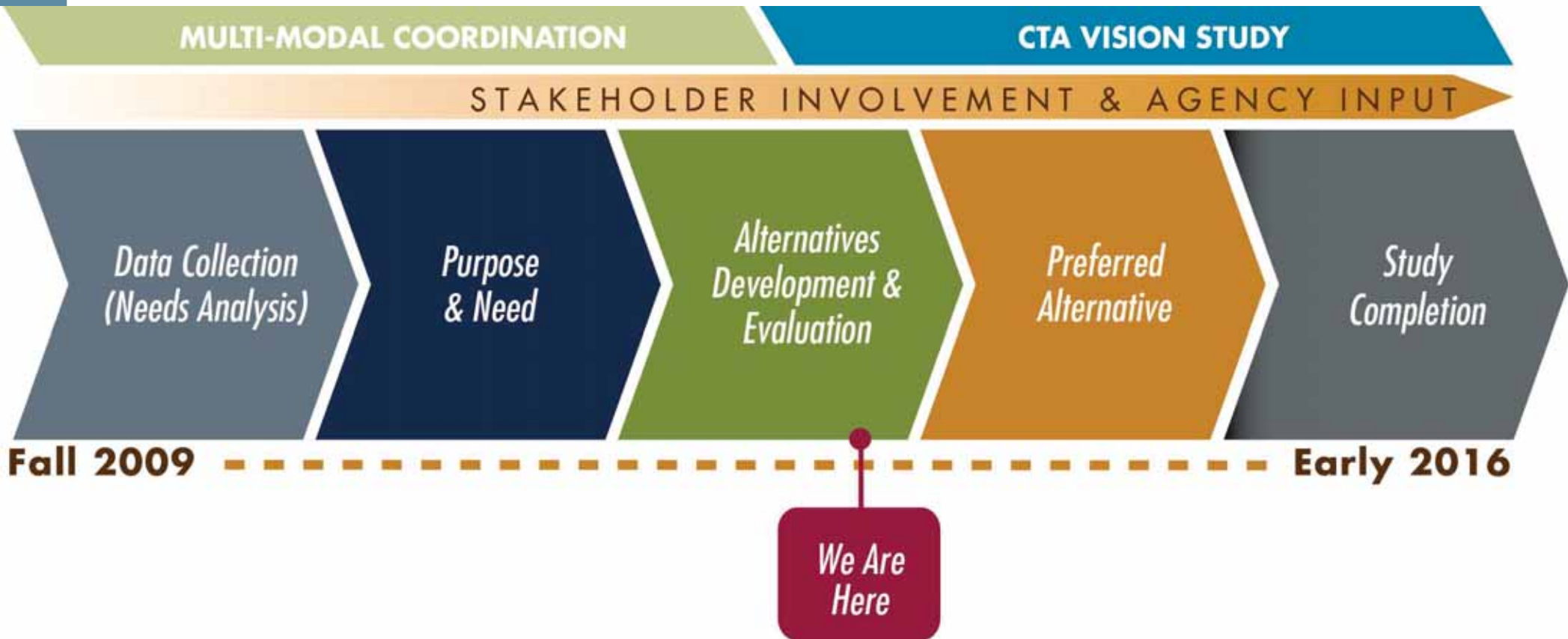


I-290 OAK PARK VILLAGE BOARD BRIEFING



January 26, 2015

I-290 Planning Process & Schedule



I-290 Study Area

Reconstruction
Section
(9 miles)

Re-striping
Section
(4 miles)

Circle Interchange
Study Area

- 13-mile study area
- West of Mannheim Road to Racine Avenue
- Connects between:
 - I-88 on the west
 - Circle Interchange on the east

- Context Sensitive Solutions
 - *Considers safety, mobility, community and environmental factors*

- Stakeholders have helped to:
 - *Define transportation needs*
 - *Identify constraints*
 - *Develop alternatives*
 - *Evaluate alternatives*



Overall goal:

Create an asset for adjoining communities



■ Transportation Needs

- *Mobility, safety, condition and design*

■ Alternatives

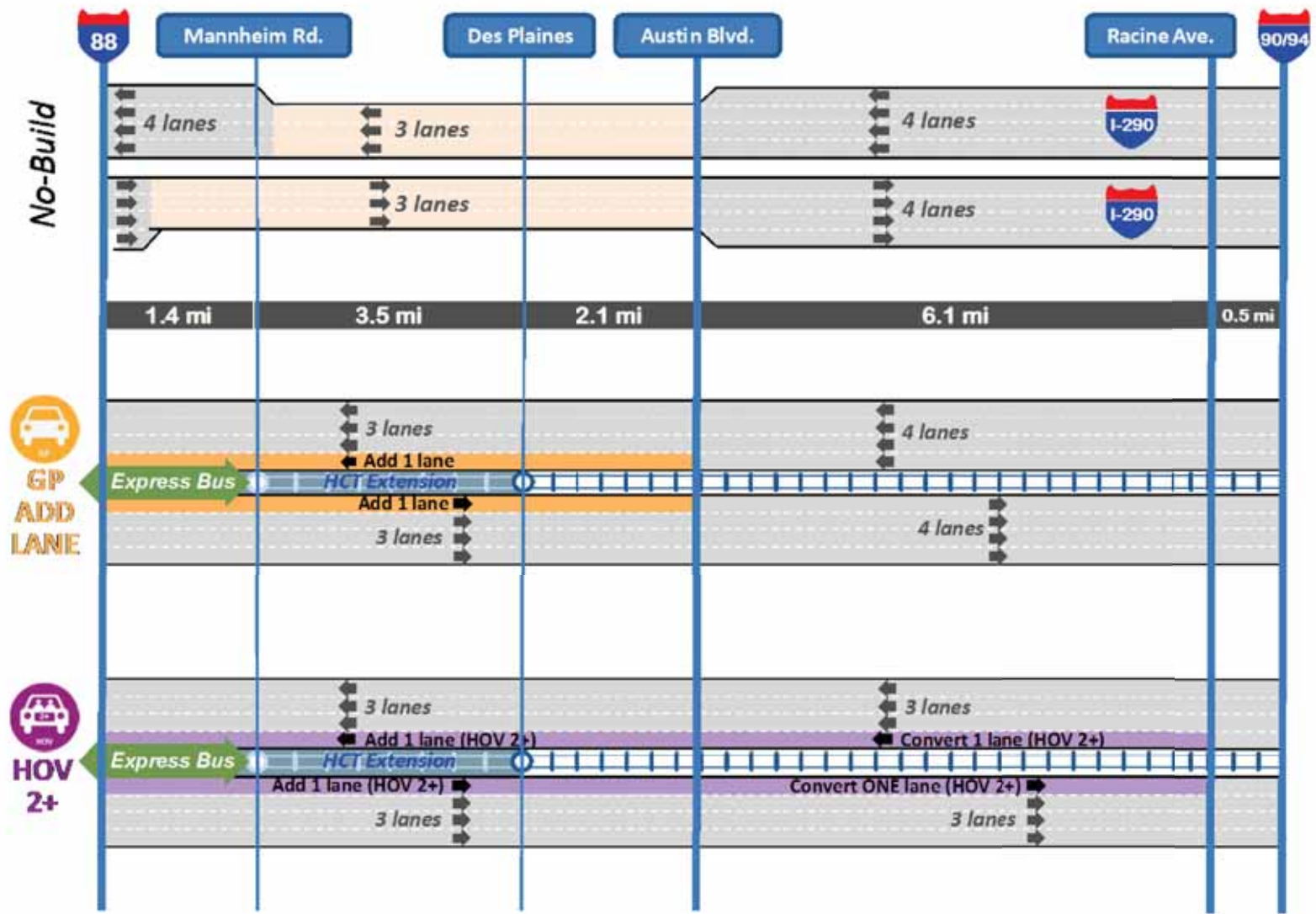
- *Additional lane within “trench”*
- *Transit, bicycle, and pedestrian improvements*
- *Level of detail increases as evaluation advances*

