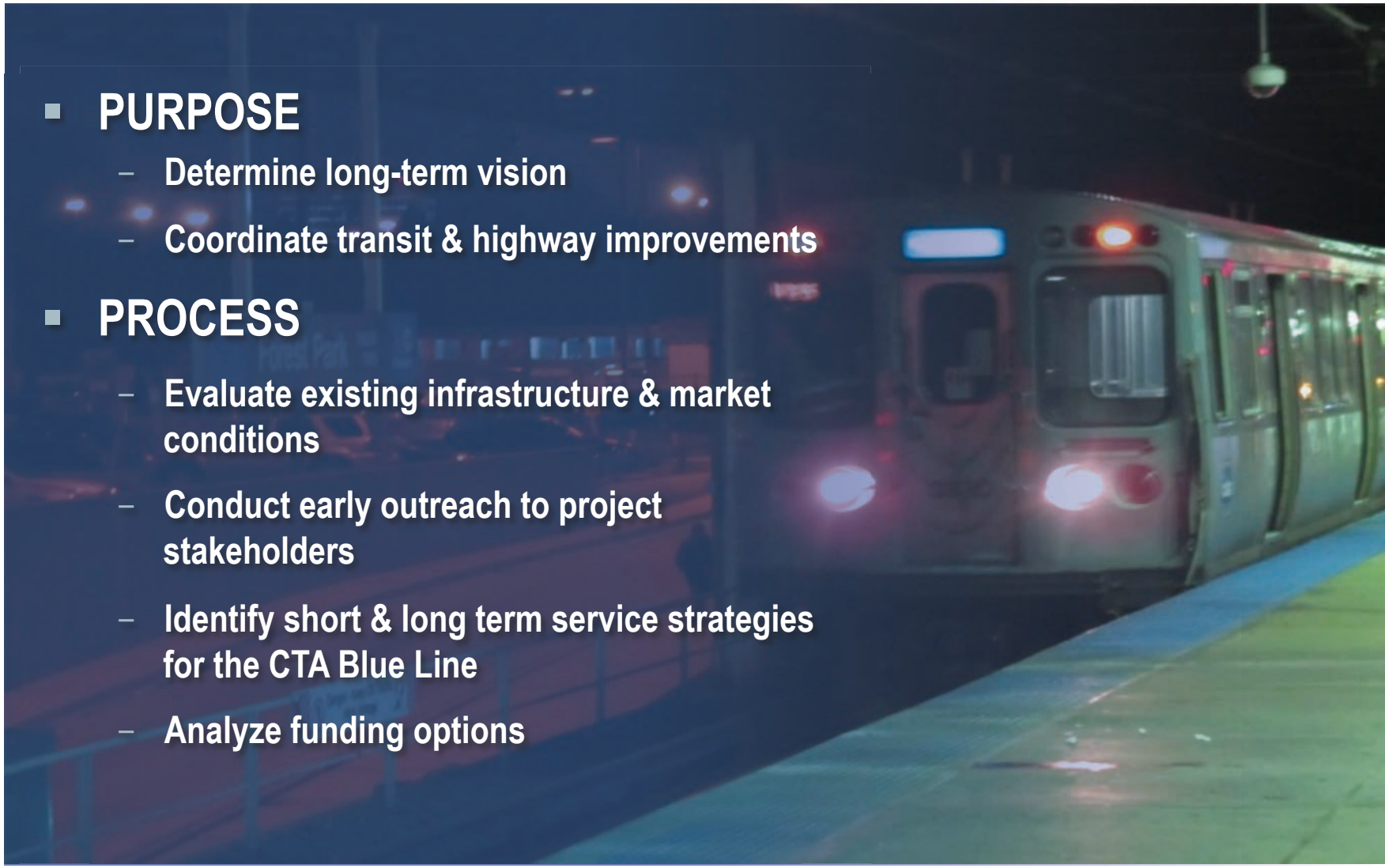
CTA Blue Line Forest Park Branch Feasibility/Vision Study

Overview of the Blue Line Feasibility / Vision Study

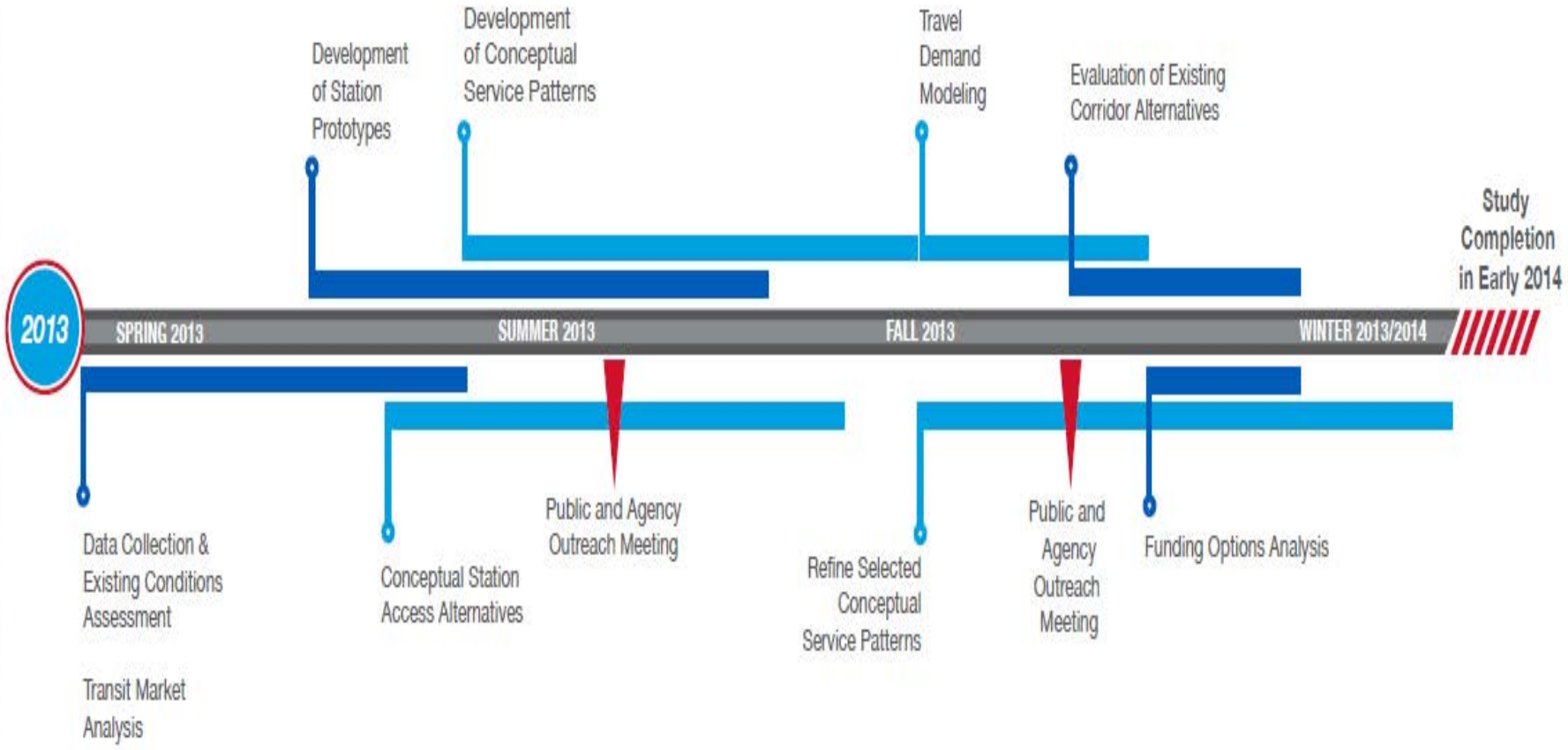


- **PURPOSE**
  - Determine long-term vision
  - Coordinate transit & highway improvements
- **PROCESS**
  - Evaluate existing infrastructure & market conditions
  - Conduct early outreach to project stakeholders
  - Identify short & long term service strategies for the CTA Blue Line
  - Analyze funding options

