

Bus Stop Improvements -- No. 507658

Category Transportation
 Subcategory Mass Transit
 Administering Agency Transportation
 Planning Area Countywide

Date Last Modified January 10, 2008
 Required Adequate Public Facility No
 Relocation Impact None.
 Status On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,000	0	0	1,000	240	240	240	240	20	20	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	8	0	8	0	0	0	0	0	0	0	0
Construction	9,638	0	2,238	7,400	1,760	1,760	1,760	1,760	180	180	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,646	0	2,246	8,400	2,000	2,000	2,000	2,000	200	200	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	9,146	0	1,946	7,200	1,800	1,800	1,800	1,800	0	0	0
Mass Transit Fund	1,500	0	300	1,200	200	200	200	200	200	200	0
Total	10,646	0	2,246	8,400	2,000	2,000	2,000	2,000	200	200	0

DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now handled under the operating budget.

COST CHANGE

Increase due to including FY13 and FY14 costs as a level of effort project. Upon completion of the extensive work being performed at current bus stops, annual maintenance is necessary to keep them at the current standards. Additionally, as new Ride On routes are added in the future, these stops will also need to be built at the current standards.

JUSTIFICATION

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve the goal. The County has approximately 5,400 bus stops. The completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers.

In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed and work is on-going. Full-scale construction began in October 2006. In the first year of the project, 729 bus stops were reviewed and modified, with significant construction occurring at 219 of these locations.

OTHER

Any required purchase of land for right-of-way will be funded initially out of the Advance Land Acquisition Revolving Fund (ALARF), then reimbursed by a future appropriation from this project. The total cost of this project may increase when land expenditures are programmed.

FISCAL NOTE

Funding for this project is general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund.

OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY76	(\$000)
First Cost Estimate	FY09	10,646
Current Scope		
Last FY's Cost Estimate		11,136
Appropriation Request	FY09	2,000
Appropriation Request Est.	FY10	2,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,246
Expenditures / Encumbrances		1,252
Unencumbered Balance		994
Partial Closeout Thru	FY06	2,501
New Partial Closeout	FY07	890
Total Partial Closeout		3,391

COORDINATION

Civic Associations
 Municipalities
 Maryland State Highway Administration
 Maryland Transit Administration
 Washington Metropolitan Area Transit Authority
 Commission on Aging
 Commission on People with Disabilities
 Montgomery County Pedestrian Safety Advisory Committee
 Citizen Advisory Boards

MAP

