H St and Benning Rd NE Corridor bus customers need faster and more reliable bus service

Existing roadway conditions delay buses, generate safety conflicts, and force users to compete for curb space

Strong Foundation for Bus Rapid Transit

- **16,000 current daily Metro Bus customers**
- **55,000 neighborhood residents**, making area one of the highest densities in DC[1]
- **4 in 10** households **do not own a vehicle**[1]

Growing Demand, Slowing Service

- Buses move as slow as **7 mph** during rush hour, declining 5% since 2024
- The **removal of DC Streetcar** leaves the area with fewer transit options
- Corridor identified as a **local and regional priority** for transit improvements

Corridor in Need of Safety Improvements

- Corridor ranks among the District's **worst for traffic crashes**[2]
- **1,200 crashes,** including **23 severe-injury** crashes, with **half involving pedestrians or cyclists**[3]
- Most crashes involve sideswipes, rear-end collisions, or left turns

Competing Demands for Curb Access[4]

- **Bus stops are blocked** by illegal parking at twice the District average
- **12-minute average illegal parking** stays points to a need for short-term parking
- Freight demand is lower than District average

[1] Within 1/2-mile of the H St NE and Benning Rd NE corridor
[2] The District Department of Transportation's (DDOT) Tier 1 High Injury Network corridors have the most severe crash patterns and are its highest priority corridors for safety measures
[3] 2021 to 2025 data
[4] Metro Clear Lanes Data Analysis, September – October 2026

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The Gold Line Corridor Vision and Benefits: All Day, Every Day

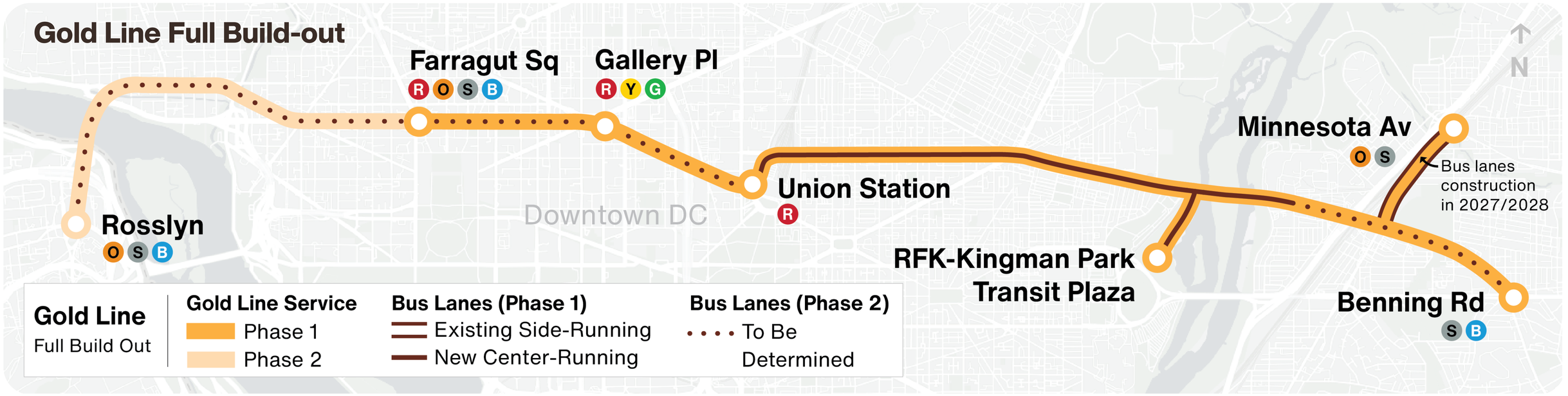
Deliver high-quality BRT to improve mobility, support development, and strengthen the regional transit network

Faster trips with more reliable, on-time service

Fulfill the **economic development promise** of the DC Streetcar and Circulator

Connect residents to jobs and regional opportunities quickly and reliably

Every transit trip **fosters healthy communities** by reducing travel-related carbon emissions



Improve safety for all users on a Tier 1 High-Injury Network corridor by reducing left turns and improving pedestrian crossings[1]

Add **high-capacity transit service** alongside the Blue, Orange, and Silver Metro Rail lines to **expand corridor capacity**

Separate buses from curbside activity on H Street NE to **reduce delays and improve travel times**

Expand transportation options for future residents and workers across the entire corridor from **Rosslyn to Minnesota Av/Benning Rd**

[1] DDOT's Tier 1 High Injury Network corridors have the most severe crash patterns and are its highest priority corridors for safety measures

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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 16,000+ existing and future customers

- **Up to 30% travel time savings**
- **Reduce crashes through calmer, safer streets**[1][2][3]

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

- **Up to 40% more people** with access to the corridor
- **New development at RFK Campus includes residential, hotel, and retail**

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

- **19,000 to 22,000 daily trips on Gold Line Phase 1**
- **Capacity to move 4,000+ people per hour** to and from RFK stadium and campus



Concept design is preliminary and subject to change. Bus branding to be decided at a future date.

