

CTA BLUE LINE VISION STUDY



***CTA Blue Line Forest Park Branch
Feasibility/Vision Study
Review and Status Update***

August 27, 2015

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Summary of Existing Conditions Assessment

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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: approaching end of useful life; inadequate track configuration and capacity

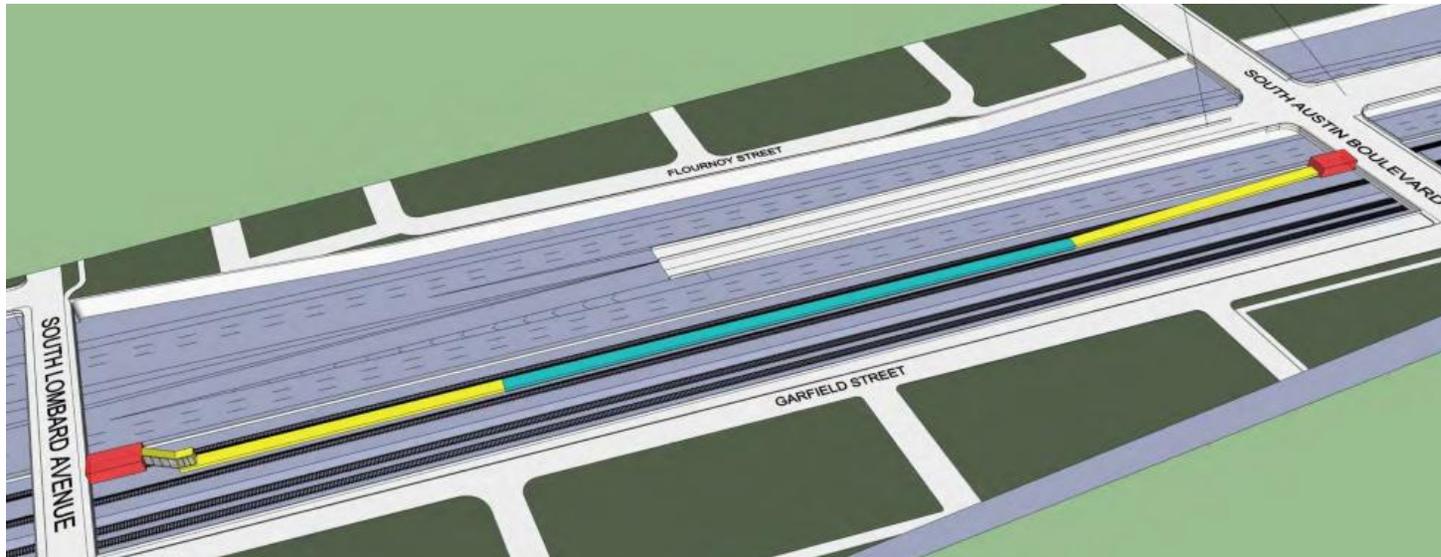


Maintain Existing Entrance Locations

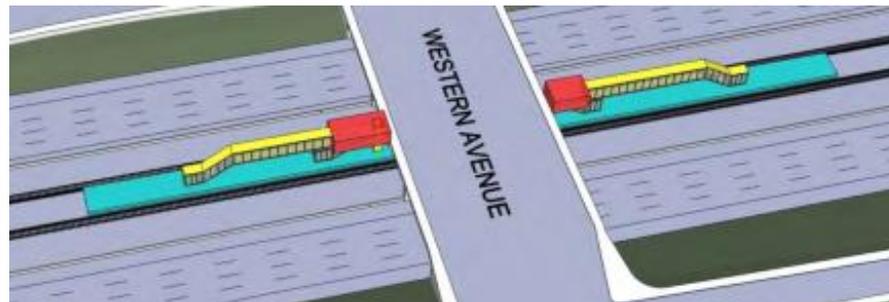
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- Retain double and triple entry station entrances
Harlem, Oak Park, Austin, Illinois Medical District, Racine, UIC-Halsted



- Dual headhouses possible for single entry stations with bus connections
Cicero, Pulaski, Western



Forest Park Terminal Station - Improve Terminal Site

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Redesign Forest Park terminal, yard and shop

- Improve site circulation
 - Bus circulation and transfers
 - Bike and pedestrian access to the terminal
 - Highway and traffic flow around the terminal
- Meet increased rail yard and shop needs
 - Inadequate fleet storage
 - Inadequate shop size
 - Improve yard configuration



Maintain Existing Service

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- **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



Intermodal Coordination

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



Summary of Overall Recommendations

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- **Complete reconstruction/modernization for the Forest Park branch**
 - Maintain existing entrance locations
 - Improve customer experience
 - Improve infrastructure
 - Improve terminal site
- **Maintain existing service**
- **Work with IDOT and stakeholders on corridor improvements**



Next Steps



- Present results to public in coordination with IDOT I-290 Public Hearing
- Continue to evaluate funding options and project phasing

