

Form Name:	Access to Transit
Submission Time:	December 15, 2023 12:57 pm
Browser:	Chrome 120.0.0.0 / Windows
IP Address:	12.25.240.136
Unique ID:	1174888054
Location:	41.8874, -87.6318

<b>Name</b>	Brian Stepp
<b>Title</b>	Senior Director, Grant Management and Accounting
<b>Email</b>	Bstepp@MetraRR.com
<b>Telephone #</b>	(312) 322-2805
<b>Project Type (Choose one)</b>	Phase II Engineering and Construction
<b>Select all that apply to your project:</b>	<p>ADA accessibility improvements (curb ramps, detectable warning surfaces, slope correction)</p> <p>Bicycle infrastructure (racks, covered parking, roadway striping, protected bike lanes)</p> <p>Mobility Hub elements (co-location and installation of multi-modal infrastructure)</p> <p>Sidewalks and sidewalk connections</p> <p>Rail station improvements (warming shelters, etc.)</p> <p>Wayfinding signage (inter-transit agency transfers and other signage with a focus on transit access)</p>
<b>1. Plan or study name (Please provide a link to the referenced planning document):</b>	City of Chicago and Metra Station Typology Study, 2014 (funded by RTA): <a href="https://www.chicago.gov/content/dam/city/depts/dcd/supp_info/industrial/Metra_Typology_Study.pdf">https://www.chicago.gov/content/dam/city/depts/dcd/supp_info/industrial/Metra_Typology_Study.pdf</a>
<b>2. Status (e.g. complete/underway):</b>	Complete
<b>3. Please provide the relevant page numbers of the plan:</b>	PDF pages 5, 7-10, 16-17, 34-38, 45

**1. Please provide a narrative describing the project that includes the location and the type of improvement(s) proposed. (250-350 words):**

The Edgebrook station is located along Metra's Milwaukee District North (MD-N) Line. The Edgebrook MDN Station Improvements project will install a new climate-controlled shelter that will be almost double the size of the current three-sided screen-shelter currently on the platform. The project will make cost-effective improvements to a Metra-owned station facility. Project elements will include but are not limited to increased bike parking, enhanced bicycle and pedestrian access pathway improvements, sidewalk connectors and ADA-compliant curb ramps at several locations, and new ADA-compliant ramps to significantly reduce the accessible pathway distance from multiple access points to the board platforms. The current ADA-car parking stalls will be improved with new signage, fresh blacktop coating, and new stall line stripping. New and enhance wayfinding and signage will be installed, including guideway signs to orient riders to three nearly CTA bus routes, station area maps to illustrate the connection to the nearby commercial center, and signage to the nearby North Branch Trail System. This project will build on near-term improvements that Metra plans to construction as an earlier phase that will include the replacement of a shelter, signal and crossing gate improvements as needed, and digital station display monitors. Selection of the project and funding from Access to Transit and CMAQ will fund second phase improvements that will complete the multi-year station remodel.

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**2. Please describe how this project will help to increase transit ridership and make transit more accessible to riders. Please include the specific bus routes, bus stops, or train stations that will be impacted by the improvement(s). (200-300 words):**

In 2019 the MD-N line served over 6.55 million passenger rides. Prior to the COVID-19 pandemic, the Edgebrook station saw over 700 daily weekday boardings. RTA's selection of the project and CMAQ funding will complete the multi-phase improvements envision for the station. Immediate adjacent to the station due southwest, the intersection of Lehigh Avenue and Devon Avenue was improved during the pandemic with CDOT installing new curb bulb bump outs and restriped crosswalks. However, the other access points to the station are overdue for improvements, especially on the east side, along Kinzue Avenue, as the majority of station riders that walk come from the neighborhood areas east and north of the station. Further, the North Branch Trail System is located less than an eighth of a mile from the station, but the station lacks signage and wayfinding that could properly inform riders that the trail system is a good and proximate option to access the Edgebrook station.

According to Metra's 2019 Origin-Destination Survey, of the 551 daily morning boardings, more than 1/3 walked, 14% were dropped off or carpooled, and 1% biked to the station. The last phase of the Edgebrook station improvements, if funded by Access to Transit and CMAQ, will significantly improve the passenger experience and provide better ADA-compliant access pathways to the Edgebrook neighborhood commercial center immediately adjacent to the station. The project will provide continuous sidewalk paths to station and platforms that meet ADA standards, improve pedestrian circulation to nearby commercial and institutional anchors, and may increase ridership thereby leading to reduced vehicle emissions.

