Forest Glen Metro Station

2018 Daily Ridership: 2,045
2040 Ridership Goal: 2,682
Bus: 5 bays, 2 routes
Kiss & Ride: 45 spaces
Park & Ride: 596 surface spaces

8.5 acres

Walk 40%
Park & Ride 36%
Kiss&Ride 16%
Bus 6%
Bike 2%

Forest Glen Metro Station
Land Use Matters to Metro …. for Ridership!

Example 1: Silver Spring

- Weekday passenger entries: 12,000
- Weekday average revenue: $39,500
- Housing and jobs within ½-mile: 28,252

Example 2: Deanwood

- Weekday passenger entries: 1,300
- Weekday average revenue: $3,300
- Housing and jobs within ½-mile: 1,901
2018 Joint Development Feasibility Study

- Established Joint Development goals:
  - Maximize ridership potential (high density, mixed use development)
  - Coordinate strategies to reduce transit facility footprint and costs
- Evaluated:
  - Future transit facility needs
  - Real estate market potential
  - Financial feasibility of Joint Development
Future Transit Facility Needs

- Can reduce and consolidate bus bays and Kiss & Ride
- Park & Ride is 100% utilized; requires one-for-one parking replacement unless parking demand can be reduced
- Conducted parking customer survey to identify solutions to reduce parking demand
- Survey results:
  - Pedestrian passageway under Georgia Ave: 61%
  - Improved sidewalks: 52%
  - Park at Wheaton instead: 44%
  - More bicycle paths: 41%
  - Neighborhood bus or micro-transit shuttle: 36%

Positive responses when asked what would shift commuters’ travel behavior
Development Potential

- **Market analysis results:**
  - Strongest demand for multi-family residential (300-600 units)
  - Potential for some retail and office space
  - Rents likely not high enough to support taller construction today, but approaching tipping point

- **Metro’s recommendations for Sector Plan**
  - Provide enough density to be attractive CRT-2.5 (C-2.5, R-2.5, H-120)
  - Minimize infrastructure requirements ¼- to ½-acre of open space
  - Allow flexibility to support mix of uses Retail or townhouse frontage along Forest Glen Rd
  - Open space anywhere on site
2015 Development Concepts

- Considered a low density program based on existing density allowances, but infrastructure costs were too high to make a project feasible.
2018 Development Concepts

- Proposed a higher density program to support infrastructure costs
Station Capacity to Support New Development

Elevator capacity* 1,728 persons/hr (one-way)
Peak usage 621 persons/hr (past 5 mos.)
Utilization rate 36 %
Tipping point +4,500 households within 1/8 mile

6 high-speed elevators
12 persons/elevator
90 seconds cycle time
98% performance up-time

Last rehabilitation = 2006
Next rehabilitation = 2021

*1,152 persons/hr capacity if only 4 of 6 elevators are working (57% utilization)
Emergency Response and Evacuation Plan

- Updated in 2016 in conjunction with Montgomery County
- All Fire Departments retain copies of plan
- Additional Station Manager located at platform level to support response

1st Option: Elevators
  - Chamber includes fireproof doors to allow elevator use during smoke/fire incidents

2nd Option: Train Shuttle
  - Shelter passengers on platforms, close fire doors and send train to pick-up

3rd Option: Staircases
  - Located at both ends of platforms with 3 refuge points along 21-story ascent
Thank You!

Steven Segerlin, Program Manager, Station Area Planning
Office of Real Estate & Parking