



Gallery Place/Metro Center and Farragut North/Farragut West Pedestrian Tunnels

District of Columbia

Proposed Strategy:

Build an underground pedestrian tunnel between Gallery Place and Metro Center Stations. Build an underground pedestrian tunnel between Farragut North and Farragut West Stations. These connections would provide additional opportunities to transfer between Metrorail Lines and relieve crowding at Gallery Place and Metro Center Stations.

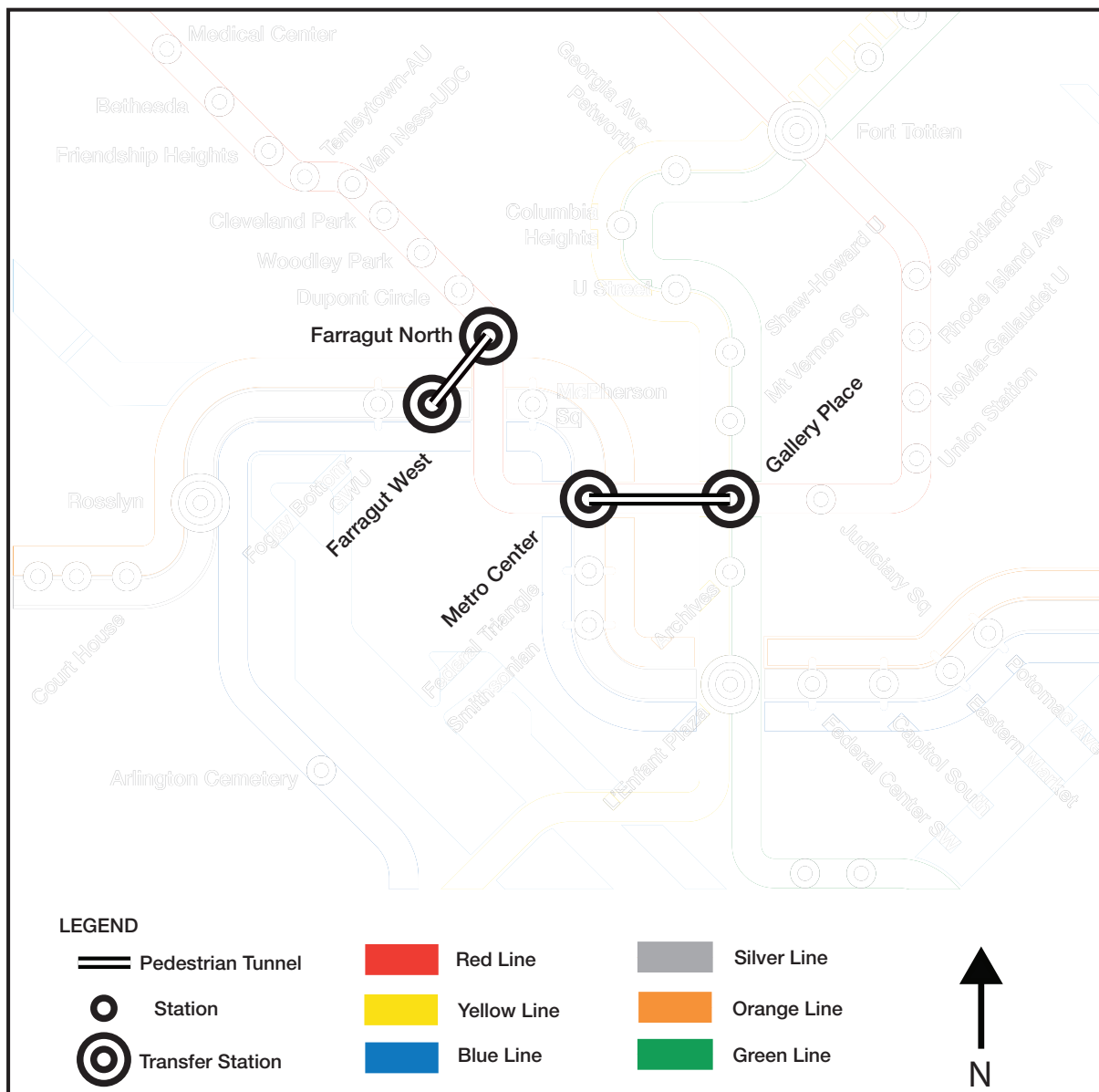
Goals Addressed:



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

Regional Activity Centers Connected:

- Enables more efficient access to activity centers connected by the Metrorail system.





Gallery Place/Metro Center and Farragut North/Farragut West Pedestrian Tunnels

District of Columbia

Key Findings:

This strategy was modeled with 2030 regional travel and development forecasts.¹



- Farragut pedestrian tunnel is used by 32,000 daily passengers.
- Gallery Place/Metro Center pedestrian tunnel is used by 8,200 passengers during the morning and evening peak hours.



Helps relieve Metrorail passenger loads near the two transfer points but does not address the most crowded line segments.



- Farragut pedestrian tunnel reduces the number of transfers at Metro Center by 23%.
- Pedestrian tunnels do not fully relieve crowding at Gallery Place or Metro Center stations.
- Adding the tunnel between Farragut North and West increases crowding. Internal station improvements are needed as well to improve movement within the stations.

Colors indicate strategy performance:

Good, **Mixed**, **Poor**, **Not Applicable**

Recommended

Momentum Strategic Plan includes:



- Implementation of the Gallery Place/Metro Center pedestrian tunnel.
- Implementation of the Farragut North/Farragut West pedestrian tunnel.
- Other station capacity improvements to handle future passenger volumes.
- 100% eight-car trains.



The 2040 Plan also includes new core Metrorail loop, which will add additional stations to disperse demand and transfers.

1. Farragut tunnel usage modeled with MWCOC Round 8.2 Cooperative Land Use Forecast, and Gallery Place/Metro Center tunnel usage modeled with Round 7.2A Forecast.



Blue Line Extension – Franconia-Springfield to Potomac Mills

Fairfax County/Prince William County, Virginia

Proposed Strategy:

Extend the Metrorail Blue Line in Virginia 11 miles from Franconia-Springfield to Potomac Mills in Prince William County. This extension would expand the reach of Metrorail along the congested I-95 Corridor.

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:

- Springfield
- North Woodbridge
- Fort Belvoir North Area
- Potomac Town Center

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



34,000 daily riders (or 3,100 per mile) on the new extension. This is below the minimum recommended for Metrorail extensions.



Only 13,000 riders are new public transit riders. The remainder are already public transit riders on either commuter bus or VRE.



