4. Create a Bloomingdale Linear Park

The raised Bloomingdale rail corridor, owned by Canadian Pacific Railway and unused for several years, presents an opportunity for the creation of an elevated linear park that includes a trail and passive areas. In addition to providing a new transportation route that could connect to existing bike lanes to the north, south and east, the greenway would afford recreational opportunities and improved aesthetics for area residents. Access points, approximately every six to nine blocks, along with a passive river edge on its eastern end, would provide additional opportunities for greenspace creation.

**Potential new open space—12.4 acres**

**Existing Conditions**

![Uninterrupted separation from cars](image1)

![Big Bluestem thriving](image2)

![Great Views](image3)

**Examples of New Design**

**Next Steps**

- Assess the structural integrity of 37 viaducts along the route.
- Conduct environmental assessment.
- If feasible, identify potential funding sources for park development and potential viaduct repair and replacement costs.
- Negotiate rail line acquisition from Canadian Pacific Railway.
- Examine the potential acquisition of riverside land at 1501 W. Cortland Ave.
BLOOMINGDALE LINEAR PARK

REPLACE 37 VIADUCTS WITH PEDESTRIAN/BICYCLE BRIDGES AS NEEDED

Existing viaduct above Monticello Street

Example of pedestrian/bicycle bridge designed for Chicago’s Valley Line Trail.

Existing beam frame pedestrian/bicycle bridge over the North Branch of the Chicago River at Carmen Avenue.

ENLIVEN & SECURE KENNEDY EXPRESSWAY UNDERPASS

Existing conditions under I-90/I-94.

Example of potential underpass treatment.
.safe & secure passages

Cross the Metra Tracks

Between the Kennedy Expressway and the Chicago River, Metra tracks interrupt the Bloomingdale right-of-way. One option to get across the tracks is to build an overpass. Another option is to connect to the bike lane on Cortland Avenue via the Metra service road and Betsy Court.

Access the Chicago River

The Bloomingdale Linear Park would provide access to a bend in Chicago River offering a panoramic view up and downstream. A pivoting railroad bridge could be used to create a pedestrian overpass to get to the east bank.

Above: Example of potential river access/trail head treatment.
Below: View from proposed river access/trail head location.
Access ramps should be available at regular intervals from parks, campus parks and streets adjacent to the embankment.

- **STREET ACCESS POINT**
- **PARK ACCESS POINT**
- **POTENTIAL PARK ACCESS POINT (wider r.o.w.)**

Examples of potential street access ramp
ACCESS POINTS

POTENTIAL ACCESS AT CAMPBELL

POTENTIAL ACCESS AT LEAVITT & MILWAUKEE

POTENTIAL ACCESS AT CHURCHILL PARK

POTENTIAL ACCESS AT WALSH PARK

POTENTIAL ACCESS AT ELSTON

Existing conditions at Walsh Park

Existing conditions at Churchill Park

On the Bloomingdale, looking south

Example of potential access ramp at Ashland and Walsh Park

Example of potential park access combined with bleachers

Example of potential street access at Milwaukee

On the Bloomingdale, looking south