Meeting the Transit Needs of a New RFK

Metro, the District, and the Commanders are analyzing what transit improvements are needed to support both event crowds and community needs associated with future development.

Redevelopment Opportunity

- 8 million square feet of planned mixed-use development
  - » More than twice the size of The Wharf
- Includes a 65,000-seat sports and event stadium
  - » Larger than the previous stadium
  - » Less parking than at the previous stadium

Purpose of the Study

Understand future transportation needs

What We're Evaluating

- Stadium-Armory station improvements
- Gold Line Bus Rapid Transit (BRT)
- New station concepts
- Operational strategies

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Existing Conditions and Future Demand

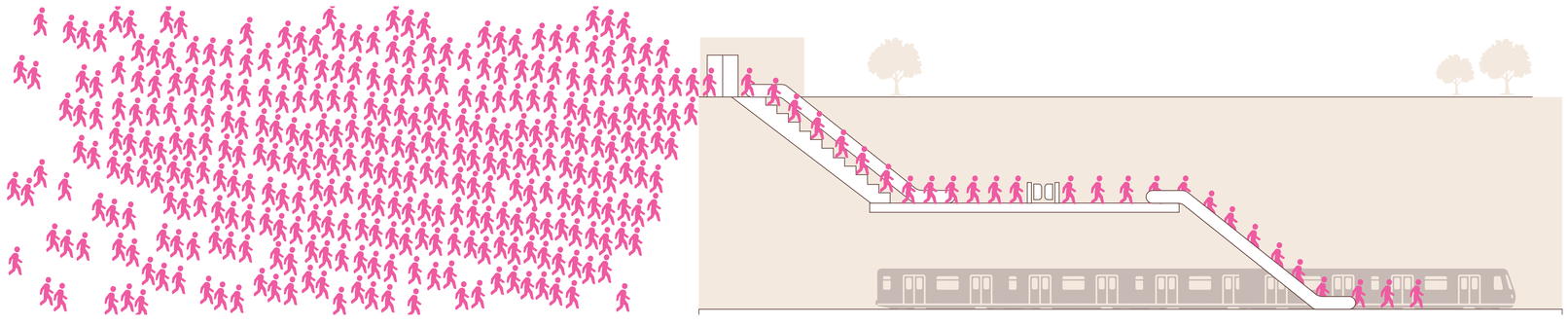
Stadium–Armory Station already has frequent Metro Rail service, but the station itself was not designed for the level of crowding expected after major stadium events.

Current Conditions

- Frequent BOS Metro Rail service every 3–5 minutes
- Frequent nearby Metro Bus service on H Street and Benning Road
- About 2,500 weekday entries
- Station capacity is limited by entrances, faregates, mezzanines, stairs, escalators, and elevators
- **Station was designed for a smaller stadium with more parking for attendees**

Future Demand

- Stadium events could bring over 65,000 attendees
- Over half of event attendees anticipated to use Metro Rail and Bus
- About 75% of attendees anticipated to travel to and from the west, towards L'Enfant Plaza
- Over **32,000 customers may try to leave by transit** in the busiest post-event hour



Improvements Are Needed

- Existing station can move only about half of anticipated attendees per hour after events
- Clearing event crowds could take **2+ hours** without improvements
- **Station improvements are needed to better use existing train capacity**