■ Environmental Considerations

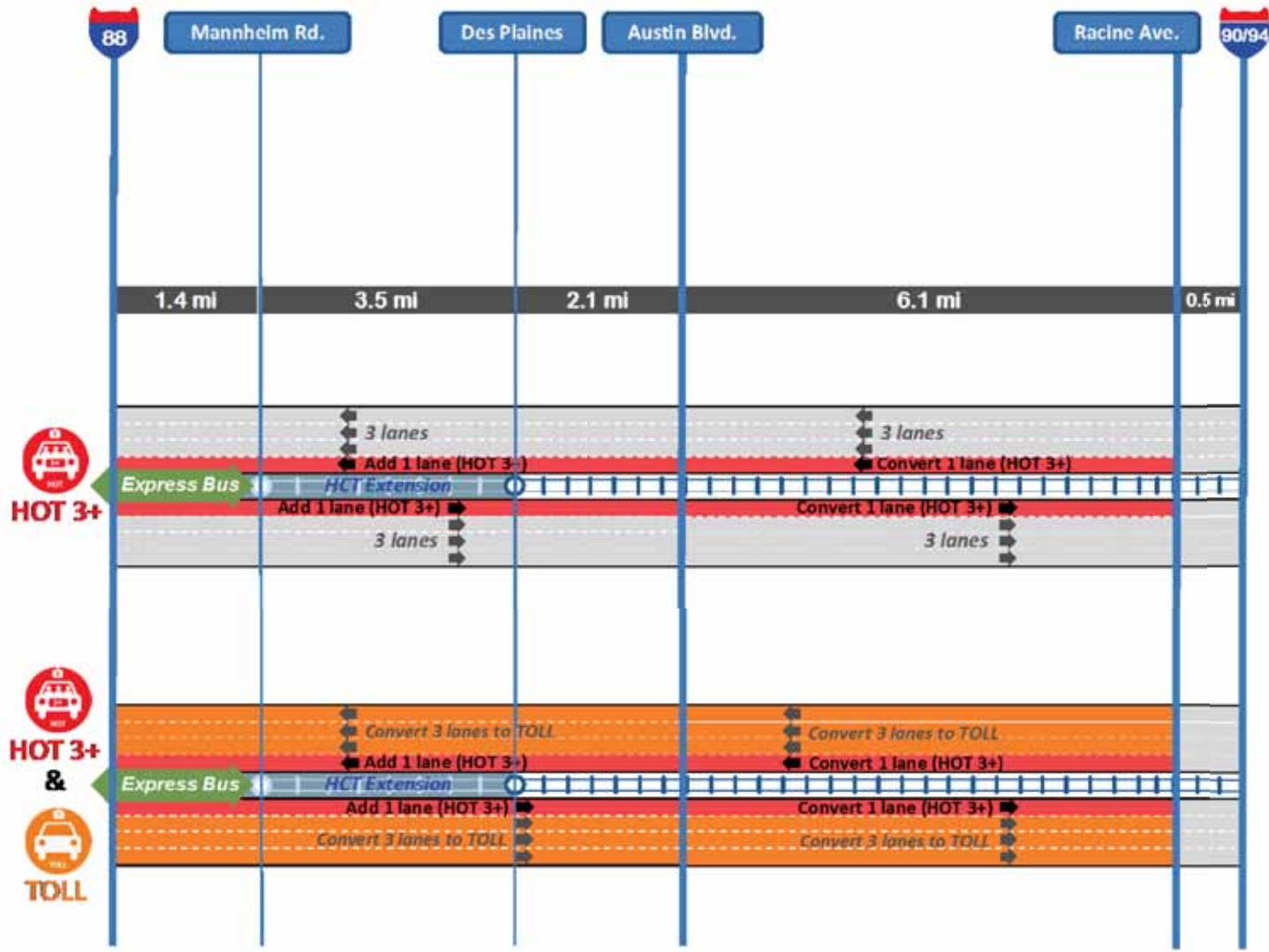
- *The communities make up the environment*
- *Detailed engineering/traffic data required for noise, air, social, economic and cultural analysis*



