



CTA BLUE LINE VISION STUDY

# WELCOME

Forest Park Branch Vision Study

# PUBLIC HEARING

# Comprehensive Stakeholder Outreach



CTA BLUE LINE VISION STUDY



\* with IDOT



# Question & Answer Session

*at 7:00 PM*



Fill out Yellow  
Participation Form

# Ways to Comment

cta

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- Fill out a comment form
- Submit project comments electronically to **BlueWestStudy@transitchicago.com**

## STAY CONNECTED!



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# CTA Blue Line Study Area



## CTA BLUE LINE VISION STUDY



### Legend

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



### 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

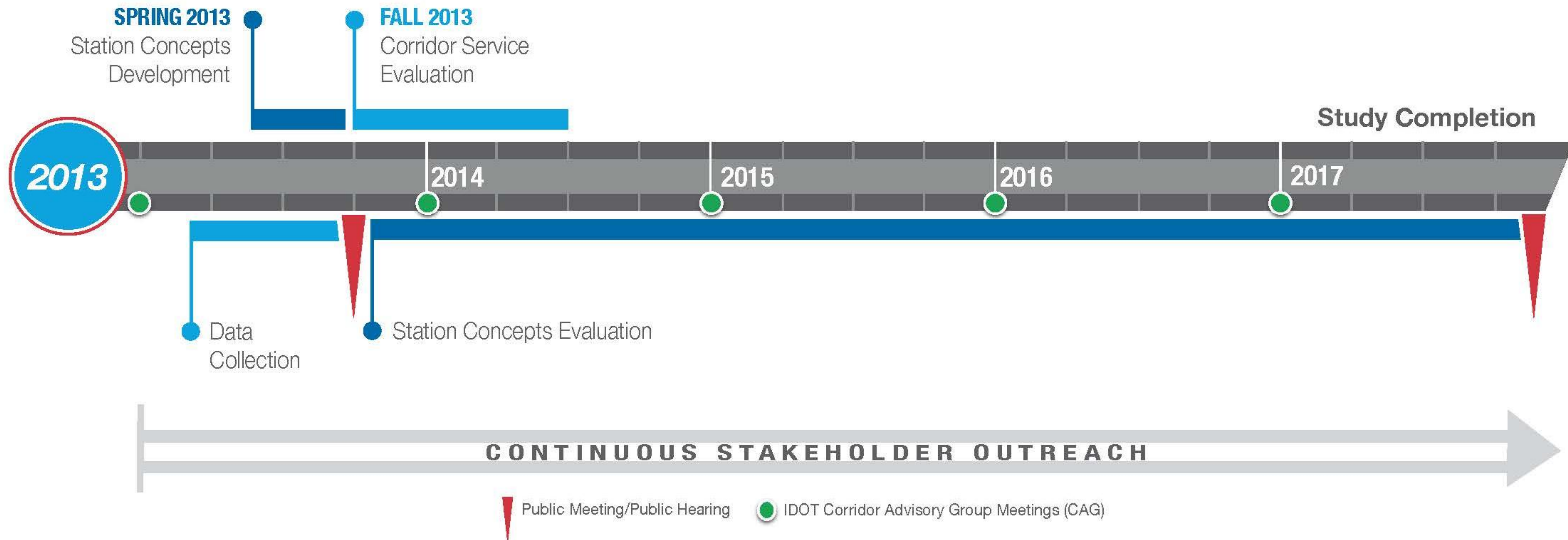
- EXISTING CTA BLUE LINE: From Clinton Station to Forest Park Station



# Blue Study Area Project Schedule



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## PROCESS

- Evaluate existing infrastructure & market conditions
- Conduct early outreach to project stakeholders
- Identify policy and funding options

## PURPOSE

- Determine long-term vision
- Coordinate planning with IDOT for I-290 corridor

## OUTREACH

- Participated in IDOT I-290 Corridor Advisory Group Meetings: 2/13, 7/13, 7/14, 8/15
- Participated in IDOT Public Meetings 10/2013, and IDOT Public Hearing in 2017
- Continuous stakeholder coordination and outreach during project

# Three Distinct Market Segments



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## 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

