

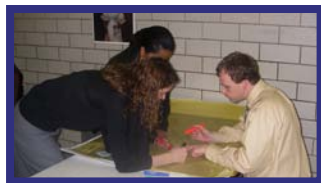
## Visualizing the Future: The Second Round of Public Information Meetings



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

Amidon Elementary School in Southwest Washington, DC and the Aurora Hills Community Center in Arlington County, Virginia (Arlington) were the sites for the second round of Public Information Meetings for the 14th Street Bridge Corridor Environmental Impact Statement (EIS) held on February 27 and 28, 2007 respectively.

During the "open house" segment of the meeting, presentation boards and graphics were displayed showing the existing transportation, physical, and social characteristics of the study area. Members of the study team circulated throughout the room to answer technical questions and discuss the project. A slideshow presentation accompanied the open house. [The slideshow and display boards can be viewed and downloaded from the project website under "Resources".]



At Amidon Elementary School, workshop participants discuss and draw possible solutions to corridor congestion.

Throughout the presentations, participants shared comments and questions about the project. A common issue raised at the Washington, DC meeting was the possible impacts to the surrounding neighborhoods from the project. With the new baseball stadium and the current traffic conditions surrounding South Capitol Street, citizens are very concerned with possible congestion. Therefore, attendees suggested traffic

calming activities, congestion pricing, and simply encouraging non- automobile travel to alleviate the traffic strain on the neighborhoods.

The discussions at the Arlington meeting focused more on bicycle and pedestrian routes, implications from the Base Relocation and Closure (BRAC), and the signing on I-395 in Arlington. Several attendees suggested that access to I-395 be limited at certain times and that the corridor should feel more like an urban boulevard. Carrie Johnson, an Arlington meeting attendee, stated that, ". . . [the corridor] could take on the shape of an urban street with traffic lights . . ."

Following the presentation by Federal Highway Administration (FHWA) and the consultant team, meeting attendees at both meetings were invited to participate in a workshop activity that involved alternatives development. The activity used large maps of the study area, tracing paper, and color coded markers for participants to visually depict their ideal transportation solutions. Participants showed enthusiasm as they used the tracing paper to suggest components of a future 14th Street Bridge Corridor. By the end of both workshops, participants had shared diverse ideas that will be reviewed in conjunction with the existing conditions. This will provide a good range of alternatives for the team to evaluate.

"We received a lot of positive, forward thinking ideas that can be used to generate our list of improvement options for the future of this corridor," stated Lisa Landers, Environmental Protection Specialist for the FHWA.

Participants created five maps at the Washington, DC meeting, and three maps at the Arlington meeting. The maps had a combined total of 52

*cont'd on page 2*

## NEWS UPDATES

- Existing Condition Report posted on website
- Improvement Options are now being developed
- Alternatives Development Activity posted on website

## STATE OF THE STUDY AREA

An "Existing Conditions Report" was drafted by the study team and is now finalized and available on the website. This document, prepared with assistance and input from numerous agency stakeholders presents a comprehensive inventory of the current conditions of the study area, as of the date of publication. The report illustrates existing transportation conditions, existing social and cultural features, and natural environmental conditions. Recognizing that area conditions or future plans may change prior to the finalization of the Environmental Impact Statement, the Existing Conditions Report does not mark the end of data collection, but it does provide a solid reference for future project activities.

The Existing Conditions Report does not speculate on future conditions, nor were any alternatives developed or discussed. Knowing the existing make-up of the study area, however, allows for accurate evaluation of proposed alternatives. Currently, alternatives are being developed with help from ideas obtained at the recent Public Information Meetings. The proposed alternatives will then be considered within the context of the existing conditions and projected future growth.

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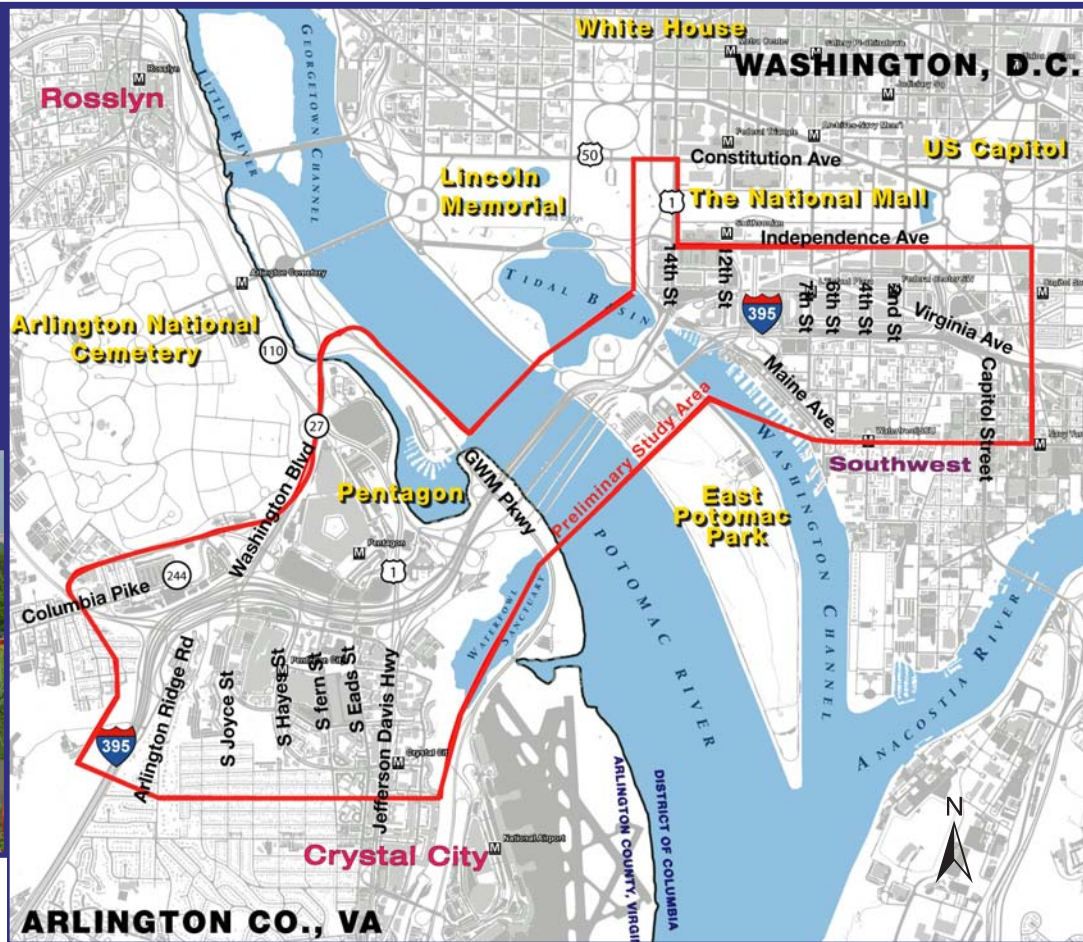
# Project Snapshot

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



Photo by the National Park Service



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

## Visualizing the Future:

### The Second Round of Public Information Meetings (Cont'd)

different illustrated ideas for the corridor; most of them being combined to form groups of ideas. There were three prevalent themes discussed in Washington, DC; non-construction initiatives, ramp closures, and maintaining the neighborhood feel. Likewise, Arlington participants also suggested non-construction alternatives, but matched those with locations for increased wayfinding signs and concern for the bicycle and pedestrian paths.

Washington, DC participants accounted for 32 of the 52 total suggestions. Of these suggestions, numerous maps depicted Water Street being maintained as is, instead of being closed and turned into an urban town center. Participants also described non-construction activities to reduce congestion, such as congestion pricing, a gasoline tax, and a commuter tax. Lastly, attendees suggested that the Maine Avenue Exit of I-395 should be closed, as to not draw the traffic into the neighborhood street network.