Alternatives Carried Forward



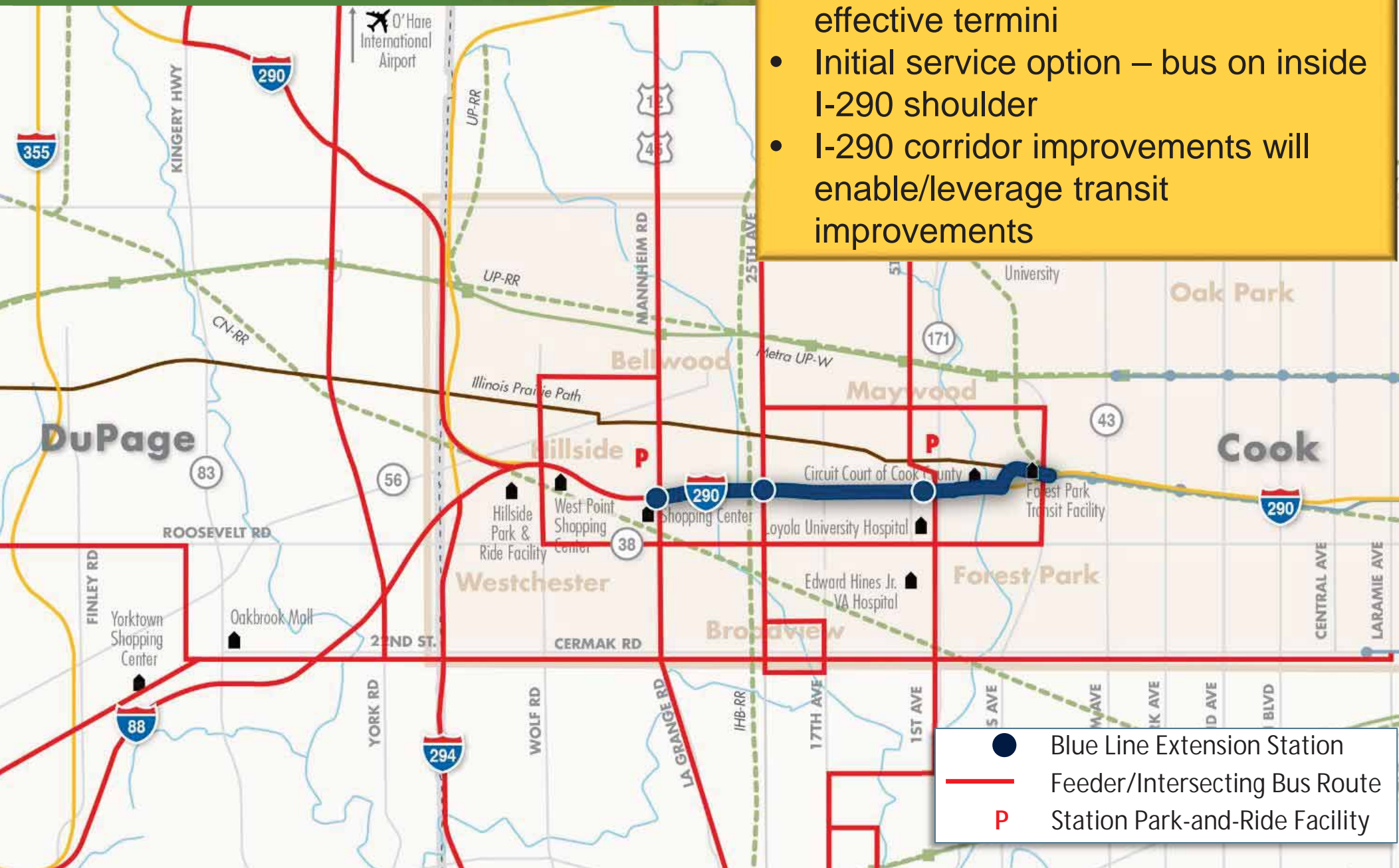
Alternatives Carried Forward



Blue Line Extension

Included in all alternatives:

- Extension to Mannheim – most effective termini
- Initial service option – bus on inside I-290 shoulder
- I-290 corridor improvements will enable/leverage transit improvements



- **Bicycle and pedestrian features (to date)**
 - *New east-west path from the Prairie Path to Columbus Park*
 - *Expanded sidewalks on all crossings*
 - *Pedestrian plazas at Harlem Avenue and Austin Boulevard*
 - *Safety features – ADA compliant design, improved lighting, pedestrian push buttons and countdown signals, high visibility crosswalks, safety islands*

- **More coordination and analysis in Round 3**

Alternatives Evaluation Round 3 Initial Findings



- **25,000 to over 30,000 additional persons through the corridor** each day on highway and transit
- Up to **397,000 additional jobs** accessible by highway and transit (within 60 minutes)
- 56% to 59% peak period **travel time savings** on managed lanes
- 24% to 52% travel time savings on general purpose lanes
- **Improves expressway safety** up to 8%

Round 3 Timeframe: January 2015 – August 2015

OBJECTIVE: Advance from 4 concepts to a Preferred Alternative

- *Summer 2014 – Fall 2015, multiple stakeholder meetings*
- *Geometry (starting point for Round 3)*
- *Drainage*
- *Detailed environmental studies*
- *Blue Line Vision Study results*
- *Travel performance*
- *Cost*
- *Aesthetics*
- *Intelligent Transportation Systems (ITS)*
- *Project funding/financing*
- *Construction staging scenarios*
- *Sustainability*

...an excellent (and critical) opportunity to shape the outcome of this planning process

Round 3 – Village of Oak Park

- **Village comments**
 - *Technical studies*
 - *Meetings and workshops*
- **Working group**
 - *Village participants*
 - *IDOT/CTA project team*





*CTA Blue Line Forest Park Branch
Feasibility/Vision Study
Recommendations*



Purpose of the study

- **The 55-year old Forest Park Branch is beyond its useful life**
 - Evaluate existing conditions and infrastructure options
 - Evaluate markets and service options
 - Conduct outreach to project stakeholders
 - Identify policy and funding options
 - Coordinate planning with IDOT for I-290 corridor

Study Area



CTA Blue Line Vision Study Area



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





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



Complete reconstruction/modernization for the Forest Park branch

- Maintain existing entrance locations
- Improve customer experience
- Improve infrastructure
- Improve terminal site



