



# **Project Connect & Capital Metro Systemwide Accessibility Program**

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# ADA & Accessibility

## Americans with Disabilities Act - civil rights legislation

- Guarantees equal access to transportation for people with disabilities (PWD)
- Creates a framework for regulations and standards to ensure that PWDs have access to transportation services and facilities



# What is Accessibility?

**Accessibility** - the degree to which a facility, practice, program, service or technology is available and provides access to PWDs.

What does it mean for something to be accessible?

- Facility - degree to which it is readily usable by PWDs.
- Program or practice - degree to which PWDs can participate in full.
- Technology - Degree to which PWDs can use it with or without assistive technology.

# Systemwide Accessibility

Coordinated approach to improving accessibility across the entire Capital Metro transit system:

- Facilities (transit stops and stations)
- Vehicles (MetroBus, MetroRapid, future light rail)
- Technology (customer communication and information, mobile apps, internal systems)



# Facilities

- The built environment
- Where the pedestrian meets the infrastructure
- Incorporate accessibility at concept and design
- Includes pedestrian features such as sidewalks, shared-use paths, traffic signals and crossings
- Capital Metro-owned facilities and buildings
- Readily accessible and useable by PWDs
- Accessible to the public and for public meetings and appointments



# Facilities

## Sidewalks

- Access to transit begins & ends with a sidewalk

## Curb Cuts

- Necessary pedestrian feature, must be ADA compliant, & incorporate detectable warning strips

## Shared Use Paths

- Means of transportation for various users - pedestrians, cyclists & PWDs
- Requires sufficient ROW for safety & accessibility - minimize conflicts

## Traffic Signals - Audible pedestrian signals

- Form of effective communication for PWDs, eg low vision & blind -audible queues

## Rectangular Rapid Flashing Beacons (RRFB) & Pedestrian Hybrid Beacons (PHB)

# Vehicles

- Light rail, MetroRapid or MetroBus
- Incorporate accessibility features - ramps, audible announcements, securement systems, level-boarding rail platforms
- Be intentional about design
- Seek community input from PWDs
- Design responsive scope

# Technology

- Customer information systems to improve the journey.
- Mobile apps and other technology can provide:
  - Information about the built environment
  - Wayfinding and navigation
  - Sense of ease and confidence



# MetroAccess - Complementary ADA Paratransit Service

- Safety net service for persons with disabilities who can not use fixed-route due to their disability and functional abilities.
- Despite improvements to the built environment, vehicles, and technology, there will be others who will not be able to use fixed-route.
- MetroAccess will continue to be critical to PWDs in need of paratransit service.



# Partnerships and Community Engagement

## Technical

- City of Austin: Public Works, Austin Transportation Dept, Vision Zero, Travis County, TxDOT
- Leverage partnerships and maximize the effort to promote safety and accessibility