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<b>1. Estimated Phase II Engineering cost:</b>	60000.00
<b>2. Estimated Construction cost:</b>	940000.00
<b>3. Estimated total project budget (Phase II Engineering cost + Construction cost):</b>	1000000.00
<b>Estimated Phase I Engineering cost:</b>	28000
<b>What is your Phase I Engineering status?</b>	Underway but not submitted to IDOT
<b>When is Phase I Engineering scheduled to be submitted?</b>	October 1, 2024. Phase 1 will proceed through review by the Federal Transit Administration (FTA) rather than IDOT. However, Metra will utilize PAYGO funds to cover the costs of Phase I Engineering and the proposed local match to an Access to Transit/CMAQ grant. Therefore, both RTA and IDOT will be provided with requisite project documentation during the Phase I Engineering phase.
<b>File</b>	<a href="https://www.formstack.com/admin/download/file/15650443289">https://www.formstack.com/admin/download/file/15650443289</a>

# FTA Access to Transit

## 2023 Application

### Metra's **Edgebrook MDN Station Improvements**

#### **Statement of Community Support**

Metra did not obtain a **Statement of Community Support** in time to include the letter with this *Access to Transit* application. In place, Metra's application includes a March 2023 letter of support for the earlier phase of improvements planned for the Edgebrook station that was received from RTA and signed by Executive Director Leanne Redden. The letter included in this file was collected to support the FY2024 Congressional Directed Spending / Community Project Funding request from Rep. Quigley (IL-05). The letter is included as Attachment A.

#### **Project Description**

The Edgebrook station is located along Metra's Milwaukee District North (MD-N) Line. The **Edgebrook MDN Station Improvements** project will install a new climate-controlled shelter that will be almost double the size of the current three-sided screen-shelter currently on the platform. The project will make cost-effective improvements to a Metra-owned station facility. Project elements will include but are not limited to increased bike parking, enhanced bicycle and pedestrian access pathway improvements, sidewalk connectors and ADA-compliant curb ramps at several locations, and new ADA-compliant ramps to significantly reduce the accessible pathway distance from multiple access points to the board platforms. The current ADA-car parking stalls will be improved with new signage, fresh blacktop coating, and new stall line stripping. New and enhance wayfinding and signage will be installed, including guideway signs to orient riders to three nearby CTA bus routes, station area maps to illustrate the connection to the nearby commercial center, and signage to the nearby North Branch Trail System. This project will build on near-term improvements that Metra plans to construction as an earlier phase that will include the replacement of a shelter, signal and crossing gate improvements as needed, and digital station display monitors. Selection of the project and funding from *Access to Transit* and CMAQ will fund second phase improvements that will complete the multi-year station remodel.

#### **Increase Transit Ridership (and other Benefits)**

In 2019 the MD-N line served over 6.55 million passenger rides. Prior to the COVID-19 pandemic, the Edgebrook station saw over 700 daily weekday boardings. RTA's selection of the project and CMAQ funding will complete the multi-phase improvements envision for the station. Immediate adjacent to the station due southwest, the intersection of Lehigh Avenue and Devon Avenue was improved during the pandemic with CDOT installing new curb bulb bump outs and restriped crosswalks. However, the other access points to the station are overdue for improvements, especially on the east side, along Kinzue Avenue, as the majority of station riders that walk come from the neighborhood areas east and north of the station. Further, the North Branch Trail System is located less than an eighth of a mile from the station, but the station lacks signage and wayfinding that could properly inform riders that the trail system is a good and proximate option to access the Edgebrook station.

According to Metra's 2019 Origin-Destination Survey, of the 551 daily morning boardings, more than 1/3 walked, 14% were dropped off or carpooled, and 1% biked to the station. The last phase of the Edgebrook station improvements, if funded by *Access to Transit* and CMAQ, will significantly improve the passenger experience and provide better ADA-compliant access pathways to the Edgebrook neighborhood commercial center immediately adjacent to the station. The project will provide continuous sidewalk paths to station and platforms that meet ADA standards, improve pedestrian circulation to nearby commercial and institutional anchors, and may increase ridership thereby leading to reduced vehicle emissions.