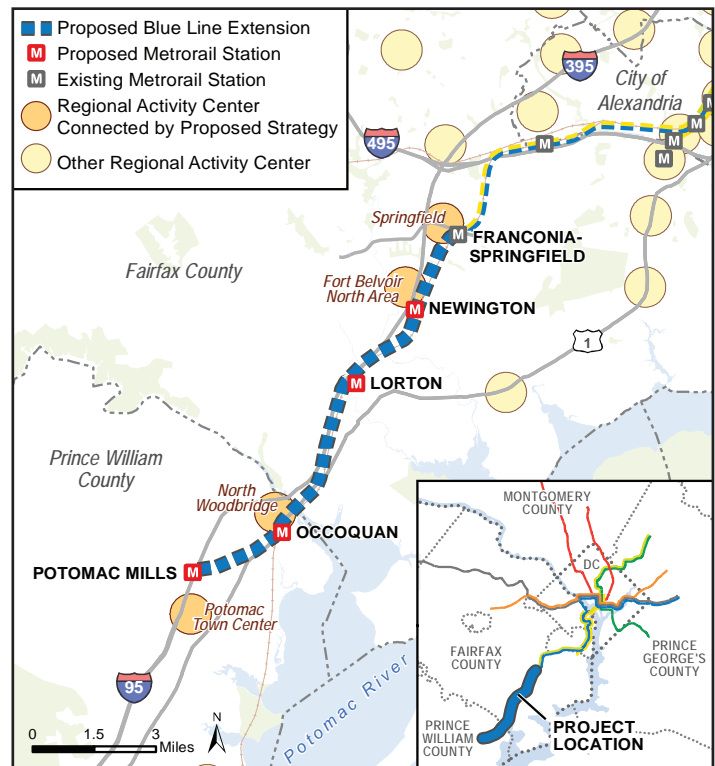
2040 station areas are projected to have 7 households per acre and 11 jobs per acre, which are below the recommended minimums for Metrorail extensions.



Frees up Park & Ride capacity at Franconia-Springfield and Huntington Metro stations.



More suburban riders increase crowding along the Blue and Yellow Lines closer to DC and at core transfer stations.



Partial Recommendation



The 2040 Plan includes light rail, bus rapid transit, or enhanced bus in the I-95 corridor from Franconia-Springfield to Lorton.

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.



Blue Line Extension – Largo Town Center to Bowie

Prince George's County, Maryland

Proposed Strategy:

Extend the Metrorail Blue Line 7 miles in Maryland from Largo Town Center to Blue Star Memorial Highway near Bowie. This extension would expand the reach of Metrorail along the Central Avenue Corridor (MD 214).

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:

- Largo Town Center

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



10,000 daily riders (or 1,400 per mile) on the new extension. This is below the minimum recommended for Metrorail extensions.



Only 1,000 riders are new public transit riders. The remainder are already public transit riders on either commuter or local bus.



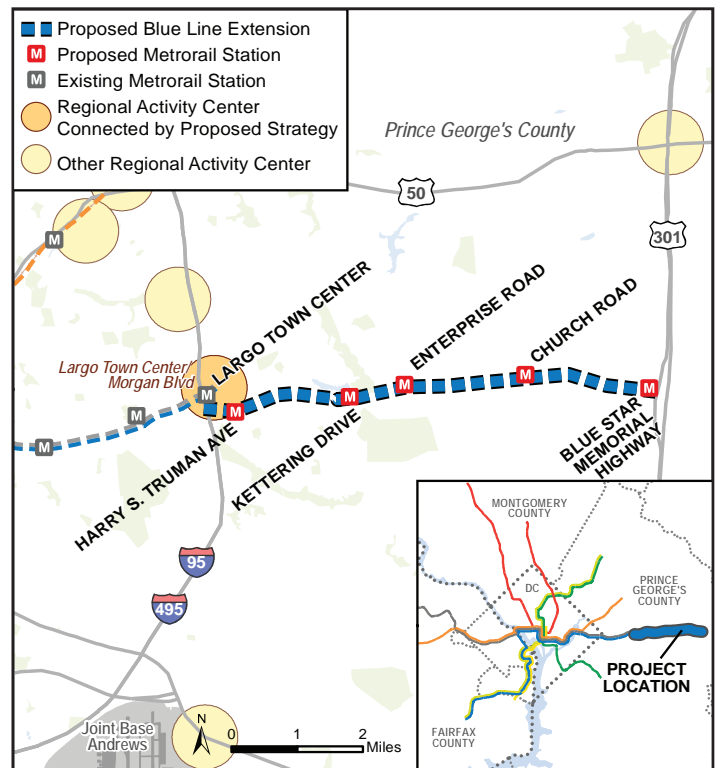
2040 station areas are projected to have 3 households per acre and 3 jobs per acre, which are below the recommended minimums for Metrorail extensions.



Frees up Park & Ride capacity at Largo Town Center and Morgan Boulevard stations.



More suburban riders increase crowding at core transfer stations.



Not Recommended

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

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



Green Line Extension – Greenbelt to BWI Airport

Prince George's County/Anne Arundel County, Maryland

Proposed Strategy:

Extend the Metrorail Green Line 18 miles in Maryland from Greenbelt to BWI Airport. This extension would expand the reach of Metrorail along the U.S. 1 and Baltimore-Washington Parkway Corridors.

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:

- Greenbelt Metro
- Konterra

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



16,000 daily riders (or 900 per mile) on the new extension. This is below the minimum recommended for Metrorail extensions.



Only 6,000 riders are new public transit riders. The remainder are already public transit riders on either MARC or commuter or local bus.



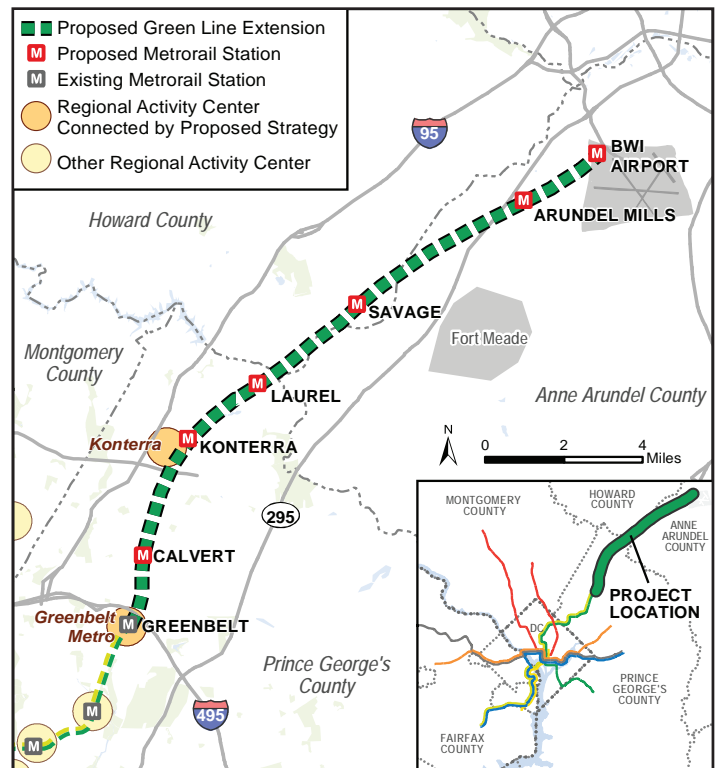
2040 station areas are projected to have 6 households per acre and 14 jobs per acre, which are below the recommended minimums for Metrorail extensions.



