

**Metra ADA Advisory Committee
Meeting Minutes**

February 20, 2018, 2:00 PM

547 W Jackson Blvd
2nd Floor Training Room
Chicago, IL 60661

Attendance: Committee Members

J. Forte (Chairman)	D. A. Rubino, Metra
D. Bogus	K. Methling, Metra
J. Mueller	F. Mascarenhas, Metra
S. Hastalis	K. Schultz, Metra
S. Dalton	J. Ferneborg, Metra
S. A. Rangle	G. Armstrong
S. Figved	D. Shaw
L. Gerlach (via telephone)	J. Powell
P. Byrne (via telephone)	M. Sullivan
K. Erickson (via telephone)	R. Payne – Sign Language Interpreter
	C. Rajkan – CART Operator

Chairman Forte called the meeting to order at 2:07 pm. He welcomed all attendees and asked each individual present to identify themselves and to tell the assembled of their affiliations.

The next order of business was the approval of the November 7, 2017 minutes. Mr. Ferneborg told the Committee that he had provided these in electronic format. He also provided hard copies for further perusal if necessary. Chairman Forte asked for a motion to approve. S. Dalton brought the motion and J. Mueller seconded. The minutes of the November 7, 2017 meeting were approved.

The next agenda item called for the introduction of four new members to the Committee. The new members are as follows:

- Leah Gerlach
- Scott Figved
- Steve Hastalis
- John Mueller

Mr. Mueller is beginning his second tour of duty on the Committee. New members serve a two-year term. At the end of this two-year term they may, if they choose, serve an additional two-year term (a total of four years of service). Individuals may re-apply after a two-year hiatus. Such is the case with Mr. Mueller. For these new members, their first term would end at the end of the calendar year 2019. Each new member introduced themselves and told the assembled about their backgrounds.

The next order of business was the report from David Rubino, Metra's Director of Station Services. He told the Committee that the primary focus of his report would be Chicago Union Station (CUS). First, the skylight replacement project in the Great Hall is scheduled for completion in November of

this year. Second, there will be a new elevator that can be accessed on the west side of Canal Street (at the entrance to the old structure). It will go down one level and open right in front of the Metra ticket windows. S. Hastalis and J. Mueller asked whether this would be a “pass through” design. Mr. Rubino let them know that it would be a single door/same door design.

At present, due to the extensive scaffolding, it is something of a challenge to navigate from the Great Hall through to the ticketing and concourse area. The elevator is scheduled to be completed by August of this year. Susan Elizabeth Rangle had made an inquiry regarding the queuing at the ticket windows. Mr. Rubino explained that there is a window light sensor system. It works in the following manner. Lights remain on over the windows indicating that the window is open. There is a sensor that is located (roughly) at a person’s midsection. When the sensor picks up an individual’s shadow, the light goes off. It goes on again as the customer moves away from the window. Mr. Rubino told the Committee that like the PIDS System at the track heads, most of these electronic systems will be re-designed with advanced technology. Through the overall rebuilding of the interior of the facility, the Metra ticket windows will be relocated, rebuilt and improved. J. Mueller asked about the idea of having specific departure times shown on the platforms as trains load and depart. This would be helpful due to the fact that most passengers know their trains by the departure times, not by the train number. Mr. Rubino said that he understood and that this would be part of the greater plan. S. Figved brought up a problem he had encountered at the Ogilvie Transportation Center (OTC) in connecting with a cab. This expanded into a discussion of where and how cabs and rideshares are allowed around this facility.

The next report came from Francis Mascarenhas of Metra’s Mechanical Department. He brought the Committee up to date on the following projects:

- Metra is currently rehabbing ADA gallery cars that were purchased between 2003 and 2007. There are 302 cars in this group. As of today, 32 of these have been completely rehabbed with the following features:
 - Sensitive edge on all side loading doors.
 - Passenger Emergency Intercom Systems.
 - Electrical outlets on the main level.
 - LED scrolling signs for deaf/hard of hearing customers.With regard to these LED signs, Mr. Mascarenhas told the Committee that Metra had changed vendors due to equipment failures.
- Audit has gone out for the purchase of 25 gallery push/pull gallery cars. Depending on funding, Metra is looking to negotiate a contract for an additional 150 cars (push/pull and cab). It should be noted here that these will all be ADA lift cars.
- As a result of liquidated damages from a previous contract with Nippon Sharyo, we are receiving seven push/pull gallery cars at no cost to us. We should be receiving two cars this year.

S. Figved asked whether it would be feasible to install a light at the end of the lift for the safety of other customers who might not take notice of the deployed lift. Several other Committee members joined this discussion and explored the merits of such an adaptation. He also brought the subject of weight bearing capacity on Metra’s fleet. Mr. Mascarenhas indicated that their specs had altered to increase the capacity from 600 lbs to 800 lbs.

The next report came from Ken Schultz of Metra’s Engineering Department. He took the Committee through the construction projects that had a direct bearing on accessibility.

