



## IATF REPORT, FALL 2012

### **Attachment 1**

1. List of Accessible and Inaccessible CTA Rail Stations as of Fall 2012



List of Accessible CTA Rail Stations as Fall 2012

**Brown Line**

Kimball, Kedzie, Francisco, Rockwell, Western, Damen, Montrose, Irving Park, Addison, Paulina, Southport, Belmont, Wellington, Diversey, Fullerton, Armitage, Sedgwick, Chicago, Merchandise Mart, Washington/Wells, Harold Washington Library-State/Van Buren, Clark/Lake.

**Blue Line**

O'Hare, Rosemont, Cumberland, Harlem (O'Hare), Jefferson Park, Logan Square, Western (O'Hare), Clark/Lake, Jackson, UIC-Halsted, Illinois Medical District (via Damen entrance), Kedzie-Homan, Forest Park.

**Green Line**

Ashland/63rd, Halsted, Cottage Grove, King Drive, Garfield, 51st, 47th, 43rd, Indiana, 35th-Bronzeville-IIT, Roosevelt, Clark/Lake, Clinton, Morgan, Ashland/Lake, California, Kedzie, Conservatory-Central Park Drive, Pulaski, Cicero, Laramie, Central, Harlem/Lake (via Marion entrance).

**Orange Line**

Midway, Pulaski, Kedzie, Western, 35/Archer, Ashland, Halsted, Roosevelt, Harold Washington Library-State/Van Buren, Washington/Wells, Clark/Lake.

**Pink Line**

54th/Cermak, Cicero, Kostner, Pulaski, Central Park, Kedzie, California, Western, Damen, 18th, Polk, Ashland, Clinton, Morgan, Clark/Lake, Harold Washington Library-State/Van Buren, Washington/Wells.

**Purple Line (Local and Express)**

During all hours where Purple Line service operates: Linden, Davis, Howard.

Additionally, Purple Line Express (weekday rush periods only) trains serve these accessible CTA stations: Belmont, Wellington, Diversey, Fullerton, Armitage, Sedgwick, Chicago, Merchandise Mart, Clark/Lake, Harold Washington Library-State/Van Buren, Washington/Wells.

**Red Line**

Howard, Loyola, Granville, Addison, Belmont, Fullerton, Chicago, Grand, Lake, Jackson, Roosevelt, Cermak-Chinatown, Sox-35th, 47th, 69th, 79th, 95th.

**Yellow Line**

Howard, Dempster, Oakton-Skokie.



## IATF REPORT, FALL 2012

### List of Inaccessible CTA Rail Stations as of Fall 2012

#### **Blue Line**

Montrose, Irving Park, Addison, Belmont, California, Damen, Division, Chicago, Grand, Washington, Monroe, LaSalle, Clinton, Racine, Western, Pulaski, Cicero, Austin, Oak Park, Harlem.

#### **Green Line**

Oak Park, Ridgeland, Austin.

#### **Purple Line (Local and Express)**

During all hours where Purple Line service operates: Central, Noyes, Foster, Dempster, Main, South Boulevard.

#### **Red Line**

Jarvis, Morse, Thorndale, Bryn Mawr, Berwyn, Argyle, Lawrence, Wilson, Sheridan, North/Clybourn, Clark/Division, State/Lake, Monroe, Harrison, Garfield, 63<sup>rd</sup>, 87<sup>th</sup>.

#### **Loop Stations**

Randolph/Wabash, Madison/Wabash, Adams/Wabash, LaSalle/Van Buren, Quincy/Wells.



**Attachment 2**

2. Presentation, September 13, 2010 Meeting

# Infrastructure Accessibility Task Force (IATF) Kick-off Meeting

**September 13 , 2010**



# Today's Agenda

- **Purpose and Role of IATF**
- **Goals and Objectives**
- **CTA Infrastructure Needs Overview**
- **CTA Capital Funding Overview**
- **CTA Rail Stations**
- **Strategic Accessibility Plan**



# Purpose and Role

- **Purpose of the IATF**

To function as additional resource for CTA in the planning of further accessibility initiatives

- **Role of the IATF**

- Will help integrate perspectives from the disability community into planning
- Will assist with capital planning for reconstruction of rail stations
- Will add advisory capacity in engineering and architecture



# Goals and Objectives

- Align needs and desires of CTA and disability communities
- Develop consistent interpretation of policies for accessibility
- Review coordinated strategic plan to enhance and expand accessible rail stations





# Where We Intend to Go...

## **Summer 2010 thru Spring 2011:**

- Set a strategic path for advancing accessibility of CTA rail system, and beyond Spring of 2011

## **Spring 2011 and beyond:**

- Follow that path as closely and expeditiously as circumstances permit

IATF is a long-term partnering effort critical to future CTA accessibility initiatives



# How we will get there...

- Engage IATF to meet monthly, beginning September 2010, with ongoing work between meetings
- Consult with external experts of the Task Force (*self introductions*)
  - Jack Catlin (LCM Architects)
  - Greg Polman (Chicago Lighthouse)
  - Glenn Hedman (UIC)
  - Luann Hamilton (CDOT)
  - Joseph Russo (MOPD)
  - Mike Ervin (ADAPT)
  - Kevin Irvine (Chair of CTA ADA Advisory Committee)



## How we will get there...cont.

- Work with Internal CTA staff, including Engineering, Construction, Finance, Planning, Infrastructure, Rail Operations, ADA Compliance Officer, and others as needed.
  - Cara Levinson (ADA Compliance)
  - Leah Dawson (Capital Construction)
  - Jim Harper (Engineering)
  - Michael Connelly (Finance)
  - Robert Vance (Planning)
  - Kevin O'Malley (Planning)
  - Richard Newton (Rail Operations)
  - Lee Rogulich (Engineering)



# CTA Infrastructure Needs (Overview)



# State of Good Repair Needs

- A federal report shows transit agencies nationwide are struggling to maintain aging assets
- In spite of investments in CTA's assets, the 5-year unfunded capital need is \$6.8 billion
- Nationwide deferred maintenance backlog:
  - \$50 billion - largest seven agencies (including CTA)
  - \$78 billion – 690 systems



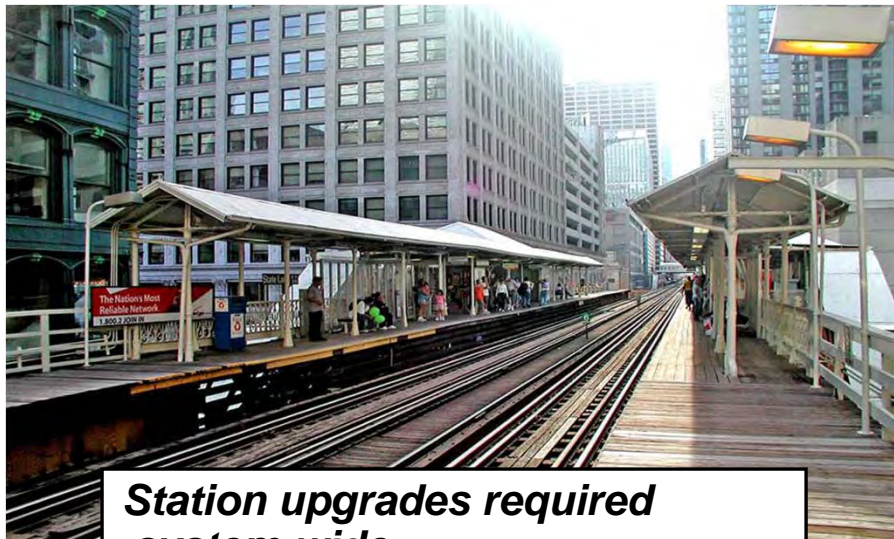
***Poor track conditions require slow zones***



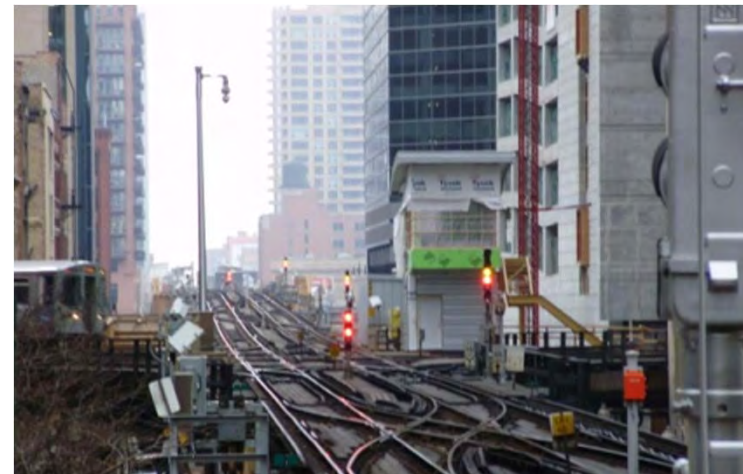
***Poor structure condition requires temporary measures***

# State of Good Repair Needs

- Track on the Loop, the South Red Line and the West Blue Line are the next CTA priorities for slow zone elimination
- Signal System and Traction Power Upgrades will provide modern, reliable systems
- Station Upgrades system-wide will improve accessibility and customer comfort



***Station upgrades required system-wide***



***Track signals and traction power upgrade needs***



# % of CTA Assets Beyond Useful Life

<b>Asset</b>	<b>Number of</b>	<b>Useful Life</b>	<b>% Beyond Useful Life</b>
Stations	144	40 yrs	38%
Track <sup>1</sup> (Revenue)	224 miles	40 yrs <sup>1</sup>	22%
Substations	61	24 – 30 yrs <sup>2</sup>	45%
Bus Garages <sup>3</sup>	8	60 yrs	37%
Rail Cars	1,190	25 yrs	32%

<sup>1</sup> Track Miles refers to revenue track; useful life is for tangent (straight) rail.

<sup>2</sup> Substation useful life is based on usage

<sup>3</sup> 8 Bus Garages includes 7 active and one inactive



# State of Good Repair (Significant Needs)

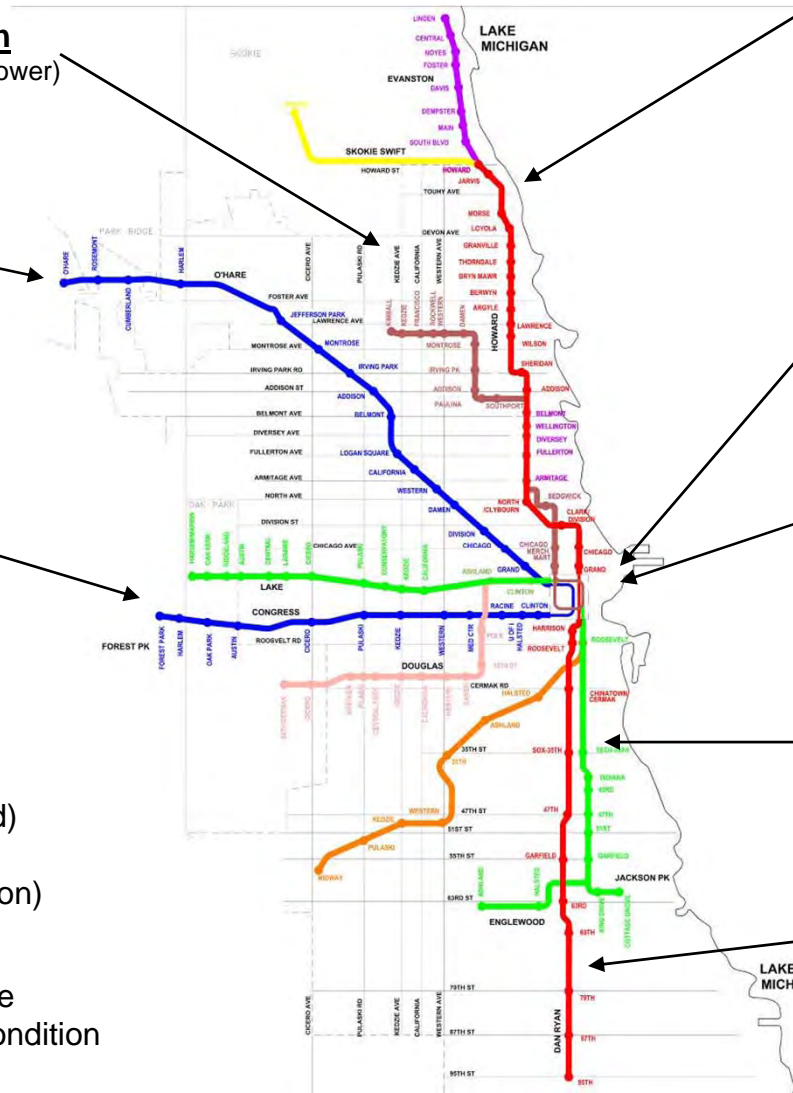
**Substations Red and Brown**  
(aging substations and unreliable power)

**O'Hare Signals**  
(signal system over 25 years old)

**Congress Track**  
(poor track drainage, deteriorating ties and worn rail)

**Systemwide: Bus Garages**  
(2 garages over 100 years old)  
**Non Revenue Vehicle Shop**  
(operating in temporary location)