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Metra's **Edgebrook MDN Station Improvements**

**Project Location Map**



**Image above:** The planned extents of the Edgebrook station improvements project are outlined in orange.

**Project Concept Plans**

Attachment B, at the rear of this file, provide limited project concept plans that detail the standard climate-controlled warming shelter that is planned for the west platform as part of the near-term station improvements. If the **Edgebrook MDN Station Improvements** project application to the *Access to Transit* program is selected and funded in the upcoming CMAP/CRP program cycle, the funds would be used to build a second climate-controlled warming shelter on the east platform, adjacent to the southwest Metra station parking lot and Kinzue Avenue.

The renderings are part of the 10% Design submittal for the broader Shelters program (PE 5479) that will be rolled out to 12 or more stations in multiple phases. Metra and the designer of record have advanced to 40% Design and are currently awaiting review of NEPA documents before the reengaging in Phase II Engineering.



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**Photos of Existing Conditions**

The existing condition photos depict the station access and amenities deficiencies that are planned to be addressed if the *Access to Transit* program is selected and funded in the upcoming CMAP/CRP program cycle.



**Image 1 (SE portion of Project Area):** This access point lacks the proper ADA tactile treatment, and the limited availability of bicycle parking is depicted.



**Image 2 (SE portion of Project Area):** The ADA-parking stall painting is worn, ADA signs are missing, and blacktop pavement is buckling and unlevel. This access point lacks proper ADA tactile treatment.



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**Image 3 (E portion of Project Area):** The existing shelter fronting the eastern platform is small, not fully enclosed, lacks proper lighting, and does not provide adequate heating or climate-controlled space for passengers to keep comfortable during inclement weather.



**Image 4 (NE portion of Project Area):** Currently, the eastern platform has one accessible entrance pathway, at Devon Avenue, nearly 550' from the passenger drop off area and access path to the adjacent residential area and Jeffery Green Park.

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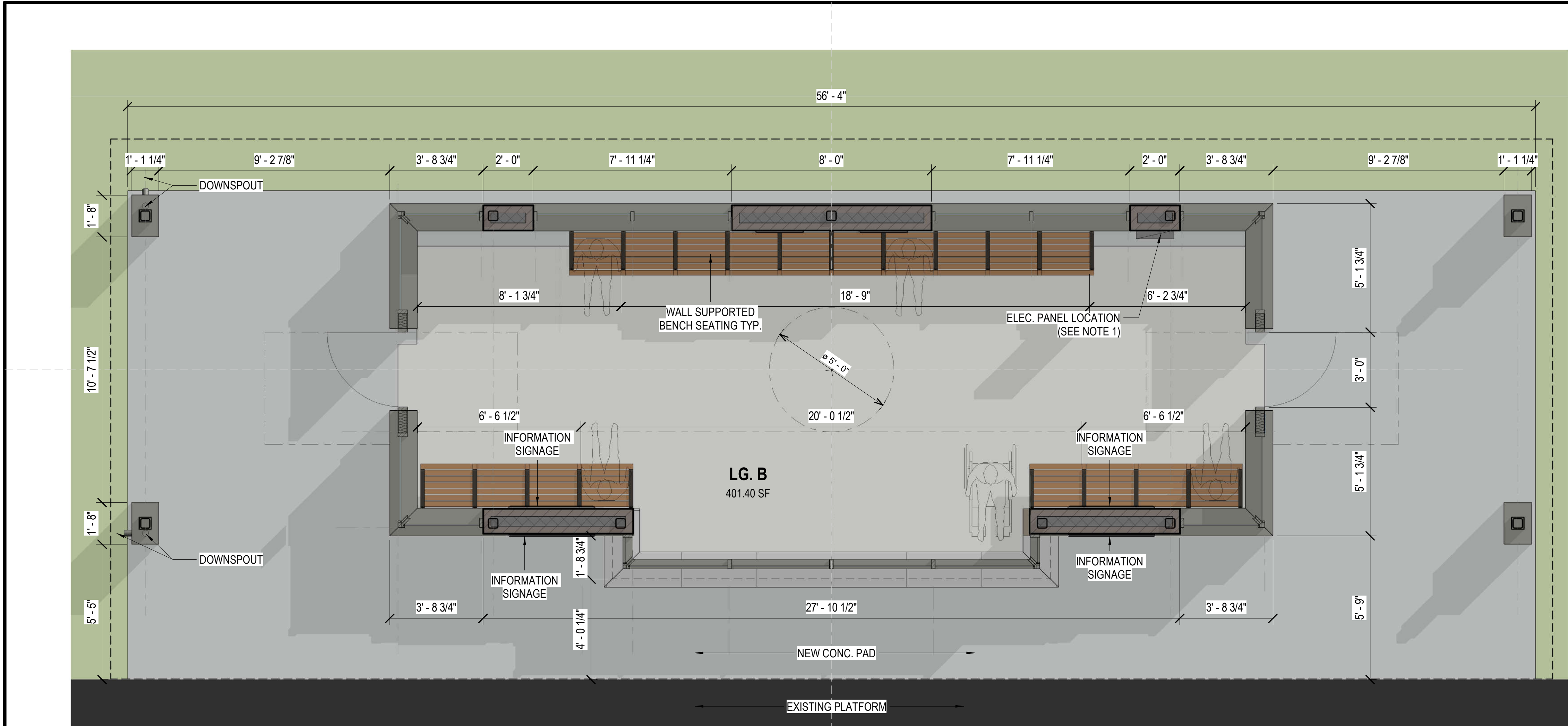


