

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100962	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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TITLE:

Bicycle and Pedestrian Access Improvements Study

PURPOSE:

To request Board endorsement of the Metrorail Bicycle and Pedestrian Access Improvements Study and adoption of Metrorail **pedestrian and bicycle access goals and recommendations**.

DESCRIPTION:

This study and the resultant **bicycle and pedestrian access recommendations** support Metro`s goals of creating a safety culture, delivering quality service, using every resource wisely and enhancing Metro`s image by creating a framework to accommodate current and future riders by facilitating safe, convenient station access for pedestrians and bicyclists.

In response to such factors as aging infrastructure, customer concerns about bicycle and pedestrian access to Metro, and a need for long-term station access strategies, staff conducted a systemwide study that evaluated the many aspects of bicycle and pedestrian station access.

Study goals included:

- a. Improve safety of the entire trip for all Metro customers.
- b. Increase the mode share percentages of customers walking and bicycling to and from Metrorail stations, thereby helping to accommodate Metro`s projected growth in ridership.
- c. Improve customer satisfaction for people who walk and bike to Metrorail Stations.
- d. Identify cost-effective solutions for improving pedestrian and bicycle access and mobility.
- e. Support the integration of the user hierarchy in Metro`s Station Site and Access Planning Manual, which places pedestrians, bicyclists, and transit users as top priorities in planning and designing stations, into Metro`s institutional culture and station designs.

The resulting plan identifies strategies to enhance pedestrian and bicycle access and connectivity in and around Metrorail stations. It provides recommendations for a range of physical infrastructure improvements, as well as policies and programs to encourage multi-modal trips.

The study included an outreach strategy to engage Metro's customers and staff, the public, and other stakeholders. Metro riders provided feedback through a very well-attended, interactive public meeting and an online questionnaire. This information was supplemented by interviews with Metro staff and representatives from other transit agencies throughout the U.S.

In addition, the project team solicited input from local jurisdiction bicycle and pedestrian planning staff, and worked with these planners on station case studies that would guide future bicycle and pedestrian planning and implementation at and around stations. To be efficient, the study categorized Metro's 86 stations into types based on land use and transportation conditions around each station, with the understanding that stations within the same typology would likely benefit from similar recommendations. The project team then studied one station per typology to classify transferrable recommendations.

Study Recommendations

The recommendations in this plan are organized into two sections depending on whether they will be led by Metro or through partnerships between Metro and other agencies. The Metro-Led Elements are focused on organizational and operational changes within Metro and primarily address facilities on Metro-owned property. The Partner/Joint-Led Elements focus on projects that Metro may initiate, but that will require coordination with surrounding property owners and local jurisdictions. These primarily relate to connections to/from the station and surrounding neighborhoods.

The recommendations are discussed in more detail in the report; however, **this Board action addresses one Metro-Led bicycle access recommendation and several pedestrian access recommendations.**

The bicycle access recommendation is to triple the bicycle mode share to 2.1% by 2020 and quintuple it to 3.5%, or about 12,000 riders, by 2030. Currently, the systemwide bicycle mode of access share for the morning peak is only about .7%, which equates to about 1,600 riders. This offers significant room for growth in this mode of station access. Additionally, in a review of station access information collected as part of the 2007 Metrorail Passenger survey, analysis revealed that a good number of patrons access rail stations by auto from less than three miles from the station - generally speaking, a comfortable distance for a bicycle ride. This too offers Metro an opportunity to increase the numbers of those who bike to stations.

The pedestrian access recommendations pertain to improving pedestrian circulation and connections to and on station property. They are to: identify needs for direct connections along walk/bike desire lines and make improvements; identify/address difficult crossings and intersections leading to stations to improve safety and crossing conditions; require multi-modal

circulation and access studies as part of joint development projects; and request that local jurisdictions require the same process for adjacent construction projects; and develop/implement a formal station-specific non-motorized access and mobility assessment process (e.g., a non-motorized accommodation checklist) to incorporate into station access planning activities.

