

Plan for Accessible Transit Infrastructure (PATI)

The PATI Bus Survey

7588 Surveyed Stops

Spring 2016 –

Developed tablet-based survey tool application development

Questions include assessment of:

- Landing Pad
- Path of travel through stop and to nearest crossing
- Condition of nearest crossing/curb ramp/signals
- Amenities at stop (shelter, benches, etc.)
- Potential Obstructions (trees, trash cans, etc.)

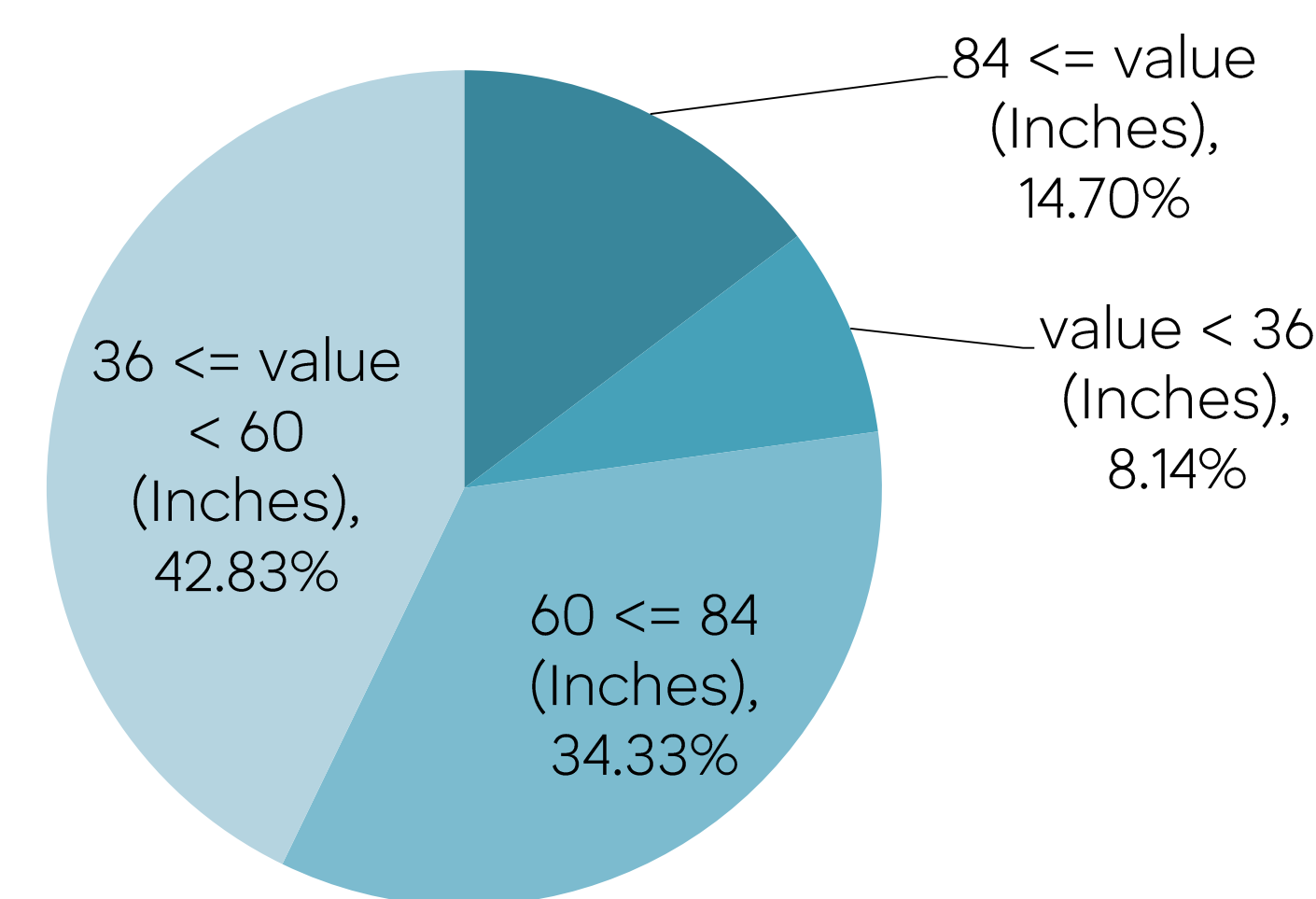
Fall 2016 – Jan. 2017

Two-person field crews conducted in-person assessment using tool and BlindWays app to survey 7588 bus stops