Note: SGR projects shown are required based on age and condition



**Red and Purple Stations and Viaducts**  
(stations and viaducts over 90 years old)

**Loop Stations**  
(5 stations over 100 years old)

**Loop Track**  
(deteriorating ties and worn rail)

**Green Line Signals**  
(signal system over 30 years old)

**Dan Ryan Track**  
(poor track drainage, deteriorating ties and worn rail)

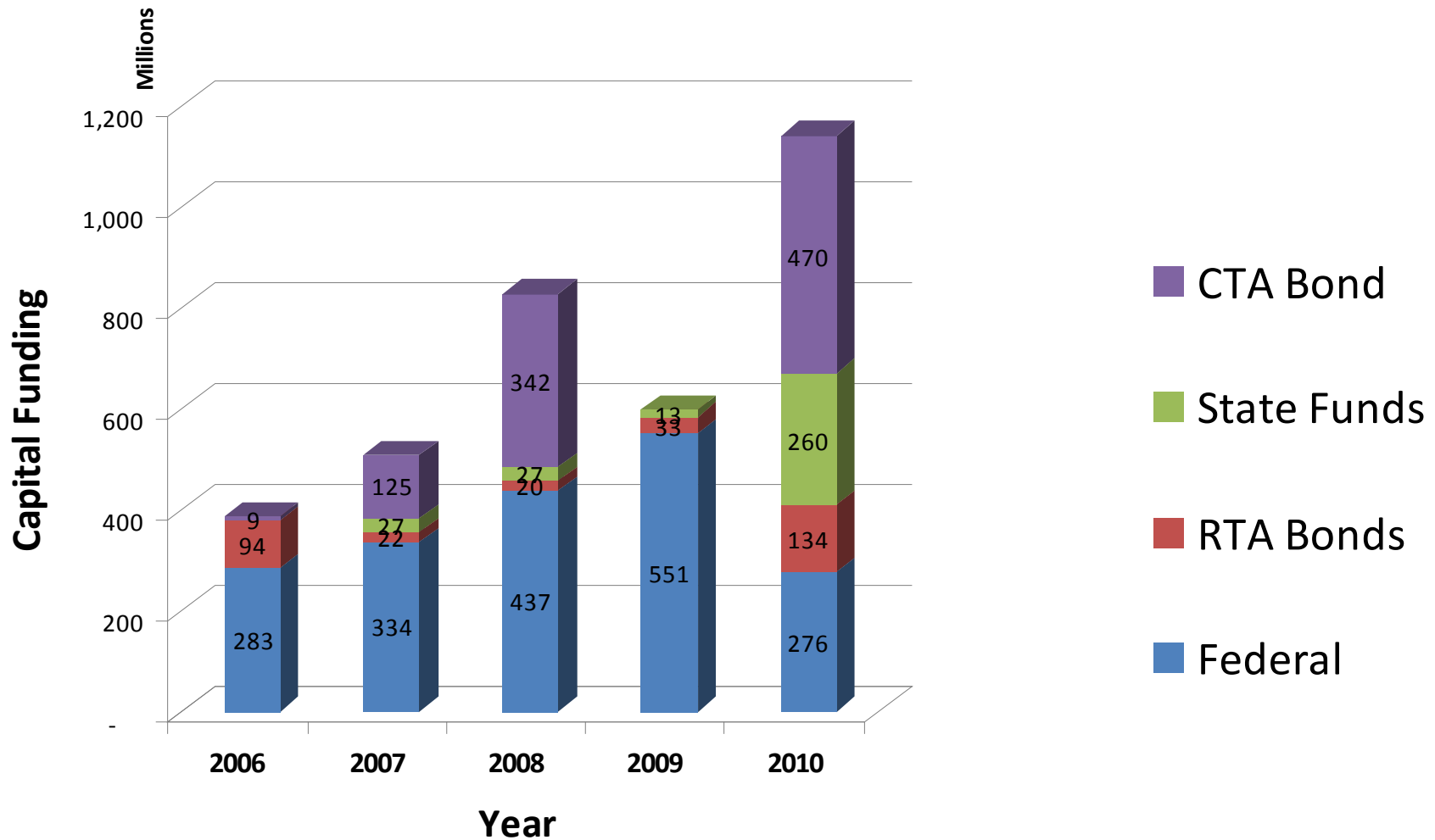




# CTA Capital Funding (Overview)



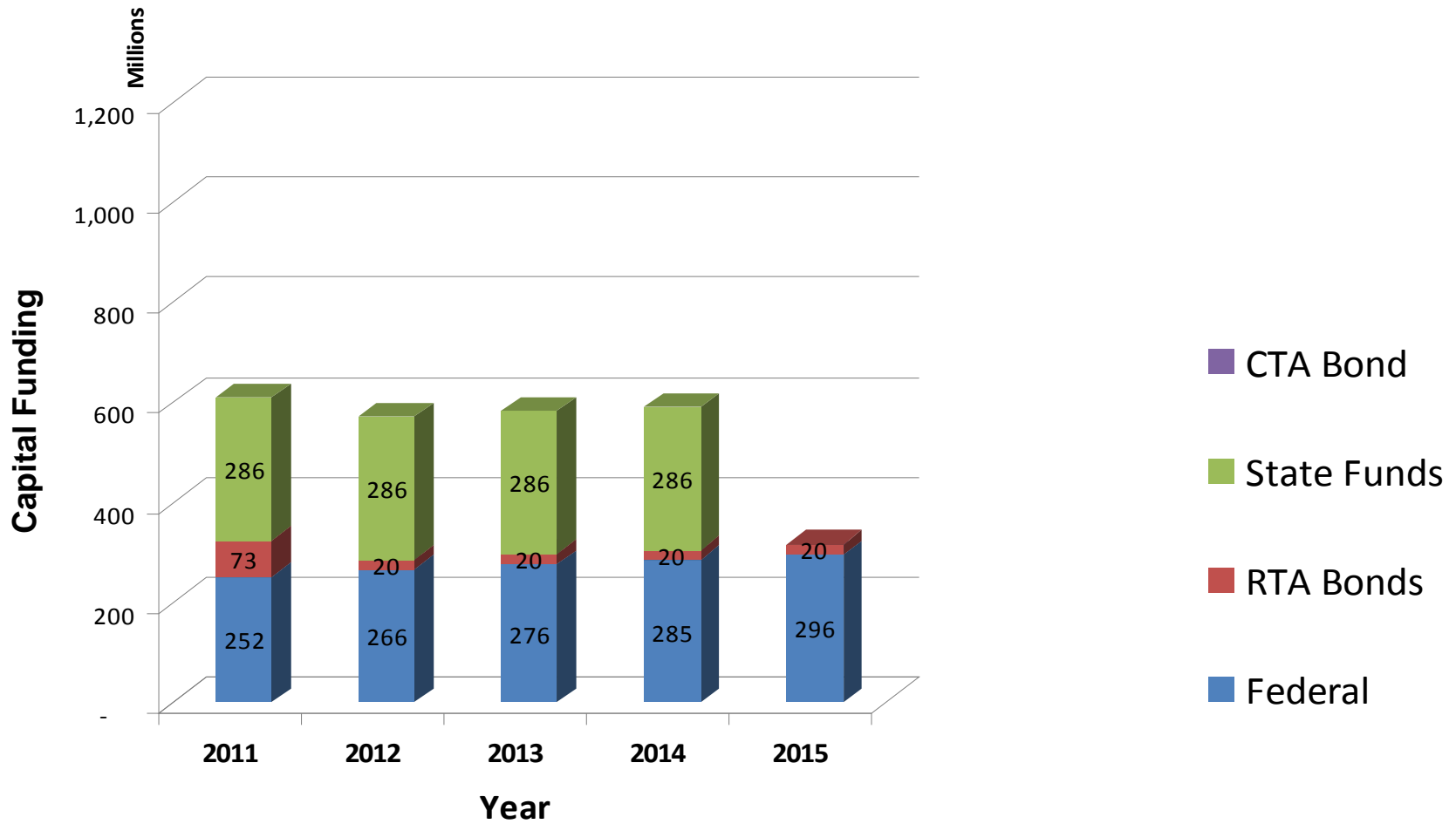
# CTA Historical Funding



\*Does not include dollars used for station projects by CDOT



# Projected Capital Funding



State funding is “anticipated”

