



**IATF REPORT, FALL 2012**

**Attachment 6**

6. Presentation, January 4, 2011 Meeting

# Infrastructure Accessibility Task Force (IATF)

**January 4, 2011**



# January Agenda

- **Summary of Concept Plans – 10 min**
- **Irving Park Overview and Challenges – 25 min**
- **Overview of Downtown Rehab Program – CDOT 10 min**
- **Washington/Wabash Reconstruction – CDOT 20 min**
- **Adams and Wabash – Concept Plan – 15 min**
- **Discussion on Evaluation Criteria and Methodology - 30 min**
- **Next Steps – 5 min**



# Summary of Concept Plans

Station	Scope of Work	Est. Cost
<b>Racine (Forest Park)</b> <ul style="list-style-type: none"> <li>• Scheme A</li> <li>• Scheme B</li> <li>• Scheme C</li> </ul>	Remove non-compliant ramp, install enclosed ADA compliant ramp.	~\$3M
	New elevator, new stairs, new walkway, update existing fare array, relocate electrical room.	~\$6M
	New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure infrastructure and fare array.	~\$8M
<b>63<sup>rd</sup> Street (Dan Ryan)</b>	New elevator, existing stair and escalator to remain.	~\$2M
<b>Addison (O'Hare)</b>	New elevator, modify existing fare array and other infrastructure, replace exist stair at new location, Existing escalator remain.	~\$5M
<b>Adams/Wabash (Loop)</b> <b>Scheme A</b>	Install 2 new elevators, new transfer bridge, new CA room at platform level	~20M
<b>Adams/Wabash (Loop)</b> <b>Scheme B</b>	Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine	~20M



# Irving Park Station Overview



# Irving Park Entrance/Exit



**1** Existing Station House



**2** Existing Station House Unpaid Area



**3** Existing Station House Stairs



**4** Existing Stairs and Escalator

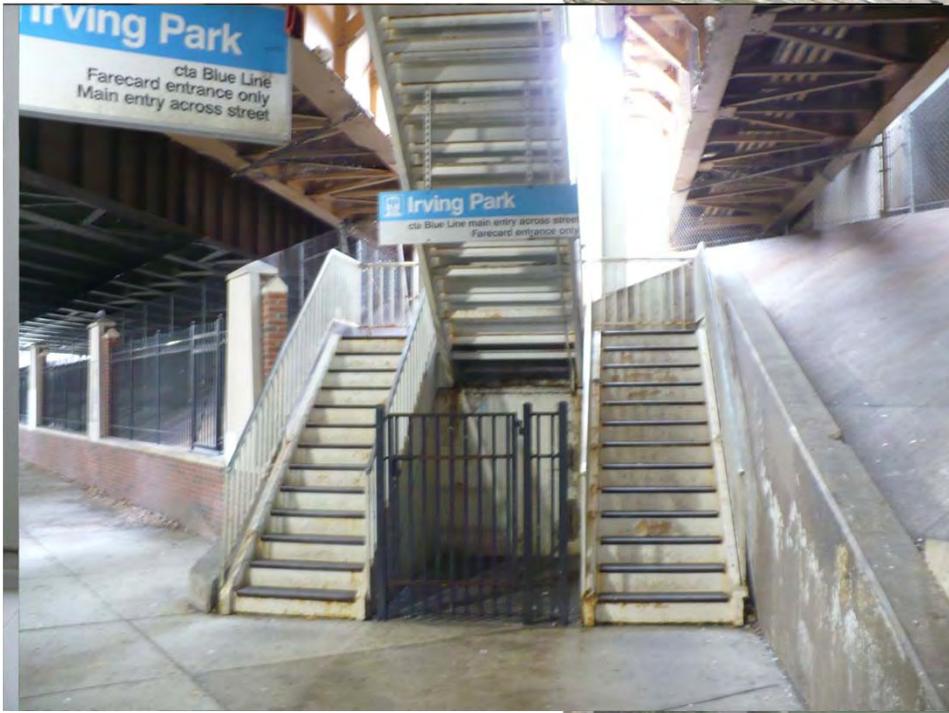


**5** Existing Walkway at Unattended North Auxiliary Entrance / Exit



**6** Existing Stairs at Unattended North Auxiliary Entrance / Exit

# Irving Park Entrance/ Exit



# Pulaski Entrance/Exit



**1** Existing Unattended Pulaski Auxiliary Station House



**2** Existing Unattended Pulaski Auxiliary Station House



**3** Existing Pulaski Station House Auxiliary Stairs and Escalator



**4** Existing Unattended South Auxiliary Entrance / Exit



**5** Existing Unattended South Stairs & Fare Control



**6** Existing Platform



# Pulaski Entrance/ Exit



# Irving Park Station – Accessibility Challenges

- Insufficient walkway widths
- Long station configuration - elevated walkways to berthing platform
- Complex entrances and exits to and from street level
- Non compliant curb ramps in areas outside of stations
- Emergency Exit Requirements (NFPA 130) and Chicago Building Code (CBC)



# Irving Park Station– Possible Ideas

- Irving Park North Entrance/Exit – Add new station house with CA, one elevator and one straight run stair.
- Irving Park South Entrance/Exit – Close off existing North Entrance/Exit, Add elevator at existing station house.
- Pulaski East Entrance/Exit – Add new station house with CA, one elevator, and one straight run stair.
- Pulaski West Entrance/Exit – Close off existing East Entrance/Exit, add elevator at existing station house.



# Overview of Downtown Rehabilitation Program



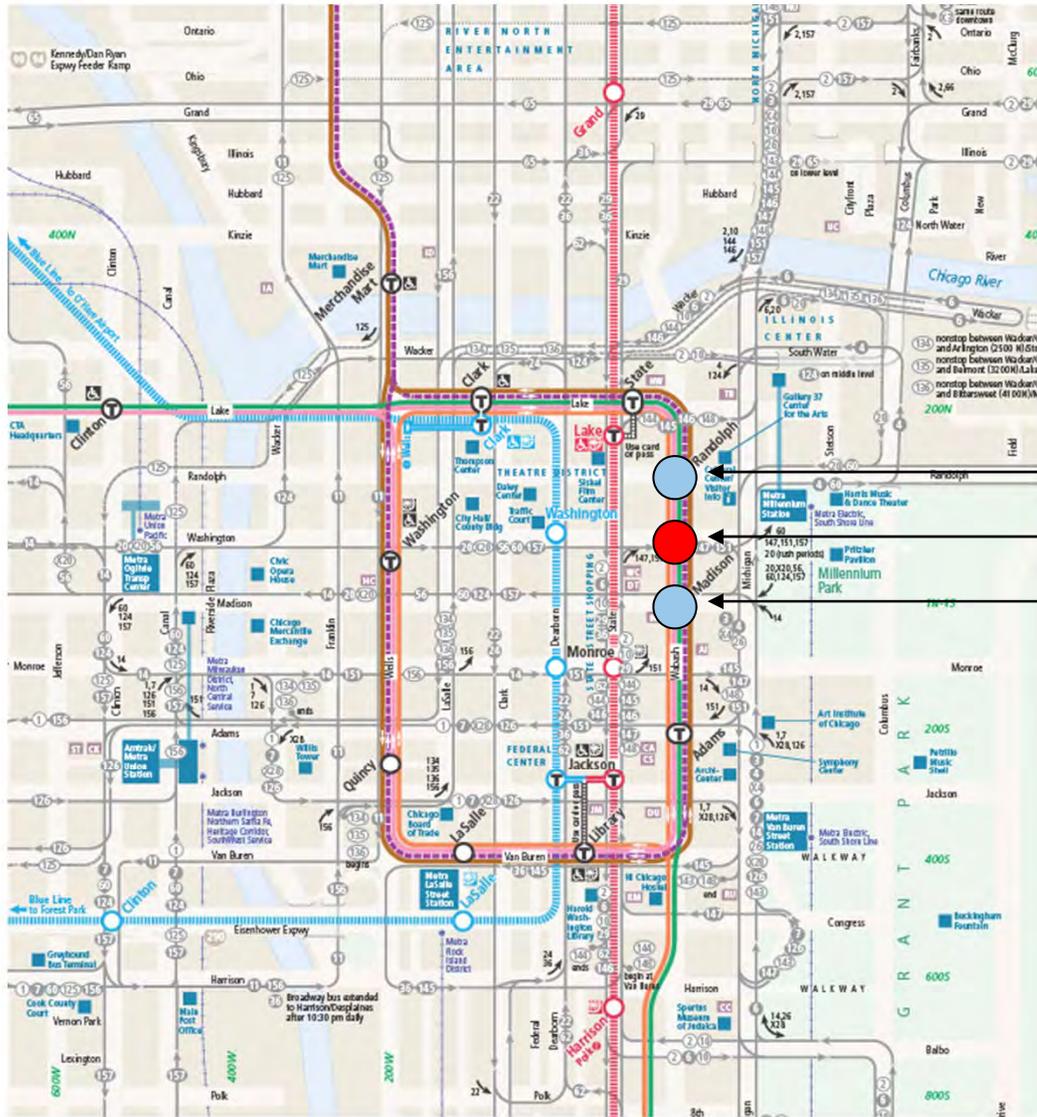
# CTA and CDOT Partnership

- Overview and History of CDOT in CTA Subway Station Program.
- Funding Sources and Allocations for CTA Stations.

# Current CDOT efforts at CTA stations

- Grand/State (Red Line Subway Station) – Construction complete by end of 2011.
- LaSalle Congress Intermodal Transfer Center – Construction complete by mid 2011.
- LaSalle/Clark/Division – Design 90% completed. Pending Construction Funding.
- State/Lake Loop Elevated – Conceptual design completed. Pending Design and Construction Funding.
- Washington/Wabash Loop Elevated – Conceptual design completed. Pending Design and Construction Funding.

# Washington/Wabash Loop Elevated Station



Randolph / Wabash (Removed)

Proposed Station at Washington / Wabash

Madison / Wabash (Removed)



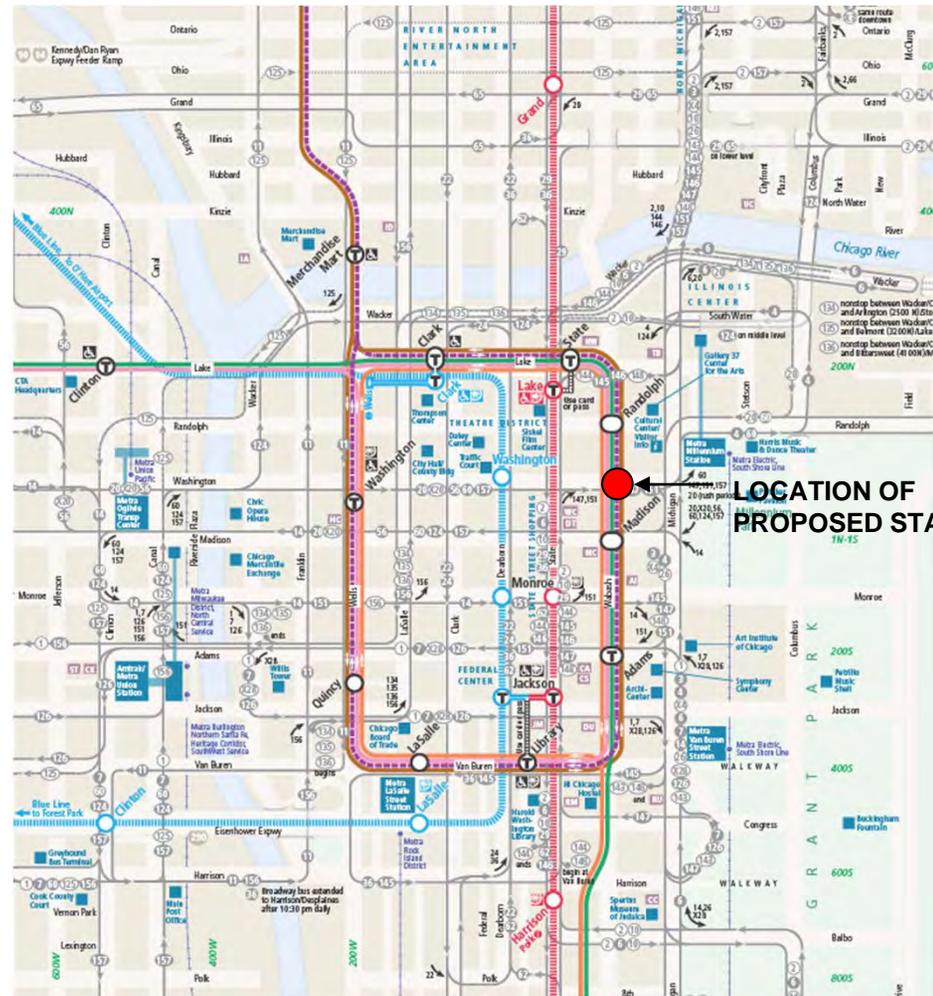
**DOWNTOWN MAP SHOWING LOOP AND PROJECT LOCATION**

# Washington/Wabash Loop Elevated Station

## Consolidation of two stations into one:

The proposed Washington / Wabash elevated station allows for greater efficiencies for the system by combining the Randolph / Wabash and Madison / Wabash stations into one.

