

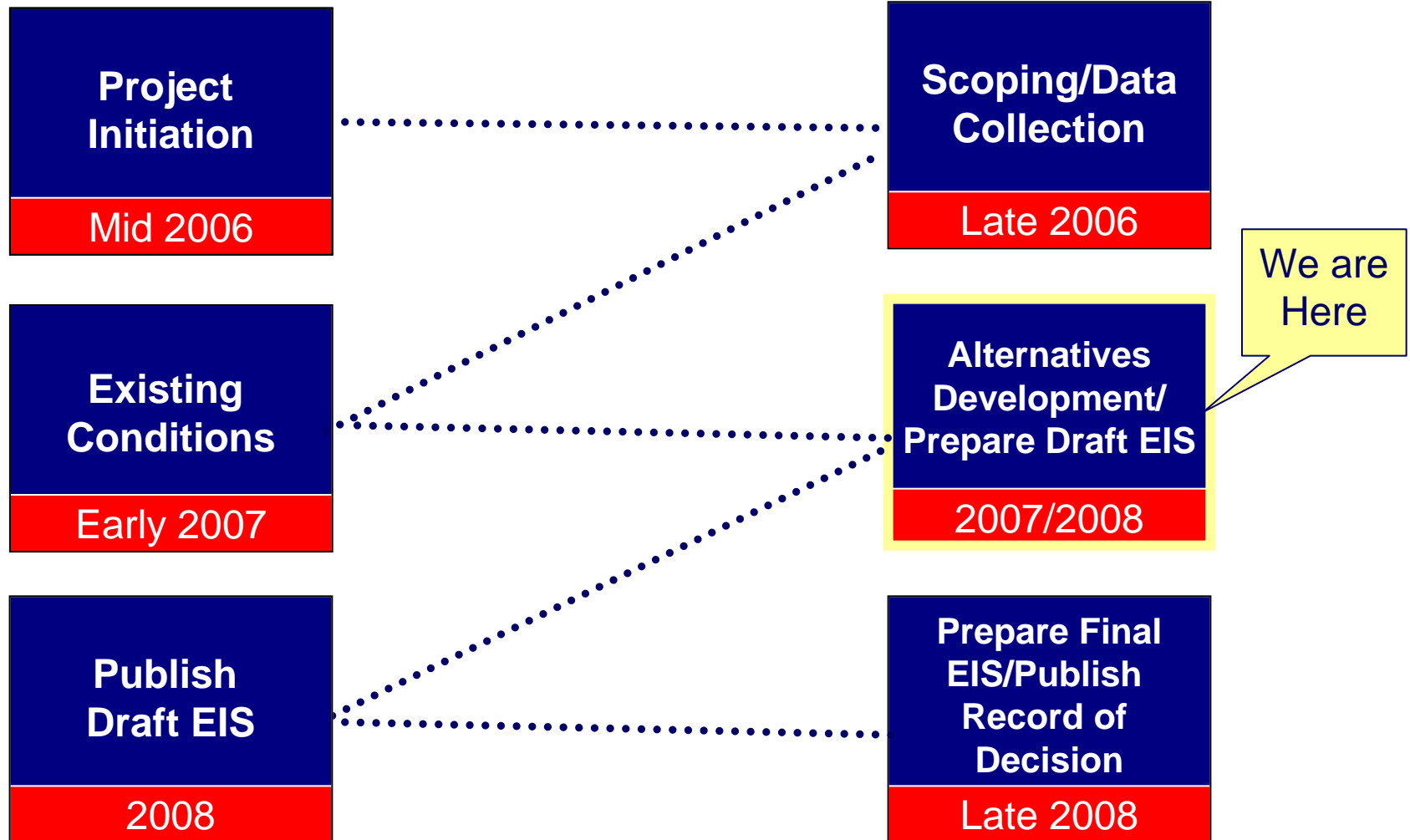
Status Report

to the

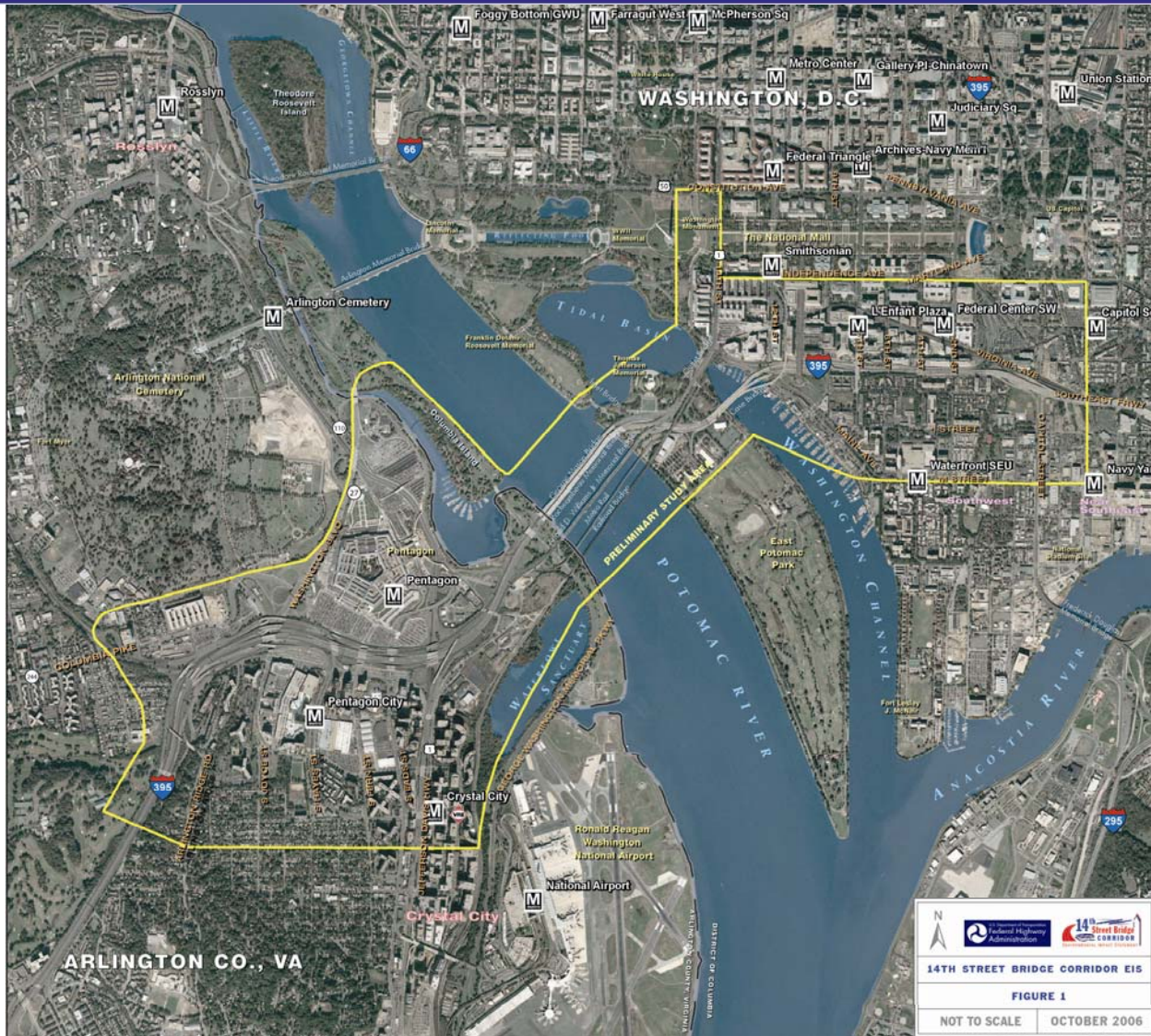
National Capital Region Transportation Planning Board

May 21, 2008

Preliminary Schedule



Study Area



Ongoing Stakeholder Input

Problems



October 2006

Ideas



February 2007

Alternatives

PUBLIC MEETING ACTIVITY: CREATE AN ALTERNATIVE

It is unlikely that any single improvement option could stand alone and meet the Purpose and Need of the 14th Street Bridge Corridor study which is to reduce congestion, enhance safety and improve traffic operations. Therefore, before the next step in the evaluation begins, the options need to be grouped together to create three or four improvement "alternatives" that we can study further and compare to the "no-build alternative."

