



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Program to Install Shelter/Shade Structures at Bus Stops to Improve Quality of Life for Bus Riders

1. Motion providing direction to staff to do the following: survey 117 bus stops to update the 2017 list of bus stops, prioritized by ridership, that are candidates for a bus shelter structure as part of Phase I; survey the 234 other bus stops to prepare a list of bus stops, prioritized by ridership, that are candidates for a bus shade structure as part of Phase II; return to the City Council with the survey outcomes and revised cost estimates for both program phases.

COUNCIL ACTION

Item Type: Action Item

Approved for September 14, 2021 **calendar**

ADMINISTRATIVE ACTION

Submitted by:

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Reviewed by:

Michele Flynn, Director of Finance

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Approved by:

Roubik R. Golanian, P.E., City Manager

RECOMMENDATION

Staff respectively recommends the City Council provide direction approve the Motion providing direction to staff to survey 117 bus stops to update the 2017 list of bus stops, prioritized by ridership, that are candidates for a bus shelter structure as part of Phase I; survey the 234 other bus stops to prepare a list of bus stops, prioritized by ridership, that are candidates for a bus shade structure as part of Phase II; and return to the City Council with the survey outcomes and revised cost estimates for both program phases.

BACKGROUND/ANALYSIS

With the increase in temperatures due to global warming, access to a shaded bus stop for Beeline and Metro riders is critical. In 2015, a UCLA study found that days with temperatures above 95 degrees are expected to triple in Los Angeles by 2050. Also, buildings and roads create Urban Heat Islands that absorb and re-emit the sun's heat. Today, Urban Heat Islands increase the surface temperature by up to four degrees. Adding shade structures would improve their quality of life and equitably distribute transit amenities for Beeline riders.

Transit amenities such as benches and bus shelters provide riders with a comfortable place to wait for the bus. These transit amenities increase transit ridership by retaining and encouraging new riders to take transit. All Beeline bus stops that can accommodate a bus bench have one installed. A 2017 survey of existing bus stops detailed the number of bus shelters installed (116) and the number of potential bus stops (117) that could accommodate a bus shelter as shown in the table below. A total of 234 bus stops did not have sufficient ADA clearance to install a bus shelter.

	Commercial Adjacent			Residential Adjacent			Totals
	100 +	50-99	0-49	100 +	50-99	0-49	
	Boardings	Boardings	Boardings	Boardings	Boardings	Boardings	
Stops with Installed Shelters	22	31	62	1	0	0	116
Stops Where Shelter Is Not Possible	15	16	114	0	1	88	234
Stops for Potential Shelters	9	14	73	1	1	19	117
Total Glendale Stops	46	61	249	2	2	107	467

Exhibit A includes a map of the 117 new bus shelter locations. The locations for the new bus shelters are scattered throughout Glendale and serve both Beeline and Metro stops.

Funding for the 116 installed bus shelters came from two sources. The first is a contract with Outfront Media that installed 70 bus shelters, in exchange for the use of bus shelters for advertising. The second is through various Community Redevelopment streetscape projects and street improvement projects that installed 46 bus shelters.

The current Outfront Media contract expires on September 9, 2023. However, there is an option to negotiate with Outfront Media to add additional advertising shelters to the final contract extension in 2023.

Other Considerations

At the August 23, 2021 Transportation and Parking Commission meeting, commissioners were supportive of the shelter/shade structures at all bus stops. They provided valuable comments and feedback, which has been incorporated throughout this report and highlighted below.

Maintenance of the bus shelters - The current bus stop maintenance contract allows for new shelters to be added at the same rate as the current shelters. If Outfront Media provides the advertising shelter, the maintenance costs are covered by the them.

ADA access – Many of 234 bus stops are not candidates for bus shelters due to ADA access issues. Specifically, due to limited sidewalk widths or other limitations, the bus shelter structure would impede on the required passenger loading area. While a bus shelter may not be possible at these bus stops, alternative shade structures can be considered such as a sunshade blade.

Transit amenities - Currently our bus stops only have very limited transit amenities such as real-time (Nextbus) or static bus information, lighting, and charging stations. Expansion of these transit amenities can be considered when developing the budget for the shelter/shade bus stop program.

