HISTORY OF THE CTA BLUE LINE / I-290 SYSTEM

- Blue Line / I-290 infrastructure is 55 years old
- First integrated transit/highway facility in the U.S.

PROJECT STUDY AREA

- EXISTING CTA BLUE LINE: From Clinton Station to Forest Park Station
**Blue Study Area Timeline**

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

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

**OUTREACH**
- Participated in IDOT I-290 Corridor Advisory Group Meetings: 2/13, 7/13, 7/14, 8/15
- Participated in IDOT Public Meetings 10/2013, and IDOT Public Hearing in 2016
- Continuous stakeholder coordination and outreach during project
MINIMAL UPGRADES HAVE BEEN COMPLETED AS NEEDED

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

REMAINING ELEMENTS BEYOND USEFUL LIFE AND SEVERELY WORN

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

RECOMMENDATION

Complete reconstruction/modernization for the Forest Park branch

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

- ADA accessible
- Landscaping
- Pedestrian crossings/refuges
- Station entrance design
- Bike racks
- Lighting
- Design improves CTA maintenance & constructability
Improve Customer Experience: Conceptual Rendering

- Wider Platforms
- Shelter/weather protection
Redesign Forest Park terminal, yard, and shop within current parcel

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

Meet increased yard and shop needs
- Inadequate fleet storage
- Inadequate shop size
- Improve yard configuration
Forest Park Proposed Site Plan

Village option to pursue additional parking/mixed use

CTA Prairie Path Lot Parking

CTA ComED Lot Parking

Retaining wall

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

Based on existing conditions, full modernization is recommended.
- Rehabilitate infrastructure
- Maintain existing entrance locations
- Improve customer experience
- Improve terminal site

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

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

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

Visit the project web site for more information and updates
http://www.transitchicago.com/blueweststudy/