



## Metrorail 100% Eight-Car Trains

Region-wide

### Proposed Strategy:

Provide 100 percent eight-car trains on all Metrorail lines. This strategy is intended to increase capacity of trains, which will reduce crowding on board. Additionally, operating the longest trains possible will allow the station platforms to be fully utilized, reducing crowding in stations. Running full eight-car trains also accommodates future growth across the region.

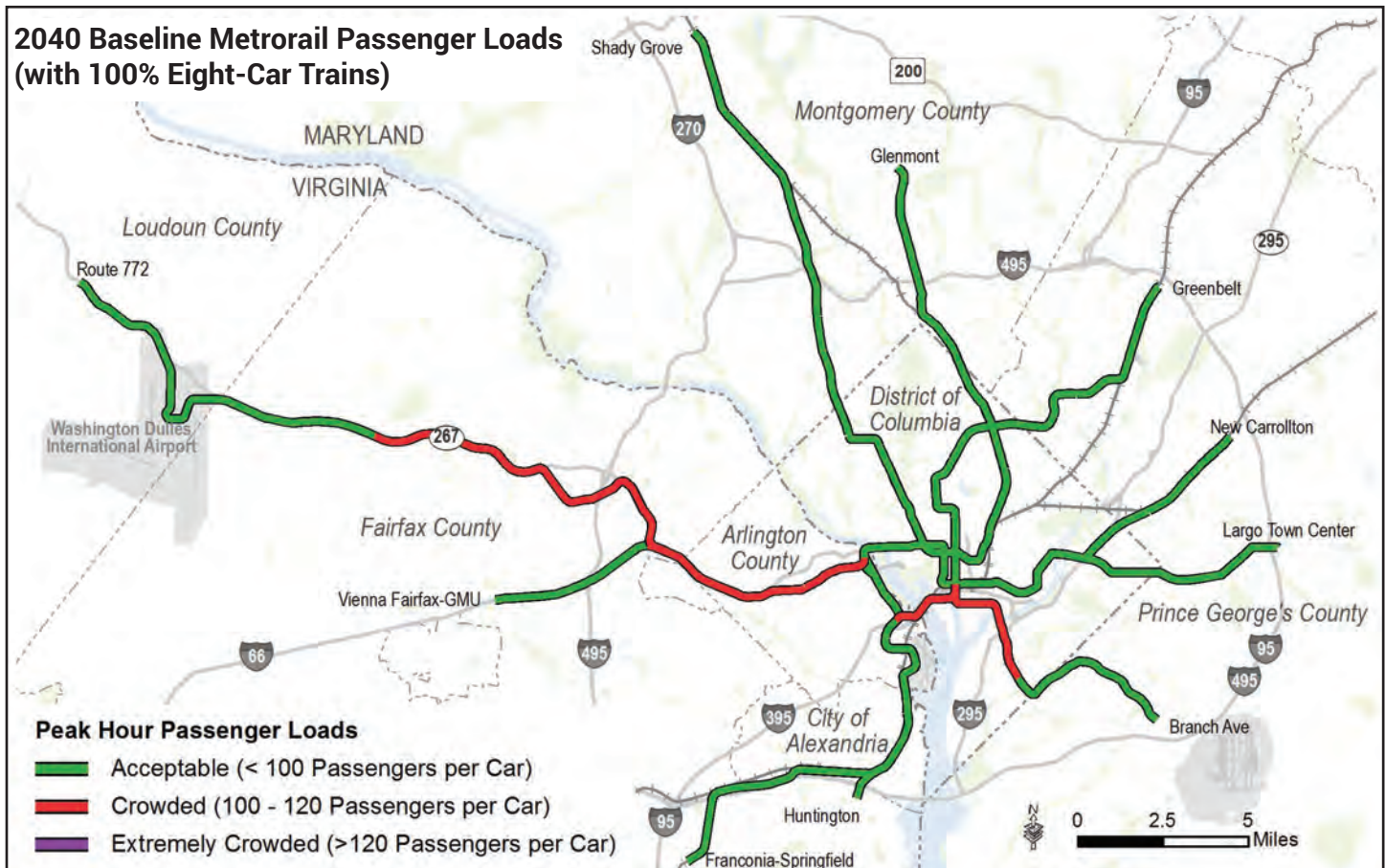
### Goals Addressed:



Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

- 75 Regional Activity Centers connected by the existing Metrorail system and Silver Line extension to Dulles.





## Metrorail 100% Eight-Car Trains

Region-wide

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Provides adequate capacity through 2025.<sup>2</sup>
- By 2040, increased ridership results in crowding along the Orange and Silver Lines in Virginia and along the Yellow and Green Lines south of L'Enfant Plaza.



Allows lines to carry 35,000 more passengers per hour.



Does not relieve crowded Park & Ride facilities.



- Relieves crowding on board the trains but does not relieve station crowding.
- At some stations, platform and circulation space can be better utilized.



Does not extend Metrorail service to new areas of the region; however, the strategy is intended to relieve crowding and accommodate future demand along existing lines.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Recommended

Momentum Strategic Plan includes:



- 100 percent eight-car Metrorail trains as part of its Metro 2025 package of medium-range improvements
- Capacity improvements to 15 key Metrorail stations to accommodate additional riders

The 2040 Plan includes running full eight-car trains as a fundamental improvement before building new rail lines.



## Rosslyn "Y" Interline

Arlington County, Virginia

### Proposed Strategy:

Build a new track that connects the Orange/Silver Line and Blue Line between Court House and Arlington Cemetery. This allows trains to bypass the congested segment at Rosslyn and provides a direct connection between the Orange/Silver and Blue/Yellow Line corridors. The strategy includes new direct Metrorail service between Dulles/Tysons Corner and the Pentagon/Crystal City/Reagan National Airport areas. The new connection also adds redundancy to the Metrorail system by creating an alternative path between Virginia and DC in the event the Rosslyn tunnel is not operational.

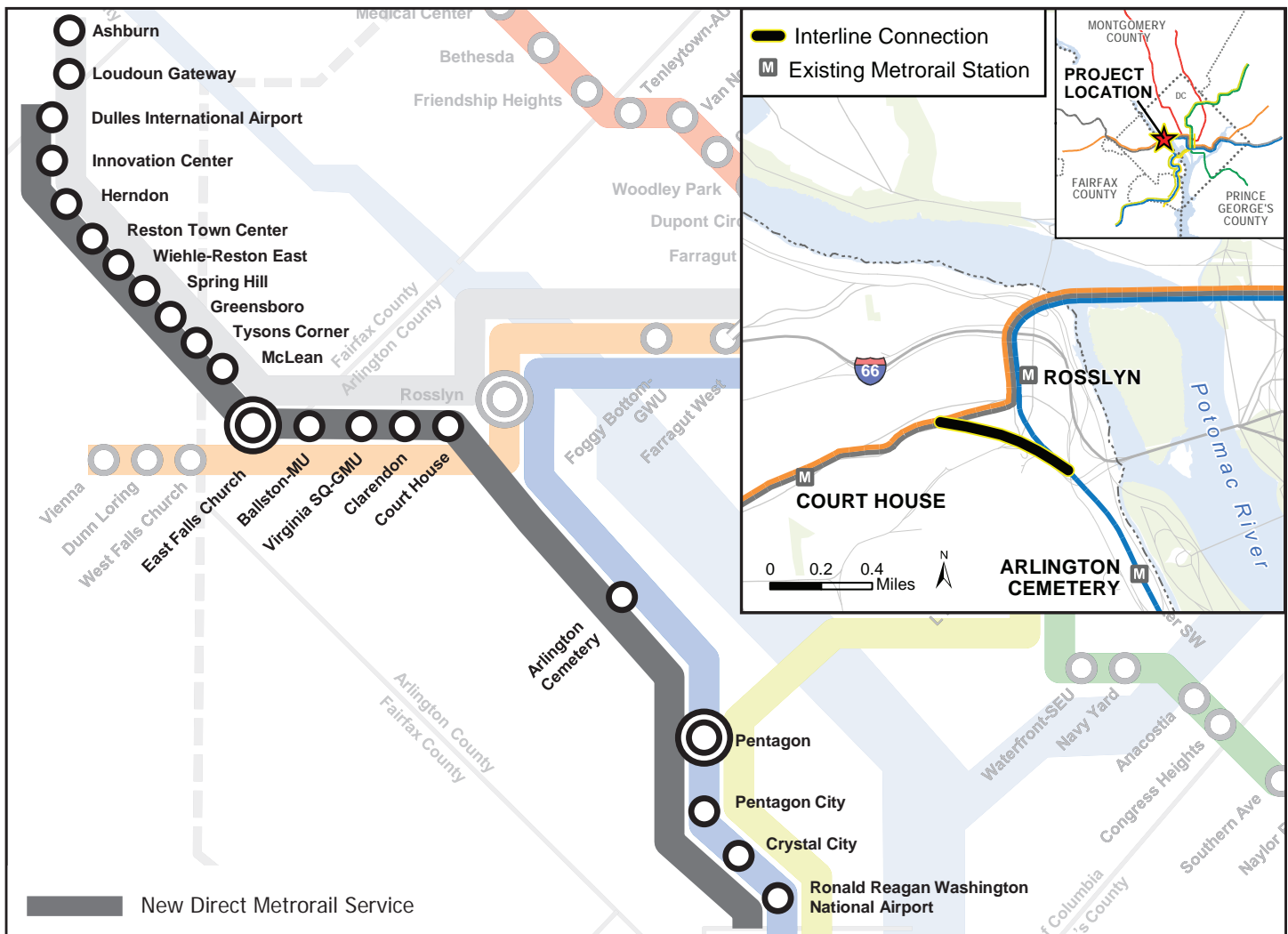
### Goals Addressed:



Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

- Silver Line stations near Dulles, Herndon, Reston, and Tysons Corner.
- Orange/Silver Line stations between East Falls Church and Court House.
- Pentagon, Pentagon City, and Crystal City.





## Rosslyn "Y" Interline

Arlington County, Virginia

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Significantly reduces passenger transfers at Rosslyn (68%) but not at other congested core stations.
- Provides direct, transfer-free Metrorail service between key Northern Virginia travel corridors.



Provides moderate relief of Orange Line crowding near Rosslyn but does not relieve crowding on the Yellow and Green Lines south of L'Enfant Plaza.



- New bypass used by 20,000 riders per day.
- Total daily ridership on new Dulles – Reagan National Airport service is relatively low (38,000) compared to ridership on the regular Blue, Orange, Silver, and Yellow Line services in Virginia (150,000 – 200,000 on each).



12,000 riders are new public transit riders.



Design and construction of new Rosslyn bypass tunnel was found to be infeasible due to potential impacts to the existing development in Rosslyn that has building foundations in its path.



Does not extend Metrorail service to new areas of the region; however, the strategy is primarily intended to relieve crowding and provide new line connections within the core.

### Not Recommended

Instead, Momentum Strategic Plan includes:



- Second Rosslyn Station to increase Blue Line frequencies during peak periods.

The 2040 Plan includes:



- Connecting Orange and Silver Lines west of Rosslyn to the Pentagon, and DC via new Core Metrorail Loop.
- Expanding capacity west of Rosslyn via Orange/Silver Express Line.
- Separating Yellow and Green Lines south of L'Enfant Plaza.
- Separating Orange and Blue Lines in Rosslyn.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

1. Ridership modeled with MWCOC Round 7.2A Cooperative Land Use Forecast.





## Four Interline Connections

District of Columbia/Arlington County/Fairfax County, Virginia

### Proposed Strategy:

Build new tracks between the Silver, Orange, Blue, Yellow, and Green Lines that create three new one-seat ride services. The strategy allows some trains to bypass congested segments in the core, at Rosslyn, and at L'Enfant Plaza. It also provides direct service between Southeast DC/Prince George's County and Virginia, and between the Virginia Orange/Silver Line corridor and the Pentagon. The new connections add redundancy to the Metrorail system by creating alternative paths between Virginia, DC, and Maryland.

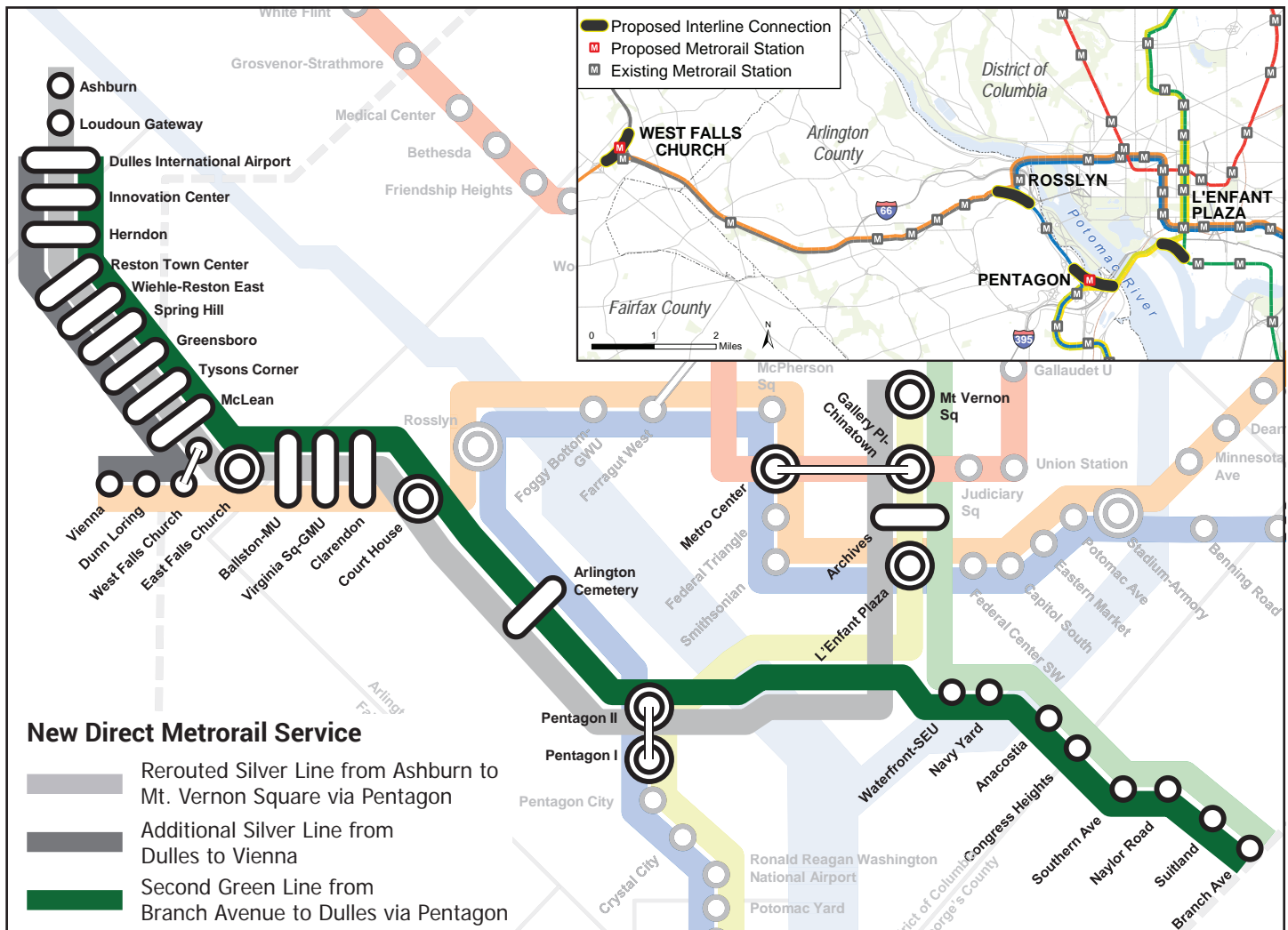
### Goals Addressed:



Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

- Orange and Silver Line stations in Fairfax, Loudoun, and Arlington Counties.
- Pentagon, Pentagon City, and Crystal City.
- Downtown, Southwest, and Southeast DC.
- Green Line stations in Prince George's County.





