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Installation of the L-brackets effectively narrowed the gap between platform and train car to the three inches required by the ADA.



Photos by Louis Campos

Narrowing the Gap on Metro Rail Platforms

- Distance between platform and car door is too wide at some stations

By NED RACINE

(April 12, 2007) – Metro has begun installing an L-shaped bracket in some Metro Rail stations to reduce the gap between station platforms and trains.

"The ADA [Americans With Disabilities Act] requirement does not allow the gap between the rail car and the platform to exceed three inches," Chip Hazen, ADA compliance administrator, explained. "We had places where the three-inch requirement was exceeded and the gap needs to be narrowed."

Installing the bright yellow brackets to narrow the gap complies with the ADA, improves safety by ensuring that wheelchairs can more easily



The bright yellow L-brackets are being installed at a number of Metro Rail stations following an agreement with the FTA. Below, Passengers step over the yellow L-bracket to board a subway train.



pass through train car doors and by better defining the platform edge for passengers with sight impairments.

The first of the brackets was installed in early April at the Westlake/MacArthur Park station as part of the test phase of a capital project pending approval by the Metro Board. Next a similar type of bracket will be installed at the Transit Mall station in Long Beach or at the Grand station.

The bracket installation results from a Voluntary Compliance Agreement Metro made with the Federal Transit Administration (FTA) and later extended. The FTA determined that gaps existed at some stations on the Red and Blue Lines after a 1996 inspection, according to Hazen.

Louis Campos, facilities maintenance supervisor, said stainless steel anchors hold the 15-foot brackets in place. Maintenance crews spend approximately six hours over the course of two days installing

the brackets.

The crews must work during non-revenue hours between 1 and 4 a.m. because they must turn off power to the tracks they are working near.

Campos estimates that L-brackets will be installed at 13 more rail stations.