This evening we invite you to design your own alternative by selecting at least one option or "No Action" from the categories below. The study team will use the alternatives suggested by the public in developing the three to four alternatives evaluated in the next phase of the study. While we can not assure that your specific alternative is chosen for further study, the options selected most often by the public will appear in one or more of the alternatives we do evaluate.

Theme or Name of your Alternative (example: Transit-focused, Safety-emphatic, Improved travel speeds, etc. cost, etc.):

Transit Options:

<input type="checkbox"/> Convert shoulders to bus-only lanes on Exchange Bridge	<input type="checkbox"/> Expand shuttle system for DoD
<input type="checkbox"/> Implement express bus service in BRT lanes	<input type="checkbox"/> Implement double-decker bus service
<input type="checkbox"/> Designate a system of bus-only lanes	<input type="checkbox"/> Relocate CSX freight line to allow expanded VRI service
<input type="checkbox"/> Extend bus lanes with direct access to transit center	<input type="checkbox"/> Expand number of Metro cars
<input type="checkbox"/> Enhance/relocate transit centers	<input type="checkbox"/> Provide water taxi service from Arlington to DC Waterfront to Georgetown
<input type="checkbox"/> Create connector and taxi bus parking/loading facilities at Crystal City at Bunker Outlook	<input type="checkbox"/> Expand federal state transit user subsidy program
<input type="checkbox"/> Increase cross-shuttle service	<input type="checkbox"/> Other

Bicycle/Pedestrian Options:

<input type="checkbox"/> Construct separated bike/pedestrian crossing (three options)	<input type="checkbox"/> Improve pedestrian signing
<input type="checkbox"/> Add bike lanes to current system in areas where there are gaps	<input type="checkbox"/> Create integrated (DC/VA National Park Service) bike system, including signing for commuters and other destination bikers
<input type="checkbox"/> Improve pedestrian connections in the corridor	<input type="checkbox"/> Other

CREATE AS MANY ALTERNATIVES AS YOU WISH, JUST DON'T REPEAT THE EXACT COMBINATION OF OPTIONS

October 2007

“Develop an Alternative”

- Reduce congestion
- Enhance safety
- Improve traffic operations



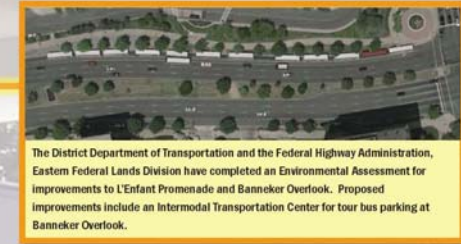
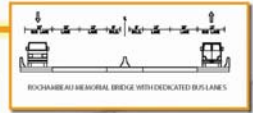
The image displays four concept posters arranged in a 2x2 grid, each detailing different transportation alternatives. Each poster features a list of bullet points on the left and corresponding images or diagrams on the right.

- Transit CONCEPTS:**
 - Extend shoulders to bus-only lanes on Rockledge Bridge
 - Implement express bus service in adjacent HOV lanes
 - Designate a system of bus-only lanes
 - Extend bus lanes with direct access to transit centers
 - Enhance, redesign, transit centers
 - Create commuter and car-pool parking, loading facilities in Crystal City and at Buckleup Overlook
 - Increase event shuttle service
- Bike/Pedestrian CONCEPTS:**
 - Construct separated bike/pedestrian crossing (three options)
 - Add bike lanes to current system in areas where there are gaps
 - Improve pedestrian connections to the corridor
- Highway CONCEPTS:**
 - Construct permanent improvements at I-205 and 10th Street (two options)
 - Construct permanent improvements at I-205 and George Washington Memorial Parkway
 - Reduce intermodal access points at Boundary Channel Drive
 - Grade separate 1400 Street between the bridge and Constitution Avenue
 - Construct shoulders on bridges
 - Construct shoulders on Rockledge Bridge in general purpose lanes
 - Shield HOV-3 traffic across Rockledge Bridge
 - Extend HOV/HOT lanes with ramp meter pricing across Rockledge Bridge (two lane lanes)
 - Create reversible HOV/HOT lanes across Rockledge Bridge (two lane lanes)
- Management CONCEPTS:**
 - Implement parking management strategy
 - Increase parking prices and/or decrease supply in & around parking lots
 - Increase alternative housing in areas with jobs to encourage both
 - Create incentives for "live where you work"
 - Increase participation in flexible work hour programs-public and private sector
 - Expand, formalize and incentivize telecommuting
 - Establish a corridor manager
 - Expand incident management
 - Develop driver education program specific to corridor
 - Implement system of movable bridge tolls
 - Implement tolling pricing with free weekend circulation
 - Provide real-time travel information using variable message signs, etc.
 - Create work class center by creating uniform look and identity
 - Implement signing modifications
 - Implement signal modifications at select intersections
 - Implement traffic calming on residential streets

