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

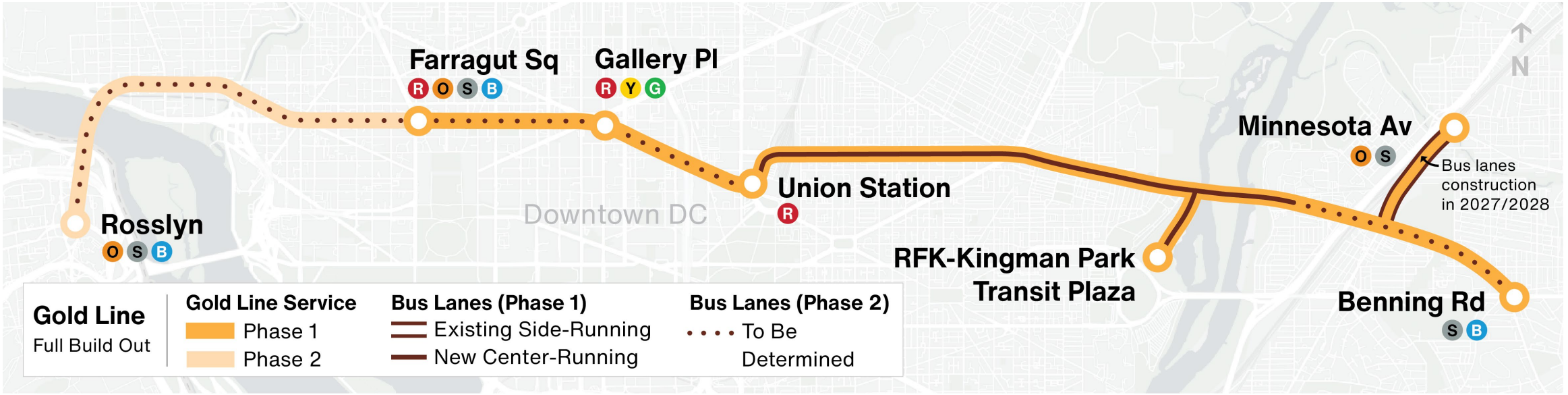
Unsafe conditions for all users



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])