Project Background & Study Area

- **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

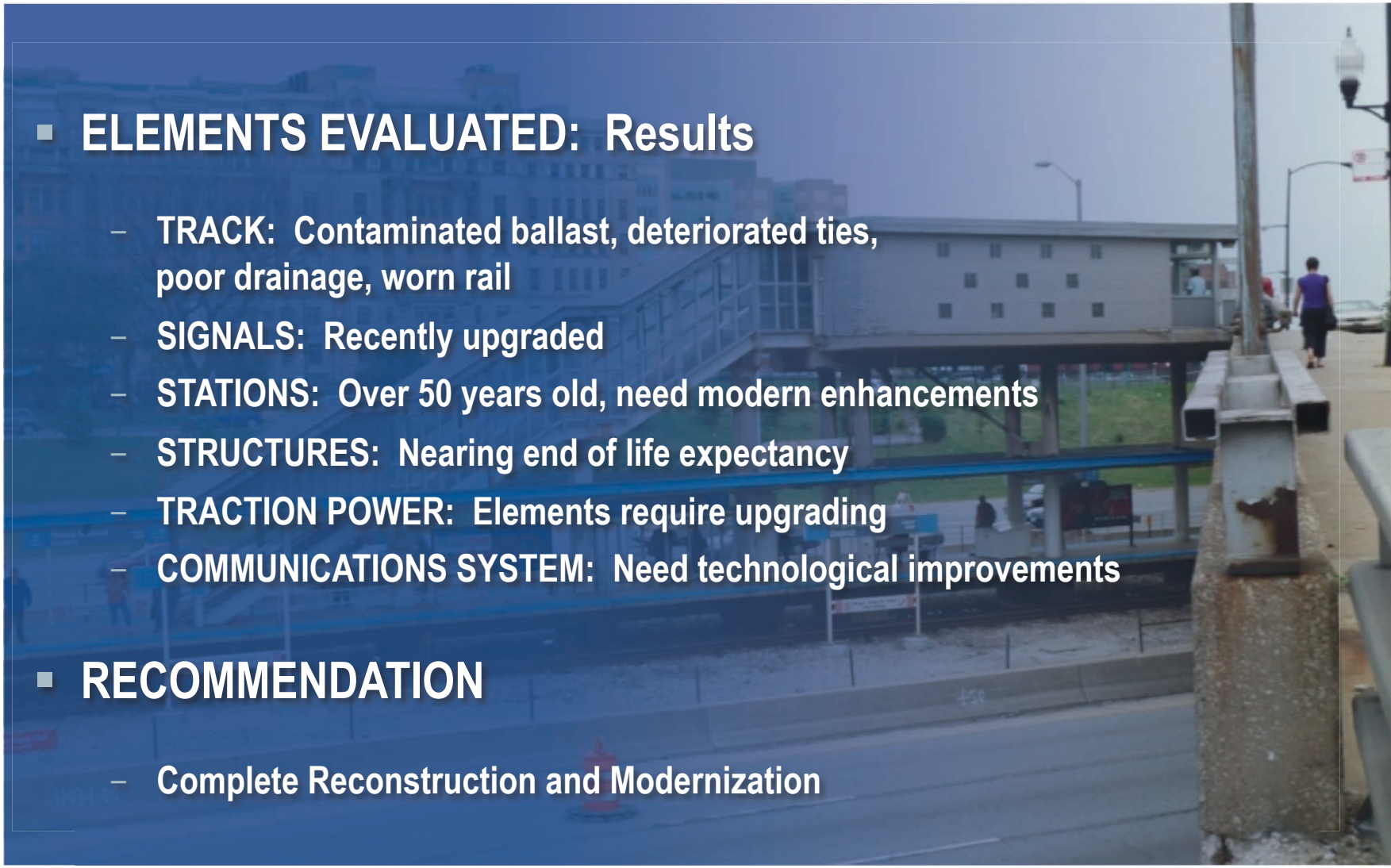
Project Schedule



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
- STATUS
  - INFRASTRUCTURE CONDITION ASSESSMENT: Technical Memorandum is nearing completion
  - Final document anticipated in July 2013

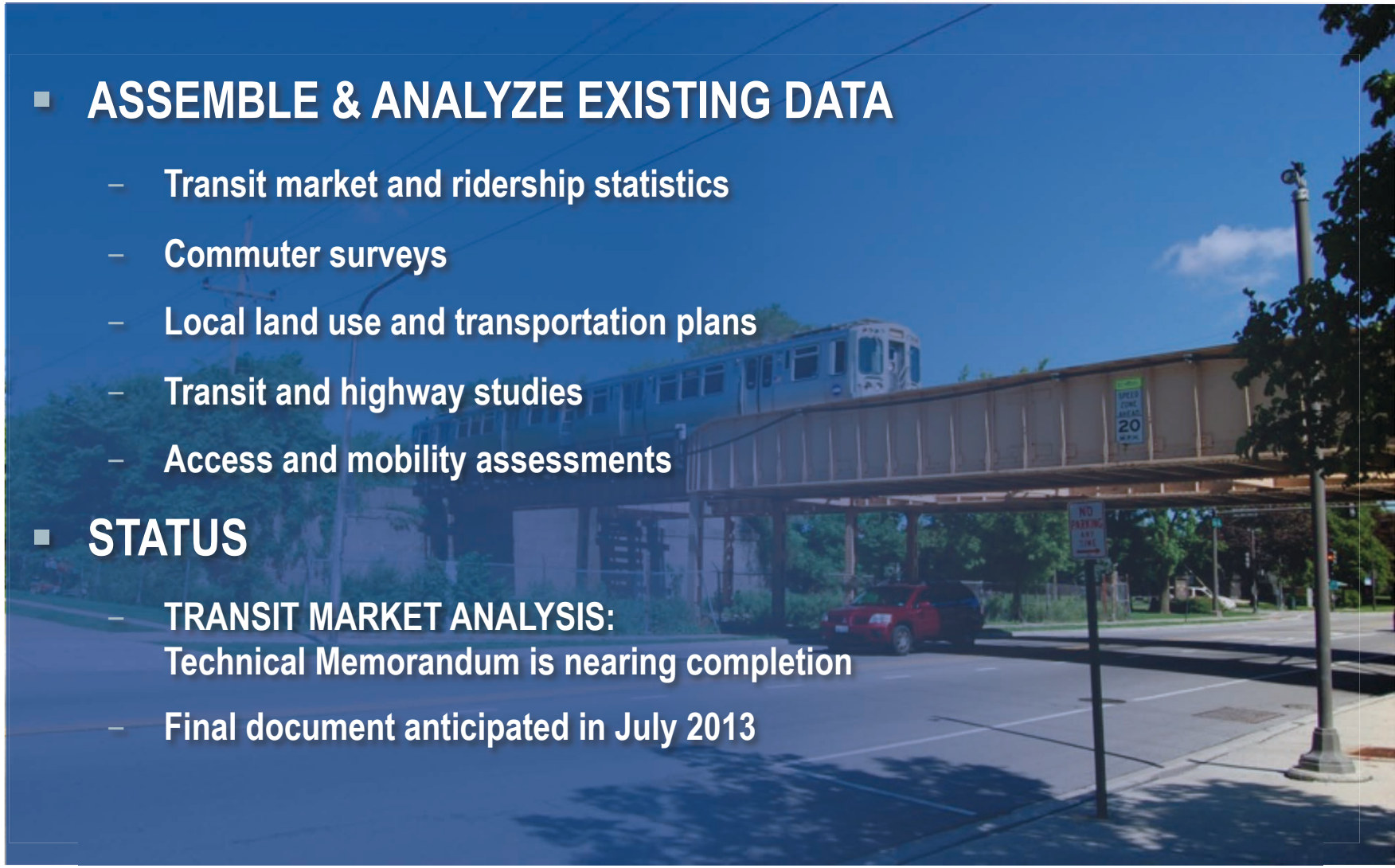
Existing Conditions Assessment (continued)



- **ELEMENTS EVALUATED: Results**
  - TRACK: Contaminated ballast, deteriorated ties, poor drainage, 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

