

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 #22 December 14, 2016

Slide 2: Background

- CTA Study on 55 year old Forest Park Branch
 - Confirm existing conditions and ROW needs
 - Prepare infrastructure, service, and design recommendations
 - Evaluation funding options

CTA Blue Line Vision Study Area: a map depicting the study area from Canal Street on the west (Clinton Station) out to Mannheim Road on the east, from Madison Street in the north to Roosevelt Road in the south. While the CTA study area does extend out to Mannheim Road, the Blue Line Forest Park Branch Vision Study only evaluated conditions and made recommendations on modernizing the existing branch. CTA did work with the IDOT I-290 EIS Study to preserve right-of-way within their study for potential future transit service from Forest Park to Mannheim.

Slide 3: Community Outreach Efforts

- Public Meetings (with IDOT)
 - October 7 and 8, 2013 – 203 participants
- IDOT I-290 Corridor Advisory Group Meetings
 - 6 status updates throughout the project, including 2/2013, 7/2013, 9/2013, 7/2014, 8/2015, and 12/2016
- IDOT stakeholder briefings (Fall 2015)
 - Broadview, Forest Park, Bellwood, Hillside, Cook County, Chicago Aldermen, CDOT
- CTA City of Chicago outreach (Summer 2016)
 - Elected officials/aldermen, residents and peer agency representatives, local community groups, and businesses
 - Open House June 29, 2016

Slide 4: Recommendation: Add auxiliary entrances to single-entry stations

Based on the public outreach conducted in the City of Chicago in Summer 2016, the recommendations for single-entry stations have been updated. The new recommendation is to add auxiliary entrances at:

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

An image is included showing a sample single entry-station with a headhouse at the main arterial (with stairs and elevator leading to platform), the platform shifted toward the main headhouse, and a long sloped concourse from a new auxiliary entrance at the next adjacent arterial (to the east).

Slide 5: Infrastructure Recommendation Summary

- Rehabilitate infrastructure, starting with trackwork (27.3% slow zones, ongoing maintenance to delay increases)
- Propose wider station platforms and elevator access for the entire branch
 - Utilize design opportunities to lessen weather/noise impacts
- Maintain existing layout for double entry stations; add auxiliary entrances for single-entry stations (Western, Pulaski and Cicero)
- Include turn-back track west of IMD to accommodate construction phasing and future service increase to IMD
- Redesign and expand Forest Park Terminal within current parcel to modernize yard and shop, bus and pedestrian connections

Slide 6: Recommendation: Improve existing design

This slide includes an image of a rendering that has Draft Concept stamped over it. It shows a Blue Line Forest Park Branch station with a large rounded concrete canopy that touches down near the street front, as it goes over a plaza, in front of a station. The thick concrete station design has a sturdy design. There are pedestrians in the plaza and landscaping near the street. This rendering is intended to show one possible design that includes the elements that CTA intends to incorporate going forward:

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

Slide 7: Recommendation: Improve existing design

This slide includes an image of a rendering that has Draft Concept stamped over it. It shows a Blue Line Forest Park Branch station with a cantilevered concrete canopy over the sidewalk in front of a station. The canopy and station house has translucent panels making it bright and airy. There is a pedestrian in front of the station. This rendering is intended to show one possible design that includes the elements that CTA intends to incorporate going forward:

- ADA accessible
- Landscaping
- Pedestrian crossing/refuges
- Station entrance design and locations

- Reduce noise via station design
- Bike racks
- Lighting
- CTA maintenance and construction

Slide 8: Cost Estimate/Construction

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

Slide 9: Next Steps

- Participate in a joint IDOT/CTA Public Hearing on January 25 and 26, 2017
- Complete the CTA Blue Line Forest Park Branch Feasibility/Vision Study
- Upcoming phases include:
 - NEPA, Design, and Construction Procurement
- Seek federal, state and local funds for upcoming project phases
- Continue to work closely with IDOT and other project stakeholders throughout project development