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Construction of the first complete metro line (M2) began in 1991 and the first stretch between Taksim and Levent was opened after some delays in September 2000. All stations have escalators and an elevator to provide full access for the disabled. The original section was built by the cutting and roofing method to withstand earthquakes up to magnitude 9. The seasons look similar, although a different color was chosen for each of them. The length of the platform is 180 m. Later, the line stretched in several stages northeast of Haciosman, while a 1 km branch from Sanayi to Seyrantepe was added in 2010, which mainly serves the new Galatasaray football stadium opened in 2011. The 1.6 km extension southwest of Taksim to Sishane was initially operated as a transport service until the Yenikapi extension, which includes a bridge built specifically over the Golden Horn (Haliá), was completed in 2014. The total length of the M2 line is 23.5 km with 16 stations (2014). September 16, 2000: Taksim - Levent 24 Oct 2000: Levent - 4. Levent 30 Jan 2009: 4. Levent - Atatárk Oto Sanayi 30 Jan 2009: Taksim - Sishane 02 September 2010: Atatárk Oto Sanayi - Darssafaka 11 Nov 2010: Sanayi Mah. - Seyrantepe Branch April 29, 2011: Darssafaka - Haciosman 15 Feb 2014: Sishane - Yenikapi (3.5 km, including Golden Horn Bridge) 16 Mar 2014: Vezneciler Station added Istanbul MetroDos trains waiting at Bogazici Universitesi on the line M6Named higher than Istanbul Destáncmaeronbul Metropolitan Municipality DisartanbuloLocaleIstanbul, TurkeyTransit typeCaripid transitNumber of lines7 (6 more under construction)Number of stations104 in service; [1] 64 in constructionSometer passenger system Daily1.36 million Ridershipan495 million (2019)[2]WebsiteMetro Istanbul Operation 3 September 1989; 31 years ago (1989-09-03)Operator(s)Number of vehicles647[1]Length of technical system133 km (82.6 mi)[1]Width of track1,435 mm (4 ft 8 1x2 in) (standard width) The Istanbul Metro (Turkish: sstanbulu) is a fast-transit rail network serving the city of Istanbul, Turkey. It is operated by the Istanbul Metro (known as Estanbul Ulam A. before 2016[3]), a public company, controlled by Istanbul Metropolitan Municipality. The oldest section of the subway is the M1 line, which opened in 1989; it now includes 104 stations in service,[1] with 64 more under construction. The system consists of seven lines named M1, M2, M3, M4, M5, M6 and M7. More lines are under construction or planned: M8 (Bostanc-Dudullu) will be on the Asian side, while M7 (Kabata-Mahmutbey), M9 (Atak-y-Kielli) will be on the European side. [4] The Istanbul Metro is connected to the underground systems of the Mármaray tunnel (which connects the lines on the European and Asian sides of the city) and the funicular F1, and with the surface network of tram systems T1 and T4. The historic Karakoy station of the city, which entered service on January 17, 1875. Istanbul's oldest underground urban railway line is that of January 17, 1875. [5] It is the second oldest underground urban rail line in the world after the London Underground which was built in 1863,[6] and the first underground urban rail line in continental Europe. The first master plan for a complete metro network in Istanbul, entitled Avant Projet d'un Métropolitain to Constantinople and conceived by French engineer L. Guerby, dates from 10 January 1912. [7] The plan comprised a total of 24 stations between the Topkapá and Ilíli districts and included a connection through the Golden Horn. Each station would have a 75-meter platform next to the railway line, while the distance between stations ranged from 220 to 975 meters. The plans for the project, which was never carried out, are exhibited today at the Istanbul Technical University Museum. In 1936, French urban planner Henri Prost proposed a metro network between the Taksim and Beyazát