

POTOMAC YARD METRORAIL STATION PROJECT

Potomac Yard Metrorail Implementation Work
Group (PYMIG)

Project Update

October 22, 2018



AGENDA

- Schedule - Upcoming PYMIG Meetings
- Recap Design Considerations
- Design Options
- PYMIG Discussion
- Public - Questions
- Adjourn

UPCOMING PUBLIC MEETINGS

- October 29 PYMIG
- November 5 PYMIG
- November 12 PYMIG
- November 26 PYMIG
- December 4 Planning Commission
- December 15 City Council

East and West Station Approaches Workshop

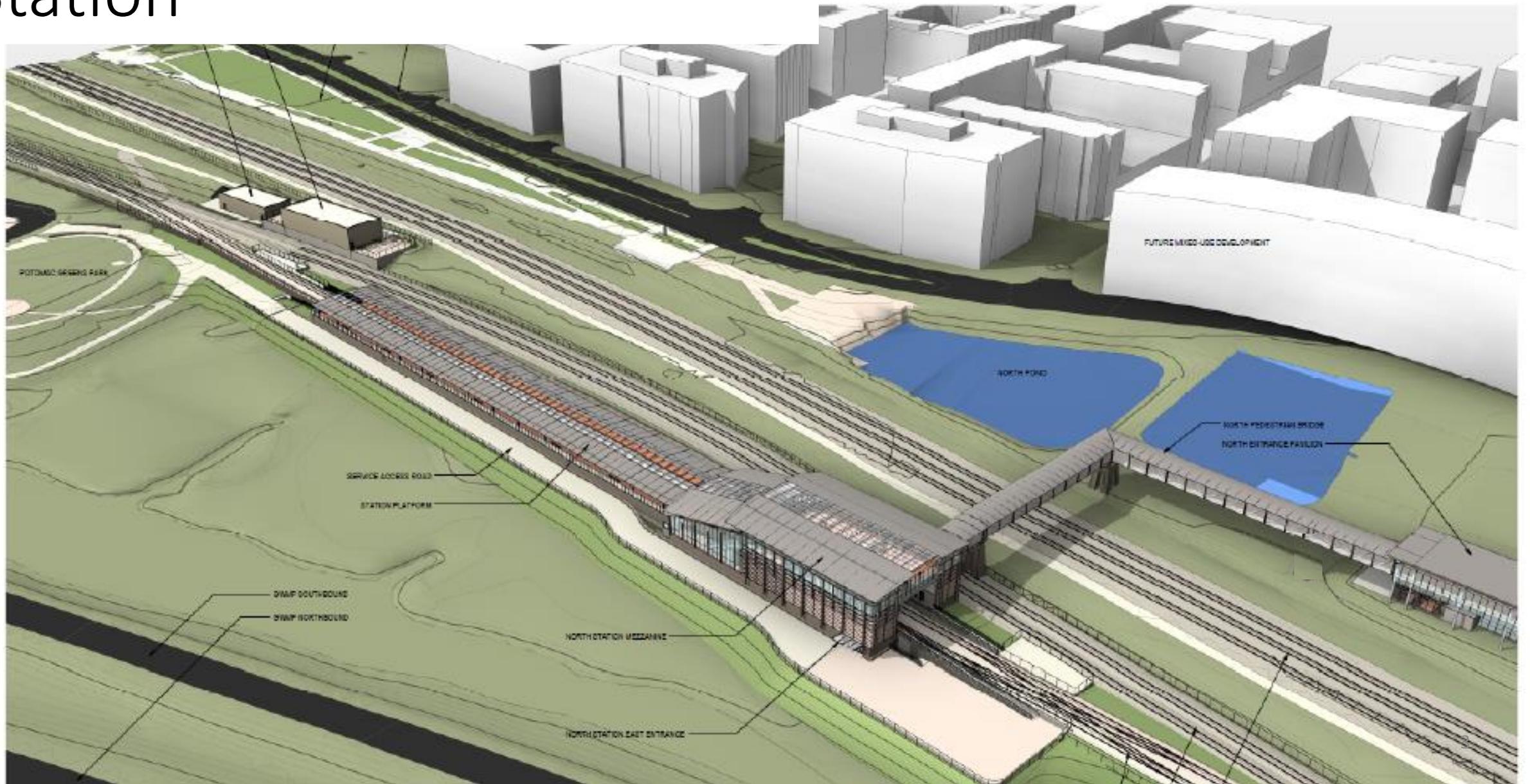
PYMIG 10/22/2018



Design Development Process

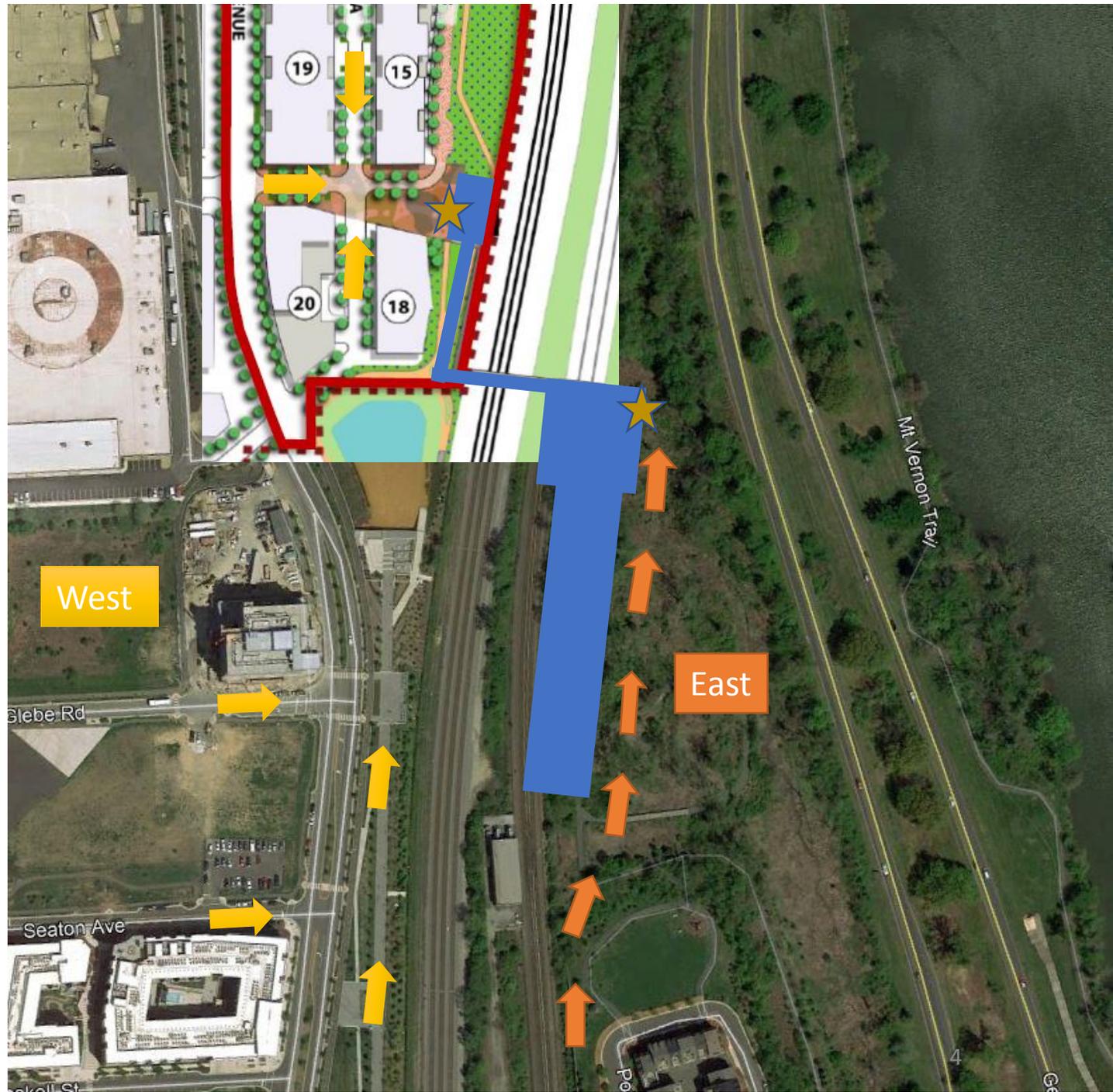
1. Identify the Problem
2. Investigate Solutions
3. Consult with Stakeholders – Select High Level Solutions
4. Refine the High Level Solutions – Identify Details
5. Consult with Stakeholders – Select Details
6. Refine the Overall Solution based on the Details
7. Detail and Approve the Plan
8. Build It!