## Four Interline Connections

District of Columbia/Arlington County/Fairfax County, Virginia

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Significantly reduces passenger transfers at congested stations, notably Rosslyn (90%) and L'Enfant Plaza (32%), with moderate reductions at Gallery Place and Metro Center.

- Provides new one-seat rides along key Northern Virginia travel corridors and between Prince George's County and Northern Virginia.



- Provides some relief of Green Line crowding south of L'Enfant Plaza (below 120 passengers per car).
- Worsens Orange Line crowding near Rosslyn (up to 150 passengers per car) as fewer Silver Line trains travel downtown.



- The Rosslyn (45,000), Pentagon (28,000), and L'Enfant Plaza (18,000) bypass connections attract significant numbers of daily riders.
- Few riders use the West Falls Church (5,000) connection.
- Silver Line loses 1/3 of its ridership due to existing riders transferring to the Orange Line to travel directly downtown.



The combined interline services increase Metrorail ridership by 1 percent and attract 10,000 new public transit riders.



Design and construction of new Rosslyn bypass tunnel was found to be infeasible due to potential impacts to the existing development in Rosslyn that has building foundations in its path.



Does not extend Metrorail service to new areas of the region; however, the strategy is primarily intended to relieve crowding and provide new line connections within the core.

### Partial Recommendation

The 2040 Plan includes:



Interlining at/near the Pentagon as part of new Core Metrorail Loop that connects Orange and Silver Lines west of Rosslyn to the Pentagon and DC.

No other interlines in this strategy besides Pentagon are recommended.

The Core Metrorail Loop includes expanding capacity west of Rosslyn via Orange/Silver Express Line, separating Yellow and Green Lines south of L'Enfant Plaza, and separating Orange and Blue Lines in Rosslyn.

Colors indicate strategy performance:  
Good, Mixed, Poor, Not Applicable




## Metrorail Beltway Line

Montgomery County/Prince George's County, Maryland/City of Alexandria/Fairfax County, Virginia

### Proposed Strategy:

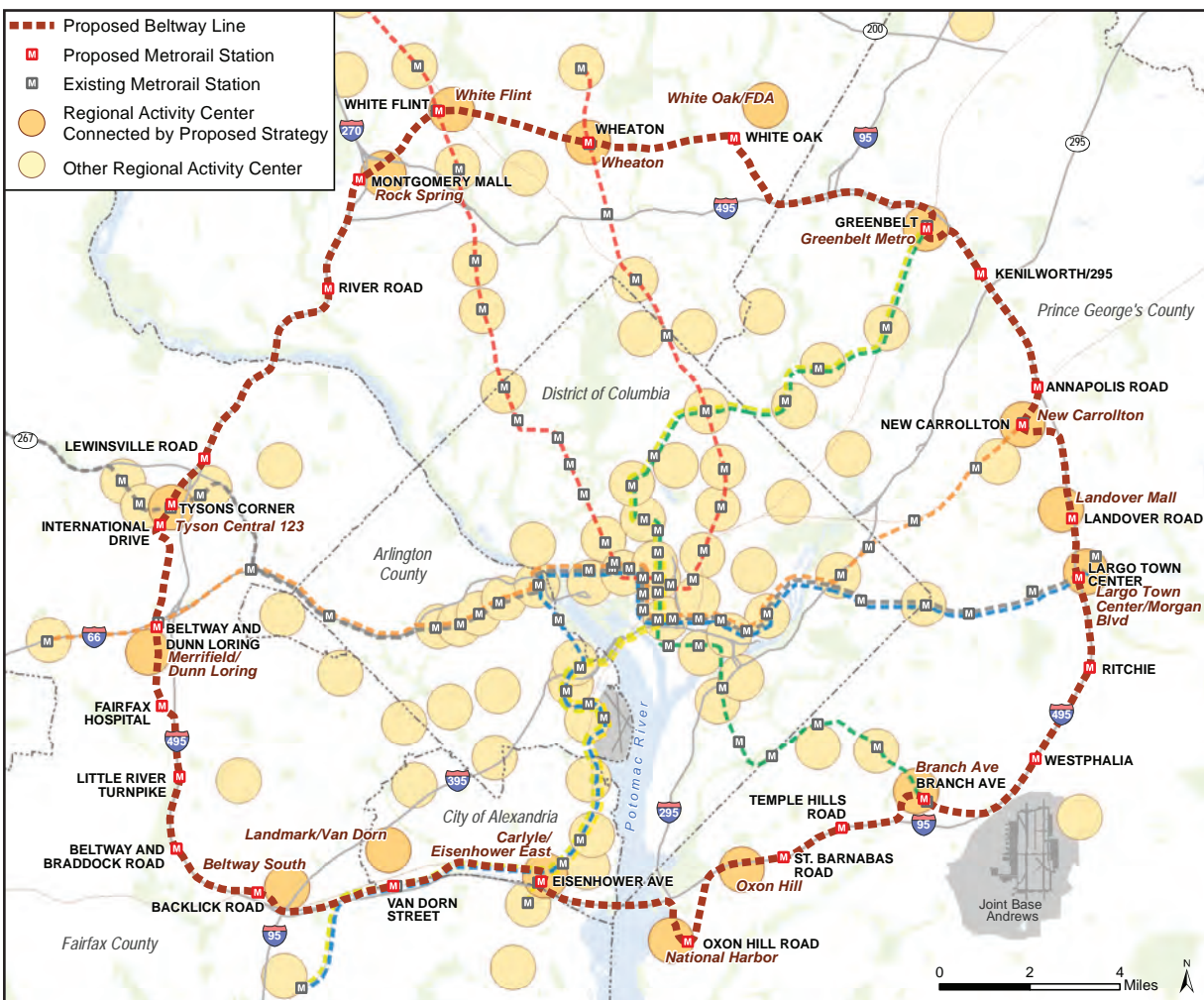
Build a Metrorail loop along the I-495 corridor with 17 new stations and connections to 10 existing stations, providing transfer opportunities to all six Metrorail lines. The strategy is intended to serve circumferential travel patterns, reduce transfers and travel through the Metrorail core, and provide more points of system access.

### Goals Addressed:

-  Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play.
-  Maximize availability of and convenient access to integrated transit choices.

### Regional Activity Centers Connected:

- Rock Spring
- White Flint
- Wheaton
- White Oak/FDA
- Greenbelt Metro
- New Carrollton
- Landover Mall
- Largo Town Center
- Branch Avenue
- Oxon Hill
- National Harbor
- Carlyle/Eis. East
- Landmark/Van Dorn
- Beltway South
- Merrifield/Dunn Loring
- Tysons Central 123





## Metrorail Beltway Line

Montgomery County/Prince George's County, Maryland/City of Alexandria/Fairfax County, Virginia

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Serves 115,000 riders per day, or 1,700 per mile, this is below the recommended minimum for new suburban Metrorail lines.
- Heaviest ridership is on links across the Potomac River (30,000 on the Wilson Bridge and 21,000 on the American Legion Bridge).
- Lowers the overall rate of transfers needed among public transit modes, improving rider experience.



Only 25,000 are new public transit riders. The remainder are already bus or Purple Line riders.



Moderately reduces passenger transfers at congested stations in the core, notably Rosslyn (19%), with smaller reductions at Metro Center and L'Enfant Plaza.



- Expands Metrorail coverage to inner suburban areas in between the existing radial Metrorail lines.
- Station locations along I-495 limit pedestrian access and opportunities for transit-oriented development.
- Extends service to six Regional Activity Centers that do not have existing or planned high-capacity/high-frequency transit.



2040 station areas are projected to have 12 households per acre and 19 jobs per acre, which are below the recommended minimums for Metrorail extensions.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Partial Recommendation

Of the Beltway Line, the 2040 Plan includes:



- Building light rail, bus rapid transit, or enhanced bus along key segments/corridors:
  - White Flint to Tysons Corner
  - Tysons Corner to Merrifield
  - Branch Avenue to National Harbor and Huntington
- Enhancing frequencies on local bus routes to provide circumferential connections



Enhancing commuter bus frequency to serve longer-distances trips around the Capital Beltway, utilizing Express Lanes.

