



RAIL ACCESSIBLE BOARDING METHOD

The Ventura County Transportation Commission (VCTC) and the City of Oxnard are leading Americans with Disabilities Act (ADA) improvement projects for two rail stations, Oxnard and Camarillo. The stations (Camarillo owned by VCTC and Oxnard by the City) are served by two passenger rail systems – Metrolink and Amtrak. The Southern California Regional Rail Authority (SCRRA/Metrolink) manages the Metrolink rail system and the Los Angeles – San Luis Obispo – San Diego (LOSSAN) Rail Corridor Agency manages the Amtrak Pacific Surfliner system. The ADA modifications will include solutions to ensure that all passengers with disabilities can continue to access the train.

The Federal Railroad Administration (FRA)/Federal Transit Administration (FTA) requires that when a public entity constructs a new facility or alters an existing facility, the entity must ensure the alterations are readily accessible to and usable by persons with disabilities.

Federal regulations require that the boarding platform height be the same as the train car door height, OR the rail agency may request approval for an alternate method that serves as an “Equivalent Facilitation.” VCTC, the City of Camarillo, and the City of Oxnard are proposing to meet the performance requirement through alternative boarding methods and equivalent facilitation.

OVERVIEW OF ADA RAIL BOARDING CONSIDERATIONS

- Two (2) stations (Oxnard and Camarillo) will be evaluated to continue to meet the FRA/FTA standards for ADA-compliant rail boarding methods.
- The Metrolink and Amtrak Pacific Surfliner rail systems run on freight/shared track, which impacts potential boarding methods.
- Existing Metrolink service uses a mini-high platform for ADA access.
- Existing Amtrak Pacific Surfliner/Coast Starlight service uses several ADA-compliant boarding methods including portable wheelchair lifts and is in the process of exploring ADA Compliant Bridge Plate ramps in the near future.

BOARDING METHODS CONSIDERED

VCTC and the City of Oxnard evaluated a series of options for future ADA access at new and existing stations – looking at design and engineering options and platform spacing:

- Bridge plates
- Gauntlet track
- Car-borne ramps
- Retractable platform edge
- Mini-high platforms
- Portable wheelchair lifts
- Portable wheelchair lifts

SYSTEM CONSTRAINTS

There are physical and operational constraints that impact the feasibility of different boarding methods:

- **Range of equipment** – there is not a single platform height that matches the different train equipment heights used by Metrolink and Amtrak Pacific Surfliner/Coast Starlight
- **Freight clearances/requirements** – passenger rail access must meet track, freight, and California Public Utilities Commission (CPUC) requirements for all heights and equipment types

PLANS FOR CONTINUED ADA-COMPLIANT BOARDING

VCTC proposes continued use of mini-high platforms (with bridge plates), portable wheelchair lifts, and the upcoming ADA-Compliant bridge plate ramps. These methods are safe, timely, reliable and effective.



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PUBLIC COMMENTS—DUE BY THURSDAY, OCTOBER 31

Fact sheets and the draft plan for ADA level boarding on Metrolink and Amtrak Pacific Surfliner trains will be made available at <https://www.goventura.org/CSADAProject> and <https://www.oxnard.gov/transit-center>.

The public is encouraged to review and submit comments to AccessibleBoarding@goventura.org.

A virtual public presentation will be held on Thursday, October 17, 2024th, at 12:00 PM: Click here to [Join the meeting](#), or you can enter Meeting ID: 271 589 659 880 and Passcode: BCd2NZ or you can email AccessibleBoarding@goventura.org to receive the meeting link. The meeting can also be accessed by phone 1 (469) 676-9415, 210542138#.

PROJECT TIMELINE

