

## Public Gets First Look of Improvement Options

On October 9th and 10th, 2007 the Federal Highway Administration-Eastern Federal Lands Highway Division and its partners held the third round of the 14th Street Bridge Corridor Public Information Meetings. This round of meetings gave attendees a first look at the possible transportation options for the corridor and a chance to comment.



*Highway concepts were presented in detail at the Arlington Meeting.*

The meetings were held in Arlington, VA at the Aurora Hills Community and Senior Center on the 9th and in Washington, DC at Amidon Elementary School on the 10th. The meetings began at 6:30pm with an Open House that allowed the participants to view the displays and talk to the project team. A short presentation at 7:00pm provided an overview of the project and its progress. A second open house session followed the presentation to allow those in attendance to look at each improvement option in detail and ask the project team any questions.



*Arlington attendee highlights an area of concern in the study area to a Consultant team member.*



*Consultant Project Manager, Mark Cheskey discusses concepts with a DC meeting attendee.*

### ATTENDEES ASKED TO HELP SHAPE ALTERNATIVES

Attendees were also asked to complete an activity called "Build an Alternative." The exercise had the attendees select from the dozens of options to create a complete transportation alternative based on what they felt met the project's purpose and need.

The completed activity sheets are now being used by the project team to narrow the options to those that will be retained for further in-depth study.

The 43 options developed by the project team were presented in four different groups: Transit Concepts, Highway Concepts, Bicycle/Pedestrian Concepts, and Management Concepts. Transit Concepts focused on creating new

transit options as well as improving existing transit conditions including bus-only lanes and improved rail service. Reconstructing intersections and changing interstate access points fell into Highway Concepts. The Bicycle/Pedestrian Concepts focused on improved connectivity and improving signage throughout the corridor. The Management Concepts include a wide range of solutions including signing modifications, encouraging affordable housing, expanding tele-commuting and expanding incident management. The complete option lists are found on the project website at under "resources" [www.14thstreetbridgecorridoreis.com](http://www.14thstreetbridgecorridoreis.com).

## NEWS UPDATES

- Study area analysis underway using the new Regional Travel Model from Wash COG
- Alternatives evaluation ongoing



*DC attendee looks over the Bike and Pedestrian concept boards.*

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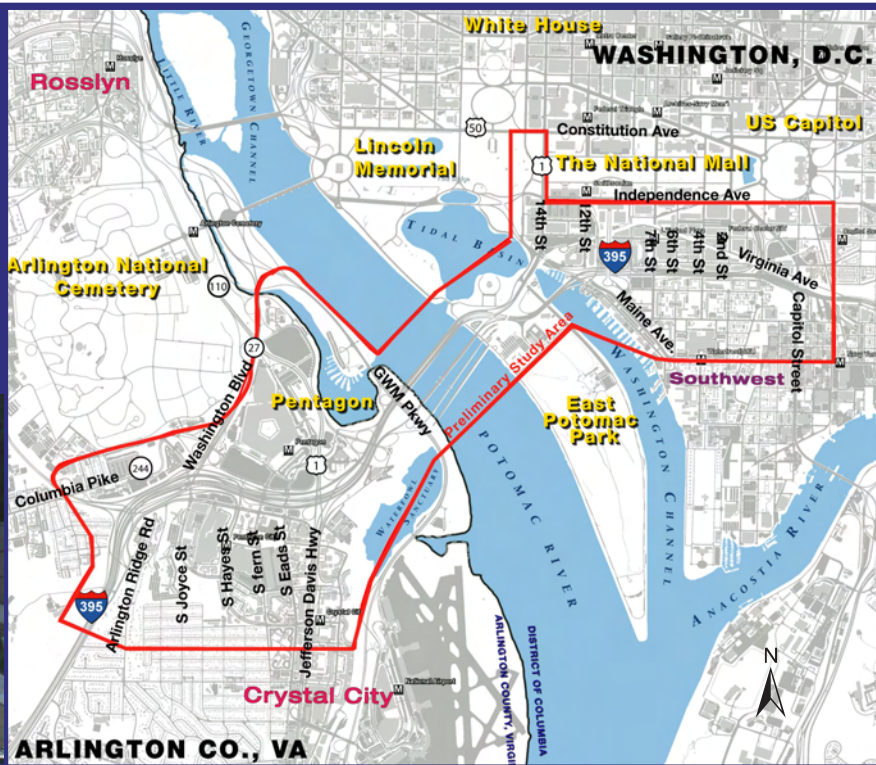
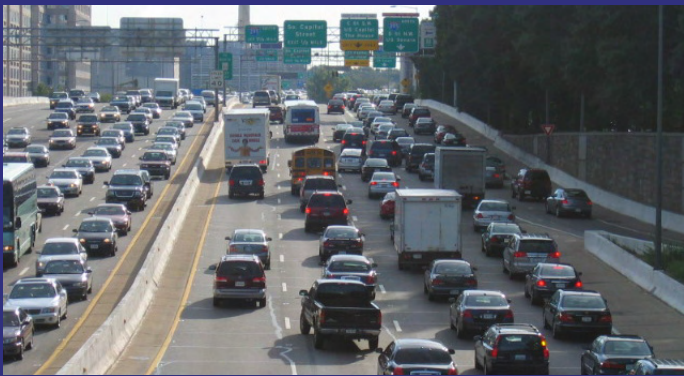
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# Project Snapshot

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.

## Public Gets First Look of Improvement Options (cont'd)

### TRANSIT AND BIKE/PEDESTRIAN OPTIONS POPULAR WITH ATTENDEES

The following options were selected by 50% or more of activity respondents at the Arlington meeting: expand the number of METRO cars in service, improve pedestrian connections in the corridor, and construct a separated bike/pedestrian crossing over the Potomac. During the meeting, several attendees said they would like to see improved transit and transit operations in the area as well as a publicly accessible Park-and-Ride at or near the Pentagon. The bicycling community responded favorably to the project team's effort of presenting options to improve bicycle and pedestrian conditions.



Arlington attendees take their first look at concepts developed by the project team.

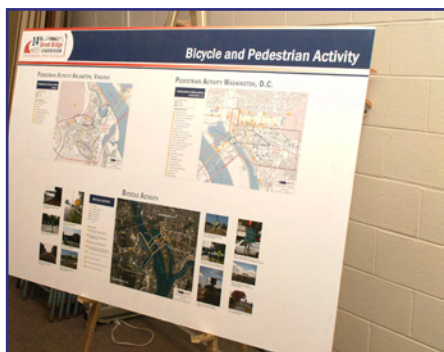
### MORE PUBLIC MEETINGS TO COME

Overall, the meetings were successful in receiving key input from area stakeholders. The project team received the feedback needed to further develop and refine options and alternatives that will consider the needs of the corridor and the surrounding community. The next round of public meetings will occur later in 2008 and will give the stakeholders more detailed information about each improvement option and their possible transportation and environmental impacts. For more information about the project and for materials from the meeting, visit the project website at [www.14thstreetbridgecorridoreis.com](http://www.14thstreetbridgecorridoreis.com).



A Consultant team member shows DC attendees the traffic model developed for the project.

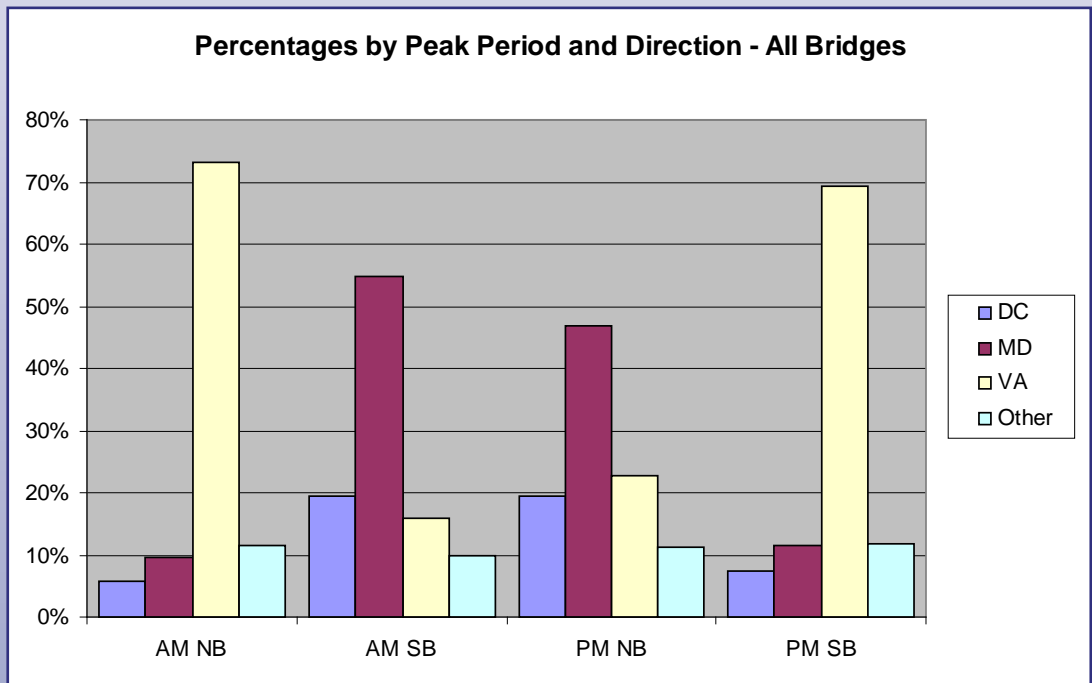
In the District, 50% or more of activity respondents selected the same options as those selected at the Arlington meeting. District attendees also favored the following additional options: create an integrated (DC-VA-NPS) bike system, including signing for commuters and other destination bikers; improve pedestrian signing; and implement signing modifications. The attendees at the meeting also stated that they were opposed to a transit center at Banneker Overlook and some mentioned a desire to have Maryland and Virginia residents pay a toll for entering the District. The community was also interested in how the study would incorporate traffic for the new National's Stadium, located adjacent to the study area.



The Project Team presented several ideas to improve bicycle and pedestrian connections in the corridor

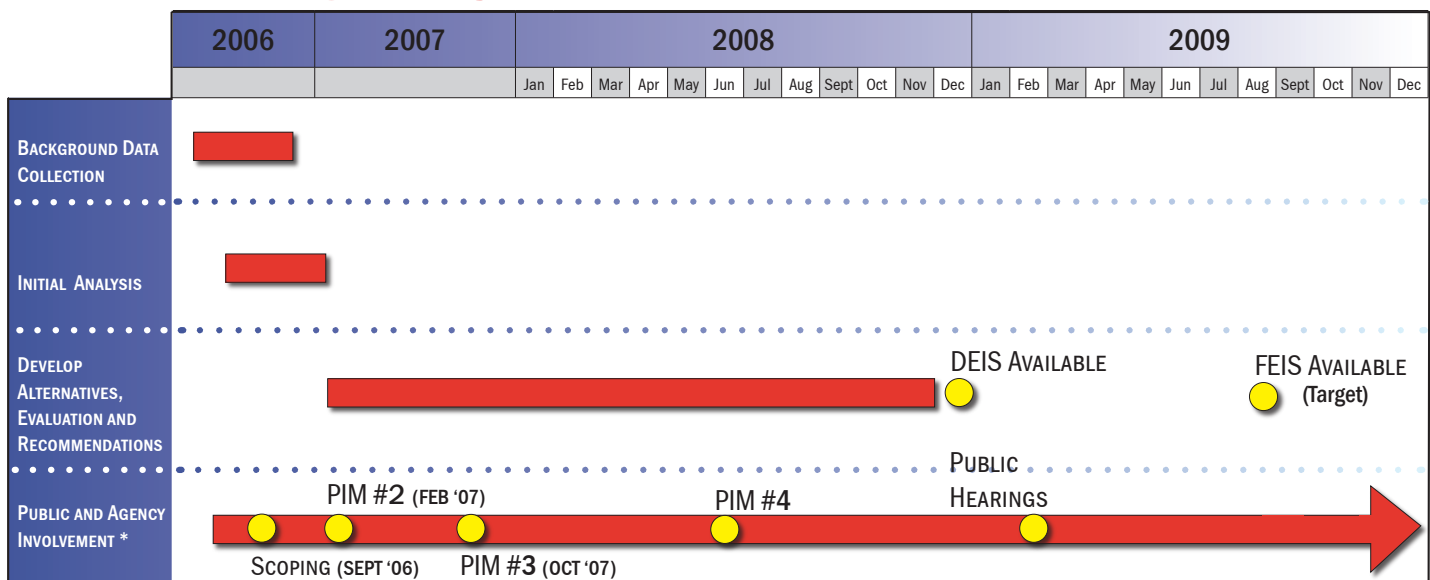
# License Plate Survey on the 14th Street Bridges

To improve our understanding of the current users of the corridor, the study team conducted a study of travel on the 14th Street Bridges using a license plate survey. During the first week in November 2007, we collected a sample of license plate numbers for all vehicles crossing during 3 hour AM and 3 hour PM peak periods, using video cameras with automatic license plate recognition capabilities. Nearly 90,000 license plate numbers were collected; the distribution by jurisdiction is illustrated below.\*



\*The automatic license plate recognition data collected and used for this travel study will be strictly limited to identifying the jurisdiction of registration (by state) and the registrant's zip code (not addresses or individuals).

## Preliminary Project Timeline



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

PIM: Public Information Meeting

Updated 2/08



## 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.

With the ideas you provided at the fall meetings, the project team is developing a full range of possible solutions that will be analyzed in detail using “state of the industry” traffic simulation models. In fact, we have delayed this analysis by a few months in anticipation of the newly released Regional Travel Model from Metropolitan Washington COG’s transportation experts. This updated model takes into account changes and imminent changes to the region’s transportation network and land use, including the Virginia HOT lanes and the National’s Stadium. With this new tool in hand, we are initiating the task of predicting traffic and travel impacts both in the immediate study area and in the region.

We invite you to attend one of our public meetings later this year to examine these

ideas firsthand and talk with the designers, planners and agency representatives 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 be preparing Draft Environmental Impact Statement. It will be made available for viewing at area libraries and be on our project website.

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  
Project Manager  
14th Street Bridge Corridor EIS

## 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)

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