MOVING FROM JOINT DEVELOPMENT AND STATION ACCESS PLANNING TO TOD

Washington Metropolitan Area Transit Authority (Metro)
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About Metro

- 2nd largest rail, 5th largest US bus network
  - 108 rail miles, 86 stations
  - 1,500 Metrobuses, 350 routes
  - 58,300 station parking spaces

- Multi-jurisdictional agency serves 8 localities
  - 3.5 million people in 1,500 sq. mi.
  - Over 500,000 Metrobus trips/day
  - Over 750,000 Metrorail trips/day

- In 10 years, station boardings grew 30% to over 100%

OPERATIONS FOCUS: get people swiftly to their destinations throughout the region
Joint Development Program

- Sell/lease Metro land for TOD
- Over 50 projects since 1976
  - $3 billion total value
  - 7 msf office
  - 2.7 msf retail
  - 6,760 multi-family dwelling
  - 1,300 hotel rooms
  - $15 million revenue/year, rising
  - Only Metro dedicated capital funding
- Mainly one building/urban or station connections to adjacent buildings
Recent Joint Development

- Large 10-30 acre suburban tracts with parking, bus bays
- Still 250-350 acres available

TOD Development Focus: Maximize station development, orient to pedestrians, not vehicles, provide connection to Metro transit

Past Issues:
Developer led
Local plans, little coordination
Limited WMATA site guidance

Result: Operations/Joint Development Conflict
Prince George’s Plaza Illustration

- 22 acre suburban site with 1300 parking spaces, 8 bus bays
Building Livable Communities with Transit

Belcrest Center Site Plan - 2003

Mixed Use: retail, housing, proposed office (200,000 TSF)
Radically altered site and WMATA operations
Traffic conflicts; reduced parking, bus circulation, parking garage exit capacity; pedestrian safety concerns
Toward TOD - Station Access Planning

- Station Access Planning Manual
  - Pedestrians take top priority
  - Park and Ride is least important
- Intra Agency coordination
  - Regular meetings
  - Dispute Resolution Steps
- Station Access Plans
  - Needs Forecasts
  - 15 completed, 8 underway
- Station Vision Plans

PEDESTRIANS
  - Pedestrians

BICYCLES
  - Bicyclists

TRANSIT
  - Bus Rapid Transit
  - Other Bus Service
  - Connecting Rail

KISS & RIDE
  - Pick-up/Drop-off Lane
  - Paratransit and Shuttle Bus
  - Accessible Parking
  - Taxi Queue
  - Driver-Attended Parking
  - Motorcycle Parking
  - Short Term Parking/Car Sharing

PARK & RIDE
  - Accessible Parking
  - Single Occupant Vehicles
Toward TOD - RFQ Development Process

- Naylor Road, Maryland
  - RFQ with developer
  - Identify local goals & transit needs upfront
  - Establish TOD Access standards
  - Work with developer & community through entitlement
  - Then negotiate terms
- Modeled after MDOT Baltimore State Center project

Objective: Merge access planning and development
TOD Issues

Retrofitting
- Reduced/Shared Parking (Metro and private development)
- Bike, Pedestrian Access
- Integrating Metro Parking Structures
- Accommodating Metrobus Service

Other
- Affordable Housing/LEED
Reduced Parking/Shared Parking
Pedestrian Access

- Fort Totten, DC, Vision Plan
  - 9 acres
  - Less than one for one Metro replacement parking (425 existing spaces)
  - Reduced residential parking
  - Improved pedestrian access cut off by earlier joint development
  - ULI Technical Assistance Program
Integrating Metro Parking Structures

- Greenbelt, MD: 78 acres, 2.2 million sf mixed use, 3,400 space garage, 300+ kiss & ride spaces
- Work in progress – concerns project too large, inactive streetscape
- One large garage, located on periphery of town center
Reduce Metro Garage Sizes

- Twinbrook, MD: 26 acres, 1,600 apartments, 325 TSF office and 220 TSF retail
- Two smaller garages, separated within development (1,100 total spaces)
Put Other Uses in Metro Garages

- Dunn Loring, VA: 15 acres, 700 apartments, 125,000 TSF retail (60,000 in Metro garage)
- Garage has ground floor retail to assimilate to local “Main Street”
Accommodate Metrobuses

Greenbelt, MD terminal station (17 bus bays)

• Over the road buses getting wider and longer
• Provide necessary feeder service
• Give buses dedicated area and separate entry/exit lanes
Urban Mix

Dunn Loring, VA
• Small site with dense development
• No dedicated bus lanes in or out
Terminal, Through Buses

Twinbrook, MD
- 8 bus bays on one-way loop, no dedicated bus exit
- 3 buses on street
Conclusion

• Mixed Record of Success in Retrofitting for TOD in Recent Projects
• RFP Process Resulted in Reactive Metro
• Metro Now Proactive
• RFQ Process to Integrate Joint Development and Station Access Planning for Better TOD Outcomes