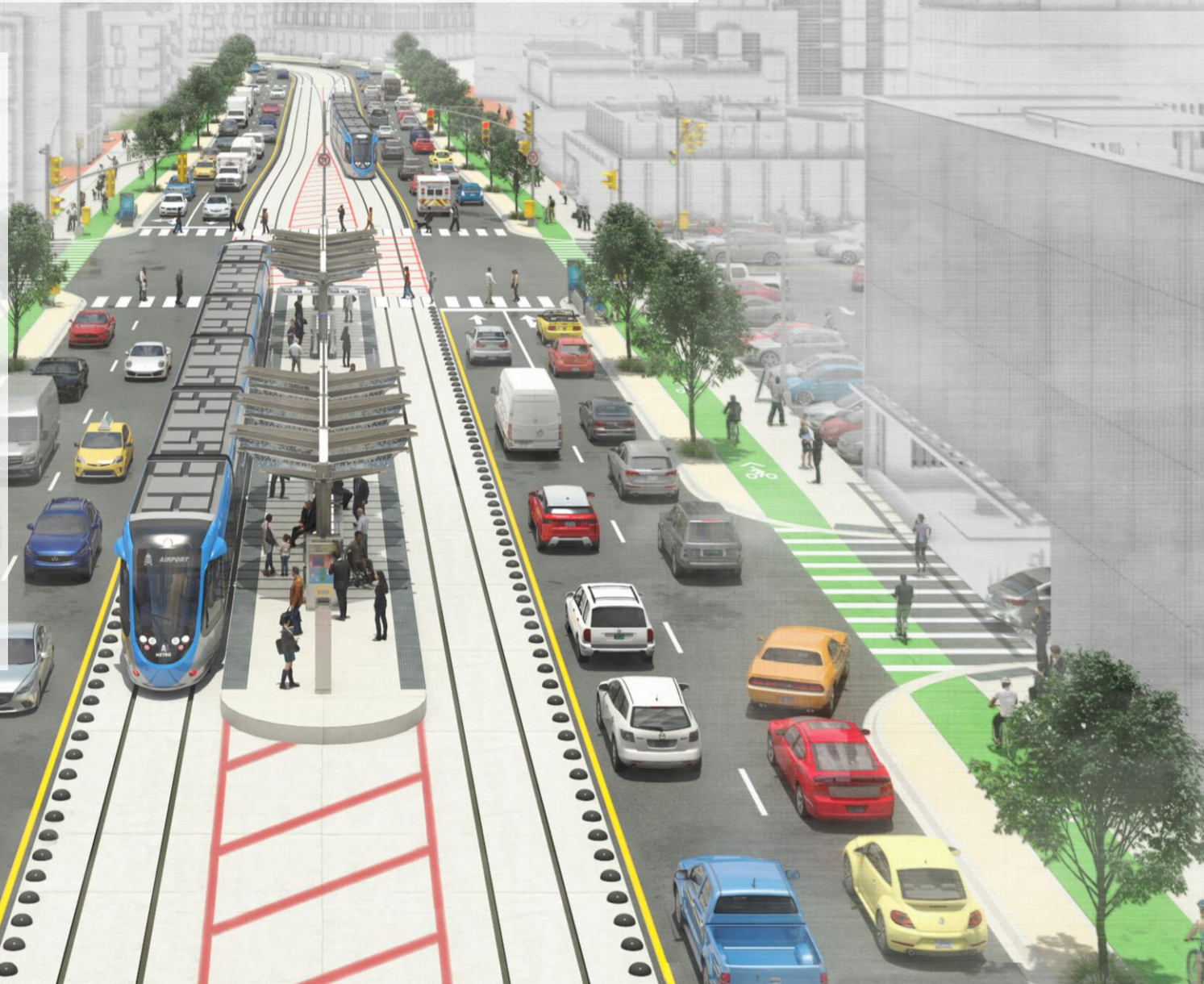
## Community

- Access Advisory Committee, ADAPT, Criss Cole Center for the Blind, Coalition of Texans with Disabilities
- Maintaining a feedback loop to share and incorporate ideas