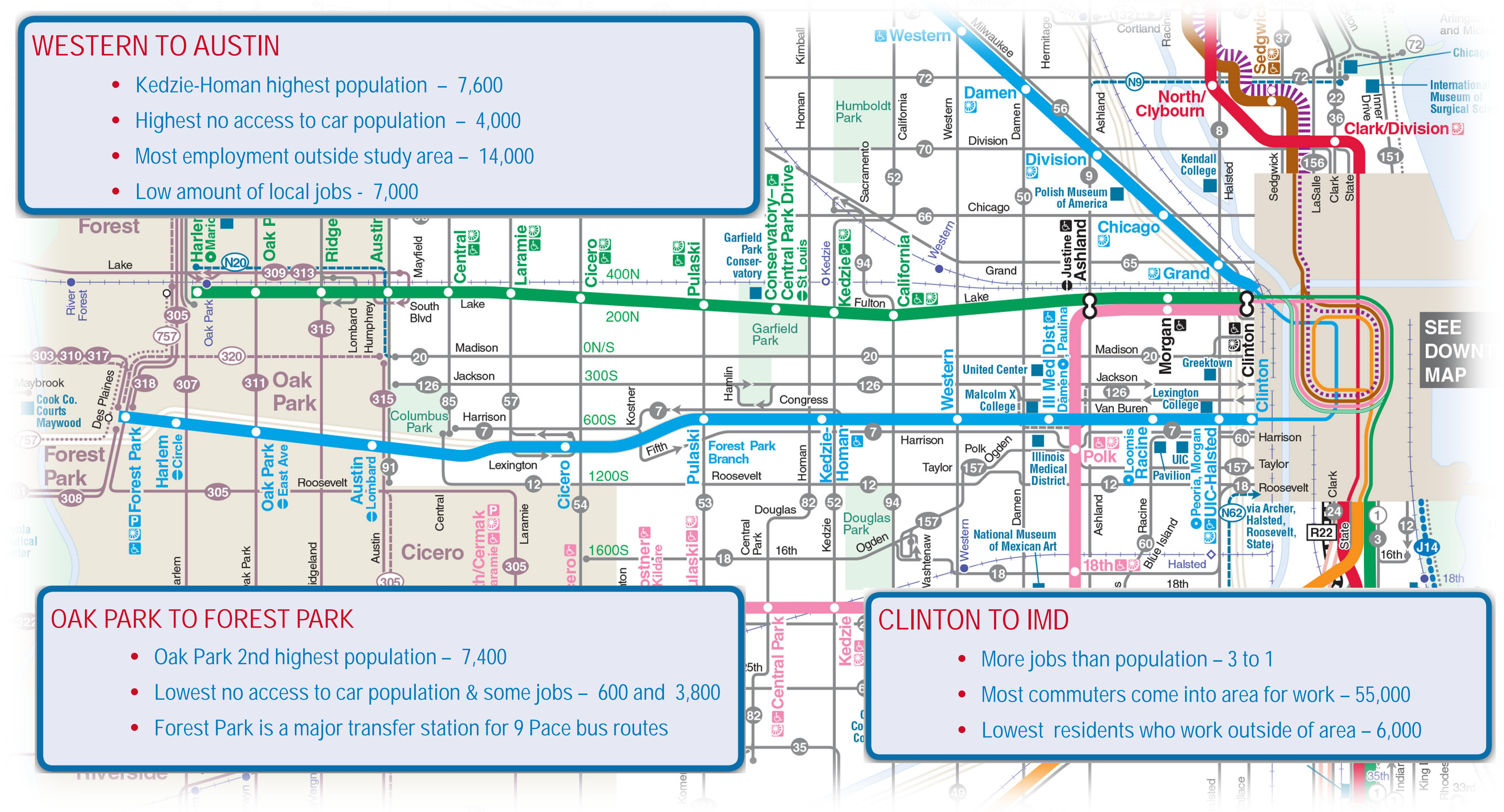
SEE  
DOWN  
MAP

## 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

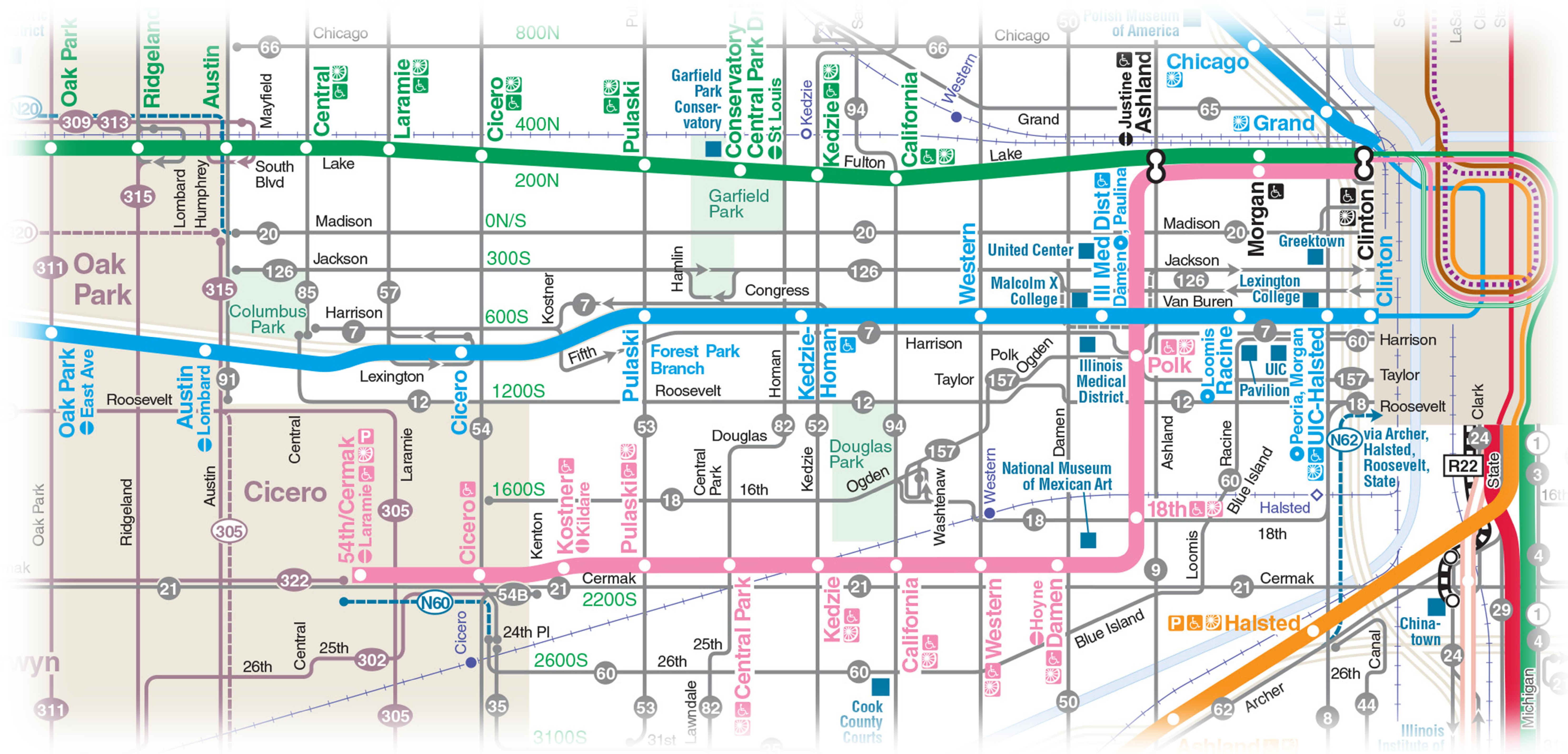
- More jobs than population – 3 to 1
- Most commuters come into area for work – 55,000
- Lowest residents who work outside of area – 6,000



# Blue Line Operates as West Side Express Branch



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The Forest Park Branch of the Blue Line has long station spacing and serves as an express branch on the west side of Chicago. This makes it an ideal branch to serve nearby passengers and those that transfer from the CTA bus system. The Pink and Green Lines are nestled into the fabric of the neighborhoods, have more frequent station spacing, and provide local service on the west side.



