

ADOPTED: MARCH 1, 1968  
SUBJECT: ADOPTION OF REGIONAL RAPID TRANSIT PLAN AND PROGRAM

#68-02  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, pursuant to Article VI of the Washington Metropolitan Area Transit Authority Compact, the Board of Directors of the Washington Metropolitan Area Transit Authority is required to "...develop and adopt, and may from time to time review and revise, a Mass Transit Plan for the immediate and long range needs of the (Washington Metropolitan Area Transit) Zone."; and

WHEREAS, the Board of Directors has heretofore adopted a proposed Regional Rapid Rail Transit Plan and Program, making full utilization in the preparation thereof of all data, studies, reports and information available from the National Capital Transportation Agency, other agencies of the Federal Government, and from signatories and the political subdivisions thereof; and

WHEREAS, said Proposed Regional Rapid Rail Transit Plan and Program has been coordinated with (1) other plans and program affecting transportation in the Zone in order to achieve a balanced system of transportation; (2) the general plan for the development of the Zone; and (3) the development plans for the various political subdivisions embraced within the Zone; and

WHEREAS, in the preparation of the said Plan, the Board considered data with respect to current and prospective conditions in the Zone; coordinated with, and participated in a continuous, comprehensive transportation planning process; and cooperated with the various planning, highway, regulatory and other regional organizations within the Zone; and

WHEREAS, the Board has transmitted such proposed Plan for comment to all agencies and organizations required by law and has evaluated all such comments, statements and materials that have been received; and

WHEREAS, information with respect to such proposed Plan was released to the public and an extended series of public briefings were held throughout the region to acquaint the public, various citizens' associations, public officials and other interested groups with the details of the Proposed Regional Rapid Rail Transit Plan and Program; and

WHEREAS, after due notice as required by law, a series of eleven public hearings was held throughout the Zone in order to elicit the comments of the public with respect to said proposed Plan; and

WHEREAS, the Board has considered all data and evidence submitted to it as well as the statements and comments made at such public hearings and as a result thereof has determined that certain changes should be made in the Proposed Regional Rapid Rail Transit Plan and Program;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Washington Metropolitan Area Transit Authority that a Regional Rapid Rail Transit Plan and Program as a part of a Mass Transportation Plan for the immediate and long-range needs of the Zone is hereby adopted, generally described in the attachment hereto marked Exhibit A, with routes and stations to be located substantially as indicated on the map attached hereto and marked Exhibit B; and

BE IT FURTHER RESOLVED, that there shall be published a document setting forth the details of the Regional Rapid Rail Transit Plan and Program adopted herein, including the estimated capital cost, traffic, revenue and operating expense analyses and the proposed program for financing the Plan; and

BE IT FURTHER RESOLVED, that the Board of Directors finds that the proper and timely performance of its functions requires that this resolution adopting a Regional Rapid Rail Transit Plan and Program be, and it is hereby effective immediately.

Motion by Mr. Sickles, seconded by Rev. Fauntroy and unanimously approved.

SUMMARY  
of the  
REGIONAL, RAPID RAIL TRANSIT PLAN AND PROGRAM  
for the  
WASHINGTON METROPOLITAN AREA TRANSIT ZONE

"The system is 97.2 miles long, including 44.8 miles in subway, with 86 stations. The system serves directly the most densely populated urbanized area of the Washington metropolitan region. Stations throughout the system will have convenient means for transfer between rail and bus and many stations will have large parking facilities enabling motorists to save both time and money by riding the trains. The system has been planned to serve the greatest number of people in the Washington metropolitan area while at the same time maintaining a financially feasible system by generating as much revenue as possible per dollar of capital outlay and minimizing cost of construction.

The rapid transit system is composed basically of three through routes which traverse the District of Columbia and then enter Maryland and Virginia. Certain of these routes branch as they reach suburban areas and all are described separately below. Four two-level stations -- 12th and G Streets Northwest, 7th and G Streets Northwest, 7th and D Streets Southwest and Riggs Road and B&O Railroad -- provide for transfers from one line to another. Transfers may also be made between the two Farragut Square Stations by means of a walkway.