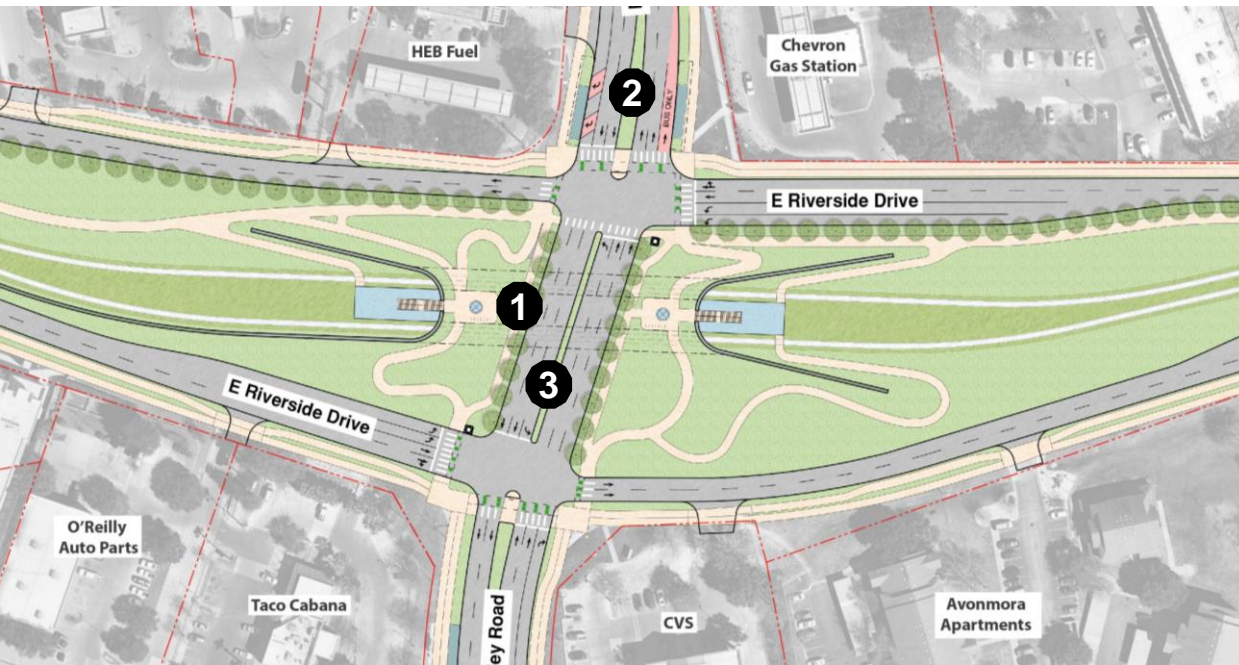
# Looking Ahead to the Future

What could a systemwide accessible transit system look like?

- Full accessible paths of travel across the built environment to transit facilities with accessible pedestrian features.
- Vehicles designed for the future and for all functional abilities operating with precision technology.
- Customer information systems and apps to facilitate universal access to complete the journey with information at every step.