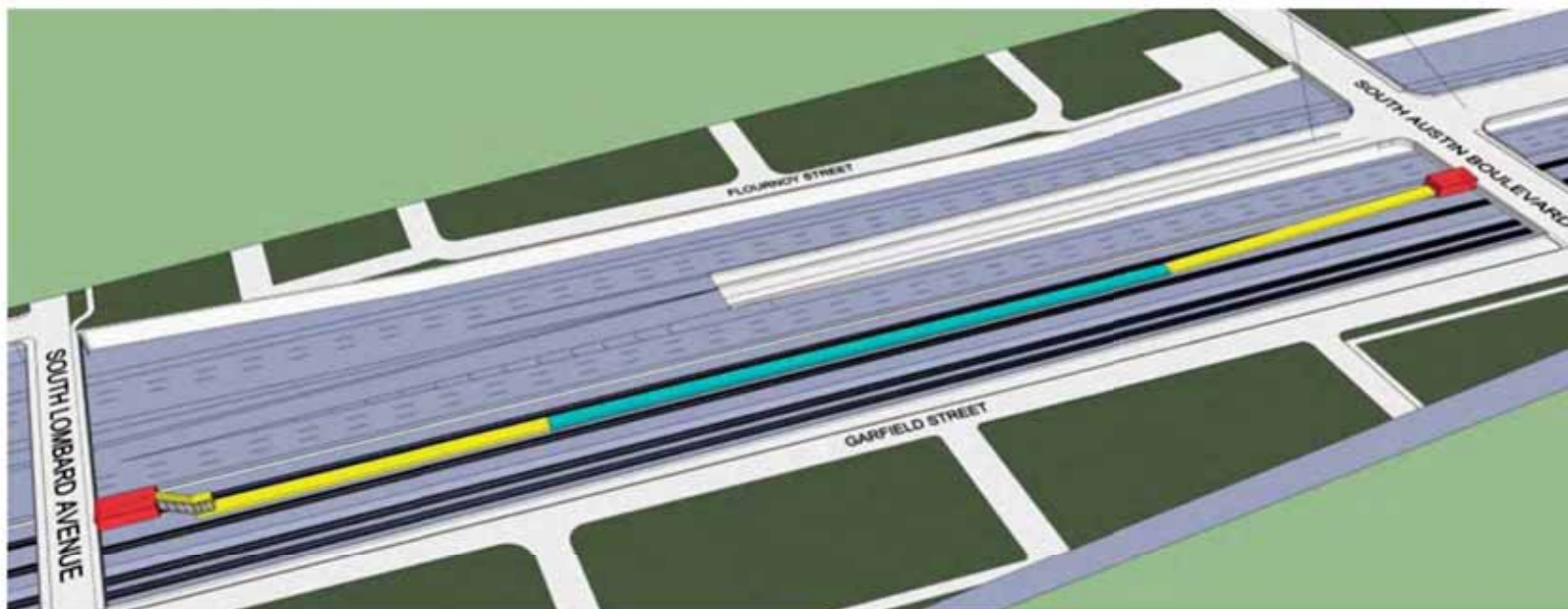
Maintain existing service

Work with IDOT on corridor improvements

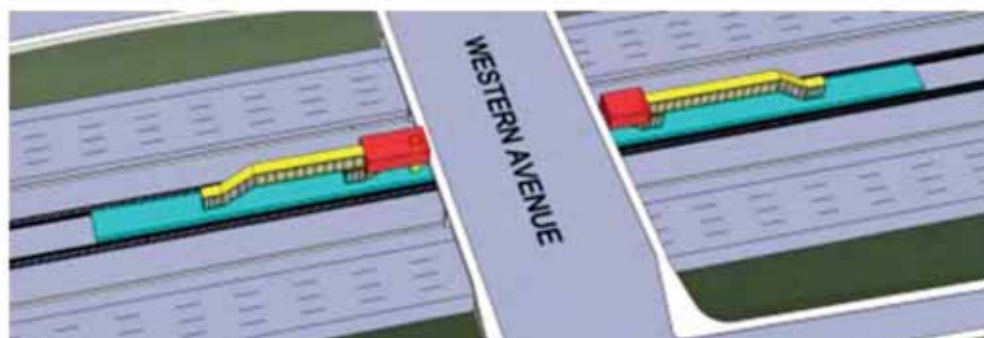
Maintain Existing Entrance Locations



- 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

- ADA accessible
- Landscaping
- Pedestrian crossings/refuges
- Station entrance design and locations
- Reduced noise via station design
- Bike racks



Improve Customer Experience: Conceptual Rendering

CTA BLUE LINE VISION STUDY



DRAFT



- Wider Platforms

- Shelter/weather protection

Improve Terminal Site



- Redesign Forest Park terminal, yard, and shop within current parcel
- Improve site circulation
 - 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 Terminal Station – Conceptual Rendering

CTA BLUE LINE VISION STUDY



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 stations and track
 - Potential for coordinating long term cost savings for both projects
 - Provide transit alternative during highway construction

