Finance and Capital Committee
Board Information Item IV - A
November 19, 2026

RFK Transit Improvements and Gold Line

Board Document

OVERVIEW			
PRESENTATION NAME	Gold Line and RFK Transit Improvements	**DOCUMENT NO.**	300176
ACTION OR INFORMATION	Information		
STRATEGIC TRANSFORMATION PLAN GOAL	Service Excellence		
RESOLUTION	No		
EXECUTIVE TEAM OWNER	Thomas J. Webster Theresa Impastato		
DEPARTMENT	Strategy, Planning, and Performance Infrastructure		
DOCUMENT INITIATOR	Allison Davis		
COMMITTEE	Finance & Capital	**COMMITTEE DATE**	11/19/2026
PURPOSE/KEY HIGHLIGHTS	Provide an update on the Gold Line and Stadium-Armory station improvements, including early renderings of the concepts. These improvements will deliver faster, more reliable transit for residents and businesses across the District of Columbia, and especially along H St and Benning Road, NE. They also increase capacity needed to support a transit-first RFK stadium and campus, where more than half of the attendees are expected to use Metro for events at the stadium. **Key Highlights:** • The Gold Line will provide safe, reliable, high capacity all day service every 5 minutes from Northeast DC, along H Street, NE and Benning Road, NE, to downtown DC, with extra service to support events at RFK.		

	• Gold Line Phase 1 includes 3.2 miles of new center-running bus lanes between Union Station and 34th Street, NE, including a connection to the RFK Campus. • The Gold Line's center-running bus lanes enable faster, more reliable trips, improve road safety for all users, and enable more flexible curb space for loading, deliveries, pick-up, and community access • To be in operation by Summer 2030, aligned with the new stadium opening, funding for final design and construction must be identified by April 2027. • Stadium-Armory Station improvements, including an expanded north entrance, new mezzanine, and additional elevators, along with crowd management approaches will help accommodate large crowds safely and efficiently after events • Improvements to Stadium-Armory are planned to be complete in Summer 2030, aligned with the opening of the new stadium
DISCUSSION	**The Gold Line will connect people to the places they want to go:** The Gold Line provides frequent, rapid, reliable, and safe east-west transit service. Phase 1 of the project connects Northeast DC to downtown, from Benning Road and Minnesota Avenue Metro stations to Farragut Square. It will create a corridor where business owners, residents, employees, and visitors can move efficiently all day, every day. The Gold Line will provide more frequent and reliable travel for existing and future customers. It will also bring more customers and business opportunities from downtown DC to H Street and Benning Road, NE, while providing additional ways to reach the new RFK stadium and campus. Event-day users and residents of Kingman Park will benefit from a dedicated transit plaza within walking distance of the new RFK stadium. Phase 2 of the Gold Line could extend all day, frequent service on dedicated bus lanes west, connecting through downtown DC to Rosslyn. **Bus Rapid Transit (BRT) provides a fast, frequent, reliable transit through investments in service, infrastructure, stations, and fleet:** BRT already operates in cities across the country, including Boston, San Francisco, Richmond, and Brooklyn. To provide maximum customer and community benefits, the Gold Line will include five essential features: • Frequent, all-day service;

- Dedicated, preferably center-running, bus lanes for a majority of the route;
- Intersection treatments, including limited turns across bus lanes and transit signal priority
- Stations with near-level boarding; and
- Branded, high-capacity buses with multiple doors for fast, all-door boarding.

Phase 1 will transform service along H Street and Benning Road:
Today, buses on H Street, NE and Benning Road, NE are slowed by everyday traffic and high demand for curb space, leading to average speeds of just 7 mph. The corridor is also unsafe for all users, leading to a Tier 1 High Injury Network Corridor distinction.

Gold Line Phase 1 will reshape the east-west connectivity and deliver safer, more reliable, and higher capacity service with:

- Service every 5 minutes all day, every day, with additional service on event days running every 2 minutes to Union Station and every 3 minutes to Minnesota Ave and Benning Road
- 3.2 miles of new center-running bus lanes from Union Station to RFK Campus and 34th Street, NE,
- 2 miles of existing side-running bus lanes in downtown DC
- Transit signal priority at ~50 intersections to limit wait times and keep buses running on schedule
- 60-foot, 3-door branded buses for efficient boarding
- 20 stations along the corridor, including the new RFK-Kingman Park Transit Plaza

Dedicated center-running bus lanes paired with transit signal priority will reduce travel time, improve reliability, and increase ridership, while improving road safety and providing more flexible curb space.

