

Recommended Accessibility Features for Mainline Buses
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Since one of the aims of ADATS is to make it both possible and appealing for paratransit users and others with special needs to migrate over to regular transit, the following features should exist on all mainline buses whether new or requiring retrofit:

1. Functioning alert system for wheelchair stops (not just a light on dashboard that most operators don't see). A special audible signal has worked well, while lights on a dashboard often do not receive operator attention.
2. Mixture of forward facing and side facing seats. While aisle-facing seats offer more space for strollers or luggage, and can accommodate large numbers of standing passengers, some people cannot sit facing sideways without suffering headaches and nausea.
3. More than two seats with flip-up capability to accommodate at least two wheelchairs in addition to strollers, grocery carts and luggage;
4. Straphangers adequate for people who are 4 ½ feet tall;
5. Sufficiently long tie down straps in front and back (at least 3' long);
6. Adequate bars/rails for riders in bus between seats and front line by driver's seat;
7. Non-slippery floor (grooves also collect ice melt etc.)
8. Farebox and other items visible and unblocked by grab bar for wheelchair users
9. Kneeling capability in the winter below 15-20 .

In addition:

1. Buses should be cleaned nightly and should be washed with odorless organic substances; they should not be sprayed with toxic pesticides;
2. As windows blocked by advertisements seems to make some riders physically ill, the issue of wrapping buses needs to be assessed with regard to ADA issues;
3. The Madison box test is not the only test that a new bus should undergo. Any new bus should also be tested by someone 1) in a wheelchair; 2) using a cane or walker; 3) who is visually impaired; 4) who uses a seeing-eye dog; and 5) who is deaf.