




Welcome
AGENCY SCOPING MEETING *for the*
14TH STREET BRIDGE CORRIDOR
ENVIRONMENTAL IMPACT STATEMENT (EIS)

October 11, 2006
Reeves Center, Washington, D.C.

- ▶ **Provide basic project background information**
- ▶ **Outline NEPA process and schedule**
- ▶ **Identify level of participation each agency anticipates**
- ▶ **Solicit input to the project Purpose and Need**

Preliminary Study Area






14TH STREET BRIDGE CORRIDOR EIS
FIGURE 1
 NOT TO SCALE OCTOBER 2006

I-395 (Shirley Highway) was conceived in the 1930's and its early version consisting of a four-lane divided highway was completed in 1952



The I-395 at VA-27 (The Mixing Bowl)

Photo by U.S. Bureau of Public Roads, 1954

- ▶ **HOV and Reversible Lane System**
- ▶ **Metro stations throughout the corridor**
- ▶ **VRE service**
- ▶ **Bicycle and pedestrian systems provided by DC, National Park Service and Arlington County**

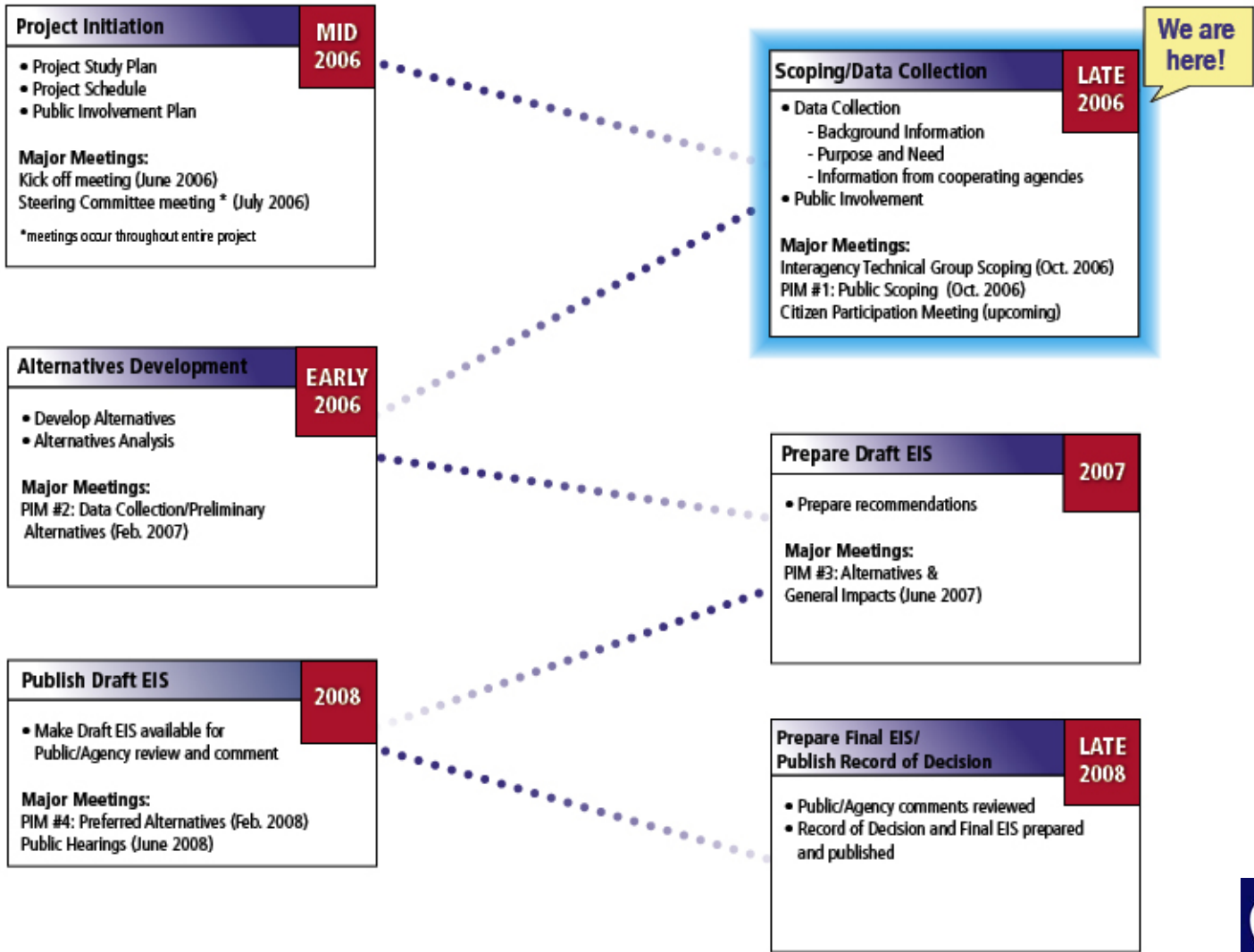


The I-395 at VA-27

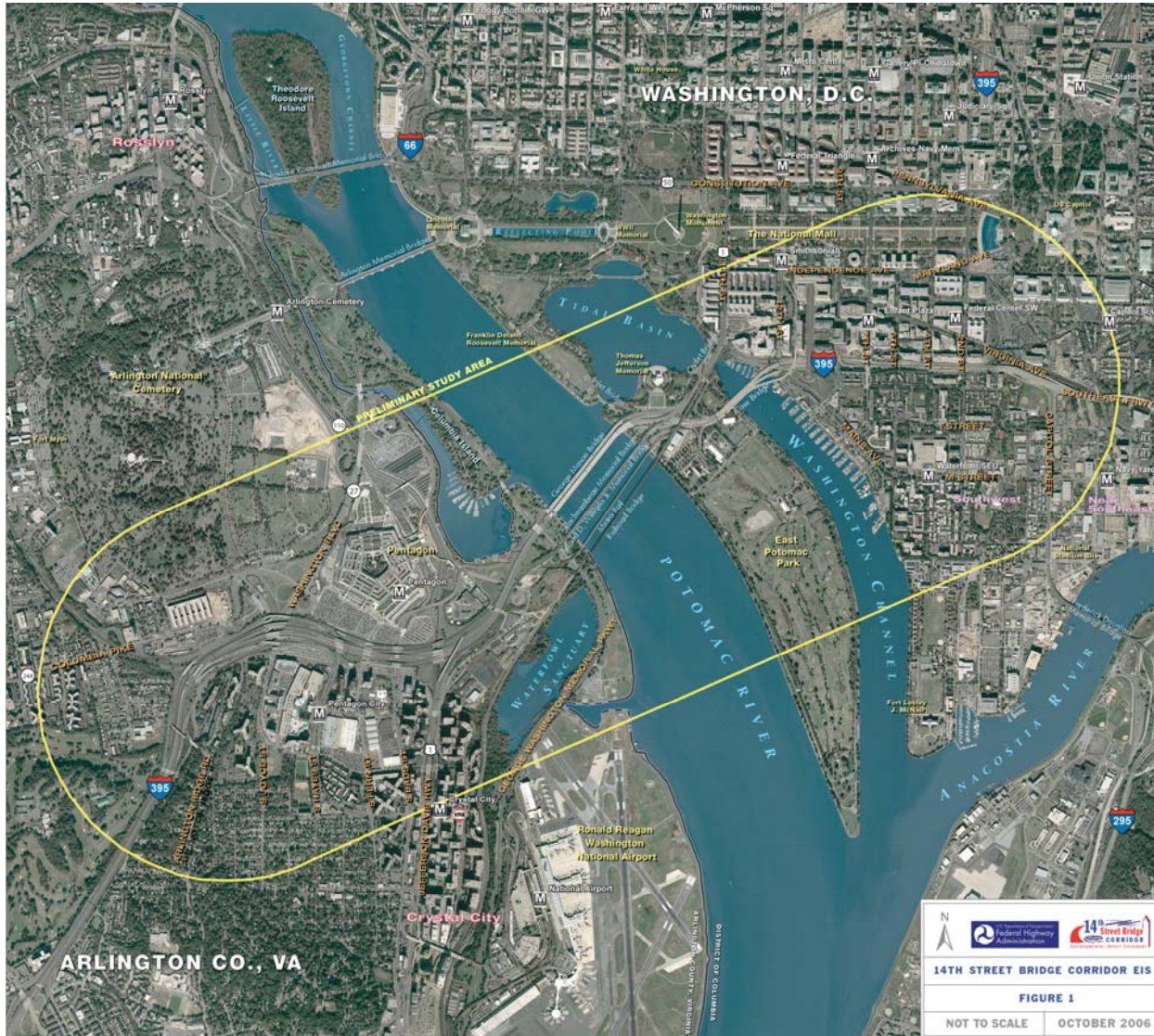
Photo by U.S. Bureau of Public Roads, 1979

