



**Planning, Development and Real Estate Committee**

**Board Action Item VI-B**

**March 12, 2009**

**Shady Grove Access Road Bike Path**

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100256	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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**TITLE:**

Shady Grove Access Road Bike Path

**PURPOSE:**

Obtain Board approval to issue a Real Estate Permit to Montgomery County to construct, operate and maintain a bicycle path on Metro property at the Shady Grove Metrorail station.

**DESCRIPTION:**

Montgomery County is planning to construct the Shady Grove Access Road Bike Path ("Bike Path"), which will provide pedestrian and bicycle access to the Shady Grove Metrorail station. The Bike Path will be constructed on Metro's property on the east side of the existing Metro Access Road between Shady Grove Road and Redland Road ("Metro Property"). The Bike Path will be 10-feet- wide, approximately 4,700 feet in length, and will be paved, fenced and illuminated. The Bike Path is estimated to cost \$2,700,000 and is being paid for with federal and state funds.

To allow Montgomery County to proceed with construction of the Bike Path, staff proposes to issue a Real Estate Permit ("Permit") to the County. The Permit will provide for the County to own all the improvements on the Metro Property while Metro will continue to own the underlying land. The County will assume all operating and maintenance responsibilities, costs, and liability for the Bike Path.

The estimated fair market value of the Metro Property proposed for the Bike Path is \$237,272 as determined by Metro staff appraisal. Staff has analyzed ridership at the Shady Grove Metrorail station by mode of access and determined that the Bike Path would generate approximately \$93,000 annually in new ridership from a combination of 1) customers shifting from driving and parking at the station to biking or walking; and 2) drivers from non-bike accessible areas absorbing those parking spaces vacated by customers shifting to biking and walking. In addition, the cost of structured parking not required to be built to meet expected growth in rail ridership demand is estimated at \$1.4 million. The value of these two components greatly exceeds the estimated fair market value of the Metro Property of \$237,272.

As the proposed Bike Path satisfies the conditions for a no-cost transfer of Metro property to a sponsoring jurisdiction as described in Board Resolution 2008-29, the Permit fee in the amount of \$237,272 for the Bike Path will be waived.

**FUNDING IMPACT:**

No impact on funding

**RECOMMENDATION:**

Approval to issue a Permit to Montgomery County for construction, operation and maintenance of the Shady Grove Access Road Bike Path on Metro Property.



# Shady Grove Access Road Bike Path

*Presented to the Board of Directors:*

**Planning, Development and Real Estate Committee**

March 12, 2009





# Purpose

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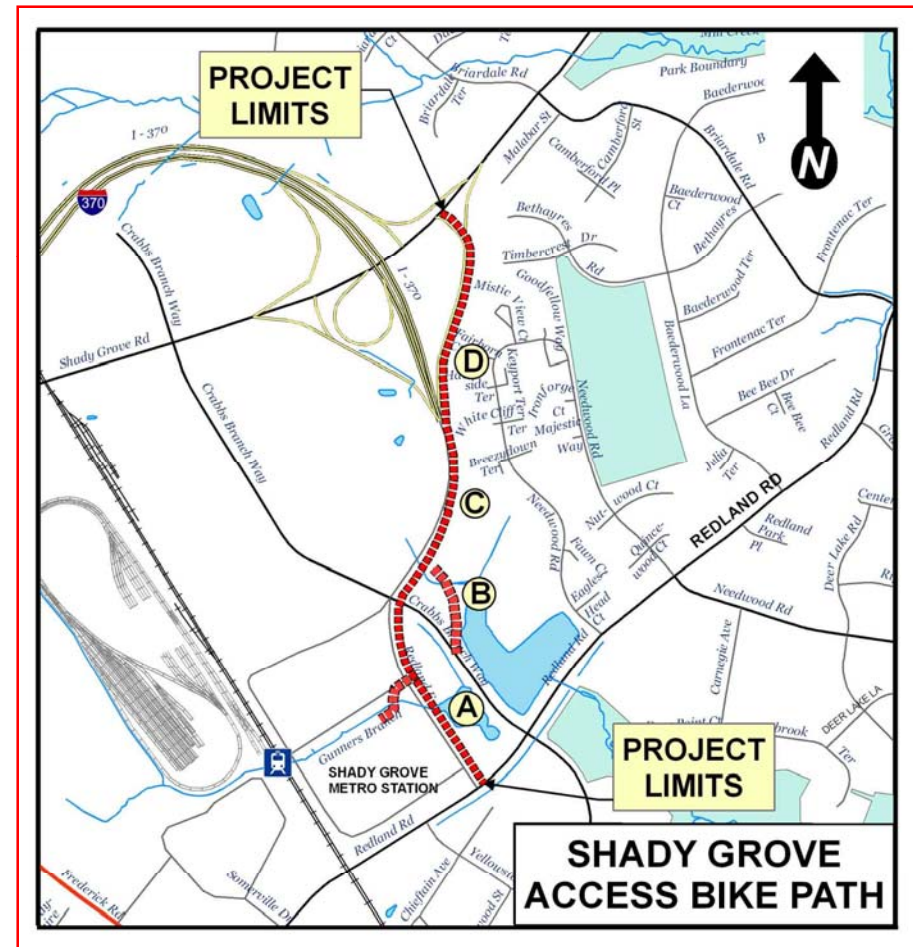
**Obtain Board approval to issue a Real Estate Permit to Montgomery County to construct, operate, and maintain a bike path on Metro property at the Shady Grove Metrorail station**





# Bike Path Details

- New 10-foot wide bike path from Shady Grove Road along east side of the Metro Access Road
- The bike path will provide pedestrian and bicycle access to the Shady Grove Metrorail station
- Bike path will benefit 10 communities
- A bikeway ramp from the new path to the existing bikeway at Crabbs Branch Way
- A signalized at-grade pedestrian/bikeway crossing on the Metro Access Road





# Real Estate Permit

The Real Estate Permit will provide that:

- County will own the bike path improvements constructed on Metro property
- Metro will continue to own the underlying land
- County will be responsible for operation and maintenance of the bike path
- As the proposed Bike Path satisfies the conditions for a no-cost transfer of Metro property to a sponsoring jurisdiction contained in Board Resolution 2008-29, the permit fee in the amount of \$237,272 for the bike path will be waived





# No-Cost Transfer Analysis

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The estimated fair market value of the Metro property is \$237,272 as determined by Metro staff appraisal:

- Staff analyzed ridership at the Shady Grove Metrorail station by mode of access and determined that the Bike Path would generate approximately \$93K annually in new ridership from a combination of:
  - Customers shifting from driving and parking to biking and walking
  - Drivers from non-bike accessible areas absorbing those parking spaces vacated by customers shifting to biking and walking
- The cost of structured parking not required to be built to meet expected growth in rail ridership demand is estimated at \$1.4M

The value of these two components greatly exceeds the estimated fair market value of the Metro property





# Recommendation

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**Approval to issue a Real Estate Permit to Montgomery County to construct, operate, and maintain a bike path on Metro property at the Shady Grove Metrorail station**



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# Appendix



# Transportation Analysis Zone

## Shady Grove TAZs Within 3Mi Radius Most Likely Affected by Trail

Mode Of Access (MOA)	487	488	547	554	555	556	580
MetroBus				18			
RideOn	18			86		45	18
Other Bus				18			
Drove & Parked	45		45	196	32	77	63
Rode and Parked					14		50
Dropped off			27	45		9	54
Bike			33				9
Walk			67	9			
<b>TOTAL by TAZ</b>	<b>63</b>	<b>172</b>	<b>372</b>	<b>45</b>	<b>132</b>	<b>134</b>	<b>59 978</b>

**Assumptions:**

TAZ488, closest to station, has 19% Bike MOA and 39% Walk MOA; as well as 26% who drive and park

Bike path could attract 19% of those currently driving to bike and 39% of drivers to walk.

26

TAZs 487, 554 & 555 are within 2 miles of station and could attract 19% of current ridership to bike (walk may be too far)

46

Assume 2/3 of that 19% comes from those who drive (other 1/3 might be from Bus)

31

Assume those now cycling are replaced by new park & riders

57

240 days/yr

Daily one-way fare from Shady Grove = \$3.40 (RT = \$6.80)

Construction Cost for single structured parking space = \$25,000

Avoided Construction costs for new parking	\$1,416,300.00
Annual revenue from replacing former parkers with new parkers (31)	\$92,456.06

**Other Potential Revenue:**

\*New growth in TAZ 555 also will likely attract more cyclists/walkers

SUBJECT: SHADY GROVE ACCESS ROAD BIKE PATH

PROPOSED  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Montgomery County wants to construct, operate and maintain a bicycle path on approximately 24,976 square feet of Metro property at the Shady Grove Metrorail station; and

WHEREAS, The estimated fair market value of the Metro property to be utilized for the bike path is \$237,272 as determined by a Metro staff appraisal; and

WHEREAS, Montgomery County has requested use of Metro's property for the bicycle path at no cost; and

WHEREAS, Metro and Montgomery County will enter into a Real Estate Permit memorializing the terms and conditions for the use of the property; and

WHEREAS, Resolution 2008-29 authorizes the conveyance of Metro property at no cost to jurisdictions for transit projects provided that (i) the project will improve Metro or regional transit facilities; (ii) the property will be permanently maintained for transit purposes; (iii) there is no cost to Metro, other than the real estate contribution; (iv) the transfer will not adversely affect Metro's operations, or its regionally funded annual operating or capital improvement program budgets; and (v) the enhanced benefit of the transit improvements is commensurate in value to the real estate that is being contributed; and

WHEREAS, Metro staff has estimated ridership at the Shady Grove Metrorail station by mode of access and determined that the bicycle path would generate approximately \$93,000 annually in new ridership from a combination of (i) customers shifting from driving and parking at the station to biking or walking; and (ii) those parking spaces vacated by the customers shifting to biking and walking being absorbed by other drivers coming from non-bike accessible areas; and

WHEREAS, Metro staff has determined that the project will improve Metro or regional transit facilities by shifting customers from driving and parking at the station to biking or walking and thereby increasing the capacity of the facility; and

WHEREAS, The Real Estate Permit will include provisions for the permanent maintenance of the property for transit purposes; and

WHEREAS, The Real Estate Permit will include provisions that ensure that there is no cost to Metro, other than the real estate contribution; and

WHEREAS, The proposed use of the property will not adversely affect Metro's operations and will increase revenues by approximately \$93,000 per year in new ridership; and

WHEREAS, The enhanced benefit of the transit improvements is commensurate in value to the real estate that is being contributed; now, therefore be it

*RESOLVED*, That the Board of Directors approves the issuance of a Real Estate Permit to Montgomery County to construct, operate and maintain a bicycle path on 24,976 square feet of Metro property at the Shady Grove Metrorail station; and be it further

*RESOLVED*, That the Real Estate Permit shall include provisions that insure the permanent maintenance of the property for transit purposes by Montgomery County; and be it further

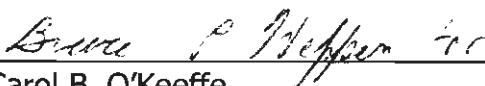
*RESOLVED*, That the Real Estate Permit shall include provisions that ensure that there is no cost to Metro, other than the real estate contribution; and be it further

*RESOLVED*, That the proposed use of property meets the requirements of Board Resolution 2008-29; and be it further

*RESOLVED*, That there shall be no charge made to Montgomery County for the cost of land as part of the issuance of the Real Estate Permit; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

  
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Carol B. O'Keeffe  
General Counsel