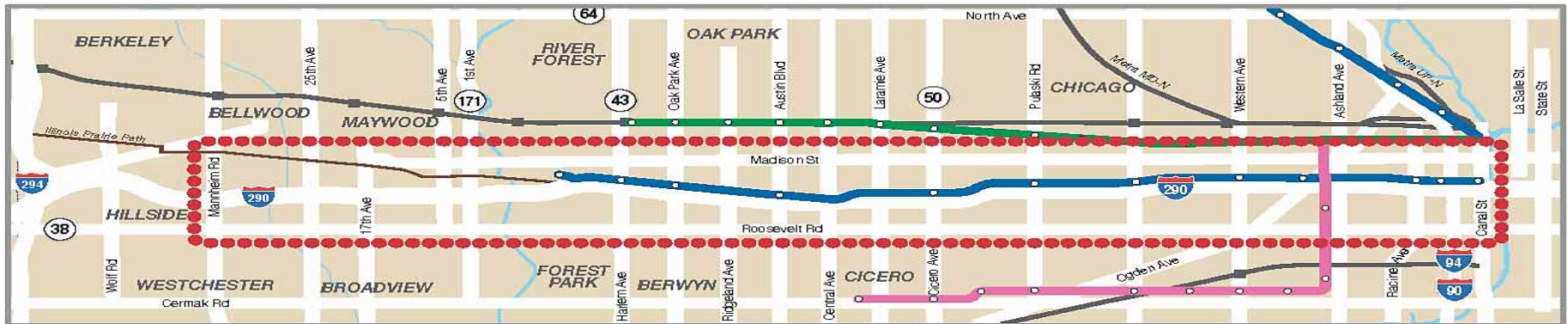


CTA Blue Line Study Area



CTA BLUE LINE VISION STUDY



Legend

-  Blue Line/Station Access
-  Green Line/Station Access
-  Pink Line/Station Access
-  Metra Line/Station
-  IL Prairie Path Multi-Use Trail
-  Study Area Boundary
-  River



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 Project Schedule



CTA BLUE LINE VISION STUDY



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 2017
- 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



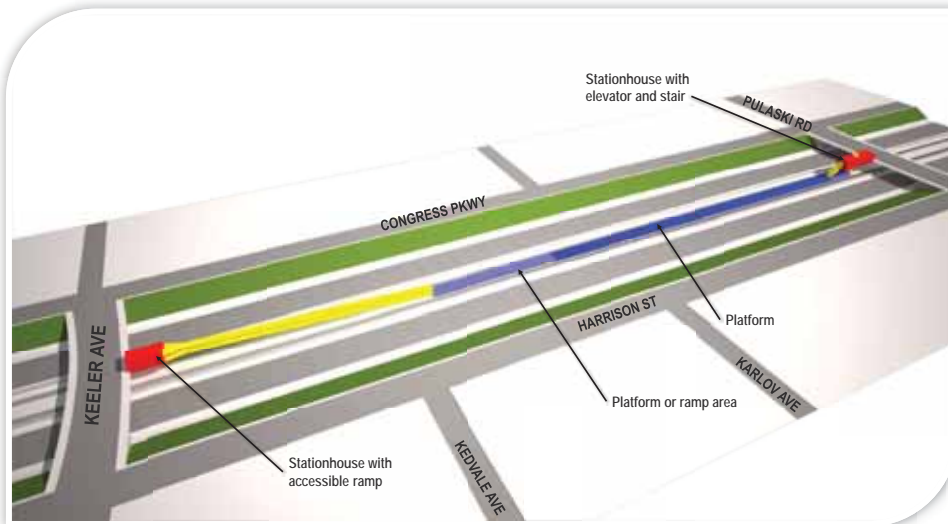
Entrance Locations: Pulaski



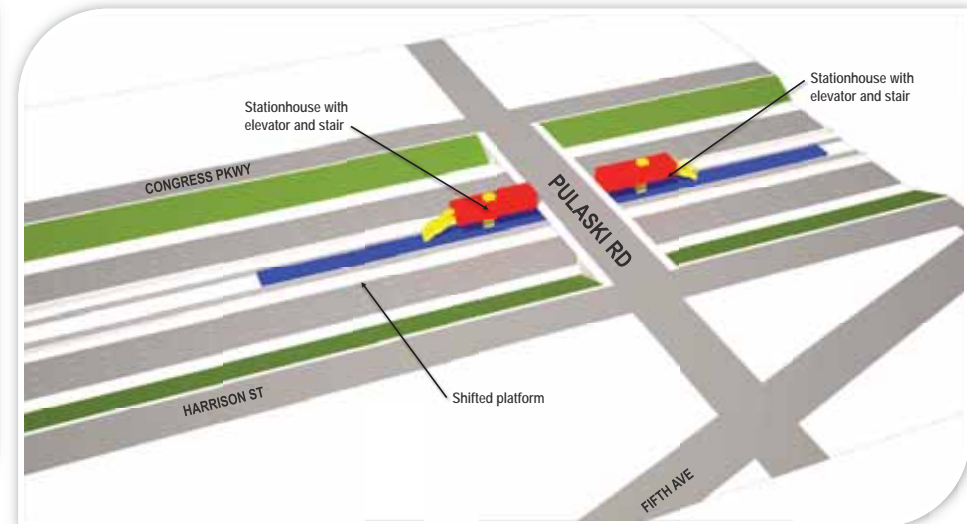
CTA BLUE LINE VISION STUDY



Potential to reopen closed auxiliary entrance at Pulaski Station (Keeler Ave.)
Consider shifting platform to be centered under Pulaski Rd.



Option 1 – Reopen Auxiliary Entrance at Keeler (Pulaski) with ADA compliant ramp to platform

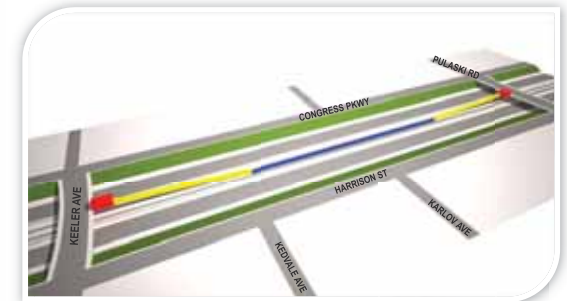


Option 2- Shifted platform under Pulaski Ave. with headhouses on each side of Pulaski, each with elevator and stair

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

Design Criteria:

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



Existing Pulaski Station Configuration - Auxiliary entrance closed

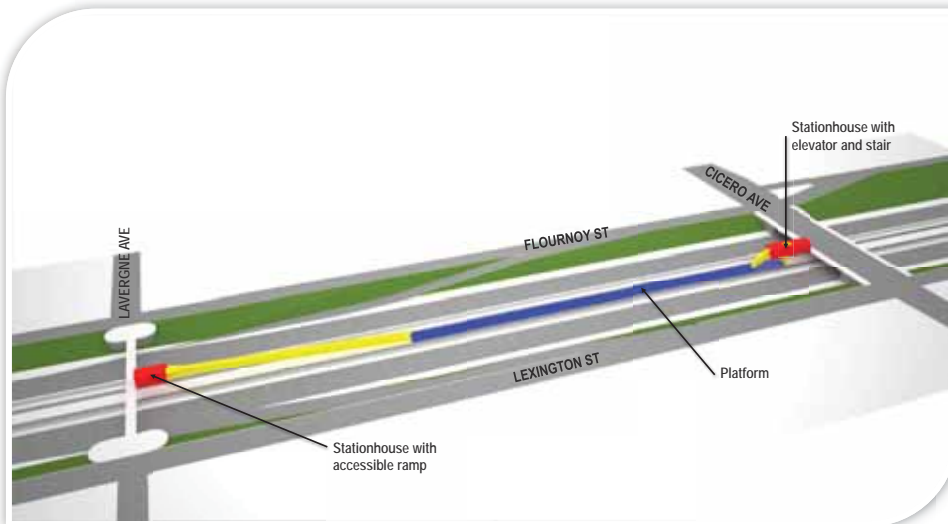
Entrance Locations: Cicero



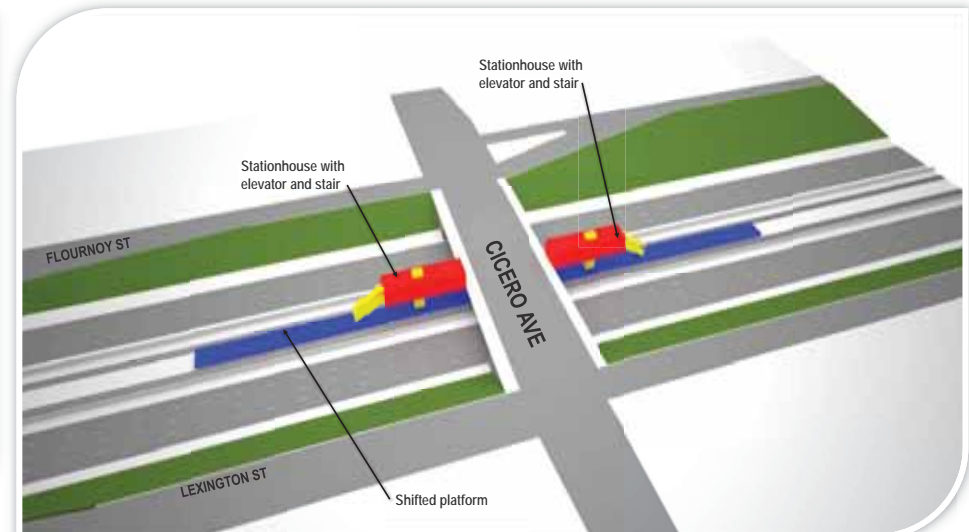
CTA BLUE LINE VISION STUDY



Potential to reopen closed auxiliary entrance at Cicero Station (Lavergne Ave.)
Consider shifting platform to be centered under Cicero Ave.



Option 1 - Reopen Auxiliary Entrance at Lavergne (Cicero) with ADA compliant ramp to platform

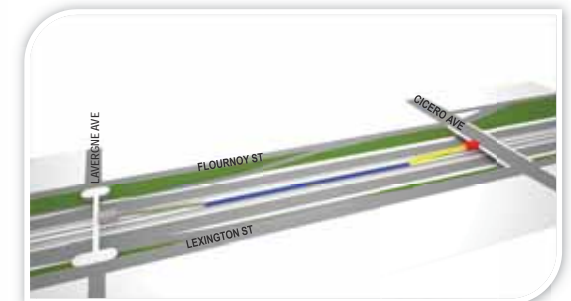


Option 2- Shifted platform under Cicero Ave. with headhouses on each side of Cicero, each with elevator and stair

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

Design Criteria:

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



Existing Cicero Station Configuration - Auxiliary entrance closed

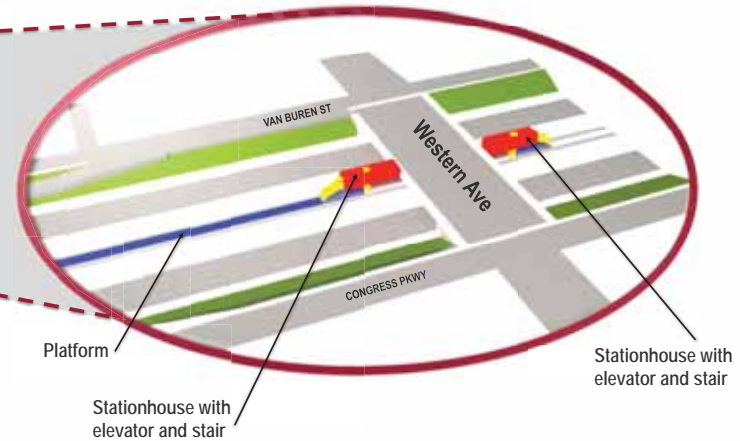
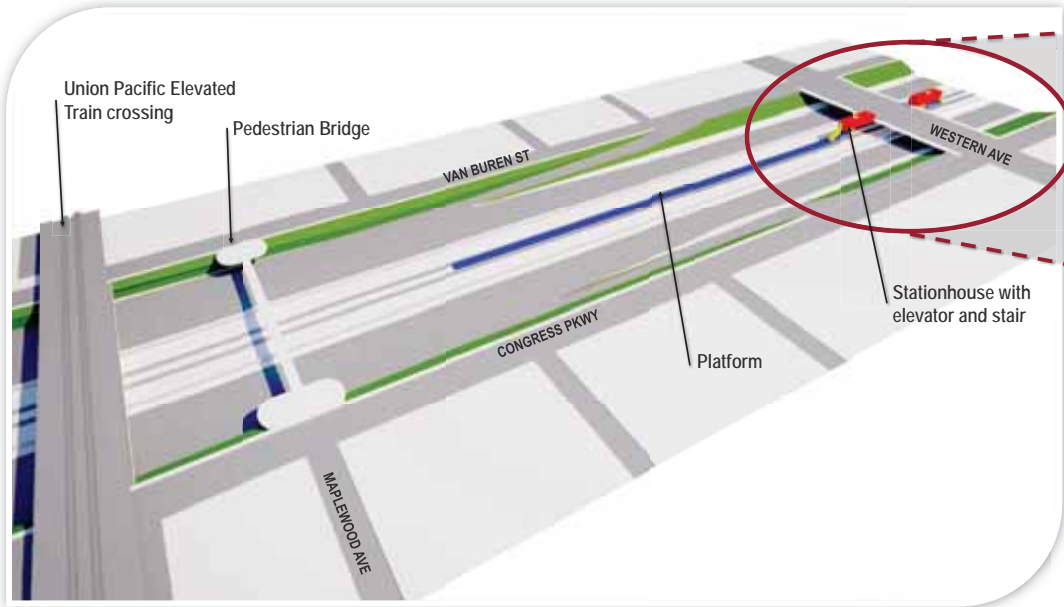
Entrance Locations: Western



CTA BLUE LINE VISION STUDY



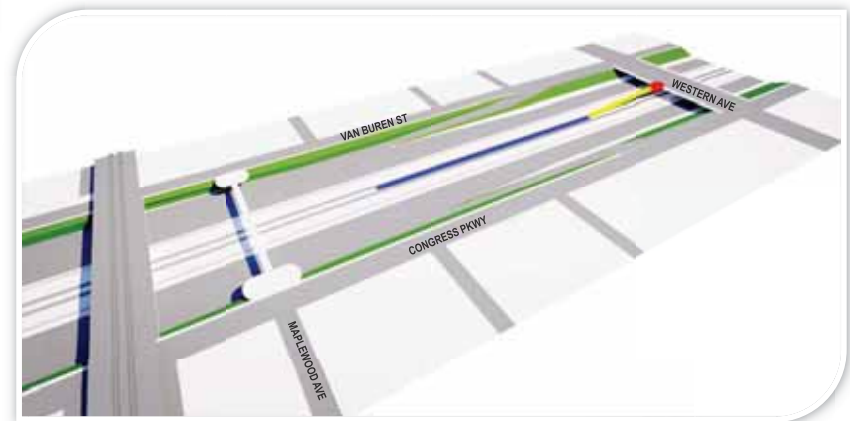
Platform to be centered under Western Ave. with two ADA accessible stationhouses



Shifted platform under Western Ave. with headhouses on each side of Western, each with elevator and stair

Design Criteria:

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



Existing Western Station Configuration – No auxiliary entrance

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



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

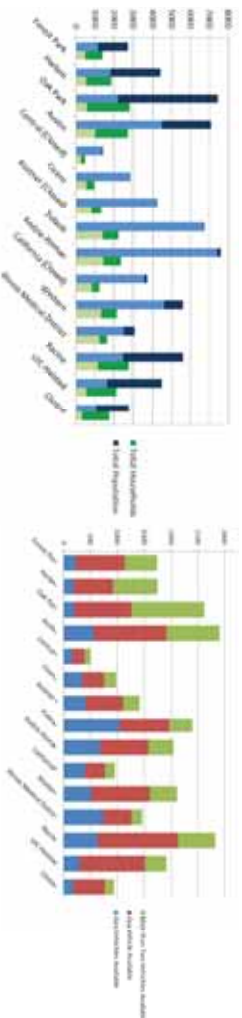
Study Area Demographics



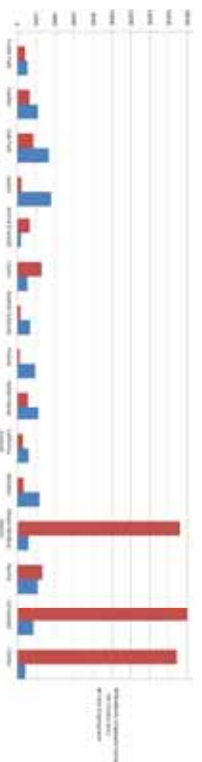
CTA BLUE LINE VISION STUDY



WALKSHEDS & POPULATION



WALKSHEDS & EMPLOYMENT



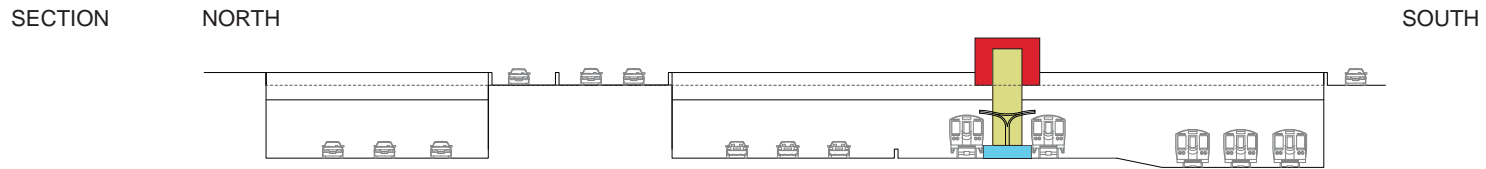
Double Entry Station Concept: Renovation



CTA BLUE LINE VISION STUDY

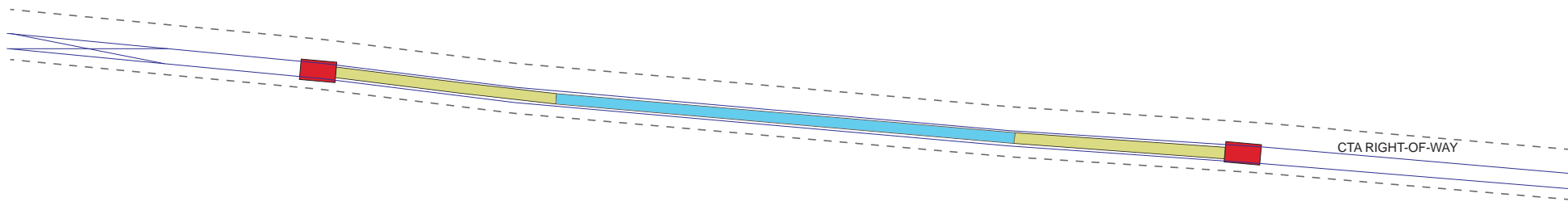


- STATION HOUSE
- PLATFORM
- CIRCULATION
- NOT TO SCALE



PLAN

↑ N

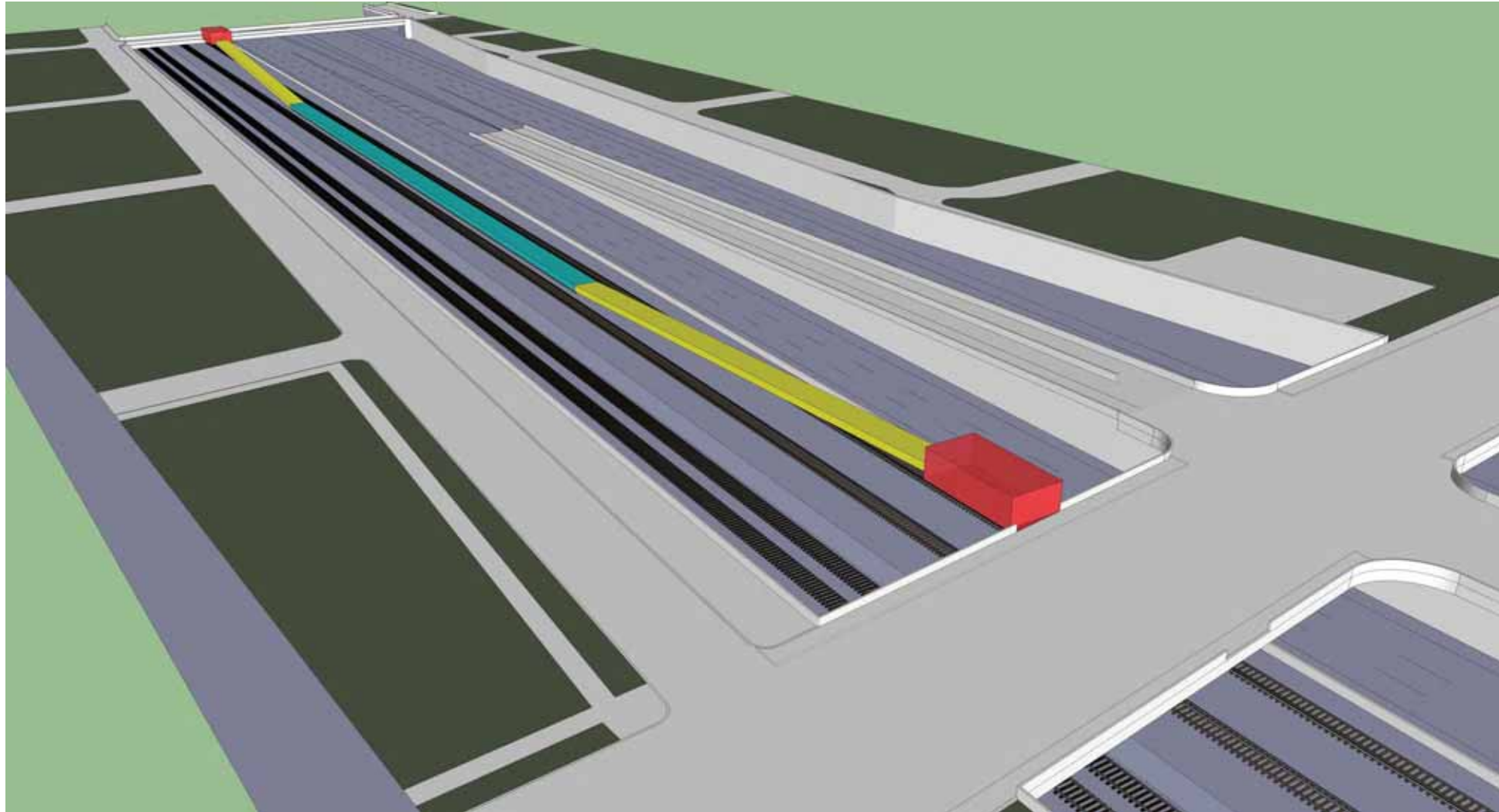


CTA RIGHT-OF-WAY

Double Entry Station Concept: Renovation



CTA BLUE LINE VISION STUDY



Model Stations: Inside



CTA BLUE LINE VISION STUDY



Kate Joyce Studios



Ross Barney Architects



Kate Joyce Studios

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

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 (as shown in the middle image, above) and incorporating noise control.

Model Stations: Outside



CTA BLUE LINE VISION STUDY



Ross Barney Architects

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 (see upper right image) and attractive additions to the neighborhood landscape.



Kate Joyce Studios

Kate Joyce Studios



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
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/bluweststudy/>

