



*CTA Blue Line Forest Park Branch
Feasibility/Vision Study*

*Village of Forest Park Council
Meeting*

Carole Morey, Chief Planning Officer

Tuesday, October 13, 2015



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



Study Area



CTA Blue Line Vision Study Area



Legend

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



Forest Park Terminal Station - Background



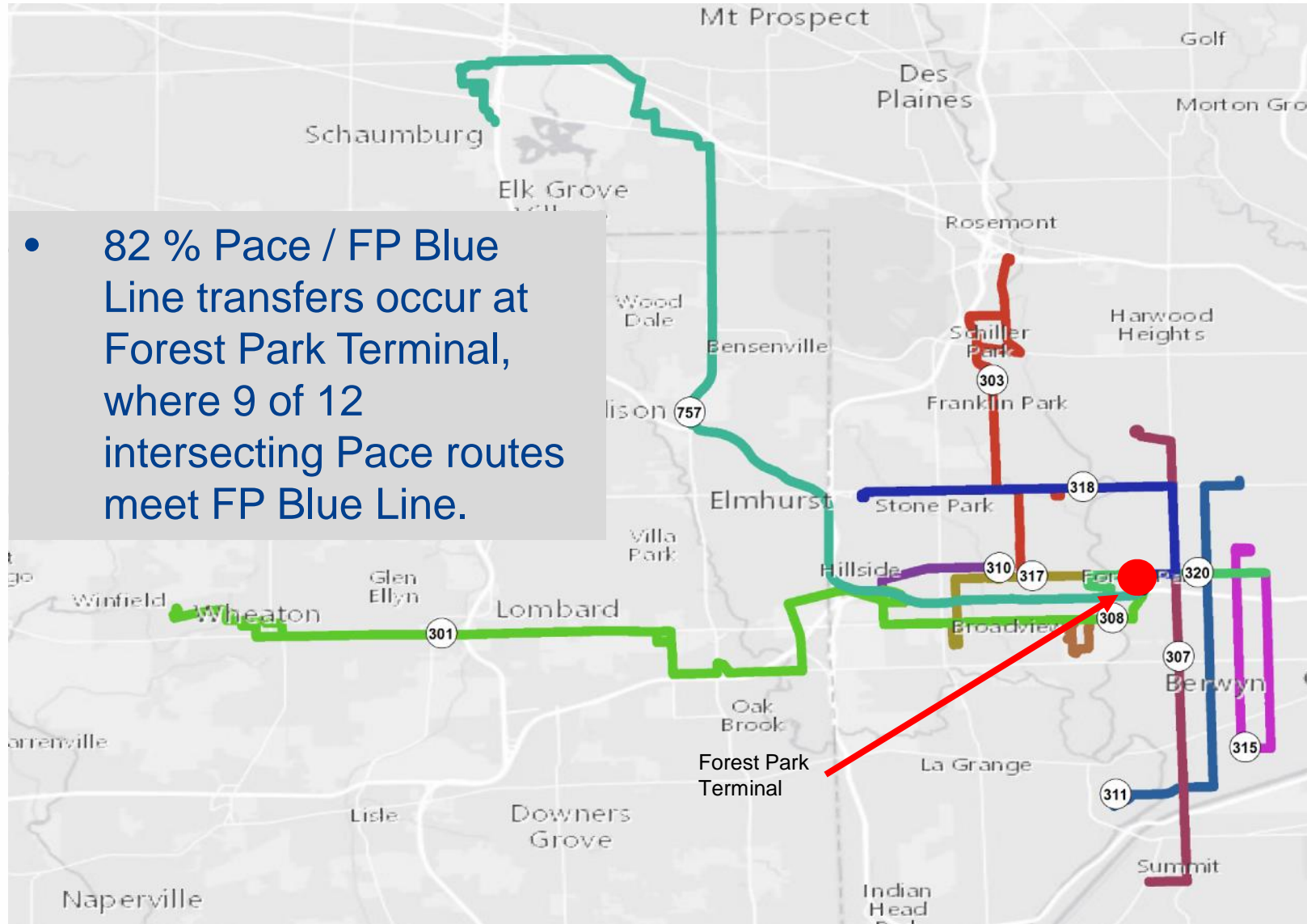
- Terminal Station for Blue Line Forest Park Branch
- Station rebuilt in 1982 with ADA access
- Terminal serves Pace Buses #301, #303, #305, #308, #310, #317, #318, #320 and #757 (no CTA routes)
- 1,051 existing Park and Ride spaces,
 - 650 spaces on CTA property (397 in main lot, 200 in overflow lot near cemetery, and 53 south of I-290 bridge)
 - 401 on Village of Forest Park property
- Weekday ridership ~3,800 entries/day
- Over 1/3 of weekday riders transfer from bus (37%, March/April 2013)
- Annual 2014 ridership consistent (+0.1%) with 2013 at 1,157,040 entries