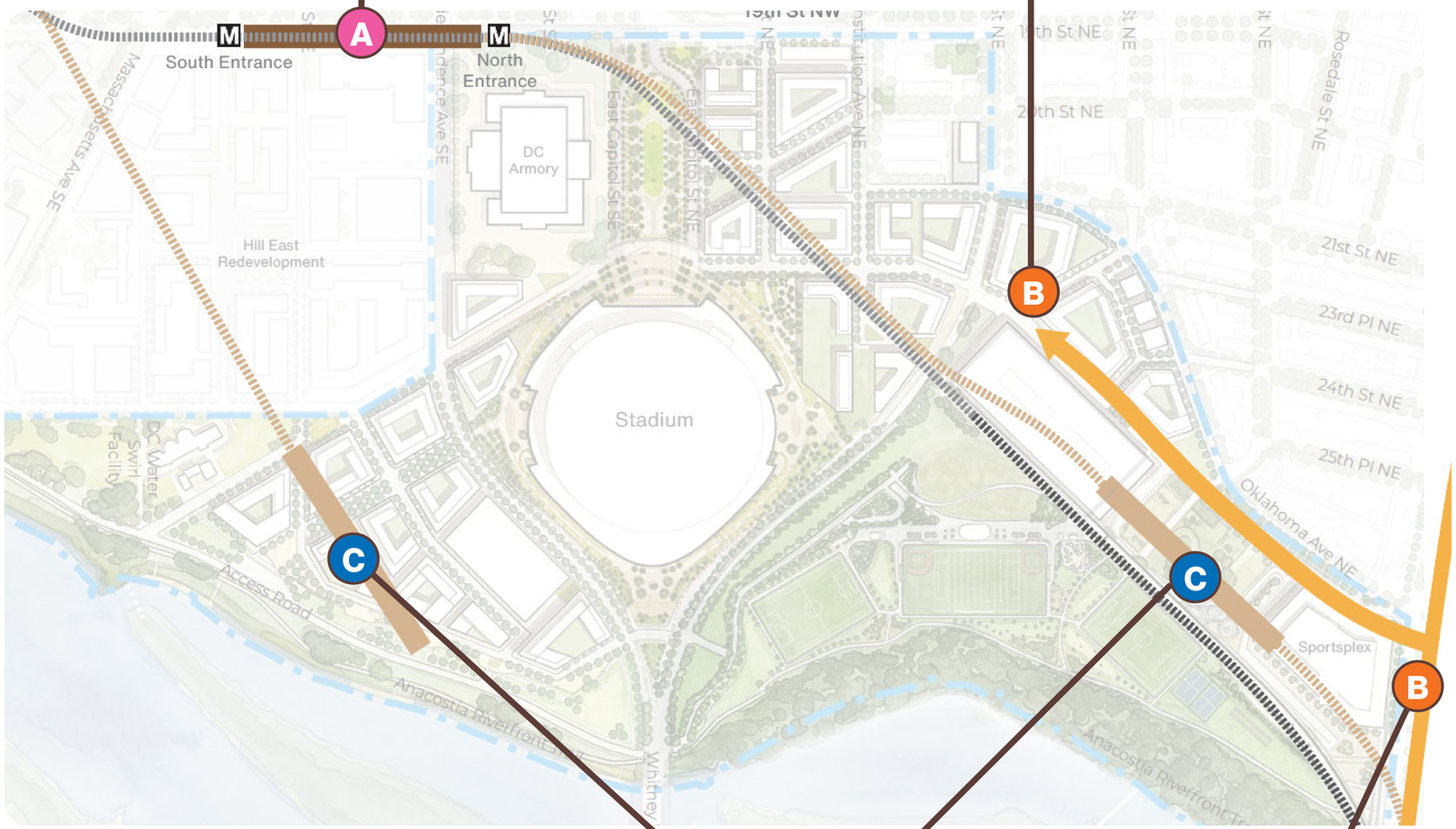
Trains have capacity, but the station does not.

Improvements are needed so customers can move safely and efficiently throughout the station.

Transit Concepts Evaluated

Improvements to existing station

Transit Plaza for Gold Line and local bus routes
Location TBD



A Improvements to existing Stadium-Armory station

Can station capacity be increased to match the capacity provided by existing train service?

B Gold Line BRT and Transit Plaza

Can enhanced bus service and dedicated bus lanes provide an efficient and attractive transit alternative to residents and event attendees?

C New Metro Rail station

Can a new station provide a more feasible approach to addressing transit demand than other improvements?