- ▶ **1998 - VDOT Feasibility Study**
 - **Several alternatives for geometric and capacity improvements**
 - **Some recommendations have been implemented**
- ▶ **Public Law 106-113 directed FHWA to complete a NEPA process for improvements to the Corridor**
- ▶ **June 2006 - FHWA – Eastern Federal Lands Division initiates EIS**

NEPA Process and Schedule



Preliminary Study Area



This area extends over four miles along I-395 from Virginia Route 27 in Arlington County, Virginia, to the New York Avenue tunnel entrance under the National Mall in the Southeast section of the District of Columbia and roughly 500 feet on each side of I-395.


14TH STREET BRIDGE CORRIDOR EIS
FIGURE 1
 NOT TO SCALE OCTOBER 2006

- ▶ **Land Use**
- ▶ **Demographic Profile of Project Area**
- ▶ **Environmental Justice Impacts**
- ▶ **Neighborhood Impacts**
- ▶ **Community Impacts**
- ▶ **Social Impacts**
- ▶ **Floodplains**
- ▶ **Hazardous Waste**



- ▶ **Water Quality**
- ▶ **Terrestrial Habitat**
- ▶ **Aquatic habitat**
- ▶ **Threatened/
Endangered Species**
- ▶ **Aesthetics and Viewsheds**



- ▶ **Economic Impacts**
- ▶ **Employment Impacts**
- ▶ **Cultural Resources**
- ▶ **Cumulative Impacts**
- ▶ **Affected Environment**
- ▶ **Highway/Street/Transit
Operations and Management**
- ▶ **Park Visitor Use – Operations
and Management**
- ▶ **Air Quality**
- ▶ **Noise**
- ▶ **Parklands**
- ▶ **Wetlands**
- ▶ **Energy**



Preliminary Statement of Purpose

- ▶ **Improve safety and reduce motorist confusion;**
- ▶ **Improve transportation system efficiency/enhance mobility;**
- ▶ **Optimize public investment;**
- ▶ **Protect/maintain parklands, wetlands and the Potomac River;**
- ▶ **Enhance gateway corridor features, aesthetics and appearance;**
- ▶ **Address security issues of national concern;**
- ▶ **Serve as an evacuation route for the District of Columbia and the Pentagon;**
- ▶ **Provide clear and consistent signage to motorist;**
- ▶ **Improve transit, pedestrian and bicycle facilities serving commuters, visitors, and recreation; and**
- ▶ **Access to waterfront and to hiker/biker paths.**

- ▶ **High volumes of traffic and transit congestion during peak and off-peak hours**
- ▶ **Major link between D.C. and Arlington County**
 - **Two major urban areas**
 - **Major evacuation route**



- ▶ **Between 2005 and 2030, Arlington County population is projected to increase by 33% and D.C. to increase by 26%**
- ▶ **Existing rail bridge carries both passengers and freight with delays for rail commuters due to freight traffic**
- ▶ **Major entrance into DC for tourists and air travelers**
- ▶ **New museums and memorials are planned and will attract additional visitors to the corridor**



- ▶ Numerous congestion points along the road system
- ▶ Discontinuous bike and pedestrian systems
- ▶ Confusing and inadequate signage
- ▶ Deficient weaving, deceleration and acceleration patterns
- ▶ Limited opportunities to increase Metro capacity in corridor