[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

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Gold Line Phase 1 will deliver all day faster and reliable service between Minnesota Av/Benning Rd NE and downtown with extra service for RFK events

Service

5-min service all day, every day from Farragut Square to Minnesota Avenue & Benning Road[1]

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

Bus Priority Infrastructure

2 miles of existing side-running bus lanes from Farragut Square to North Capitol Street

~50 intersections with signal priority from Farragut Square to Minnesota Avenue & Benning Road to improve speed and reliability

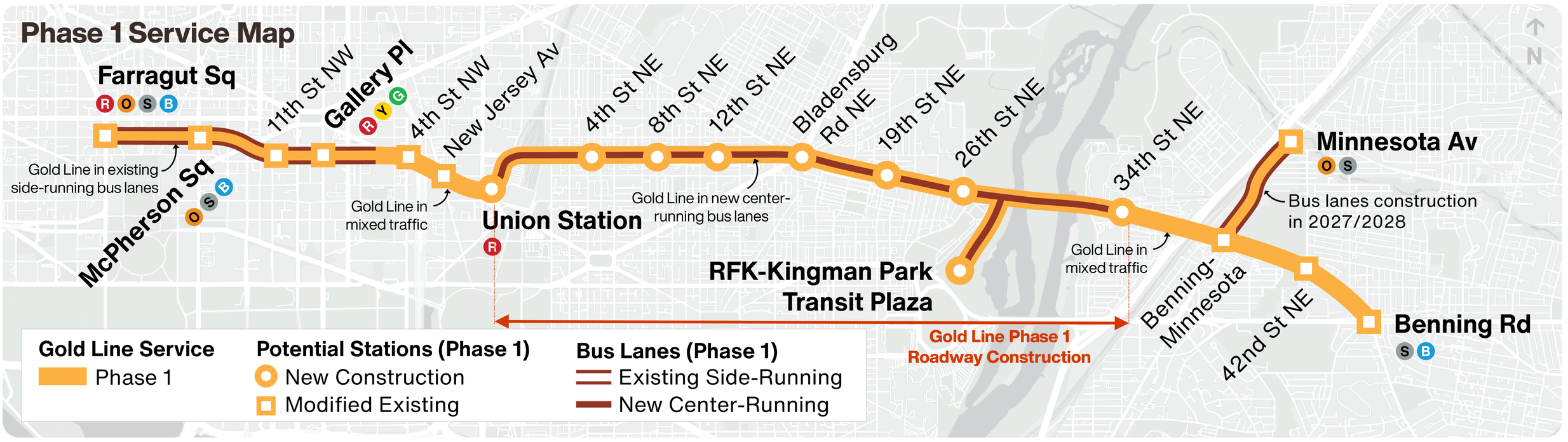
3.2 miles of new center-running bus lanes from Union Station to RFK Campus and 34th Street NE

Route & Fleet

20 stations (including the new RFK-Kingman Park Transit Plaza) [2]

60-foot, 3 door branded buses to provide increased capacity and easily identified buses

Phase 1 Service Map



[1] 10-min alternating between Minnesota Av and Benning Rd
[2] Two station pairs are included at the Benning-Minnesota intersection

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Faster Service: Dedicated Lanes Keeps Buses Moving

Center-running bus lanes will deliver faster, more reliable service while reducing curbside conflicts

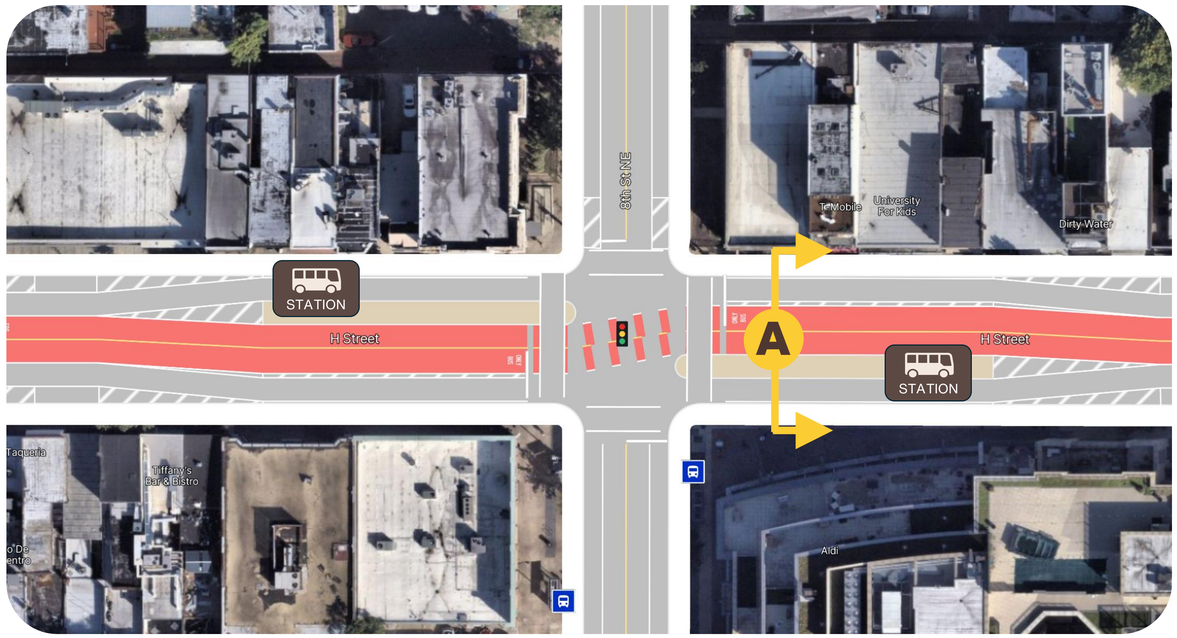
Buses move as slow as 7 mph during rush hour, declining 5% since 2024

