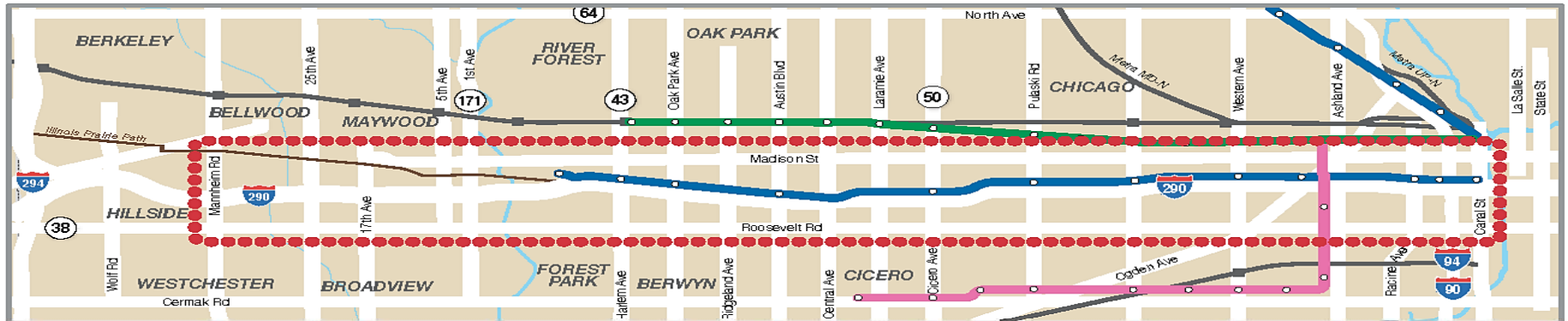









CTA Blue Line Study Area



CTA BLUE LINE VISION STUDY



Legend

-  Blue Line/Station Access
-  Pink Line/Station Access
-  IL Prairie Path Multi-Use Trail
-  River
-  Green Line/Station Access
-  Metra Line/Station
-  Study Area Boundary



HISTORY OF THE CTA BLUE LINE / I-290 SYSTEM

- Blue Line / I-290 infrastructure is 55 years old
- First integrated transit / highway facility in the U.S.

PROJECT STUDY AREA

- EXISTING CTA BLUE LINE: From Clinton Station to Forest Park Station
- IDOT EXPANSION ALTERNATIVE: Forest Park Station to Mannheim Road



Existing Conditions Assessment



CTA BLUE LINE VISION STUDY

REVIEW AND UPDATE TRANSIT DATA

ASSESS AND DOCUMENT EXISTING CONDITIONS

- Rail transit deficiencies and needs
- Platform design and access
- Station access and entry
- Remaining useful life

ELEMENTS EVALUATED:

- TRACK: Contaminated ballast, deteriorated ties, poor drainage and worn rail
- SIGNALS: Recently upgraded
- STATIONS: Over 50 years old, need modern enhancements
- STRUCTURES: Nearing end of life expectancy
- TRACTION POWER: Elements require upgrading
- COMMUNICATIONS SYSTEM: Need technological improvements

RECOMMENDATION

- Complete Reconstruction and Modernization



Three Distinct Market Segments



CTA BLUE LINE VISION STUDY

WESTERN TO AUSTIN

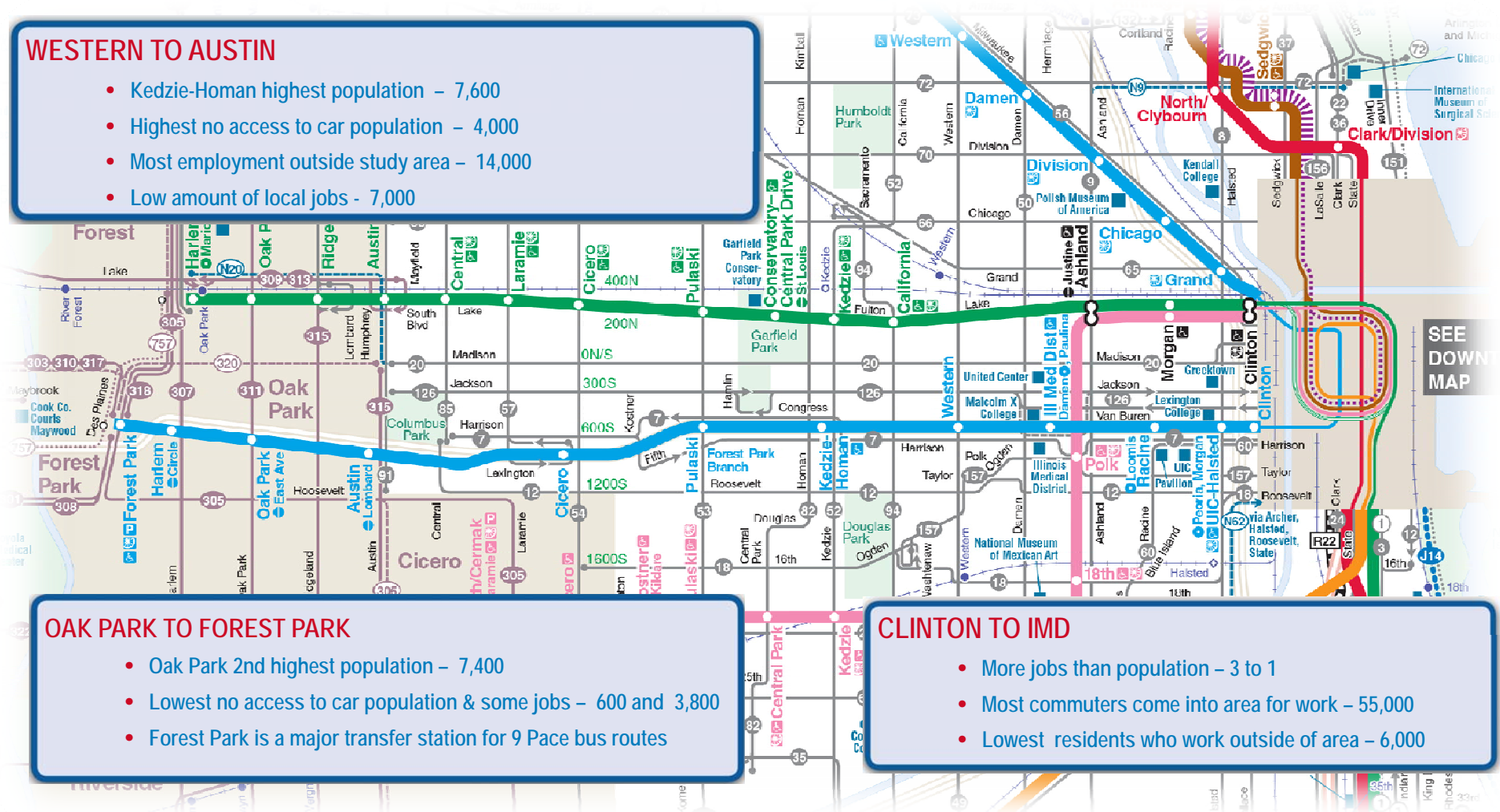
- Kedzie-Homan highest population – 7,600
- Highest no access to car population – 4,000
- Most employment outside study area – 14,000
- Low amount of local jobs - 7,000

