

# Metrorail Station Area Investment Study

**Shyam Kannan**  
Managing Director  
Office of Planning  
Washington, DC Metro

# Key Presentation Take-Aways

- Background and Planning Context
- Value of Access Projects
- Study Results
  - Pedestrian Projects
  - Bicycle Projects
  - Return on Investment
- Next Steps



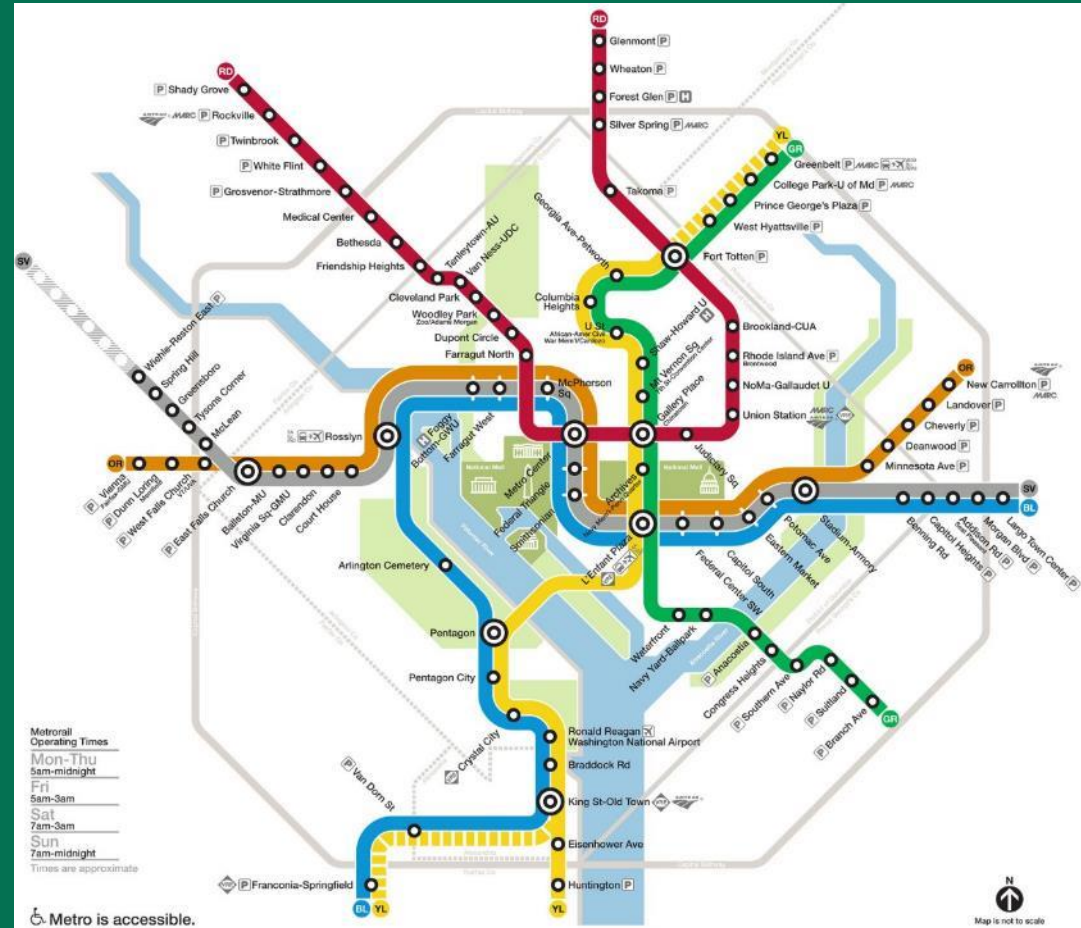
# Washington, DC Metro

## Service Area:

- 1,500 square miles
- 3.9 million population
- 3 States/8 localities

## Metrorail:

- 91 stations
- 117 track miles
- ~700,000 daily trips



# Connecting Communities – Land Use and Transit

## Grow Near Transit

- Support local planning efforts
- Emphasize Transit Oriented Development



## Expand Transit

- Expand bus routes
- Build new rail lines and stations



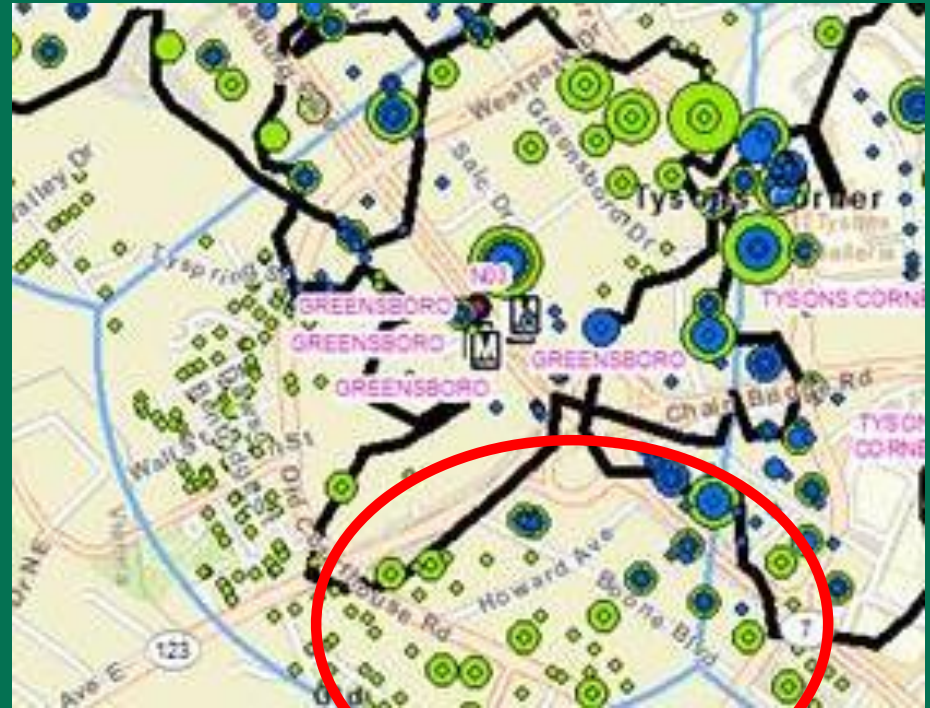
## Improve Station Access

- Improve walk/bike infrastructure
- Form partnerships with governments & mobility companies



# Connecting Communities (or Not?)

- Build all the density you want...
