

**PUBLIC HEARING
STAFF REPORT**

**STAFF ANALYSIS OF THE PUBLIC HEARING
AND
STAFF RECOMMENDATIONS**

**PROPOSED NEW ENTRANCE TO THE
CRYSTAL CITY METRORAIL STATION
ARLINGTON, VIRGINIA**

Hearing No. 638
Docket No. R21-01
Tuesday, July 13, 2021

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)**

Contents

I.	INTRODUCTION.....	1
II.	COMMUNICATION AND OUTREACH TO THE PUBLIC	2
III.	SUMMARY OF PUBLIC HEARING.....	12
IV.	SUMMARY OF THE STAFF PRESENTATION.....	12
V.	SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD.....	13
VI.	COMPACT ARTICLE, SECTION 15-OTHER AGENCY REVIEW AND COMMENTS	13
VII.	RESPONSES TO COMMENTS RECEIVED FOR THE RECORD.....	13
VIII.	COMMENT OVERVIEW AND STAFF RECOMMENDATIONS	31

APPENDIX A - WMATA METRORAIL PUBLIC HEARING NOTICE

APPENDIX B – COMMENTS

APPENDIX C- PUBLIC HEARING PRESENTATION

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS
PROPOSED NEW ENTRANCE TO CRYSTAL CITY METRORAIL STATION
ARLINGTON, VIRGINIA
HEARING NO. 638
DOCKET NO. R21-01

This report presents a review of the public hearing on July 13, 2021, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning the proposed Crystal City Metrorail Station, Arlington, Virginia.

The report contains the following sections

- I. Introduction
 - II. Communication and Outreach to the Public
 - III. Summary of the Public hearing
 - IV. Summary of the Staff Presentation
 - V. Supplemental Correspondence Submitted for the Record
 - VI. Compact Article VI Section 15 - Other Agency Review and Comments
 - VII. Response to Comments received for the Record
 - VIII. Comments Overview and Staff Recommendations
- Appendix A - WMATA Metrorail Public Hearing Notice
Attachment 1 – Public hearing notices in *Washington Post*
Attachment 2 – Advertisement in *El Tiempo Latino* and *Washington Hispanic*
Attachment 3 – Public hearing notices to public agencies
- Appendix B - Comments
Attachment 1 – Public hearing transcript
Attachment 2 – Written correspondence comments
Attachment 3 – Website comments
- Appendix C - Public Hearing Presentation

I. INTRODUCTION

Arlington County, in coordination with the Washington Metropolitan Area Transit Authority (WMATA or Metro), proposes a second entrance to the Crystal City Metrorail Station. The station is one of the more highly used stations in Arlington County and the proposed second entrance would provide additional capacity to accommodate more riders as the region continues to develop.

The proposed second entrance would be located at the east end of the station – near the intersection of 18th Street South and Crystal Drive – and would provide easier access from Crystal Drive, the Virginia Railway Express (VRE) station and the Metroway transit station. Design plans include additional elevators, which would improve compliance with the Americans with Disabilities Act (ADA) and provide more conveniently located elevator access. The proposed second entrance would also serve as an additional emergency exit.

This report provides a summary of outreach activities, a summary of comments received and staff responses, and the draft staff recommendations for the project.

Details of the proposal are shown in the General Plans. The General Plans and the Notice of Public Hearing were available online at:

<http://www.wmata.com/plansandprojects>

Also, these documents were available for inspection during normal business hours at the following locations, commencing **June 12, 2021**.

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington DC, 20001
202-962-2511

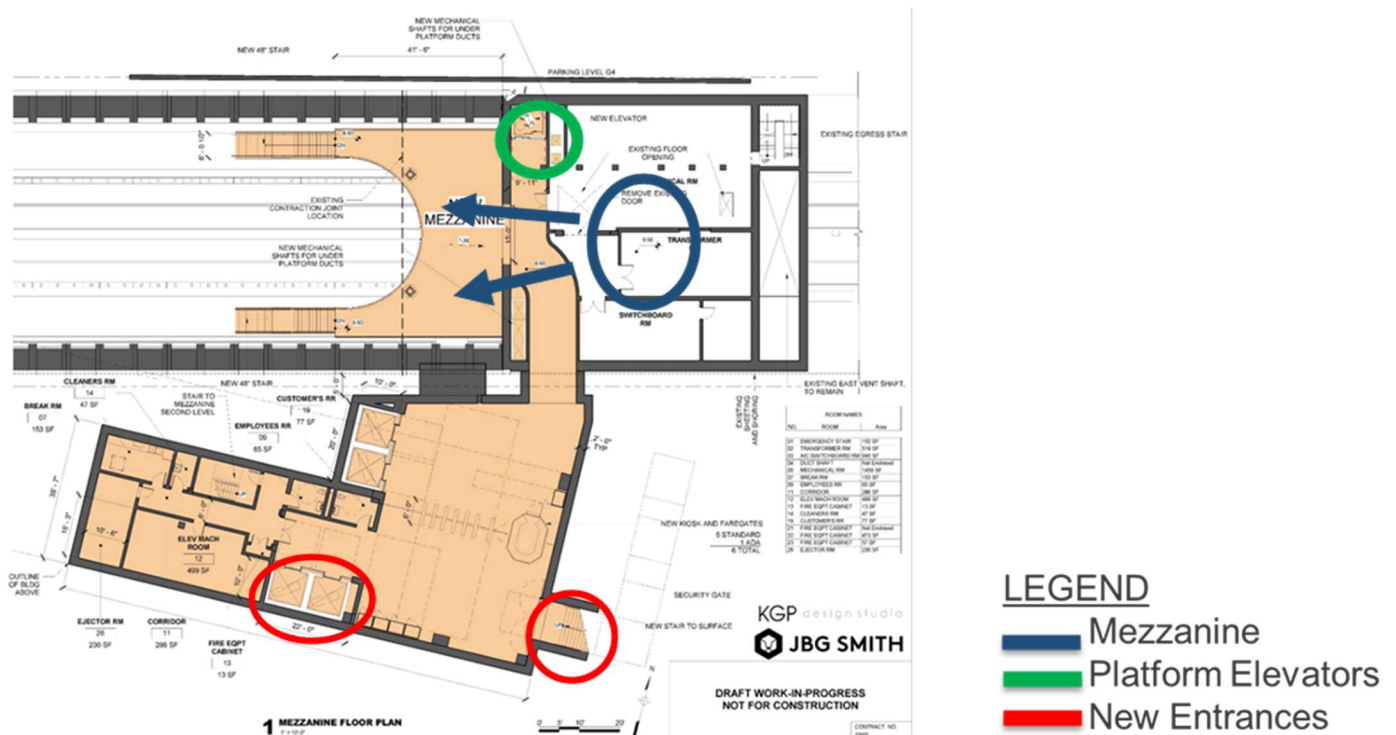
II. COMMUNICATION AND OUTREACH TO THE PUBLIC

This section provides an overview of public outreach activities and a summary of the results .

Introduction

As discussed above, WMATA proposes construction of a new East Entrance to the Crystal City Metrorail Station to improve access to the station from the east, facilitate multimodal connections with Metroway and Virginia Railway Express (VRE) service, and provide additional internal station capacity to accommodate long-term passenger demand.

Arlington County, in coordination with WMATA, would construct a second entrance to the Crystal City Metrorail Station that would include stairs, elevators and a new mezzanine level with fare gates and fare vending machines (the Project). The station currently has a single entrance between South Clark and South Bell Streets that includes a Street-to-Street mezzanine elevator.



The purpose of the project is to improve access to the station from the east and provides additional internal station capacity to accommodate long-term passenger demand. The Project is needed because the station currently lacks a direct Americans with Disabilities Act (ADA) accessible route for the many users who access the station from the east, particularly those with mobility challenges, and does not directly connect with the bicycle corridor and high capacity transit modes east of the station, including VRE and Metroway. The single entrance also restricts internal station capacity and emergency egress.

To address the issues, Arlington County, in coordination with WMATA, proposed to include an entrance stair and two ADA complaint elevators in a new entrance at the northwest corner of Crystal Drive and 18th Street South. This entrance would provide new access to a mezzanine

connecting to the far east side of the existing Crystal City Station. The Project would also include support spaces for the new station entrance.

As required by WMATA's Compact, the public was provided with the opportunity to comment on the proposal. 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.

Communication & Outreach to the Public

To encourage feedback on the proposal, as well as to fulfill Metro's Public Participation Plan, Metro tailored a communication and outreach plan that focused on local residents, community representatives, businesses and property owners near the proposed entrance area.

Below is an overview of all communications and outreach efforts conducted during the comment period from **June 12, 2021 to July 23, 2021**:

- Stakeholder communication & meetings;
- Targeted marketing & media; and
- Virtual public hearing on July 13, 2021.

The public had the opportunity to provide feedback on the record through the following sources:

- Online feedback in English and Spanish;
- Verbal and written public testimony at the public hearing; and
- Written comments received by the Board Secretary's Office.

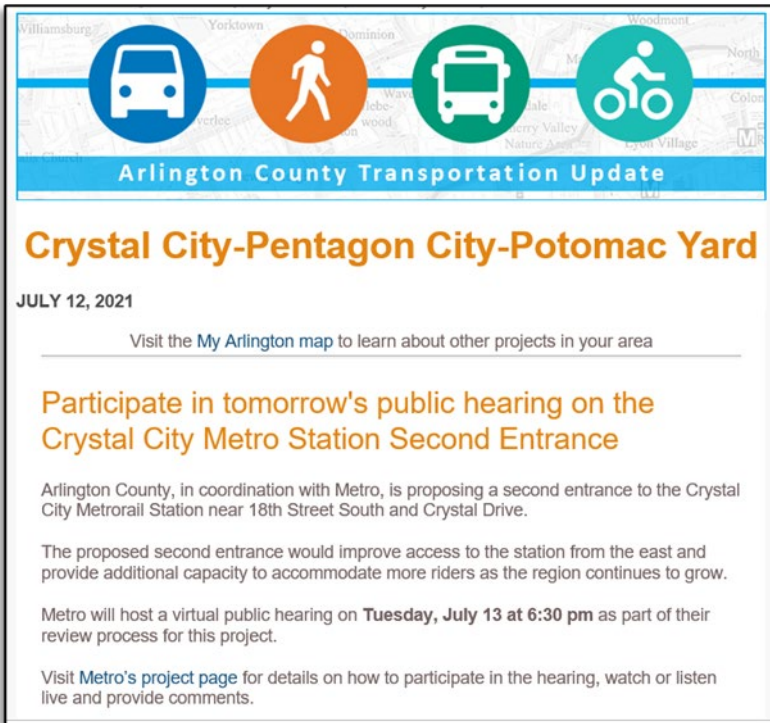
Stakeholder Communication

Because this is a project developed jointly, Metro partnered closely with Arlington County 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 29 to 37 individuals representing 27 nearby stakeholders. Recipients included representatives from Community Based Organizations (CBOs), Business Improvement Districts (BIDs), places of worship, apartment and residential communities, and hotels. Recipients were invited to attend the pop-up event as well as the public hearing to provide feedback. A link to provide feedback online was also included.
- Metro sent an update email on July 8 to approximately 250 stakeholders, including Northern Virginia elected officials, business community leaders, public information officers and jurisdictional partner agency staff.
- Arlington County included information about the project in two email updates. The project was highlighted in the June 29 and July 12 Crystal City/Pentagon City/Potomac Yard Transportation email newsletter that was sent to more than 4,500 subscribers.

- A [project update presentation](#) was given to the Arlington County Transportation Commission on July 1, and Arlington County Board members were informed of the public hearing via email.
- Metro employees were notified about the project and public hearing through an all-employee email on July 8.



The project was highlighted in Arlington County's Crystal City-Pentagon City-Potomac Yard newsletter on July 12.

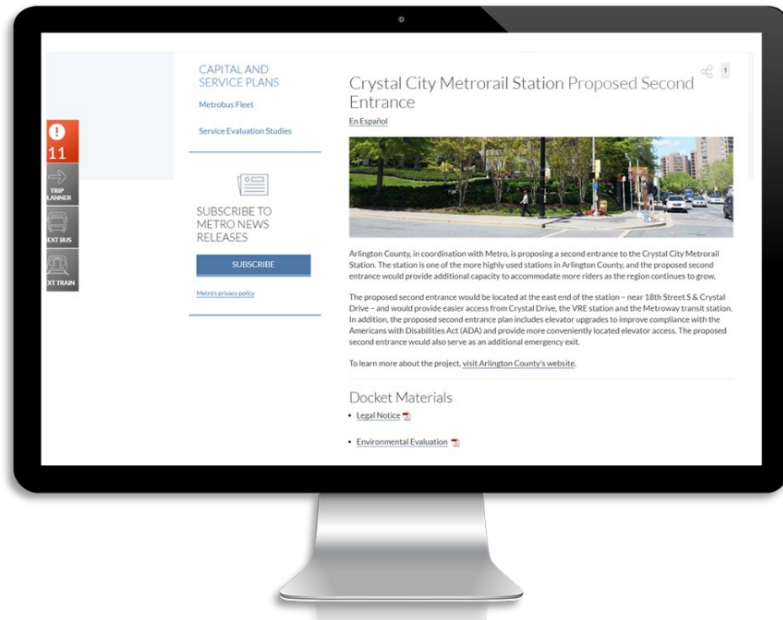
Targeted Marketing & Media

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.

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 second entrance. The Virtual Compact Public Hearing was also streamed live on this page.

During the public comment, the project webpage received 1,041 unique pageviews. The average time spent on the page was just over 3 minutes. 54.35% of the viewers accessed the page from their desktop computer, 37.15% accessed the page from a mobile device, and 4.25% accessed the page from a tablet.



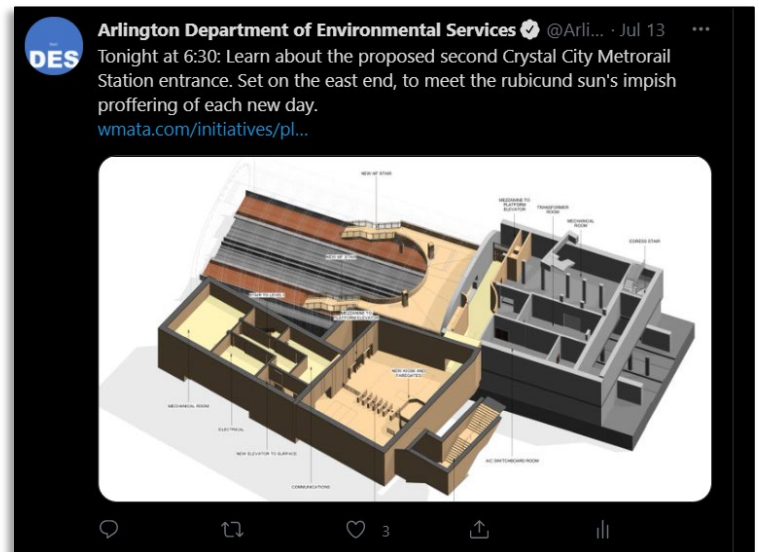
Social Media

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 187,000 impressions and more than 1,600 engagements across all platforms. In addition to organic social media posts, paid Facebook advertisements promoting the Virtual Compact Public Hearing were run in English and Spanish. Arlington County also shared content on social media, including posts on Nextdoor and Twitter.

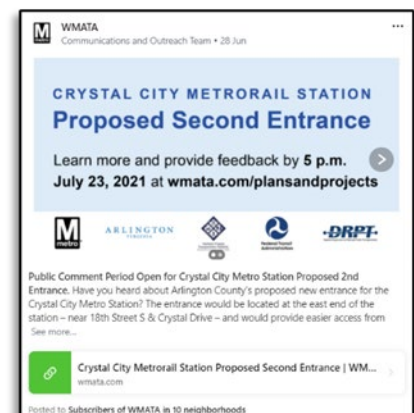
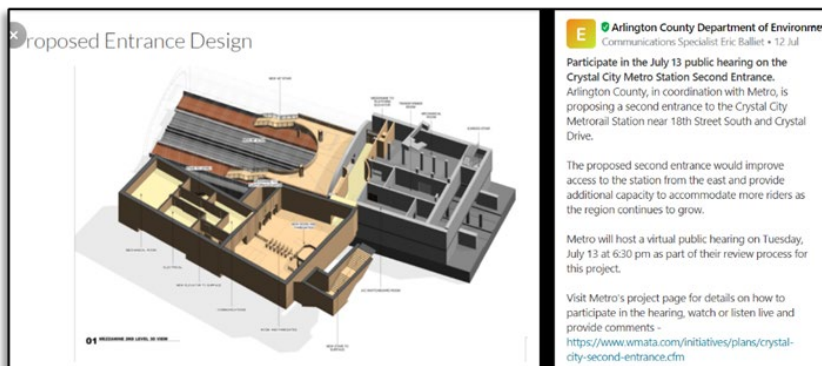
Note: Reach = the total number of people who saw the content (measure is estimated). Impressions = the number of times the content was displayed on a user's screen, no matter if it was seen, clicked, or engaged with or not. Engagements = Likes, comments, and shares.

Media	Date	Details
Nextdoor	6/28/21	<ul style="list-style-type: none">1,468 impressions4 engagements (4 likes)
Facebook (posts)	7/8/21	<ul style="list-style-type: none">2,884 people reached202 total engagements (69 likes, 3 comments, and 10 shares)23 link clicks
Facebook (events)	7/6-7/13/21	<ul style="list-style-type: none">2 posts (1 English, 1 Spanish), 74K people reachedEnglish 48.5K people reached (189 interested, 15 attended)Spanish 25.8K people reached (65 interested, 1 attended)Paid campaign, geotargeted around Crystal City Station
Twitter	7/8/21	<ul style="list-style-type: none">28,928 impressions480 engagements (including 15 retweets, 25 likes, 4 replies)119 link clicks
Instagram	7/8/21	<ul style="list-style-type: none">6,596 impressions671 engagements (620 likes, 11 comments, 20 shares, 20 link in bio clicks)

Social Media Examples



Twitter



Nextdoor



Facebook

Digital advertisements were placed so desktop and app users in zip codes near the proposed second entrance location would receive advertisements on their computers, smartphones and mobile devices directing them to the project webpage.

Media	Run Dates	Details
Digital Ads (Adobe)	7/6-7/13/21	<ul style="list-style-type: none">940,825 impressions1,622 clicks70% of clicks came from mobile devicesCampaign used targeted zip codes and real-time geotargeting

Paid advertisements were placed in publications covering multiple languages based on the station's demographics profile. Two public notices were placed in The Washington Post prior to the public hearing. Print ads were also placed in The AFRO, The Arlington Connection, Atref, El Tiempo Latino, Epoch Times and Washington Hispanic.

Publication	Language	Run Date(s)	Total Est. Impressions
The AFRO	English	7/10/21	12,500
The Arlington Connection	English	6/30/21	16,658
Atref	Amharic	7/9/21	8,000
El Tiempo Latino	Spanish	6/25/21	49,204
Epoch Times	Chinese	7/2/21	13,000
Washington Hispanic	Spanish	7/2/21	55,000
The Washington Post	English	6/12, 6/19/21	98,400

[illegible]

Washington-Hispanic

WASHINGTON HERALD

Viernes 2 de julio del 2021 metro | metro | 3A

■ **DETERMINA LA CORTE SUPREMA**

Los estudiantes 'trans' usarán el baño según su identidad de género

**SEACONFIRMA
WASHINGTON
HERALD**

La Corte Suprema de los Estados Unidos se pronunció este viernes sobre el uso de los baños por parte de estudiantes transgénero en las escuelas y se inclinó por permitir que las escuelas permitan a los estudiantes transgénero usar el baño que se corresponde con su identidad de género.

La corte se dividió 5-4 en su decisión.

La corte se pronunció sobre un caso que involucra a una estudiante transgénero de secundaria en Virginia. Los abogados de la estudiante argumentaron que la escuela estaba violando la Ley de Derechos Civiles al no permitirle usar el baño que se corresponde con su identidad de género.

La corte se dividió 5-4 en su decisión. Los jueces que forman la mayoría argumentaron que la Ley de Derechos Civiles no prohíbe a las escuelas discriminar a los estudiantes basándose en su identidad de género. Los jueces que forman la minoría argumentaron que la Ley de Derechos Civiles sí prohíbe a las escuelas discriminar a los estudiantes basándose en su identidad de género.

Fenómeno se registró el viernes, seguido de una réplica

Dos temblores sacuden Maryland

**WICHTOR CASARDO
NACIONAL
HERALD**

Un temblor de 2.1 grados de magnitud se registró el viernes en la zona de Washington, D.C., y otro de 2.0 grados se registró el sábado en la zona de Maryland.

El temblor se sintió en una zona de la parte sur de la zona de Washington, D.C., y se registró en la zona de Maryland. El temblor se sintió en la zona de Washington, D.C., y se registró en la zona de Maryland.

EL TEMBLOR SE REGISTRÓ EL VIERNES EN LA ZONA DE WASHINGTON, D.C., Y OTRO DE 2.0 GRADOS SE REGISTRÓ EL SÁBADO EN LA ZONA DE MARYLAND.

El temblor se sintió en una zona de la parte sur de la zona de Washington, D.C., y se registró en la zona de Maryland.

El temblor se sintió en una zona de la parte sur de la zona de Washington, D.C., y se registró en la zona de Maryland.

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ESTACIÓN DE METRORAIL DE CRYSTAL CITY

Segunda Etapa Propuesta

M
ARLINGTON

El condado de Arlington, en coordinación con Metro, propone una segunda etapa de la estación de Metrorail de Crystal City cerca de 18th St y Crystal Dr.

¡JÁGANOS SABER LO QUE PIENSA!

Participa en una audiencia pública virtual el martes 13 de julio de 2021 a las 6:00 p.m.

• Realiza la encuesta, proporciona comentarios por escrito o cargue documentos en wmata.com/plansandprojects.

• Para dar testimonio oral por teléfono, llama al 855-925-2801 e ingresa el código de reunión 8137.

• Para brindar testimonio oral por video, preinscríbete enviando un correo electrónico a speak@wmata.com antes de las 5:00 p.m. el lunes 12 de julio de 2021.

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wmata.com/plansandprojects
202-637-1328

Ver o escuchar en vivo

• Mira o escucha en Audio Visual en vivo en wmata.com/plansandprojects

YouTube, con MetroFon, o llámalo al 855-925-2801 e ingresa el código de reunión 8137.

Print and Digital Sign Postings

Information was posted in English and Spanish on signs in and around the Crystal City Metrorail Station to reach rail and bus customers. Signs also featured information about how to get more information about the project in Amharic and Chinese.

Signs were posted in the station mezzanine and near the station entrance.

Digital signs were run on the Kiosk Information Displays at the station manager kiosk.

20 signs were posted at the bus stops and bus shelters served by Metrobus and ART routes near the station.


Signage examples

CRYSTAL CITY METRORAIL STATION
Proposed Second Entrance


Arlington County, in coordination with Metro, is proposing a second entrance to the Crystal City Metrorail Station near 18th St S and Crystal Dr.

The proposed second entrance would improve access to the station from the east and provide additional capacity to accommodate more riders as the region continues to grow.


LET US KNOW WHAT YOU THINK!

 **Provide written comments by 5 p.m. Friday, July 23, 2021**


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

 **Participate in a Virtual Public Hearing on Tuesday, July 13, 2021 at 6:30 p.m.**

- To provide oral testimony via phone, call **855-925-2801** and enter meeting code **8137**.
- To provide oral testimony via video, preregister by emailing speak@wmata.com by 5 p.m. on Monday, July 12, 2021.

 **Watch or listen live**

- Watch or listen to the Virtual Public Hearing live at wmata.com/plansandprojects or YouTube.com/MetroForward or by calling **855-925-2801** and entering meeting code **8137**.

 **For more information, scan the code, visit wmata.com/plansandprojects or call 202-637-1328.**






Public participation is a critical component of the planning process. Arlington County, in coordination with Metro, is proposing a second entrance to the Crystal City Metrorail Station near 18th St S and Crystal Dr. The proposed second entrance would improve access to the station from the east and provide additional capacity to accommodate more riders as the region continues to grow. For more information, scan the code, visit wmata.com/plansandprojects or call 202-637-1328.

Para más información sobre este proyecto, visite wmata.com/plansandprojects o llame al 202-637-1328.

對於更多資訊，請掃描此QR碼或訪問 wmata.com/plansandprojects 或撥打 202-637-1328。

有關此項建議的更多資訊，請致電地鐵客戶服務熱線 202-637-1328。

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CRYSTAL CITY METRORAIL STATION
Proposed Second Entrance

Learn more and provide feedback by 5 p.m.
July 23, 2021 at wmata.com/plansandprojects

ESTACIÓN DE METRORAIL DE CRYSTAL CITY
Segunda Entrada Propuesta

Obtenga más información y proporcione sus
comentarios antes de las 5:00 p.m. el viernes
23 de julio de 2021 a wmata.com/plansandprojects

Printed (left) and digital (above) signs were posted in the station and at bus stops surrounding the station area.

Media Relations

Metro issued a press release on July 8 to generate earned media coverage about the project and promote the Compact Public Hearing.

Date	Title	Details
7/8/21	Metro and Arlington County seek public feedback on proposed second entrance to Crystal City Station	Metro invites the public to participate in the Compact Public Hearing and provide public comments through July 23.

Earned Media Coverage

Media	Details
The Washington Post	Metro is planning a new station entrance in Crystal City, where HQ2 will bring thousands of workers
Patch	WMATA Seeks Input On 2nd Entrance Crystal City Metrorail Station
ARLnow	Second Crystal City Metro Entrance Project Reaches New Milestone

Earned Media Examples



Washington Post (7/10/21)



ARLnow (7/2/21)

In-Person Outreach

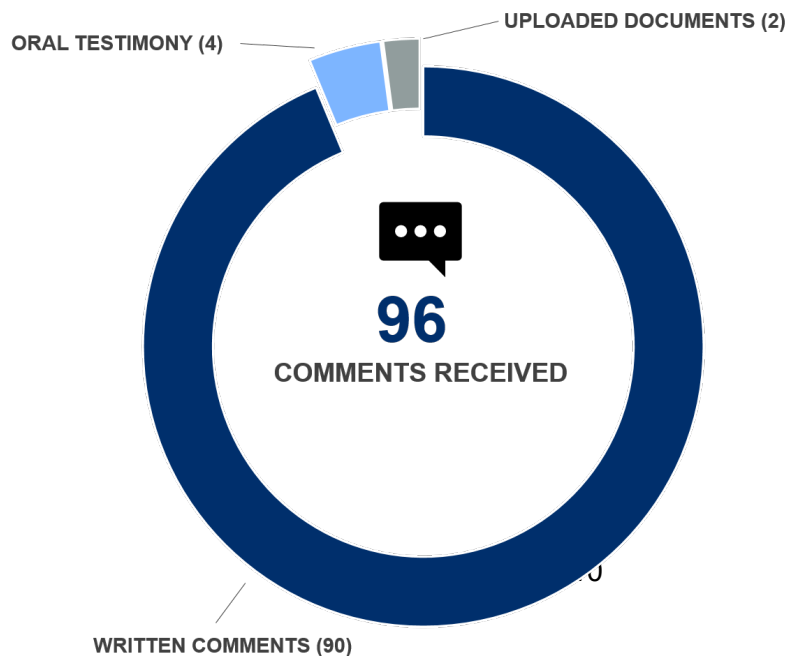
To reach Crystal City Metrorail Station customers and neighbors, a pop-up event was held at the plaza outside the station entrance on July 7 from 4-6 p.m. Members of the project team, including Metro and Arlington County project staff, were on-site to hand out flyers, answer questions about the project and encourage people to submit comments. Approximately 300 flyers were distributed by staff at pop-event (250 English, 25 Chinese and 25 Spanish).



Members of the project team speaking with the public at the pop-up event. 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.

Public Input Results

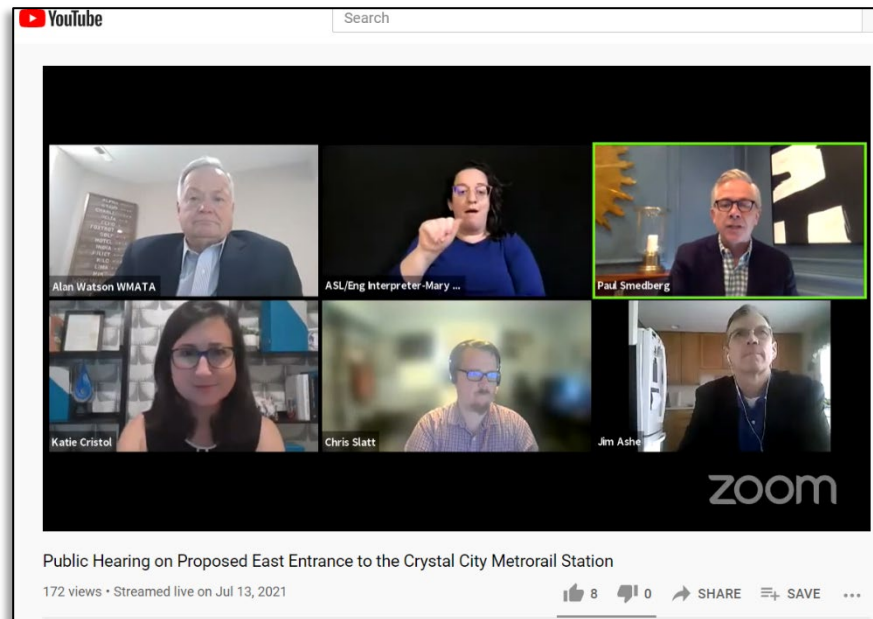
Metro collected public input during the public comment period through written comments (submitted online or letters mailed to the Board Secretary's Office) and oral testimony at the Virtual Compact Public Hearing. The public comment period was open from Saturday, June 12 through 5 p.m. Friday, July 23, 2021. **In total, Metro received 96 public comments on the proposed Crystal City Metrorail Station second entrance.**



Other Results and Demographics		Responses
Device used to complete online survey		
Desktop or laptop computer		61
Smartphone, table or other mobile device		31
Hispanic or Latino		
Yes		3
No		78
Race		
African American		3
Native American		0
Asian		13
Pacific Islander		0
White		63
Other		2
Gender		
Male		47
Female		33
Other		1

III. SUMMARY OF PUBLIC HEARING

A Virtual Compact Public Hearing was held on Tuesday, July 13 at 6:30 P.M. The hearing was chaired by WMATA Board of Directors Chair Paul Smedberg and was streamed live on Metro's project webpage as well as on [Metro's YouTube channel](#). The hearing was viewed by 195 people and four people provided oral testimony at the hearing. A summary of the oral testimony received at the public hearing can be found in Section IV of this report.



Following an opening statement by Mr. Smedberg, WMATA staff described the proposed facility. The staff presentation is summarized in Section IV of this report. The background and supporting documentation included the following:

- Copies of the Public Hearing notice,
- The Environmental Report, and
- General Plans.

The following individual testified at the hearing:

- Katie Kristol, Vice Chair, Arlington County Board
- Darren Buck
- Donna Inman
- Chris Slatt

The hearing was closed at 6:55 P.M.

IV. SUMMARY OF THE STAFF PRESENTATION

Mr. Smedberg opened the hearing and explained that the hearing had been advertised in the Washington Post, Washington Hispanic, El Tiempo Latino, Atref, the Afro, Epoch Times and the Arlington Connection. He explained the purpose of the public hearing was to receive comments, suggestions, and alternatives on the proposed modifications to the Crystal City station by adding a new entrance. Mr. Smedberg then explained the hearing procedures and explained that changes to the options presented may be proposed in response to testimony received and subsequent staff analysis.

Mr. Alan Watson, WMATA's Director of Capital Improvement Programs, delivered the staff presentation. Mr. Watson explained that the project was additional access to the station, provided an overview of the partnership with Arlington County, provided an overview of the identified environmental impacts, and the environmental approvals that have been received.

The transcript and presentation are included in Appendices B and C respectively.

PROPERTY REQUIREMENTS

Arlington County will acquire all easements necessary for the construction, operation, and maintenance of the new entrance. WMATA and Arlington County are preparing agreements for the use of these easements in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

V. SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open until July 23, 2021. Two written comments were received from the Arlington Chamber of Commerce and Metropolitan Washington Airports Authority.

VI. COMPACT ARTICLE, SECTION 15-OTHER AGENCY REVIEW AND COMMENTS

Copies of the Public Hearing notice were sent to federal, state, regional and local agencies. No comment was received.

VII. RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

Comments were separated into seven (7) categories according to the nature of the comment. All comments are presented below in italicized text, with the commentors name and or a comment number. Those names and numbers can be cross-referenced to the unedited comments shown in Appendix B. Comments are grouped around an issue; a summary and a response is offered at the end of each issue.

A. General Support for Project

Online Comments

1. *Sounds like a good idea; defer to the experts on feasibility and safety issues.*
2. *I am very excited for the new metro entrance. My main way of getting to the metro is via bike - and I feel unsafe riding in the unprotected bike lanes in crystal city with my children. Please add consideration for a protected bike lane next to this new metro entrance.*
3. *The 2nd entrance at the Crystal City Metro Station will improve safety during an evacuation.*
5. *Long overdue...although it would be less convenient for me than the existing entrance, the direct link to VRE is likely to help a lot of people. Thank you.*
8. *This proposal is a great addition to crystal drive for commuters and tourist.*
10. *Absolutely support this idea. It will shave about 560 steps off my commute.*

11. *I am for explaining this station and think it would be good addition*
12. *I commute along Crystal Dr. The new entrance would be helpful for my travels.*
13. *Seems cool. I use the other entrance because I live closer, but a new one could be useful.*
14. *I applaud WMATA for proposing a second entrance with convenient and ADA compliant elevators for such a highly used station. This entrance enhances the multimodal connection to bus and rail transit on and near Crystal City Drive and provides a closer connection to the bustling shops, restaurants, offices, residences, and parks on the street. I also appreciate the minimalist approach to the staircase on Crystal City Drive. More ornate exits and an escalator would add avoidable short-term construction costs and long-term maintenance obligations for such a close-to-the-surface station. WMATA should look for similar cost-saving station designs when constructing infill stations and adding second exits to high demand stations. The short-term savings can translate into more projects at more stations and long-term savings from avoiding costly maintenance.*
15. *I support a second entrance to alleviate crowding and improve accessibility. This is especially important given that the current entrance/exit is not especially close to the VRE exit and moving from one to the other is not especially easy.*
17. *This is a fantastic idea and much needed to accommodate our region's growth. I'm excited about the prospect of Amazons HQ2 in Crystal City, but WMATA and VDOT must work together to ensure that commuters from around the region can reach Crystal City by public transport (bus/BRT, Metro, commuter rail) and active transport (walking, biking, e-scooters). This is the path forward to a sustainably vibrant economy that cannot be achieved with car-centric infrastructure. Adding an extra entrance to the Crystal City Metro is just one start, and I'd love to see Crystal City become better linked with Arlington through BRT or Metrorail expansions.*
18. *I wholeheartedly support installing a second entrance at the Crystal City metro. Even an imperfect one would represent a substantial improvement from the status quo...*
22. *An additional entrance is needed with the population increase Amazon will bring with the employee and residential influx.*
26. *I support the second metro station entrance! It will improve the access and ability for metro to be one of the best urban transportation systems in the united states.*
29. *This entrance would have made my commute so much quicker getting to the offices on crystal drive. This is a no brainer in my opinion. Cannot wait for it to be completed.*
30. *Fully support this initiative. Is there a way to accelerate the completion of the project?*
31. *I support the proposed improvements.*
32. *it will be good to have a second entrance as the area is growing and not navigate the maze of the underground mall and get lost!*
35. *This entrance would alleviate foot traffic at the current entrance and make access from 18th street and crystal drive much easier/convenient.*
36. *Very Nice*

38. *I fully support this idea, as the current entrance to the station from Crystal Drive is through a private building that closes at night, meaning that late night trips require passengers to walk to the other side of the block.*
39. *Hello, I am a resident of crystal city. I support the additional entrance. As someone with physical disabilities, the improved elevator would be fantastic and more compliant with the ADA. I recently moved and haven't found the current stations elevator yet. I know the escalator was not working at one point this week and it was extremely difficult for me to leave the station. Having a second entrance would make it easier for people with disabilities to leave/enter in instances of escalator/elevator malfunction and maintenance.*
40. *...absolutely would welcome a 2nd entrance on the corner of 18th and crystal drive. even though it's only a blocks walk, that extra hump up the hill to the current entrance is something else. the proposed 2nd entrance would alleviate that and get one to the metro that much quicker. add me to the yays!~*
41. *Do this ASAP!!! Much needed.*
43. *I would love the addition of this second entrance. It will make my commute to work more accessible and convenient, as I live on Crystal Drive. Many residents live on Crystal Drive, so this metro exit would benefit many of WMATA's clients.*
44. *I am a current resident of Water Park Towers and an active user of the metro. I support this project to add a second entrance. As stated, the region is growing, and public transportation is key to supporting the economy and efficiently managing traffic in the area. I appreciate the opportunity to voice my support and thank the team who supports public transportation in the region.*
45. *I think this is a fantastic idea. It is difficult for people using wheelchairs to access the metro and anything that makes it easier; should be approved. Also, expanding the metro system is something that needs to be done*
47. *This is a great idea and I fully support it, as a resident of Crystal City. It would provide faster Crystal Drive access and patrons from all over would appreciate it. VRE passengers would be able to get to and from the platform faster with a closer entrance. Please build this new entrance!*
50. *I welcome the proposal as a positive improvement. With debilitating osteoarthritis, my access and navigation of the MetroRail and MetroBus system via a 3-wheeled AMIGO scooter, may become simpler and more timey/quicker, depending upon additional clarifying details of the design becoming available. Thanks for your interest in my views.*
51. *I support this 100%*
52. *this is a great location for the metro entrance!*
54. *Yes, 2nd entrance would be beneficial.*
58. *Hi, the plan looks good but please try to preserve the trees and green space as much as possible at 18th and Crystal Drive. Thank you.*

- 60. *Please build a second entrance. The proposed second station looks beautiful; I hope it gets built quickly.*
- 63. *This is an excellent plan*
- 67. *I support adding a second entrance as described.*
- 71. *I think the design is great as proposed but would encourage the county to complete the sector plan Metro Market Square park along with this project. A much better use of space by a metro station than a surface parking lot!*
- 85. *I like this idea! I walk to 27th and Crystal Drive for work so often either walk through the Crystal City Shops or get off at the VRE station.*

Ms. Kristol: Well, good evening Mr. Smedberg, and thank you so much to you, the members of the WMATA Board and the WMATA staff for this opportunity to share, on behalf of my colleagues on the Arlington County Board our enthusiastic support for this project to construct a second station entrance to the Crystal City Metro Station at the corner of Crystal Drive and 18th Street. This project is the result of a partnership between WMATA and the County that spans more than a decade, at this point. It is consistent with our adopted County plans and it's going to help support the ongoing redevelopment and growth of a rapidly growing urban neighborhood.

Mr. Watson's presentation well detailed many of the benefits that the second station entrance project will deliver to all of the riding public, including the elevator, stairs, new mezzanine levels, faregates, fare vending machines, and importantly, it will help address future crowding conditions at the station, already one of the busiest in the WMATA system, while providing direct access and connections to other transportation options to businesses and residences on the Crystal Drive corridor. Importantly, Crystal City is a multimodal hub. It's a stop for not only Metrorail, but the Virginia Railway Express, many commuter bus routes, premium Metro bus service, local bus service, and of course, pedestrian and bicycle facilities. The second entrance is going to improve connectivity to all of those. Together, we know that WMATA and Arlington are well positioned to jointly advance this project, and we are committed to ensuring that it is a success not only for Arlington county, but improving transit access for the entirety of the Washington region. Thank you again for the opportunity to share our support.

Ms. Inman: Okay. Very good. So, I'm Donna Inman. Like Mr. Buck, I am not here representing any organization or company, I'm an independent citizen. I'm actually self-employed. I'm a resident of Crystal City and was very excited when I learned that there was a possibility that there would be a new east entrance to the Metro.

So, just to share a little bit of personal information, I'm visually impaired, moved here to the Washington DC area many years ago for very specific reasons. So, while the neighborhood and its surrounding area meet my needs to a large degree, there are still a lot of deficits, a lot of sidewalk issues in this neighborhood. A lot of other kinds of concerns that affect me probably more specifically than they would a normal, sighted person. However, I do have

some. I am really excited to hear that that this is a potential, you know, coming because obviously it's going to provide an extra entrance and an extra exit from the Metro station.

It's closer to where I live. Again, that's a sort of a personal thing. But I also feel that with Amazon coming to the neighborhood, there's going to be a large number of foot traffic, and we just need extra way to get in and out of the Metro station. Hopefully we are all going to get back to normal eventually from the pandemic that we've just all recently experienced, but I'm very hopeful that another entrance would contribute to that in a positive way...

... And I feel like the planning of this project is in keeping with everything else that's also going on in the neighborhood and why fall behind. We shouldn't, you know, I'm, I'm glad to hear that maybe they, WMATA, and the other Arlington County entities do not want to fall behind on this issue. I would hate for Amazon to be here in full force, and yet we don't have this entrance when we need it the most. So, with that being said, I mean, there's a lot of other obvious things that I think it would do, which think was already okay, thank you so much.

But I do think overall there's some tweaking probably that needs to be done from the engineering minds, which of course is not me, I'm more of the consumer. But I do think that is an exciting project. And I think it's long overdue for this neighborhood and we, it would be commensurate with what we're going to have coming here to have an extra entrance.

Mr. Slatt: Thank you. Good evening. My name is Chris Slatt. And while I've been Chairman of Arlington's Transportation Commission for many years, I am speaking today in my personal capacity.

First, I just want to express really strong support for this project. This second entrance is a critical piece of the puzzle to create a multimodal hub in Crystal City. Between this second entrance, the nearby Metroway BRT system, the soon-to-be-built, new Crystal City VRE station, with the possibility of future Amtrak service at that station, the direct connection to the Mount Vernon Trail directly across the street and the potential for a direct bike and pedestrian connection between this same area and National Airport, the potential for this area of Crystal City is difficult to quantify in how high it is...

Arlington Chamber of Commerce: The Arlington Chamber of Commerce supports the proposed second entrance to the Crystal City Metrorail Station. The Crystal City station is one of the most highly used in Arlington, and we anticipate that trips to and from Crystal City will increase as National Landing's development continues. The Chamber has long advocated for the addition of an eastern entrance to this station to support economic development in Crystal City and to encourage people to see Metrorail is the most convenient way of coming to work and live in this area.

This new entrance will provide more direct access than the existing entrance to offices, shops, and residences along Crystal Drive. The east entrance also will offer a more direct connection to the Virginia Railway Express (VRE) and Metroway bus rapid transit network, both of which are adjacent to the proposed entrance at the corner of Crystal Drive and 18th Street South. The project will also deliver an additional, more convenient elevator access to the station and other safety improvements.

We encourage WMATA to proceed with the Crystal City second entrance project and we thank you for your consideration of these comments.

Summary

Forty-three (43) comments expressed support for the project.

Response

Comments noted.

B. General Opposition to Project

Online Comments

3. *I think it would be wasteful to build a second entrance to the Crystal City metro station at 18th & Crystal Dr.*

There is access to the Crystal City Underground at 1750 Crystal Dr and access to the metro from there. That entrance is half a block away from the intended entrance i.e. very close. The actual distance walked when going in at 1750 would be a bit longer than entering the metro station at 18th and Crystal but not very much longer.

The one drawback with using the 1750 entrance is that getting the metro station from there is not ADA compliant because of two short flights of stairs. However, that could be remedied by installing a chair lift at one side of the stairs and a button that opens the glass doors -- or maybe an elevator if the restaurant or news store lost some space. The modifications to make that part ADA compliant would not be free, but it has to be less than a whole new entrance at 18th and Crystal.

6. *Pre-COVID a second entrance at Crystal City and the related cost of building and maintaining it, might have made perfect sense. I can see the utility and increased convenience for commuters. In light of the pandemic and decreased use, I question whether now the time is to approve such a proposal. At this time, we don't yet know whether commuters are going to want to get back on crowded trains and buses. They may elect to continue with full time telework or at least part time telework. They may opt to use small carpools, vanpools, and the like, instead of crowded and often unreliable mass transit, which can increase your commute times. At this time instead of spending resources which might otherwise be directed to residents and small businesses heavily impacted by the pandemic, we should wait at least a year, maybe even 2, before approving a second entrance. In a year or 2, we will better know what the consistent ridership on Metro is going to be. If it merits a second station, then fine.*
19. *This is a horrible idea and the epitome of mismanagement. You need to get your priorities straight. There already is a perfectly located entrance at this station that is seldom used and won't get much more use in the future. People do not live or work in Crystal City like how they used to and wont in the future. If you expect Amazon to revolutionize things, you're dead wrong. Its more than likely that many of the planned Amazon jobs in the area won't actually come there the way they originally planned. Many of the apartment buildings in the neighborhood are quite empty and won't be seeing much return soon. People are leaving the area and working from beyond the DC area. This project is a waste of money. Metro should*

focus on fixing the existing stations over new entrances. How about cleaning them (they're super disgusting), getting the escalators to reliably work, having elevators that aren't super slow, get trains to come through more frequently, have longer hours, lower prices, return the money you currently take from the federal government and return it, and have employees that aren't super rude and lazy. You're horribly managed also. The local elected leaders throw the money into the furnace expecting it to change things. No. It's just making things more corrupt.

37. *I am opposed to the idea of a second entrance located at the intersection of crystal drive and 18th. I believe adding an entrance just a short block from the currently existing one is redundant and will be an eye sore, especially from my apartment across the street at 1801 crystal drive. I'd be more supportive of an entrance located on 15th street or in a position that increases access to nearby attractions like long bridge park; the current proposition does not bring enough benefit to the costs of adding a metro (costs like added noise from construction and future metro riders, the eye sore of both the construction and metro riders, the loss of trees in the proposed location, additional light pollution vs the benefit of having an entrance mere feet closer than a currently existing one).*
42. *As a neighborhood resident, I am opposed to a second entrance to the Crystal City station. WMATA is currently in a budget crisis and should only be spending funds on capital improvements that are necessary and beneficial; a second entrance is neither necessary nor beneficial. The existing entrance is conveniently located. The proposed second entrance would be so close to the existing entrance that it would do little to increase convenience. However, it would increase congestion, crowding, noise, and nuisance crime in the Crystal Drive corridor and disrupt traffic on Crystal Drive. It would be especially disruptive for those who live in the numerous apartments and condo buildings near the proposed second entrance, who are already experiencing significant disruption from Amazon-related and new residential construction.*
49. *Make trains run on schedule. Don't waste money and time on entrance that is not needed.*
55. *I am appalled to think the county would be spending money on a 2nd entrance. Metro ridership has fallen, funding for metro is in peril, and there are dozens of other investments that would improve public transit tenfold for the same dollars. Please reconsider this as a priority.*
68. *Waste of money. Don't do it.*
82. *We've had challenges maintaining existing subway stations and funding WMATA. We are already living above our financial means and should not increase expenses by adding another entrance. Most taxpayers don't have unlimited incomes to support nice-to-have-but-not-required/needed projects. Thank you for considering my comment.*

Summary

Nine (9) comments expressed opposition for the project regarding the cost of the project, the disruption to the local community and the belief that Metro funding should be spend on other projects with greater need.

Response

The comments will be considered but the Board as it makes a decision. Staff believes the project will provide long term benefits to the community.

C. Design and Construction of the Project

Online Comments

16. *I encourage WMATA to make improvements to existing stations, but I would note a minor oversight. This entrance seems to lack a customer/staff restroom. Having a staff restroom will allow the manager to perform vital bodily functions without having to leave the customer area and a customer restroom will be enabling to tourists, commuters, and people with medical conditions. As the ADA strongly urges adaption for people with physical challenges, an accessible bathroom would be of great utility to these customers in particular.*
28. *In theory the idea of a new entrance is nice, but if this is going to cause additional construction that trickles onto the street, that is unacceptable for what is ultimately an unnecessary project. There is an excessive amount of construction in the area over the last year and in particular the last few months, making it difficult to travel around the area and at times dangerous.*
46. *I live in this neighborhood adjacent to this proposed new entrance. I think it would be beneficial to have it. My only concern is the construction noise and debris. If possible, it would also be beneficial to have a community message board for the progress of the construction. This will enable those of us that live nearby who also work from home to plan ahead for noise and disruption. We currently have construction in the nearby area, and they are not very neighborly. The noise is unbearable on some days and there is no way to tell when it will occur. I understand that the work needs to be done, but it would be nice to know what is happening. I could plan for an alternate work site for those extra noisy days so that I can attend and participate in conferences and meetings without disruption.*
48. *It's a great idea! I think it would be great to also connect to the railroad (I think it's Amtrak) station. Also, will it connect to the Amazon headquarters? Because if the commute traffic will increase because of Amazon, I think they should have a dedicated entrance and exit to help manage flow of traffic and crowds from forming. I'm worried if the entrance only leads above level and not directly into Amazon, then Amazon commuters may crowd above ground and disrupt car traffic on crystal drive. Also same as parking garages underground, it would be helpful to have underground passages to parking garages. Not a priority but you might have some people parking in crystal city then taking the metro into the city. Especially as the area becomes more popular, I think traffic into crystal city might increase from the region*
57. *The proposed entrance on the northwest corner of 18th and Crystal Drive appears to consume a significant portion of usable space. WMATA should consider an entrance from the building side or utilization of the southwest corner of 18th and Crystal Drive as part of the redevelopment place of that land parcel.*
77. *I'm one of two ARCA representatives to the CCCRC. My concern is the potential for congestion of many kinds at this busy location. An overarching goal of both the CCSP and National Landing stakeholders is safe and efficient multimodal access to transit. VisionZero is now a County goal. While a second entrance to the CC Metro station allows for distributing Metro users between two entrances—an overall positive—it is located at a very busy intersection of an already overloaded street. The addition of retail to the Water Park (along with VRE riders), as well as above/around the new Metro entrance, will add considerable people traffic. Minimizing vehicle traffic, especially PUDO, will be crucial. Physical space in this area is finite.*

78. *Asegúrese de que la estación esté bien iluminada desde afuera y desde adentro para que las personas la usen antes del amanecer / después del atardecer, para que la gente la encuentre fácilmente desde las calles). Además, escriba claramente dónde deben dejar a los pasajeros en automóviles privados / Ubers, etc. para que no se amontonen en la acera y causen colisiones.*

Translation: Make sure the station is well lit from outside and inside for people to use before sunrise / after sunset so people can easily find it from the streets). Also, clearly mark where passengers should be dropped off in private cars / Ubers, etc. so they don't pile up on the sidewalk and cause collisions.

88. *Additional comments, after further review of the proposal: Elevators opening onto the 18th Street sidewalk potentially mean a line/group of people blocking the sidewalk. Transit riders coming from/going to VRE or Amtrak or the Mt. Vernon Trail and expecting to use the Metro stairs potentially conflict with pedestrians using the west side of Crystal Drive, as well as cyclists traveling south. A wider sidewalk on the west side of Crystal Drive, as well as 18th, would help enormously. Car service pickup/drop-off is not indicated: even with curbside use apps this has red flags. This looks overall like an underfunded project design; something intended to market convenience and connection but potentially causing accidents as well as inconvenience.*

89. *If Arlington County and WMATA intend to install signage at the new entrances to guide its customers to other available modes of transportation in the vicinity, we would appreciate signage indicating where Ronald Reagan National Airport is located. The Metropolitan Washington Airports Authority (Airports Authority) is currently engaged in internal signage and wayfinding activities to improve our passengers' experience and we remain vigilant to external opportunities as well. Thank you for providing an opportunity to the Airports Authority to comment on the proposed second entrance to Crystal City Station and for taking this comment into consideration. Sincerely, Mark Rutyna Airport Planner(703) 572-0262*

Summary

Nine (9) comments expressed changes or options to consider for design elements, including ADA accessibility, signage, escalators, and elevator access. Several of these comments also expressed concern regarding impacts to the neighborhood during construction including noise pollution and impacts to sidewalks and crossings.

Response

The comments and suggestions will be shared with Arlington County and the designers to further refine the project design. The project team will also coordinate with the Metropolitan Washington Airports Authority.

D. Bicycle/Pedestrian Safety Comment on the Project

Online Comments

2. *I am very excited for the new metro entrance. My main way of getting to the metro is via bike - and I feel unsafe riding in the unprotected bike lanes in crystal city with my children. Please add consideration for a protected bike lane next to this new metro entrance.*

23. *Please protect the bike lanes to that it is safe to reach this station by bike. The way it is designed right now the bike lanes will simply be used as a drop-off area that cars and shuttles use. You'd be better off having no bike lanes than having this dangerous situation. Protect the bike lanes, please!*
24. *Having attended Arlington County's earlier public meeting on this entrance, and countless other meetings for other projects along Crystal Drive, I am disappointed but hardly surprised that the sponsors and stakeholders for this project have not included durable protection for the southbound Crystal Drive bicycle lane in this 30% design. This entrance will create considerable curbside demand for pickup and drop-off by drivers, this is easily observed at the unprotected bike lane on 18th Street S adjacent to the existing entrance. The bike lane (that the County and JBGSmith have repeatedly passed on opportunities to protect) will similarly be rendered unusable and unsafe by this illegal pickup/drop-off in the bike lane. That this \$95,000,000 capital project would create such an easily foreseeable and correctable safety risk borders on negligence. Having been explicitly forewarned, I hope that you will correct this design defect.*
33. ... 2. How are you going to ensure safety for bike riders on the east side of Crystal Drive when there will be cars dropping off and picking up Metro riders? This is potentially very dangerous.
Carol Fuller, President Crystal City Civic Association
59. *I am very concerned about there being a second entrance to the metro at this specific location. This location is already very congested and dangerous for pedestrians, bikers, and cars. There are already numerous obstacles for pedestrians in this locations: scooters, bikes, cars, limos, dogs, etc. All great if you have the proper space. I live on this street and often witness close calls for pedestrians and bikers. These close calls do not get reported and are not captured in your safety data for making decisions. Even though cars will not be allowed to drop people off at this location, they will still do it. Cars will still drive though occupied pedestrian cross walks as they do now. The community will have no voice in the matter when all is done and there will be little accountability for the county. If this entrance is for the Amazon workers, they can easily walk one block to the current entrance - we were voted the fittest city after all. Please reconsider the location for the safety of walkers and bikers in this great community.*
61. *As someone that bikes in Crystal City (when getting off the WO&D trail to take a break in CC, and sometimes goes back home via metro), I want to be sure that the new entrance is bike-friendly (which means makes it so that bike lanes are not just turned into drop-off lanes by people who do not care about bikes.)*
62. *This new Metro Entrance must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. The nearby unprotected bike lanes in front of the Chick-Filet on Crystal Drive provide a great example of what happens when the bike lanes are available to motorists. Arlington would be remiss if that problem were repeated here. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance – this*

project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.

- 64. The 2nd entrance should not be designed in a way that allows cars to pickup/drop-off in an unprotected bike lane. We need to plan for the future, and this isn't it. Protect the bike lane!*
- 65. I am requesting that any adjacent bike lanes to the new metro entrance are protected to ensure safe passage for the people on bikes. Based on past experiences in the County around metro entrances with bike lanes, there is a lot of vehicle and pedestrian activity. It is common for the bike lanes to be blocked by drivers or for drivers to exhibit unsafe behavior around bicyclists due to the activity; thus, these areas are unsafe for people biking. Given that the new metro entrance will be close the Mount Vernon Trail and given the efforts to make this area (and Arlington) less driver-focused, the bike facilities on 18th St immediately adjacent to this entrance should be protected.*
- 66. If this entrance is going to be constructed, the adjacent bike lanes need to be protected, or it will create dangerous situations for people riding bicycles. This is a no-brainer. People riding bicycles are doing the right thing for Arlington's traffic, air pollution, noise pollution, and for the planet and we can't ignore them. This will simply create opportunities for drivers to block the bike lanes and produce dangerous situations. Please protect the bike lanes.*
- 69. This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance – this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.*
- 70. I am very happy to hear about construction of a second entrance to the Crystal City Metro station. Now is the time for you to include in the construction adequate protection of the new station's nearby bicycle lane. Otherwise — and plenty of actual and anecdotal data backs this up — drivers will simply (continue to) use this lane for pick-ups and drop-offs, rendering the lane a useless waste of time and money. Please protect the lane NOW, rather than waiting until later.*
- 72. I use the Crystal City Metro station and I bike by it. Please make sure that the bike lanes that are there are protected from buses, pick-up and drop-off of passengers and other general traffic. Frequently such motor vehicles do not look for cyclists. I have had to avoid many interactions with cars doing just that. Also having to avoid the vehicles that are parking in protected bike lanes, which exposes me to possible damage. I might not always be able to avoid such vehicles. As a pedestrian I have also narrowly avoided similar conflict and I am looking for the vehicles (and not on a cell phone or otherwise distracted). Please keep this safe for ALL users, even if it means some inconvenience for the drivers - they are better protected and can make up lost time much easier than cyclists and pedestrians. Also, please do not make the safe option something that adds 5, 10, 15 min and more road crossings to*

pedestrians and cyclists. Let the cars take a longer path (and yes, I do drive places too, and I am willing to take a longer path if it makes cycling and walking safer and shorter).

- 73. This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance – this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.*
- 74. This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance – this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.*
- 75. I am a bicycle planning professional working in the region and am firmly convinced that Arlington and WMATA need to plan and build protected bike lanes alongside the new National Landing Metro station on Crystal Drive. Painted bike lanes will be routinely used for pickup and drop off activity. For the overall effort to support a larger and growing percentage of people who will choose to bicycle, it is imperative that these facilities are planned now.*
- 76. This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance – this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.*
- 79. I support the second entrance. To keep the bike lane on Crystal useable at a location where drivers may be doing drop-offs, Arlington should make the SB bike lane on Crystal protected.*
- 80. Providing an interconnected and useable bicycle network accessible to all in Crystal City/National Landing is critical to the areas transportation system. The current standard bike lane on Crystal Drive is often blocked by vehicles engaged in pick up/drop off activities, causing users to have to very out into the travel lane, which discourages use of the bicycle lane. Adding the second Metro entrance is a great enhancement to the transportation system,*

but it has the potential to increase pick up/drop off activity on Crystal Drive, exacerbating the situation the stand bike lane being blocked. This issue is easily addressed by the installation of a Protected Bicycle Lane, not only in the area in the vicinity of the proposed new Metro entrance, but for the entire length of Crystal Drive. A commitment from the County and Metro to install this Protected Bicycle Lane needs to be included with this project.

81. *The existing metro entrance is already overtaxed. An additional entrance would improve pedestrian egress from the station, but I'm concerned about traffic for cars at this location. At present, pedestrian's jay-walk all along 18th street and are incredibly dangerous. The loading docks for several buildings also are along 18th, and the result is low visibility and pedestrians EVERYWHERE in an unsafe manner. Add bicycles, ubers stopping along the curb wherever and whenever, and busses parking along 18th and the whole situation is utter chaos. Any changes to the metro station must take into account how people will actually move from these locations and how often cars/busses/shuttles pull up and just stop in front of a metro entrance. I'm hopeful that an exit on Crystal would improve cutting across 18th at any and all points - but with Crystal now down to one lane each way, that kind of stopping on Crystal could back up traffic for miles. Please look at real pedestrian and bicycle traffic and take into account deliveries along 18th in figuring out how to channel pedestrian traffic. Right now, I'm amazed people don't die there all the time. Traffic around Crystal is a severe issue since lanes were appropriated for busses etc. Please consider that, in the near future, people will continue to drive. We want everybody to be safe, and cars, bikes, pedestrians -- nobody presently follows the law. It's just a mess. Please think now about how design can improve the interface between these different groups because the current metro entrance/exit is the pits.*
84. *Please make sure that the new Metro Entrance works for everyone, including people who are traveling by bike. I ride through Crystal City several times a week, and I routinely see cars blocking the unprotected bike lanes on Crystal Drive while drivers pick up items from stores or wait for passengers. When bike lanes are blocked, people on bikes are forced to make dangerous merges into the general traffic lane to get around the cars. Before the new Metro Entrance opens, please make sure that any adjacent bike lanes are protected, to prevent pick-up and drop-off activity from occurring in the bike lane. Many people already ride on Crystal Drive and 18th Street, either to get to destinations in Crystal City or to connect to the Mt. Vernon Trail. With the opening of the new Metro Entrance and other planned improvements to the area, cycling to and from this new multimodal hub is likely to be a common choice. Please don't ruin that possibility with blocked and dangerous bike lanes.*
86. *This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance -- this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.*

87. Please provide a protected bike lane in continuity with others in the area, and please designate a specific rideshare or “kiss & ride” area. Crystal Drive is already chaotic and could be less so with clear and safe areas for all users.

90. This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance – this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.

Mr. Buck: ...But mostly I want to highlight the southbound unprotected Crystal Drive bike lane that runs directly adjacent to this proposed new entrance. And it's directly across from the entrance to the Mount Vernon Trail and how \$95 million buys us yet another safety hazard for people who bike in National Landing, but not simple protection for that bike lane. The County made it clear in their March meeting on this project and through their extended Crystal Drive, Crystal City bike network planning and on myriad other projects in myriad, other ways that they do not want to protect this bike lane. Likewise, JBG Smith when they recently rebuilt this entire streetscape for the central retail project proposed and executed a design that includes two feet of curb space intended for people to swing open and exit the passenger seat of cars picking up and dropping off in the bike lane rather than protecting the bike lane.

What we've seen repeat over and over in Crystal City is that when a trip attractor opens on protected bike lanes are swamped and rendered unusable by drivers. We saw it when new liner retail opened along the 2100 block of Crystal Drive. We saw it on 18th Street alongside the existing Metro entrance. And we're beginning to see it just north of this project site, the new retail, just beginning to open there.

In fact, in 2019, volunteers went to the 2100 block of Crystal Drive to prove just how bad the problem was and logged nearly 200 instances of drivers blocking the bike lane in only five hours. That pattern will, of course repeat once you build this Metro entrance without protecting the adjacent bike lane with a hard median. It'll attract pick-up drop-off activity from drivers. And I'm not telling you this with any real expectation that you're going to change your draft design and reapportion a couple of feet of off street space to build a hard median barrier, because I know where people ride bikes, like my daughter and I, and my family and friends who would ride bikes if our streets were so poorly suited for that purpose, fall on the collective list of priorities.

Instead, I wanted to make sure that this information was conveyed to all of you, WMATA Board, Arlington County, JBG Smith and whatever engineering firm is someday going to stamp these plans in a recorded public meeting, so that, if God forbid, someone riding a bicycle is injured or killed while trying to get around the driver parking illegally in this bike lane, dropping off at this new Metro entrance, their personal injury attorney can dig up and point back to my testimony and prove that you are all collectively forewarned of this safety hazard.

Mr. Slatt: *...That said, it is critical to get this design right to ensure the space works for all users. Crystal Drive is already a busy area where we struggle to allocate sufficient space for the many modes that seek to travel in this area. Metro entrances generate a lot of pickup and drop off activity from private vehicles, to ride hail vehicles, to private shuttles. Many vehicles concentrate at these major transportation facilities. We have a direct and extremely negative experience with what happens when this pickup and drop off takes place adjacent to a standard painted unprotected bike lane.*

The Hayes Street bike lanes immediately adjacent to Pentagon City Metro were not only notorious anecdotally among the Arlington bike community for being a constant source of danger and frustration, that danger and frustration has been quantified. One day in September of 2016, a crowdsourcing software project called Parking Dirty looked at just how frequently bike lanes in Arlington are blocked and determined that those lanes adjacent to Pentagon City Metro were blocked by one vehicle or another for more than 60% of daylight hours.

These same experiences are repeated throughout Arlington, in the Fairfax Drive bike lanes at the Ballston Metro, the Wilson and Clarendon Boulevard bike lanes at the Clarendon Metro. This entrance cannot repeat those mistakes. With the Mount Vernon Trail connections so close by, cycling to and from this hub is going to be a common choice. We can't ruin it with the possibility with, with blocked and dangerous bike lanes. This entrance needs to either add protection to the existing Crystal Drive bike lane or ensure that some other Arlington capital project does so prior to the entrance opening.

Similarly, Arlington's master transportation plan calls for bike facilities on 18th Street immediately adjacent to this entrance. This project has got to build that protected bike lane on 18th or ensure that some other Arlington project does so prior to opening to make sure the station works for everyone. Thank you.

Summary

Twenty-five (25) comments expressed support for protected bike lanes and overall bike pedestrian safety, particularly in areas adjacent to the project site.

Response

Protected bike lanes within the project vicinity are in the purview of Arlington County. These suggestions will be shared with the county.

E. Crossing Crystal Drive Access Comments

7. *To facilitate connections between Metro & VRE and Metro & Metroway, the station entrance project should include a new staircase on the east side of Crystal Drive in addition to the one currently proposed on the west side of Crystal Drive. This will promote pedestrian safety by eliminating a street crossing.*
9. *Sir why not have the proposed entrance across the south ends street so that commuters need not cross the street. Thank you.*
18. *... In so far as the physical layout of the area permits, it would be nice to have a more direct connection to the VRE platform, similar to the 7th & Maryland exit from L'Enfant Plaza...*

20. *It would be very helpful to have this second entrance. One of the reasons for it is to provide easier access to the VRE, so I would suggest making the entrance or at least an entrance to the street level on the east side Crystal Drive north of 18th Street right behind the 18th & Crystal bus stop. That would no longer require VRE users to cross the busy street and it would also help avoid the street crossing for people transferring to the Metroway and Courthouse Metro Express northbound buses and the Mount Vernon Trail, which are all right there on the east side of Crystal Drive.*

Summary

Four (4) comments suggested changes to the ingress/egress point along the Metro station entrance facilities to provide greater connectivity to other community assets (ie. connection to the VRE) .

Response

Comments and suggestions noted. These suggestions are beyond the scope of this project. However, they will be shared with Arlington County.

F. Escalator and Stair Comments

18. *... I also find it noteworthy that the design includes only stairs, rather than the escalators that are ubiquitous throughout the rest of the system. Although this is not a dealbreaker for me, it does raise eyebrows.*
25. *Entrance needs to blend with building line and not project into the public circulation paths. Also, there is no mention of whether escalators will be used at the second entrance similar to the existing entrance. Having just regular stairs may result in long waits for the elevator for anyone incapable of using the stairs or having luggage or other type of rolling bag.*
27. Please add an escalator. An escalator would greatly improve access for those with luggage or roller bags. Elevators are not secure at night and also are sometimes used as a bathroom.
33. Note: I called in on July 13 on the number provided to make comments and got a recording, but the system was apparently not working as someone kept saying, there is no one in the queue. I have two comments/concerns:1. There needs to be an escalator to the Mezzanine, not just steps and one elevator. There could be a pile up of folks waiting for the elevator and an escalator would be much better for ADL than steps...
34. *It is important that the new Crystal City Metro station entrance is EASILY accessible by the handicapped, parents with strollers, etc. The current access to the Metro platform via a long walk and 2 elevators is terrible.*
83. 1. *Why are there no escalators from the street to the mezzanine or from the mezzanine to the platform? Stairs may become overcrowded and dangerous; 2 sets of elevators may have long waits. 2. Elevators on street level appear to open onto the 18th St S sidewalk – the only ADA-accessible route on the north side west of Crystal Drive along 18th. What are the dimension of the clear zone here? The existing clear zone space is already too narrow for safe and comfortable passage; transit riders waiting for the elevator will conflict with pedestrians walking*

on the sidewalk. 3. Why is there no cover over the stairs that go to the street level? Can a cover be added? These stairs are also too close to Crystal Drive. 4. The intersection at 18th & Crystal Drive is already packed with pedestrians; transit riders will make this area too congested. Can you create more room for pedestrians and riders waiting to cross these streets? 5. Where will you place PUDO – necessary for transit connections? We need to keep safe PBL space for cyclists on both SB Crystal Drive and WB 18th. PUDO cannot conflict with either cyclists or pedestrians or other drivers moving through this crowded, yet critical, area. 6. Will the new mezzanine connect to the existing mezzanine? If so, could riders walk over to the existing mezzanine to use the escalators down to the platform level?

Mr. Buck: *Thank you. My name is Darren Buck, and I'm not here representing any organization or any past or present employers, just me. I want to talk about what we're not getting with our \$95 million multimodal hub. We're not getting an escalator. The elevators may make it ADA compliant, but without adding an escalator, we aren't maximizing accessibility. We don't get a direct connection to the planned northern entrance to the VRE station where people will have to: 1. walk up a grade from the tunnel under the railroad tracks; 2. cross a private driveway; 3. pick their way through the sidewalk, constrained and cluttered by the Metroway bus shelter and signage; 4. cross Crystal Drive at a signal and then; 5. go back down the stairs, but not an escalator, to get to Metro. Perhaps not quite as intuitive and direct as one should expect for \$95 million...*

Ms. Inman: *... I do share Mr. Buck's concern that there's no escalator. Okay, we have a lot of aging people here in the Crystal City neighborhood, and we can't assume that one elevator is going to solve all of those issues necessarily. So, so I do share the concern with him on that and maybe other people as well. But overall, I'm pretty excited to hear about the possibility as it gets mapped out...*

Summary

Eight (8) comments requested that the stairs, that were added to supplement the elevator only entrance, be escalators.

Response

Comments and recommendations noted. Originally, the east entrance was proposed as elevators only. As the design developed, stairs were added to the project. At this time, an escalator is not part of the project.

G. Construction Shutdown Comments

21. None of the posted materials address whether the Crystal City station would be closed during construction. Closing the station would be a severe hardship for those of us who use it every day to commute to and from work, and the marginal benefit of a slightly shorter walk for the small number of people who live east of the station wouldn't come close to justifying closure, even for a few months. As someone who uses this station all the time, I am aware that most of the other claims being made to support a new entrance are untrue, such as the claims that the elevator is inconvenient, that the VRE is difficult to reach from the station, or that the existing

exit is inadequate to handle pedestrian flow at peak hours. Because these are so obviously untrue, I can't help wondering what the real motivation for this proposed project might be. Even if there were no interruption in service, I would strongly prefer that the proposed \$3 million budget be spent on a greater frequency of Yellow Line trains. Increasing the train frequency would reduce waiting times to acceptable levels, and it would also reduce train overcrowding, especially at peak hours.

53. *Would you be shutting down the station for several months to do the construction? If so, it's not worth it. Either way, I'd prefer the funds to be spent on increasing train frequency instead, especially now that trains have gotten very crowded at rush hour. If you're going to do this, please make sure the staircases are wide enough that several people can use them at the same time. Otherwise, if they're so narrow that only one person can go down while another person goes up, they won't do anything to alleviate access issues because the current problems are due mainly to people blocking escalators by standing or walking slowly in the middle of the escalator without allowing people walking at a normal pace to pass them on the left. Better yet, you should put up signs on the escalators reminding them that they're two lanes wide. A double yellow line in the middle of the escalator steps would be an improvement as well.*

Summary

Two (2) comments requested that the station operations be maintained during construction.

Response

Current station operations will be maintained to the extent possible during construction. Some limited closures will be required during construction. When possible, the impacts will be minimized by scheduling activities on three-day weekends.

VIII. COMMENT OVERVIEW AND STAFF RECOMMENDATIONS

A. Summary

Metro collected public input during the public comment period through written comments (submitted online or letters mailed to the Board Secretary's Office) and oral testimony at the Virtual Compact Public Hearing. The public comment period was open from Saturday, June 12 through 5 p.m. Friday, July 23, 2021. In total, Metro received 96 public comments on the proposed Crystal City Metrorail Station second entrance.

Public Input Sources	
Written comments	90
Oral Testimony	4
Uploaded Documents	2
Total	96

On-line comments account for 92 (96%) of the 96 comment submissions. On-line respondents provided the following information related to their demographics:

Other Results and Demographics	Responses
Device used to complete online survey	
Desktop or laptop computer	61
Smartphone, table or other mobile device	31
Hispanic or Latino	
Yes	3
No	78
Race	
African American	3
Native American	0
Asian	13
Pacific Islander	0
White	63
Other	2
Gender	
Male	47
Female	33
Other	1

Comments are categorized in the following table:

Issue	Number of comments	Overview
Support for the Project	43	Support of adding ingress/egress capacity
Opposition for the project	9	Additional ingress/egress capacity not needed; construction impacts; aesthetics
Design and Construction	9	Support of the elevators; Suggested additional restrooms, reconfigurations, lighting, and signage.
Bicycle/Pedestrian Safety	25	Protection of the adjacent bike lanes from traffic and additional connectivity
Crossing Crystal Drive	4	Suggested changes to the ingress/egress point along Crystal Drive
Escalator and Stairs	7	Requested that the stairs, that were added to supplement the elevator only entrance, be escalators.
Construction Shutdown	2	Requested station operations be maintained during construction

B. Draft Staff Recommendation

Staff recommends approval of the addition of a new Crystal City station entrance at 18th Street South and Crystal Drive with the stairs and elevators features in the proposed plan, and construction of a new mezzanine, as shown in the General Plans.

Appendix A - WMATA Metrorail Public Hearing Notice

Attachment 1 – Public hearing Notices in *Washington Post*

Attachment 2 - Advertisement in *Epoch Times* and *Washington Hispanic*

Attachment 3 - Public Hearing Notice to Public Agencies

Attachment 1 – Public Hearing Notices in *Washington Post*

Official Notices



Published in The Washington Post on June 12, 2021

Location

Washington, DC

Notice Text

Notice of Public Hearing

**Washington Metropolitan Area Transit Authority
Proposed New Entrance to Crystal City Metrorail Station
Arlington County, VA
Docket R21-01**

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on a proposed East Entrance to the Crystal City Metrorail Station in Arlington County, VA as follows:

**Hearing No. 638
6:30 p.m.
Tuesday, July 13, 2021**

**This hearing will be conducted virtually and can be viewed online at:
wmata.com/plansandprojects or [youtube.com/metroforward](https://www.youtube.com/metroforward)**

To participate via telephone: 855-925-2801, Meeting Code 8137

To participate via video: Advance registration by 5 p.m. July 12, 2021 required - see below

Public Hearing scheduled to begin at 6:30 p.m.

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 John Pasek 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 East Entrance to the Crystal City 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 telephone: Individuals should call (855) 925-2801 and enter Meeting Code 8137. No advance registration is required to participate.

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 Monday, July 12, 2021. Please submit only one speaker's name per request.

HOW TO SUBMIT WRITTEN STATEMENTS

Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Online submission will begin at 9 a.m. on Saturday, June 12, 2021 and will close on Friday, July 23, 2021 at 5 p.m. 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 Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Friday, July 23, 2021 to be included in the public record.

The comments received by the Office of the 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 proposes construction of a new East Entrance to the Crystal City Metrorail Station to improve access to the station from the east, facilitate multimodal connections with Metroway and Virginia Railway Express service, and provide additional internal station capacity to accommodate long-term passenger demand.

East Entrance Project

Arlington County, in coordination with WMATA, would construct a second entrance to the Crystal City Metrorail Station that would include stairs, elevators, and a new mezzanine level with fare gates and fare vending machines (the Project). The station currently has a single entrance between South Clark and South Bell Streets that includes a single street-to-mezzanine elevator.

The purpose of the Project is to improve access to the station from the east and provide additional internal station capacity to accommodate long-term passenger demand. The Project is needed because the station currently lacks a direct Americans with Disabilities Act (ADA)-accessible route for the many users who access the station from the east, particularly those with mobility challenges, and does not directly connect with the bicycle corridor and high-capacity transit modes east of the station, including the Virginia Railway Express (VRE) and Metroway. The single entrance also restricts internal station capacity and emergency egress.

To address these issues, Arlington County, in coordination with WMATA, proposes to include an entrance stair and two ADA-compliant elevators in a new entrance at the northwest corner of Crystal Drive and 18th Street South. This entrance would provide access to a new mezzanine connecting to the far east side of the existing Crystal City Station. The Project would also include support spaces for the new station entrance.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report, and general plans for the new Crystal City Metrorail Station East Entrance. 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 Secretary
600 Fifth Street, NW
Washington, DC 20001
202-962-2511

(Please call in advance to coordinate)

You can also request to have these materials mailed to you by calling the Office of the Secretary at 202-962-2511.

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.

Arlington County and WMATA submitted the environmental report to the Federal Transit Administration (FTA) to support a Categorical Exclusion determination in accordance with the National Environmental Policy Act (NEPA). The environmental report and general plans for the project are available for public review at the locations identified in the reference materials section above.

The work and changes depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

Official Notices



Published in The Washington Post on June 19, 2021

Location

Washington, DC

Notice Text

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Attachment 2 – Advertisements in *Epoch Times* and *Washington Hispanic*



中共「糖衣炮彈」攻擊的十大目標

■ 古風 資深傳媒人、高級記者、著名報人、時政評論員

「糖衣炮彈」，也叫「糖衣炸彈」，簡稱「糖彈」。意思是用糖衣裹著的炮彈，比喻腐蝕、拉攏、拖人下水的手段。它看似美妙甜蜜而包藏禍心。這是毛澤東創造的著名比喻。1949年3月中共全面奪得政權以前，毛澤東在西柏坡召開的中共七屆二中全會中說道：「可能有這樣一些共產黨人，他們是不曾被拿槍的敵人征服過的，他們在這些敵人面前不愧英雄的稱號；但是經不起人們用糖衣裹著的炮彈攻擊，他們在糖彈面前要打敗仗。」

2017年8月7日，郭文貴在爆料中說，中共情報機構在「藍金書」計畫。這是中共為了控制各國政要或海外民運人士的基本手段。藍，指網絡監視和攻擊以及信息控制；金，指金錢利益誘惑手段；黃，指利用性的陷阱和控制手段。

中共「糖衣炮彈」攻擊的目標

從媒體披露的各種案例來看，中共在海外實施「糖衣炮彈」的目標有以下十類人群：

- 一類是各國政府要員（包括參眾兩院的議員、外交人員、反對黨骨幹、軍隊將領）；
- 二類是各國主流媒體和華文媒體的負責人及採編人員；
- 三類是各國政經性高科技企業的負責人及企業骨幹；
- 四類是各國華人社團的領袖；
- 五類是各國大專院校的負責人、科學家及學生留學人士；
- 六類是各國政經性高科技的科學家；
- 七是在海外具有影響力的人運人士及自願軍D.V.；

八是各國海關負責人及重要骨幹；
九是各國金融機構的負責人；
十是台灣在各國的駐國僑領。
總之，凡是對中共權勢世界有利利用價值或具有威脅性的人士都是中共實施「糖衣炮彈」的目標。

FBI局長：美國每隔10個小時就有1宗涉華間諜案

2020年底，時任美國白宮國家安全事務顧問麥布萊恩、聯邦調查局局長雷、司法部長巴爾、國務卿蓬佩奧等人先後就對華政策發表重要演講，證實中共當局對美國和國際秩序構成的嚴重威脅。聯邦調查局局長雷（Christopher Wray）表示，中國已成為美國國家安全的最大威脅。美國正在處理的近五千宗反間諜案中，幾乎有一半與中國有關，而他們平均每隔十小時就會開啓一宗新的涉華反間諜案。

美國國土安全部代理部長沃爾夫說：「中共已威脅到了每一位美國公民的生計、發展和福祉。你的房屋、學校、工作、退休金帳戶和康樂都處於風險之中。」

近年頻頻爆出的涉中國的間諜案，中國女特工方芳（Christine Fang）在2011年2015年間，利用政治聚會、公民團體研討會、地方官員競選造勢活動及校園活動等場合，與多間美國民運官員或一些知名人士接觸。方芳把自己定位為「亞裔美國人社區和國會議員之間的橋樑」。根據一名美國情報官員以及一名曾經民運官員說，根據聯邦調查局的電子監控取得的證據表明，方芳在三年內，至少與兩名中西部的市長和多名議員發生關係。

2019年9月底，美國情報報官漢森

（Ron Rockwell Hansen）因向中國出售國防機密，遭判刑10年。據媒體報導，60歲的漢森來自猶他州西勒翰斯。他在2018年6月被捕，當時他正前往西雅圖塔科馬國際機場準備搭機飛往中國。被捕後，他承認試圖將美國國防機密資訊出售給中國，並收受數十萬美元擔任北京政府的幹員。

為了防範中共的間諜活動，2021年5月7日，美國聯邦眾議員、共和黨人安迪·巴爾向國會提出一項名為「2021年高等教育研究保護法案」，建議聯邦調查局（FBI）新增56名特工，專門調查中共在美國大學從事間諜活動和盜竊知識產權的行為。這項新法案將授權FBI無法抽調特工，以調查中共間諜偷取美國技術研究的問題。

巴爾在提案中說：「中共在美國大學竊取研究的「千人計畫」是一個嚴重的國家安全威脅，我的提案是向中共表明，美國對打擊這一間諜計畫是認真的，並為聯邦調查局配備資源，以阻止中共在美國大學竊取研究。」

據美國司法部報告，「千人計畫」是中國（中共）招聘人才的計畫之一，旨在「吸引、招聘和培養高級科學人才，促進其科學發展、經濟繁榮和國家安全」。該計畫通過「獎勵竊取專利信息的個人」吸引海外人才和外國專家「將他們的知識和經驗帶到中國」。

美國推新法 應對中共間諜

2021年5月20日，美國國會共和黨推出新法案，將對曾經下間諜行為和知識產權盜竊的個人拒發簽證。

這項名為「保護美國免於間諜法」（Protecting America from Spies Act）

的最新議案由共和黨聯邦眾議員克奇茲、魯比奧和同黨籍的聯邦眾議員哈特茲勒共同提出。

法案將允許國務院拒絕向對美國犯下間諜或知識產權盜竊行為的個人發放簽證。根據美國現有法規，被驅逐出境的外國間諜有權立即重新申請簽證再次進入美國，《保護美國免於間諜法》將阻絕這樣的漏洞。

法案自去年美國關閉中國駐休斯頓總領事館為例，稱中共利用該領事機構對休斯頓地區和整個美國西南部進行間諜行為。克奇茲眾議員和哈特茲勒眾議員曾在2020年7月提出過同名法案。克奇茲在聲明中說：「中共採取極盡全國的方式進行間諜活動和知識產權盜竊，並不遺餘力地試圖滲透和竊取美國及美國機構的信息。」

根據《保護美國免於間諜法》內容，法案將更新美國現有的《移民和歸化法》，以確保過去、現在和未來（可能）的間諜活動或技術轉讓活動都被視為是不可能進入美國的條件。

中共「糖衣炮彈」將成為「自滅臭彈」

間諜活動古來有之，但像中共這樣如此大規模向國外派遣間諜的行為在人類史上實屬罕見。正因為如此，中共的邪惡行為早已引起了美國乃至全世界的高度警惕與排斥。筆者認為，隨著美國防中共間諜專立法、對新冠病毒溯源調查、嚴查「千人計畫」人員、關閉孔子學院、驅趕中共官報和拒絕中共黨員入境簽證等行動的實施，中共間諜在美國的行動必將是寸步難行。中共的「糖衣炮彈」也必將會成為人見人厭的「自滅臭彈」。◇

水晶城地铁站 (CRYSTAL CITY METRO RAIL STATION) 拟建第二入口



ARLINGTON
VIRGINIA

阿灵顿郡 (Arlington County) 协同华盛顿都会区交通局 (Washington Metropolitan Area Transit Authority, Metro)，提议在 18th St S 和 Crystal Dr. 附近为 Crystal City Metrorail Station 设立第二个入口。

让我们知悉您的想法！



请在下午 5 点前提供书面意见 2021 年 7 月 23 日，星期五

- ▶ 请通过 wmata.com/plansandprojects 填写问卷，提供书面意见或上传文件。



参加虚拟公听会，公证会将于 2021 年 7 月 13 日星期二下午 6:30 举行。

- ▶ 如需通过电话提供口头证词，请拨打 855-925-2801，并输入会议代码 8137。
- ▶ 如果要通过视频提供口头证词，请在 2021 年 7 月 12 日星期一下午 5 点前通过发送电子邮件至 speak@wmata.com 进行预先登记。



观看或收听直播

- ▶ 请登录 wmata.com/plansandprojects 或 YouTube.com/MetroForward，或致电 (855) 925-2801 并输入会议代码 8137，以观看或收听虚拟公听会直播。



wmata.com/plansandprojects
202-637-1328

■ DETERMINA LA CORTE SUPREMA

Los estudiantes 'trans' usarán el baño según su identidad de género

REDACCIÓN
WASHINGTON
HISPANIC

La Corte Suprema rechazó el lunes analizar un caso sobre el uso de los baños por parte de estudiantes transgénero en las escuelas y así se inicia un proceso que buscaba revertir anteriores decisiones judiciales.

El caso que el organismo decidió no analizar fue el de Gavin Grimm, un chico transgénero que cuando era estudiante en una escuela en el condado de Gloucester, Virginia, las autoridades le negaron usar el baño de hombres.

Inicialmente la escuela le permitió usar el baño de hombres, pero en 2014 la Junta Escolar del condado emitió una resolución en la que obligaba a los estudiantes a usar el baño

según su sexo asignado al nacer.

Tras esta decisión, la Unión Estadounidense de Libertades Civiles (ACLU) inició una batalla legal. Anteriores resoluciones judiciales de tribunales inferiores determinaron que un tratamiento diferenciado a estudiantes transgénero es discriminatorio.

La Junta Escolar llevó el caso a la Corte Suprema, que finalmente decidió no analizarlo, decisión que deja intactas las anteriores resoluciones. Es decir, los estudiantes transgénero podrán continuar usando los baños de acuerdo a su identidad de género.

"Me alegro de que mi lucha de años para que mi escuela me vea como quien soy ha terminado", indicó Grimm, quien hoy tiene 22 años de edad, en un comunicado que envió a la ACLU.

Fenómeno se registró el viernes, seguido de una réplica

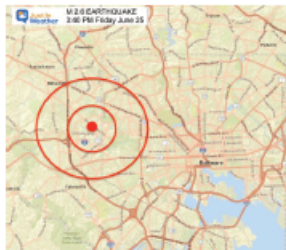
Dos temblores sacuden Maryland

VÍCTOR CAYCHO
WASHINGTON HISPANIC

Un temblor de 2.6 grados de magnitud sacudió el norte de Maryland, con un epicentro registrado en el área de Catonsville-Woodland, a solo seis millas del centro de la ciudad de Baltimore.

El fenómeno se sintió a las 3:40 de la tarde del viernes y fue calificado como "inusual y raro" por los geofísicos de la región, el que además fue seguido por una réplica que alcanzó 1.7 grados la madrugada del sábado.

Sin embargo, fueron relativamente pocos quienes lo sintieron, entre los 3 millones de pobladores de la región metropolitana de Baltimore, aunque centenares de personas hicieron llamadas a los organismos locales y centros de emergencia para indagar de qué se trataba esa sacudida de unos 10 segundos de duración.



El jefe del Departamento de Gestión de Emergencias del condado de Baltimore, David Bycoffe, dijo que recibió una avalancha de llamadas de organismos asociados después de que el suelo temblara.

"Durante la madrugada, experimentamos una pequeña réplica del terremoto del viernes, con una magnitud de 1.7. No hay informes de daños o lesionados", reportó el gobernador de Maryland, Larry Hogan,

en un mensaje tranquilizador difundido la tarde del domingo.

El público que estaba en habitual silencio dentro de la Biblioteca Pública del Condado de Baltimore, en Catonsville, sí se mostró entre alarmado y confundido por el sismo, dijo Jill Russell, asistente del gerente de circulación de la biblioteca.

Expertos del Servicio Geológico de Estados Unidos (USGS) precisaron que

el primer movimiento se produjo a las 3:40 de la tarde del viernes y la réplica a las 1:53 de la madrugada a un kilómetro al norte-noroeste de Irvington y a una profundidad de 2.5 kilómetros.

Una réplica se produce cuando la tierra se reajusta tras el terremoto inicial, según el USGS.

"La ubicación del epicentro del terremoto de Woodlawn fue identificada como el cementerio Lorraine Park", informó por su parte el Departamento de Bomberos del Condado de Baltimore, en un comunicado emitido el viernes por la noche.

Casos anteriores

■ Según el Servicio Geológico de Estados Unidos (USGS), una magnitud de 6.3 es un terremoto fuerte, mientras que un sismo de 5.3 es uno moderado.

■ Un temblor de magnitud 4.7 se registró frente a la costa oriental de Maryland a lo largo de la costa de Ocean City el 15 de enero de 2019.

ESTACIÓN DE METRORAIL DE CRYSTAL CITY

Segunda Entrada Propuesta

ARLINGTON
VIRGINIA

El condado de Arlington, en coordinación con Metro, propone una segunda entrada a la estación de Metrorail de Crystal City cerca de 18th St S y Crystal Dr.

¡HÁGANOS SABER LO QUE PIENSA!



Proporcione comentarios por escrito antes de las 5:00 p.m. el viernes 23 de julio de 2021

► Realice la encuesta, proporcione comentarios por escrito o cargue documentos en wmata.com/plansandprojects.



Participe en una audiencia pública virtual el martes 13 de julio de 2021 a las 6:30 p.m.

► Para dar testimonio oral por teléfono, llame al 855-925-2801 e ingrese el código de reunión 8137.

► Para brindar testimonio oral por video, preinscríbese enviando un correo electrónico a speak@wmata.com antes de las 5:00 p.m. el lunes 12 de julio de 2021.



Ver o escuchar en vivo

► Mire o escuche la Audiencia Pública Virtual en vivo en wmata.com/plansandprojects o

YouTube.com/MetroForward, o llamando al 855-925-2801 e ingresando el código de reunión 8137.



wmata.com/plansandprojects

202-637-1328

Attachment 3 – Public hearing Notice to Public Agencies



**Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed New Entrance to Crystal City Metrorail Station
Arlington County, VA
Docket R21-01**

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on a proposed East Entrance to the Crystal City Metrorail Station in Arlington County, VA as follows:

**Hearing No. 638
6:30 p.m.
Tuesday, July 13, 2021**

This hearing will be conducted virtually and can be viewed online at:
wmata.com/plansandprojects or youtube.com/metroforward

To participate via telephone: 855-925-2801, Meeting Code 8137

To participate via video: Advance registration by 5 p.m. July 12, 2021 required – see below

Public Hearing scheduled to begin at 6:30 p.m.

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 John Pasek 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 East Entrance to the Crystal City 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 telephone: Individuals should call (855) 925-2801 and enter Meeting Code 8137. No advance registration is required to participate.

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 Monday, July 12, 2021. Please submit only one speaker's name per request.

HOW TO SUBMIT WRITTEN STATEMENTS

Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Online submission will begin at 9 a.m. on Saturday, June 12, 2021 and will close on Friday, July 23, 2021 at 5 p.m. 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 Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Friday, July 23, 2021 to be included in the public record.

The comments received by the Office of the 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 proposes construction of a new East Entrance to the Crystal City Metrorail Station to improve access to the station from the east, facilitate multimodal connections with Metroway and Virginia Railway Express service, and provide additional internal station capacity to accommodate long-term passenger demand.

East Entrance Project

Arlington County, in coordination with WMATA, would construct a second entrance to the Crystal City Metrorail Station that would include stairs, elevators, and a new mezzanine level with fare gates and fare vending machines (the Project). The station currently has a single entrance between South Clark and South Bell Streets that includes a single street-to-mezzanine elevator.

The purpose of the Project is to improve access to the station from the east and provide additional internal station capacity to accommodate long-term passenger demand. The Project is needed because the station currently lacks a direct Americans with Disabilities Act (ADA)-accessible route for the many users who access the station from the east, particularly those with mobility challenges, and does not directly connect with the bicycle corridor and high-capacity transit modes east of the station, including the Virginia Railway Express (VRE) and Metroway. The single entrance also restricts internal station capacity and emergency egress.

To address these issues, Arlington County, in coordination with WMATA, proposes to include an entrance stair and two ADA-compliant elevators in a new entrance at the northwest corner of Crystal Drive and 18th Street South. This entrance would provide access to a new mezzanine connecting to the far east side of the existing Crystal City Station. The Project would also include support spaces for the new station entrance.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report, and general plans for the new Crystal City Metrorail Station East Entrance. 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 Secretary
600 Fifth Street, NW
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate)

You can also request to have these materials mailed to you by calling the Office of the Secretary at 202-962-2511.

