

# RFK Campus / Kingman Park Transit Improvements



**Safety and Operations Committee**  
Washington Metropolitan Area Transit Authority  
May 14, 2026

# Delivering Your Metro, the Way Forward

Focus Today



## Service Excellence

Deliver safe, reliable, convenient, accessible, and world-class service that customers can trust across all modes.

Objectives of Service Excellence Goal

- **Safety and Security**
- **Reliability**
- **Convenience**



## Talented Teams

Attract, develop, and retain world-class talent where individuals feel valued, supported, and proud of their contribution.

Objectives of Talented Teams Goal

- **Recruitment and Retention**
- **Learning and Development**
- **Customer Service Mindset**



## Financial & Organizational Efficiency

Steward public resources and efficiently allocate resources where they drive the most value, to ensure service delivery.

Objectives of Financial & Organizational Efficiency Goal


- **Financial Responsibility**
- **Organizational Efficiency**
- **Energy Management**

# RFK is a transit-first stadium

The District and Commanders are planning for about 8,000 parking spaces at the new stadium. More than half of all attendees (38,000) could take Metro to/from the new stadium.

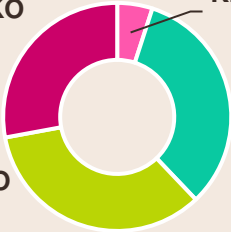


**65,000  
Seat Stadium**

	<b>Metro Rail &amp; Bus</b>	26,000 – 38,000
	<b>Private Auto</b>	25,000*
	<b>Other Modes</b>	2,000 – 14,000

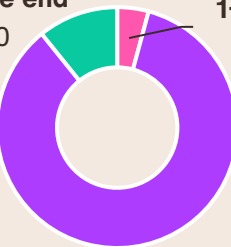
\*Estimate from the District and Commanders

**Pre-Event Arrivals by Metro (High Estimate)**




3+ hrs. before KO 10,600	Kickoff (KO) 1,900
2 hrs. before KO 13,000	1 hr. before KO 12,500

**Post-Event Departures by Metro (High Estimate)**





1 hr. before end 4,100	1+ hrs. after end 1,600
End of event 32,300	

**Estimated Origins of Event Attendees at New Stadium**



**~75%**  
*West of Stadium-Armory Station*





**~25%**  
*East*



# Existing System: Frequent Service, Good but Constrained Design

**Station and streets are solid foundation, but cannot accommodate RFK-scale crowds without improvements**

## Opportunities

- Stadium-Armory has two entrances, center platform, and fast, frequent, and reliable Orange, Silver, Blue service
- H Street/Benning corridor bus service is frequent and operates 24/7

## Constraints

- Station built for smaller stadium with significantly more parking spaces
- Surrounding residential neighborhood has minimal parking options
- Bus service sized for lower-density residential neighborhood
- Adjacent stations are a long walk and are served by the same lines

**Without transit investments, it could take over 2 hours to clear attendees after an event at the new stadium**



# RFK sets new paradigm with 2-3X ridership compared to Navy Yard and typical large event

## Case Study: Navy Yard-Ballpark 2025 (3 highest attended games)

In busiest 60-90 minutes post-event...

- **8,000-10,000 entries** to Navy Yard-Ballpark
- **90%+ customers** travel northbound (toward L'Enfant Plaza)
- **11-17 trains** (max load **150 people per car**)

## Case Study: July 4, 2025\*

In busiest 60 minutes post-fireworks...

- **15,000 entries** at Smithsonian, L'Enfant Plaza, and Federal Triangle combined
  - Smithsonian had **1,500 entries in the peak 15 minutes**
- 55% customers traveled westbound / 45% customers eastbound
- **15-19 trains** (max load **100-120 people per car**)
- 11 stations are walking distance of National Mall

Typical Post-Game Crowding at Navy Yard-Ballpark



Metro has experience handling large events, but will need expanded infrastructure and different approaches to operations, communications, and crowd control to support RFK events

\*Metro was fare free on July 4th with all faregates open to accommodate post-event crowds.

