Accessibility Working Group Update

Next Generation Equipment Committee Annual Meeting
February 21, 2013
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Overview

• Objective of Accessibility Working Group
• Highlights from 2012
• Current Assignments
• Closing
Objective of Accessibility Working Group

• Accessibility Working Group (AWG) was established within the Technical Subcommittee
  – Tasked with:
    • Review of the current and future needs of passenger with disabilities, and
    • Make recommendation on how best to address those needs in the most cost-effective and reasonable manner
Highlights from 2012

• Enhanced recommendations for accessibility was incorporated into the Bi-level specifications
  – Larger surface space on carborne lift platform
    • (30” x 54” vs. 30” x 48”)
  – Higher design load for carborne lift
    • (800 lbs. vs. 600 lbs.)
  – Wider vestibule
    • (44” vs. 42”)
  – Larger accessible seating space
    • (32” x 59” vs. 30” x 48”)


Highlights from 2012

• First draft of Single-level car accessibility recommendations ready for feasibility review
  – Engineering drawings, and
  – Safety, life and emergency impact study

• Guidance from US DOT on accessibility of counter-height

• Open dialog with US Access Board regarding recommendations
Rail Vehicle Access Advisory Committee

• US Access Board published notice to establish committee to review guidance on accessibility of passenger rail equipment
  – Nominations were submitted consisting of FRA personnel and Technical Subcommittee members
    • Car manufacturers
    • Service providers
    • Suppliers
  – All nominations are due April 1, 2013
  – Information can be found at http://www.access-board.gov/transit/rail-committee-notice.htm
Highlights from 2012

USDOT December 4, 2012 Guidance on Design Standards Not Contained in Part 38

There are a few instances where specific design standards are not provided in Part 38.

- Features of food service cars, lounge or bistro cars, and several features found in sleeping compartment cars
- In designing and building rail cars, passenger railroads should refer to the U.S. Access Board Accessibility Guidelines (ADAAG) standards for design features not contained in Part 38
- For example, the current ADAAG standard for countertop dimensions and other dining service elements, including basic guidance on reach ranges and knee and toe clearances, are contained in Chapters 3 and 9 of ADAAG AND may be applicable to railcars
Highlights from 2012

USDOT Guidance on Design Standards, Con’t

- Except where doing so is infeasible because of geometric constraints of the rail car design, rail car safety, or operational considerations unique to rail transportation
  - In situations involving concerns about infeasibility, the passenger railroad should provide its rationale for noncompliance with these standards to the FRA and/or FTA, as applicable.

- Nothing in this guidance requires passenger railroads to make accessible those features of railcars that are intended only to be used by employees of the passenger railroad for serving passengers

- This guidance applies to all new and remanufactured passenger rail cars, including rail cars that are in the design phase on the date this guidance is issued
Current Assignment

- AWG tasked with reviewing Americans with Disabilities Act and Architectural Accessibility Guidelines (ADAAG) to identify other areas of applicability
  - Small core team was formed
    - Amtrak, US Access Board, FRA Office of Chief Counsel
  - Reviewed Part 38
    - Identified elements of rail car being addressed in each paragraph
  - Identify possible applicable sections from ADAAG
EXAMPLE OF SMALL AWG CORE TEAM’S WORK PRODUCT
<table>
<thead>
<tr>
<th>Sec</th>
<th>Para</th>
<th>Subpart F Intercity Rail Cars</th>
<th>System Covered</th>
<th>Railcar Feature(s)</th>
<th>Possible Applicable ADAAG Section(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>38.111</td>
<td>General</td>
<td>Single-level dining and lounge cars shall have at least one connecting doorway complying with §38.113(a)(2) of this part connected to a car accessible to persons using wheelchairs or mobility aids, and at least one space complying with §§38.125(d) (2) and (3) of this part, to provide table service to a person who wishes to remain in his or her wheelchair, and space to fold and store a wheelchair for a person who wishes to transfer to an existing seat.</td>
<td>Dining/lounge car end doors and accessible spaces</td>
<td>Doorways, Wheelchair Spaces, Turning radii, Table height, Width, Clear space, toe or reach ranges, Transfer seat, self-service equipment</td>
<td>302 Floor or Ground Surfaces, 303 Changes in Level, 304 Turning Space, 305 Clear Floor or Ground Space, 306 Knee and Toe Clearance, 307 Protruding Objects, 308 Reach Ranges, 309 Operable Parts, 902 Dining Surfaces and Work Surfaces, 904 Check-out Aisles and Sales and Service Counters</td>
</tr>
</tbody>
</table>
Current Assignment

ADAAG applicability review exercise

- Does not establish regulation or guidelines for applicability
  - Authority of U.S. Access Board and USDOT
- Technical review of proposed applicable guidelines should be conducted to determine feasibility within context of a railcar
- ADAAG is not the sole source of guidance for accessibility
- Goal is to design and build rail car features that are usable by people with disabilities
- FRA Offices of Chief Counsel and Civil Rights are available for accessibility guidance
Closing

Thank you!

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