Building the entire Beltway Line as a new Metrorail line would require more jobs, housing, and walkable areas near proposed stations.



Frees up Park & Ride capacity along the Green Line, Maryland Blue Line, and Virginia Orange Line but not along the Red Line or Virginia Yellow and Blue Lines.



Does not exacerbate or relieve core Metrorail passenger crowding; however, the strategy is primarily intended to serve circumferential trips.

1. Ridership modeled with MWCOC Round 7.2A Cooperative Land Use Forecast. Forecast 2040 density from MWCOC Round 8.1 Aspirations Scenario Land Use Forecast.





## New Yellow Line – Split (2<sup>nd</sup> St SE/NE and Existing)

District of Columbia

### Proposed Strategy:

Build additional Yellow Line through downtown DC via 2nd St SE/NE, with trains terminating at Union Station. This would maintain direct Yellow Line service into downtown along 7th St SW/NW while diverting some Yellow Line trains to the new line, allowing more frequent Green Line service and expanding Metrorail coverage within DC.

### Goals Addressed:

- Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play.
- Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

- Southwest Waterfront
- Capitol Hill
- Monumental Core
- NoMa

### Key Findings:

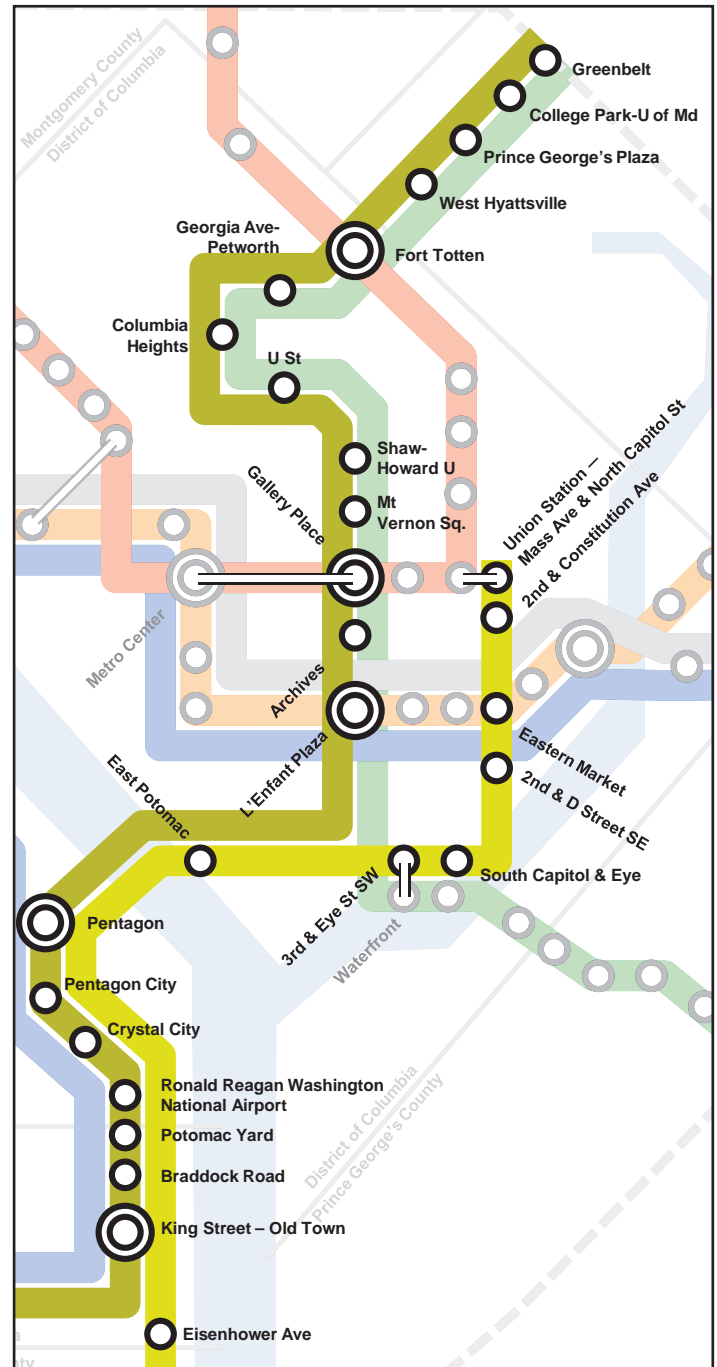
This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Significantly relieves peak Metrorail passenger crowding (less than 100 passengers per car) along the Green Line between Navy Yard and L'Enfant Plaza and along the Yellow Line from Virginia.
- Increases peak crowding (over 100 passengers per car) along the Blue Line between Pentagon and DC.
- Does not relieve crowding along the Orange and Silver Lines in Virginia.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable



(Continues on Back)





## New Yellow Line – Split (2<sup>nd</sup> St SE/NE and Existing)

District of Columbia



Moderately reduces passenger transfers at some congested stations, including L'Enfant Plaza (-24%), Gallery Place (-19%), and Metro Center (-17%).



Expands Metrorail station coverage to areas southeast of downtown and northeast Capitol Hill.



New Yellow Line is underutilized because only a few trains would use it per hour.



Modestly increases Metrorail ridership; however, the strategy is primarily intended to reduce passenger congestion.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Partial Recommendation

The 2040 Plan includes:



- Only the segment on 2nd St SE/NE to Union Station, enabling the separation of the Green and Yellow Lines south of L'Enfant Plaza.
- Yellow Line operates as part of the proposed new Core Loop with service to Waterfront, Union Station, and Georgetown.
- Yellow Line will no longer directly serve L'Enfant Plaza, Gallery Place, and points north.
- Green Line continues to serve its current route.

The Core Loop will:

- Relieve crowding on all segments of the Metrorail system, increase Blue Line frequency, and support future system expansion.
- Expand Metrorail's service to new and underserved, high-density areas such as Georgetown, Waterfront, Navy Yard, and Union Station.



## New Yellow Line along 10<sup>th</sup> St SW/NW

District of Columbia

### Proposed Strategy:

Relocate the Yellow Line through downtown DC via 10th Street SW/NW. Trains terminate at Thomas Circle. This would minimize Metrorail's capacity constraint south of L'Enfant Plaza caused by the Green/Yellow merge, allowing more frequent Green Line service while maintaining direct Yellow Line service into the downtown core. New Yellow Line stations downtown, such as at City Center and Banneker Park, provide walking access to the Red, Green, Orange, Silver, and Blue Lines, but no new stations are proposed for those lines.

### Goals Addressed:

- Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play.
- Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