Forest Park Terminal Station – Pace Bus Routes



- 82 % Pace / FP Blue Line transfers occur at Forest Park Terminal, where 9 of 12 intersecting Pace routes meet FP Blue Line.



Forest Park Terminal Station - Background



Forest Park Branch Ridership, Annual Average 2014

Forest Park Blue Line Station	Average Weekday	Average Saturday	Average Sunday	Annual Entries	Market Share
Clinton	3,748	1,539	1,394	1,116,639	11%
UIC-Halsted	5,836	2,215	1,579	1,695,108	17%
Racine	2,474	1,346	979	757,731	8%
Illinois Medical District	3,703	1,230	856	1,057,932	11%
Western	1,737	1,176	912	556,858	6%
Kedzie-Homan	2,353	1,552	1,235	752,306	8%
Pulaski	1,946	1,509	1,259	647,672	7%
Cicero	1,492	1,042	796	480,685	5%
Austin	2,107	1,065	796	638,728	7%
Oak Park	1,882	809	591	556,353	6%
Harlem	1,179	693	528	367,351	4%
Forest Park	3,803	1,968	1,466	1,157,040	12%
Blue Line - Forest Park Total	32,260	16,144	12,391	9,784,403	100%



Recommend Complete Reconstruction of FP Branch

CTA BLUE LINE VISION STUDY



Minimal upgrades have been completed as needed

- Special Trackwork and Signals recently upgraded (except Lathrop)
- Ongoing maintenance efforts keep tracks in operable condition: 27.3% of Forest Park Blue Line branch in slow zones (Sep 2015); permanent fix not possible w/out full reconstruction

Remaining elements beyond useful life and severely worn

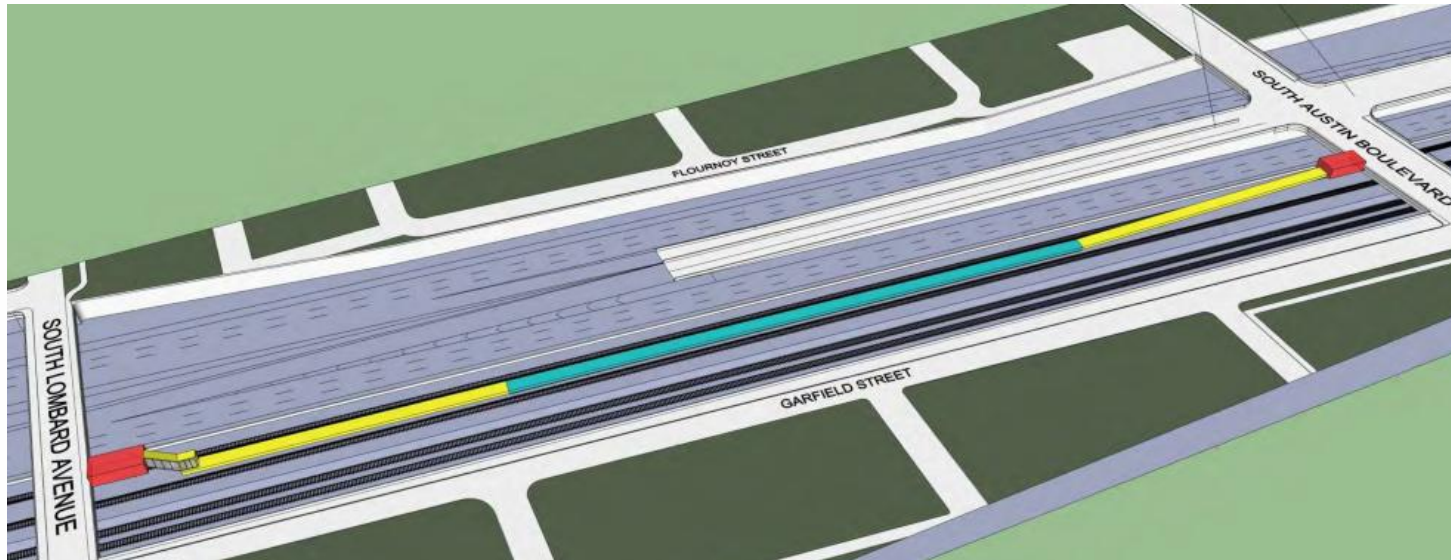
- Track: contaminated ballast, deteriorated ties, poor drainage, worn rail
- Stations: over 50 years old, only 4 of 12 are accessible, narrow platforms
- Structures: approaching end of useful life
- Traction Power: substation, cabling, third rail, etc require upgrading
- Communications System: warrants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