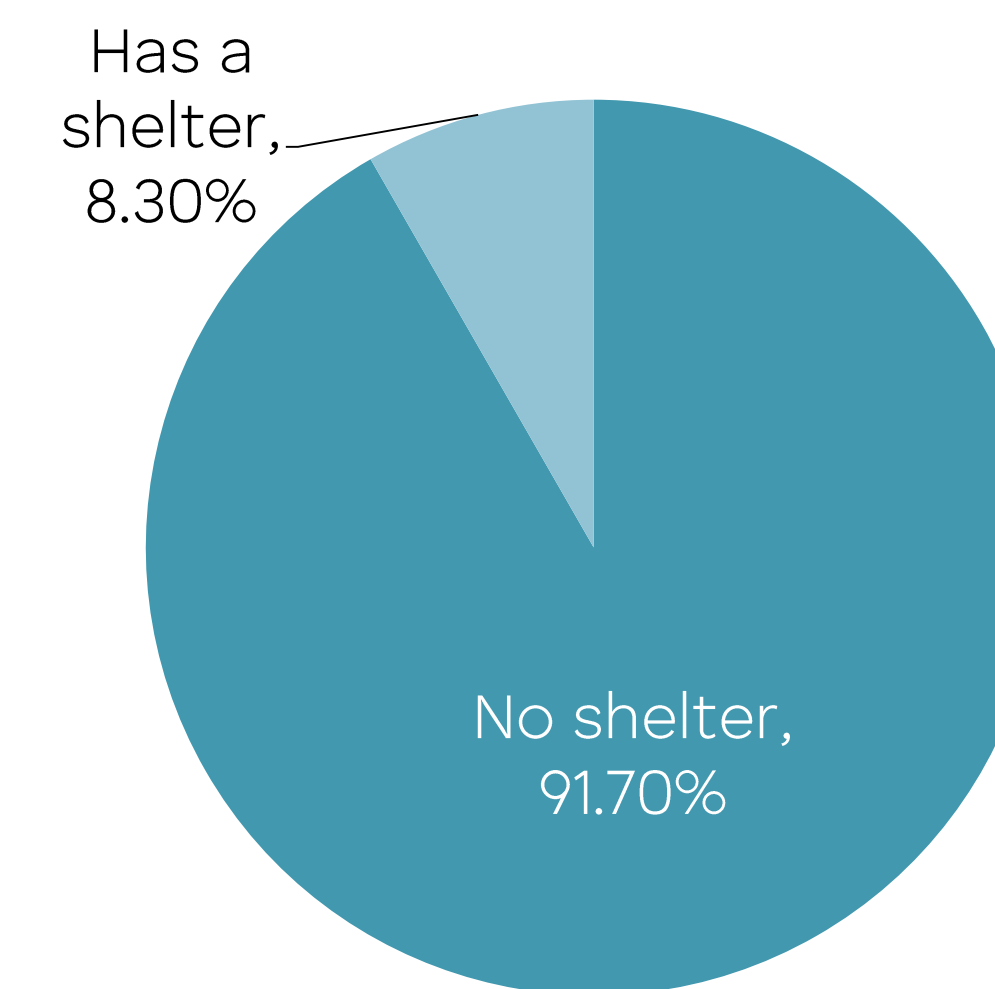
***Data reflects surveys completed between Sept. 2016 – Jan. 30, 2017**

