



White Flint Station Access Plan

October 21, 2008

North Bethesda Transportation Center



About WMATA



- Multi-jurisdictional transit agency serving DC, suburban Maryland, and Northern Virginia
- Nation's 2nd largest rail system
- 86 stations – 700,000 daily boardings
- 1,400 Metro buses – 450,000 daily boardings
- Area's largest parking operator – 62,440 spaces
- A catalyst for economic development



Local Jurisdiction Coordination



- WMATA 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
 - Generate additional revenues



White Flint Station

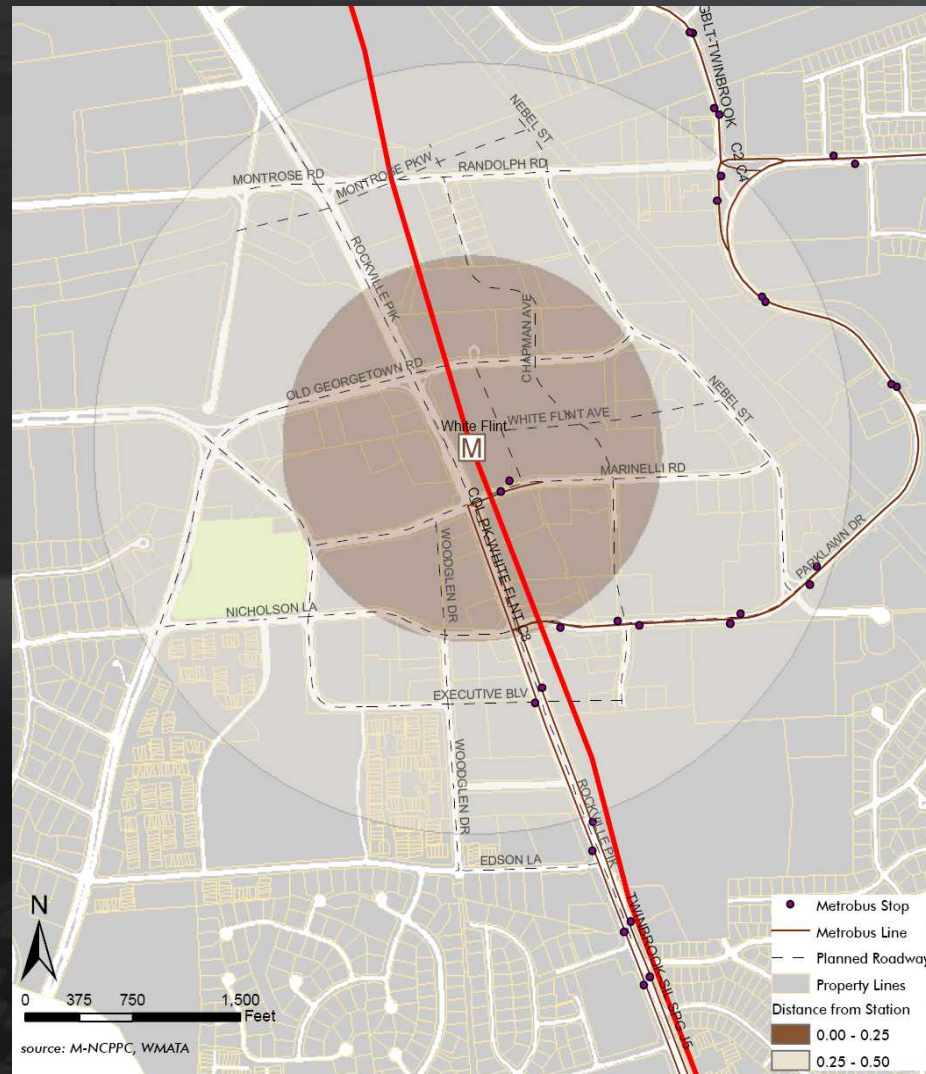
Project Scope



- Developing concepts for a second entrance at north end
- Evaluating options for improvements to existing entrance
- Access recommendations for pedestrians, Kiss & Ride
- Coordination
 - M-NCPPC White Flint Sector Plan Update
 - Community



