

Accessibility Working Group Update

Next Generation Equipment Committee
Annual Meeting

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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



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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