The Gold Line is anticipated to serve 19,000 to 22,000 daily customers, a 20-40% increase over current ridership. Customers could see a 30 percent reduction in travel time from Farragut Square to Minnesota Ave and Benning Road, averaging 12-16 minutes per trip. The Gold Line also includes high-quality, timely connections at Union Station and the RFK campus. For events at the new stadium, the Gold Line's capacity is anticipated to accommodate over 4,000 customers per hour.

	Peer cities that introduced BRT saw improved bus reliability and safety outcomes. San Francisco's Van Ness BRT saw a 45 percent increase in reliability and the introduction of BRT on Columbus Ave in Boston's resulted in 74 percent of customers reporting more consistent trips. On top of reliability gains, New York City observed a 41 percent reduction in pedestrian and bicyclist injuries from reducing left turns when implementing BRT. Community feedback will help identify curb access challenges and inform DDOT's decisions and management of curb access. The Gold Line could retain approximately 80-90 percent of curb space for parking and loading needs on H Street/Benning Road and the side streets. On Benning Road, NE, a concept could add a protected two-way bike lane, retaining about 50 percent of curb space for parking and loading. Metro, in partnership with the District Department of Transportation, are hosting a Community Open House on Monday, November 30, 2026 from 6:00pm-8:00pm at the Atlas Performing Arts Center on H Street, NE. A survey is also open to gather public comment. All information can be found at www.wmata.com/goldline. Funding for final design and construction must be identified by the District of Columbia by April 2027 to ensure project delivery by Summer 2030. **Stadium-Armory improvements will help move event crowds safely:** The new 65,000-seat stadium is a transit-first stadium with up to 38,000 attendees anticipated to use Metro Rail and Metro Bus for games and events. It is also anticipated that about 75 percent of those customers will travel west of Stadium-Armory, towards L'Enfant Plaza station and beyond.The high customer demand that immediately follows events, anticipated to be about 34,000 customers, require improvements to Metro Bus service and the Stadium-Armory station. The combination of the Gold Line, Stadium-Armory Metro station improvements, and frequent Orange, Blue, Silver service means that Metro anticipates having the combined capacity to accommodate about 27,000 customers an hour. It is estimated that Metro can accommodate event attendees within about 1 hour and 15 minutes to 1 hour and 30 minutes. Improvements to Stadium-Armory station include an expanded north entrance (the entrance closest to the stadium), with new elevators, stairs, faregates, and a new mezzanine inside the station. With these improvements, attendees and customers will

	move quickly and efficiently from the surface to the platform in a controlled manner that matches train capacity and customer destination demand. In concert with these physical improvements, Metro is developing an event-day operational approach to manage post-event crowds through metering customers into the station, staffing, and communications to board the first available train. Together these improvements will reduce wait times for customers, provide safe movement from the street to the platform, and increase station accessibility and capacity. Metro is developing an expedited project schedule to complete the Stadium-Armory project by opening day 2030. Earlier this year, the District of Columbia allocated $300 million to support the design and construction of the Stadium-Armory station improvements. Metro is working closely with the District and the Commanders to develop concepts for station street-level queueing and access, submit regulatory documentation, and align on construction activities, including potential station closures and service adjustments.
INTERESTED PARTIES	STV Incorporated, KGP Design Studio LLC, HDR Engineering Inc., NeoNiche Strategies LLC, Cambridge Systematics Inc., Foursquare Integrated Transportation Planning, Inc., WSP USA Inc., AECOM, Mercado Consultants, Inc., Schnabel Engineering, LLC, Parsons Corporation, Washington Commanders, WFI Stadium LLC, and Pro-Football, Inc.
RECOMMENDATION/NEXT STEPS	Information only. Gold Line next steps: • Gold Line Open House: November 30 • Public survey open: November 17 – December 18 • Identify funding for Gold Line design / construction and finalize agreement with the District Stadium-Armory next steps: • Develop regulatory submission for the Stadium-Armory Station improvements • Coordinate with the RFK Project Management Office and the Commanders on street level access to Stadium-Armory station
FUNDING IMPACT	Information item update – No funding impact

Gold Line and RFK Transit Improvements



Finance and Capital Committee
Washington Metropolitan Area Transit Authority
November 19, 2026

Gold Line Bus Rapid Transit Vision and Benefits

Vision

The Gold Line will:

- Rapidly, reliably, and safely **connect people to the places they want to go**
- **Support thriving neighborhoods**
- Create a corridor where business owners, residents, employees, and visitors can **move easily, safely, and reliably all day, every day**

More than just transportation, Phase 1 of the Gold Line is an investment in H Street, NE and Benning Road, NE that will **strengthen the community and deliver visible benefits** for generations to come.

Benefits



More frequent, reliable, and safer everyday travel for existing and future customers



More customers & business opportunity, from Farragut Square to H Street and Benning Road, NE



More ways to reach downtown, Union Station, and RFK stadium events and campus

Bus Rapid Transit (BRT): Proven Success Across the Country

Bus service can be frequent, reliable, and time competitive with investments in infrastructure and service



Boston, Massachusetts



San Francisco, California



Richmond, Virginia



Brooklyn, New York

Essential BRT Features

1. Frequent, all-day service
2. Dedicated bus lanes for a majority of the route
3. Intersection treatments (transit signal priority, limit turns through bus lanes)
4. Stations with near-level boarding
5. Fleet with multiple doors for fast all-door boarding

The Gold Line will deliver safe, reliable, and high-capacity east-west transit connection

Long term opportunity

Frequent all day service operating in mostly dedicated bus lanes connecting downtown DC to Rosslyn, Union Station, RFK Campus, and Benning and Minnesota Ave Stations

Challenges today

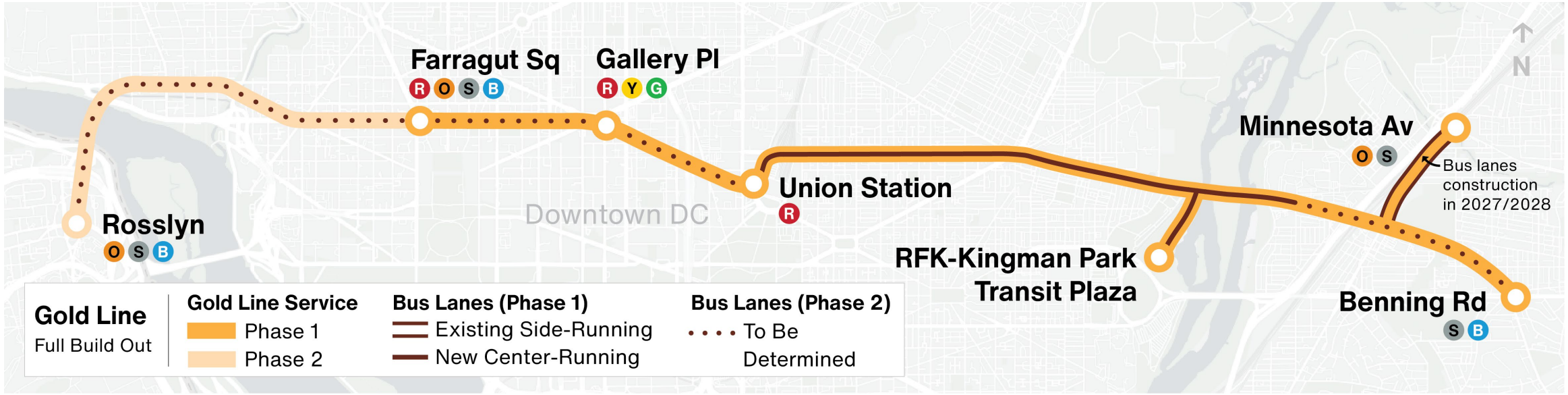
Slow and unreliable buses

7.0 mph

Unsafe conditions for all users

Tier 1 High Injury Network Corridor

High demand for curb space



Gold Line Phase 1 provides all day connection between Northeast DC and Downtown with extra service to support events at RFK

Service

Every 5-min all day, every day
from Farragut Square to Minnesota Av & Benning Road*

For RFK events
Every 2-min to Union Station
Every 3-min to Minnesota Av & Benning Rd

Bus Priority Infrastructure

2 mi of existing side-running bus lanes
from Farragut Square to Gallery Place

3.2 mi of new center running bus lanes
from Union Station to RFK Campus and 34th Street NE

~50 intersections with signal priority
From Farragut Square to Benning/Minnesota

Route & Fleet

20 station pairs
(including the new RFK-Kingman Park Transit Plaza)**

60-foot, 3 door branded buses



*10-min alternating between Minnesota Av and Benning Rd
** Two station pairs are included at the Benning/Minnesota intersection

Center-running lanes enable improvements for all road users across the entire corridor

Faster, more reliable trips

- Reduce travel time for bus customers
- Increase consistency of travel time for all road users
- Improve regular traffic flow with signal priority
- Reduce bus delays from deliveries, parking

Improve road safety

- Reduce conflicts between buses, vehicles, bikes, and people
- Create dedicated, signalized left turn lanes at key intersections
- Calm and organize how traffic moves through the corridor

More flexible curb space

- Remove bus operations from the curb
- Create more space for loading, deliveries, pick-up, and community access
- Reduce conflict between loading vehicles and buses/regular traffic

Birdseye View of Gold Line along H Street, NE looking east

Fleet and station branding TBD; Concept shown, details may change as design progresses



The Gold Line could retain ~80-90% of curb space on main and side streets for parking and loading needs. Community input can help identify challenges and inform DC's curb management decisions

On Benning Road, NE, a concept could add a protected two-way bike lane, retaining about 50% of curb space for parking and loading.



