



**IATF REPORT, FALL 2012**

**Attachment 8**

8. Presentation, March 1, 2011 Meeting

# Infrastructure Accessibility Task Force (IATF)

**March 1, 2011**



# March Agenda

- **Red Purple Modernization (RPM) Project Overview – 5 min**
- **Overview NEPA\* Review Process – 10 min**
- **Overview of RPM Alternatives – 40 min**
- **RPM Station Videos – 10 min**
- **Wilson Station Concepts – 30 min**
- **Draft White Paper –Highlights and Outline – 20 min**
- **Next Steps – 5 min**

\*National Environmental Protection Act



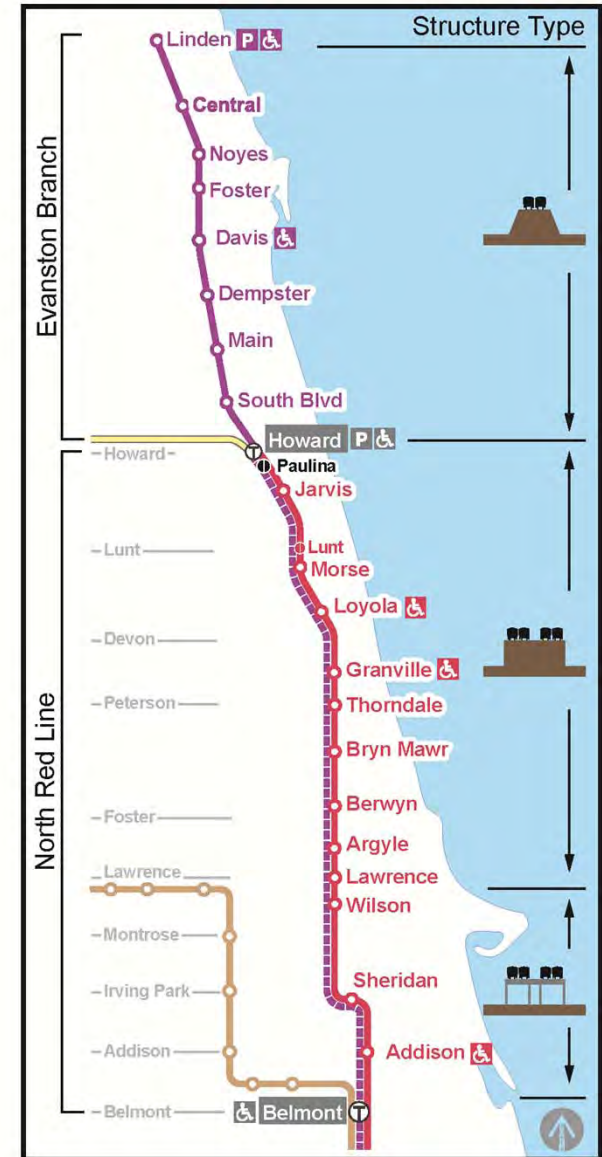
# Red Purple Modernization Project Overview



# RPM Project

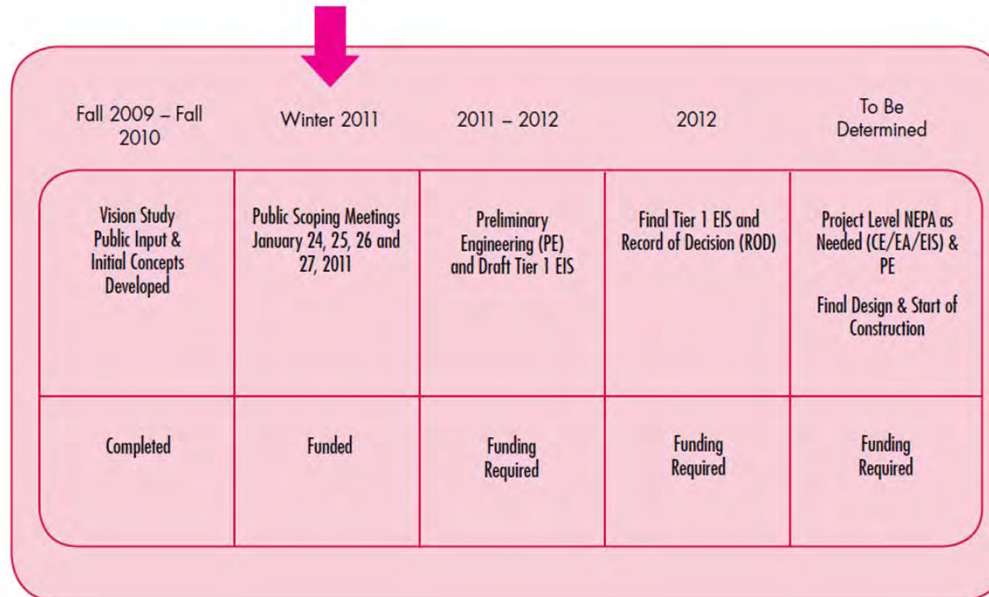
The North Red and Purple Lines have **critical needs today:**

- Structure is almost 100 years old
- ADA accessibility is only available at 6 of 21 stations
- Viaducts have temporary shoring
- Slow zones are difficult to remove



# Project Overview and Timeline

The Chicago Transit Authority (CTA) is proposing to make improvements, subject to the availability of funding, to the North Red and Purple Lines. The improvements are proposed to bring the existing transit stations, track systems and structures into a state of good repair from the track structure immediately north of Belmont station to the Linden terminal (9.5 miles).



Targeted project timeline is subject to change and is dependent on funding availability and federal approvals.

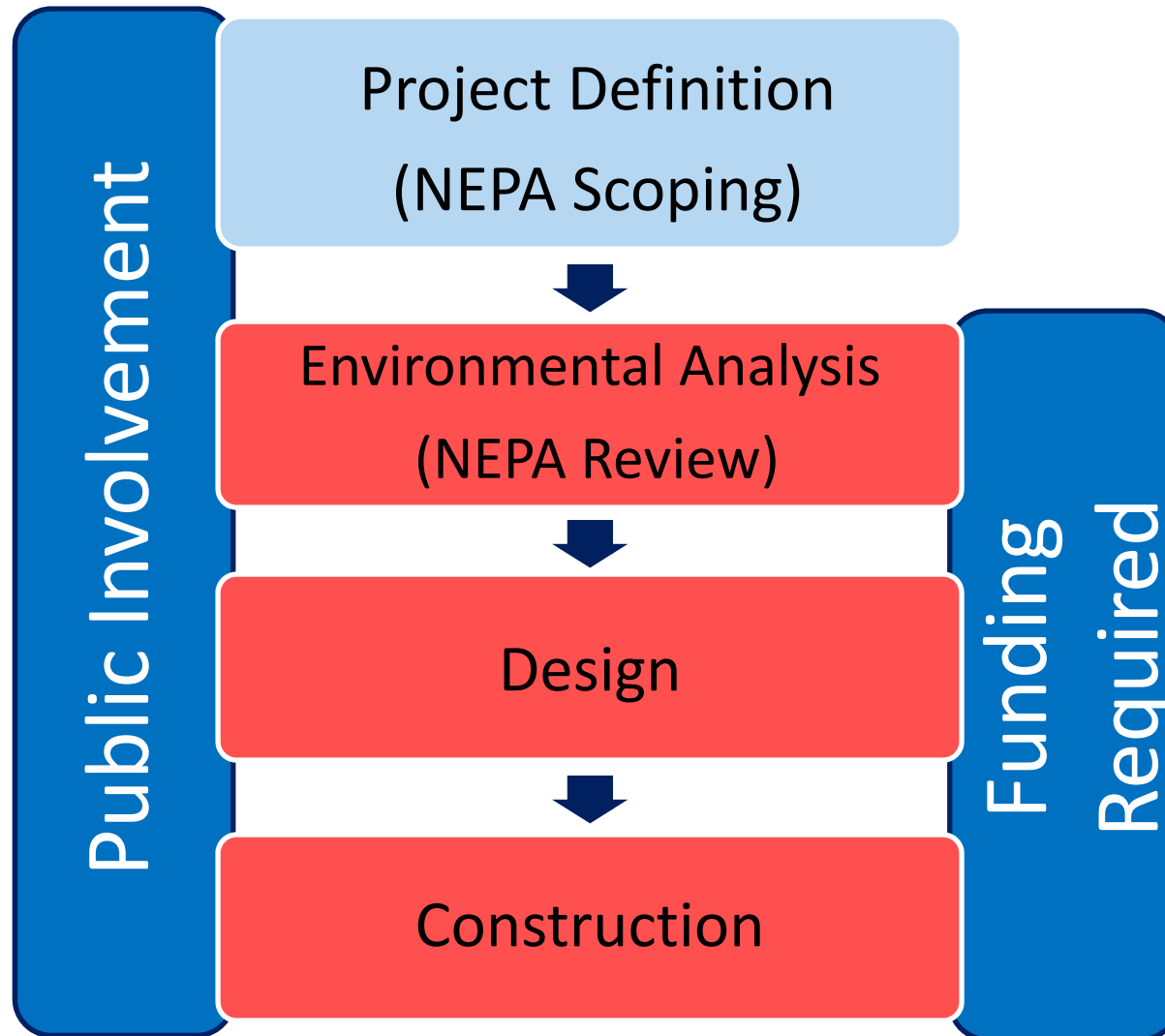
# Overview of National Environmental Protection Act (NEPA) Process

# Planning Process

- **Internal CTA Planning Effort – Vision Study (2009-2010)**
  - Identified range of options that address project's purpose and need.
  - Conducted public outreach to shape alternatives proposed for further study.
- **Federal Environmental Review Process**
  - Will prepare CTA for future federal funding opportunities
  - Provides opportunity for public and agency comments



# RPM Environmental Process



# RPM Environmental Process

- **Tier 1 Environmental Impact Statement (EIS)**
  - A plan level analysis of all potential corridor wide improvements
  - Consider cumulative effects within project corridor, prioritize project components, and plan for efficient construction phasing
  - Advance specific elements of the project before funding is available for the entire project
  - May lead to subsequent, more project specific level analysis
- **EIS will describe:**
  - Alternatives
  - Existing environmental setting
  - Potential impacts from construction and operation of each alternative
  - Propose mitigation measures to reduce or eliminate potential impacts

# Project Purpose

- **Bring existing crucial stations, track systems and structures into a state of good repair**
- **Reduce travel times**
- **Improve access to job markets and other destinations**
- **Respond to shifts in travel demand**
- **Better use existing transit infrastructure**
- **Provide access to persons with disabilities**
- **Support the area's economic development initiatives and current transit supportive development patterns**

# Project Need

- **Infrastructure is significantly past its useful life; many parts are over 100 years old**
- **Continued degradation could increase cost of maintenance and compromise service in the future**
- **Community relies on these facilities for all trip types**
- **Improvements are needed to make stations ADA accessible**
- **Transit trip times are delayed and unreliable due to antiquated infrastructure**
- **Volume of passengers cannot be accommodated on the currently congested road network or through bus transportation alternatives**
- **Project area population is growing and is highly transit-reliant and diverse**

# RPM Alternatives:

- No Action
- Basic Rehabilitation
- Basic Rehabilitation with Transfer Stations
- Modernization 4-Track
- Modernization 3-Track
- Modernization 2-Track Underground

# Alternatives: Comparison of accessibility improvements

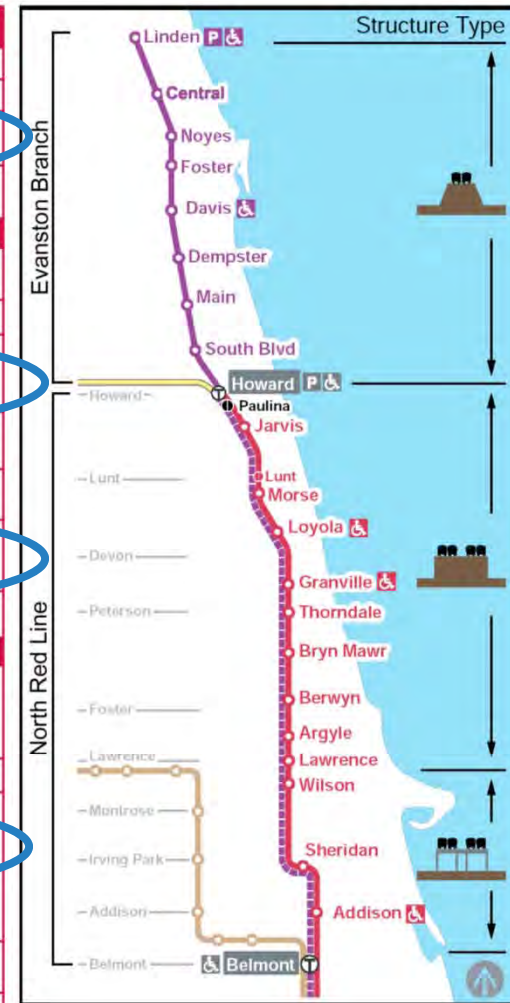
Typical Station:	No Action	Rehabilitation	Modernization
<b>Circulation:</b> Routes, bus stops, stairs, elevators, escalators	<b>No improvement</b>	<b>Accessibility at stations (only)</b> e.g. Granville	<b>Compliant + all new stations</b> e.g. Belmont
<b>Clearances:</b> Entrances, common spaces, platforms, bus stops	<b>No improvement</b>	<b>Compliant</b> with minimum requirements	<b>Compliant</b> and all new
<b>Amenities:</b> Weather protection at bus stops, platforms + station waiting areas	<b>No improvement</b>	<b>Compliant</b> with minimum requirements	<b>Compliant</b> and all new
<b>Facilities:</b> Line of sight, layout/flow, surfaces, lighting + signs	<b>No improvement</b>	<b>Compliant</b> with minimum requirements	<b>Compliant</b> and all new
<b>Systems:</b> Warning, notification, communications; security	<b>No improvement</b>	<b>Compliant</b> with minimum requirements	<b>Compliant</b> and all new



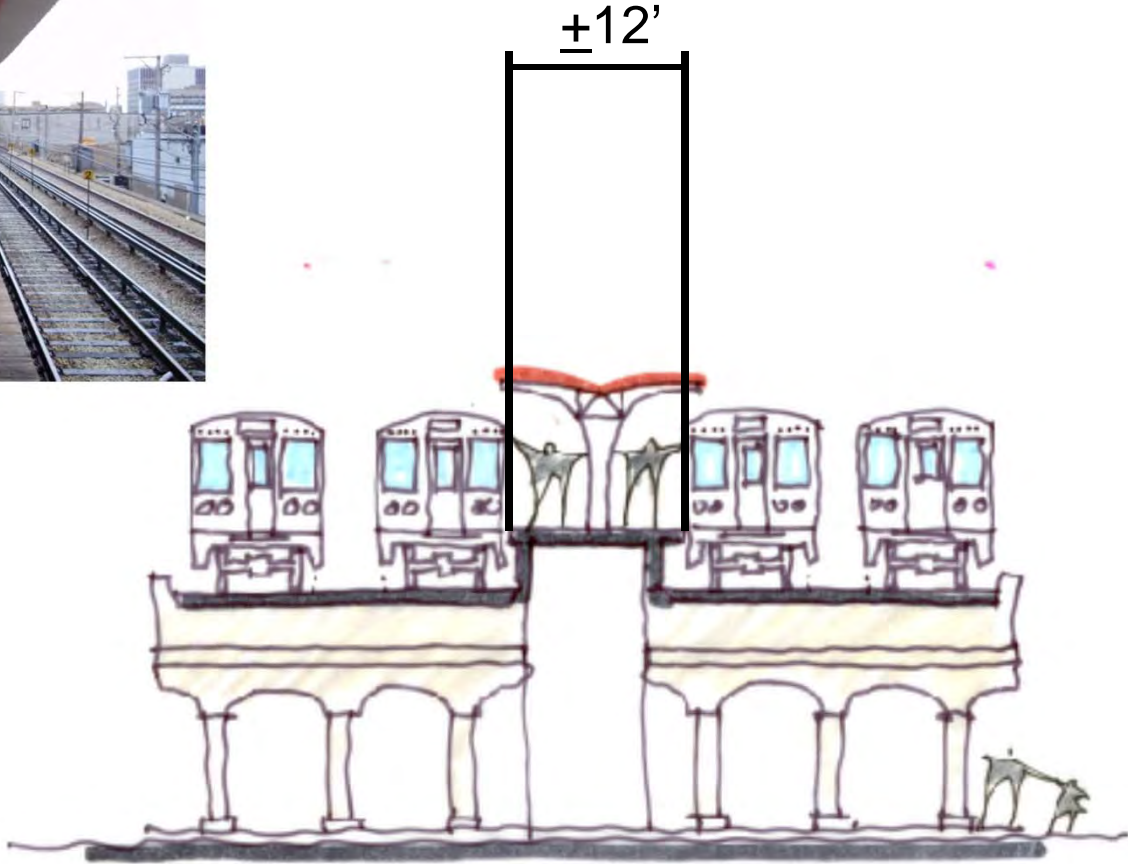
Maintains the status quo. Includes the absolute minimum repairs.

# No Action Alternative

Overview	
Capital Cost	~\$280 million
Longevity	Continued degradation
Accessibility	No improvement
Speed	Continued degradation
Evanston Branch	
Service & Operation	Continued degradation
Platform Length	6 cars
Stations Amenities	Continued degradation
Track Structures	Continued degradation at all but 3 to be replaced viaducts
Curves	No improvement
Stop Consolidation	No change
Total # of Station Entrances	0
North Red Line	
Service & Operation	Continued degradation
Number of Tracks	4 tracks
Stations Amenities	Continued degradation
Track Structures	Continued degradation
Curves	No improvement
Transfer Stations	No improvement
Stop Consolidation	No change
Total # of Station Entrances	45
Right of Way Acquisition	None expected



# No Action: Existing conditions to remain

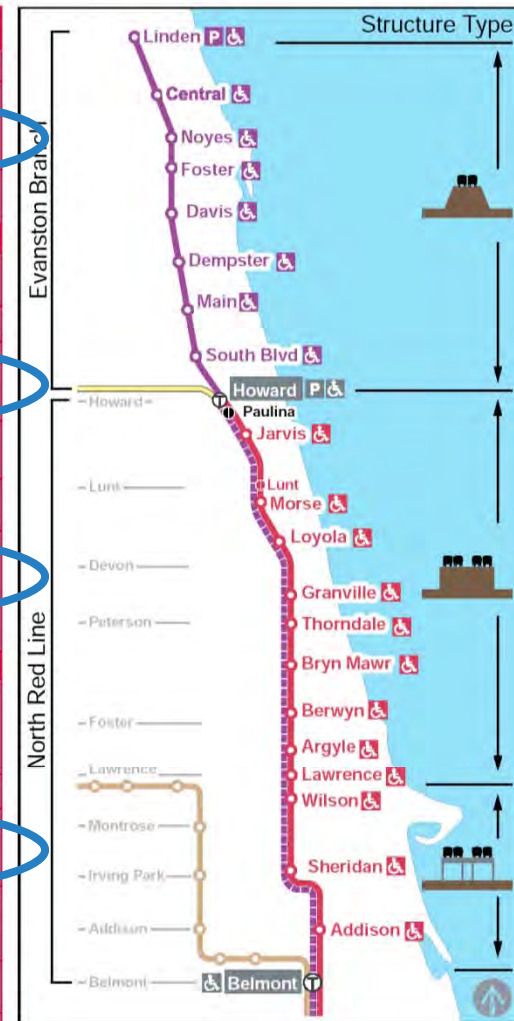




**Provides a strategic mix of repairs, rehabilitation, and replacement for a useful life of 20 years.**

Basic  
Rehab  
Alternative

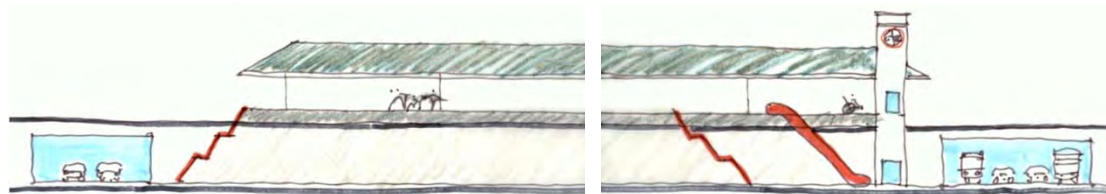
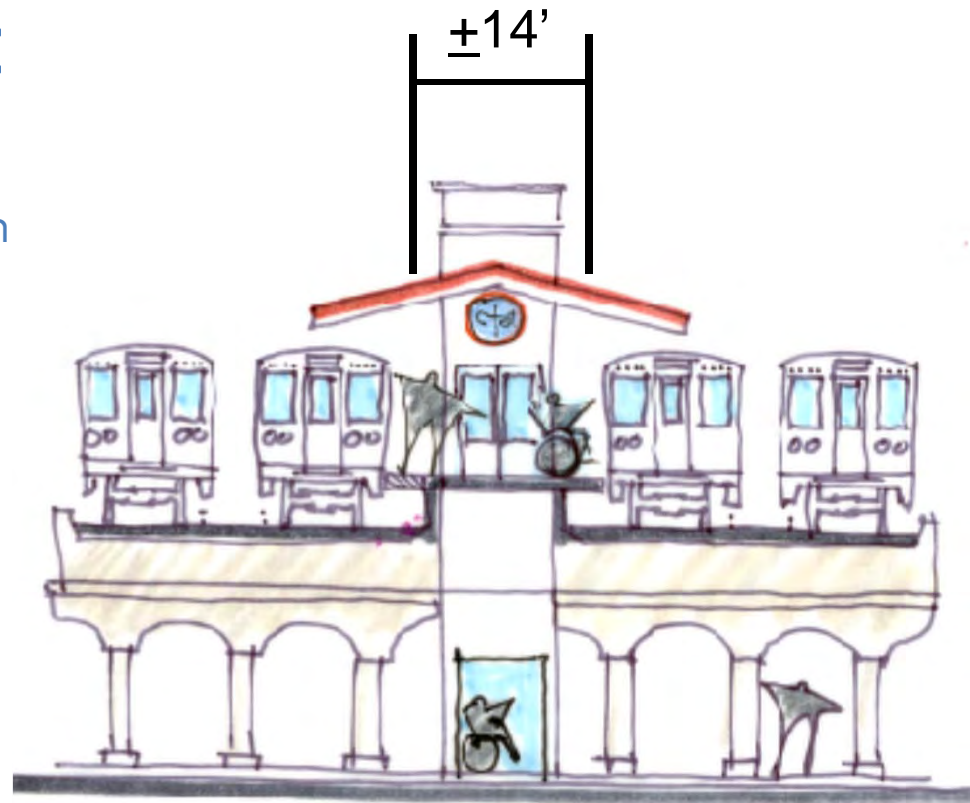
Overview	
Capital Cost	~\$2,400 million
Longevity	20 years
Accessibility	Meets minimal requirements
Speed	Short term slow zone reduction
Evanston Branch	
Service & Operation	No improvement
Platform Length	6 cars
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Repaired or replaced for minimal state of good repair
Curves	No improvement
Stop Consolidation	No change
Total # of Station Entrances	9
North Red Line	
Service & Operation	No improvement
Number of Tracks	4 tracks
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Repaired or replaced to achieve minimal state of good repair
Curves	Modified at Sheridan
Transfer Stations	No improvement
Stop Consolidation	No change
Total # of Station Entrances	13
Right of Way Acquisition	Minimal. Some required at Sheridan curve



# Rehabilitation:

Compliant with minimum requirements

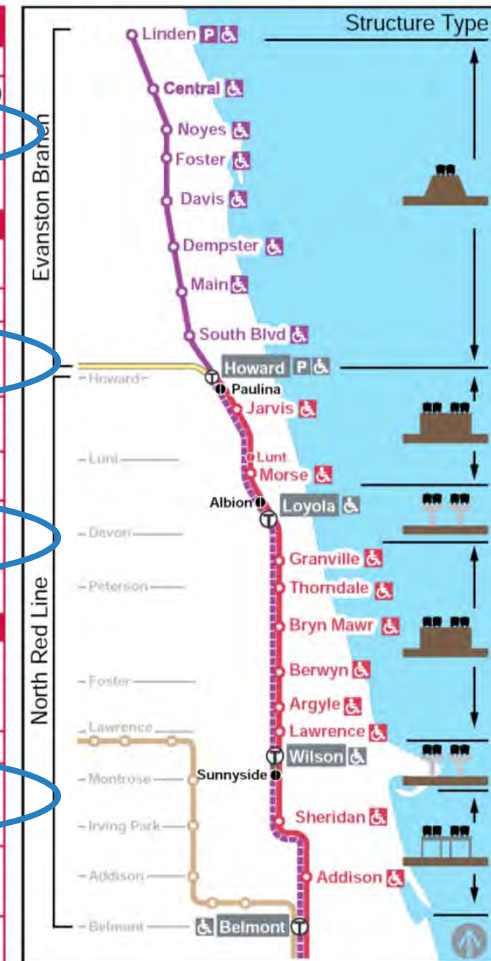
Minor Increase in platform width  
End-loaded accessibility



# Basic Rehab Transfer Station Alternative

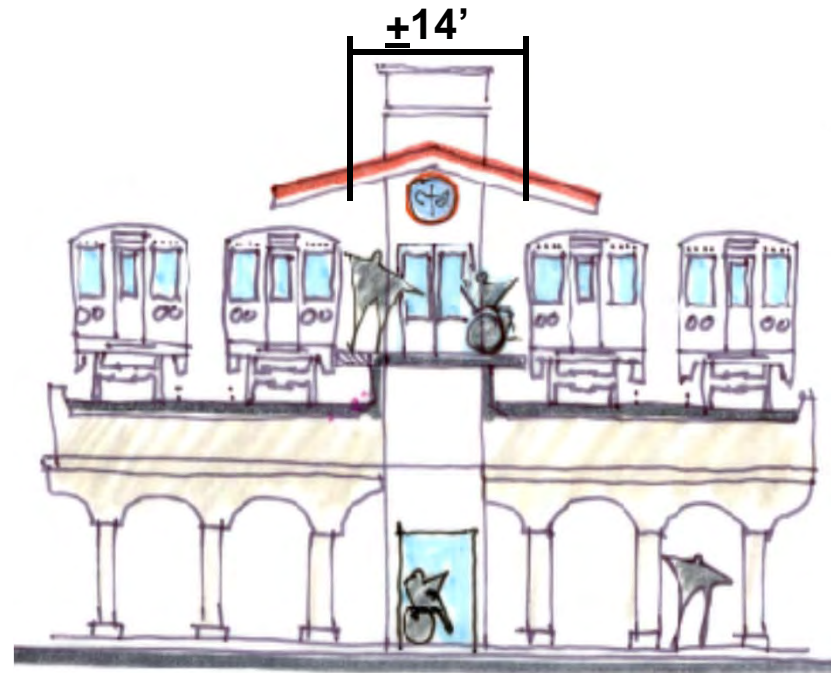
Same as Basic Rehabilitation Alternative plus the addition of transfer stations at Wilson and Loyola.

Overview	
Capital Cost	~\$2,900 million
Longevity	20 years (60-80 at transfer stations)
Accessibility	Meets minimal requirements, improvements at transfer stations
Speed	Short term slow zone reduction
Evanston Branch	
Service & Operation	Potential for more through service to Chicago
Platform Length	4 cars
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained
Track Structures	Repaired or replaced for minimal state of good repair
Curves	No improvement
Stop Consolidation	No change
Total # of Station Entrances	8
North Red Line	
Service & Operation	Express service access at Loyola and Wilson. Potential for more express service
Number of Tracks	4 tracks
Stations Amenities	ADA and all stations in minimal state of good repair. Narrow platforms retained. Modern amenities at Transfer Stations
Track Structures	Repaired or replaced to achieve minimal state of good repair
Curves	Straightened at Loyola. Modified at Sheridan
Transfer Stations	New at Loyola and Wilson
Stop Consolidation	No change
Total # of Station Entrances	17
Right of Way Acquisition	Acquisition required at Loyola Transfer Station and Sheridan curve



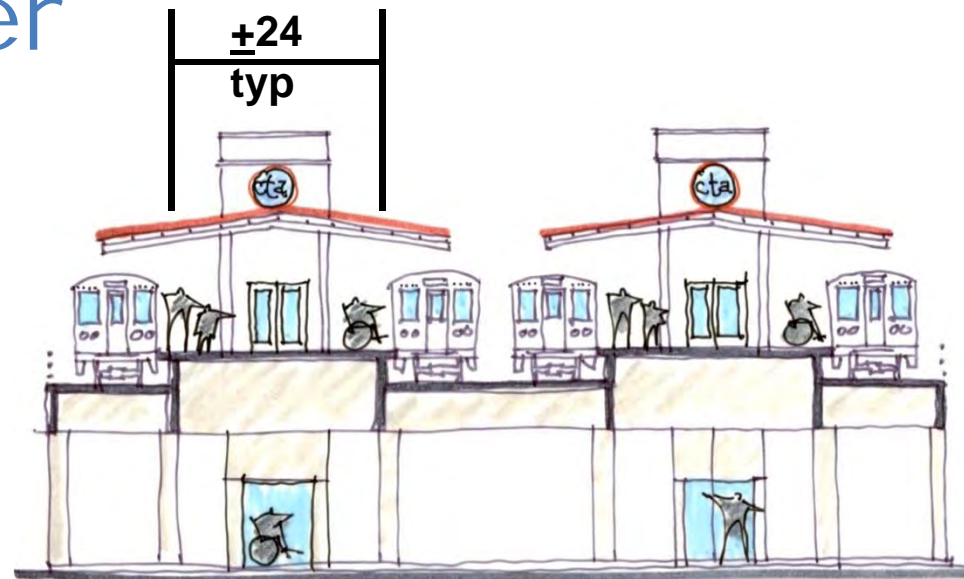
# Rehab Non-Transfer:

- Compliant minimum requirements
- Minor increase in platform width
- End-loaded elevator



# -Rehab Transfer : Wilson & Loyola

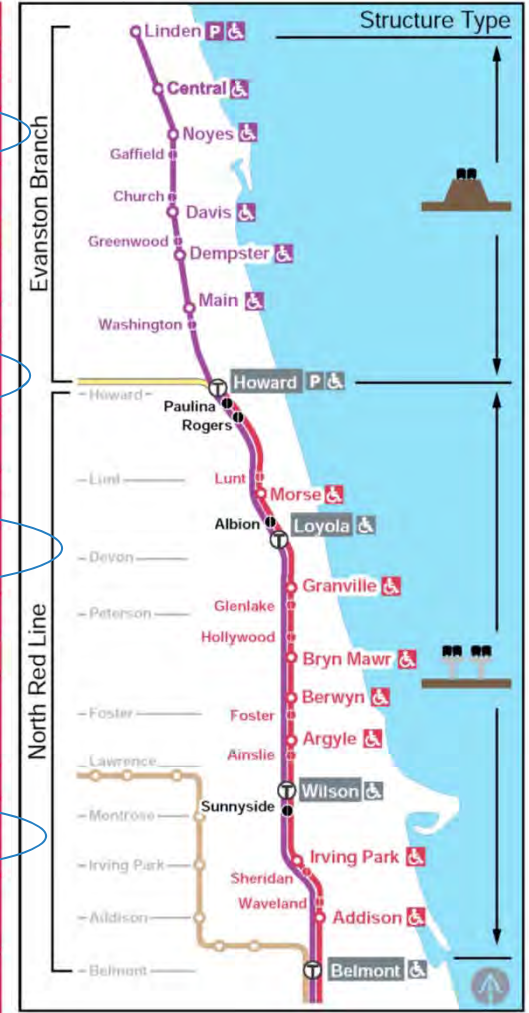
- Access to express service
- Wide, accessible platforms
- Center-loaded elevator
- Modern amenities
- Multiple entrances



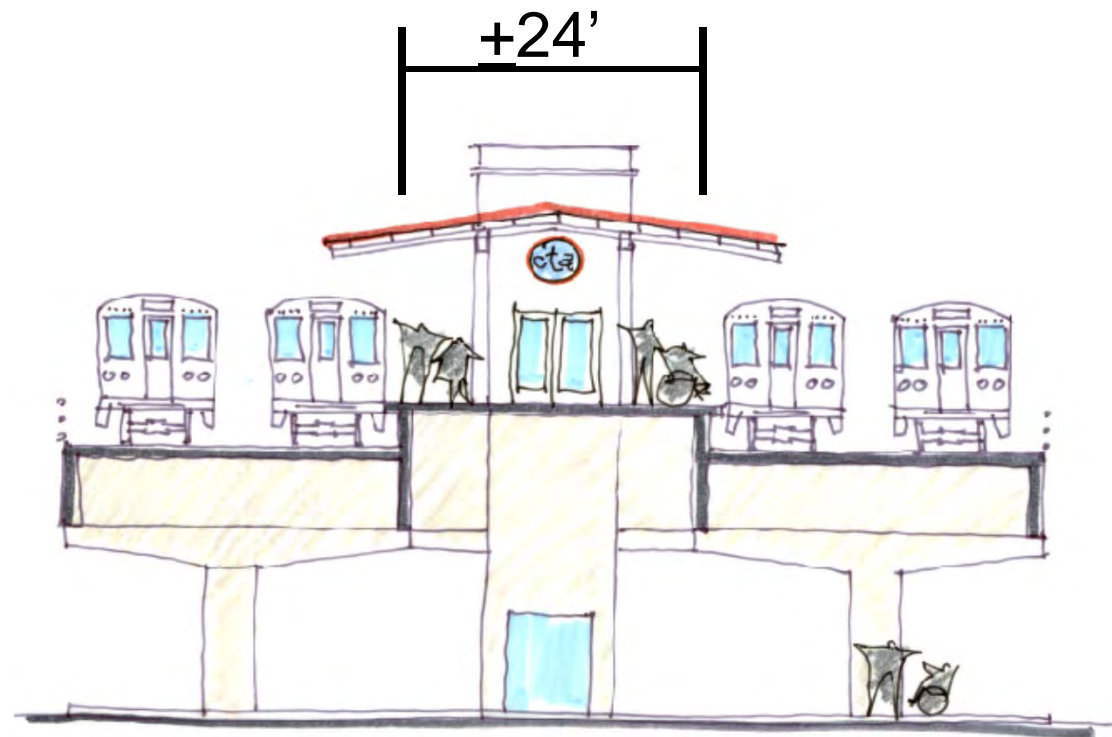
Provides modern amenities at stations, increases speed of service, includes new transfer stations at Wilson and Loyola, and major reconstruction and renovation to extend the useful life to 60-80 years.

# Modernize 4-track Alternative

Overview	
Capital Cost	~\$4,200 million
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Evanston Branch	
Service & Operation	Potential for more through service to Chicago. Faster Service
Platform Length	8 cars
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all but recently built
Curves	Straightened at Davis and Foster
Stop Consolidation	Alternative access provided for removed stops at Foster and South Blvd
Total # of Station Entrances	10
North Red Line	
Service & Operation	Express service access at Loyola and Wilson. Potential for more express service. Reduced travel times on both services
Number of Tracks	4 tracks
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all structures and embankment with modern concrete aerial structure
Curves	Straightened at Loyola, Montrose, Sheridan, and Addison
Transfer Stations	New at Loyola and Wilson
Stop Consolidation	Alternative access provided for removed stops at Jarvis, Thorndale, and Lawrence
Total # of Station Entrances	21
Right of Way Acquisition	Acquisition required at most station locations and curves



# Mod 4-Track: Wide, accessible, center-loaded platforms + modern amenities, multiple entrances.



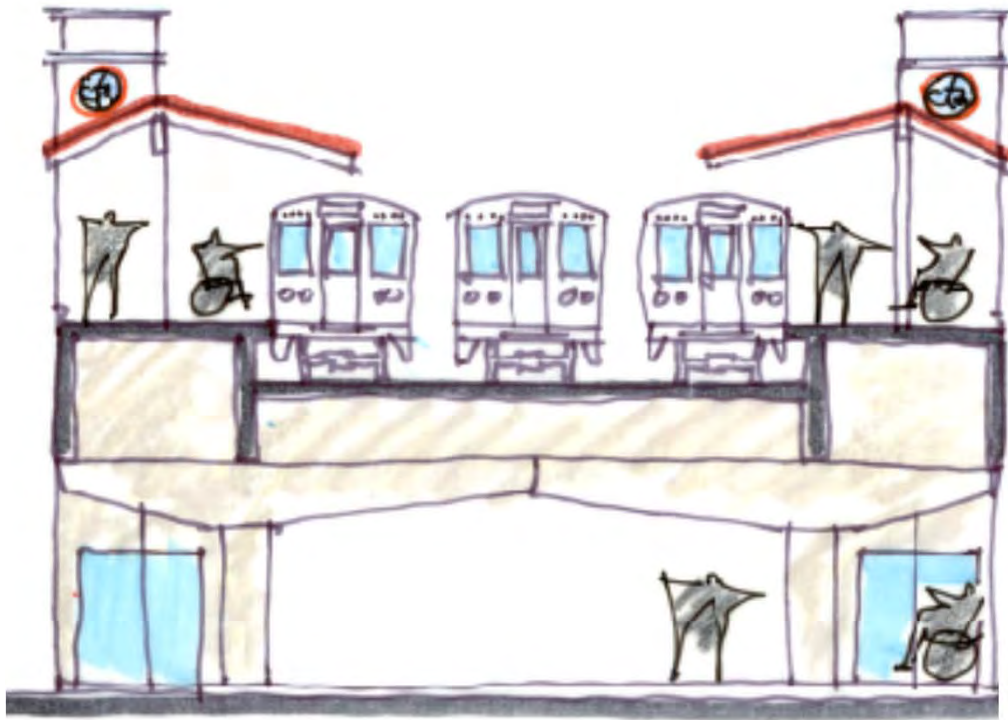
Similar improvements as Modernization 4-Track Alternative except with 3 tracks in the North Red Line area and no reverse-commute express service.

