Responding to Chicago’s Transportation Challenges: Planning Big, Making Magic

Frank Kruesi
City of Chicago
Agenda

- Daniel Burnham
  - Richard M. Daley
    - New Starts & Airports Connections
    - CREATE & High Speed Rail
    - O’Hare Modernization
    - Olympic Bid
  - Thomas Hobbes
“Make no little plans; they have no magic to stir men's blood and probably will themselves not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will not die.”

-Daniel Burnham
CXXXVII. CHICAGO. VIEW OF THE PROPOSED DEVELOPMENT IN THE CENTER OF THE CITY, FROM TWENTY-SECOND STREET TO CHICAGO AVENUE, LOOKING TOWARDS THE EAST OVER THE CIVIC CENTER TO GRANT AND LAKE MICHIGAN.

Painted for the Commercial Club by Jules Guerin.
CXXXII. CHICAGO. VIEW, LOOKING WEST, OF THE PROPOSED CIVIC CENTER PLAZA AND BUILDINGS, SHOWING IT AS THE CENTER OF THE SYSTEM OF ARTERIES OF CIRCULATION AND OF THE SURROUNDING COUNTRY.

Painted for the Commercial Club by Jules Guerin.
CHICAGO

GENERAL DIAGRAM OF EXTERIOR HIGHWAYS
ENCIRCLING AND RADIATING FROM THE CITY

SCALE
CHAPTER V
TRANSPORTATION: A FREIGHT CENTER; GROUPING OF PASSENGER STATIONS: A LOOP SYSTEM

CHICAGO has been made largely by the railroads, and its future prosperity is dependent upon them. In the past, however, it has been the increase in the number of roads reaching this city which has built up its commerce; but now, with twenty-two trunk lines entering Chicago from every possible direction, and with connections extending to all portions of the country, the question of numbers has ceased to be the important one.

The present problem is to handle the traffic of the railroads with dispatch and at the lowest cost. The city is too large for each railroad to attempt to maintain a separate system unrelated to that of any other except the physical connection of the tracks. The time has come to develop one common system for the handling of freight,—a traffic clearing-house. The whole perplexing and intensely intricate subject requires not only the
CXL. CHICAGO. PROPOSED BOULEVARD TO CONNECT THE NORTH AND SOUTH SIDES OF THE RIVER, VIEW LOOKING NORTH FROM WASHINGTON STREET.

The boulevard is raised to allow free flow of east and west traffic under it, and both Michigan Avenue and Randolph Court are raised to the boulevard level. The raised portion throughout its entire length, from Randolph Street to Jackson Street, extends from building line to building line. It is approached from the court streets by inclined roadways or ramps; these may be changed to the east side or omitted.

Painted for the Commercial Club by John Gruette.
CXV. CHICAGO. PROPOSED BOULEVARD ON MICHIGAN AVENUE; VIEW LOOKING NORTH FROM A POINT EAST OF THE PUBLIC LIBRARY. ALSO DEVELOPMENT OF THE PROPERTY EAST OF BEAUBIEN COURT, IN WHICH A RAILWAY STATION MIGHT BE INCORPORATED.
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Long-term CTA expansion projects would provide valuable connections to facilitate regional travel.

These projects include the following:

- Red Line Extension South
- Orange Line Extension South
- Yellow Line Extension North
- Circle Line connecting all CTA rapid transit and Metra commuter rail lines on the periphery of Chicago’s central area
Red Line Extension Concept

• **Overview**
  – Elevated and at-grade extension of the Red Line from its existing south terminal at 95th St to a new terminal at 130th/Stony Island, following the existing Chicago & Western Indiana (CWI) Railway and South Shore Line (SS) corridors.
  – 6.1 miles; four new stations; one new storage yard.

• **Phasing Approach**
  – Implementation in one phase is most practical.
Orange Line Extension Concept

- **Overview**
  - Elevated and at-grade railway extension of existing Orange Line, going south from existing midway terminal to the Ford City/Daley College area.
  - 2.25 miles.
  - One new station.
  - Requires a major bridge over Clearing yard (belt railway of Chicago).

- **Phasing approach**
  - Implementation in one phase is most practical.
Yellow Line Extension Concept

• **Overview**
  – At-grade or elevated railway going north from the existing Dempster Station to Old Orchard Road following the abandoned North Shore Line/CNW route.
  – 1.96 miles
  – One new station on extension.
  – One rebuilt station on existing line.
  – One new “infill” station (at Oakton).

• **Phasing Approach**
  – Implementation of the Old Orchard extension in one phase is most practical.
  – The initial extension to Old Orchard could however form the first phase of a future line to the job-rich Lake-Cook Road area in Northbrook (approx. 6.6 miles further north).
Initial Circle Line Concept

- The Circle Line proposal is a way to link all of Chicago’s CTA rail lines, and all of the Metra lines, with only 6.6 miles of new or rebuilt ‘L’ and subway tracks.

![Diagram of Circle Line Concept]
Initial Circle Line Phasing Concept

• In three phases, the construction of three short sections of connector tracks will create a new “super loop” around and through the entire Central Area of Chicago.

• Tangible benefits for CTA customers can be realized after each phase, independent of the other phases.

• Various alignments as far west as Cicero Avenue are being considered.
Chicago Airports Rail Connections

- **Downtown Airport Terminal Overview**
  - Convenient Block 37 location
  - Easy access to entire CBD
  - A short walk or transfer to:
    - major hotels & conference centers,
    - colleges & universities,
    - other attractions
Figure 9: BRT Network Implementation Phasing Maps
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Chicago Region Environmental and Transportation Efficiency Program (CREATE)
West Loop Transportation Center
Midwest High Speed Rail Association Vision for a Midwest Network

This map is a compilation of routes planned or under study by Midwestern departments of transportation. Most routes use existing Amtrak service as a foundation. Over 200 cities and airports would be directly served.
This image taken from page 31 of the 1909 Plan of Chicago.
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# Other Regional Transportation Improvements

## CTA Blue Line Extension
Provides efficient, convenient service between the northwest suburbs and O'Hare, Rosemont, the Northwest Side, and the Loop

Provides efficient service to employees of the industrial parks and commercial areas west of the Airport

## Extension of Chicago South Shore Service to Gary Airport
Promotes Gary Airport’s use as a general aviation and commercial reliever facility

Provides effective public transportation between Gary Airport and the Loop

## O'Hare Western Bypass
Provides more efficient access between the northwest suburbs and the west/south suburbs

Reduces congestion at the I-90/I-294/I-190 interchange

## O'Hare and Midway Express Rail Service
Provides high-speed, reliable service between the Loop and both O'Hare and Midway airports.

Utilizes existing CTA right-of-ways

Provides ticketing and bag-check facilities in a convenient downtown terminal to reduce airport terminal congestion

Reduces vehicle congestion on the Kennedy and Stevenson, as well as at each Airport
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the whole worke) is sufficient.

By Concoction, I understand the reducing of all commodities, which are not presently consumed, but reserved for Nourishment in time to come, to some thing of equall value, and withall so portable, as not to hinder the motion of men from place to place; to the end a man may have in what place soever, such Nourishment as the place affordeth. And this is nothing else but Gold, and Silver, and Mony. For Gold and Silver, being (as it happens) almost in all Countries of the world highly valued, is a commodious measure of the value of all things else between Nations; and Mony (of what matter soever coyned by the Soveraign of a Common-wealth,) is a sufficient measure of the value of all things else, between the Subjects of that Common-wealth. By the means of which measures, all commodities, Moveable, and Immoveable, are made to accompany a man, to all places of his resort, within and without the place of his ordinary residence; and the same passeth from Man to Man, within the Common-wealth; and goes round about, Nourishing (as it passeth) every part thereof; In so much as this Concoction, is as it were the Sanguification of the Common-wealth: For naturall Bloud is in like manner made of the fruits of the Earth; and circulating, nourisheth by the way, every Member of the Body of Man.

1 Syn.: there

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• “Mony the Bloud of a Common-wealth.”

- Thomas Hobbes, *Leviathan*