Center-running bus lanes reduces conflicts with parking, loading, and turning vehicles

Transit signal priority gives buses more green time, reducing intersection delays while keeping traffic moving

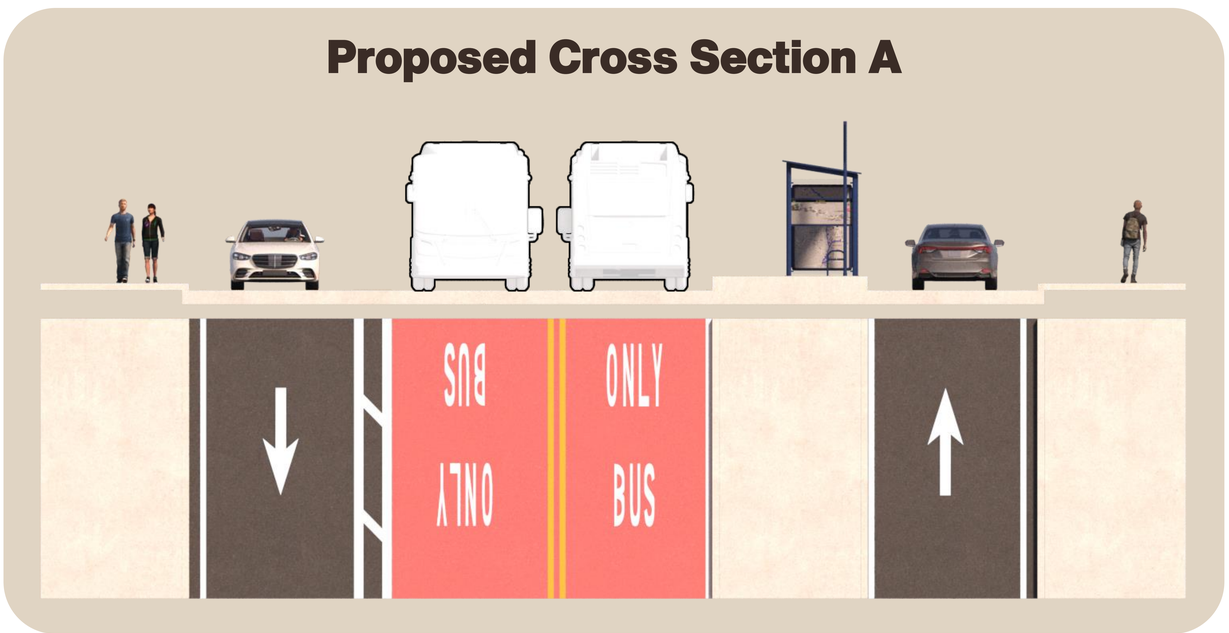
Near-level platforms and all-door boarding reduces time spent at stations

Frequent, all-day service provides a faster and more dependable connection between Minnesota Ave/Benning Rd and Downtown



Concept design is preliminary and subject to change

Proposed Cross Section A



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Gold Line Renderings: H Street NE

Proposed street view at 8th St NE, looking west



[1] Concept design is preliminary and subject to change
Bus branding to be decided at a future date

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Gold Line Renderings: Benning Road NE

Potential Benning Road view where wider road width allows stations on the same side of an intersection



[1] Concept design is preliminary and subject to change; proposed Benning Rd NE cycle track design option not shown; bus branding to be decided at a future date

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Safer Intersections: More Predictable Left Turns

Dedicated, signalized left turns at key locations on H St NE and Benning Rd NE will minimize conflicts and improve safety

