



FEDERAL TRANSIT ADMINISTRATION

Redesign of Transit Bus Operator Compartment to Improve Safety, Operational Efficiency, & Passenger Accessibility

Jamel El-Hamri, PE
Office of Research, Demonstration & Innovation
Federal Transit Administration

September 26, 2019



U.S. Department of Transportation
Federal Transit Administration

Background

- July 2015 - The Transit Advisory Committee for Safety (TRACS) published report 14-01, “Reinventing and Mitigating Transit Worker Assaults in the Bus and Rail Transit Industry”, highlighting news articles documenting bus operator assaults
 - The report recommended incorporating measures such as installing protective barriers up, to educating the workforce in conflict resolution tactics
- To date there has not been a viable solution which has been adopted on a mass scale

Notice of Funding Opportunity

- The Federal Transit Administration will be announcing the availability of \$2,000,000 for an initial phase of funds for innovative proposals that can increase workplace safety for bus operators, reducing the opportunity for assaults, and increasing security and safety for travelers

Primary Objectives

- Increase bus operator safety from assaults.
- Increase operator visibility to improve safety of pedestrians and other roadway users (e.g. minimizing bus operator blind-spots around A-pillars and mirrors of the bus)
- Increase passenger accessibility for positive interactions between operators and passengers including assisting customers in need of special assistance.
- Improve ergonomics to reduce bus operator work-related health issues and injuries, as well as locate key instrument and control interfaces to improve operational efficiency and convenience.
- Reduce operator distractions.
- Accommodate Americans with Disabilities Act compliance for passenger boarding, alighting and securement.

Moving Forward

- Recipients of phase I awards will be eligible for a second phase of funding, pending the availability of funds
- Phase II will entail the procurement, manufacturing, and testing of proposed designs with a partner transit agency and vehicle manufacturer
- Selections for Phase II will be determined on the recipients who develop the most promising redesigns

Questions

Jamel El-Hamri
General Engineer, TRI-20
Office of Research, Demonstration & Innovation
Federal Transit Administration
202-366-8985
jamel.el-hamri@dot.gov