High curb demand: Nearly twice as many vehicles illegally park in bus stops on H Street NE compared to the District average.**

Short trips: Vehicles park illegally in bus stops for about 12 minutes which is less than half the District average.**

***Metro Clear Lanes Program Analysis, September – October 2026*

H Street, NE at 8th Street, NE with potential station looking west

Fleet and station branding TBD; Concept shown, details may change as design progresses



The Gold Line can reduce travel time, improve reliability, and increase ridership

Travel Time

- Up to **30% reduction in travel time** from Farragut Square to Minnesota Ave and Benning Road stations (12-16 minutes per trip)

Reliability

- San Francisco, Van Ness: **45% increase in reliability**
- Boston, Columbus Ave: **74% of customers reported more consistent trips**

Future Gold Line Ridership Potential

- About **19,000 to 22,000 customers**, an increase of 3,000-6,000 customers per day
- **4,000+ customers** per hour attending RFK events

H Street, NE at 8th Street, NE



View of station at the H Street/8th Street, NE intersection. 4th Street, NE and 12th Street, NE intersections will have similar layout to accommodate Gold Line stations.

H Street, NE at 6th Street NE with dedicated left turn lane looking east

Fleet and station branding TBD; Concept shown, details may change as design progresses



The Gold Line can improve pedestrian and vehicle safety

H Street/Benning Road, NE is a **Tier 1 corridor on DDOT's High Injury Network**

- 1,200+ crashes from 2021-2025
- 23 severe injuries (50% bicyclist or pedestrian)

Safety improvements include:

- Creating dedicated left turns at key intersections
- Reducing bus, car, and pedestrian conflicts
- Creating a calmer street that discourages speeding, creating a more predictable traffic flow

Safety benefits include:

- **41% reduction in pedestrian and bicyclist injuries** from restricting left turns (New York[1])
- **53% reduction in left turn collisions** on Eye Street, NW (DC[2])
- **34% reduction in crashes and 44% reduction in injuries** on Minnesota Ave, SE (DC[3])

