

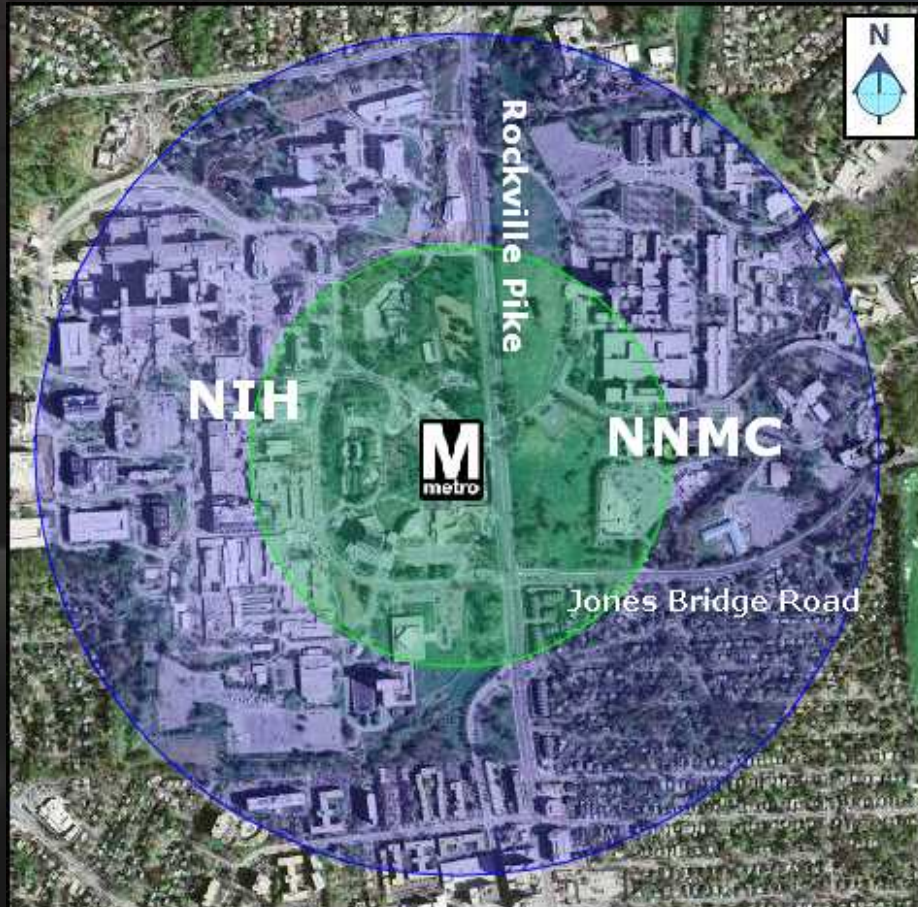
# Medical Center Station Access Improvement Study

October 21, 2008

BRAC Implementation Committee Meeting



# Medical Center Station



- Located at SW corner of Rockville Pike and S. Wood Road
- Primarily serves large employment base:
  - NIH: Over 18,000 employees
  - NNMC: 8,000 employees

# Station Usage



- 10,420 daily weekday passengers
  - 30% to NNMC
  - 70% to NIH
- 68% access station daily by walking
- Metrobus and Ride On routes service the station
- Transfer location for NNMC shuttle

Medical Center Station



Source: Flickr



# Study Purpose and Goals

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- Purpose:
  - NNMC BRAC changes: 2,500 new employees and 2x patients and visitors
  - Investigate station entrance modifications, including second entrance
- Project Goals:
  - Encourage and support transit ridership
  - Increase pedestrian safety
    - Reduce pedestrian/vehicle conflicts
  - Reduce trip time
    - Reduce vehicle delay associated with pedestrian conflicts
    - Reduce pedestrian trip time



