

Washington Metropolitan Area Transit Authority (WMATA)

Compact Public Hearing Staff Report

East Falls Church Metro Station Station Bus Loop Expansion Project

Staff Analysis of the Public Hearing and Staff Recommendations

Docket No. R22-02

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1.0 Introduction

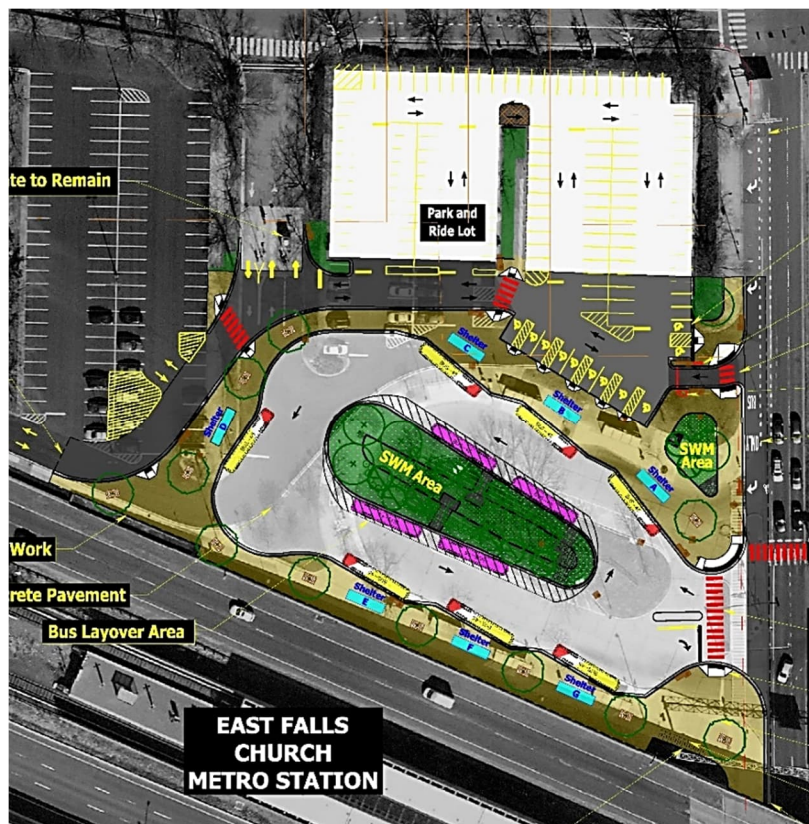
1.1 The Project

Metro and Arlington County are proposing to expand the East Falls Church Metro bus loop (the 'Project') to improve operational performance as the current bus services exceed its designed capacity. Bus capacity and pedestrian access improvements are necessary to accommodate projected transit ridership growth at the station. East Falls Church Station is the first eastbound station that connects the Silver Line with the Orange Line, making it a vital transfer point for rail and bus riders. The proposed concept is shown in Figure 1 below; more detailed drawings and existing conditions can be found in Appendix F of this report.

Metro obtained public input on the following proposed modifications:

- Expand the footprint of the existing bus loop
- Upgrade the existing bus shelters
- Add three bus bays with shelters at the station
- Improve sidewalks, lighting, and landscaping within and around the station
- Enhance the crosswalks between the station entrance and the existing bus loop by narrowing the intersection width at the bus loop entrance
- Relocate eleven accessible parking spaces adjacent to bus loop

Figure 1. Proposed Metro Facility Modifications



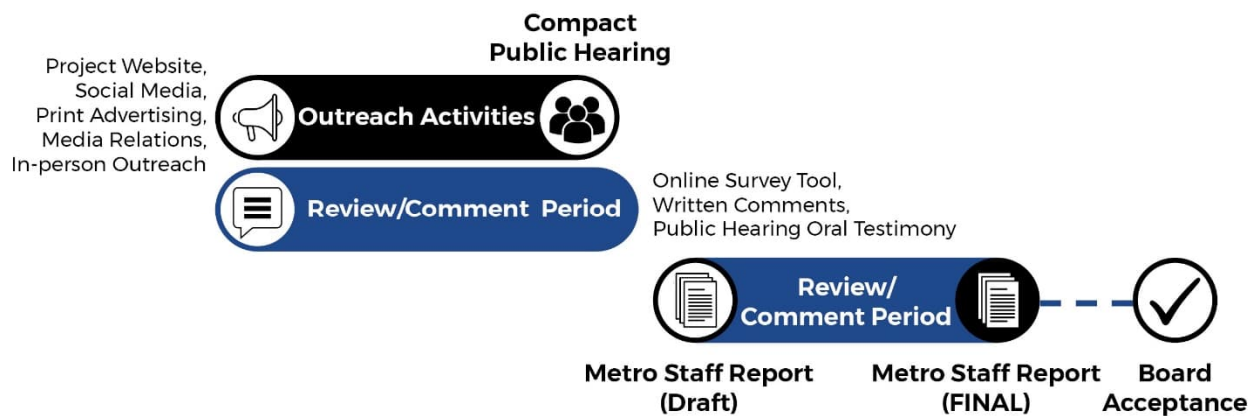
Since the project requires modifications to Metro’s facilities and facility access, an Environmental Evaluation was prepared assessing the potential impacts (see Appendix E).

1.2 Public Hearing Staff Report

As required by the WMATA Compact, the public was provided with the opportunity to comment on the Project. Following the guidelines established by WMATA’s Board-approved Public Participation Plan, the following report is a summary of the public outreach and resulting comments on the proposal.

The purpose of this draft Public Hearing Staff Report is to provide a summary of the public outreach conducted, including the Public Hearing and the public comments received. This staff report is shared with the public for review and comment for ten business days. Following that review, it will be finalized and presented by staff to Metro’s Board of Directors, in conjunction with the Board’s consideration of the proposed amendment to Metro’s Mass Transit Plan to accommodate the facility modifications (Figure 2).

Figure 2. Staff Report Process



2.0 Communications and Outreach to the Public

2.1 Overview

Communications and outreach were guided by the requirements for WMATA Compact Public Hearings and Metro's federally mandated, Board-approved Public Participation Plan (PPP). The communications effort was led jointly with Arlington County.

Beyond meeting basic requirements for a Compact Public Hearing, Metro followed PPP guidelines to create a targeted communications plan. The plan was designed to collect feedback inclusively and collaboratively with a focus on engaging minority, low-income and Limited English Proficient (LEP) populations.

Most of the communications and outreach tactics outlined in this report occurred during the official public comment period timeframe (June 18 through August 1, 2022).

The final communications and outreach plan included the following efforts:

- Stakeholder communication
- Targeted marketing and media
- In-person outreach
- Virtual Compact Public Hearing

Metro collected feedback through the following sources during the public comment period:

- Written comments received online and by the Board Secretary's Office
- Oral testimony received at the Virtual Compact Public Hearing

The comments received for public record can be found in Appendix D of this report while a summary of the comments can be found in Section 5.

2.2 Stakeholder Communication

Metro worked closely with Arlington County staff to leverage established communications resources to target local stakeholders.

The following efforts were made to communicate with project stakeholders:

- Metro sent a targeted email update on June 22, 2022 to 35 individuals representing 30 nearby stakeholders. Recipients included representatives from Community Based Organizations (CBOs), Business Improvement Districts (BIDs), places of worship, apartment and residential communities, hotels, and schools. Recipients were invited to provide feedback and attend the public hearing. The email included a link to an online survey.

A summary of the survey findings can be found in Appendix D of this report.

2.3 Targeted Marketing and Media

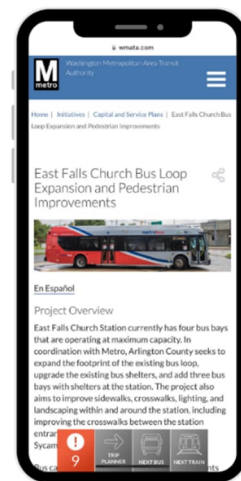
To attain maximum reach, Metro partnered with Arlington County to develop complementary communications tactics. Targeted marketing, in-person outreach, and media relations tactics were used to increase awareness and encourage public feedback.

2.3.1 Project Webpage

The [project webpage](#) on Metro’s website served as the project information hub and the primary channel for collecting public feedback. Information was presented in English and Spanish, and a variety of content was available for the public to review, including the environmental evaluation and detailed design plans of the proposed changes. Metro’s public hearing was also streamed live on this page.

During the public comment, the project webpage received 361 unique views. The average time spent on the page was just over 3 minutes.

Project Webpage



2.3.2 Social Media

Metro leveraged its social media following to get the message out across a variety of channels. In total, Metro’s social media posts resulted in more than 32,000 impressions and more than 600 engagements across all platforms (Table 1). In addition to Metro’s social media posts, Arlington County also shared content on social media. Examples of social media content are shown on the following page.

Table 1. Social Media Engagement Summary

Media	Date	Details
Twitter	7/5/22	<ul style="list-style-type: none"> 14,874 impressions 201 engagements (including 7 retweets, 8 likes, 4 replies) 79 link clicks
Twitter (second part to thread started on 7/5)	7/11/22	<ul style="list-style-type: none"> 6,618 impressions 46 engagements (including 3 retweets, 2 likes, 2 replies) 79 link clicks
Facebook	7/5/22	<ul style="list-style-type: none"> 6,162 people reached 151 total engagements (104 reactions, 27 comments, 20 shares) 52 link clicks
Facebook	7/11/22	<ul style="list-style-type: none"> 3,776 people reached 200 total engagements (180 reactions, 8 comments, 12 shares) 9 link clicks
Nextdoor	7/6/22	<ul style="list-style-type: none"> 693 impressions 2 engagements

Note: Reach = the total number of people who saw the content (measure is estimated). Impressions = the number of times the content was displayed on a user’s screen, no matter if it was seen, clicked, or engaged with or not. Engagements = Likes, comments, and shares.

East Falls Church Metro Station – Bus Loop Expansion Compact Public Hearing Staff Report

Social Media Examples

Facebook



Facebook



Nextdoor



Twitter



2.3.3 Print Advertising

Paid advertisements were placed in publications covering multiple languages based on the station's demographic profile (Table 2). Two public notices were placed in *The Washington Post* prior to the public hearing. Print ads were also placed in the *Arlington Connection*, *El Tiempo Latino*, *Falls Church News Press*, *Korea Times*, *Washington Chinese Daily News*, and *Washington Hispanic*.

Table 2. Summary of Print Advertisements



Publication	Language	Run Date(s)	Total Est. Impressions
Arlington Connection	English	6/23/22	100,000
El Tiempo Latino	Spanish	6/23/22	49,204
Falls Church News Press	English	6/23/22	10,000
Korea Times	Korean	6/23/22	30,000
The Washington Post	English	6/18, 6/23/22	98,400
Washington Chinese Daily News	Chinese	6/24/22	10,000
Washington Hispanic	Spanish	6/23/22	45,000

2.3.4 Signage and Flyers

Information was posted in English and Spanish in and around the East Falls Church Station to reach rail, bus, and parking customers.


- Digital graphics were posted on the digital displays in the station mezzanine.
- Signs were posted at each bus bay at the station.
- Flyers were distributed to the station manager and throughout the station on July 13.

LET US KNOW WHAT YOU THINK




East Falls Church Station

Proposed Bus Loop Expansion & Pedestrian Improvements

In coordination with Metro, Arlington County is looking to expand the footprint of the existing bus loop, upgrade the existing bus shelters, and add three new bus bays with shelters at East Falls Church Station. The project would also improve sidewalks, crosswalks, lighting, and landscaping within and around the station.




WAYS TO GET INVOLVED




Provide written comments by August 01, 2022

- Take the survey, provide written comments or upload documents at wmata.com/plansandprojects.



Participate in a Virtual Public Hearing on Thursday, July 21, 2022 at 6:30 p.m.

- To provide oral testimony via phone, call 855-925-2801 and enter meeting code 4773.
- To provide oral testimony via video, preregister by emailing speaks@wmata.com by 5:00 p.m. the before the Public Hearing.



Watch or Listen Live


- Watch or listen to the Virtual Public Hearing live at wmata.com/plansandprojects or [YouTube.com/MetroForward](https://www.youtube.com/MetroForward) or by calling 855-925-2801 and entering meeting code 4773.

Public participation will be without regard to race, color, national origin, age, gender, religion, disability or family status. ARI, interpretation services are provided. To request other accommodations under the Americans with Disabilities Act, or other language interpretation services (free of charge), contact the Office of the Board Secretary at 202-462-0111. TTY: 202-462-2019 or send a message to equal@wmata.com as soon as possible, so WMATA can make the necessary arrangements before the public hearing date.



知照事項提供情報、通知する Metro 客户服务热线 202-437-1326。

お問い合わせや質問は Metro 202-437-1326 まで。多言語サービスも提供します。

ARLINGTON COUNTY PUBLIC HEARING INFORMATION LINE 202-437-1326 へご連絡ください。



For more information,
scan the QR code,
visit wmata.com/plansandprojects
or call 202-437-1326.

DÍGANOS SU OPINIÓN

Estación East Falls Church

Propuesta de ampliación del trayecto circular para autobuses y mejoras para peatones

En coordinación con Metro, el condado de Arlington busca expandir el recorrido del trayecto circular por autobuses existente, mejorar las marquesinas de autobuses existentes y agregar tres zonas para autobuses con marquerines en la estación East Falls Church. El proyecto también mejorará las aceras, los cruces pedestrales, la iluminación y el paisaje dentro y alrededor de la zona de la estación.

DÍCANOS SU OPINION

- Brinde sus comentarios por escrito antes del primer día de agosto de 2022.
 - Puede realizar la encuesta, proporcionar comentarios por escrito y cargar documentos en [wamta.com/plansandprojects](#).
- Participe en una audiencia pública virtual el jueves, 21 de julio de 2022 a las 6:30 p.m.,
 - Para prestar testimonio oral por teléfono, llame al 855-925-2801 e ingrese el código de reunión #773.
 - Para prestar testimonio oral por video, debe inscribirse previamente enviando un correo electrónico a [speake@wamta.com](#) antes de las 5:00 p.m. del día de la audiencia pública.
- Vea o escuche la audiencia en vivo
 - Vea o escuche en vivo la audiencia pública virtual en [wamta.com](#), YouTube ([youtube.com/MetroForward](#)) o llame sin cargo al 855-925-2801 e ingrese el código de la reunión: #773.

No se recibe la participación pública independiente de la mesa, entre sí; nacionalidad, edad, sexo, religión, discapacidad u otros rasgos personales no son criterios de selección para recibir información pública. Para solicitar modificaciones especiales de conformidad con la Ley Federal sobre Discapacidades (ADA), comuníquese con el personal que atiende al público llamando al número de atención telefónica gratuita al 202-462-3328 o envíe su solicitud a [publicaffairs@arlingtonva.gov](#). La ADA requiere que todos los servicios sean accesibles físicamente y estén disponibles en formatos electrónicos. Si necesita asistencia adicional, comuníquese con el personal que atiende al público llamando al número de atención telefónica gratuita al 202-462-3328.

お問い合わせ先：道路局 Metro 都市計画課 TEL 202-462-3328
문의처 : 도로국 Metro 도시계획과 TEL 202-462-3328 E publicaffairs@arlingtonva.gv
ANUS TCEB=U=L RAY? /MOP HPHC X'ISIO A7D7H+R E 202-462-3328 CLO#E

Para obtener más información,
visítese el código,
[www.wamta.com/plansandprojects](#)
o llame al 202-637-1328.

M metro

Printed and digital signs were posted in the station and at bus bays.

2.3.5 Media Relations

Metro issued a press release on July 5 to generate earned media coverage and encourage public feedback on the project (Table 3, Table 4, and Figure 3).

Table 3. Press Release Summary

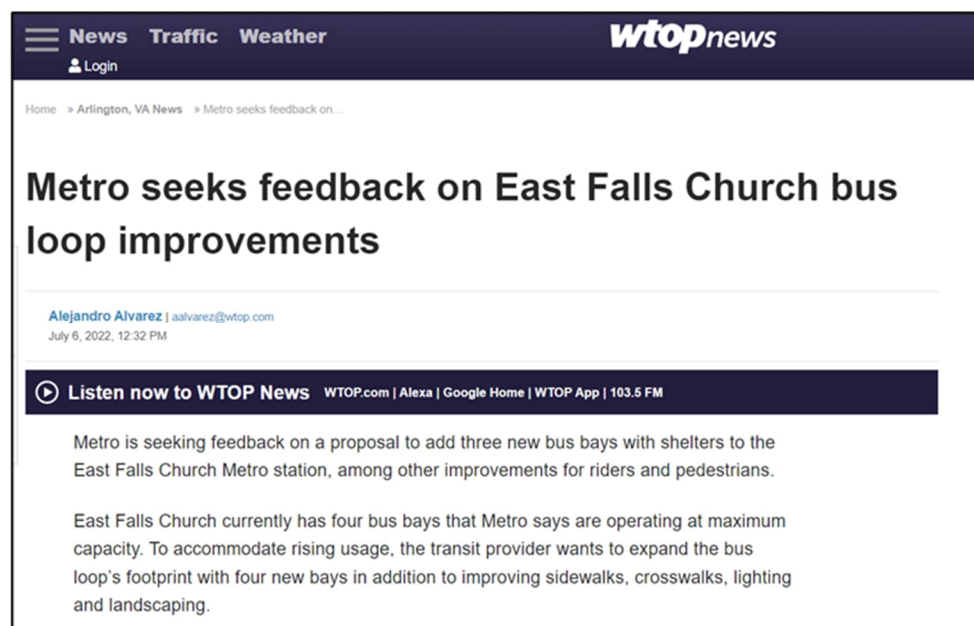
Date	Title	Details
7/5/22	Metro seeks public input on East Falls Church bus loop expansion and pedestrian Improvements	Metro is seeking public input on the proposed bus loop expansion and pedestrian improvements at East Falls Church Station

Earned Media Coverage

Table 4. Earned Media Summary

Media	Details
WTOP	Metro Seeks Feedback on East Falls Church Bus Loop Improvements
Greater Washington	WMATA Virtual Public Hearing: East Falls Church Bus Loop Expansion

Figure 3. Earned Media Example



2.3.6 In-Person Outreach

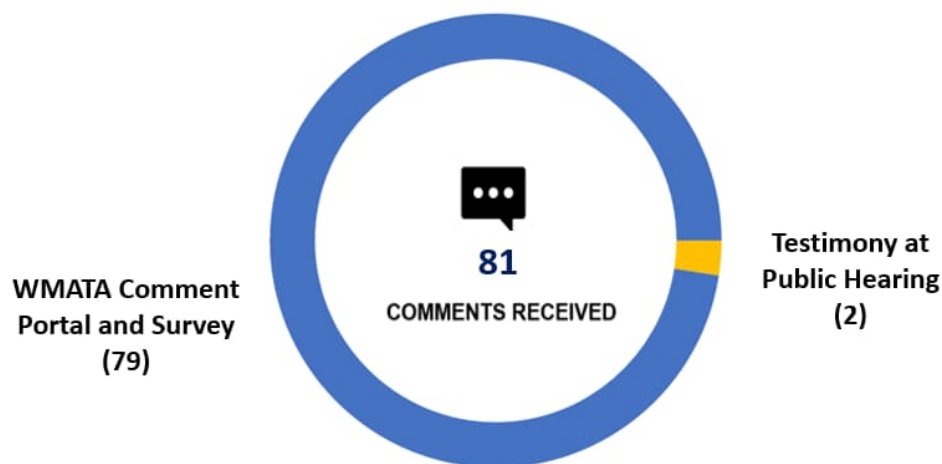
To reach customers at the station, a pop-up event was held near the bus loop on July 13 from 7-9 a.m. (Figure 4). The day and time of the event were selected specifically to coincide with the timeframe when the highest number of people would be at the station. Members of the project team, including Metro and Arlington County project staff, were on-site to hand out flyers, answer questions about the project, and encourage people to submit comments. Overall, the project team interacted with 207 customers (30 in Spanish) and distributed 210 flyers.

Figure 4. In-Person Outreach at Pop-Up Event



2.4 Public Input Results

Metro collected public input during the public comment period through an online survey tool that included uploaded documents and written comments and oral testimony collected at the Virtual Compact Public Hearing. There were 96 total respondents with 79 comments received. Additionally, the survey was initiated 118 times, but was not fully completed. Two oral testimonies were provided during the virtual compact public hearing. The public comment period was open from June 18 through 5 p.m. Monday, August 1, 2022. A summary of the input received from the online survey is summarized below.



