

# Chapter 2

## Transportation

## TRANSPORTATION FINDINGS

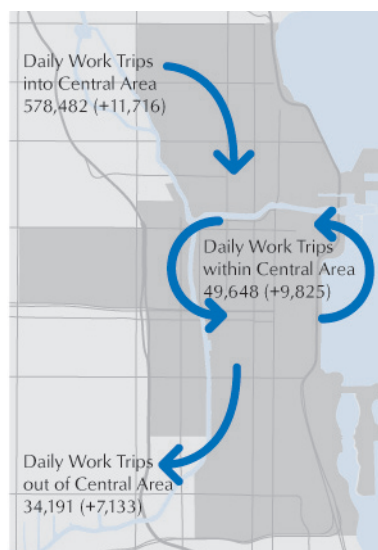
The Central Area is the primary employment center of the region. This, along with the development of new cultural and educational facilities and nearly a decade of unprecedented growth in residential development, has resulted in significant increases in trips into and within the Central Area. In addition, numerous completed or under-construction projects have changed transportation patterns in the Central Area. This is reflected in the most updated transportation and ridership data. These findings and project updates are summarized on the following pages and provide the basis for the conclusions and recommendations in this Plan.

### Central Area Trends

#### Central Area Work Trips

During the 1990s, work trips into, out of, and within the Central Area increased. Daily work trips within the Central Area grew by 25% to nearly 50,000.

**Figure 2-1: Central Area Work Trips**  
Year 2000 (Change from 1990)



Source: U.S. Census

As of the 2000 Census, over 578,000 people traveled into the Central Area to work each weekday. More than half of these people (52%) used transit.

While the Central Loop and West Loop contain the most employment and the highest share of transit riders, single-occupancy vehicles provided access to the majority of jobs in the South Loop, Near South, Near West and Near North districts. Each of these districts contains a growing number of jobs.

#### CTA Ridership

Total weekday boardings at Central Area CTA rail stations grew during the early 2000s, reaching an average of more than 200,000 per day. The stations with the most boardings in the Central Area are Clark/Lake (Blue, Loop elevated), Chicago (Red), Jackson (Red), Lake (Red), and Grand (Red).

Comparing 2001 with 2006 data, the CTA rail segments with the highest increases in weekday ridership include the Blue Line between LaSalle Street and UIC-Halsted (+41%) and the Red Line between Harrison Street and Cermak Road (+35%). These correspond with the neighborhoods experiencing the significant residential development during the same time period.

There are nearly as many bus boardings in the Central Area as rail, with an average of more than 160,000 per weekday (this has grown in recent years). The routes with the highest average boardings within the Central Area are:

- Route 151 - Sheridan
- Route 20 - Madison
- Route 66 - Chicago
- Route 29 - State
- Route 156 - LaSalle

#### Work Process

The Transportation Task Force, a group of transportation professionals, business leaders and agency representatives working in the Central Area, reviewed and helped to better define the strategies and projects envisioned by the 2003 Plan. In a series of four meetings over six months, the Task Force updated development and transportation trends, reviewed the set of transportation goals and needs, and conducted a comprehensive rating exercise of the project options for the Central Area.

The results of the rating process were used to offer guidance on the priority projects and implementation strategies needed to accomplish the growth and improvement goals of the Plan.

#### Metra Ridership

Weekday ridership on the Metra system grew by 14% overall between 2003 and 2008, reaching an average of more than 325,000 trips system-wide.

Roughly three-quarters of all Metra trips are peak period/peak direction (i.e., a.m. inbound, p.m. outbound), but there has been growth in the proportion of reverse commute, midday, and evening trips.

Most Metra trips either begin or end at one of the Central Area terminals. More than 163,000 passengers travel to a Central Area station on an average weekday.

Union Station remains the busiest station in the Metra system. Each weekday more than 54,000 people use the station to reach the Central Area.

# TRANSPORTATION FINDINGS

## Amtrak Ridership

Ridership at Chicago Union Station reached over 3.1 million during fiscal year 2008, an increase of more than 50% since 2002.

Overall ridership levels are up on each of the train lines in Illinois. In particular, increases in service levels in the St. Louis and Milwaukee corridors have driven corresponding ridership increases on these lines.

## River North Resident and Office Worker Surveys

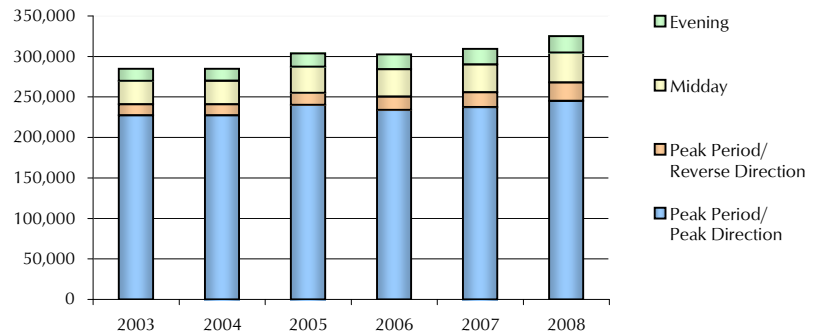
More than two-thirds (68%) of the residents surveyed as part of the 2007 River North Multimodal Analysis work within the district that would be served by the Carroll Avenue Transitway. Forty percent claimed that the proposed Transitway project would lead to a high or very-high increase in their transit usage.

Thirteen percent of the office workers surveyed lived in the immediate area. Thirty-two percent claimed that the project would lead to a high or very-high increase in their transit usage.

Both residents and office workers rank the same factors as the most important to increasing their transit usage:

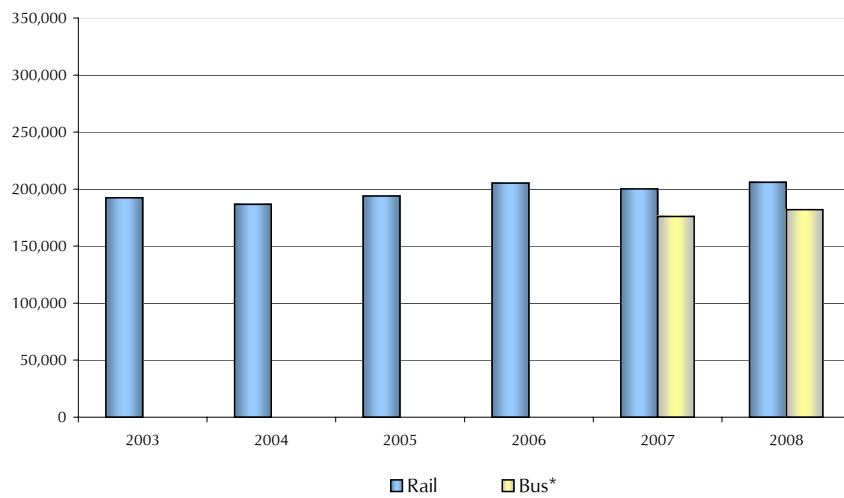
- Increased service frequency;
- Reduced travel time; and
- More convenient routes.

**Figure 2-2: Metra System Ridership**  
Average Weekday



Source: Metra Ridership Reports

**Figure 2-3: Central Area Station Boardings**  
Average Weekday



\* Detailed bus boarding data unavailable prior to 2007

Source: CTA

## PROJECT STATUS UPDATE



Image 2-1: Jackson/State/Dearborn CTA Subway Station Modernization



Image 2-2: Metra Millennium (Randolph) Station Modernization



Image 2-3: Washington Street Streetscape

The 2003 Central Area Plan identified a range of transportation projects. Progress has been made on many of these projects, described as follows.

### Completed Projects (2001-2006)

**Rapid Transit Station Modernization:** This CDOT program continues to upgrade key CTA rapid transit stations in the Central Area, creating a more pleasant and functional environment for transit customers. Upgrading stations to include ADA-compliant access is also included. Station upgrades in the Central Area since 2001 include:

- Lake/State
- Jackson/State/Dearborn
- Chicago/State

**Metra Millennium (Randolph) Station Modernization:** The terminal station for the Metra Electric and South Shore commuter rail lines was upgraded to include new access and Pedway connections.

### Metra North Central Service (NCS) Expansion, Union Pacific-West and Southwest Service Line Extensions:

Metra has continued to expand its service levels and regional coverage area. Recent upgrades of the NCS increased the number of daily trains into Chicago Union Station, and extension projects were recently completed on the Southwest Service to Manhattan and the Union Pacific-West Line to Elburn. Service levels were also expanded on the Southwest Service, increasing the number of trains from 15 to 30 per day.

**CTA Pink Line Upgrades:** An upgrade of this elevated branch on the City's west side was completed in 2005, with new stations and expanded train capacity to the Loop.

### Streetscape and Lighting Program:

CDOT's Streetscape and Lighting Program has primarily targeted pedestrian streets in the Central Loop, expanding and upgrading sidewalks and crosswalks, as well as installing decorative lighting, street plantings and furniture. Recently completed streets include:

- Washington Street
- Randolph Street

### East Wacker Drive Reconstruction:

Both levels of Wacker Drive were reconstructed between Michigan Avenue and Lake Street to include improved traffic operations and more public open space adjacent to the River. (Note: A second phase is planned for the north-south portion of Wacker, south of Lake Street)

### Installation of Signal Interconnects and Cameras:

Interconnected signals enable the City to coordinate traffic movements on the existing street grid and improve traffic flow. Recent installations have been completed in the Loop and River North, and installations are underway in Streeterville and the West Loop.

### Riverwalk Expansion:

The reconstruction of Wacker Drive and continued residential development along the North branch of the Chicago River have allowed for the construction of portions of the Riverwalk through these areas.

### Millennium Park Bicycle Station:

The new bicycle station at Millennium Park includes parking and locker facilities for commuters. The success of this station indicates the need for additional bicycle commuter stations in other portions of the Central Area.



## PROJECT STATUS UPDATE

### Projects Under Construction or Nearing Completion (2007-2008)

**Rapid Transit Station Modernization:** Reconstruction of the CTA Grand/State Red Line subway station began in 2008.

**Streetscape and Lighting Program:** Projects underway include Wabash Avenue (from Wacker Dr. to Roosevelt Road), Michigan Avenue (from Roosevelt Rd. to 24th Place), and DesPlaines Street (from Roosevelt Rd. to Polk St.).

**Metra Roosevelt Station:** The Metra Electric and NICTD South Shore Line station located at the south end of Grant Park is being rebuilt by CDOT to improve aesthetics and accessibility.

**CTA Brown Line Reconstruction:** The ongoing reconstruction of the Brown Line will improve stations along the line and expand capacity for eight-car trains.

**Airport Express Terminal:** A transit terminal at 108 North State (northwest corner of State and Washington) is the future location of dedicated express service to O'Hare and Midway Airports.

**LaSalle Station Intermodal Center:** A bus loading area adjacent to Metra's LaSalle Street Station at Congress Parkway and Financial Place will allow easier transfers to CTA bus routes downtown.

**Bus Rapid Transit (BRT) Planning:** In 2008, the City of Chicago and CTA began planning improved bus service in key corridors using dedicated lanes, signal-priority and faster boarding technology. The pilot corridors included Halsted and Chicago Avenues in the Central Area. The City continues to explore other potential corridors.

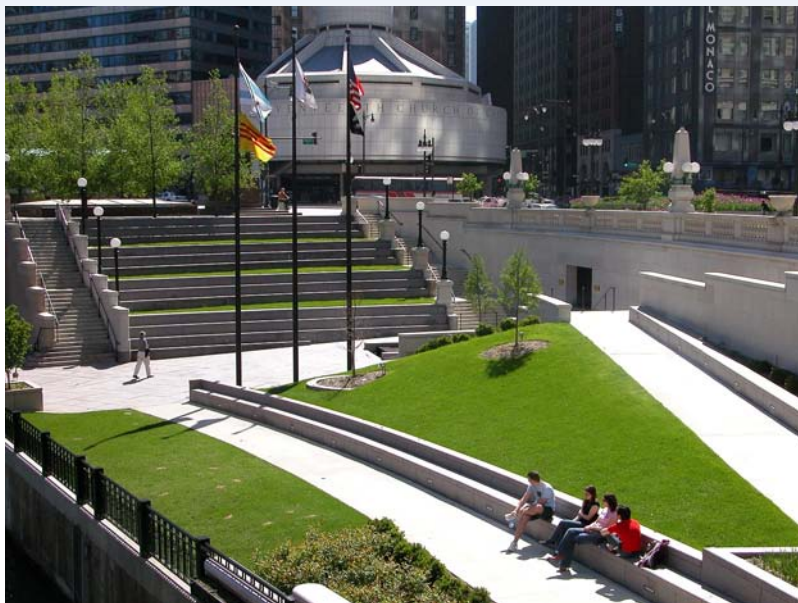


Image 2-4: Expansion of the Riverwalk System - New Vietnam Veterans Memorial at Wabash Plaza



Images 2-5 and 2-6: CTA Rapid Transit Station Modernization Grand/State Subway



Image 2-7: BRT planning efforts have identified key bus corridors for service upgrades, including Halsted and Chicago Avenues.

## GOALS AND NEEDS

The 2003 Central Area Plan established the major theme of an accessible, connected Central Area and defined a set of key goals for transportation in the Central Area. The Transportation Task Force took these goals as the starting point for the Action Plan, and worked to establish key needs for each goal and to help prioritize the proposed transportation projects. The key needs related to each goal are outlined below.

### Improve Transit in Central Area

- *Serve the growth in trips:* Daily trips into the Central Area continue to grow; as residential growth accelerates, the fastest growing trip types are those which both start and end within the Central Area.
- *Improved transit system coverage:* While the existing system serves the Loop, portions of the Central Area lack access to rapid transit, in particular Streeterville, Near South and Near West.
- *Improved service options in key growth districts:* Many districts continue to grow due to transit access, others grow despite poor transit access. Investments in the system should target locations with projected high employment densities (e.g., West Loop) and high residential densities (e.g., Streeterville).

