

Amtrak Long Distance Train Talking Points

- Unlike the intracity trainsets, where input from the disability community was not sought until after decisions had been made, you are in the planning stages for these trainsets and therefore can ensure access to all parts of the trainset without costly change orders being required.
- The Americans with Disabilities Act supports the principle of full inclusion and integration, not segregation. People with disabilities deserve (and the ADA requires) inclusion and integration. We need to be working on a design where access to all segments of the trainset is possible and what has been shared publicly so far **does not** do that.
- Full access means for wheelchair users and those that cannot climb stairs an accessible restroom and a wheelchair space and transfer seat on both the upper level and lower levels of a bi-level coach car.
- Convertible seating could be provided so that if a wheelchair space is not required for a wheelchair user, seats for ambulatory passengers could be moved into position to minimize any revenue loss.
- This also means the elevator must have space for a large powerchair, a person with a disability and service animal, allow pass-through rather than requiring backing out, or possibly also accommodate an attendant/aide.
- While we appreciate providing vertical access to the upper level of bi-level cars for the first time, we do think people with disabilities should be able to board every car on a train and have access on both the lower and upper levels of every car of a bi-level car.
- We also believe that because of the swaying on upper level of a bi-level car, that there should be a lower level accessible sleeping compartment on some if not all sleeping cars of a bilevel train. Transferring from a wheelchair to an unfamiliar bed on a moving train will always be more challenging than a transfer at home, but is likely to be more challenging in a sleeping compartment on the upper level of a bi-level car.
- Since these are brand new car designs, on-board ramps (similar to ramps on transit buses) or lifts should be installed to provide boarding and alighting without the use of station-based lifts.

QUESTIONS

- What is Amtrak's plan if an elevator stops working during the trip to not have people with disabilities trapped and segregated if the full trainset is not accessible?
- What is Amtrak's plan for evacuation of people with disabilities if the elevators are not working or the trainset is not fully accessible?