# Modernize 3-Track Alternative

Overview	
Capital Cost	~\$4,000 million
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Evanston Branch	
Service & Operation	Express service to Chicago would be provided only in the Peak Direction. Operational concerns could reduce reliability and increase costs. Faster Service
Platform Length	8 cars
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all but recently built
Curves	Straightened at Davis and Foster
Stop Consolidation	Alternative access provided for removed stops at Foster and South Blvd
Total # of Station Entrances	10
North Red Line	
Service & Operation	Express service access at Loyola and Wilson. Reduced travel times on both services. Operational concerns could reduce reliability and increase costs of service
Number of Tracks	3 tracks
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all structures and embankment with modern concrete aerial structure
Curves	Straightened at Loyola, Montrose, Sheridan, and Addison
Transfer Stations	New at Loyola and Wilson
Stop Consolidation	Alternative access provided for removed stops at Jarvis, Thorndale, and Lawrence
Total # of Station Entrances	21
Right of Way Acquisition	Acquisition required at Sheridan and Loyola stations and curves



# Mod 3-Track: Wide, accessible, center-loaded platforms + modern amenities, multiple entrances.

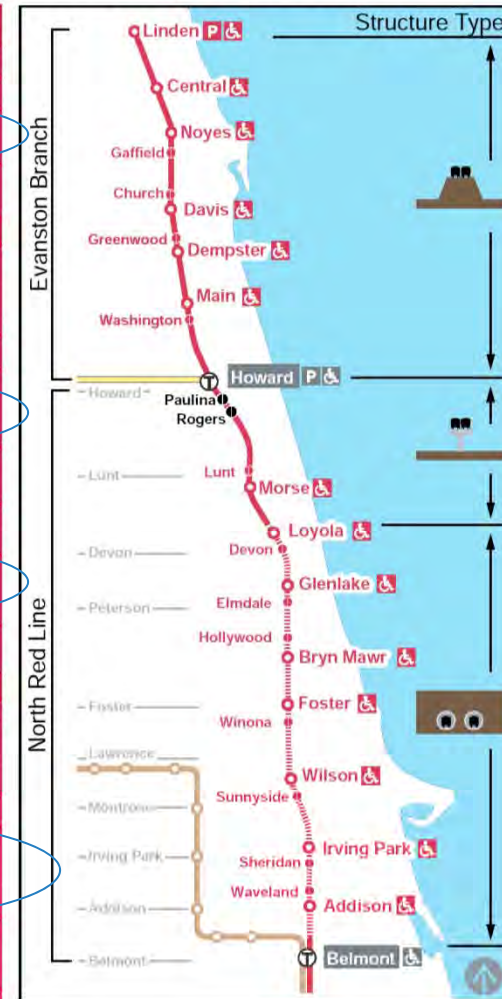




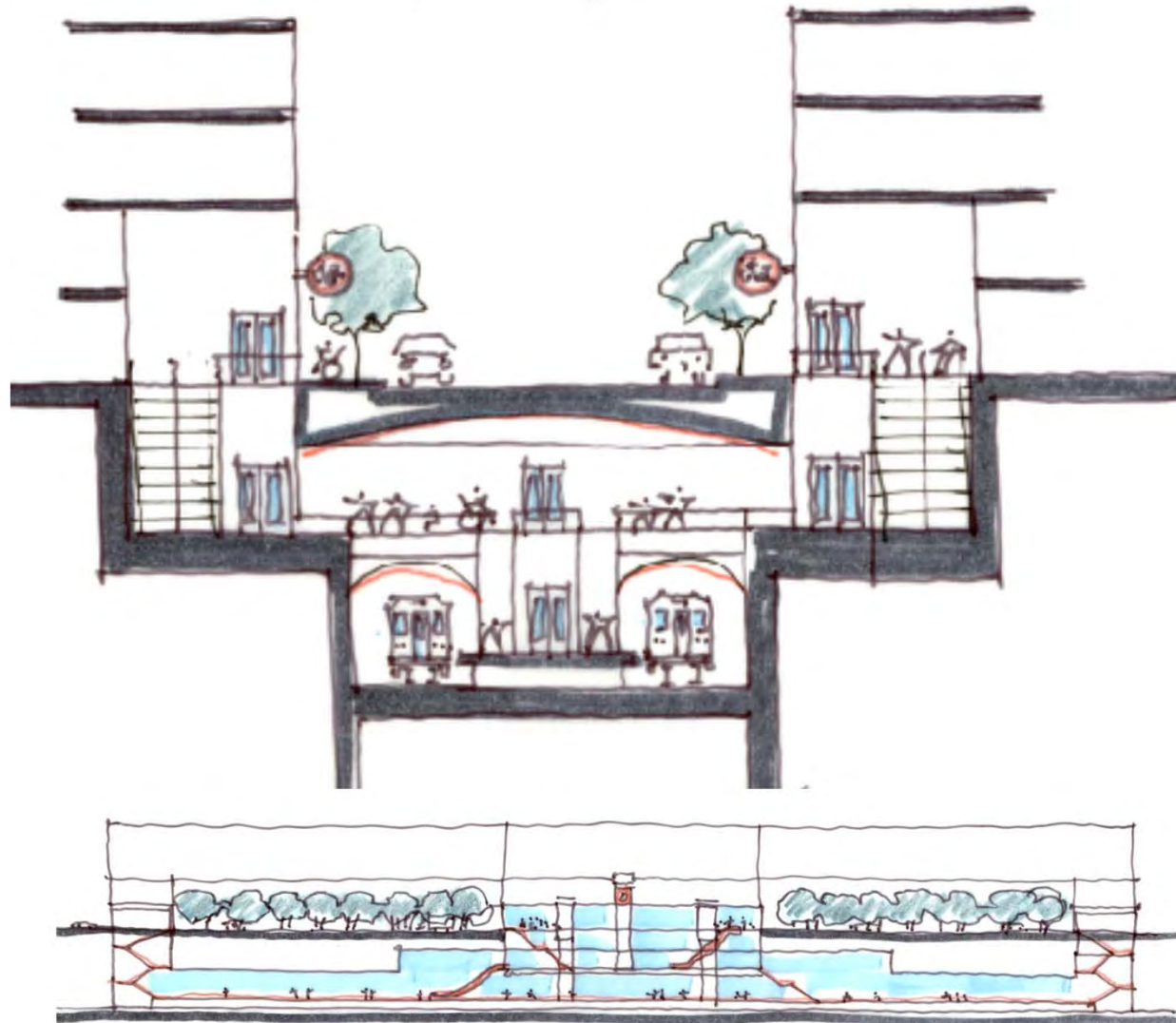
Similar improvements as Modernization 4-Track Alternative except with a 2-track subway for the North Red Line area between Belmont and Loyola and 2-track elevated between Loyola and Howard.

# Modernize 2-Track Under- ground Alternative

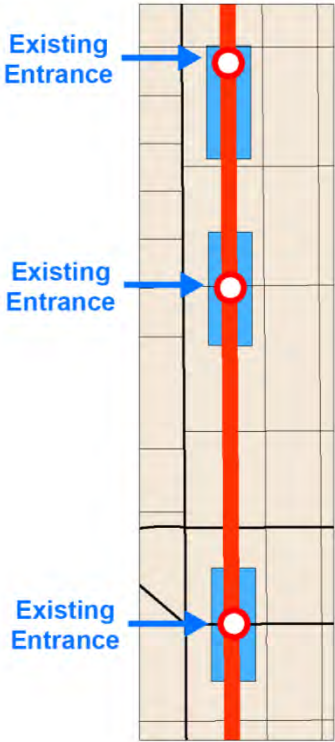
Overview	
Capital Cost	~\$4,000 million
Longevity	60-80 years
Accessibility	Fully addresses safety and accessibility concerns
Speed	Faster speeds throughout corridor
Evanston Branch	
Service & Operation	A single service would be provided that would continue into Chicago during normal operating hours. Faster Service
Platform Length	8 cars
Stations Amenities	ADA and modern amenities at all stations including wider platforms
Track Structures	Replacement of all but recently built
Curves	Straightened at Davis and Foster
Stop Consolidation	Alternative access provided for removed stops at Foster and South Blvd
Total # of Station Entrances	10
North Red Line	
Service & Operation	Single service makes all stops. Reduced travel times and more frequent trains on the single service. Lowest expected operating cost
Number of Tracks	2 tracks
Stations Amenities	ADA and modern amenities at all stations including wider platforms. Enclosed stations in underground section
Track Structures	Replacement of all structures and embankment with modern concrete aerial structure and tunnels
Curves	Straightened at Loyola. No straightening needed in tunnel
Transfer Stations	All stations serve single service
Stop Consolidation	New stopping pattern. Alternative access provided for removed stop at Jarvis
Total # of Station Entrances	19
Right of Way Acquisition	Acquisition for support structures



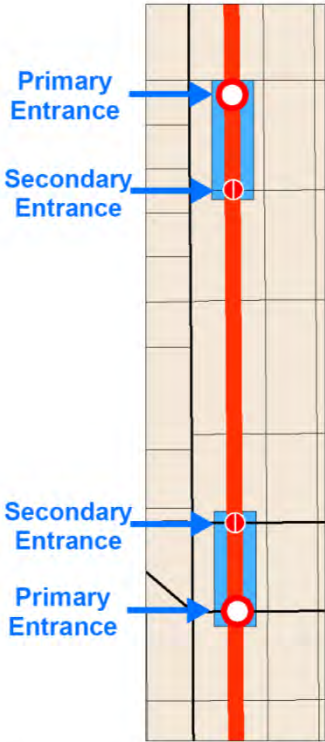
# Mod 2-Track: Wide, accessible, center-loaded platforms + modern amenities, multiple entrances.



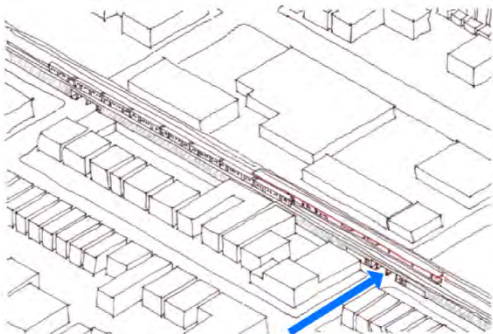
# Alternatives: # of Station Entrances



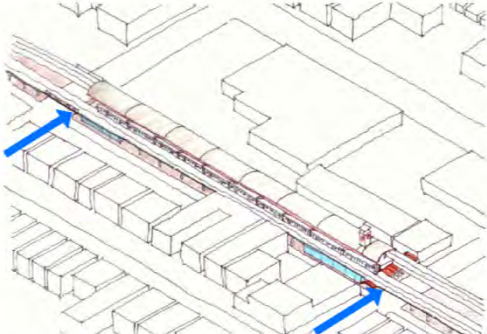
Existing Entrances



Proposed with Secondary Entrances































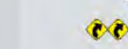
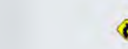
Existing Single-Entrance Station




Potential Multi-Entrance Station

# Alternatives Comparison:

## # of Station Stops and # of Station Entrances

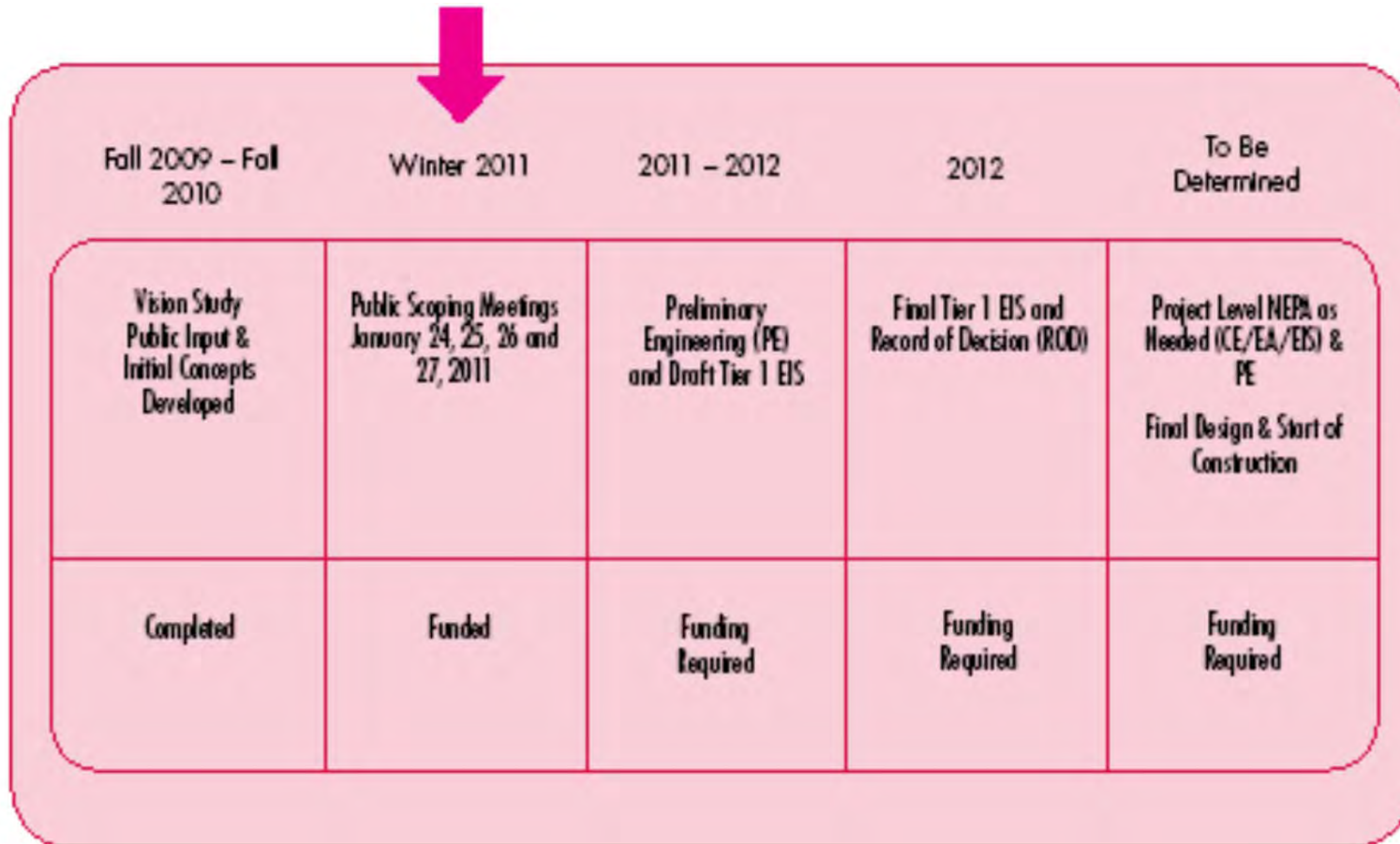
	No Action	Basic Rehabilitation	Basic Rehabilitation with Transfer Stations	4-Track Modernization	3-Track Modernization	2-Track Modernization Underground
<b>Preliminary Cost in Year 2010 (billions)</b>	~ \$0.28	~ \$2.4	~ \$2.9	~ \$4.2	~ \$4.0	~ \$4.0
<b>Longevity</b>	0 no increase in useful life	20 years	20 years/60-80 years at transfer stations	60-80 years	60-80 years	60-80 years
<b>Annual New Station Boardings</b>	0	2,800,000	3,000,000	3,100,000	3,100,000	3,500,000
<b>Platform Width</b>	±12.5 feet 	±14 feet 	±14 feet 	±24 feet 	±24 feet 	±24 feet 
<b># of Station Stops</b>	21 	21 	21 	16 	16 	15 
<b># of Station Entrances</b>	23 	23 	25 	31 	31 	29 
<b>Slowest Curve Speed</b>	SPEED LIMIT 15 	SPEED LIMIT 25 	SPEED LIMIT 25 	SPEED LIMIT 35 	SPEED LIMIT 35 	SPEED LIMIT 35 
<b># of Curves 35 mph or Lower</b>	20 	20 	18 	4 	4 	2 
<b>% Stations ADA Accessible</b>	29%	100%	100%	100%	100%	100%

 = 500,000 people



# Station Videos

# RPM Targeted Project Timeline

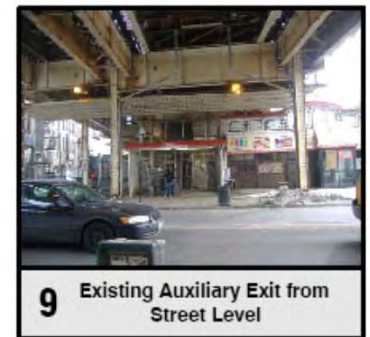
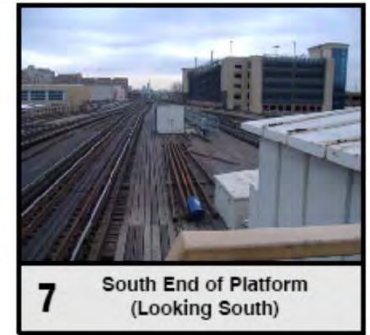
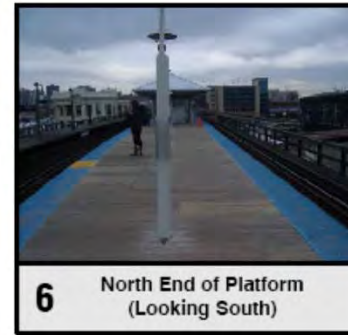
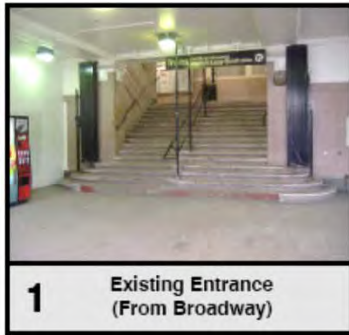


