



White Flint Station Access Plan

May 5, 2009

White Flint Sector Plan
Steering Committee Meeting

Metro Station Planning



- 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

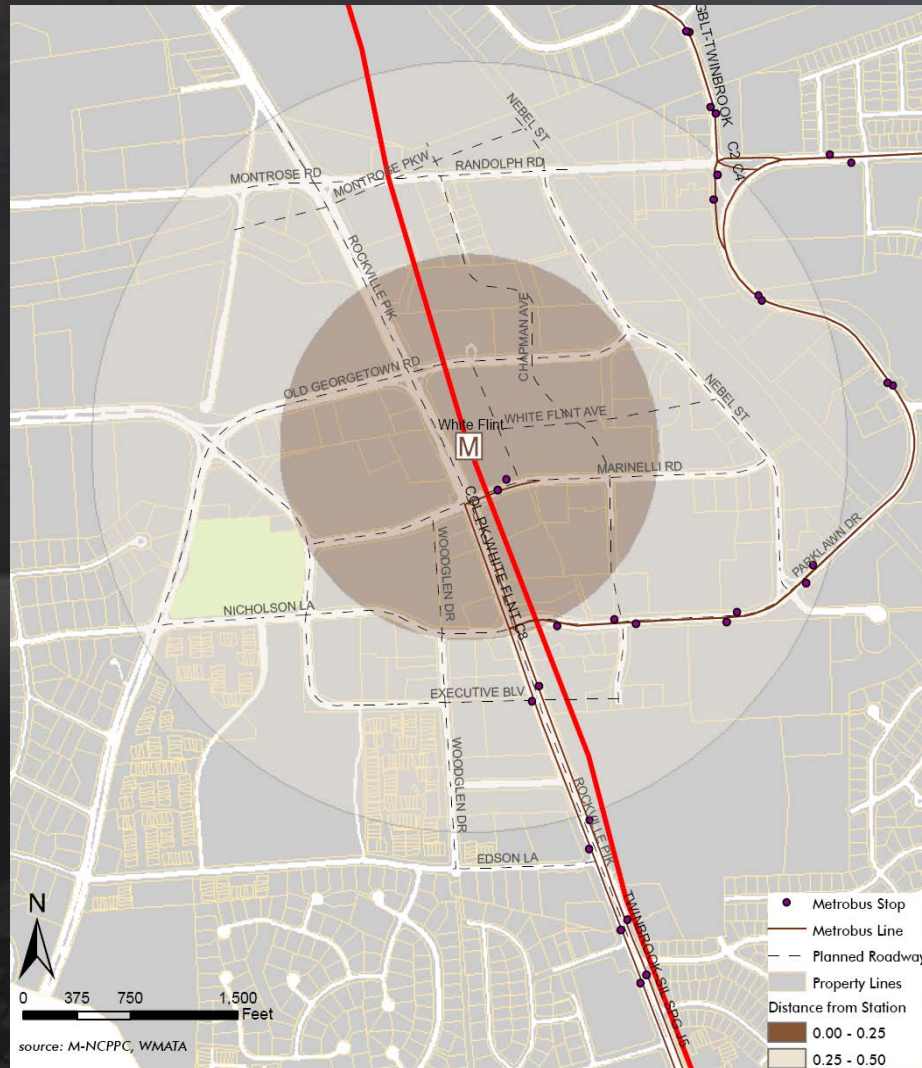
Project Scope



- Developing concepts for a second entrance at north end
- Evaluating options for improvements to existing entrance
- Access recommendations for pedestrians
- Coordination
 - M-NCPPC 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



White Flint Station

Projected Growth

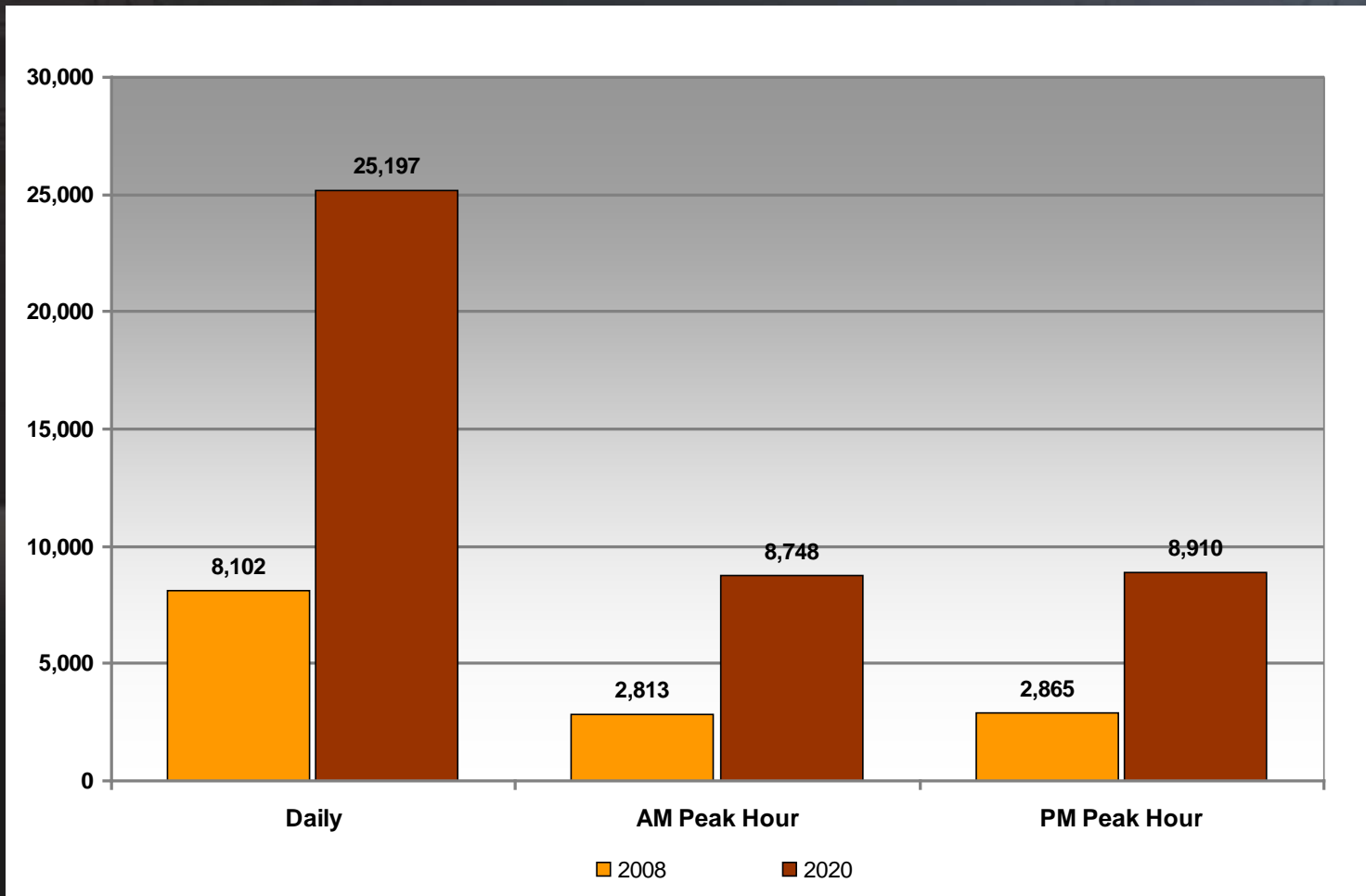


- By 2020, substantial growth within ½ mile of station:
 - 211% increase in households
 - 79% increase in commercial space (an additional 3 million GSF of non-residential space)
 - One of the fastest growing station areas in the region



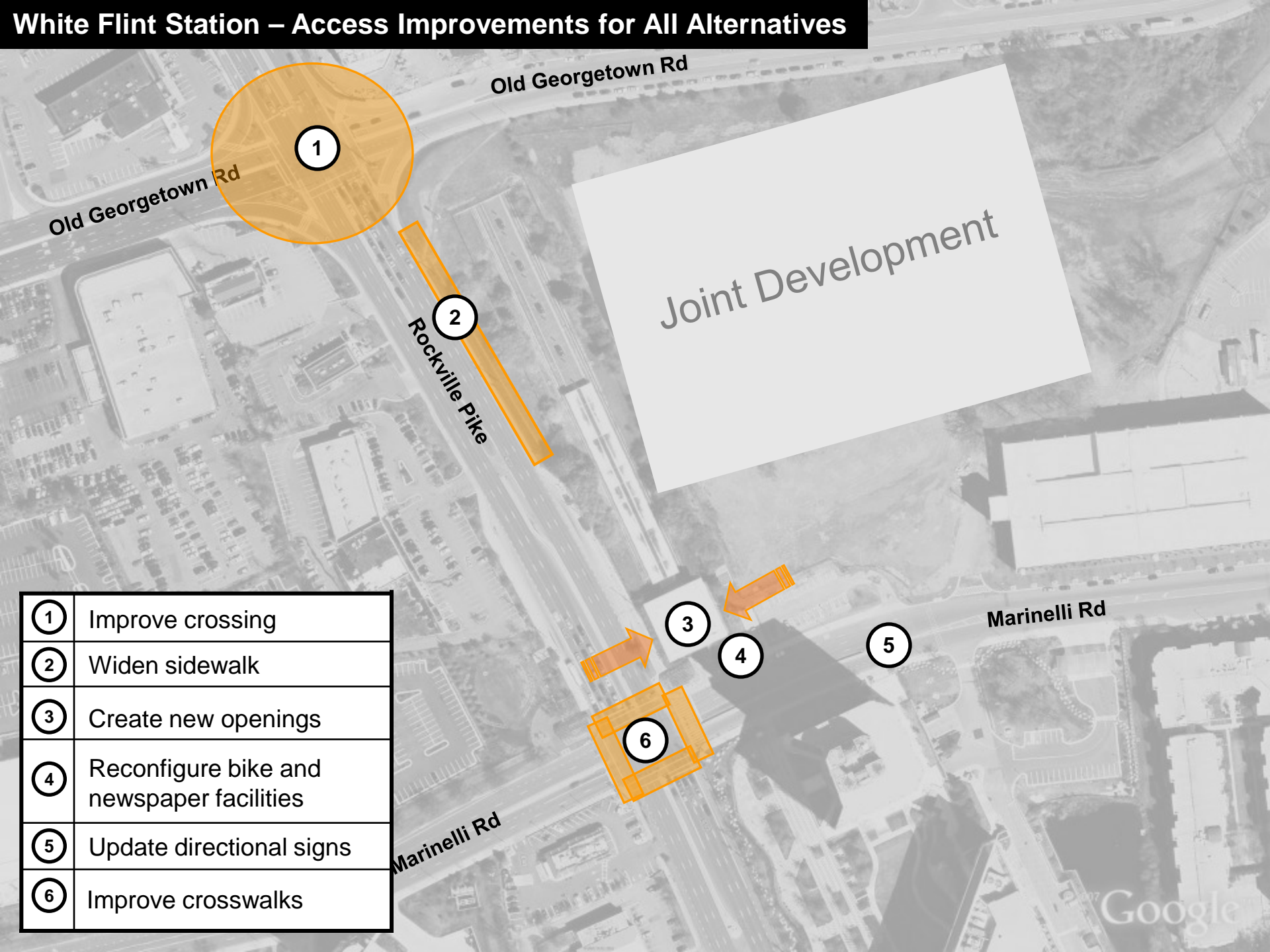
White Flint Station

Existing and Future Ridership



Source: WMATA Faregate data, May 2008 and WMATA Station Access and Capacity Study, 2007

White Flint Station – Access Improvements for All Alternatives



①	Improve crossing
②	Widen sidewalk
③	Create new openings
④	Reconfigure bike and newspaper facilities
⑤	Update directional signs
⑥	Improve crosswalks

Joint Development

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

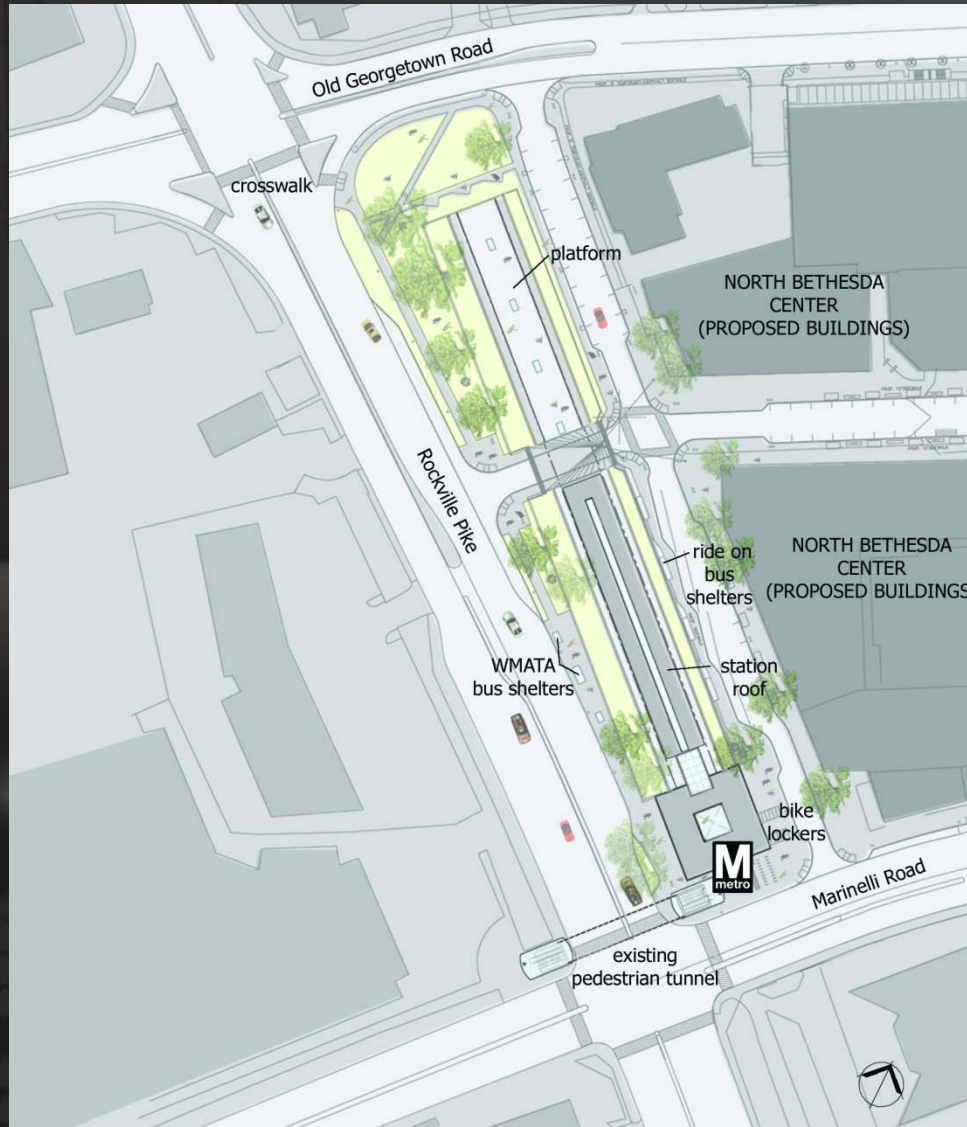


- Option 2: New entrance
 - Increase station capture area
 - Improve access
 - Improve station evacuation time
- Option 2A: with a pedestrian tunnel
- Option 2B: with a diagonal pedestrian tunnel
- Option 2C: with a pedestrian bridge



White Flint Station

Existing Conditions with Proposed Development

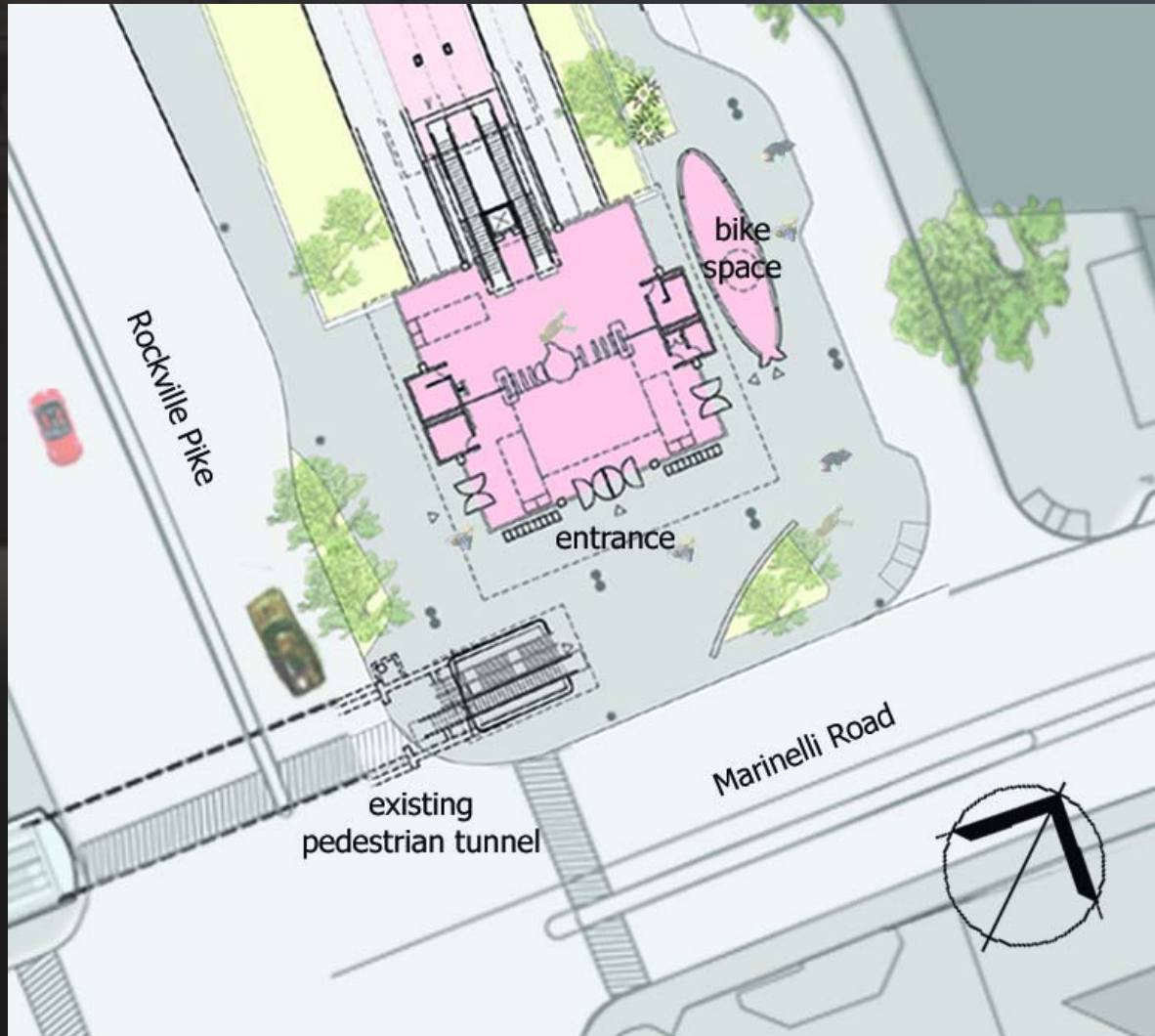


Assumptions

- 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

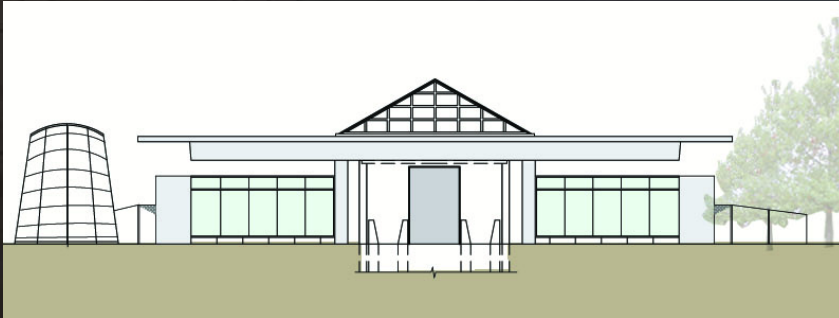


Assumptions

- 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



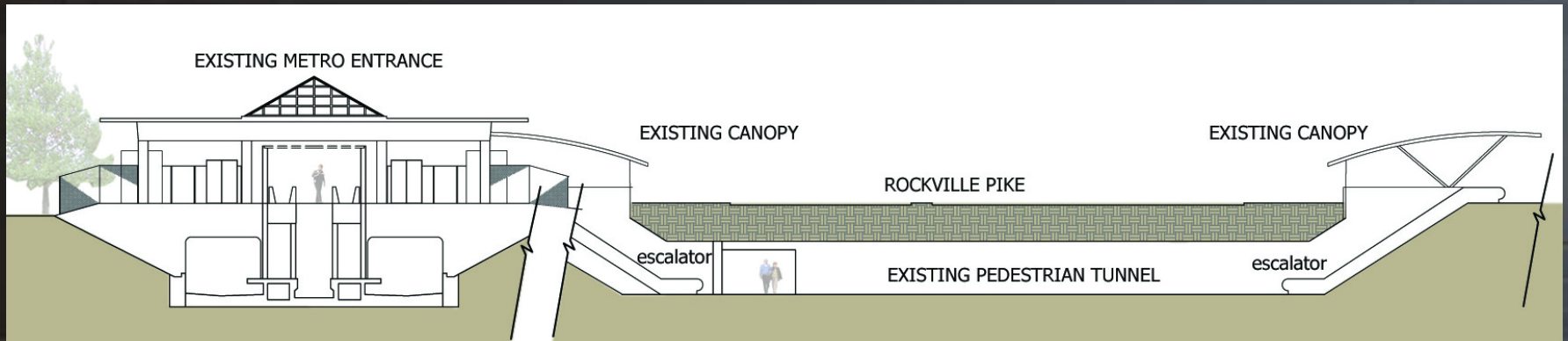
East Elevation



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

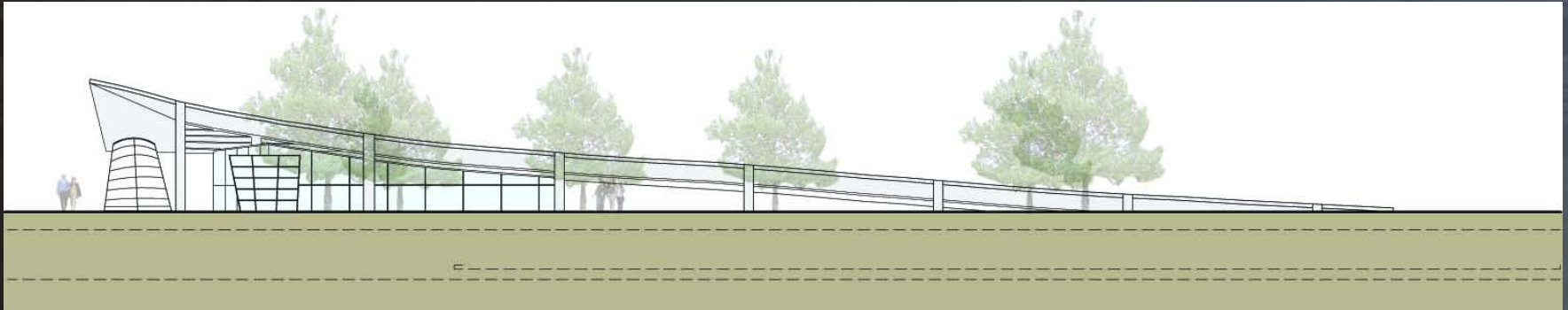


Assumptions

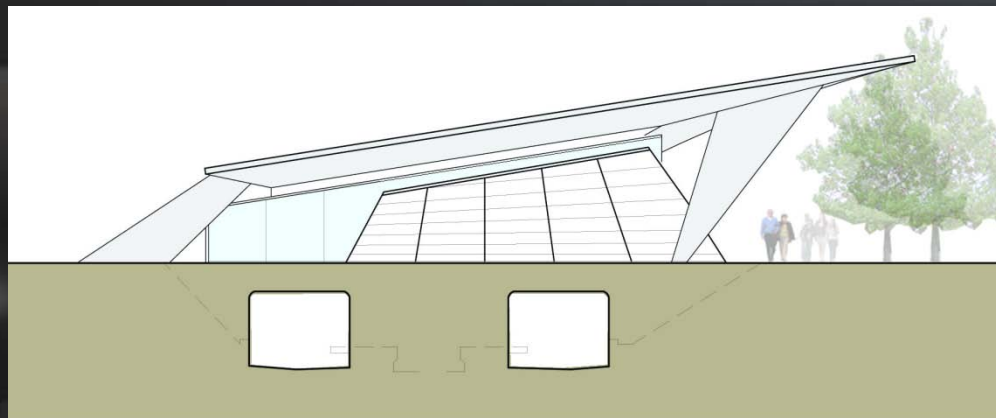
- New elevator to platform
- New stair and escalator to platform
- New bike racks and vendors

White Flint Station

Alternative 2 – Modified Existing Entrance



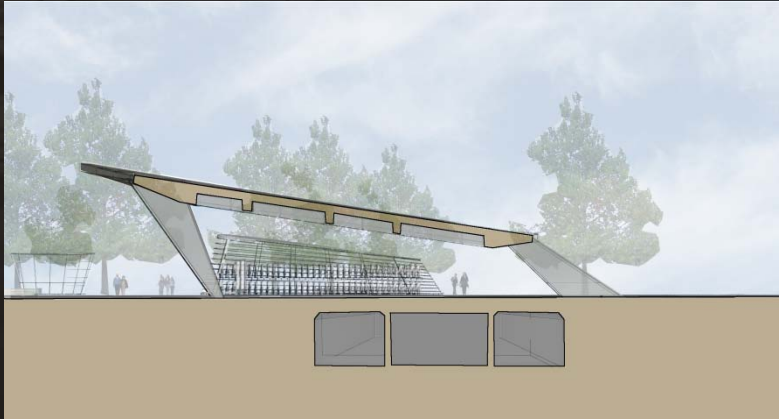
West Elevation



North Elevation

White Flint Station

Alternative 1 – Modified Existing Entrance



Section at North End
of Mezzanine



Section at Center
of Mezzanine



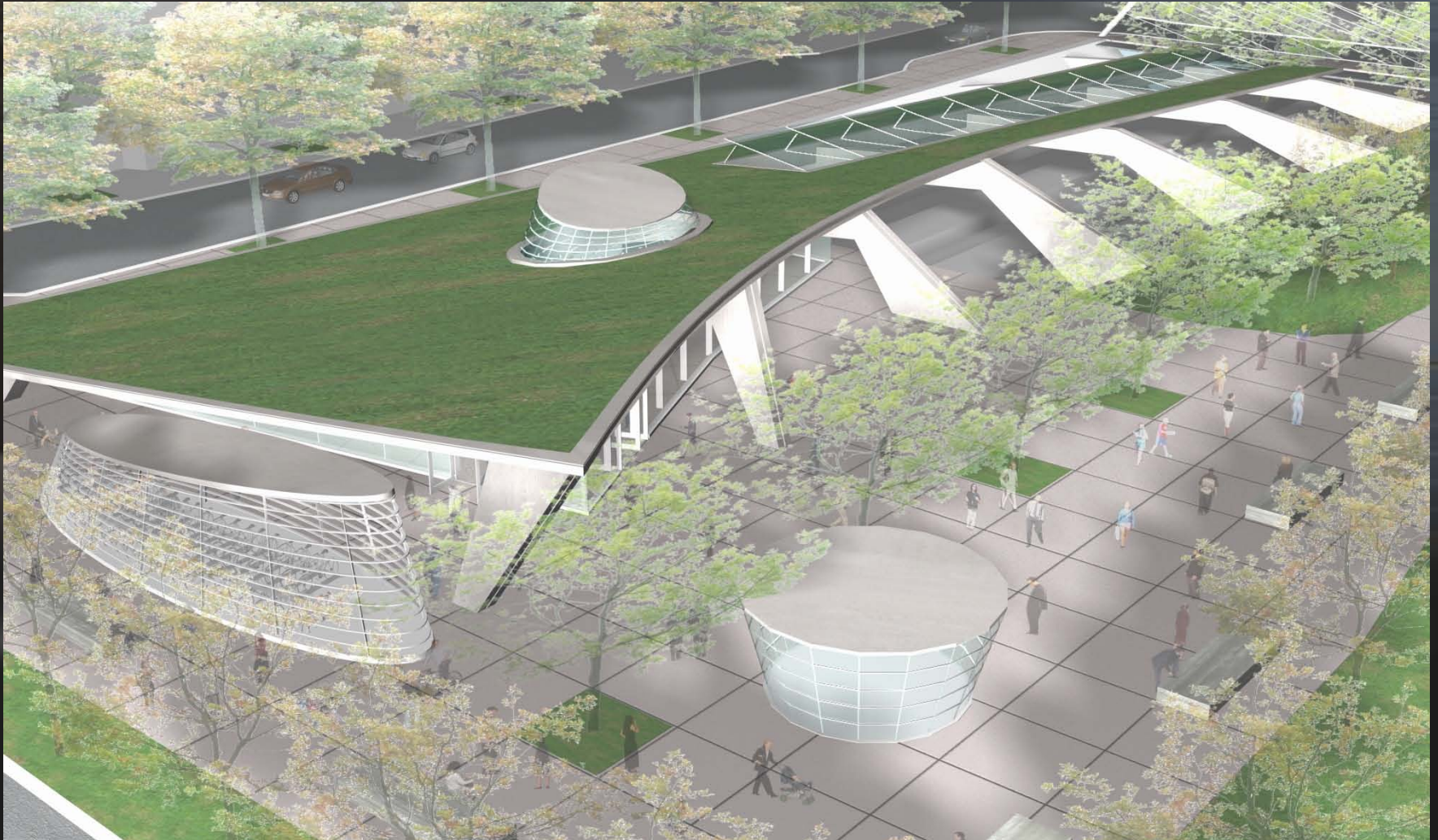
Section Near End
of Platform



Section at Platform
Near Bridge

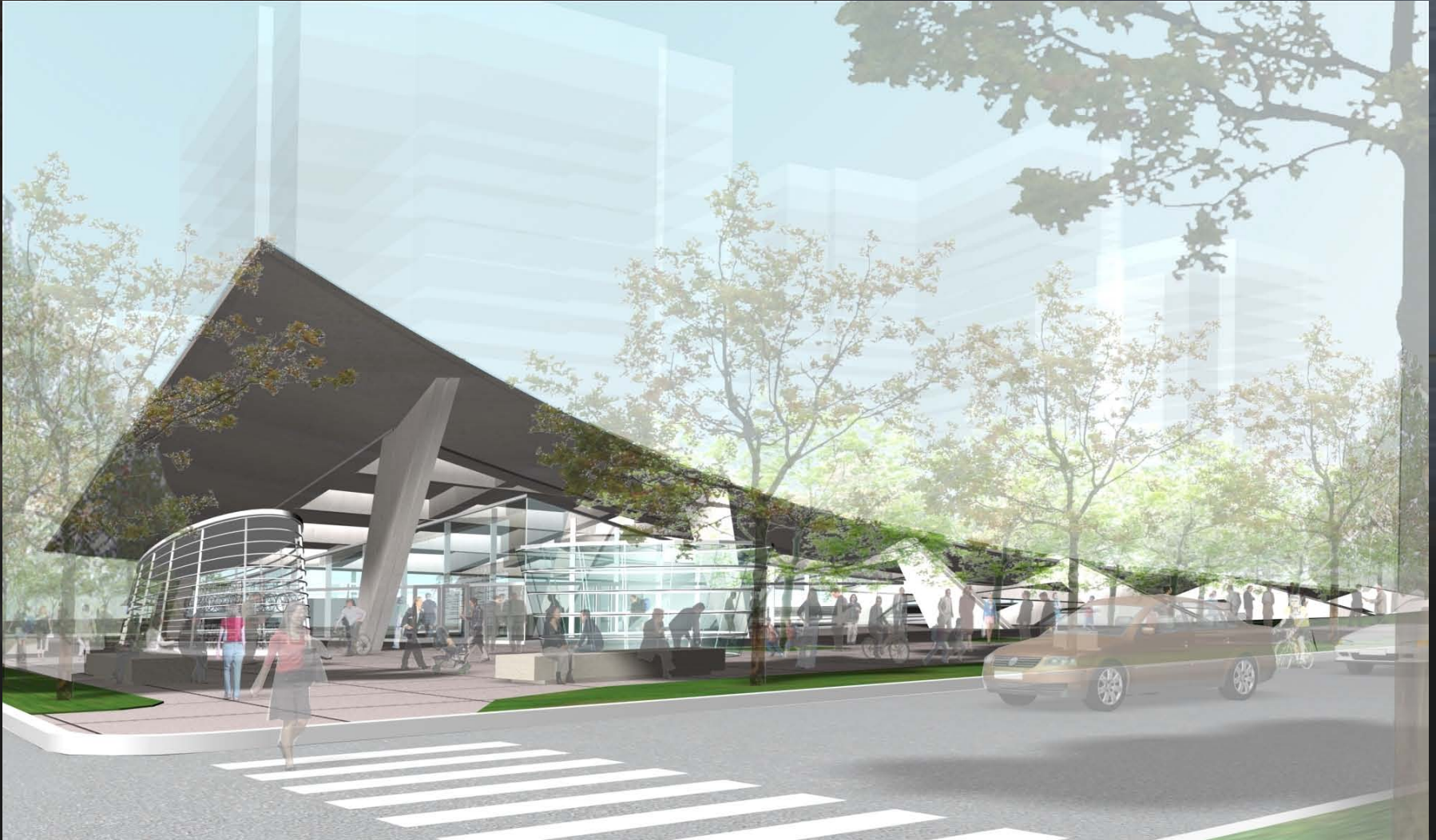
White Flint Station

Alternative 2 – Modified Existing Entrance



White Flint Station

Alternative 2 – New Entrance



White Flint Station

Alternative 2 – New Entrance



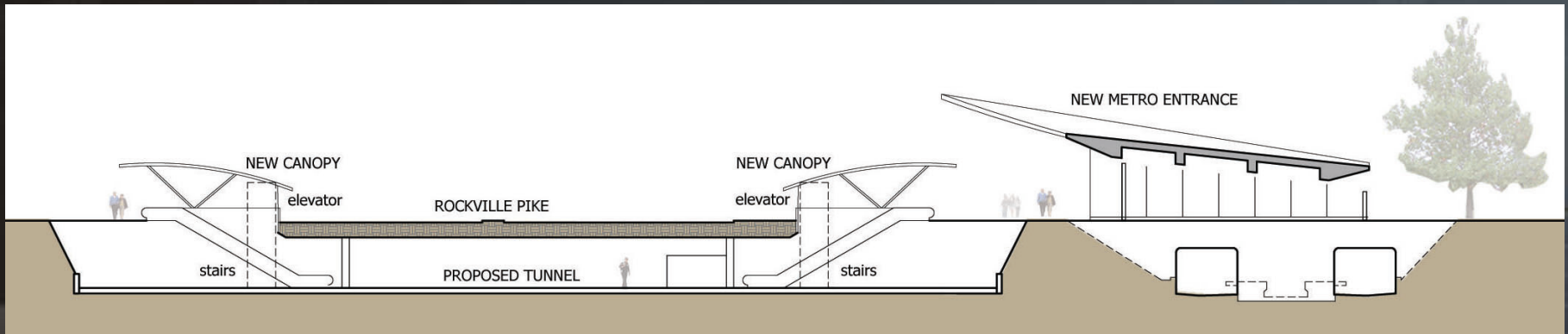