# Summary of Existing Conditions Assessment



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## MINIMAL UPGRADES HAVE BEEN COMPLETED AS NEEDED

- Special Trackwork: crossovers & switches recently upgraded (except Lathrop)
- Signals: recently upgraded

## REMAINING ELEMENTS BEYOND USEFUL LIFE AND SEVERELY WORN

- Track: contaminated ballast, deteriorated ties, poor drainage, worn rail
- Stations: over 50 years old, only 4 of 12 are accessible, narrow platforms
- Structures: approaching end of useful life
- Traction Power: substation, cabling, third rail, etc require upgrading
- Communications System: warrants technical improvements
- Maintenance Shop and Yard: approaching end of useful life; inadequate track configuration and capacity

## RECOMMENDATION

Complete reconstruction/modernization for the Forest Park branch

- Rehabilitate infrastructure
- Maintain existing entrance locations
- Improve customer experience
- Improve terminal site
- Maintain existing service
- Work with IDOT on corridor improvements



## Recommendation: Modernization and Reconstruction for Branch

- ✓ **Rehabilitate infrastructure**, starting with track work  
(More than 20% slow zones, ongoing maintenance to delay increases)
- ✓ Propose **wider station platforms and elevator access** for entire branch
  - Utilize design opportunities to lessen weather/noise impacts on branch
- ✓ Maintain existing layout for double entry stations; **add auxiliary entrances for single-entry stations** (Western, Pulaski and Cicero)
- ✓ Include **turn-back track west of IMD** to accommodate construction phasing and future service increase to IMD
- ✓ **Redesign and expand Forest Park Terminal** within current parcel to modernize yard and shop, bus and pedestrian connections



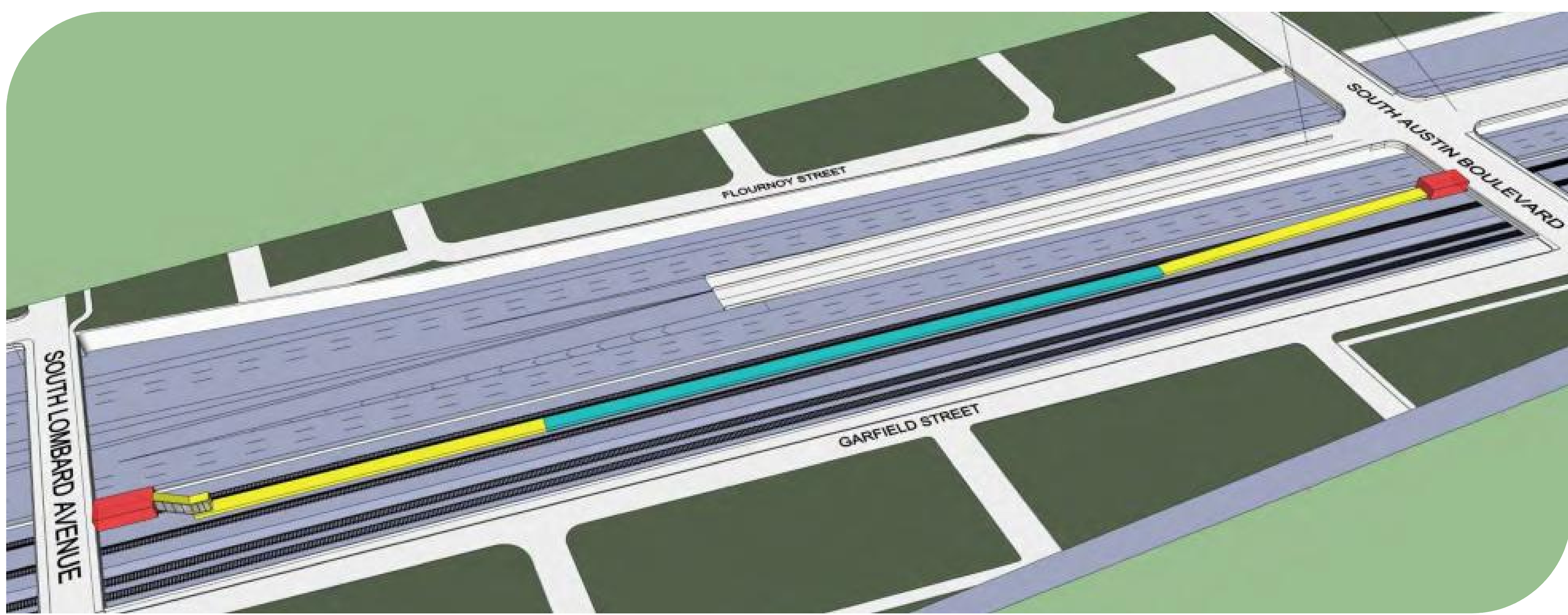
# Recommendation: Retain Dual Entry Station Entrances



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Retain double and triple entry station entrances

