

Ballston Station Multimodal Study

Stakeholder Meeting #1

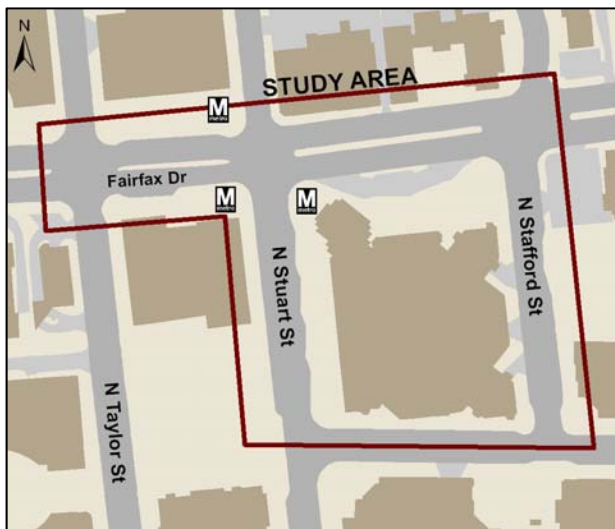
June 10, 2010

Arlington County and the Washington Metropolitan Area Transit Authority (Metro) have initiated a conceptual study to improve the Ballston Metro plaza and the circulation of adjacent streets. Although the Metro station area is active and provides many transportation options, these very conditions— in its current configuration — diminish circulation and safety.

Project Description

The Ballston Station Multimodal Study will identify, analyze, and recommend enhancements that will encourage safer and smoother pedestrian and transit circulation and will improve the design of the plaza for all users. The goals of the project are to:

- Increase traffic safety, particularly for vulnerable users
- Improve transit circulation around the station
- Improve access and facilities for all users
- Enhance the design and increase the use of public spaces
- Provide sustainable infrastructure



Ballston Station Area

The Ballston Metro station is surrounded by active mixed-use and residential buildings. As of May 2010, the neighborhood had:

- Over 6,620,000 square-feet (SF) of office area and over 1,000,000 SF of retail area
- Approximately 6,000 residential units
- Approximately 900 hotel rooms


Both as a residential neighborhood and a business/retail destination, the Ballston Metro station serves a high number of transit users. On a typical weekday, 25,400 passengers use the Metro station and 11,150 use either Metrobus or ART routes. The majority of Metro users access the station by foot, while a significant number of users transfer to and from the bus routes.

Next Steps



- Preparation of Technical Memorandum summarizing existing station area characteristics
- Develop alternatives that address project goals (summer 2010)
- Second stakeholder meeting (fall 2010)
- Recommended alternative and Final Report (fall/winter 2010)

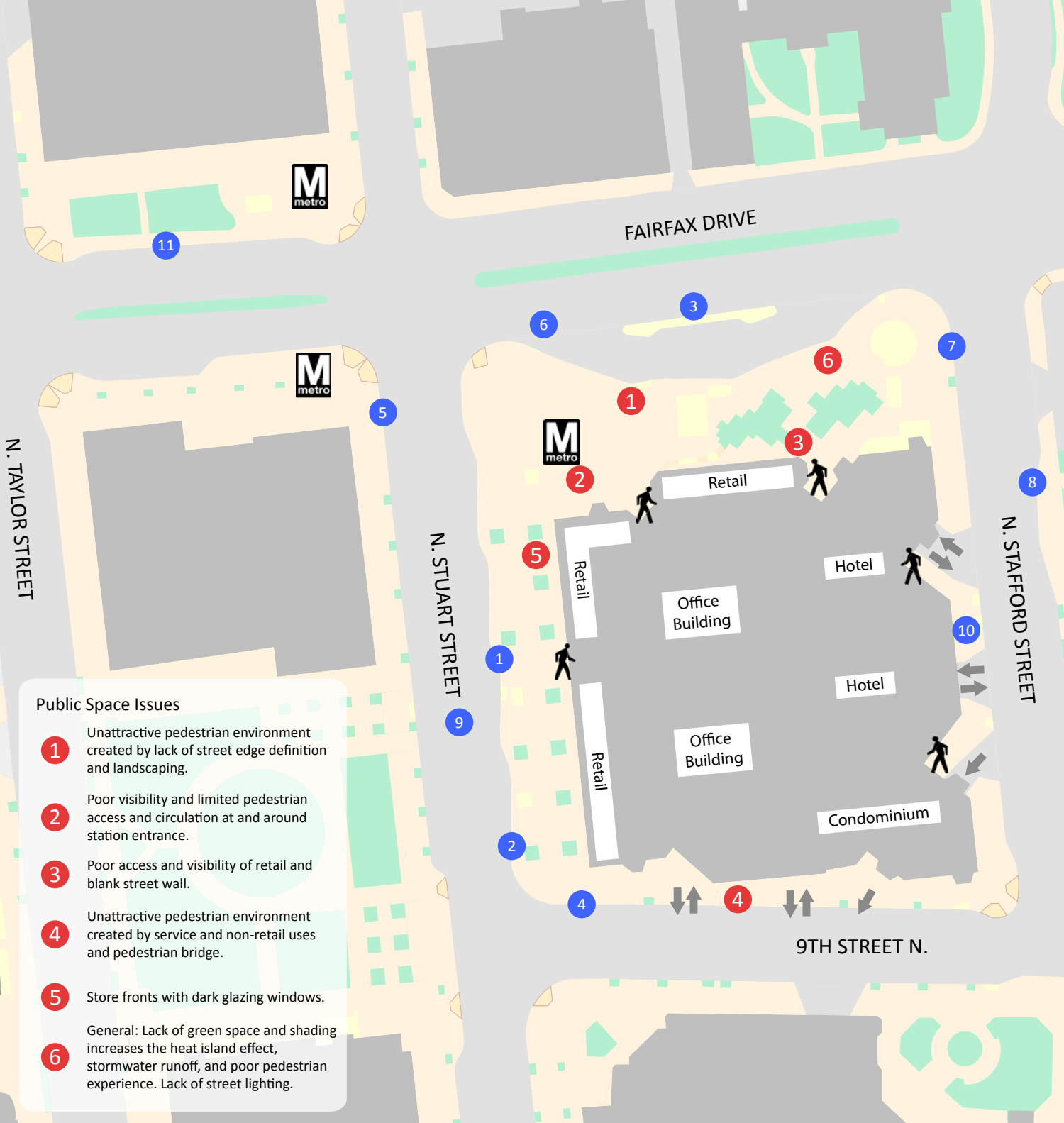


Ballston Station Multimodal Study



Not to Scale

 Pedestrian access point
 Vehicular access point



Public Space Issues

- 1 Unattractive pedestrian environment created by lack of street edge definition and landscaping.
- 2 Poor visibility and limited pedestrian access and circulation at and around station entrance.
- 3 Poor access and visibility of retail and blank street wall.
- 4 Unattractive pedestrian environment created by service and non-retail uses and pedestrian bridge.
- 5 Store fronts with dark glazing windows.
- 6 General: Lack of green space and shading increases the heat island effect, stormwater runoff, and poor pedestrian experience. Lack of street lighting.

- ### Transportation Issues
- 1 Congested bus operation raises safety concerns for pedestrians, cyclists, and vehicle movement.
 - 2 Inadequate bus layover space diminishes pedestrian, cyclist, and vehicular circulation.
 - 3 Undesignated bus and shuttle layover area. Poor lane marking and lack of bicycle lane.
 - 4 Undesignated Kiss & Ride zone diminishes intersection circulation.
 - 5 Undesignated Kiss & Ride zone creates backups.
 - 6 Undesignated Kiss & Ride zone. Parked vehicles block bus entrance and shuttle buses pick-up and drop-off passengers from thru lane.
 - 7 Kiss & Ride activity at bus stop.
 - 8 Improper layover of taxis in designated Zipcar spaces.
 - 9 Unmarked and unprotected mid-block crossings.
 - 10 Numerous curb cuts and confusing vehicular circulation create unattractive pedestrian environment.
 - 11 Limited space for shared bus and taxi service zone creates conflicts.