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

2015
Penn Avenue Community Works Planning Process (Began 2013)

2016
- Concept plan adopted by City Council Aug. 2015

2017
- Metropolitan Council Station Plan process
  - Approved Apr. 2016
  - Glenwood recommendation approved Nov. 2016
- Environmental review
  - Approved Sep. 2016
- 30% design development
  - Layout approval Feb. 2017
- 60% design development
  - Completed Apr. 2017
- 90% design development
  - Completed Aug. 2017
- Bid document preparation & Construction procurement
- Final plans Nov. 2017
- Award Jan/Feb 2018

2018
- C Line & Penn Avenue Improvements Construction

2019
- C Line service begins
- TAAC touchpoints

[Diagram showing project timeline with milestones and dates]
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

Katie Roth, Bus Rapid Transit Project Office
katie.roth@metrotransit.org

Michael Joyce, Bus Maintenance
michael.joyce@metrotransit.org