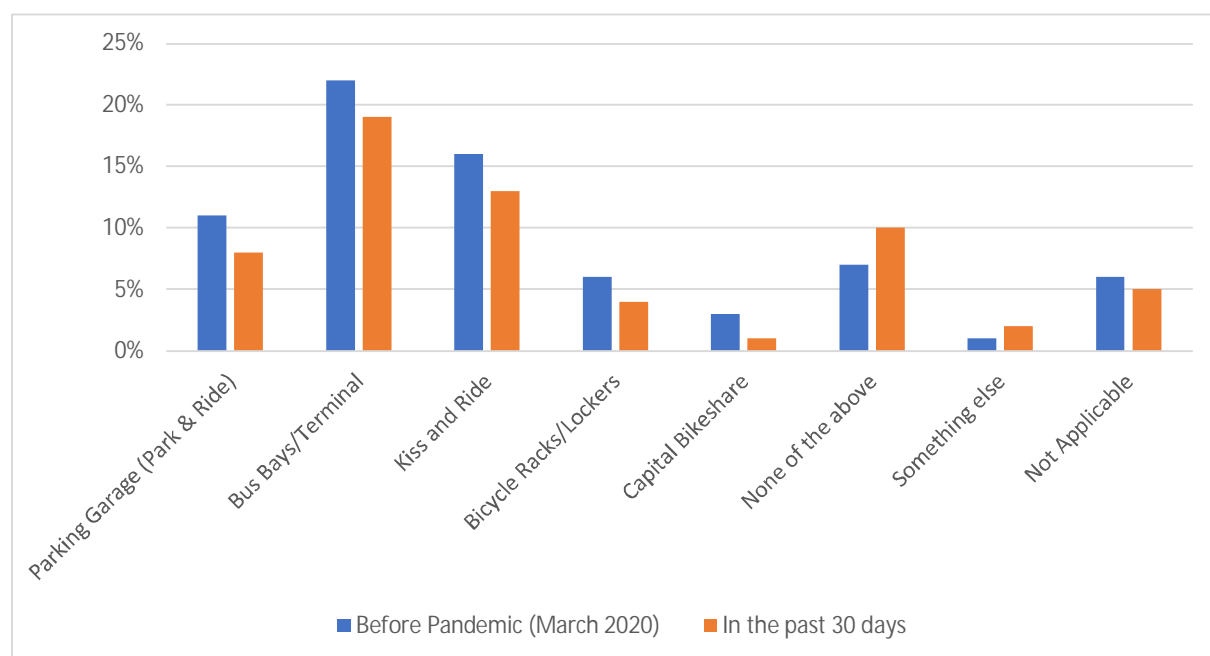
2.4.1 Facilities Used at East Falls Church Station

The survey asked respondents which facilities they typically used at the East Falls Church Station before the pandemic (March 2020) and in the past 30 days (Table 5 and Figure 5).

Table 5. Facility Usage at East Falls Church Station

Facilities used at East Falls Church Station	Before Pandemic (March 2020)	In the past 30 days (July 21, 2022)
Parking Garage (to park at the Park & Ride)	11%	8%
Bus Bays and Terminal (to connect to Metrobus, Fairfax Connector, Greyhound, etc.)	22%	19%
Kiss and Ride (i.e., to drop off and pick up of passengers)	16%	13%
Bicycle racks/lockers	6%	4%
Capital Bikeshare	3%	1%
None of the above	7%	10%
Something else	1%	2%
Not Applicable (I didn't ride Metro before the pandemic / I haven't ridden Metro in the past 30 days)	6%	5%

Figure 5. Facility Usage Breakdown



2.4.2 Survey Demographics

Table 6 below shows the percentage breakdown of survey demographics. Fifty percent of survey responders are between the ages of 25 and 44. Most people responding to the survey are identified as white and non-Latino; the majority resided in Arlington (39%) or Falls Church (33%).

Table 6. Survey Demographics

Age	18-24	6%
	25-34	24%
	35-44	26%
	45-54	16%
	55-64	15%
	65+	13%
Gender	Male	57%
	Female	42%
	Other	1%
Hispanic or Latino	Yes	3%
	No	97%
Race	African American or Black	9%
	American Indian or Alaska Native	0%
	Asian	7%
	Native Hawaiian or other Pacific Islander	0%
	White	70%
	Other	4%
City / Area	Alexandria	3%
	Arlington	39%
	Falls Church	33%
	Fairfax	3%
	DC	7%
	Everywhere else	15%

3.0 Summary of the Public Hearing

Virtual Compact Public Hearing

A Virtual Compact Public Hearing was held on Thursday, July 21 at 6:30 p.m. Metro Board of Directors Chair Paul Smedberg chaired the hearing and Steven Segerlin, Director for Real Estate Development, provided the summary of the proposed changes to transit facilities. The hearing was streamed live on Metro's website and [YouTube](#) (Figure 6). The hearing was viewed on YouTube 118 times.

Following an opening statement by Mr. Smedberg, Metro staff described the proposed facility changes. Two people provided oral testimony at the hearing. Both expressed support for the project. The staff presentation and script of the Public Hearing can be found in Appendices B and C of this report.

Figure 6. Screenshot of East Falls Church Virtual Public Hearing

East Falls Church Compact Public Hearing

Existing Transit Facilities

Mode	Capacity
Bus	4 bays
Park & Ride	421 spaces
- ADA	11 spaces
Kiss & Ride (South lot)	33 spaces
- ADA	3 spaces

Steven Segerlin, Project Manager
Real Estate and Station Area Planning

July 21, 2022
06:39 PM

WMATA East Falls Church Public Hearing July 21, 2022

118 views • Streamed live on Jul 21, 2022

5 DISLIKE SHARE DOWNLOAD SAVE ...

4.0 Comments Received for the Record

Comments to be considered for the record as part of this process were received through the online survey tool and oral testimony at the Virtual Public Hearing. The public comment period was open Saturday, June 18 through 5 p.m. Monday, August 1, 2022.

A total of 98 survey responses, with 79 providing comments, were received during the public comment period, and two individuals provided oral testimony at the Virtual Public Hearing (Table 7 and Figure 7). A total of 78 comments were written in English and one comment was written in Spanish. Analysis of the written comments and oral testimony shows 66% of respondents supported the project, 6% opposed the project, and 28% neither supported nor opposed the project. Table 8 provides a breakdown of the comments by category. Comments received for the public record are provided in Appendix D.

Table 7. Summary of Survey Comment Responses

	Number	Percentage
Support	53	66%
Oppose	5	6%
Other	23	28%
TOTAL	81	100%

Figure 7. Survey Comment Response Breakdown

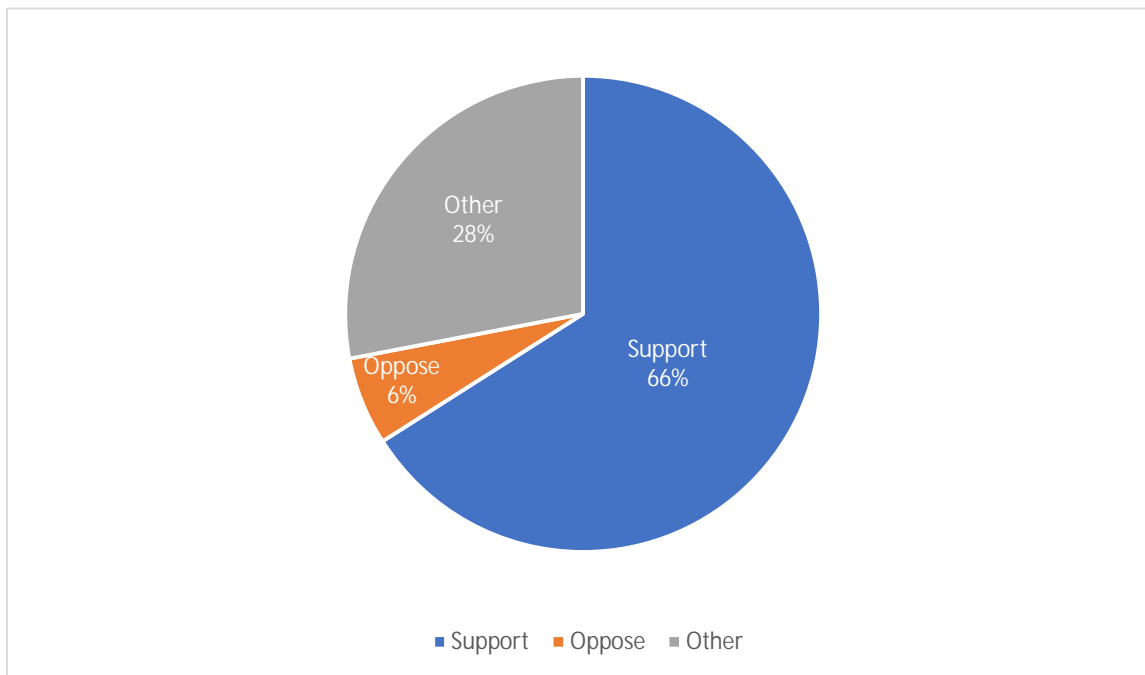


Table 8. Summary of Comments by Category

Category	Number of Comments	Overview
General Support for the Project	53	Comments expressed general, not-specific support of the overall project
General Opposition to the Project	5	Comments related to the project not being needed
Bus Facility Infrastructure	66	Comments pertained to access from/to bus bays, shelter, and signage improvements
Bicycle and Pedestrian Safety and Access at the Metro Station (lighting, crosswalk/sidewalk improvements, etc.)	10	Comments expressed concern about EFC station-related bicycle and pedestrian safety and accommodations and/or acknowledged the bicycle and pedestrian conditions at the EFC station and provided recommendations
Park & Ride	15	Comments associated with opposition to, support for, or questions about removal of parking spaces
Construction	15	Comments discussed concerns about the construction impacts of the project (parking, access, disruption)
Suggestions of other WMATA Improvements	13	Comments did not discuss the specific project, but rather made suggestions about other improvements WMATA should focus on (increased bus routes/service, Metro platform improvements, etc.)
Suggestions of non-WMATA Improvements	14	Comments pertained to actions that may not be within WMATA's jurisdiction (bicycle and pedestrian safety in areas adjacent to the EFC station, roadway safety improvements, etc.)

5.0 Comments and Responses to Comments Received

The 79 written comments and two oral testimonies were grouped and are being presented as broader, recurring themes. WMATA staff has provided responses to the overall concerns and themes expressed. Additional information is provided in the following sections to include representative comments (see Appendix D for full comment details).

5.1 General Support for the Project

As noted previously, 53 people expressed general support for the project. They felt improvements were needed to the East Falls Church Metro Station and agreed with the addition of bus bays and shelters.

Representative Comments

- *This is excellent I approve of this project.*
- *We're in support. We agree that EFC will see growth in demand due to the development in Falls Church at Washington and Broad.*
- *The proposed changes make sense. Personally, I do not expect to use the expanded service though.*
- *Proposals all sound good.*
- *Support expansion.*
- *Support the idea.*
- *Yes, do it now.*

5.2 General Opposition to the Project

Five people expressed general opposition to the overall project. Opposing commenters felt funds could be better spent elsewhere and the improvements are not necessary as the bus facilities are underutilized.

Representative Comments

- *Please do not spend money for actual needs (training, oversight, accountability, etc.), not anticipated needs. Mismanagement! The Arlington County Board wants to close the parking lot to reduce driving to the EFC Station (vs. biking, walking, etc.).*
- *I oppose the expansion.*
- *The current proposal does nothing to help with all the dangerous pedestrian crossings of Washington Blvd. The signal and cross walks at the Washington Blvd exit would increase safety for both walkers and cars exiting the lot. It could easily be timed with the Sycamore and Washington light to avoid any slowdowns for cars. Please reconsider and make a slightly larger investment based on the 2015 study!*
- *It seems that the current bus loop is very underutilized. The Kiss and Ride as the congestion. The time and coordination to take bus and rail has a long over commute time. Unless there is a stoppage on Metro Rail, the buses seem to be at 10% capacity on a good day. A better and faster approach is needed for the needs of most folks. We all have significant time constraints and obligations. I always need to put a large margin in any schedule i have when taking the rail and bus.*

Metro Response: There is no closing of the Metro parking lot as part of this project and the construction will be completed in phases to ensure minimal disruption to customer access.

Metro and Arlington County have found that not only are this facility's bus bays occupied up to 78 percent of the time during peak hours, but there is an anticipated increase in need for transit services given the growth of the region in recent years. The EFC station is an important transfer point for both rail and bus riders and its significance is growing as it is the first eastbound Metro station that connects the Orange Line with the Silver Line. The regional growth is relatively recent as the Silver Line's first phase opened in 2014 and its second and final phase opened in 2022. Additional local and commuter bus services are expected to operate from this station in the future to accommodate the anticipated growth in transit ridership. Further, The East Falls Church Area Plan (2011) and other planning studies have identified needs specific to bus transit operations and capacity at the EFC Metrorail Station.

5.3 Bus Facility Infrastructure

Sixty-six (66) responses included suggestions and recommended improvements to bus shelters, landscaping, and the associated facility infrastructure to include cover from inclement weather, more green infrastructure, and increases to both size and quantity of bus bay capacity.

Representative Comments

- *The bus shelter design is very good, and it will work very well but it needs to be expanded to accommodate for future buses as well so 8 shelters instead of 6 would be ideal.*
- *My only suggestion is that a covered area by the bus bays be provided for shelter in inclement weather.*
- *Signage on bus shelters - increase the font size and also move signage to eye level. Signage placed at the top of bus shelters is too high for many with partial sight to see.*
- *Please consider making this a new facility a model for Metro to be more green. Waiting for a bus amid all that concrete is HOT and miserable. Put green roofs on the shelters, make the roadway part green with permeable surfacing. That keeps things cool for customers and also helps absorb heavy rain during flood events (of which we will see more and more). Put in rain gardens instead of just storm drains, to slow runoff and to clean it before it reaches local waterways.*
- *More trees should be added to the bus bay area, for shade and comfort of transit riders.*
- *The shelters themselves are also way too small, especially considering there are usually two or three groups of people waiting at the same bay for different buses.*

Metro Response: This project includes the installation of bus shelters, which will provide customers coverage from inclement weather. The total number of bus shelters will increase from four (4) to seven (7) to accommodate future bus services and resolve existing operational performance issues related to bus bay congestion and excessive queuing. Trees will be planted near the bus bays and are placed such that customer mobility and accessibility is not impaired.

Many of these comments do not impact the proposed changes to transit capacity or access and are outside the scope of this Compact public hearing, but will be shared with Arlington County for consideration.

5.4 Pedestrian and Bicycle Safety and Access the Metro Station

Ten (10) comments mentioned pedestrian safety concerns and pedestrian improvements. These included shorter pedestrian crosswalks, improved lighting, wider sidewalks, and audible signals. Of note, 19 (29%) of these comments were related safety issues along N. Sycamore Street to include concerns associated with the I-66 off ramp (slip lane) onto N. Sycamore. These concerns included fast travel speeds, large amount of motor vehicle traffic, the need for better lighting and pedestrian improvements.

Representative Comments

- *The improved lightning, sidewalks, and crosswalks would be a huge improvement to the area. Make the sidewalks and areas around the bus bays bigger for those who are walking.*
- *Add Audible Pedestrian Signal at street crossings. Increase the lighting on the sidewalks adjacent to Sycamore as well as walkways leading to the rail station/parking areas/in bus shelters.*
- *I am often very frightened by the darkness between the station gates and the bus bays, particularly under the rail bridge.*
- *Make sure there is lots of lighting for those who use the bus bays or getting to/from the lot when its dark out.*
- *Protections should be added to the N. Sycamore bike lane to separate users from dangerous vehicle traffic and encourage increased usage by more vulnerable users (inexperienced cyclists, children, families, older users, etc.).*
- *Retaining the right turns from I-66 onto N. Sycamore maintains an extremely unsafe situation for pedestrians and people on wheels. This allows traffic exiting the interstate to maintain a high speed and blow through a crosswalk that's meant for pedestrians to safely access the metro station. The slip lane should be removed, with right-turning vehicles instead made to slow down for a traditional intersection.*
- *Eliminate the slip lane from 66 to sycamore. It's dangerous for bikers and pedestrians.*
- *The most dangerous place for pedestrians is actually across the street from the bus loop where the I-66 exit ramp merges into Sycamore Street. There is very limited sight line for drivers making the exit. They rarely look for pedestrians and come down the ramp at high speed.*

Metro Response: The project is designed to reduce possible pedestrian-vehicle conflicts at the station. The design minimizes the intersection width at the bus loop entrance and relocates accessible parking spaces within the Park & Ride facility directly adjacent to the bus loop, thereby eliminating the need to cross traffic lanes. Lighting and traffic on N Sycamore Street and under the I-66 bridge are beyond the scope of this project and Staff Report, which is concerned with Metro facilities, and are mostly overseen by Arlington County and the Commonwealth of Virginia. The comments will be shared with Arlington County.

5.5 Park & Ride

The Park & Ride facility was mentioned by 15 respondents. Respondents were both supportive of expanding the bus service even if it reduces available parking, while others expressed the importance of not losing parking spaces at the station.

Representative Comments

- *Expanding the bus service is a good idea, even if it reduces car parking. Even better would be to also add an extra parking level to the surface parking lot.*
- *No mention of increased parking! There is very little parking available at East Falls Church. The small lots fill up right away with commuters, so using the Metro isn't an option for people wanting to use it at other times of the day. The bus service/routes are poor options for most people. They're inconvenient – you'd have to drive to get to a bus stop and park...where??-- and infrequent and unreliable in terms of the bus schedule. Its hit or miss that a bus will show up when it's supposed to. A depressing alternative that involves so much trouble that most people will prefer to drive.*
- *Eliminate the need for an enormous loop for bus tuning radii. Reallocate space to more parking or better open spaces.*
- *Please don't eliminate parking.*
- *It is imperative that we not lose parking spaces at EFC station.*

Metro Response: There will be no changes to the Park & Ride parking space count. The proposed modifications to the Park & Ride lot include relocating accessible parking spaces to be closer to the bus loop and reconfiguring the vehicular access points to improve traffic circulation within the lot. The comments about increasing parking capacity to accommodate customer demand is outside the scope of this Compact public hearing, but will be shared with other Metro departments for consideration.

5.6 Construction

Fifteen (15) respondents shared concerns regarding potential construction impacts and associated disruptions.

Representative Comments

- *Do not make it difficult for people to access Metro or be picked up like the last construction project was.*
- *My biggest concern is whether I'll be able to park there during construction.*

Metro Response: There will be a maintenance of traffic plan to ensure access to all multi-modal facilities during construction. Temporary impacts to regular roadway, transit, bicycle, and pedestrian network operations may occur during construction. Any impacts to regular transportation network operations shall be minimized and mitigated in accordance with *Arlington County Department of Environmental Services Construction Standards and Specifications Manual* and the *WMATA Adjacent Construction Program Manual*. The East Falls Church station will remain open to customers during construction of the proposed improvements and all modes of operation shall be maintained. However, on-site parking and existing pedestrian access points around the bus loop may be temporarily modified to ensure the safety of pedestrians from traffic and construction hazards.

5.7 Other WMATA Improvements

Several comments were received not related to project-specific improvements. These included requests for improved pedestrian and bicycle connectivity, additional bus service, suggestions to improve bus operations, and recommendations to the Metro station.

Representative Comments

- *I think this is a great idea but would like to see bus expansion from the metro to downtown Falls Church.*
- *Please provide more bus service in Arlington County from East Falls Church Station.*
- *I would like to see more local morning and afternoon buses at EFC. Being able to take Metro the connecting to a bus to/from work would be the best. Creating more bus bays and taking away a few parking spaces could achieve that goal!*
- *Expanded bus service is needed from EFC metro station into the City of Falls Church. A dedicated bus line used to exist years ago, but it was cut. A loop from the metro into the city and back would greatly increase Metro ridership and lessen reliance on cars.*
- *Upgrading the station sounds great, but the best change you could make would be to change the policy around breaks. Right now, bus drivers take their breaks at the Seven Corners transit center, which is on the way to the Metro for me, and bus drivers are prone to take their breaks there without any rhyme or reason, so I have to add in an extra 10 minutes to my schedule just to account for a break that may or may not happen. If the break takes place at the Metro bus loop, then I don't have to worry about it anymore, and the bus driver doesn't have to drive that much further to get there.*
- *Please make room for the future Route 7 BRT and design the bus loop so that it accounts for the future second entrance of East Falls Church station. Please also design the bus loop to accommodate long distance commuter and over the road intercity buses.*
- *8 car trains needed. ABSOLUTE MUST. More frequent trains. Platform - cover the entire platform.*

Metro Response: These comments are outside the scope of this Compact public hearing, but will be shared with other Metro departments for consideration.

5.8 Other Non-WMATA Recommendations

Commenters provided suggestions not related specifically to WMATA or its facilities. These included recommendations regarding zoning and development of space above the East Falls Church Metro Station, additional bicycle and pedestrian safety improvements in areas adjacent to the EFC Station, as well as roadway improvements.

Representative Comments

- *While perhaps outside the scope of this project, the continued dedication of such a large area of land to car parking is incompatible with a heavy rail station. This land should be repurposed for multi-family residential units. The county should prioritize up zoning surrounding land use to allow more people to live near this transit hub. Rezoning for dense multifamily and mixed use is in line with the County's climate and equity goals.*
- *Also, thank you for mentioning that the EFC Plan includes development of a mixed-use center over the EFC Metro station and lot. It would be great if Metro, VDOT, and Arlington County could foster a multi-story development with lots of residences (and perhaps offices), plus a plaza with neighborhood-oriented businesses and entertainment venues at the same elevation as Langston Boulevard.*
- *East Falls Church station currently has very limited accessibility from Washington Street/Langston Blvd and Washington Blvd to the West. There is NO pedestrian access to the bus bay from the West, other than detouring along the bike trail. As part of the improvements, planners should look at how to facilitate a pedestrian connection from Rte. 29 directly into the East Falls Church bus bay.*

Metro Response: These comments will be shared with VDOT and Arlington County for consideration.

6.0 Responses to Comments Received on the Draft Public Hearing Staff Report

[This Section will be filled in after the Draft Public Hearing Staff Report is circulated for public review and comment.]

7.0 Other Information for the Public Record

No other information has been provided.

8.0 Staff Recommendation

Staff recommends approval of the proposed transit facility changes to the East Falls Church Metro Station. Staff finds that there should be no changes to the proposed transit facility changes because of the Compact Public Hearing and staff report analysis.

The changes include the following modifications to Metro facilities:

- Expand the footprint of the existing bus loop
- Upgrade the existing bus shelters
- Add three bus bays with shelters at the station
- Improve sidewalks, lighting, and landscaping within and around the station
- Enhance the crosswalks between the station entrance and the existing bus loop by narrowing the intersection width at the bus loop entrance
- Relocate eleven accessible parking spaces adjacent to bus loop

Staff recommends that the Metro Board approve this Compact Public Hearing Staff Report and accept an amendment to the Mass Transit Plan to implement these facility changes at East Falls Church Station.

APPENDIX A: NOTICE OF PUBLIC HEARING



**Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed East Falls Church Bus Bay Expansion
Arlington County, VA
Docket R22-02**

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on a proposed Bus Bay Expansion at the East Falls Church Metrorail Station in Arlington County, VA as follows:

Hearing No. 643

Thursday, July 21, 2022 at 6:30 p.m.

This hearing will be conducted virtually and can be viewed online at:

wmata.com/plansandprojects or youtube.com/metroforward

To participate via video: Advance registration by 5 p.m. July 20, 2022 required – see below

To participate via telephone: 855-925-2801, Meeting Code 4773

Please note that this date is subject to cancellation. In the event of a cancellation, Metro will post information about the rescheduled hearing on wmata.com

Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in this public hearing, or who requires these materials in an alternate format, should contact the Office of the Board Corporate Secretary at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information please visit
wmata.com/plansandprojects



PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the environmental report and general plans for a new Bus Bay Expansion at the East Falls Church Metrorail Station in Arlington County, Virginia. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

Individuals can participate in the hearing in one of two ways:

By videoconference: Individuals wishing to participate in the hearing via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 5 p.m. on Wednesday, July 20, 2022. Please submit only one speaker's name per request.

By telephone: Individuals should call (855) 925-2801 and enter Meeting Code 4773. No advance registration is available to participate.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING

Testimony about this proposal may also be submitted online via a survey at wmata.com/plansandprojects. Online submission will begin at 9 a.m. on Saturday, June 18, 2022 and will close on Friday, August 1, 2022 at 5 p.m. The survey will also provide the opportunity to submit freeform comments and to upload documents. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Corporate Secretary, Washington Metropolitan Area Transit Authority, 300 7th Street, SW, Washington, DC 20024. All comments must be received by the Office of the Secretary by 5 p.m. on Monday, August 1, 2022 to be included in the public record.

The comments received by the Office of the Board Corporate Secretary, along with the online submissions and public hearing comments, will be presented to the WMATA Board of Directors and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

WHAT IS PROPOSED

WMATA and Arlington County are proposing to expand the East Falls Church Metro bus loop to improve operational performance as the current bus services exceed designed capacity.

The proposed design includes the following modifications to Metro facilities:

- Expands the bus bay footprint and adds three (3) new bus bays and shelters
- Narrows the intersection width at the bus loop entrance, which makes the intersection safer for pedestrians
- Relocates eleven (11) accessible parking spaces adjacent to bus loop

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report, and general plans for the new Bus Bay Expansion to the East Falls Church Metrorail Station. These documents are available online at wmata.com/plansandprojects and may be inspected during normal business hours at the following location:

WMATA
Office of the Board Corporate Secretary
300 7th Street, SW
Washington, D.C. 20024
202-962-2511
(Please call in advance to coordinate)

WMATA COMPACT REQUIREMENTS

WMATA's Compact requires that the Board, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes Arlington County and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

APPENDIX B: PUBLIC HEARING PRESENTATION MATERIALS

Compact Public Hearing

Docket R22-02

**East Falls Church Bus Bay
Expansion**

July 21, 2022
Public Hearing



Agenda

- Purpose of Public Hearing
- Proposed Changes to Metro Facilities
- Public Comments
- Next Steps

wmata.com/plansandprojects

Para recibir información sobre este proyecto, sírvase llamar a la línea de servicio al cliente de Metro al 202-637-1328.

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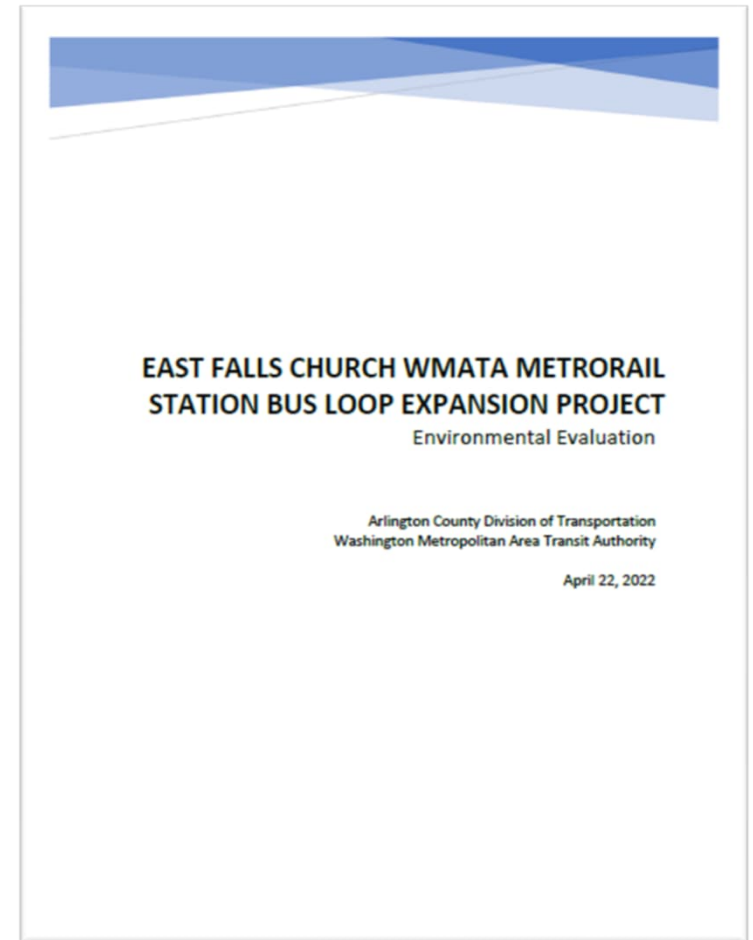
想要获取该项目的更多信息，请致电地铁客户服务热线 202-637-1328。

想要獲取有關此項目的其他信息，請致電地鐵客戶服務專線202-637-1328。

Reference Materials

WMATA Compact Public Hearing Materials

- www.wmata.com/initiatives/plans/East-Falls-Church-Expansion
- www.wmata.com/plansandprojects

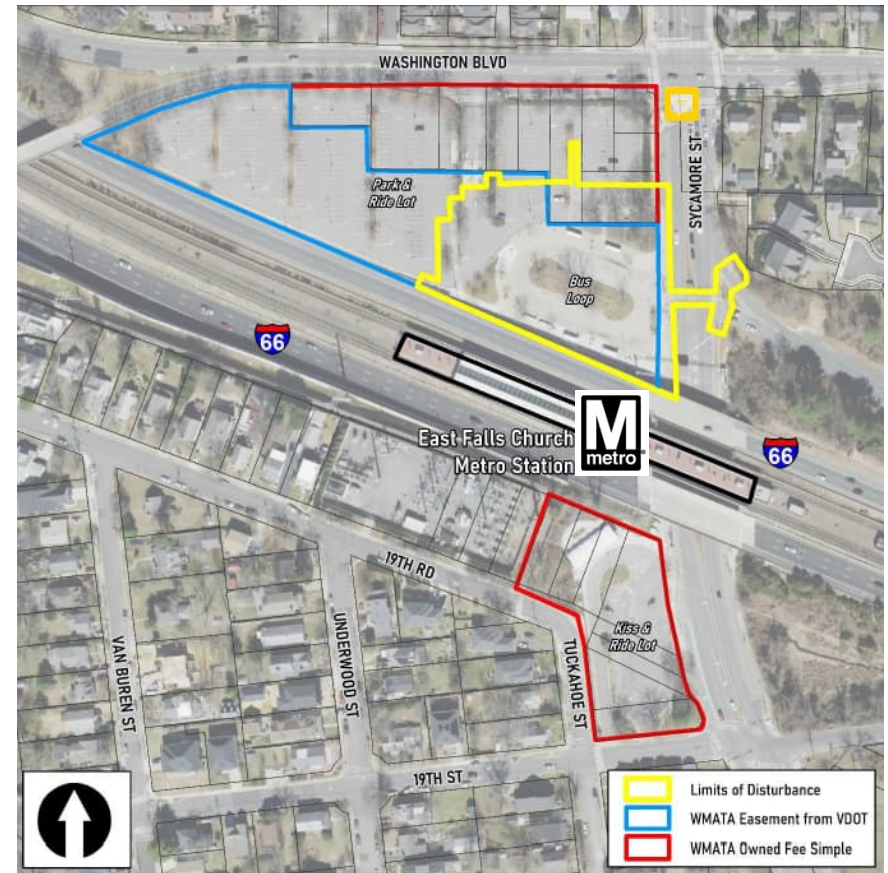


Purpose of Hearing

- To obtain public input on the following changes to the facilities at the East Falls Church Metro Station:
 - Increasing bus loop capacity by three (3) bus bays
 - Relocating ADA parking
 - Narrowing the intersection width at the bus bay entrance

Existing Transit Facilities

Mode	Capacity
Bus	4 bays
Park & Ride	421 spaces
- ADA	11 spaces
Kiss & Ride (South lot)	33 spaces



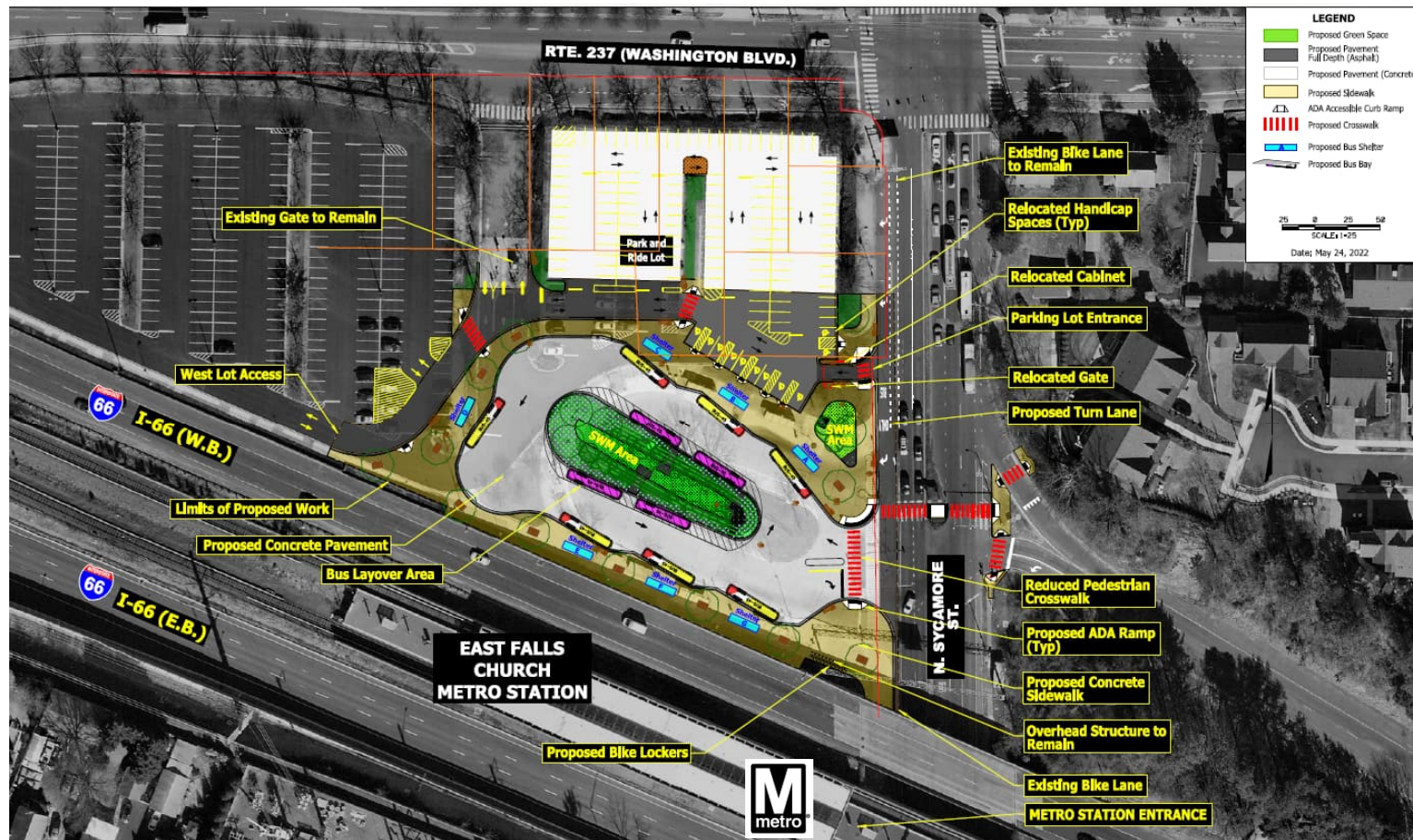
Changes to Bus Facilities

Capacity

- Proposes increase from 4 bus bays to 7 bus bays
- Responds to existing congestion within bus loop and future bus operations

Configuration

- Narrows the intersection width at the bus loop entrance, which makes the intersection safer for pedestrians

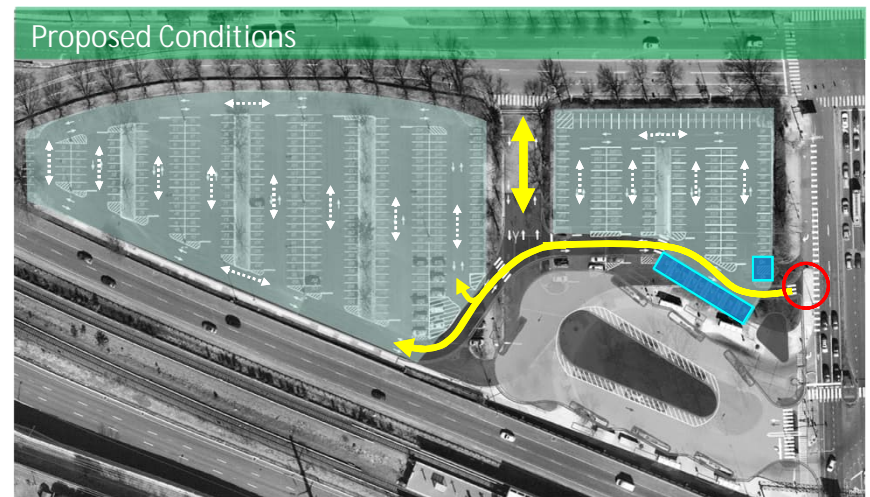
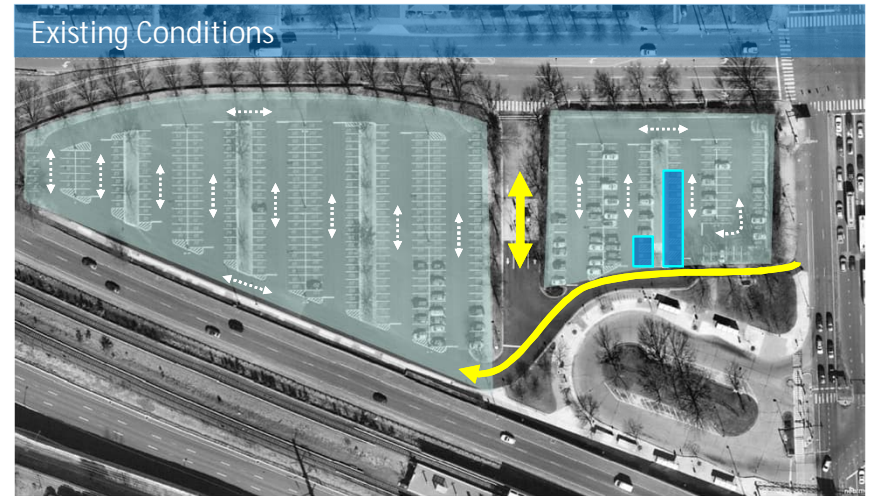


Changes to Park & Ride

Configuration

- Allows for relocation of eleven (11) ADA accessible parking spaces directly adjacent to the bus loop
- Retains sufficient capacity to accommodate most growth projections (pre-COVID)

- ← Vehicular circulation
- ADA spaces
- Improved entry



Environmental Analysis

- An Environmental Evaluation for the transit facility changes has been provided as part of the Docket. Likely environmental impacts are summarized in the table below.

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization & Mitigation Efforts
Transportation	No impacts to traffic. Increased bus services in bus loop.	Disruption to pedestrian and vehicular traffic during construction	Maintenance of Traffic (MOT) plan to reroute surface traffic when required
Air Quality	None	Emissions from on-site diesel equipment and increased truck traffic; construction dust	Dust minimization measures including dirt wetting, rinsing vehicles, and street sweeping
Noise	None	Construction related noise	Minimize nighttime work, implement noise control measures, and continually monitor noise levels as needed

Providing Comments at the Hearing

Register in advance to provide comments via Zoom

-or-

Call **855-925-2801** and enter code **4773** (no advance registration)

Public Hearing Procedures

- Elected Officials 5 minutes each
- Other Individuals 3 minutes each
- Relinquishing of time by one speaker to another speaker is not allowed

Providing Written Comments

Must be received by 5 p.m. on **Monday, August 1st**

Option 1

Submit online at:

www.wmata.com/plansandprojects

- You can comment anonymously or give your name
- You can also answer survey questions or upload a document

Option 2

Submit by email to

speak@wmata.com

- Reference “East Falls Church Public Hearing” in the “subject” line.

Option 3

Submit by mail to:

- Office of the Secretary
WMATA
300 7th Street SW,
Washington, DC 20024
- Reference “East Falls Church Public Hearing” in the “subject” line.

Things Outside the Purpose of this Hearing

- Not within the scope of this hearing are, for example:
 - Size, mix or design of buildings or future joint development projects
 - Land use matters
 - Service complaints
 - Fares

- Any matters raised outside the scope of this hearing cannot be resolved as part of this hearing process

Next Steps

August 1, 2022	Close of Public Comment Period
Mid-August 2022	Draft Staff Report posted on WMATA website for public comment
Late-August 2022	Close of Draft Staff Report public comment period
October 2022	Final Staff Report presented to Finance & Capital Committee and Metro's Board of Directors for approval

Thank you for
your participation!



APPENDIX C: PUBLIC HEARING SCRIPT

Good Evening Ladies and Gentlemen:

[Slide 1]

- I call this meeting to order.
- I am Paul Smedberg,, the Chair of the Metro Board of Directors.
- With me tonight is Jennifer Ellison, Metro's Board Corporate Secretary, and
- Steven Segerlin, the Director for Metro's Office of Real Estate and Station Area Planning, who will be giving tonight's presentation.

[Slide 2]

- This hearing is convened by the Metro Board of Directors to gather public comments on a proposed Bus Bay Expansion at the East Falls Church Metro Station located in Arlington County, VA.
- This is our Agenda today; We will begin with some background information, then move to the describing the proposed project, followed by an overview of the protocol for commenting. We will then hear public comments and discuss next steps.

[Slide 3]

- The General Plans and Environmental Evaluation for this project are available for inspection at the link in this presentation.
- Notice of this hearing was made by publication in the Washington Post, and ads were placed in the Arlington Connection, Falls Church News Press, Korean Times, Washington Chinese Daily News, El Tiempo Latino, and Washington Hispanic
- And the docket was sent to all local governments and other organizations within the Compact Zone, as well as posted at wmata.com.

I now call on Mr. Segerlin for the staff presentation.

[Slide 4]

Thank you, Chair Smedberg.

- The Purpose of the Hearing is to obtain public input on the following changes to the facilities at the East Falls Church Metro Station:
 - Increasing bus loop capacity by three (3) bus bays

- Relocating ADA parking
- Narrowing the intersection width at the bus bay entrance

[Slide 5]

- The existing transit facilities at East Falls Church Metro Station consist of a Kiss & Ride lot to the south of the Metro station with 33 spaces, a Park and Ride lot to the north of the Metro station with 421 parking spaces, and a bus loop directly adjacent to the Park and Ride Lot with four (4) bus bays.

[Slide 6]

- The existing bus loop has four (4) bus bays. WMATA proposes increasing this number to seven (7) to address existing congestion and to accommodate future bus operations.
- The proposed bus loop narrows the intersection at its entrance, allowing for a safer ~35' length pedestrian crossing in lieu of the existing 150' crossing, which can be seen as daunting for many pedestrians.

[Slide 7]

- The existing park and ride lot has entrances from Sycamore Street from the east and Washington Blvd from the north.
- In the proposed plan—shown below—access to the park and ride lot remains the same, circulation is improved, and ADA accessible spaces are relocated to be closer the newly expanded bus loop shown in blue.

[Slide 8]

- WMATA has prepared an environmental evaluation for the project to assess the impacts to Metro facilities, access to Metro facilities, and overall Metro customer experience.
- This analysis identifies whether there are impacts to transportation, air quality, and noise as a result of this project. In its final full-built condition, the analysis indicates no permanent impacts to traffic, air quality, and noise.
 - During construction, vehicular and pedestrian circulation will be temporarily disrupted.
 - This disruption will be minimized and mitigated through use of Maintenance of Traffic plans to reroute traffic when required.

- Also during construction, there will be increased emissions from on-site equipment and increased truck traffic. There will also be dust.
 - These externalities will be minimized and mitigated through dirt wetting, rinsing vehicles, and street sweeping.
- To minimize concerns with construction-related noise, nighttime work will be minimized and noise control measures will be in place. We will monitor noise levels as needed.
- This concludes my presentation on the project. I'll turn the floor back over to Mr. Smedberg to go over the procedures for tonight's hearing.

[Slide 9]

- Thank you, Mr. Segerlin. Briefly, I will cover the procedures that we will follow during the hearing.
- First, we'll hear from those who have signed up in advance to provide testimony via video.
- Next, we'll go to the phone lines to take testimony from those who have called in.

- Elected public officials will be allowed **five** minutes and everyone else will be allowed **three** minutes each.
- Extra time will be given for translation, if needed.
- We ask that you stay within your allotted time to ensure that we can hear from everyone who wants to provide testimony.
- I want to take a moment to recognize that this is where *we* listen to *you*.
- This is your opportunity to comment on the proposal, and we are here to listen, so we won't be able to answer questions during your testimony.
- Before you begin your remarks, please state your name and the organization you represent, if any.
- Please note that all statements, including any personal information such as name, e-mail address, address, or telephone number you provide in the statement, are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

[SLIDE 10]

- Further testimony may be submitted and must be received by **5 PM on Monday August 1st**.
- Testimony can be submitted online at [wmata.com slash plansandprojects](http://wmata.com/slash/plansandprojects). Online, you can enter freeform testimony or upload letters or other documents.
- You can also mail testimony to: Office of the Secretary, WMATA, 300 7th Street SW Washington, D.C. 20024. Please Reference “East Falls Church Public Hearing” in the “subject” line. This testimony must be received (not postmarked) by August 1st in order to be included in the hearing record.
- Your comments will become part of the public record that will be reviewed by the Metro Board of Directors.
- Changes to the project presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

[slide 11]

- I will note that this public hearing process is unable to address any comments outside the scope of this project. Those include comments on land use matters, service complaints, and fares.
- Please note that profanity will not be tolerated during this public meeting. I would also ask that you mute yourself when you're not speaking and, for those providing testimony that may be watching the hearing on another device, please make sure that device is muted when you're giving testimony to avoid feedback.

[Slide 12]

- The public comment period will close on August 1. Staff anticipates releasing the draft staff report to the WMATA website in mid-August.
- Once the staff report is released to the public, those of you who provided comments will have the opportunity to review the report to ensure that we captured your comments accurately. That review and comment period will close two weeks after the draft staff report is posted, bringing us to the end of August.

- Staff anticipates that the Final Staff Report and Supplement will be submitted to the Board of Directors for acceptance in October.
- Now that we have all the background out of the way, it's time to call the first witness.

Read the names from the speakers list to be provided to you in advance. Additional speakers will be put into the speakers queue from the phone line. Staff will announce the phone numbers of those in the speakers queue. When there are no more names:

- Is there anyone else on the phone who wishes to provide testimony tonight? If so, please press *3 to be put in the speakers' queue. (Wait 20-30 seconds to see if anyone joins speakers' queue.) If not, this hearing is now concluded.
- As a reminder, we'll be accepting written testimony until 5 p.m. on Monday, August 1st. Testimony can be submitted online at: W-M-A-T-A.com *forward slash* plansandprojects (all one word).
- Testimony can also be sent via U.S. Mail to: Office of the Secretary, WMATA, 300 7th Street, SW, Washington, DC 20024. All mailed testimony must be received (not postmarked), by 5 p.m. on August 1st.
- Thank you again for participating in this evening's hearing. Good evening.

APPENDIX D: SURVEY RESULTS AND COMMENTS

East Falls Church Station Proposed Bus Loop Expansion

In total, we had 96 completes but 118 folks started the survey and never completed it. Only 1 person responded to this survey by scanning a QR code.

INTRO. With the new Metrorail Silver Line 2 extension opening in the Fall of 2022, bus service is expected to help fuel ridership growth at East Falls Church as East Falls Church is an important transfer point for both bus riders and rail riders on the Silver and Orange Lines.

WMATA (Metro) and Arlington Transit (ART) service planners are exploring opportunities for newer and better bus connections to the station as East Falls Church Station currently has four bus bays that are operating near maximum capacity.



In coordination with Metro, Arlington County seeks to:

- Expand the footprint of the existing bus loop
- Upgrade the existing bus shelters
- Add three bus bays with shelters at the station
- Improve sidewalks, crosswalks, lighting, and landscaping within and around the station area
- Improvements to the crosswalks at the entrance to the bus loop on N Sycamore Street.

Once complete, this project will:

- Improve the ability to transfer among Metrorail, Metrobus, Arlington Transit, and regional bus services and improve pedestrian access to the Metrorail station.
- Increase capacity and reduce operational issues for bus routes serving this station
- Provide new and additional shelters at this key transfer point for bus-bus and bus-rail connections
- Enhance environment by providing new modern bus shelters and provide direct access for individuals with mobility challenges

To learn more about the project, visit Arlington County's website.

East Falls Church Station Proposed Bus Loop Expansion

Q1. How do you wish to use this form to provide your comment regarding the East Falls Church Station Proposed Bus Loop Expansion?

Type and submit a written comment	95%
Upload and submit a document	2%
Both upload a document and type a written comment	3%

Q2. Please provide your written comment in the box below:

Here is the summary of what folks seemed to mention most often but see the attached for the entire list. We had 79 comments in total

Comment Type	# of mentions
Great idea/ fully supportive	37
Need Better access for pedestrians in and around the station (eliminate the slip lane from 66 to sycamore, etc.)	20
Other improvements needed	16
Better lighting	5
How will parking be impacted?	4
Waste of money/fix other things/nothing needs fixing here	4

See attached for verbatims

Q3. If you would like to receive email updates regarding this project, please enter your email address in the box below:

See attached

Q4. Now, some basic background questions to close out the survey:

Did you attend the Virtual Public Meeting in March 2022 for the proposed Bus Loop Expansion?

Yes	5%
No	95%

Q5. Will you attend the Compact Public Hearing on Thursday, July 21, 2022 at 6:30 p.m. for the proposed Bus Loop Expansion?

East Falls Church Station Proposed Bus Loop Expansion

Yes	15%
No	41%
Not Sure	44%

Q6. Which type of housing best describes your home?

Apartment or condominium	42%
Single family, detached house	43%
Townhome, attached to other houses	14%
Other	1%

Q7. Before the pandemic (i.e. before March 2020), which of the following facilities did you typically use at the East Falls Church Station?

Parking Garage (to park at the Park & Ride)	11%
Bus Bays and Terminal (to connect to Metrobus, Fairfax Connector, Greyhound, etc.)	22%
Kiss and Ride (i.e. to drop off and pick up of passengers)	16%
Bicycle racks/lockers	6%
Capital Bikeshare	3%
None of the above	7%
Something else	1%
Not Applicable (I didn't ride Metro before the pandemic)	6%

Q8. In the past 30 days, which of the following facilities did you use at the East Falls Church Station?

Parking Garage (to park at the Park & Ride)	8%
Bus Bays and Terminal (to connect to Metrobus, Fairfax Connector, Greyhound, etc.)	19%
Kiss and Ride (i.e. to drop off and pick up of passengers)	13%
Bicycle racks/lockers	4%
Capital Bikeshare	1%
None of the above	10%
Something else	2%
Not Applicable (I haven't ridden Metro in the past 30 days)	5%

Q9. How old are you?

East Falls Church Station Proposed Bus Loop Expansion

18-24	6%
25-34	24%
35-44	26%
45-54	16%
55-64	15%
65+	13%

Q10. What is your gender identity?

Male	57%
Female	42%
Other	1%

Q11. Are you of Hispanic or Latino origin?

Yes	3%
No	97%

Q12. Which of the following best describes you? Please select all that apply.

African American or Black	9%
American Indian or Alaska Native	0%
Asian	7%
Native Hawaiian or other Pacific Islander	0%
White	70%
Other	4%

Race/ethnicity combined

White (non-Latino)	67%
Black (non-Latino)	8%
Latino	3%
Asian (non-Latino)	6%
Other/Mixed Race	15%

City/Area

East Falls Church Station Proposed Bus Loop Expansion

Alexandria	3%
Arlington	39%
Falls Church	33%
Fairfax	3%
DC	7%
Everywhere else	15%

EAST FALLS CHURCH METRO STATION
WRITTEN COMMENTS

1 Retaining the for right turns from I-66 onto N. Sycamore maintains an extremely unsafe situation for pedestrians and people on wheels. This allows traffic exiting the interstate to maintain a high speed, and blow through a crosswalk thats meant for pedestrians to safely access the metro station. The slip lane should be removed, with right-turning vehicles instead made to slow down for a traditional intersection- More trees should be added to the bus bay area, for shade and comfort of transit riders- Protections should be added to the N Sycamore bike lane to separate users from dangerous vehicle traffic and encourage increased usage by more vulnerable users (inexperienced cyclists, children, families, older users, etc.)- While perhaps outside the scope of this project, the continued dedication of such a large area of land to car parking is incompatible with a heavy rail station. This land should be repurposed for multi-family residential units.- The county should prioritize upzoning surrounding land use to allow more people to live near this transit hub. Rezoning for dense multifamily and mixed use is in line with the Countys climate and equity goals.- N Sycamore street should be narrowed to encourage safer use by drivers and to encourage and protect users traveling by other means

2 1- Do not make it difficult for people to access the Metro or be picked up their by vehicle like the last construction project was -- to the point that it became undesirable, unsuable, and lasted so long, people found alternatives.2- Add bench seating in the part of the tunnel where you can see busses and vehicles drive up to pick you up so as to provide protection and comfort during harsh weather. 3- Consider strong fans for above for hot days.4- Add food-and-drink, hard copy media, and other kiosks.5- Assure schedules for the next trains keep showing and are viewable from far away.6- Add electronic next-bus schedules to the bus section.

3 8 car trains needed. ABSOLUTE MUST. More frequent trains. Platform cover the entire platform
4 Adding extra bus bays and upgrading the shelters is long overdue! The proposals look good including the pedestrian improvements. Make sure there is lots of lighting for those who use the bus bays or getting to/from the lot when its dark out.

5 As part of the EFC project, please improve bicycle and pedestrian connectivity. Specifically:1) The bicycle lane on Sycamore is scary to use due to the high speed and large volume of motor vehicle traffic. There is also no clear route to the bicycle parking facilities - one must either share the road with cars or ride on the sidewalk. Use this construction opportunity to calm traffic and ideally create a protected and clear route for bicycle users of all ages and abilities to get to the metro station bike parking facilities.2) Access in the direction of Langston Boulevard is not great. Theres no pedestrian link from the station to the commercial area near the W&OD bridge (walking along that auto-only overpass is terrifying). There are no crosswalks on Washington Blvd between Sycamore and Langston, leading to frequent jaywalking across a street where cars are often going 35-45mph (a deadly speed in a crash with a pedestrian). Please use this opportunity to implement traffic calming measures and create a safe, obvious, and direct route for pedestrians to approach the station from the west.

6 Black Americans are the most racist people in the United States.

7 Do it

EAST FALLS CHURCH METRO STATION
WRITTEN COMMENTS

8 East Falls Church station currently has very limited accessibility from Washington Street/Langston Blvd and Washington Blvd to the West. There is NO pedestrian access to the bus bay from the West, other than detouring along the bike trail. As part of the improvements, planners should look at how to facilitate a pedestrian connection from Rte 29 directly into the East Falls Church bus bay.

9 Eliminate the slip lane from 66 to sycamore. It's dangerous for bikers and pedestrians. Make the entry into sycamore one way in only and a more (car/bus) robust exit onto Washington. Eliminate the need for an enormous loop for bus tuning radii. Reallocate space to more parking or better open spaces. Alternatively make the entry through Washington and exit onto Sycamore one way. Either way the amount of dedicated bus pavement is unnecessary.

10 Expanded bus service is needed from EFC metro station into the City of Falls Church. A dedicated bus line used to exist years ago, but it was cut. A loop from the metro into the city and back would greatly increase Metro ridership and lessen reliance on cars.

11 Expanding the bus service is a good idea, even if it reduces car parking. Even better would be to also add an extra parking level to the surface parking lot.

12 Fully supportive of the improvements, and pending improvements to Sycamore St. Recommend improved lighting under the I-66 overpass/Metro Entrance and along Sycamore.

13 Glad this is happening. Busses currently idle in fire lanes; a large pane of glass in one of the shelters was shattered and has not been replaced in more than a year.

14 Goo!

15 Good ideas - all. E Falls Church is an important link and should be upgraded.

16 Hello, it'd be really great if WMATA could incorporate the following when addressing the East Falls Church rail station bus loop expansion: -Add Audible Pedestrian Signal at street crossings. -Increase the lighting on the sidewalks adjacent to Sycamore as well as walkways leading to the rail station/parking areas/in bus shelters. -Signage on bus shelters - increase the font size and also move signage to eye level. Signage placed at the top of bus shelters is too high for many with partial sight to see. While these are seemingly small things, they cause riders with disabilities and seniors to not use bus/rail in favor of the more costly paratransit. If these improvements were made, riders with and without disabilities would feel safer especially at night and be able to identify which bus shelter is theirs. Barbara Milleville Longtime bus/rail/paratransit user Fairfax County resident National Capital Citizens with Low Vision

17 Hello. I ride the metro every day for 21 years, from East Falls Church to McPherson Square - even during covid, the last 2 1/2 years. (I don't telework). Even though I take metro, I have never taken the bus, so don't feel qualified to comment on enlargement of the bus bays...Thank you!

18 I am a female RN who works variable hours in Metro DC. I am often very frightened by the darkness between the station gates and the bus bays, particularly under the rail bridge. You really need better lighting on Sycamore.

19 I don't see any issues with added improvements in order to sustain good service along with it being a benefit to all citizens who rely on Metro along with all other Transit services that support the community. The overall narrative for this topic speaks for itself and I will close by saying that I 100% support the proposal.

EAST FALLS CHURCH METRO STATION
WRITTEN COMMENTS

20 I fully support the expansion. I ride the silver and orange lines and take the Arlington transit buses to and from the east Falls Church Metro Station. The current shelters are in adequate. They need updated real time information on bus schedules from ART plus more comfortable shelters with shade.

21 I heartily support this initiative. There are a lot of buses running at that station and not enough room for them. Just yesterday I saw two buses arrive at the same bay at the same time. Our driver had to honk his horn multiple times to alert everyone waiting at the bay that the bus had arrived. The shelters themselves are also way too small, especially considering there are usually two or three groups of people waiting at the same bay for different buses.

22 I like the new bus station, please update it, because the current layout doesnt feel safe for pedestrians. Thank you.

23 I love that the pedestrian crosswalk parallel to Sycamore Street will be shorter, and it will be wonderful to have the potholes in the crosswalk gone. The most dangerous place for pedestrians is actually across the street from the bus loop where the I-66 exit ramp merges into Sycamore Street. There is very limited sight line for drivers making the exit. They rarely look for pedestrians and come down the ramp at high speed. I have almost been hit at this intersection several times. I hope the proposed design will address this situation. Thank you! This project will be a good improvement for the East Falls Church neighborhood.

24 I oppose the expansion

25 I strongly support making the bus loop more accessible

26 I support the idea of expanding the bus bays at East Falls Church station, but the general statements on this proposal say nothing about impact on parking accessibility at the station. It is imperative that we not lose parking spaces at EFC station, which is already crowded and smaller than its West Falls Church station counterpart, which is not served by two lines but one (and that one is running at modified service because WMATA cant run a one track railroad a year after a derailment). To sacrifice parking spaces when bus service is reduced (my 2A runs far less frequently than when I came to Washington six years ago) and THEN reduce parking so that travelers are forced to go to a less serviced station like WFC is wrong and I firmly oppose it.

27 I support the proposed expansion of bus infrastructure at EFC. My only concern is the loss of tree canopy, and I urge WMATA to plant sufficient native replacement trees either on-site or elsewhere to provide a net increase in tree canopy on WMATA property.

28 I support this great project. We need more frequent & reliable bus service in Arlington & Falls Church. Thank you to Arlington and WMATA staff for putting this forward.

29 I support this project. Please make room for the future Route 7 BRT and design the bus loop so that it accounts for the future second entrance of East Falls Church station. Please also design the bus loop to accommodate long distance commuter and over the road intercity buses.

30 I think the project makes sense. As a person who parks in the parking lot at EFC, my biggest concern is whether Ill be able to park there during construction. Its nice that the handicapped parking will be closer. If that can be minimized and Metros share of the cost is minimal, then Im in favor of the proposed bus loop expansion.

