



AGENDA
ADA Advisory Committee
Thursday, June 27, 2024
3:00 PM
Evanston Public Library: 1703 Orrington Ave.
First Floor Community Room / Zoom

(I) CALL TO ORDER/ROLL CALL

(II) APPROVAL OF MINUTES

(III) PUBLIC COMMENTS

(IV) ITEMS FOR DISCUSSION

Updates about previous inquiries/grievances

- Communication updates from Sarah FioRito re: CTA accessibility

Review of new inquiries/grievances

- Sidewalk cafes
- Residential "accessible" parking and pick up areas
- Farmers' Market parking
- Main Street sidewalk construction
- Highlighting accessibility improvements among businesses

Training/education updates

- Hidden Disabilities Sunflower training, June 7
- Inclusion Panel at Camp Directors' training, June 8
- Disability Awareness training for CARE team, June 18
- Verbal Intervention training for Library security team, June 20
- Verbal Intervention training for CARE team, June 28

Other items:

- Upcoming events:
 - Disability Pride Parade: July 20
 - *New Date* for ReelAbilities Film Showing: July 23
- Inclusion & Accessibility Division updates:
 - South End Community Center Open House
 - Sensory room
 - Adapted boccia
- Thank you letter to Mayor approved
- Next meeting: July 25

(V) COMMENTS FROM THE COMMITTEE

(VI) ADJOURNMENT



ADA Advisory Committee
Thursday, May 23, 2024 @ 3:00 PM
Evanston Public Library / Zoom

1. CALL TO ORDER/ROLE CALL

Members present: Murphy Monroe, Donna Stevens, Julia Pantoga, Litrea Hunter, Jack Kleisner, Jim Johnson, Mark Karlin, Matt Dinerstein, Tom Bobowski

Guests: Fred Wittenberg, Miriam McAuley, David Graver, Carol Schreier, Erin Fiorini, Christina Bader, Jason Meter, Jojo Wertheimer, Irma Gomez-Fierro, Soncerese Hatch, Jennifer Henry

Staff present: Sarah FioRito (Transportation and Mobility Coordinator,) Audrey Thompson (Director of Parks and Recreation,) Lauren Ruiz (Inclusion & Accessibility Division Manager)

2. APPROVAL OF MINUTES

The May 23 minutes were approved by Mark Karlin and Jack Kleisner.

3. ITEMS FOR DISCUSSION

CTA presentation (see attached)

Inquiry updates

- South End Community Center: Adapted Boccia will begin here June 13.

Training/education updates

- Manager Ruiz continues to provide disability awareness trainings throughout various departments: Library, lifeguard supervisors, crisis response team
- ReelAbilities film showing: volunteers from the Committee are working to select films to show at our event

4. PUBLIC COMMENTS

Guests at the meeting shared feedback and asked questions related to the CTA presentation. Sarah FioRito to continue working with CTA contacts to address the urgency of accessibility for the Central Street stop.

5. COMMENTS FROM THE COMMITTEE

Committee members shared feedback and asked questions related to the CTA presentation.

6. ADJOURNMENT

The meeting was adjourned at 4:45 PM.

City of Evanston ADA Advisory Committee Meeting

CTA's All Stations Accessibility (ASAP) Program Plan

May 23, 2024



Chicago Transit Authority

Agenda

- ASAP Plan Overview, Prioritization Process and Current Projects
 - Presented by Erin Fiorini, CTA
- RPM Next Phases
 - Presented by Christina Bader, CTA
- Bus Stop Accessibility Improvements
 - Presented by Jason Meter, CTA



All Stations Accessibility Program (ASAP)

ASAP Program Objectives:

- The CTA is committed to making its system completely accessible to people with disabilities in the next 20 years by becoming the first legacy transit system to make all of its train stations accessible.
- To create spaces that support those with a range of physical, sensory, and cognitive abilities to independently use the services provided by CTA.

ASAP Program Scope:

- Forty-two stations are inaccessible and are included either in ASAP or in one of CTA's other major programs.
- Throughout all phases of ASAP, 162 existing elevators will be replaced or rehabbed.