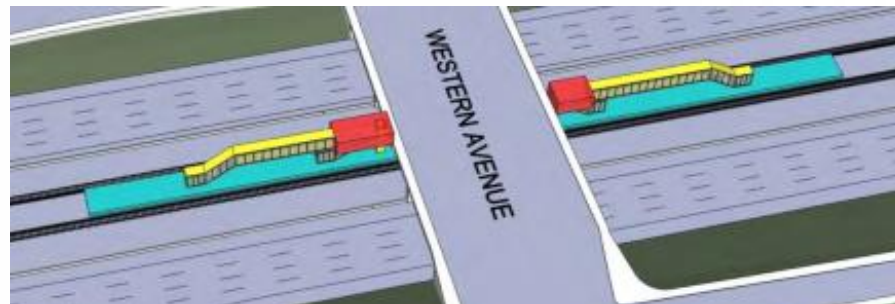
Maintain Existing Entrance Locations



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



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



Improve Customer Experience: Conceptual Rendering

CTA BLUE LINE VISION STUDY



Draft Conceptual Rendering



- Wider Platforms

- Shelter/weather protection

Improve Customer Experience: Conceptual Rendering

CTA BLUE LINE VISION STUDY



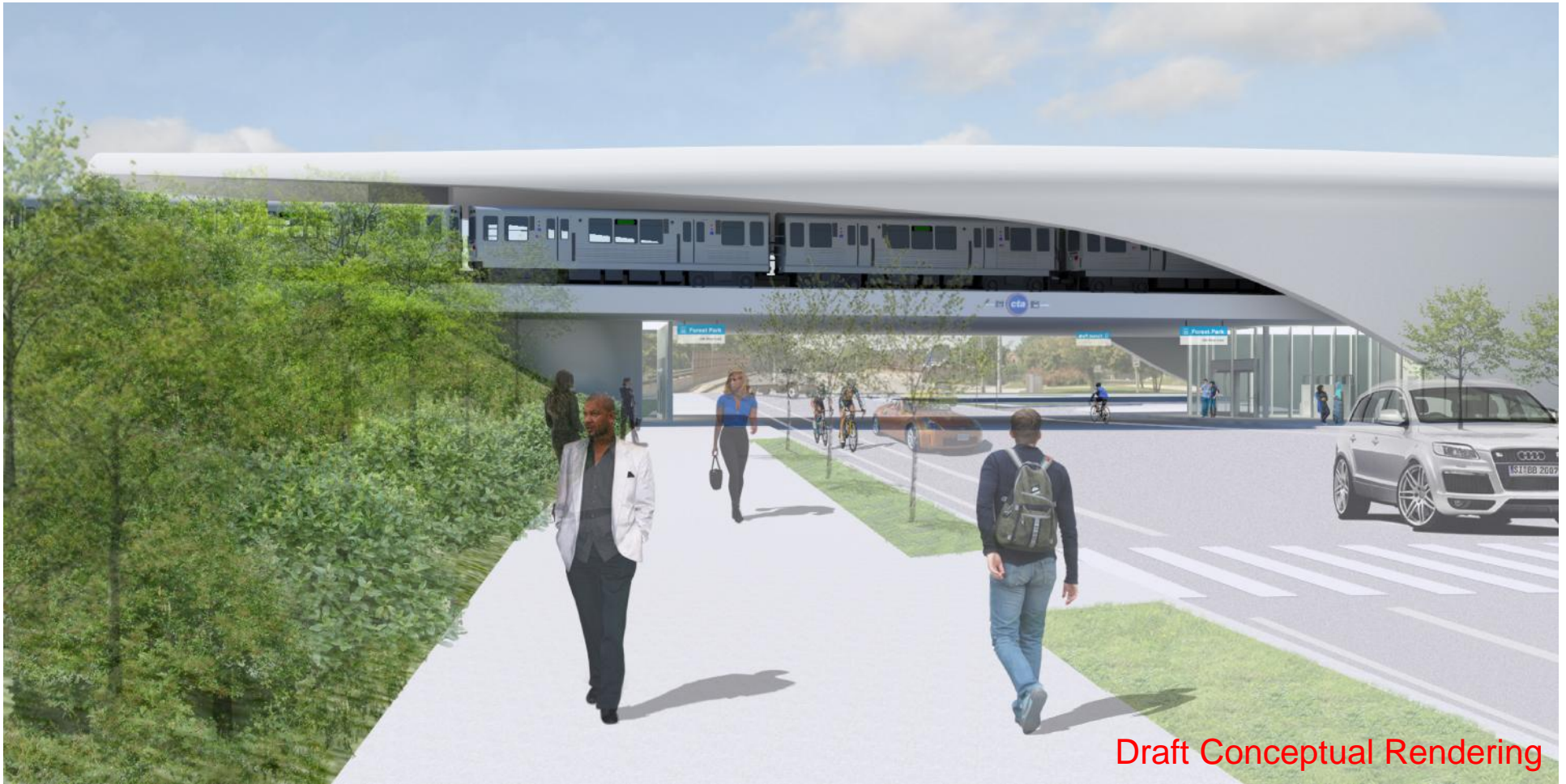
Draft Conceptual Rendering

- ADA accessible
- Landscaping
- Pedestrian crossings/refuges
- Station entrance design and locations
- Reduced noise via station design
- Bike racks
- Lighting
- CTA maintenance & construction



