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

<table>
<thead>
<tr>
<th>Station</th>
<th>Scope of Work</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racine (Forest Park)</td>
<td>- <strong>Scheme A</strong>: Remove non-compliant ramp, install enclosed ADA compliant ramp.</td>
<td>~$3M</td>
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<td></td>
<td>- <strong>Scheme B</strong>: New elevator, new stairs, new walkway, update existing fare array, relocate electrical room.</td>
<td>~$6M</td>
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<td></td>
<td>- <strong>Scheme C</strong>: New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure infrastructure and fare array.</td>
<td>~$8M</td>
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<tr>
<td>63rd Street (Dan Ryan)</td>
<td>New elevator, existing stair and escalator to remain.</td>
<td>~$2M</td>
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<tr>
<td>Addison (O’Hare)</td>
<td>New elevator, modify existing fare array and other infrastructure, replace exist stair at new location, Existing escalator remain.</td>
<td>~$5M</td>
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<tr>
<td>Adams/Wabash (Loop)</td>
<td>- <strong>Scheme A</strong>: Install 2 new elevators, new transfer bridge, new CA room at platform level</td>
<td>~20M</td>
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<tr>
<td></td>
<td>- <strong>Scheme B</strong>: Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine</td>
<td>~20M</td>
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</tbody>
</table>
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 Station
Proposed Station at Washington / Wabash
Randolph / Wabash (Removed)
Madison / Wabash (Removed)
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
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
VIEW LOOKING SOUTH FROM WASHINGTON STREET
PLATFORM VIEW
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

Funding Source: TBD

Last Major Capital Improvement:
Randolph / Wabash: 1896
Madison / Wabash: 1896
Concept Plan
(Adams/Wabash)
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

Ridership and Station Gaps:
- Ridership (15%)
- PWD Ridership (10%)
- Senior Ridership (5%)
- Gaps (10%) = Total 40%

Origins
- Population (10%)
- Paratransit address (15%)
- Senior Housing (5%)
- Total = 30%

Destinations
- Employment (15%)
- University (5%)
- Senior Services (5%)
- Points of Interest (5%)
- Total = 30%

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 – 63rd/Dan Ryan, Addison/O’Hare
  - 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\textsuperscript{nd} 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)
7. Presentation, February 1, 2011 Meeting
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
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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**Destinations**
- Employment (15%)
- University (5%)
- Senior Services (5%)
- Points of Interest (5%)
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Bold text indicate top criteria determined in December Meeting
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
- 63rd - Red
- 87th -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
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
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 – Platform
Adams/Wabash – Scheme B

1. Exist East Entrance (Looking South)
Adams/Wabash – Scheme B

2. Existing North East Opening (Looking South) where new walkway is proposed once you exit the new elevator
Adams/Wabash – Scheme B

3. Existing North East Opening (walkway location to Mezzanine)
Adams/Wabash – Scheme B

4. Enter into Mezzanine – Unpaid Area
Adams/Wabash – Platform Plan

5. Existing Outer Platform (At location of Proposed Elevator)
LaSalle/Clark/Division Rehabilitation
Project Location

Location of LaSalle / Clark / Division Subway Project
Phase I and Phase II Location
Project Scope of Work

• The Red Line Subway station was built in 1943. Renovation of this station will upgrade the deteriorated and outmodeled 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
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

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 – 63rd/Dan Ryan, Addison/O’Hare
  - 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