Harlem, Oak Park, Austin, Illinois Medical District, Racine, UIC-Halsted



# Improve Customer Experience: Conceptual Rendering



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- ADA accessible
- Landscaping
- Pedestrian crossings/refuges

- Station entrance design
- Bike racks

- Lighting
- Design improves CTA maintenance & constructability

# Improve Customer Experience: Conceptual Rendering



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• Wider Platforms

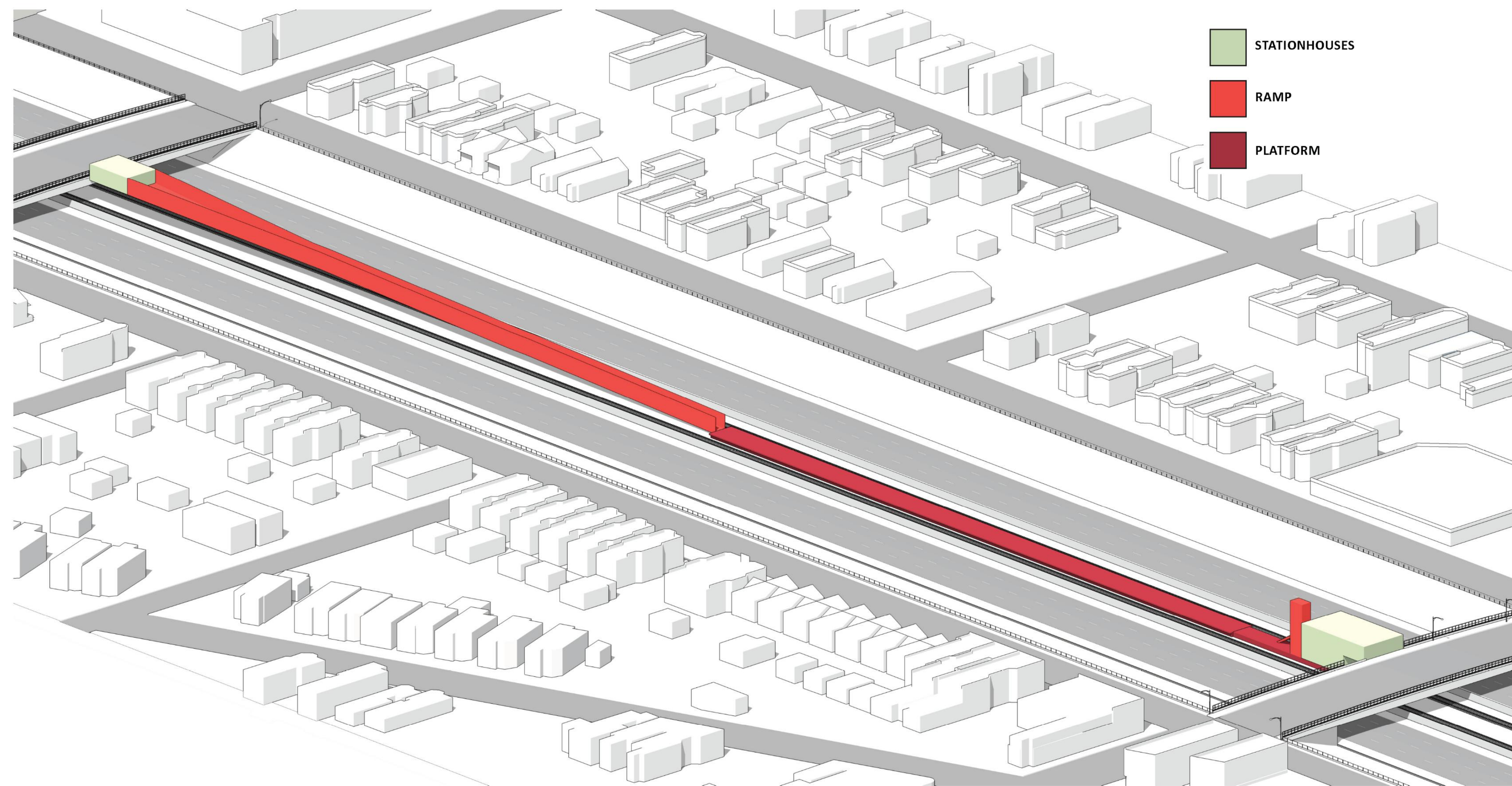
• Shelter/weather protection

# Recommendation: Add auxiliary entrances to single-entry stations



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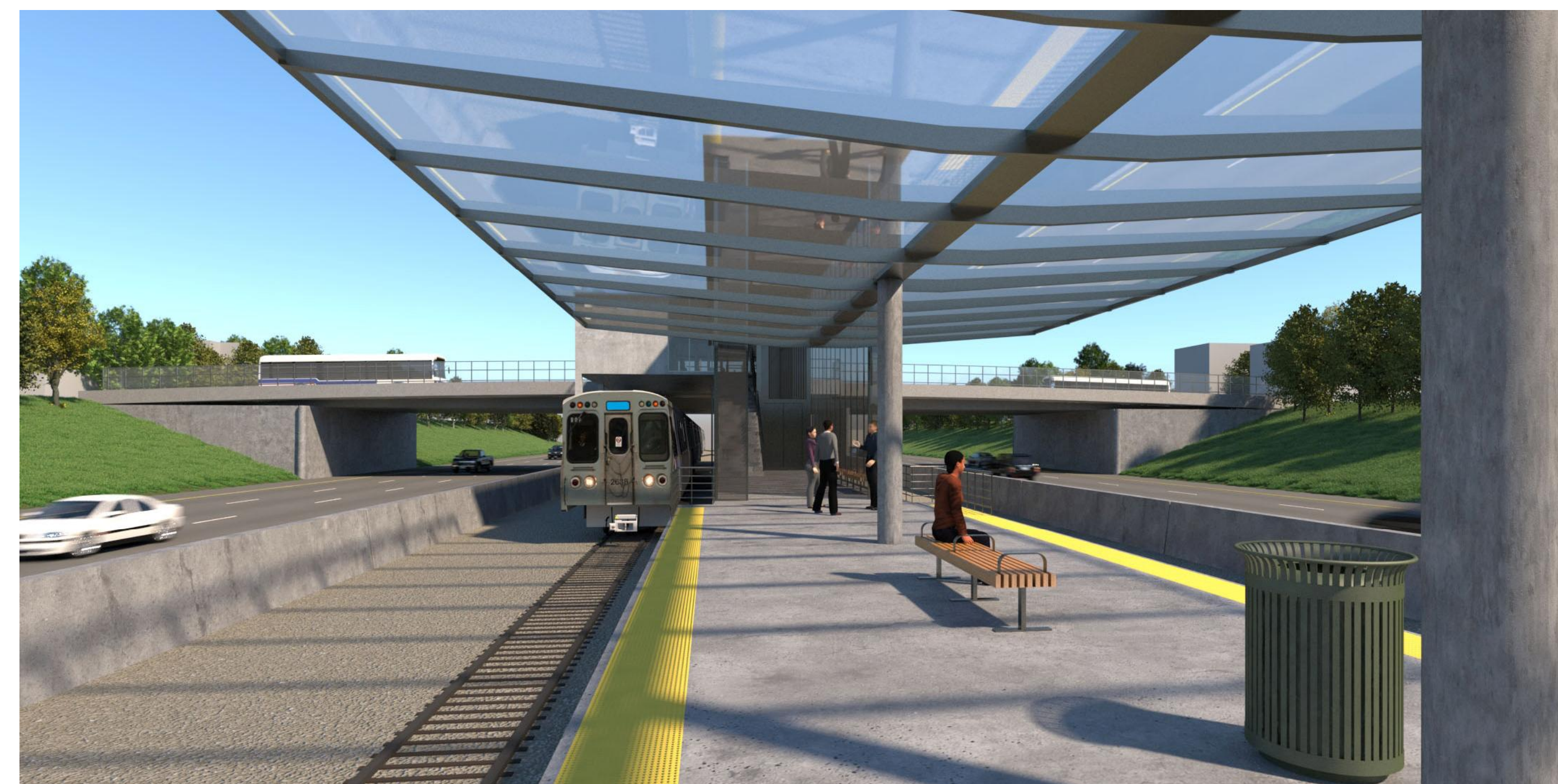
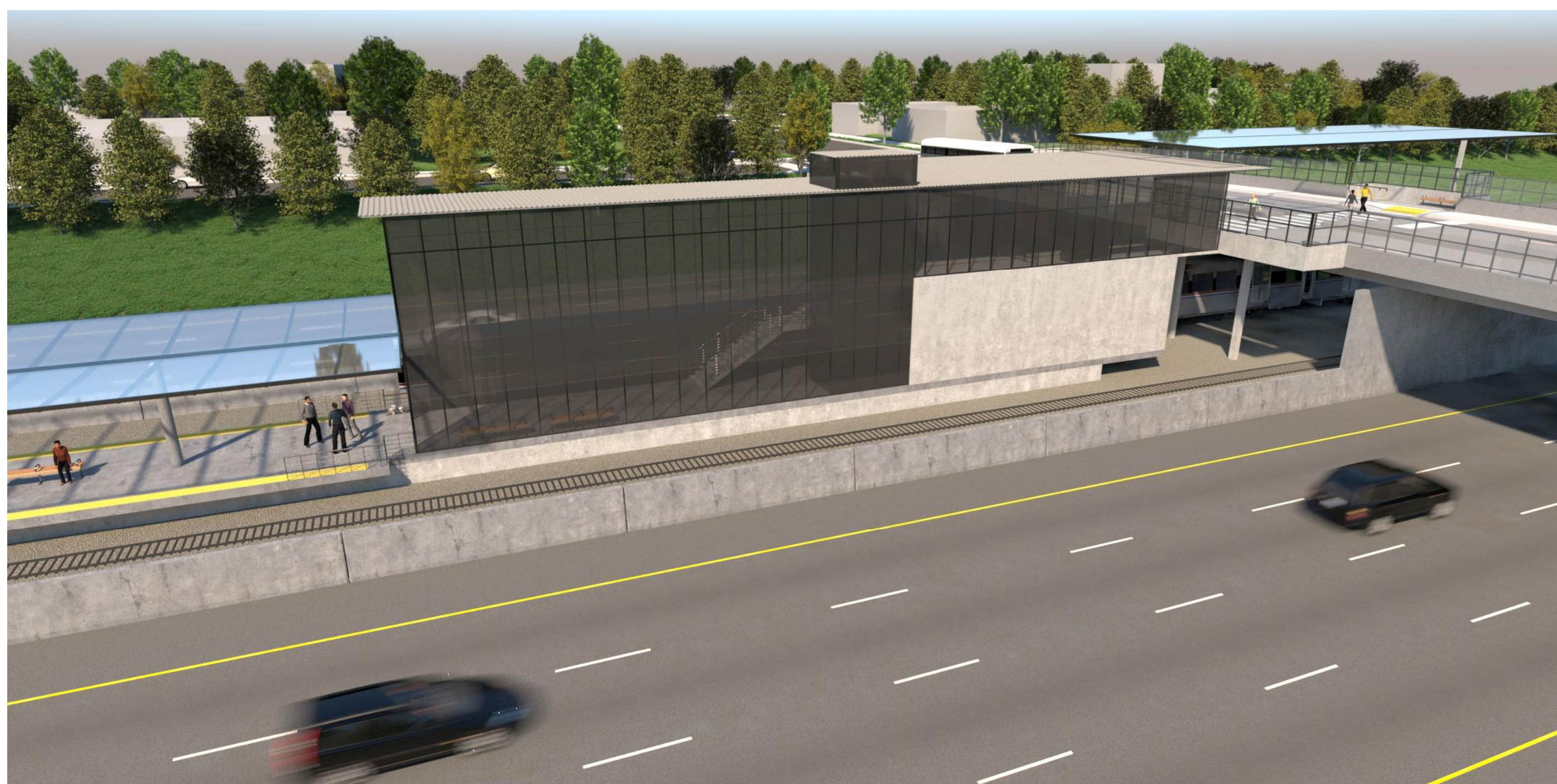
- Keeler Avenue (Pulaski station)
- Lavergne Avenue (Cicero station)



# Pulaski – Multiple Design Concepts



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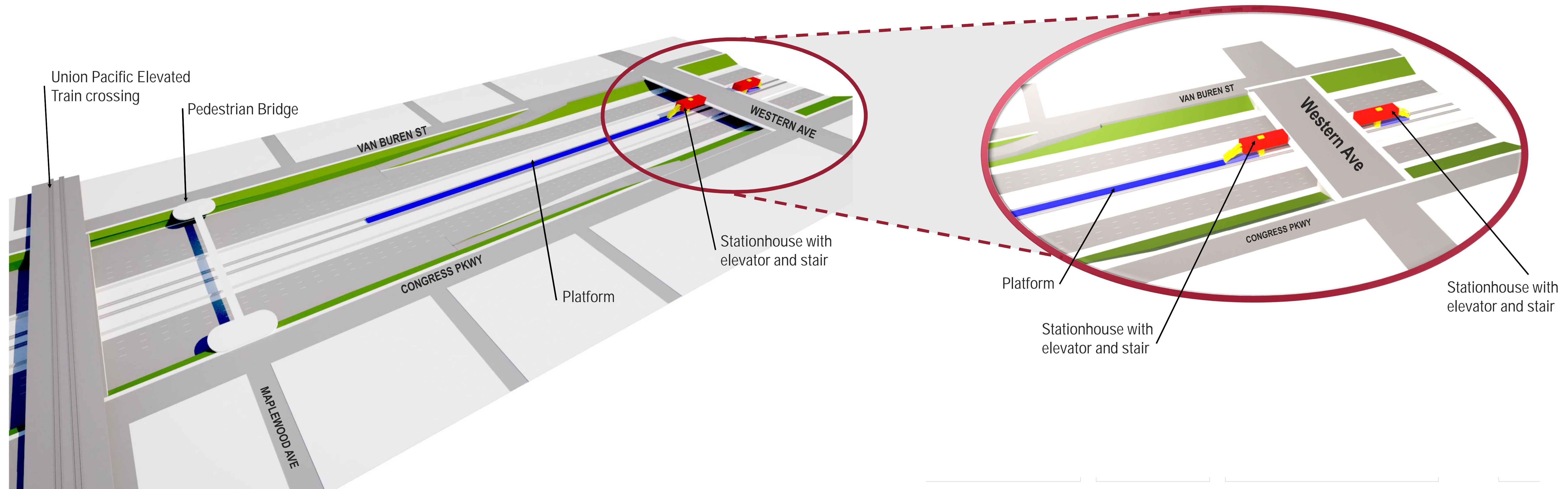


# Entrance Locations: Western



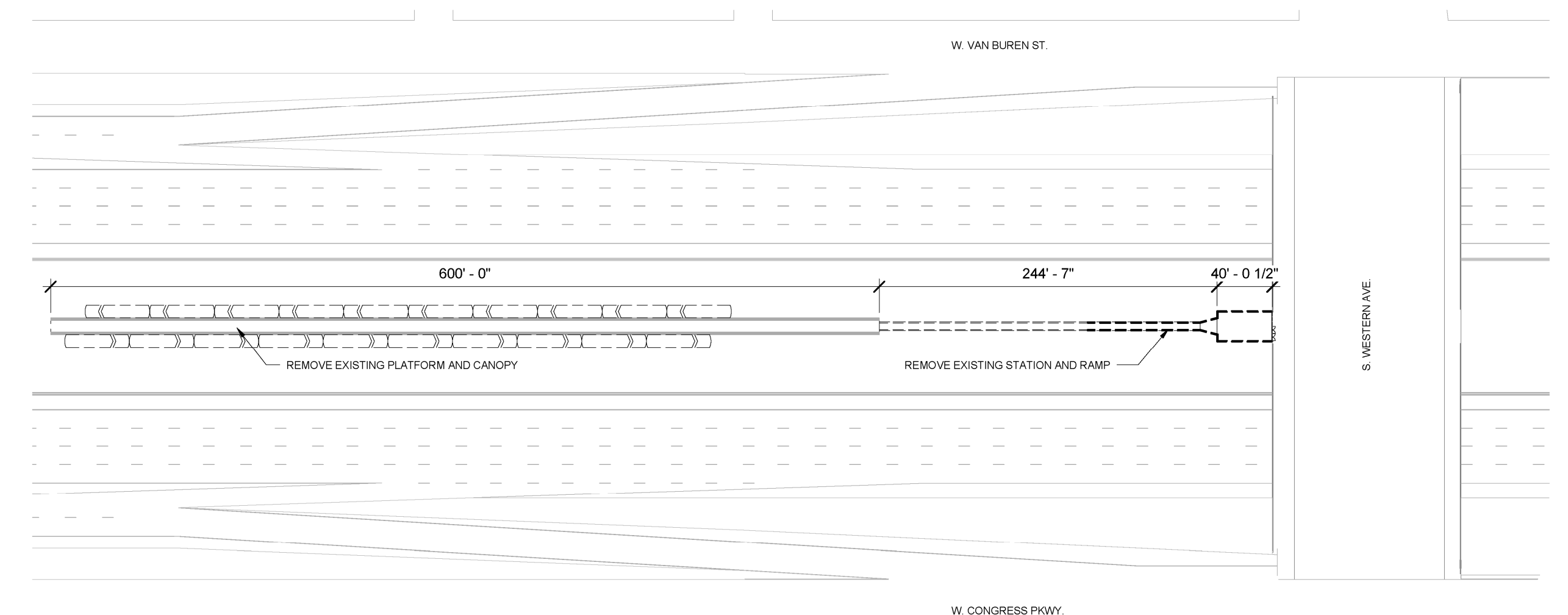
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Platform to be centered under Western Ave. with two ADA accessible stationhouses



