

**PUBLIC HEARING
STAFF REPORT**

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

**PROPOSED NEW ENTRANCE TO THE
BALLSTON – MU METRORAIL STATION
ARLINGTON, VIRGINIA**

Hearing No. 664
Docket No. R24-01
Tuesday, December 10, 2024

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

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS
PROPOSED NEW ENTRANCE TO BALLSTON METRORAIL STATION
ARLINGTON, VIRGINIA
HEARING NO. 664
DOCKET NO. R24-01

This report presents a review of the public hearing on December 10, 2024, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning the proposed Ballston – MU 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*
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- Appendix B - Comments
 - Attachment 1 – Public Hearing – Transcript
 - Attachment 2 – 3 documents submitted through the online survey
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I. INTRODUCTION

Arlington County, in coordination with the Washington Metropolitan Area Transit Authority (WMATA or Metro), proposes a second entrance to the Ballston – MU 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 west end of the station – near the intersection of Fairfax Drive and North Vermont Street. 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 an overview 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 location, commencing **November 9, 2024**.

Washington Metropolitan Area Transit Authority
300 7th Street, SW
Washington, DC 20024
202-962-2511

II. COMMUNICATION AND OUTREACH TO THE PUBLIC

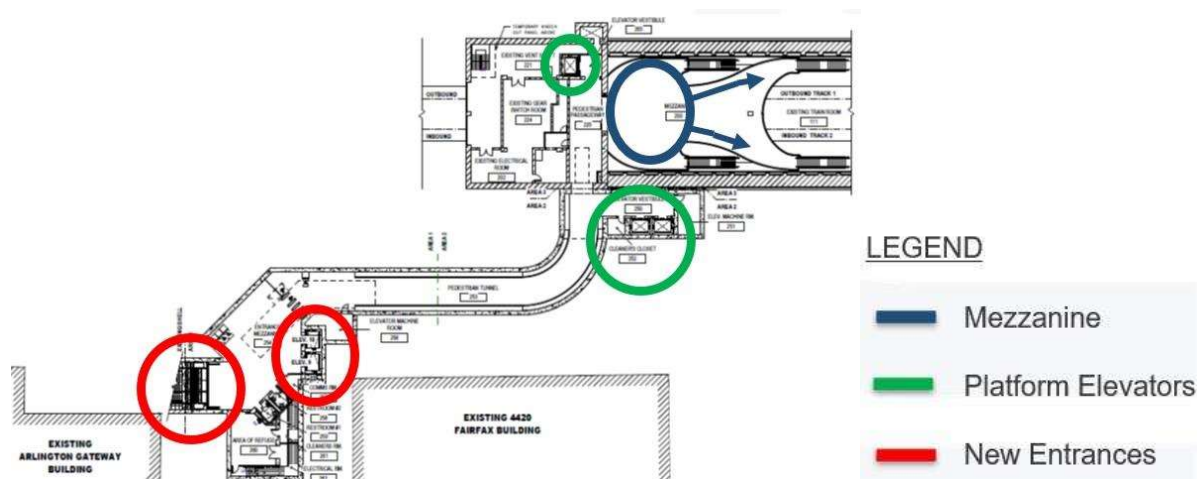
This section provides an overview of public outreach activities and an analysis of their effectiveness.

Introduction

As discussed above, Washington Metropolitan Area Transit Authority (WMATA), is proposing the construction of a second entrance to the Ballston – MU Station (Proposed Project), serving the Ballston neighborhood of Arlington County, Virginia. The new west entrance to the Ballston – MU Metrorail Station would improve access to the station from the west.

WMATA operates the Ballston – MU Metrorail Station, serving the Metrorail Orange and Silver lines. Arlington County is preparing permits and providing funding for the Proposed Project on behalf of WMATA who will be implementing the Proposed Project. The Ballston – MU Station (station) is currently accessed at the street level via a single entrance at the intersection of N Stuart Street and Fairfax Drive. Ticket machines, fare gates, and platforms are located below grade; access is provided by two escalators and three elevators: one on the southwest corner of the intersection and two on the northwest corner. The Proposed Project would construct a new west station entrance with a new stairway at the southwest corner of the Fairfax Drive/N Vermont Street intersection, two new ADA-compliant elevators and an emergency access stair and access hatch at the southeast corner of this intersection. A new underground chamber/mezzanine structure with ticket machines and fare gates as well as a new pedestrian tunnel between the mezzanine and the station platform would be constructed below ground. Additional street-level elements would also be introduced to improve pedestrian safety and circulation including a new crosswalk across Fairfax Drive, and an improved crosswalk and ADA-compliant reconstruction of curb ramps across N Vermont Street. To address the issues, Arlington County, in coordination with WMATA, proposed to include an entrance stair and two ADA compliant elevators in a new west entrance at the corner of Fairfax Drive and N Vermont Street. This entrance would provide new access to a mezzanine connecting to the far west side of the existing Ballston – MU 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.



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 **November 9, 2024, to December 20, 2024**:

- Stakeholder communication & meetings;
- Targeted marketing & media; and
- Public hearing on December 10, 2024.

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.

COMMUNICATIONS AND OUTREACH TO THE PUBLIC

Introduction

Arlington County, in coordination with Metro, is proposing a second entrance to the Ballston-MU Metrorail Station. This project will design and construct a new entrance at the west end of the Ballston-MU Metrorail station. The second station entrance will improve access from the Glebe Road area and support growing development in the station's western vicinity. The project will also improve evacuation procedures in emergencies, providing an immediate exit from the station and train platforms.

The new entrance will be located at the intersection of North Fairfax Drive and North Vermont Street. The proposed new entrance would feature two street-level elevators, stairs, a fare payment area with fare vending machines, and an underground passageway and mezzanine to the existing station platform.

Communications and Outreach Overview

Communications and outreach were guided by the requirements for WMATA Compact Public Hearings as well as Metro's federally mandated, Board-approved Public Participation Plan (PPP).

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

Most of the communications and outreach tactics outlined in this report occurred during the official public comment period timeframe (November 9- December 20, 2024).

The final communications and outreach plan included the following efforts:

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

Feedback was collected through the following sources during the public comment period:

- **Written comments received online and by the Board Secretary's Office**
- **Oral testimony received at the Compact Public Hearing**
- **Responses to public survey**

A summary of the 426 comments and 3 uploaded documents received can be found in the Public Input Report of this document.

Stakeholder Communication

Because this is a joint development project, 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 notified internal staff on stakeholder communication on November 19, 2024 and December 9, 2024.
- Metro collaborated with Arlington to develop content for the Metro project webpage. The webpage featured project-related details, a link to provide feedback online via the survey, information and registration details for the Compact Public Hearing. Metro's project webpage went live on November 9, 2024.
- Metro published a Legal Notice in the Washington Post on November 9, 2024, as required by the Compact, to initiate the public comment period and provide project-related details.
- Metro published a press release on November 13, 2024 detailing the project initiatives, public comment period, and upcoming opportunities for the public to learn more and provide feedback.
- Metro republished the Legal Notice in the Washington Post on November 16, 2024 to remind customers of the public comment period and provide project-related details.



The project was advertised in the Washington Post on November 9, 2024.



The project was reported in the Washington Post on November 16, 2024

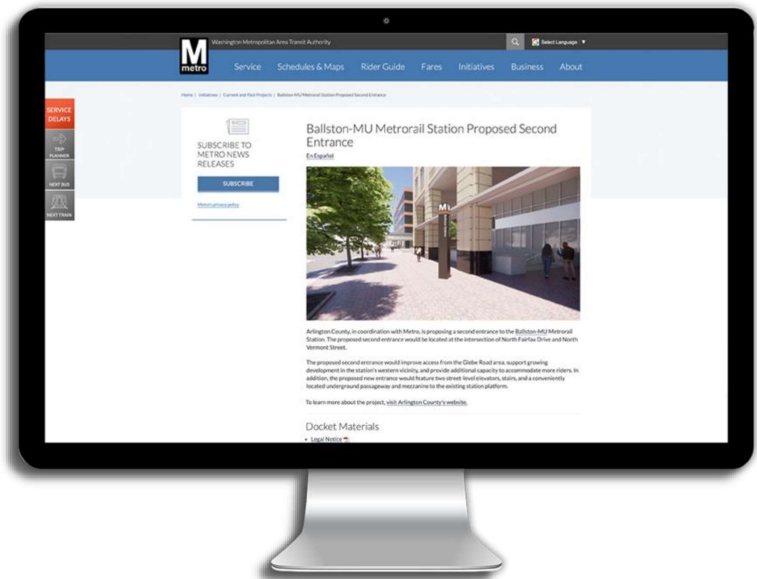
Targeted Marketing and Media

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

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 2729 unique page views. The average time spent on the page was just over 14.57 minutes. 31.7% of the viewers accessed the page from their desktop computer, 67.13% accessed the page from a mobile device, and 1.17% accessed the page from a tablet.



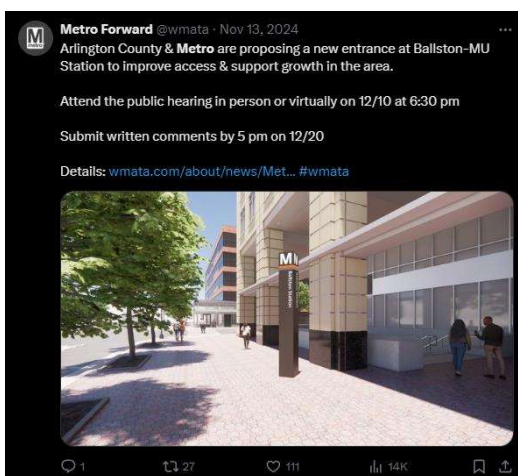
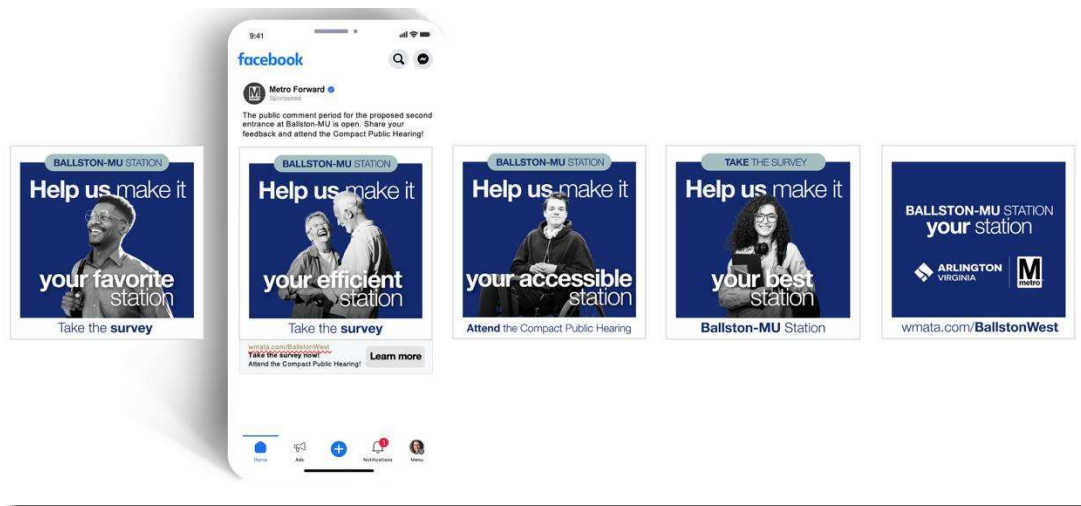
Social Media

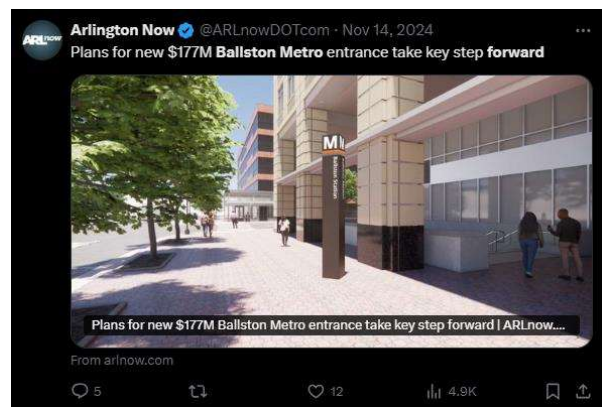
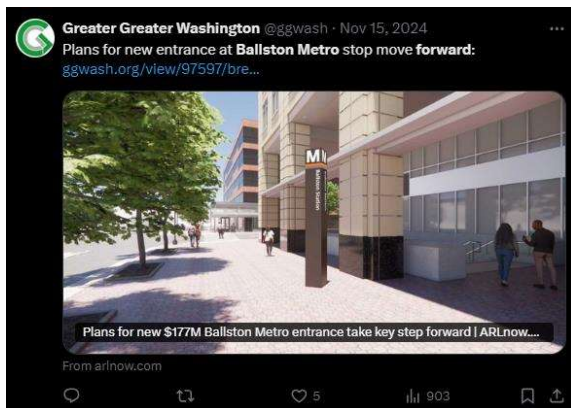
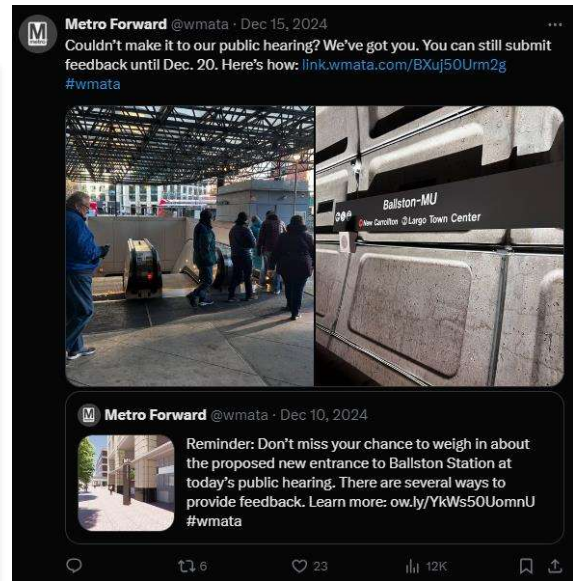
Metro leveraged social media and ran a paid social media campaign to get the message out across a variety of channels. The campaign ran from December 2- December 20, 2024. Additionally, Metro publicized the project via Twitter, leveraging organic posts. In total, Metro's social media posts resulted in more than 111.1 impressions and more than 1,555 engagements across all platforms.

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(s)	Details
Twitter	11/13/2024-12/15/2024	<ul style="list-style-type: none">4 posts58.7k views2 comments, 46 reposts, and 191 likes
Facebook	12/2/24-12/20/24	<ul style="list-style-type: none">30,560 people reached2.04% average click-through rate860 link clicks
Instagram	12/2/24-12/20/24	<ul style="list-style-type: none">21,809 impressions0.96% average click-through rate456 link clicks

Social Media Examples



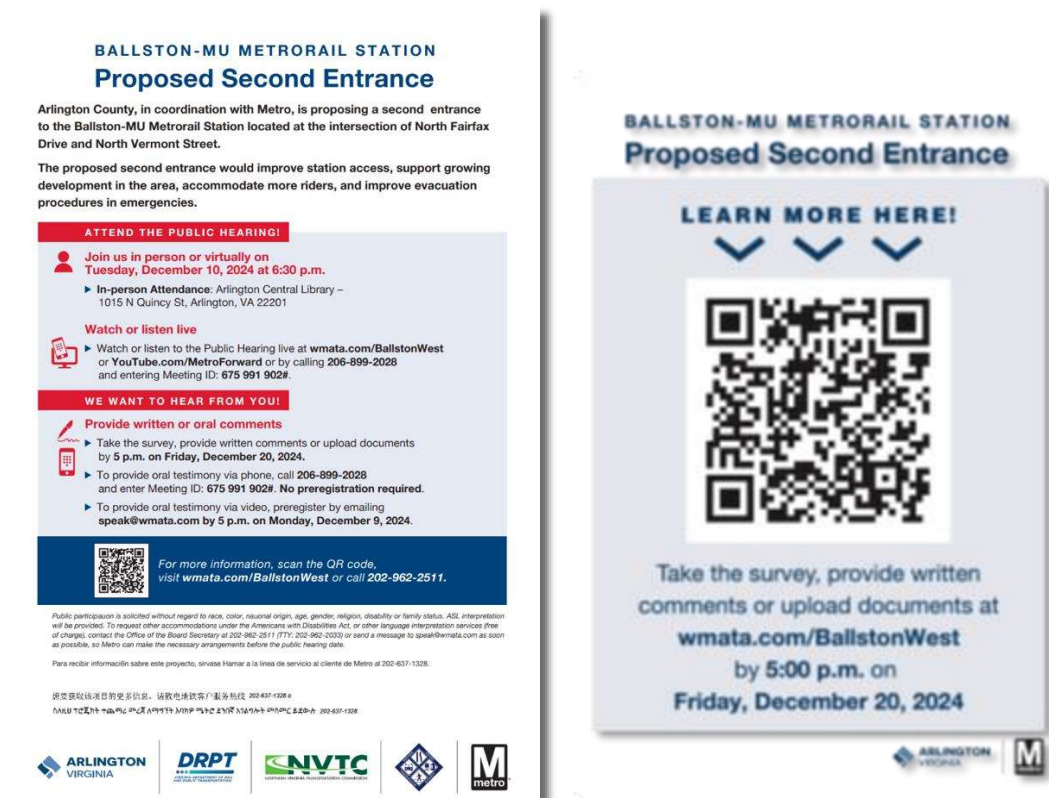


Print and Digital Sign Postings

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

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

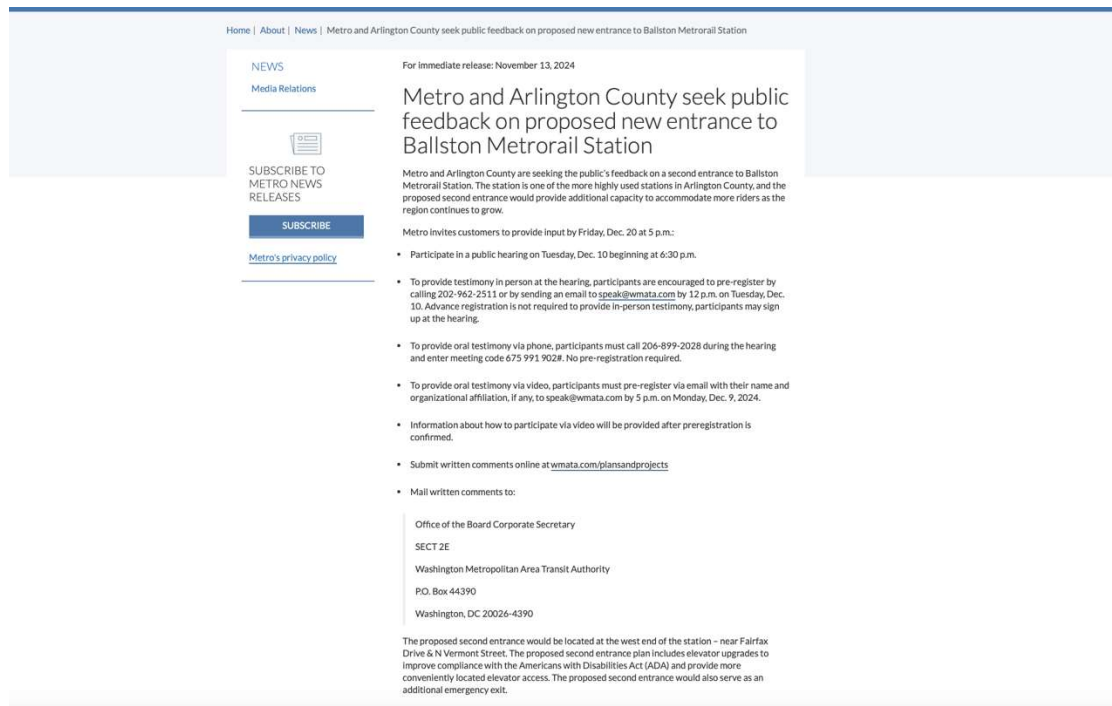
Signage Examples



Media Relations

Metro issued a press release on November 13 to generate earned media coverage about the project and promote the Compact Public Hearing.

Date	Title	Details
11/13/24	Metro and Arlington County seek public feedback on proposed new entrance to Ballston Metrorail Station	Metro invites the public to participate in the Compact Public Hearing and provide public comments through December 20.



Press release posted to Metro webpage.

In-Person Outreach

To reach Ballston-MU Metrorail Station customers and neighbors, two pop-up events were held outside of the station entrance on November 13 from 7- 10 a.m., and December 3 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. Informational flyers were presented in English, Spanish and Chinese. The project team spoke with more than 1,350 people and distributed over 1,250 information sheets.



Members of the project team speaking with the public at the pop-up events. The days and times of the event were selected specifically to coincide with the timeframes when the highest number of people would be at the station.



English postcards distributed during pop-up events.



Spanish postcards distributed during pop-up events.



Chinese postcards distributed during pop-up events.

Compact Public Hearing

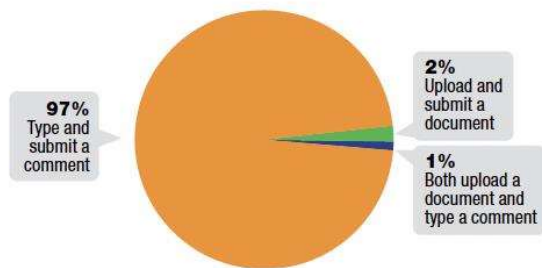
A Compact Public Hearing was held on Tuesday, December 10 at 6:30 p.m. The hearing was conducted by WMATA Board of Directors Vice Chair, Paul Smedberg, and Senior Capital Program Manager, Elvio Caporuscio, and was streamed live on Metro's project webpage as well as on [Metro's YouTube channel](#). The hearing hosted 49 in-person attendees and was viewed by 274 people with 7 likes online. 9 people provided oral testimony at the hearing, and 3 documents were submitted through the online survey. You can find the transcript of the oral testimony at the end of the Staff Report.



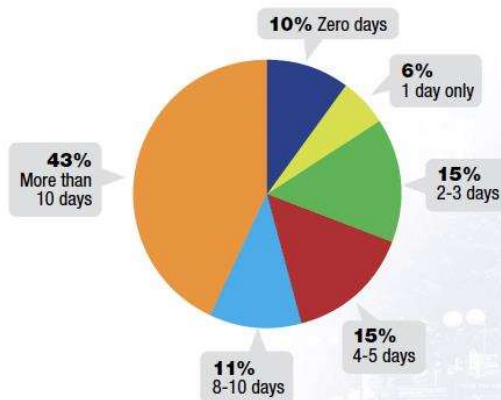
Public Input Results

Metro collected public input during the public comment period from Saturday, November 9 through 5 p.m. Friday, December 20.

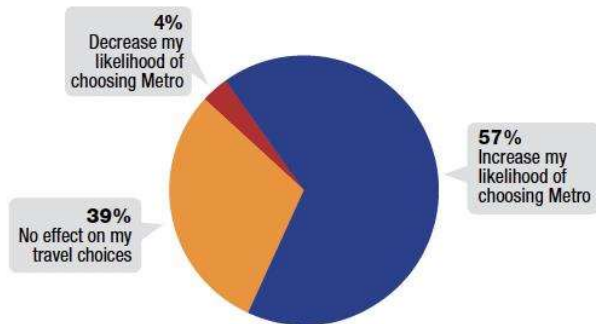
How do you wish to use this form to provide your comment regarding the proposed second entrance at the Ballston-MU Metrorail Station?



How often have you used Ballston-MU Metrorail Station in past 30 days?



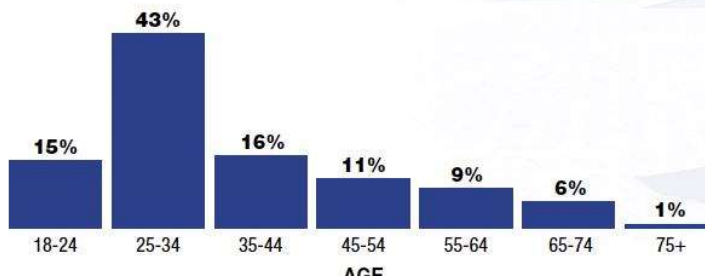
Overall, would the proposed changes at Ballston-MU Metrorail Station increase or decrease your likelihood of choosing the station over other travel options in the future?



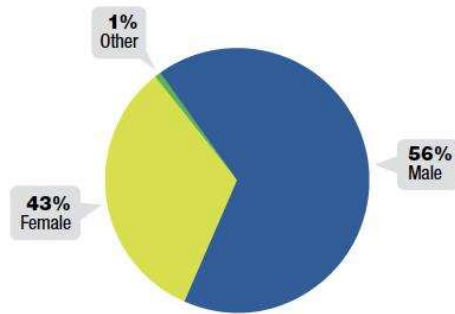
Would each of the following changes increase or decrease your likelihood of choosing Ballston-MU Station over other travel options in the future?

	Increase my likelihood of choosing Metro	No effect on my travel choices	Decrease my likelihood of choosing Metro
A new west end entrance located at the intersection of North Fairfax Drive and North Vermont Street	64%	32%	4%
The new entrance would improve access from the Glebe Road area	65%	31%	4%
The new entrance would feature two street-level elevators and stairs	55%	38%	4%
The new entrance would feature an underground passageway and mezzanine to the existing station platform	55%	36%	4%

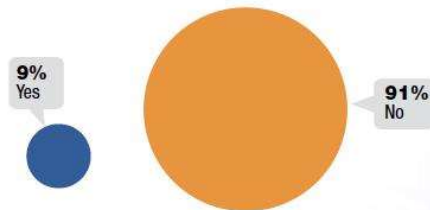
In what year were you born?



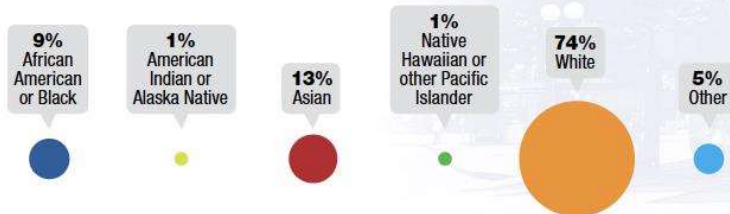
What is your gender identity?



Are you of Hispanic or Latino origin?



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



What's the best way for Metro to communicate with you as this project continues?

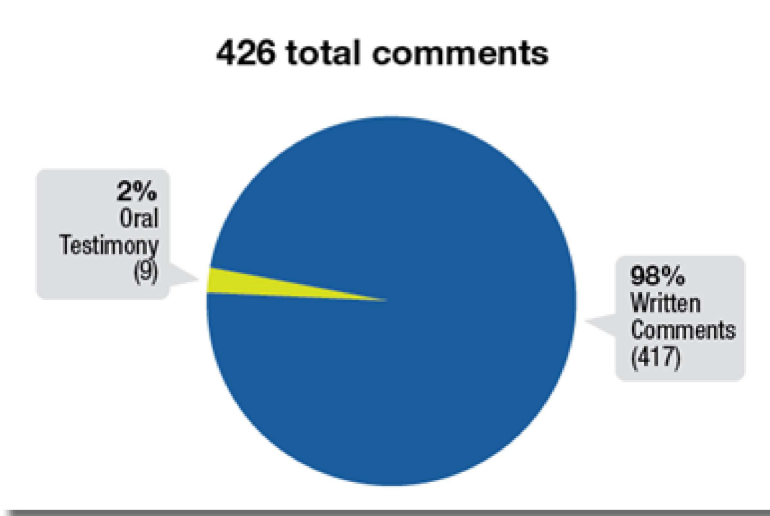
	Email	27%
	Social Media	20%
	Website	18%
	Flyers/brochures	6%
	Virtual Meeting	5%
	Postal Mail	4%
	Newspaper	3%
	In-Person Meeting	3%
	Other	2%

Please provide your comments in the box below:

Headline	Summary	Number of Mentions	Verbatim Examples
Support for the Project	Some respondents expressed enthusiasm for the second entrance, viewing it as beneficial for safety, convenience, and the development of the Ballston neighborhood.	106	<p>"I am strongly for this second entrance."</p> <p>"Super excited for this 2nd entrance, I've been waiting for 10 years."</p> <p>"I support the addition of a second entrance at Ballston-MU Metrorail Station."</p>
Concerns About Design and Accessibility Features	Feedback included requests for clearer station design, ensuring accessibility features like elevators, escalators, and streetscape improvements are adequately addressed.	102	<p>"The lack of elevators is a significant oversight. This affects accessibility for many people."</p> <p>"The design doesn't seem to prioritize accessibility for all users."</p> <p>"Adding more stairs is not helpful for those with mobility challenges."</p>

Headline	Summary	Number of Mentions	Verbatim Examples
Concerns About Location and Accessibility	Several respondents questioned the proposed location of the second entrance, citing concerns about congestion, pedestrian safety, and redundancy with the existing entrance. Some also suggested alternative locations.	88	<p>"The new location is very close to where a busy four way intersection with cars going/ coming from I-66 exists and already has a lot of congestion."</p> <p>"The proposed construction is clear gold plating to mimic the existing Ballston entrance in a less central location."</p> <p>"Distance from parking makes this less convenient."</p> <p>"This area is residential and will create more pedestrian traffic flow that is not needed and will disrupt residents."</p>
Impact on Neighborhood and Surrounding Areas	Some commenters were concerned that the project could impact local neighborhoods, especially regarding increased density and construction disruptions.	67	<p>"This will increase traffic and congestion in the area."</p> <p>"I do not wish to have an additional metro entrance on N Vermont and Fairfax."</p> <p>"Noise and pollution will be a significant issue."</p> <p>"A new entrance could enhance this corner of the Ballston area."</p> <p>"Local businesses might be disrupted during construction."</p>
Cost and Funding Concerns	Many expressed concerns over the high cost of the project, questioning its necessity and suggesting that funds could be better used for other transportation improvements.	54	<p>"\$144mil seems expensive and better used to improve service quality."</p> <p>"The cost is absolutely insane when we're being told budgets are tight."</p> <p>"How much will this cost, and who is paying for it?"</p> <p>"A new entrance is not needed. It is also too expensive."</p>

Metro collected public input during the public comment period from Saturday, November 9 through 5 p.m. Friday, December 20 via written comments (submitted online or letters mailed to the Board Secretary's Office) and oral testimony at the Virtual Compact Public Hearing.



Other Results and Demographics		Responses
Device used to complete online survey		
Desktop or laptop computer		46%
Smartphone, tablet or other mobile device		54%
Hispanic or Latino		
Yes		19
No		206
Race		
African American		20
Native American		3
Asian		30
Pacific Islander		2
White		163
Other		11
Gender		
Male		129

Other Results and Demographics	Responses
Female	100
Other	2

III. SUMMARY OF PUBLIC HEARING

A Compact Public Hearing was held on Tuesday, December 10 at 6:30 p.m. The hearing was conducted by WMATA Board of Directors Chair, Paul Smedberg and Senior Capital Program Manager Elvio Caporuscio, and was streamed live on Metro's project webpage as well as on Metro's YouTube channel. The hearing hosted 49 in-person attendees and was viewed by 274 people with 7 likes online. 9 people provided oral testimony at the hearing, and 3 documents were submitted through the online survey. You can find the transcript of the oral testimony provided at the hearing at the end of the Staff 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 individuals testified at the hearing:

- Stephen Skippen
- Henery McFarland
- Ryan Arnold
- Matt Saunders
- John Musso
- Ryan Gavin
- John Kardon
- Alex Mendelson
- Larry Smith

The hearing was closed at 7:30 P.M.

IV. SUMMARY OF THE STAFF PRESENTATION

Mr. Smedberg opened the hearing and noted that the hearing had been advertised in the Washington Post. He explained the purpose of the public hearing was to receive comments, suggestions, and alternatives on the proposed modifications to the Ballston station by adding a new entrance. Mr. Smedberg then gave an overview of the hearing procedures and explained that changes to the options presented may be proposed in response to testimony received and subsequent staff analysis.

Mr. Elvio Caporuscio, WMATA's Senior Capital Program Manager, delivered the staff presentation. Mr. Caporuscio 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.

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 December 20, 2024.

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 five (5) 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. Support for Project

Headline	Summary	Number of Mentions	Verbatim Examples
Support for the Project	Some respondents expressed enthusiasm for the second entrance, viewing it as beneficial for safety, convenience, and the development of the Ballston neighborhood.	106	<i>"I am strongly for this second entrance."</i> <i>"Super excited for this 2nd entrance, I've been waiting for 10 years."</i> <i>"I support the addition of a second entrance at Ballston-MU Metrorail Station."</i>

Summary

One Hundred and Six (106) comments expressed support for the project.

Response

Comments noted.

B. Concerns About Design and Accessibility Features

Headline	Summary	Number of Mentions	Verbatim Examples
Concerns About Design and Accessibility Features	Feedback included requests for clearer station design, ensuring accessibility features like elevators, escalators, and streetscape improvements are adequately addressed.	102	"The lack of elevators is a significant oversight. This affects accessibility for many people." "The design doesn't seem to prioritize accessibility for all users." "Adding more stairs is not helpful for those with mobility challenges."

Summary

One Hundred and Two (102) comments expressed concerns about design and accessibility features.

Response

Comments noted. New elevators will provide enhanced accessibility.

C. Concerns About Location and Accessibility

Headline	Summary	Number of Mentions	Verbatim Examples
Concerns About Location and Accessibility	Several respondents questioned the proposed location of the second entrance, citing concerns about congestion, pedestrian safety, and redundancy with the existing entrance. Some also suggested alternative locations.	88	"The new location is very close to where a busy four way intersection with cars going/ coming from I-66 exists and already has a lot of congestion." "The proposed construction is clear gold plating to mimic the existing Ballston entrance in a less central location." "Distance from parking makes this less convenient." "This area is residential and will create more pedestrian traffic flow that is not needed and will disrupt residents."

Summary

Eight-Eight (88) comments expressed concerns about location and accessibility.

Response

Comments noted.

D. Impact on Neighborhood and Surrounding Areas

Headline	Summary	Number of Mentions	Verbatim Examples
Impact on Neighborhood and Surrounding Areas	Some commenters were concerned that the project could impact local neighborhoods, especially regarding increased density and construction disruptions.	67	"This will increase traffic and congestion in the area." "I do not wish to have an additional metro entrance on N Vermont and Fairfax." "Noise and pollution will be a significant issue." "A new entrance could enhance this corner of the Ballston area." "Local businesses might be disrupted during construction."

Summary

Sixty-Seven (67) comments expressed concerns for the impact on neighborhood and surrounding Areas.

Response

Comments noted.

E. Cost and Funding Concerns

Headline	Summary	Number of Mentions	Verbatim Examples
Cost and Funding Concerns	Many expressed concerns over the high cost of the project, questioning its necessity and suggesting that funds could be better used for other transportation improvements.	54	"\$144mil seems expensive and better used to improve service quality." "The cost is absolutely insane when we're being told budgets are tight." "How much will this cost, and who is paying for it?" "A new entrance is not needed. It is also too expensive."

Summary

Fifty-Four (54) comments about cost and funding concerns.

Response

Comments noted. These concerns have been shared with Arlington County, who is the funding partner for this project.

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 November 9, 2024, to December 20, 2024.

In total, Metro received 426 public comments on the proposed Ballston Metrorail Station second entrance.

Public Input Sources	
Written comments	417
Oral Testimony	9
Total	426

On-line comments account for 417 (98%) of the 426 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	46%
Smartphone, tablet or other mobile device	54%
Hispanic or Latino	
Yes	19
No	206
Race	
African American	20
Native American	3
Asian	30
Pacific Islander	2
White	163
Other	11
Gender	
Male	129
Female	100
Other	2

B. Draft Staff Recommendation

Staff recommends approval of the addition of a new Ballston – MU Metrorail Station entrance near the intersection of Fairfax Drive and North Vermont Street 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 - Public Hearing Notice to Public Agencies

Attachment 1 – Public Hearing Notices in *Washington Post*



Notice of Public Hearing

Washington Metropolitan Area Transit Authority
Proposed New Entrance to Ballston Metrorail Station
Arlington County, VA
Docket R24-01

Purpose

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

Open House 6:00 p.m.
Hearing No. 664

6:30 p.m., Tuesday, December 10, 2024
Arlington Central Library
Auditorium
1015 N Quincy Street
Arlington, VA 22201

Please note that these dates are subject to each facility's cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on wmata.com.

The location for all Metro public hearings are wheelchair accessible. Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in these public hearings, or who requires these materials in an alternate format, should contact the Office of the Board Corporate Secretary at 202-962-2511 or TTY: 202-962-2511 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 202-962-1592 at least 48 hours prior to the public hearing date.

If or more information, please visit:
wmata.com/plansandprojects

In accordance with Section 15 of the WMATA Compact, Metro will conduct a public hearing at the location listed in this notice. Information on this hearing will be provided at nearby Metrorail stations, at Arlington County libraries and online at wmata.com.

HOW TO REGISTER
TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to this docket will be afforded the opportunity to present their views, 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. Requiring time by one speaker to another will not be permitted.

Individuals can provide testimony at the hearing in one of three ways:

In person: Individuals wishing to provide testimony in person during a hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 12 p.m. the day of the hearing at which you wish to testify. Please submit only one speaker's name per request. Individuals can also sign up at the hearing to provide testimony; advance registration to provide in-person testimony is not required.

By videoconference: Individuals wishing to provide testimony 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. the day prior to the hearing at which you wish to testify. Please submit only one speaker's name per request.

By telephone: Individuals should call (202) 899-2528 during the hearing and enter Meeting Code 675 991 0524. Pre-registration to provide comments by telephone is not available.

HOW TO SUBMIT TESTIMONY
NOT AT A PUBLIC HEARING

Testimony about this proposal may be submitted at wmata.com/plansandprojects. This website will open by 9 a.m. on Saturday, November 9, 2024, and will close at 5 p.m. on Friday, December 20, 2024. The website will also provide the opportunity to upload documents and submit brief oral comments. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Corporate Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390. All comments must be received by the Office of the Board Corporate Secretary by 5 p.m. on Friday, December 20, 2024, to be included in the public record. Please reference "New Entrance Ballston" in your correspondence.

The comments received by the Office of the Board Corporate Secretary, along with the survey results and public hearing comments, will be presented to the Board 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 charge, including any personal information provided.

For those who do not have access to computers or internet, note that copies of the docket in its entirety can be requested from Metro's Office of the Board Corporate Secretary by calling 202-962-2511, and are available for inspection during normal business hours at Metro's Headquarters at 300 7th Street SW, Washington, DC 20024. Please call 202-962-2511 in advance to schedule an appointment.

WHAT IS PROPOSED

Washington Metropolitan Area Transit Authority (WMATA), is proposing the construction of a second entrance to the Ballston-MU Station (Proposed Project), serving the Ballston neighborhood of Arlington County, Virginia. The new west entrance to the Ballston Metrorail Station would improve access to the station from the west.

Ballston-MU Station
Proposed West Entrance Project

WMATA operates the Ballston-MU Metrorail Station, serving the Metrorail Orange and Silver lines. Arlington County is preparing permits and providing funding for the Proposed Project on behalf of WMATA who will be implementing the Proposed Project.

The Ballston-MU Station (station) is currently accessed at the street level via a single entrance at the intersection of N Stuart Street and Fairfax Drive. Ticket machines, fare gates, and platforms are located below grade; access is provided by two escalators and three elevators: one on the southwest corner of the intersection and two on the northwest corner. The Proposed Project would construct a new west station entrance with a new stairway at the southwest corner of the Fairfax Drive/N Vermont Street intersection, two new ADA-compliant elevators and an emergency access stair and access hatch at the southeast corner of the intersection. A new underground chamber-moussanne structure with ticket machines and fare gates as well as a new pedestrian tunnel between the moussanne and the station platforms would be constructed below ground. Additional street-level elements would also be introduced to improve pedestrian safety and circulation including a new crosswalk across Fairfax Drive, and an improved crosswalk and ADA-compliant reconstruction of curb ramps across N Vermont Street.

REFERENCE MATERIAL
AVAILABLE FOR INSPECTION

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

WMATA, Office of the Secretary
300 7th Street, SW
Washington, DC 20024
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 displacement 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.

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.

The project was advertised in the *Washington Post* on November 9, 2024.



The project was reposted in the Washington Post on November 16, 2024.

Attachment 2 – Public hearing Notice to Public Agencies

Notice of Public Hearing.



**Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed New Entrance to Ballston Metrorail Station
Arlington County, VA
Docket R24-01**

Purpose

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

Open House 6:00 p.m.

Hearing No. 664
6:30 p.m., Tuesday, December 10, 2024
Arlington Central Library
Auditorium
1015 N Quincy Street
Arlington, VA 22201

Please note that these dates are subject to each facility's cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on wmata.com.

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For more information, please visit: wmata.com/plansandprojects



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By telephone: Individuals should call (206) 899-2028 during the hearing and enter Meeting Code 675 991 902#. Pre-registration to provide comments by telephone is not available.

HOW TO SUBMIT TESTIMONY NOT AT A PUBLIC HEARING

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public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

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Ballston-MU Station proposed West Entrance Project

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300 7th Street, SW
Washington, DC 20024
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.

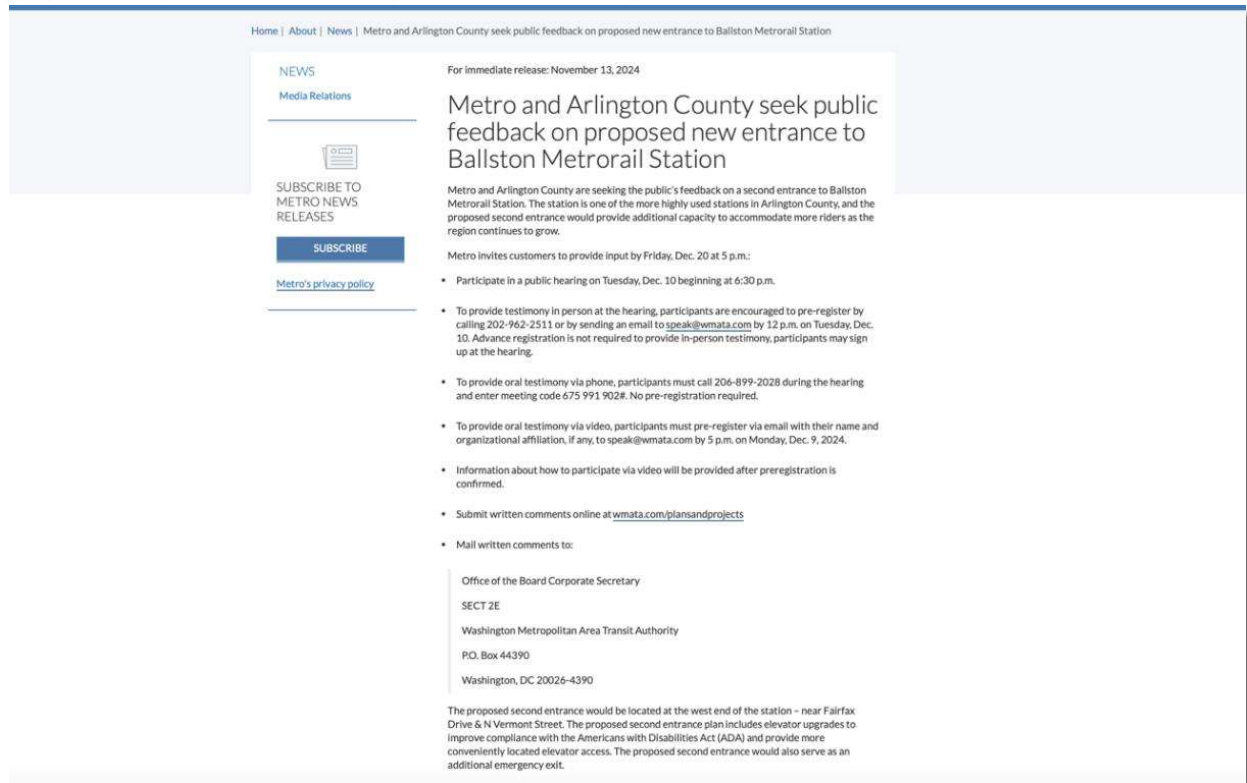
WMATA COMPACT REQUIREMENTS

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.

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.

Metro issued a press release on November 13 to generate earned media coverage about the project and promote the Compact Public Hearing.



Appendix B – Comments

- Attachment 1 – Public Hearing – Presentation Transcript
- Attachment 2 – Public Hearing – Public Testimony Transcript
- Attachment 3 – 3 Documents submitted through online survey

Attachment 1 – Public Hearing – Transcript

MR. SMEDBERG:

Good evening, ladies, and gentlemen. 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 tonight: Ms. Robin McElhenney-Smith, Arlington County. With me tonight is Jennifer Ellison, Corporate Secretary for Metro's Board of Directors, and John Pasek, Assistant Board Secretary, and Alan Watson, Metro's Director, Capital Improvement Programs, and Elvio Caporuscio, Senior Capital Program Manager. Mr. Caporuscio will give tonight's staff presentation.

This hearing is convened by the Metro Board of Directors to gather public comments on Docket R24-01, proposed West Entrance to the Ballston-MU Metrorail Station. The agenda for tonight's meeting is shown on the screen. Notices of this hearing were made by publication in the Washington Post.

Information, including the Notice of Public Hearing, the environmental report, and the General Plans are available at WMATA offices and posted at wmata.com/plansandprojects. Additional information can be found at Arlington County's project website.

The purpose of the hearing tonight is to gather comments on the proposed West Entrance to the Ballston-MU Metrorail Station. Briefly, I will cover the procedures that we will follow during the hearing. We will hear from those of you who have signed up to give testimony. Please call 1-206-899-2028 and enter Meeting Code 675 991 902 if you wish to speak. Again, call 1-206-899-2028 and enter Meeting Code 675 991 902 if you wish to speak. 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. There is a timer here that will count down how much time you have left to speak. It will give you a warning beep when you have 20 seconds left and will beep continuously when your time is up. I want to take a moment to recognize that this is where we listen to *you*. This is your opportunity to comment on the proposal, and we are here to listen.

We will not be able to answer questions during your testimony. If you have questions, please contact staff at speak@wmata.com. 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 telephone number you provide in the statement, are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

Further testimony may be submitted and must be received by 5 p.m. on Friday, December 20th. This testimony may be submitted online at wmata.com/plansandprojects. Or mailed to: Office of the Board Corporate Secretary, SECT 2E, Washington Metropolitan Area Transit Authority P.O. Box 44390, Washington, DC 20026-4390,

If you have any questions about the different ways to provide testimony, please contact Metro staff. Your comments will become part of the public record that 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 December 20th. I now call on Mr. Caporuscio for the staff presentation.

MR. CAPORUSCIO:

Thank you, Mr. Smedberg. WMATA proposes to construct a west entrance to the Ballston-MU Metrorail Station in Arlington County, Virginia. The second entrance would create a multimodal hub, shorten commutes, relieve future congestion, and support ADA accessibility. The new entrance would be located at the southwest and southeast corners of Fairfax Drive and North Vermont Street and would include a stair and elevator as shown here.

Within the station, the project would involve construction of a new mezzanine (indicated by a blue circle and arrows), stair and elevator entrance facilities (indicated by the red circles), and mezzanine elevator facilities (indicated by green circles). This is a rendering of the station layout showing the locations for the New Stairs, New Elevators, and New Mezzanines with Fare Gates and a Pedestrian Passageway to the Station Platform. This slide shows four renderings of the New Proposed West Entrance: a Street View on Fairfax Avenue, views of the Elevators and Stair access at the Street Level and the Proposed Entrance Mezzanine with New Station Fare Gates.

Arlington County is preparing permits and providing funding for the Proposed Project on behalf of WMATA who will be implementing the development of the west entrance. Arlington County has engaged WMATA for support services. Other partners include the Northern Virginia Transportation Authority—NVTa, Northern Virginia Transportation Commission—NVTC 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. There will be moderate impacts during construction. These impacts include changes to traffic patterns, air quality, and noise. This concludes the staff presentation.

MR. SMEDBERG:

Thank you, Mr. Caporuscio. And now it's time to call the first witness. As a reminder, Public Officials are given 5 minutes talk. All others are given 3 minutes.

The following individual testified at the hearing:

1. *Stephen Skippen*
2. *Henry McFarland*
3. *Ryan Arnold*
4. *Matt Saunders*
5. *John Musso*
6. *Ryan Gavin*
7. *John Kardon*
8. *Alex Mendelson*
9. *Larry Smith*

1. Stephen Skippen

Thanks for having us here today. My name is Stephen Skippen, I represent a company called Skanska. We have a development property at 3901 N. Fairfax Drive, we are a big proponent of this project, and we hope it moves forward. That's all, thank you.

2. Henry McFarland

Thank you. My name is Henry McFarland. I am president of the Bluemont Civic Association, our association which represents the interests of citizens living west of the Ballston Metro station, strongly supports the proposed west entrance. We have been asking for this entrance as far back as our 2010 neighborhood conservation plan.

New entrance is particularly important because of the significant changes in the Ballston area since the station was opened in 1979. Hundreds of apartments and a number of other new homes have been built in the area west of the station since then. The development will continue. We are currently aware of three new apartment buildings being planned for the area and those projects combined for over a thousand apartments.

The new entrance would bring many benefits that would help our community deal with this growth. It would make walking to Metro much more convenient for the increasing number of people living to the west of the station, because it would be nearly a quarter mile to the west of the existing entrance. By shortening the walk to the station, the new entrance would encourage Metro use, which in turn would benefit the system financially and reduce traffic congestion and pollution. The new entrance is important for safety. The methods of evacuating people from the station in an emergency are insufficient given the great increase in station traffic; the added evacuation routes are extremely important.

The new entrance will relieve congestion at the current entrance. It will also enhance ADA, Americans with Disabilities Act, accessibility. Prospective Metro riders with mobility issues who would find it difficult to get the extra distance to the current entrance would be much better served by the new entrance and its two ADA compliant elevators. The new entrance will enable more efficient passenger spacing inside trains on the platforms, it will also allow regional I-66 buses to reach Metro more efficiently. That will speed up buses, making bus travel more attractive relative to cars and again reducing traffic and encouraging the use of transit.

The project will also encourage more Transit Oriented Development. We do have a reservation on that last point: we believe that prevailing land use and existing zoning pattern should be maintained in our area and we don't believe the new entrance should lead to any wholesale changes in zoning in the area west of Glebe Road, an area that has already seen and likely will continue to see a substantial increase in density.

Ballston's 1979 station design is no longer sufficient because of the introduction of the Silver Line and the growth in the Ballston area, the station's single entrance is over capacity and no longer effectively serves Metro riders' needs. Adding a second entrance will encourage the use of mass transit and improve safety, and we urge you to make this project a high priority. Thank you very much.

3. Ryan Arnold

Hello. Very excited to be here to express my strong support for this, this idea, it's a long time coming. I know that, you know, I used to go to um meetings of the Bluemont Civic Association around 2010-2011, so I know, that as you just heard the community has wanted this for a long time. So glad that it's finally coming. And, also, anything that we can do to make public transportation, especially high-quality transit like Metro, more accessible to more people is great, especially when we have the climate crisis and everything else that this would help us to solve. So, in some, in summary and conclusion, please make this happen.

4. Matt Saunders

Continuing the theme, I'm also a resident of the Bluemont neighborhood, and moved there recently but I'm super excited about this Metro station. I walked by the spot it would be at every day, and I've pointed at that to my wife and said this would be, if there was a Metro station here that would complete my life. So, this is great. I, like, mentioned that side of, like, I think before I moved there, I hadn't realized how connected that is, especially for pedestrian traffic. So, I think it's really going to improve stuff there. One comment I have is that the trail connecting Ballston to Bluemont, I hope that in the future, you know, this would help improvement on that trail and maybe lighting I don't know but, just excited for this, for all the reasons listed. So, thank you.

5. John Musso

Good evening, everyone. I'm John Musso, Government Affairs Manager at the Arlington County Chamber of Commerce, and I'd like to say a few uh words of support for this project on behalf of the Arlington Chamber.

The Metro is a crucial part of the economy, and what makes the Ballston neighborhood economically attractive for many businesses who are currently here and those that are considering to locate and relocate to Arlington. And we believe that this additional entrance, close to Glebe Road and all of the restaurants, retail and other businesses on that side of the corridor, this should be a tremendous benefit both to them currently and to all businesses that could potentially be there in the future, so we strongly support this proposal. Thank you.

6. Ryan Gavin

Hello, my name is Ryan Gavin. I'm here representing the Continental condominium, which is part of the Arlington Gateway project, immediately adjacent to the site of the proposed Metro entrance. We are really excited for this project, we have, I think, our full support to make this happen. Of course, it is highly convenient for us, but as well, the streetscape along Fairfax Drive in this part of Ballston is rather desolate, sad, etc., needs a lot of jeujing up, and we think that the Metro entrance along with the development in the area is the perfect thing to help things.

Obviously we are concerned about the impact to the 400 plus units, and the residents of, their daily life given the North Vermont Street smack dab in between your stairs and your elevator is the main thoroughfare for improving... but, no North Vermont Street,, obviously very impactful to this project, very impactful to our lives; also as part of the Arlington Gateway development, the Arlington Gateway office building and the Westin. We also know that in the existing 4420 Fairfax Drive building, there is obviously site plan that's been around for a long time, and there's also a new owner with active development work to try to make that happen, and what we would also love to see is as much coordination as possible, as much synergies as possible, with a redevelopment of that office building and the existing Metro entrance – they're digging down, you're digging down, there's a lot of opportunity here to decrease the friction for everyone living in the immediate area. But otherwise, happy to see it, happy to support in any way that we can, and thank you very much for your time.

7. John Kardon

I'm John Kardon with Aria Development Group. We are the owner and developer of the building at 4420 Fairfax Drive. And great segue from the prior comments, we'd love to work with WMATA for

good synergies during the construction process and planning process of, of the WMATA tunnel. We are generally very supportive of the new entrance facilities and think this will be a tremendous boon to the Ballston West area and would love to continue supporting along the way in any way we can. So, thank you for making this happen and we're excited that you guys are fully funded and ready to launch. Thank you.

8. Alex Mendelson

Hello. My name is Alex Mendelson, and I am a commissioner on Arlington County's Transportation Commission, but I'm here representing myself. I am a high school student in Arlington County and Metrorail is vital for helping me and my peers move around our community.

I am speaking today regarding the proposed second entrance at the Ballston-MU Metro station. I want to express my general support from the for the project, as it will increase accessibility by bringing the Metrorail system closer to existing and potential Riders.

It will also improve passenger distribution on platforms and aboard trains, which is essential on a Metrorail system where crowding is increasing. Furthermore, I want to applaud the design choice not to use escalators to bring the passenger, the passenger passageway to the street level, as it will help reduce rising construction costs.

Lastly, I would like WMATA to consider how the availability of this second entrance can be used to support optimized bus operations. Two routes from the Better Bus Network currently will deviate off their main street to go serve the existing Ballston entrance but could potentially save time in the future by serving this new second entrance instead. That is all and thank you for the opportunity to speak today.

9. Larry Smith

OK, can you hear me at the conference? OK, great. I'm a resident of the Bluemont neighborhood, and I've lived there since 1997. Around 2003- 2004 when the Continental condominium was built, the Westin Hotel, and the Arlington Gateway office building, we were promised an entrance to the Ballston Metro, and that was literally like twenty years ago. And this project has just kept falling through, and falling through, and falling through.

It's been a huge disappointment, because from the Bluemont neighborhood, the, the more western parts of the Bluemont neighborhood cannot walk to Metro, it's over a mile. This will bring the station a quarter-mile closer, and it will be a big help, and bring probably an additional five hundred households within walking distance to the Metro.

In addition to that, there have not been, I heard somebody mention earlier, there were hundreds of apartments that have been built in the last few years. There are thousands of units that have been built in Ballston over the last ten years and having that other entrance will make a huge difference. and I think it will, it'll, cut down on the crowding and overcrowding on,, you know in the one entrance that's there at Stuart Street, and we'll split that volume up to the second entrance and I think it'll just be a huge improvement for the entire Ballston Neighborhood, um and everybody who lives in the neighborhoods, not, not just Bluemont where I live, but other residential neighborhoods west of Glebe Road. Thank you.

MR. SMEDBERG:

Is there anyone else present who wishes to speak tonight? After tonight, written comments in writing or by email to the addresses shown here. The public comment period will close December 20th. WMATA anticipates issuing the Staff report for public comment in January. The project team anticipates that project will be submitted to the WMATA Board of Directors in March.

This hearing is now concluded. Thank you and good night.

Attachment 2 – 3 Documents submitted through online survey



December 5, 2024

Metro Board of Directors
Washington Metropolitan Area Transit Authority
300 7th Street S.W.
Washington, D.C., 20024

Dear the Board of Directors,

On behalf of the Arlington Chamber of Commerce, I wish to express our strong support for a second entrance to the Ballston Metrorail station. Adding an entrance at North Fairfax Drive and North Vermont Street will improve access to businesses and residents along Glebe Road, and will benefit restaurants and customer-facing businesses on the western side of Ballston.

Metrorail continues to be the backbone of Arlington's transportation infrastructure and is a primary driver of economic development in the County and region at large. Expanding access to Metro in Ballston will help sustain the economic engine of the neighborhood and of Arlington as a whole. Thank you for your consideration.

Best Regards,

John



John Musso

Government Affairs Manager

Arlington Chamber of Commerce
2009 14th Street North, Suite 100
Arlington, VA 22201
(703) 525-2400 ext. 203



NORTH FAIRFAX DRIVE - Route 237
EAST BOUND

Driver field of view

SIAMESE CONNECTION
(FIRE DEPARTMENT)

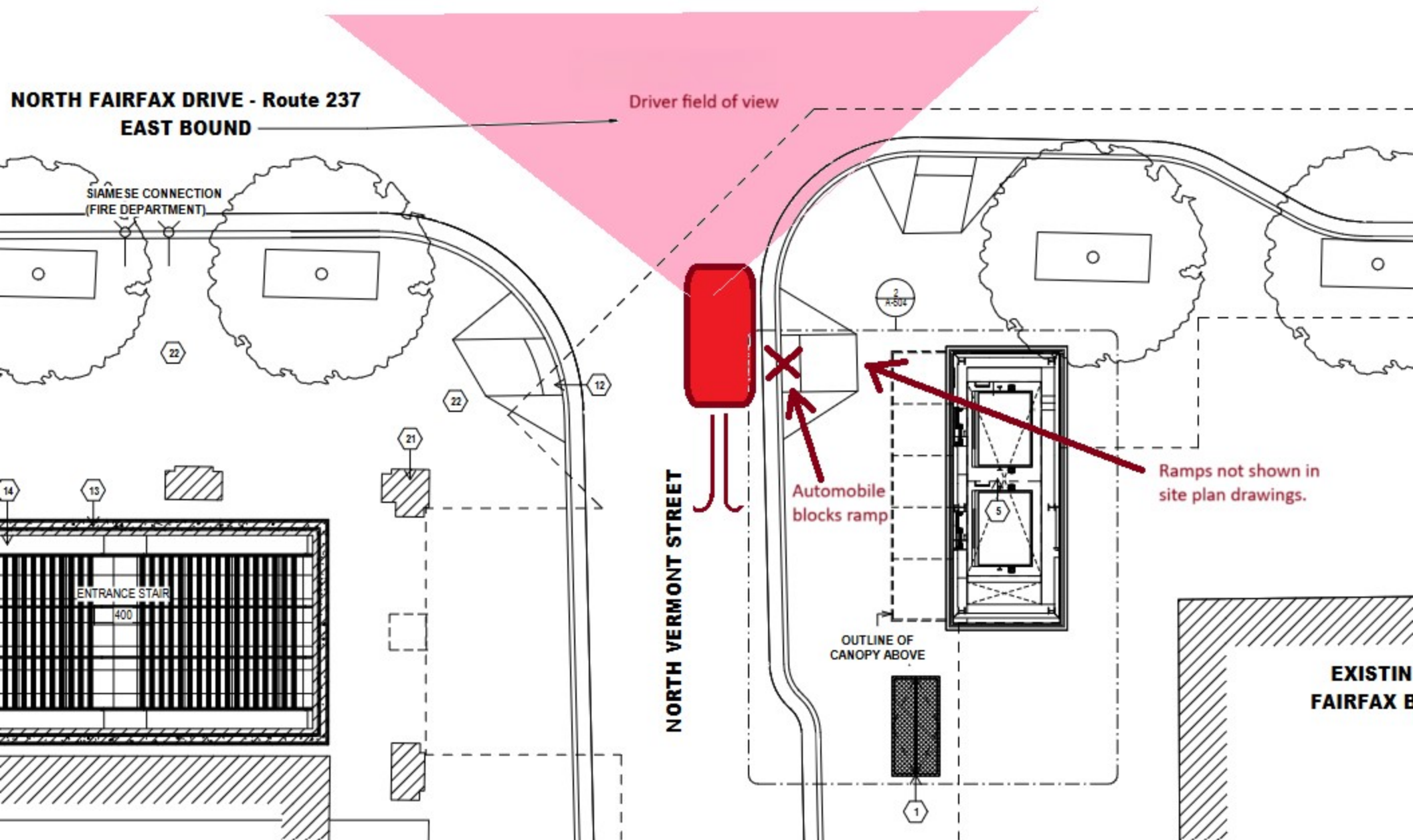
NORTH VERMONT STREET

Automobile
blocks ramp

Ramps not shown in
site plan drawings.

OUTLINE OF
CANOPY ABOVE

EXISTIN
FAIRFAX B



Statement of the Bluemont Civic Association on the Ballston-MU Metrorail Station Proposed Second Entrance

Submitted to the Washington Metropolitan Area Transit Authority
December 11, 2024

The Bluemont Civic Association strongly supports the proposed West Entrance to the Ballston Metro station. Our Association, which represents the interests of citizens living west of the station,¹ has been asking for this entrance for a long time. Our 2010 Neighborhood Conservation Plan asks for “priority treatment to the completion of a western entrance to the Ballston-MU Metro station.”

The new entrance is particularly important because of the significant changes in the Ballston area since the station was opened in 1979.² Since then, a very large number of apartments and many other new homes have been built in the area west of the station. The development will continue. We are currently aware of three new apartment buildings planned for this area: one with over 400 units on the site now occupied by Macy’s, another, also with over 400 units, on the site of the Holiday Inn, and a third with over 200 units at 4601 N. Fairfax Drive. The new entrance would bring many benefits that would help our community deal with this large and continued growth:

- The new entrance would make walking to Metro much more convenient for the increasing number of people living to the west of the station, because it would be nearly a quarter mile to the west of the sole existing entrance. By shortening the walk to the station, the new entrance would encourage people to use Metro. Encouraging Metro use would benefit the system financially and would decrease driving and highway trips.

¹ The boundaries of the Association from west to east are as follows: the Four Mile Run stream bed, Interstate Route 66, North Jefferson Street, Washington Boulevard, North George Mason Drive, Interstate Route 66, Washington Boulevard, North Glebe Road, and North Carlin Springs Road

² [Ballston-MU station - Wikipedia](#)

- The new entrance is important for safety. The methods of evacuating people from the station in an emergency are insufficient given the great increase in station traffic. Thus, improved evacuation routes are extremely important. The new entrance will include an emergency access stair and access hatch.³
- The new entrance will relieve congestion at the current entrance. Ballston is one of the most important multimodal hubs in Virginia. Its single, over-capacity entrance was not built for such a role.
- The Project will enhance Americans with Disabilities Act (ADA) accessibility.⁴ Prospective Metro riders with mobility issues who would find it difficult to go the extra distance to the current entrance would be much better served by the new entrances' two ADA-compliant elevators.⁵
- The new entrance will enable more efficient passenger spacing inside trains and on the platform. The existing entrance brings riders to the far eastern edge of the train platform. With the new entrance, passengers will enter the station at both ends rather than at only one end.⁶
- The new entrance will allow regional I-66 buses to reach Metro more efficiently.⁷ That will speed up buses making bus travel more attractive relative to cars.
- Due to Metro's nearby track crossover, Ballston fulfills an oversized role in systemwide operations. During track work on the Silver or Orange Lines, Ballston is the end point for some or all trains. Resilient access to this station is critical for all Northern Virginia.
- The project will encourage more transit-oriented development.

³ [Ballston-West-Entrance-EE_2024-10-10.pdf](#)

⁴ [Ballston-West-Entrance-Summary-English-FINAL.pdf](#)

⁵ [Ballston-West-Entrance-EE_2024-10-10.pdf](#) p. 1

⁶ This point is recognized in "Ballston-MU West Station Entrance," NVTa project description, Arl-019, March 5, 2020.

⁷ "Ballston-MU West Station Entrance," op. cit.

On this last point our Association has one reservation. Prevailing land use and zoning patterns should be maintained in our area. For example, the area to the west and south of the Fairfax Drive I-66 ramps includes many garden apartments and duplexes, which are part of our County's limited stock of affordable housing. The new entrance should not be an excuse to replace those homes with high density development. Nor should the new entrance lead to any wholesale changes in zoning in the area to the west of Glebe Road, an area that has already seen a substantial increase in density.

Ballston's 1979 station design is no longer sufficient. Because of changes in the Metro system, particularly the introduction of the Silver Line, and the growth in the Ballston area, the station's single entrance is over capacity and no longer effectively serves Metro riders' needs. Adding a second entrance will encourage the use of mass transit and improve safety, and we urge you to make this project a high priority.

Appendix C- Public Hearing Presentation

Washington Metropolitan
Area Transit Authority

December 10, 2024

Ballston-MU Metrorail Station West Entrance

WMATA Compact Public Hearing

R24-01

ARLINGTON
VIRGINIA

DRPT
Virginia Department of Rail and Public Transportation



NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION



Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

RD OR SV BL YL GR metrobus metro access



Agenda

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

Ballston-MU Metrorail Station West
Entrance

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

Ballston-MU Metrorail Station West
Entrance

WMATA Compact Public Hearing Materials:
<https://www.wmata.com/plansandprojects>

Arlington County Project Website:
<https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Ballston-Metro-West-Entrance>

Purpose of Hearing

Ballston-MU Metrorail Station West
Entrance

- To obtain public input on a second (“west”) entrance to the Ballston-MU Metrorail Station, located at the southwest corner of Fairfax Drive and North Vermont Street, in Arlington, Virginia.

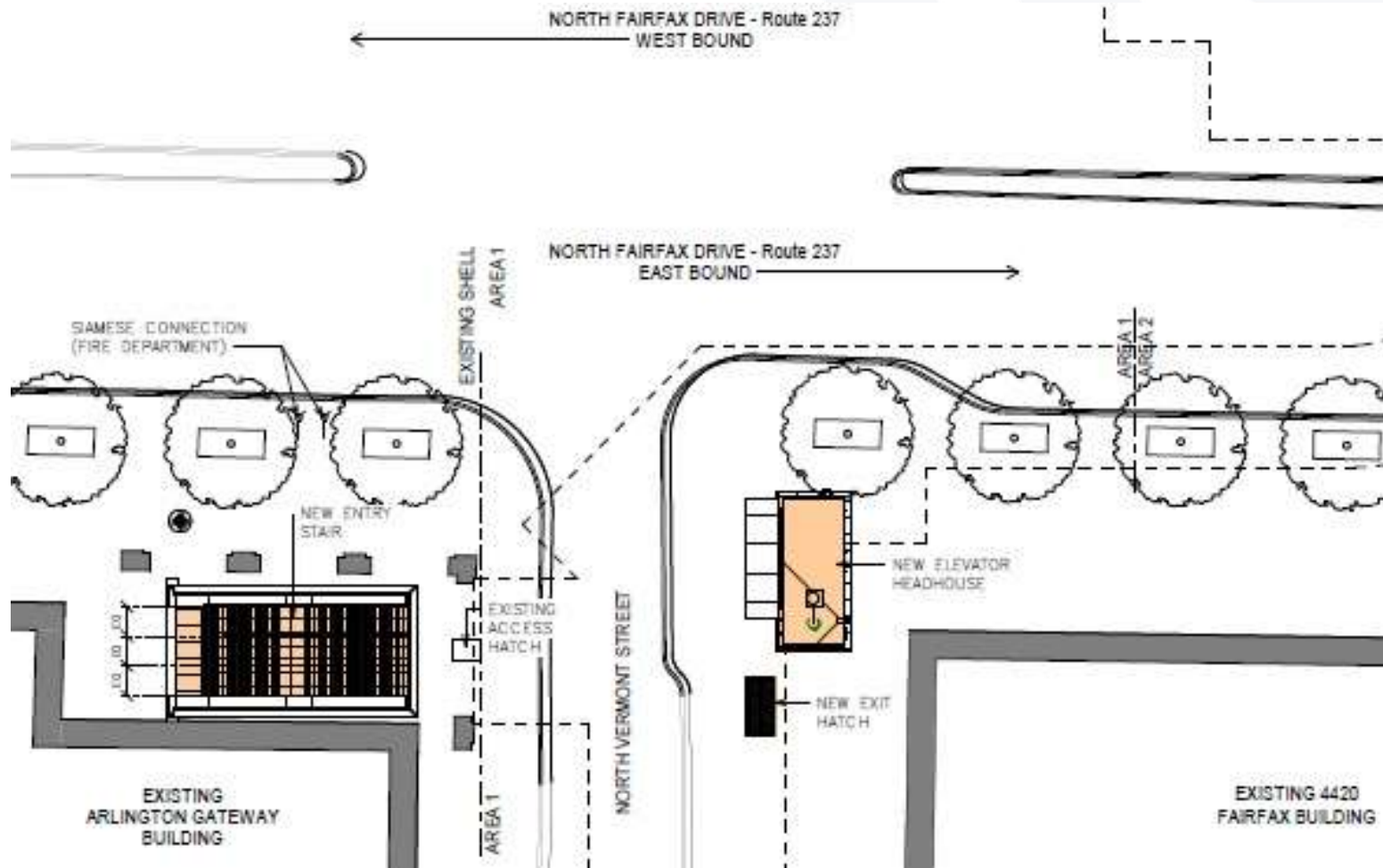
Written Testimony

Ballston-MU Metrorail Station West
Entrance

- Further testimony may be submitted and must be received by 5 p.m. on Friday, December 20.
- This testimony may be submitted online at wmata.com/plansandprojects
- Or mailed to:
Office of the Board Corporate Secretary, SECT 2E,
Washington Metropolitan Area Transit Authority
P.O. Box 44390, Washington, DC 20026-4390

Proposed Project West Entrance

Ballston-MU Metrorail Station West Entrance

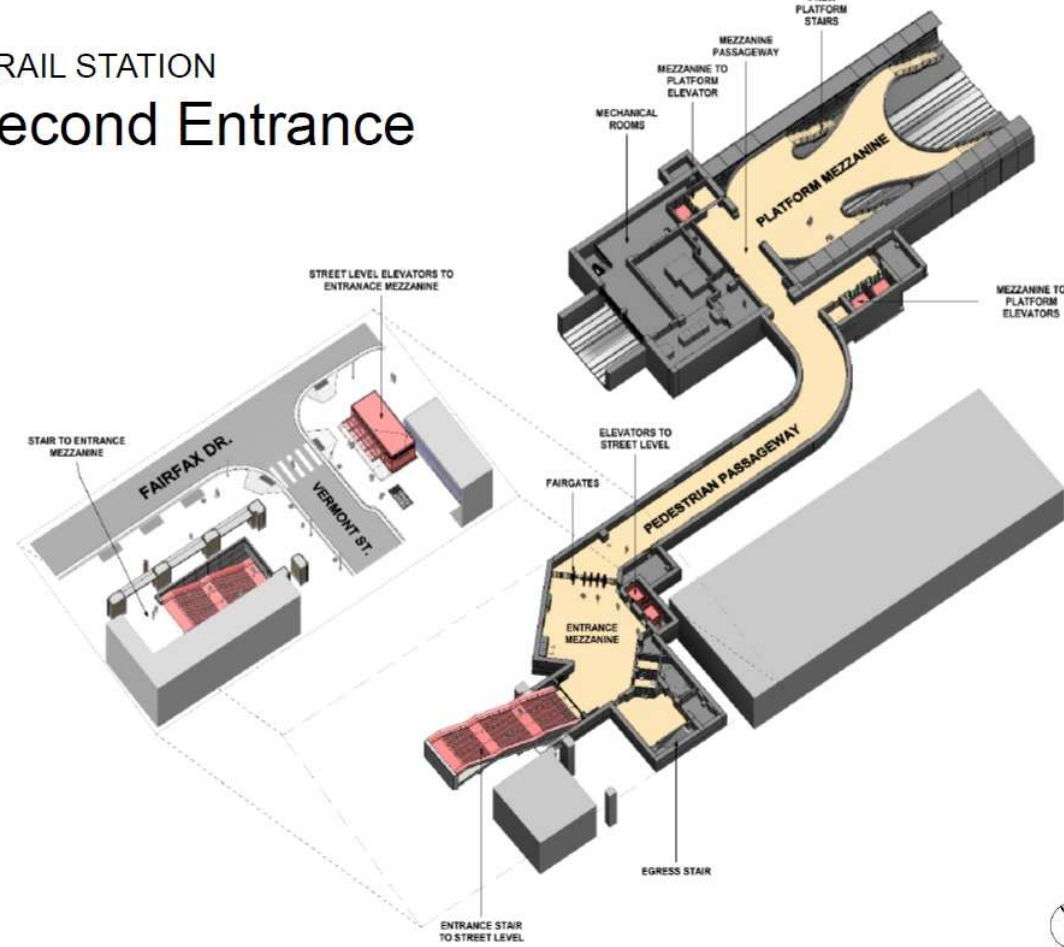


Ballston-MU Metrorail Station West Entrance



Proposed West Entrance

BALLSTON METRORAIL STATION Proposed Second Entrance



Ballston-MU Metrorail Station West Entrance

Proposed West Entrance

Ballston-MU Metrorail Station West Entrance



ELEVATOR HEADHOUSE FROM FAIRFAX AVENUE



STATION ENTRANCE AND ELEVATOR HEADHOUSE BEYOND



ENTRANCE STAIRS TO STATION MEZZANINE



ENTRANCE MEZZANINE LOOKING TOWARDS FARE GATES

Project Partners

ARLINGTON
VIRGINIA



Ballston-MU Metrorail Station West
Entrance

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

Hearing procedures

Ballston-MU Metrorail Station West
Entrance

- Public officials: 5 minutes each
- Private citizens: 3 minutes each
- Relinquishing of time by one speaker to another speaker is not allowed
- Call **206-899-2028** and enter code **675 991 902**

Written Comments

Ballston-MU Metrorail Station West
Entrance

- Must be received by 5:00 p.m. on Friday, December 20, 2024
- Reference “New Entrance Ballston” in the subject line
 - **Online:** wmata.com/planandprojects
 - **By mail:**

Office of the Board Corporate Secretary, SECT 2E
Washington Metropolitan Area Transit Authority
P.O. Box 44390, Washington, DC 20026-4390.

Next Steps

Ballston-MU Metrorail Station West
Entrance

Dates	Milestone
December 20, 2024	Close of Public Comment Period
January 2025	Draft Staff Report posted on Metro's website for public comment
January 2025	Close of Draft Staff Report Public Comment Period (10 days after website posting)
March 2025	Presentation to WMATA Board of Directors for approval

Ballston-MU Metrorail Station West
Entrance

Thank you!

Washington Metropolitan
Area Transit Authority