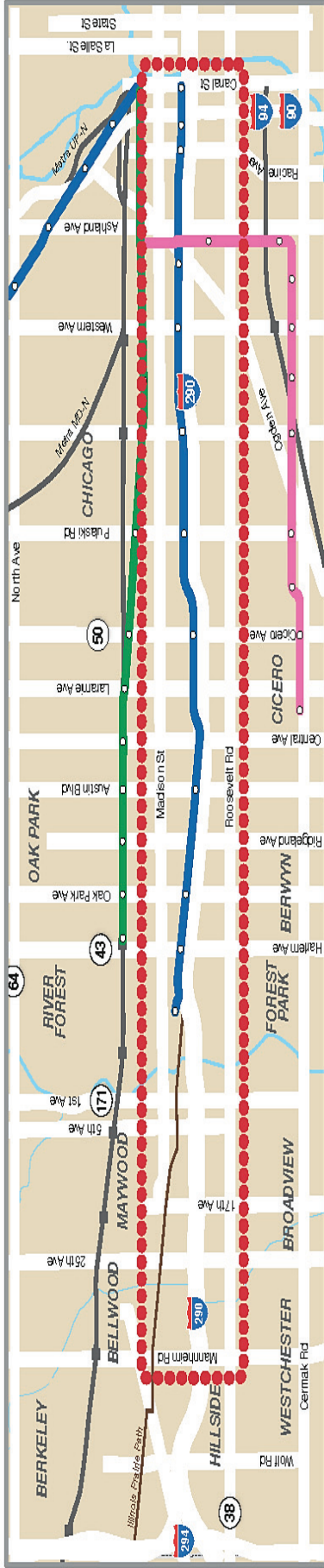


CTA Blue Line Study Area



CTA BLUE LINE VISION STUDY



Legend

- Blue Line/Station Access
- Green Line/Station Access
- Pink Line/Station Access
- Metra Line/Station
- Study Area Boundary
- River
- North



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.

