Table of Contents

- **Station Locations and Approaches**
  - Narrative description of the station locations
  - Aerial of area surrounding stations
  - Diagram of major approaches to the stations, including bus connection points
  - Diagram of adjacent intersections, pedestrian and traffic flow
  - Representative photos of station area

- **CTA Main Street Station**
  - **Station Access**
    - Narrative description of station house and identification of entry and exit points
    - Representative photos of station entry and exit points
  - **Station Accessibility**
    - Narrative description of ADA compliance issues
    - Representative photos of station conditions
  - **Station Egress**
    - Narrative description of code compliance and egress issues
    - Representative photos of station conditions
  - **Station Material and Components Conditions**
    - Narrative description of maintenance issues
    - Representative photos of station conditions

- **Metra Evanston Main Street Station**
  - **Station Access**
    - Narrative description of station house and identification of entry and exit points
    - Representative photos of station entry and exit points
  - **Station Accessibility**
    - Narrative description of ADA compliance issues
    - Representative photos of station conditions
  - **Station Egress**
    - Narrative description of code compliance and egress issues
    - Representative photos of station conditions
  - **Station Material and Components Conditions**
    - Narrative description of maintenance issues
    - Representative photos of station conditions

APPENDICES

- CTA Main Street Station Conditions Assessment Ranking
- CTA Main Street Station Recommended Short-Term Maintenance Items
- Metra Evanston Main Street Station Conditions Assessment Ranking
- Metra Evanston Main Street Recommended Short-Term Maintenance Items
Station Locations and Approaches

The CTA and Metra Main Street stations are located between Main and Washington streets and Chicago and Custer Avenues.

CTA’s bus 205 connections are available (north bound) on Chicago Avenue, north of Main Street. Shuttle buses to Northwestern University are available at this location, as well as in front of the CTA Main Street Station.

CTA’s Main Street station can be entered only from the west side of Chicago Avenue. The approach from the north is along a sidewalk that is approximately 8 feet wide. The first intersection from the north (Main Street) is fully signalized and has marked crosswalks and curb cuts at all corners. From the south, the approach is along a sidewalk that is approximately 11 feet wide. The intersection to the south (Washington Street) only has one marked crossing, the left one. Motor vehicle traffic on Washington Street is controlled with a sign. It is recommended that north and south crosswalks be added so that pedestrians may cross Chicago Avenue at this location.

Metra’s Main Street Station can be entered from four points at street level, two for each direction of travel. For Chicago-bound passengers, the platform can be reached by two sets of stairs, one at the intersection of Main Street and the Metra station driveway, and the other at the intersection of Washington Street and the driveway. The Washington Street stair can be reached by a sidewalk that is approximately 10 feet wide, either from the east or the west. The Main Street stair can be reached by a sidewalk that is approximately 14 feet wide.

For North Shore-bound passengers, the platform can be reached by an Americans with Disabilities Act (ADA) compliant ramp or a stairway. The ramp is located at the intersection of Main Street and Custer Avenue. The stairway is located at the intersection of Washington Street and Custer Avenue. They are served by the same sidewalks as the stairs leading to the Chicago-bound platform.

The intersection to the west on Main Street (Custer Avenue) has north and south crosswalks controlled with signs on Custer Avenue. The west crosswalk has no control and there is not an east crosswalk. It is recommended that signs be added to improve the west crossing. The intersection to the east on Main Street (Chicago Avenue) has already been discussed.

The intersection to the west on Washington Street (Custer Avenue) has curb cuts, marked crosswalks, and stop signs at all four corners. The intersection to the east (Chicago Avenue) has already been discussed.
a. Diagrams of adjacent station area, intersections, pedestrian amenities, and traffic flow
b. Representative photos of station area
Appendix A.1: TOD Plan and Study

Existing Conditions
Signage clarifies intersection

Pedestrian crossing at Metra station driveway

Parking lower cost than public transit
The station can be entered from Chicago Avenue, between Main and Washington streets. The station and its signage are not clearly visible from the nearest intersections. From the sidewalk there is a single step up to reach the station. The stationhouse contains two fare array turnstiles, a keyed entry gate, a customer service kiosk, system maps and fare card equipment. The station does not have any apparent recent renovations. The entry leads customers a short run of stairs. For northbound passengers, the platform can be reached by one of two stairs. For southbound passengers, the platform can be reached by a short run of stairs, followed by one of two sets of stairs. The initial stairs are approximately 8 feet wide, while the stairs leading to the platforms are approximately 5 feet wide, with landings.
Station house interior
Doors leading from the platform stairs into the station house
Station Accessibility

CTA’s Main Street station is not currently accessible. There are many deficiencies within the station as well as the approaches to the station that would need improvement in order to make the station ADA compliant.

Recommended changes begin at the street. The station can be entered through climbing one step from the sidewalk. Inside the station, the only access to the platforms is by stair. The addition of ramps or elevators would be required to make access to the platforms ADA compliant.

The two platforms are nominally 10 feet wide. They include numerous impediments that frequently reduce the platform width to approximately 5 feet. This does not meet the requirement that 6 feet be available for the boarding of people with wheelchairs. The 2 foot wide detectable warning strip cannot be counted as part of accessible clearance, leaving a walking surface that is approximately 3 feet wide. These impeding elements would need to be relocated or removed to gain the required clearance for accessibility.

Station Egress

CTA’s Main Street station may be deficient, in terms of egress, for a number of reasons. While each platform has two exits, they are located in the center with very long dead end runs. The stairs themselves are also very narrow, approximately 5 feet wide. It is likely that the exits would not meet either current building codes or meet National Fire Protection Association (NFPA) tests. A complete code analysis should be performed as part of future station designs to confirm compliance.
Appendix A.1: TOD Plan and Study
Existing Conditions
Appendix A.1: TOD Plan and Study
Existing Conditions

Evanston Main Street Station

Platform pinch point:
- Shelter
- Sand box
- Locked service gate

Single exit-only roto-gate
Station Material and Components Conditions

The CTA Main Street station is in fair to poor condition. The station house envelope seems to be in serviceable condition, with fare collection equipment appearing to be in the best condition. Most of the other elements in the station house, stairs, corridor, and platforms are in disrepair. The following are examples, not a complete list, of deficiencies.

The ceiling at the station level has peeling paint and areas of extensive efflorescence. At the roof level, wood appears to be water-damaged and wires are exposed. The concrete and tile stairs are cracking and concrete walls are spalling. At the platform level a portion of the platform is collapsing (this portion has been closed off to the public). Railings are corroding and the wood slats of the benches appear to be loose.
Appendix A.1: TOD Plan and Study

Existing Conditions

Metra Evanston Main Street Station

Spalling along stairs

Closed, collapsing platform

Corroding railing

Loose bench
**Metra Station Access**

Access to the platforms is unclear. While there is a station house, access to the platforms is almost exclusively through stairs and a ramp that are located as far as possible from it while still being on the same block. It is also effectively not open to the public, with no station agent and limited hours for the waiting room, which serves the Chicago-bound platform, only.

The platforms can be reached from Main Street or Washington Street. Chicago-bound passengers can reach the platform by one of two sets of stairs. For North Shore-bound passengers, the platform can be reached either by an ADA compliant ramp or a set of stairs. The ramp is approximately 5 feet wide, while the stairs are approximately 6 feet wide, with landings.
Station Accessibility

Metra’s Main Street station is not fully accessible. Only the North Shore bound platform can be reached without assistance by an ADA compliant ramp. The Chicago-bound platform can be reached, in theory, by elevator. Access to the elevator, however, requires ringing a bell and being let into the station house. This requires the presence of people in the building, which cannot be
relied upon. Effectively, the Chicago-bound platform can only be reached by stairs. Unlimited access to the existing elevator or the addition of a ramp to the Chicago-bound platform is recommended to make the station fully accessible. The two platforms are never less than approximately 10 feet wide, which is sufficient for the maneuvering of people with wheelchairs.

The accessible route to the Chicago-bound platform is via an elevator that can only be reached there is staff in the station that answers a bell. The elevator can be found through a door at the left end of the building.

