

SALES TAX PROJECTS

Project Number: 29
Project Name: StarMetro - Enhanced Infrastructure
Total Project Cost: \$12,250,000

Total Project Cost Notes

Making every stop ADA Compliant - \$1,700,000
Benches, Shelters, or other infrastructure at every stop - \$7,550,000
3 SuperStops, placed where three or more routes intersect - \$3,000,000

Executive Project Summary:

The decentralized route system is a success, with ridership projected to be up 8% on the non-campus routes in FY 13. Under the decentralized system, transfers and bus boarding spread throughout the community instead of at one location. Therefore, there is a desire to enhance the customer experience by providing an amenity (bench, shelter, or other structure) at every stop to encourage usage and provide an accessible, comfortable, and safe environment to wait for the bus. Adding to the enhanced infrastructure is the construction of SuperStops. These stops serve as a mini-transfer hub providing many of the amenities of a C.K. Steele Plaza but in a much smaller footprint, providing remote locations to transfer, use the restroom, and purchase fare.

Actions Taken by the Committee:

March 28, 2013: Directed staff to combine projects related to StarMetro.

April 26, 2013: Moved the consolidated Project #29 to Priority Level 1.

June 13, 2013: Moved the project to Tier 1.

Themes

- | | |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Sense of Community | <input type="checkbox"/> Ecotourism/Parks |
| <input type="checkbox"/> Environmental/Water Quality | <input type="checkbox"/> Vertical Infrastructure |
| <input type="checkbox"/> Connectivity | <input type="checkbox"/> Gateways |

Detail Project Description

The customer experience's on the transit system is enhanced when they are provided an accessible, comfortable, and safe waiting area for the bus. There are two components to improving the customer experience at this phase of the trip. StarMetro's first priority is universal bus stop accessibility by bringing all stops to full Americans with Disabilities Act (ADA) compliance. The second priority is enhanced customer comfort by adding bus stop amenities such as leaning rails, benches, and/or shelters. More detailed information on this project is listed in attachment #1.

ADA Accessibility

In an effort to promote universal accessibility and for the comfort of all transit users—including people in wheelchairs or using other mobility devices, parents with strollers, etc.—StarMetro produced an Accessibility Transition Plan as a guide for bringing all transit facilities into compliance with the Americans with Disabilities Act Accessibility Guide (ADAAG). An accessible stop will have: a boarding and alighting area that is 5'x8' perpendicular to the curb and composed of a firm, stable, slip resistant surface; a running slope no greater than 5 degrees and a cross slope no greater than 2 degrees; an adjacent sidewalk with curb cuts. Of the 917 stops in the inventory, 258 were found to be fully accessible.

Stop Amenities

Bus stop amenities provide enhanced levels of comfort for customers waiting for the bus. Such amenities may include a bus shelter, bench, trash can, solar lighting, or bike racks. Placement of amenities depends on many factors; such as minimum daily boardings, transfer locations, shopping centers, public offices, destinations for seniors and persons with disabilities, and areas with safety concerns. Based on boardings or other elements, StarMetro classifies bus stops into four categories.

Category 1: Bus Stops with 0 - 9 Boardings per day - these stops will be ADA compliant, have a trash can, and will have either a leaning rail or a canopy for customers to use. (569 stops upgraded)

Category 2: Bus Stops with 10 - 64 Boardings per day - these stops will be ADA compliant, have a trash can, and will have a shelter with a bench. (164 stops upgraded)

Category 3: Bus Stops with 64+ Boardings per day - these stops will be ADA compliant, have a trash can, and will have an oversized shelter with multiple benches. (47 stops upgraded)

Category 4: SuperStops - these are transfer points where three or more routes currently or potentially could intersect, creating a major transfer point in the system. These stops would be constructed with bus bays, covered walkways/seating areas, and possible other amenities such as a restroom and farebox vending machines, to facilitate the transfer between routes. (3 stops upgraded)

Cost By Themes

\$12,250,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
	Connectivity
	Economic Vitality
	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

StarMetro – Enhanced Infrastructure (Project #29)

The customer’s experience on the transit system is enhanced when they are provided an accessible, comfortable, and safe waiting area for the bus. There are two components to improving the customer experience at this phase of the trip. StarMetro’s first priority is universal bus stop accessibility by bringing all stops to full Americans with Disabilities Act (ADA) compliance. The second priority is enhanced customer comfort by adding bus stop amenities such as benches, shelters, and SuperStops.

