

Summary of March 2007 Steering Committee Field View

At East Potomac Park

Metrorail (Yellow line) bridge is adjacent to Lot A
Bridges
Cuban friendship urn as a cultural resource

On way to Pentagon

Lane drops
Signing
Spacing of entrances and exits
Ramp from SB I-395 to NB George Washington Memorial Parkway (GWMP), normally backing up onto the George Mason Memorial Bridge.

At Pentagon

Federal Gov is the largest employer in the study area
Fed accounts for second largest land use in study area, after transportation
Dept of Defense is very interested in this project
BRAC

The Pentagon Master Plan calls for most of the existing surface parking (North Parking and PenRen area) to be replaced by a multi-story parking garage in the South Parking area. The existing surface lots along Eads Street across I-395 are under consideration for private partner office space locations with additional structured parking. Current thinking would limit the height of structures in that location to around three stories.

Arlington County is planning for the redevelopment and re-use of the office space areas being vacated as part of BRAC. While there may be a temporary decrease in jobs in the Crystal City area, the long term expectation is that employment in the area will continue to grow.

At USAF Memorial

Observe much of the study area, both in Arlington and in D.C.
(Traffic weave on the bridges due to lanes ending is visible)
Importance of 14th Street Bridges in providing access to the Pentagon, Arlington Cemetery and Naval properties
Evacuation route out of DC Metro Area

The Air Force Memorial offers an excellent view of most of the corridor. In the coming years, the property surrounding the Air Force Memorial, including the remaining buildings of the Navy Annex, will become property of Arlington National Cemetery and will expect about 750,000 visitors a year (majority will arrive by

Metro rail). Eventually all the land surrounding the Memorial will be used as burial sites for fallen soldiers. Also, South Gate Access Road will disappear and there will be realignment of Columbia Pike with a direct connection to NB/EB Rt. 27 (Washington Blvd).

Phyllis Kaplan made mention of a 2nd HOV ramp for Rt. 27 (Washington Blvd., east branch). The largest group of commuters to the Pentagon originates from the south.

Most of the traffic from the south heading for Rosslyn will use EB/NB Rt. 27 (Washington Blvd).

On way to Navy Marine memorial

Note confusing LEFT EXIT on NB I-395 to access NB GWMP without a deceleration lane and limited sight distance.

At Navy-Marine Memorial/GWMP

View bridges

Along George Washington Memorial Parkway, there are specific areas that offer fantastic views of Downtown Washington, D.C. Each of these areas is deliberately framed with foliage. On the other side of the Potomac River, there are locations which are designed to show the Parkway. Also, there are plans to eliminate the parking lot at the Navy-Marine Memorial in order to accommodate plans for the Humpback Bridge and to also eliminate the pedestrian crossing between the Navy-Marine Memorial and the Columbia Island Marina. The crossing will be replaced by a safer crossing utilizing the underpass of the “new” Humpback Bridge (**fundings** for these improvement have not yet been determined).

Access to the Columbia Island Marina for vehicular traffic will be provided by the new Boundary Channel Bridge. As a result the current at grade intersection will be eliminated. The “new” Humpback Bridge (including underpass for peds and bikes using the Mount Vernon Trail) will provide three lanes of traffic in the NB direction and two lanes in the SB direction. This will improve the merging traffic from SB I-395 to NB GWMP. The “new” bridge will also have improved sight distance and provide a wider separated crossing for bikes/peds. All planned changes are from a safety point-of-view, not to mitigate congestion. However these changes will contribute to the improvement of traffic flow along GWMP and from SB I-395.

The Tunnel

The signage in the tunnel is difficult to observe due to its current visibility, location and lighting. This is more an issue for drivers unfamiliar with the area.
No advance warning signs for exits and confusing and unexpected exit lane configuration including lane drops.

Southeast Washington DC and the Stadium

- Public comments / Inclusion in study area
- Potential to generate new traffic
- Introducing new traffic at night and on weekends
- Parking in residential community
- No adjacent Metro station

When traveling from NB 14th Street to EB Maine Avenue, to the left (of the ramp) there is a very large pedestrian sidewalk (approximately 20 ft.). However, on the right, the sidewalk is reduced to about 2 to 3 ft. This reduction in sidewalk width impedes ped/bike movement from the National Mall to the SW Waterfront. The community feels there needs to be better pedestrian and bicyclist pathways through this area.

The waterfront area along Maine Avenue is planned for a complete redevelopment that will significantly intensify the use of that corridor. The development will reconfigure or eliminate Water Street S.W.

In Southwest, 4th Street is divided in half by Waterside Mall. The property is nearly vacant and will be torn down and redeveloped. 4th Street will once again be connected however it will have to be rerouted around the existing Waterfront-SEU Metro Station (the location of the Metro station is exactly on the centerline of 4th Street S.W).

The South Capitol Street Corridor Studies include numerous improvements to improve traffic and pedestrian travel and manage the impacts of the Stadium. One key long-term goal is reclaiming the view of The Capitol Dome. To this end the studies call for converting South Capitol Street to a grand boulevard and placing the elevated expressway in a tunnel beneath South Capitol Street or Half Street (?).

On way to Pentagon City

- Exit and entrance ramp spacing
- Confusing Signing (Example: Pentagon City, Right exit) (?)
- Exit ramp to Pentagon City added to existing ramp (?)

S. Eads St.

- Arlington Ridge community: residents' concern:
- I-395 accesses residential S. Arlington Ridge Road

The S. Eads Street – Army Navy Drive intersection is a heavily traveled location. Also, it is currently designated as the terminus for the HOT lanes. Once again, there is wide walkway going towards the Pentagon on both sides of S. Eads Street but it “disappears” before the Pentagon is reached. There are no crosswalks, however, most vehicles going onto the NB on-ramp yield to pedestrians out of courtesy, which causes traffic to back-up especially during the PM rush hour. (There is also a sign that says “No Pedestrian Access”). Connectivity between the Pentagon parking lots on Army Navy Drive and the Pentagon remains an issue (Lot at S. Hayes St. is paid parking; S. Fern Street and S. Eads Street are permit parking). A pedestrian underpass is planned for N. Rotary Rd. (?) and between Pentagon and Pentagon City (?).

NB traffic on S. Eads Street towards the reservation is only permitted to bus traffic; all other vehicles need to travel northbound on HOV lanes.

On March 13 and 14 of 2007, VDOT should have conducted 13 hour turning movement counts at S. Fern Street and S. Eads Street with the intersecting roadways South Rotary Rd., HOV on-ramps and off-ramps, and Army Navy Drive.

Morning peak traffic originating from the south on the HOV system is very congested.

Plans are being made to study possible improvement to the S. Eads Street interchange, e.g., the widening of lanes underneath the bridges, creating a double lane off-ramp from NB HOV. The latter improvement may have engineering constraints due to the HOV bridge across S. Fern Street.

In the case of an emergency or incident closure of the northern terminus (S. Eads St.) would make it impossible for traffic to access or exit the I-395 roadway system (including HOV). Also an increase in sluggers is expected when the HOT lanes are implemented and roadway facilities improved.

Since the HOT lanes end at the S. Eads Street interchange Rick Rybeck (DDOT) is concerned how these lanes interconnect with the lanes across the Rocheambeau Bridge.

4th/Banneker/L’Enfant Promenade

- Residents' concern of cut-through traffic
- Congestion pricing / Cordon pricing
- Benjamin Banneker Park overlook of study area and bridges
- Short walk to L’Enfant Promenade to overlook I-395;
- Observe traffic conditions, deficiencies

A correction should be made to the Existing Conditions Report; Banneker Overlook is part of the National Park Service. Also, there are currently plans to build a museum at the overlook as well as an intermodal center beneath it. DDOT also has plans for L’Enfant Promenade but there is currently no funding for the project. The new National Children’s Museum is also being built on L’Enfant Promenade.

14th/C Streets

- Tourists
- Poor directional signing to attractions
- Signal phasing
- Alternative safe crossings

Thomas Jefferson Memorial

- Unique study area

14th Street Bridge Corridor – Environmental Impact Statement
Existing Conditions Report – Appendix A
Summary of Field View

National and historical importance
Viewsheds must be considered

Potomac Park Exit to East Basin Drive

Heavily used “shortcut” by inbound traffic to avoid 14th St. @ C St. intersection according to Alexa Viets (NPS).
Likely also used by outbound traffic merging onto SB 14th St. at the height of the Jefferson Memorial.

Conclusion

It was suggested that there be an impact area which would cover the entire region of impacts from alternatives.

Photos from Field View



In the study area in DC.



Study area from USAF Memorial.



View of Arlington study area.



Maine Ave exit from NB I-395.



Field View stop at the USAF Memorial



United States Air Force Memorial

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I-395 from L'Enfant Promenade.



Exit for I-395 from Maine Ave.



Ramp from I-395 to Maine Ave.



Bike path on Maine Avenue.



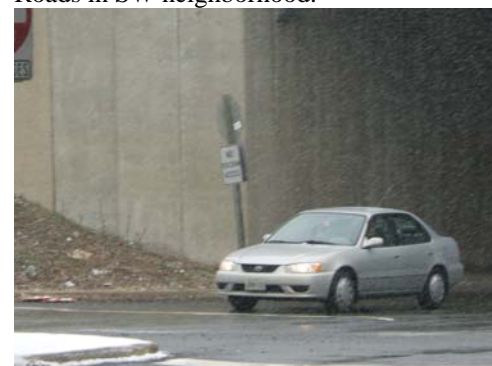
Road conditions in DC.



Roads in SW neighborhood.



Intersection of Eads Street to the Pentagon and on/off ramps to NB I-395.



“No Pedestrian Access” sign on sidewalk from Eads Street parking lot to the Pentagon South Parking lot.