



The Power of
MOMENTUM

City of Takoma Park's Bus Stop Improvement Plan

A Metropolitan Washington Council of Governments TLC Grant Funded Project
City Council Presentation | May 20, 2020

Bus Stop Assessment & Plan

- The City of Takoma Park provides passenger amenities and accessible pathways for **138 bus stops**
- Technical assistance was requested through COG for a bus stop assessment & plan
 - Field survey & ADA evaluation
 - Improvement guidelines
 - Recommended improvements
- Project is 100% funded through a COG Transportation Land-Use Connections Grant

Study Partners



Bus Stops

- Every transit rider is a pedestrian
- Sidewalks and street crossings are foundational elements
- **Accessibility** – greater mobility for individuals with disabilities
- **Equitable outcomes** – public transit is a key public investment
- **Marketing tool** – better experience for riders and pedestrians, makes transit a better option
- Installation and maintenance requires communication, resources, and funding



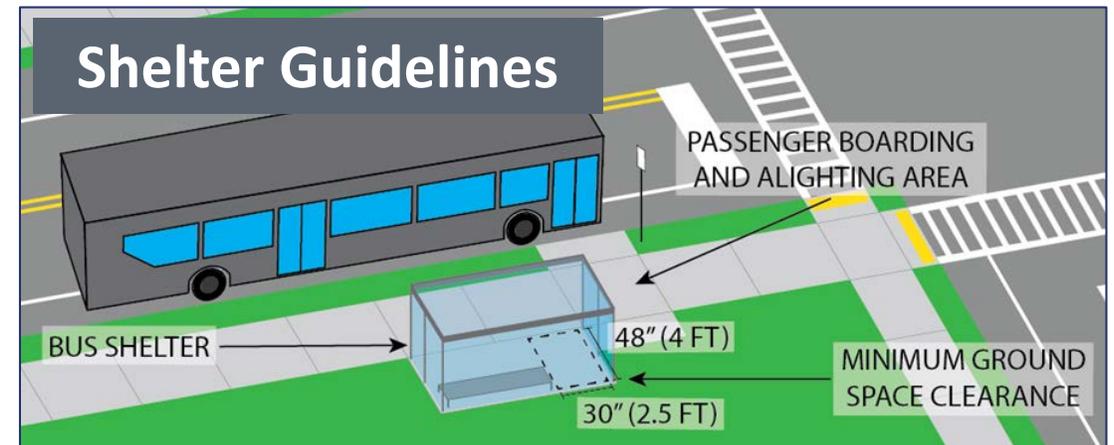
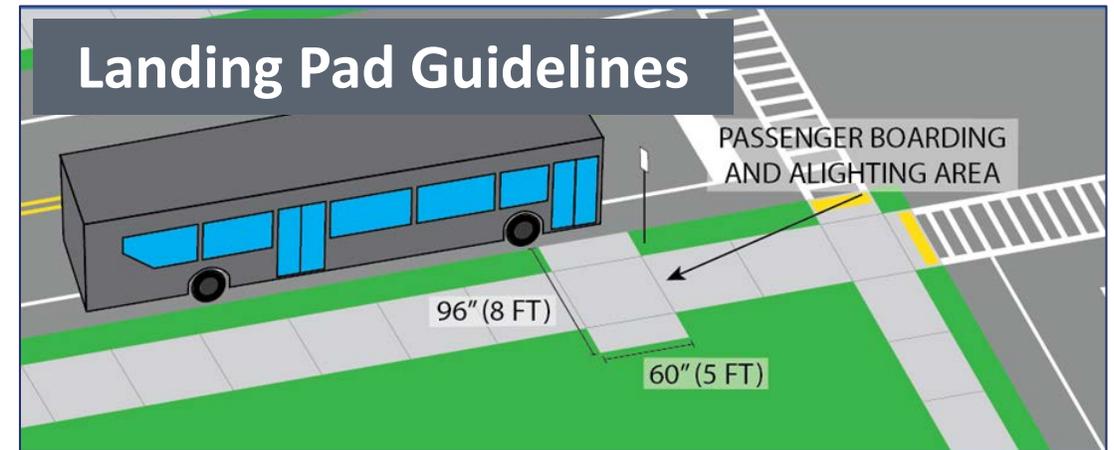
Inviting Bus Stop on New Hampshire Ave.



