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

Study Purpose and Goals

- 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

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
- Widar crosswalk
- Possible median refuge
- Enhanced WMATA shuttle bus operations

Alternative 2

Assumptions
- Two new high-speed elevators
- Handrail crosswalk to remain
- At-grade crossing improvements
- WMATA shuttle bus in operation
Alternative 2

OPTION 2 - ELEVATOR TO EXISTING MEZZANINE

Alternative 3

Assumptions
- New tunnel
- Possible connection to station mezzanine
- Pro-active at-grade crossing barrier
- AM/FM radio in operation
**Alternative 3**

![Alternative 3 Diagram]

**Alternative 4**

**Assumptions**
- New pedestrian bridge
- Possible at-grade crossing barrier
- Visual impact to historic setting
- NMAD shuttle bus in operation
Alternative 4

Next Steps

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

Questions or comments?
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