Timeline is dependent on funding and federal approvals

# Concept Plan (Wilson)

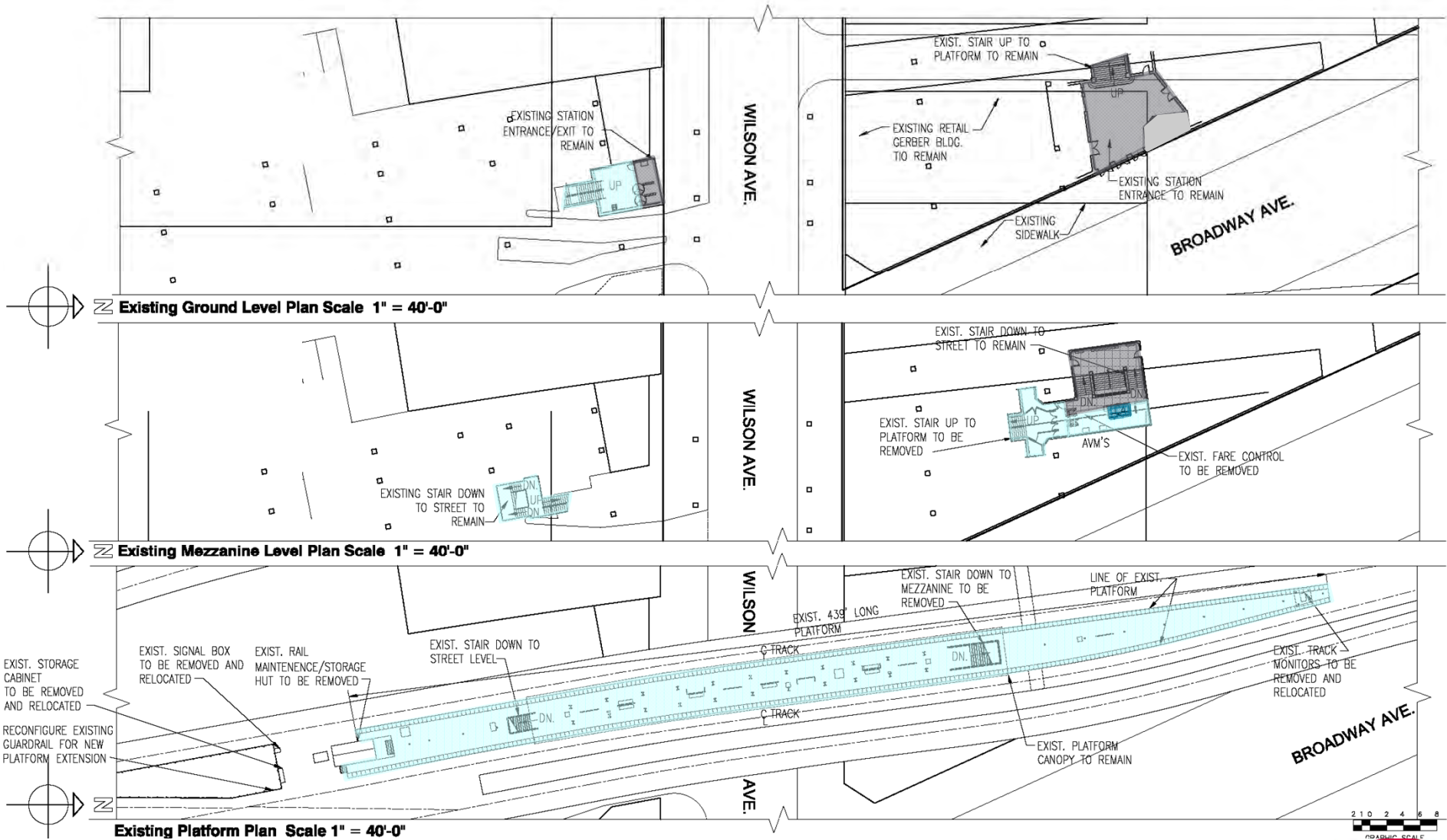


# Wilson - Existing Conditions





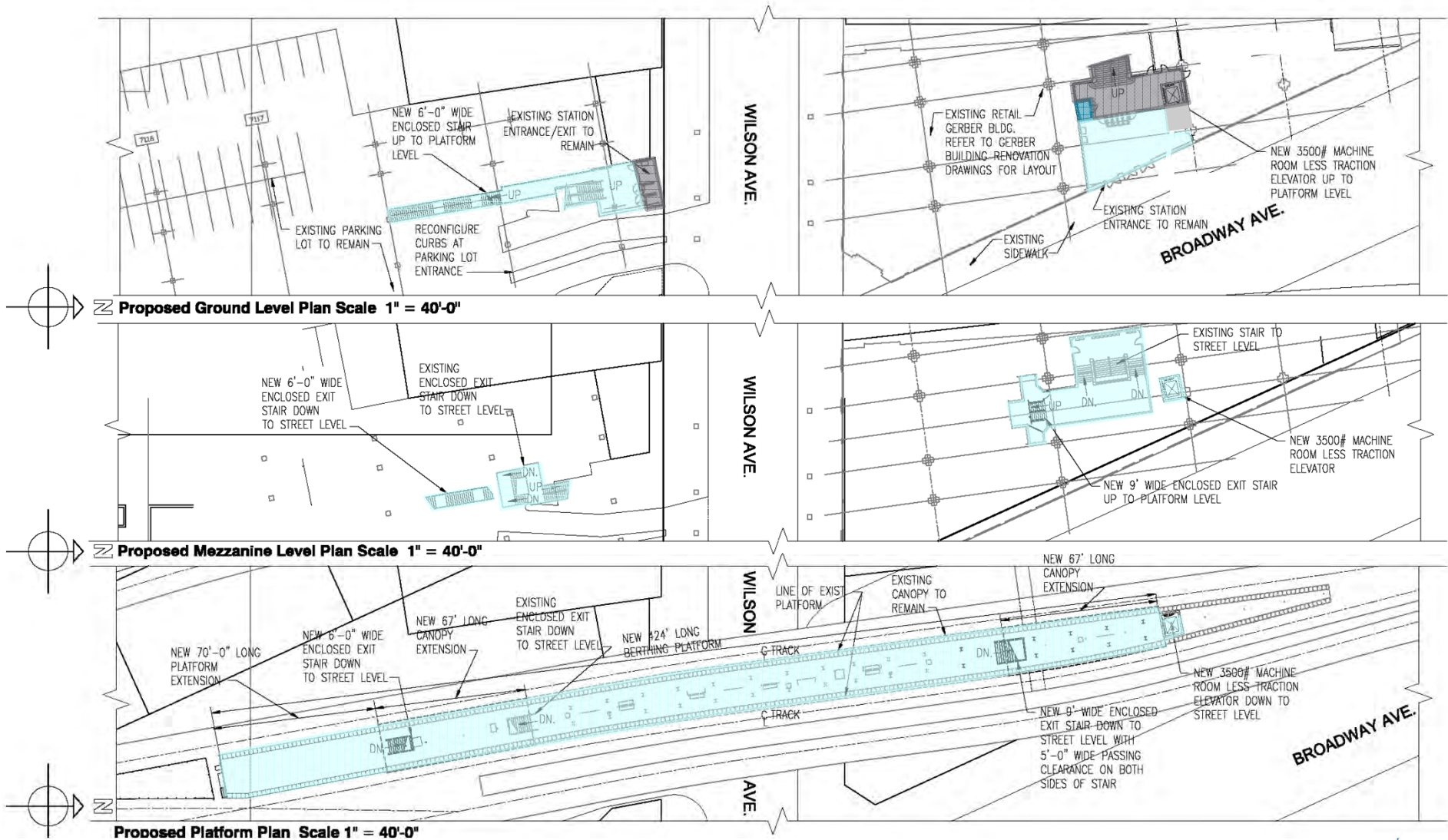
# Wilson-Ground, Mezz, Platform



Circulation
  Rail Operations
  Paid Area
  Station Support



# Wilson - Scheme A Plan

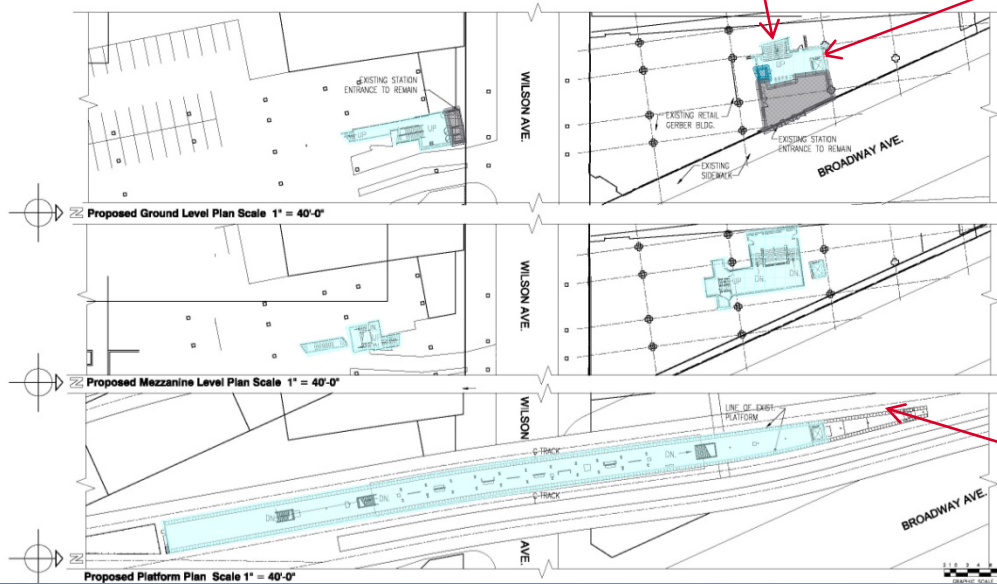
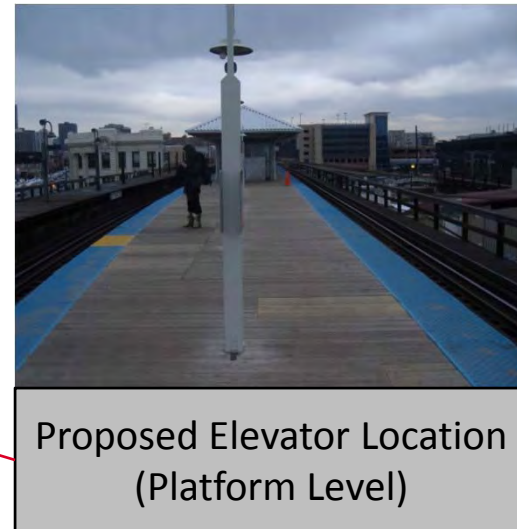


Circulation
  Rail Operations
  Paid Area
  Station Support



# Wilson – Scheme A

- Rail Operations
- Station Support
- Circulation
- Paid Area



# Draft White Paper/Outline



# IATF Recommendations

- **Utilize phased approach to expand and enhance accessible rail stations:**
  - Provide full accessible at all remaining non-accessible rail stations.
  - If funding is constrained, provide some accessibility elements where feasible (vertical access)
- **Include accessibility improvements at the onset of project initiation and capital planning.**
- **Balance program funding between State of Good Repair and ADA compliance requirements.**
- **In addition to vertical access, provide accessibility elements equitably for disabilities other than mobility ones.**
- **Continue to update and evaluate rail stations with the most need for accessibility using the evaluation criteria analysis.**



# Key Design Considerations

- **Minimize elevator outages and provide advance notification.**
- **Improve electronic communications and technology (visual & audio).**
- **Provide a direct accessible path to reach berthing platforms.**
- **Minimize obstructions to the accessible path.**
- **Plan for both entrances to be ADA accessible, eventually.**
- **Paths of travel to and from the station should be accessible.**
- **Provide enclosed walkways, where feasible.**
- **Elevators are preferred over ramps, Stair lifts not recommended.**
- **Provide detectable barriers under or around stairs or ramps.**
- **Provide audible devices to signal berthing areas on extended ramps**
- **Escalators should be at least 36” minimum**



# IATF White Paper Outline

- **Summary**
- **Background**
- **Goals and Objectives**
- **Overall Strategic Approach**
- **Evaluation Criteria Methodology and Analysis**
- **Design Concept Development**
- **IATF Recommendations/Design Considerations**
- **Station Survey Summary**
- **Next Steps**



# Next Steps





# Summary of Concept Plans

Station	Scope of Work	Est. Cost
<b>Racine (Blue Line)</b> <ul style="list-style-type: none"> <li>• Scheme A</li> <li>• Scheme B</li> <li>• Scheme C</li> </ul>	Remove non-compliant ramp, install enclosed ADA compliant ramp.	~\$3M
	New elevator, new stairs, new walkway, update existing fare array, relocate electrical room.	~\$6M
	New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure electrical room and fare array.	~\$8M
<b>63<sup>rd</sup> Street (Red Line)</b>	New elevator, existing stair and escalator to remain.	~\$2M
<b>Addison (Blue Line)</b>	New elevator, modify existing fare array and electrical room, replace exist stair at new location, Existing escalator remain.	~\$5M
<b>Washington/Wabash(Loop)</b>	Complete new station reconstruction. Replaces Randolph/Wabash and Madison/Wabash station.	~75M
<b>Clark/Division (Red Subway)</b>	Complete new Mezzanine at La Salle/Division with elevator access, renovation at Clark/Division end.	~85M
<b>Adams/Wabash (Loop)</b> <ul style="list-style-type: none"> <li>• Scheme A</li> <li>• Scheme B</li> </ul>	Install 2 new elevators, new transfer bridge, new CA room at platform level.	~20M
	Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine.	~20M
<b>Wilson (North Red)</b>	Install 1 elevator, Move fare array from Mezz to Main station area, add walkway to elevator.	TBD



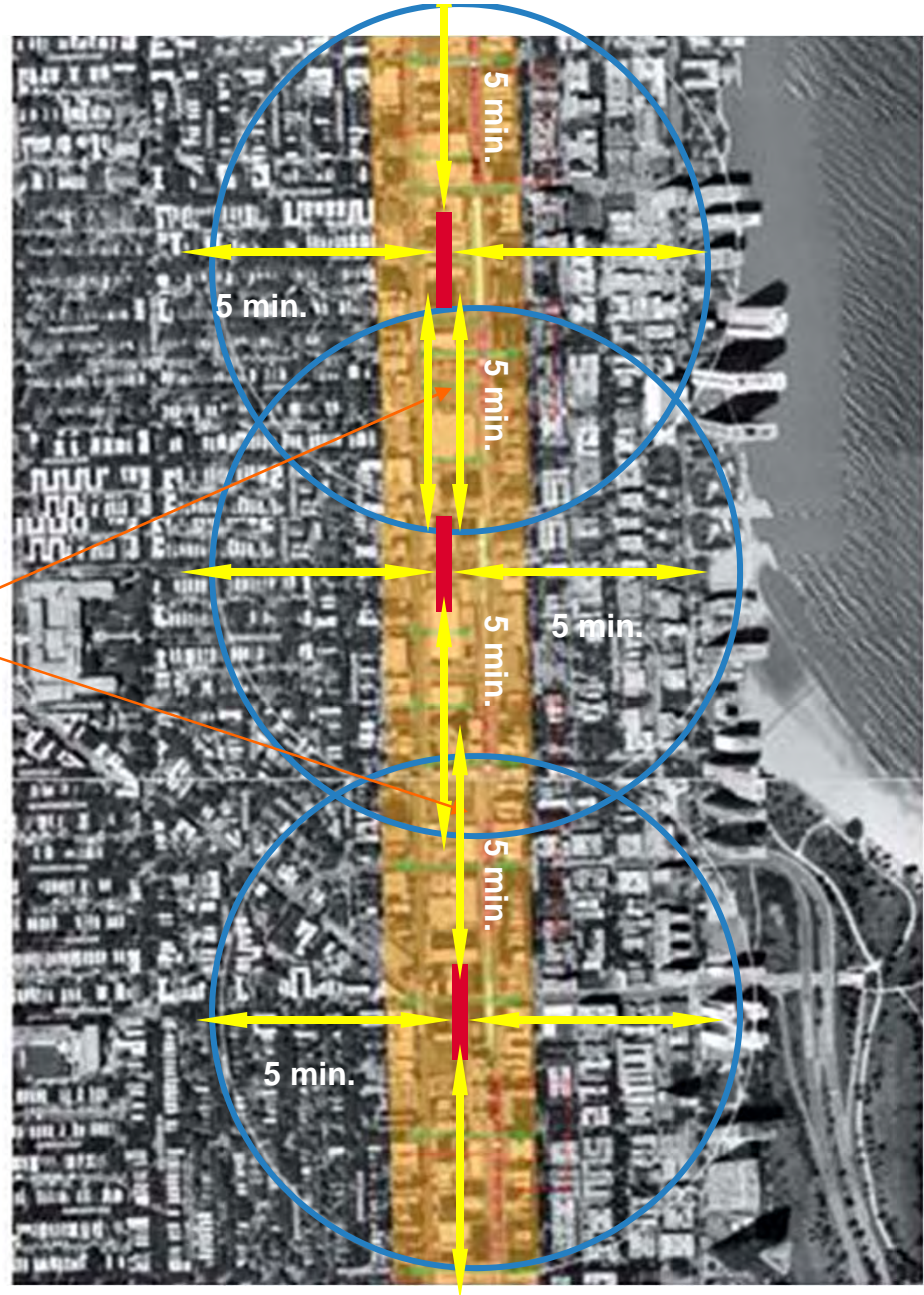
# Preliminary Schedule and Deliverable - Updated

- **Review station schemes preliminary schedule**
  - November 2010 – Racine (Elevator and Ramps)
  - December 2010 – 63<sup>rd</sup>/Dan Ryan, Addison/O’Hare
  - January 2011 – Irving Park/O’Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
  - February 2011 – Electronic Communication Overview, Adams/Wabash Loop additional rehab concepts, CDOT Clark/Division (Reconstruction)
  - March 2011 – North Red Purple Line Modernization Overview, Wilson Rehab concept scheme, review IATF white paper highlights/outline
  - April 2011 – Comments on Draft Deliverable, Damen/Milwaukee and Austin/Lake



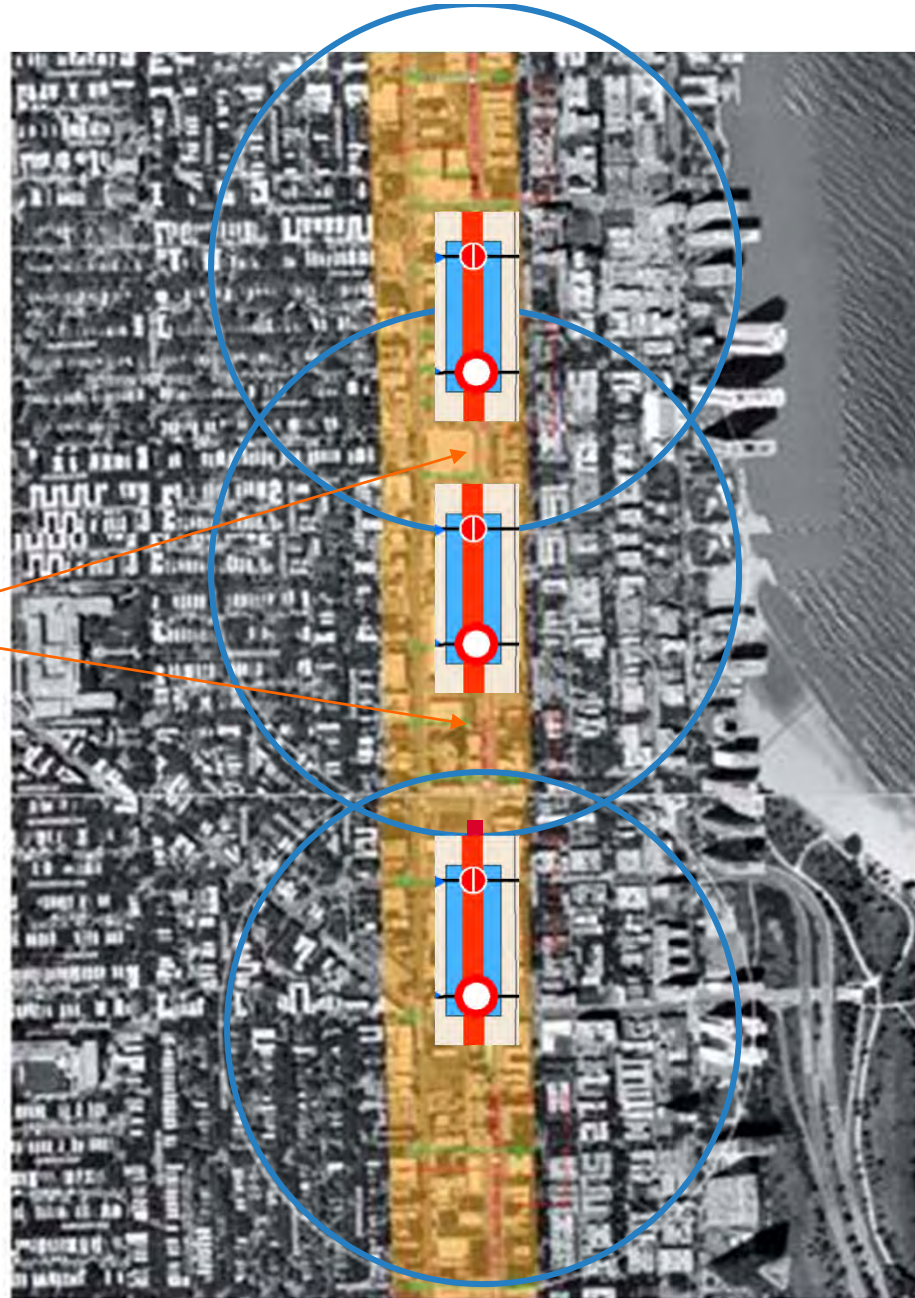
# Alternatives: # of Station Stops

Existing adjacent stations have overlapping 5 minute walking distances from neighborhoods



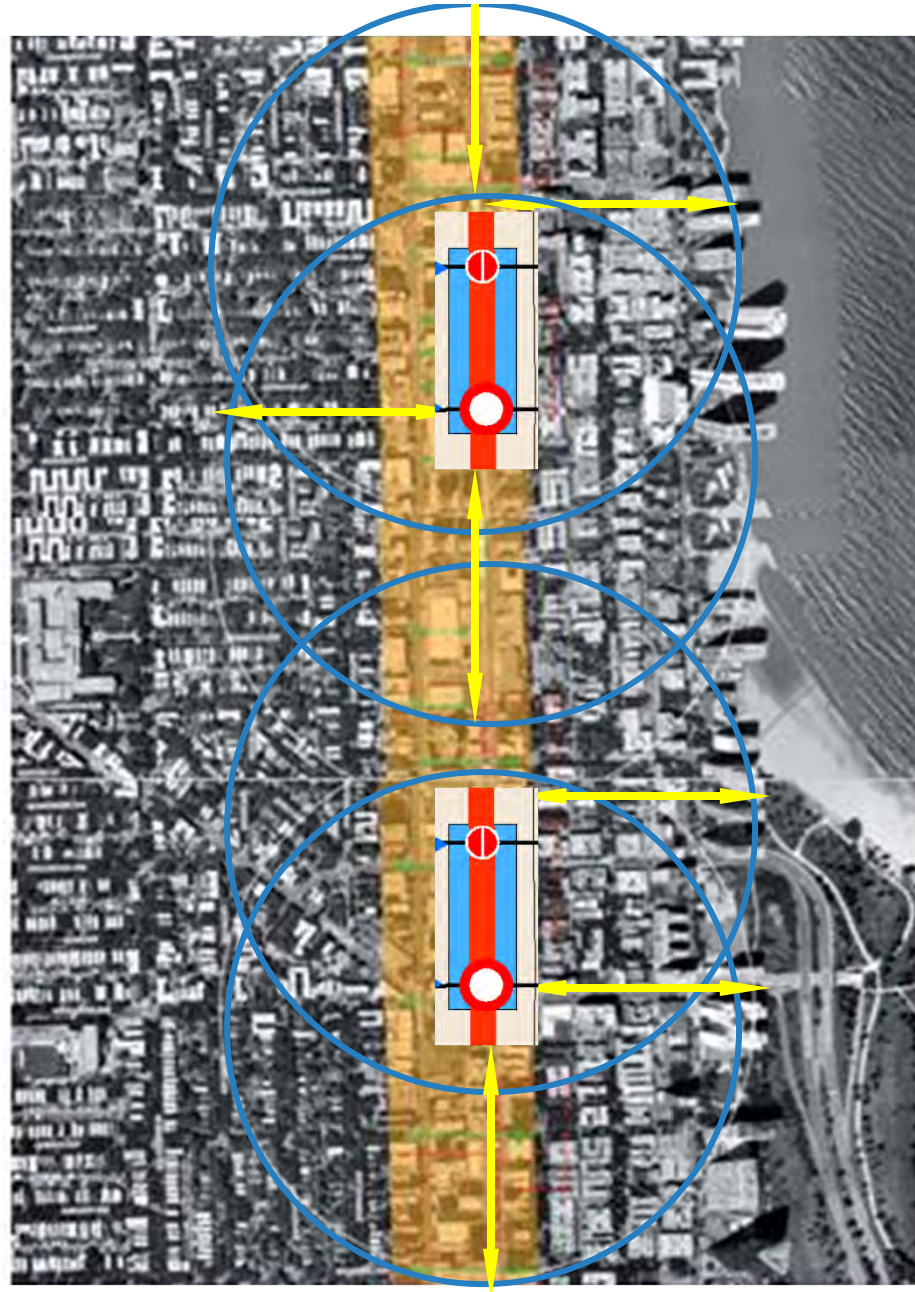
# Alternatives: # of Station Stops

When platforms are lengthened for 10-car trains, adjacent platforms nearly touch



# Alternatives: # of Station Stops

By eliminating one stop and adding additional station entrances, trip travel times are reduced while 5 minute walking distances remain virtually the same





