

# POTOMAC YARD

## METRORAIL STATION PROJECT

Potomac Yard Metrorail Implementation Work Group (PYMIG)

Project Update

October 29, 2018



# AGENDA

- Schedule - Upcoming PYMIG Meetings
- Recap 10/29/18 PYMIG Meeting
- Station Access Design
- PYMIG Discussion
- Public - Questions
- Adjourn

# UPCOMING PUBLIC MEETINGS

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

# East and West Station Approaches Workshop

PYMIG 10/29/2018



# Design Development Process

- ✓ Identify the Problem
- ✓ Investigate Solutions
- ✓ Consult with Stakeholders – Select High Level Solutions
- ✓ Refine & Detail Selected High Level Solutions
- **Consult with Stakeholders – Select Details**
- **Refine the Overall Solution based on the Details**
- Detail and Approve the Plan
- Build It!

# PYMIG Design Principles

- **Access Proximity**
  - Existing pedestrian path to the pond
  - Access could start further north.
  - East & West have different 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,
  - Design can differ from other parts of the station
  - 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

# PYMIG Community Input

## West

- **Ramp Option:**
  - Extension to E. Glebe Road
  - Covered and less maintenance costs
  - Better ADA accessibility than shorter ramp
  - More reliable and more affordable
  - Better pedestrian traffic flow
  - Bike access concern → Similar to North entrance
  - Ramp aesthetics
- **Lantern option:**
  - Lantern to Glebe rd. with bridge to the knuckle
  - Better ADA accessibility than lantern at knuckle
  - Constrained by limited elevator capacity
- **Entrance for both options:**
  - Increase sense of arrival
  - Coordinate tie-in with pedestrians, park, and trails.

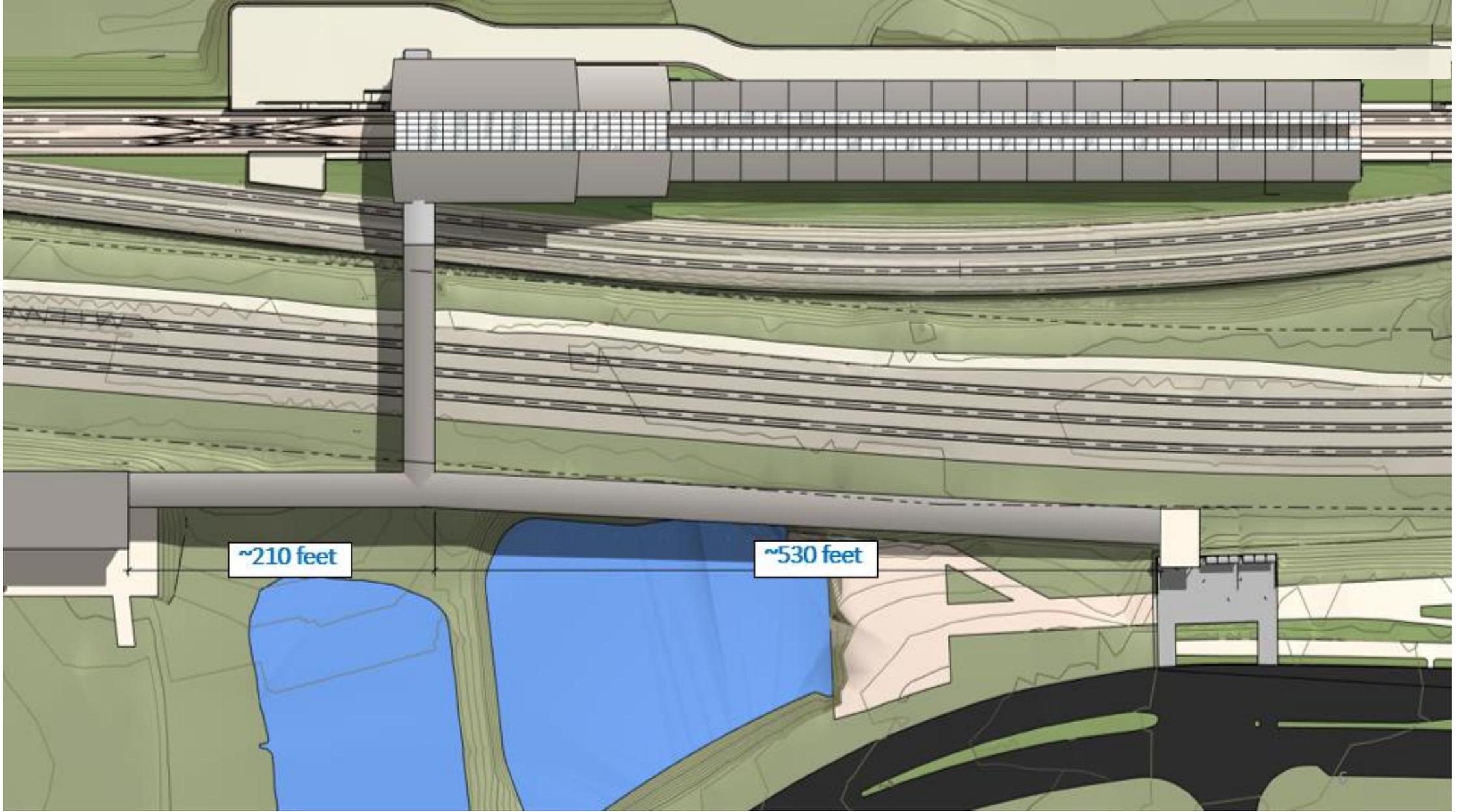
## East

- **Lighting:**
  - Balancing park protection & Safety for pedestrians
  - Designing to allow reducing station light after hours
- **Environment**
  - Minimizing overall impact to wetlands, and
  - Minimizing station lighting reaching wetlands
- **Access**
  - Creating a destination at the Southeast corner
  - Evaluating potential to add additional stairs at the east entrance
  - Keeping landscaped vertical surfaces aesthetically pleasing

# Southwest Station Approach Options – Pedestrian Ramp

Pedestrian Travel Route → / →  
Station Access Point ★

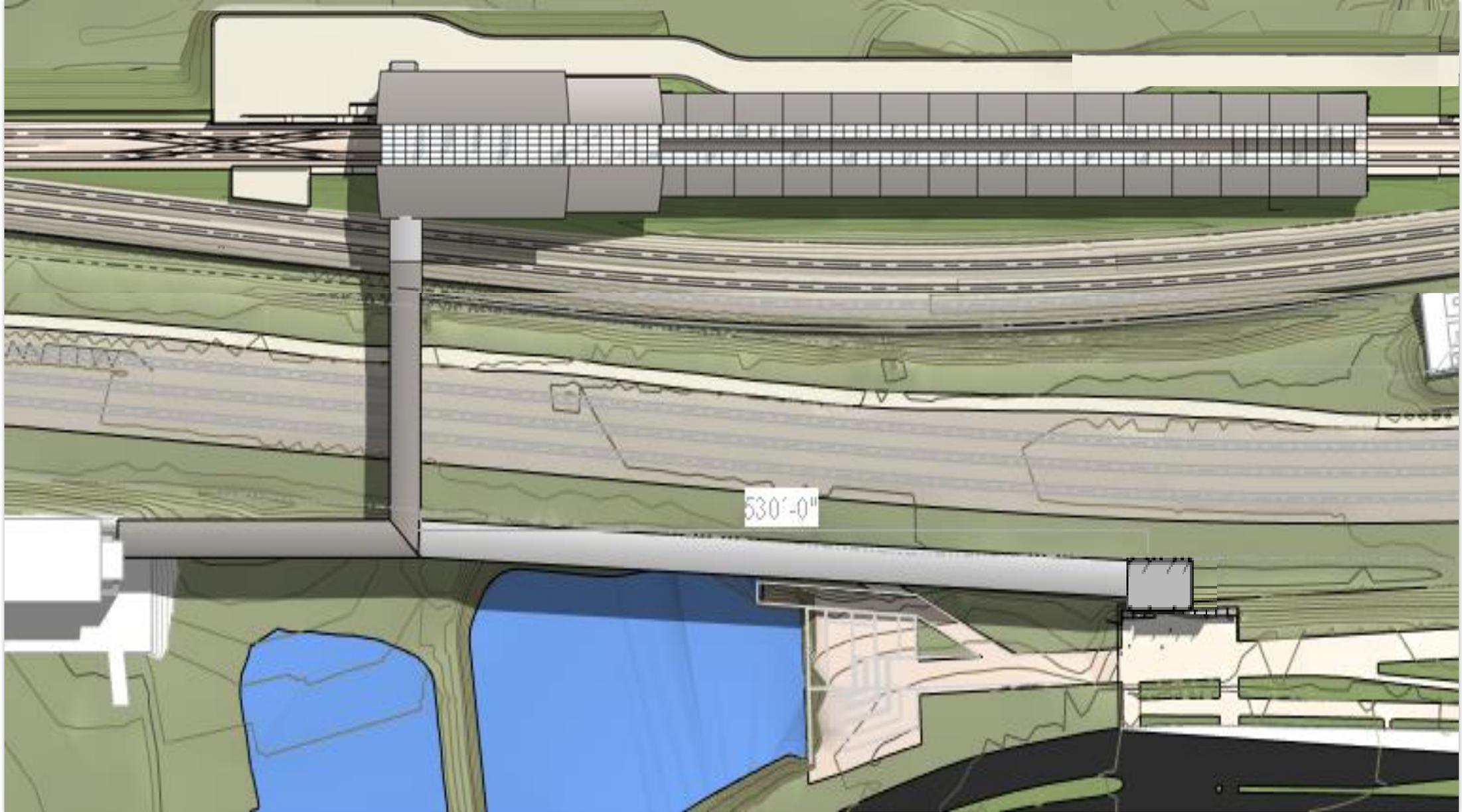




Southwest Station Approach Options – Pedestrian Ramp



## Southwest Station Approach Options – Pedestrian Ramp



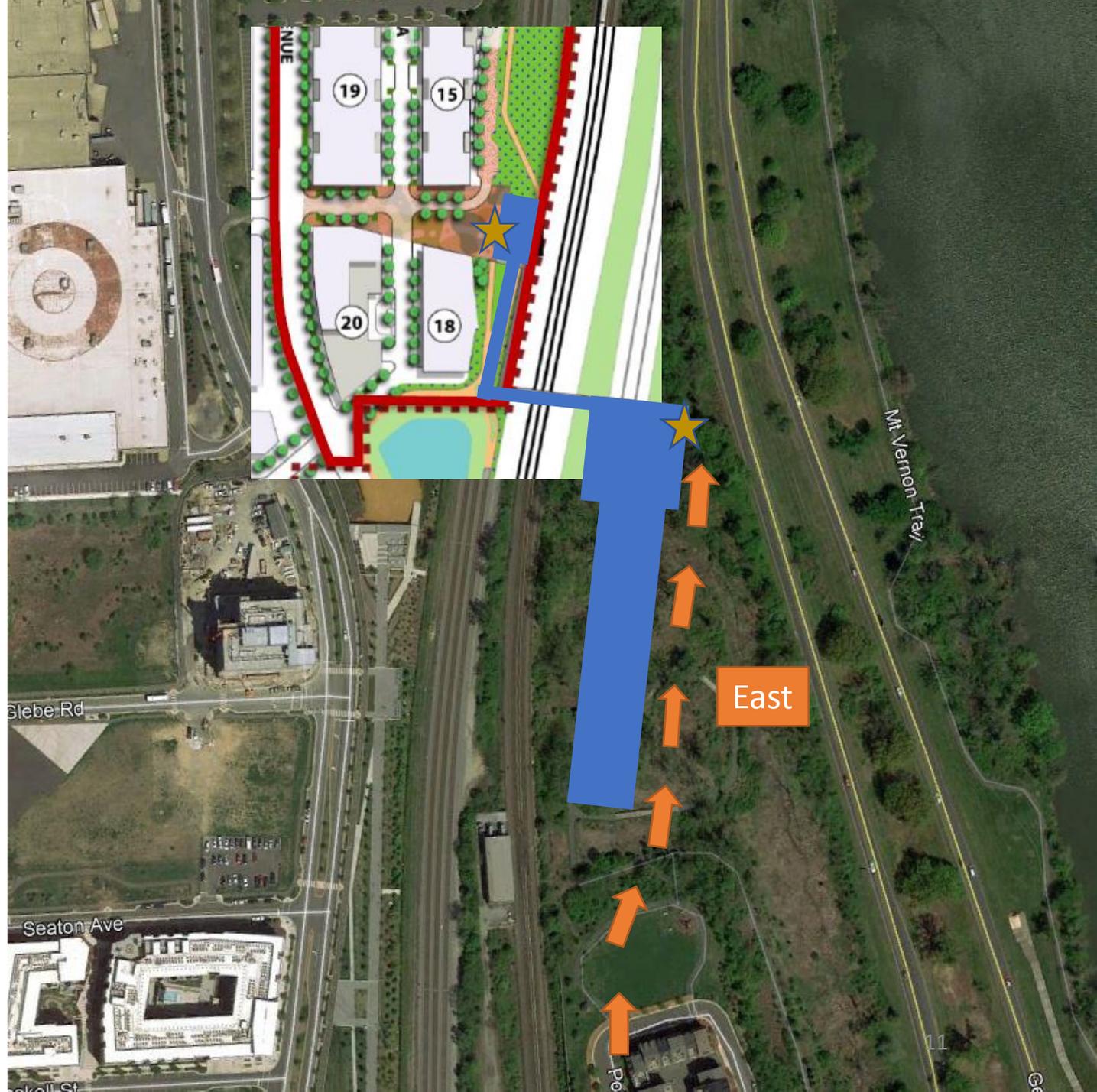
Southwest Station Approach  
Options – Lantern Option



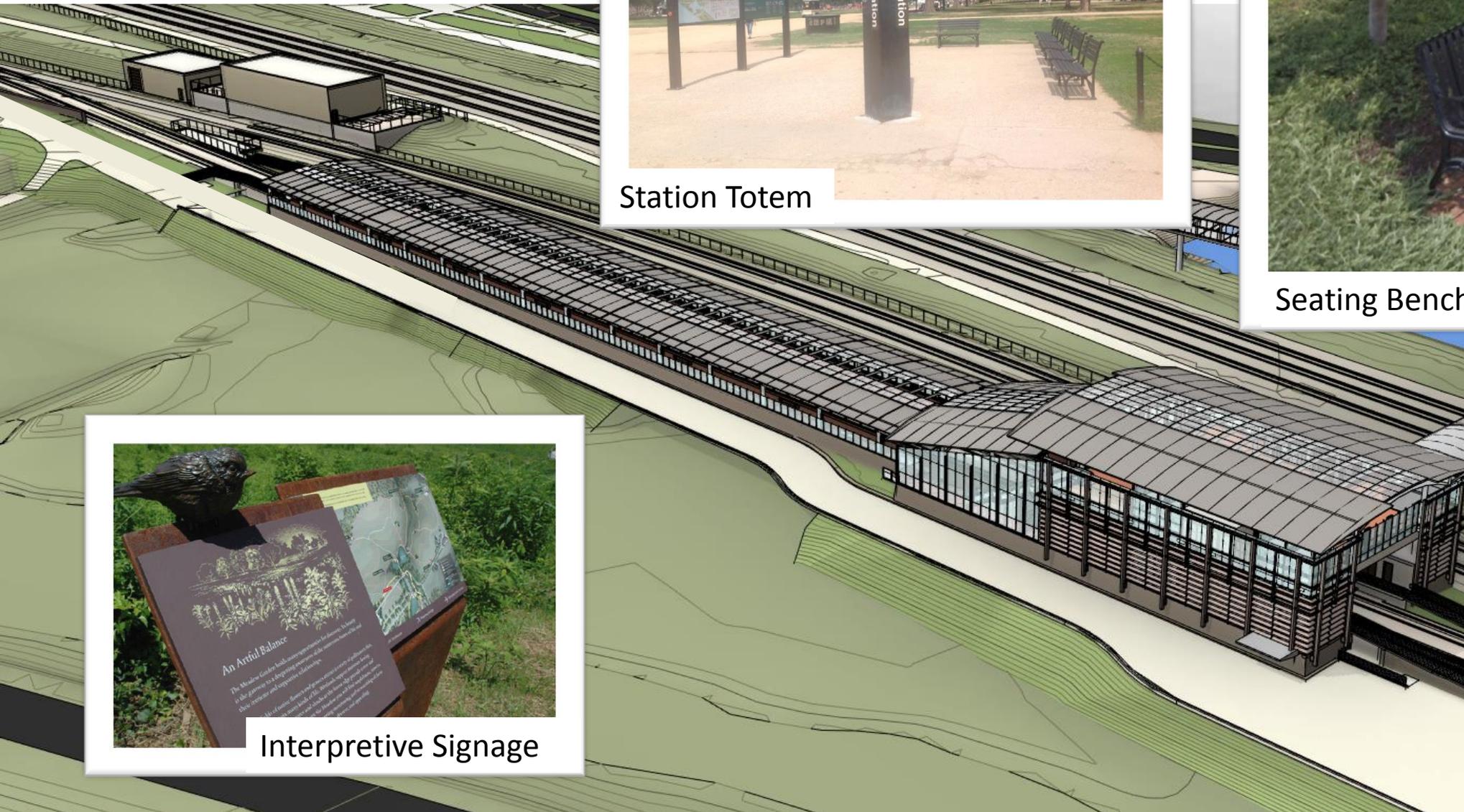
# Southwest Station Approach Options – Lantern Option

# Station Approach Options – South east

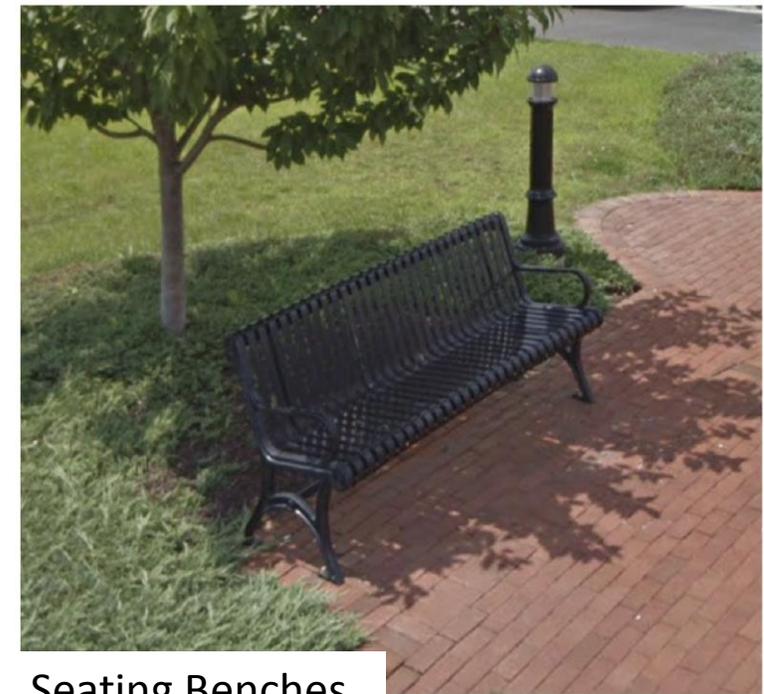
Pedestrian Travel Route →  
Station Access Point ★



# Other Possible Options – Southeast Entrance



Station Totem



Seating Benches



Interpretive Signage



Bike Parking