Shifted platform under Western Ave. with headhouses on each side of Western, each with elevator and stair

- Design Criteria:**
- Location under Western determined by site constraints
  - There is no street to the west (different from Pulaski & Cicero)
  - Access via ramp to new platform is not feasible because of site constraints



Existing Western Station Configuration – No auxiliary entrance



# Improve Customer Experience: Conceptual Rendering



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Draft Conceptual Rendering

- ADA accessible
- Landscaping
- Pedestrian crossings/refuges

- Station entrance design
- Bike racks

- Lighting
- Design improves CTA maintenance & constructability

# Forest Park Improve Terminal Site



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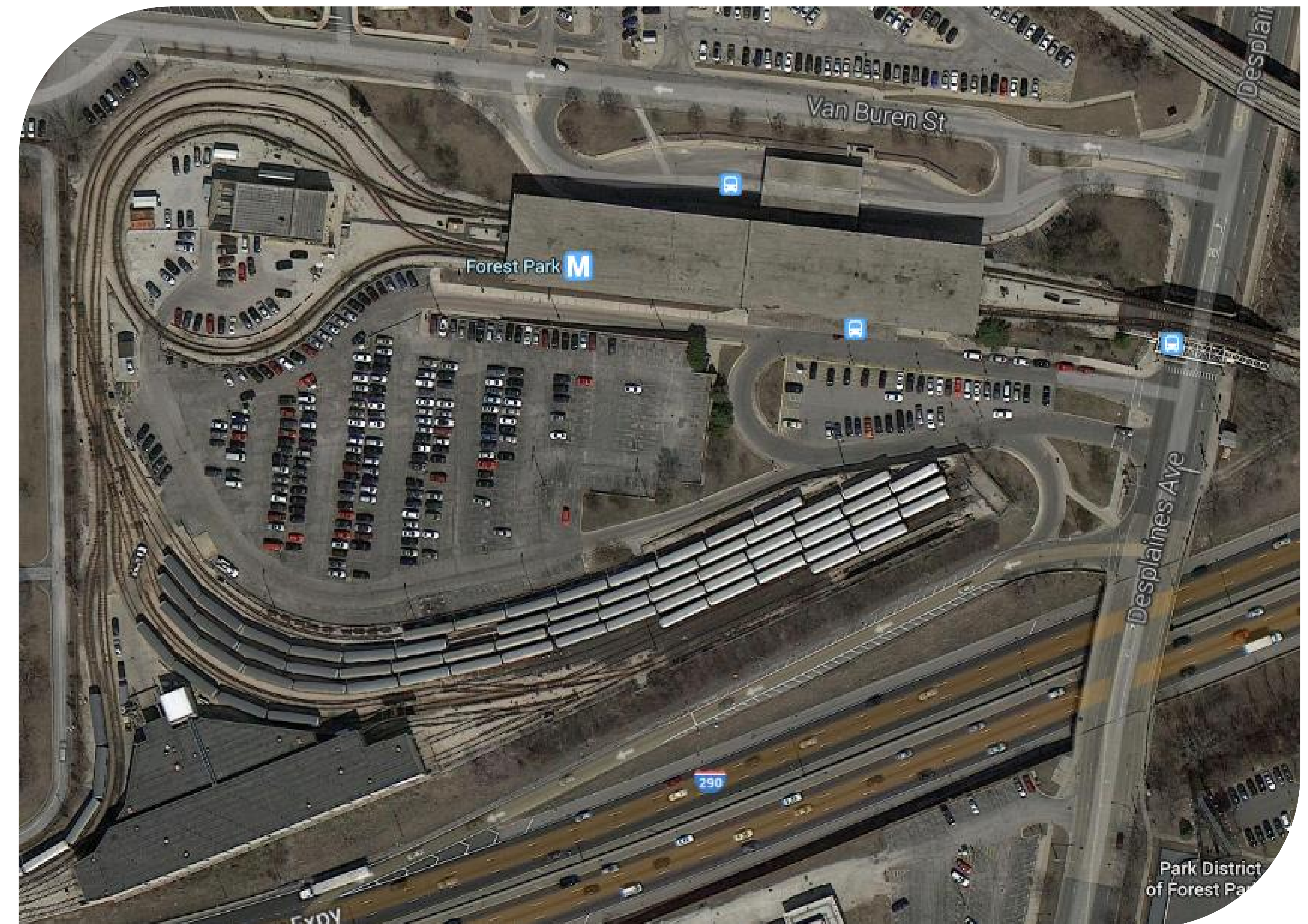
## Redesign Forest Park terminal, yard, and shop within current parcel

### Improve site circulation

- Bus circulation and transfers
- Bike and pedestrian access to the terminal
- Highway and traffic flow around the terminal