**Attachment 9**

9. Presentation, April 5, 2011 Meeting

# Infrastructure Accessibility Task Force (IATF)

**April 5, 2011**



# April Agenda

- **Summary of Station Concepts – 10 min**
- **Damen / Milwaukee Existing Conditions– 10 min**
- **Damen / Milwaukee Concept Schemes– 60 min**
- **Draft White Paper Outline Comments – 30 min**
- **Next Steps – 5 min**





# Summary of Station Concepts



# Summary of Station Concepts

Station	Scope of Work	Est. Cost
<b>Racine (Blue Line)</b> <ul style="list-style-type: none"> <li>• Scheme A</li> <li>• Scheme B</li> <li>• Scheme C</li> </ul>	Remove non-compliant ramp, install enclosed ADA compliant ramp.	~\$3M
	New elevator, new stairs, new walkway, update existing fare array, relocate electrical room.	~\$6M
	New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure electrical room and fare array.	~\$8M
<b>63<sup>rd</sup> Street (Red Line)</b>	New elevator, existing stair and escalator to remain.	~\$2M
<b>Addison (Blue Line)</b>	New elevator, modify existing fare array and electrical room, replace exist stair at new location, Existing escalator remain.	~\$5M
<b>Washington/Wabash(Loop)</b>	Complete new station reconstruction. Replaces Randolph/Wabash and Madison/Wabash station.	~\$75M
<b>Clark/Division (Red Subway)</b>	Complete new Mezzanine at La Salle/Division with elevator access, renovation at Clark/Division end.	~\$85M
<b>Adams/Wabash (Loop)</b> <ul style="list-style-type: none"> <li>• Scheme A</li> <li>• Scheme B</li> </ul>	Install 2 new elevators, new transfer bridge, new CA room at platform level.	~\$20M
	Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine.	~\$20M
<b>Wilson (North Red)</b>	Install 1 elevator, extend platform to the south, add new stairway down to street level (exit to Wilson Ave)	~\$4M

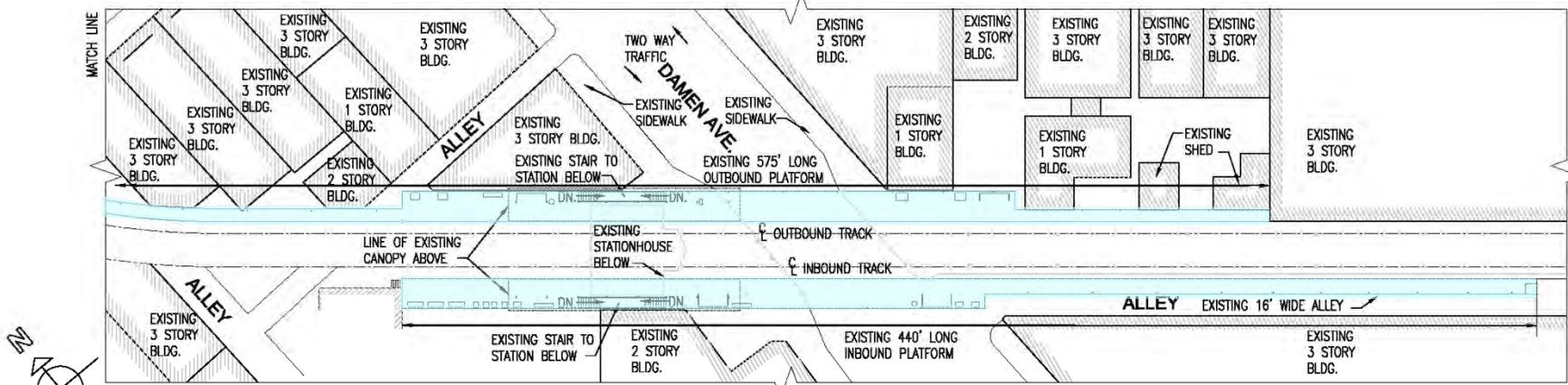


# (Damen – Existing Conditions)

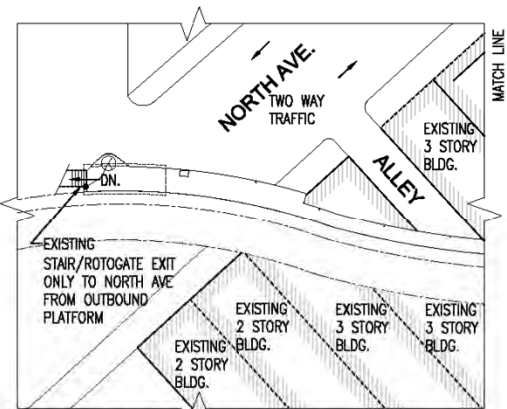


# Damen Station Location

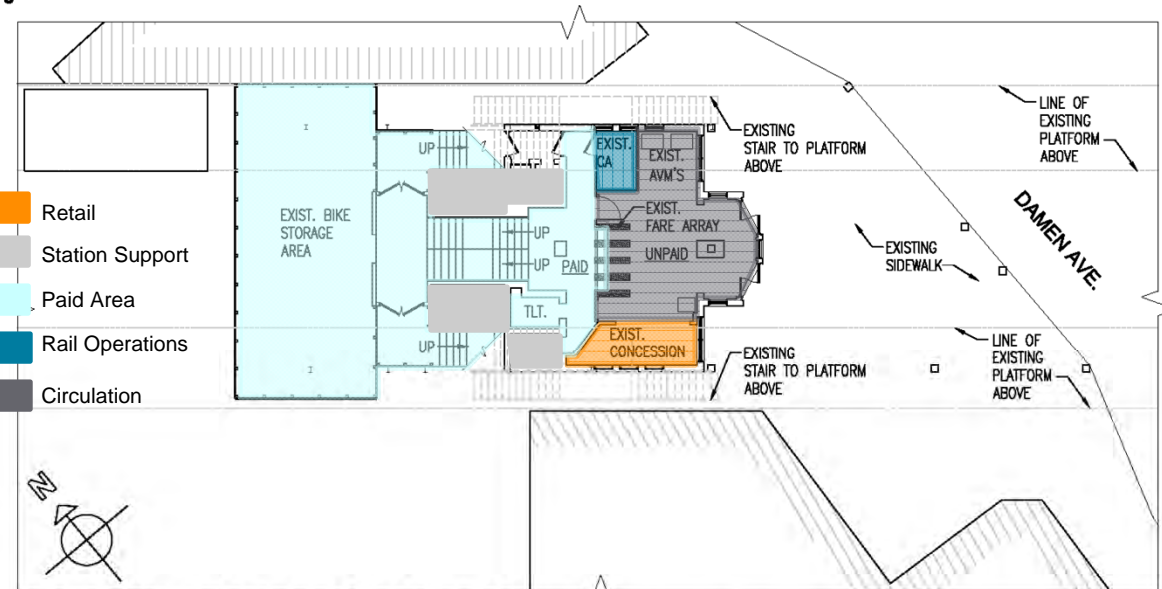




Existing Platform Level Plan Scale 1" = 40'-0"



Existing Platform Level Plan (Northbound Platform Extension to North Ave.) Scale 1" = 40'-0"



Existing Station At Grade Plan Scale 1/16" = 1'-0"

CHICAGO TRANSIT AUTHORITY



CTP

CHICAGO TRANSIT PARTNERS-CC

# Damen/Milwaukee Blue Line

## EXISTING GRADE AND PLATFORM PLANS

**DRAFT**

PROJECT NAME:	
INFRASTRUCTURE ACCESSIBILITY TASK FORCE	
DATE:	EXHIBIT NO.
4/5/2011	



# Entrance from Damen Avenue



# Stairs to Mezz and Bike Storage



# Existing Stairs to Platform





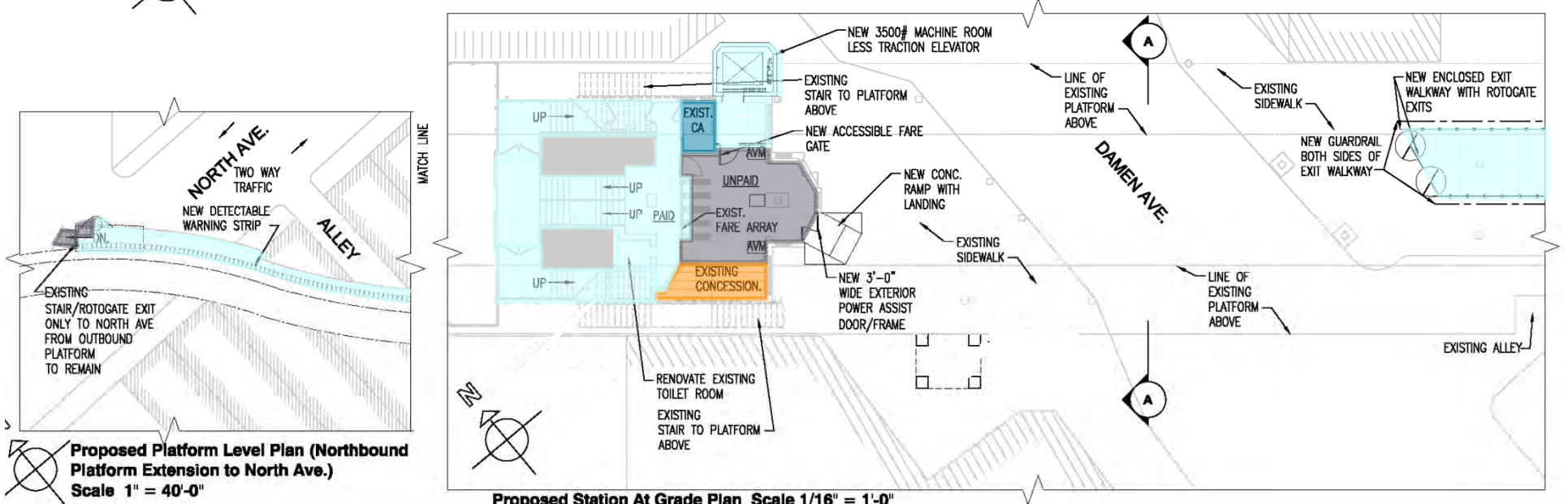
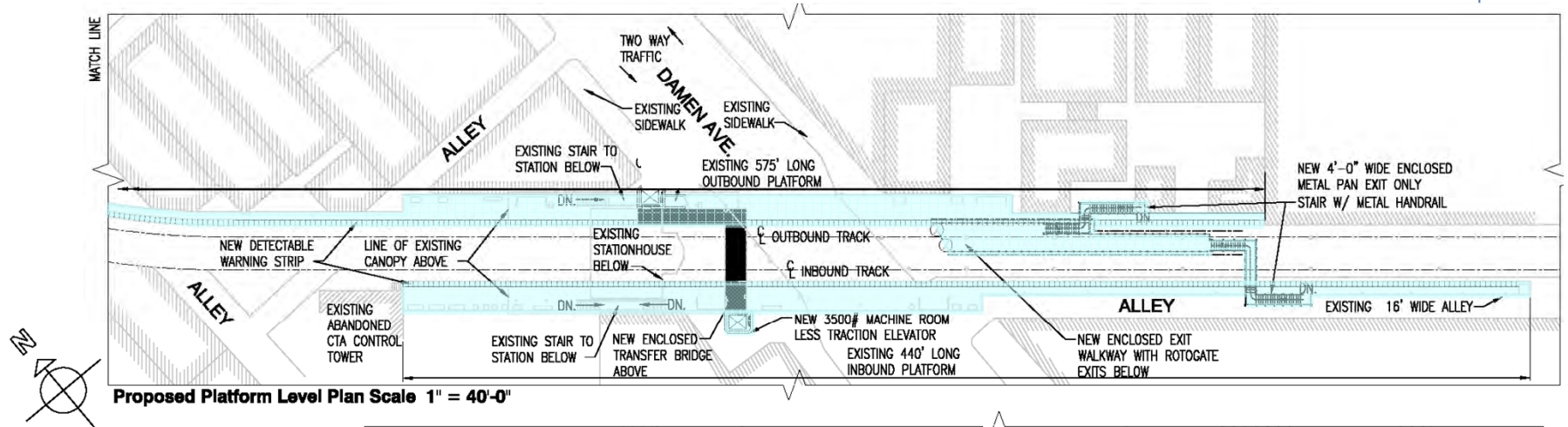
# Existing Platforms



# Concept Plans (Damen - Scheme A1 & A2)



# Damen - Scheme A1 Plan & Platform



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



# Scheme A1 – Elevator Location (outbound)



# Scheme A1- Elevator Location (inbound)



# Scheme A1 – Elevators on Platform



# Scheme A1 New Transfer Bridge Location

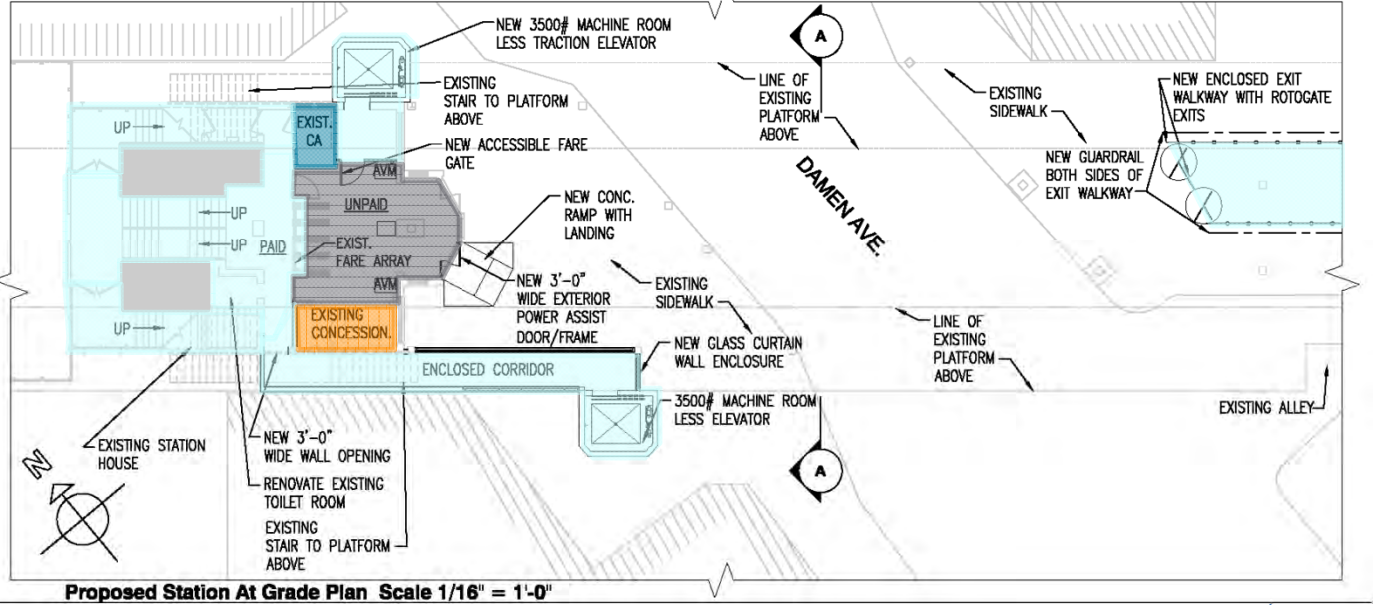
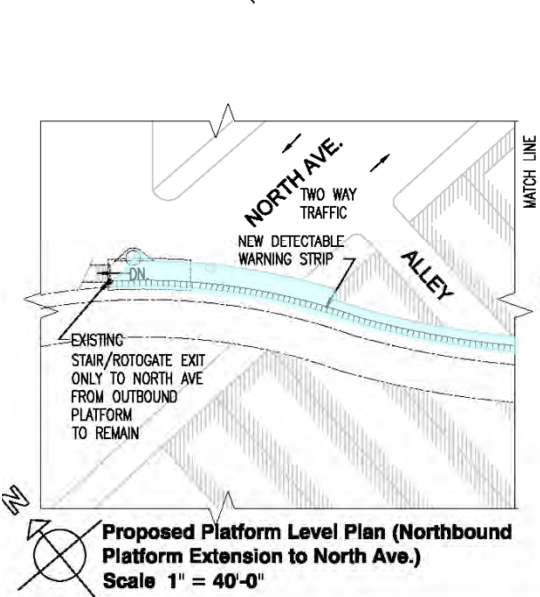
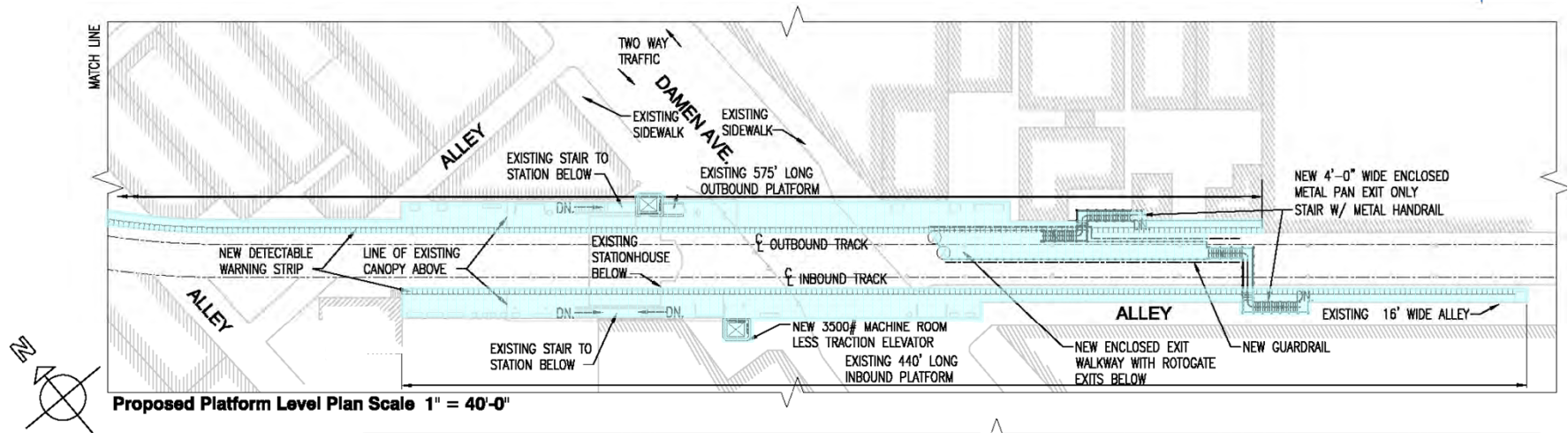


# New South exit stairs (both sides) – All schemes





# Damen - Scheme A2 Plan & Platform



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



# Scheme A2 – Elevator Location (outbound) – same as Scheme A1



# Scheme A2 – Glass Corridor & Elevator location



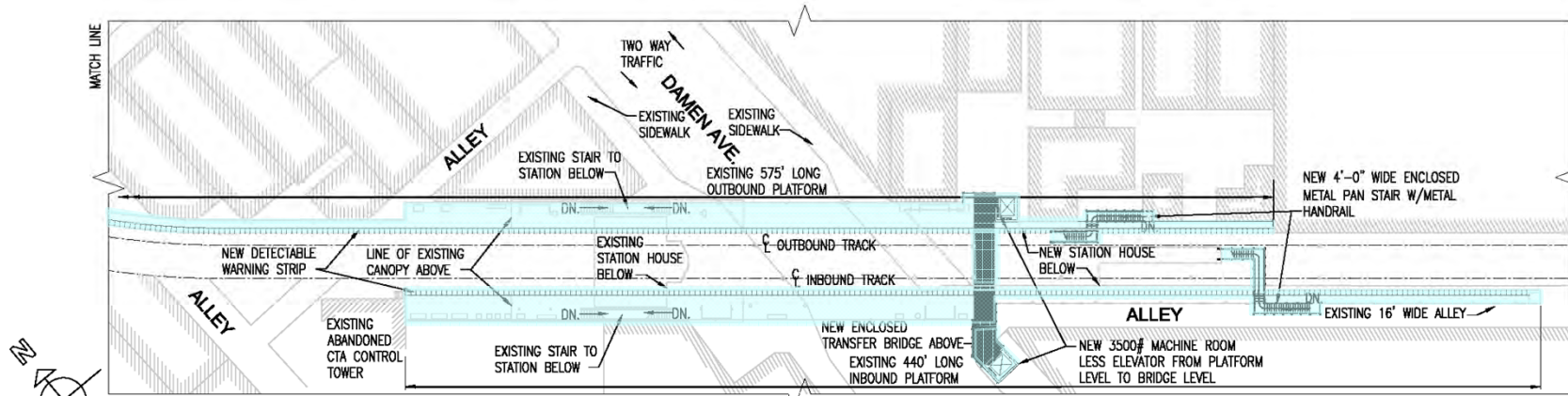
# Scheme A2 – Elevator on Platform (same as A1)



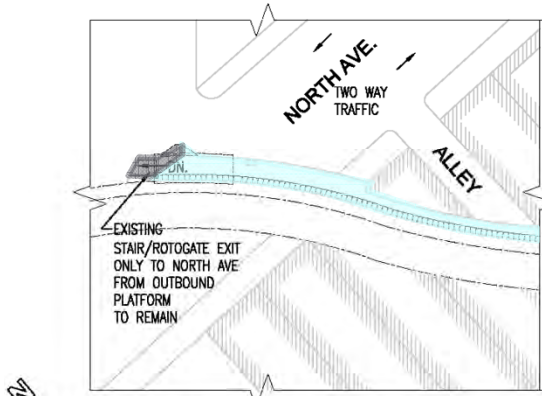
# Concept Plans (Damen - Scheme B1 & B2)



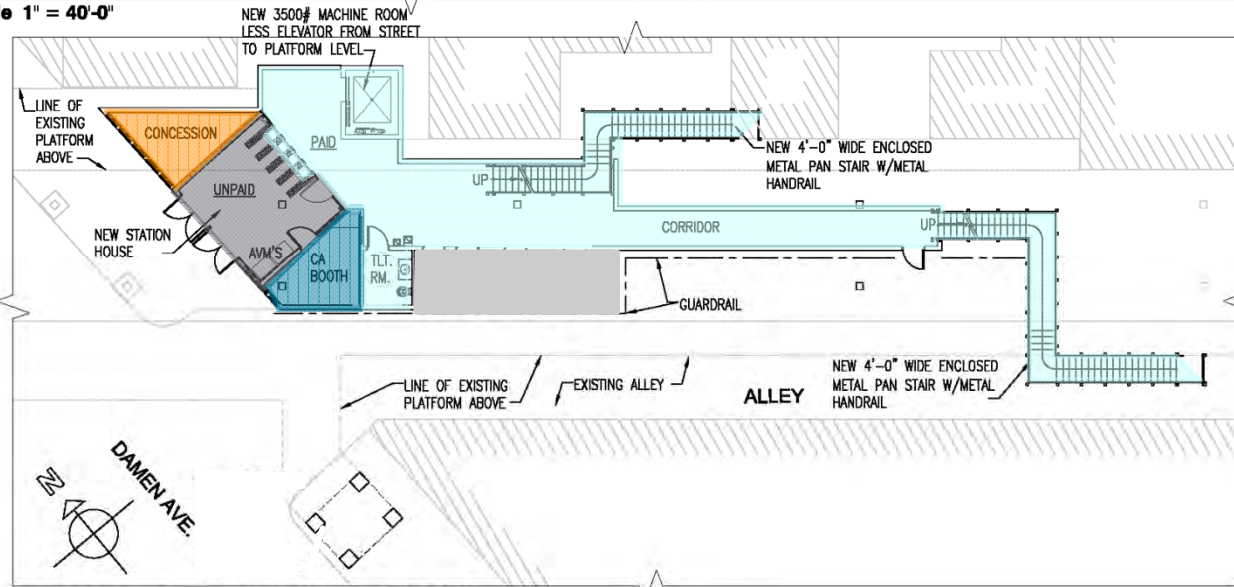
# Damen-Scheme B1 Plan & Platform



Proposed Platform Level Plan Scale 1" = 40'-0"



Proposed Platform Level Plan (Northbound Platform Extension to North Ave.) Scale 1" = 40'-0"



Proposed Station At Grade Plan Scale 1/16" = 1'-0"

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



# Damen – Scheme B1 New Station Location



# Scheme B1 New Station Elevator Location (Outbound)





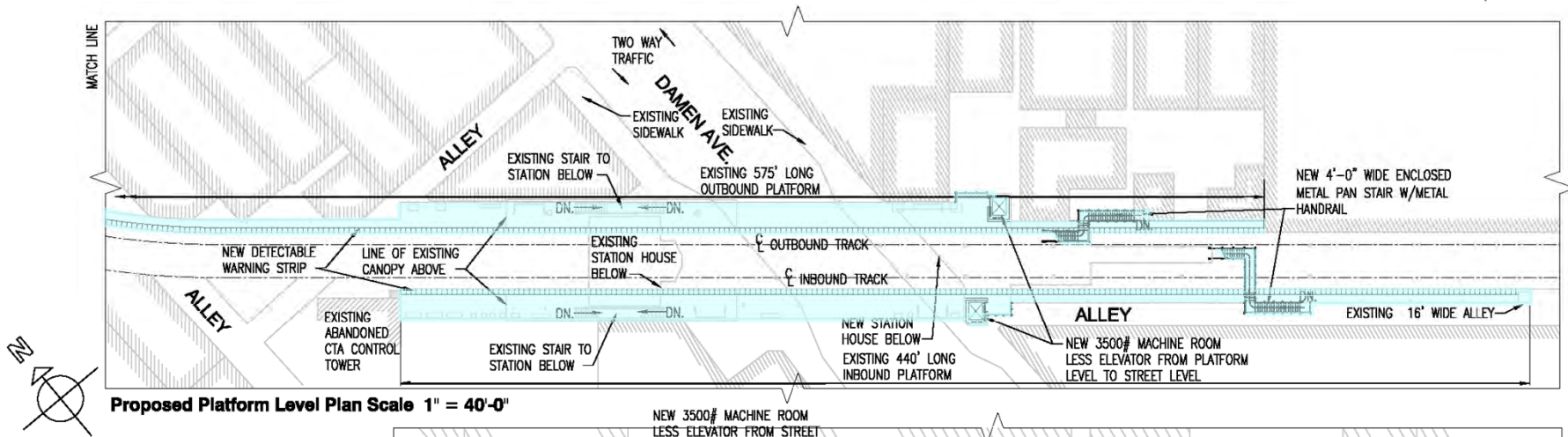
# Scheme B1 New Station Elevator support (Inbound) on sidewalk



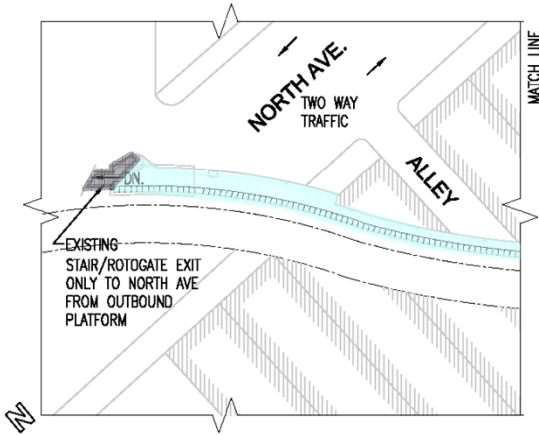
# Scheme B1 New Transfer Bridge Location



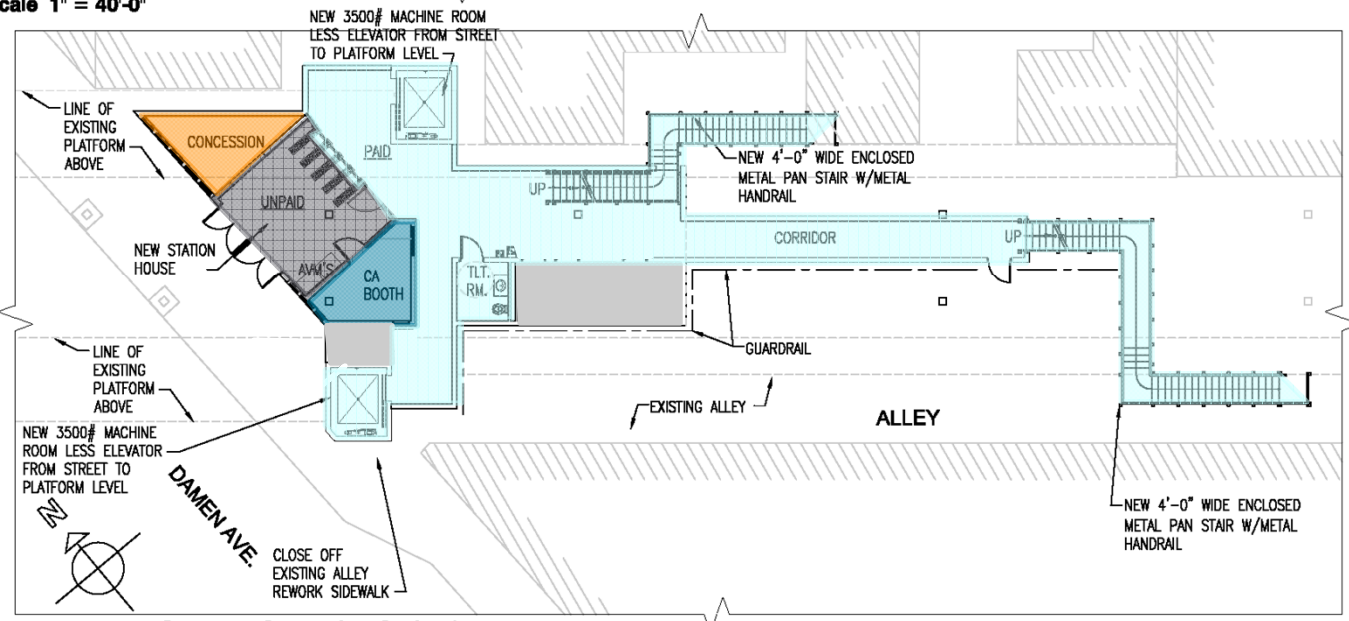
# Damen-Scheme B2 Plan & Platform



Proposed Platform Level Plan Scale 1" = 40'-0"



Proposed Platform Level Plan (Northbound Platform Extension to North Ave.) Scale 1" = 40'-0"



Proposed Station At Grade Plan Scale 1/16" = 1'-0"

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



# Scheme B2 New Station Elevator Location (inbound) at alley



# Comparison of Damen Schemes

<b>Scheme</b>	<b>Elevators</b>	<b>Historical Station House</b>	<b>Adjacent historical properties</b>	<b>Transfer Bridge</b>	<b>Platform Impacts</b>	<b>Alley Access</b>
<b>A1</b>	<b>2 (one to street level)</b>	<b>Significant Impacts, out-bound stairs impacted</b>	<b>6 properties impacted</b>	<b>Yes</b>	<b>New SE exit stairs (both sides)</b>	<b>No Impact</b>
<b>A2</b>	<b>2 (Both to Street level)</b>	<b>Significant Impacts – new encl. walkway</b>	<b>6 properties impacted</b>	<b>No</b>	<b>New SE exit stairs (both sides)</b>	<b>No Impact</b>
<b>B1*</b>	<b>2 (one to street level)</b>	<b>Ex. Station as secondary exit. New station South</b>	<b>5 properties impacted</b>	<b>Yes</b>	<b>New SE exit stairs (both sides)</b>	<b>Bridge over Alley</b>
<b>B2*</b>	<b>2 (Both to Street level)</b>	<b>Ex. Station as secondary exit. New station South</b>	<b>5 properties impacted</b>	<b>No</b>	<b>New SE exit stairs (both sides)</b>	<b>Dead End Alley</b>

\*Scheme B1 & B2 – Existing operations can be maintained during construction



# Draft White Paper Outline Comments



# Next Steps



# Schedule and Deliverable - Updated

- **Review station schemes preliminary schedule**
  - November 2010 – Racine (Elevator and Ramps)
  - December 2010 – 63<sup>rd</sup>/Dan Ryan, Addison/O’Hare
  - January 2011 – Irving Park/O’Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
  - February 2011 – Electronic Communication Overview, Adams/Wabash Loop additional rehab concepts, CDOT Clark/Division (Reconstruction)
  - March 2011 – North Red Purple Line Modernization Overview, Wilson Rehab concept scheme, review IATF white paper highlights/outline
  - April 2011 – Comments on White Paper Outline, Damen/Milwaukee Concept schemes
  - May 2011 – Draft White Paper Comments, Austin/Lake Branch Concepts







**IATF REPORT, FALL 2012**

**Attachment 10**

10. Presentation, June 7, 2011 Meeting

# Infrastructure Accessibility Task Force (IATF)

**June 7, 2011**



# May Agenda

- **Austin/ Lake Branch Existing Conditions – 10 min**
- **Austin/ Lake Branch Scheme A – 15 min**
- **Austin/ Lake Branch Scheme B – 15 min**
- **Next Steps – 5 min**



# Summary of Station Concepts



Station	Scope of Work	Est. Cost
<b>Racine (Blue Line)</b> •Scheme A  •Scheme B  •Scheme C (Preferred)	A: Remove non-compliant ramp, install enclosed ADA compliant ramp. B: New elevator, new stairs, new walkway, update existing fare array, relocate electrical room.	~\$3M
	C: New elevator with new enclosed walkway and new enclosed ADA compliant ramp, reconfigure electrical room and fare array.	~\$6M
		~\$8M
<b>63<sup>rd</sup> Street (Red Line)</b>	New elevator, existing stair and escalator to remain.	~\$2M
<b>Addison (Blue Line)</b>	New elevator, modify existing fare array and electrical room, replace exist stair at new location, Existing escalator remain.	~\$5M
<b>Washington/Wabash(Loop)</b>	Complete new station reconstruction. Replaces Randolph/Wabash and Madison/Wabash station.	~\$75M
<b>Clark/Division (Red Subway)</b>	Complete new Mezzanine at La Salle/Division with elevator access, renovation at Clark/Division end.	~\$85M
<b>Adams/Wabash (Loop)</b> •Scheme A •Scheme B (preferred)	Install 2 new elevators, new transfer bridge, new CA room at platform level.	~\$20M
	Install 3 new elevators, 3 new enclosed walkways, reconfigure existing fare control area at mezzanine.	~\$20M
<b>Wilson (North Red)</b>	Install 1 elevator, extend platform to the south, add new stairway down to street level (exit to Wilson Ave)	~\$4M
<b>Damen/Milwaukee</b> •Scheme A1, A2 (preferred) •Scheme B1, B2	A1: Install 2 elevators, one to street level, add transfer bridge, add new fare array. A2: 2 elevators, both to street level, add new enclosed walkway.	~\$12M ~\$12M
	B1: New stationhouse across Damen, 2 elevators, one to street, new bridge over adjacent alley.	
	B2: Same as B1, no bridge, place elevator over alley to street.	
<b>Austin (Lake Branch)</b> •Scheme A (preferred) •Scheme B	A: Install 1 elevator inside station house, add access ramp to entrance from street level, re-open secondary exit.	~\$6M ~TBD
	B: Add 1 elevator at secondary exit, add access ramp from street level.	



# (Austin – Existing Conditions)



# Austin – Existing Station



# Austin – Existing Station





# Austin - Station Entrance



# Austin – Existing Fare Array



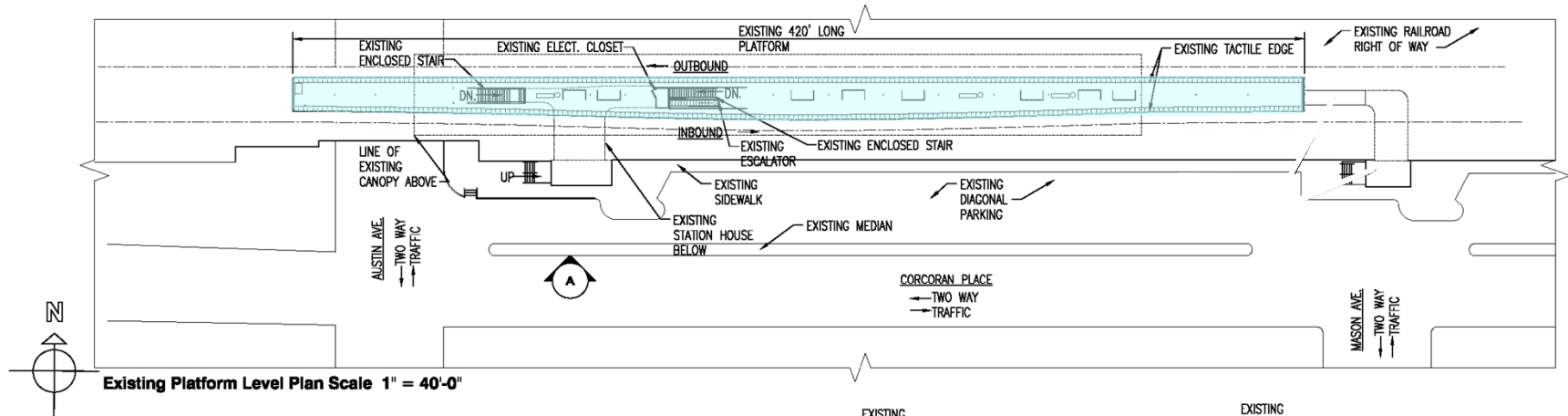
# Austin- Existing Stairs/Escalator



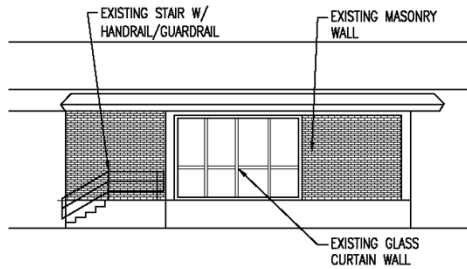
# Existing Platform and Exits



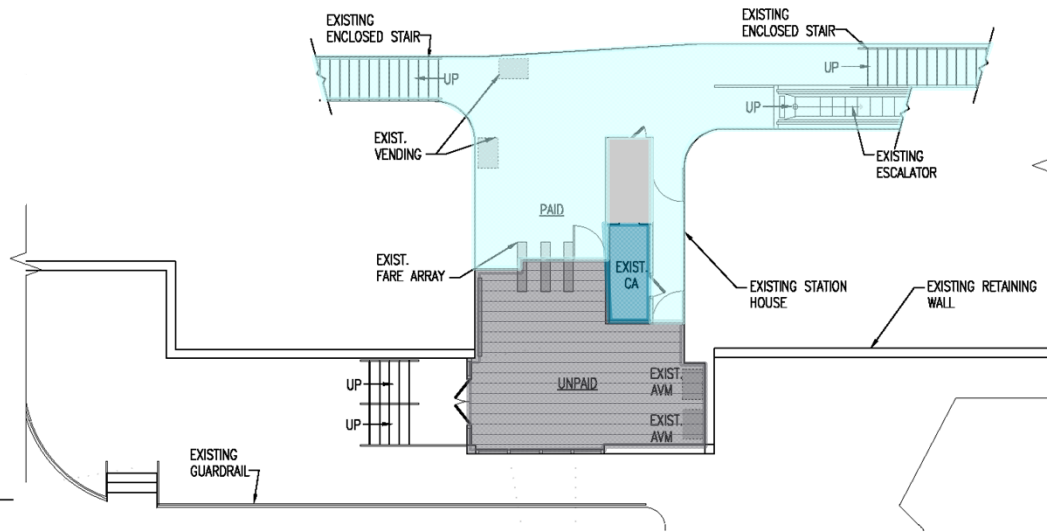
# Austin - Existing Plan



- Circulation
- Rail Operations
- Paid Area
- Station Support



Existing Station Elevation (Austin) A Scale 3/32" = 1'-0"