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Year-Round Benefits of Transit Improvements

Rendering is illustrative and subject to change

Better Connections

- More direct access to homes, jobs, shops, and future development
- Improved elevator access, bus transfers, and station circulation
- Faster, more convenient access to Metro every day

Neighborhood-Friendly

- Helps keep crowds on planned routes and away from residential streets
- Supports transit use, reducing traffic and parking impacts

Rendering is illustrative and subject to change

A More Welcoming Gateway

- Creates a more attractive entrance at 19th Street and Independence Avenue
- Strengthens connections between the station and surrounding destinations
- Enhances the daily experience for residents, workers, and visitors

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Proposed Stadium-Armory Station Improvements

Additional elevators, escalators, stairs, and a new mezzanine

- Provide safer movement from street to platform
- Increase station accessibility and capacity
- Reduce time to clear post-event attendees by half

Additional entrance

- Distributes customers for orderly and efficient operations
- Clears post-event attendees in a duration typical for other large events in the District, making full use of existing train capacity
- Opportunity to enhance customer experience with modern, enhanced amenities

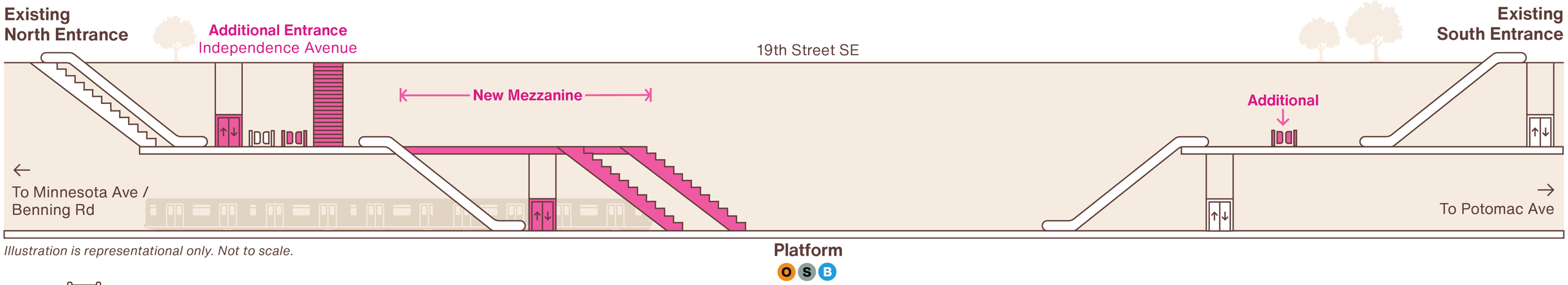

Illustration is representational only. Not to scale.

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A New Station Would Provide Limited Operational and Access Benefits

Metro studied three potential options for a new station on the RFK Campus: Oklahoma Ave (In-Line), Oklahoma Ave (Terminal), and Riverfront District (Terminal)

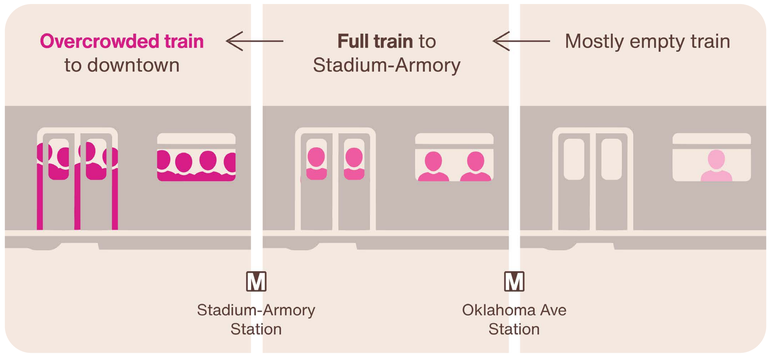
A new station would not provide much increase in rail capacity

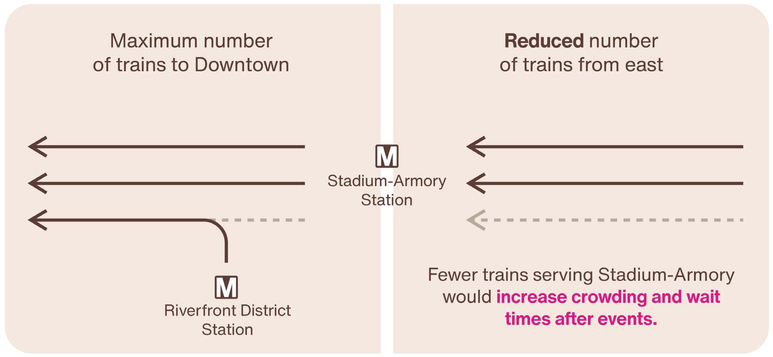
Oklahoma Avenue

- Splits riders between stations
- Does not reduce overall train crowding
- Most event attendees would still travel toward Downtown

Riverfront District

- Does not create additional train capacity
- Shifts riders from Stadium–Armory to another station
- Existing service levels remain largely unchanged

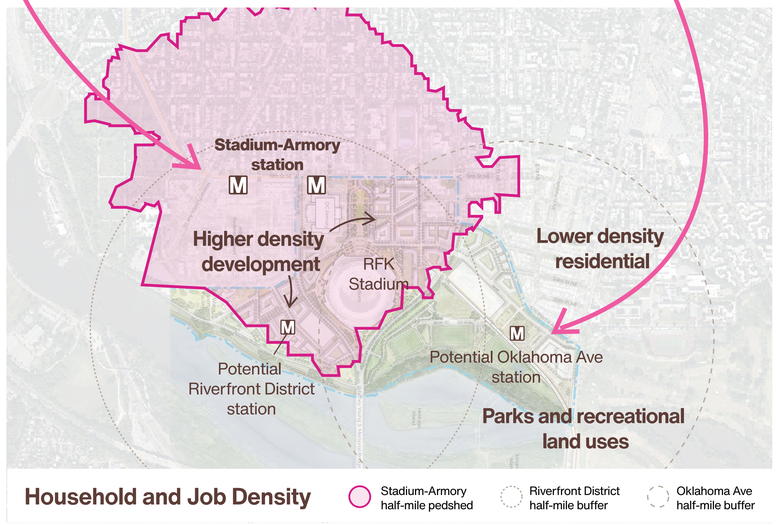




New stations change where riders board, not how many trains can operate.

A new station would provide limited new access to Metro

- **Most new households and jobs will be within walking distance of Stadium–Armory station**
- A station at Oklahoma Avenue would be a longer walk to the stadium than from Stadium-Armory station