**Image 5 (NE portion of Project Area):** the passenger drop off area and access path to the adjacent residential area and Jeffery Green Park. Currently does not have ADA ramps or curb cuts and lack a continuous pathway from.

**Application Save Link**

[https://rtaform.formstack.com/forms/access\\_to\\_transit?i-14319252-XtGtdaxt3b](https://rtaform.formstack.com/forms/access_to_transit?i-14319252-XtGtdaxt3b)

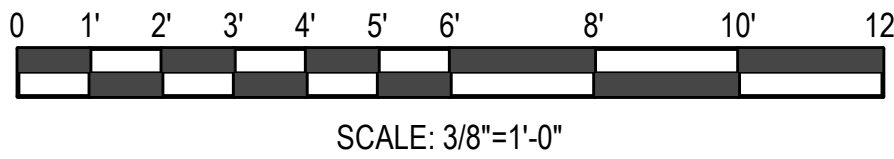




FLOOR PLAN

DRAWING KEYNOTES - CONCEPT DESIGN	
TAG	DESCRIPTION
2	8 INCH CONCRETE CURB ALL SIDES (SALT RESISTNANT MIX)
3	SHOP-BUILT PRE-FINISHED ALUMINUM FRAMED STOREFRONT GLAZING ASSEMBLY WITH 1/4" SINGLE PANE TEMPERED GLASS INFILL. ANODIZED/COATED, COLOR OF FRAME VARIES PER STATION.
4	COLOR OF TRIM, STRUCTURE, AND MISC. EXTERIOR ELEMENTS MATCHING/CONTRASTING WITH STOREFRONT, VARIES PER STATION.
5	ROOF FINISH VARIES PER STATION. SHOWN AS ALUMINUM STANDING SEAM METAL ROOF.
6	UPPER PANEL FINISH VARIES PER STATION. SHOWN AS PAINTED WOOD OR CEMENT BOARD SIDING.
7	BRICK MASONRY VENEER SOLID WALL. COLOR, TEXTURE, SIZE, AND COURSING VARIES PER STATION.

- NOTES:
1. ALTERNATE ELEC. PANEL LOCATION REMOTE FROM SHELTER ON CONCRETE PAD PER SITE CONDITIONS.
  2. SIGN WILL BE ON TRACK FACING SIDE AND ALSO OPPOSITE SIDE OF SHELTER IF THAT SIDE FACES PARKING OR PUBLIC ACCESS WAY



FRONT ELEVATION (FACING PLATFORM AND TRACK TYP.)