Sample Bus Stop Data Queries

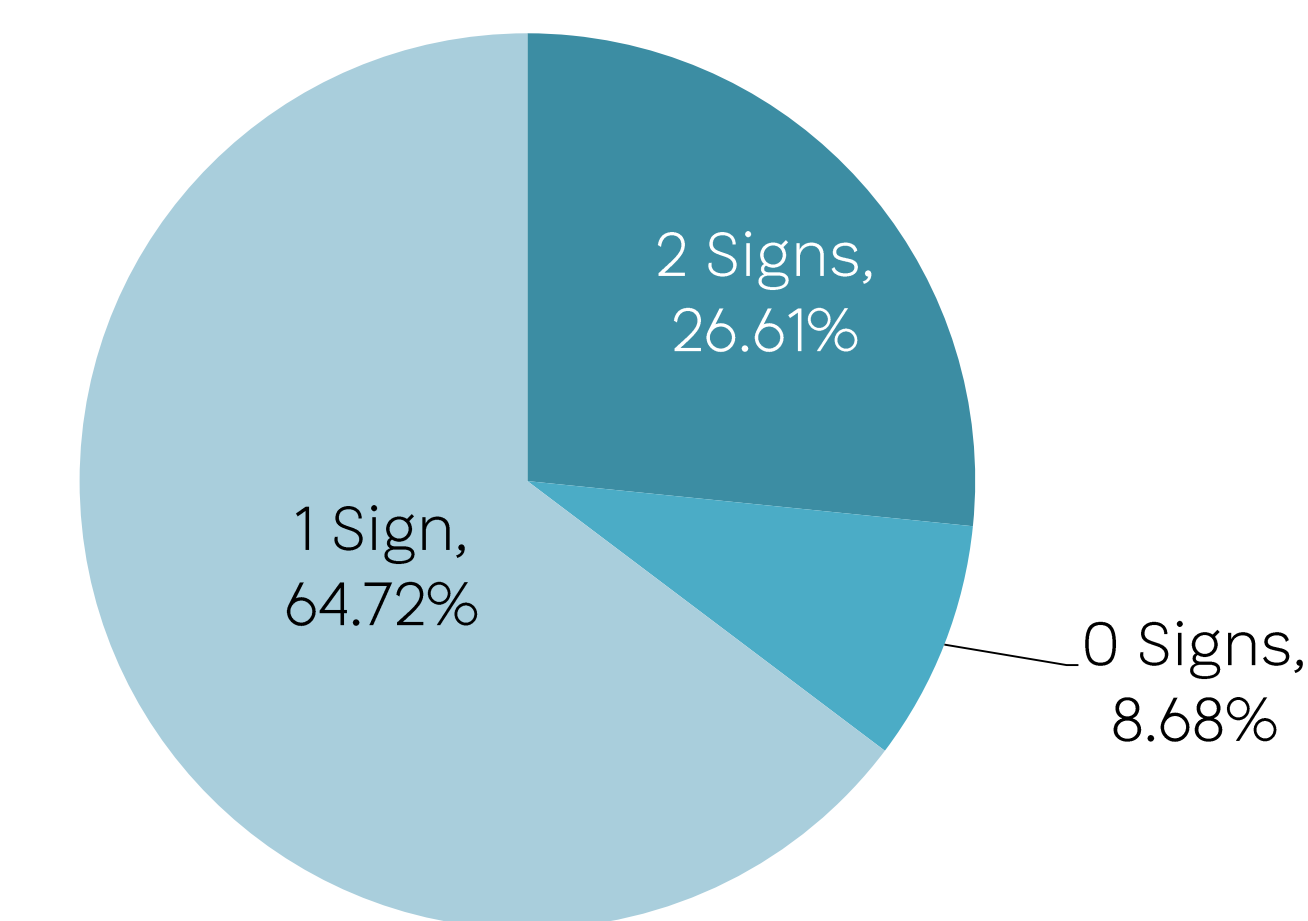
Narrowest Width of Sidewalk



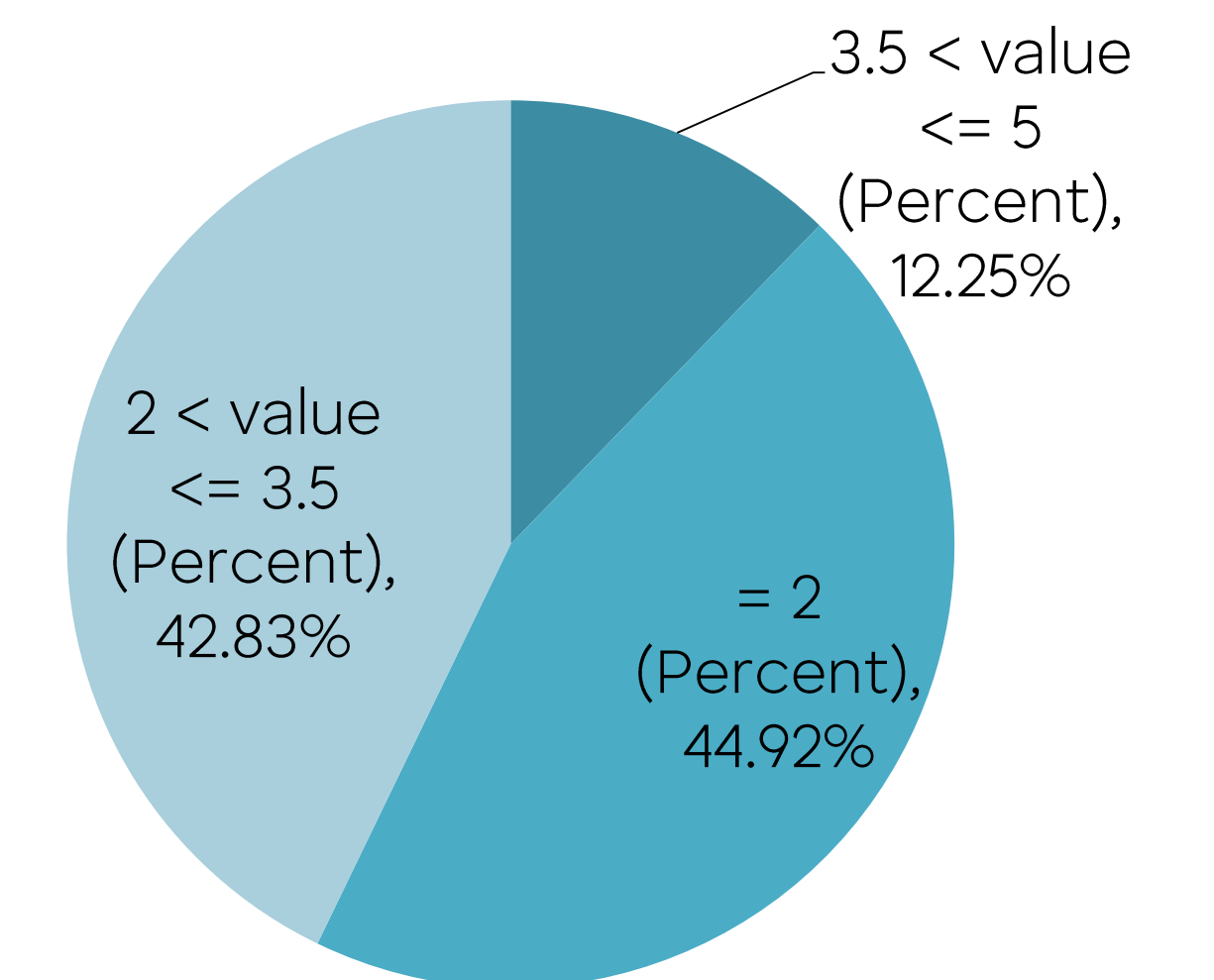
Number of Stops with a Shelter



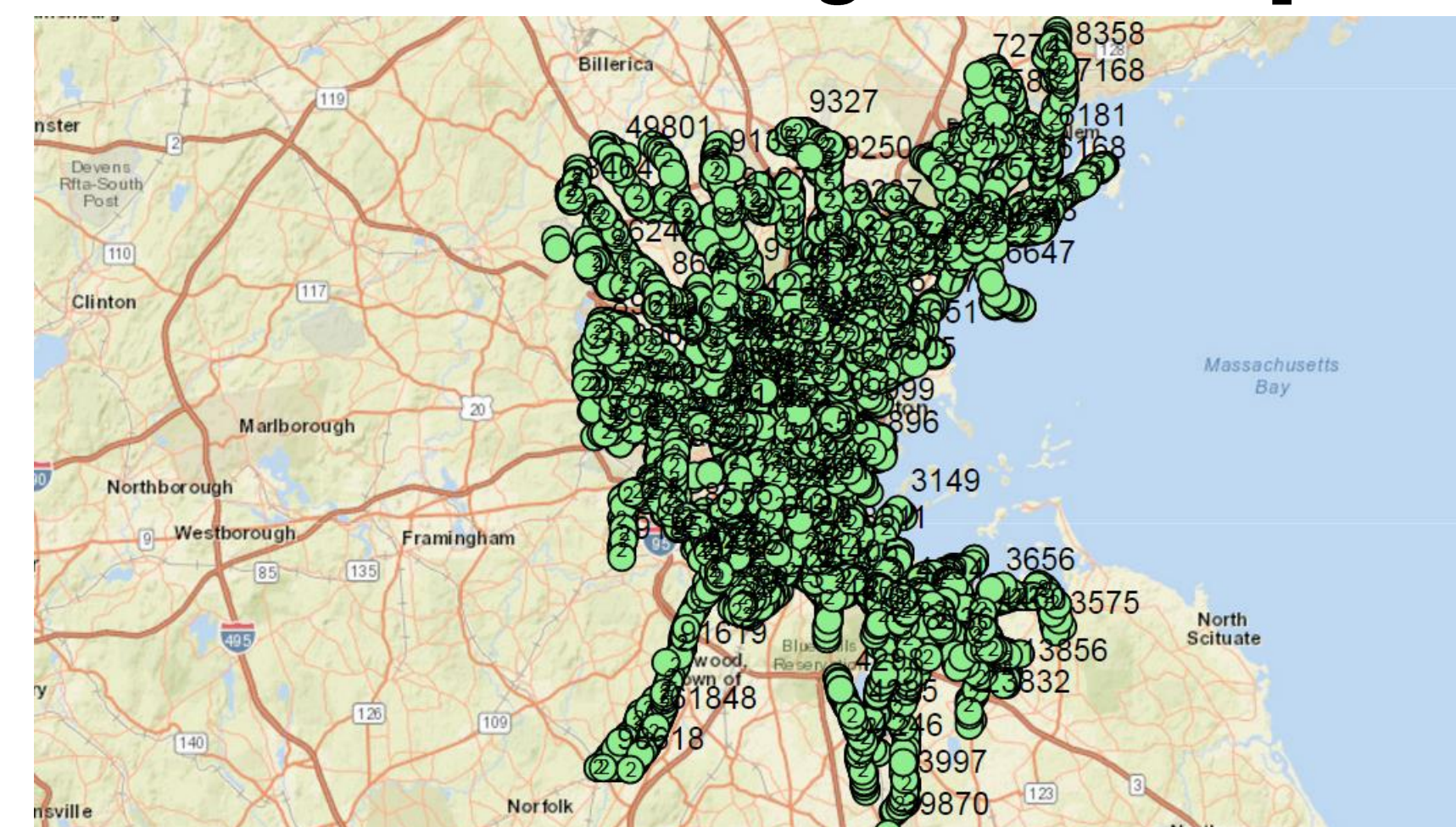
Number of Signs at Stop



Landing Pad Running Slope



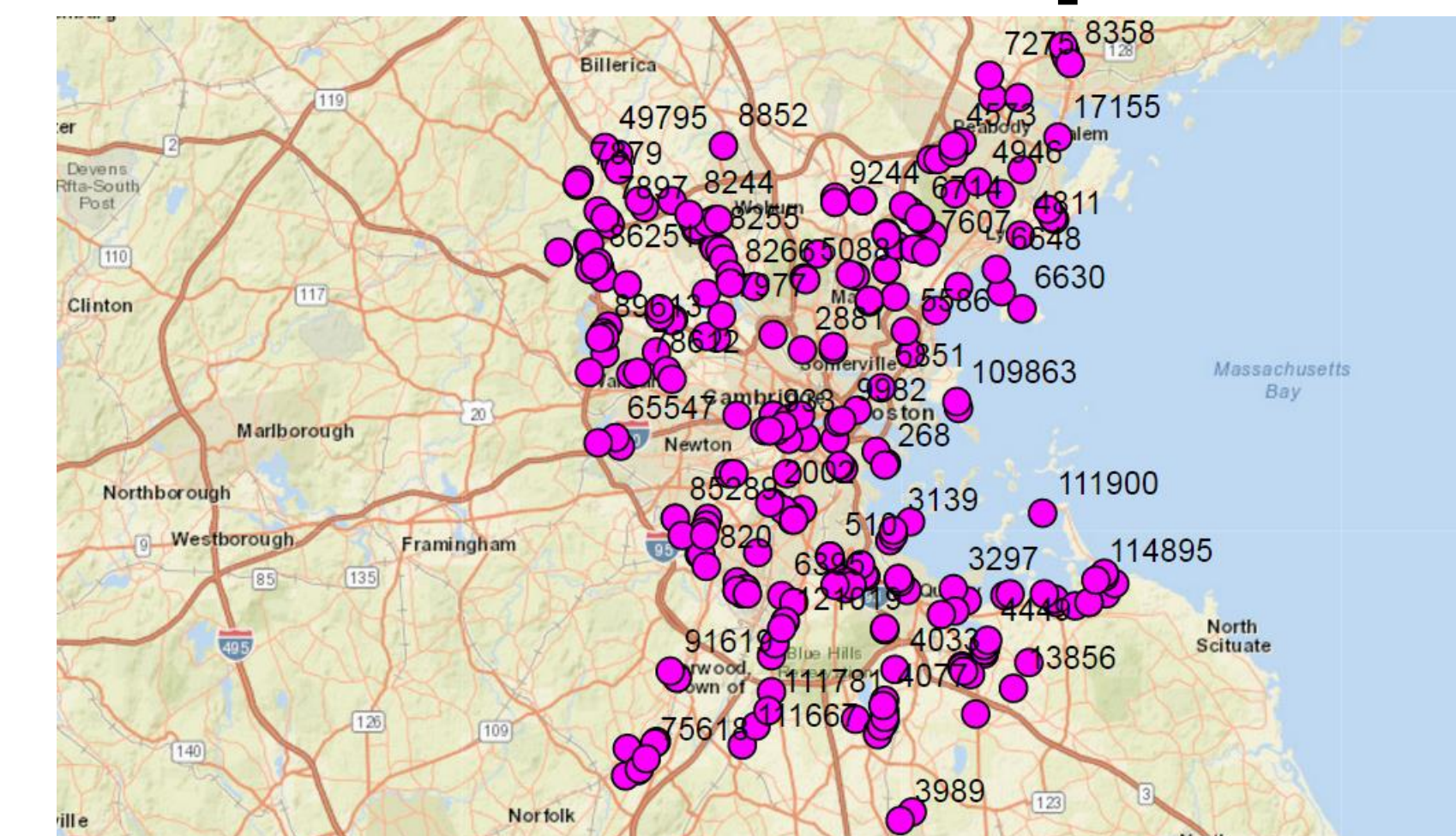