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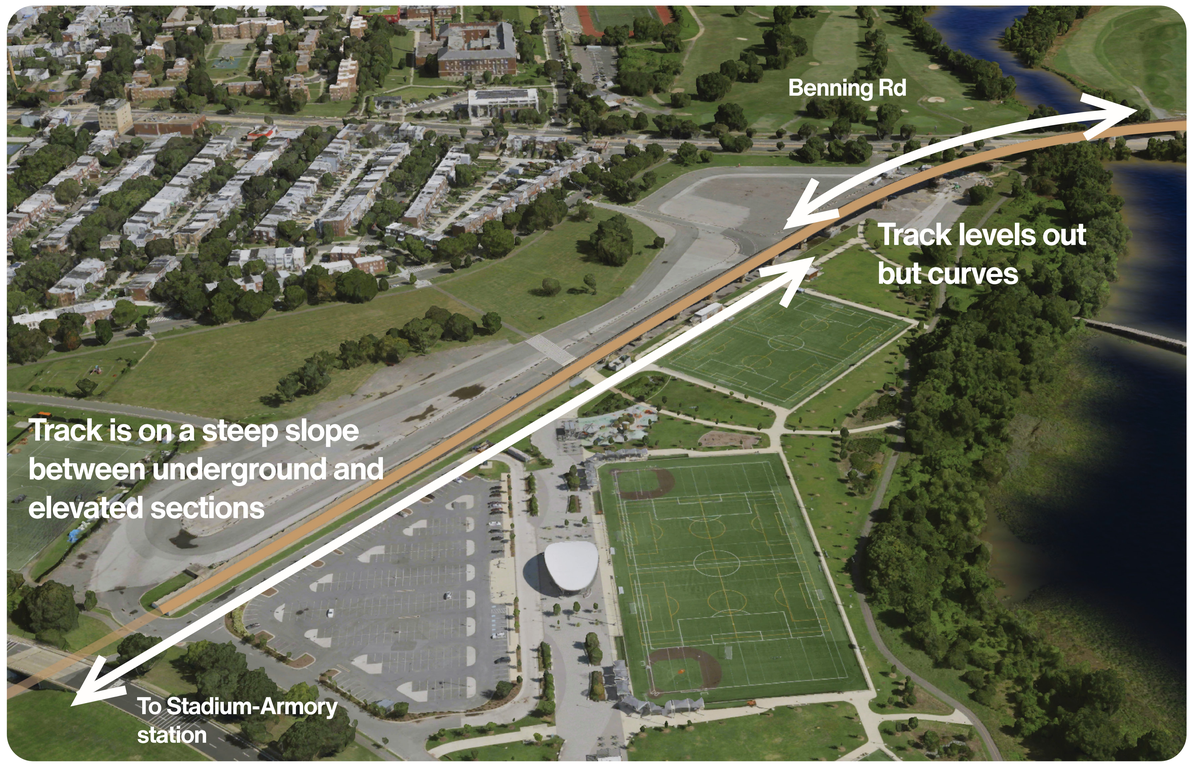
Why is Building a New Station so Costly and Complex?

Stations must be located on flat and straight track to meet safety and accessibility requirements.

The existing Metro Rail track near Oklahoma Avenue was not designed to support a new station.



$1B Similar projects in New York City, Los Angeles, and San Francisco cost over $1 billion per mile.

Construction would extend far beyond a new station itself.

Tunnels in urban areas are difficult and disruptive to build.

A new station at either location would require tunneling to existing track, sometimes near existing structures, including homes. Mitigating construction impacts to local roads and buildings would be costly, intrusive, and expensive.

Construction Area

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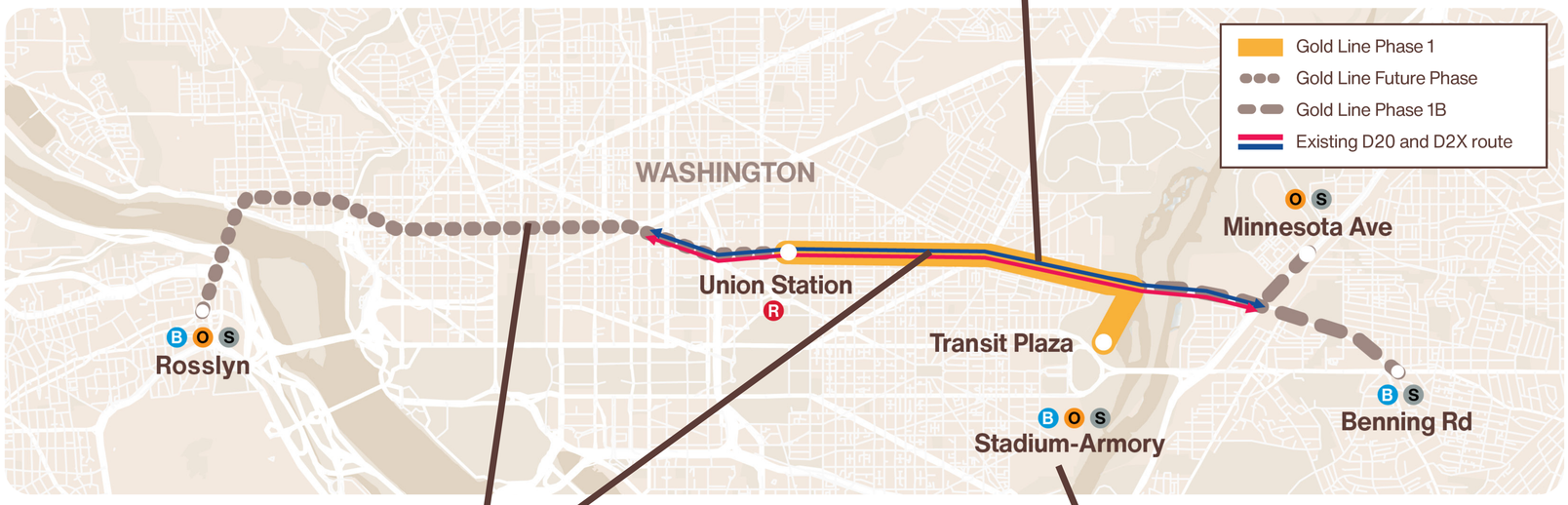
The Gold Line: Year-Round Benefits

