

# 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

**April 21, 2010**  
**No**  
**None.**  
**On-going**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	560	0	0	560	240	240	20	20	20	20	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	258	0	258	0	0	0	0	0	0	0	0
Construction	6,767	0	2,127	4,640	1,760	2,160	180	180	180	180	0
Other	28	0	28	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,613</b>	<b>0</b>	<b>2,413</b>	<b>5,200</b>	<b>2,000</b>	<b>2,400</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	6,013	0	2,413	3,600	1,800	1,800	0	0	0	0	0
Mass Transit Fund	1,600	0	0	1,600	200	600	200	200	200	200	0
State Aid	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,613</b>	<b>0</b>	<b>2,413</b>	<b>5,200</b>	<b>2,000</b>	<b>2,400</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>0</b>

### 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

Cost increase due to the addition of FY15 and FY16 to this ongoing program.

### 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. Expenditures will continue indefinitely.

### FISCAL NOTE

Funding for this project includes general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund. Shift expenditures and funding from FY10 to FY12 to reflect current implementation plan.

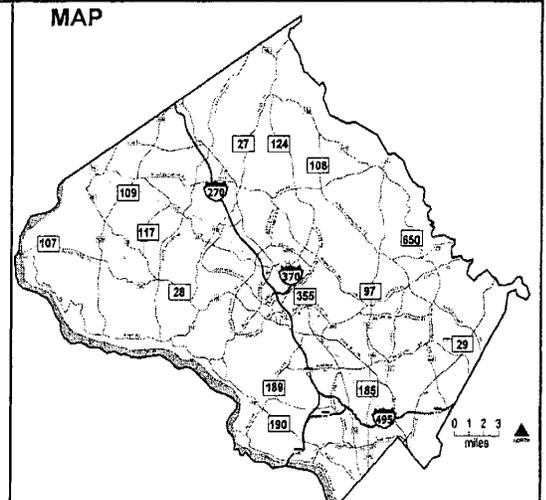
### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY76	(\$000)
First Cost Estimate	FY11	7,613
Current Scope		
Last FY's Cost Estimate		9,038
Appropriation Request	FY11	2,000
Appropriation Request Est.	FY12	2,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,413
Expenditures / Encumbrances		1,556
Unencumbered Balance		857
Partial Closeout Thru	FY08	5,249
New Partial Closeout	FY09	1,825
Total Partial Closeout		7,074

### 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



## Bus Stop Improvements -- No. 507658 (continued)

---

### OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- \* Expenditures will continue indefinitely.