



# SECTION XV – IMPLEMENTATION STRATEGIES / FURTHER EVALUATIONS



*CORRIDOR ACCESS STUDY (CAST)  
RECOMMENDATIONS REPORT*

*JUNE 2011*



## SECTION XV – IMPLEMENTATION STRATEGIES & ELEMENTS FOR FURTHER EVALUATION

### Implementation Strategies

#### Bicycle Parking at Proposed Bike Hubs

Bicycle parking is recommended for all the Purple Line LPA Stations. The type of bicycle parking facility depends of the projected demands as calculated by MTA. More detailed discussions of parking demand and types of parking facilities were covered adequately in the *Tool Study*. The *Toole Study* identified three (3) Purple Line LPA Station locations, the Takoma-Langley Transit Center, UMD - East Campus and the New Carrollton Transit Center (with consideration of an on-campus University of Maryland location), to be designated as bicycle “hubs”. These “hubs” are intended to provide secure storage and other bicycle-related services for bicyclist using rail systems (Purple Line, MARC, Metro or Amtrak) and local trails. The following are some general implementation recommendations for bicycle parking and the bicycle “hubs”. Many of these strategies are drawn from the *Metrorail Bicycle & Pedestrian Access Improvements Study*, October 2010 as they closely pertain to the needs for the Purple Line Stations.

- Implement a pilot location at either the Takoma-Langley Transit Center, UMD - East Campus or New Carrollton Transit Center stations for a standalone bicycle parking structure.
- Further inventory existing parking garages to identify appropriate bicycle parking locations.
- Establish a bike rack and locker inventory and usage tracking program for all the stations.
- Develop guidelines for design and placement of bicycle parking facilities.
- Provide secure and covered bicycle parking at all stations, including shelters for existing bike racks, based on demand established in Chapter 3 of the Toole Study.
- Provide online system for locker rental applications and to report problems and system requests.
- Provide clear wayfinding signage for transfers between different modes of transit and to bicycle parking.
- Provide lighting improvements to increase safety.

Provide bicycle-supporting services such as bicycle parking, station attendants, rest rooms, showers, short-term/long-term lockers, food (vending or café), bicycle rentals/sharing, bicycle accessories/repair, and accommodations for bicycle police patrol. Types of services will depend on how these facilities can be integrated within the current community or future development.

#### Public Strategies to Encourage Walking and Bicycling

The CAST study provides a variety of recommendations for upgrading facilities in order to encourage bicycling and walking to and from the proposed Purple Line LPA Station locations. This section describes potential public implementation strategies for station specific design, facility improvements, and system-wide policy. These recommendations will need to be implemented a number of different stakeholders including MTA, WMATA, SHA, Prince George’s County DPW&T, M-NCPPC, and other local jurisdictions. Again, many of these strategies are drawn from the *Metrorail Bicycle & Pedestrian Access Improvements Study*, October 2010 as they closely pertain to the needs for the Purple Line Stations.

- Establish a system-wide goal to increase the percentage of bicycle and walking trips around the Purple Line Station area.
- Address motor vehicle traffic safety issues relating to pedestrian and bicycling accidents.
- Evaluate traffic signals within the vicinity of the Purple Line Stations to improve pedestrian crossings.
- Provide consistent signage, pavement markings and pedestrian signals at pedestrian crossings.
- Develop a Station Access Planning Manual for the Purple Line Stations that addresses current and specific bicycle parking, way-finding, and facility requirements.

- Develop and implement a station specific bicycle and pedestrian access evaluation process.
- Develop and implement policies to increase security for stations, bicycle parking, and nearby facilities.
- Provide online system for locker rental applications and to report problems and system requests.
- Require pedestrian and bicycle facilities on MTA property and multimodal circulation and access studies (including bicycle parking) as part of adjacent TOD and future station enhancements.
- Require that pedestrian and bicycle access to be safety maintained during construction of nearby projects.
- Improve system-wide policies and procedures for implementing bicycle and pedestrian facility recommendations and marketing bicycle and pedestrian use.
- Increase the bicycle community’s awareness of new bicycle facilities during planning and design phases.
- Coordinate with local authorities to implement and maintain bicycle and pedestrian facilities to the stations from off-site locations.
- Encourage jurisdictions to require inter-parcel access for pedestrian and bicycle users.
- Educate and encourage jurisdictions and the general public to promote bicycle sharing programs.
- Communicate with station managers, bus operators, key maintenance staff and others of policy and procedures for accommodating pedestrian and bicycle users.
- Develop a matrix for MTA staff to identify responsibilities for specific pedestrian and bicycle access issues.
- Build partnerships with public stakeholders and community special interest groups to foster approaches for providing and maintaining pedestrian and bicycle access to stations.
- Review state and local jurisdiction Capital Improvement Programs (CIP) on a regular basis to coordinate facility improvements.
- Ensure that funding for maintenance needs are included in state and local jurisdiction funding programs. Participate in local Transportation Demand Management (TDM) initiatives that impact MTA to ensure solutions address pedestrian and bicycle travel.

### Elements for Further Evaluation

Due to the scope of CAST certain elements were not covered in the study. The following is a summary of elements suggested for further detailed evaluation to be undertaken in the third study, Purple Line Corridor Development Assessment, or other studies by state or local jurisdictions:

1. Recommendations for public and private parking management strategies and regulations in order to discourage parking within dense commercial areas.
2. Cost estimates for bike transit hub access addressed in CAST to ensure that bicycle access is addressed in the design of each Purple Line station.
3. Cost estimates for each recommended improvement addressed in CAST.
4. Identify needed adjustments of access criteria based on Purple Line LPA Station hierarchy.
5. Recommendations for phasing and prioritizing facility and intersection improvements.
6. Evaluate traffic signals at major intersections near the Purple Line stations for opportunities to improve crossing conditions such as Leading Pedestrian Intervals (LPIs) or High-Intensity Activated Crosswalk (HAWK).
7. Further study use of traffic calming measures presented in CAST.
8. On-site pedestrian and bicycle circulation and access study for potential development on or adjoining to the Purple Line station. Consider how the development will integrate pedestrian and bicycle facilities and the use of incentives to further encourage pedestrian and bicycle facilities.
9. Development of standards or methodology for station specific way-finding signage and maps.
10. Development of security standards for each station.
11. Types of shops or facilities at or near the Bike Hub locations to accommodate and encourage bicycling. Consider partnerships with local employer facilities or gyms.
12. Opportunities for a public/private joint development programs. Implement targeted improvements to future development.