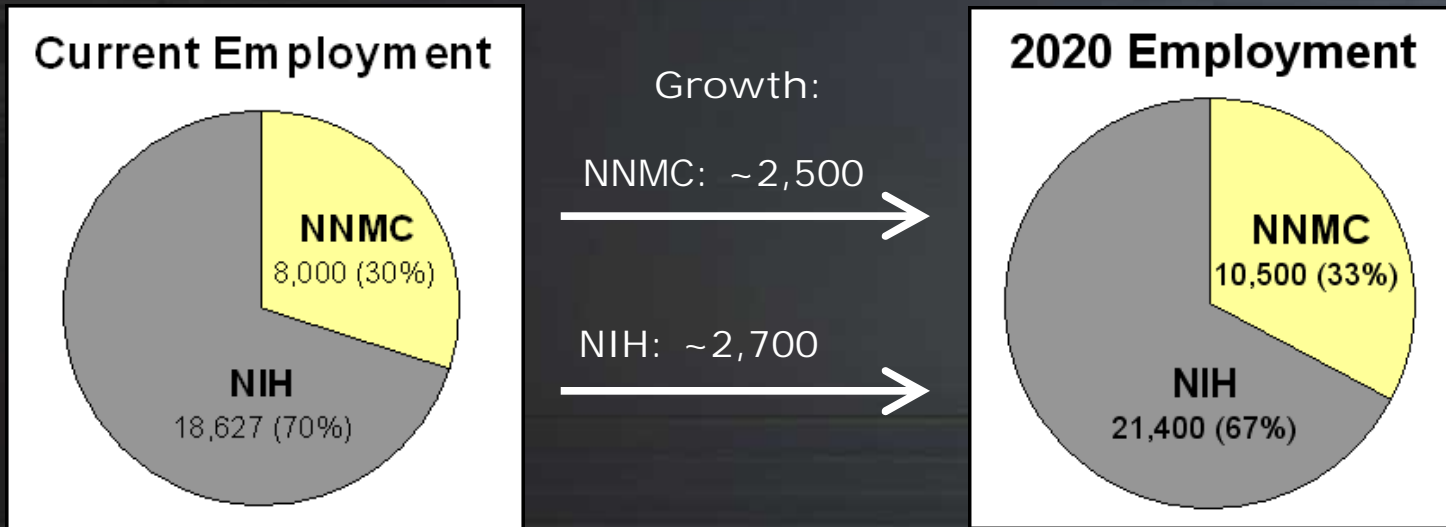
# Station Characteristics



- Not capacity constrained
- Pedestrian access issues:
  - Long pedestrian wait time to cross Rockville Pike
- Vehicle queuing along Rockville Pike
  - Pedestrian traffic conflicts with turning vehicles
  - Queuing creates delays for Kiss & Ride



# Projected Jobs and Ridership



- 14,000 daily passengers expected by 2020
  - Roughly 35% or 4,900 passengers from NNMC

# Issues to Consider



- Physical constraints:
  - Vegetation
  - Utilities
  - Substation and vent shafts

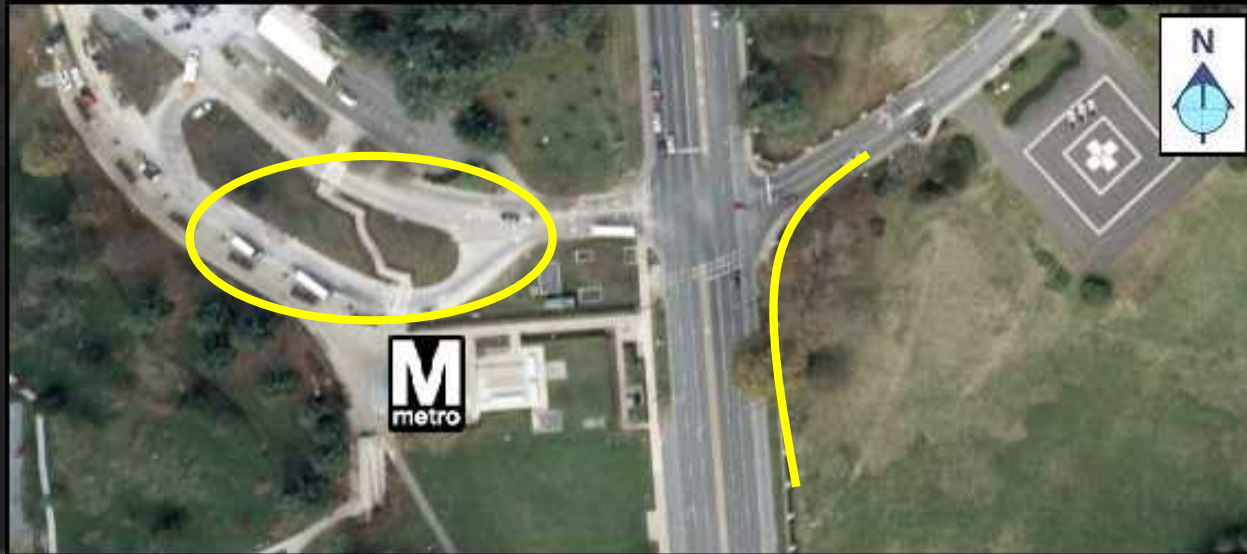
# Issues to Consider



- Rockville Pike:
  - Future treatment of pedestrian crossing
  - Maintenance of traffic during construction