DESCRIPTION OF INDIVIDUAL LINES

CONNECTICUT AVENUE - ROCKVILLE ROUTE

This route begins at the 12th and G Street Station and extends westward in a tunnel under G Street thence northward under Lafayette Park and

Farragut Square, continuing under Connecticut Avenue to Yuma Street, thence westward under Yuma Street to Tenley Circle, thence northward under Wisconsin Avenue. North of Bethesda the route continues along Rockville Pike. After crossing the Capital Beltway, the route crosses to the Baltimore and Ohio Railroad right-of-way, proceeding northward along the B&O right-of-way to a terminal at Rockville. Stations are planned at Connecticut Avenue and K Street, DuPont Circle, Woodley Road, Porter Street, Van Ness Street, Tenley circle, Friendship Heights, Bethesda, Pooks Hill Parkside, Nicholson Lane Halpine Road, and Rockville. Future extension is planned to Germantown.

B&O - GLENMONT ROUTE

This route begins at the 12th and G Street station and extends eastward in subway under G Street to 6th Street thence southeastward through Judiciary Square, eastward on D street and northward into Union Station. The route then proceeds northward along the B&O Railroad right-of-way to Silver Spring, thence under 16th street to Georgia Avenue and thence under Georgia Avenue to Glenmont. stations are planned at 7th and G streets, Judiciary Square Union Station, Rhode Island Avenue, Michigan Avenue Riggs Road Takoma Park, Silver Spring, Forest Wheaton, and Glenmont.

13th STREET - BELT ROAD ROUTE

This route begins at the 7th and G Street Station and extends northward in subway under 7th Street thence northwestward under Massachusetts Avenue to 13th Street. The route continues northward under 13th Street to Raosa Avenue, thence northeast under Kansas Avenue, thence eastward cross the B&O-Glenmont route with a transfer point at the s Road

Station. The route then extends along the median of Interstate Highway 95, thence proceeds eastward from I-95 along East-West Highway and thence northward along the B&O Railroad right-of-way to Greenbelt Road. Stations are planned at Logan Circle, U Street, Columbia Heights, Georgia Avenue, Petworth, Riggs Road-B&O, Chillum, Prince Georges Plaza, College Park, and Greenbelt Road. Future extension is planned to Laurel.

#### SOUTHWEST MALL - ARDMORE ROUTE

This route begins at the 12th and G Street Station and extends southward in subway to the Southwest Mall area, turning eastward under D Street, S.W., thence to Pennsylvania Avenue, southeastward under Pennsylvania Avenue, eastward under G Street, northeastward under Potomac Avenue, northward under 19th Street northeastward across the D.C. stadium parking lot, eastward across the Anacostia River at Benning Road and northeastward along the Pennsylvania Railroad right-of-way. Stations are planned at Federal Triangle, 12th and Independence, 7th and D Streets, 4th and D Streets, South Capitol, Pennsylvania and South Carolina, 14th and G Streets, D.C. Armory, Oklahoma and Benning, Benning and Kenilworth, Deane Avenue, Cheverly, Landover, and Ardmore. Future extension is planned to Bowie.

#### CAPITOL HEIGHTS ROUTE

This route is a spur from the Southwest Mall-Ardmore Route and extends eastward from the Benning Kenilworth Station under Benning Road and thence eastward under Central Avenue to Addison Road. Stations are planned at Benning Road and East Capitol Street, Capitol Heights, and Addison Road. Future extension is planned to Largo.

ANACOSTIA - BRANCH AVENUE ROUTE

This route begins at the 7th and G Street Station and extends southward under 7th Street, thence westward under M Street and crossing the Anacostia River in the vicinity of 11th Street. The route proceeds southeastward along Good Hope Road, Naylor Road, and Suitland Parkway into the Suitland Federal Center area and thence southwestward to Branch Avenue near the Capital Beltway. Stations are planned at 7th and D, S.W., South Capitol, Naval Weapons Plant, Anacostia-Good Hope Road, Alabama Avenue, Suitland Parkway, Federal Center, and Branch Avenue. Future extension is planned to Brandywine.

WILSON BOULEVARD ROUTE

This route begins at the 12th and G Street Station and extends northward in subway under 12th Street, thence westward under I Street crossing the Potomac River into Rosslyn. The route then proceeds under 16th Street, thence under Wilson Boulevard, thence under Fairfax Drive, thence in the median of Interstate Route 66 to Nutley Road. Stations are planned at MCP}lerson Square, 18th and I Streets, 23rd and T Streets, Rosslyn, Rhodes Street, Clarendon, Nelson Street, Parkington, East Falls Church, Route 7, Gallows Road and Nutley Road. Future extension is planned to Centreville.

