

# METRO AT



A blurred high-speed train is shown at a station platform. The train is moving from left to right, creating a sense of motion. The platform has a tiled floor and a white wall with a grid pattern. The ceiling is also visible with recessed lights. The number '25' is overlaid in a large, blue, serif font in the upper left corner.

25

***Celebrating the Past.  
Building the Future.***

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Groundbreaking for the New York Avenue station. From left: Metro general manager Richard A. White; Dr. I. King Jordan, president of Gallaudet University; Therman Walker of the North Capital Business Association; Dr. Marc Weiss; D.C. City Councilman Vincent Orange; Delegate Eleanor Holmes Norton; D.C. Mayor Anthony Williams; Metro Board member Gladys Mack; D.C. City Councilman and Metro Board member David Catania.

major roads. This will help move people quickly with attractive, comfortable buses and using creative service concepts such as Bus Rapid Transit.

3. *Adding Metro Stations, Entrances and Capacity to the Existing System:* Ground already has been broken for the New York Avenue in-fill station on the Red Line, and a new entrance is being built in the Mt Vernon Sq/7<sup>th</sup> St-Convention Center station to link directly to the new convention center. Plans also are being formulated for new entrances at Crystal City, Rosslyn and Ballston.
4. *Expanding Fixed Guideway Systems by Half:* Metro is studying other fixed guideway systems—light rail, other rail technologies and busways. The goal is to provide for at least a 50 percent mileage expansion over the next 25 years which amounts to 50 to 60 additional miles.

#### STRETCHING CORE CAPACITY

If Metrorail ridership doubles in the next 25 years, can Metro's 29 busiest stations and connecting lines handle the increased demand? That question is at the center of the *Core Capacity Study* that is scheduled for completion in

early 2002. The study is designed to answer two very important questions:

- Can the core of the Metrorail system, as presently configured, sustain current ridership volumes and accommodate future ridership increases at an acceptable level of performance? If not, what must be done?
- Can the presently configured core sustain the increased passenger demand generated from future expansions? If not, what must be done?

This is one of the most comprehensive reviews undertaken by any transit system in the United States.

#### NEW YORK AVENUE STATION: A NEW STOP. A NEW START.

With bands playing and pennants flying, people thronged to the groundbreaking of New York Avenue station on Saturday, December 16, 2000. The turning of the earth for the first "in-fill" station came less than a month before completion of the 103-mile Metrorail system and the opening of the Green Line in Prince George's County, Md.

As with past Metro stations, New York Avenue station is at the core of a revitalization initiative. In this case, it's the redevelopment of Washington's New York Avenue corridor that is expected to emerge as a prime site for high tech companies, federal agencies and retail activity. The development plan for the new station comprises three funding partners: the District of Columbia, the federal government and private interests. Creation of this unique funding arrangement was spearheaded by a stakeholder group known as the New York Avenue Metro Station Corporation under the leadership of Dr. Marc Weiss, a District of Columbia public policy specialist.

By using the design-build contracting method, Metro expects to compress construction time to less than four years, awarding the contract in mid-2001 and opening by the end of 2004, depending on funding.

The \$84 million station is being built on the west side of the existing Red Line between Florida Avenue and M Street NE. It will have two entrances, one at Florida Avenue and another at M Street. After it begins operating, the existing Red Line tracks will be used for car storage.

**July 1** Metrorail extends hours until 2 a.m. Friday and Saturday nights as a one-year experiment.

**July 31** Average weekday ridership for July hits record 616,233 making it the highest daily ridership month in Metro's history.

**September** First order of 100 full-size, low-floor buses enters service.

**September 14** SmartBenefits, a Web-based program that allows an employer to load the Metrochek benefit directly into an employee's *SmartTrip* card, is launched with a ceremony at L'Enfant Plaza.

**October 2** Federal executive order becomes effective requiring that all federal agencies make full Metrochek benefits (\$65 per month) available to all federal employees in the region.



Funding for construction is being shared equally among the District of Columbia, the federal government and the private sector. Private sector funds are to be raised through a special assessment district proposed to be established around the station. D.C. Mayor Anthony Williams identified the station as one of the critical projects for the District in mid-1999, and the District provided the initial \$5 million for Metro to begin the preliminary engineering and environmental clearances on the new station. Initial daily ridership at New York Avenue station is projected at 6,600, with 10,000 using it daily by 2020.

**THE LARGO EXTENSION: THE FIRST EXTENSION BEYOND THE 103-MILE ADOPTED REGIONAL SYSTEM**

Expected to open in 2004, the 3.2-mile, two-station, \$434-million extension of the Blue Line to Largo Town Center with an intermediate station at Summerfield achieves a number of "firsts" in Metrorail history.

- It is the first segment to be added to the 103-mile, 83-station Adopted Regional System, bringing the total to 106 miles and 85 stations.
- It is the first of the four *legs* in Prince George's County to extend beyond the Capital Beltway.



**October 16** Metrorail has its third highest ridership day as a result of the Million Family March. The Metrorail tally was 688,467 passenger trips.

**October 26** Metro Board adds New York Avenue station to the Adopted Regional System.

**October 28** Metro Board expands Transit Zone to include Charles County, Md.

**December 16** Ground is broken for the New York Avenue in-fill station.