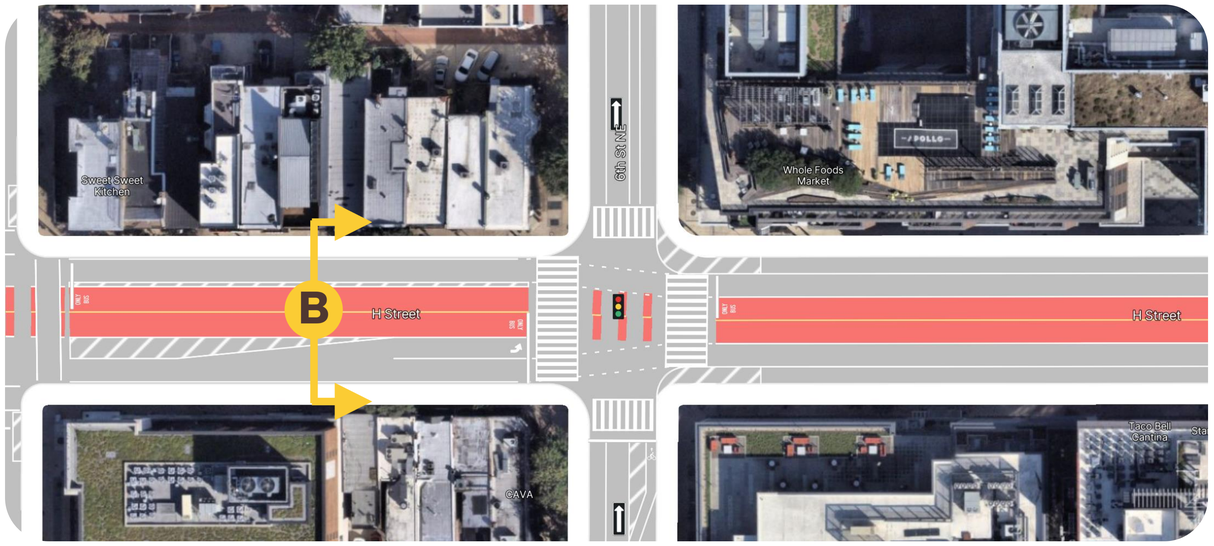
Of 1,200 recent corridor crashes, most involved sideswipes, rear-end collisions, or left turns

Improved traffic management will reduce turning conflicts for pedestrians, cyclists, buses, and drivers

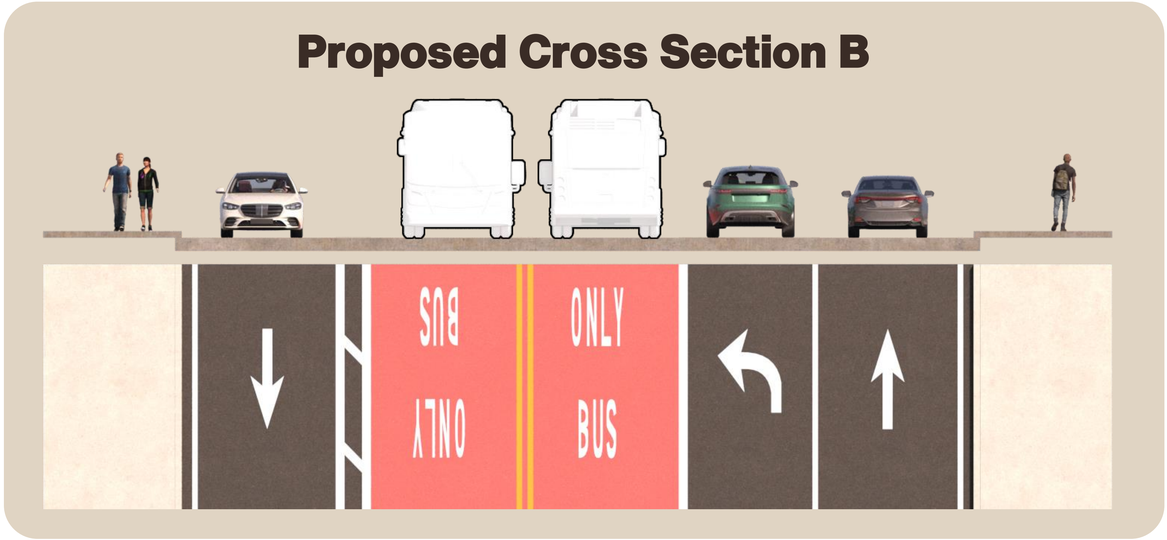
Select left turns will be maintained with dedicated turn lanes and signals

Fewer turning conflicts keeps buses and traffic moving safely and predictably

Enhanced crosswalks, pedestrian refuges, and improved sightlines create safer, more comfortable crossings



Conceptual design – subject to change



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Gold Line Renderings: H Street NE

Proposed street view at 6th St NE showing dedicated and signalized left-turn lane



[1] Concept design is preliminary and subject to change
Bus branding to be decided at a future date

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Curbside Access: Supports Parking, Loading, and Deliveries