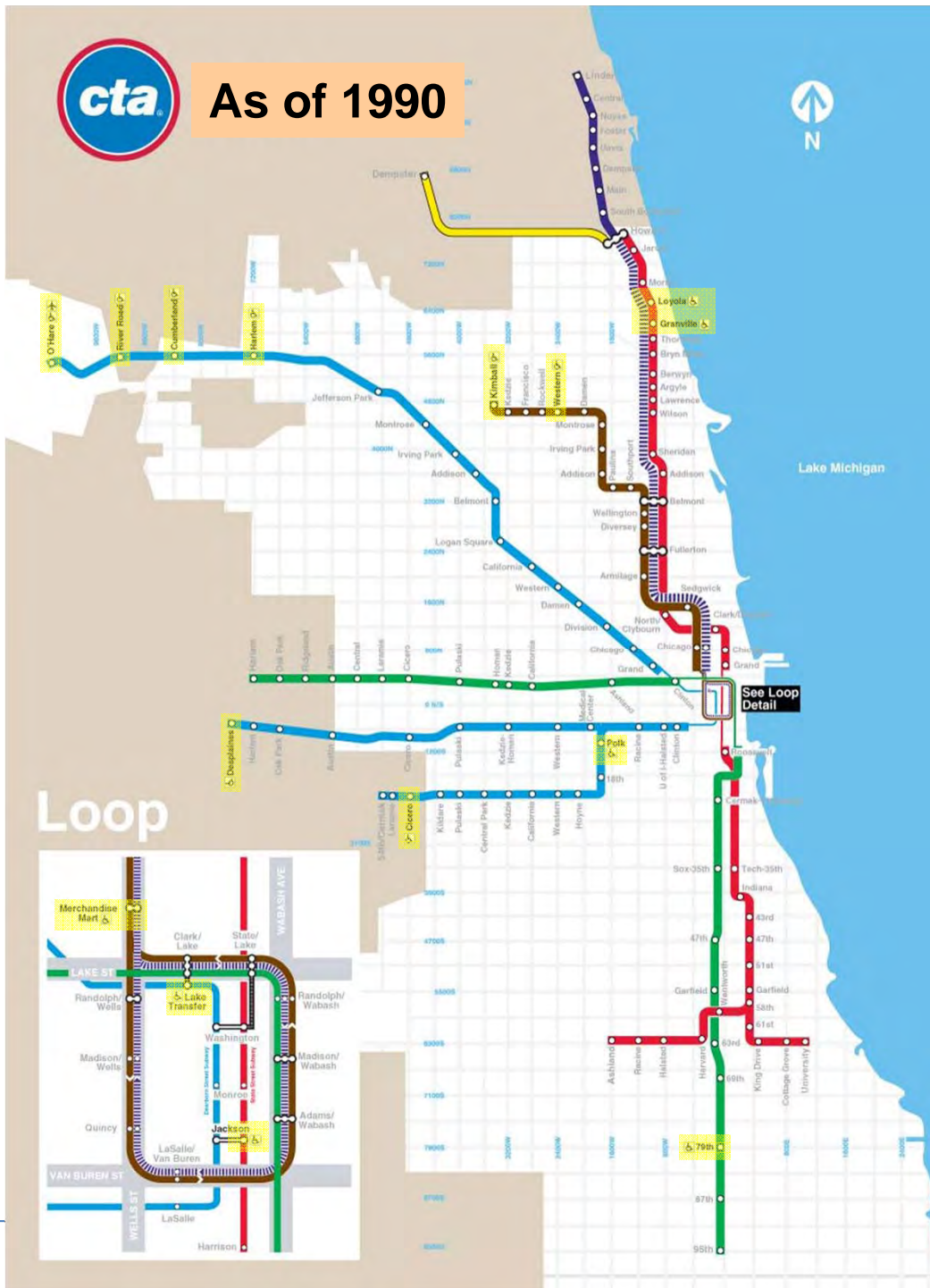


# CTA Rail Stations





# As of 1990

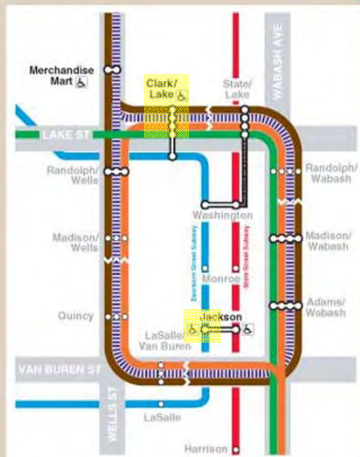




1990 - 1993



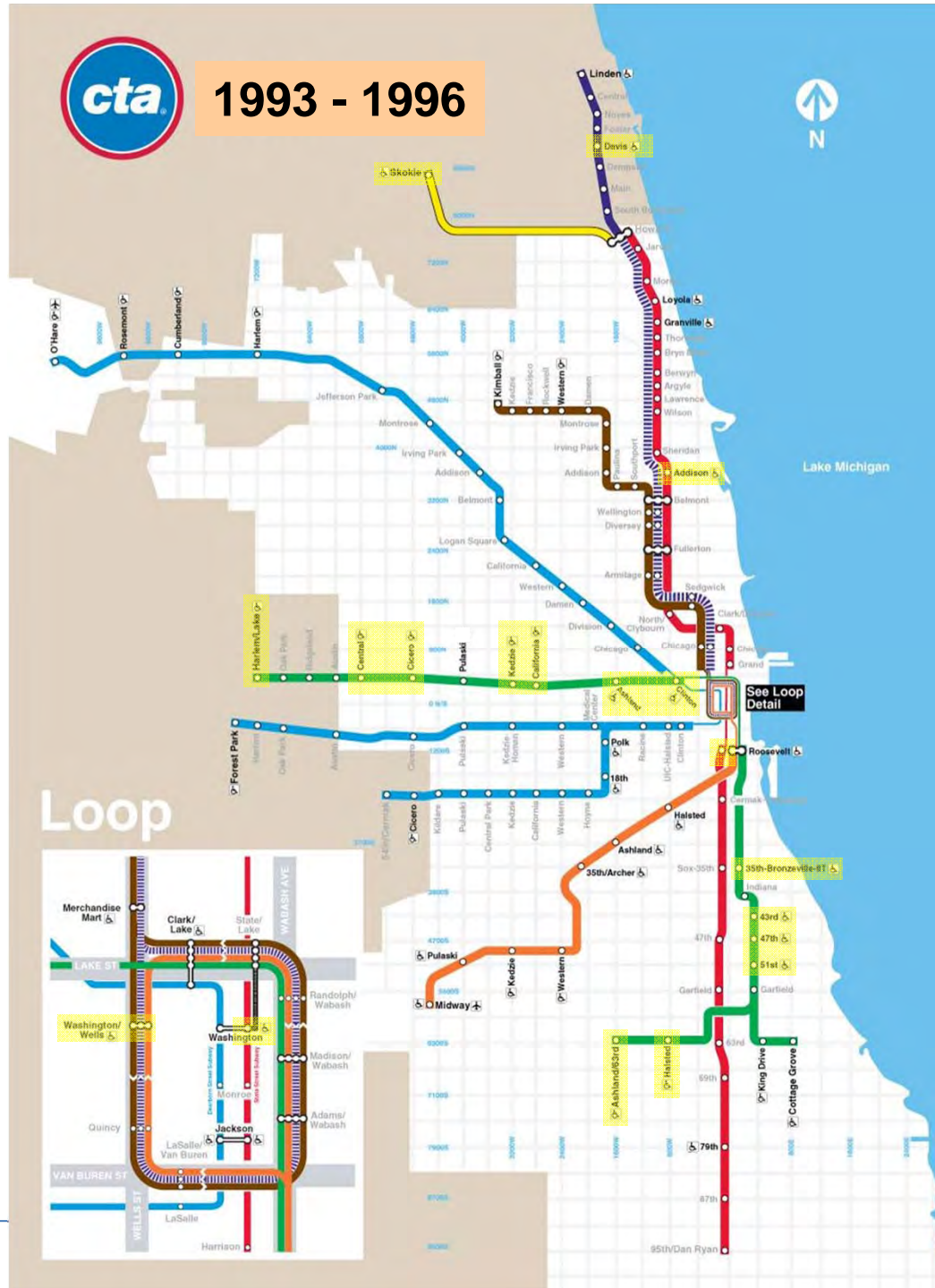
Loop





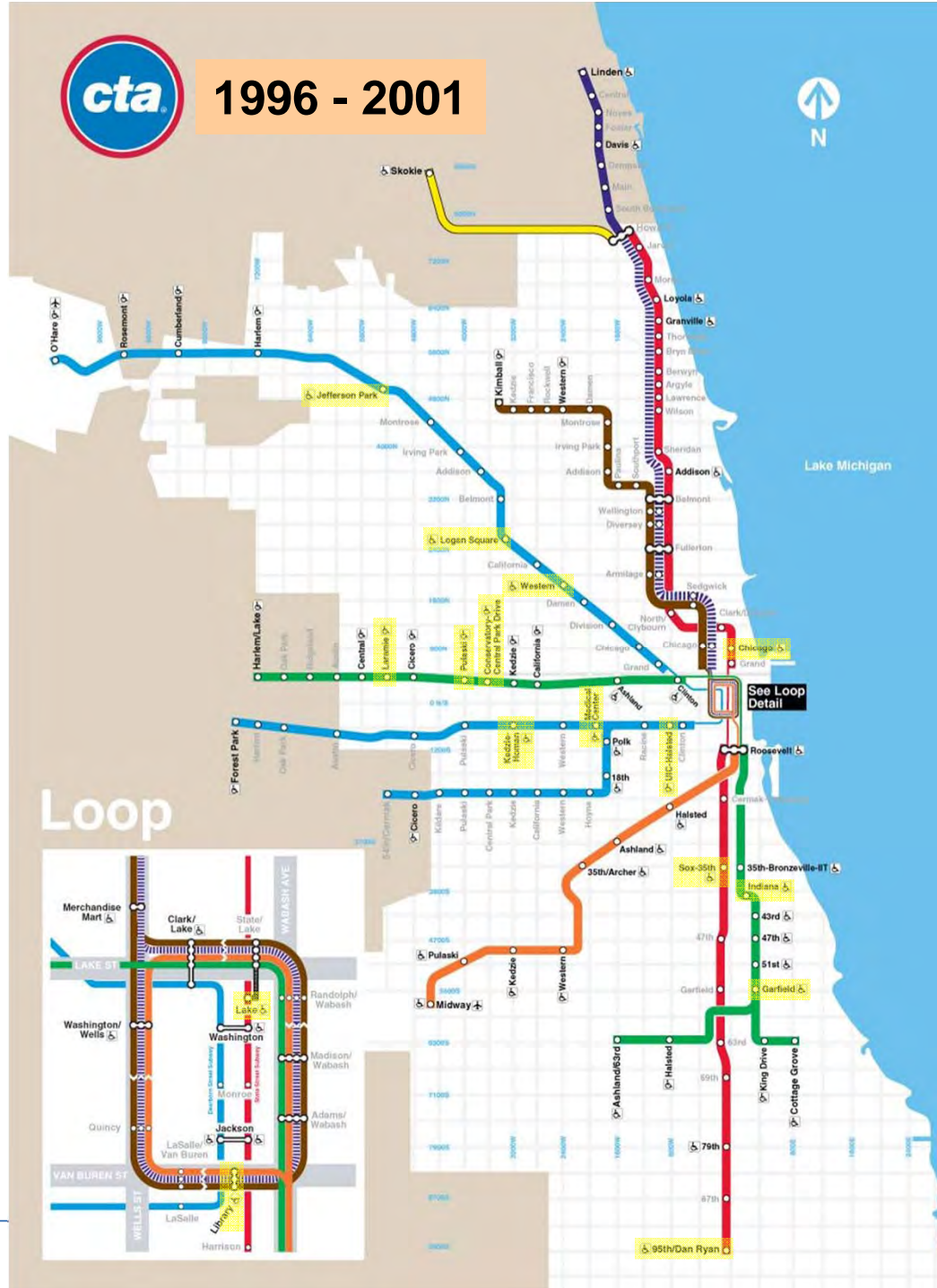


1993 - 1996





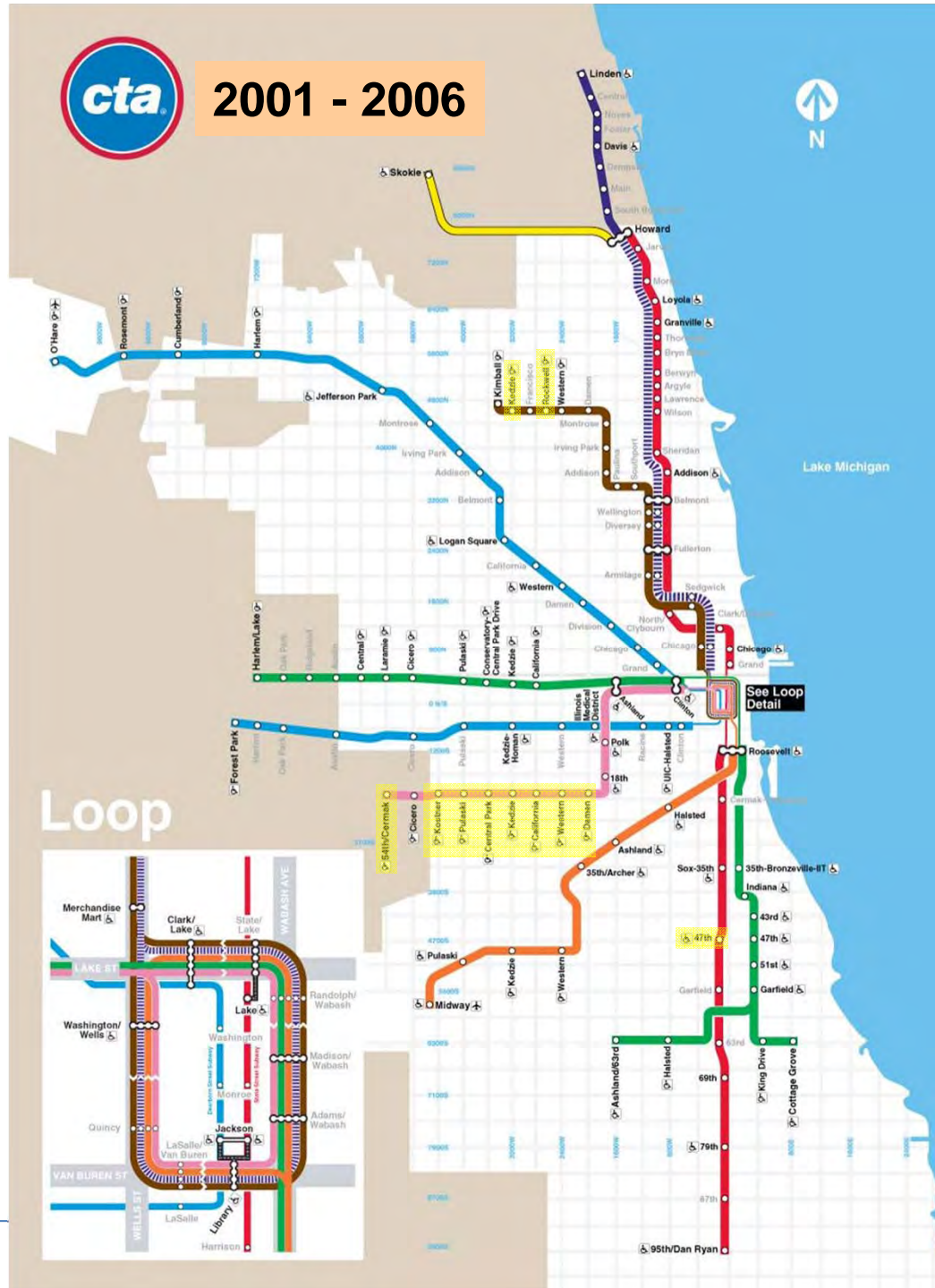
1996 - 2001







2001 - 2006

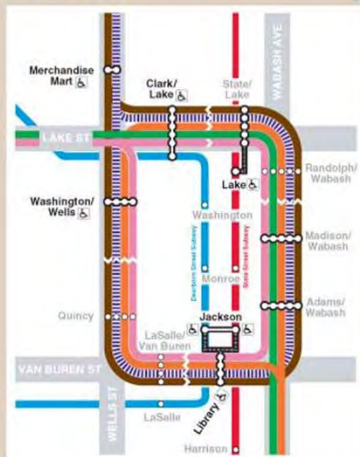




2006-2010



# Loop



# -Where we are now

## 91 out of 144 (61%) – December 2009

With completion of Fullerton and Howard, commitment to provide key accessible rail stations was met.



Howard Station



Fullerton Station



# ...By 2011

## 93 out of 144 (63%) –

- Cermak (Red) Dec 2010
- Grand Subway (Red) Dec 2011



**Cermak Station**

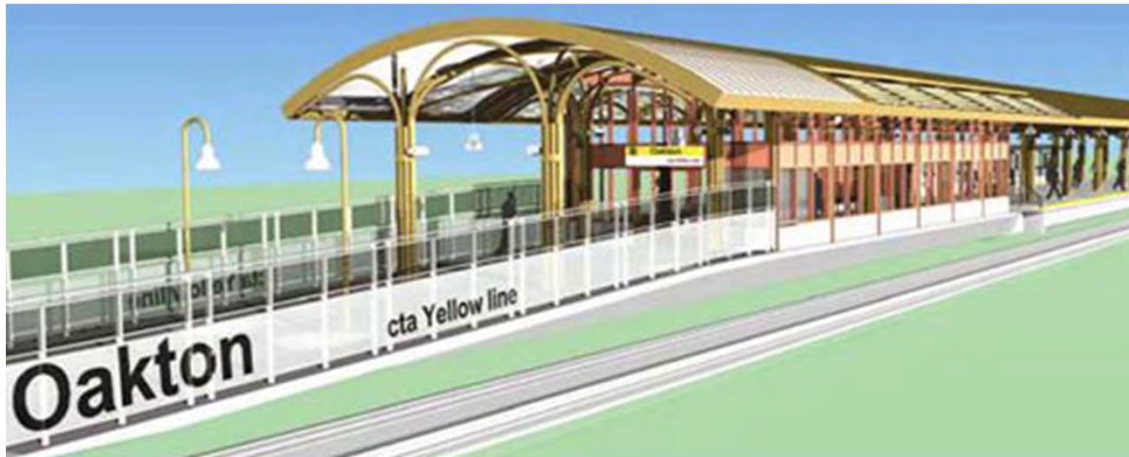


**Grand Subway Station**

# ...By 2012

## 95 out of 146 (65%)

- Oakton (Yellow) Dec 2012
- Morgan (Green) Dec 2012



Oakton Station



Morgan Station





# CTA Rail Stations

## - Levels of Improvement

### New Station:

- Infill
- New line or extension
- Built fully accessible

### Sample Stations:

- Morgan (Green/Pink)
- Oakton (Yellow)



Oakton Station



Morgan Station



# CTA Rail Station

## - Levels of Improvement

### Reconstruct:

- Rebuild completely
- Fully accessible (elevators or ramps)
- Wider pathways
- New communication systems

### Sample Stations:

- Grand (Red)
- Fullerton (Brown)



Grand Subway Station rendering



Completed Fullerton Station



# CTA Rail Stations

## - Levels of Improvement

### **Rehabilitate:**

- Midlife overhaul
- Programmatic (space/circulation) changes
- Built fully accessible (elevator and/or ramps)

### **Sample Station:**

- Cermak (Red)



**Cermak Station Rendering**



# CTA Rail Stations

## - Levels of Improvement

### Repairs:

- “Safe and Dry” repairs
- No programmatic changes
- Typically does not add accessibility

### Sample Station:

- North/Clybourn (Red)



North / Clybourn Station

# Strategic Accessibility Plan



# Design Criteria

**With the overall objective of providing equal access to stations and trains considering the following:**

- American with Disabilities Act (ADA)
- ADA-Accessibility Guidelines (ADAAG)
- State of Illinois Accessibility Code (as applicable)
- Chicago Building Code
- NFPA 130 Guidelines
- Uniform Federal Accessibility Standards (UFAS)



# Key Accessibility Features

1. Doors/ Entrances/Station Routes
2. Wheelchair Access / Clear Passage
3. Waiting Areas
4. Platform Elevation Heights and Gap Fillers
5. Tactile Warning Strips
6. Audio/Visual Messaging
7. Braille Signage
8. Elevators
9. Fare Equipment



# Accessibility Considerations

- Close the “gaps” in rail system accessibility
- Trends in paratransit ridership data
- Trends in CTA ridership by people with disabilities
- Existing ADA stations requiring further improvements due to deteriorated condition
- Existing ADA stations requiring enhancements to attain full accessibility (add ramp landings, improve existing elevators)
- Estimated project costs (complex vs simple construction)
- Potential additional funding sources
- Additional factors?



# Next Steps

- Design criteria and assumptions
- Design challenges/resolutions
- Development of station access prototypes
- Implementation strategies
- Funding strategies
- Target timelines –
  - Monthly IATF meetings (Oct 2010 thru April 2011)
  - Review of station access prototypes (Nov 2010 thru Feb 2011)
  - Review of implementation strategies (March, April 2011)



End of Presentation  
Open Discussion





## IATF REPORT, FALL 2012

### Attachment 3

3. Presentation, October 5, 2010 Meeting



# Infrastructure Accessibility Task Force (IATF)

**October 5, 2010**



# Today's Agenda

- **Follow up**
- **Work Process and Schedule (General)**
- **Concept development**
- **Accessibility Design Elements**
- **Station Survey**
- **Next Steps**



# Follow Up

- **CTA rail station map clarification**
- **Polk/Harrison- Auxiliary Entrance**
- **Jackson and Lake – Drainage Issue/flooring**
- **Scrolling Marquee**
- **Project Master Plan – Accessibility Planning**
- **Other Feedback from the group**



# Work Process and Schedule (General)

<ul style="list-style-type: none"> <li>-Work Process</li> <li>-Stations to “study”</li> <li>-Design elements to evaluate</li> </ul>	<ul style="list-style-type: none"> <li>-Review station concepts in detail</li> <li>-Detail design elements discussion</li> <li>-Critical prioritization factors (ridership, “gap” In system, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>-Summarize concepts &amp; planning costs</li> </ul>	<ul style="list-style-type: none"> <li>-Strategic Path Forward</li> </ul>
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Oct '10	Nov '10	Dec '10	Jan '11	Feb '11	Mar '11	April '11
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Station Survey – Data Gathering



# Concept Development

- **Overview – Understand magnitude of work, infrastructure challenges, and costs associated.**
- **Stations grouped by station configurations**
  - Out of 53 non-ADA stations – 6 groups of station configurations
  - List of stations under each group
  - Associated infrastructure challenges/issues
- **Proposed stations to develop concepts**



# Stations Grouped by Station Configurations



# Ramp Stations

- **Station house layout:**  
Station house located at grade (street level) above platform
- **Platform configuration:**  
Located below grade (street level) in median of highway – island type



# Ramp Stations

## ● Prototypical Design

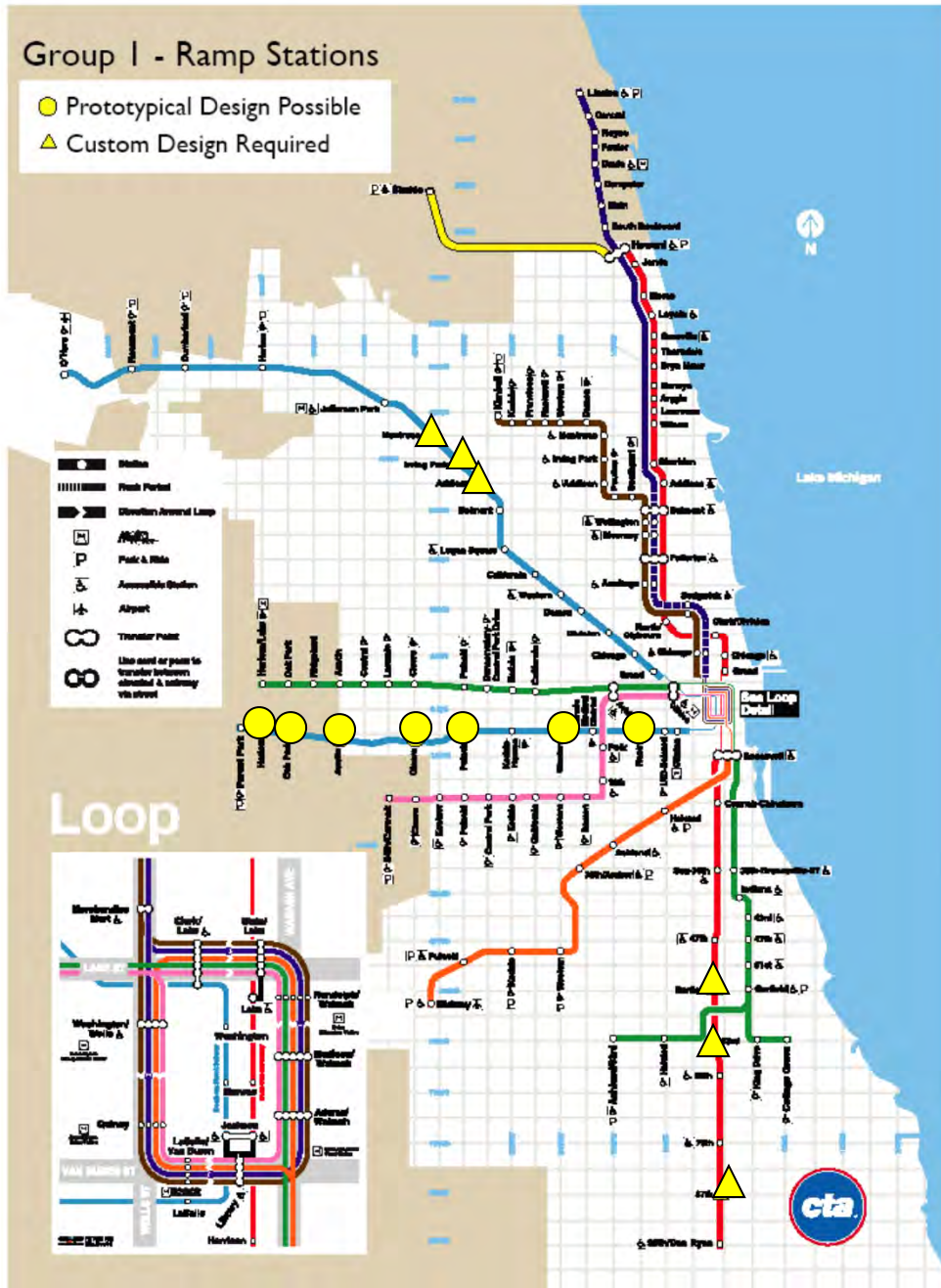
- (Blue Line)
- Racine
- Western
- Pulaski
- Cicero
- Austin
- Oak Park
- Harlem