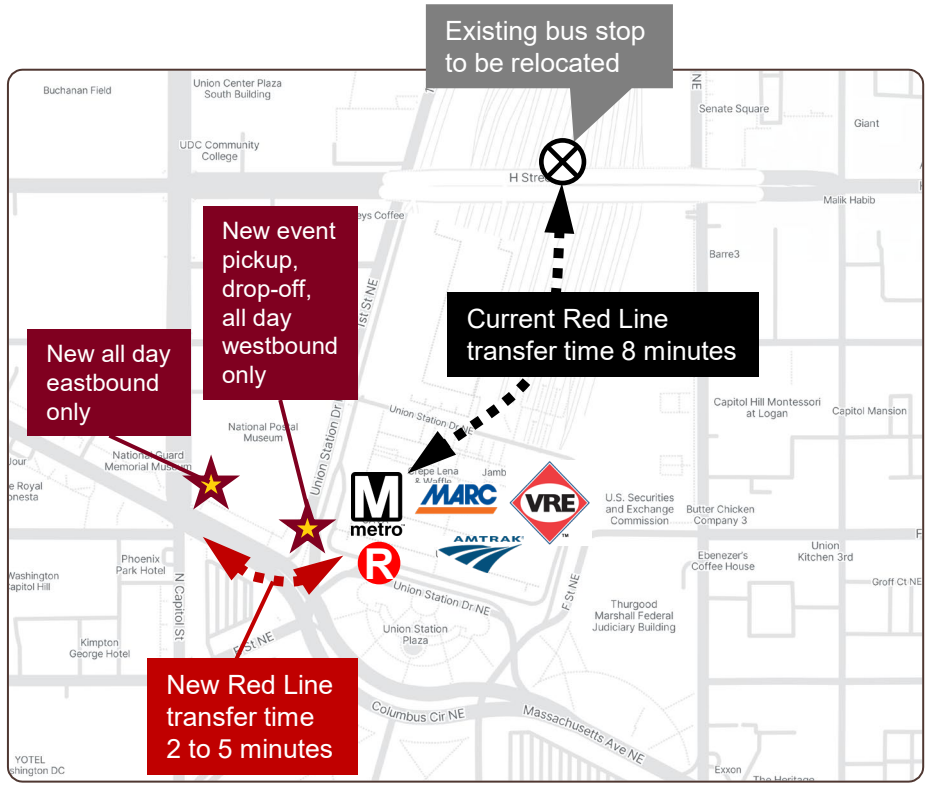
H Street, NE at 6th Street, NE



[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



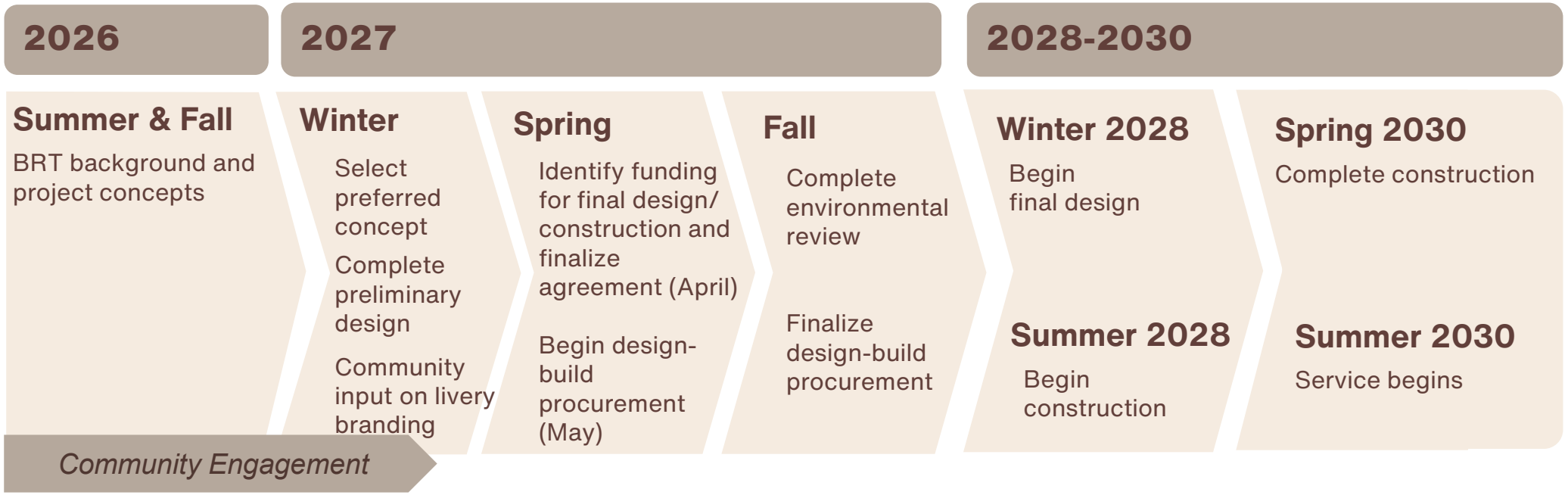
14th Street Busway, New York, NY

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

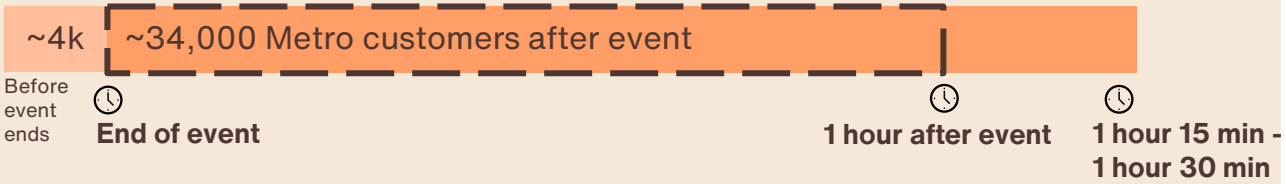
After an event, **nearly 34,000 attendees† may depart by Metro Rail and Bus.**