- Decreases travel time around the Loop Elevated
- Lower CTA facility maintenance costs
- Lower CTA labor costs

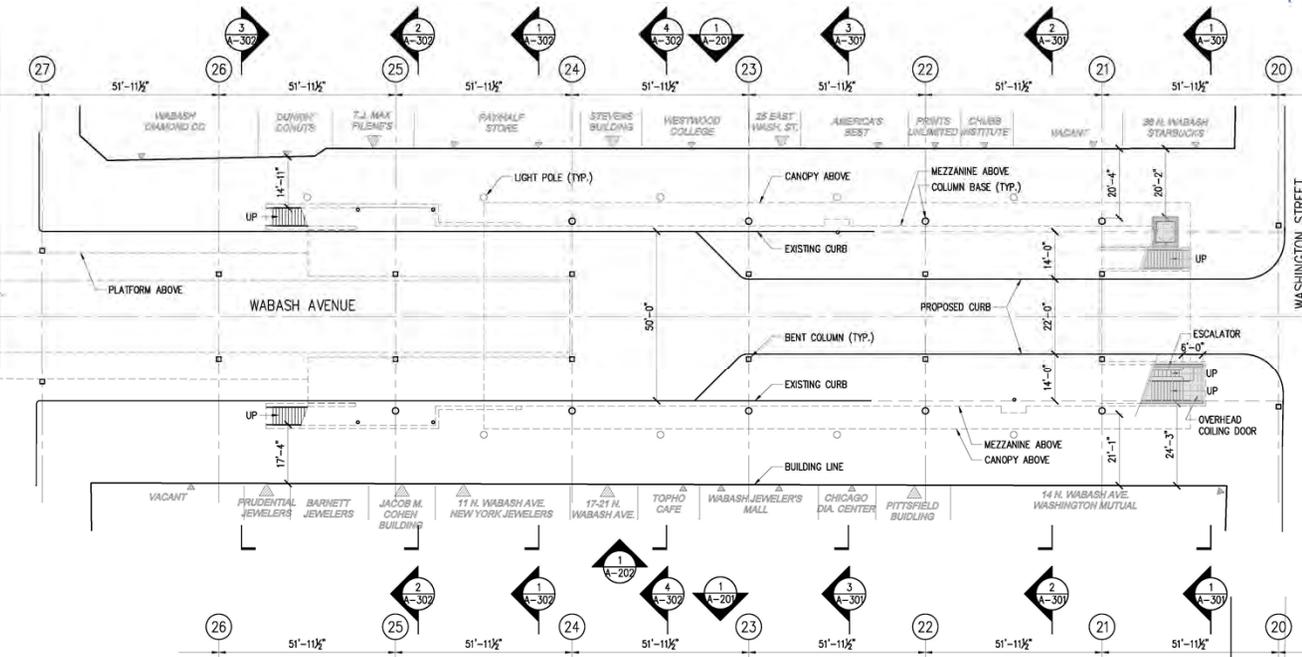
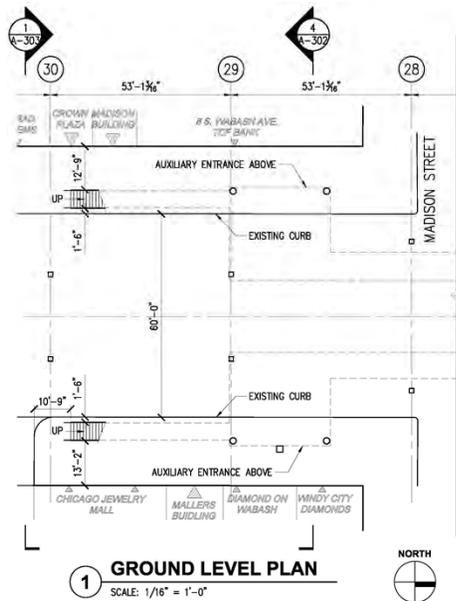


DOWNTOWN MAP SHOWING LOOP AND PROJECT LOCATION

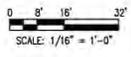
# Washington/Wabash Elevated Loop Station

## Project Scope of Work

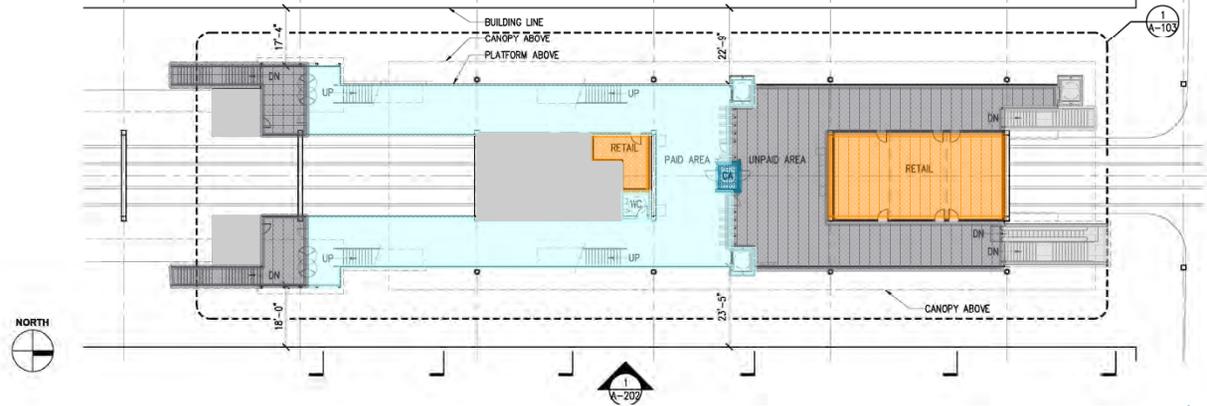
- The proposed Washington / Wabash elevated station will be located on Wabash Avenue south of Washington Street and will replace existing stations at Randolph / Wabash and Madison / Wabash.
- The current Randolph/Wabash and Madison/Wabash stations are not accessible; the new station will meet all ADA standards with new elevators and escalators.
- Platform capacity will increase from the existing 7'-6" platform width to 10'-0" to 13'-0' widths.
- The proposed station will have 13 turnstiles

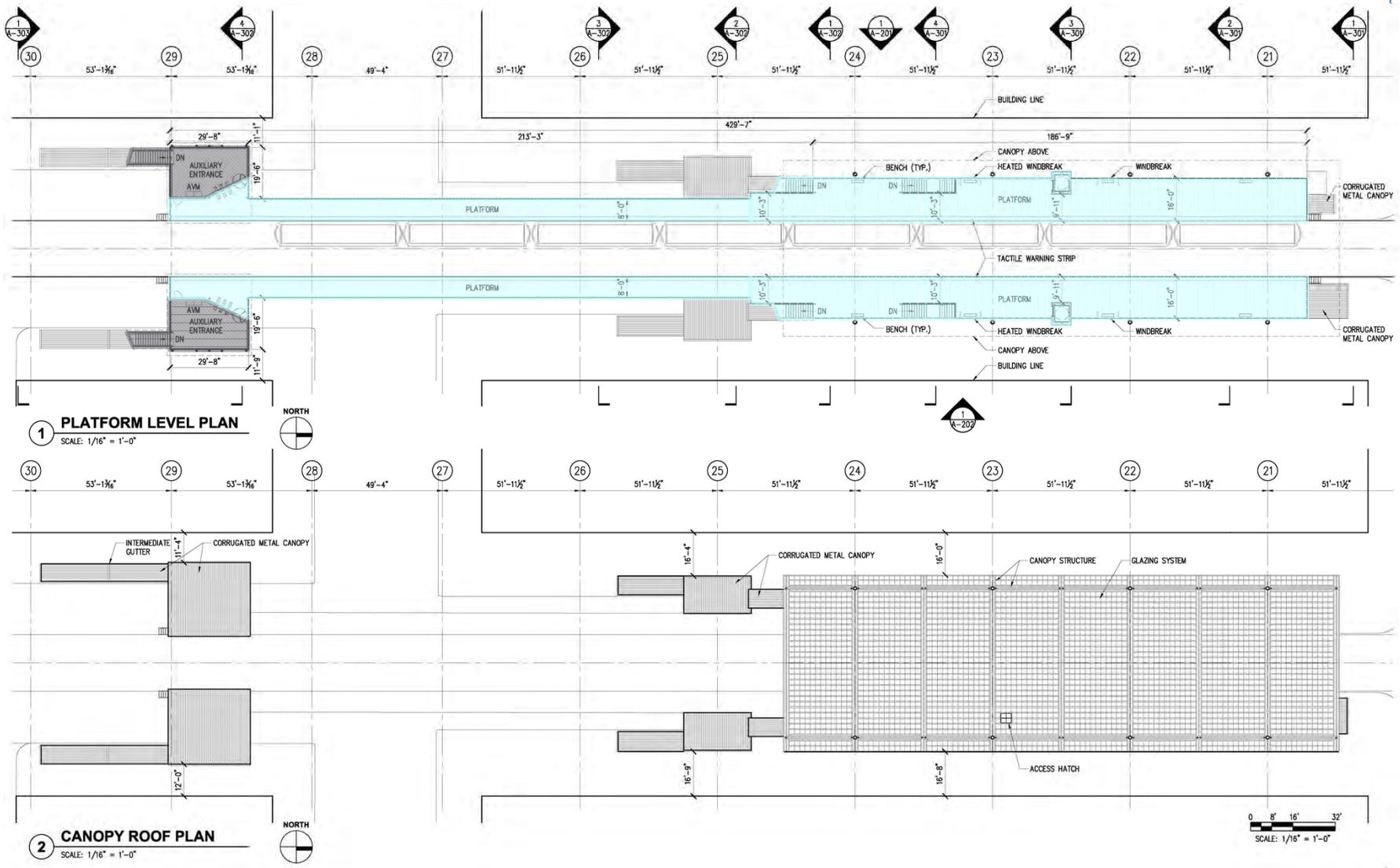


- Retail
- Circulation
- Paid Area
- Rail Operations
- Station Support



**2 MEZZANINE LEVEL PLAN**  
SCALE: 1/16" = 1'-0"





■ Circulation

■ Paid Area







VIEW LOOKING SOUTH FROM WASHINGTON STREET





**VIEW SHOWING “OUTER LOOP” ELEVATOR ACCESSIBILITY**

# Why Downtown Renovations have Significant Cost

- Public Way Work (street, vehicle & pedestrian staging)
- Construction Staging (limited access for equipment & storage areas)
- Utilities
- Material Costs (steel, granite, stainless steel...)
- Cost of Systems (fare array and other infrastructure...)

# Washington/Wabash Elevated Loop Station

## Schedule and Costs

Phase I Engineering completed:	2004		
Phase II Engineering Start/End:	Start: 2013	End: 2016	Cost: \$4.5M
Construction Start/End:	Start: 2016	End: 2018	Cost: \$75M

**Funding Source:** TBD

## Last Major Capital Improvement:

Randolph / Wabash: 1896

Madison / Wabash: 1896

# Concept Plan (Adams/Wabash)



# Adams/Wabash – Loop Elevated



**1** Existing West Entrance



**3** Existing South Transfer Bridge, West Side



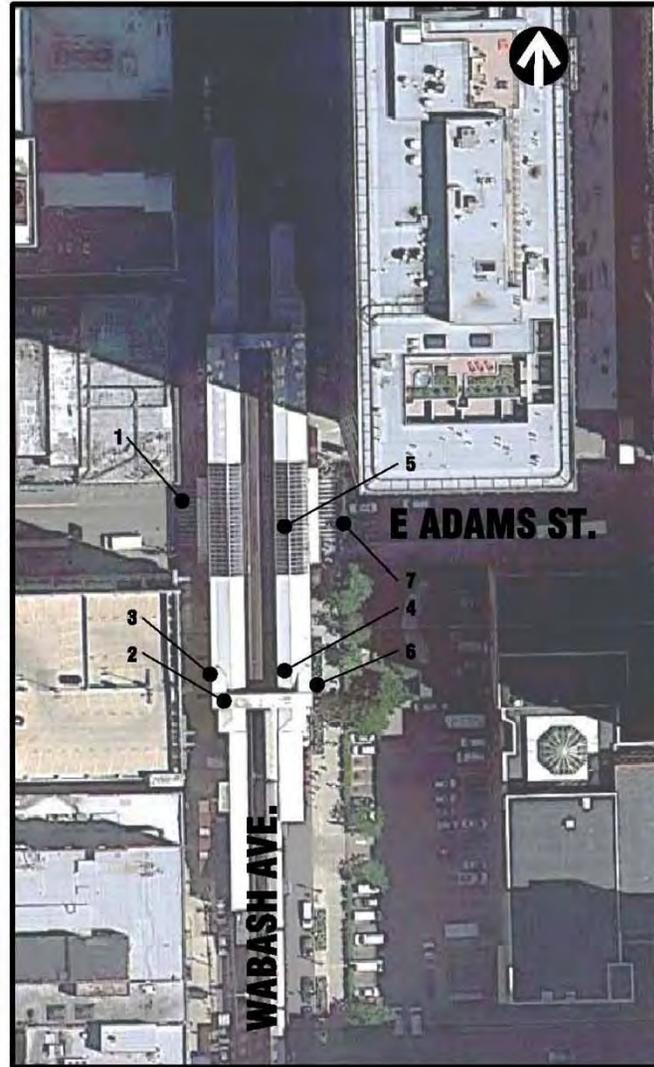
**2** Existing South Transfer Bridge, View from Sidewalk, West Side



**4** Existing South Transfer Bridge, East Side



**5** Existing Mezzanine, Looking West

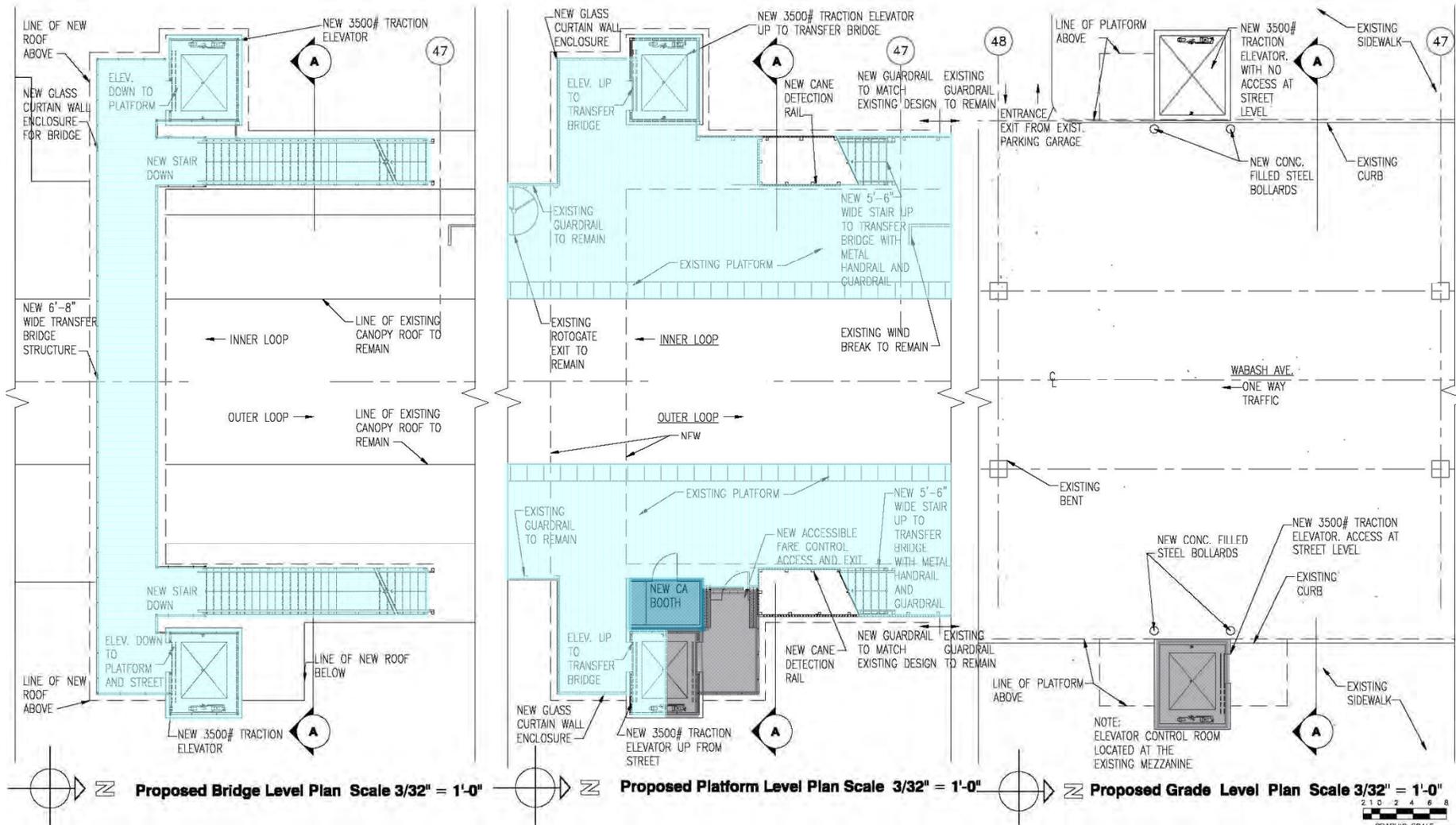


**6** Existing South Transfer Bridge, View from Sidewalk, East Side



**7** Existing East Entrance

# Adams/Wabash – Plan Views



Circulation



Paid Area



Rail Operations



# Evaluation Criteria Follow Up



# Follow up items from December

- Ridership – summer vs winter months
- Gap – use only “along the line” distance
- Education – utilize college enrollment data
- Seniors – created separate criterion (Senior Ridership, Senior Services, Senior Housing)
- Created criteria University with enrollment data
- Categorize criteria into “Origins” and “Destinations”
- Top criteria determined from December Mtg:  
**(Ridership, PWD ridership, Gaps, Employment, Paratransit home addresses, POI)**