PENTAGON - FRANCONIA ROUTE

This route begins at Rosslyn and extends southward to the Pentagon, where there is a junction with the second river crossing line which in turn branches from the Anacostia-Branch Avenue Route near 7th and D Street S.W. The route continues

through Pentagon City and into the R F & P Railroad right-of-way. It continues southward and westward on the railroad right-of-way to Van Dorn with branches to Franconia on the R F & P Railroad and to Backlick Road on the southern Railroad right-of-way. It also has a branch into the U.S. Route 1 corridor to Huntington. Stations are planned at Pentagon, Pentagon City, Crystal City, National Airport, Monroe Avenue, King Street, Telegraph Road, Van Dorn Street, Franconia, Backlick Road, and Huntington. Future extensions are planned to Lincolnia via Columbia Pike and to Fairfield and Burke.

#### DESIGN OF FACILITIES

Stations, Terminals and Platforms. Of the 86 stations in the system, it is presently estimated that 51 will be constructed in subway, and 35 will be at surface or on aerial structure. Platforms of all stations will be 600 feet long to accommodate eight car trains. Most stations will have side platforms rather than center platforms. Each subway station will have a mezzanine level providing for station supervision and administration. Stations will be attractive and well-lighted for passenger comfort. In keeping with the Washington area, mid-town stations will follow a design concept that is in keeping with the dignity of the Nation's Capital. The design of outlying stations will be related to the area in which located.

Parking Facilities Parking facilities to accommodate a total of 33,000 vehicles will be provided at 34 stations. Of this number, slightly less than 5,000 are planned in the District of Columbia and approximately 14,000 each in Virginia and Maryland

## PROVISION OF FACILITIES

All rapid transit facilities to be provided for the system will be constructed under the direction of the Washington Metropolitan Area Transit Authority. Public rights-of-way are utilized for the routes to the maximum practicable extent. Wherever private property is required, such property will be acquired by negotiated purchase or lease, as appropriate, or by condemnation, if necessary.

### TYPE OF EQUIPMENT

Rapid Transit Vehicles The passenger equipment for the recommended Rapid Rail Transit System is designed from the point of view of the passenger and his needs for comfort, convenience, and economy of time. Transit cars will incorporate the latest available high-performance features and the latest engineering advances of equipment recently introduced in Chicago, Cleveland and Toronto and planned for San Francisco. The cars will be 75 feet in length, have an overall width of 10 feet, will seat 84 passengers, and will be capable of rapid acceleration permitting speeds up to 75 miles per hour. They will be air-conditioned, attractively appointed, quiet and comfortable"

Train Control System Automatic train controls will permit the area's rapid rail transit trains to operate with high precision and efficiency. Each train will be attended by an operator who can override the electronic when necessary. The capability for automatic operation will permit the operator to answer questions and supervise passenger activity. The operator will be able to communicate by radio with the Train Control Supervisor at Central Con

The automatic train control and communications systems will be comprised of three subsystems: (1) automatic train protection which guarantees the safety of passengers and equipment by regulating train speed and spacing, (2) automatic train operation which starts and stops trains and opens doors, and (3) automatic train supervision which monitors train performance throughout the system.

#### TIMETABLE FOR PROVISION OF FACILITIES

It is anticipated that the entire system will be put into operation by 1980 -- a 12 year construction period. Engineering work on the basic system authorized by Congress is progressing and final design contracts have been let on a number of sections of this system. Construction on the first segment in the downtown area will begin in October 1968. Service will be first provided on the segment from DuPont Circle along G Street, Union Station and the B&O Railroad to Rhode Island Avenue. Initial operation on this segment is expected to begin in 1972.

#### ANTICIPATED CAPITAL COSTS

The estimated capital costs of constructing and equipping the lines and facilities in the Regional Rapid Rail Transit Plan and Program is \$2.525 billion, including an assumed escalation factor of 5 percent per annum.

#### ESTIMATED OPERATING EXPENSES AND REVENUES

Preliminary findings indicate that 1990 costs for operation and maintaining the system will total \$30,370,900. An additional amount of \$7,095,000 is added for estimated 1990 depreciation expenses.

System gross revenues in 1990, including both fare box and non-fare box revenues, are forecast to total \$103,298,000. Included in this total is \$23,378,000 for the anticipated payment to the private bus companies for their share of the bus-rail rapid transit joint fares. After deducting operating costs and depreciation expenses, an estimated \$42,446,000 will be available in 1990 for payment of debt service.

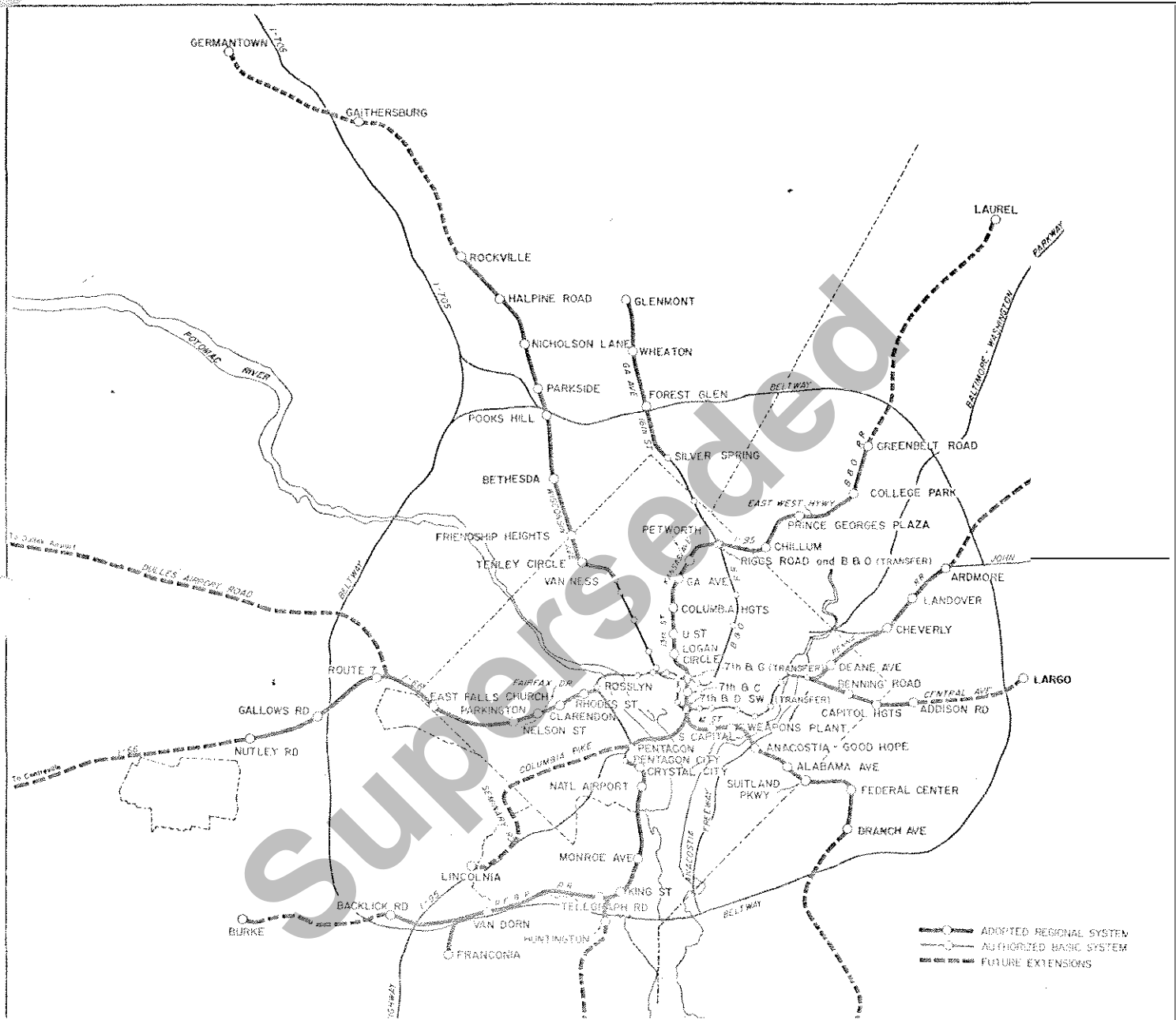
#### ROUTES AND SCHEDULES OF SERVICE

Service on the system will be provided over a 20-hour period from 5,00 A.M. to 1,00 A.M. Train schedules during typical weekday peak periods will consist of two to four-minute service. During the base day, trains will run every six minutes and during the early morning and late evening hours, every 10 minutes.

Saturday schedules will be the same as on a weekday except that 'base day' operations will be run during the peak periods. Sunday operations will approximate the weekday 'early morning-late evening' operations.

#### PROBABLE FARES

The fare system is expected to be generally comparable with prevailing bus fares. For testing purposes, a zone fare system ranging from 25 cents to 65 cents has been assumed. It is contemplated that there will be free transfers between bus and rapid rail transit operations."



REGIONAL SYSTEM  
MARCH 1, 1960



Resolution 68-02 superseded by resolution [69-02](#)