# Safe, frequent, reliable transit is essential to host successful events at RFK

Consequences of not investing in transit:

- **Fire and life safety issues** from crowding at entrances, mezzanines, platforms, and on trains and buses;
- **Customer delays** boarding trains and buses, including charter buses;
- **Crowding at transfer stations** such as L'Enfant Plaza and Metro Center and slower train operations and delays across the Metro system;
- **Crowds on surrounding neighborhood streets**, limiting neighborhood access;
- **Traffic gridlock** on streets and in neighborhoods around the stadium, contributing to congestion and slow buses; and
- **Greater need for more garages and wider roads**, reducing campus buildout potential

## 2014 Super Bowl MetLife Stadium, New Jersey

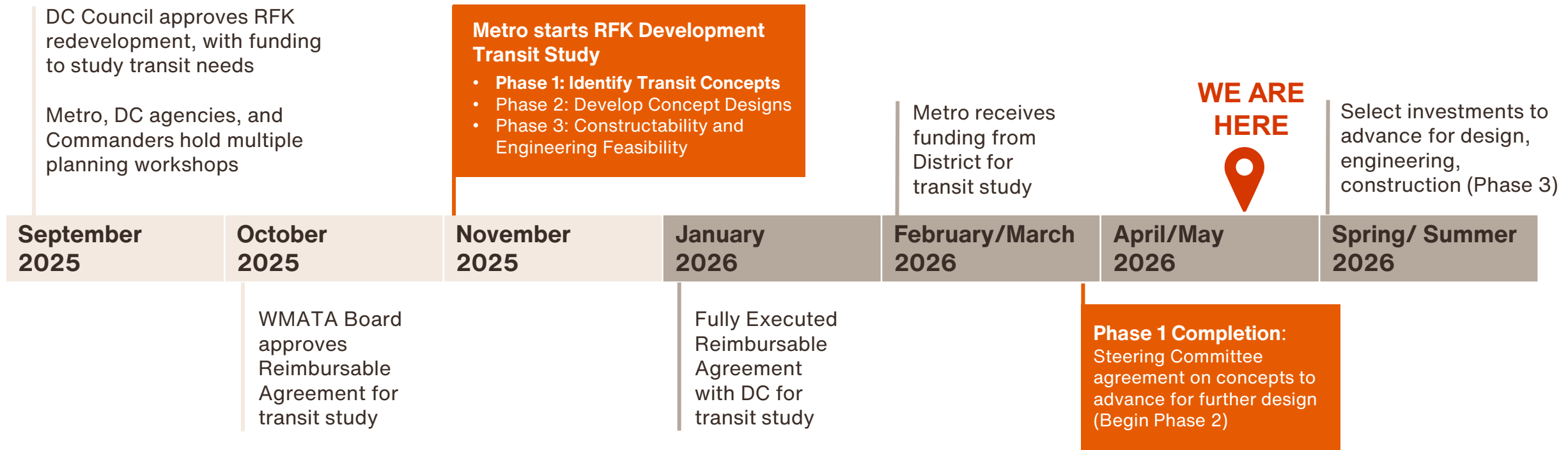


- 35,000+ attendees rode New Jersey Transit after the game, 3X more than anticipated\*
- Serpentine lines, severe over-crowding, long delays
- Clearing attendees took 3+ hours, including keeping attendees inside the stadium, to avoid overcrowding trains