## ▲ Custom Design Required

- (Blue Line)
- Montrose
- Addison
- Irving Park

- (Red Line/Dan Ryan)
- Garfield
- 63<sup>rd</sup>
- 87<sup>th</sup>

**13 Stations Total**

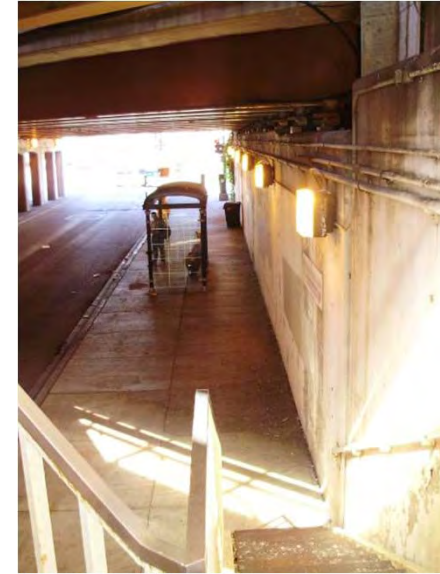




# Ramp stations

## Challenges/Issues

- Reconfigure existing ramps
- Potential impacts to platform lengths
- End-loaded elevators with long platforms
- Insufficient platform width and track alignment issue (e.g. Addison)
- Complex geometric constraints - multiple station entrances/exits with myriad of street/roadway traffic at different levels – (e.g. Irving Park)
- Access from surrounding neighborhoods is challenging



# West Green Line Embankment Stations

- **Station house layout:**  
Station house located above grade (above street level)



- **Platform configuration:**  
Island type above street level

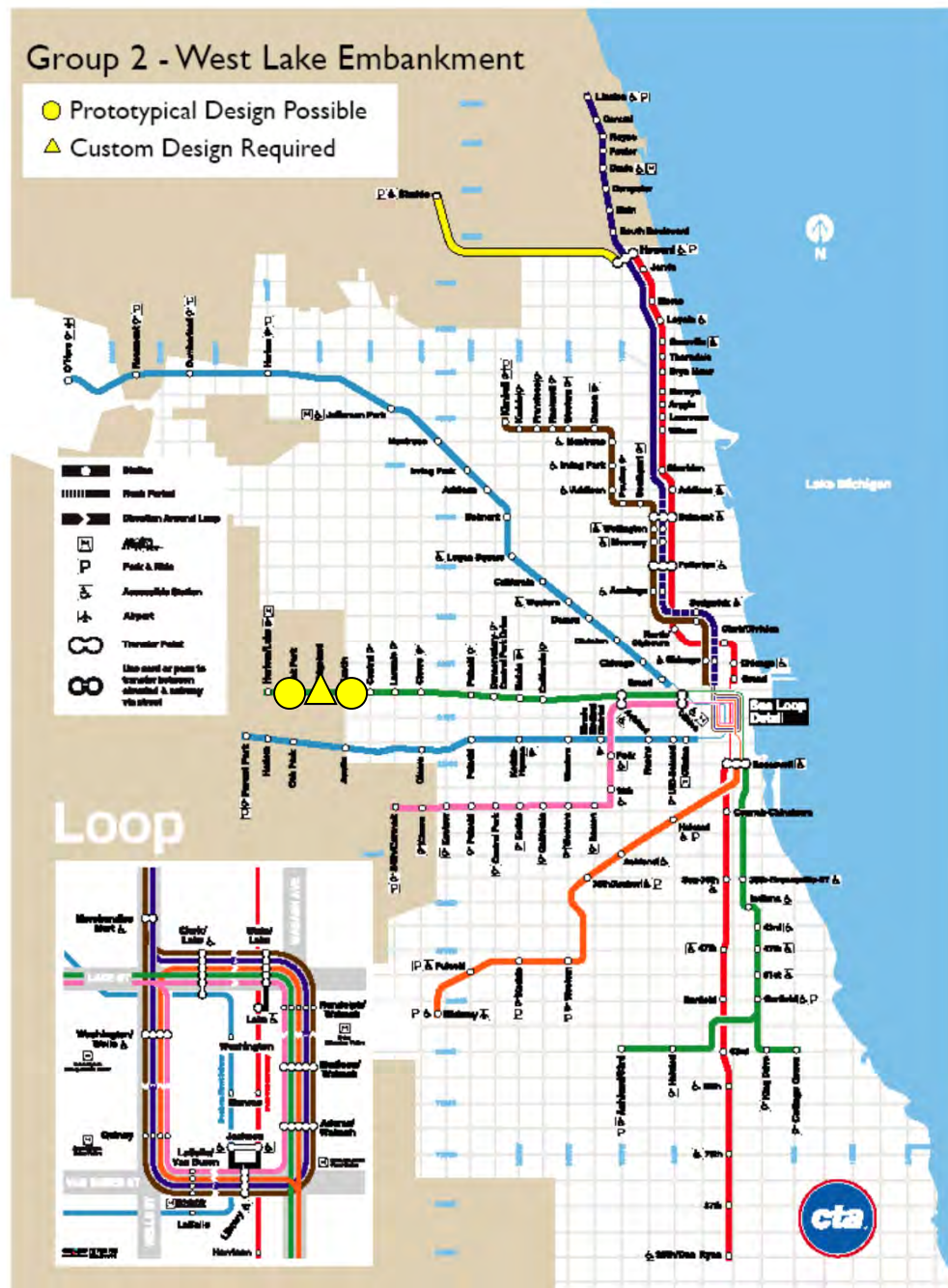


# West Green Line Embankment Stations

**● Prototypical Design**  
 (Green Line)  
 Oak Park  
 Austin

**▲ Custom Design Required**  
 (Green Line)  
 Ridgeland

**3 Stations Total**

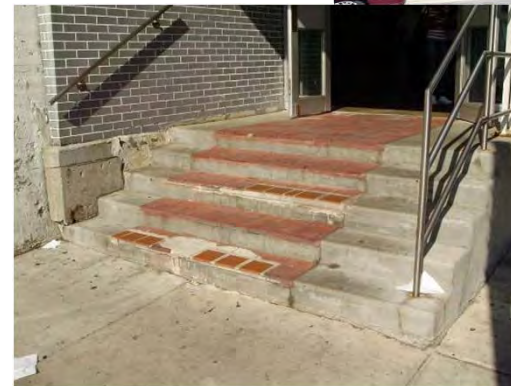




# West Green Line Embankment Stations

## Challenges/Issues

- Narrow platforms bounded by other rail line and streets
- May require a two elevator configuration due to embankment
- May require ramp or lift to access station house from street level
- Potential to use lifts at existing stairs?



# Subway Stations

- **Station house layout:**  
Station house located at mezzanine level accessed from street level above.
- **Platform configuration:**  
Located below mezzanine level - Island type.





# Subway Stations

## ▲ Custom Design Required

(Blue Line)

- Chicago
- Division
- Grand
- Belmont
- Clinton
- LaSalle

(Red Line)

- Harrison
- Clark/division
- North/Clybourn

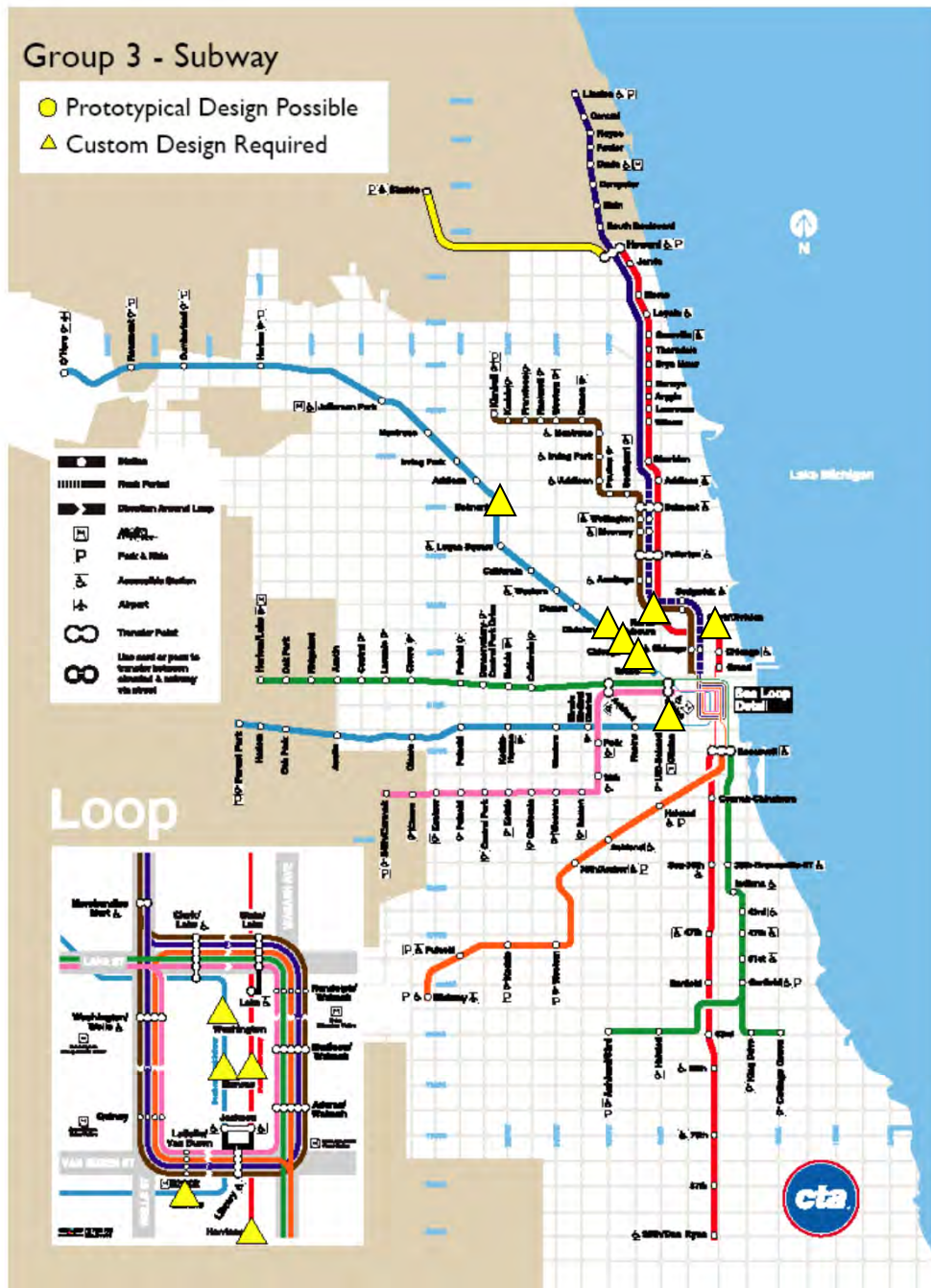
(Loop – Blue Line)

- Washington
- Monroe

(Loop – Red Line)

- Monroe

**12 Stations Total**



# Subway Stations

## Challenges/Issues

- Complex station house configuration
- Street configurations, site constraints, and other infrastructure
- Congested areas may require property acquisitions
- Ramps are not feasible due to space constraints
- Stair lifts possible?



# Elevated Loop Stations

- **Station house layout:**  
Station house located above street level at mezzanine or platform level.
- **Platform configuration:**  
Side loaded type above street level.



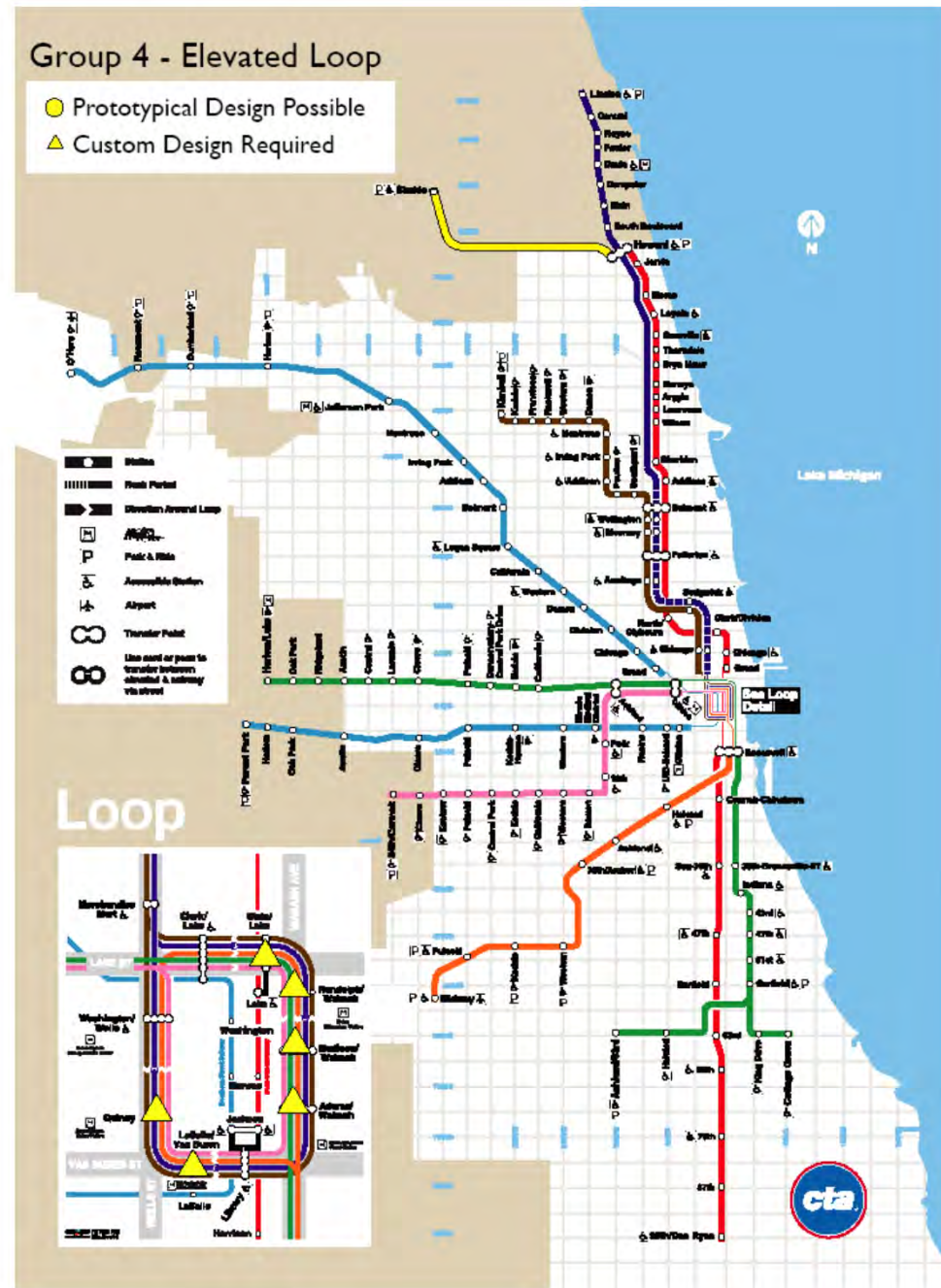


# Elevated Loop Stations

## ▲ Custom Design Required

- Quincy/Wells (Historic)
- LaSalle/Van Buren
- Adams/Wabash
- Madison/Wabash
- Randolph/Wabash
- State/Lake

