two wheelchair or mobility aid users can enter the vehicle and position the
wheelchairs or mobility aids in areas, each having a minimum clear space of
36 inches by 30 inches, which do not un-
duly restrict movement of other pas-
sengers. Space to accommodate wheel-
chairs and mobility aids may be pro-
vided within the normal area used by
standees and designation of specific
areas is not required. Particular at-
tention shall be given to ensuring max-
imum maneuverability immediately
inside doors. Ample vertical stanchions
framing seat-back rails shall be
provided. Vertical stanchions from
celing to floor shall not interfere with
wheelchair or mobility aid circulation
and shall be kept to a minimum in the
vicinity of accessible doors.

§ 1192.79 Floors, steps and thresholds.

(a) Floor surfaces on aisles, step
treads, places for standees, and areas
where wheelchair and mobility aid
users are to be accommodated shall be
slip-resistant.

(b) All thresholds and step edges
shall have a band of color(s) running
the full width of the step or threshold
which contrasts from the step tread
and riser or adjacent floor, either light-
on-dark or dark-on-light.

§ 1192.81 Lighting.

(a) Any stepwell or doorway with a
lift, ramp or bridge plate immediately
adjacent to the driver shall have, when
the door is open, at least 2 footcandles
of illumination measured on the step
tread or lift platform.

(b) Other stepwells, and doorways
with lifts, ramps or bridge plates, shall
have, at all times, at least 2 foot-
candles of illumination measured on
the step tread or lift or ramp, when de-
ployed at the vehicle floor level.

(c) The doorways of vehicles not op-
erating at lighted station platforms
shall have outside lights which provide
at least 1 footcandle of illumination on
the station platform or street surface
for a distance of 3 feet perpendicular to
all points on the bottom step tread.
Such lights shall be located below win-
dow level and shielded to protect the
eyes of entering and exiting pas-
sengers.

§ 1192.83 Mobility aid accessibility.

(a)(1) General. All new light rail vehi-
cles, other than level entry vehicles,
covered by this subpart shall provide a
level-change mechanism or boarding
device (e.g., lift, ramp or bridge plate)
complying with either paragraph (b) or
(c) of this section and sufficient clear-
ances to permit at least two wheelchair
or mobility aid users to reach areas,
each with a minimum clear floor space
of 36 inches by 30 inches, which do not
unduly restrict passenger flow. Space
to accommodate wheelchairs and mo-
bility aids may be provided within the
normal area used by standees and des-
ignation of specific spaces is not re-
quired.

(2) Exception. If lifts, ramps or bridge
plates meeting the requirements of this
section are provided on station plat-
forms or other stops, or mini-high plat-
forms complying with §1192.73(d) are
provided, at stations or stops required
to be accessible by 49 CFR part 37, the
vehicle is not required to be equipped
with a car-borne device. Where each
new vehicle is compatible with a single
platform-mounted access system or de-
vice, additional systems or devices are
not required for each vehicle provided
that the single device could be used to
provide access to each new vehicle if
passengers using wheelchairs or mobil-
ity aids could not be accommodated on
a single vehicle.

(b) Vehicle lift—(1) Design load. The
design load of the lift shall be at least
600 pounds. Working parts, such as ca-
bles, pulleys, and shafts, which can be
expected to wear, and upon which the
lift depends for support of the load,
shall have a safety factor of at least
six, based on the ultimate strength of
the material. Nonworking parts, such
as platform, frame, and attachment
hardware which would not be expected
to wear, shall have a safety factor of at
least three, based on the ultimate
strength of the material.

(2) Controls—(i) Requirements. The
controls shall be interlocked with the
vehicle brakes, propulsion system, or
door, or shall provide other appropriate
mechanisms or systems, to ensure that
the vehicle cannot be moved when the
lift is not stowed and so the lift cannot
be deployed unless the interlocks or