### Increase Regional Transit Capacity

- *Improved system capacity and reliability:* Maintain and enhance high-capacity transit options for the economic viability of a dense and growing Central Area.
- *Creating a more extensive rapid-transit network:* Capture opportunities to extend and expand direct connections to the Central Area along the rapid transit rail network.
- *Connecting to regional growth areas:* Keep pace with regional growth and development patterns by improving or adding transit service in key suburban corridors.

### Improve Pedestrian Environment

- *Improved on-street environment:* Identify and improve key pedestrian corridors using CDOT streetscape and lighting program, focus on signature east-west streets and linkage of key destinations.
- *Improved off-street environment:* There are numerous opportunities to connect to the off-street trail network, in particular along the Lakefront and Riverfront.
- *Serve growth in transit trips:* The growth in transit trips translates into a growing number of pedestrians walking to their final destination and highlights the need for pedestrian improvements around the busiest transit stations in the Central Area.

### Manage Traffic Circulation

- *Improved roadway efficiency:* Maximize the efficiency of the existing grid network in the Central Area.
- *Connected grid network:* Reinforce the grid system to connect existing gaps, for example, along the River on the south side.
- *Improved safety and security:* Safeguard the assets of the Central Area by ensuring mobility during major events and reducing hazardous conditions.

### Encourage Alternative Modes

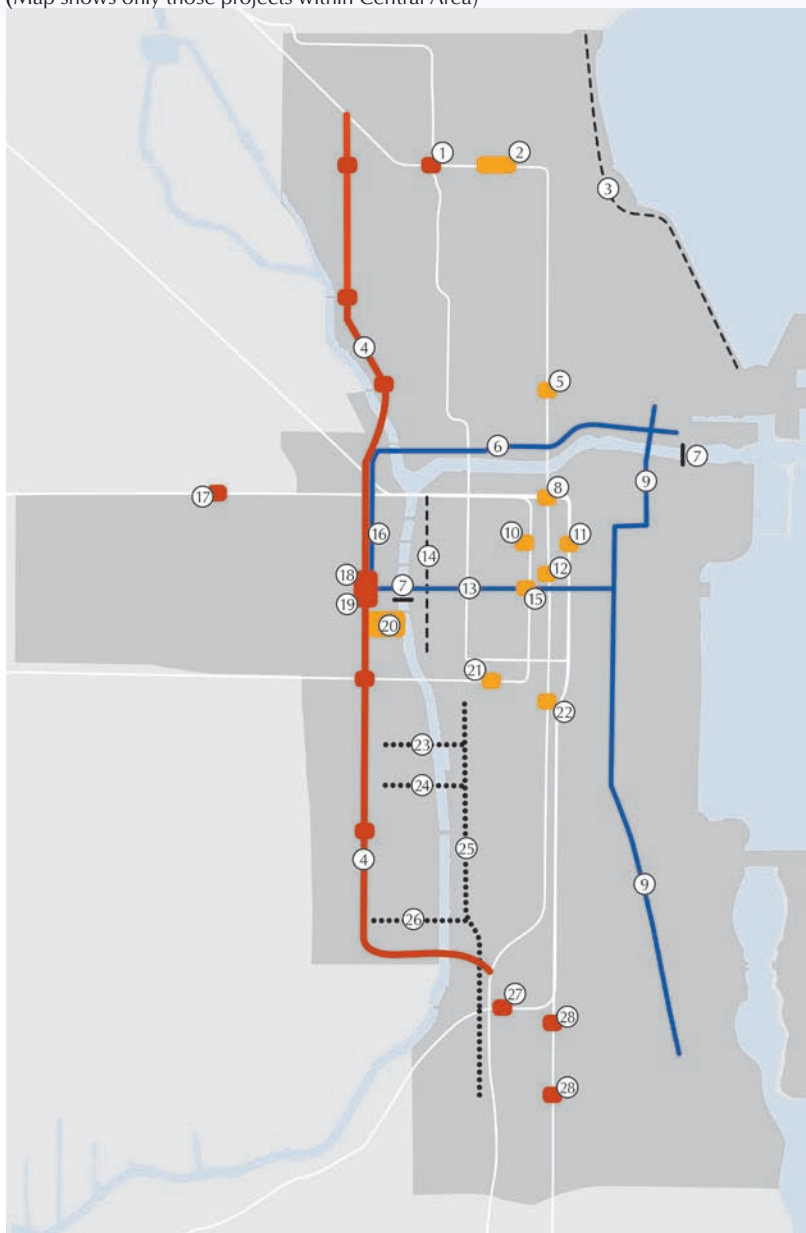
- *Connected off-street bicycle network:* Build upon the existing network of trails and greenways in the Central Area to create a system connecting waterfronts and open space assets.
- *Improved on-street bicycle network:* Improve the safety of on-street routes for bicycles in the Central Area by creating consistent street lanes and markings.
- *Exploring other alternative mode options:* Create alternative commuting options for Central Area residents, including the expansion of water taxi services and docks.

### Improve National & International Connections

- *Expanded regional high-speed rail network:* Build service levels and reliability to continue growth in daily intercity rail passengers from throughout the Midwest, with Chicago as the central hub for high-speed rail investments.
- *Improved access to airports:* Improve the attractiveness of Central Area as a hub of national business with faster and more efficient connections to airport.

# CENTRAL AREA TRANSPORTATION PROJECTS

**Figure 2-4: Central Area Transportation Projects**  
(Map shows only those projects within Central Area)



## Central Area Project Key

1. CTA Infill Station (Division – Brown/Purple)
2. Station Modernization (Clark/Division)
3. North Lake Shore Drive Improvements
4. Clinton Subway
5. Station Modernization (Grand)
6. Carroll Avenue Transitway
7. Pedestrian Bridges
8. Station Modernization (State/Lake)
9. Lakefront Transitway
10. Station Modernization (Washington)
11. Station Modernization (Washington/Wabash)
12. Station Modernization (Monroe)
13. East-West (Monroe) Transitway
14. Wacker Drive Enhancements
15. Station Modernization (Monroe)
16. Clinton Transitway
17. CTA Infill Station (Morgan –Green/Pink)
18. West Loop Bicycle Station
19. West Loop Transportation Center
20. Union Station Upgrades
21. Station Modernization (LaSalle)
22. Station Modernization (Harrison)
23. Polk Street Bridge
24. Taylor Street Bridge
25. Wells–Wentworth Connector
26. 16th Street Bridge
27. CTA Infill Station (Cermak or 18th –Green)
28. CTA Infill Station (Clark/18th – Orange)

- Transitway
- New Subway
- Improved Station
- New Station
- New Road
- Roadway Improvement
- Pedestrian Bridge



# CENTRAL AREA TRANSPORTATION PROJECTS

## Central Area Transit



Image 2-8: Concept for the proposed Carroll Avenue Transitway through River North.

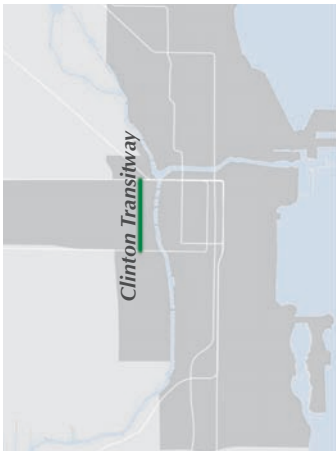


Image 2-9: The Clinton Transitway will connect the north and south ends of the West Loop.