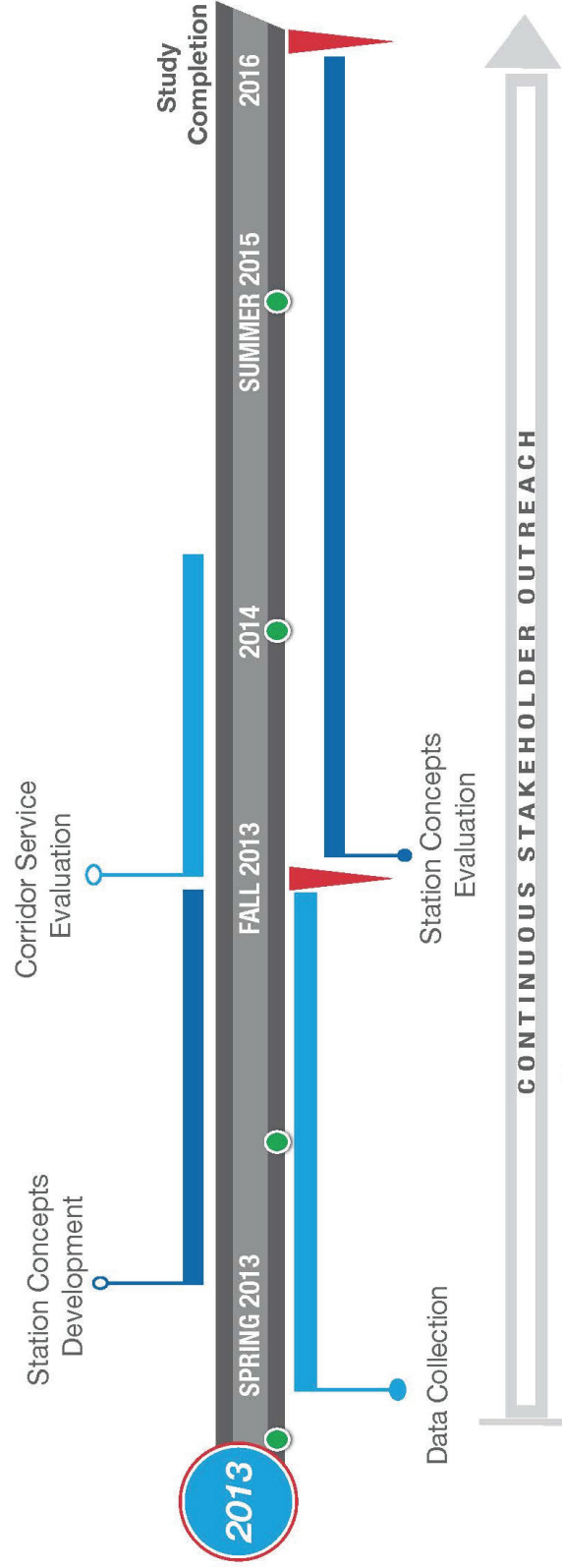
PROJECT STUDY AREA

- EXISTING CTA BLUE LINE: From Clinton Station to Forest Park Station





Blue Study Area Timeline



Public Meeting/Public Hearing IDOT Corridor Advisory Group Meetings (CAG)

PROCESS

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

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 2016
- Continuous stakeholder coordination and outreach during project





Summary of Existing Conditions Assessment



CTA BLUE LINE VISION STUDY

MINIMAL UPGRADES HAVE BEEN COMPLETED AS NEEDED

- Special Trackwork: crossovers & switches recently upgraded (except Lathrop)
- Signals: recently upgraded