In response to the turnout in Washington, DC, Angela Jones, Senior Transportation Planner/Engineer with the consulting firm KCI Technologies, Inc., stated, "Participants at the meeting showed real concern for their neighborhoods. Area residents care a great deal about their neighborhood. It is important to remember this study is being performed with consideration of minimizing the adverse affect of any transportation system improvements on the neighborhoods while examining ways of reducing congestion, enhancing safety, and improving traffic operations in the corridor."

The participants at the Arlington meeting also discussed non-construction alternatives, such as adding wayfinding where none exists and improving

the existing signing of the area. Arlington attendees discussed many ideas to improve the bicycle and pedestrian trails ranging from connecting two trails that currently do not intersect, to creating new bike lanes. The participants also discussed and drew the corridor as an urban boulevard, placing traffic lights and road-side signing along I-395 to create a more pedestrian-friendly corridor.

The project team has collected all the ideas and will evaluate them for inclusion into possible alternatives. These ideas will be formulated reviewed and presented at public meetings tentatively scheduled for the fall. For additional information, please visit our website at [www.14thstreetbridgecorridoreis.com](http://www.14thstreetbridgecorridoreis.com).



Lauren Bowman, KCI Technologies, is welcoming Arlington Public Information Meeting Attendees Ted Saks and Carrie Johnson. Ms. Johnson stated that "...[the corridor] could take on the shape of an urban street with traffic lights..."

# Meeting the Neighbors

The project team for the 14th Street Bridges Corridor Environmental Impact Statement (EIS) has been tracking all projects that could potentially influence the project, or vice versa. The team has cataloged the known projects in the area and is monitoring the progress of those projects. During the second round of Public Information Meetings, the attendees highlighted several projects of particular interest.

The High Occupancy Toll Lanes Project, or HOT Lanes Project, is a high profile project that directly affects the Arlington portion of the project study area and could indirectly affect Washington, DC. This project will add a lane to the current High Occupancy Vehicle lanes from Eads Street in Arlington County to Dumfries in Prince William County and eventually extend the lanes to the

Massaponax exit in Spotsylvania County, Virginia. These lanes can be used at no cost to HOV-eligible vehicles, buses, and emergency vehicles, but will also allow all others with a paid toll.

“The HOT Lanes Project is of interest for the people living or traveling through Arlington. The implication for this project affecting traffic patterns in the District is also something that the project team is studying,” stated Jack Van Dop, Project Manager with the Federal Highway Administration.

The HOT Lanes Project is a Public-Private Partnership between Virginia Department of Transportation and Fluor-Transurban. A 14th Street Bridges Corridor EIS project team member regularly coordinates with the partnership in order to maintain up-to-date information. For more information on this project, please visit the VDOT webpage, [http://www.virginiadot.org/projects/ppta-I-95\\_I-395HOTLanes.asp](http://www.virginiadot.org/projects/ppta-I-95_I-395HOTLanes.asp).

On a snowy day in early March, representatives from various agencies joined the project team for a field view of the study area, including areas affected by the HOT Lanes Project as well as other on-going studies in the region. During this day-long field view, participants gained a better understanding of the existing conditions and the future implications of mobility in 14th Street corridor.

Concern about the new baseball stadium and its impact on the Southwest Washington, DC neighborhood and overall traffic patterns was raised at both project team meetings and Public Information Meetings. As such, representatives toured the stadium area and discussed impacts on the surrounding neighborhoods, as well as the area’s traffic system. The project team will continue to monitor the stadium traffic studies and include potential impacts on the 14th Street Bridge Corridor during the development of alternatives.

“Area residents expressed uneasiness about the traffic implications of the stadium. This is something that the project team will remain aware



Members of the project team gather at the foot of Air Force Memorial in Arlington Virginia, during a field view of the study area. Participants viewed the proposed HOT lanes terminus point in Arlington, as well as the new Baseball Stadium site in DC.

of throughout the process of developing alternatives for the 14th Street Bridge Corridor,” stated Mark Cheskey, Project Manager with the consulting firm KCI Technologies, Inc.

Among other projects and studies examined during the field view that continue to be of importance to the 14th Street Bridge Corridor EIS are:

- Arlington National Cemetery Expansion
- Anacostia Waterfront Initiative
- Base Realignment and Closure
- North Tract Park
- NOVA Bikeway and Trail Network Study
- Southeast Federal Center
- Pentagon and Navy Annex Master Plan
- L’Enfant Promenade and Benjamin Bannecker Park Improvements
- Thomas Jefferson Memorial Security Improvements
- South Capitol Street Improvement
- George Washington Memorial Parkway Roadway and Trail Safety Improvements
- Major private development projects

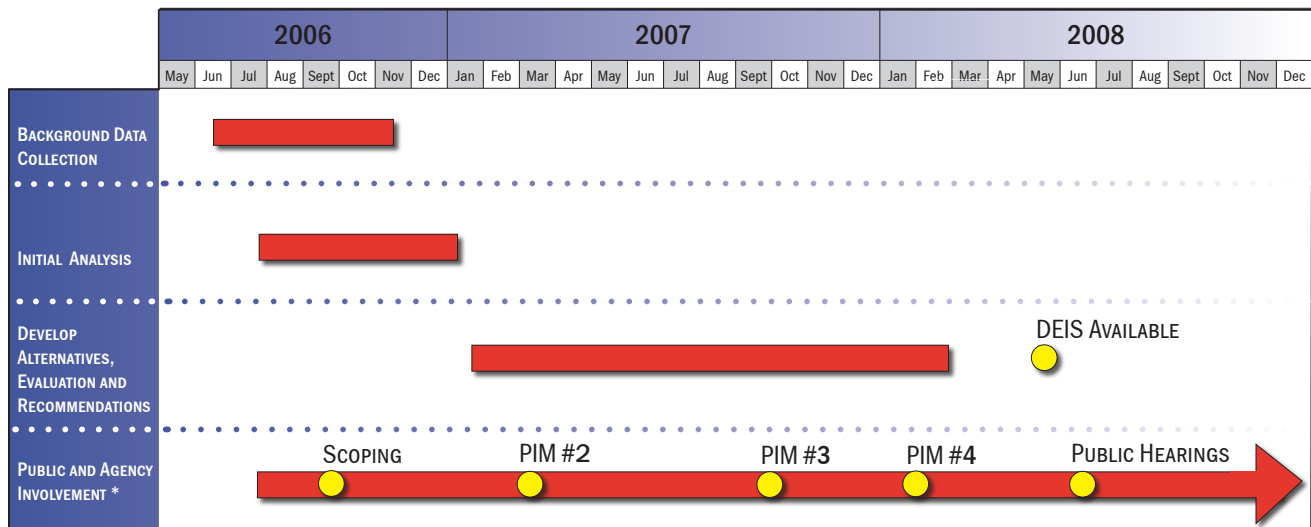


This image represents the location of the HOT lanes in Virginia. These lanes are planned to terminate just prior to the 14th Street Bridge Corridor.

## Agencies Participating in March Field View Included:

Washington Headquarters Service (WHS), Pentagon Force Protection Agency (PFPA), Federal Highway Administration (FHWA), Virginia Department of Transportation (VDOT), National Park Service-George Washington Memorial Parkway (GWMP), National Park Service-National Mall and Memorial Parks (NAMA), Arlington County, and the District Department of Transportation (DDOT),

# Preliminary Project Timeline



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

PIM: Public Information Meeting

Updated 4/07



# Message from the Project Manager

Thank you all for your continued interest in our study and welcome if this is your first exposure to the 14th Street Bridge Corridor EIS. With the number of people that participated in both the Arlington and the Washington, DC public workshops in late February and ongoing agency coordination, the project team is gaining a good grasp of the mobility challenges and opportunities in the corridor. Developing solutions would not be possible without this input.

The study is now in the alternatives development stage. With the ideas you gave us and other input, the project team will make an initial list of possible improvement options and congestion reduction strategies. From this long list, alternatives will be developed and evaluated 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 to gather thoughts and ideas about the proposed alternatives. This process will happen over the next six months, with the third set of Public Information Meetings targeted for the fall of 2007.

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.

Enjoy the summertime!

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  
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