Base Scheme for the Station



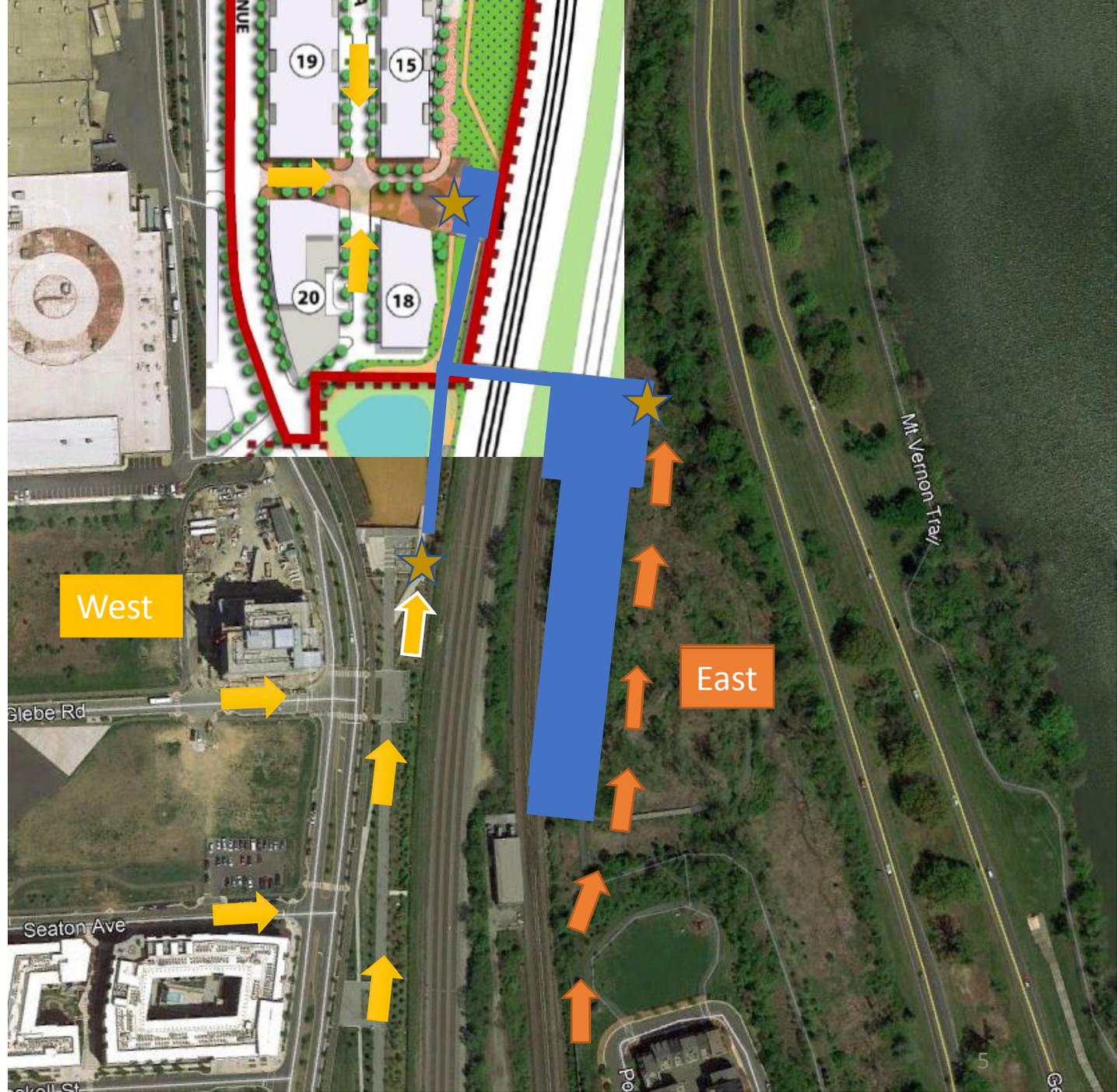
Station Approaches- Southeast, Southwest and Northwest