- Southwest Waterfront
- Downtown DC
- Monumental Core

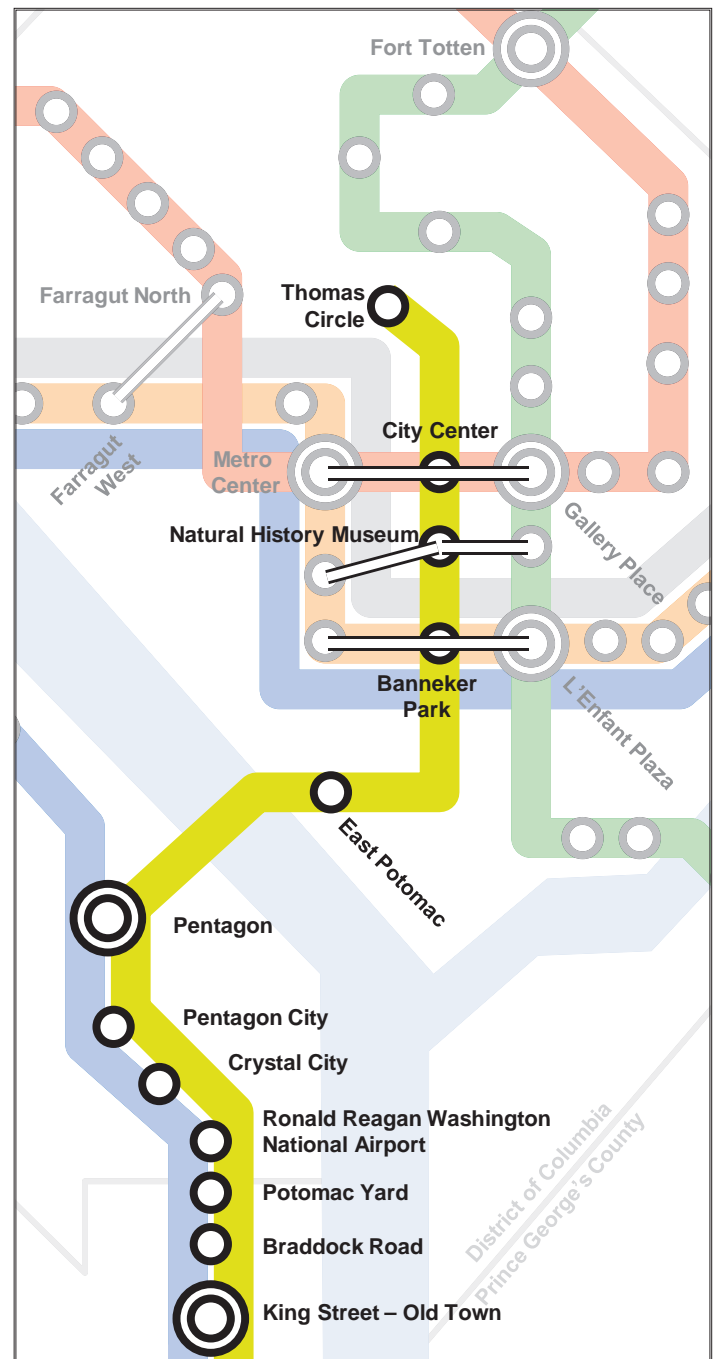
### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>

- Significantly relieves peak Metrorail passenger crowding (less than 100 passengers per car) along the Green Line south of L'Enfant Plaza and along the Yellow Line from Virginia.
- Does not relieve crowding along the Orange and Silver Lines in Virginia.
- Significantly reduces passenger transfers at some congested stations, notably L'Enfant Plaza (-43%) and Gallery Place (-46%), but not Rosslyn or Metro Center.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable



(Continues on Back)



## New Yellow Line along 10<sup>th</sup> St SW/NW

District of Columbia



Does not expand the Metrorail system to new unserved areas.



Modestly increases Metrorail ridership; however, the strategy is primarily intended to reduce passenger congestion.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Not Recommended

Instead, the 2040 Plan includes:



- Separating the Green and Yellow Lines south of L'Enfant Plaza.
- Yellow Line operates as part of the proposed new loop line with service to Waterfront, Union Station, and Georgetown.
- Yellow Line will no longer directly serve L'Enfant Plaza, Gallery Place, and points north.
- Green Line continues to serve its current route.

The Core Loop will:

- Relieve crowding on all segments of the Metrorail system, increase Blue Line frequency, and support future system expansion.
- Expand Metrorail's service to new and underserved, high-density areas such as Georgetown, Waterfront, Navy Yard, and Union Station.



## New Yellow Line along 2<sup>nd</sup> St SE/NE

District of Columbia

### Proposed Strategy:

Relocate Yellow Line through downtown DC via 2nd St SE/NE. Trains terminate at Union Station. This would minimize Metrorail's capacity constraint south of L'Enfant Plaza caused by the Green/Yellow merge, allowing more frequent Green Line service, and would expand Metrorail service to Waterfront, Navy Yard, Capitol Hill, and Union Station.

### Goals Addressed:

- Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play.
- Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

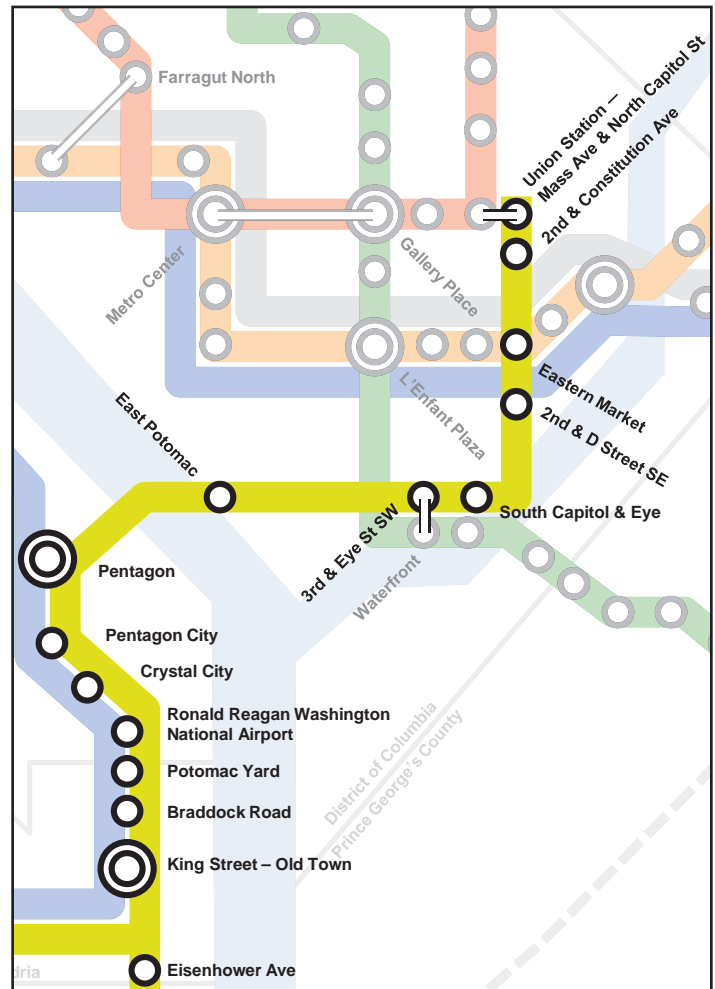
- Southwest Waterfront
- Capitol Riverfront
- Monumental Core
- NoMa

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Significantly relieves peak Metrorail passenger crowding along the Green Line south of L'Enfant Plaza and along the Yellow Line from Virginia.
- Increases peak crowding to over 120 passengers per car along the Blue Line between Pentagon and DC.
- Does not relieve crowding along the Orange and Silver Lines in Virginia.



Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable



## New Yellow Line along 2<sup>nd</sup> St SE/NE

District of Columbia



Significantly reduces passenger transfers at some congested stations, notably L'Enfant Plaza (-43%) and Gallery Place (-46%), but not Rosslyn or Metro Center.



Expands Metrorail system capacity to underserved areas such as Navy Yard, Union Station, and Waterfront.



Modestly increases Metrorail ridership; however, the strategy is primarily intended to reduce passenger congestion.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Recommended

The 2040 Plan includes:



- This segment as part of the Core Loop, which separates Green and Yellow Lines south of L'Enfant Plaza.
- Yellow Line operates as part of the proposed new loop line with service to Waterfront, Union Station, and Georgetown.
- Yellow Line will no longer directly serve L'Enfant Plaza, Gallery Place, and points north.
- Green Line continues to serve its current route.

The Core Loop will:

- Relieve crowding on all segments of the Metrorail system, increase Blue Line frequency, and support future system expansion.
- Expand Metrorail's service to new and underserved, high-density areas such as Georgetown, Waterfront, Navy Yard, and Union Station.





## New Yellow Line along 2<sup>nd</sup> St SE/NE with N. Capitol St/Georgia Ave Extension

District of Columbia/Montgomery County, Maryland

### Proposed Strategy:

Relocate Yellow Line through downtown DC via 2nd St SE/NE, and extend service along North Capitol Street and Georgia Avenue to Silver Spring. This would minimize Metrorail's capacity constraint south of L'Enfant Plaza caused by the Green/Yellow merge, allow more frequent Green Line service, expand Metrorail coverage within DC, and relieve Red Line demand.

### Goals Addressed:

- Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play.
- Provide a high-quality transit system that accommodates and encourages future ridership growth.
- Maximize availability of and convenient access to integrated transit choices.

