



Washington Union Station Station Expansion Project EIS

Informational Forum

March 30, 2016



US Department of Transportation – Federal Railroad Administration



Information Forum Presentation Agenda

- 1. Introductions**
- 2. Project Background**
- 3. NEPA and Section 106 Process**
- 4. Summary of Scoping Comments**
- 5. Existing Element Conditions**
- 6. Examples of Project Elements**
- 7. Next Steps**
- 8. Open House**





Introductions

Federal Railroad Administration (FRA)

Owner of Washington Union Station (WUS), Lead Federal Agency for NEPA process

Lead NEPA Consultants

Beyer Blinder Belle Architects and Planners (BBB), VHB

Union Station Redevelopment Corporation (USRC)

Project Proponent for NEPA and nonprofit station complex landlord and public steward

Amtrak

Intercity and commuter rail infrastructure owner and operator





Union Station Redevelopment Corporation (USRC)

Founded in 1983 as stewards of the Station,
entrusted to protect the station's history while developing its future.

Board of Directors

Federal City Council

Federal Railroad Administration

US Dept. of Transportation
(Chair)

Amtrak

District of Columbia
Mayor

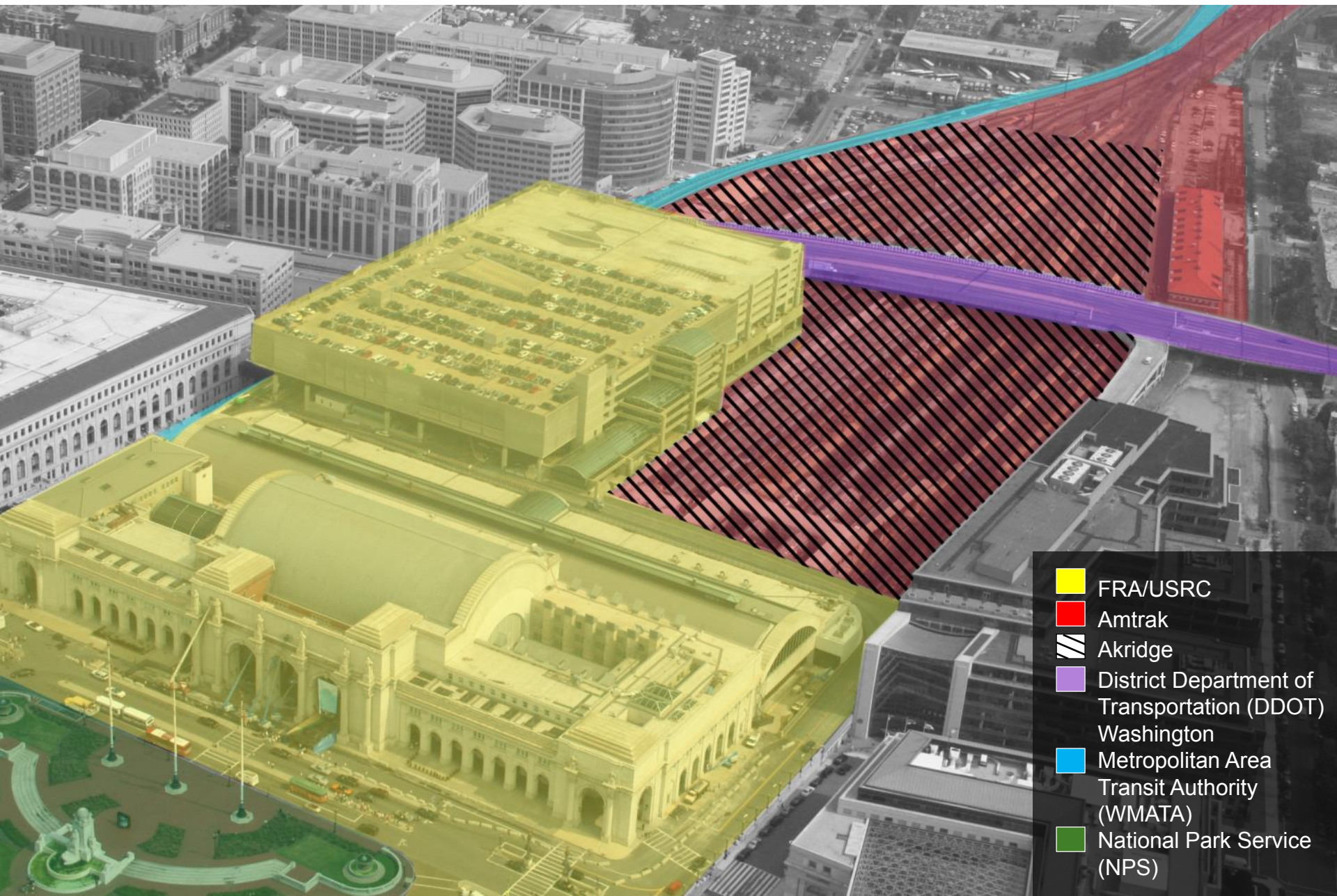
USRC

Est. 1983
by USDOT
501c3





Controlling Interests



- FRA/USRC
- Amtrak
- Akridge
- District Department of Transportation (DDOT) Washington
- Metropolitan Area Transit Authority (WMATA)
- National Park Service (NPS)



How did we get here?

2012

- Washington Union Station Master Plan vision published
- Existing Conditions Study completed
- Historic Preservation Plan completed
- Terminal Infrastructure Planning underway
- H Street Bridge design work initiated
- Passenger Concourse Modernization Project underway

2016





The Washington Union Station Expansion Project

The Union Station Redevelopment Corporation (USRC) in coordination with Amtrak is proposing to **expand and modernize Washington Union Station**, the National Capital Region's principal intermodal transportation hub





What is the Union Station Expansion Project?

To provide:

- Provide a positive customer experience;
- Support current and future rail service and operational needs;
- Facilitate intermodal transportation;
- Preserve and maintain the historic station and its features;
- Sustain the economic viability of Washington Union Station; and
- Integrate with the adjacent neighborhoods, businesses, and planned development.



Approximate Project Site Area





Purpose of Tonight's Informational Forum

- Review **Scoping Comments**
- Provide the opportunity to understand the **current station conditions**
- Describe **examples of project elements** that will be included in the Project
- Allow for attendees to **talk with the Project Team** and **discuss the example elements** and the **ongoing design process**





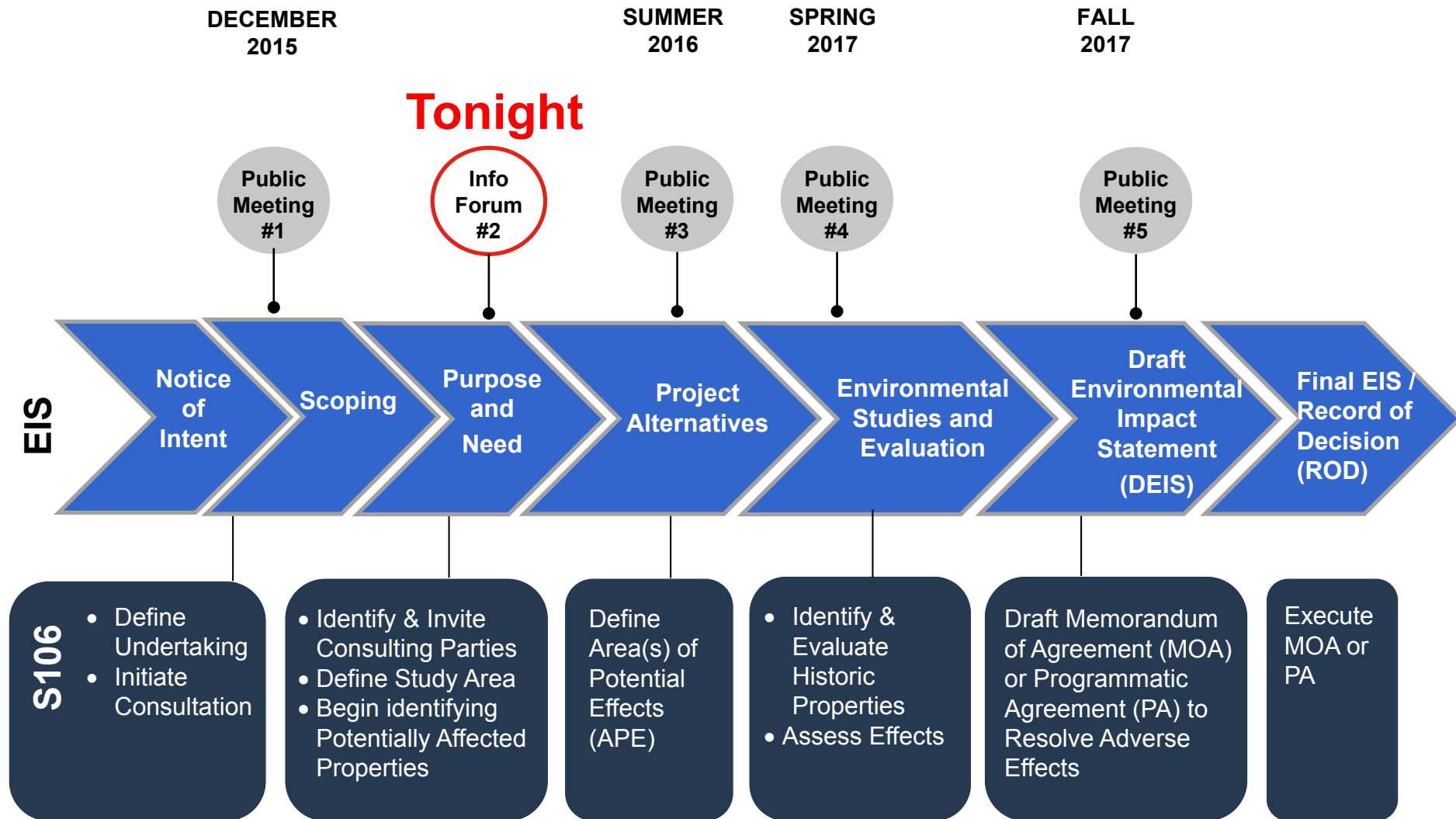
NEPA & Section 106 Process

- The Federal Railroad Administration (FRA) as the lead Federal agency will prepare the Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA)
- FRA will consult with the State Historic Preservation office and other Consulting Parties to coordinate the Section 106 (S106) process in accordance with the National Historic Preservation Act (NHPA)





NEPA & Section 106 Process





Scoping Comment Summary

Scoping Meeting December 7, 2015

Total Attendees: 185

Including members from

- Advisory Neighborhood Commission (ANC) 6C
- Committee of 100
- DC Council
- National Disability Rights Network
- National Association of Railroad Passengers
- Guild of Professional Tour Guides

35 Individuals/Non Governmental Organizations (NGOs) Submitted Comments





Agencies who submitted comments

- **DC Office of Planning**
- **District Department of Transportation (DDOT)**
- **DC Taxicab Commission**
- **DC Bicycle Advisory Council**
- **National Park Service**
- **National Capital Planning Commission**
- **US Government Publishing Office**
- **Washington Metropolitan Area Transit Authority (WMATA)**
- **US Department of Transportation - Federal Transit Administration**