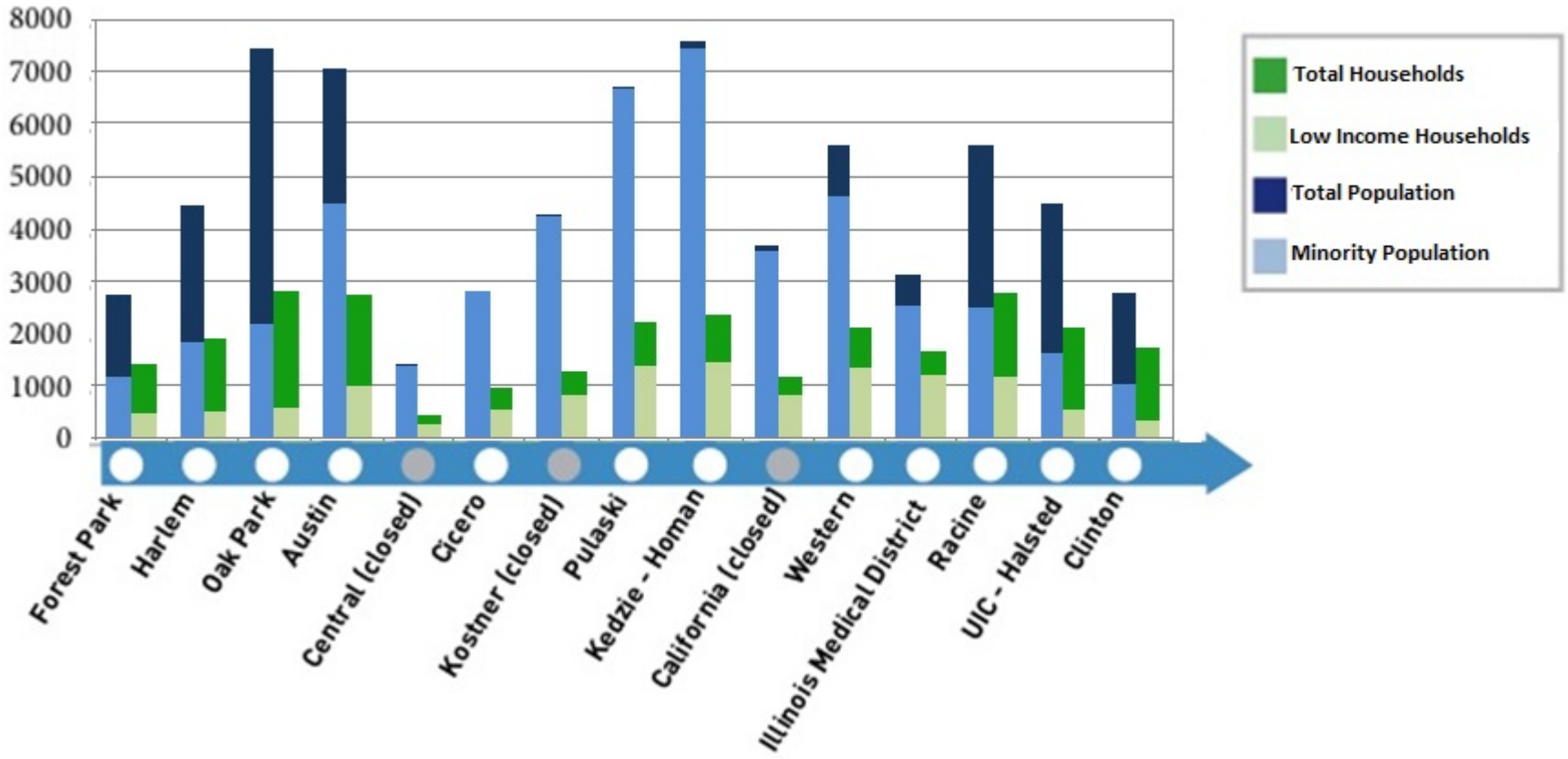
Transit Market Analysis

- **ASSEMBLE & ANALYZE EXISTING DATA**
  - Transit market and ridership statistics
  - Commuter surveys
  - Local land use and transportation plans
  - Transit and highway studies
  - Access and mobility assessments
- **STATUS**
  - TRANSIT MARKET ANALYSIS:
    Technical Memorandum is nearing completion
  - Final document anticipated in July 2013

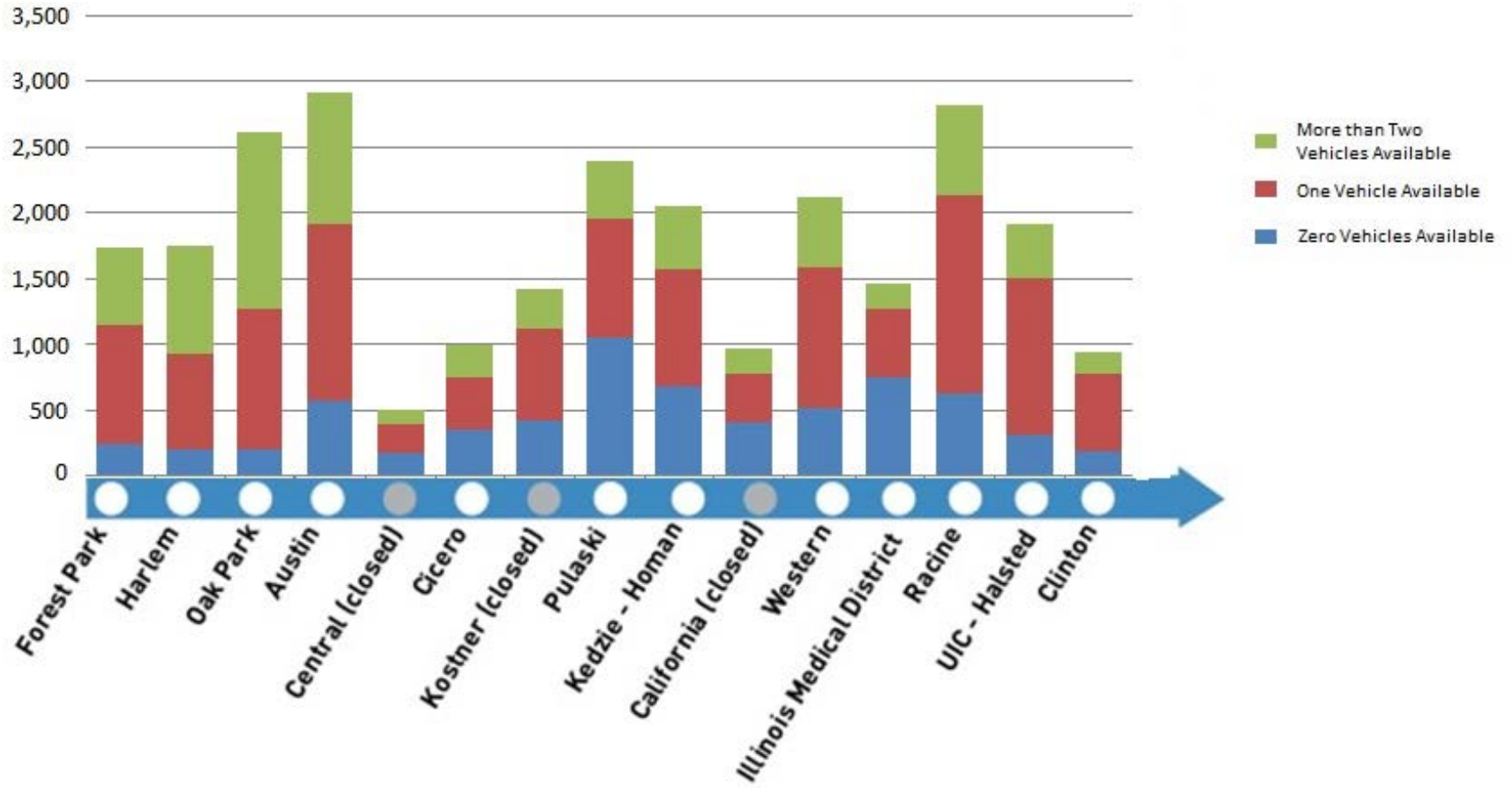


Station Area Walksheds

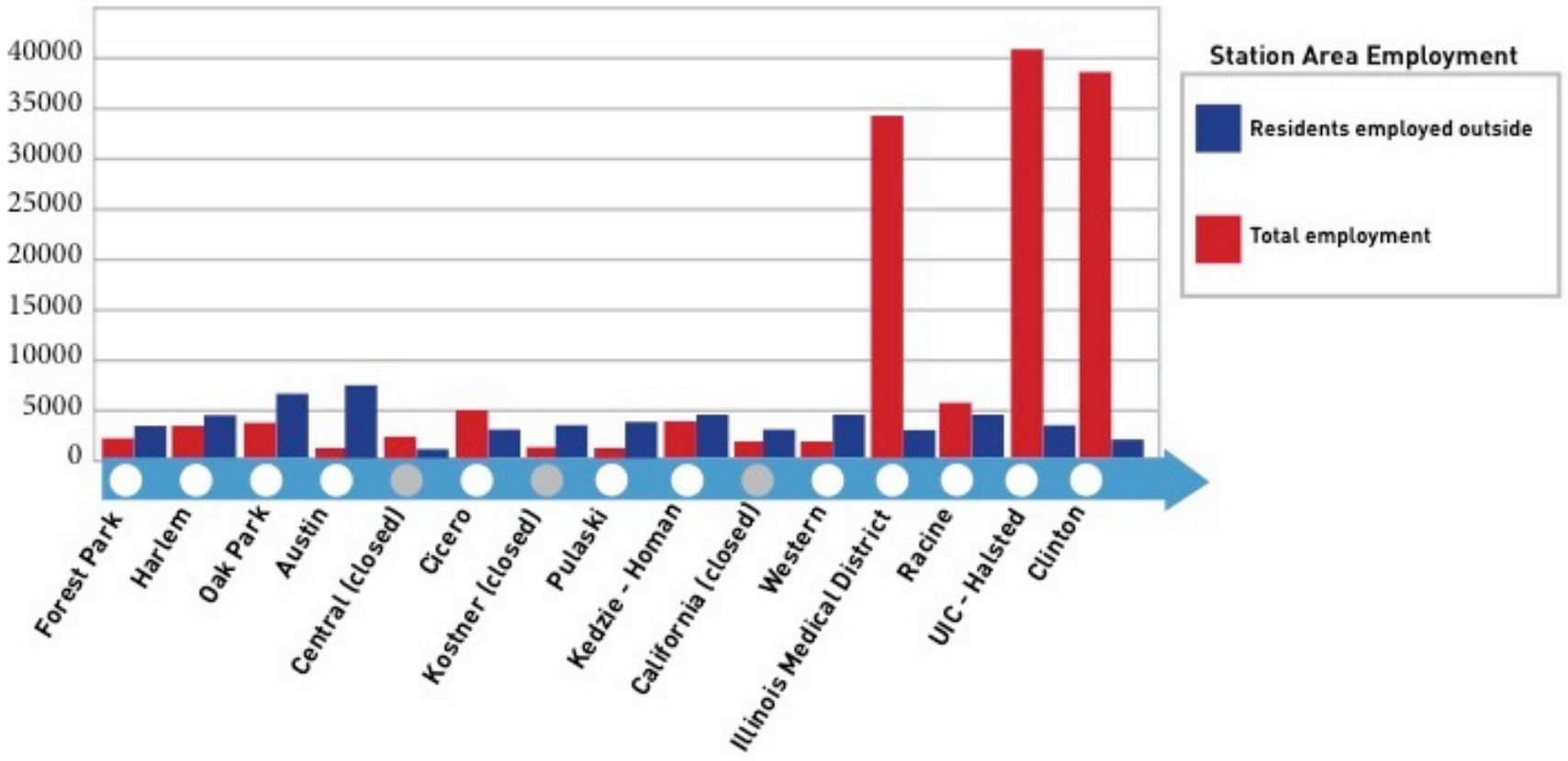
Station Area Demographics – ½ mile Walkshed



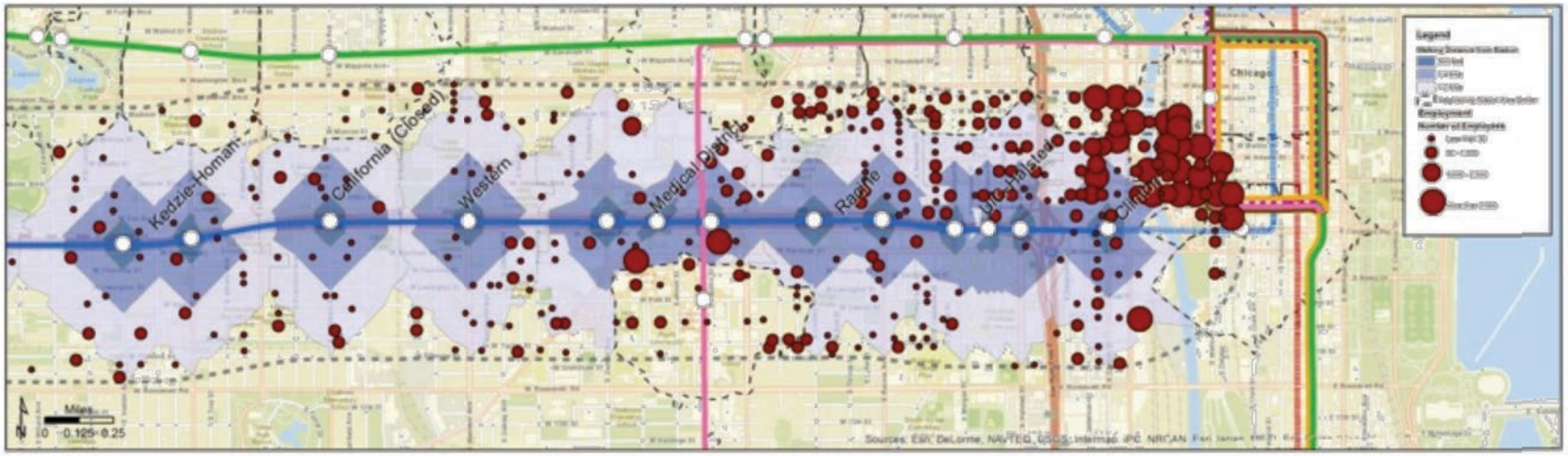
Station Area Demographics – ½ Mile Walkshed



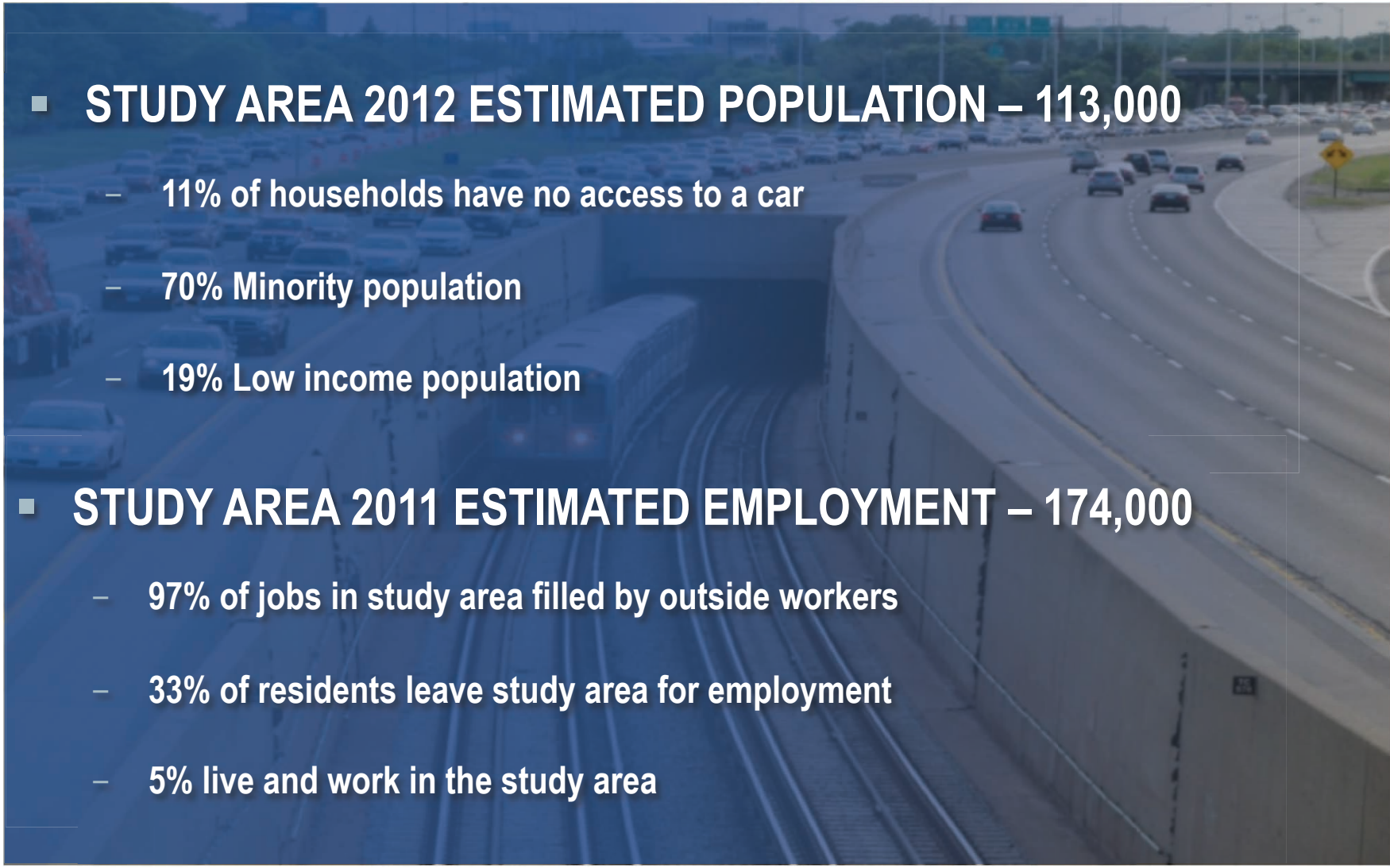
Station Area Employment - ½ mile Walkshed