### Regional Activity Centers Connected:

- Southwest Waterfront
- NoMa
- Monumental Core
- McMillan/Soldiers Home
- Capitol Hill
- Silver Spring

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Significantly relieves peak Metrorail passenger crowding (less than 100 passengers per car) along the Green Line south of L'Enfant Plaza and along the Yellow Line from Virginia.
- Increases peak crowding (over 120 passengers per car) along the Blue Line between Pentagon and DC.
- Does not relieve crowding along the Orange and Silver Lines in Virginia.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable



(Continues on Back)



## New Yellow Line along 2<sup>nd</sup> St SE/NE with N. Capitol St/Georgia Ave Extension

District of Columbia/Montgomery County, Maryland



Significantly reduces passenger transfers at some congested stations, notably L'Enfant Plaza and Gallery Place, but not Rosslyn or Metro Center.



Extending the Yellow Line north from downtown DC too closely parallels existing Metrorail service on the Red and Green Lines and does not draw sufficient ridership using forecasted growth patterns.



Expands Metrorail system capacity to underserved areas such as Navy Yard, Union Station, and Waterfront.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Partial Recommendation

The 2040 Plan includes:



Surface transit improvements along on the segments north of Union Station along North Capitol Street and Georgia Avenue. This would include bus priority to existing surface transit and increasing frequency of service.



- Metrorail on the segment from Pentagon to Union Station, which separates Green and Yellow Lines south of L'Enfant Plaza.
- Yellow Line operates as part of the proposed new loop line with service to Waterfront, Union Station, and Georgetown.
- Yellow Line will no longer directly serve L'Enfant Plaza, Gallery Place, and points north.
- Green Line continues to serve its current route.

The Core Loop will:

- Relieve crowding on all segments of the Metrorail system, increase Blue Line frequency, and support future system expansion.
- Expand Metrorail's service to new and underserved, high-density areas such as Georgetown, Waterfront, Navy Yard, and Union Station.



## New Blue Line along M Street NW/New Jersey Avenue NW

District of Columbia/Arlington County, Virginia

### Proposed Strategy:

Relocate Blue Line via the second Rosslyn station and new Potomac River tunnel, along M Street NW, New Jersey Avenue NW, and H Street NE/Benning Road. This would remove the Rosslyn Tunnel's capacity constraint on the system, restore frequent Blue Line service, and expand Metrorail coverage within DC.

### Goals Addressed:



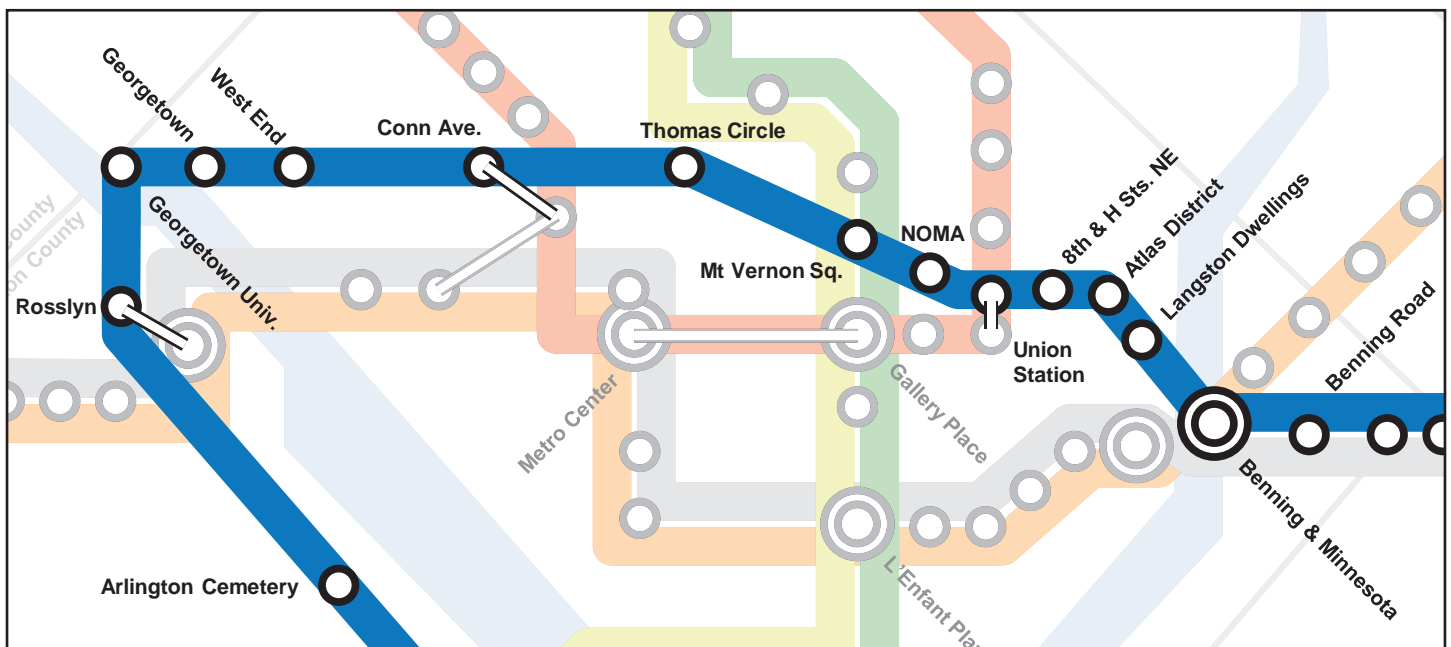
Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play.



Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

- Rosslyn
- Georgetown
- West End
- Dupont Circle
- Downtown DC
- Convention Center
- NoMa
- H Street
- Minnesota Ave





## New Blue Line along M Street NW/New Jersey Avenue NW

District of Columbia/Arlington County, Virginia

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Relocating the Blue Line enables more trains to operate on the Orange and Silver Lines, relieving peak passenger crowding west of Rosslyn.
- To make the most of this new line, Blue Line service would increase, resulting in a decrease of service and increase in crowding on the Yellow Line from Virginia.



Does not relieve Green Line crowding south of L'Enfant Plaza, unless the Yellow Line frequency is reduced.



Significantly reduces passenger transfers at Metro Center (-43%) and L'Enfant Plaza (-29%), helping relieve station congestion, with moderate reductions at Rosslyn and Gallery Place.



Expands Metrorail coverage to Georgetown, northern parts of the DC core, and the H Street NE corridor.



New Potomac River Metrorail tunnel is relatively underutilized, as it serves only Blue Line trains.



Modestly increases Metrorail ridership; however, the strategy is primarily intended to reduce passenger congestion.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Partial Recommendation

Momentum Strategic Plan includes:



New Rosslyn II Station and Blue Line stub to allow more frequent Virginia Blue Line service.

2040 Plan includes:



- The segment from Rosslyn to Union Station, which separates the Blue and Orange/Silver Lines.
- New Blue Line along M Street NW line as part of a new Core Metrorail Loop and Orange/Silver Express Line.
- Blue Line service from Virginia feeds into Core Loop and is discontinued from Largo.

The Core Loop will:

- Relieve crowding on all segments of the Metrorail system, increase Blue Line frequency, and support future system expansion.
- Expand Metrorail's service to new and underserved, high-density areas such as Georgetown, Waterfront, Navy Yard, and Union Station.

The areas east of Union Station would be served by existing surface transit (streetcar and rapid bus).



## New Blue Line along M Street NW/Constitution Avenue NW

District of Columbia/Arlington County, Virginia

### Proposed Strategy:

Relocate Blue Line via the second Rosslyn station and new Potomac River tunnel, along M Street NW, Virginia Avenue, Constitution Avenue NW, and H Street NE/Benning Road. This would remove the Rosslyn Tunnel's capacity constraint on the system, restore frequent Blue Line service, and expand Metrorail coverage within DC.