**6 Stations Total**



# Elevated Loop Stations

## Challenges/Issues

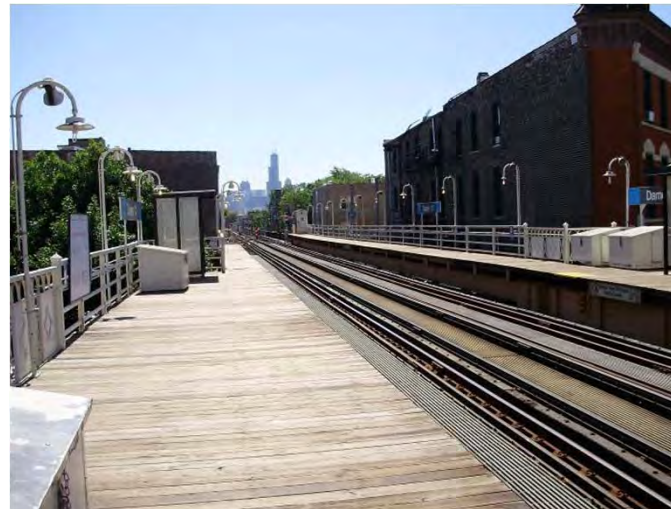
- Age and condition of existing structure
- Space and height restrictions, highly congested area with streets below and building constraints
- Potential use of a combination of elevators and ramps (similar to Clinton Green/Pink Line)





# Historic Stations

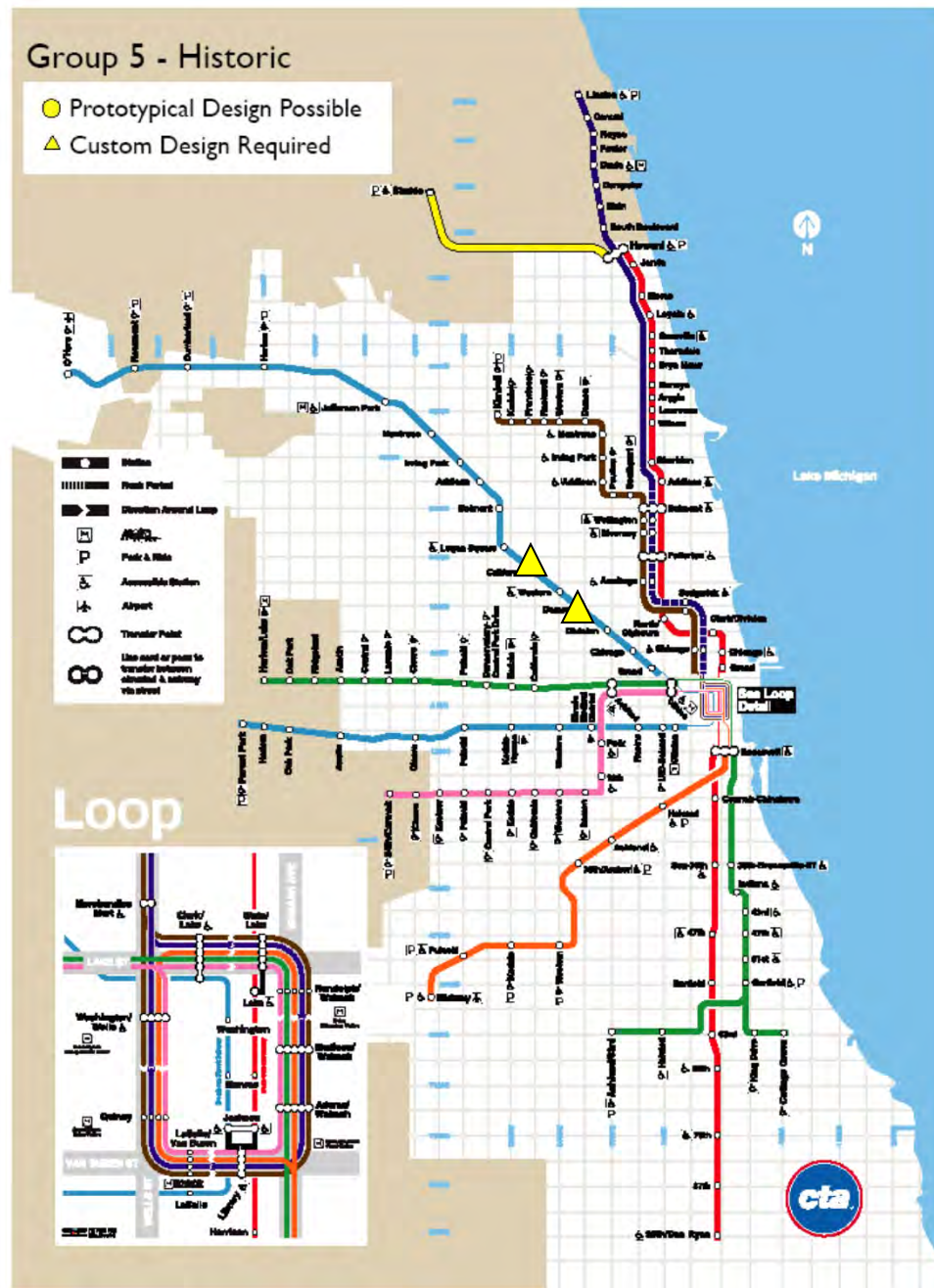
- **Station house layout:**  
Station house located at street level accessed from street level
- **Platform configuration:**  
Side-loaded type platform above street level



# Historic Stations

**Custom Design Required**  
 (Blue Line)  
 California  
 Damen

**2 Stations Total**





# Historic Stations

## Challenges/Issues

- Structural issues due to age of station buildings
- Located in congested areas (businesses on both sides) – may require land acquisition for elevator
- Historic preservation of existing building poses constraints on elevator configuration
- Side loaded type platforms will require two elevators
- Ramps not desirable due to site constraints



# North Red and Purple Lines Stations – Vision Study

Planning layouts completed  
(Custom Designs)

- **Station house layout**  
Station house located at street level accessed from street level
- **Platform Configuration**  
Side-loaded and Island type platform above street level (elevated and embankment sections)





# North Red Purple Stations

**▲ Custom Design Required**  
**Elevated Structure – Island Type Platform**

Sheridan, Wilson

**Elevated Structure (with embankment sections)**

Lawrence, Argyle, Berwyn,  
 Bryn Mawr, Thorndale  
 (Historical)  
 Morse, Jarvis

**Elevated on Embankment (Purple Line)**

Historical - South, Main,  
 Dempster, Central;  
 Foster, Noyes

**15 Stations Total**



# Summary of Station Groups

<b>Group</b>	<b>Prototypical Design</b>	<b>Custom Design</b>	<b>Total Stations</b>
Ramps	1 concept for 7 stations	6 stations	13 stations
West Green Line	1 concept for 2 stations	1 stations	3 stations
Subway	0	12 stations	12 stations
Elevated Loop	0	6 stations	6 stations
Historic	0	2 station	2 stations
NRPM*	0	15 stations	15 stations
Current Work	Grand (Red) Cermak (Red)	2 stations	2 stations
			<b>53 Stations</b>

\*NRPM – North Red Purple Modernization



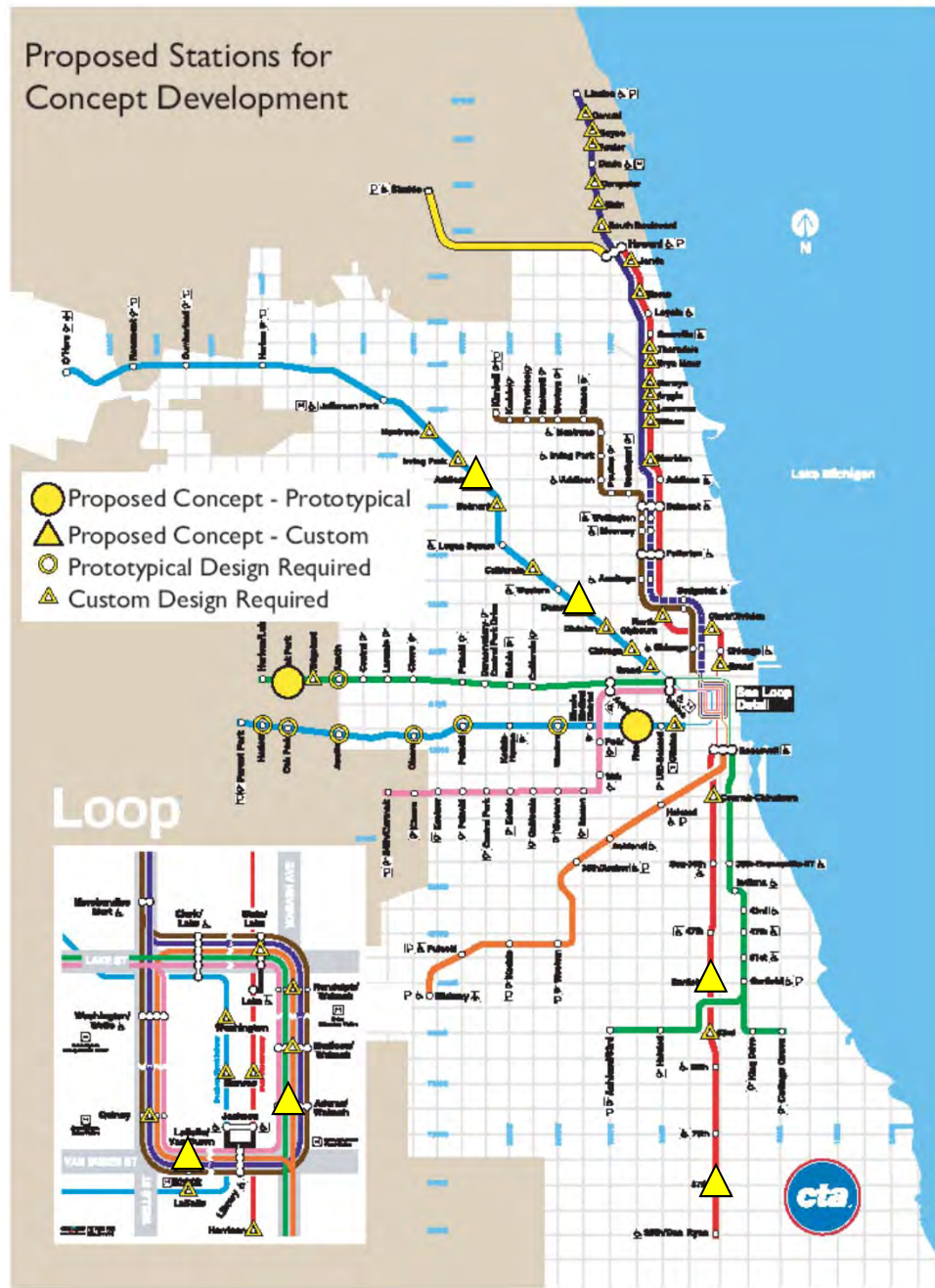


# Proposed Stations for Concepts

<b>Group</b>	<b>Prototypical Design</b>	<b>Custom Design</b>	<b>Total Stations</b>	<b>Concept development</b>
Ramps	1 concept for 7 stations	6 stations	13 stations	<b>Racine</b> , Addison (Blue) Garfield, 87 <sup>th</sup> (Red)
West Green	1 concept for 2 stations	1 station	3 stations	<b>Oak Park (Green)</b>
Subway	0	12 stations	12 stations	
Elevated Loop	0	6 stations	6 stations	Adams/Wabash LaSalle/Van Buren
Historic	0	2 stations	2 stations	Damen (Blue)
NRPM*	0	15 stations	15 stations	
Current Work	Grand (Red) Cermak (Red)	2 stations	2 stations	
			<b>53 Stations</b>	<b>Develop 8 concepts to study</b>



# Proposed Stations for Concept Development



# Accessibility - Design Elements to Evaluate

- Accessible Route (station to platform, one accessible path, vertical access)
- Entrance to station (at least one entrance)
- Doors (develop general dimensions required)
- Ramps (general dimensions required)
- Elevators configuration (number and basic dimensions)
- Fare Collection (basic modifications required)
- Platforms (tactile strips, impacts to length/width, basic dimensions)
- Consideration of stair lifts?



# Station Survey – Data Gathering

- Parallel effort with Concept Development
- Develop list of critical accessible design elements to survey
- Survey all 144 CTA rail stations
- Coordinated Effort – CTA, MOPD, City of Chicago, Other task force members
- Schedule break out session – Detail list of station survey elements



# Station Survey Elements

- Current Items Tracked

- ADA Key Station
- Fully Accessible
- Tactile Edge
- AV Sign System
- Platform Gap Filler (All stations should have)
- Text Telephone (Suggest remove)
- Elevators (Years, No.)
- Ramps (Years, No.)