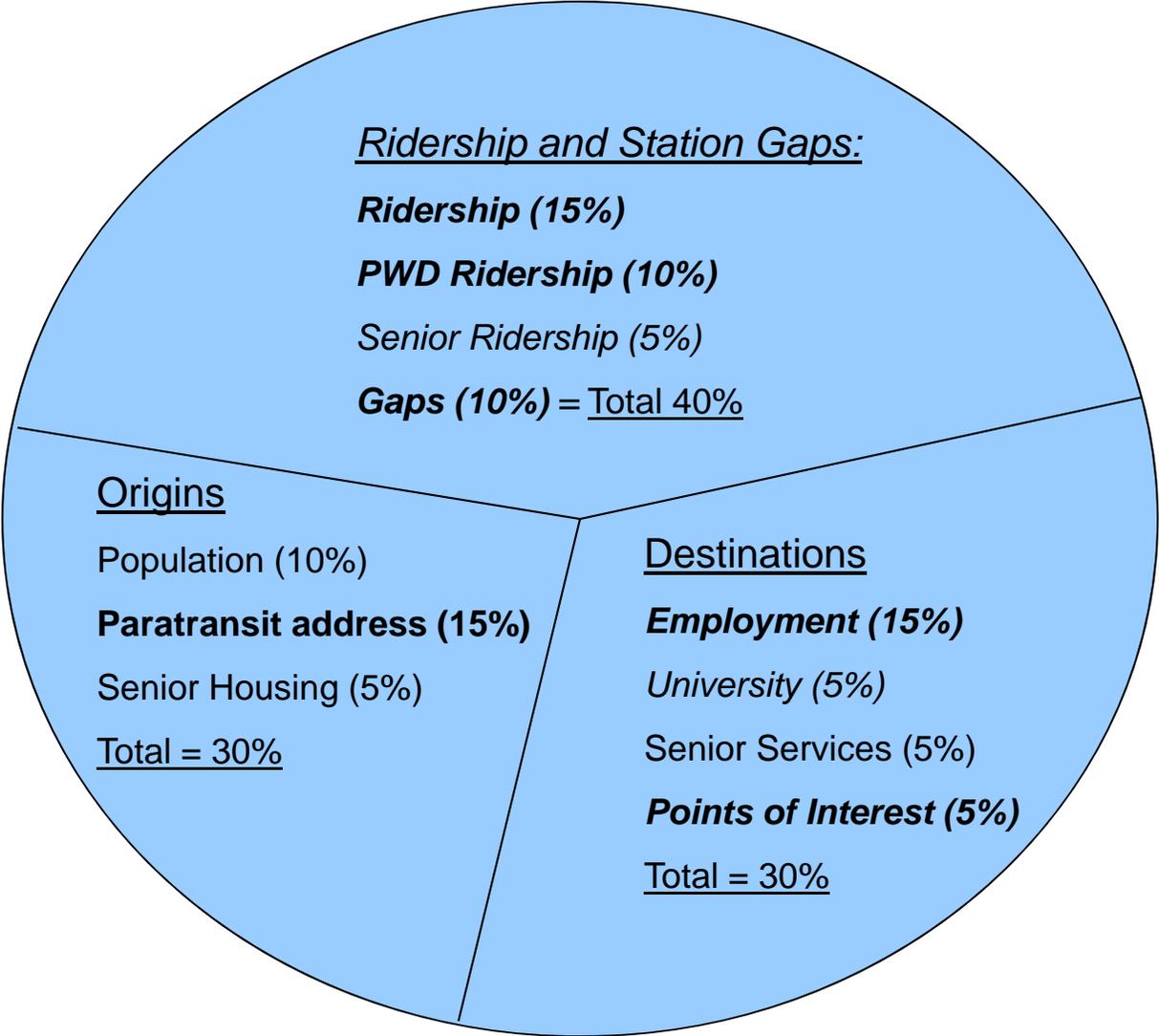
## Updated Evaluation Criteria –

- Ridership – total CTA ridership by station (10/09 to 09/10)
- PWD Ridership – CTA rail ridership for PWD farecard types by station (10/09 to 9/10)
- *Senior Ridership – CTA rail ridership for seniors*
- *Gaps – “Along the Line” distances to closest ADA station*
- Employment – 2010 & 2040 forecast no. of jobs
- Education – Count of high schools and colleges
- *University - Enrollment data*
- *Seniors Services – Senior centers, hospitals and health centers.*
- POI – Points of Interest – theatres, public facilities
- Population – 2010 & 2040 forecast population
- Paratransit – Registered paratransit home addresses
- *Senior Housing – Senior housing locations*
- Connections – Count of CTA and Pace routes

*Italic text indicate criteria were updated*



# Proposed Criteria Weights



*Bold text indicate top criteria determined in December Meeting*



# Preliminary Schedule and Deliverable - Updated

- **Review station schemes preliminary schedule**
  - November 2010 – Racine (Elevator and Ramps)
  - December 2010 – 63<sup>rd</sup>/Dan Ryan, Addison/O’Hare
  - January 2011 – Irving Park/O’Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
  - February 2011 – Wilson (Rehab & Reconstruction), CTA Electronic Communication Overview
  - March 2011 – TBD (Rehab), CDOT update on Clark/Division (Reconstruction)
  - April 2011 – Damen/Milwaukee and Austin/Lake
- **Potential Deliverable**
  - Recommendations on next station accessibility projects
  - Top tier station concept schemes with planning cost estimates
  - White paper on other policy recommendations



# Appendix



# Evaluation Methodology

- Updated list of criteria
- Scored stations by each criteria  
(Top 20% gets a 5, 2<sup>nd</sup> 20% gets a 4, etc.)
- Assign weight percentages to each criteria  
(variable)
- Calculate weighted score
- Determine top stations for each geographic area or system wide



# Geographic Regions

- North Red & Purple Line Branch
- Northwest (O'Hare)
- West Line (Harlem/Forest Park)
- South Branch (Dan Ryan)
- Loop
- Outer Central Business District (CBD)





**IATF REPORT, FALL 2012**

**Attachment 7**

7. Presentation, February 1, 2011 Meeting

# Infrastructure Accessibility Task Force (IATF)

**February 1, 2011**



# February Agenda

- **Electronic Communication Overview – 20 min**
- **Evaluation Criteria and Methodology - 30 *min***
- **Adams and Wabash – Concept Plans – 40 min**
- **LaSalle/Clark/Division – 20 min – CDOT**
- **Station Survey – 5 min**
- **Next Steps – 5 min**



# Electronic Communication Overview

Herb Nitz, P.E.

GM, Enterprise Communication Systems



# CTA Electronic Communications

## Existing Systems:

- **CTA toll-free Customer Assistance**
  - 1-888-YOUR-CTA / 1-888-CTA-TTY1 (hearing impaired)
  - Elevator Status, Disabled Assistance
- **CTA web page**
  - “www.transitchicago.com”
  - Rail/Bus Status, Elevator Status
- **Rail Station Customer Assistance Call Buttons**
- **Rail Station Audio Announcement System (i.e. PA)**
- **Rail Station Dynamic Signage**



# CTA CA Call Buttons

- Each rail station has **Customer Assistance call buttons** in the stationhouse and on each platform.
- Activating a CA call button will generate an audio broadcast and a visual text message at the station that a customer needs assistance in the respective area.
- Local to particular rail station



# CTA Audio Announcement System

## Three generations of audio systems:

- 58 of 144 rail stations have modern digital system (40%)
  - 2-5 year old system
- 55 of 144 rail stations have obsolete digital audio system (38%)
  - 15+ year old system
  - End of life, limited repair capability
- 31 of 144 rail stations have no digital audio capability (22%)
  - 30+ year old system
  - Functionally obsolete



# CTA Dynamic Signage

- **CTA Dynamic Signs at rail stations (i.e. scrolling marquees)**
  - Single and Multi-line LED signs
  - Part of station public address audio announcement system
  - Typically 1 sign face per stationhouse in paid area
  - Typically 8 sign faces per station platform(s)



# CTA Dynamic Signage

- **CTA Dynamic Signs at rail stations (i.e. scrolling marquees)**
  - 42 of 144 rail stations have no signs (30%)
  - 85 of 144 rail stations have scrolling LED sign (59%)
    - Majority more than 15 years old
  - 17 of 144 rail stations have LCD signs (11%)
    - Installed within 2 years



# CTA Electronic Communications Pending Projects

## DEDICATED ELEVATOR STATUS DISPLAYS – Phase 1

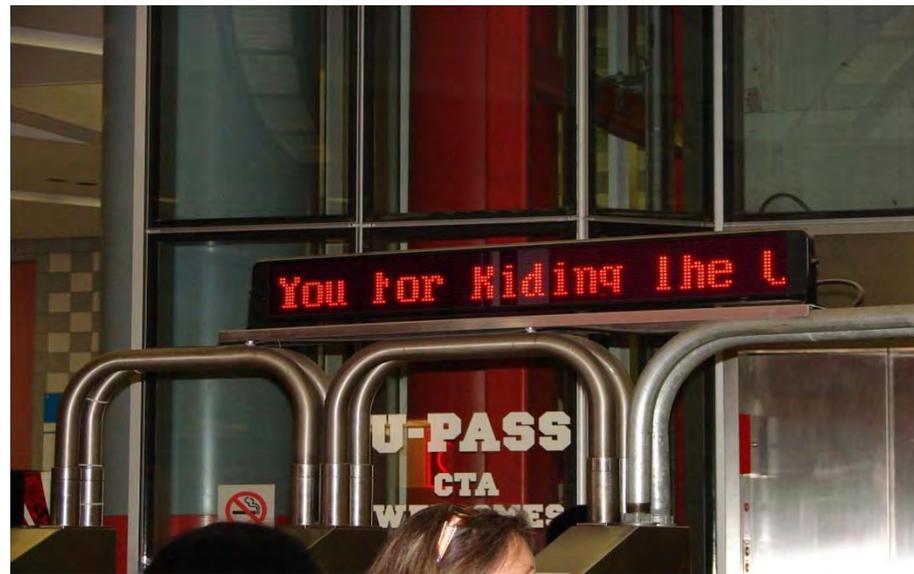
- Install above turnstiles to provide real-time elevator status information from CTA's Control Center.
- Locate sign to inform CTA customers prior to paying fare.
- Estimated implementation phase: 1Q2011
- Estimated cost: \$200K (existing funding)



# CTA Electronic Communications Pending Projects

## DEDICATED ELEVATOR STATUS DISPLAYS – Phase 2

- Provide ADA accessible audio functionality to visual status solution.
- Consider extremely noisy audio environment at rail stations when selecting audio solution.
- Possibly leverage audio solution from separate bus shelter signage project (to be under contract 1Q11)
- Estimated cost: TBD



# Evaluation Criteria Follow Up



# Follow up items from December

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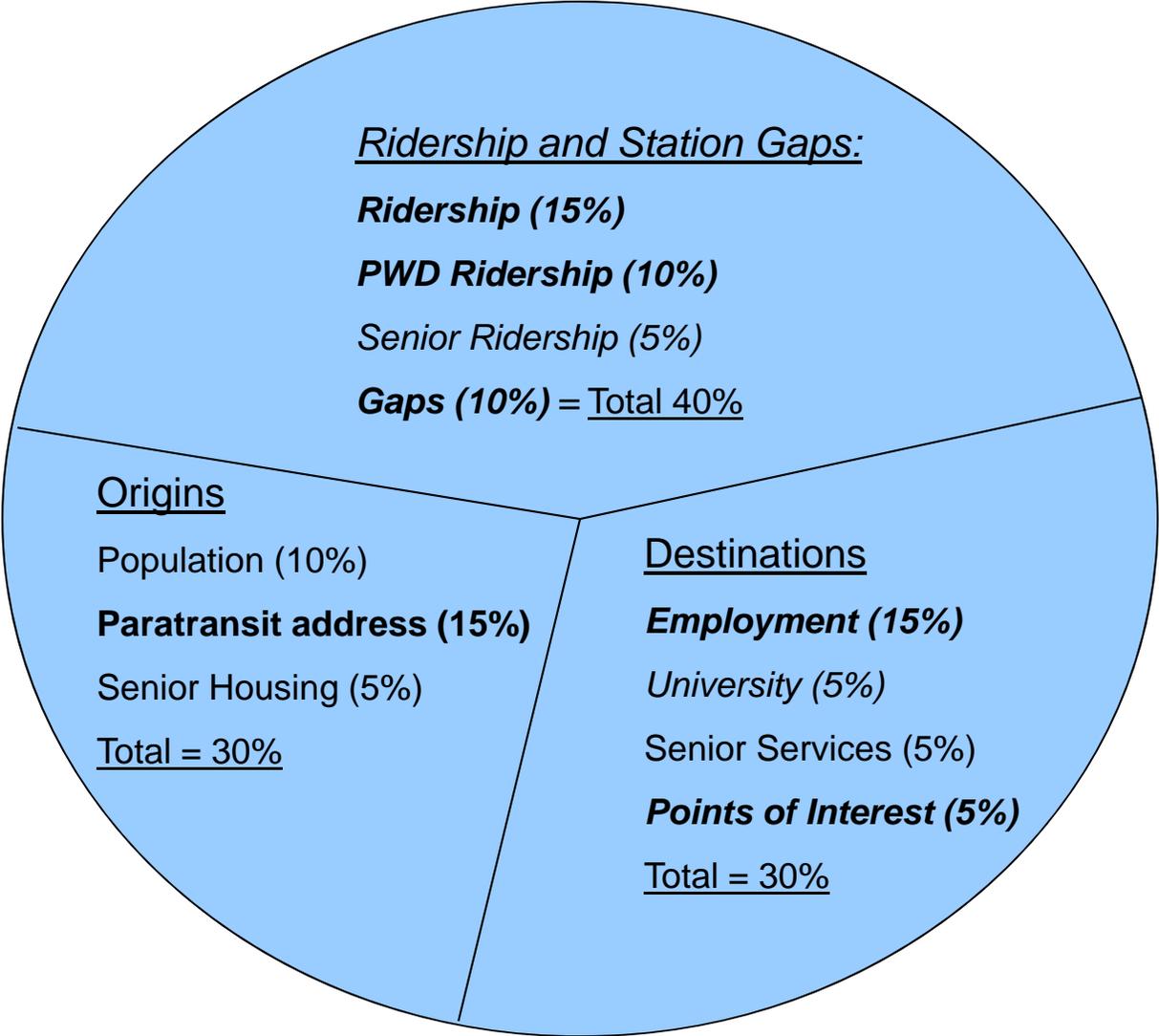
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# Proposed Criteria Weights



