
CHAPTER 10: TRANSPORTATION FACILITIES

1001 General

1001.1 Scope. Every station, bus stop, bus stop pad, terminal *building* or other transportation *facility* shall comply with the applicable provisions of Chapters 2 through 9, the applicable provisions of this chapter, and Chapter 11.

1002 Bus Stops and Terminals

1002.1 General. Bus stops and terminals shall comply with 1002.

1002.2 Bus Stop Pads. Where new bus stop pads are constructed at bus stops, bays or other areas where a lift or *ramp* is to be deployed, they shall comply with 1002.2.

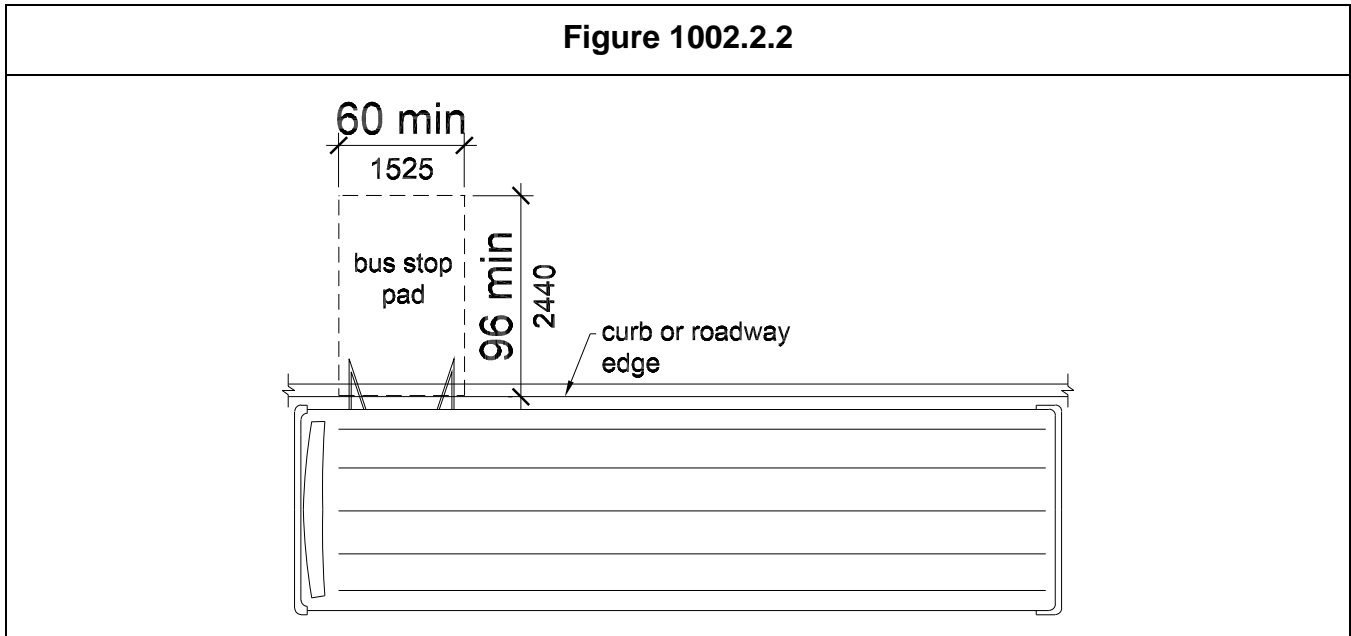
Advisory 1002.2

At bus stops where a shelter is provided, the bus stop pad can be located either within or outside of the shelter.
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1002.2.1 Surface. Bus stop pads shall have a firm, stable surface.

1002.2.2 Dimensions. To the maximum extent allowed by legal or *site* constraints, bus stop pads shall have a clear length of 96 inches minimum measured perpendicular to the curb or vehicle roadway edge and a clear width of 60 inches minimum measured parallel to the vehicle roadway.

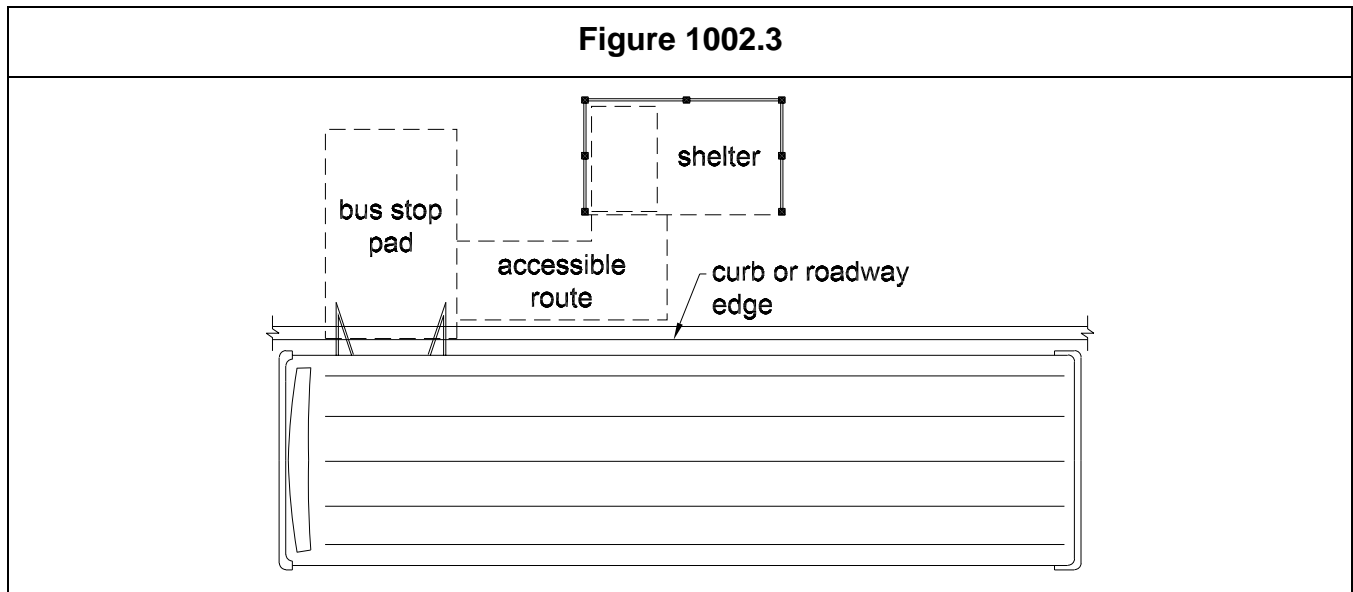
Figure 1002.2.2



1002.2.3 Connection. Bus stop pads shall be connected to streets, sidewalks or pedestrian paths by an *accessible route* complying with 402.

1002.2.4 Slope. The slope of the bus stop pad parallel to the roadway shall, to the extent practicable, be the same as the roadway. For water drainage, a maximum slope of 1:48 perpendicular to the roadway is allowed.

1002.3 Bus Shelters. Where provided, new or replaced bus shelters shall provide a minimum clear floor or ground *space* complying with 305. Such shelters shall be connected by an *accessible route* to the boarding area required by 1002.2.



1002.4 Signs. New bus route identification *signs* shall comply with 703.4.1. In addition, to the maximum extent practicable, new bus route identification *signs* shall comply with 703.4.

EXCEPTION: Bus schedules, timetables and maps that are posted at the bus stop or bus bay are not required to comply with this requirement.

1002.5 Bus Stop Siting. Bus stop *sites* shall be chosen such that, to the maximum extent practicable, the areas where lifts or *ramps* are to be deployed comply with 1002.2 and 1002.3.

1003 Facilities and Stations

1003.1 General. *Facilities* and stations shall comply with the applicable provisions of 1003.

1003.2 New Construction. New stations in rapid rail, light rail, commuter rail, intercity rail, high speed rail, and other fixed guideway systems shall comply with the 1003.2.

1003.2.1 Station Entrances. Where different *entrances* to a station serve different transportation fixed routes or groups of fixed routes, at least one *entrance* serving each group or route shall comply with 402. All *accessible entrances* shall, to the maximum extent practicable, coincide with those used by the majority of the public. In below ground subway stations, at least one *entrance* to each station shall comply with 402.

1003.2.2 Signs.

1003.2.2.1 Tactile Signs. Where *signs* are provided at *entrances* to stations identifying the station or the *entrance*, or both, at least one *sign* at each *entrance* shall be *tactile* and shall comply with 703.2. Such *signs* shall be placed in uniform locations at *entrances* within the transit system to the maximum extent practicable.

EXCEPTION: Where the station has no defined *entrance* but *signs* are provided, the *tactile signs* shall be placed in a central location.

Advisory 1003.2.2.1 Exception

Where a station has no defined <i>entrance</i> , it may be more difficult to locate the <i>sign</i> . In this case, other technologies such as an audible <i>sign</i> system using infrared transmitters and receivers may provide greater accessibility. The transmitters are placed on or next to print <i>signs</i> and transmit their information to an infrared receiver that is held by a person. By scanning an area, the person will hear the <i>sign</i> .

1003.2.2.2 Identification Signs. Stations covered by this section shall have identification *signs* complying with 703.4. *Signs* shall be clearly visible and within the sightlines of a standing or sitting passenger from within the train on both sides when not obstructed by another train.

Advisory 1003.2.2.2

It is also important to place <i>signs</i> at intervals in the station where passengers in the vehicle will be able to see a <i>sign</i> when the vehicle is either stopped at the station or about to come to a stop in the station. The number of <i>signs</i> necessary may be directly related to the size of the lettering displayed on the <i>sign</i> .
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1003.2.2.3 Informational Signs. Lists of stations, routes and destinations served by the station which are located on boarding areas, platforms, or *mezzanines* shall comply with 703.4. A minimum of one *tactile sign* identifying the specific station and complying with 703.2 shall be provided on each platform or boarding area. *Signs* covered by this provision shall, to the maximum extent practicable, be placed in uniform locations within the transit system.

Advisory 1003.2.2.3

Informational <i>signs</i> at fixed <i>facilities</i> and stations are those <i>signs</i> displaying lists of stations, routes, and destinations served by the station. Route maps are not required to comply with the informational <i>sign</i> requirements in this document.

EXCEPTION: Where *sign* space is limited, track numbers, train destination names, directions to the ticket office, and information essential to using the transit system shall have a *character* height of 3 inches (75 mm) minimum and shall comply with 703.4. Specific exit

street names, directional information, and other information not essential to use of the transit system shall have a *character* height of 1-1/2 inches (38 mm) minimum and shall comply with 703.4.

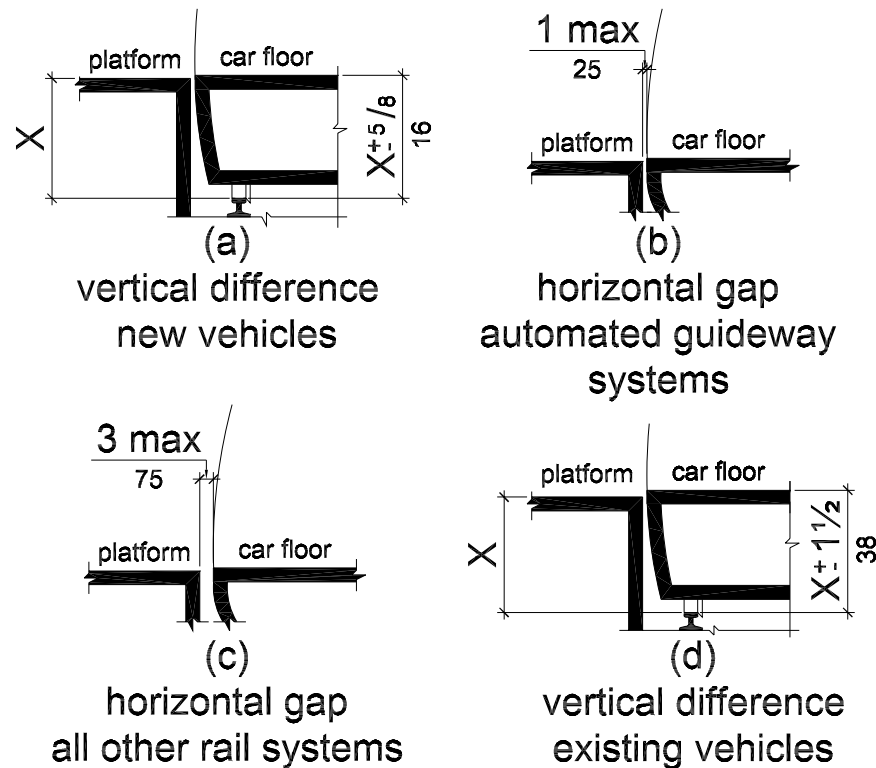
1003.2.3 Fare Machines and Gates. Self-service fare vending, collection, and adjustment machines shall comply with 707. Where self-service fare vending, collection, and adjustment machines are provided for the use of the public, at least one *accessible* machine of each type provided shall be provided at each *accessible* point of entry or exit. Gates provided at fare collection machines required to be *accessible* shall comply with 404.

1003.2.4 Detectable Warnings. Platform edges bordering a drop-off and not protected by platform screens or guard rails shall have a *detectable warning* complying with 705.

1003.2.5 Rail-to-Platform Height. In stations covered by this section, rail-to-platform height shall be coordinated with the floor height of new vehicles so that the vertical difference, measured when the vehicle is at rest, is within plus or minus 5/8 inch (16 mm) under all normal passenger car load conditions. For rapid rail, light rail, commuter rail, high speed rail, and intercity rail systems in new stations, the horizontal gap, measured when the new vehicle is at rest, shall be 3 inches (75 mm) maximum. For automated guideway "people mover" transit systems, with a maximum speed of 20

miles per hour (12 kilometers per hour) the horizontal gap in new stations shall be 1 inch (25 mm) maximum.

Figure 1003.2.5



NOTE: x = rail-to-platform height

EXCEPTIONS: 1. Existing vehicles operating in new light rail, commuter rail, high speed rail, and intercity rail stations may have a vertical difference with respect to the new platform within plus or minus 1-1/2 inches (38 mm).

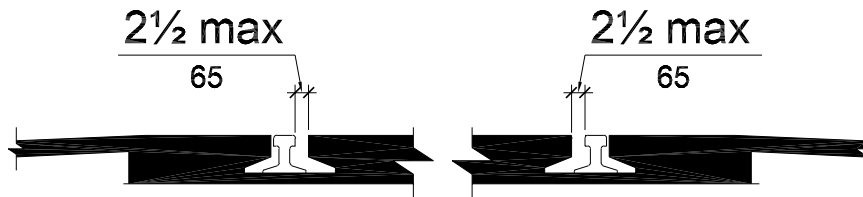
2. In light rail, commuter rail and intercity rail systems where it is not operationally or structurally feasible to meet the horizontal gap or vertical difference requirements, mini-high platforms, car-borne or platform-mounted lifts, *ramps* or bridge plates, or similar manually deployed devices meeting the applicable requirements of 36 CFR part 1192, or 49 CFR part 38 shall suffice.

1003.2.6 TTYs. Where a public pay telephone is provided in a transit *facility* (as defined by the Department of Transportation) at least one public *TTY* complying with 704.4 shall be provided. Where one or more public pay telephones serve a particular *entrance* to a transit *facility*, at least one *TTY* telephone complying with 704.4 shall be provided to serve that *entrance*.

1003.2.7 Track Crossings. Where it is necessary to cross tracks to reach boarding platforms, the route surface shall be level with the rail top at the outer edge and between the rails, except for a 2-1/

2 inch (65 mm) maximum gap on the inner edge of each rail to permit passage of wheel flanges. Where gap reduction is not practicable, an above-grade or below-grade *accessible route* shall be provided.

Figure 1003.2.7



1003.2.8 Public Address Systems. Where public address systems are provided to convey information to the public in terminals, stations or other *facilities*, a means of conveying the same or equivalent information to persons with hearing loss or who are deaf shall be provided.

1003.2.9 Clocks. Where clocks are provided for use by the public, the clock face shall be uncluttered so that its *elements* are clearly visible. Hands, numerals and digits shall contrast with the background either light-on-dark or dark-on-light. Where clocks are installed overhead, numerals and digits shall comply with 703.4.

1003.2.10 Escalators. Where provided in below grade stations, escalators shall have a clear width of 32 inches (815 mm) minimum.

1003.2.11 Direct Connections. In addition to the requirements of 1003.2.1, direct connections to other facilities shall be *accessible* and have an *accessible route* complying with 402 from the point of connection to boarding platforms and all transportation system *elements* required to be *accessible*. Any *elements* provided to facilitate future direct connections shall be on an *accessible route* connecting boarding platforms and all transportation system *elements* required to be *accessible*.

1003.3 Existing Facilities: Key Stations. Rapid, light and commuter rail key stations, as defined under criteria established by the Department of Transportation in subpart C of 49 CFR part 37, and existing intercity rail stations shall comply with 1003.3.

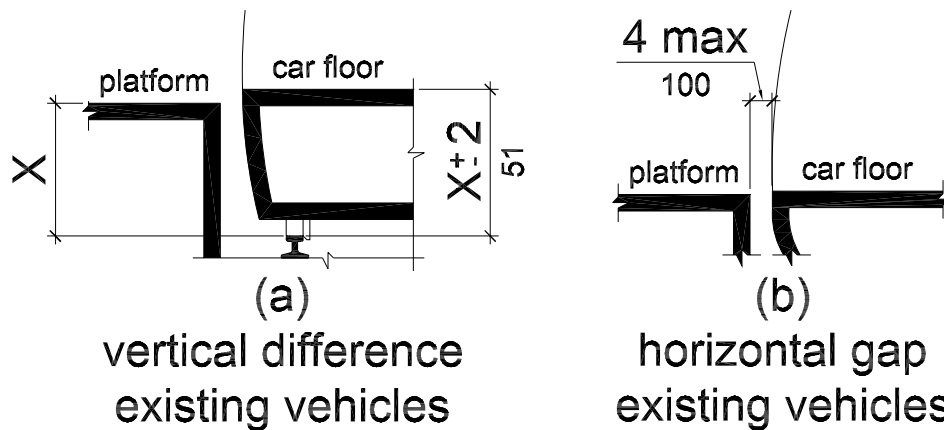
1003.3.1 Accessible Route. *Accessible routes* from an *accessible entrance* to those areas necessary for use of the transportation system shall be provided. The *accessible route* shall include the features specified in 1003.2, except that escalators shall not be required to comply with 1003.2.10. Where *technical infeasibility* in existing stations requires the *accessible route* to lead from the *public way* to a paid area of the transit system, an *accessible* fare collection machine complying with 1003.2.3 shall be provided along such *accessible route*.

1003.3.2 Rail-to-Platform Height. In light rail and commuter rail key stations, the platform or a portion thereof and the vehicle floor shall be coordinated so that the vertical difference, measured when the vehicle is at rest, is within plus or minus 1-1/2 inches (38 mm) under all normal passenger

load conditions, and the horizontal gap, measured when the vehicle is at rest, is 3 inches (75 mm) maximum for at least one door of each vehicle or car required to be *accessible* by 49 CFR part 37.

EXCEPTIONS: 1. Existing vehicles retrofitted to meet the requirements of 49 CFR 37.93 (one-car-per-train rule) shall be coordinated with the platform such that, for at least one door, the vertical difference between the vehicle floor and the platform, measured when the vehicle is at rest with 50 percent normal passenger capacity, is within plus or minus 2 inches (51 mm) and the horizontal gap is 4 inches (100 mm) maximum.

Figure 1003.3.2 Exception 1



NOTE: X = rail-to-platform height

2. Where it is not structurally or operationally feasible to meet the horizontal gap or vertical difference requirements, mini-high platforms, car-borne or platform mounted lifts, *ramps* or bridge plates, or similar manually deployed devices, meeting the applicable requirements of 36 CFR Part 1192 shall suffice.

1003.3.3 Direct Connections. In addition to the requirement of 1003.3.1, new direct connections to other *facilities* shall be *accessible* and, shall have an *accessible route* complying with 402 from the point of connection to boarding platforms and all transportation system *elements* required to be *accessible*. Any *elements* provided to facilitate future direct connections shall be on an *accessible route* connecting boarding platforms and all transportation system *elements* required to be *accessible*.

1004 Airports

1004.1 New Construction. New construction of airports shall comply with 1004.

1004.2 TTYs. Where public pay telephones are provided, at least one *TTY* shall be provided in compliance with 704.4. Additionally, if four or more public pay telephones are located in a main terminal

outside the security areas, a concourse within the security areas, or a baggage claim area in a terminal, at least one public *TTY* complying with 704.4 shall also be provided in each such location.

1004.3 Terminal Information Systems. Terminal information systems that broadcast information to the public through a public address system shall provide a means to provide the same or equivalent information to persons with a hearing loss or who are deaf.

1004.4 Clocks. Where clocks are provided for use by the public, the clock face shall be uncluttered so that its *elements* are clearly visible. Hands, numerals and digits shall contrast with their background either light-on-dark or dark-on-light. Where clocks are installed overhead, numerals and digits shall comply with 703.4.