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Alternative 2A – New Entrance with Pedestrian Tunnel



White Flint Station

Alternative 2A – New Entrance with Pedestrian Tunnel



White Flint Station

Alternative 2B – New Entrance with Diagonal Tunnel



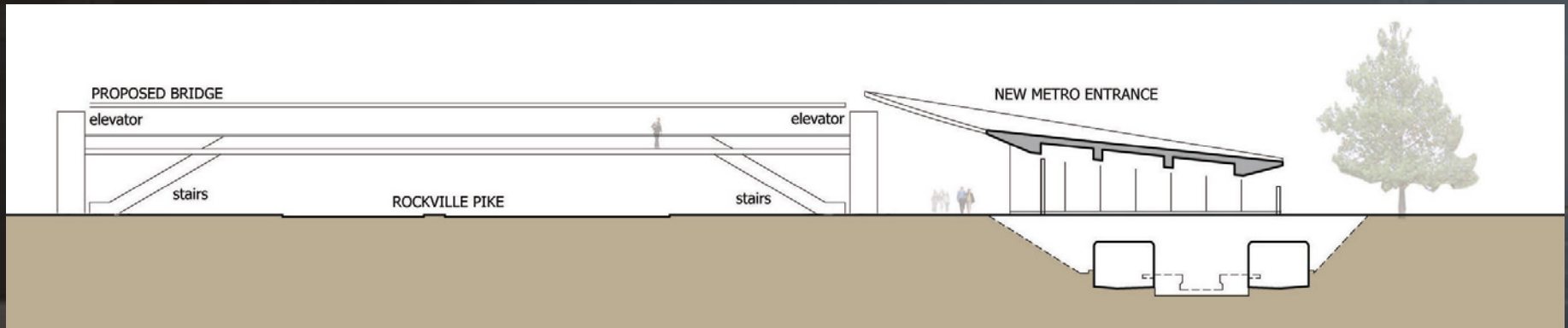
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Alternative 2C – New Entrance with Pedestrian Bridge



White Flint Station

Alternative 2C – New Entrance with Pedestrian Bridge



Comparison of Alternatives



Performance Measure	Alternatives				
	1	2	2A	2B	2C
Project Cost FY08\$ (M)	1.2–1.4	15 – 20	25 – 30	35 - 40	20 - 25

- 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?

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