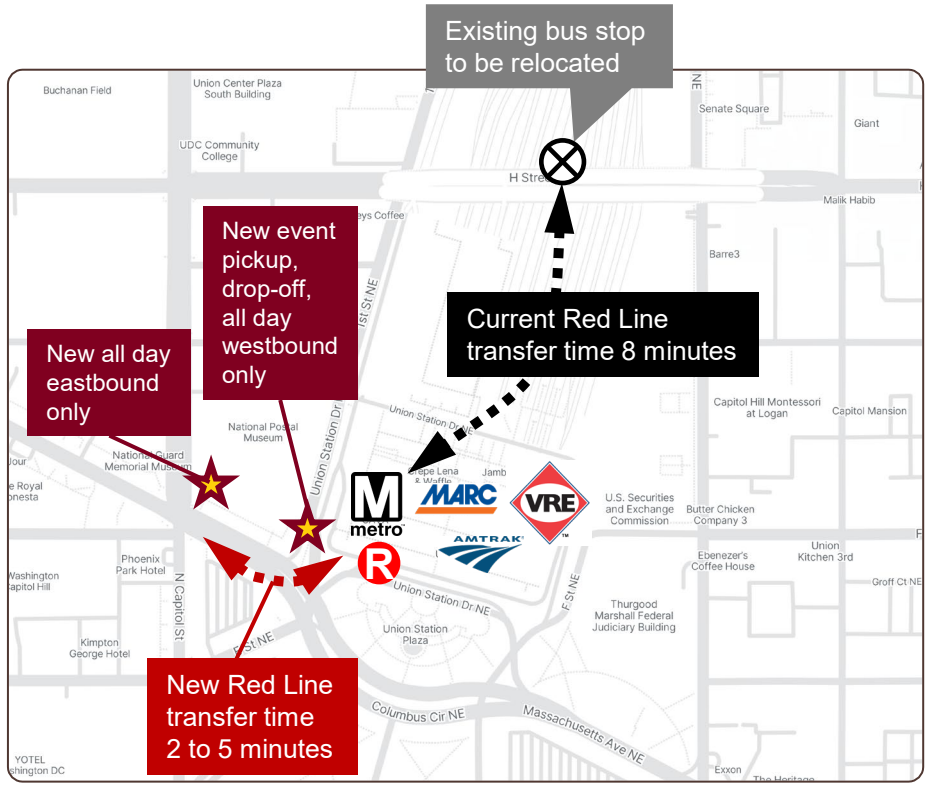
H Street, NE at 6th Street, NE



[1] https://www.nyc.gov/html/dot/downloads/pdf/left-turn-pedestrian-and-bicycle-crash-study.pdf
[2] I Street NW Bus Priority Analysis | Bus Priority Projects
[3] Minn Ave SE Bus Priority Performance Evaluation

High-quality, timely connections at Union Station and RFK Campus support fast, frequent service for event attendees

New Union Station connection* could save thousands of customers 3 to 6 minutes per trip



RFK-Kingman Park Transit Plaza could support over 40 Gold Line buses an hour, accommodating over 4,000 event attendees per hour



Note: Gold Line alignment is preliminary and subject to change.

BRT stations improve safety, accessibility, and reliability



Frequent Express (FX), Portland, OR



Pulse, Richmond, VA



Gold Line, St. Paul, MN



Utah Valley Express (UVX), Orem, UT

BRT fleets are high capacity, branded, and allow customers to board quickly and efficiently



PRTX, Pittsburgh, PA



E Line, Seattle, WA



Frequent Express (FX), Portland, OR



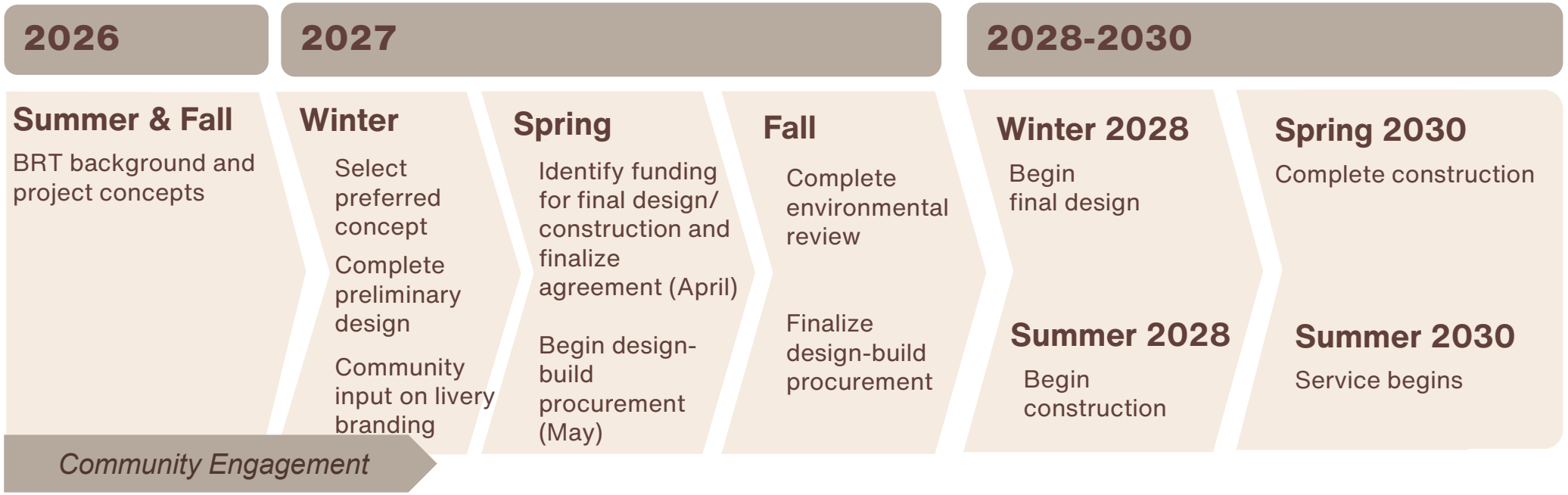
14th Street Busway, New York, NY

Gold Line Next Steps and Timeline

Next Steps

- November 17 – December 18: Survey Open
- November 30: Open House 6:00p-8:00p at Atlas Performing Arts Center
- Early CY2027: Community input on livery branding
- April 2027: Identify funding for final design/construction and finalize agreement with the District

Project Schedule



Stadium-Armory Metro Station Updates

Washington Metropolitan Area Transit Authority

RFK is a transit-first stadium

More than half of all attendees (38,000) could take Metro to/from the new stadium.