Study Area Employment



Transit Access is Essential to Study Area

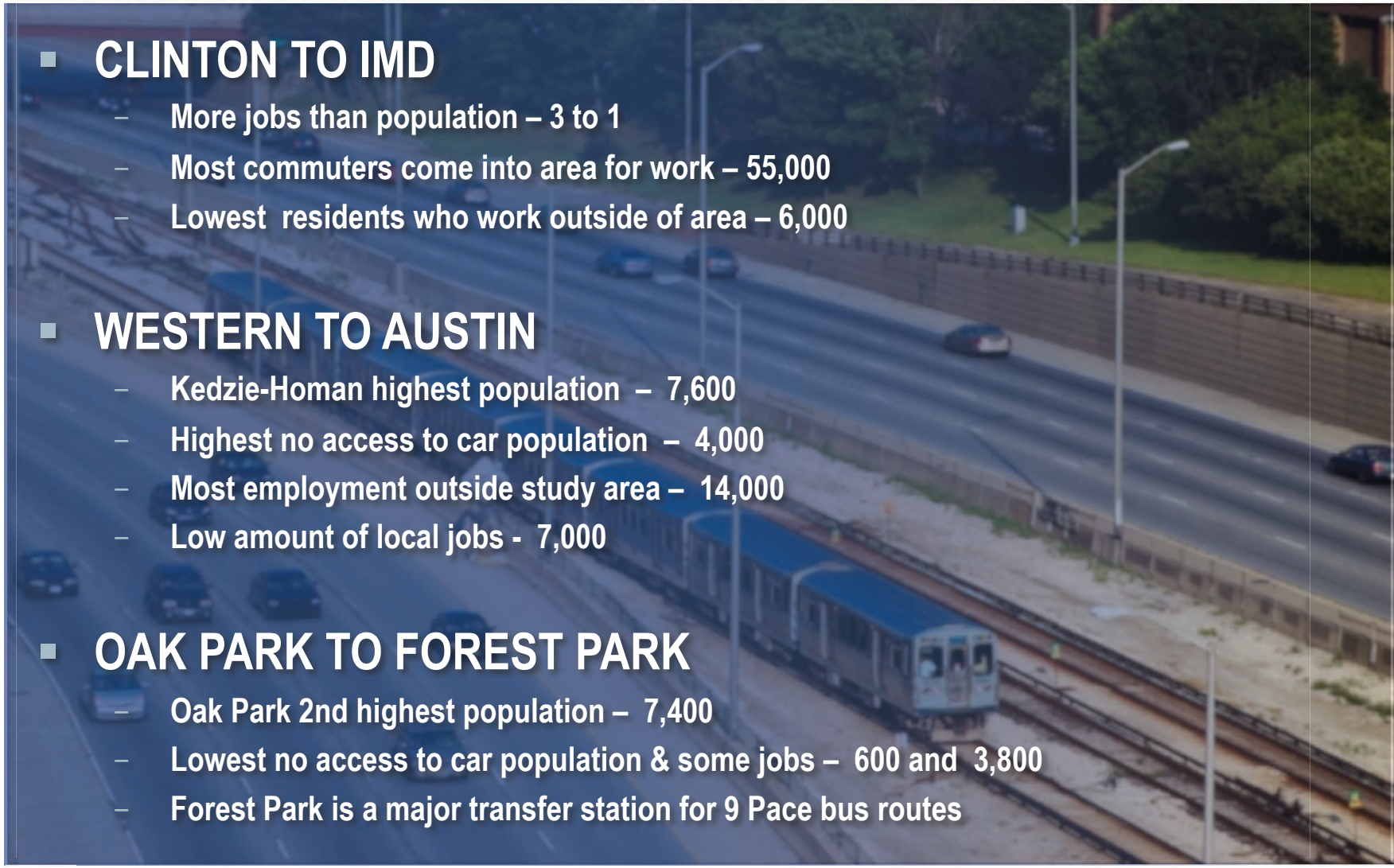


- **STUDY AREA 2012 ESTIMATED POPULATION – 113,000**
  - 11% of households have no access to a car
  - 70% Minority population
  - 19% Low income population
- **STUDY AREA 2011 ESTIMATED EMPLOYMENT – 174,000**
  - 97% of jobs in study area filled by outside workers
  - 33% of residents leave study area for employment
  - 5% live and work in the study area

Station Area - within ½ mile walkshed area

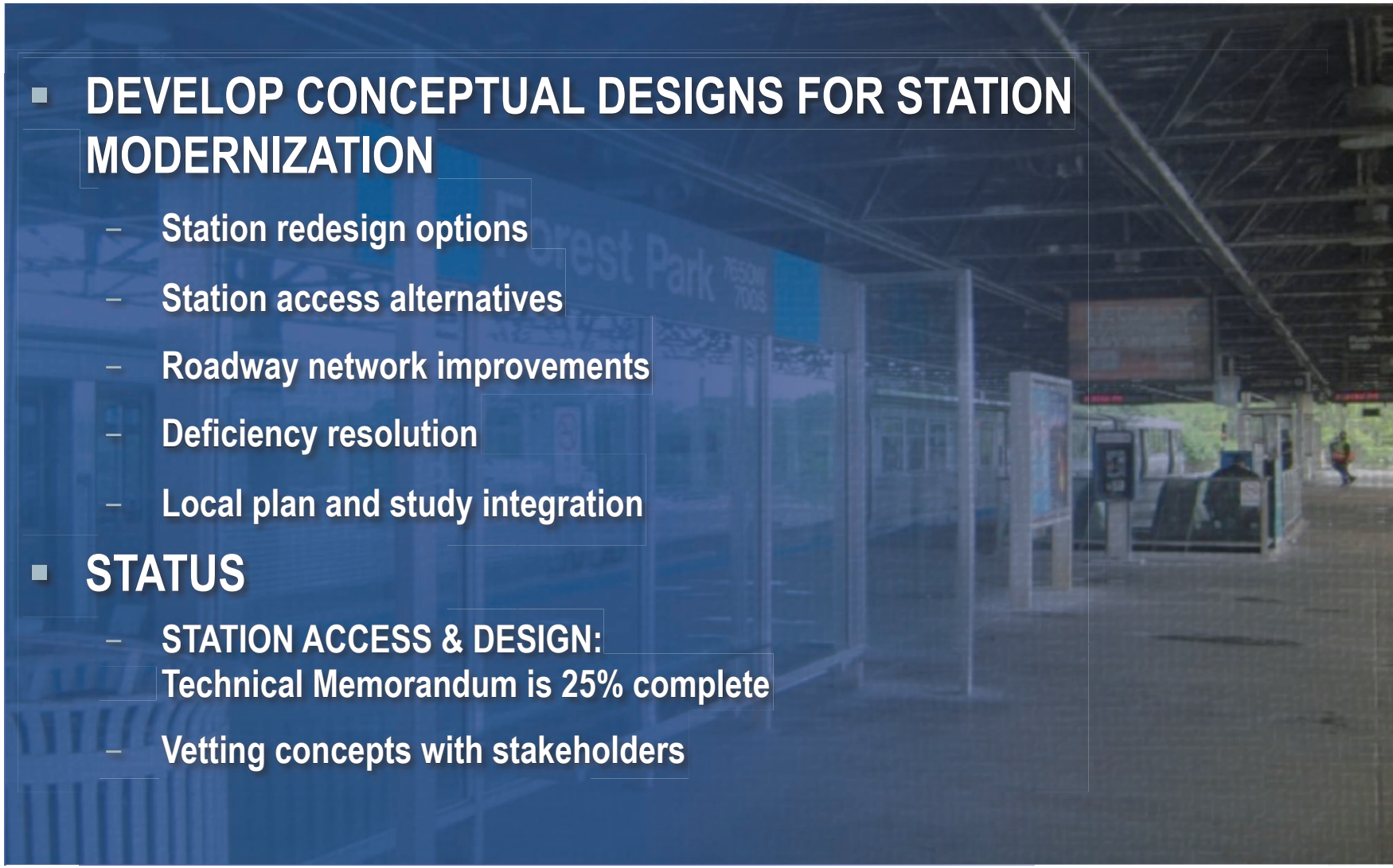
- **STATION AREA POPULATION**
  - NO ACCESS TO CAR: IMD 51% and Pulaski 44%
  - HIGH MINORITY POPULATION: IMD 81%, Western 82%, Kedzie-Homan 98%, Cicero 99% and Austin 64%
  - LOW INCOME: IMD 74%, Western 62%, Kedzie-Homan 61% and Cicero 56%
- **STATION AREA EMPLOYMENT**
  - FILLED BY OUTSIDE WORKERS: Clinton 10%, UIC-Halsted 11% and IMD 10%
  - LEAVE FOR EMPLOYMENT: Austin 9% and Oak Park 9%
  - LIVE AND WORK: UIC-Halsted 1.3% and IMD 1.4%

Station Areas by 3 Segments



- **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
- **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

Station Access & Design Concepts



- **DEVELOP CONCEPTUAL DESIGNS FOR STATION MODERNIZATION**
  - Station redesign options
  - Station access alternatives
  - Roadway network improvements
  - Deficiency resolution
  - Local plan and study integration
- **STATUS**
  - STATION ACCESS & DESIGN: Technical Memorandum is 25% complete
  - Vetting concepts with stakeholders

Conceptual Planning for Station Access

- **ELEMENTS CONSIDERED**
  - ADA Compliance
  - Pedestrian
  - Bicycle
  - Bus Connectivity
  - Park and Ride
  - Kiss and Ride
  - Adjacent Roadway
  - Current CTA Design Standards

