

FIGURES TO PART 38

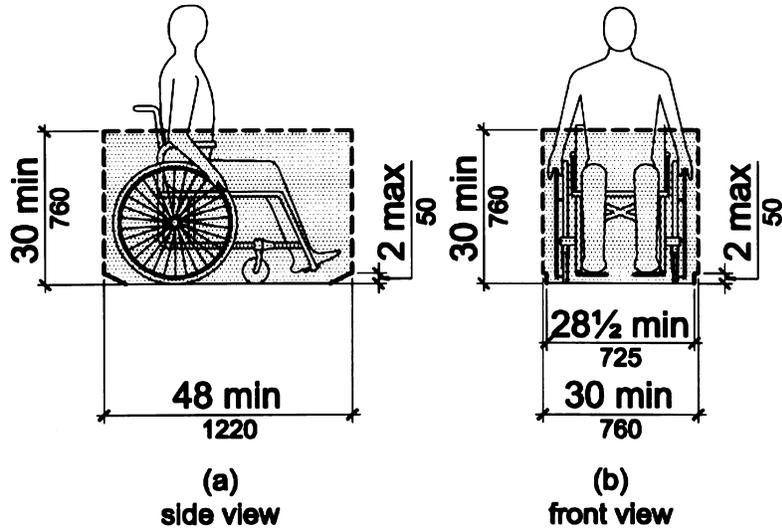


Figure 1
Wheelchair or Mobility Aid Envelope

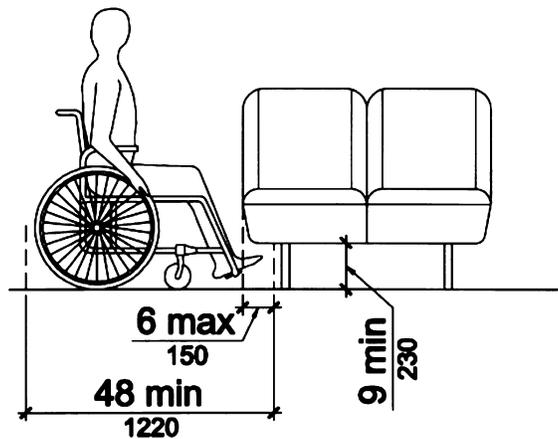


Figure 2
Toe Clearance Under a Fixed Element

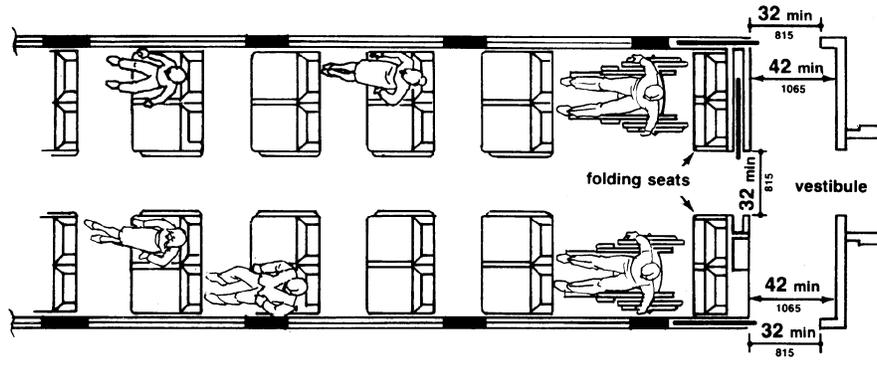


Fig. 3
Commuter Rail Car (without restrooms)

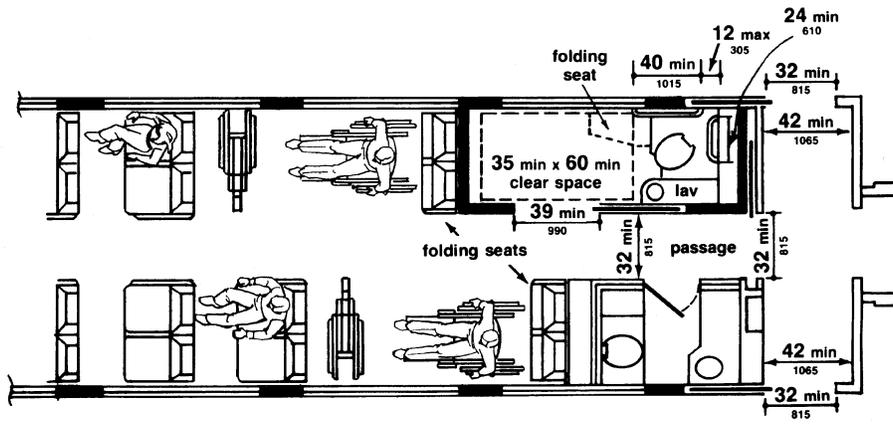
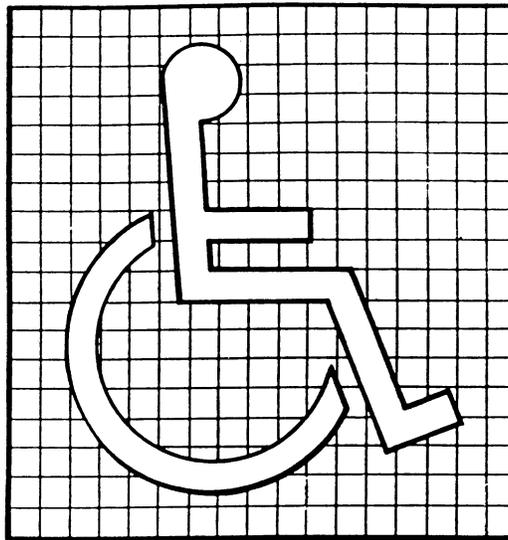


Fig. 4
Intercity Rail Car (with accessible restroom)



(a)
Proportions



(b)
Display Conditions

Fig. 6
International Symbol of Accessibility

[56 FR 45756, Sept. 6, 1991, as amended at 63 FR 51700, 51703, Sept. 28, 1998]

APPENDIX TO PART 38—GUIDANCE
MATERIAL

This appendix contains materials of an advisory nature and provides additional information that should help the reader to understand the minimum requirements of the standards or to design vehicles for greater accessibility. Each entry is applicable to all subparts of this part except where noted. Nothing in this appendix shall in any way obviate any obligation to comply with the requirements of the standards themselves.

*1. Slip Resistant Surface—Aisles, Steps, Floor Areas Where People Walk, Floor Areas in Se-
curement Locations, Lift Platforms, Ramps*

Slip resistance is based on the frictional force necessary to keep a shoe heel or crutch tip from slipping on a walking surface under conditions likely to be found on the surface. While the dynamic coefficient of friction during walking varies in a complex and non-uniform way, the static coefficient of friction, which can be measured in several ways, provides a close approximation of the slip resistance of a surface. Contrary to popular belief, some slippage is necessary to walking,