Frees up Park & Ride capacity at Greenbelt and other stations closer to DC.



More suburban riders increase crowding at core transfer stations.



Not Recommended

Instead, the 2040 Plan includes:



- Expanded off-peak period service along the MARC Camden Line.
- Metrobus Priority Corridor Network Service Improvements are planned along U.S. 1 from Laurel into DC.

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

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



Green Line Spur – Congress Heights to National Harbor

District of Columbia/Prince George's County, Maryland

Proposed Strategy:

Build a Metrorail Green Line spur running 6 miles from Congress Heights in DC to National Harbor in Maryland. This spur would expand the reach of Metrorail along South Capitol Street to Oxon Hill. However, there would be no additional service on the Green Line to L'Enfant Plaza. This spur would be served by some trains that normally serve Branch Avenue.

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:

- Poplar Point
- St. Elizabeths
- Oxon Hill
- National Harbor

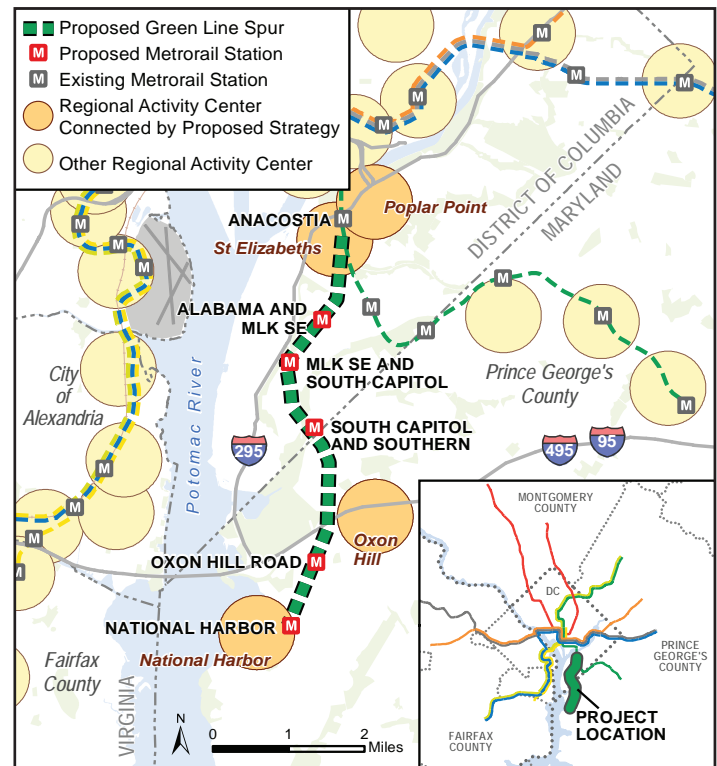
Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹

23,000 daily riders (or 4,000 per mile) on the new extension. This is above the minimum recommended for Metrorail extensions.

4,000 riders are new public transit riders. Replaces many bus-to-Metrorail transfers along the Green Line in Southeast DC with direct Metrorail Access.

2040 station areas are projected to have 8 households per acre and 14 jobs per acre, which are below the recommended minimums for Metrorail extensions.



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



Green Line Spur – Congress Heights to National Harbor

District of Columbia/Prince George's County, Maryland



Frees up Park & Ride capacity at Anacostia station.



- More suburban riders increase crowding along the Green Line south of L'Enfant Plaza and at core transfer stations.
- Reduction in service to Branch Avenue increases crowding on that portion of the line.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

Partial Recommendation

The 2040 Plan includes:



- Additional on-street and service improvements to the Metrobus Priority Corridor Network line from Eastover to Anacostia station.
- Light rail, bus rapid transit, or enhanced bus from National Harbor to Southern Avenue Metrorail station.

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.



Green Line Extension – Branch Avenue to White Plains

Prince George's County/Charles County, Maryland

Proposed Strategy:

Extend the Metrorail Green Line 18 miles in Maryland from Branch Avenue to Charles County. This extension would expand the reach of Metrorail along the MD 5 Corridor (Branch Avenue).

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:

- Branch Avenue
- Waldorf

Note: Extension bypasses the commercial spine of Waldorf and White Plains along U.S. 301.

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



30,000 daily riders (or 1,700 per mile) on the new extension. This is below the minimum recommended for Metrorail extensions.



18,000 riders are new public transit riders. The remainder are already public transit riders on either commuter, local, or express bus.



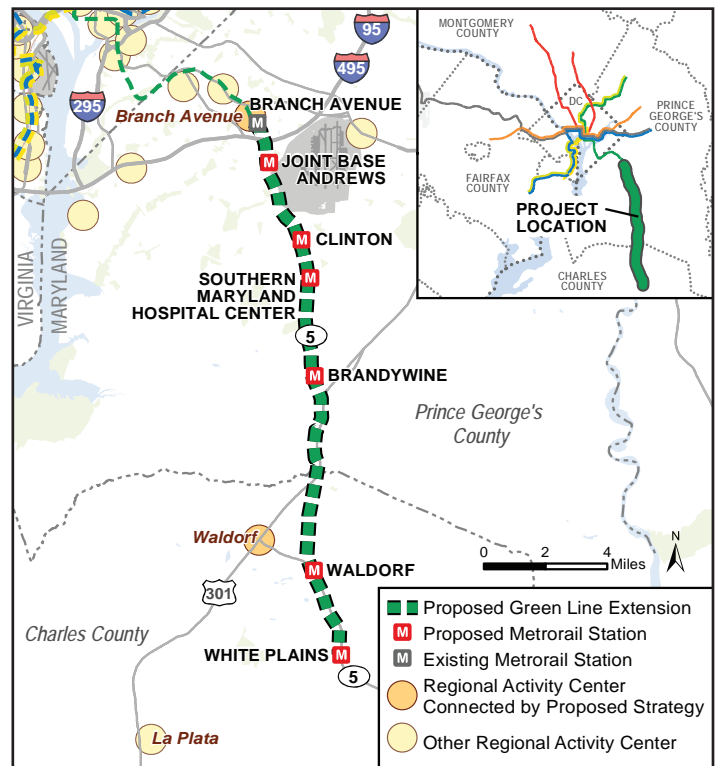
2040 station areas are projected to have 2 households per acre and 5 jobs per acre, which are below the recommended minimums for Metrorail extensions.



Frees up Park & Ride capacity at Branch Avenue, Suitland, and Southern Avenue stations.



More suburban riders increase crowding along the Green Line closer to DC and at core transfer stations.



Not Recommended



Instead, the 2040 Plan recommends increasing frequency of commuter bus and local bus routes in coordination with local jurisdictions.

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

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



Orange Line Extension – New Carrollton to Bowie Town Center

Prince George's County, Maryland

Proposed Strategy:

Extend the Metrorail Orange Line 8 miles in Maryland from New Carrollton to Crain Highway, near Bowie. This extension would expand the reach of Metrorail along the U.S. 50 Corridor.

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:

- New Carrollton
- Bowie

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



24,000 daily riders (or 3,000 per mile) on the new extension. This is below the minimum recommended for Metrorail extensions.



Only 8,000 riders are new public transit riders. The remainder are already public transit riders on either bus or MARC.



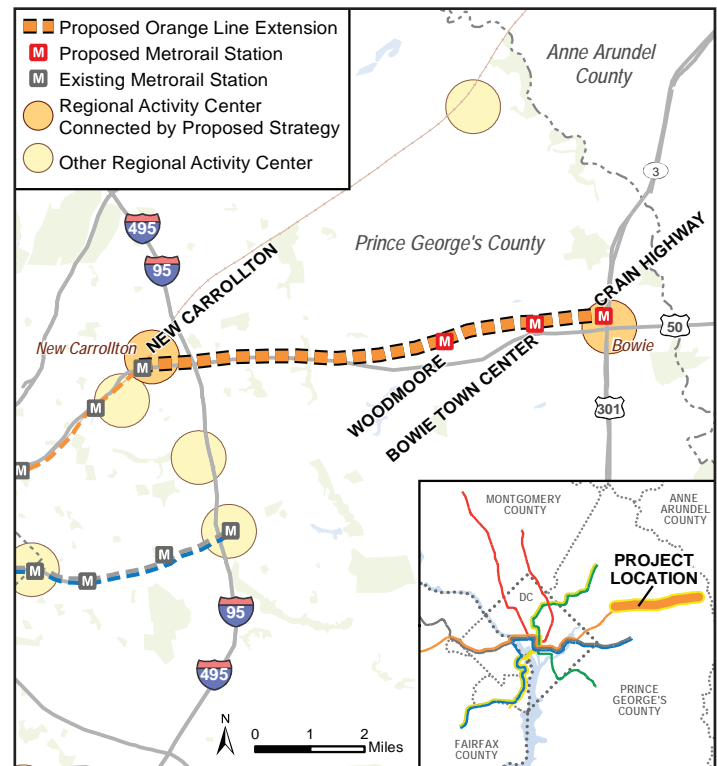
2040 station areas are projected to have 2 households per acre and 2 jobs per acre, which are below the recommended minimums for Metrorail extensions.



Provides additional Park & Ride spaces; however, existing Orange Line stations will have spare capacity.



More suburban riders increase crowding at core transfer stations.



Partial Recommendation



The 2040 Plan includes light rail, bus rapid transit, or enhanced bus in this corridor from New Carrollton to Crain Highway.

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

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.



Orange Line Extension – Vienna to Centreville/Gainesville

Fairfax County/Prince William County, Virginia

Proposed Strategy:

Extend the Metrorail Orange Line 19 miles in Virginia from Vienna to Centreville and Gainesville. This extension would extend the reach of Metrorail along the congested I-66 Corridor. A shorter 10-mile extension ending at Centreville was also considered.

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:

- Vienna
- Fairfax Center
- Centreville
- Gainesville

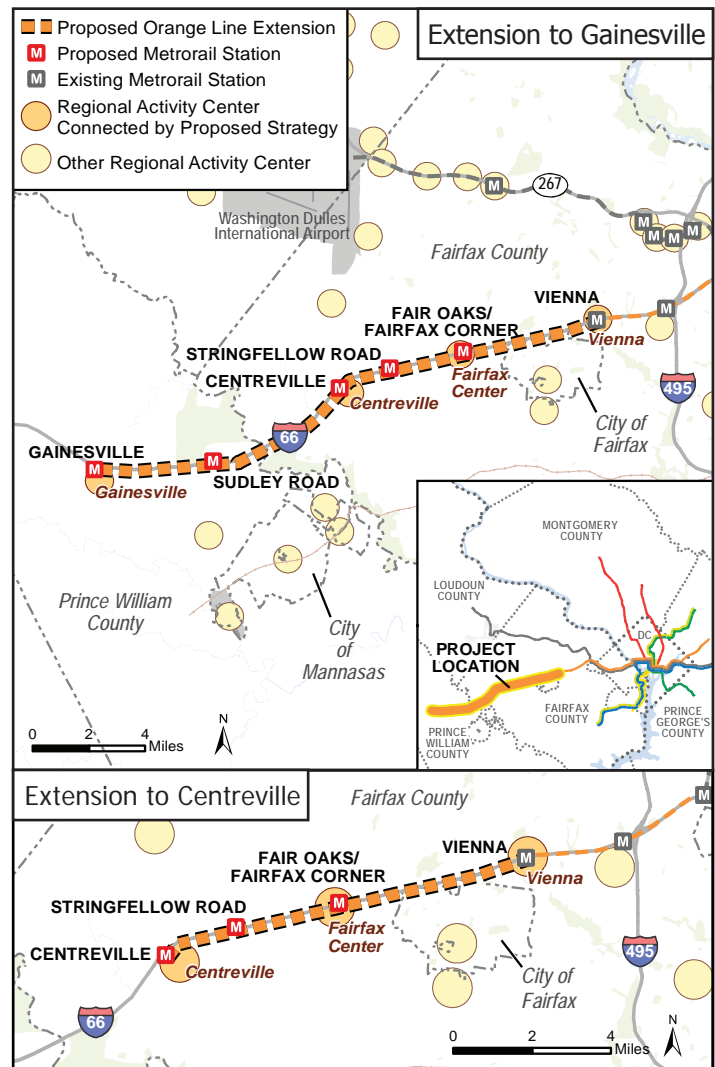
Key Findings:

Both strategies were modeled with 2040 regional travel and development forecasts.¹

- 28,000 daily riders (or 1,500 per mile) on the new extension to Gainesville.
- 17,000 daily riders (or 1,700 per mile) on the shorter extension to Centreville.
- Both segments are below the minimum recommended for Metrorail extensions.

Only about half of the riders are new public transit riders. The remainder are already public transit riders on either bus or VRE.

2040 station areas are projected to have 6 households per acre and 14 jobs per acre on the Gainesville extension, which are below the recommended minimums for Metrorail extensions.



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

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



Orange Line Extension – Vienna to Centreville/Gainesville

Fairfax County/Prince William County, Virginia



- 2040 station areas are projected to have 8 households per acre on the Centreville extension, which is below the recommended minimum for Metrorail extensions.
- However, the 2040 station areas are projected to have 21 jobs per acre along this extension, which is above the minimum.



Frees up Park & Ride capacity at existing Orange Line stations in Fairfax County.



More suburban riders increase crowding along the already crowded Orange and Silver Lines closer to DC and at core transfer stations.

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

Partial Recommendation

The 2040 Plan includes:



Building light rail, bus rapid transit, or enhanced bus in this corridor from Vienna to Centreville.



Extending VRE service from Manassas to Haymarket and increasing service during the peak and off-peak periods on VRE.

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.



Red Line Extension – Shady Grove to Metropolitan Grove

Montgomery County, Maryland

Proposed Strategy:

Extend the Metrorail Red Line 4 miles in Maryland from Shady Grove to Metropolitan Grove. This extension would expand the reach of Metrorail along the I-270 and MD 355 Corridors to Gaithersburg.

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:

- King Farm/Rockville Research Center
- Gaithersburg-Metropolitan Grove
- Gaithersburg-Central

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



16,000 daily riders (or 9,000 per mile) on the new extension. This is above the minimum recommended for Metrorail extensions.



Only 7,000 riders are new public transit riders. The remainder are already public transit riders on either bus, Corridor Cities Transitway, or MARC.



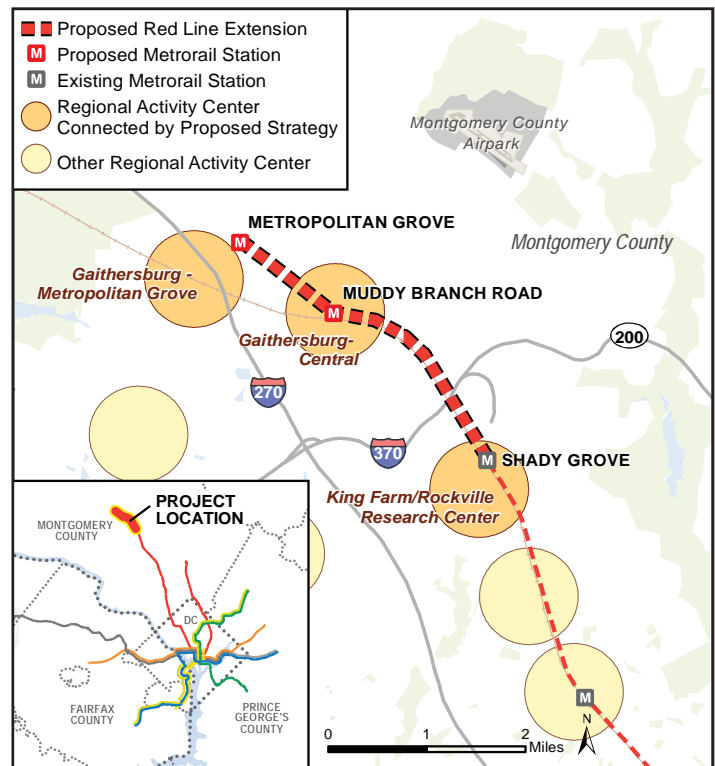
2040 station areas are projected to have 5 households per acre and 17 jobs per acre, which are below the recommended minimums for Metrorail extensions.



Frees up Park & Ride capacity between Shady Grove and Grosvenor-Strathmore stations.



More suburban riders increase crowding at core transfer stations.



Partial Recommendation



The 2040 Plan includes light rail, bus rapid transit, or enhanced bus along the MD 355 corridor to Clarksburg.

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

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.



Silver Line Extension – VA 772/Dulles Greenway to Leesburg

Loudoun County, Virginia

Proposed Strategy:

Extend the Metrorail Silver Line 8 miles in Virginia from Route 772 to the Route 7 Bypass near Leesburg. This extension would expand the reach of Metrorail along the Dulles Greenway Corridor.

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:

- Route 772 Transit Area
- Leesburg

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



6,000 daily riders (or 750 per mile) on the new extension. This is below the minimum recommended for Metrorail extensions.



Only 3,000 riders are new public transit riders. The remainder are already public transit riders on either commuter bus or MARC.



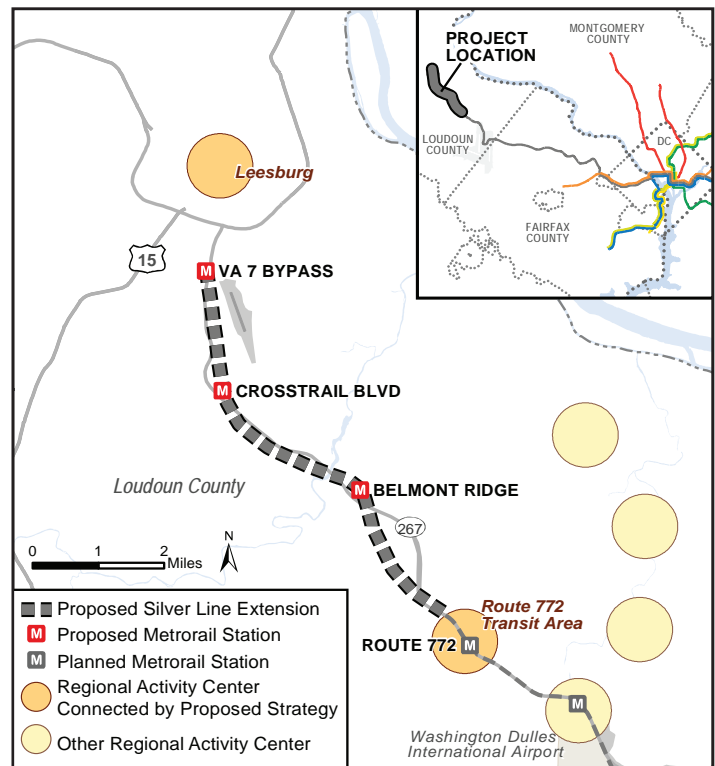
2040 station areas are projected to have 2 households per acre and 4 jobs per acre, which are below the recommended minimums for Metrorail extensions.



Frees up Park & Ride capacity between Route 772 and Tysons Corner.



More suburban riders increase crowding along the Silver Line closer to DC and at core transfer stations.



Not Recommended



Instead, the 2040 Plan recommends increasing the frequency of commuter bus and local bus routes in coordination with local jurisdictions.

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

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



Yellow Line Extension – Huntington to Lorton

Fairfax County, Virginia

Proposed Strategy:

Extend the Metrorail Yellow Line 12 miles in Virginia from Huntington to Lorton. This extension would expand the reach of Metrorail to serve the U.S. Route 1 Corridor (Richmond Highway).

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:

- Huntington/Penn Daw
- Hybla Valley/ Gum Springs
- Beacon Groveton
- Fort Belvoir

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



29,000 daily riders (or 2,400 per mile) on the new extension. This is below the minimum recommended for Metrorail extensions.



7,000 riders are new public transit riders. The remainder are already public transit riders on either commuter bus, local bus, or VRE.



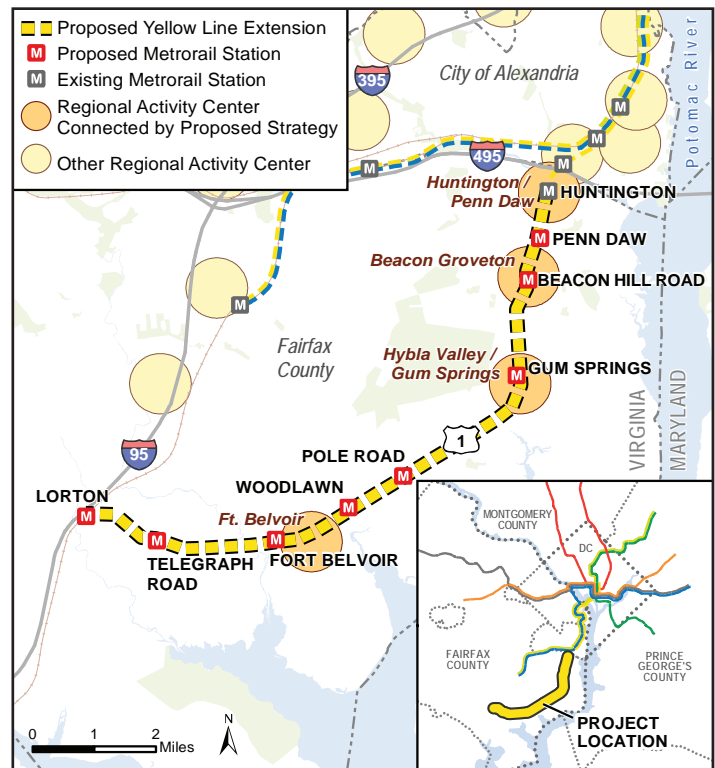
2040 station areas are projected to have 6 households per acre and 7 jobs per acre, which are below the recommended minimums for Metrorail extensions.



Frees up Park & Ride capacity at Huntington, Franconia-Springfield, and Van Dorn Street stations.



More suburban riders increase crowding along the Yellow Line closer to DC and at core transfer stations.



Partial Recommendation



The 2040 Plan includes additional roadway and service improvements to the Metrobus Priority Corridor Network line between Huntington and Fort Belvoir.

A Metrorail extension in this corridor would require the following:

- More jobs, housing and walkable areas near proposed stations.
- Additional Metrorail lines in the core.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

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





Eisenhower Valley Infill Station

City of Alexandria, Virginia

Proposed Strategy:

Build a new Metrorail Station on the existing Blue Line between King Street and Van Dorn Street Stations. This strategy is intended to attract new ridership to Metrorail and provide greater access to the system for City of Alexandria residents and businesses.

Goals Addressed:


-  Maximize availability of and convenient access to integrated transit choices.
-  Provide a financially viable and sustainable transit service that is efficient and effective for the region.


Regional Activity Centers Connected:


- None


Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹

 Fewer than 1,000 daily riders would use the new station.

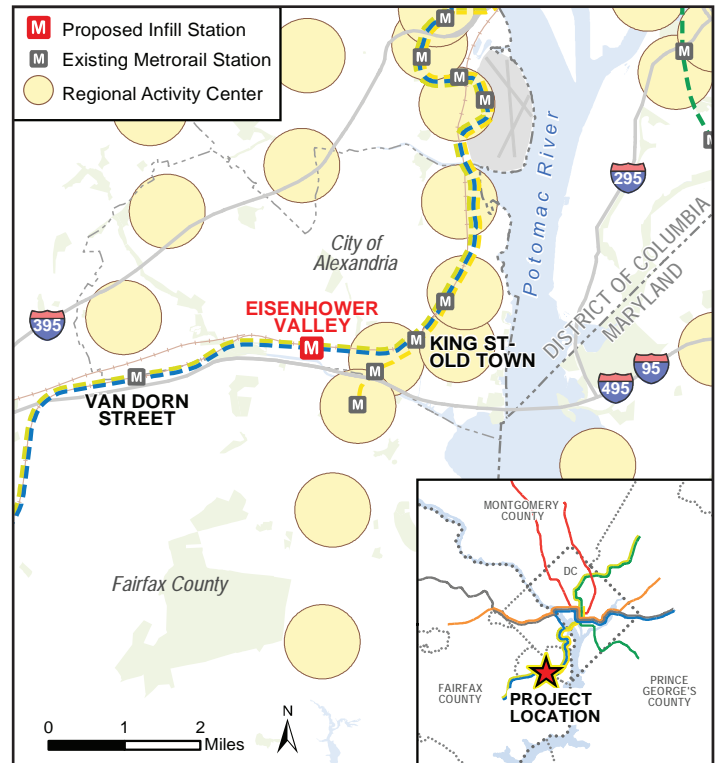
 Only 400 riders are new Metrorail riders. The remaining are existing users of adjacent stations.

 The 2040 station area is projected to have 3 households per acre and 4 jobs per acre, which are below the recommended minimums for Metrorail infill stations.

 Station access and development potential is limited by physical barriers, including Cameron Run, I-495, and adjacent freight rail lines.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable



Not Recommended

Instead, the 2040 Plan includes strategies to enhance access to existing Metrorail stations, in coordination with local jurisdictions. This would improve system access to areas where new infill stations are not feasible:



- Enhance pedestrian and bicycle access and accommodations.
- Expand local feeder bus services.
- Build new remote Park & Ride lots.

This Metrorail infill station would require more jobs, housing, and walkable areas in its vicinity.

1. Ridership modeled with MWCOC Round 7.2A Cooperative Land Use Forecast.
Forecast 2040 density from MWCOC Round 8.3 Cooperative Land Use Forecast.





Kansas Avenue Infill Station

District of Columbia

Proposed Strategy:

Build a new Metrorail Station on the existing Red Line between Fort Totten and Takoma Stations, serving northeast DC in the vicinity of Kansas Avenue NE and North Capitol Street. This strategy is intended to attract new ridership to Metrorail and provide greater access to the system for area residents and businesses.

