



Takoma Park City Council Meeting – January 15, 2020 Agenda Item 2

Work Session

Bus Shelter Plan and Installation

Recommended Council Action

Provide staff with direction to move forward on bus shelter installation plan.

Context with Key Issues

In an effort to encourage alternative modes of transportation, specifically bus ridership, staff has inventoried the City's bus stops, highlighting locations with high ridership and no shelters, and developed a plan for shelter installation with prioritized locations. Research indicates that better amenities at bus stops (particularly shelters) make public transportation more appealing and in turn increase ridership and decrease the number of cars on the road.

This work supports the Council's goals of sustainability and equity, while aligning with the Housing and Economic Development Strategic Plan. It is coordinated with the City's current Bus Stop accessibility project, funded through a grant from the MWCOG's TLC Program.

According to Ride-On and WMATA, stops with 50 or more boardings a day should be equipped with a bus shelter. However, this number is higher than other comparable transit systems in the United States. The average bus stop in Takoma Park experiences 30 boardings per day. Due to these numbers, staff recommends that any bus stop with at least 30 boardings should be considered for bus shelter installation.

The City has a contract with Insite to install bus shelters at no cost to the City if the locations meet Insite's criteria. The contract also requires the installation of shelters at New Hampshire and Holton Lane, and New Hampshire and East-West Highway on the east and westbound sides. These stops have 157, 108, and 91 boardings per day respectively. Staff recommends that these stops be prioritized for shelter installation. Following this action, additional stops with 30+ boardings could then be evaluated to determine whether they meet Insite's criteria for advertising and shelter installation. If they do not meet the criteria, the City will explore alternate design and funding opportunities for shelter installation.

Attached is a link to an interactive map which highlights bus stops with no shelter and at least 30 boardings per day. Stops fall into 3 categories of urgency: 50+ boardings per day, 40+ boardings per day, and 30+ boardings per day. Clicking on individual stops displays all current data for each bus stop including bus routes, ridership numbers, and bus stop amenities. Encouraging bus ridership through shelter installation helps to encourage greater public transit use and strengthens the City's commitment to sustainability and racial equity.

Council Priority

- A Livable Community for All – Further efforts related to racial equity
- Environmentally Sustainable Community

Environmental Considerations

In Resolution 2019-15, Declaring a Climate Change Emergency, Council resolved to “consider opportunities for reducing GHG emissions in the transportation sector through local initiatives and collaboration region-wide.” Transportation contributes 45% of GHG emissions in Takoma Park, according to the City’s Green House Gas Inventory (2017). Research shows that improving public transit amenities by installing bus shelters results in increased ridership due to factors of comfort, convenience and safety. Increased use of public transit would reduce the number of single-occupancy vehicles on the road, thereby reducing GHG in the City.

Fiscal Considerations

The City’s current contract with Insite requires the installation of shelters at three of the sites with the highest ridership as well as the maintenance or replacement of existing shelters. For locations that Insite does not deem suitable, the City has the option to purchase shelters from Insite (approximately \$12,500 each) or to develop creative alternatives where the standard shelter isn’t suitable.

Racial Equity Considerations

According to a survey by Metrobus, riders on the K6 route are 79% black, Hispanic or mixed race and on the F4 line, 89% people of color. Generally, bus riders in the region are disproportionately people of color. We believe this Council action will improve access for people of color, including immigrants and refugees, and improve public transit by making the experience a better option.

Attachments and Links

- Bus Stop Improvements webpage:
<https://takomaparkmd.gov/initiatives/project-directory/bus-stop-improvements/>
- [Bus Stop Map](#)
- [Demographic Charts of K6 and F4 Ridership](#)

Introduced by:

CITY OF TAKOMA PARK, MARYLAND

RESOLUTION 2020-XX

BUS SHELTER PLAN AND PRIORITIZATION

WHEREAS, in Resolution 2019-15, Council resolved to “consider opportunities for reducing GHG emissions in the transportation sector through local initiatives and collaboration region-wide.” Transportation contributes 45% of GHG emissions in Takoma Park, according to the City’s Green House Gas Inventory (2017); and

WHEREAS, research shows that improving public transit amenities by installing bus shelters results in increased ridership due to factors of comfort, convenience and safety. Increased use of public transit would reduce the number of single-occupancy vehicles on the road, thereby reducing GHG in the City; and

WHEREAS, Council is committed to considering their work through a racial equity lens, and bus riders in the region are disproportionately people of color; and

WHEREAS, the City staff has identified the need to make improvements to bus stops as a means of enhancing alternative transportation options, highlighting bus shelters as an infrastructure improvement to help address broader Council goals.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF TAKOMA PARK, MARYLAND THAT the City Manager is authorized to move forward on installation of prioritized bus shelters throughout the City as funds and staff time permit.

Adopted this ____ day of January, 2020.

ATTEST:

Jessie Carpenter, CMC
City Clerk