Inaccessible Bus Stop on University Ave.

Bus Stop Accessibility Guidelines

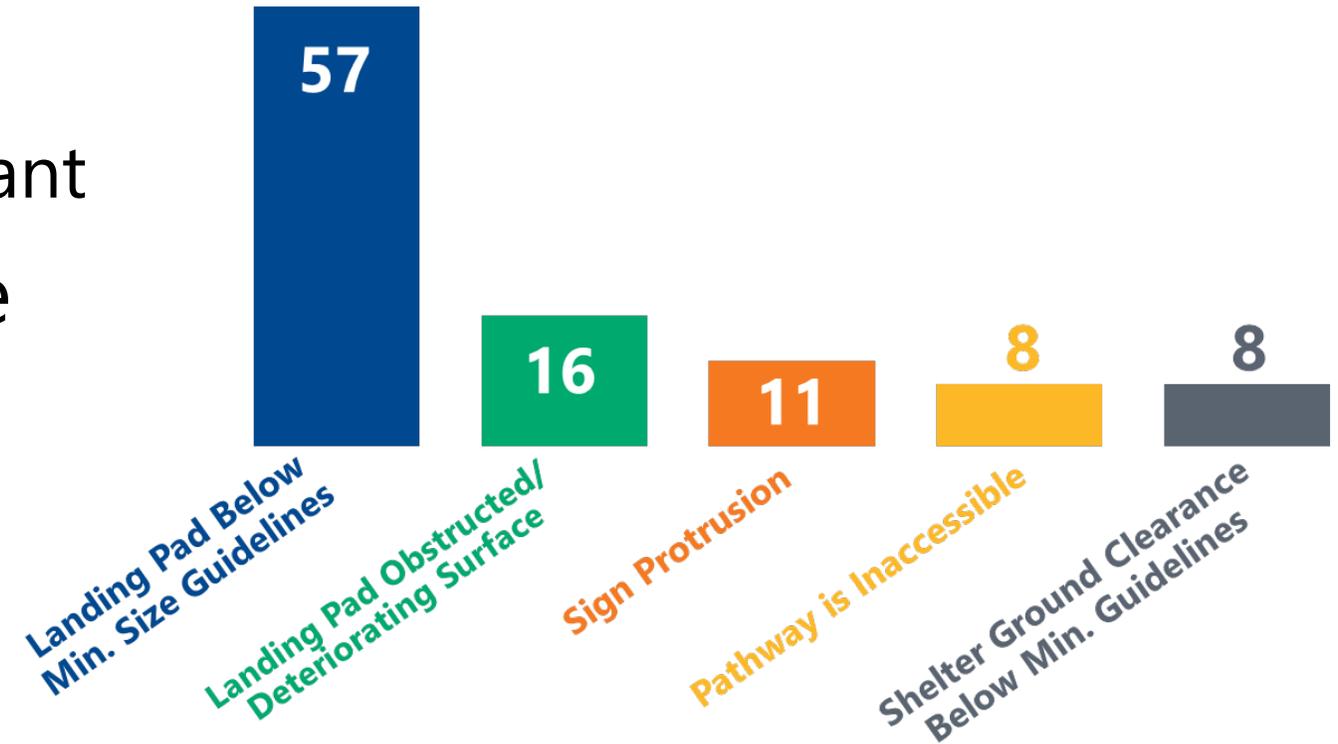
- Americans with Disabilities Act (ADA)
- ADA Accessibility Guidelines (ADAAG)
- Public Right-of-Way Accessibility Guidelines (PROWAG)
- All Bus Stops Must Have:
 - Firm and stable surface
 - Level slope (no more than 2% slope)
 - Clear space (landing pad) minimum of 96" perpendicular and 60" parallel to the direction of the street
 - Connection to street or sidewalk



Bus Stop Data Collection & Inventory

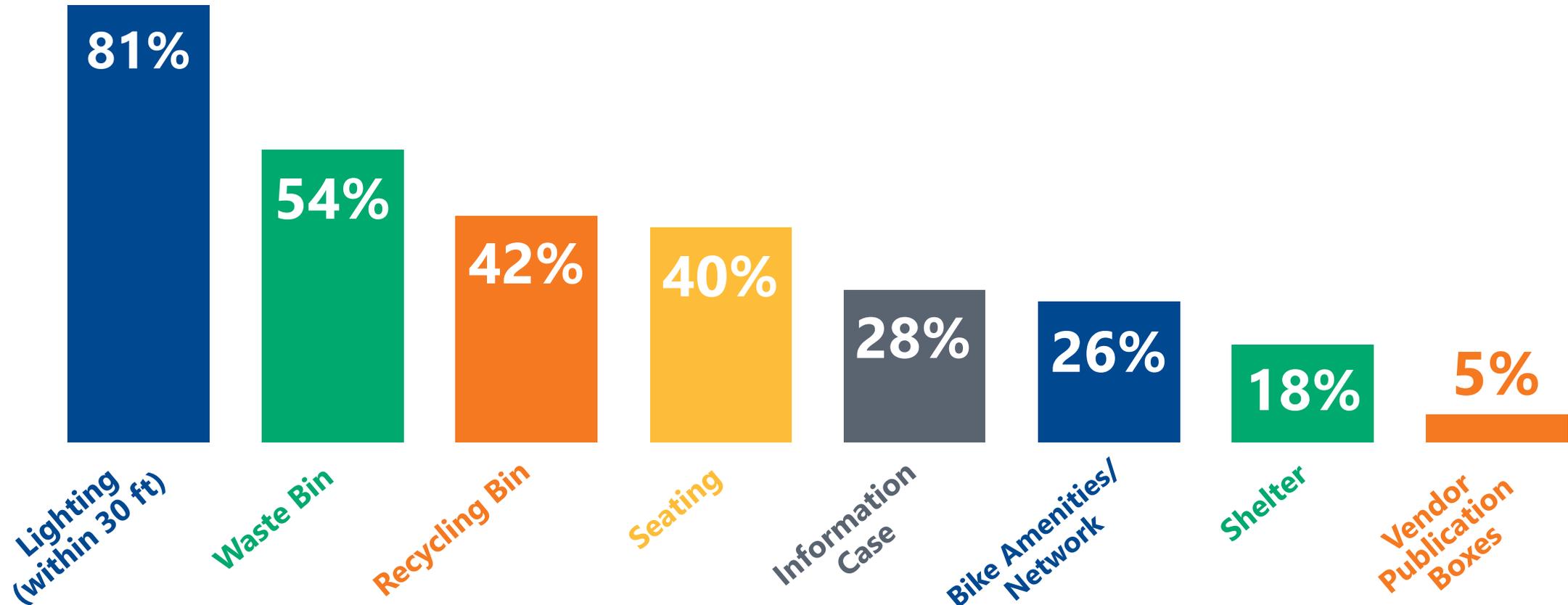
- 138 Bus Stops Evaluated
 - 54 ADA Compliant
 - 84 ADA Non-compliant
- Landing pads are the leading cause of non-compliance

