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Since 1988 planner and ombudsman for handicapped people of WIENER LINIEN with a focus on stations of the new Vienna U-Bahn system.

Responsible for the transition to right-hand traffic of the Stadtbahn in 1989 and its transformation to U-Bahn line U6. 1997 development and implementation of the U-Bahn guiding system for visually impaired people.

Member of Austrian Standards Institute's committees working on OeNORM A3012 on visual guiding systems, B1600 on barrierfree building construction and V2102 on tactile information.

Roland Krpata has been co-ordinating various research projects, among them POPTIS 1, a feasibility study of a navigation system for blind passengers and POPTIS 2 focusing on implementation and demonstration. He contributed to "Junction-Flow" (quantitative recording of traffic flows via video detectors) and RAVA (computer supported organization of event generated traffic).

POPTIS: Pre-On-Post-Trip-Information-System of Wiener Linien

Abstract

Our declared objective was the development of an effective traffic and voyage information system for blind and visually impaired traffic participants, which enables a better use of existing orientation devices. Our target was the creation of a simple constructed tool, which allows them to enjoy a self determined and active participation in every-day life.

Dependency on and support by passers-by should be reduced as far as possible. The point was not to make innovation for the purpose of innovation and to finally create an expensive new product, which cannot be afforded. The innovation we were looking for is based on synergies and traditional technologies. Therefore we used solid and tradable tools like: computer, internet and mobile phone. The essence of our project is the base of all innovation: just a good idea.

The starting point for the project was the existing tactile orientation system in our underground stations. The development of our Pre-On-Post-Trip-Information-System will complement the tactile basic information. It will lead up to a better knowledge of our stations and will result in a better use of existing infrastructure.

The Pre-On-Post-Trip-Information-System will enable blind and heavily eye diseased traffic participants to prepare their trips at home using the Pre-trip-function on their computers. They will be supplied with a description of the trip they have chosen to go. Mobile phones with Internet access will be able to deliver all information both in the On-trip-function and in offline modus. Finally by using the Post-trip-function mobility-trainers and other users will be facilitated to predetermine anticipated trips and access trip relevant information in either the Pre-trip- or On-trip-function.

POPTIS is also useful for traffic-education of young people, for the orientation-training of late blinded people, as an advice for mobility-trainers, as an escort service or a memory-aid for heavily eye diseased traffic participants.