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# Resulting Stations by Region –

## Loop

Randolph/Wabash

State/Lake

Adams/Wabash

## Northwest (NW)

Damen- Blue

Belmont – O’Hare

Irving Park – O’Hare

## Loop – Outer

Clark/Division

North/Clybourn

Harrison

(all on Red Line)

## South – Dan Ryan

Garfield - Red

63<sup>rd</sup> - Red

87<sup>th</sup> -Red

## North

Wilson - Red

Lawrence – Red

Argyle - Red

## West

Austin- Green Line

Racine – Blue Line

Pulaski – Blue Line



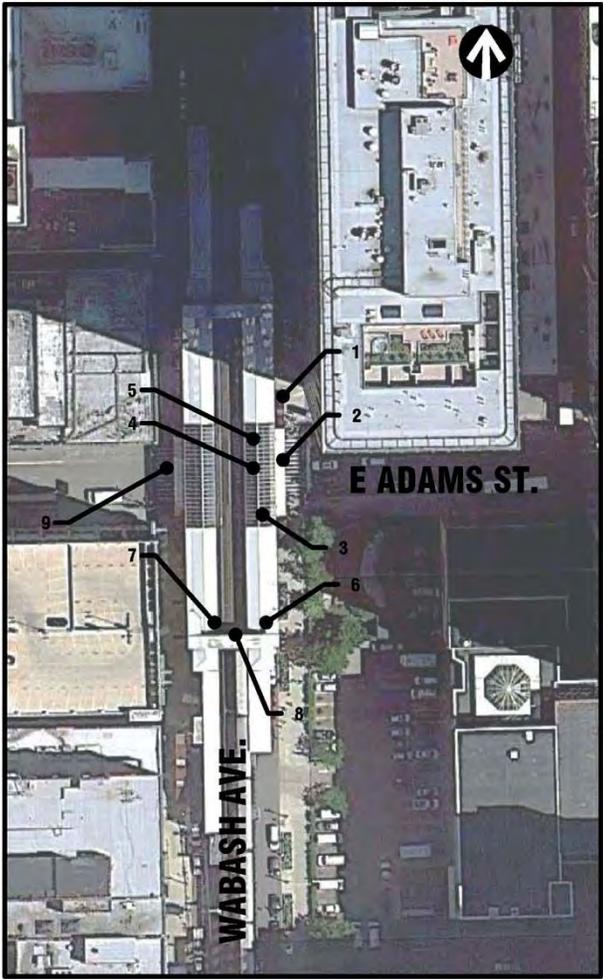
# Concept Plan (Adams/Wabash)



# Adams/Wabash – Existing Cond.



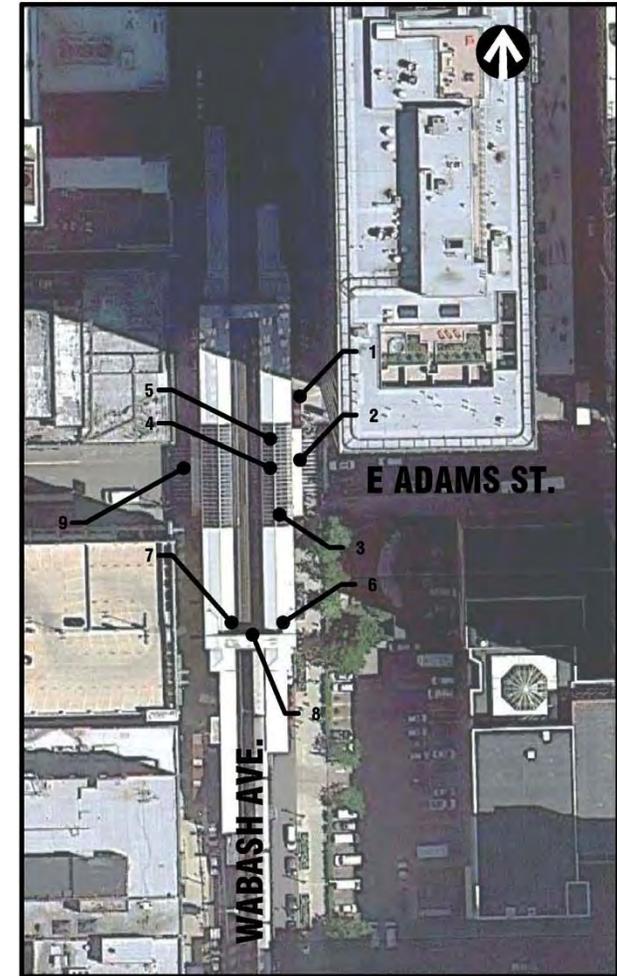
1. Existing East Entrance



# Adams/Wabash – Existing Cond.



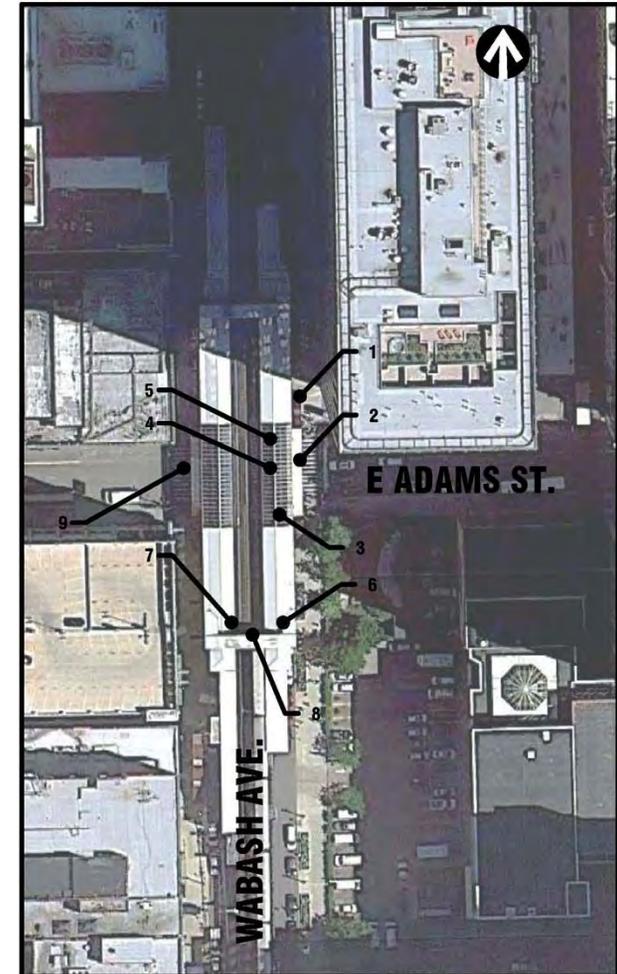
2. Top of Stairs at Mezzanine



# Adams/Wabash – Existing Cond.



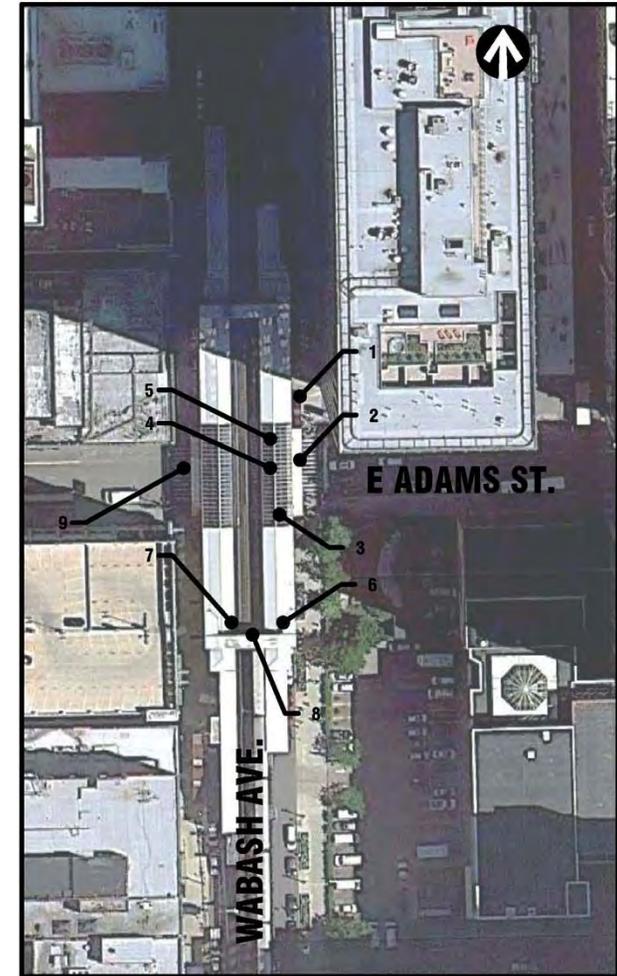
3. At Mezzanine – Unpaid Side



# Adams/Wabash – Existing Cond.



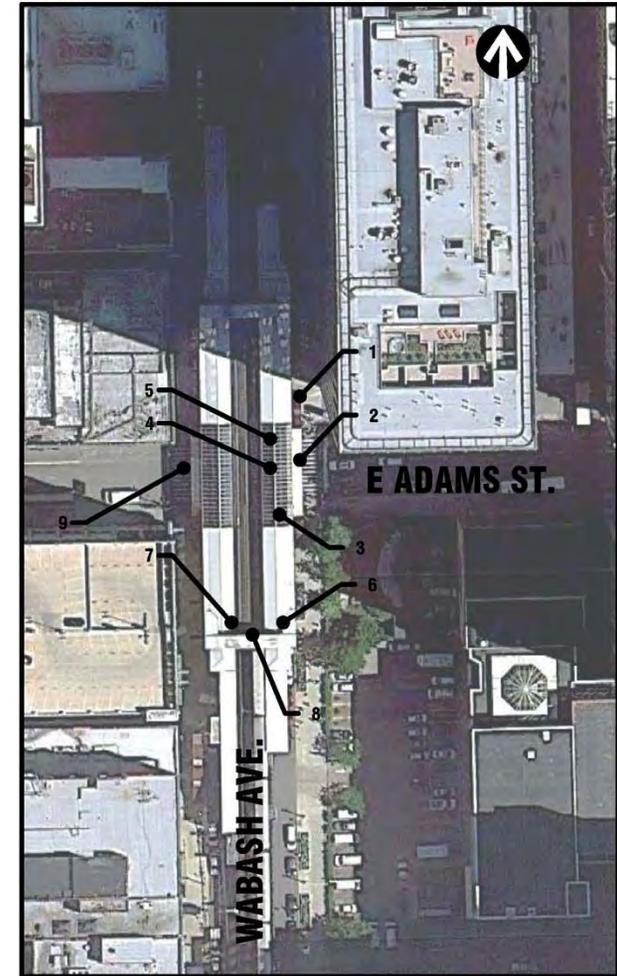
4. At Mezzanine – Paid Area Side



# Adams/Wabash – Existing Cond.



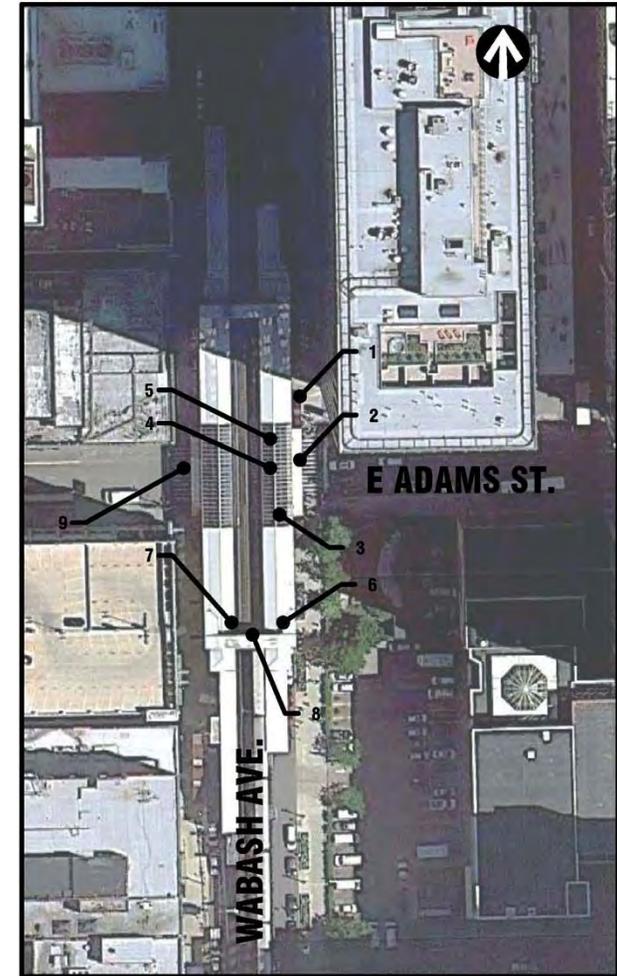
5. Stairs from Mezzanine to Platform



# Adams/Wabash – Existing Cond.



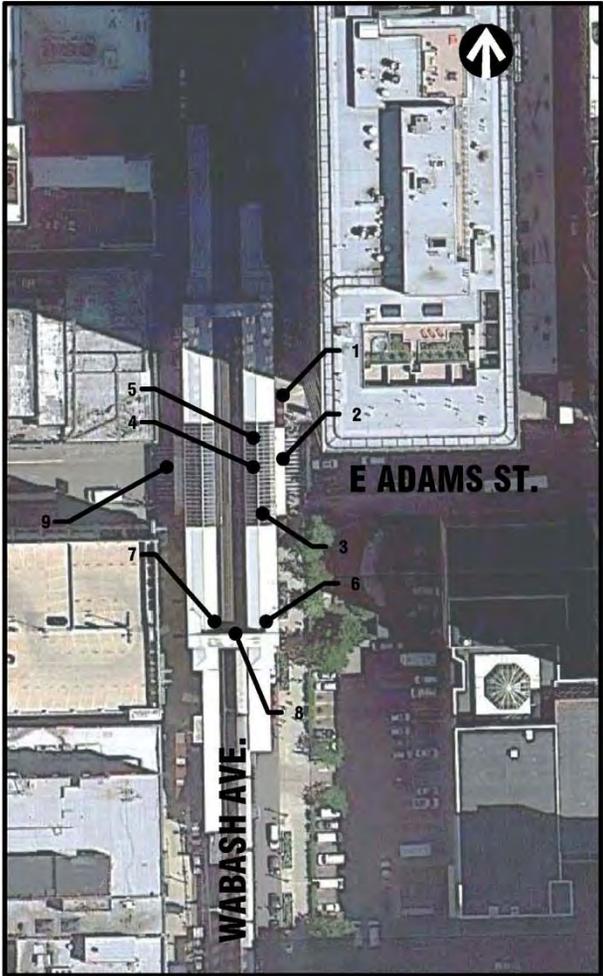
6. Stairs from Platform to Transfer Bridge



