



System-Wide Accessibility and The Design Guide to Access



Transportation Agencies Liaison Committee
Wednesday, June 20th, 2018



- System-Wide Accessibility: Who is presenting today?

Laura Brelsford

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System-Wide Accessibility, MBTA

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Deputy Director of Strategic Planning
System-Wide Accessibility, MBTA

- System-Wide Accessibility: What is the SWA Mission?

To support the MBTA's accessibility vision to consistently create and maintain a responsive, safe, reliable, human-centered and inclusive public transportation system for all its customers.

- System-Wide Accessibility: How does SWA do that?
 - Clearinghouse of Subject Matter Expertise regarding access-related regulations and best practices
 - Reviews all customer-facing policies and procedures
 - Reviews all Design & Construction plans and projects
 - Oversees Internal Access Monitoring Program
 - Tracks disposition of all access-related customer complaints
 - Tracks settlement compliance and sets future Access Initiatives

- System-Wide Accessibility: Why is SWA work important?
 - **1 in 5 Americans qualifies as having a disability**
 - 40% of people aged 65 and older have one or more disabilities
 - By 2030, nearly 1/3 of the population in the Boston MPO region will be over 60 years of age
 - Demographics will make MBTA system access an imperative operational need

- System-Wide Accessibility: What is the state of the system?

Accessible Rapid Transit =
Currently **72%** Accessible

Commuter Rail Station Accessibility =
Currently **74%** Accessible

- System-Wide Accessibility: State of Subway

Line	Inaccessible Stations	Total Stations	Percentage of Inaccessible Stations
Blue	1	12	8%
Green (Subway)	3*	14	23%
Green (Surface)	32**	53	58%
Orange	0	20	0%
Red	1***	22	5%
Mattapan Trolley	1	8	14%
Total	38	129	29%

*Green Line Subway – Hynes and Symphony in design

** Green Line Surface – Babcock, BU West, Pleasant, St. Paul and Newton Highlands in design

*** Red Line – Wollaston under construction

• System-Wide Accessibility: State of Commuter Rail

Line	Inaccessible Stations	Total Stations	% of Inaccessible Stations by Line
Fitchburg	9	18	50%
Haverhill	5	13	38%
Lowell	3	8	38%
Needham	0	8	0%
Newburyport/Rockport	3	18	17%
Fairmount	0	6^	0%
Franklin	6	12	50%
Greenbush	0	7	0%
Kingston/Plymouth	0	7	0%
Middleborough/Lakeville	0	9	0%
Providence/Stoughton	0	13	0%
Worcester	7	17	41%
Total	34	133	26%

Notes:

Chelsea Station will enter construction in 2018

Blue Hill Avenue Station is under construction and will be the 7th station on the Fairmount Line.

Winchester Station design is supposed to be bid in 2018.

Riverworks may enter design by a private developer in 2018.

Natick Center Station is in design during 2018

- System-Wide Accessibility: Commuter Rail Continued

Type of Platform	# of Commuter Rail Stations	Percentage of Commuter Rail Stations
Accessible Full-High Level Platforms	49	36%
Semi-Accessible Mini-High Level Platforms	50	38%
Inaccessible Low Level Platforms	34	26%



Boston Landing Full-High Platform



Needham Center Station Mini-High Platform



Concord Station Low Level Platform

- System-Wide Accessibility: State of Bus

All stops have been surveyed - 7,685

Stops have been broken down into the following 5 categories:



Critical—stop is so inaccessible, wheeled mobility users must board from street (270+)



High—at least 2 significant barriers exist within the stop (850+)

Medium—at least 1 major barrier (5600+)

Low—not compliant, but no major barriers (852)

- **System-Wide Accessibility: Investment Pipeline Snapshot**

Subway Station Investments in 2017-21 CIP

Wollaston Station	\$51 million
Commonwealth Ave (BU-Pleasant)	\$13 million
Newton Highlands	\$7 million
Redundant & Replacement Elevators	\$16 million
Ruggles Upgrades	\$16 million
Oak Grove Upgrades	\$16 million
Forest Hills Upgrades	\$5 million
Design for Downtown Crossing	\$5 million
Design for Symphony Station	\$5 million
Future Comm. Ave Stops	\$13 million
Conceptual Designs for Remaining Inaccessible Stations	\$6.75 million

- **System-Wide Accessibility: Design Guide to Access**

MBTA Design Guide to Access is an online and print system that will identify clear code requirements, regulations, policies and best practices to provide access and human centered design in a transit-specific built environment.