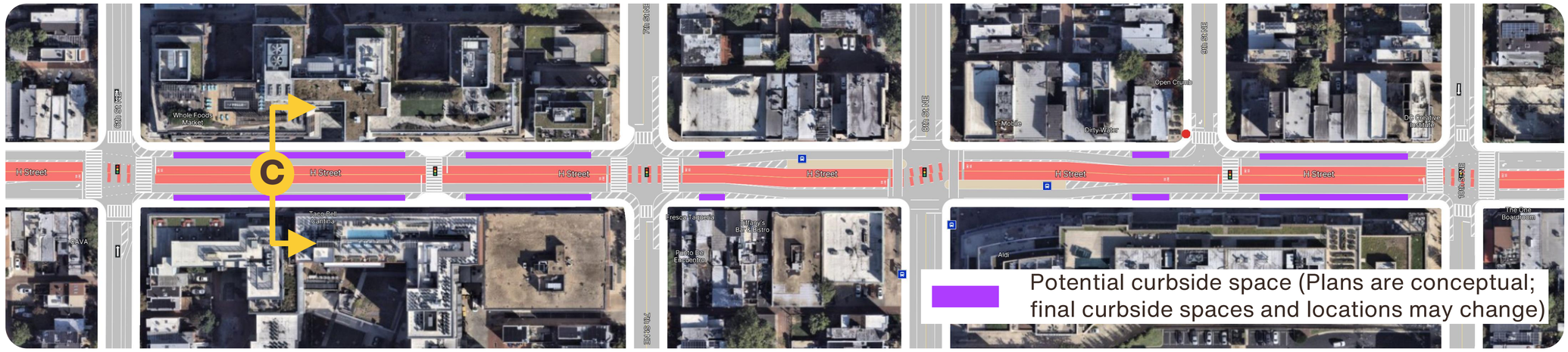
Center stations move buses away from the curb while preserving approximately 80-90% of existing parking and delivery access

Moving buses to the center frees up curb space for neighborhood and business needs

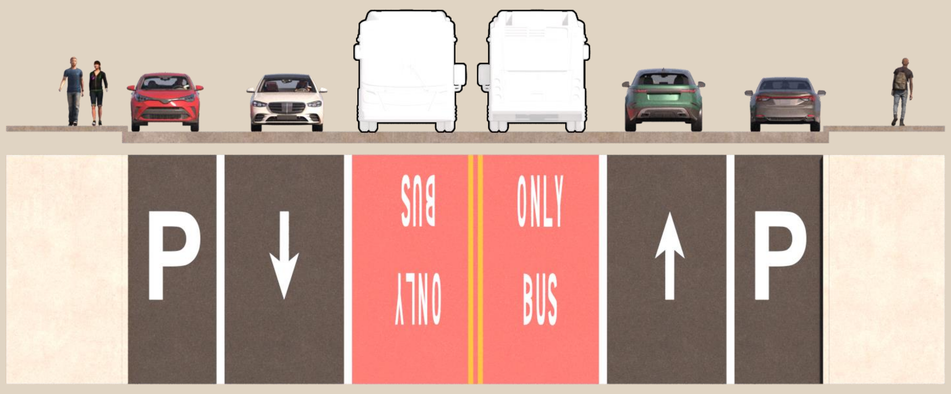
Curb space design will accommodate parking, deliveries, and passenger pick-up/drop-off

Curb uses will vary by block based on safety, accessibility, demand, and station locations

Community feedback will inform curb programming



Proposed Cross Section C



Concept design is preliminary and subject to change

Parking Count Estimates

Segment	Street	Existing	Proposed	Change +/-	% Change
H St	H St	230	151	-79	-34%
	Side Streets	419	419		
	Total	649	570	-79	-12%
Benning Rd	Benning Rd	105	121	16	15%
	Side Streets	303	303		
	Total	408	424	16	4%
Project Total	H & Benning	335	272	-63	-19%
	All Side Streets	722	722		
	Total	**1,057**	**994**	**-63**	**-6%**

Notes:

- Counts are estimates and include parking, loading, pick-up/drop off, etc.; proposed counts are subject to change as design progresses.
- Current Benning Rd NE parking is restricted during rush hours.
- On Benning Rd, NE, Concept 2 with Bus & Bike Lanes would retain about 50% of curb space for parking and loading on H & Benning.

Gold Line Renderings: H Street NE

Proposed view at 8th St NE, looking east, showing parking along sections without stations and left-turn lanes



[1] Concept design is preliminary and subject to change
Bus branding to be decided at a future date