Image 2-10: The Lakefront Transitway will utilize the existing busway through Grant Park.

### Carroll Avenue Transitway

**Project Description:** A limited-stop transit service travelling east-west along existing right-of-way at the north edge of the Chicago River; would improve connections between West Loop, River North and Streeterville.

**Implementation Goal:** Complete by 2012

**Next Steps:**

- Alternatives Analysis Study
- Preliminary Engineering
- Project Design & Construction

**Implementation Considerations:**

- Examine creation of stations in partnership with building owners

- Incorporate bus terminals, turn-arounds, and idling areas into design
- Examine benefits of low-emission vehicles & guidance systems
- Explore use of Lower Wacker as alternative

**Potential Funding Sources:** FTA New Starts/Small Starts (up to 80%); State/local bonds; TIFs and other taxing districts; Public/private

**City Role:** Project Lead

**Cost Estimate:** \$260,000,000

### Clinton Street Transitway

**Project Description:** North-south connection to Carroll Avenue Transitway would travel beneath Clinton Street south of Lake with station-stops at the adjacent Metra commuter terminals.

**Implementation Goal:** Complete by 2012

**Next Steps:**

- Examine this segment as a part of the Carroll Ave Transitway study
- Project Design & Construction

**Implementation Considerations:**

- Would eventually form upper level of West Loop Transportation Center
- Incorporate bus terminals, turn-arounds and idling areas into design

**Potential Funding Sources:** FTA New Starts/Small Starts (up to 80%); State/local bonds; TIFs and other taxing districts; Public/private

**City Role:** Project Lead

**Cost Estimate:** \$60,000,000

### Lakefront Transitway

**Project Description:** Using an existing, improved right-of-way travelling north-south through Grant Park, this transit service would provide a connection between Near South and Streeterville.

**Implementation Goal:** Complete by 2016

**Next Steps:**

- Conduct Feasibility Study for rapid transit service operating in corridor
- Perform Alternatives Analysis, Preliminary Engineering and Project Design.

**Implementation Considerations:**

- Right-of-way currently utilized by shuttle buses accessing McCormick Place

**Potential Funding Sources:** FTA New Starts/Small Starts (up to 80%); State/local bonds; TIFs and other taxing districts; Public/private

**City Role:** Project Lead

**Cost Estimate:** \$150,000,000



# CENTRAL AREA TRANSPORTATION PROJECTS

## East-West Transitway (Monroe)

**Project Description:** A grade-separated east-west transitway through the heart of the Central Loop beneath Monroe Street, connecting the West Loop rail terminals with the Central Business District and Lakefront recreation areas.

**Implementation Goal:** Complete by 2016

**Next Steps:**

- Conduct Feasibility Study for rapid transit service operating in corridor.
- Perform Alternatives Analysis, Preliminary Engineering and Project Design

**Implementation Considerations:**

- Service would operate in space between street level and subway services.
- Construction likely to involve major short-term disruptions to Loop.

**Potential Funding Sources:** FTA New Starts/Small Starts (up to 80%); State/local bonds; TIFs and other taxing districts; Public/private

**City Role:** Project Lead

**Cost Estimate:** \$200,000,000



Image 2-11: The East-West Transitway would travel below street level but above the subway lines.

## CTA Infill Stations

**Project Description:** Create new infill stations along existing rail lines, targeting sub-districts with limited access to system.

**Implementation Goal:** Four new Central Area stations by 2020.

- Morgan (Green/Pink): 2008-2012
- Cermak or 18th (Green): 2012-2016
- Division (Brown/Purple): 2012-2016
- Clark/18th Station (Orange): 2016-2020

**Next Steps:**

- Design and construction (Morgan Station)
- Feasibility studies (other stations)

**Implementation Considerations:**

- Station at Clark/18th may be constructed as transfer station for Circle Line trains
- Additional future stations may need to be considered at other infill locations

**Potential Funding Sources:** Federal Capital Funds (up to 80%); CMAQ; State/local bonds; TIF and other taxing districts

**City Role:** Project Lead

**Cost Estimate:** \$60,000,000 per station

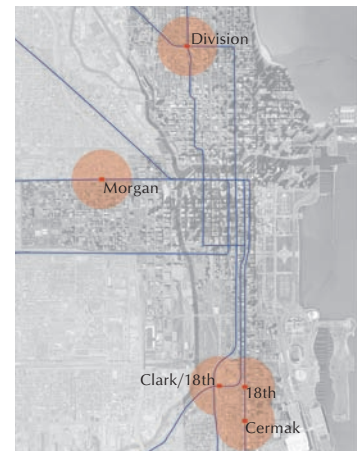


Image 2-12: Additional CTA rail stations along existing lines in the Central Area will improve access in growing residential areas.

## CTA Station Modernization

**Project Description:** Targeted upgrades of existing stations to improve the comfort and accessibility of high-usage stations.

**Implementation Goal:** Ongoing program plans renovations for nine stations by 2020:

- Grand/State (Red)
- Clark/Division (Red)
- Madison/State (Red)
- Washington/Dearborn (Blue)
- Washington/Wabash (Loop Elevated)
- State/Lake (Loop Elevated)
- Harrison/State (Red)
- Monroe/Dearborn (Blue)
- LaSalle/Congress (Blue)

**Implementation Considerations:**

- The Washington/Wabash Station would replace two existing Loop stations (Randolph and Madison)
- Upgrades to additional stations, including all elevated Loop stations, are expected to continue beyond 2020

**Potential Funding Sources:** CMAQ; State/local bonds; TIFs and other taxing districts

**City Role:** Project Lead

**Cost Estimate:** \$90,000,000 per station



Image 2-13: A number of existing CTA stations are programmed for upgrades.

# CENTRAL AREA TRANSPORTATION PROJECTS

## Central Area Transit *(continued)*

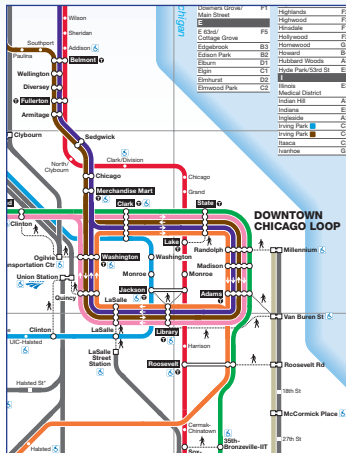


Image 2-14: Improved information signs and displays can help increase transit ridership among infrequent system users.

### Transit/Passenger Information Systems

**Project Description:** Improved, consistent program for static signage and dynamic passenger information across all modes.

**Implementation Goal:** Ongoing program at all Central Area stations (2008 - 2016)

**Next Steps:**

- Support RTA efforts to coordinate among CDOT, CTA and Metra
- Track and report progress through customer surveys

**Implementation Considerations:**

- Project could be combined with others, e.g., CTA station modernization or Union Station upgrades

- A key project for boosting transit usage among tourists and other new/infrequent customers
- RTA has conducted pilot program and evaluated needs at key transfer points

**Potential Funding Sources:** CMAQ; TIF and other taxing districts

**City Role:** Partner with RTA and CTA

**Cost Estimate:** \$20,000,000



Image 2-15: A four-level transportation center will facilitate transfers between transit services meeting in the West Loop.

### West Loop Transportation Center

**Project Description:** Four-level inter-modal transfer center in the West Loop (located beneath Clinton) would connect commuter/intercity rail, CTA rapid transit and Central Area transitways.

**Implementation Goal:** Complete by 2016

**Next Steps:**

- Protect right-of-way for space
- Work with transit partners (CTA, Metra, Amtrak) to establish time lines for service

**Implementation Considerations:**

- Implementation may need to occur in numerous phases, as individual services are added
- Project success will depend upon project progress from transit operators

**Potential Funding Sources:** FTA New Starts, State bonds, TIF

**City Role:** Project Lead

**Cost Estimate:** \$2,000,000,000



Image 2-16: The Clinton Subway will provide a third north-south subway corridor serving the West Loop.

### Clinton Subway

**Project Description:** New north-south subway through the West Loop connecting from Chinatown Station (Red) to North/Clybourn Station (Red).

**Implementation Goal:** Complete by 2020

**Next Steps:**

- Conduct feasibility study for subway to estimate alignment and cost
- Identify funding opportunities

**Implementation Considerations:**

- Project would connect into the West Loop Transportation Center

- Line would significantly improve transit access in River North and SW Loop
- Project may need to be built in numerous phases
- Would connect to McCormick Place, Motor Row and Chinatown directly to West Loop rail terminals

**Potential Funding Sources:** FTA New Starts, State/local bonds, Public/Private partnership

**City Role:** Partner with CTA

**Cost Estimate:** \$3,000,000,000

# CENTRAL AREA TRANSPORTATION PROJECTS

## Regional Transit Capacity

### CTA Signal & Capacity Upgrades

**Project Description:** Upgraded signals and removal of slow zones on high-capacity CTA rail lines serving the Central Area.

- North-side Red and Blue Line branches are two of the three busiest lines in the CTA system

**Potential Funding Sources:** Federal Capital Transit Funds, Local/State Bonds

**Implementation Goal:** Complete by 2012

**City Role:** Support CTA

**Next Steps:**

- Support CTA and RTA in identifying funding source(s)
- Project design & construction

**Cost Estimate:** \$1,500,000,000

**Implementation Considerations:**

- Helps solve reliability and capacity problems noted by Task Force
- Recent project along Dan Ryan Branch (Red) has eliminated slow zones



Image 2-17: Improving the performance and capacity of the existing rail service into the Central Area is a top priority.

### Metra Capacity Upgrades

**Project Description:** Capacity and express-service upgrades on two highly utilized lines: UP-NW and UP-W.

- Both lines currently at or near capacity limits during weekday peak periods

**Potential Funding Sources:** FTA New Starts (up to 80% match), Local/State Bonds

**Implementation Goal:** Complete both by 2012

**City Role:** Support (Metra)

**Next Steps:**

- Complete Alternatives Analysis
- Engineering, design and construction

**Cost Estimate:**

**Implementation Considerations:**

- Potential to increase from 63 to 74 trains per weekday on UP-NW
- Potential to increase from 59 to 80 trains per weekday on UP-W

- \$536,000,000 (UP-W)
- \$419,000,000 (UP-NW)



Image 2-18: Busy and overcrowded Metra lines will be upgraded to provide more and faster trips into the Central Area.

### CREATE Program

**Project Description:** Removal of key rail-to-rail and rail-to-road crossings to improve reliability of freight and passenger rail operations.

**Implementation Considerations:**

**Implementation Goal:** Three-phase program to be complete by 2020

- Allows more reliable or expanded service to the south suburbs, including relocation of Metra service to LaSalle Station
- Project also allows for reduction of freight service in Central Area

**Next Step:** Identify funding for second phase of program

**Potential Funding Sources:** Federal Funds, State Funds, Railroad Funds

**City Role:** Partner with IDOT, Railroads

**Cost Estimate:** \$2,700,000,000



Image 2-19: The CREATE Program will result in reliability improvements for both freight and passenger rail in the region.



# CENTRAL AREA TRANSPORTATION PROJECTS

## Pedestrian Environment *(also see Urban Design and Streetscape improvements in Chapter 3)*



Image 2-20: The surface parking lot south of the station along Jackson is a prime site for an intermodal transfer facility.



Image 2-21: An improved pedway section connects to Millennium Station.



Image 2-22: Chicago River pedestrian bridges at two locations.

### Union Station Access/Intermodal Upgrades

**Project Description:** Significant upgrades to the transportation features at and around Union Station, including direct access points, improved pedestrian environment and an intermodal transfer center.

**Implementation Goal:** Complete by 2012

**Next Steps:** Feasibility and coordination studies with Amtrak, Metra and RTA to create program of improvements/funding

**Implementation Considerations:**

- Existing surface lot south of Union Station has been identified for bus loading facility, and is connected to Union Station via underground walkway

- Potential redevelopment atop Union Station offers opportunity for improvements.

**Potential Funding Sources:** CMAQ; Amtrak; TIFs and other taxing districts.

**City Role:** Partner with Amtrak and Metra

**Cost Estimate:** \$30,000,000

### Pedway System Improvements

**Project Description:** Build upon existing network of internal passageways through the Central Loop.

**Implementation Goal:** Explore potential to connect to commuter stations in West and South Loop.

**Next Steps:**

- Conduct assessment of pedway system
- Work with private building owners to identify potential routes, infrastructure upgrades, and costs

**Implementation Considerations:**

- Finding pedestrian passage below River between Madison and Adams
- Monroe Transitway project may include east-west pedestrian level

**Potential Funding Sources:** ITEP; TIFs and other taxing districts; CMAQ; Local Bonds

**City Role:** Partner with Building Owners

**Cost Estimate:** Undetermined

### Chicago River Pedestrian Bridges

**Project Description:** New pedestrian connections over the River at two locations: West Loop and Streeterville.

**Implementation Goal:** Complete by 2020

**Next Step:** Explore feasibility of bridge locations in these two locations.

**Implementation Considerations:**

- West Loop bridge would optimally connect to redeveloped Union Station and serve commuter traffic
- Streeterville bridge would serve tourist and residential pedestrians

**Potential Funding Sources:** ITEP; TIFs and other taxing districts; CMAQ; Local Bonds

**City Role:** Project Lead

**Cost Estimate:** \$60,000,000 (2 bridges)



# CENTRAL AREA TRANSPORTATION PROJECTS

## Traffic Circulation

### Wacker Drive Reconstruction - Phase II

**Project Description:** Completion of north-south portion of Wacker Drive Reconstruction Project (east-west portion to Lake Street completed).