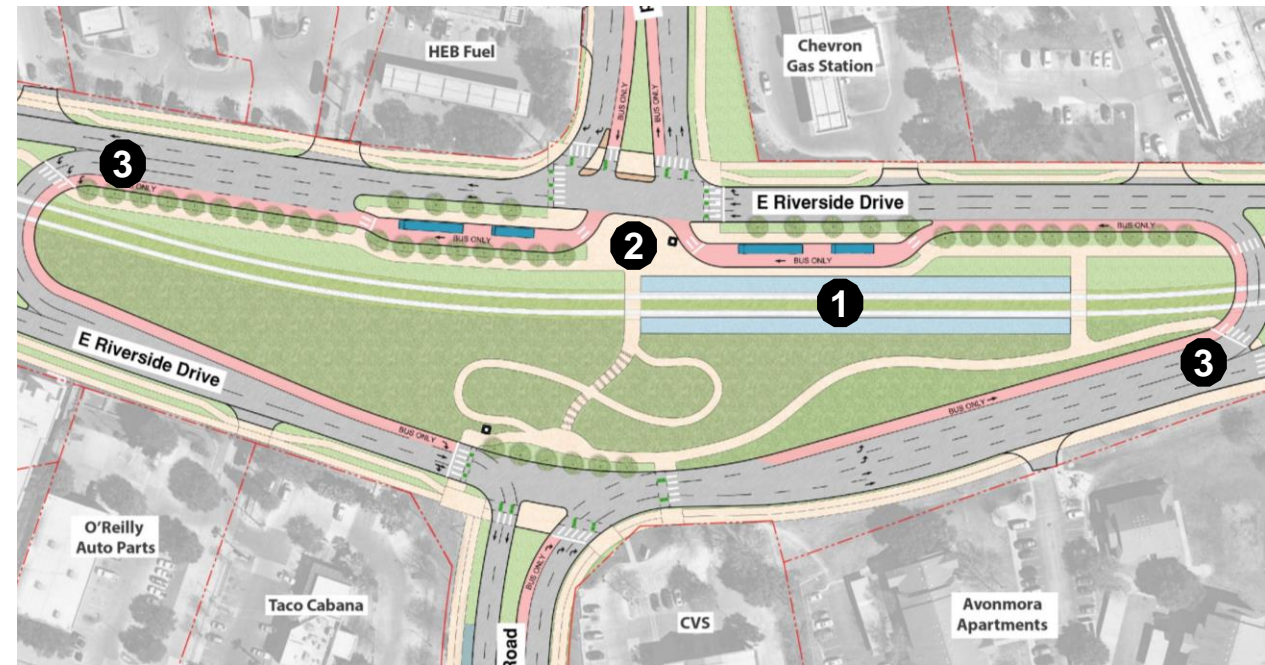


# Pleasant Valley / Riverside Transit Plaza Design Options



## Option 1: Blue Line Underpass

- ① Landscaped bridge and Pleasant Valley Rd above transitway
- ② MetroRapid stops located north of E Riverside Drive intersection
- ③ Through-traffic remains across Pleasant Valley



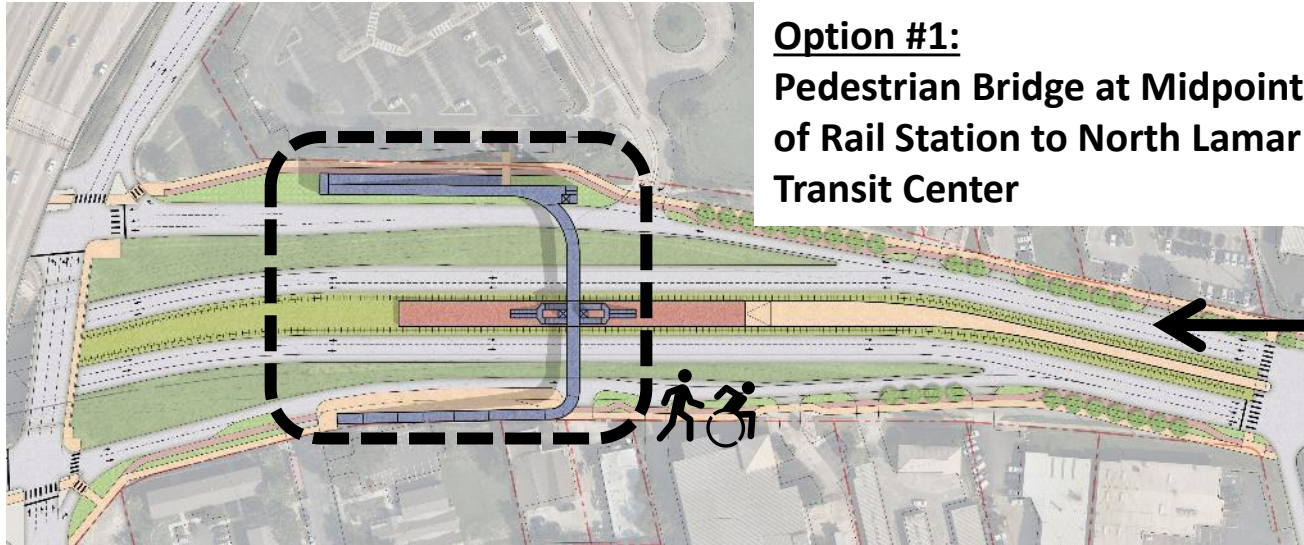
## Option 2: At-Grade Transit Plaza

- ① Blue Line at-grade
- ② Blue Line/ MetroRapid transit plaza on E Riverside Dr
- ③ Pleasant Valley through-traffic diverted via elongated roundabout loop