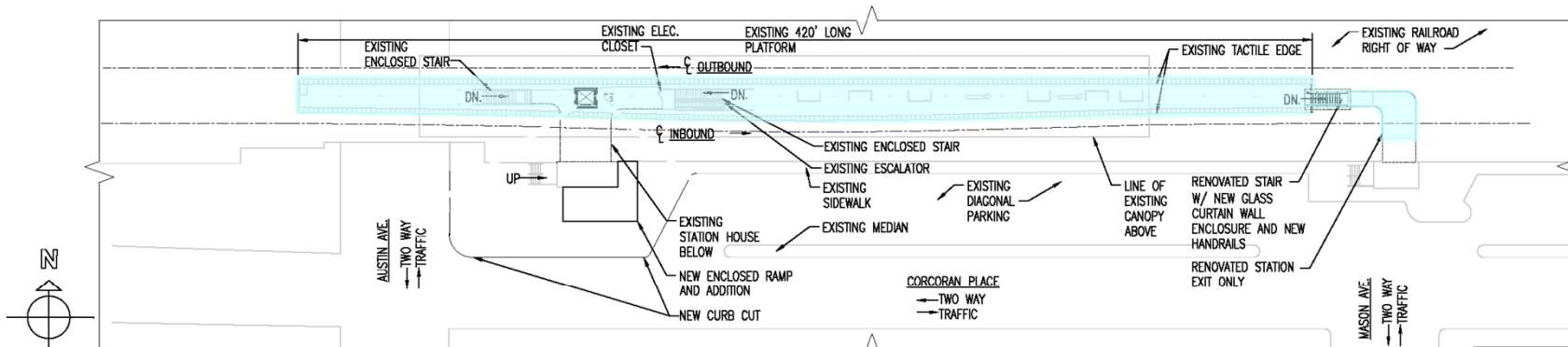


Existing Station At Grade Plan Scale 3/32" = 1'-0"

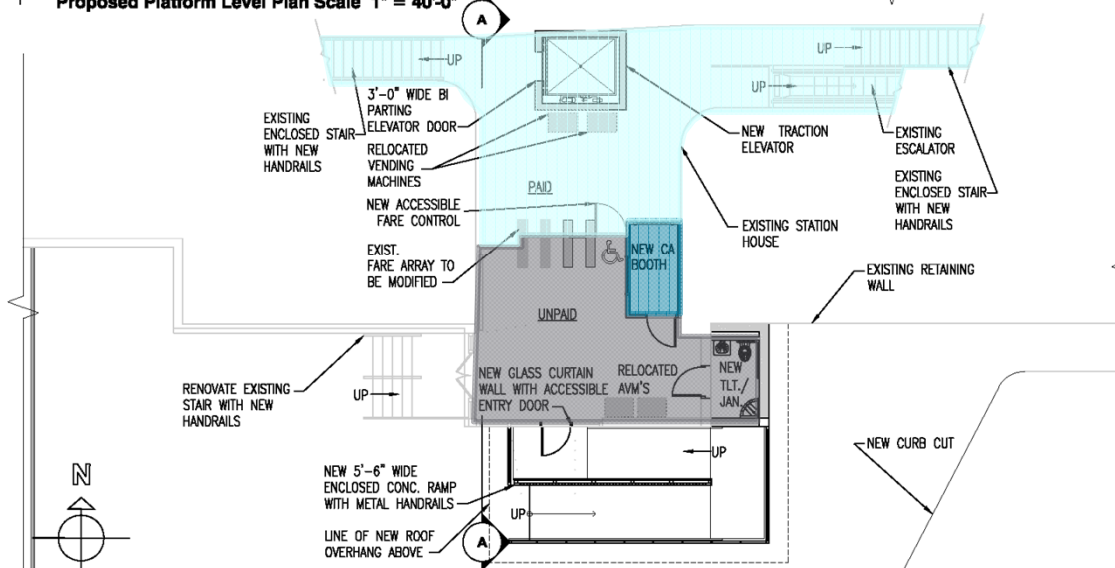
# Concept Plans (Austin - Scheme A)



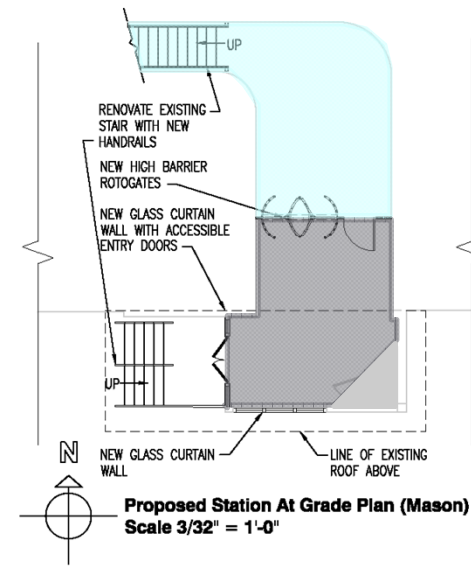
# Scheme A Plan & Platform



Proposed Platform Level Plan Scale 1" = 40'-0"



Proposed Station At Grade Plan (Austin) Scale 3/32" = 1'-0"

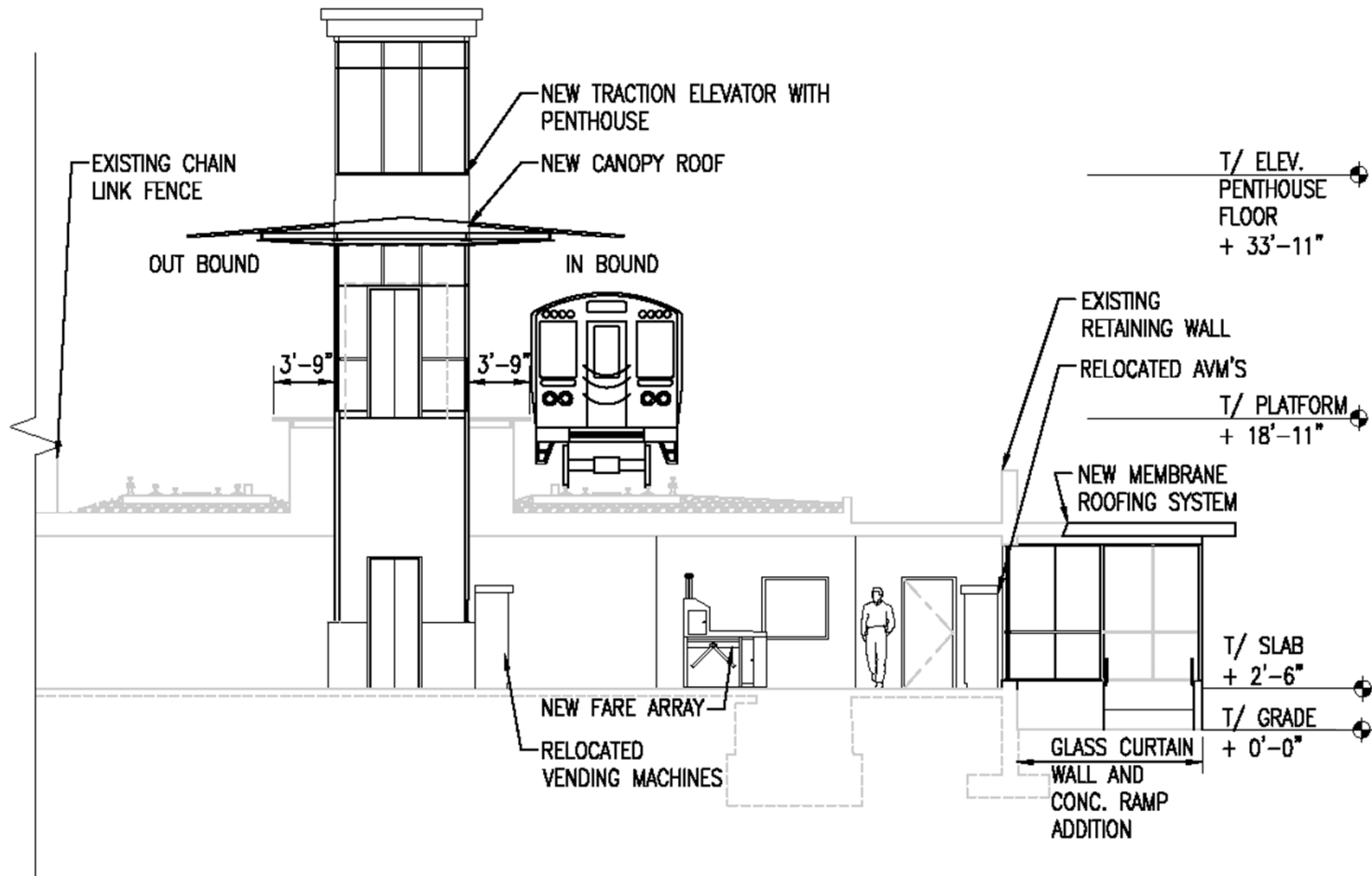


Proposed Station At Grade Plan (Mason) Scale 3/32" = 1'-0"

- Circulation
- Rail Operations
- Paid Area
- Station Support



# Scheme A Section



**Scheme A (Austin) - Station Building Section A-A Scale 3/32" = 1'-0"**





# Scheme A – Street Level Access Ramp Location



# Scheme A- Elevator Location



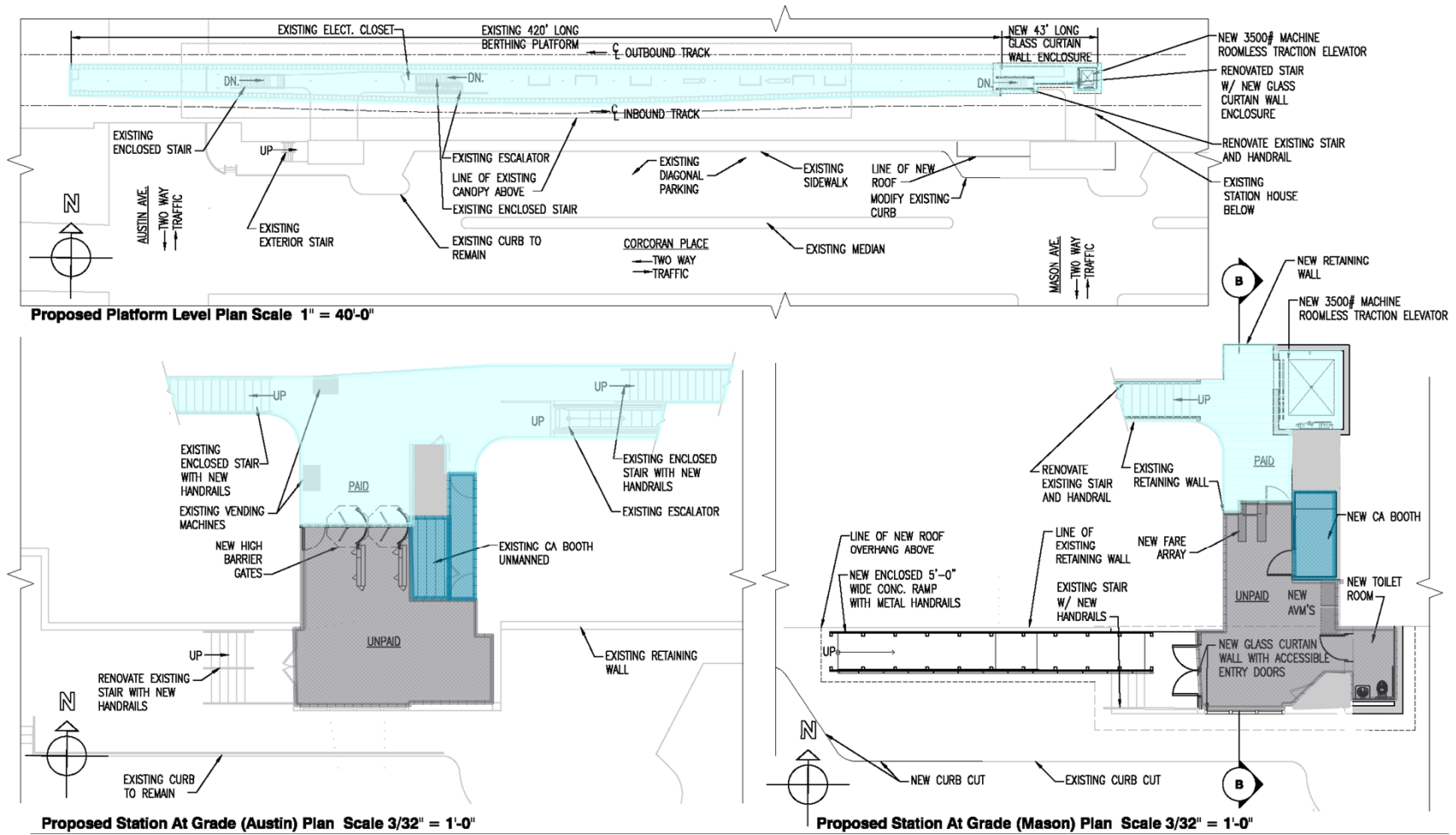
# Scheme A – Elevator Location on Platform



# Scheme A – Reopen East exit stairs to Mason St.



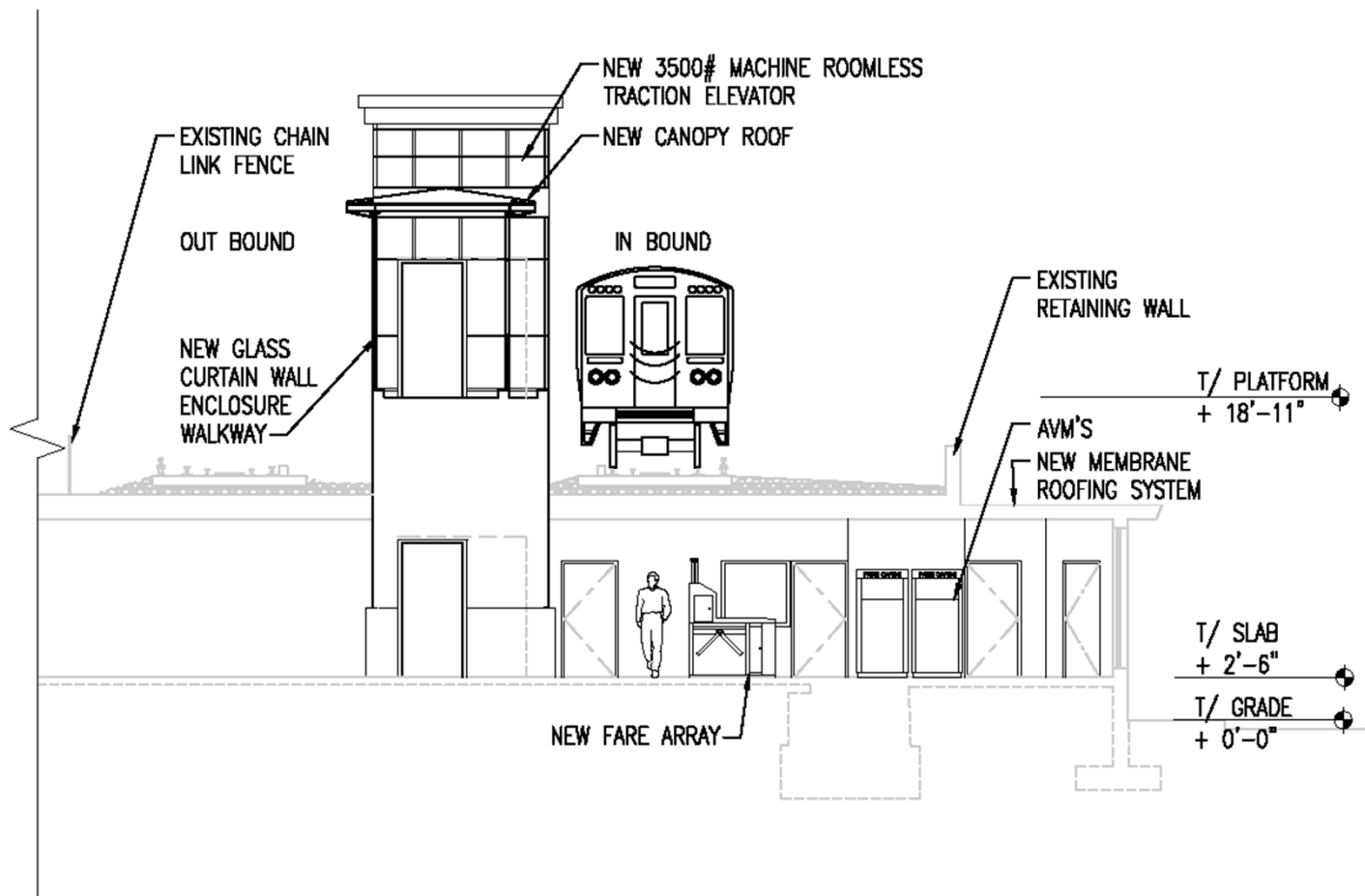
# Scheme B Plan & Platform



Circulation
  Rail Operations
  Paid Area
  Station Support



# Scheme B Section



**Scheme B (Mason) - Station Building Section B-B Scale 3/32" = 1'-0"**

# Scheme B - Elevator and Ramp location - East Exit at Mason St.



# Scheme B - Location of Elevator at Platform





# Next Steps



# Schedule and Deliverable - Updated

- **Review station schemes preliminary schedule**
  - November 2010 – Racine (Elevator and Ramps)
  - December 2010 – 63<sup>rd</sup>/Dan Ryan, Addison/O’Hare
  - January 2011 – Irving Park/O’Hare Challenges, CDOT update on Washington/Wabash Reconstruction, Adams/Wabash (Loop Rehab concept).
  - February 2011 – Electronic Communication Overview, Adams/Wabash Loop additional rehab concepts, CDOT Clark/Division (Reconstruction)
  - March 2011 – North Red Purple Line Modernization Overview, Wilson Rehab concept scheme, review IATF white paper highlights/outline
  - April 2011 – Comments on White Paper Outline, Damen/Milwaukee Concept schemes
  - May 2011 – Cancelled
  - June 2011 – Austin/Lake Branch Concepts





