

Photos of Interior of Rapid Rail (Subways) & Light Rail & Streetcars for RVAAC

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NATIONAL
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Protection & Advocacy for Individuals with Disabilities

This presentation includes pictures of rail vehicles. The pictures are described in the text on each slide and do not include alternate text descriptions.

Rapid Rail (49 C.F.R. §38 Subpart C) /Subways -by definition, provides full length platforms & level boarding (no steps)

Some intercity routes & commuter also have full length level boarding at some or all stations



Toronto Subway



Washington D.C. Metro

Light Rail & Streetcars

(49 C.F.R. §38 Subpart D)



Portland TriMet MAX Bombardier Type I Light Rail car (Built mid -1980s) at low level platform (Photo shows steps inside car).

Newer Type II, III & IV light rail cars used by TriMet MAX have low floors

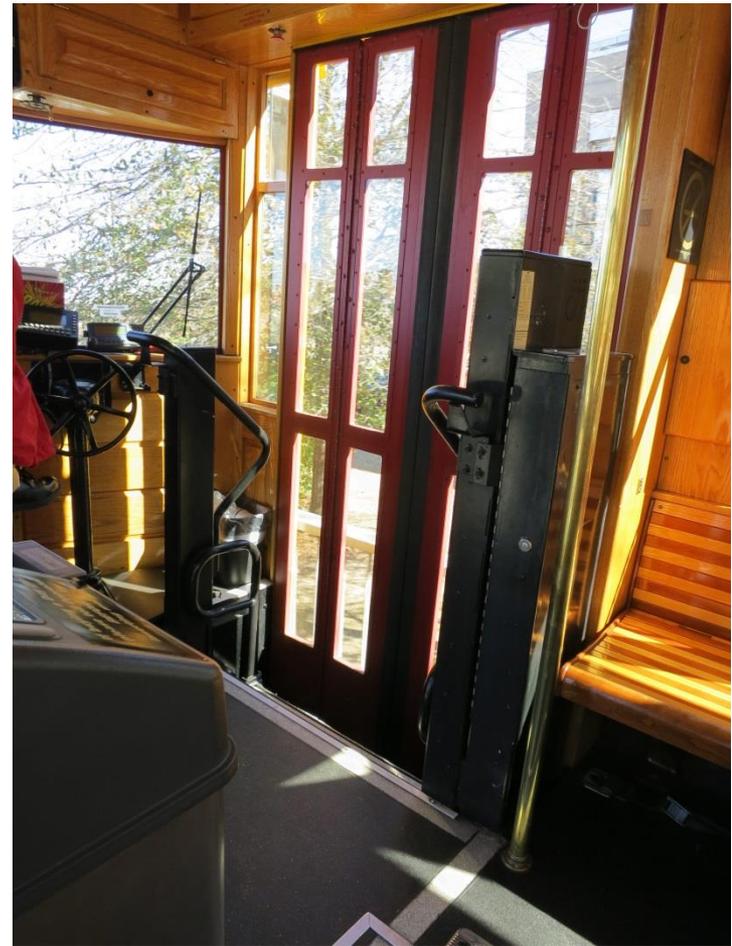
Portland low floor streetcar (Built early 2000s)

Heritage Streetcars

(49 C.F.R. §38 Subpart D)



Little Rock River Line Heritage Streetcars (cars built mid 2000s)
Exterior view above. Interior view showing wheelchair lift on right.

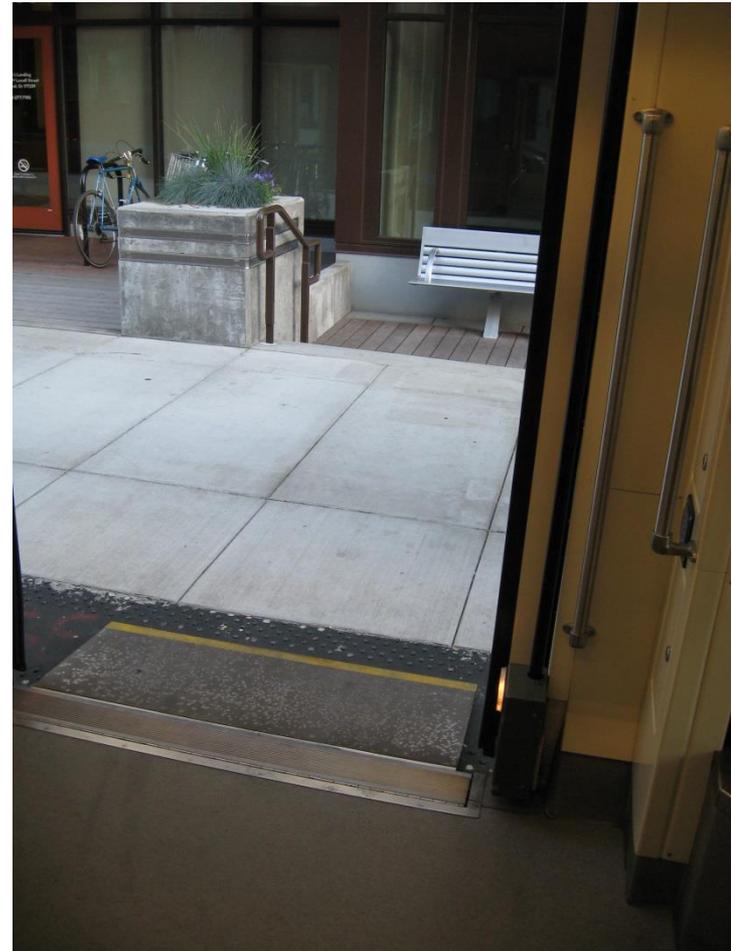


Boarding & Alighting Light Rail & Streetcars



“Mini-High” Platform to allow boarding by wheelchair users onto high level floor Maryland MTA Light Rail (above).

Deployed boarding plate onto Portland low floor streetcar at low level platform (right)



Accessibility In Rapid Rail (subways)



Toronto Bombardier T1 subway car, showing fold up priority seating and wheelchair parking area.



Toronto Bombardier T1 subway car, accessible seating area with wheelchair user in priority seating/wheelchair parking area. .

Accessibility In Rapid Rail (subways)



Toronto Bombardier T1 subway car exterior showing car front, intercar barrier and four sets of wide doors on each side of car.



Toronto Bombardier T1 subway car exterior showing twin leaf wide doors, approximately 60 inch clear opening

Accessibility In Rapid Rail (subways)



Toronto Bombardier Rocket exterior showing wide, approx. 60 inch clear with door openings, and interior of car

Toronto Bombardier Rocket interior showing large clear area and various stanchions and hand holds. (Photo shows view down length train. Toronto Bombardier Rocket cars are permanently coupled six car sets and have full width gangways

Accessibility In Rapid Rail (subways)



Toronto Bombardier Rocket interior showing wheelchair parking area, large clear floor and showing various stanchions and hand holds. Toronto Bombardier Rocket cars are six car permanently coupled cars with full width gangways. (photo shows gangway between cars in foreground)

Toronto Bombardier Rocket interior showing large clear floor areas and showing various seat to ceiling stanchions and ceiling mounted hand holds and straps. Toronto Bombardier Rocket cars have full width gang ways

Accessibility In Rapid Rail (subways)



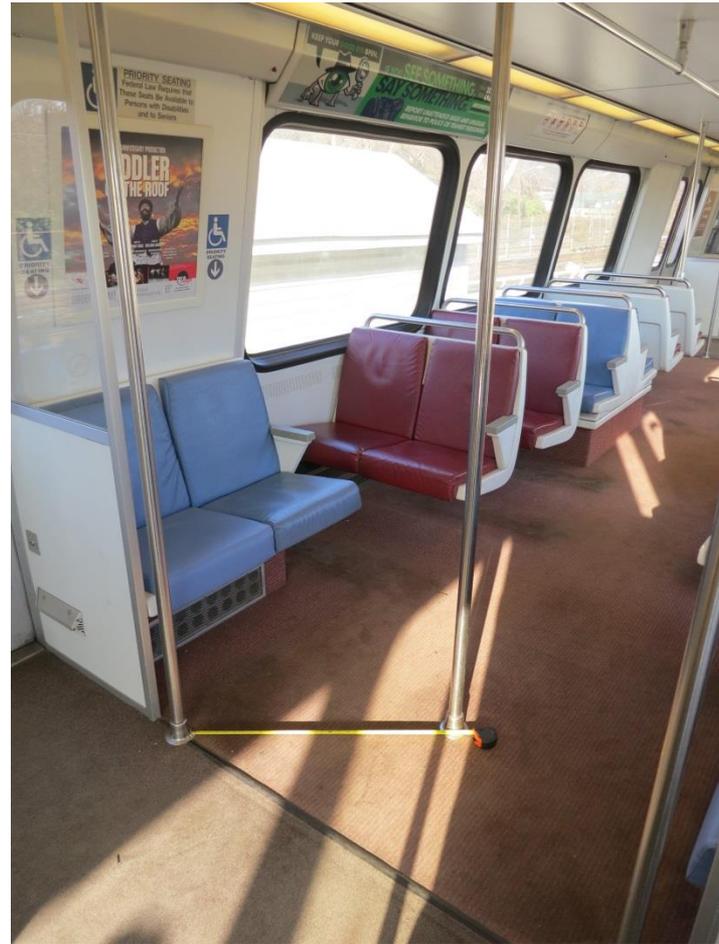
Toronto Bombardier Rocket interior showing wide approx. 60 inch clear space doors, wheelchair parking area & showing stanchions next to door opening & fold down priority seats



Accessibility In Rapid Rail (subways)



D.C. Metro 2000 series car showing operator cab end , no wheelchair parking space, floor to ceiling poles (stanchions) and some ceiling mounted handholds.



D.C. Metro 2000 series car showing floor to ceiling stanchions (poles) & approx. 30 inch between poles.

Accessibility In Rapid Rail (subways)



D.C. Metro 3000 series car showing operators cab end with floor to ceiling stanchion (poles) & showing approx. 30 inch between poles



D.C. Metro 3000 series car showing wider view of operators cab end showing locations of three floor to ceiling stanchion (poles) with approx. 30 inch clear space between poles.

Accessibility In Rapid Rail (subways)



D.C. Metro 4000 series car showing wheelchair parking space in between operators cab and side doors. On opposite side of side doors there is clear space but is not accessible due to placement of floor to ceiling pole (stanchion).



D.C. Metro 4000 series car showing cab end with wheelchair parking space with no fold up seats next to operators cab . Opposite side of car has regular seats.

Accessibility In Rapid Rail (subways)



D.C. Metro 4000 series car showing floor to ceiling poles with 30 inch clearance between car centerline pole and poles closer to car side doors.



D.C. Metro 4000 series car wheelchair parking space. Space does not have fold up seat.

Accessibility In Rapid Rail (subways)



D.C. Metro 5000 series car showing fold up seat and wheelchair parking space and floor to ceiling poles



D.C. Metro 5000 series car with fold up seat and wheelchair parking space

Accessibility In Rapid Rail (subways)



D.C. Metro 5000 series car showing floor to ceiling poles, clear area near door without any handholds by doors. Note limited length handholds below ceiling connected to floor to ceiling poles.



D.C. Metro 6000 series car showing clear floor, wheelchair parking spaces on both sides of car next to doors, "L" shaped handholds by doors and across wheelchair parking spaces. Also note full length handholds below ceiling.

Accessibility In Rapid Rail (subways)



D.C. Metro 6000 series car showing clear floor , wheelchair parking space, handholds by doors and full length handholds mounted from ceiling.



D.C. Metro 6000 series car showing operator cab end with just operator cab closed off, seats near door and handholds next to side doors and on ceiling

Accessibility In Streetcar/Light Rail



Toronto Transportation Commission (TTC) Bombardier Flexity Outlook Streetcar on 510 Spadina Street line



Toronto Transportation Commission Bombardier Flexity Outlook Streetcar showing accessible entrance (second set of doors (out of four) showing accessibility signage. Ramp is NOT deployed.

Accessibility In Streetcar/Light Rail



Toronto Transportation Commission
Bombardier Flexity Outlook Streetcar
interior showing current fare collection
machine and drop down priority seating
and wheelchair parking area. Also
shown, stop and emergency call buttons
a wheelchair height and grab bars and
strap.



Toronto Transportation Commission
Bombardier Flexity Outlook Streetcar
interior showing drop down priority
seating and wheelchair parking area.
Also shown, stop and emergency call
buttons a wheelchair height and grab
bars and strap.

Accessibility In Streetcar/Light Rail



.Interior view shows stanchions attached to wall next to door and curving outward and ending near ceiling



Toronto Transportation Commission
Bombardier Flexity Outlook Streetcar on
510 Spadina Street line, curved Toronto
Union Station stop showing external and
internal view of accessible door with
ramp NOT DE{PLOYED

Accessibility In Streetcar/Light Rail



TTC Bombardier Flexity Outlook streetcar third door



TTC Bombardier Flexity Outlook streetcar third door & showing LED stop annunciator sign.

Accessibility In Streetcar/Light Rail



TTC Bombardier Flexity Outlook streetcar showing bicycle securement area opposite third door



TTC Bombardier Flexity Outlook streetcar showing fourth rearmost door with stanchions next to door.

Accessibility In Streetcar/Light Rail



Minneapolis Metro Light Rail car showing drop down priority seating & wheelchair parking area.



Minneapolis Metro Light Rail car showing drop down priority seating & wheelchair parking area, & showing various curved stanchions & handholds