OAK PARK TO FOREST PARK

- Oak Park 2nd highest population – 7,400
- Lowest no access to car population & some jobs – 600 and 3,800
- Forest Park is a major transfer station for 9 Pace bus routes

CLINTON TO IMD

- More jobs than population – 3 to 1
- Most commuters come into area for work – 55,000
- Lowest residents who work outside of area – 6,000



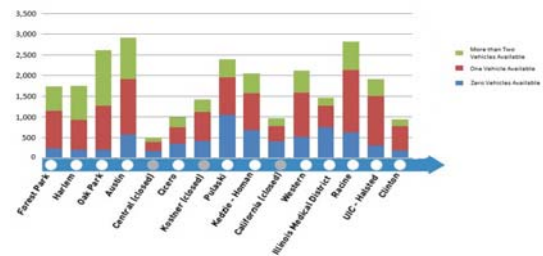
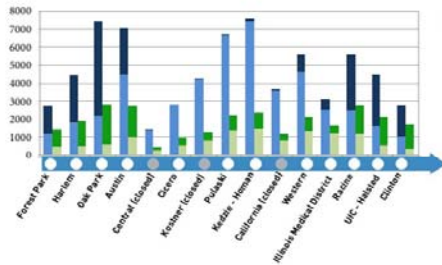
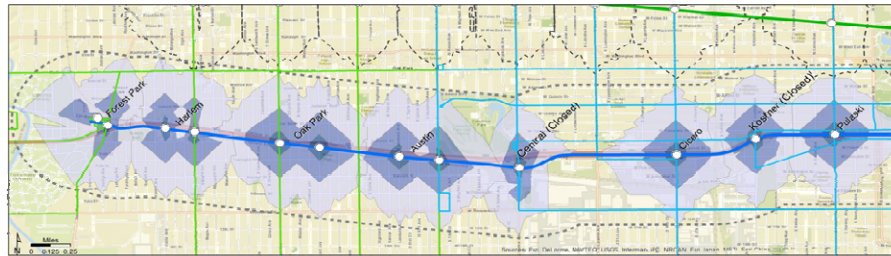
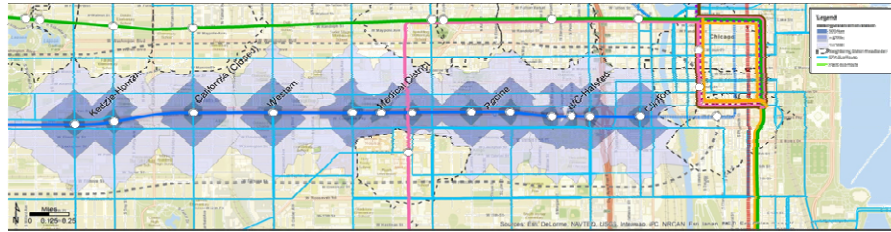
SEE DOWN MAP

Study Area Demographics

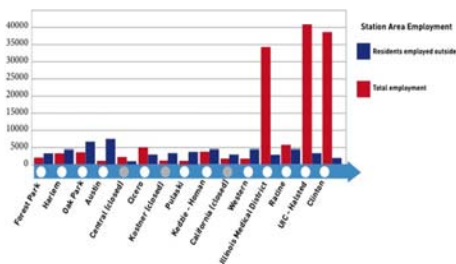
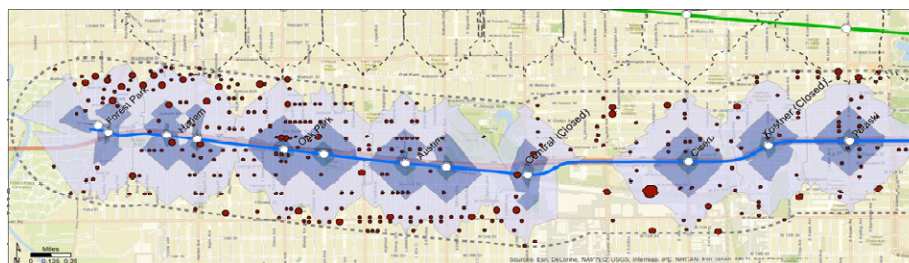
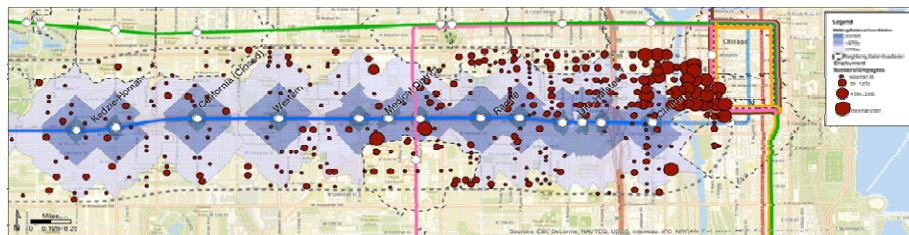