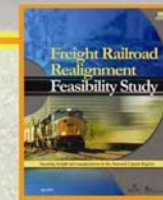
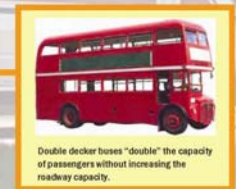
Each poster includes the VDOT logo and the 14th Street Bridge Corridor logo at the bottom.

Transit Concepts

- ▶ Convert shoulders to bus-only lanes on Rochambeau Bridge
- ▶ Implement express bus service in extended HOT lanes
- ▶ Designate a system of bus-only lanes
- ▶ Extend bus lanes with direct access to transit centers
- ▶ Enhance/retrofit transit centers
- ▶ Create commuter and tour bus parking/loading facilities in Crystal City and at Banneker Overlook
- ▶ Increase event shuttle service
- ▶ Expand shuttle system for DoD
- ▶ Implement double decker bus service
- ▶ Relocate CSX freight line to allow expanded VRE service
- ▶ Expand number of Metro cars
- ▶ Provide water taxi service from Arlington to DC Waterfront to Georgetown
- ▶ Expand federal mass transit user

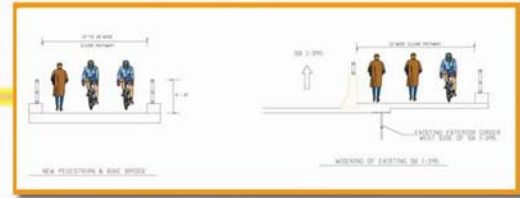


DoD is extending the DoD shuttle system to serve passenger stops at Fort Belvoir in Virginia and stops in the District of Columbia along the Southwest Waterfront.



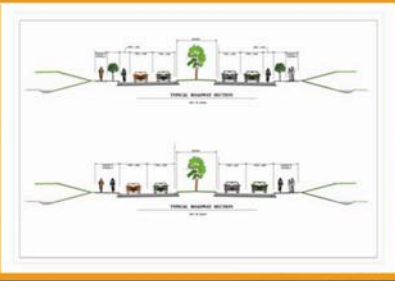
Bicycle/ Pedestrian Concepts

▶ Construct separated bike/pedestrian crossing (three options)

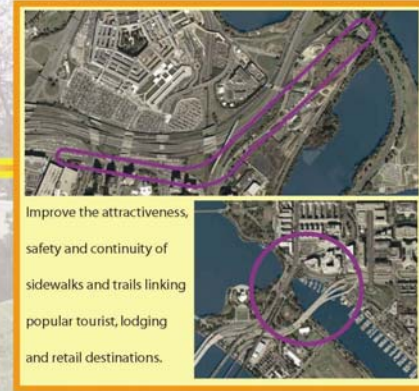


▶ Add bike lanes to current system in areas where there are gaps

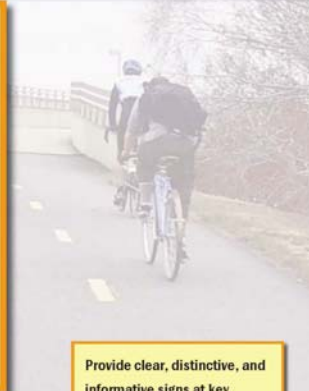
Attendees at all four previous public meetings have stressed the need for greatly improved bicycle facilities, with an emphasis on commuting.