Improve Customer Experience: Conceptual Rendering

CTA BLUE LINE VISION STUDY



Draft Conceptual Rendering



Forest Park Terminal Station - Improve Terminal Site

CTA BLUE LINE VISION STUDY



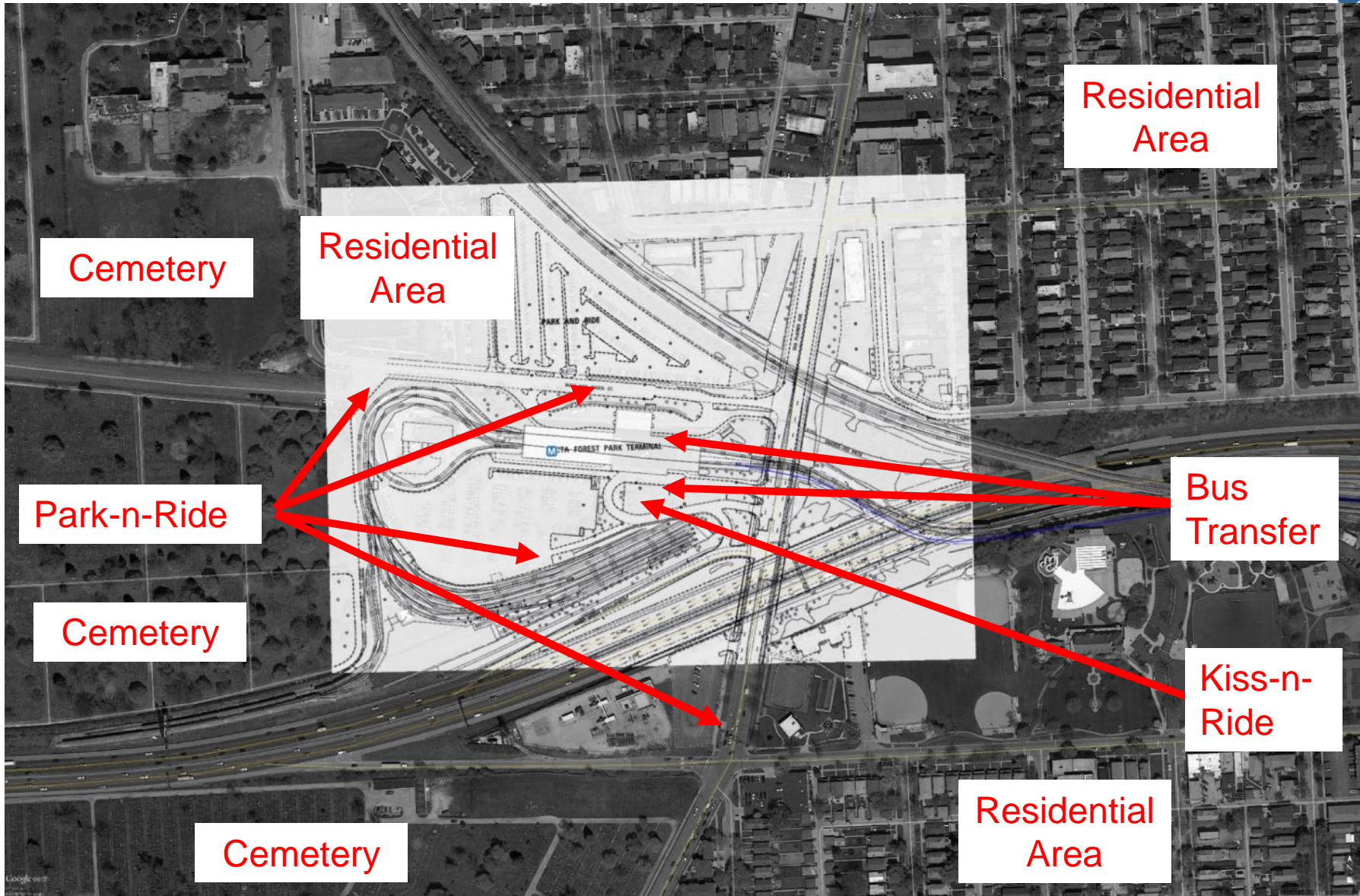
Redesign Forest Park terminal, shop and yard

- Improve site circulation
 - Bus circulation and transfers
 - Bike and pedestrian access to the terminal
 - Highway and traffic flow around the terminal
- Meet increased rail yard and shop needs
 - Inadequate fleet storage
 - Inadequate shop size
 - Improve yard configuration