CTA BLUE LINE VISION STUDY

WALKSHEDS & POPULATION



WALKSHEDS & EMPLOYMENT



Blue Line Evaluation and Options



CTA BLUE LINE VISION STUDY



	FOREST PARK	HARLEM	OAK PARK	AUSTIN	CICERO	PULASKI	KEDZIE-HOMAN	WESTERN	ILLINOIS MEDICAL DISTRICT	RACINE	UIC-HALSTED	CLINTON
EXISTING STATION	5	2	2	2	2	2	2	1	3	2	3	4
ADA ACCESSIBLE	●						●		●		●	
WIDER PLATFORM	●											●
WEATHER/NOISE PROTECTION												
EXISTING CONTEXT												
BUS ROUTE	●	●	●	●	●	●	●	●	●		●	●
BIKE ROUTE/BIKE SHARE			●	●		●	●	●	●	●	●	●
STREET EASY TO CROSS (<= 3 LANES)		● (Circle, only)		● (Lombard, only)	● (Lavergne, only)	● (Keeler, only)					● (Peoria, only)	
STATION OPTIONS												
RENOVATION	●	●	●	●	●	●	●		●	●	●	●
WIDER PLATFORM		●	●	●	●	●	●	●	●	●	●	
COMPACT		●	●	●	●	●	●	●		●		
POST OFFICE AND UNION STATION CONNECTION												●

1 Single-entry station 2 Double-entry station 3 Triple-entry station 4 Subway station 5 Terminal station

Double Entry Station Concepts



CTA BLUE LINE VISION STUDY



NORTH

SOUTH

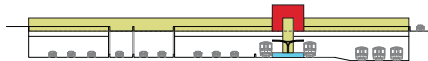
WEST

EAST

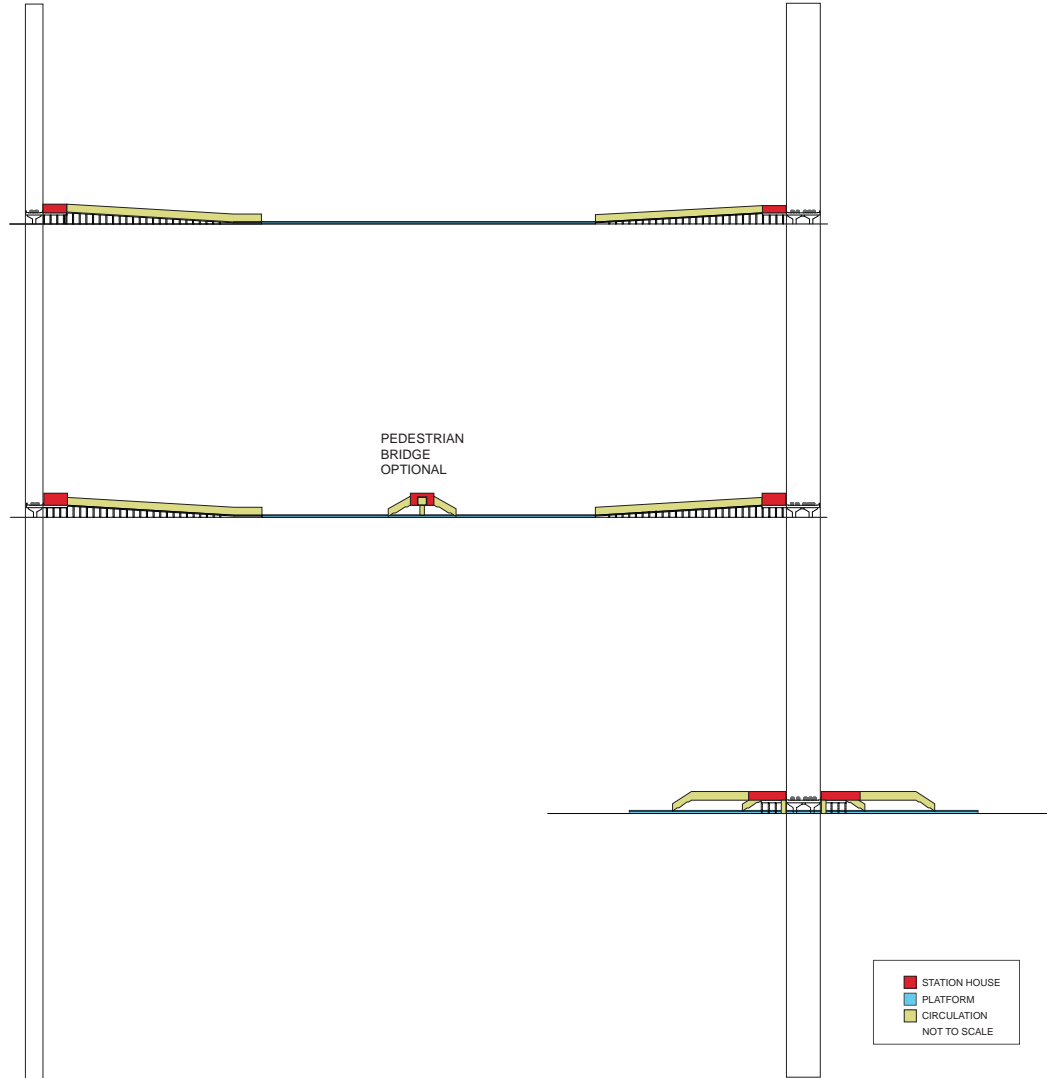
RENOVATION



WIDER PLATFORM



COMPACT



MULTI-MODAL
WALK, BIUS, BIKE
WEATHER/NOISE
PROTECTION
WIDER PLATFORM
ADA ACCESSIBLE

RAMPS

ELEVATOR-RAMPS

ELEVATORS

STATION HOUSE
PLATFORM
CIRCULATION
NOT TO SCALE

TRUE
BEST



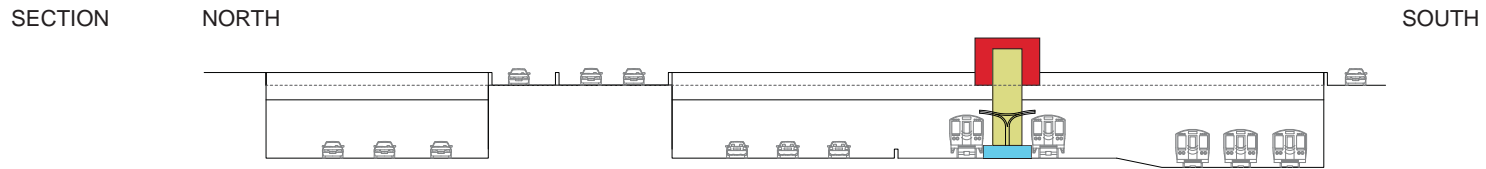
Double Entry Station Concept: Renovation



CTA BLUE LINE VISION STUDY

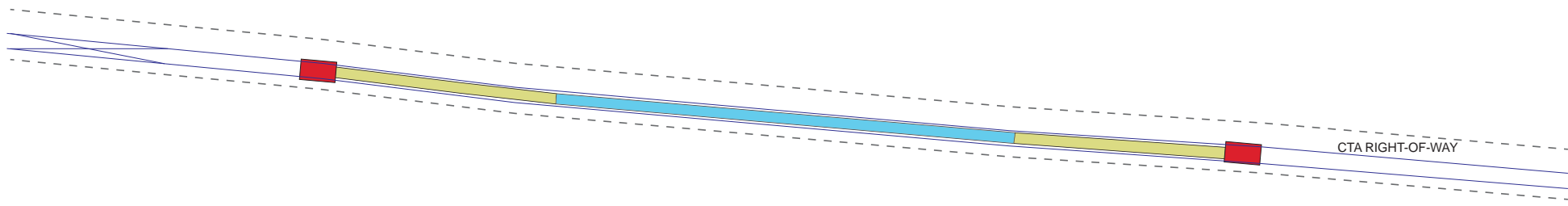


- STATION HOUSE
- PLATFORM
- CIRCULATION
- NOT TO SCALE



PLAN

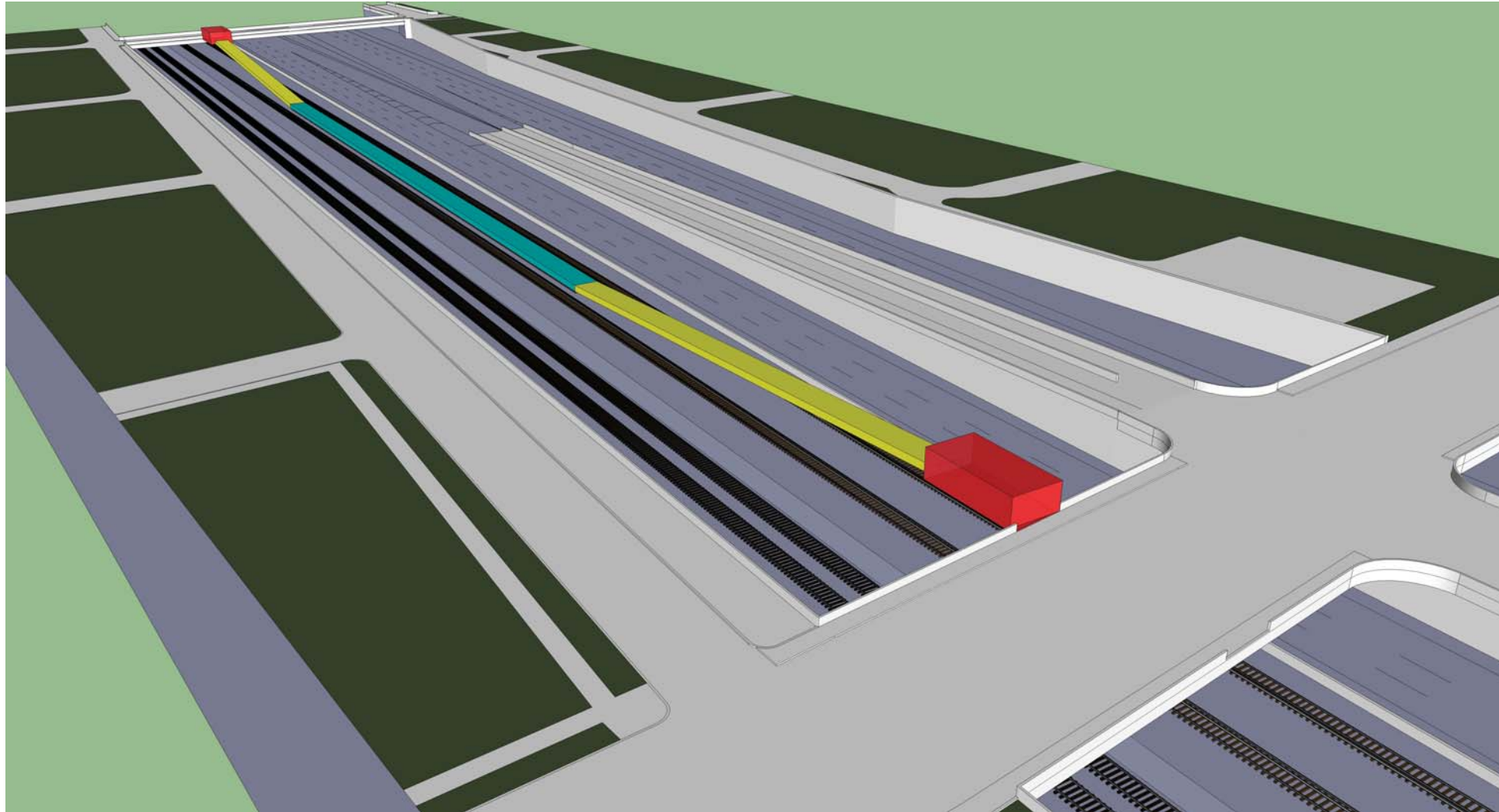
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Double Entry Station Concept: Renovation



