Bus Stop Improvements
(P507658)

Category	Transportation	Date Last Modified	05/09/18
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	2,311	1,316	-	995	195	160	160	160	160	160	-
Land	1,997	556	841	600	600	-	-	-	-	-	-
Construction	1,896	421	-	1,475	275	240	240	240	240	240	-
Other	112	112	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	6,316	2,405	841	3,070	1,070	400	400	400	400	400	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	3,198	1,769	499	930	930	-	-	-	-	-	-
Current Revenue: Mass Transit	3,118	636	342	2,140	140	400	400	400	400	400	-
TOTAL FUNDING SOURCES	6,316	2,405	841	3,070	1,070	400	400	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 19 Request	1,070	Year First Appropriation	FY76
Appropriation FY 20 Request	400	Last FY's Cost Estimate	5,116
Cumulative Appropriation	3,246		
Expenditure / Encumbrances	2,873		
Unencumbered Balance	373		

PROJECT 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 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. 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. Through FY17, approximately 3,204 stops with 1,282 curb ramps; 422 concrete kneewalls for safey and seating, 85,618 linear feet of sidewalk; and 172,786 linear feet of ADA concrete pads have been modified or installed.

COST CHANGE

Starting in FY20, increase of $400,000 annually to replace old shelters and provide additional shelters where warranted at stops with a minimum of 50 boardings/day.

PROJECT 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 this 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.

FISCAL NOTE

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

DISCLOSURES

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

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