PRINTED ON: 5/6/2022 4:41:26 PM

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
3									
2									
1	05.06.2022			10% DESIGN SUBMITTAL (REVISED)					

SUBCONSULTANT(S):  
**MIA**  
McGuire Iglesias & Associates, Inc.  
ARCHITECTURE PRESERVATION PLANNING

**JRA**  
JACOBI & JACOBI  
LANDSCAPE ARCHITECTS

PRIMARY CONSULTANT  
SEAL/SIGNATURE:

PRIMARY CONSULTANT:  
**Globetrotters**  
Engineering Corporation

ENGINEERS - ARCHITECTS  
300 S. Wacker Drive  
Chicago, IL 60606

DESIGNED:	MDH
DRAWN:	MDH
CHECKED:	MDH
METRA PM:	RB

**Metra**  
ENGINEERING DEPARTMENT  
547 W. JACKSON BOULEVARD  
CHICAGO, ILLINOIS 60661

LOCATION NAME: **WARMING SHELTER**  
PROTOTYPE DESIGNS

**LARGE SIZE SHELTER - OPT. B**

CADD FILE NUMBER:

SCALE:  
As indicated  
PROJECT NO.:  
R1LE 5479 12.71.02-005  
MILE POST NO.:  
VARIES

DISTRICT:  
VARIES

SHEET NO.:

**B3a**





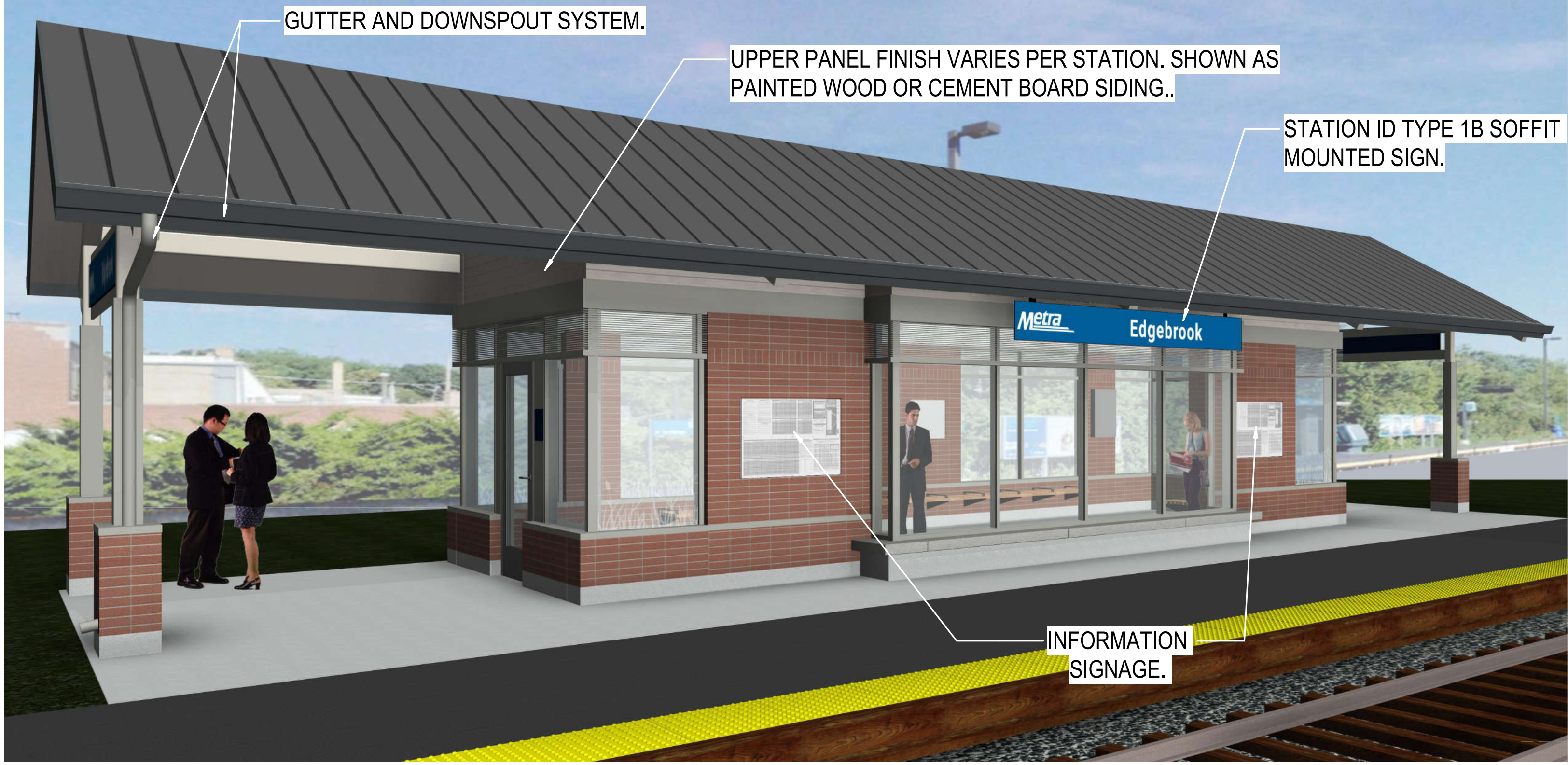
VIEW OF BACK WALL

ROOF FINISH VARIES PER STATION. SHOWN AS STANDING SEAM ALUMINUM.

WALL MOUNTED TYPE 1B STATION ID SIGN IF SIDE FACES PARKING OR PUBLIC ACCESS WAY. VARIES PER STATION.

BRICK VENEER WITH WITH 8" CONCRETE CURB. BRICK COLOR VARIES PER STATION.

ALL CONCRETE SALT RESISTANT MIX.



