A sense of inevitability smothers Broadway in Uptown, driven by a belief that any development here is good development. But the strip malls that dominate Uptown's Broadway corridor serve neither pedestrians nor drivers well. Multiplying curb cuts interrupt sidewalks, bike lanes and bus stops, snarling both pedestrian and vehicular traffic. Cramped, hard-to-navigate parking lots consume limited retail frontage. Further south, there are many inviting, pedestrian-friendly areas of Broadway. Why not in Uptown?

Towards a more vibrant and functional urban setting in Uptown:

- A denser, walkable street scale with continuous commercial spaces built out to the lot line could be phased in, relocating parking behind the Broadway commercial strip, along alleys, and under the El.
- A narrower Broadway, which still includes short term street parking, could be created by removing mid-block turn lanes and reserving them for cross streets.
- Plazas, pocket parks, connective paths, and other public amenities would take over the former parking lots, re-connecting adjacent neighborhoods to the strip. Some mid-block open spaces would be permanent, aligned with pedestrian crosswalks.

This framework would allow for growth and variable density over time. Ward 46

New Broadway
Lawton Stanley Architects
46th Ward

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Further south, there are many inviting, pedestrian-friendly areas of Broadway. Why not in Uptown?

This isn’t complicated, and it has worked in other places: denser, walkable streets with continuous commercial spaces built to the lot lines and parking relocated to the rear, along alleys, and under the El. Broadway is narrowed by removing mid-block turn lanes,-reserving those for cross streets, while maintaining short-term street parking. Plazas, pocket parks, connective paths and other public amenities replace parking lots not associated with stores, re-connecting adjacent neighborhoods to the strip. This is a framework for both growth and regeneration.