

Summary of Environmental Evaluation for Ballston-MU Metrorail Station West Entrance Project

The Washington Metropolitan Area Transit Authority (WMATA), in coordination with Arlington County, proposes to construct a second entrance to the Ballston-MU Metrorail Station (the Project). The station currently has a single entrance, which is located at Fairfax Drive and N Stuart Street.

The purpose of the Project is to improve access to the station from the west, provide additional egress capacity during emergency situations, relieve congestion at the current station entrance, and improve passenger distribution on the train platforms. The Project is needed to enhance Americans with Disabilities Act (ADA) accessibility and to address the increased demand for transit access and associated pedestrian activities at the station.

To address these issues, Arlington County, in coordination with WMATA, has proposed the construction of a second entrance to the Ballston-MU Station, including a new entrance stair at Fairfax Drive and N Vermont Street; two new ADA-compliant elevators from the street to the mezzanine level; and additional street level improvements to improve pedestrian safety and circulation.

The Project includes a modification of WMATA station facilities and station access; therefore, an Environmental Evaluation (EE) has been prepared to assess the potential effects of this action on the human and natural environment in terms of transportation, social, economic, and environmental factors. Impacts identified in the EE are summarized in Table 1.

For more information, please refer to the Environmental Evaluation and General Plans.

Table 1 Project Environmental Impacts

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization and Mitigation Efforts
Transportation	None	Disruption to pedestrian and vehicular traffic; removal of seven on-street parking spaces; removal of existing bicycle lane for approximately 300 feet; possible disruption of bus routes; possible station closures	Maintenance of Traffic (MOT) plan to reroute surface traffic; Maintenance of Operations Plan (MOP) for train bypass, as appropriate
Air Quality	None	Emissions from on-site diesel equipment and increased truck traffic; fugitive dust	Contractor will employ best management practices for mitigation and minimization
Noise	None	Limited construction noise impacts	Construction noise monitoring to ensure compliance with WMATA noise limits; perimeter noise wall during construction; minimizing nighttime work to the extent possible.
Floodplains	None	None	WMATA's Design Criteria will be reviewed and addressed in Final Design.