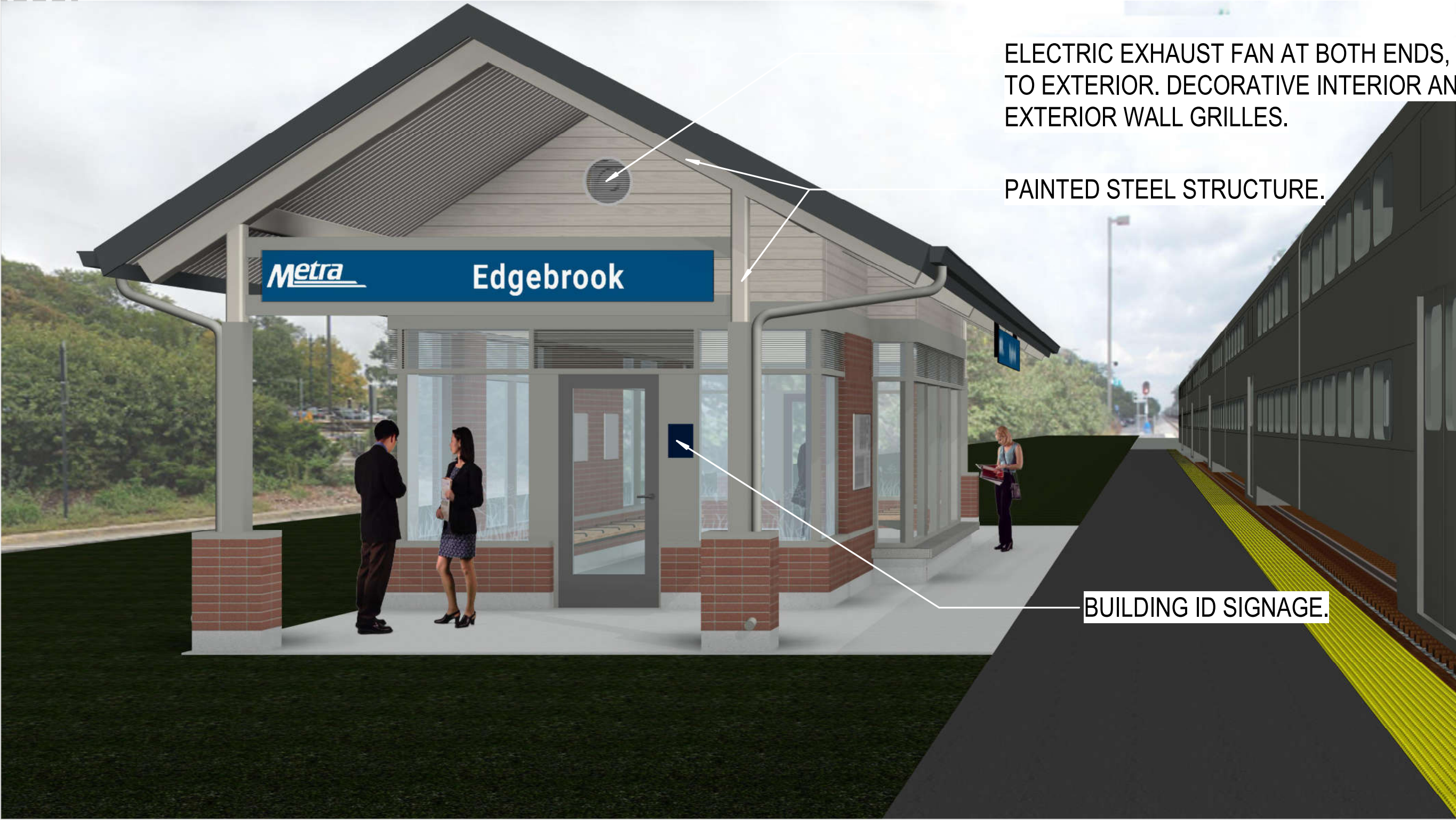
VIEW OF FRONT WALL

GUTTER AND DOWNSPOUT SYSTEM.

UPPER PANEL FINISH VARIES PER STATION. SHOWN AS PAINTED WOOD OR CEMENT BOARD SIDING..

STATION ID TYPE 1B SOFFIT MOUNTED SIGN.

INFORMATION SIGNAGE.



VIEW OF FRONT WALL ALONG PLATFORM

ELECTRIC EXHAUST FAN AT BOTH ENDS, DIRECT TO EXTERIOR. DECORATIVE INTERIOR AND EXTERIOR WALL GRILLES.

PAINTED STEEL STRUCTURE.

BUILDING ID SIGNAGE.

PRINTED ON: 5/9/2022 11:26:32 AM

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION
3									
2									
1	05.06.2022			10% DESIGN SUBMITTAL (REVISED)					

SUBCONSULTANT(S):  
**MIA**  
McGuire Iglesias & Associates, Inc.  
ARCHITECTURE PRESERVATION PLANNING

**JRA**  
JACOBI & JACOBI ASSOCIATES  
LANDSCAPE ARCHITECTS

PRIMARY CONSULTANT  
SEAL/SIGNATURE:

PRIMARY CONSULTANT:  
**Globetrotters**  
Engineering Corporation  
ENGINEERS - ARCHITECTS  
300 S. Wacker Drive  
Chicago, IL 60606

DESIGNED: Designer  
DRAWN: Author  
CHECKED: Checker  
METRA PM: RB

**Metra**  
ENGINEERING DEPARTMENT  
547 W. JACKSON BOULEVARD  
CHICAGO, ILLINOIS 60661

LOCATION NAME: WARMING SHELTER  
PROTOTYPE DESIGNS

TITLE: LARGE SIZE SHELTER - OPT. B (VIEWS)

CADD FILE NUMBER:

SCALE: DISTRICT: VARIES

PROJECT NO.: R1LE 5479 12.71.02-005  
MILE POST NO.: VARIES

SHEET NO.: **B3b**



## ***Metra's Edgebrook MDN Station Improvements***

WBS Element	Proposed Budget	Notes
<b>Phase 1 Engineering</b>	<b>\$ 28,000</b>	
NEPA Process *	\$ 20,000	
Preliminary Engineering *	\$ 8,000	
<b>Phase 2 Engineering</b>	<b>\$ 60,000</b>	
Design Procurement	\$ -	
Design Permitting *	\$ -	
Design Development *	\$ 60,000	3rd Party Architect Design Task Order
<b>Construction Phase</b>	<b>\$ 760,000</b>	
Construction Permitting *	\$ 5,000	Budget for MWRD and Chicago permit fees
Design Services for Construction *	\$ -	N/A
Construction Management (CM) *	\$ 40,000	For Shelter 3rd Party Contract CM
Construction *	\$ 715,000	For Shelter 3rd Party Contractor
<b>Metra Force Account</b>	<b>\$ 129,500</b>	
Labor	\$ 58,000	Metra installs signage, some path improvements, platform alterations
Equipment	\$ 17,500	Equipment usage costs
Material	\$ 44,000	Construction materials for Metra labor
Flagging	\$ 10,000	
Electrical Lockout	\$ -	
<b>Other</b>	<b>\$ 5,000</b>	
Utility Relocations	\$ 5,000	
Land Acquisition	\$ -	
<b>Reserve</b>	<b>\$ 45,500</b>	
Management Reserve	\$ 45,500	
<b>Total</b>	<b>\$ 1,028,000</b>	
<b>Total Less Phase I Eng.</b>	<b>\$ 1,000,000</b>	