High-quality Bus Rapid Transit (BRT) will improve mobility, support development, and strengthen the regional transit network.

Reduce travel time by half and ensure reliability and on-time performance

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

Connect residents to job centers and regional opportunities quickly and reliably



Provide parallel transit service to Metro Rail (Blue/Orange/Silver) in and west of Downtown to **increase corridor capacity**

Improve traffic safety on a Tier 1 High-Injury Network corridor

Provide transportation options for future residents and workers at the RFK Stadium redevelopment site

Benefits for D20 + D2X Metro Bus Riders

Frequent service

Buses every 3-8 minutes; more on event days

Reduced travel time

Bus speeds increase from an average of 7 mph to 12-15 mph

Reliable service

Dedicated center bus lanes, signal priority, and all-door boarding

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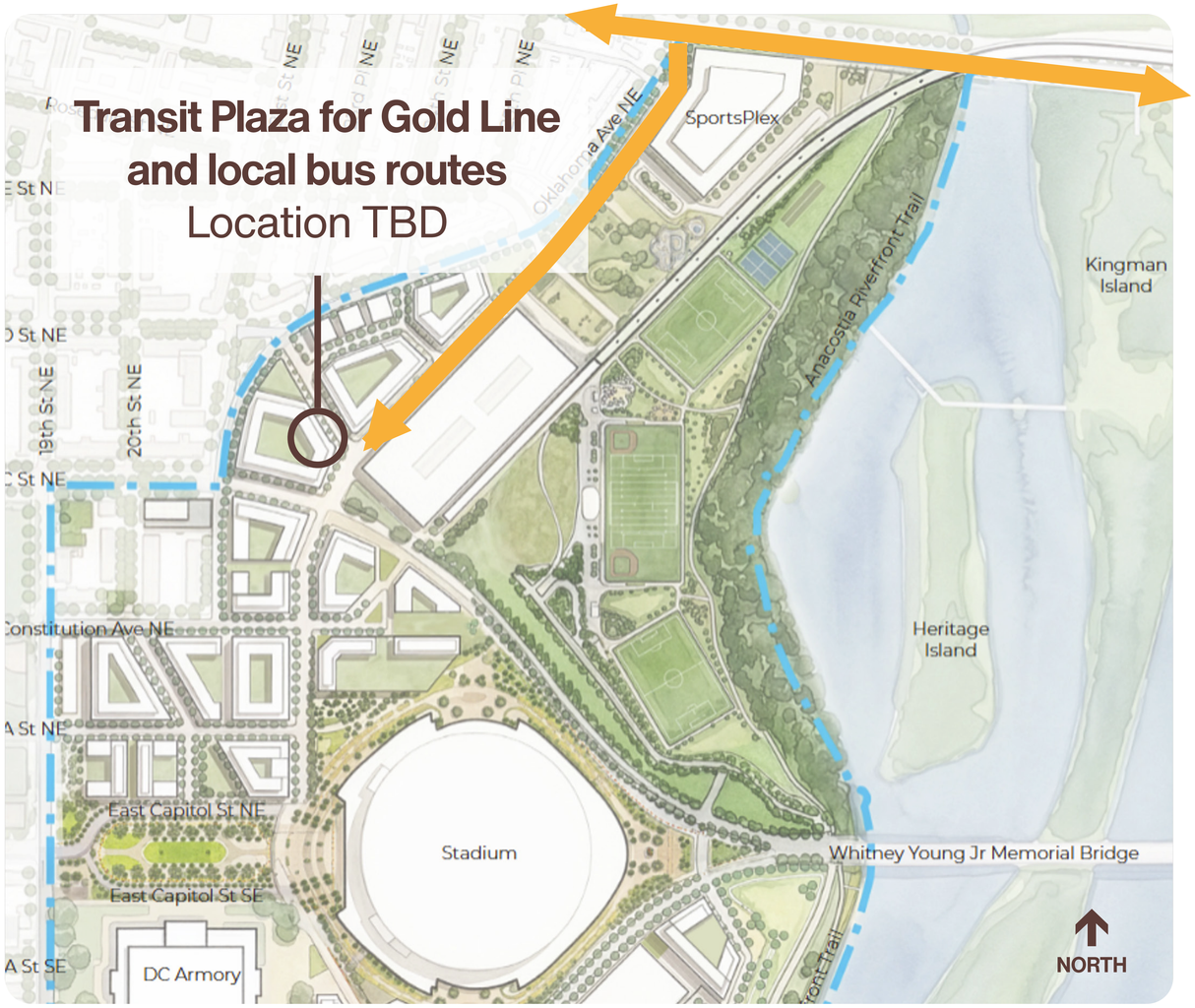
The Gold Line Will Expand Transit Capacity for Stadium Events



