

Figure 4.2.16
CTA modernizations and enhancements

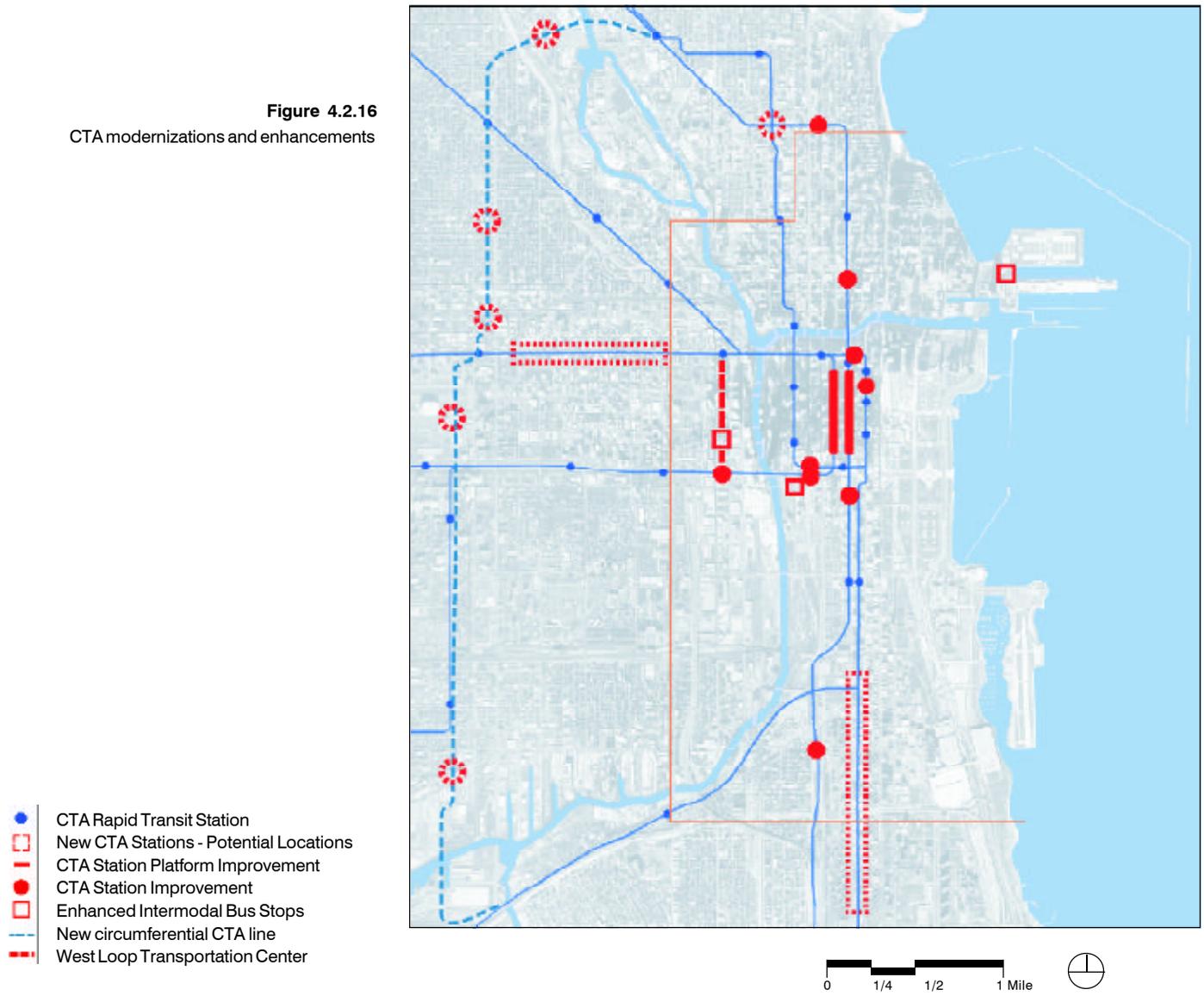


Figure 4.2.17
Enhanced intermodal bus connections at La Salle Street Station will mean that commuters no longer need to walk several blocks to board buses.

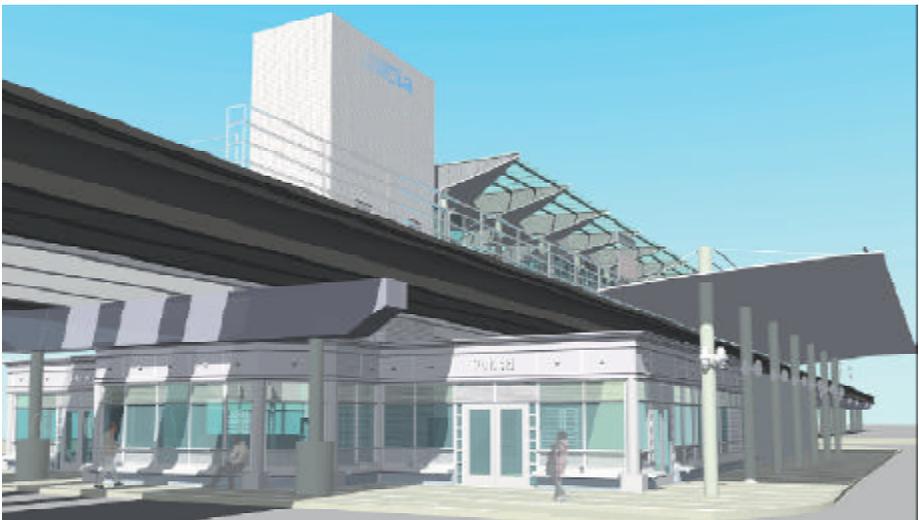


Figure 4.2.18
Rapid Transit Stations will be renovated to improve accessibility, create spacious mezzanines and platforms, and improve customer information.

Transit Modernizations and Enhancements

Existing downtown transit facilities in the Expanded Loop will be renovated and new facilities will be built to improve accessibility and comfort.

Transit modernizations and enhancements include:

- **NEW CIRCLE LINE**

The Circle Line will link all existing CTA and Metra lines, providing better transit linkages and improved access to the periphery of the city center. Much of the line will incorporate existing tracks and stations.

- **CTA STATION IMPROVEMENTS**

Stations and platforms will be renovated to improve accessibility, provide more spacious mezzanines and platforms, and improve information to transit customers.

- **NEW STATIONS**

New stations may be built on the Green Line to serve growing residential neighborhoods in the south and west. New stations in the Loop will be designed in the historic spirit exemplified by the existing Harold Washington Library Center and Quincy Street stations.

- **REBUILDING OF METRA ELECTRIC RANDOLPH STREET TERMINAL**

The Randolph Street Terminal is being rebuilt to provide better passenger service.

- **INTERMODAL TRANSFER FACILITY AT LASALLE STREET STATION**

Metra commuters arriving at La Salle Street Station must walk several blocks to board buses. To overcome this problem, an intermodal transfer facility for CTA buses will be provided using an existing parking lot immediately west of the station.

- **ACCESSIBILITY**

All new and renovated facilities will comply with the American with Disabilities Act (ADA). All transit stations will be wheelchair accessible. The use of low-floor bus rapid transit vehicles will greatly enhance accessibility by persons in wheelchairs and reduce the need for lifts.



Figure 4.2.19

The Metra Electric Randolph Terminal is being reconstructed to provide better passenger service to the East Loop, Millennium Park and Illinois Center.

-  Pedway
-  Potential Pedway Extensions
-  Skyway
-  CTA Rapid Transit
-  Metra Commuter Rail
-  Improved Pedestrian Connections

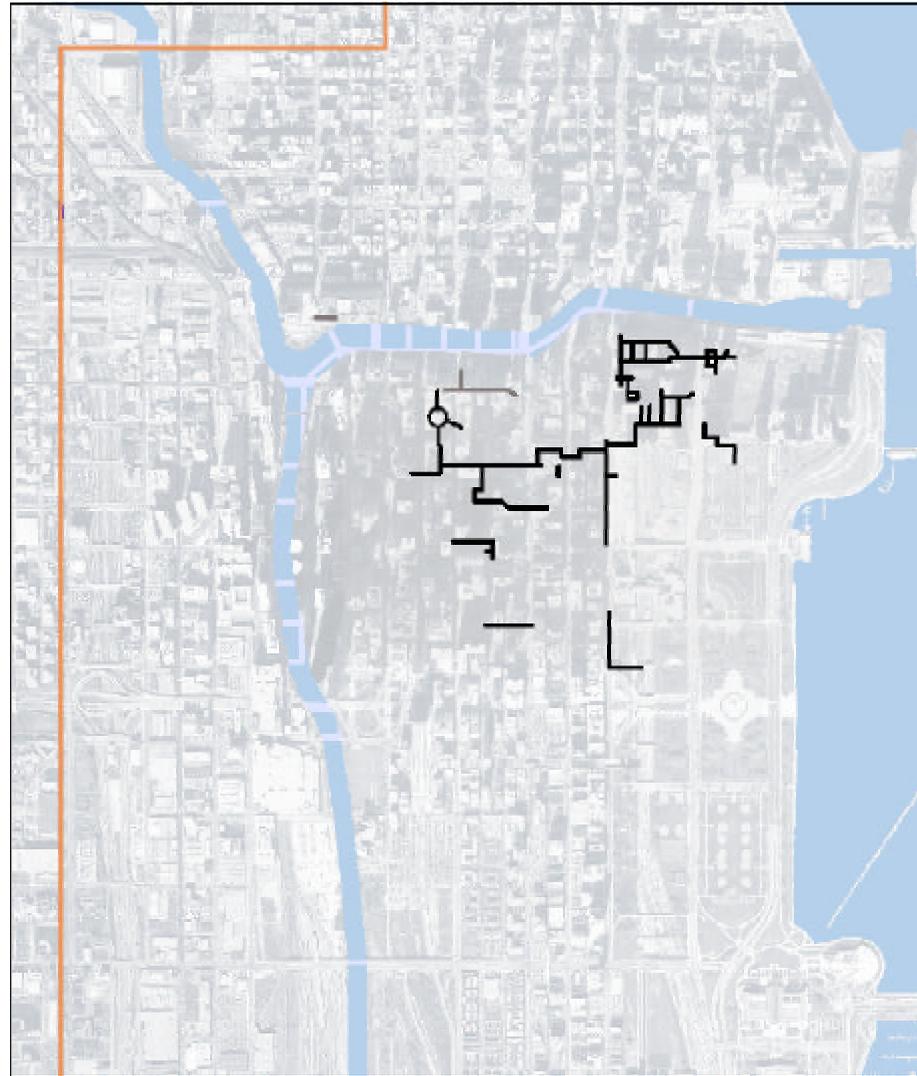


Figure 4.2.20
The existing pedway system

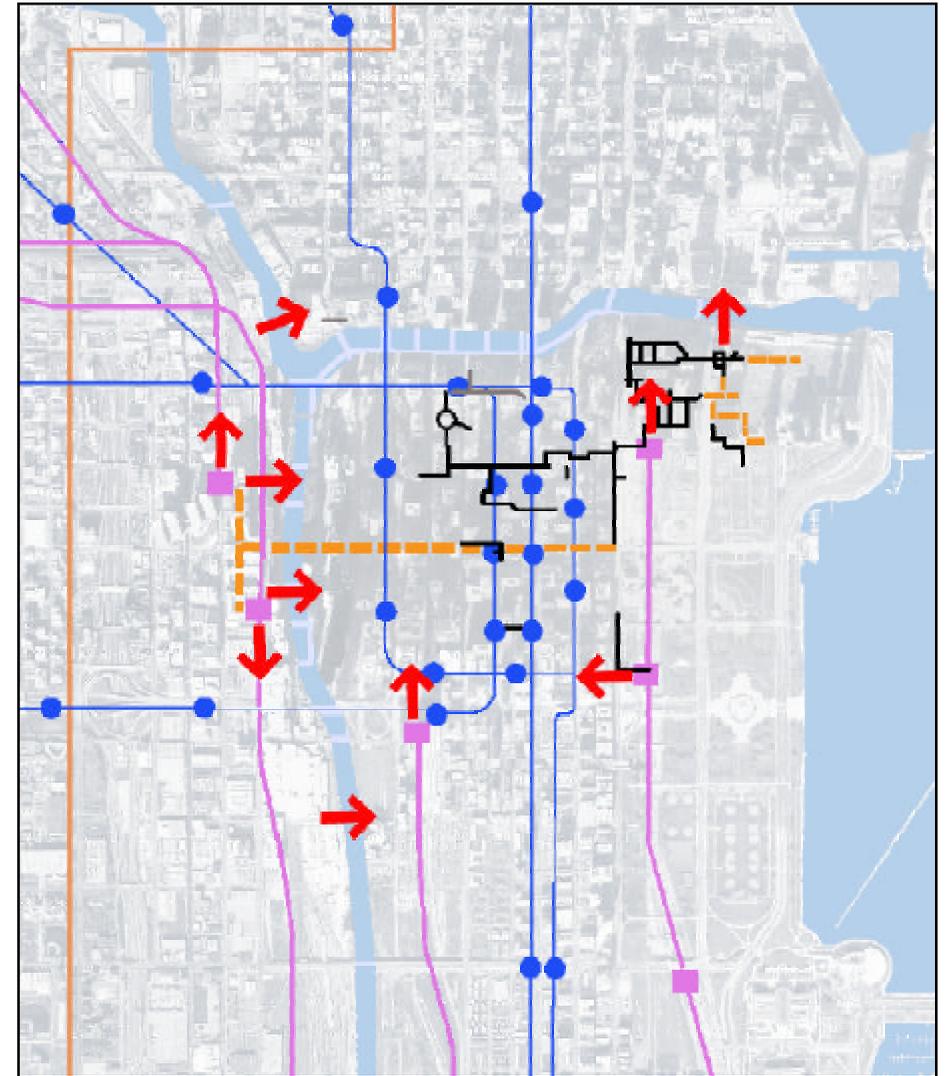
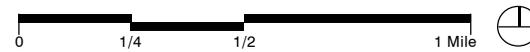
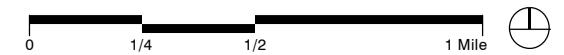


Figure 4.2.21
Pedestrian improvements will help to overcome physical barriers such as the Chicago River.



Walkable City

Improve the Quality of the Pedestrian Environment

Key Recommendations:

- **Improve and extend sidewalk landscaping**
- **Encourage active street level uses, especially retail, in all buildings including parking structures.**
- **Ease pedestrian congestion by expanding the pedway system, riverwalk and footbridges, and by enhancing sidewalks.**

The Central Area's walkability is one of the things that makes it great. Many of its streets have generous sidewalks, attractive landscaping and lighting, and active ground floor uses such as stores that offer light and activity to the passerby. The walkability of the Central Area is part of its appeal, but also key to its efficiency: sidewalks are a city's most efficient transportation system, carrying up to four times as many people as vehicles on the same streets.

The pedestrian environment cannot be taken for granted. All streets in the Central Area should maintain pleasant sidewalk environments. Buildings that line them should have active street-level uses, well articulated and transparent facades, and frequent entrances at the ground floor. Parking garages should also have active uses at the street level. Surface parking lots should be avoided in the expanded Loop. In other parts of the Central Area they should be landscaped to obscure the break they create in the pedestrian environment. The number of driveways and curb cuts should also be limited in the Central Area to prevent conflicts between vehicles and pedestrians.

Sidewalks close to commuter rail and rapid transit have become increasingly congested.

The following projects are proposed to ease pedestrian congestion:

- **FOOT BRIDGE OVER THE CHICAGO RIVER**
A pedestrian bridge will be constructed over the Chicago River between Adams and Jackson streets to improve Union Station pedestrian circulation.
- **RIVERWALK**
A continuous riverwalk will be constructed to provide an alternative to crowded Central Area sidewalks.
- **PEDWAY EXPANSION**
The grade-separated pedway system in the heart of the Central Area will be expanded to provide easier access to rapid transit stations. This may include a Monroe Street pedestrian way.
- **SIDEWALK ENHANCEMENTS**
New sidewalks adjacent to new office buildings and other developments will be designed to provide adequate space for peak flows, provide stronger landscaping, and reduce conflicts between pedestrians and vehicles caused by curb cuts.



Figure 4.2.22

Keeping the downtown compact and walkable with appealing sidewalks supports the quality of life and efficient circulation that are keys to the Central Area's economic success.

Figure 3.2.23 - 25
 "Level of service" refers to traffic flow, with Level 'A' having the smoothest flow. The Level of Service decreases as congestion increases, with Level F being the most congested.

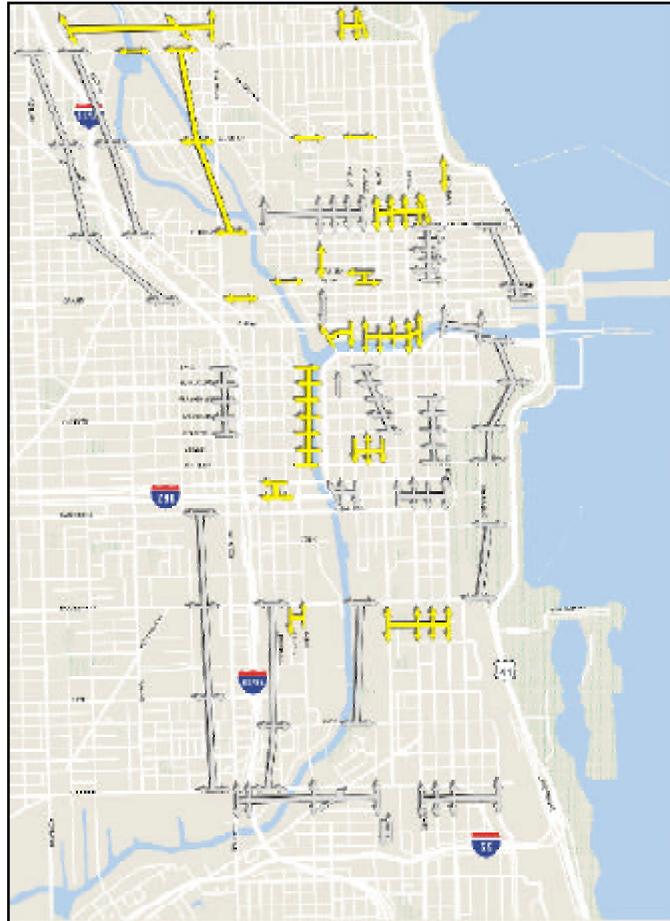


Figure 4.2.23
 Levels of service at key intersections in the Central Area today.

