Crystal City Civic Association (CCCA)

Summary of General Meeting, February 21, 2018

2011 Crystal Drive, Suite 903

The first General Meeting in 2018 was held in 2011 Crystal Drive, Suite 903, from 7-9 pm, supported by our partners JBG Smith and the Crystal City BID. JBG Smith offered the space and provided the set up for tables, chairs, sound equipment, and projector and screen. The BID provided snacks and water for participants.

President Carol Fuller welcomed participants, noting that this was a regular meeting of the CCCA, but open to all residents of the 22202 zip code and our sister civic associations in Aurora Highlands and Arlington Ridge. She asked non-residents to respect priority for residents in the Question and Answer session and asked if any press was present to introduce themselves before the end of the meeting to Rob Yingling, Media Manager for the Metropolitan Washington Airport Authority (MWAA) and Project Journey, the changes coming to National Airport. She then thanked our partners, JBG Smith and the Crystal City BID for supporting the event. Finally, she advised that Rob Mandle of the BID preferred to talk about the final report on the CC2DCA pedestrian/bike bridge during the Q and A period, rather than make a separate presentation. She then turned the meeting over to Rob Yingling to moderate the MWAA presentation.

Mr. Yingling introduced the panel members:

CHAD MENGE, Principal Architect

LOUIS LEE, Airport Architect

MARK RUTYNA, Airport Planner

He also introduced MOE M. WADDA, Manager, Design Department, who had coordinated their participation in the meeting.

As the first presenter, Mr. Yingling gave an overview of Project Journey, the $billion multi-year construction project, breaking it into the new 14-gate Terminal (old gate 35X), the new Security checkpoints, and upcoming construction. Mr. Yingling explained that security was opened at the airport in 1997 for 15 million passengers, but there are now 24 million, so security is inadequate. Passengers tend to skip pre-security shops/restaurants. Moreover, American Airlines, which has the biggest share of gates and flights at the airport, sees that 45% of their arriving passengers are transfers who never leave the airport but often have to leave and reenter security to get to their connecting gates. The new security checkpoints will mean they can transfer without exiting security. The 14-gate Terminal will eliminate the need for busing and greatly increase passenger comfort. He emphasized that there will be no new capacity for aircraft traffic with this plan; it is aimed at security upgrades and passenger comfort. **Note**: The full PowerPoint presentation is attached as part of the Minutes.

Security Checkpoints

Mr. Menge provided details on the Security Checkpoints and National Hall. The new checkpoints will be constructed above the lower roadway. In an area of 50,000 square feet each, they will increase screening capacity from 20 to 28 lanes. The current security checkpoints will be removed, along with the escalators from the ticketing area to National Hall, and a glass and mess physical barrier will be constructed to separate the Ticketing Area on the upper floor from the Concourse Level in Terminals B and C. There will be a non-secure walkway from the Metro access ramps to Terminal A so that passengers don’t go through security in Terminals B and C. Arriving passengers can exit from the Baggage Claim area through unmanned exits.

14-Gate Terminal

Mr. Lee addressed the new terminal which replaces the uncomfortable Gate 35X where passengers are crowded into a central waiting area and then bussed to their plane, often having to wait outside in cold, heat, and rain. Some 6,000 passengers transit through Gate 35X per day to 30 destinations from 6 am to midnight. The new Terminal will provide enclosed access to planes via air bridges, with spacious hold rooms. There will be a two-story Centrum at the corner from a new connecting hallway (with moving walkways) to the Terminal itself. This will be an open area with natural light windows and with concessions such as shops and a restaurant on the bottom and a new American Airlines Club on top. There could be a bar at the end of the Terminal Hallway near the gates.

Roadway/Traffic Planning

Mr. Rutyna then described the upcoming construction and roadway/traffic planning. From February to April, there will be construction on the lower level of the roadway for the necessary modifications needed for the new Security Checkpoints. New building column foundations will be excavated. This will affect the arrivals roadway from 12 midnight to 9 am; most traffic in the early morning is related to departures. MWAA will add additional lanes in order to allow two lanes to be open at all times. When major construction starts, police will begin to direct traffic on the arrivals lanes. The end results will be reduction of 3 traffic lights on the roundtrip roadway to 2 and better delineation of traffic turnaround at the northern end. Eventually, there will be new parking at the southern end, perhaps with an area for rental cars, but this is not funded yet. Mr. Rutnya urged everyone to sign up to get construction updates at: <http://www.flyreagan.com/dca/project-journey>. Carol noted that she posts the updates regularly on the CCCA Facebook page and that there have been two so far.

Clarifications provided during the Q&A period:

* Current construction on the roadways is during the day and involves no pile driving. When construction starts on the Security checkpoints, it will have to take place at night.
* The Security checkpoints are expected to be done by 2020 and the full project by late 2021.
* MWAA is testing traffic patterns to see if they can add 1 hour free parking for drivers to pick up arriving passengers in the garage itself on level 2, making it a de facto cell phone lot (on level 7 where there is always parking space, as opposed to the actual small cell phone lot). They may move the Uber and taxi pickup areas as well.

In response to a question, Rob Mandle described the final report of the BID’s CC2DCA pedestrian/bike bridge due to be released February 22. This is only a feasibility study and, if it goes forward, it’s expected to be a $38 million project, with a construction timeline of approximately six years. Annual maintenance would cost about $100,000. The alignment would connect the northern tip of the airport’s Terminal B/C parking garage with a private office building complex owned by [JBG SMITH](http://www.jbgsmith.com/) located along Crystal Drive just south of 20th Street South. Study analysis revealed that this option brings the greatest number of workers, residents, and employees to within a 15-minute walk of the airport. It also offers the strongest synergies with other area transportation assets – Virginia Railway Express (VRE), the Metroway premium bus service, and the proposed second Crystal City Metro entrance – to create a multimodal hub along Crystal Drive. There is currently no funding for the project. Asked how residents could help, he mentioned providing input to Arlington County’s [ten-year CIP for FY2019 to 2028, the plan that gui](https://budget.arlingtonva.us/cip/)des spending for building, maintaining, upgrading or replacing county facilities and infrastructure over the next decade, is currently underway. The Crystal City BID has been collaborating closely with Arlington County staff through the study’s working group. County staff will be reviewing the details of the final report and its recommendations as it considers the possibility of including funding for the project within the CIP.

The meeting adjourned at 8:35 pm.