



AAC

Accessibility Advisory Committee

600 Fifth Street NW
Washington, DC 20001
202-962-6060

November 3, 2014

Dear Chair Downs and Members of the Board,

It is my pleasure to present you with the Accessibility Advisory Committee (AAC) report for the month of October 2014. The primary issues we reviewed were: 1) Metrorail Car Door Timing; and 2) Bus Stop Accessibility Improvements.

Issues of the Month

Timing – Metrorail Car Doors

Metro's Office of Rail Transportation provided a presentation on dwell times for trains and how long the car doors remain open. Metro defines dwell time as the overall length of time the train sits on the platform at a Metrorail station. At smaller stations, such as Arlington Cemetery, the dwell time can be as short as 15 seconds while at larger stations, such as L'Enfant Plaza or Metro Center, the dwell time is generally 30 seconds. The mandatory wait period by the operator of five seconds before opening the doors makes the time available to board or exit the train shorter.

The AAC is concerned that when large numbers of people enter and exit the trains, such as during peak periods or special events, there may not be sufficient time for customers using mobility devices to board safely. When large numbers of people are boarding the train, customers in mobility devices are usually the last to get on, and the train doors often close before the mobility device user can board the train. To assist with crowd control, the AAC recommends that Metro announce that another train is directly behind the train on the platform. Additionally, the AAC recommends that Metro create a public outreach campaign to educate the public on this issue.

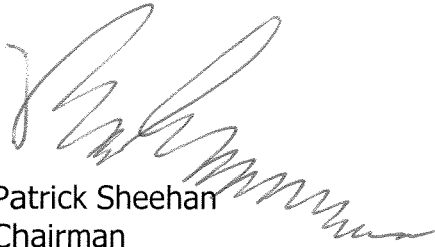
Bus Stop Accessibility Improvement

The AAC received an update on bus stop accessibility in the region. Metro's Board has adopted a new standard for an accessible bus stops, which now includes the requirement to have an accessible path to the stop with a curb cut on at least one adjacent corner, and the Board has endorsed an annual goal of having 1% of the region's inaccessible stops improved annually.

The Department of Access Services (ACCS) is leading the effort to accelerate the use of New Freedom grant funds to improve inaccessible stops in the region. ACCS is also proposing the creation of a Regional Bus Stop Accessibility database, which will be updated by the jurisdictions and made available to the general public. The AAC views the database and current Metro GIS functions as valuable tools that will continue to

enhance independence and improve connectivity to the fixed route system. The AAC is pleased with Metro's efforts to improve the accessibility of bus stops in the region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Sheehan', written in a cursive style.

Patrick Sheehan
Chairman