All Stations Accessibility Program (ASAP)

Program Budget:

- Total Twenty-Year Cost: \$2.1 Billion
 - Phase One Stations, plus Racine Phase Two: \$467 million
 - Phase Two Stations: \$234 million
 - Systemwide Elevator Replacement: \$37 million (funded to-date)

Program Schedule:

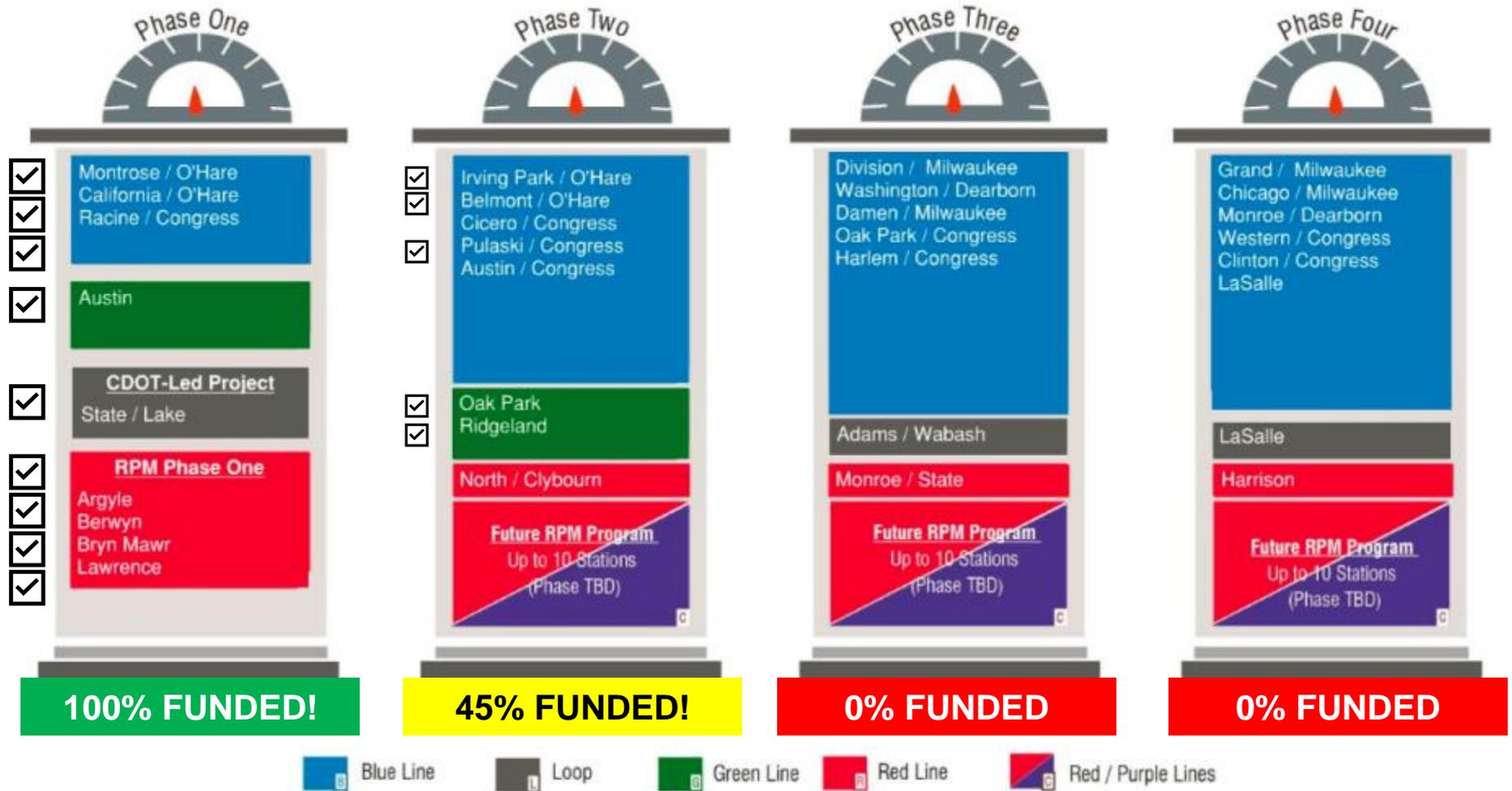
- Phase One project completion dates range between 2023-2025
- Phase Two project completion dates range between 2026-2028
- Revision to the ASAP Plan will be published in 2024, which will be updated with new phasing, updated estimate of the program and additional narratives of programs.

All Stations Accessibility Plan

- https://www.transitchicago.com/assets/1/6/ASAP_Strategic_Plan_508_FI_NAL.pdf



ASAP Plan – Updated Phase 2 Progress



Fourteen (14) stations fully funded and in implementation from July 2018 ASAP Plan. Once construction is complete, CTA will have 117 accessible stations out of a total of 145 stations (81%).