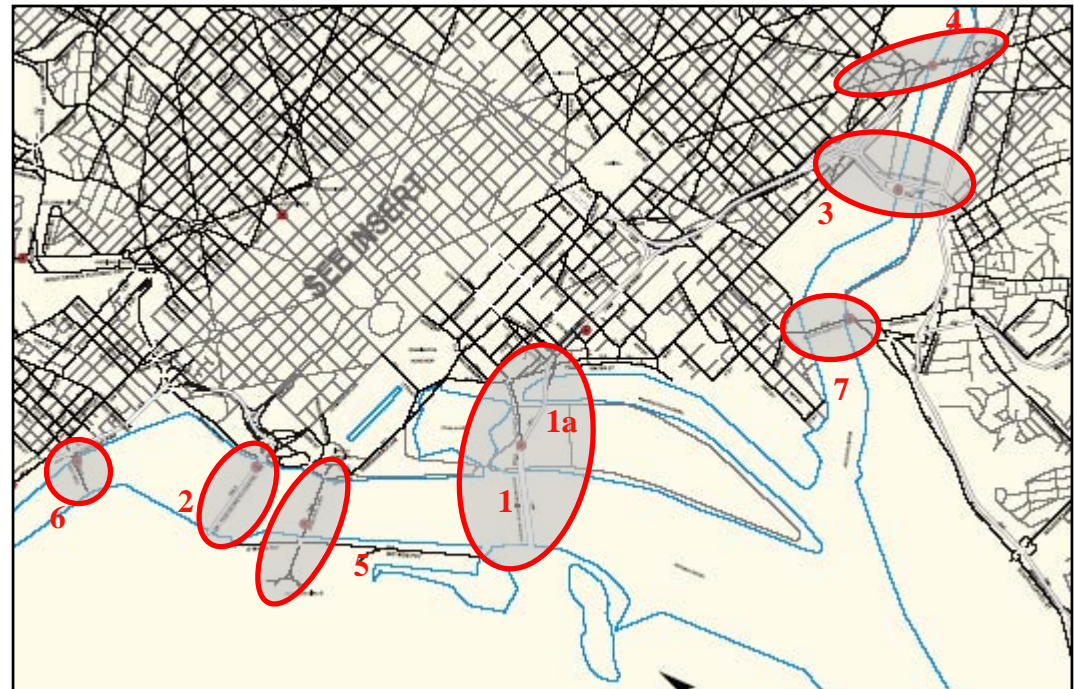


- ▶ **Daily commuters**
- ▶ **Local residents**
- ▶ **Local deliveries**
- ▶ **Tourists and visitors**
- ▶ **Governmental officials**
- ▶ **Airport passengers**
- ▶ **Recreational users**
- ▶ **Freight carriers**



2002 Average Annual Weekday Traffic Volumes

No	Bridge	Total Trips
1	14th Street	250,000
1a	Case Bridge	188,000
2	Theodore Roosevelt	100,000
3	11th Street	93,300
4	Pennsylvania Ave	93,000
5	Arlington Memorial	73,000
6	Key Bridge	60,000
7	South Capital St	59,000



From the North – New York Avenue 132,000

Source: 2002 Average Daily Traffic Volumes, District of Columbia Department of Transportation.