- At the Calumet station on the MED, this new station is substantially complete. There are rebuilt platforms, head house and a new elevator on the north end.
- At Hazel Crest on the MED, there is an ongoing project to rebuild the station. This facility has always been deemed non-accessible. When it is completed, it will be a fully accessible station with an elevator at the north end. Construction is approximately 25 % completed.
- At the McCormick Place station on the MED, substantial work was done to update way finding and informational signage as well as lighting, guardrails and handrails. This is a fully accessible station.
- At Maywood on the UPW, the platforms are in a temporary condition to accommodate the new third main that the UP is putting in. The warming shelter is set back in anticipation of this and there are new accessible routes from the parking lot to the shelter. This station is accessible.
- At the Healy Station on the MDN, there is an ongoing project to rebuild the entire station. There will be accessible ramps on either side as well as a VIS sign. When this project is completed in the fall of this year, it will be fully accessible. During construction, it is not accessible.
- At Western Springs on the BNSF, there is a village initiated project to rebuild the east end of the platform. When this project is completed, there will be new tactile as well as new accessible ramps from the parking lot to the platforms. During the project, this station will remain accessible.
- At Winfield on the UPW, we are substantially completed. New platforms and access to these platforms are nearly done. During this project, the station remained accessible. Work on this is 75% completed.
- On the MDN, platform work is completed on both the Lake Forest and Lake Cook stations. Both stations are fully accessible.
- At the Bensenville station on the MDW, a platform has been replaced along with new tactile on both platforms as well as new shelters with on-demand heat. This station is fully accessible.
- A similar project was completed at the 115th Street Station on the RID. There is a new VIS sign that is operational. Although this station is still deemed as partially accessible, it will be upgraded to fully accessible when we can verify accessible routes from the parking lot to the platforms.
- Although the 123rd Street Station on the RID is not accessible, we are testing a new snow and ice melting technology in the platforms. This project is ongoing.
- At Grayland on the MDN, there is an ongoing renovation. The station is inaccessible. The new project does not include a ramp. However, it will have new parking directly adjacent to new platforms in addition to new stairs and new compliant handrails. There will be ADA parking. Ultimately, once the adjacent bridge is rebuilt, we're going to be looking at adding ramps.
- Some of the projects that we have on the board for this year for Metra:
 - B and B forces for platform replacement or renovation.
 - Vernon Hills/NCS.
 - Hickory Creek on the RID.
 - Glenview/MDN.
 - Washington Street.
 - Grayslake on the NCS.
 - 111th Street on the RID.
- The multi-year project at Joliet is finally coming to completion. The HC portion is now fully accessible and is linked to the RID side. The new Joliet depot is nearly completed and when finished will be fully accessible.

- In this first week of February, the new station at Romeoville on the HC is open and operational. It is also fully accessible.
- The multi-year project at the Ravenswood station on the UPN is ongoing and the east side is still in an inaccessible state. This station will be inaccessible until completion. At that point, it will be a fully accessible station.
- At the Cary station on the UPNW, there is a new warming shelter on the inbound platform with more construction in the works. During construction, accessibility will be maintained. When all the work is completed, Cary will be a fully accessible station.
- At Cumberland, the Union Pacific is working with the village there. They're renovating the existing warming shelter with new heat, new lighting, new roof, windows and doors. We are also looking to work with the UP this summer to install new concrete ramps, concrete stairs, handrails and guardrails. Therefore, the ultimate goal at Cumberland at the end of this season will be to upgrade Cumberland from a non-accessible to a fully accessible station. The platforms there are already 80 percent replaced.
- A list of “partially accessible” stations has been compiled and funding is being put together to upgrade these stations to “fully accessible”. They are as follows:
 - Brookfield, BNSF
 - Fairview, BNSF
 - 95th Longwood, RID
 - 91st, RIDB
 - 107th, RIDB
 - 115th, RIDB
 - 119th, RIDB
 - Braeside, UPN

At this point in the proceedings, a special guest arrived. Jim Derwinski, Metra’s new Executive Director and CEO stopped in to introduce himself and to let the Committee know that he was looking forward to working with them. Also, he told the assembled that it was his intention to attend as many future meetings, as his schedule would allow.

At this time, Mr. Ferneborg took the liberty to speak to the Committee regarding the upcoming May 1 meeting. Over the past several years, it seemed that the optimal meeting to unveil special presentations was the May meeting. He told the assembled that in February the weather could be a problem, that in August people were on vacations and at the November meetings Committee elections were held. Therefore, at our May meetings, we had speakers present to the Committee on topics such as the GPS function, the Metra mobile app and emergency evacuation. Because there had been questions surrounding station accessibility at the November 7, 2017 meeting, Mr. Ferneborg said that he had spoken with Glen Peters, Metra’s Senior Director of Capital Projects to see whether he could speak to the Committee about station accessibility. It is Mr. Peters who has the final word on station construction projects and how stations are designated. He asked the Committee if this should be the topic for the May meeting and there was assent. He said that, at the May meeting we would move through the Committee business as expeditiously as possible to allow the time necessary to cover this important topic.

The next agenda item was devoted to Public Comments.

- J. Powell commented that Metra had done a decent job in pumping the water out of the tunnel area at the University Park station and he hoped that this would continue during other periods of bad weather.

- M. Sullivan commented that she felt that the renovation of the Ravenswood station was taking too long. She also said that she felt that the Jefferson Park station was in a filthy condition. At this point, other individuals added their agreement.
- G. Armstrong was concerned about the renovation of the Cumberland station and wanted to make sure that when Metra had a completion date that it would be published to all.

The final agenda item was the adjournment of the February 20, 2018 meeting. Chairman Forte called for a motion to adjourn. S. Hastalis brought the motion and L. Gerlach seconded. The meeting was adjourned at 3:46 pm.