ASAP Plan – Updated Phase 2 Progress



- \$118M FTA All Stations Accessibility Program Grant will fund three stations:
 - O'Hare (Blue) Irving Park
 - O'Hare (Blue) Belmont
 - Congress (Blue) Pulaski
 - Blue Line will be fully accessible after these stations from O'Hare through Western.
- Federal formula and State funds will fund the design and construction for two stations:
 - Lake (Green) Oak Park
 - Lake (Green) Ridgeland
 - Green Line will be fully accessible after these two stations are completed
- Twice IDOT and CTA partnered and applied for a USDOT MEGA grant to make the Cicero / Austin Congress Stations accessible. Neither time was the project awarded funding.

All Stations Accessibility Program Plan (ASAP)

- 2012 – Infrastructure Accessibility Task Force (IATF) report created CTA's first strategic review and analysis of station accessibility across the entire rail system since the key stations were designated twenty years prior.
 - Purpose of the IATF was to function as a resource for the CTA in developing initiatives to enhance accessibility for people with disabilities at CTA's rail stations.
 - The goals and objectives of the IATF were to:
 - Identify the highest priority stations to make accessible
 - Evaluate concepts for incorporating accessibility into the highest priority stations.
 - Identify general planning recommendations and develop design considerations for future accessibility improvements
 - Determine next steps for achieving full accessibility of the CTA rail system



All Stations Accessibility Program Plan (ASAP)

- July 2018 – CTA’s All Stations Accessibility Program (ASAP) Plan Published
 - To develop a comprehensive roadmap to full vertical accessibility, the CTA began collaborating with accessibility experts and third-party architects to develop the ASAP Strategic Plan.
 - This Working Group met regularly to provide input on the ASAP planning process as well as technical guidance related to the proposed station designs. The CTA also regularly updated its ADA Advisory Committee, which serves in an advisory capacity to the CTA and whose members represent various disability-related organizations and interests within the disability community.
 - Working group created priority ranking of remaining CTA stations to become accessible
 - The ASAP Strategic Plan will be updated over time to remain consistent (every 5 years) with ongoing planning, modernization, and construction work as part of CTA’s Capital Program.
- November 2021 – Working group reconvened to update ASAP Plan



Station Prioritization Criteria

- ASAP builds from IATF planning effort, updating IATF data and advancing the IATF methodology.
- ASAP Program established **need priorities** in three categories to rank stations:
 - Ridership and Gaps;
 - Origins; and
 - Destinations
- Rankings were then factored by a **complexity score** recognizing some stations are more difficult to design and construct
- ****NEW**** As part of the ASAP plan *refresh*, an **implementation factor** was added. This factor looks at cost, historic coordination, segment completion and grant goals



Station Prioritization: Ridership

Ridership (35% Total Weight):

Criteria	Comments
Total Station Ridership Based on CTA Ridership Statistics (20% Weight)	Target Highly Used Locations for Most Impact
Persons with Disabilities Ridership Based on CTA Fare Data (10% Weight)	Prioritize Stations with Existing Disability Patron Ridership
Senior Ridership Based on CTA Fare Data (5% Weight)	Prioritize Stations with Existing Senior Patron Ridership



Station Prioritization: Gaps

Gaps (20% Total Weight):

Criteria	Comments
Station Gaps Based on Geographic Distance (15% Weight)	Targets Stations to Fill in Large Spans Between Inaccessible Stations
Connections Bus Connections Only (5% Weight)	Focuses on Expanding Accessible Network via Buses



Station Prioritization: Origins

Origins (30% Total Weight):

Criteria	Comments
Population Based on Census and CMAP Projections (10% Weight)	Identifies Potential Ridership – Current and Future
Paratransit Pace Data (20% Weight)	Identifies Existing Pace Transfer Locations



