

SILVER LINE RIDERSHIP IS GROWING

Ridership at the four Metro Silver Line Phase 1 stations in Tysons is soaring, boosted by increases in office and residential development, while ridership at the Wiehle-Reston East Station remains strong and steady.

The number of passengers using the Silver Line trains, which opened more than five years ago, has increased while the rest of the Metro system recovers from maintenance and service changes that resulted in summer-long shutdowns near National Airport.

All four stations experienced increased ridership this past spring compared with a year ago.

Ridership at the McLean Station on Route 123 jumped 25 percent during the fourth quarter ending in June. The reason: opening of the Capital One complex and eateries there, coupled with expansions at nearby MITRE Corp. Ridership swelled 18 percent at the Greensboro Station on Route 7 near the Marshall's shopping center.

According to the latest statistics from the Northern Virginia Transportation Commission, monthly ridership at the Wiehle-Reston East Station totaled 875,766 in June. That's an 8 percent jump over totals a year ago.

A sure sign that ridership at the Wiehle station, the end of Phase 1, is strong is the fact that the parking garage, the only Phase 1 station with a garage, fills early on most weekdays.



The north end of the Reston Town Center Metrorail Station overlooking the pavilion and pedestrian bridge along Sunset Hills Drive.

(Photo courtesy of Phil DeLeon/Dulles Corridor Metrorail Project.)

LINKING THE PHASES OF THE SILVER LINE

Connecting Phases 1 and 2 of the Silver Line is a major challenge.

It's all happening at the Wiehle-Reston East Metrorail Station, the very busy terminus station of Phase 1 of the line that will eventually connect suburban Maryland, downtown DC through Fairfax County to Ashburn in Eastern Loudoun County.

It requires exceptional cooperation between the Metropolitan Washington Airports Authority (MWAA) which is building the rail line, the project lead contractor Capital Rail Constructors (CRC) and the Washington Metropolitan Area Transit Authority (WMATA) which will eventually operate Phase 2 as part of the existing regional transit system.

The Phase 2 tie-in at Wiehle-Reston Station got off to a very good start in early October thanks to a decision by WMATA to completely close the station to passenger service so that the contractor, MWAA and WMATA could complete critical safe braking testing.

During the closing, rail passengers used shuttle buses from the Wiehle station to the Spring Hill station in Tysons. While there were three major sports events downtown

that weekend, passengers had advance notice of the closing.

This wasn't the only time the station will be closed as preparations for opening of Phase 2 next year. Now that safe braking tests are done Wiehle-Reston, other tests can be done.

According to project leaders, WMATA and MWAA officials are trying to complete a schedule and duration times for those necessary closings so that customers can know exactly when the closings will be taking place and what their options are.

That information will be important for the more than 420,000 riders who are using the Wiehle station, according to June ridership numbers supplied by the Northern Virginia Transportation Commission

Meanwhile, construction is almost complete at the Reston Town Center Station and the pavilion that leads to the pedestrian bridge and to the station in the median of the Dulles Airport Access Highway.

This complex and nearby private construction projects have completely changed the landscape of Sunset Hills Road.

PHASE 2 COMMUNITY OUTREACH: BRINGING THE SILVER LINE TO YOUR DOORSTEP



At left, Alan S. Kolodne, previously Phase 2 director of package integration, is interviewed by Herndon Community Television during the 2019 Herndon Festival.

Throughout the year, the outreach and communications volunteer team proactively engages the community by distributing project materials and giveaways at fairs and festivals across Fairfax and Loudoun counties where the six new Silver Line Phase 2 stations are currently under construction.

In addition to Herndon Festival, the outreach team represented the Dulles Corridor Metrorail Project at the annual Dulles Day Plane Pull and Festival in September.

This event has been hosted at Dulles International Airport for nearly three decades in support of Special Olympics Virginia. Their signature event is the plane pull, which offers teams of 25 individuals the opportunity to try pulling a plane for a distance of 12 feet.

Phase 2 is currently under construction and includes the Dulles Airport Metrorail Station, which will connect Dulles Airport with Reagan National Airport and downtown Washington DC. This station also serves to connect Silver Line riders to the airport with a pedestrian tunnel running from Garage 1 (North Garage) into the main terminal.

To the right, the Dulles Corridor Metrorail Project outreach team of volunteers manned the booth, handing out project giveaways and outreach materials during the event.



Topping off the festival season, the outreach team managed a booth at the annual Brambleton Fall Fest in Loudoun County. Residents living in this jurisdiction will be closest to the Ashburn Metrorail Station and the Loudoun Gateway Station.

To the right, attendees were greeted by Mohammad Fasihi, lead civil engineer, Syrina White, communications and outreach, Phil DeLeon, DRPT project coordinator, and Preeti Harris, FTA coordination manager. All three were lending a helping hand at Brambleton Fall Fest over a weekend in October to offer project information and cheerful smiles to all who visited the Dulles Corridor Metrorail Project booth.

All photos are courtesy of the Dulles Corridor Metrorail Project.

For information, contact the Dulles Metrorail Project's Communications and Outreach Office at 703-572-0506 or outreach@dullesmetro.com. To report construction concerns, call the Project Hotline at 1-844-385-7245.



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