White Flint Station Area



Station Site



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
- Unfriendly at-grade crossing
- Narrow sidewalk
- Lack of Kiss & Ride space
- Station has adequate capacity to serve projected 2020 ridership
- Potential queuing between escalator and faregates



White Flint Station

Projected Growth

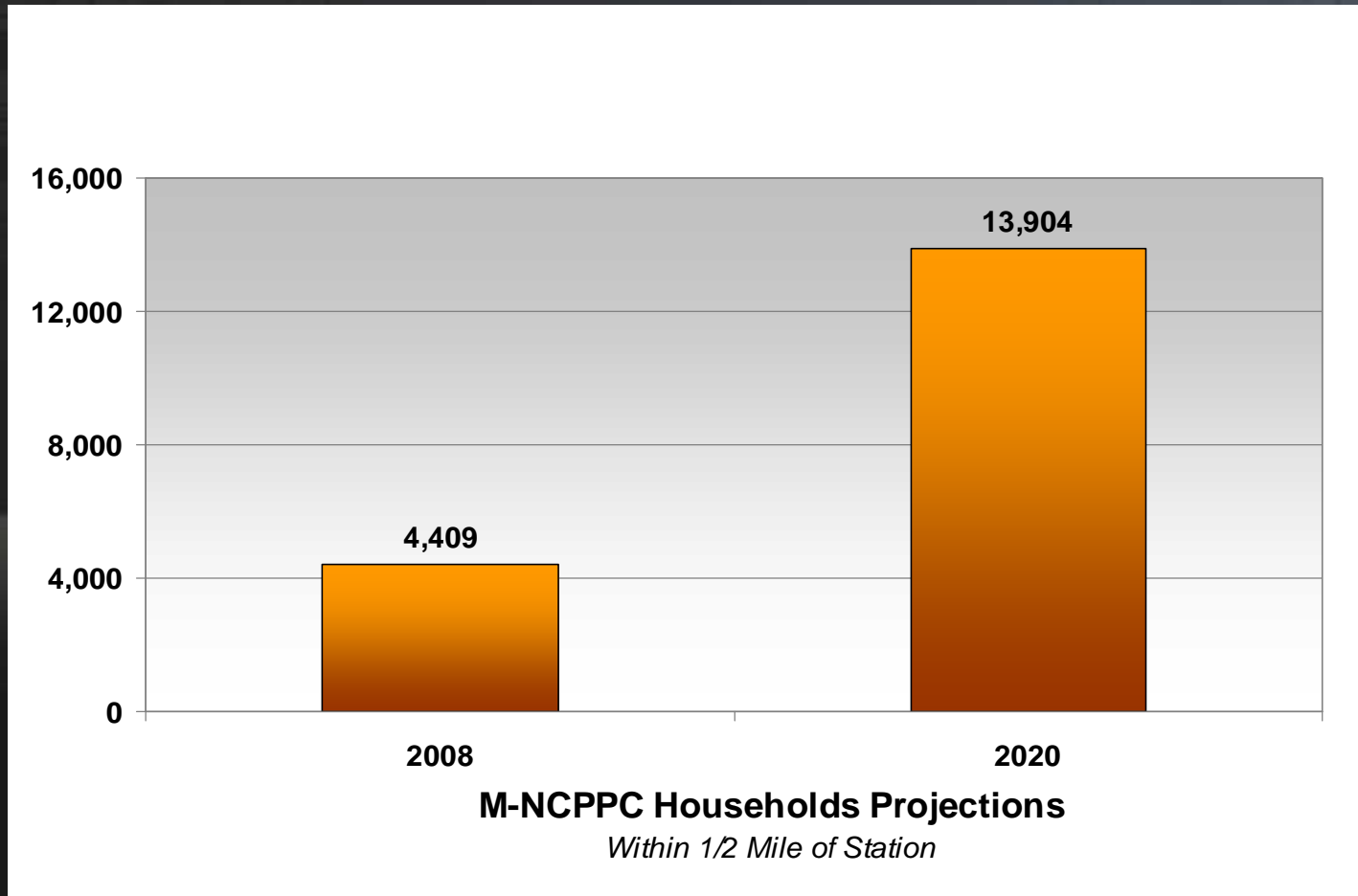


- By 2020, substantial growth within ½ mile of station:
 - 211% increase in households
 - 79% increase in commercial space (an additional 3 million GSF of non-residential space)
 - One of the fastest growing station areas in the region



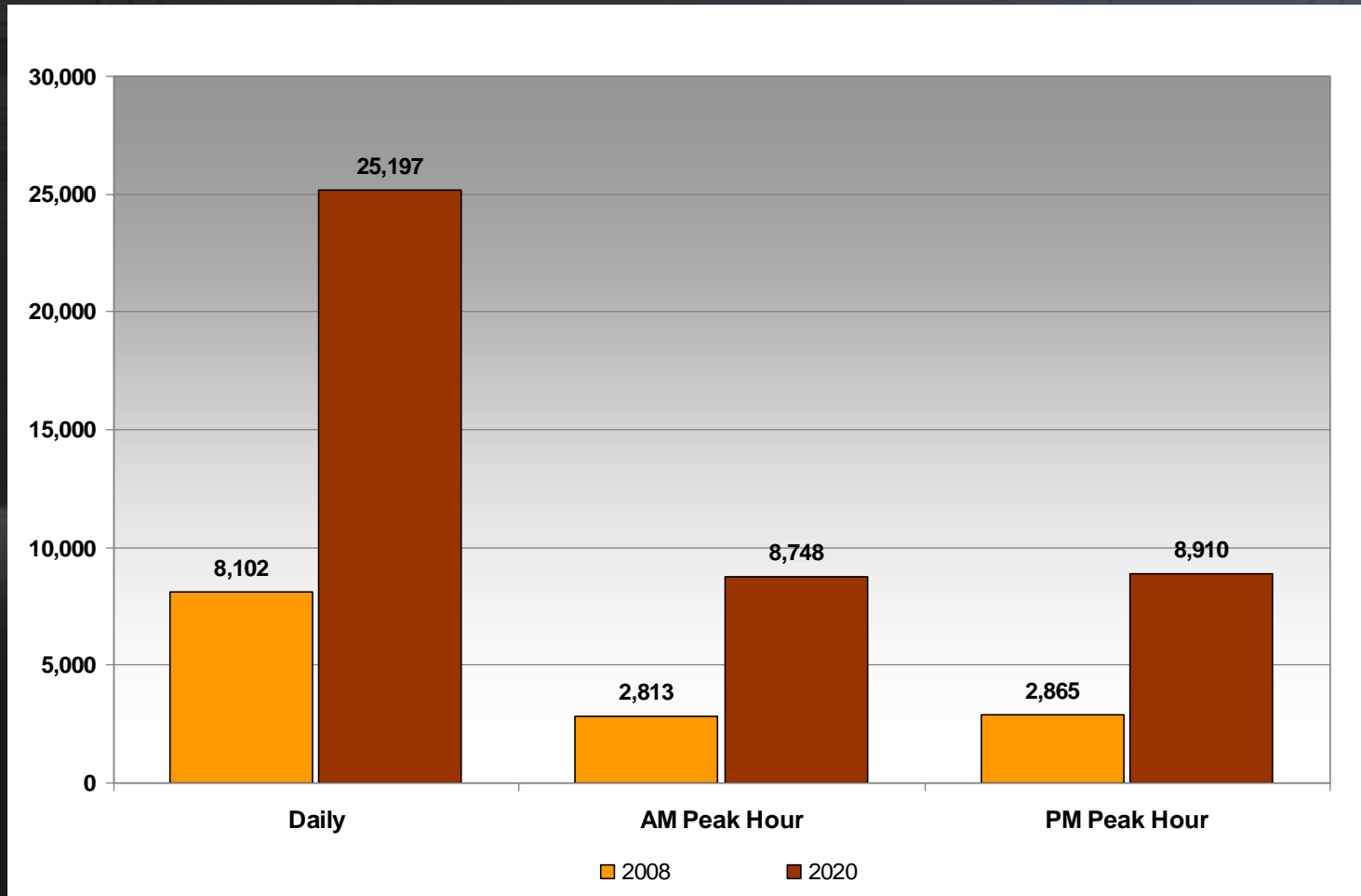
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Projected Growth



White Flint Station

Existing and Future Ridership



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



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



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Existing Conditions with Proposed Development

