

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

June 2016

***Slide 2: Agenda***

Share project status

Blue Line Recommendations

Gather input from the Community

- Elected officials and community residents

***Slide 3: Background***

CTA Study on 55 year old Forest Park Branch:

- Confirm existing conditions
- Prepare infrastructure, service and design recommendations
- Evaluate funding options

A map of the CTA Blue Line Vision Study Area is included:

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: Project Timeline***

An image shows the project schedule, described by the following notes:

- Vision Study starting in 2013 with projected completion in 2017
- Since the beginning of the study in Spring 2013, the following tasks have been completed: Data Collection, Station Concept Development, and Corridor Service Evaluation
- Station concept evaluation began in late 2013 and is ongoing through the end of the project.
- Public and Agency Outreach Meetings are indicated with a green dot on the horizontal timeline, marking meetings in each year of the project: 2013, 2014, 2015, 2016 and 2017

(Note: the project schedule has been updated from earlier versions to reflect delays. The project was originally scheduled to be completed in early 2014, but will now be completed in Spring 2017.)

### ***Slide 5: Community Outreach Efforts***

- Public meetings (with IDOT)
  - October 7 & 8, 2013 – 203 participants
  - Upcoming Spring 2017
- IDOT I-290 Corridor Advisory Group Meetings
  - 5 status updates throughout the project, including 2/13, 7/13, 9/13, 7/14, 8/15
- IDOT stakeholder briefings (Fall 2015)
  - Broadview, Forest Park, Bellwood, Hillside, Cook County, Chicago Alderman, CDOT
  
- Chicago community outreach
  - June/July 2016
  - Targeted outreach for feedback and increased participation
  - Elected officials, peer agency representatives, local community groups, businesses and residents

### ***Slide 6: Infrastructure Recommendation Summary***

Recommendation: Modernization and Reconstruction for Branch

- **Rehabilitate infrastructure**, starting with track work (27.3% slow zones, ongoing maintenance to delay increases)
- Propose **wider station platforms and elevator access** for entire branch  
—*Utilize design opportunities to lessen weather/noise impacts on branch*
- Maintain existing layout for double entry stations; **continue to evaluate opportunities 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 Forest Park Terminal** within current parcel to modernize yard and shop, bus and pedestrian connections

### ***Slide 7: Recommendation: Improve existing design***

A draft conceptual rendering of the entrance to Racine station is shown. There is a 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
- Bike racks
- Lighting
- Design improved CTA maintenance and constructability

***Slide 8: Recommendation: Continue to evaluate single-entry stations at Western, Pulaski and Cicero***

A draft conceptual rendering of the streetscape at Western station is shown. The viewpoint is from the north side of the bridge that crosses over the highway and faces south. There are CTA headhouses for passengers to enter on both the east and west sides of the street and there is a CTA bus stopped at a CTA bus stop on the west side of the street in front of the CTA headhouse for convenient bus to rail transfers. There are many pedestrians in view and well-marked pedestrian crossings at intersections.

Below the image, the slide says:

Station *may include* dual headhouses over the main access (shown above), reopening an auxiliary access, and/or simply adding amenities to existing design.

***Slide 9: Recommendation: Continue to evaluate single-entry stations with auxiliary entrances***

Keeler Avenue (Pulaski station)  
Lavergne Avenue (Cicero station)

An image below the text shows a sample station with a headhouse on the west side of the street, with a ramp leading down to a long platform [similar in form to the existing Pulaski and Cicero stations]. There is also an extension and an egress point at a headhouse on the east side of the next arterial street that crosses the highway, going west – showing what an auxiliary entrance would look like.

***Slide 10: Next steps***

Give us your feedback on the stations

- *How do you access these stations?*
- *How can we improve your customer experience?*
- *Tell us which station improvement concept you prefer!*

We will consider your input in the final station design concepts

Our final recommendations will be presented at the Eisenhower/CTA Blue Line Vision Study public hearing in 2017

***Slide 11: Stay Connected!***

- Email your comments:  
[blueweststudy@transitchicago.com](mailto:blueweststudy@transitchicago.com)
- Visit our website for updates  
<http://www.transitchicago.com/blueweststudy>

- Follow us on social media  
<https://www.facebook.com/thecta/>  
<https://twitter.com/cta>
- Sign up for the mailing list
- Participate in the 2017 public hearing

***Slide 12:***

***Thank you for attending!***

The presentation will restart momentarily.