Three Distinct Market Segments



CTA BLUE LINE VISION STUDY

WESTERN TO AUSTIN

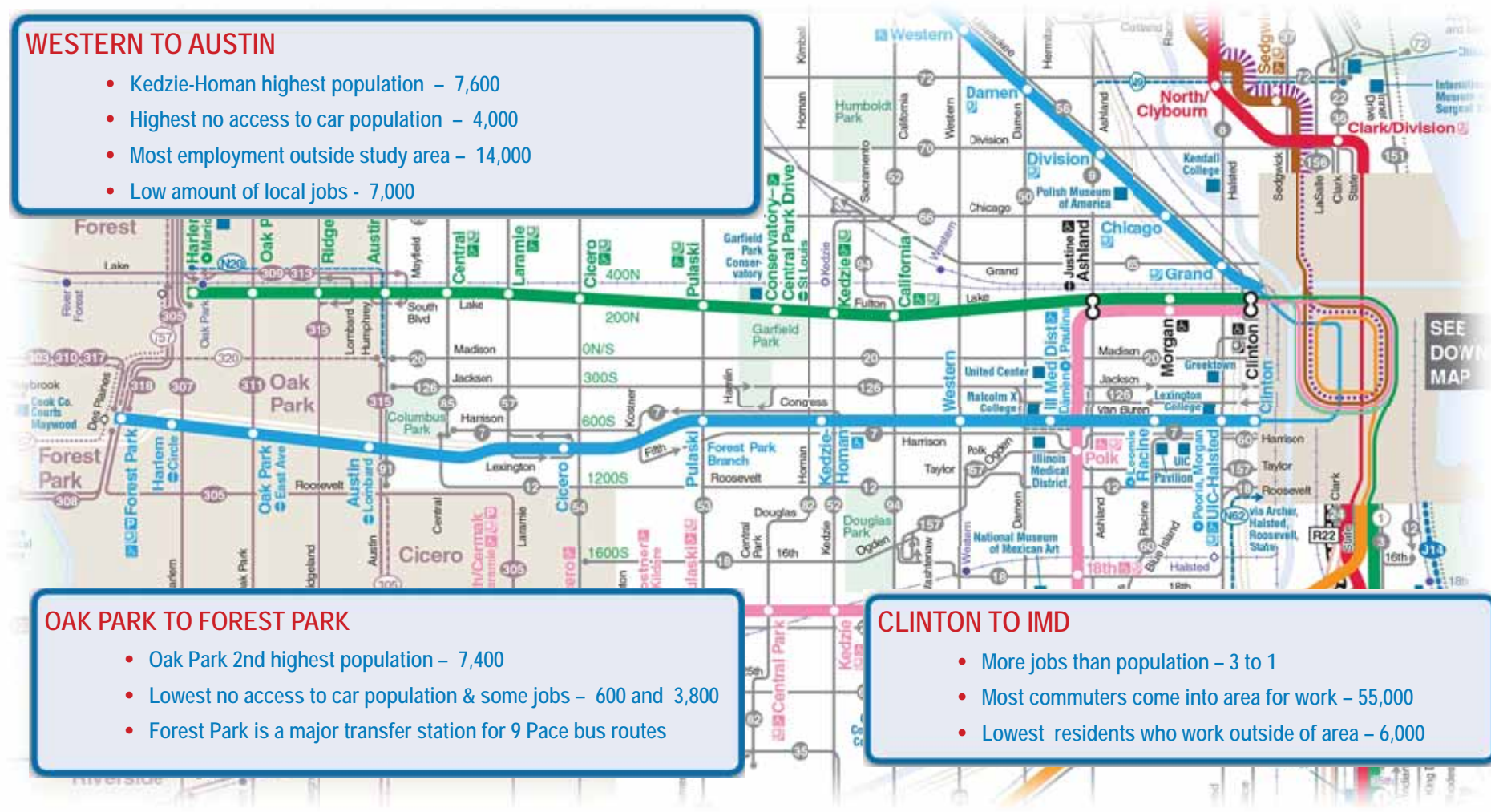
- Kedzie-Homan highest population – 7,600
- Highest no access to car population – 4,000
- Most employment outside study area – 14,000
- Low amount of local jobs - 7,000

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

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

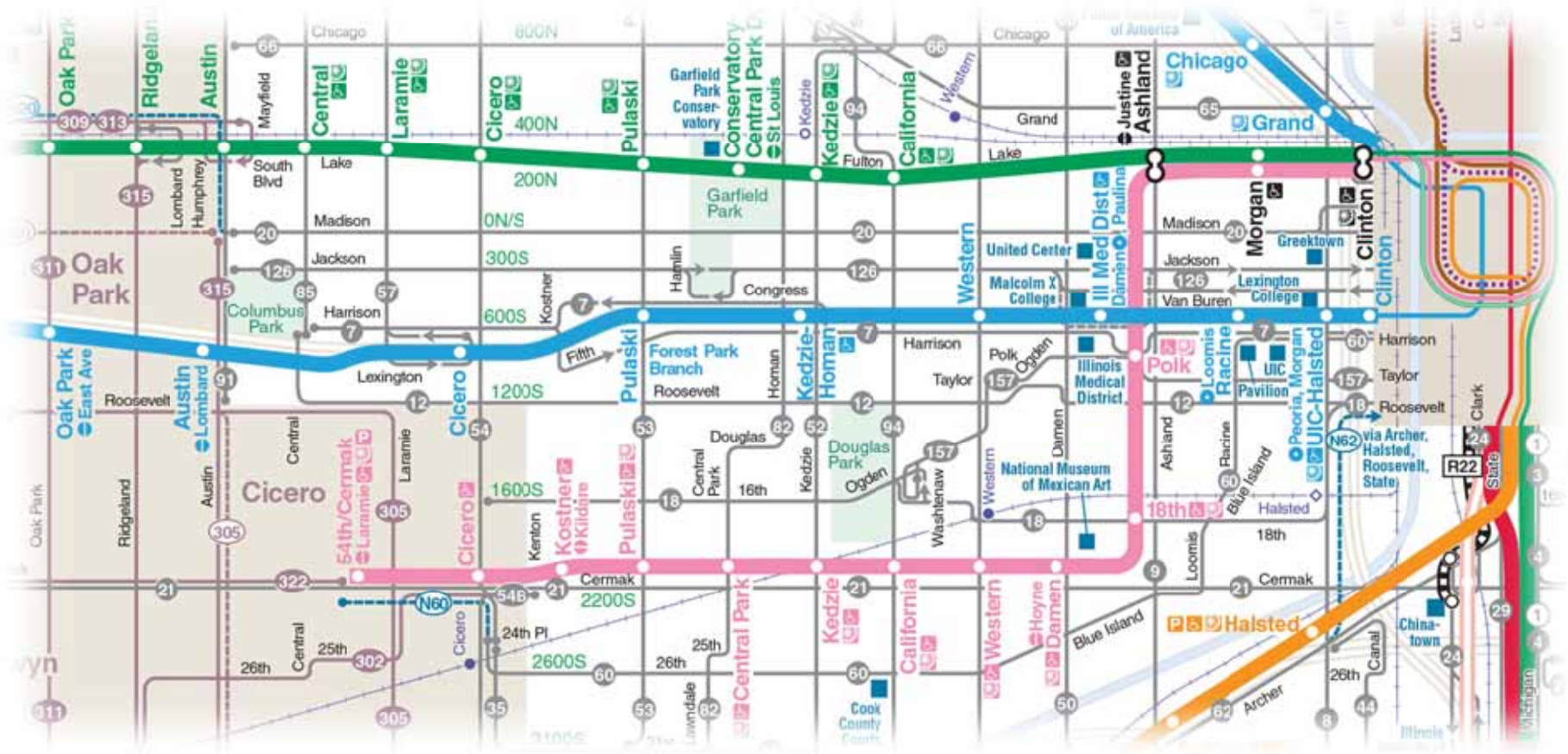


SEE DOWN MAP

Blue Line Operates as West Side Express Branch



CTA BLUE LINE VISION STUDY



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.