CTA BLUE LINE VISION STUDY



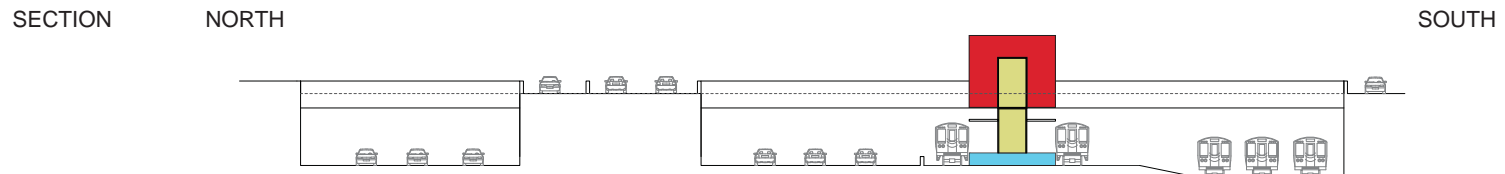
Double Entry Station Concept: Compact



CTA BLUE LINE VISION STUDY



- STATION HOUSE
- PLATFORM
- CIRCULATION
- NOT TO SCALE

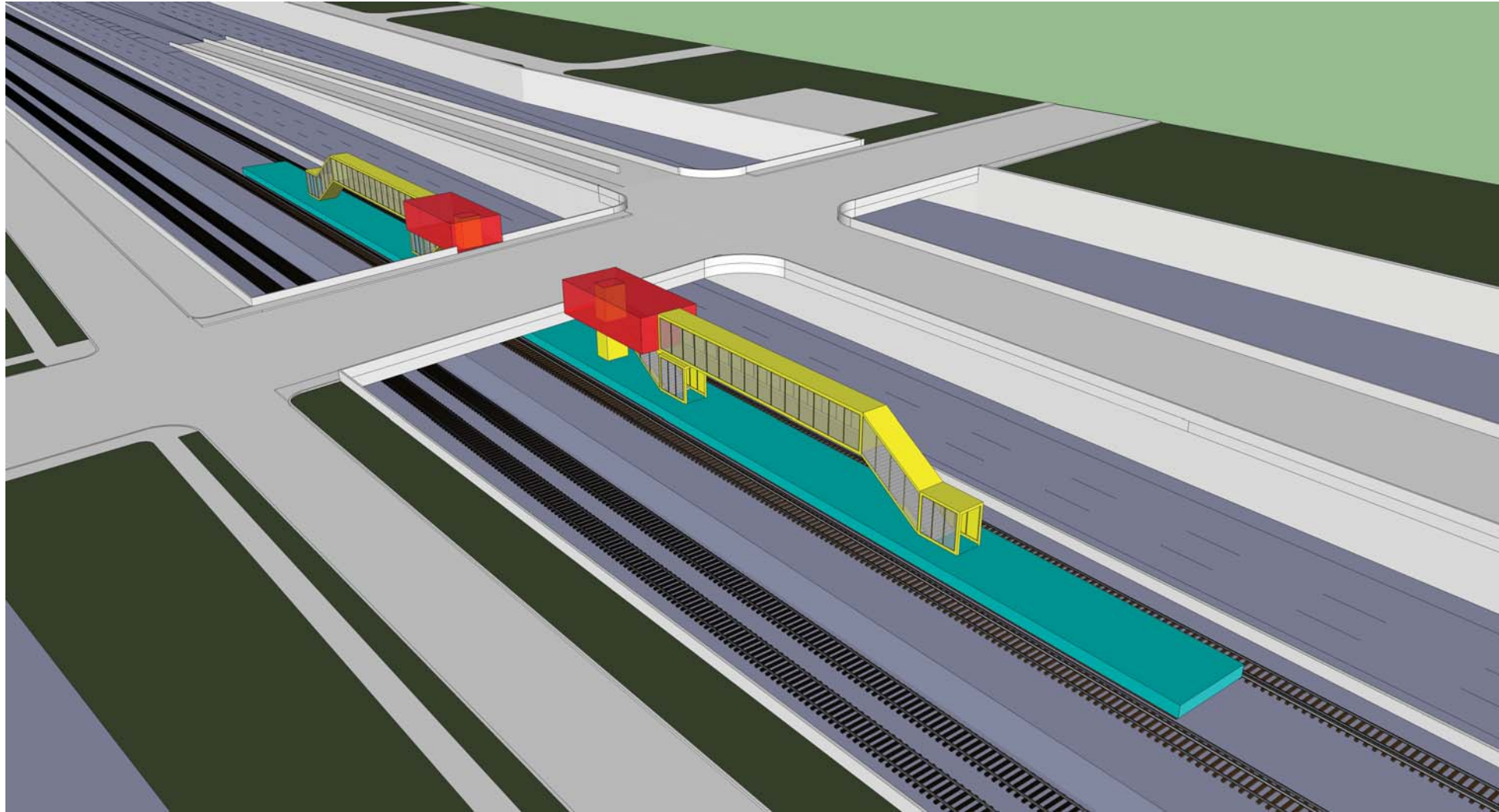


RELOCATED TRACK

Double Entry Station Concept: Compact



CTA BLUE LINE VISION STUDY