# Issues to Consider



- Security:
  - Shuttle bus
  - Tunnel
  - Campus fence
- Potential TDM measures



# Alternatives

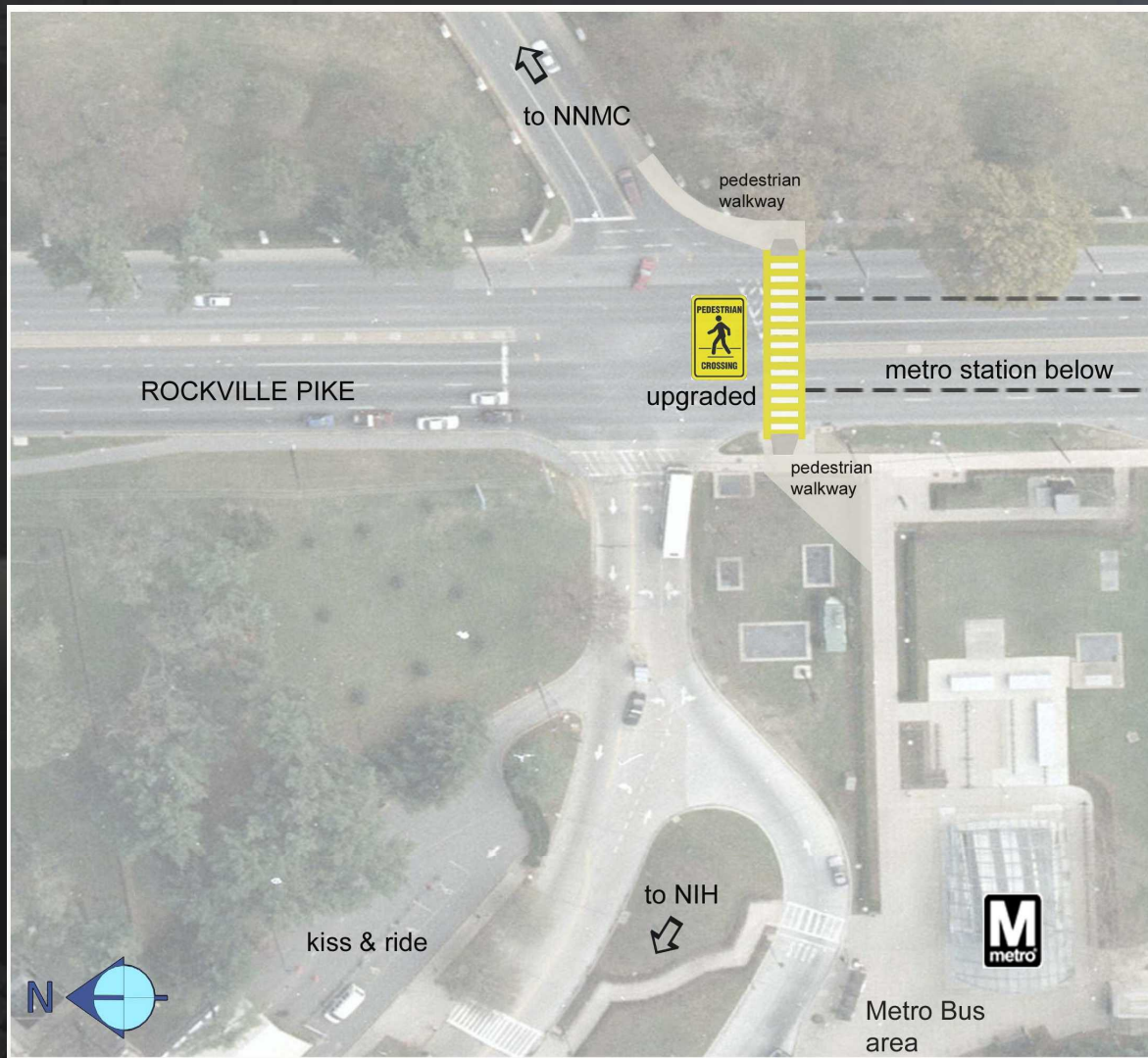
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1. Upgraded at-grade crossing
2. New elevator entrance on east side of Rockville Pike
3. Shallow tunnel with new entrance on east side of Rockville Pike
4. Pedestrian bridge over Rockville Pike



