



Blue Line Forest Park Branch Feasibility/Vision Study

Evaluation of Transit Markets

Final Report

January 22, 2014



- Clinton
- UIC-Halsted
- Racine
- Illinois Medical District
- Western
- Kedzie-Homan
- Pulaski
- Cicero
- Austin
- Oak Park
- Harlem
- Forest Park

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1.0 Introduction

This document is an analysis of the existing station access and transit market conditions for the Forest Park Branch of the CTA Blue Line. Service on the Forest Park Branch of the Blue Line of the Chicago Transit Authority (CTA) began operations as the Congress Branch of CTA's West-Northwest Route in late June 1958. This line, located in the median of the Congress Expressway, replaced an older rapid transit service, the Garfield Park Branch of the CTA, which had its beginnings in 1895.

The station market analysis focused on the three main access markets for the line: the bus-to-rail transfer market, Park-and-Ride (PNR) market and the pedestrian/bicycle market. The main conclusion of this analysis is that the majority of Forest Park Branch riders walk to their station and capital improvement prioritization should favor this market first. Recommended improvements include working with Chicago Department of Transportation (CDOT), Oak Park and Forest Park on sidewalks, crosswalks, street lighting, and other improvements to make the pedestrian environment safe and inviting near station areas. PNR is currently only available at the Forest Park terminal station. The bus-to-rail transfer market is much smaller, and improvements should be focused on items like moving the bus stop to facilitate an easier bus-to-rail transfer. No new bus services are recommended to feed the Forest Park Blue Line stations at this stage of the market analysis.

1.1 Organization of this Report

The structure of this document includes five sections:

1. Existing CTA Services,
2. Bus Market Analysis,
3. Pedestrian Market Analysis,
4. Appendix A: Station and Study Area Profiles, and
5. Appendix B: Blue Line Extension Potential Stations and Yard and Shop Locations.

1.2 Study Area

The study area for the Forest Park Blue Line Branch Transit Market Analysis extends in roughly a .5 mile radius surrounding the Forest Park Blue Line Branch and stations. The study area includes thirteen CTA and twelve Pace bus lines that serve twelve CTA stations between Clinton, in the Chicago Loop, and the Forest Park terminal station. The study also examines existing transit market conditions around three abandoned stations at California, Kostner and Central. These stations were closed on September 2, 1973 due to service changes.

The analysis for the station areas were set to encompass the areas within a 500 foot, .25 mile and .5 mile distance for CTA customers. In 2012, there were an estimated 113,304 residents and 45,789 households and living within the study area. In the study area, approximately 167,516 workers travel to jobs in located in study area. However, only an estimated 6,128 workers live

and work in the study area¹. Nearly 71 percent of workers living in study area travel to jobs located less than 10 miles away.

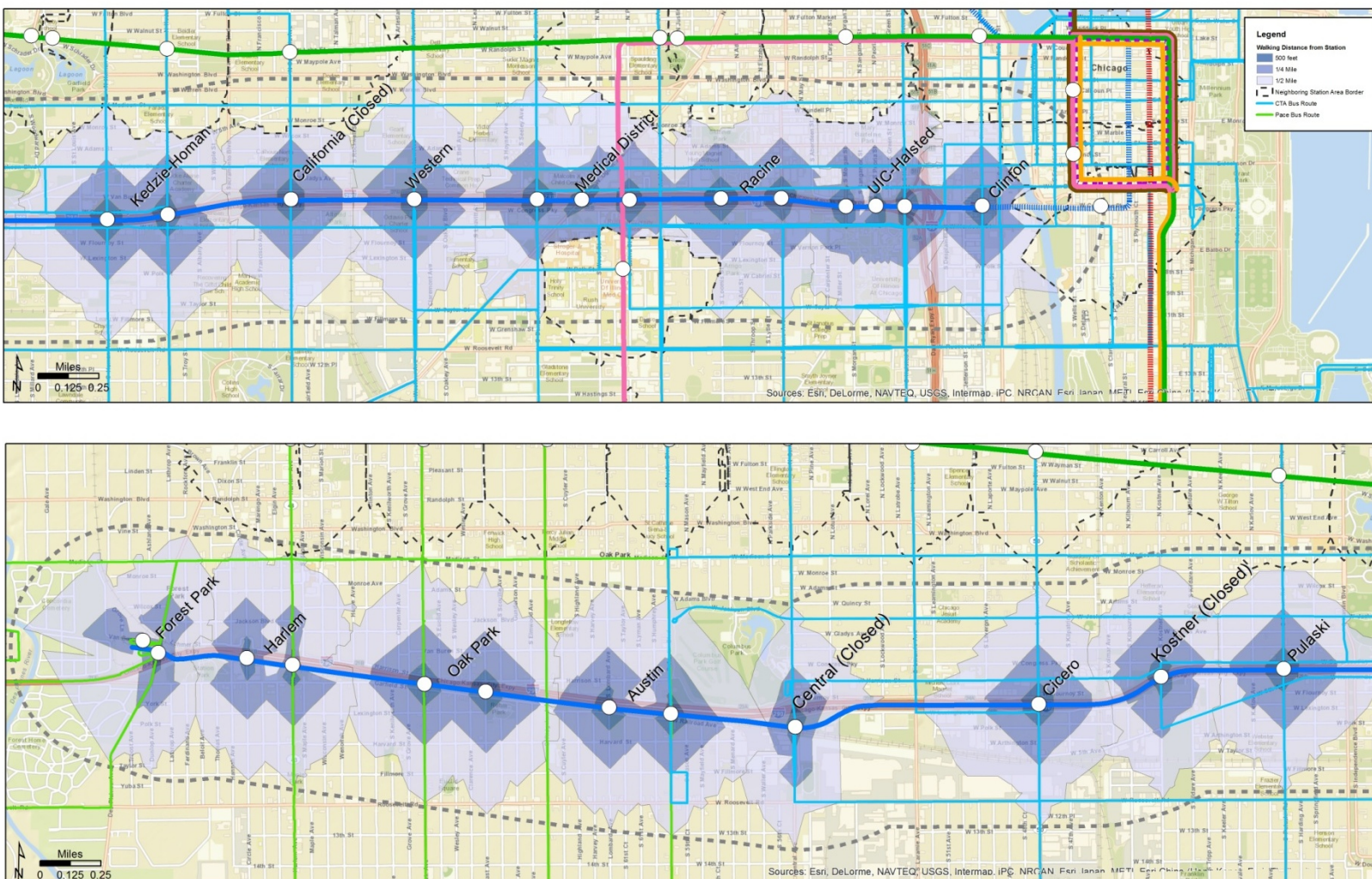
Transit services currently operating in and near the study area include CTA rapid transit service, Metra commuter rail, and CTA and Pace fixed route bus service as shown Figure 2.15. CTA rail services include the Blue Line - Forest Park Branch, Green Line- Lake Street Branch and Pink Line. In May 2013, average weekday ridership for the Forest Park Branch was 30,329, a 2.6 percent increase from 2012². Total year-to-date entries were 3,960,948, which represents a -0.1 percent increase from the previous year.

The study area, major activity centers and existing transit services are shown in Figure 1.1.

¹ Census 2011 LEHD Data <http://onthemap.ces.census.gov/>

² CTA Monthly Ridership Report, May 2013
http://www.transitchicago.com/assets/1/ridership_reports/2013-5.pdf

Figure 1.1. Existing Transit Services in the Study Area



Source: CTA and Pace Bus Routes and Schedules, May 2013. The study area for the Forest Park Blue Line Branch Transit Market Analysis extends in roughly a .5 mile radius surrounding the Forest Park Blue Line Branch and stations. Routes intersecting the study area and shown on the map are described in Section 2.2 and 2.3, and are listed in Tables 2.5, 2.6, and 2.7.

2.0 Existing Conditions

This section includes a summary of the CTA and Pace transit services that serve the Forest Park Branch of the Blue Line. A short summary of the Forest Park Branch itself is given, with a much longer summary of the CTA and Pace bus services since this information helps inform the bus market analysis later in the document. The existing station access for pedestrians and bicycles is also summarized.

2.1 CTA Rail Forest Park Branch

The Forest Park Branch is the name of the rail line that operates between the Forest Park terminal in Forest Park, Illinois and the Clinton station just west of the Loop in Chicago, IL. The Branch is part of the much longer Blue Line service that operates between the Forest Park terminal and O'Hare International Airport. At 9.5 miles, the Forest Park Branch comprises approximately one third of the total length of the 27.7 mile rail line between Forest Park and O'Hare.

The Blue Line operates 24-hours a day, seven days a week. Frequencies by time period and direction are shown in Table 2.1. Due to the fact that demand is high to and from both terminals (Forest Park and O'Hare), headways remain high throughout the day, regardless of direction or time period.

Table 2.1. Blue Line Existing Headway by Time and Direction³

CTA Blue Line Route	Weekday				
	AM PEAK	Midday	PM PEAK	Evening	Night
Blue Line to Forest Park	4-8 min	6-10 min	6-10 min	6-10 min	10-15 min
Blue Line to O'Hare	4-8 min	3-8 min	3-8 min	10 min	15 min
	Saturday				
	AM PEAK	Midday	PM PEAK	Evening	Night
Blue Line to Forest Park	6 min	5-10 min	5-10 min	6-12 min	12 min
Blue Line to O'Hare	9-10 min	5-10 min	5-10 min	6-12 min	12 min
	Sunday				
	AM PEAK	Midday	PM PEAK	Evening	Night
Blue Line to Forest Park	12 min	6-12 min	6-12 min	10 min	12 min
Blue Line to O'Hare	12 min	6-12 min	6-12 min	10 min	12 min

Source: CTA Bus and Train Route Timetables, Effective May 19, 2013.

³ Time periods defined: Early AM=4-6a, AM Peak=6-9a, Midday=9a-4p, PM Peak=4-7p, Evening=7-10p, Night=10p-4a

2.1.1 Stations

The Forest Park Branch opened with stations on approximate one-mile spacing. Station design aspects included concrete-surfaced island platforms and long ramps which connected to primarily major (and in some cases, intermediate) cross-streets. Auxiliary entrances were included at several of the stations to increase the station catchment area. Connections to CTA and Pace suburban bus routes (where available) have been a feature of these stations since their opening in 1958. An additional station, Forest Park, was added to the line after it opened and the west end of the line was relocated adjacent and to the south of the expressway right-of-way in 1959 and 1960.

The two stations at either end of the study area, Clinton and Forest Park (Des Plaines Avenue) terminal station are not located in the expressway median. The Clinton station is a subway station located east of the end of the expressway. The Forest Park terminal provides I-290 interchange facilities, PNR lots, a storage yard, repair shop and the rapid transit terminal facilities. As previously mentioned, three of the fifteen stations on the Branch were closed approximately 40 years ago as traffic declined. Table 2.2 shows existing and closed stations.

Table 2.2. Forest Park Branch Stations

Blue Line Station	Remarks	Park-and-Ride Spaces
Clinton	Subway Station – still in service	0
UIC-Halsted	Begin median alignment – still in service	0
Racine	Median station – still in service	0
Illinois Medical District	Median station – still in service	0
Western	Median station – still in service	0
California*	Median station – CLOSED	0
Kedzie-Homan	Median station – still in service	0
Pulaski	Median station – still in service	0
Kostner*	Median station – CLOSED	0
Cicero	Median station – still in service	0
Central*	Side of expressway – CLOSED	0
Austin	Side of expressway – still in service	0
Oak Park	Side of expressway – still in service	0
Harlem	Side of expressway – still in service	0
Forest Park	Side of expressway – still in service	1,051

Source: CTA Blue Line Station data, May 2013.

Note: Closed 1973

The Forest Park terminal station is a major transit hub with connections to 13 CTA and Pace bus routes. According to Pace, Pace bus transit operations using I-290 and the CTA transit Park & Ride facilities at the Forest Park terminal of the CTA Blue Line rail transit line are adversely affected by the traffic congestion on the Eisenhower Expressway and adjacent local arterials. The Forest Park station has a capacity of 1,051 parking spaces (Table 2.2), 85% utilized in 2000.

Multiple surface lots with separate entrances, some of which are isolated, and long walking distances to the station discourage use. Automobile access to the CTA and Village of Forest Park parking areas is constricted by the congested traffic patterns at the I-290 Des Plaines Avenue interchange, with observed backups caused by traffic waiting to enter the westbound I-290 ramp.

The Village of Forest Park manages the 401 parking lots directly north of the terminal. CTA, managed by Central Parking Systems, has 650 spaces located directly south of the terminal. PNR access to and from Forest Park terminal and I-290 is provided only to the west at Des Plaines Avenue on dedicated ramps. CTA's Forest Park Blue Line Terminal and maintenance facility lie adjacent to the east bound on-ramp to I-290. Des Plaines Avenue's profile is tightly constrained: it first climbs over I-290, and then quickly descends under both the CTA Blue Line and the CSX railroad before climbing back up to connect with Jackson Boulevard. In particular, the terminal is constrained and cannot be expanded without extensive modification.

The closely-spaced traffic signals on Des Plaines Avenue and unprotected left turns required for egress/ingress for both Pace and CTA bus operations at the north side of the Forest Park Transit Center also results in extensive delays to transit operations during AM and PM peak periods. Pace Route 747 buses east of York Road frequently divert to Roosevelt Road to avoid stop-and-go traffic conditions on I-290.

2.1.2 Forest Park Branch Ridership

Ridership on the Forest Park Branch was reported at 32,991 average weekday entries for April 2013. Table 2.3 summarizes ridership by station and time period. The table is color coded, with the highest entries in red and the lowest in green. Not surprisingly, the Forest Park Branch is mostly heavily used during the daytime time periods. However, two other time specific trends are also apparent. First, the outer stations (Austin, Harlem, Oak Park) are less used during the PM Peak and Evening periods, suggesting a more commuter-based market. Second, UIC-Halsted performs very well during the Evening time period, which is likely due to student-driven ridership.

In terms of station market share, the most heavily trafficked stations (in order) are UIC-Halsted, Illinois Medical District, Forest Park, and Clinton.

Table 2.3. Forest Park Average Weekday Entries by Time Period

Blue Line Station	Early AM	AM Peak	Mid-day	PM Peak	Evening	Night	Total	Market Share
Clinton	38	341	638	920	1,514	173	3,623	10%
UIC-Halsted	63	560	2,110	2,625	2,459	277	8,094	22%
Racine	39	455	408	872	587	85	2,446	7%
Illinois Medical District	53	302	1,350	1,443	1,082	166	4,395	12%
Western	78	507	476	402	353	113	1,930	5%
Kedzie-Homan	124	636	689	421	422	169	2,461	7%
Pulaski	113	492	552	341	410	201	2,108	6%
Cicero	97	430	396	240	267	123	1,553	4%
Austin	116	1,028	555	273	259	80	2,311	6%
Harlem	61	520	265	157	184	63	1,250	3%
Oak Park	83	1,087	427	175	163	34	1,969	5%
Forest Park	186	1,562	994	711	714	154	4,320	12%

Key: Weekday entries are highlighted by color to reflect high, medium, and low values. High = 1,500 to 2,625 entries (Red), Middle = 341 – 1,500 entries (Yellow), Low = 0 – 340 entries (Green).

Ridership on the Forest Park Branch grew 5 percent between 2011 and 2012 and the entire Blue Line (O’Hare to Forest Park) grew 5.8 percent during May 2012 to May 2013, despite worsening slow zones on the Forest Park Branch. Table 2.4 summarizes 2003 to 2012 ridership trend by station and segment. Branch segments were identified and grouped based on stations with similar geographic, demographic and employment trends: Clinton to Illinois Medical District, Western to Austin, and Oak Park to Forest Park (see Section 3.0). The Western to Austin segment grew 45 percent between 2003 and 2012. In particular, the Western station ridership nearly doubled with 80 percent over the same period. Over the 10-year period, ridership in the Clinton to Illinois Medical District and Oak Park to Forest Park segments grew at average rate 28.5 percent.

2.2 CTA Bus Service

There are 13 CTA bus lines that serve the Forest Park Branch of the Blue Line from Clinton to Austin. Most CTA bus routes in the study area operate 7 days a week and 20 plus hours with a 7-14 minute morning and afternoon peak, 18-31 minutes in the evening and 20 minutes or less frequency the rest of day. Nine of the 13 CTA routes (8, 49, 50, 52, 53, 57, 82 and 91) operate north-south to connect with east-west CTA and Metra rail service. CTA routes 7, 60, 126 and 157 operate primarily in an east-west direction.

The 13 bus lines operating in the study area are shown in Table 2.5, including direction of travel, headway, and service span. Each route is described in more detail following Table 2.6.

Table 2.4. Forest Park Branch Ridership 2003-2012

Blue Line Station \ Segment	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2003 2012 growth
Forest Park Branch Total	2,052	2,013	2,070	2,146	2,099	2,253	2,210	2,351	2,536	2,656	29%
Clinton to Illinois Medical District											
Clinton	2,592	2,627	2,815	2,926	2,655	2,831	2,737	2,920	3,197	3,461	34%
UIC-Halsted	2,248	2,286	2,288	2,431	2,424	2,659	2,837	3,166	3,464	3,727	66%
Racine	2,225	2,162	2,228	2,223	2,104	2,146	2,068	2,118	2,311	2,367	6%
Illinois Medical District	4,978	4,815	4,991	5,015	4,527	4,867	4,740	5,055	5,673	5,905	19%
Sub Total	3,011	2,973	3,080	3,149	2,928	3,126	3,095	3,315	3,661	3,865	28%
Western to Austin											
Western	989	982	997	1,149	1,279	1,450	1,413	1,518	1,669	1,782	80%
Kedzie-Homan	1,621	1,470	1,516	1,584	1,625	1,764	1,735	1,948	2,148	2,262	40%
Pulaski	1,272	1,269	1,263	1,319	1,335	1,421	1,478	1,737	1,819	1,928	52%
Cicero	1,014	1,002	1,004	1,081	1,158	1,188	1,176	1,278	1,362	1,417	40%
Austin	1,676	1,614	1,647	1,685	1,669	1,879	1,860	1,926	2,054	2,119	26%
Sub Total	1,314	1,267	1,285	1,364	1,413	1,541	1,532	1,681	1,810	1,902	45%
Oak Park to Forest Park											
Oak Park	1,449	1,443	1,483	1,578	1,584	1,678	1,655	1,705	1,789	1,818	25%
Harlem	853	812	856	906	904	982	949	1,018	1,058	1,114	31%
Forest Park	3,708	3,676	3,757	3,853	3,923	4,174	3,865	3,819	3,888	3,969	7%
Sub Total	2,004	1,977	2,032	2,112	2,137	2,278	2,157	2,181	2,245	2,300	15%

Source: CTA Historical Ridership Report, July 2013.

Table 2.5. Service Characteristics by CTA Bus Route

CTA Bus Route	Headway							Span		
	AM PK	Midday	PM PK	Evening	Night	Saturday*	Sunday*	Weekday	Saturday	Sunday
7 Harrison EB	14 min	14 min	12 min	18 min	N/A	N/A	N/A	5:55a - 10:15p	N/A	N/A
7 Harrison WB	10 min	14 min	14 min	17 min	N/A	N/A	N/A			
8 Halsted NB	8 min	9 min	8 min	16 min	23 min	14 min	15 min	4:05 a - 12:30a	4:05 a - 12:30a	4:05 a - 12:30a
8 Halsted SB	9 min	9 min	7 min	13 min	22 min	14 min	15 min			
49 Western NB	7 min	8 min	7 min	12 min	26 min	11 min	14 min	24hrs	24hrs	24hrs
49 Western SB	8 min	8 min	7 min	13 min	26 min	11 min	14 min			
50 Damen NB	12 min	15 min	12 min	16 min	20 min	18 min	19 min	4:30a - 11:15p	5:00a - 11:10p	5:00a - 11:05p
50 Damen SB	11 min	15 min	13 min	20 min	20 min	18 min	19 min			
52 Kedzie/California NB	11 min	14 min	12 min	16 min	18 min	16 min	19 min	4:30a - 10:35p	5:00a - 10:30p	5:55a - 10:30p
52 Kedzie/California SB	11 min	14 min	12 min	17 min	16 min	16 min	19 min			
53 Pulaski NB	7 min	10 min	8 min	13 min	22 min	12 min	15 min	24hrs	24hrs	24hrs
53 Pulaski SB	8 min	10 min	8 min	12 min	22 min	12 min	15 min			
54 Cicero NB	11 min	12 min	10 min	13 min	18 min	14 min	17 min	4:00a - 12:40a	4:00a - 12:40a	4:00a - 12:35a
54 Cicero SB	11 min	11 min	10 min	12 min	19 min	14 min	17 min			

Table 2.6. Service Characteristics by CTA Bus Route, Continued

CTA Bus Route	Headway							Span		
	AM PK	Midday	PM PK	Evening	Night	Saturday*	Sunday*	Weekday	Saturday	Sunday
57 Laramie NB	12 min	16 min	13 min	20 min	N/A	19 min	20 min	6:00a - 8:45p	6:50a - 6:00p	9:00a - 6:05p
57 Laramie SB	12 min	16 min	13 min	21 min	N/A	19 min	20 min			
60 Blue Island/26th EB	10 min	13 min	12 min	21 min	26 min	16 min	17 min	4:35a - 11:50p	4:40a - 11:50p	5:20a - 11:45p
60 Blue Island/26th WB	12 min	13 min	10 min	18 min	31 min	16 min	18 min			
82 Kimball/Homan NB	8 min	10 min	9 min	19 min	20 min	14 min	16 min	4:30a - 9:00a 9:00p - 12:30a	4:45a - 9:35a 7:35p - 12:05a	6:15a - 10:25a 6:00p - 12:05a
82 Kimball/Homan SB	10 min	10 min	7 min	14 min	22 min	15 min	17 min			
91 Austin NB	11 min	15 min	11 min	18 min	18 min	19 min	19 min	4:30a - 10:35p	5:40a - 10:15p	6:25a - 10:10p
91 Austin SB	11 min	15 min	12 min	19 min	15 min	19 min	19 min			
126 Jackson EB	10 min	15 min	13 min	20 min	N/A	18 min	20 min	5:15a - 10:35p	6:05a - 10:35p	6:00a - 10:35p
126 Jackson WB	13 min	15 min	12 min	20 min	N/A	18 min	20 min			
157 Streeterville/Taylor EB	13 min	15 min	14 min	14 min	N/A	N/A	N/A	5:30a - 7:15p	N/A	N/A
157 Streeterville/Taylor WB	12 min	16 min	14 min	13 min	N/A	N/A	N/A			

Source: CTA Service and Schedule data, April2013.

Note: * Headway for Saturday and Sunday is AM+MID+PM average.

N/A = Not Applicable.

Route 7 Harrison

Route 7 Harrison operates east-west between Michigan Avenue/Congress Parkway in downtown Chicago to Central Avenue/Harrison Street (5600W) at the entrance to Columbus Park, all within the City of Chicago. As shown in Table 2.4, route 7 only operates on weekdays, with a headway of 10 to 18 minutes depending on the time of day and direction. Route 7 serves seven Blue Line stations on the Forest Park Branch, from Clinton to Pulaski.

Route 8 Halsted

Route 8 Halsted operates north-south entirely on Halsted Street between North Broadway (3700N) and 79th Street, all within the City of Chicago. The route intersects five CTA rail lines, including the UIC-Halsted station on the Forest Park Branch of the Blue Line. As shown in Table 2.3, route 8 operates approximately 20.5 hours a day, seven days a week. Headways are 8-9 minutes during the weekday daytime, 14-16 minutes during evening and weekend hours, and 22-23 minutes at night.

Route 49 Western

Route 49 Western operates north-south on Western Avenue between Berwyn Avenue (5300N) and 79th Street on the south side, all within the City of Chicago. The route operates 24 hours each day, seven days a week, with a high frequency for most of the day. Headways range from 7-8 minutes during weekday daytimes, 11-14 minutes during evening and weekend daytimes, and 26 minutes at night. Route 49 Western intersects seven CTA rail lines, including the Forest Park Branch of the Blue Line at the Western station.

Route 50 Damen

Route 50 Damen operates north-south between Clark Street/Ashland Avenue (5732N) and 35th Street/Archer Avenue at the Orange Line station of the same name, all within the City of Chicago. The line operates primarily on Damen Avenue, but leaves Damen at Foster Avenue on the north side in order to end at the Clark/Ashland intersection. Route 50 Damen operates for 19 hours each day, seven days a week. Headways range from 12-16 minutes during weekdays daytimes and evenings, 20 minutes at night, and 18-19 minutes during weekend daytimes. The line intersects five CTA rail lines, including the Illinois Medical District station on the Forest Park Branch of the Blue Line.

Route 52 Kedzie/California

Route 52 Kedzie/California operates north-south between California Avenue/Roscoe Street (3400N) on the north side and Kedzie/63rd Street on the south side, all within the City of Chicago. The route operates on two alignments; California between Roscoe Street and Chicago Avenue, and then shifting over to Kedzie Street between Chicago and 63rd Street. Route 52 operates approximately 17.5 hours per day for seven days a week. Headways range from 11-14 minutes during weekday daytimes, 16-18 minutes during evening and nighttimes, and 16-19 minutes on weekday daytimes. The bus line intersects five CTA rail stations, including the Kedzie-Homan station on the Forest Park Branch of the Blue Line.

Route 53 Pulaski

Route 53 Pulaski operates north-south on Pulaski Road between Peterson Avenue (6000N) and 31st Street, a distance of 10.7 miles, all within the City of Chicago. Route 53 operates for 24 hours a day, seven days a week. Overnight Owl service is from Harrison Street to Irving Park Avenue. The headways range from 7-10 minutes during weekday daytimes, 12-13 minutes during weekday evenings, 22 minutes during weekday nights, and 12-15 minutes during weekend daytimes. The route intersects five CTA rail lines, including the Pulaski station on the Forest Park Branch of the Blue Line.

Route 54 Cicero

Route 54 Cicero operates for 7.7 miles north-south on Cicero Avenue between Montrose Avenue (4000N) and 24th Place, with service mostly in the City of Chicago and a small portion of the route in the Town of Cicero. Route 54 operates for approximately 20.5 hours a day, seven days a week. Headways average 10-13 minutes during weekdays, 22 minutes during nighttime service, and 12-15 minutes during weekend daytimes. The route intersects three CTA rail lines⁴, including the Cicero station on the Forest Park Branch of the Blue Line.

Route 57 Laramie

Route 57 Laramie operates for 3.8 miles north-south from just west of the Laramie Avenue/Grand Avenue intersection to the Cicero station on the Forest Park Branch of the Blue Line. The route operates for approximately 15 hours each day, seven days a week. Headways include 12-13 minutes during peak period weekday service, 16 minutes during midday service, 20-21 minutes during evenings, and 19-20 minutes during weekend daytimes. No night service is provided on this route. Route 57 intersects two CTA rail lines, including the Forest Park Branch of the Blue Line at the Cicero station.

Route 60 Blue Island/26th

Route 60 Blue Island/26th operates for 9.0 miles primarily in an east-west direction between Cicero Avenue/24th Place and Randolph/Harbor Drive in the New East Side neighborhood. The alignment includes portions of 26th Street, Blue Island Avenue, Racine Avenue, and Harrison Street. Entering the Loop, the route includes a one-way pair of Clinton and Canal and then Madison and Washington. The route operates mostly in the City of Chicago except for a small piece of service in the Town of Cicero. Route 60 operates 19.5 hours a day, seven days a week. Headways include every 10-13 minutes during weekday daytimes, 18-21 minutes during evenings, 26-31 minutes during nighttimes, and 16-18 minutes during weekend daytimes. The route provides service to three Forest Park Branch stations, including Clinton, UIC-Halsted, and Racine.

⁴ A fourth, the Montrose station of the O'Hare Blue Line Branch, is 0.25 miles away from the Route 54 northern terminus.

Route 82 Kimball/Homan

Route 82 Kimball/Homan operates north-south for 13.3 miles between Lincolnwood Town Center on McCormick Boulevard, and Pulaski Road/31st Street. The route operates through the Village of Lincolnwood and the City of Chicago, with an alignment that includes McCormick Boulevard/Kimball Avenue, Central Park Avenue, and Lawndale Avenue. The route operates for approximately 6-8 service hours each day, for 2-3 hours during the AM peak period and then 3-5 hours between 7p and midnight each day. This service is likely set up to serve shift workers at various employers along the route. Headways include 8-10 minutes during the weekday daytime, 14-22 minutes during evenings and nighttimes, and 14-17 minutes during weekend daytimes. Route 82 intersects four CTA rail lines, including the Kedzie-Homan station on the Forest Park Branch of the Blue Line.

Route 91 Austin

Route 91 Austin operates north-south between the Jefferson Park station on the O'Hare Branch of the Blue Line and the Austin Boulevard/Roosevelt Road intersection, a distance of approximately 8.2 miles. Route 91 operates primarily in the City of Chicago, although the southernmost three miles of the alignment operates along the border with Oak Park. The route operates for 16.5-18 service hours each day, with service provided seven days a week. The headways include 11-12 minutes during peak periods, 15 minutes during midday periods, 15-19 minutes during evenings/nighttime, and 19 minutes during weekend daytimes. The route intersects three CTA rail lines, including the Austin station of the Forest Park Branch of the Blue Line.

Route 126 Jackson

Route 126 Jackson operates east-west from Congress Parkway/Michigan Avenue in the Loop to the Jackson Boulevard/Austin Boulevard intersection, a distance of 9.0 miles entirely within the City of Chicago. The alignment includes Jackson Boulevard, and then east of Damen Avenue includes a one-way pair of Jackson Boulevard/Van Buren Street, and then Jackson Boulevard/Adams Street in the Loop. Route 126 operates for 16-17 hours each day, seven days a week. Headways include 10-15 minutes during the weekday daytime, 20 minutes during the evening, and 18-20 minutes during weekend daytimes. The line does not intersect the Forest Park Branch of the Blue Line, but operates parallel to it between the Clinton and Austin stations. Route 126 does serve the Illinois Medical District station during evenings and weekends.

Route 157 Streeterville/Taylor

Route 157 Streeterville/Taylor operates east-west between Lake Shore Drive/Pearson Street in the Streeterville neighborhood and Douglas Park at the intersection of California Avenue/Ogden Avenue, a distance of 6.9 miles all within the City of Chicago. The route operates for 14 hours on weekdays only. Headways include 12-14 minutes during peak periods, 15-16 minutes during the midday time period, and 13-14 minutes during evenings. The route intersects the Forest Park Branch of the Blue Line at the Clinton station.

2.3 Pace Bus Lines in Study Area

A total of 12 Pace bus lines serve the Forest Park Branch of the CTA Blue Line from Austin to Forest Park. Pace routes typically operate with a 20-30 minute peak service and 30-60 minute off-peak service. The Forest Park terminal station is a major transfer center for routes 301, 303, 305, 308, 310, 317, 318, 320 and 757. The remaining routes (307, 311 and 315) serve the Austin, Harlem and Oak Park stations in the study area. Table 2.7 presents current service characteristics by route.

301 Roosevelt Road

Route 301 operates east-west between the CTA Blue Line Forest Park Transit Center and the Metra UP-West Line Wheaton Station. The route operates with 20 minute peak period headway, 30 minute off peak period headway, 45 minute Saturday headway, and 60 minute Sunday headway. Route 301 operates for approximately 17.5 hours each day, seven days a week. Route 301 intersects one CTA rail line, the Forest Park Branch of the Blue Line at Forest Park station.

303 Forest Park-Rosemont

Route 303 operates north-south between the CTA Blue Line Forest Park Transit Center and the CTA Blue Line Rosemont Station. The route operates with 30 minute peak period headway, 60 minute off peak period headway, 60 minute Saturday headway, and 60 minute Sunday headway. Route 303 operates for approximately 18 hours each day, seven days a week. Route 303 intersects two CTA rail lines, including the Forest Park Branch of the Blue Line at the Forest Park station.

305 Cicero-River Forest

Route 305 operates north-south between the CTA Green Line Harlem Station in Oak Park and Morton College in Cicero, including serving the CTA Blue Line Forest Park Transit Center. The route operates with 30 minute peak period headway, 30 minute off peak period headway, 60 minute Saturday headway, and 60 minute Sunday headway. Route 305 operates for approximately 17.5 hours each day, seven days a week. Route 305 intersects two CTA rail lines, including the Forest Park Branch of the Blue Line at the Forest Park and Cicero stations.

307 Harlem

Route 307 operates north-south primarily on Harlem Avenue between the Elmwood Park Village Hall and 63rd/Archer in Summit, including the Harlem Station on the CTA Blue Line Forest Park Branch. The route operates with 15 minute peak period headway, 30 minute off peak period headway, 20-30 minute Saturday headway, and 30 minute Sunday headway. Route 307 operates for approximately 18 hours each day, seven days a week. Route 307 intersects two CTA rail lines, including the Forest Park Branch of the Blue Line at Harlem.

308 Medical Center

Route 308 operates east-west between the CTA Blue Line Forest Park Transit Center and the Loyola/Hines medical complex in Maywood. The route operates with 20 minute peak period headway, 30 minute off peak period headway, 30 minute Saturday headway, and 30 minute Sunday headway. Route 308 operates for approximately 17.5 hours each day, seven days a week. Route 308 intersects one CTA rail line, the Forest Park Branch of the Blue Line at Forest Park.

310 Madison Street-Hillside

Route 310 operates east-west between the CTA Blue Line Forest Park Transit Center and the Wolf/Harrison intersection in Hillside. The route operates with 60 minute peak period headway, 60 minute off peak period headway, and 60 minute Saturday headway. Route 310 operates for approximately 15 hours each day, Mondays through Saturdays, but not on Sundays. Route 310 intersects one CTA rail line, including the Forest Park Branch of the Blue Line at Forest Park.

311 Oak Park Avenue

Route 311 operates north-south between the North/Narragansett intersection in Chicago and 47th/Lawndale intersection in Lyons. The route operates with 10-20 minute peak period headway (depending on direction), 30 minute off peak period headway, 30 minute Saturday headway, and 60 minute Sunday headway. Route 311 operates for approximately 14.5 hours each day, seven days a week. Route 311 intersects two CTA rail lines, including the Forest Park Branch of the Blue Line at the Oak Park station.

315 Austin-Ridgeland

Route 315 operates north-south between the CTA Green Line Ridgeland Station in Oak Park and Madison/Austin intersection in Chicago, intersecting with the Forest Park Branch of the Blue Line at the Austin station. The route operates with 30 minute peak period headway, 30 minute off peak period headway, and 45 minute Saturday headway. The route operates for approximately 15 hours each day, six days a week, not operating on Sundays.

317 Westchester

Route 317 primarily operates east-west between the CTA Blue Line Forest Park Transit Center and Balmoral/Canterbury intersection in Westchester. The route operates with 30 minute headway on weekdays and 60 minute headway on weekends. Route 317 operates for approximately 19.5 hours each day, seven days a week. Route 317 intersects one CTA rail line, the Forest Park Branch of the Blue Line at Forest Park.

318 West North Avenue

Route 318 operates primarily east-west between the CTA Blue Line Forest Park Transit Center and the North/Wolf intersection in Northlake. The route operates with 20 minute peak period headway, 30 minute off peak period headway, and 60 minute headway on Saturdays and Sundays. Route 318 operates for approximately 19 hours each day, seven days a week. Route

318 intersects two CTA rail lines, including the Forest Park Branch of the Blue Line at Forest Park.

320 Madison Street

Route 320 provides weekday east-west rush hour service between the CTA Blue Line Forest Park Transit Center and Madison/Austin in Chicago. The route operates for 8 hours each weekday, with 30 minute peak period headway during weekdays only. Route 320 intersects one CTA rail line, the Forest Park Branch of the Blue Line at Forest Park.

757 Northwest Connection

Route 757 provides weekday northwest-southeast rush hour service between the CTA Blue Line Forest Park Transit Center and the Schaumburg Transit Center. The route operates for 9.5 hours each weekday, with 30 minute peak period headway during weekdays only. Route 757 intersects two CTA rail lines, including the Forest Park Branch of the Blue Line at Forest Park.

Table 2.7. Service Characteristics by Pace Bus Route⁵

Pace Bus Route	Headway				Span		
	Peak	Off Peak	Saturday	Sunday	Weekday	Saturday	Sunday
301 Roosevelt Road	20 min	30 min	45 min	60 min	5:30a-11:00p	7:00a-11:00p	10:00a-6:00p
303 Forest Park-Rosemont	30 min	60 min	60 min	60 min	5:00a-11:00p	6:00a-10:00p	10:00a-10:00p
305 Cicero-River Forest	30 min	30 min	60 min	60 min	5:00a-10:30p	6:00a-7:00p	11:00a-6:00p
307 Harlem	15 min	30 min	20 min/ 30 min	30 min	5:00a-11:00p	6:00a-10:00p	8:30a-9:30p
308 Medical Center	20 min	30 min	30 min	30 min	5:30a-11:00p	6:00a-9:30p	6:00a-9:45p
310 Madison Street-Hillside	60 min	60 min	60 min	n/a	5:00a-8:45p	7:00a-6:30p	N/A
311 Oak Park Avenue	10min/ 20 min	30 min	30 min	60 min	5:00a-8:00p	6:30a-7:30p	10:00a-6:15p
315 Austin-Ridgeland	30 min	30 min	45 min	n/a	5:15a-8:00p	7:00a-6:00p	N/A
317 Westchester	30 min	30 min	60 min	60 min	5:00a-12:30a	5:30a-12:30a	7:00a-12:45a
318 West North Avenue	20 min	30 min	60 min	60 min	5:00a-12:00a	6:30a-12:00a	7:00a-11:00a
320 Madison Street	30 min	N/A	N/A	N/A	6:00a - 9:00a 3:00p - 6:00p	N/A	N/A
757 Northwest Connection	30 min	N/A	N/A	N/A	5:30a - 9:00a 2:30p - 6:30p	N/A	N/A

Source: Pace Bus Schedules, May 2013. N/A = Not Applicable.

⁵ Time periods defined: Early AM=4-6am, AM Peak=6-9am, Midday=9am-4pm, PM Peak=4-7pm, Evening=7-10pm and Night=10pm-4am

2.4 Bus Operations at Stations

This section describes the bus operations (CTA and Pace) that occur within .5 mile of each Blue Line station. The buses that serve each station were taken directly from the CTA and Pace bus schedules as of May 2013, as shown in Table 2.8. The Forest Park terminal station provides 1051 spaces for PNR.

Table 2.8. Bus Service at each Blue Line Station

Blue Line Station	CTA Bus Lines	Pace Bus Lines	Park-and-Ride Spaces
Clinton	7, 60, 157	None	0
UIC-Halsted	7, 8, 60	None	0
Racine	7, 60	None	0
Illinois Medical District	7, 50, 126	None	0
Western	7, 49	None	0
California*	None	305	N/A
Kedzie-Homan	7, 52, 82	None	0
Pulaski	7, 53	None	0
Kostner*	7	None	N/A
Cicero	54, 57	None	0
Central*	94	None	N/A
Austin	91	315	0
Oak Park	None	311	0
Harlem	None	307	0
Forest Park	None	301, 303, 305, 308, 310, 317, 318, 320 and 757	1051

Source: CTA Bus and Rail Map, April 2013.

Note: *Closed station, CTA and Pace bus routes passing by shown.

Clinton

Three CTA bus lines serve the Clinton station: 7, 60, and 157. Because Clinton and Canal form a one-way pair, each of these routes serves the Clinton station entrance to the Blue Line in the southbound direction (i.e. traveling away from Downtown on Clinton Street). Riders on northbound trips on Canal Street must exit the bus and walk 400 feet west to access the Clinton station.

UIC-Halsted

Three CTA bus lines serve the UIC-Halsted station: 7, 8, and 60. Routes 7 and 60 travel east-west on Harrison Street. Riders on these routes exit the vehicle and then walk 400 feet north to access the UIC-Halsted station at any of three station entrances (Halsted, Peoria, or Morgan). Route 8 travels north-south on Halsted. Riders on this route desiring to access the Blue Line must exit the bus at the Halsted/Harrison intersection, northbound and southbound, and walk

approximately 1,000 feet to the northwest to access the UIC-Halsted station. Currently programmed IDOT improvements related to the reconstruction of the adjacent Circle Interchange, however, are expected to provide a mid-block bus stop and covered crosswalk by 2014, so that northbound riders on the 8 Halsted will also have access directly in front of the Blue Line station.

Racine

Two CTA bus lines serve the Racine station: 7 and 60. Each of these routes uses Harrison Street, which is approximately 635 feet south of the entrance to the Racine station. Riders on these routes would exit the bus at the Racine Avenue/Harrison Street intersection and walk north to access the station.

Illinois Medical District

Three CTA bus lines serve the Illinois Medical District station: 7, 50, and 126. Each provides access to this station slightly differently. Route 7 operates east-west on Harrison Street. Riders wishing to access the Blue Line would exit at Harrison Street/Damen Avenue and walk 600 feet north to access the station. Route 50 operates north-south on Damen, which has a stop directly in front of the Illinois Medical District station in both the north and south directions. Riders in the southbound direction have to cross the street to access the station.

Route 126 primarily travels east on Jackson Boulevard and west on Van Buren Boulevard. During the weekday riders would exit the bus at Damen Avenue and walk south (665 feet for eastbound trips/ 275 feet for westbound trips). However, Route 126 also deviates to the Illinois Medical District during evenings and weekends when Route 7 is not in service. During those times the bus stops directly in front of the Blue Line station on Damen.

Western

Two CTA bus lines serve the Western station: 7 and 49. Route 7 operates east-west on Harrison Street. Riders wishing to access the Blue Line would exit at Harrison Street/Western Avenue and walk 630 feet north to access the station. Route 49 operates north-south on Western, which has a stop directly in front of the Western station in both the north and south directions. Riders in the northbound direction have to cross the street to access the station.

Kedzie-Homan

Three CTA bus lines serve the Kedzie-Homan station: 7, 52, and 82. Route 7 operates east-west on Harrison Street. Riders wishing to access the Blue Line would exit at Harrison Street/Kedzie Avenue and walk 260 feet north to access the station. Route 52 operates north-south on California Avenue, which has a stop directly in front of the Kedzie-Homan station entrance in both the north and south directions. Riders in the northbound direction have to cross the street to access the station. Route 82 operates north-south on Homan Avenue, which has a stop directly in front of the Kedzie-Homan station entrance in both the north and south directions. Riders in the southbound direction have to cross the street to access the station.

Pulaski

Two CTA bus lines serve the Pulaski station: 7 and 53. Route 7 in this area operates as a one-way pair, with eastbound service on 5th Avenue and westbound service on Congress Parkway. Riders on eastbound Route 7 would exit the bus at Congress Parkway/Pulaski Road and walk 180 feet south to access the Blue Line. Riders on westbound Route 7 would exit the bus at 5th Avenue/Pulaski Road and walk 310 feet north to access the Blue Line.

Route 53 operates north-south on Pulaski Road, which has a stop directly in front of the Pulaski station in both the north and south directions. Riders in the northbound direction have to cross the street to access the station.

Cicero

Two CTA bus lines serve the Cicero station: 54 and 57. Route 54 in this area operates north-south on Cicero Avenue, which has a stop directly in front of the Cicero station in both the north and south directions. Riders in the northbound direction must cross the street to access the station. Route 57 terminates in front of the Cicero station, thus passengers can easily transfer to/from the bus to the Blue Line at the station.

Austin

One CTA bus line, Route 91, and one Pace bus line, Route 315, serve the Austin station. Route 91 in this area operates north-south on Austin Boulevard, which has a stop directly in front of the Austin station in both the north and south directions. Riders in the northbound direction must cross the street to access the station.

Route 315 operates between the Madison Street/Austin Boulevard Green Line station and downtown Oak Park via Austin Boulevard and Ridgeland Avenue. This Route has a stop directly in front of the Austin Forest Park Branch station in both the north and south directions. Riders in the northbound direction must cross the street to access the station.

Oak Park

No CTA bus lines and one Pace bus line, Route 311, serves the Oak Park station. Route 311 operates north-south on Oak Park Avenue. This route has a stop directly in front of the Oak Park station in both the north and south directions. Riders in the southbound direction must cross the street to access the station.

Harlem

No CTA bus lines and one Pace bus line, Route 307, serves the Harlem station. Route 307 operates north-south on Harlem Avenue. This route has a stop directly in front of the Harlem station in both the north and south directions. Riders in the northbound direction must cross the street to access the station.

Forest Park

No CTA bus lines serve the Forest Park station. Pace uses this station as a major transit center, with nine routes connecting at this point, including routes 301, 303, 305, 308, 310, 317, 318, 320, and 757. Pace routes include eight local routes serving all four cardinal directions (although few routes travel east, as service in this direction is generally provided by CTA). One Pace express route, 757, connects this transit center to Schaumburg.

2.5 Pedestrian and Bicycle

This section describes and illustrates the pedestrian and bicycle environment within a .5 mile distance from the Forest Park Branch of the Blue Line. The density and quality of these networks varies over the course of the study area, and is described in more detail in Appendix A for each station.

The pedestrian network throughout the study area is robust, with sidewalks on the vast majority of both major and minor streets. However, the quality of the walking environment varies, with narrow sidewalks adjacent to arterials with high volumes of car and truck traffic being common, especially in the vicinity of many rapid transit station entrances. Additionally, many curbs in the study area need to be reviewed for Americans with Disability Act (ADA) compliance (See Station Assessment Report), and may result in potential access issues for those with limited mobility.

The study area presents challenges to bicycle users as well. On-street bicycle lanes are interspersed through-out the study area; however, many do not connect to Forest Park Branch stations. North-South on-street bike lanes occur only on Clinton, Halsted, Damen, and Central Park, with Racine, Loomis, Oakley, Independence Blvd, Kostner, Laramie, Lombard, Ridgeland, East, and Oak Park being the remaining streets classified as recommended bike routes (includes locations of proposed bike lanes and marked shared lanes)⁶. Portions of Washington (with Warren, in a one-way pair, in some locations), Taylor, Roosevelt, and 16th represent the only East-West routes, both with and without marked bike lanes, which are identified. Clinton, UIC-Halsted, Racine, Illinois Medical District, Austin, and Oak Park are the only open rapid transit stations in the study area with direct bike route connections; Kostner, a closed station, also has a direct connection. Protected Indoor bicycle parking is available at the UIC-Halsted and Forest Park stations. UIC-Halsted, Racine, Illinois Medical District, Western, Kedzie-Homan, Cicero and Forest Park have at least one bike rack located in front of one or more station entrances. Pulaski, Austin, Oak Park and Harlem stations do not have a bicycle rack in front of the station entrance rack due to limited space on the overpasses. However, bike parking is located is within a block north or south of these stations, off of the expressway bridges but out of view of station agents. A bike rack is located on South Clinton near the subway stair. Bicycle parking at or near each station is summarized in Table 2.9.

⁶ <http://www.cityofchicago.org/cityinfo/cdot/bikemap/keymap.html>

2.5.1 Divvy Bike Share

Divvy is Chicago's bike sharing system, with a full build out of 4,000 bikes and 400 stations across the city, which launched in June 2013. Divvy is a program of the Chicago Department of Transportation (CDOT), which owns all of the system's bikes, stations and vehicles.

The Divvy bike sharing system consists of a fleet of specially designed, heavy-duty, very durable bikes that are locked into a network of docking stations located throughout the city. Divvy bikes can be rented from and returned to any station in the system, creating an efficient network with many possible combinations of start and end points. Divvy will be available for use 24 hours a day, 365 days a year. The station network will provide twice as many docking points as bicycles, assuring that an available dock to return your bike is always nearby.⁷

Divvy stations are planned to be installed near Blue Line Forest Park Branch stations at Clinton, UIC-Halsted, Racine and Illinois Medical District, as shown on Figure 2.1. Bike station sites are also planned in the study area around the UIC campus, Illinois Medical Center, West Loop and near West Side, along Jackson and Harrison between Cannel and Ashland. (Within 1 to 3 blocks from Blue Line stations). Stations are to be brought online in phases, with nearly all currently scheduled to be in operation by August 2013. The Divvy bike sharing locations nearest to each station is shown in Table 2.9.

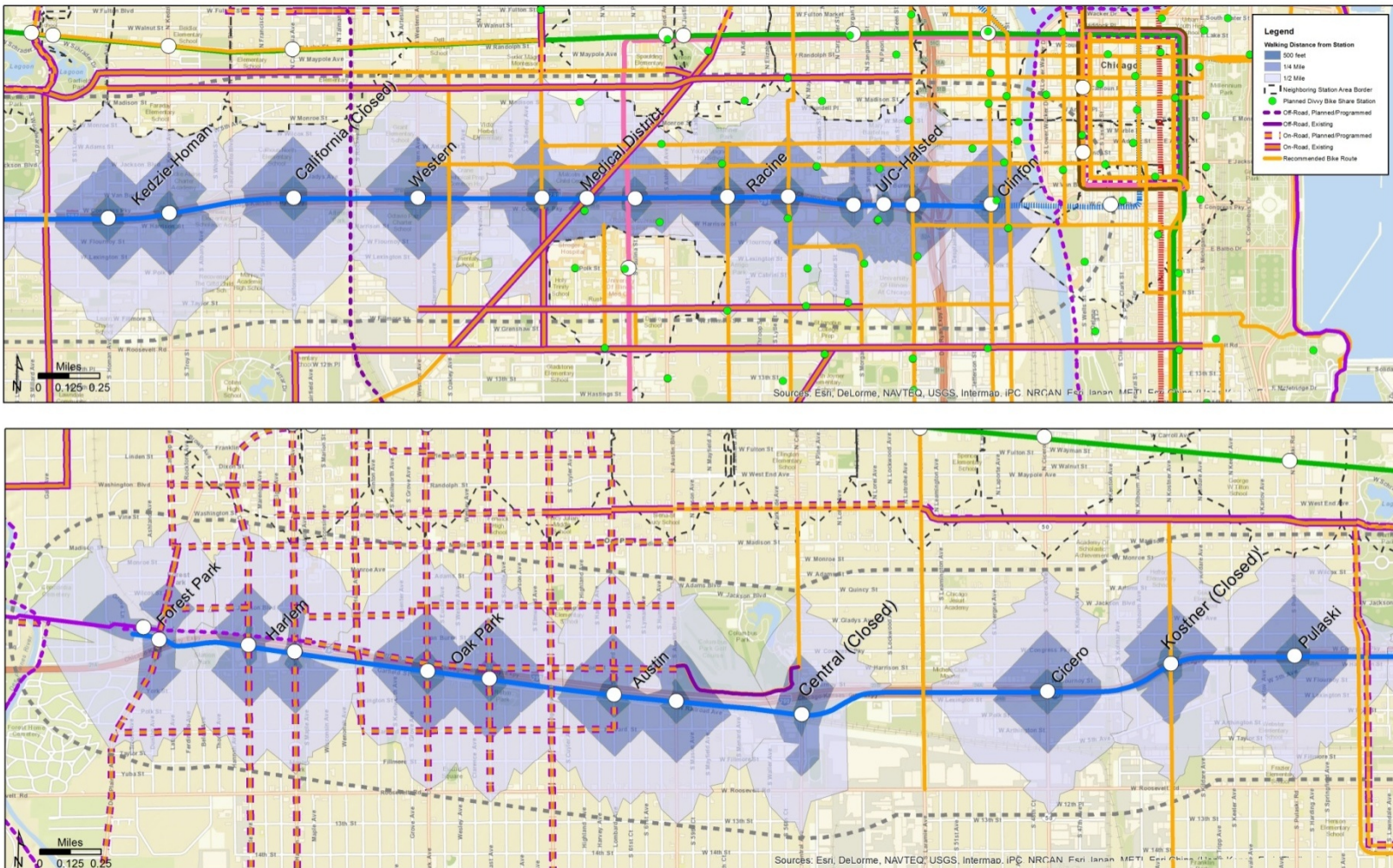
⁷ <http://divvybikes.com/about>

Table 2.9. Bicycle Parking at or near each Blue Line Station

Blue Line Station	Bicycle Parking	Divy Bike Sharing		
		Location	Docks	Status as of July 2013
Clinton	1 U-Rack near south Clinton Street subway entrance.	Clinton and Tilden	15	Open
UIC-Halsted	Halsted, Peoria and Morgan entrances and inside Halsted entrance.	Halsted and Van Buren	19	Planned
Racine	1 U-Rack at Halsted and Loomis entrances.	Racine and Congress	10	Open
Illinois Medical District	1 U-Rack at Paulina, Ogden and Damen entrances.	Ogden and Congress Parkway	15	Planned
Western	1 U-Rack at Western entrance.	N/A	N/A	N/A
Kedzie-Homan	1 U-Rack at Homan entrance.	N/A	N/A	N/A
Pulaski	None, 1 U-rack .5 blocks south of station at Pulaski & Harrison.	N/A	N/A	N/A
Cicero	1 U-Rack at Cicero entrance.	N/A	N/A	N/A
Austin	1 Multi-Rack (wave) at .5 blocks south of Lombard entrance at Barrie Park. 10 U-racks located .5 blocks south at Garfield and Austin.	N/A	N/A	N/A
Oak Park	3 U-Racks at .5 blocks south of Oak Park entrance at Garfield & Oak Park. 6 U-racks located .5 blocks south of East entrance at East and Garfield at Rehm Park.	N/A	N/A	N/A
Harlem	1 Multi-Rack (wave) at .5 blocks south at Circle and Harrison; sign prohibiting parking on Harrison bridge and directing cyclists to parking at Circle entrance.	N/A	N/A	N/A
Forest Park	Indoor and sheltered bike parking available.	N/A	N/A	N/A

Source: Station Assessment and Divvy web site, July 2013. N/A = Not Available.

Figure 2.1. Bicycle Access in the Study Area



Source: City of Chicago GIS and Divvy Bike Share <http://divvybikes.com/>. Figure 2.1 shows that Divvy stations are planned to be installed near Blue Line Forest Park Branch stations at Clinton, UIC-Halsted, Racine and Illinois Medical District as listed in Table 2.9 and described in Section 2.5.

3.0 Station Area Market Analysis

3.1 Methodology

This analysis seeks to determine the geographical extent of the ridership market for each study area station, summarize the employment, socioeconomic, and demographic profiles of each market area, and identify limiting factors between area residents and employees and the use of available transit service.

The geographical market area of a given station is variable, depending on factors such as origins and destinations near the station, demographics, transportation network connectivity, and method of access. This market analysis focuses on two methods of access for each station: transit access, consisting of transfer either from CTA or Pace Bus routes, and walk-in customers, which are assumed to be all boardings not classified as transfers. Each market is discussed in more detail in the following sections.

3.2 Transit Access to Stations

The station bus market analysis was conducted for the 13 CTA and 12 Pace bus lines that serve Forest Park Branch stations. As noted in the introduction, the bus-to-rail transfer market is low. For October 2012 a total of 5,975 bus-to-rail transfers⁸ occurred on the Forest Park Branch, which is 16.3 percent of the total Forest Park Branch daily ridership⁹.

The methodology for the bus market analysis is based on existing ridership, flows, and transfer data by route as provided by both CTA and Pace. This data is a daily weekday average as counted using automatic passenger counters installed on buses. The CTA Route by Stop (RBS) data is from October 2012 while the Pace Bus data is from January-March 2013.

A spatial analysis was conducted using CTA and Pace bus data, to identify the bus stops closest to each Blue Line Forest Park station access point for each of the 13 CTA and 12 Pace bus lines that interact with the CTA Blue Line Forest Park Branch. Only one bus stop, may serve multiple routes, was identified for each route in each direction to analyze bus to rail transfers. The spatial identification helped to identify the bus stop activity in the vicinity of the station, and along with transfer data, show how much bus-to-rail transfer activity is occurring with each Forest Park Branch station.

⁸ Data provided by CTA

⁹ A total of 36,641 daily weekday entries were recorded in October 2012 on the Forest Park Branch

3.2.1 CTA Bus

The CTA analysis focuses on two pieces of information, the average weekday flow and the average transfer at each Blue Line Forest Park station entrance. These numbers are provided by bus route, direction, and Blue Line station in Table 3.1.

The value of these numbers is by assessing the relative strength of the bus to Blue Line transfer market. Table 3.2 divides the daily transfer activity by the daily bus flows for each route and station. The results show the percentage of riders using that particular route and direction that are transferring to the Blue Line. The results show the relative strength of a particular route in connecting to the Blue Line, along with the direction with the larger market.

For north-south routes there are three main categories of market share: those where the south has the greater market share, those where the north has the greater market share, and those where the markets are relatively split even between north and south.

Bus lines where the south has the stronger bus to rail market:

- Route 91 at the Austin station
- Route 54 at the Cicero station

Bus lines where the north has the stronger bus to rail market:

- Route 52 at Kedzie-Homan station
- Route 50 at Illinois Medical District station
- Route 8 at UIC Halsted station

Bus lines where the bus to rail market is even between north and south:

- Route 53 at Pulaski station
- Route 49 at Western station

For the east-west lines, there were several different trends. Firstly, Route 7 has a stable 1-3 percent market share with each Blue Line station in each direction. At each Blue Line station approximately 1-3 percent of the riders are getting off, but these are replaced with new riders as the bus makes its way east (or west). Because the Route 7 parallels the Blue Line Forest Park Branch for a long distance, this indicates a small number of core riders are using the route to access the Blue Line stations each average weekday.

Route 60 has a little bit of a different trend. The bus to rail transfer is highest at the Racine station, 4 percent of the total bus riders on board. This is because Racine is the first opportunity to access the Blue Line Forest Park Branch eastbound, or the last opportunity to leave the Blue Line for Route 60 westbound. The bus to rail market for Route 60 is 1-2 percent otherwise.

The bus to rail market share for east-west lines 126 and 157 is around 1 percent. Because these routes are destined for the high density core of the city, they are more attractive to those desiring a one-seat ride, especially peak period commuters. As a result, they have a lower transfer to Blue Line stations than other routes in the study area.

3.2.2 Pace Bus

The Pace ridership analysis for the three stations east of the Forest Park terminal show that ridership is higher coming from the south, meaning a higher number of alightings northbound and higher number of boardings southbound than in the opposite direction¹⁰. This is likely due to the larger commute shed to the south of the Blue Line (where no competing rail line exists) as compared to north of the Blue Line. However, north-south ridership to the Blue Line at these intermediate stations accounts for only 18 percent of Pace bus ridership adjacent to Blue Line stations.

The other 82 percent of Pace ridership occurs at the Forest Park terminal, where nine of the 12 Pace routes that serve the Blue Line terminate. The network is setup to connect nearby western suburbs to the Forest Park terminal so riders can transfer to the Blue Line. Routes 301, 303, 305, 308, 310, 317, 318, 320, and 757 each serve the Forest Park station. Because it is a terminus, boardings and alightings occur in one direction only. Route 301 performs the best, with 404 alightings at the Forest Park station. Route 320, which operates only in peak period service, has the fewest transfers at the station.

Flow data was not provided by Pace for use in this analysis, so the bus to rail transfer market share could not be calculated.

¹⁰ For Pace Route 315 the trend is westbound is higher than eastbound, but the alignment of the route is such that it is actually traveling on north-south on Austin when it intersects the Forest Park Branch. As a result, it has the same ridership trend as Pace Routes 307 and 311.

Table 3.1. CTA Bus Flows and Transfers at Stations

CTA Route	Austin		Cicero		Pulaski		Kedzie-Homan		Western		Illinois Medical District		Racine		UIC Halsted		Clinton	
	Flow	Bus to Rail	Flow	Bus to Rail	Flow	Bus to Rail	Flow	Bus to Rail	Flow	Bus to Rail	Flow	Bus to Rail	Flow	Bus to Rail	Flow	Bus to Rail	Flow	Bus to Rail
7 EB					531	14	537	17			594	17					3,242	11
7 WB					669	19	693	16	835	12	1,278	15			3,180	22		
8 NB															1,918	94		
8 SB															2,422	430		
49 NB									2,661	213								
49 SB									3,258	267								
50 NB											2,523	61						
50 SB											2,238	125						
52 NB							1,618	102										
52 SB							1,707	185										
53 NB					2,915	344												
53 SB					3,057	384												
54 NB			1,602	332														
54 SB			1,782	169														
57 NB			318	150														
57 SB																		
60 EB																	3,242	23
60 WB													1,962	75	3,180	76	4,326	11
82 NB																		
82 SB																		
91 NB	762	386																
91 SB	438	54																
126 EB											1,069	10						
126 WB											1,752	15						
157 EB																	989	13
157 WB																		

Source: CTA Ridership by Stop (RBS) data, October 2012. Stations served by CTA Bus only shown. Note: Empty cells in the table (shaded) = No Data.

Table 3.2. CTA Bus-to-Rail Transfer Market Share by Station

CTA Route	Austin	Cicero	Pulaski	Kedzie-Homan	Western	Illinois Medical District	Racine	UIC Halsted	Clinton
7 EB			3%	3%		3%			0%
7 WB			3%	2%	1%	1%		1%	
8 NB								5%	
8 SB								18%	
49 NB					8%				
49 SB					8%				
50 NB						2%			
50 SB						6%			
52 NB				6%					
52 SB				11%					
53 NB			12%						
53 SB			13%						
54 NB		21%							
54 SB		9%							
57 NB		47%							
57 SB									
60 EB									1%
60 WB							4%	2%	0%
82 NB									
82 SB									
91 NB	51%								
91 SB	12%								
126 EB						1%			
126 WB						1%			
157 EB									1%
157 WB									

Source: CTA Ridership by Stop (RBS) data, October 2012. Stations served by CTA Bus only shown. Note: Empty cells in the table (shaded) = No Data.

Table 3.3. Pace Bus Daily Boardings and Alightings by Station

Pace Route	BOARDINGS															Total
	301	303	305	307	308	310		311		315		317	318	320	757	
	EB	SB	NB	NB	SB	EB	EB	NB	SB	EB	WB	EB	EB	EB	EB	
Austin										6	45					52
Oak Park								30	48							78
Harlem				33	110											142
Forest Park	11	3	36			7	1					3	4	43	5	112
Total	11	3	36	33	110	7	1	30	48	6	45	3	4	43	5	384

Source: Pace Bus data, January-March 2013. Stations served by Pace Bus only shown. Empty cells (Shaded areas) = No Data.

Pace Route	ALIGHTINGS															Total
	301	303	305	307		308	310	311		315		317	318	320	757	
	EB	SB	NB	NB	SB	EB	EB	NB	SB	EB	WB	EB	EB	EB	EB	
Austin										26	8					34
Oak Park								99	21							120
Harlem				82	50											133
Forest Park	404	129	53			218	169					205	132	8	26	1,345
Total	404	129	53	82	50	218	169	99	21	26	8	205	132	8	26	1,632

Source: Pace Bus data, January-March 2013. Stations served by Pace Bus only shown. Empty cells (Shaded areas) = No Data.

3.3 Pedestrian Station Access

Walk-in entry is the primary method of access for all stations on the Blue Line Forest Park Branch, with the exception of Forest Park. As such, it is necessary to give careful consideration to the pedestrian and bicycle market surrounding each station.

In general, how far a distance people will walk to access transit typically ranges between .25 and .5-miles or approximately 5 to 15 minutes. For the purposes of this analysis, it was assumed that the maximum walk-in passenger distance would be a .5 mile radius from the access point to a station. To account for the configuration of the stations in or near an expressway corridor and the natural barriers to walking this produces, ESRI Network Analyst was used to compute polygons of actual walking distance from station access points along pedestrian paths (including all sidewalks) at .5 mile as well as .25 mile and 500 feet. The methodology for this analysis follows.

3.3.1 Station Walkshed Methodology

Derivation of station area walksheds from the street and pedestrian network is a multistep process outlined below. In summary, the steps are:

1. Network creation and validation,
2. Station access point creation,
3. Computation of sheds, and
4. Removal of overlaps & consolidation of multiple access stations.

Each step is described in more detail in the following sections.

Network Creation and Validation

Creation of the network for the analysis begins with a street network shapefile. As most street network files do not account for pedestrian only paths (parks, large campuses, etc.), these must be identified and, if any are missing, manually added during this step. Once the network file is complete, each intersection is assigned a node permitting turns in any direction (for a pedestrian analysis), and the combination of streets (links) and intersections (nodes) are loaded into ESRI ArcGIS Network Analyst¹¹, forming the base network dataset.

Station Access Point Creation

Stations may have one or multiple access points to the street network. Often, these access points are some distance removed from the coded location of the station itself in transit agency files, as the location in that case normally corresponds to the location of the physical platforms. As such, access points must be manually coded on to the network through careful analysis of on-the-ground observation and aerial data. Once the access points are located and coded, they

¹¹ <http://www.esri.com/software/arcgis/extensions/networkanalyst/>

are also loaded into ESRI ArcGIS Network Analyst as “facilities,” enabling the software to compute distances along the network with each access point as a starting point.

Computation of Sheds

Once the base network and access points are loaded into the Network Analyst software, the computation is run. Network Analyst draws polygons based on connecting the outermost points able to be traversed along the network at distances specified. For example, for a 500 feet shed, the Network Analyst software will travel along the network in all possible directions for 500 feet, and, once complete, connect each of these points to create a polygon encircling the area covered. This process is repeated for each access point and radius specified.

Removal of Overlaps & Consolidation of Multiple Access Stations

The final step in the Network Analyst process involves removing overlapping sheds (if specified) and consolidation of multiple station access point sheds into one multipart polygon. When an overlap is present in a specified radius, Network Analyst automatically computes the break points between adjacent stations and creates the shed polygons based on which access point is closer by travel distance along the network to a given point on the network.

For multiple access point stations, a final step is required. Using standard ArcGIS tools, the polygons of the same radius for all access points for a single station are dissolved together. While this often creates multipart polygons at smaller distances, as the specified radii increase this will usually result in a single polygon encompassing the areas originating at all entrance points.

Limitations

The primary limitation of the network model described in the preceding steps is the lack of consideration for directionality and ultimate destination of transit users. For example, users whose journey begins on the border of two station’s sheds may ultimately choose to walk to the station in the direction of their destination, even if it is slightly further away, to increase the chances of catching an earlier train.

Additionally, the analysis assumes that transit users are only interested in accessing a rail station, with no preference for line or ultimate destination of the service provided there. Depending on a real-world user’s destination, they may choose a station different from the one the Network Analyst model predicts.

Despite these limitations, the walksheds created from this analysis remain a reasonable model for gauging a potential walk-in transit market. As the limitations described above will also be present in a traditional circle-based radius analysis, the Network Analyst sheds still represent an increase in understanding of the walking environment.

3.3.2 Results of Pedestrian Analysis

The individual results of the ESRI Network Analyst for each station can be found in Appendix A. The walksheds created through this analysis are used in defining station catchment areas in

the following sections, which discuss the population and employment characteristics of each area. Many of the station walksheds are consistently shaped diamonds (with the exception of Central Harlem and Forest Park) suggesting an urban grid network with a high level of connectivity between blocks. Station areas without a consistent diamond shape have physical (lack of sidewalks, highways, rail lines etc.) or land use barriers (open space, parks, cemeteries, etc.) that reduce or limit pedestrian and bicycle connectivity.

3.4 Socioeconomic Characteristics

3.4.1 Population, Households, and Employment

Transit access to residents is essential in the study area. Table 3.4 and Figure 3.1 illustrates population and household data for both the study area as a whole and the areas within a .5 mile walking distance to stations on the Forest Park Branch. The study area population is 70.3 percent minority, 18.3 percent of households are classified as low income (defined as annual income of \$35,000 or less), and 61.6 percent of the total study area population and 25.4 percent of the total study area households are located within a .5 mile walking distance from a station.

All stations from Illinois Medical District to Austin include a majority minority population, with some areas approaching nearly 100 percent minority population. Additionally, all station areas from Illinois Medical District to Central (Closed) have over 50 percent low income households, which may indicate an elevated level of transit dependency for those living near these stations. This conclusion is reinforced by the percentage of units without access to a car, which is over 20 percent for all stations between Racine and Austin.

Table 3.4. Population & Household Characteristics

Blue Line Station	Population	Minority Population	Households	Low Income Households
Study Area Total	113,304	79,682 (70.3%)	109,563	20,754 (18.9%)
Clinton to Illinois Medical District				
Clinton	2,782	1,045 (37.6%)	1,742	290 (16.6%)
UIC-Halsted	4,493	1,629 (36.3%)	2,129	557 (26.2%)
Racine	5,607	2,477 (44.2%)	2,778	1,156 (41.6%)
Illinois Medical District	3,099	2,511 (81.0%)	1,646	1,225 (74.4%)
Sub Total	15,981	7,662 (47.9%)	8,295	3,228 (38.9%)
Western to Austin				
Western	5,593	4,594 (82.1%)	2,146	1,332 (62.1%)
California*	3,694	3,566 (96.5%)	1,217	827 (68.0%)
Kedzie-Homan	7,593	7,408 (97.6%)	2,374	1,437 (60.5%)
Pulaski	6,722	6,672 (99.3%)	2,243	1,397 (62.3%)
Kostner*	4,252	4,226 (99.4%)	1,325	814 (61.4%)
Cicero	2,845	2,810 (98.8%)	965	541 (56.1%)
Central*	1,422	1,372 (96.5%)	460	246 (53.5%)
Austin	7,074	4,483 (63.4%)	2,739	999 (36.5%)

Blue Line Station	Population	Minority Population	Households	Low Income Households
Sub Total	39,195	35,131 (89.6%)	13,469	7,593 (56.4%)
Oak Park to Forest Park				
Oak Park	7,441	2,201 (29.6%)	2,839	566 (19.9%)
Harlem	4,420	1,814 (41.0%)	1,856	514 (27.7%)
Forest Park	2,745	1,155 (42.1%)	1,401	484 (34.5%)
Sub Total	14,606	5,170 (35.4%)	6,096	1,564 (25.7%)

Source: ESRI Census 2012 Population, Household and Minority Estimate. Notes: *Closed station. Percents calculated from Total Population and Total Households column.

3.4.3 Vehicle Availability

As previously noted, PNR is available only at the Forest Park terminal station. Congestion and poor levels of service along the I-290 mainline and its associated frontage roads, ramps, crossroads, parallel arterial roads and pedestrian conditions within the I-290 study area limit the potential for additional PNR facilities at stations along the Forest Park Branch. ACS 2005-2009 Occupied Housing Units by Vehicle Availability data was examined to determine the feasibility of additional PNR at Forest Park Branch stations. A .5 mile walking distance to stations was assumed.

Table 3.5 and Figure 3.2 shows that 26.6 percent of housing units do not have access to a vehicle based on Census ACS 2005-2009 estimates. The Illinois Medical District shows nearly 51 percent of housing units have no access to a vehicle. This is likely due to the high number student rental units which accounts for 50 percent of the housing units in the Illinois Medical District station area. In comparison, the Pulaski station area has over 43 percent (1,041) housing units, with 37 percent rental, with zero car access. Station areas west of Illinois Medical District to Central (closed) have average number of rental units greater than 30 percent. This segment, including Pulaski, has the highest proportion of housing units without access to a vehicle ranging from 32 percent to 44 percent. On average, 44 percent of the housing units in this area also have access to one vehicle.

More detail on each station's Population and Household characteristics can be found in Appendix A.

Table 3.5. Occupied Housing Units by Vehicle Availability

Blue Line Station	Total Occupied Housing Units	Zero Car Available	1 Vehicle Available	2 or More Vehicle Available
Study Area Total	43,412	11,547 (26.6%)	20,088 (46.3%)	11,776 (27.1%)
Clinton to Illinois Medical District				
Clinton	2,908	175 (6.0%)	603 (20.7%)	160 (5.5%)
UIC-Halsted	1,904	302 (15.9%)	1,203 (63.2%)	400 (21.0%)
Racine	2,826	631(22.3%)	1,500 (53.1%)	694 (24.6%)
Illinois Medical District	1,469	745 (50.7%)	528 (35.9%)	196 (13.3%)
Sub Total	9,107	1,853	3,834	1,450
Western to Austin				
Western	2,115	514 (24.3%)	1,084 (51.3%)	515 (24.3%)
California*	962	396 (41.2%)	379 (39.4%)	186 (19.3%)
Kedzie-Homan	2,043	675 (33.0%)	895 (43.8%)	472 (23.1%)
Pulaski	2,392	1,041 (43.5%)	917 (38.3%)	434 (18.1%)
Kostner*	1,420	413 (29.1%)	702 (49.4%)	306 (21.5%)
Cicero	989	347 (35.1%)	405 (41.0%)	235 (23.8%)
Central*	504	160 (31.7%)	222 (44.0%)	122 (24.2%)
Austin	2,908	560 (19.3%)	1,347 (46%)	1,001 (34.4%)
Sub Total	13,333	4,106	5,951	3,271
Oak Park to Forest Park				
Oak Park	2,622	195 (7.4%)	1,073 (40.9%)	1,353 (51.6%)
Harlem	1,739	185 (10.6%)	740 (42.6%)	813 (46.8%)
Forest Park	1,729	224 (13.0%)	923 (53.4%)	584 (33.8%)
Sub Total	6,090	604	2,736	2,750

Source: ACS 2005-2009 Data Estimate (sum of owner and rental occupied housing units). Percents calculated from Total Occupied Housing Units column.

3.4.2 Census Longitudinal Employment Dynamics Data

An analysis of US Census Bureau, Longitudinal Employer-Household Dynamics¹² (LEHD) 2011 data is used to investigate the current origins and destinations of work trips in the study area. LEHD is a program within the U.S. Census Bureau that combines federal and state administrative data on employers and employees (workforce data) with Census data. LEHD provides information on the demographic characteristics of workers and distance and direction of travel. However, it should be noted that LEHD data does not include other trips such as education, shopping and other non-work trip generators. Table 3.5 shows the movement of individuals in and out of each station's .5 mile radius for employment purposes. All station areas have few jobs which are filled by residents of the same area – that is to say, most residents of each area commute elsewhere for employment, and the employees of jobs in each station area

¹² http://lehd.ces.census.gov/applications/help/onthemap.html#!what_is_onthemap

come in to the area from elsewhere. Figure 3.3 shows employment trips to and from the station areas. Figure 3.4 shows the density of employment in the study area.

Employment characteristics of the study area stations vary greatly, with Clinton, UIC-Halsted, and Illinois Medical District being the station areas with four to six times more jobs than other stations or the branch, indicating a net inflow to the area. Cicero and Central (closed) also have a high jobs-to-population ratio. The remaining stations have relatively few jobs located within .5 mile of the station areas.

The Census LEHD 2011 employment estimate within the study area is 173,734. Only 6.3 percent of the employed residents living in the study area travel to jobs in the study area and 37,919 percent travel to jobs outside off the study area. Nearly 168,000 residents travel to jobs in the study area from other areas in the region. The majority (71 percent) of these workers travel less 10 miles to employment in the study area. The lowest stations and population and employment combined are Forest Park (3,559) and the three closed stations: Central (2,722), California (4,304) and Kostner (4,612).

Virtually all jobs are located at east end of the study area near the Clinton, UIC Halsted and Illinois Medical District station areas. Population is highest between Western and Austin segment near Kedzie-Homan (7,593), Austin ((7,074) and Pulaski (6,722). The west segment also has high population and jobs near the Oak Park (7,441 and 9,146), Harlem (4,420 and 5,735) and Forest Park (2,745 and 3,559) stations. Walksheds around the closed stations at Kostner and California have high population and low jobs compared to other stations, as shown in Table 3.6.

More detail on each station's work based travel, including directionality of travel in to and out of each station's .5 mile catchment area, can be found in Appendix A.

Figure 3.1. Station Area Demographics

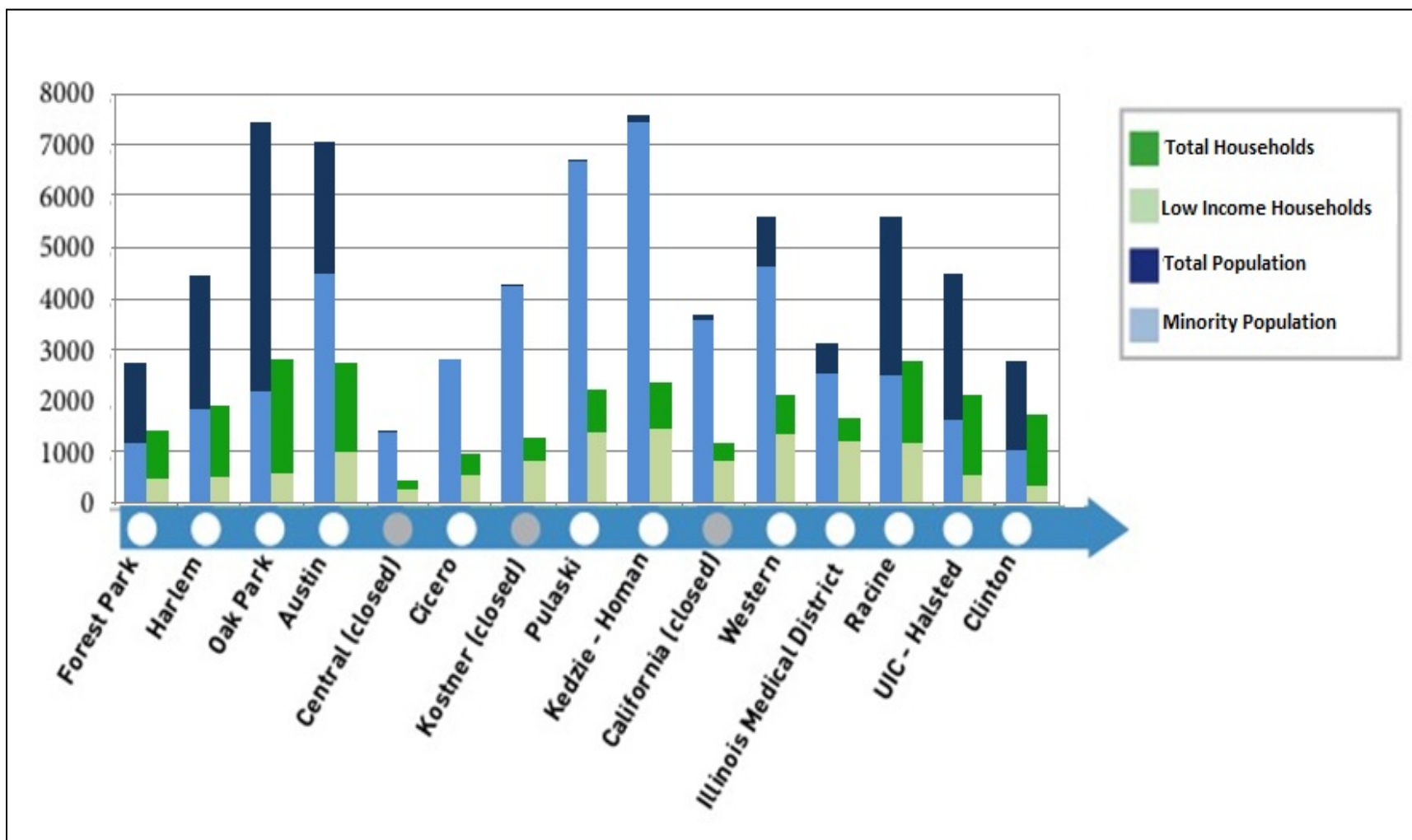


Figure 3.1 is a chart that illustrates population and household data for both the study area as a whole and the areas within a 0.5 mile walking distance to stations on the Forest Park Branch. See section 3.4.1 for a description of data and Table 3.4 for equivalent tabulated data by station.

Figure 3.2. Car Availability in the Study Area

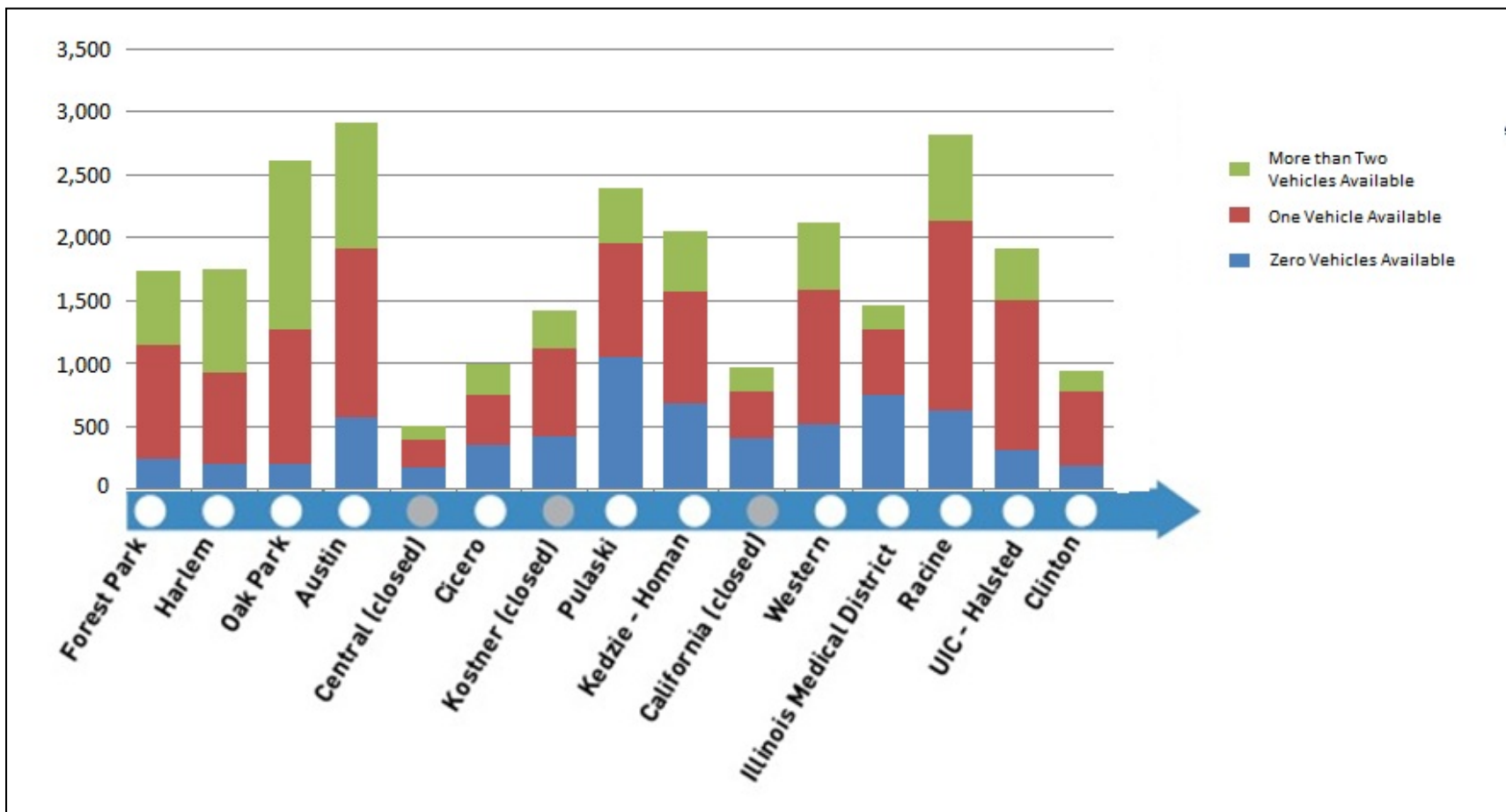


Figure 3.2 is a chart that shows that 26.6 percent of housing units do not have access to a vehicle based on Census ACS 2005-2009 estimates. See section 3.4.3 for a description of the chart and Table 3.5 for a tabulated data of car availability in the study area.

Table 3.6. LEHD Employment Characteristics, 2011

Blue Line Station	Population	Employment	Population and Employment	Employment Filled by Residents Inside .5 Mile Area	Employment Filled by Residents Outside .5 Mile Area	Residents with Employment Outside Study Area
Study Area Total	113,304	173,734²	287,038	6,218 (3.6%)¹	167,516 (96.4%)¹	37,919
Clinton to Illinois Medical District						
Clinton	2,782 (2.5%)	16,866 (9.7%)	19,648 (6.8%)	54 (0.9%)	16,812 (10.0%)	864 (2.3%)
UIC-Halsted	4,493 (4.0%)	18,015 (10.4%)	22,508 (7.8%)	87 (1.4%)	17,928 (10.7%)	1,713 (4.5%)
Racine	5,607 (4.9%)	2,658 (1.5%)	8,265 (2.9%)	13 (0.2%)	2,645 (1.6%)	2,192 (5.8%)
Illinois Medical District	3,099 (2.7%)	17,224 (9.9%)	20,323 (7.1%)	81 (1.3%)	17,143 (10.2%)	1,193 (3.1%)
Sub Total	15,981 (14.1%)	54,763 (31.5%)	70,744 (24.6%)	235 (3.8%)	54,528 (32.6%)	5,962 (15.7%)
Western to Austin						
Western	5,593 (4.9%)	677 (0.4%)	6,270	12 (0.2%)	665 (0.4%)	2,329 (6.1%)
California*	3,694 (3.3%)	610 (0.4%)	4,304	14 (0.2%)	596 (0.4%)	1,171 (3.1%)
Kedzie-Homan	7,593 (6.7%)	1,119 (0.6%)	8,712	24 (0.4%)	1,095 (0.7%)	2,247 (5.9%)
Pulaski	6,722 (5.9%)	243 (0.1%)	6,965	1 (0.0%)	242 (0.1%)	1,907 (5.0%)
Kostner*	4,252 (3.8%)	360 (0.2%)	4,612	0 (0.0%)	360 (0.2%)	1,330 (3.5%)
Cicero	2,845 (2.5%)	2,601 (1.5%)	5,446	4 (0.1%)	2,597 (1.6%)	1,097 (2.9%)
Central*	1,422 (1.3%)	1,300 (0.7%)	2,722	1 (0.0%)	1,299 (0.8%)	379 (1.0%)
Austin	7,074 (6.2%)	436 (0.3%)	7,510	17 (0.3%)	419 (0.3%)	3,595 (9.5%)
Sub Total	39,195 (34.6%)	4,697 (2.7%)	20,290	22 (0.4%)	4,675 (2.8%)	6,401 (16.9%)
Oak Park to Forest Park						
Oak Park	7,441 (6.6%)	1,705 (1.0%)	9,146	58 (0.9%)	1,647 (1.0%)	3,356 (8.9%)
Harlem	4,420 (3.9%)	1,315 (0.8%)	5,735	37 (0.6%)	1,278 (0.8%)	2,186 (5.8%)
Forest Park	2,745 (2.4%)	814 (0.5%)	3,559	29 (0.5%)	785 (0.5%)	1,090 (2.9%)
Sub Total	14,606 (12.9%)	3,834 (2.2%)	18,440	124 (2.0%)	3,710 (2.2%)	6,632 (17.5%)

Source: ESRI Census 2012 Population Estimate, Employment Census LEHD 2011. *Closed station. (1) percent calculated from total study area employment (2). Station area percents calculated from column totals.

Figure 3.3. Station Area Employment

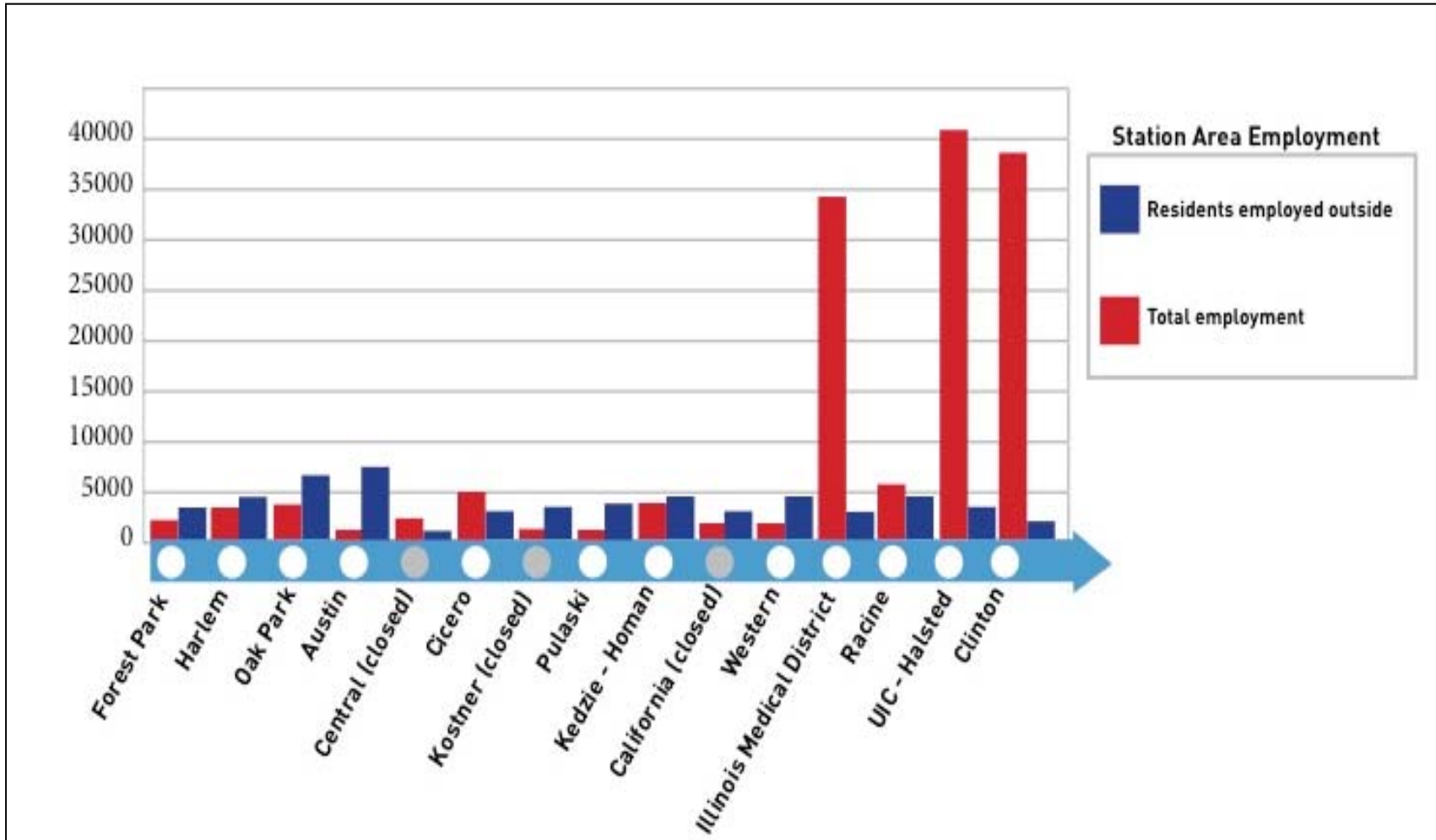


Figure 3.3 is a chart that shows the density of employment in the study area. Employment characteristics of the study area stations vary greatly, with Clinton, UIC-Halsted, and Illinois Medical District being the station areas with four to six times more jobs than other stations or the branch, indicating a net inflow to the area. Cicero and Central (closed) also have a high jobs-to-population ratio. The remaining stations have relatively few jobs located within .5 mile of the station areas. Tabulated employment data by station is available in Table 3.6.

Figure 3.4. Study Area Employment

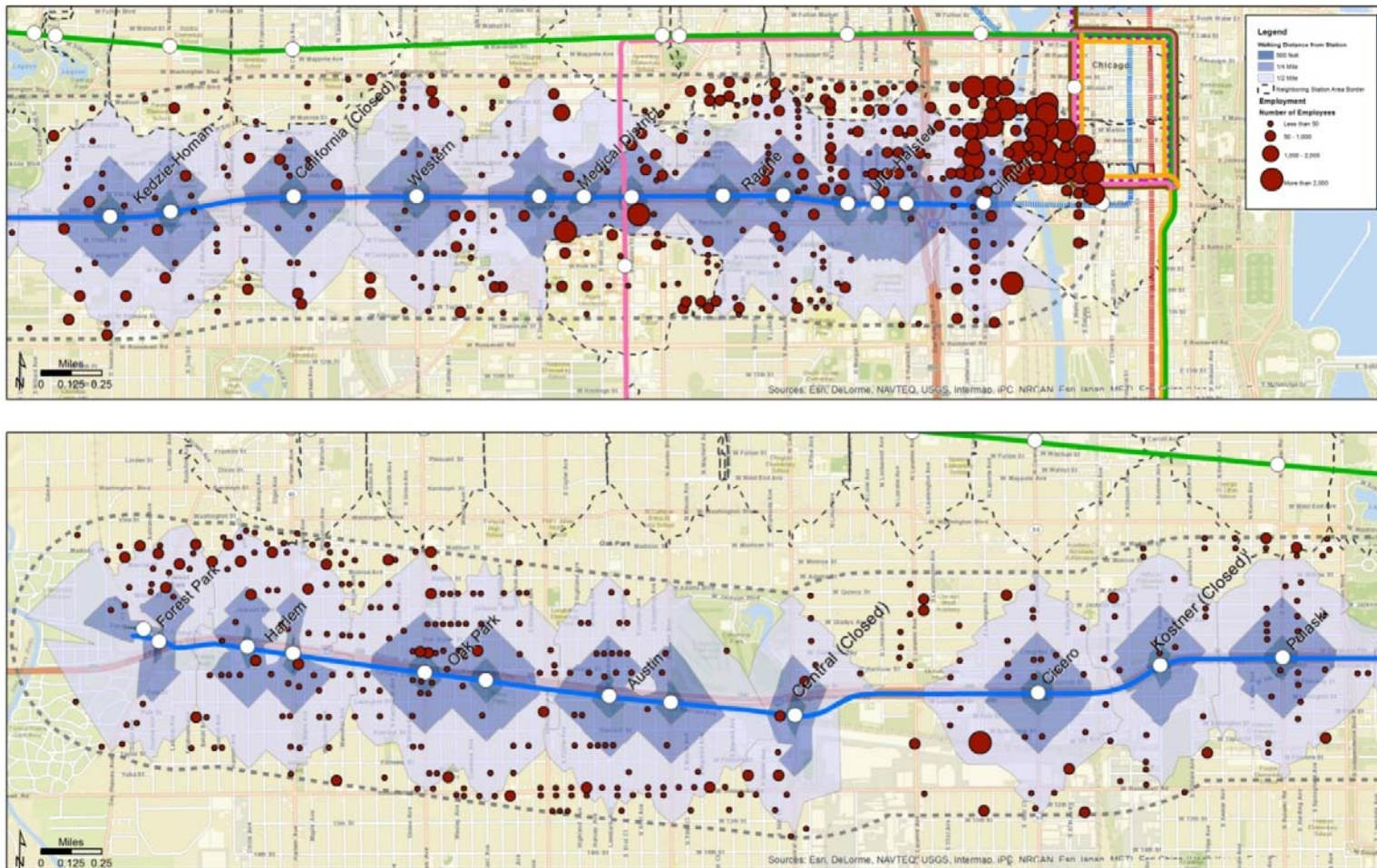


Figure 3.4 is a chart that shows the density and location of employment in the study area. Employment characteristics of the study area stations vary greatly, with Clinton, UIC-Halsted, and Illinois Medical District being the station areas with four to six times more jobs than other stations or the branch, indicating a net inflow to the area. Cicero and Central (closed) also have a high jobs-to-population ratio. The remaining stations have relatively few jobs located within .5 mile of the station areas. Source: Census LEHD 2011. Tabulated employment data by station is available in Table 3.6.

3.5 Existing Land Use

3.5.1 Study and Station Area Existing Land Use

Table 3.7 below shows CMAP land uses based on 2005 conditions. Land use in the study area and around each catchment area generally consists of a wide variety of urban intensity and density uses. Study area wide, residential use makes up the largest portion (at 44 percent). However, some individual stations have differing primary uses. UIC-Halsted and Illinois Medical District have institutional use as their largest portion, while Cicero is the only area with a primarily industrial use within .5 mile walking distance. The largest residential areas surround the Oak Park (405 acres) and Kedzie-Homan (386 acres) stations. Oak Park and Kedzie-Homan also have significant retail and office areas with station areas. Overall, residential land uses increase west of Western. This is also representative of demographic employment data trends in corridor which show that Forest Park Branch serves employment areas Clinton to Illinois Medical District and households/residents Western to Forest Park.

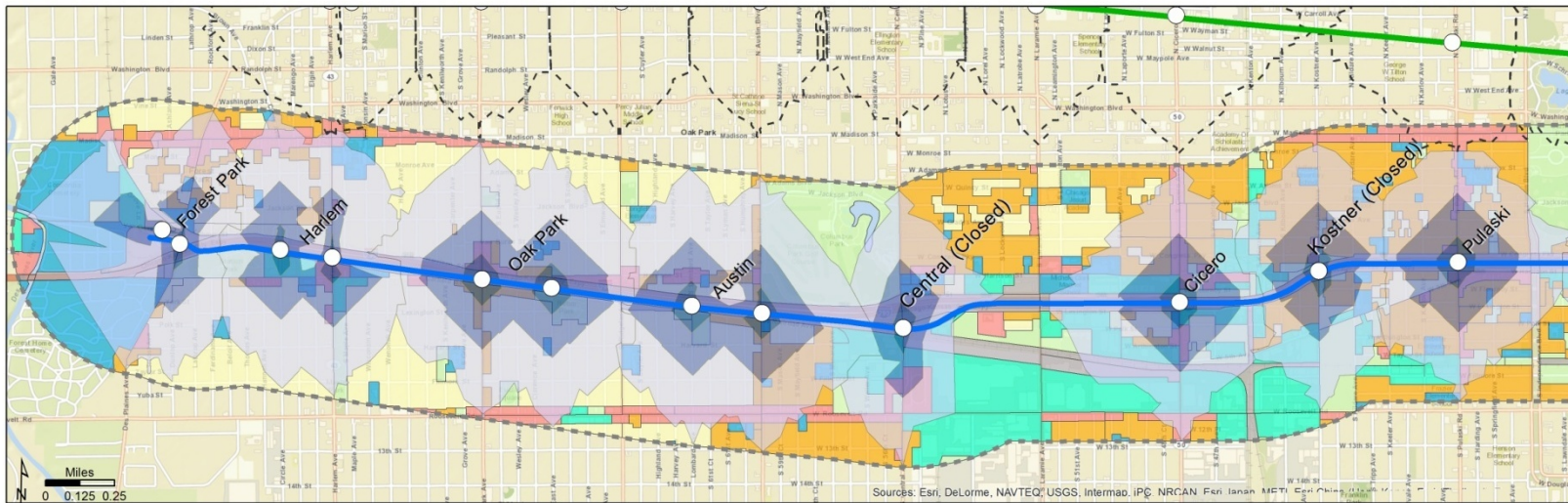
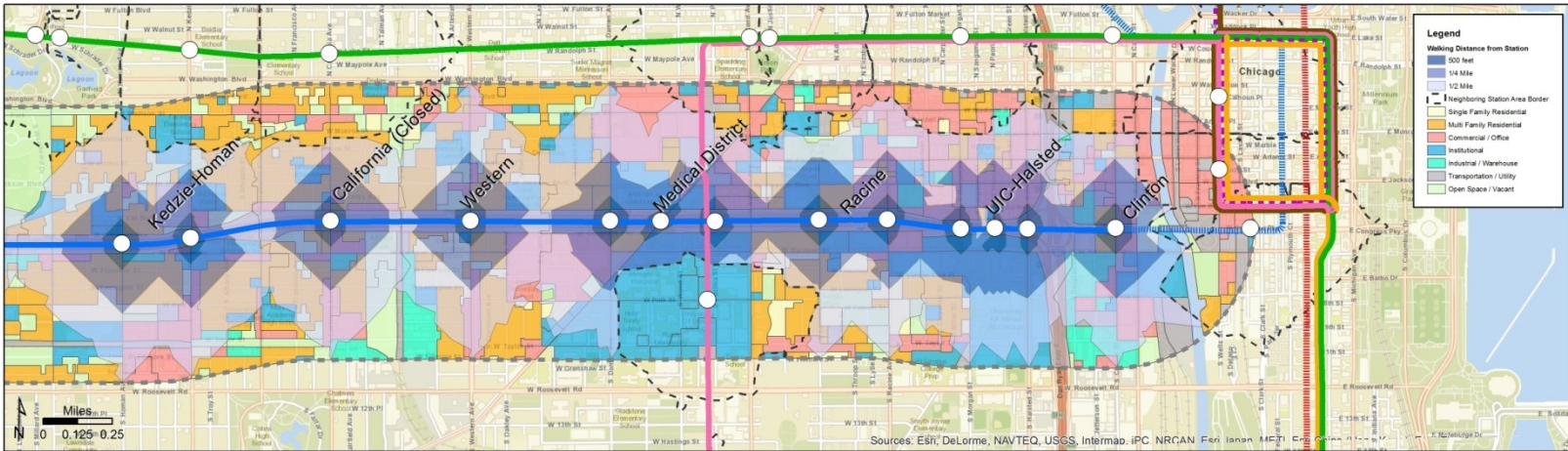
Land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure 3.5. More detail on each station's land use, where available, can be found in Appendix A.

Table 3.7. Existing Land Use in the Study Area

Blue Line Station	Total Acres	Residential	Retail/ Office	Industrial/ Manufacturing	Institutional	Open Space	Other
Study Area Total	6,377	2,785 (43.7%)	840 (13.2%)	510 (8.0%)	843 (13.2%)	333 (5.2%)	1,066 (16.7%)
Clinton to Illinois Medical District							
Clinton	171	17 (9.9%)	41 (24.0%)	31 (18.1%)	24 (14.0%)	0 (0.0%)	58 (33.9%)
UIC-Halsted	253	30 (11.9%)	62 (24.5%)	5 (2.0%)	97 (38.3%)	1 (0.4%)	58 (22.9%)
Racine	267	84 (31.5%)	56 (21.0%)	7 (2.6%)	52 (19.5%)	23 (8.6%)	45 (16.9%)
Illinois Medical District	315	58 (18.4%)	91 (28.9%)	0 (0.0%)	95 (30.2%)	1 (0.3%)	70 (22.2%)
Western	235	121 (51.5%)	39 (16.6%)	5 (2.1%)	23 (9.8%)	1 (0.4%)	46 (19.6%)
Sub Total	1,241	310 (25.0%)	289 (23.9%)	48 (3.9%)	291 (23.4%)	26 (2.1%)	277 (22.3%)
Western to Austin							
California*	211	104 (49.3%)	28 (13.3%)	5 (2.4%)	8 (3.8%)	6 (2.8%)	60 (28.4%)
Kedzie-Homan	386	188 (48.7%)	41 (10.6%)	7 (1.8%)	55 (14.2%)	8 (2.1%)	87 (22.5%)
Pulaski	267	171 (64.0%)	19 (7.1%)	9 (3.4%)	12 (4.5%)	9 (3.4%)	47 (17.6%)
Kostner*	224	116 (51.8%)	2 (0.9%)	41 (18.3%)	12 (5.4%)	0 (0.0%)	53 (23.7%)
Cicero	279	78 (28.0%)	30 (10.8%)	87 (31.2%)	10 (3.6%)	0 (0.0%)	74 (26.5%)
Central*	182	36 (19.8%)	21 (11.5%)	42 (23.1%)	7 (3.8%)	28 (15.4%)	48 (26.4%)
Sub Total	1,549	693 (44.7%)	141 (9.1%)	191 (12.3%)	104 (6.7%)	51 (3.3%)	369 (23.8%)
Oak Park to Forest Park							
Austin	393	241 (61.3%)	25 (6.4%)	13 (3.3%)	12 (3.1%)	63 (16.0%)	39 (9.9%)
Oak Park	405	335 (82.7%)	18 (4.4%)	0 (0.0%)	7 (1.7%)	15 (3.7%)	30 (7.4%)
Harlem	312	217 (69.6%)	23 (7.4%)	14 (4.5%)	16 (5.1%)	18 (5.8%)	24 (7.7%)
Forest Park	288	108 (37.5%)	18 (6.3%)	10 (3.5%)	97 (33.7%)	9 (3.1%)	46 (16.0%)
Sub Total	1,389	901 (64.4%)	84 (6.0%)	37 (2.6%)	132 (9.4%)	105 (7.5%)	139 (9.9%)

Source: CMAP Land Use. Note:*Closed station, Area outside of station areas and within study area not shown.

Figure 3.5. Existing Land Use in the Study Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure 3.5. Tabulated land use data is presented in Table 3.7.

4.0 Conclusions

The Forest Park Branch study area consists of a robust network of transit service providing access and connectivity in to and out of the study area in all directions. 10 percent of households have no access to a car, 19 percent of households have a yearly income of under \$35,000 per year, and most residents travel outside the study area for employment. Only Clinton, UIC-Halsted, and Illinois Medical District stations have a significant number of jobs within .5 mile. As a result, outside of the areas around these stations, the transit network's primary emphasis within the study area is serving households and residents.

Based on an analysis of the employment and population characteristics within .5 mile of each station, the study area can be generally divided into three distinct segments. The first, from Clinton to Illinois Medical District, contains nearly all of the jobs found within .5 mile of stations in the study area, and a population with relatively high incomes and access to at least one car. The second, from Western to Austin, consists of primarily residential areas with few jobs, a high proportion of low-income households, and a high proportion of households without access to a car. At the west end, the third segment, consisting of Oak Park to Forest Park, contains moderate to low levels of low income households and the highest percentages of automobile accessibility within .5 miles of the stations.

Stations in the first segment described previously (Clinton to Illinois Medical District) serve large campuses, both medical and educational, attracting a number of students, staff, and visitors from throughout the region. As a result, these stations often function as the destination of a trip, rather than an origin, and the majority of these campuses are located within walking distance to the UIC-Halsted, Racine and Illinois Medical District stations.

However, as the character of the study area changes from dense, mixed use urban development in the east to less dense suburban land uses in the west, the frequency and availability of this transit service is reduced. CTA bus and rail, located primarily east of Austin, provide service with high frequency (every 7-14 minutes at peak, and up to 30 minutes overnight) 24 hours a day, 7 days a week. West of Austin, Pace provides service with 20-30 minute peak headways and 30-60 minute off peak frequency, primarily focused on weekday daytime service with reduced service during evenings and on weekends.

CTA routes 7, 60, 126, and 157 travel east-west and provide a transfer to Blue Line stations or to other CTA routes traveling north-south across the study area. Pace routes 305, 307, 311 and 315 travel north-south and connect to Blue Line stations west of Austin. Pace routes 301, 303, 308, 310, 317, 318, 320 and 757 travel east-west between Forest Park and major employment centers in Cook and DuPage Counties.

However, as noted in Section 3.0, the bus-to-rail transfer market is low, with an exception for buses intersecting Forest Park (Pace 301 EB, 303 SB, 308 EB, 310 EB, 317 EB and 318 EB), Harlem (Pace Route 310 SB), Austin (CTA Route 91 NB) and Cicero (CTA Route 57 NB). For October

2012 a total of 5,975 bus-to-rail transfers occurred on the Forest Park Branch, which is 16.3 percent of the total Forest Park Branch daily ridership.

Transit customers within the study area may forego transfers as they are located within reasonable walking distance to a station, those traveling from areas north and south of the study area to downtown have a number of alternate paths via transit, including direct rapid transit service via Blue Line (O'Hare Branch) Orange Line, Pink Line, or Green Line, or transfer to another bus prior to intersecting a Forest Park Branch station. With the ongoing rollout of the Divvy bicycle share system, the UIC-Halsted, Racine and Illinois Medical District stations may become more easily accessible to the stations directly, without a bus to rail transfer.

Within much of the study area, including nearly all station areas in the second segment described in the previous section (Western to Austin), a Census LEHD data shows that a majority residents travel to areas north and south of the study area for employment, a direction served only by bus. However, walk-in ridership at these stations remains high, as many residents are also employed in downtown Chicago or areas in the near west suburbs or DuPage County.

Oak Park and Harlem, located in the third segment of the study area, have the lowest ridership rate per population served compared to other study area stations. While many residents of the areas surrounding these stations travel to jobs in the Chicago Loop, given high rates of automobile availability and alternate transit service (including CTA Green Line and Metra service), many choose options other than the Blue Line service.

Transit service in the study area is also complemented by a network of recommended cycling routes, and, in the east end, on-street cycling facilities such as bike lanes and cycletracks. Additionally, the east end of the study area will, by August 2013, be home to a number of Divvy bicycle share stations between Clinton and Ashland. Cycling amenities can help increase the accessibility of transit to those that would normally be too far from a station or bus route to walk; beginning or completing a trip on bicycle may also eliminate the need for transfers where a trip would usually require one. Bicycle parking is located adjacent to the entrance of 7 of 12 stations including UIC-Halsted, Racine, Illinois Medical District, Western, Kedzie-Homan, Cicero and Forest Park. Bicycle parking is not available adjacent to the Pulaski, Austin, Oak Park and Harlem stations due limited space at the station entrance.

Between Western and Austin, however, opportunities to access Blue Line stations by bicycle are currently limited, as these stations are not located along or near existing or recommended cycling routes. North-south bicycle routes are located several blocks or more on Laramie, Kostner and Central Park. The closest east-route bicycle route/lane is located along Washington between the Loop and Oak Park.

4.1 Initial Recommendations

Walk-in access and bus transfers are critical for each of the twelve stations. Coordination should be made between CTA, CDOT and IDOT to enhance the bus, bicycle and pedestrian connectivity to the Blue Line stations. Currently, limited bike lanes exist beyond Illinois Medical District (Central Park north of Highway to Garfield Park, on Roosevelt to California, on Taylor to Western) and proposed bike lanes are located on remaining portion of Central Park (south of highway), Kostner and Laramie.

Additionally, the only PNR facility on the branch is located at Forest Park, with relatively indirect access from the adjacent I-290 highway facility. Improving access to the available lots from the highway could be considered, as well as the analyzing if any additional stations with more direct highway access could accommodate a nearby PNR facility.

The east end of the study area, from Clinton to Illinois Medical District, contains the largest concentration of jobs in the study area by many orders of magnitude. Currently, short-turn service on the Blue Line terminates at UIC-Halsted. Accommodation should be made for these trains to turn after the Medical District instead.

While the closed Kostner, California and Central stations have the lowest combined population and employment totals compared to all other stations on the branch, the closed Kostner and California stations do have slightly more residents within the walkshed than some other stations still in service. All three of these closed stations are currently connected to the Blue Line via the east-west CTA Route 7 (as well as the greater transit network via north-south routes at California (CTA Route 94) and Central (Pace Route 305); however, reopening of these stations should be evaluated to determine both the potential ridership gain and value of transit to these traditionally transit-dependent communities versus the increased branch travel time from additional stops.

Travel times by rapid transit from the west end of the study area to employment centers in the east can be relatively long, and many riders between Oak Park and Forest Park are choice riders, as they also have access to an automobile. Express service could be compared to improvements available through modernization (such as eliminating slow zones on the branch) to speed travel times for those towards the west end of the study area to jobs concentrated in the east end. For choice riders in Oak Park and Forest Park, the consideration of Kiss-and-Ride (KNR) facilities at nearby transit stations may warrant evaluation as well.

4.2 Kedzie-Homan

The Kedzie-Homan station platform is located within a curve and closed circuit cameras and monitors are in place to assist train operators with side door operation. Several options were reviewed to plan a new station, some including a straight platform. Those studied were:

1. No change. Maintain existing station configuration in new design/construction.

2. New Kedzie-Homan. Build new entries at existing locations with a new, straight platform.
3. New Kedzie. Build a new Kedzie entry, close Homan and provide a straight platform. Reroute bus 82 Kimball/Homan to Kedzie in front of station.
4. New Homan. Build a new Homan entry, close Kedzie and provide a straight platform. Reroute bus 52 Kedzie/California to Homan in front of station.
5. New Kedzie and Homan. Build two new, unconnected stations, each with a straight platform.

Highlights of each option include the cost of construction, operational staffing, maintenance, bus reroutes, interlocking relocation and other considerations.

1. This option retains entries, ramps, curved platform and interlocking as they are currently configured. Passengers access each station house from only one side of the street (west side of Kedzie and east side of Homan). Platform length is sufficient to accommodate 10-car trains. There are no changes to operations for this scenario, which retains the undesirable reliance on closed circuit cameras and monitors.
2. This option retains entries, ramps and interlocking as they are currently configured and introduces a straight 8-car platform. Passengers access each station house from only one side of the street (west side of Kedzie and east side of Homan). The straight platform requires 15 mph curves approaching and departing in both directions. Adaptation to future 10-car adaptability would include trains berthing in curves and re-introduction of a closed circuit camera and monitor system.
3. This option provides new entries, stairs, elevators and a straight platform at Kedzie Avenue. Passengers access the station from either side of the street. Kedzie Interlocking is relocated. The Homan station entrance is closed and removed. The #82 Kimball/Homan bus is permanently rerouted to serve the Kedzie station. There is ample room to build a platform that could accommodate 10-car trains.
4. This option provides new entries, stairs, elevators and straight platform at Homan Avenue. Passengers access the station from either side of the street. The Kedzie entrance is closed and removed. The #52 Kedzie/California bus is permanently rerouted to serve the Homan station. No changes to the interlocking are required. There is ample room to build a platform that could accommodate 10-car trains.
5. This option provides two independent stations. Both have new entries, stairs, elevators and straight platforms. Passengers access the stations from either side of the streets. Kedzie Interlocking is relocated. There is ample room to build platforms that could accommodate 10-car trains.

Below is a summary of major station components which would be required for each option.

Option	Platforms	Stn House	Ramps	Elevators	Stairs	Crossover
1	1	2	2	0	0	0
2	1	2	2	0	0	0
3	1	2	0	2	2	1
4	1	2	0	2	2	0
5	2	4	0	4	4	1

Cost Analysis

Construction cost estimates are representative of the conceptual nature of design and are not sufficiently developed to result in a high level of confidence, and do not include soft costs. Operational costs (including maintenance) were determined using the cost model provided by CTA. Bus route changes were analyzed and estimated by CTA Service Planning.

In round numbers, the preliminary cost 2014 estimate for each of the above options is:

Option	Construction	Annual Operations	Annual Bus Route Change
1	\$42,000,000	\$606,000	\$0
2	\$42,000,000	\$606,000	\$0
3	\$42,000,000	\$606,000	\$350,000
4	\$38,000,000	\$606,000	\$350,000
5	\$80,000,000	\$1,212,000	\$0

Summary

Based solely on preliminary cost, the advantage when comparing the above options belongs to eliminating Kedzie and consolidating station operations at a new Homan facility (Option 4). Even considering the increased annual bus operating cost associated with this option, it would take 11 years to match the estimated cost of either Option 1 or 2.

However, overall study results have thus far stated that existing stations and entries will remain as is, so it may not be appropriate to consolidate passenger traffic from both Kedzie and Homan to one street or the other. Building two new stations (Option 5) to eliminate the curved platform would accomplish both objectives of providing straight platforms and keeping present access, but is expensive to construct and to operate.

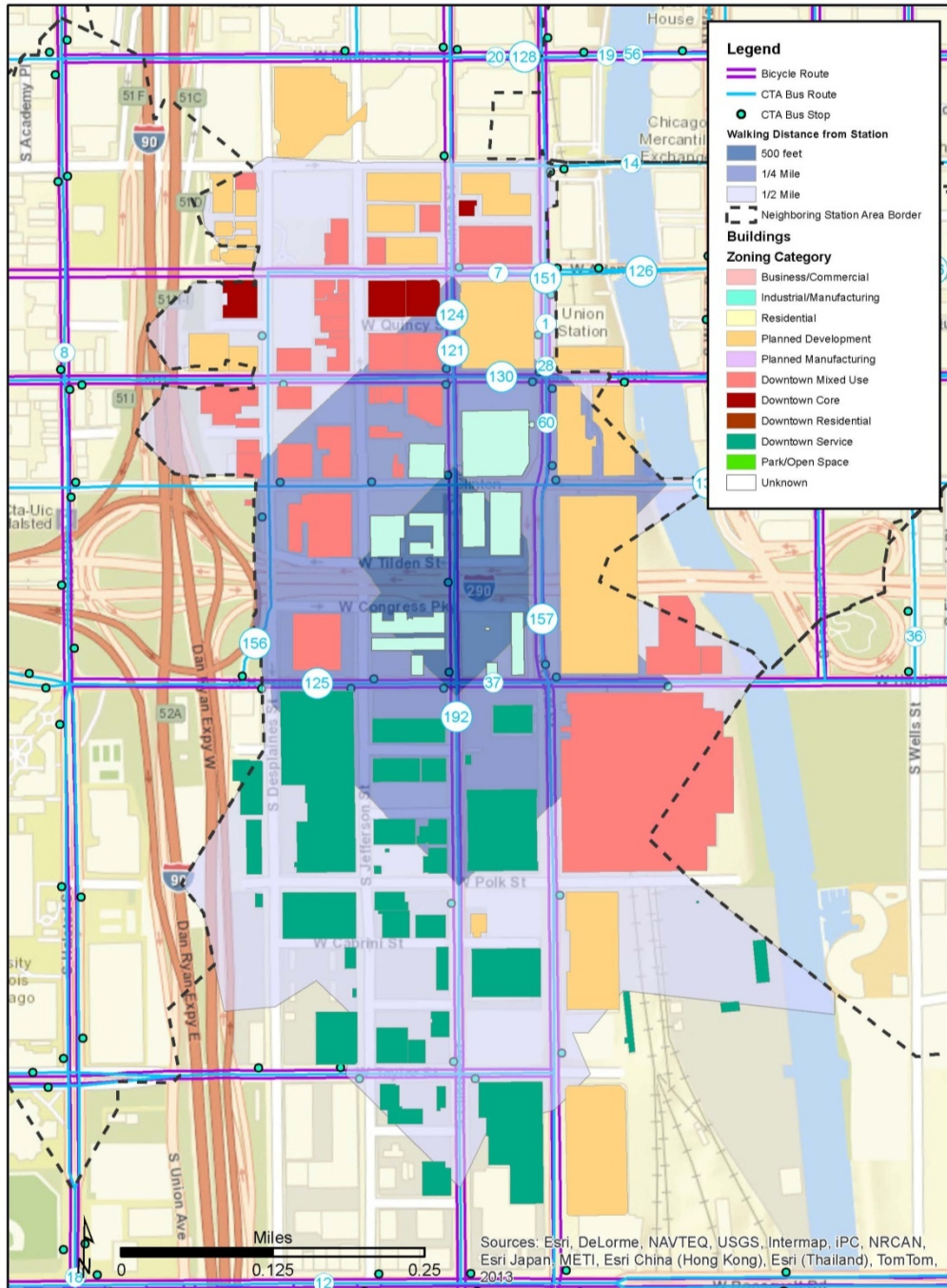
The cost of replacing the existing curved platform with a straight version (Option 2) is comparable to other options, but the associated operational performance (and future track maintenance) penalty is not insignificant. Furthermore, site geometry prevents future expansion to accommodate 10-car service without reintroducing platform curves. If CTA is reasonably comfortable with the continued presence of a platform closed circuit camera-monitor arrangement to assist operators with side door operations, then the best approach is likely to reconstruct the station in place and in-kind (Option 1).

Appendix A: Station and Study Area Profiles

The following pages contain detailed summary information regarding the built environment, demographics, and commuting trends of the area within each station's .5 mile walkshed. Clinton through Kostner (Closed) include more detailed information on zoning and land use, as more data was available for walksheds wholly within the City of Chicago. From Cicero to Forest Park, the built environment and land use are described using CMAP regional land use data.

A.1 Clinton

Figure A.1. Clinton Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.1. Tabulated land use data is presented in Table A.1.

Table A.1. Clinton Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	29	110	258
- Vacant Parcels	13	41	84
- Vacancy Rate	44.8%	37.3%	32.6%
Structures	12	45	111
- Commercial	0	0	0
- Industrial/Manufacturing	0	0	0
- Residential (Single Family)	0	0	0
- Residential (Multi Family)	0	0	0
- Planned Development	7	11	30
- Planned Manufacturing	0	0	0
- Downtown Mixed Use	5	23	41
- Downtown Core	0	1	5
- Downtown Residential	0	0	0
- Downtown Service	0	10	35
- Park/Open Space	0	0	0
Housing Units	391	701	1,873
- Own	266	443	933
- Rent	107	213	809
- Vacant	18	45	131
Population	553	1,000	2,782
- Minority Population	218	358	1,045
- Households	373	656	1,742
- Low Income (<\$35,000/yr) Households	88	114	290
- Zero Car Households	N/A	N/A	175
- One Car Households	N/A	N/A	603
- Two or More Car Households	N/A	N/A	160
- Median Household Income	\$62,084	\$70,355	\$75,991
- 2010-2012 Population Growth Rate	0.15%	19.57%	3.44%

Table A.2. Clinton Station Area Transit Data

<i>Transit Data</i>	Riders
Station Entrances	3,723
- From Bus Transfer	58
Bus Flow Past Station	N/A
- Northbound	N/A
- Southbound	N/A
- Eastbound	N/A
- Westbound	N/A

Note: Bus flow data past Clinton not available.

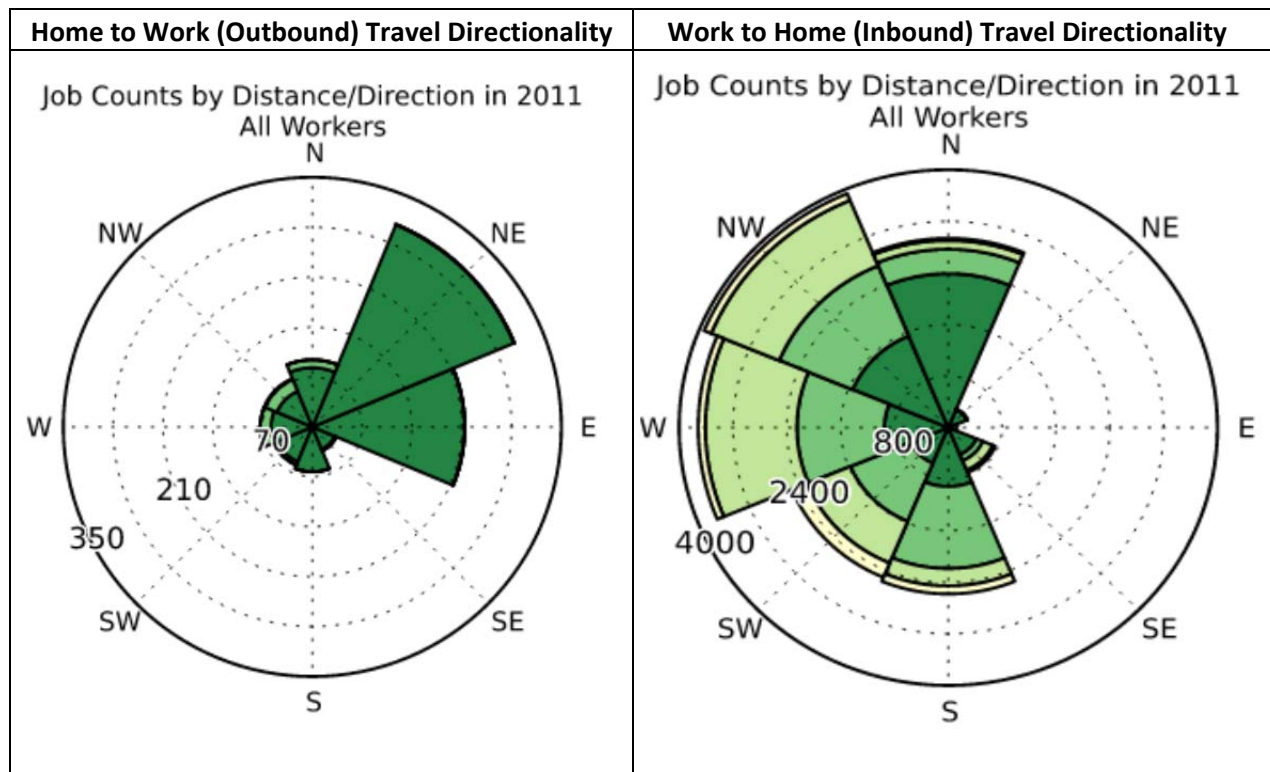
Table A.3. Clinton Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	<i>Facility</i>
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	No
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike route	Yes
Divvy Bike Share location within ½ block	Yes

Table A.4. Clinton Station Area Employment

<i>Walking Distance</i>	<i>Within 1/2 Mile</i>
Internal Employment	16,866
- Filled by Residents Within 1/2 Mile	54
- Filled by Residents Outside 1/2 Mile	16,812
Residents with Employment Outside 1/2 Mile	864

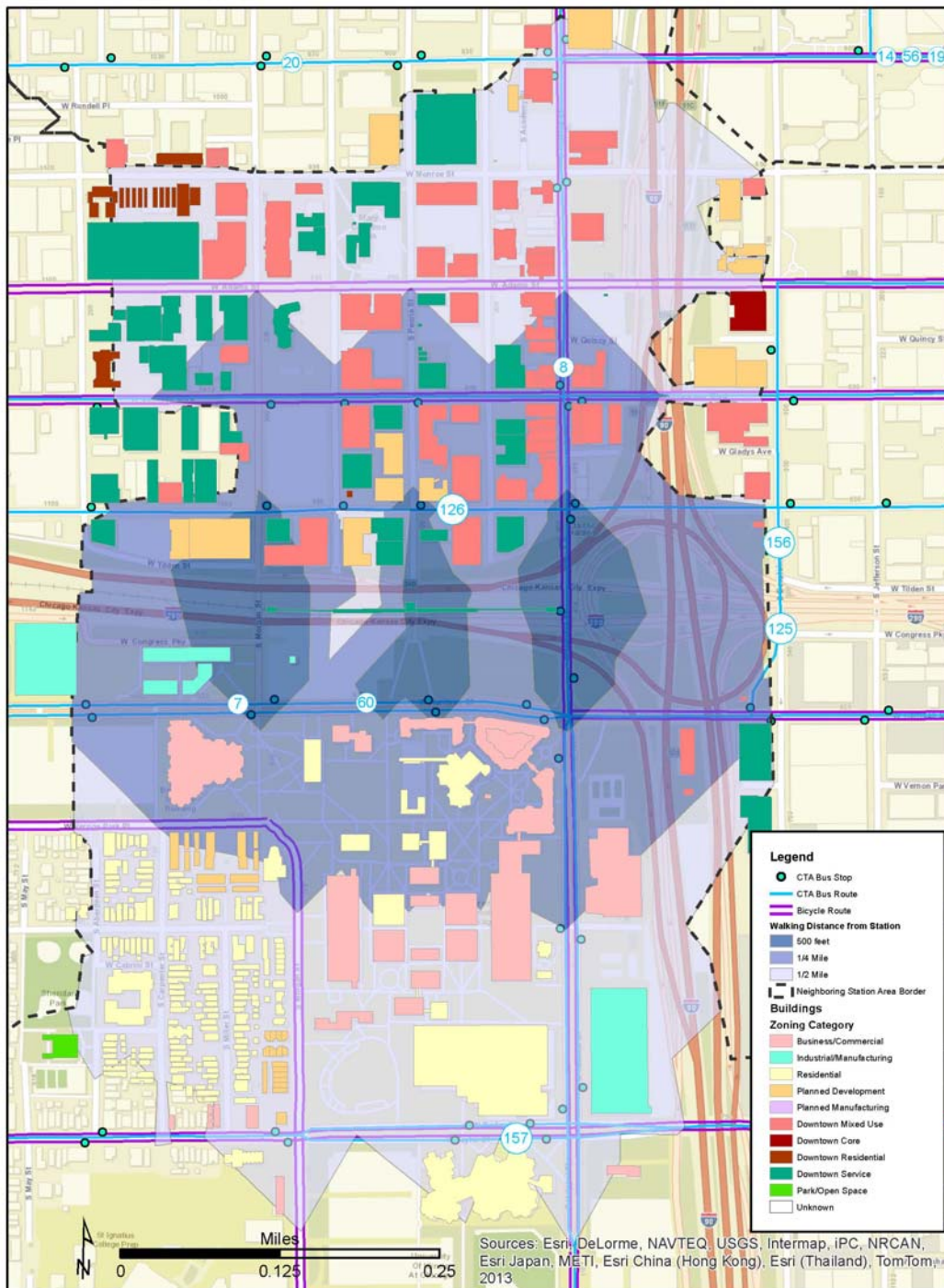
Figure A.2. Clinton Station Area Work Travel Directionality



Source: Employment Census LEHD 2011.

Figure A.2 shows the movement and direction of individuals in and out of the Clinton Station Area for employment purposes.

Figure A.3. UIC Halsted Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.3. Tabulated land use data is presented in Table A.5.

Table A.5. UIC Halsted Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	31	191	570
- Vacant Parcels	12	68	153
- Vacancy Rate	39%	36%	27%
Structures	14	113	404
- Commercial	1	14	26
- Industrial/Manufacturing	3	5	6
- Residential (Single Family)	0	0	0
- Residential (Multi Family)	0	13	197
- Planned Development	4	13	46
- Planned Manufacturing	0	0	0
- Downtown Mixed Use	2	36	64
- Downtown Core	0	0	1
- Downtown Residential	0	1	15
- Downtown Service	4	31	48
- Park/Open Space	0	0	1
Housing Units	308	749	2,483
- Own	208	448	1,274
- Rent	83	255	854
- Vacant	17	46	355
Population	502	1,214	4,493
- Minority Population	198	463	1,629
- Households	291	703	2,129
- Low Income (<\$35,000/yr) Households	568	186	557
- Zero Car Households	N/A	N/A	302
- One Car Households	N/A	N/A	1,203
- Two or More Car Households	N/A	N/A	400
- Median Household Income	\$61,875	\$66,610	\$79,071
- 2010-2012 Population Growth Rate	0.15%	1.09%	1.18%

Table A.6. UIC Halsted Station Transit Data

<i>Transit Data</i>	<i>Riders</i>
Station Entrances	8,016
- From Bus Transfer	648
Bus Flow Past Station	4,340
- Northbound	1,918
- Southbound	2,422
- Eastbound	0
- Westbound	0

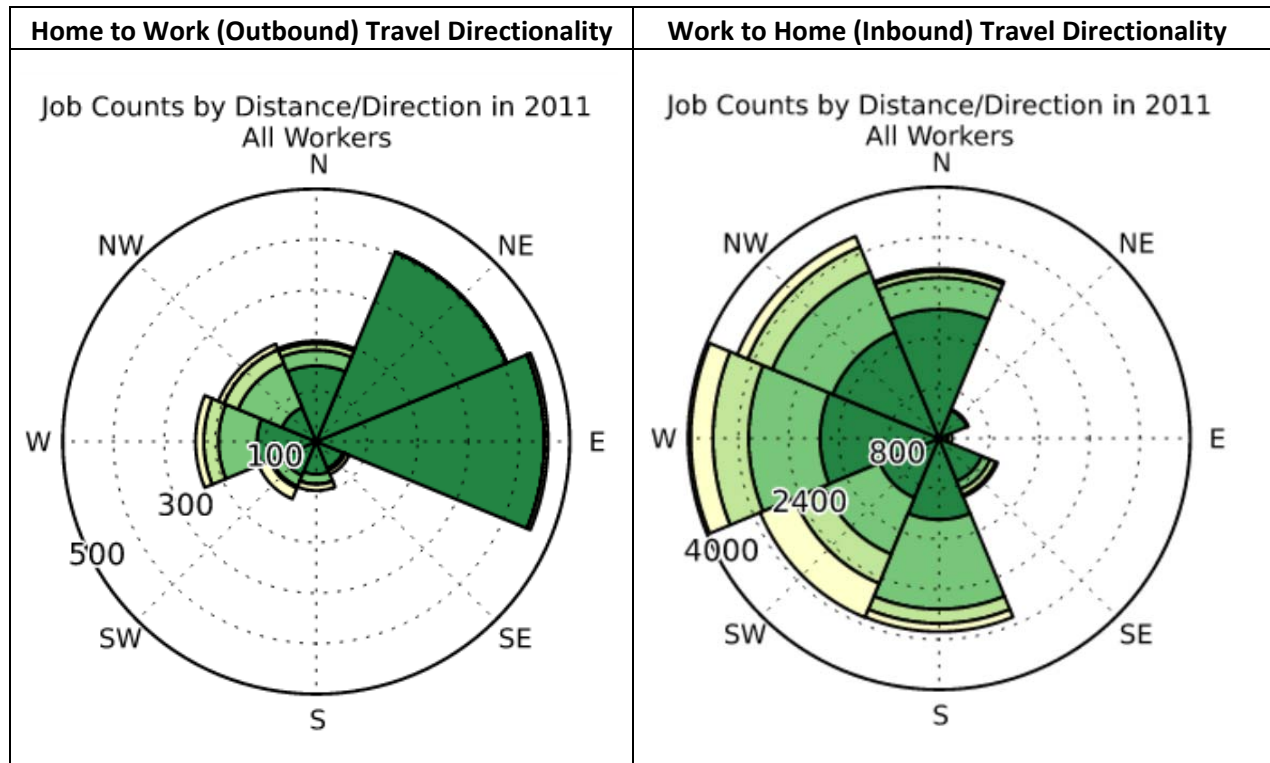
Table A.7. UIC Halsted Station Bicycle Facilities

<i>Bicycle Facilities</i>	Facility
Bicycle Parking within station	Yes
Outdoor Bicycle parking adjacent to station entrance	Yes
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike route	Yes
Divvy Bike Share location within ½ block	Yes

Table A.8. UIC Halsted Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	18,015
- Filled by Residents Within 1/2 Mile	87
- Filled by Residents Outside 1/2 Mile	17,928
Residents with Employment Outside 1/2 Mile	1,713

Figure A.4. UIC-Halsted Station Area Work Travel Directionality

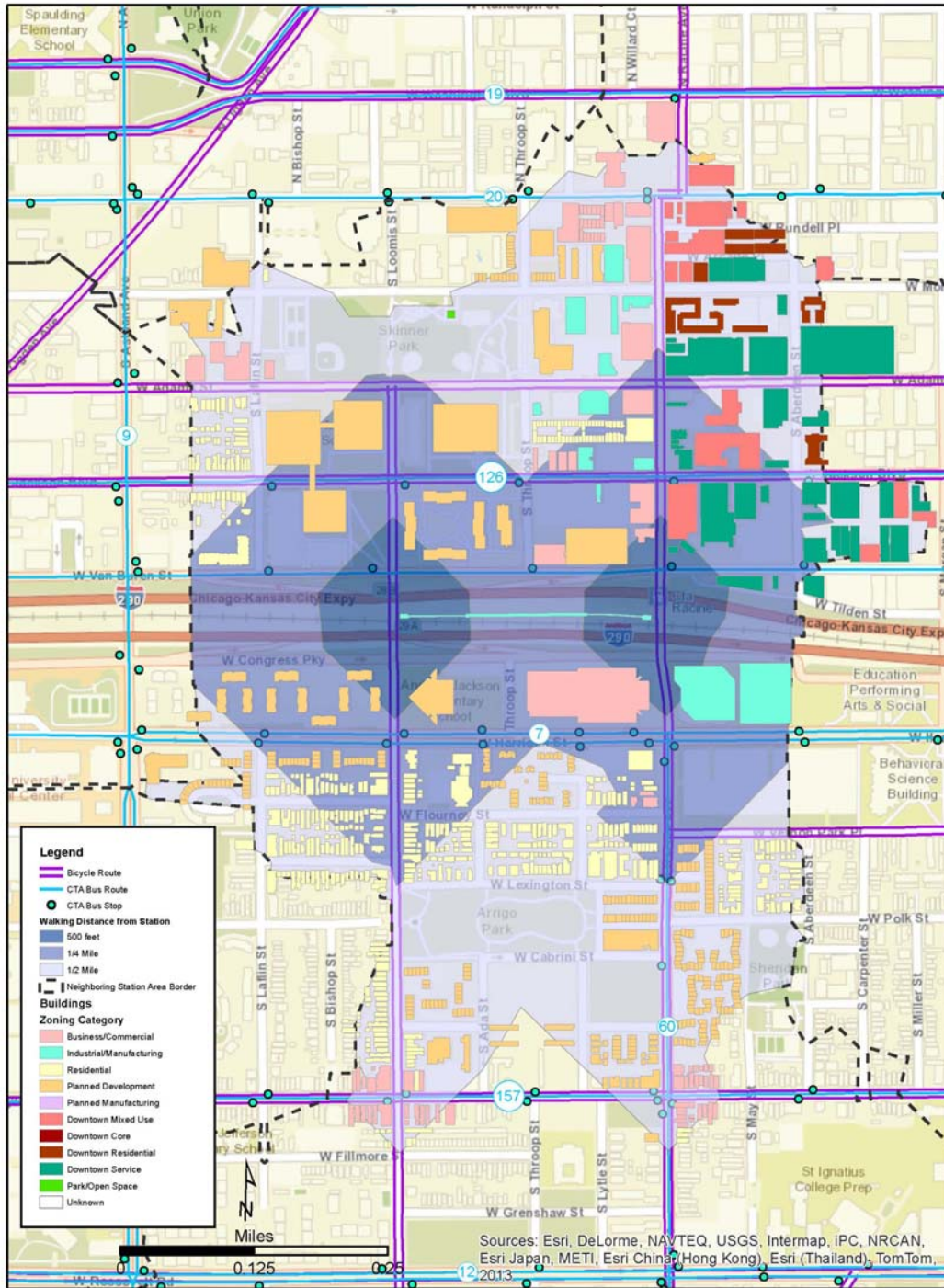


Source: Employment Census LEHD 2011.

Figure A.4 shows the movement and direction of individuals in and out of the UIC-Halsted Station Area for employment purposes.

A.3 Racine

Figure A.5. Racine Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.5. Tabulated land use data is presented in Table A.9.

Table A.9. Racine Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	37	444	1,291
- Vacant Parcels	5	91	166
- Vacancy Rate	14%	20%	13%
Structures	15	269	1,069
- Commercial	3	14	92
- Industrial/Manufacturing	2	7	13
- Residential (Single Family)	0	0	0
- Residential (Multi Family)	0	151	496
- Planned Development	6	76	404
- Planned Manufacturing	0	0	0
- Downtown Mixed Use	1	3	19
- Downtown Core	0	0	0
- Downtown Residential	0	0	10
- Downtown Service	3	18	34
- Park/Open Space	0	0	1
Housing Units	0	1,465	3,178
- Own	0	494	1,224
- Rent	0	696	1,554
- Vacant	0	275	400
Population	0	2,191	5,607
- Minority Population	0	999	2,477
- Households	0	1,191	2,778
- Low Income (<\$35,000/yr) Households	0	545	1,156
- Zero Car Households	N/A	N/A	631
- One Car Households	N/A	N/A	1,500
- Two or More Car Households	N/A	N/A	694
- Median Household Income	\$0	\$42,473	\$47,723
- 2010-2012 Population Growth Rate	0.00%	-1.38%	-0.18%

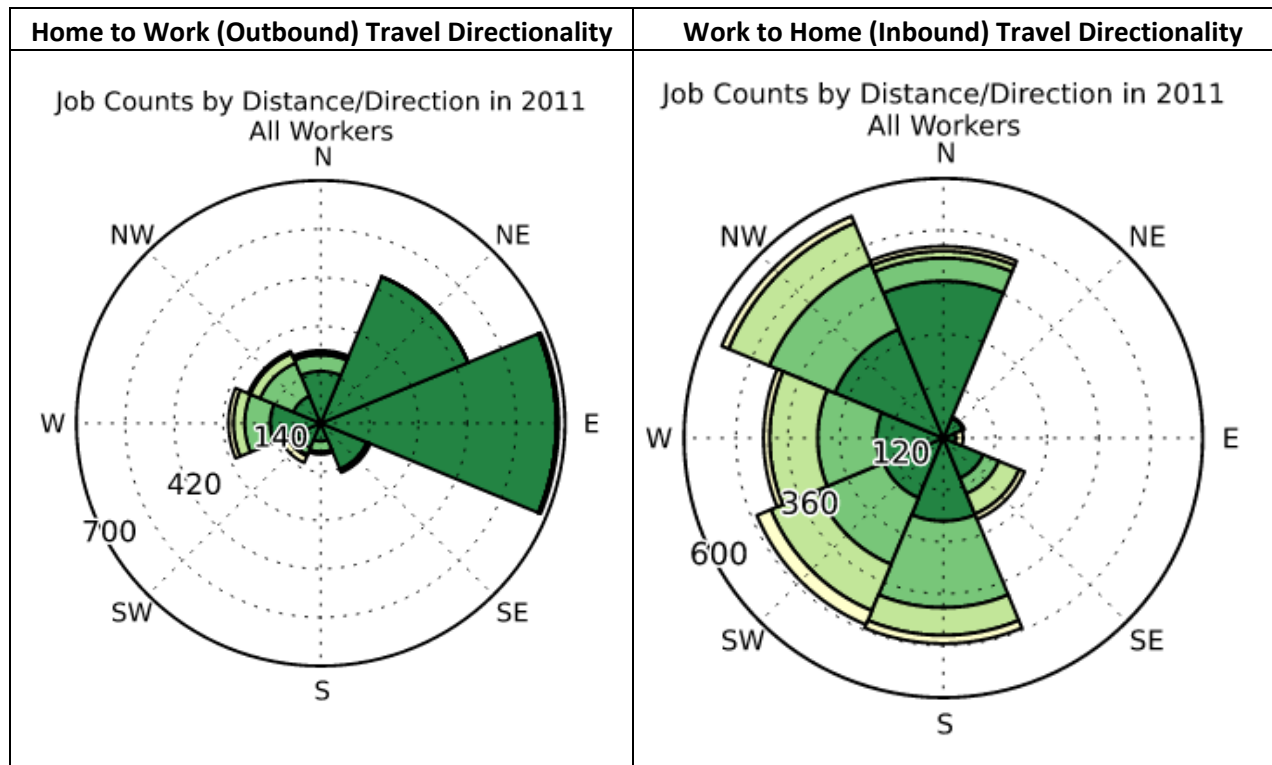
Table A.10. Racine Station Area Transit Data

<i>Transit Data</i>	<i>Riders</i>
Station Entrances	2,804
- From Bus Transfer	75
Bus Flow Past Station	2,583
- Northbound	0
- Southbound	0
- Eastbound	1,165
- Westbound	1,418

Table A.11. Racine Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	Facility
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	Yes
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike route	Yes
Divvy Bike Share location within ½ block	Yes

Figure A.6. Racine Station Area Work Travel Directionality

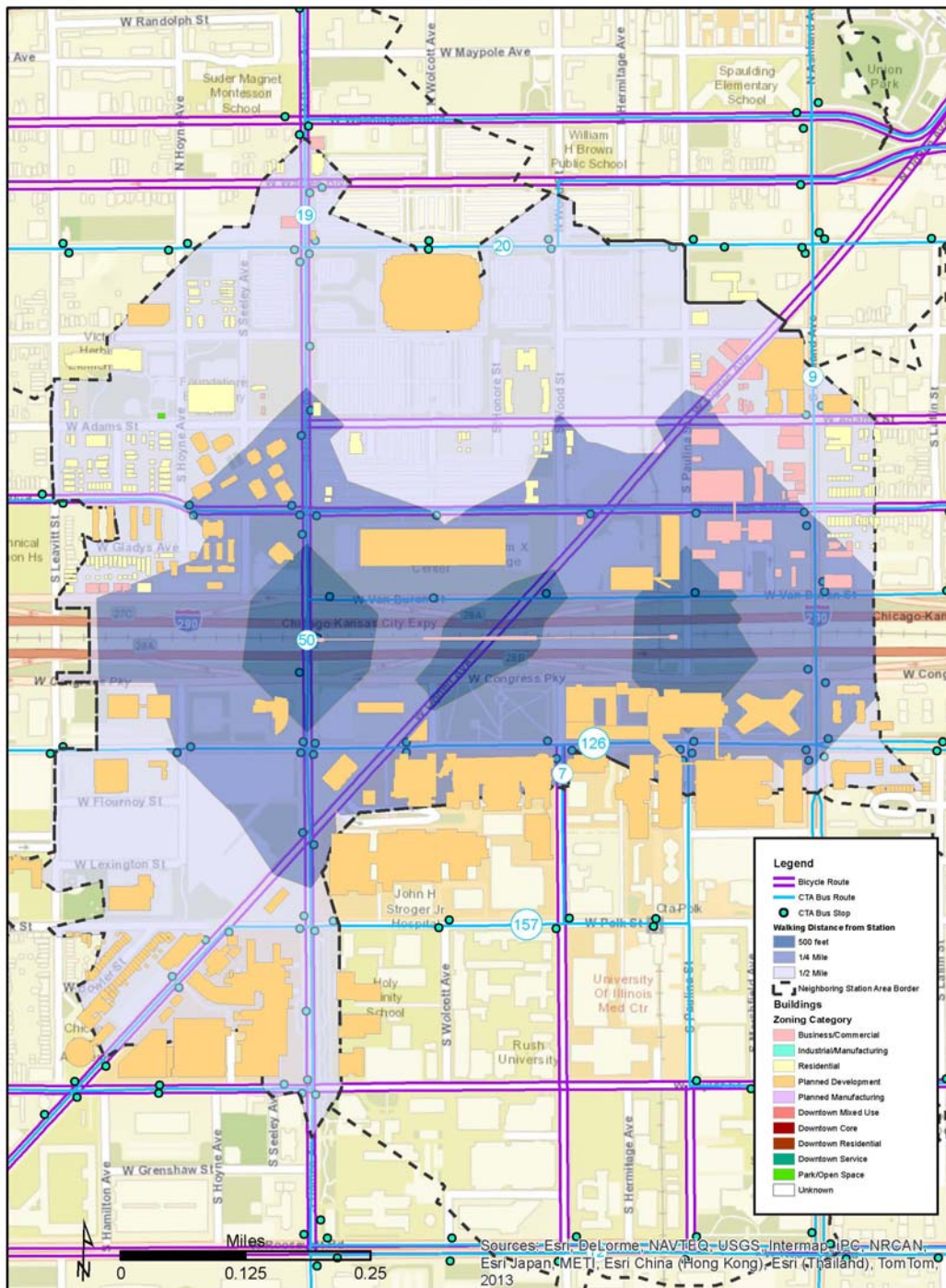


Source: Employment Census LEHD 2011.

Figure A.6 shows the movement and direction of individuals in and out of the Racine Station Area for employment purposes.

A.4 Illinois Medical District

Figure A.7. Illinois Medical District Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.7. Tabulated land use data is presented in Table A.12.

Table A.12. Illinois Medical District Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	43	318	964
- Vacant Parcels	5	128	370
- Vacancy Rate	12%	40%	38%
Structures	8	79	379
- Commercial	3	25	45
- Industrial/Manufacturing	0	0	0
- Residential (Single Family)	0	0	0
- Residential (Multi Family)	0	12	185
- Planned Development	5	42	148
- Planned Manufacturing	0	0	0
- Downtown Mixed Use	0	0	0
- Downtown Core	0	0	0
- Downtown Residential	0	0	0
- Downtown Service	0	0	0
- Park/Open Space	0	0	1
Housing Units	0	896	1,896
- Own	0	73	284
- Rent	0	691	1,363
- Vacant	0	132	249
Population	0	1,273	3,099
- Minority Population	0	1,162	2,511
- Households	0	763	1,646
- Low Income (<\$35,000/yr) Households	0	613	1,225
- Zero Car Households	N/A	N/A	745
- One Car Households	N/A	N/A	528
- Two or More Car Households	N/A	N/A	196
- Median Household Income	\$0	\$16,842	\$16,526
- 2010-2012 Population Growth Rate	0.00%	-4.21%	1.81%

Table A.13. Illinois Medical District Station Area Transit Data

<i>Transit Data</i>	Riders
Station Entrances	4,420
- From Bus Transfer	243
Bus Flow Past Station	6,252
- Northbound	1,601
- Southbound	1,222
- Eastbound	1,941
- Westbound	1,488

Note: CTA Routes 126, 50 and 7.

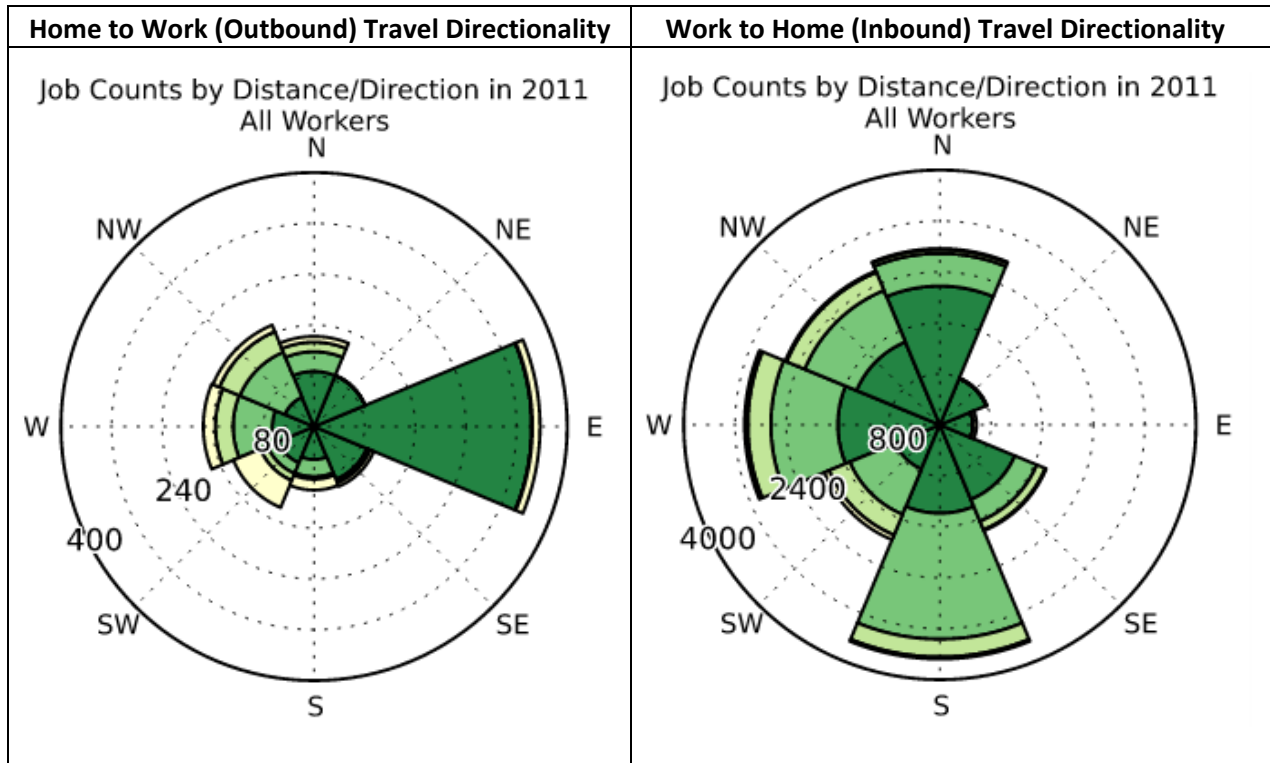
Table A.14. Illinois Medical District Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	<i>Facility</i>
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	Yes
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike route	Yes
Divvy Bike Share location within ½ block	Yes

Table A.15. Illinois Medical District Station Area Employment

<i>Walking Distance</i>	<i>Within 1/2 Mile</i>
Internal Employment	17,224
- Filled by Residents Within 1/2 Mile	81
- Filled by Residents Outside 1/2 Mile	17,143
Residents with Employment Outside 1/2 Mile	1,193

Figure A.8. Illinois Medical District Station Area Work Travel Directionality

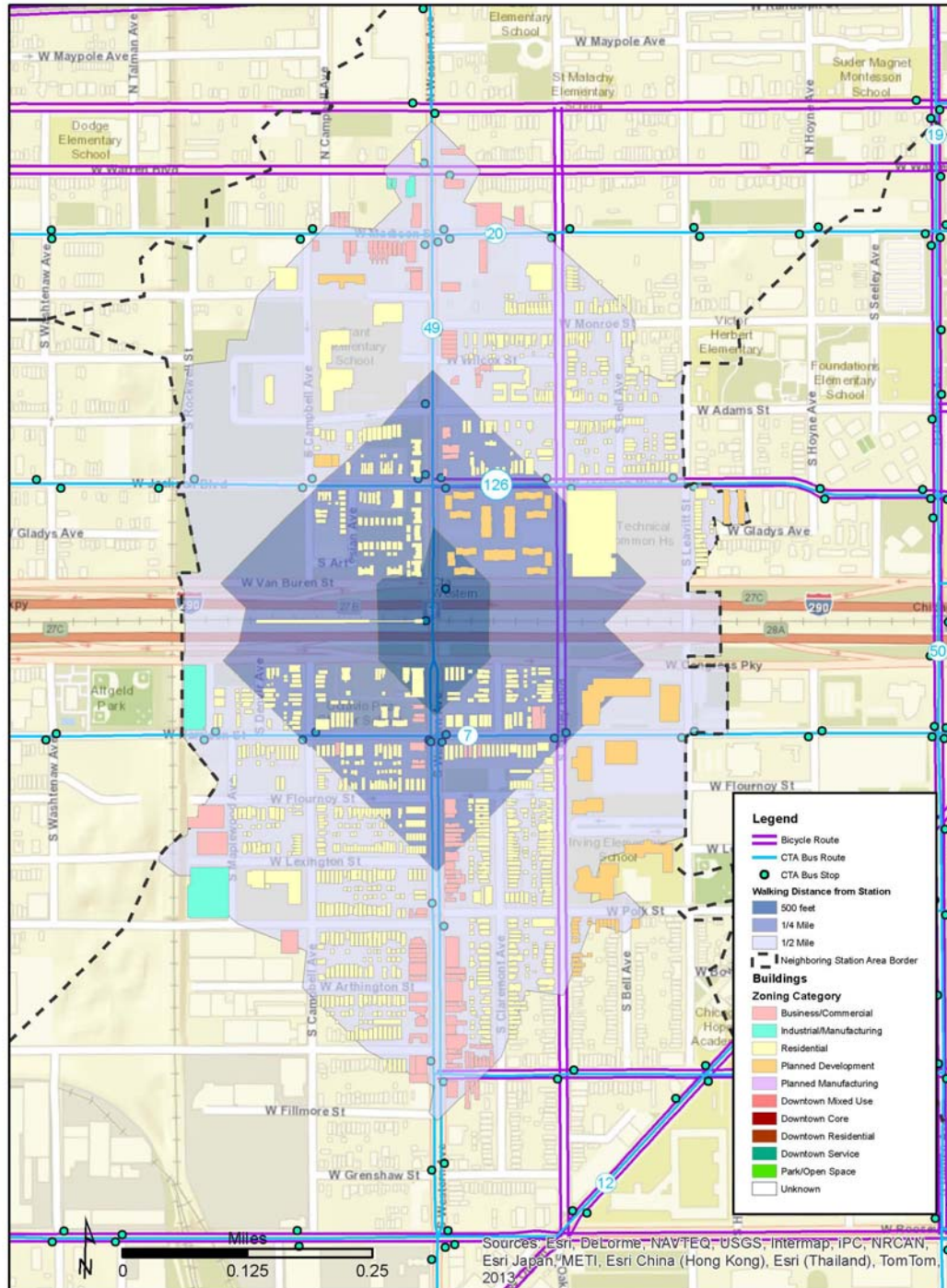


Source: Employment Census LEHD 2011.

Figure A.8 shows the movement and direction of individuals in and out of the Illinois Medical District Station Area for employment purposes.

A.5 Western

Figure A.9. Western Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.9. Tabulated land use data is presented in Table A.16.

Table A.16. Western Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	22	412	1,518
- Vacant Parcels	5	103	376
- Vacancy Rate	23%	25%	25%
Structures	18	347	1,177
- Commercial	1	24	116
- Industrial/Manufacturing	0	0	6
- Residential (Single Family)	0	0	0
- Residential (Multi Family)	14	307	1,008
- Planned Development	3	16	47
- Planned Manufacturing	0	0	0
- Downtown Mixed Use	0	0	0
- Downtown Core	0	0	0
- Downtown Residential	0	0	0
- Downtown Service	0	0	0
- Park/Open Space	0	0	0
Housing Units	40	1,015	2,446
- Own	5	238	674
- Rent	32	657	1,472
- Vacant	3	120	300
Population	66	2,520	5,593
- Minority Population	60	2,221	4,594
- Households	370	895	2,146
- Low Income (<\$35,000/yr) Households	29	634	1,332
- Zero Car Households	N/A	N/A	514
- One Car Households	N/A	N/A	1,084
- Two or More Car Households	N/A	N/A	515
- Median Household Income	\$11,739	\$15,676	\$23,265
- 2010-2012 Population Growth Rate	0.21%	0.81%	0.52%

Table A.17. Western Station Area Transit Data

<i>Transit Data</i>	<i>Riders</i>
Station Entrances	2,011
- From Bus Transfer	492
Bus Flow Past Station	9,746
- Northbound	2,661
- Southbound	3,258
- Eastbound	1,871
- Westbound	1,956

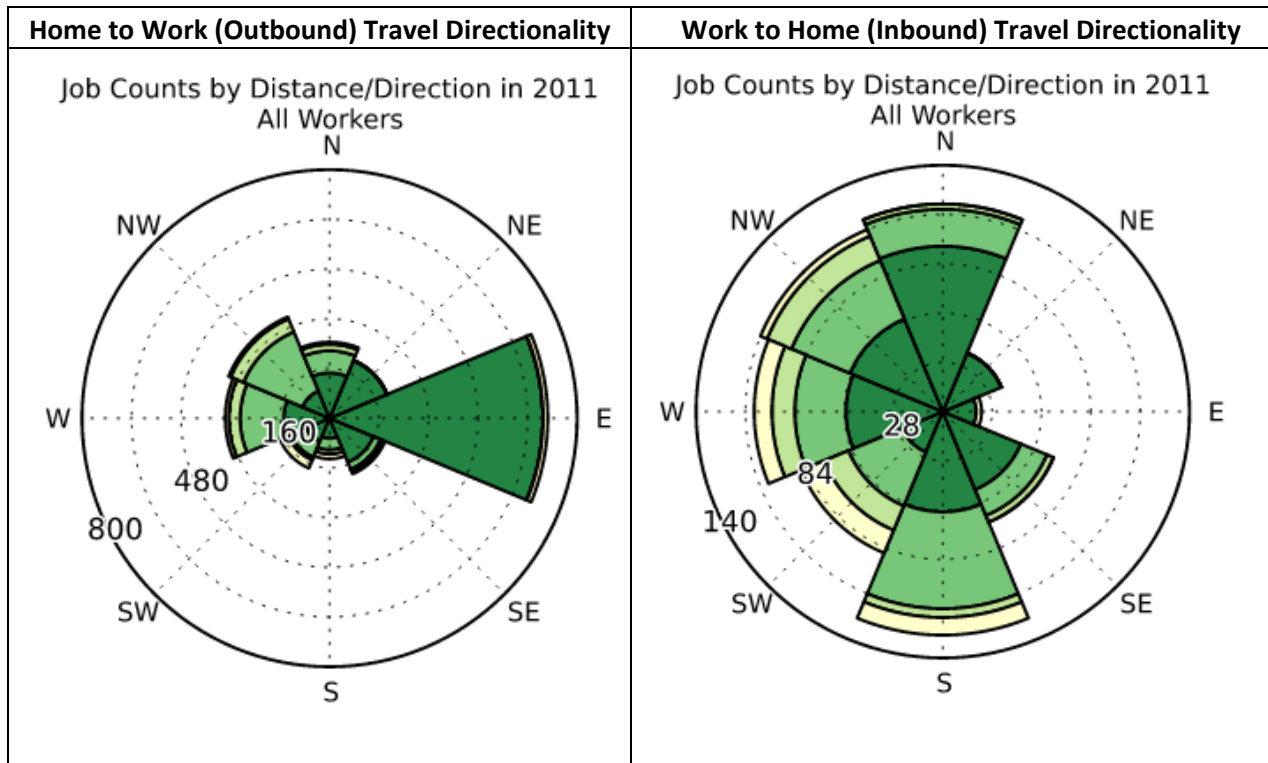
Table A.18. Western Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	<i>Facility</i>
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	Yes
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike route	No
Divvy Bike Share location within ½ block	No

Table A.19. Western Station Area Employment

<i>Walking Distance</i>	<i>Within 1/2 Mile</i>
Internal Employment	677
- Filled by Residents Within 1/2 Mile	12
- Filled by Residents Outside 1/2 Mile	665
Residents with Employment Outside 1/2 Mile	2,329

Figure A.10. Western Station Area Work Travel Directionality

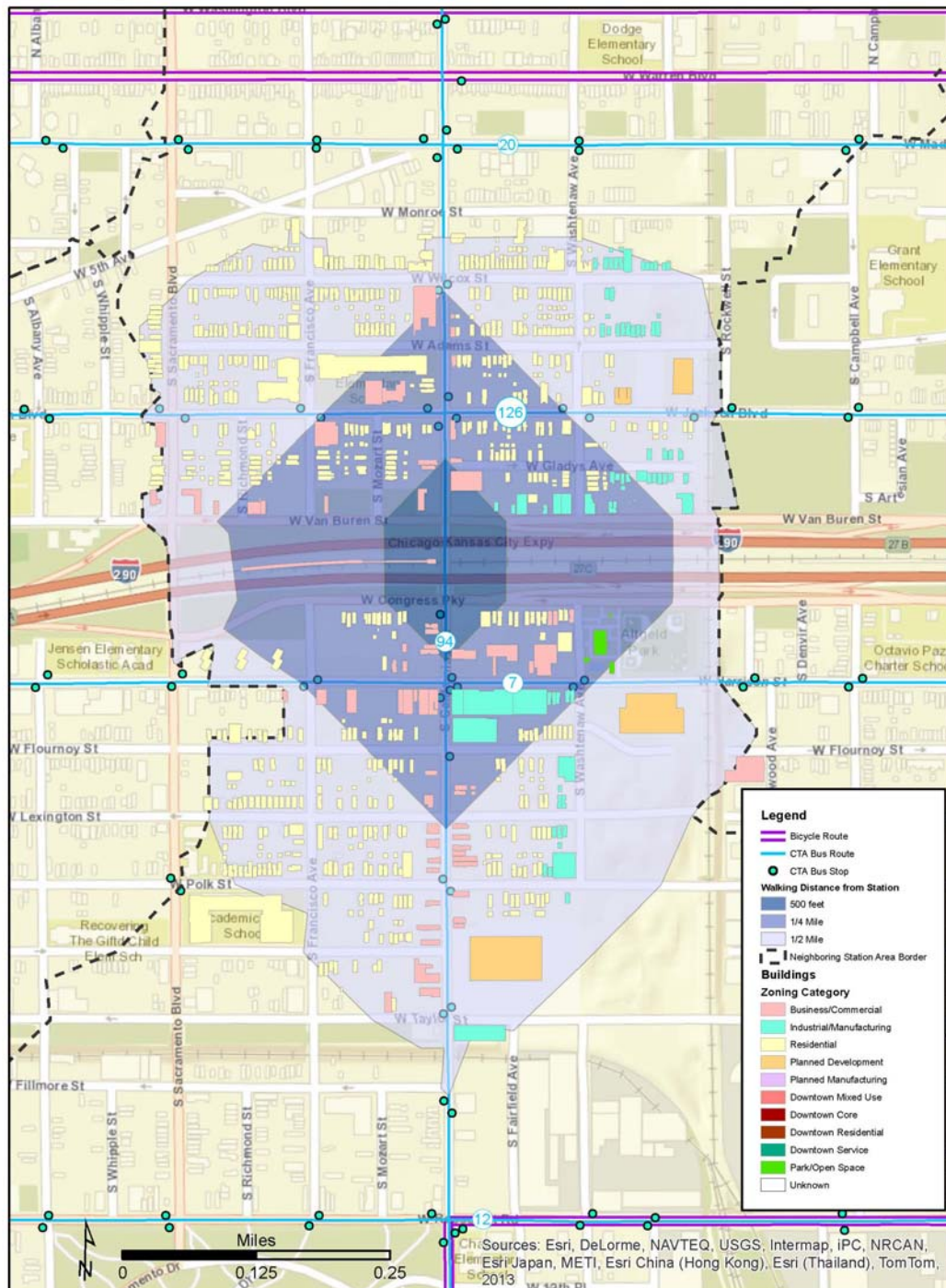


Source: Employment Census LEHD 2011.

Figure A.10 shows the movement and direction of individuals in and out of the Western Station Area for employment purposes.

A.6 California (Closed)

Figure A.11. California Station Area (Closed)



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.11. Tabulated land use data is presented in Table A.20.

Table A.20. California Station Area (Closed)

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	46	447	1,365
- Vacant Parcels	27	216	599
- Vacancy Rate	59%	48%	44%
Structures	15	256	825
- Commercial	9	46	71
- Industrial/Manufacturing	1	24	76
- Residential (Single Family)	0	0	0
- Residential (Multi Family)	5	182	670
- Planned Development	0	0	4
- Planned Manufacturing	0	0	0
- Downtown Mixed Use	0	0	0
- Downtown Core	0	0	0
- Downtown Residential	0	0	0
- Downtown Service	0	0	0
- Park/Open Space	0	4	4
Housing Units	9	466	1,421
- Own	1	64	236
- Rent	7	335	981
- Vacant	1	67	204
Population	19	1,249	3,694
- Minority Population	18	1,196	3,566
- Households	8	419	1,217
- Low Income (<\$35,000/yr) Households	5	280	827
- Zero Car Households	N/A	N/A	396
- One Car Households	N/A	N/A	379
- Two or More Car Households	N/A	N/A	186
- Median Household Income	\$21,429	\$24,812	\$23,391
- 2010-2012 Population Growth Rate	4.43%	2.03%	1.23%

Table A.21. California Station Area (Closed) Transit Data

<i>Transit Data</i>	<i>Riders</i>
Station Entrances	N/A
- From Bus Transfer	N/A
Bus Flow Past Station	N/A
- Northbound	N/A
- Southbound	N/A
- Eastbound	N/A
- Westbound	N/A

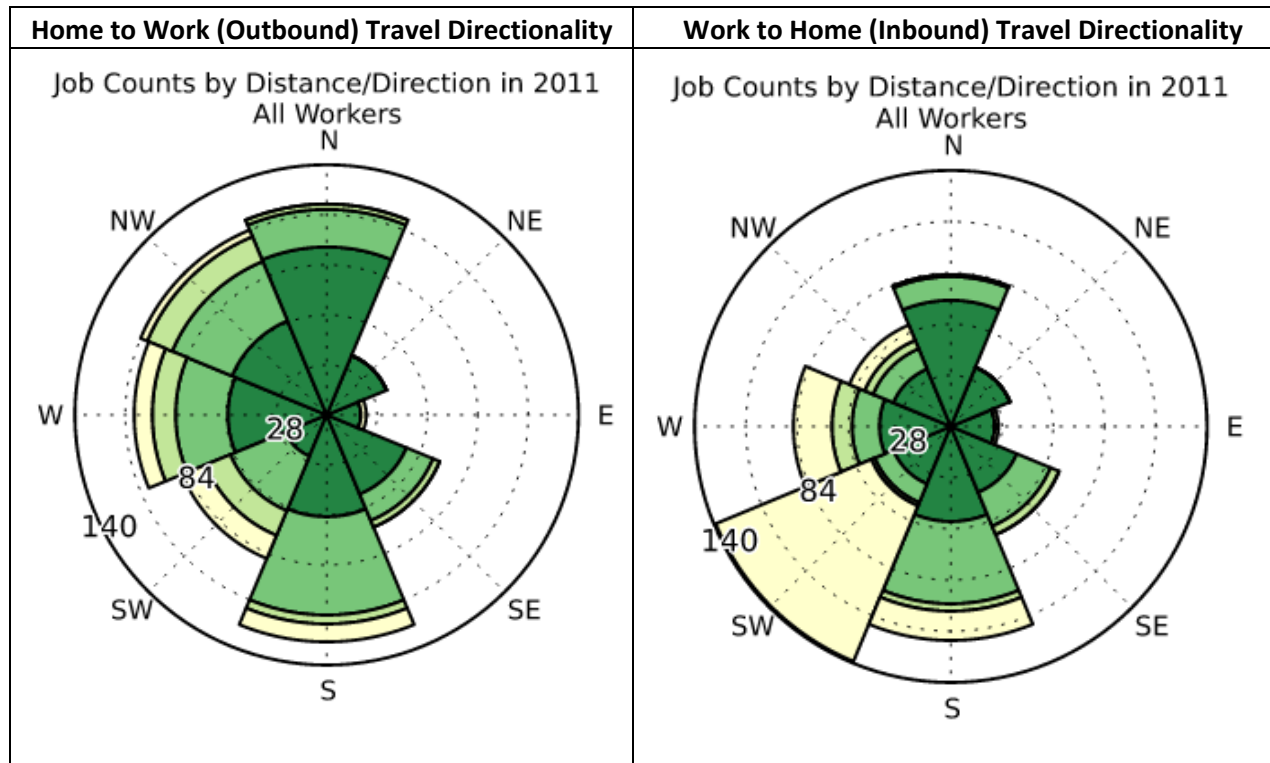
Table A.22. California Station Area (Closed) Bicycle Facilities

<i>Bicycle Facilities</i>	<i>Facility</i>
Bicycle Parking within station	N/A
Outdoor Bicycle parking adjacent to station entrance	N/A
Outdoor bicycle parking within ½ block	No
Station entrance located along bike route	N/A
Divvy Bike Share location within ½ block	No

Table A.23. California Station Area (Closed) Employment

<i>Walking Distance</i>	<i>Within 1/2 Mile</i>
Internal Employment	610
- Filled by Residents Within 1/2 Mile	14
- Filled by Residents Outside 1/2 Mile	596
Residents with Employment Outside 1/2 Mile	1,171

Figure A.12. California Station Area (Closed) Work Travel Directionality

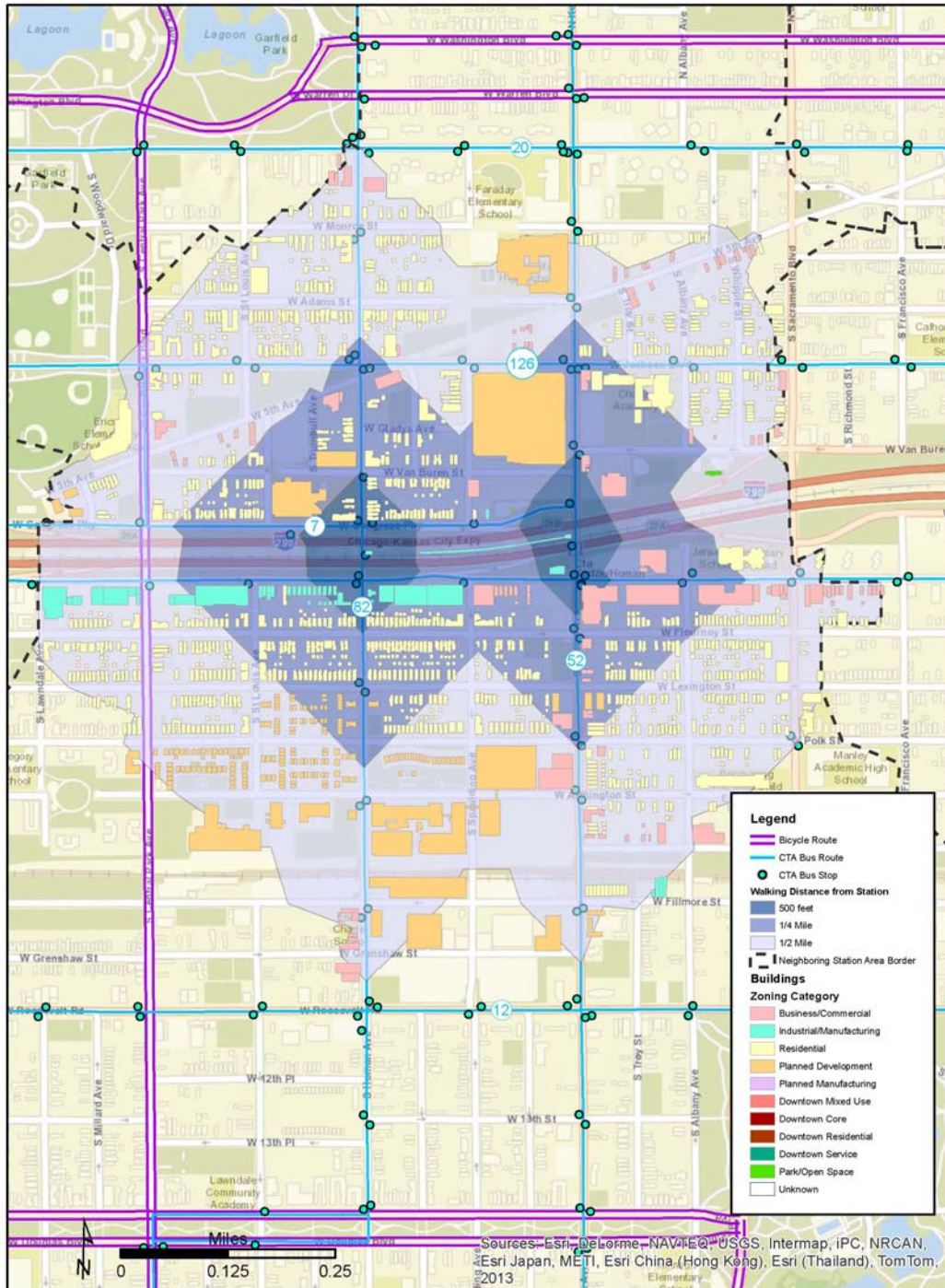


Source: Employment Census LEHD 2011.

Figure A.12 shows the movement and direction of individuals in and out of the California Station Area (closed) for employment purposes.

A.7 Kedzie-Homan

Figure A.13. Kedzie-Homan Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.13. Tabulated land use data is presented in Table A.24.

Table A.24. Kedzie-Homan Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	92	740	2,143
- Vacant Parcels	42	288	741
- Vacancy Rate	46%	39%	35%
Structures	50	502	1,577
- Commercial	3	28	110
- Industrial/Manufacturing	15	31	43
- Residential (Single Family)	0	0	0
- Residential (Multi Family)	30	408	1,217
- Planned Development	2	34	205
- Planned Manufacturing	0	0	0
- Downtown Mixed Use	0	0	0
- Downtown Core	0	0	0
- Downtown Residential	0	0	0
- Downtown Service	0	0	0
- Park/Open Space	0	1	2
Housing Units	20	881	2,933
- Own	4	212	666
- Rent	14	504	1,709
- Vacant	2	165	558
Population	35	2,543	7,593
- Minority Population	34	2,463	7,408
- Households	18	716	2,374
- Low Income (<\$35,000/yr) Households	12	431	1,437
- Zero Car Households	N/A	N/A	675
- One Car Households	N/A	N/A	895
- Two or More Car Households	N/A	N/A	472
- Median Household Income	\$23,162	\$27,950	\$26,862
- 2010-2012 Population Growth Rate	2.78%	3.09%	2.63%

Table A.25. Kedzie-Homan Station Area Transit Data

<i>Transit Data</i>	Riders
Station Entrances	2,514
- From Bus Transfer	320
Bus Flow Past Station	8,237
- Northbound	3,558
- Southbound	3,449
- Eastbound	537
- Westbound	693

Note: CTA Routes 52, 82 and 7.

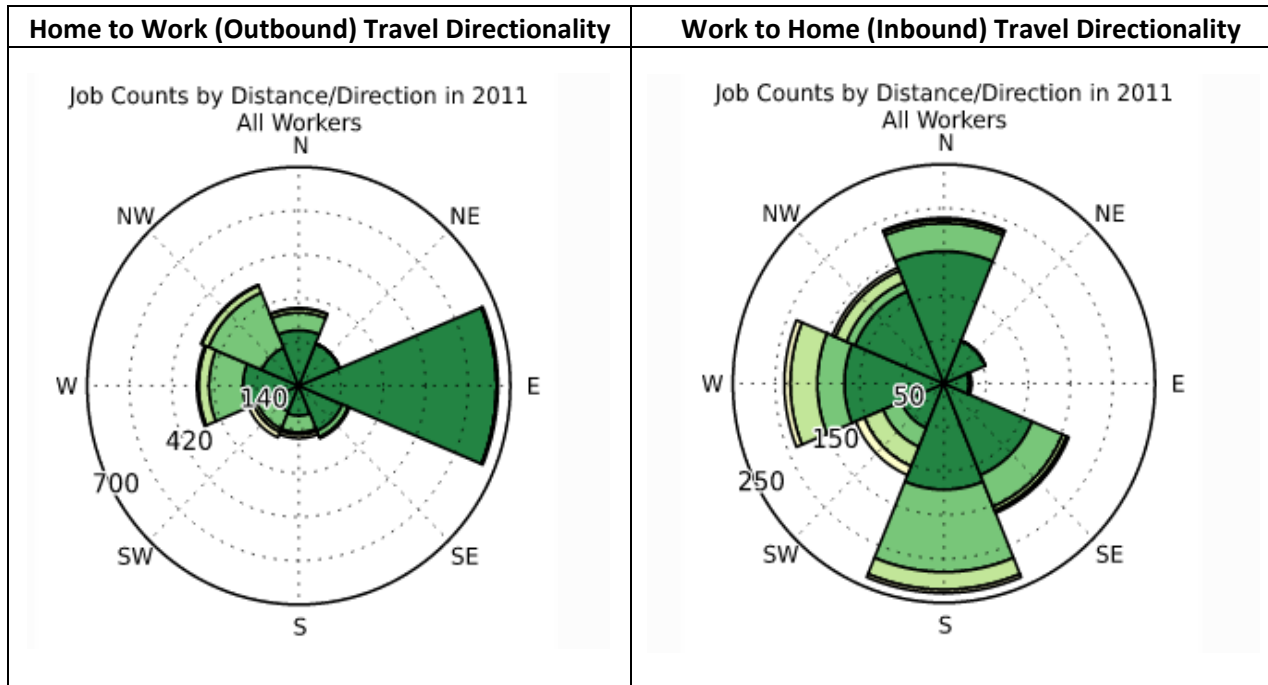
Table A.26. Kedzie-Homan Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	Facility
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	No
Outdoor bicycle parking within ½ block	No
Station entrance located along bike route	No
Divvy Bike Share location within ½ block	No

Table A.27. Kedzie-Homan Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	1,119
- Filled by Residents Within 1/2 Mile	24
- Filled by Residents Outside 1/2 Mile	1,095
Residents with Employment Outside 1/2 Mile	2,247

Figure A.14. Kedzie-Homan Station Area Work Travel Directionality

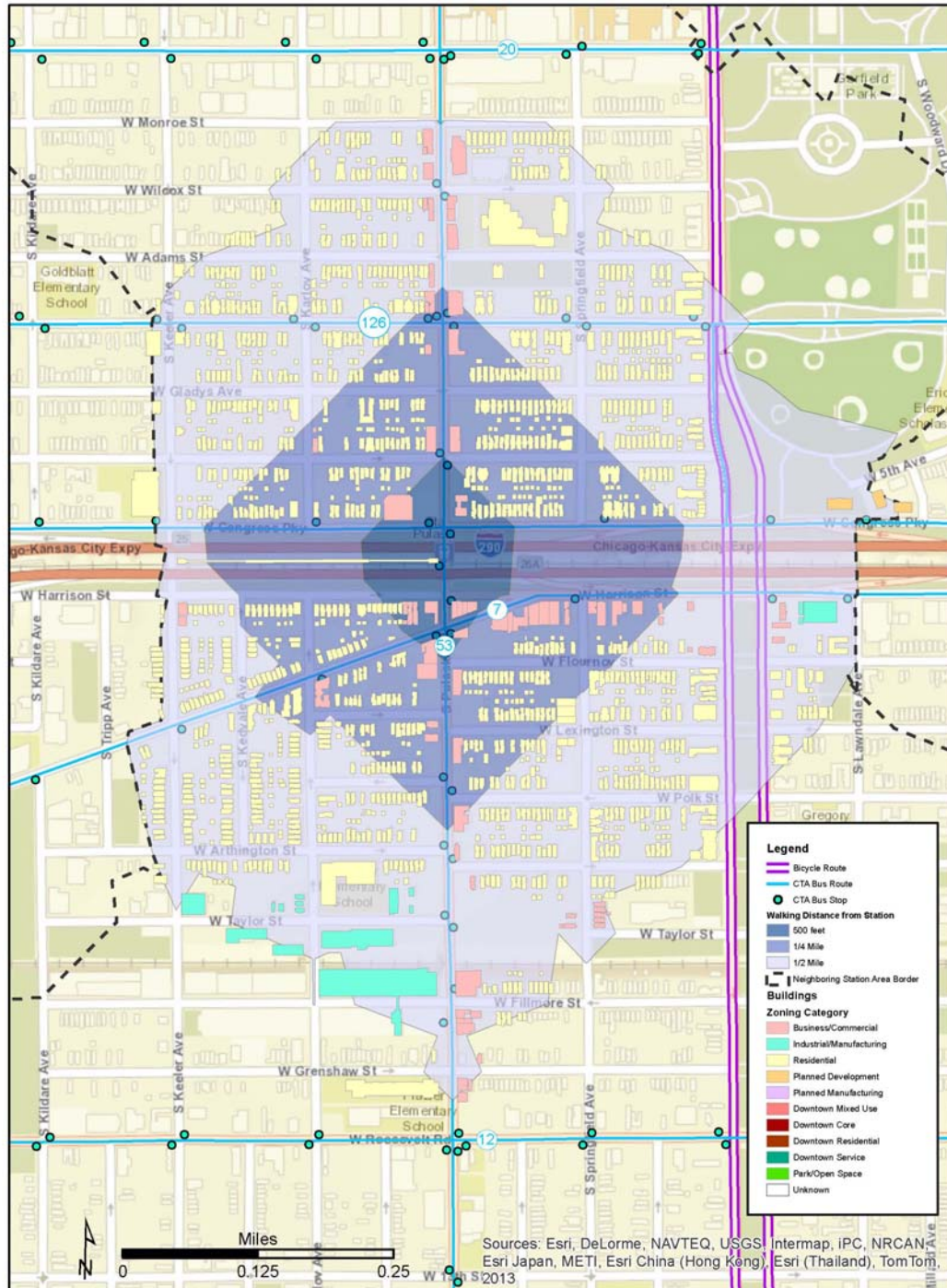


Source: Employment Census LEHD 2011.

Figure A.14 shows the movement and direction of individuals in and out of the Kedzie-Homan Station Area for employment purposes.

A.8 Pulaski

Figure A.15. Pulaski Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.15. Tabulated land use data is presented in Table A.28.

Table A.28. Pulaski Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	36	562	1,746
- Vacant Parcels	7	157	503
- Vacancy Rate	19%	28%	29%
Structures	31	509	1642
- Commercial	13	42	81
- Industrial/Manufacturing	0	0	16
- Residential (Single Family)	0	48	249
- Residential (Multi Family)	18	419	1,293
- Planned Development	0	0	3
- Planned Manufacturing	0	0	0
- Downtown Mixed Use	0	0	0
- Downtown Core	0	0	0
- Downtown Residential	0	0	0
- Downtown Service	0	0	0
- Park/Open Space	0	0	0
Housing Units	3	743	2,909
- Own	1	166	571
- Rent	2	412	1,672
- Vacant	0	165	666
Population	8	1,846	6,722
- Minority Population	8	1,836	6,672
- Households	2	578	2,243
- Low Income (<\$35,000/yr) Households	1	336	1,397
- Zero Car Households	N/A	N/A	1,041
- One Car Households	N/A	N/A	917
- Two or More Car Households	N/A	N/A	434
- Median Household Income	\$7,500	\$29,362	\$26,041
- 2010-2012 Population Growth Rate	3.46%	0.05%	0.45%

Table A.29. Pulaski Station Area Transit Data

<i>Transit Data</i>	<i>Riders</i>
Station Entrances	2,198
- From Bus Transfer	761
Bus Flow Past Station	7,166
- Northbound	2,915
- Southbound	3,057
- Eastbound	531
- Westbound	663

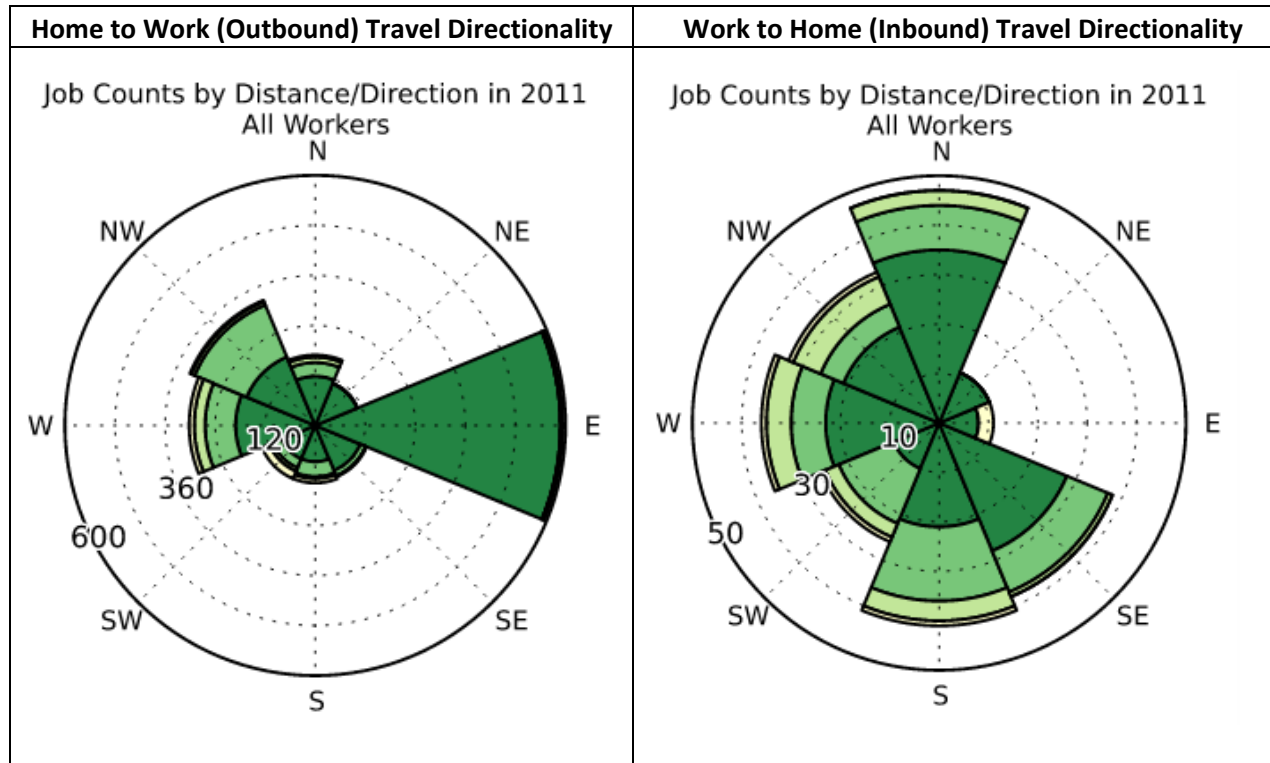
Table A.30. Pulaski Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	<i>Facility</i>
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	No
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike route	No
Divvy Bike Share location within ½ block	No

Table A.31. Pulaski Station Area Employment

<i>Walking Distance</i>	<i>Within 1/2 Mile</i>
Internal Employment	243
- Filled by Residents Within 1/2 Mile	1
- Filled by Residents Outside 1/2 Mile	242
Residents with Employment Outside 1/2 Mile	1,907

Figure A.16. Pulaski Station Area Work Travel Directionality

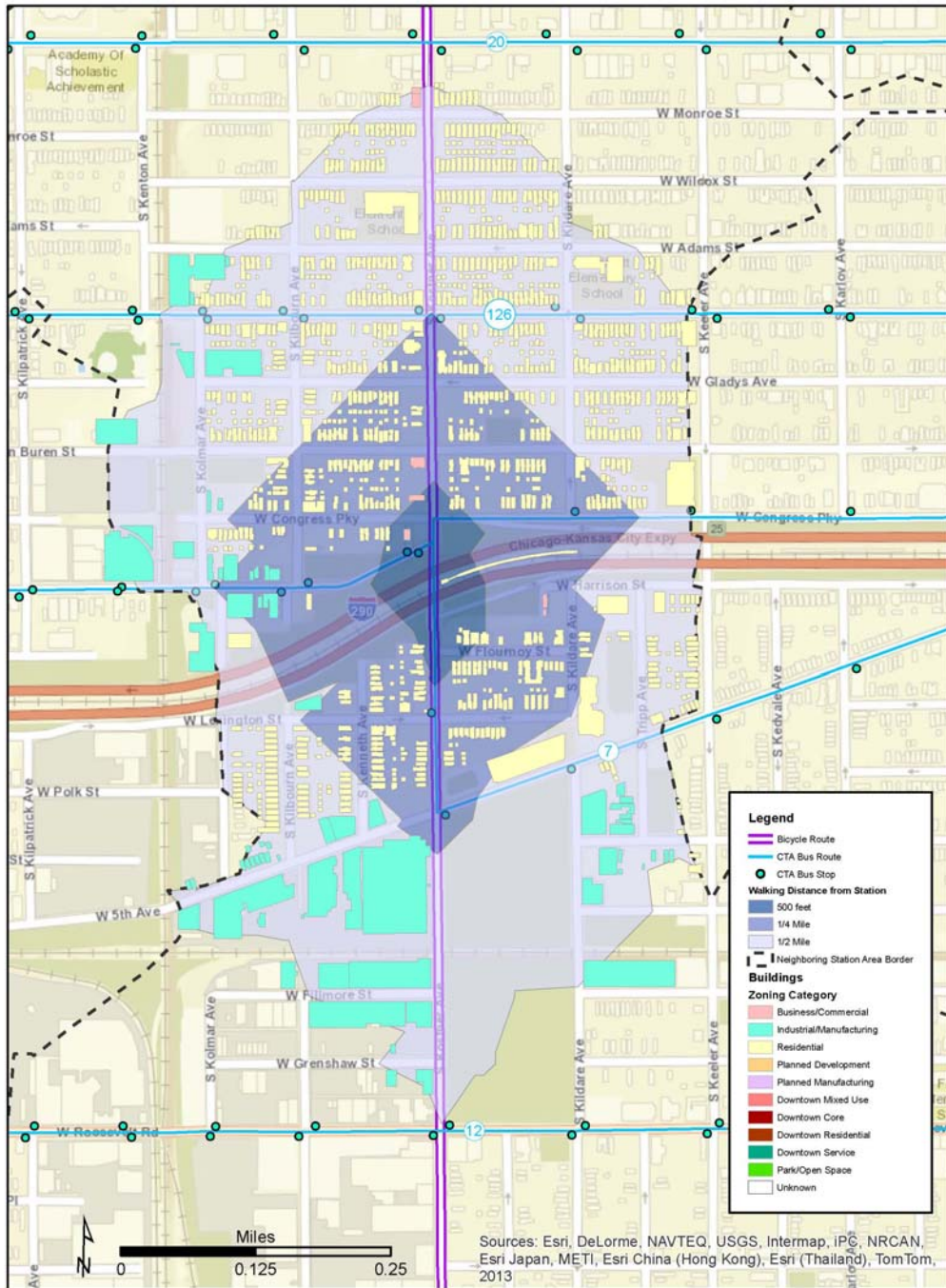


Source: Employment Census LEHD 2011.

Figure A.16 shows the movement and direction of individuals in and out of the Pulaski Station Area for employment purposes.

A.9 Kostner (Closed)

Figure A.17. Kostner Station Area (Closed)



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.17. Tabulated land use data is presented in Table A.32.

Table A.32. Kostner Station Area (Closed)

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	29	433	1,280
- Vacant Parcels	8	128	354
- Vacancy Rate	28%	30%	28%
Structures	18	400	1,211
- Commercial	2	5	7
- Industrial/Manufacturing	0	11	70
- Residential (Single Family)	9	147	225
- Residential (Multi Family)	7	237	909
- Planned Development	0	0	0
- Planned Manufacturing	0	0	0
- Downtown Mixed Use	0	0	0
- Downtown Core	0	0	0
- Downtown Residential	0	0	0
- Downtown Service	0	0	0
- Park/Open Space	0	0	0
Housing Units	0	560	1,774
- Own	0	136	425
- Rent	0	265	900
- Vacant	0	159	449
Population	0	1,229	4,252
- Minority Population	0	1,223	4,226
- Households	0	401	1,325
- Low Income (<\$35,000/yr) Households	0	244	814
- Zero Car Households	N/A	N/A	413
- One Car Households	N/A	N/A	702
- Two or More Car Households	N/A	N/A	306
- Median Household Income	\$0	\$26,574	\$26,180
- 2010-2012 Population Growth Rate	0.00%	-2.12%	-1.34%

Table A.33. Kostner Station Area (Closed) Transit Data

<i>Transit Data</i>	<i>Riders</i>
Station Entrances	N/A
- From Bus Transfer	
Bus Flow Past Station	1,050
- Northbound	0
- Southbound	0
- Eastbound	491
- Westbound	559

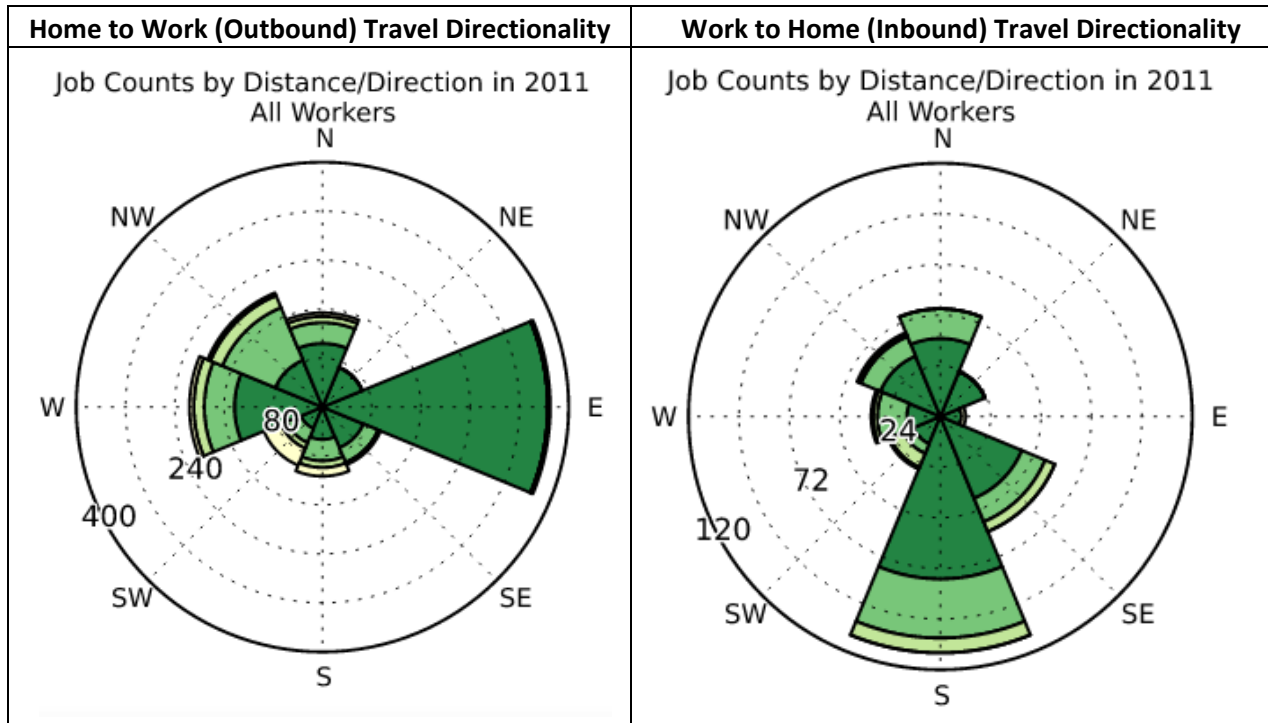
Table A.34. Kostner Station Area (Closed) Bicycle Facilities

<i>Bicycle Facilities</i>	<i>Facility</i>
Bicycle Parking within station	N/A
Outdoor Bicycle parking adjacent to station entrance	N/A
Outdoor bicycle parking within ½ block	No
Station entrance located along bike route	Yes
Divvy Bike Share location within ½ block	No

Table A.35. Kostner Station Area (Closed) Employment

<i>Walking Distance</i>	<i>Within 1/2 Mile</i>
Internal Employment	360
- Filled by Residents Within 1/2 Mile	0
- Filled by Residents Outside 1/2 Mile	360
Residents with Employment Outside 1/2 Mile	1,330

Figure A.18. Kostner Station Area (Closed) Work Travel Directionality

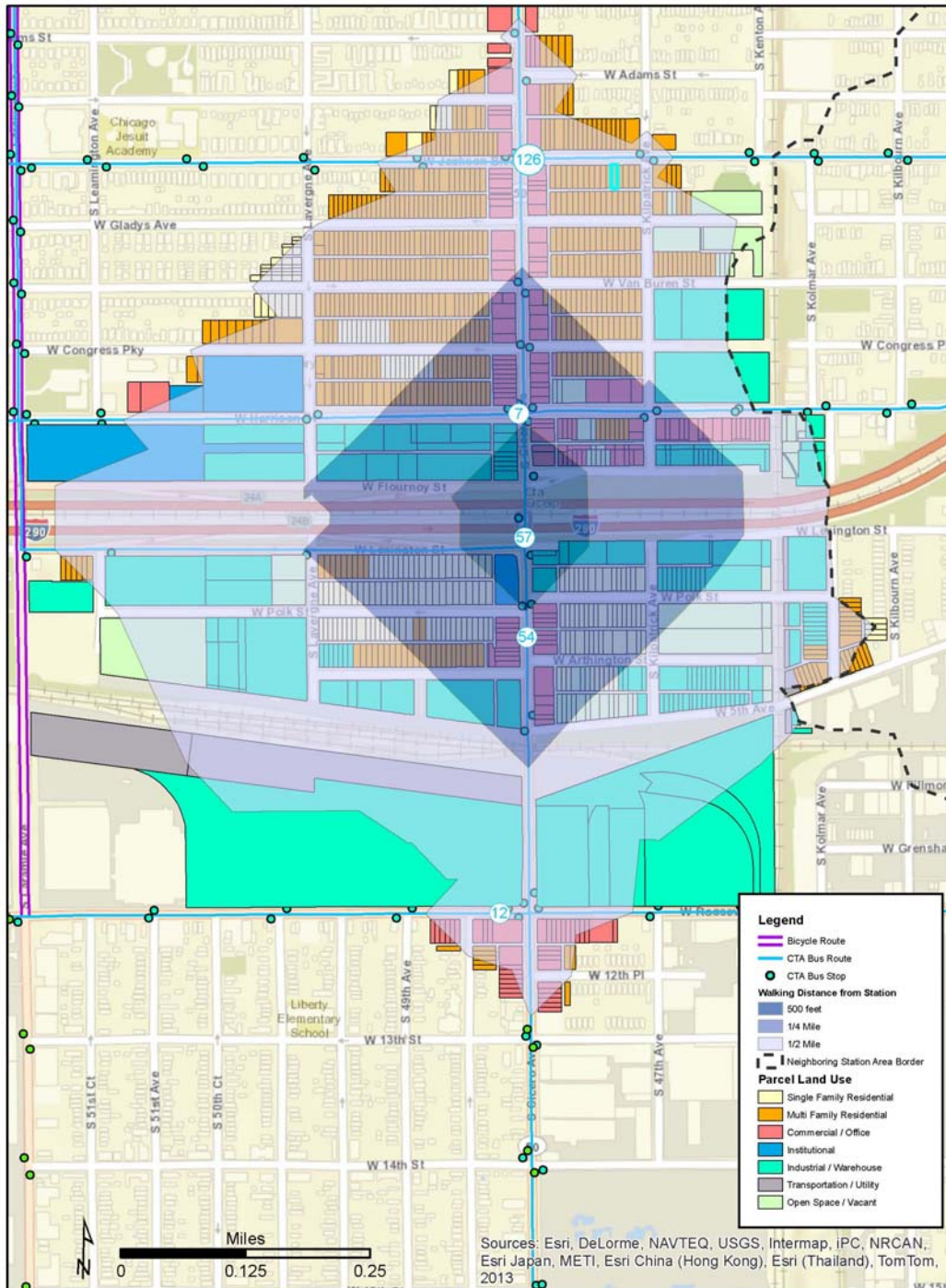


Source: Employment Census LEHD 2011.

Figure A.18 shows the movement and direction of individuals in and out of the Kostner Station Area (closed) for employment purposes.

A.10 Cicero

Figure A.19. Cicero Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.19. Tabulated land use data is presented in Table A.36.

Table A.36. Cicero Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	33	409	1,117
- Residential (Single Family)	7	126	200
- Residential (Multi Family)	0	106	524
- Commercial / Office	11	93	119
- Industrial / Warehouse	14	58	149
- Institutional	1	1	4
- Transportation / Utility	0	0	5
- Open Space / Vacant	0	25	56
Housing Units	2	344	1,143
- Own	0	110	317
- Rent	1	198	649
- Vacant	1	36	177
Population	7	943	2,845
- Minority Population	7	928	2,810
- Households	1	309	965
- Low Income (<\$35,000/yr) Households	0	169	541
- Zero Car Households	N/A	N/A	347
- One Car Households	N/A	N/A	405
- Two or More Car Households	N/A	N/A	235
- Median Household Income	N/A	\$30,385	\$29,030
- 2010-2012 Population Growth Rate	N/A	-0.82%	24.00%

Table A.37. Cicero Station Area Transit Data

<i>Transit Data</i>	Riders
Station Entrances	1,584
- From Bus Transfer	677
Bus Flow Past Station	3,383
- Northbound	1,601
- Southbound	1,782
- Eastbound	0
- Westbound	0

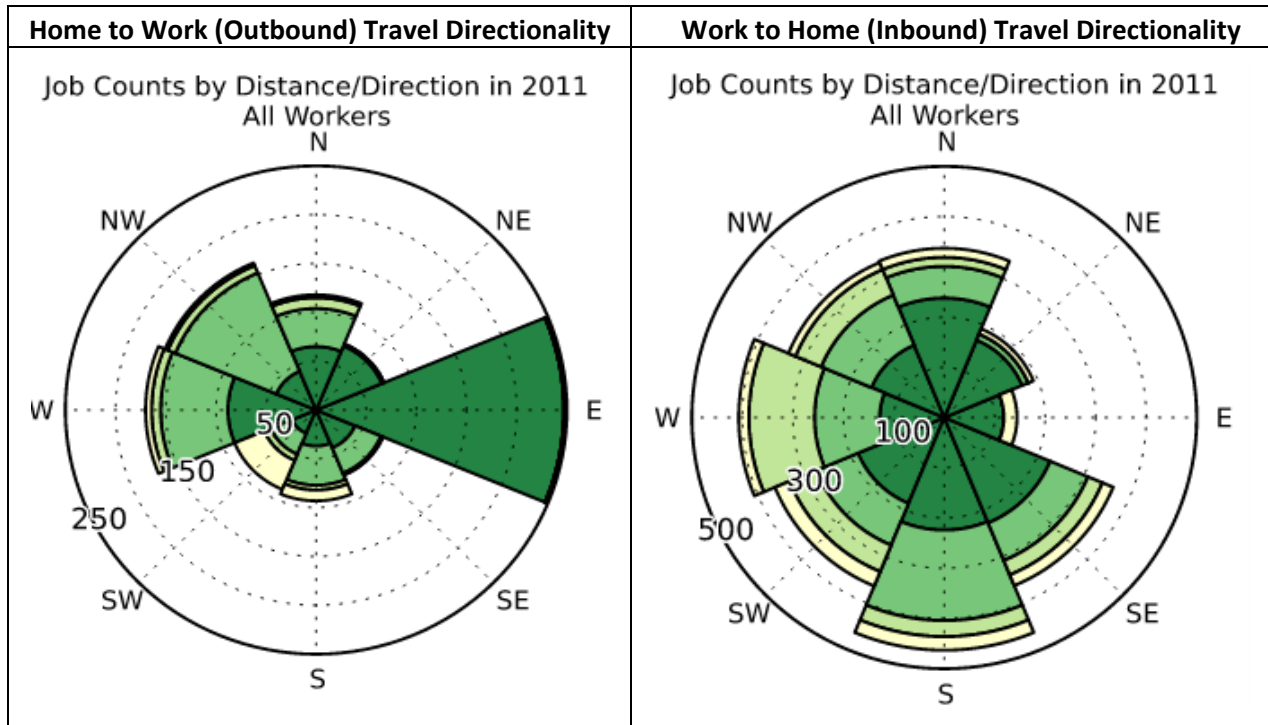
Table A.38. Cicero Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	<i>Facility</i>
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	Yes
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike route	No
Divvy Bike Share location within ½ block	No

Table A.39. Cicero Station Area Employment

<i>Walking Distance</i>	<i>Within 1/2 Mile</i>
Internal Employment	2,601
- Filled by Residents Within 1/2 Mile	4
- Filled by Residents Outside 1/2 Mile	2,597
Residents with Employment Outside 1/2 Mile	1,097

Figure A.20. Cicero Station Area Work Travel Directionality

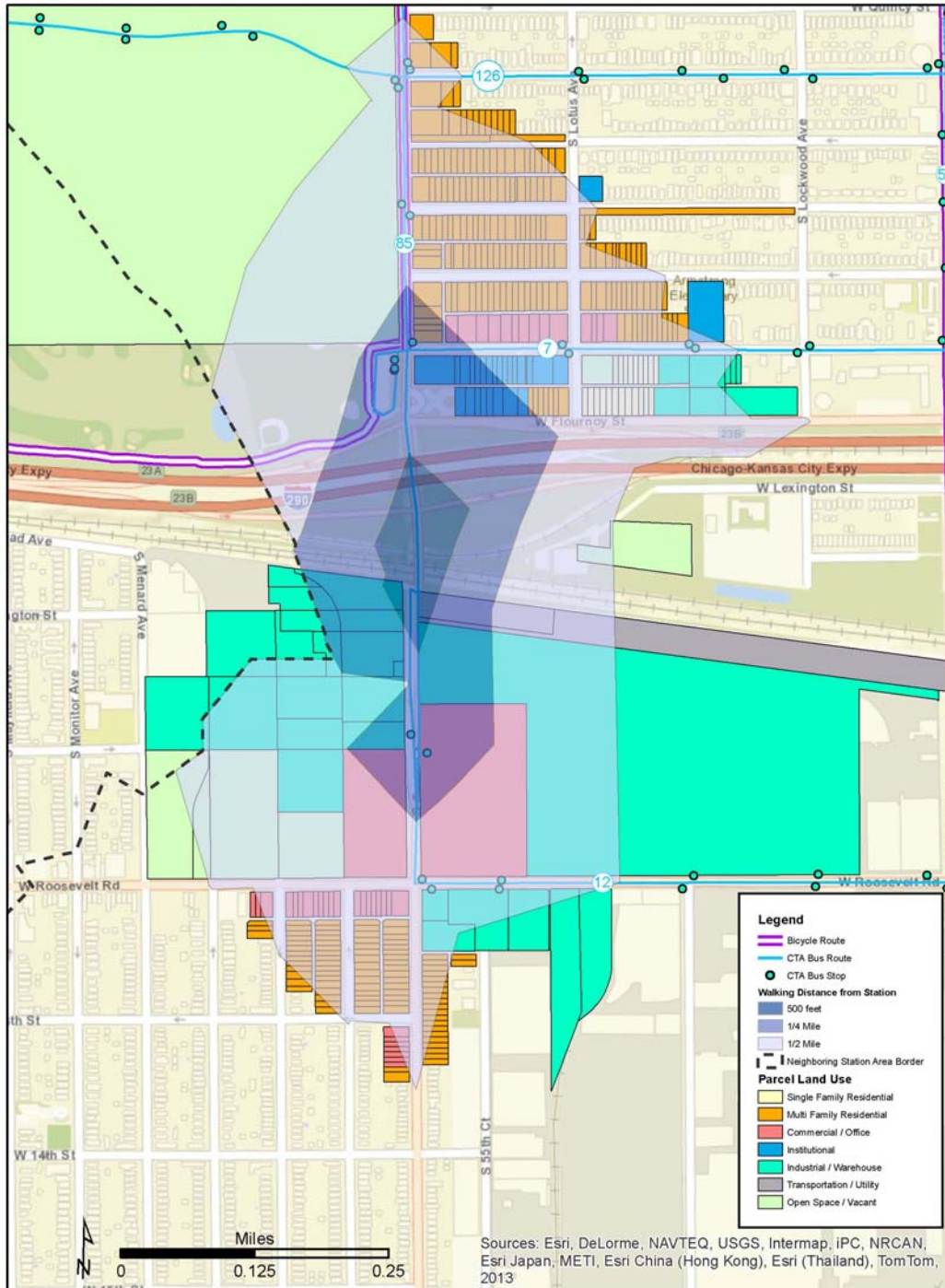


Source: Employment Census LEHD 2011.

Figure A.20 shows the movement and direction of individuals in and out of the Cicero Station Area for employment purposes.

A.11 Central (Closed)

Figure A.21. Central Station Area (Closed)



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.21. Tabulated land use data is presented in Table A.40.

Table A.40. Central Station Area (Closed)

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	5	43	401
- Residential (Single Family)	0	0	20
- Residential (Multi Family)	0	7	268
- Commercial / Office	0	4	43
- Industrial / Warehouse	3	11	33
- Institutional	0	18	27
- Transportation / Utility	2	2	2
- Open Space / Vacant	0	1	8
Housing Units	0	58	501
- Own	0	14	151
- Rent	0	44	309
- Vacant	0	0	41
Population	0	140	1,422
- Minority Population	0	134	1,372
- Households	0	61	460
- Low Income (<\$35,000/yr) Households	0	34	246
- Zero Car Households	N/A	N/A	160
- One Car Households	N/A	N/A	222
- Two or More Car Households	N/A	N/A	122
- Median Household Income	\$0	\$29,250	\$31,867
- 2010-2012 Population Growth Rate	0.00%	0.65%	0.50%

Table A.41. Central Station Area (Closed) Transit Data

<i>Transit Data</i>	Riders
Station Entrances	N/A
- From Bus Transfer	N/A
Bus Flow Past Station	1,254
- Northbound	0
- Southbound	0
- Eastbound	550
- Westbound	704

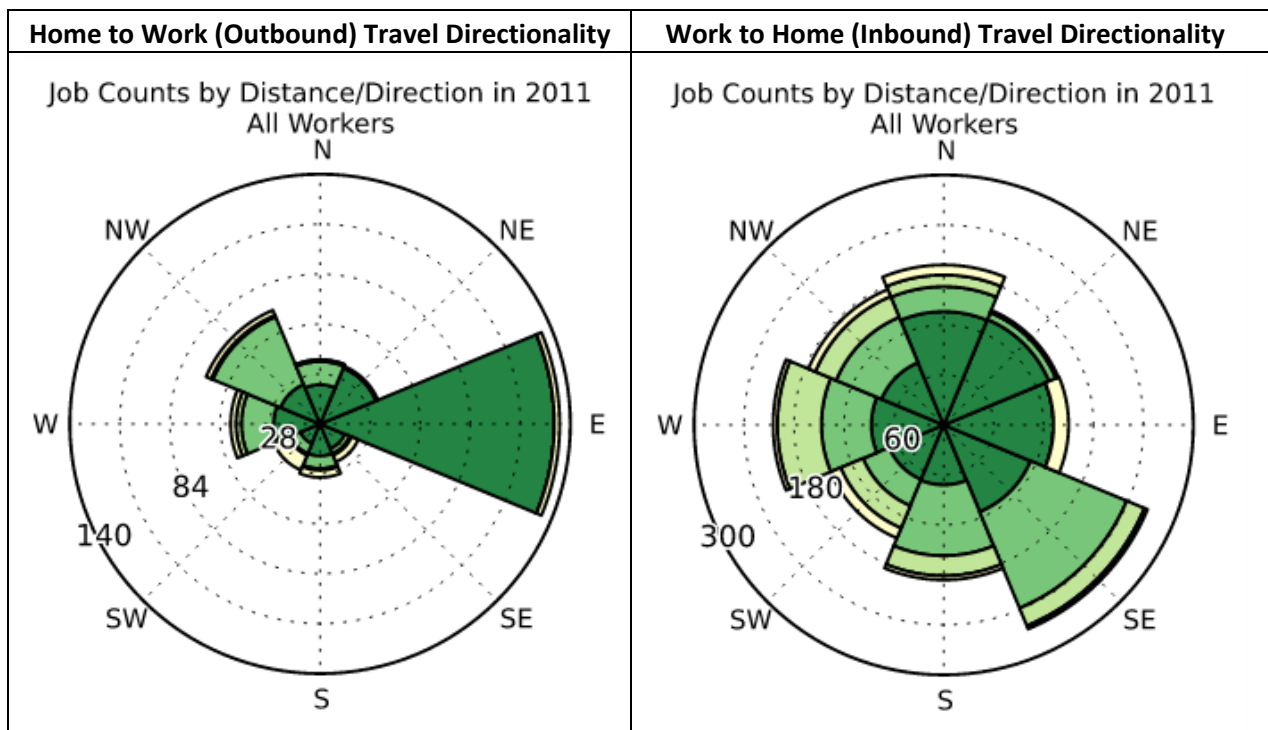
Table A.42. Central Station Area (Closed) Bicycle Facilities

<i>Bicycle Facilities</i>	<i>Facility</i>
Bicycle Parking within station	N/A
Outdoor Bicycle parking adjacent to station entrance	N/A
Outdoor bicycle parking within ½ block	No
Station entrance located along bike route	No
Divvy Bike Share location within ½ block	No

Table A.43. Central Station Area (Closed) Employment

<i>Walking Distance</i>	<i>Within 1/2 Mile</i>
Internal Employment	1,300
- Filled by Residents Within 1/2 Mile	1
- Filled by Residents Outside 1/2 Mile	1,299
Residents with Employment Outside 1/2 Mile	379

Figure A.22. Central Station Area (Closed) Work Travel Directionality

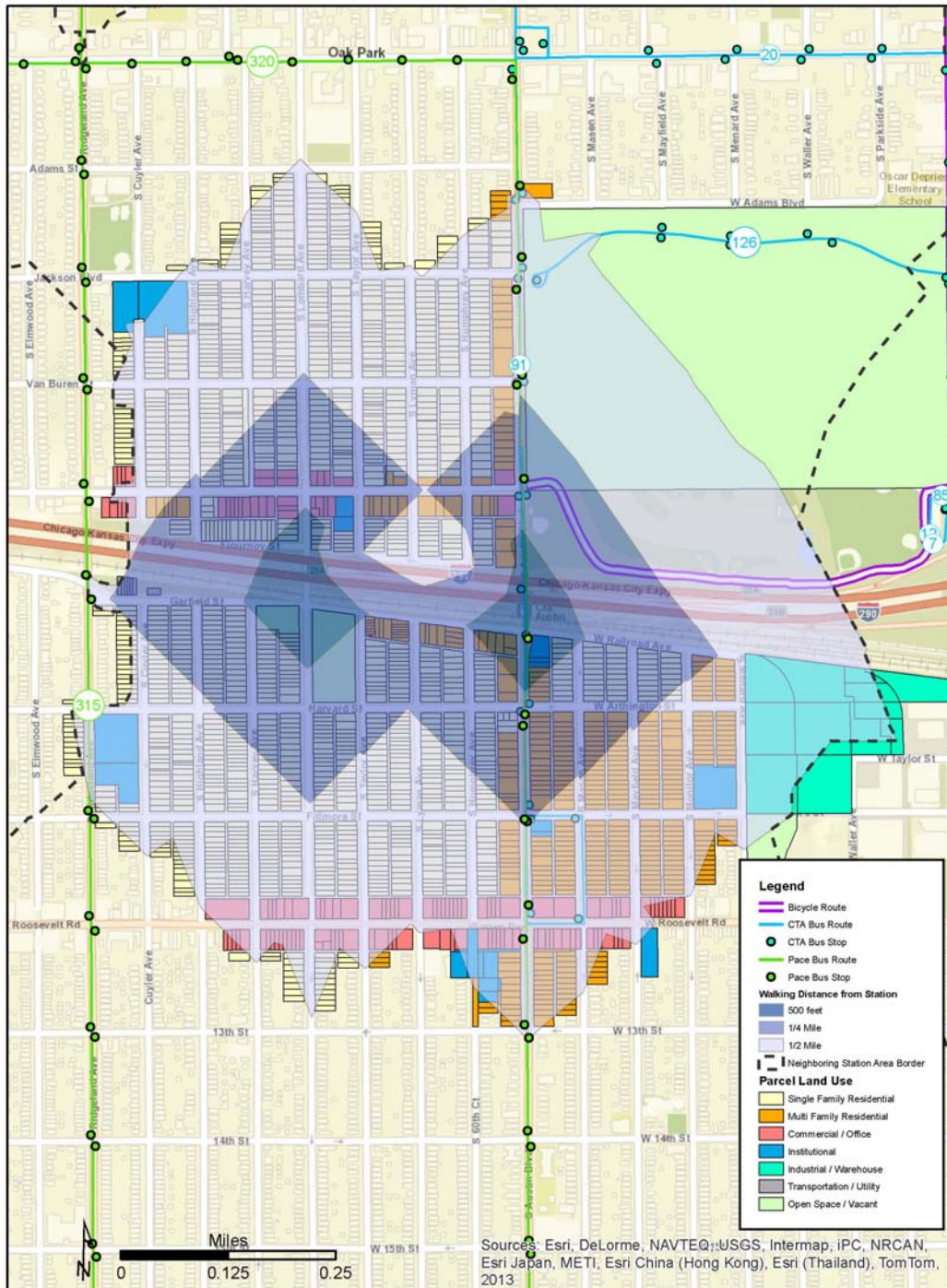


Source: Employment Census LEHD 2011.

Figure A.22 shows the movement and direction of individuals in and out of the Central Station Area (closed) for employment purposes.

A.12 Austin

Figure A.23. Austin Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.23. Tabulated land use data is presented in Table A.44.

Table A.44. Austin Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	53	670	1,945
- Residential (Single Family)	29	480	1,348
- Residential (Multi Family)	17	148	416
- Commercial / Office	2	27	136
- Industrial / Warehouse	0	0	12
- Institutional	3	5	22
- Transportation / Utility	0	7	7
- Open Space / Vacant	2	3	4
Housing Units	41	1,155	3,035
- Own	9	437	1,320
- Rent	24	594	1,420
- Vacant	8	124	295
Population	282	2,638	7,074
- Minority Population	238	1,740	4,483
- Households	32	1,031	2,739
- Low Income (<\$35,000/yr) Households	15	398	999
- Zero Car Households	N/A	N/A	560
- One Car Households	N/A	N/A	1,347
- Two or More Car Households	N/A	N/A	1,001
- Median Household Income	\$36,456	\$43,564	\$47,720
- 2010-2012 Population Growth Rate	0.70%	0.72%	0.74%

Table A.45. Austin Station Area Transit Data

<i>Transit Data</i>	Riders
Station Entrances	2,333
- From Bus Transfer	517
Bus Flow Past Station*	1,200
- Northbound	762
- Southbound	438
- Eastbound	0
- Westbound	0

*CTA Bus Only

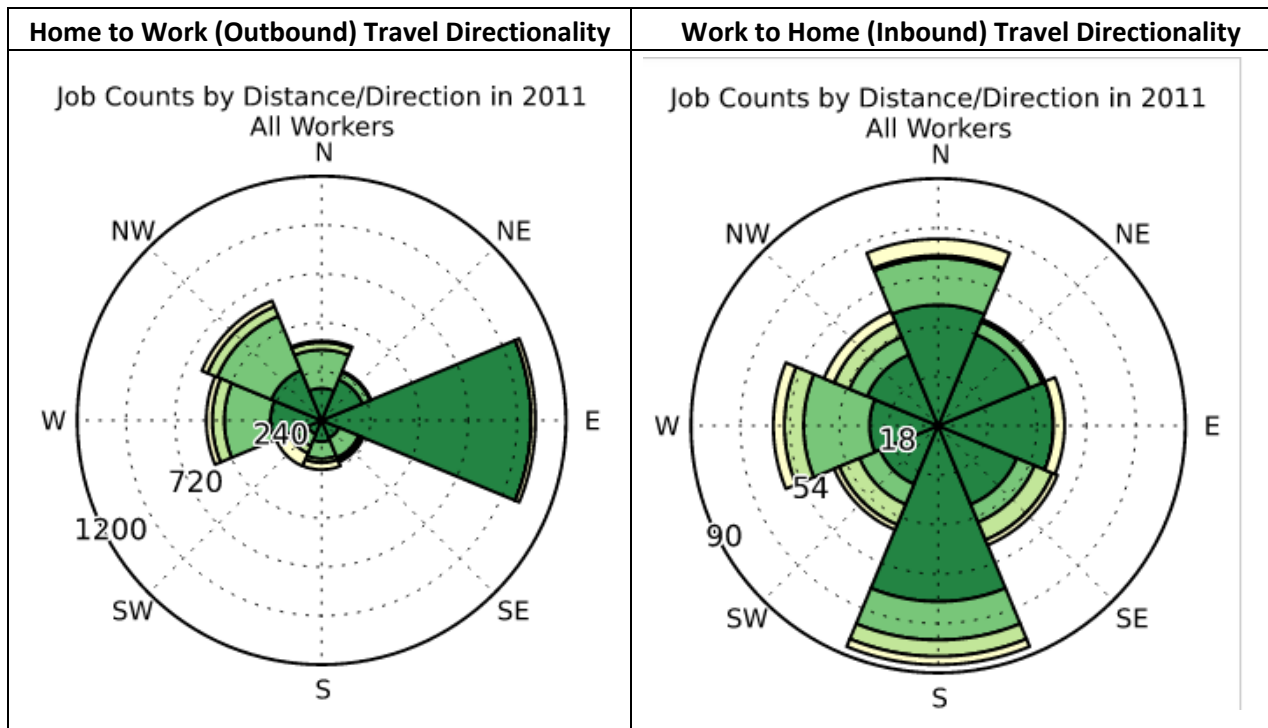
Table A.46. Austin Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	<i>Facility</i>
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	No
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike route	Yes
Divvy Bike Share location within ½ block	No

Table A.47. Austin Station Area Employment

<i>Walking Distance</i>	<i>Within 1/2 Mile</i>
Internal Employment	436
- Filled by Residents Within 1/2 Mile	17
- Filled by Residents Outside 1/2 Mile	419
Residents with Employment Outside 1/2 Mile	3,595

Figure A.48. Austin Station Area Work Travel Directionality

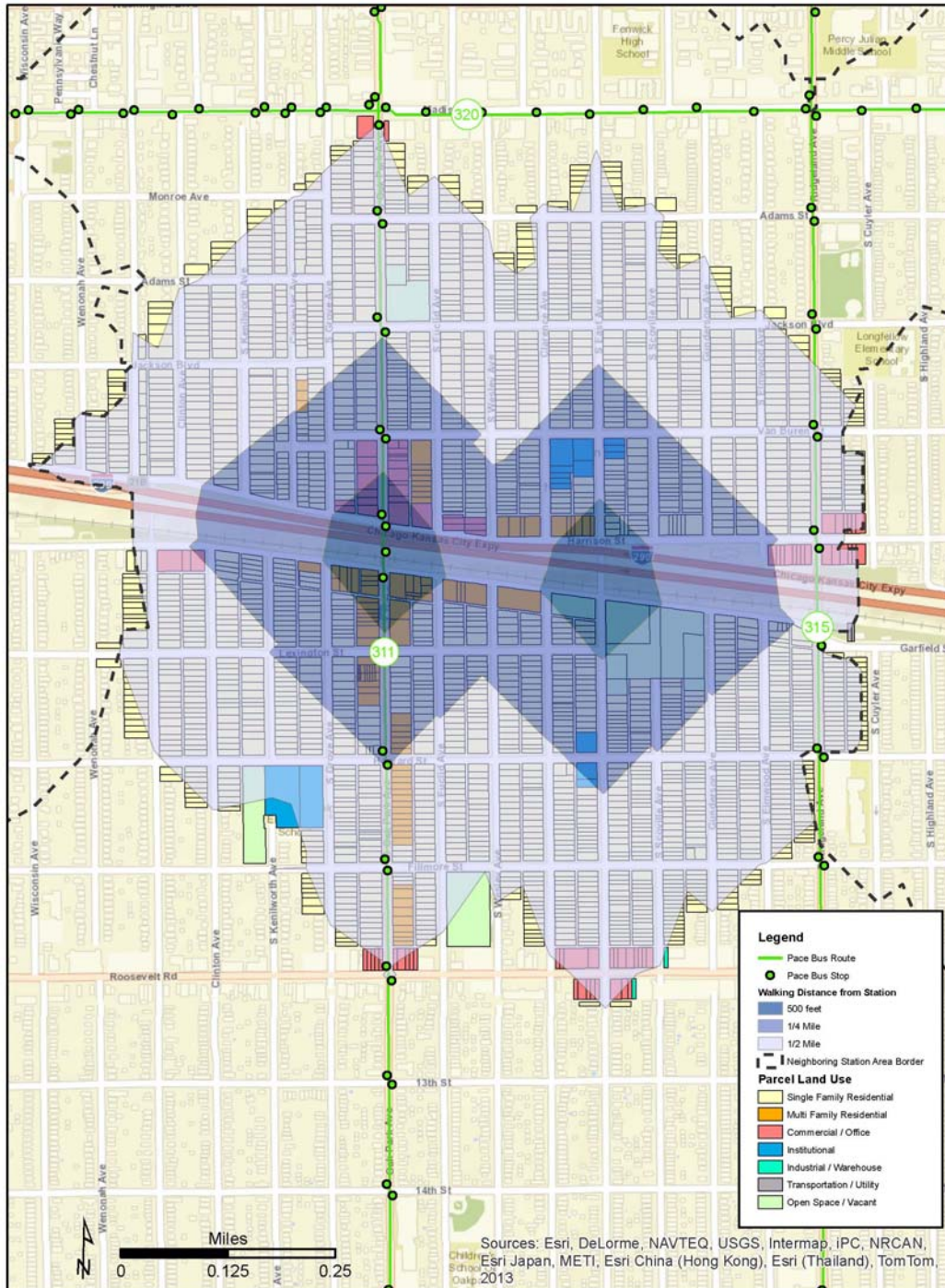


Source: Employment Census LEHD 2011.

Figure A.48 shows the movement and direction of individuals in and out of the Austin Station Area for employment purposes.

A.13 Oak Park

Figure A.25. Oak Park Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.25. Tabulated land use data is presented in Table A.48.

Table A.48. Oak Park Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	73	769	2,385
- Residential (Single Family)	24	646	2,175
- Residential (Multi Family)	33	73	97
- Commercial / Office	12	29	82
- Industrial / Warehouse	0	0	2
- Institutional	0	13	15
- Transportation / Utility	0	0	2
- Open Space / Vacant	4	8	12
Housing Units	90	1,197	2,993
- Own	52	740	1,993
- Rent	27	380	847
- Vacant	11	77	153
Population	148	2,633	7,441
- Minority Population	48	833	2,201
- Households	79	1,120	2,839
- Low Income (<\$35,000/yr) Households	15	234	566
- Zero Car Households	N/A	N/A	195
- One Car Households	N/A	N/A	1,073
- Two or More Car Households	N/A	N/A	1,353
- Median Household Income	\$79,495	\$77,898	\$78,189
- 2010-2012 Population Growth Rate	0.06%	0.46%	0.48%

Table A.49. Oak Park Station Area Transit Data

<i>Transit Data</i>	Riders
Station Entrances	1,919
- From Bus Transfer	188

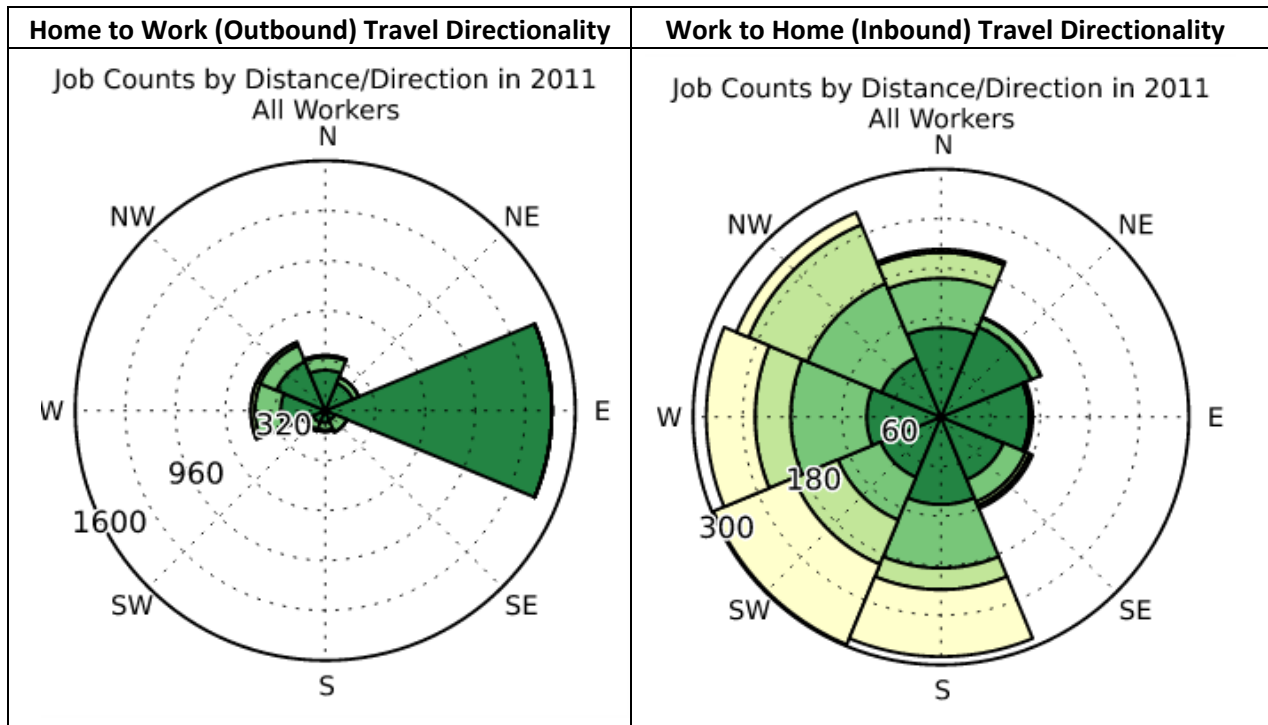
Table A.50. Oak Park Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	Facility
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	Yes
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike lane or recommended bike route	Yes
Divvy Bike Share location within ½ block of station	No

Table A.51. Oak Park Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	1,705
- Filled by Residents Within 1/2 Mile	58
- Filled by Residents Outside 1/2 Mile	1,647
Residents with Employment Outside 1/2 Mile	3,356

Figure A.26. Oak Park Station Area Work Travel Directionality

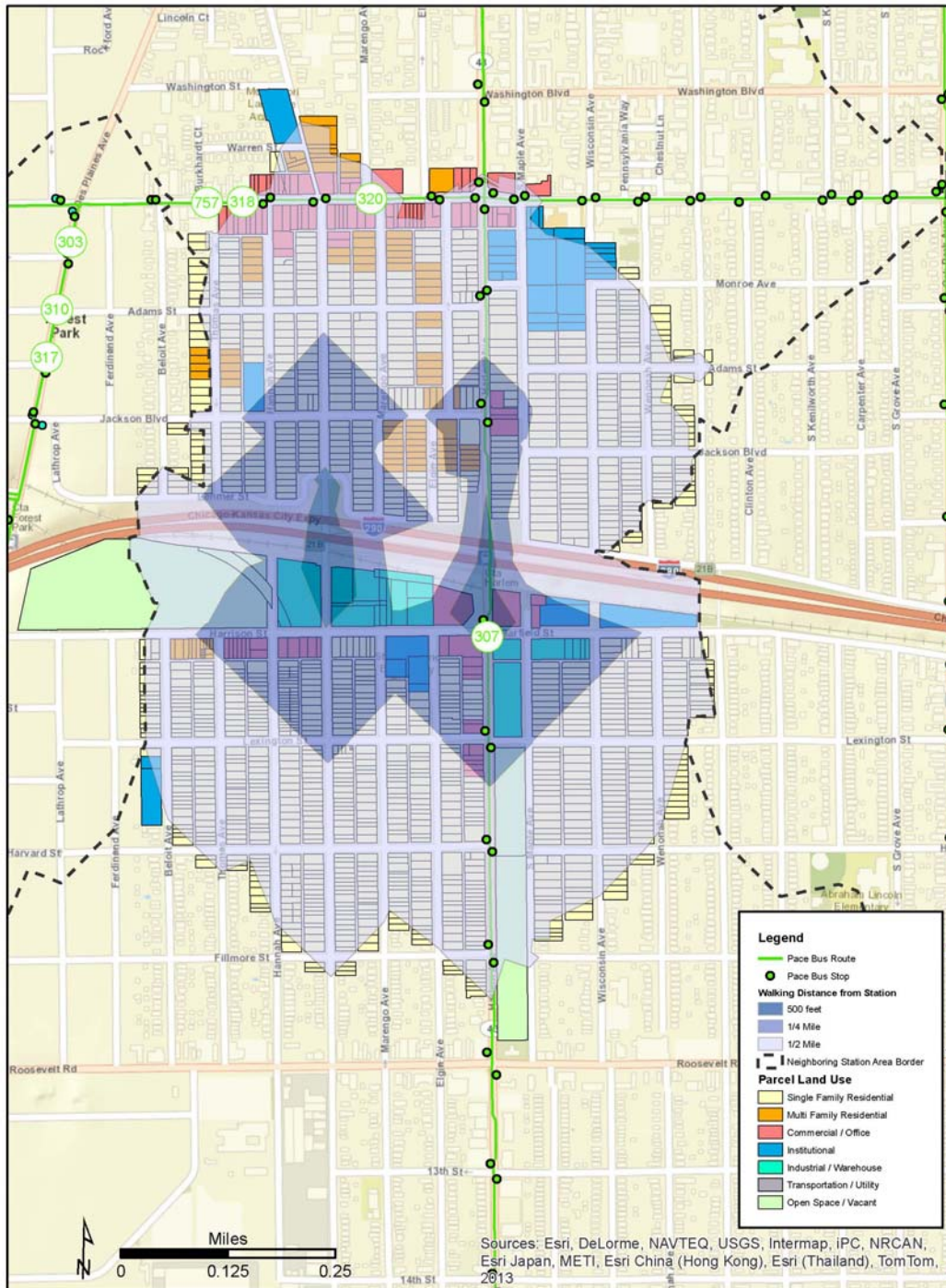


Source: Employment Census LEHD 2011.

Figure A.26 shows the movement and direction of individuals in and out of the Oak Park Station Area for employment purposes.

A.14 Harlem

Figure A.27. Harlem Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.27. Tabulated land use data is presented in Table A.52.

Table A.52. Harlem Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	11	406	1,533
- Residential (Single Family)	2	314	1,267
- Residential (Multi Family)	3	25	103
- Commercial / Office	0	34	101
- Industrial / Warehouse	6	22	22
- Institutional	0	8	36
- Transportation / Utility	0	0	0
- Open Space / Vacant	0	3	4
Housing Units	0	354	2,022
- Own	0	174	1,023
- Rent	0	158	832
- Vacant	0	22	167
Population	0	768	4,420
- Minority Population	0	321	1,814
- Households	0	332	1,856
- Low Income (<\$35,000/yr) Households	0	90	514
- Zero Car Households	N/A	N/A	185
- One Car Households	N/A	N/A	740
- Two or More Car Households	N/A	N/A	813
- Median Household Income	\$0	\$56,484	\$56,705
- 2010-2012 Population Growth Rate	0.00%	0.72%	0.02%

Table A.53. Harlem Station Area Transit Data

<i>Transit Data</i>	Riders
Station Entrances	1,216
- From Bus Transfer	199

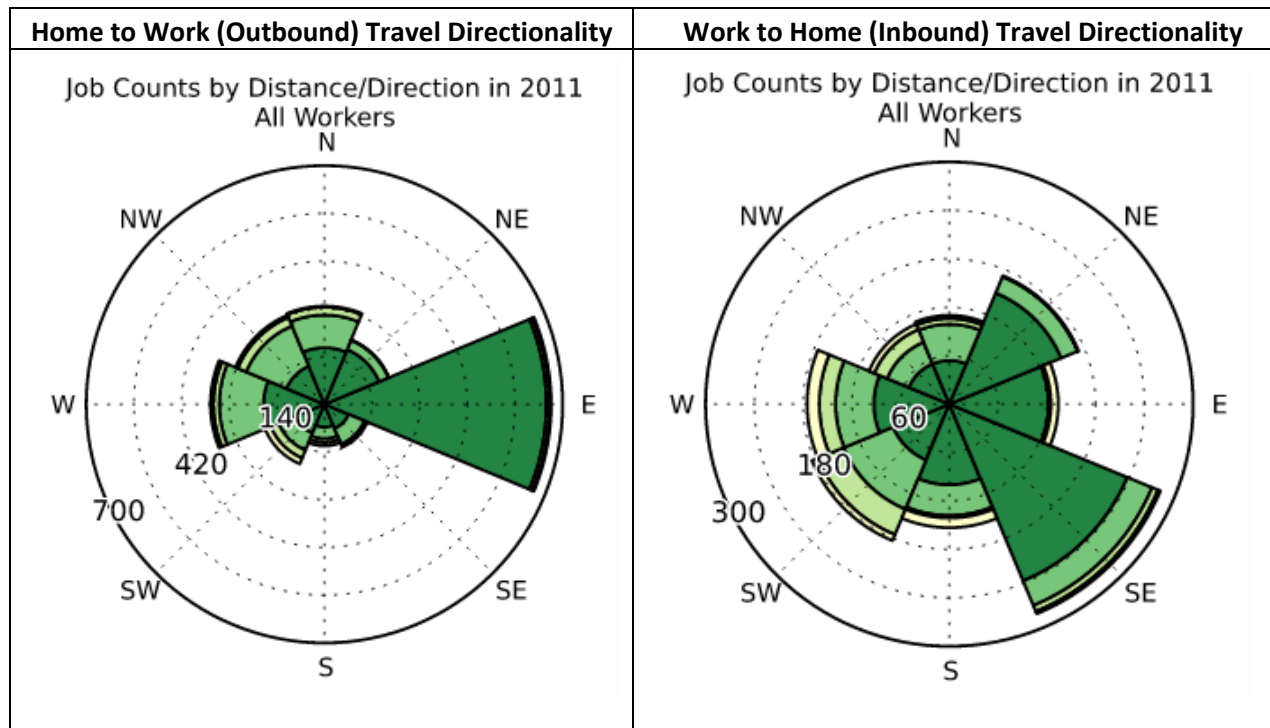
Table A.54. Harlem Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	Facility
Bicycle Parking within station	No
Outdoor Bicycle parking adjacent to station entrance	No
Outdoor bicycle parking within ½ block	Yes
Station entrance located along bike lane or recommended bike route	No
Divvy Bike Share location within ½ block of station	No

Table A.55. Harlem Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	1,315
- Filled by Residents Within 1/2 Mile	37
- Filled by Residents Outside 1/2 Mile	1,278
Residents with Employment Outside 1/2 Mile	2,186

Figure A.28. Harlem Station Area Work Travel Directionality

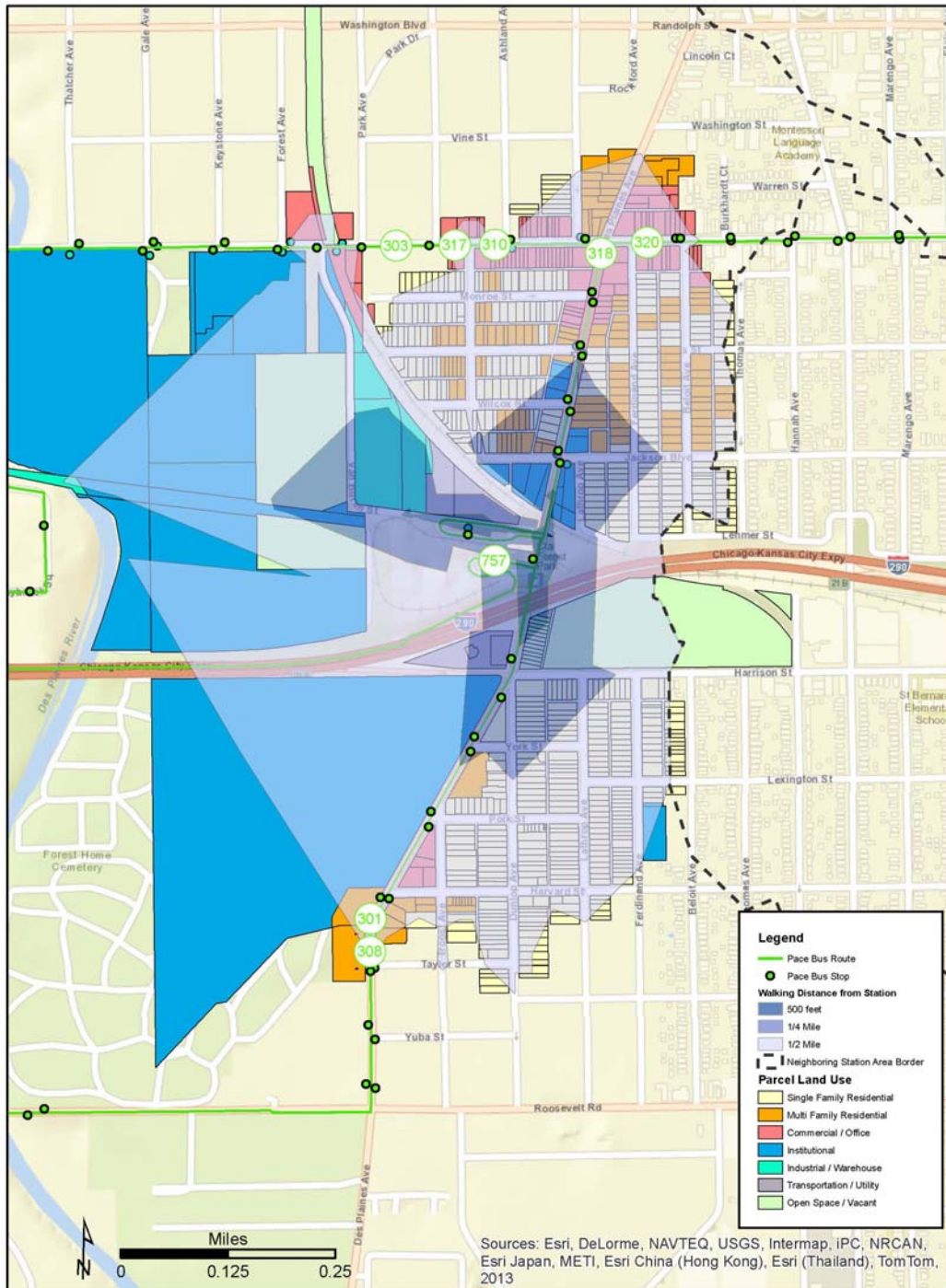


Source: Employment Census LEHD 2011.

Figure A.28 shows the movement and direction of individuals in and out of the Harlem Station Area for employment purposes.

A.15 Forest Park

Figure A.29. Forest Park Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.29. Tabulated land use data is presented in Table B.56.

Table A.56. Forest Park Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	16	158	809
- Residential (Single Family)	0	86	512
- Residential (Multi Family)	0	27	146
- Commercial / Office	0	1	93
- Industrial / Warehouse	1	3	7
- Institutional	3	18	27
- Transportation / Utility	4	7	7
- Open Space / Vacant	8	16	17
Housing Units	0	500	1,584
- Own	0	162	607
- Rent	0	248	794
- Vacant	0	90	183
Population	0	742	2,745
- Minority Population	0	287	1,155
- Households	0	411	1,401
- Low Income (<\$35,000/yr) Households	0	144	484
- Zero Car Households	N/A	N/A	224
- One Car Households	N/A	N/A	923
- Two or More Car Households	N/A	N/A	584
- Median Household Income	\$0	\$45,861	\$46,973
- 2010-2012 Population Growth Rate	0.00%	-0.49%	-0.48%

Table A.57. Forest Park Station Area Transit Data

<i>Transit Data</i>	Riders
Station Entrances	4,251
- From Bus Transfer	1,391
Bus Flow Past Station	N/A

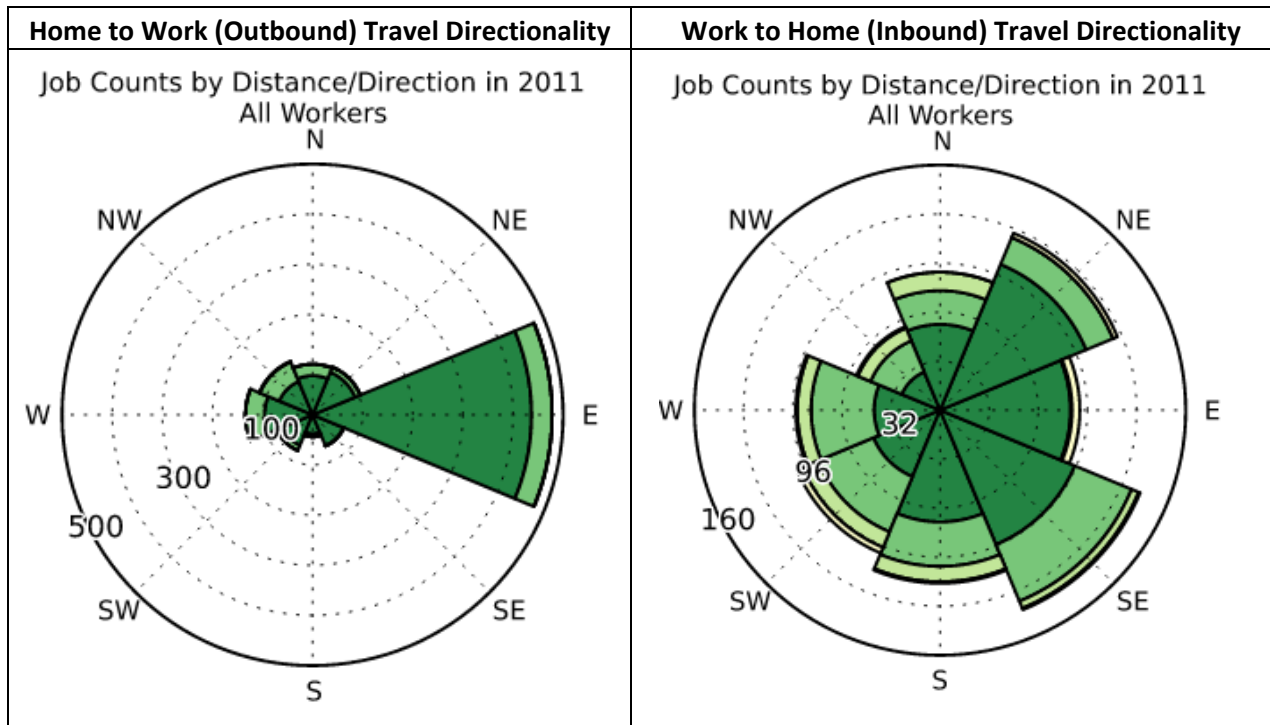
Table A.58. Forest Park Station Area Bicycle Facilities

<i>Bicycle Facilities</i>	Facility Present
Bicycle Parking within station	Yes
Outdoor Bicycle parking adjacent to station entrance	No
Outdoor bicycle parking within ½ block	No
Station entrance located along bike lane or recommended bike route	No
Divvy Bike Share location within ½ block of station	No

Table A.59. Forest Park Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	814
- Filled by Residents Within 1/2 Mile	29
- Filled by Residents Outside 1/2 Mile	785
Residents with Employment Outside 1/2 Mile	1,090

Figure A.30. Forest Park Station Area Work Travel Directionality

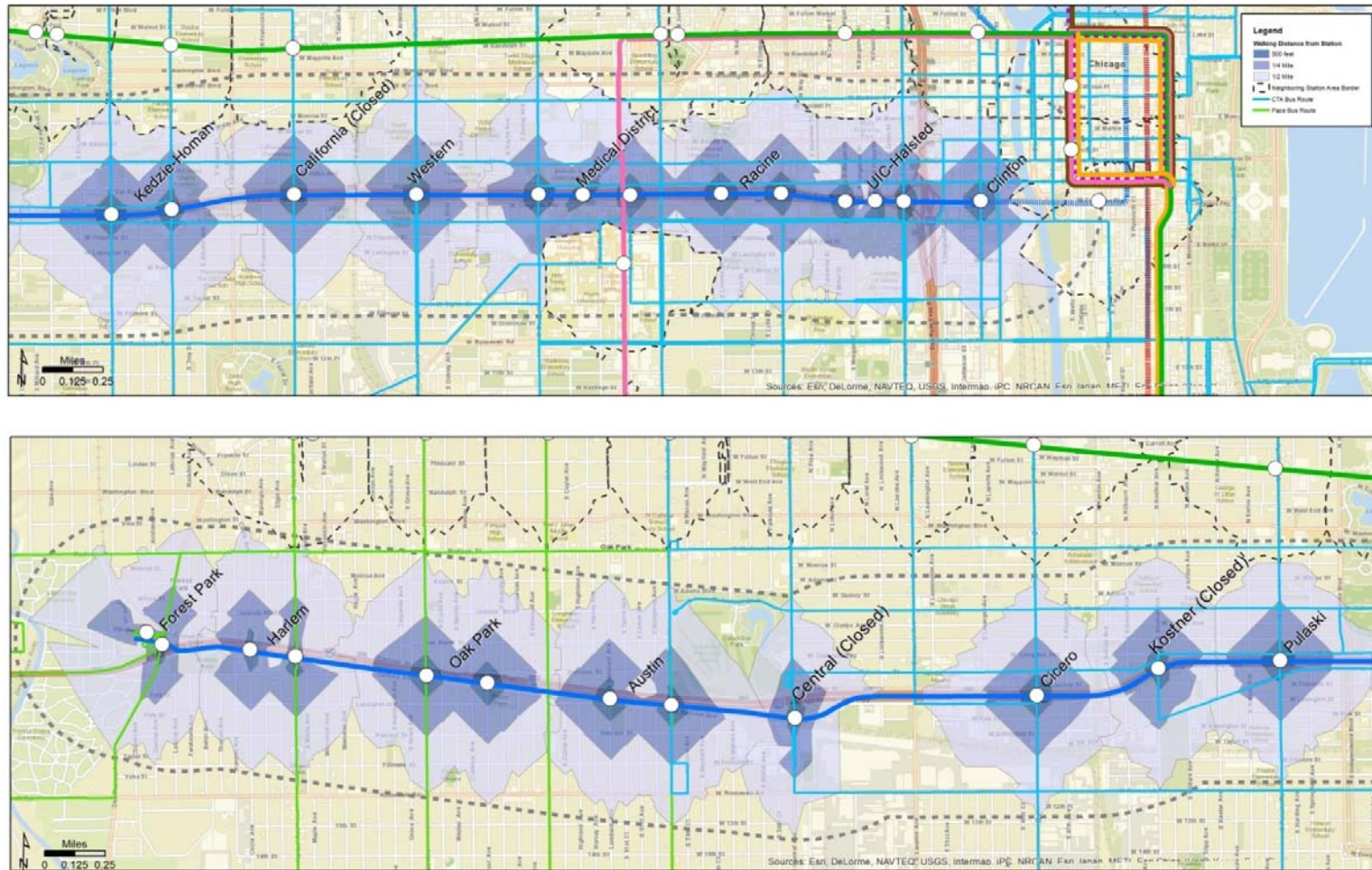


Source: Employment Census LEHD 2011.

Figure A.30 shows the movement and direction of individuals in and out of the Forest Park Station Area for employment purposes.

A.16 Blue Line Study Area

Figure A.31. Station Walksheds and Study Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with .5 mile station catchment areas highlighted, is illustrated in Figure A.31. Tabulated land use data is presented in Table A.60.

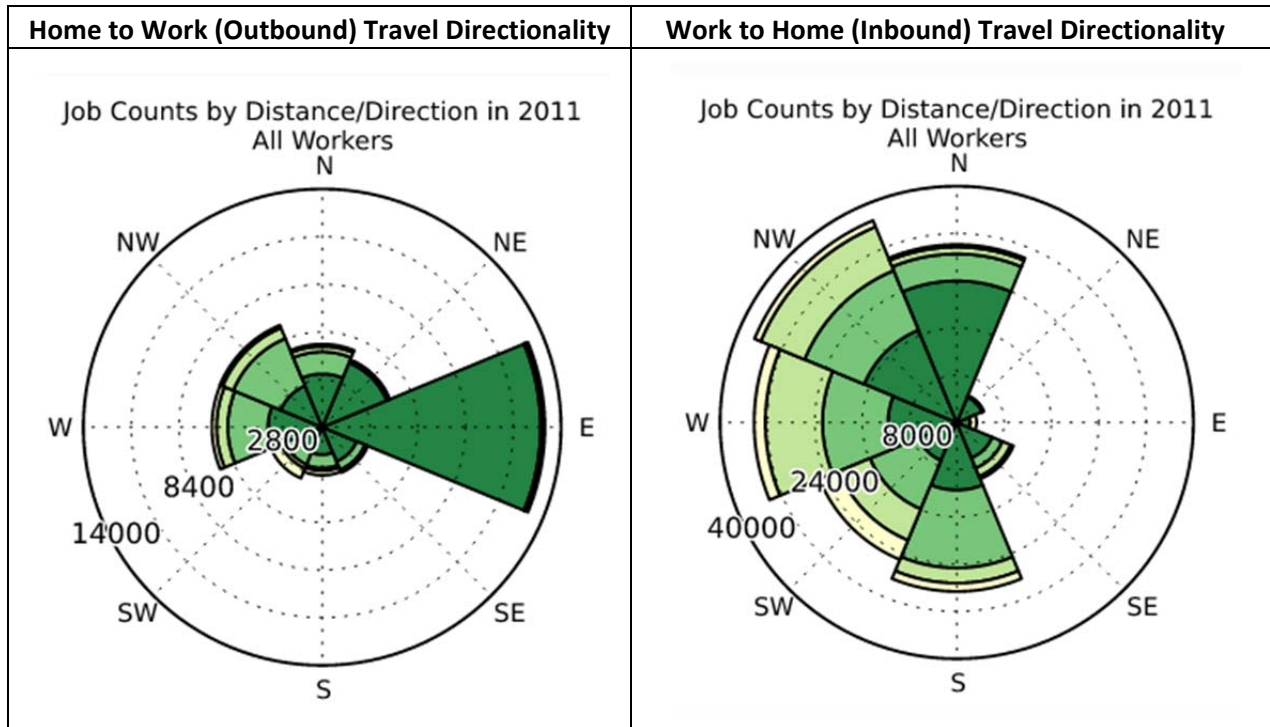
Table A.60. Blue Line Study Area

	Study Area
Land Use (Acres)	2,785
- Residential (Single Family)	2,785
- Commercial / Office	840
- Industrial / Warehouse	510
- Institutional	843
- Open Space / Vacant	333
- Other	1,066
Housing Units	53,089
- Own	18,088
- Rent	27,701
- Vacant	7,300
Population	113,304
- Minority Population	79,682
- Households	45,789
- Low Income (<\$35,000/yr) Households	17,902
- Zero Car Households	11,547
- One Car Households	20,088
- Two or More Car Households	11,776
- Median Household Income	\$39,672
- 2010-2012 Population Growth Rate	0.68%

Table A.61. Blue Line Study Area Employment

<i>Walking Distance</i>	Study Area
Internal Employment	173,734
- Filled by Residents Within Study Area	44,137
- Filled by Residents Outside Study Area	129,597
Residents with Employment Outside Study Area	37,919

Figure A.32. Study Area Work Travel Directionality



Source: Employment Census LEHD 2011.

Figure A.32 shows the movement and direction of individuals in and out of the Blue Line Study Area for employment purposes.

Appendix B: Blue Line Extension Study Area

The following pages contain demographic and commuting trends of the area between Forest Park and Mannheim Road. This analysis is in response to the IDOT I-290 Phase 1 Environmental Impact Study, which is analyzing highway modernization options and potentially reserving existing highway right-of-way for future transit access between Forest Park and Mannheim Road. This review of potential stations is performed out of due diligence on behalf of CTA to determine which proposed station locations have the most merit and to inform the existing IDOT study. This station assessment is preliminary and does not reflect a recommendation that extension of the Blue Line Forest Park Branch or proposed stations are feasible.

Possible station locations between Forest Park and Mannheim include, in the vicinity of 1st Avenue: Cook County Courthouse, 1st Avenue, 5th Avenue, 25th Avenue; and in the vicinity of Mannheim Road: Westchester / Bellwood Avenue and locations north and south of Mannheim Road, as shown in Table B.1. A 0.5 mile walkshed was analyzed around each station location. From Forest Park to Mannheim, the built environment and land use are described using CMAP regional land use data. Potential station locations and feasibility are shown in Figure B.1. Land use, socio-economic and employment data for each station location is located in Section B.3.

In addition, the Blue Line Extension considers the feasibility of a rail yard and shop in the vicinity of 1st Avenue, 25th Avenue, Mannheim Road, Wolf Road or Butterfield Road (I-294/I-290/I-88). Potential locations would need to be evaluated in more detail as part of a future Blue Line Extension Environmental Impact Study (to be determined). The locations identified could potentially accommodate a 250-car capacity rail yard, a shop with 28-car capacity, an electrical substation, employee parking and truck access. Potential feasibility for yard and shop locations is evaluated in Table B.2 and summarized in section B.4.1.

Table B.1. Forest Park Branch Potential Station Locations

Potential Blue Line Station	Location	Feasibility (within .5 miles of proposed station location)
Vicinity of 1st Avenue		
Cook County Courthouse	Maybrook Drive	High due to land availability and walk access to the Cook County Courthouse.
1 st Avenue	I-290 Median	Low due to proposed I-290 Single Point Urban Interchange, low population and employment.
5 th Avenue	I-290 Median	High due highest population and minority households.

Table B.1. Forest Park Branch Potential Station Locations (cont'd)

Potential Blue Line Station	Location	Feasibility (within .5 miles of proposed station location)
Vicinity of Mannheim Road		
Westchester / Bellwood Avenue	I-290 Median	High due to second highest population and minority households. However yard and shop space limited.
Mannheim Road - North	North of I-290	Medium due to low population, highest employment and limited area for station, yard and shop.
Mannheim Road - South	South of I-290	Low due to heavy rail I-290 flyover ramp needed, low population and limited area for station, yard and shop.

Table B.2. Forest Park Branch Potential Yard and Shop Locations

Potential Yard and Shop Site	Location	Current Use
1 st Avenue	Maywood, west of Cook County Courthouse on ComEd property.	ComEd Storage Yard
25 th Avenue - North	Bellwood, industrial park located between Madison and I-290	Industrial buildings and warehouses
25 th Avenue - South	Broadview, industrial park located between I-290 and Roosevelt	Industrial buildings and warehouses
Hillside Landfill	Hillside, northwest of I-290 interchange	Landfill closed and capped in 2008
Mannheim Road - South	Hillside, southwest of I-290 and Mannheim Rd.	Hillside Town Center
Wolf Road - North	Hillside, north of I-290 and east of Wolf Rd.	Private school, hotel, and religious facility
Wolf Road - South	Hillside south of I-290 and east of Wolf Rd.	West Point Center shopping mall
I-294	Hillside, located on Butterfield Rd. within the I-294, I-290 and I-88 interchange	Manufacturing

*Note: Minimum yard includes 250-car capacity, a shop with 28-car capacity, a substation, employee parking and truck access.

B.1 Bus Operations at Potential Stations

This section summarizes existing Pace Bus operations that occur near each proposed station location. The buses that serve each station were taken directly from Pace bus schedules as of July 2013, as shown in Table B.3 and Figure B.1.

Table B.3. Bus Service near each Potential Station

Potential Blue Line Station	Pace Bus Lines
Cook County Courthouse	320
1 st Avenue	320
5 th Avenue	331
25 th Avenue	N/A
Westchester / Bellwood Avenue	317
Mannheim North	330
Mannheim South	330

Source: Pace Bus, July 2013. N/A = Not Applicable

317 Westchester

Route 317 provides daily service between the CTA Blue Line Forest Park Transit Center and Balmoral/Canterbury in Westchester. It operates east-west on Madison between Forest Park and Westchester and north-south on Bellwood between the communities of Bellwood and Westchester. The route operates with 30 minute peak period headway, 45 minute off peak period headway, 60 minute Saturday headway, and 60 minute Sunday headway. Route 317 could serve a potential station at Westchester and I-290.

320 Madison Street

Provides weekday rush hour service between Forest Park Transit Center and Madison/Austin in Chicago. Serves the Maybrook Courthouse only in AM and afternoon with a 30 minute peak period headway during AM and 60 minute peak headway in afternoon. Route 320 intersects one CTA rail line, the Forest Park Branch of the Blue Line at Forest Park. Route 320 could serve a potential station at Maybrook Avenue and Cook County Courthouse.

330 Mannheim - LaGrange Roads

Route 330 operates north-south provides weekday and Saturday service on Mannheim Road between the O'Hare International Airport Kiss-n-Fly (Remote Lot E) in Chicago and Archer Ave./Harlem Ave. in Summit. The route operates with 20 minute peak period headway, 30 minute off peak period headway, 60 minute Saturday headway. Route 320 could serve a potential station at Maybrook Avenue / Cook County Courthouse.

A rail transit extension would likely attract some buses to station stops further west for some routes that currently serve the Forest Park Terminal Station. For example, Route 303 Forest Park – Rosemont or Route 308 Medical Center could potentially provide rail access further west if additional station stops were available.

Figure B.1. Forest Park Branch Extension Study Area and Station Locations

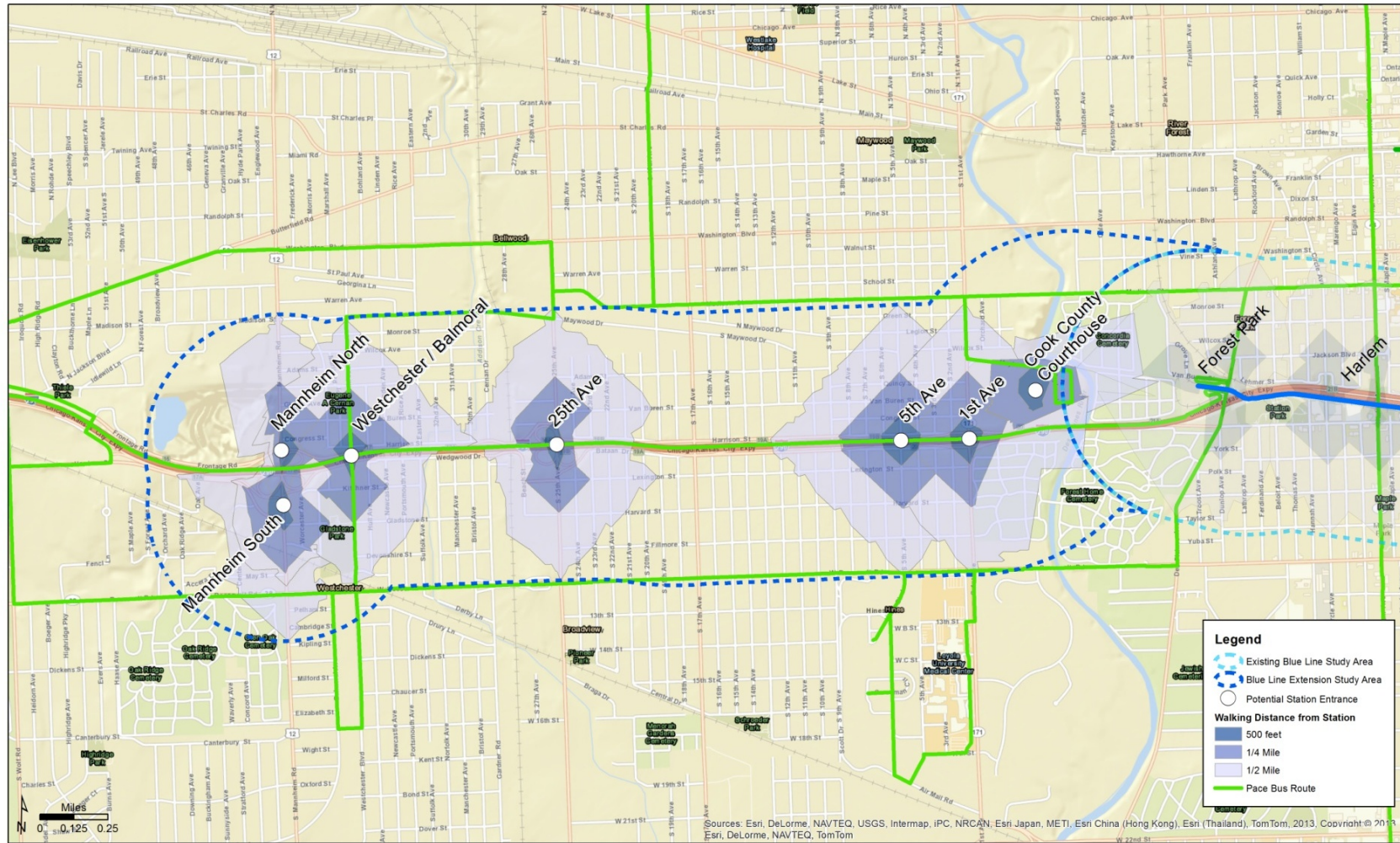


Figure B.1 shows the study area for the Forest Park Blue Line extension extends in roughly a 0.5 mile radius surrounding the potential station locations at Cook County Courthouse, 1st Avenue, 5th Avenue, Westchester/Balmoral Avenue and Mannheim Road.

B.2 Socioeconomic Characteristics

B.2.1 Population, Households, and Employment

Table B.4 illustrates population and household data for the potential station areas within a 0.5 mile walkshed around each potential station location. The study area population (approximately 0.5 mile buffer including all 7 possible locations) is 89 percent minority. All station walkshed areas also include a majority minority population, with most areas approaching nearly 100 percent minority population.

The station areas range between a 21 and 37 percent low income population. The Cook County Courthouse site has a low estimated population of 203. Residential areas within walking distance of the station are only located east of 1st Avenue, however access is limited due to Commonwealth Edison site and limited street and sidewalk access to the Cook County Courthouse. The 5th Avenue and Westchester Avenue proposed stop locations have the highest population within the 0.5 mile walksheds.

More detail on each station's Landuse, Population and Household characteristics can be found in Section B.2.3.

Table B.4. Population & Household Characteristics (2012 Estimated)

Potential Station	Population	Minority Population	Households	Low Income Population
Study Area Total	22,793	20,384 (89.4%)	7,711	2,522 (32.7%)
Outside of Station Areas	8,183 (35.9%)	7,242 (35.5%)	2,502 (32.4%)	1,205 (40.6%)
Cook County Courthouse	203	193 (95.1%)	65	23 (35.4%)
1 st Avenue	2,184	2,113 (96.7%)	698	258 (37.0%)
5 th Avenue	3,917	3,790 (96.8%)	1,316	443 (33.7%)
25 th Avenue	2,005	1,927 (96.1%)	705	193 (27.4%)
Westchester / Bellwood Avenue	3,614	2,956 (81.8%)	1,408	346 (24.6%)
Mannheim North	1,736	1,497 (86.2%)	673	162 (24.1%)
Mannheim South	951	666 (70.0%)	344	72 (20.9%)

Source: ESRI Census 2012 Population, Household and Minority Estimate.

B.2.2 Census Longitudinal Employment Dynamics Data

Table B.4 summarizes the employment to and from the study area and potential station areas. Employment characteristics of the study area stations vary greatly, with the station area north of Mannheim Road with highest employment at 1,607. However, the Westchester / Bellwood Avenue location has the highest combined population and employment at 4,216. The remaining stations have relatively few jobs located within 0.5 mile of the station areas.

The Census LEHD 2011 employment estimate within the study area is 22,193. Nearly all jobs in the study are filled by workers traveling to the study area. The lowest station locations and

population and employment combined are Cook County Courthouse (790) and the Mannheim South location (1,046). However, the Cook County Courthouse location serves an important regional trip generator that is not reflected in household and employment data. Most locations, except Cook County Courthouse and Mannheim South have high density residential areas, as shown in Table B.5. Stations with highest population, employment and minority households are highlighted in Table B.5.

B.3. Potential Station Areas

More detail on each station's work based travel, including directionality of travel in to and out of each station's .5 mile catchment area, can be found in Section B.3.1 to B.3.4.

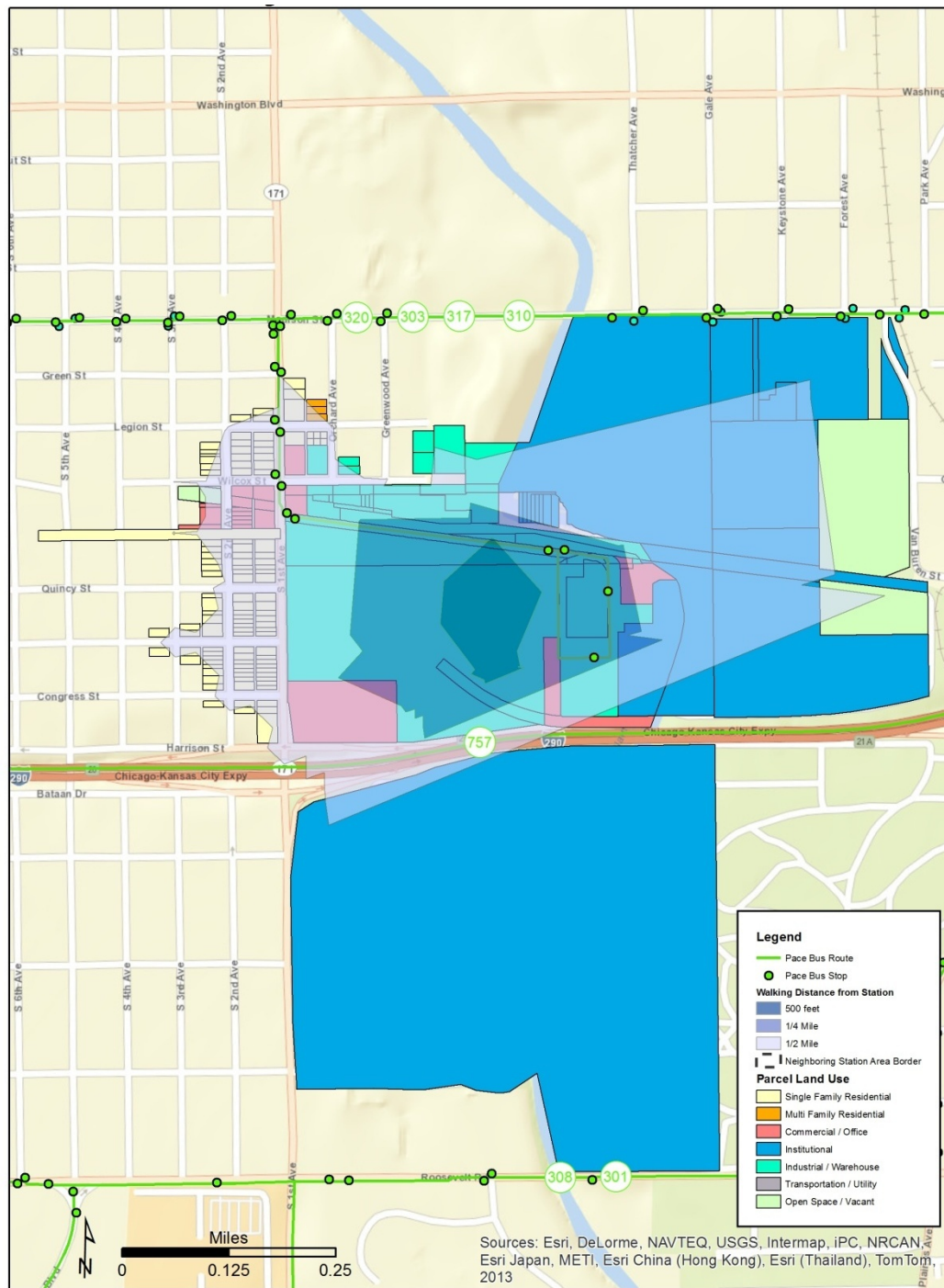
Table B.5. LEHD Employment Characteristics, 2011

Potential Station	Population	Employment	Population and Employment	Employment Filled by Residents Inside .5 Mile Area	Employment Filled by Residents Outside .5 Mile Area	Residents with Employment Outside Study Area
Study Area Total	22,793	22,193	44,986	631 (2.8%)	21,562 (97.2%)	8,745
Cook County Courthouse	203 (0.9%)	587 (2.6%)	790 (1.8%)	0 (0.0%)	587 (2.7%)	42 (0.5%)
1 st Avenue	2,184 (9.6%)	110 (0.5%)	2,294 (5.1%)	0 (0.0%)	110 (0.5%)	884 (10.1%)
5 th Avenue	3,917 (17.2%)	119 (0.5%)	4,036 (9.0%)	1 (0.2%)	118 (0.5%)	1,521 (17.4%)
25 th Avenue	2,005 (8.8%)	1,203 (5.4%)	3,208 (7.1%)	0 (0.2%)	1,203 (5.6%)	990 (11.4%)
Westchester / Bellwood Avenue	3,614 (15.9%)	602 (2.7%)	4,216 (9.4%)	1 (0.0%)	601 (2.8%)	910 (10.4%)
Mannheim North	1,736 (7.6%)	1,607 (7.2%)	3,343 (7.4%)	0 (0.0%)	1,607 (7.5%)	564 (6.4%)
Mannheim South	951 (4.2%)	95 (0.4%)	1,046 (2.3%)	0 (0.0%)	95 (0.4%)	1,631 (18.7%)

Source: ESRI Census 2012 Population Estimate, Employment Census LEHD 2011.

B.3.1 Cook County Courthouse

Figure B.2. Cook County Courthouse Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with 0.5 mile station catchment areas highlighted, is illustrated in Figure B.4. Tabulated land use data is presented in Table B.6.

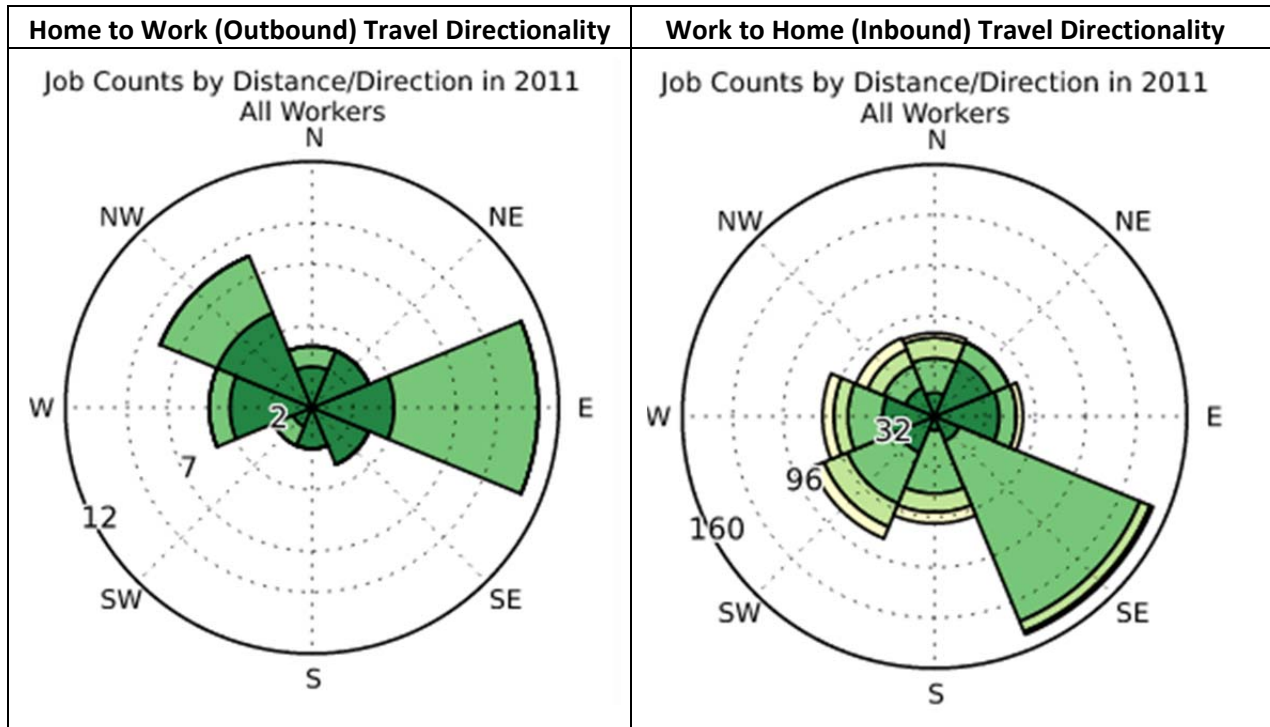
Table B.6. Cook County Courthouse Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	4	31	199
- Residential (Single Family)	0	0	108
- Residential (Multi Family)	0	0	3
- Commercial / Office	0	5	24
- Industrial / Warehouse	4	15	37
- Institutional	0	8	19
- Transportation / Utility	0	0	0
- Open Space / Vacant	0	3	8
Housing Units	0	0	65
- Own	0	0	29
- Rent	0	0	28
- Vacant	0	0	8
Population	0	0	203
- Minority Population	0	0	193
- Households	0	0	56
- Low Income (<\$35,000/yr) Households	0	0	23
- Zero Car Households	N/A	N/A	N/A
- One Car Households	N/A	N/A	N/A
- Two or More Car Households	N/A	N/A	N/A
- Median Household Income	\$0	\$0	\$40,442
- 2010-2012 Population Growth Rate	0.00%	0.00%	2.88%

Table B.7. Cook County Courthouse Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	587
- Filled by Residents Within 1/2 Mile	0
- Filled by Residents Outside 1/2 Mile	587
Residents with Employment Outside 1/2 Mile	42

Figure B.3. Cook County Courthouse Station Area Work Travel Directionality

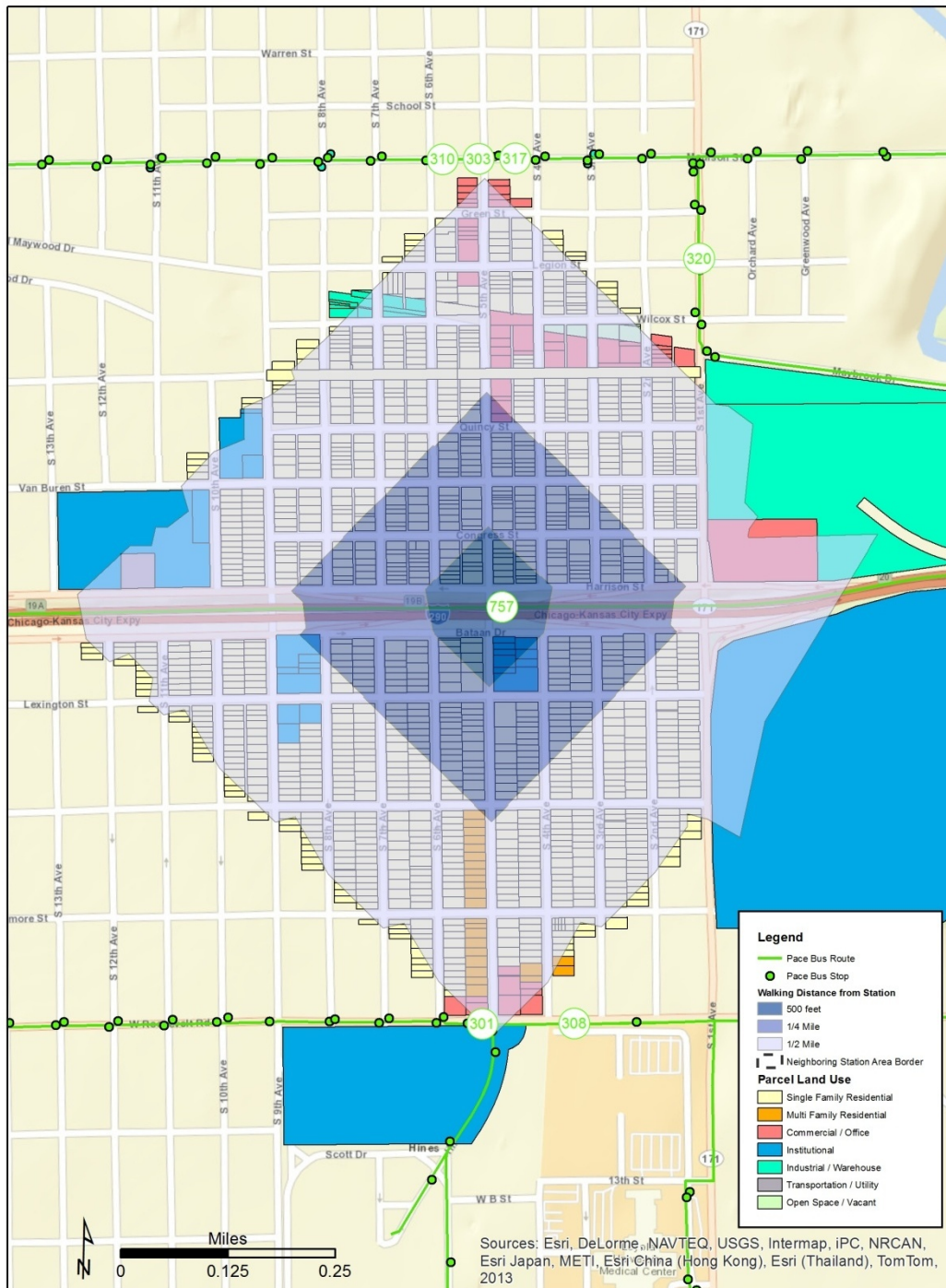


Source: Employment Census LEHD 2011.

Figure B.3 shows the movement and direction of individuals in and out of the Cook County Courthouse Station Area for employment purposes.

B.3.2 5th Avenue

Figure B.4. 5th Avenue Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with 0.5 mile station catchment areas highlighted, is illustrated in Figure B.4. Tabulated land use data is presented in Table B.7.

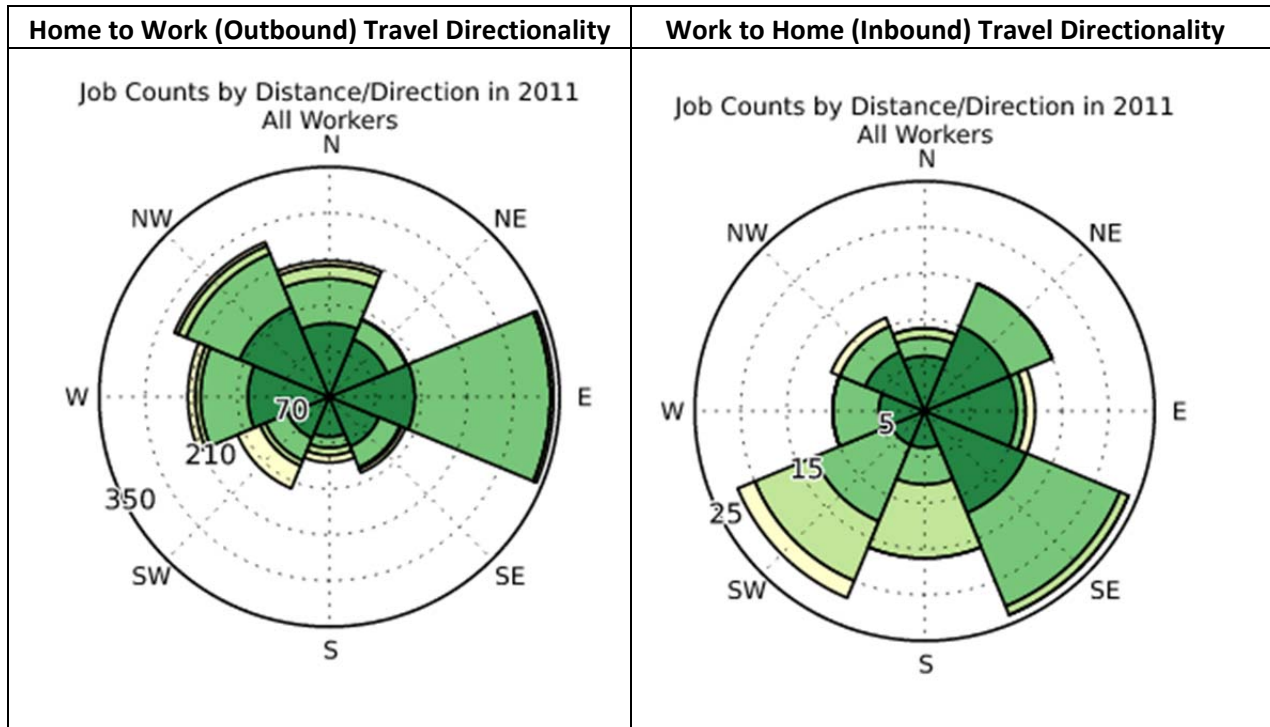
Table B.8. 5th Avenue Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	45	380	1,316
- Residential (Single Family)	36	366	1,195
- Residential (Multi Family)	0	1	25
- Commercial / Office	0	3	54
- Industrial / Warehouse	0	0	13
- Institutional	9	10	24
- Transportation / Utility	0	0	1
- Open Space / Vacant	0	0	4
Housing Units	14	349	1,316
- Own	8	186	720
- Rent	5	121	439
- Vacant	1	42	157
Population	41	1,035	3,917
- Minority Population	39	998	3,790
- Households	13	307	1,158
- Low Income (<\$35,000/yr) Households	5	118	443
- Zero Car Households	N/A	N/A	N/A
- One Car Households	N/A	N/A	N/A
- Two or More Car Households	N/A	N/A	N/A
- Median Household Income	\$40,973	\$43,429	\$44,143
- 2010-2012 Population Growth Rate	3.49%	1.08%	0.77%

Table B.9. 5th Avenue Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	119
- Filled by Residents Within 1/2 Mile	1
- Filled by Residents Outside 1/2 Mile	118
Residents with Employment Outside 1/2 Mile	1,521

Figure B.5. 5th Avenue Station Area Work Travel Directionality

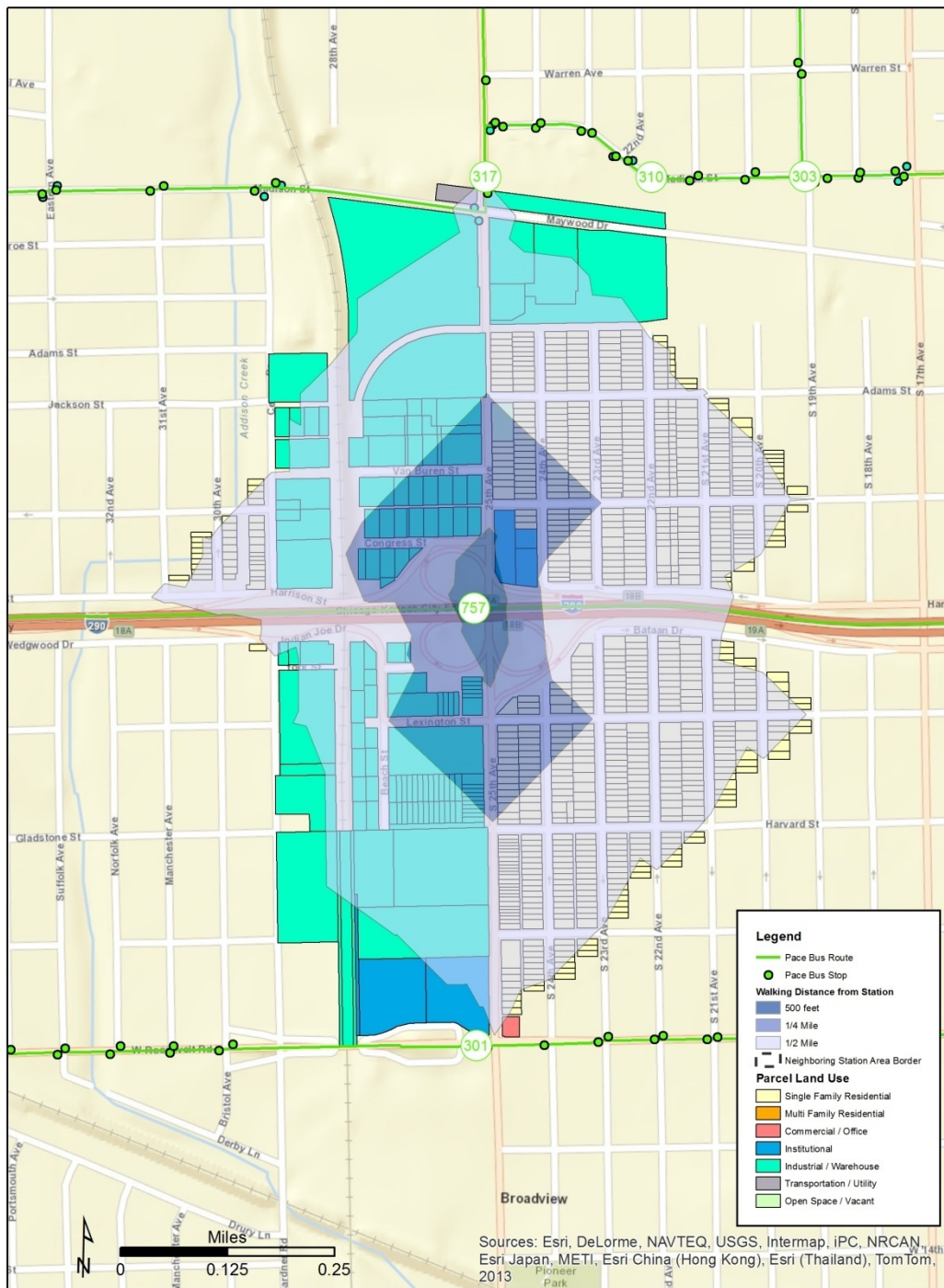


Source: Employment Census LEHD 2011.

Figure B.5 shows the movement and direction of individuals in and out of the 5th Avenue Station Area for employment purposes.

B.3.3 25th Avenue

Figure B.6. 25th Avenue Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with 0.5 mile station catchment areas highlighted, is illustrated in Figure B.6. Tabulated land use data is presented in Table B.9.

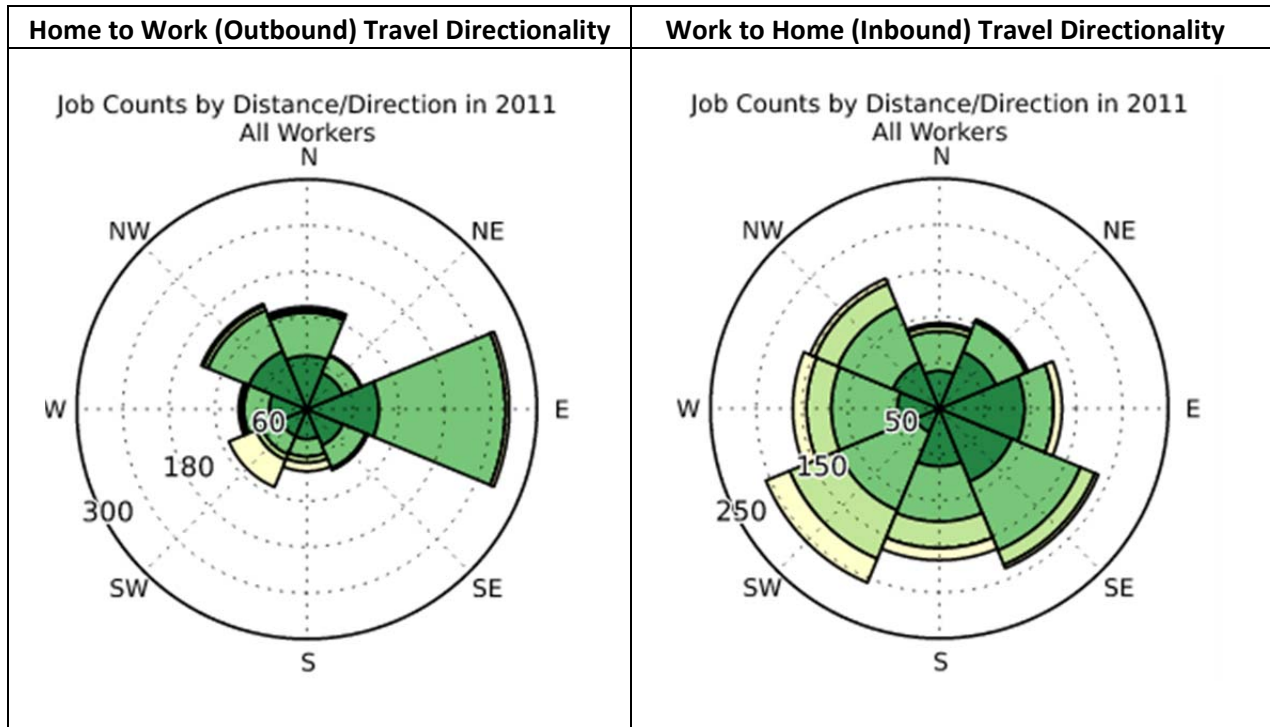
Table B.10. 25th Avenue Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	2	156	903
- Residential (Single Family)	0	97	759
- Residential (Multi Family)	0	0	0
- Commercial / Office	0	0	1
- Industrial / Warehouse	1	55	135
- Institutional	1	3	6
- Transportation / Utility	0	0	1
- Open Space / Vacant	0	1	1
Housing Units	0	55	705
- Own	0	47	556
- Rent	0	6	112
- Vacant	0	2	37
Population	0	175	2,005
- Minority Population	0	170	1,927
- Households	0	52	668
- Low Income (<\$35,000/yr) Households	0	14	193
- Zero Car Households	N/A	N/A	N/A
- One Car Households	N/A	N/A	N/A
- Two or More Car Households	N/A	N/A	N/A
- Median Household Income	\$0	\$60,048	\$54,301
- 2010-2012 Population Growth Rate	0.00%	0.65%	0.19%

Table B.11. 25th Avenue Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	1,203
- Filled by Residents Within 1/2 Mile	0
- Filled by Residents Outside 1/2 Mile	1,203
Residents with Employment Outside 1/2 Mile	990

Figure B.7. 25th Avenue Station Area Work Travel Directionality

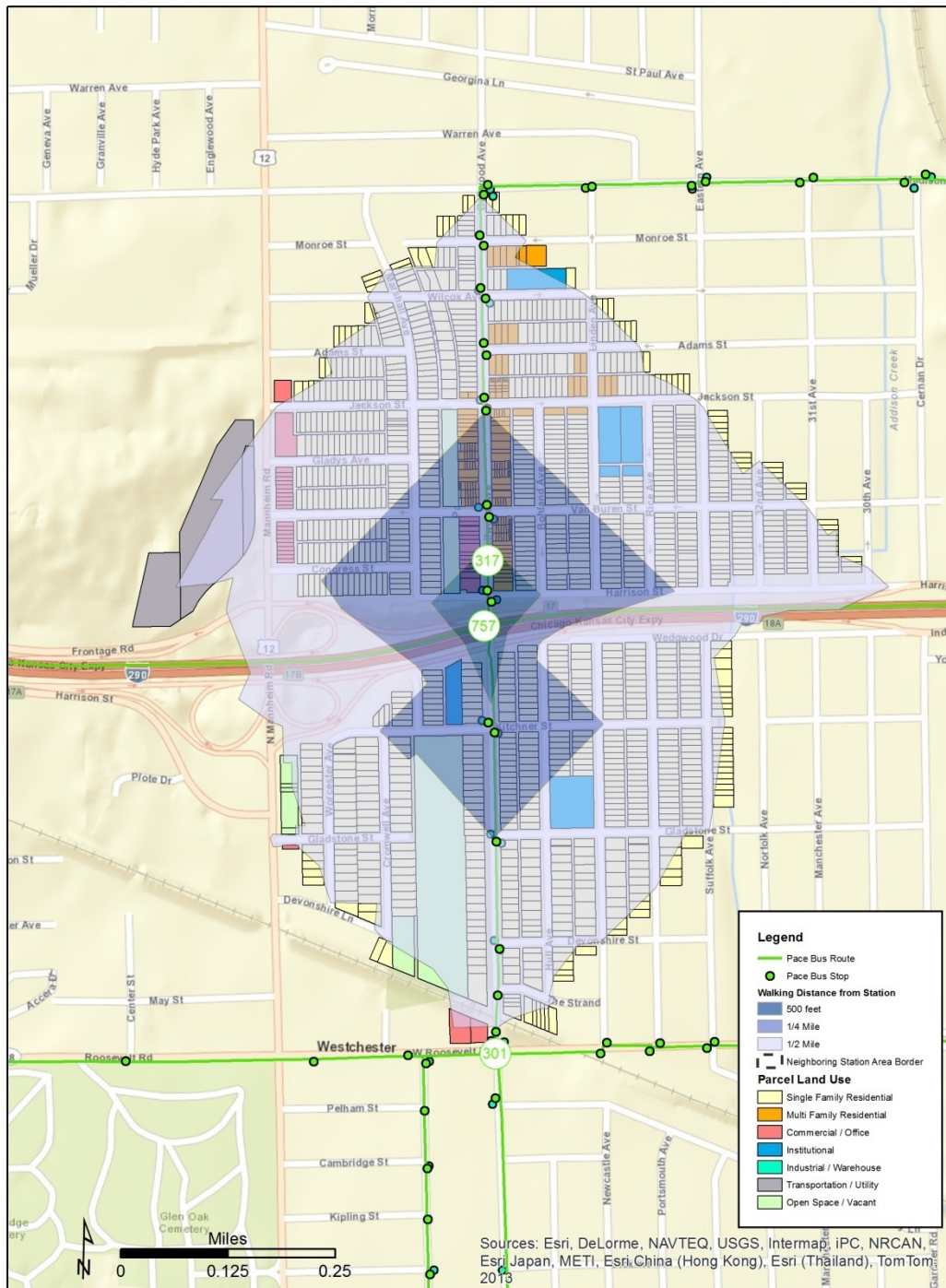


Source: Employment Census LEHD 2011.

Figure B.7 shows the movement and direction of individuals in and out of the 25th Avenue Station Area for employment purposes.

B.3.4 Westchester / Bellwood Avenue

Figure B.8. Westchester / Bellwood Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with 0.5 mile station catchment areas highlighted, is illustrated in Figure B.8. Tabulated land use data is presented in Table B.11.

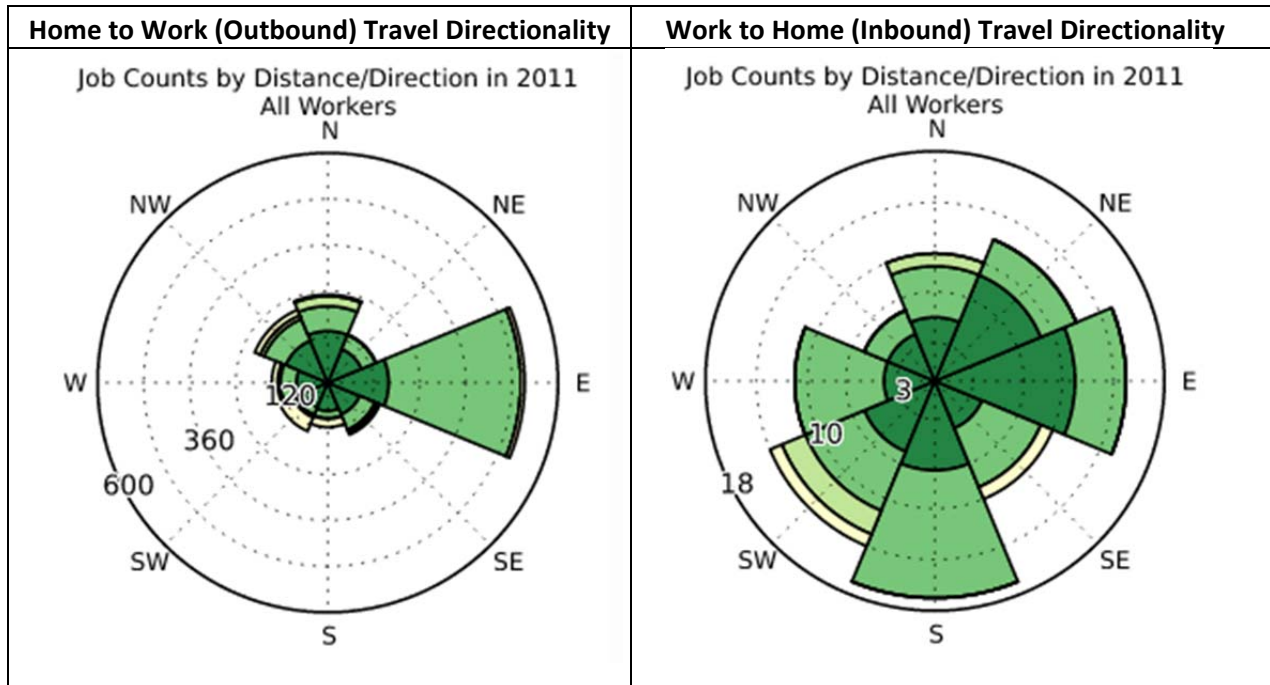
Table B.12. Westchester / Bellwood Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	32	401	1,356
- Residential (Single Family)	14	275	1,145
- Residential (Multi Family)	10	103	149
- Commercial / Office	7	15	40
- Industrial / Warehouse	0	0	0
- Institutional	0	2	7
- Transportation / Utility	0	0	3
- Open Space / Vacant	1	6	12
Housing Units	0	389	1,408
- Own	0	260	950
- Rent	0	99	362
- Vacant	0	30	96
Population	0	978	3,614
- Minority Population	0	826	1,497
- Households	0	359	1,312
- Low Income (<\$35,000/yr) Households	0	88	346
- Zero Car Households	N/A	N/A	N/A
- One Car Households	N/A	N/A	N/A
- Two or More Car Households	N/A	N/A	N/A
- Median Household Income	\$0	\$52,949	\$63,799
- 2010-2012 Population Growth Rate	0.00%	0.60%	0.36%

Table B.13. Westchester / Bellwood Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	95
- Filled by Residents Within 1/2 Mile	0
- Filled by Residents Outside 1/2 Mile	95
Residents with Employment Outside 1/2 Mile	1,631

Figure B.9. Westchester / Bellwood Station Area Work Travel Directionality

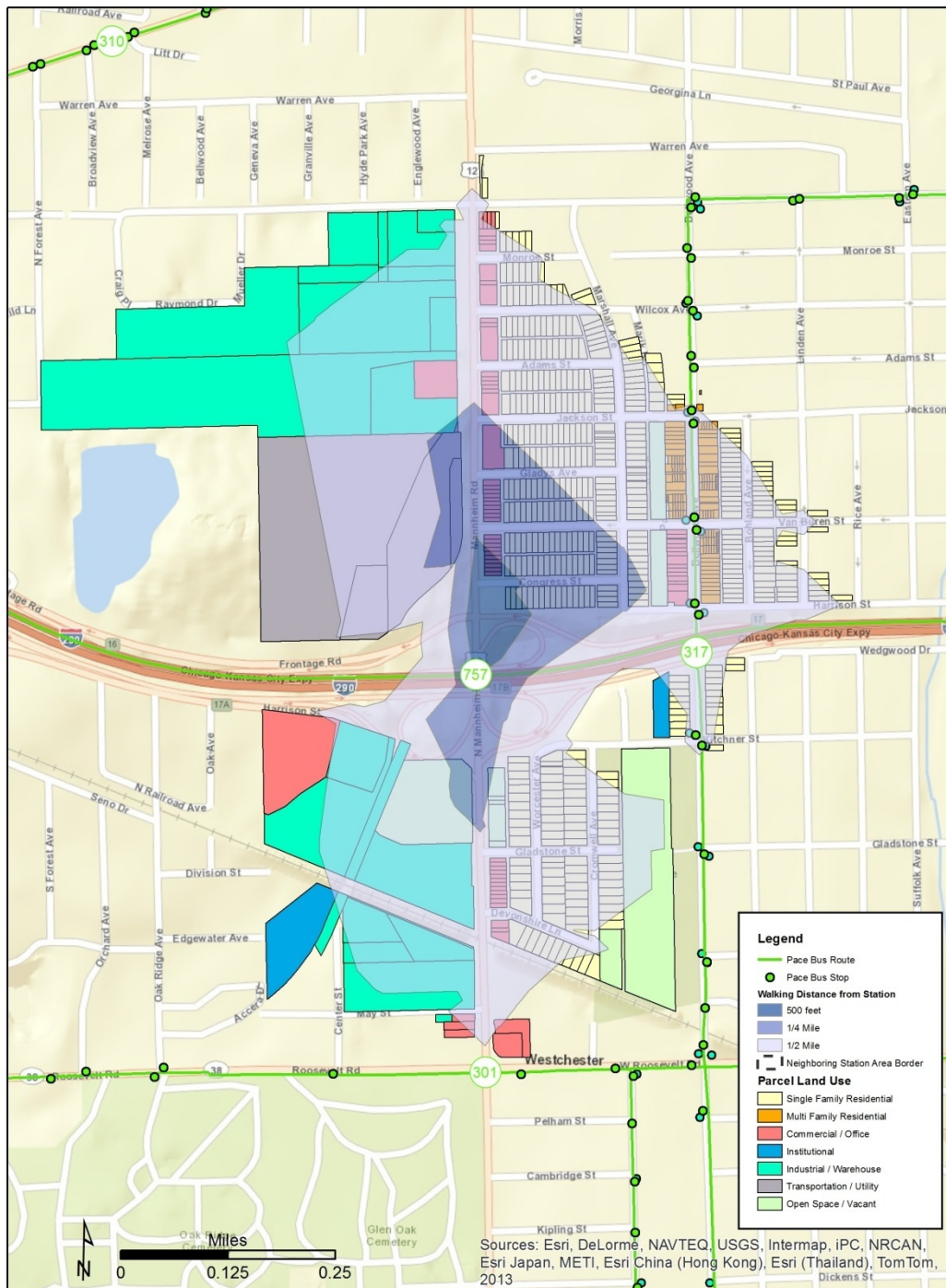


Source: Employment Census LEHD 2011.

Figure B.9 shows the movement and direction of individuals in and out of the Westchester / Bellwood Station Area for employment purposes.

B.3.4 Mannheim Avenue - North

Figure B.10. Mannheim North Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with 0.5 mile station catchment areas highlighted, is illustrated in Figure B.10. Tabulated land use data is presented in Table B.13.

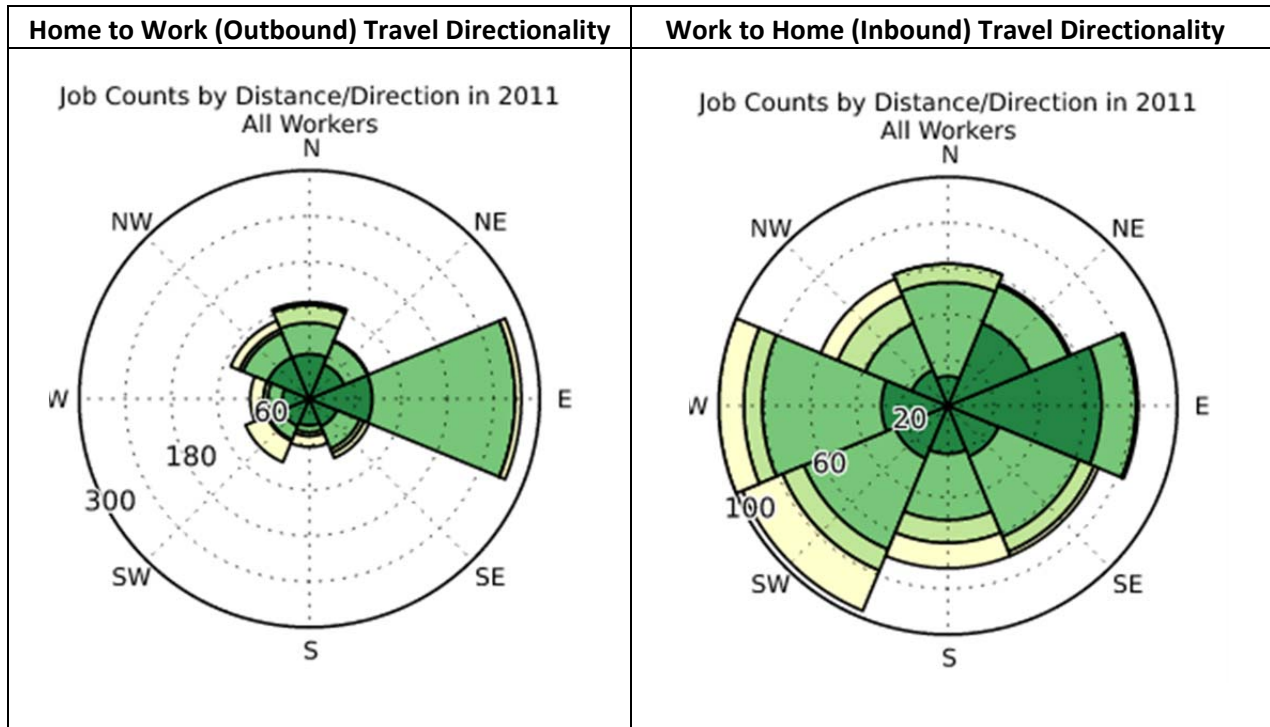
Table B.14. Mannheim North Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	16	136	711
- Residential (Single Family)	8	107	477
- Residential (Multi Family)	0	0	113
- Commercial / Office	8	22	79
- Industrial / Warehouse	0	1	22
- Institutional	0	0	2
- Transportation / Utility	0	4	5
- Open Space / Vacant	0	2	13
Housing Units	0	115	556
- Own	0	72	420
- Rent	0	31	84
- Vacant	0	12	52
Population	0	304	1,736
- Minority Population	0	285	2,956
- Households	0	102	622
- Low Income (<\$35,000/yr) Households	0	21	162
- Zero Car Households	N/A	N/A	N/A
- One Car Households	N/A	N/A	N/A
- Two or More Car Households	N/A	N/A	N/A
- Median Household Income	\$0	\$52,085	\$52,201
- 2010-2012 Population Growth Rate	0.00%	0.94%	0.69%

Table B.15. Mannheim North Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	602
- Filled by Residents Within 1/2 Mile	1
- Filled by Residents Outside 1/2 Mile	601
Residents with Employment Outside 1/2 Mile	310

Figure B.11. Mannheim North Station Area Work Travel Directionality

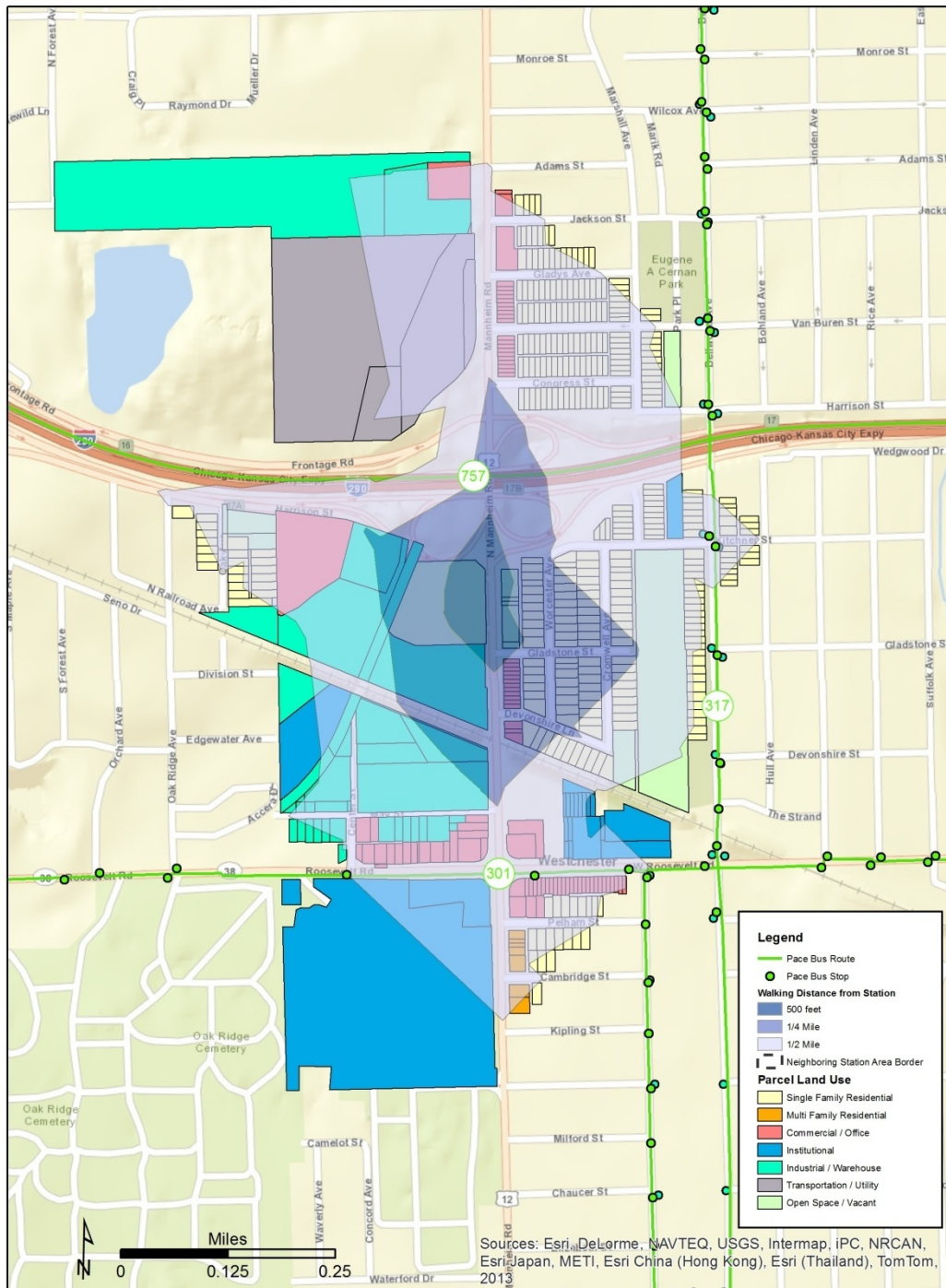


Source: Employment Census LEHD 2011.

Figure B.11 shows the movement and direction of individuals in and out of the Mannheim North Station Area for employment purposes.

B.3.4 Mannheim Avenue - South

Figure B.12. Mannheim South Station Area



Source: City of Chicago GIS, CMAP Land Use. A map of land use in the study area, with 0.5 mile station catchment areas highlighted, is illustrated in Figure B.12. Tabulated land use data is presented in Table B.15.

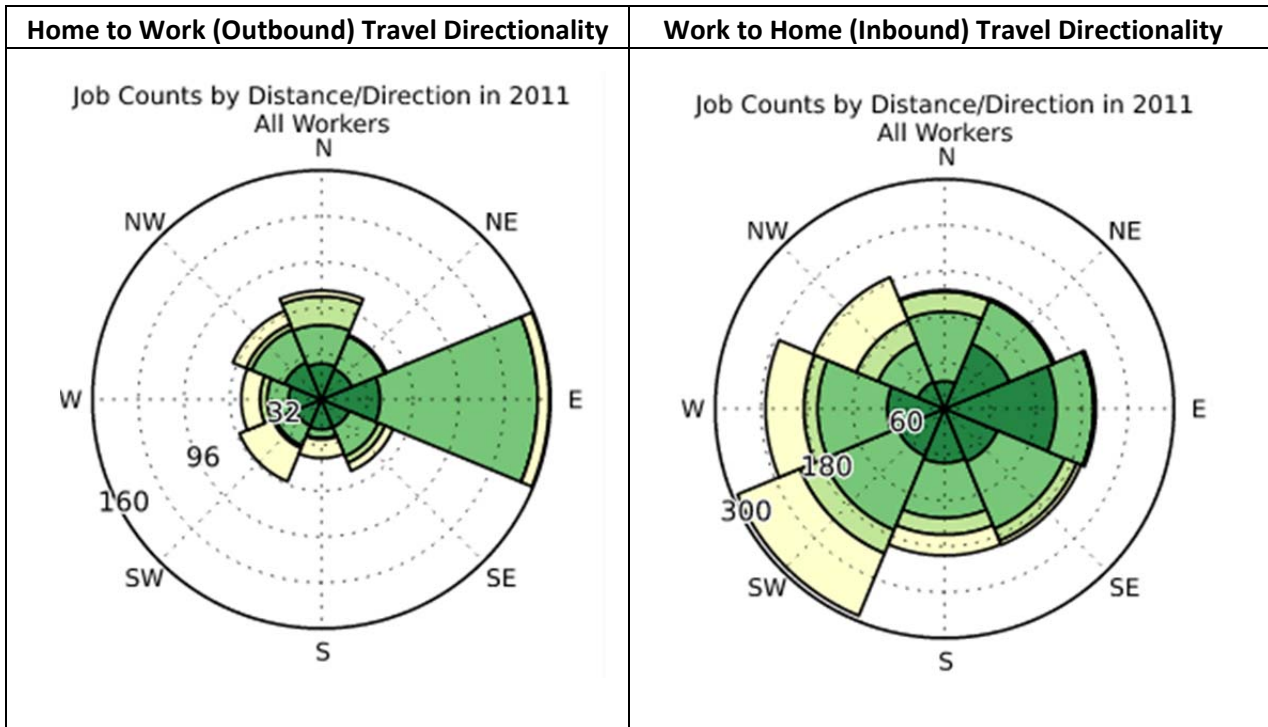
Table B.16. Mannheim South Station Area

<i>Walking Distance:</i>	Within 500 Feet	Within 1/4 Mile	Within 1/2 Mile
Parcels	11	95	517
- Residential (Single Family)	2	65	341
- Residential (Multi Family)	0	0	7
- Commercial / Office	2	16	93
- Industrial / Warehouse	1	7	38
- Institutional	0	0	21
- Transportation / Utility	0	0	5
- Open Space / Vacant	6	7	12
Housing Units	0	44	344
- Own	0	31	228
- Rent	0	11	91
- Vacant	0	2	25
Population	0	125	951
- Minority Population	0	68	666
- Households	0	42	320
- Low Income (<\$35,000/yr) Households	0	9	72
- Zero Car Households	N/A	N/A	N/A
- One Car Households	N/A	N/A	N/A
- Two or More Car Households	N/A	N/A	N/A
- Median Household Income	\$0	\$71,111	\$59,275
- 2010-2012 Population Growth Rate	0.00%	0.31%	0.31%

Table B.17. Mannheim South Station Area Employment

<i>Walking Distance</i>	Within 1/2 Mile
Internal Employment	1,607
- Filled by Residents Within 1/2 Mile	0
- Filled by Residents Outside 1/2 Mile	1,607
Residents with Employment Outside 1/2 Mile	564

Figure B.13. Mannheim South Station Area Work Travel Directionality



Source: Employment Census LEHD 2011.

Figure B.13 shows the movement and direction of individuals in and out of the Mannheim South Station Area for employment purposes.

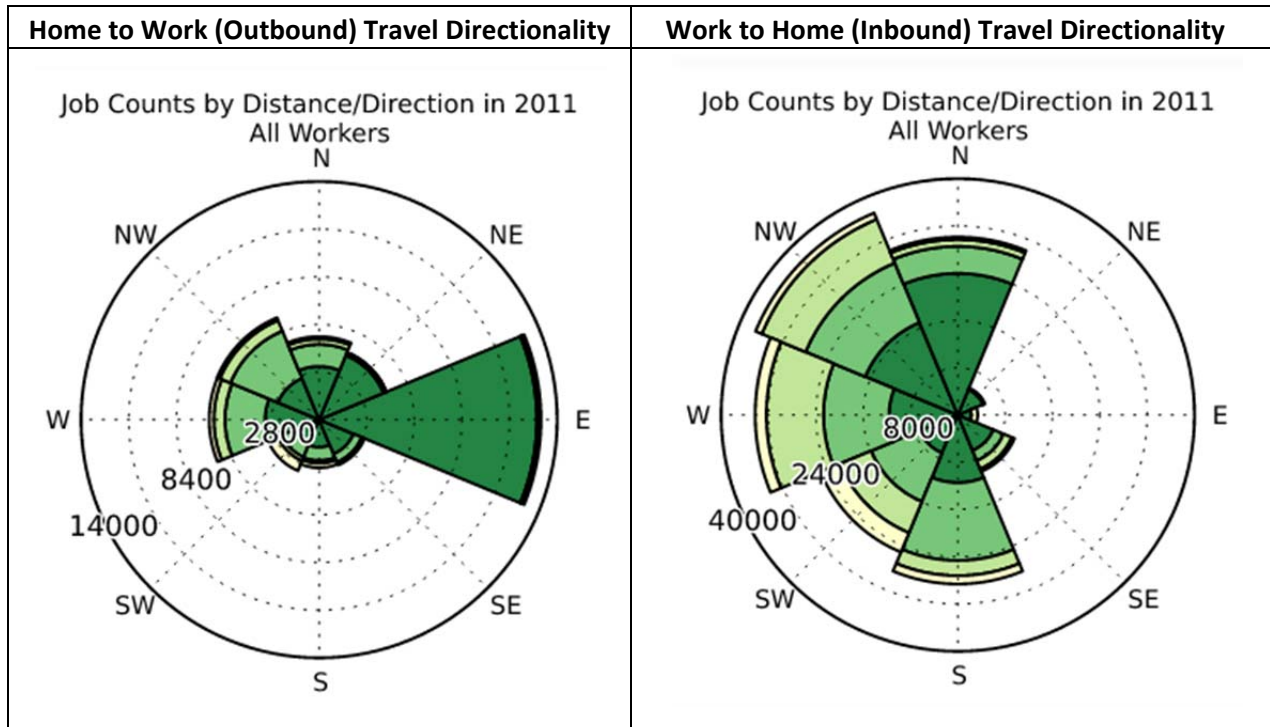
Table B.18. Blue Line Extension Study Area

	Study Area
Land Use (Acres)	2,330
- Residential (Single Family)	1,205
- Residential (Multi Family)	52
- Commercial / Office	141
- Industrial / Warehouse	355
- Institutional	261
- Transportation / Utility	216
- Open Space / Vacant	90
- Other	11
Housing Units	8,500
- Own	5,285
- Rent	2,426
- Vacant	789
Population	22,793
- Minority Population	20,384
- Households	7,711
- Low Income (<\$35,000/yr) Households	2,522
- Zero Car Households	N/A
- One Car Households	N/A
- Two or More Car Households	N/A
- Median Household Income	\$50,562
- 2010-2012 Population Growth Rate	0.04%

Table B.19. Blue Line Extension Study Area Employment

	Study Area
Internal Employment	22,193
- Filled by Residents Within Study Area	631
- Filled by Residents Outside Study Area	21,562
Residents with Employment Outside Study Area	8,745

Figure B.14. Blue Line Extension Study Area Work Travel Directionality



Source: Employment Census LEHD 2011.

Figure B.19 shows the movement and direction of individuals in and out of the Blue Line Extension Study Area for employment purposes.

B.4. Extension Options Evaluation

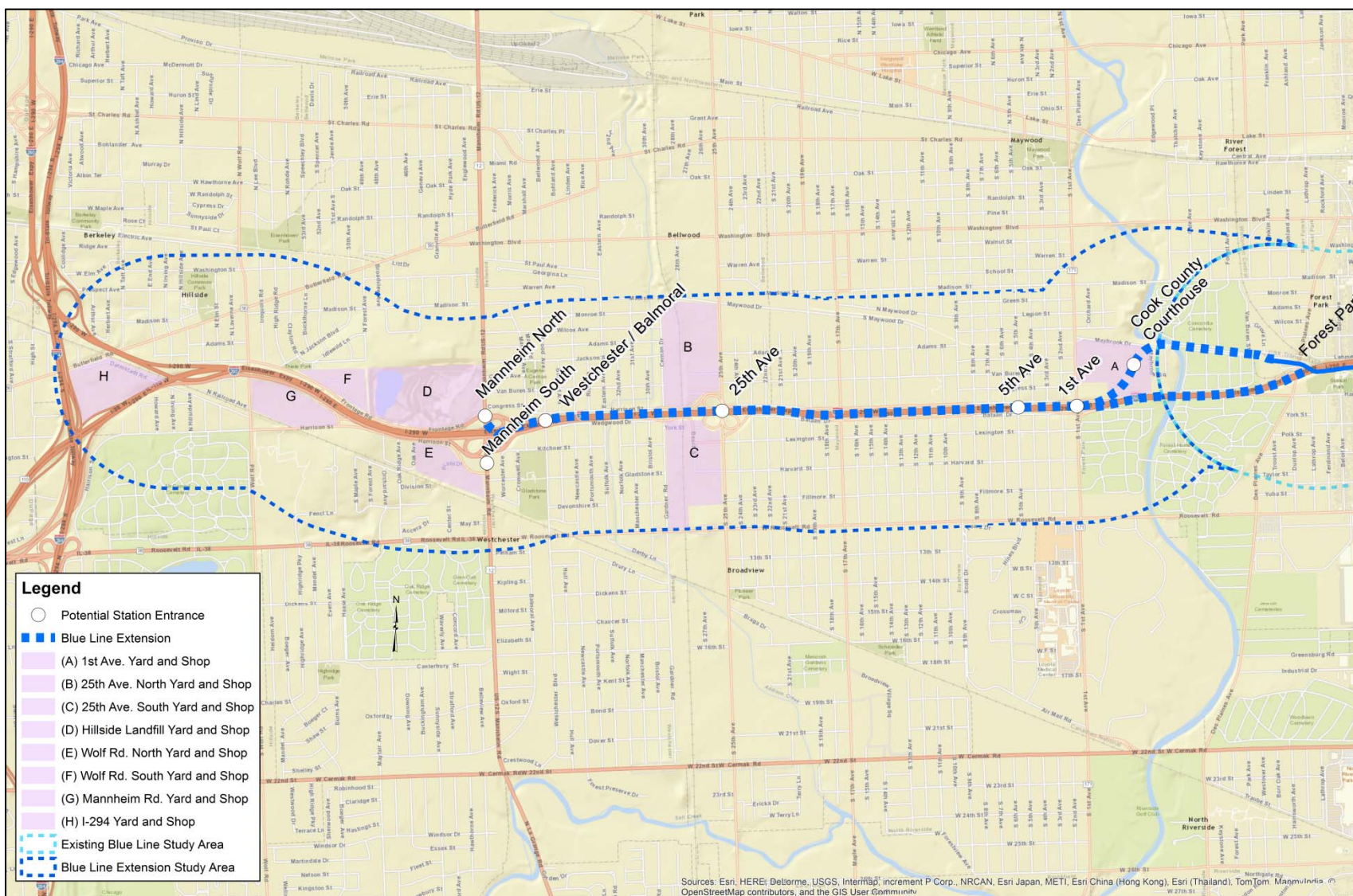
In addition to the market analysis on the existing Forest Park Branch described in the preceding sections, strong ridership and bus transfer figures at the Forest Park station indicate potential demand for transit service beyond the current terminus. While this demand is currently generally well served by Pace bus service, a number of Blue Line extension scenarios with yard and shop locations were evaluated in an effort to ascertain preliminary run times and stopping patterns. These scenarios are described briefly below, and are a combination of stations and potential yard and shop locations illustrated in Figure B.15.

Figure B.15 shows the study area for the Forest Park Blue Line extension extends in roughly a 0.5 mile radius surrounding I-290 from the existing terminal station at Forest Park to I-294. The Forest Park Blue Line Extension extends from Forest Park to a proposed terminal station near Mannheim Road. Potential yard shop locations were also identified along I-290 between Forest Park and I-294.

Two possible alignments are shown for the Blue Line Extension between Forest Park and 1st Avenue. The first alignment travels northwest along the existing Prairie Trail right-of-way and then south to a station along Maybrook Drive. The second alignment follows I-290 within the median to a proposed station at 1st Avenue. The alternatives on next page could terminate at 1st Avenue or Cook County Courthouse or extend to proposed stations at 5th Avenue, 25th Avenue, and Westchester / Balmoral.

The Blue Line Extension would then exit the I-290 median near Westchester Boulevard to a station either north or south of I-290 at Mannheim Road if the line is extended all the way to Mannheim. Station locations were selected based on a preliminary assessment including I-290 proposed intersection designs, demographic and employment data, and transfer potential to Pace Buses. Potential yard and shop locations were also preliminarily identified at 1st Avenue, 25th Avenue (north and south), Wolf Avenue (north and south), Mannheim Road and I-294. Potential yard and shop locations were identified based on a review of aerial photography and for properties which could accommodate up to 3-5 acre yard and shop facility adjacent to I-290. The purpose of this analysis is to identify potential locations for stations, yard and shops for a more detailed review and analysis in a future CTA study.

Figure B.15. Conceptual Extension Alignment, Station and Yard and Shop Options



Conceptual Extension Alignment and Station Options

1. Cook County Courthouse to Clinton

This option would include approximately 3,500 feet of new track to a new station near the Cook County Courthouse. This would be the only additional stop, and all current stops are assumed to have continued service. A potential yard and shop could be located west of the courthouse on the existing Com-Ed property.

2. 1st Avenue to Clinton

This option would include approximately 5,200 feet of new track to a new station at 1st Avenue at the I-290 (Eisenhower Expressway) overpass. This would be the only additional stop, and all current stops are assumed to have continued service. A potential yard and shop could be located west of the courthouse on the existing Com-Ed property.

3. Westchester to Clinton

This option would include approximately 17,200 feet of new track to a new station at Westchester Avenue at the I-290 (Eisenhower Expressway) overpass. Intermediate stations would be included at 25th Avenue and I-290 and 5th Avenue and I-290. Station locations were selected based on a preliminary assessment including I-290 proposed intersection designs, demographic and employment data, and transfer potential to Pace Buses. A potential yard and shop could be located on the existing Com-Ed property, west of south or north of I-290 and west of 25th Avenue. However, these yard and shop locations would require turning trainings back to enter the yard.

4. Mannheim North to Clinton

This option would include approximately 18,900 feet of new track to a new station at Mannheim north of I-290. Intermediate stations would be included at 25th Avenue and I-290 and 5th Avenue and I-290. A potential yard and shop could be located west of Mannheim on parcels north or south of I-290. The yard and shop could also be located further near Wolf Road or I-294.

5. Mannheim South to Clinton

This option would include approximately 18,900 feet of new track to a new station at Mannheim south of I-290. Intermediate stations would be included at 25th Avenue and I-290 and 5th Avenue and I-290. The proposed Blue Line Extension would exit the I-290 median near Westchester Boulevard due the lack of available right-of-way in within the I-290 median, as shown in Figure B.15. A potential yard and shop could be located west of Mannheim on parcels north or south of I-290. The yard and shop could also be located further near Wolf Road or I-294.

The results of the preliminary evaluation of the extension alternatives described above are summarized in Table B.20.

Table B.20. Blue Line Extension Station Recommendations

Potential Station	2012 Population within 0.5 Miles	2011 Employment within 0.5 Miles	2012 Minority Population within 0.5 Miles	2012 Low Income Population within 0.5 Miles	Recommendation
Study Area Total	22,793	22,193	20,384	2,522	
Cook County Courthouse	203	587 (2.6%)	193 (95.1%)	23 (35.4%)	Provides improved transit access to Cook County Court House Consider for further evaluation.
1 st Avenue	2,184	110 (0.5%)	2,113 (96.7%)	258 (37.0%)	Within 0.3 miles of Cook County Courthouse Station. Not recommended for further evaluation.
5 th Avenue	3,917	119 (0.5%)	3,790 (96.8%)	443 (33.7%)	Highest population within .50 miles of the station. Consider for further evaluation.
25 th Avenue	2,005	1,203 (5.4%)	1,927 (96.1%)	193 (27.4%)	Second highest population and employment within .50 miles of the station. Consider for further evaluation.
Westchester / Bellwood Avenue	3,614	602 (2.7%)	2,956 (81.8%)	346 (24.6%)	Consider for further evaluation.
Mannheim North	1,736	1,607 (7.2%)	1,497 (86.2%)	162 (24.1%)	Limited ROW for Blue Line Extension alignment north of I-290. Not recommended for further evaluation. However, has highest station area employment
Mannheim South	951	95 (0.4%)	666 (70.0%)	72 (20.9%)	Consider for further evaluation.

Source: ESRI Census 2012 Population, Household and Minority Estimate
Employment Census LEHD 2011

B.4.1 Conceptual Extension Alignment and Yard and Shop Options

Potential yard and shop locations include properties or land areas located adjacent to the proposed Blue Line Extension alignment to Mannheim Road that could accommodate a yard and shop facility. Minimum yard requirements include 250-car capacity rail yard, a shop with 28-car capacity, an electrical substation, employee parking and truck access. The locations identified are all currently developed and would require relocation of active businesses. The eight areas do not include parcels within residential areas. However, each of the eight locations identified are adjacent to or near established residential areas adjacent to I-290. These locations are preliminary and would need to be investigated further as part of a future Blue Line Extension Environmental Impact Study. Currently, CTA has not planned to conduct a Blue Line Extension Impact Study.

The existing site conditions and location recommendations are shown in Table B.21. Potential rail service options for each location are summarized following Table B.21.

Table B.21. Forest Park Branch Potential Yard and Shop Locations

Potential Yard and Shop Site	Location	Current Use	Existing Zoning	Recommendation /Feasibility
1 st Avenue	Maywood, west of Cook County Courthouse on ComEd property.	ComEd Storage Yard	Industrial/Proposed for future mixed use development ¹³	Consider for further evaluation.
25 th Avenue - North	Bellwood, industrial park located between Madison and I-290	Industrial buildings and warehouses	Business park and manufacturing ¹⁴	Would require relocation of multiple businesses. Not recommended.
25 th Avenue - South	Broadview, industrial park located between I-290 and Roosevelt	Industrial buildings and warehouses	Office/Industrial	Would require relocation of multiple businesses. Not recommended.

¹³ Village of Maywood Comprehensive Plan 2008 <http://www.thelakotagroup.com/Maywood/>

¹⁴ Village of Bellwood Comprehensive Plan 2013

http://issuu.com/communitycollaborate/docs/bellwood_comp_plan_final_nov_2013

Table B.21. Forest Park Branch Potential Yard and Shop Locations (Cont'd)

Potential Yard and Shop Site	Location	Current Use	Existing Zoning	Recommendation /Feasibility
Mannheim North	Hillside, northwest of I-290 interchange	Landfill closed and capped in 2008	Office/Industrial	Would require construction on closed landfill. Not recommended due design constraints on a recently closed landfill. Would require the Blue line alignment to exit north of the I-290 median near Westchester Road.
Mannheim South	Hillside Town Center	Hillside, southwest of I-290 and Mannheim Rd.	Hillside Town Center	Target and other national chain retail stores located within the development. Would require relocation of big box stores. Not recommended.
Wolf Road North	Private school, hotel, and religious facility	Hillside, north of I-290 and east of Wolf Rd.	Private school, hotel, and religious facility	Would require 1.0 mile track extension past Mannheim Station. Would require relocation of school, hotel and religious facility. Not recommended.
Wolf Road - South	Hillside south of I-290 and east of Wolf Rd.	West Point Center shopping mall	General business	Would require 1.0 mile track extension past Mannheim Station and redevelopment of retail center. Consider for further evaluation.
I-294	Hillside, located on Butterfield Rd. within the I-294, I-290 and I-88 interchange	Manufacturing	Manufacturing	Would require 1.5 mile track extension past Mannheim Station and relocation of manufacturing plant. Not recommended.

*Note: Minimum yard includes 250-car capacity, a shop with 28-car capacity, a substation, employee parking and truck access.

B.4.2 Potential rail service options for each location are summarized below:

1. 1st Avenue

Service to a potential new west terminal at 1st Avenue would likely involve a majority of trains traveling to the end of the line. Depending on the ultimate location of a potential new shop/yard facility, scheduling any service to short-turn at the existing Forest Park site may not be logical or feasible. Existing and/or planned future mid-route turn-backs at either Morgan or Illinois Medical District remain a viable option.

2. 25th Avenue North

Service to a potential new west terminal at 25th Avenue North could include an option for terminating some service (perhaps time of day dependent) at the existing Forest Park

terminal. Depending on the ultimate location of a potential new shop/yard facility, scheduling service to short-turn at the existing Forest Park site may be beneficial given the overall travel distance and other factors such as feeder bus routes. Existing and/or planned future mid-route turn-backs at either Morgan or Illinois Medical District remain a viable option.

3. 25th Avenue South

Service to a potential new west terminal at 25th Avenue South could include an option for terminating some service (perhaps time of day dependent) at the existing Forest Park terminal. Depending on the ultimate location of a potential new shop/yard facility, scheduling service to short-turn at the existing Forest Park site may be beneficial given the overall travel distance and other factors such as feeder bus routes. Existing and/or planned future mid-route turn-backs at either Morgan or Illinois Medical District remain a viable option.

4. Wolf Road North

Service to a potential new west terminal at Wolf Road North could include an option for terminating some service (perhaps time of day dependent) at the existing Forest Park terminal. Depending on the ultimate location of a potential new shop/yard facility, scheduling service to short-turn at the existing Forest Park site may be beneficial given the overall travel distance and other factors such as feeder bus routes. Existing and/or planned future mid-route turn-backs at either Morgan or Illinois Medical District remain a viable option.

5. Wolf Road South

Service to a potential new west terminal at Wolf Road South could include an option for terminating some service (perhaps time of day dependent) at the existing Forest Park terminal. Depending on the ultimate location of a potential new shop/yard facility, scheduling service to short-turn at the existing Forest Park site may be beneficial given the overall travel distance and other factors such as feeder bus routes. Existing and/or planned future mid-route turn-backs at either Morgan or Illinois Medical District remain a viable option.

6. Mannheim Road

Service to a potential new west terminal at Mannheim Road could include an option for terminating some service (perhaps time of day dependent) at the existing Forest Park terminal. Depending on the ultimate location of a potential new shop/yard facility, scheduling service to short-turn at the existing Forest Park site may be beneficial given the overall travel distance and other factors such as feeder bus routes. Existing and/or planned future mid-route turn-backs at either Morgan or Illinois Medical District remain a viable option.

8. I-294

Service to a potential new west terminal at Interstate 294 could include an option for terminating some service (perhaps time of day dependent) at the existing Forest Park terminal. Depending on the ultimate location of a potential new shop/yard facility, scheduling service to short-turn at the existing Forest Park site may be beneficial given the overall travel distance and other factors such as feeder bus routes. Existing and/or planned future mid-route turn-backs at either Morgan or Illinois Medical District remain a viable option.

B.5 Conclusion

B.5.1 Initial Recommendations

Blue Line Extension Station Locations

At time of this study, the IDOT I-290 Eisenhower Expressway project has identified I-290 improvements and reserved the right-of-way within the median of I-290 from Forest Park to Mannheim Road for a potential future transit corridor in the form of a Blue Line Extension. The I-290 project is studying rail and express bus transit modes from Mannheim Road to the CTA Forest Park station as possible transit alternatives. Potential recommended stations include Cook County Courthouse, 5th Avenue, 25th Avenue, Westchester/Balmoral and south of the I-290/Mannheim Road intersection. The transit alternatives and station locations will be studied in more detail as part of the I-290 Environmental Impact Study which is expected to begin in Fall 2014.

Walk-in access and bus transfers are critical for each of the identified Forest Park Blue Line Extension station locations. Coordination should occur between CTA, IDOT and local municipalities to further analyze the identified station locations as part of the environmental study.

Blue Line Extension Yard and Shop Locations

Possible yard and shop locations were identified at eight locations as part of potential Blue Line Extension from Forest Park to Mannheim Road. The identified locations would provide indirect access from the median of the adjacent I-290 highway facility from Forest Park to Mannheim Road. Three additional locations were identified west of Mannheim Road that would require extending a non-revenue track west of Mannheim Road on either side of I-290 for access. Potential recommended yard and shop locations include 1st Avenue, and Wolf Road South. Potential yard and shop locations would not be studied in more detail as part of the I-290 Environmental Impact Study.

Coordination should occur between CTA, IDOT and local municipalities to further analyze the identified potential yard and shop locations as part of a future CTA Forest Park Blue Extension study. At time of this study, CTA has not programmed or identified a study.