- Suggested Additions

- Accessible Pathway to Station Entrance (Yes/No and Notes)
- PA System (Yes/No and Age/Type)
- Visual Signage (Yes/No and Type)
- Platform Widths
- Power Doors
- Others



# Next Steps

- Concept research on selected stations
- Discuss critical factors to consider in prioritization
- Identify design challenges/resolutions in the process
- Develop Implementation strategies
- Develop funding strategies
- Review of station access prototypes (Nov 2010 thru Feb 2011)







**IATF REPORT, FALL 2012**

**Attachment 4**

4. Presentation, November 2, 2010 Meeting

# Infrastructure Accessibility Task Force (IATF)

**November 2, 2010**



# Today's Agenda

- **Follow Up**
- **Evaluation Criteria and Methodology**
- **Concept Plan (Expressway Median – Forest Park Branch)**
- **Elevator Overview**
- **Next Steps**



# Follow Up

- **Scrolling Marquee – Dec Meeting**
- **Station Survey – Monday 11/8/2010**
- **Other Feedback from the group**



# Evaluation Criteria and Methodology



# Evaluation Methodology

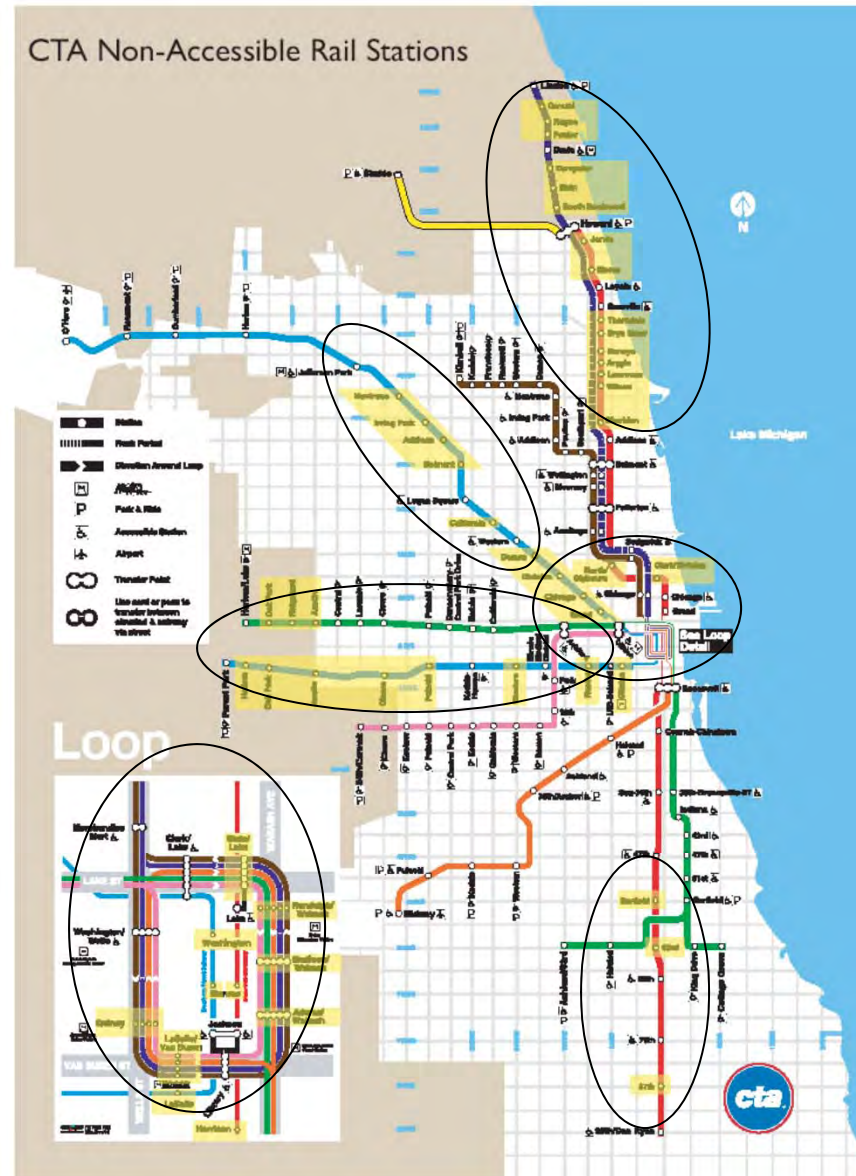
- Group into geographic areas
- Identified list of criteria
- Assign weight percentages to each criteria
- Score stations within each group by each criteria (1 low to 5 high)
- Calculate weighted score
- Determine top stations for each geographic area





# 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)



## Criteria Evaluation – (Weighted Percentages)

- **(20%) Ridership** – total CTA ridership, PWD ridership, population
- **(20%) Senior** – senior housing, senior centers, hospitals, health centers
- **(20%) Paratransit** – active paratransit home addresses
- **(15%) Connections**, within ½ mile – buses, metra, proximity to next ADA station
- **(15%) Employment** – job centers
- **(5%) Points of Interest** – schools, theatres, public facilities
- **(5%) Pedestrian Traffic** – heavily traveled pedestrian streets



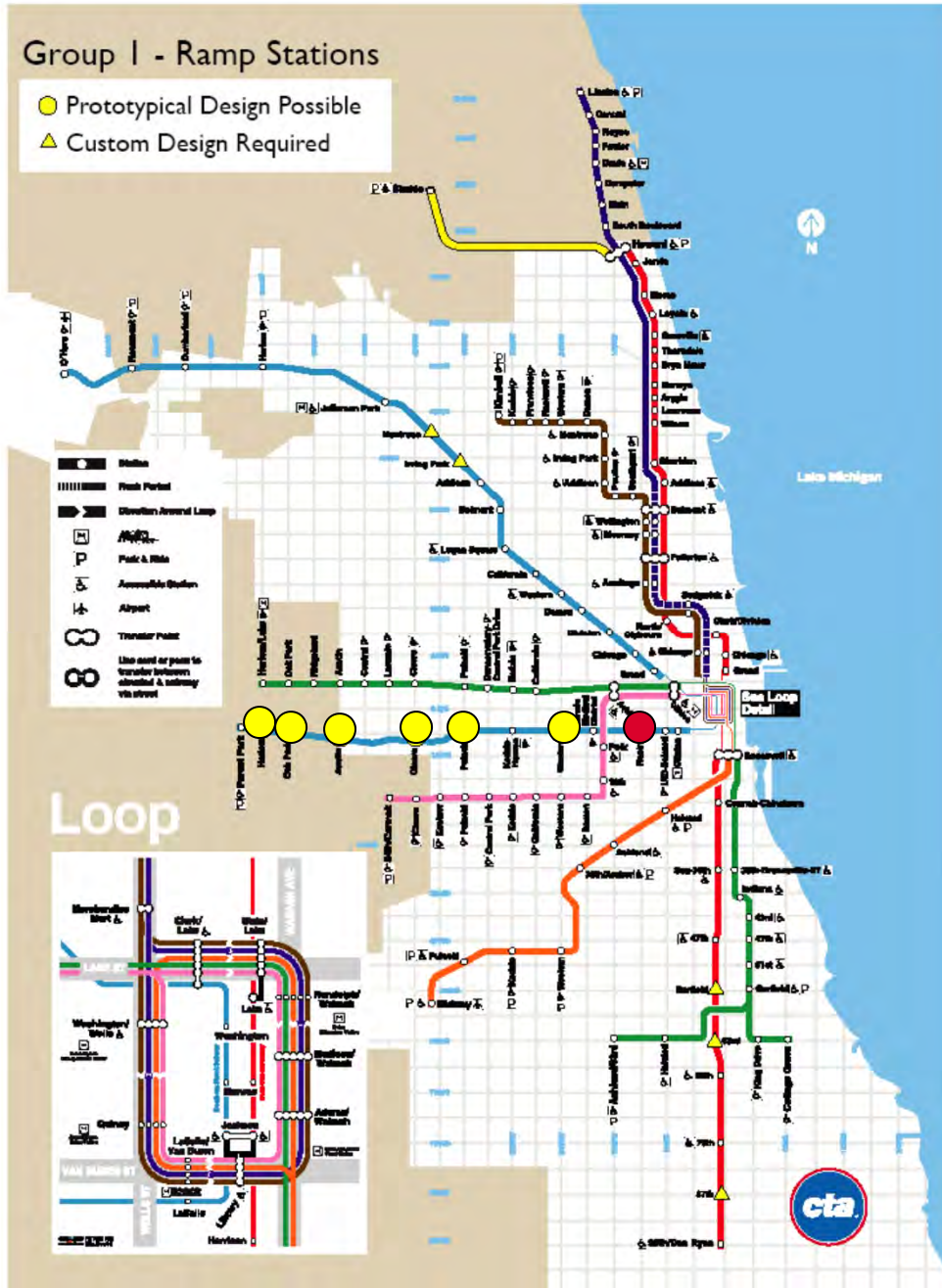
# Concept Plan (Expressway Median)



# Expressway Median Stations

## Concept Design

- (Blue Line)
- Racine
- Western
- Pulaski
- Cicero
- Austin
- Oak Park
- Harlem



# Elevator vs Ramps

Scheme A - Elevator		Scheme B - Ramps	
Remove non-compliant ramp Install elevator—from street to platform		Remove non-compliant ramp Install enclosed ADA compliant ramp-from street to platform	
Install new stairs-stationhouse modification required		Revision to end of existing platform--+- 15 feet to accommodate new ramp	
Existing fare array to be revised		Existing fare array to be revised	
Relocate exist electrical room for new elevator-accommodate new stairs			
Install new walkway from elevator at platform level to train berthing area			
Pros	Cons	Pros	Cons
Direct access	Higher cost (\$XM)	Least cost (\$YM)	Existing Platform requires modification
Existing Platform unchanged	High Maintenance and staff required	Low maintenance/no staff required	Long distance from station to platform
Track realignment not required	Stationhouse modifications required	Stationhouse - No modification required	Ramp not preferred by people with disabilities
	Long distance to train berthing area	Track realignment not required	

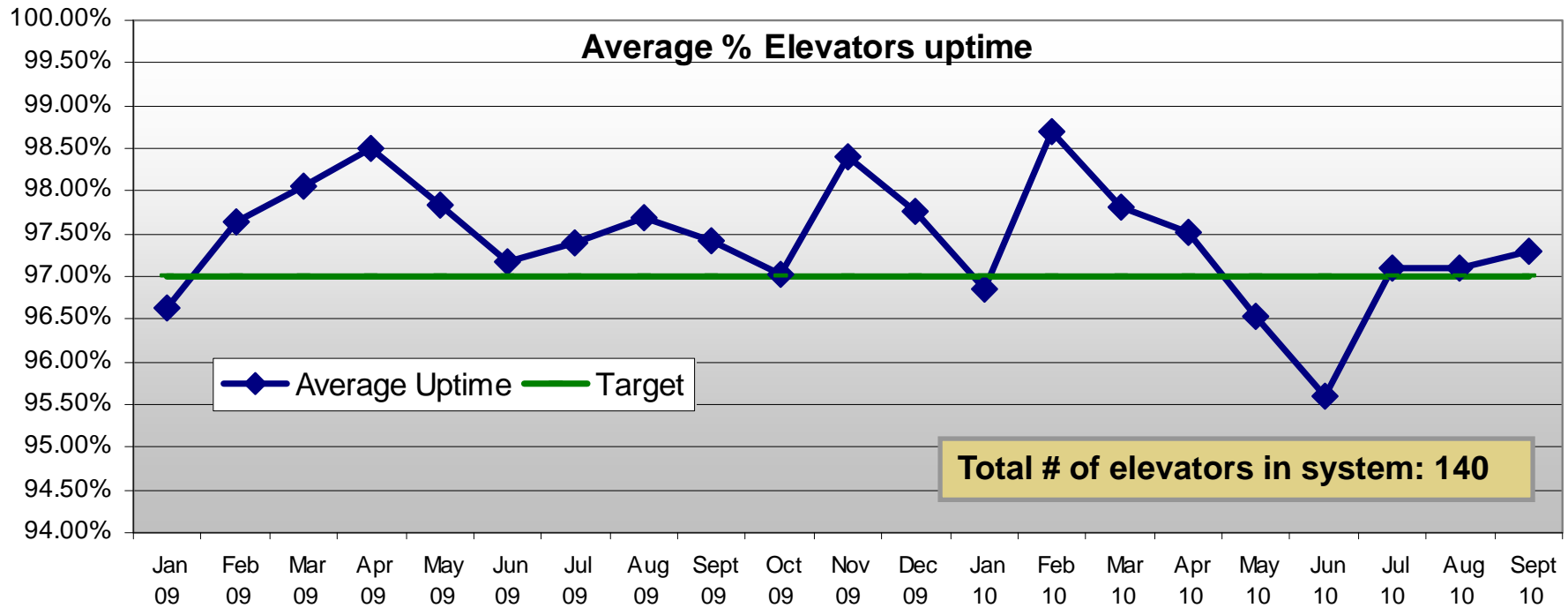


# Elevator Overview

- **140 Public Use Elevators (average age is 12.3 yrs)**
- **76% (106 Units) Hydraulics vs 24% (34 Units) Traction**
- **Past 2 years – CTA had added 18 additional elevators (Brown Line and Howard Station)**
- **Currently serviced and maintained**



# Elevators uptime - 2009 & 2010



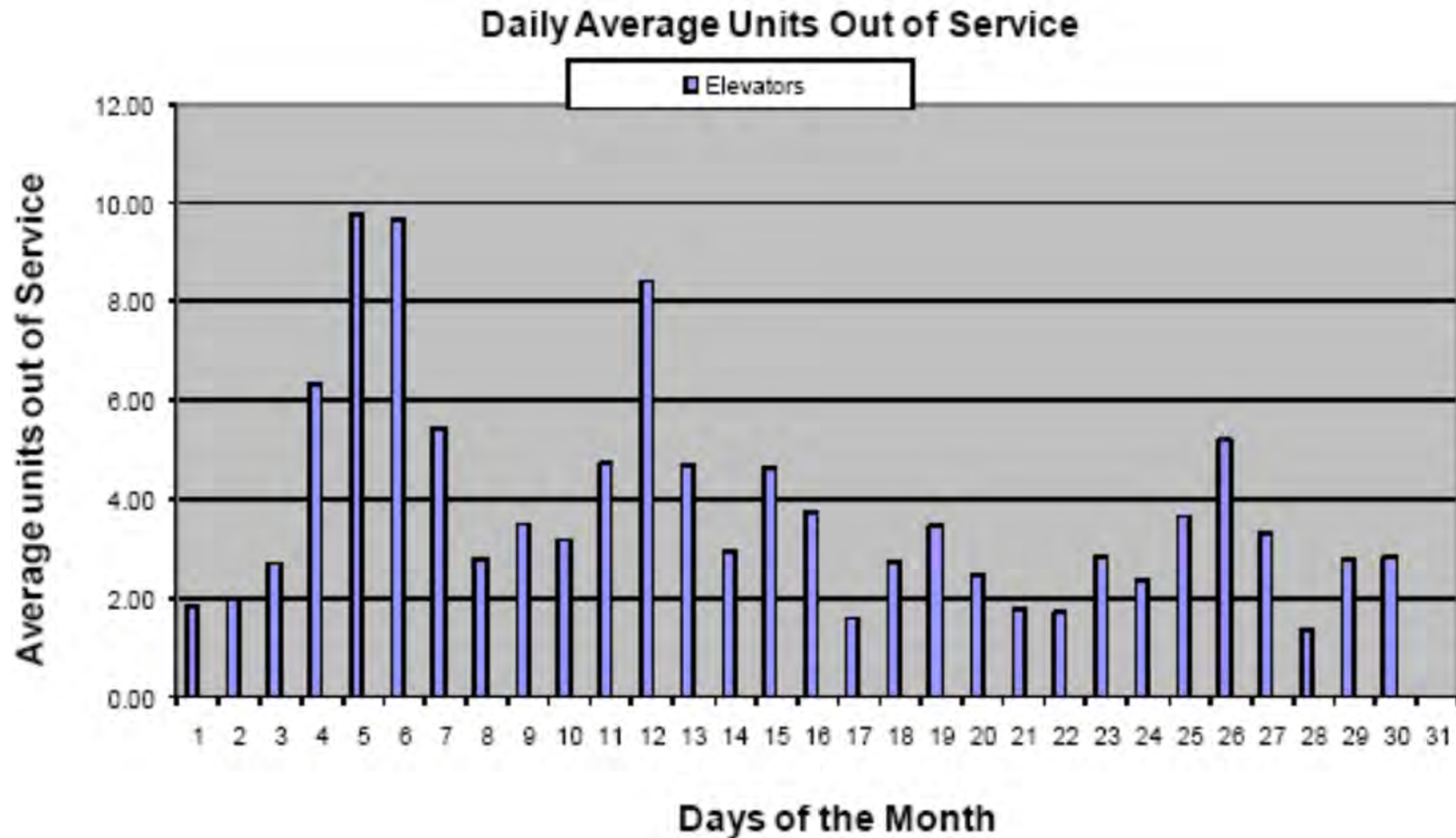
	Jul 09	Aug 09	Sept 09	Oct 09	Nov 09	Dec 09	Jan 10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sept-10
Hrs Avail	97273	97403	93991	97124	94946	97463	100879	92857	101879	98290	100556	96365	101139	101139	98068
Hrs Down	2423	2293	2489	2572	1534	2233	3281	1223	2281	2510	3604	4435	3021	3021	2732





# Average Units Out of Service

September 2010 – Average 3.68



# Elevator Issues

- Subject to extreme weather conditions
- User errors
- Vandalism
- Age of elevator
- Door Problems
- Hydraulic elevators problematic
- Budgetary Constraints – reduced manpower, limited overtime and eliminated routine weekend maintenance coverage (Fri 3:30pm to Mon 5:00am)



# Elevator Process

- Elevator down time
  - Control Center
  - Work Orders
  - Inspectors/Vendors
- Elevator Customer Status Notification
  - Current Process – Update whiteboards at unpaid area hourly
  - Improve accurate notification of down elevators and provide detour routes
  - To be explored with scrolling marquees/signage in Dec meeting



# Elevator Standards

## Future Considerations

- 3500 lb capacity
- Hydraulic vs Traction (preferred) – Cost, reliability, ease of maintenance
- Machine room vs machine room less (proprietary issue)
- Prefers machine room above the elevator (zoning requirements)
- Front door vs front and rear doors
- Enclosed/protected from weather
- Elevator controller located outside the pit areas
- Others?



# Preliminary Schedule and Deliverable

- Review station schemes preliminary schedule
  - November 2010 – Racine (Elevator and Ramps)
  - December 2010 – 63<sup>rd</sup>/Dan Ryan and Irving Park/O’Hare or Addison/O’Hare
  - January 2011 – Adams/Wabash (Loop Rehab) or LaSalle/VanBuren (Loop Rehab), CDOT update on State/Lake or Washington/Wabash Reconstruction
  - February 2011 – Wilson (Rehab & Reconstruction)
  - March 2011 – Monroe/State (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



# Accessibility - Design Elements to Evaluate

- Accessible Route (station to platform, one accessible path, vertical access)
- Entrance to station (at least one entrance)
- Doors (develop general dimensions required)
- Ramps (general dimensions required)
- Elevators configuration (number and basic dimensions)
- Fare Collection (basic modifications required)
- Platforms (tactile strips, impacts to length/width, basic dimensions)



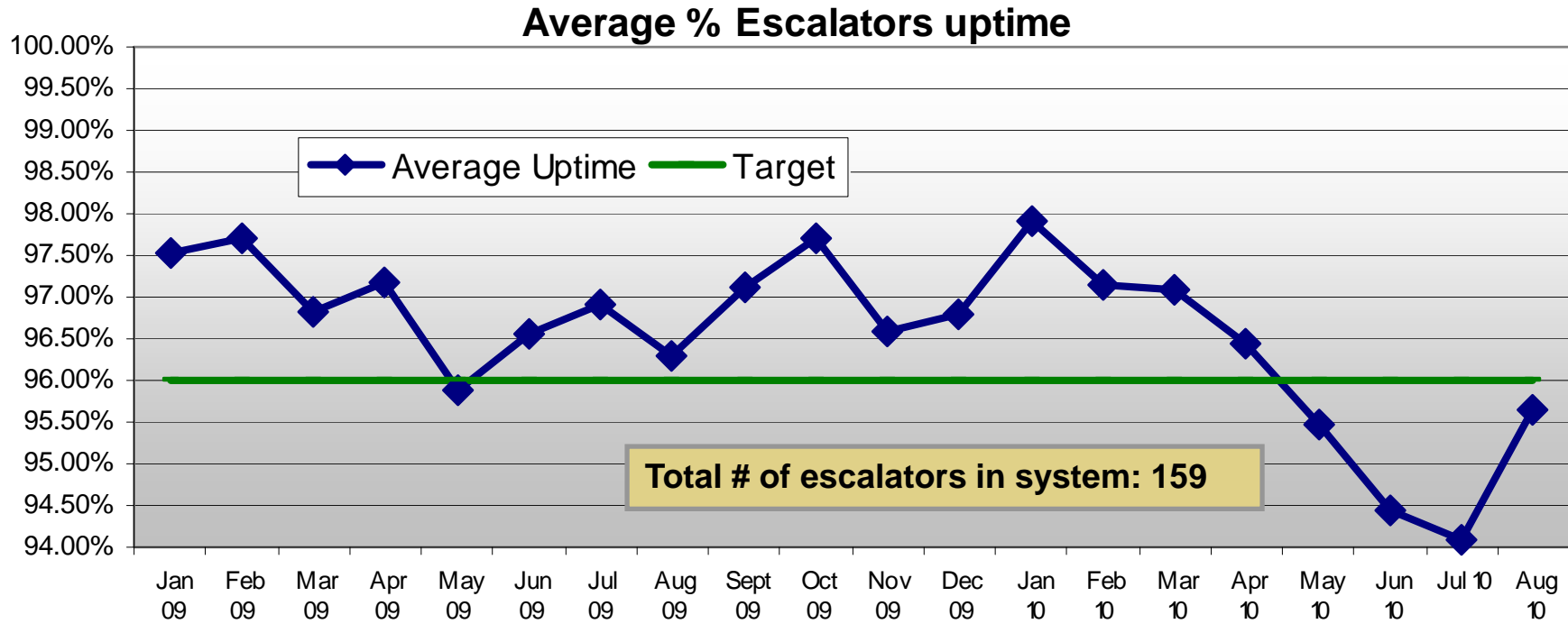


# Elevator Mitigation

- CTA currently meets and exceeds Code requirements for elevator safety and maintenance provisions
- CTA QEI inspectors perform oversight of outsourced Contractor (monthly inspections by Contractor)
- CTA personnel performs own inspection twice a year?
- Priority in funding current maintenance program
- Increase resources if funding is available
- Minimize down time by training CAs to respond without waiting for a work order to be issued
- Improve design standards for future elevator installations



# Escalators uptime - August 2010

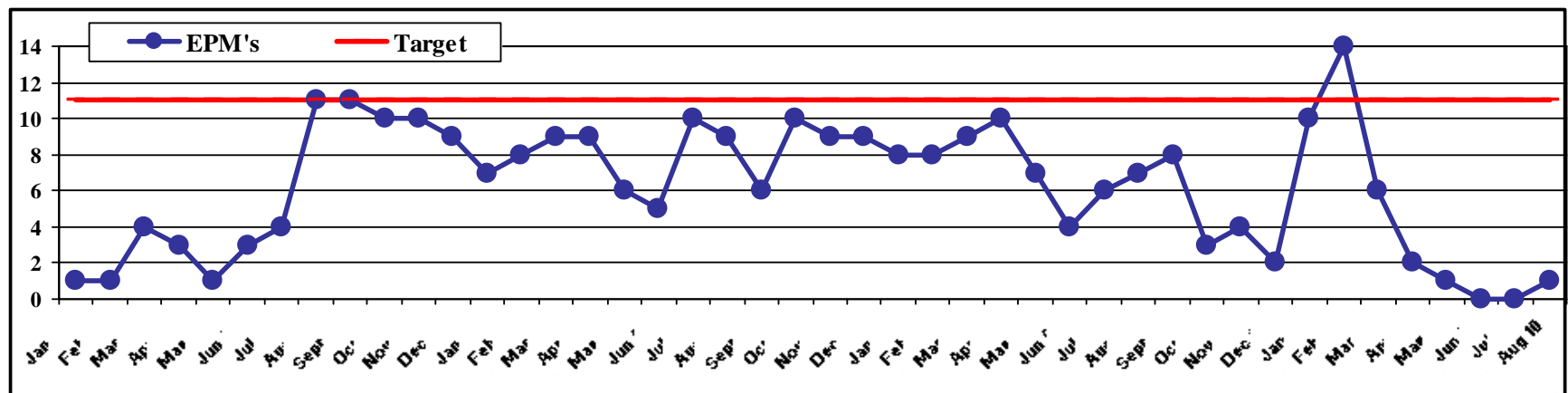
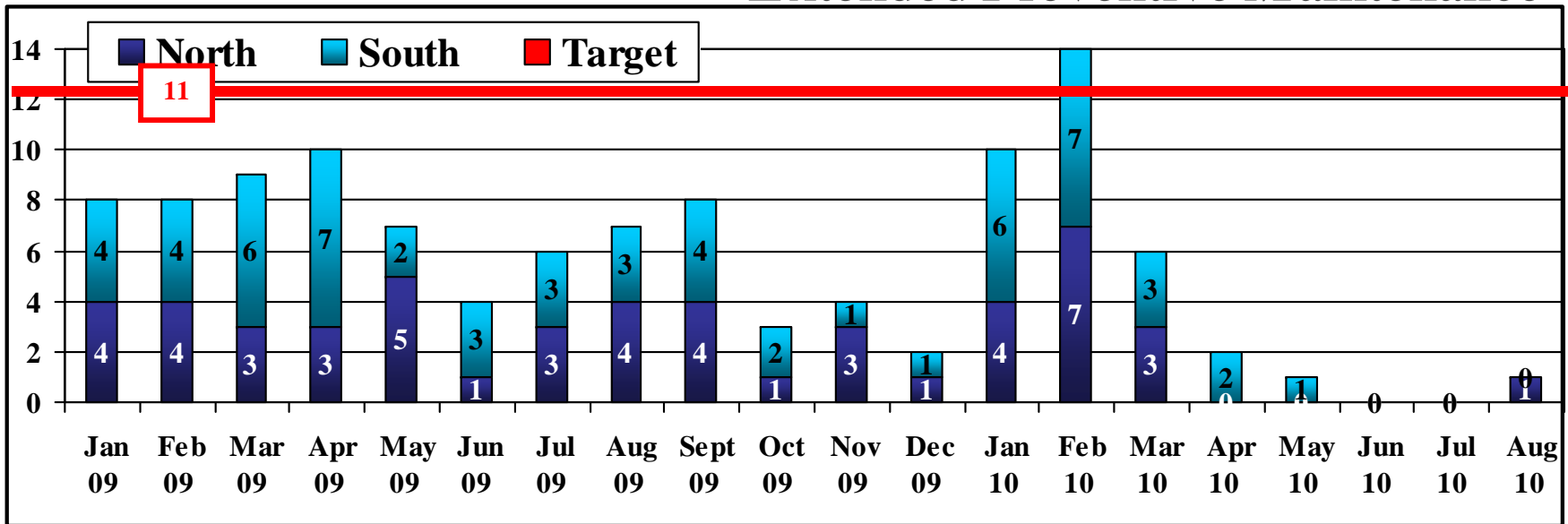


	Jul 09	Aug 09	Sept 09	Oct 09	Nov 09	Dec 09	Jan 10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10
Hrs Avail	111906	111042	108375	112679	107794	111607	115824	103792	114865	110416	112937	108069	111317	113209
Hrs Down	3414	4278	3225	2641	3806	3713	2472	3056	3431	4064	5359	6411	6979	5087



# Escalators EPM's - August 2010

## Extended Preventive Maintenance



2009 EPM's = 76, 36 in the North and 40 in the South





**IATF REPORT, FALL 2012**

**Attachment 5**

5. Presentation, December 7, 2010 Meeting

# Infrastructure Accessibility Task Force (IATF)

**December 7, 2010**



# Today's Agenda

- **Evaluation Criteria and Methodology - 45 min**
- **Concept Plans – 30 min**  
**(Racine/Forest Park, 63rd/Dan Ryan, and Addison/O'Hare)**
- **Irving Park Challenges – 15 min**
- **Electronic Communication – 20 min**
- **Next Steps – 5 min**





# Evaluation Criteria and Methodology



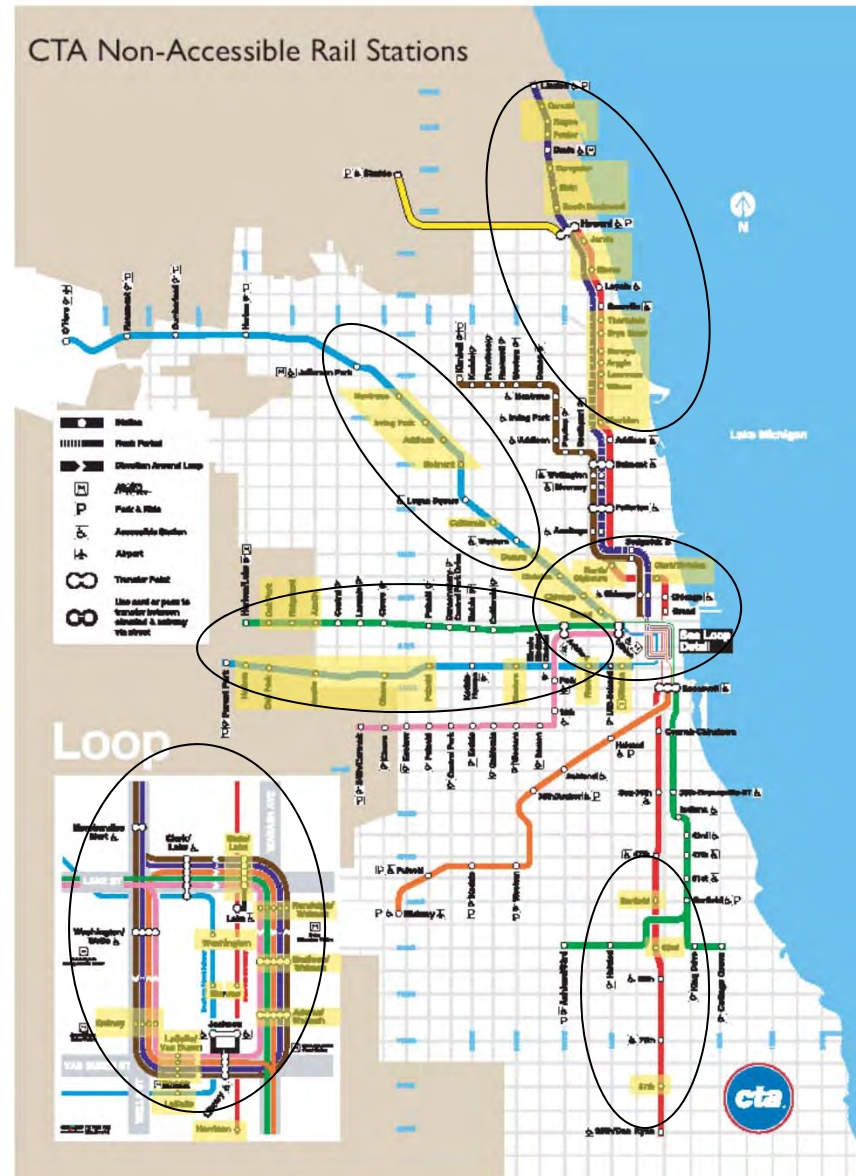
# Evaluation Methodology

- 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 systemwide



# 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)



## 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)
- **Gaps** – “Absolute” and “Along the Line” distances to closest accessible station
- **Population** – 2010 & 2040 forecast population
- **Employment** – 2010 & 2040 forecast no. of jobs
- **Education** – Count of high schools and colleges
- **Connections** – Count of CTA and Pace routes
- **Paratransit** – Registered paratransit home addresses
- **Seniors** – Hospitals, senior facilities, and senior ridership
- **POI – Points of Interest** – theatres, public facilities
- ~~**Pedestrian Areas** – Heavily traveled pedestrian streets~~

Cost, feasibility, design complexity and funding sources for station rehabilitation will be considered in the future.

