

# Metra ON THE BI-LEVEL

UP West Special Edition, March 2009



## UP West upgrade to start

Think of it as unclogging the arteries.

Metra and Union Pacific are beginning work this month on a \$112 million project to improve the flow of freight and commuter traffic on the Union Pacific West line between Chicago and Elburn. Metra service will not be disrupted by the work, which should be complete by the end of 2010.

The project, to be paid jointly by the two railroads, calls for an upgraded rail signal system, new crossovers and the completion of a third set of tracks in two sections that are now bottlenecks. It also calls for a variety of safety enhancements designed to make sure the less-congested line is also as safe as can be. And the work will have a side benefit to the environment, because it will increase train fuel efficiency and reduce idling by cars waiting at crossings and locomotives waiting in rail congestion.

"These improvements will help create a more fluid railroad operation, decrease commuter and freight delays, and reduce motorist wait time at grade crossings," said Phil Pagano, Metra executive director.

"We will be able to relieve some high levels of congestion we currently experience and better serve our customers," said Dennis Duffy, Union Pacific executive vice president, operations. "The combination of station improvements and grade-



**New passenger diversions, like this one depicted for Elmhurst, are designed to steer pedestrians to a designated, safe crossing. Other stations along the UP West line will see similar diversions.**

crossing warning devices at Metra stations will create an enhanced safety environment for pedestrians at the stations."

There are no plans to increase overall train volume on the west line from the 120 trains -- 60 from Metra, 60 from Union Pacific -- that now operate on weekdays. But no future expansion of Metra service is possible unless the work is done.

"These upgrades address today's west line rail traffic congestion issues and are essential if we want to consider potential Metra New Starts in the years to come," Pagano said.

The line now has three tracks most of the way between Chicago and Elburn. But there

are two sections -- near Geneva and Melrose Park -- where the three tracks funnel to two, creating bottlenecks that will be eliminated. The completed third track will be like having an extra lane on the highway, allowing more traffic to flow and giving the railroads more flexibility when scheduling trains or carrying out maintenance.

Unlike cars on a highway, however, trains can't switch to the extra lane without crossover tracks. That's why the project will build two new crossovers in a 15-mile segment where there are no crossovers now, making it much easier to route a train around congestion, maintenance activity or an emergency.

A new signal system will also be installed that will improve train flow and allow trains to operate closer together.

These improvements will result in up to a 50 percent reduction in passenger and freight train delays. Metra on-time performance will improve, and there will be at least an 11 percent reduction in grade crossing gate downtime.

Communities also will see fewer trains parked for extended periods of time.

### Inside:

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- Safety changes, Page 4
- Project timeline, Page 4

# How your UP station



## Maywood

Improvements to the Maywood stop are scheduled to begin this spring and finish by the end of the year. Changes include:

- An enhanced train warning system at 5th Avenue (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- Additional pedestrian fences to improve the separation between pedestrians and trains
- New outbound platform to the east of 5th Avenue



## Melrose Park

Improvements to the Melrose Park stop are scheduled to begin this spring and finish by the end of the year. Changes include:

- An enhanced train warning system at 19th Avenue (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- Additional pedestrian fences to improve separation between pedestrians and trains
- A lengthened commuter platform



## Bellwood

Improvements to the Bellwood stop are scheduled to begin this spring and finish by the end of the year. Changes include:

- An enhanced train warning system (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- More pedestrian gates and fences to improve separation between pedestrians and trains



## Berkeley

Improvements to the Berkeley stop are scheduled to begin this spring and finish by the end of the year. Changes include:

- An enhanced train warning system (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- More pedestrian gates and fences to improve separation between pedestrians and trains
- Relocation of handicapped parking



## Winfield

Improvements to the Winfield stop are scheduled to begin in mid-2009 and finish by the end of the year. Changes include:

- An enhanced train warning system at Winfield Road (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- More pedestrian gates and fences to improve separation between pedestrians and trains
- A lengthened commuter platform



## Geneva

Improvements to the Geneva stop are scheduled to begin in mid-2009 and finish by the end of the year. In addition, Metra, Union Pacific and the city of Geneva are working together to plan for expanded parking. Changes include:

- An enhanced train warning system at 3rd Street (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- More pedestrian gates and fences to improve separation between pedestrians and trains
- A lengthened commuter platform

# will be affected

## Elmhurst

Improvements to the Elmhurst stop are scheduled to begin in early 2010 and finish by the end of the year. Changes include:

- An enhanced train warning system at Cottage Hill Avenue and York Street (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- More pedestrian gates and fences to improve separation between pedestrians and trains
- A lengthened commuter platform



## Villa Park

Improvements to the Villa Park stop are scheduled to begin in early 2010 and finish by the end of the year. Changes include:

- An enhanced train warning system at Ardmore Avenue (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- Additional pedestrian fences to improve separation between pedestrians and trains



## Lombard

Improvements to the Lombard stop are scheduled to begin in early 2010 and finish by the end of the year. Changes include:

- A new pedestrian tunnel for pedestrian safety and convenience



## Glen Ellyn

Improvements to the Glen Ellyn stop are scheduled to begin in early 2010 and finish by the end of the year. Changes include:

- An enhanced train warning system at Main Street and Park Boulevard (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks



## College Avenue

Improvements to the College Avenue stop are scheduled to begin in early 2010 and finish by the end of the year. Changes include:

- An enhanced train warning system at Hill Avenue and President Street (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- Additional pedestrian gates and fences to improve separation between pedestrians and trains



## Wheaton

Improvements to the Wheaton stop are scheduled to begin in early 2010 and finish by the end of the year. Changes include:

- An enhanced train warning system at West Avenue (see Page 4)
- New pedestrian paths to safely guide commuters away from the tracks
- More pedestrian gates and fences to improve the separation between pedestrians and trains
- Relocation of commuter platform west of West Street for enhanced safety
- New pedestrian overpass for commuter safety and convenience

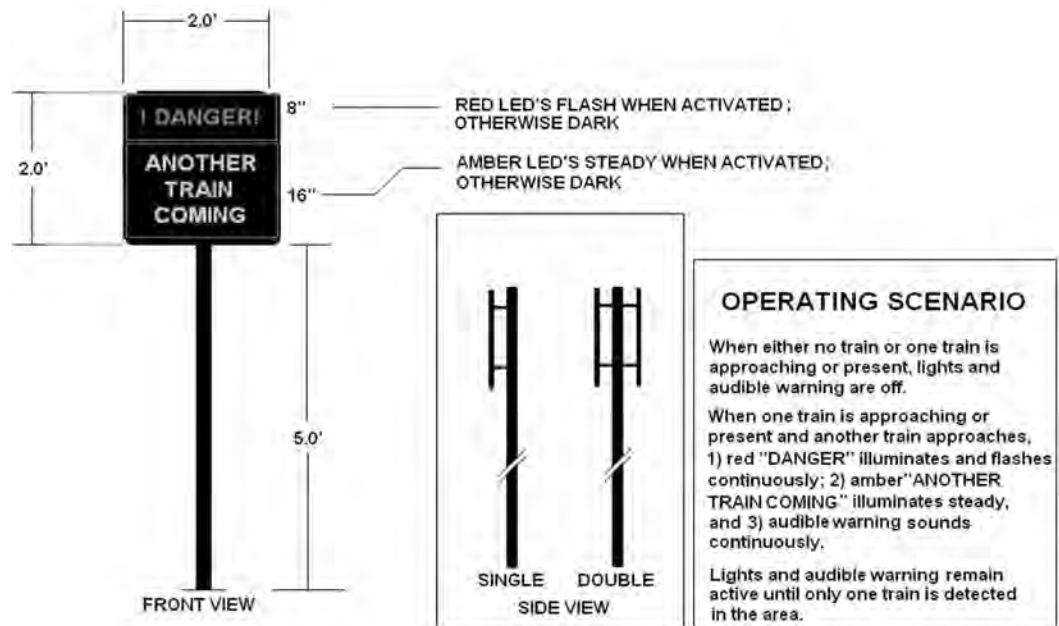


# Safety changes include new warning system

Metra and Union Pacific studied station improvement initiatives across the country and incorporated the best practices into the Union Pacific West line project. The changes will give the line and its stations the most comprehensive safety system of any commuter rail operation in the United States.

Essential to the changes is an enhanced pedestrian train warning system called "Another-Train Warning System" (ATWS). The ATWS system will be the first of its kind in the U.S. to be fully implemented at stations along a commuter line.

This system warns pedestrians at crossings adjacent to stations that "another train" is approaching or present, with a combination of audio and visual alerts. This system will be installed in addition to pedestrian crossing gates at station grade crossings.



Other changes to be made at 12 stations include:

- Additional pedestrian gates
- Improved pedestrian flow control
- Inter-track fencing
- Brighter, more conspicuous

platform signs

- Eliminated mid-platform pedestrian crossings

The changes will mean that while commuter trains are stopped in stations, other trains will be able to safely

operate through the stations, helping all traffic flow more smoothly.

In the future, the ATWS will be installed at stations on other Metra lines where operations warrant it.

## Timeline

The first segment of the station improvement project is scheduled to begin this spring. All three segments are planned for completion by the end of 2010. While these improvements are underway, Metra service will not be disrupted.

- Segment I Spring 2009 – Maywood, Melrose Park, Bellwood, Berkeley
- Segment II Mid-2009 – Winfield, Geneva
- Segment III Early 2010 – Elmhurst, Villa Park, Lombard, Glen Ellyn, College Ave, Wheaton

After a thorough review of each stop along the UP West Line, it was determined that 12 stations needed upgrades to their infrastructure in order to reduce congestion and improve traffic flow on the entire line. Although only 12 stations will see infrastructure upgrades, commuters and motorists in all of the communities along this line will realize the benefits.