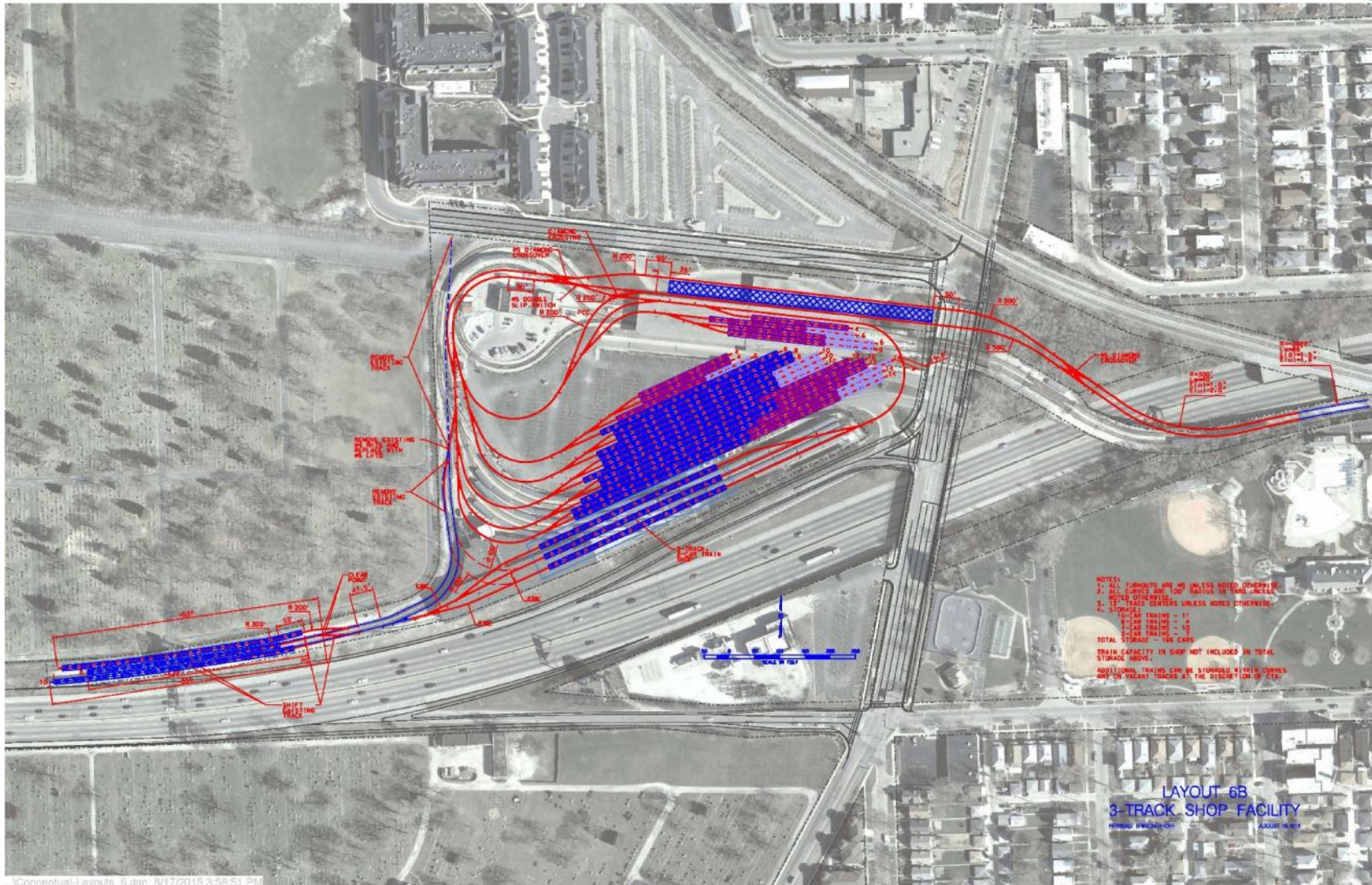
Forest Park Terminal – Existing Site Plan