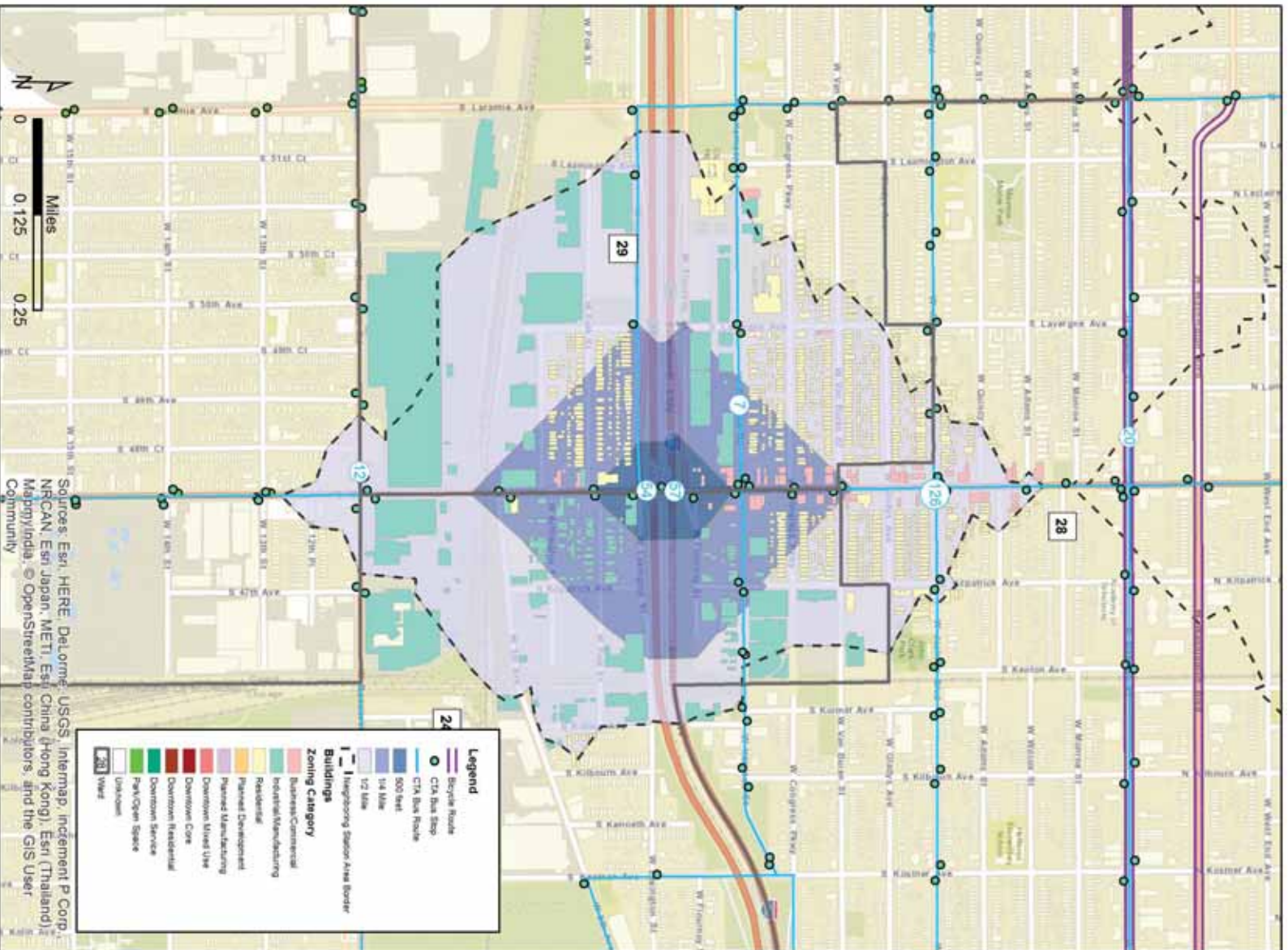
Station Area Maps



CTA BLUE LINE VISION STUDY



Cicero



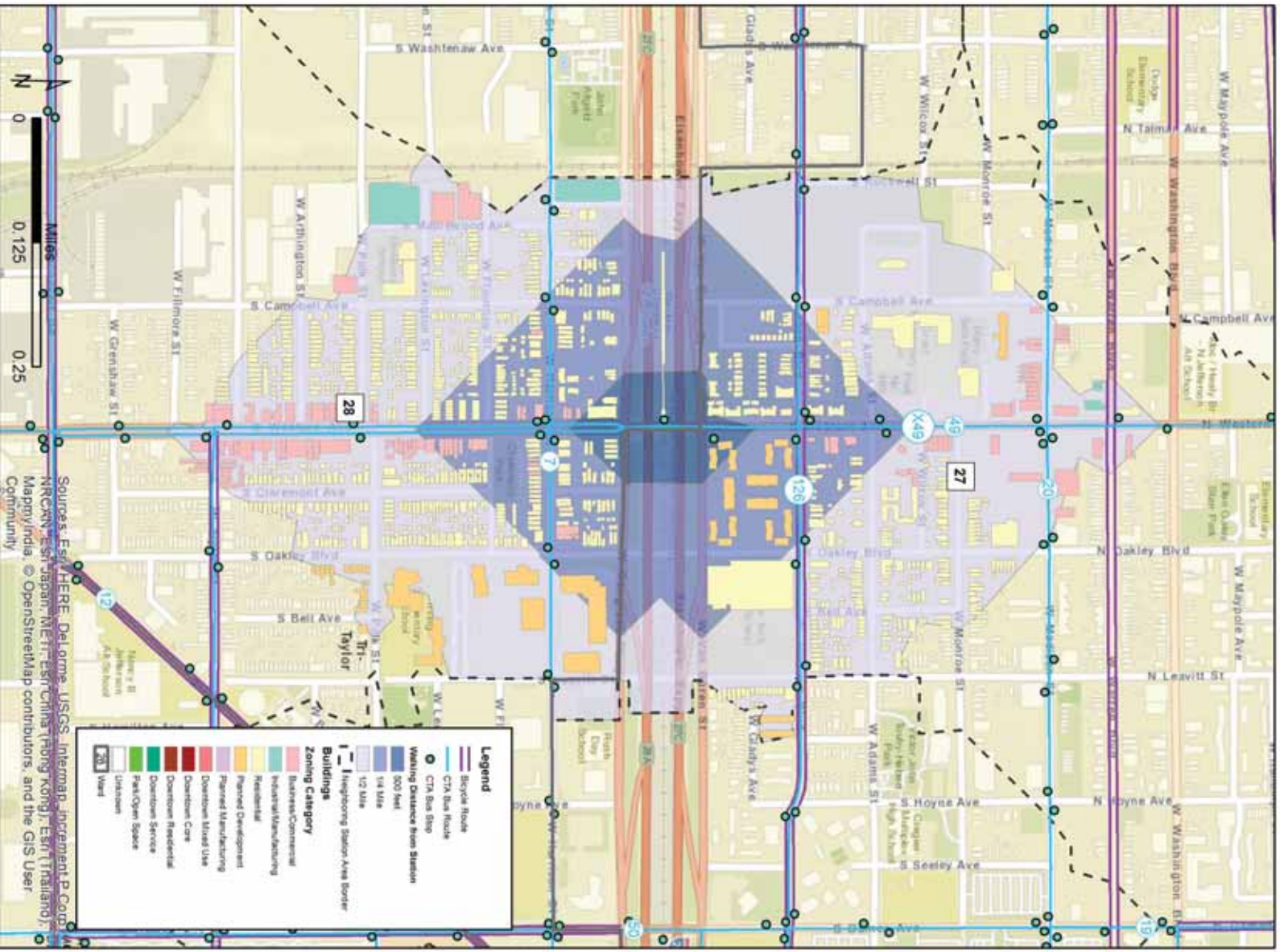


Station Area Maps



CTA BLUE LINE VISION STUDY

Western



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Swis (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