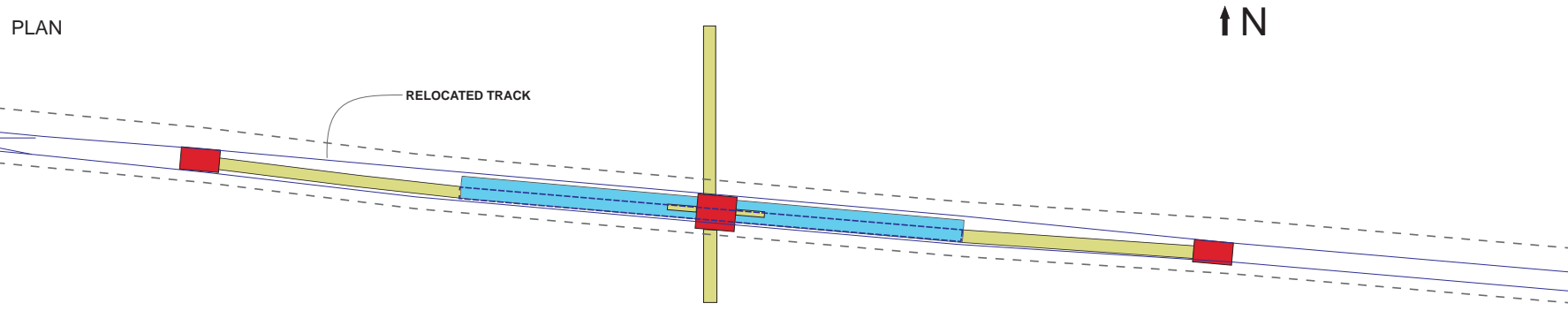
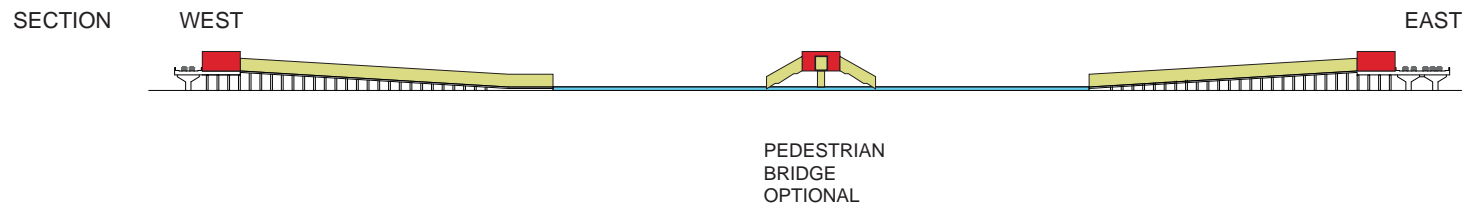
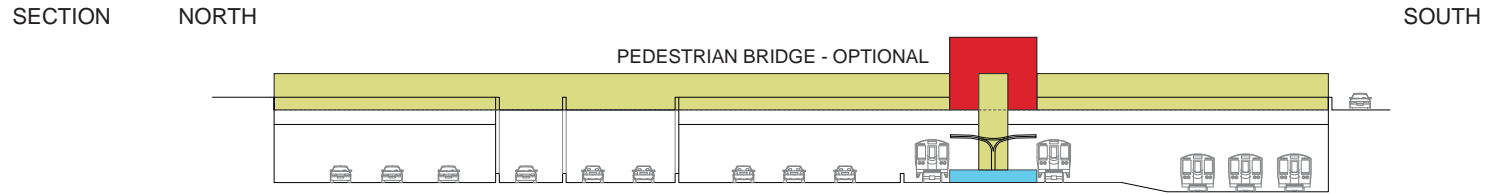
Double Entry Station Concept: Wider Platform



CTA BLUE LINE VISION STUDY



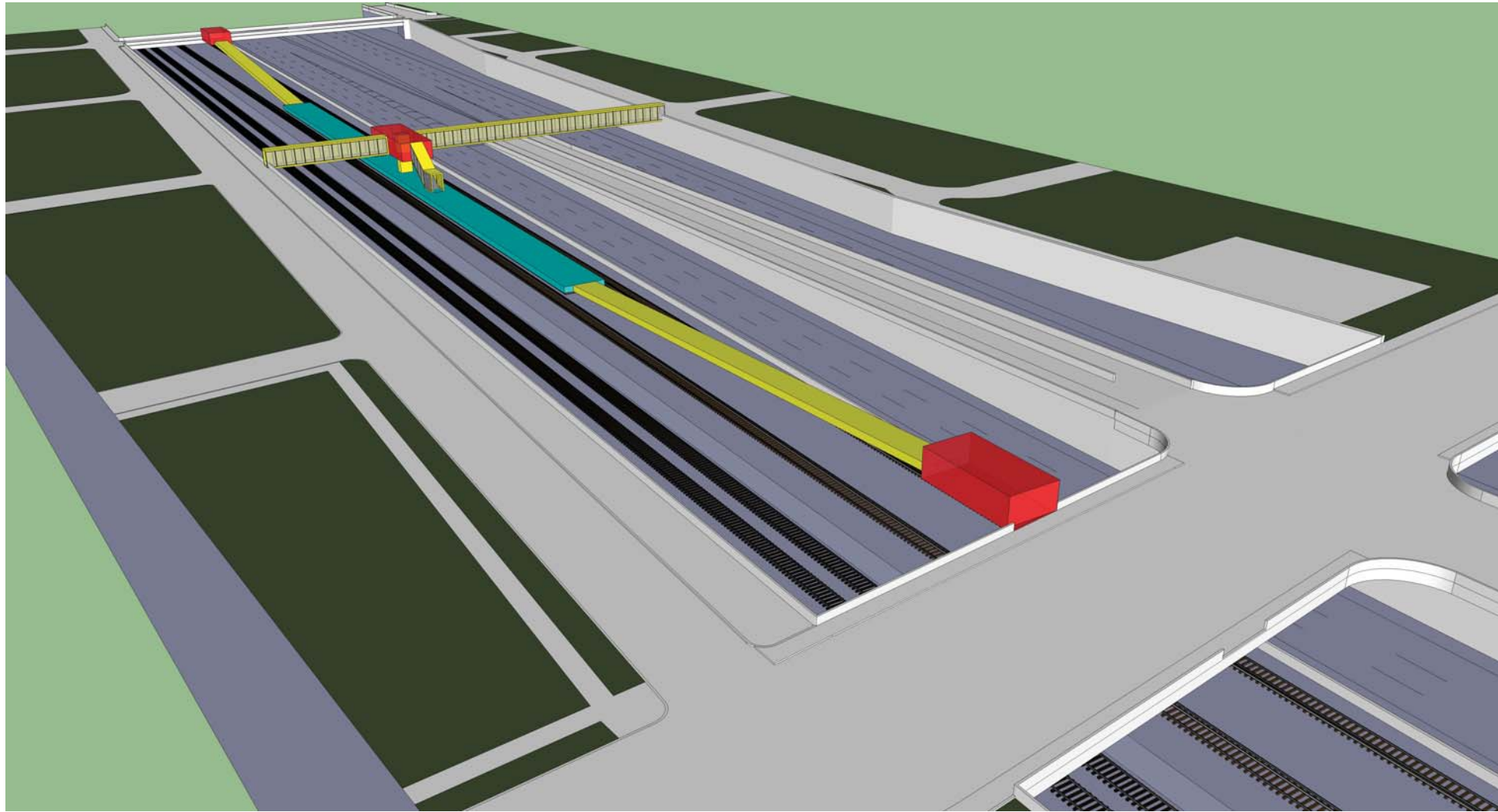
- STATION HOUSE
- PLATFORM
- CIRCULATION
- NOT TO SCALE



Double Entry Station Concept: Wider Platform



CTA BLUE LINE VISION STUDY



Model Stations: Inside



CTA BLUE LINE VISION STUDY



Kate Joyce Studios



Ross Barney Architects



Kate Joyce Studios

Whether renovated or rebuilt completely, Blue Line stations could have adequate canopies, wind protection, daylight, and seating.

Removing columns and windbreaks from the platform would make its width more usable. This would be recommended especially if the platform were not widened. Additional benefits from removing these items would be making windbreaks continuous (as shown in the middle image, above) and incorporating noise control.

Model Stations: Outside



CTA BLUE LINE VISION STUDY



Ross Barney Architects

Station houses should be welcoming to all users. Ample sidewalks should lead to and from them. Bus stops, seating, and places to lock bicycles should be located near station house entries.

From the outside, stations should be easily visible (see upper right image) and attractive additions to the neighborhood landscape.



Kate Joyce Studios

Kate Joyce Studios



Model Streets and Highway Overpasses

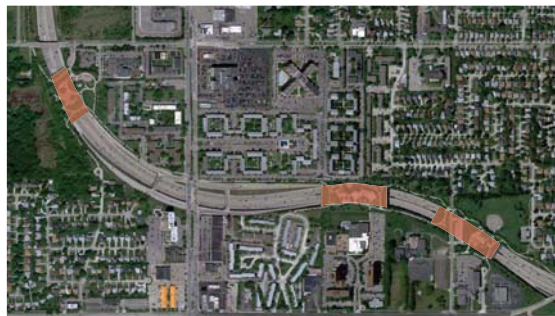


CTA BLUE LINE VISION STUDY



Google Earth

Three approximately 700 foot wide decks cover a portion of Interstate 696 in Southfield and Oak Park, Michigan (see aerial photo, below). These landscaped pedestrian plazas allow residents to cross the highway easily.



Google Earth



Meleca Architecture



Meleca Architecture

Above, a bridge with retail frontage continues the urban scale over Interstate 670 in Columbus, Ohio.

Below, a protective median and a mid-block crossing are provided at CTA's Sox-35th station.



Above, Chicago's State Street has two travel lanes in each direction, with reclaimed space converted into the Gateway, a landscaped median with social potential.

Below, installation of Dusty Folwarczny's sculpture Give.

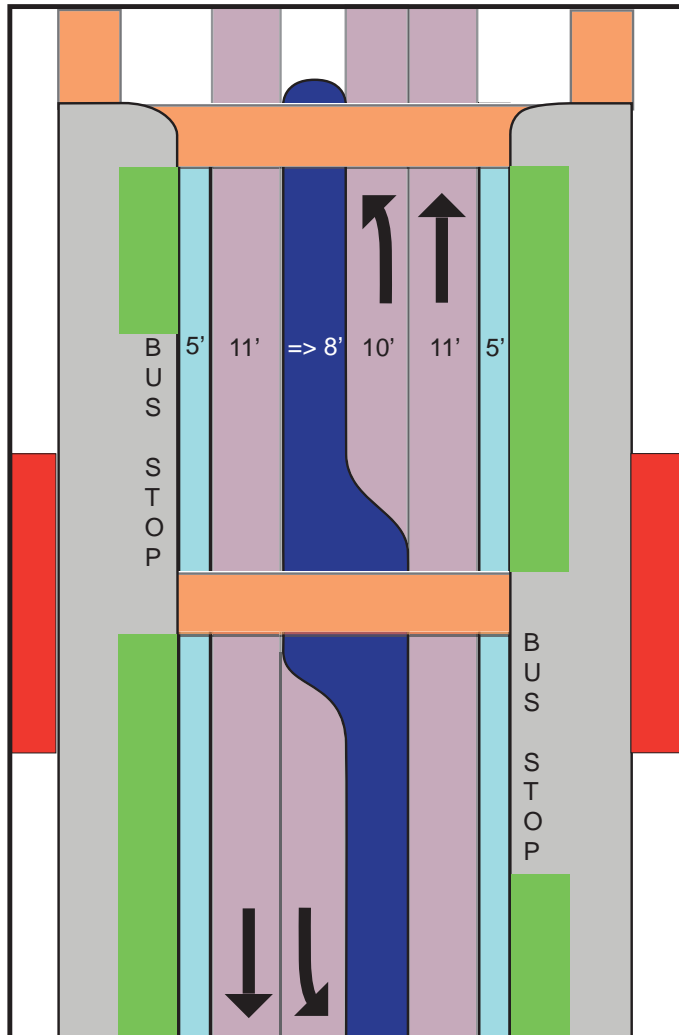


Chicago Loop Alliance

Model Street Design

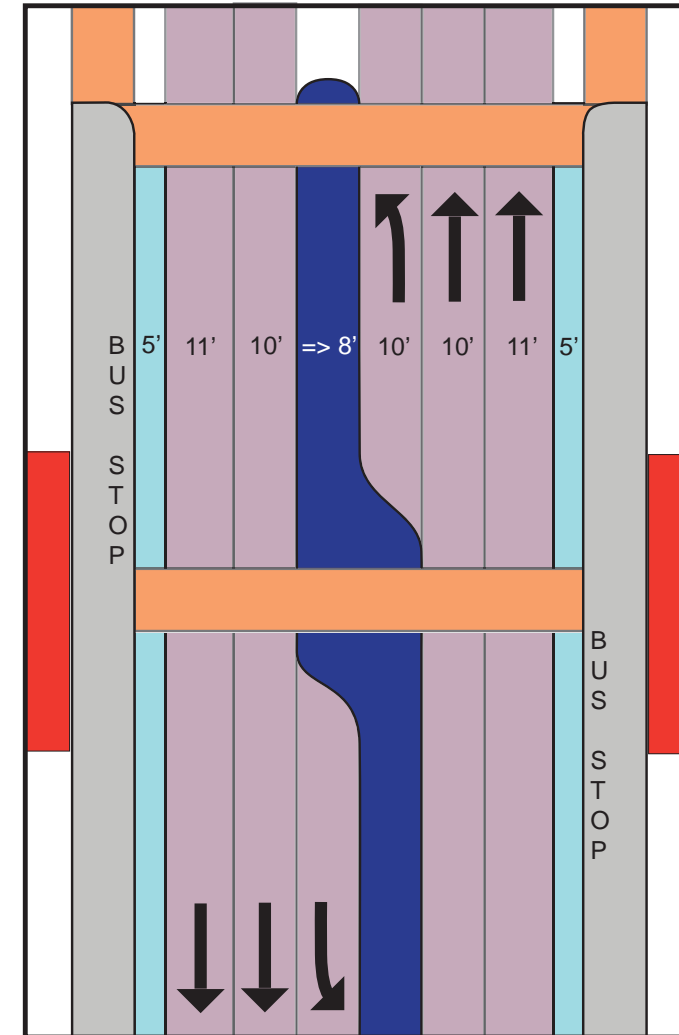
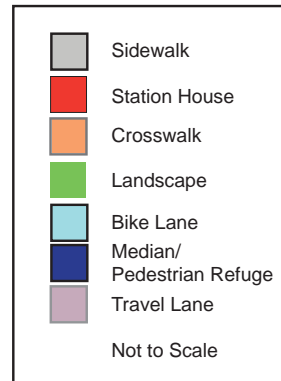


CTA BLUE LINE VISION STUDY



Complete Streets Chicago: Design Guidelines (Chicago Department of Transportation, 2013) provides a model (and, in Chicago, direction) for the treatment the streets along the Blue Line. Streets should serve (in this order): Pedestrians, public transit riders, bicyclists, motorists.

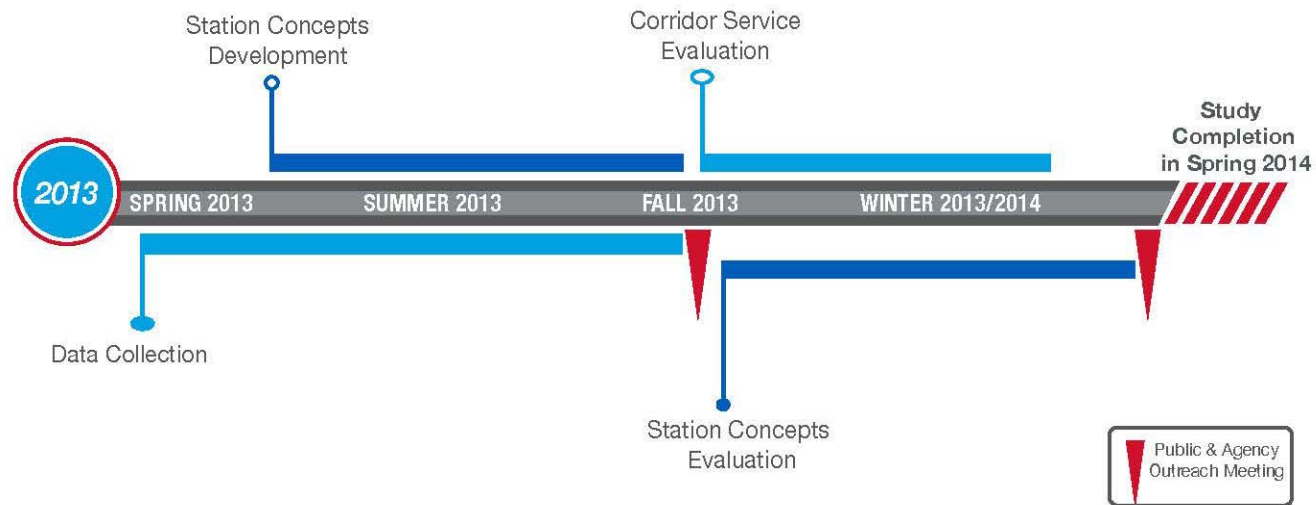
The diagrams to the left and right summarize the main points: Crosswalks should never cross more than three lanes; medians should be at least 8 feet wide; no more than one lane in each direction should be up to 11 feet wide; and the rest should be no more than 10 feet wide.



CTA Blue Line Study Area



CTA BLUE LINE VISION STUDY



PROCESS

- Evaluate existing infrastructure & market conditions
- Conduct early outreach to project stakeholders
- Identify short & long term service strategies for the CTA Blue Line
- Analyze funding options

PURPOSE

- Determine long-term vision
- Coordinate transit & I-290 Expressway improvements

Conclusions and Next Steps



CTA BLUE LINE VISION STUDY

CONCLUSIONS:

Based on existing conditions, full modernization is recommended.

Based on corridor demographics, transit access is essential to study area.

Station access should be evaluated and improved:

- within the station,
- from neighborhood via bike and pedestrian,
- from roadway for PNR and potentially KNR.

Large employment generators from Clinton to IMD suggest that turn back track for O'Hare branch should be west of IMD (currently between UIC and Racine).

NEXT STEPS:

Develop Conceptual Service Patterns

- Service variations (near-term and long-term)
- Support facilities

Evaluate Alternatives

- Physical features
- Travel time, ridership, & capacity estimates
- Capital, operating & maintenance costs
- Operational impacts & compatibility

PROJECT UPDATES:

<http://www.transitchicago.com/bluweststudy/>