\*Super Bowl XLVIII Report to NJT Board of Directors

# RFK Transit Study: Where We Are Today

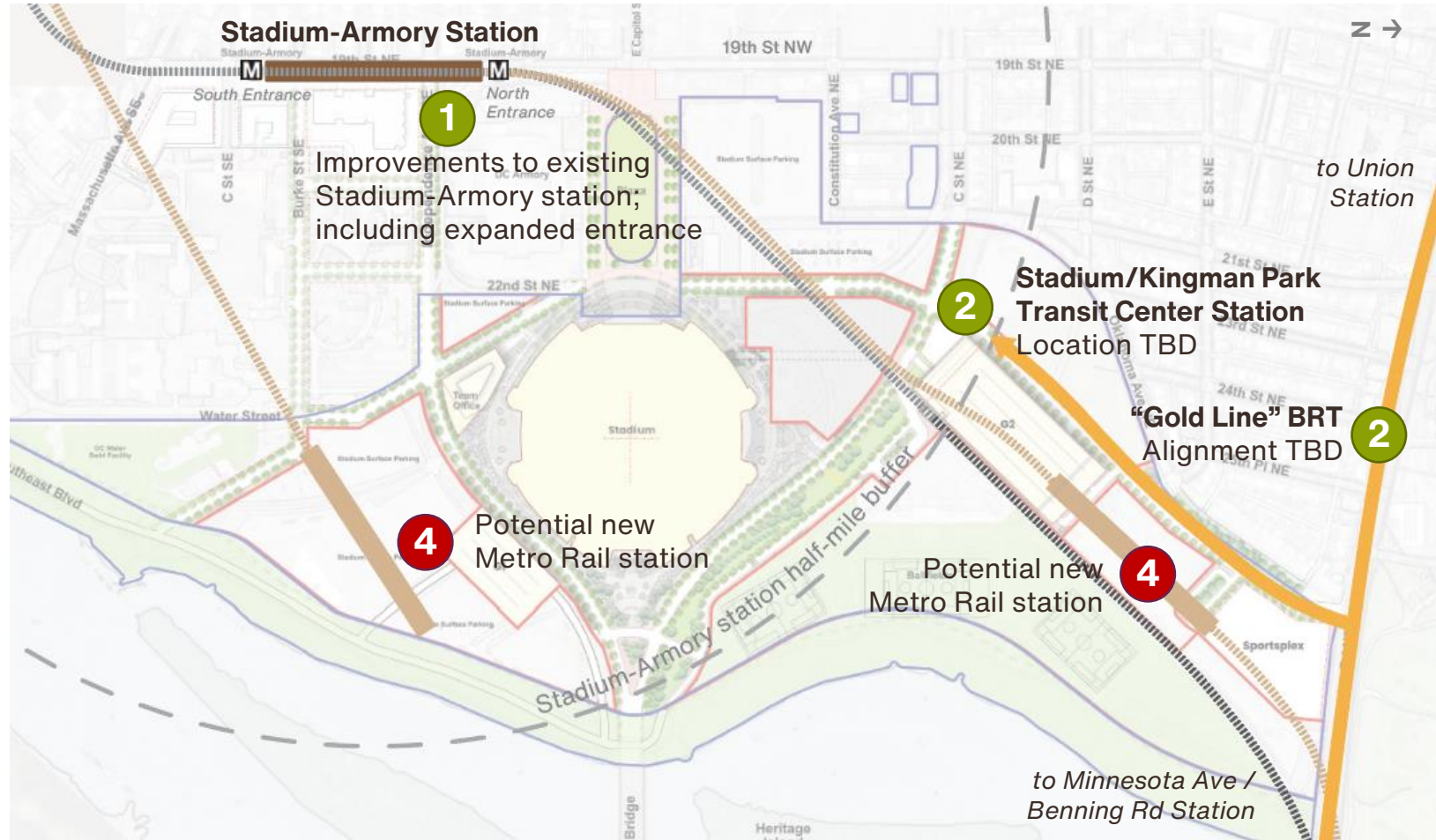
**Metro and the District have agreed on transit improvements to advance for further definition, design, and cost estimates**



# Metro analyzed potential improvements to accommodate RFK's post-event crowds

- 1 Stadium-Armory station escalators, elevators, mezzanine, and expanded north entrance
- 2 BRT with Campus Transit Center station: Dedicated bus lanes and other priority infrastructure that link RFK to Union Station, Red Line, MARC, VRE, Amtrak
- 3 Operational strategies (not shown)
- 4 New Metro Rail station or platform (not recommended)

Metro will work with the District to provide enhanced local Metro Bus service to the site, with bus priority maintained during events.



