

Letter of Intent – New Bus Shelters

In October 2001, an agreement between the City and Clear Channel was executed for Clear Channel to construct, operate and maintain bus shelter structures and other street furniture on the public right-of-way throughout the City. The agreement (currently on a month-to-month) provides for commercial advertising on the bus shelter and revenue sharing with the City.

At the December 9, 2015 City Commission meeting, the Commission discussed the need to improve the existing bus shelter design and the desire for bus shelters to include enhancements that could help promote transit.

At the March 9, 2016 City Commission meeting, the Commission adopted Resolution No. 2016-29325 accepting the recommendation of the Finance and Citywide Projects Committee (FCWPC) to issue a Request for Proposals for the design of new bus shelters; and authorizing the City Manager to extend the existing agreement between the City and Clear Channel on a month-to-month basis after expiration on October 31, 2016, as needed, such that the Clear Channel contract would remain in place until the new contract is executed.

On April 13, 2016, the City Commission approved to issue Request for Qualifications (RFQ) No. 2016-116-KB for Architectural and Engineering Design Criteria Professional Services for New Bus Shelters.

The new bus shelter design is intended to be of an iconic nature and incorporate features enhancing the transit experience of passengers, including innovative designs and technology, as well as to enable for installation of bus shelters at more bus stops with high transit ridership.

A contract for bus shelter design services was executed on July 19, 2017, and the design effort commenced on October 4, 2017. The design phase includes development of 100% final engineering plans, specifications, and construction cost estimates and is anticipated to be completed by end of 2018. Some of the deficiencies regarding the existing bus shelters have been noted as follows:

- Minimal protection from the elements
- High cost of installation/removal
- No capability to use technologies for Intelligent Transportation Systems (ITS) and Real-Time Transit Information – currently, the existing design does not incorporate any elements of real time/digital transit information that could be of substantial benefit to the general public and which are common in other parts of the Country
- Insufficient number of facilities – the current number of transit facilities does not meet the transit demand of the City and, further, does not encourage/promote the use of transit
- Right-of-Way constraints – the installation of bus shelters within the right-of-way is limited by the space available, existing facilities and amenities installed within public frontages, and accessibility requirements

Four (4) shelter design types are being developed by the design team: 1) enhanced shelter (robust shelter for installation at major transfer points with high number of users); 2) standard

shelter; 3) minimal shelter (for installation at locations with limited right-of-way width, low ridership, or adjacent to single family residential areas); and 4) temporary shelter (low-cost installation for temporary use at locations affected by construction).

In December, 2017 design team developed and submitted a pre-design report including four (4) design concepts for each of the bus shelter types, excluding the temporary shelter. Design concepts were presented to FCWPC on December 13, 2017 and February 23, 2018. Ultimately, at its meeting on March 7, 2018, the City Commission selected a primary concept for further design development by the design team.

Once the design process is completed, the City will subsequently procure a new contract to manufacture, install, operate, and maintain the new bus shelters in the City, including advertising components.

With respect to sea level rise, the design team is utilizing strategies to make the shelters more resilient. Some of these include; a more simplistic install and un-install process to facilitate the raising of streets, locating most of the critical electrical components at the roof level, providing a water-tight enclosure for any lower electrical components, and utilizing an aluminum frame system to mitigate the effects of sea water exposure.

Signature 
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