# Alternative 1

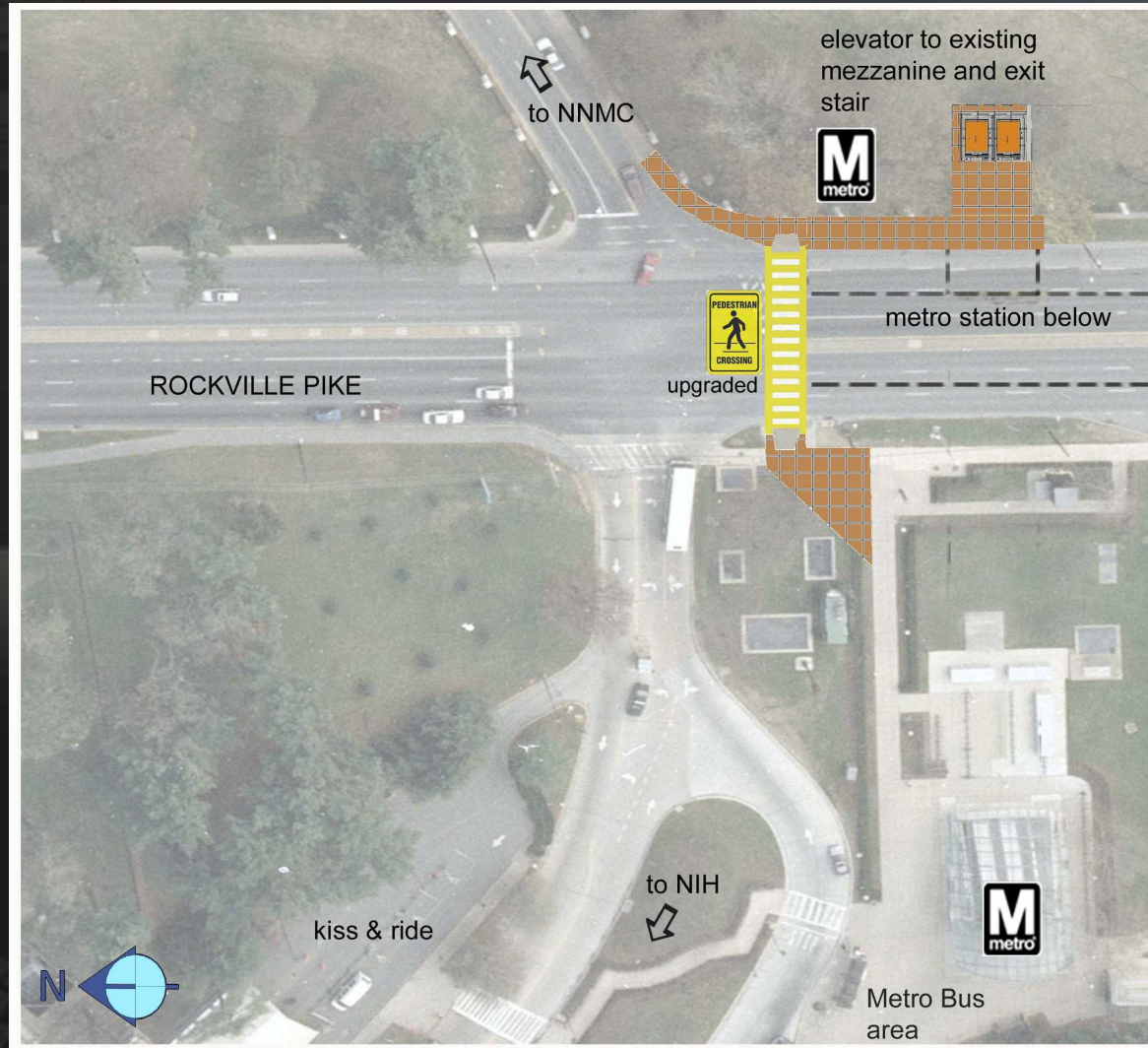


## Assumptions

- Minimal impact
- Improved sidewalk
- Wider crosswalk
- Possible median refuge
- Enhanced NNMC shuttle bus operations