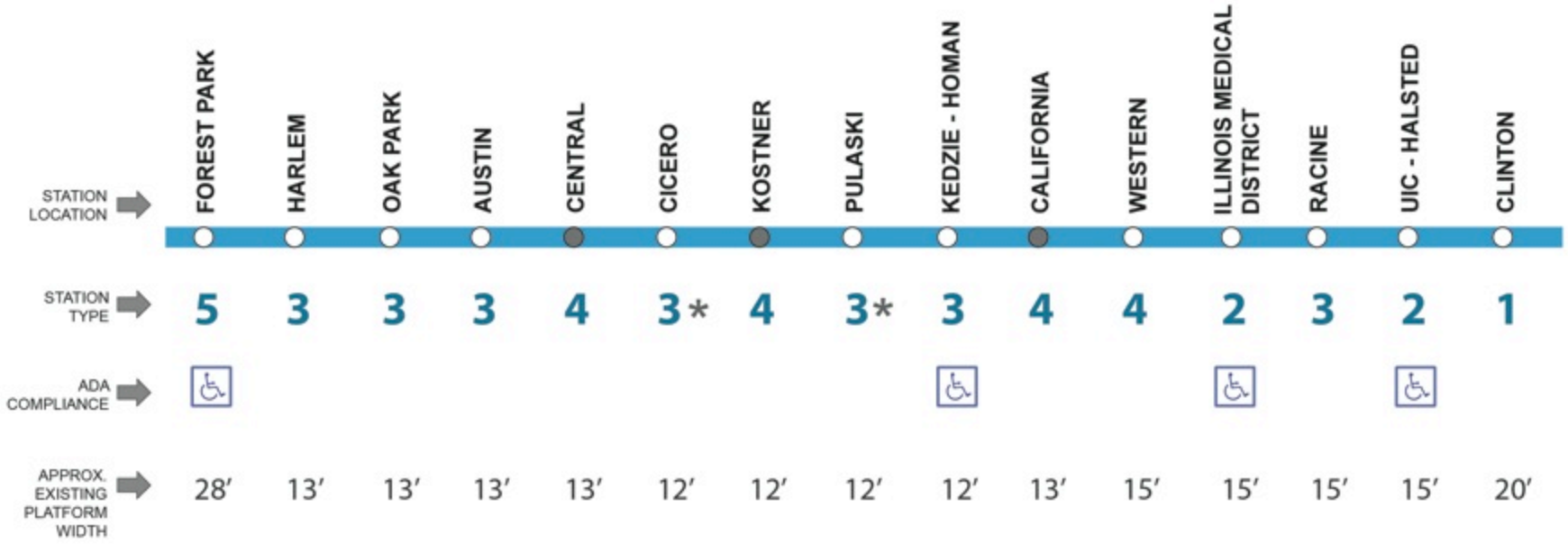
Station Prototype Goal and Assumptions

	GOAL	ASSUMPTIONS
STATION	ACCESSIBLE / ADA COMPLIANT CODE COMPLIANT EGRESS	ELEVATORS, RAMPS AND STAIRS
	COMFORTABLE, SAFE, AND CONVENIENT FOR PASSENGERS	PLATFORMS TO MEET CTA GUIDELINES 24' CENTER / 14' SIDE WIND, RAIN, AND SOUND PROTECTION
	EASY TO SECURE AND OPERATE	CLEAR LINES OF SIGHT
	EASY TO MAINTAIN	DURABLE MATERIALS
NEIGHBORHOOD	EASY TO FIND	HIGHLY VISIBLE, CLEARLY IDENTIFIABLE
	SEAMLESSLY AND SAFELY CONNECTED TO STREETS AND TRANSIT	SHORT DISTANCE BETWEEN TRAINS AND STREETS

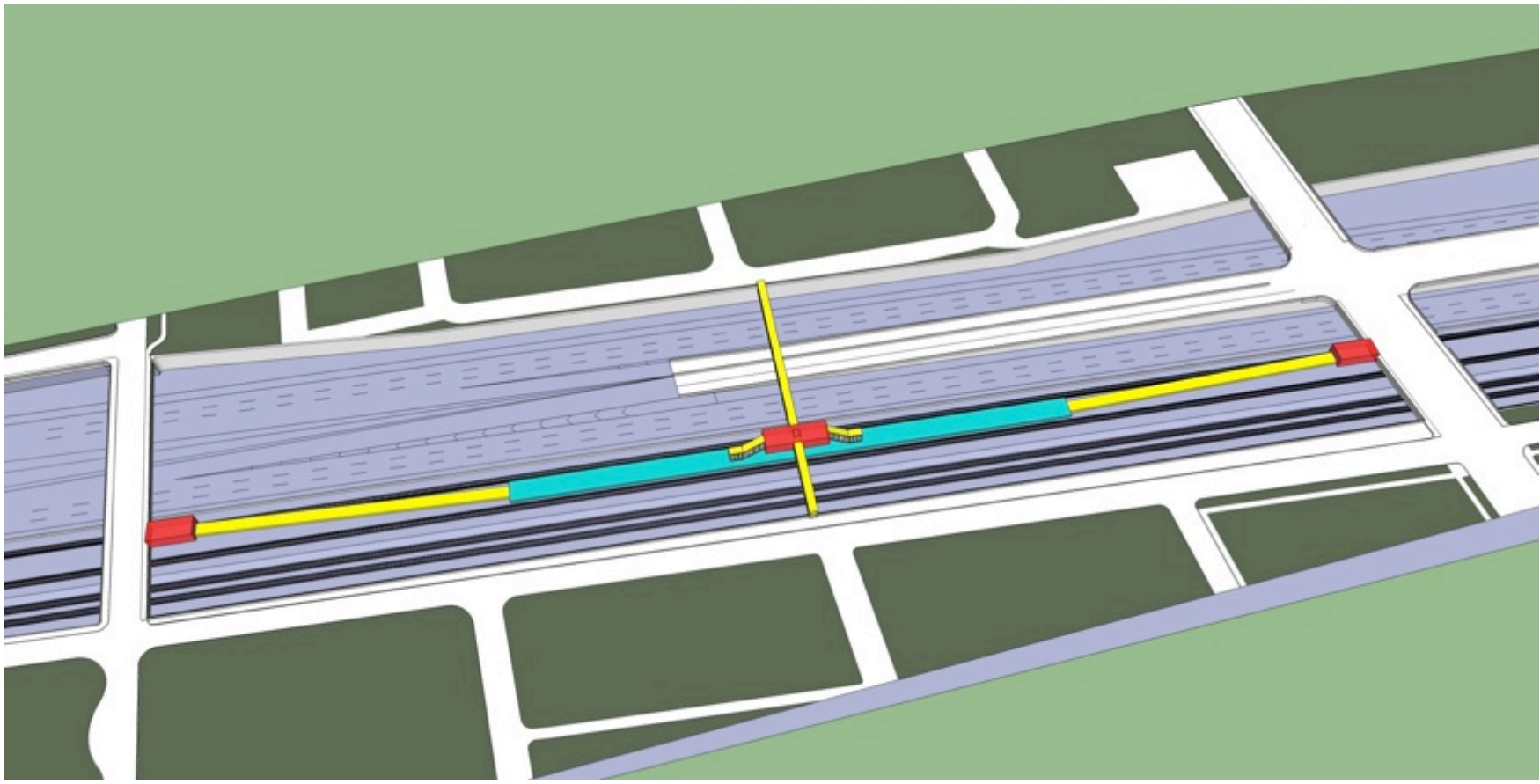
Station Types

STATION TYPES:

1 - SUBWAY STATION
2 - TRIPLE ENTRY STATION / RAMPS + STAIRS
3 - DOUBLE ENDED STATION / RAMPS + STAIRS
4 - SINGLE ENDED STATION / RAMP
5 - TERMINAL STATION
● CLOSED STATION
* STATION HOUSE ENTRY / EXIT CLOSED

