

Slide 1: CTA Blue Line Forest Park Branch Feasibility/Vision Study

Study Recommendations

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Presenting in Coordination with IDOT I-290 Corridor Advisory Group Meeting July 30, 2014

Slide 2: Purpose and Study Process

Purpose of the study

- The 55-year old Forest Park Branch is beyond its useful life
 - Evaluate existing conditions and infrastructure options
 - Evaluate markets and service options
 - Conduct outreach to project stakeholders
 - Identify policy and funding options
 - Coordinate planning with IDOT for I-290 corridor

Slide 3: Blue Line Study Area

- Clinton Station to Forest Park Terminal Station
- Madison Street to Roosevelt Road
- Review IDOT transit proposals to Mannheim Rd

A map showing the study area as described above: The Study area captures the complete Blue Line from Clinton to Forest Park, and also allows for the evaluation of alternatives that could continue to Mannheim Road in coordination with I-290 EIS study.

Specifically, a red box delineates the study area from 1 block east of Clinton station at Canal Street (east) to Mannheim Road (west), Madison Street (north) to Roosevelt Road (south).

Slide 4: Summary of Existing Conditions Assessment

- Minimal upgrades have been completed as needed
 - Special Trackwork: crossovers & switches recently upgraded (except Lathrop)
 - Signals: recently upgraded
- Remaining elements beyond useful life and severely worn
 - Track: contaminated ballast, deteriorated ties, poor drainage, worn rail
 - Stations: over 50 years old, only 4 of 12 are accessible, narrow platforms
 - Structures: approaching end of useful life
 - Traction Power: substation, cabling, third rail, etc require upgrading
 - Communications System: warrants technical improvements
 - Maintenance Shop: approaching end of useful life; inadequate track configuration and capacity

Slide 5: Overall Recommendations

- Complete reconstruction/modernization for the Forest Park branch
 - Maintain existing entrance locations
 - Improve customer experience
 - Improve infrastructure
 - Improve terminal site
- Maintain existing service
- Work with IDOT on corridor improvements

Slide 6: Maintain Existing Entrance Locations

- Retain double and triple entry station entrances at Harlem, Oak Park, Austin, Illinois Medical District, Racine, UIC-Halsted

[Image of Austin station, with two head houses at Austin and Lombard, and ramps to center platform]

- Dual headhouses possible for single entry stations with bus connections at Cicero, Pulaski, Western

[Image of Western Ave revised station concept design with dual headhouses on both the east and west sides of Western Ave, both leading down to opposite ends of a CTA platform.]

Slide 7: Improve Customer Experience Conceptual Rendering

A draft rendering of the entrance to Austin station is shown. There is an plaza in front of the station with a partial covering. There are green trees, a bike rack and many pedestrians in the image. The features of the rendering are listed at the bottom of the slide as follows:

- ADA ACCESSIBLE
- LANDSCAPING
- PEDESTRIAN CROSSINGS/REFUGES
- STATION ENTRANCE DESIGN AND LOCATIONS
- REDUCED NOISE VIA STATION DESIGN
- BIKE RACKS

Slide 8: Improve Customer Experience Conceptual Rendering

A draft rendering of the platform level at Austin station is shown. The platform is wider than existing without any barriers, allowing a long open view of many transit users. There is a partial concrete station covering. The features of the rendering are listed at the bottom of the slide as follows:

- WIDER PLATFORMS
- SHELTER/WEATHER PROTECTION

Slide 9: Improve Terminal Site

- Redesign Forest Park terminal, yard, and shop within current parcel
 - Improve site circulation
 - Bike and pedestrian access to the terminal
 - Highway and traffic flow around the terminal
 - Meet increased yard and shop needs
 - Inadequate fleet storage
 - Inadequate shop size
 - Improve yard configuration

[Aerial photograph of existing terminal site is shown on right-side of slide.]

Slide 10: Forest Park Terminal Station - Conceptual Rendering

An image of a draft rendering of Des Plaines Ave facing south looking toward a redesigned CTA station at Forest Park terminal. The rendering shows wider sidewalks with pedestrians and bike lanes on Des Plaines, CTA entrances on the east and west sides of the street, and a redesigned station covering of aesthetically curved concrete.

Slide 11: Maintain Existing Service

- Long-term
 - Bring service speeds up to state-of-good-repair
 - No 3rd track or express service
 - Already serves as west side express due to current station spacing
 - Remove stations closed in 1970s
- Short-term (immediate)
 - CTA continues to perform interim slow zone maintenance work on branch, which began in spring 2014
 - 5 nights/week, occasional weekends
 - From Clinton to Forest Park, but focusing on west end of branch

Slide 12: Intermodal Coordination

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

Slide 13: Summary of Overall Recommendations

- Complete reconstruction/modernization for the Forest Park branch
- Maintain existing entrance locations

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

Slide 14: Next Steps

- Present results to public in coordination with IDOT I-290 Public Hearing
- Continue to evaluate funding options and project phasing

[Image of the Blue Line Forest Park Branch Vision/Feasibility Study Schedule including several tasks and their respective work dates, as follows:

- Data Collection: Spring 2013 through Fall 2013
- Station Concepts Development: Summer 2013 through Fall 2013
- Corridor Service Evaluation: Fall 2013 through Winter 2013/14
- Station Concepts Evaluation: Fall 2013 through Winter 2013/14

Public and Agency Outreach Meetings are indicated with a red mark in Fall 2013, Winter 2013/2014, and Summer 2014, which will coincide with the Study Completion.