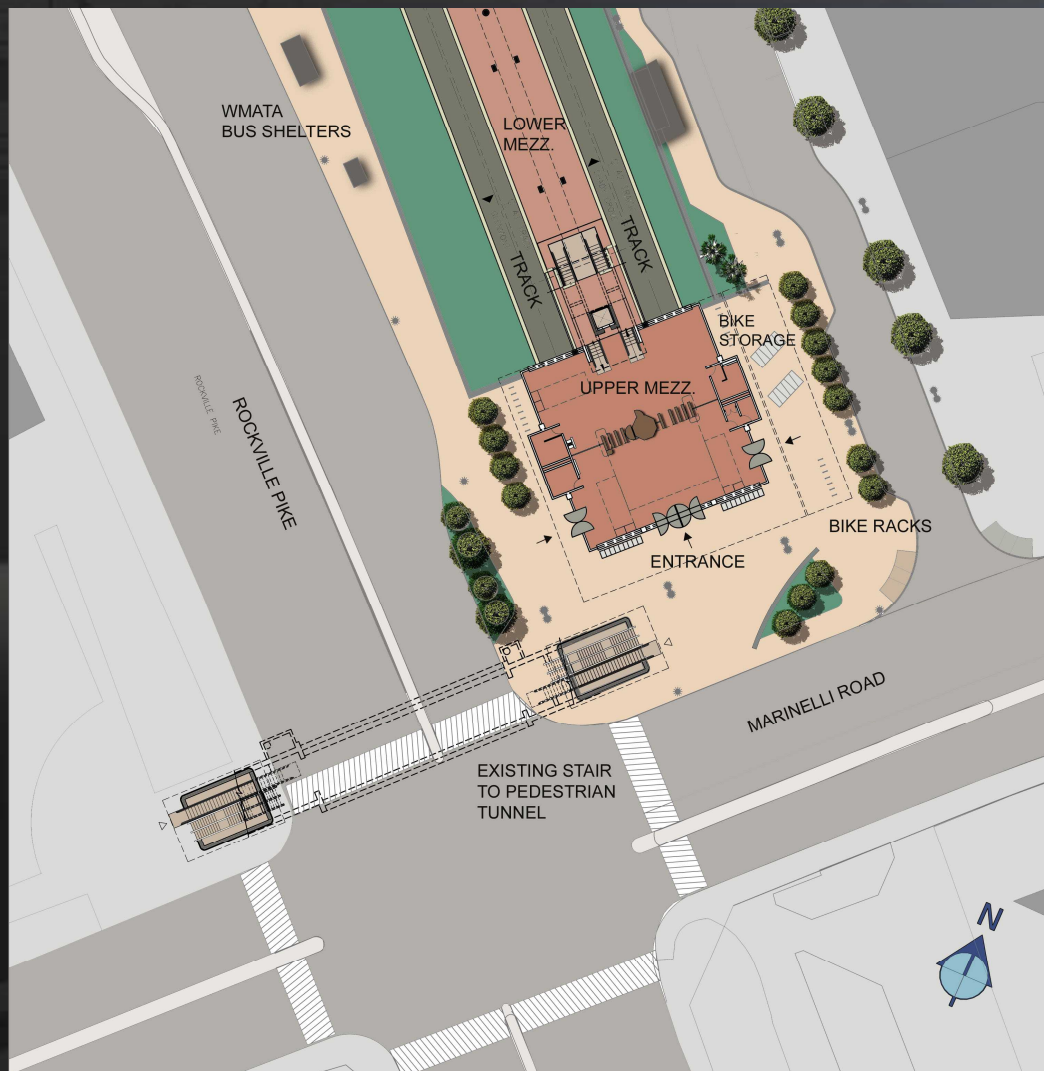


Assumptions

- 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



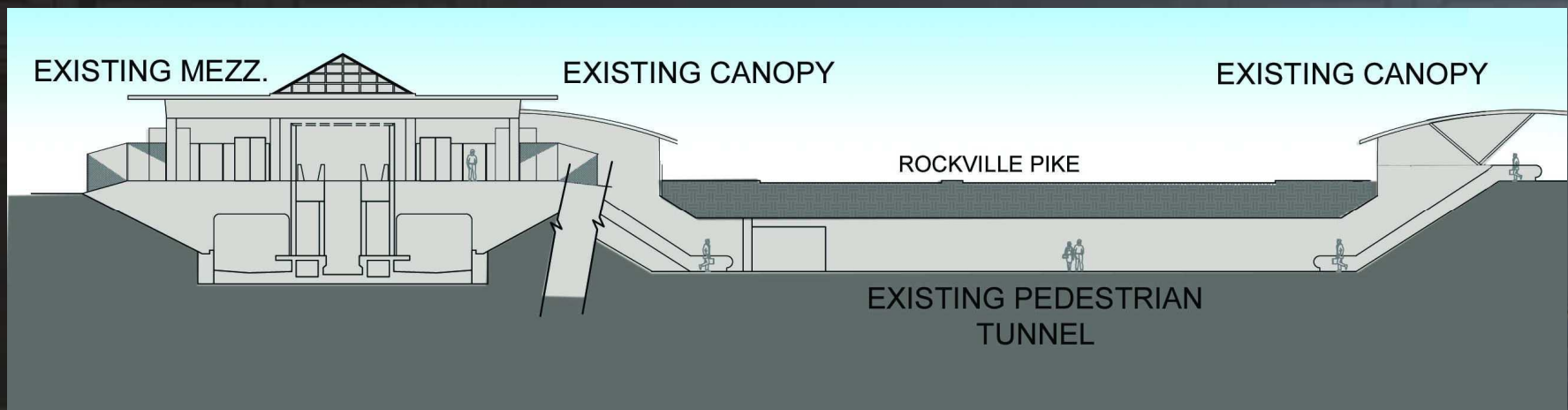
Assumptions

- 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



White Flint Station

Alternative 2 – New Entrance



Assumptions

- New station entrance at north end
- New platform canopy
- Upgraded sidewalks and crosswalks at new entrance



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Alternative 2 – New Entrance