Summary of Agency Comments

- Provide **better intermodal connections**
- **Expand Project Area** to account for all impacts to Union Station and surrounding communities
- **Increase interconnectivity** between Union Station and surrounding areas
- **Coordinate environmental** review with **Burnham Place** development





Summary of Public Comments

- **Increase connectivity** within Union Station, between rail, Metro and buses
- Increase **pedestrian accessibility**
- New station design should be fully compliant with the **Americans with Disabilities Act (ADA)**
- **Engage** with surrounding **communities, neighborhoods, organization**
- Solve **pedestrian, bike and vehicular problems** at Columbus Circle
- National Environmental Policy Act (NEPA) review should be **coordinated** with review of **Burnham Place**





Current Element Conditions



HISTORIC
STATION



CONCOURSE



TRACKS &
PLATFORMS



BUS
TERMINAL



TAXI



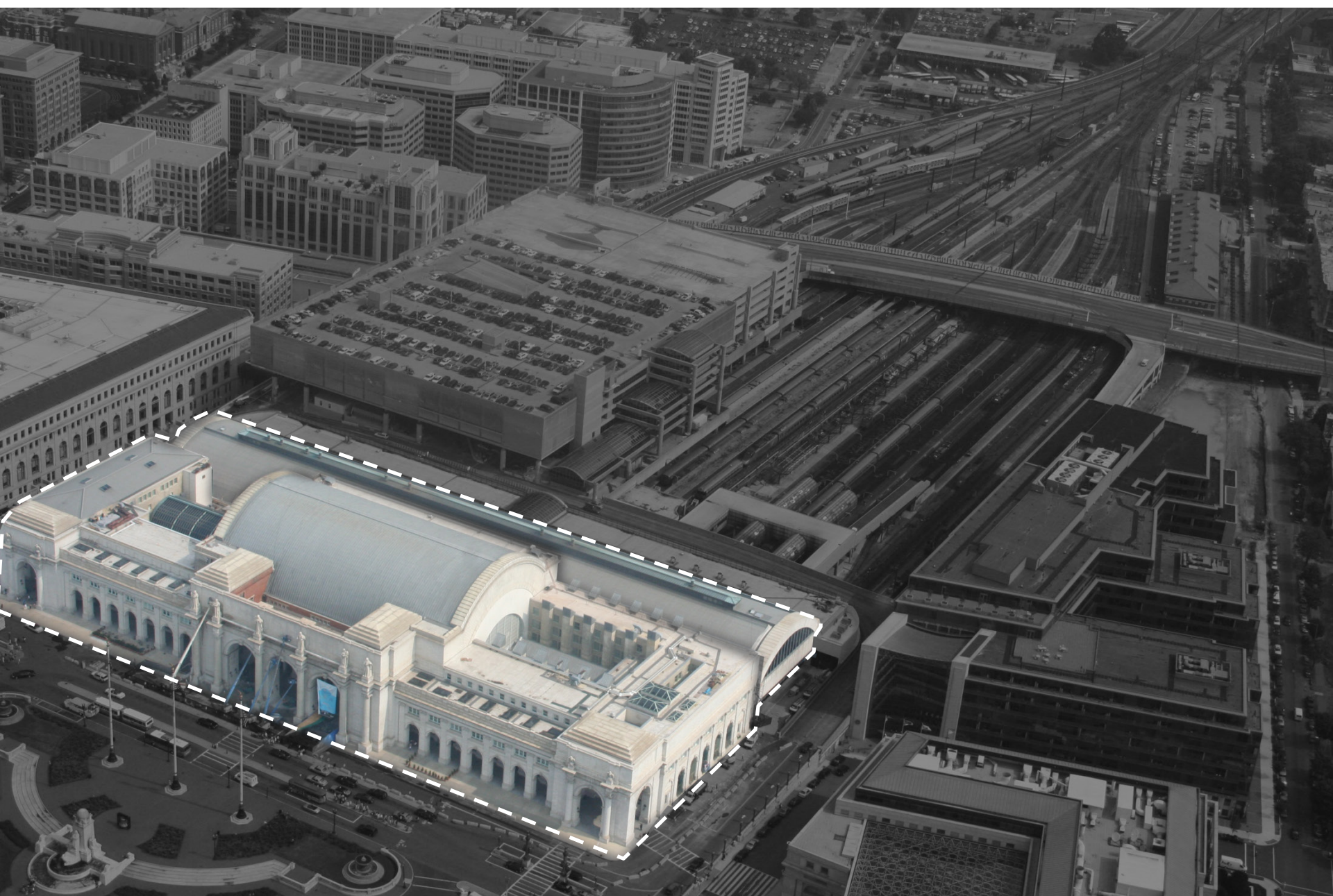
PARKING



BIKE & PED ACCESS



Existing Historic Station





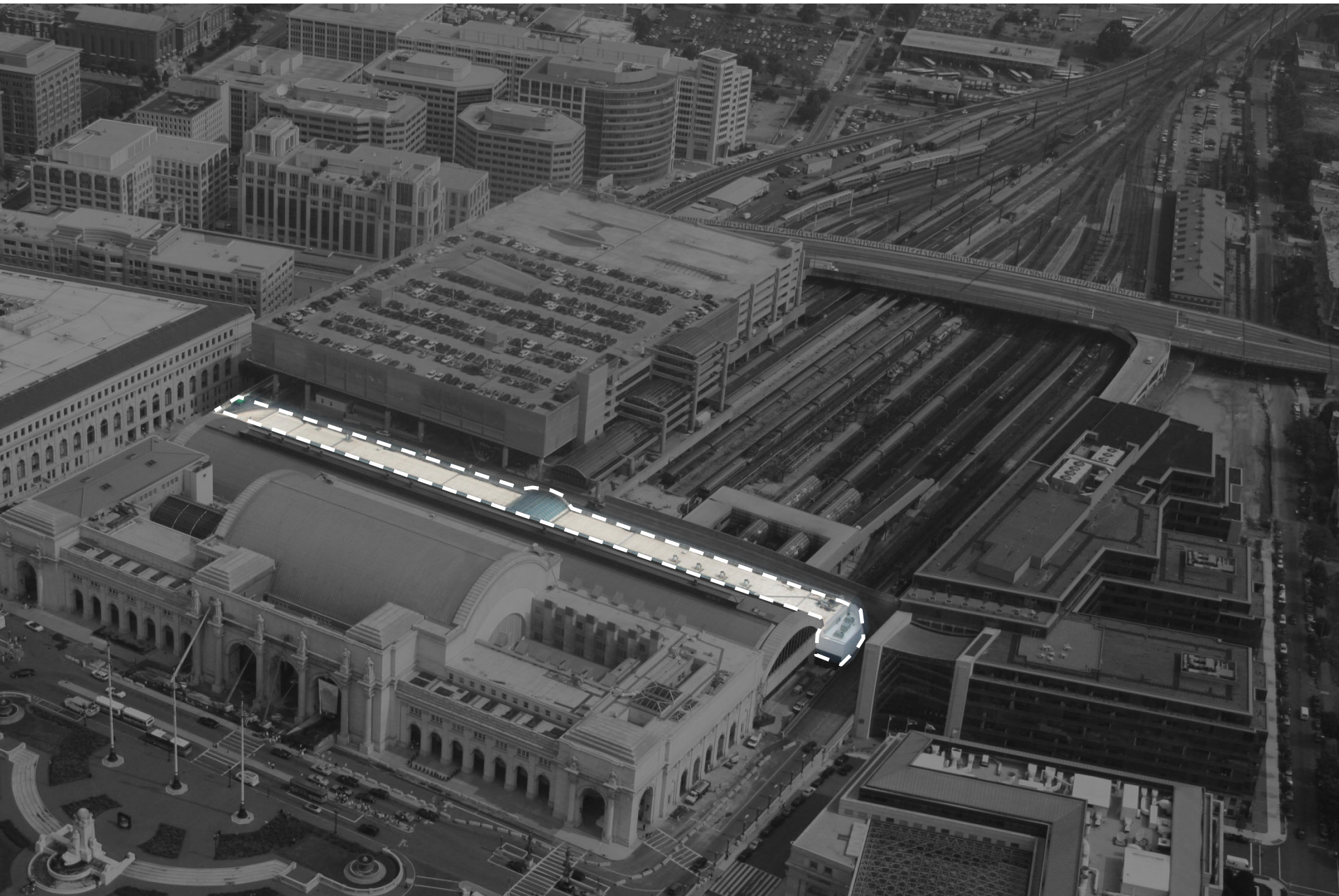
Existing Historic Station

- Listed on the District of Columbia Inventory of Historic Sites and the National Register of Historic Places
- Supports retail and office uses
- Provides access to Metrorail, Commuter and Intercity Rail