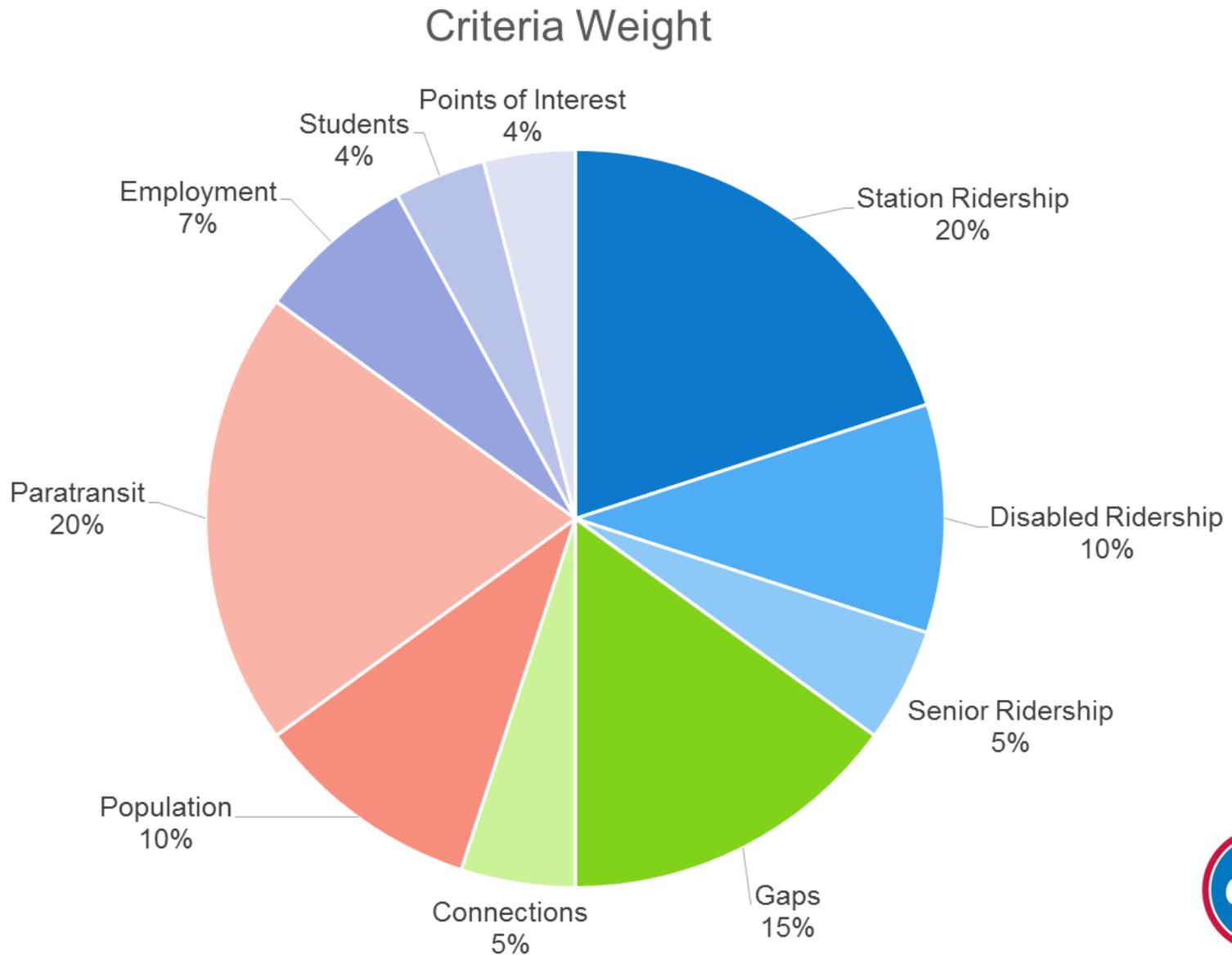
Station Prioritization: Destinations

Destinations (15% Total Weight):

Criteria	Comments
Employment Based on Census and CMAP Projections (7% Weight)	Assists in Connectivity to Employment
School Enrollment CPS and Other Data (4% Weight)	High School and University Connections
Points of Interest CPS and Other Data (4% Weight)	General Connectivity, Especially for Tourism or Civil Purposes



Station Prioritization: Weighting



Station Prioritization: *Complexity*

- ASAP methodology introduced a *complexity* factor
- Complexity factor measures a number of high-level cost considerations (e.g., extend of utility work, presence of multiple platforms, station type) and the time needed for planning, design, construction and agency coordination of accessibility improvements.
- Complexity penalties were applied based on station type (subway vs. elevated/median/or at-grade) and variables at those station types



Station Prioritization: *Complexity*

- Coordinated with Technical Committee
 - Land Acquisition
 - Historical Considerations
 - Cost
 - Constructability
 - Code Compliance
 - Station Condition
- Accounts for 40% of the total score



Station Prioritization: Scoring & Weight

- For both need and complexity assessments, all stations were assigned a score between zero and five.
 - Zero was lowest score; five was highest score. Zero was only assigned when the value of the criterion equaled zero.
 - Scores then assigned by percentile (e.g., top 20% of stations with the highest values received a score of five, etc.)
 - In complexity assessment, stations with higher complexity scores are less complex and those with lower scores are more complex.
 - As a result, the scoring incorporated a penalty to account for various levels of complexity across station types.