To avoid traffic and maintain reliable service before and after events, the Gold Line will access the RFK campus using separated bus lanes (alignment to be determined).

Gold Line Benefits for Event Attendees

- **Added Capacity:** Accommodates large numbers of customers, offering an alternative to Metro Rail
- **Easier Connections** between RFK, H Street, and Union Station

The Gold Line will Serve a New Transit Plaza
(Location to be Determined)

- Provides a convenient, walkable connection to RFK Stadium and reduces post-event demand for Metro Rail
- Provides year-round community access to Gold Line and local Metro Bus service

Example: Kennedy Plaza, Providence, RI

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Bus Rapid Transit (BRT) Already Exists in Cities Across the Country

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

Boston, Massachusetts

Brooklyn, New York

Richmond, Virginia

San Francisco, California

Essential BRT Features

1. Frequent, all-day service
2. Center-running lanes
3. Intersection treatments (transit signal priority, limit turns through bus lanes)
4. Stations with level boarding
5. Fast all-door boarding

Project Timeline

What We've Done and Where We Are

In Fall 2025, Metro and the District launched the RFK Redevelopment Transit Study to identify tansportation needs and future transit options.

The team analyzed data and advanced the study through concept development and feasibility analysis.

Metro and the District have identified priority investments and campus improvements for future design, engineering, and implementation.

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

2026

Summer & Fall

Complete reimbursable agreements for 30% design

Stadium-Armory Station Improvements: Finalize concept designs and begin 30% design and engineering

Gold Line: Begin planning, Environmental Review, design

2027

Winter - Spring

Gold Line: Select locally preferred alternative and complete 30% design

Begin Design-Build procurement for Gold Line and Stadium-Armory Station Improvements

Summer

Stadium-Armory Station Improvements: Begin final design and engineering

Gold Line: Complete Environmental Review, begin final design and engineering

2028-2030

Winter 2027-2028

Advance final design and engineering for Stadium-Armory Station Improvements and Gold Line

Complete construction permitting

Summer 2028 - Spring 2030

Construction of Stadium-Armory Station Improvements and Gold Line

Opportunity for Public Engagement

Stadium-Armory Station Improvements

Gold Line

Both

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