

# Chicago Union Station (CUS)

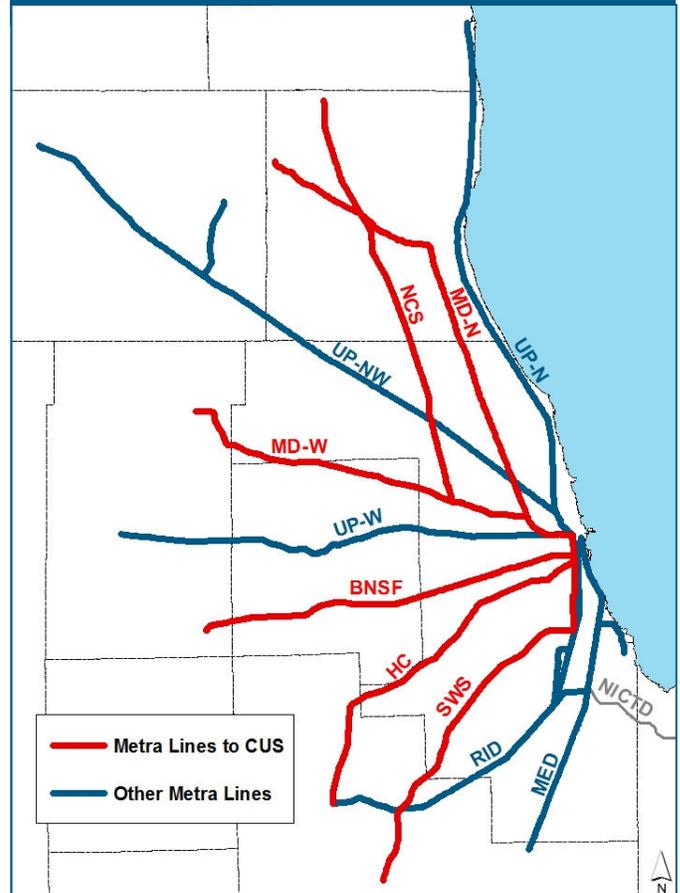
## Goals of Union Station Master Plan

- Provide sufficient capacity for significant increases in Metra and Amtrak ridership
  - Estimated 40% increase in trains by 2040
  - Possible further increases in trains
- Make the station more inviting for passengers
- Provide more direct and convenient transfers to buses, CTA trains, taxis, shuttles and pick-up/drop-off service
- Create a station that is a vibrant civic asset and a catalyst for growth in the West Loop, the city of Chicago and the Midwest

## Three Studies Planned:

- 1. Phase 1A** will include design of 13 near-term improvement projects, derived from the CUS Master Plan, that address the most immediate station capacity, service, accessibility and mobility issues within the station. (RFP released October 2015)
- 2. Amtrak Master Development Plan** will explore development opportunities at CUS and surrounding properties by preparing and implementing a holistic development plan to drive benefits to Amtrak, its customers and interested stakeholders. (RFI released October 2015)
- 3. Chicago Terminal Planning Study** will evaluate train and passenger operations at CUS and portions of the Chicago railroad infrastructure. The study will increase understanding of the area's unusual complexity, including the many interactions between current and future passenger and freight services. (RFP TBD)

## CUS Serves Six of Metra's 11 Lines



Chicago Union Station is the third-busiest rail station in the U.S.



Proposed renovated Canal Street lobby.

**46%** of downtown Metra traffic is served by CUS

**Passenger Trips through CUS:  
Current and Projected**

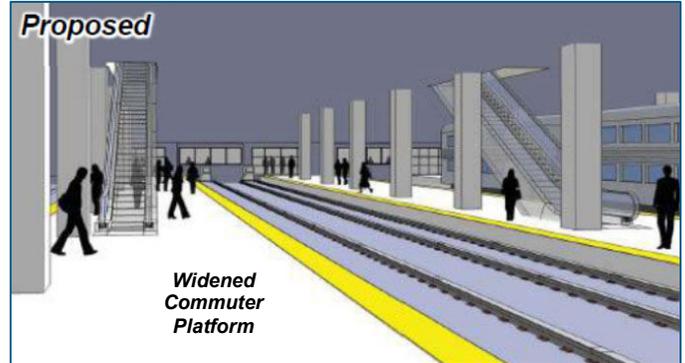
	Annual			Weekday		
	Current	2040	2060	Current	2040	2060
<b>Metra</b>	30.4M	41.9M	46.3M	109.0k	150.0k	165.5k
<b>Amtrak</b>	3.0M	9.5M	26.6M	9.7k	30.5k	85.8k
<b>TOTAL</b>	33.4M	51.4M	72.9M	118.7k	180.5k	250.8k



The South Concourse at CUS during an evening service disruption on the BNSF.



More space would be created by relocating Amtrak ticket agents, which would also enhance spacing and sightlines.



Proposed widening of platforms 6/8 and 10/12.

**Elements of Phase 1A**

- Renovate Canal Street lobby, NS/EW Concourse expansion, HVAC overhaul
- Renovate and expand Adams Street (ADA) entrance
- Renovate and expand Jackson entrance
- Install Canal Street headhouse (ADA) entrance elevator
- Add vertical access along Canal Street
- Widen Platforms 6/8 and 10/12 and add direct access (ADA) to street level
- Add platform 2/4 direct access (ADA) to Jackson
- Add platform 1/3 direct access (ADA) to Madison
- Convert high-level mail platform to passenger platform
- Interlocking improvements
- Pedestrian passageway and street access to Ogilvie
- Pedestrian passageway to CTA Clinton Blue Line Station
- Renovation and modification of existing station retail