# **Title Slide - Plan for Accessible Transit Infrastructure (PATI**)

Massachusetts Bay Transportation Authority

Massachusetts Community Transportation Coordination Conference 2017

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## Slide One – PATI Key Objectives

* Identify Barriers
  + Catalogue all meaningful barriers to access within public facing assets
  + Establish Prioritization Criteria
  + Develop a shared set of criteria for setting priorities based on community feedback
    - What improvements, if made, would have the biggest positive impact on accessibility?
* Long-Term Planning
  + Apply criteria/develop priorities
  + Draft strategic plan/capital funding recommendations

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## Slide Two – Bus Stop Surveys

* Developed tablet-based survey tool application, inspired by MassDOT’s curb ramp inventory tool
* Questions include assessments of:
* Landing pad
* Path of travel through stop and to nearest crossing
* Condition of nearest crossing/curb ramps/signals
* Amenities at stop (shelters, benches, etc.)
* Potential obstructions (trees, trash cans, etc.)
* Two-person field crews conducted in-person assessment using tool and BlindWays app (see appendix for background)

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Image: Black and white animated drawing of a MBTA car

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## Slide Three – Bus Stop Web Management Tool

Image: A snapshot of the Bus Stop Web management tool and what it entails. Included is information about the Survey (Name, assigned crew, completed crew, completed by, scheduled date, survey time, time to complete, start, end, and sync date); photographs of the bus stop form various angles; GIS images from Google earth; and a column for navigation on the left hand side.

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## Slide Four – Bus Stops Surveyed

7588 stops – as of 1/30/17

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Image: Map of Massachusetts with a “pin” placed on each of the 7,588 stops that were surveyed.

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## Slide Five – Bus Stop Sample Queries

Out of 7588 stops surveyed….

* + 49% (3749) are within 25 ft of a crossing
  + 13% (1002) are located near a crossing with a missing curb ramp
  + 12% (906) are located near a crossing with a curb ramp with a running slope greater than 12%
  + 7% (508) are located on a sidewalk less than 36” wide
  + 12% (916) are missing a front sign
  + 2% (129) have amenities blocking sidewalk
  + 8% (640) have a shelter
  + 7% (560) have a bench present (outside shelters)

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## Slide Six – Critical Bus Stops

One issue of immediate concern and requiring action is that of “critical” stops, defined as—

* + There is no accessible path to/from the stop
  + Boarding/exiting in the street is required

2.75% (209) of 7,588 stops surveyed deemed critical

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## Slide Seven – Example of a Critical Bus Stop

#6716 Walnut Stop Birchwood Ave, Saugus

Image: A critical bus stop in Saugus on the side of a busy , two-lane road with little to no room for the bus to pull over and for riders to safely board.

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## Slide Eight – Example of a Critical Bus Stop

#1116 Cambridge St & Mass Pike Exit, Cambridge

Image: A critical bus stop in Cambridge on a median in the center of a busy, multi lane road with little to no room for the bus to pull over and for riders to safely board.

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## Slide Nine – Action Plan for Critical Bus Stops

Elimination vs. Modification

* Service Planning is reviewing the following factors:
  + Ridership
  + Proximity to adjacent stops
  + Title VI considerations
  + Proximity to hospitals/health clinics and other facilities that primarily serve vulnerable users *(On-going review)*

Out of the 209 reviewed: 133 candidates for elimination

* 99% are used by less than 10 customers per weekday, average 730’ to next stop
* 97% are used by less than 5 customers per weekday average 730’ to next stop
* 84% are used by less than 3 customers per weekday, average 730’ to next stop
* 50% are used by less than 1 customers per weekday
  + may be fractional if only observed on sporadic days), average 760’ to next stop
* 1% (1 stop) is used by greater than 10 customers per weekday (13 total) and is 280’ to the adjacent stop

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## Slide Ten – Next Steps for PATI

* Spring 2017
  + Bus Stop – data cleanup, identify service and accessibility improvements within routes and corridors
  + Finalize Subway & Commuter Rail Tool
* Summer 2017
  + Subway & Commuter Rail Surveys – conducted
  + Finalize scoring criteria to identify priorities with engagement committee
* Early 2018
  + PATI long-term planning recommendations and capital funding strategy issued

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