

# Investing in the future of Chicago Union Station

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## Station Overview

### Operations

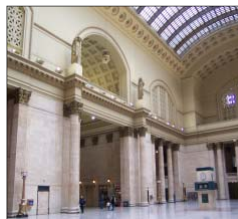
- 4<sup>th</sup> busiest station in the Amtrak network; 3<sup>rd</sup> busiest station in the United States; 3.4M riders in FY14 (Amtrak and Metra).
- Serving more than 300 trains per weekday (Amtrak and Metra), carrying 120,000 arriving and departing riders.
- Serves 8 of Amtrak's Long Distance routes and 8 of Amtrak's State-Supported routes.
- Serves 6 of Metra's 11 routes.

### Facilities

- Concourse, Mezzanine and Headhouse Buildings.
- Tracks, Platforms in North and South Train Sheds.
- Retail, Parking Garage, Air Rights.




Headhouse Building on Corner of Jackson and Canal



Great Hall in the Headhouse Building

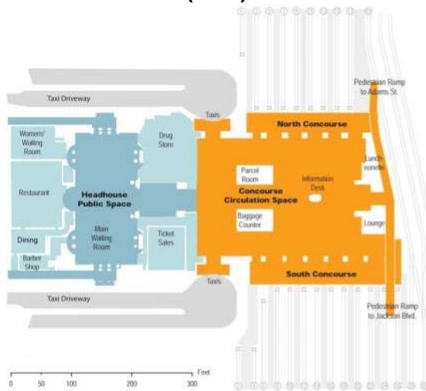


Boarding Lounge in Concourse Building

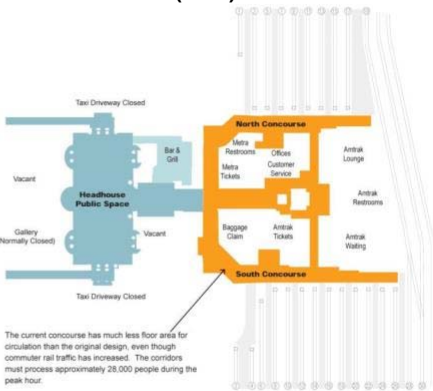


# Station Issues

**Original Concourse Configuration (1925)**




**Current Concourse Configuration (2015)**




**As ridership and pedestrian congestion has increased over the years, valuable passenger amenities and circulation spaces have decreased.**

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# Collaborative Planning



CDOT Report Released in May 2012

**Chicago Union Station Master Plan:** Released by the Chicago Department of Transportation (CDOT), in May 2012, in collaboration with Amtrak, Metra and other stakeholders.

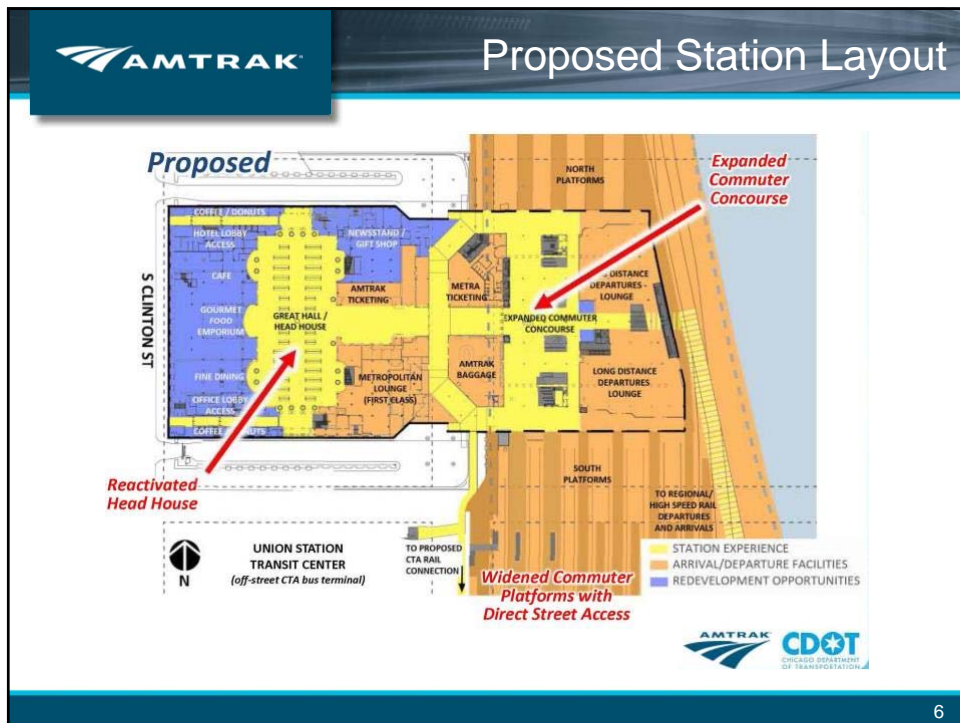
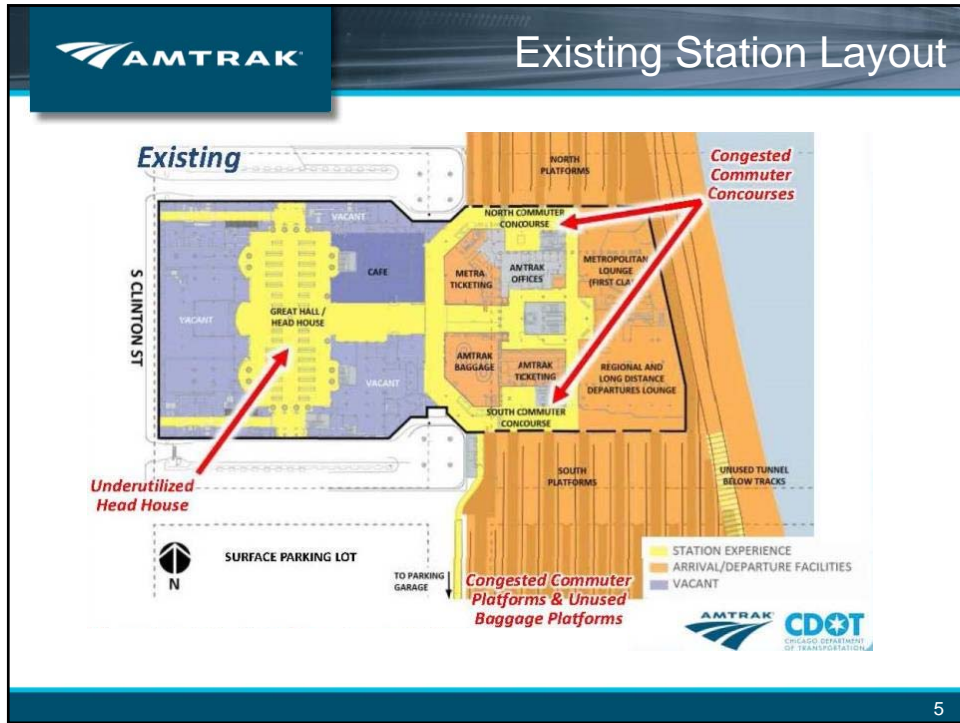
**Station Planning Goals** included:

- Provision of sufficient capacity for current and future ridership demand.
- Improved station accessibility, passenger circulation and mobility, and customer experience.
- Improved connections with local and regional buses, transit, taxis and shuttles and nearby transportation facilities.

**Neighborhood Integration Planning Goals** included:

- Creation of a transportation hub that is a civic asset, and a catalyst for growth in the West Loop and the Region.
- Envision the station as a destination that attracts travelers and non-travelers alike and embraces its historical heritage.

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## Station Issues

- **Street Access Issues:** Conflicts between automobiles, buses, taxis, shuttles, bicycles, pedestrians and other modes.
- **Station Congestion Issues:** Severe congestion in north and south concourse areas and access through mezzanine level.
- **Track/Platform Issues:** Existing track layout limits both train and passenger capacity.
  - Narrow, obstructed platforms cause overcrowding. Do not follow standards.
  - Single point of access to southern platforms. No alternate entrances.
  - Irregular platform lengths on both sides.
  - Limited ability to operate trains through the station due to stub-end design.



**AMTRAK**



**Metra**

Station Passenger Access Modes



Congestion in South Concourse Boarding Lounge

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## Improved Waiting Rooms

- Constructed to accommodate 125 people, the existing Metropolitan Lounge is often over capacity, and with a low ceiling and less-than-grand atmosphere, it is not an appropriate station experience for passengers paying for Sleeper Car accommodations.
- Even more compelling is the overcrowding and discomfort of the existing Coach lounge. The Metropolitan Lounge currently sits in the middle of the Coach Lounge.
- Relocating the Metropolitan Lounge will open the Coach Lounge into one large space that more comfortably and safely houses passengers departing from both the North and South Concourses, while almost doubling the capacity (540 to 936 seats).




Existing Metropolitan Lounge




Existing Coach Lounge

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## Improved Waiting Rooms

- The proposed Metropolitan Lounge will accommodate nearly three times the amount of capacity than the existing Metropolitan Lounge, from 125 to 350 seats, and provide additional customer service amenities.
- The Metropolitan Lounge Relocation Project is the first step to unlocking space in the North and South Concourses and the potential for near-term CUS Master Plan capacity, safety, and service improvements.
- Final design is complete and construction completed by June 2016.




Proposed Metropolitan Lounge – Reception




Proposed Metropolitan Lounge – Seating on Great Hall Level

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## Concourse Improvements

*Current Congestion in Central Concourse*



*Existing*

*Proposed Expansion of Central Concourse with Direct Connection to Canal Street Entrance and Headhouse*



*Proposed*

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**AMTRAK**

## Concourse Improvements


*Existing*

**Current Congestion in South Concourse**



*Proposed*

**Proposed Expansion of North and South Concourses**



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**AMTRAK**

## Entrance Improvements

*Existing*

**Existing Congestion in Canal Street Entrance**



*Proposed*


**Proposed Widening of Canal Street Entrance. Adams and Jackson Street Entrances will also be Expanded.**



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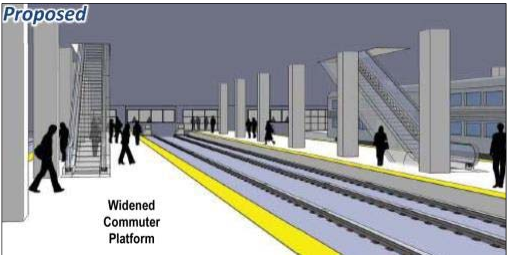
**AMTRAK** Platform Improvements

*Existing Platforms are Narrow and Create Dangerous and Constrained Conditions for Passengers*



*Proposed Platforms are Widened and Allow for Improved and Safer Access to Concourse and Street*

Proposed





Widened Commuter Platform


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**AMTRAK** Mail Dock Improvement

- Old steam tunnel passageway way as it would look if repurposed for passenger use



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		<h1>Comprehensive Solution</h1>	
<p><i>Advance Two-Pronged Approach: CUS - Phase 1A and CUS Master Development Plan</i></p>			
<b>Estimated Cost:</b> <ul style="list-style-type: none"><li>• \$6 Million</li><li>• 50% Partner Share</li></ul>		<b>Phase 1A:</b> Address the most immediate station capacity, safety, service, accessibility and mobility issues by advancing near-term improvements proposed in 2012 CDOT-led master plan. Consists of planning, historic review and preliminary engineering, up to 30% design, with an option to advance design up to 100%.	
<b>Estimated Schedule:</b> <ul style="list-style-type: none"><li>• RFP in Fall of 2015</li></ul>			
<b>Expected Partners:</b> <ul style="list-style-type: none"><li>• City of Chicago (CDOT), Metra, RTA,</li></ul>		<b>Master Development Plan:</b> The Master Development Plan will pursue development opportunities at CUS and surrounding properties by preparing and implementing a holistic and integrated development plan to drive benefit to Amtrak, its customers, and interested stakeholders.	
<b>Estimated Cost:</b> <ul style="list-style-type: none"><li>• To Be Determined</li></ul>			
<b>Estimated Schedule:</b> <ul style="list-style-type: none"><li>• 18 Month Procurement for RFI, RFQ and RFX.</li><li>• RFI in Fall of 2015.</li></ul>			
<p>15</p>			

