

ALL STATIONS ACCESSIBILITY PROGRAM (ASAP)



▶ **ASAP: Achieving accessibility at the CTA**

The Chicago Transit Authority (CTA) is committed to making its rail system completely accessible to people with disabilities in the next 20 years. To help achieve this goal, CTA President Dorval R. Carter, Jr. announced plans for the creation of the All Stations Accessibility Program (ASAP) – a blueprint for making CTA the first legacy transit system in the U.S. 100% vertically accessible. The 2018 ASAP Plan was developed with support from the Mayor's Office for People with Disabilities and the Chicago Transit Board.

▶ **ASAP Plan overview**

- 42 CTA rail stations are non-accessible to those with mobility disabilities*
- The 2018 ASAP Plan goes beyond federal requirements and outlines concepts, cost estimates and phasing for both short-term and long-term project plans, including:
 - Making all non-accessible CTA stations vertically accessible
 - Replacing or rehabilitating existing rail system elevators
 - Enhancing rail system signage and wayfinding to make it easier and more intuitive for people who are DeafBlind, blind, and visually impaired
- Given the magnitude of this endeavor, project work would be performed in four phases over the next 20 years
- Improvements proposed under ASAP will require \$2.1 billion in total funding
- Separate from this plan are stations included in future phases of the Red and Purple Modernization (RPM) and the Forest Park Branch Reconstruction programs, which are in various stages of planning and design
- Using ASAP, CTA hopes to foster further dialogue about the need for long-term federal and state funding solutions

▶ **ASAP Phase One**

- New elevators and other upgrades for 8 rail stations:
 - Austin Green Line
 - Montrose and California Blue Line
 - State/Lake Loop Elevated
 - Lawrence, Argyle, Berwyn and Bryn Mawr Red Line (RPM Phase One)
- 40 existing elevators either replaced or rehabilitated
- ASAP Phase One is only partially funded; an additional \$140.3 million is still needed

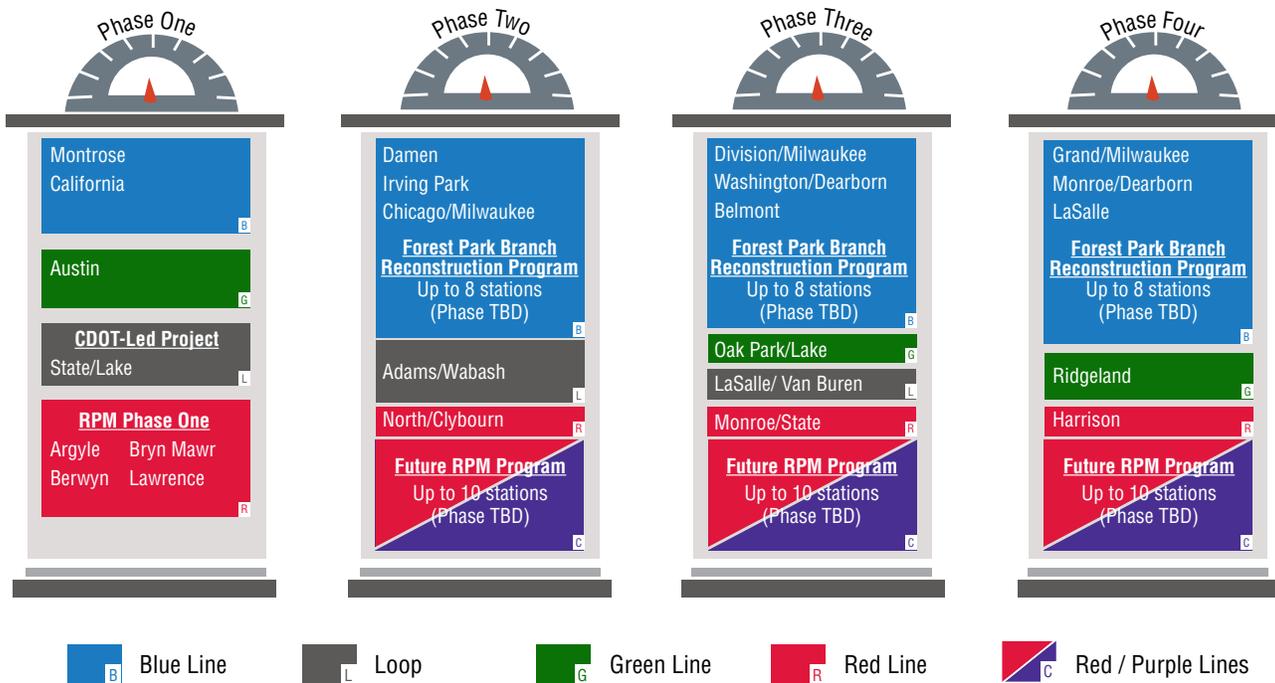
**Includes Quincy Loop Elevated which is being made vertically accessible in 2018*

CTA Accessibility Facts-at-a-Glance

- **Buses 100% accessible**
- 400+ bus shelters equipped with Bus Tracker arrival time displays with audio
- **Rail cars 100% accessible**
- **Rail stations:** 103 of 145 (over 70%) are accessible*
- There are 162 elevators currently in operation across the rail system
- Since 2011, eight (8) existing rail stations have been made wheelchair accessible and four (4) new, ADA compliant stations have been constructed
- Age of non-accessible stations range from 46 to 120+ years old



► Twenty-year implementation strategy**



**pending funding availability

► Why will it take 20 years to make CTA's rail system fully accessible?

Making a station accessible requires more than the addition of an elevator. Like many older transit systems across the country, the CTA faces a wide range of challenges related to making its existing stations accessible to customers with disabilities – the biggest hurdle being funding. With an average age of 75 years, the remaining non-accessible stations all have their own unique set of needs and environmental factors that must be considered as part of the planning process, including: historic aspects of the station or adjacent buildings and/or infrastructure; significant structural changes to accommodate one or more elevators and wider platforms; possible property acquisitions; and complex design and engineering solutions to work within physical constraints of each station.

► How were stations prioritized for accessibility upgrades?

To help prioritize the non-accessible stations, scores were assessed to each location based on needs and the complexity of work to be performed. The criteria used in determining the needs score is similar to what was used in previous CTA accessibility analyses (i.e. *the 2012 Infrastructure Accessibility Task Force (IATF) Plan*) such as ridership and gaps between accessible stations.

In general, stations with higher needs and lower complexity scores were prioritized for near-term plans. Highly complex stations that require more time for planning, design, construction, agency coordination and community input are part of long-term project plans.

We need your support!

At this time, much of the work outlined in the ASAP Plan is unfunded. We encourage you to stay informed and help support making CTA accessible to everyone through the following:

Contact us at ASAP@transitchicago.com to receive ASAP email updates

Attend quarterly CTA ADA Advisory Committee meetings transitchicago.com/accessibility

More information on ASAP and other accessibility initiatives at transitchicago.com/accessibility

Contact your local and state representatives to voice your support for the ASAP Plan.