▶ Improve pedestrian connections in the corridor



Improve the attractiveness, safety and continuity of sidewalks and trails linking popular tourist, lodging and retail destinations.



▶ Improve pedestrian signing

Provide clear, distinctive, and informative signs at key intersections, Metro exits and museum exits to guide tourists and other pedestrians to popular destinations.

▶ Create integrated (DC-VA-National Park Service) bike system, including signing for commuters and other destination bikers



Highway Concepts

▶ Construct geometric improvements at I-395 and 9th Street (two options)

▶ Construct geometric improvements at I-395 and George Washington Memorial Parkway

▶ Reduce interstate access points at Boundary Channel Drive

▶ Grade separate 14th Street between the bridge and Constitution Avenue

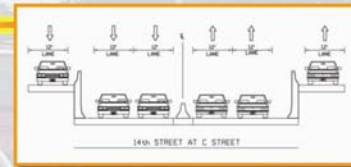
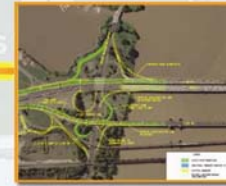
▶ Construct shoulders on bridges

▶ Convert shoulders on Rochambeau Bridge to general purpose lanes

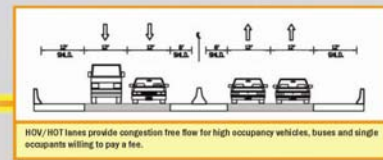
▶ Direct US 1 traffic across Rochambeau Bridge

▶ Extend HOV/HOT lanes with congestion pricing across Rochambeau Bridge (no new lanes)

▶ Create reversible HOV/HOT lanes across Rochambeau Bridge (no new lanes)



This option improves accessibility to and from US Route 1 by reversing the designation of US Route 1 and I-395 along the 14th Street Bridge crossing. This would be accomplished by improved signing and ramp approaches prior to crossing the 14th Street Bridge.



On the Rochambeau Bridge, convert two-way traffic into one way traffic during the AM and PM peak periods. Consequently, instead of the bridge consisting of two lanes in each direction, the bridge would consist of 3 to 4 lanes in each direction during the peak directional period.

Management Concepts

- ▶ Implement parking management strategy
- ▶ Increase parking prices and/or decrease supply (e.g. localized parking tax)
- ▶ Increase affordable housing in areas with jobs to accommodate both
- ▶ Create incentive to “live where you work”
- ▶ Increase participation in flexible work hour programs (public and private sector)
- ▶ Expand, formalize and incentivize tele-commuting
- ▶ Establish a corridor manager
- ▶ Expand incident management
- ▶ Develop driver education program specific to corridor
- ▶ Implement system of cordon bridge tolls
- ▶ Implement cordon pricing with free resident circulation
- ▶ Provide real-time travel information using variable message signs, etc.
- ▶ Create world class corridor by creating uniform look and identity
- ▶ Implement signing modifications
- ▶ Implement signal modifications at select intersections
- ▶ Implement traffic calming on residential streets

Parking management

- Manage existing parking supply more efficiently
 - Shared parking
 - Improved user information
- Examine underlying parking standards
 - Location-specific standards
 - Maximum & minimum standards



Use employer to provide relocation allowances and down payment assistance

Co-locate operations, routine maintenance, emergency and incident management. Promote mode and route shifts through improved information and smoother traffic flow through seamless traffic signal controls and signal timing plans.

Develop a corridor-wide concept of operations for incident management including communications with first responders, traveler assistance vehicles, interagency communications and integrated traveler information.