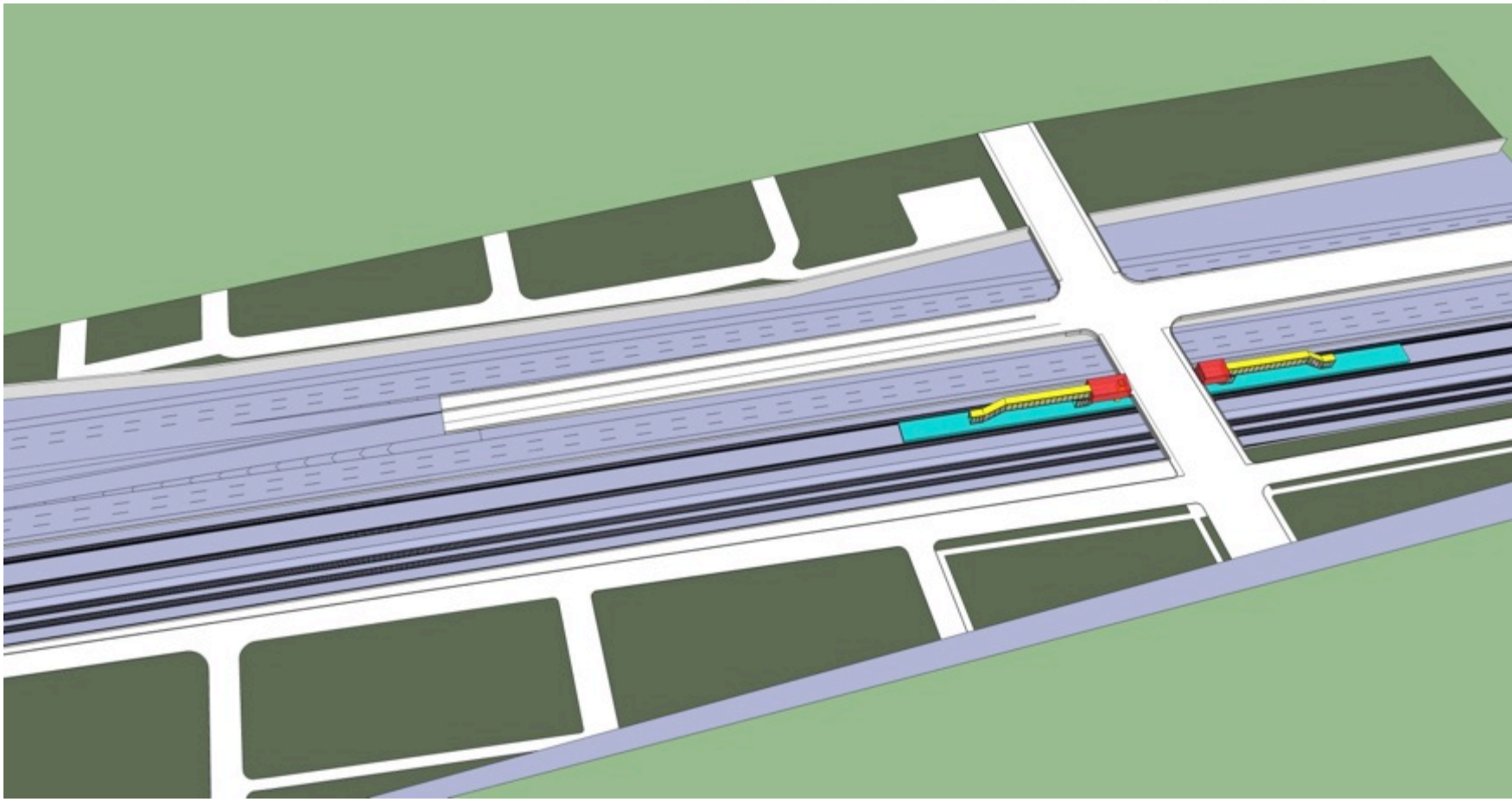


CONCEPTUAL OPTION B: WIDER PLATFORM



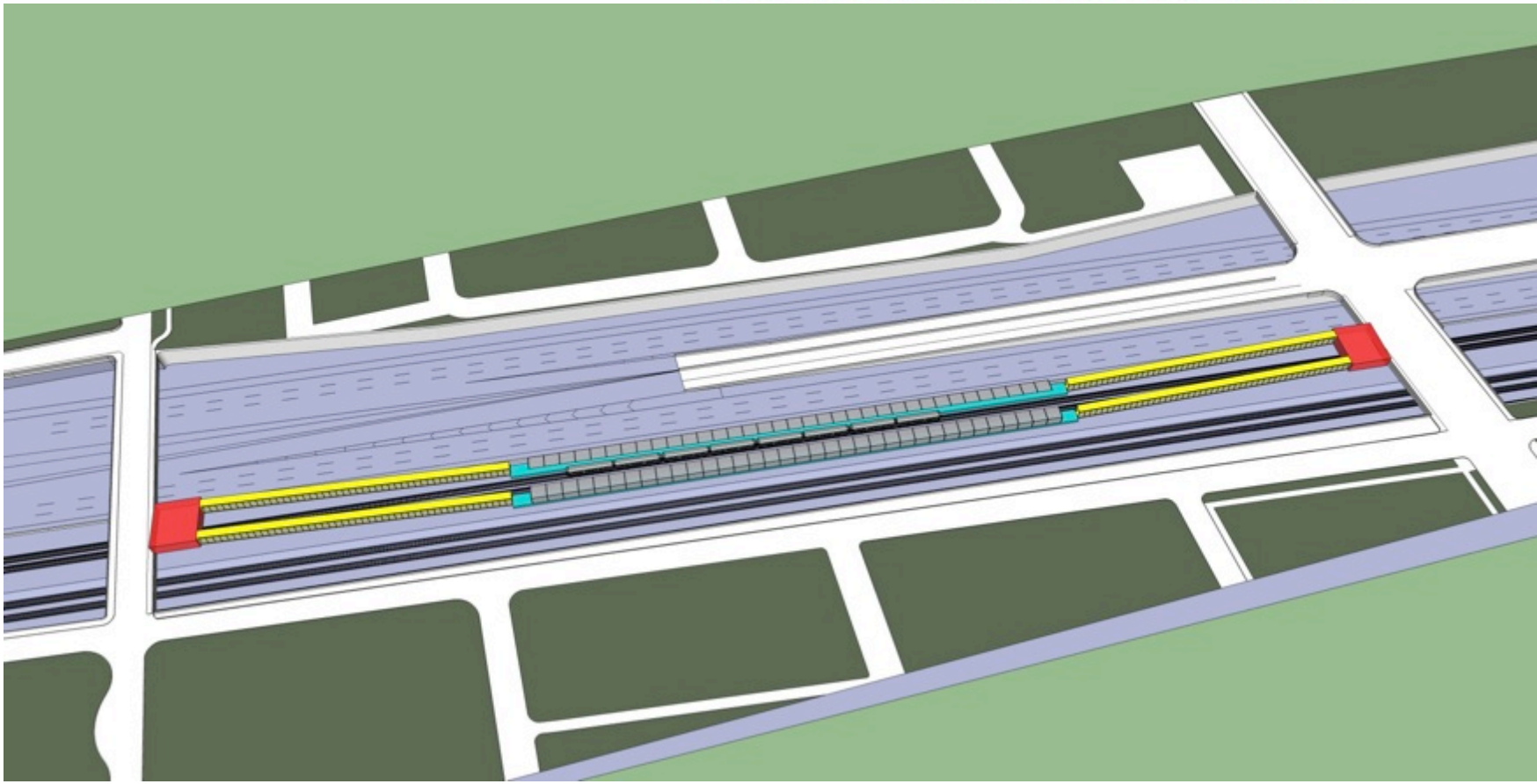
- Added station house at mid platform
- Pedestrian bridge
- Improve existing station houses
- Widen platform – relocate 1 track
- Improved access + bus connection
- New canopy + platform elements

CONCEPTUAL OPTION C: COMPACT LAYOUT AT BRIDGE



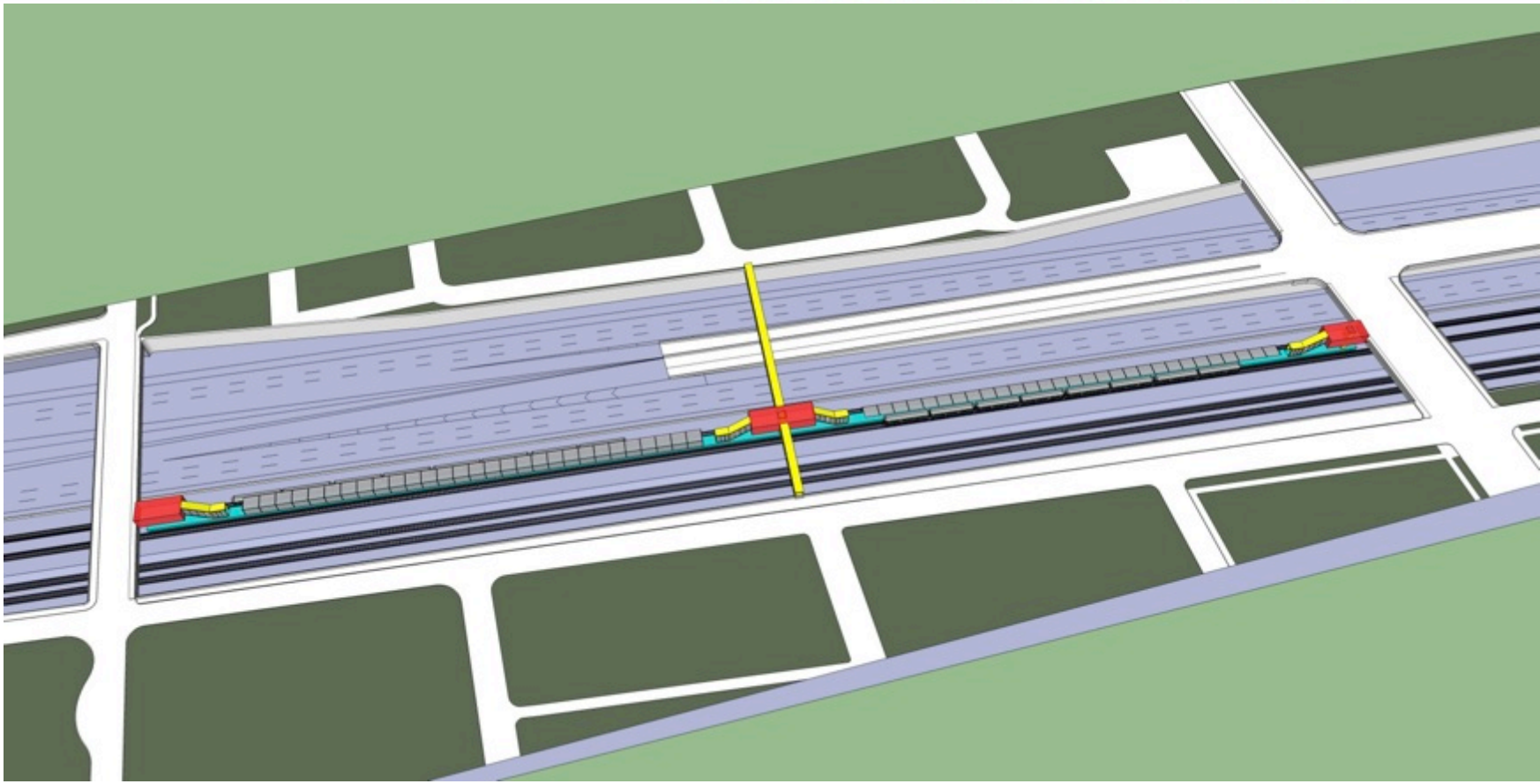
- New station houses at bridge
- Wider center platform
- Improved access + bus connection
- New canopy + platform elements