Goals Addressed:

-  Maximize availability of and convenient access to integrated transit choices.
-  Provide a financially viable and sustainable transit service that is efficient and effective for the region.

Regional Activity Centers Connected:

- None

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



3,700 daily riders would use the new station.



Only 1,250 riders are new Metrorail riders. The remaining are existing users of adjacent stations.



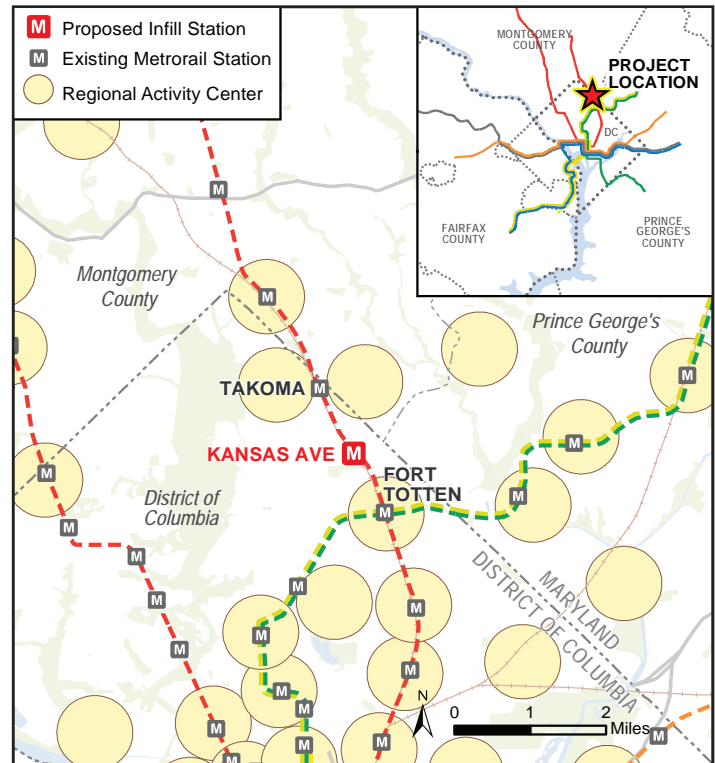
The 2040 station area is projected to have 6 households per acre and 8 jobs per acre, which are below the recommended minimums for Metrorail infill stations.



Station access is facilitated by grid street network.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable



Not Recommended

Instead, the 2040 Plan includes strategies to enhance access to existing Metrorail stations, in coordination with local jurisdictions. This would improve system access to areas where new infill stations are not feasible:



- Enhance pedestrian and bicycle access and accommodations.
- Expand local feeder bus services.
- Build new remote Park & Ride lots.

This Metrorail infill station would require more jobs, housing, and walkable areas in its vicinity.

1. Ridership modeled with MWCOC Round 7.2A Cooperative Land Use Forecast.
Forecast 2040 density from MWCOC Round 8.3 Cooperative Land Use Forecast.



Montgomery College Infill Station

Montgomery County, Maryland

Proposed Strategy:

Build a new Metrorail Station on the existing Red Line between Rockville and Shady Grove Stations, serving Montgomery County in the vicinity of the Montgomery College Campus. This strategy is intended to attract new ridership to Metrorail and provide greater access to the system for area residents, businesses, and students.

Goals Addressed:



Maximize availability of and convenient access to integrated transit choices.



Provide a financially viable and sustainable transit service that is efficient and effective for the region.

Regional Activity Centers Connected:

- Montgomery College

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



2,000 daily riders would use the new station.



Only 550 riders are new Metrorail riders. The remaining are existing users of adjacent stations.



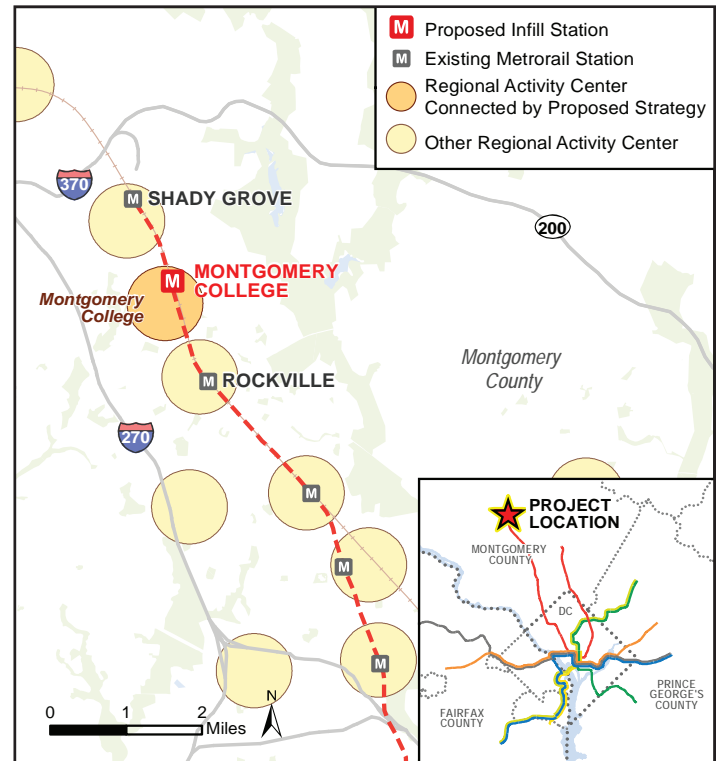
The 2040 station area is projected to have 2 households per acre and 8 jobs per acre, which are below the recommended minimums for Metrorail infill stations.



Station access is partially limited by long block lengths and low connectivity among land uses.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable



Not Recommended

Instead, the 2040 Plan includes strategies to enhance access to existing Metrorail stations, in coordination with local jurisdictions. This would improve system access to areas where new infill stations are not feasible:



- Enhance pedestrian and bicycle access and accommodations.
- Expand local feeder bus services.
- Build new remote Park & Ride lots.

This Metrorail infill station would require more jobs, housing, and walkable areas in its vicinity.

1. Ridership modeled with MWCOC Round 7.2A Cooperative Land Use Forecast.
Forecast 2040 density from MWCOC Round 8.3 Cooperative Land Use Forecast.



Oklahoma Avenue Infill Station

District of Columbia

Proposed Strategy:

Build a new Metrorail Station on the existing Blue/Orange/Silver Line just east of the Stadium-Armory Station, becoming the final transfer point before the lines diverge east of the Anacostia River. This strategy is intended to attract new ridership to Metrorail and provide greater access to the system for DC residents and businesses in the vicinity of the intersection of Oklahoma Avenue NE and Benning Road NE.