Shelter/Shade placement and selection – The placement and positioning of every bus shelter/shade structure is important to ensure that useful shade will be provided. Each bus stop must be reviewed to determine which shelter/shade structure would be best suited at that bus stop. A menu of different size shelters and shade structures would be available to use when determining the best solution for each bus stop.

Grant funding – City of Glendale is not eligible to apply for Federal Transit Administration (FTA) grants but can pursue state and local grant programs.

Outreach – Once we have completed the informational survey of our bus stops for bus shade installation suitability, staff can perform a survey of transit riders regarding their preferred type of shade structure.

Bus Stop Shade Options

There are several design options available for bus shade structures including the classic bus shelters, newly designed shade structures, and shade structures installed in other cities.



Option 1: The classic four-pole bus shelter provides the seating and shade. A Tolar Manufacturing Company (Tolar) 9" classic bus shelter is available at a cost of \$6,300 from existing cooperative purchasing agreements. The cost of installation is estimated at \$1,800 per bus shelter. The total project cost for 117 classic bus shelters, including installation, tax and contingency is \$1,100,000.

Option 2: A review of current bus shelter manufacturers did not identify a specific bus stop shade product available that was not a shelter. One manufacturer designed a single pole bus stop shade structure with a 4' canopy at a cost of \$3,430 not including installation and tax. Due to the single 6" diameter pole, extensive foundation work would be needed to install the structure so that it's adequately stable and wind-resistant. The estimated foundation work is \$5,175 per bus stop. The total project cost to install 117 bus stop shade structures, foundation work, installation, tax and contingency is \$1,400,000. This simple structure could increase the amount of potential shelters in Glendale from the 117 locations identified in 2017 survey, since these structures require less ground space.



Option 3: Several cities in Los Angeles County are also looking to install bus stop shade structures or have installed bus stop shade structures.

The City of Santa Monica also held a design competition to select new bus shelters and shade structures. The cost to fabricate and install the City of Santa Monica's unique structures (shown here) is significantly more than the other options, and therefore not recommended.

The City of Los Angeles StreetsLA bureau is in the final stages of a design competition to select a suite of bus stops amenities including shelter and shade structures. Once the winning design firm is selected, Glendale could use the StreetsLA contract to purchase the shade structures.

Next Steps

Staff will survey 117 bus stops to update the 2017 list of bus stops, prioritized by ridership, that are candidates for a bus shelter structure as part of Phase I, and survey the 234 other bus stops to prepare a list of bus stops, prioritized by ridership, that are candidates for a bus shade structure as part of Phase II.

Subsequently, the scope of work for both phases, along with a more detailed cost estimate and recommended funding source(s) will be developed and brought back to the City Council for approval. It is anticipated that the BSIP will be completed in phases, with the first phase installing the classic bus shelter at high boarding bus stops.

A preliminary cost estimate for Phase I for 117 bus shelters is \$737,100 and the estimated total cost with tax and installation is \$1,100,000. Glendale is not eligible for federal transit grants but staff is looking at state grant opportunities. Potential options for future program funding include Measure S Quality of Life funds, Undesignated General Fund and various special revenue transit funds. The cost of Phase II implementation has not been determined at this time.

FISCAL IMPACT

Staff estimates the cost of the surveys to be \$75,000 and adequate funds are available in the Transit Utility Fund, Contractual Services account: 43110-2580-PWD-7533. Project implementation and funding options will be brought back for the City Council's consideration in the future. Adding to the City's inventory of bus shelters and shade structures will increase future maintenance costs.

ALTERNATIVES

Alternative 1: The City Council may approve a motion to direct staff to survey 117 bus stops to update the 2017 list of bus stops, prioritized by ridership, that are candidates for a bus shelter structure as part of Phase I; survey the 234 other bus stops to prepare a list of bus stops, prioritized by ridership, that are candidates for a bus shade structure as part of Phase II; and return to the City Council with the survey outcomes and revised cost estimates for both program phases.

Alternative 2: City Council may decide not to approve a motion directing staff to survey a portion of the options described in Alternative 1.

Alternative 3: The City Council may consider any other alternative not proposed by staff.

EXHIBITS

Exhibit A: Map of 117 Potential Classic Bus Shelter Locations