Summary of Overall Recommendations

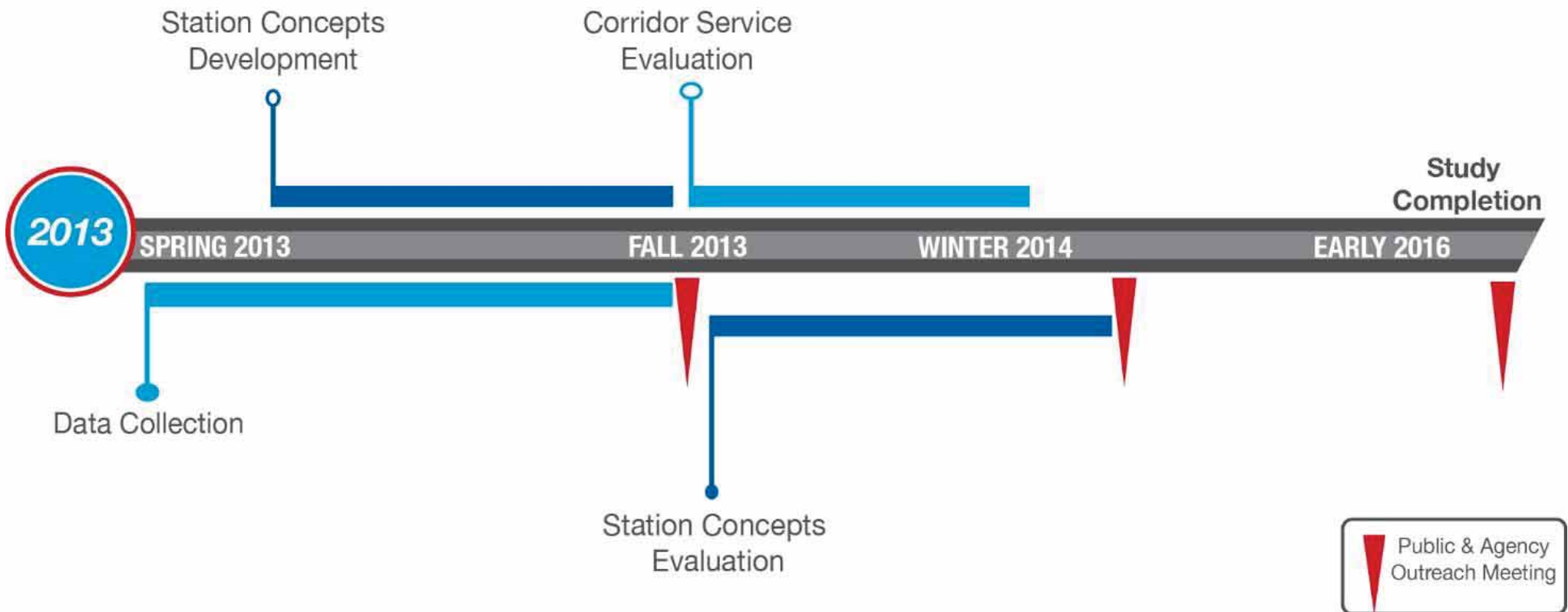


- **Complete reconstruction/modernization for the Forest Park branch**
 - **Maintain existing entrance locations**
 - **Improve customer experience**
 - **Improve infrastructure**
 - **Improve terminal site**
- **Maintain existing service**
- **Work with IDOT on corridor improvements**

Next Steps – Blue Line



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



- **Round 3 Coordination – Village of Oak Park**
 - *Establish working group participants, agendas and schedule*
- **Round 3 – Overall**
 - *Technical Analysis*
 - *One-on-one meetings*
 - *CAG meetings*
- **Draft Environmental Impact Statement**
 - *Circulation & Public Hearing – Fall 2015*
- **Letter of Intent**
 - *Project scope and commitments*
 - *Maintenance and cost responsibilities*
 - *Documents local approval*

THANK YOU!

