



This study is being conducted by the Federal Highway Administration in cooperation with DDOT, VDOT, Arlington County, the Department of Defense, and the National Park Service

[www.14thstreetbridgecorridoreis.com](http://www.14thstreetbridgecorridoreis.com)

## Third Round of Public Meetings to Introduce Potential Alternatives



Attendees participate in a "corridor visioning" exercise during the workshop portion of the District meeting.

At the last round of public meetings held in February, the project team asked you for your ideas. They received nearly 100 suggestions for reducing congestion, enhancing safety, and improving traffic operations. The project team spent all summer researching and developing possible corridor improvement options.

Now they want to show you what these alternatives may look like at the third round of public meetings scheduled for October. The project team also wants to explore the cost and benefits, advantages and disadvantages of the various concepts so they can be sure they are taking the best concepts forward into the more detailed alternatives development. Your help and input is needed to accomplish this, and the focus of the meetings will be to seek input from you, your neighbors, and your employer on what has been developed thus far.

The concepts you will see at the meeting are multimodal and will vary from pedestrian - based improvements to interstate entrance and exit ramp reconfiguration. For example, during the prior meetings held in Arlington, the need for better pedestrian and bicycle access into the District was emphasized by attendees. In order to address this concern, the project team is developed a concept where a pedestrian and bicycle only crossing would be built on one of the existing bridge structures. Another variation has a new bridge built solely for bicycle and pedestrian

use, providing a wider and safer location to cross the river and freeing up the current pedestrian crossing for a new full shoulder.

In the District, stakeholders have consistently expressed concerns regarding congestion on local streets. The project team is looking at several corridor redesign concepts to improve the situation. One option under development is to improve alternative transportation methods in the city. Dedicated bus-only lanes on 14th Street and across the bridge could encourage commuters to ride buses instead of commuting by car. The bus-only lanes could connect to existing transit corridors in Arlington and Crystal City or where connections to other transportation can be made.

The project team is also developing concepts to significantly enhance safety on the bridges and throughout the corridor. This includes modifying entrance and exit ramps and widening bridge shoulders. In order to reduce weaving, the project team has created an option to modify closely spaced entrance and exit ramps on I-395. Ramps could be reconfigured in the District to eliminate left hand entrance ramps onto I-395 and create new entrance ramps entering from the right.

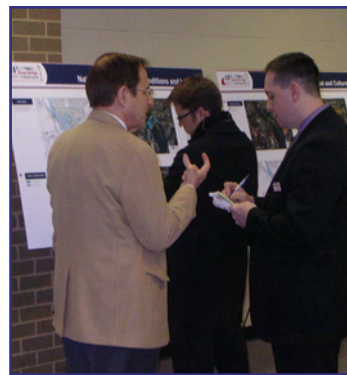
To enhance safety on the bridges, shoulders could be widened to 12 feet to accommodate emergency vehicles, stalled vehicles or vehicles involved in accidents, and evasive maneuvers to prevent accidents from occurring.

Other improvements suggested for the corridor include realigning portions of I-395, separating

## NEWS UPDATES

- **Upcoming Public Meetings**  
**October 9, 2007**  
**Aurora Hills Community Center**  
**Arlington, VA**
- **October 10, 2007**  
**Amidon Elementary School**  
**Washington, DC**
- **Potential Alternatives Developed**

US 1 from I-395 to reduce confusion, and tunneling 14th Street at the National Mall.



Arlington attendees discuss meeting displays

The upcoming October meetings are aimed at introducing you to these design concepts as well as the transportation demand and system management strategies that the team is currently researching. Your comments taken from the meeting or the website after the meeting will help the project team narrow the current options down to those which will be retained for further study.

The meetings will take place at the Aurora Hills Community and Senior Center in Arlington, VA, on October 9 and at Amidon Elementary School in the District on October 10. Both meetings will take place between 6:00 and 8:00 pm. The study team recognizes that attending public meetings is not always convenient or even possible, so meeting materials will be made accessible from the project website [www.14thstreetbridgecorridoreis.com](http://www.14thstreetbridgecorridoreis.com).

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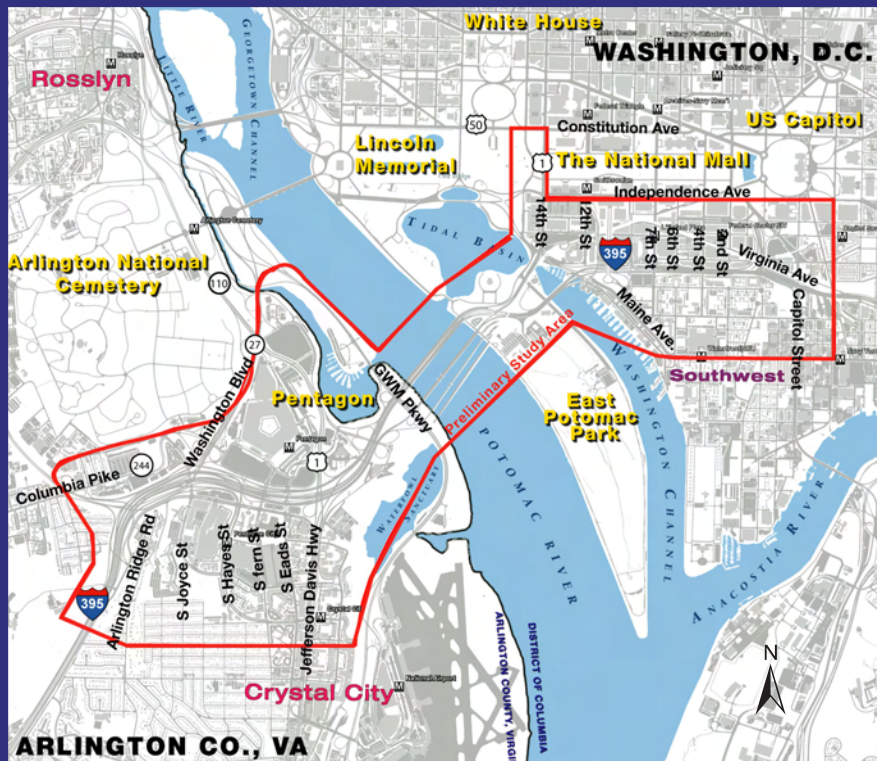
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# Project Snapshot

The 14th Street Bridge Corridor serves as a main gateway into the Nation's Capital and is also a critical commuter link for rail, bicycle, transit, and automobile users. This study is charged with recognizing problems or inefficiencies in the corridor and identifying and evaluating possible alternatives that:

1. Reduce congestion
2. Enhance Safety
3. Improve Traffic Operations



\*Note: Study area limits subject to change as the study progresses.

## Improving Mobility: What we are hearing from you

The 14th Street Bridge Corridor study area traverses three densely populated urban areas on both sides of the Potomac River: the District's Southwest Waterfront and Near Southeast communities, and Arlington County's Crystal City. Major new developments in these areas could impact travel in the 14th Street Bridge Corridor. Local residents, businesses, and community leaders all have specific concerns about potential mobility impacts.

### SOUTHWEST/NEAR SOUTHEAST DEVELOPMENT SURGE

The Southwest and Near Southeast communities are located in the Ward 6D. In 1999, these communities were selected for inclusion in the District's Anacostia Waterfront Initiative (AWI), a major redevelopment initiative to revitalize the Anacostia River waterfront with variety of land uses including recreational parks, restaurants, shops and residences along the waterfront.

Proposed developments include over four million square feet of office space, 6,000 residential units, and 300,000 square feet of retail space. In addition, the new Washington Nationals Ballpark is scheduled to open in the Spring of 2008.

### CRYSTAL CITY'S FUTURE TRANSFORMATION

In 2003, federal agencies occupied almost 19 million square feet of office space in Arlington County. The Pentagon is the largest facility, containing four million square feet of office space. The largest concentration of federally-leased space is adjacent to the Pentagon in Crystal City, a densely populated community centered along U.S. Route 1.

In May 2005, the Department of Defense (DoD) recommended to the Base Realignment and Closure

(BRAC) Commission to close nearly four million square feet of office space in Arlington, and vacate nearly 23,000 employees. Approximately three million square feet of the "BRAC" office space is located in Crystal City, making it one of the communities most affected by BRAC in the United States.

Arlington has begun addressing the BRAC impacts by commissioning the Crystal City Planning Task Force to create a visioning plan for the future. While most of the recommendations address Crystal City residents and businesses, the scope looks beyond BRAC to transform the area into a world-class urban village.

Initial plans include concepts for an improved street network and streetscape plan, public open spaces, cultural uses, and the addition of a new transitway.

### WHAT'S HAPPENING WITH TRANSPORTATION

Several regional and local transportation improvements are under construction or in the planning and design stages to enhance multi-modal mobility in the study area. They are:

- L'Enfant Promenade Planning Study
- South Capitol Street Renovation (underway)
- South Capitol Street EIS
- 11th Street Bridges EIS
- Fourth Street SW Transportation Study
- Southwest Waterfront, Maine Avenue Study
- DoD Pentagon Master Plan
- I-95/395 HOV/Bus/HOT Lanes project
- I-95/395 Transit/TDM Study

Also, The Virginia Department of Transportation's (VDOT)'s I-95/395 HOV/Bus/HOT Lanes project will expand the capacity of the existing High Occupancy Vehicle (HOV) lanes on I-95/395 from two to three lanes and extend two new lanes south to Massaponax. The



Traffic along I-395

limits will extend 56 miles from Eads Street in Arlington County to Massaponax in Spotsylvania County.

The 14th Street EIS Study Team plans to integrate the findings of this and all other studies into the alternatives considered for the EIS that will better accommodate all modes of transportation in the I-395 corridor and adjacent communities.

### FUTURE TRAFFIC IS A MAJOR COMMUNITY CONCERN

While some people are excited about the incoming development, others have expressed concerns about the need to accommodate future traffic projected to travel through the Corridor and their neighborhoods when the new developments are completed.

During the October 2006 and February 2007 public meetings held for the 14th Street Bridge Corridor, residents and community leaders from the District and Arlington County offered input and comments on initial study findings. The following are some of the more frequently heard comments and questions throughout these meetings along with the 14th Street EIS team's responses.

## FREQUENTLY RAISED COMMENTS AND RESPONSES

**Comment 1: Does the travel demand model being used for the 14th Street EIS reflect new developments (including the new Washington Nationals Ballpark) in the Southwest, Near Southeast and Crystal City and Pentagon City communities?**

YES. The Metropolitan Washington Council of Governments (MWCOC) travel demand model is being used to analyze many of the alternatives that are under study. The model links area-wide Cooperative Land Use Forecasts (population, household, and employment) from regional activity centers with proposed transportation improvements contained in the Constrained Long Range Plan (CLRP) to establish existing base year (2006) and project future year (2030) traffic volumes. Existing and future year traffic volumes generated from the model will be used to simulate various traffic conditions in the study area, including freeway and ramp operations along I-395 and adjoining intersections.

Major transportation improvements such as the I-95/395 HOV/Bus/HOT Lanes project and the Crystal City Transitway are included in the model. Likewise, proposed developments in the Southwest and Near Southeast communities, such as the Nationals Ballpark, the Navy Yard, and other federal government sites and facilities, are also represented.

In 2005, the BRAC Commission made its final recommendations on facilities in Crystal City. These recommendations were placed into the model and are being monitored to adjust future model versions. VDOT is also developing a regional traffic impact analysis based on these recommendations for coordination with regional studies.

**Comment 2: Will the study address the potential of cut-through traffic in the local communities?**

YES. While not specific to the purpose and need for this EIS, potential effects on adjacent neighborhoods in both Virginia and the District will be fully evaluated. In Crystal

City, the Southwest Waterfront, and Near Southeast communities cut-through traffic is a primary concern. By using the traffic model to estimate changes in local traffic, the team can determine whether proposed alternatives would increase cut-through traffic from the freeway to circulate into local neighborhoods.



*Arland D. Williams Bridge*

**Comment 3: How will the travel be accommodated on baseball game days or other events at the new Nationals stadium?**

The EIS does not specifically evaluate stadium traffic, but it will be considered in the development of final alternatives. In July 2007, a Draft Traffic Operations and Parking Plan (TOPP) was prepared for the DC Sports and Entertainment Commission for the Washington Nationals Ballpark. The plan's goal was to identify measures that optimize the regional and local transportation systems on game days.

The following measures were proposed to reduce vehicular traffic impacts along I-395 on game days, while promoting other modes of travel to the stadium such as walking, bicycling, and transit. These will be considered along with the alternatives considered for the 14th Street Bridge Corridor EIS.

- Increase Metrorail and local bus service.
- Prohibit on-street parking in surrounding residential neighborhoods on game days.
- Direct traffic away from the South Capitol Street off-ramp during commuter peak periods to use other off ramps, such as 9th Street.

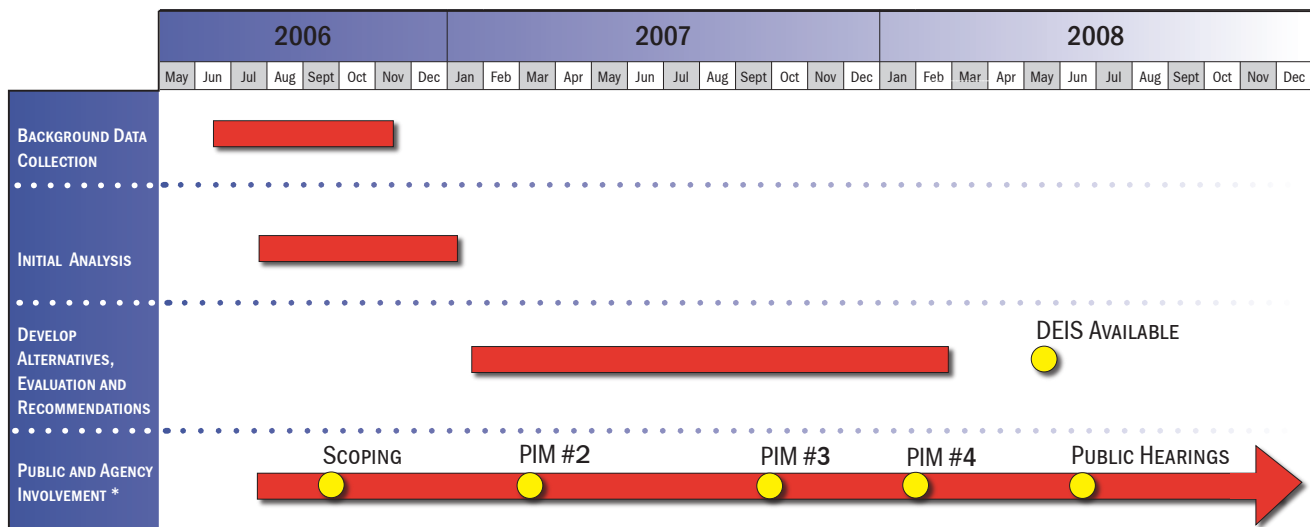
- Conduct pre- and post-game events and modify traffic signal operations, signing, and traffic control personnel to stagger arrivals and departures.
- Notify the public of game schedules to encourage travel adjustments on game days.

**Comment 4: Will it be possible to reduce congestion in the Corridor?**

Roadway congestion weighs on the minds of many Americans throughout the country. We are quickly running out of conventional solutions to relieve congestion. It is often said, "we cannot build our way out of congestion" so more alternative transportation methods are being explored for the area. Transportation agencies will continue to encourage using mass transit for travel in the 14th Street Corridor.

The 14th Street Bridge Corridor EIS study team has identified a draft list of transportation demand management (TDM) and transportation system management (TSM) solutions, to strengthen the ability of the "Build" Alternatives in relieving traffic congestion. TDM and TSM strategies include consideration of bus only lanes, water taxi service, expansion of carpooling, encouraging more flexible work schedules and expanding telecommuting options. By combining these strategies with alternatives that emphasize improved pedestrian, bicycle, and transit systems within the study area, the team hopes to develop recommendations to reduce vehicle congestion by improving non-vehicular modes of travel within the corridor. You are strongly encouraged to attend one of the upcoming October public meetings and continue participating in the study into 2008. By study's end, the study team hopes that we can say "YES- we can reduce congestion!"

## Preliminary Project Timeline



\* All major public meetings will be conducted in pairs (DC and VA)



# Message from the Project Manager

Thank you all for your continued interest in the 14th Street Bridge Corridor EIS. Developing workable solutions to the mobility challenges in the corridor would not be possible without your ongoing participation.

The project is well into the alternatives development stage. With the ideas you gave us at the Spring meetings, the project team created an initial list of possible solutions that range from improving pedestrian and bicycle connections over the river to finding ways to better use the existing roadway infrastructure in the accommodation of local trips by area resident, visitors, commuter, carpoolers, and local and regional buses. We found that in order to fully evaluate the degree of increased mobility and safety that each idea could achieve, the engineers needed to conceptually develop some redesigns of familiar trouble spots in both Arlington and the District. We invite you to attend one our meetings in October to examine these ideas firsthand and talk with the designers and planners about the possibilities. Also, many of the ideas we have heard for reducing

the overall travel demand are still very much under study.

Into the fall of this year, the team will further refine and evaluate the alternatives based on feasibility and criteria set by the project team and agency stakeholders. Once these ideas are developed and evaluated, there will be another round of public meetings, likely in the spring of 2008 to gather thoughts and ideas about the proposed alternatives.

The project website will continue to have updates on all new information related to this study, as well as links to contacting the project team. Please feel free to contact me with any question or concern you may have about this study.

Jack Van Dop  
Senior Technical Specialist and  
14th Street Bridge Corridor EIS  
Project Manager

## For More Information

Visit the project website at:  
[www.14thstreetbridgecorridoreis.com](http://www.14thstreetbridgecorridoreis.com)

Get on the project  
mailing list by emailing:  
[14thstreetinfo@kci.com](mailto:14thstreetinfo@kci.com)

For additional information,  
please contact:

Jack Van Dop  
Project Manager  
Federal Highway Administration-  
Eastern Federal Lands Highway Division  
21400 Ridgetop Circle  
Sterling, VA 20166  
703-404-6282



1920 L Street NW, Suite 500  
Washington, DC 20036