ADA Accessibility

In an effort to promote universal accessibility and for the comfort of all transit users—including people in wheelchairs or using other mobility devices, parents with strollers, etc.— StarMetro produced an Accessibility Transition Plan as a guide for bringing all transit facilities into compliance with the Americans with Disabilities Act Accessibility Guide (ADAAG). **An accessible stop will have: a boarding and alighting area that is 5’x8’ perpendicular to the curb and composed of a firm, stable, slip resistant surface; a running slope no greater than 5 degrees and a cross slope no greater than 2 degrees; an adjacent sidewalk with curb cuts.**

Of the 917 stops in the inventory 258 were found to be fully accessible. The 569 non-accessible stops have been divided into five categories as described below.

Priority 1 (120 stops) – These stops are those that need a narrow slab of concrete to connect the curb and sidewalk over the grassy strip known as the utility strip. Because the utility strip is always in the public right-of-way and the construction costs are low, category 1 are the easiest to upgrade; because there is a gap between curb and sidewalk wheelchair use is difficult, making them a high priority for upgrade.



Priority 2 (77stops) - These stops are easy to upgrade but are useable by a customer in a wheelchair as is because the concrete is contiguous from the curb to the back of the sidewalk. To be a category 2 right-of-way must be evident, usually shown by power poles as in the photo at right. The lack of clear right-of-way automatically moves a stop to category 3.



Priority 3 (181stops)- *These stops* are of medium difficulty, requiring more concrete than the two easy categories or having some other minor barrier including right-of-way needs or small hills and slopes that make construction slightly more problematic. The stop shown at right requires a 5’x6; connection to the sidewalk.



Priority 4 (167 stops) - These stops are difficult. They cannot reasonably be relocated, lack sidewalks or have a significant distance between the sidewalk and road (shown near right), have significant construction needs like retaining walls or culverts (shown far right), or require major reconstruction.



Priority 5 (24 stops) - These stops cannot be relocated and present such significant obstacles that they will remain not fully accessible until such time as the site is completely rebuilt.



Table 1: Stop categories, number in system, and description

Priority	# in system	Description
1	120	Small amount of concrete needed (less than 4'x5') to connect the sidewalk and the curb over the utility strip.
2	77	Small amount of concrete needed behind the sidewalk and right-of-way is available.
3	181	Between 4x5 and 5x8 feet of concrete, minor slopes and other minor difficulties. May not have right-of-way.
4	167	Stop cannot be relocated; large amounts of concrete (greater than 5'x8') needed; may have hills, slopes, obstructions and other surmountable obstacles. Major reconstruction may be required. Many of these lack sidewalks.
5	24	Stop cannot be relocated; there are insurmountable obstacles such as constructed private property (retaining walls).
Total	569	

The primary deficiency in StarMetro's stops is the boarding and alighting area. StarMetro is working closely with City Public Works department to add sidewalks along StarMetro routes. Sidewalk coverage is now 91% and deficiencies are largely along state and county portions of roads. The City and Leon County Public Works department are aware of the need for boarding and alighting areas, and the county has already added several to projects they are currently undertaking; the City now includes boarding and alighting areas on all sidewalk plans and requires developers include them in site plans for new developments.

The main task is in retrofitting existing facilities. City of Tallahassee Public Works will perform the work for StarMetro with this funding. As noted, private development and City sidewalk work will include upgrades where applicable. Complete ADA compliance could be completed with additional funds from the City or other funding sources.

Stop Amenities

Bus stop amenities provide enhanced levels of comfort for customers waiting for the bus. Such amenities may include a bus shelter, bench, trash can, solar lighting, or bike racks. Placement of amenities depends on many factors; such as minimum daily boardings, transfer locations, shopping centers, public offices, destinations for seniors and persons with disabilities, and areas with safety concerns. Currently, StarMetro has four categories of stops. All stops have an octogonal pole, system signage, and a braille plate (forthcoming). Depending on the category, other amenities are added.

- Category 1 stops have fewer than 10 boardings a day and are not located at transfer points or major destinations. A bus stop pole is only provided at these stops.
- Category 2 stops have 10+ boardings a day or located at a transfer point/major destination. Benches and/or shelters are provided at these stops.
- Category 3 stops boardings greater than 65 per day and the current shelter is not large enough to meet the needs of our customers.
- Category 4 stops are major transfer points where three or more routes currently do or could intersect.

With a desire to take the current stop above and beyond what would be ordinarily found in a typical transit system, staff identified additional amenities that could be added to bus stops across the City in order to improve the level of comfort for passengers.

Category 1

Category 1 stops would have a bench for passengers. Including installation, each bench costs approximately \$3,500.

Category 2

Category 2 stops offer a higher level of protection from the elements as well as greater comfort. Each stop would contain a full shelter with side panels and a bench. Many shelters may also contain solar lighting, trash cans, and bike racks. All these facilities cost \$23,000 to purchase, construct, and install.

Category 3

Category 3 stops are those are served by at least one route and have boarding in excess of 65 per day. At these stops, a standard bench would not provide enough seating capacity to meet the needs of the customers. A double or triple shelter would be installed at these locations.

Category 4

At least three locations in the StarMetro service area currently have or have the potential for three or more routes to intersect. It is at these locations additional amenities are needed to meet the needs of our customers. These mini-hubs would include bus bays, covered waiting areas, and may include restrooms and fare vending machines.

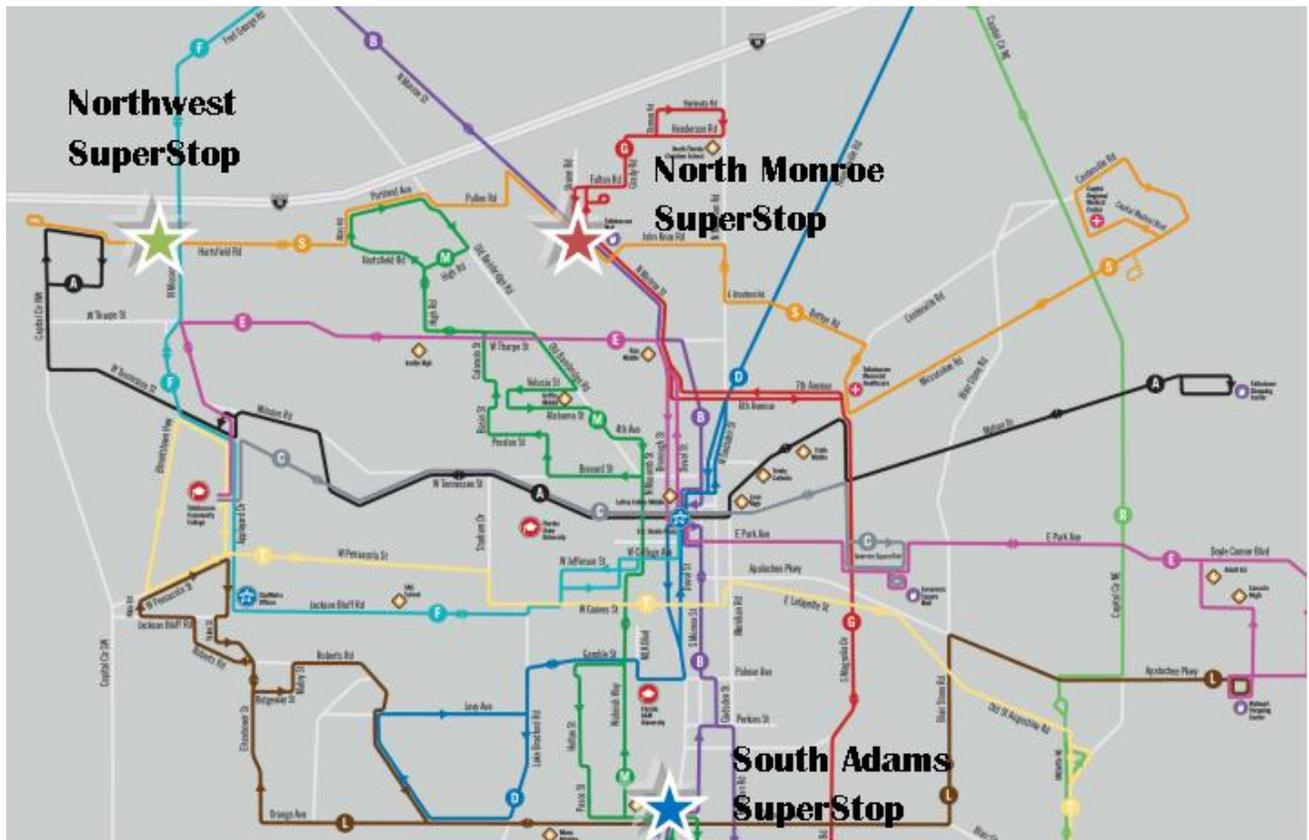


Table 2: Enhanced Infrastructure

	Boardings	Amenities	Number of Stops	Capital Costs	Annual Maintenance Costs*
Category 1	0-9	Bench	569	\$1,992,000	\$569,000
Category 2	10-64	Shelter with bench	164	\$3,800,000	\$164,000
Category 3	65+	Large shelter with multiple benches	47	\$2,350,000	\$47,000
Category 4	N/a; 3 or more intersecting routes	SuperStop	3	\$3,000,000	\$50,000
Total Cost				\$11,200,000	\$830,000
Amenity Coverage					100%

*Assuming \$1,000 annual maintenance costs for stops with any amenity.

StarMetro - Enhanced Infrastructure

Northwest SuperStop



Super Stop



Super Stop

North Monroe SuperStop

South Adams SuperStop

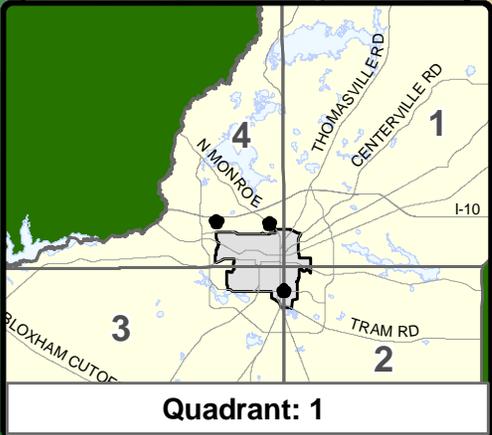
**Shown under #23
(Orange Meridian Placemaking)**



Super Stop



**Bus Stop Enhancements
and ADA compliance**



Project #29



Previous Project Information for:

Project #29

StarMetro

Note: Based on direction from the Committee at the March 28, 2013 Sales Tax Committee meeting, below is a list of previous project(s) that were merged or modified to create a holistic project for the Committee's consideration.

Project Name: Moving People: Redevelop C.K. Steele Plaza (*Previously Project #35*)

Moving People: Expand the Facility and Fleet (*Previously Project #34*)

Moving People: Build SuperStops (*Previously Project #33*)

StarMetro: Bus Stop Enhancements (*Previously Project #31*)

Program
2a

Moving People: Redevelop C.K. Steele Plaza

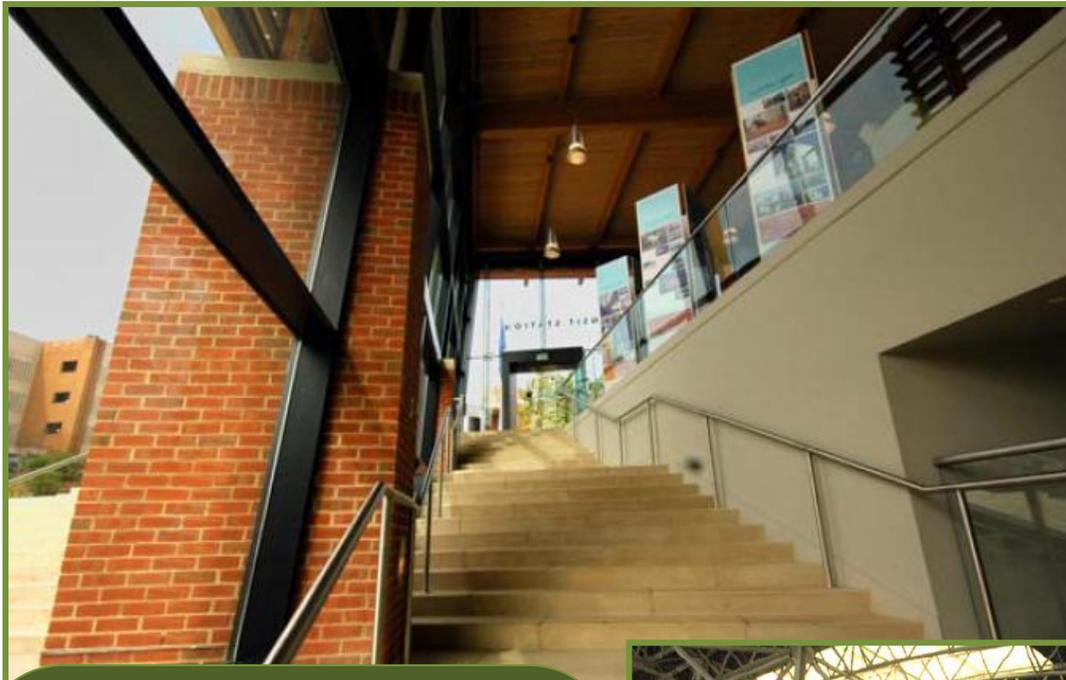
Estimated Cost:
\$25 million

WHAT IS IT?

C.K. Steele Plaza was completed in 1985, and while it was recently renovated, the facility is beginning to show its age. In addition, the plaza is also single-story single-use property which could be put to a much higher use in an area where multiuse projects are encouraged and foot traffic is high. Therefore, StarMetro has proposed redevelopment of the property into a multi-story/multi-use facility incorporating bus bays and other transit amenities indicative of a site important to transit operations. The site could include both commercial and office leasable space, and would be the hub of premium transit Downtown, as well as an intersecting stop for the Gaines to Midtown Trolley.

Evaluation Criteria:

Provides Regional Impact / Geographic Equity	✓	Benefits the Environment	✓
Enhances Mobility	✓	Supports Economic Development / Revitalization	✓
Supports Recreation and Quality of Life	✓	On an Existing Master Plan or Blueprint List	✓
		Leverages Other Funds	✓



At left is the entrance to the Downtown Transit Center in Charlottesville, Virginia

Below is the Charlotte Transit Center in Charlotte, North Carolina.

A state of the art redevelopment of C.K. Steel Plaza would be a hub for premium transit Downtown, but would also include StarMetro offices (currently located on Appleyard Drive) as well as leasable office and retail space. Relocating StarMetro offices would provide sorely needed opportunities to expand the Appleyard Maintenance Facilities.



WHY IS IT IMPORTANT?

Benefits the Environment – As a single-use facility, Steele Plaza does not encourage a variety of uses, but a redeveloped Steele Plaza would provide several walkable destinations that can reduce the number of trips people make by car.

Provides Regional Impact / Geographic Equity – People from all over the city currently transfer at the plaza and any improvements to the site would be enjoyed by a broad group of citizens.

Enhances Mobility – The inclusion of a day care and/or a grocery would vastly increase the mobility of StarMetro users because these uses would consolidate a trip that would otherwise take extra time.

Supports Recreation and Quality of Life – C.K. Steele Plaza is currently something of a blank space in the urban environment. Redeveloping it into an attractive, mixed-use facility would improve the vibrancy and quality of life for all residents and users of Downtown.

Supports Economic Development / Revitalization – Rebuilding the dated, single-use, and unattractive Steele Plaza would bring more energy and investment by directly employing more people in the leasable space, as well as by making the area more aesthetically appealing.

On an Existing Master Plan or Blueprint List – Redeveloping Steele Plaza has been on StarMetro's Transit Development Plan for nearly 20 years.

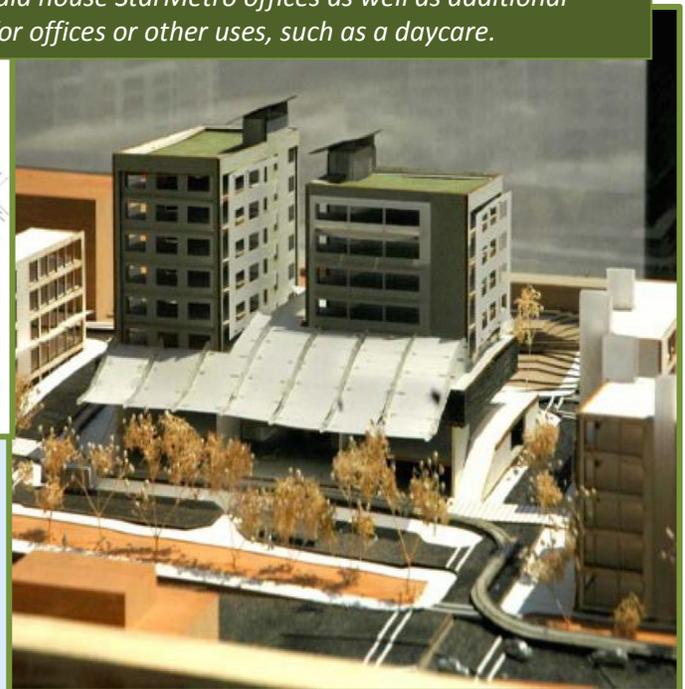
Leverages Other Funds – Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project, provided a local match is identified.

Below, a three dimensional model of a potential C.K. Steele Redevelopment as it would appear from Tennessee Street.

Bottom is an elevation as the structure would appear from Adams St.

At left, an aerial rendering of the proposed redeveloped plaza.

On the ground floor would be the transit hub and retail space. The upper floors would house StarMetro offices as well as additional leasable space for offices or other uses, such as a daycare.



Program
2b

Moving People: Expand the Facility and Fleet

Estimated Cost:
\$13.3 million

WHAT IS IT?

To make transit a viable option for people on tight schedules, service must be provided frequently and have hours of operation that allow flexible schedules. This means constantly seeking to expand the number of transit vehicles serving each route as well as extending the hours each route operates. The current administrative facility on Appleyard Drive, however, is at capacity and there is insufficient bus storage, office, garage, and parking space to increase the fleet beyond the current 70 fixed-route buses. It would cost approximately \$10,000,000 to expand the facility in order to add more vehicles. Additionally, six buses and four vans are requested to increase StarMetro's fleet. These additional vehicles and the additional operating funds would allow StarMetro to have a bus frequency of 30 minutes or better on most routes. Each bus costs approximately \$450,000 and each van costs \$150,000. The estimated capital cost for the new vehicles is \$3,300,000.

Evaluation Criteria:

Provides Regional Impact / Geographic Equity ✓
Enhances Mobility ✓
Supports Recreation and Quality of Life ✓

Benefits the Environment ✓
Supports Economic Development / Revitalization ✓
On an Existing Master Plan or Blueprint List ✓
Leverages Other Funds ✓



WHY IS IT IMPORTANT?

Benefits the Environment – Additional bus capacity would add flexibility to the system and therefore encourage more people to use transit, reducing need for as many car trips and resulting emissions. New buses also have improved fuel economy and cleaner emissions.

Provides Regional Impact / Geographic Equity – The investment would increase frequencies and provide more travel options for all city residents.

Enhances Mobility – Travel times would be reduced as more vehicles enter service.

Supports Recreation and Quality of Life – An expanded fleet could provide additional service hours during nights and weekends, allowing access to more recreational sites and events.

Supports Economic Development / Revitalization – Additional bus capacity and higher frequencies would encourage high-density, mixed-use development near StarStops. This can already be seen in the new student housing built along the Seminole Express routes.

Leverages Other Funds – Increasing transit service and ridership overtime increases StarMetro's funding from FDOT and FTA. Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project provided a local match is identified.



The existing maintenance facility at Appleyard Drive is at capacity. In order to expand the service to include more buses per hour and to offer more night and weekend routes, both facility expansion and more vehicles are needed. Provided service with shorter wait times and longer hours are key to making transit a flexible, desirable alternative to driving.



Program
2c

Moving People: Build SuperStops

Estimated Cost:
\$9 million

WHAT IS IT?

Under the new decentralized system, transfers are no longer limited to a single point, but can occur anywhere routes intersect. Places where three or more routes intersect are ideal for SuperStops, which provide bus pull-ins, larger covered areas, restrooms and other amenities. StarMetro has planned three of these SuperStops at an estimated cost of \$9,000,000 (\$3,000,000 each). Each Super Stop fills a unique need. The Northwest stop provides a much-needed layover (restroom) point for coach operators as well as the customer amenities at a high-traffic location. The North Monroe stop safely facilitates transfers at a location where traffic patterns make transferring difficult, and the Orange Avenue stop will provide passenger comfort and a safety at a place with extraordinarily high ridership.

Evaluation Criteria:

Provides Regional Impact / Geographic Equity ✓
Enhances Mobility ✓
Supports Recreation and Quality of Life ✓

✓
✓
✓

Benefits the Environment ✓

Supports Economic Development / Revitalization ✓
On an Existing Master Plan or Blueprint List ✓
Leverages Other Funds ✓

✓
✓
✓
✓



Super Stops are designed to provide safe and pleasant facilities as customers wait to catch connecting routes. Each one includes such things as sheltered bus bays (top), covered walkways (bottom left) and restrooms (bottom right).



WHY IS IT IMPORTANT?

Benefits the Environment – SuperStops could promote walkable, high-density, mixed-use centers that encourage transit use over the automobile, which results in less fuel use, fewer emissions, and better air quality.

Provides Regional Impact / Geographic Equity – C.K. Steele Plaza in Downtown Tallahassee is currently the only place that has the amenities that would be included in a SuperStop. Satellite facilities with restrooms, covered waiting areas, and bus bays would support the new decentralized transit system.

Enhances Mobility – Additional route and transfer options would be available at nodes along the periphery of the city.

Supports Recreation and Quality of Life – SuperStops would improve quality of life by providing a comfortable waiting area with restrooms, a cashier's window, bike racks, etc.

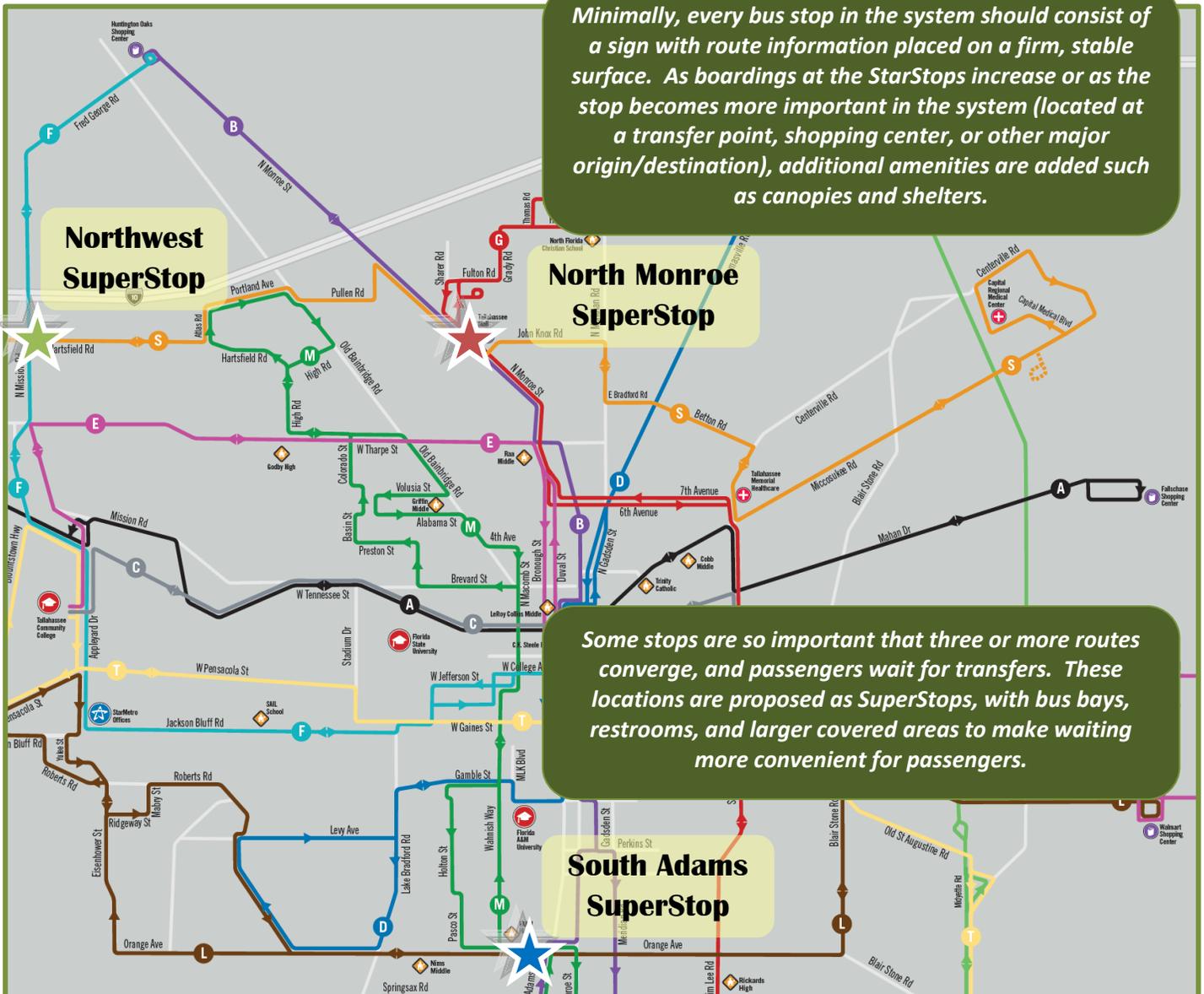
Supports Economic Development / Revitalization – SuperStops could attract development around each station.

On an Existing Master Plan or Blueprint List – SuperStops are included in StarMetro's current Transit Development Plan.

Leverages Other Funds – Under the current federal transportation bill (MAP-21), additional funding could be leveraged under the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility program for this project if a local match is identified. StarMetro will use its existing resources, grants, and partnerships to make sure all other stops in the system meet at least minimum standards and will seek to place shelters or other covering for at least 25% of the stops in the system.

Minimally, every bus stop in the system should consist of a sign with route information placed on a firm, stable surface. As boardings at the StarStops increase or as the stop becomes more important in the system (located at a transfer point, shopping center, or other major origin/destination), additional amenities are added such as canopies and shelters.

Some stops are so important that three or more routes converge, and passengers wait for transfers. These locations are proposed as SuperStops, with bus bays, restrooms, and larger covered areas to make waiting more convenient for passengers.



Proposed Sales Tax Projects by the Community

Project Name: StarMetro: Bus Stop Enhancements (Project #31)

Project Themes:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input type="checkbox"/> Sense of Community | <input type="checkbox"/> Ecotourism/Parks |
| <input type="checkbox"/> Water Quality | <input type="checkbox"/> Vertical Infrastructure |
| <input type="checkbox"/> Connectivity | <input type="checkbox"/> Gateways |

Project Description:

The City of Tallahassee is currently developing a capital plan to add more bus stop amenities throughout the system. Bus stop amenities provide enhanced levels of comfort for customers waiting for the bus. Such amenities may include a bus shelter, bench, trash can, solar lighting, or bike racks. Placement of amenities depends on many factors: such as minimum daily boardings, transfer locations, shopping centers, public offices, destinations for seniors and persons with disabilities, and areas with safety concerns. Currently, StarMetro has 917 bus stops with 202 (22% of stops) with or scheduled to have a shelter or a bench. The City recommends increasing the number of stops with a bench or a shelter to at least 50% of the system.

Project Map:

