

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

Action  Information

MEAD Number:  
200700

Resolution:  
 Yes  No

**TITLE:**

Accessible Bus Stops and Pathways in the Region

**PRESENTATION SUMMARY:**

This presentation requests the Board's adoption of a bus stop accessibility standard which includes an accessible pathway in addition to what is already included in the Americans with Disabilities Act (ADA).

**PURPOSE:**

To request the Board's adoption of a new Metro standard for accessible bus stops that includes the pathways to and from bus stops.

**DESCRIPTION:**

Accessible bus stops decrease the dependence of people with disabilities on MetroAccess service. There are more than 19,000 bus stops in the MetroAccess service area. An estimated 9,000 of the stops are accessible per the standards of the ADA. The ADA defines an accessible bus stop by the following criteria: 1) Firm landing surface; 2) At least 5' wide and 8' long; and 3) Connects to the curb. Some of those bus stops, while defined as accessible by the ADA, are not fully accessible to all customers due to a lack of accessible pathways to and from the stops.

To address this lack of accessibility to "accessible" bus stops, Metro has developed a new accessible bus stop standard which incorporates the ADA definition, but adds a fourth criterion; a curb cut at the corner nearest the bus stop with a matching curb cut at one adjacent corner. Metro staff recommends adoption of this standard by the Board and all member jurisdictions.

**Key Highlights:**

Accessible bus stops decrease demand for MetroAccess service.

The definition of an accessible bus stop should include an accessible pathway to and from the bus stop.

A bus stop defined as accessible by the ADA could still be inaccessible to customers using mobility devices when the pathway to the stop is inaccessible.

**Background and History:**

In defining an accessible bus stop, Metro has always used the standards of the ADA:

- 1. Firm landing surface;
- 2. At least 5 feet wide and 8 feet long; and
- 3. Connects to the curb.

**Discussion:**

To ensure that an accessible bus stop is also fully functional for the customer, Metro has added a fourth criterion to its accessible bus stop standard - a curb cut at the corner nearest the bus stop with a matching curb cut at (at least) one adjacent corner. Metro encourages regional adoption of this standard.

**FUNDING IMPACT:**

No impact on Metro funding, as the costs of bus stop improvements are a jurisdictional responsibility.

**TIMELINE:**

<b>Previous Actions</b>	March/2014 – Staff informed the Committee on initiating a regional effort to improve bus stop accessibility using an additional accessibility criterion and improving 57 priority stops.
<b>Anticipated actions after presentation</b>	April/2014 – Work with the Metropolitan Washington Council of Governments and the jurisdictions.

**RECOMMENDATION:**

Approval of a new Metro standard for accessible bus stops that includes a curb cut at the corner nearest the bus stop with a matching curb cut at (at least) one adjacent corner.

**PRESENTED AND ADOPTED: April 24, 2014**

**SUBJECT: ADOPTION OF AMENDED BUS STOP ACCESSIBILITY STANDARD**

**2014-21**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, More than half of the region's 19,000 bus stops are inaccessible; and

WHEREAS, Many MetroAccess customers receive paratransit eligibility because of the inaccessibility of a proximal bus stop; and

WHEREAS, The cost to provide a trip on paratransit service is substantially greater than the cost to provide the same trip on Metrobus; and

WHEREAS, The current Washington Metropolitan Area Transit Authority (WMATA) standard for bus stop accessibility includes the three criteria as determined by the Americans with Disabilities Act (i.e., firm landing surface, at least five feet wide and eight feet long, and connects to curb) but does not include the accessible pathway to the stop; and

WHEREAS, Part of an accessible pathway is the addition of a curb cut; now, therefore be it

*RESOLVED*, That the Board of Directors amends the WMATA bus stop accessibility standard to include a curb cut at the corner nearest the bus stop with a matching curb cut at (at least) one adjacent corner; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



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Kathryn H.S. Pett  
General Counsel

WMATA File Structure No.:  
1.1 Accessibility

**Motioned by Mrs. Hudgins, seconded by Mr. Acosta**

**Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Mr. Bulger, Mr. Acosta and Mr. Goldman**