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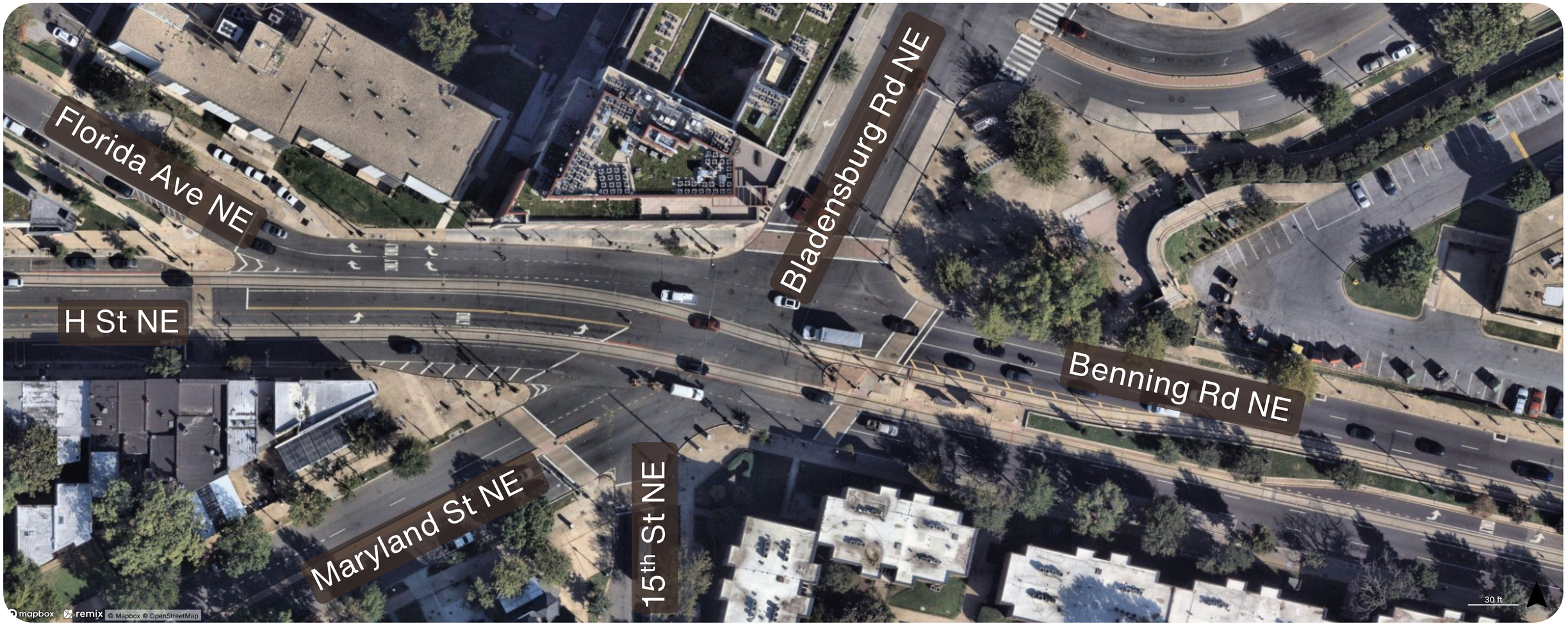
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Gold Line Alignment Starburst Intersection

Opportunities for Improvements

Improve pedestrian safety and access	Signal and lane priority for buses	Preserve freight access	Simplify travel patterns for all users	Connect to future DDOT projects including Bladensburg Safety and Access Improvements

What ideas do you have to improve this intersection? Write your comment on a stickie note to add to the map



Conceptual design under evaluation is shown on the roll plot and subject to change

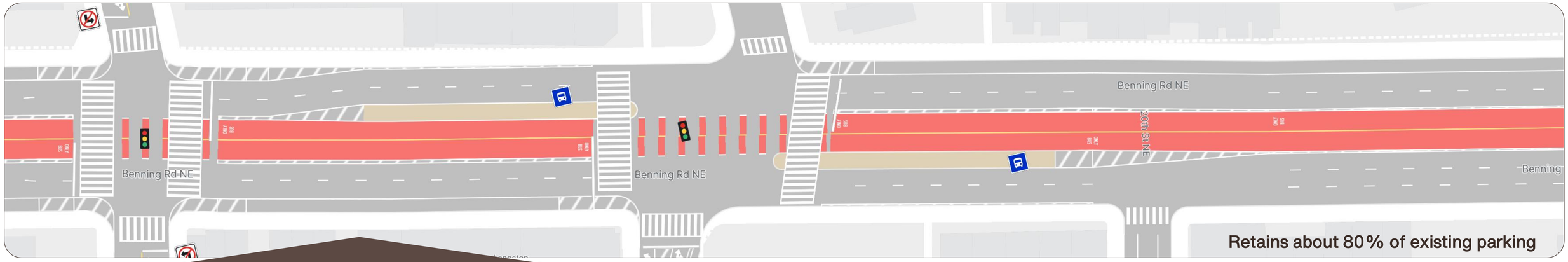
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Gold Line Alignment Benning Road NE

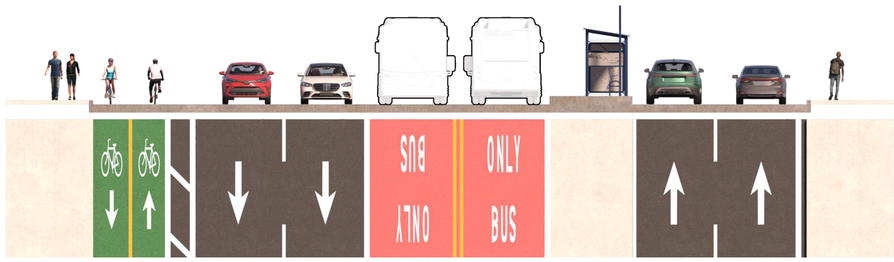
More roadway space provides flexibility for a range of additional uses