65,000 Seat Stadium

Metro Rail & Bus	26,000 – 38,000
Private Auto	25,000*
Other Modes	2,000 – 14,000

*Estimate from the District and Commanders, planning about 6,000 parking spaces

Estimated Origins of Event Attendees at New Stadium



Demand Will Be Highest After an Event

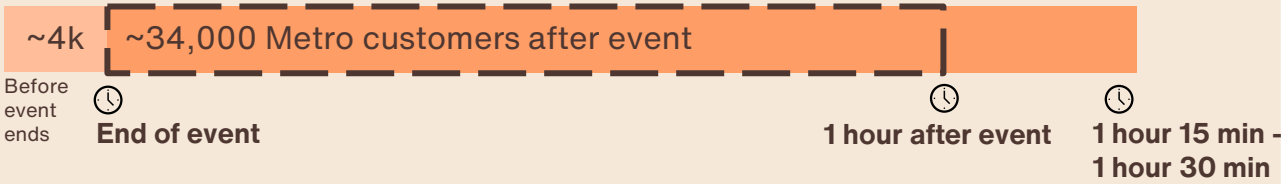
After an event, **nearly 34,000 attendees† may depart by Metro Rail and Bus.**

Ridership is anticipated to be more evenly distributed in the hours leading up to an event.

† About 4,000 attendees are anticipated to leave before the end of an event

Accommodating Post-Event Crowds

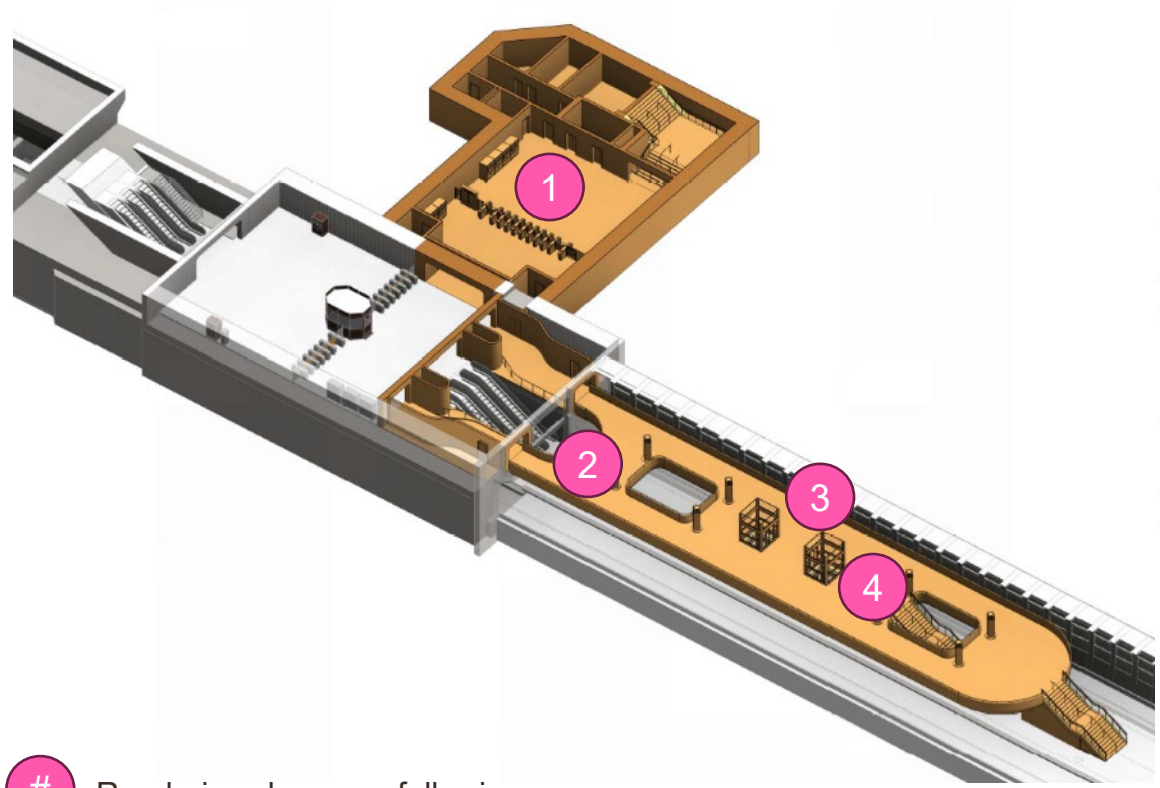
Metro Rail and Metro Bus have the combined ability to move around **27,000 customers an hour** to their preferred destinations.