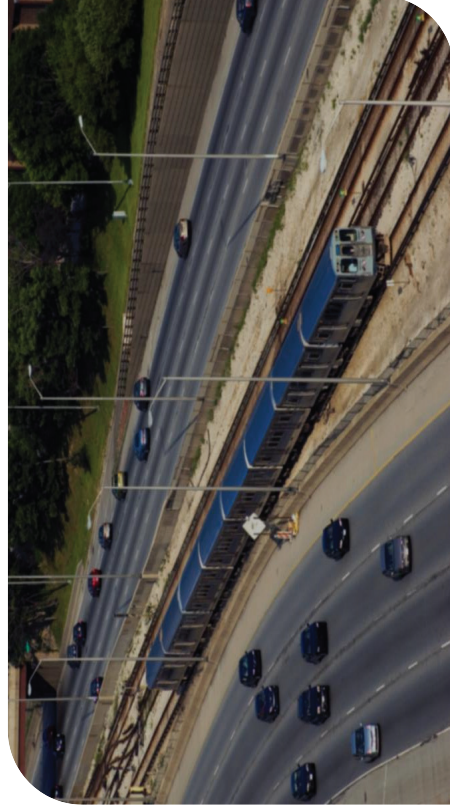
REMAINING ELEMENTS BEYOND USEFUL LIFE AND SEVERELY WORN

- 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



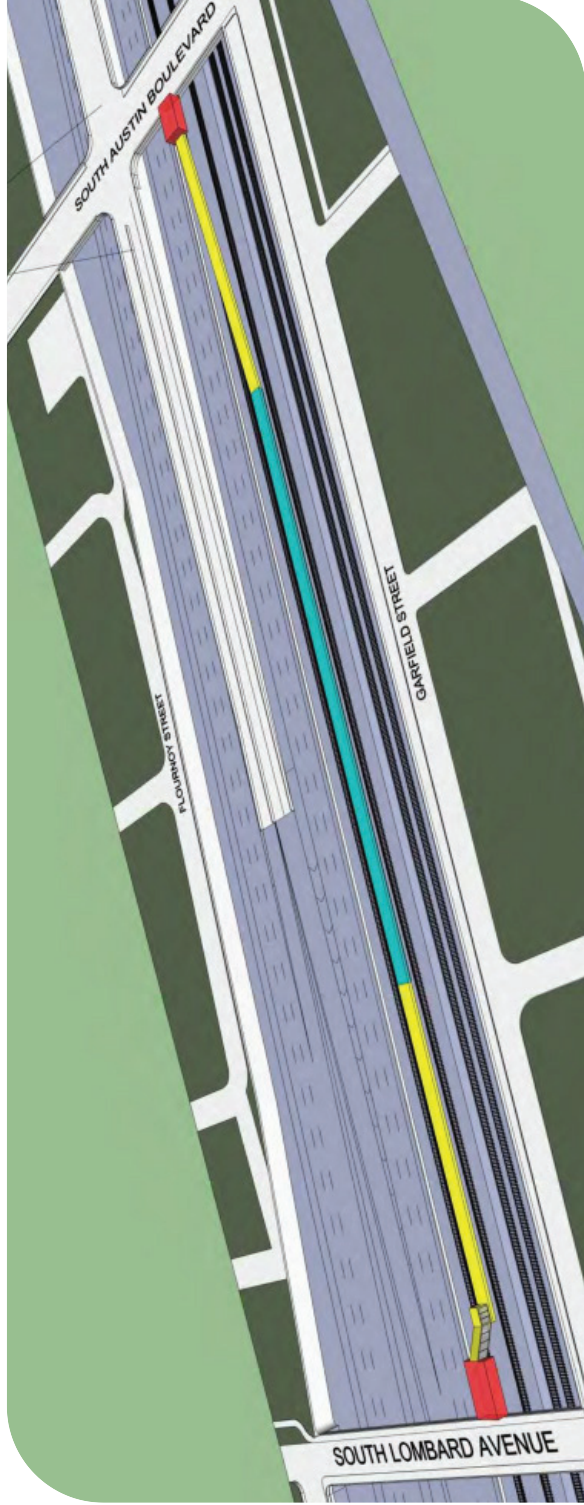


Maintain Existing Entrance Locations

CTA BLUE LINE VISION STUDY



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





Improve Customer Experience: Conceptual Rendering



CTA BLUE LINE VISION STUDY



Draft Conceptual Rendering

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





Improve Customer Experience: Conceptual Rendering

CTA BLUE LINE VISION STUDY



• Wider Platforms

• Shelter/weather protection

Draft Conceptual Rendering



Forest Park Improve Terminal Site



CTA BLUE LINE VISION STUDY

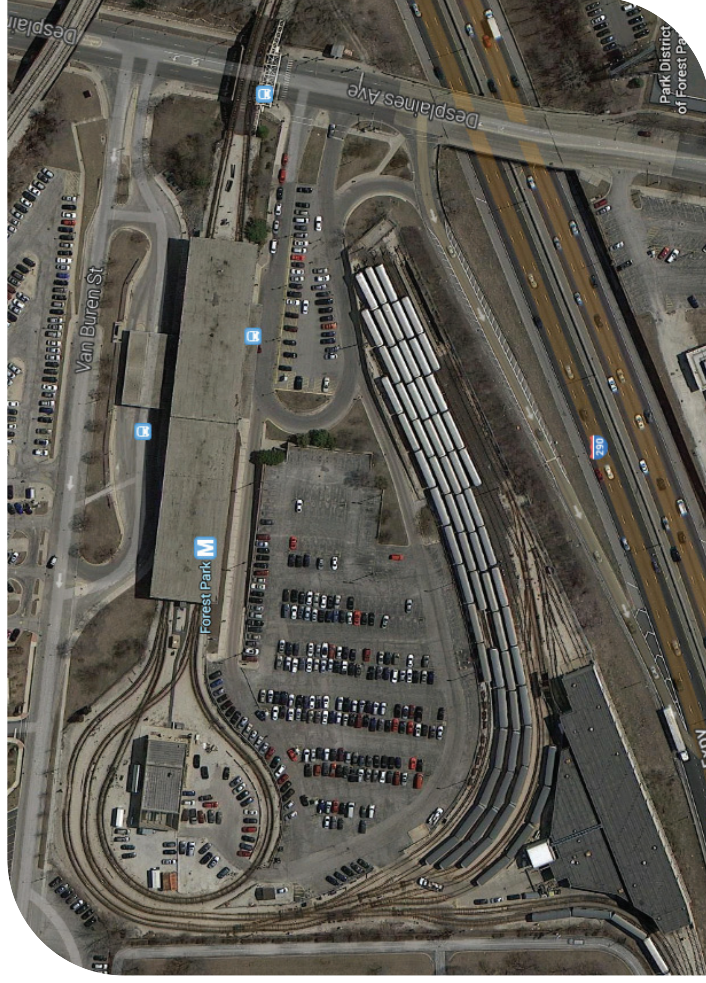
Redesign Forest Park terminal, yard, and shop within current parcel

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

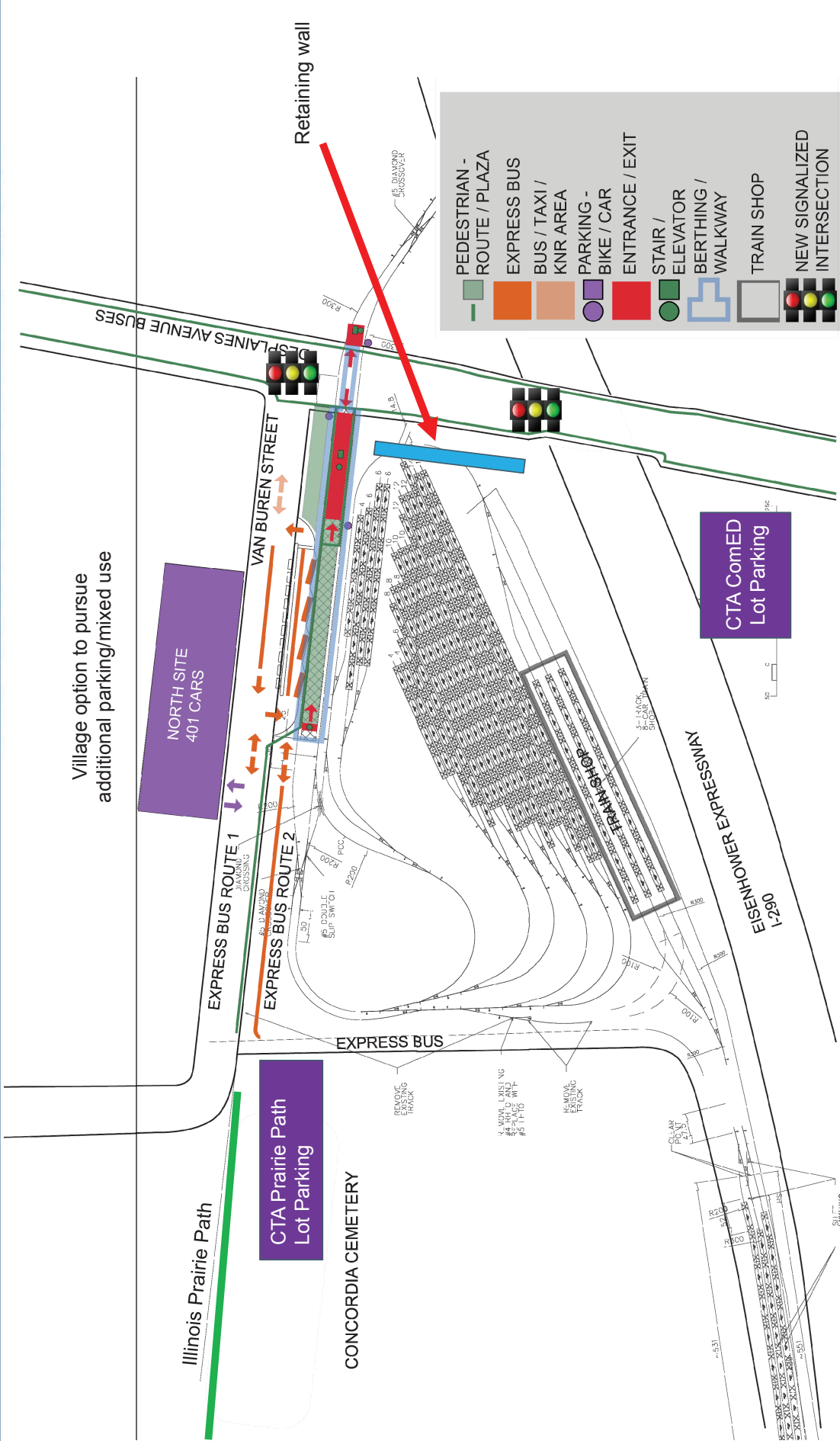
- Inadequate fleet storage
- Inadequate shop size
- Improve yard configuration





Forest Park Proposed Site Plan

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 |



CTA Blue Line Forest Park Branch

CTA BLUE LINE VISION STUDY



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 both projects
- Provide transit alternative during highway construction

Visit the project web site for more information and updates

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