



IATF REPORT, FALL 2012

Attachment 13

13. UIC Student Presentation on Elements of Inaccessible Stations

CTA RAIL STATION ACCESSIBILITY SURVEY

April 29, 2011



AGENDA

- Background of Rail Station Accessibility Survey
- Methodology
- Survey Elements
- Individual Rail Lines
- Miscellaneous Issues
- Comparison with Top IATF Stations by Region
- Student Goals and Learning



UNIVERSITY OF ILLINOIS AT CHICAGO (UIC)

- Urban and Public Affairs (UPA)
- Junior and Senior Cohorts
- Consisting of Students from UIC's UPA program



PURPOSE

- Learn the role of accessibility in CTA's rail stations
- Survey CTA's inaccessible rail stations
- Determine individual station compliance with current accessibility requirements
- Contribute findings to an online network for future CTA planning



ADA

- This July 26 will mark 21st anniversary of ADA
- As of January 2011, 91 of 144 CTA rail stations accessible to wheelchairs by either elevator or ADA-compliant ramp



TRAINING AND MENTORING

- Americans with Disabilities Act of 1990 – Mayor’s Office for People with Disabilities (MOPD) Deputy Commissioner of Compliance Joe Russo
- How to Survey – MOPD Staff Jerod Lockhart and Mansoor Khan, on site
- ProjectNet – Chicago Transit Partners’ Michael Goff
- Cheerleader and Architectural Drawing Procurer – CTA Architect Lee Rogulich
- Mother Hen and Slave Driver – CTA ADA Compliance Officer Cara Levinson



TEAMS

- Survey Groups
 - SPICEWISE
 - HSIENCE
 - AMBJDH
- Students analyzed data collectively



METHODOLOGY

- Survey developed by CTA & MOPD using Federal Transit Administration and City of Chicago Requirements
- Photos and architectural drawings to document key elements
- Measurement tools in the field to gather accurate information
- Online network (ProjectNet) for data uploading and sharing



PROJECTNET (PNET)

Planning - CTA Rail Station
ADA Assessment

cta **citadon ProjectNet™**

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Go To

Projects

Desktop

New Items

Calendar

Tasks

Team Directory

Documents

Forms

Print Orders

Communications

Reports

New/Changed/Unread Items

Documents (19)

Messages (3)

Issues (49)

Meetings

Appointments

Print Work Orders

Tasks (10)

Tip of the day

Uploading and Downloading Files is Easy!

Download our ProjectNet Neighborhood utility to upload and download files to and from ProjectNet by dragging and dropping in Windows Explorer. You can download ProjectNet Neighborhood from the online Help by clicking the Help button in the upper-right side of the screen and going to Software > ProjectNet Software > ProjectNet Neighborhood.

TO Pause: Click AND Hold ON the message TO Scroll: Click, Hold AND Drag ON the message



PROJECTNET

Planning - CTA Rail Station ADA Assessment

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- Documents

Documents

Documents

File name (Title)	Date Posted	Author	Company	Privilege
02 Station Assessment Information	13-January-2011 11:16 PM	Planning Admin	Chicago Transit Authority	Reader
01 Purple Line	13-January-2011 11:20 PM	Planning Admin	Chicago Transit Authority	Reader
02 Red Line - Howard	13-January-2011 11:34 PM	Planning Admin	Chicago Transit Authority	Reader
03 Red Line - Subway	13-January-2011 11:41 PM	Planning Admin	Chicago Transit Authority	Reader
04 Red Line - Dan Ryan	13-January-2011 11:45 PM	Planning Admin	Chicago Transit Authority	Reader
05 Blue Line - OHare	13-January-2011 11:48 PM	Planning Admin	Chicago Transit Authority	Reader
06 Blue Line - Subway	13-January-2011 11:52 PM	Planning Admin	Chicago Transit Authority	Reader
07 Blue Line - Forest Park	13-January-2011 11:57 PM	Planning Admin	Chicago Transit Authority	Reader
08 Green Line - Lake Street	14-January-2011 12:03 AM	Planning Admin	Chicago Transit Authority	Reader
09 Loop - Elevated	14-January-2011 12:06 AM	Planning Admin	Chicago Transit Authority	Reader

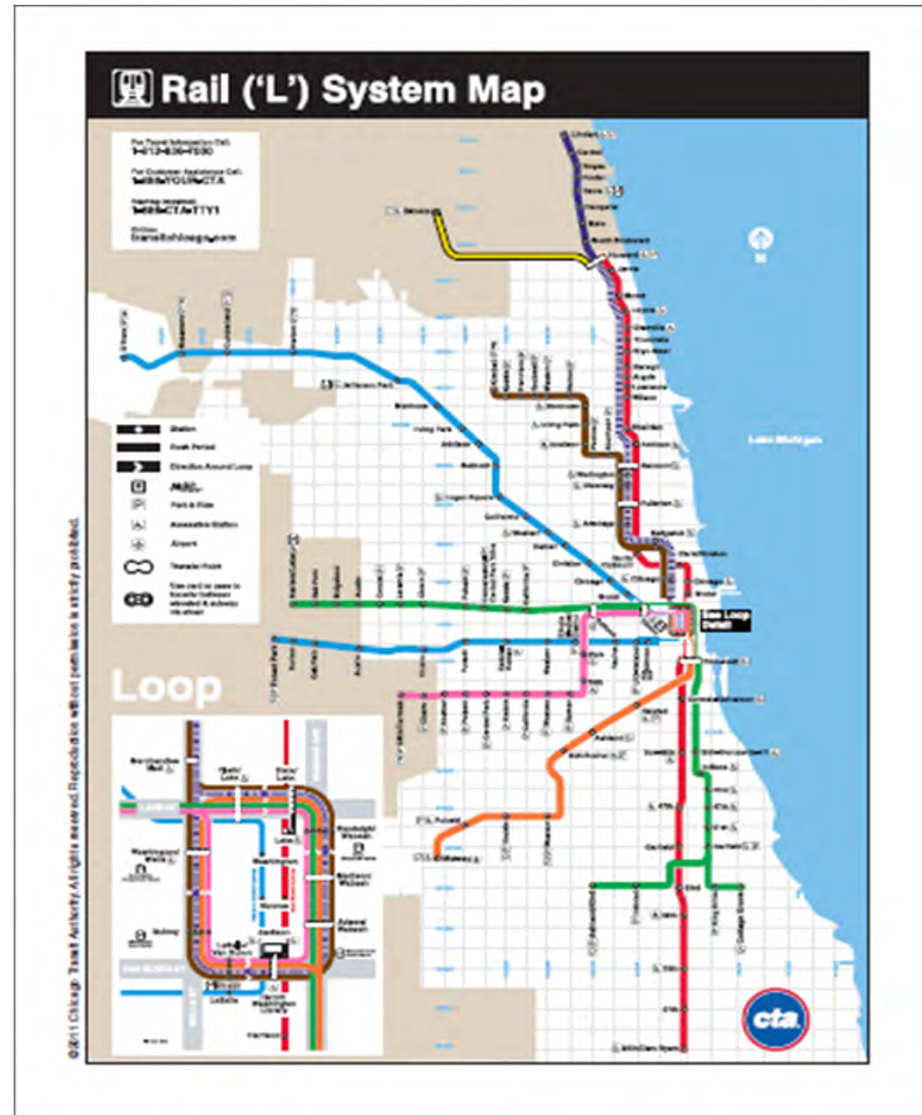
02 Station Assessment Information

Create Date: 13-January -2011 11:16:45 PM
 Owner : Planning Admin
 (Chicago Transit Authority Capital Improvement Program Mgmt)
 Description: CTA Rail Station ADA Survey - Station ADA Survey Information



RAIL LINES SURVEYED

- Red Line
- Blue Line
- Green Line
- Purple
- Loop-Elevated



INACCESSIBLE STATIONS NOT SURVEYED

Cermak-Chinatown (open and accessible – April 2011)



INACCESSIBLE STATIONS NOT SURVEYED

Grand/State Subway (under construction)



ADA STATION SURVEY SUMMARY

Parking - None of the 51 stations

	Areas/Sections	Yes	No	N/A	Photo #	Comments/Diagram
	Parking					
1	Use this section to survey any designated parking lots and spaces that serve the station. Do not survey public street parking. Accessible parking spaces are identified with a sign and should have an adjacent access aisle.					
1.1	Is off-street parking provided for riders at this station? If No, skip this section.					
1.2	Total number of parking spaces serving the station (including accessible spaces)?					Total Number of Parking Spaces: _____
1.3	Number of parking spaces designated as accessible (with a sign that has the International Symbol of Accessibility)?					Number of Accessible Parking Spaces: _____
1.3a	Total number of parking spaces designated as "Van Accessible"?					Number of Van Accessible Parking Spaces: _____
1.4	Are the accessible parking spaces the closest spaces to the accessible entrance?					
1.4a	If no accessible entrance is provided, are the accessible parking spaces the closest spaces to the main entrance?					
1.5	Assess each accessible parking space. Note YES or NO, if NO, note actual dimensions:					
1.5a	Does each designated accessible parking space have its own adjoining diagonally striped access aisle?					
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					
1.5b	Is the combined width of the parking space and the adjoining access aisle at least 16 feet?					

	Areas/Sections	Yes	No	N/A	Photo #	Comments/Diagram
	Parking					
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					
1.5c	Is each accessible parking space designated with a sign mounted at least 60 inches above the ground that includes the International Symbol of Accessibility and a "\$250 Fine" sign?					
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					
1.5d	Is the accessible parking sign located at the center of the vehicle space?					
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					
1.5e	Which spaces, if any, are designated as "Van Accessible"?					
	Space 1					
	Space 2					
	Space 3					
	Space 4					
	Space 5					
	Space 6					

ADA STATION SURVEY SUMMARY

Curb Ramps

	Areas/Sections	Yes	No	N/A	Photo #	Comments/Diagram
	Curb Ramps					
5	Are there curb ramps along the accessible route from parking, bus stops or loading zones to the accessible entrance? If No, skip this section. If Yes, mark the site plan to indicate their locations.					
5.1	Is the ramp at least 36" wide, not including flared sides ?					
5.2	Is the ramp slope (not including side flares or cross slope) no greater than 1:12 (8.3%) ?					
5.3	Is the curb ramp configured to have side flares with a slope no greater 1:10?					
5.4	Is the transition to the street/gutter flush and free of abrupt change (no lip)?					
5.5	Does the curb ramp have truncated domes that serve as a detectable warning running the width of the ramp, not including the side flares?					



BLUE LINE-FOREST PARK



- Harlem
- Oak Park
- Austin
- Cicero
- Pulaski
- Western
- Racine

BUS STOPS

- All 7 stations have adjacent bus routes
 - Harlem & Oak Park served by PACE only



PACE route #311 bus stop in front of Oak Park station



#53 Pulaski-Owl bus stop in front of Pulaski station

EXTERIOR ACCESSIBLE ROUTES

- 6 of 7 stations had routes at least 36" wide at all points
- Only 1 of 7 routes to/from stations free of gaps & changes in level greater than 1/2"
 - Most accessible: Racine
 - Least accessible: Harlem



Harlem Avenue exterior accessible route



Racine Avenue exterior accessible route

CURB RAMPS

- 105 curb ramps surveyed
 - Various degrees of compliance with current code
 - Most compliant: Oak Park
 - Inaccessible curb ramps: Harlem, Cicero, & Pulaski



Oak Park Station



Cicero Station

STATION ENTRANCE

- 44 entrance doors
 - None provide a clear width of at least 32”
 - Only 1 of 44 has opening force of 8.5 lbs or less (Pulaski)
 - Between 6 lbs (Pulaski) & 25 lbs (Racine)
 - Some of the entrance doors blocked
- Only 1 of 7 stations has station entrance name in Braille and raised lettering



CIRCULATION PATH

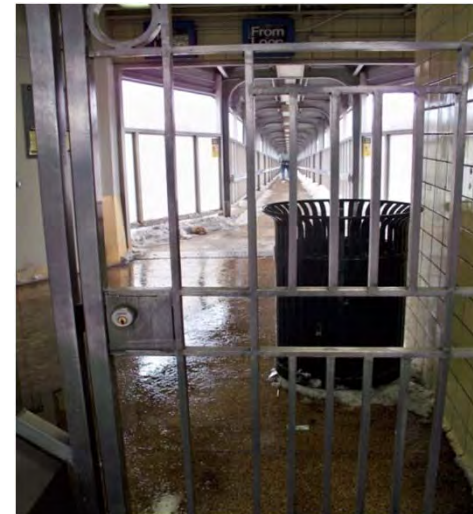
- 5 of 7 stations have interior circulation path at least 36” for entire path
- 4 of 7 stations have path free of moveable objects
- Harlem, Oak Park & Pulaski: garbage cans
- All have accessible path to fare array, CA Booth, and concessions
- All circulation paths firm, stable, and slip resistant.



Harlem



Oak Park



Pulaski

FARE ELEMENTS

- All 7 stations have elevator status board
- All 7 stations have accessible gate
 - exception: Oak Park
East Avenue entrance
- 6 of 7 stations accessible gates:
opening force 5 lbs or less
 - Oak Park - 19 lbs



Oak Park accessible gate taped to close

STAIRS & ESCALATORS

- 3 of the 7 stations have stairs leading from unmanned fare array at secondary entrances to platform
 - Harlem, Oak Park (2), Austin
- None of the 4 stairs have detectable warnings or handrails of 12"
- All have uniform tread depths
- 3 of 4 stairs have uniform tread heights
- No escalators at any station



Oak Park secondary entrance (East Avenue) top step crumbling

RAMPS

- All 7 stations have ramps that connect main stationhouse to platform
 - Racine has 2 ramps
- None have intermediate landings
 - Not compliant with current requirements
- 7 of the 8 ramps have slope of 8.3% or less
 - exception: Western Avenue
 - 5 of 8 ramps: abrupt changes in level
- All 8 ramps had gaps greater than 1/2"



Cicero ramp - gaps greater than 1/2"

PLATFORMS

- All 7 stations have a central platform
- All platforms provide 3 gap fillers
- All platforms at least 36” wide at all points
- All have tactile edging
- All have required space for customers who use wheelchairs
- Platforms in very good shape



Pulaski



BLUE LINE - SUBWAY



- Chicago
- Clinton
- Division
- Grand
- LaSalle
- Monroe
- Washington

BUS STOPS

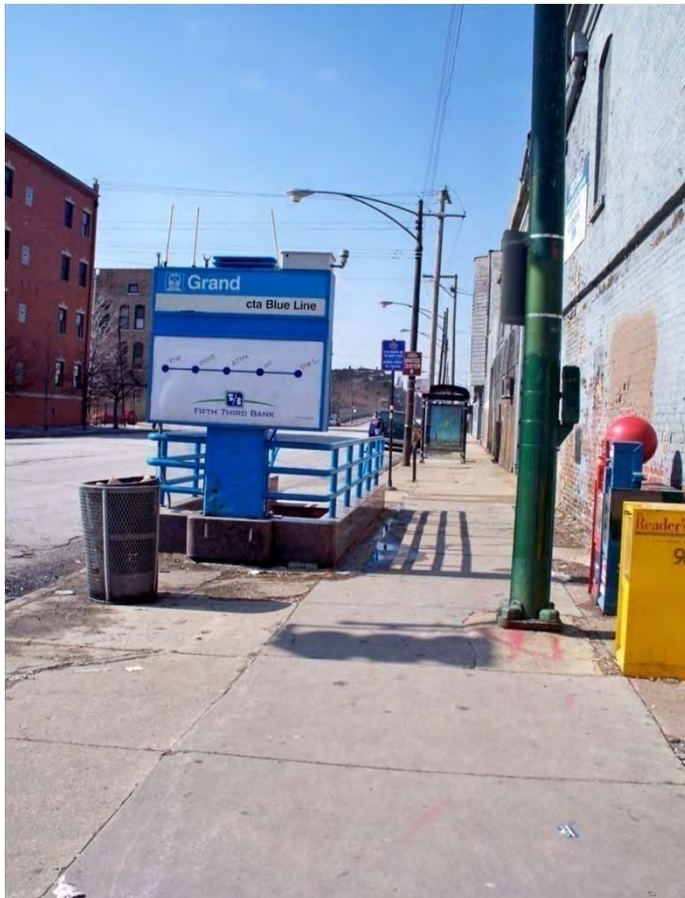
- All 7 stations have adjacent bus stops
- All boarding areas compliant with current requirements



Clinton southwest entrance

EXTERIOR ACCESSIBLE ROUTES

- All stations had exterior routes 36" wide at all points
- All routes free of gaps and changes in level greater than 1/2"



CURB RAMPS

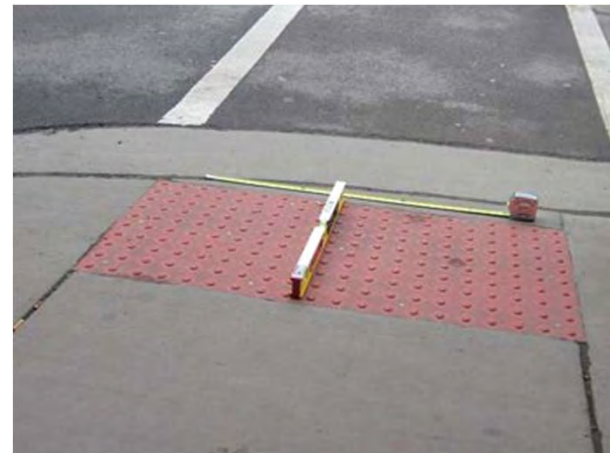
- Over 64 curb ramps
 - Various degrees of compliance with current code
 - Least Compliant: Grand
 - Most Compliant: Clinton



Chicago: 32%



Washington



Clinton: Truncated Dome

STAIRS

- Only 1 of 7 stations has detectable warnings at tops of stairs
 - LaSalle: detectable warnings at top of stairs to Mezzanine
- 6 stations: no bottom handrails extending 12" parallel to floor



Division - stairs to platform



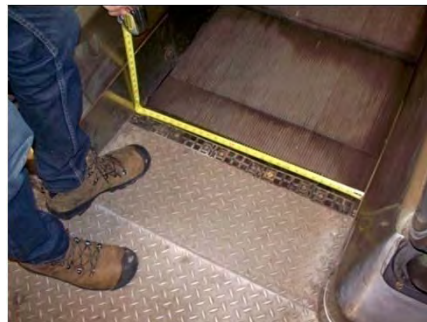
Division - stairs to platform

ESCALATORS

- None of stations have ramps
- 6 of 7 stations have escalators (exception: Division)
 - Escalators go between mezzanine and platform
 - 5 of 6 stations do not have slip-resistant strips of contrasting color (exception: Monroe)



Chicago



Grand

Monroe



CIRCULATION PATH

- 6 of 7 stations have gates which can only be unlocked by CA
- Grand has one accessible turnstile
- All stations vary in compliance with current code



CA OPERATED GATE



GRAND STATION

PLATFORMS

- All stations have tactile edging
- All stations have 1 gap filler (Division: 2)
- All platforms are at least 36"
 - Greater than 110" for the use of gap filler



BLUE LINE-O'HARE



- Damen
- California
- Belmont
- Addison
- Irving Park
- Montrose

BUS STOPS

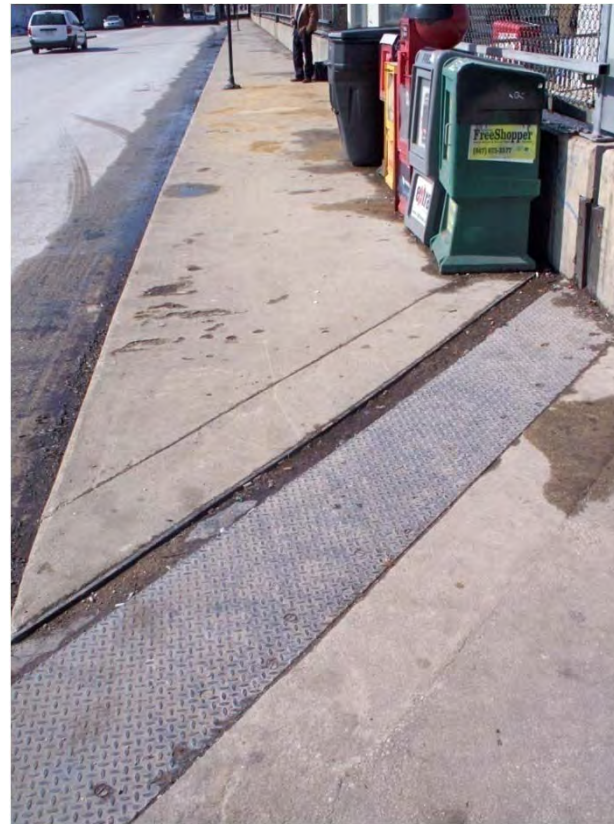
- 4 of 13 bus boarding area surfaces uneven/had noncompliant changes in level
- 7 of 13 slopes of boarding area too great (9.1% at Damen)



Damen Station

EXTERIOR ACCESSIBLE ROUTE

- No ramps
- 4 of 6 stations had gaps and changes in level over ½” on exterior routes



Montrose Station

CURB RAMPS

- 29 curb ramps surveyed
 - 12 of 29 had slopes greater than 8.3%
 - 20 of 29 did not have truncated domes
 - 21 of 29 did not have a flush transition to the street
 - But 28 of 29 were 36" wide (exception: Montrose)



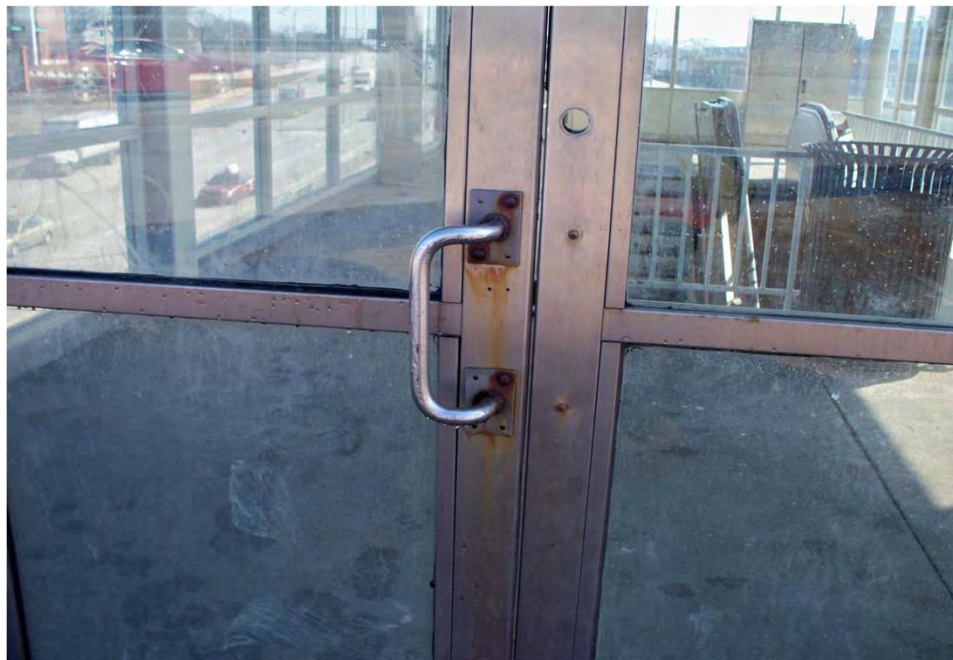
Irving Park Station



Belmont Station

STATION ENTRANCE

- Opening force of most doors over 8.5lbs
- Door hardware out of compliance at 4 of 6 stations
- No stations have power-operated doors
- No stations have Braille entrance signage
- 2 of 6 stations have steps, with no ramps



Montrose Station



CIRCULATION PATH

- All 6 stations had 2 levels
- Only half stations had accessible circulation path to all station elements
- Half had vertical changes in path greater than 1/2"
- 5 of 6 stations had circulation path slope no more than 2% (exception: Damen)
- 5 of 6 stations: interior door opening at least 32" (exception: California)

Belmont Station

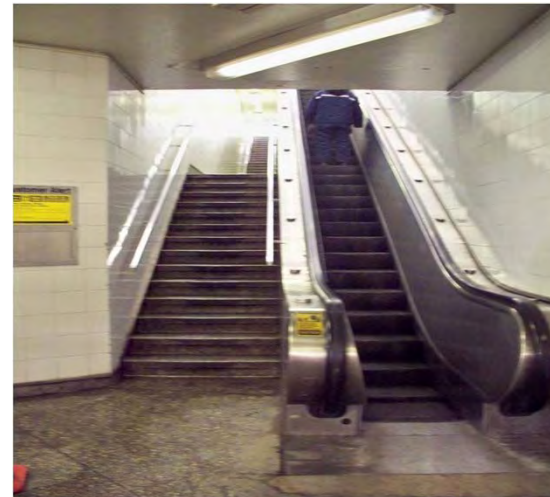


STAIRS & ESCALATORS

- 18 staircases in total
 - All have noncompliant handrails
 - 10 of 18 missing detectable warnings at top landing
- Escalators at 4 of 6 stations
 - 4 of 6 total escalators missing slip-resistant contrasting color strips
 - 3 of 6 escalators less than 32" wide



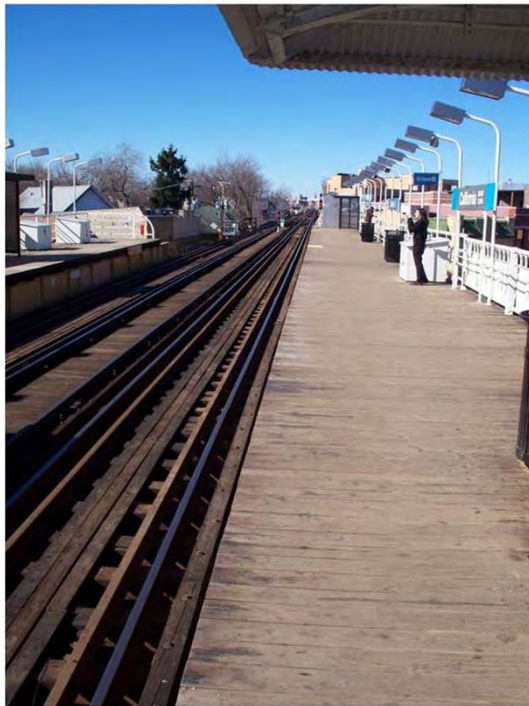
California Station



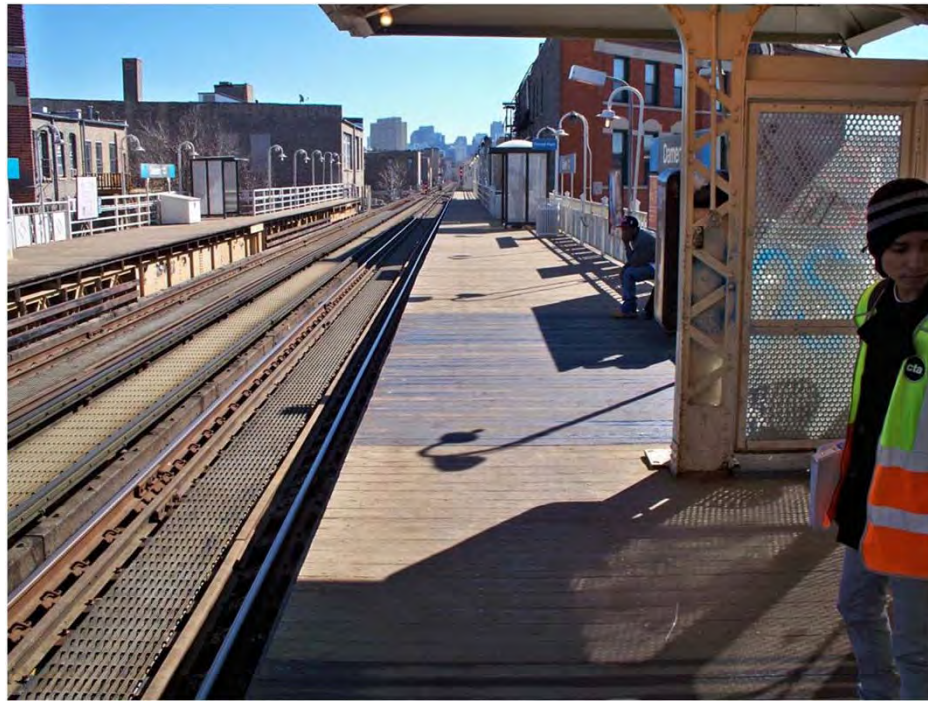
Irving Park Station

PLATFORMS

- None of stations have suggested 3 gap fillers (only 1 or 2 each)
- 4 of 6 platforms have tactile edging (California and Damen do not)
- 1 station's CA call button is mounted too high (Belmont)



California-Blue



Damen-Blue

RED LINE-DAN RYAN



- Garfield
- 63rd
- 87th

BUS STOPS

- 63rd: Bus boarding area less than 96”
- 87th: Westbound bus stop sign missing



Garfield Station



EXTERIOR ACCESSIBLE ROUTE

- No ramps
- 2 of 3 stations had gaps and changes in level over ½” in exterior route



63rd



Garfield

CURB RAMPS

- 31 curb ramps surveyed , all at least 36" wide
 - 15 of 31 had slopes over 8.3%
 - 7 of 31 did not have truncated domes
 - 14 of 31 did not have a smooth transition to the street



87th



Garfield

STATION ENTRANCE

- Opening force of most doors greater than 8.5 lbs
- All stations have power-operated doors
 - Garfield's currently out of order
 - 87th north entrance (where power door is located) does not have Braille or raised letter signage; all other entrances do



CIRCULATION PATH

- Compliant and accessible route provided to station elements at all stations
- Where interior doors (2 of 3 stations), required opening force is over 5 lbs.
- 1 of 3 stations has exposed stairs, but detectable barrier is provided



63rd



FARE ELEMENTS

- All fare level elements compliant except for pressure of accessible gate
- 2 of 3 accessible gates require more than 5lbs
 - 63rd: 9lbs
 - Garfield: 8lbs



Garfield

STAIRS & ESCALATORS

- All stations have compliant stairs except for handrails
- 2 of 3 stations have noncompliant handrails
- Escalators at all 3 stations:
 - all less than 32” wide
 - Only 1 of 3 escalators had full slip resistant contrasting color strips



63rd

PLATFORMS

- All stations have tactile edging and compliant width on platforms
- 2 of 3 platforms have suggested 3 gap fillers
 - Garfield: only 2



Garfield

Red Line - Howard

Sheridan
Wilson
Lawrence
Argyle
Berwyn
Bryn Mawr
Thorndale
Morse
Jarvis



BUS STOPS

- All bus loading areas measure 96" perpendicular to curb
- All bus loading areas measure 60" parallel to curb
- 5 out of 9 slopes of loading area were greater than 2.0%



Slope greater than 2.0% at Morse



CURB RAMPS

- 156 total curb ramps
- Various degrees of compliance with current code
- Half do not have truncated domes
- Most compliant: Morse
- Least compliant: Wilson



Compliant curb ramp at Morse

CIRCULATION PATHS

- 3 out of 9 had circulation paths with points less than 36"
- 3 out of 9 had interior doors less than 32" wide
- All interior doors required opening force greater than 5lbs



Berwyn's circulation paths:
not at least 36" at all points

STATION ENTRANCE

- All entrance doors require opening force greater than 8.5 lbs
- 3 out of 9 entrance doors: no clear opening width of at least 32"
- No power-operated doors



Entrance door at Morse

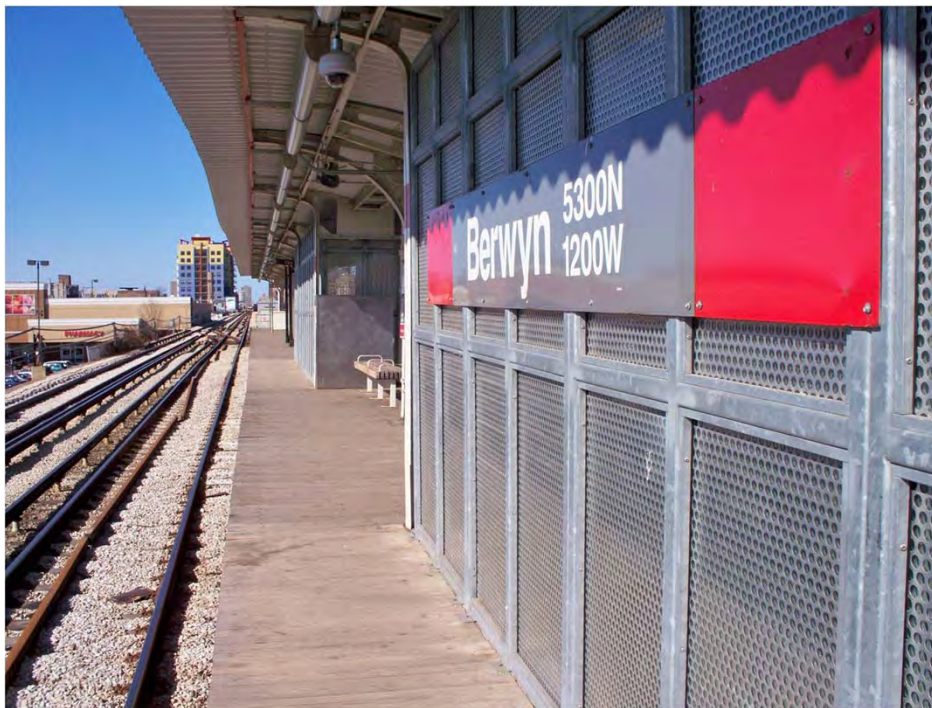
STAIRS & ESCALATORS

- No handrails extend 12” at top or bottom of staircases
 - Many do not extend to last stair tread
 - 8 of 9: no detectable warnings at top landing
- 8 out of 9 do not have escalators



PLATFORMS

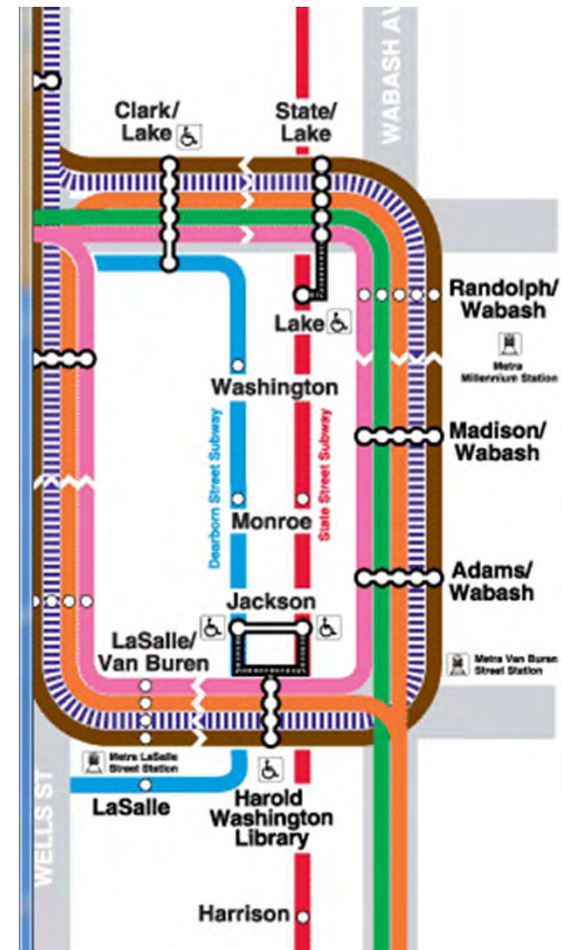
- 8 of 9 stations' platforms do not have tactile edging
- 4 of 9 have very narrow platforms (ex: Berwyn, Bryn Mawr, Thorndale) - barely compliant with current code



Berwyn

RED LINE - SUBWAY

North/Clybourn
Clark/Division
Monroe/State
Harrison/State



BUS STOPS

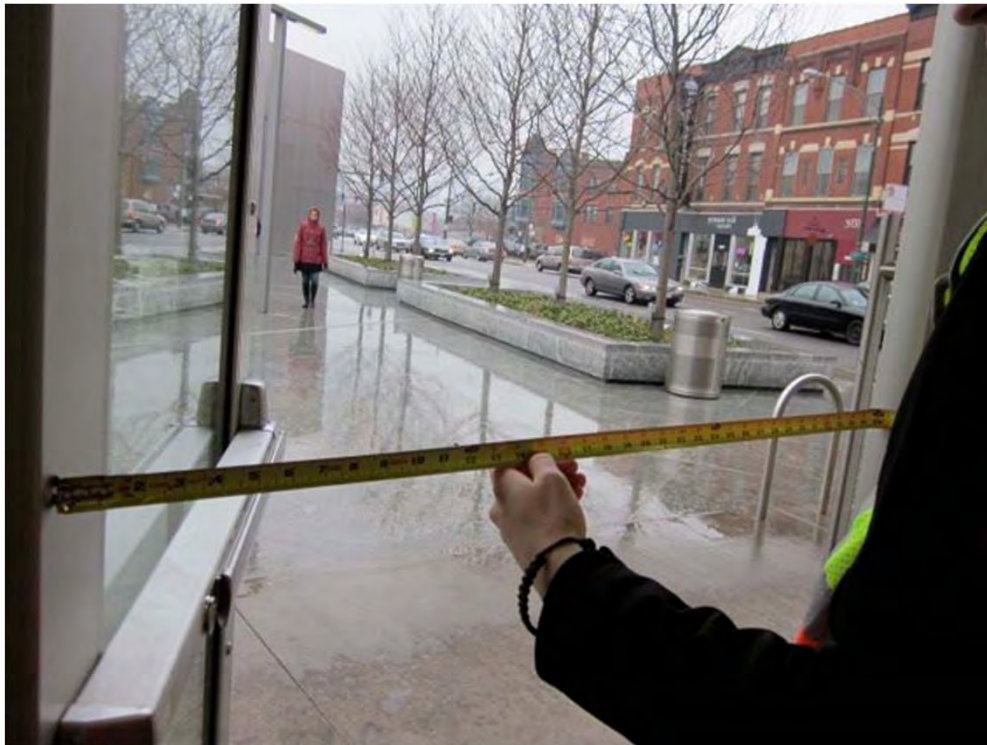
- All stations have at least one adjacent bus stop
- 11 of 14 bus stops have compliant slopes
- All stations have compliant bus boarding area widths



Harrison/State – bus shelter

EXTERIOR ACCESSIBLE ROUTE

- Width of at least 36" meets code specifications
- All routes free of gaps and changes in level



North/Clybourn
Door width 36"

CURB RAMPS

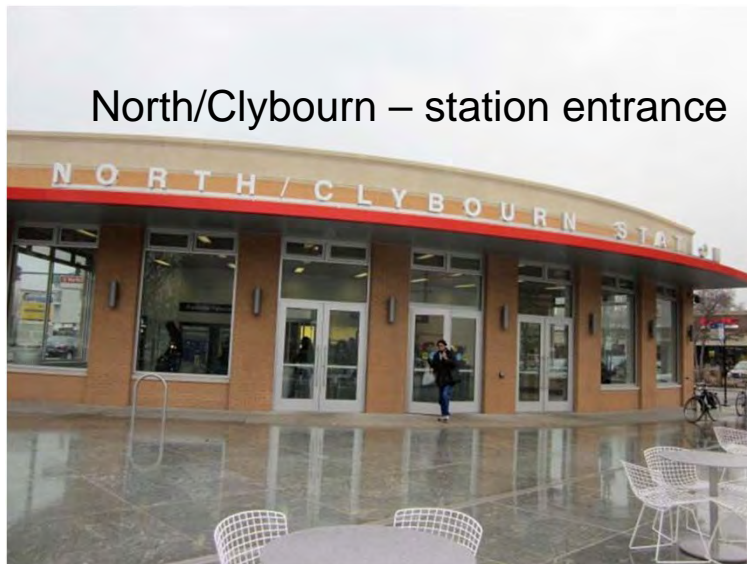
- 45 of 59 curb ramps have truncated domes
- 53 of 59 have slope of 8.3% or less
- 56 of 59 have smooth transitions between street and curb ramp



Harrison/State Station - corner NW Harrison/State

STATION ENTRANCE

- 3 of 4 entrances have steps at entrance
- Monroe only station with Braille signage at all entrances
- Harrison/State has Braille signage at only 1 of 3 entrances
- North/Clybourn only entrance with doors
 - Has 1 power operated door with ISA sign but does not work
 - Width of all doors meet code specifications
 - Opening force of all doors meet code specifications



Monroe/State
NE station entrance



CIRCULATION PATHS

- All paths have width of at least 36”
- All paths free of movable objects
- All stations have firm, stable and slip resistant paths



Clark/Division



North/Clybourn

FARE LEVEL ELEMENTS

- **All stations have gate usable by people with disabilities**
 - All gates have opening width of at least 32”
 - But North/Clybourn and Clark/Division gates require opening force greater than 5 lbs
 - And Monroe/State support beam constricts access to/from gate



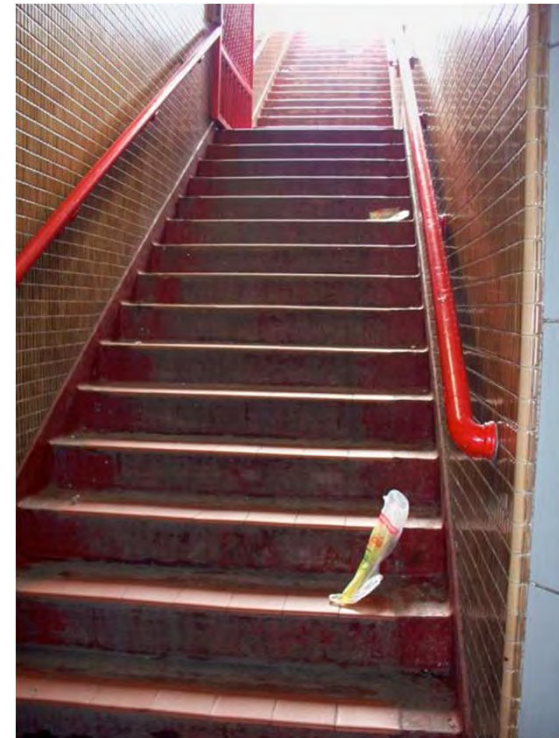
Monroe/State
North mezzanine support beam
prevents wheelchair access to gate

STAIRS AND ESCALATORS

- Clark/Division and Monroe/State: no detectable warning strips at top of staircase
- Clark/Division and Harrison/State: no top or bottom handrail extensions
- North/Clybourn and Clark/Division: width of escalators less than 32"



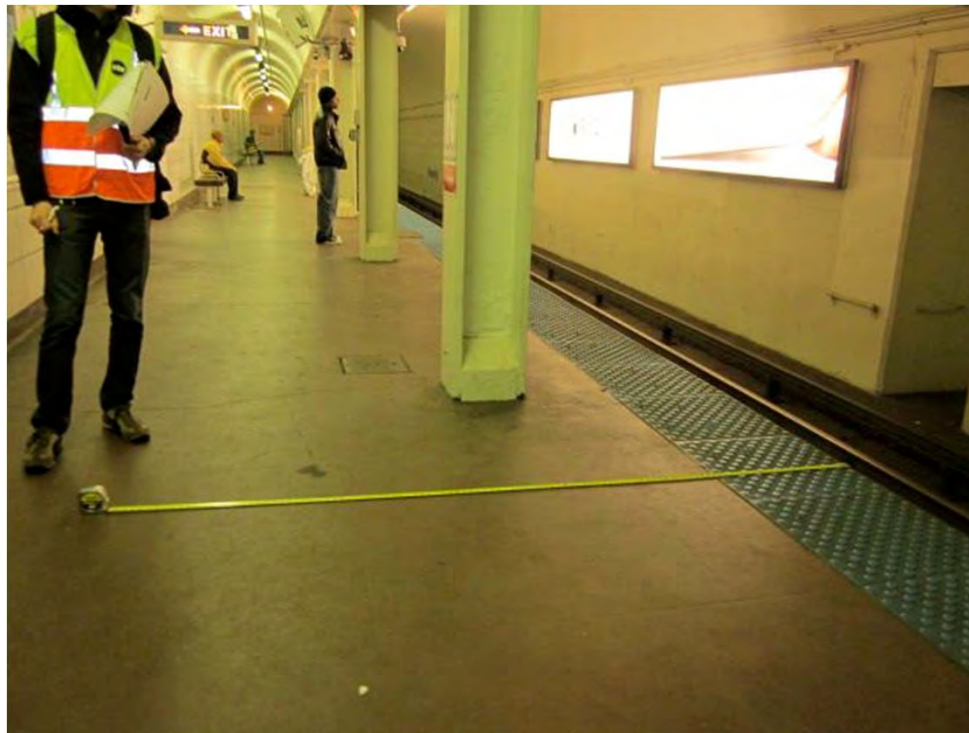
North/Clybourn - south escalator 16.5"
clear width



Clark/Division

PLATFORMS

- All platform have width of at least 36”
- All platform have CA button
- All platforms visually contrasting tactile edging
- North/Clybourn and Monroe/State have only 2 gap fillers



North/Clybourn
outbound platform width

RED LINE SUBWAY ANALYSIS

- **Most Accessible**
 - Harrison/State
- **Least accessible**
 - Monroe/State



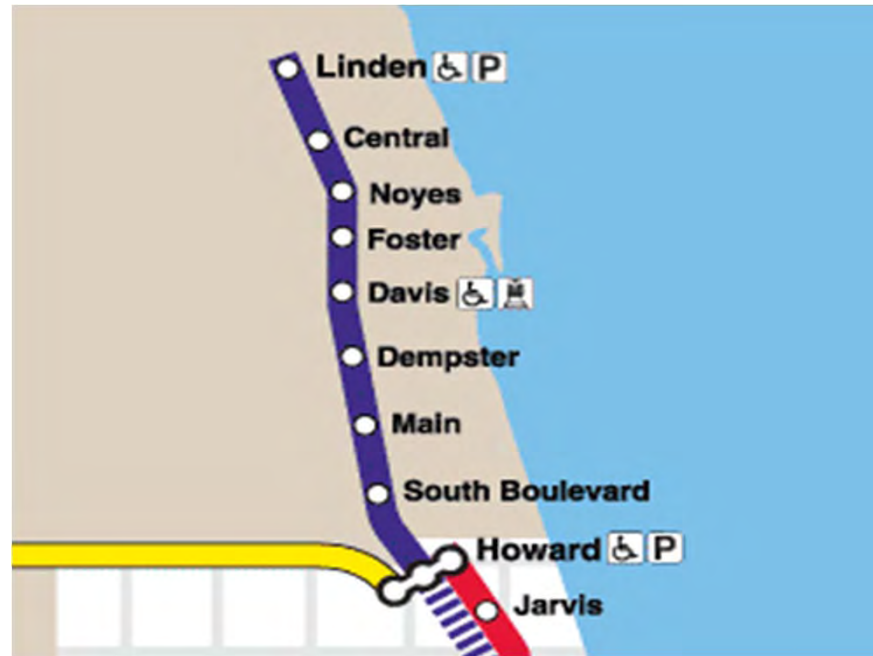
Monroe/State
north mezzanine support
beam prevents full access to
gate



Harrison/State
Gate at main entrance
available to people with
disabilities

PURPLE LINE

- Central
- Noyes
- Foster
- Dempster
- Main
- South Blvd



BUS STOPS

- 3 of 6 stations had at least one adjacent bus stop
- 2 of 4 bus stops had compliant slope
- 2 of 4 bus stops had bus boarding area width of at least 60"



Main Station - Northeast corner of Chicago and Main - bus boarding area



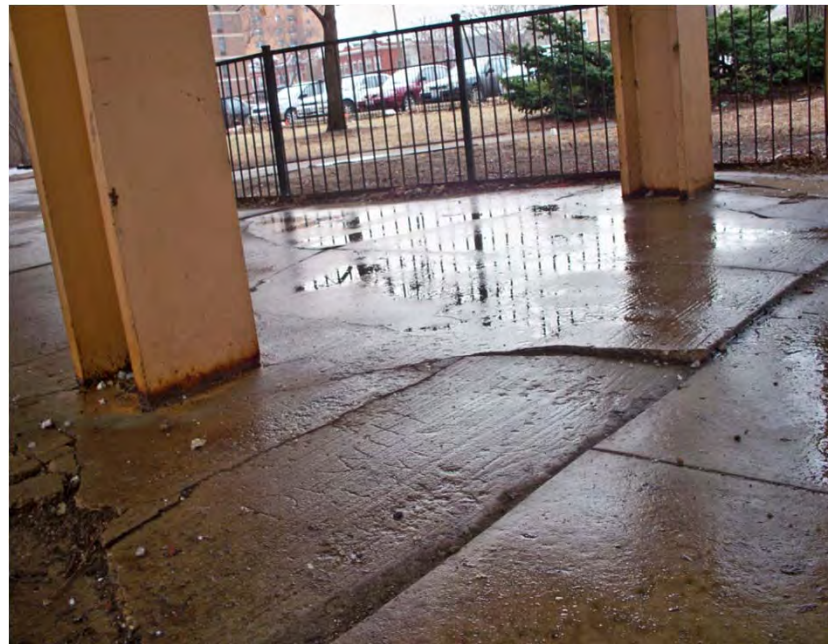
Central Station - Central Ave. across from station - slope of boarding area

EXTERIOR ACCESSIBLE ROUTE

- Exterior Accessible Route
 - 4 out of 6 stations had either a noncompliant change in level or a gap
 - All exterior accessible routes meet width requirements of code



Central Station - level change



Foster Station – uneven surface

CURB RAMPS

- 20 of 46 curb ramps have truncated domes
- 35 of 46 curb ramps have slope of 8.3% or less
- 29 of 46 curb ramps have smooth transition between street and curb ramps



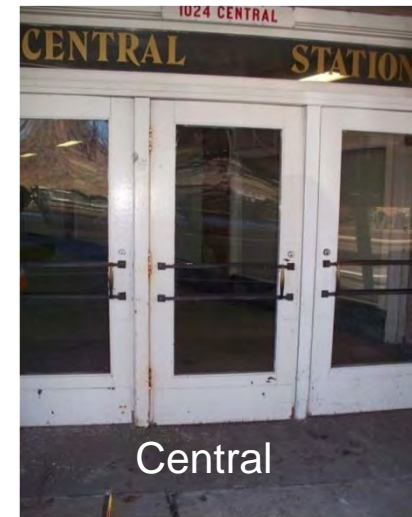
Main Station - no truncated domes



Central Station - abrupt transition

STATION ENTRANCE

- 3 station types
 - Central and South Blvd.
 - Noyes and Foster
 - Dempster and Main
- 4 of 6 stations have at least one stair
- 2 of 6 station exterior door opening force of 5lbs or less
- 2 of 6 station exterior door hardware accessible



Central



Dempster



Foster

CIRCULATION PATH

- 4 of 6 stations have circulation paths of at least 36" for the entire path (exceptions: Noyes and Foster)
- All stations free of movable objects
- Only Dempster without firm, stable and slip resistant paths
- 3 out of 6 stations' interior doors not at least 32" wide



Foster



Dempster



Central

FARE LEVEL

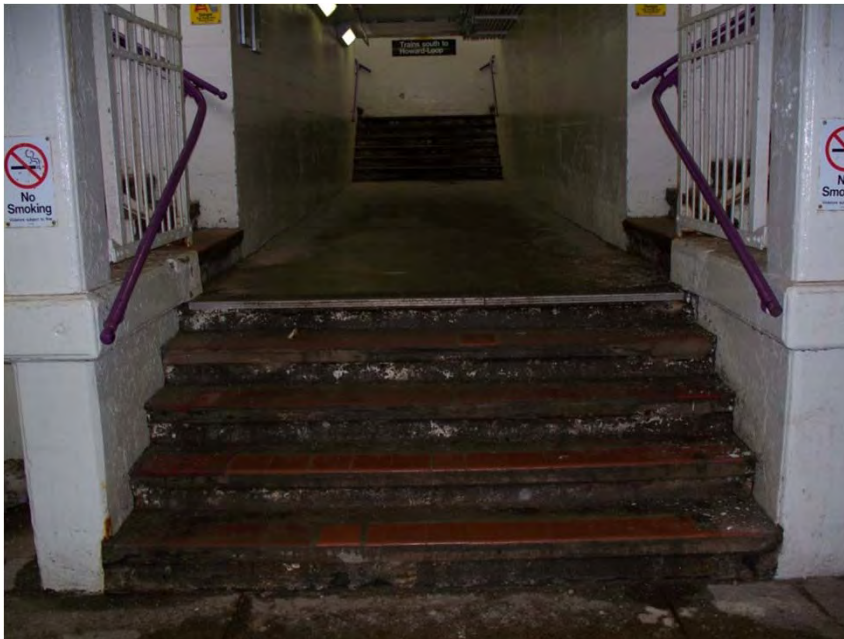
- All stations have gate usable by people with disabilities
- Opening force of all gates of less than 5 lbs meets code specifications
- All stations have elevator status board and CA button



Dempster
Fare level

STAIRS AND ESCALATORS

- All stations have stairs and no escalators
- All stations no detectable warning strip
- All stations no top or bottom handrail extensions
- 2 out of 6 stations less than 1.5” space between railing and wall



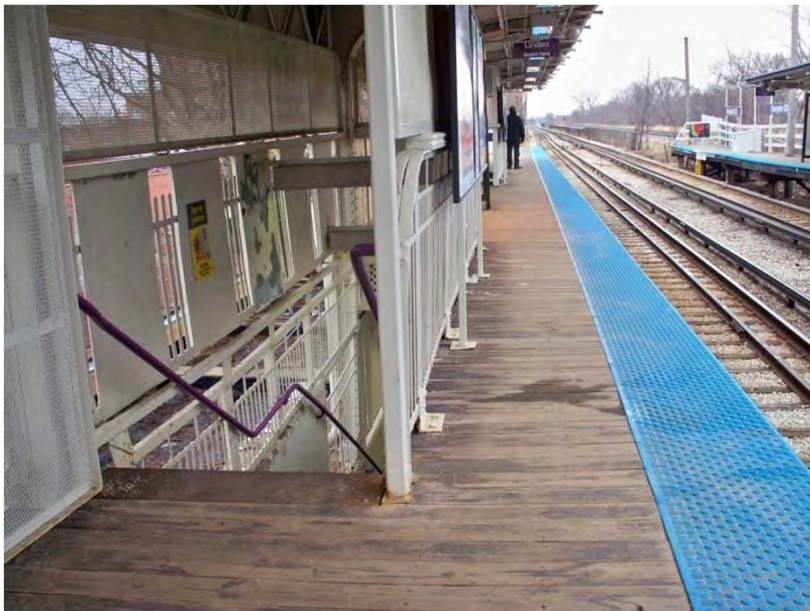
Main Station Stairs between street and mezzanine

Dempster Station – Space between handrail and wall less than 1.5”



PLATFORM

- 2 of 6 platforms have an circulation path of at least 32”
 - But 4 of 6 have a narrow path (Noyes, Foster, Dempster and Main)
- All platforms have visually contrasting tactile edging
- No stations had 3 gap fillers



Dempster outbound platform – compliant but narrow width



Foster - despite restrictive beams, path compliant

PURPLE LINE ANALYSIS

- Most Accessible
 - Central and South Blvd.
- Least Accessible
 - Noyes and Foster

Noyes



Central



GREEN LINE - HARLEM/LAKE



- Austin
- Ridgeland
- Oak Park

BUS STOPS

- All stations have adjacent bus stops
- All stations have stable and even boarding areas
- All boarding areas are 96" perpendicular to curb
- 1 of 3 boarding areas are 60" parallel to curb (except Ridgeland)



Bus shelter at Austin

EXTERIOR ACCESSIBLE ROUTE

- All routes to/from station are at least 36" at all points
- But all have gaps greater than 1/2"
- 2 of 3 routes are free of changes in elevation



Austin

CURB RAMPS

- Total curb ramps surveyed = 11
- 10 of 11 are 36" wide
- 6 of 11 have a slope less than 8.3%
- None have side flares
- Only 3 of 11 have smooth transitions and truncated domes



Curb ramp at Austin

STATION ENTRANCE

- All are accessible by stairs
- None have doors with an opening of at least 32”
- All doors require greater than 8.5lbs of force to open
- None have power operated doors



Station entrance at Austin

CIRCULATION PATHS

- All are free of objects that protrude from the wall
- All have even walkways
- All have a path at least 36" at all points



Circulation path at Austin

FARE ELEMENTS

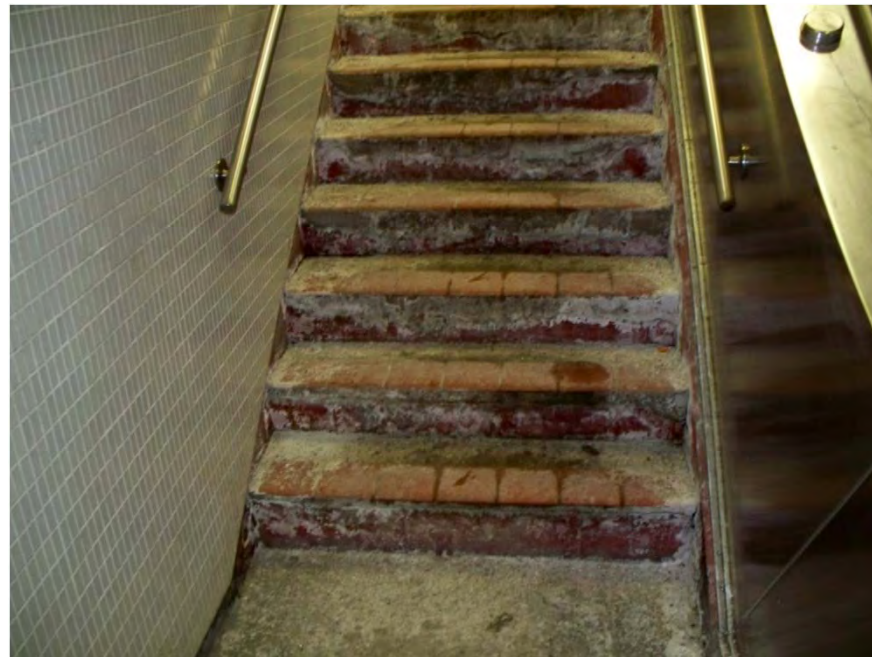
- All have white elevator status boards
- All have a gate usable by people with disabilities
- All these gates have an opening force of less than 5 lbs
- But most of these gates are locked, so CA must open them



Gate at Austin

STAIRS

- None have detectable warnings
- Only 1 of 5 staircases has handrails extending 12" beyond final stairs
- But all have at least 1 ½" between handrail and wall



Staircase at Austin

ESCALATORS

- None have a clear width of at least 32"
- None have slip-resistant strips of contrasting color at the edge of each tread



Escalator at Austin (26" clearance).

PLATFORMS

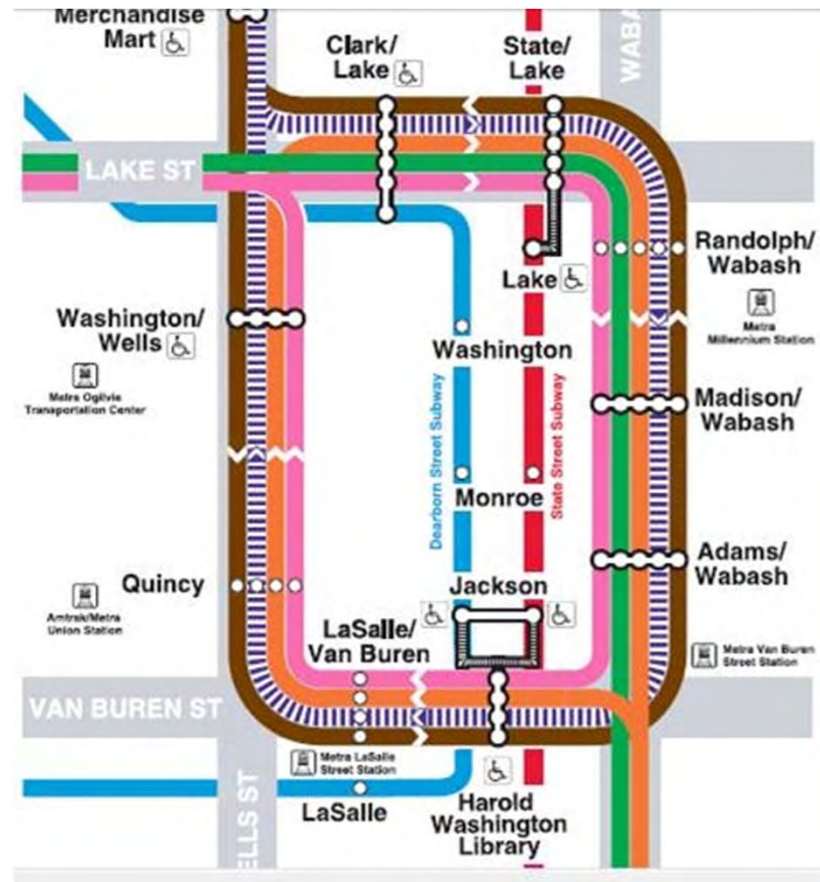
- All stations have center platforms
- All have tactile edging
- All have only 1 gap filler per station
- 2 of 3 have at least 36” clearance at all points (except Oak Park)



Ridgeland platform

ELEVATED LOOP

- State / Lake
- Randolph / Wabash
- Adams / Wabash
- Madison / Wabash
- Quincy / Wells
- La Salle / Van Buren



BUS STOPS

- 6 of 7 stations have adjacent bus stops
- 5 of 7 have even boarding areas
- 6 of 7 have 96" perpendicular to curb (except Adams/Wabash)
- 5 of 7 have 60" parallel to curb (except La Salle/ Van Buren)



State/Lake

EXTERIOR ACCESSIBLE ROUTES

- Only 2 of 6 stations have routes free of noncompliant gaps
- Only 3 of 6 have changes in elevation less than ½”
- But all have a clear path of 36” for entire route



Gaps at Randolph/Wabash

CURB RAMPS

- 93 total curb ramps surveyed
- All are at least 36" wide
- 89 have a smooth transition from curb to street
- 88 have truncated domes



Randolph/Wabash



Quincy/Wells

CIRCULATION PATH

- 5 of 6 Stations have a mezzanine level (except State/Lake)
- All have a clear path of at least 36" at all points
- Interior doors from station house to platform at Quincy/Wells and Randolph/Wabash
 - Opening widths less than 32"
 - Door hardware is not between 34" and 48" above the ground
 - All require more than 5 lbs of force to open

Interior Doors at Randolph/Wabash



FARE ELEMENTS

- All stations have gates usable by people with disabilities
 - But CAs are required to unlock gates
- 6 of 8 gates have at least 32” opening
- 7 of 8 gates require an opening force less than 5 lbs (except at Adams/Wabash)



Gate to platform at State/Lake



STAIRS

- 61 staircases surveyed
- All stations are accessible only by stairs
- None have detectable warnings at top of the stairs
- Only 8 staircases have handrails extending at least 12" at top and bottom
- Only 40 have uniform riser heights
- 51 of 61 have uniform tread depths



Staircases at State/Lake

PLATFORMS

- 2 platforms per station (side platforms)
- 5 of 10 platforms have tactile edging
- All platforms have only 1 gap filler per platform
- 8 of 10 platforms have a clear path of at least 36" at all points



State/Lake outbound platform

MISCELLANEOUS ISSUES

- CTA buses queued at Berwyn (Red Line) impede curb ramp and crosswalk usage



Southeast corner of Berwyn and Broadway, north ramp

MISCELLANEOUS ISSUES

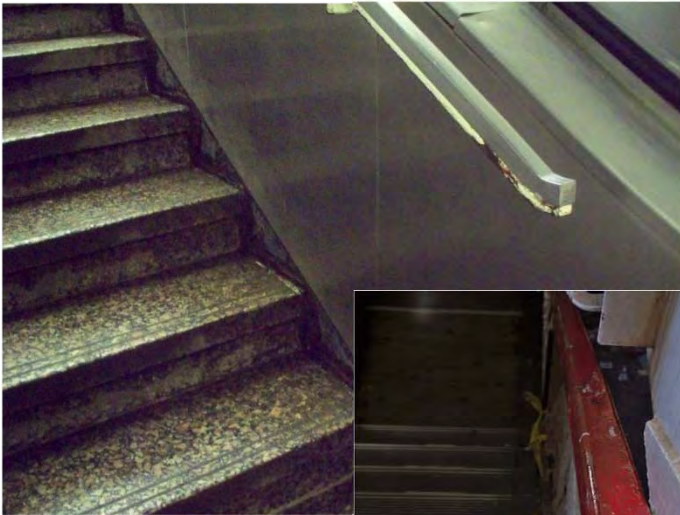
- Customer information kiosks in middle of path, and not cane-detectable



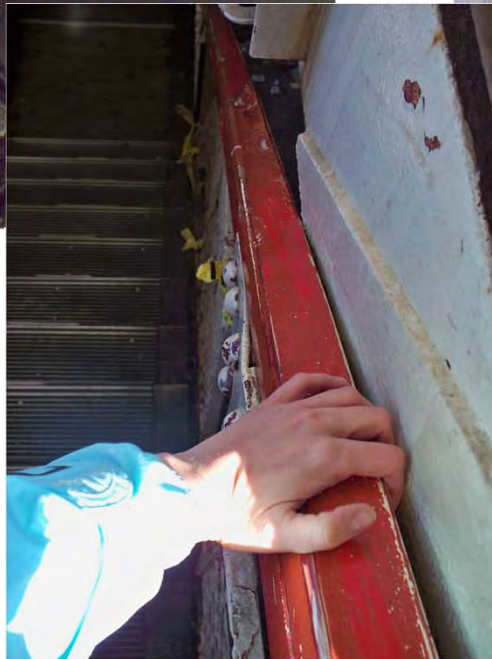
Morse-Red

MISCELLANEOUS ISSUES

- Handrail extensions and clearance from wall included on survey. Handrails looping at top and bottom of stairs to prevent catching a good idea.



LaSalle-Blue



Sheridan-Red



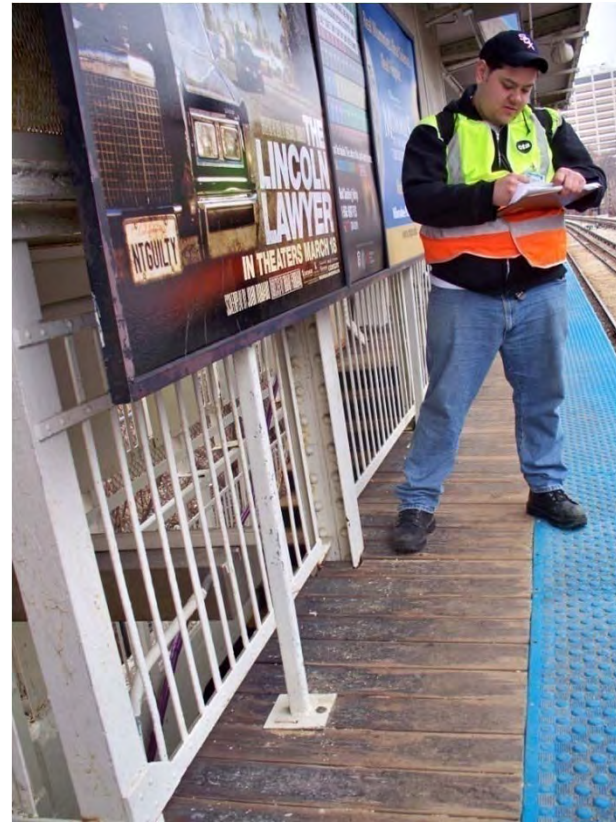
Dempster-Purple

MISCELLANEOUS ISSUES

- Advertisements may interfere with safety when mounted over stairwell handrails, or when support beams narrow platform width



Madison/Wabash-Loop



Dempster-Purple

MISCELLANEOUS ISSUES

- Loose screws, uneven planks, and unstable manhole covers may pose risks



Madison/Wabash-Loop



LaSalle-Blue

MISCELLANEOUS ISSUES

- Roof leaks create icy conditions at Noyes
- Ceiling of station house in disrepair at Sheridan



Noyes-Purple



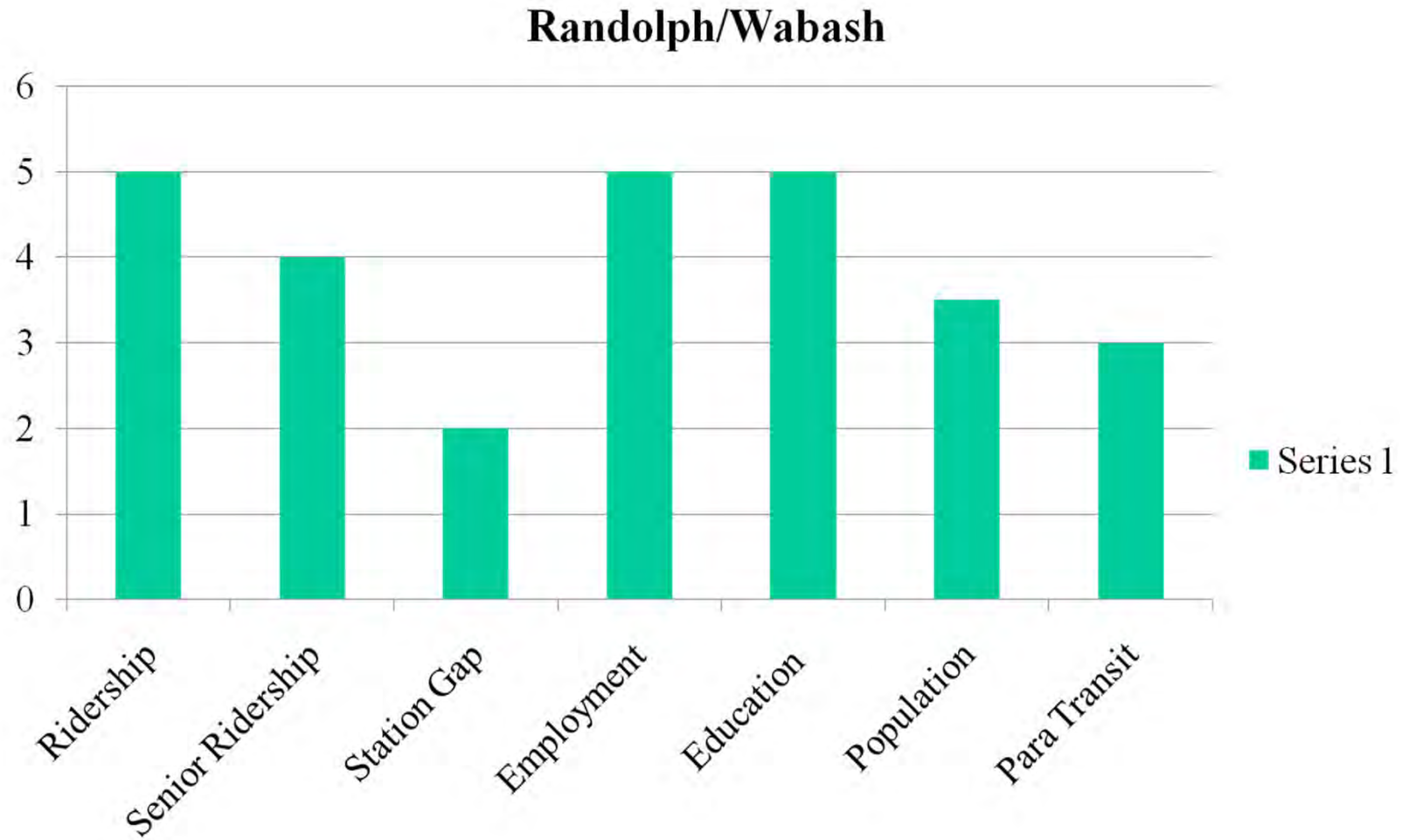
Sheridan-Red

TOP IATF-DESIGNATED STATIONS

- Loop (all rail lines)
- Outer Loop (all rail lines)
- North (Red and Purple lines)
- Northwest (Blue line)
- South (Red line)
- West (Blue and Green lines)



IAFT – LOOP - RANDOLPH/WABASH



ELEMENTS NOT PRESENT

- Parking
- Passenger Loading Zone
- Bus Stops
- Escalators
- Ramps

EXTERIOR ACCESSIBLE ROUTE

- Is at least 36" wide at all points
- Free of portable or temporary elements that reduce its width
- Free of gaps greater than ½"
- Free of changes in level greater than ½"

Southwest Corner



CURB RAMPS

- 8 total curb ramps surveyed
- All have width of at least 36"
- All have slope no greater than 8.3%
- All side flares have slope no greater than 10%
- All have smooth transitions from curb to street
- All have truncated domes



Northwest Corner

STATION ENTRANCE

- Mezzanine and platform levels only accessible by stairs



CIRCULATION PATH

- Width at least 36" at all points
- Free of protruding objects from the wall
- Sole interior door
 - Has only 27" opening"
 - Hardware is compliant in height
 - But requires more than 5lbs force to open (12 lbs)



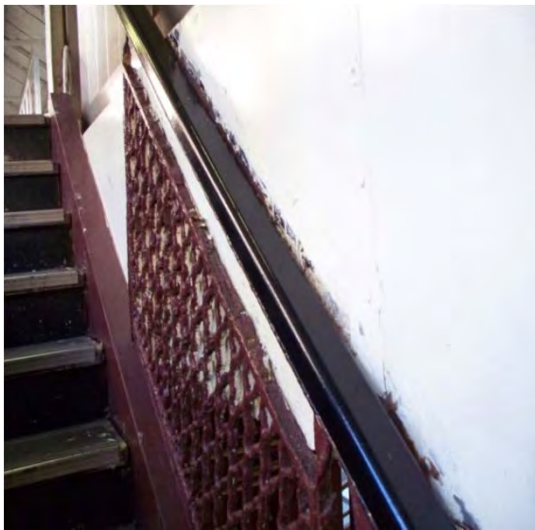
FARE ELEMENTS

- Each platform side has a gate usable by people with disabilities
 - Both gates have opening of at least 32”
 - Both require less than 5 lbs of force to open
 - But CA is required to open gate when locked
- No white elevator status boards



STAIRS

- 10 staircases surveyed
- None have detectable warnings at top
- All have uniform riser heights and tread depths
- 9 have at least 1-½” space between walls and handrails
- Only 1 staircase has top of handrails between 34” and 38” above nosing
- 3 have handrails that extend at least 12” at the top
- None have handrails that extend at least 12” at the bottom

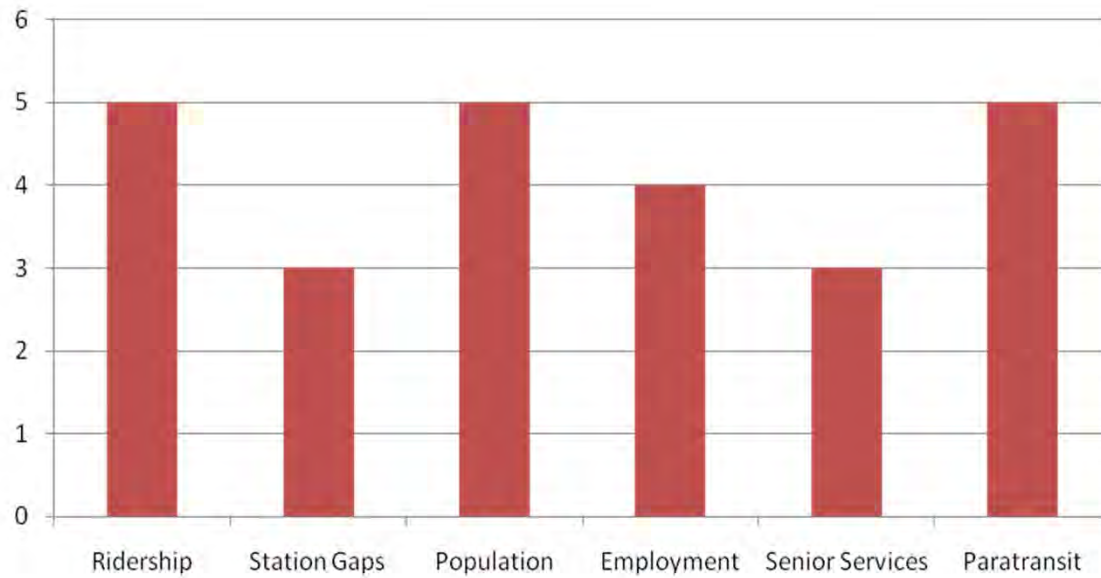


PLATFORM

- 2 platforms: outbound and inbound
- Both have clear width of at least 36" at all points
- None have tactile edging
- Only 1 gap filler per platform
- 60x60" landing area when gap filler is used



IATF – OUTER LOOP - CLARK & DIVISION



Total Weighted Score = 4.38

BUS STOPS

- 5 bus stops
- All slopes meet code
- All lengths and widths meet code
- All surfaces stable, firm and slip resistant



EXTERIOR ACCESSIBLE ROUTE

- Is at least 36" wide at all points
- Free of temporary elements
- Free of gaps greater than 1/2"
- Free of changes in level greater than 1/2"



CURB RAMPS

- 8 total curb ramps surveyed
- All at least 36" wide
- All have slope no greater than 8.3%
- All side flares have slope no greater than 10%
- 6 of 10 have smooth transitions from curb to street



STATION ENTRANCE

- Mezzanine and Platform levels only accessible by staircases
- No Braille or raised letter signage of station name



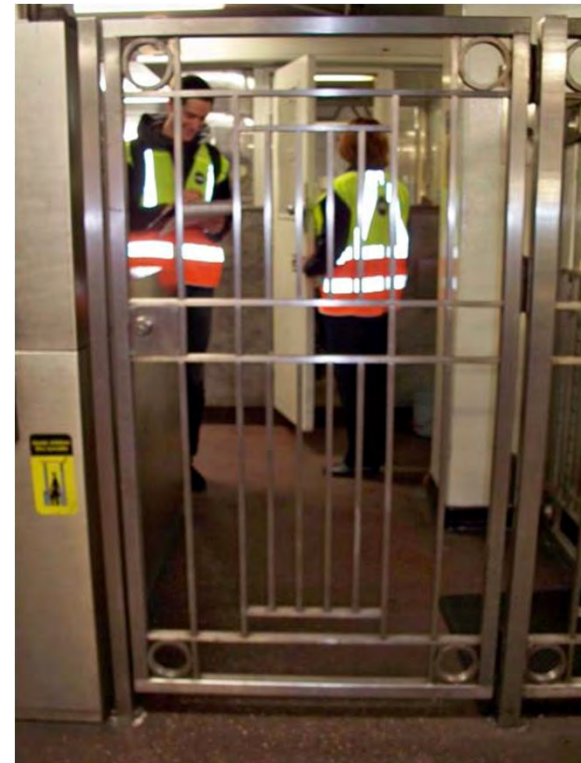
CIRCULATION PATH

- At least 36" wide at all points
- Free of protruding objects on walls
- No interior doors
- Floor is stable, firm and slip resistant
- No changes in level
- No gaps
- Slope no greater than 2%



FARE ELEMENTS

- 1 white elevator status board
- 1 compliant CA button
- 1 gate usable by individuals with disabilities
 - Opening width of at least 32”
 - But requires greater than 5 lbs of force



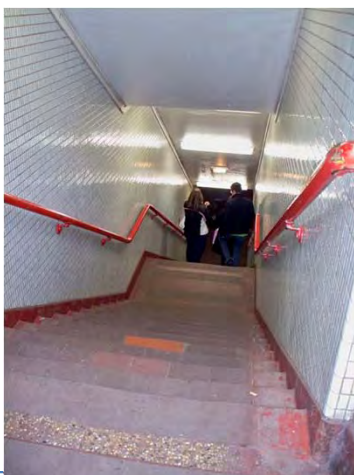
STAIRS AND ESCALATORS

• 9 Staircases

- No detectable warning at top of staircase
- Top and bottom handrails do not extend at least 12" parallel to floor
- But all have uniform riser heights and tread depths
- All handrails at least 1-1/2" between railing and wall
- All railings at least 34-38" above stairs

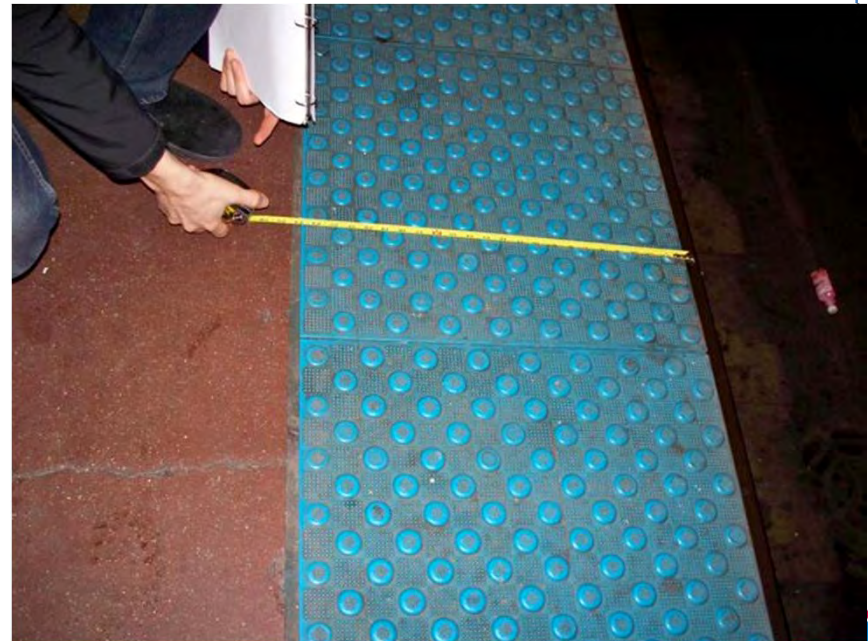
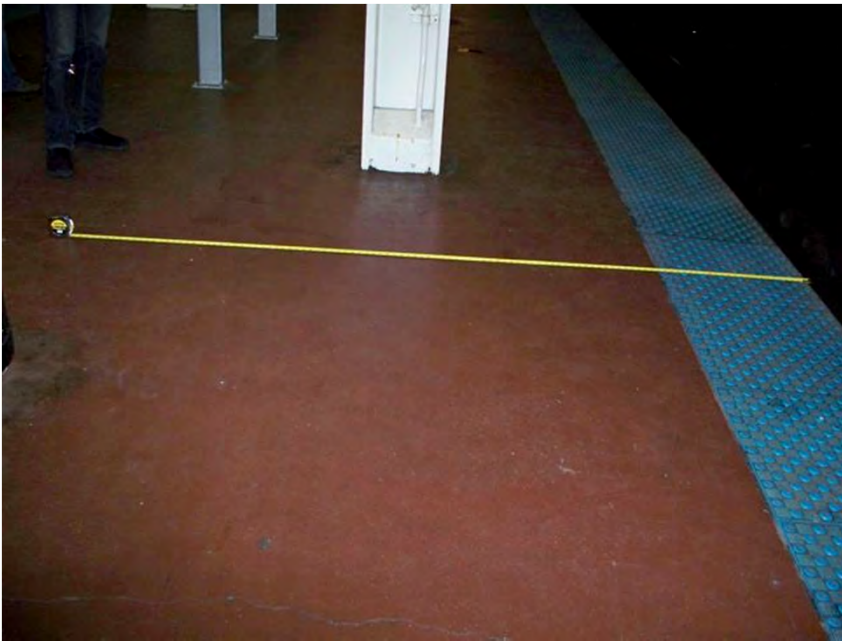
• 1 Escalator

- Not at least 32" wide
- No slip-resistant strip of contrasting color on each tread

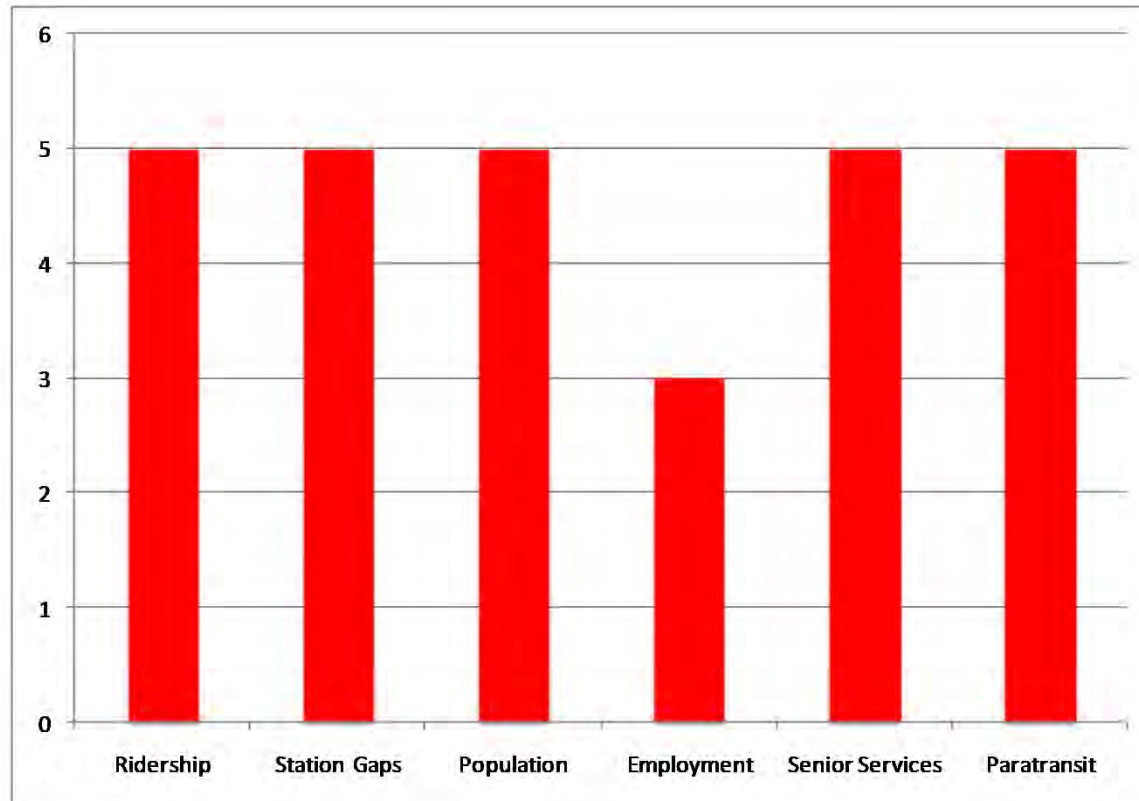


PLATFORM

- 1 platform
- Clear width of at least 36" at all points
- Tactile edging with contrasting color
- 3 gap fillers
- 60" x 60" landing area when gap filler is used



IATF – NORTH - WILSON



Total Weighted Score: 4.75



ELEMENTS NOT PRESENT

- Parking
- Passenger Loading Zone

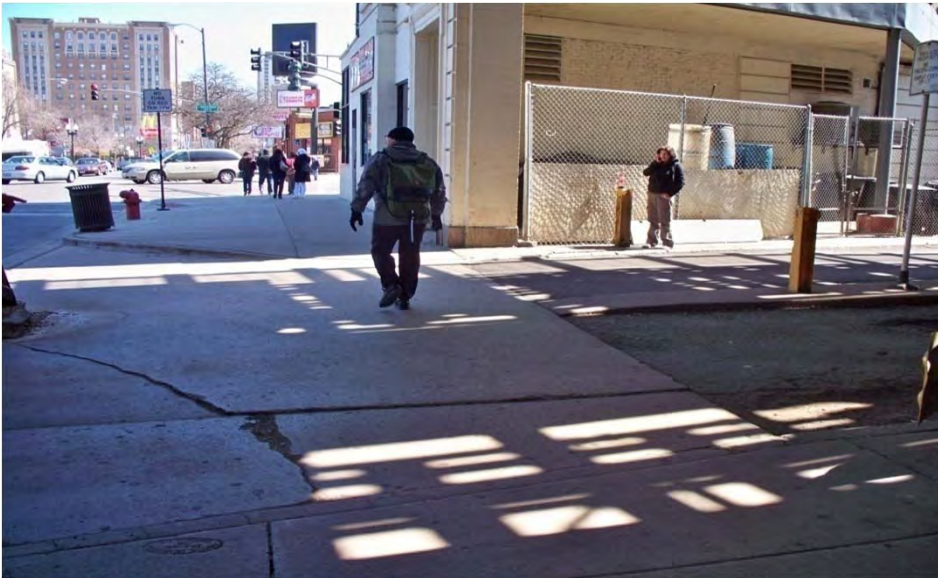
BUS STOP

- Bus boarding area is at least 96" perpendicular to curb and 60" parallel to curb
- Slope less than 2%



EXTERIOR ACCESSIBLE ROUTE

- Is at least 36" at all points
- Obstructing portable or temporary elements
- Gaps greater than ½"
- Changes in level greater than ½"



CURB RAMPS

- 30 total curb ramps
- All at least 36" wide
- 4 of 30 have a slope greater than 8.3%
- 7 of 30 do not have a smooth transition from curb to street
- 10 of 30 do not have truncated domes



STATION ENTRANCE

- Broadway entrance
 - Doors measured at least 32” wide
 - All doors require greater opening force than 8.5 lbs
 - Hardware located higher than 38”
 - No Braille or raised lettering
- Wilson entrance
 - No entrance doors



CIRCULATION PATHS

- Paths from both entrances are at least 36" at all points
- Paths are free of removable items
- No interior doors
- Paths are free of changes greater than ½" and slopes are less than 2%



FARE ELEMENTS

- Broadway entrance
 - Gate usable by people with disabilities that is at least 32” wide
 - Gate requires no more than 5 lbs of force
 - White elevator status board present
- Wilson entrance
 - No gate for people with disabilities
 - No white elevator status board



STAIRS

- No detectable warnings at top landing
- No uniform riser heights
- Handrails are not between 34" and 38"
- No handrails extend 12" at top or bottom

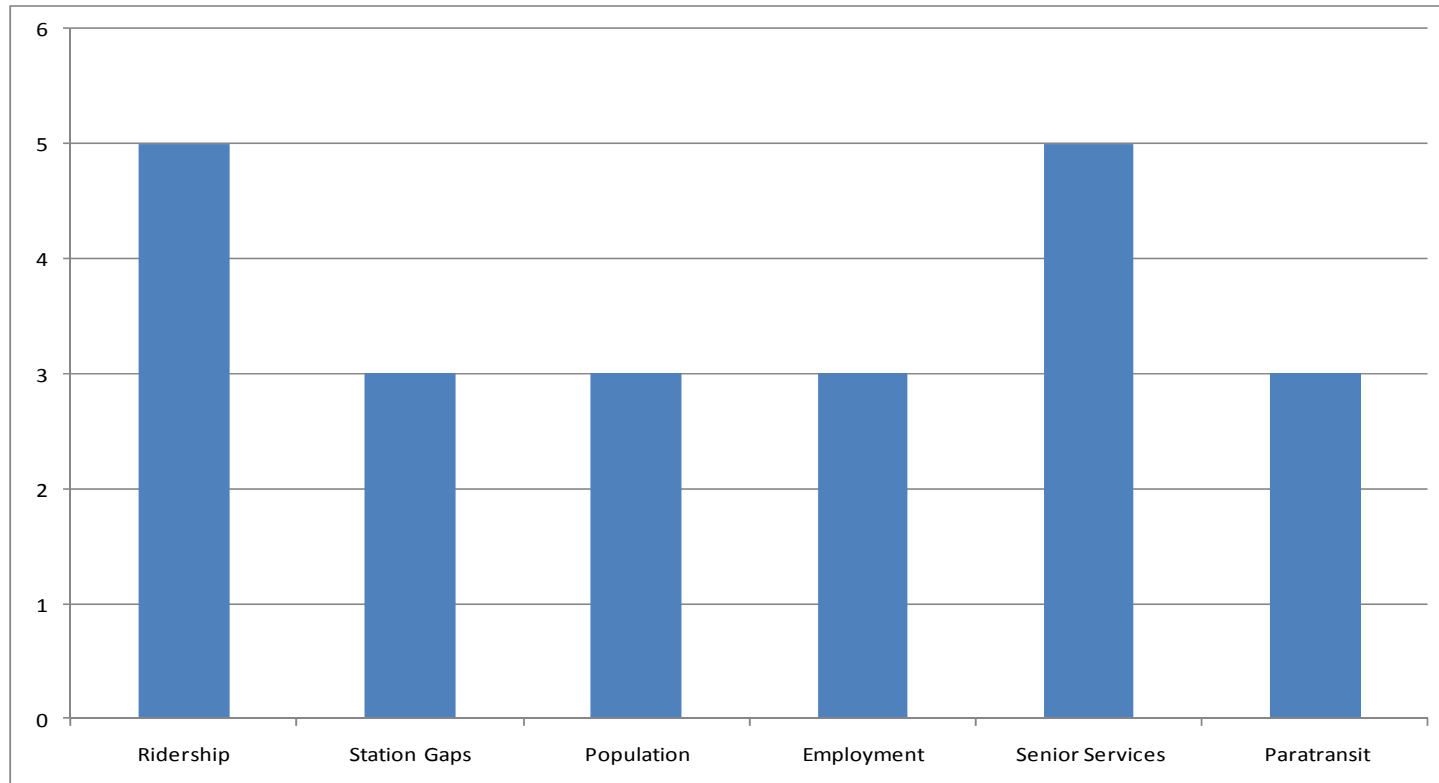


PLATFORM

- 1 platform
- Clear width of at least 36” at all points
- Customer call button between 15” and 48”
- Contrasting tactile edging



IATF – NORTHWEST - DAMEN/MILWAUKEE



Total Weighted Score: 3.45



ELEMENTS NOT PRESENT

- Parking
- Passenger Loading Zone
- Ramps



EXTERIOR ACCESSIBLE ROUTE

- At least 36" wide at all points
- Free of portable or temporary elements
- Free of gaps and changes in level greater than 1/2"



CURB RAMPS

- 4 total curb ramps surveyed
- All at least 36" wide
- 1 of 4 had slope greater than 8.3%
- All have smooth transitions from curb to street
- 2 of 4 have truncated domes



STATION ENTRANCE

- Opening width less than 32"
- Slope of maneuvering space over 2%
- Door threshold greater than 1/2"
- Opening force of exterior doors over 8.5 lbs.
- Door hardware noncompliant
- No power-assist door



CIRCULATION PATH

- At least 36" clearance at all points
- No interior doors
- Slope of floor along path over 2% near turnstiles (3.6%)
- Cracks in path near concession area



FARE ELEMENTS

- Gate usable by people with disabilities
- White elevator status board
- Compliant CA call button



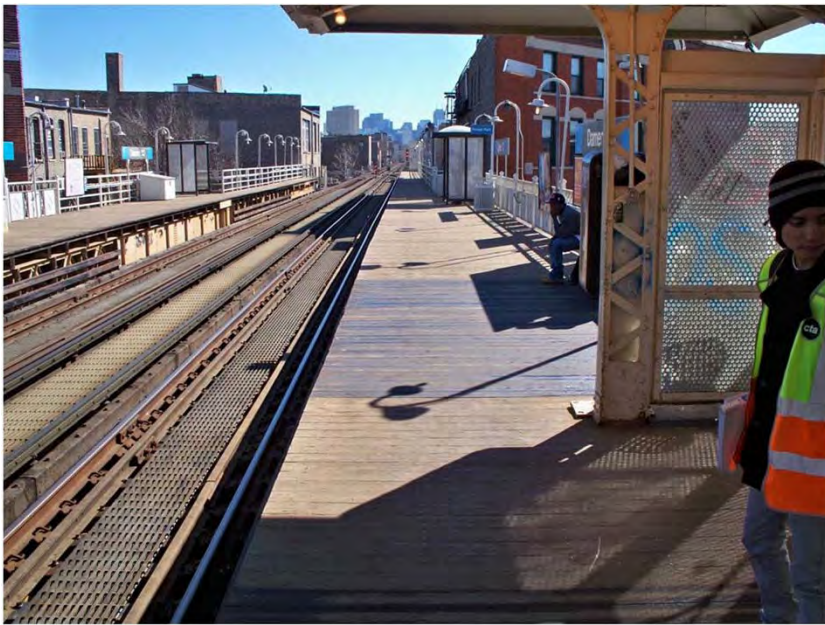
STAIRS

- 7 staircases, none fully compliant
- None have detectable warnings at top landings
- Only 1 has handrail has compliant handrail extensions
- But all have uniform riser heights and tread depths
- All have 1-1/2" clear space between handrail and wall