- And supply all the transit you can...
- It only works if you can walk (or bike) between the two



Barrier effect at Greensboro.  
Project underway to address

# Why We Should Care?



## Better Connections = Transit Ridership

- Make better use of resources
- Limit *growth* in VMT, control rising costs of road construction and maintenance
- Control increase in subsidy

# Why We Should Care, Continued

## Better Connections = Other Benefits

- Safety: Reduce crash rates
- Equity: Increase access to jobs and affordable housing



Coming soon: Sidewalk at West Hyattsville Station

# Metrorail Station Area Investment Study



## Metrorail Station Investment Strategy Summary Report

Washington Metropolitan Area Transit Authority

Office of Planning

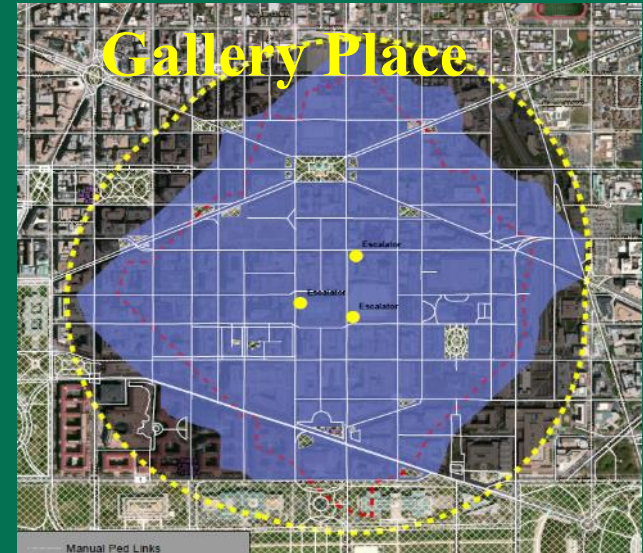
August 2016

- Proposed bicycle and pedestrian projects in all station areas
- Focus off-site: ½ mile for pedestrians, 1 mile for bicyclists
- Prioritized projects using 12 measures