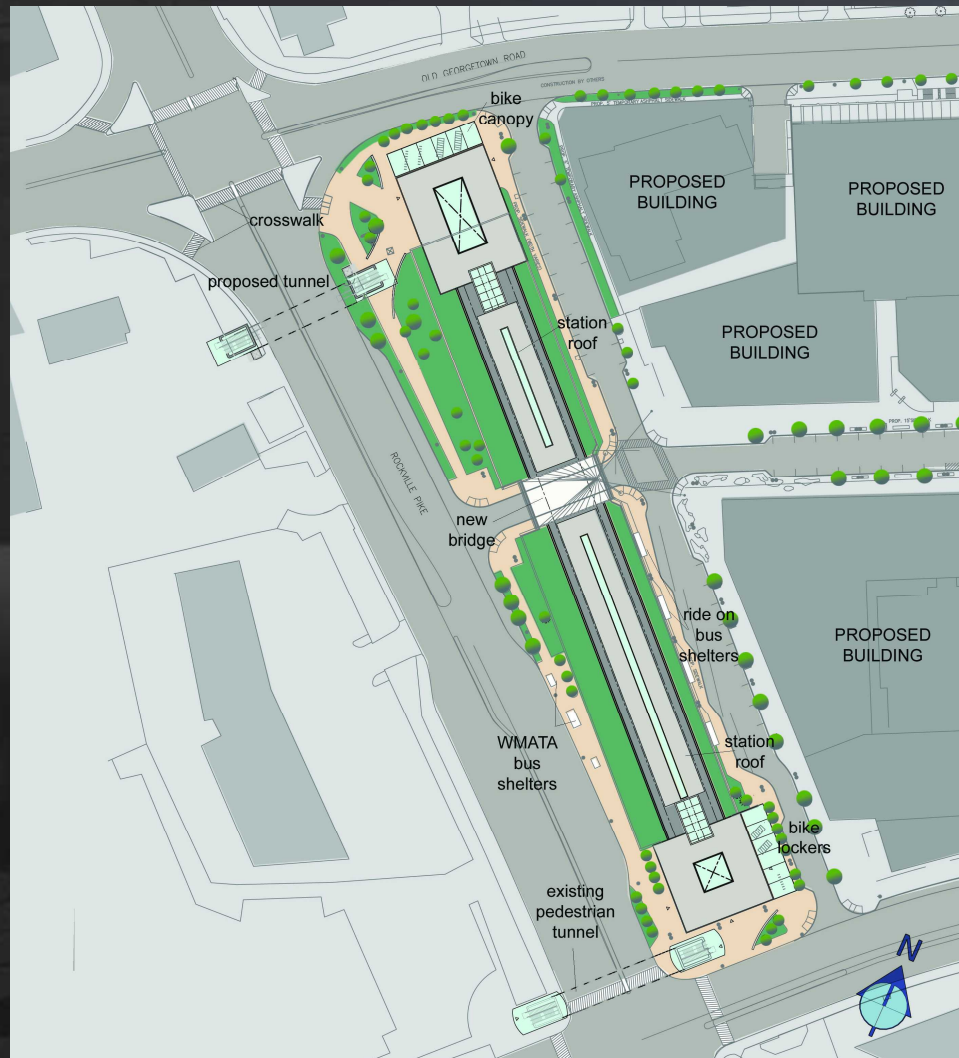


Assumptions

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

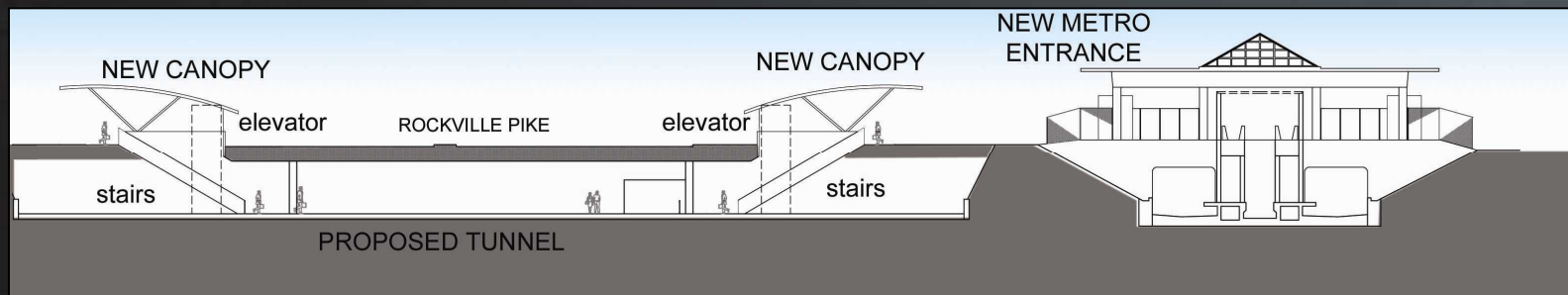
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Alternative 2A – New Entrance with Pedestrian Tunnel



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Alternative 2A – New Entrance with Pedestrian Tunnel



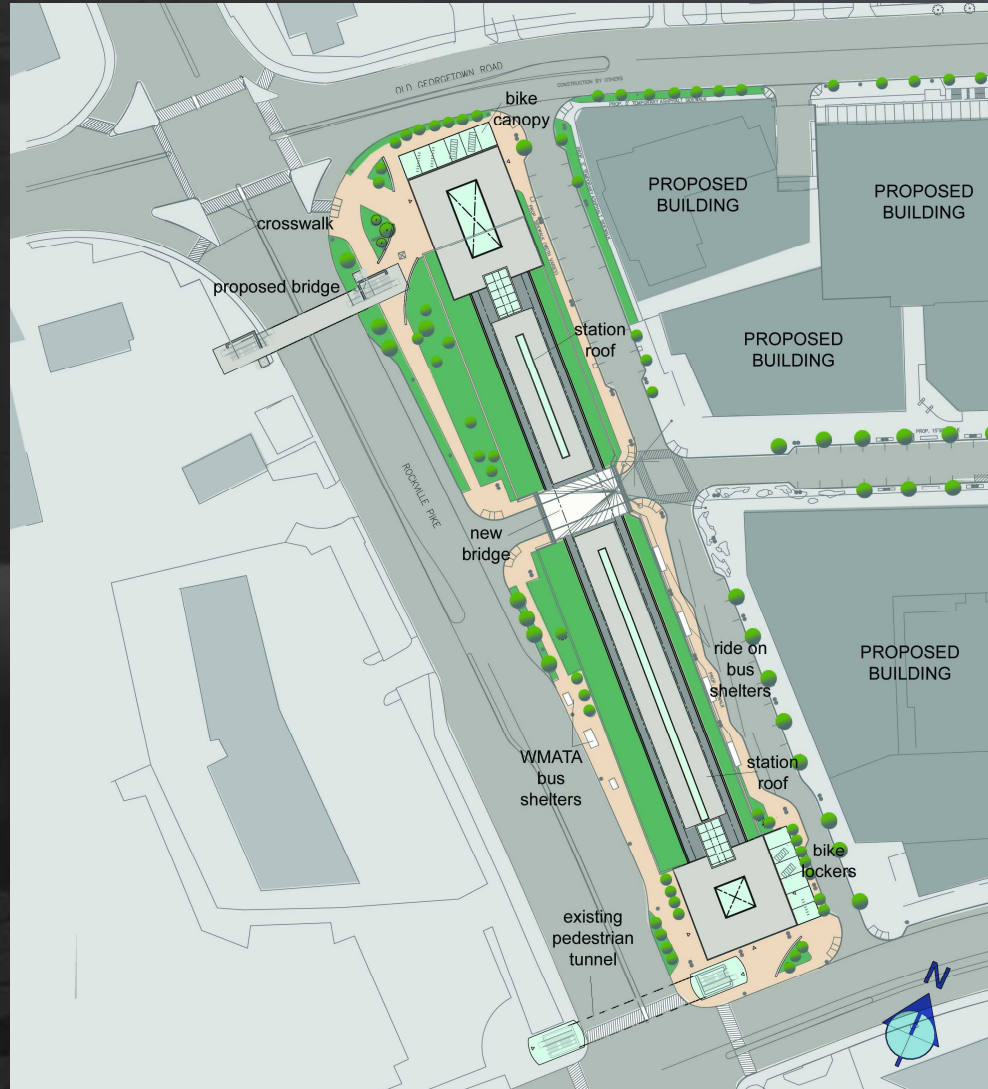
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Alternative 2B – New Entrance with Diagonal Tunnel



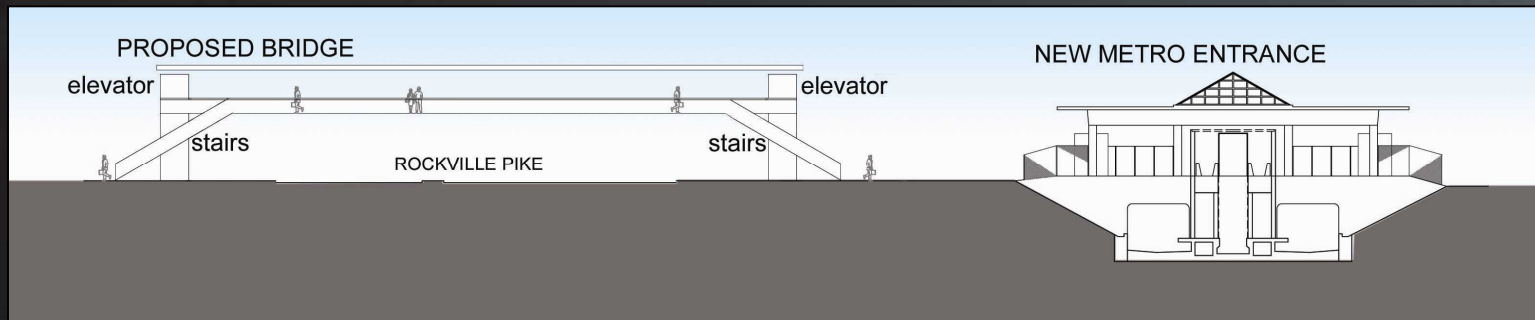
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Alternative 2C – New Entrance with Pedestrian Bridge

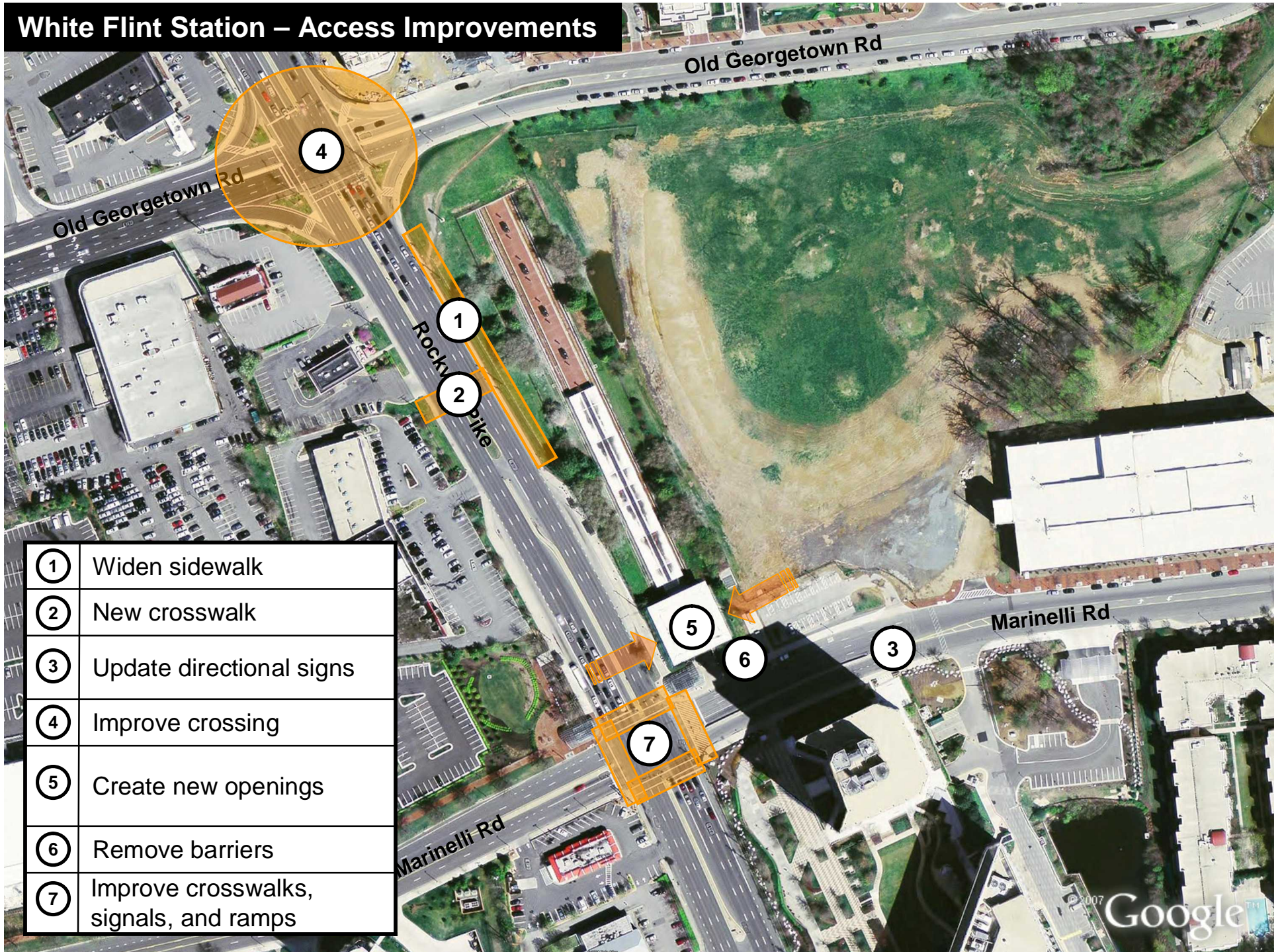


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Alternative 2C – New Entrance with Pedestrian Bridge



White Flint Station – Access Improvements



Preliminary Project Costs



Alternative 1	Alternative 2	Alternative 2A	Alternative 2B	Alternative 2C
\$2.0 – 2.5 M	\$10.0 – 15.0 M	\$20.0 – 25.0 M	\$30.0 – 35.0 M	\$15.0 – 20.0 M

- Cost are order of magnitude estimates for comparative purposes only
- Costs are preliminary estimates in 2008 dollars

Next Steps



- Ongoing coordination with M-NCPPC and property owners
- Final report in early 2009

Questions or comments?

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