MBTA Surveyed Stops



Out of 7588 Stops:

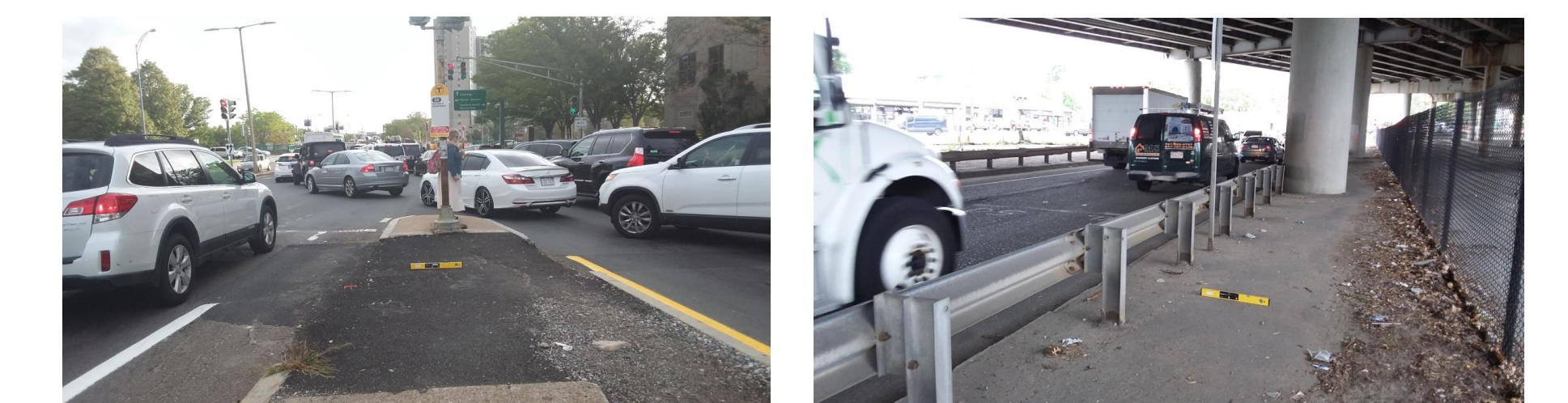
- 49% (3749)** are within 25 ft of a crossing
- 13% (1002)** are located near a crossing with a missing curb ramp
- 7% (508)** are located on a sidewalk less than 36" wide
- 2% (129)** have amenities blocking sidewalk
- 8% (640)** have a shelter
- 7% (560)** have a bench present (outside shelters)

Critical Stops



What is a Critical Stop?

- 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**



#1116 Cambridge St & Mass Pike Exit Cambridge
#2878 Mystic Ave Opp Fellsway Somerville

What is the Action Plan to Address Critical Stops?

- Elimination vs. Modification**
Service Planning is reviewing the following factors to make recommendations:
- Ridership
 - Proximity to adjacent stops
 - Title VI considerations
 - Proximity to hospitals/health clinics and other facilities that primarily serve
 - Vulnerable users