Existing Concourse



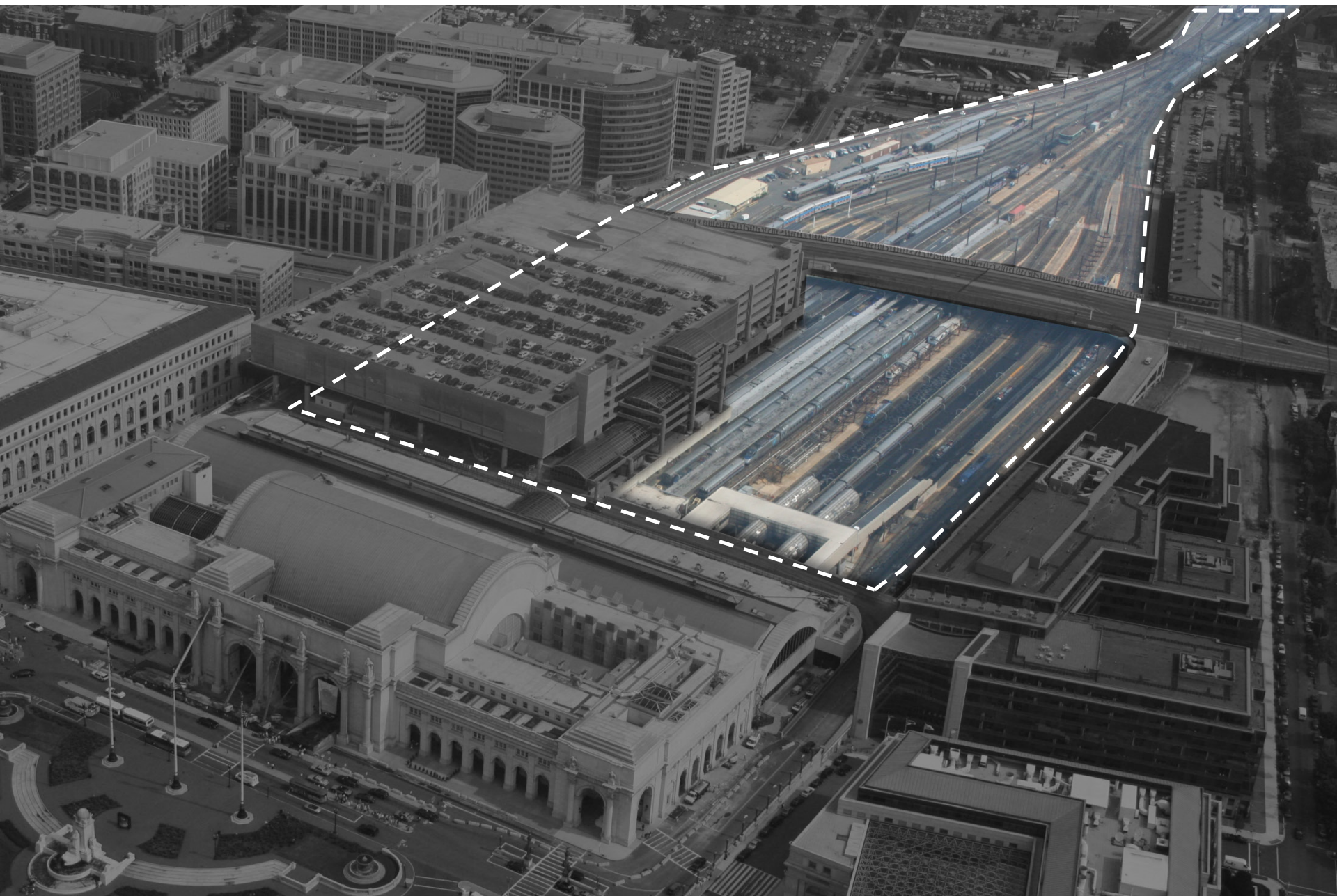
Existing Concourses

- Does not provide **intuitive movement** between transit modes
- **Congested** during peak periods (Near term Concourse Modernization Project will provide additional passenger space)
- Does not meet **projected ridership demand** (currently projected at up to 3 times the current ridership)





Existing Tracks and Platforms



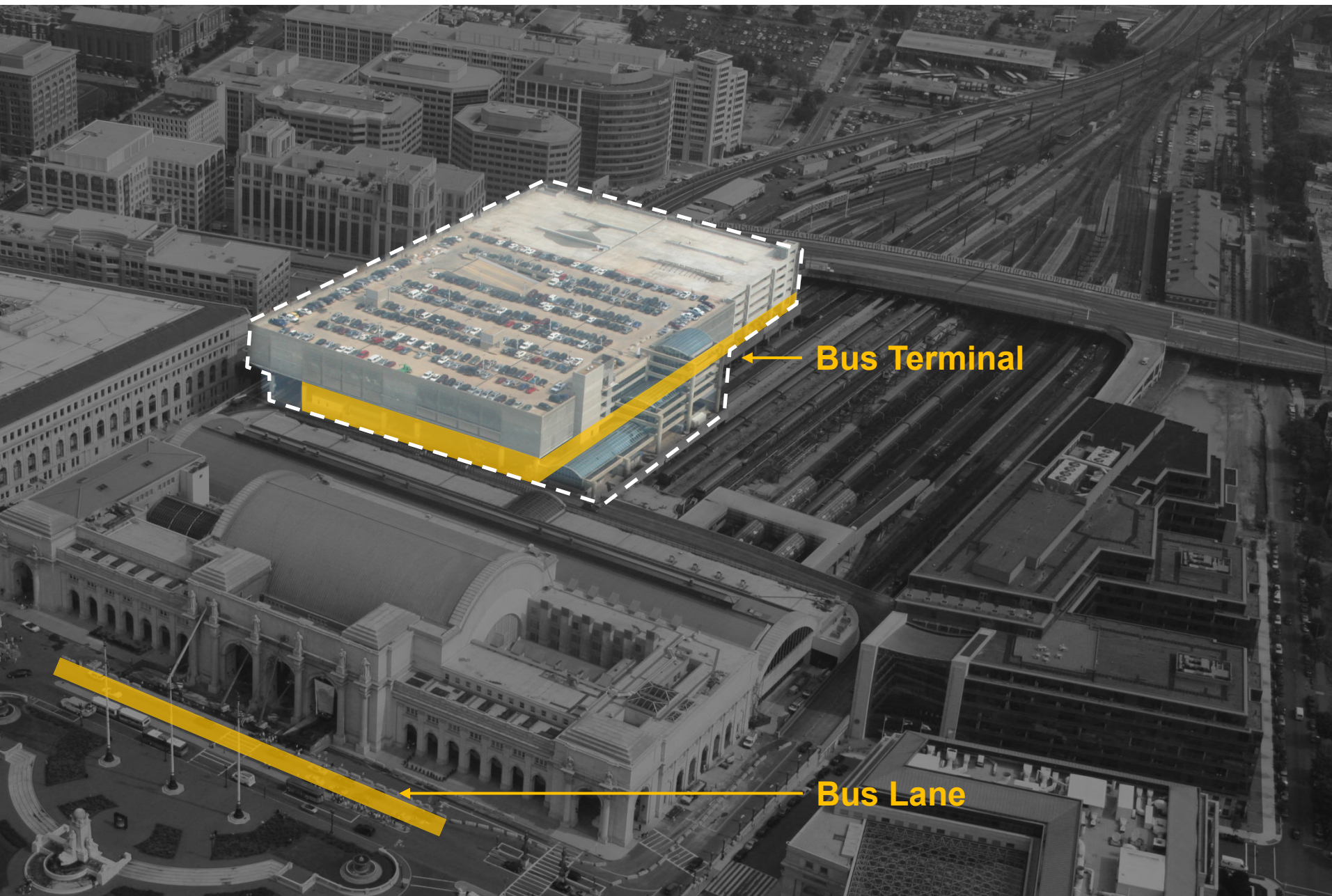
Existing Tracks and Platforms

- The current configuration **limits operational efficiencies**
- **Platforms are narrow** and can become congested by passengers while accessing trains
- Some platforms **do not comply with Americans with Disabilities Act (ADA)** or emergency egress standards
- Platforms need to be **longer** to meet future train lengths



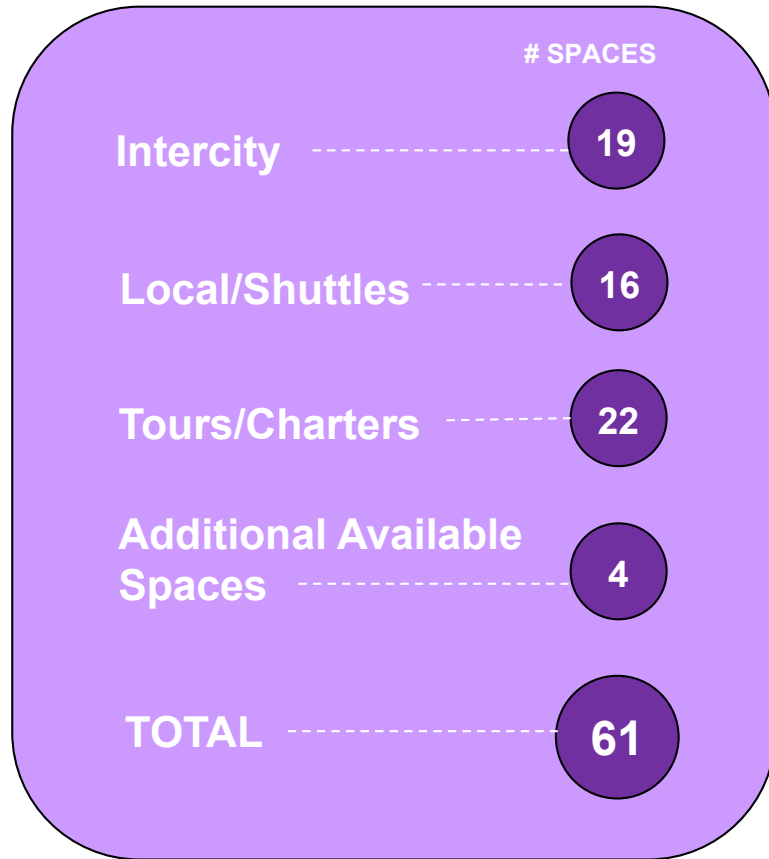


Existing Bus Terminal



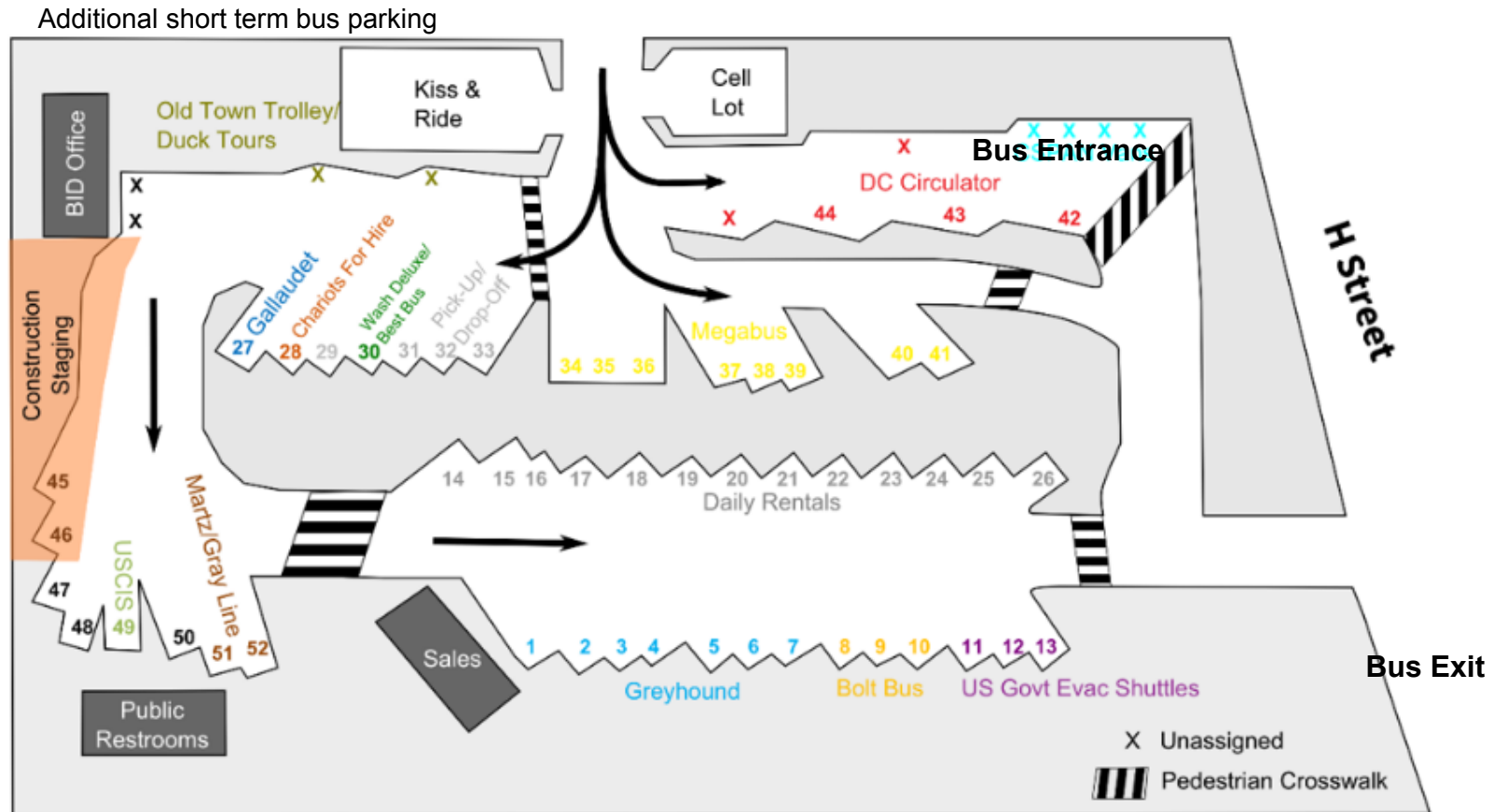


Existing Bus Terminal



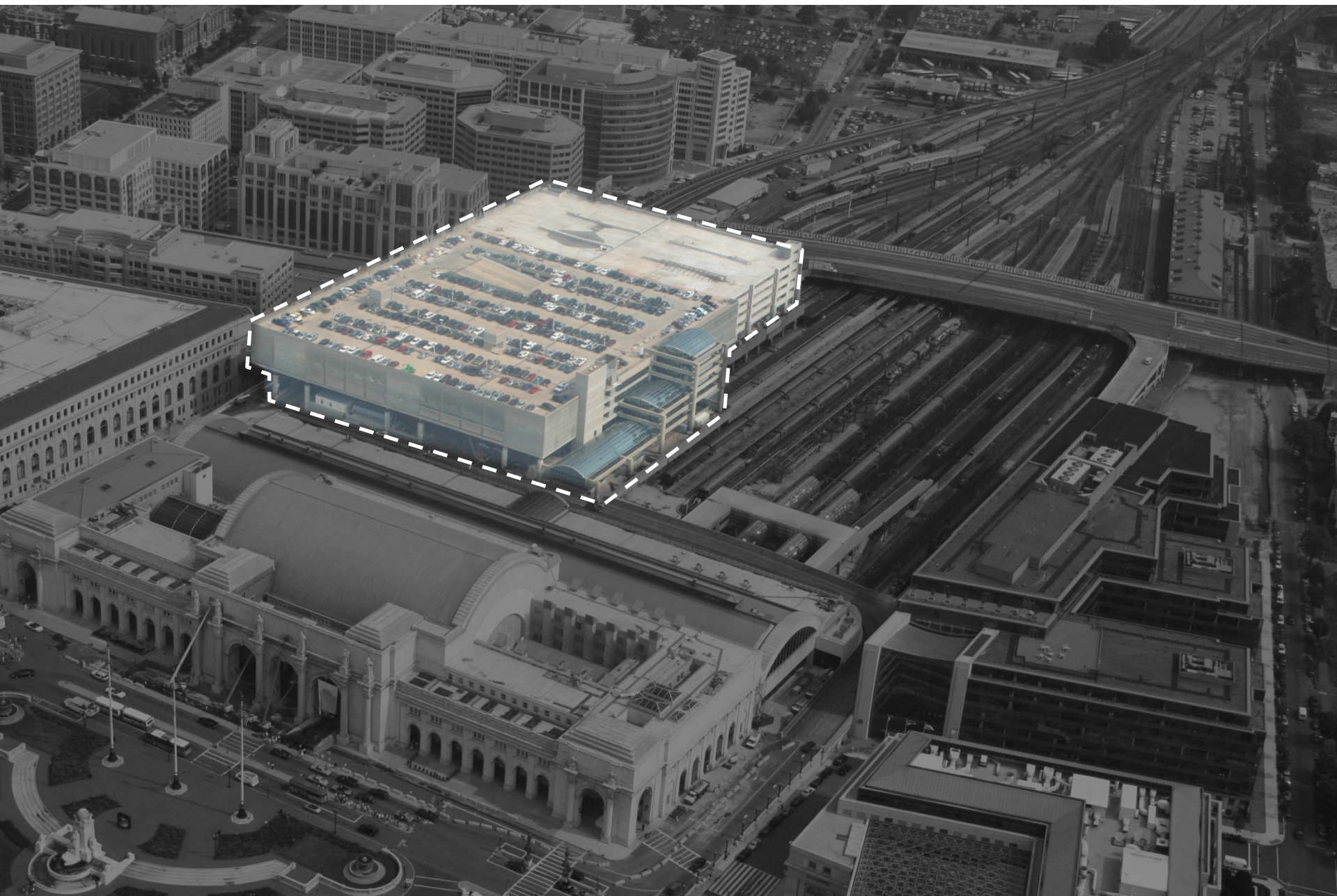
- Bus usage at the station has **increased** in recent years
- Layout of bus parking spaces creates **pedestrian conflicts**
- Future operations should assume a more **dynamic management system**

Existing Bus Terminal



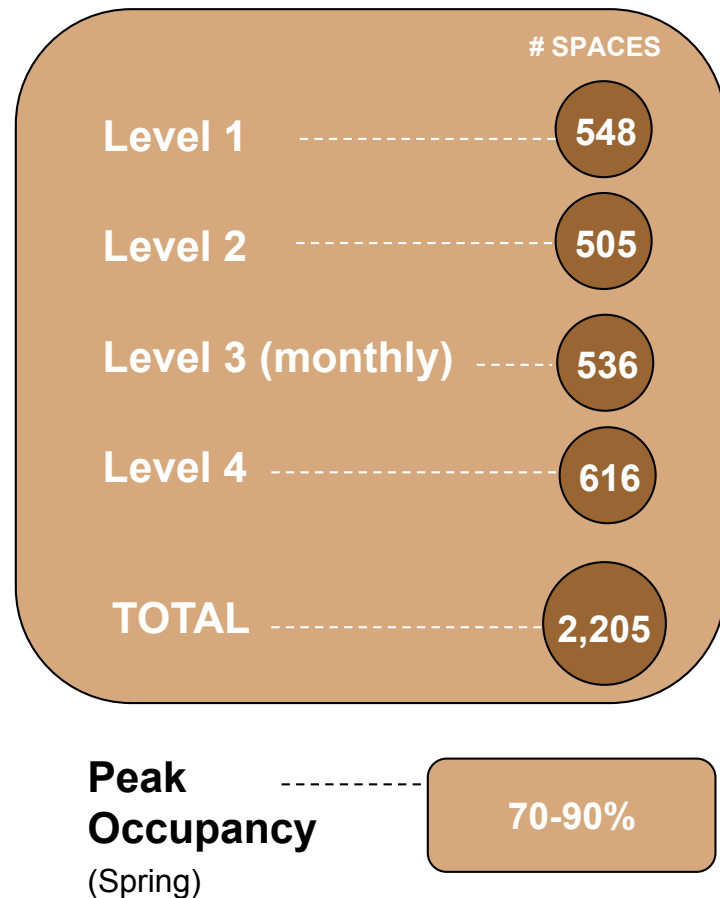


Existing Parking





Existing Parking

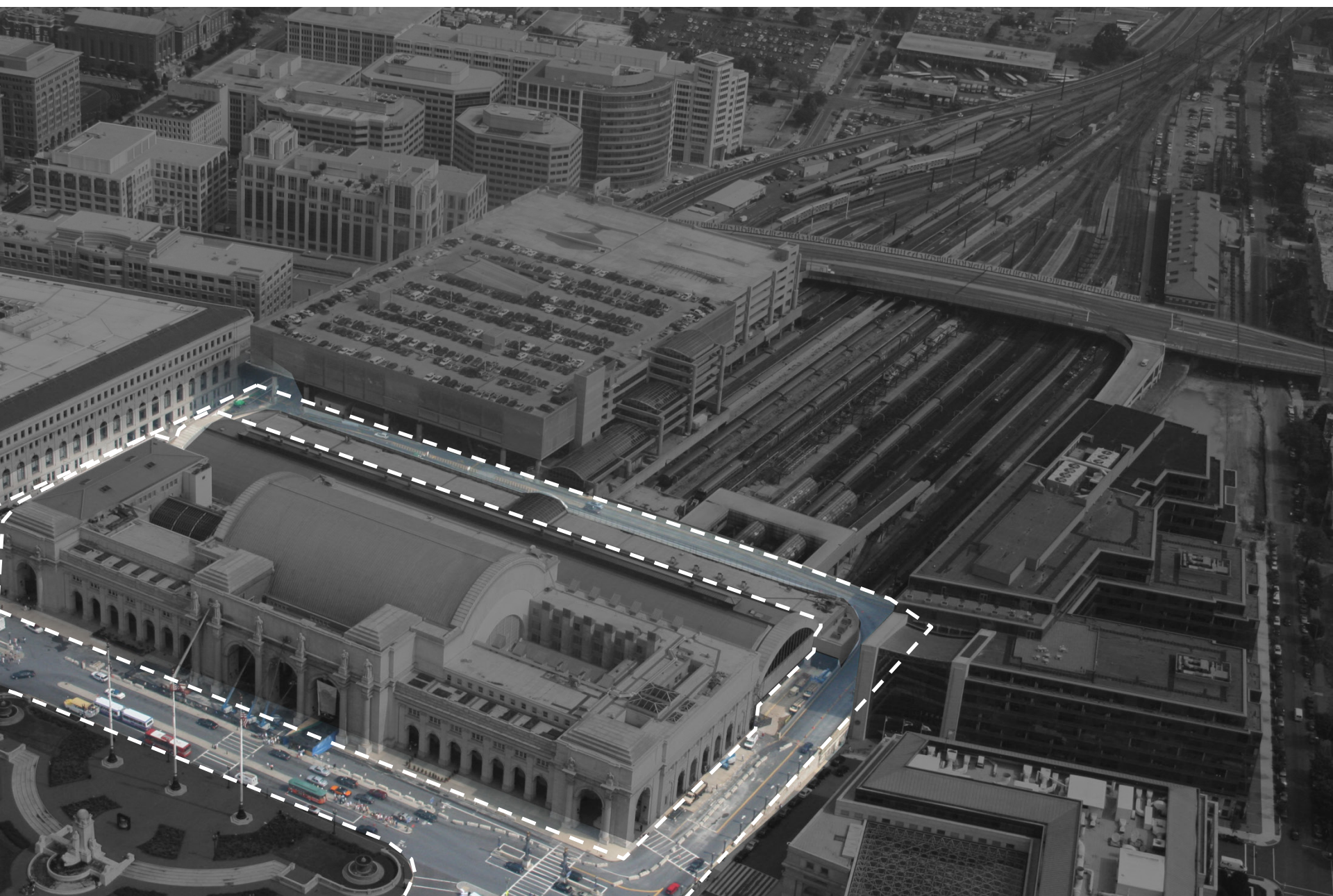


The future parking requirement is estimated will be based on:

- **Existing occupancy**
- **Anticipated growth** in ridership and additional station uses
- **Shifts** in station access mode
- **Redeployment** of monthly spaces



Existing Taxi & Shared Ride



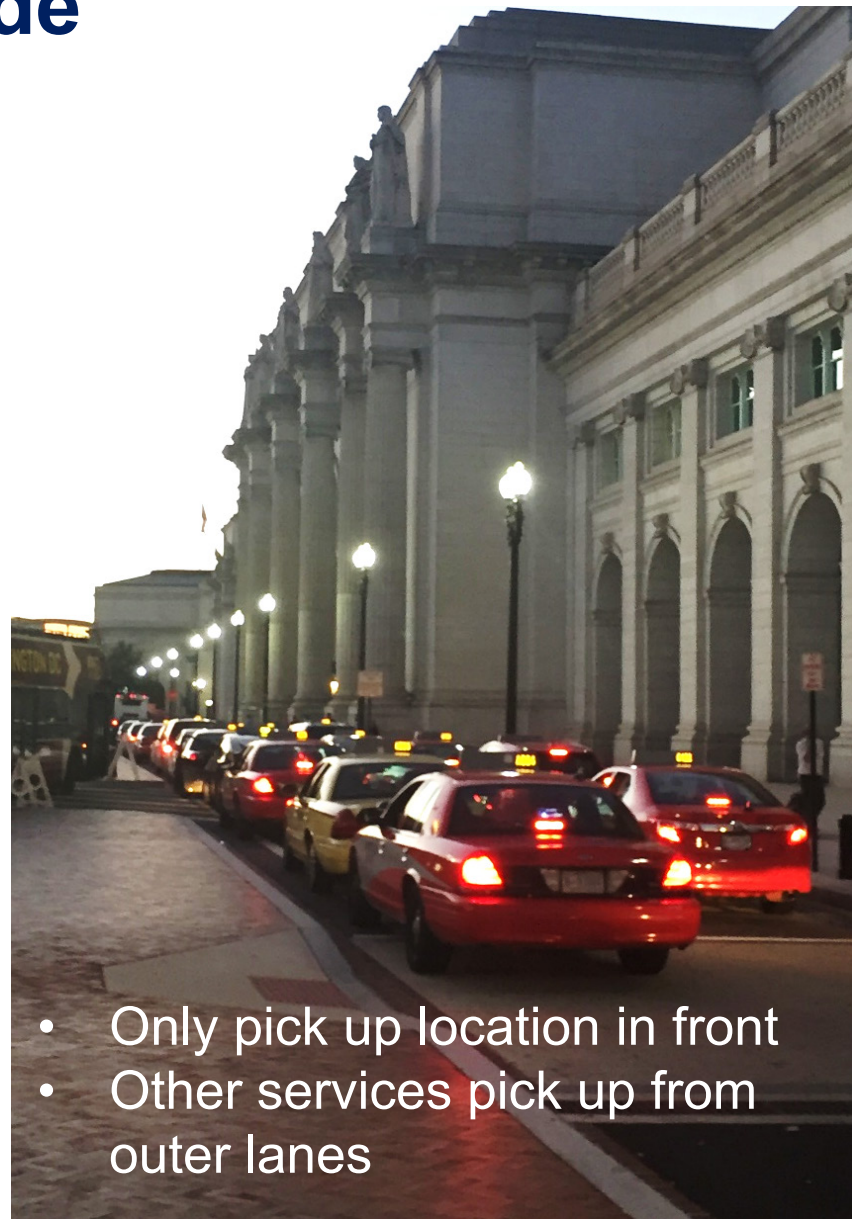
Existing Taxi & Shared Ride

Taxis processed
during peak hour 275-290* 

of Taxis in Queue 75-90 

Taxi Queue time 30-45 

**Approximate Range*



- Only pick up location in front
- Other services pick up from outer lanes



Pedestrian and Bicycle





Pedestrian and Bicycle

- **Pedestrian, bike and vehicle conflicts** occur in several locations
- **Some areas are confusing** due to changes in treatment, multiple signals, and signs
- **Bike parking is often full** and the bike share facility is often empty





Examples of Project Elements





What are the project elements?