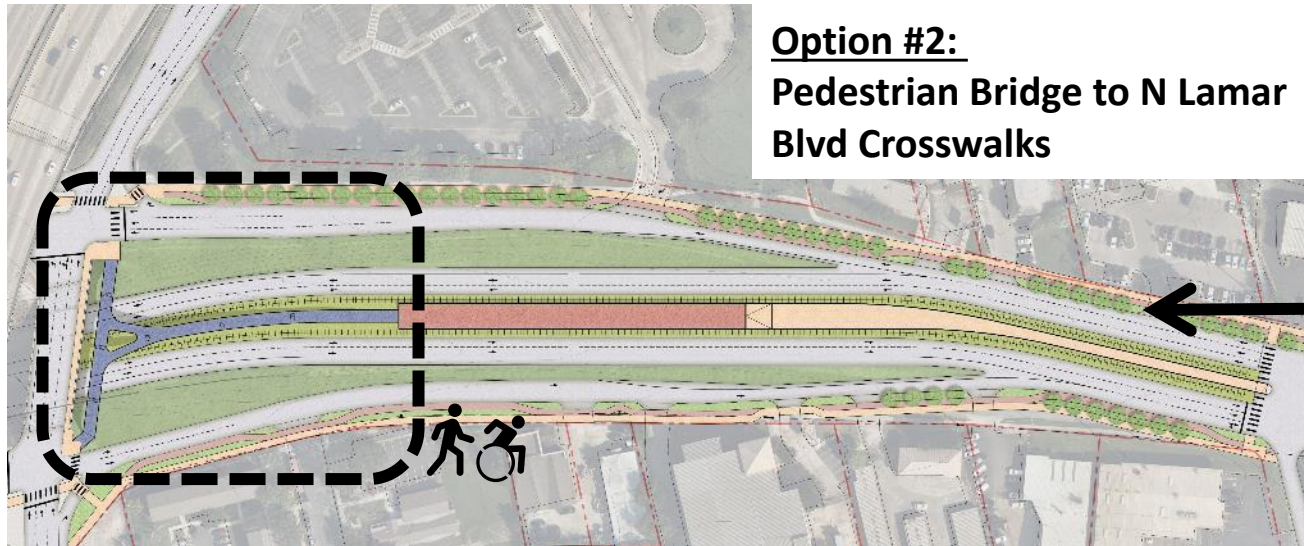


# North Lamar Transit Center: LRT Station Connection Options

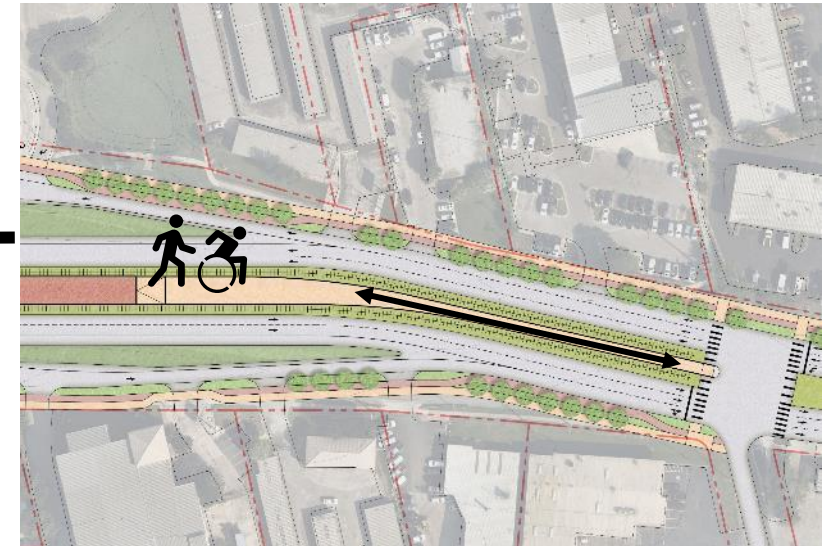
**Option #1:**  
**Pedestrian Bridge at Midpoint**  
**of Rail Station to North Lamar**  
**Transit Center**



