

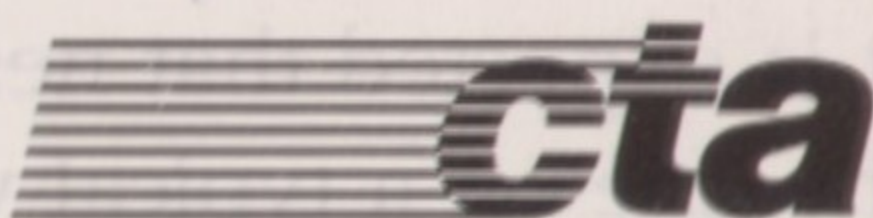
MIDWAY AIRPORT

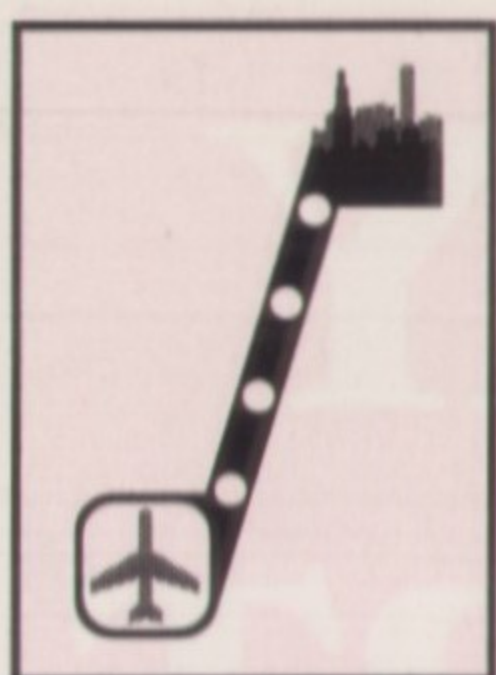
rapid
transit
line



**DOWNTOWN
CHICAGO**

MIDWAY





Starting in late 1992/early 1993, a new CTA rail line will link Midway Airport, southwest side neighborhoods and downtown Chicago. Now under construction, the Midway Rapid Transit Line will provide fast, convenient, comfortable rail transit.

a growing need for better transit

CTA's Archer Avenue/Stevenson Expressway bus service corridor is the most heavily-traveled one in the city, carrying more riders than some CTA rapid transit lines. About 150,000 trips are made between the southwest side and downtown on a typical weekday.

Passenger traffic at Midway Airport, the nation's fastest-growing airport, has risen dramatically. In 1980, over 600,000 passengers used Midway. By 1990, the number grew to nearly **9 million**. Employment at Midway and the surrounding area has also grown.

In addition, renovation and expansion of residential, commercial, and industrial facilities are occurring throughout the southwest side. From Midway Airport to Ford City, from the Cicero Avenue corridor to neighborhood malls, major investments are underway.

Finally, faster transportation is needed. It now takes from 40 minutes to an hour to get from the Midway area to downtown. Buses and cars must contend with traffic congestion, detours, construction and the weather. Trains will travel between Midway and downtown in 25 minutes.

It is expected that nearly 50,000 riders will use the line on a typical weekday.



Midway Airport Terminal

financing

The \$500 million project cost is being paid by the federal government through the Urban Mass Transportation Administration (UMTA).

The money, initially set aside for the Crosstown Expressway in the 1970's, was provided for the Midway line through the Interstate Transfer Fund. The costs of design, construction and new cars for the line are included.

construction

The line was designed by the City of Chicago and the CTA. Construction is being done by various private contractors, coordinated by the City of Chicago's Department of Public Works. When completed, it will be operated by CTA.

The route uses existing railroad embankments or a sleek, new elevated structure along its 9.13-mile right-of-way. The Midway Airport station is below street level.

environmentally sound

For southwest communities, the new rail line will help reduce traffic congestion, air pollution and energy use. Not only will fewer buses be required for transit, but rail service will offer an attractive alternative to driving—and that means fewer cars on both expressways and local streets.

convenient routing

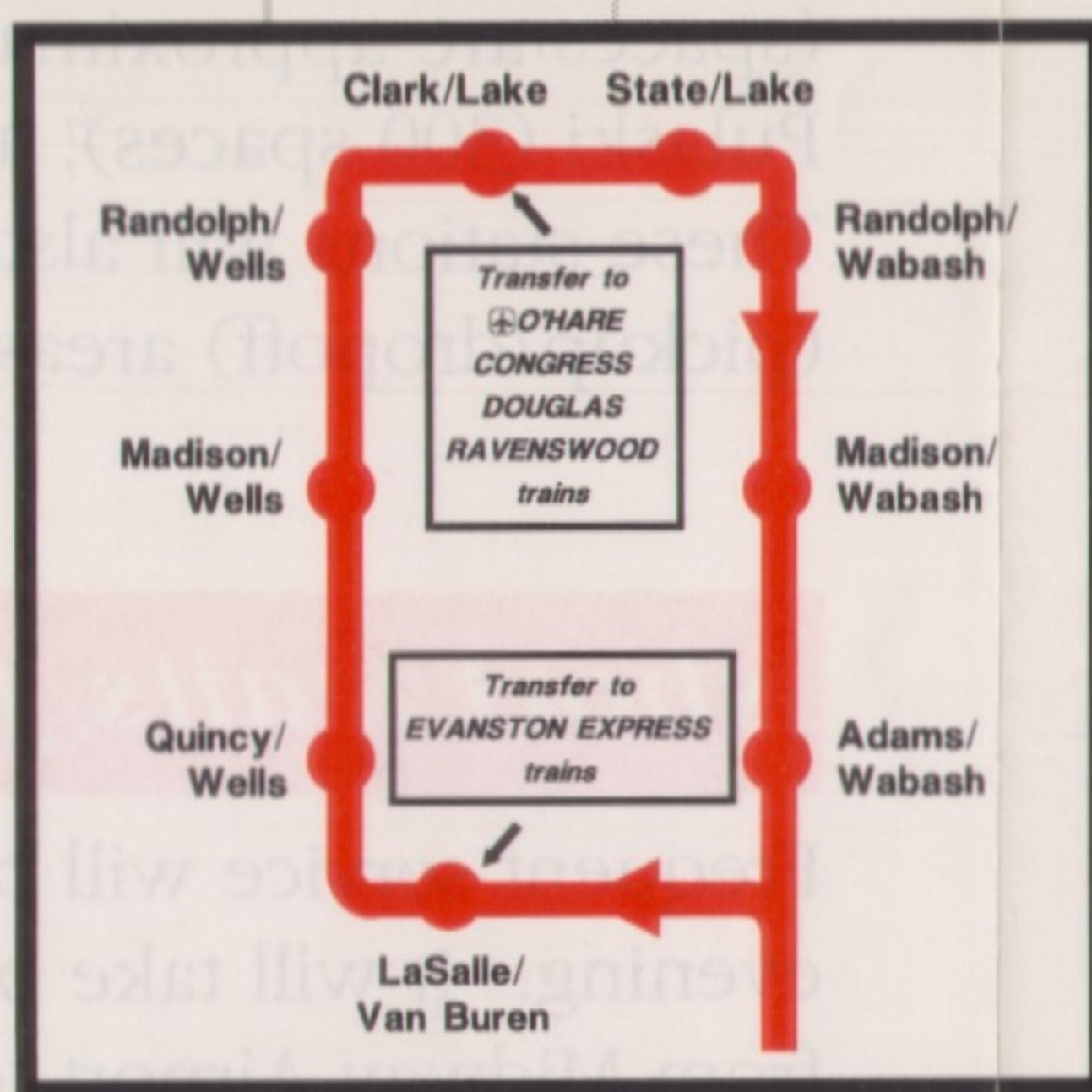
The route will serve the heart of the southwest side. Starting from the Midway terminal at 59th/Cicero, the route will generally follow 49th, Leavitt and Archer. It will connect to the existing rapid transit system near Archer and Wentworth, just north of Chinatown.

It will then follow elevated tracks along 18th, State, and Wabash to enter the Loop Elevated at Wabash/Van Buren. Trains will circle the Loop clockwise via Van Buren, Wells, Lake and Wabash.

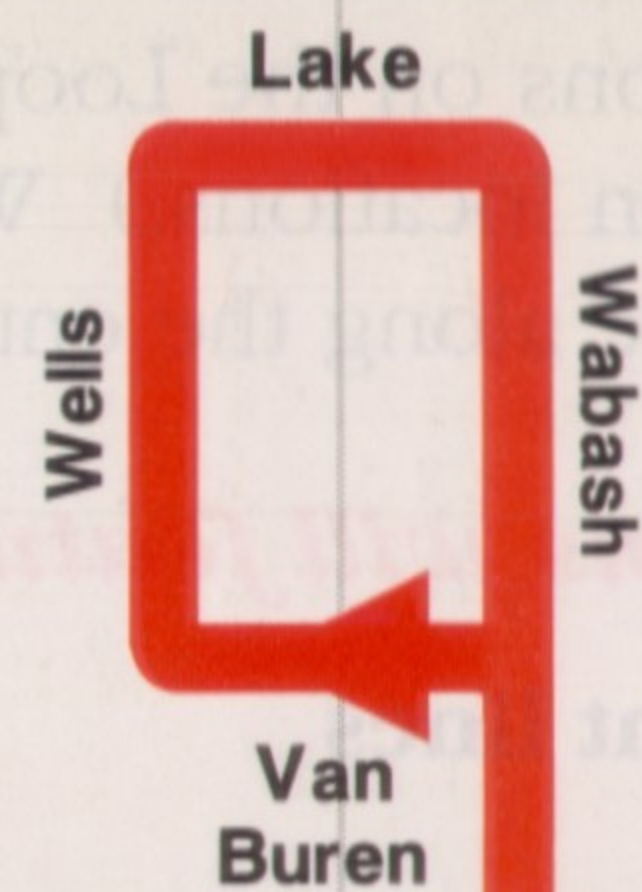


Western/49th St. Station

LOOP 'L'



DOWNTOWN



Roosevelt

ROOSEVELT
State/Wabash

Transfer to
LAKE
ENGLEWOOD
JACKSON PK
HOWARD
DAN RYAN
trains

Cicero

Pulaski

Kedzie

Western

Cermak

HALSTED

ASHLAND

Archer

35th

35TH

Ashland

Halsted

State

King Drive

Cottage Grove

Pershing Rd.

Leavitt

47th

PULASKI
Archer/51st

49th

KEDZIE

WESTERN

55th

63rd



MIDWAY AIRPORT
Cicero/59th

**MIDWAY
AIRPORT
rapid
transit
line**

modern stations

There will be eight stations on the southwest side and nine stations on the Loop Elevated. (See map for station locations.) We are planning all-stop service along the entire route.

The new stations will feature:

- **Clear, open sight lines**
- **Windbreaks, heaters and benches**
- **High levels of fluorescent lighting**
- **Escalators and elevators**
- **Train annunciators (flashing lights) that signal when a train approaches -- allowing riders to wait *inside* the station**
- **Off-street bus terminals for easy transferring (except at Roosevelt Road station)**
- **Passenger transferring signals for bus operators that indicate a train is arriving, so buses can *wait* for riders**
- **At Midway station, an enclosed walkway between the station and the airport.**

parking

Parking will be available at three stations (spaces are approximate): Midway (300 spaces); Pulaski (300 spaces); and Western (200 spaces). These stations will also have Kiss 'N' Ride (pickup/dropoff) areas.

short waits/fast trips

Frequent service will be offered all day and evening. It will take only 25 minutes to get from Midway Airport to the first downtown station at LaSalle/Van Buren.

modern trains

All trains will have air-conditioning and picture windows. Eventually, ninety brand new cars will be assigned to the line. Eight car trains will run in rush hours, and two or four car trains at other times. A new seating arrangement will allow more aisle room and extra floor space for airport travelers' luggage.



Canopy under construction at Pulaski/Archer Station

good bus connections

Many southwest side CTA and Pace bus routes will be redesigned to make direct connections with the new line. Many suburban riders who now need to make multiple transfers will be able to get downtown with just one bus-to-rail transfer.

As when the Kennedy and Dan Ryan rail line extensions opened, the new rail line will take the place of the current express bus service. This will provide most riders with a faster and more comfortable ride overall, even if a transfer is made.

good train connections

For Lake-Englewood-Jackson Park trains

- change at Roosevelt (same platform)

For Howard-Dan Ryan trains

- change at Roosevelt and enter the State Street subway

For Evanston Express trains

- change at LaSalle/Van Buren (same platform)

For Ravenswood trains

- change at Clark/Lake (opposite platform)

For O'Hare-Congress-Douglas trains

- change at Clark/Lake and go into the State of Illinois Center (Lake Transfer subway station)

a fun, scenic ride

This all-elevated route will offer great views of Chicago's neighborhoods, industry, the downtown skyline and major developments such as Chinatown Square and Dearborn Park.

It will be a fun ride for school groups, visitors and even long-time Chicago residents. Easy connections to other rapid transit lines downtown make sightseeing trip convenient.

an investment in the future

Good public transit is a basic necessity for a viable urban environment. A new or rebuilt rail line recognizes an area's growth and represents a long-term commitment to the community's future.

Redevelopment in other parts of Chicago has followed CTA's rapid transit system. Examples of this range from new office and hotel development near O'Hare, to hundreds of new single family homes and townhouses along the Ravenswood line, to new commercial developments along the State Street subway.

The southwest side has always been a great place to live. Now it will have a great rapid transit system to better serve the transit needs of its residents.