



C Line Rapid Bus

60-Foot Bus ADA Securement Options

Transportation Accessibility Advisory Committee
January 3, 2018

Today's Discussion

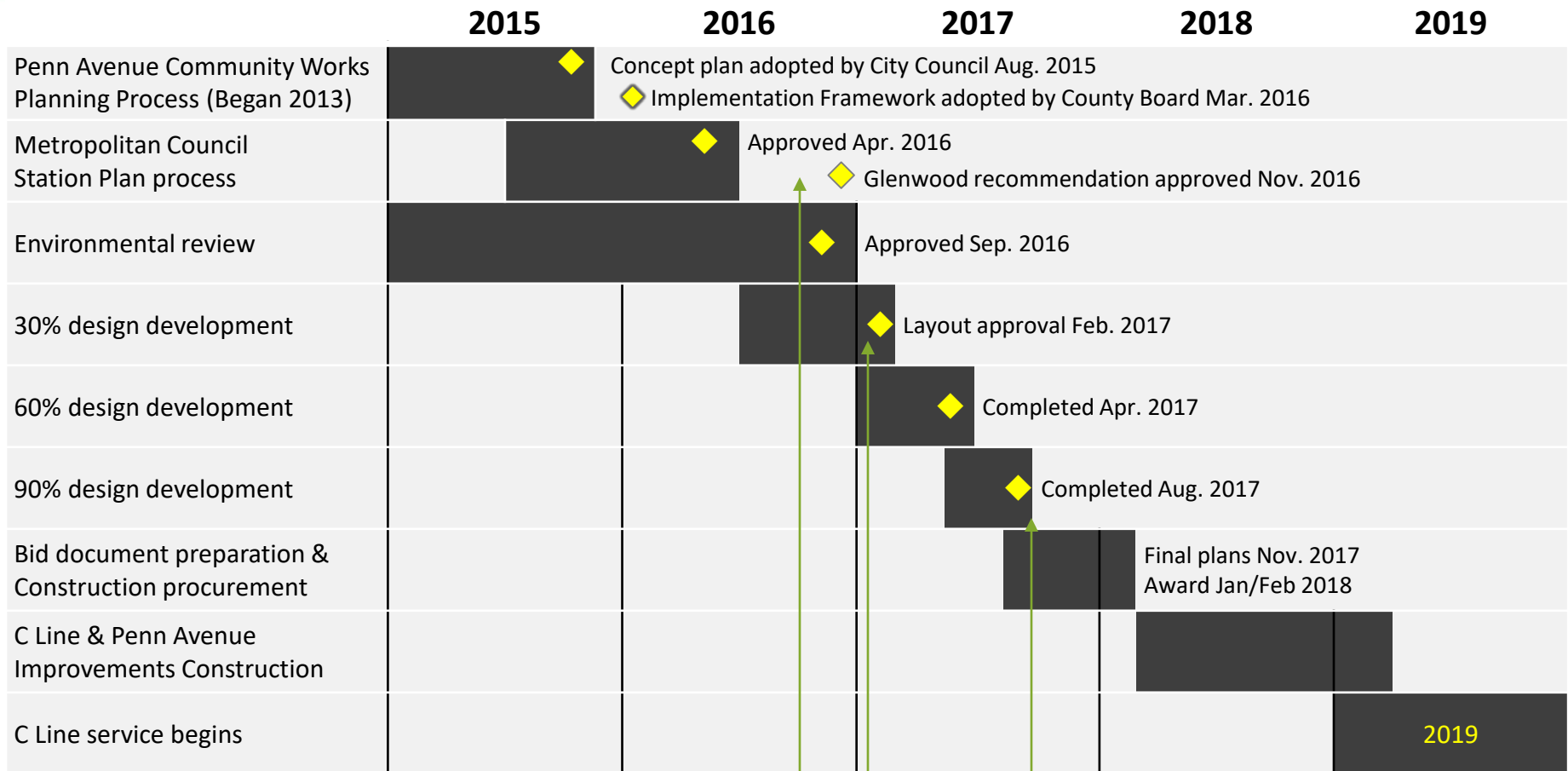
- C Line project update
(Katie Roth, BRT Project Office)
- Fleet options
(Michael Joyce, Bus Maintenance)
 - **Seeking input and feedback on ADA securement options for C Line buses**
- ADA securement device (Quantum) demonstration
- Discussion / feedback