### Goals Addressed:



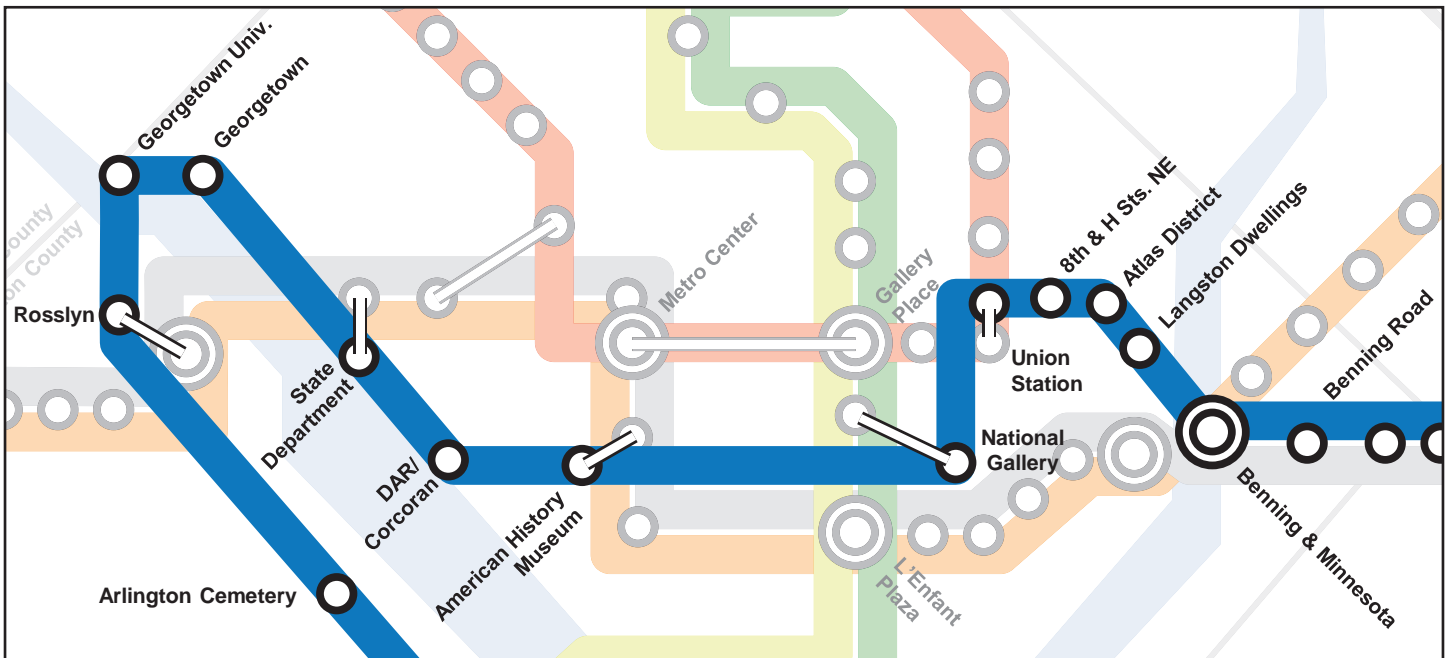
Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play.



Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

- Rosslyn
- Georgetown
- Monumental Core
- NoMa
- H Street
- Minnesota Ave







## New Blue Line along M Street NW/Constitution Avenue NW

District of Columbia/Arlington County, Virginia

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Relocating the Blue Line enables more trains to operate on the Orange and Silver Lines, relieving peak passenger crowding west of Rosslyn.
- To make the most of this new line, Blue Line service would increase, resulting in a decrease of service and increase in crowding on the Yellow Line from Virginia.



Does not relieve Green Line crowding south of L'Enfant Plaza, unless Yellow Line frequency is reduced.



Significantly reduces passenger transfers at Metro Center (-41%), helping relieve station congestion, with moderate reductions at L'Enfant Plaza, Rosslyn, and Gallery Place.



Expands Metrorail coverage to Georgetown, the National Mall, and the H Street NE Corridor. But, the alignment is far from the core and demand is much less for the National Mall.



New Potomac River Metrorail tunnel is relatively underutilized, as it serves only Blue Line trains.



Modestly increases Metrorail ridership; however, the strategy is primarily intended to reduce passenger congestion.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Not Recommended

Instead, the Momentum Strategic Plan includes:



New Rosslyn II Station and Blue Line stub to allow more frequent Virginia Blue Line service.

2040 Plan includes:



- New Blue Line along M St NW and New Jersey Ave NW to Union Station (see that strategy for full description)



## New Silver Express and M Street NW Line

District of Columbia/Arlington County, Virginia

### Proposed Strategy:

Build a new line in Virginia parallel to the existing Orange/Silver Line. This would create an express Silver Line from Tysons/Dulles to downtown. It would bypass the Rosslyn-Ballston corridor and connect to Georgetown, West End, Union Station, and H Street NE/Benning Road. It would provide additional capacity in Virginia, remove the Rosslyn Tunnel's capacity constraint, restore more frequent Blue Line service, and expand Metrorail coverage within DC.

### Goals Addressed:



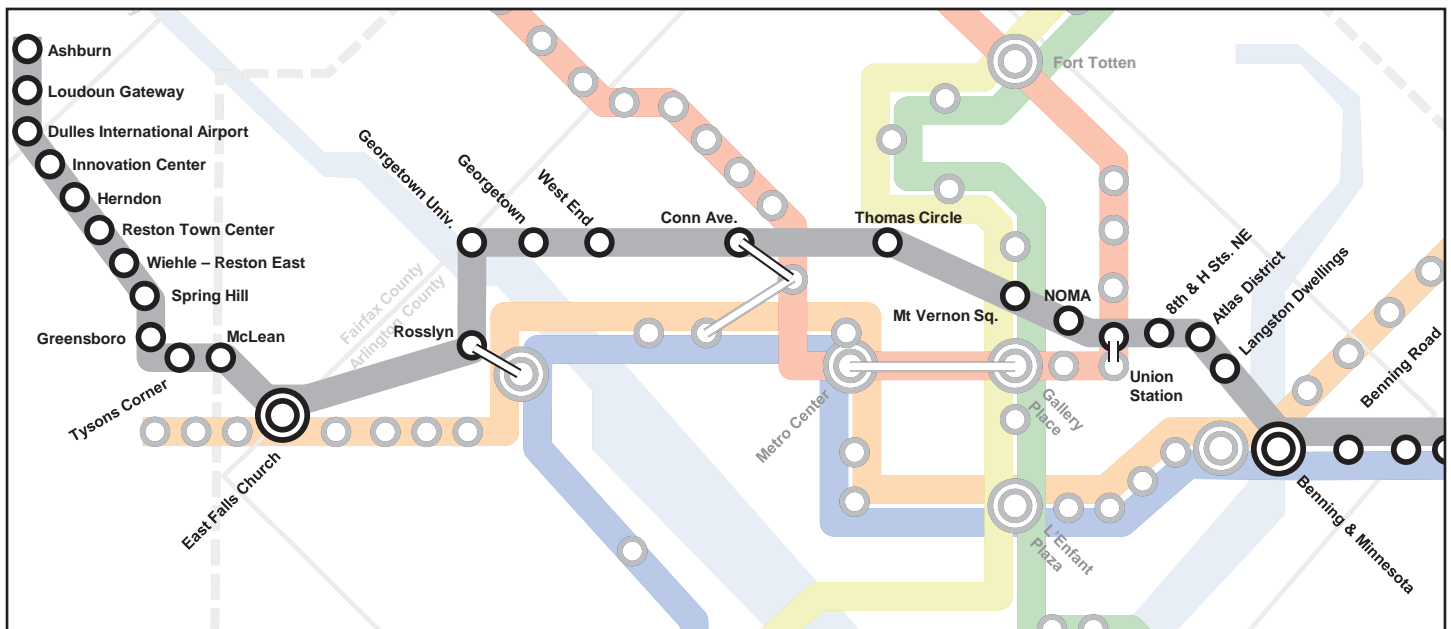
Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play.



Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

- Rosslyn
- Georgetown
- West End
- Dupont Circle
- Downtown DC
- Convention Center
- NoMa
- H Street
- Minnesota Ave





## New Silver Express and M Street NW Line

District of Columbia/Arlington County, Virginia

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



- Significantly relieves peak Metrorail passenger crowding (less than 100 passengers per car) along the Orange Line in Virginia.
- Does not relieve crowding along the Yellow Line and Green Lines south of L'Enfant Plaza.



Significantly reduces passenger transfers at Metro Center (-41%), helping relieve station congestion, with moderate reductions at L'Enfant Plaza, Rosslyn, and Gallery Place.



Expands Metrorail coverage to Georgetown, northern parts of the DC core, Union Station, and the H Street NE corridor.



New Potomac River Metrorail tunnel is relatively underutilized, as it serves only Silver Line trains.



Modestly increases Metrorail ridership; however, the strategy is primarily intended to reduce passenger congestion.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Partial Recommendation

The 2040 Plan includes:



- Orange/Silver Express Line from East Falls Church to connect with new Line along M Street NW to Union Station as part of a new Core Metrorail Loop.
- Local Orange and Silver Line service maintained from Foggy Bottom to Maryland.

The Core Loop will:

- Relieve crowding on all segments of the Metrorail system, increase Blue Line frequency, and support future system expansion.
- Expand Metrorail's service to new and underserved, high-density areas such as Georgetown, Waterfront, Navy Yard, and Union Station.

The areas east of Union Station would be served by existing surface transit (streetcar and rapid bus).



## Auxiliary Red Line (Metrorail Brown Line)

District of Columbia/Montgomery County, Maryland

### Proposed Strategy:

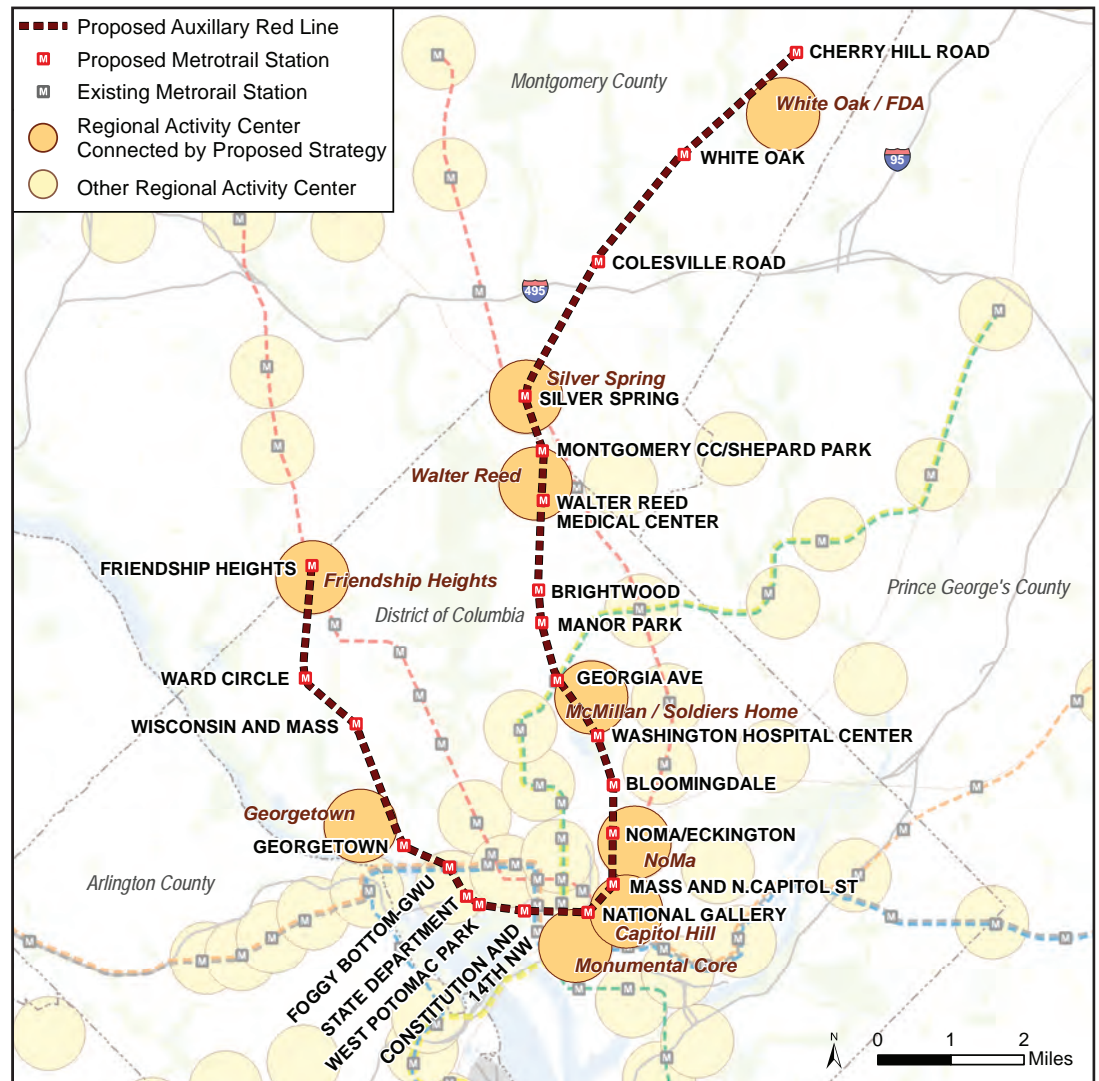
Build a new 21-mile Metrorail line from Friendship Heights into downtown DC and back out to Silver Spring, White Oak and Cherry Hill Road in Montgomery County. This strategy was developed to provide more capacity through underserved areas of northwest and north central DC and eastern Montgomery County, while reducing Red Line crowding.

### Goals Addressed:

- Facilitate transit-oriented, mixed-use communities that capture employment and household growth, providing choices in where to live, work, and play.
- Maximize availability of and convenient access to integrated transit choices.
- Provide a high-quality transit system that accommodates and encourages future ridership growth.

### Regional Activity Centers Connected:

- Friendship Heights
- Georgetown
- Monumental Core
- Capitol Hill
- NoMa
- McMillan/ Soldiers Home
- Walter Reed
- Silver Spring
- White Oak/FDA





## Auxiliary Red Line (Metrorail Brown Line)

District of Columbia/Montgomery County, Maryland

### Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.<sup>1</sup>



Does not relieve crowding on Orange, Silver, Blue, Yellow, and Green Lines.



Has minimal effect on congested transfer stations, with only a modest reduction in transfers at Metro Center (-5%) and no meaningful reductions at Gallery Place, L'Enfant Plaza, or Rosslyn.



- 100,000 daily riders (or 4,800 per mile) on the new extension. This is below the minimums recommended for both new Metrorail lines and extensions.
- The existing Red Line's more direct service to downtown DC employment centers and frequent headways make it hard for the Auxiliary Red Line to draw significant passengers.



Net increase in Metrorail riders is 55,000, but bus ridership decreases by 40,000.



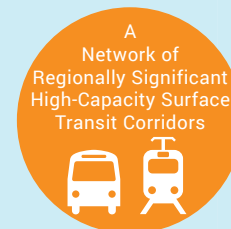
- Expands Metrorail coverage to unserved areas of DC and Montgomery County; however, the route through the core serves areas along the National Mall with only moderate demand.
- New Georgetown station (13,000 daily new boardings) and new Union Station (almost 15,000 additional boardings) draw significant riders.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

### Not Recommended

Instead, the 2040 Plan includes other strategies to enhance transit service in northwest and north central DC and expand Metrorail core capacity:



- Surface transit improvements along Wisconsin Avenue, North Capitol Street, and Georgia Avenue by providing priority to existing transit and increasing frequency of service.
- Metrobus Priority Corridor Network service improvements are planned to White Oak and Burtonsville.



New Metrorail line serving Georgetown and Union Station along M Street, NW as part of the Core Loop line.

### The Core Loop will:

- Relieve crowding on all segments of the Metrorail system, increase Blue Line frequency, and support future system expansion.
- Expand Metrorail's service to new and underserved, high-density areas such as Georgetown, Waterfront, Navy Yard, and Union Station.

1. Ridership modeled with MWCOC Round 7.2A Cooperative Land Use Forecast. Forecast 2040 density from MWCOC Round 8.1 Aspirations Scenario Land Use Forecast.