HISTORIC
STATION



CONCOURSE



TRACKS &
PLATFORMS



BUS
TERMINAL



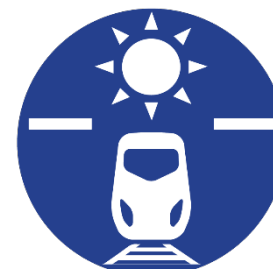
TAXI



PARKING



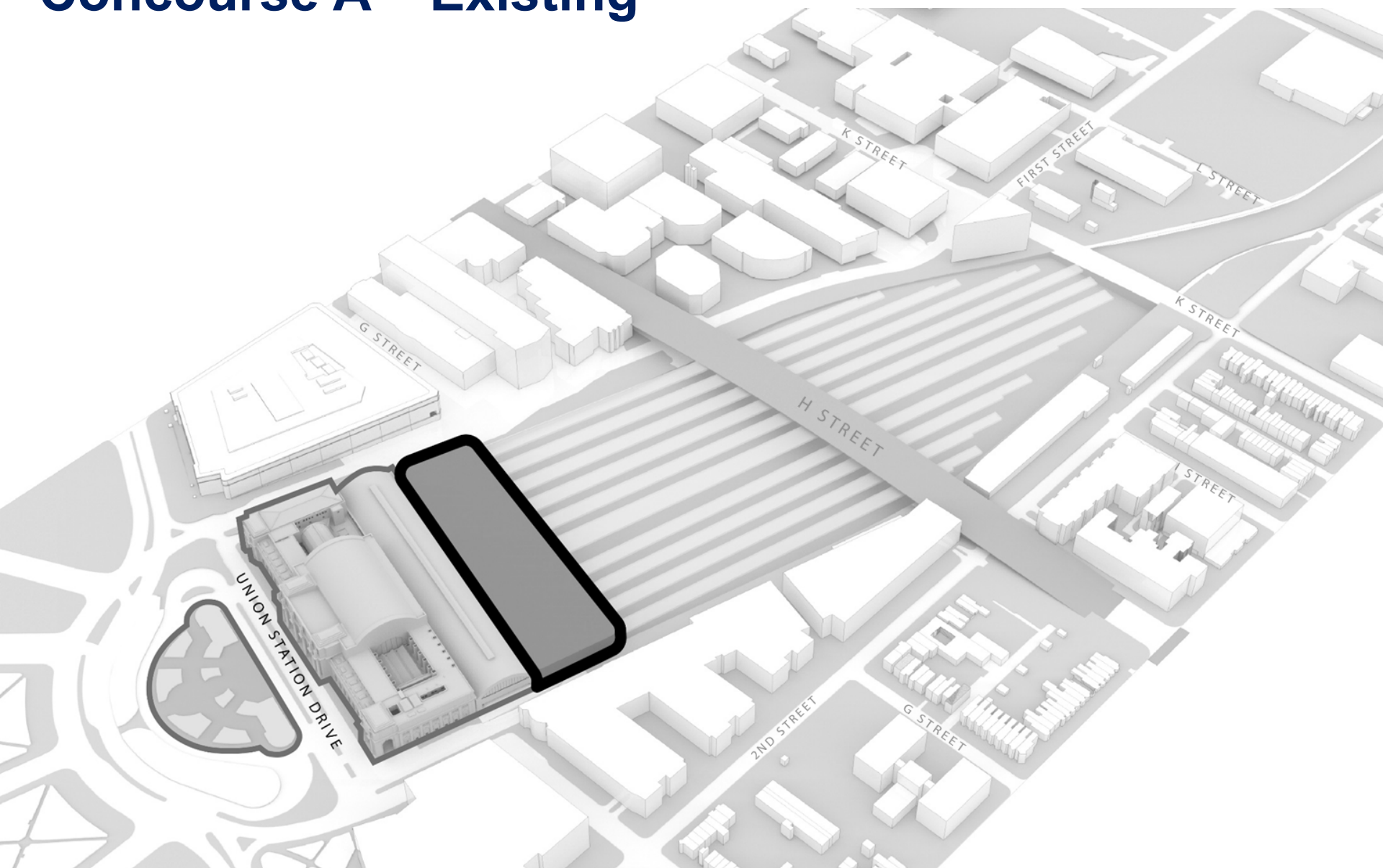
BIKE & PED ACCESS



TRAIN HALL



Concourse A – Existing





Concourse - Example

Bijlmer station, The Netherlands





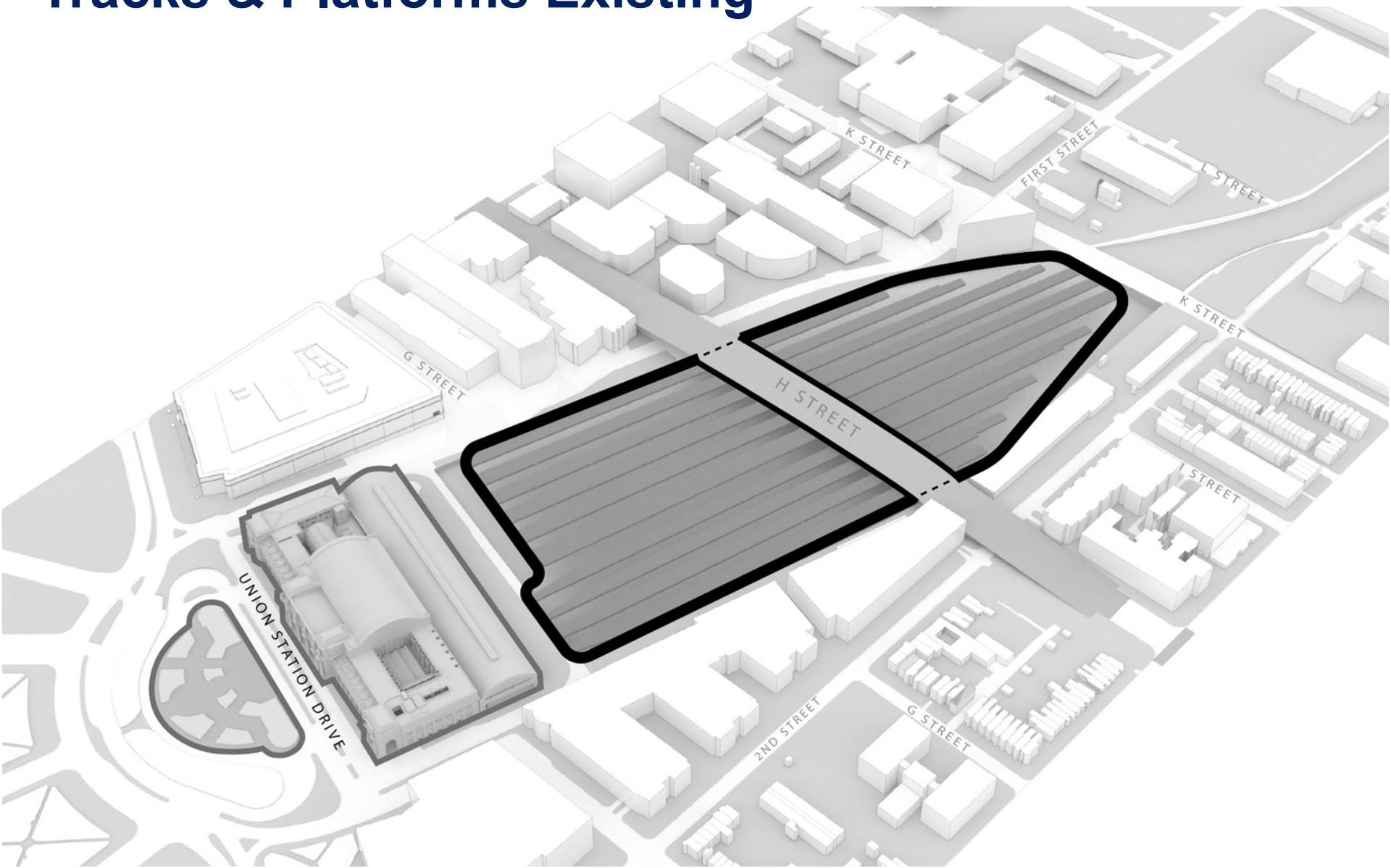
Concourse - Example

King's Cross Station, United Kingdom





Tracks & Platforms Existing





Tracks & Platforms Example

Southerncross Station, Australia





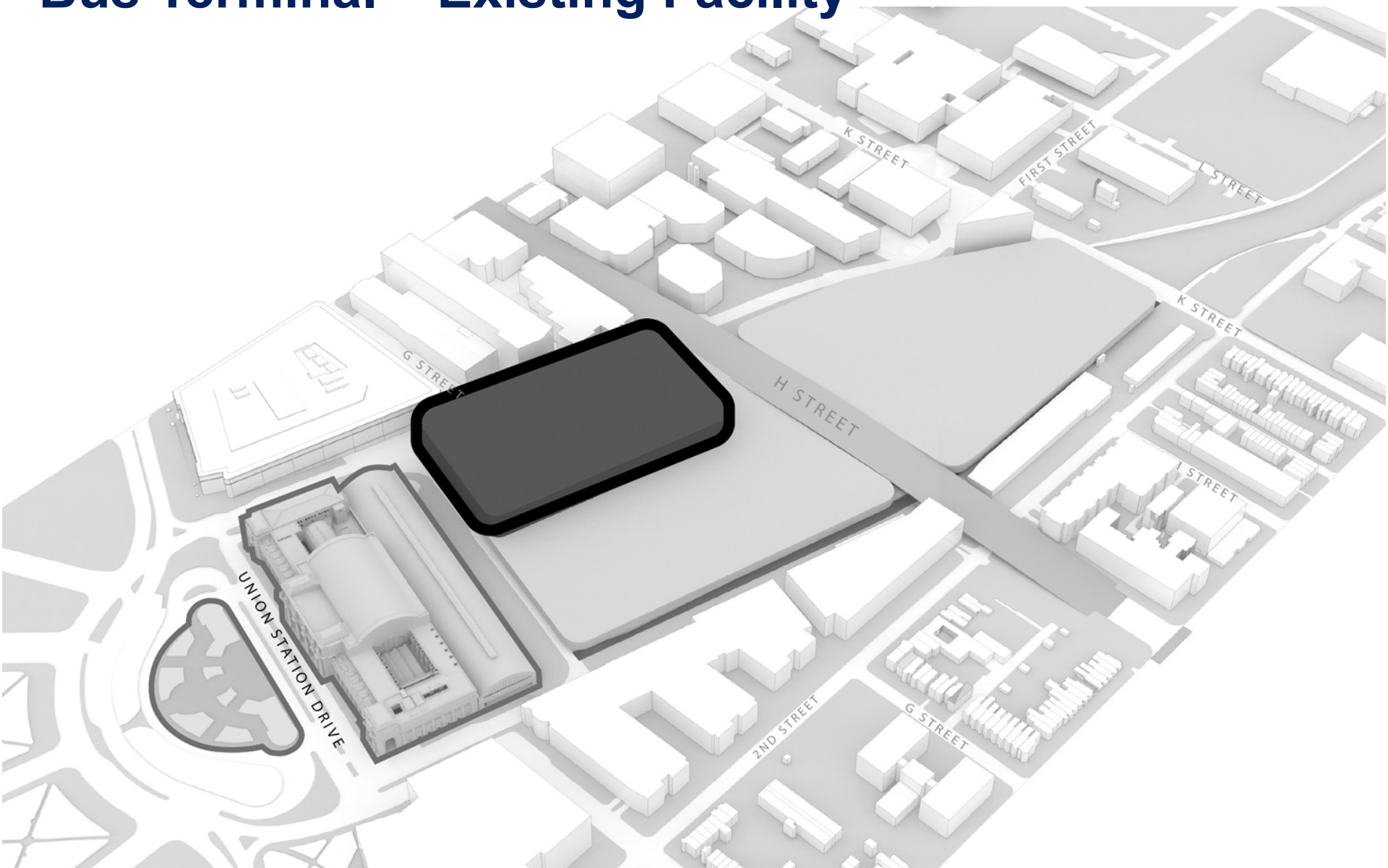
Tracks & Platforms Example

Reading Station, United Kingdom





Bus Terminal – Existing Facility





Bus Terminal Example

Stroke-on-Trent Bus Terminal, United Kingdom





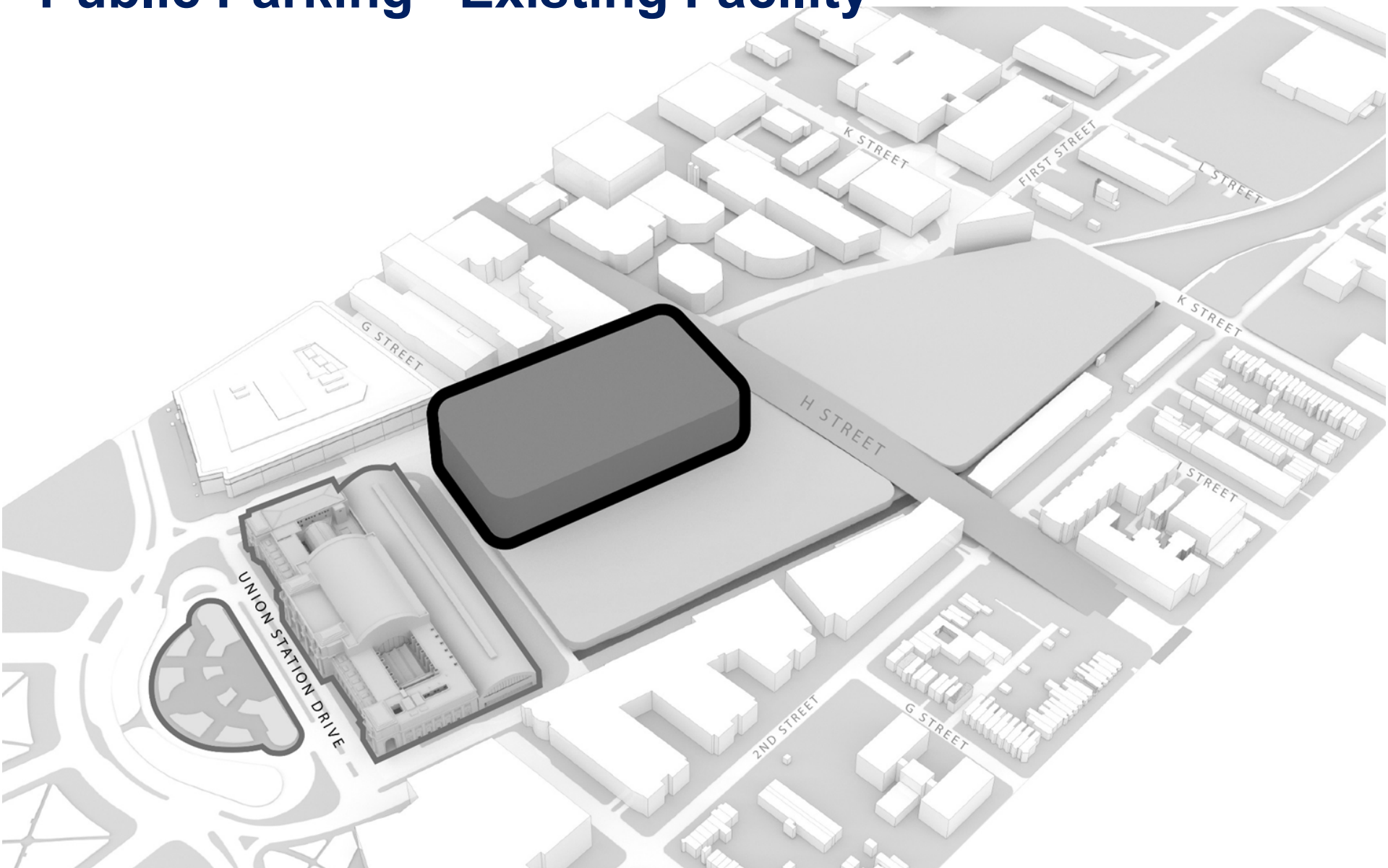
Bus Terminal Example

Union Station Bus Concourse, Denver





Public Parking– Existing Facility





Public Parking Example

Lincoln Road Parking Garage, Miami





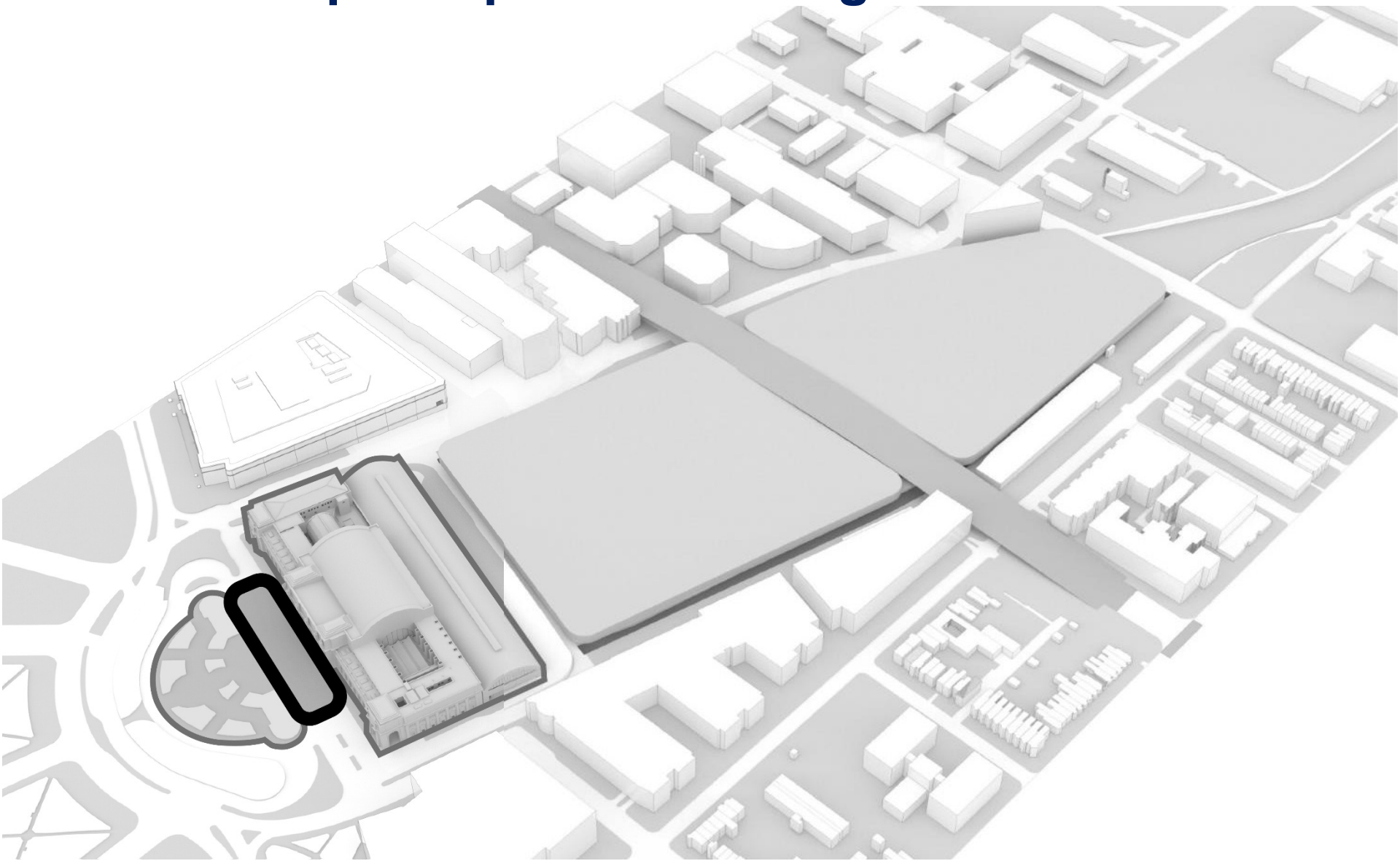
Public Parking Example

Parking Garage One, Oklahoma City





Taxi Pick Up/ Drop Off - Existing





Taxi & Shared Ride- Example

Paddington Station, United Kingdom





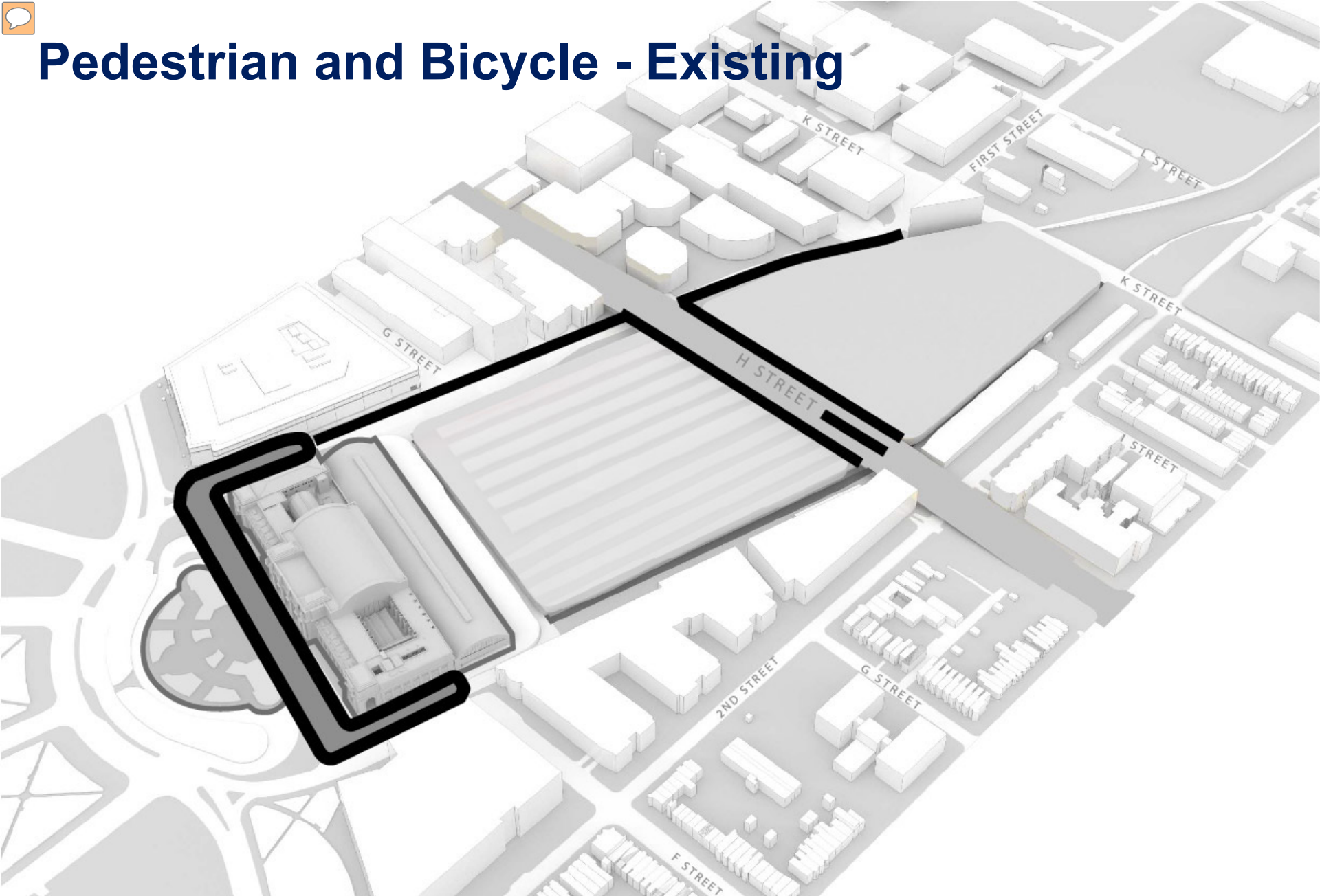
Taxi & Shared Ride- Example

Aberdeen Station, Scotland





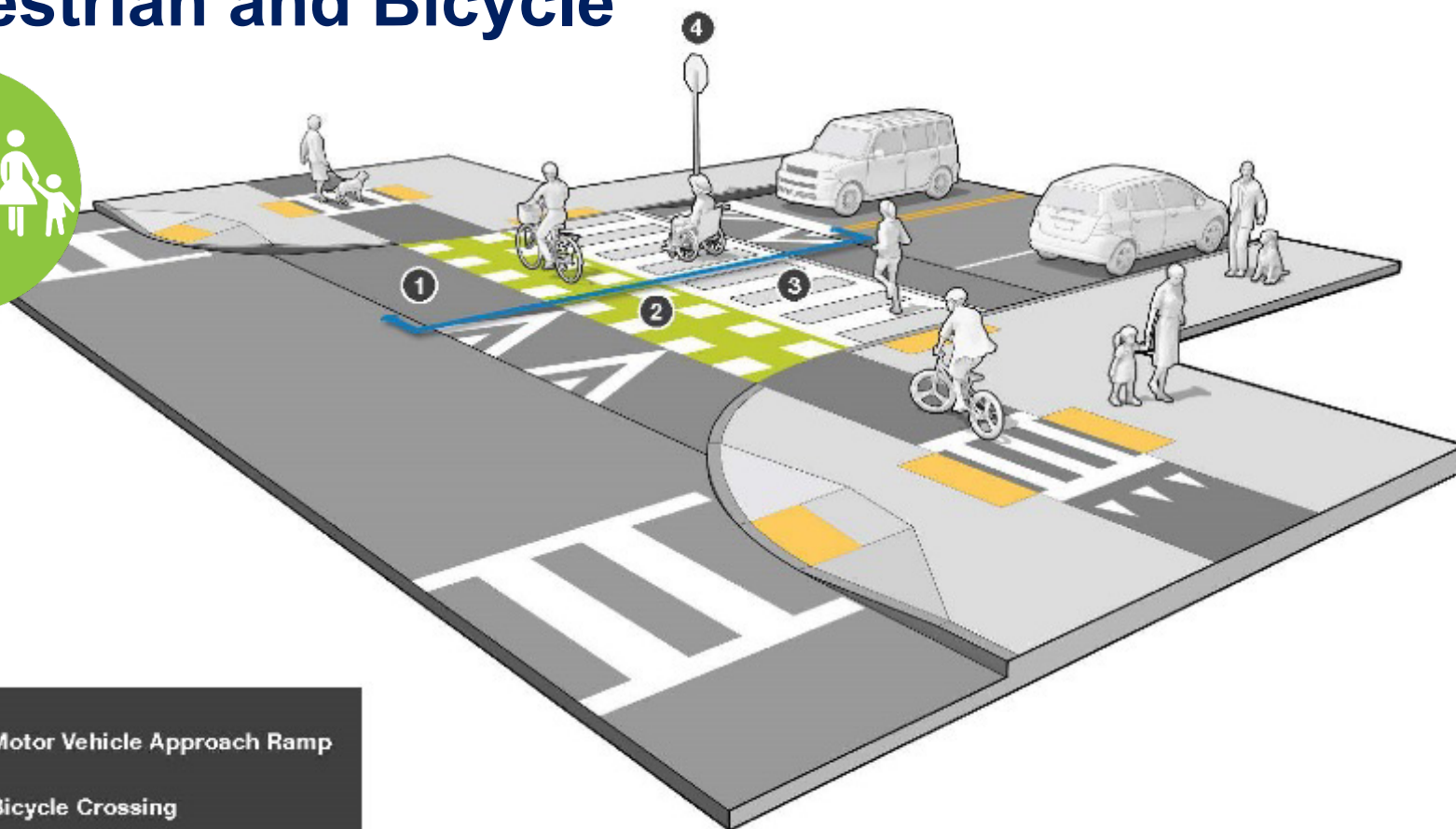
Pedestrian and Bicycle - Existing



Pedestrian and Bicycle



4. INTERSECTIONS



- ① Motor Vehicle Approach Ramp
- ② Bicycle Crossing
- ③ Pedestrian Crossing
- ④ Stop Sign

Source: Massachusetts Department of Transportation





Pedestrian and Bicycle

Broadway, New York City





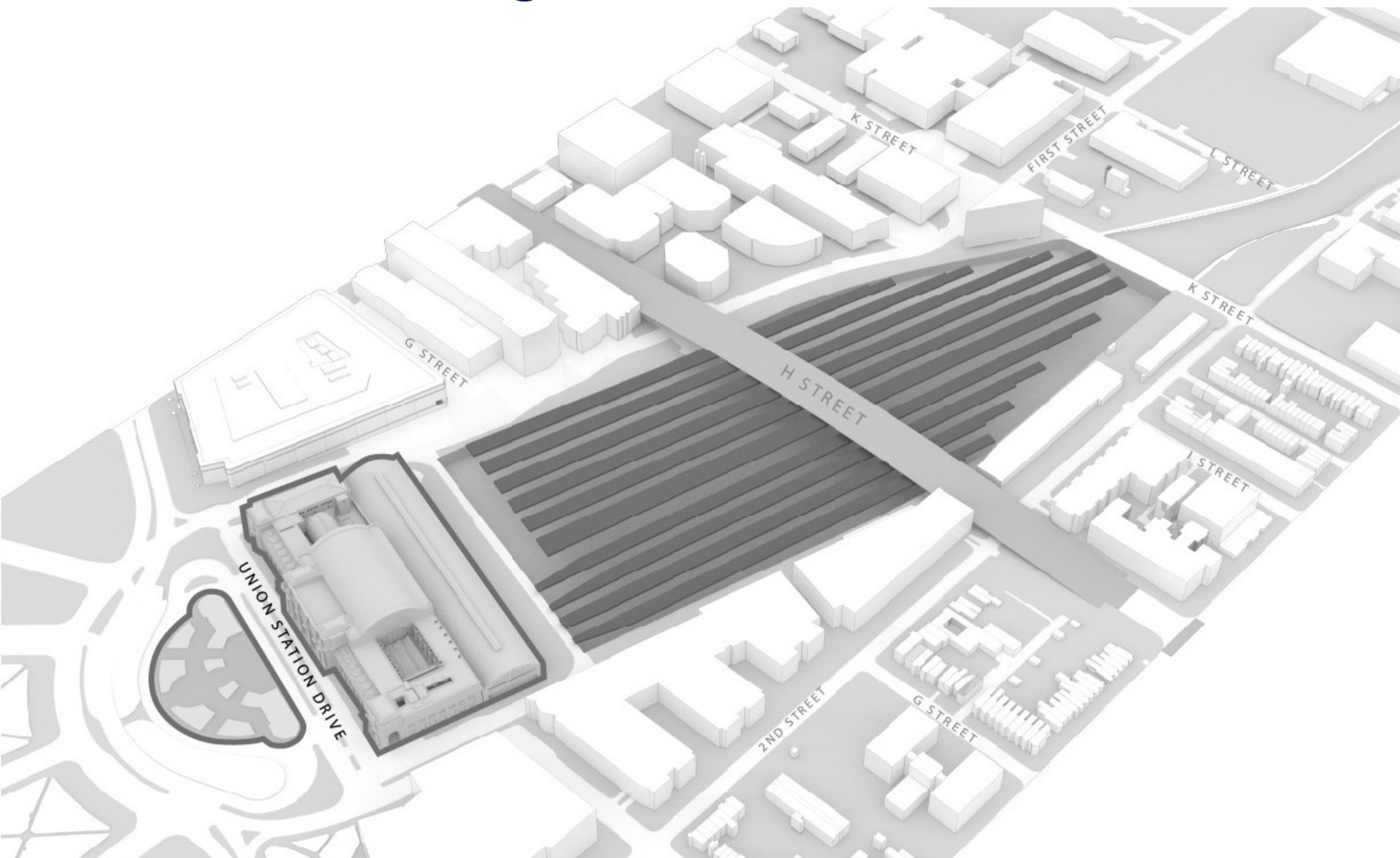
Pedestrian and Bicycle

1st Street Cycle Track, Washington DC





Train Hall– Existing





Train Hall - Example

Southerncross Station, Australia





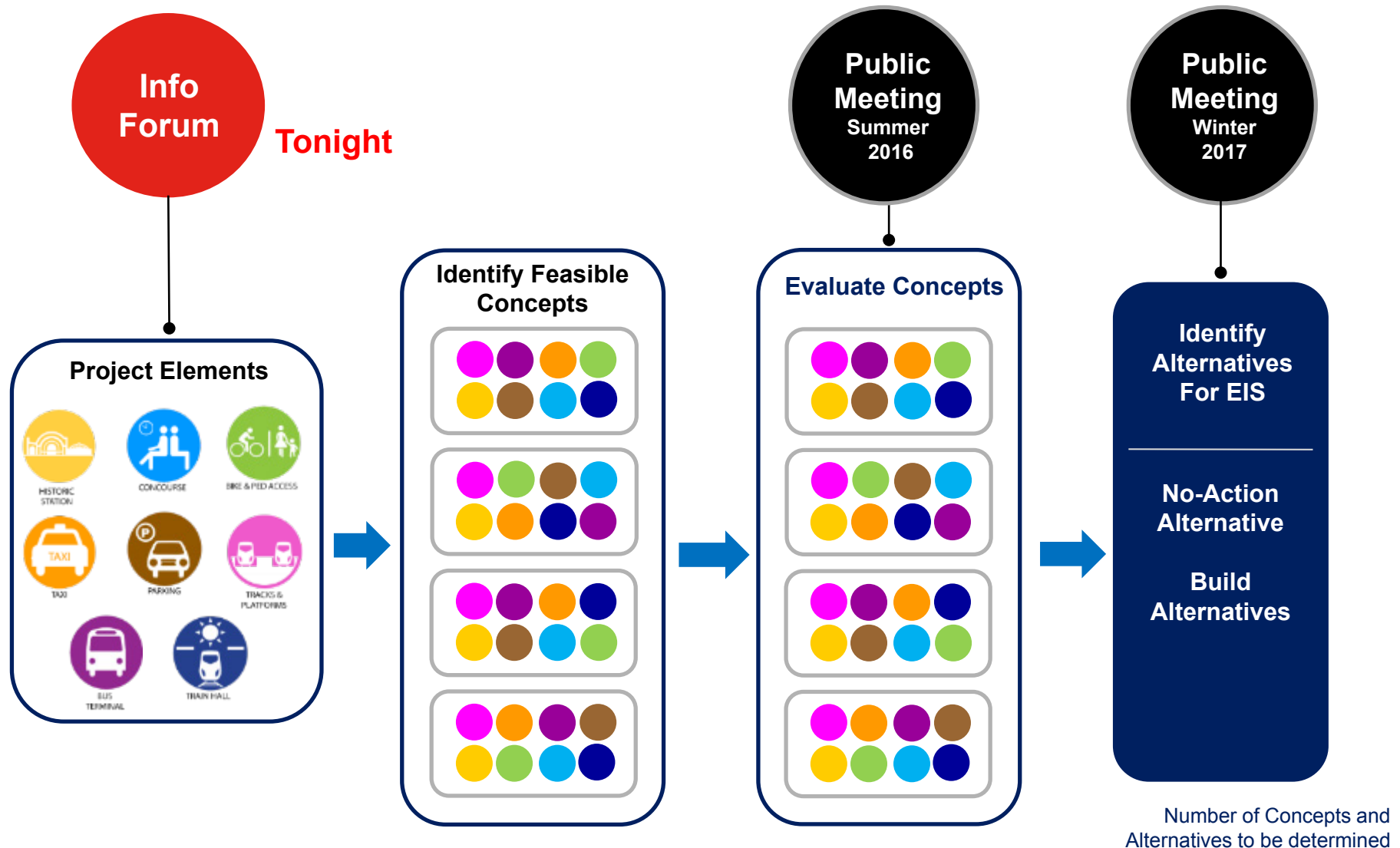
Train Hall - Example

St. Pancras Station, United Kingdom





Next Steps in Design Process



Key Design Considerations

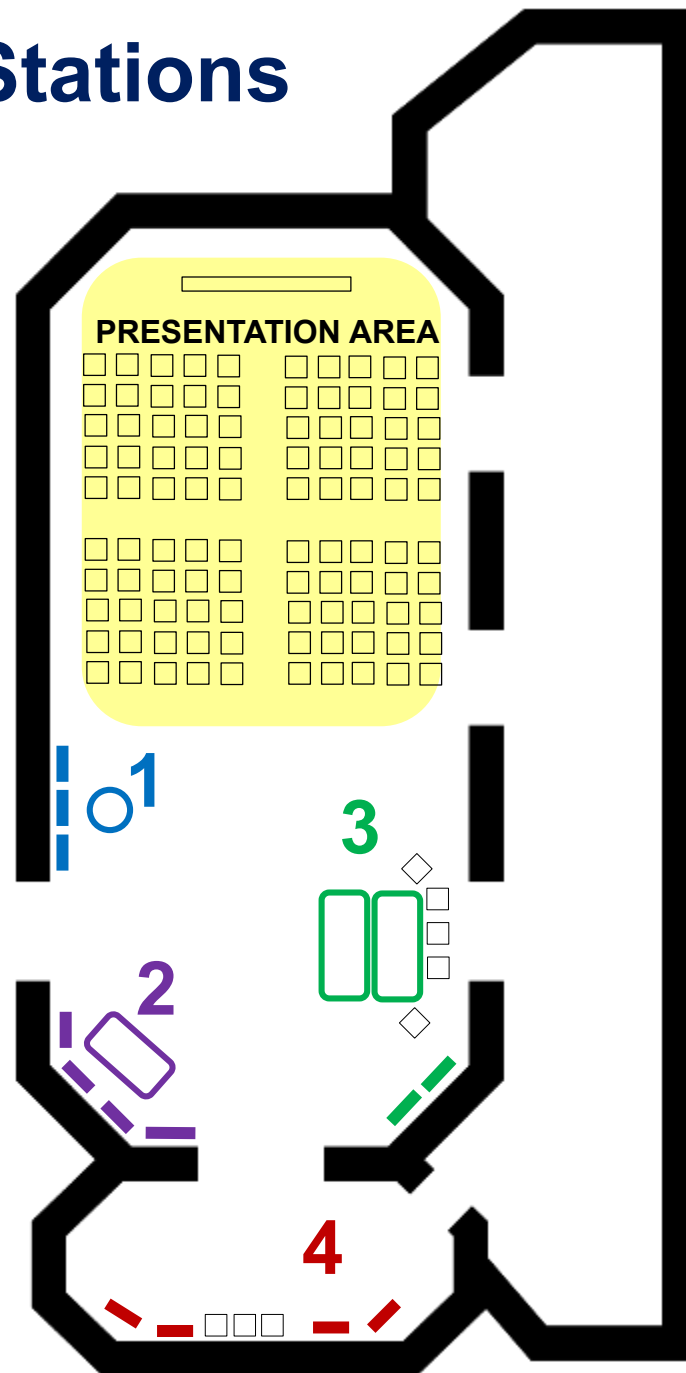
- Americans with Disabilities Act (ADA)
- Surrounding Circulation Patterns
 - Vehicular
 - Pedestrian
 - Bike network
- Existing and Proposed Land Use
- H Street Bridge
- Historic Context
- Neighborhood Context
- Safety and Security
- Service & Loading
- Site Access Points
- Ventilation
- Views/ Aesthetics
- WMATA
- Zoning





Open House Stations

1. Planning background
2. Existing Conditions and Examples Area
3. Project Elements Workshop Area
4. NEPA/Section 106





Tonight

- Learn more about the project
- Ask questions
- Visit the project representatives at each of the stations

Email comments to:
info@WUSstationexpansion.com

**Or written comments to the
Federal Railroad Administration
(FRA):**

Michelle W. Fishburne, PE
Office of Railroad Policy and
Development
USDOT Federal Railroad
Administration
MS-20 RPD-13
1200 New Jersey Ave SE
Washington DC 20590

Comments will be taken into
consideration as the project
progresses.

