Increasing Bicycle Access to Metrorail

Kristin Haldeman
Office of Long Range Planning
May 23, 2012
About Metro

Metro Service Area:
1,500 square miles
3.9 million population

Rail:
- 86 stations
- 106 miles of track
- Avg weekday
  750,000 trips

Bus:
- 1,500 buses
- Avg weekday
  450,000 trips

Paratransit
- >8,000 trips/day
Bicycle Facilities & Policies

Facilities

Bus
• Racks on buses (holds 2 bikes)

Rail
• 2,000+ racks (inverted Us)
• 1200+ lockers
• (New) Bike & Ride secure group parking

Policies

• Bikes can ride rail at most times, except rush hour
• Folding bikes can ride rail at any time, must be folded and encased during rush
• Bikes use elevators in Rail stations
Existing Mode of Access to Metrorail

Metrorail AM Peak Arrivals – 250,000

- 33% Walk
- 29% Park & Ride
- 22% Bus
- 9% Kiss & Ride
- 4% Commuter Rail/Taxi
- 1% Ride with Someone who Parked
- 1% Bike
Distance to Station for Parking Customers

Parking Customers' Driving Distance to Parking Facilities

- Over 20 Miles: 5%
- 1 Mile or less: 13%
- 1-3 Miles: 32%
- 3-5 Miles: 19%
- 5-20 Miles: 31%

2007 Rail Passenger Survey, AM Peak.
Total: 44,273 customers
Develop Master Plan

- Holistic look at Authority-wide activities related to bicycle & pedestrian access
- Bike Security top concern of riders
- Resulted in almost 100 recommendations in 10 categories for Metro and partners
- Implementation recommendations for the near, short and long-term.
- *Study available on Metro’s website*
Establish Bicycle Ridership Goals

- Triple by 2020 and Quintuple by 2030

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mode Share</td>
<td>.7%</td>
<td>2.1%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Est. No. of Riders (AM peak)</td>
<td>1,600</td>
<td>7,000</td>
<td>12,000</td>
</tr>
</tbody>
</table>
Analyze Data

Identifying demand

Setting Station level ridership targets
Identify Capital Needs
## Prioritize Projects & Develop CIP

<table>
<thead>
<tr>
<th>Recommendation Types that need to be prioritized</th>
<th>Prioritization Considerations</th>
<th>Percent of Total Need Funded</th>
<th>Estimated Dollars to be Allocated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add lighting at existing bike parking locations</td>
<td>Bike theft and vandalism rates, station crime statistics, Transit Survey comments, site specific factors.</td>
<td>70%</td>
<td>$300,000</td>
</tr>
<tr>
<td>Provide wayfinding signs</td>
<td>Severity of need, Transit Survey comments, site specific factors, coordination with local partners, equitable distribution among jurisdictions.</td>
<td>NA</td>
<td>$125,000</td>
</tr>
<tr>
<td>Add racks with freestanding and cantilevered covers</td>
<td>Locations where no other covered options are available, total volume of existing and projected need, equitable distribution among jurisdictions.</td>
<td>12%</td>
<td>$475,000</td>
</tr>
<tr>
<td>On-demand lockers (see Pilot Program on page 17 for initial investment)</td>
<td>Bike theft and vandalism rates, station crime statistics, high turnover potential, equitable distribution among jurisdictions.</td>
<td>6%</td>
<td>$125,000</td>
</tr>
<tr>
<td>Bike &amp; Ride Centers</td>
<td>High demand stations, high security needs due to bike theft and vandalism rates. Transit Survey comments.</td>
<td>25%</td>
<td>$1,600,000</td>
</tr>
<tr>
<td>Off-site bike lanes</td>
<td>Severity of need, routes leading directly to high capacity parking locations, total volume of existing and projected need, presence of a local partner.</td>
<td>49%</td>
<td>$250,000</td>
</tr>
<tr>
<td>Construct new and widen existing sidewalks and paths</td>
<td>Location on or off WMATA property, priority rating: High, level of difficulty rating: Low, severity of need, potential volume of customers served.</td>
<td>42%</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>Curb ramps</td>
<td>Location on or off WMATA property, relationship to larger pathway improvement needs, severity of the problem, potential impacts on customers with physical disabilities.</td>
<td>57%</td>
<td>$500,000</td>
</tr>
<tr>
<td>Curb extensions and crossing islands</td>
<td>Location on WMATA property, coordination with WMATA Bus and Parking divisions and local transportation agency.</td>
<td>98%</td>
<td>$250,000</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td></td>
<td></td>
<td><strong>$5.375 million</strong></td>
</tr>
</tbody>
</table>
Implement Projects

- College Park Bike & Ride
- Bike channel at RI Ave
- More racks at Vienna
Coordination with Local Jurisdictions

- Integrating Bike Share stations with Metro
- Met Branch Trail & RI Ave Pedestrian Bridge Coordination
- Joint development/Adjacent Construction review

*WMATA MBT Easement*
Bikesharing & Transit – the ‘Why’

• #1 – Addresses 1\textsuperscript{st} mile/last mile problem
• Potential for core capacity relief during peak periods
• Emergency /Incident alternative
• Bike safety & security
Bikesharing & Transit - the ‘Why’

• #1 – Addresses 1st mile/last mile problem
• Potential for core capacity relief during peak periods
• Emergency /Incident alternative
• Bike safety & security
Bikesharing & Transit – the ‘How’

- Space allocations/considerations & Agency review
- Property ownership matters
- Developing agreements for: right of entry, maintenance, insurance & liability
Thank you!

Khaldeman@wmata.com