Pedestrian Travel Route → / →
Station Access Point ★



Station Approaches- Additional Access for the Southwest

Pedestrian Travel Route → / →
Station Access Point ★



PYMIG Design Principles

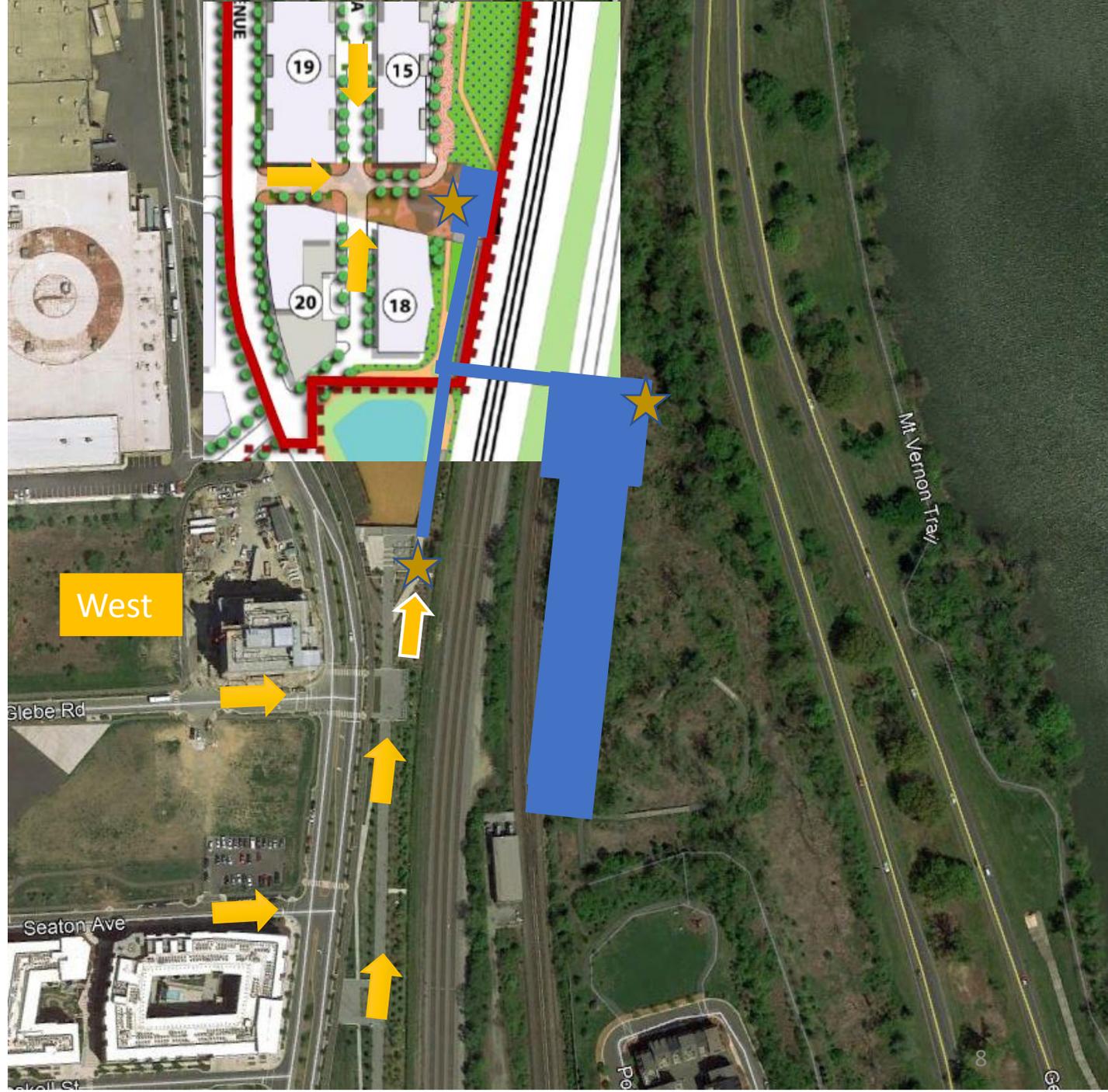
- **Access Proximity**
 - Existing established pedestrian path to the pond
 - Access could start further north.
 - East & West have different criteria or priorities
- **Budget constraint**
 - Need to improve design within budget
- **Access Quality**
 - Enhanced ADA Accessibility
 - Shade & Rain protection
 - Lighting & Even paving treatments
 - Direct, non-meandering path of travel
 - Pedestrian Aesthetic experience
- **Connectivity & Multimodal functionality**
 - Map out path of travel
 - Bike & Bus accessibility
- **Safety**
 - Lighting – Even lighting, not just minimum
 - Ease of exit – no dead ends.
- **Sustainability**
 - Stormwater vs. aesthetic experience
 - Leed compliance
 - Easy access for Maintenance
- **Design**
 - “Cohesive” design/architecture
 - Prioritize pedestrian experience,
 - OK for the design to differ from other parts of the station
 - Sense of place to draw people towards the south end
 - Doesn’t feel like a second thought
 - Sense of equilibrium
 - Experience at grade VS ramp
 - What is the experience like under the ramp?
 - Lighting

Design Development Process

1. Identify the Problem
2. Investigate Solutions
3. Consult with Stakeholders – Select High Level Solutions
 1. Goal of the Meeting Tonight
4. Refine the High Level Solutions – Identify Details
5. Consult with Stakeholders – Select Details
 1. Upcoming PYMIG Meetings
6. Refine the Overall Solution based on the Details
7. Detail and Approve the Plan
8. Build It!

Station Approach- Southwest

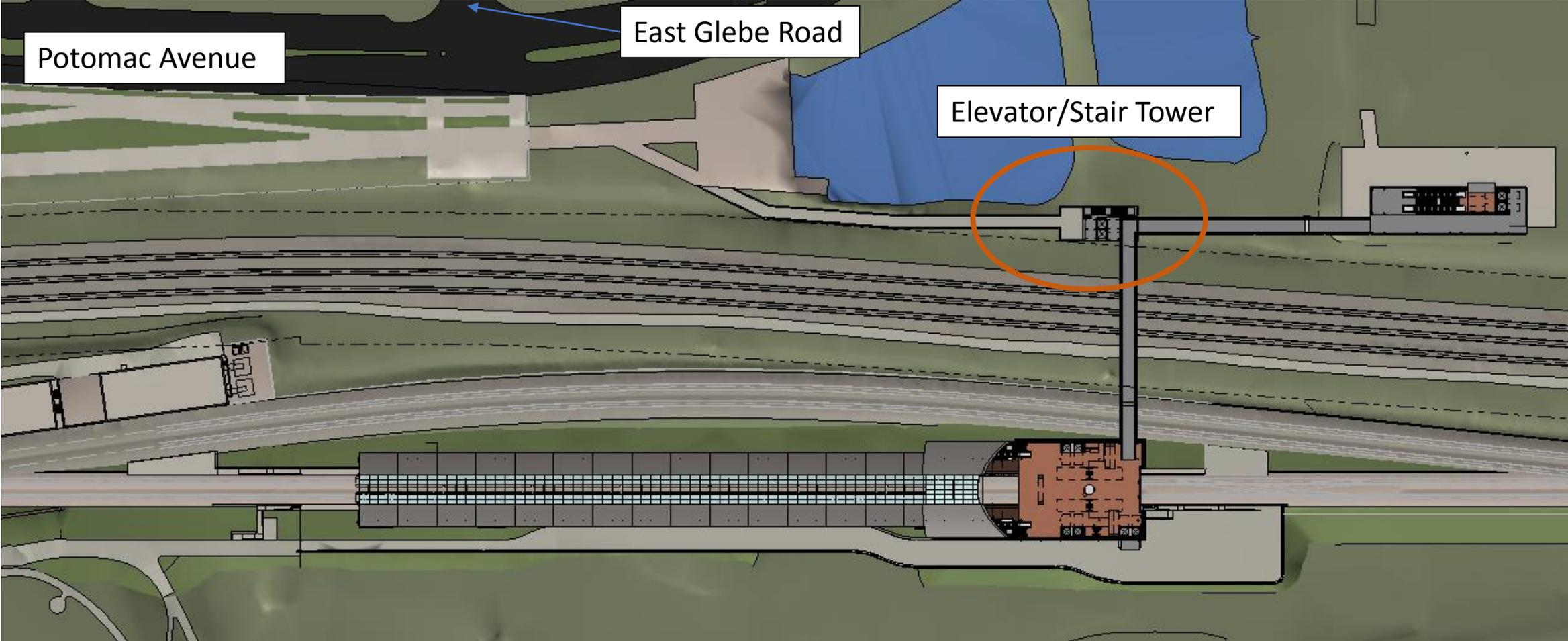
Pedestrian Travel Route →
Station Access Point ★