This **Guide** will be used by a diverse audience, including MBTA personnel, as well as external contractors such as designers, engineers and maintenance staff.

- System-Wide Accessibility: Design Guide to Access

GOALS

- Build consensus between departments and designers
- Streamline best practice information
- Clarify accessibility regulations and MBTA procedures
- Define effective work flow processes
- Support varied technologies
- Create centralized communications

- System-Wide Accessibility: Design Guide to Access

Audience

- MBTA Leadership, Project Managers, Design Personnel, Maintenance Staff
- Consultants, Designers, Engineers
- Contractors
- Cities and towns
- Customers
- Regional Transit

- System-Wide Accessibility: Design Guide to Access

Sample Topics

- Restrooms
- Lighting
- Detectable warnings
- Stair nosing
- Curb Ramps
- Seating
- Bus stop designs
- Path of travel regulations
- Temporary path of travel requirements
- Elevators
- Doors

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Sample Chapter



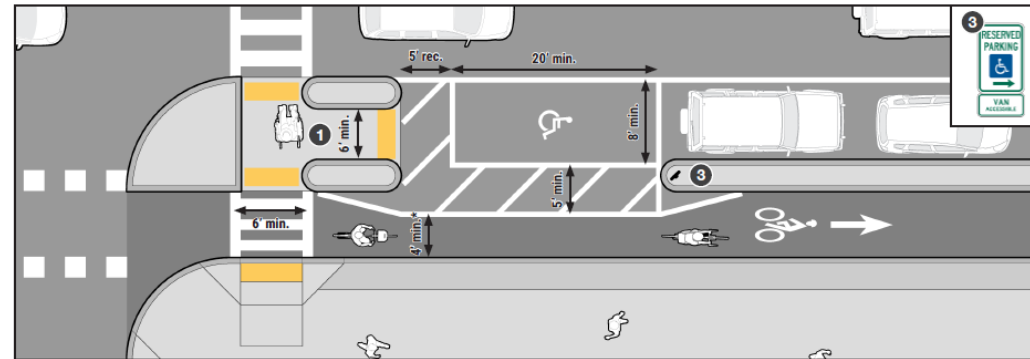
5 CURBSIDE ACTIVITY DESIGN

This chapter provides design guidance for separated bike lanes adjacent to curbside activities including parking, loading and bus stops. Typical configurations are presented for mid-block and intersection locations.

Curbside activities often present daily challenges for people with disabilities. Design guidance presented in this chapter conforms to federal and state accessibility requirements to ensure that separated bike lane designs adhere to accessibility standards:

- Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way, United States Access Board – 2011 (or subsequent guidance that may supersede these guidelines in the future)
- Massachusetts Architectural Access Board (AAB) Rules and Regulations (521 CMR) - 2006

EXHIBIT 5C: ACCESSIBLE ON-STREET MOTOR VEHICLE PARKING (INTERSECTION)

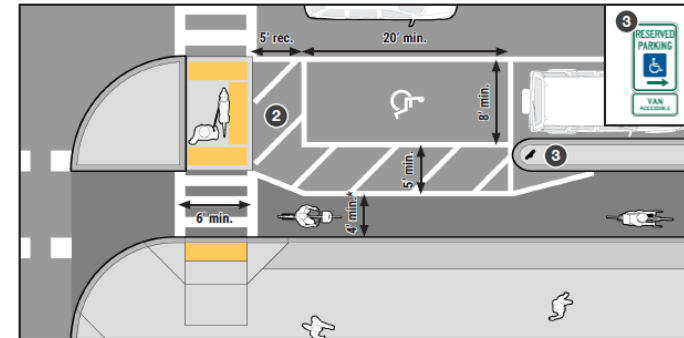


* A bike lane width narrower than 5 ft. requires a design exception.

INTERSECTION LOCATIONS

Locate accessible parking near an intersection to connect to curb ramps (see EXHIBIT 5C). Where feasible, avoid placing accessible spaces in near-side locations to preserve intersection approach clear space (see Section 4.2.5). Consider side street locations for accessible parking where far-side placement conflicts with bus operations.

- Pedestrian crossing islands with cut-throughs are recommended to prevent parking encroachment. ①
- A rear access aisle may abut pedestrian crossing island in constrained situations. ②



* A bike lane width narrower than 5 ft. requires a design exception.

