BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Richard A. Davey
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Executive Director, MPO Staff

MEMORANDUM

DATE **March 15, 2012**

TO **Boston Region Metropolitan Planning Organization**

FROM **Karl H. Quackenbush**
CTPS Executive Director

RE **Work Program for: Safe Access to Transit for Pedestrians and Bicyclists, FFY 2012**

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Boston Region Metropolitan Planning Organization vote to approve the work program for the Safe Access to Transit for Pedestrians and Bicyclists, FFY 2012, in the form of the draft dated March 1, 2012.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Projects

CTPS Project Number
13153

Client
Boston Region Metropolitan Planning Organization

CTPS Project Supervisors
Principal: Efi Pagitsas
Manager: Mark Abbott

Funding
MPO 3C Planning Contract #69965; MPO §5303 Contract #70172

IMPACT ON MPO WORK

This is MPO work and will be carried out in conformance with the priorities established by the MPO.

BACKGROUND

Many MBTA transit stations are within walking and bicycling distance of surrounding neighborhoods. However, in some locations, walking and bicycling to transit stations can be an inconvenient, uncomfortable, and/or unsafe activity due to lack of pedestrian and bicycle accommodations or lack of safe and well-maintained facilities. To help mitigate these needs, this study will examine improving nonmotorized access to transit stations.

This study will address nonmotorized accessibility issues related to transit stations and will identify low-cost, quick implementation measures that can significantly improve pedestrian and bicyclist access to the MBTA system. The improvements will create and maintain easy, pleasant, and safe access to transit stations to help promote the use of public transit, reduce congestion, and enhance the surrounding character of neighborhoods near transit stations.

Stated differently, improving access to transit from nearby areas encourages efficiency. Land use can become more efficient to the extent that denser, transit-oriented development occurs in response to improved accessibility to a nearby station. Public investment, in the form of transit, can become more efficient to the extent that more of the public is able to benefit from that investment.

It should be noted that the Boston Region MPO's Congestion Management Process has identified the continuing need to address transit station accessibility by walk and bicycle modes of travel. That recommendation was based on an analysis of physical and operational characteristics of major arterial roadways in the region, as well as a cursory review of bicycle and pedestrian amenities at transit stations in conjunction with bicycle rack and cage inventories at MBTA stations.

OBJECTIVE

This study will identify low-cost, quick implementation measures to improve pedestrian and bicyclist access to the MBTA system. The objectives of this work program are as follows:

- Identify transit stations to include in the study
- Identify opportunities to improve pedestrian and bicycle access at those stations
- Recommend measures to accomplish those identified improvements

WORK DESCRIPTION

Task 1 Select Transit Stations

Initially 10 sites will be identified as possible locations for low-cost improvements to improve pedestrian and bicycle access to MBTA transit stations. From this initial list of 10 sites, up to four stations will be selected, depending on the potential complexity of the locations.

The selection of the station locations will include the following criteria:

- Qualitative MBTA station access assessment based upon the "Needs Assessment" (Volume 2 of the MPO's long-range transportation plan, *Paths to a Sustainable Region*)
- Stations in an area with a high density of employment, retail activity, and/or population
- Stations with relatively low pedestrian and bicycle use based upon existing passenger survey data
- Existing and future MBTA station bicycle rack or cage locations
- Verified interest by local communities near stations in improving pedestrian and bicycle access
- High crash rates in the area surrounding the station: vehicle, pedestrian, and bicycle
- Future development potential or pending land use changes

Product of Task 1

A list of transit stations to be analyzed for this study

Task 2 Analyze Transit Station Accessibility and Recommend Improvements

In this task, analysis will be completed in order to determine the location, nature, and severity of impediments to walking and bicycling. As part of the analysis, desirable routes for bicyclists and pedestrians to get to the station will be selected, in order to target the recommended improvements. Depending on the context of the station and its surroundings, there may be multiple routes, including on- and off-street pathways.

The task will define improvements to both station property and surrounding areas that will eliminate hazards and promote accessibility to the station from surrounding neighborhoods for pedestrians and bicyclists. The improvements will be developed using current principles and standards of bicycle and pedestrian facilities planning and engineering. This will be done in the overall context of contemporary urban design considerations that emphasize the complete-streets concept and quality of life.

Improvements to the access routes and the station property itself may include bike lanes, sidewalks, crosswalks, traffic signal modifications, traffic calming measures, sight distance improvements, lighting, bicycle parking improvements, directional signs, and other modifications deemed appropriate for the situation.

Products of Task 2

- Full assessment of bicycle and pedestrian access to stations
- Detailed list of recommended improvements, including short- and long-term recommendations

Task 3 Document and Review the Findings

The findings from this study, including the gathered information and recommendations, will be compiled into a technical memorandum. The memorandum will recommend improvements to be implemented at the stations studied.

Product of Task 3

Final technical memorandum documenting Tasks 1 and 2, including containing analyses and study recommendations

ESTIMATED SCHEDULE

It is estimated that this project will be completed six months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be $36,500. This includes the cost of 11.8 person-weeks of staff time, overhead at the rate of 94.57 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/EP/ma

Exhibit 1
ESTIMATED SCHEDULE
Safe Access to Transit for Pedestrians and Bicyclists

Task	Month 1	2	3	4	5	6
1. Select Transit Stations						
2. Analyze Transit Station Accessibility and Recommend Improvements						
3. Document and Review the Findings						

Exhibit 2
ESTIMATED COST
Safe Access to Transit for Pedestrians and Bicyclists

Direct Salary and Overhead	$36,431

Task	Person-Weeks M-1	P-5	P-4	P-2	Total	Direct Salary	Overhead (@ 94.57%)	Total Cost
1. Select Transit Stations	0.1	1.8	0.0	0.4	2.3	$3,469	$3,280	$6,749
2. Analyze Transit Station Accessibility and Recommend Improvements	0.1	3.8	0.2	0.3	4.4	$6,891	$6,517	$13,409
3. Document and Review the Findings	1.8	3.3	0.0	0.0	5.1	$8,364	$7,909	$16,273
Total	2.0	8.9	0.2	0.7	11.8	$18,724	$17,707	$36,431

Other Direct Costs	$69
Travel	$69

TOTAL COST	$36,500

Funding

MPO 3C Planning Contract #69965; MPO §5303 Contract #70172