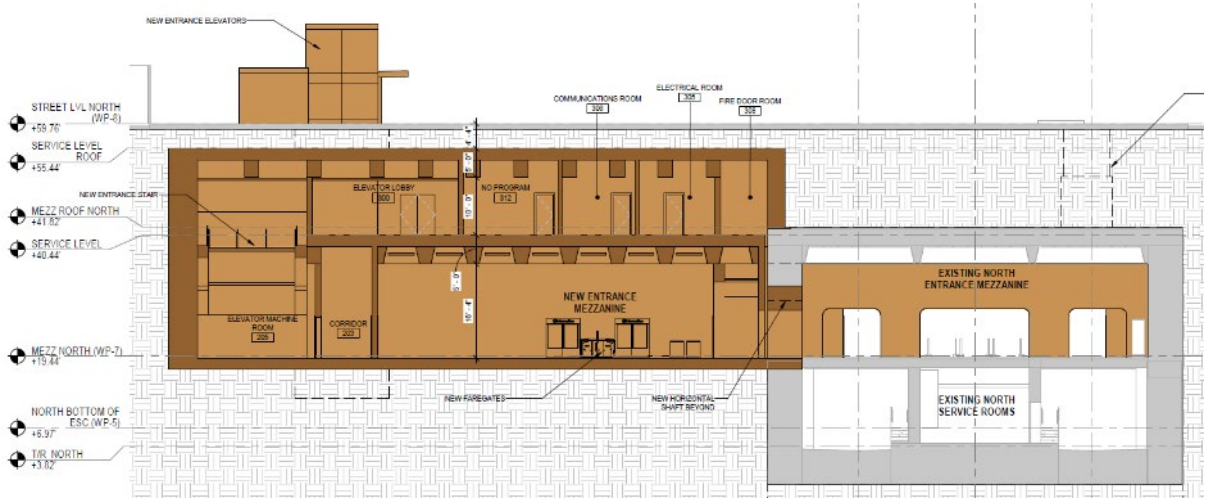


Crowds can be accommodated **within 1 hour and 15 to 1 hour and 30 minutes**

Stadium-Armory North Entrance Refined Concept Design

Concept plan provides efficient flow through plaza while maintaining desired station aesthetics





