

Agenda Item 4A – Discussion of the hybrid electric bus and the 1:6 ramp demonstration

Bus improvements provided at the request of the Accessibility Advisory Committee:

- The rear door operation was modified from a “push-open spring close” to an air operated system to provide easier passenger operation.
- A new smaller pedestal for the farebox was provided to increase the turning radius at the front entrance door.
- Installed a less steep 6:1 ratio wheelchair ramp from the 4:1 ratio.
- Installed individual slim flip seats in the wheelchair securement area to provide increased aisle width.
- The locking feature of the flip seats when in the down position was removed to improve operation.
- Moved modesty panels outward to increase aisle width in these areas.
- Added additional aisle facing flip seats to increase aisle width and provide additional areas for shopping carts and strollers.
- Increased the amount of contrasting yellow material at interior rear steps.
- Provided additional stanchions and hand-holds at interior rear step area.
- Requested that the District receive the lowest kneeling level possible on new buses.

Agenda Item 4B - Develop process to ensure AAC comment / review of vehicle procurements well in advance of the prototype arriving on scene.

The planned AC Transit bus procurements over the next five years includes the following types of buses:

- Gillig standard 40’ transit buses in FY17 – FY18
- Articulated buses (unknown manufacturer)
- Double deck buses (unknown manufacturer)
- Standard 40’ transit buses in FY20 (unknown manufacturer)

Bus procurements include a bidding process where a bus manufacturer is selected to produce the buses, which is followed by a pre-production meeting, and the manufacturing of the buses.

Staff recommends that a bus from the most recent procurement be placed on display prior to an Accessibility Advisory Committee meeting for comment and feedback after manufacturers are selected for upcoming procurements, but prior to the pre-production meeting.

A summary of projected bus replacement / procurement from FY17 to FY21 is shown below:

<u>Fiscal Year</u>	<u>Retirement Eligible Buses</u>	<u>Replacement Buses</u>
FY17 buses	39 MCI coaches	29 - 60 ft. articulated 10 - double deck buses 10 – 40 ft. standard Gillig buses
FY18 buses	51 – 30 ft. Van Hool 24 – 60 ft. Van Hool (articulated)	40 ft. standard Gillig 60 ft. articulated buses
FY19	No eligible replacements	
FY20	27 – 40 ft. Van Hool	40 ft. standard buses

FY21	39 – 30 ft. Van Hool	TBD
	9 – 60 ft. Van Hool (articulated)	TBD

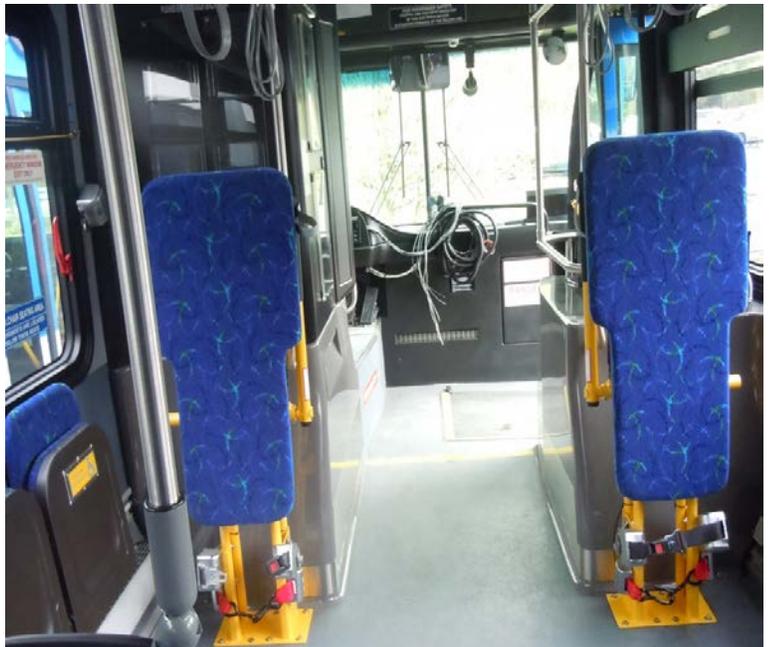
The actual replacement schedule is subject to change based upon service levels. If the District expands service beyond current projections, the number of replacement buses could increase beyond the amounts shown.

Agenda Item 4C - Development of a Priority Seating Policy (SB 413)

- Current practice requires Operators to ask abled body passengers sitting in priority seats to yield those seats to disabled and elderly passengers.
- Giving up priority seats is currently strictly voluntary.
- SB 413 allows a public transportation agency to hold a hearing to enact an ordinance to make it an infraction for failing to yield a priority seat to a disabled or elderly passenger.
- The ordinance may impose and allow for the enforcement of civil administrative penalties.
- Enforcement of penalties will mirror process for other infractions that are under review.
- Current practice for transit system citations is as follows:
 - Sheriff issues a citation
 - Courts processes
 - Penalties are imposed
 - Warrant issued for non-payment of fines
 - No funds from citation are received by the District
- If ordinance is enacted, the District will need to launch a public awareness campaign to alert the public of new mandate to yield priority seats to disabled and elderly passengers.
- If ordinance is enacted, all signs, manuals, and related materials will need to be updated.

Agenda Item 4D – Discussion of Passive Restraint Policy on Bus Rapid Transit

- The Accessibility Advisory Committee (AAC) requested that staff initiate a discussion regarding securement policies on Bus Rapid Transit (BRT).
- The Americans with Disabilities Act (ADA) requires that public transit operators provide a minimum of two wheelchair securement locations on each vehicle, with at least one securement area providing forward facing securement.
- Staff has proposed that the twenty-seven (27) BRT vehicles be equipped with one rear-facing, passive restraint securement system (a surfboard and arm restraint) and one forward facing 3-point Q-pod system.
- Staff is interested in feedback on the possibility of adding an additional rear facing system in the forward facing securement position, which will allow the wheelchair passenger to choose either the rear facing or forward facing securement in this securement location.
- The availability of two rear-facing securement areas with a passive restraint system will speed up boarding, since in most cases, operators will not be required to leave their seat.
- The quicker boarding on the BRT is expected to result in less bus bunching and less travel time to passenger destinations.
- Staff is obtaining information from the following transit systems on the type of wheelchair securement offered on their BRT systems and whether their BRT systems operates in a dedicated lane or in mixed traffic:
 - Community Transit, Everett, WA
 - Las Vegas, NV
 - San Bernardino, CA
 - SFMTA (Muni), CA
 - Lane Transit, Eugene, OR
- The information provided by other transportation systems along with feedback provided by the AAC and Board will allow staff to explore the implications of passive restraint securement systems for rear facing securement locations and full securement upon request for passengers utilizing forward facing securement.



ITEM 4E

AAC Top Priorities

The Accessibility Advisory Committee (AAC) has developed its top priorities for 2016. The AAC approved the following as Top Priorities at the April 12, 2016 meeting:

- Advocate for the most equitable and accessible AC Transit service and equipment, and encourage AC Transit to be an industry leader in accessibility.
- Advocate for increasing State and Federal funding for public transit.
- Support and participate in driver training to ensure drivers are proficient, sensitive to the needs of seniors and people with disabilities, and help create an atmosphere that is welcoming all riders.
- Support and engage in activities to increase ridership of seniors, people with disabilities and young people on the fixed route transit system when appropriate. This includes general education to increase the public's knowledge and understanding of the needs of seniors, people with disabilities and young people and a commitment of removing barriers throughout the transit system.