

# 2015 FRA Rail Program Delivery



## Accessibility

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# Vision

**Eliminate the gaps in transportation infrastructure**

**Access for individuals with disabilities improves access to transportation for all...*"Ladders of Opportunity"***

# Laws & Regulations

- **The Rehabilitation Act of 1973 – September 26, 1973**
- **49 C.F.R. Part 27 – May 31, 1979**
- **Americans with Disabilities Act of 1990**
- **49 C.F.R. Part 37 – September 6, 1991**
- **49 C.F.R. Part 38 – September 6, 1991**
  - Subparts F and H

# Platforms

- **Service in an Integrated Setting to Passengers at Intercity, Commuter, and High-Speed Rail Station Platforms Constructed or Altered After February 1, 2012 – October 19, 2011**
- **Interpretative Q&As**
- **Not in the ADA Accessibility Guidelines (ADAAG)**

# Platforms

## **Platform evolution in the wild**

# Platforms

## **Performance standard:**

**“ . . . individuals with disabilities, including individuals who use wheelchairs, must have access to all accessible cars available to passengers without disabilities in each train using the station.”**

# Platforms

**“For new or altered stations . . . in which no track passing through the station and adjacent to platforms is shared with existing freight rail**

**Operations . . . level-entry boarding to all accessible cars in each train that serves the station”**

# Platforms

**“ . . shared with existing freight rail Operations . . .**

**(1) Level-entry boarding;**

**(2) Car-borne lifts;**

**(3) Bridge plates, ramps or other appropriate devices;**

**(4) Mini-high platforms, with multiple mini-high platforms or multiple train stops, as needed, to permit access to all accessible cars available at that station; or**

**(5) Station-based lifts”**



# Platforms

**“The railroad operator must submit a plan to FRA and/or FTA, describing its proposed means to meet the performance standard . . .”**

# Platforms

- **FRA – FTA review process**
- **Technical assistance**
- **Approval**
- **Site visits and final review**

# Platforms

**In any situation using a combination of high and low platforms, a commuter or intercity rail operator shall not employ a solution that has the effect of channeling passengers into a narrow space between the face of the higher-level platform and the edge of the lower platform.**

**Six feet or barrier.**

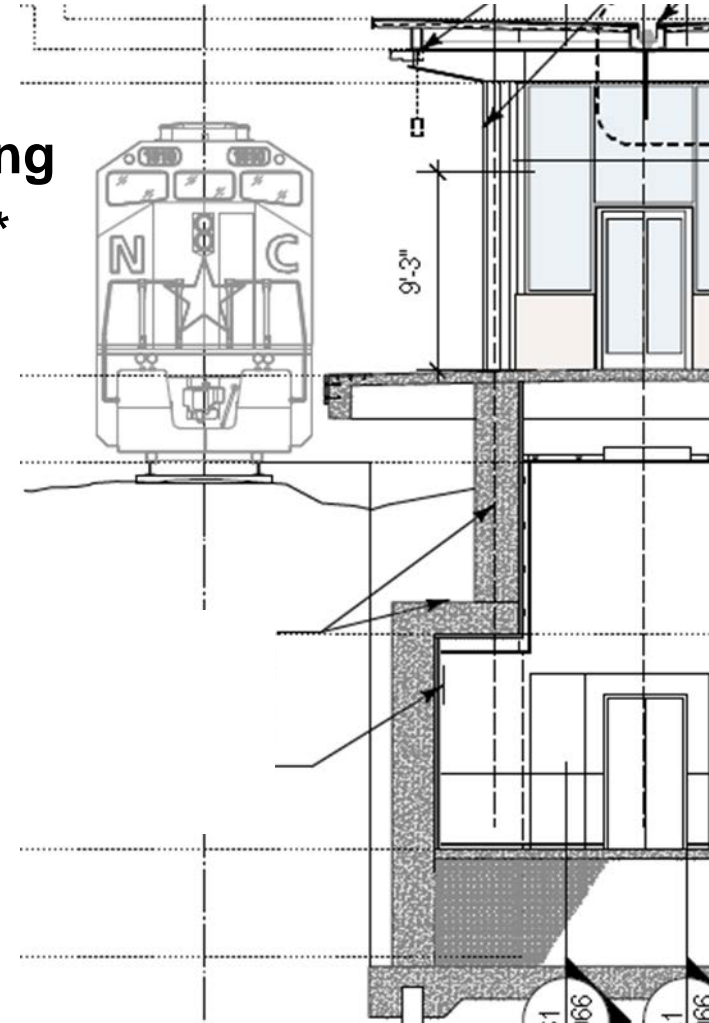
# Platforms

**“ . . . level-entry boarding means a . . . horizontal gap . . . no more than 10 inches on tangent track and 13 inches on curves and the vertical height of the car floor is no more than 5.5 inches above the boarding platform.”**

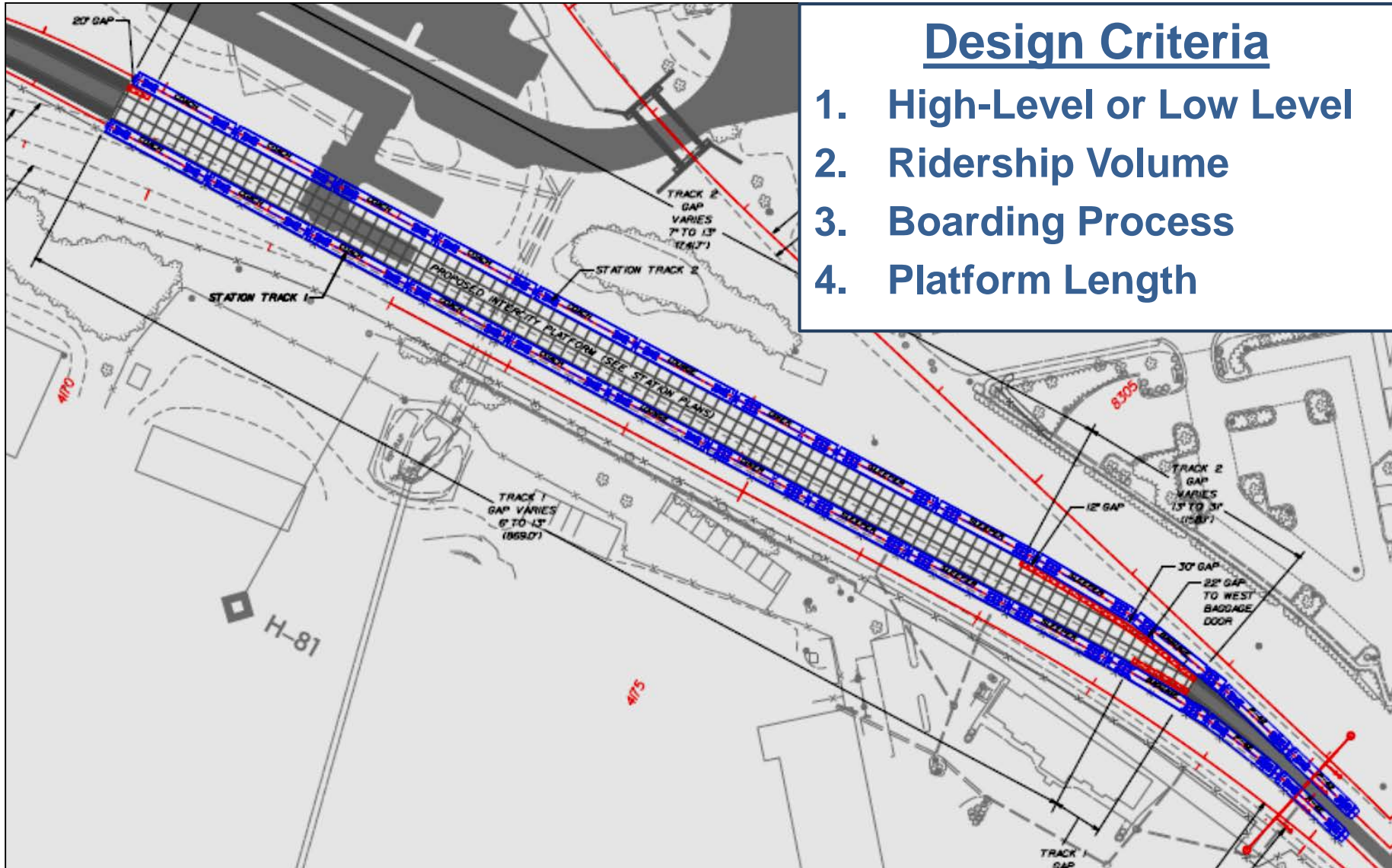
# Applying ADA Criteria to Project Development

1. Review ADA Criteria
2. Determine Requirement for Level Boarding
3. Determine Feasibility for Level Boarding\*
4. Coordinate with Host Railroad  
for Policy and Design Criteria
5. Determine Project Feasibility
6. Prepare Design  
and Environmental Review

*\*Request finding of Infeasibility if required.*



# ADA in Project Design



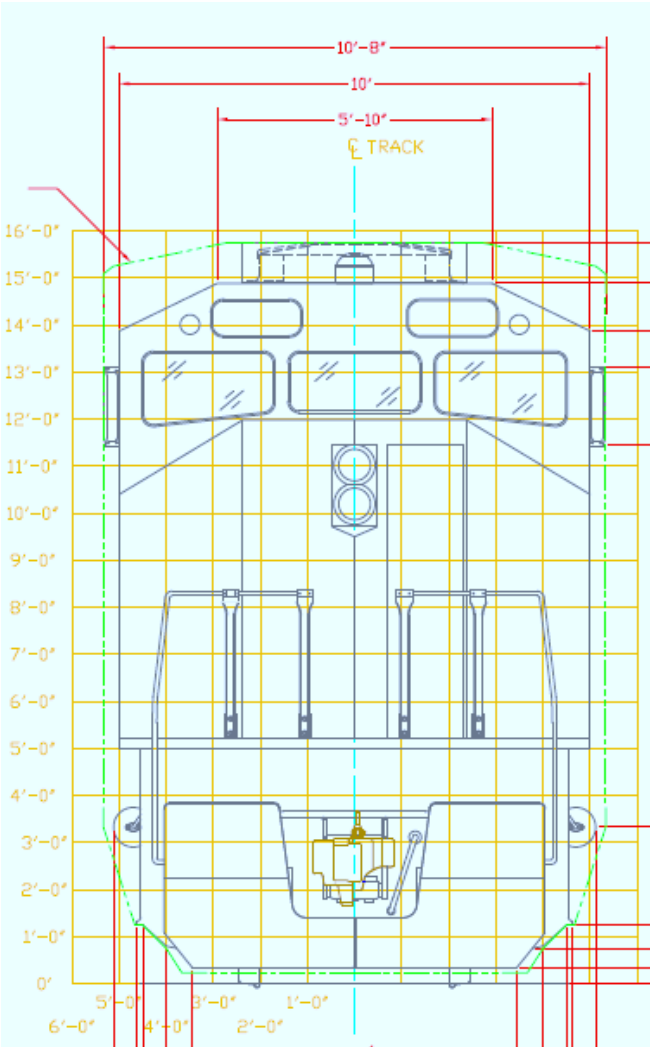
## Design Criteria

1. High-Level or Low Level
2. Ridership Volume
3. Boarding Process
4. Platform Length

# ADA in Project Design

## Platform Gap

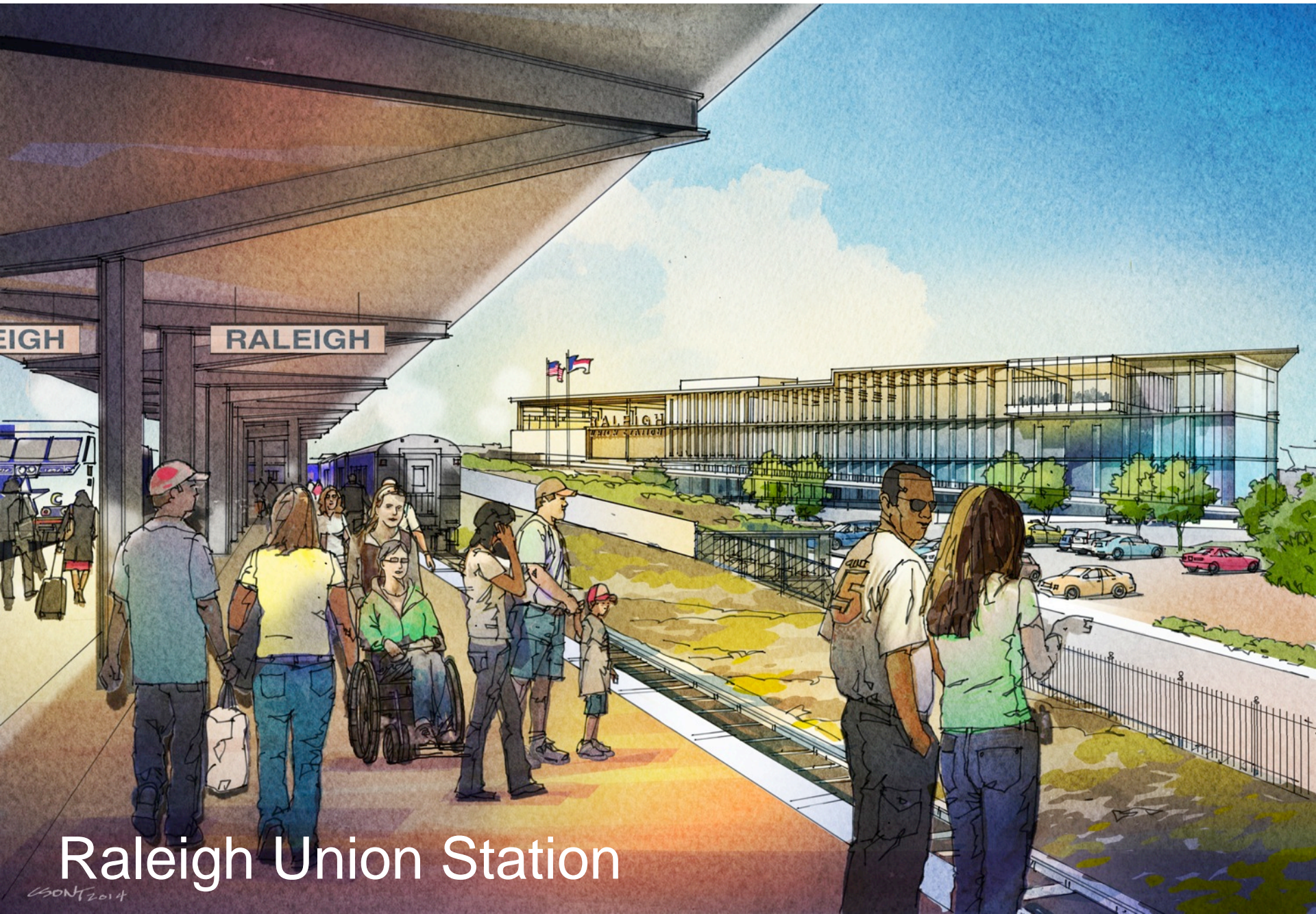
1. Locomotive Width
2. Coach Width
3. ADA Criteria
4. Evaluate Curves
5. Gap Mitigation



Equipment Type	Vehicle Width		Track Center & Platform Gap		
	Full	Half	3" Min Clearance	10" Max on Tangent	13" Max on Curve
F59 Locomotive	10' 8"	5' 4"	5' 7"	6' 2"	6' 7"
P42 Locomotive	10'	5'	5' 3"	5' 10"	6' 3"
Amfleet/Viewliner Coach	10' 6"	5' 3"	5' 6" (4" Gap @ 5' 7")	6' 1"	6' 6" (13" Gap on curve)







Raleigh Union Station

CSONT 2014

# Questions

# Thank you

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