

### ***Slide 1: CTA Blue Line Forest Park Branch Feasibility/Vision Study***

#### Study Recommendations

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Presenting in Coordination with IDOT I-290 Corridor Advisory Group Meeting August 27, 2015

### ***Slide 2: 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: approaching end of useful life; inadequate track configuration and capacity

### ***Slide 3: Maintain Existing Entrance Locations***

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

[Image of Austin station, with two head houses at Austin and Lombard, and ramps to center platform]

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

[Image of Western Ave revised station concept design with dual headhouses on both the east and west sides of Western Ave, both leading down to opposite ends of a CTA platform.]

### ***Slide 4: Forest Park Terminal Station – Improve Terminal Site***

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

Two images are on the slide: one image showing customers waiting to board a bus at the Forest Park terminal; and another image showing a photograph of the station and terminal site from the east side of Des Plaines Avenue, just to the south of the south entrance to the station.

***Slide 5: Maintain Existing Service***

- Long-term
  - Bring service speeds up to state-of-good-repair
  - No 3<sup>rd</sup> 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

***Slide 6: Intermodal Coordination***

- 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

***Slide 7: Summary of Overall Recommendations***

- 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 on corridor improvements

***Slide 18: Next Steps***

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

[Image of the Blue Line Forest Park Branch Vision/Feasibility Study Schedule including several tasks and their respective work dates, as follows:

- Data Collection: Spring 2013 through Fall 2013
- Station Concepts Development: Summer 2013 through Fall 2013
- Corridor Service Evaluation: Fall 2013 through Winter 2013/14
- Station Concepts Evaluation: Fall 2013 through Winter 2013/14

Public and Agency Outreach Meetings are indicated with a red mark in Fall 2013, Winter 2013/2014, and 2016, which will coincide with the Study Completion.