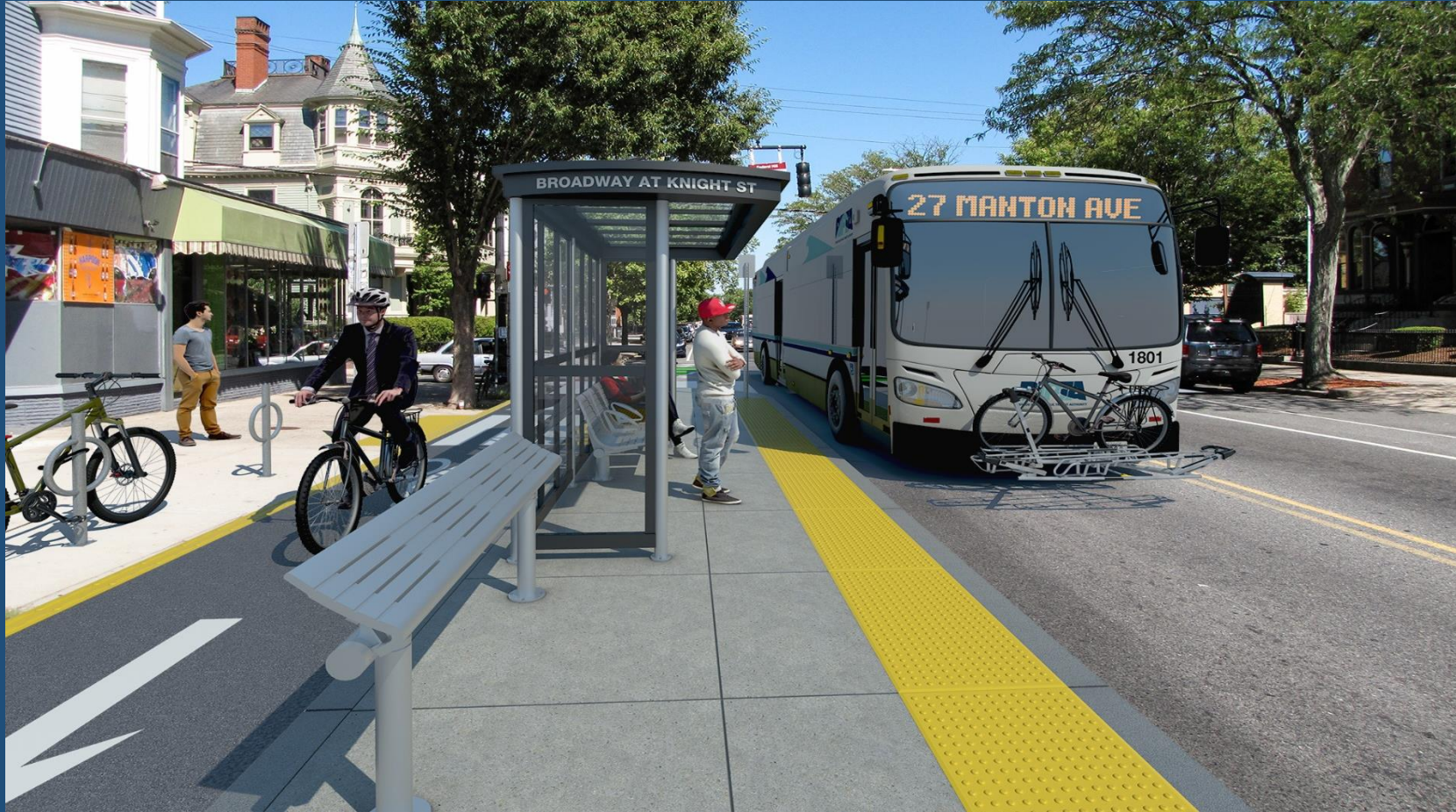
- System-Wide Accessibility: Design Guide to Access

Before:



- System-Wide Accessibility: Design Guide to Access

After:



- **System-Wide Accessibility: What can you be doing now?**

In the meantime:

- Address accessibility issues with all project outcomes and acknowledge necessary scope changes to include
- Consider temporary path of travel during construction, before construction
- Coordinate with project PM to meet with SWA (early and often)/ always invite SWA to PDG meetings at each design phase
- RFP accessibility language is not just boiler plate
- Seek Clarification - Contact MBTA SWA AGM and PM

- System-Wide Accessibility: Discussion

QUESTIONS?

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THANK YOU!