



March 21, 2006

Mr. Michael Knapp
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Mr. Knapp:

Thank you for your letter regarding planning for bicycle and pedestrian access to the Metrorail and Metrobus systems. Ms. Mack has requested that I respond on her behalf.

The Washington Metropolitan Area Transit Authority (WMATA) is committed to providing quality pedestrian and bicycle access to its transit facilities and services. Bicycle and pedestrian access is a priority for us, both in policy and practice.

As stated in your letter, WMATA does not have a single point of contact for station area pedestrian and bicycle issues. It is my intent to designate a person to serve in this capacity before the end of this calendar year. To accomplish this, I propose working with internal and external stakeholders to scope duties of the position and its appropriate organizational location within the Authority. Because some issues critical to safe, convenient bike and pedestrian access are beyond WMATA's direct control, we will include local jurisdictions, highway agencies, businesses, landowners in the discussion to solicit their ideas, initiatives, and support.

Be assured that while we work to better define this position, staff will continue to work with the TPB Bicycle and Pedestrian Subcommittee and will provide them with contacts as necessary for various issues, including plant maintenance issues (relocating racks and lockers or problems with those facilities), customer service issues (locker rental), and planning issues (station access).

I have enclosed two documents of interest on the subject of station access: *Our Guide for Station Site and Access Planning*; and the Planning Office's FY 2006 work program. The *Guide* identifies pedestrian

Washington
Metropolitan Area
Transit Authority

800 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrorail:
Harpory Square Red Line
Gallery Place Choptown
The Green and
Yellow Lines

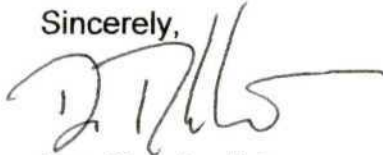
A District of Columbia,
Maryland and Virginia
Joint Partnership

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and bicycle access as the highest priority in the hierarchy of access modes for station site planning for Metrorail stations, stating that "WMATA should work with all jurisdictions to promote walking access mode, which can increase transit ridership without the need to provide additional parking facilities or increase bus service." The FY 2006 Work Plan includes station access improvement studies for eight Metrorail stations and station area vision plans for 12 Metrorail stations and one bus garage. Further, station access improvement studies are expected to develop recommendations for improving access to the stations, with pedestrian and bicycle access the top priority.

We appreciate the TPB's involvement in ensuring that this very important issue is addressed. Please contact Mr. Nat Bottigheimer, Director of Planning, on 202/962-2730 if you have additional questions or concerns.

Sincerely,



Dan Tangherlini
Interim General Manager

cc: Ms. Gladys Mack, Chair, WMATA Board of Directors
Ms. Catherine Hudgins, WMATA Board of Directors
Mr. Dana Kauffman, WMATA Board of Directors
Mr. Chris Zimmerman, WMATA Board of Directors



DEPUTY GENERAL MANAGER
FISCAL YEAR 2006 WORK-PROGRAM

PLAN DATE: 07/01/05

REVIEW DATE: 09/30/05

OFFICE	PROGRAM/PROJECT/ACTIVITY/GOALS	LEAD/ ACCOUNTABLE
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PAIT **PLANNING AND INFORMATION TECHNOLOGY**

Project Development: Complete FY06 Board approved \$3.1M project development program by 06/06 which includes the following 17 projects: Regional projects - station area access planning, joint development planning support and technology revenue partnerships; DC projects - station access improvements (Brookland, New York Avenue & Deanwood), demand analysis for second entrance at Foggy Bottom, station vision plans (Fort Totten West and Western Bus Garage), K Street Transitway Facility, and parking (market based pricing); Maryland projects - station vision plans for six stations, support for MDOT; Virginia projects - station area access planning (Arlington, Rosslyn, VA Square, Ballston, Pentagon City, Vienna, Franconia, and Eisenhower), station vision plans (East Falls Church and West Falls Church), Jefferson Davis Corridor/Crystal City, South Eads Street HOV access improvement and Columbia Pike initiative. ELT/NB

Station Area and Access Planning Project Descriptions:

K Street Transitway Design Concept for Facilities

Develop conceptual designs for bus station stops including streetscape elements for the recommended alignment in the K Street Busway Study. This work includes: bus station stop shelters along with associated site furnishings, pedestrian access, lighting, signage at bus station stop locations and landscaping.

Franconia-Springfield Station Master Plan

Develop a master plan for enhancing access and circulation at the Franconia-Springfield for pedestrians, buses, and cars. The study will analyze ridership, existing and future land use around the station, demand, and capacity constraints.

Vienna Station Access Improvements

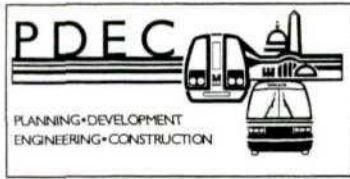
Follow-on study to the Vienna Near-Term Station Improvements to develop a strategy to deal with the effects of capacity constraints as well as future travel demand from the proposed redevelopment around the station. Work will start in January 2006, after completion of the Vienna Near Term study.

DC Station Access Improvements

Provide conceptual planning and engineering services to analyze and identify improvements for multi-modal access improvements at Metrorail stations including pedestrians, bicycles and vehicular traffic accessing the station. Includes: Brookland, New York Avenue (pedestrian improvements), and Deanwood.

Station Vision Plans (Joint Development)

Scope, schedule, and budget are being developed in consultations with jurisdiction staff.



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Station Area Contingency Plans

Scope, schedule, and budget will be developed upon approval of the FY '06 Project Development program in 06/2005.

Transit Oriented Development: Support for MDOT on TOD projects.

Scope, schedule, and budget will be developed upon approval of the FY '06 Project Development program in 06/2005.

Largo Town Center Station Access

Provide conceptual planning and engineering services to analyze and identify improvements for multi-modal access improvements at Largo Station including pedestrians, bicycles and vehicular traffic accessing the station. Work may include analyzing any existing traffic studies, developing inter-modal traffic improvements, reconfiguring bus facilities to improve bus circulation and service, reconfiguring Kiss & Ride and park-and-ride, recommending improvements for traffic operational problems on adjacent streets and intersections, coordinating all proposed improvements with the appropriate jurisdictions and joint development.

Shady Grove Vertical Access

This project will develop concepts for additional vertical circulation between the mezzanine and platform at the Shady Grove Station and concepts to integrate the ICC with the Shady Grove access road.