EAST FALLS CHURCH METRO STATION
WRITTEN COMMENTS

- 31 I think this is a great idea, but would like to see bus expansion from the metro to downtown Falls Church. Its a long hike without a lot of shade, and being able to more easily access the metro line with the Silver Line expansion would help my family and I utilize it more.
- 32 I think this is a great idea! I live nearby and only use public transit to get to work, run errands, meet up with friends, etc. The crosswalk needs the upgrade.
- 33 I understand this project is being coordinated with the Sycamore St. corridor project. But in order to provide meaningful feedback on the Metro bus bay project, we need to know whats being proposed for the other. For instance: The I-66 exit ramp onto NB Sycamore street is dangerous for everybody, including people walking, riding bikes and even drivers, because of its large curve radius that accommodates inappropriately fast exit speeds, and the acute merge angle, which seriously hinders drivers views of anything happening to their left. That ramp needs to be tightened up significantly or even converted to a T, similar to whats already provided for the left turns. It doesnt matter if its addressed through this project or the Sycamore St. project, as long as its being addressed by one of them. We do not want to let this problem slip between the cracks and get left out of either!
- 34 I would like to see expanded pedestrian access to the east falls church metro stop including better landscaping , more bike storage , improved crosswalk times, and also a discount for if you walk to the station instead of driving. I would also like there to be a bigger bay or more bays so that more people on busses can come, and I would like the busses to come more regularly both of which will help increase ridership . Thank you!
- 35 I would like to see more local morning and afternoon buses at EFC. Being able to take Metro the connecting to a bus to/from work would be the best. Creating more bus bays and taking away a few parking spaces could achieve that goal!
- 36 I would like to see one or two kiosks added where one can buy sundries-perhaps one by the kiss-and-ride and one by the bus bays. Places to buy a snack, a mask, knee highs, an umbrella, an apple, a bottle of water, maybe a bouquet of flowers. And speaking of flowers, can we have a few flowers growing!!
- 37 I would support expansion of the bus loop. The station is a good feeder station for metro and some routes that pass through provide great access to other areas, such as 28A that goes to Tysons and Old Town. The new Fairfax connector route helps expand the feeding potential. The station could stand to have better passenger amenities, like the overhang at Vienna. It will help keep many of the passengers dry that use this stop as well as the bus operators that have breaks at the station. It is also important that as the population area increases that metro keeps service expanded and running more frequently to spread the load out. If the station is becoming too small to support more frequent service then it should certainly be expanded.
- 38 Im a City of Falls Church resident on Lincoln Avenue near Great Falls Street. If bus routes could be provided through this area of the City, I would ride a bus to the East Falls Church Metro station to commute to work. The Broad Street bus stops are not close enough for a walk from my residence.
- 39 Improve everything
- 40 Improvement of bus bays is necessary to accommodate increased service of buses to East Falls church metro, I recommend increased bus service such as 28A and increasing service of buses such as fairfax connector 803 in the weekends too. Increased ridership demands this.

EAST FALLS CHURCH METRO STATION
WRITTEN COMMENTS

41 Improvements need to include pedestrian improvements on N Sycamore. I support narrowing the intersection width. Too much emphasis is being put on the bike facilities which not many use but many walk and many use the bus. Make the sidewalks and areas around the bus bays bigger for those who are walking. What additional buses will serve the site that will terminate there?

42 It seems that the current bus loop is very underutilized. The Kiss and Ride as the congestion. The time and coordination to take bus and rail has a long over commute time. Unless there is a stoppage on Metro Rail, the buses seem to be at 10% capacity on a good day. A better and faster approach is needed for the needs of most folks. We all have significant time constraints and obligations. I always need to put a large margin in any schedule i have when taking the rail and bus.

43 It will be nice to have a bathroom More bus station bay

44 It would be nice to see more pedestrian friendly amenities. Bus shelters. Comfortable and clean waiting areas.

45 Looking forward to the upgrade at the East Falls Church Station and the expansion of bus services. maybe add 1-2 bus stops on the south side? Vienna station does this to separate Metro & FFX Connector buses from CUE (and 1 FFX Connector bus route)

47 More bus bays are good for the region and should be encouraged at the East Falls Church station and others where they can be accommodated. Buses should be right sized and powered with electricity, not fossil fuels. Metro need to learn to do more with less and more with what it has. I am disgusted with seeing lighting on all day long with tax payers and fare payers stuck paying for the waste. Station and other managers -- indeed all staff -- should be rewarded when this easily-eliminated waste is exposed and penalized when its ignored.

48 More shelters sounds like a great idea. I use this station a fair amount, and while Im pleased with how walkable the surrounding neighborhoods are (especially to the west and south), more and better bus connections would really help improve this station. I often call East Church the last walkable neighborhood in Virginia to the west on the Orange Line and its because this station and surrounding destinations are all easy to reach by foot, bike, or transit.

49 Needs more bus bays.

50 No mention of increased parking! There is very little parking available at East Falls Church. The small lots fill up right away with commuters, so using the Metro isnt an option for people wanting to use it at other times of the day. The bus service/routes are poor options for most people. Theyre inconvenient -- youd have to drive to get to a bus stop and park...where??-- and infrequent and unreliable in terms of the bus schedule. Its hit or miss that a bus will show up when its supposed to. A depressing alternative that involves so much trouble that most people will prefer to drive.

EAST FALLS CHURCH METRO STATION
WRITTEN COMMENTS

- 51 Please consider making this a new facility a model for Metro to be more green. Waiting for a bus amid all that concrete is HOT and miserable. Put green roofs on the shelters, make the roadway part green with permeable surfacing. That keeps things cool for customers and also helps absorb heavy rain during flood events (of which we will see more and more). Put in rain gardens instead of just storm drains, to slow runoff and to clean it before it reaches local waterways. If you see a mature tree, build around it -- don't chop it down! It takes decades for a tree to get big enough to provide cooling shade and sequester carbon. Work with nature. I just read Metro owns 1000 acres give or take in the DMV. You could have a HUGE impact on local heat island effects and flash flooding if you made less of it concrete and asphalt and more of it grass and dirt and plants and trees. Also, the ecosystem critters will thank you if you do! See the Nature Conservancy and the EPA's Green Infrastructure pages as two resources to get you started.
- 52 Please do not spend money for actual needs (training, oversight, accountability, etc.), not anticipated needs. The bicycle parking area construction disrupted pedestrian & auto movement for two years. Mismanagement! The Arlington County Board wants to close the parking lot to reduce driving to the EFC Station (vs. biking, walking, etc.).
- 53 Please don't eliminate parking. Make sure safety considerations are included-lights, security patrols, call boxes.
- 54 Please fix the stairs on the south side of the station first. It makes pedestrian access to the W&OD trail much easier, and safer, as you don't have to walk around the car entrance and exit for the kiss & ride lot.
- 55 Please focus on improving the crosswalks because there are a lot of cracks and it is not easy for people with strollers and wheelchairs.
- 56 Please go back to the Low or Medium Investment Alternatives from the 2015 study!!!! The current proposal does nothing to help with all the dangerous pedestrian crossings of Washington Blvd. The signal and cross walks at the Washington Blvd exit would increase safety for both walkers and cars exiting the lot. It could easily be timed with the Sycamore and Washington light to avoid any slowdowns for cars. Please reconsider and make a slightly larger investment based on the 2015 study! Thank you.
- 57 Please provide more bus service in Arlington County from East Falls Church Station.
- 58 Proposals all sound good.
- 59 Support expansion.
- 60 Support the idea
- 61 The bus shelter design is very good and it will work very well but it needs to be expanded to accommodate for future buses as well so 8 shelters instead of 6 would be ideal. The bike lanes in Sycamore street should be protected and at the same time there would be a path from the bicycle lane that goes around the bus bays. The parking spaces should be removed and developed into a mixed use development except for the handicap spots and if the parking is in demand build a parking building on the small parking area and the other area should be developed into mixed use development
- 62 The crossing for pedestrians at the East Falls Church subway stop and Metrobus area is a little bit confusing. Specifically, the road to cross from the park and ride parking lot to the subway is not super clear. Walking down Sycamore Street (from 7-11 at the top of the street) right at the bus area is not clear. There are lights, but something about the lights seems not clear. I carefully look before crossing.

EAST FALLS CHURCH METRO STATION
WRITTEN COMMENTS

63 The plan is fine unless it again disrupts service. The EFC station was closed for months. Why weren't the changes made then? Stop reducing service

The plans for the upgrades and additional bus bays look great to me, and I thank all who helped pull this together. My only suggestion is that a covered area by the bus bays be provided for shelter in inclement weather. I have been caught in heavy rain at the EFC Metro Station and it was
64 unpleasant. Just a guess, but ridership might improve if some shelter was available. Also, thank you for mentioning that the EFC Plan includes development of a mixed-use center over the EFC Metro station and lot. It would be great if Metro, VDOT, and Arlington County could foster a multi-storey development with lots of residences (and perhaps offices), plus a plaza with neighborhood-oriented businesses and entertainment venues at the same elevation as Langston Boulevard.

65 The proposed changes make sense. Personally I do not expect to use the expanded service though.
66 THE STATION LOOKS OLD AND OUTDATED AND NEEDS TO BE UPDATED.

The suggested plan only has one entry/exit point. In the current configuration (where there are separate entrances and exit), in busy times buses can get backed up trying to exit the bus area. The current exit is wide enough for 2 buses to wait side by side (because some buses turn right when exiting, and some turn left). I am concerned that if you remove the current separate entrance for buses, there will be even MORE of a backup at busier times. I think it would be better to incorporate some of the space currently used for parking for expanding the bus bay area. On Sycamore St, there is a right lane that turns into parking, instead of using that for parking, have the buses use that to turn into the bus bay (for buses that come that way from Sycamore St) and remove the existing right-hand turn area. For the buses that turn left from Sycamore St into the bus bay, leave the
67 current middle entrance. Keep the exit ramp the same as it is now. Also there needs to be more space, somewhere, for buses to layover. At busy times, with buses in the layover lanes and other buses waiting in the bus bays, it is very hard for newly arriving buses to navigate through the congestion. It seems to me that the park and ride on the other side of the metro is underutilized, maybe some of this could be used for bus layover lanes. If that is not possible, again, take some more space from the parking lot and give buses a better area to layover than the parking next to the median in the bus area. I know this is only about the bus bays, but across the street where there is an off ramp from I-66, the right hand merge onto Sycamore st. should be removed. Most people who use this lane immediately try to get to one of the two left lanes on Sycamore, which leads to weird traffic issues. Also this particular area is dangerous for pedestrians as cars do not always stop like they are supposed to. Instead of a dedicated right-turn lane, have people wait at the light to turn right or left.

This is a good project; it would be improved by expanding the size of the tree boxes around the bus loop, in order to provide more space for tree roots to grow, preventing soil compaction, and
68 ensuring trees can eventually offer suitable shade. Too many street trees at Metro stations are sad, dying or under grown twigs.

69 This is a great idea especially if the wait time between buses is reduced. The improved lightning, sidewalks, and crosswalks would be a huge improvement to the area.

70 This is excellent I approve of this project.

EAST FALLS CHURCH METRO STATION
WRITTEN COMMENTS

71 Una idea fantástica proporcionará a los usuarios un mejor servicio de podrá viajar con más rapidez sobre todo ahorrara tiempo y dinero de lo contrario trasladarse hasta el nuevo aeropuerto será una travesía que cause demasiada molestia y retraso a la salidas de sus vuelos

72 Until you return rush hour metro service to it's pre-derailment levels (i.e. trains ever 3-4 minutes), there is no point in a construction project like this. Stop wasting money on construction graft and kickback. Fix the trains.

73 Upgrading the station sounds great, but the best change you could make would be to change the policy around breaks. Right now bus drivers take their breaks at the Seven Corners transit center, which is on the way to the Metro for me, and bus drivers are prone to take their breaks there without any rhyme or reason, so I have to add in an extra 10 minutes to my schedule just to account for a break that may or may not happen. If the break takes place at the Metro bus loop, then I dont have to worry about it anymore, and the bus driver doesnt have to drive that much further to get there. Also, please figure out a way to track the location of the buses. I use the WMATA app, Google Maps, and OneBusAway, and it seems like all three get their information from different sources, and there have been times where all three have been wrong. Im not sure how expensive it is to outfit all the buses with GPS, but perhaps you could put something on the bus that tracks the number of times a wheel has turned. Its not perfectly accurate, but its better than nothing. Also, I believe a renewing of the bus schedules are in order, some buses get to the stop 10 minutes early and others 15 late, and being late I understand, but how buses get there that early I dont.

74 We live in the city of Falls Church and have an adult daughter with intellectual disabilities. She needs to be in a wheelchair for metro travel, pushed by a "caregiver". We have encountered several issues when transporting her and would greatly appreciate improvements for the travel experience of those with disabilities. Some suggestions for bus shelters and sidewalks: 1. Put solar panels above shelters for ceiling lights, fans and heaters 2. Put in "heated" sidewalks - to clear ice/snow - to improve safety and access - to reduce manual labor- reduce use of ice melt 3. Ensure wider sidewalks and more level wheelchair access 4. Lower the height of crosswalk and street crossing buttons - for accessibility to someone in wheelchair

75 We would appreciate having more bus service from Falls Church City to the metro stop because as we age, walking is becoming more difficult, but were still working and need to use Metrorail. We would benefit from bus service along Lincoln Ave. to the metro station. Walking to Broad St. to get a bus is taking us in the wrong direction.

76 Were in support. We agree that EFC will see growth in demand due to the development in falls church at Washington and Broad.

77 Will there ever be a crossroad sign and walkway as well as coverage for people waiting for the bus at 5500 seminary road, Falls Church, this intersection is so dangerous because the traffic is intense and I believe if there would be a better crossway making it less dangerous you might get more riders.

78 Will this project incorporate any redevelopment of this site; the parking area has not been full and the site could utilize more housing development and a parking garage with the bus loop project and it is not clear what the long term vision is. The pedestrian areas need to be wider and made more safer with this project. It also needs to be made easier to cross Sycamore.

79 yes do it now

Public Hearing Oral Testimony

Kate Burns:

Good evening. Thank you so much for having me and presenting the opportunity for comment. My name is Kate Burns. I live in the area. I'm also a member of the Arlington County Transit Advisory Committee, and I am a user of the East Falls Church Metro station. So, I wanted to join today to provide testimony of support for this project. I think that increasing capacity for buses and improving accessibility is an excellent thing to do and well worth any construction or financial advancement.

A few things I wanted to highlight is that I think it would be great to add additional new mobility parking spaces. Scooters have been parking, have been placed on a street in the area, and along with bicycles, I think we're seeing an increase in scooters and it would be helpful to think of other mobility storage for that. I would also encourage anyone listening from the City of Falls Church to use this as an incentive to continue to improve sidewalk accessibility as infrastructure and poles are often in the way, and sidewalks nearby the Metro station.

Finally, I would like to observe that in the study from 2015, there was consideration for a pedestrian bridge and another entrance to the Metro station that would go to Washington and Langston. And I would encourage WMATA to think boldly and push towards that piece of the study that is not being considered today, but for future development. I think that there was a, a lot of opportunity in the area for economic development. It would connect a different area of residents as well, especially as we're improving the pedestrian experience and accessibility. So, with that, I will conclude my comments. Thank you again for having me.

Tony Haroldson:

My is to my name is Tony Haroldson and I'm a resident of the City of Falls Church. I use the East Falls Church bus bays to access multiple bus routes, including transferring to and from rail. First, I appreciate the project proposal prioritizes several accessibility features related to sidewalks and accessible parking, but it's also important that accessibility is viewed broadly.

An accessible bus loop must have adequate lighting. I've used Bus Bay C at night, and the closest light will often turn off and on while I'm waiting for the bus. And as someone who is hard of hearing, I rely on my vision to make up for what I'm unable to hear. So, poor lighting can be a safety hazard for me. Adequate lighting is also important for people with mobility needs and blind and low vision individuals in order to navigate to and from the bus stops.

When I looked at the diagrams of the project, it wasn't clear to me where lighting will go because it's not labeled. It's unclear what lighting upgrades are meant; their mention is one of the things listed for the project. And it's unclear what considerations have been taken to ensure appropriately lit bus stops for people with disabilities. There also needs to be consideration of how lighting interacts with the structures, like the bus shelters, in terms of casting shadows in certain areas. Right now, the inside of the bus shelters are often darker than the surrounding area at night. So one thing that could be done is having bus shelters with lights inside them that can address this. It also helps people be able to read the information in the bus shelters. And lighting also makes the bus stops much more welcoming. And I think this is important as we're trying to increase ridership.

Second, the new bus bays and shelters are, are very much needed, so I appreciate the addition to new ones. For example, Bus Bay C is used by three different bus lines, and it's not uncommon for the buses to arrive at the same time. This places drivers in a bad situation where they either have to wait or they have to pick up passengers in an unsafe way. So, when bus routes are assigned to the new bus bays, I encourage WMATA to think about their frequency and schedules when doing this. But I think this is going be a great improvement from what we have to experience as we're trying to transfer between buses at this bus loop. So, thank you.

APPENDIX E: ENVIRONMENTAL EVALUATION



EAST FALLS CHURCH WMATA METRORAIL STATION BUS LOOP EXPANSION PROJECT

Environmental Evaluation

Arlington County Division of Transportation
Washington Metropolitan Area Transit Authority

April 22, 2022

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I. Introduction

This Environmental Evaluation has been developed in accordance with Section 14(c)(1) of the Washington Metropolitan Area Transit Authority (WMATA) Compact to document the proposed improvements and potential impacts resulting from the East Falls Church (EFC) WMATA Metrorail Station Bus Loop Expansion Project (“project”). The project is being implemented by the Arlington County Division of Transportation in coordination with WMATA for the purpose of expanding bus loop capacity and enhancing pedestrian access at the EFC Metrorail Station.

The project would be coordinated with Arlington County's Complete Streets program and in support of the signal improvements on North Sycamore Street and the Capital Bikeshare expansion project in the Arlington and City of Falls Church areas.

II. Existing Site Description

WMATA operates the EFC Metrorail Station located at 2001 North Sycamore Street in Arlington County, Virginia, as shown in **Figure 1**. As shown in **Figure 2**, the EFC Metrorail Station is composed of several parcels and is crossed above-grade by I-66 and the Metrorail Orange and Silver Metrorail Lines. The Park & Ride lot, bus loop, and bicycle lockers are located north of the elevated Metrorail lines and I-66 and are bounded by Washington Boulevard to the northwest and North Sycamore Street to the east. The Kiss & Ride lot, Bike & Ride storage facility plus bicycle racks, and Capital Bikeshare rental facilities are located south of the elevated Metrorail lines and I-66 and are bounded by 19th Road North/Washington and Old Dominion Trail to the west, 19th Street North to the south, and North Sycamore Street to the east. Passenger access to the elevated Metrorail platform is located below the overpass on North Sycamore Street, accessible via sidewalk from the Park & Ride lot, bus loop, and Kiss & Ride lot.

The existing bus loop features four saw-toothed bus bays and four bus shelters on the outer loop, plus a center island providing four layover locations around its perimeter. Two bicycle lockers are located on the south side of the bus loop. Bus circulation is counterclockwise within the loop. Buses enter and exit the bus loop via the signalized intersection of North Sycamore Street and the westbound I-66 off ramp. Metrobus riders access the bus loop via sidewalk from the Park & Ride lot, Kiss & Ride lot, or nearby neighborhoods.

