



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Commuter Connections Subcommittee

FROM: John Swanson, COG/TPB staff
Sophie Mintier, COG staff

SUBJECT: TCSP Study: Improving Pedestrian/Bicycle Access at Select Rail Stations

DATE: March 6, 2015

The attached draft report describes a TPB study that has developed an inventory and map of nearly 3,000 pedestrian and bicycle capital improvements that would improve access to rail stations with underutilized ridership capacity. This project was funded under a research grant that the TPB received in 2013 from the Federal Transportation, Community, and Systems Preservation (TCSP) Program. The draft report was developed by Toole Design, the primary consultant for this study.

The project is focused on 25 rail stations that were chosen because they currently can accommodate additional riders and they are anticipating ridership growth over the next decade. All 25 stations are in Regional Activity Centers. For the most part, the ped/bike capital improvements in the inventory were derived from existing local plans, although the consultant conducted targeted field work to augment the recommendations for some locations.

An interactive map showing the locations and other details of the access recommendations is available at <http://wikimapping.com/wikimap/Opportune-Rail-Station-Analysis.html>.

The project is scheduled for presentation to the TPB on April 15.



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

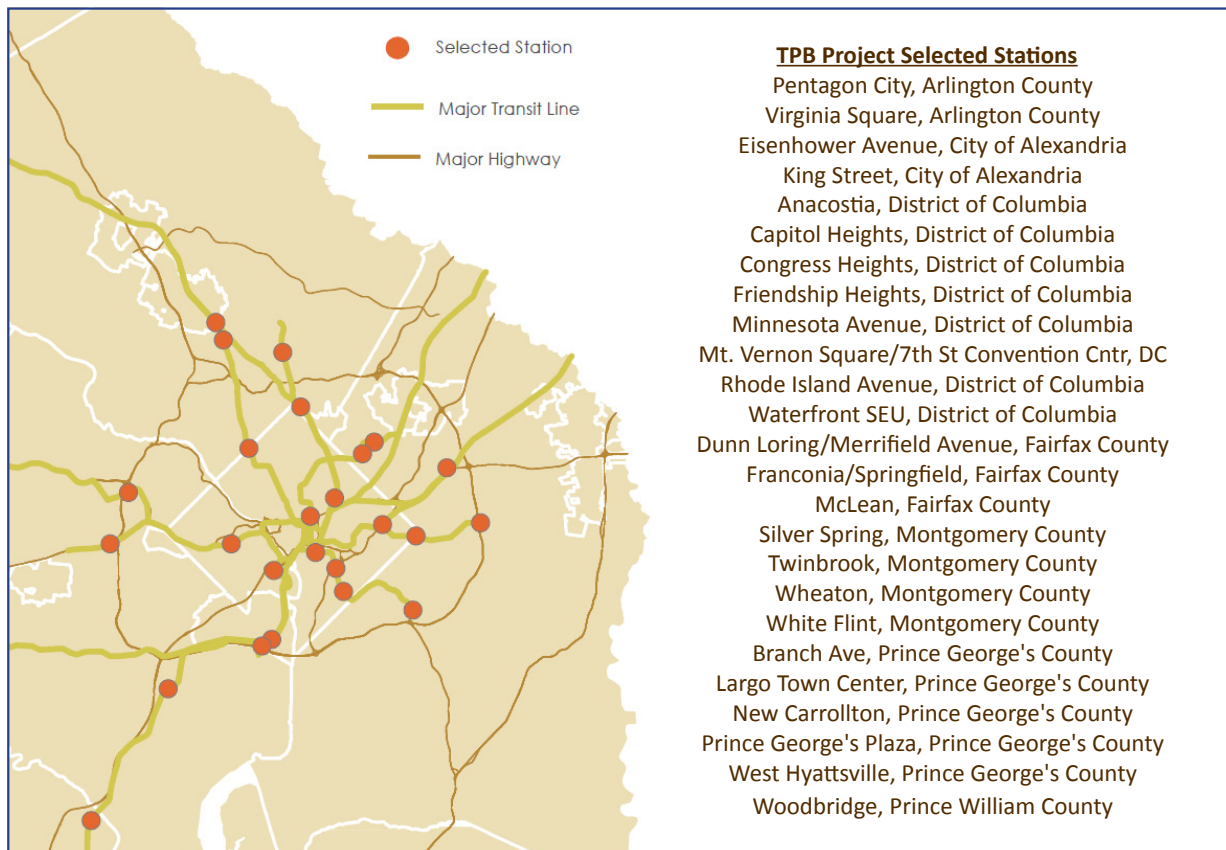
Improving Pedestrian/Bicycle Access at Select Rail Stations

Project Summary, March 2015

Project Overview

In August 2012, the Transportation Planning Board (TPB) received grant funding through the Federal Highway Administration's Transportation, Community and System Preservation (TCSP) Grant Program to identify strategic recommendations for bicycle and pedestrian access improvements at rail stations. The grant is focused on access improvements close to rail stations with underutilized capacity. This project seeks to better utilize the transportation system by identifying improvements around stations that will encourage rail ridership in reverse-commute directions or by selling the same seat twice. The final product of the project is an inventory of pedestrian and bicycle capital projects that can be quickly implemented in the vicinity of 25 opportune rail stations.

The 25 rail stations were identified by TPB staff with input from WMATA and the local jurisdictions. TPB began the selection process by first limiting their analysis to stations that are located in Activity Centers and have existing ridership capacity (based on vertical station capacity data provided by WMATA, as well as VRE and MARC ridership data). Next, TPB analyzed a range of metrics for each station area, including current and planned employment, low-income populations, subsidized housing, car ownership, demographic information and "walkability," as measured by the website www.walkscore.com. TPB also conducted meetings with staff in individual jurisdictions, to gather feedback and qualitative information about the rail stations in that jurisdiction. Ultimately, the final 25 stations identified for inclusion in this study are those that demonstrate regionally and/or locally significant characteristics in terms of employment and/or demographics.



Plan Review

The focus of the project was an extensive review of existing local plans and studies, conducted in order to identify existing pedestrian and bicycle facility recommendations located near one of the 25 priority rail stations. Project consultants (Toole Design Group with support from KFH Group), reviewed over 55 plans including pedestrian and bicycle master plans, county comprehensive plans, small area/sector plans, MWCOCG Transportation/Land-Use Connections studies, WMATA station area plans, and other relevant planning documents. The reviewed plans were developed during the past ten years (no earlier than 2004) and the evaluation focused on pedestrian recommendations within one mile and bicycle improvements within three miles of stations.

Through the plan review, the project team developed a database of existing recommendations for each station, capturing attributes such as the improvement type, location, extents, cost estimate (if available), source (plan title and year), and the level of priority identified in the plan. The types of recommendations fit into two general categories as shown below:

Linear recommendations

- Bike Lanes
- Sharrows
- Separated Bike Lanes
- Sidewalks
- Trails/Paths

Spot recommendations

- Wayfinding
- Lighting
- Intersection Treatments
- Bus Stop Improvements
- Bicycle Parking
- Stairs

All recommendations were digitized in ArcGIS and the following additional data was incorporated into the database:

- Pedestrian and bicycle fatality data (2012 NHTSA Fatality Analysis Reporting System data) for the one mile area around each station
- WMATA Opportune Station Analysis data (a parallel effort led by WMATA Office of Long-Range Planning)
- Station area employment and demographic data

Field Work

To supplement the plan review process, the project team carried out field work at a subset of the 25 select stations. Field work stations were identified because they had either a low number of plans or recommendations related to the station area, and/or based on input from local jurisdictional staff who felt that the area would benefit from a more focused assessment in terms of pedestrian and bicycle access. The field work stations are shown in the table below.

Rail Station	Field Work Date
Wheaton	August 19, 2014
Congress Heights	August 20, 2014
Woodbridge	August 22, 2014
Dunn Loring-Merrifield	October 1, 2014
Largo Town Center	October 13, 2014

Field work focused on identifying potential access improvements (i.e. sidewalks, bicycle facilities, trails and intersection investments) that would improve connections between the rail station and areas of concentrated housing or employment. Field work recommendations were added to the master database and a short “station profile” was developed for each location. The station profiles identified key themes related to station access and provided photographs and maps of the station area recommendations (including both plan review and field work recommendations).

Project Completion Status

As a next step, the project team sought information on whether the recommended facilities in the database had been completed. This task was accomplished using a combination of methods, including: an online map and survey filled out by municipal staff; meetings with local jurisdictions to discuss recent investments near rail stations; and a review of websites or other city/county data from local jurisdictions. The categories used to document the status of each recommendation in the database were:

- Completed: Construction is underway or the project has been completed
- Planned, Designed, NOT Funded: Planning and design are completed (or not needed) and the project could be implemented if funding were identified.
- Planned, Designed & Funding Identified: Planning and design are underway or completed and a funding source has been identified.
- Partially Complete/Partially Funded: Planning and design are underway or completed, some elements may have been constructed or funded, but the project is not considered complete.
- Needs More Study: More planning, design, right-of-way acquisition, environmental review, or public process is needed before this project can advance.
- No Longer Under Consideration: City/County thinking has changed since the plan was adopted; or the City/County decided to install the facility elsewhere instead; or political opposition stopped the project; etc.

Given the volume of information in the database, this effort focused on linear records (i.e. recommended sidewalks, trails and on-street bicycle facilities) and information was only captured for a subset of the database records. TPB plans to update this information periodically with the support of local jurisdictions.

Cost Estimates

The project team developed cost estimates for all of the recommendations in the database. An order of magnitude cost estimate was developed for the recommended improvements based on an aerial and street-level review of each location. Cost estimates for linear improvements were developed by establishing a cost per linear foot for the recommended facility type and applying it to the length of the improvement. Cost estimates for individual spot improvements were developed by identifying anticipated quantities for significant construction items (e.g. asphalt, sidewalk, concrete curb, pavement markings, etc.). Unit prices for construction items were established based on regional historical bid pricing and the estimator's experience and judgment. Not included in this estimate are the costs for engineering, permitting, utility impacts, grading, right-of-way, survey, mobilization, insurance, and inspection. Although quantities and unit prices were developed for each estimate, a fluctuation in quantities and bid prices can be expected as project design progresses. Actual construction costs can only be determined following final design; as such, the costs at this level of review are budgetary in nature and are typically accurate within +/- 30 percent.

Final Products

The final deliverable for the project is a comprehensive database delivered in three formats: Excel, ArcGIS and an interactive web map (<http://wikimapping.com/wikimap/Opportune-Rail-Station-Analysis.html>). The three formats are designed to maximize the accessibility of the database for regional agencies, local jurisdictions and the public, allowing staff and stakeholders to easily view, search and sort recommendations by a range of attributes.

Summary of Database Findings

The database includes a total of 2,992 recommended facility improvements (or “records”). Of this total, 18.1 percent were pedestrian recommendations, 69.7 percent were recommended bicycle facilities, and 12.1 percent were a combination (bike and pedestrian). The high percentage of bicycle improvements is partly due to the larger access area considered for bicycle recommendations compared to pedestrian recommendations. The types of projects that appear most frequently in the database include recommended bike lanes and sharrows, though many other types of improvements were also common (see Figures 1 and 2 below). Interestingly, 71.7 percent of the records were recommendations for new facilities versus recommended changes to existing facilities (25.4 percent). Other key statistics from the database are presented below and on the subsequent page.

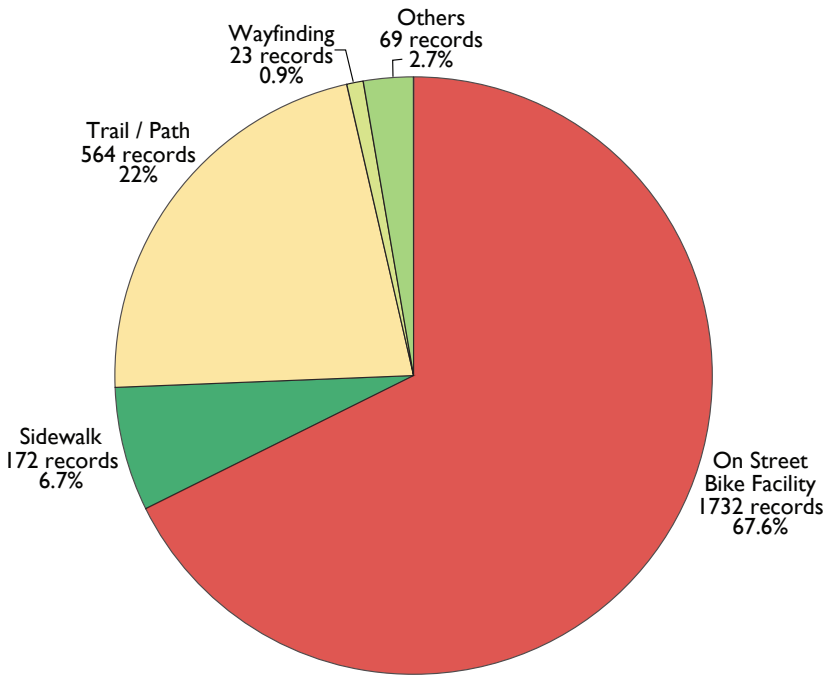


Figure 1. Linear Recommendations

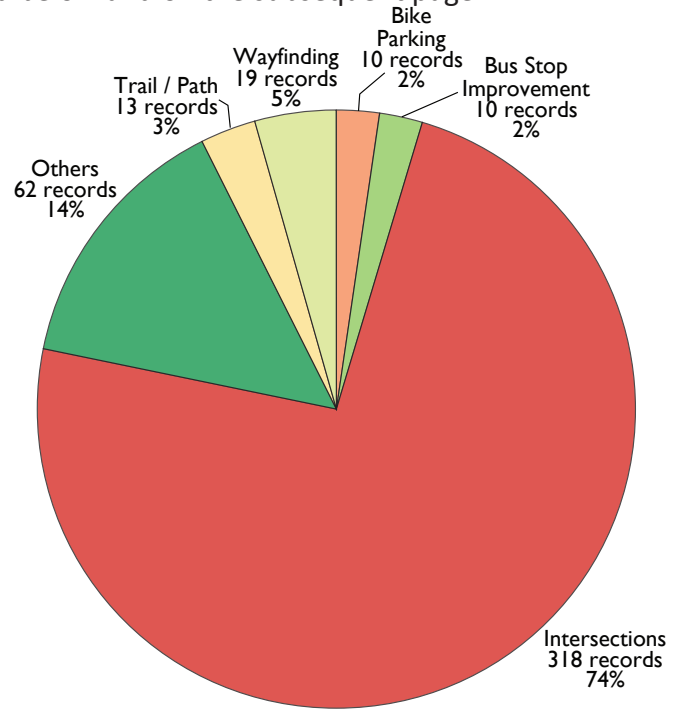


Figure 2. Spot Recommendations

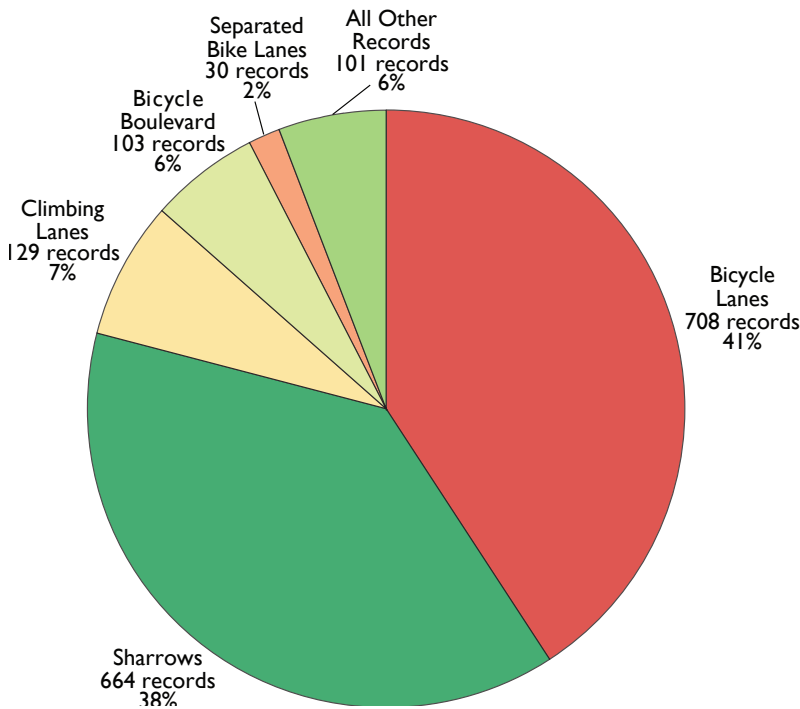


Figure 3. On Street Bicycle Facility Recommendations

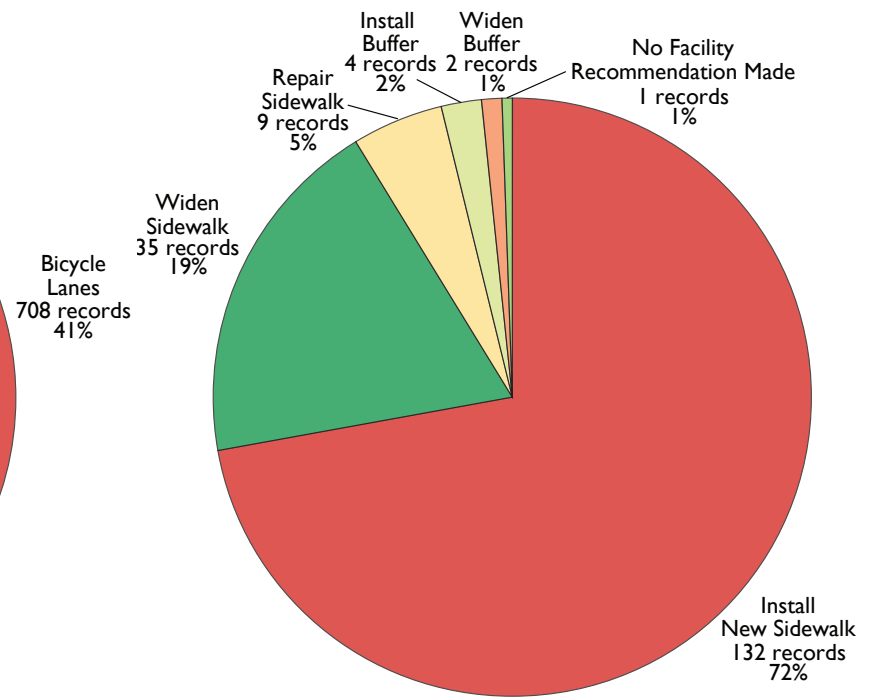


Figure 4. Sidewalk Recommendations

STATION	NUMBER OF RECORDS
King Street	661
McLean	377
Dunn Loring-Merrifield	301
Eisenhower Avenue	174
Largo Town Center	160

Table 1. Top Five Stations by Number of Records

STATION	NUMBER OF PED/BIKE FATALITIES
Mt. Vernon Square/ 7th St Convention Center	3
Woodbridge	2
Eisenhower Avenue	1

Table 2. Stations with Greatest Number of Ped/Bike Fatalities within one mile (2012 data)

STATION	NUMBER OF JOBS IN STATION AREA
Pentagon City	49,330
Virginia Square	34,656
Silver Spring	30,931
Mt. Vernon Square / 7th St Convention Center	29,773
Twinbrook	24,859

Table 3. Top Five Stations by Current Local Employment

STATION	PERCENTAGE OF HOUSEHOLDS WITHOUT VEHICLES
Congress Heights	35.1%
Anacostia	33.6%
Mt. Vernon Square / 7th St Convention Center	33.2%
Waterfront / SEU	32.9%
Minnesota Avenue	27.4%

Table 4. Top Five Stations with Lowest Percentage Car Ownership

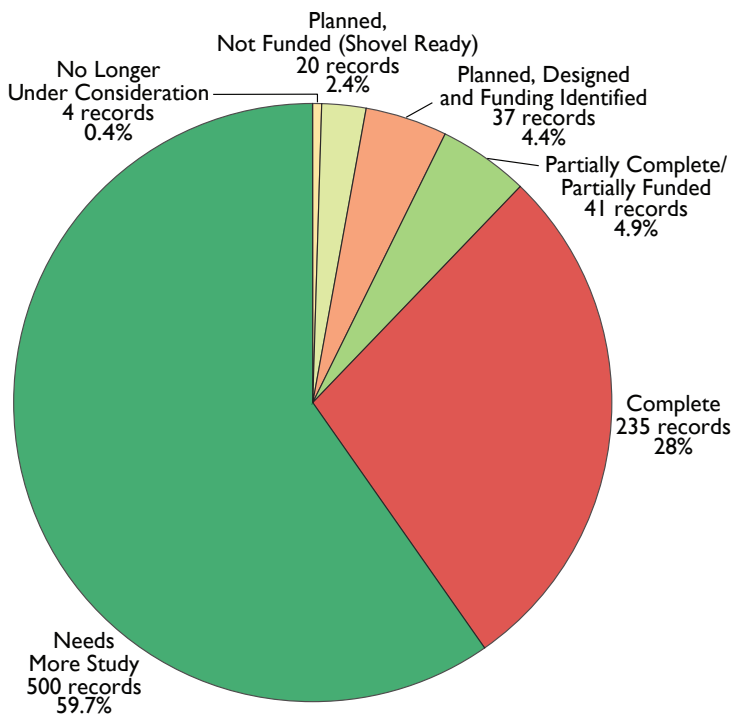


Figure 5. Completion Status of Recommendations (Data available for 33% of linear records)

COST INFORMATION	
AVERAGE TOTAL COST PER STATION:	\$31,892,989
Station with Lowest Total Improvement Cost	Virginia Square: \$4,613,087
Station with Highest Total Improvement Cost	Largo Town Center: \$90,275,755

Table 5. Cost Information

PROJECT TYPE	TOTAL COST ESTIMATE (PLANNING LEVEL)
Trail/Path	\$442,806,254
On Street Bike Facility	\$197,084,175
Other (New streets, lighting, combination improvements)	\$84,558,162
Sidewalk	\$37,117,965
Intersection	\$34,625,849
Bike Parking	\$756,684
Bus Stop Improvements	\$317,761
Wayfinding	\$60,380

Table 6. Improvement Cost Estimates by Project Type

Conclusion and Next Steps

Improving pedestrian and bicycle access to existing rail stations has the potential to benefit the region in a number of ways. For individuals, it can support lower transportation expenses and help counteract the high cost of living associated with many transit-adjacent locations. For governments and taxpayers, it can help maximize the efficiency of the existing transportation system, supporting increased transit ridership without adding more vehicles to roads near stations. Last, bicycle and pedestrian improvements can be part of a broader strategy to beautify streets, support active living and promote economic development in neighborhoods and districts. For these reasons, the Transportation Planning Board (TPB) recognizes that individual, local investments in pedestrian and bicycle infrastructure can have regional benefits, including fostering accessible, connected Activity Centers and a more efficient regional transit system.

This project provides TPB and local jurisdictions an inventory of the planned recommendations from throughout the region related to pedestrian and bicycle access near select rail stations. It also presents information on the completion status and cost of infrastructure investments that could improve access to regional transit. There are a number of ways this database can be used. TPB staff can consult the database when pursuing or distributing grant funding and identifying important inter-jurisdictional pedestrian/bicycle connections. Likewise, jurisdictions may use the database in local project/funding prioritization efforts, when working through development applications near stations, to identify sub-areas that need additional planning focus, or when planning pedestrian/bicycle improvements that cross jurisdictional lines.

TPB staff have identified a number of next steps to support the success of this project:

- Completion status has been identified for 33 percent of the linear records in the database. Following release of the database, staff will work with jurisdiction staff to identify completion status for a larger number of records. To monitor progress on completion status, staff plans to update the database yearly for the next five years.
- To increase awareness of the database and potential uses, staff will do additional outreach to member agencies and other regional partners over the coming months.
- Future TLC solicitations will encourage TLC applications focused on the 25 stations in this project, and emphasize this database as a resource for identifying possible TLC projects for more focused planning or design. Staff will also explore ways to use the TCSP database to enhance the Transportation Alternatives Program.
- TPB staff will coordinate with WMATA on its Opportune Station Analysis project, a complementary and parallel effort led by the WMATA Office of Long Range Planning to identify and prioritize access improvements for select Metro stations. The TCSP database does not include any prioritization of projects. A second phase to this project could include prioritizing recommendations at the station-level and jurisdiction-level, with input from jurisdiction staff, to provide guidance on high-impact access improvements.

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Project completed by:

 Toole Design Group
with support from KFH Group