# Adams/Wabash – Existing Cond.



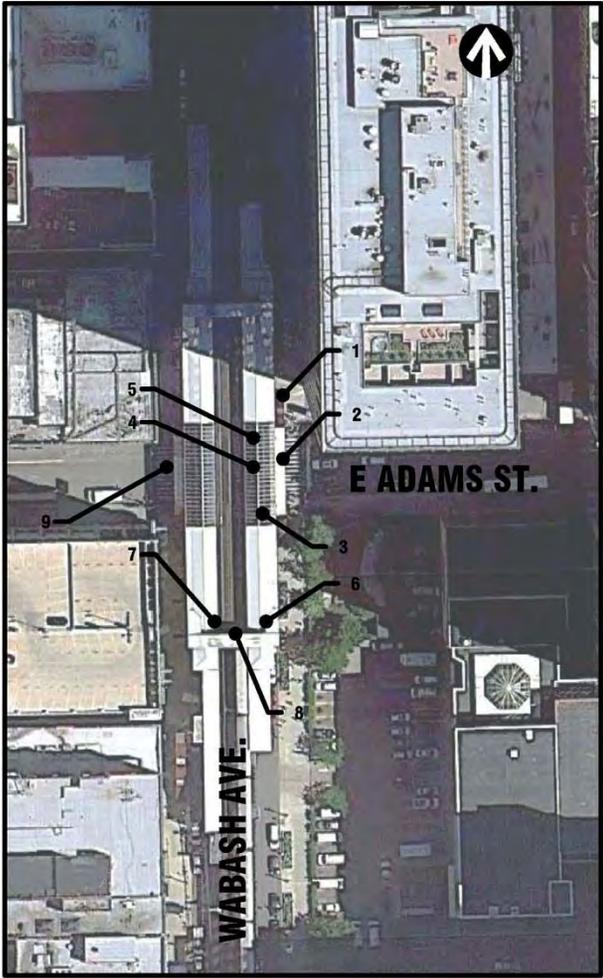
7. South Transfer Bridge



# Adams/Wabash – Existing Cond.



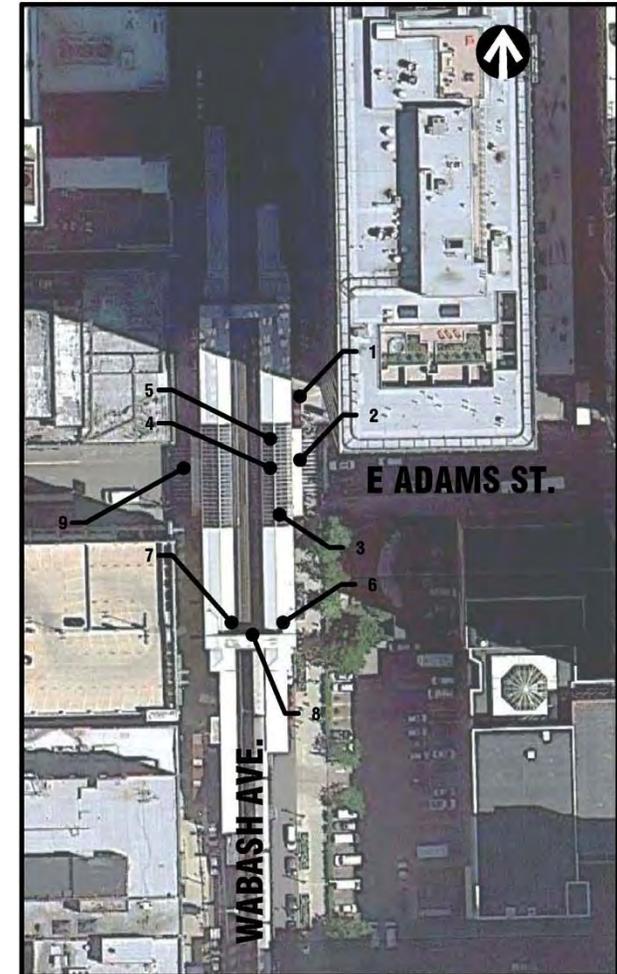
8. South Transfer Bridge



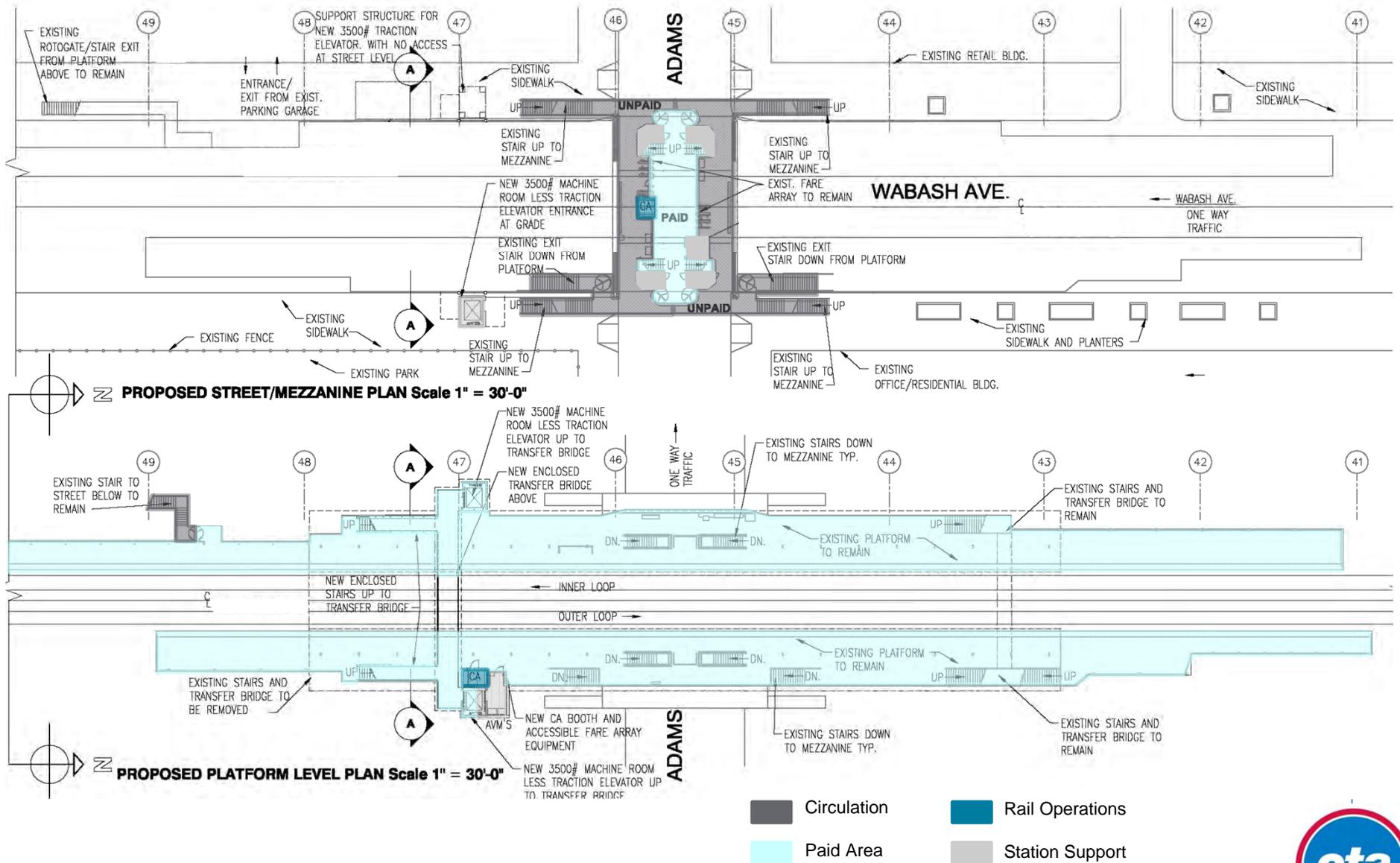
# Adams/Wabash – Existing Cond.