Station Prioritization: Scoring & Weight

(New – Implementation Factor)

- For the implementation factor ranked each category from 0 to 4, with 4 being the highest result.
 - Cost Factor – overall cost, scored from 3 (lowest) to 0 (highest), reflecting the ability to secure full funding
 - Historic Requirement – has the station been identified as historic or be considered historic / has adjacent historic impacts (-2 designated individual or -1 for linear designation or adjacent concerns)
 - Segment Completion – Add 1 for stations that complete a line or major segment, providing clarity to ridership on accessible locations.
 - Grant Goal – Add 1 for stations within neighborhoods or areas that meet the current administration goals for equity.
- Overall ASAP needs was weighted at 45%, complexity was weighted at 40% and implementation was weighted at 15%.



ASAP Phase 1 Station Overview

Station	Status	Projected Construction
Racine Station (Blue Line)	Under Construction	Q2 2023 – Q4 2024
Austin Station (Green Line)	Under Construction	Q4 2024 – Q1 2025
California Station (Blue Line)	100% Design Being finalized	Q3 2024 – Q4 2025
Montrose Station (Blue Line)	Design Underway	Q2 2025 – Q3 2026
State/Lake Station (Elevated / CDOT)	Bids due Q2 2024	Project start 2024

RPM Stations (Lawrence, Argyle, Berwyn, and Bryn Mawr)



ASAP Phase 2 Station Overview

Station	Status	Projected Construction
Irving Park (Blue Line)	Negotiating Design	Q3 2026 – Q3 2028
Belmont (Blue Line)	Negotiating Design	Q3 2026 – Q3 2028
Pulaski (Blue Line)	Preparing Planning Docs	Q4 2026 – Q3 2028
Oak Park (Green Line)	Preparing Planning Docs	Q1 2027 – Q3 2028
Ridgeland (Green Line)	Preparing Planning Docs	Q1 2027 – Q3 2028



Stations Under Construction



Forest Park (Blue) Racine Station

- Fully ADA Compliant Entrances
- New Elevator at Racine Entrance
- Currently in construction and anticipated to open Q4 2024



Lake (Green) Austin Station

- Fully ADA Compliant Entrance
- New Elevator and Entry Ramp at Main Entrance
- Currently in construction and anticipated complete Q4 2024



Stations On the Horizon



California/Milwaukee

- Fully ADA Compliant Entrances
- Will keep historic aspects of station intact.
- Schedule Timeline:
 - Design complete: Q2 2024
 - Construction NTP: Q1 2025
 - Construction Completion : Q1 2026



Stations On the Horizon



Montrose - Blue Station

- Fully ADA Compliant Main and Auxiliary Entrances
- Schedule:
 - Design underway. Expected to complete design in Q3 2024
 - Construction NTP: Q2 2025
 - Construction Completion: Q4 2026



RPM Next Phases Study

May 23, 2024



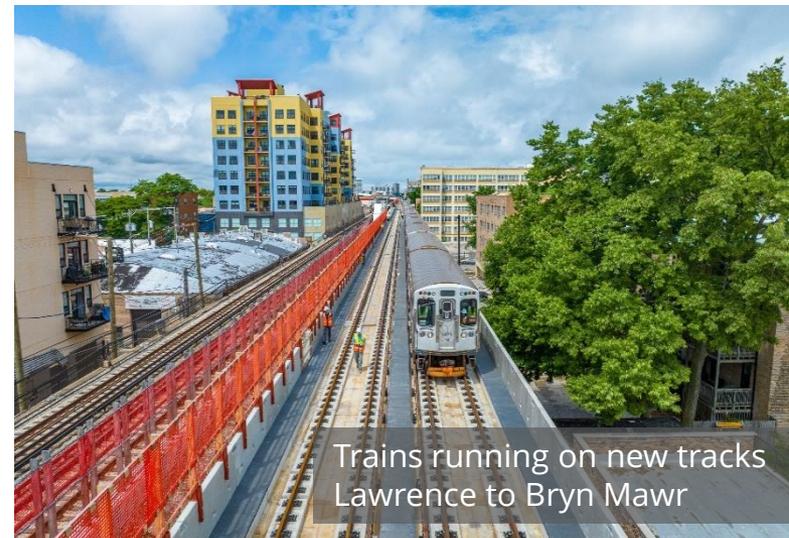
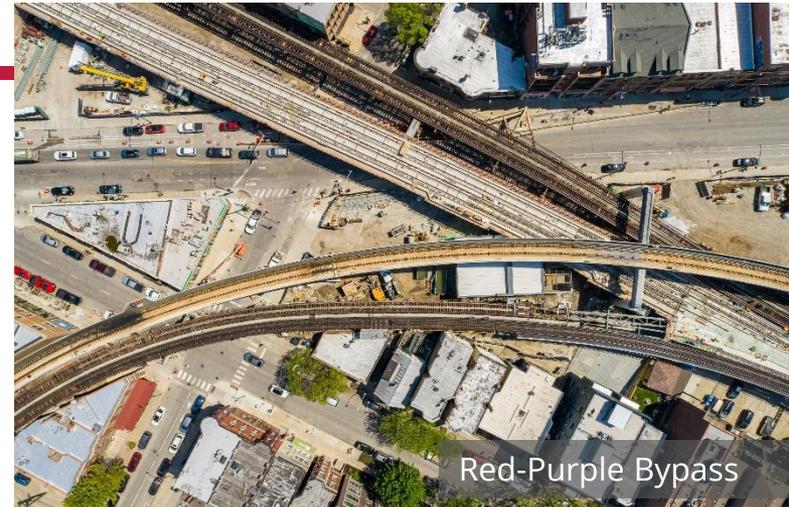
RPM PHASE ONE

Largest capital improvement project in CTA history

- \$2.1B of federal and local funding
- Completely rebuilding sections to modernize and meet capacity demands

Currently under construction, project completion in 2025

- Red-Purple Bypass at Belmont completed in 2021
- Station and track reconstruction underway at Lawrence, Argyle, Berwyn, and Bryn Mawr (1.5 mi) and north of Belmont (0.3 mi)