**Option #2:**  
**Pedestrian Bridge to N Lamar**  
**Bldv Crosswalks**

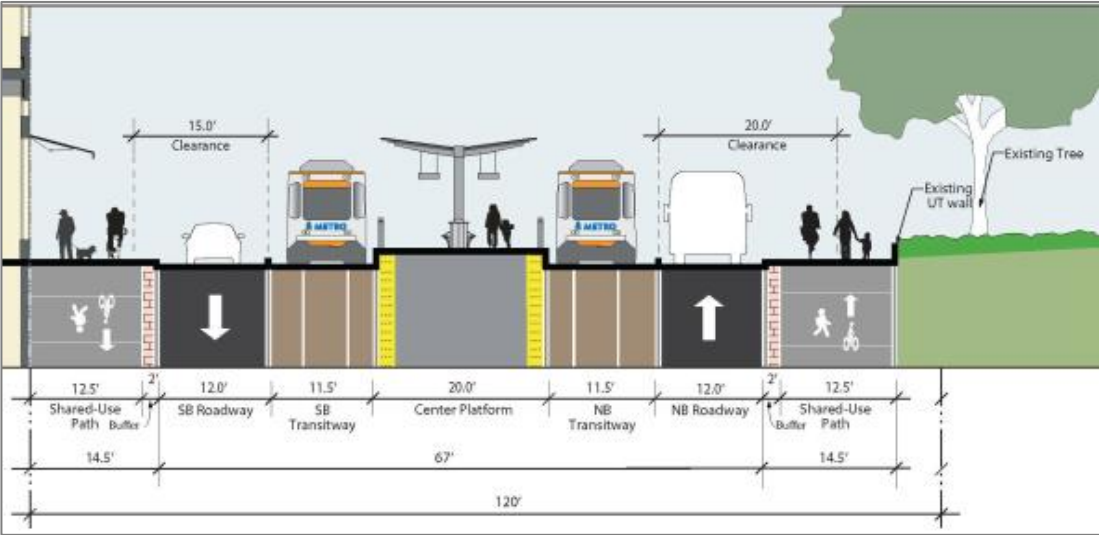


Both options include a pedestrian pathway from the north end of the station to Powell Ln, the nearest signalized crosswalk. Constraints mean that an at-grade crossing cannot be any closer to the station.



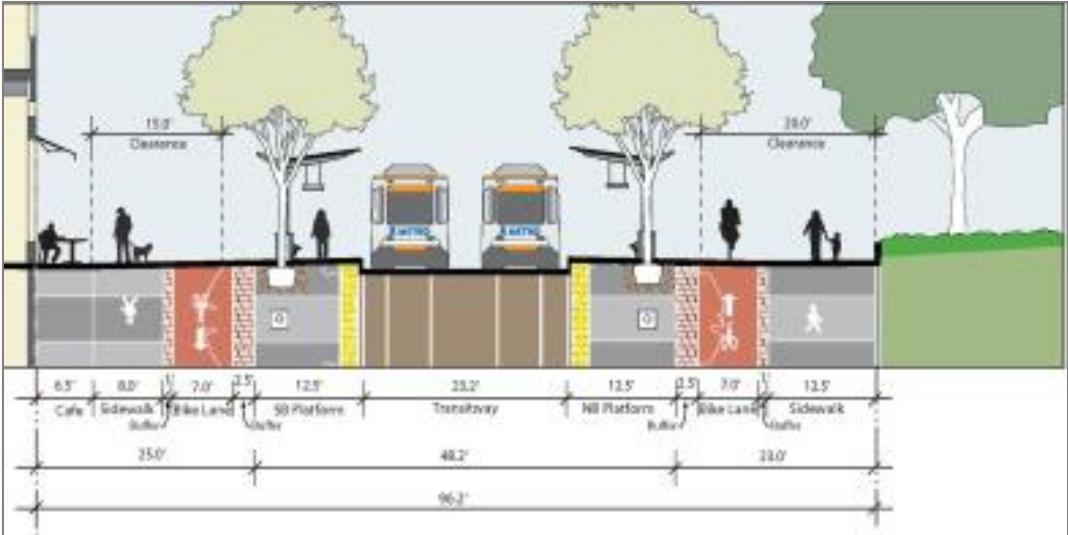
# The Drag: Design Options

**A** Light Rail + **Traffic/Bus** Lanes and/or Bus Lanes only (22<sup>nd</sup> – Triangle)  
*and Reduced Bike/Ped Facility*



*\*Previously referred to as Option 3*

**B** Transit Mall (22<sup>nd</sup> – 29<sup>th</sup>)  
*and Full Bike/Ped Facility*  
*Transitway could accommodate buses in addition to rail*



*\*Previously referred to as Option 6*



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Q/A



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**THANK YOU!**