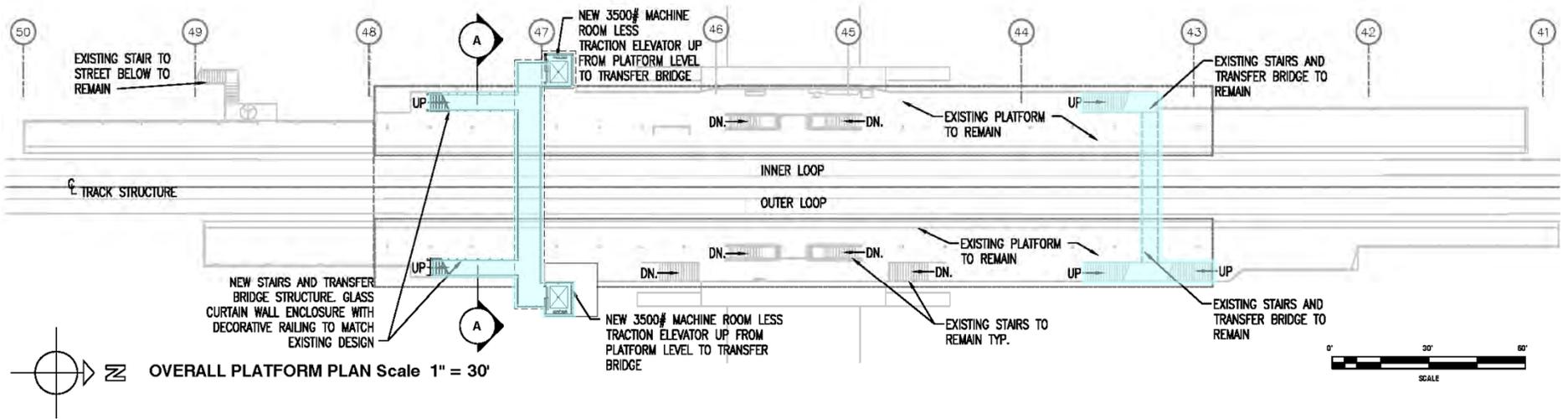
9. Existing West Entrance



# Scheme A - Street, Mezz, Platform



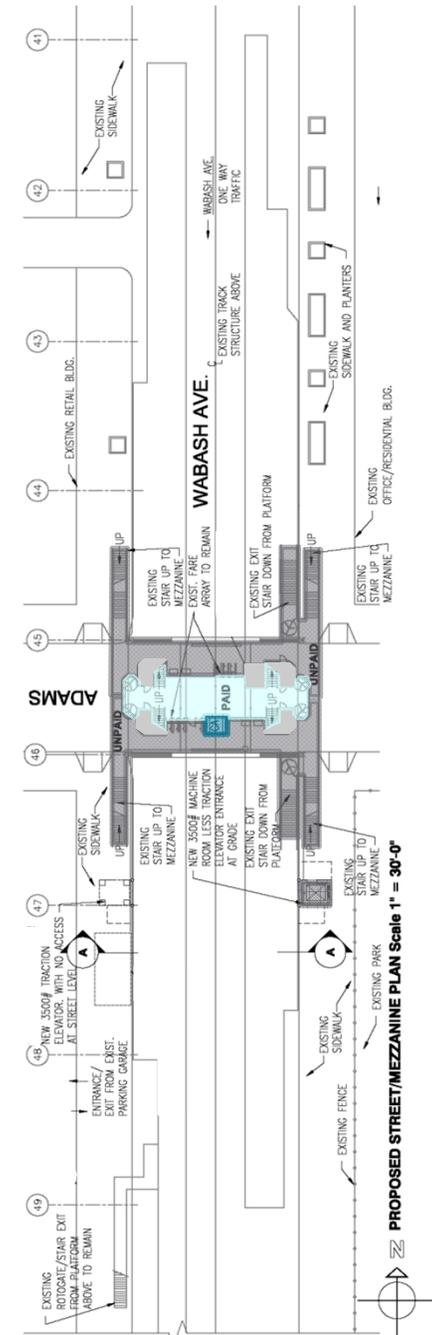
# Scheme A - Platform



- Circulation
- Paid Area
- Rail Operations
- Station Support

# Adams/Wabash - Scheme A

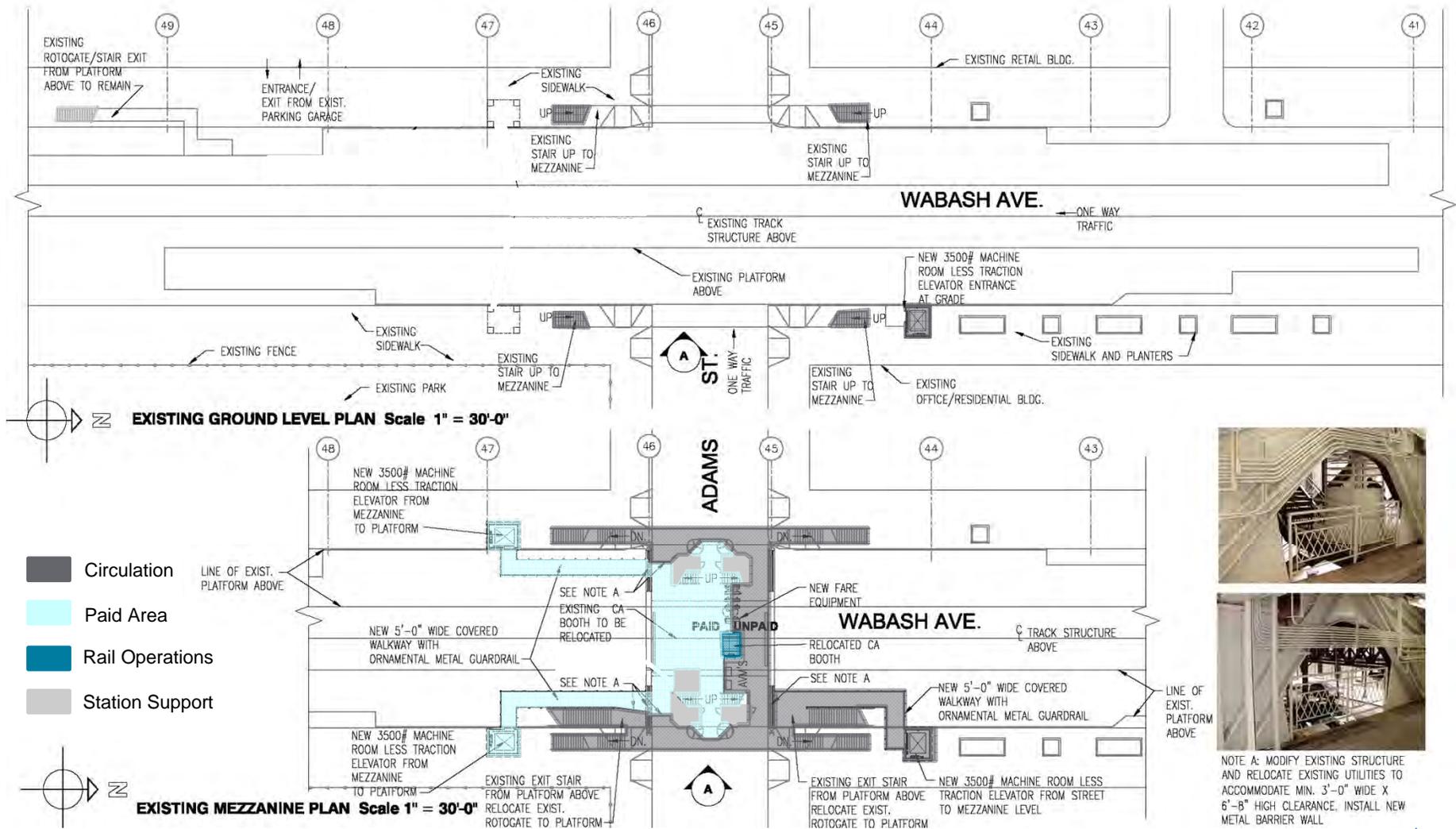
Exist South  
Transfer  
Bridge  
(East Side  
Looking  
North) -  
Proposed  
elevator  
location at  
street level



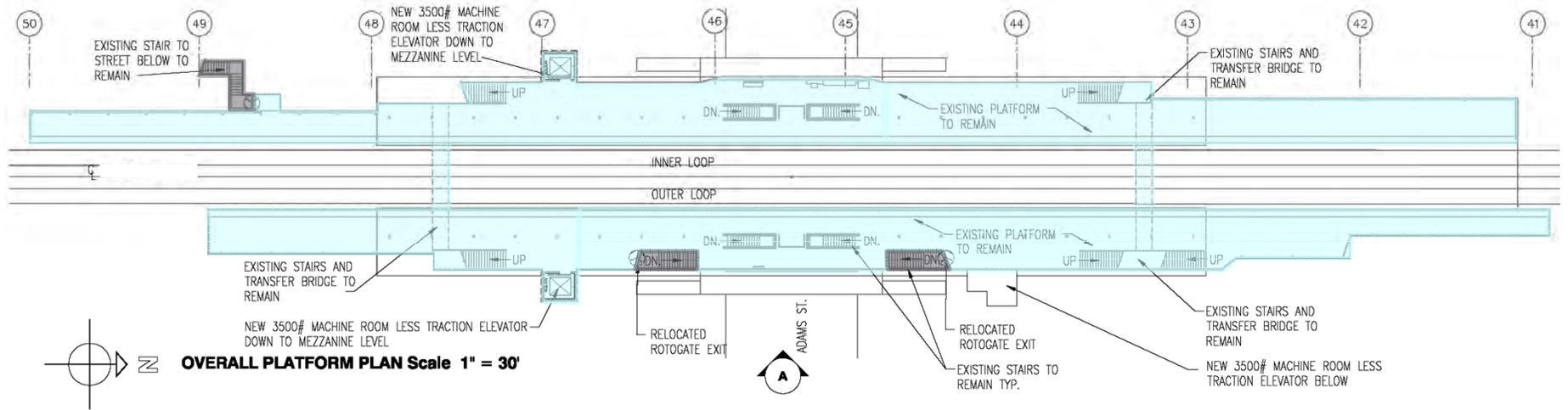
- Circulation
- Paid Area
- Rail Operations
- Station Support



# Scheme B - Street and Mezz



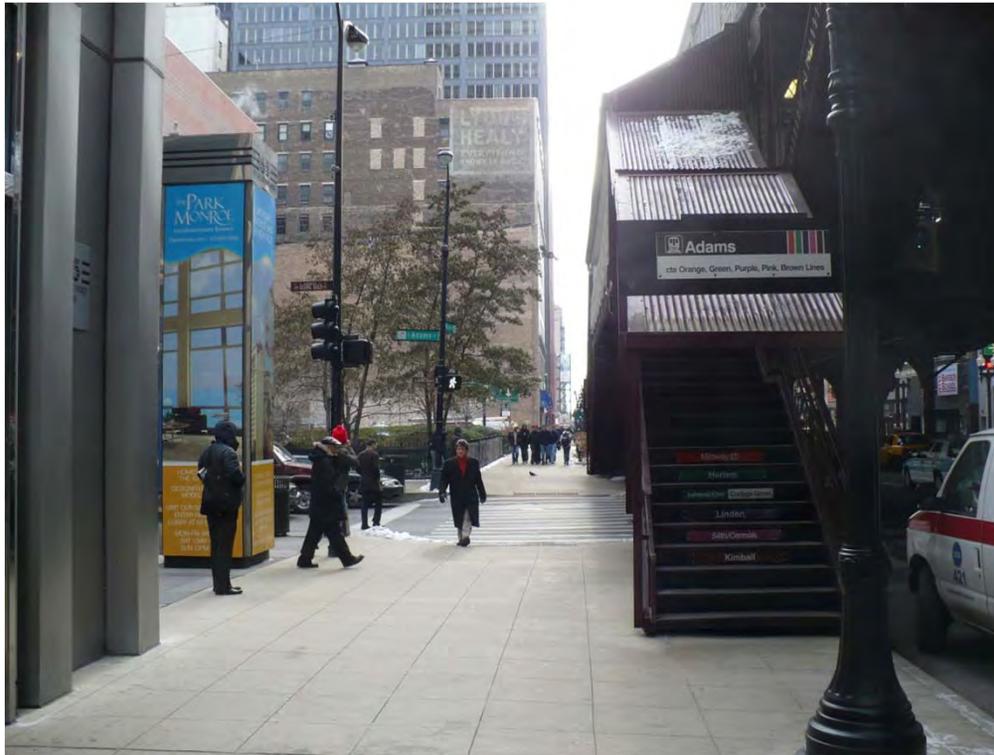
# Scheme B - Platform



- Circulation
- Paid Area
- Rail Operations
- Station Support

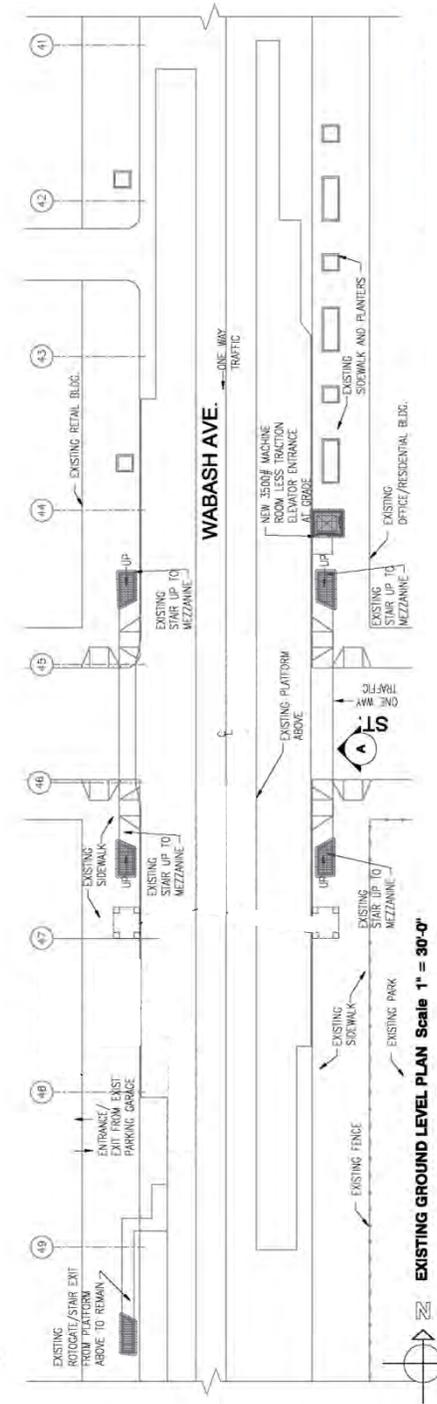


# Adams/Wabash – Scheme B



1. Exist East Entrance (Looking South)

- Circulation
- Paid Area
- Rail Operations
- Station Support

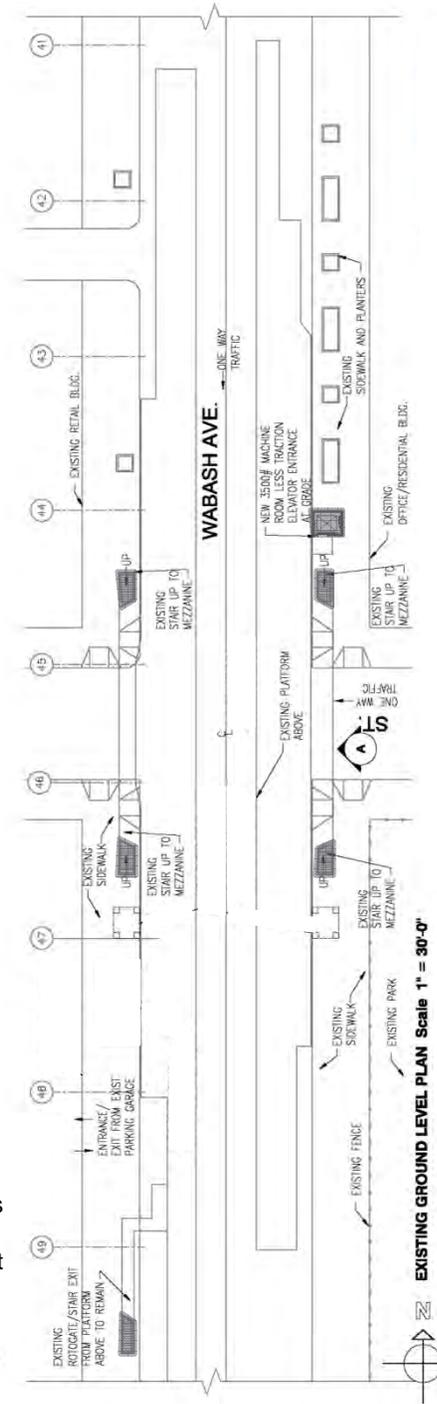


# Adams/Wabash – Scheme B



2. Existing North East Opening (Looking South) where new walkway is proposed once you exit the new elevator

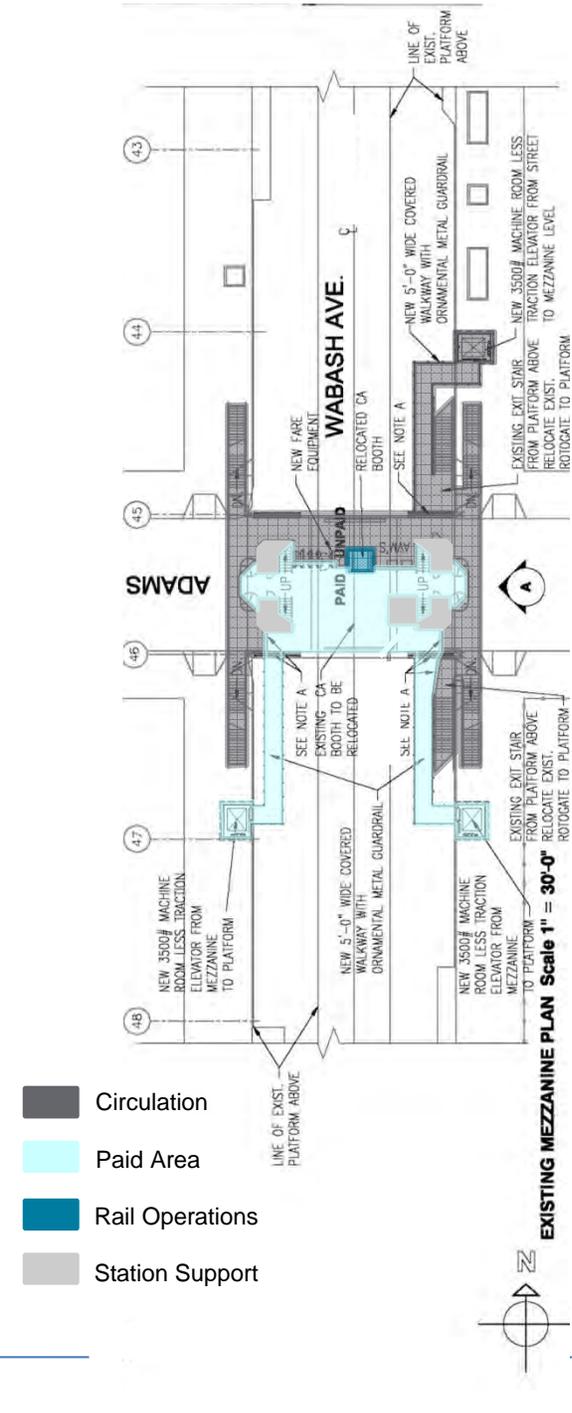
- Circulation
- Paid Area
- Rail Operations
- Station Support



# Adams/Wabash – Scheme B



3. Existing North East Opening (walkway location to Mezzanine)



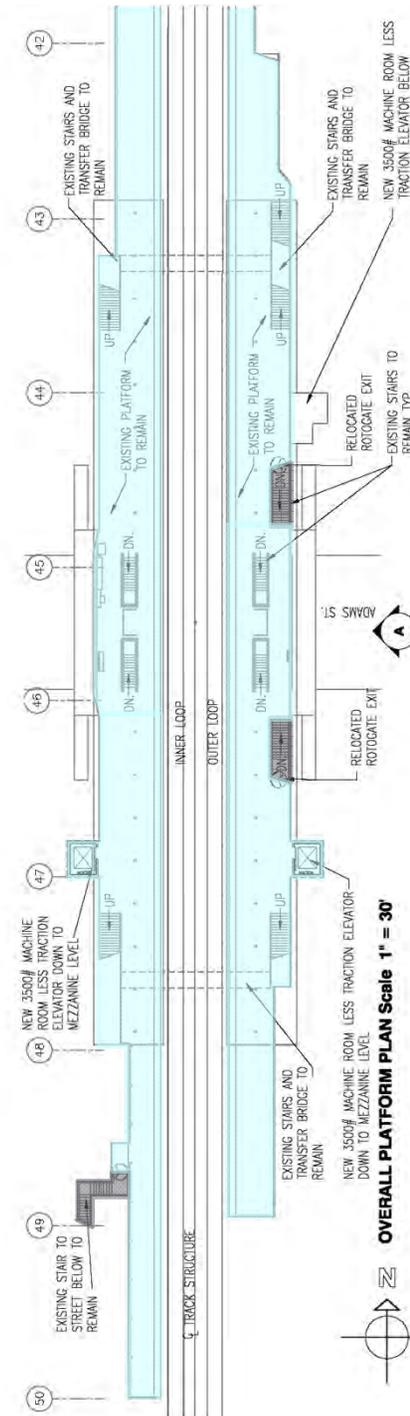


# Adams/Wabash – Platform Plan



5. Existing Outer Platform (At location of Proposed Elevator)

- Circulation
- Paid Area
- Rail Operations
- Station Support



# LaSalle/Clark/Division Rehabilitation

# Project Location



Location of LaSalle / Clark / Division Subway Project

# Phase I and Phase II Location



City of Chicago - Richard W. Selig, Mayor Copyright (C) 2011 - 2017



# Project Scope of Work

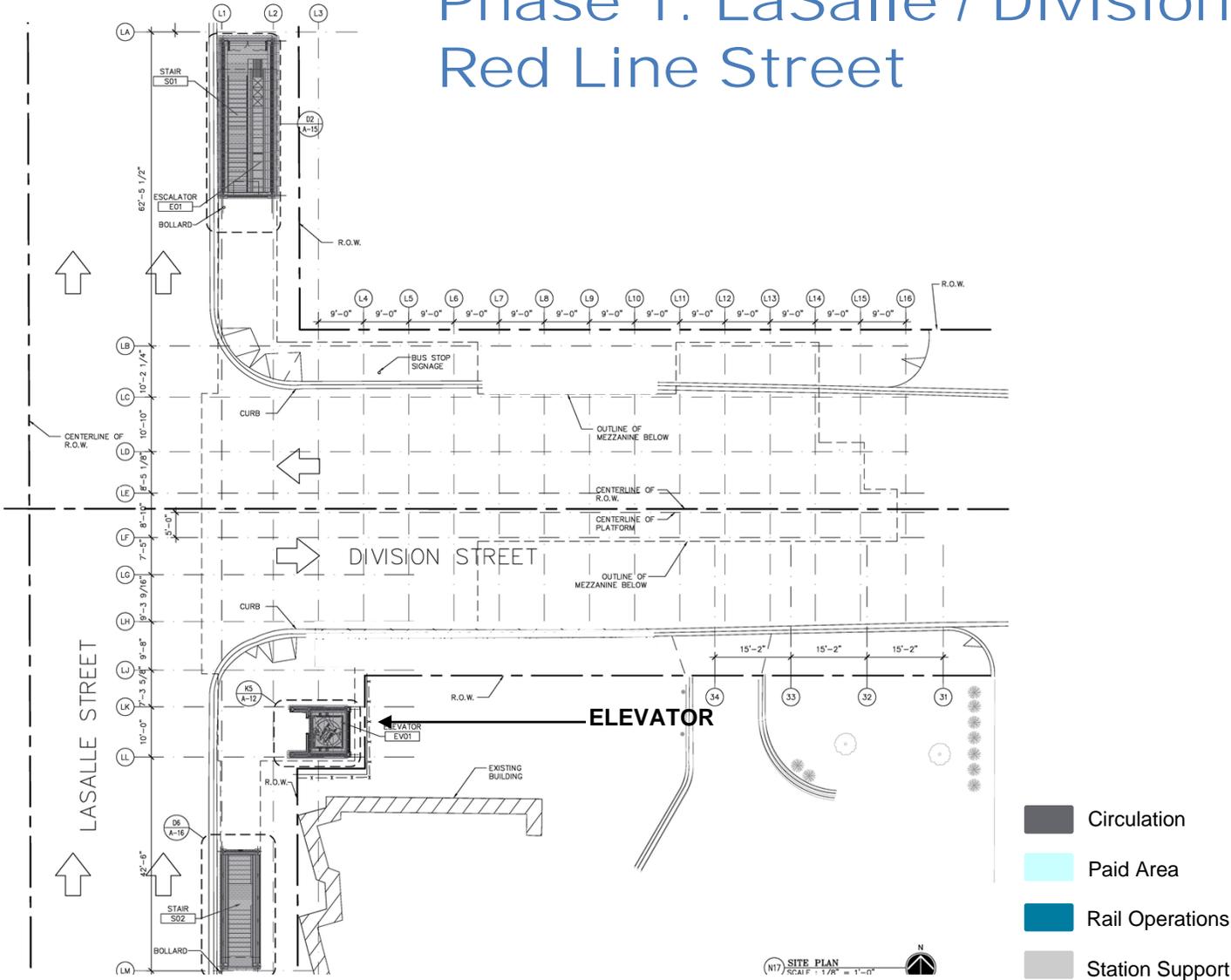
- The Red Line Subway station was built in 1943. Renovation of this station will upgrade the deteriorated and out modeled facility and enhance station appearance and operation.
- The 1943 station is not accessible; the new station will meet ADA standards including elevators and current city codes.
- Mezzanine and platform remodeling will comply with the current State Street Red Line materials and CTA design standards.
- The project is divided up into 2 Phases :
  - LaSalle / Division Mezzanine
  - Clark / Division Mezzanine and Platform

# Phase 1: LaSalle / Division Red Line Mezzanine

The project includes construction of a new ADA accessible mezzanine built at the LaSalle end of the platform.

- The mezzanine will include escalators and ADA elevator access to the platform.
- The project will also include infrastructure upgrades.
- The mezzanine will also include :
  - energy efficient lighting
  - new fare collection equipment
  - granite floors
  - communication equipment
  - speaker systems
  - security monitoring equipment

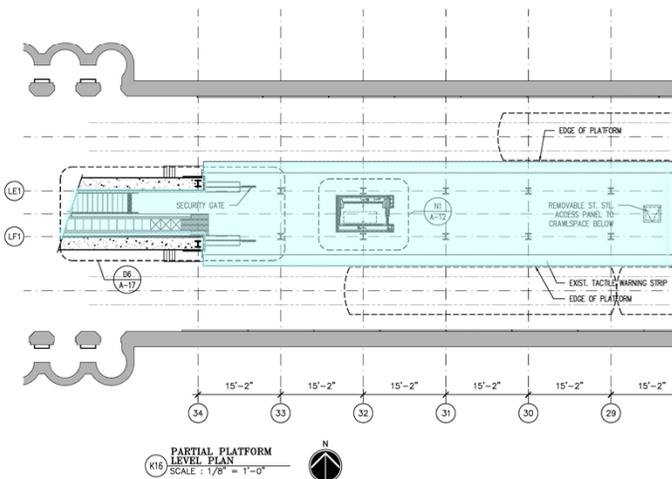
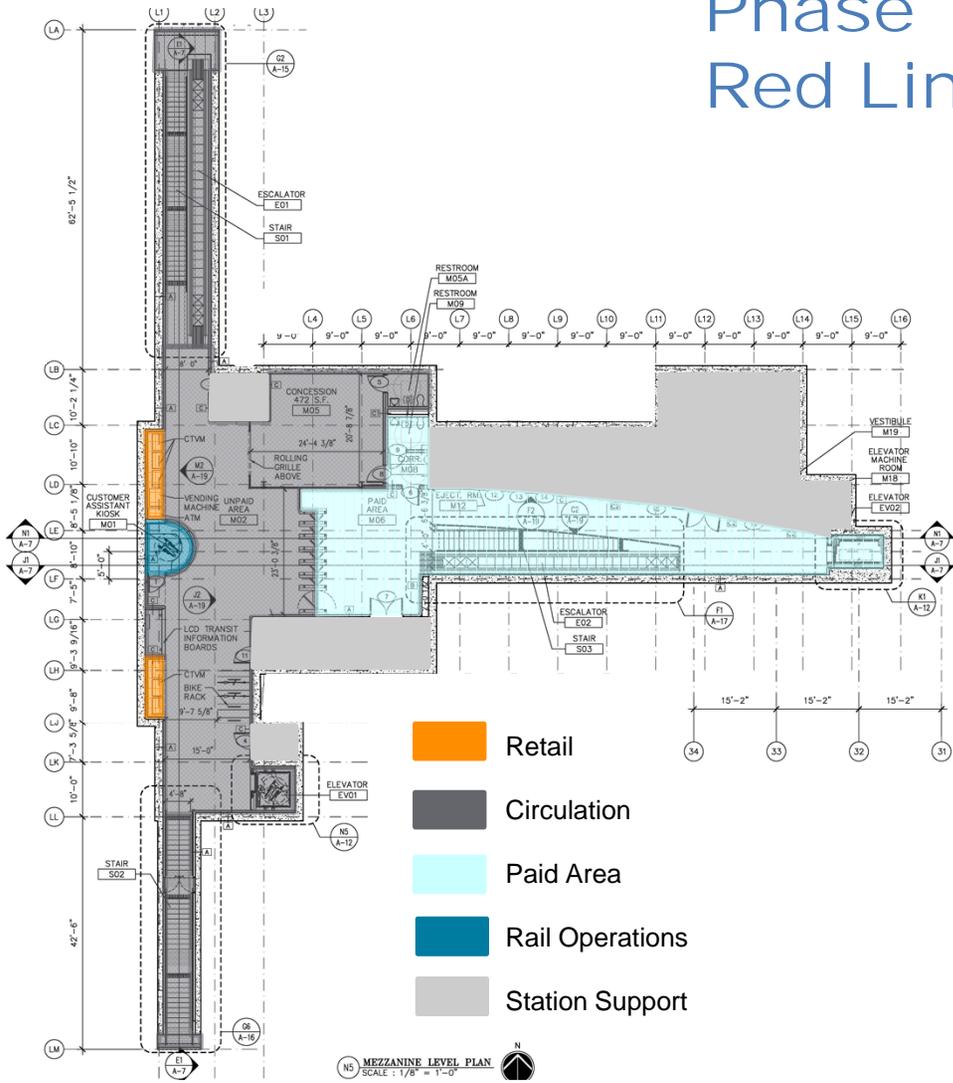
# Phase 1: LaSalle / Division Red Line Street



LaSalle / Division - Street Level Plan



# Phase 1: LaSalle / Division Red Line Mezzanine



## LaSalle / Division - Mezzanine and Platform Level Plans

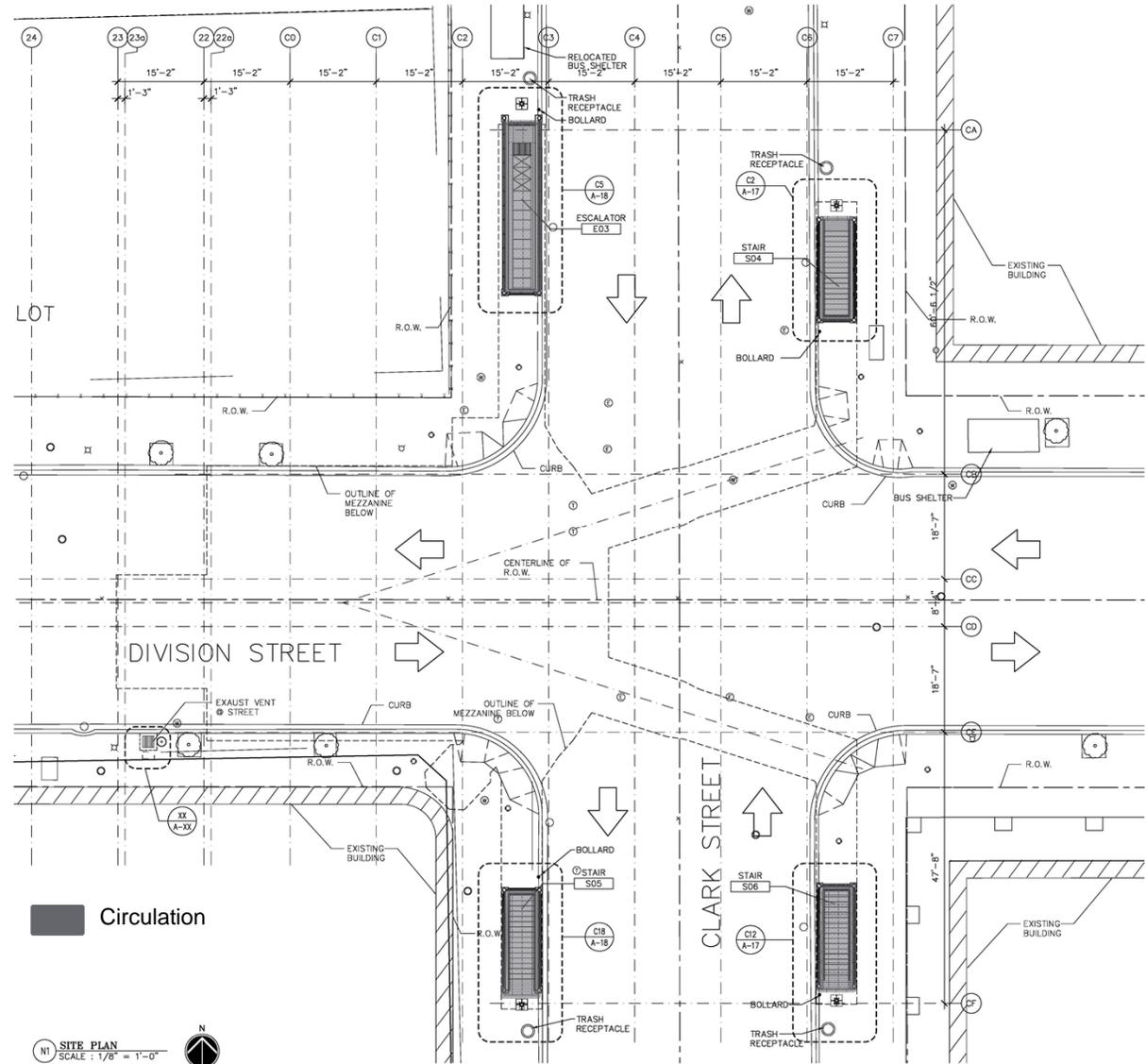


# Phase 2: Clark / Division Red Line Mezzanine and Platform

The project includes a complete renovation of Clark / Division mezzanine and platform.

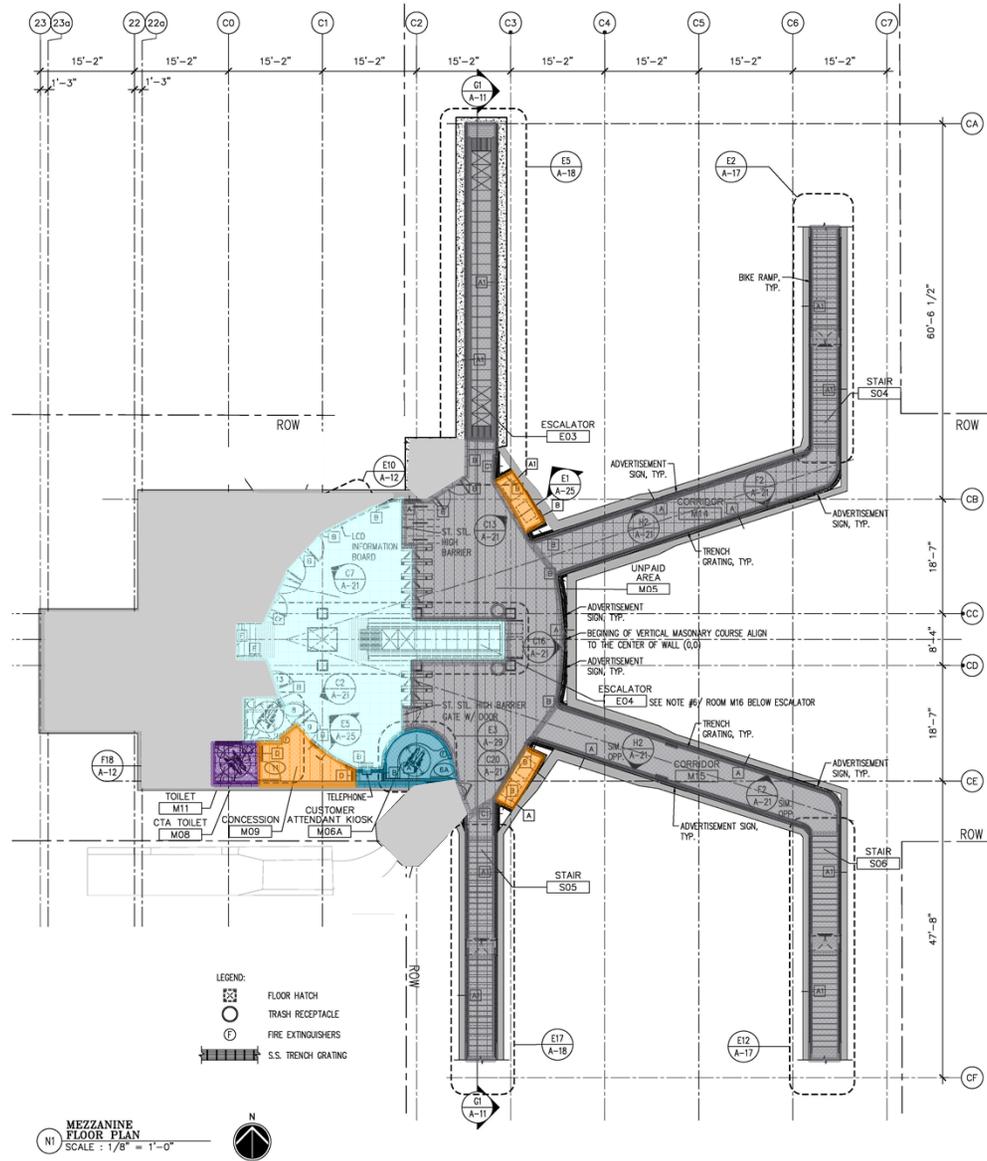
- New wall and ceiling architectural finishes, additional fare collection equipment, improved lighting, updated communication equipment and speaker system.
- The project will also include infrastructure upgrades.
- New signage, stairs, escalators and other infrastructure will also be installed.

# Phase 2: Clark / Division Red Line Street Level



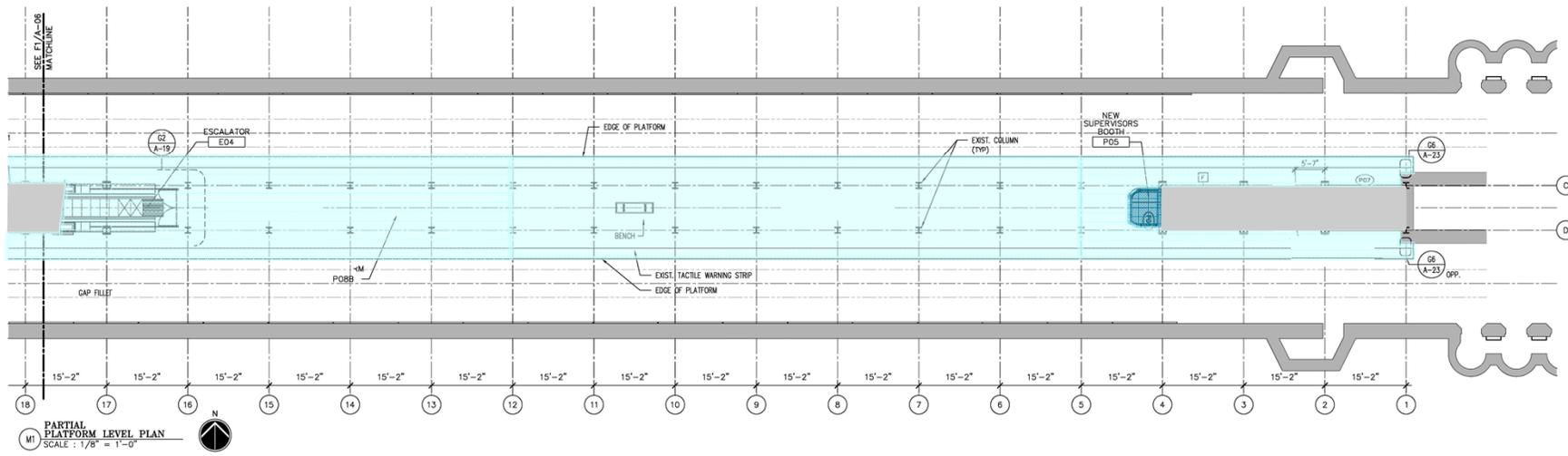
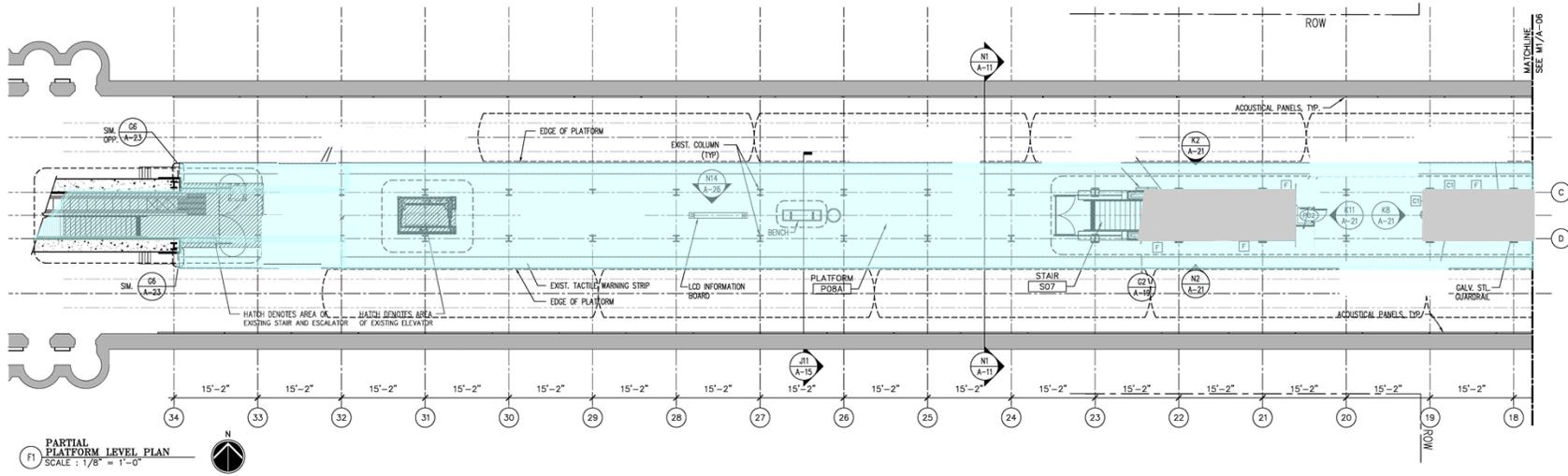
# Phase 2: Clark / Division Red Line Mezzanine

- Retail
- Circulation
- Paid Area
- Rail Operations
- Shared Staff Spaces
- Station Support



Clark / Division - Mezzanine Level Plan





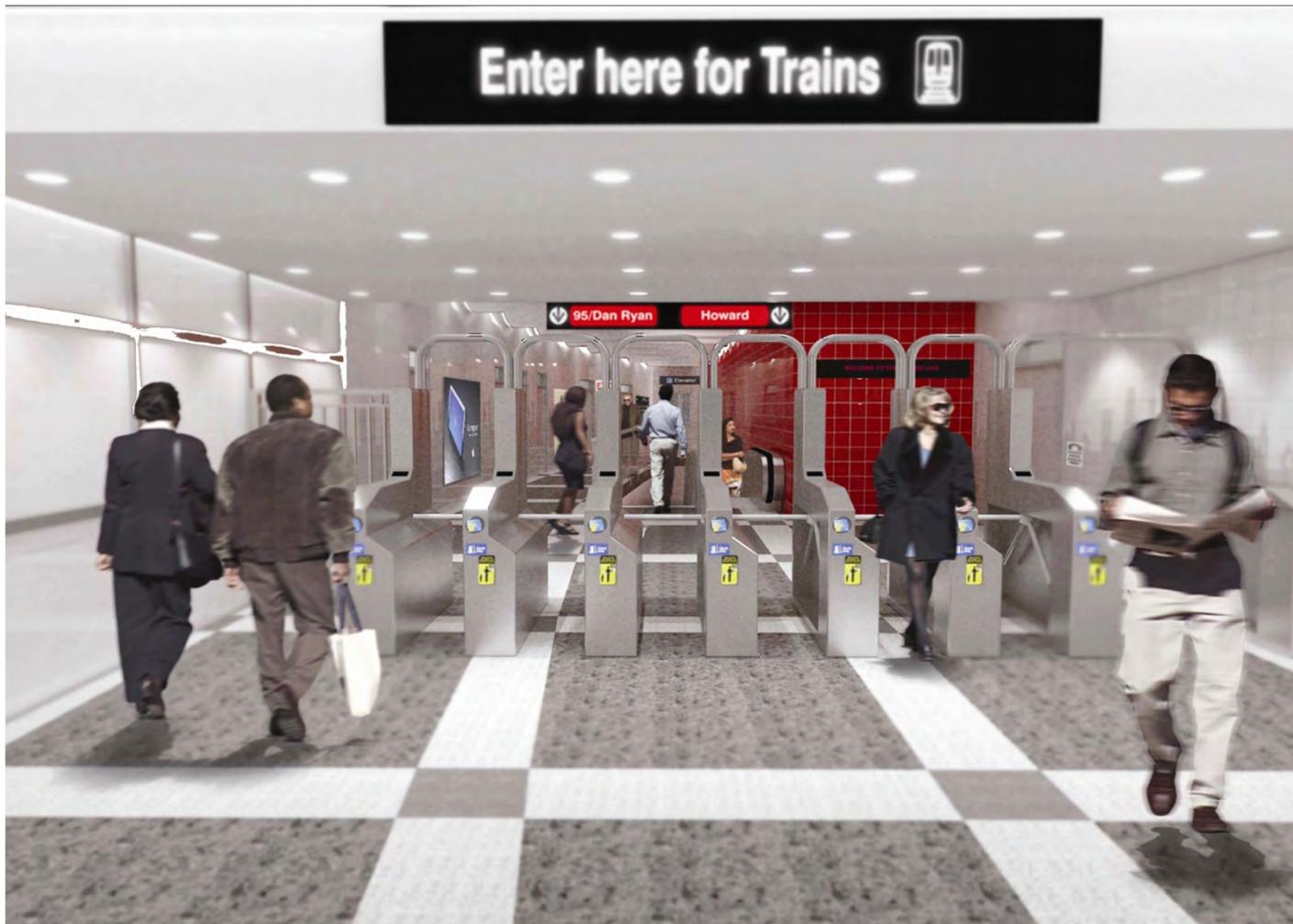
# Phase 2: Clark / Division Red Line Platform Level



- Circulation
- Paid Area
- Rail Operations
- Station Support



# LaSalle/Division Mezzanine view looking East



# LaSalle/Division Mezzanine view looking West



# LaSalle / Clark / Division Red Line Subway Project

## Schedule and Costs

Phase I Engineering completed:	2004		
Phase II Engineering Start/End:	Start: 2005	End: 2012	Cost: \$5.5M
Construction Phase 1 Start/End:	Start: 2012	End: 2014	Cost: \$75M
Construction Phase 2 Start/End:	Start: 2014	End: 2016	Cost: \$20M

**Funding Source:** FTA/IDOT

**Last Major Capital Improvement:** 1943

# Preliminary Schedule and Deliverable - Updated

- **Review station schemes preliminary schedule**
  - November 2010 – Racine (Elevator and Ramps)
  - December 2010 – 63<sup>rd</sup>/Dan Ryan, Addison/O’Hare
  - January 2011 – Irving Park/O’Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
  - February 2011 – Electronic Communication Overview, Adams/Wabash Loop additional rehab concepts, CDOT Clark/Division (Reconstruction)
  - March 2011 – North Red Purple Line Modernization Overview, review of IATF white paper outline
  - April 2011 – Damen/Milwaukee and Austin/Lake
- **Potential Deliverable**
  - Recommendations on next station accessibility projects
  - Top tier station concept schemes with planning cost estimates
  - White paper on other policy recommendations

