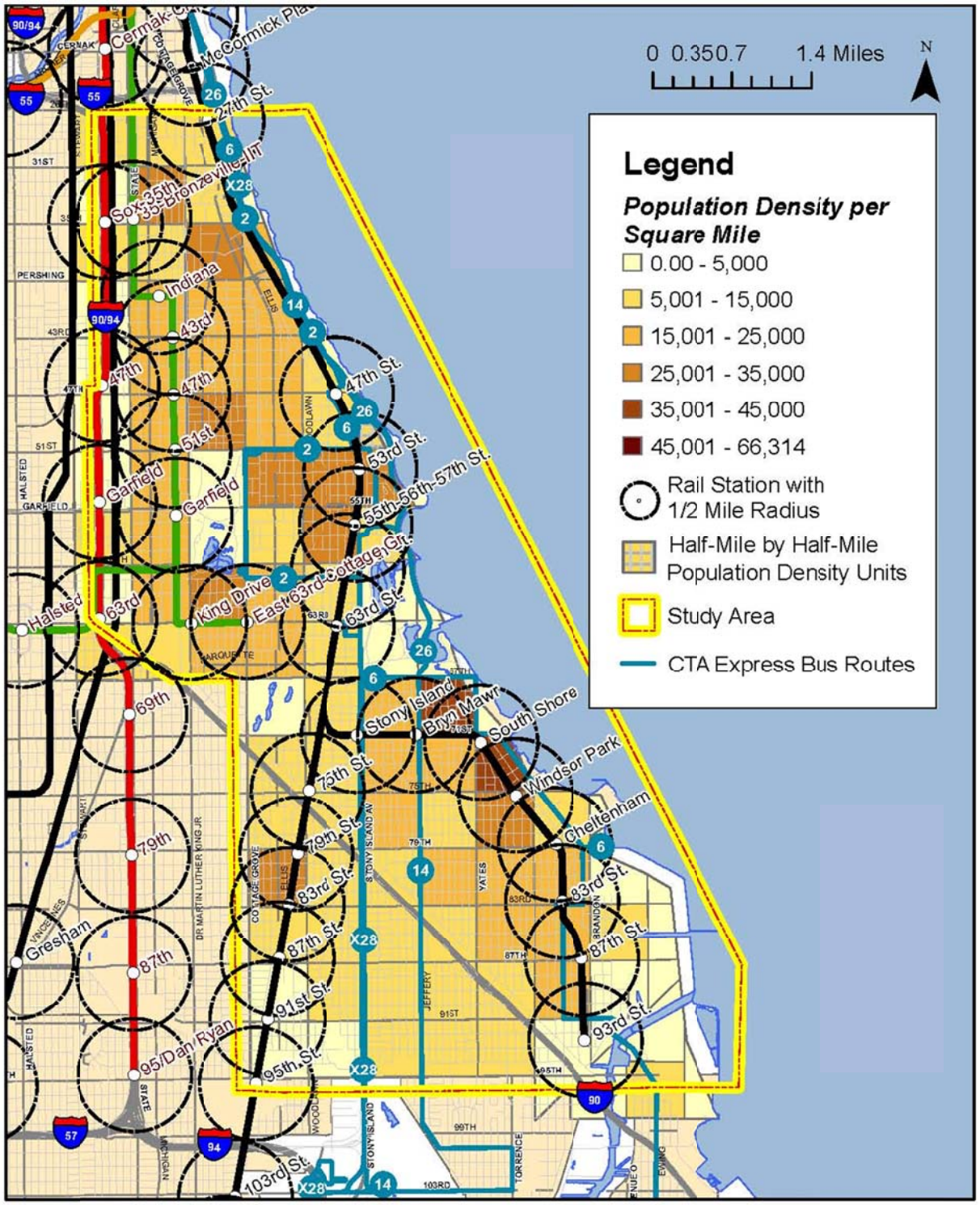


Figure 5.14 Areas of Comparatively Low Population Density within a Half-Mile of Rail Stations

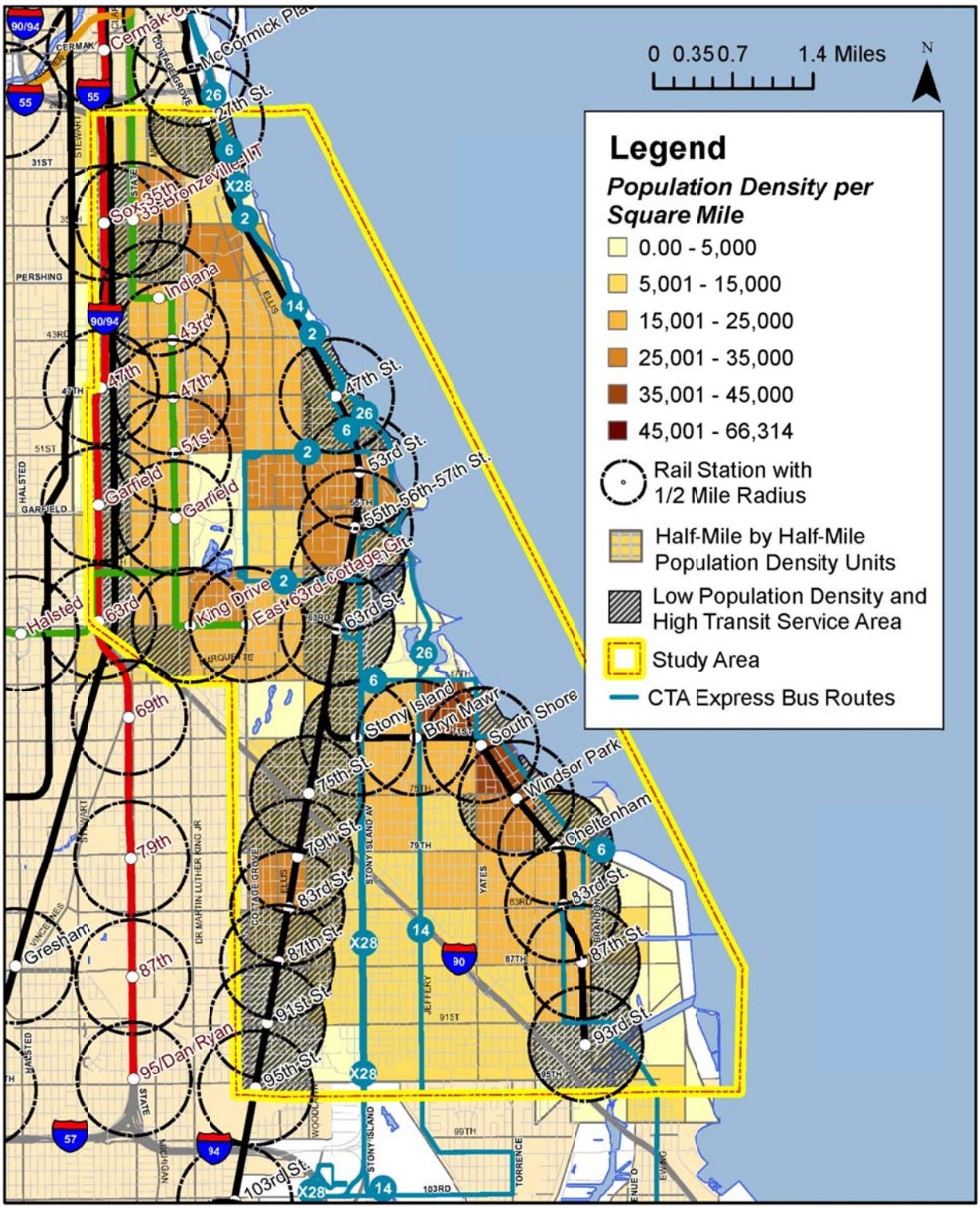
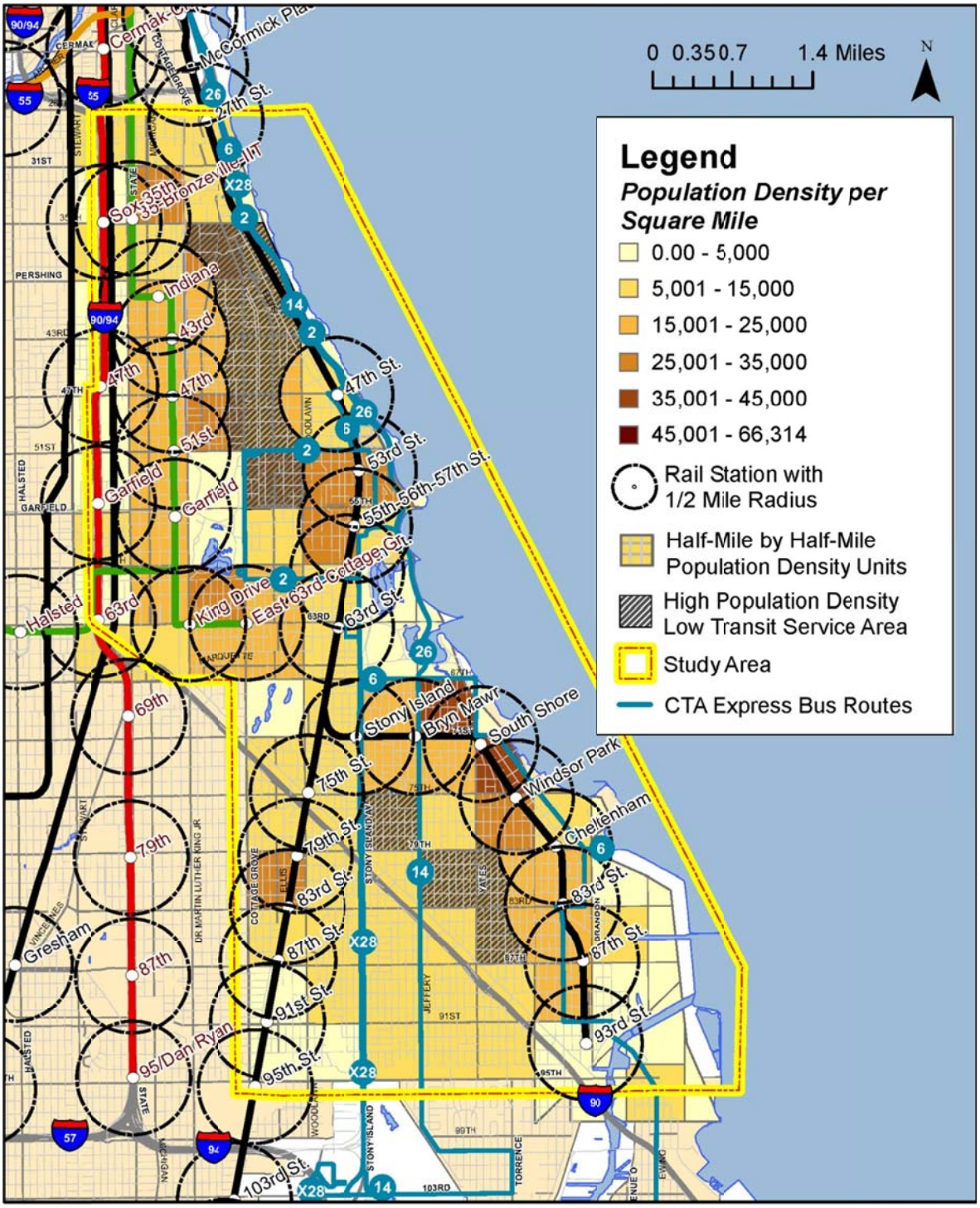


Figure 5.15 Areas of Comparatively High Population Density More than a Half-Mile from Rail Stations



There are two comparatively higher-density areas that may be seen as underserved, as portions are more than a half-mile from rail stations:

- The Cottage Grove Avenue corridor between 35th Street and Garfield Boulevard in the Oakland, Kenwood and Grand Boulevard neighborhoods. This area includes numerous high-density residential districts, and although it is located adjacent to Lake Shore Drive and the Metra Electric District right-of-way, is not within a half-mile of a rapid transit service connecting into the downtown. This corridor is, however, served by the Route 4 – Cottage Grove bus route, which provides daily local service 24 hours per day.

- The South Chicago neighborhood along Yates Boulevard south of 79th Street. This area lies between the South Chicago Branch of the Metra Electric District to the east, and the CTA express bus (Routes 14 and X28) to the west.

Transit Standards of Service

Service Standards

Chicago Transit Authority (CTA)

The Chicago Transit Board formally adopted Service Standards in 1990. Changes in population, employment, development and resources require continual adjustments to service in order to respond to changing markets and financial realities. The Service Standards were developed to provide for a consistent and fair evaluation of existing and proposed services. They guide resource allocation decisions and govern the design of fixed-route service.

In order to evaluate both existing service and proposals for service changes, the Service Standards cover a range of topics including: measures for service design, guidelines for distribution of vehicle/passenger amenities, a process for service changes, requirements to monitor/report on service, and a public participation process. Five key design elements are considered central to providing fair and equitable service:

- Service Coverage: measured by the average walk distance to access a CTA bus stop or rail station;

- Span of Service: the hours of the day and days of the week that a specified route will operate;

- Service Frequency: the span of time between buses or trains which governs how long riders wait for service;

- Passenger Flow: determines the level of crowding on the vehicle; and

- Service Productivity: measured by the number of riders per hour of service provided.

Metra

Metra does not publish Service Standards. Metra provides commuter rail service focused on connecting Chicago's suburbs to the downtown employment market.

Service Restructuring Events

Green Line Reconstruction

In January 1994 the Green Line was closed for an extensive renovation project to rebuild track, structure and stations. CTA provided express bus service to substitute for the line, and initiated a public outreach process to gather input on the line's construction progress and future makeup. The line was reopened in May 1996 with seven fewer stations. Four of the closed stations were located in the study area: 58th Station on the Main Line, and the 61st and University stations on the Jackson Park branch. (Due to low ridership, the Wentworth and Harvard stations on the Englewood branch (outside the study area) were closed in 1992 - two years prior to the Green Line reconstruction.). Eventually the structure east of the Cottage Grove station (within the study area) was removed at community leaders' requests.

Previous construction work includes:

- The south branches of the Green Line (formerly Englewood/Jackson Park and Main Line) were connected to the Lake Street branch in 1993. Previously, the Howard branch was connected to the Englewood/Jackson Park branches, and the Lake branch was connected to the Dan Ryan branch.
- King Drive station was closed for reconstruction between December 1991 and October 1993.
- Cottage Grove station was closed for reconstruction between April 1989 and January 1991.
- Indiana station was closed for reconstruction between October 1987 and February 1989.