districts, north and south of the Golden Horn, respectively. [9] In October 1951, Dutch firm Nedeco proposed a similar route between Taksim and Beyazát, and in September 1952 the Director of the Paris Department of Transport, Marc Langevin, prepared a 14-chapter report together with his partner Louis Meizzonet for the implementation of the project and its integration with the other means of public transport in the city. However, these plans never came into force and all proposals were put on hold until 1987, when planning of the current Istanbul metro was made. The Golden Horn Metro Bridge entered service in 2014. Construction work on the first modern mass transit rail system began in 1989. [when?] The M1 was initially called Hafif Metro (which literally translates as light rail). Although it was built as a completely grade separate line, the M1 line operates with shorter trains and shorter station platforms which is standard on a traditional metro line, hence its light metro designation. The M1 line later stretched from Aksaray to the western suburbs, arriving at Ataturk Airport in the southwest in 2002. [10] Construction of the M2 began on September 11, 1992, but faced many challenges due to the numerous archaeological sites that were discovered during the drilling process, which halted or completely halted the construction of many stations especially in the south. Taking into account the seismic activity in Istanbul, the entire network was built with the cutting and roofing method to withstand an earthquake of up to 9.0 on the Richter magnitude scale. [12] Yenisahra M4 Station The first section between Taksim and 4. Levent entered service, after some delays, on 16 September 2000. This line is 8.5 km (5.3 miles) long and 6 stations, all similar but are in different colors. In 2000, there were 8 train games of 4 cars built Alstom in service, which operated every 5 minutes on average and carried 130,000 passengers daily. On 30 January 2009, the first sets of trains built by Eurotem entered service. [13] Eurotem Eurotem build a total of 92 new carriages for the M2 line. [14] As of January 30, 2009, a total of 34 trains, each with 4 cars, were used on the M2 line. [14] A northern extension of 4. Levent to Maslak was inaugurated on 30 January 2009. [15] On 2 September 2010, Darafaka's northern (temporary) terminal followed. [16] The southern extension of the M2 line from Taksim to Yenikapá, through the Golden Horn through Haliá Station on the bridge and underground across the historic peninsula, entered service on February 15, 2014. The Taksim-Yenikap extension is 5.2 km long, with four stations. The total cost of the extension was $593 million. [17] In Yenikap it will cross with the extended M1 line and the Mármaray commuter line. The journey between Sihane Station in Beyolu and Haciosman Station in Maslak is 20 km (12.4 miles) long and takes 27 minutes; including Ihane - Taksim (1.65 km, 2 minutes), Taksim - 4. Levent (8.5 km, 12 minutes) and 4. Levent - Haciosman (8.1 km, 12 minutes.) [19] The total length of the European side of the M2 line will reach 23 km (14.3 miles) when the 16 stations from Hacoosman to Yenikapá are completed; [22] not including the 936-meter-long Golden Horn Metro Bridge,[23] the 0.6 km-long Taksim-Kabata tunnel connection to Seabus Port,[24] and the 0.6 km-long Yenikapá-Aksaray tunnel connecting the M1 line to the Yikapi Transfer Center. [22] On the Asian side, construction is underway from the remaining portion of the 26.5 km (16.5 mile) long M4 line from Kad-Key to Kaynarca, producing a total of 19 stations. It cost 751 million euros and was built by the Astaldi / Makyol / Gérermak consortium. [25] The first section premiered on August 17, 2012, ending at Kartal. Construction of the 20 km (12.4 mile) long M5 line from the hotel, through The City, in 2012, began passing through Sancaktepe. [26] Network map Of operations of the metro station of the M5 line. The Metro operates from 06:00 a.m. to 00.00 a.m. every 6-10 minutes. M2 Yenikap - Hac-osman operates from 06:00 a.m. to 00.00 a.m. Line During peak hours intervals are reduced to 3 minutes. There is a flat rate - 3.50 TL with Istanbulkart only (7 TL with token), paid in tokens (which are also valid on the funicular, modern tram, buses and trans-Bosporus ferries). Marmaray's fare is 7.75TL, but he refunds a portion of it depending on the number of stops he traveled through. Metrob's works similarly and the rate is 3.85TL with refunds. Refunds can be collected at the reimbursement machines that can be found at each station. All means of transportation offer discounts for exchanges except Metrob's. [27] Akbil tickets/cards are also valid, which is the most popular method for long-distance travel. The Akbil ticket is trams, funiculars, ferries and buses. Ferry and bus fares are not flat, so the price of this transfer ticket also varies depending on the distance to travel by bus or ferry. Night operations In August 2019, the Istanbul, the Ekrem,' has announced that most of Istanbul's lines will offer 24-hour service. [28] As of August 31, the Istanbul Metro offers 24-hour service on weekends and public holidays. Yenikapi-Ataturk M1A Airport, M1B Yenikapi-Kirazli, M2 Yenikapi-Haciosman, M4 Kadikoy-Tavsantepe, M5 Uskudar-Cekmekoy and M6 Levent-Bogazici University/Hisarustu. [29] Fast transit lines lines in Istanbul and current network expansions This table lists the metro lines currently in service on the Istanbul metro. Five other lines are under construction or planned. Open length stations of the Notes line route[30] Yenikapá ↔ Atatárk / Kirazlá Airport 1989[31] 26.1 km[31] 23[31] The extension of 0.7 km to Yenikapi opened on November 9, 2014. [32] It operates from 06:00 a.m. to 00.00 a.m. Yenikapá ↔ Hacosman 2000[33] 23.5 km[33] 16[33] Southern extension (3.5 km extension to Yenikapá, with 3 stations) completed in February 2014. It operates from 06:15 a.m. to 00.00 a.m. Kirazlá ↔ Metrokent-Olimpiyat 2013[34] 15.9 km[34] 11[34] A southern extension (9.0 km to Bakárkiy, with 7 stations) is under construction. It operates from 06:00 a.m. to 00.00 a.m. Kad-káy ↔ Tav-dedope 2012[35] 26.5 km[35] 19[35] An extension of 7.4 km to Sabiha G-káen International Airport with 4 more stations is being expanded. It operates from 06:00 a.m. to 00.00 a.m. Sesk-dar ↔ 2017[36] 20 km[36] 16[36] Opened on December 15, 2017. It operates from 06:00 a.m. to 00.00 a.m. The time from the value of ssdar to ekmekáy is 27 min. Levent ↔ Bo-tui aniversitesi/Hisar-st-2015[37] 3.3 km[37] 4[37] The Mini-Metro is actually a light rail line. Mecidiyek-y ↔ Mahmutbey 2020[38] 18 km[38] 15[38] It was partially opened on October 28, 2020. The Mecidiyek-y-Kabata section is still under constrscion. TOTAL: 133 km[1] 104[1] Stations Main article: Istanbul M2 metro station list (Istanbul Metro) (left) and Golden Horn Metro Bridge Station (right) Istanbul's metro system has a total of 89 stations in operation with 50 more under construction. Since most of the system is underground, stations that go down from street level are generally accessed. At each entrance to the subway there is a pole with the M logo of the Istanbul subway and the name of the station below it. The entrances are usually built on sidewalks along a street, although many newer line stations have their entrances from street level in small squares. Of Istanbul's 89 metro operating stations, 73 are fully underground 5 are elevated stations 9 are on an embankment or in grade 2 are partially underground Mezzanines The mezzanine of Yenikap station (M1 and M2) Most stations have a mezzanine directly below street level, which allow passengers to enter the stations from various and move on to the right platform without having to cross any streets. Inside the mezzanines there are ticket machines and tourniquets, where passengers must pay to enter the fare control areas and proceed to the trains. In some stations, mezzanines connect nearby buildings and structures, such as shopping malls or business centers. Each lobby or mezzanine at the station is patrolled by Istanbul metro security guards to prevent fare evasion and crime. Stations with large walkways to different exits, such as Taksim also have visitors to cover the long walking distances. Upon entering the station, the passenger can use ticket vending machines or manned ticket booths to purchase their fare, which can be stored on the Istanbulkart contactless smart card. After entering the fare-controlled area, through the tourniquets, passengers can continue further down to the platform level. The Yenikap platforms (left) on the M1 and M2 and Bostanc lines (right) on the M4 line are located between stations that have two island platforms and three tracks Since the different Istanbul metro lines have different specifications, especially the length of the car, there is no uniform length for the platforms. The oldest platforms on the network, built between 1989 and 2002 on the M1 line, are 100 m (330 ft) and can accommodate trains up to 4 cars long. The platforms of the M2, M3 and M4 lines cover about 150 m (490 ft) and can accommodate trains up to 8 cars long. The platforms of the M5 line can accommodate up to 6-car trains, while the platforms of the M6 line support 4-car trains. Platform sections are subject to closure during off-peak hours, especially on the M2 line. While the walks of the M2 line are fully open during peak hours, the capacity is reduced to 4-car trains during the least active hours. M5 line platforms are protected by platform edge doors. Except for funicular lines, most Istanbul metro platforms consist of two side platforms or an island platform. Five stations consist of two platforms of the island, which serve three tracks. These stations are Otogar on the M1 line, Yenikapá and Sanayi on the M2 line, Olimpiyat on the M3 line, and Bostanc on the M4 line. Technical specifications This table lists the technical characteristics of subway lines that are currently in service or under construction. Yenikap ↔ Atat-rk / Kirazlá 1,435 mm (4 ft 8 1x2 in) standard gauge 750 V DC Yen Airline Haikap ↔ Hac-osman 1,435 mm (4 ft 8 1-2 in) standard caliber 750 V DC Third lane 750 V DC Third lane Kirazlá ↔ Metrokent-Olimpiyat 1,435 mm (4 ft 8 1/2 in) standard gauge 1,500 V DC Upper line Kad-k-y ↔ Tav-alpe 1,435 mm (4 ft 8 1/2 in) standard gauge 1,500 V DC Overhead line dc K-↔ 1,435 mm (4 ft 8 1/2 in) standard caliber 1,500 V DC aerial Levent ↔ Bo-tui-ni-niniversitesi/Hisar-st-1,435 mm (4 ft 8 1/2 in) standard caliber 750 V V2 DC Third Kabata shunt rail ↔ Mahmutbey 1,435 mm (4 ft 8 1/2 in) standard caliber 1,500 V DC Bostanc airline at ↔ Du dullu 1,435 mm (4 ft 8 1/2 in) standard gauge 1,500 V DC Overhead line Under construction Atak-y ↔ Olimpiyat 1,435 mm (4 ft 8 1/2 in) standard caliber 1,500 V DC Airline Under construction Pendik aar ↔ Sabiha G-K Airport-at 1,435 V V (4 ft 8 1/2 in) standard caliber 1,500 V DC Airline Under construction Gayrettepe ↔ Istanbul Airport 1,435 mm (4 ft 8 1x2 in) standard caliber 1,500 V DC Airline Under construction G-ztepe ↔ ammiyeran 1,435 mm (4 ft 8 1 1 2 1 2 in) Standard gauge 1,500 V DC Airline Under construction Up tone ↔ Yenido-an 1,435 mm (4 ft 8 1 x 2 in) standard gauge 1,500 V DC air line Under construction Alignment and exchanges M3 Mahmutbey Metro station M4 Ayr-l-k-mei Metro station The lines have no connection between them. Apart from haliá station on the M2 line and approximately half of the M1 line (mainly M1A), the lines are completely underground. All station names are also on bus lines. The M2 line has an exchange between F1 in Taksim and an interchange tunnel with Zincirlikuyu metro station at Gayrettepe station. [39] There is also a transfer station in Yenikap with Marmaray, the M1 line and the city's ferry port; from where it is possible to take the Seabus high-speed catamaran that departs for Bursa, Bandarma or Yalova; as well as the other ports of the Istanbul Seabuses, such as Bostancá, Kad-Koy, Bak-rk-y and Kabata. The M3 line has an interchange with the M1B line at Kirazlá Station. The M4 line features a vapur (traditional ferry), speedboat, DO and nostalgic tram interchange in Kad-Key, which is the heart of Istanbul's Asian side. It can also be exchanged with Marmaray at Ayr'l'k Cemesi Station. The line has a metrobus exchanger just like Gayrettepe on the M2. The M5 line has an exchange with the Marmaray and doO at the sskádar station. Also in Altunizade the line has an exchange of metrobus. The M6 line has an interchange with the M2 line at Levent station. Rolling stock Interior rolling stock M2 Although the M1 line is a metro line (light), its rolling stock, in use since 1989, is composed of typical ABB light rail vehicles (LRV). These are partly the same as those used on the T4 tram line. Istanbul's first full-meter rolling stock, which entered service on September 16, 2000 at Taksim - 4. Levent Line, were built by Alstom. These air-conditioned trains are equipped with LCD screens, and share an exterior design similar to that of the first three generations of rolling stock used in the Caracas Metro in Venezuela. On 30 January 2009, the first 8 trains (each with 4 carriages) built by Eurotem (the Turkish factory in Hyundai Rotem) entered service. [40] Today the system has 268 trains. [1] These trains are also air-conditioned and equipped with LCD screens, as well as a dynamic route map showing the location and direction of the train. [41] In September 2009, CAF signed a contract to supply 144 units the M4 line, which amounted to 1,156,159 euros. These metro units are formed with 4 cars for a total length of 90 meters and have a maximum transport capacity of 1300 passengers. [42] Future Extensions This section should be updated. Update this article to reflect recent events or newly available information. Available. 2020) Map of Istanbul's rail transit network As part of the Istanbul Metropolitan Municipality's goal of expanding the size of the city's rail transport network to 630 km (390 miles) by 2030,[43] the Istanbul metro has several lines that, as of 2018, are under construction or planned. Since the city does not have a widespread rail network, the Metropolitan Municipality aims to connect urban areas of the city that do not have access to Istanbul's two coastal railways with metro lines. None of Istanbul's current metro lines cross the Bosphorus; lines are found entirely on the European side or on the Asian side of the city. In 2019, the Ministry of Transport and Infrastructure began planning a 30.2 km (18.8 mile) line linking the city's link to the road port transport channel. [44] The following metro lines are under construction: Line Route Length Stations Notes[30] Bak-rk-y-ODO ↔ Kirazlá 9.0 km (under construction) 7 (under construction) Line under construction, opening: 2022. Tav-unpe ↔ Sabiha G-K Airport-in 7.4 km (under construction) 4 (under construction) Line under construction, opening: 2022. Tav-alpe ↔ Tuzla 7.90 km (under construction) 7 (under construction) Line under construction, opening: 2022. [45] The ↔ Sultanbeyli 10.90 km (under construction) 9 (under construction) Line under construction, opening: 2022. [46] Kabataa ↔ Mecidiyek-and 6.5 km (under construction) 4 (under construction) Line under construction, partially (Mecidiyek-y-Mahmutbey) open: 2020. Bostanc-ODO ↔ Dudullu 14.27 km (under construction) 13 (under construction) Line under construction, opening: 2021. Atakáy ↔ of the atakáy construction line 13.0 km (under construction) 12 (under construction), partially opening (ikitelli Sanayi-Bahariye): 2021. [47] Gayrettepe ↔ Istanbul New Airport 37.2 km (under construction) 9 (under construction) Line under construction, opening: 2021. Géztepe ↔ 13.03 km (under construction) 11 (under construction) Line under construction, opening: 2022. [48] TOTAL: 105.37 km[1] 64[1] Construction of the following metro lines is planned or on standby: Line Route Length Stations Notes[30] Kirazlá ↔ Halkal at 9.70 km (standby) 9 (standby) Line standby. Yenikapá ↔ Sefak-y 14 km (tender phase) 11 (tender phase) Line in the tender phase. Ba-ak-ehir ↔ Kaya-ehir 6.20 km (standby) 5 (standby) Standby line. Mahmutbey ↔ Esenyurt 18.50 km (standby) 12 (standby) Standby line. Pendik Sahil ↔ Kaynarca Merkez 5.10 km (standby) 2 (standby) Standby line. Hastane ↔ Yenido-an 6.90 km (standby) 6 (standby) Standby line. Istanbul's European network with lines and extensions under construction until 2019, and including proposed lines and extensions. M3 extension of the Bak-rk-y-Kirazlá metro line. The 9 km expansion project will integrate the line Marmaray at its Meydan station, and the ferry station gone with the train Bakrk-y.do. [49] Metro line M7 The M7 M7 metropolitan line is under construction. On December 20, 2013, the line was commissioned by the Kalyon Group for construction. [50] The opening ceremony was held on February 9, 2014. The line will have a length of 24.5 km (15.2 miles) with 19 stations, and is expected to enter service in May 2020. [51] Metro line M9 M9 Atak-y-'kitelli: Atakáy (under construction) Yenibosna (under construction) obanéme (under construction) Kuyumcukent (under construction) Do'u Sanayi (under construction) Avenida Mimar Sinan (under construction) Ev District of the regrowths (under construction) Union of kelliteles (under construction) Mehmet Akif (under construction) Bahariye (under construction) MASKO (under construction) ikitelli Sanayi (under construction) Istanbul Airport Subway Line The Gayrettepe-Tayakadán metro line is under construction tender in 2016. The new airport will be connected with a metro system via a line from Gayrettepe station, with a total length of 33 km which will be only a 26 minute trip. [52] Partial opening is expected in the second half of 2020,[53] but does not appear to be realistic. Asian side The Iskádar-Beykoz metro line will run parallel to the Bosphorus coast. The M4 M4 Kad-k-y–Tav-antepe metro line is expanding, and finally connect Sabiha G-k-en International Airport: Hastane (under construction) Kurtkáy (under construction) Sabiha G-k-en International Airport (under construction) M8 metro line (Bostanc-Dudullu) (under construction) Bostanc-Sdo Suadiye -stbostanc-Kozata-KáKbakkalk-y aerenk-y Kaysdaa Tárkia Bloklar aMES MODOKO Dudullu Yukar- Dudullu Depot M12 Metro Line (G-zte Metro Linepe-Ata (Gáztepe-Ata This line will connect the neglected Ata-ehir district with the densely populated regional centres of amraniye and integrate those districts into Istanbul's rapid rail system. 60. Y'l Park-T't-nc' Mehmet Efendi (Marmaray Exchange) Sahray-cedit Yenisahra (M4 Line Exchange) Ata-ehir Finans Merkezi Site Atakent aar (Line Exchange M5) SB-Hastanesi Kaz-m Karabekir Network Overview Metro, Commuter Line (Marmaray), Light Rail, Cable Car, Cable Car cable car, cable car and metrobus (Ekim 2020): Operating: 300.7 km / 270 stations under construction: 122.7 km / 84 stations Planned: 100.3 km / 53 stations Sum: 523.7 km / 407 stations under construction (new lines or extensions) In planning , project waiting for or reviewing the length of the length of the Desertion line Opening date of the Target line. Underground Notes Length km Statistics. Notes Km length Statistics ↔ ↔.31, 2013 5.8 5 14 km/ 13 stations to Yenikapi in total 9.7 7 Kiriazlá ↔ Halkal-Yenikap ↔ Hacoosman bzw. Seyrantepe Sep 16, 2000 23.5 16 15 14 10 Yenikapá ↔ Sefakáy Kirazlá ↔ Metrokent bzw. Olimpiyat Mar 31, 2013 15.9 11 11 9 7 Bak-rk-y-ODO ↔ Kirazlá 6.2 4 Ba-ak-ehir ↔ Kad-káy ↔ T-avantepe Aug 17, 2012 26.5 19 19 7.4 4 Aeropuerto de Tav-pe ↔ Sabiha-G-Kkán 7.9 6 Tav-antepe ↔ ↔ Üsküdar ↔ Çekmeköy-Sancaktepe Oct 21, 2018 20.0 16 16 10.9 8 Çekmeköy–Sancaktepe ↔ Sultanbeyli Levent ↔ Hisarüstü Apr 19, 2015 3.3 4 4 Şişli Mecidiyeköy ↔ Mahmutbey Oct 28, 2020 18.0 15 13 6.5 4 Kabataş ↔ Mecidiyeköy 18.5 9 Mahmutbey ↔ Esenyurt Dudullu ↔ Bostancı IDO - 14.3 13 Ataköy ↔ İkitelli - 13.4 12 Pendik ↔ Sabiha-Gökçen Airport - 5.1 2 9.01 km/ 6 stations to Sabiha-Gökçen in total Gayrettepe ↔ Istanbul Airport - 37.2 9 32 7 Istanbul Airport ↔ Halkalı Göztepe ↔ Ümraniye - 13.0 11 Hastane ↔ Yenidoğan - 6.9 6 SUBTOTAL: 133.3 104 92 111.7 68 100.3 53 Suburban Halkalı ↔ Gebze Oct 29, 2013 76.6 43 3 operated by TCDD SUBTOTAL: 76.6 43 3 TROLLEY Kabataş ↔ Bağcilar Jun 13 , 1992 18.2 31 0 Taksim ↔ T'nel Dec 29, 1990 1.6 5 0 operated by IETT Kad-k-y-Moda ring line Nov 1, 2003 2.6 10 0 Topkapá ↔ Mescid-i Selam Sep 12, 2007 15.3 22 7 Eminán ↔ Alibeyk-y - 10.1 14 SUBTOTAL: 37.7 68 7 10.1 14 CABLE Tak CAR ↔ Kabatao Jun 30, 2006 0.6 2 2 Tanel ↔ Karakáy Jan 17, 1875 0.6 2 0 operated by IETT Vadistanbul ↔ Seyrantepe Oct 29, 2017 0.8 2 0 Bo-uazi-i-ni. ↔ Hisar-st-A-yan - 0.85 2 SUBTOTAL: 1.9 6 2 0.9 2 ROPEWAY Ma-ka ↔ Ta-kala Apr 11, 1993 0.3 2 0 Ey-p ↔ Piyerloti Nov 30, 2005 0.4 2 0 SUBTOTAL: 0.7 4 0 METROBUS Beylikd-zá ↔ S.tl-eme Sep 17, 2017 50.5 45 0 operated by IETT SUBTOTAL: 50.5 45 0 TOTAL 300.7 270 104 122.7 84 100.3 53 Future lines within the network: M5 (under construction), M6 (under construction), M7 (under construction) and M8 (planned) Network map See also marmaray Istanbul Tram Public transport in Istanbul nostalgic trams in Istanbul References to b c d e f f h i Lines in operation [Rail systems]. 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External links Wikimedia Commons has media related to Istanbul Metro -Istanbul – official website of the Operator of Metro (in Turkish) Istanbul Metro System Map Istanbul Metro Map on Google Maps with Geolocation Istanbul Metro Map Istanbul Metro Guide Retrieved from 2 This article is based in large part or in its entirety. The relevant discussion can be found on the discussion page. Please help to improve this article by introducing appointments to additional sources. Find sources: 4. Levent Istanbul Metro – news ? Newspapers? Books? Academic? JSTOR (March 2016) 4. LeventCoordinates41-05-06N 29-00-27E / 41.085102-N 29.007447-E / 41.085102; 29.007447Coordinated: 41-05-06N 29-00-27E / 41.085102-N 29.007447-E / 41.085102; 29.007447Owned byIstanbul MetroLine(s) M2Platforms1 island platformTracks2ConstructionStructure typeUndergroundDisabled accessYesHistoryOpened16 September 2000[1]Electrified750V DC Third railServices Preceded istanbul metro station Next station Letoward Yenikap-Sikiy- Havent-osman Station 4. Levent is an underground fast transit station on the M2 line of the Istanbul Metro. [2] It is located in the north of Levent, under the avenue of the city, in the city of Káthane. The station opened on 16 2000 and is one of six M2 line. Between 2000 and 2009 4. Levent was the northern terminal of the line and the tracks north of the station would serve as storage tracks for the rolling stock. Connections to the station's bus service are available, as the station's bus center operates a large bus center. Istanbul's new sapphire is located next to the station and is Turkey's tallest building, with a height of 261 m (856 ft). 4. Levent has an island platform served by two ways. Arrangement to the south ← towards the platform of the island of Yenikap to the north towards Hacoosman → References M2 Yenikap-Hacosman. Archived from the original in 2015-10-18. Map of the Istanbul metro. Turkey Travel Planner. Retrieved 2019-11-02. This Turkish train station-related article is a this page. You can help Wikipedia by expanding it.vte This article related to fast transit is a stub. You can help Wikipedia by expanding it.vte Retrieved from

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