The Role of Transit Agencies in Improving Ped/Bike Accessibility to Stops and Stations

FDOT Transit Office
Professional Development Workshop
Wednesday June 8, 2016
Study Objective

- Determine public transit’s role in the collaborative process
- Develop recommendations on how public transit agencies can more effectively coordinate for the provision of bicycle and pedestrian access to transit stops and stations
## Stakeholder Forums and Telephone Interviews

### Jacksonville
- LYNX
- HDR
- Miami-Dade Transit
- FDOT - D2
- JTA
- FDOT - D5
- SFRTA
- Manatee County Public Works

### Tampa
- LYNX
- Lee MPO
- CAT
- Hillsborough County MPO
- THE Bus - Hernando County
- Martin County Public Transit
- Pasco County MPO
- HART

### West Palm Beach
- VOTRAN
- St. Lucie TPO
- St. Lucie County
- City of Fort Lauderdale
- Broward County Transit
- FDOT - D4
- Palm Beach MPO
- FDOT - D6
- SFRTA
- PBC Planning

### FDOT D1
- FDOT D1
- MCAT
- Collier County

### FDOT D2
- FDOT D2
- Baker County Council on Aging
- St. Johns County

### FDOT D4
- FDOT D4
- Palm Beach County Transportation
- City of West Palm Beach

### FDOT D5
- FDOT D5
- LYNX
- Lake Sumter MPO

### FDOT D7
- FDOT D7
- PSTA
- City of Tampa
Presentation Focal Points

- What types of improvements should be considered?
- What is the geographic area of interest?
- How do public transit agencies play a role?
- What are the opportunities to participate?
- Examples of successful collaboration?
Bike/Ped Accessibility Improvements

Treatments that make ped/bike access to the transit stop or station more direct will also improve both accessibility and safety of transit patrons.

Examples include:

- Sidewalks
- Marked and high emphasis crosswalks
- Traffic control devices
- Curb extensions
- Refuge islands
- Ped/bike bridges/underpasses
- Enhanced overhead lighting

- Bicycle lanes
- Wide curb lanes
- Shared lanes
- Shared use paths
- Paved shoulders
- Bike racks at transit stops
- Mobile apps providing real time information (bike rack vacancy)
Eligible Activities for FTA Funding

• Bicycle and pedestrian improvements compete with operational funding

• Improvements must have a *de facto* physical and functional relationship, defined as:
  - pedestrian paths located within 0.5 miles of a transit stop
  - Bicycle paths located within 3.0 miles of a transit stop

• “Pedestrian and bicycle improvements beyond these threshold distances may be eligible for FTA funding if the improvement is within the distance that people could be expected to safely and conveniently walk or bicycle to use that particular transit stop or station.”

Source: 76 FR 52046, August 11, 2011
Why should transit be involved in bike/ped enhancements?

- Accessibility >> Ridership
- Customer satisfaction
- Safety
- Public image
- Small improvements make a big difference to users.
  - Signal timing
  - Shade, lighting, signage, etc.
Challenges

- Transit agencies do not own or control the right of way
- Transit agencies have limited dedicated funding
- Transit agencies do not control land development decisions
Processes in which bike/ped access improvements to transit stops on state roads can be accomplished

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Project Initiator</th>
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<tbody>
<tr>
<td></td>
<td>Local Government</td>
</tr>
<tr>
<td>Land development project A new bus stop pad and shelter could be installed (no roadway project)</td>
<td>X</td>
</tr>
<tr>
<td>Land development project Relocate bus stop (no roadway project)</td>
<td>X</td>
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<tr>
<td>Request for traffic control improvement</td>
<td>X</td>
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<tr>
<td>Safety improvement project</td>
<td></td>
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<tr>
<td><strong>Road reconstruction, widening, new road</strong></td>
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<tr>
<td><strong>Resurfacing, Restoration, Rehabilitation</strong></td>
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<tr>
<td>Add improvements to an existing or new transit stop (no roadway project)</td>
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Findings about the FDOT Coordination Process

- FDOT communication has greatly improved
- Electronic review has helped
- District bike/ped coordinator is key
- PMs are involving stakeholders earlier
Transit Agency Coordination with Local Government

- Roadway Improvements
- Installation of Bus Shelters
  - Requires a permit from the local government
- Proposed Land Development
  - Attend pre-application meetings
  - Review the site plan
- Local Government Comprehensive Planning
  - Participate in the update of the plan and its implementing regulations
Example: City of St. Petersburg

• “The City shall encourage increased use of transit by extending sidewalks and bicycle routes to mass transit stops where feasible.” (City of St. Petersburg, FL, T9.9, pg. T-13).
Examples of Transit Agency Coordination with Local Government

- Palm Tran participates in site plan reviews with City of West Palm Beach.
- HART has an agreement with City of Tampa.
- LYNX Bus Stop Design Guidelines can open door to municipal code.
Roadway Construction, Reconstruction, Widening

- Corridor Planning Study
- PD&E Scoping
- ETDM
- PD&E
- Design
- ROW Acquisition
- Construction
- Maintenance
Collaboration Efforts for Including Bicycle and Pedestrian Facilities with Transit

- Transit representation in the earliest identification of project needs is essential.

- Transit agencies should be actively involved in preliminary corridor or area studies.

- Discuss what the typical section of the highway will look like at “build-out”, which might be later than the current long range planning horizon. In the application of Context Sensitive Solutions, discuss what the future context of that highway may look like.

- Remain actively engaged with the current project manager for the highway project (the PM may change with each phase).
Successful Coordination:
International Speedway Blvd.
Successful Coordination: International Speedway Blvd.
Challenges of 3R Projects

- Limited funding—FDOT Districts allocated 3R funds based on fixed amount per land mile
- No new right of way
- Engineer can exclude features with justification... and cost savings
- Inclusion of discretionary features requires justification
Examples of Successful 3R Coordination

- Several transit agencies have bus stop facilities guidelines, including BCT, MCAT LYNX, JTA, and HART, which can be incorporated in road project design.
- Palm Tran uses of the electronic review process to review 3R projects from the standpoint of future proposed transit services.
- Palm Tran is participating in a pilot program with FDOT D4 to use a “First Mile/Last Mile Coordinator” staff person.
Recommendations for Including Bicycle and Pedestrian Connectivity Enhancements in 3R Projects

- Develop and maintain a detailed and up-to-date inventory of bus stops, to also include bike/ped accessibility infrastructure within some selected distance (1/2 mile) from the bus stop
- Solicit input from transit patrons to help identify problem locations
- Attend Community Traffic Safety Team meetings
- Participate in the electronic review process
In Summary

Making the most of coordination opportunities requires:

- Maintaining regular communication
- Sharing your data
- Knowing and prioritizing transit’s bike/ped access needs

Joining state and local planning and project development processes at their beginning
Thank you

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