# 1 Stadium-Armory station improvements are necessary to serve customers quickly, safely, and efficiently

**Post-event crowds will strain system capacity, platform capacity, and safe circulation**

**Stadium-Armory internal improvements, such as elevators, escalators, and new mezzanine**

- Enables customers to safely move from street to trains
- Increase station accessibility and capacity
- Less waiting, faster trips home after events

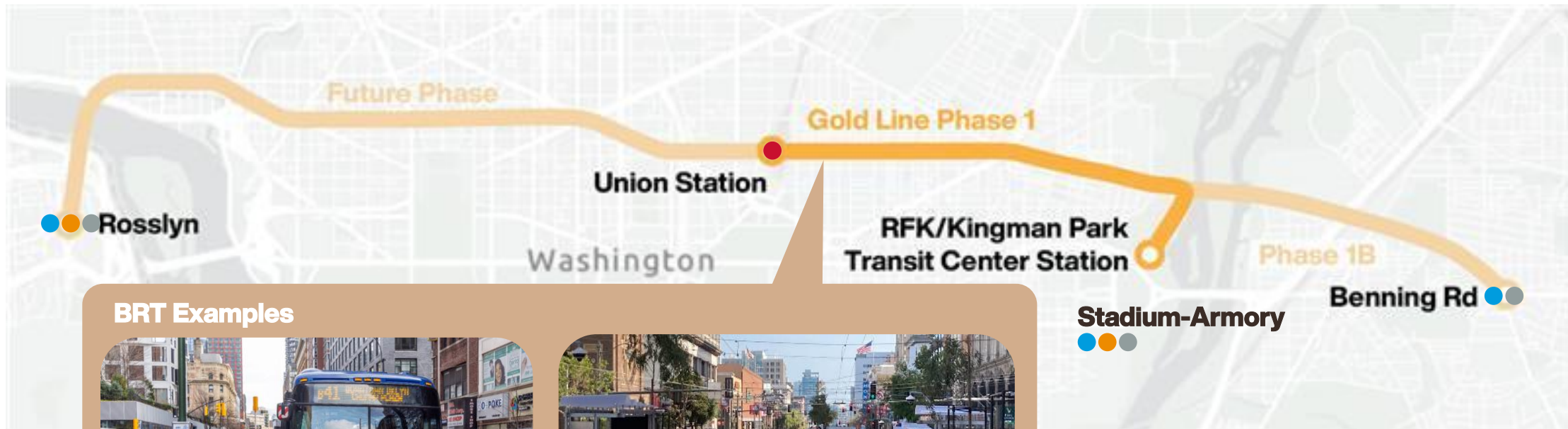
**Expanded entrance at Stadium-Armory**

- Clears post-event crowds within durations typical for large regional events (1-1.5 hours)
- Distributes crowds for orderly, efficient, and safe station operations



# 2 New Gold Line is a critical link to Union Station

Center-running, dedicated bus lanes on H Street/Benning Road NE (1) deliver capacity, convenience, and competitive travel time to Union Station for transfers to Red Line, Amtrak, MARC, and VRE and (2) reduce pressure on Stadium-Armory and (3) replace and improve on DC Streetcar



**BRT Examples**

Brooklyn, New York

Van Ness BRT, San Francisco

# 2 Center-running lanes and walkable transit center station creates time competitive travel choice

**Center-running, dedicated bus lanes and a Gold Line Transit Center adjacent to the stadium provides customers with easy access to high-capacity bus service**

- Center-running dedicated lanes reduce interaction with parking, deliveries, and other curbside activities
- Transit center provides
  - Safe, convenient, weather-protected waiting area
  - Capacity for large customer volumes at all times, including after events
  - Connects Gold Line and local bus, improving service for Kingman Park and future campus development



