

### **Board 1: WELCOME**

Forest Park Branch Vision Study

Public Hearing

### **Board 2: Comprehensive Stakeholder Outreach**

[An image of five diverse people standing around each other having a discussion, showing people participating in a coordination process together, is included.]

An integrated infographic with meetings details is included detailing the outreach facts below:

- (2) Public meetings (with IDOT)
- (6) IDOT I-290 Corridor Advisory Group Meetings
- (7) IDOT stakeholder briefings
- (2) Public Hearings (with IDOT)
- Numerous CTA stakeholder briefings
- CTA City of Chicago Open House

### **Board 3: Question and Answer Session**

At 7:00PM

Fill out yellow participation form

### **Board 4: Ways to Comment**

- Fill out a comment form
- Submit comments electronically to [blueweststudy@transitchicago.com](mailto:blueweststudy@transitchicago.com)

Stay connected!

**CTA on Facebook** - facebook.com/thecta

**CTA on Twitter** - @cta

**CTA Connections on YouTube** - youtube.com/ctaconnections

[Social media logos are shown next to each respective media outlet.]

**Website:** [www.transitchicago.com/blueweststudy/](http://www.transitchicago.com/blueweststudy/)

**Phone:** 1-888-YOUR-CTA

### **Board 5: CTA 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

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 6: Blue Study Area Project Timeline***

[Image of the Blue Line Forest Park Branch Vision 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, and 2017, which will coincide with the Study Completion. CTA participation in IDOT I-290 Corridor Advisory Group Meetings is indicated with green dots in Spring/Summer 2013, 2014, 2015, and 2016. An arrow along the bottom of the image reads “Continuous Stakeholder Outreach” and coincides with the entire study period.

#### Process

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

#### Purpose

- Determine long-term vision
- Coordination 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

### ***Board 7: 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 8: Blue Line Operate as West Side Express Branch***

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.

A CTA system map of the west side is shown. The Pink, Blue and Green Lines are all included in the map, from Oak Park on the west to the Loop on the east.

#### ***Board 9: Summary of Existing Conditions Assessment***

- Minimal upgrades have been completed as needed
  - Special Trackwork and Signals recently upgraded (except Lathrop)
  - Ongoing maintenance efforts keep tracks in operable condition: 27.3% of Forest Park Blue Line branch in slow zones (Sep 2015); permanent fix not possible w/out full reconstruction
- 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

- Rehabilitate infrastructure
- Maintain existing entrance locations
- Improve customer experience
- Improve terminal site
- Maintain existing service
- Work with IDOT on corridor improvements

A photo is shown in the board with a bird's eye view of a CTA Blue Line train operating on the tracks between the I-290 expressway.

***Board 10: Infrastructure Recommendation Summary***

- Rehabilitate infrastructure, starting with trackwork (More than 20% slow zones, ongoing maintenance to delay increases)
- Propose wider station platforms and elevator access for the entire branch
  - Utilize design opportunities to lessen weather/noise impacts
- Maintain existing layout for double entry stations; add auxiliary entrances for single-entry stations (Western, Pulaski and Cicero)
- Include turn-back track west of IMD to accommodate construction phasing and future service increase to IMD
- Redesign and expand Forest Park Terminal within current partcel to modernize yard and shop, bus and pedestrian connections

***Board 11: Recommendation: Retain Dual Entry Station Entrances***

Retain double and triple entry station entrances

Harlem, Oak Park, Austin, Kedzie-Homan, Illinois Medical District, Racine, UIC-Halsted

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

***Board 12: Improve Customer Experience: Conceptual Rendering***

A draft rendering of the entrance to Austin 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 AND LOCATIONS
- REDUCED NOISE VIA STATION DESIGN
- BIKE RACKS
- LIGHTING
- CTA MAINTENANCE & CONSTRUCTION

***Board 13: Improve Customer Experience Conceptual Rendering***

A draft 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 14: Recommendation: Add auxiliary entrances to single-entry stations***

- Keeler Avenue (Pulaski Station)
- Lavergne Avenue (Cicero station)

A draft rendering of a birds-eye view of a proposed dual entry station is shown. On the east side, at the main entrance, an elevator and stairway access the platform level, which is shifted slightly to the east. On the west side, a long sloped concourse to the platform provides auxiliary access.

***Board 15: Pulaski – Multiple Design Concepts***

Four images of draft conceptual renderings of Pulaski station are shown. The first image, seen from the south, is of the main headhouse, showing the elevator and stairs heading from the bridge/street level down to the platform level. In the second image, a wider platform, with a canopy overhead (allowing natural light onto the platform) is shown. The third and fourth images are both bird's-eye views of the station from the east – showing the main entrance and a proposed mid-block crossing with overhead canopy across Pulaski Street in front of the CTA headhouse.

***Board 16: 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 Western 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 17: 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 18: Forest Park 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

An aerial image of the CTA terminal, yard and shop site is located on the right-side of the board.

***Board 19: Forest Park Proposed Site Plan***

A diagram of the CTA yard, shop and terminal site is displayed, and description of proposed improvements follows:

The proposed station accommodates entrance/egress from roughly the same area as currently is the case at the north bus terminal, and an additional entry/exit point on the east side of Des Plaines Avenue. Both are envisioned to include stairs and an elevator, and an escalator would be a likely addition for the

main station entry west of Des Plaines Avenue. The future bus terminal is planned to be at grade level, so entry to the station would be as is presently, in terms of elevation. The platform would not extend across Des Plaines Avenue due to the track curve east of the station, but a covered pedestrian walkway is proposed to connect from east side of Des Plaines Avenue to the east end of the terminal.

- New signalized intersection at Van Buren/Des Plaines to facilitate lefts, including buses.
- New signalized intersection for highway access from Des Plaines.
- Park-n-Ride on the south side of the platform would be eliminated (all vehicular traffic on the south side of the station would be eliminated in this proposal).
- One 10-car capacity storage track was added in the West Yard, in addition to rail storage over the current location of the south-side Park-n-Ride lot.
- IDOT confirms that a center I-290 Fly over connection for future transit extensions (via bus or rail) is reserved in plans and is shown here.
- Proposed maintenance shop would house 8-car trains (currently limited to 6-cars).
- Truck access to the yard and shop would be from Van Buren Street under the yard structure.

#### ***Board 20: 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 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
- 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/>

***Board 21: Cost Estimate/Construction***

- Cost is based on conceptual planning study and will be refined in design
- \$1.7B in 2016, including:
  - Track and related infrastructure
  - Reconstruction of Forest Park yard, maintenance shop and terminal
  - Stations from UIC-Halsted to Forest Park
  - 6 substations
- Construction start contingent on identifying funding
  - CTA will continue to work closely with IDOT
  - Construction will be sequenced in coordination with reconstruction of the highway

***Board 22: Next Steps***

After joint IDOT/CTA Public Hearings on January 25 and 26, 2017:

- Complete the CTA Blue Line Forest Park Branch Feasibility/Vision Study
- Upcoming phases include:
  - NEPA, Design, and Construction Procurement
- Seek federal, state and local funds for upcoming project phases
- Continue to work closely with IDOT and other project stakeholders throughout project development