ADA compliant ramp, with landings, to the North Shore-bound platform

Ramp to reach the North Shore-bound platform is to the left of this picture. However, there is no sidewalk on this side of the street to get to the ramp.

The accessible route to the Chicago-bound platform is located in the station building.
Station Egress

Metra’s Evanston Main Street platforms may largely meet building code requirements pass NFPA tests. Each platform has two exits, and the platforms are a minimum of approximately 10 feet wide. The exit stairs are approximately 6 feet wide. The most obvious possible flaw is the placement of the exits on the North Shore-bound platform. One is located towards the south end and the other one, in the middle. The north end of the platform has a dead end run of approximately 110 feet. A complete code analysis should be performed as part of future station designs to confirm compliance.

Platform has ample width
Station Material and Components Conditions

The Metra Evanston Main Street station is in fair condition, with the caveat that it does not include as many elements as does CTA's Main Street. The concrete stairs and asphalt platforms have some cracking. Metal railings and partitions are corroding in places. There are few places to sit and, on the North Shore-bound platform, there is no protected seating. While the station was only inspected during the day, the number of fixtures may indicate adequate lighting.
High lighting

Platform level lighting
Station Condition Assessment Ranking – CTA Main Street Station

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Station Planning

| Accessibility | 1 |
| Bird Control | 3 |
| Circulation & Capacity | 2 |
| Clearances & Dimensions | 1 |
| Configuration & Adjacencies | 3 |
| Context | 3 |
| Customer Comfort & Convenience | 2 |
| Illumination | 3 |
| Maintenance | 1 |
| Materials & Finishes | 1 |
| Noise Control | 3 |
| Resource Conservation | 3 |
| Safety & Security | 2 |
| Site Development | 2 |
| Systems Coordination | 2 |
| Wayfinding | 3 |
| Weather Protection & Climate Control | 2 |

Station Components

| Standard Building Surfaces | 2 |
| Key Station Elements | 2 |
| Station Identity | 3 |

Recommended Short-Term Maintenance Items – CTA Main Street Station

Station Surroundings

- Add crosswalk and stop control to cross Chicago Avenue at Washington Street.
- Clarify the location of, and which buses stop, in front of the station house on Chicago Avenue.
- Consider adding signage to clarify the location of the station at the intersections of Chicago Avenue with Main Street and with Washington Street.

Station House

- Replace the stationhouse signage with a larger, more legible sign.
- Clean and repaint entry doors inside and out.
- Inspect eaves for the source of water damage, address the source, and repair and paint the eaves.
- Run exposed wires through conduit.

Circulation/Vertical Circulation

- Repair cracks on stairs.
- Replace scratched windbreaks with clear glass and perforated metal panels, as has been done elsewhere in the CTA system.
- Replace corroded metal railing.
- Clean and repaint remaining railing.
- Inspect concrete walls and ceilings and provide necessary repairs at areas of cracking and spalling.
- Inspect for sources of water intrusion that are causing efflorescence. Address the source and make repairs to the concrete.

Platform Elements

- Scrape, prime and repaint all canopy structure and underside of canopy. Replace elements that are made unusable through corrosion.
- Remove or relocate storage elements (i.e., sand boxes) to widen the passing areas on the platforms.
### Station Condition Assessment Ranking –
**Metra Evanston Main Street Station**

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### Recommended Short-Term Maintenance Items –
**Metra Evanston Main Street Station**

**Station Surroundings**
- Add sidewalk to the east side of Custer Avenue so that people using wheelchairs may get to the ramp from the intersection with Washington Street.
- Remove signage that indicates that there is an accessible route to the Chicago-bound platform (unless elevator access is improved as stated under “Station House”, below).
- Add stop controls (signs) to Main Street at the intersection with Custer Avenue.
- Add signage to clarify the location of the station at the intersection of Chicago Avenue with Main Street.

**Station House/Vertical Circulation**
- Make the elevator available to disabled patrons without relying on the presence of another person.
- Repair cracks on stairs.

**Platform Elements**
- Replace corroded metal railing.
- Clean and repaint remaining railing.
- Provide seating that is protected from rain and wind on both platforms.