

14th Street Bridge Corridor Environmental Impact Statement Update Briefing

June 20, 2007

- ▶ **Review project history**
- ▶ **Review of project schedule**
- ▶ **Provide overview of existing conditions**
- ▶ **Next Steps**

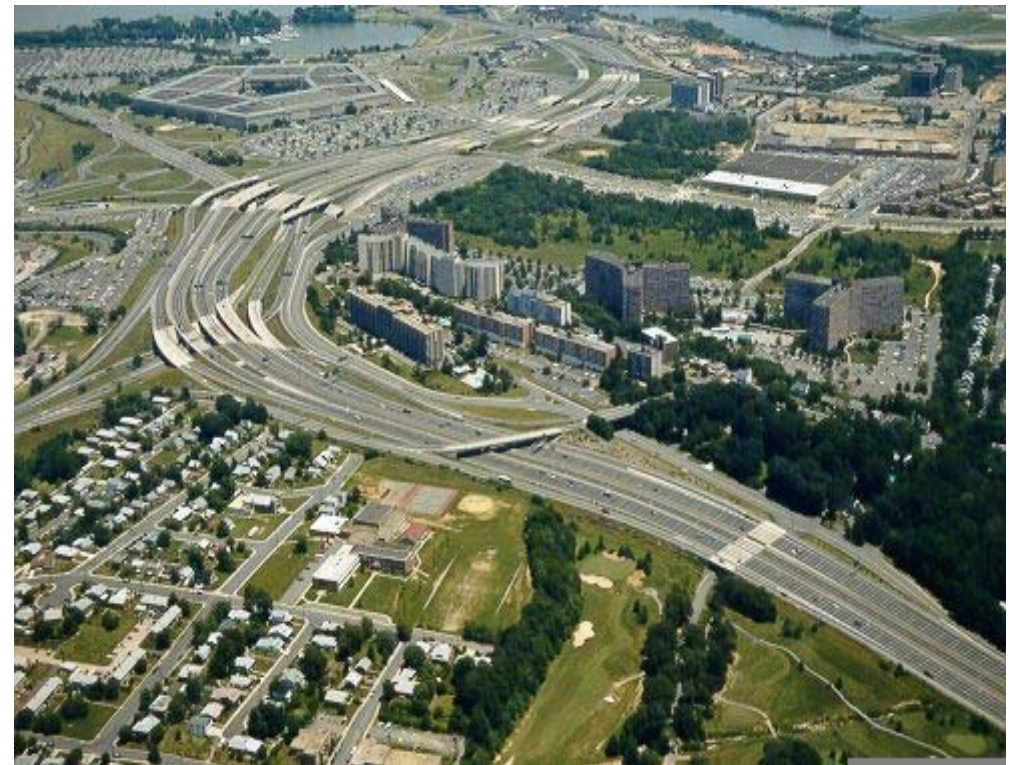




Photo courtesy of District of Columbia, 1946

Over time the number of bridges needed to carry traffic across 14th Street has increased...

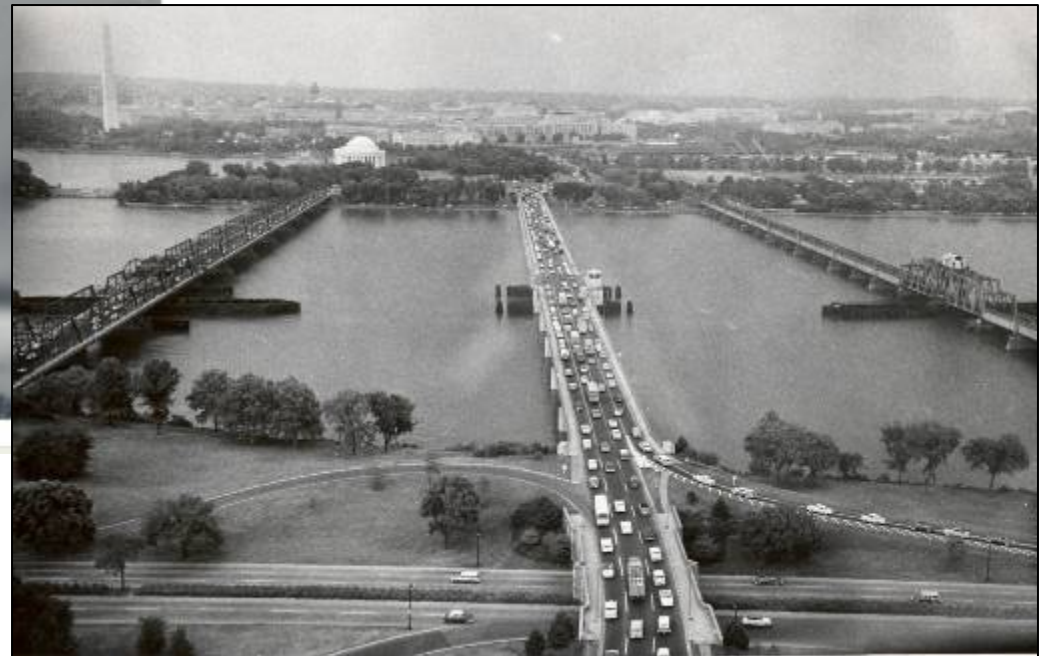


Photo courtesy of District of Columbia, 1964

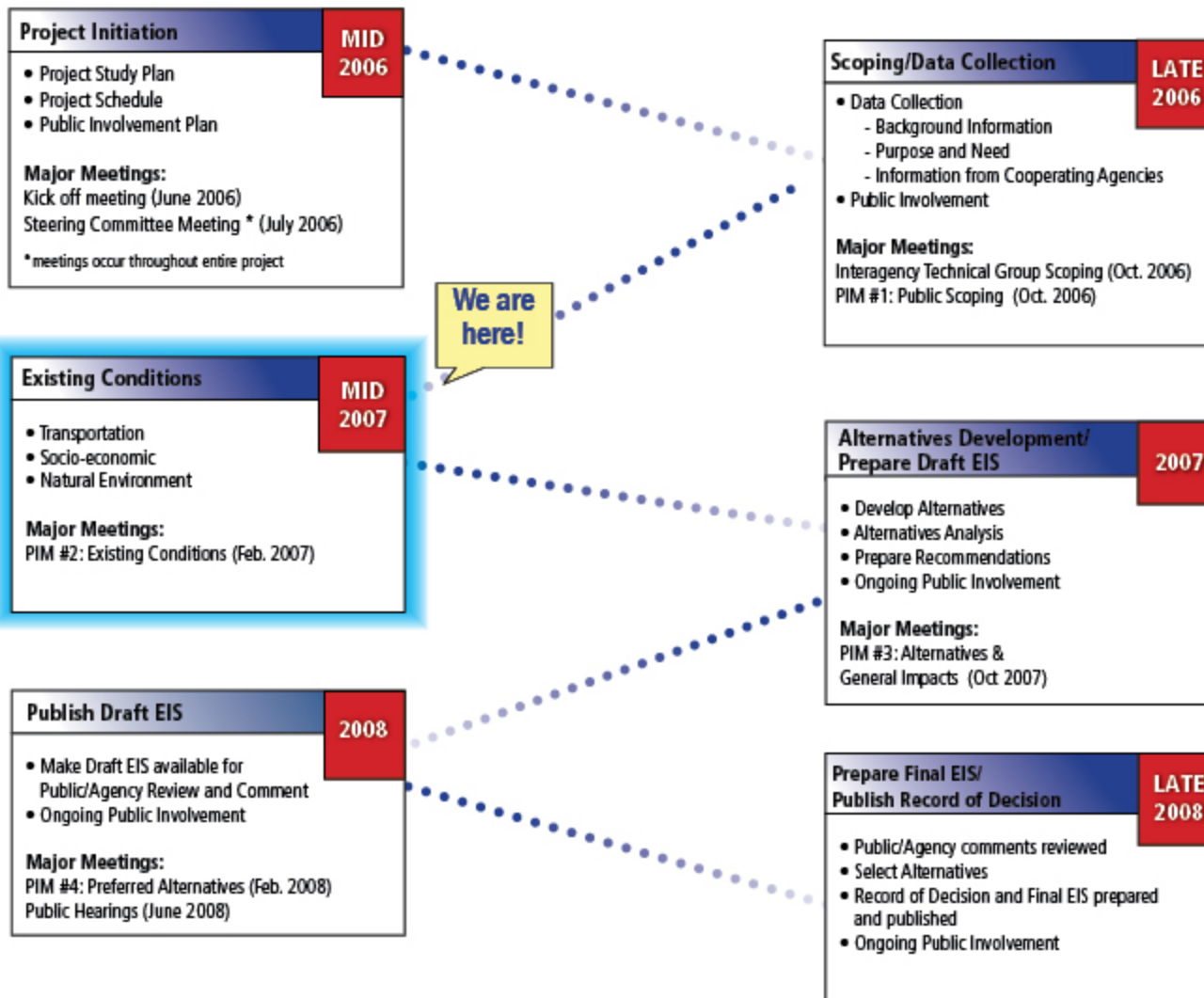
...to three four-lane highway bridges adjacent to a railroad bridge and the span carrying Metro.



Courtesy of the Government of the District of Columbia

- ▶ **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 study to identify improvements to the 14 Street Bridges**
- ▶ **June 2006 - FHWA – initiates EIS**

NEPA Process and Schedule



The purpose of this project is to identify actions in the corridor that can:

- ▶ *reduce congestion,*
- ▶ *enhance safety, and*
- ▶ *improve traffic operations.*



► **Representatives from**

- **Federal Highway Administration (FHWA)**
- **Virginia Department of Transportation (VDOT)**
- **District of Columbia Department of Transportation (DDOT)**
- **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
- US DOT

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:

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

- ▶ **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**

Sampling of what we heard from the Public and the Agencies:

- ▶ Reduce vehicle trips across the Potomac River
- ▶ Reduce vehicle traffic within the District
- ▶ Address location specific traffic issues
- ▶ Address location specific pedestrian and bicycle issues
- ▶ Improve the visual/aesthetic quality of the area
- ▶ Protect and improve the natural environment

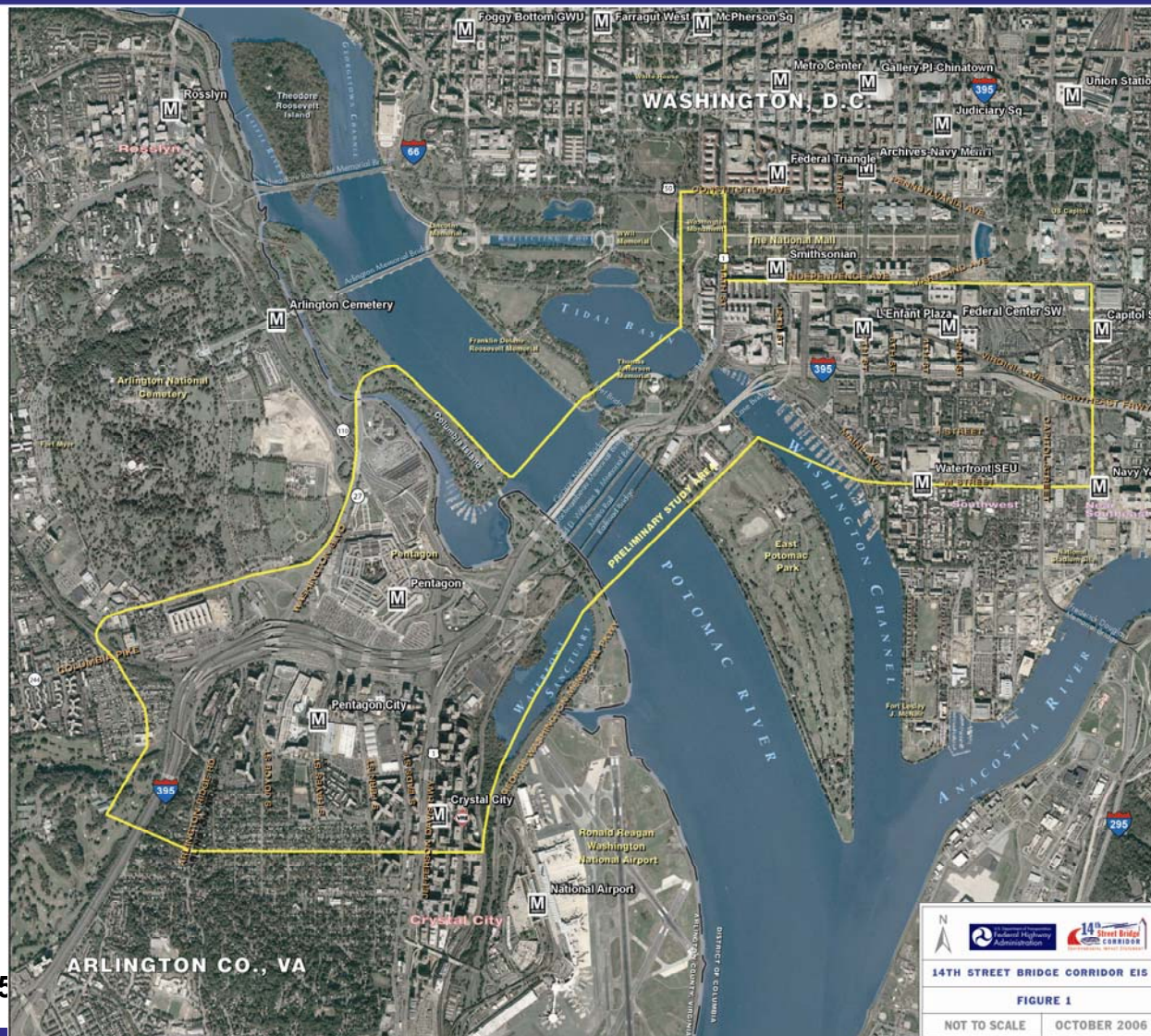
TRANSPORTATION IMPROVEMENTS, PLANS, AND PROGRAMS:

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

▶ PROPOSED IMPROVEMENTS CONSIDERATION AND CONSISTENCY

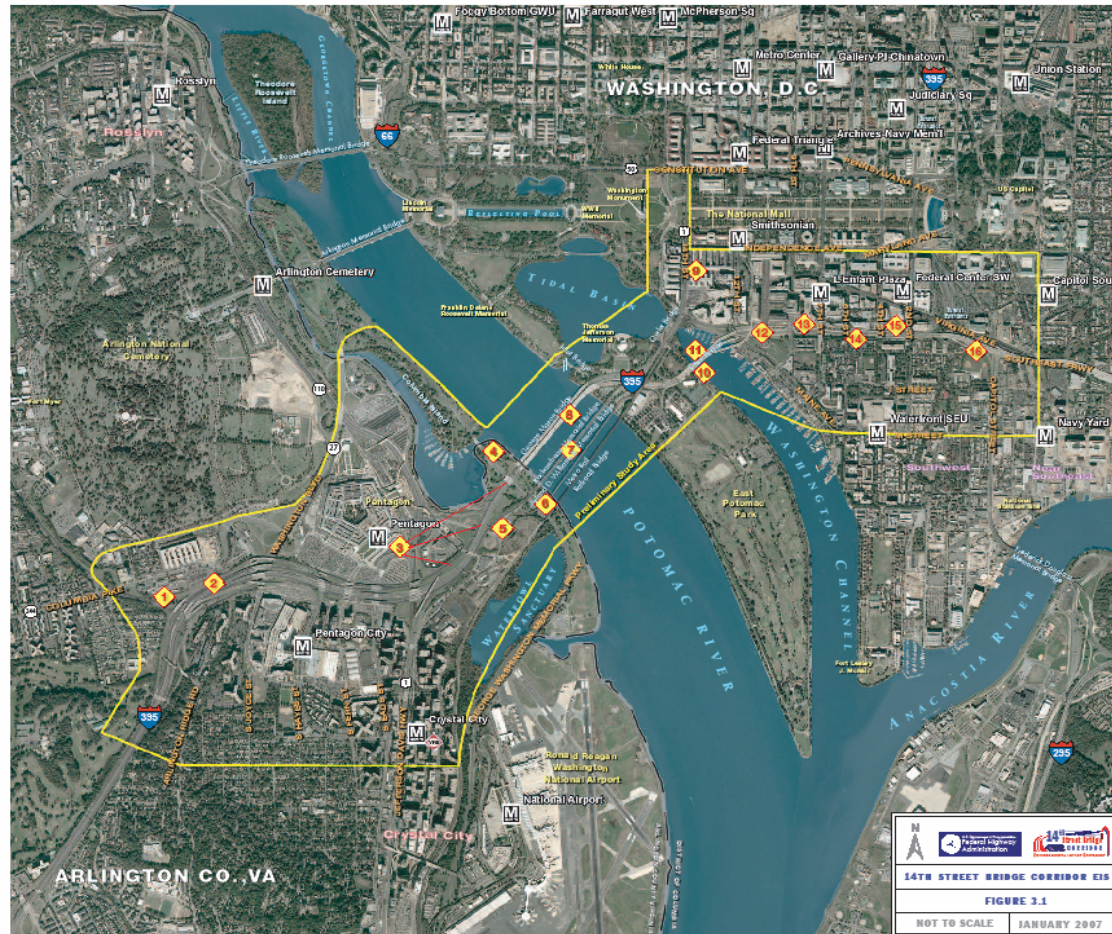
- ▶ **South Capital Street Bridge EIS**
- ▶ **11th Street Bridge EIS**
- ▶ **DC Alternatives Analysis Study**
- ▶ **TransAction 2030**
- ▶ **Arlington County Master Transportation Plan Update**
- ▶ **Arlington Metro Station Access Studies**
- ▶ **Columbia Pike Transit Alternatives Analysis**
- ▶ **Washington's Waterfronts**
- ▶ **District of Columbia Bicycle Master Plan**
- ▶ **Comprehensive Plan for National Capital: Federal Elements**
- ▶ **DC Baseball Stadium . . . And Many Others**

- ▶ Project Setting
- ▶ Transportation Conditions
- ▶ Planned Improvements by Others
- ▶ Social and Cultural Features
- ▶ Natural Environment



ROADWAY DEFICIENCIES

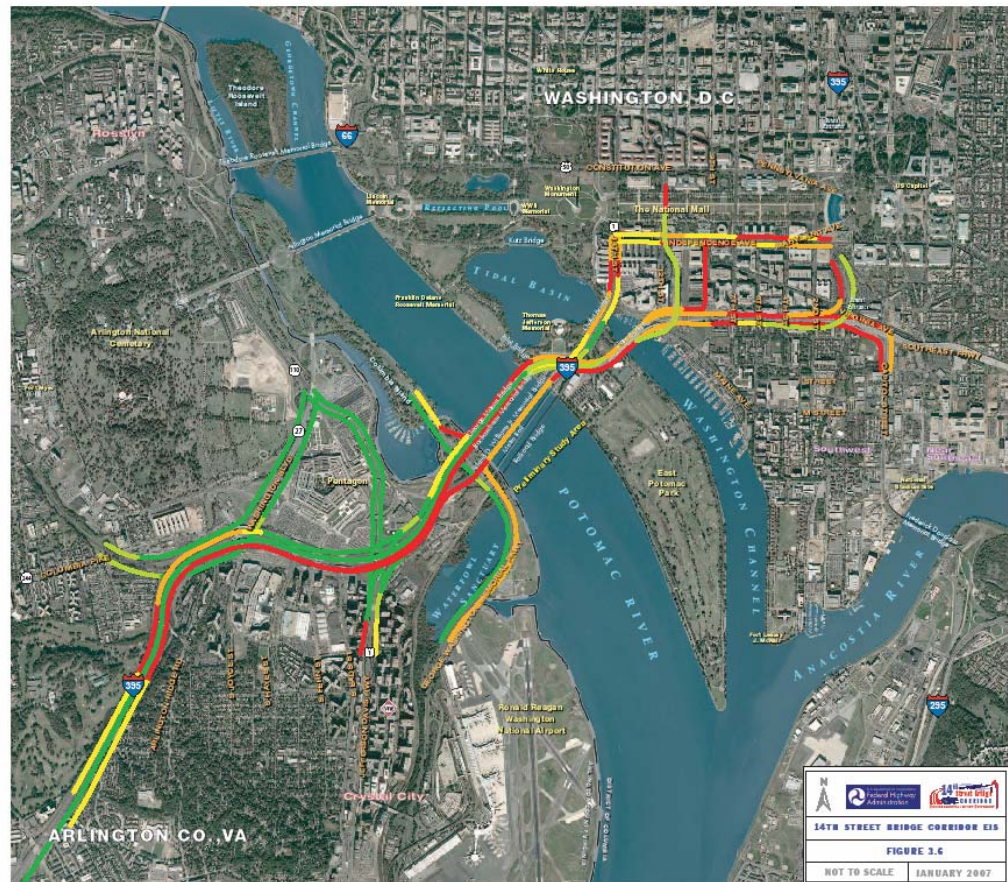
- 1 Junction at Northbound I-395 with Southbound VA Route 27 and Columbia Pike (VA Route 244)
- 2 Southbound I-395 merge with Southbound Washington Blvd. (VA Route 27)
- 3 Southbound I-395 between GWMP and VA Route 110
- 4 Exit ramp from Southbound I-395 to Northbound GWMP
- 5 Northbound I-395 at Boundary Channel Road
- 6 Northbound I-395 between Boundary Channel Road and GWMP
- 7 Northbound Arland D. Williams Bridge between GWMP and I-395/14th St. split
- 8 Southbound I-395 (Including Southbound George Mason Bridge) between I-395/14th St. split and GWMP
- 9 14th Street signalized intersections at C Street
- 10 Northbound I-395 (Including 14th Street split Case Bridge) to NB I-395 12th Street exit
- 11 Southbound I-395 (Including Case Bridge) from 9th Street on-ramp to George Mason Bridge/Rochambeau Bridge Split
- 12 Northbound I-395 at exit for Maine Ave.
- 13 Southbound I-395 at exit for Maine Ave.
- 14 Northbound I-395 from Northbound 9th Street on ramp I-395 split
- 15 Southbound I-395 from the I-395 tunnel and Southeast Freeway
- 16 Northbound South Capital Street Ramps to NB I-395 3rd Street Tunnel Entrance and SB I-395



Existing Traffic Conditions



Existing Traffic Conditions



George Mason Memorial Bridge

Carries SB I-395 over Potomac River
Four 12-foot lanes
Eight-foot sidewalk/bike path
Fair Condition
Narrow shoulders

Rochambeau Memorial Bridge

Carries I-395 express traffic in both directions
Four 12-foot lanes
Fair Condition

Arland D. Williams Bridge

Carries NB I-395 over Potomac River
Four 12-foot lanes
Fair Condition
Narrow shoulders



RAIL SYSTEMS

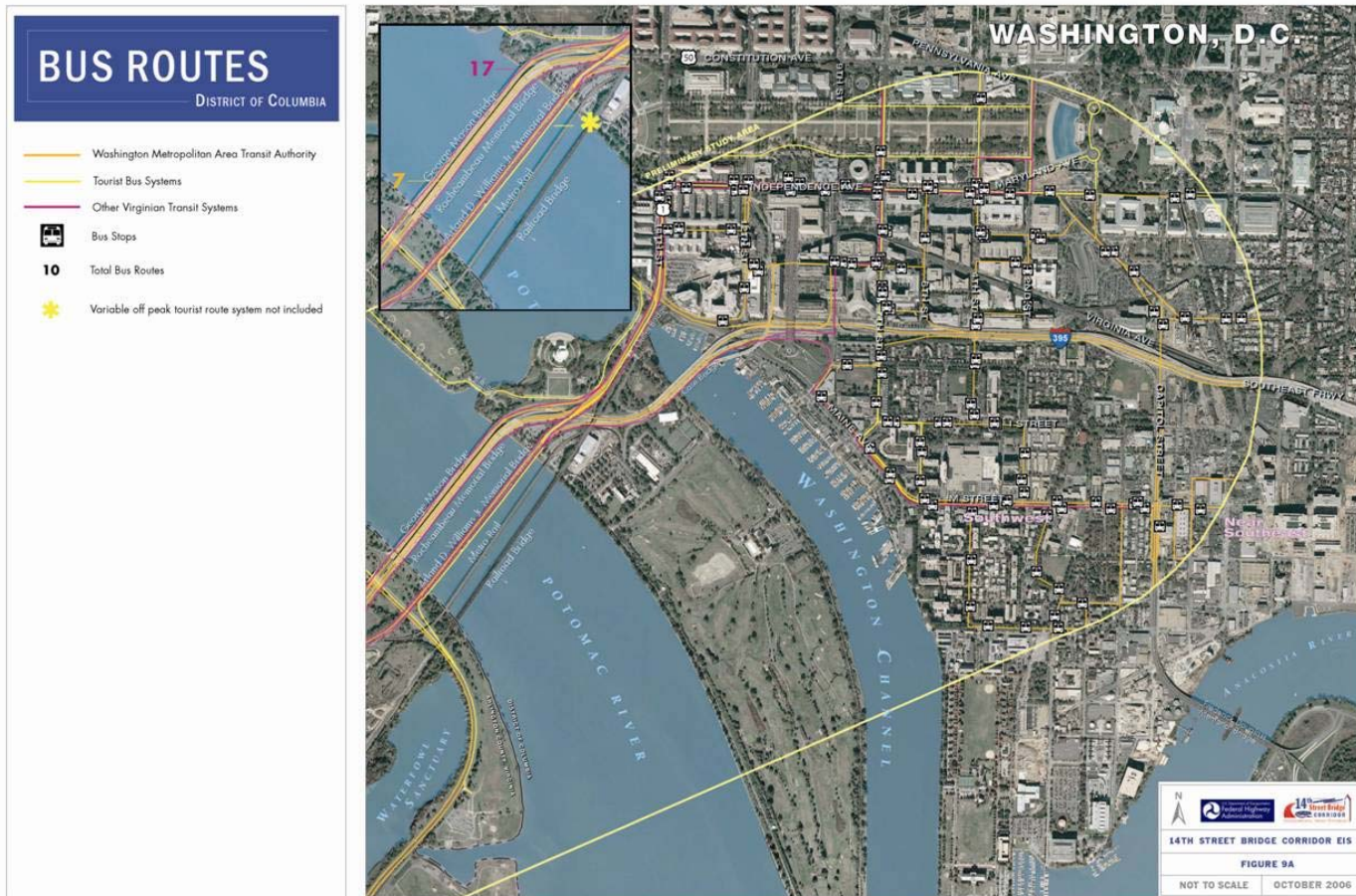
- M** Washington Metropolitan Area Transit Authority (METRO) Rail
- Blue Line
 - Yellow Line
 - Orange Line
 - Green Line

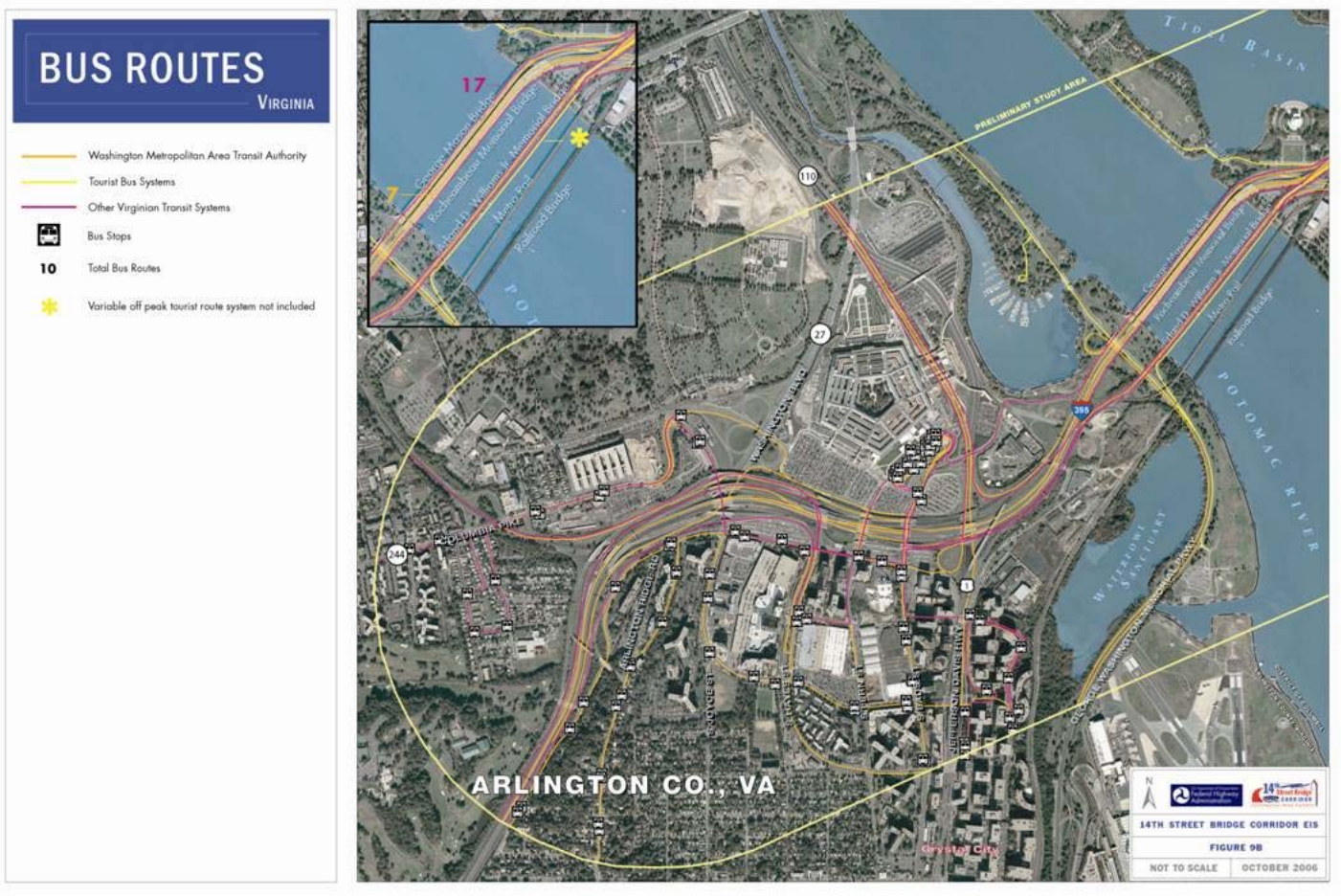
- VE** Virginia Rail Express
Fredericksburg and Manassas Lines

VRE Lines	Station	Passenger Boardings		
		2003	2004	2005
Fredericksburg	L'Enfant Plaza	1,119	1,252	1,309
	Cryptal City	1,853	1,345	1,178
Manassas	L'Enfant Plaza	1,279	1,441	1,553
	Cryptal City	491	768	793

Metro Rail Lines	Metrolink Station	Passenger Boardings		
		2003	2004	2005
Yellow, Blue	Foggy Bottom	15,706	15,304	15,208
Yellow, Blue	Foggy Bottom	13,609	12,894	12,800
Yellow, Blue	Cryptal City	13,600	12,706	12,800
Yellow, Blue, Orange, Green	L'Enfant Plaza	21,800	22,309	21,900







Trail Systems

- ▶ Mount Vernon Trail
- ▶ Potomac Heritage Trail
- ▶ East Coast Greenway Trail
- ▶ Capital Street Trail

Bike Trail Conditions

- ▶ Lack of continuity
- ▶ Bike trails adjacent to high speed traffic
- ▶ Lack of adequate pavement marking and signing
- ▶ Heaviest activity between 8:15 AM and 9:15 AM



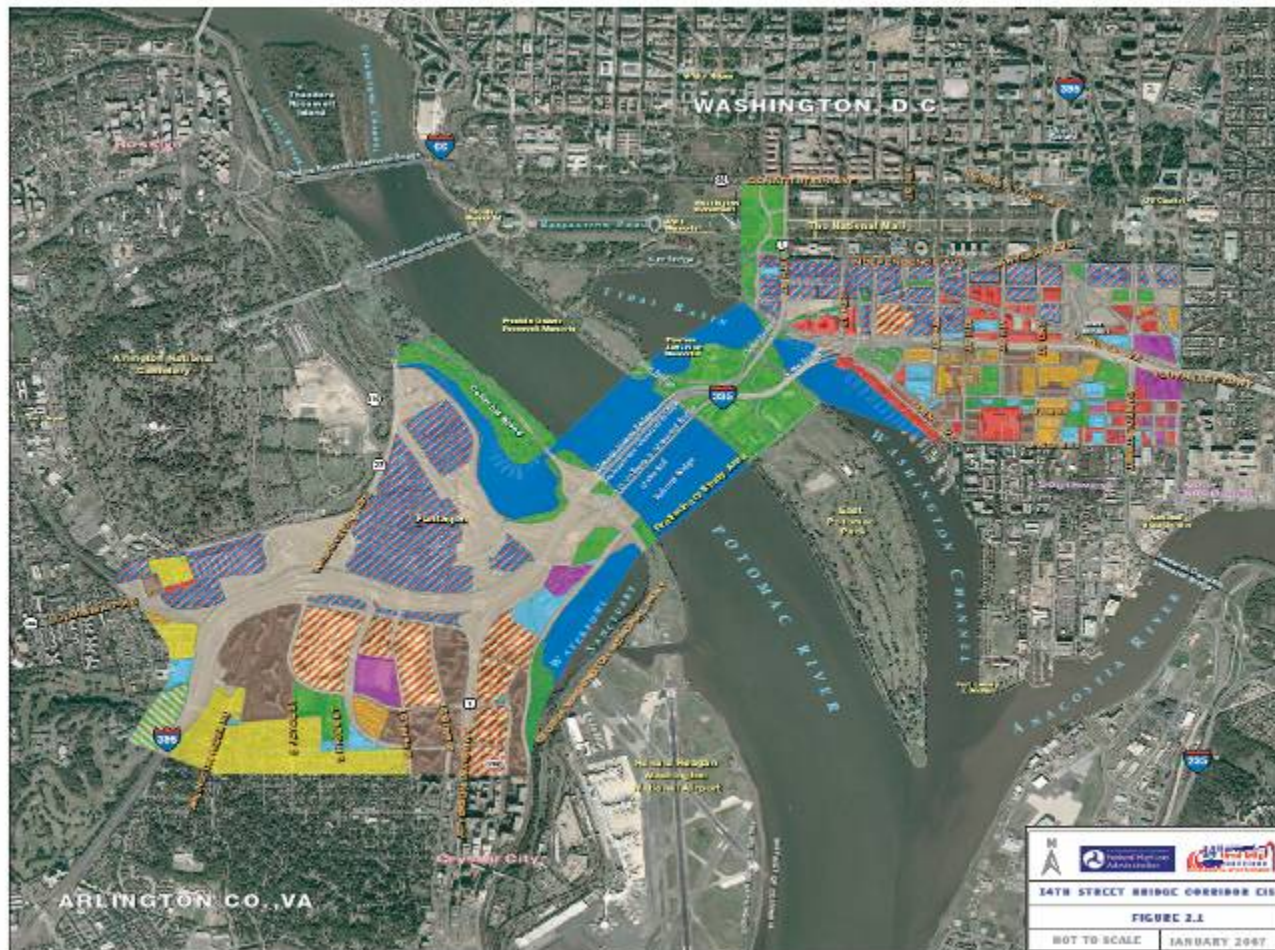
Top 5 busiest intersections (based on pedestrian volumes):

- ▶ C Street at 6th Street, SW
- ▶ D Street at Maryland Avenue & 7th Street
- ▶ 14th Street, SW/ Independence Avenue
- ▶ 7th Street, SW/ Independence Avenue



LAND USE

- Commercial and Services
- Industrial
- Transportation, Communications, and Utilities
- Mixed-Use
- Governmental/Federal
- Parks and Open Space
- Institutional
- Rivers, Streams, and Canals
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Golf Courses



- ▶ Natural Environment
 - ▶ Potomac and Anacostia rivers
 - ▶ Water quality, wetlands, floodplains
 - ▶ Several threatened or endangered species may be present
 - ▶ Habitat: Terrestrial and Aquatic
- ▶ Air quality analysis
- ▶ Noise analysis
- ▶ Aesthetics and viewsheds
- ▶ Hazardous materials investigation



Website – www.14thstreetbridgecorridoreis.com

PUBLIC MEETINGS

- ▶ Dates posted website when scheduled
- ▶ Ads in local papers
- ▶ 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 project website
- ▶ Distributed to all on mailing list via either mail or e-mail