University of Chicago Bus Service

In 2000 CTA entered into an agreement with the University of Chicago to provide bus service to University students and staff. Service began in the fall with four new bus routes, which are open to the general public and integrated into the CTA system through common branding and fare policies. These routes operate within Hyde Park with one route operating to downtown Chicago in rush hours. Of the routes operating entirely within Hyde Park, one operates in rush hours (170) and two operate seven days a week (171 and 172). See Tables 5.7 and 5.8.

South Lakeshore Bus Restructuring

A major restructuring of CTA bus service along the north and south lakefront was implemented in August 2003. The intent was to revamp bus service to respond to current market demands. The south lakefront restructuring involved changes to 15 bus routes; these changes are described in Table 5.17. For the most part these changes represented

improvements to existing service levels and three new bus routes were introduced (X4, 15 and 26). Reductions were made to three routes (1, 27 and 51) based on ridership data which indicated poor utilization of existing service. These reductions combined with increased ridership on the improved routes helped pay for the cost of the restructuring, $2.5 million annually. One year after implementation, ridership in the corridor had increased by over 12 percent.

Table 5.17 South Lakeshore Restructuring

Route Number	Route Name	Service Change Description
1	Indiana/Hyde Park	Modify southern terminal from 63rd/Stony Island to East Hyde Park Boulevard and South Drexel Square. Modify weekday hours from 6:00 a.m. to 8:00 p.m. to AM/PM rush periods only: 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:30 p.m.
2	Hyde Park Express	Modify the bus route to provide bi-directional service via 57th, Stony Island, 60th and Cottage Grove.
X3	King Drive Express	Change 3L King Drive Limited route number and name to X3 King Drive Express.
4	Cottage Grove	Change route to operate via Michigan/Indiana north of 35th instead of King Drive.
X4	Cottage Grove Express	New route operating weekday rush periods, peak-direction only, making limited stops between 95th/St. Lawrence and Chicago/Michigan.
6	Jackson Park Express	Modify southern terminal from 103rd/Stony Island to 79th/South Shore Drive. (Service to 103rd/Stony now provided by new route 15).
14	Jeffrey Express	Increase weekday hours to operate during the midday and extend evening service to 10:00 p.m. Modify bus route to operate on the weekends.
15	Jeffrey Local	New route operating daily from 5:00 a.m. to 1:00 a.m. between 103rd/Stony Island and 47th/Red Line.
26	South Shore Express	New route providing express service from far southeast Chicago to downtown. Route operates between 106th/Ewing and Michigan/Chicago. Service will operate rush hour 5:30 a.m. to 8:50 a.m. northbound and 2:50 p.m. to 6:50 p.m. southbound.
27	South Deering	Discontinue route. Combine most of route with the current 71. Service operates to 69th /Red Line instead of 63rd/Green Line.

Route Number	Route Name	Service Change Description
28	Stony Island	Modify route to terminate downtown at either Congress/Paulina or Union Station instead of the current terminal at 47th/Red Line.
47	47th	Modify the bus route to terminate at 17th/Lake Park instead of 47th/King Drive.
51	51st	Modify eastern terminal from 47th Lake Park to 47th/Red Line.
71	71st/South Shore	Combine routes 27 and 71 to create route 71. Modify western terminal from 63rd/Cottage Grove Green Line Stations to 69th/Red Line Station.
95E	93rd/95th	Modify weekday midday service to deviate into the Stony Island Plaza at 95th and Stony.

CTA Service Reductions

In February 2010, due to economic conditions that affected the operating budget, CTA dramatically reduced service systemwide to balance the budget. Systemwide service frequency on 119 bus routes and seven rail lines was reduced, and hours of service on 41 bus routes were also reduced. Nine express bus routes were eliminated. The service reductions occurring in the South Lakefront study area are detailed in Table 5.18.

Table 5.18 2010 CTA Service Reductions in Study Area

Route Number	Route Name	Service Change Description
X3	King Drive Express	Route eliminated; local service still operates.
X4	Cottage Grove Express	Route eliminated; local service still operates.
6	Jackson Park Express	Service ends one hour earlier.
14	Jeffery Express	Service begins one hour later and ends one hour earlier.
15	Jeffery Local	Service ends one hour earlier.
28	Stony Island	Service begins one-half hour later and ends one hour earlier.
29	State	Service begins one hour later and ends two hours earlier.
30	South Chicago	Service begins one-half hour later and ends one-half hour earlier.
35	35th	Service ends one hour earlier.
47	47th	Service ends one-half hour earlier.
71	71st/South Shore	Service ends one hour earlier.
75	74th/75th	Service ends one-half hour earlier.

Route Number	Route Name	Service Change Description
Green Line	--	Up to an additional five minutes of wait time between trains.

General Physical Conditions and Deficiencies

Physical Infrastructure: Reports, Capital Plans and Budgets

RTA's "Capital Asset Condition Assessment"

The RTA recently undertook an 18-month effort to assess the conditions of existing capital assets and provide the outline of future replacement, rehabilitation and capital maintenance costs for CTA, Metra and Pace.[1] The completed report, the "Capital Asset Condition Assessment," was published in August 2010 and identifies a 10-year capital program need of $24.6 billion for the three service boards, which is more than three times larger than the projected funding available during that period.[2] The major asset components of the capital needs for CTA and Metra, which includes backlog costs, normal replacement costs, and capital maintenance costs, are shown in Table 5.19.

Table 5.19 Major Asset Components of 10-Year Capital Program Needs

Major Asset Components	Backlog		Normal Replacement of Assets		Capital Maintenance	
	CTA	Metra	CTA	Metra	CTA	Metra
Stations and Parking Facilities	$3.576B	$1.222B	$778M			
Rail Vehicles/ Locomotives	$2.044B	$660M	$1.095B	$878M	$657M	$644M
Track Structures	$986M	$425M			$847M	
Maintenance Facilities	$815M	$756M				
Buses	$636M				$268M	
Subway Fans	$417M					
Fare Collection	$299M					

[1] URS Corporation, et al, "Regional Transportation Authority Capital Asset Condition Assessment," August 2010, Letter to the Reader

[2] Ibid

Major Asset Components	Backlog		Normal Replacement of Assets		Capital Maintenance	
	CTA	Metra	CTA	Metra	CTA	Metra
Substations	$267M					
Ties	$192M					
ROW Traction Power	$146M					
Signal Controls		$165M				
TOTAL (including minor assets)	**$10.006B**	**$3.701B**	**$3.222B**	**$1.704B**	**$1.772B**	**$1.968B**

It is anticipated that an ongoing shortage of capital funds will contribute $300 million to $13.8 billion of backlog needs across the RTA's three service boards annually.[3]

Safety is the top priority of the RTA, and this report demonstrates the serious fiscal challenges that each of the service boards faces in working to achieve a systemwide state of good repair. As backlog needs continue to be unmet transit service may become unreliable, which could have serious impacts on access and mobility for transit users throughout the RTA region. Further discussion on the individual service board's physical infrastructure conditions follows.

CTA Conditions

The CTA is a mature transit system with infrastructure components that have, in some cases, been in place for over 100 years. The CTA's scale of operations and age of infrastructure necessitate constant maintenance and rehabilitation/replacement work to ensure that riders are provided with a safe, efficient and comfortable transit system. The agency has established a series of priorities to work towards a system-wide state of good repair:[4]

- Rail lines should be free of slow zones and should have reliable signal systems;
- Buses should be rehabilitated at six years and replaced at 12 years;
- Rail cars should be rehabbed at quarter- and mid-life intervals, and replaced at 25 years;
- Rail stations should be comfortable and secure, and replaced or rehabbed at 40 years;
- Service management systems should be modern and reliable; and

[3] Ibid

[4] Chicago Transit Authority, "Meeting the Challenge of a Struggling Economy: President's 2011 Budget Recommendations," p. 56

- Maintenance facilities should be replaced at 40 years (or 70 years if rehabbed).

As demonstrated in the RTA's "Capital Asset Condition Assessment," and reiterated in the CTA President's 2011 budget recommendations, significant reductions in capital funding streams (most notably at the state level) have resulted in a five-year (2011-2015) capital improvement plan that is 72 percent unfunded:[5]

- Total capital improvement plan of $9.4 billion
  - Funded = $2.6 billion (28 percent)
  - Unfunded = $6.8 billion (72 percent)

Continued delay in achieving a state of good repair increases both rehabilitation/replacement capital costs and the operating costs associated with providing transit service on outdated infrastructure.

The CTA has transferred funds from capital project uses to the operating budget to meet operating revenue shortfalls. While this practice is necessary to maintain existing transit operations, it negatively impacts infrastructure upgrades through a reduction in the capital budget.[6] The following describes the amounts of such fund transfers.

- 2008: $20 million of capital funding programmed for bus and rail car overhaul was transferred into the operating budget; and
- 2009 – 2013: $625 million of capital funding will be transferred to the operating budget.

CTA Improvements

While maintenance of the existing bus and rail system is a top priority of the CTA, the agency also recognizes the importance of improving the "connectivity and usefulness of the system by adding strategic connections and line extensions that serve the entire Chicago region."[7] To that end, the CTA has pursued a series of competitive grants offered by the federal government to supplement funding from traditional sources. In 2010, the CTA submitted 43 applications totaling $835.6 million for a variety of projects; those with specific relevance to the study area include:[8]

- The rehabilitation and improvement of CTA stations, including Cottage Grove;
- Various bus improvements, including the creation of Bus Rapid Transit (BRT) corridors, the replacement of the CTA's bus farebox system, upgrades to the bus camera system, the

[5] Ibid, p. 57

[6] Ibid, p. 60

[7] Ibid, p. 55

[8] Ibid, p. 61

rehabilitation of bus garages and the replacement of the CTA's bus radio communication system; and

- Planning studies to foster sustainable communities throughout the system, including the Cottage Grove station on the Green Line.

While many grant applications are still outstanding, the CTA has been awarded approximately $13.5 million, including an $11 million award by the FTA to develop a BRT corridor along Jeffery Boulevard.[9] While design work is expected to get underway in early 2011, a traffic study was completed for Jeffery Boulevard between 67th and 93rd Streets in 2008 as part of the CTA's BRT Pilot Program.[10] The Jeffery Boulevard BRT alignment was designed as one of four pilot BRT corridors that would be subsequently expanded to a 20-corridor BRT network. CTA and CDOT plans dating from 2008 show the BRT service operating in dedicated lanes between 67th and 83rd Street on Jeffery Boulevard, with mixed-traffic operations on the northern end of the alignment between 67th and the intersection of Washington Boulevard and Jefferson in the near West Loop and on the southern end of the alignment between 83rd Street and the intersection of Stony Island and 103rd Street on the South Side.[11]

The CTA has also recently completed three separate Alternatives Analyses through the FTA's New Starts capital funding program to plan for extensions of the Yellow, Orange and Red Lines. While the Red Line extension would occur outside of the study area (extending the Red Line from its current terminus at 95th Street south to 130th Street), its construction would improve rail access and mobility between the study area and the far south side of the city.

The CTA is working to maintain its existing infrastructure and plan for future capital investments through a combination of traditional and innovative funding sources. Despite unstable funding streams from the state and the uncertainty surrounding the potential passage of a new six-year federal surface transportation reauthorization bill, the "CTA works arduously to bridge the funding gap to bring its existing system and infrastructure to a state of good repair and improve the efficiency of the system by adding critical connections and line extensions."[13]

Metra Conditions

Metra's commuter rail service operates on 11 lines throughout the Chicago region: seven lines are operated directly by Metra, while four lines are operated by two freight carriers (Union

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[9] Ibid, p. 62

[10] AECOM, "Traffic Study: Jeffrey Boulevard from 67th Street to 93rd Street," Draft December 9, 2008

[11] CTA and CDOT, "BRT Pilot Program – Jeffrey Boulevard Corridor,"

http://www.transitchicago.com/assets/1/brt/105349BRTPilotJeffery.pdf

[13] Chicago Transit Authority, "Meeting the Challenge of a Struggling Economy: President's 2011 Budget Recommendations," p. 69

Pacific and Burlington Northern Santa Fe) under purchase of service agreements with Metra.[14] Within the South Lakefront study area, Metra directly operates the Metra Electric District Main Line and its South Chicago Branch, and has a financial assistance grant agreement with the Northern Indiana Commuter Transportation District (NICTD), the operator of the South Shore Line commuter service from South Bend, Indiana. The South Shore service shares the Metra Electric District right-of-way from Kensington/115th Street to the downtown Millennium Park station. Metra's funding share under its agreement with NICTD is dependent on the proportion of service that NICTD operates within the state of Illinois.[15]

The Metra Electric District service is technologically distinct from other Metra rail lines due to its electric propulsion with high acceleration, high-level platforms, and controlled-access stations. This means that the service is a hybrid between commuter rail and rapid transit service.

Like the CTA, Metra is facing serious financial challenges as it looks to maintain its existing system in a state of good repair and plan capital investments to meet the future needs of Metra riders. Metra's 2011 operating and capital budget is shown in Table 5.20.

Table 5.20 Metra's 2011 Operating and Capital Budget[16]

Category	Amount
Operations	$634.20M
Capital	$407.50M
Reserve for Working Cash	$6.30M
TOTAL	**$1.048B**

Like the CTA, Metra has also needed to transfer capital funds to cover current operating expenses:[17]

- 2010: $35 million to 2011 budget for preventive maintenance.
- 2011: $25 million from capital to operating funds.

[14] Metra, "Metra History,"
http://metrarail.com/metra/en/home/about_metra/leadership/metra_history.html

[15] Metra, "Metra History,"
http://metrarail.com/metra/en/home/about_metra/leadership/metra_history.html

[16] Metra, "Proposed 2011 Program & Budget Book," p. 5

[17] Ibid, p. 5

Metra Improvements

Metra was granted $140.9 million through American Recovery and Reinvestment Act of 2009 (ARRA)[18] and used this money to support a number of capital projects, including the construction of a new station at 35th Street on the Rock Island District Line. This station is at the western edge of the study area near both the Green and Red Lines and will provide South Lakefront residents, institutions and businesses with an additional access point into the Metra system for trips downtown and into the suburbs.