### Meet increased yard and shop needs

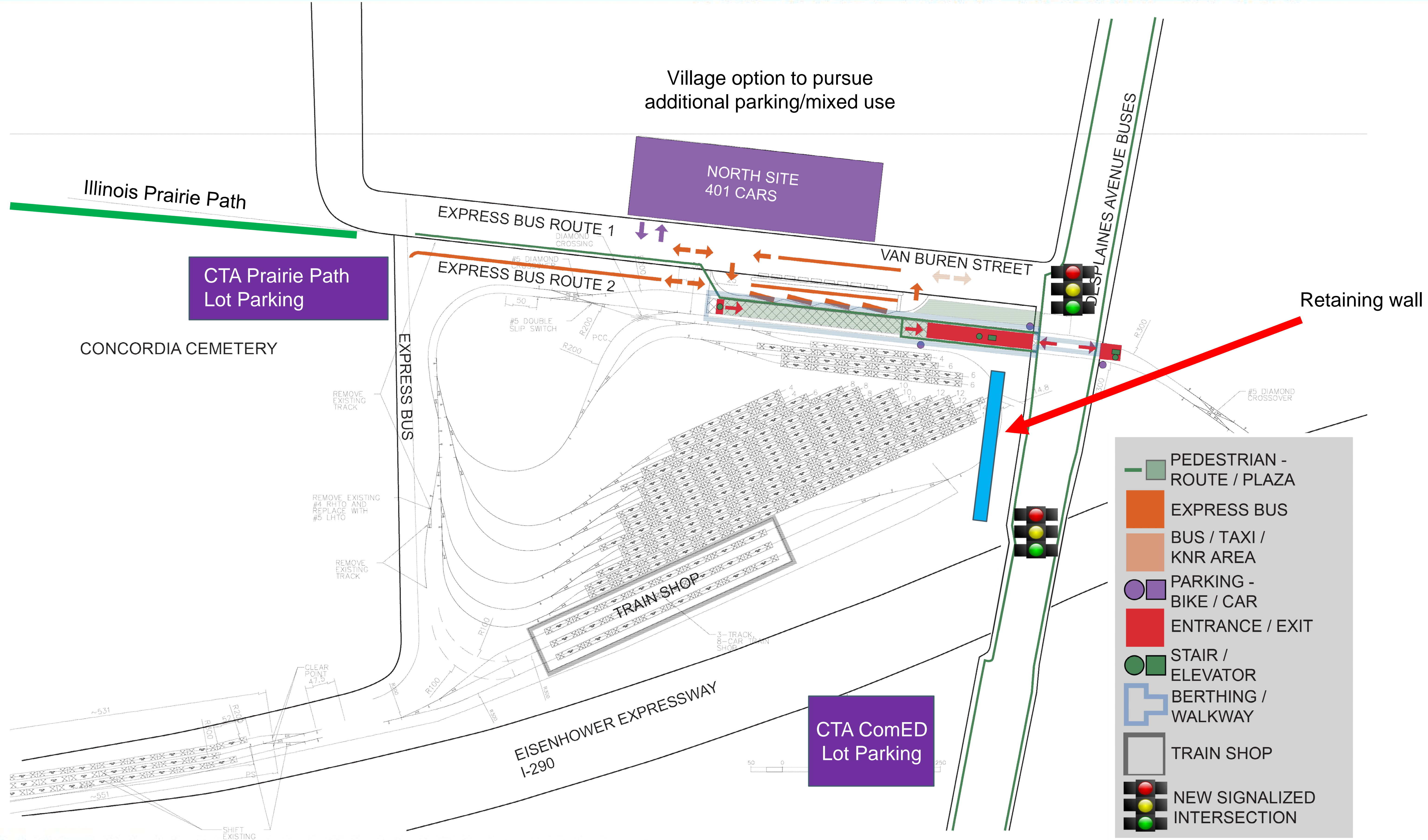
- Inadequate fleet storage
- Inadequate shop size
- Improve yard configuration



# Forest Park Proposed Site Plan



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- PEDESTRIAN - ROUTE / PLAZA
- EXPRESS BUS
- BUS / TAXI / KNR AREA
- PARKING - BIKE / CAR
- ENTRANCE / EXIT
- STAIR / ELEVATOR
- BERTHING / WALKWAY
- TRAIN SHOP
- NEW SIGNALIZED INTERSECTION

## CONCLUSIONS:

Based on existing conditions, full modernization is recommended.

- Rehabilitate infrastructure
- Maintain existing entrance locations
- Improve customer experience
- Improve terminal site

### Maintain existing service: Long-term

- Bring service speeds up to state-of-good-repair
- No 3rd track or express service
- Already serves as west side express due to current station spacing
- Remove stations closed in 1970s

### Short-term (immediate)

- CTA continues to perform interim slow zone maintenance work on branch, which began in spring 2014
- 5 nights/week, occasional weekends
- From Clinton to Forest Park, but focusing on west end of branch

### Continue to work with IDOT on corridor improvements

- Coordinate on overhead bridges to improve stations and access from street
- Project may be segmented into track and stations  
Potential for coordinating long term cost savings for both projects
- Provide transit alternative during highway construction

Visit the project web site for more information and updates

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



- **Cost is based on conceptual planning study which will be refined in design**
- **\$1.7B in 2016, including:**
  - Track and related infrastructure
  - Reconstruction of Forest Park Yard, maintenance shop and terminal
  - Stations from UIC-Halsted to Forest Park
  - 6 substations
- **Construction start contingent on identifying funding**
  - CTA will continue to work closely with IDOT
  - Construction would be sequenced in coordination with reconstruction of highway

## After joint IDOT/CTA Public Hearings on January 26 and 26, 2017:

- **Complete the CTA Blue Line Forest Park Branch Feasibility/Vision Study**
- **Upcoming phases include:**
  - **NEPA, Design and Construction Procurement**
- **Seek federal, state and local funds for upcoming project phases**
- **Continue to work closely with IDOT and other project stakeholders throughout project development**