Reasons Why Bus Stops Were Not Compliant



Bus Stop Passenger Amenities

Passenger Amenities at Bus Stops



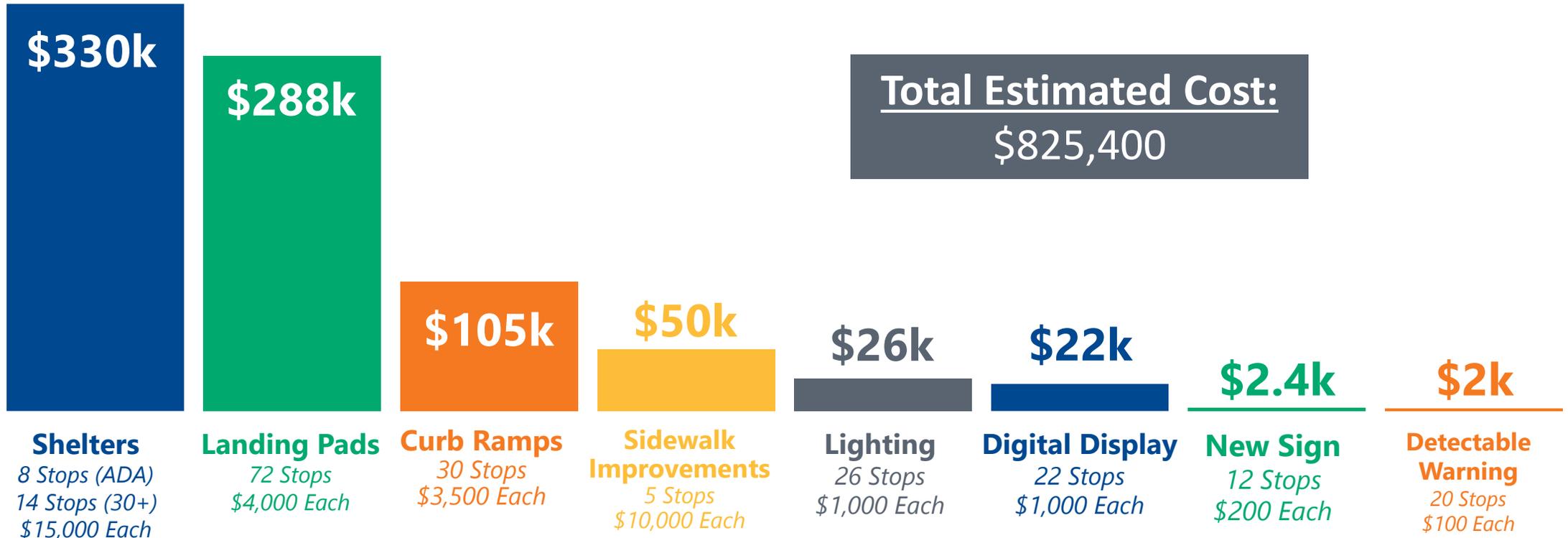
Local Bus Stop Guidelines

Bus Stop Element	Guideline
Bus Stop Sign	Required
ADA Compliant 5' x 8' Landing Pad	Required
Sidewalk Connection	Required
Lighting (within 30-feet)	All Stops
Bench/Seating	All Stops
Information Case	Site Specific
Trash/Recycling	Site Specific
Shelter	30+ Daily Boardings
Real-time Arrival Displays	All Shelters



Recommended Improvements

Estimated Costs for ADA Accessibility & City Initiative Improvements



Estimated costs are generalized and based on FY2020 Montgomery County Bus Stop Improvement Program costs

Landing Pads & the PROW

- Over half (72) of the City's bus stops require expanded or improved landing pads to meet ADA Guidelines
- Estimated 35 stops with potential ROW conflicts (legal and/or physical)
- Some sidewalk & curb ramp improvements may also face ROW conflicts

Steep Grade



Retaining Wall



Vegetation



Improvement Approaches

- Implementation should focus on ridership, racial equity, climate impact, cost and safety
- Incorporate improvements into other public works projects
- Consider community-based approaches and creative elements
- This plan developed a cumulative priority score that included:

Land Use



Ridership



ADA Compliance



Sidewalk Connectivity



Flower Avenue Improvements

December 2019



April 2020



What's Next?

- Consider bus stop improvements holistically
- Strides can be made through other City initiatives:
 - ADA Sidewalk Improvements
 - Streetscape Improvements
 - Streetlight Replacement/Upgrades
 - Tree Pruning/Vegetation Management
- Update and maintain the Bus Stop Inventory
- Promote progress and update implementation plans regularly
- Maintain bus stop amenities

