

Regional Bus Sign and Shelter Study Report and Implementation Guide - Executive Summary

Prepared by the Greater Portland Council of Governments (GPCOG)
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The purpose of the Regional Bus Sign and Shelter project is twofold:

- 1) Install new and improve existing bus shelters and related passenger amenities at high-priority transit stops around the Portland Area Comprehensive Transportation System (PACTS) region; and
- 2) Design and print new transit stop signs for all the transit providers in the PACTS region. *(Note - this portion has been placed on hold while the [Southern Maine Area Transportation \(SMART\) initiative](#) is underway).*

Capital Budget - A total of \$959,247 in local and Federal capital funds have been allocated to the Regional Bus Sign and Shelter project in the PACTS FY2011/2012 and FY 2014/2015 Surface Transportation Program (STP) Budgets. GPCOG staff contacted and received input from local transit providers, City of Portland staff, shelter vendors, private contractors, and transit planners from other regions regarding expected shelter purchase, construction and installation costs. The following table outlines the capital budget GPCOG staff created for the Regional Bus Sign and Shelter project.

Description	Qty	Cost Ea	Total
Site preparation (for shelters)	45	\$10,000*	\$450,000
Shelters	45	\$10,000	\$450,000
Total Shelter Capital Costs			\$900,000
Bus stop sign production/installation	1220	\$25	\$30,500
Ferry dock sign production/installation	10	\$35	\$350
Train station sign production/installation	3	\$50	\$150
Total Sign Capital Costs			\$31,000
Misc. Project Expenses			\$28,247
Total Sign and Shelter Capital Costs			\$959,247



*Actual project costs are expected to vary considerably from site to site and municipality to municipality.

High Priority Potential Shelter Installation Sites - Priority criteria for potential shelter sites were developed by the PACTS Transit Operations Working Group, which outlined how each transit stop in the PACTS region would be evaluated for possible shelter installation. Specific consideration was given to the importance of and issues surrounding compliance with the Americans with Disabilities Act (ADA). These criteria included:

1. High Passenger Use (based on number of passenger boardings at that stop)
2. Shared Use (if the stop is served by multiple transit routes and/or providers)
3. Proximity to Health and Human Services/ADA services and medical institutions
4. Transfer Location (if passengers use this stop to transfer between routes)
5. Inclusion in related studies (if other studies recommend this location for shelter installation)
6. Transit Operator Support (support from operations staff at each transit agency)

Of the nearly 1,100 unique stops served by the five fixed-route transit providers in the region, this prioritization process produced a list of the top 27 high-priority sites identified for potential shelter installation, and was agreed upon by the transit providers and PACTS Transit Committee as a working list moving forward.

Breakdown of Shelter Location by Provider

Town (Provider)	Shelters			
	Individual	Shared	Total	
Portland, Westbrook*, Falmouth* (METRO)	23	7	30	67%
South Portland (SPBS)	10	2	10	22%
Biddeford, Saco, Old Orchard Beach (BSOOB)	5	5	5	11%
Total	38	7	45	100%

*No high-priority shelter locations are proposed for Westbrook or Falmouth currently, but may as the list is updated.

Potential Shelter Installation Sites, Round I

#	Primary Street	Cross Street	Location	Provider(s)	In Out
1	Western	Burlington/Cabot	South Portland	METRO, SPBS	Inbound
2	Congress	Forest	Portland	METRO, SPBS	Inbound
3	Congress	Forest	Portland	METRO	Outbound
4	1st St	Staples	Old Orchard Beach	BSOOB	Outbound
5	Cottage	Soule	South Portland	SPBS	Inbound
6	St. John	A	Portland	METRO	Inbound
7	Congress	Elm/Temple	Portland	METRO, SPBS, BSOOB	Outbound
8	Broadway	Linton	South Portland	SPBS	Inbound
9	Congress	Bramhall (or MacMillan)	Portland	METRO, BSOOB	Inbound
10	Main	Water/High	Biddeford	BSOOB	Inbound
11	Congress	Myrtle	Portland	METRO, BSOOB	Inbound
12	Park	St. John (or Hadlock)	Portland	METRO	Outbound
13	Congress	Casco	Portland	METRO	Outbound
14	Ocean	Sawyer	South Portland	SPBS	Outbound
15	Oxford	Alder	Portland	METRO	Outbound
16	Washington	Presumpscott	Portland	METRO	Inbound
17	Congress	India	Portland	METRO	Inbound
18	Broadway	Peary/Christian School	South Portland	SPBS	Inbound
19	Congress	Park	Portland	METRO/BSOOB	Inbound
20	Congress	Gilman/MaineMed	Portland	METRO	Inbound
21	Deering	Woodford/Revere	Portland	METRO	Inbound
22	Gannet Drive	ME Cardiology	South Portland	SPBS	Inbound
23	Forest	Riverton	Portland	METRO	Inbound
24	Main	Skillings	South Portland	SPBS	Inbound
25	Main	Water/High	Biddeford	BSOOB	Outbound
26	Forest	Bedford	Portland	METRO	Inbound
27	Congress	Sewall	Portland	METRO	Inbound

The following is DRAFT list of currently anticipated shelter sites for Round II of the Regional Bus Shelter Project. These potential shelter sites will likely be reviewed and updated prior to endorsement by the PACTS Transit Committee, and may result in either minor or significant changes to the overall list.

Potential Shelter Installation Sites, Round II

#	Primary Street	Cross Street	Location	Provider(s)	In Out
28	Evans	Nelson	South Portland	SPBS	Outbound
29	Congress	North	Portland	METRO	Inbound
30	Bedford	Durham	Portland	METRO	Inbound
31	Congress	Washington/Mongomery	Portland	METRO	Inbound
32	Broadway	Elm	South Portland	SPBS	Outbound
33	Auburn	Northgate	Portland	METRO	Both
34	Boulder Way	Wendy's	Biddeford	BSOOB	Outbound
35	Congress	Franklin	Portland	METRO	Inbound
36	Forest	William	Portland	METRO	Inbound
37	Congress	State	Portland	METRO, BSOOB	Inbound
38	Broadway	Skilling	South Portland	SPBS	Inbound
39	Main	Smith	Saco	BSOOB	Inbound
40	Broadway	Evans	South Portland	SPBS	Outbound
41	Veranda	Pembroke/Sherwood	Portland	METRO	Inbound
42	Washington	Congress	Portland	METRO	Outbound
43	Forest	Dartmouth	Portland	METRO	Outbound
44	North	Island View Apartments	Portland	METRO	Outbound
45	Forest	Morrill	Portland	METRO	Inbound

Next Steps for Implementation

The completion of this report signals the end of the “planning phase” of the Regional Bus Shelter Project led by GPCOG, and the transition to the “implementation phase” which will be the responsibility of the individual transit agencies and their municipal partners. In other words, GPCOG staff are now handing off this project to the transit providers, who will now carry out implementation through the purchase and installation of bus shelters around the Greater Portland region.

The full report contains detailed recommendations for implementation of this project, generated from the planning process and supported by the Transit Operations Working Group. These recommendations address public outreach, shelter maintenance options, and formal application for the project funds to the Federal Transit Administration (FTA). They also address shelter design, advertising, procurement, construction and installation.

The full [Regional Bus Sign and Shelter Study Report and Implementation Guide](http://www.gpcog.org/transportation-land-use/transit/regional-sign-shelter/) is available for review and download at the following address: <http://www.gpcog.org/transportation-land-use/transit/regional-sign-shelter/>