**Implementation Goal:** Complete by 2012

**Next Steps:**

- Identify State funding match for federally committed dollars
- Complete project design and construction

**Implementation Considerations:**

- Wacker Drive noted as the most active office corridor in Central Area

- Improves auto and pedestrian environment along high traffic area of the Loop
- Design to incorporate streetscape elements and green infrastructure

**Potential Funding Sources:** State/Local Bonds, TIF

**City Role:** Project Lead

**Cost Estimate:** \$350,000,000



Image 2-23: The Wacker Drive reconstruction project will be continued south of Lake Street to Congress Parkway.

### North Lake Shore Drive Improvements

**Project Description:** Multifaceted project to improve traffic operations along North Lake Shore Drive and expand/improve open space along the Lakefront.

**Implementation Goal:** Complete by 2020

**Next Step:** Create feasibility study for project

**Implementation Considerations:**

- Improved intersection at Chicago Ave would expand left turn lane
- Reducing angle of curve(s) at Oak Street Beach would improve hazardous turning movement

- Provides more space for bicycle & pedestrian paths along Lakefront

**Potential Funding Sources:** Local/State Bonds, CMAQ, Federal earmark

**City Role:** Partner Role with IDOT

**Cost Estimate:** \$200,000,000 (additional park improvements along this portion of the Lakefront are included under Waterfront projects in Chapter 3)



Image 2-24: Expansion of the open space along the Lakefront provides an opportunity to improve numerous existing transportation issues.

### Traffic Management Center

**Project Description:** A dedicated location for traffic management to utilize the upgraded signals, cameras and monitoring systems in place in the Central Area.

**Implementation Goal:** Ongoing Program

**Next Steps:**

- Identify staffing needs for establishing Traffic Management Center
- Identify funding source for operations

**Implementation Considerations:**

- Enhances safety and security of Central Area's assets by allowing for more efficient response to events/incidents

- Completion of signal interconnection projects in West Loop and Streeterville add to ability to control traffic flow

**Potential Funding Sources:** CMAQ, parking/transportation district fees, general operating funds

**City Role:** Project Lead

**Cost Estimate:** No major capital investment anticipated (requires staffing)



Image 2-25: A dedicated traffic management center will allow the City to better utilize the signal and monitoring upgrades that have been made over the last decade.

# CENTRAL AREA TRANSPORTATION PROJECTS

## Traffic Circulation *(continued)*



Image 2-26: A new north-south arterial will provide access to the last major development zone in the Central Area.



Image 2-27: Additional bridges will improve connections from the South Loop and Near South westward.

### Wells-Wentworth Connector

**Project Description:** New north-south arterial through the River South district, connection from Harrison south to Cermak.

**Implementation Goal:** Phase I (Harrison to 18th) by 2012; Phase II by 2016.

**Next Steps:**

- Design and construct first phase
- Identify funding source for second phase from 18th to Cermak

**Implementation Considerations:**

- Location at Cermak would provide connection to Dan Ryan feeder ramps
- Construction needs to be coordinated with development proposals along South Branch of River

**Potential Funding Sources:** Local/State Bonds, TIF

**City Role:** Project Lead

**Cost Estimate:** \$45,000,000

### Street Bridges over South Branch

**Project Description:** Connect grid system over South Branch of the River at Taylor and Polk or 16th.

**Implementation Goal:** Complete Taylor bridge by 2016, additional bridge by 2020.

**Next Steps:**

- Design and construct Taylor Street bridge
- Identify location for second bridge at Polk or 16th

**Implementation Considerations:**

- Approach for Taylor Street bridge has been created by retail development
- Coordinate with Wells-Wentworth Connector

**Potential Funding Sources:** Local/State Bonds, TIF

**City Role:** Project Lead

**Cost Estimate:** \$50,000,000 per bridge (2 bridges)

# CENTRAL AREA TRANSPORTATION PROJECTS

## Alternative Modes

### West Loop Bicycle Station

**Project Description:** Build upon success of Millennium Park Station (at left), adding an additional station for bicycle parking and rental in the West Loop.

**Implementation Goal:** Complete West Loop station by 2012

**Next Steps:**

- Create West Loop bicycle station targeting commuters
- Identify additional locations/markets

**Implementation Considerations:**

- Work with RTA and Metra to research customer base for West Loop station
- Lanes and access need to be combined with new stations

**Potential Funding Sources:** ITEP; TIFs and other taxing districts; CMAQ; Local Bonds

**City Role:** Project Lead

**Cost Estimate:** \$1,000,000



Image 2-28: The bicycle station and rental facility at Millennium Park is highly utilized.

### Expand Bicycle Lanes

**Project Description:** Comprehensive program to install lanes and signage through the Central Area.

**Implementation Goal:** Ongoing program

**Next Steps:**

- Identify major routes for each Central Area subdistrict
- Combine with effort to increase indoor bicycle parking in Central Area offices
- Address safety perceptions through driver education program

**Implementation Considerations:**

- City's Bike 2015 Plan establishes goals for the number of east-west and north-south routes
- Combine with Streetscape program in identified corridors

**Potential Funding Sources:** ITEP; TIFs and other taxing districts; CMAQ; Local Bonds, SSAs

**City Role:** Project Lead

**Cost Estimate:** Undetermined (coordinate with scheduled roadway and streetscape improvements)



Image 2-29: The network of bicycle lanes will be completed to add key north-south and east-west routes through the Central Area.

### Expand Water Taxi Service

**Project Description:** Continued expansion of Water Taxi service along north and south branches to serve new development.

**Project Implementation Goal:** Ongoing

**Next Steps:**

- Work with private developers to create docks along Riverwalk
- Study market for water taxi services

**Implementation Considerations:**

- Improved access to Navy Pier could be achieved by creating water connection from south edge to the Canal Basin

- Combine with strategy to create high intensity development and recreation along waterway

**Potential Funding Sources:** Public-private partnership with developers, water taxi operators

**City Role:** Partner with Taxi Companies and Developers

**Cost Estimate:** Undetermined



Image 2-30: The City will capitalize on opportunities to increase the water taxi service area.



# CENTRAL AREA TRANSPORTATION PROJECTS

## National & International Connections



Image 2-31: Express service to the Central Area from the airports is a major goal for the local business community.



Image 2-32: Reinvestment in the passenger facilities at Union Station will bolster its role as a major gateway to the Central Area.



Image 2-33: The expansion and improvement of the Midwest rail network would strengthen Chicago's role as the main hub.

### Airport Express Rail Service

**Project Description:** Express transit service from new downtown terminal station to O'Hare and Midway along existing CTA rail lines.

**Implementation Goal:** Provide upgraded service by 2012

**Next Step:** Identification of private operating entity by CTA

#### Implementation Considerations:

- Creative mechanisms are being discussed, including involving the private sector in financing and operating the proposed express service to Midway and O'Hare

- Potential financing mechanisms would leverage public investment dollars, and could include asset sale, public-private partnerships, operating agreements, or other options

**Potential Funding Sources:** State/Federal Funds (construction), Private (operation)

**City Role:** Partner with CTA

**Cost Estimate:** \$1,500,000,000

### Union Station Capacity/Facility Upgrades

**Project Description:** Improved passenger facilities and platforms for intercity rail passengers to enhance Union Station as a gateway into the City and Central Area.

**Implementation Goal:** Complete by 2012

**Next Step:** Project design and construction

#### Implementation Considerations:

- Combines with additional upgrades around Union Station
- Improved capacity would benefit Amtrak and Metra service

- Metra plans to move SouthWest Service to LaSalle Street Station, which will help add capacity

**Potential Funding Sources:** Amtrak, TIF, SSA

**City Role:** Support Amtrak and Metra

**Cost Estimate:** \$60,000,000

### Expand/Upgrade Midwest Rail

**Project Description:** Continued expansion of the Midwest rail system (with Chicago as the central hub) to create additional travel options to Central Area for business and tourism.

**Implementation Goal:** Ongoing Program

#### Next Steps:

- Support efforts of Amtrak to increase State and Federal funding for service
- Invest in Union Station facilities for tourists and business commuters

#### Implementation Considerations:

- Recent increases in service levels have lead to major ridership increases to Milwaukee and St. Louis corridors
- Project includes continued investment in high-speed rail corridors to Detroit and St. Louis

**Potential Funding Sources:** State agreements to fund new service & upgraded infrastructure

**City Role:** Support Amtrak

**Cost Estimate:** Undetermined



## REGIONAL SUPPORTING PROJECTS

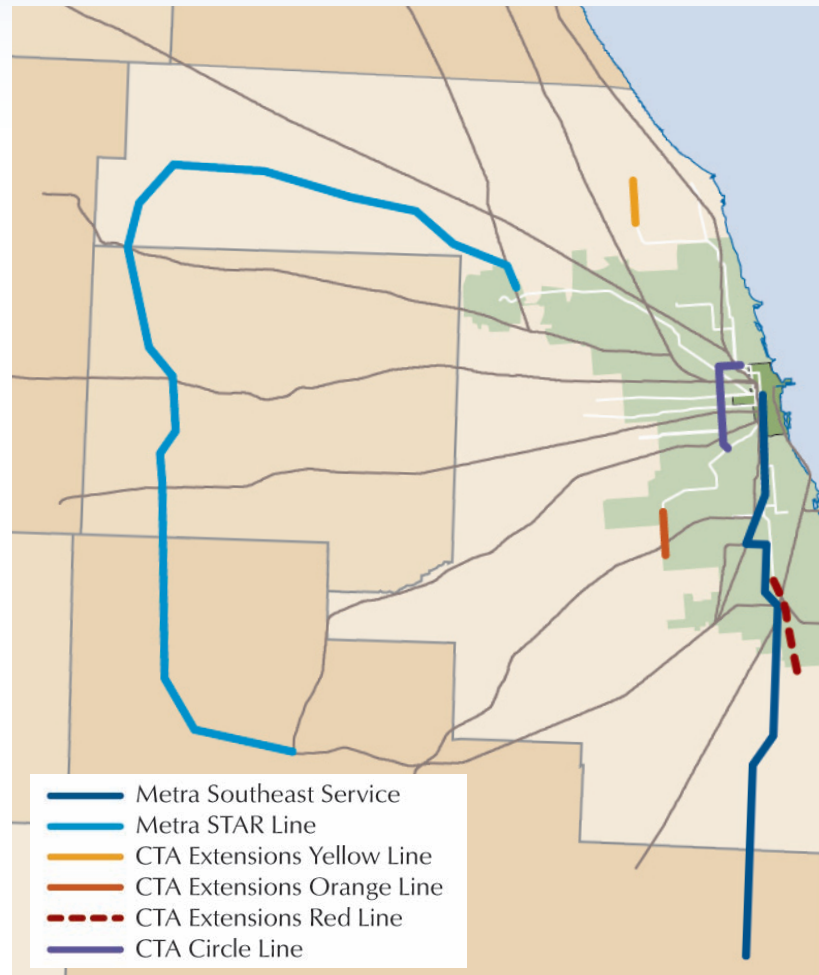
In addition to the regional transit capacity enhancements for existing lines serving the Central Area, there are a host of new transit lines under planning throughout the region. Each of these expands the reach of the regional transportation network, creating more options for people to use transit to access downtown Chicago.

Each of these projects are expected to apply for transit funding through the federal government, which requires extensive feasibility studies, alternatives analyses, and environmental evaluations.

While continued implementation of transit expansion project such as these will ensure that more people in the region maintain access to the Central Area, these projects are not included in the bottom line budget for the CAAP, and the City of Chicago will play a supporting role in the development of these projects.

A set of six projects are in planning by the CTA and Metra, with a total estimated investment of more than \$6 billion dollars. Listed below is a brief description of each project, the estimated timeline for completion and a current cost estimate.

Figure 2-5: Regional Supporting Transit Projects



### CTA Red Line Extension

**Project Description:** Extension of the South (Dan Ryan) Branch of the Red Line from 95th Street as far as 130th Street.

**Implementation Goal:** Complete by 2016

**Cost Estimate:** \$1,000,000,000

### CTA Yellow Line Extension

**Project Description:** Extension of the Yellow Line service from its existing terminus in Skokie to the Old Orchard Mall in northern Cook County.

**Implementation Goal:** Complete by 2016

**Cost Estimate:** \$300,000,000

### CTA Orange Line Extension

**Project Description:** Extension of the Orange Line south from Midway Airport to Ford City Mall.

**Implementation Goal:** Complete by 2016

**Cost Estimate:** \$300,000,000

### CTA Circle Line

**Project Description:** A new transit "Loop" outside of the Central Area would provide new connections at the edges of the Central Area and reduce congestion in the Loop.

**Implementation Goal:** Complete by 2020

**Cost Estimate:** \$3,000,000,000

### Metra SouthEast Service

**Project Description:** New commuter rail line travelling from LaSalle Station to the southeast suburbs along an existing rail line.

**Implementation Goal:** Complete by 2016

**Cost Estimate:** \$550,000,000

### Metra STAR Line

**Project Description:** New commuter rail line would use existing rail right of way between Joliet and Rolling Meadows, then access O'Hare along I-90/NW Tollway.

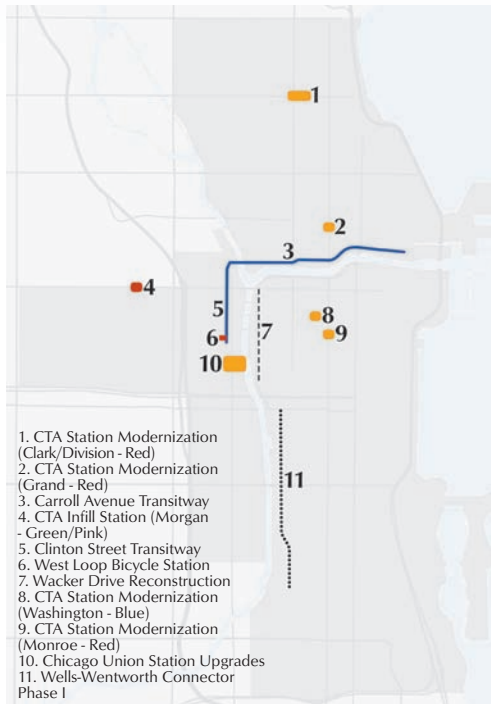
**Implementation Goal:** Complete by 2020

**Cost Estimate:** \$1,100,000,000

# PHASING PLAN

This Phasing Plan is based upon the current status of each project, the rating of the Transportation Task Force and the input of the Steering Committee. The projects are divided into three phases, and the City's role in project implementation is noted.

**Figure 2-6: 2008-2012 Transportation Projects**



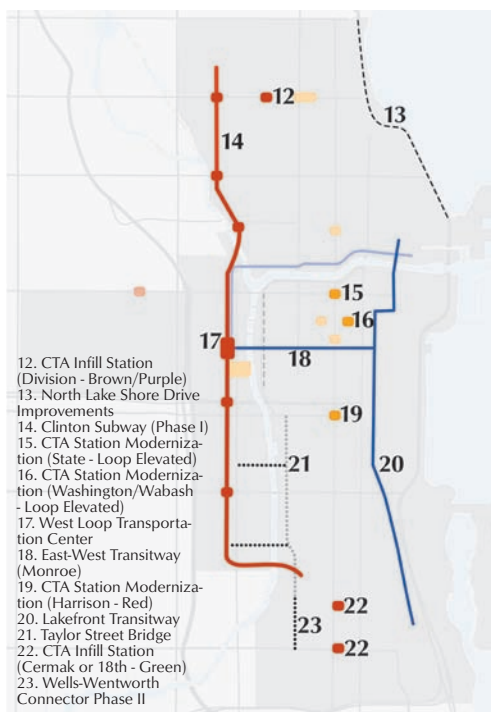
**Table 2-1: 2008-2012 Transportation Projects**

City Lead	Cost
CTA Station Modernization (4 Stations)	\$360,000,000
Wacker Drive Reconstruction (Phase II)	\$350,000,000
Carroll Avenue Transitway	\$260,000,000
Clinton Street Transitway	\$60,000,000
CTA Infill Station (Morgan - Green/Pink)	\$60,000,000
Union Station Access/Intermodal Upgrades	\$30,000,000
Wells-Wentworth Connector (Phase I)	\$30,000,000
West Loop Bicycle Station	\$1,000,000
<b>Total</b>	<b>\$1,151,000,000</b>

City Partner/Support	Cost
Airport Express Rail Service	\$1,500,000,000
CTA Signal & Capacity Upgrades	\$1,500,000,000
CREATE Program (Phase I)	\$750,000,000
Metra UP-W Upgrades	\$536,000,000
Metra UP-NW Extension & Upgrades	\$419,000,000
Union Station Capacity/Facility Upgrades	\$60,000,000
Transit/Passenger Information Systems	\$10,000,000
<b>Total</b>	<b>\$4,775,000,000</b>

**Subtotal (2008-2012) \$5,926,000,000**

**Figure 2-7: 2012-2016 Transportation Projects**



**Table 2-2: 2012-2016 Transportation Projects**

City Lead	Cost
West Loop Transportation Center	\$2,000,000,000
CTA Station Modernization (3 Stations)	\$270,000,000
East-West Transitway (Monroe)	\$200,000,000
Lakefront Transitway	\$150,000,000
CTA Infill Station (Cermak or 18th - Green)	\$60,000,000
CTA Infill Station (Division - Brown/Purple)	\$60,000,000
South Branch Bridge at Taylor Street	\$50,000,000
Wells-Wentworth Connector (Phase II)	\$15,000,000
<b>Total</b>	<b>\$2,805,000,000</b>

City Partner/Support	Cost
Clinton Subway (Phase I)	\$1,000,000,000
CREATE Program (Phase II)	\$750,000,000
North Lake Shore Drive Improvements	\$200,000,000
Transit/Passenger Information Systems	\$10,000,000
<b>Total</b>	<b>\$1,960,000,000</b>

**Subtotal (2012-2016) \$4,765,000,000**

All figures based on 2007 \$ amounts.

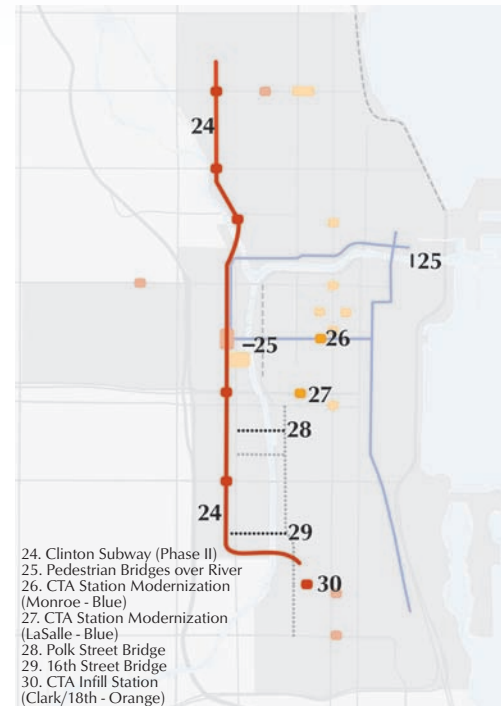
## PHASING PLAN

**Table 2-3: 2016-2020 Transportation Projects**

<b>City Lead</b>		<b>Cost</b>
CREATE Program (Phase III)		\$1,200,000,000
CTA Station Modernization (2 Stations)		\$180,000,000
CTA Infill Station (Clark/18th - Orange)		\$60,000,000
Pedestrian Bridges over River		\$60,000,000
South Branch Bridge (16th or Polk)		\$50,000,000
<b>Total</b>		<b>\$1,550,000,000</b>
<b>City Partner/Support</b>		<b>Cost</b>
Clinton Subway (Phase II)		\$2,000,000,000
<b>Total</b>		<b>\$2,000,000,000</b>
<b>Subtotal (2016-2020)</b>		<b>\$3,550,000,000</b>
<b>TOTAL COST</b>		<b>\$14,241,000,000</b>

All figures based on 2007 \$ amounts.

**Figure 2-8: 2016-2020 Transportation Projects**



- 24. Clinton Subway (Phase II)
- 25. Pedestrian Bridges over River
- 26. CTA Station Modernization (Monroe - Blue)
- 27. CTA Station Modernization (LaSalle - Blue)
- 28. Polk Street Bridge
- 29. 16th Street Bridge
- 30. CTA Infill Station (Clark/18th - Orange)

### Regional Supporting Projects

These transit projects expand the regional system centered on the Central Area, but are located entirely outside the study area and thus are not included in the Action Plan budget. The City should continue to coordinate with the Chicago Transit Authority and Metra as they study and plan these major proposed capital investments, which would total an additional \$6.25 billion.

Phase	Project	Cost
2012-2016	CTA Red Line Extension	\$1,000,000,000
	Metra SouthEast Service	\$550,000,000
	CTA Orange Line Extension	\$300,000,000
	CTA Yellow Line Extension	\$300,000,000
2016-2020	CTA Circle Line	\$3,000,000,000
	Metra STAR Line	\$1,100,000,000
<b>TOTAL</b>		<b>\$6,250,000,000</b>