2005 Average Daily Traffic Volumes

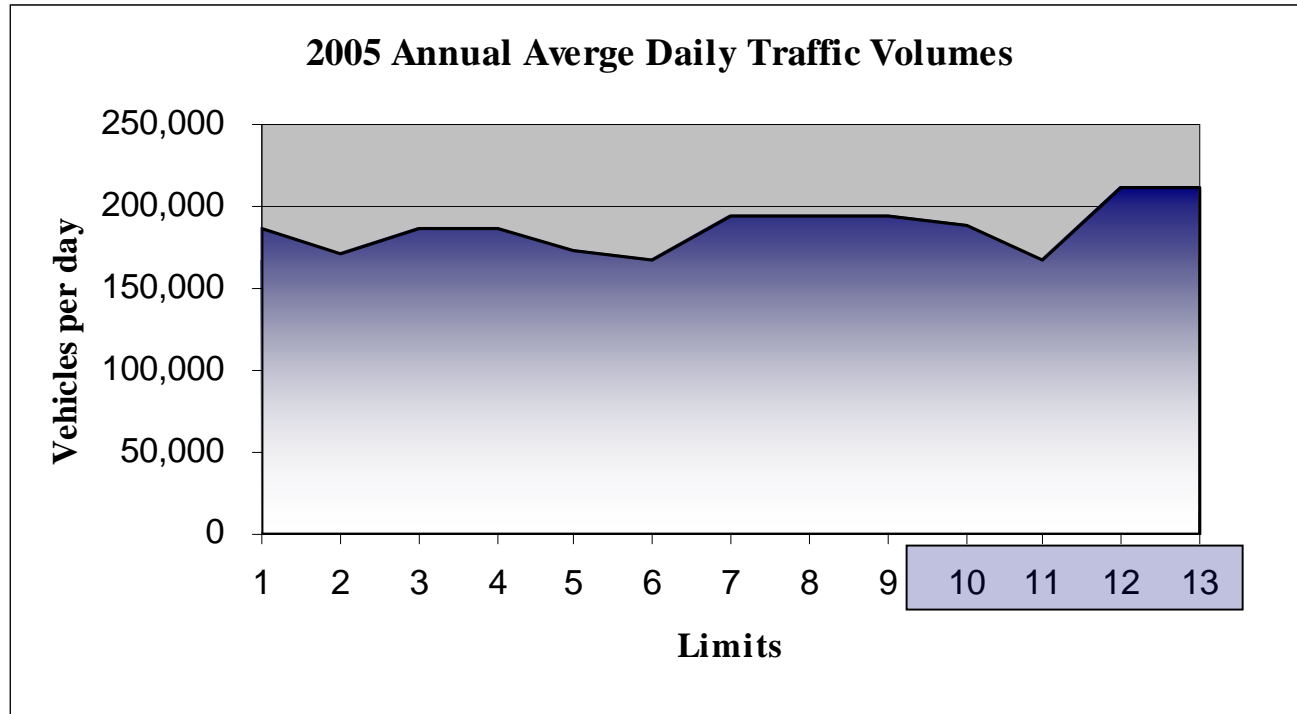
US Route 1 - District of Columbia Line

Lane Type	Northbound Direction	Southbound Direction	Total AADT	Total AAWDT*
Express	30,000	33,000	63,000	84,000
Other	74,000	75,000	149,000	155,000
Total	104,000	108,000	212,000	239,000

Source: 2005 Average Daily Traffic Volumes with Vehicle Classification Data on Interstate, Arterial and Primary Routes, Virginia Department of Transportation.

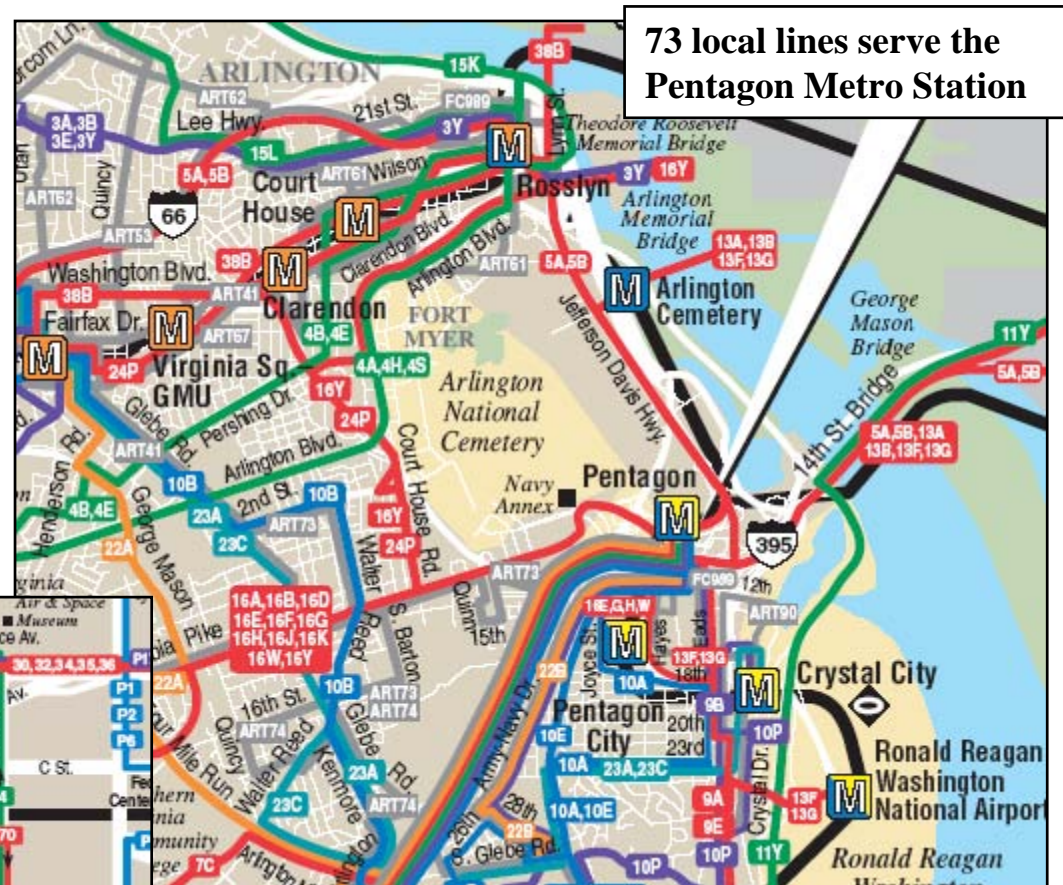
* Annual Average Weekday Daily Traffic

Limits	
1	I-95; I-495 - Edsall Rd
2	Edsall Rd-Turkeycock Rev Lanes
3	Turkeycock Rev Lanes- Alexandria Co
4	Fairfax Co Line - Duke St
5	Duke St - Seminary Rd
6	Seminary Rd-King St, Arlington Co
7	King St - Quaker Ln., Alexandria Co
8	Quaker Lane - Arlington Co Line
9	Arlington County Line - Glebe Rd
10	Glebe Rd - Washington Blvd
11	Washington Blvd - US Route 1
12	US Route 1-GWMP
13	GWMP - District of Columbia

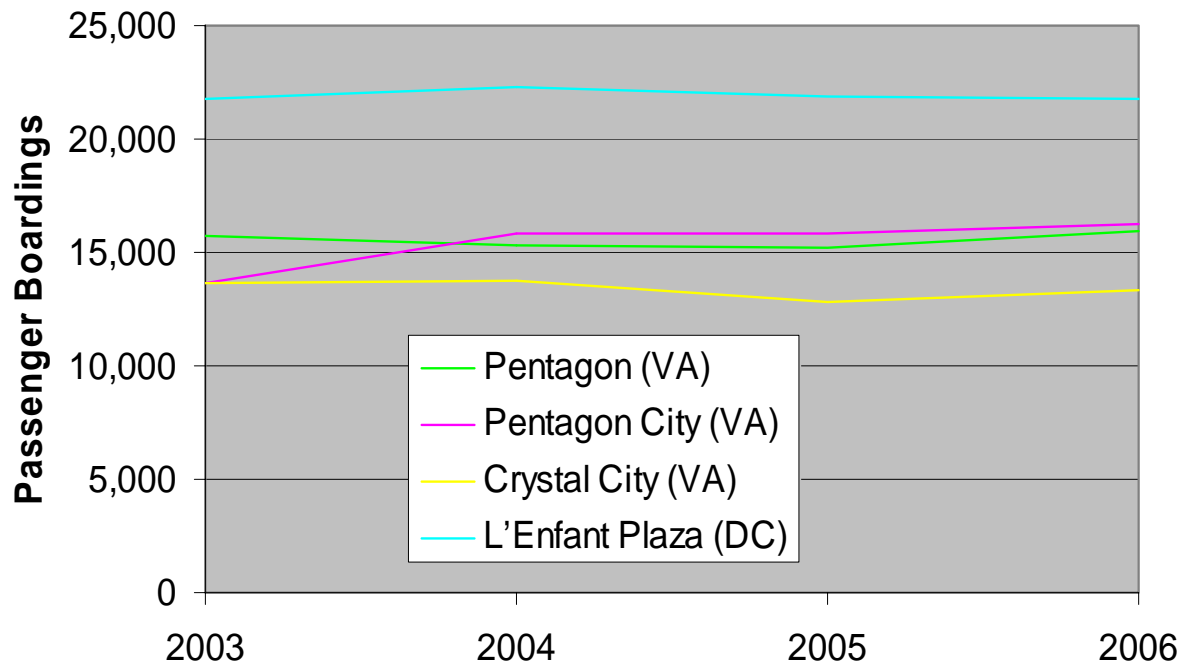


Bus and Rail Lines

- ▶ Six Metro bus lines currently cross the 14th Street Bridge
- ▶ Two Metro rail stations in Virginia are the Pentagon and Pentagon City Stations. The L'Enfant Plaza Station in DC
- ▶ VRE commuter rail station is in Crystal City



Metro Rail Boardings



- ▶ **Ridership is highest at L'Enfant Plaza**
- ▶ **Ridership increased at Virginia stations between 2005 and 2006**
- ▶ **Ridership showed moderate increases at Pentagon City between 2003 and 2006**
- ▶ **Ridership at L'Enfant Plaza declined between 2004 and 2006**

VRE Rail Information

VRE Station	Line	Destinations in Study Area	Passenger Boardings		
			2003	2004	2005
Fredericksburg	L'Enfant Plaza (DC)	Shops, Restaurants, Governmental and Public Office Buildings	1,119	1,252	1,309
	Crystal City (VA)	Shops, Restaurants, Governmental and Public Office Buildings	1,033	1,165	1,198
Manassas	L'Enfant Plaza (DC)	Shops, Restaurants, Governmental and Public Office Buildings	1,279	1,441	1,553
	Crystal City (VA)	Shops, Restaurants, Governmental and Public Office Buildings	691	768	793

TRANSPORTATION IMPROVEMENTS, PLANS, AND PROGRAMS:

- ▶ **Interstate 95/395 Bus Rapid Transit HOT Lanes Systems Projects**
- ▶ **George Washington Memorial Parkway & I-395 Interchange Project**

PROPOSED IMPROVEMENTS CONSIDERATION AND CONSISTENCY

- ▶ **Middle Anacostia Crossing Transportation Study**
- ▶ **Anacostia Gateway Transportation Study**
- ▶ **DC Alternatives Analysis Study**
- ▶ **Anacostia Streetcar Study**
- ▶ **TransAction 2030**
- ▶ **Arlington County Master Transportation Plan Update**
- ▶ **Arlington Metro Station Access Studies**
- ▶ **Columbia Pike Transit Alternatives Analysis**
- ▶ **Washington's Waterfronts**
- ▶ **District of Columbia Bicycle Master Plan**
- ▶ **Comprehensive Plan for National Capital: Federal Elements**

... And Many Others

► **Representatives from**

- **Federal Highway Administration (FHWA)**
- **Virginia Department of Transportation (VDOT)**
- **District of Columbia Department of Transportation (DOT)**
- **Department of Defense (DoD)**
- **National Park Service (NPS)**
- **Arlington County**

► **Serves as the Project Management Committee**

- **Coordinates the Project**
- **Keeps everyone updated**

- ▶ **Serves as a Project Team to coordinate various project issues with all participating agencies**
- ▶ **Over 50 federal, state, and local agencies**

Transportation Provider Agencies, such as:

- Washington Metropolitan Area Transit Authority
- VDOT, VRE
- DDOT

Planning Agencies, such as:

- National Capital Planning Commission
- Metropolitan Washington Council of Governments
- Northern Virginia Transportation Commission
- Department of Homeland Security, National Capital Region Coordination

Regulatory Agencies, such as:

- US Fish and Wildlife Service
- US Corps of Engineers
- DC Office of Historic Preservation
- Virginia Department of Environmental Quality
- Coast Guard

Visitor Destinations, such as:

- Smithsonian Institution
- Holocaust Museum
- Bureau of Engraving and Printing

Agencies with Possible Direct Effects, such as:

- Department of Treasury, Financial Management Services
- Architect of the Capitol
- General Services Administration

Suggested

- ▶ **Appointed by elected local officials**
- ▶ **DC and Arlington neighborhood residents, business representatives, cross-section of stakeholders, and local elected officials**
- ▶ **Convened by invitation or appointment by invited organization**
- ▶ **Advise Steering Committee**
- ▶ **Provide input on materials for public distribution**
- ▶ **Meetings open to the public**

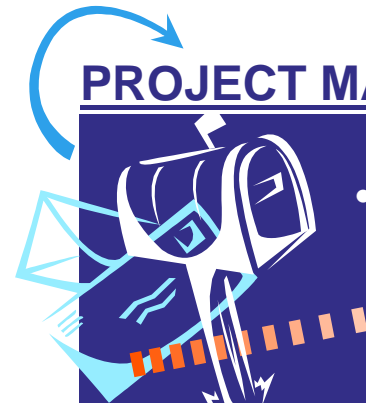
PUBLIC MEETINGS

- ▶ Dates posted website when scheduled
- ▶ Materials available on website
- ▶ Comments may be submitted in writing, through oral testimony or via email

PROJECT NEWSLETTERS

- ▶ Available via hard copy, e-mail, and on the website
- ▶ Mailed via e-mail or hard copy to all on the mailing list

PROJECT MAILING LISTS



- Sign up at meetings

Website – www.14thstreetbridgecorridoreis.com

- ▶ Review area maps
- ▶ Identify locations with constraints, problems or concerns
- ▶ Comment on range of potential solutions
- ▶ Provide contact info and areas of concern for your agency (This may be submitted later.)

Transportation System Management (TSM)

- ▶ Traffic Signal Coordination
- ▶ Reversible Lanes
- ▶ Ramp Metering

Intelligent Transportation Systems (ITS)

- ▶ HOV/HOT lanes
- ▶ Electronic toll collection
- ▶ Freeway incident detection and management
- ▶ Highway information systems
- ▶ Variable message signs
- ▶ Ramp Metering

Access Management

- ▶ Access restrictions
- ▶ Add/relocate/eliminate ramps

Parking Management

- ▶ Preferential parking for HOVs
- ▶ Parking pricing

Land Use Strategies

- ▶ Transit Oriented Development
- ▶ In fill/densification

Highway Improvements

- ▶ Interchange Modifications
- ▶ Geometric design improvements
- ▶ Add lanes without widening
- ▶ Frontage roads/collector-distributor roads
- ▶ Improved signing/way finding

Transit Measures

- ▶ Reduced fares
- ▶ Increased bus route coverage
- ▶ Rail transit modifications
- ▶ Bus priority

Bike and Pedestrian Facilities

- ▶ Designated bike lanes
- ▶ Exclusive non-motorized facilities through corridor
- ▶ Bike/Ped safety improvements

Transportation Demand Management (TDM)

- ▶ Tolls/Congestion pricing
- ▶ Telecommuting
- ▶ Ridesharing
- ▶ Alternative Work Hours

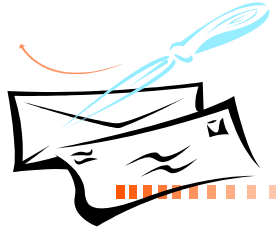
What should we study?

- Transportation System Management (TSM)**
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FOR MORE INFORMATION:

- ▶ Sign up for the mailing list
- ▶ Visit our website www.14thstreetbridgecorridoreis.com



Mail Comments to:

Jack Van Dop

**Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166-6511**

COMMENTS

- ▶ Fill out comment form (at the front table)
- ▶ Email through project website



**Thank You
for Coming!**