Implementation Plan

The plan includes an implementation framework that stratifies recommendations based on the time required for implementation. This framework includes:

- a. A series of early action recommendations to be implemented within eighteen months (0-18 months) of the completion of this plan. These actions require relatively modest investments of resources.
- b. Short-term recommendations that should be initiated within the first three years (0-3 years) after the completion of this plan. These recommendations may require more time and resources than the early action recommendations; however, they can still be addressed within a short time horizon and are critical to meeting the established goals.
- c. Medium and long-term recommendations to improve pedestrian and bicycle access to Metro. These recommendations are very important to fully achieve the goals set out in this plan; however, by their nature these improvements will likely require an ongoing commitment. While implementation will take longer, opportunities for implementation may occur sooner. Metro and other stakeholders should take advantage of these opportunities as they arise

Endorsing the Metrorail Bicycle and Pedestrian Access Improvements Study as a means to guide investments in bicycle and pedestrian facilities would put an increased focus on these cost-effective means of access to stations. Adopting a mode share goal for bicycle access and directing staff to undertake specific actions to improve pedestrian access will provide a means to measure the effectiveness of implementing the recommendations in the plan.

FUNDING IMPACT:

There is no impact on funding for this item; however, this plan will help identify capital projects that will improve access to Metrorail for bicyclists and pedestrians. Funding for bicycle and pedestrian access improvements is included in the FY11-16 CIP.

Project Department/Office: Planning and Joint Development/
Long Range Planning

Project Manager: Kristin Haldeman

RECOMMENDATION:

Endorse the Metrorail Bicycle and Pedestrian Access Improvements Study and adopt a Metrorail bicycle access mode share goal **and pedestrian access recommendations**.

SUBJECT: ENDORSE BICYCLE AND PEDESTRIAN STUDY AND ADOPT BICYCLE AND PEDESTRIAN ACCESS GOALS

2011-10
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Metrorail system was created to provide a safe and efficient mode of transportation in the National Capital Region as a fully acceptable alternative to the private automobile; and

WHEREAS, One of the purposes of public transportation is to reduce the number of vehicles on the road to reduce congestion and improve air quality; and

WHEREAS, The Metrorail system accommodates, on average more than 750,000 daily trips on an average weekday; and

WHEREAS, Customers access the Metrorail system by a variety of modes, including walk, drive, bus and bike; and

WHEREAS, Bicycling and walking are two of the most cost-effective ways for customers to arrive at stations; and

WHEREAS, Bicycle and pedestrian facilities are not expensive to maintain and can help reduce demand for automobile parking facilities; and

WHEREAS, Bicycling and walking offer additional benefits to health, traffic congestion and greenhouse gas reduction, personal mobility, regional sustainability and livability; and

WHEREAS, The Office of Long Range Planning has completed a long range planning study that recommends actions and improvements at and connections to Metrorail stations to encourage and increase bicycling and walking to Metrorail stations; and

WHEREAS, Study recommendations address improving bicycle and pedestrian connectivity to stations in the joint development and adjacent construction processes; and

WHEREAS, Additional study recommendation call for evaluating and improving existing walking and bicycling conditions at station connection points; and

Motioned by Mr. Acosta, seconded by Mr. Benjamin

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Ms. Hewlett, Mrs. Hynes, Mr. Wells, Mr. Acosta and Mr. Benjamin

WHEREAS, The 2007 Rail Passenger survey data showed that bicycling to Metrorail mode of access is one of the least utilized modes of access at .7% in the A.M. peak; and

WHEREAS, The study recommends Metro adopt a bicycling mode share goal that triples the current mode of access share to 2.1% by 2020 and quintuples the share to 3.5% by 2030, now, therefore be it

RESOLVED, That the Board of Directors hereby endorses the long range plan as a guiding document to help the Authority achieve its goals of increasing walk and bicycle access to stations; and be it further

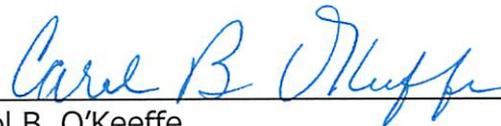
RESOLVED, That the Board of Directors wishes to further encourage and increase bicycling and walking to Metrorail stations; and be it further

RESOLVED, That the Board of Directors hereby adopts the recommended bicycle mode share goals; and be it further

RESOLVED, That the Board of Directors hereby directs staff to undertake the following measures to improve connectivity to and at stations: Identify needs for direct connections along walk/bike desire lines and make improvements; identify/address difficult crossings and intersections leading to stations to improve safety and crossing conditions; require multi-modal circulation and access studies as part of joint development projects; request that local jurisdictions require the same process for adjacent construction projects; and develop/implement a formal station-specific non-motorized access and mobility assessment process (e.g., a non-motorized accommodation checklist) to incorporate into station access planning activities; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel