

# Dulles Metro is Coming

July 2014



## Silver Line Opening Date Announced



A PANORAMA OF VIEWS: The future Tysons Corner, beyond construction of the Silver Line, is captured in these photos taken from the top of the new Tysons Tower office building near the Tysons Corner Station. It is being built by Macerich, the owners of Tysons Corner Center. Photos courtesy of Macerich

The opening date for Phase 1 of the Silver Line will be July 26, according to Metro's General Manager Richard Sarles.

Sarles said he is confident in choosing a starting date, saying that the Metropolitan Washington Airports Authority and its contractor, Bechtel-led Dulles Transit Partners, have cleared most of the remaining punch list items that need to be done before service can begin. There is an "unlikely possibility that something could pop up between now and then," Sarles said June 23, but he is confident in the selected starting date.

The Airports Authority, builders of the new line, turned the project over to Metro on May 27.

The Airports Authority called the news of an opening date "a welcome announcement for those who continue working together to make this important project a reality. We thank all the project's supporters, who have been key to making the 50-year dream of rail in the Dulles Corridor come true. The Silver Line is already a major boost to the economy of Northern Virginia and the entire metropolitan Washington region, and the start of revenue service will further that economic development and enhance Tysons Corner and Reston, already the state's largest employment center. And, with the start of Silver Line service, Dulles Airport will be closer than ever – just minutes away from the Wiehle- Reston East Station on the new Dulles Airport Silver Line Express Bus."

The Silver Line, the first new Metro line to open in 23 years (not including the Blue Line extension to Largo), will link the area's second largest central business district, Tysons Corner, with DC, and, eventually, when Phase 2 is completed in about five years, will provide service to Dulles Airport and westward into Loudoun County.

Silver Line trains will operate between Reston and Largo and provide service to four stops in Tysons Corner while adding

expanding service to existing stops in Arlington and downtown DC. The new line will not serve the West Falls Church Station. There are five new stations along the line: McLean, Tysons Corner, Greensboro, Spring Hill and Wiehle-Reston East.

To finalize employee familiarization and confirm schedules, Metro plans to conduct a week of "simulated service," starting Sunday, July 20. During the service simulation, Silver Line trains will run on the system without carrying passengers to or from the five new stations. However, the "simulation" trains will carry passengers between East Falls Church and Largo Town Center.

As a result of Silver Line service, riders at stations from East Falls Church to Court House will see trains arrive more frequently at all times, and riders from Rosslyn to Stadium-Armory will notice more frequent service outside rush hours. On the Blue Line, trains will operate every 12 minutes at all times of the day, and during rush hours, trains at Vienna, Dunn Loring and West Falls Church will arrive and depart every 6 minutes.

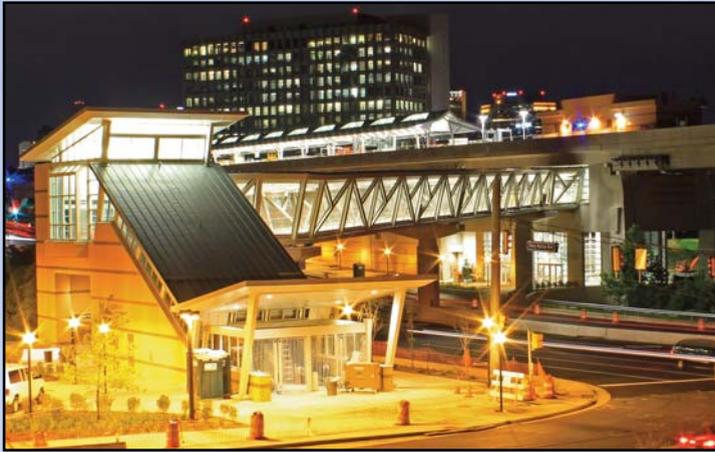
Riders can check fares and travel times, get station information and learn more about the project by visiting [www.silverlinemetro.com](http://www.silverlinemetro.com).



TOWERS OF CHANGE AT TYSONS CORNER METRORAIL STATION: As evidence of the positive economic impact of the Silver Line, construction of VITA Apartments, at left, and Tysons Tower office building, near the Tysons Corner Station is nearing completion. Both are part of high-density, transit-oriented development being done by Macerich, owners of Tysons Corner Center, in anticipation of the opening of the Silver Line. Also nearby is a new high-rise hotel being built atop a plaza that will connect directly with the mall. VITA is being built by Kettler. A pedestrian bridge connects the new structures to the entrance pavilion leading to the rail station. Photo courtesy of Macerich

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.

# A Close Look at the Stations



## McLean Station

The McLean Station is along Route 123 next to the Capital One headquarters and across from Northrop Grumman and Mitre.

Station entrances are on the north and south side of Route 123, with a pedestrian bridge crossing Route 123. There is a Kiss & Ride on the south side, as well as 26 bike racks and 20 rental bike lockers. On the north side, there are nine motorcycle spaces and a 700-space parking lot which is operated by CityLine.



## Tysons Corner Station

The station is on the northwest side of Route 123 at Tysons Boulevard. A pedestrian bridge provides access to Tysons Corner Center. There is no parking at this station but there are bike racks. It is close to Tysons Galleria and is expected to be the busiest of the new stations.

## WANT TO KNOW MORE?

For additional station information, visit <http://www.dullesmetro.com/stations/index.html>.

For information about Fairfax Connector bus routes, visit [www.fairfaxcounty.gov/connector/routes](http://www.fairfaxcounty.gov/connector/routes).

For information about Opening and Silver Line operations: [www.silverlinemetro.com](http://www.silverlinemetro.com).

For information about Phases 1 and 2 of Dulles Rail: [www.dullesmetro.com](http://www.dullesmetro.com).



## Greensboro Station

Greensboro Station is west of the intersection of Routes 123 and 7 and is in the middle of Route 7 near SAIC and Marshalls. Pedestrian bridges provide access to both sides of Route 7. There is no commuter parking at this station but there are bike racks and lockers.



## Spring Hill Station

Spring Hill Station is the last station in Tysons Corner and lies in the middle of Route 7 near Spring Hill Road. This station can be accessed via pedestrian bridges flanking both sides of Route 7. A Kiss & Ride is available on the east side, and there is no parking available at this station. There are 22 bike racks and 20 rental bike lockers.



## Wiehle-Reston East Station

Wiehle-Reston East is the terminus station of Phase 1. It features a multi-level, underground transit center and bus service to Dulles Airport on the newly named Silver Line Express. The station can be accessed from the north or south side of the Dulles Toll Road via pedestrian bridges. A Kiss & Ride is on the north side of the station, as well as a 2,300-car garage, with 253 reserved spaces. There are 15 bike racks on both the north and south sides, and bike room for 200.

*Photos by Chuck Samuelson, Dulles Corridor Metrorail Project*