**Example of bus transit center**



### 3 Operational strategies will help manage post-event crowds safely and efficiently

**Applying global best practices can help pace customer entries and keep trains moving**

- Metering customers into station in timed waves to prevent overcrowding
- Increasing Metro staffing on event days to guide customers and manage flow
- Encourage customers to board the first available trains to maximize train capacity
- Transit Center station built for fast boarding and departures



# 4 A new station is complex, expensive, and not feasible to complete by Opening Day

- Potential station locations are complex to build, operate, and maintain
  - Potential new platform on existing elevated, curving right-of-way does not meet engineering best practices and poses safety and accessibility challenges
- Long, disruptive construction
- Not feasible to construct by opening day
- Potential cost: \$1B+
- Additional operations and maintenance costs for life of station
- Marginal service benefits – all options would connect to the Orange, Silver, Blue line tracks
- Limited new ridership potential - all options would serve the same customers and development as Stadium-Armory



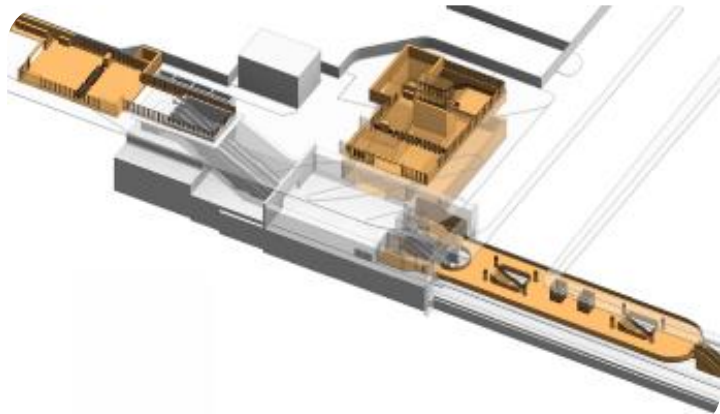
Aerial tracks east of Stadium-Armory Station



Train gaps at curved platform: 14<sup>th</sup> Street-Union Square Station, New York

# Stadium-Armory station and Gold Line BRT investments will meet the transit-first stadium and campus vision

Stadium-Armory Station Improvements



Elevators, escalators, stairs, mezzanines, and an expanded north entrance to safely and efficiently accommodate customers

Gold Line Bus Rapid Transit, Transit Center near the stadium and a transitway



Transit center on the RFK campus located near the stadium, connecting to Benning Road NE with a transitway separated from general traffic



Center-running, dedicated bus lanes on H Street/Benning Road NE connecting to Union Station, Red Line, Amtrak, MARC, and VRE

# Between now and 2030, significant activities are planned in the region that will impact delivery capacity

**Metro will need to be resourced, and delivery expedited to manage high competition for contractors, personnel, materials, and Metro's limited work windows**

## Upcoming Events

- Great American State Fair
- America's 250 & July 4<sup>th</sup> Events
- Freedom 250 Grand Prix
- 2027 NFL Draft
- 2029 Inauguration
- Recurring Annual Events
  - *Cherry Blossom Festival*
  - *Capital Pride*

## Metro's anticipated capital projects

- Bethesda Station Entrance
- Crystal City Station Entrance
- Ballston Station Entrance
- Metro Training Center
- Benning Rd & Minnesota Ave Aerial Structure Rehabilitation
- Red Line Modernization
- West Falls Church Yard Rehabilitation
- Northern and Bladensburg Bus Garages

## Region's anticipated projects

- RFK Stadium and Campus Development
- DC Water Potomac River Interceptor Tunnel Project
- VPRA Long Bridge Project
- MTA Purple Line Project
- Francis Scott Key Bridge Replacement
- Amtrak Frederick Douglass Tunnel
- Washington Dulles Airport Improvements
- Union Station Redevelopment Project
- Capital One Arena Renovation

# To deliver for Opening Day, Metro and the District must act with urgency

This summer, reimbursable agreements and funding are needed to continue to advance transit improvements

