Board 1: Blue Line 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

A map showing the study area: The Study area captures the complete Blue Line from Clinton to Forest Park, and also allows for the evaluation of alternatives that could continue to Mannheim Road in coordination with I-290 EIS study.

Specifically, a red box delineates the study area from 1 block east of Clinton station at Canal Street (east) to Mannheim Road (west), Madison Street (north) to Roosevelt Road (south).

A photo of the Blue Line / I-290 Corridor with traffic congestion in four westbound lanes and the Blue Line approaching a station.

Board 2: Blue Line Vision Study Project Schedule

An image shows the project schedule, described by the following notes:

- Vision Study starting in 2013 with projected completion in 2017
- Since the beginning of the study in Spring 2013, the following tasks have been completed: Data Collection, Station Concept Development, and Corridor Service Evaluation
- Station concept evaluation began in late 2013 and is ongoing through the end of the project.
- Public and Agency Outreach Meetings are indicated with a green dot on the horizontal timeline, marking meetings in each year of the project: 2013, 2014, 2015, 2016 and 2017

(Note: the project schedule has been updated from earlier versions to reflect delays. The project was originally scheduled to be completed in early 2014, but will now be completed in Spring 2017.)

Process:

- Evaluate existing infrastructure and market conditions
- Conduct early outreach to project stakeholders
- Identify short and long-term service strategies for the CTA Blue Line
- Analyze funding options

Purpose:

- Determine long-term vision
- Coordinate transit and I-290 expressway improvements

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

Board 3: Summary of Existing Conditions Assessment

Minimal upgrades have been completed as needed

- Special trackwork: crossovers and switches recent 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

Photo of a CTA Blue Line head house with stairs leading down to platform level.

Photo of a CTA Blue Line train running on track in the corridor.

Board 4: Entrance location: Pulaski

Potential to re-open closed auxiliary entrance at Pulaski Station (Keeler Ave)
Consider shifting platform to be centered under Pulaski Rd

Option 1 (reopen auxiliary entrance) vs. Option 2 (shifted platform under Pulaski Rd)
Design criteria:

- Location of platform
- Access via Pulaski only vs. Pulaski and Keeler
- Access via ramp vs. stair/elevator and stair/elevator only

There are three images depicting the existing station configuration, plus each of these two options. The first image shows a cross-section (from the south, facing north) with the existing station, plus an open ramp that leads out to Keeler Avene on the west, with a CTA headhouse positioned at Keeler Ave. The caption on this image reads: Option 1 – Reopen Auxiliary Entrance at Keeler (Pulaski) with ADA compliant ramp to platform.

Another image shows a station with the platform centered underneath Pulaski Rd with CTA headhouses on both the east and west side of the Pulaski Rd bridge that spans over the I-290 expressway. The caption under this image reads: Option 2 – Shifted platform under Pulaski with headhouses on each side of Pulaski, each with elevator and stair.

The final image, much smaller, in the bottom right corner of the board, shows the existing station configuration with access from Pulaski Avenue and a closed ramp leading up to a closed headhouse at Keeler. The caption under this image reads, Existing Pulaski Station Configuration – Auxiliary entrance closed.

Board 5: Entrance locations: Cicero

Potential to re-open closed auxiliary entrance at Cicero Station (Lavergne Ave)
Consider shifting platform to be centered under Cicero Ave

Option 1 (reopen auxiliary entrance) vs. Option 2 (shifted platform under Cicero Ave)
Design criteria:

- Location of platform
- Access via Cicero only vs. Cicero and Lavergne
- Access via ramp vs. stair/elevator and stair/elevator only

There are three images depicting the existing station configuration, plus each of these two options. The first image shows a cross-section (from the south, facing north) with the existing station, plus an open ramp that leads out to Lavergne Avene on the west, with a CTA headhouse positioned at Lavergne Ave. The caption on this image reads: Option 1 – Reopen Auxiliary Entrance at Lavergne (Cicero) with ADA compliant ramp to platform.

Another image shows a station with the platform centered underneath Cicero Avenue with CTA headhouses on both the east and west side of the Cicero Avenue bridge that spans over the I-290 expressway. The caption under this image reads: Option 2 – Shifted platform under Cicero Avenue with headhouses on each side of Cicero, each with elevator and stair.

The final image, much smaller, in the bottom right corner of the board, shows the existing station configuration with access from Cicero Avenue and a closed ramp leading up to a closed headhouse at Lavergne. The caption under this image reads, Existing Cicero Station Configuration – Auxiliary entrance closed.

Board 6: Entrance Locations: Western

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

Design criteria:

- Location under Western determined by site constraints
- There is no street to the west (different from Pulaski and Cicero)
- Access via ramp to new platform is not feasible because of site constraints

There are two images, one of the redesigned Western Ave station and one of the existing design.

The first image is a cross-section of a redesigned Western station with Congress Parkway shown to the south, Van Buren Street shown to the north, as well as the Maplewood pedestrian bridge and Union Pacific Elevated train crossing to the west of Western Avenue. The platform would start under Wetern Ave and continue to the west. There are stationhouses with elevators and stairs shown on both sides of Western Avenue. The caption underneath reads, Shifted platform under Western Avenue with headhouses on each side of Western, each with elevator and stair.

The second image, in the bottom right of the board, shows the existing station with one Western station entrance on the west side of the street, with a ramp leading down to a platform that is centered between Western and Maplewood. The caption below this image reads Existing Western Station Configuration – No auxiliary entrance.

Board 7: Improve Customer Experience Conceptual Rendering

A draft conceptual rendering of the streetscape at Western station is shown. The viewpoint is from the north side of the bridge that crosses over the highway and faces south. There are CTA headhouses for passengers to enter on both the east and west sides of the street and there is a CTA bus stopped at a CTA bus stop on the west side of the street in front of the CTA headhouse for convenient bus to rail transfers. There are many pedestrians in view and well-marked pedestrian crossings at intersections. At the bottom of the image, a list of station features is provided, including:

- ADA ACCESSIBLE
- LANDSCAPING
- PEDESTRIAN CROSSINGS/REFUGES
- STATION ENTRANCE DESIGN

- BIKE RACKS
- LIGHTING
- DESIGN IMPROVED CTA MAINTENANCE AND CONSTRUCTABILITY

Board 8: Improve Customer Experience Conceptual Rendering

A draft conceptual rendering of the entrance to Racine station is shown. There is a plaza in front of the station with a partial covering. There are green trees, a bike rack and many pedestrians in the image. The features of the rendering are listed at the bottom of the slide as follows:

- ADA ACCESSIBLE
- LANDSCAPING
- PEDESTRIAN CROSSINGS/REFUGES
- STATION ENTRANCE DESIGN
- BIKE RACKS
- LIGHTING
- DESIGN IMPROVED CTA MAINTENANCE AND CONSTRUCTABILITY

Board 9: Improve Customer Experience Conceptual Rendering

A draft conceptual rendering of the platform level at Austin station is shown. The platform is wider than existing without any barriers, allowing a long open view of many transit users. There is a partial concrete station covering. The features of the rendering are listed at the bottom of the slide as follows:

- WIDER PLATFORMS
- SHELTER/WEATHER PROTECTION

Board 10: Study Area Demographics

WALKSHEDS AND POPULATION

A map showing a walking distances to each station on the Blue Line Forest Park Branch. The following notes can be discerned from the map:

- Walk-in entry is the primary method of access for all stations on the Blue Line Forest Park Branch, with the exception of Forest Park (which does not provide a consistent walkshed area surrounding the station).
- Walking distance from station access points along pedestrian paths (including all sidewalks) is shown at .5 mile as well as .25 mile and 500 feet from station areas using different color markings.
- Analysis considered Green Line and Pink Line Stations so a shorter walkshed was depicted for Blue Line access when an adjacent Pink or Green Line station would be closer.

A chart showing total population and households within a half mile of each station, as described in the following table:

Blue Line Station	Population	Minority Population	Households	Low Income Households
Study Area Total	**113,304**	**79,682 (70.3%)**	**109,563**	**20,754 (18.9%)**
Clinton to Illinois Medical District				
Clinton	2,782	1,045 (37.6%)	1,742	290 (16.6%)
UIC-Halsted	4,493	1,629 (36.3%)	2,129	557 (26.2%)
Racine	5,607	2,477 (44.2%)	2,778	1,156 (41.6%)
Illinois Medical District	3,099	2,511 (81.0%)	1,646	1,225 (74.4%)
Sub Total	15,981	7,662 (47.9%)	8,295	3,228 (38.9%)
Western to Austin				
Western	5,593	4,594 (82.1%)	2,146	1,332 (62.1%)
California*	3,694	3,566 (96.5%)	1,217	827 (68.0%)
Kedzie-Homan	7,593	7,408 (97.6%)	2,374	1,437 (60.5%)
Pulaski	6,722	6,672 (99.3%)	2,243	1,397 (62.3%)
Kostner*	4,252	4,226 (99.4%)	1,325	814 (61.4)%
Cicero	2,845	2,810 (98.8%)	965	541 (56.1%)
Central*	1,422	1,372 (96.5%	460	246 (53.5%)
Austin	7,074	4,483 (63.4%)	2,739	999 (36.5%)
Sub Total	39,195	35,131 (89.6%)	13,469	7,593 (56.4%)
Oak Park to Forest Park				
Oak Park	7,441	2,201 (29.6%)	2,839	566 (19.9%)
Harlem	4,420	1,814 (41.0%)	1,856	514 (27.7%)
Forest Park	2,745	1,155 (42.1%)	1,401	484 (34.5%)
Sub Total	14,606	5,170 (35.4%)	6,096	1,564 (25.7%)

Source: ESRI Census 2012 Population, Household and Minority Estimate. Notes: *Closed station. Percents calculated from Total Population and Total Households column.

A chart showing vehicle availability for households within a half-mile of each station, as described in the following table:

Blue Line Station	Total Occupied Housing Units	Zero Car Available	1 Vehicle Available	2 or More Vehicle Available
Study Area Total	**43,412**	**11,547 (26.6%)**	**20,088 (46.3%)**	**11,776 (27.1%)**
Clinton to Illinois Medical District				
Clinton	2,908	175 (6.0%)	603 (20.7%)	160 (5.5%)
UIC-Halsted	1,904	302 (15.9%)	1,203 (63.2%)	400 (21.0%)
Racine	2,826	631(22.3%)	1,500 (53.1%)	694 (24.6%)
Illinois Medical District	1,469	745 (50.7%)	528 (35.9%)	196 (13.3%)
Sub Total	9,107	1,853	3,834	1,450
Western to Austin				

Blue Line Station	Total Occupied Housing Units	Zero Car Available	1 Vehicle Available	2 or More Vehicle Available
Western	2,115	514 (24.3%)	1,084 (51.3%)	515 (24.3%)
California*	962	396 (41.2%)	379 (39.4%)	186 (19.3%)
Kedzie-Homan	2,043	675 (33.0%)	895 (43.8%)	472 (23.1%)
Pulaski	2,392	1,041 (43.5%)	917 (38.3%)	434 (18.1%)
Kostner*	1,420	413 (29.1%)	702 (49.4%)	306 (21.5%)
Cicero	989	347 (35.1%)	405 (41.0%)	235 (23.8%)
Central*	504	160 (31.7%)	222 (44.0%)	122 (24.2%)
Austin	2,908	560 (19.3%)	1,347 (46%)	1,001 (34.4%)
Sub Total	13,333	4,106	5,951	3,271
Oak Park to Forest Park				
Oak Park	2,622	195 (7.4%)	1,073 (40.9%)	1,353 (51.6%)
Harlem	1,739	185 (10.6%)	740 (42.6%)	813 (46.8%)
Forest Park	1,729	224 (13.0%)	923 (53.4%)	584 (33.8%)
Sub Total	6,090	604	2,736	2,750

Source: ACS 2005-2009 Data Estimate (sum of owner and rental occupied housing units). Percents calculated from Total Occupied Housing Units column.

WALKSHEDS AND EMPLOYMENT

A chart showing station area employment within a half-mile of each station, as described in the following table:

Blue Line Station	Population	Employment	Population and Employment	Employment Filled by Residents Inside .5 Mile Area	Employment Filled by Residents Outside .5 Mile Area	Residents with Employment Outside Study Area
Study Area Total	**113,304**	**173,734[2]**	**287,038**	**6,218 (3.6%)[1]**	**167,516 (96.4%)[1]**	**37,919**
Clinton to Illinois Medical District						
Clinton	2,782 (2.5%)	16,866 (9.7%)	19,648 (6.8%)	54 (0.9%)	16,812 (10.0%)	864 (2.3%)
UIC-Halsted	4,493 (4.0%)	18,015 (10.4%)	22,508 (7.8%)	87 (1.4%)	17,928 (10.7%)	1,713 (4.5%)
Racine	5,607 (4.9%)	2,658 (1.5%)	8,265 (2.9%)	13 (0.2%)	2,645 (1.6%)	2,192 (5.8%)
Illinois Medical District	3,099 (2.7%)	17,224 (9.9%)	20,323 (7.1%)	81 (1.3%)	17,143 (10.2%)	1,193 (3.1%)
Sub Total	15,981 (14.1%)	54,763 (31.5%)	70,744 (24.6%)	235 (3.8%)	54,528 (32.6%)	5,962 (15.7%)
Western to Austin						
Western	5,593 (4.9%)	677 (0.4%)	6,270	12 (0.2%)	665 (0.4%)	2,329 (6.1%)
California*	3,694 (3.3%)	610 (0.4%)	4,304	14 (0.2%)	596 (0.4%)	1,171 (3.1%)
Kedzie-Homan	7,593 (6.7%)	1,119 (0.6%)	8,712	24 (0.4%)	1,095 (0.7%)	2,247 (5.9%)
Pulaski	6,722 (5.9%)	243 (0.1%)	6,965	1 (0.0%)	242 (0.1%)	1,907 (5.0%)
Kostner*	4,252 (3.8%)	360 (0.2%)	4,612	0 (0.0%)	360 (0.2%)	1,330 (3.5%)
Cicero	2,845 (2.5%)	2,601 (1.5%)	5,446	4 (0.1%)	2,597 (1.6%)	1,097 (2.9%)
Central*	1,422 (1.3%	1,300 (0.7%)	2,722	1 (0.0%)	1,299 (0.8%)	379 (1.0%)
Austin	7,074 (6.2%)	436 (0.3%)	7,510	17 (0.3%)	419 (0.3%)	3,595 (9.5%)
Sub Total	39,195 (34.6%)	4,697 (2.7%)	20,290	22 (0.4%)	4,675 (2.8%)	6,401 (16.9%)
Oak Park to Forest Park						
Oak Park	7,441 (6.6%)	1,705 (1.0%)	9,146	58 (0.9%)	1,647 (1.0%)	3,356 (8.9%)
Harlem	4,420 (3.9%)	1,315 (0.8%)	5,735	37 (0.6%)	1,278 (0.8%)	2,186 (5.8%)
Forest Park	2,745 (2.4%)	814 (0.5%)	3,559	29 (0.5%)	785 (0.5%)	1,090 (2.9%)
Sub Total	14,606 (12.9%)	3,834 (2.2%)	18,440	124 (2.0%)	3,710 (2.2%)	6,632 (17.5%

Source: ESRI Census 2012 Population Estimate, Employment Census LEHD 2011. *Closed station. ([1]) percent calculated from total study area employment ([2]). Station area percents calculated from column totals.

A map showing the density of study area employers, as described in the table supporting Slide 11 above (Employment column).

Board 11: Double Entry Station Concept: Renovation

The Renovation station concept is shown in profile (from north to south), from the side (looking east to west), and from an aerial view.

The Renovation Concept Option would keep the existing profile the same with similar platform widths, but would renovate the station and improve the existing infrastructure. This option would provide ADA accessible ramps and multimodal connections.

Board 12: Double Entry Station Concept: Renovation

The structure of the Renovation station concept is shown in a rendering view within the existing transportation corridor, adjacent to the I-290 highway and existing CSX rail tracks. The image showing the structure is very similar to existing conditions, with long ramps leading to a center platform between the access points at the overhead bridges.

The Renovation Concept Option would keep the existing profile the same with similar platform widths, but would renovate the station and improve the existing infrastructure. This option would provide ADA accessible ramps and multimodal connections.

Board 13: Model Stations: Inside

Whether renovated or rebuilt completely, Blue Line stations could have adequate canopies, wind protection, daylight and seating.

An image of the renovated Belmont Red, Brown and Purple Line station platform is shown, that shows extensive canopies with permeable panels (improving daylight on the platform) and sufficient space for furniture and circulation.

Removing columns and windbreaks from the platform would make its width more usable. This would be recommended especially if the platform were not widened. Additional benefits from removing these items would be making windbreaks continuous and incorporating noise control.

An rendering of a modified Harlem Green Line station shows the station encapsulated by permeable panels allowing daylight to enter, but providing a continuous windbreak and noise control.

An image of the Morgan Green, Pink Line Station is shown with canopy-support columns placed on the exterior edge of the platform, allowing for improved circulation and a more open design.

Board 14: Model Stations: Outside

Station houses should be welcoming to all users. Ample sidewalks should lead to and from them. Bus stops, seating, and places to lock bicycles should be located near station house entries.

From the outside, stations should be easily visible and attractive additions to the neighborhood landscape.

A rendering of a Cermak-McCormack Place Green Line Station shows a small plaza in front of the station entrance with street furniture (chairs/benches), bike racks to the side, and an open walkway to the station entrance. The station head house is built of glass or other light-permeable material that invites the customer into the entrance. An architecturally designed canopy is provided over the plaza between the station entrance and the street providing ample lighting facing down and also protection from weather elements.

An image of the Morgan Green Line Station is shown from a block away to the south with the prominent MORGAN STATION lettering on the track structure, and the architecturally pleasing station at the side with a prominent CTA logo on the façade of the station. This is an example of a station that is easily visible and provides an architecturally attractive addition to the neighborhood.

An image of the Belmont Red, Purple, and Brown Line Station entrance shows the columns supporting the track structure enhanced with art design showing diverse faces made of mosaic tile. Inside the station, a consistent theme is applied and more images can be seen against the back wall. This is an example of a station that uses art to integrate itself as an attractive addition to the community.

Board 15: CTA Blue Line Forest Park Branch

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 (intermediate)
    - 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 the branch
- Continue to work with IDOT on corridor improvements
    - Coordinate on overhead bridges to improve stations and access to 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

Board 16: Three distinct market 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

A CTA system map is displayed in the background.

Board 17: Blue Line Operates as West Side Express Branch

A CTA system map of the west side of Chicago, showing (from north to south) the Green Line, Blue Line, and Pink Line, is displayed. The text below the image describes the map:

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.

Board 18: Station Area Maps: Cicero

An image of a map encompassing the area around Cicero station is shown on this board. The map covers the area from Laramie in the west to Kostner on the east, and from Madison on the north to Roosevelt on the South. The legend indicates the elements displayed on the map, including:

- Bicycle routes
- Walking Distance from Station
    - 500 feet
    - ¼ mile
    - ½ mile
- Neighboring station area borders
- Buildings, color coded by their zoning category, as follows
    - Business/commercial
    - Industrial/manufacturing

    - Residential
    - Planned development
    - Planned manufacturing
    - Park/open space
    - Unknown
- CTA bus stops, and
- CTA bus routes

The data sources listed include: ESRI, HERE, DeLorme, USGS, Intermap, Increment P Corp, NRCAN, ESRI Japan, METI, ESRI China (Hong Kong), ESRI (Thailand), MapmyIndia, OpenStreetMap contributiors, and the GIS User Community.

The map shows that north is facing up and the scale for one-eighth and one-quarter of a mile are shown.

The purpose of the map is to show the local streets, land uses, and existing transit access adjacent to and near the Cicero Avenue station so that stakeholders can trigger a sense of place in this area and provide comments on preferred station alternatives (see Board 4).

Board 19: Station Area Maps: Pulaski

An image of a map encompassing the area around Pulaski station is shown on this board. The map covers the area from Kildare in the west to Lawndale on the east, and from Madison on the north to Roosevelt on the South. The legend indicates the elements displayed on the map, including:

- Bicycle routes
- Walking Distance from Station
    - 500 feet
    - ¼ mile
    - ½ mile
- Neighboring station area borders
- Buildings, color coded by their zoning category, as follows
    - Business/commercial
    - Industrial/manufacturing
    - Residential
    - Planned development
    - Planned manufacturing
    - Park/open space
    - Unknown
- CTA bus stops, and
- CTA bus routes

The data sources listed include: ESRI, HERE, DeLorme, USGS, Intermap, Increment P Corp, NRCAN, ESRI Japan, METI, ESRI China (Hong Kong), ESRI (Thailand), MapmyIndia, OpenStreetMap contributiors, and the GIS User Community.

The map shows that north is facing up and the scale for one-eighth and one-quarter of a mile are shown.

The purpose of the map is to show the local streets, land uses, and existing transit access adjacent to and near the Pulaksi Avenue station so that stakeholders can trigger a sense of place in this area and provide comments on preferred station alternatives (see Board 5).

Board 20: Station Area Maps: Western

An image of a map encompassing the area around Western station is shown on this board. The map covers the area from Washtenaw in the west to Damen on the east, and from Washington Blvd on the north to Roosevelt on the South. The legend indicates the elements displayed on the map, including:

- Bicycle routes
- Walking Distance from Station
    - 500 feet
    - ¼ mile
    - ½ mile
- Neighboring station area borders
- Buildings, color coded by their zoning category, as follows
    - Business/commercial
    - Industrial/manufacturing
    - Residential
    - Planned development
    - Planned manufacturing
    - Park/open space
    - Unknown
- CTA bus stops, and
- CTA bus routes

The data sources listed include: ESRI, HERE, DeLorme, USGS, Intermap, Increment P Corp, NRCAN, ESRI Japan, METI, ESRI China (Hong Kong), ESRI (Thailand), MapmyIndia, OpenStreetMap contributiors, and the GIS User Community.

The map shows that north is facing up and the scale for one-eighth and one-quarter of a mile are shown.

The purpose of the map is to show the local streets, land uses, and existing transit access adjacent to and near the Western Avenue station so that stakeholders can trigger a sense of place in this area and provide comments on station alternatives and preferences.