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

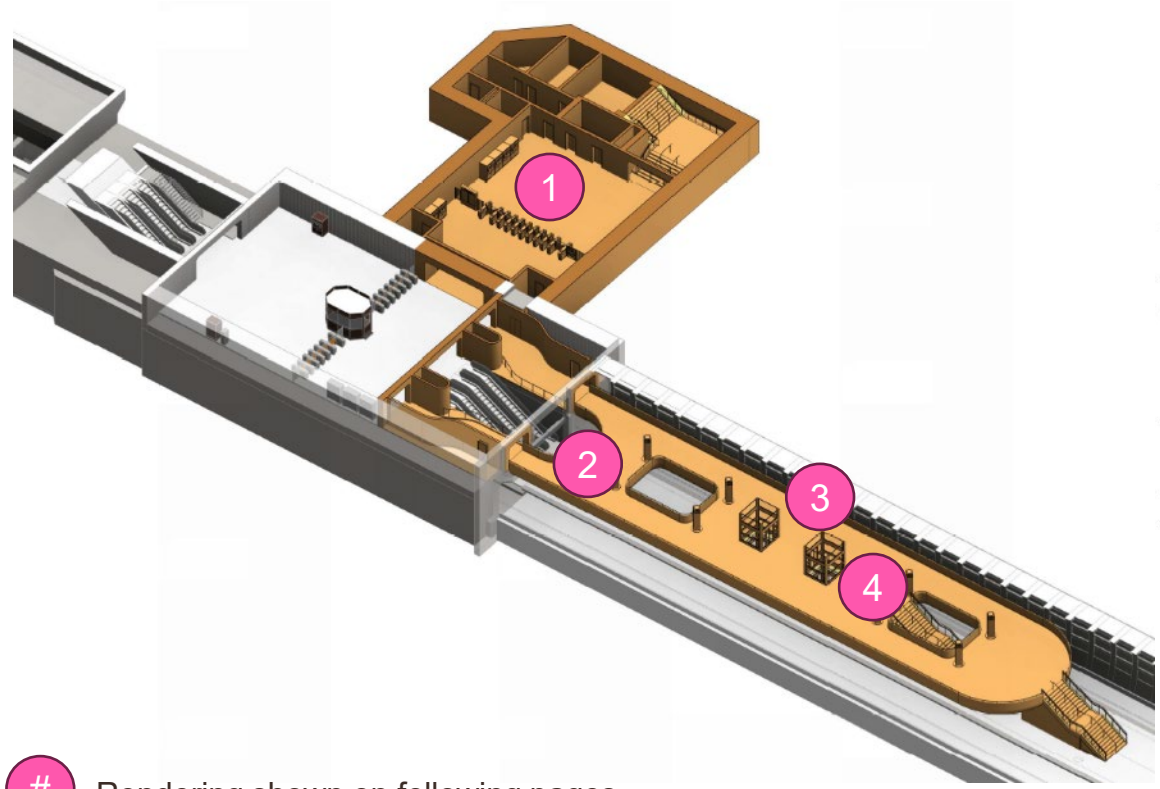
Metro Rail and Metro Bus have the combined ability to move around **27,000 customers an hour** to their preferred destinations.