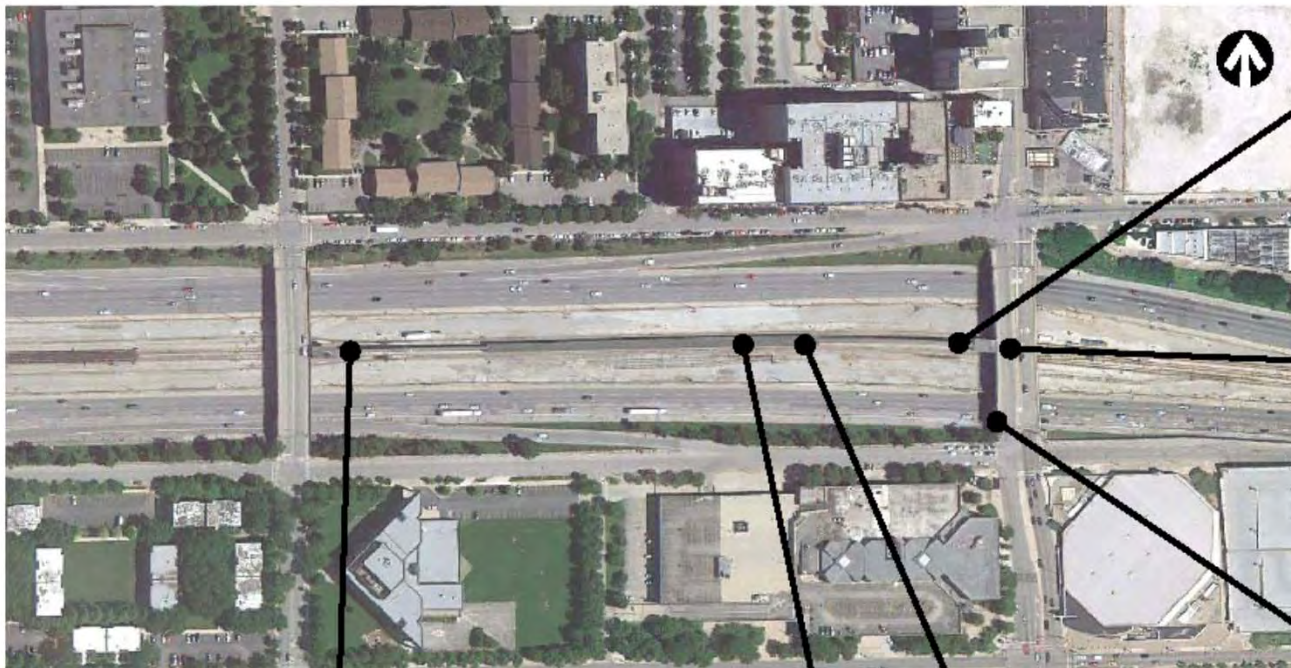


# Concept Plans (Racine/Forest Park, 63rd/Dan Ryan, and Addison/O'Hare)





# Racine – Existing Condition



Existing Station Area Plan  
Scale: 1" = 100'



Existing Station House at Racine



Existing Station House at Racine



Existing Station House at Loomis



Existing Platform Looking West



Existing Ramp to Racine

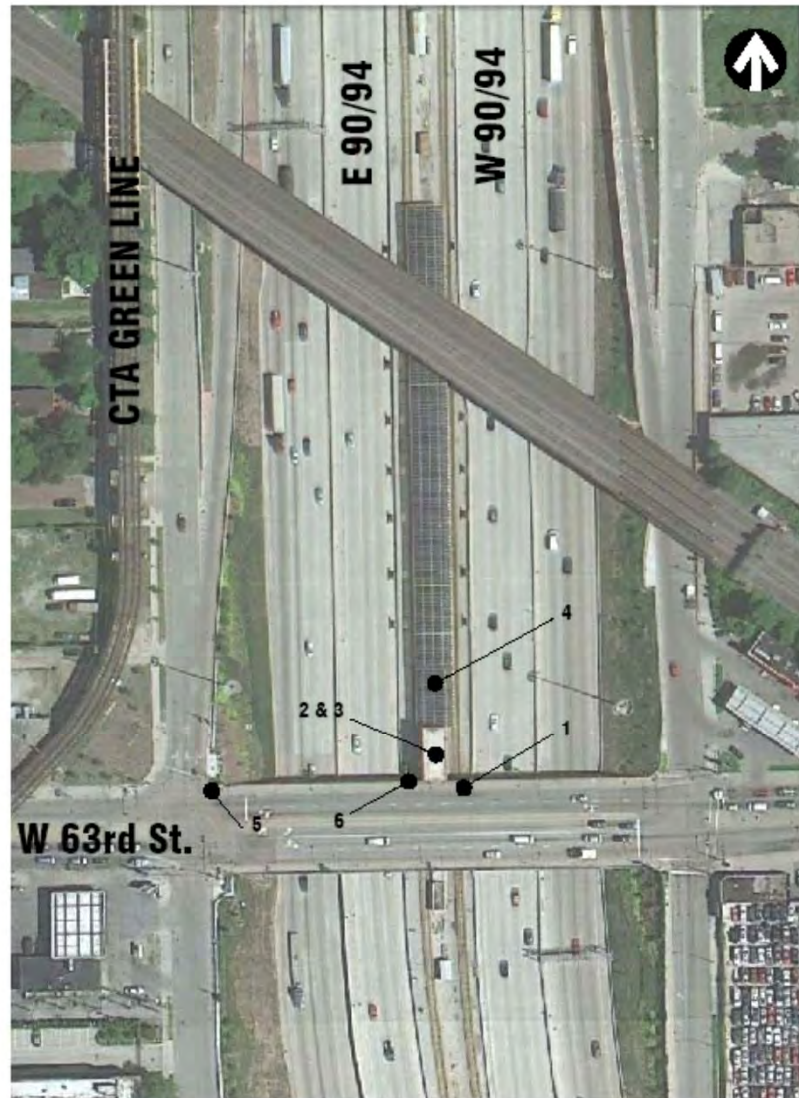
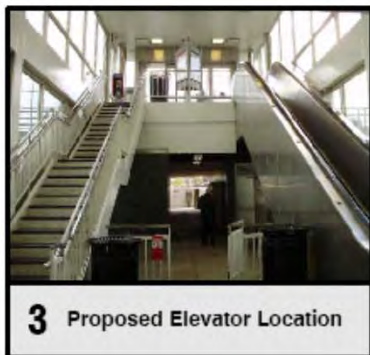


Existing Ramps and Platform





# 63<sup>rd</sup> Street – Existing Condition





# Addison – Existing Conditions



1 Existing Station House Entry



2 Existing Station House Fare Array



3 Existing Vertical Access



4 Existing Platform



5 Existing Station House



6 Existing Non-Compliant Sidewalk Ramp



# Irving Park Station Overview





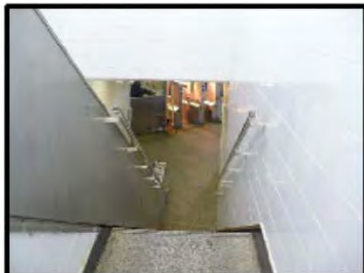
# Irving Park Entrance/Exit



**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 exist 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 exist station house.



# Preliminary Schedule and Deliverable - Updated

- Review station schemes preliminary schedule
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  - December 2010 – 63<sup>rd</sup>/Dan Ryan, Addison/O’Hare, and Irving Park/O’Hare Challenge Discussion
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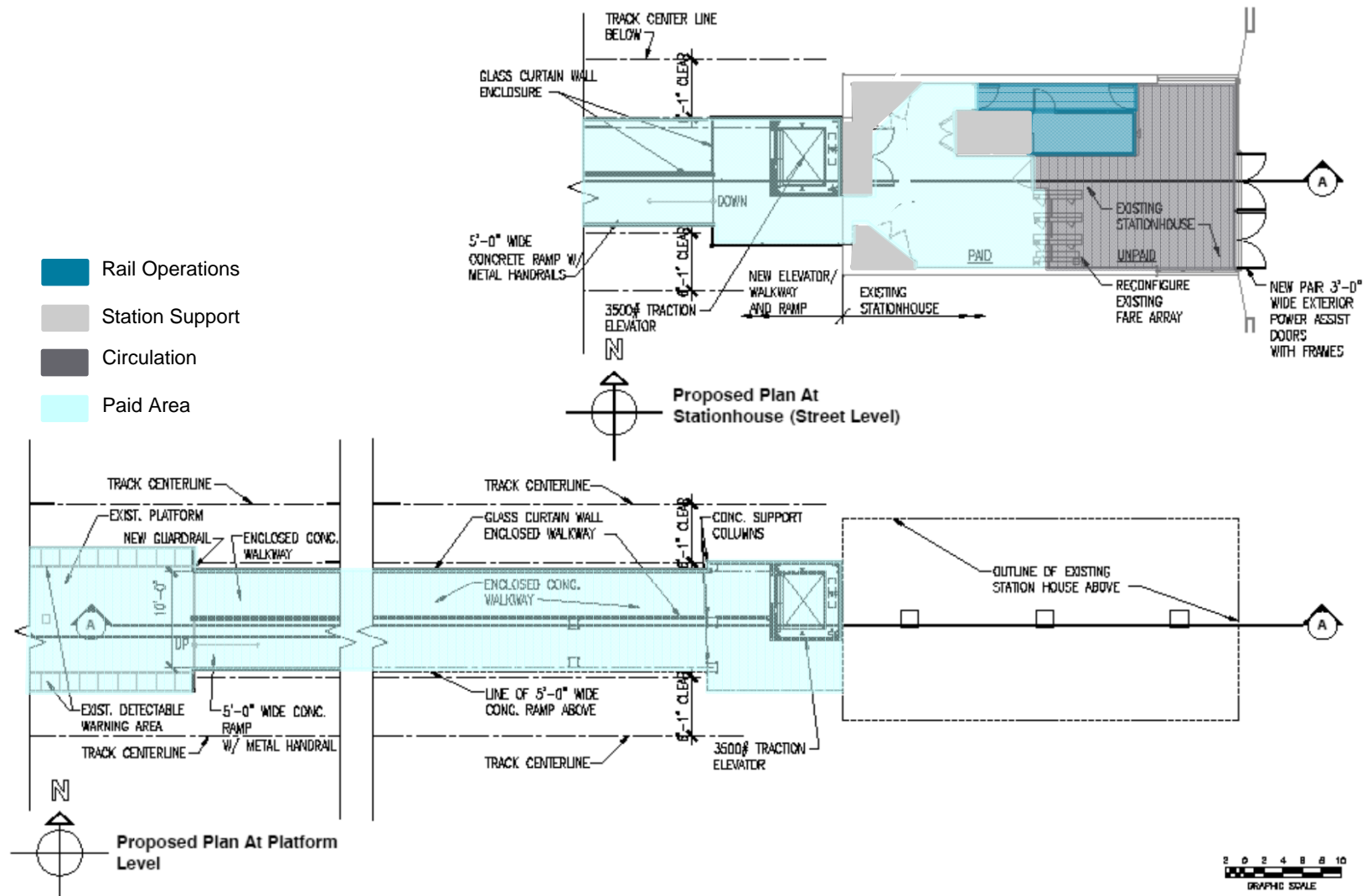




# Appendix

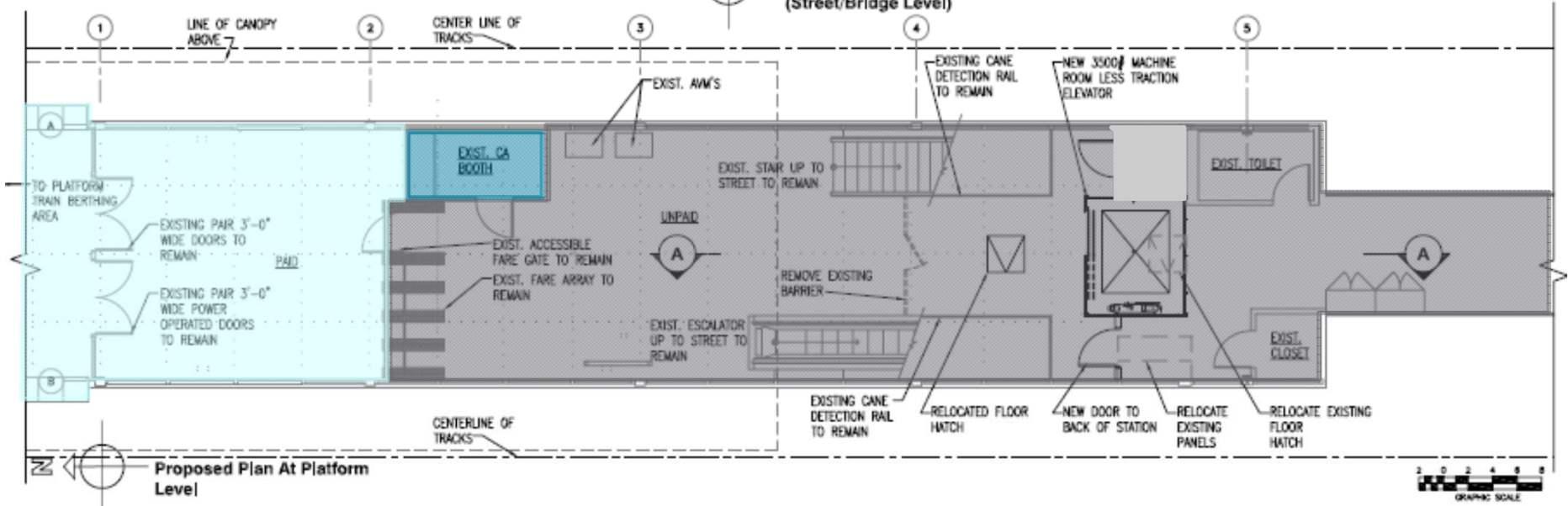
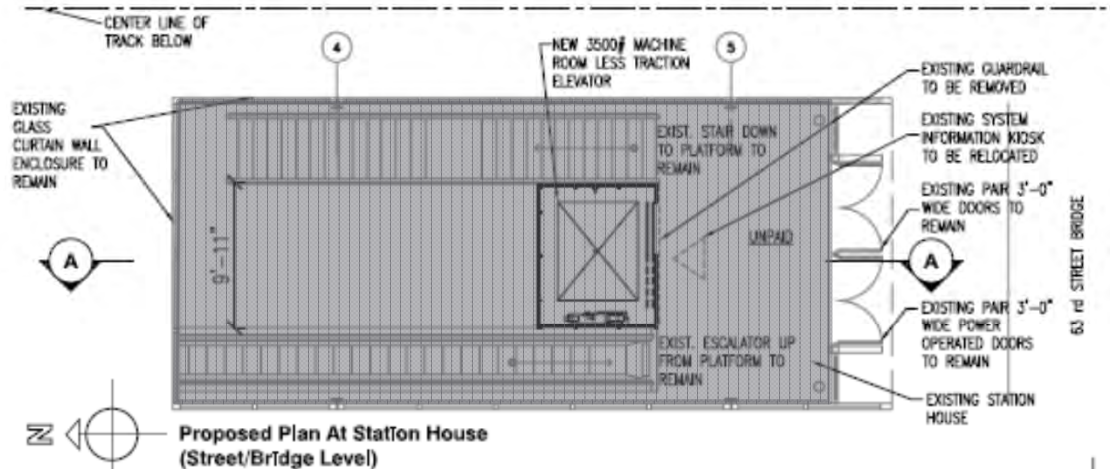


# Racine – Elevator and Ramp



# 63<sup>rd</sup> Street – Elevator

- Rail Operations
- Station Support
- Circulation
- Paid Area



# Addison - Elevator - Plan