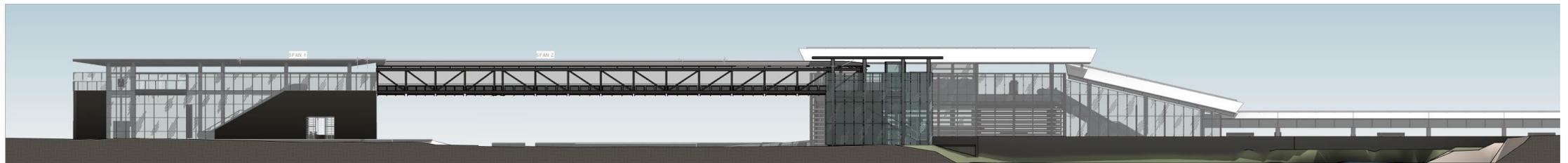
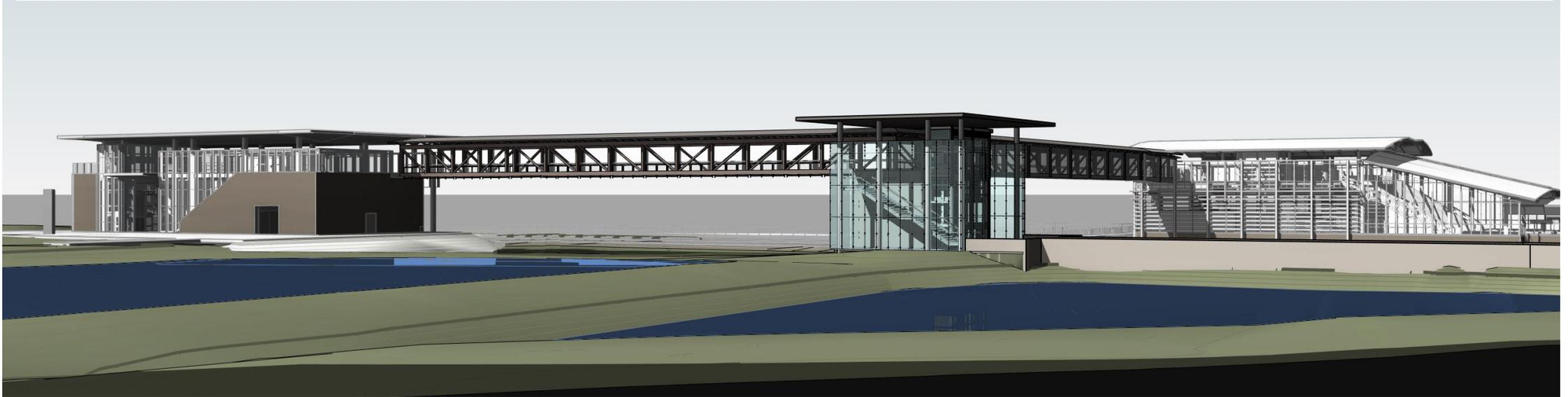
Southwest Station Approach Options – Pedestrian Ramp



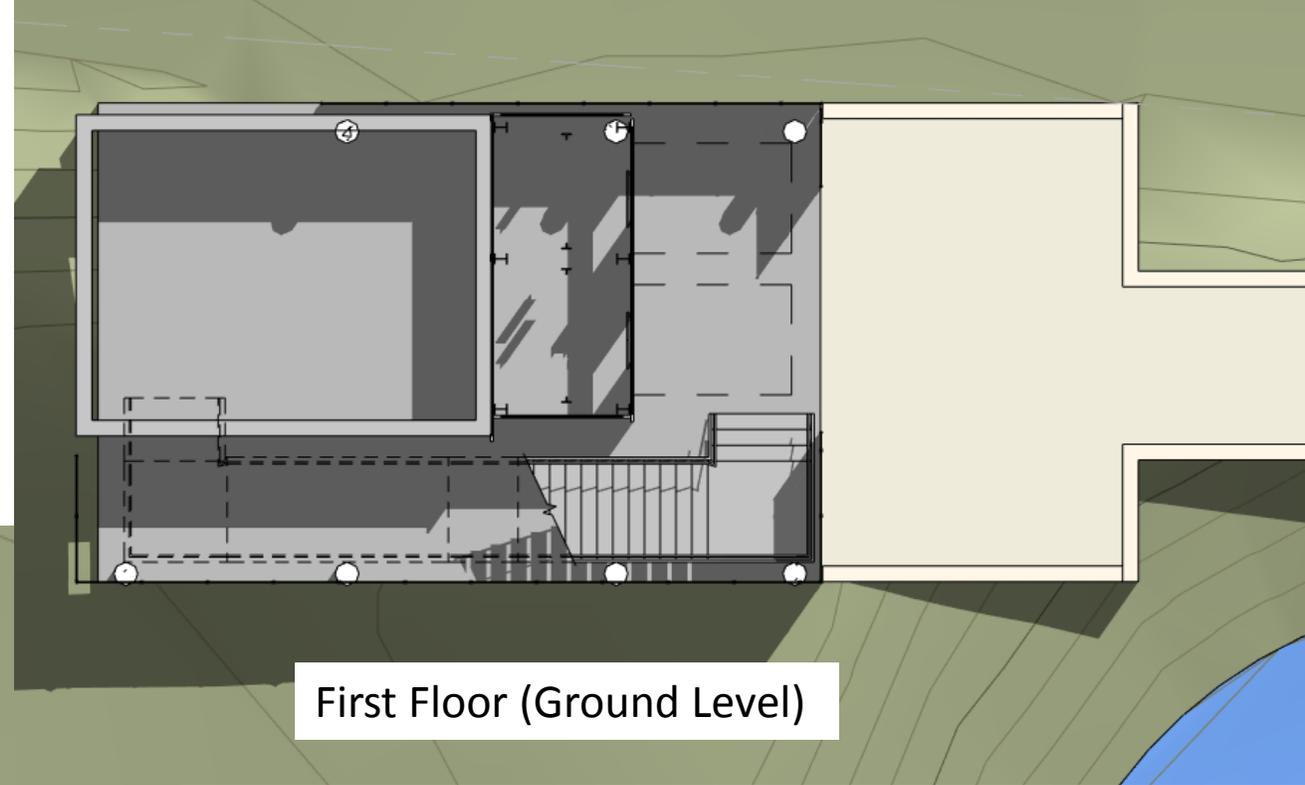
Southwest Station Approach Options – Stair and Elevator Tower at the Pier



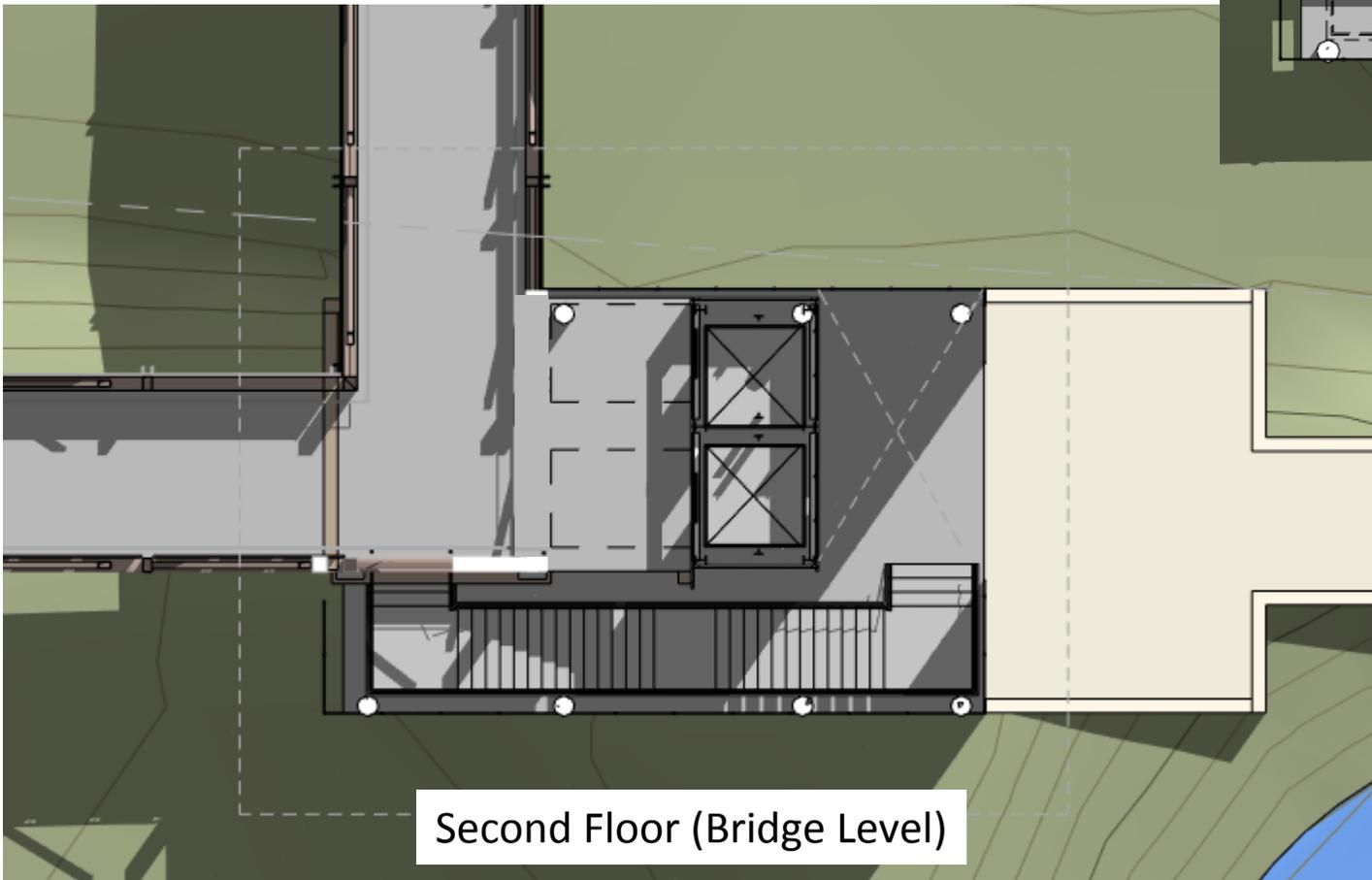
Southwest Station Approach Options – Stair and Elevator Tower at the Pier



Southwest Station Approach Options – Stair and Elevator Tower at the Pier



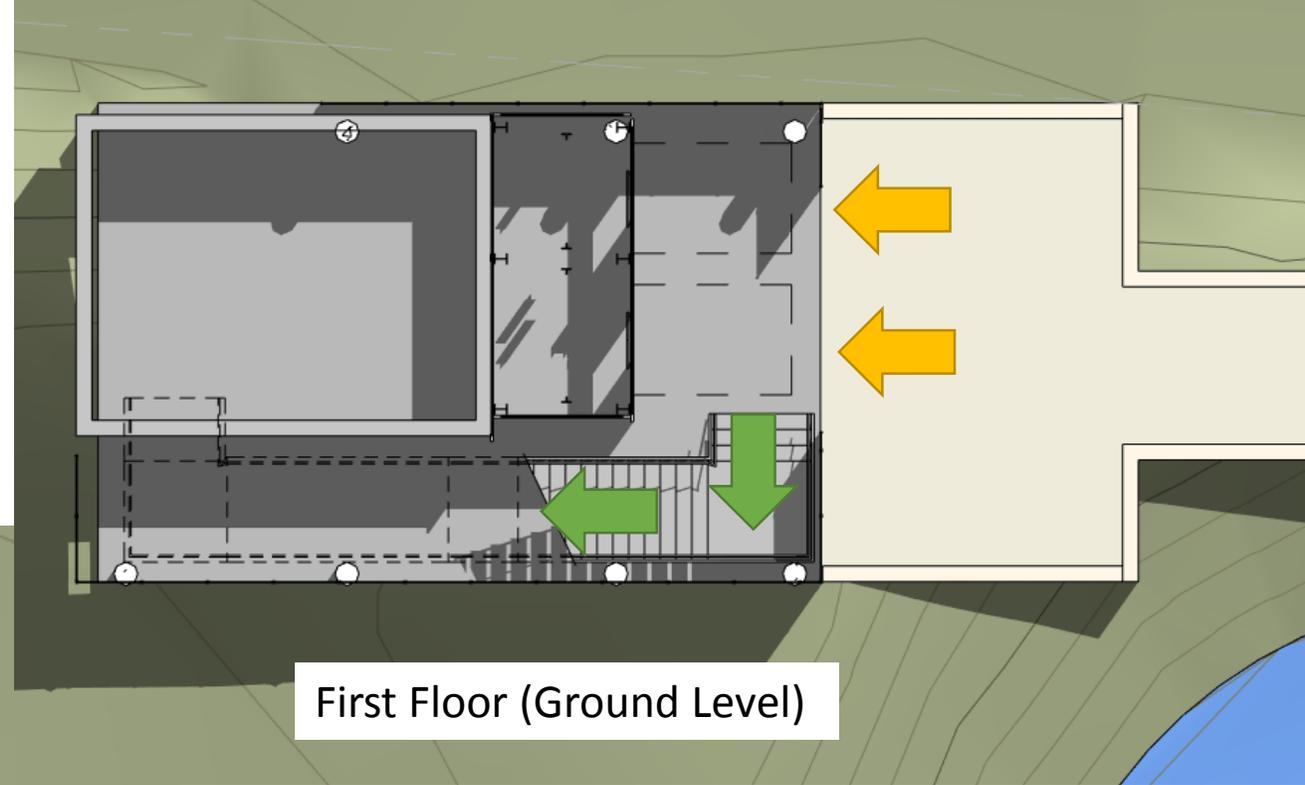
First Floor (Ground Level)



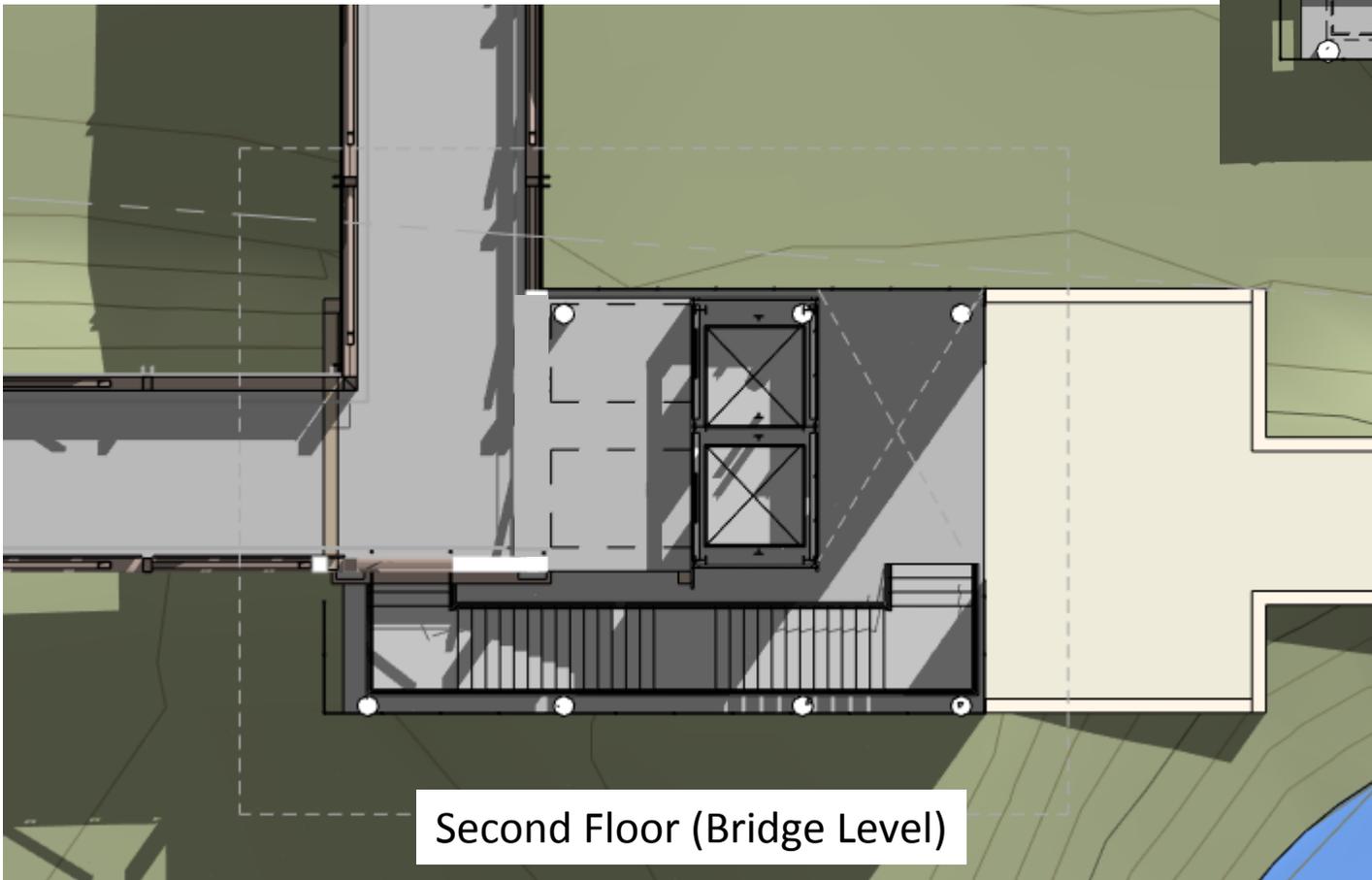
Second Floor (Bridge Level)