C Line Rapid Bus



- 8.5 miles from downtown Minneapolis to Brooklyn Center
- 23 stations, approximately ½ mile apart
- Faster trip
 - Pre-boarding fare payment
 - All-door boarding on 60-foot buses
 - In-lane stop (curb extensions)
 - Transit signal priority
- Opens on Olson Highway in 2019, moves to Glenwood Avenue when Blue Line Extension opens (scheduled for 2022)
- 7,600 daily rides today, 9,300 by 2030
- Coordination with 8th Street Reconstruction, Penn Avenue improvements

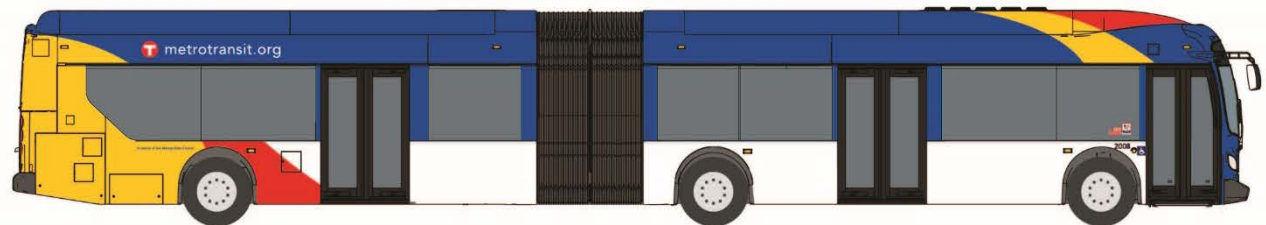
Project Schedule



TAAC touchpoints

C Line Buses

- 14 sixty-foot articulated buses
 - 6 diesel buses, 8 battery-electric buses
- 3 doors, mobility boarding through front door ramp
- Many similarities to A Line buses



History: A Line Securement selections

- Options considered
 - Standard 4-point front-facing
 - Passive rear-facing
 - QPod 3-point front-facing
- Passive rear-facing strongly supported by TAAC but regulatory and manufacturer constraints prohibited implementation in 2015
- QPod selected and in use on A Line
 - Also included in recent non-BRT bus purchases

C Line securement options

- QPod Front-Facing
- Passive Rear-Facing
- Quantum Rear-Facing (today's demo)

Securement Alternatives: QPod (A Line)

- **Base securement option**
- Users face front of bus
- Compatible with 60' buses
- Can be secured in 25 seconds
- Requires operator assistance
- Three-point securement through belts and device restraint



Securement Alternatives: Passive Rear-Facing

- Additional option
- Users face rear of bus
- Includes optional belts
- Fold-down arm rest for side-to-side securement (by user or operator)
- Widely deployed on similar buses in other U.S. transit systems



Securement Alternatives: Quantum Rear-Facing

- Additional option
- Users face rear of bus
- Does not require operator assistance
- Can be secured in 25 seconds
- In use on other U.S. transit systems
- Lap / shoulder belts available



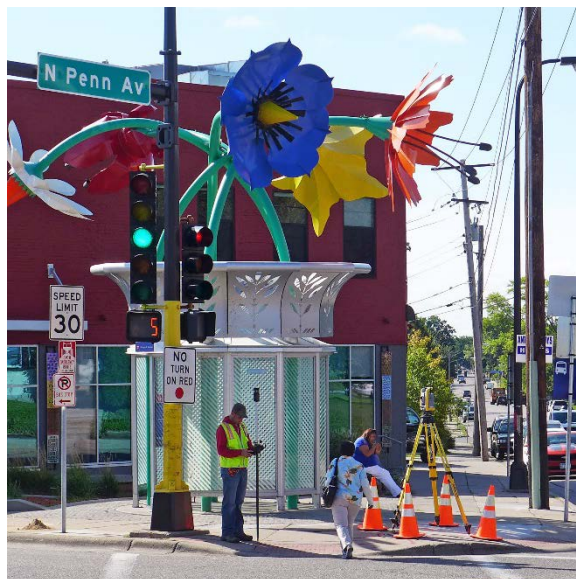


DEMONSTRATION

Next steps

- Today: Feedback on securement options
- Late January: Council award of bus contract
- February / March: Final specification development and decisions on securement devices
- Winter 2018/2019: C Line bus delivery
- Spring 2019: C Line operations begin

metrotransit.org/c-line-project



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