Concept 1: Bus Lanes Only

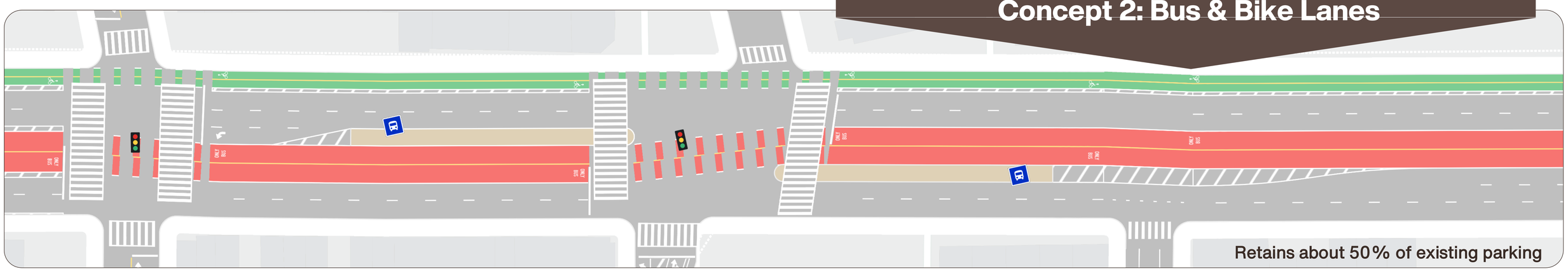


- Converts current rush-hour restricted parking to full time
- Increases parking and pickup/drop-off access for the neighborhood



- Provides regional bike connection on Benning Rd NE to the RFK Campus and Anacostia River Trail
- Provides dedicated, protected space for bikes

Concept 2: Bus & Bike Lanes



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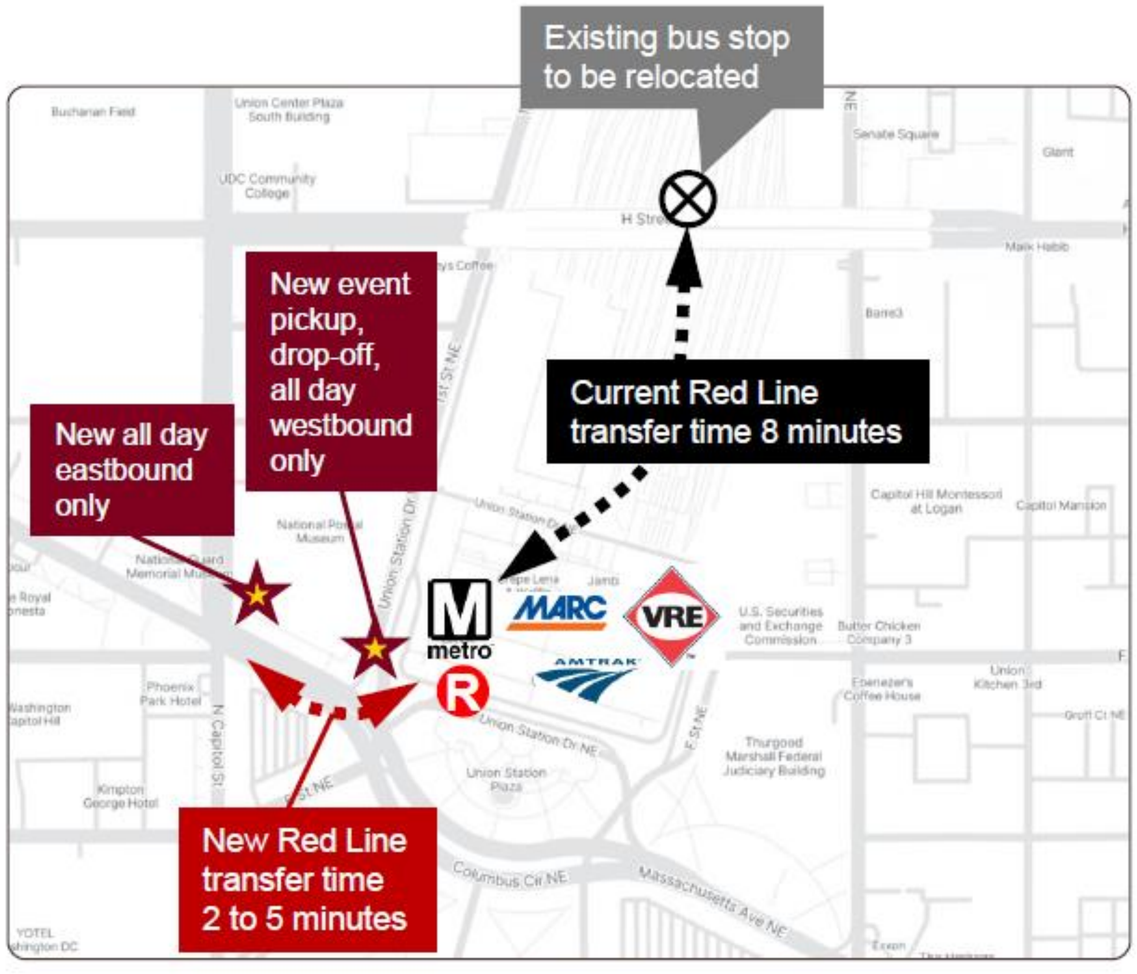
Gold Line Connections at Union Station