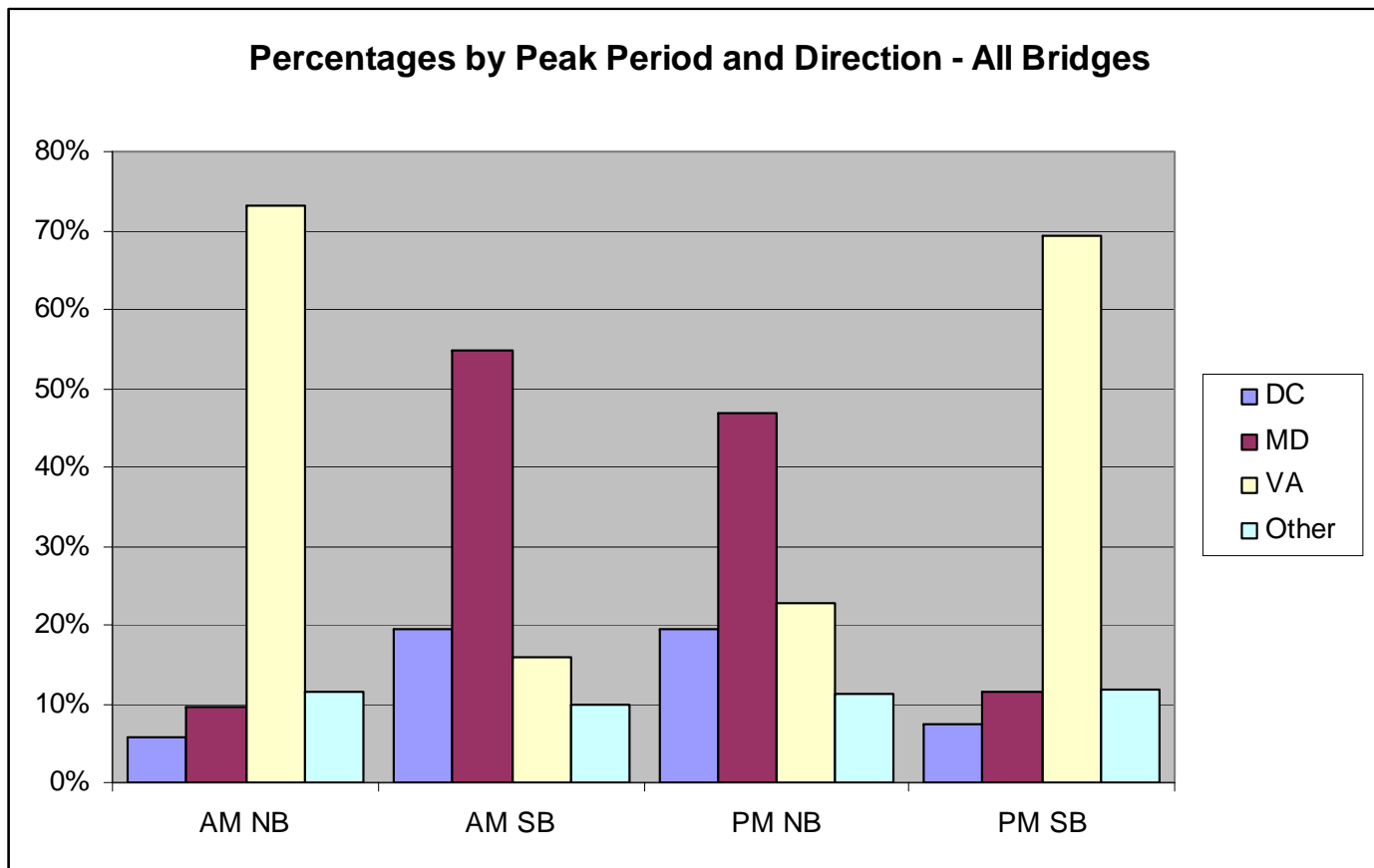
Develop a driver education plan to address hazardous driving practices that contribute to incidents or congestion. Use road signs, pamphlets, and media outreach to get the attention of drivers.



Use signing, light poles, banners and street furniture to create a unified gateway appearance throughout the corridor.

Use consistent road names and exit references throughout the corridor.