# Alternative 2

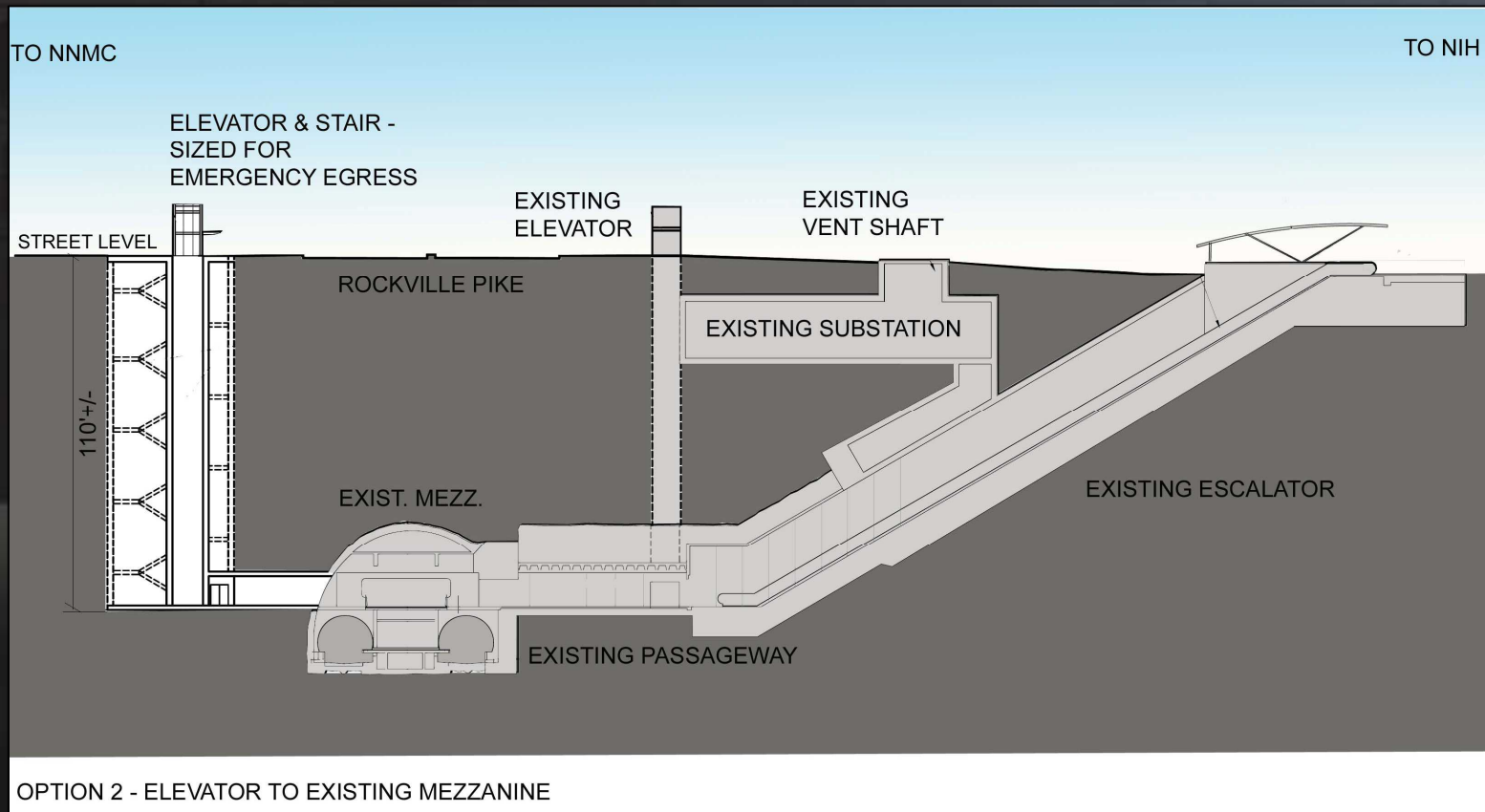


## Assumptions

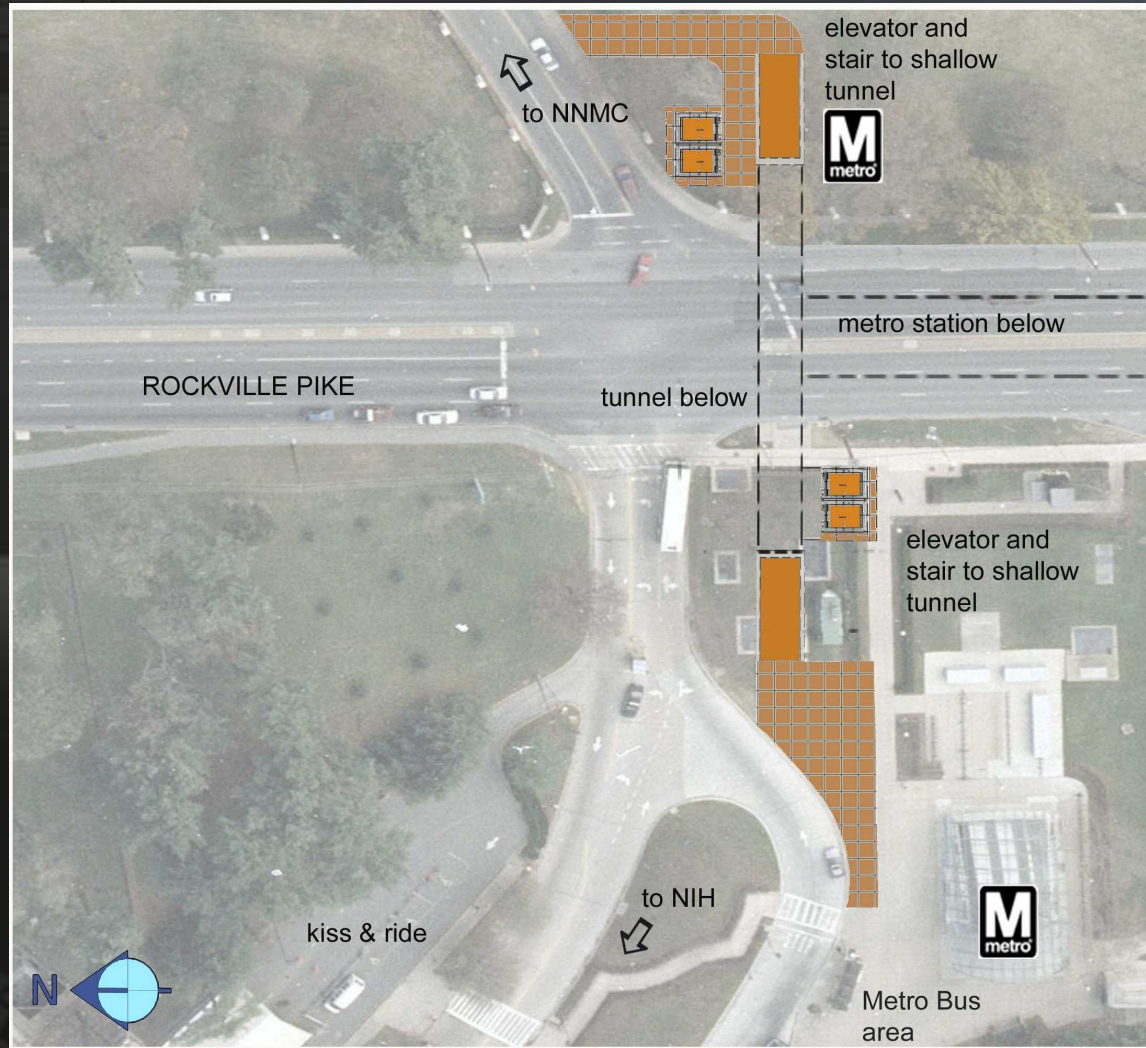
- Two new high-speed elevators
- Pedestrian crosswalk to remain
- At-grade crossing improvements
- NNMC shuttle bus in operation