**IATF REPORT, FALL 2012**

**Attachment 11**

11. Initial Set of Station Rankings, System Wide and By Region

Preliminary Evaluation of CTA Non-compliant Stations  
Stations Weighted Scores

Group	Category	Ridership and Gaps				Destinations						Origins			Connections	Weighted Score
		Ridership	PWD Ridership	Senior Ridership	Station Gaps	Employment	Education	University	Senior Services	POI	Population	Paratransit	Senior Housing			
	Weight	15.0%	5.0%	5.0%	15.0%	7.0%	0.0%	7.0%	7.0%	4.0%	10.0%	20.0%	5.0%	0.0%		
Loop	Randolph/Wabash	5	4	5	2	5	5	5	3	5	3.5	3	2	5	3.66	
Loop	State/Lake	5	5	5	1	5	5	5	3	5	3.5	3	2	5	3.56	
Loop	Adams/Wabash	5	4	5	1	5	5	5	3	5	2	3	2	5	3.36	
Loop	Madison/Wabash	5	4	5	2	5	5	5	3	5	2.5	2	2	5	3.36	
Loop	Monroe/State	5	4	5	1	5	5	5	3	5	1.5	3	2	5	3.31	
Loop	LaSalle	3	2	2	2	5	5	5	1	5	3	3	3	5	2.97	
Loop	Washington/Dearborn	5	3	5	1	5	5	5	3	5	2	1	2	5	2.91	
Loop	LaSalle/Van Buren	3	2	2	1	5	5	5	1	5	3	3	3	5	2.82	
Loop	Monroe/Dearborn	4	2	4	1	5	5	5	3	5	1.5	2	2	5	2.81	
Loop	Quincy/Wells	5	2	3	1	5	5	5	1	5	2.5	1	1	5	2.62	
Loop-Outer	Clark/Division	5	5	5	3	4	4	4	3	4	5	5	5	4	4.38	
Loop-Outer	North/Clybourn	4	4	4	4	3.5	1	1	3	3	4	4	4	2	3.65	
Loop-Outer	Division/Milwaukee	4	3	3	5	3	4	1	1	4	4	3	4	2	3.36	
Loop-Outer	Harrison	4	3	3	1	5	5	5	1	5	3.5	4	3	5	3.32	
Loop-Outer	Chicago/Milwaukee	3	2	3	5	4	4	4	1	2	3.5	2	3	2	3.06	
Loop-Outer	Clinton-Forest Park	3	2	2	2	4	4	4	1	4	1.5	1	1	4	2.14	
Loop-Outer	Grand/Milwaukee	2	1	1	4	4	2	1	1	1	2	1	1	2	1.91	
North	Wilson	5	5	5	5	3	4	4	5	4	5	5	5	4	4.75	
North	Lawrence	3	5	4	5	3	4	4	5	4	5	5	5	4	4.40	
North	Argyle	3	5	4	5	4	2	1	5	4	5	5	5	4	4.26	
North	Berwyn	3	5	4	4	4	2	1	4	3	5	5	5	4	4.00	
North	Bryn Mawr	4	5	5	3	3.5	1	1	4	1	5	5	5	3	3.94	
North	Morse	4	5	4	3	2	2	1	4	3	5	5	5	2	3.86	
North	Sheridan	4	4	4	2	3	2	1	5	4	5	4	5	4	3.64	
North	Thorndale	3	4	3	1	2	4	1	5	2	5	5	5	2	3.34	
North	Jarvis	2	4	2	1	2	1	1	5	3	5	5	5	4	3.18	
North	Foster	1	1	1	2	3	2	4	1	4	2.5	2	1	3	1.97	
North	South Boulevard	1	1	1	3	1	1	1	3	1	3.5	2	2	1	1.94	
North	Main	1	3	3	4	2	1	1	1	1	2.5	1	1	1	1.87	
North	Dempster	1	3	1	2	4	1	1	1	4	1.5	2	1	3	1.83	
North	Central-Evanston	1	1	2	3	4	1	1	3	1	1	1	1	1	1.70	
North	Noyes	1	1	1	3	3	1	1	3	3	1	1	1	1	1.66	
NW	Damen/Milwaukee	5	3	3	3	3	2	1	5	3	4	3	4	2	3.45	
NW	Belmont-O'Hare	4	3	5	3	2	1	1	1	1	4	3	2	1	2.87	
NW	Irving Park-O'Hare	4	3	4	5	2	2	1	1	1	3.5	2	2	2	2.87	
NW	California/Milwaukee	3	2	2	3	1	1	1	5	3	5	2	4	2	2.81	
NW	Addison-O'Hare	2	1	3	5	2	1	1	1	2	4	1	1	1	2.26	
NW	Montrose-O'Hare	2	1	2	5	3	1	1	1	1	2	2	1	1	2.24	
South	63rd-Dan Ryan	3	5	4	4	1	2	1	5	1	1	5	1	1	3.18	
South	Garfield-Dan Ryan	4	5	4	4	1	2	1	3	2	1	4	2	2	3.08	
South	87th	5	5	5	4	1	1	1	1	1	1	4	1	1	3.05	
West	Austin-Lake	2	4	3	2	1	4	1	4	2	3.5	5	4	3	3.00	
West	Pulaski-Forest Park	2	4	2	4	1	1	1	1	1	4	4	4	2	2.85	
West	Racine	2	1	1	2	4	4	1	3	4	3.5	4	4	2	2.77	
West	Cicero-Forest Park	1	3	1	5	2	2	1	3	1	1.5	4	3	2	2.66	
West	Western-Forest Park	1	3	1	4	1	4	1	4	1	2.5	4	4	2	2.66	
West	Ridgeland	1	1	2	4	2	1	1	3	1	1.5	4	3	2	2.46	
West	Oak Park-Lake	2	2	3	2	3	1	1	1	3	2.5	3	1	3	2.22	
West	Austin-Forest Park	2	2	1	5	1	2	1	1	1	2	2	2	1	2.15	
West	Oak Park-Forest Park	2	1	2	5	1	1	1	1	1	1.5	1	1	1	1.85	
West	Harlem-Forest Park	1	2	1	3	2	1	1	3	2	1.5	1	1	4	1.65	

Preliminary Evaluation of CTA Non-compliant Stations  
Stations Weighted Scores

Group	Category	Ridership and Gaps				Destinations					Origins			Connections	Weighted Score
		Ridership	PWD Ridership	Senior Ridership	Station Gaps	Employment	Education	University	Senior Services	POI	Population	Paratransit	Senior Housing		
Weight		15.0%	5.0%	5.0%	15.0%	7.0%	0.0%	7.0%	7.0%	4.0%	10.0%	20.0%	5.0%	0.0%	
North	Wilson	5	5	5	5	3	4	4	5	4	5	5	5	4	4.75
North	Lawrence	3	5	4	5	3	4	4	5	4	5	5	5	4	4.40
Loop-Outer	Clark/Division	5	5	5	3	4	4	4	3	4	5	5	5	4	4.38
North	Argyle	3	5	4	5	4	2	1	5	4	5	5	5	4	4.26
North	Berwyn	3	5	4	4	4	2	1	4	3	5	5	5	4	4.00
North	Bryn Mawr	4	5	5	3	3.5	1	1	4	1	5	5	5	3	3.94
North	Morse	4	5	4	3	2	2	1	4	3	5	5	5	2	3.86
Loop	Randolph/Wabash	5	4	5	2	5	5	5	3	5	3.5	3	2	5	3.66
Loop-Outer	North/Clybourn	4	4	4	4	3.5	1	1	3	3	4	4	4	2	3.65
North	Sheridan	4	4	4	2	3	2	1	5	4	5	4	5	4	3.64
Loop	State/Lake	5	5	5	1	5	5	5	3	5	3.5	3	2	5	3.56
NW	Damen/Milwaukee	5	3	3	3	3	2	1	5	3	4	3	4	2	3.45
Loop	Adams/Wabash	5	4	5	1	5	5	5	3	5	2	3	2	5	3.36
Loop	Madison/Wabash	5	4	5	2	5	5	5	3	5	2.5	2	2	5	3.36
Loop-Outer	Division/Milwaukee	4	3	3	5	3	4	1	1	4	4	3	4	2	3.36
North	Thorndale	3	4	3	1	2	4	1	5	2	5	5	5	2	3.34
Loop-Outer	Harrison	4	3	3	1	5	5	5	1	5	3.5	4	3	5	3.32
Loop	Monroe/State	5	4	5	1	5	5	5	3	5	1.5	3	2	5	3.31
North	Jarvis	2	4	2	1	2	1	1	5	3	5	5	5	4	3.18
South	63rd-Dan Ryan	3	5	4	4	1	2	1	5	1	1	5	1	1	3.18
South	Garfield-Dan Ryan	4	5	4	4	1	2	1	3	2	1	4	2	2	3.08
Loop-Outer	Chicago/Milwaukee	3	2	3	5	4	4	4	1	2	3.5	2	3	2	3.06
South	87th	5	5	5	4	1	1	1	1	1	1	4	1	1	3.05
West	Austin-Lake	2	4	3	2	1	4	1	4	2	3.5	5	4	3	3.00
Loop	LaSalle	3	2	2	2	5	5	5	1	5	3	3	3	5	2.97
Loop	Washington/Dearborn	5	3	5	1	5	5	5	3	5	2	1	2	5	2.91
NW	Belmont-O'Hare	4	3	5	3	2	1	1	1	1	4	3	2	1	2.87
NW	Irving Park-O'Hare	4	3	4	5	2	2	1	1	1	3.5	2	2	2	2.87
West	Pulaski-Forest Park	2	4	2	4	1	1	1	1	1	4	4	4	2	2.85
Loop	LaSalle/Van Buren	3	2	2	1	5	5	5	1	5	3	3	3	5	2.82
Loop	Monroe/Dearborn	4	2	4	1	5	5	5	3	5	1.5	2	2	5	2.81
NW	California/Milwaukee	3	2	2	3	1	1	1	5	3	5	2	4	2	2.81
West	Racine	2	1	1	2	4	4	1	3	4	3.5	4	4	2	2.77
West	Cicero-Forest Park	1	3	1	5	2	2	1	3	1	1.5	4	3	2	2.66
West	Western-Forest Park	1	3	1	4	1	4	1	4	1	2.5	4	4	2	2.66
Loop	Quincy/Wells	5	2	3	1	5	5	5	1	5	2.5	1	1	5	2.62
West	Ridgeland	1	1	2	4	2	1	1	3	1	1.5	4	3	2	2.46
NW	Addison-O'Hare	2	1	3	5	2	1	1	1	2	4	1	1	1	2.26
NW	Montrose-O'Hare	2	1	2	5	3	1	1	1	1	2	2	1	1	2.24
West	Oak Park-Lake	2	2	3	2	3	1	1	1	3	2.5	3	1	3	2.22
West	Austin-Forest Park	2	2	1	5	1	2	1	1	1	2	2	2	1	2.15
Loop-Outer	Clinton-Forest Park	3	2	2	2	4	4	4	1	4	1.5	1	1	4	2.14
North	Foster	1	1	1	2	3	2	4	1	4	2.5	2	1	3	1.97
North	South Boulevard	1	1	1	3	1	1	1	3	1	3.5	2	2	1	1.94
Loop-Outer	Grand/Milwaukee	2	1	1	4	4	2	1	1	1	2	1	1	2	1.91
North	Main	1	3	3	4	2	1	1	1	1	2.5	1	1	1	1.87
West	Oak Park-Forest Park	2	1	2	5	1	1	1	1	1	1.5	1	1	1	1.85
North	Dempster	1	3	1	2	4	1	1	1	4	1.5	2	1	3	1.83
North	Central-Evanston	1	1	2	3	4	1	1	3	1	1	1	1	1	1.70
North	Noyes	1	1	1	3	3	1	1	3	3	1	1	1	1	1.66
West	Harlem-Forest Park	1	2	1	3	2	1	1	3	2	1.5	1	1	4	1.65



**IATF REPORT, FALL 2012**

**Attachment 12**

12. Updated Set of Station Rankings, System Wide and By Region

Preliminary Evaluation of CTA Non-compliant Stations  
Stations Weighted Scores

Group	Category	Ridership and Gaps				Destinations						Origins			Connections	Weighted Score
		Ridership 15.0%	PWD Ridership 5.0%	Senior Ridership 5.0%	Station Gaps 15.0%	Employment 7.0%	Education 0.0%	University 7.0%	Senior Services 7.0%	POI 4.0%	Population 10.0%	Paratransit 20.0%	Senior Housing 5.0%			
North	Bryn Mawr	4	5	5	4	3.5	1	1	4	1	5	5	5	3	4.09	
North	Berwyn	3	5	4	4	4	2	1	4	3	5	5	5	4	4.00	
Loop-Outer	North/Clybourn	5	4	4	5	3.5	1	1	3	3	4	4	5	2	4.00	
North	Sheridan	4	4	4	3	3	2	1	5	4	5	5	5	4	3.99	
North	Lawrence	3	5	4	2	3	4	4	5	4	5	5	5	4	3.95	
North	Argyle	3	5	4	3	3.5	2	1	5	4	5	5	5	4	3.93	
North	Morse	4	5	4	3	2	2	1	4	3	5	5	5	2	3.86	
Loop	Randolph/Wabash	5	4	5	2	5	5	5	3	5	3.5	3	2	5	3.66	
Loop-Outer	Division/Milwaukee	4	3	4	5	3	4	1	1	4	4.5	4	4	2	3.66	
NW	Damen/Milwaukee	5	3	3	3	3	2	1	5	3	4	3	5	2	3.50	
Loop	State/Lake	5	5	5	1	5	5	4	3	5	3.5	3	2	5	3.49	
Loop	Madison/Wabash	5	4	5	2	5	5	5	3	5	2.5	2	2	5	3.36	
Loop	Monroe/State	5	5	5	1	5	5	5	3	5	1.5	3	2	5	3.36	
North	Thorndale	3	4	3	1	2	4	1	5	2	5	5	5	2	3.34	
Loop	Adams/Wabash	5	4	5	1	5	5	5	3	5	1.5	3	2	5	3.31	
South	Garfield-Dan Ryan	4	5	4	5	1	2	1	3	2	1	4	2	2	3.23	
Loop-Outer	Harrison	4	3	3	1	4	4	5	1	4	3.5	4	3	4	3.21	
North	Jarvis	2	4	2	1	2	1	1	5	3	5	5	5	4	3.18	
NW	California/Milwaukee	4	2	2	3	1	1	1	5	3	5	3	4	2	3.16	
Loop-Outer	Chicago/Milwaukee	3	2	3	5	3.5	4	4	1	2	3.5	2	3	2	3.03	
West	Austin-Lake	2	4	3	2	1	4	1	4	2	3.5	5	4	3	3.00	
Loop	Monroe/Dearborn	5	2	4	1	5	5	5	3	5	1.5	2	2	5	2.96	
Loop	LaSalle	3	2	2	2	5	5	5	1	4	3	3	3	5	2.93	
NW	Belmont-O'Hare	4	3	5	3	2	1	1	1	1	4.5	3	2	1	2.92	
West	Racine	2	1	1	3	4	4	1	3	4	3.5	4	4	2	2.92	
Loop	Washington/Dearborn	5	3	5	1	5	5	5	3	5	2	1	2	5	2.91	
South	87th	4	5	5	4	1	1	1	1	1	1	4	1	1	2.90	
West	Pulaski-Forest Park	2	5	2	4	1	1	1	1	1	4	4	4	2	2.90	
Loop	LaSalle/Van Buren	3	2	3	1	5	5	5	1	5	3	3	3	5	2.87	
West	Western-Forest Park	2	3	1	4	1	4	1	4	1	2.5	4	4	2	2.81	
NW	Irving Park-O'Hare	3	3	5	5	2	2	1	1	1	3.5	2	2	2	2.77	
West	Cicero-Forest Park	1	4	1	5	2	2	1	3	1	1.5	4	3	2	2.71	
West	Ridgeland	1	1	2	4	2	1	1	3	1	1.5	5	3	2	2.66	
Loop	Quincy/Wells	5	2	3	1	5	5	5	1	5	2.5	1	1	5	2.62	
NW	Addison-O'Hare	3	1	3	5	1.5	1	1	1	2	4	1	1	1	2.38	
NW	Montrose-O'Hare	2	1	2	5	3	1	1	1	1	2	2	1	1	2.24	
West	Austin-Forest Park	2	3	1	5	1	2	1	1	1	1.5	2	2	1	2.15	
Loop-Outer	Clinton-Forest Park	3	2	2	2	4	4	4	1	4	1.5	1	1	4	2.14	
West	Oak Park-Lake	1	2	3	2	3	1	1	1	3	2.5	3	1	3	2.07	
North	Foster	1	1	1	2	3	2	4	1	4	2.5	2	1	3	1.97	
North	South Boulevard	1	1	1	3	1	1	1	3	1	3.5	2	2	1	1.94	
Loop-Outer	Grand/Milwaukee	2	1	1	4	4	2	1	1	1	2	1	1	2	1.91	
West	Oak Park-Forest Park	2	1	2	5	1	1	1	1	1	1.5	1	1	1	1.85	
North	Main	1	3	3	4	1.5	1	1	1	1	2.5	1	1	1	1.84	
North	Dempster	1	3	1	2	4	1	1	1	4	1.5	2	1	3	1.83	
North	Noyes	1	1	1	4	3	1	1	3	3	1	1	1	1	1.81	
North	Central-Evanston	1	1	2	3	4	1	1	3	1	1	1	1	1	1.70	
West	Harlem-Forest Park	1	2	1	3	2	1	1	3	2	1.5	1	1	4	1.65	

Preliminary Evaluation of CTA Non-compliant Stations  
Stations Weighted Scores

Group	Category	Ridership and Gaps				Destinations						Origins			Connections	Weighted Score
		Ridership	PWD Ridership	Senior Ridership	Station Gaps	Employment	Education	University	Senior Services	POI	Population	Paratransit	Senior Housing			
Weight		15.0%	5.0%	5.0%	15.0%	7.0%	0.0%	7.0%	7.0%	4.0%	10.0%	20.0%	5.0%	0.0%		
Loop	Randolph/Wabash	5	4	5	2	5	5	5	3	5	3.5	3	2	5	3.66	
Loop	State/Lake	5	5	5	1	5	5	4	3	5	3.5	3	2	5	3.49	
Loop	Madison/Wabash	5	4	5	2	5	5	5	3	5	2.5	2	2	5	3.36	
Loop	Monroe/State	5	5	5	1	5	5	5	3	5	1.5	3	2	5	3.36	
Loop	Adams/Wabash	5	4	5	1	5	5	5	3	5	1.5	3	2	5	3.31	
Loop	Monroe/Dearborn	5	2	4	1	5	5	5	3	5	1.5	2	2	5	2.96	
Loop	LaSalle	3	2	2	2	5	5	5	1	4	3	3	3	5	2.93	
Loop	Washington/Dearborn	5	3	5	1	5	5	5	3	5	2	1	2	5	2.91	
Loop	LaSalle/Van Buren	3	2	3	1	5	5	5	1	5	3	3	3	5	2.87	
Loop	Quincy/Wells	5	2	3	1	5	5	5	1	5	2.5	1	1	5	2.62	
Loop-Outer	North/Clybourn	5	4	4	5	3.5	1	1	3	3	4	4	5	2	4.00	
Loop-Outer	Division/Milwaukee	4	3	4	5	3	4	1	1	4	4.5	4	4	2	3.66	
Loop-Outer	Harrison	4	3	3	1	4	4	5	1	4	3.5	4	3	4	3.21	
Loop-Outer	Chicago/Milwaukee	3	2	3	5	3.5	4	4	1	2	3.5	2	3	2	3.03	
Loop-Outer	Clinton-Forest Park	3	2	2	2	4	4	4	1	4	1.5	1	1	4	2.14	
Loop-Outer	Grand/Milwaukee	2	1	1	4	4	2	1	1	1	2	1	1	2	1.91	
North	Bryn Mawr	4	5	5	4	3.5	1	1	4	1	5	5	5	3	4.09	
North	Berwyn	3	5	4	4	4	2	1	4	3	5	5	5	4	4.00	
North	Sheridan	4	4	4	3	3	2	1	5	4	5	5	5	4	3.99	
North	Lawrence	3	5	4	2	3	4	4	5	4	5	5	5	4	3.95	
North	Argyle	3	5	4	3	3.5	2	1	5	4	5	5	5	4	3.93	
North	Morse	4	5	4	3	2	2	1	4	3	5	5	5	2	3.86	
North	Thorndale	3	4	3	1	2	4	1	5	2	5	5	5	2	3.34	
North	Jarvis	2	4	2	1	2	1	1	5	3	5	5	5	4	3.18	
North	Foster	1	1	1	2	3	2	4	1	4	2.5	2	1	3	1.97	
North	South Boulevard	1	1	1	3	1	1	1	3	1	3.5	2	2	1	1.94	
North	Main	1	3	3	4	1.5	1	1	1	1	2.5	1	1	1	1.84	
North	Dempster	1	3	1	2	4	1	1	1	4	1.5	2	1	3	1.83	
North	Noyes	1	1	1	4	3	1	1	3	3	1	1	1	1	1.81	
North	Central-Evanston	1	1	2	3	4	1	1	3	1	1	1	1	1	1.70	
NW	Damen/Milwaukee	5	3	3	3	3	2	1	5	3	4	3	5	2	3.50	
NW	California/Milwaukee	4	2	2	3	1	1	1	5	3	5	3	4	2	3.16	
NW	Belmont-O'Hare	4	3	5	3	2	1	1	1	1	4.5	3	2	1	2.92	
NW	Irving Park-O'Hare	3	3	5	5	2	2	1	1	1	3.5	2	2	2	2.77	
NW	Addison-O'Hare	3	1	3	5	1.5	1	1	1	2	4	1	1	1	2.38	
NW	Montrose-O'Hare	2	1	2	5	3	1	1	1	1	2	2	1	1	2.24	
South	Garfield-Dan Ryan	4	5	4	5	1	2	1	3	2	1	4	2	2	3.23	
South	87th	4	5	5	4	1	1	1	1	1	1	4	1	1	2.90	
West	Austin-Lake	2	4	3	2	1	4	1	4	2	3.5	5	4	3	3.00	
West	Racine	2	1	1	3	4	4	1	3	4	3.5	4	4	2	2.92	
West	Pulaski-Forest Park	2	5	2	4	1	1	1	1	1	4	4	4	2	2.90	
West	Western-Forest Park	2	3	1	4	1	4	1	4	1	2.5	4	4	2	2.81	
West	Cicero-Forest Park	1	4	1	5	2	2	1	3	1	1.5	4	3	2	2.71	
West	Ridgeland	1	1	2	4	2	1	1	3	1	1.5	5	3	2	2.66	
West	Austin-Forest Park	2	3	1	5	1	2	1	1	1	1.5	2	2	1	2.15	
West	Oak Park-Lake	1	2	3	2	3	1	1	1	3	2.5	3	1	3	2.07	
West	Oak Park-Forest Park	2	1	2	5	1	1	1	1	1	1.5	1	1	1	1.85	
West	Harlem-Forest Park	1	2	1	3	2	1	1	3	2	1.5	1	1	4	1.65	