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.

Arlington County and WMATA submitted the environmental report to the Federal Transit Administration (FTA) to support a Categorical Exclusion determination in accordance with the National Environmental Policy Act (NEPA). The environmental report and general plans for the project are available for public review at the locations identified in the reference materials section above.

The work and changes depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

Appendix B – Comments

Attachment 1- Public Hearing Transcript

Attachment 2 – Written Correspondence

Attachment 3 - Website Comments

Attachment 1- Public Hearing Transcript

MR SMEDBERG: Good evening, everyone. I call this meeting to order. I am Paul Smedberg, Chair of the WMATA Board of Directors and I represent the Commonwealth of Virginia. I welcome you to this public hearing. Before we go further, I want to recognize the following officials who are with us here tonight: First, Katie Kristol, Vice Chair, Arlington County Board, Ms. Robin McElhenney Smith, Arlington County. Also with us tonight is Jennifer Ellison, Board Corporate Secretary for WMATA Board of Directors, John Pasek, Assistant Board Secretary, Alan Watson Metro's Director, Capital Improvement Programs and Jim Ashe, Senior Program Manager. Mr. Ashe will give tonight's staff presentation.

This hearing is convened by the Metro Board of Directors to gather public comment on docket R21-01, Proposed East Entrance to the Crystal City Metro station. The agenda for tonight's meeting is shown on the screen.

Notice of this hearing was made by publication in the Washington Post and ads were placed in the Washington Hispanic, El Tiempo Latino, Atref, the Afro, Epoch Times and the Arlington Connection. Information, including the Notice of Public Hearing, the environmental reports and the general plans are available at WMATA offices and posted at wmata.com. Additional information can also be found at Arlington County, or on Arlington counties project site.

The purpose of this hearing tonight is to gather comments on the proposed east entrance to the Crystal City Metro station. Briefly, I will cover the procedures that we will follow during the hearing. We will hear from those of you wishing to provide testimony, first from those who have, who have pre-registered to provide video testimony, and then from anyone who has called in via phone. If you didn't pre-register and wish to provide testimony, please call 1 (855) 925-2401. Again, (855) 925-2801. And enter the code 8137. Again, enter the code 8137.

Once you're connected, you can press star three to put in, and that, and that'll put you in the speakers' queue and you'll get a notification when it's your turn to speak. For those listening or wishing to provide testimony via phone, if you're watching the live hearing on a different device, please make sure to mute the device so there isn't any feedback. You'll be able to listen to the hearing while you wait in the phone queue. 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.

I want to take a moment to recognize that this is where we, the WMATA Board, listen to you. This is your opportunity to comment on the proposal. We are here to listen. We will not be able to answer any 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, email address, address, or phone number you provide in the statement are releasable to the public upon request and maybe posted on WMATA's website without change, including any personal information provided. Further testimony may be submitted and must be received by 5:00 p.m. on Friday, July 23rd.

This testimony may be submitted online at wmata.com/plansandprojects. Again, if you wish to submit your testimony online, at wmata.com/plansandprojects. You can also mail your testimony to the Office of the Secretary, WMATA, 600 5th Street, Northwest, Washington, DC, 20001. Again, Office of the Secretary, WMATA, 600 5th Street, Northwest, Washington, DC, 20001.

If you have any questions about the different ways to provide testimony, I encourage you to contact the Metro staff. Your comments will be part of the public record and they will be reviewed by the Metro Board of Directors. Changes to the options presented here tonight may be proposed in response to testimony received and subsequent staff analysis. The public comment period will close at 5:00 p.m. on Friday, July 23rd.

I will now call on Mr. Ashe for the staff presentation. Mr. Ashe.

(Pause)

MR: PASEK: Mr. Ashe has been having internet trouble this evening. I think that we may need to ask Mr. Watson to provide the presentation. I will bring the presentation up now.

MR. WATSON: Thanks, John.

MR. SMEDBERG: Okay. You're there. I see it.

MR. WATSON: And thank you, Mr. Smedberg. WMATA proposes to construct an east entrance Crystal City, Metrorail station in Arlington County, Virginia. The second entrance would create the multimodal hub, shorten commutes, relieve future congestion and support ADA accessibility. The new entrance would be located at or near the intersection of Crystal Drive and 18th Street, would include a stair and elevator as shown here. Within the station the project would involve construction of a new mezzanine, indicated by

blue circle and arrows, stair and elevator entrance facilities, indicated by the red circles, and mezzanine elevator facilities, indicated by the green circle.

In 2020 Arlington County and JBG Smith executed an agreement to support development of an east entrance. Arlington County then engaged WMATA for support services. Other partners include the Federal Transit Administration, or FTA, the Northern Virginia Transportation Authority, NVTa, and the Virginia Department of Rail and Public Transportation, DRPT. Working with its partners, Arlington County will be responsible for project financing.

An environmental report for the project has been prepared and is available for review online. The analysis indicates no substantial permanent impact. There will be moderate impacts during construction. These impacts include changes to traffic patterns, air quality and noise.

JBG has agreed to provide WMATA and Arlington County any property necessary to support construction of the new station entrance. The Federal Transit Administration has identified the class of action under the National Environmental Policy Act, NEPA for short, as a documented Categorical Exclusion. Arlington County submitted documentation to the FTA and the FTA approved the Categorical Exclusion in April of 2021. This concludes the staff presentation.

MR. SMEDBERG: Thank you, Mr. Ashe, or Mr. Watson. Sorry about that. Sorry, Alan. And now it's time to call on the first witness. As a reminder, public officials are given five minutes to speak. All others are given three minutes. We'll begin with Arlington County Board Vice Chair, Katie Kristol. Ms. Kristol.

MS. KRISTOL: Well, good evening Mr. Smedberg, and thank you so much to you, the members of the WMATA Board and the WMATA staff for this opportunity to share, on behalf of my colleagues on the Arlington County Board our enthusiastic support for this project to construct a second station entrance to the Crystal City Metro Station at the corner of Crystal Drive and 18th Street. This project is the result of a partnership between WMATA and the County that spans more than a decade, at this point. It is consistent with our adopted County plans and it's going to help support the ongoing redevelopment and growth of a rapidly growing urban neighborhood.

Mr. Watson's presentation well detailed many of the benefits that the second station entrance project will deliver to all of the riding public, including the elevator, stairs, new mezzanine levels, faregates, fare vending machines, and importantly, it will help address future crowding conditions at the station, already one of the busiest in the WMATA system, while

providing direct access and connections to other transportation options to businesses and residences on the Crystal Drive corridor. Importantly, Crystal City is a multimodal hub. It's a stop for not only Metrorail, but the Virginia Railway Express, many commuter bus routes, premium Metro bus service, local bus service, and of course, pedestrian and bicycle facilities. The second entrance is going to improve connectivity to all of those. Together, we know that WMATA and Arlington are well positioned to jointly advance this project, and we are committed to ensuring that it is a success not only for Arlington county, but improving transit access for the entirety of the Washington region. Thank you again for the opportunity to share our support.

MR. SMEDBERG: Thank you, Ms. Kristol. Appreciate those comments. Next, we'll turn to those who have pre-registered and the first person will be Mr. Darren Buck followed by Donna Inman. Mr. Buck.

MR. BUCK: Thank you. My name is Darren Buck, and I'm not here representing any organization or any past or present employers, just me. I want to talk about what we're not getting with our \$95 million multimodal hub. We're not getting an escalator. The elevators may make it ADA compliant, but without adding an escalator, we aren't maximizing accessibility. We don't get a direct connection to the planned northern entrance to the VRE station where people will have to: 1. walk up a grade from the tunnel under the railroad tracks; 2. cross a private driveway; 3. pick their way through the sidewalk, constrained and cluttered by the Metroway bus shelter and signage; 4. cross Crystal Drive at a signal and then; 5. go back down the stairs, but not an escalator, to get to Metro. Perhaps not quite as intuitive and direct as one should expect for \$95 million.

But mostly I want to highlight the southbound unprotected Crystal Drive bike lane that runs directly adjacent to this proposed new entrance. And it's directly across from the entrance to the Mount Vernon Trail and how \$95 million buys us yet another safety hazard for people who bike in National Landing, but not simple protection for that bike lane. The County made it clear in their March meeting on this project and through their extended Crystal Drive, Crystal City bike network planning and on myriad other projects in myriad, other ways that they do not want to protect this bike lane. Likewise, JBG Smith when they recently rebuilt this entire streetscape for the central retail project proposed and executed a design that includes two feet of curb space intended for people to swing open and exit the passenger seat of cars picking up and dropping off in the bike lane rather than protecting the bike lane.

What we've seen repeat over and over in Crystal City is that when a trip attractor opens on protected bike lanes are swamped and rendered unusable by drivers. We saw it when new liner retail opened along the 2100 block of Crystal Drive. We saw it on 18th Street alongside the existing Metro entrance. And we're beginning to see it just north of this project site, the new retail, just beginning to open there.

In fact, in 2019, volunteers went to the 2100 block of Crystal Drive to prove just how bad the problem was and logged nearly 200 instances of drivers blocking the bike lane in only five hours. That pattern will, of course repeat once you build this Metro entrance without protecting the adjacent bike lane with a hard median. It'll attract pick-up drop-off activity from drivers. And I'm not telling you this with any real expectation that you're going to change your draft design and reapportion a couple of feet of off street space to build a hard median barrier, because I know where people ride bikes, like my daughter and I, and my family and friends who would ride bikes if our streets were so poorly suited for that purpose, fall on the collective list of priorities.

Instead, I wanted to make sure that this information was conveyed to all of you, WMATA Board, Arlington County, JBG Smith and whatever engineering firm is someday going to stamp these plans in a recorded public meeting, so that, if God forbid, someone riding a bicycle is injured or killed while trying to get around the driver parking illegally in this bike lane, dropping off at this new Metro entrance, their personal injury attorney can dig up and point back to my testimony and prove that you are all collectively forewarned of this safety hazard.

MR. SMEDBERG: Thank you Mr. Buck. Next we have Ms. Donna Inman followed by Chris Slatt. Donna?

MS. INMAN: Good evening. Can you hear me okay?

MR. SMEDBERG: We can.

MS. INMAN: Okay. Very good. So, I'm Donna Inman. Like Mr. Buck, I am not here representing any organization or company, I'm an independent citizen. I'm actually self-employed. I'm a resident of Crystal City and was very excited when I learned that there was a possibility that there would be a new east entrance to the Metro.

So, just to share a little bit of personal information, I'm visually impaired, moved here to the Washington DC area many years ago for very specific reasons. So, while the neighborhood and its surrounding area meet my

needs to a large degree, there are still a lot of deficits, a lot of sidewalk issues in this neighborhood. A lot of other kinds of concerns that affect me probably more specifically than they would a normal, sighted person. However, I do have some. I am really excited to hear that that this is a potential, you know, coming because obviously it's going to provide an extra entrance and an extra exit from the Metro station.

It's closer to where I live. Again, that's a sort of a personal thing. But I also feel that with Amazon coming to the neighborhood, there's going to be a large number of foot traffic, and we just need extra way to get in and out of the Metro station. Hopefully we are all going to get back to normal eventually from the pandemic that we've just all recently experienced, but I'm very hopeful that another entrance would contribute to that in a positive way.

I do share Mr. Buck's concern that there's no escalator. Okay, we have a lot of aging people here in the Crystal City neighborhood, and we can't assume that one elevator is going to solve all of those issues necessarily. So, so I do share the concern with him on that and maybe other people as well. But overall, I'm pretty excited to hear about the possibility as it gets mapped out.

And I feel like the planning of this project is in keeping with everything else that's also going on in the neighborhood and why fall behind. We shouldn't, you know, I'm, I'm glad to hear that maybe they, WMATA, and the other Arlington County entities do not want to fall behind on this issue. I would hate for Amazon to be here in full force, and yet we don't have this entrance when we need it the most. So, with that being said, I mean, there's a lot of other obvious things that I think it would do, which think was already okay, thank you so much.

MR. SMEDBERG: Thirty seconds, Donna.

MS. INMAN: But I do think overall there's some tweaking probably that needs to be done from the engineering minds, which of course is not me, I'm more of the consumer. But I do think that is an exciting project. And I think it's long overdue for this neighborhood and we, it would be commensurate with what we're going to have coming here to have an extra entrance.

MR. SMEDBERG: Thank you. Thank you, Donna. Our next speaker is Chris Slatt.

MR. SLATT: Thank you. Good evening. My name is Chris Slatt. And while I've been Chairman of Arlington's Transportation Commission for many years, I am speaking today in my personal capacity.

First, I just want to express really strong support for this project. This second entrance is a critical piece of the puzzle to create a multimodal hub in Crystal City. Between this second entrance, the nearby Metroway BRT system, the soon-to-be-built, new Crystal City VRE station, with the possibility of future Amtrak service at that station, the direct connection to the Mount Vernon Trail directly across the street and the potential for a direct bike and pedestrian connection between this same area and National Airport, the potential for this area of Crystal City is difficult to quantify in how high it is.

That said, it is critical to get this design right to ensure the space works for all users. Crystal Drive is already a busy area where we struggle to allocate sufficient space for the many modes that seek to travel in this area. Metro entrances generate a lot of pickup and drop off activity from private vehicles, to ride hail vehicles, to private shuttles. Many vehicles concentrate at these major transportation facilities. We have a direct and extremely negative experience with what happens when this pickup and drop off takes place adjacent to a standard painted unprotected bike lane.

The Hayes Street bike lanes immediately adjacent to Pentagon City Metro were not only notorious anecdotally among the Arlington bike community for being a constant source of danger and frustration, that danger and frustration has been quantified. One day in September of 2016, a crowdsourced software project called Parking Dirty looked at just how frequently bike lanes in Arlington are blocked and determined that those lanes adjacent to Pentagon City Metro were blocked by one vehicle or another for more than 60% of daylight hours.

These same experiences are repeated throughout Arlington, in the Fairfax Drive bike lanes at the Ballston Metro, the Wilson and Clarendon Boulevard bike lanes at the Clarendon Metro. This entrance cannot repeat those mistakes. With the Mount Vernon Trail connections so close by, cycling to and from this hub is going to be a common choice. We can't ruin it with the possibility with, with blocked and dangerous bike lanes. This entrance needs to either add protection to the existing Crystal Drive bike lane or ensure that some other Arlington capital project does so prior to the entrance opening.

Similarly, Arlington's master transportation plan calls for bike facilities on 18th Street immediately adjacent to this entrance. This project has got to build that protected bike lane on 18th or ensure that some other Arlington project does so prior to opening to make sure the station works for everyone. Thank you.

MR. SMEDBERG: Thank you, Chris. We have no more pre-registered speakers, but John, I understand....do we have three or four speakers in the queue on the phone?

MR. PASEK: I'm going to double check. I don't think we have any speakers in the phone queue.

MR. SMEDBERG: Maybe I'm just seeing that there are people listening in. Okay. All right. I'll ask one final time. If there is anyone who hasn't already provided testimony who wishes to speak, if you haven't spoken and want to provide testimony via phone again, you can call 1-855-925-2801 and enter the code 8 1 3 7 and then press star three.

While we're waiting to see if anyone joins at the last minute here, I want to thank the three speakers we had. We appreciate your, or four speakers, sorry. We appreciate all your comments and we will take them into consideration. John, anyone in the queue?

MR. PASEK: No, sir.

MR. SMEDBERG: Okay. After tonight, written comments in writing or by email address, it should be shown here, you know, on the website, the public comment period, again, will close on Friday, July 23rd at 5:00 p.m. WMATA anticipates issuing the staff report for public comment in August. The project team anticipates that the project, the project will be submitted to the WMATA Board of Directors in October.

John, any final speakers?

MR. PASEK: No, no final speakers.

MR. SMEDBERG: Hearing none, this hearing is now concluded. Again, thank you all very much and good night. And Alan, thanks for stepping in there.

All right. Take care everyone.

Attachment 2 – Written Correspondence

If Arlington County and WMATA intend to install signage at the new entrances to guide its customers to other available modes of transportation in the vicinity, we would appreciate signage indicating where Ronald Reagan National Airport is located. The Metropolitan Washington Airports Authority (Airports Authority) is currently engaged in internal signage and wayfinding activities to improve our passengers' experience and we remain vigilant to external opportunities as well. Thank you for providing an opportunity to the Airports Authority to comment on the proposed second entrance to Crystal City Station and for taking this comment into consideration.

Sincerely,
Mark Rutyna
Airport Planner
(703) 572-0262



July 22, 2021

Paul Wiedefeld, General Manager
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Dear Mr. Wiedefeld,

The Arlington Chamber of Commerce supports the proposed second entrance to the Crystal City Metrorail Station. The Crystal City station is one of the most highly used in Arlington, and we anticipate that trips to and from Crystal City will increase as National Landing's development continues. The Chamber has long advocated for the addition of an eastern entrance to this station to support economic development in Crystal City and to encourage people to see Metrorail is the most convenient way of coming to work and live in this area.

This new entrance will provide more direct access than the existing entrance to offices, shops, and residences along Crystal Drive. The east entrance also will offer a more direct connection to the Virginia Railway Express (VRE) and Metroway bus rapid transit network, both of which are adjacent to the proposed entrance at the corner of Crystal Drive and 18th Street South. The project will also deliver an additional, more convenient elevator access to the station and other safety improvements.

We encourage WMATA to proceed with the Crystal City second entrance project and we thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Kate Bates". The signature is written in a cursive, flowing style.

Kate Bates
President & CEO

CC: Arlington County Board, Arlington County Manager, Arlington County Department of Environmental Services Transportation Division

Attachment 3 - Website Comments

Submitted Comments:

- 1 Sounds like a good idea; defer to the experts on feasibility and safety issues.
I am very excited for the new metro entrance. My main way of getting to the metro is via bike - and I feel unsafe riding in the unprotected bike lanes in crystal city with my children. Please add consideration for a protected bike lane next to this new metro
- 2 entrance.
- 3 The 2nd entrance at the Crystal City Metro Station will improve safety during an evacuation.

I think it would be wasteful to build a second entrance to the Crystal City metro station at 18th & Crystal Dr.

There is access to the Crystal City Underground at 1750 Crystal Dr and access to the metro from there. That entrance is half a block away from the intended entrance i.e. very close. The actual distance walked when going in at 1750 would be a bit longer than entering the metro station at 18th and Crystal but not very much longer.

- The one drawback with using the 1750 entrance is that getting the metro station from there is not ADA compliant because of two short flights of stairs. However, that could be remedied by installing a chair lift at one side of the stairs and a button that opens the glass doors -- or maybe an elevator if the restaurant or news store lost some space. The modifications to make that part ADA
- 4 compliant would not be free, but it has to be less than a whole new entrance at 18th and Crystal.
 - 5 Long overdue...although it would be less convenient for me than the existing entrance, the direct link to VRE is likely to help a lot of people. Thank you.

- Pre-COVID a second entrance at Crystal City and the related cost of building and maintaining it, might have made perfect sense. I can see the utility and increased convenience for commuters. In light of the pandemic and decreased use, I question whether now is the time to approve such a proposal. At this time, we don't yet know whether commuters are going to want to get back on crowded trains and buses. They may elect to continue with full time telework or at least part time telework. They may opt to use small carpools, vanpools and the like, instead of crowded and often unreliable mass transit, which can increase your commute times. At this time instead of spending resources which might otherwise be directed to residents and small businesses heavily impacted by the pandemic, we should wait at least a year, maybe even 2, before approving a second entrance. In a year or 2, we
- 6 will better know what the consistent ridership on Metro is going to be. If it merits a second station, then fine.
 - To facilitate connections between Metro & VRE and Metro & Metroway, the station entrance project should include a new staircase on the east side of Crystal Drive in addition to the one currently proposed on the west side of Crystal Drive. This will
 - 7 promote pedestrian safety by eliminating a street crossing.
 - 8 This proposal is a great addition to crystal drive for commuters and tourist.
 - 9 Sir, Why not have the proposed entrance across the south eads street so that commuters need not cross the street. Thank you.
 - 10 Absolutely support this idea. It will shave about 560 steps off my commute.
 - 11 I am for explaining this station and think it would be good addition
 - 12 I commute along Crystal Dr. The new entrance would be helpful for my travels.
 - 13 Seems cool. I use the other entrance because I live closer, but a new one could be useful.

- I applaud WMATA for proposing a second entrance with convenient and ADA compliant elevators for such a highly used station. This entrance enhances the multimodal connection to bus and rail transit on and near Crystal City Drive and provides a closer connection to the bustling shops, restaurants, offices, residences, and parks on the street. I also appreciate the minimalist approach to the staircase on Crystal City Drive. More ornate exits and an escalator would add avoidable short-term construction costs and long-term maintenance obligations for such a close-to-the-surface station. WMATA should look for similar cost-saving station designs when constructing infill stations and adding second exits to high demand stations. The short-term savings can
- 14 translate into more projects at more stations and long-term savings from avoiding costly maintenance.

- I support a second entrance to alleviate crowding and improve accessibility. This is especially important given that the current
- 15 entrance/exit is not especially close to the VRE exit, and moving from one to the other is not especially easy.

- I encourage WMATA to make improvements to existing stations but I would note a minor oversight. This entrance seems to lack a customer/staff restroom. Having a staff restroom will allow the manager to perform vital bodily functions without having to leave the customer area and a customer restroom will be enabling to tourists, commuters and people with medical conditions. As the ADA strongly urges adaption for people with physical challenges, an accessible bathroom would be of great utility to these
- 16 customers in particular.

This is a fantastic idea and much needed to accommodate our regions growth. Im excited about the prospect of Amazons HQ2 in Crystal City, but WMATA and VDOT must work together to ensure that commuters from around the region can reach Crystal City by public transport (bus/BRT, Metro, commuter rail) and active transport (walking, biking, e-scooters). This is the path forward to a sustainably vibrant economy that cannot be achieved with car-centric infrastructure. Adding an extra entrance to the Crystal City Metro is just one start, and Id love to see Crystal City become better linked with Arlington through BRT or Metrorail expansions.

I wholeheartedly support installing a second entrance at the Crystal City metro. Even an imperfect one would represent a substantial improvement from the status quo. Insofar as the physical layout of the area permits, it would be nice to have a more direct connection to the VRE platform, similar to the 7th & Maryland exit from Lenfant Plaza. I also find it noteworthy that the design includes only stairs, rather than the escalators that are ubiquitous throughout the rest of the system. Although this is not a dealbreaker for me, it does raise eyebrows.

This is a horrible idea and the epitome of mismanagement. You need to get your priorities straight. There already is a perfectly located entrance at this station that is seldom used and wont get much more use in the future. People do not live or work in Crystal City like how they used to and wont in the future. If you expect Amazon to revolutionize things, youre dead wrong. Its more than likely that many of the planned Amazon jobs in the area wont actually come there the way they originally planned. Many of the apartment buildings in the neighborhood are quite empty and wont be seeing much return soon. People are leaving the area and working from beyond the DC area. This project is a waste of money. Metro should focus on fixing the existing stations over new entrances. How about cleaning them (theyre super disgusting), getting the escalators to reliably work, having elevators that arent super slow, get trains to come through more frequently, have longer hours, lower prices, return the money you currently take from the federal government and return it, and have employees that arent super rude and lazy. Youre horribly managed also. The local elected leaders throw the money into the furnace expecting it to change things. No. Its just making things more corrupt.

It would be very helpful to have this second entrance. One of the reasons for it is to provide easier access to the VRE, so I would suggest making the entrance or at least an entrance to the street level on the east side Crystal Drive north of 18th Street right behind the 18th & Crystal bus stop. That would no longer require VRE users to cross the busy street and it would also help avoid the street crossing for people transferring to the Metroway and Courthouse Metro Express northbound buses and the Mount Vernon Trail, which are all right there on the east side of Crystal Drive.

None of the posted materials address whether the Crystal City station would be closed during construction. Closing the station would be a severe hardship for those of us who use it every day to commute to and from work, and the marginal benefit of a slightly shorter walk for the small number of people who live east of the station wouldnt come close to justifying closure, even for a few months. As someone who uses this station all the time, I am aware that most of the other claims being made to support a new entrance are untrue, such as the claims that the elevator is inconvenient, that the VRE is difficult to reach from the station, or that the existing exit is inadequate to handle pedestrian flow at peak hours. Because these are so obviously untrue, I cant help wondering what the real motivation for this proposed project might be. Even if there were no interruption in service, I would strongly prefer that the proposed \$3 million budget be spent on a greater frequency of Yellow Line trains. Increasing the train frequency would reduce waiting times to acceptable levels, and it would also reduce train overcrowding, especially at peak hours.

An additional entrance is needed with the population increase Amazon will bring with the employee and residential influx. Please protect the bike lanes to that it is safe to reach this station by bike. The way it is designed right now the bike lanes will simply be used as a drop-off area that cars and shuttles use. Youd be better off having no bike lanes than having this dangerous situation. Protect the bike lanes, please!

Having attended Arlington Countys earlier public meeting on this entrance, and countless other meetings for other projects along Crystal Drive, I am disappointed but hardly surprised that the sponsors and stakeholders for this project have not included durable protection for the southbound Crystal Drive bicycle lane in this 30% design. This entrance will create considerable curbside demand for pickup and drop-off by drivers, this is easily observed at the unprotected bike lane on 18th Street S adjacent to the existing entrance. The bike lane (that the County and JBGSmith have repeatedly passed on opportunities to protect) will similarly be rendered unusable and unsafe by this illegal pickup/drop-off in the bike lane. That this \$95,000,000 capital project would create such an easily foreseeable and correctable safety risk borders on negligence. Having been explicitly forewarned, I hope that you will correct this design defect.

Entrance needs to blend with building line and not project into the public circulation paths. Also, there is no mention of whether escalators will be used at the second entrance similar to the existing entrance. Having just regular stairs may result in long waits for the elevator for anyone incapable of using the stairs or having luggage or other type of rolling bag.

I support the second metro station entrance! It will improve the access and ability for metro to be one of the best urban transportation systems in the united states.
Please add an escalator. An escalator would greatly improve access for those with luggage or roller bags. Elevators are not secure at night and also are sometimes used as a bathroom.

In theory the idea of a new entrance is nice, but if this is going to cause additional construction that trickles onto the street, that is unacceptable for what is ultimately an unnecessary project. There is an excessive amount of construction in the area over the last year and in particular the last few months, making it difficult to travel around the area and at times dangerous.

This entrance would have made my commute so much quicker getting to the offices on crystal drive. This is a no brainer in my opinion. Cannot wait for it to be completed.

Fully support this initiative. Is there a way to accelerate the completion of the project?

I support the proposed improvements

it will be good to have a second entrance as the area is growing and not navigate the maze of the underground mall and get lost!

Note: I called in on July 13 on the number provided to make comments and got a recording, but the system was apparently not working as someone kept saying, There is no one in the queue. I have two comments/concerns:1. There needs to be an escalator to the Mezzanine, not just steps and one elevator. There could be a pile up of folks waiting for the elevator and an escalator would be much better for ADL than steps.2. How are you going to ensure safety for bike riders on the east side of Crystal Drive when there will be cars dropping off and picking up Metro riders? This is potentially very dangerous.Carol Fuller,PresidentCrystal City Civic Association

It is important that the new Crystal City Metro station entrance is EASILY accessible by the handicapped, parents with strollers, etc.The current access to the Metro platform via a long walk and 2 elevators is terrible.

This entrance would alleviate foot traffic at the current entrance and make access from 18th street and crystal drive much easier/convenient.

Very Nice

I am opposed to the idea of a second entrance located at the intersection of crystal drive and 18th. I believe adding an entrance just a short block from the currently existing one is redundant and will be an eye sore, especially from my apartment across the street at 1801 crystal drive. I'd be more supportive of an entrance located on 15th street or in a position that increases access to nearby attractions like long bridge park; the current proposition does not bring enough benefit to the costs of adding a metro (costs like added noise from construction and future metro riders, the eye sore of both the construction and metro riders, the loss of trees in the proposed location, additional light pollution vs the benefit of having an entrance mere feet closer than a currently existing one).

I fully support this idea, as the current entrance to the station from Crystal Drive is through a private building that closes at night, meaning that late night trips require passengers to walk to the other side of the block.

Hello, I am a resident of crystal city. I support the additional entrance. As someone with physical disabilities, the improved elevator would be fantastic and more compliant with the ADA. I recently moved and haven't found the current stations elevator yet. I know the escalator was not working at one point this week and it was extremely difficult for me to leave the station. Having a second entrance would make it easier for people with disabilities to leave/enter in instances of escalator/elevator malfunction and matinece.

...absolutely would welcome a 2nd entrance on the corner of 18th and crystal drive. even though its only a blocks walk, that extra hump up the hill to the current entrance is something else. the proposed 2nd entrance would alleviate that and get one to the metro that much quicker. add me to the yays!~

Do this ASAP!!! Much needed.

As a neighborhood resident, I am opposed to a second entrance to the Crystal City station. WMATA is currently in a budget crisis and should only be spending funds on capital improvements that are necessary and beneficial; a second entrance is neither necessary nor beneficial. The existing entrance is conveniently located. The proposed second entrance would be so close to the existing entrance that it would do little to increase convenience. However, it would increase congestion, crowding, noise, and nuisance crime in the Crystal Drive corridor and disrupt traffic on Crystal Drive. It would be especially disruptive for those who live in the numerous apartments and condo buildings near the proposed second entrance, who are already experiencing significant disruption from Amazon-related and new residential construction.

I would love the addition of this second entrance. It will make my commute to work more accessible and convenient, as I live on Crystal Drive. Many residents live on Crystal Drive, so this metro exit would benefit many of WMATA's clients.

I am a current resident of Water Park Towers and an active user of the metro. I support this project to add a second entrance. As stated, the region is growing and public transportation is key to supporting the economy and efficiently managing traffic in the
44 area. I appreciate the opportunity to voice my support and thank the team who supports public transportation in the region.

I think this is a fantastic idea. It is difficult for people using wheelchairs to access the metro and anything that makes it easier;
45 should be approved. Also, expanding the metro system is something that needs to be done

I live in this neighborhood adjacent to this proposed new entrance. I think it would be beneficial to have it. My only concern is the construction noise and debris. If possible, it would also be beneficial to have a community message board for the progress of the construction. This will enable those of us that live nearby who also work from home to plan ahead for noise and disruption. We currently have construction in the nearby area and they are not very neighborly. The noise is unbearable on some days and there is no way to tell when it will occur. I understand that the work needs to be done, but it would be nice to know what is happening. I could plan for an alternate work site for those extra noisy days so that I can attend and participate in conferences
46 and meetings without disruption.

This is a great idea and I fully support it, as a resident of Crystal City. It would provide faster Crystal Drive access and patrons from all over would appreciate it. VRE passengers would be able to get to and from the platform faster with a closer entrance. Please
47 build this new entrance!

It's a great idea! I think it would be great to also connect to the rail road (I think it's amtrak) station. Also will it connect to the Amazon headquarters? Because if the commute traffic will increase because of Amazon, I think they should have a dedicated entrance and exit to help manage flow of traffic and crowds from forming. I'm worried if the entrance only leads above level and not directly into Amazon, then Amazon commuters may crowd above ground and disrupt car traffic on crystal drive. Also same as parking garages underground, it would be helpful to have underground passages to parking garages. Not a priority but you might have some people parking in crystal city then taking the metro into the city. Especially as the area becomes more popular, I think
48 traffic into crystal city might increase from the region

49 Make trains run on schedule. Dont waste money and time on entrance that is not needed.

I welcome the proposal as a positive improvement. With debilitating osteoarthritis, my access and navigation of the MetroRail and MetroBus system via a 3-wheeled AMIGO scooter, may become simpler and more timey/quicker, depending upon additional
50 clarifying details of the design becoming available. Thanks for your interest in my views.

51 I support this 100%

52 this is a great location for the metro entrance!

Would you be shutting down the station for several months to do the construction? If so, its not worth it. Either way, Id prefer the funds to be spent on increasing train frequency instead, especially now that trains have gotten very crowded at rush hour. If youre going to do this, please make sure the staircases are wide enough that several people can use them at the same time. Otherwise, if theyre so narrow that only one person can go down while another person goes up, they wont do anything to alleviate access issues because the current problems are due mainly to people blocking escalators by standing or walking slowly in the middle of the escalator without allowing people walking at a normal pace to pass them on the left. Better yet, you should put up signs on the escalators reminding them that theyre two lanes wide. A double yellow line in the middle of the escalator steps would be an
53 improvement as well.

54 Yes, 2nd entrance would be beneficial.

I am appalled to think the county would be spending money on a 2nd entrance. Metro ridership has fallen, funding for metro is in peril, and there are dozens of other investments that would improve public transit tenfold for the same dollars. Please reconsider
55 this as a priority.

Crystal Citys layout is just plain awful. For anyone walking, or driving, youre going to get lost. One way streets, and very poor signage are to blame. I read that JBG Smith is getting funding for Metro access improvements, but if it were me I say fire who ever is in charge, and make sure there is signage, and walkways for getting around in Crystal City. You get lost in the metro, on the sidewalks, and driving. Its been that way for many decades, and there is not much hope in the same designers attempting to repair the disaster which they have built. Next, we can work on parking, and staffing of such facilities. Nothing makes sense in
56 Crystal City. Just another SNAFU in Arlington, huh?

The proposed entrance on the northwest corner of 18th and Crystal Drive appears to consume a significant portion of usable space. WMATA should consider an entrance from the building side or utilization of the southwest corner of 18th and Crystal
57 Drive as part of the redevelopment place of that land parcel.

Hi, the plan looks good but please try to preserve the trees and green space as much as possible at 18th and Crystal Drive. Thank
58 you.

I am very concerned about there being a second entrance to the metro at this specific location. This location is already very congested and dangerous for pedestrians, bikers and cars. There are already numerous obstacles for pedestrians in this locations:: scooters, bikes, cars, limos, dogs, etc. All great if you have the proper space. I live on this street and often witness close calls for pedestrians and bikers. These close calls do not get reported and are not captured in your safety data for making decisions. Even though cars will not be allowed to drop people off at this location, they will still do it. Cars will still drive though occupied pedestrian cross walks as they do now. The community will have no voice in the matter when all is done and there will be little accountability for the county. If this entrance is for the Amazon workers, they can easy walk one block to the current entrance - we were voted the fittest city after all. Please reconsider the location for the safety of walkers and bikers in this great community.

60 Please build a second entrance. The proposed second station looks beautiful; I hope it gets built quickly.

As someone that bikes in Crystal City (when getting off the WO&D trail to take a break in CC, and sometimes goes back home via metro), I want to be sure that the new entrance is bike-friendly (which means makes it so that bike lanes are not just turned into

61 drop-off lanes by people who do not care about bikes.)

This new Metro Entrance must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. The nearby unprotected bike lanes in front of the Chick-Filet on Crystal Drive provide a great example of what happens when the bike lanes are available to motorists. Arlington would be remiss if that problem were repeated here. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance – this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.

62 This is an excellent plan

The 2nd entrance should not be designed in a way that allows cars to pickup/dropoff in an unprotected bike lane. We need to

64 plan for the future, and this isnt it. Protect the bike lane!

I am requesting that any adjacent bike lanes to the new metro entrance are protected to ensure safe passage for the people on bikes. Based on past experiences in the County around metro entrances with bike lanes, there is a lot of vehicle and pedestrian activity. It is common for the bike lanes to be blocked by drivers or for drivers to exhibit unsafe behavior around bicyclists due to the activity; thus, these areas are unsafe for people biking. Given that the new metro entrance will be close the Mount Vernon Trail and given the efforts to make this area (and Arlington) less driver-focused, the bike facilities on 18th St immediately adjacent to this entrance should be protected.

65

If this entrance is going to be constructed, the adjacent bike lanes need to be protected, or it will create dangerous situations for people riding bicycles. This is a no-brainer. People riding bicycles are doing the right thing for Arlingtons traffic, air pollution, noise pollution, and for the planet and we cant ignore them. This will simply create opportunities for drivers to block the bike lanes and produce dangerous situations. Please protect the bike lanes.

66

67 I support adding a second entrance as described.

68 Waste of money. Dont do it.

This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance – this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.

69

I am very happy to hear about construction of a second entrance to the Crystal City Metro station. Now is the time for you to include in the construction adequate protection of the new station's nearby bicycle lane. Otherwise — and plenty of actual and anecdotal data backs this up — drivers will simply (continue to) use this lane for pick-ups and drop-offs, rendering the lane a useless waste of time and money. Please protect the lane NOW, rather than waiting until later.

70

I think the design is great as proposed but would encourage the county to complete the sector plan Metro Market Square park along with this project. A much better use of space by a metro station than a surface parking lot!

71

I use the Crystal City Metro station and I bike by it. Please make sure that the bike lanes that are there are protected from buses, pick-up and drop-off of passengers and other general traffic. Frequently such motor vehicles do not look for cyclists. I have had to avoid many interactions with cars doing just that. Also having to avoid the vehicles that are parking in protected bike lanes, which exposes me to possible damage. I might not always be able to avoid such vehicles. As a pedestrian I have also narrowly avoided similar conflict and I am looking for the vehicles (and not on a cell phone or otherwise distracted). Please keep this safe for ALL users, even if it means some inconvenience for the drivers - they are better protected and can make up lost time much easier than cyclists and pedestrians. Also, please do not make the safe option something that adds 5, 10, 15 min and more road crossings to pedestrians and cyclists. Let the cars take a longer path (and yes, I do drive places too, and I am willing to take a longer path if it makes cycling and walking safer and shorter).

72

This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance - this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.

73

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74

I am a bicycle planning professional working in the region, and am firmly convinced that Arlington and WMATA need to plan and build protected bike lanes alongside the new National Landing Metro station on Crystal Drive. Painted bike lanes will be routinely used for pickup and drop off activity. For the overall effort to support a larger and growing percentage of people who will choose to bicycle, it is imperative that these facilities are planned now.

75

This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance - this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.

76

Im one of two ARCA representatives to the CCCRC. My concern is the potential for congestion of many kinds at this busy location. An overarching goal of both the CCSP and National Landing stakeholders is safe and efficient multimodal access to transit. VisionZero is now a County goal. While a second entrance to the CC Metro station allows for distributing Metro users between two entrances—an overall positive—it is located at a very busy intersection of an already overloaded street. The addition of retail to the Water Park (along with VRE riders), as well as above/around the new Metro entrance, will add considerable people traffic. Minimizing vehicle traffic, especially PUDO, will be crucial. Physical space in this area is finite.

77

Asegúrese de que la estación esté bien iluminada desde afuera y desde adentro para que las personas la usen antes del amanecer / después del atardecer, para que la gente la encuentre fácilmente desde las calles). Además, escriba claramente dónde deben dejar a los pasajeros en automóviles privados / Ubers, etc. para que no se amontonen en la acera y causen colisiones.

78

I support the second entrance. To keep the bike lane on Crystal useable at a location where drivers may be doing dropoffs, Arlington should make the SB bike lane on Crystal protected.

79

Providing an interconnected and useable bicycle network accessible to all in Crystal City/National Landing is critical to the areas transportation system. The current standard bike lane on Crystal Drive is often blocked by vehicles engaged in pick up/drop off activities, causing users to have to very out into the travel lane, which discourages use of the bicycle lane. Adding a the second Metro entrance is a great enhancement to the transportation system, but it has the potential to increase pick up/drop off activity on Crystal Drive, exacerbating the situation the stand bike lane being blocked. This issue is easily addressed by the installation of a Protected Bicycle Lane, not only in the area in the vicinity of the proposed new Metro entrance, but for the entire length of Crystal Drive. A commitment from the County and Metro to install this Protected Bicycle Lane needs to be included with this project.

The existing metro entrance is already overtaxed. An additional entrance would improve pedestrian egress from the station, but Im concerned about traffic for cars at this location. At present, pedestrians jay-walk all along 18th street and are incredibly dangerous. The loading docks for several buildings also are along 18th, and the result is low visibility and pedestrians EVERYWHERE in an unsafe manner. Add bicycles, ubers stopping along the curb wherever and whenever, and busses parking along 18th and the whole situation is utter chaos. Any changes to the metro station must take into account how people will actually move from these locations and how often cars/busses/shuttles pull up and just stop in front of a metro entrance. Im hopeful that an exit on Crystal would improve cutting across 18th at any and all points - but with Crystal now down to one lane each way, that kind of stopping on Crystal could back up traffic for miles. Please look at real pedestrian and bicycle traffic and take into account deliveries along 18th in figuring out how to channel pedestrian traffic. Right now Im amazed people dont die there all the time. Traffic around Crystal is a severe issue since lanes were appropriated for busses etc. Please consider that, in the near future, people will continue to drive. We want everybody to be safe, and cars, bikes, pedestrians -- nobody presently follows the law. Its just a mess. Please think now about how design can improve the interface between these different groups because the current metro entrance/exit is the pits.

Weve had challenges maintaining existing subway stations and funding WMATA. We are already living above our financial means and should not increase expenses by adding another entrance. Most taxpayers dont have unlimited incomes to support nice-to-have-but-not-required/needed projects. Thank you for considering my comment.

1. Why are there no escalators from the street to the mezzanine or from the mezzanine to the platform? Stairs may become overcrowded and dangerous; 2 sets of elevators may have long waits. 2. Elevators on street level appear to open onto the 18th St S sidewalk – the only ADA-accessible route on the north side west of Crystal Drive along 18th. What are the dimension of the clear zone here? The existing clear zone space is already too narrow for safe and comfortable passage; transit riders waiting for the elevator will conflict with pedestrians walking on the sidewalk. 3. Why is there no cover over the stairs that go to the street level? Can a cover be added? These stairs are also too close to Crystal Drive. 4. The intersection at 18th & Crystal Drive is already packed with pedestrians; transit riders will make this area too congested. Can you create more room for pedestrians and riders waiting to cross these streets? 5. Where will you place PUDO – necessary for transit connections? We need to keep safe PBL space for cyclists on both SB Crystal Drive and WB 18th. PUDO cannot conflict with either cyclists or pedestrians or other drivers moving through this crowded, yet critical, area. 6. Will the new mezzanine connect to the existing mezzanine? If so, could riders walk over to the existing mezzanine to use the escalators down to the platform level?

Please make sure that the new Metro Entrance works for everyone, including people who are traveling by bike. I ride through Crystal City several times a week, and I routinely see cars blocking the unprotected bike lanes on Crystal Drive while drivers pick up items from stores or wait for passengers. When bike lanes are blocked, people on bikes are forced to make dangerous merges into the general traffic lane to get around the cars. Before the new Metro Entrance opens, please make sure that any adjacent bike lanes are protected, to prevent pick-up and drop-off activity from occurring in the bike lane. Many people already ride on Crystal Drive and 18th Street, either to get to destinations in Crystal City or to connect to the Mt. Vernon Trail. With the opening of the new Metro Entrance and other planned improvements to the area, cycling to and from this new multimodal hub is likely to be a common choice. Please dont ruin that possibility with blocked and dangerous bike lanes.

I like this idea! I walk to 27th and Crystal Drive for work so often either walk through the Crystal City Shops or get off at the VRE station.

This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance – this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.

87 Please provide a protected bike lane in continuity with others in the area, and please designate a specific rideshare or "kiss & ride" area. Crystal Drive is already chaotic and could be less so with clear and safe areas for all users.

Additional comments, after further review of the proposal: Elevators opening onto the 18th Street sidewalk potentially mean a line/group of people blocking the sidewalk. Transit riders coming from/going to VRE or Amtrak or the Mt. Vernon Trail and expecting to use the Metro stairs potentially conflict with pedestrians using the west side of Crystal Drive, as well as cyclists traveling south. A wider sidewalk on the west side of Crystal Drive, as well as 18th, would help enormously. Car service pickup/drop-off is not indicated: even with curb use apps this has red flags. This looks overall like an underfunded project design; something intended to market convenience and connection but potentially causing accidents as well as inconvenience.

88 If Arlington County and WMATA intend to install signage at the new entrances to guide its customers to other available modes of transportation in the vicinity, we would appreciate signage indicating where Ronald Reagan National Airport is located. The Metropolitan Washington Airports Authority (Airports Authority) is currently engaged in internal signage and wayfinding activities to improve our passengers' experience and we remain vigilant to external opportunities as well. Thank you for providing an opportunity to the Airports Authority to comment on the proposed second entrance to Crystal City Station and for taking this comment into consideration. Sincerely, Mark Rutyna Airport Planner (703) 572-0262

89 This new Metro Entrance cannot repeat the mistakes of the past - it must provide protection to any adjacent bike lanes before opening to prevent pick-up and drop-off activity from occurring in the bike lane. With the Mt. Vernon Trail connection so close by, cycling to and from this new Multimodal Hub is likely to be a common choice. We cannot ruin that possibility with blocked and dangerous bike lanes. This Metro Entrance must either add protection to the existing Crystal Drive bike lane adjacent to the station or ensure that some other Arlington Capital project does so prior to the entrance opening. Similarly, Arlington's Master Transportation Plan bicycle element calls for bike facilities on 18th St immediately adjacent to this entrance - this project must either build that protected bike lane on 18th or ensure that some other Capital project does so prior to opening to make sure this station works for everyone.

90

Appendix C- Public hearing Presentation

Crystal City Metrorail Station

East Entrance

WMATA Compact Public Hearing
R21-01

July 13, 2021

ARLINGTON
VIRGINIA



Agenda

- Purpose of Public Hearing
- Proposed Changes to Metro Facilities
 - Project overview
 - Environmental impacts
- Public Comments
- Next Steps

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:

<https://www.wmata.com/initiatives/plans/crystal-city-second-entrance.cfm>

Arlington County Project Website:

projects.arlingtonva.us/projects/crystal-city-metro-station-second-entrance/

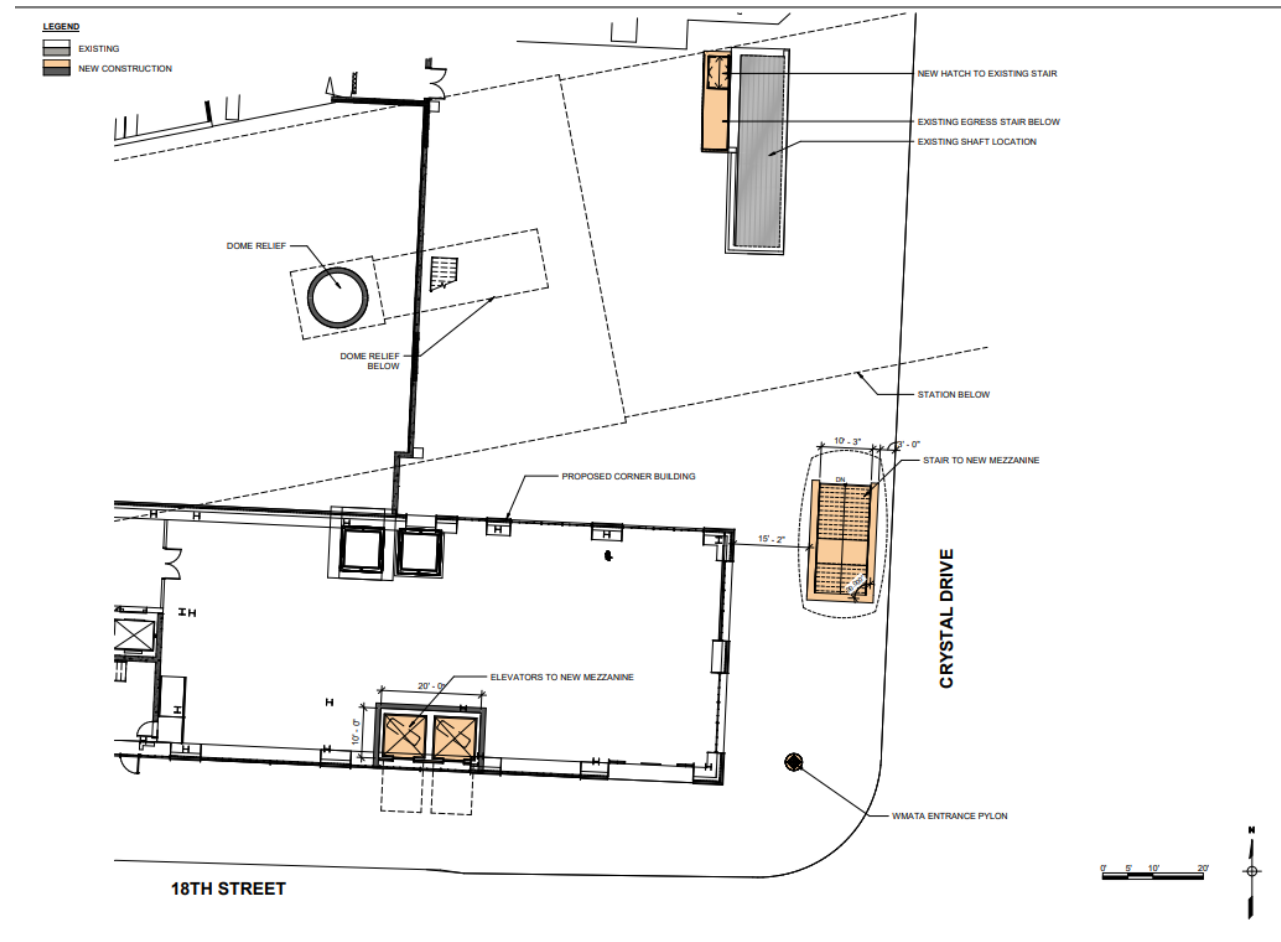
Purpose of Hearing

- To obtain public input on a second (“east”) entrance to the Crystal City Metrorail Station, located at the corner of 18th Street South and Crystal Drive in Arlington, Virginia.

Written Testimony

- Further testimony may be submitted and must be received by 5 p.m. on Friday, July 23rd.
- This testimony may be submitted online at wmata.com/plansandprojects
- Or mailed to: Office of the Secretary, WMATA, 600 Fifth Street NW, Washington, D.C. 20001.

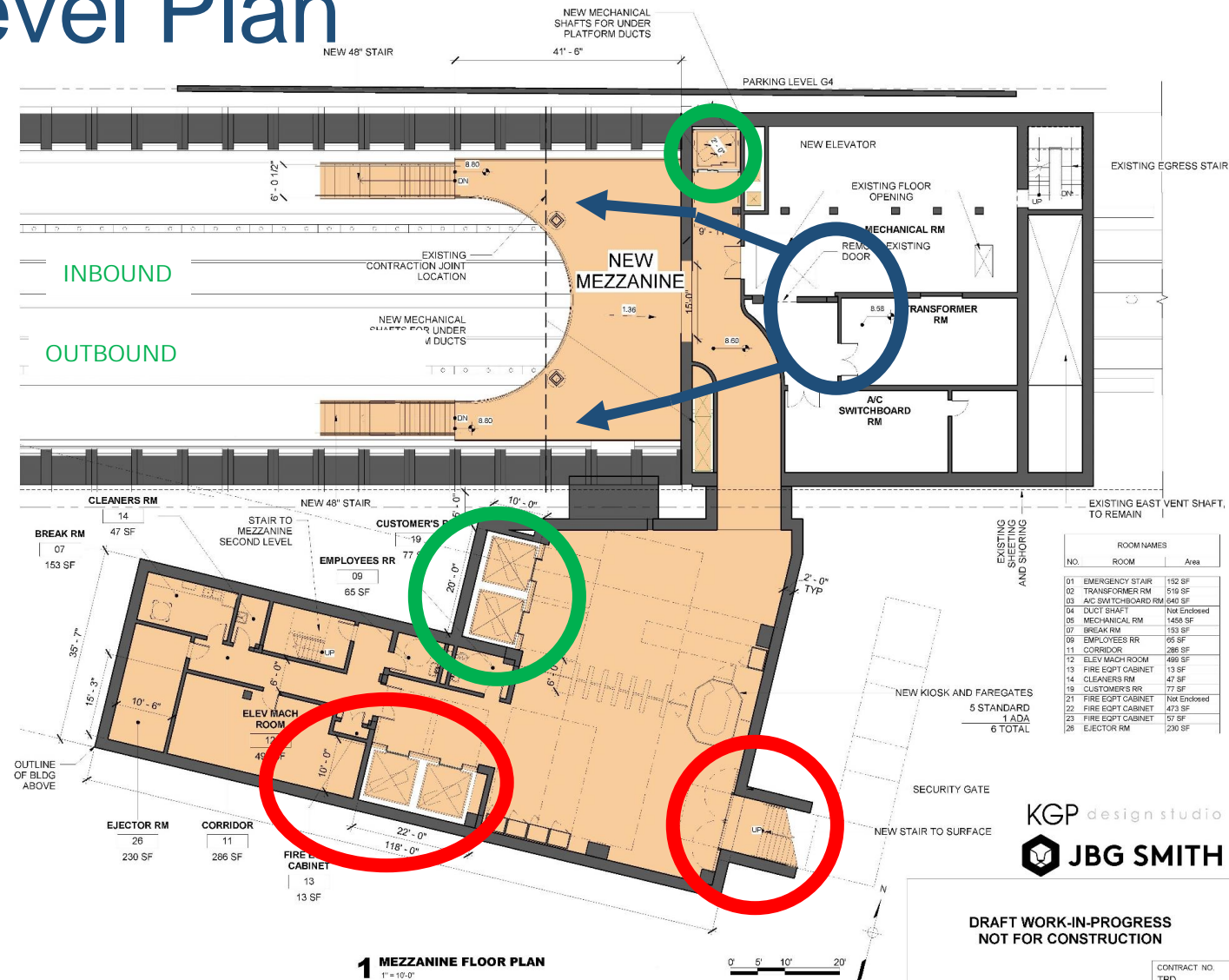
Proposed Project East Entrance



Proposed East Entrance: Mezzanine-Level Plan

LEGEND

- Mezzanine
- Platform Elevators
- New Entrances



Project Partners

ARLINGTON
VIRGINIA



Northern Virginia
Transportation Authority



Federal Transit
Administration



Environmental Analysis

- An Environmental Evaluation for the new station has been completed and is provided as part of the Docket. Likely environmental impacts are summarized in the table below.

Environmental Resource	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization & Mitigation Efforts
Transportation	None	Disruption to pedestrian and vehicular traffic; weekend station closures	Maintenance of Traffic (MOT) plan to reroute surface traffic; Maintenance of Operations Plan (MOP) for train bypass
Air Quality	None	Emissions from on-site diesel equipment and increased truck traffic; fugitive dust	“Good housekeeping” to wet dirt, rinse vehicles exiting site, provide street sweeping, and other dust minimization measures
Noise	None	Pile drilling; tunnel wall demolition	Minimize nighttime work when noise levels would exceed allowable levels, implement noise control measures, and continually monitor noise levels to correct, as needed

Hearing procedures

- Public officials: 5 minutes each
- Private citizens: 3 minutes each
- Relinquishing of time by one speaker to another speaker is not allowed
- Call **855-925-2801** and enter code **8137**

Written Comments

- Must be received by 5:00 p.m. on Friday, July 23, 2021
- Reference “Hearing 21-01” in the subject line
 - **Online:** wmata.com/planandprojects
 - **By mail:**

Office of the Secretary
Washington Metropolitan Area Transit Authority
600 Fifth Street NW
Washington, DC 20001

Next Steps

Dates	Milestone
July 23, 2021	Close of Public Comment Period
August 2021	Draft Staff Report posted on Metro's website for public comment
August 2021	Close of Draft Staff Report Public Comment Period (10 days after website posting)
October 2021	Presentation to WMATA Board of Directors for approval

Thank you for
your participation!



