WELCOME

Forest Park Branch Vision Study
PUBLIC HEARING
Comprehensive Stakeholder Outreach

- 2 Public Meetings*
- 6 Stakeholder Briefings*
- 6 I-290 Corridor Advisory Group Meetings*
- 2 Public Hearings*
- Numerous CTA Stakeholder Briefings
- CTA City of Chicago Open House

* with IDOT
Question & Answer Session
at 7:00 PM

Fill out Yellow Participation Form
Ways to Comment

- Fill out a comment form
- Submit project comments electronically to BlueWestStudy@transitchicago.com

STAY CONNECTED!

CTA ON FACEBOOK | facebook.com/thecta
CTA ON TWITTER | @cta
CTA CONNECTIONS ON YOUTUBE | youtube.com/ctaconnections

WEBSITE: www.transitchicago.com/blueweststudy/
PHONE: 1-888-YOUR-CTA
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
PURPOSE
- Determine long-term vision
- Coordinate planning with IDOT for I-290 corridor

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 2017
- Continuous stakeholder coordination and outreach during project

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

CONTINUOUS STAKEHOLDER 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 2017
- Continuous stakeholder coordination and outreach during project
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
The Forest Park Branch of the Blue Line has long station spacing and serves as an express branch on the west side of Chicago. This makes it an ideal branch to serve nearby passengers and those that transfer from the CTA bus system. The Pink and Green Lines are nestled into the fabric of the neighborhoods, have more frequent station spacing, and provide local service on the west side.
Summary of Existing Conditions Assessment

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
Recommendation: Modernization and Reconstruction for Branch

- **Rehabilitate infrastructure**, starting with track work
  (More than 20% 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; **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
Recommendation: Retain Dual Entry Station Entrances

Retain double and triple entry station entrances

Harlem, Oak Park, Austin, Illinois Medical District, Racine, UIC-Halsted
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

Draft Conceptual Rendering
Recommendation: Add auxiliary entrances to single-entry stations

- Keeler Avenue (Pulaski station)
- Lavergne Avenue (Cicero station)
Pulaski – Multiple Design Concepts
Entrance Locations: Western

Platform to be centered under Western Ave. with two ADA accessible stationhouses

Shifted platform under Western Ave. with headhouses on each side of Western, each with elevator and stair

Design Criteria:
- Location under Western determined by site constraints
- There is no street to the west (different from Pulaski & Cicero)
- Access via ramp to new platform is not feasible because of site constraints
Improve Customer Experience: Conceptual Rendering

- ADA accessible
- Landscaping
- Pedestrian crossings/refuges
- Station entrance design
- Bike racks
- Lighting
- Design improves CTA maintenance & constructability
Forest Park Improve Terminal Site

CTA BLUE LINE VISION STUDY

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

Illinois Prairie Path
CTA Prairie Path Lot Parking
CONCORDIA CEMETERY

CTA ComED Lot Parking

Express Bus Route 1
Express Bus Route 2
CTA Blue Line Vision Study

PEDESTRIAN ROUTE / PLAZA
Express Bus
Bus / Taxi / KNR Area
Parking - Bike / Car
Entrance / Exit
Stair / Elevator
Berthing / Walkway
Train Shop
New Signalized Intersection

Eisenhower Expressway
Van Buren Street
North Site 401 Cars
Retaining Wall
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/
Cost Estimate / Construction

- Cost is based on conceptual planning study which 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 would be sequenced in coordination with reconstruction of highway
After joint IDOT/CTA Public Hearings on January 26 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