Metra will receive $1.1 billion from the State of Illinois' 2009 $2.7 billion capital bond program through 2014 for public transit. The first capital obligation of this funding is the purchase of a fleet of new rolling stock for use on the Metra Electric District; the Highliners currently in use date from 1971 and can no longer by rebuilt or refurbished.[19] Two Electric District stations within the study are scheduled for improvements through the state bond funding: 59th Street and 63rd Street. A summary of Metra proposed capital bond program is shown in Table 5.21; it is important to note that a definitive revenue source to guarantee full funding has not been identified.[20]

Table 5.21 Metra Proposed State of Illinois Capital Bond Program

Capital Asset	2010-2014 Total
Highliner Cars Replacement	$585.10M
Renew Bridges	$161.50M
Positive Train Control	$100.00M
CREATE Program	$17.00M
Yard Improvements	$101.35M
Stations	$135.75M
TOTAL	**$1.10B**

Metra's 2011-2015 capital improvement program includes several investments with relevance for the South Lakefront study area, as shown in Table 5.22.[21]

[18] Ibid, p. 8

[19] Ibid, p. 10

[20] Ibid, p. 9

[21] Ibid, p. 34

Table 5.22 Metra Proposed Capital Program: Electric District-Specific Elements

Description	Amount
Track and Structure	$1.75M
Signal, Electrical and Communications	$9.80M
Facilities and Equipment	$0.50M

In addition to planning for capital maintenance and improvements, Metra has undertaken several planning efforts to evaluate the possibility of closing some at-grade crossings along the Electric District South Chicago branch to improve safety through a reduction in the number of potential conflict points between trains, vehicles and pedestrians. A 2002 report prepared by Metra recommended the closure of seven at-grade rail crossings in the study area:[22]

- East End Avenue at 71st Street;
- Cregier Avenue at 71st Street;
- Euclid Avenue at 71st Street;
- Merrill Avenue at 71st Street;
- Oglesby Avenue at 71st Street;
- Saginaw at Exchange Avenue/75th Street; and
- 83rd Place at Commercial Avenue.

The City of Chicago Department of Transportation (CDOT) subsequently raised concerns, which were addressed in a 2007 report that assessed the 2002 recommendations and concurred with the findings, subject to a series of additional recommendations.[23] Two of the three aldermen whose wards would be affected by the closures submitted letters to CDOT in concurrence with the proposed closures.[24] Despite this aldermanic support, none of the

[22] Heard & Associates, Infrastructure Engineering and Baird & Company, "Metra Electric District South Chicago Line: Rail Corridor Study," June 2002

[23] TY Lin International, "Metra Electric District South Chicago Branch: Proposed At-Grade Rail Crossing Closure Study," October 2007

[24] Ibid, p. 11

closures have yet been implemented; these closures remain a Metra priority for the South Chicago branch.

Physical Infrastructure: Existing Conditions

CTA

Buses[25]

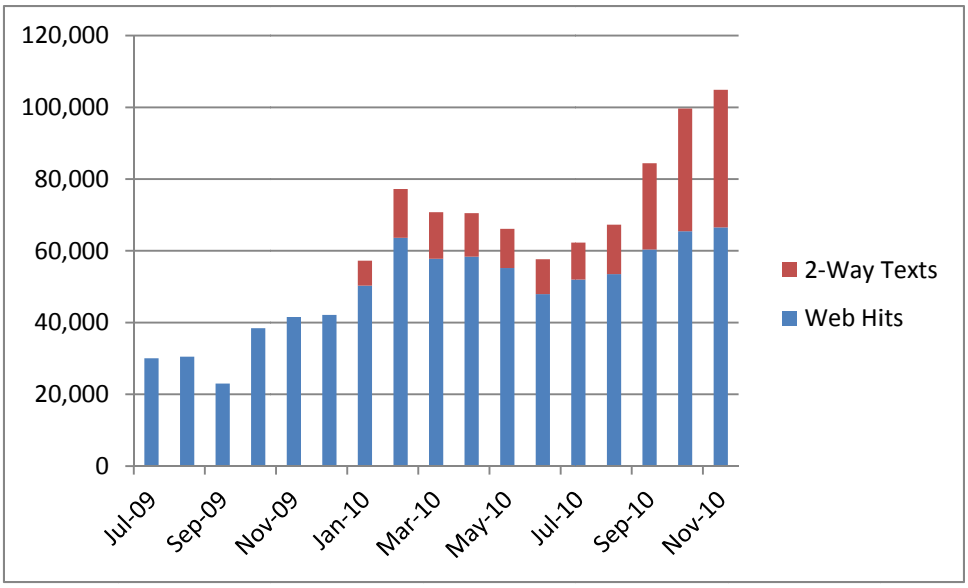
The CTA currently operates a fleet of 1,781 buses. The CTA has heavily invested in its bus fleet in recent years, including the purchase of 1,293 new buses between 2006 and 2009. These buses are fully accessible and air conditioned, and offer features including:

Figure 5-1: CTA Bus on Route 14, Jeffery Express

- ADA-compliant destination signage;
- Automated GPS next-stop announcement system;
- Security cameras;
- Bike racks; and
- The Bus Tracker System, which enables passengers to use computers, smart phones and/or text messaging to find out when the next bus will arrive at their stop. As shown in Figure 5-17, the popularity of this technology has quickly grown over the past year, although recent growth has been concentrated in the texting application.

[25] Chicago Transit Authority, "Meeting the Challenge of a Struggling Economy: President's 2011 Budget Recommendations," p. 66

Figure 5.17 Weekday Bus Tracker Data Hits Systemwide



Additional analysis that has been conducted by the CTA shows that Bus Tracker usage is currently concentrated on the north side of the city, despite the high bus mode share on the south side of the city. Additional research may be useful in determining the reasons for this split.

All buses delivered since 2007 have clean-diesel engines and particulate filters that meet Environmental Protection Agency (EPA) standards, and have resulted in a 42 percent decrease in total bus emissions.

Over the next five years the CTA plans to spend $286.4 million to replace buses that will reach the end of their useful life in 2012, although the total funds necessary for this purchase are not available within the current five-year capital plan.

The buses that serve the study area are housed and serviced in one of three CTA garages: 103rd Street, 77th Street and 74th Street. Each of these garages provides buses for approximately one-third of the routes within the study area. The average bus age by garage is 2.5 years (103rd Street), 6.7 years (77th Street) and 5.4 years (74th Street).

Bus Stops

The character and level of passenger amenities at CTA bus stops varies widely. While some stops are equipped with little more than a bus stop marker (e.g., a metal pole with CTA signage attached), others offer semi-enclosed shelters with seating and transit system information. Most of these structures are a result of a partnership between JCDecaux and the City of Chicago, where the advertising firm signed on to a multi-year contract in 2001 to install and maintain these shelters in exchange for the right to sell shelter advertising.[26] The CTA works with CDOT to determine which stops get these shelters; the process is guided by a number of factors including available space in the public way, proximity to an electrical connection and aldermanic input.[27]

Figure 5-2: JCDecaux CTA Bus Shelter

Rail Cars[28]

The CTA is in the process of purchasing new 5000-series rail cars. These cars will replace 2200- and 2400-series cars, which have exceeded their expected service life of 25 years. Ten prototype cars have been delivered and are currently undergoing testing on CTA tracks; once this testing is successfully completed, the CTA will finalize the order for the remaining 396 cars. These new cars will make up a large portion of the CTA's current fleet of 1,190 rail cars. The rail cars will offer improvements in security, function and comfort, including:

- A video surveillance system that records the car's interior and allows the Chicago Police Department to have remote surveillance in the case of emergency;
- A transit map with LED station indicator lights;

Figure 5-3: CTA 5000-series rail car

[26] Tracy Swartz, "Western wears the shelter crown," *Chicago Tribune*, January 5, 2010

[27] Ibid

[28] Chicago Transit Authority, "Meeting the Challenge of a Struggling Economy: President's 2011 Budget Recommendations," p. 64

- Two interior signs in each car with pre-recorded messages;
- Improved interior and exterior signage;
- Adjustable vehicle suspension to allow level boarding; and
- Innovative braking system that can transfer electricity back to the third rail, supplementing power to nearby CTA trains.

Building on the popularity of the CTA Bus Tracker system, the CTA is currently piloting the Train Tracker system.[29] Unlike Bus Tracker, Train Tracker does not rely on GPS technology; arrival times are estimated through a combination of scheduling information and signal system data. Also, while Bus Tracker information can be delivered via text message, Train Tracker is currently only available through a web site. Like Bus Tracker, this system will enable riders to use desktop computers and smart phones to access real-time arrival information for all rail stations; at full build-out, variable message signs on station platforms or mezzanines will also display real-time arrival information. Currently, Train Tracker is available through desktop computers, smartphones, and is piloted at 13 stations across each line in the system. One study area station is included in this pilot program: Garfield (Red Line).

Track

As rail infrastructure ages but funding is unavailable for repair work, the CTA institutes "slow zones" to reduce operating speeds over the affected track. The CTA is working to reduce slow zones across the system, and has scheduled necessary rail, tie and structure repair along the Dan Ryan branch of the Red Line between 2010 and 2012.[30]

January 2011 CTA slow zone information for system branches within the study area are shown in Table 5.23.[31]

[29] City of Chicago press release, "Mayor Daley Announces Launch of CTA Train Tracker," January 8, 2011

[30] Chicago Transit Authority, "Meeting the Challenge of a Struggling Economy: President's 2011 Budget Recommendations," p. 64 - 65

[31] CTA, "CTA Rail Customer Impact Map," January 17, 2011

Table 5.23 CTA Slow Zone Track within the Study Area

Rail Line Branch	Linear Track Feet within Slow Zones by Allowed Speed				Branch's Total Linear Track Feet	Percent Slow
	15 mph	25 mph	35 mph	Total		
Red Line: Dan Ryan	9,029	8,478	5,290	22,797	101,332	22.5
Green Line: South Loop/South Main Line	629	605	0	1,234	68,906	1.8
Green Line: Jackson Park	0	0	0	0	12,162	0

Rail Stations

CTA Red Line stations connect to passenger platforms that are located between northbound and southbound tracks within the median of the Dan Ryan expressway. These stations are accessed from cross-street expressway overpasses, and each can accommodate an eight-car train. Station structures house ticket vending machines, CTA personnel, system information and turnstiles. Platforms, which are reached via escalator, stairway or elevator from the main station structure, are covered by a canopy and typically offer lighting, seating, a public audio address system and variable message boards. All Red Line stations within the study area, with the exception of Garfield

Figure 5-4: CTA Red Line Garfield Station Platform

Figure 5-5: CTA Red Line Garfield Station Main Entrance

and 63rd, are ADA accessible.

Connections to CTA bus routes are typically located immediately adjacent to the station entrances. Bus connections are an important means of access to the Red Line. There are no CTA-provided parking facilities at any of the Red Line stations within the study area.

Red Line stations within the study were placed in service in 1969 and were either reconstructed or repaired in either 2001 or 2005.[32]

CTA Green Line stations connect to passenger platforms that are located along the elevated tracks. Stations are accessed from the street, and typically house ticket vending machines, CTA personnel, system information and turnstiles. Platforms, which are reached via escalator, stairway or elevator from the main station structure, are covered by a canopy and typically offer seating, a public audio address system and variable message boards. All Green Line station within the study area are ADA accessible and can accommodate six-car trains

Connections to CTA bus routes are typically located immediately adjacent to the station entrances. A 117-space surface parking lot is available at the Garfield station.[33] Alighting passengers may exit the platforms through a turnstile and stairway that end at street level rather than going through the station.

Green Line stations within the study area were placed in service in 1892/1893. Station reconstruction occurred between 1983 and 2001; the 35th Street-Bronzeville-IIT station was repaired in 2001 and the King Drive station was repaired in 1991-1993.[34]

Figure 5-6: CTA Green Line Garfield Station Entrance

Figure 5-7: CTA Green Line Cottage Grove Station Entrance

[32] URS Corporation, et al, "Regional Transportation Authority Capital Asset Condition Assessment," August 2010, Appendix A-2a: CTA Asset Inventory Tables, p 121

[33] Ibid, Appendix A-2a: CTA Asset Inventory Tables, p 125

[34] Ibid, Appendix A-2a: CTA Asset Inventory Tables, p 123

Metra

Vehicles

As of September 2010, 171 bi-level electric cars averaging 32.2 years of age were active on the Metra Electric District line.[35] The same fleet of rolling stock serves all branches of the Metra Electric District. The trains are powered by catenary wire; the Electric District is the only Metra-operated commuter rail line that is electrically powered. As previously mentioned, Metra is using state capital bond funding to purchase new cars for use on the Metra Electric District line. These vehicles will completely replace the existing fleet of Highliner electric cars. Full delivery of vehicles is anticipated within the next five years.[36]

Figure 5-8: Metra Electric District Vehicle

Track and Associated Infrastructure

According to Metra staff, track along the Metra Electric District line is in good condition.[37] Some elements of the supporting infrastructure would benefit from upgrades, including:[38]

- The substations that provide electrical power to the line are at maximum capacity;
- Installation of bi-directional signals between 11th and 67th Streets (that would result in increased service levels) is underway, although not fully funded; and

[35] Metra, "Metra Rolling Stock Reports as of 09/30/2010," p. 2

[36] Interview with Metra staff, January 2011

[37] Interview with Metra staff, January 2011

[38] Interview with Metra staff, January 2011

- Catenary and supporting facilities along the South Chicago branch of the Electric District line are in need of upgrades.

Metra continues to support closure of some of the at-grade crossings along the South Chicago branch, as previously discussed. Metra believes that these targeted closures would improve train, vehicular and pedestrian safety and improve service reliability.

Figure 5-10: Metra Electric District Main Line Infrastructure and Track at 91st Street Station

Figure 5-9: Metra Electric District South Chicago Branch Infrastructure and Track at 83rd Street Station

Stations

Metra stations along the Main line vary in character, access and passenger amenities from those along the South Chicago branch.

The Main line stations are typically concrete pads next to the tracks that are located on top of embankments and accessed by stairs. These stairways are typically located within the track viaduct infrastructure and accessed from the sidewalk of the adjacent roadway. The typical pedestrian environment when accessing these stairways is unwelcoming, and locating the access point to the station can be difficult because of a general absence of pedestrian signage. With the exception of the 55th-56th-57th Street Station, Main line stations typically have passenger waiting areas that offer limited protection from the weather, limited seating and are not staffed by Metra personnel. One-way tickets can be purchased from on-board train conductors with cash, and can also be purchased from vending machines at stations.

Main line stations were built in 1925; stations at 47th Street (Kenwood), 53rd Street (Hyde Park) and 55th-56th-57th Street were reconstructed in 2005.[39]

Figure 5-11: Metra Electric District Main Line 95th Street Station

Figure 5-12: Metra Electric District Main Line 95th Street Station Entrance

The median-running operation of the South Chicago branch results in station areas that are more visible to pedestrians and motorists because they are located at grade-level rather than on freight rail embankments. These stations have benefited from a higher level of infrastructure investment as a means to complement the character of the surrounding neighborhood.

[39] URS Corporation, et al, "Regional Transportation Authority Capital Asset Condition Assessment," August 2010, Appendix A-3a: Metra Inventory Tables, p. 80

Consequently, these stations typically have small, enclosed station structures that offer protection from the elements and canopies that extend the length of the platform. While these structures provide a strong visual indication of the station's existence, extensive signage is also present. The station platforms are located in the middle of the tracks and are typically accessed from either an ADA-compliant ramp or small set of stairs. Pedestrians typically access these station entrances via crosswalks across East 71st Street or South Exchange Avenue. Metra personnel do not staff these stations. One-way tickets can be purchased from on-board train conductors with cash, or from vending machines at the stations.

Stations along the MED South Chicago Branch were all rehabilitated/rebuilt between 2000 and 2007.[40]

Figure 5-13: Metra Electric District South Chicago Branch Stony Island Station Entrance

Figure 5-14: Metra Electric District South Chicago Branch Stony Island Station Platform

[40] Ibid

Major Capital Planned Improvements

Red Line Extension

The CTA Dan Ryan branch opened for service in 1969. Since that time, extensions from its current terminus at 95th Street into the far south side of Chicago (outside of the study area) have consistently been included in the region's long range transportation plans.[41] In 2006 the CTA initiated an Alternatives Analysis (AA) to identify and evaluate potential major fixed guideway investments for the far south side of Chicago. An AA is the first step in seeking federal transit capital funding through the FTA's New Starts program. The FTA has defined a project development process that applicants must follow in order to be eligible to compete for federal capital funds (typically up to 50 percent of total project capital costs) through this discretionary program. The AA study is completed upon the selection and adoption of a Locally Preferred Alternative (LPA) by the applicant agency's governing board. Project sponsors must then seek FTA's permission to enter Preliminary Engineering and continue through the project development process to design, construction and operations. The project will also need to go through an Environmental Impact Statement (EIS) process, as required by NEPA.

Following an extensive alternative development and screening process in which the work of technical experts was guided by extensive public and agency outreach, the Chicago Transit Board approved an elevated heavy rail extension to 130th Street as the LPA on August 12, 2009.[42] Major characteristics of the LPA include:[43]

- Alignment: Elevated from the existing 95th Street along the I-57 corridor to the Union Pacific Railroad (UP) corridor; south along the UP to 111th Street, where it would turn southeast to terminate at 130th Street west of the I-94 Bishop Ford Freeway.
- Stations: 103rd Street, 111th Street, 115th Street and 130th Streets with park-and-ride facilities at each.
- Span of service: same as existing service (24 hours).
- Frequency of service: same as existing service (five minutes northbound and four minutes southbound in the morning peak period).
- Total project capital cost in $2009: $1.093 billion (including $214M for a yard and shop facility that is not New Starts-eligible).

It is assumed that the federal government will provide 60 percent of the capital funds for New Starts-eligible project costs. The State of Illinois is assumed to cover the remaining 40 percent of

[41] CTA, "Red Line Extension Alternatives Analysis: Locally Preferred Alternative Report," August 2009, p. 1

[42] Ibid, p 66

[43] Ibid, p. 67 and 90

New Starts-eligible projects costs, and the $214 million that is not eligible for New Starts funding.[44] At this time, no state funding has been committed for this local match to federal funds.

State of Good Repair

The CTA has, as of March 2011, identified approximately $1,350,000,000 worth of state of good repair projects in or near the study area. These projects include:

- Multiple substation upgrades;
- Multiple station upgrades to achieve ADA compliance;
- Trackwork;
- Signal work;
- Multiple new garage and maintenance facilities; and
- Structural repairs and painting.

This list does not include the Jeffery Boulevard BRT Pilot Program or the Red Line extension to 130th Street.

35th Street Station

As discussed earlier, Metra applied ARRA funds towards the completion of a new $12 million Metra station at 35th Street on the Rock Island Line.[45] The station, which opened in April 2011, provides convenient access to the nearby CTA Green and Red Lines, connections to multiple CTA bus routes, and an additional transit access point to Illinois Institute of Technology, U.S. Cellular Field, the City of Chicago Police Headquarters, De La Salle Institute and nearby businesses. The station also offers residents of the area a reverse commute option. This is the only station on the Rock Island Line within the study area.

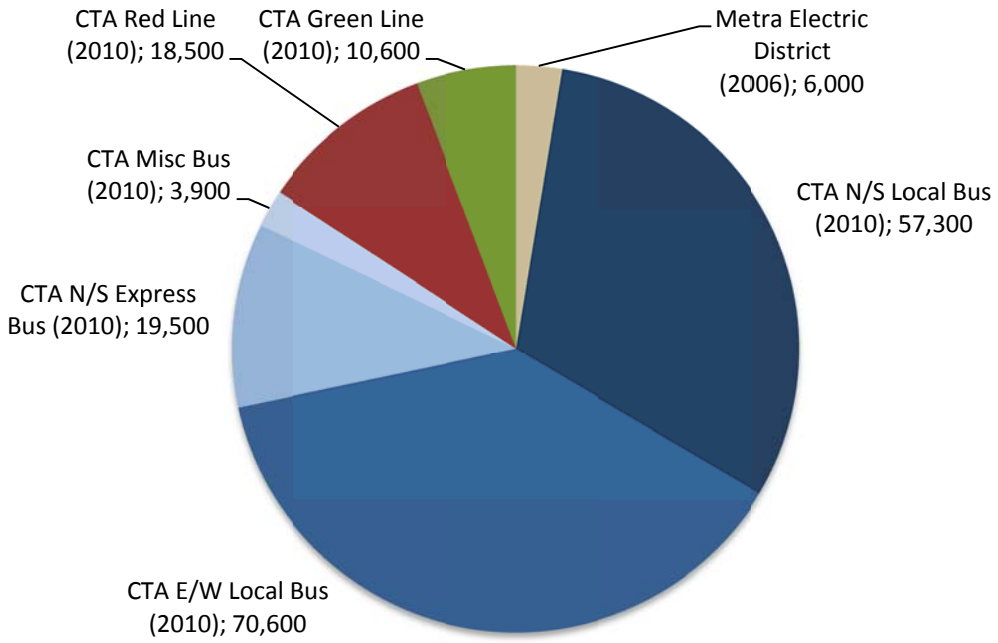
Ridership

After a general rise in ridership during the early part of the 2000s, utilization of transit service in the study area has generally fallen in recent years, likely influenced by the recent economic downturn. This section will present study area transit ridership statistics and trends.

[44] Ibid, p 91

[45] Metra, "Service Updates," http://metrarail.com/metra/en/home/service_updates/35th_St_Update.html

Figure 5.31 Weekday Ridership of Study Area Transit Services



Note: Chart shows rail and bus boardings within study area only.

Buses are the primary mode across most transit trips, including commuter trips into the Loop. While data is not available that compares trips into the Loop across the different modes at the exact same timeframe, the most recent data available suggests that buses are the primary mode for most residents of the South Lakefront study area across most trips, and even when travelling north and south through the study area into the downtown (this is the trip type best served by rail options).

- CTA Local Bus Service: Local bus service accounts for two-thirds of all transit boardings in the study area, and is most likely of all services to provide trips in both directions within the study area neighborhoods.

- CTA Express Bus Service: Boardings of the seven express bus routes that are primarily oriented to serving trips from the South Lakefront neighborhoods to downtown (Routes 2, 6, 10, 14, 26, x28, and 192) totaled more than 19,000 in 2010. Note that boardings on these routes are more than the total boardings at the four study area Red Line stations combined.

- CTA Rail Service: There are approximately 29,000 weekday boardings at CTA rail stations within the study area as of 2010. Roughly two-thirds are at CTA Red Line stations, with the remaining on the Green Line.

- Metra Electric District: Boarding data from 2006 indicates that there were approximately 6,000 weekday boardings at the MED Main Line and South Chicago Branch stations combined within the study area.

Table 5.24 Transit Mode Comparison for the Study Area

Service	Weekday Boardings	Percent of Total
Metra Electric District (2006)	6,000	3
CTA Red Line (2010)	18,500	10
CTA Green Line (2010)	10,600	6
CTA East/West Local Bus (2010)	70,600	38
CTA North/South Local Bus (2010)	57,300	31
CTA North/South Express Bus (2010)	19,500	11
CTA Miscellaneous Bus (2010)	3,900	2
TOTAL	**187,100**	100

CTA Bus

Ridership on CTA bus service is significantly affected by changes in service levels and patterns on a year-to-year basis, making direct comparisons across years difficult. An overview of the recent changes to service patterns in the study area can be found in the **Service Restructuring Events** section above. The discussion below notes wherever changes in operations have likely impacted ridership trends shown in the tables.

Table 5.25 Average Weekday Ridership on North/South Local Bus Routes

#	Route Name	2006	2007	2008	2009	2010	Percent Change
1	Indiana/Hyde Park	3,053	3,581	3,471	2,994	3,078	1
3	King Drive	24,655	23,233	23,335	21,529	23,409	-5
X3	King Drive Express (d)	252	2,694	3,408	2,679	*n/a*	n/a
4	Cottage Grove - OWL	23,740	22,522	24,401	24,150	25,198	6
X4	Cottage Grove Express (d)	590	3,126	3,169	2,875	*n/a*	n/a
15	Jeffery Local	8,486	8,207	9,122	8,909	9,134	8
24	Wentworth	4,149	4,149	4,099	3,801	3,547	-15
28	Stony Island Local	10,201	8,914	6,429	6,020	5,864	-43
29	State	16,262	15,852	16,902	15,592	14,829	-9
30	South Chicago	3,799	4,163	4,153	3,809	3,843	1
	TOTAL*	**95,187**	**96,441**	**98,489**	**92,358**	**88,902**	**-7**

*note that totals are for entire routes, which often include areas outside the study area for this project.

Source: CTA Ridership Reports, September of each year. (d) discontinued route

In 2010 local north/south bus routes accommodated nearly 90,000 individual boardings on a daily basis. Trip counts have been down in recent years. Two express versions of existing routes (3 and 4) were discontinued as part of this reduction in service; their ridership totals from previous years are included in the table above. Note that ridership on the related local routes increased from 2009 to 2010, but that overall ridership on these north-south routes still dropped by nearly seven percent during that period. Note that service restructuring changed service patterns and added new express routes, which have seen corresponding ridership increases, as shown in Table 5.25.

Table 5.26 Saturday Ridership on North/South Local Bus Routes

#	Route Name	2006	2007	2008	2009	2010	Percent Change
3	King Drive	15,791	17,777	17,616	17,655	15,866	0
4	Cottage Grove - OWL	17,742	17,877	17,769	18,410	16,261	-8
15	Jeffery Local	5,630	6,004	6,189	6,442	5,500	-2
28	Stony Island Local	5,735	5,415	5,503	5,399	4,540	-21
29	State	12,773	13,139	14,204	13,782	11,608	-9
30	South Chicago	2,121	2,471	2,181	2,003	2,158	2
	TOTAL	**59,792**	**62,683**	**63,462**	**63,691**	**55,933**	**-6**

Source: CTA Ridership Reports, September of each year. (d) discontinued route

Table 5.27 Sunday Ridership on North/South Local Bus Routes

#	Route Name	2006	2007	2008	2009	2010	Percent Change
3	King Drive	9,105	11,393	11,756	11,674	10,803	19
4	Cottage Grove - OWL	12,267	14,061	13,718	12,857	12,006	-2
15	Jeffery Local	3,533	4,365	4,729	5,210	4,486	27
28	Stony Island Local	3,714	3,514	3,402	3,417	3,202	-14
29	State	9,101	9,784	9,520	9,206	8,406	-8
30	South Chicago	754	779	806	794	794	5
	TOTAL	**38,474**	**43,896**	**43,931**	**43,158**	**39,694**	**3**

Source: CTA Ridership Reports, September of each year. (d) discontinued route

Weekend ridership levels on these routes are decreased as compared to weekday utilization, although the overall ridership trends on these lines have not fallen as much as during the week.

Table 5.28 Average Weekday Ridership on East/West Local Bus Routes

#	Route Name	2006	2007	2008	2009	2010	Percent Change
35	35th	6,530	7,289	6,816	6,006	5,869	-10
39	Pershing	1,938	2,171	2,251	2,205	2,370	22
43	43rd	1,493	1,607	1,977	1,963	2,364	58
47	47th	12,471	13,377	12,459	12,421	12,192	-2
55	Garfield – OWL	14,752	13,633	12,687	9,292	14,614	-1
59	59th/61st	3,860	4,112	4,354	3,925	4,087	6
63	63rd – OWL	22,054	24,445	24,845	24,009	22,617	3
67	67th - 69th -71st	15,903	15,793	15,725	15,532	15,545	-2
71	71s/ South Shore	11,374	12,254	12,294	11,508	10,986	-3
75	74th - 75th	8,248	9,442	9,061	8,484	9,029	9
79	79th – OWL	34,008	37,577	37,787	35,598	33,884	0
87	87th – OWL	18,550	18,913	19,312	18,357	17,679	-5
95E	93rd - 95th	5,640	6,061	6,340	6,091	5,322	8
100	Jeffery Manor Express	1,154	1,193	1,101	1,102	1,096	-5
	TOTAL	**157,975**	**167,867**	**167,009**	**156,493**	**157,654**	**0**

Source: CTA Ridership Reports, September of each year.

East/west local routes have not seen the same levels of ridership decline in recent years when compared to the north/south routes. One noticeable trend among these routes in the northern end of the study area has been a decrease in ridership for the Route 35 service, while Routes 39 and 43 have gained ridership overall. This trend is also seen on the weekend ridership statistics, with particular growth in usage on the Route 43 bus.

Table 5.29 Average Saturday Ridership on East/West Local Bus Routes

#	Route Name	2006	2007	2008	2009	2010	Percent Change
35	35th	3,718	4,195	4,043	4,027	3,324	-11
43	43rd	694	763	836	938	910	31
47	47th	9,121	10,119	8,907	8,854	8,728	-4
55	Garfield – OWL	10,098	11,033	10,167	10,599	9,628	-5

#	Route Name	2006	2007	2008	2009	2010	Percent Change
59	59th/61st	1,888	2,289	2,035	1,914	2,018	7
63	63rd – OWL	15,450	17,533	16,405	17,227	14,480	-6
67	67th - 69th -71st	10,533	10,558	10,521	11,037	10,675	1
71	71s/ South Shore	8,512	9,672	9,824	9,438	8,131	-4
75	74th - 75th	5,831	6,413	6,266	6,327	6,319	8
79	79th – OWL	24,718	29,252	28,217	27,129	24,919	1
87	87th – OWL	11,146	12,046	11,252	12,121	10,736	-4
95E	93rd - 95th	4,216	4,172	3,927	4,007	3,266	-23
	TOTAL	**105,925**	**118,045**	**112,400**	**113,618**	**103,134**	**-3**

Source: CTA Ridership Reports, September of each year. (d) discontinued route

Table 5.30 Average Sunday Ridership on East/West Local Bus Routes

#	Route Name	2006	2007	2008	2009	2010	Percent Change
35	35th	2,486	2,667	2,272	2,590	2,415	-3
43	43rd	313	433	563	518	569	82
47	47th	6,142	6,730	6,120	6,070	6,140	0
55	Garfield – OWL	7,966	8,762	7,738	7,973	7,692	-3
63	63rd – OWL	11,682	13,356	12,678	12,654	11,401	-2
67	67th - 69th -71st	6,917	7,774	7,747	7,888	7,652	11
71	71s/ South Shore	6,584	6,780	6,880	7,034	6,239	-5
75	74th - 75th	4,245	4,880	4,612	4,301	4,697	11
79	79th – OWL	16,613	19,681	18,995	17,758	18,213	10
87	87th – OWL	5,908	7,207	6,746	8,078	7,186	22
95E	93rd - 95th	3,200	3,530	3,041	2,700	2,737	-14
	TOTAL	**72,056**	**81,800**	**77,392**	**77,564**	**74,941**	**4**

Source: CTA Ridership Reports, September of each year. (d) discontinued route

As shown in Table 5.31, the express bus services that travel along Lake Shore Drive have experienced growth in ridership over the past five years, with particular increases in usage on Route 2, Route 26, Route X28 and Route 192. These increases in ridership somewhat offset the corresponding losses in patronage on the north-south local routes shown in Table 5.25. Overall, these routes carry a significant amount of the traffic from the study area into the downtown.

As shown in Tables 5.32 and 5.33, only the 6 and 14 provide regular weekend express service, while Route 10 also operates every half hour between the Museum of Science and Industry and the downtown. Ridership levels on Route 6 are nearly the same on Saturdays as the remainder of the week.

Table 5.31 Average Weekday Ridership on North/South Express Bus Routes

#	Route Name	2006	2007	2008	2009	2010	Percent Change
2	Hyde Park Express	2,298	2,343	2,481	2,361	2,707	18
6	Jackson Park Express	12,009	11,897	13,284	12,179	11,885	-1
10	Museum of Science and Industry	1,246	-	-	1,026	1,286	3
14	Jeffery Express	13,653	13,176	15,243	14,577	13,069	-4
26	South Shore Express	2,553	2,383	2,958	2,779	3,057	20
X28	Stony Island Express	1,320	2,217	4,816	4,498	4,533	243
192	University of Chicago Hospitals Express	457	767	579	715	868	90
	TOTAL	**33,536**	**32,783**	**39,368**	**38,135**	**37,395**	**12**

Source: CTA Ridership Reports, September of each year.

Table 5.32 Average Saturday Ridership on North/South Express Bus Routes

#	Route Name	2006	2007	2008	2009	2010	Percent Change
6	Jackson Park Express	10,541	10,654	11,048	10,926	10,143	-4
10	Museum of Science and Industry	531	860	762	1,491	1,025	93
14	Jeffery Express	5,644	5,492	6,699	6,678	6,454	14
	TOTAL	**16,716**	**17,006**	**18,509**	**19,095**	**17,621**	**5**

Source: CTA Ridership Reports, September of each year. (d) discontinued route

Table 5.33 Average Sunday Ridership on North/South Express Bus Routes

#	Route Name	2006	2007	2008	2009	2010	Percent Change
6	Jackson Park Express	7,234	7,875	7,679	7,772	7,388	2
10	Museum of Science and Industry	822	956	529	1,038	791	-4
14	Jeffery Express	4,110	3,475	3,723	3,705	3,862	-6
	TOTAL	**12,166**	**12,306**	**11,931**	**12,515**	**12,041**	**-1**

Source: CTA Ridership Reports, September of each year. (d) discontinued route

Study area neighborhood circulator service has grown since 2006, but ridership is down from highs experienced in 2008. The economic downturn may also be a factor in the reduced ridership. There have been a number of service changes on these routes in recent years, including changes in the roster and service offerings for the University of Chicago routes. The N5 service actually has more riders during the weekends, while the University of Chicago routes have a significantly smaller ridership base on Saturday and Sunday.

Table 5.34 Weekday Ridership on Additional Bus Routes (Neighborhood Circulators)

#	Route Name	2006	2007	2008	2009	2010	Percent Change
N5	South Shore Night Bus – OWL	-	-	459	456	526	n/a
170	University of Chicago/Midway	199	360	418	342	313	57
171	University of Chicago/Hyde Park	1,180	1,826	1,772	723	1,377	17
172	University of Chicago/Kenwood	913	1,301	1,305	1,110	1,677	84
173	University of Chicago/Lakeview (d)	118	164	147	-	-	n/a
174	University of Chicago/Garfield (d)	280	349	385	298	-	n/a
	TOTAL	**2,690**	**4,000**	**4,486**	**2,929**	**3,893**	**45**

Source: CTA Ridership Reports, September of each year. (d) discontinued route

Table 5.35 Saturday Ridership on Additional Bus Routes (Neighborhood Circulators)

#	Route Name	2006	2007	2008	2009	2010	Percent Change
N5	South Shore Night Bus – OWL	-	-	590	519	644	n/a
171	University of Chicago/Hyde Park	549	666	787	234	284	-48
172	University of Chicago/Kenwood	127	176	316	384	350	176
174	University of Chicago/Garfield (d)	146	177	156	-	-	n/a
	TOTAL	**822**	**1,019**	**1,849**	**1,137**	**1,278**	**55**

Source: CTA Ridership Reports, September of each year. (d) discontinued route

Table 5.36 Sunday Ridership on Additional Bus Routes (Neighborhood Circulators)

#	Route Name	2006	2007	2008	2009	2010	Percent Change
N5	South Shore Night Bus – OWL	-	-	521	593	667	n/a
171	University of Chicago/Hyde Park	357	358	551	117	171	-52
172	University of Chicago/Kenwood	107	279	275	242	206	93
174	University of Chicago/Garfield (d)	39	116	67	-	-	n/a
	TOTAL	**503**	**753**	**1,414**	**952**	**1,044**	**108**

Source: CTA Ridership Reports, September of each year. (d) discontinued route

CTA Rail

There are roughly 31,000 average weekday boardings at CTA rail stations in the study area, and approximately two-thirds of this ridership occurs at Red Line stations. None of the Green Line stations has a higher number of station boardings than any of the Red Line stations in the study area.

Table 5.37 Weekday Boardings at CTA Red Line Stations

Station Name	2006	2007	2008	2009	2010	Percent Change
Sox – 35th	5,355	5,177	5,753	5,881	6,403	20
47th	3,142	3,335	3,583	3,516	3,724	19
Garfield	4,308	4,340	4,555	4,359	4,394	2
63rd	3,337	3,870	4,307	3,975	3,982	19
TOTAL	**16,142**	**16,722**	**18,198**	**17,731**	**18,503**	**15**

Source: CTA Ridership Reports, September of each year.

The largest single CTA rail station in terms of boardings is the Sox – 35th Station on the Red Line. Growth in ridership at this station and other Red Line stations in the study area has been significant, but may be influenced by a construction project that had limited access to many of these stations during the mid-2000s.

Table 5.38 Saturday Boardings at CTA Red Line Stations

Station Name	2006	2007	2008	2009	2010	Percent Change
Sox – 35th	3,601	4,564	5,032	6,818	4,889	36
47th	2,021	2,186	2,315	2,436	2,543	26
Garfield	2,869	3,001	3,096	3,172	3,050	6
63rd	2,270	2,566	2,762	2,807	2,734	20
TOTAL	**10,761**	**12,317**	**13,205**	**15,233**	**13,216**	**23**

Source: CTA Ridership Reports, September of each year.

Table 5.39 Sunday Boardings at CTA Red Line Stations

Station Name	2006	2007	2008	2009	2010	Percent Change
Sox – 35th	3,582	2,895	3,459	5,181	3,353	-6
47th	1,424	1,663	1,715	1,881	1,897	33
Garfield	2,026	2,274	2,288	2,367	2,309	14
63rd	1,787	2,011	2,183	2,222	2,169	21
TOTAL	**8,819**	**8,843**	**9,645**	**11,651**	**9,728**	**10**

Source: CTA Ridership Reports, September of each year.

Weekend boardings of the Red Line have also experienced steady growth in recent years, with nearly all stations (except for Sundays at the Sox - 35th Street station) seeing a growth in the number of boardings in the past five years.

Table 5.40 Weekday Boardings at CTA Green Line Stations

Station Name	2006	2007	2008	2009	2010	Percent Change
35-Bronzeville IIT	3,014	2,912	2,709	2,525	2,475	-18
Indiana	813	1,015	949	977	1,011	24
43rd	1,017	1,082	1,059	1,081	1,119	10
47th	1,468	1,521	1,446	1,417	1,398	-5
51st	1,212	1,197	1,248	1,191	1,213	0
Garfield	1,654	1,702	1,638	1,459	1,445	-13
King Drive	832	742	689	604	633	-24
East 63rd - Cottage Grove	1,509	1,440	1,402	1,333	1,349	-11
TOTAL	**11,519**	**11,611**	**11,140**	**10,587**	**10,643**	**-8**

Source: CTA Ridership Reports, September of each year.

Overall boardings at CTA Green Line stations have fallen over the past five years, even as some stations increased and others decrease. Decreases were particularly consistent at the stations at the far southern end of the line (Garfield, King Drive, East 63rd – Cottage Grove). The number of boardings at 35-Bronzeville-IIT has also fallen, but boardings at the Sox-35th Red Line has risen by a commensurate amount during that time period, perhaps indicating that there had been a shift in ridership patterns resulting from recent Red Line station construction. Increases in ridership at Indiana and 43rd could be the result of increased residential development that had been occurring in the northern portions of the study area through the mid-2000s.

Table 5.41 Saturday Boardings at CTA Green Line Stations

Station Name	2006	2007	2008	2009	2010	Percent Change
35-Bronzeville IIT	1,849	1,873	1,413	1,764	1,549	-16
Indiana	346	382	393	417	444	28
43rd	506	536	511	568	588	16
47th	864	931	842	877	882	2
51st	741	757	715	773	741	0
Garfield	877	947	899	936	882	1
King Drive	467	436	410	400	382	-18
East 63rd - Cottage Grove	861	801	773	816	728	-15
TOTAL	**6,511**	**6,663**	**5,956**	**6,551**	**6,196**	**-5**

Source: CTA Ridership Reports, September of each year.

Table 5.42 Sunday Boardings at CTA Green Line Stations

Station Name	2006	2007	2008	2009	2010	Percent Change
35-Bronzeville IIT	1,297	1,265	1,037	1,221	1,008	-22
Indiana	272	324	327	352	398	46
43rd	339	378	381	405	431	27
47th	529	618	561	624	599	13
51st	520	527	519	547	546	5
Garfield	691	741	630	692	692	0
King Drive	321	299	300	294	308	-4
East 63rd - Cottage Grove	592	593	655	762	614	4
TOTAL	**4,561**	**4,745**	**4,410**	**4,897**	**4,596**	**1**

Source: CTA Ridership Reports, September of each year.

Much like the weekday pattern, weekend ridership has declined overall at some Green Line stations, although there appears to be a general pattern of growth around particular stations in the northern portions of the line (Indiana, 43rd).

Metra

Metra service is primarily designed to serve peak-period commuting trips into downtown Chicago; this is the most prevalent usage pattern as well. As of 2006 (the most recent year that boarding counts are available from Metra), more than 60 percent of boarding customers in the

study area are travelling inbound during the a.m. peak periods. The South Chicago Branch in particular is very heavily weighted toward use by peak period inbound commuters.

Although ridership data is not as up-to-date for Metra lines, the service patterns and schedule for Metra has been relatively stable and consistent along the Electric District, as shown in Table 5.43. However, there have been numerous construction projects that have impacted utilization in recent years.

Table 5.43 2006 Boardings and Alightings from Study Area Metra Stations

	Inbound Boardings				Outbound Boardings			
Line/Branch Name	AM Peak	Midday	PM Peak	PM	AM Peak	Midday	PM Peak	PM
Main line	1,731	392	247	86	76	289	697	93
South Chicago branch	1,938	265	77	40	6	5	11	3
TOTAL	**3,669**	**657**	**324**	**126**	**82**	**294**	**708**	**96**

Source: 2006 Metra System Boarding and Alighting Counts

Ridership statistics show evidence that there is a significant market of customers that travel to the 55th-56th–57th Street Station from outlying areas, with subsequent return trips to suburban destinations. This station, along with the 51st-53rd Street Station and 63rd Street Station, account for the majority of the outbound traffic from the study area. This is due to the presence of major institutions near this set of stations (University of Chicago and the associated medical facilities near the 55th-56th-57th Street Station, Mt. Carmel High School and religious facilities in the vicinity of 63rd Street Station).

Table 5.44 Weekday Boardings at Study Area Electric District Main Line Stations

Station Name	1999	2002	2006	Percent Change (1999 – 2006)
27th Street	112	97	105	-6
47th Street, Kenwood	81	72	113	40
53rd Street, Hyde Park	802	582	571	29
55th-56th-57th Street	677	502	1,591	135
59th Street, University of Chicago	1,484	1,382	517	-65
63rd Street	82	84	261	218
75th Street, Grand Crossing	26	20	52	100
79th Street, Chatham	134	120	119	-11

Station Name	1999	2002	2006	Percent Change (1999 – 2006)
83rd Street, Avalon Park	102	95	103	1
87th Street, Woodruff	93	48	64	-31
91st Street, Chesterfield	32	44	66	106
95th Street, Chicago State	77	43	49	-36
TOTAL	**3,702**	**3,089**	**3,611**	**-2**

Source: 2006 Metra System Boarding and Alighting Counts

As shown in Table 5.44, there are many stations along the Main line in the study area that have very low levels of utilization (eight of the twelve stations have fewer than 120 boardings per weekday). Many of these stations are "flag stops" for some trains (trains do not stop unless requested by a passenger or if there is a customer seen waiting to be picked up at the platform) and are difficult to access, with minimal station platform and shelter infrastructure. There are few trains scheduled that can stop at some of these stations. The ridership trend for these stations indicates a growth in usage in the segment from 53rd Street to 63rd Street through 2006, while the rest of the stations have generally stayed at a low level of utilization. The jump in ridership at the 55th-56th-57th Street Station and corresponding drop at 59th Street was due to the reconstruction of this station during the mid-2000s, and the shift of transfer point from 59th Street to 55th-56th-57th Street after construction.

Table 5.45 Weekday Boardings at Study Area Electric District South Chicago Branch Stations

Station Name	1999	2002	2006	Percent Change (1999-2006)
Stony Island	235	236	197	-16
Bryn Mawr	294	225	184	-37
South Shore	442	428	278	-37
Windsor Park	325	313	192	-41
Cheltenham, 79th St.	232	174	114	-51
83rd St.	450	405	217	-52
87th St.	267	245	189	-29
South Chicago, 93rd St.	960	1,108	974	1
TOTAL	**3,205**	**3,134**	**2,345**	**-27**

Source: 2006 Metra System Boarding and Alighting Counts

Ridership on the South Chicago branch fell off significantly at nearly all stations from 2002 to 2006, with nearly 25 percent of the boardings disappearing during a period of time when many

other transit services were experiencing ridership growth. This can likely be attributed in part to the reconstruction of many of these stations that occurred between 2000 and 2007. But even stations that were reconstructed in 2000 and 2001 (e.g., 93rd and South Shore/71st) did not maintain steady levels of ridership in 2002 and 2007. Additional explanation may be found in the expansion of CTA express bus service during this same time period, as discussed earlier in this report.

Table 5.46 Weekend Boardings at Study Area Electric District Main Line Stations

	Saturday		Sunday	
Station Name	**Inbound**	**Outbound**	**Inbound**	**Outbound**
27th Street	11	24	3	7
47th Street, Kenwood	22	11	10	4
53rd Street, Hyde Park	278	61	136	39
55th-56th-57th Street	218	18	104	23
59th Street, University of Chicago	328	120	76	40
63rd Street	157	90	6	10
75th Street, Grand Crossing	14	10	0	7
79th Street, Chatham	0	129	6	12
83rd Street, Avalon Park	5	7	3	3
87th Street, Woodruff	7	11	4	5
91st Street, Chesterfield	16	5	2	5
95th Street, Chicago State	2	5	1	2
TOTAL	**1,067**	**503**	**351**	**157**

Source: 1999 Metra System Boarding and Alighting Counts

Table 5.47 Weekend Boardings at Study Area Electric District South Chicago Branch Stations

	Saturday		Sunday	
Station Name	**Inbound**	**Outbound**	**Inbound**	**Outbound**
Stony Island	39	1	14	0
Bryn Mawr	58	12	23	6
South Shore	97	3	37	2
Windsor Park	103	15	39	2

	Saturday		Sunday	
Station Name	**Inbound**	**Outbound**	**Inbound**	**Outbound**
Cheltenham, 79th St.	71	3	17	0
83rd St.	134	1	53	1
87th St.	83	0	19	5
South Chicago, 93rd St.	219	0	71	0
TOTAL	**804**	**35**	**273**	**16**

Source: 1999 Metra System Boarding and Alighting Counts

Weekend boarding counts from Metra are only available from 1999, and show a travel pattern that is more bi-directional along the Main Line stations, but still very much oriented to Hyde Park and downtown along the South Chicago Branch.

In addition to service from the Metra Electric District trains, NICTD South Shore trains also stop at the 55th-56th-57th Street and 63rd Street stations, and customers are allowed only to board the train heading eastbound toward Indiana. Ridership data from 2006 indicates that there are approximately 150 customers who boarded South Shore trains at these stations, with the vast majority arriving in the a.m. peak and heading back eastbound during the evening commute.

Operational Capacity

CTA Bus[46]

CTA Service Standards specify that the typical bus will have between 50 and 60 passengers on board for peak period service, which includes 10 to 20 standees.[47] Articulated buses can accommodate 93 persons during the peak period, including up to 23 standees.[48] While the length of bus routes and high number of stops makes it difficult to track bus capacity utilization rates, passenger flow rates are used by the CTA to help determine whether passenger demand is being accommodated by existing levels of service. Passenger flow is defined as the number of passengers on buses (or rail cars) per half-hour at the busiest location along the route. When passenger flow rates deviate from the CTA Service Standards found in Table 5.48, service levels may be evaluated for adjustment to better accommodate demand.

[46] CTA Transit Operations Division, "Chicago Transit Authority Service Standards," July 2001, p. 19

[47] Ibid

[48] Ibid

Table 5.48 CTA Service Standards: Relationship between Passenger Flow and Service Frequency in the Peak Period

Mode	Passenger Flow per Half-Hour (in one direction)	Interval between Vehicles	Average Number of Passengers per Bus
Bus	300 – 360	5 minutes	50 - 60

Because the busiest bus stop on the route (which is used to calculate the passenger flow rates) often falls outside of the study area, an analysis of passenger flow rates has not been included in this report. Passenger demand for CTA bus service may exceed capacity along some routes, particularly within peak hours.

CTA Rail

CTA Service Standards specify a target peak load of 50 to 80 passengers per railcar in the peak hours.[49] Table 5.48 below demonstrates the average weekday peak load figures calculated at 15-minute intervals from departure at each line's terminal station. These figures represent the average maximum peak load point per railcar at stations within the study area; each line's overall peak load point (which is not included here) may or may not occur within the study area.

Table 5.49 CTA Red and Green Line Average Peak Load Capacity Figures within the Study Area (September 2010)[50]

	Average Maximum Load per Railcar	
	Red Line	Green Line
Northbound AM Peak	40	42
Southbound AM Peak	19	18
Northbound PM Peak	10	10
Southbound PM Peak	41	24

It is important to note that this does not correlate to overall rail ridership volumes: the Red Line operates more frequently and with more railcars than the Green Line to carry a greater number

[49] Data received from CTA January 2011

[50] Data received from CTA January 2011

of passengers. This table demonstrates that the two rail lines have similar rates of utilization for the respective level of service offered, with the exception of the southbound Green Line PM Peak trains. In that case, the southbound Green Line is less heavily used than the southbound Red Line.

It is also important to note that the average peak railcar load within the study area does not meet or exceed the peak load guidelines established within CTA's Service Standards. This indicates that rail passenger demand within the study area is not exceeding the existing levels of service.

Metra[51]

The capacity utilization rate of peak period/peak direction trains on the Metra Electric District Main line and South Chicago branch is shown in Table 5.50. The capacity utilization rates (the average percentage of occupied seats) of both the Main line and South Chicago branch decreased between October 2009 and October 2010, and both are below the system average capacity utilization rate.

Table 5.50 Metra Capacity Utilization Rate (Peak Period/Peak Direction)

	Percent Capacity Utilization	
	October 2009	October 2010
Electric District Main line	65.0	63.0
Electric District South Chicago branch	43.2	33.1
System	75.0	72.5

Average weekday capacity utilization rates for the Metra Electric Main Line and South Chicago branch in October 2010 are shown in Table 5.51 below.[52]

[51] Metra Division of Capital & Strategic Planning, "Capacity Utilization of Trains, commuter Rail System, October 2010," January 2011, p. 3

[52] Ibid, pp. 17 – 18, 23 - 24

Table 5.51 Average Weekday Capacity Utilization (October 2010)

	Metra Electric District Main Line		Metra Electric District South Chicago Branch	
	Inbound	Outbound	Inbound	Outbound
Total available seats	29,575	29,306	15,056	16,208
Total average passenger load	14,549	14,962	2,622	2,793
Average percent occupied seats	49.2	51.1	17.4	17.2

The comparatively low rates of utilization on both the Main line and the South Chicago branch indicate that ridership demand is likely being accommodated by existing service. This may also signify opportunities to increase ridership without increasing system cost.

Transit Mode Efficiency

The South Lakefront study area is served by a network of three transit modes that each are designed to serve distinct travel needs:

- Metra commuter rail service
  - Provides frequent, high capacity, peak hour service to and from Hyde Park and Chicago's central business district;
  - Offers hourly/bi-hourly off-peak service; and
  - Offers rail transit coverage along the south-central and eastern portions of the study area.
- CTA heavy rail
  - Provides 24-hour, frequent service on the Red Line and approximately 20-hour service on the Green Line;
  - Connects passengers to the entire CTA rail and bus transit network; and
  - Offers rail transit coverage along the western edge of the study area.
- CTA bus
  - Includes 32 bus routes within the study area;
  - Offers convenient service to diverse origins and destinations through a mixture of local and express routes;

- Provides maximum number of both east/west and north/south route combinations and access to heavy rail;
- Includes a mixture of key and support routes that form the backbone of the transit system; and
- Offers broad geographic coverage across the study area.

It is important to note that Metra service is designed to move passengers between residential areas and a terminal station in the downtown, while CTA service moves passengers not only into the downtown, but offers access to a bus and rail network that spreads throughout the service area. Metra's comparatively less frequent commuter rail service complements the CTA's comparatively more frequent rapid transit rail service.

Capacity utilization rates indicate that the layering of existing Metra commuter rail, CTA heavy rail and CTA bus service is producing capacity that is sufficient to handle the existing travel demand of South Lakefront residents. Changing market conditions and development patterns within the study area, particularly within the northern half of the study area, may shift existing travel demands and passenger needs. This study will assist the City, transit service boards, and neighborhood stakeholders in evaluating what (if any) changes to the existing transit network may be necessary to continue the provision of efficient transit service within the study area.

5.2 Assessment of Existing Transportation System

Fare Policies and Structure

According to the Regional Transportation Authority Act, each Service Board (CTA, Metra and Pace) has the authority to set its own fares and level of services. CTA and Metra each operate under unique fare pricing structures and fare collection systems.

CTA and Pace use turnstile and farebox "barriers" to verify payment of flat fares (rather than distance-based fares) at the passenger's point of entry into the system. In addition, CTA and Pace employ similar automated fare collection technology that allows the CTA and Pace to offer inter-operable fare products, including CTA/Pace 30-Day Pass, ChicagoCard/Plus, CTA/Pace 7-Day Pass, and Transit Cards.

In contrast, Metra is an open boarding system in which fares are distance-based and on-board conductors verify payment. Barrier type and open boarding approaches to fare collection are completely different business models; there are technological and policy challenges to reconciling these two approaches.

There is, however, an existing inter-agency fare product called the Link-Up pass, which allows reduced-fare transfers between CTA, Metra and Pace. Metra monthly pass holders can purchase a Link-Up pass for an additional $39, which gives the Link-Up pass holder transfer privileges to peak hour CTA (bus and rapid transit) and Pace services. The Link-Up pass is either a sticker that is affixed to the Metra monthly pass or a monthly magnetic stripe transit farecard. CTA restricts the use of the Link-Up pass to weekday peak travel times (6:00 to 9:30

am and 3:30 to 7:00 pm). There are no other transfer discounts or other reduced fare products for passengers transferring between CTA and Metra service.

As part of its continuing regional coordination mission, the RTA is pursuing the concept of "open payments" as a way to provide seamless inter-agency transferring. Under this system, transit customers would be able to use a single method of payment for trips that board through a CTA turnstile, at the CTA or Pace bus farebox, on the Metra commuter train or at the Metra commuter rail station. There would be no need to convert money into specialized transit currency, such as a CTA 30-day pass or Metra 10-ride ticket.

An open payment system leverages the ubiquity and existing infrastructure of contactless smartcards that are currently being issued by banks and the payment card industry. Customers would have the option to purchase "pre-funded" pass products through a bank-issued smartcard account (used as a "virtual pass") or as stored value fare product. Unbanked and under-banked customers would use smartcard "gift cards" to load value or to purchase a pass product.

Fare transactions and cost reimbursements to the transit providers would be managed in a "back-office," which would allow the customer to seamlessly transfer from one service provider to another using a single method of payment. Ultimately, the RTA is seeking a "smart chip" technology that could be used in a variety of forms, including credit /debit cards, cell phones, and key fobs. The open payment model is based on non-proprietary digital standards and architecture; the technology is not "owned" by any one provider.

Customers should be able to travel between any two points in the region without navigating complicated fare structures or using multiple fare media. The structure and function of fare media should promote regional mobility by making transit usage as seamless as possible for the customer.

It is the intention of the RTA to pursue a regional open payment system through continued coordination and collaboration with the Service Boards that leverages each Board's individual investments in the development of open payment systems. The adoption of an open payment system by the CTA, Metra and Pace could have particular relevance for the South Lakefront because both Metra and CTA operate within the study area.

As shown in Tables 5.52 and 5.53, the cost of a 30-day CTA bus and rail pass exceeds the cost of a Metra monthly passes to two of the three zones within the study area (A and B). It is important to note, however, that CTA passes enable access to and transfers within the entire CTA rail and bus network. Metra monthly passes only apply to travel within the designated zones.

CTA

The CTA operates a flat fare structure: each bus or rail ride is one flat rate, regardless of distance traveled. Fares can be paid using a variety of different media, as shown in Table 5.52, and are collected at turnstiles (rail service) and on-board fareboxes (bus service).

Table 5.52 CTA Fare Media[53]

Fare Type	Characteristics
Chicago Card	Stored-value farecard with an imbedded microchip that can register fares by touching the card to the fare equipment on rail turnstiles and bus fareboxes. Value is added with cash at CTA vending machines.
Chicago Card Plus	Smartcard with an imbedded microchip that can register fares by touching the card to the fare equipment on rail turnstiles and bus fareboxes. It can be used as a stored value card or 30-day pass, with balance maintained in an online account rather than on the cards itself. Value is added with credit cards or through electronic transit benefit deductions only. Features online reloading; embedded microchip; customer accounts automatically reload each time their account value falls below the pre-selected reload amounts.
Transit Card	Stored value or pre-loaded value magnetic cards that can be used at rail turnstiles or bus fareboxes. Value is added with cash at CTA vending machines. Stored value cards can be purchased at CTA vending machines; pre-loaded value cards can be purchased from the CTA or various locations throughout the city, including grocery stores and currency exchanges.
Passes	Allow unlimited rides for the specific amount of time. Can be purchased at numerous retail locations, or CTA stations with special CTA Pass Vending Machines.
Cash	Accepted on buses; no change is given and no transfers are included. Rail turnstiles do not accept cash; cash can be used to purchase a transit card at any rail station.

The current CTA fare structure is listed in Table 5.53.

[53] CTA, "How–To Guide: Buying Fares," http://www.transitchicago.com/riding_cta/how_to_guides/buyingfare.aspx; Chicago Transit Authority, "Meeting the Challenge of a Struggling Economy: President's 2011 Budget Recommendations," p. 135

Table 5.53 CTA Fares and Structure (effective January 1, 2009)[54]

Fare Type	Fare
Regular Full Fare Cash	$2.25 (bus) $2.25 (rail)
Regular Full Fare Transit Card (TC)	$2.00 (bus) $2.25 (rail)
Regular Full Fare Chicago Card (CC)	$2.00 (bus) $2.25 (rail)
Regular TC or CC Transfer	$0.25
1-Day Pass	$5.75
3-Day Pass	$14.00
Full Fare 7-Day Pass	$23.00
Full Fare 30-Day Pass	$86.00
Regular Reduced Fare Cash	$1.00
Regular Reduced Fare TC	$0.85
Reduced Fare TC/CC Transfer	$0.15
Reduced Fare 30-Day Pass	$35.00

Cash customers pay a 25-cent premium on buses and cannot purchase transfers; this premium is 15 cents for reduced fare passengers.

Metra

Metra commuter rail operates on a distance-based zoned fare system. Fare media includes one-way tickets, ten-ride passes and monthly passes. Fares can be purchased using cash, personal checks and credit/debit cards from a ticket agent on duty at a station or, in the case of one-way tickets, on-board from a conductor. A fee of $3.00 is added to the ticket price if the ticket is purchased on-board when departing from a station with a ticket agent. If no ticket agent staffs the departing station, the on-board ticket purchase fee is waived. All Metra fare media is paper-based and is visually inspected/validated by on-board conductors. Zones and fares for study area stations are shown in Table 5.54.

[54] Chicago Transit Authority, "Meeting the Challenge of a Struggling Economy: President's 2011 Budget Recommendations," p. 127

Table 5.54 Metra Fares and Structure [55]

Metra Branch / Station	Zone	Monthly	Ten-Ride	One-Way
Main Line: 27th Street	A	$58.05	$18.30	$2.25
Main Line: 47th Street	B	$63.45	$20.00	$2.50
Main Line: 53rd Street	B			
Main Line: 56th Street	B			
Main Line: 59th Street	B			
Main Line: 63rd Street	B			
Main Line: 75th Street	B			
Main Line: 79th Street	B			
South Chicago: Stony Island	B			
South Chicago: Bryn Mawr	B			
South Chicago: South Shore	B			
South Chicago: Windsor Park	B			
South Chicago: 79th Street	B			
South Chicago: 83rd Streets	B			
South Chicago: 87th Street	B			
South Chicago: 93rd Street	B			
Main Line: 83rd Street	C	$90.45	$28.50	$3.50
Main Line: 87th Street	C			
Main Line 91st Street	C			
Main Line: 95th Street	C			
Inter-zone travel	B - B	$58.05	$18.30	$2.25
	B - C	$63.45	$20.00	$2.50
	C - C	$58.05	$18.30	$2.25

[55] Metra, http://metrarail.com.metra/en/home/tickets.html#FullFareSchedule

Rider Satisfaction

CTA and Metra each conduct systemwide customer surveys to gauge rider satisfaction with existing service and to understand which transit system attributes (speed of service, cleanliness, accessibility, etc.) are most valued by riders or need improvements. These surveys provide guidance to the transit agencies when evaluating existing service and planning for the future.

CTA

The CTA has been engaged in systemwide strategic customer satisfaction surveying since 1995. The CTA's most recent activity, the "Rider/Non-Rider Behavior and Attitudes Survey," whose findings were released as a draft report in March 2010, expands beyond traditional customer surveys to engage non-riders.[56] The systemwide survey, which was conducted by telephone with more than 2,800 people in the Fall of 2009, was designed to understand travel behavior, the important characteristics considered when choosing a local travel mode, and perceptions of transit, the CTA and auto travel. Respondents were randomly chosen from within the CTA's service area, with specific quotas set up by zip code to ensure a geographic distribution of respondents. Key outcomes included:[57]

- The most important considerations in choosing a transportation mode relate to being on time, "part of your world" (near where the traveler is and where the traveler is going; the traveler's familiar with it), value and safety from crime;
- Aspects of lesser importance include getting information about the trip, traffic aspects (accident risk, congestion, environmental benefits), comfort and parking; and
- CTA rail is generally seen as being superior to CTA bus, but inferior to auto.

The analysis identified five population groups with distinct perceptions of transit: Public Transit Fans, Diehard Drivers, Older Stay-at-Homes, Younger Urbanites and Upscale Trekkers:[58]

- Buses received the highest average rating from Older Stay-at-Homes (63 percent) and Public Transit Fans (66 percent) and lowest from Upscale Trekkers (17 percent) and Diehard Drivers (17 percent); and
- Rail generally received higher ratings than bus, especially from Public Transit Fans (net favorability rating of 85 percent), voluntary riders (74 percent) and choice riders (72 percent).

[56] CTA, "Rider/Non-Rider Behavior and Attitudes Survey," March 2010

[57] Ibid, p. 2

[58] Ibid, p. 2

The majority of CTA customers ride the bus, but respondents consistently showed a preference for rail: among CTA customers, the net favorability rating was 68 percent for rail and 47 percent for bus.[59] Even bus customers favored rail over bus (69 percent vs. 57 percent), reflecting the fact that bus customers do not always have rail (or all-rail) options.[60]

The report concluded that the CTA has the opportunity to increase ridership among several markets, including infrequent customers, occasional customers, lapsed customers and voluntarily dependent riders.[61]

The CTA also completed the "2008 Customer Experience Survey" as a continuation of the CTA's focus on:[62]

- Maintaining a clear understanding of customers' changing expectation and requirements;
- Determining how well the agency is succeeding in satisfying these expectations and requirements; and
- Developing a set of Strategic Imperatives – actions that, if taken, will improve long-term customer satisfaction and loyalty.

Major findings include:[63]

- 42 percent of households in the CTA service territory have one or more CTA customers;
- CTA customers are riding slightly less frequently (3.92 days a week in 2008, compared to 3.96 in 2006);
- There has been a slight increase in bus ridership frequency (4.07 days per week compared to 3.92 in 2006, which is still well below the 1997 average of 4.35 days per week);
- The three most important factors in customers' decision to use transit are access to a bus stop/rail station near home, safety from crime when riding and getting to one's destination on time;
- Bus customers are most likely to consider access to service near home, cost, knowing when the next bus will arrive and comfort when riding as important factors in their mode choice decision; and

[59] Ibid, p. 5

[60] Ibid, p. 5

[61] Ibid, p. 7

[62] CTA, "Chicago Transit Authority 2008 Customer Experience Survey," p. 2

[63] Ibid, pp. ii-vii

- Overall, 83 percent of CTA riders are satisfied (half of which are "very satisfied" or "somewhat satisfied").

Metra

Metra's most recently-completed rider survey was completed in 2005. It is important to note that the survey is summarized at the line level rather than at the station level, so many Electric District participants are likely to have originated from suburban locations that are outside of the study area. The report was completed to provide Metra with "a continuum of data about its customer base, permitting the agency to monitor and address subtle and dynamic changes in its market, demographic profiles of its riders, and real or perceived concerns about the quality of service."[64] As shown in Table 5.55, Metra riders are generally satisfied with service and awarded it a slightly higher rating in 2005 than in 1999. Rider satisfaction on the Metra Electric line mirrors that of the overall system.

Table 5.55 Overall Rating of Metra Service (Scale of 1-10; 10 is high)[65]

Metra Line	1999 Mean	2005 Mean
Metra Electric	7.5	7.7
System Average	7.5	7.7

As in previous surveys, the survey found that getting riders to their destinations on time was by far the most important attribute.[66] This is mostly a result of the commuter-orientation of the system: riders are likely more sensitive to time when going to work than travelling for other reasons. The responses of Metra Electric line riders generally track with responses of the overall system, except in the categories of frequency of service, safety and availability of parking. Electric District riders are comparatively less concerned about how frequent their rush-hour service is, and comparatively more concerned with safety and availability of parking. These responses could be a reflection of the Electric District's operation within a comparatively denser, urban environment than lines which service suburban communities.

[64] Metra, "2005 Metra Rider Survey, Draft Report March 2006," p. ES-1

[65] Ibid, p. 8-1

[66] Ibid, p. ES-6

Table 5.56 Ranking Most Important Attributes of Metra Service (1 is most important; 10 is least important)[67]

Attribute	Total	Metra Electric
Getting to your destination on time	1	1
Value for your money	2	2
Frequency of rush service	3	6
Getting to your destination quickly	4	4
Safety at boarding station	5	3
Safety at destination station	6	5
Overall Metra service	7	7
Availability of parking	8	10
Frequency of non-rush service	9	8
Availability of seats on the train	10	9

When asked to prioritize frequency and speed of service, Electric District riders' preference for more frequent service increased at a greater rate than the system average, but the majority of riders would still prefer faster service to more frequent service.

Table 5.57 Percent Who Prefer More Frequent vs. Faster Service[68]

Metra Line	1999 Survey	2005 Survey
Metra Electric	25	32
System Average	25	29

[67] Ibid, p. 8-8

[68] Ibid, p. 9-3

Potential for Adding New Capacity / New Service

CTA

Bus and rail service are currently running at comparatively short headways and not exceeding capacity, which indicates that there is not currently the demand to justify capacity expansion on existing routes/lines.

The implementation of new or improved transit service within the study area may, however, capture new transit riders. As previously discussed, the CTA has already performed preliminary planning work to evaluate the viability of Jeffery Boulevard as a BRT corridor, including the completion of a traffic study[69] and design standards for dedicated bus lanes.[70] The traffic study found that "the striping of a part-time dedicated bus lane on Jeffery Boulevard between 67th and 83rd Streets during AM and PM peak hours is not anticipated to generate a significant negative impact through the review of roadway geometry, signage, parking, traffic operations, and safety."[71] Based on a review of the design standards for designated bus lanes, it is likely that several major north-south roadways within the study area may be able to geometrically support a dedicated bus lane. Based on CDOT's existing roadway levels of service data, as discussed earlier in this document, preliminary indications are that a dedicated transit lane would not significantly negatively impact vehicular flow on major north-south arterials. The creation of a dedicated bus lane, bus rapid transit, or street-running rail service within the study area will require a much more detailed level of analysis in subsequent phases of the study. Public open houses to solicit stakeholder input for the final design of the corridor were scheduled for early June 2011.

Metra[72]

Metra staff have identified a series of challenges that must be addressed before expanding existing service on the Metra Electric Main line or South Chicago branch. These challenges can be grouped into four categories:

- **Operations:** Capacity during peak periods is an issue at the Randolph Street station. Increased service will consume any existing excess capacity at this station for what some Metra staff perceive as duplicative service to what is currently offered within the study area by the CTA. There is no additional capacity at the rail yard where train cars would be stored and serviced.

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[69] CTA, "BRT Pilot Program: Traffic Study Jeffery Boulevard from 67th Street to 93rd Street, Draft December 9, 2008"

[70] CTA in association with the City of Chicago, "BRT Pilot Program: Design Standards for Dedicated Bus Lanes"

[71] CTA, "BRT Pilot Program: Traffic Study Jeffery Boulevard from 67th Street to 93rd Street, Draft December 9, 2008," p. 1

[72] Interview with Metra staff, January 2011

- **Equipment:** Existing electrical substations are at capacity; any service expansion would require corresponding substation expansion. Signaling upgrades, which are currently included in Metra's capital plan but not fully funded, would also be required.

- **Cost:** In addition to the capital costs associated with upgraded electrical substations and signals, operating costs would be increased. Increase in off-peak service affects how vehicles and tracks are serviced, and would result in increased maintenance costs. The additional labor hours needed to operate expanded service would also increase operating costs.

- **Policy:** The service that is currently offered on the Electric District Main line and South Chicago branch during peak and off-peak times is comparable to what is offered on other Metra lines systemwide. Increases to service within the study area could be considered inequitable by riders along other lines within the Metra system.

Metra staff also believes that the potential conversion of the South Chicago branch to light rail operations (as reflected in prior Gray Line and Gold Line Proposals) may encounter some regulatory roadblocks. Specifically, the Federal Railroad Administration, which regulates freight rail, inter-city passenger rail service and commuter rail service, may place significant restrictions on the ability for rail transit service to coexist with the general rail system. The City of Chicago, though its CREATE project, has provided environmental and federal policy review of removing freight and intercity passenger rail from this corridor.

5.3 Findings

Based on the data collected regarding the operations and infrastructure of the study area's existing transit network, the following series of findings provide a basis from which conclusions can be drawn that will guide the development and evaluation of alternatives during subsequent phases of the study.

Service Coverage and Travel Times

- The study area is covered by a network of CTA local and express bus, CTA rail and Metra service. Metra service is primarily designed to move passengers between residential areas and a terminal station downtown; CTA service moves also passengers into the downtown, but also offers transfers to the CTA bus and rail network that spreads throughout the service area, provides reverse commute service and connects with Pace bus service to the suburbs.

  - With the exception of the overnight hours, the CTA bus network covers almost the entire study area and typically operates at headways of less than 20 minutes (in some cases significantly less).
  - Key north/south routes (such as the 3 and 4) and east/west routes (such as the 55, 63, 79 and 87) provide service every 10 minutes or less throughout most of the day as well as overnight service.

  - Overnight, bus service is provided by a set of key routes that are primarily oriented to feeding passengers to the Red Line, which operates on a 24-hour basis.
  - Local bus service provides service within the study area and feeds riders into the CTA heavy rail and Metra services.
  - Express bus routes provide rail-like travel times and levels of service between portions of the study area and the downtown.
  - CTA heavy rail service (Green and Red Lines) offer frequent service; the Red Line operates 24 hours a day, while the Green Line operates approximately 21 hours a day.
  - Metra rail service operates along the eastern length of the study area and across its southern portion, but offers comparatively less frequent service than CTA's heavy rail, and does not enable reduced-fare transfers into the CTA transit network.

- Three of the chosen points of origin within the study area (35th and State, Pershing and Cottage Grove, and 58th and Cottage Grove) exhibit consistently longer travel times per mile to the same destinations as other points of origin within the study area.

- Two areas of comparatively high population density and low access to rail transit service exist within the study area: along Cottage Grove between 35th Street and Garfield, and on a few blocks bordering both Jeffery Boulevard and Yates between 75th and 83rd Streets.

- Comparatively low population density can be found within a half-mile of several study area rail stations.