# Alternative 2



# Alternative 3

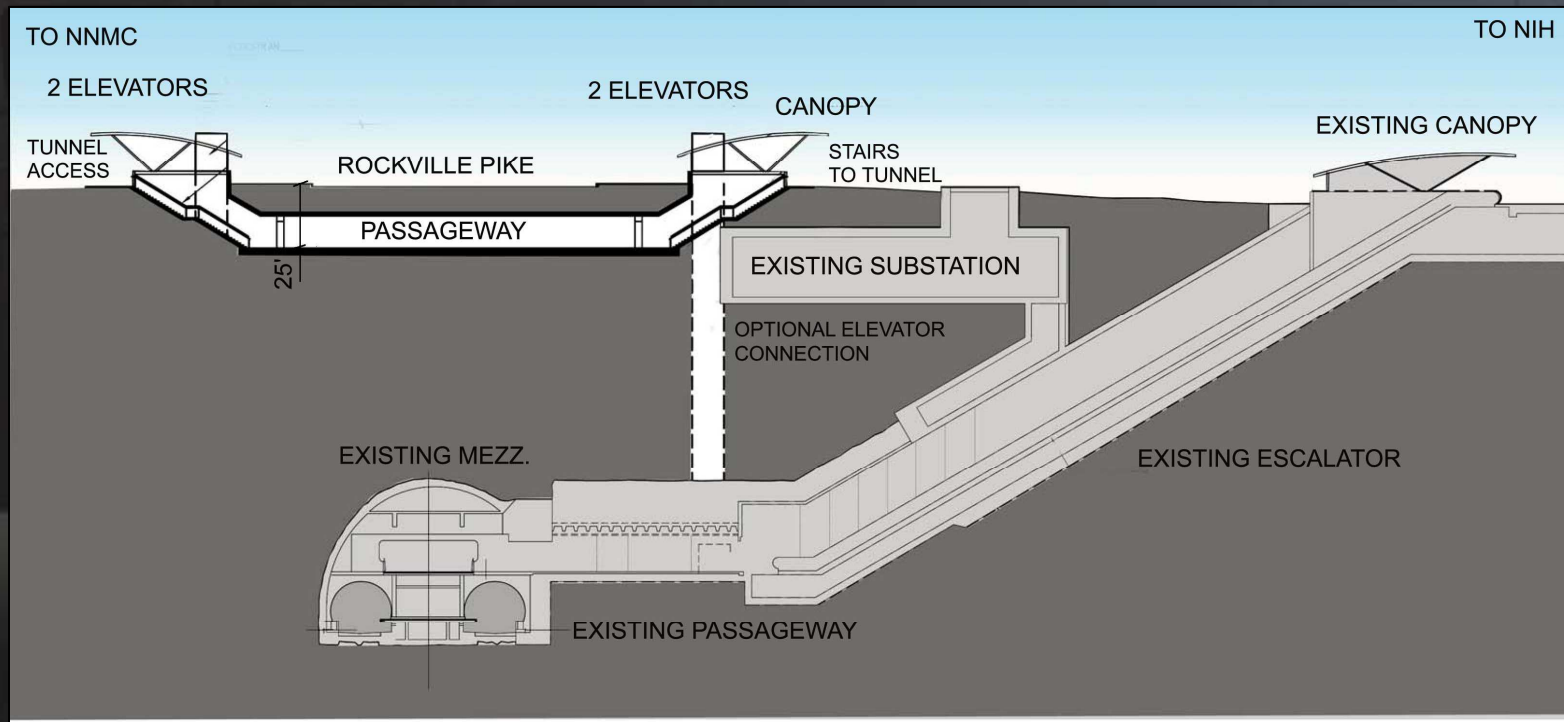


## Assumptions

- New tunnel
- Possible connection to station mezzanine
- Possible at-grade crossing barrier
- NNMC shuttle bus in operation



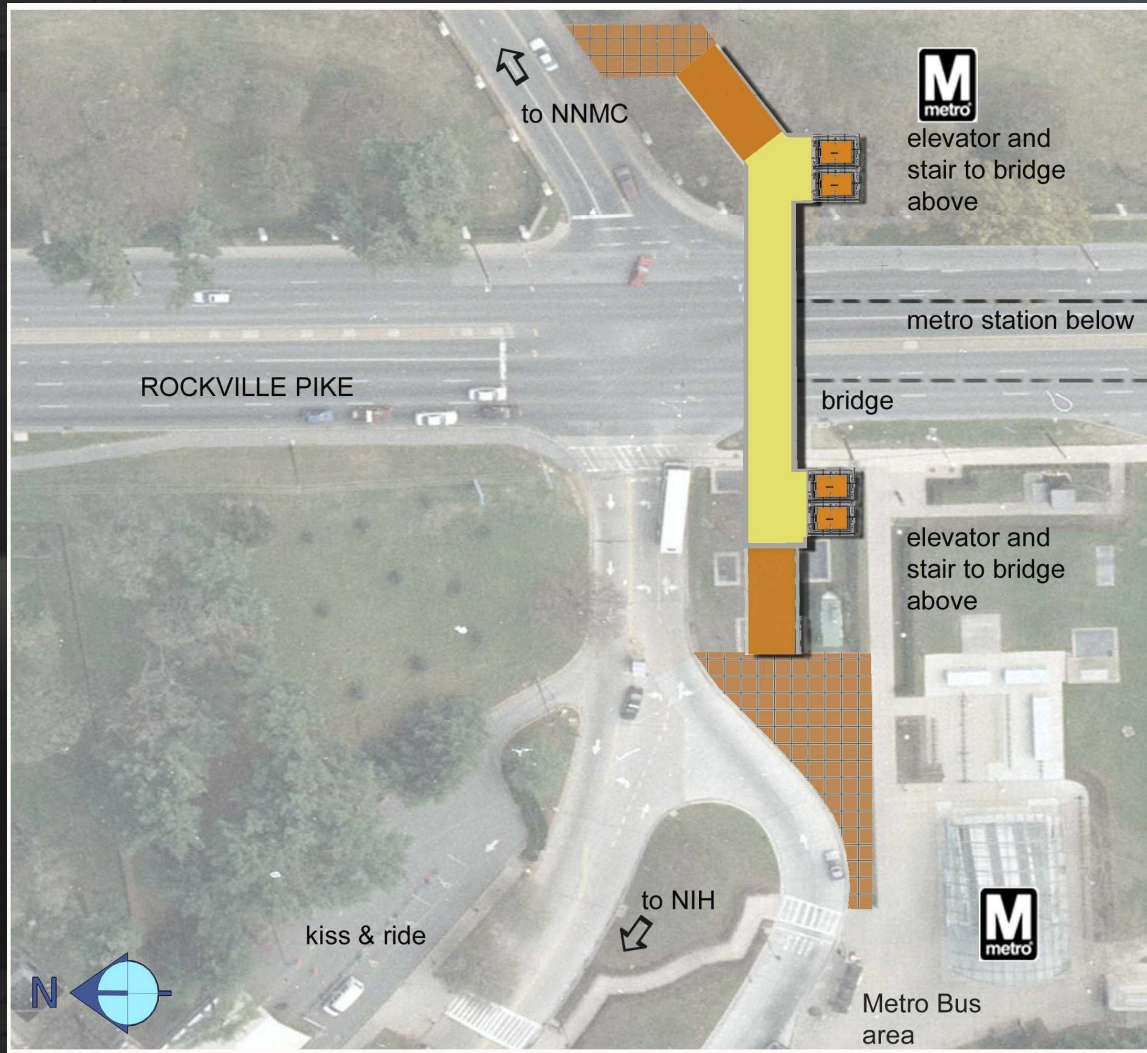
# Alternative 3



OPTION 3 - SHALLOW TUNNEL (no crosswalk)



# Alternative 4



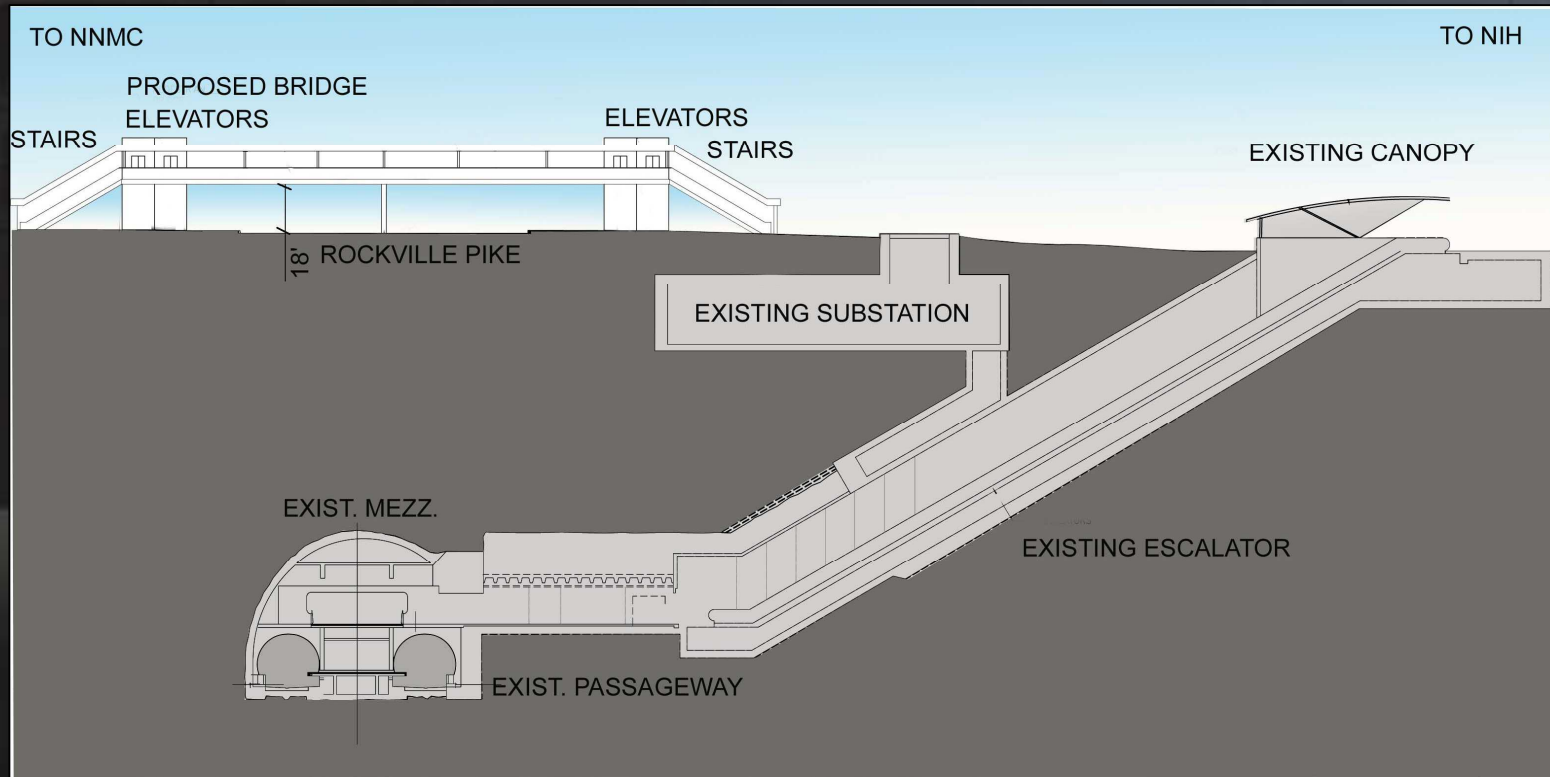
## Assumptions

- New pedestrian bridge
- Possible at-grade crossing barrier
- Visual impact to historic setting
- NNMC shuttle bus in operation





# Alternative 4



OPTION 4 - PEDESTRIAN BRIDGE



# Next Steps

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- Further refine alternatives
- Second stakeholder meeting
- Study completed by early 2009

Questions or comments?

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