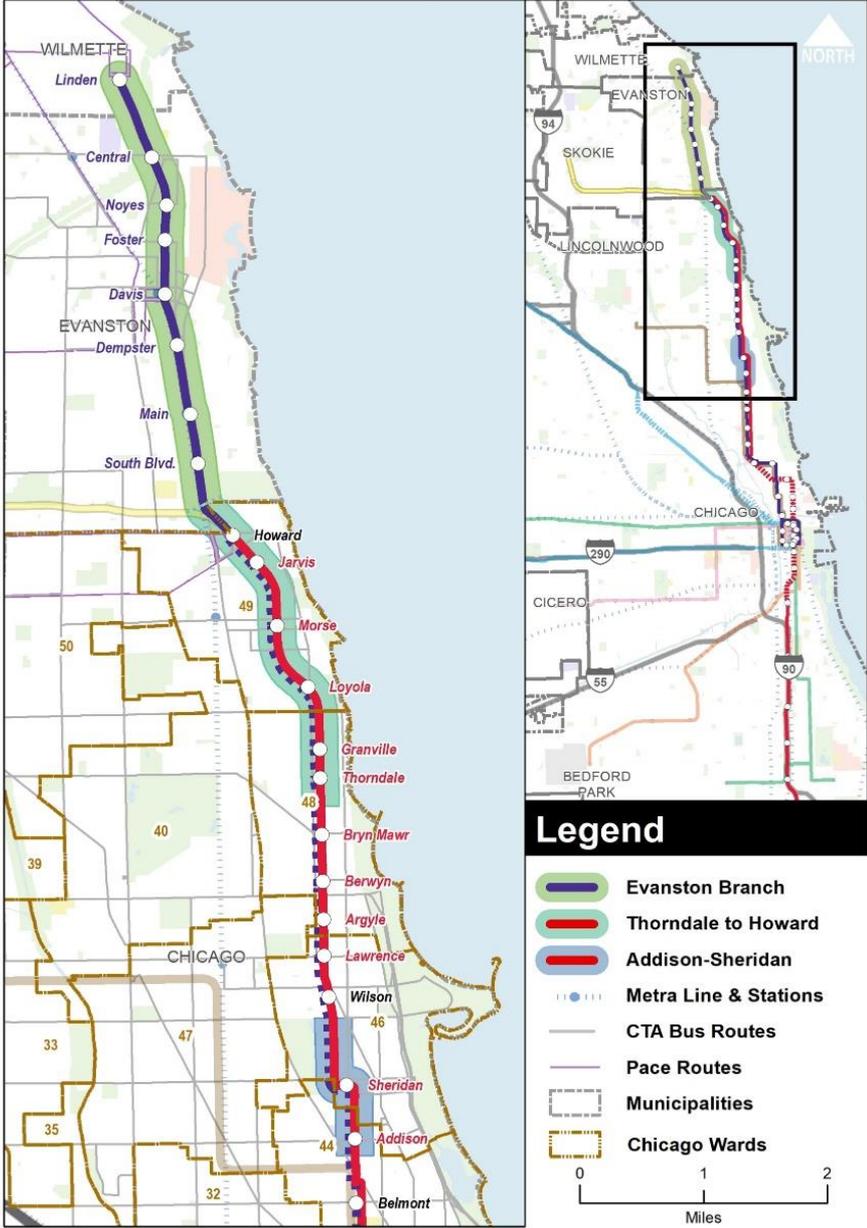


RPM Next Phases Study Overview



RPM NEXT PHASES STUDY AREA

STUDY SEGMENTS	WARD/MUNICIPALITY
Evanston Branch	City of Evanston, Village of Wilmette
Thorndale to Howard	Wards 48, 49
Addison to Sheridan	Wards 44, 46



RPM NEXT PHASES STUDY

FTA CORE CAPACITY FUNDING

Federal funding opportunity aimed at **increasing capacity** of transit lines by at least 10%

CTA successfully **secured Core Capacity funding** for RPM Phase One

This study is necessary to support a successful pursuit of these funds



RPM NEXT PHASES TIMELINE

2009 2013 2015 2017 2019 2021 2023 2025 >>



RPM NEXT PHASES is initiating as RPM PHASE ONE is under construction



These phases are not currently programmed

WE ARE HERE

RPM NEXT PHASES PUBLIC ENGAGEMENT

ENGAGEMENT THEMES WE HEARD



ACCESSIBILITY



RELIABILITY



SAFETY



CONNECTIVITY



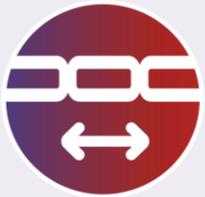
COMMUNICATIONS

STATION IMPROVEMENTS
Purple Line



PURPLE LINE STATION OVERVIEW

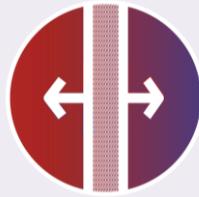
Typical approach to address goals and objectives at stations and structures:



Lengthen platforms to accommodate future 8-car trains



ADA Access



Widen platforms to increase customer comfort and accessibility



Soften track curves approaching stations for faster service and a smoother ride



Track and signal reconstruction



Project Next Steps



FUTURE: ENVIRONMENTAL REVIEW, ENGINEERING, & FUNDING

Federally mandated environmental review process (NEPA) & engineering

- Required to secure federal approvals and funding
- Detailed analysis of potential improvements
- Identifies potential impacts and mitigation measures
- Significant agency, stakeholder, and community coordination

Funding- Identifying mix of Core Capacity funds + other federal, state, local sources



Thank You

STAY CONNECTED

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Bus Stop Accessibility Improvements

- Evanston is the only part of CTA's service area operating on a "flag stop" system.
 - Eventual goal: Convert to all-posted stop system, but first make all stops accessible.
 - Proposed stop spacing and locations will be to CTA service standards
- Bus stop accessibility improvements will include sidewalk pads (will accommodate bus wheelchair ramp deployment) and parking changes to allow for buses to properly curb.
- City of Evanston obtained a grant to install 50+ sidewalk pads, which will be constructed 2024-2026. Additionally, any corridor improvement projects overlapping bus routes will include construction of accessible stops.
 - As stops are made accessible, they will have bus stop signs installed.
 - Evanston Project Manager: Rajeev Dahal
- Locations under IDOT jurisdiction will be constructed under a yet to be determined future project / funding source.

