

King County Metro Transit – Shelter Information
 Regional Transit Committee
 October 19, 2005

A. What criteria are used by Metro for siting shelters?

1. Rider-ship: Shelter sites are selected based on passenger boarding minimums calculated through Metro's Automated Passenger Count (APC) system. Minimum rider-ship criteria are 50 daily boardings within the City of Seattle and 25 boardings in all other Metro service areas.
2. Community Requests: Shelter sites can be developed where daily boardings fall below minimum criteria as new employment and/or residential centers are developed or when adjacent to senior centers, medical facilities, social service agencies, schools etc.
3. Physical Environment: Installation of bus shelters can be limited at sites meeting the minimum boarding criteria because of limited public right-of-way and inadequate conditions such as pedestrian clear space, street and sidewalk setbacks, clearance from overhead and underground utilities and vaults, and line of sight distances from corners and driveways.
4. Construction Costs: Shelter project costs typically range from \$20K to \$50K depending on the complexity of the scope of work, i.e. number of shelter units to be installed, ADA landing pads, sidewalk improvements and/or other amenities such as lighting, artwork or benches. Capital costs include planning, design, permits, construction equipment and installation. Shelter projects requiring retaining walls due to grade differences, additional sidewalk construction, utility relocation and/or tree removal can be cost prohibitive and as such are not typically pursued.

B. Does Metro have a list of shelter requests?

Requests for shelters are regularly received from both internal and external customers including riders, operators, businesses, other transit agencies and/or jurisdictions. Approximately 475 bus stops without a shelter currently meet rider-ship criteria.

C. What are the trends?Bus Shelter Lighting

Provision of lighting at bus shelters and the adjacent bus stop area, is growing in importance in order to improve customer comfort, security and safety during darkness and include the following lighting strategies: 1) Increasing the wattage of adjacent street light. 2) Installing a directed flood light to an existing utility pole. 3) Installing pedestrian level light poles. 4) Providing interior shelter illumination either by hard wired or solar powered lighting - all new shelter footings are being built with an inexpensive grounding wire to accommodate the potential for solar panel installation

Transit Passenger Shelter through the use of Building Awnings

Cooperative efforts between Metro and owners of properties adjoining bus stops has resulted in the installation of building canopies, awnings, leaning rails, benches and/or pedestrian scaled lighting to provide a pleasant waiting environment and weather protection for transit patrons in lieu of sidewalk mounted, standard shelter units. Awning agreements are negotiated in locations where population density is high or where passenger shelters are not desired by adjacent properties, are impractical or have proven to be a security problem.

D. How many new shelters have been installed recently?

There are approximately 1500 bus stops with passenger shelter: 1300 stops have free-standing Metro-issue shelter units and 200 bus stops have passenger shelter provided by transit center canopies, private building awnings or by non-Metro sponsored shelter units.

Year	Shelter Installations
2000	54
2001	63
2002	66
2003	58
2004	48
2005	55
total	344

Approximately 135 bus stop-shelter projects are currently in the design, permitting and/or construction process, scheduled for completion in 2006 or 2007.

E. Can a city build it's own shelters? If so how do they get maintained?

A public or private party desiring to install and/or utilize their own bus stop shelter unit/s must coordinate design specifications and location placements with Metro and the local jurisdiction, if located in the public right of way. Metro does not maintain any shelters that are not either standard Metro-issue units or passenger facilities located on Metro owned properties.

Custom shelters

There has been a reoccurring interest by jurisdictions to go far beyond Metro's standard frame and component design. Custom designs are possible, but most jurisdictions abandon these efforts when the costs of repair, replacement and liability are considered. Shelters require a long term financial and maintenance commitment that jurisdictions (or private parties) are often unable or unwilling to make. Metro customizes shelters through utilizing standard frames and components; use of non-standard components greatly increases the cost or repair, maintenance and therefore is not offered.

Metro shelter structures

Metro shelters are fabricated to Metro specifications to withstand heavy abuse and utilize standardized components for a variety of shelter configurations. Standardization of components and the installation/replacement process facilitate Metro's mural program and provide an exceptionally long life. The average life of a shelter unit is 14 years. This is achieved by are removing and refurbishing a shelter unit every 7 years of service.

F. Other relevant shelter issues:

Advertising shelters

Most major metropolitan areas have transit shelters that include transit advertising. The revenue from the advertising pays for the shelters, maintenance, and any revenue sharing. According to vendors, the most lucrative locations for shelter advertising in King County are in the high traffic or most desirable demographic areas: downtown Seattle, University District, Bellevue, Kirkland, Redmond and Tukwila (Southcenter). Savings realized through a shelter-advertising program could be used for shelter program expansion throughout the county.