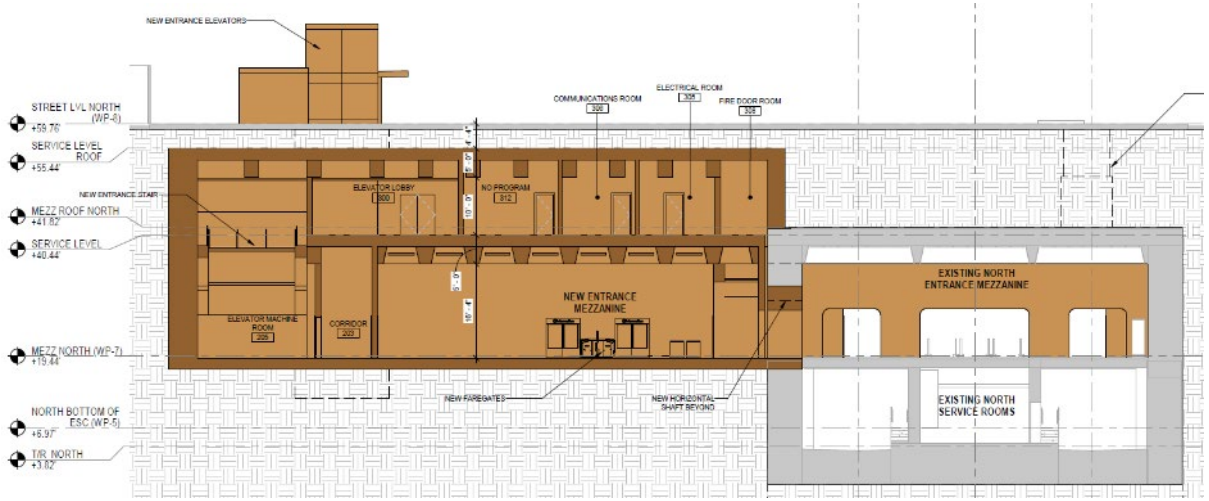


Crowds can be accommodated **within 1 hour and 15 to 1 hour and 30 minutes**

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

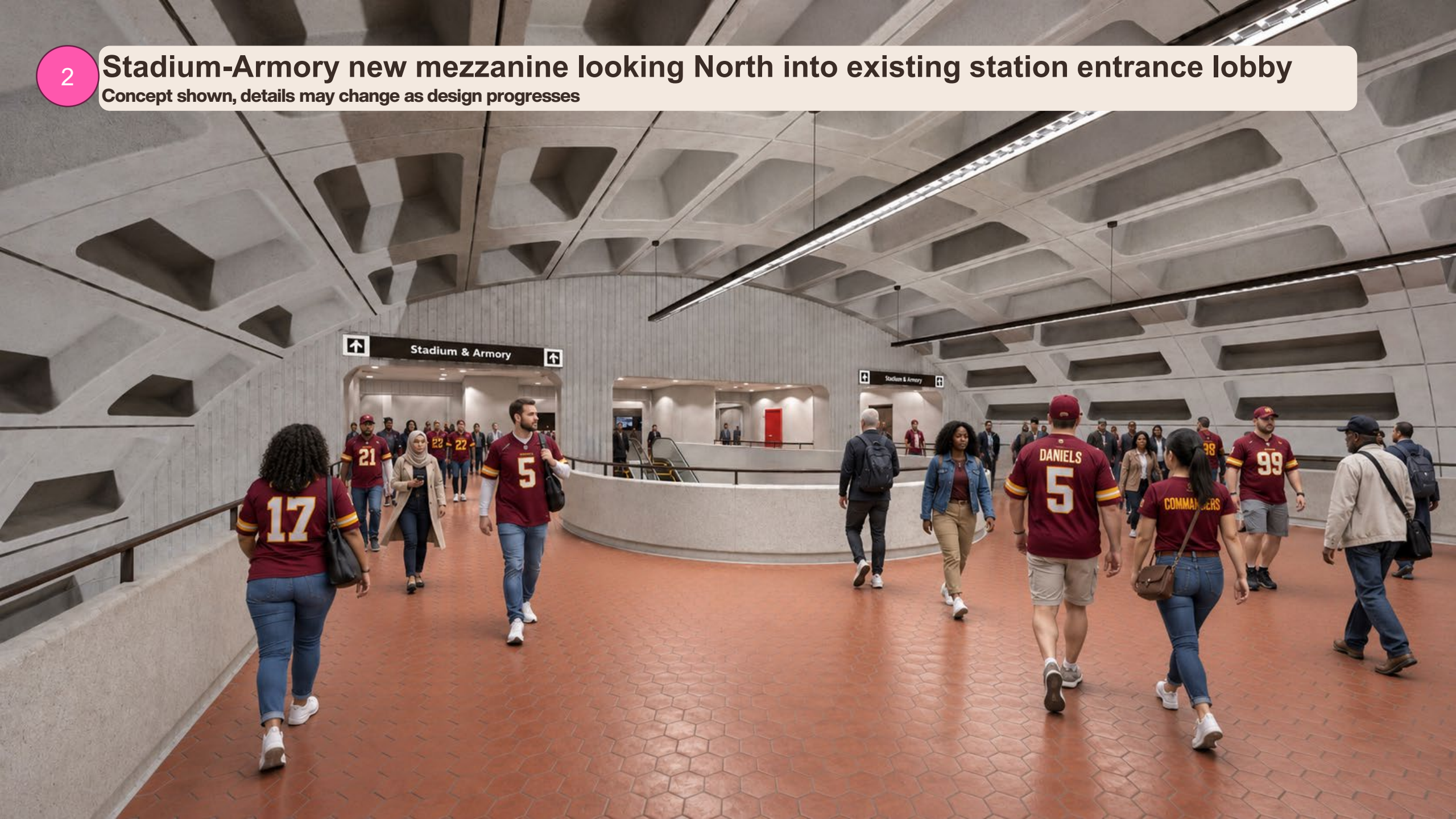
Stadium-Armory new entrance lobby and faregates looking into existing station lobby

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

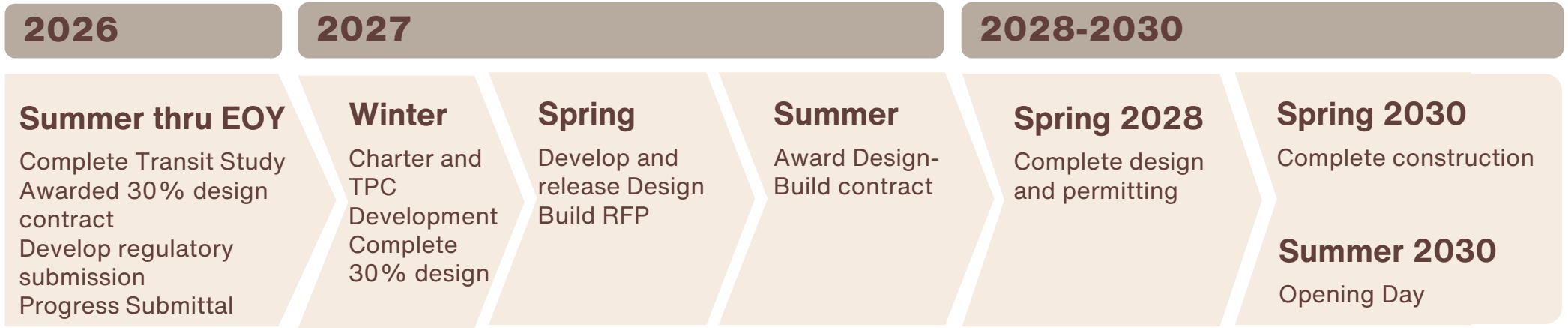


Stadium Armory Next Steps and Timeline

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