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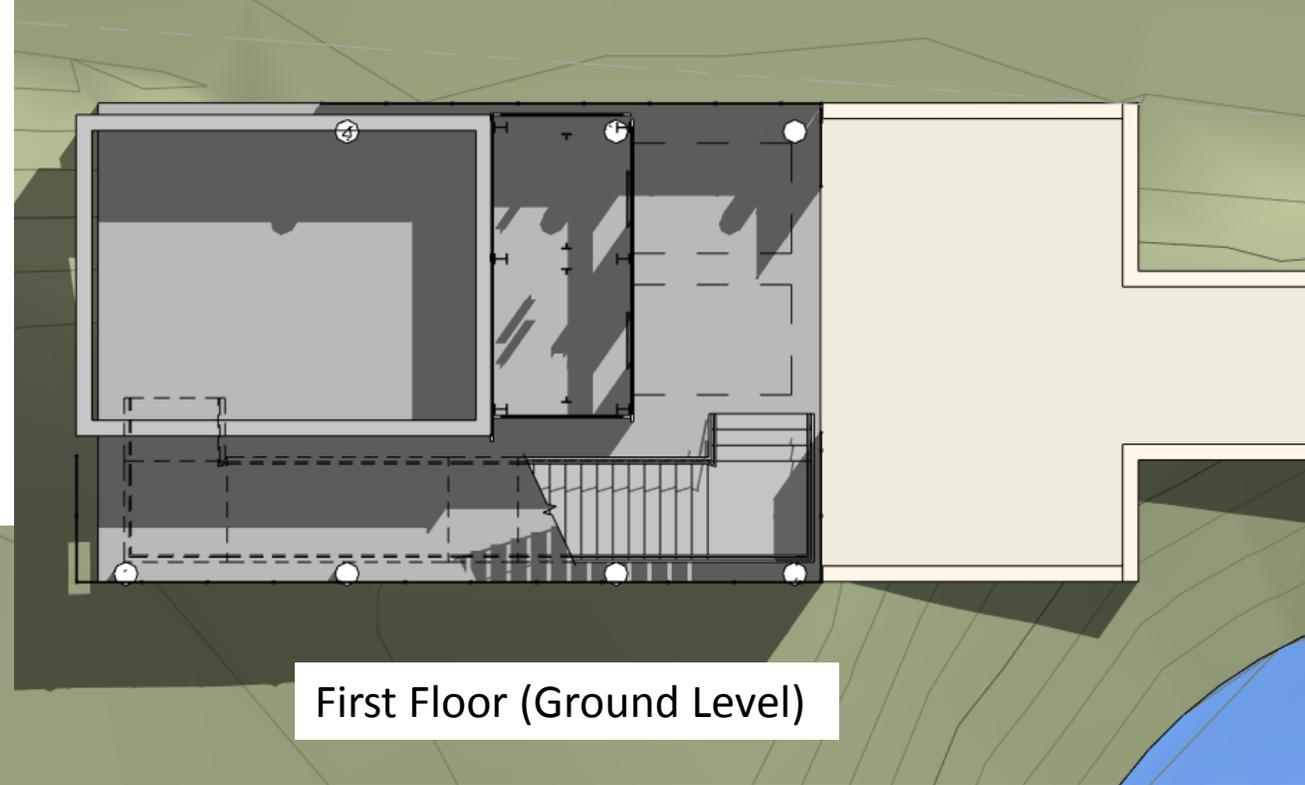
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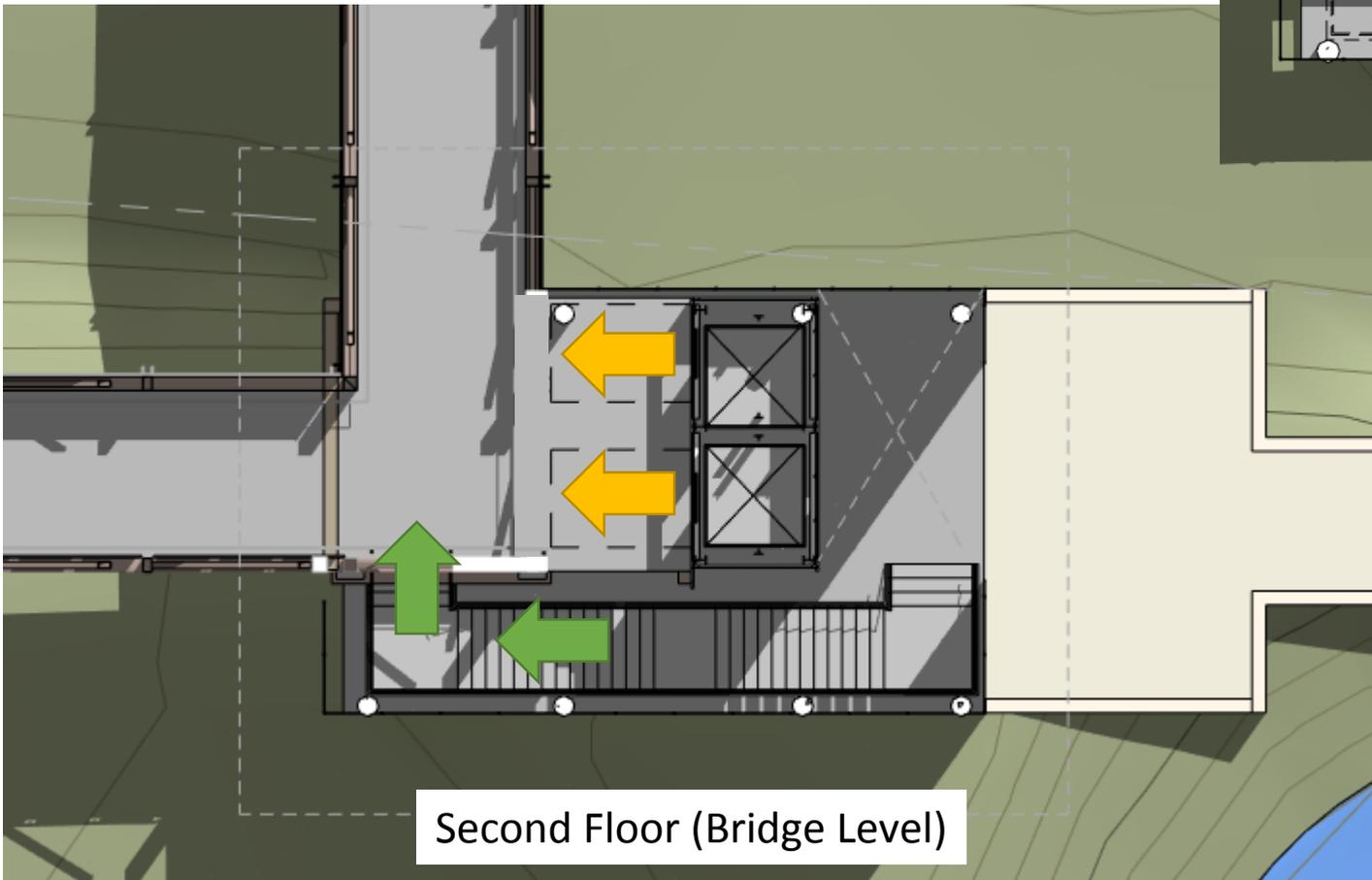
Second Floor (Bridge Level)



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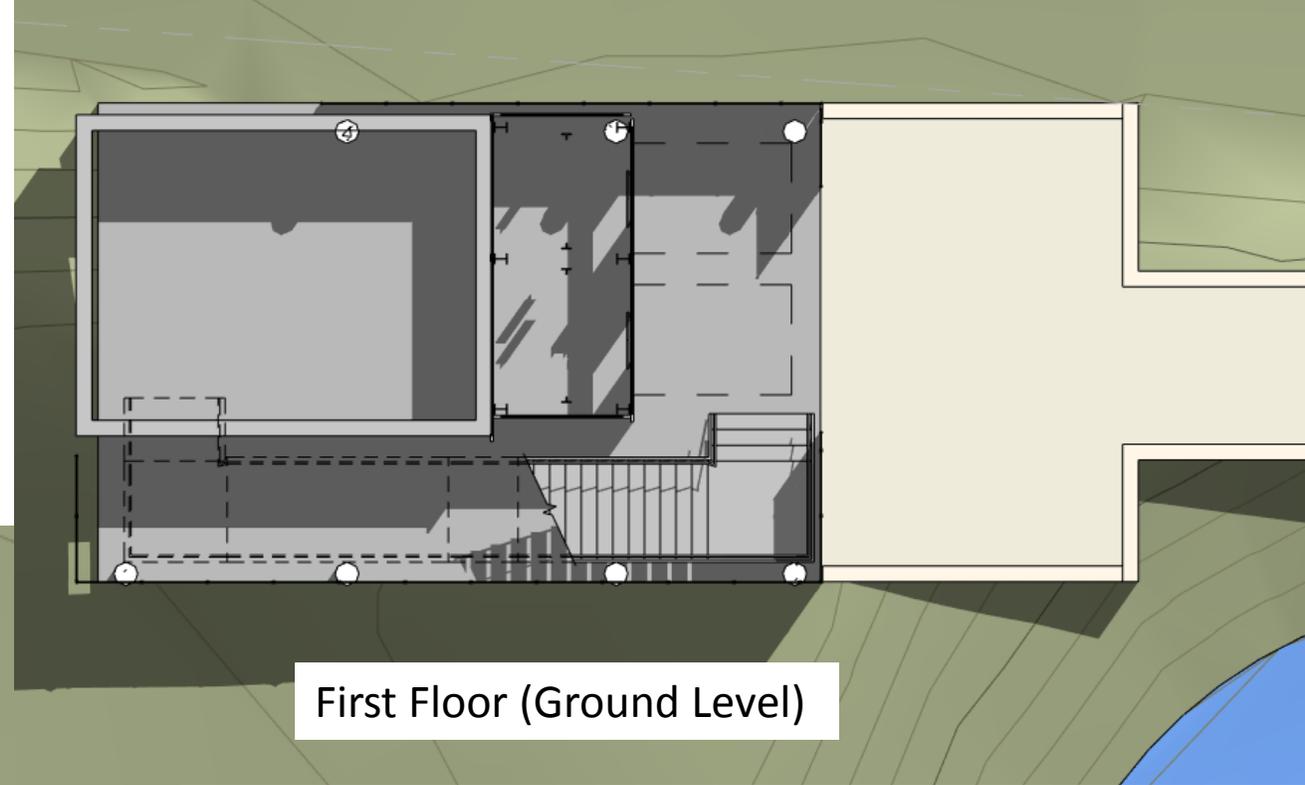
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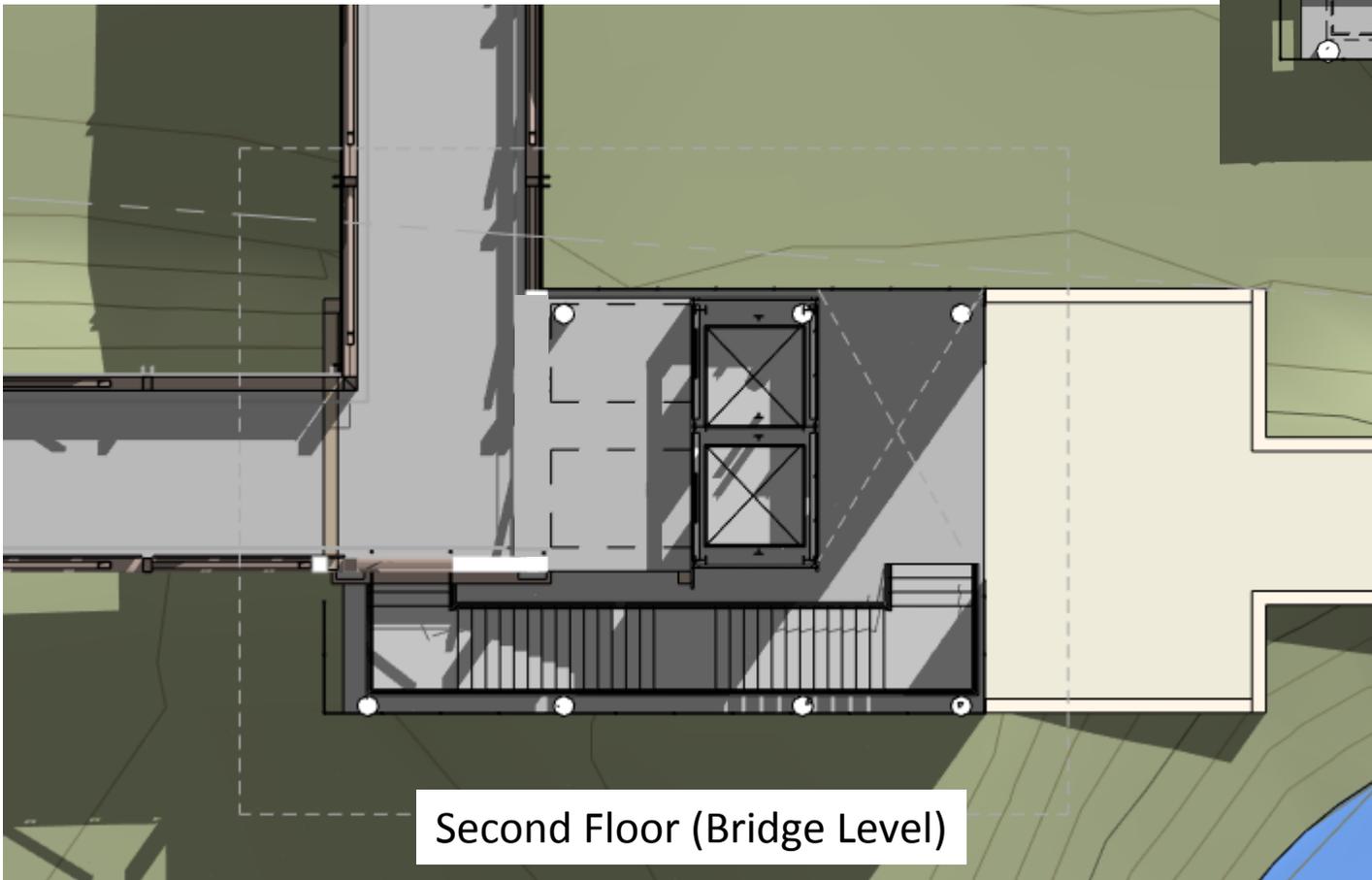
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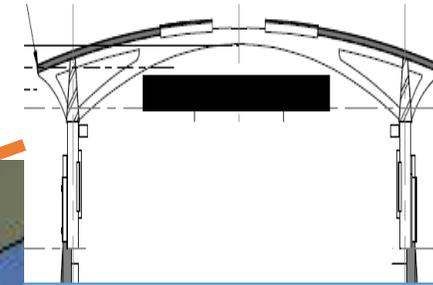
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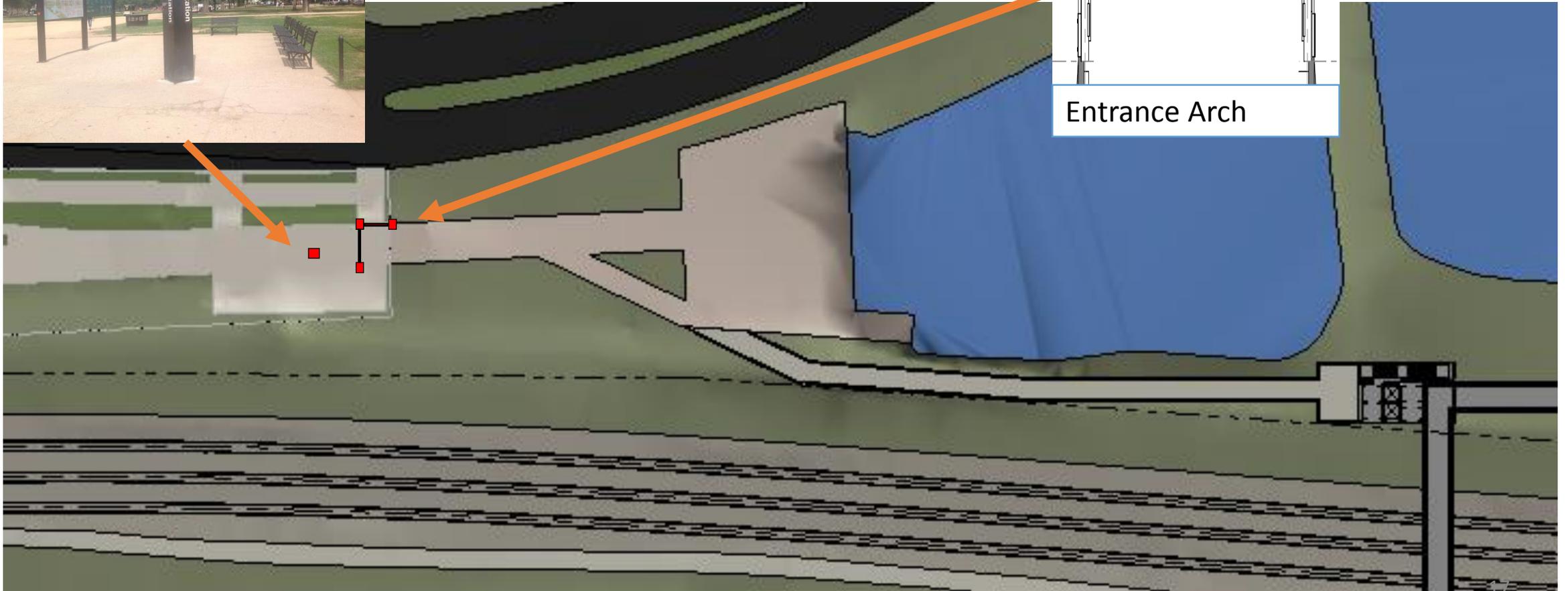
Second Floor (Bridge Level)



