



Bus Stop Improvements

(P507658)

Category	Transportation	Date Last Modified	11/25/20
SubCategory	Mass Transit (MCG)	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,942	2,822	-	1,120	320	160	160	160	160	160	-
Land	737	568	169	-	-	-	-	-	-	-	-
Construction	2,229	425	124	1,680	480	240	240	240	240	240	-
Other	208	208	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	7,116	4,023	293	2,800	800	400	400	400	400	400	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: Mass Transit	3,918	825	293	2,800	800	400	400	400	400	400	-
G.O. Bonds	3,198	3,198	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,116	4,023	293	2,800	800	400	400	400	400	400	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	400	Year First Appropriation	FY76
Cumulative Appropriation	5,116	Last FY's Cost Estimate	7,116
Expenditure / Encumbrances	4,331		
Unencumbered Balance	785		

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 FY19, approximately 3,340 stops with 1,323 curb ramps; 422 concrete kneewalls for safety and seating; 86,751 linear feet of sidewalk; and 179,420 linear feet of ADA concrete pads have been modified or installed.

COST CHANGE

Cost increase due to addition of FY25-26 to this ongoing level of effort project.

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.

OTHER

Schedule adjustments in FY20 and FY21 to reflect actual implementation.

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