

Bus Stop Improvements -- No. 507658

Category **Transportation**
 Subcategory **Mass Transit**
 Administering Agency **Transportation**
 Planning Area **Countywide**

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

May 18, 2011
No
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	520	0	0	520	240	240	20	20	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,815	0	935	3,880	1,760	1,760	180	180	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,335	0	935	4,400	2,000	2,000	200	200	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,535	0	935	3,600	1,800	1,800	0	0	0	0	0
Mass Transit Fund	800	0	0	800	200	200	200	200	0	0	0
Total	5,335	0	935	4,400	2,000	2,000	200	200	0	0	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.

ESTIMATED SCHEDULE

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. As of FY10, 1,524 stops have been modified at an average replacement cost of \$2,500 each, with significant improvements at 1,249 stops. This program is on target with the original plan.

COST CHANGE

Shift current revenue by \$400,000 from FY12 to FYs 13-14 and delete FY15 and FY16 funding for fiscal capacity. The capital project will end after FY14.

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.

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 includes 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	FY78	(\$000)
First Cost Estimate	FY12	5,335
Current Scope		
Last FY's Cost Estimate		7,613
Appropriation Request	FY12	2,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,935
Expenditures / Encumbrances		435
Unencumbered Balance		2,500
Partial Closeout Thru	FY09	7,074
New Partial Closeout	FY10	1,477
Total Partial Closeout		8,551

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