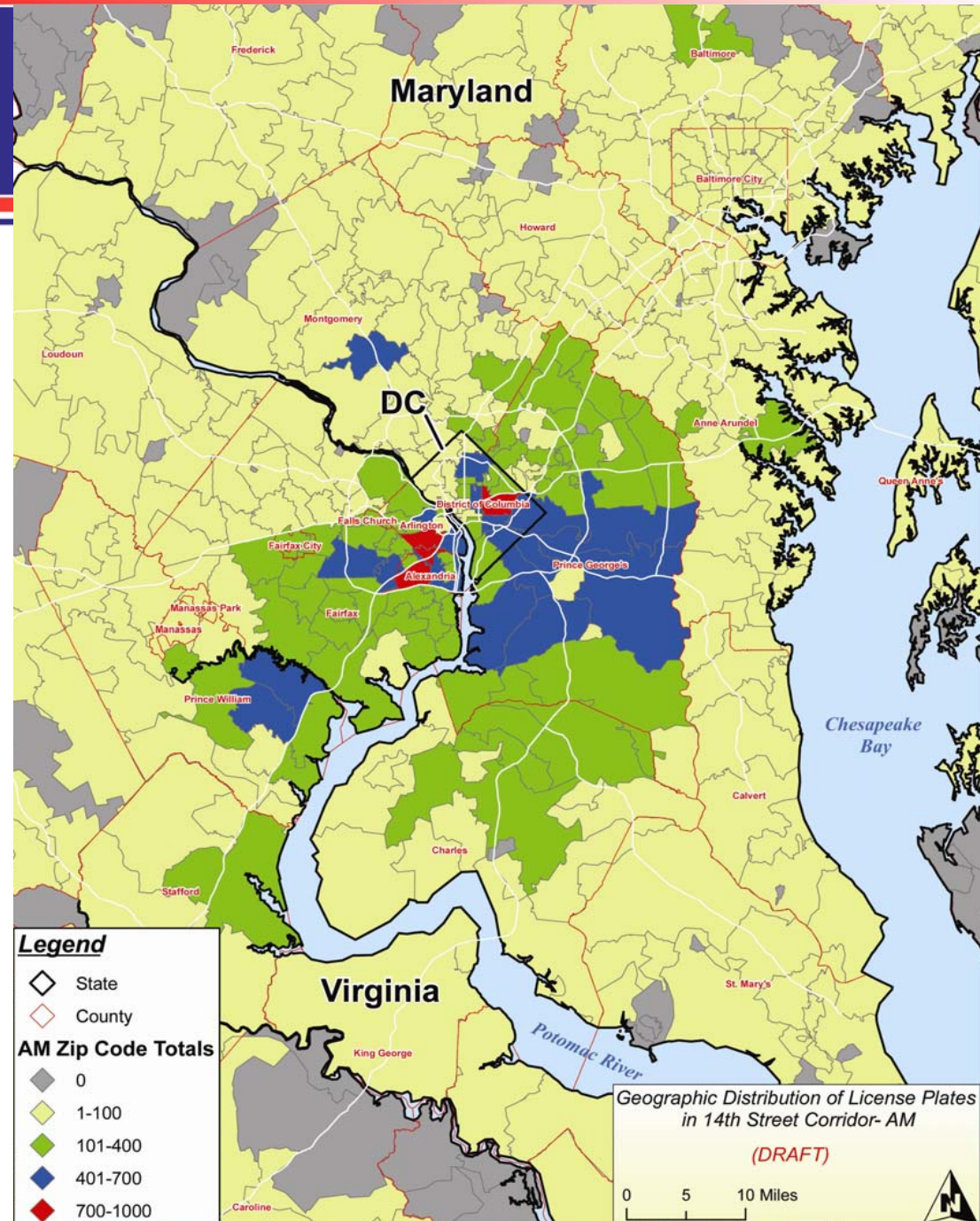
License Plate Survey



Data Collected November 7, 2007	AM Peak Period: 7-10 AM	PM Peak Period: 4-7 PM
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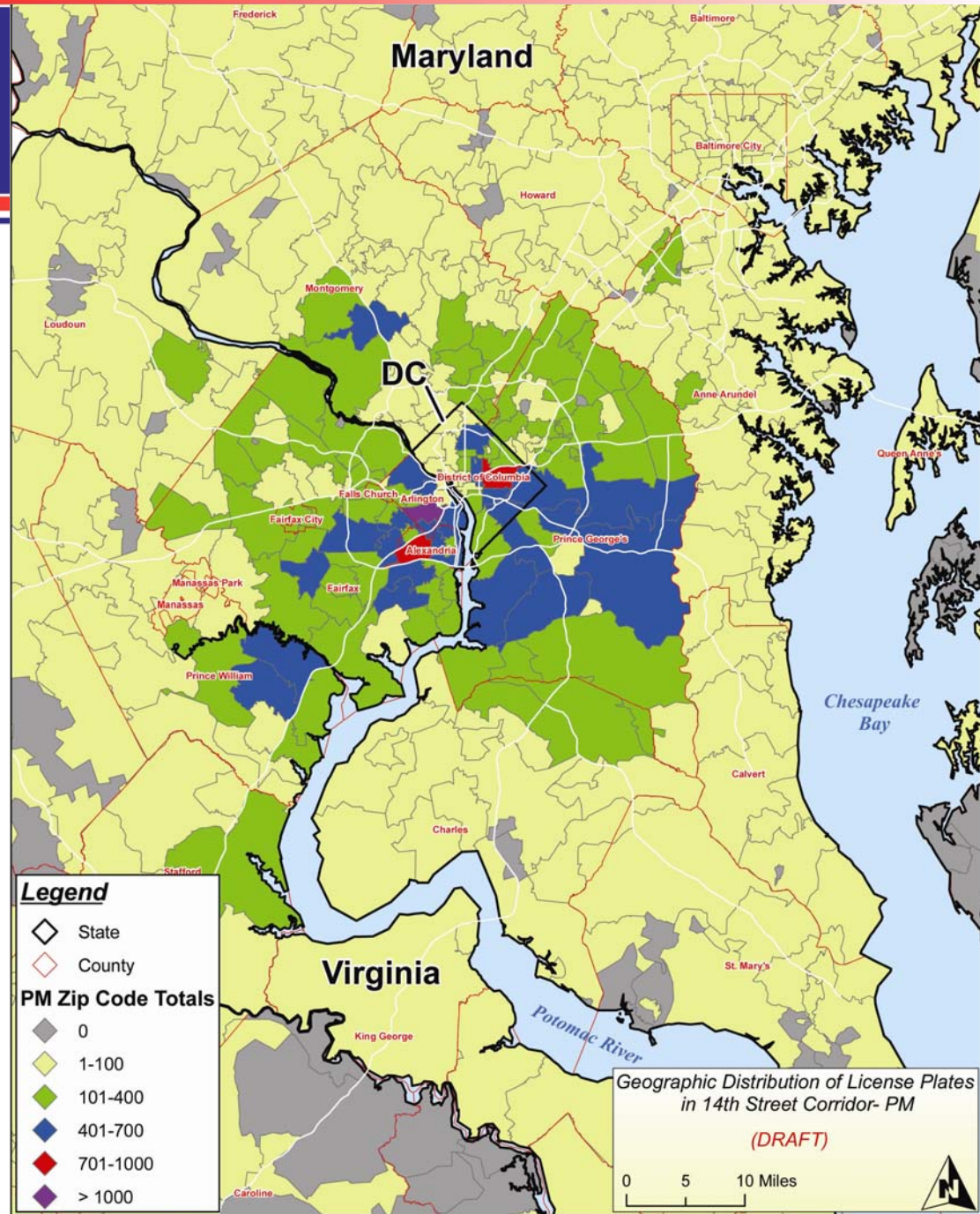
AM Peak

Northbound and Southbound



PM Peak

Northbound and Southbound



Distribution by County

		AM Peak Period: 7-10 AM		PM Peak Period: 4-7 PM	
		Plates	% of Total	Plates	% of Total
District of Columbia					
	District of Columbia Total	5117	12%	5176	12%
Maryland					
	Prince George's Total	8463	20%	7437	17%
	Montgomery Total	1898	4%	2391	5%
	Charles Total	1183	3%	1007	2%
	Anne Arundel Total	1370	3%	1170	4%
	Rest of state	2071	5%	1741	4%
	Maryland Total	14985	35%	13747	31%
Virginia					
	Alexandria Total	3236	7%	3143	7%
	Arlington Total	3508	8%	3550	8%
	Fairfax Total	7503	17%	9001	20%
	Prince William Total	1905	4%	2070	5%
	Stafford Total	532	1%	457	1%
	Rest of state	1787	4%	2410	5%
	Virginia Total	18471	43%	20631	46%
	Other	4580	11%	5127	11%
	Grand Total	43154		44681	

Questions