Southwest Station Approach – Other Options



Entrance Arch

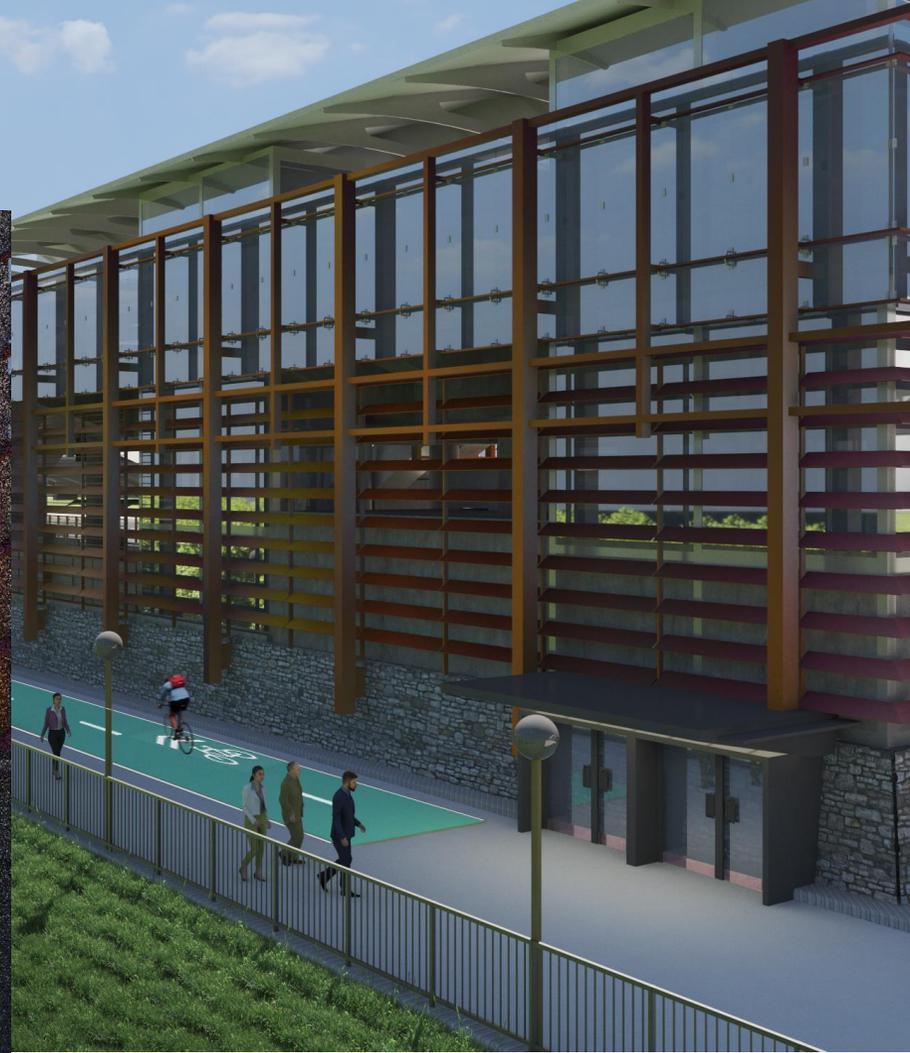


Station Approach Options – Southeast

Pedestrian Travel Route →
Station Access Point ★



Southeast Pedestrian Approach – Pole Lights and Wall Lighting



Southeast Pedestrian Approach – Handrail and Wall Lighting