Gold Line will improve access to Union Station destinations, retail, and jobs, while minimizing impacts on other Union Station Transportation services



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

Proposed Gold Line Union Station access*



*Concept design is preliminary and subject to change

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Gold Line Connections to RFK-Kingman Park Transit Plaza

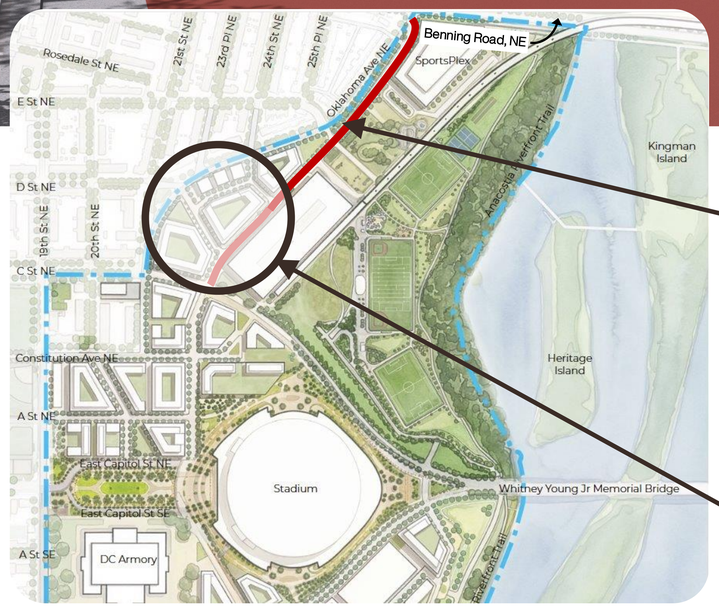
Gold Line Benefits for Event Attendees

- **Added Capacity**: Accommodates about 4,000 customers per hour, offering an alternative to Metro Rail
- **Easier Connections** between RFK, H Street, Union Station, and Benning Rd/Minnesota Av

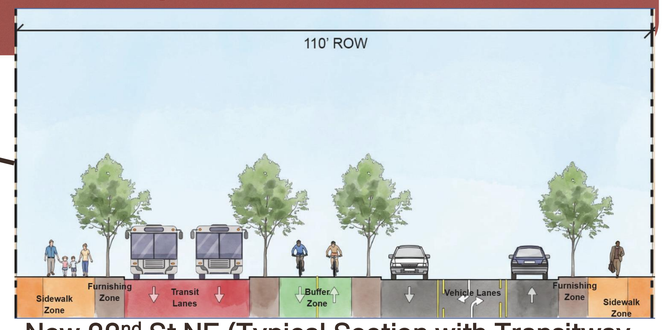
Gold Line will Serve a New Transit Plaza

- The Transit Plaza will provide a convenient, walkable connection to RFK Stadium and Kingman Park and reduce post-event demand for Metro Rail
- Provides year-round community access to Gold Line and local Metro Bus services





Concept design is preliminary and subject to change
Bus branding to be decided at a future date



New 22nd St NE (Typical Section with Transitway, C St NE to Benning Rd NE)

Note: Design is in progress. Image is illustrative and subject to change

Transit plaza site to be determined

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Gold Line Station and Vehicle Design

BRT is successfully operating in cities across the United States. Below are some examples of BRT Station Design and Vehicle Branding

Station Design

BRT stations provide a safer, more comfortable, accessible, and convenient customer experience

Vehicle Design

High-capacity, branded BRT vehicles provide a distinctive customer experience and support fast, efficient boarding



Frequent Express (FX), Portland, OR



Pulse, Richmond, VA



PTRX, Pittsburgh, PA



E Line, Seattle, WA



Gold Line, St. Paul, MN



Utah Valley Express (UVX), Orem, UT



Frequent Express (FX), Portland, OR



14th Street Busway, New York, NY

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Gold Line Phase 1 Next Steps and Your Feedback

Project Schedule

The Gold Line is in early planning stages. What's ahead:

2026

Summer & Fall

BRT background and project concepts

Community Feedback

2027

Winter

Select preferred concept

Complete preliminary design

Spring

Identify funding for final design/ construction and finalized agreement (April)

Begin design-build procurement (May)

Fall

Complete environmental review

Finalized design-build procurement

2028

Winter

Begin final design

Summer

Begin construction

2030

Spring

Complete construction

Summer

Service begins

Your Feedback Is Important

Your feedback will help the project team better understand the community's needs, priorities, concerns, and opportunities.

Stay Involved!

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What Would A Successful Gold Line Project Look Like For Your Community?

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