CTA BLUE LINE VISION STUDY



Forest Park Terminal Station – Proposed Site Plan

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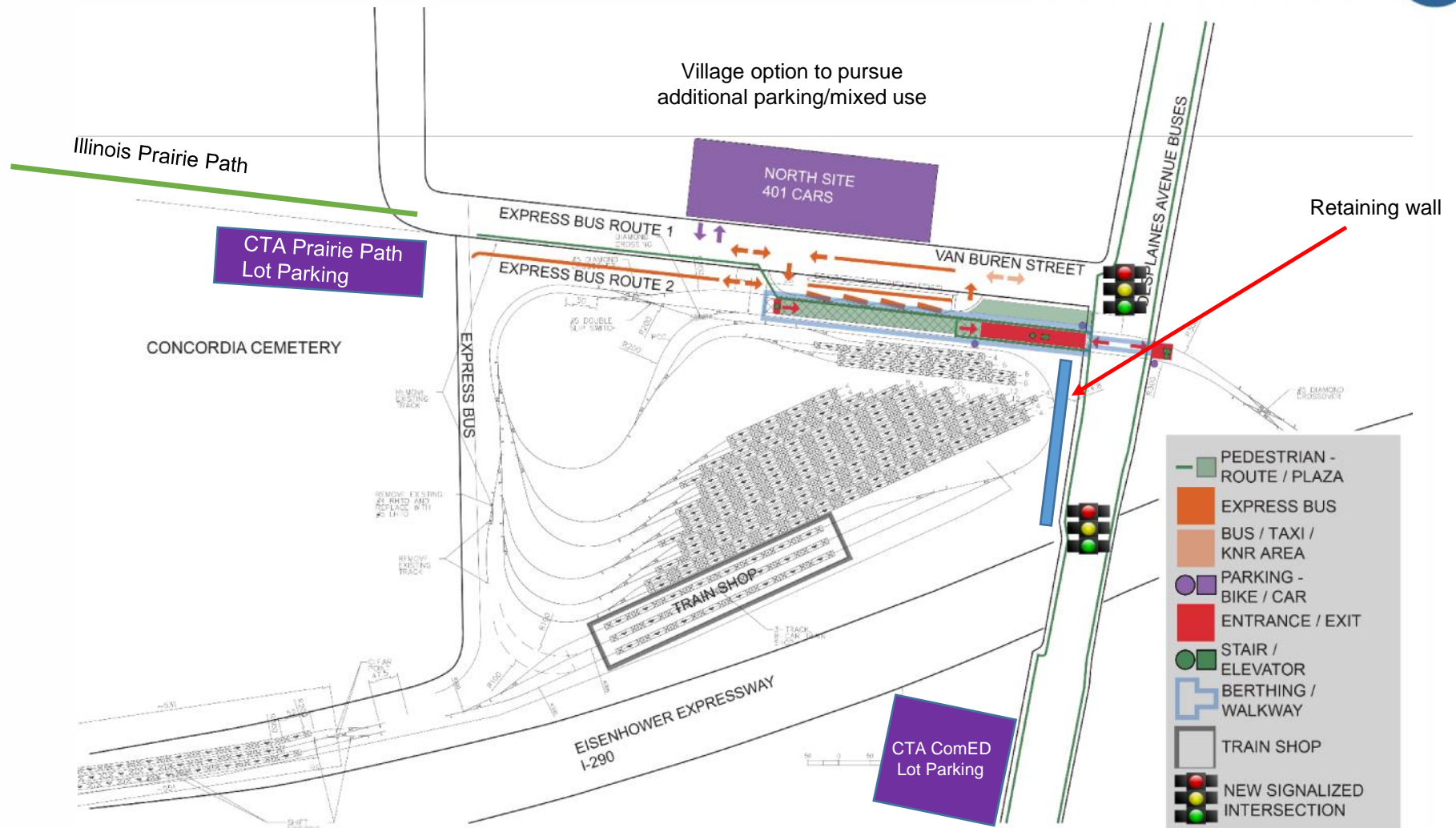


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CTA Proposal – Forest Park Terminal Station Improvement Plan

CTA BLUE LINE VISION STUDY



Forest Park Terminal Station – Improvement Plan

CTA BLUE LINE VISION STUDY



- **Pros**

- With Forest Park support and funding, this project could be a stand-alone project and advance independent of reconstruction
- Shop building can be accommodated within the existing footprint of CTA's property
- Express bus route access from I-290 can be accommodated
- New terminal can be constructed north of existing terminal
- Shop and maintenance access can be accommodated via route underneath the new rail yard

- **Cons**

- Parking would need to be relocated off site on north side of Van Buren St. (Identified in Forest Park Comprehensive Plan, no work completed to date)
- Requires realignment of track and new bridge to access the terminal
- Requires shifting of car maintenance to another shop during construction of new shop

- **Outstanding elements**

- Traffic analysis of Van Buren Street
- Environmental obligations to advance planning



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
- Continue working with Forest Park and local officials up through construction

