

# Dulles Metro is Coming

January 2014



## Getting Ready for Phase 1 Silver Line Service

With construction of Phase 1 of the Silver Line nearing completion, here are answers to some of the most frequently asked questions.

### **Q. When will Phase 1 open?**

**A.** An opening date has not been set. Construction is more than 99 percent complete. After the Metropolitan Washington Airports Authority completes construction, the project will be turned over to the Washington Metropolitan Area Transit Authority (WMATA) and become part of the Washington regional transit system.

### **Q. What remains to be done?**

**A.** Extensive testing of all systems must be completed by the contractor, the Airports Authority and WMATA to ensure completion of a safe, reliable system. Safety is the number one priority.

### **Q. Where does the Silver Line begin and end?**

**A.** New construction of Phase 1 runs from Wiehle Avenue in Reston east to a point between the East and West Falls Church Metro stations where the Silver Line tracks will merge with the existing Orange Line tracks and carry passengers to the Stadium Armory Station before switching to Blue Line tracks to the end of the Silver Line at the Largo Station.

### **Q. Will patrons have to transfer to get to downtown?**

**A.** No. Passengers will have a one-seat, no-transfer ride from Reston to downtown and on to Prince George's County.

### **Q. Will the Silver Line serve Orange Line stations in Arlington and the District?**

**A.** Yes

### **Q. Where are the Tysons Corner stations located?**

**A.** There are four stops in Tysons Corner. Coming westward from DC, the first stop will be McLean Station, along Route 123 at Scotts Run Road/Colshire Drive near the Capital One Building.



*WINTER WONDERLAND: Spring Hill Station on the inbound track looking east to the Greensboro Station. Photo by Chuck Samuelson, Dulles Corridor Metrorail Project*

The next stop is Tysons Corner along Route 123 at Tysons Boulevard, near Tysons Corner Center and the Galleria. Next stop is Greensboro Station along Route 7 west of Route 123 and east of Westpark/Gosnell Roads near Marshalls and SAIC. The fourth stop is at Route 7 and Spring Hill Road, near several auto dealers, Walmart and the Sheraton Hotel.

### **Q. Where is the Reston stop?**

**A.** The Wiehle-Reston East Station is in the middle of the Dulles Toll Road/Dulles Airport Access Highway just past the intersection of Wiehle Avenue.

### **Q. The stations are along or in the middle of busy streets. How can I get to them safely?**

**A.** All stations are accessible via pedestrian entrance pavilions and bridges across those streets.

### **Q. Can non-transit users use those bridges to simply cross the streets or will they have to pay a fee?**

**A.** Pedestrians can use the bridges during the hours when Metrorail is operating.

*continued on page 2*

For general information on the Dulles Corridor Metrorail Project, please visit our website at [www.dullesmetro.com](http://www.dullesmetro.com) or call (703) 572-0506.

**Q. Are there kiss-and-ride drop offs and drops for buses, taxis and vans?**

**A.** These facilities are located at the McLean Station, at the Spring Hill Station and at the Wiehle-Reston East Station.

**Q. Parking?**

**A.** There is no commuter parking in Tysons except for a future privately-owned lot for about 700 vehicles being built near the McLean Station. At the Wiehle Avenue Station, Fairfax County and a private developer have jointly built a below-ground commuter parking garage for 2,300 vehicles and another 1,000 spaces that will be used for public parking until the developer builds on the land above the garage.

**Q. Bicycle facilities?**

**A.** There are bicycle facilities at all five stations. And, at the Wiehle-Reston East Station, those facilities are inside the parking garage.

**Q. Fairfax County is changing routes for its Connector buses because of the new Silver Line. Where can I find details?**

**A.** For information related to the Fairfax Connector Silver Line Service the following resources are available:

- a. Visit the Silver Line service on the web at:

<http://www.fairfaxcounty.gov/connector/routes/silverline/>

- b. Visit the Fairfax Connector web site for all Connector service: <http://www.fairfaxcounty.gov/connector/>

- c. Contact information is also available on the web at: <http://www.fairfaxcounty.gov/connector/contact/>

- d. Or you can call the Fairfax Connector Telephone Information Center at **703-339-7200, 703-339-1608 (TTY)**

- e. General information on all other transportation related questions can be provided by the Fairfax County Department of Transportation at **703-877-5600.**

**Q. What will the fares be?**

**A.** Metro has some estimated fares but all are subject to change. For example, The rush hour charge from McLean Station to Metro Center is now \$4.50; the estimated charge from Wiehle-Reston East is \$5.75.

**Q. Are there estimated travel times?**

**A.** Based on Metro's website calculator, it will take approximately 14 minutes to get from the Tysons Corner Station to the Ballston Station, 32 minutes to get to the Smithsonian Station and 40 minutes to get to the Woodley Park-Zoo Station.

**Metro's Newly Designed Rail Cars Arrive**

**Some will be used on the Silver Line; design emphasizes safety, technology**

Regional leaders this month got a glimpse of what Metro's new 7000-series trains will look like when sample trains rolled into the Greenbelt Metro Station. The new fleet will fulfill a critical National Transportation Safety Board (NTSB) recommendation by replacing Metro's oldest cars, while also adding train capacity.

WMATA (the Washington Metropolitan Area Transit Authority) has ordered more than 600 new cars, including 64 for Phase 1 of the Silver Line and 64 for Phase 2. These 128 cars are funded by the Rail Project.



**BRIGHT, SHINY, HIGH-TECH:** Safety is a major factor in the design of Metro's 7000-Series train cars. Photo courtesy of WMATA

The newly-arrived cars will be tested on the system over the next several months, and Metro will send data back to the Kawasaki production facility in Lincoln, Neb., to finalize the railcar design process. Full-scale production of the new cars is expected to begin in mid-2014. Eventually the trains will be used on the Silver Line and other Metro lines.

The cars are equipped with state-of-the-art safety technology and numerous features designed with extensive customer input. Through the project's Customer Design Team, actual



**ROLLING IN:** 7000 series train cars enter Greenbelt Station. Photo courtesy of WMATA

Metro riders participated in the design of the new railcars at every phase of the process. In addition, seat design options were tested with Metrorail riders in several stations, and Metro's Accessibility Advisory Committee (AAC) and Riders' Advisory Council (RAC) provided input.

The new rail cars include a customer-preferred blue and grey interior color scheme and offer a slate of new features and customer amenities.

**Phase 2 Preliminary Construction on Target**

Phase 2 preliminary work, including surveying, utility locations and geotechnical testing, is taking place at Washington Dulles International Airport and along the Dulles Toll Road/Airport Access Highway corridor and the Dulles Greenway. In addition, there is testing along nearby roads that may be affected by future traffic patterns and improvements.

More than 600 tests have been completed at the 1,500 to 1,700 possible test sites. Heavy construction is anticipated to start in mid-2014.

Phase 2 runs from Wiehle-Reston East to Ashburn with stops at Reston Parkway, Herndon, Innovation Station (Route 28), Dulles Airport, Route 606 and Ashburn.

It is scheduled to open in 2018.