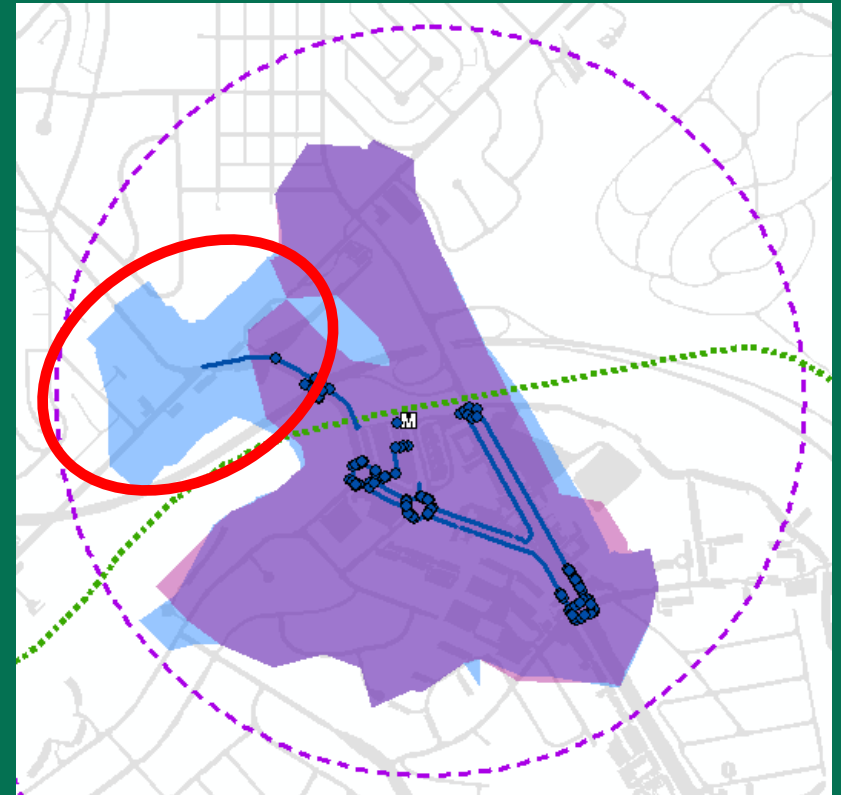
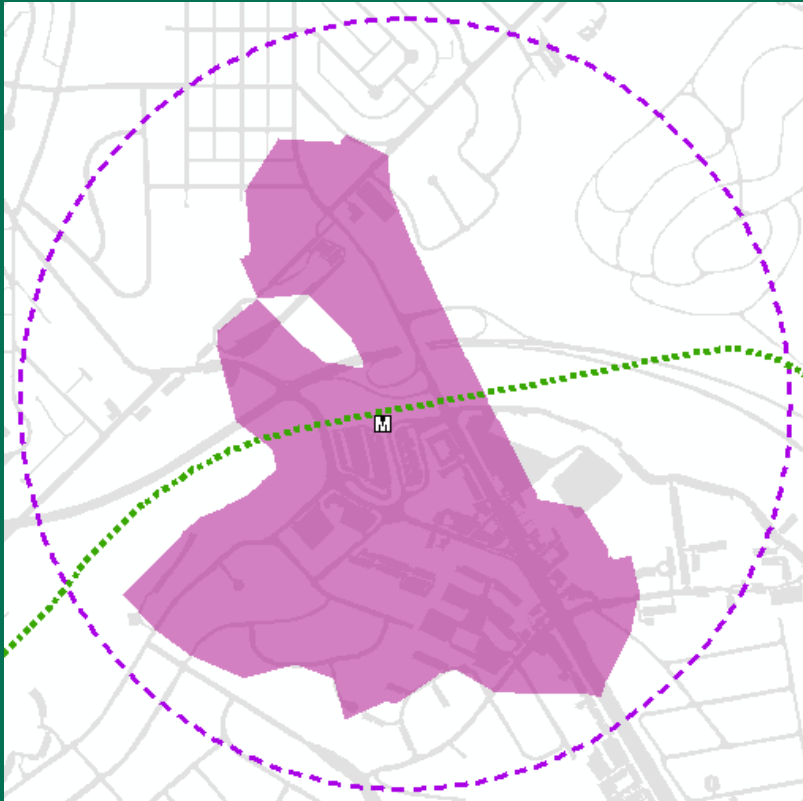


# What is a Walk Shed?

- Defined as walking distance:
  - 1/2 mile from rail station
- Determined by actual network, not as crow flies



# Station's Walk Shed, Before and After a Proposed Project



# Pedestrian Access Needs

- Walk shed coverage
- Improvement of other connections
- Most pressing in suburban locations



# Bicycle Access Needs

- On street bicycle facilities/ shared use paths
- Focus on Safety
  - Overlay of DMV crash data
- Highest priority in places with good pedestrian network



Two-way Cycle Track Located in NW DC

# Return on Investment (ROI)

## 1. Pedestrian Projects (sample of 62)

((Ridership revenue + MetroAccess Trips Avoided Costs) \* Annual 3% discount rate) – Project Cost  
**= \$11M ROI**

## 2. Bicycle projects (sample of 141)

**\$11M** Avoided collision costs (84 crashes)

## Next Steps - Metro

- Include in joint development context
- Initiate design for a few complex projects located on Metro property



Trail at Vienna, VA

# Next Steps – Regional Partners

## All Projects:

- Regional Long-Range Plan

## Project/ Station Level:

- Design: Transportation Land Use Connections Program
- Funding: Transportation Alternatives Program
- Coordination: Local and state infrastructure projects