Goals Addressed:

- Maximize availability of and convenient access to integrated transit choices.
- Provide a financially viable and sustainable transit service that is efficient and effective for the region.

Regional Activity Centers Connected:

- Stadium-Armory
- H Street

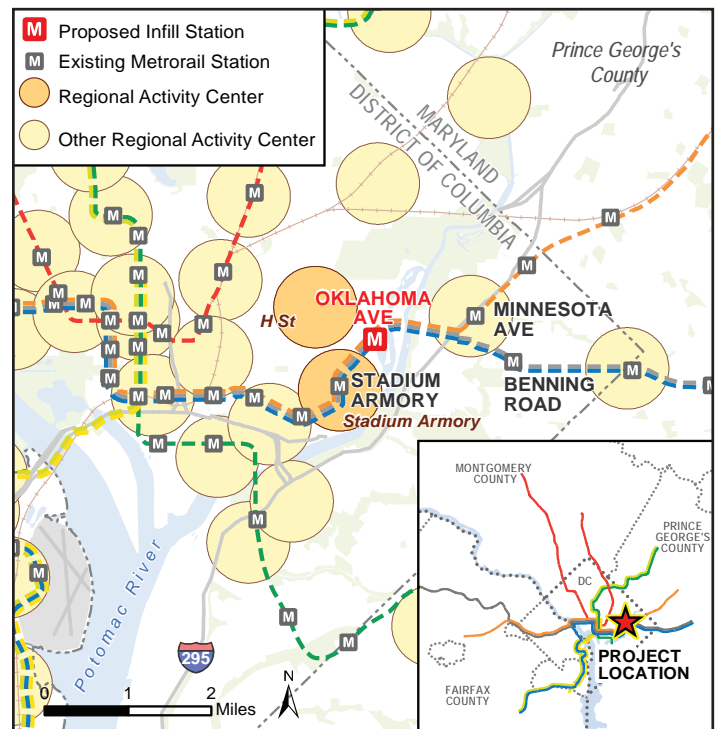
Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹

3,000 daily riders would use the new station.

Only 1,250 riders are new Metrorail riders. The remaining are existing users of adjacent stations.

- The 2040 station area is projected to have 7 households per acre and 6 jobs per acre, which are below the recommended minimums for Metrorail infill stations.
- Station area development potential is severely limited by National Park Service ownership of RFK Stadium property.



Station access is partially limited by the location near the Anacostia River.

Design of an infill station would need further study to address grade change between underground and elevated track segments at this location.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

1. Ridership modeled with MWCOC Round 7.2A Cooperative Land Use Forecast.
Forecast 2040 density from MWCOC Round 8.3 Cooperative Land Use Forecast.



Oklahoma Avenue Infill Station

District of Columbia

Not Recommended

Instead, the 2040 Plan includes strategies to enhance access to existing Metrorail stations, in coordination with local jurisdictions. This would improve system access to areas where new infill stations are not feasible:



- Enhance pedestrian and bicycle access and accommodations.
- Expand local feeder bus services.
- Build new remote Park & Ride lots.

This Metrorail infill station would require more jobs, housing, and walkable areas in its vicinity.



St. Elizabeths Campus Infill Station

District of Columbia

Proposed Strategy:

Build a new Metrorail Station on the Green Line between the existing Anacostia and Congress Heights Stations. This strategy is intended to attract new ridership to Metrorail and provide greater access to the system for DC residents, businesses, and government employees in the vicinity of the St. Elizabeths campuses in southeast DC.

Goals Addressed:

- Maximize availability of and convenient access to integrated transit choices.
- Provide a financially viable and sustainable transit service that is efficient and effective for the region.

Regional Activity Centers Connected:

- St. Elizabeths

Key Findings:

This strategy was modeled with 2040 regional travel and development forecasts.¹



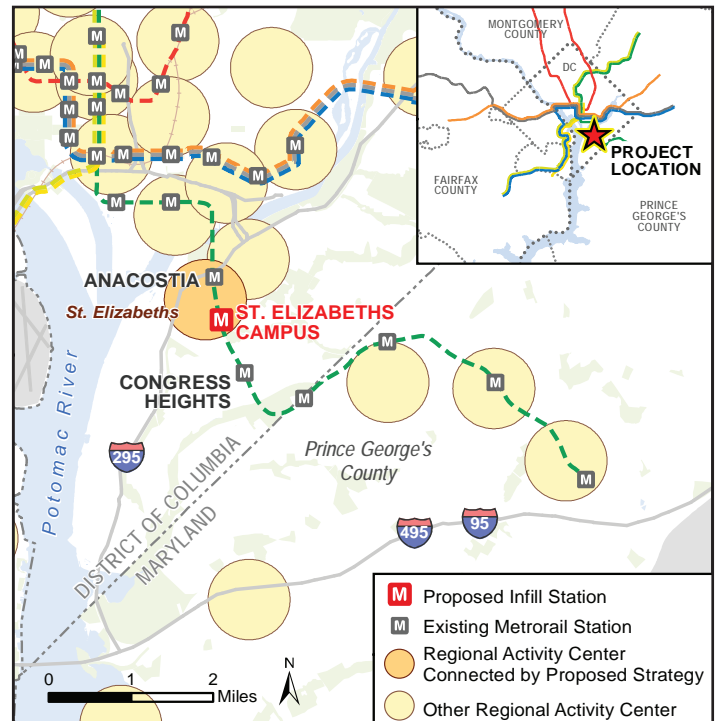
9,300 daily riders would use the new station.



5,000 riders are new Metrorail riders. The remaining are existing users of adjacent stations.



- The 2040 station area is projected to have 9 households per acre, which is below the recommended minimum for Metrorail infill stations.
- However, the 2040 station area is projected to have 20 jobs per acre, which is above the minimum.



Forecast ridership depends on convenient pedestrian access to/from government campuses.



Design and construction of an infill station would be difficult as the existing line is in a tunnel at this location.

Colors indicate strategy performance:

Good, Mixed, Poor, Not Applicable

1. Ridership modeled with MWCOC Round 7.2A Cooperative Land Use Forecast.
Forecast 2040 density from MWCOC Round 8.3 Cooperative Land Use Forecast.



St. Elizabeths Campus Infill Station

District of Columbia

Not Recommended

Instead, the 2040 Plan includes strategies to enhance access to existing Metrorail stations, in coordination with local jurisdictions. This would improve system access to areas where new infill stations are not feasible:



- Enhance pedestrian and bicycle access and accommodations.
- Expand local feeder bus services.
- Build new remote Park & Ride lots.

This Metrorail infill station would require more jobs, housing, and walkable areas in its vicinity.