



## **FY 2015-16 PROJECT DESCRIPTION FORM (6N)**

### **Basic Project Information**

**Submitting Agency:** Arlington County

**Project Title:** Ballston-MU Metrorail Station West Entrance (6N)

**Project Type (check one):**

Roadway ( )    Transit (X)

**VA State Route Number (if applicable) and NVTA Corridor Number (1-8):** NVTA Corridor 6

1. **Project Description:** This project will construct a second entrance to the Ballston-MU Metrorail Station. The current entrance, at Fairfax Drive and N. Stuart Street, is located at the far eastern edge of the train platform. The new entrance will be located 0.2 miles to the west, at North Fairfax Drive and North Vermont Street. It will include two street-level elevators, as well as escalators, connecting to an underground passageway and new mezzanine with stairs and elevators to the train platform. The new entrance will have fare gates, fare vending machines, and an attended kiosk. This new entrance will provide more direct access to businesses and residences west of Ballston, relieve congested conditions at the current entrance, provide for more even distribution along the platform (enabling more efficient loading/unloading), and provide adequate egress during emergency situations.
2. **Requested NVTA Funds:** \$12 million
3. **Phase(s) of Project Covered by Requested NVTA Funds:** Design
4. **Total Cost to Complete Project:** \$89.8 million
5. **Project Milestone -Study Phase:** Completed
6. **Project Milestone -Preliminary Engineering (30% Design):** Completed
7. **Project Milestones -Final Design:** July 2015
8. **Project Milestones -- Right-of-Way:** ROW acquisitions completed June 2017
9. **Project Milestone – Construction:** Start of Construction January 2018
10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction N/A



**11. Is Project in Transaction 2040:**

Yes (X)      No ( )

**12. Project in 2010 CLRP: Yes**

**13. Project Leverages other Funding: (please state amount)**

- Local (X) \$15.8 million
- State (X) \$18 million
- Federal ( )
- Other:



## Stated Benefits

- **What Regional benefit(s) does this project offer?**

Ballston is a major multimodal transportation transfer center and a regional employment center, with almost 7 million square feet of office space, over 1 million square feet of retail space, over 30,000 workers, and over 12,000 residents. By 2040, Ballston is expected to be home to almost 15,000 residents and almost 36,000 workers. The weekday daily ridership at the Metrorail station is approximately 25,000 and is expected to increase significantly with completion of planned development to roughly 40,000 riders per day. To provide a regional and state comparison, the VRE system currently carries 19,000 riders per day, while the Norfolk Tide light rail system has a ridership of 6,000 per day.

Currently, Ballston is the third most popular destination station for Silver Line riders, after the Farragut West and McPherson Square stations. The 2007 WMATA Metrorail Passenger Survey shows that the majority of riders access the station by walking (72%), while roughly 15% of riders use public bus services to access the station. The addition of a West Entrance will:

- Increase possibilities for additional bus/shuttle service to the new west entrance (curb space is over capacity at the existing entrance with more in demand);
- Allow regional buses from I-66 to access the station much more quickly and efficiently;
- Improve emergency egress, making the station compliant with the National Fire Protection Act;
- Greatly reduce travel time to businesses and residents west of Ballston, increasing transit access; and
- Reduce congested operations of the station and platform (described below).

Ballston Station is located along Arlington's Rosslyn-Ballston corridor, the spine of which is Wilson Blvd. Between 1996 and 2012, traffic on Wilson Blvd. decreased by 23% despite tremendous growth in job and population density, due to the successful nature of transit-oriented development along the corridor and enhanced ability to use non-auto modes. Arlington is continuing its proven track record of planning transit and development together by adding the Ballston West Entrance, allowing the footprint of transit-oriented development in Ballston to expand an additional ¼ mile to the west.

- **How does the project reduce congestion?**

Currently, station capacity is constrained at the Ballston-MU Metrorail station, according to WMATA's Station Access Study. Access to the station and platform via faregates, escalators, and elevators is congested. Adding a second entrance will greatly reduce congested conditions by doubling the access points to the station and providing for more even distribution of clients along the platform, reducing train loading/unloading time and reducing congested conditions inside Metrorail trains. Adding a larger transit footprint to the Ballston Metrorail Station (see graphic) supports regional goals of Transit-Oriented Development. Ballston in particular has a mix of employment and residential development, providing a jobs/housing balance around transit that not only provides additional non-auto access to jobs, but additional transit access for residents.



- **How does project increase capacity? (Mass Transit Projects only )**

The proposed location for the second entrance of the station is 0.2 miles west of the current entrance. The increase in the station walkshed (pictured below) provides more opportunity to access the station from a larger area, and supports additional regional bus/shuttle to rail transfers. As noted above, the second entrance increases access and egress to the train platform, and increases capacity of existing railcars by more efficiently distributing passengers throughout trains. Currently, several of the Orange Line's busiest stations have mezzanines only on the eastern end, which leads to passenger crowding on the east end of trains. This new western entrance at one of the busiest stations on the line will improve the operational capacity of the line.



Ballston Station is served by seven Metrobus routes (1A/B/E/Z, 2A, 10B, 22A/B, 23A/B/T, 25A/B/E, and 38B) and seven ART routes (41, 42, 51, 52, 53, 62, and 75), with approximately 45 buses per hour during peak periods, plus additional buses and shuttles from other regional transit providers. The current bus bays and layover locations are over capacity and currently undergoing redesign. The second entrance will provide additional capacity for bus stops, necessary to accommodate regional commuter buses planned as part of the I-66 Inside the Beltway and I-66 Outside the Beltway projects. Ballston has been identified as a stop on the latest draft recommendations for the I-66 Outside the Beltway Rapid Bus Service project for peak commuter service, which is anticipated to carry an additional 1,000 riders per peak period.

- **How does project improve auto and pedestrian safety?**

The west entrance will address station deficiencies related to emergency egress in the event of a fire or other unsafe incident, bringing the station into compliance with the National Fire Protection Act. It will also reduce the number of street crossings necessary for thousands of pedestrians per day to access Metrorail, reducing car/pedestrian conflicts in the vicinity of the station.

- **List internet links below to any additional information in support of this project: N/A**

**Ballston West Entrance  
Location Map**

-  Metro station entrance
-  Quarter mile radius from entrance