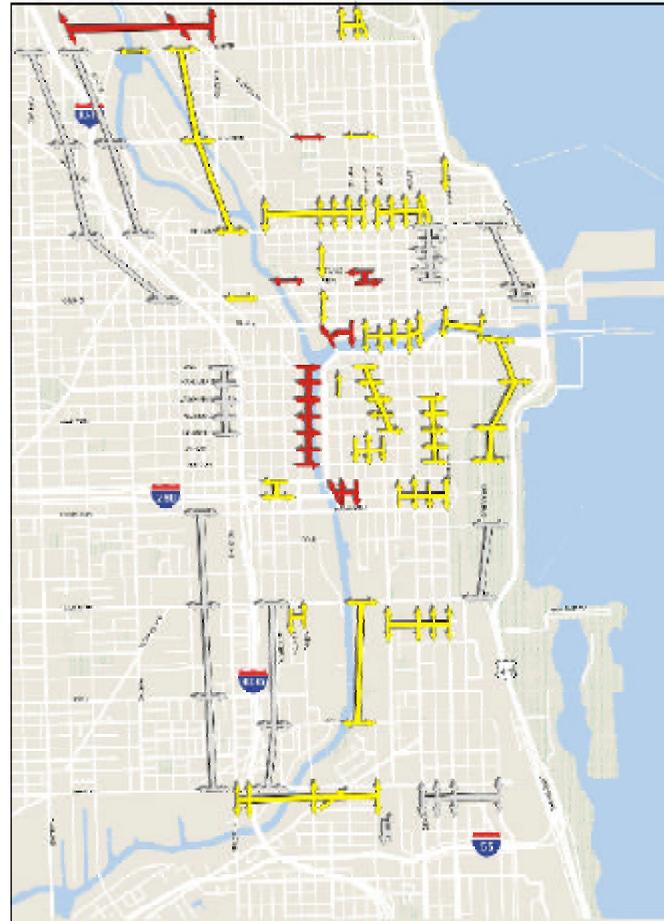


Figure 4.2.24
 Levels of service at key intersections in 2020 under the base growth scenario, with added parking in the Loop.

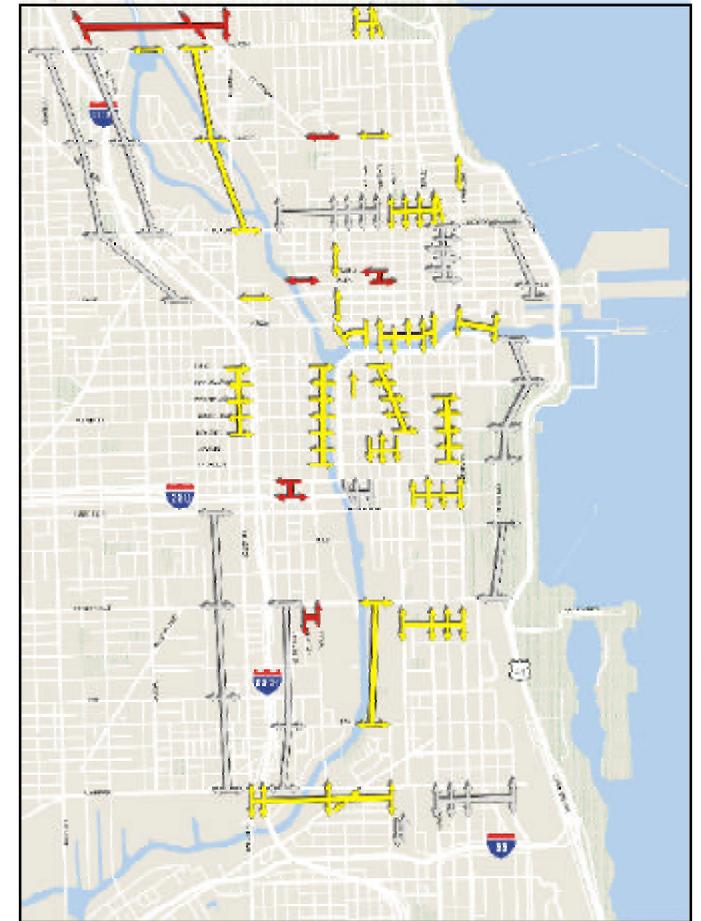


Figure 4.2.25
 Levels of service at key intersections in 2020 under the base growth scenario, with no parking added in the Loop.

-  Level of Service 'F' at least once a day
-  Level of Service 'E' at least once a day
-  Level of Service 'A' thru 'D' all day
-  Cordon of Streets with direction of traffic