- CTA and Metra each maintain separate fare structures and collection methods. The Link Up pass (which allows Metra monthly riders to pay an additional $39 and ride CTA buses during peak commuting periods) is the only fare tool that allows transfers between the service boards.

Infrastructure and Planning

- Both CTA and Metra are facing financial challenges that make meeting a systemwide state of good repair standard difficult. Despite these ongoing challenges, both service boards have successfully used non-traditional funding sources to continuing planning and construction activities to meet the existing and future needs of riders.

- Construction of the proposed Red Line to 130th Street or the implementation of BRT service along the Jeffery Boulevard corridor would positively impact the mobility and access of study area businesses and residents.

- It is not anticipated that there are physical constraints along any of the major north/south arterials which would preclude the possibility of new street-running BRT or rail service. Significant traffic levels on some of the major streets (e.g., Cottage Grove Boulevard, Stony Island Drive, South Lake Shore Drive), may be a challenge to providing more rapid transit service along these streets.

- Metra has identified a series of operational, equipment, financial, and policy challenges that must be addressed before considering expanded service on the Electric District Main Line or South Chicago branch.

Utilization of Existing Services

- Local CTA bus routes serve the majority of transit trips originating within the study area, with nearly 128,000 average weekday boardings of these services as of September 2010.
- Rail utilization patterns have experienced significant decline in the southern portions of the study area, particularly at Metra Electric District South Chicago Branch and CTA Green Line East 63rd Branch stations.
- CTA express bus routes into the downtown, which were added to and reorganized in the past decade, provide a growing number of trips to and from the study area. There are more boardings on these buses by study area residents than any of the Red Line, Green Line or Metra Electric District services.
- Metra capacity utilization rates fall below the system average.
- No study area rail service is exceeding capacity; while buses along some key study routes may exceed capacity during peak periods, it is likely that overall demand is being accommodated by existing CTA bus service.
- 83 percent of systemwide CTA riders are satisfied with CTA service, although rail service is viewed more favorably then bus service, even by bus riders.
- Passenger satisfaction rates on the Metra Electric District Main Line (which includes riders originating outside of the study area) match systemwide satisfaction rates.
- Given low or declining use of rail capacity and increased usage of bus service, there may be potential for system economies if bus riders can be shifted to rail.

6.0 Conclusions and Implications

This section provides a summary of key conclusions of the existing conditions assessment and the implications for the remainder of the study in terms of defined needs and opportunities. These findings will be combined with the stakeholder input to develop a set of options for consideration in the next step of the study.

6.1 Key Conclusions

Demographics and Travel Market

The market analysis conducted for this study provides a comprehensive picture of the demographic profile of the South Lakefront Corridor study area and the patterns of the trips to and from the area. Besides an analysis of travel by all modes to, from and within the study area, it included an analysis of the origins and destinations of CTA and Metra users, and their transfer patterns.

The residential population of the study area is highly transit dependent. Compared to Chicago averages, the study area exhibits higher unemployment, lower income levels, and lower auto-ownership levels. Certain community areas, like Washington Park and Oakland, lead in these characteristics although these characteristics extend to many community areas.

Since forecasted growth in the study area is relatively modest, the current transportation needs of this transit dependent population remain the focus of improvement efforts. However, needs generated by the large new development proposed for the U.S. Steel site and other recent and planned major developments should be considered as well.

By nature, the large transit dependent population relies on transit for all trip purposes. Transit therefore has to provide access to jobs, education and training to assist unemployed residents to obtain employment as well as to help existing workers maintain employment. It also needs to provide access to medical and social services, shopping, school and other activities. While some of the destinations for these purposes can be found in downtown Chicago and can be accessed relatively easily by a transit system that is largely geared to downtown travel, others are located in various places including in the study area, in other parts of the city and in suburban areas. Comprehensive system coverage and connectivity among services are critical in serving these needs.

Within the study area, Hyde Park is the major center for jobs, higher education and medical services and is therefore of great interest. Besides the Central Business District, other destinations for work and non-work trips are more dispersed throughout the study area and outside the study area. Areas to the west of the Loop and the Midway Airport area are

noteworthy destinations outside the study area to which there are many trips but low transit market shares.

There is a relatively low market share of transit for trips made entirely within the study area despite the transit-dependent nature of the residents of the study area. This suggests that there may be potential to increase the transit market share within the study area by improving existing transit services (e.g., frequency or schedule). Examining mode transit market share more closely, we observe somewhat lower for trips between different parts of the study area than for trips within smaller areas around existing transit lines. While this is to be expected, there may be opportunities to improve service between the neighborhoods that comprise the study area as well as to provide better local circulation.

Land Use and Development

Promoting Stability

The belt of stable or growing neighborhoods along the Lake from the north end of the study area through South Shore and in the center of the study area needs quality transportation options to maintain choice and flexibility for work trips to the Loop and across the region, and personal / shopping trips to commercial centers locally and elsewhere.

Areas for consideration for particular focus include:

- Facilitating access to existing transit for students, employees, and visitors to the University of Chicago in Hyde Park from within the study area, from Downtown and other parts of Chicago, and from the suburbs;
- Maintaining time-efficient transportation options – including east-west connections to rail or express transit – for work trips for residents throughout the study area;
- Encouraging customer trips and employment access to commercial districts along Stony Island and Cottage Grove;
- Maximizing utility and attractiveness of current transit networks as community assets by improving amenities, signage, safety, lighting, parking, and real-time trip information.

Encouraging Regeneration and New Growth

Popular conventional wisdom holds that not much is happening in terms of new development on the South Side of Chicago. As discussed in Chapter 4.0, quite the opposite is true, with exciting mixed-use and residential redevelopment projects occurring throughout the study area like Oakwood Shores, Lake Meadows redevelopment, Park Boulevard, Legends South, University of Chicago facility expansions, and Lakeside, to mention a few. An effective transportation network with appropriate choice options tailored according to land use patterns and end user characteristics are vital to the successful roll-out of the projects discussed.

Areas for consideration for focus include:

- Ensuring east-west connections and access points for high speed transit options like express buses, commuter rail, or CTA heavy rail for the growing residential areas in Kenwood-Douglas-Oakland (e.g., around Oakwood Shores and Lake Meadows) in support of work trips;

- Maintaining and enhancing rail service connections on the CTA Red Line and Green Line and on the Metra lines passing through the study area in support of long-term residential redevelopments in Grand Boulevard and Washington Park (such as Park Boulevard and Legends South);

- Connecting Lakeside – a radically different future land use pattern from the current and historic situations – to the City grid and transit network;

Preventing Further Decline

Providing access to transportation via transit is a necessary condition to prevent further deterioration of the portions of the study area that have experienced disinvestment and decline in recent decades. However, new service would not likely be the sole catalyst in regenerating these neighborhoods. Some of the neighborhoods with the greatest need for economic development are already well-served by transit. However, neighborhoods with significant vacant assemble-able land in relatively close proximity to the Loop with good transit access can become medium-term candidates for large-scale redevelopment after the current supplies of new construction housing have been absorbed and retail space right-sizes, assuming population and household numbers continue to rise and sufficient employment opportunities are available. Improvement of the transit experience through streetscaping, wayfinding and other improvements will also play a role in improving neighborhood environments and mobility, and make them more attractive / less risky to developers. Additionally, many of the study area neighborhoods with the greatest need for assistance to help overcome challenging redevelopment conditions (such as those in Grand Boulevard, Washington Park, and Woodlawn) have already established TIF districts to provide seed money or gap financing for eligible infrastructure, real estate and human development projects.

Areas for consideration for focus include:

- Maintaining the current network of transit service for work trips and other/shopping trips from Oakland, Washington Park, Grand Boulevard, and Woodlawn;

- Ensuring transit facilities (shelters or stations) in struggling neighborhoods areas are well-maintained and are perceived as safe by riders;

- Continuing to encourage transit-oriented-development planning and implementation through coordination and support to local community organizations, with positive and proactive support from transportation service providers and City agencies.

Transportation Services, Infrastructure and Utilization

Based on an analysis of the operations and infrastructure of the study area's existing transit network, the following series of conclusions provide a portion of the framework within which transit investment alternatives will be developed during subsequent phases of the study.

Existing Conditions

- The study area is generally well served by the existing transit network: CTA rail, bus and express bus, and Metra Electric Main line and South Chicago branch commuter rail service. Although the frequency of service is reduced during weekends and off-peak periods, the study area's dense transit geographic coverage remains intact.

- Existing services appear to have sufficient capacity to meet existing travel demand.

  - CTA's peak rail loadings indicate that demand is being accommodated.
  - Metra's capacity utilization rates also suggest that existing travel needs are being met.
  - Changing market conditions and development could change that situation, especially in the northern subareas and at the USX redevelopment site.
  - The bus network in the study area is well-utilized by residents and workers, and remains the most commonly used mode for north-south trips, despite the presence of the three rail transit corridors.

- Three of the selected points of origin within the study area (35th and State, Pershing and Cottage Grove, and 58th and Cottage Grove) exhibit consistently longer travel times per mile than the other points of origin within the study area to the same major destinations.

- Some neighborhoods have low frequency services during off-peak periods and require transfers between modes and service boards to complete some trips most effectively. Low off-peak service frequencies are common to commuter rail service but inconsistent with urban rail rapid transit service. Transfers between service boards involve additional fares under the current systemwide fare policies.

- Areas of comparatively high population density and low access to rail transit service exist within the study area: along Cottage Grove between 35th Street and Garfield, and on a few blocks bordering both Jeffery Boulevard and Yates between 75th and 83rd Streets. Comparatively low population density can be found within a half-mile of several study area rail stations.

Issues for Consideration

- Bus system service improvements that would most directly impact the existing customer base would be improvements to travel times and reliability. This could include improved frequency or span of service on existing routes, or lower-cost infrastructure investments (e.g., transit signal priority, bus-only lanes) that improve schedule adherence and reduce travel time.

- The Cottage Grove Corridor between the Loop and Hyde Park, with higher densities, rapid development and instances of longer per-mile travel times, might be able to support a new rail line.
- Within the southern portion of the study area (south of 71st Street):
  - CTA express bus routes provide higher speed commuter service to the CBD.
  - Existing and foreseen development patterns may not provide the density to support major rail investment(s).
- Along the South Chicago branch:
  - There has been a recent history of ridership reductions.
  - Existing and foreseen development patterns may be unlikely to justify major new investment in the line, although the ultimate build-out of the Lakeside project could result in additional transit demand.
  - It is unclear whether the market would support higher service levels.
- There are other lower-cost changes in service attributes that could improve the quality of rail service, e.g., improved headways and more attractive stations with passenger amenities.
- A universal fare system would be especially attractive to transit users in the study area.
- All investments need to be considered in the context of Metra's and the CTA's well-known financial difficulties, which have delayed already planned rail line projects and which have caused the shift of capital dollars into operations. This would probably preclude the advancement of any major investment into the federal funding process.

6.2 Synthesis and Implications

Transit Market Opportunities

- Improve transit links from very low income neighborhoods to the job-rich areas within the city beyond the Loop and in near-by suburbs, specifically addressing travel to:
  - CMAP's traffic analysis zone District 21 (Austin/Garfield Park/Humboldt Park/United Center/Medical Center, including the Illinois Medical District) (from many community areas in the study area)
  - To District 29 (Midway Airport) (from many community areas in the study area)
  - From Washington Park and Oakland because of their status as the lowest-income areas
- Improve transit links to current and future job centers in the study area, such as Kenwood/Hyde Park and the Lakeside USX Southworks redevelopment site, from communities throughout the study area, and Washington Park and Oakland in particular.

- Improve access for non-work trips to retail/social services/other activity centers within the study area (particularly travel between neighborhoods), including:
  - To major shopping centers, such as the shopping center at 87th and Cottage Grove
  - To neighborhood retail districts, such as the retail district near 53rd and South Lake Park Avenue
  - To recreational locations, including the lake front, neighborhood and regional parks, and museums
  - To South Side social service centers
  - To City Colleges, Chicago Public Schools, and other private and charter schools
- Facilitate local circulation within study area around key activity centers and in target redevelopment areas, including:
  - Within the greater Hyde Park area including connections to/from Washington Park
  - Lakeside, the USX Southworks redevelopment site
- Improve transit levels of service where there is low mode share, but large trip flows
  - Most evident is Washington Park to Hyde Park

Transit System Improvement Opportunities

- Improve transit service in areas where existing population and/or employment density is high (or where planned development will increase density) but there is no rail or other high speed transit service. These areas include:
  - Bronzeville, Oakland and Oakwood Shores: the Cottage Grove corridor between 35th and Garfield
  - South Chicago: 79th to 91st along Yates
  - East Chatham, Burnside, Avalon Park, Marynook, Grand Crossing: 79th to 83rd along Metra Main Line
  - Hyde Park: 59th and Woodlawn in the evening
- Improve the frequency of service (particularly in off-peak periods) at Metra Main line stations south of 63rd Street, which would expand mobility options for area residents and may generate additional ridership.
- Target longer travel time trips. There are locations in the study area that consistently exhibit longer-than-average travel time per mile to key employment destinations that may benefit from new or enhanced transit service. Currently, these locations include:
  - 35th and State (*Douglas)*
  - Pershing and Cottage Grove (*Oakland)*
  - 58th and Cottage Grove *(Washington Park/Hyde Park)*

  - 47th and King Drive (*Grand Boulevard)*

- Reduce travel time and improve reliability on existing bus routes. The length of many key north/south bus corridors can result in long and unreliable bus travel times. Technological tools and small-scale infrastructure improvements may be able to address travel time and reliability issues in these key north/south bus corridors, including:

  - King Drive
  - Cottage Grove Avenue
  - Stony Island
  - Jeffrey Boulevard
  - South Lake Shore Drive

- Facilitate transfers through fare policy/payment and routing changes. There is evidence that the current separation of fare and service structure inhibits usage of the full transit network within the study area. Higher ridership may be generated through fare policy/payment methods and routing changes that encourage transfers between CTA and Metra service.

- Market existing technology tools, including the CTA Bus Tracker and Train Tracker systems, more aggressively marketed to demonstrate the convenience of transit service.

- Provide safer pedestrian and bicycle access and better wayfinding to the Metra Main line stations south of 63rd Street. Entrances to these station platforms are typically located within viaduct infrastructure, offer minimal passenger amenities, are not well-lit, have minimal signage and wayfinding, and most do not provide commuter parking.

- Improve the visibility, attractiveness and comfort of Metra stations in the study area, particularly along the Main line where station facilities are basic; lighting, access, and shelter would benefit from upgrades and could generate ridership.