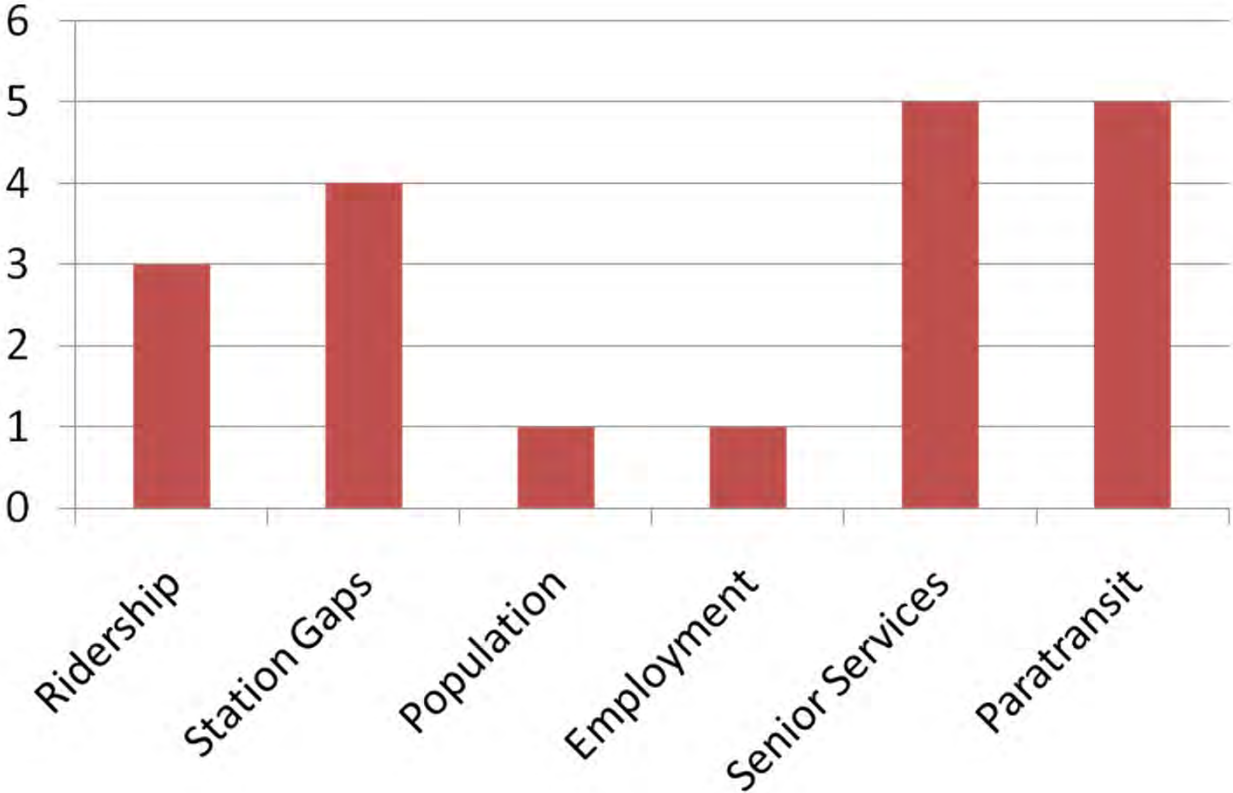


PLATFORMS

- 2 platforms
- No tactile edging at platform edges
- Only 1 gap filler each platform



IATF – SOUTH - 63RD-DAN RYAN



Total Weighted Score: 3.18



PARKING, PASSENGER LOADING ZONE & BUS STOPS

- No parking
- No passenger loading zones
- Adjacent bus stop – one bus route



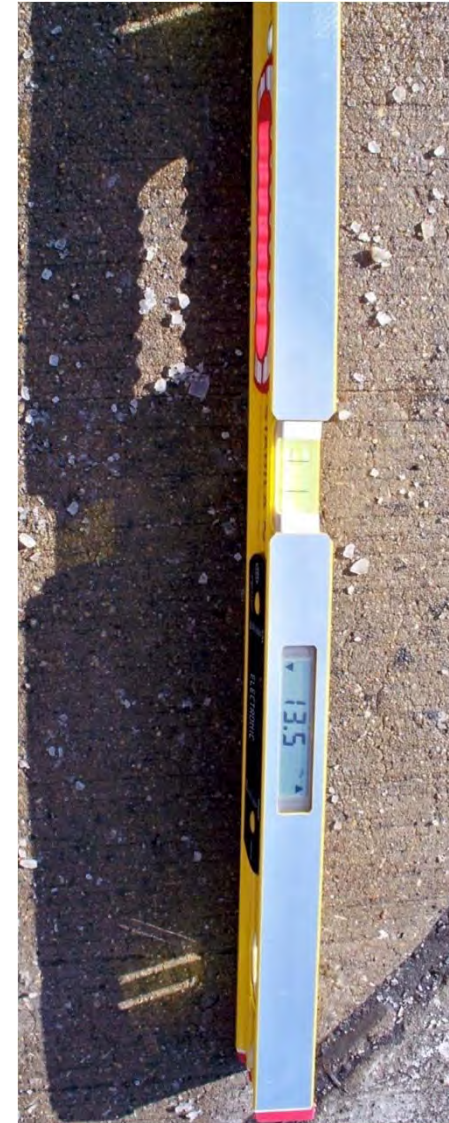
EXTERIOR ACCESSIBLE ROUTE

- 36" wide at all points
- No temporary elements blocking route
- Changes in level greater than 1/2"
- Gaps greater than 1/2"



CURB RAMPS

- All curb ramps 36" wide
- All have truncated domes
- But slope greater than 8.3%



STATION ENTRANCE

- Doors opening force ranges from 11 to 17 lbs
- One power operated door with wall mounted controls and ISA signage
- Station entrance leads to stairs



CIRCULATION PATH

- 36" wide at all points
- Accessible paths to fare array, fare machine, CA booth & vending
- Path free of vertical changes & gaps greater than ½"



FARE ELEMENTS

- One gate usable by people with disabilities
 - Opening force required greater than 5 lbs
- Elevator status board provided
- Compliant CA button
- Braille and raised lettering sign near CA button

STAIRS, ESCALATORS & RAMPS

- 1 escalator provided
 - Only 21" wide
 - But has slip-resistant color contrasting strip
- 1 compliant staircase
 - Street to mezzanine
 - Stairs have uniform treads & depths
 - Detectable warning at top
 - Handrails extend 12"
- No ramps

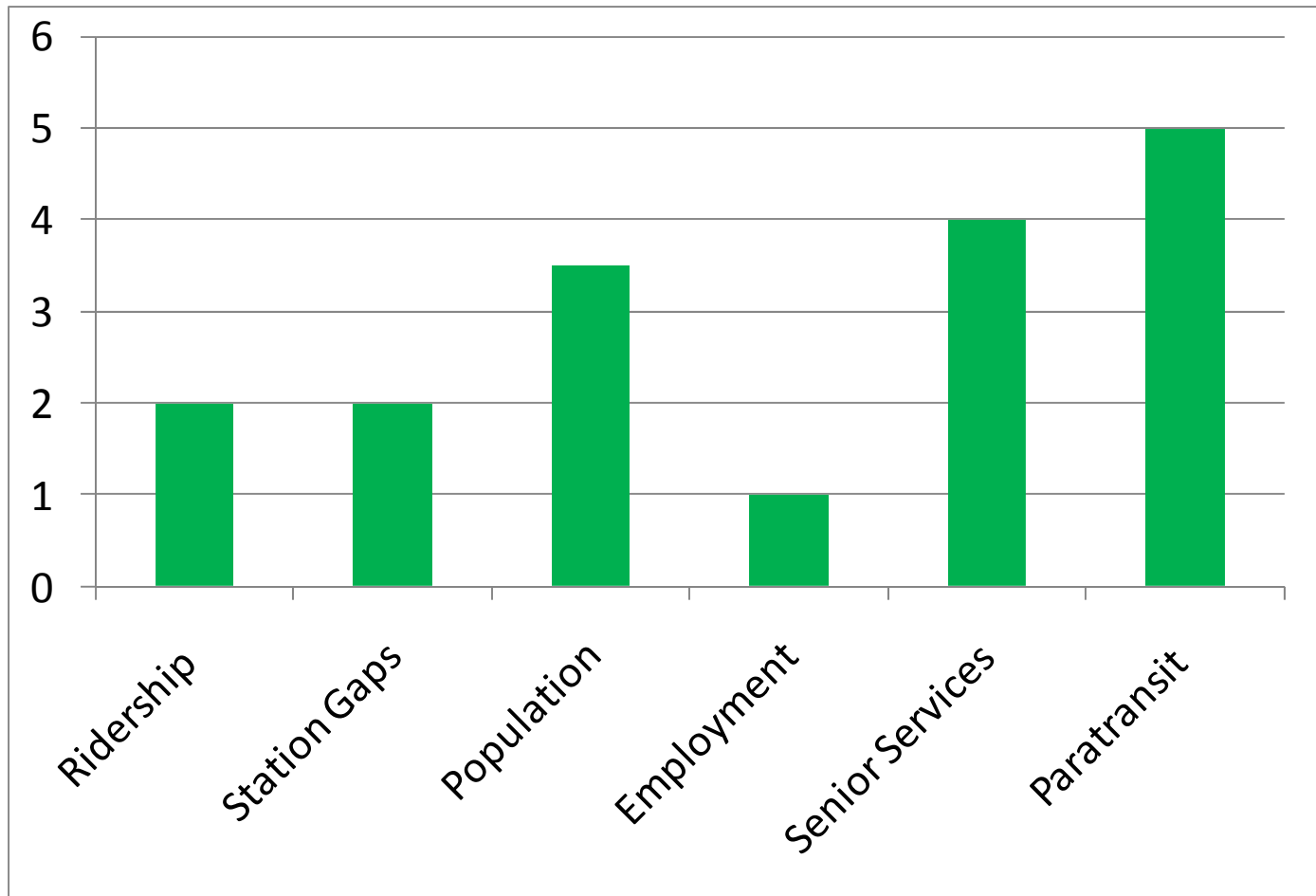


PLATFORM

- 1 platform serves inbound & outbound trains
- 36" wide at all points
- Tactile edging of contrasting blue
- 3 gap fillers
- Adequate space for wheelchair users



IATF – WEST - AUSTIN



Total Weighted Score: 3.00



PARKING, PASSENGER LOADING ZONE & BUS STOPS

- No parking
- No passenger loading zones
- Compliant bus shelter and loading area provided for CTA routes



EXTERIOR ACCESSIBLE ROUTE

- At least 36" wide at all points
- No temporary elements blocking route
- Route free of changes in level greater than 1/2"
- But route has gaps greater than 1/2"



CURB RAMPS

- All at least 36" wide
- No curb ramp had truncated domes
- Several curb ramps' transition from curb to street were not flush



STATION ENTRANCE

- Raised station entrance, stairs used to enter station
- Doors 27” wide
- Compliant opening force of entrance doors
- Braille & raised lettering sign with station name



CIRCULATION PATH

- At least 36" wide at all points
- Accessible paths to fare array, fare machine, CA booth & vending
- Free of vertical changes & gaps greater than 1/2"
- Circulation path is spacious, stable, & slip resistant



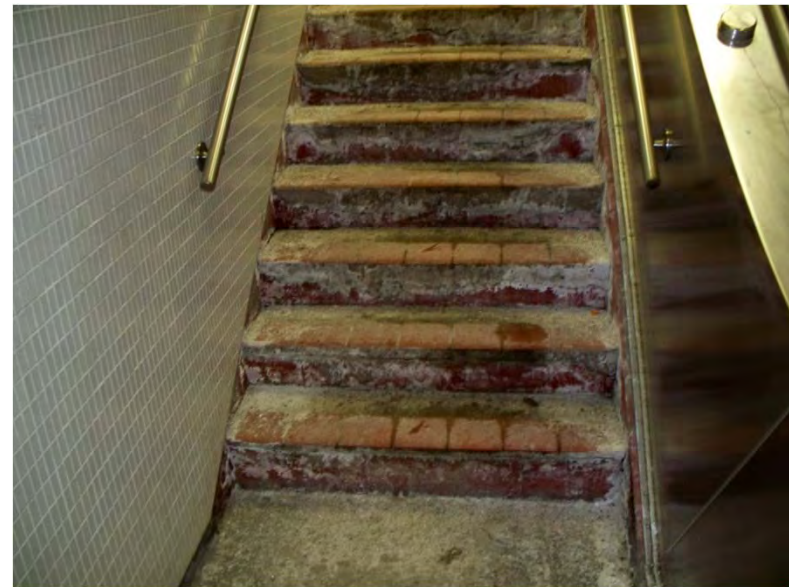
FARE ELEMENTS

- Gate usable by people with disabilities
 - Opening pressure less than 5lbs
- White elevator status board
- Compliant CA button
- Braille and raised lettering sign near CA button



STAIRS, ESCALATORS & RAMPS

- 3 staircases
 - From street to stationhouse
 - 2 sets from stationhouse to platform
 - Stairs have uniform treads & depths
 - No detectable warning at the tops
 - Handrails do not extend 12" beyond top or bottom of staircases
- 1 escalator
 - Only 24" wide
 - No slip-resistant color strips
- No ramps



PLATFORM

- 1 platform serves inbound & outbound trains
- Clearance at least 36" wide at all points
- Tactile edging of contrasting color
- Only 1 gap filler
- Adequate space for passengers who use wheelchairs



PERSONAL GOALS AND LEARNING

- Brendan Dodge-Hayakawa
- Stephanie Hsieh
- April Muller
- Justin Pence
- Kevin Spicer
- John Wise