CONCEPTUAL OPTION D: SIDE PLATFORMS



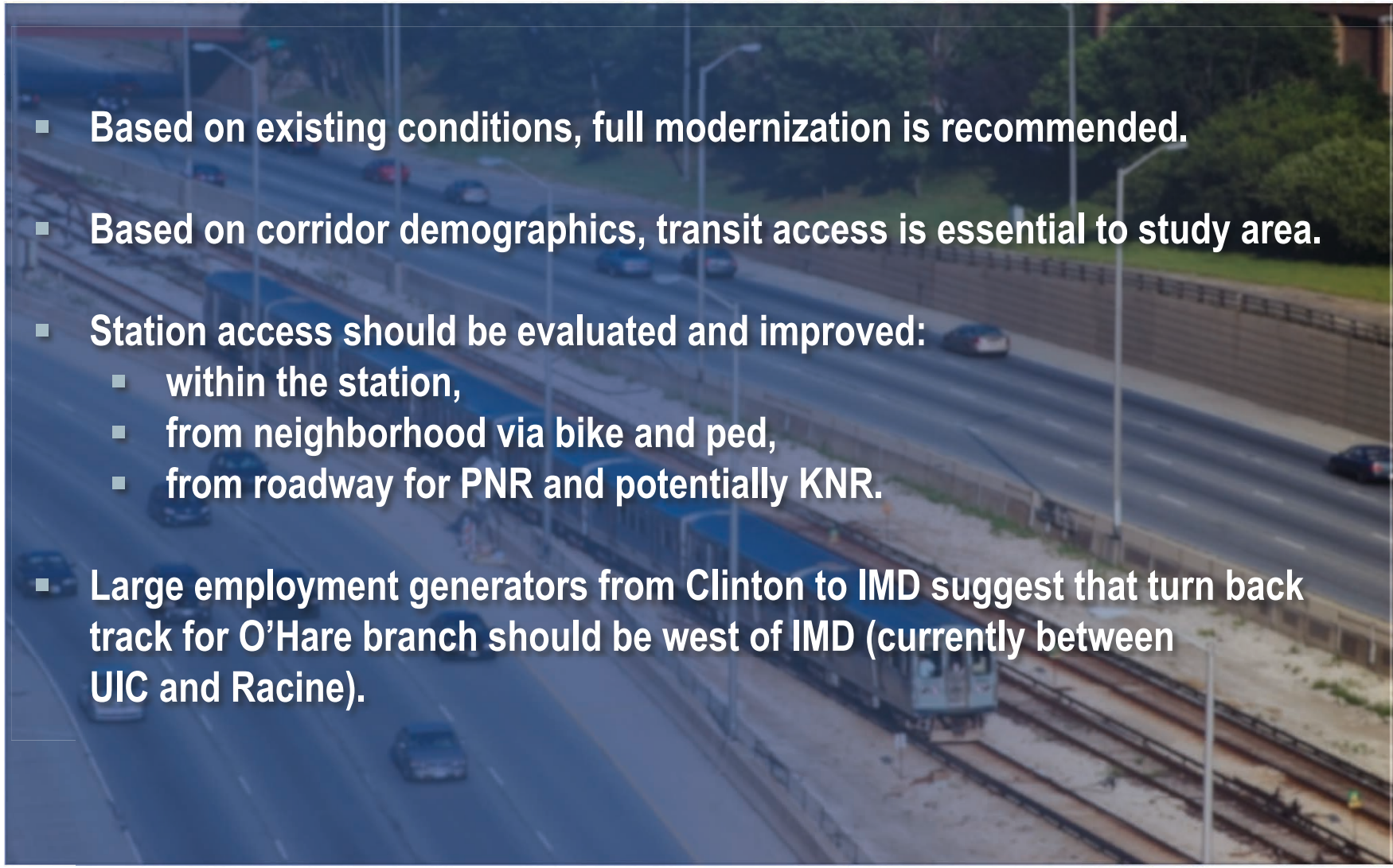
- New station houses and ramps
- New platforms – relocate 1 track
- Potential noise mitigation
- Improved access + bus connection
- Wind and weather protection

CONCEPTUAL OPTION E: STAGGERED BERTHING



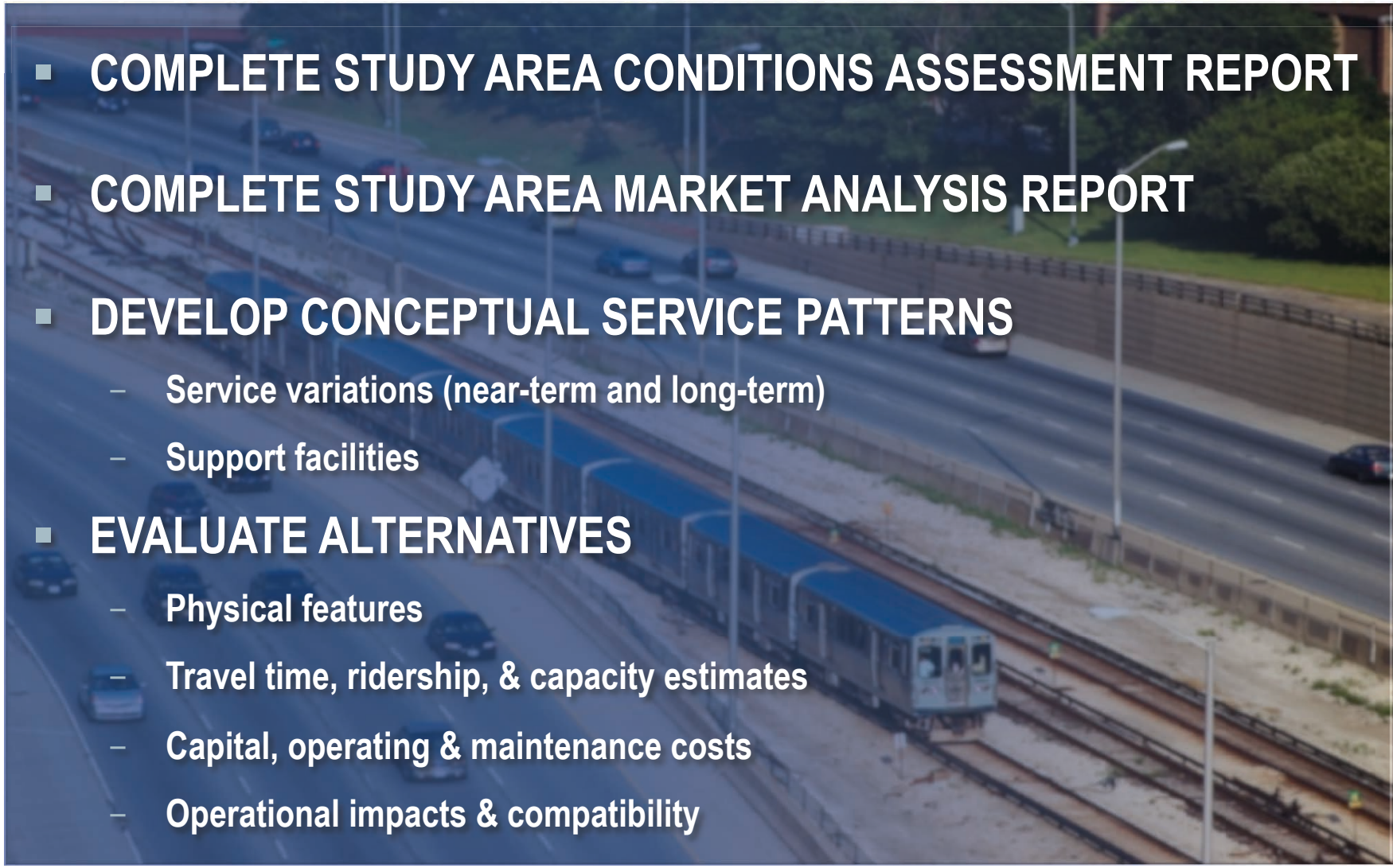
- New station houses and vertical circulation
- Extend platform – same width
- No track relocation
- Potential noise mitigation
- Improved access + bus connection
- Wind and weather protection
- Added station house at mid platform
- Pedestrian bridge

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 ped,
  - 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



- COMPLETE STUDY AREA CONDITIONS ASSESSMENT REPORT
- COMPLETE STUDY AREA MARKET ANALYSIS REPORT
- 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