Metro planners are working with local jurisdictions on planning studies that recommend improvements for station capacity, and pedestrian, bicycle, bus, and automobile access to address existing needs and plan for future growth

- Increase transit ridership
- Increase system efficiency and service quality
- Support local development and quality of life
- Promote safety and security
White Flint Station

Project Scope

• Developing concepts for a second entrance at north end
• Evaluating options for improvements to existing entrance
• Access recommendations for pedestrians
• Coordination
  – M-NCPCC White Flint Sector Plan Update
  – Community
White Flint Station Area
White Flint Station

Existing Conditions

• Ridership: 4,060 average weekday passenger boardings
• Station Features:
  – Single station entrance with at-grade mezzanine with 5 faregates
  – 2 escalators and 1 elevator between mezzanine and platform
  – Pedestrian tunnel underneath Rockville Pike
• Mode of Access:
  – Walk: 42%
  – Park and Ride: 33%
  – Drop Off: 12%
  – Bus: 12%
  – Bike and Taxi: 1%
• Station served by Ride-On and Metrobus
• Parking garage – 1,270 spaces (41% utilized)
White Flint Station

• Station Issues
  – Visibility
  – At-grade crossing at Marinelli Road
  – Narrow sidewalks
  – Lack of Kiss & Ride space
  – Potential queuing between escalator and faregates

• Station Findings
  – Station has adequate capacity to serve projected 2020 ridership
By 2020, substantial growth within ½ mile of station:
- 211% increase in households
- 79% increase in commercial space (an additional 3 million GSF of non-residential space)
- One of the fastest growing station areas in the region
White Flint Station
Existing and Future Ridership

White Flint Station – Access Improvements for All Alternatives

- Improve crosswalks
- Widen sidewalk
- Create new openings
- Reconfigure bike and newspaper facilities
- Update directional signs
- Improve crosswalks
White Flint Station
Station Improvement Options

• Option 1: Modified existing entrance
  - Reconfigure existing entrance to provide direct access from the east and west to improve access and visibility
  - Additional faregates at existing station entrance to relieve queuing
White Flint Station

Station Improvement Options

• Option 2: New entrance
  – Increase station capture area
  – Improve access
  – Improve station evacuation time
  ➢ Option 2A: with a pedestrian tunnel
  ➢ Option 2B: with a diagonal pedestrian tunnel
  ➢ Option 2C: with a pedestrian bridge
White Flint Station

Existing Conditions with Proposed Development

Assumptions

• New roadway along east side of Metro station
• Improved sidewalks to east
• New Ride-On bus bays on east side
• New auto bridge over station platform
White Flint Station

Alternative 1 – Modified Existing Entrance

Assumptions

• New openings into Station
• One additional faregate
• Relocated farecard machines
• Relocated bicycle racks and vending
• Clearer sidewalk areas at Entrance
White Flint Station
Alternative 1 – Modified Existing Entrance

North Elevation

South Elevation

East Elevation

West Elevation
White Flint Station

Alternative 1 – Modified Existing Entrance
White Flint Station
Existing Conditions with Proposed Development
White Flint Station

Alternative 1 – Modified Existing Entrance
White Flint Station

Alternative 2 – New Entrance

Assumptions
• New station entrance at north end
• New platform canopy
• Upgraded sidewalks and crosswalks at new entrance
White Flint Station

Alternative 2 – New Entrance

Assumptions

• New elevator to platform
• New stair and escalator to platform
• New bike racks and vendors
White Flint Station
Alternative 2 – Modified Existing Entrance
White Flint Station

Alternative 1 – Modified Existing Entrance

Section at North End of Mezzanine

Section at Center of Mezzanine

Section Near End of Platform

Section at Platform Near Bridge
White Flint Station

Alternative 2 – Modified Existing Entrance
White Flint Station

Alternative 2 – New Entrance
White Flint Station

Alternative 2 – New Entrance
White Flint Station

Alternative 2A – New Entrance with Pedestrian Tunnel
White Flint Station

*Alternative 2A – New Entrance with Pedestrian Tunnel*
White Flint Station
Alternative 2B – New Entrance with Diagonal Tunnel
White Flint Station

*Alternative 2C – New Entrance with Pedestrian Bridge*
White Flint Station

Alternative 2C – New Entrance with Pedestrian Bridge
Comparison of Alternatives

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>1</th>
<th>2</th>
<th>2A</th>
<th>2B</th>
<th>2C</th>
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<td>15 – 20</td>
<td>25 – 30</td>
<td>35 - 40</td>
<td>20 - 25</td>
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- Cost are order of magnitude estimates for comparative purposes only
- More detailed cost to be developed during the design process
Next Steps

• Final report: Summer 2009

Questions or comments?

Robin McElhenny-Smith, WMATA
rmcelhennysmith@wmata.com

Kasondra Johnston, WMATA
kjohnston@wmata.com