

Clybourn Reimagined



Reimagine the Future of Transit at Clybourn Metra Station!

Built in 1900, the Clybourn Metra Station at Ashland and Armitage Avenues has served Chicago for over a century.

But it's time for a new vision that meets modern transportation needs.



Mission Statement

The current Clybourn Metra Station, located at Ashland and Armitage Avenues, is among the busiest stations served by Metra, but its antiquated, early 20th Century design is no longer suitable for modern mass transit needs. A replacement station in a new location is needed to service this area.



Despite its prominent position in the Metra system, servicing some of the most well-populated communities in the Chicago area, **Clybourn Station has received minimal investment over the last several decades and has fallen into substantial disrepair.** The station presents a clear safety risk, lacks ADA compliance, and is beset by significantly deteriorating infrastructure which makes the station unfit for modern use.

The City of Chicago is committed to fostering the transformation of the former industrial area located adjacent to the Clybourn Metra Station. Among other notable efforts to modernize the surrounding area's infrastructure, it has rezoned significant portions of the North Branch Industrial Corridor to allow for mixed use developments, sought avenues to connect the Bloomingdale Trail/606 to the east side of the Chicago River, and studied options to untangle the increasingly hazardous intersection of Ashland, Armitage and Elston Avenues.

The current station is barely able to accommodate existing ridership. As future growth of the area is ensured, we require new, mass transit infrastructure to support this reimagined corridor.

Clybourn Reimagined has been formed to advocate for such a vision.

It is comprised of an active group of community leaders, mass transit advocates and others strongly advocating for a new, relocated Clybourn Station compatible with 21st century needs to service our community.

The first step in this process is for the necessary Phase 1 feasibility study to occur. The funding for the Phase 1 study has been allocated and we strongly advocate for this study to proceed as quickly as possible.

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Issues



History

The Clybourn Metra Station was constructed in 1900 and has long outlived its useful lifespan, yet it continues to operate as one of Metra's most heavily used stations, ranked 22nd busiest systemwide and 17th busiest out of the "non-downtown" stations.

Its current infrastructure is simply not suitable for current needs, let alone any future ridership increases. Renovations cannot address the following conditions due to site constraints:

- **No ADA / disability access and no ability to create complete access**
- **Limited capacity due to length of existing platforms**
- **No restrooms or indoor waiting areas**
- **No dedicated "drop off" locations for taxis or ride shares; no increased parking**

The station was constructed on a footprint designed for another era and did not account for the substantial growth of the surrounding, densely populated communities of Bucktown, Lincoln Park and Wicker Park, let alone the substantial growth of neighborhoods to the north and surrounding suburban populations that frequent the area serviced by the Clybourn Metra Station.

128 weekday trains currently stop at Clybourn, with ridership anticipated to double by 2050 due to the continued growth and appeal of the surrounding Bucktown, Lincoln Park and Wicker Park neighborhoods as well as overall increases in mass transit use.

A new station located in a better, nearby location for current and future mass transit needs is necessary to serve the surrounding communities.

Issues



Why Do We Need A New Station?

Now is the time to invest in the future.

The City of Chicago has already demonstrated its desire to foster the transformation of the former North Branch Industrial Corridor with its adoption of the North Branch Framework Plan in 2017. This Plan serves as a guide for the next several decades of long-term land use planning throughout the North Branch Corridor as it transitions from a legacy industrial footprint into a modern site with mixed use developments and increased density.

The current station lacks ADA access, and the existing footprint is incapable of supporting future access improvements given existing site constraints. Vehicular, pedestrian and cycling infrastructure is also limited.

There is limited parking and no practical ability to create additional parking on the site, and purchasing adjacent parcels to create added parking infrastructure is not feasible. High street traffic adjacent to the site creates a strong safety concern for pedestrians and bicyclists accessing the station.

The station is further confined by its location as it is limited in its ability to physically expand by adding further tracks. Given existing public and private infrastructure, including the nearby Kennedy Expressway, the Armitage / Ashland / Elston Avenue intersection, the inability to expand adjacent bridges due to height and drainage issues, and nearby commercial and residential property, **the existing site is for all practical purposes land-locked.**



Why not renovate the current station?

Rebuilding or substantially renovating the Clybourn Station at its existing location is not feasible given significant physical constraints.

To put it simply, the existing station was constructed in 1900 and is outdated and is not suitable for current use, let alone future ridership increases that will occur. The current station was designed for a different era, and its current location is simply not compatible with current, modern mass transit use, amenities and requirements.

The existing station does not meet ADA guidelines, having no ramps or elevators to aid those with mobility issues. It is one of 44 stations identified by Metra without ADA access in its “South, West and North System Map for Customers with Disabilities.” Of these 44 stations, **Clybourn has the second highest ridership.**

It is also difficult to access by most transportation modes as it lacks dedicated passenger unloading zones for taxis, ride-shares or carpool users. There are also no indoor waiting areas or restrooms for users.

The existing train platforms do not meet Metra’s current standards. The platforms vary from between 385 and 475 feet in length, which falls well short of Metra’s standards that call for platforms of 890 feet to service a 10-car train. Due to space constraints of the current station, these platforms are unable to be extended.

Overall, the physical space limitations of the current station are incompatible with any substantial renovations that may occur, particularly given the costs involved – **it is a far better and more responsible use of resources to construct a new station in a nearby location.**



Issues

What is needed?

Funding for a Phase 1 study has been secured via the appropriations process in the Illinois General Assembly. This is an important step but is merely the first step in a longer process.

We now need to advocate for this study to proceed at the earliest opportunity, and need to keep up the pressure to make sure this study moves forward.

The time is now to advocate for our elected leaders to lend their support to move this important study forward now.

How long will this Phase 1 Study take?

It is anticipated this phase will take roughly 18-24 months.

What are the next steps?

Now that funding for this Phase 1 study has been secured, it is important the study process itself moves forward. To ensure this study proceeds in short order, it is critical we advocate our elected leadership at the federal, state and local levels.

We encourage you to contact the following elected leaders and submit this letter of support:

Federal

- U.S. Senator Richard Durbin
- U.S. Senator Tammy Duckworth
- U.S. Representative Mike Quigley

Chicago

- Alderman Scott Waguespack (32nd)
- Alderman Brian Hopkins (2nd)

State

- State Representative Jawaharial "Omarr" Williams (10th)
- State Representative Will Guzzardi (39th)
- State Representative Jaime Andrade Jr. (40th)
- State Senator Lakesia Collins (5th)

County

- President Toni Preckwinkle
- Commissioner Bridget Degnen (12th)

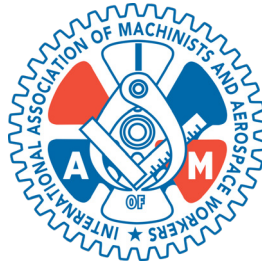
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Coalition Members

Contact Adam Gypalo
to join our growing coalition!

CONTACT

Metropolitan  Planning Council



ACTIVE TRANSPORTATION
ALLIANCE



LINCOLN PARK
• CHAMBER OF COMMERCE •



WRIGHTWOOD
NEIGHBORS ASSOCIATION



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Photos

Placeholder subheader



Ashland Public Right of Way



Ashland Stair Access



Ashland Stair Access



Station Platform Tunnel



Ashland Rideshare Drop Off



Ashland Overpass



Armitage Avenue



Stairs North Side



Below Tracks to Parking Lot



Ashland Overpass



Canopy



Tunnel



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Get Involved

For more information on Clybourn
Reimagined, please contact:

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[CONTACT FORM](#)