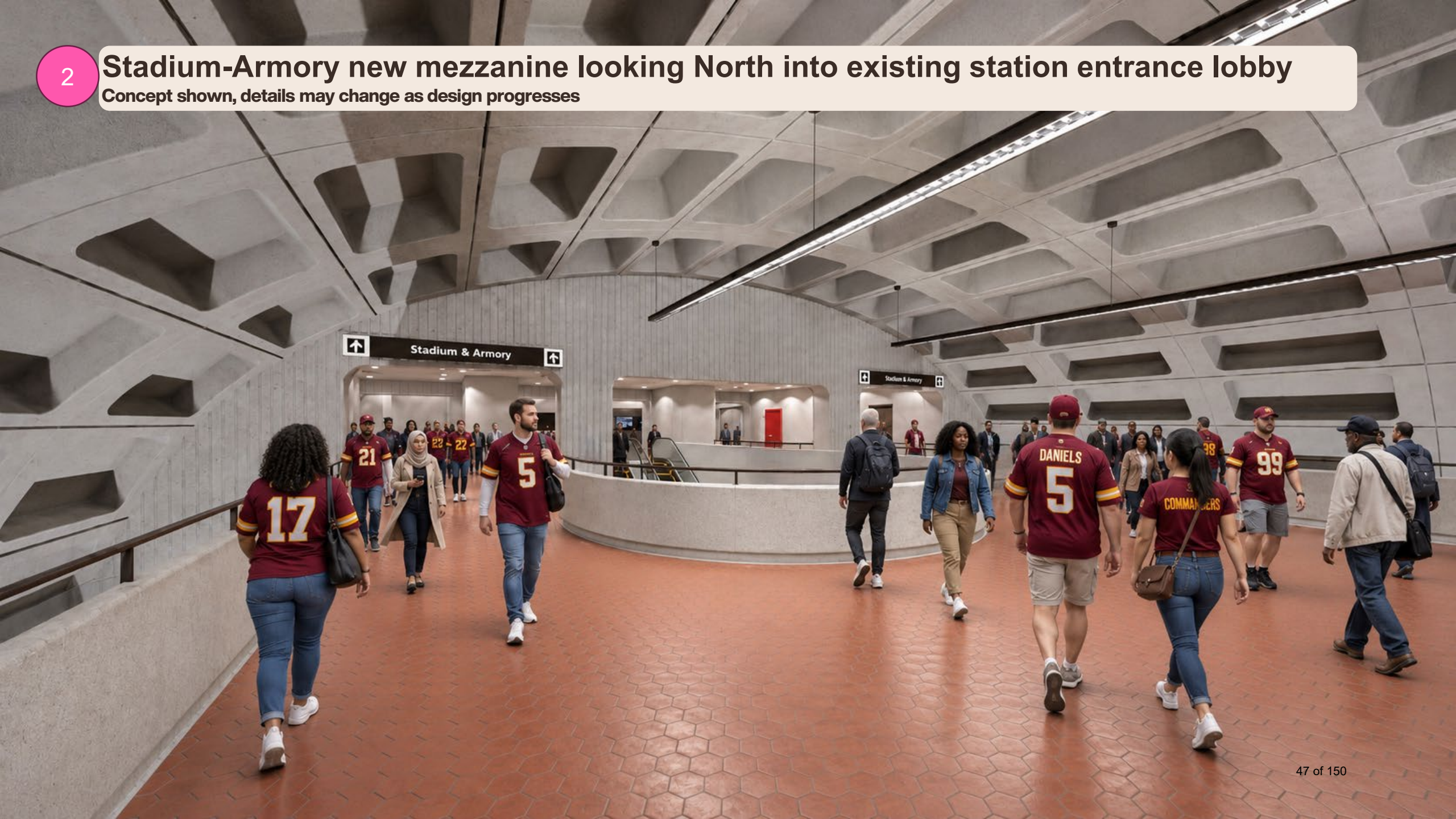
Section – Expanded Entrance Structure

Rendering shown on following pages



1 Stadium-Armory new entrance lobby and faregates looking into existing station lobby

Concept shown, details may change as design progresses



2

Stadium-Armory new mezzanine looking North into existing station entrance lobby

Concept shown, details may change as design progresses


3
Stadium-Armory new mezzanine looking South at new elevators to trains
Concept shown, details may change as design progresses
Elevator to Platform

4

Stadium-Armory new mezzanine looking South into the train room

Concept shown, details may change as design progresses

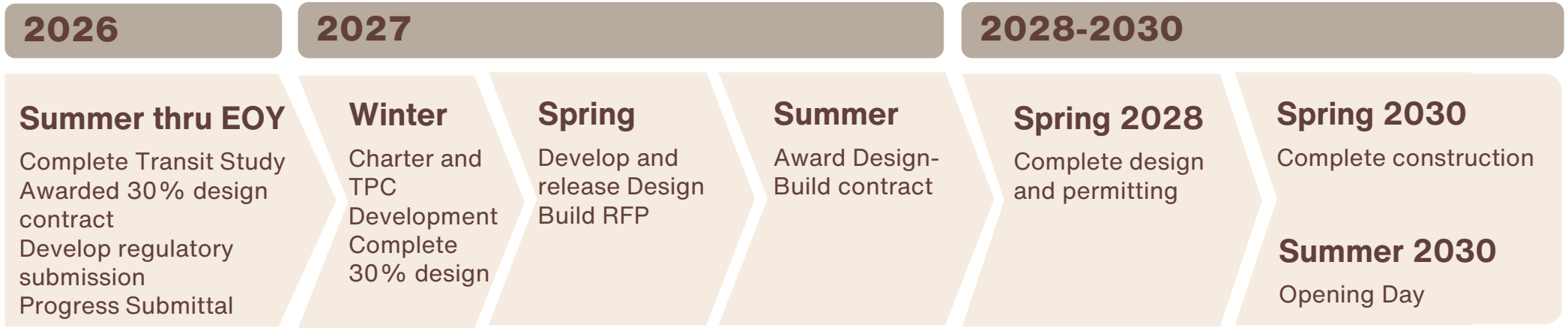


Stadium Armory Next Steps and Timeline

Next Steps

- Street level concept development in coordination with District and Commanders
- Analysis of station closure/service adjustments requirements during construction
- Regulatory submission
- 30% design and Design-Build Request for Proposals progress submittal

Project Schedule



Appendix: Additional Gold Line Renderings

RFK-Kingman Park Transit Plaza

Fleet and station branding TBD ; Concept shown, details may change as design progresses



H Street at 7th Street, NE looking east

Fleet and station branding TBD; Concept shown, details may change as design progresses



Birdseye view of Benning Road, NE looking east

Fleet and station branding TBD; Concept shown, details may change as design progresses



Benning Road at 19th Street, NE with potential station, looking east

Fleet and station branding TBD

