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
• IDOT EXPANSION ALTERNATIVE: Forest Park Station to Mannheim Road
Existing Conditions Assessment

**REVIEW AND UPDATE TRANSIT DATA**

**ASSESS AND DOCUMENT EXISTING CONDITIONS**
- Rail transit deficiencies and needs
- Platform design and access
- Station access and entry
- Remaining useful life

**ELEMENTS EVALUATED:**
- **TRACK:** Contaminated ballast, deteriorated ties, poor drainage and worn rail
- **SIGNALS:** Recently upgraded
- **STATIONS:** Over 50 years old, need modern enhancements
- **STRUCTURES:** Nearing end of life expectancy
- **TRACTION POWER:** Elements require upgrading
- **COMMUNICATIONS SYSTEM:** Need technological improvements

**RECOMMENDATION**
- Complete Reconstruction and Modernization
Three Distinct Market Segments

WESTERN TO AUSTIN
- Kedzie-Homan highest population – 7,600
- Highest no access to car population – 4,000
- Most employment outside study area – 14,000
- Low amount of local jobs – 7,000

OAK PARK TO FOREST PARK
- Oak Park 2nd highest population – 7,400
- Lowest no access to car population & some jobs – 600 and 3,800
- Forest Park is a major transfer station for 9 Pace bus routes

CLINTON TO IMD
- More jobs than population – 3 to 1
- Most commuters come into area for work – 55,000
- Lowest residents who work outside of area – 6,000
Study Area Demographics

WALKSHEDS & POPULATION

WALKSHEDS & EMPLOYMENT
## Blue Line Evaluation and Options

### CTA Blue Line Vision Study

<table>
<thead>
<tr>
<th>Location</th>
<th>RETAIL ACCESSIBLE</th>
<th>ADA ACCESSIBLE</th>
<th>WIDER PLATFORM</th>
<th>WEATHER/NOISE PROTECTION</th>
<th>EXISTING CONTEXT</th>
<th>BUS ROUTE</th>
<th>BIKE ROUTE/BIKE SHARE</th>
<th>STREET EASY TO CROSS (&lt;= 3 LANES)</th>
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### Station Options

1. Single-entry station
2. Double-entry station
3. Triple-entry station
4. Subway station
5. Terminal station
Double Entry Station Concepts

CTA BLUE LINE VISION STUDY

RENovation

WIDER PLATFORM

COMPACT

NORTH  SOUTH  WEST  EAST

PEDESTRIAN BRIDGE OPTIONAL
Double Entry Station Concept: Renovation

CTA BLUE LINE VISION STUDY

CTA RIGHT-OF-WAY

SECTION               NORTH                        SOUTH

SECTION               WEST                         EAST

PLAN

STATION HOUSE
PLATFORM
CIRCULATION
CIRCULATION
NOT TO SCALE
Double Entry Station Concept: Renovation
Double Entry Station Concept: Compact

CTA BLUE LINE VISION STUDY

SECTION               NORTH                        SOUTH

SECTION                         WEST               EAST

PLAN

RELOCATED TRACK

STATION HOUSE
PLATFORM
CIRCULATION
NOT TO SCALE
Double Entry Station Concept: Compact
Double Entry Station Concept: Wider Platform
Whether renovated or rebuilt completely, Blue Line stations could have adequate canopies, wind protection, daylight, and seating.

Removing columns and windbreaks from the platform would make its width more usable. This would be recommended especially if the platform were not widened. Additional benefits from removing these items would be making windbreaks continuous (as shown in the middle image, above) and incorporating noise control.
Station houses should be welcoming to all users. Ample sidewalks should lead to and from them. Bus stops, seating, and places to lock bicycles should be located near station house entries.

From the outside, stations should be easily visible (see upper right image) and attractive additions to the neighborhood landscape.
Model Streets and Highway Overpasses

Three approximately 700 foot wide decks cover a portion of Interstate 696 in Southfield and Oak Park, Michigan (see aerial photo, below). These landscaped pedestrian plazas allow residents to cross the highway easily.

Above, a bridge with retail frontage continues the urban scale over Interstate 670 in Columbus, Ohio.

Below, a protective median and a mid-block crossing are provided at CTA’s Sox-35th station.

Above, Chicago’s State Street has two travel lanes in each direction, with reclaimed space converted into the Gateway, a landscaped median with social potential.

Below, installation of Dusty Folwarzcn’s sculpture Give.
Complete Streets Chicago: Design Guidelines (Chicago Department of Transportation, 2013) provides a model (and, in Chicago, direction) for the treatment the streets along the Blue Line. Streets should serve (in this order): Pedestrians, public transit riders, bicyclists, motorists.

The diagrams to the left and right summarize the main points: Crosswalks should never cross more than three lanes; medians should be at least 8 feet wide; no more than one lane in each direction should be up to 11 feet wide; and the rest should be no more than 10 feet wide.
CTA Blue Line Study Area

**PURPOSE**

- Determine long-term vision
- Coordinate transit & I-290 Expressway improvements

**PROCESS**

- Evaluate existing infrastructure & market conditions
- Conduct early outreach to project stakeholders
- Identify short & long term service strategies for the CTA Blue Line
- Analyze funding options
CONCLUSIONS:

Based on existing conditions, full modernization is recommended.

Based on corridor demographics, transit access is essential to study area.

Station access should be evaluated and improved:
  • within the station,
  • from neighborhood via bike and pedestrian,
  • from roadway for PNR and potentially KNR.

Large employment generators from Clinton to IMD suggest that turn back track for O’Hare branch should be west of IMD (currently between UIC and Racine).

NEXT STEPS:

Develop Conceptual Service Patterns
  • Service variations (near-term and long-term)
  • Support facilities

Evaluate Alternatives
  • Physical features
  • Travel time, ridership, & capacity estimates
  • Capital, operating & maintenance costs
  • Operational impacts & compatibility

PROJECT UPDATES:

http://www.transitchicago.com/blueweststudy/