VIRGINIA RAILWAY EXPRESS
CRYSTAL CITY STATION IMPROVEMENTS

Community Meeting
March 30, 2017

5:00 – 7:30 PM
2011 Crystal Drive, 11th Floor, Arlington VA 22202
CRYSTAL CITY STATION IMPROVEMENTS

Welcome!

- VRE background
- Project background
- Review Proposed Options
- Review Evaluation Factors
VIRGINIA RAILWAY EXPRESS

A commuter rail system
Running on existing railroad tracks

Serving Washington DC and Northern Virginia
Carrying long-distance commuters to DC, Arlington & Alexandria

Two lines, 90 miles
Adding peak capacity to I-95, I-395 & I-66 corridors*

19,000 daily trips
Most are commuters who would otherwise drive alone in cars*

* Source: Texas Transportation Institute, Virginia Railway Express Congestion Relief Contribution; 2014
WHAT WE ARE KNOWN FOR

Safe Operations
High Customer Satisfaction
Quality Service
Reliable Service
Strong Partnership with Railroads
The busiest origin stations are at the end of the lines. L’Enfant Station is our busiest destination station. Crystal City and Union Station are next busiest destination stations. Most VRE riders:

- Work for the government
- Ride five days per week
Peak Hour Trips from Virginia to DC across the 14th Street Bridges (6:30 to 7:30 AM)

21,934 TOTAL TRIPS

VIRGINIA RAILWAY EXPRESS

Source: Transportation Planning Board 2013 Central Employment Core Cordon Count
CRYSTAL CITY STATION — TRIP DESTINATIONS

Source: 2016 Virginia Railway Express Master Agreement Survey Destinations
Forecasted Land Use and Demographics

**Source:** MWCOG Cooperative Forecast Round 9.0
Pentagon City/Crystal City/North Potomac Yard (Crystal City-only)

- 108% population growth (77%)
- 53% employment growth (30%)
- Desire to “reactivate” the street
- Concept of districts

**Development Proposals and Plans**

**Source:** Arlington County as of March 1, 2017

- 4,421,000 SF of Office Space
- 707,000 SF of Retail Space
- 5,850 Dwelling Units
- 500 Hotel Rooms
PROGRAMMED TRANSPORTATION PROJECTS

- Second Metro entrance
- Crystal City Multimodal Center
- CC-PY Transitway Extension
- Fourth Track on CSXT
- Reagan National Terminal Expansion
OTHER POTENTIAL IMPROVEMENTS

- Enhance commuter rail service
  - More and longer VRE trains
  - New MTA/MARC service
  - Bi-directional service
    - Commuter rail as Metro alternative
    - Most direct route to Capitol Hill and Union Station area (NoMA)

- Improve VRE-Metro connectivity
  - New Metro entrance closer to VRE
  - Potential tunnel beneath Crystal Drive
  - Better on-street experience

- Integrate station and surrounding development

- Improve pedestrian linkage to Reagan National Airport
CRYSTAL CITY STATION — DESIGN OBJECTIVES

- New island platform between Tracks 2 & 3
  - Serve 8-10 cars
  - Two grade-separated access points
- Assume a 4-track environment
- Stay within existing rail right-of-way
- Enhance local & regional connectivity
  - Metrorail, Metroway, Buses, Shuttles
  - Bicycle and walk access
- Support Crystal City’s vision for growth
- Build a sustaining relationship with the community
POTENTIAL CONNECTIONS
OPTION 1

VIRGINIA RAILWAY EXPRESS

Crystal Drive

Crystal City Water Park

Existing Bicycle/Pedestrian Underpass

Proposed Pedestrian Connection to Crystal Drive

Demolish Existing Platform

Proposed Platform

George Washington Memorial Parkway

Existing Track

Future Track 0

End of Track Realignment

Mount Vernon Trail

Metroway Stop

Proposed New Metro Entrance

Capital Bikeshare

Existing Culvert

Not to scale
OPTION 2

Not to scale

- Future Track 0
- Existing Track
- Proposed Pedestrian Connection to Crystal Drive
- Existing Culvert
- Capital Bikeshare
- End of Track Realignment
- Mount Vernon Trail
- Metroway Stop
- Proposed New Metro Entrance

VIRGINIA RAILWAY EXPRESS
All proposed options provide the opportunity for a tunnel or a bridge to Reagan National Airport (By Others)
MAJOR EVALUATION FACTORS

- Local transportation connections (Bicycle and walk access)
- Regional transportation connections (Metrorail, Metroway, Buses, Shuttles)
- Land use connections (Proximity to existing and future destinations incl. offices, airport)
- Major cost elements (Bridges, Tunnels, Track reconstructions)
- Community and environmental impacts and benefits (Visual Impact, Natural Resources)
SCHEDULE / NEXT STEPS

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<td><strong>IDENTIFY OPTIONS</strong></td>
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**OUTCOMES**
- Range of station locations to be evaluated has been identified
- Framework for making decisions has been prepared

**PRELIMINARY ENGINEERING**

**ENVIRONMENTAL DOCUMENTATION**

**DEVELOP CONCEPT DESIGN**

**OUTCOMES**
- Preferred station location determined and process documented
- General design of station
- Environmental disciplines to be evaluated have been identified
- Costs, schedule, and next steps determined