- **Short-term (immediate)**

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





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

Summary of recommendations



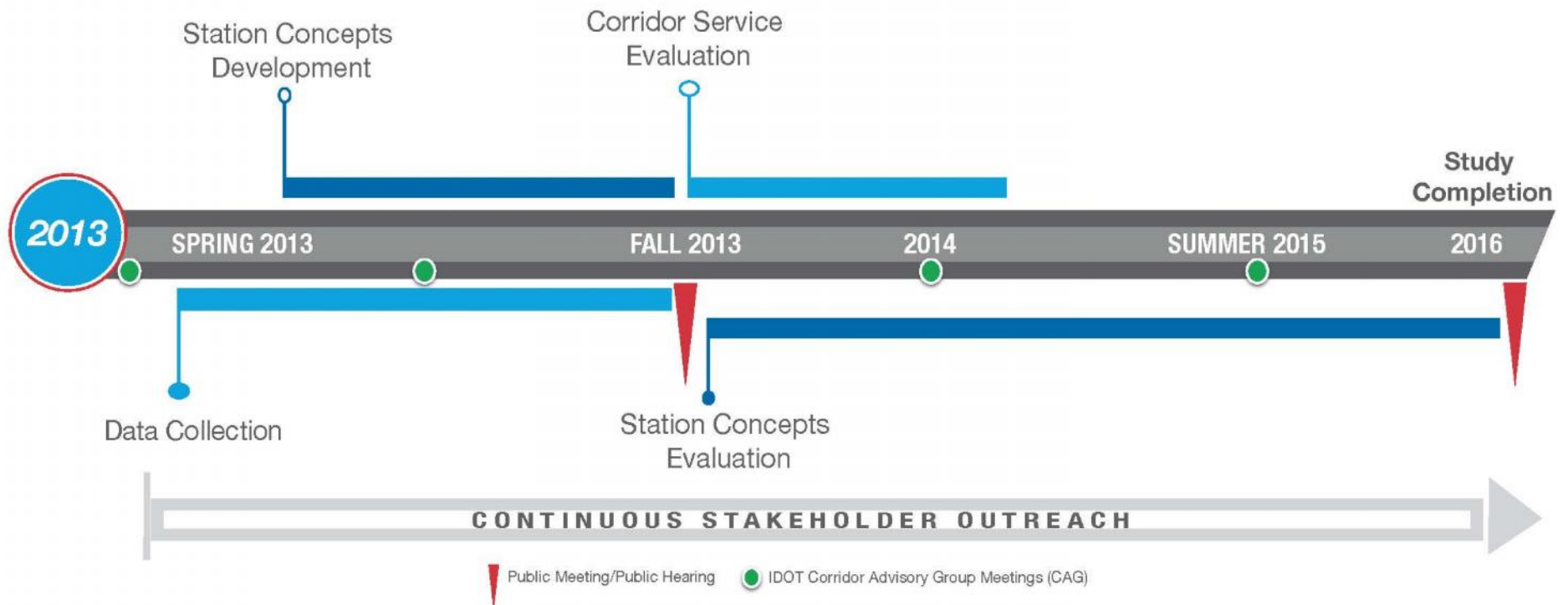
- **Complete reconstruction/modernization for the Forest Park branch**
 - Rehabilitate infrastructure
 - Maintain existing entrance locations
 - Improve customer experience
 - Improve terminal site
- **Maintain existing service**
- **Continue working with IDOT, municipalities and stakeholders**
- **Continue seeking policy and funding solutions to advance project**



Next Steps



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



More Information



- **Visit the project web site for more information and updates**

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

- **The study team is interested in hearing your ideas and opinions!**

If you have questions or comments about the study or would like to sign up for the mailing list, please write to us at:

Chicago Transit Authority
Attention: Leslie Boucree
Government and Community Relations Officer
567 West Lake Street
Chicago, IL 60661

bluweststudy@transitchicago.com



Blue Line Forest Park Branch Feasibility/Vision Study

This page provides information and invites public input regarding the CTA's Blue Line Forest Park Branch Feasibility/Vision Study, process, and schedule. We invite you to explore the website and provide your comments and recommendations regarding the study through our Get Involved section.

On this page

- [What's New](#)
- [Project Overview](#)
- [Get Involved](#)
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