Figure 1: East Falls Church WMATA Metrorail Station Location

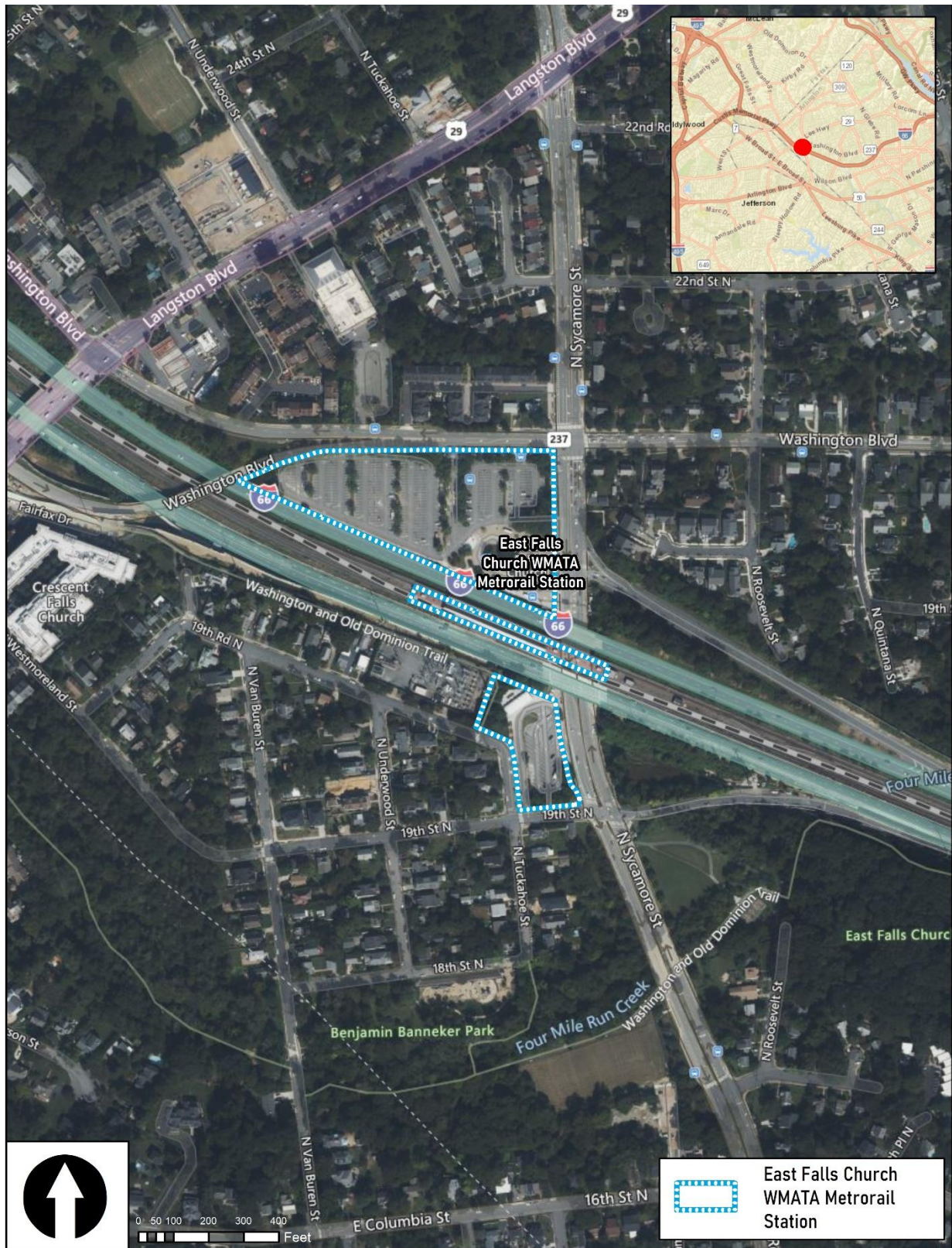
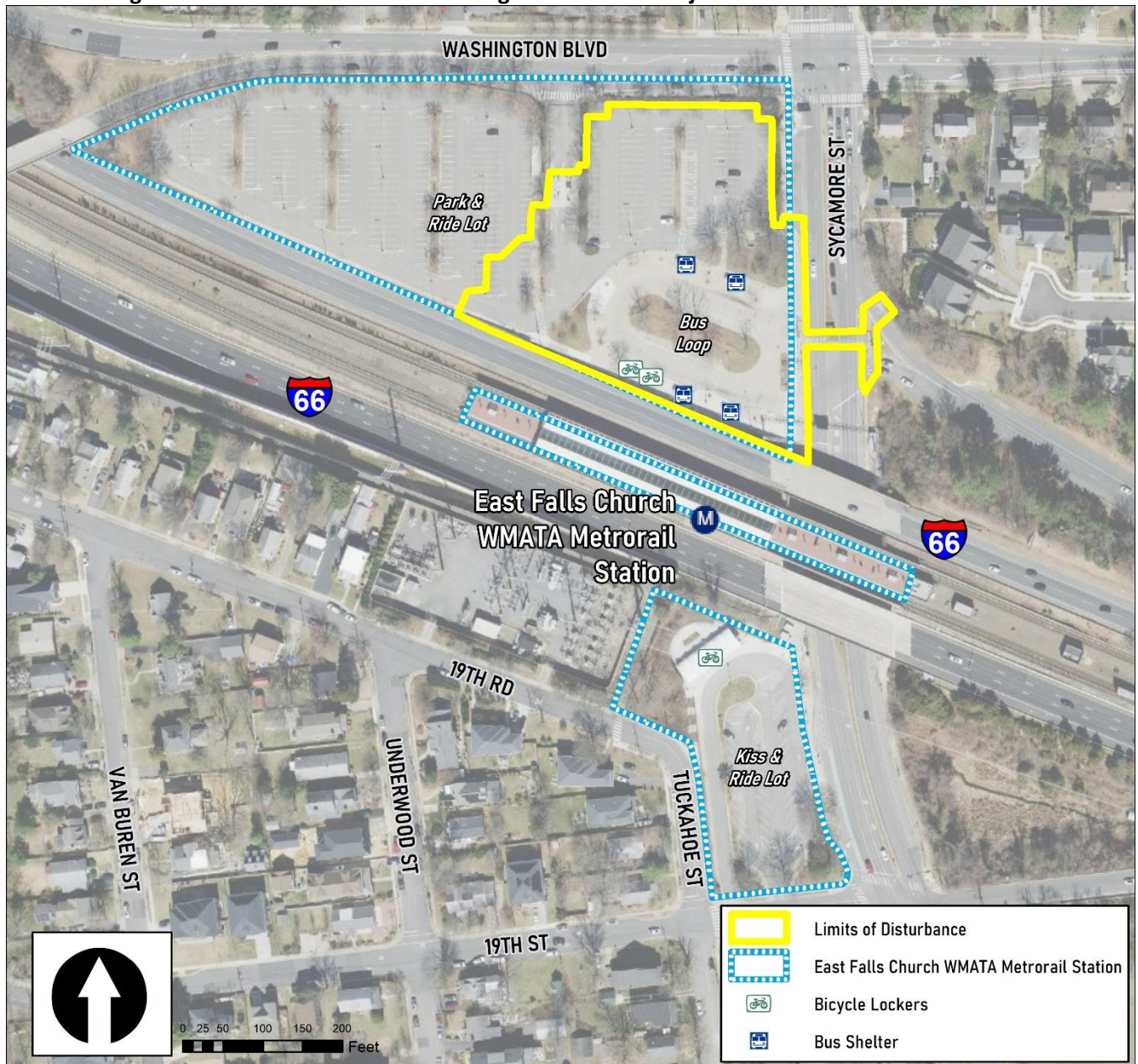


Figure 2: EFC Metrorail Station Existing Facilities and Project Limits of Disturbance



The EFC Metrorail Station currently serves the Orange and Silver Metrorail Lines, three WMATA Metrobus routes, three ART-Arlington Transit bus routes, and two Fairfax Connector bus routes.

The Orange Line operates between the Vienna Metrorail Station in Fairfax County, Virginia, and New Carrollton Metrorail Station in Prince George's County, Maryland. The Silver Line currently operates between Wiehle-Reston East Metrorail Station in Fairfax County and Largo Town Center in Prince George's County. The Silver Line Phase 2 project will extend the Silver Line west to Loudon County via six new Metrorail stations: Reston Town Center, Herndon, Innovation Center, Washington Dulles International

Airport, Loudoun Gateway, and Ashburn. Construction of the Silver Line Phase 2 project is nearing completion (WMATA, 2022).

Between 2011 and 2021, the average weekday rail boardings at EFC Metrorail Station is 3,400 riders. Rail ridership at the station increased by 147% between December 2020 and December 2021, indicating a rebound increase in ridership after the record low ridership levels of 2020 due to the Covid-19 pandemic. Currently, the Orange and Silver Lines have a 20-to-24-minute headway range at the EFC Metrorail Station.

Bus activity data was collected in Fall 2014 and is documented in the *East Falls Church Station Bus Facility Study* (WMATA, 2015). Bus services that operated out of the four bus bays at EFC Metrorail Station served approximately 2,200 passenger trips on an average weekday. The four bus bays were occupied between 40 and 78 percent of the time during their respective peak hour.

Table 1 provides the headway range for each bus line for weekdays, weekends, peak, and non-peak hours.

Table 1: Overview of Bus Lines Operating from EFC Metrorail Station

Operator	Line (Route)	Headway Range (minutes)
WMATA Metrobus	Washington Boulevard-Dunn Loring Line (2A)	30-45
	Annandale-East Falls Church Line (26A)	30-60
	Leesburg Pike Line (28A)*	12-30
ART- Arlington Transit	Ballston-MU via George Mason Drive (52)	25-60
	Ballston-MU via Military Road (53)	25
	Rosslyn via Lee Highway (55)	12-30
Fairfax Connector	McLean/Langley (715)	30
	Annandale and Seven Corners Transit Center (803)	30-45

*Provides Frequent Service: runs every 12 minutes or less between 7:00 am to 9:00 pm every day.

Source: WMATA Bus Ridership Data Viewer. Accessed at <https://www.wmata.com/initiatives/ridership-portal/Bus-Data-Portal.cfm>

III. Project Background and Description

A. Planning

The *East Falls Church Area Plan*, adopted by the Arlington County Board in 2011, describes a vision for East Falls Church that features development activity nodes, improved pedestrian, bicycle, and transit access for residents, and the preservation of the existing single-family residential areas. Specifically, the *Area Plan* calls for development of a transit-oriented, mixed-use neighborhood center where higher-density residential, office, retail, and hotel development would be targeted. In various build-out options described in the *Area Plan*, the EFC Metrorail Station is designated as the central hub of activity for the neighborhood center, connected to the surrounding areas by enhanced bus, bicycle, pedestrian, and streetscape facilities. Accordingly, two stated goals of the *Area Plan* are to enhance transit access and facilities to meet the future needs of the East Falls Church area and to improve pedestrian and bicycle connections through the area.

As the first eastbound Metrorail station that connects the Silver Line with the Orange Line, the EFC Metrorail Station is an important transfer point for both rail and bus riders. Additional local and commuter bus services are expected to operate from this station in the future to accommodate the anticipated growth in transit ridership. The *East Falls Church Area Plan* and other planning studies have identified needs specific to bus transit operations and capacity at the EFC Metrorail Station. The *Area Plan* states that additional bus bays are desirable for future service expansion and also calls for intersection enhancements to increase pedestrian safety. The *East Falls Church Station Vision Plan*, also released in 2011, describes the existing bus shelters as providing inadequate shelter for the number of passengers waiting for buses during peak hours (WMATA, 2011). The 2015 *East Falls Church Station Bus Facility Study* lists deficiencies due to inadequate bus loop area for bus parking and maneuvering; a lack of pavement markings directing vehicle flow at the Park & Ride lot; insufficient signal cycles for buses to exit the bus loop at the intersection of North Sycamore Street and the westbound I-66 off ramp; and damaged bus loop pavement (WMATA, 2015). Overall, the previous studies describe the existing bus loop facilities as insufficient to meet current and future capacity needs and planning goals.

The East Falls Church WMATA Metrorail Station Bus Loop Expansion Project is programmed in both the Northern Virginia Transportation Authority FY2017 Program and Arlington County Capital Improvement Program, Fiscal Years 2022-2024.

B. Ongoing Area Projects

Other proposed transportation projects in the area were identified using the online Arlington County *Projects Map* and in resources provided by Arlington County; these projects include the following:

- Bicycle station project on EFC Metrorail Station Kiss & Ride lot;
- Envision Route 7 Bus Rapid Transit;
- Improvements to the sidewalk along North Quintana Street;
- Lee Highway and Washington Boulevard Bus Stop Consolidation project;
- Sidewalk improvements along North Sycamore Street;
- Signal replacement at Washington Boulevard and North Sycamore Street;
- Signal study at EFC Metrorail Station Park & Ride lot entrance on Washington Boulevard; and
- Transform I-66.

Implementation of the East Falls Church WMATA Metrorail Station Bus Loop Expansion Project would complement the transportation improvements proposed in other ongoing projects in the area. Arlington County would coordinate potential implementation with other projects' lead agencies.

C. Project Description

As shown on the Preferred Concept Plan in **Attachment A**, the East Falls Church WMATA Metrorail Station Bus Loop Expansion Project proposes the following improvements:

- Expansion of the existing bus loop footprint to better accommodate current and future bus operations, including additional service routes and bus circulation movements, layovers, and idling for passenger boarding and alighting;
- Addition of three new bus bays and shelters and replacement of the four existing bus shelters (shown on **Figure 2**);
- Pedestrian access (sidewalk) improvements from the Park & Ride lot to the bus bays and shelters;¹
- Lighting upgrades at the intersection of North Sycamore Street and the westbound I-66 off ramp (bus loop entrance/exit);
- New lighting and communication system upgrades at the bus loop and Park & Ride lot;
- Replacement of existing traffic signal at the bus loop entrance/exit at the intersection of North Sycamore Street and the westbound I-66 off ramp;
- Relocation of accessible parking spaces closer to the expanded bus loop;
- Enhancement of existing and addition of new crosswalks and Americans with Disabilities Act (ADA)-accessible curb ramps at the Park & Ride lot entrance from North Sycamore Street and the west Park & Ride lot entrance, at the bus loop entrance/exit, and at the intersection of North Sycamore Street and the westbound I-66 off ramp;
- Minor relocation of existing gate at Park & Ride entrance from North Sycamore Street;
- Improvements to directional marking and vehicle circulation at the Park & Ride lot; and
- Enhanced landscaping and stormwater management features.

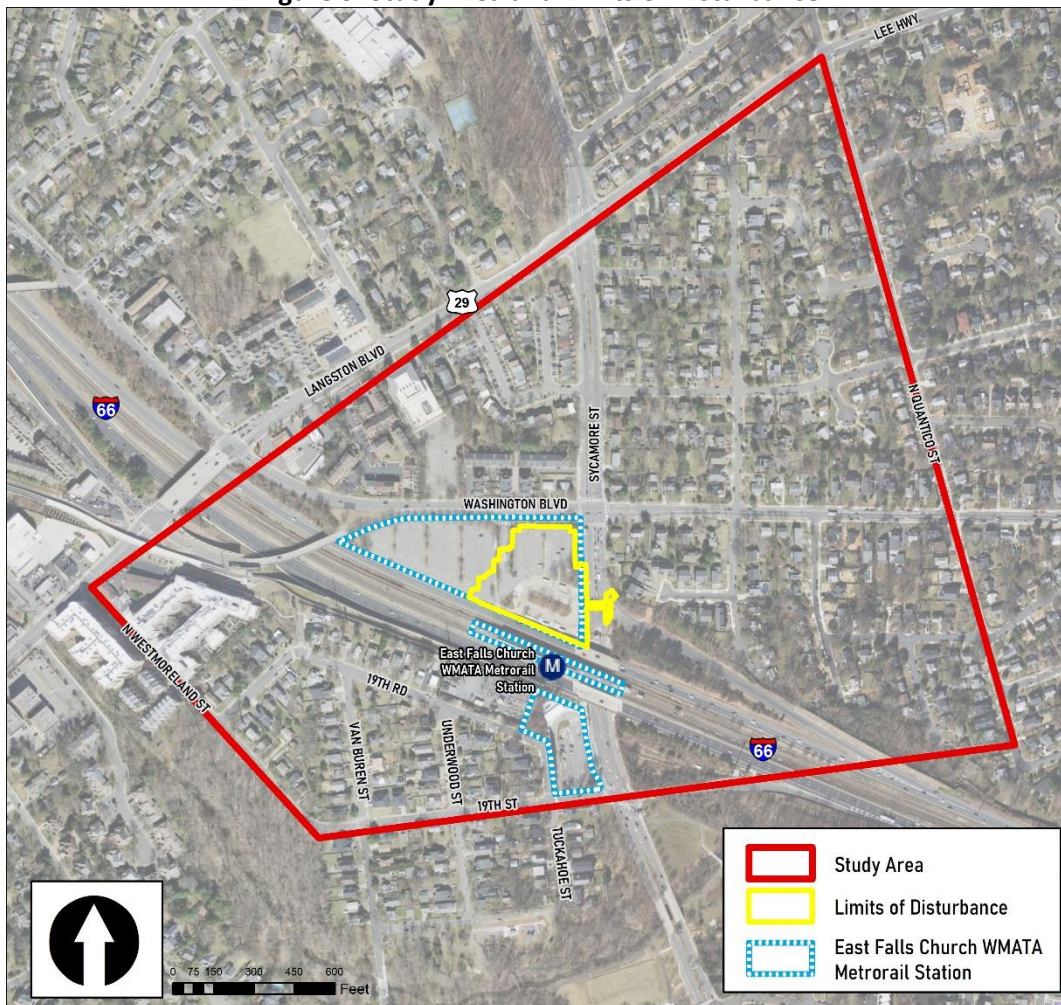
¹ Separate from this project, Arlington County is studying the potential for a new traffic signal and crosswalk at the Washington Boulevard entrance to the Park & Ride lot.

IV. Environmental Resources and Potential Impacts

This section provides information on the environmental resources present within the study area and the potential for impacts to occur to these resources from the proposed improvements. The information is based on publicly available data, including previous reports and planning documents, Geographic Information Systems (GIS) data layers and online mapping produced by local and state resource agencies, online technical databases, and Google Earth. **Figure 5** at the end of this evaluation on page 20 shows all relevant environmental resources within the study area .

The study area used in this Environmental Evaluation is shown on **Figure 3** and extends approximately 600 to 1,000 feet from the study limits of disturbance (LOD). The LOD are the proposed boundary within which all construction, staging, materials storage, erosion and sediment control, landscaping, drainage, stormwater management, and related activities would occur under “worst-case scenario” conditions. The study area extends beyond the LOD and is bounded approximately by Langston Boulevard (US 29) to the north, 19th Street North to the south, North Quantico Street to the east, and North Westmoreland Street to the west. Resources in this Environmental Evaluation have been reviewed within this study area.

Figure 3: Study Area and Limits of Disturbance



A. Property, Land Use, and Zoning

1. Existing Conditions

The EFC Metrorail Station is located within the City of Falls Church along Arlington County's western boundary. Both WMATA and the Virginia Department of Transportation (VDOT)/Commonwealth of Virginia own the street-level portion of the EFC Metrorail Station. As indicated in the *East Falls Church Station Bus Facilities Study: Final Report* and as shown on **Figure 4**, WMATA owns the Kiss & Ride lot and the northeast portion of the Park & Ride lot. VDOT/Commonwealth of Virginia owns the southwest portion of the Park & Ride lot as well as the bus loop, westbound I-66 off ramp, and I-66, per the Arlington County topographic survey provided in **Attachment B**.² Arlington County owns and operates the traffic signals adjacent to the EFC Metrorail Station.

Development of the East Falls Church neighborhood area has been guided by the *East Falls Church Area Plan*, adopted by the Arlington County Board in 2011. The study area is located within the Arlington-East Falls Church Neighborhood Conservation Area, one of Arlington's delineated neighborhood areas with its own planning initiatives and where development activity is concentrated. A review of Google Earth and Arlington County *AC Maps* online mapping indicates that land use within the study area is typical of suburban development and East Falls Church as a whole. The study area features primarily single-family detached zoning districts along sprawling tree-lined local road networks bound by arterial streets that provide access to the EFC Metrorail Station and to I-66. Pockets of higher-density development, including single-family attached and multifamily housing plus commercial/mixed use zoning districts, are located adjacent to the Park & Ride lot and existing bus bay (including the project LOD) and along the western edge of the study area.

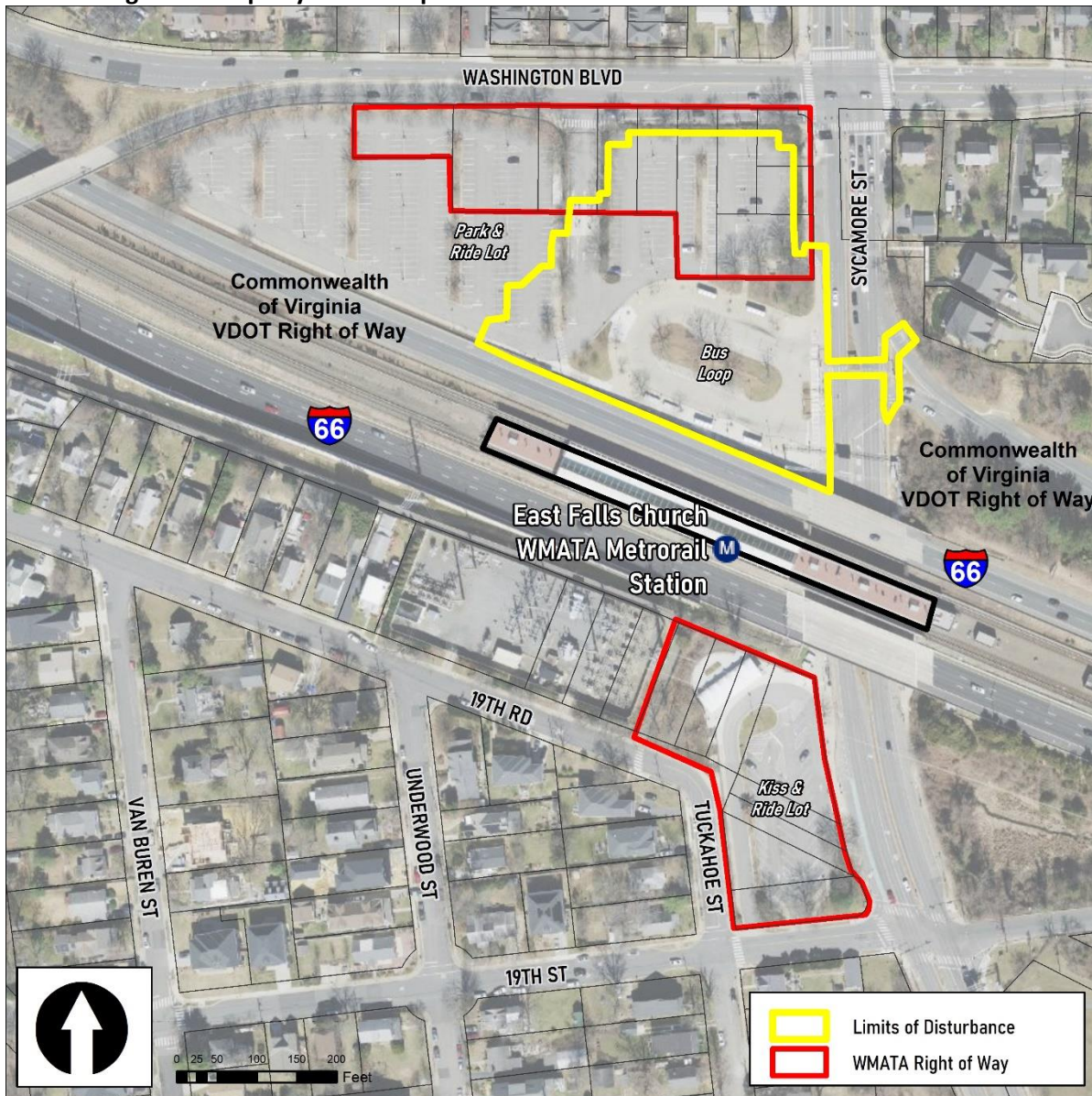
2. Potential Impacts

As shown in the Preferred Concept Plan in **Attachment A**, the LOD boundary in **Figure 4**, and survey in **Attachment B**, the majority of the proposed bus loop improvements would occur on VDOT-owned property. As such, this project would require a Land Use Permit from VDOT. Coordination among Arlington County, WMATA, and VDOT would be undertaken regarding improvements on VDOT property and potential impacts to vehicular and pedestrian flow between the westbound I-66 ramp off ramp and North Sycamore Street. Potential impacts to any VDOT structures, such as roadway signs and information systems, would also be identified and coordinated. No additional right-of-way (ROW) outside the VDOT and WMATA properties would be required for this project.

No permanent or temporary impacts to land use and zoning would occur within the study area, as all study improvements are located within existing ROW at the EFC Metrorail Station in accordance with the existing special zoning district. Additionally, the study improvements are consistent with the *East Falls Church Area Plan* described in **Section III.A**. By supporting the *Area Plan* goals for enhanced transit facilities and improved bicycle and pedestrian connections, the study aligns with the long-term vision of a transit-oriented neighborhood center at the EFC Metrorail Station.

² The Arlington County topographic survey in **Attachment B** identifies existing VDOT/Commonwealth of Virginia ROW "per VDOT Plan #0066-000-102, RW-201."

Figure 4: Property Ownership at the East Falls Church WMATA Metrorail Station



Property ownership data source: *East Falls Church Station Bus Facilities Study: Final Report*, pg. 4. WMATA, 2015 and email correspondence with Arlington County (04/22/22; see Footnote #2)

B. Transportation Impacts

1. Existing Conditions

East Falls Church is served by a network of multimodal transportation facilities, including roadways, Metrorail, bus, pedestrian, and bicycle facilities. The neighborhood's transportation facilities include the following:

Roadway Network: The roadway network consists primarily of interconnected, curved local roads serving residential areas that reflect the original “topsy-turvy” development of East Falls Church as a larger neighborhood of many smaller, unincorporated communities (Arlington County, 2022). The local roads

empty onto collector roads, such as Lincoln Avenue, Little Falls Street, and 19th Street North. Minor arterial roads such as North Sycamore Street, Westmoreland Street, and Washington Boulevard, plus principal arterial roads such as Langston Boulevard (US 29), accommodate the highest volume of traffic and provide access from collector roads to freeways and interstates like I-66 and the region at large. The EFC Metrorail Station accommodates vehicle access via approximately 420 parking spaces within the Park & Ride lot.

Metrorail: The EFC Metrorail Station currently serves the Orange and Silver Metrorail Lines. The Orange Line operates between the Vienna Metrorail Station in Fairfax County, Virginia, and New Carrollton Metrorail Station in Prince George’s County, Maryland. The Silver Line currently operates between Wiehle-Reston East Metrorail Station in Fairfax County and Largo Town Center in Prince George’s County. The Silver Line Phase 2 project will extend the Silver Line west to Loudon County via six new Metrorail stations: Reston Town Center, Herndon, Innovation Center, Washington Dulles International Airport, Loudoun Gateway, and Ashburn. Per a January 2022 update released by WMATA, construction of the Silver Line Phase 2 project is nearing completion (WMATA, 2022).

Bus Transit Network: Three bus transit services operate within East Falls Church— WMATA Metrobus, ART Arlington Transit, and the Fairfax Connector. All three services have routes that operate out of the existing EFC Metrorail Station bus loop, which is accessed via the intersection of North Sycamore Street and the westbound I-66 off ramp. Detail on existing bus services at the EFC Metrorail Station is provided in **Section II**. As described in **Section III.A**, various studies, including the *East Falls Church Area Plan* (Arlington County Board, 2011), the *East Falls Church Station Vision Plan* (WMATA, 2011), and the *East Falls Church Station Bus Facility Study* (WMATA, 2015), describe the existing EFC Metrorail Station bus loop facilities as insufficient to meet current and future capacity needs and planning goals.

Pedestrian and Bicycle Network: Sidewalks are generally provided along the local and collector roads, including along North Sycamore Street and Washington Boulevard at the entrances to the EFC Metrorail Station. The Washington and Old Dominion (W&OD) Railroad Trail is a paved, multi-use trail that connects the W&OD Railroad Regional Park at the western edge of the study area to other parks in East Falls Church, including Benjamin Banneker Park, East Falls Church Park, and Madison Manor Park. Within the study area, W&OD Railroad Trail runs parallel to I-66, joining North Tuckahoe Street just west of the EFC Metrorail Station Kiss & Ride. Delineated bicycle lanes are provided along various arterial roadways in the study area and East Falls Church as a whole. Capital Bikeshare also operates a number of bicycle rental stations throughout the neighborhood. Within the study area, bicycle lanes are located on North Sycamore Street and Washington Boulevard— except the portion of Washington Boulevard directly north of the project LOD, between North Sycamore Street and Langston Boulevard (US 29). Two Capital Bikeshare rental stations are located in the study area: one at the intersection of Sycamore Street and 19th Street North, at the northern edge of the EFC Metrorail Station Kiss & Ride loop; and one at the intersection of Langston Boulevard and the W&OD Railroad Trail. A Bike & Ride storage facility is located at the northeast side of the Kiss & Ride.

2. Potential Impacts

The improvements proposed under East Falls Church WMATA Metrorail Station Bus Loop Expansion Project would address the bus transit needs identified in previous planning studies (as described in **Section III.A**) by optimizing existing bus operations; increasing bus loop capacity to allow for future additional routes and passengers; upgrading the physical conditions of bus loop pavement and sidewalks; and enhancing landscaping and stormwater management areas. Pedestrian access and safety would be

enhanced via the addition of crosswalks and ADA-accessible curb ramps at EFC Metrorail Station access points and the intersection of North Sycamore Street and the westbound I-66 off ramp. Traffic circulation at the Park & Ride lot would also be improved by the enhancement of directional markings.

Temporary impacts to regular roadway, bus transit, bicycle, and pedestrian network operations may occur during construction. A study to evaluate impacts from the study to existing traffic operations will be developed. Any impacts to regular transportation network operations would be minimized and mitigated in accordance with Arlington County Department of Environmental Services *Construction Standards and Specifications Manual* and the WMATA *Adjacent Construction Program Manual*. The EFC Metrorail Station will remain open to users during construction of the proposed improvements. During construction, all modes of operation would be maintained. However, on-site parking and existing pedestrian access points around the bus loop may be temporarily modified to ensure the safety of pedestrians from traffic and construction hazards.

C. Socioeconomic Characteristics and Community Facilities

1. Existing Conditions

Socioeconomic and environmental characteristics of the study area were gathered using the Environmental Protection Agency (EPA) online mapping tool, EJSCREEN. EJSCREEN uses GIS data and American Community Survey Estimates (ACS)³ data to generate a summary report of socioeconomic and environmental characteristics for a geographic area. The EJSCREEN report for the study area is provided in **Attachment C**.

With a population of 1,100, the study area contains approximately 360 housing units. The summary report indicates the study area is relatively homogenous in terms of race and ethnicity, with people of color comprising about 20 percent of the population and people identifying as non-Hispanic or Latino, white alone accounting for the remaining population. Eighty-eight percent of the population speak only English at home. Children up to 17 years of age comprise 30 percent of the population, indicating a predominance of families living in the area. Nearly 90 percent of the study area residents have a Bachelor's Degree or above; the same percentage of residents have a household income above \$75,000.

A review of community facilities in the study area using Arlington County *AC Maps* online mapping indicates that no community facilities,⁴ aside from the EFC Metrorail Station, are located in the study area. Fire Station 6 (6950 Little Falls Road) is located outside of but proximal to the study area.

2. Potential Impacts

No impacts would occur to the study area socioeconomic resources or the community facilities located within the study area, aside from improvements to the EFC Metrorail Station itself. Additionally, the Study would not disrupt community cohesion or quality of life. Because the improvements would occur on existing transportation right-of-way within or on sidewalks directly adjacent to the EFC Metrorail Station, divisions or isolation of private properties, persons, or groups would not occur. Quality of life for bus passengers and the surrounding East Falls Church neighborhood residents could be enhanced by improved bus operations and shelters, sidewalk conditions, and landscaping at the EFC Metrorail Station. By upgrading the sidewalk network for pedestrian travel, improving bus circulation movements within the

³ The ACS EJSCREEN report in **Attachment C** uses the American Community Survey Five-Year Estimates, 2015-2019.

⁴ Community facilities include fire and rescue stations, police stations, hospitals, libraries, schools, nature centers, and recycling centers. Parks and recreational areas are reviewed in **Section IV.E**.

bus loop, addressing traffic signal issues at the bus loop entrance/exit, and creating capacity for future additional bus routes, the Study would allow bus passengers to reach even more destinations in less time, thereby increasing both mobility and accessibility for passengers and nearby residents.

The proposed improvements would not result in temporary or permanent impacts to the W&OD Railroad Trail. Arlington County would communicate potential construction impacts to traffic flow and access with nearby Fire Station 6. Measures to minimize any temporary construction impacts such as disruptions to the normal flow of traffic and pedestrian and bicycle movements would be implemented in accordance with Arlington County Department of Environmental Services *Construction Standards and Specifications Manual* and the WMATA *Adjacent Construction Program Manual*.

D. Environmental Justice

1. Overview

A review of potential Environmental Justice (EJ) concerns has been conducted for the study area to confirm that no disproportionately high and adverse impacts would occur to low-income populations or minority race and ethnicity populations under the proposed project. This Study refers to the Federal Transit Administration (FTA) Circular 4703.1 for guidance and definitions,⁵ and to the EPA online mapping tool, EJSCREEN, for a report on study area population characteristics related to EJ.

As defined in FTA Circular 4703.1, a person who identifies as American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and other Pacific Islander—either alone or in combination— is considered to be a person of minority race and ethnicity; a minority race and ethnicity population is a group or groups of minority persons living in geographic proximity. In EJSCREEN and in this Environmental Evaluation, the term “people of color” refers to people of minority races and ethnicities.

A low-income person is a person whose median household income is at or below the Department of Health and Human Services poverty guidelines (or at or below a locally developed threshold); a low-income population is a group or groups of low-income persons living in geographic proximity.

Also described in FTA Circular 4703.1 are the three guiding principles of EJ: to avoid, minimize, and mitigate disproportionately high and adverse effects to EJ populations; to ensure the full and fair participation by all potentially affected EJ communities; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

2. Existing Conditions

Using the EPA online mapping tool, EJSCREEN, a report on socioeconomic and environmental characteristics as well as EJ indexes (scores) was generated for the study area. The EJSCREEN report for the study area is provided in **Attachment C**.

People of color comprise 19 percent of the study area population, and low-income people comprise six percent of the population. The percentages of both these characteristics are substantially lower in the study area than they are in Virginia, whose population is 38 percent people of color and 25 percent low-

⁵ While the East Falls Church WMATA Metrorail Station Bus Loop Expansion Project is neither federally funded nor located on federally owned land and therefore not subject to a formal Environmental Justice Analysis, a high-level review of potential EJ concerns is provided in this Study using guidance from the FTA.

income. Given this, the study area is considered to have small to no EJ populations. Additional study area socioeconomic characteristics are described in **Section IV.C**.

In addition to identifying the presence of EJ populations, the review of existing environmental conditions that pose risk to human populations, such as pollution exposure level and effects, is essential in determining potential impacts to EJ populations. To this end, EJSCREEN generates various EJ indexes for the study area by combining environmental and socioeconomic characteristics. The EJ indexes are then compared to the same combined characteristics of a larger reference geography (in this instance, Virginia) and presented as a percentile. The higher the EJ index percentile for the study area, the greater the relative potential for EJ concern.⁶

The EJ indexes for the 12 environmental indicators produced by EPA EJSCREEN are shown as percentiles compared to Virginia in **Table 2**. EJSCREEN methodology and definitions of the environmental indicators are available at <https://www.epa.gov/ejscreen/overview-environmental-indicators-ejscreen>. As shown in **Table 2**, the project area represents relatively lower levels of EJ concern for various adverse environmental characteristics as compared to Virginia.

Table 2: State Percentiles of Study Area EJ Indexes for Various Environmental Indicators

Environmental Indicator	Percentile as Compared to Virginia
EJ Index for Particulate Matter 2.5	32
EJ Index for Ozone	34
EJ Index for Diesel Particulate Matter	13
EJ Index for Air Toxics Cancer Risk	35
EJ Index for Air Toxics Respiratory Hazard Index	32
EJ Index for Traffic Proximity	0
EJ Index for Lead Paint	12
EJ Index for Superfund Proximity	30
EJ Index for Risk Management Plan Facility Proximity	35
EJ Index for Hazardous Waste Proximity	13
EJ Index for Underground Storage Tanks	10
EJ Index for Wastewater Discharge	35

3. Potential Impacts

As described throughout this Environmental Evaluation, no permanent adverse impacts are anticipated to occur from the study to existing private property, transportation facilities, community cohesion, public parks and recreation areas, community facilities, natural resources, historic resources, air quality, visual quality, or utilities as the LOD is contained entirely within existing transportation right-of-way at the EFC Metrorail Station. Therefore, no permanent adverse impacts would occur to EJ populations.

⁶ For example, if the project area shows a state percentile of 86 for the hazardous waste proximity indicator, it means that 14 percent of Census block groups—the base geographic area used in EJSCREEN— in Virginia have higher EJ index values, and therefore higher levels of EJ concern, for hazardous waste proximity.

Temporary impacts to regular roadway, bus transit, bicycle, and pedestrian network operations may occur during construction; any impacts to regular transportation network operations would be minimized and mitigated in accordance with Arlington County Department of Environmental Services *Construction Standards and Specifications Manual* and the WMATA *Adjacent Construction Program Manual*.

Finally, the increase in bus capacity, accessibility, and mobility at the EFC Metrorail Station would benefit transit-dependent populations in the area, including low-income populations. As such, no disproportionately high and adverse effects to EJ populations are anticipated.

The EJScreens report for the project area is provided in **Attachment C**.

E. Public Parkland and Recreation Areas

1. Existing Conditions

The Virginia Department of Conservation and Recreation Outdoors Plan Mapper and Arlington County AC *Maps* have been reviewed to identify public parkland and recreation areas within the study area. As shown on **Figure 5** on page 20, the Washington and Old Dominion (W&OD) Railroad Regional Park/Trail is the only park resource located within the study area, and it is owned by the Northern Virginia Regional Park Authority (NVRPA). The W&OD Railroad Trail is a paved, multi-use trail that runs parallel to I-66, joining North Tuckahoe Street just west of the EFC Metrorail Station Kiss & Ride within the study area. The trail connects to Arlington County parks located close to, but outside of, the study area, including Benjamin Banneker Park, East Falls Church Park, and Madison Manor Park, and beyond.

Other Arlington County parkland and recreation resources located close to, but outside of, the study area include Charles A. Stewart Park and Tuckahoe Park, which are located north of Langston Boulevard (US 29). No park or recreation resources protected by Section 6(f)(3) of the Land and Water Conservation Fund Act are located within or close to the study area.

2. Potential Impacts

Because all study improvements would occur on existing transportation right-of-way, no permanent impacts would occur to the W&OD Railroad Regional Park/Trail. Temporary impacts to pedestrian and bicyclist access to W&OD Railroad Trail may occur due to construction activities. Any impacts to regular pedestrian and bicycle network operations would be minimized and mitigated in accordance with Arlington County Department of Environmental Services *Construction Standards and Specifications Manual* and the WMATA *Adjacent Construction Program Manual*.

F. Historic and Archeological Resources

1. Existing Conditions

A search of previously identified historic architectural resources within the study area was conducted using the Virginia Department of Historic Resources (DHR) online Virginia Cultural Resources Information System. No historic architectural resources or archeological resources are located within or adjacent to the study LOD.

As shown on **Figure 5** on page 20, the search identified two⁷ previously identified historic architectural resources in the study area. These resources are eligible for listing in the National Register of Historic

⁷ Another previously identified historic resource, the Falls Church Park Historic District (DHR #000-9730) overlaps the study area but was recommended not eligible in 2016. A formal eligibility determination by DHR has not been

Places (NRHP): the Madison Manor Historic District (DHR #000-4211) and the Washington & Old Dominion Railroad Historic District (DHR #053-0276). The Washington & Old Dominion Railroad Historic District follows the W&OD Railroad Trail through the study area.

2. Potential Impacts

No permanent or temporary impacts to historic and archeological resources would occur as all study improvements are located within existing transportation ROW at the EFC Metrorail Station.

G. Air Quality⁸

1. Existing Conditions

Arlington County is considered a national leader in transit-oriented development and is recognized for its innovative land use planning, sustainability, and climate action (Arlington County, 2019). Since 2013, Arlington County has released and updated a *Community Energy Plan* as an element of its Comprehensive Plan. The foundational goal of the *Arlington County Community Energy Plan* is to minimize man-made contributions to climate change by reducing greenhouse gas emissions. The *Energy Plan* identifies actions to achieve this goal, including the reduction of Vehicle Miles Traveled (VMT) and increase in use of alternative and public transportation.

2. Potential Impacts

The East Falls Church WMATA Metrorail Station Bus Loop Expansion Project supports the recommendations in the *Energy Plan* to reduce VMT and increase the use of public transportation. Implementation of the Study would encourage the use of bus transit by enhancing accessibility and mobility as described in **Section IV.B**, helping to reduce VMT in the long-term. See **Section Q** for a discussion of potential temporary air quality impacts due to construction.

H. Wetlands and Waters of the U.S.

1. Existing Conditions

A review of the National Wetlands Inventory (NWI) indicates that one freshwater pond is located within the study area, as shown on **Figure 5** on page 20. NWI identifies no other wetlands or waters present within the study area. The nearest stream to the study area is Four Mile Run and is located approximately 50 feet south and southwest of the study area. Wetlands associated with Four Mile Run are located approximately 100 feet southwest of the study area.

2. Potential Impacts

In general, there are no anticipated impacts to wetlands or waters, from this study. Any impacts that do arise would be minimized to the greatest extent practicable and mitigated in accordance with local, state, and federal regulations, including WMATA and Arlington County stormwater requirements and applicable VDOT and Virginia Stormwater Management Program regulations. Erosion and Sediment Control design

made. The review also identified 104 individually surveyed resources that are part of the Falls Church Park Historic District (also listed under DHR #000-428) that have either been determined not eligible by DHR or have not been evaluated for NRHP eligibility. As such the Falls Church Park Historic District, it is not considered a historic resource in this Environmental Evaluation.

⁸ Because the East Falls Church WMATA Metrorail Station Bus Loop Expansion Project is neither federally funded nor located on federally owned land, it is not subject to the Transportation Conformity requirements of the Clean Air Act and is not included in the Metropolitan Washington Council of Governments (MWCOC) Transportation Improvement Plan.

would be developed in future phases of study design. See **Section III.K** for additional detail on stormwater management.

I. Floodplains

1. Existing Conditions

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM),⁹ the 500-year floodplain overlaps the southern portion of the study area, as shown on **Figure 5** on page 20. The 100-year floodplain and a regulatory floodway are located outside of, but adjacent to, the southern portion of the study area.

2. Potential Impacts

No direct impact would occur to the floodplains and floodway located within and adjacent to the study area as all improvements would occur on existing transportation right-of-way within the study LOD.

In general, there are no anticipated indirect impacts to natural resources, including floodplains and floodways, from this study. Any impacts that do arise would be minimized to the greatest extent practicable and mitigated in accordance with local, state, and federal regulations, including WMATA and Arlington County stormwater requirements and applicable VDOT and Virginia Stormwater Management Program regulations. Erosion and Sediment Control design would be developed in future phases of study design. See **Section III.K** for additional detail on stormwater management.

J. Ecologically Sensitive Areas and Endangered Species

1. Existing Conditions

A preliminary Resource List provided by the USFWS Information, Planning, and Conservation (IPaC) system identified no protected, federal species or critical habitat within the study area; this coordination is provided in **Attachment D**. The study is located in a densely developed area.

2. Potential Impacts

No impacts would occur to protected, federal species, or critical habitat as none of these resources have been identified within the study area.

K. Water Quality

1. Existing Conditions

The LOD is located within the Four Mile Run - Potomac River watershed. While the EFC Metrorail Station's current water drainage infrastructure (catch basins and stormwater [SWM] pipe network) provides sufficient capacity for the proposed improvements, modifications to the existing drainage infrastructure would be required to accommodate the new site layout.

2. Potential Impacts

As shown in the Preferred Concept Plan in **Attachment A**, two new bioretention facilities are proposed to meet applicable state and local SWM requirements for water quality and water quantity. All stormwater and drainage design has been developed and will be implemented in accordance with WMATA and Arlington County stormwater requirements and applicable VDOT and Virginia Stormwater Management Program and federal regulations.

⁹ Shown on FEMA FIRM panels 51013C0018C and 51013C0019C, effective August 19, 2013.

Erosion and Sediment Control design would be developed in future phases of Study design and will likely include tree protection and inlet protection during construction.

Additional detail is provided in the Stormwater Management and Drainage memorandum in **Attachment E**.

L. Visual Quality

1. Existing Conditions

The visual quality of the study area is typical of that of suburban development and the East Falls Church neighborhood as a whole. The primary visual features within the study area are tree-lined local, collector, and minor arterial roads serving residential neighborhoods with single-family detached housing. Adjacent to the EFC Metrorail Station are higher density housing and commercial buildings. The EFC Metrorail Station itself features typical transit station elements, including an elevated concrete platform, a paved parking lot and passenger drop-off area, a bus loop with bus shelters, and bicycle lockers, racks, and rental facilities. The Metrorail Orange Line tracks and trains run in the median of I-66 at-grade through the study area and via overpass above North Sycamore Street. I-66 and the Metrorail tracks and trains are separated from non-transportation uses via concrete walls.

2. Potential Impacts

The visible elements of the study include an expanded bus loop with three additional bus shelters, sidewalk improvements, lighting upgrades, a replaced traffic signal, enhanced and new crosswalks, directional markings, and enhanced landscaping and stormwater management features. All visible proposed study elements would be consistent with the existing visual quality of the EFC Metrorail Station and its context within the study area; therefore, no permanent impacts would occur to the existing visual quality. Temporary impacts to visual quality may occur due to construction due to the presence of equipment, trucking, staging areas, and other construction elements. These temporary visual impacts would be minimized and mitigated to the greatest extent possible in accordance with Arlington County Department of Environmental Services Construction Standards and Specifications Manual and the WMATA Adjacent Construction Program Manual.

M. Noise

1. Existing Conditions

Existing transportation noise sources at the EFC Metrorail Station include Metrorail operations, Metrobus operations, and vehicle traffic entering from and exiting to I-66 and local and minor arterial roadways. Noise produced from these sources comprise a substantial portion of the ambient noise environment for the residential and commercial land uses surrounding the EFC Metrorail Station.

2. Potential Impacts

The need for a project to provide noise mitigation is determined based on the magnitude of noise impact and the consideration of factors related to the affected land uses and proposed improvements.¹⁰ Existing

¹⁰ While the East Falls Church WMATA Metrorail Station Bus Expansion Project is neither federally funded nor located on federally owned land, the Federal Transit Administration (FTA) *Noise and Vibration Impact Assessment Manual* provides general information on how to identify and mitigate potential noise impacts from transit projects; as such, the *Manual* is referenced here. All potential noise impacts from the project would be mitigated in accordance with

transportation noise and the potential increase over existing noise levels are two such considerations. As described above, the ambient noise levels of the residential and commercial land uses adjacent to the EFC Metrorail Station are already heavily influenced by transportation noise. Additionally, while the expansion of the existing bus loop and increase in number of bus shelters would allow for additional bus circulation, no new sources of transportation noise would be introduced; further, the increase in bus noise is expected to be marginal, particularly as WMATA transitions to an all-electric fleet. As such, no permanent noise impacts are expected as a result of the Study. See **Section Q** for a discussion of potential temporary noise impacts due to construction.

N. Vibration

1. Existing Conditions

Existing transportation vibration sources at the EFC Metrorail Station include Metrorail operations, Metrobus operations, and vehicle traffic entering from and exiting to I-66 and local and minor arterial roadways.

2. Potential Impacts

It is unusual for vibration from bus operations on roadways to be perceptible to nearby residential and commercial land uses, especially if the roadways are in good physical condition.¹¹ Additionally, the bus loop improvements proposed under the Study would not introduce new sources of vibration compared to the existing conditions. As such, no permanent vibration impacts are expected as a result of the Study.

O. Hazardous Materials

1. Existing Conditions

Sites with previously documented hazardous materials-related environmental impact concerns the study area were identified using the following online databases: Virginia Department of Environmental Quality Environmental Data Mapper, United States Environmental Protection Agency (EPA) NEPAassist, EPA National Priorities List, and EPA Underground Storage Tank Finder. No sites of hazardous materials-related impact concerns were identified within or adjacent to the study LOD. Results and mapping from the database searches are provided in **Attachment F**.

2. Potential Impacts

While sites with potential hazardous materials-related impact concern are located within the study area, no impacts from hazardous materials are expected to occur due to the distance of these sites from the LOD and the sites' regulatory statuses (lack of releases or closed cases).

P. Utilities

1. Existing Conditions

Per the *East Falls Church Station Bus Facilities Study: Final Report*, the majority of utilities within the existing Bus Loop are light poles— both pedestrian-scale and larger streetlamps—connected by underground lighting conduits. Utility structures are also located within the sidewalks and buffer strip adjacent to roadways, including the sidewalk between the Park & Ride lot and Washington Boulevard. Water and sewer lines run below Washington Boulevard and North Sycamore Street. Within the broader

[cont.] Arlington County Department of Environmental Services Construction Standards and Specifications Manual and the WMATA *Adjacent Construction Program Manual*.

¹¹ Information taken from FTA *Noise and Vibration Impact Assessment Manual*; see Footnote #9.

study area, utilities include overhead utility lines and infrastructure associated with signalized intersections: electric hand holes, traffic cabinets, traffic signal poles, fire hydrants, and streetlights.

2. Potential Impacts

Arlington County will coordinate with Miss Utility and the applicable utility companies. All existing utilities will be protected from damage during construction in accordance with the Arlington County Department of Environmental Services *Construction Standards and Specifications Manual* and the WMATA *Adjacent Construction Program Manual*.

Q. Construction Impacts

Project construction is anticipated to last from January 2023 to June 2024. The EFC Metrorail Station will remain open to users during construction of the proposed improvements. As described in Section IV, all construction, staging, materials storage, erosion and sediment control, landscaping, drainage, stormwater management, and related activities would occur within the LOD.

During construction all modes of operation would be maintained. However, on-site parking and existing pedestrian access points surrounding the bus loop may be temporarily modified to ensure the safety of pedestrians from traffic and construction hazards.

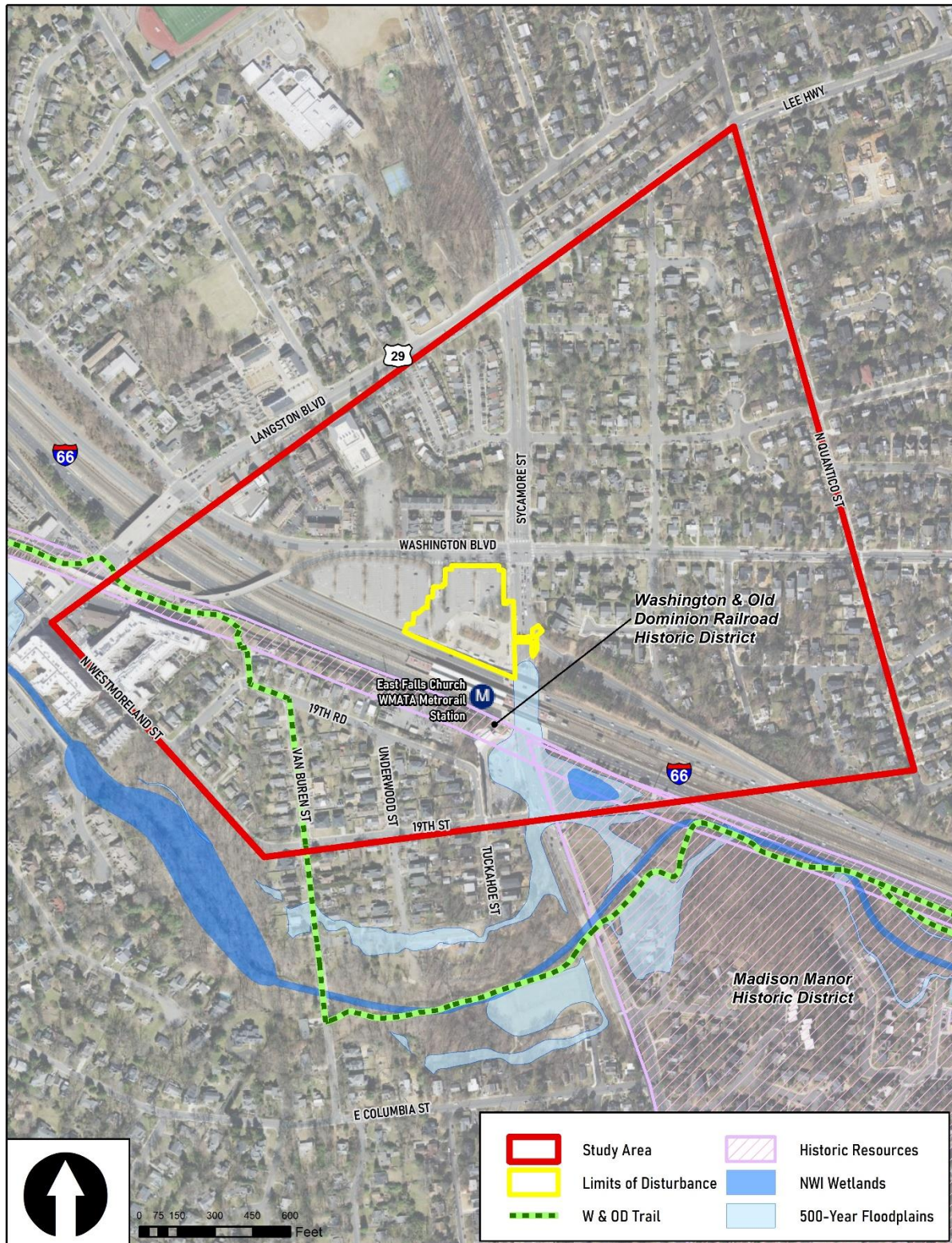
Temporary noise impacts would result from construction. Noise mitigation measures may include using smaller and quieter equipment or a temporary perimeter noise walls or enclosures around smaller equipment. The contractor would also control construction noise by completing particularly noisy construction activities during the day to help minimize impact. Temporary vibration effects from construction activities are not anticipated.

Construction activities would be conducted in accordance with Arlington County Department of Environmental Services *Construction Standards and Specifications Manual* and the WMATA *Adjacent Construction Program Manual*. Any temporary impacts to existing resources, including the transportation network, air quality, noise levels, and visual landscape, would be mitigated in accordance with all applicable local, state, and federal regulations.

R. Safety and Security Considerations

The project would improve pedestrian safety by enhancing the physical quality of sidewalks and adding crosswalks for pedestrian access to the EFC Metrorail Station. The project would be constructed in accordance with Arlington County Department of Environmental Services *Construction Standards and Specifications Manual* and the WMATA *Adjacent Construction Program Manual* and would, therefore, not adversely affect safety or security. All Metrorail facilities are designed and construction in accordance with applicable laws and accessibility guidelines in place at the time of construction. Access to parking, bus transit, and Metrorail services through the EFC Metrorail Station would be provided at all times at the direction of the project Engineer to ensure the safety of pedestrians from traffic and construction hazards.

Figure 5: Environmental Resources within the Study Area



V. References

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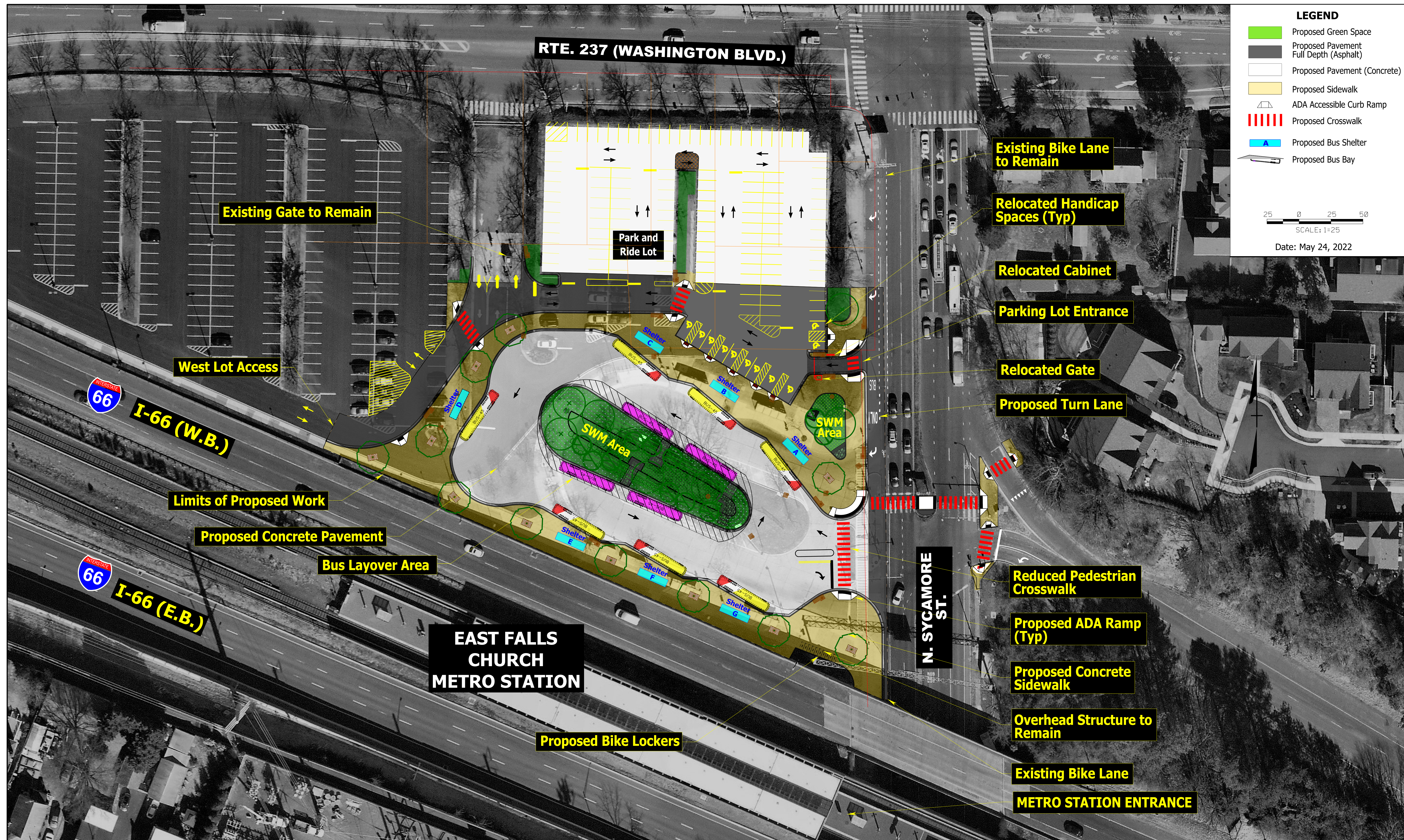
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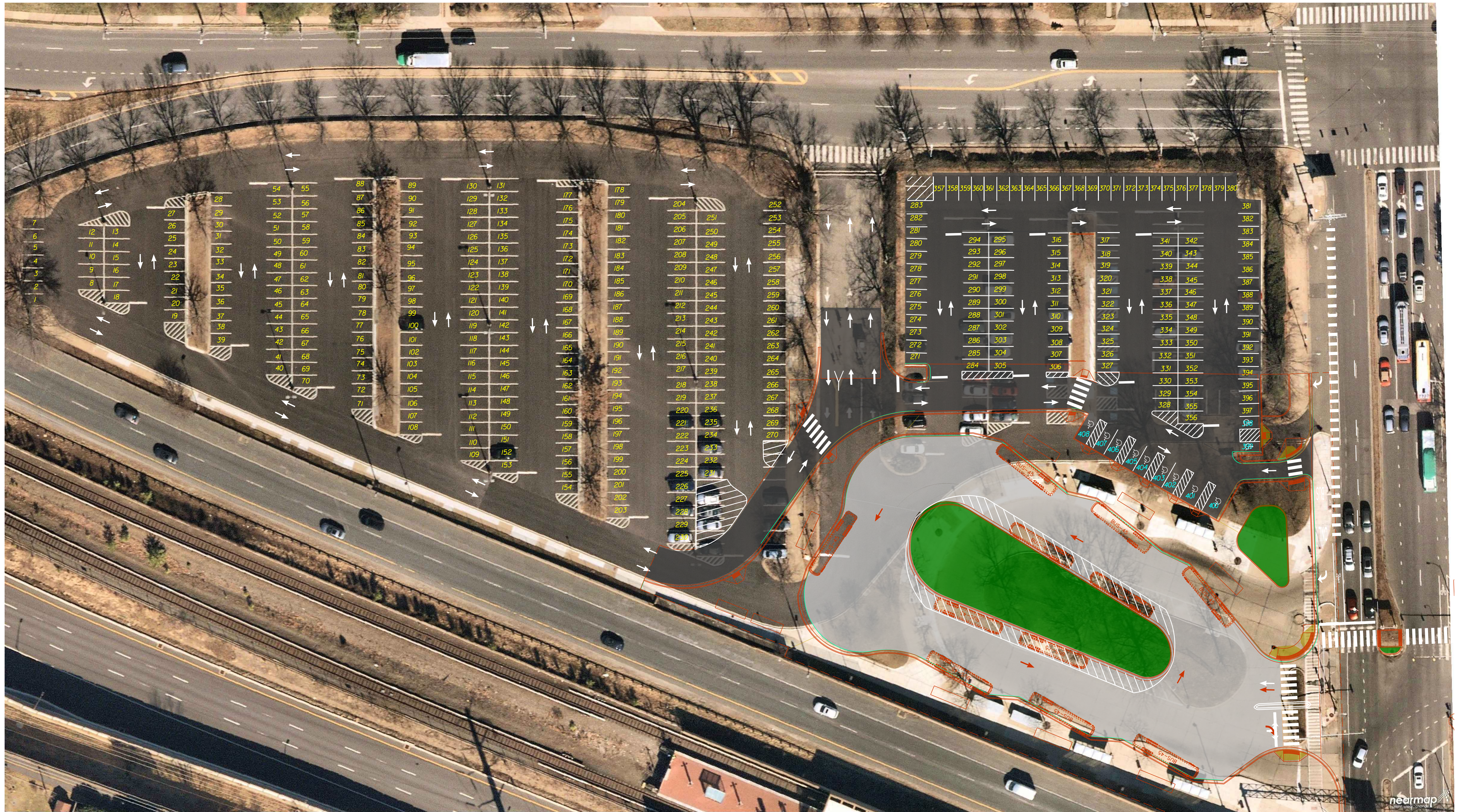
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APPENDIX F: CONCEPT DRAWINGS





EXISTING CONDITIONS
410 Total Parking Spaces
(Including 11 Accessible Spaces)



PROPOSED DESIGN
408 Total Parking Spaces
(Including 11 Accessible Spaces)

APPENDIX G: NOTICE OF PUBLIC HEARING STAFF REPORT

APPENDIX H: COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT