

Nationals Park

Near Southeast/Southwest, Washington, D.C.



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INTRODUCTION

Setting

The Near Southeast and Southwest area of the District experienced the beginnings of a surge of development in the early 1990's when the Washington Navy Yard began a consolidation that brought thousands of additional employees to the site. More recently the Federal Government took actions that led to the relocation of the headquarters of the United States Department of Transportation (USDOT), and the transfer of the Southeast Federal Center to a private developer. These actions catalyzed private sector development in the M Street and South Capitol Street corridors that fit into the framework of the Anacostia Waterfront Initiative. That plan for the area led to extensive public transportation and road network modifications that were planned and are now being implemented by the District Department of Transportation (DDOT). All of this activity preceded the decision to locate a new Ballpark in Near Southeast.

Figure 1 on the following page provides an overview of upcoming development that is likely to be built within the first few years of the opening of the Ballpark. Over the next few years approximately over 4,000,000 square feet of office development, 6,000 residential units and 300,000 square feet of retail space are expected to be constructed in near Southeast/Southwest. Many of these projects will be under construction during the first few years of Ballpark operations and will affect game day operations, therefore it is expected that updates to the TOPP will be necessary as infrastructure and transportation demands within Near Southeast/Southwest change in response to new development.

Figure 1 also shows a list of selected transportation infrastructure projects. These projects include those whose planning process began prior to the selection of the site for the new Ballpark. All of these projects will have a beneficial impact to the developments shown in Figure 1. In addition as each new development is constructed, adjacent sidewalks will be upgraded and improved to District standards.

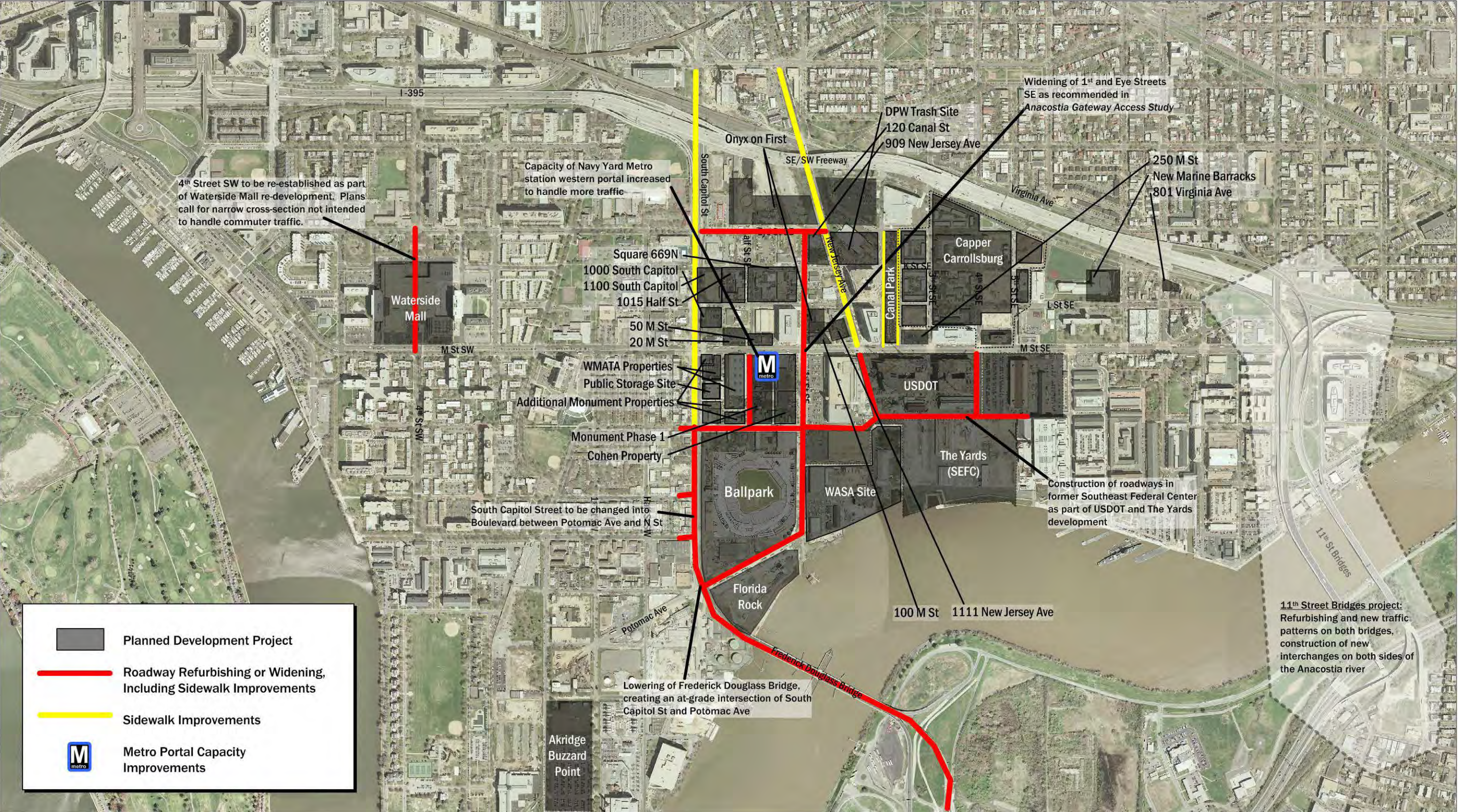


Figure 1: Selected Development Sites & Infrastructure Improvements

TOPP Components

The TOPP is split into several sections:

- *Setting & Goals*

The Settings & Goals chapters review the area surrounding Nationals Park, the growth expected and transportation system improvement projects planned. Many infrastructure changes and mitigation measures under construction or planned will aid both Ballpark traffic and all of Near Southeast/Southwest. The goals developed during the multiple-year long Ballpark planning process are presented, as they establish the basis for development of the TOPP Strategy.

- *Research*

The Research chapter summarizes assumptions derived during the Ballpark planning process by the TOPP Task Force. The TOPP Task Force consisted of Gorove/Slade Associates, Inc., RK&K Engineers, Symmetra Design, DP Consultants, Inc., the DC Sports and Entertainment Commission, Washington Nationals, District Department of Transportation (DDOT), Office of the Deputy Mayor, Washington Metropolitan Area Transit Administration, and the Metropolitan Police Department – Special Operations Division (MPD-SOD). In addition, the TOPP Task Force consulted with other agencies and neighboring authorities. These assumptions, along with the goals, formed the basis for the mitigation measures developed.

- *TOPP Strategy*

The TOPP Strategy contains details on all of the mitigation measures developed during the Ballpark planning process. Included are descriptions of non-auto and transit modes, parking and traffic. These measures include game-day only operations details, and overall traffic improvements for Near Southeast/Southwest that will also benefit the Ballpark.

- *Appendix A: Operations Plan*

The Operations Plan is a set of detailed plans outlining day of game activity for DDOT, MPD-SOD, Nationals, and other agencies. It includes details on which plans to use for each type of game, a summary of resources, and an index plan sheet.

- *Appendix B: Variable Message Sign Plan*

The Variable Message Sign (VMS) plan contains details on the recommended operations of VMS signs on game day and non-game days.

- *Appendix C: Parking Inventory and Routing*

The Parking Inventory contains an overview map of parking locations, routing strategies, locations of parking operations personnel, and individual approach and departure routes for each parking lot.

- *Appendix D: Traffic Modeling Summary*

The traffic modeling summary reviews the traffic projections and modeling efforts used to test and develop the TOPP strategies.

GOALS

Nationals Park is a modern urban spectator facility with characteristics similar to a number of U.S. ballparks that are located with excellent transit access in walkable neighborhoods in proximity to downtown areas and dense residential neighborhoods. The TOPP is founded on a number of transportation goals that are consistent with these characteristics.

The TOPP identifies game day only measures that will be taken to make sure the regional and local transportation systems operate as efficiently as possible to meet the following goals:

- Provide high capacity and high quality public transportation access;
- Create a pleasant and safe walkable environment;
- Organize and manage traffic to ensure pedestrian and traffic safety;
- Operate the transportation system efficiently on game days to ensure fans have a good experience coming to and departing from the area; and
- Minimize impacts on residents, commuters, office tenants, and others providing additional capacity, by utilizing it most efficiently, and segregating Ballpark traffic and parking from resident and commuter traffic and parking as much as possible.

In addition, the TOPP identifies some modifications to the area transportation facilities that will provide some additional capacity so residents and commuter traffic to this growing area are impacted as little as possible on game days.

Specifically, the goals of the entire Ballpark transportation planning effort, which have been developed and refined over the past years of planning can be placed in three categories. The following detailed list of goals formed the basis for the mitigation measures presented in the TOPP Strategy section of this report.

- Minimize Impact to Neighbors & Commuters
 - Minimize the Amount of Drivers on Residential Streets
 - Minimize Number of Ballpark Patrons Parking on Residential Streets
 - Inform Commuters of Game Times and Routes to Avoid Baseball Generated Traffic
 - Increase Roadway Capacity & Continuity Surrounding Ballpark
 - Increase Roadway Capacity on Ramps Leading to/from Ballpark District
- Get Patrons to/From Ballpark Efficiently
 - Maximize Metrorail Use
 - Maximize 'Other' (Bicycle, Pedestrian, Charter Bus, Taxi) Uses
 - Reduce Commuter Demand

- Spread Out Pre and Post Game Roadway Demand
- Spread-out Parking Lots over a Radius of Several Blocks
- Direct Motorists to Lots Based on Approach Routes
- Use Signal Timing Changes and Turn Restrictions to Increase Capacity
- Eliminate Drivers Circulating Blocks Looking for On-Street Parking
- Get Pre-Trip Information to Drivers
- Get En-Route Information to Drivers
- Ensure Efficient Operations of Ballpark
 - Provide Sufficient Parking to Handle Anticipated Patron Demand
 - Provide Parking for Employees
 - Organize Curb Activity, allowing for Necessary Functions
 - Provide Access for Disabled
 - Be Prepared for Unforeseen Events (Contingency Plans)
 - Accommodate Emergency Management Agency (EMA) and MPD Command Buses
 - Reduce Pedestrian Vehicular Conflicts
 - Close Streets with Extreme Volumes of Pedestrians
 - Minimize mid-block crossings at Non-designated Crosswalks



RESEARCH

In completing this report, the TOPP Task Force took advantage of two and a half years of experience with the Nationals playing at RFK during the ’05, ’06 and ’07 seasons. Surveys and statistics on fans’ use of transit, auto, and other modes provided in depth information on current characteristics of travel to and from the Ballpark at RFK. *A large percentage of Nationals’ fans can and do use public transportation to and from RFK.* An analysis of travel patterns at the Verizon Center over the past ten years also shows a high rate of transit usage. However, collected data and past experience shows that fans will revert to driving to games at RFK if they perceive that is the better choice.

The TOPP Task Force determined that even when there is high automobile use to sell out games to RFK, no serious road network breakdowns have occurred.

The TOPP Task Force also contacted cities with urban ballparks to identify their best practices to reach goals similar to ours. The TOPP Task Force engaged the experts from the Orioles and Ravens stadiums in Baltimore to tap their years of experience with transportation operations at their urban facilities. Other urban Ballparks researched included those in San Francisco and Chicago, especially their handling of transit, walking and bicycling modes. All of this data and experience from other cities provided the basis for the TOPP.

Table 1 shows a review of the 2008 Nationals schedule, showing that weeknight games are the most prevalent. Also, around half of the schedule occurs when public school is not in session, which is also a similar time to when Congress is not in session, times which District traffic is observed to be less than at other times of the year.

Table 1: Breakdown of 2008 Washington Nationals Schedule

Game-day Scenario	Overall Schedule		When School is in Session		During April/May	
	Number	Percentage	Number	Percentage	Number	Percentage
Weeknight, 4:35 PM	1	1%	1	1%	1	1%
Weeknight, 7:10 PM/7:35 PM	51	63%	30	37%	15	19%
Saturday, 1:05 PM	3	4%	3	4%	3	4%
Saturday, 7:35 PM	9	11%	3	4%	1	1%
Sunday, 1:35 PM	13	16%	7	9%	5	6%
Sunday, 8:05 PM	1	1%	1	1%	0	0%
Holiday, 1:35 PM/4:35 PM	2	2%	2	2%	2	2%
Total	80	100%	47	58%	26	32%

Note: one Saturday game is still listed with ‘TBA’ as a start time

Table 2 shows a projection of Ballpark patron travel demand characteristics. These projections were developed during the ballpark planning process and documented in the Ballpark *Transportation Management Plan (TMP)*, a preliminary transportation planning document assembled during the National’s 2005 season, containing observations on patron demand patterns and general recommendations for managing impacts.

Table 2: Projected Travel Demand Characteristics of Ballpark Patrons

Scenario	Attendance	Percent Arrival Mode Split					Number of Parking Spaces Needed	Estimate of Metro Ridership		Peak Concentration of Arrivals/Departures	
		Transit	Charter Bus	Taxi/Limo, Drop-Off	Bike/Walk	Auto		Navy Yard	Capitol South	1 Hour Before	1 Hour After
Weeknight, 7:05p.m./7:35p.m.											
Average Game	27,000	49%	1.5%	1.0%	8.5%	40%	5,000 to 7,000	11,900	1,300	65%	75%
Sell-Out	37,720	52%	2.0%	1.0%	9.0%	36%	5,000 to 7,000	15,700	3,900	60%	70%
Saturday, 7:35 p.m.											
Average Game	32,400	49%	1.5%	0.5%	6.0%	43%	5,000 to 7,000	14,300	1,600	65%	75%
Sell-Out	37,720	52%	2.5%	0.5%	6.5%	39%	5,000 to 7,000	14,700	3,900	60%	70%
Sunday, 1:35 p.m.											
Average Game	32,400	44%	1.5%	0.5%	6.0%	48%	5,000 to 7,000	12,800	1,400	65%	75%
Sell-Out	37,720	47%	2.0%	0.5%	6.5%	44%	5,000 to 7,000	14,200	3,500	60%	70%

TOPP STRATEGY

This section of the TOPP presents the mitigation measures produced during the Ballpark planning process, based on the TOPP goals and research. For each mitigation measure, a brief summary is provided, with accompanying graphics where appropriate, and a status update for the 2008 season.

The mitigation measures developed during the Ballpark planning process were:

- Transit/Non-Automobile Mode Use
 1. Provide Adequate Sidewalks & Lighting on Ballpark Site
 2. Acquire/Use Special Barriers to Accommodate Pedestrian Use of Parking Lanes
 3. Refurbish Sidewalks & Lighting on Expected Pedestrian Routes
 4. Add Pedestrian Level Signage
 5. Expand Capacity of Navy Yard Metrorail Station
 6. Provide Shuttles to other Metrorail Stations (Post-Game)
 7. Expand Circulator to Cover Ballpark Games
 8. Install Bicycle Racks on Ballpark Site
 9. Use Bike Valet Service During High Attendance Games
 10. Add Ballpark Signs to Existing Bicycle Sign Network
 11. Implement Water Taxi Dock & Service
- Parking
 12. Provide a Minimum of 1,225 On-Site Spaces
 13. Contract with Parking Lots to Obtain Patron Parking Supply
 14. Set up Remote Parking Lots for Patrons
 15. Designate Portion of Parking Inventory for Disabled Access
 16. Secure Parking for Charter Buses
 17. Secure Employee Parking Lots & Shuttles (if necessary)
 18. Implement Enhanced RPP Program on Residential Streets
- Traffic
 19. Implement Special Pre/Post Game Signal Timings
 20. Add Signs/Marking Needed for Turn Restrictions Pre/Post Game
 21. Use MPD & DDOT Traffic Officers Pre/Post Game
 22. Use Regional & Local Variable Message Signs (VMS)
 23. Use District Highway Advisory Radio (HAR)
 24. Install Closed Circuit Television Cameras to monitor pedestrian zones and arterials
 25. Implement Coordinated Parking Information System
 26. Refurbish Roadways Surrounding Ballpark
 27. Improve On/Off Ramp Connections
 28. Provide Regional Signing to Ballpark and back towards regional Highways
 29. Install Signing on Streets Leading to and Outside of Parking Lots
- Curbside Management
 30. Alter Meters and Parking Regulatory Signs on Streets surrounding Ballpark
 31. Alter Meters and Parking Regulatory Signs on Streets within 4000' radius
 32. Provide Space for ENG/SAT Trucks
 33. Designate Portion of Curb Space for Taxi/Limo Use
 34. Designate Portion of Curb Space for Disabled Pick-Up/Drop-Off
 35. Designate Portion of Curb Space for Shuttle Bus Stop
 36. Designate Portion of Curb Space for MPD/EMA Vehicles
 37. Designate Locations for Ambulance Staging
 38. Designate Portion of Curb Space for Charter Bus Staging
 39. Prohibit Loading Activity on Ballpark 'Block' Before, After, and During Games
 40. Manage Vendors on Pedestrian Routes
- Demand Management
 41. Use Pre/Post Game Events to Spread Out Arrival and Dispersal of Patrons
 42. Provide Incentives for Non-Automobile Use
 43. Prepare and Distribute Marketing Materials (Website, Media, etc...)

Transit/Non-Automobile Mode Use

Pedestrian/Walking

1. Provide Adequate Sidewalks & Lighting on Ballpark Site
2. Acquire/Use Special Barriers to Accommodate Pedestrian Use of Roadways
3. Refurbish Sidewalks & Lighting on Expected Pedestrian Routes

Quality pedestrian facilities are essential for successful local and Ballpark operations. In addition to the significant amount of nearby residents and office workers that will walk to the Ballpark, all transit riders and persons arriving via automobile will use the pedestrian facilities surrounding the Ballpark.

2008 Season Status: Prior to opening day, the Ballpark Task Force identified several roadways for new sidewalk construction. For most of these roadways, DDOT was able to construct sidewalks. The roadway construction along Potomac Avenue, 1st Street SE, and Eye Street SE included improving and expanding the sidewalks along these streets. In addition, the construction of Nationals Park itself included building wide sidewalks on site.

Although the sidewalks that surround Nationals Park will be wide, on highly attended game days it is projected that in some locations sidewalk width may be inadequate to accommodate pedestrians before and after games. Thus, it is recommended that entire portions of Half Street SE and N Street SE be closed to vehicular use; Half Street SE between M Street SE and Nationals Park, and N Street SE between parking lot B and 1st St SE. It is also recommended that the parking lane on the east side of 1st Street SE between N Street and M Street be blocked off for use by pedestrians on game days. In order to do this, special barriers will be needed to block off the on-street parking lane for additional sidewalk capacity on game days.

Post-game, police officers will block entry onto Potomac Avenue and 1st Street SE adjacent to the Ballpark and allow for pedestrians and charter buses to exit, de-conflicting the two where needed.

Future Considerations: Some sidewalks in the near SE/SW area are still not constructed to acceptable conditions, although the majority of these are located in places where no significant Ballpark activity is expected. These locations will be monitored, and the operations plan adjusted if traffic control officers, MPD personnel or cones/barriers need to be adjusted or re-located to accommodate pedestrians.

As more development projects are completed in the area, they will include the construction of new, wide sidewalks.

4. Add Pedestrian Level Signage

During the Ballpark planning process, the Task Force assembled a pedestrian signing strategy that consisted of two types of signs, map-style signs placed near concentrations of parking facilities and transit stations, and ‘blue’ wayfinding signs similar to those already in downtown DC. Prior to opening day 2008, some signs have been implemented, as well as other methods to identify pedestrian routes to visitors.

2008 Season Status: DDOT has installed some pedestrian wayfinding signage near the Ballpark. In addition, details on major walking routes, distance and average travel times are posted to the Washington Nationals website. Capitol Riverfront BID ambassadors are also expected to be out on the streets guiding pedestrians.

Future Considerations: Confusion among pedestrians will be monitored throughout the season to determine if the pedestrian directions and signing plan needs to be enhanced.



Transit/Metrorail

- 5. Expand Capacity of Navy Yard Station
- 6. Provide Shuttles to other Metrorail Stations (Post-Game)

Metrorail is an essential component to the successful development of near Southeast and the operation of the Ballpark. Nationals Park is located within easy access to Metrorail and Metrobus service. One block from the northern edge of Nationals Park is a portal to the Navy Yard Metrorail station.

In addition, the Waterfront-SEU, Capitol South, L’Enfant Plaza, and Eastern Market Metrorail stations, as well as several bus routes are within reasonable walking distance. The locations of the Metrorail stations and portals, as well as key Metrobus service points, are illustrated in Figures 2 and 3.

The Navy Yard Metrorail Station is expected to handle the majority of Ballpark Traffic. In addition, it is expected that the Capitol South Metrorail station, the closest Orange and Blue line station, will handle a significant amount of riders. The primary point of entry to the Metrorail system will be through the Half Street entrance to the Navy Yard station, although the New Jersey Avenue entrance will help to disperse entries into the station. Other stations within walking distance (i.e. Waterfront) will play a lesser role in serving Ballpark patrons.

Of the approximately 6,100 passenger trips served by the Navy Yard Metrorail station on a typical weekday, approximately 66% use the east portal, at New Jersey Avenue, SE, and approximately 34% use the west portal, at Half Street, SE. Passenger traffic is highly directional. In the morning peak period, approximately three times as many passengers exit from the station as enter; in the afternoon peak, approximately four times as many passengers enter as exit.

By opening day, the District and WMATA have will have completed construction on an expansion of the Navy Yard station’s western portal to accommodate more traffic. The Metro station capacity at the west portal will be raised to 15,000 persons per hour (pph), according to WMATA. The east portal of the Navy Yard Metrorail station will have a capacity for 5,000 pph according to WMATA; total capacity is expected to be 20,000 pph. Operating the escalators at the west portal one-way in the peak direction is recommended before and after games.

The Capitol South Metrorail station has one portal, accessible from the west side of First Street, SE between C and D Streets, SE. Three escalators, one set of stairs, and one elevator lead to the mezzanine level, which has seven fare gate aisles, one of which is ADA accessible. Connecting the mezzanine level to the platform are two escalators, one set of stairs, and one elevator.

Although Metrorail is the predominant transit service in the Ballpark area, several other transit services exist or

will exist within or near Nationals Park. These include Metrobus and the DC Circulator. Nine Metrobus routes on four lines operate within the vicinity of Nationals Park. Table 3 contains details on the following routes:

- **Minnesota Avenue-M Street Line:** Routes V7, V8, and V9, connect the Smithsonian, L’Enfant plaza, Waterfront-SEU, Navy Yard, Potomac Avenue, Minnesota Avenue, and Deanwood Metrorail Stations via Minnesota Avenue, Pennsylvania Avenue, and M Street. Service hours are from 6:00 a.m. to 2:30 a.m. daily. Weekday headways (time between buses) are approximately 7 minutes during peak periods and 30 minutes during off-peak times. Weekend and holiday headways range from 20 to 40 minutes.
- **Navy Yard Shuttle Line:** Currently, route N22 connects the Navy Yard Metrorail Station with the Eastern Market Metrorail Station on the Blue and Orange Lines and Union Station on the Red Line, via Pennsylvania Avenue and Eighth Street, SE. The line operates from 6:00 a.m. to 7:30 p.m. on weekdays, with nine-minute headways during weekday peak periods and 20-minute headways during off-peak periods. No weekend service is provided. The route operates with 20-minute headways on holidays. There has been discussion about N22 service being replaced with a new DC Circulator line. A new Circulator line could be modified on game days to provide service to and from the Ballpark.
- **Anacostia-Eckington Line:** Routes P1 and P2 connect the Anacostia Metrorail Station with the Navy Yard and Waterfront-SEU Stations (all on the Green Line) and the Federal Center SW and Federal Triangle Metrorail Stations (both on the Blue and Orange Lines) via Martin Luther King, Jr. Avenue, M Street, Fourth Street, and Constitution Avenue. Service is offered from 7:00 a.m. to 7:30 p.m. on weekdays, with headways ranging from 20 to 40 minutes. No weekend service is provided.
- **Anacostia-Congress Heights Line:** Routes A42, A46, and A48, connect the Archives-Navy Memorial Metrorail Station on the Yellow and Green Lines with the Anacostia, Congress Heights, and Southern Avenue Metrorail Stations on the Green Line via Seventh Street, M Street, Martin Luther King, Jr. Avenue and South Capitol Street. These routes serve the Southeast Federal Center only when Metrorail is not in service: midnight to 5:30 a.m. on weekdays and midnight to 8:00 a.m. on weekends. Headways range from seven to 30 minutes.

Many of these routes are limited to weekday AM and PM commuter based service and would thus not have a significant impact during Ballpark events.

Table 3: Metrobus Service near Ballpark Site



Line	Route	Metro Stops	Service
South Capitol Street	A9	L'Enfant, Waterfront-SEU	M to F, limited
Oxon Hill-Ft. Washington	P17, P18, P19	Anacostia	M to F, limited
Navy Yard Shuttle	N22	Navy Yard, Eastern Market, Union Station	M to F, limited
Anacostia-Congress Heights	A42, A46, A48 Heights Yard,	Archives-Navy Memorial, L'Enfant, Smithsonian, Anacostia	M to Sun, early AM, after midnight
Minnesota Avenue - M Street	V7, V8, V9	Archives-Navy Memorial, L'Enfant, Smithsonian, Waterfront, Navy Yard, Minnesota Ave, Deanwood	M to Sun, service to Archives Metro only on weekends
Georgia Avenue – Seventh Street	70, 71	Silver Spring, Petworth, Shaw-Howard U., Mt. Vernon Square, Gallery Place/Chinatown, Archives-Navy Memorial, L'Enfant, Waterfront/SEU	M to Sun, full service

2008 Season Status: The Navy Yard western portal expansion will be completed by opening day. WMATA has assembled a detailed operations strategy for handling the expected increase in ridership.

In addition, N22 service will be expanded and enhanced to accommodate an expected increase in ridership.

Future Considerations: WMATA will be monitoring and adjusting operations of Metrorail and Metrobus traffic and stations to adjust operations as needed during the season.

7. Expand Circulator to Cover Ballpark Games

The DC Circulator is a new bus service operating in downtown DC that is a private/public partnership with the goal of providing a quick and efficient way to travel within the downtown core. There has been discussion of supplementing the N22 Metrobus route with standard Circulator service. If it is decided to modify this service, it would be beneficial to retain the majority of the N22 bus stops, most critically to have an official pick-up/drop-off area for the Circulator at the Navy Yard Metrorail station. The standard Circulator service runs on 10-minute headways or 6 buses per hour. The hours of operation are 7am to 9pm. The cost is \$1 per ride and the bus capacity is approximately 50 passengers, therefore this service could then transport up to 300 patrons per hour per direction.

The Circulator bus service could play a role in getting people to and from the Ballpark, although an extension in service and hours of operation will be needed. For instance, there has been discussion to provide enhanced service for game days by pulling some buses from the other routes and running until about one hour after the game ends. There is an effort underway to acquire funding.

Figure 4 shows possible options for expanding Circulator service to new routes. One option is to connect

Union Station to the Ballpark via First Street and New Jersey Avenue. A second option is based primarily on the existing N22 Metrobus service (shown on Figure 3).

A second option for Circulator service is to extend the existing service from 7th and Maine to the Ballpark along M Street. In addition, Circulator buses could be used to create a post-game shuttle service to other Metrorail stations.

2008 Season Status: No expansion of the DC Circulator to the Ballpark is expected for the 2008 season.

Future Considerations: A possible conversion of Metrobus route N22 to a new DC Circulator route is being explored, with a possible implementation prior to the 2009 season. If such a service is approved, final funding and operating details, such as number of buses and routing, will be finalized.

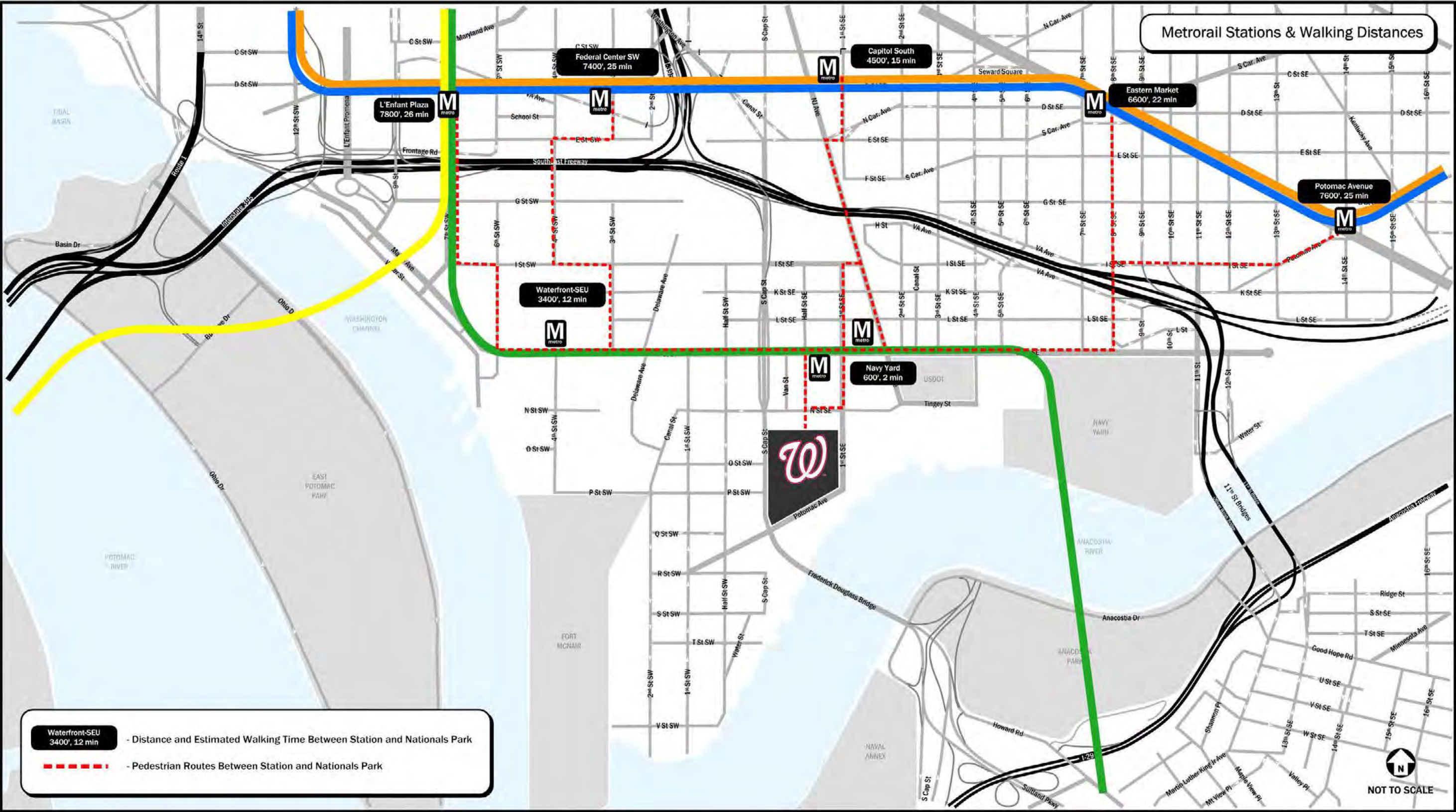


Figure 2: Existing Metrorail Service



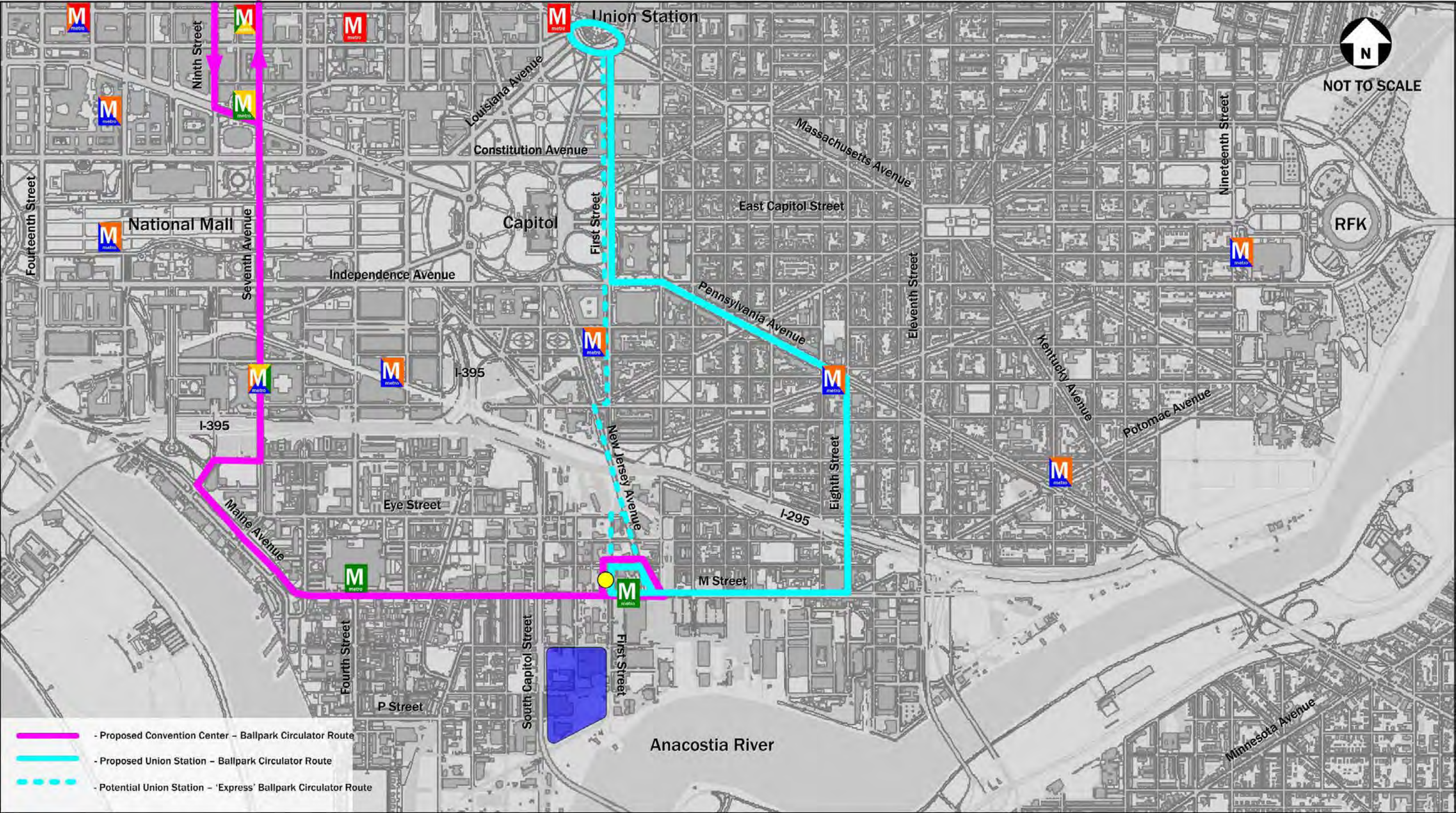


Figure 4: Possible Expansion of DC Circulator Service

Bicycles

8. Install Bicycle Racks on Ballpark Site
9. Use Bike Valet Service During High Attendance Games
10. Add Ballpark Signs to Existing Bicycle Sign Network

Based on the experience at existing urban Ballparks, observations at RFK and the growing use of bicycles in the DC area, it is possible that several hundred people will bike to and from games. Bicycle use will be encouraged through providing ample parking on Nationals Park, adding signs to the existing bicycle network, and employing a bicycle valet program.

The following bicycle facilities were recently constructed on roadways near the Ballpark:

- Potomac Avenue (from South Capitol Street to 1st Street SE) and 1st Street SE (from Potomac Avenue to Eye Street SE) will have bike lanes next to on-street parking lanes.
- South Capitol Street (from the new bridge to N St) will have 14' curb lanes, which can accommodate both bicycle and motor traffic.
- 4th Street SE south of the SE/SW Freeway will be re-configured to include a southbound bike lane.

2008 Season Status: Bicycle parking will be provided within the on-site parking garages per District zoning regulations. These spaces will be available primarily to employees.

Nationals Park includes bike racks in the public right-of-way at the terminus of approaching roadways, and near or adjacent to key entrances.

In order to provide high-volume, high-quality bicycle parking at the Ballpark, a bike valet service will be implemented during Ballpark events. Bike valet is a quality service provided to bikers providing easy parking and storage during events. It is used at several MLB ballparks nationwide, and has been employed in the District during events on the National Mall. This service will be free and located parking lot C, near the intersection of 1st Street SE and N Street SE.

DDOT has installed signs on bicycle routes near Nationals Park.

Figure 5 shows a graphic of bicycle routes and parking locations.

Future Considerations: The amount of bicycle parking at Nationals Park will be observed during the season and expanded if necessary.

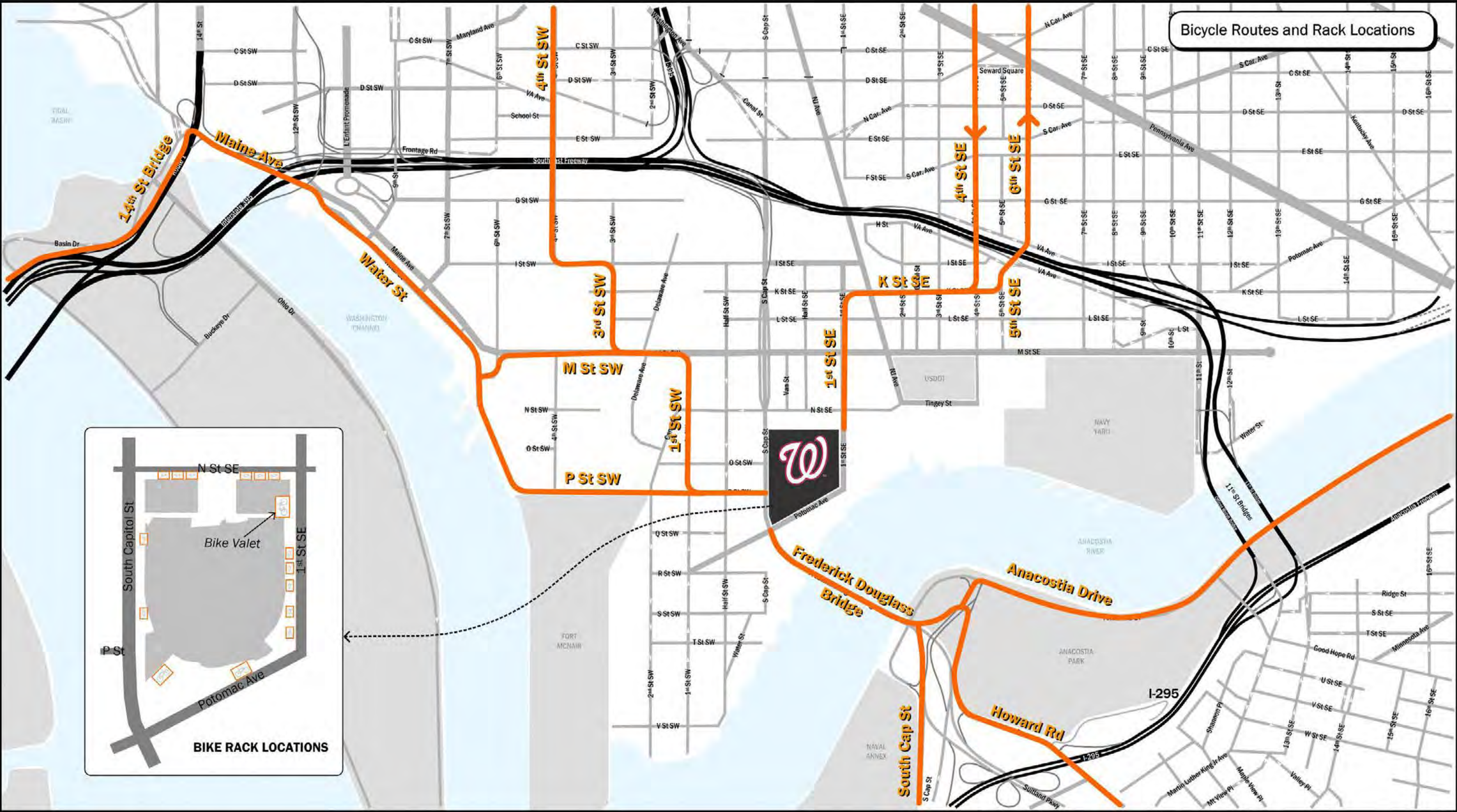


Figure 5: Bicycle Routing and Signing Recommendations

Water Taxi

11. Accommodate Potential Water Taxi Dock & Service

At least four companies have expressed interest in securing a contract for an 18-month pilot program that would run a water coach or ferry serving commuters in the mornings and evenings, tourists during the day, and Stadium patrons during game times. One dock location for the planned District water taxi service is near the intersection of Potomac Avenue and 1st Street SE, a short walk from the grand staircase entrance/exit to the Ballpark.

The service will be all weather and provide connections to other transportation modes, such as Metrorail and park and ride lots. The ferry could serve points along the Anacostia River to the Navy Yard then out to the Potomac, stopping by Bolling Air Force Base, the Mall (perhaps near the FDR Memorial) and Washington Harbor in Georgetown. Suburban docking points could include Old Town Alexandria and the new National Harbor development in Prince George's County. A dock at Poplar Point could serve the commuter parking garage a short walk away at the Anacostia Metrorail Station.

One potential vendor proposed a 149-passenger ferry up and down the river at thirty-minute intervals from 7 a.m. to 7 p.m. This service could potentially be extended to service game departure times. A round-trip ride would cost from \$4 to \$6 with monthly passes that could provide further discounts, making the service more price competitive with Metrorail.

It is recommended that the design of the Water Taxi dock take into account demand from the Ballpark and all Near Southeast/Southwest developments under construction and in planning.

2008 Season Status: No Water Taxi service is expected during the 2008 season.

Future Considerations: If a Water Taxi dock were located at the intersection of Potomac Avenue and 1st Street SE, no significant changes to the Operations Plan presented in this report will be needed. There will be adequate pedestrian facilities in place or planned between the proposed dock location and entrances to the Ballpark.

Parking

12. Provide a Minimum of 1,225 On-Site Spaces
13. Contract with Parking Lots to Obtain Patron Parking Supply

An inventory of possible parking facilities for the new Ballpark, including existing structures and temporary surface lots has been under development for several years. Identifying the inventory has been spearheaded by the Nationals. Through their parking consultant, Colonial Parking, the Nationals have been contacting owners and modifying the inventory as needed.

The official recommendation from the TOPP Task Force was to obtain enough parking to handle the expected demand, which is estimated to peak at around 5,000 patron vehicles. There has been some discussion and debate as to the number of spaces needed to meet the demand (the supply should exceed the estimated demand). Normally, a 5% to 15% surplus is desired to allow for circulation and sometimes, the temporary loss of spaces. Thus, the desired total parking supply would be around 5,500 spaces.

If a more conservative approach is desired, the supply can be set to the assumption that ‘every body shows up’. In other words, calculations not taking into account a no-show factor and assuming a higher percentage of drivers result in a higher desired demand. Under these assumptions, a parking supply of around 7,000 spaces would be desired. The Nationals are working with this number with the intention being, that if an insufficient number of spaces are found nearby, that remote parking will be used to supplement supply.

The minimum 1,225 on-site spaces refer to the parking spaces required as part of the Ballpark program for use by the team and premium seat holders.

2008 Season Status: Nationals Park was constructed with more than 1,225 spaces. A summary of the latest parking inventory, which includes these spaces and those contracted through the Nationals, is shown in Figure 6. The current number of spectator spaces is 4,737, short of the goal of 5,500 to 7,000 spaces.

Information has been and will be disseminated to Ballpark patrons, encouraging them to use certain routes to access the parking facilities. Part of this Operations Plan includes signing and routing strategies that discourage use of Eye, 4th and P Streets SW. Routing maps for parking facilities are included in Appendix C.

Future Considerations: This parking inventory and portions of the TOPP strategy and operations plan will need to be re-visited and most likely revised when additional changes are made, likely during the off-season.

14. Set up Remote Parking Lots for Patrons

The 2008 parking inventory surrounding the Ballpark will be supplemented through the use of remote parking, based in RFK stadium and using shuttles to transport patrons to and from the Ballpark.

2008 Season Status: The Nationals will provide parking spaces at RFK for fans who will be encouraged to park

there and take shuttle buses to reach the Ballpark. The shuttle would operate for approximately 90 minutes prior to and after a game. Near the Ballpark the shuttle will stop on the north side of M Street SE between 3rd and 4th Streets. Figure 7 shows the remote parking shuttle route and stop. The patron and employee remote parking will be adjacent to each other and use the same shuttle services.

The routes may need to be adjusted during times when other activities are taking place at RFK, including DC United games. Details of these adjustments to shuttle operations have yet to be finalized.

In addition, information on the Anacostia Metrorail station parking garage, another garage near the Ballpark but not within walking distance, will be distributed to patrons. They will be encouraged to arrive from I-295/DC-295, park in the garage and take the Metrorail Green Line one stop to the Ballpark.

Future Considerations: It is difficult to estimate how many patrons will use this service, so it will be carefully observed, and operations adjusted to meet the expected demand.

15. Designate Portion of Parking Inventory for Disabled Access

The Ballpark program statement calls for 125 spaces to be made available for handicapped use in the on-site parking lots. They will be located in one of the northern on-site lots (B or C). In addition, the Nationals plan to identify additional disabled parking within their spectator parking inventory.

2008 Season Status: Prior the opening day, the Nationals expect to finalize their disabled parking plan for spectators.

Future Considerations: As the season progresses, the amount and operations of disabled parking may need to be adjusted.

16. Secure Parking for Charter Buses

Charter buses can carry a significant amount of passengers per vehicle, which is advantageous to the mode split and parking demand of the Ballpark. Quality access and parking should be provided to encourage this activity.

2008 Season Status: Charter buses serving patrons at the Ballpark will arrive and drop-off passengers along Potomac Avenue and 1st Street SE before the game. During the game they will park in on-street parking spaces in Buzzard Point. Towards the end of a game they will return to Potomac Avenue to line up to pick up patrons. Figure 8 shows the charter bus routing and parking.

Future Considerations: The amount of charter buses per game will be monitored so the amount of parking provided can be adjusted appropriately.

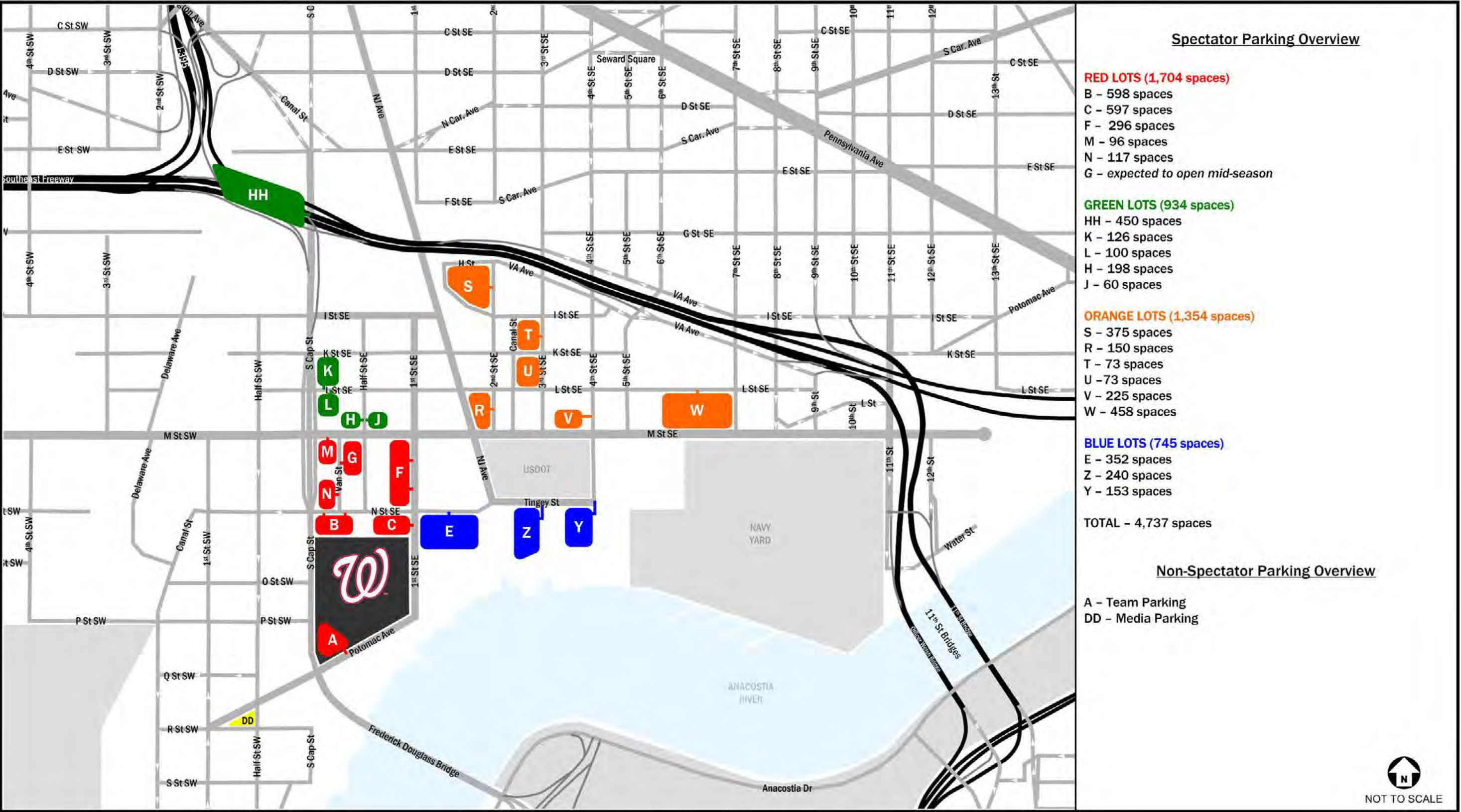


Figure 6: Current Parking Inventory



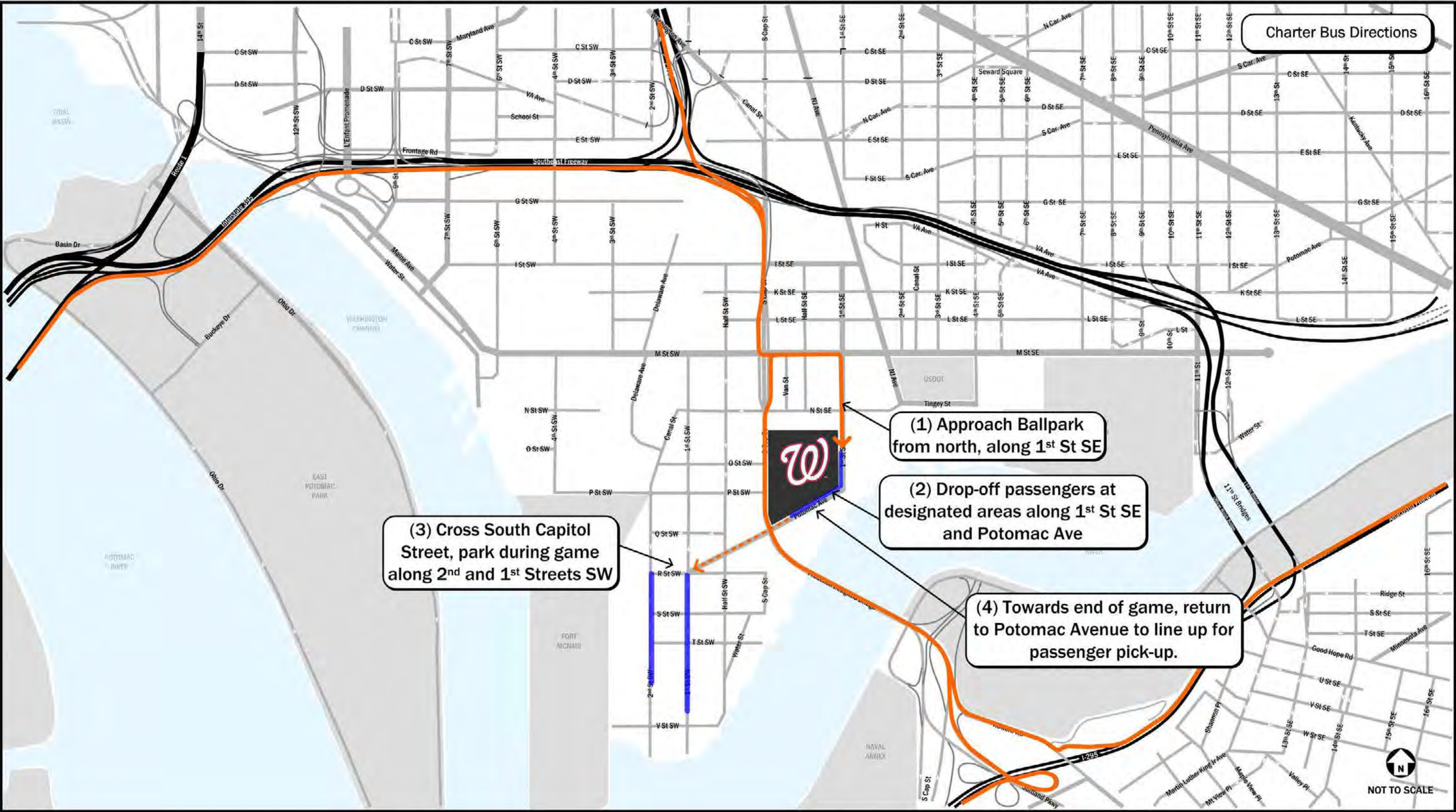


Figure 8: Charter Bus Routing and Parking

17. Secure Employee Parking Lots & Shuttles

The Nationals plan to park employees at RFK in a manner similar to remote parking for spectators. The operations of the remote lots and shuttles for employees will differ from spectators, since shuttles will be necessary for longer periods before and after games.

2008 Season Status: The Nationals will provide parking spaces at RFK for employees and operate shuttles to and from Nationals Park.

Future Considerations: It is difficult to estimate how many employees will use this service (the Nationals are stressing hiring local employees who can walk to the Ballpark), so it will be carefully observed, and operations adjusted to meet the expected demand.

18. Implement Enhanced RPP Program on Residential Streets

In previous documents the Ballpark Task Force has recommenced that on-street parking in the residential neighborhoods in Near Southeast and Southwest be protected from encroachment on game days using the same enhanced Residential Parking Permit system that has been developed to protect the neighborhoods in the vicinity of RFK.

During development of these plans, it was determined that the exact system surrounding RFK would not be applicable to the area surrounding Nationals Park. There are more businesses, industrial areas and higher density residential areas near Nationals Park.

2008 Season Status: DDOT and other members of the Task Force developed a new on-street parking plan based on a mixture of enhanced Residential Permit Parking (RPP) and performance based multi-space parking meters. This system attempts to accommodate residents, business patrons and Ballpark spectators through strict levels of RPP combined with meters that influence use through hourly restrictions and cost adjustments. The per hour parking rate for the new meters will be based on the usage of the meters and the price of comparable off-street parking. Details for this plan are shown on Figure 9.

Future Considerations: The on-street parking system will be monitored and adjusted during the season.

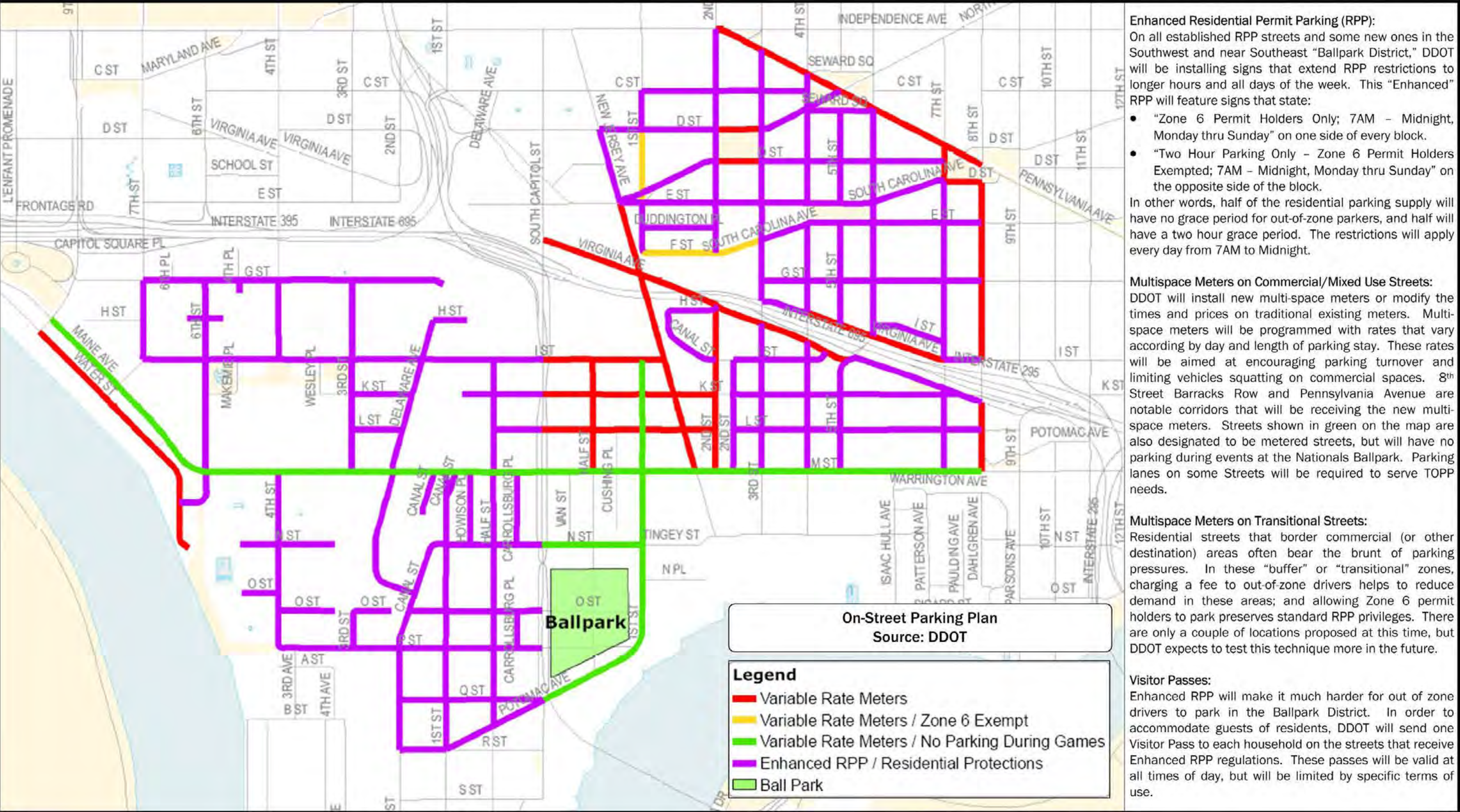


Figure 9: On-Street Parking Recommendations

Traffic

Special Operations Measures

19. Implement Special Pre/Post Game Signal Timings
20. Add Signs/Markings Needed for Turn Restrictions Pre/Post Game
21. USE MPD & DDOT Traffic Officers Pre/Post Game

Research shows that approximately 70% of fans who drive will arrive and depart on the freeways that serve near Southeast and Southwest. There are a total of eleven off-ramps that fans can use to access the Ballpark area. Of those, the South Capitol Street off-ramp is chronically congested during weekday commuter periods. To disperse traffic, fans will be directed to use the other ramps that are typically not congested. The intersection of South Capitol and M Streets is chronically congested during weekdays. Ballpark fans will be directed to avoid using either of these streets so as to not add to congestion. The routing to the Ballpark for fans has been designed to use underutilized arterial streets.

Special pre and post game traffic operations measures will ensure the most efficient flow of traffic before and after each game. This is most critical during high attendance games on weekday afternoons and evenings during the region's high traffic season when Congress and the schools are in session. Special pre and post game traffic operations measures will include: restrictions of on-street parking on the arterial streets in the Ballpark vicinity, special traffic signal timings, signs and pavement markings for special intersection turn controls, and traffic control personnel to direct and manage traffic and pedestrian safety at key locations.

In order to facilitate movement on streets surrounding the Ballpark, special pre and post game signal timings will be used. The purpose of this measure is to add capacity to routes that carry Ballpark traffic and to ensure that Ballpark traffic does not create large queues, especially onto the Freeway system. Although the implementation of this mitigation measure will help reach these goals, it should be noted that this will create longer delays on the non-ballpark routes that share the same signals.

Restricting turning movements makes it possible to channel and control ballpark traffic. In addition, special turning movement allowances can provide extra capacity to the arterial roadway system.

Traffic Control Officers will be used for several reasons: (1) for crowd control at major pedestrian concentration points, (2) to enforce traffic safety laws at major pedestrian and vehicle conflict points, and (3) to supplement the special operations measures, such as turning restrictions.

Traffic Control Officers will be from two sources, the MPD Special Operations Division, and from the Traffic Control Officers under the jurisdiction of DDOT. Where traffic is being controlled, it is expected that the non-police officer personnel will be sufficient. MPD officers will be used where large crowds are expected, or to de-conflict pedestrians and vehicles where an unsafe situation is more likely to occur. The operations plans show the expected number of Police and Traffic Control Officers needed. In the first few games of the season

or during major events (playoff games, all-star games), additional Police Officers may be used. In addition, if the Traffic Control Officers are experiencing difficulty with crowds, they may be substituted with Police Officers.

The special operations measures were developed using the travel demand profile for Ballpark patrons developed during the ballpark planning process and documented in the Ballpark *TMP*.

2008 Season Status: Figures 10 and 11 show the general pre and post game mitigation measures for Ballpark traffic. Figure 12 shows game day cone and barrier placement. Figure 13 shows game day operational signing. Figure 14 summarizes Police and Intersection Control Officer placement. Details on the traffic analyses and mitigation measures for pre and post game conditions details are in *Appendix D: Traffic Modeling Summary*. The routing strategies for parking lots and individual lot routing directions are found in *Appendix C: 2008 Parking Inventory*. Details on the operations plan measures, including placement of game day signs, cones, barrier and officers is contained in *Appendix A: Operations Plan*.

Future Considerations: The roadway operations plans will be monitored and adjusted throughout the season.

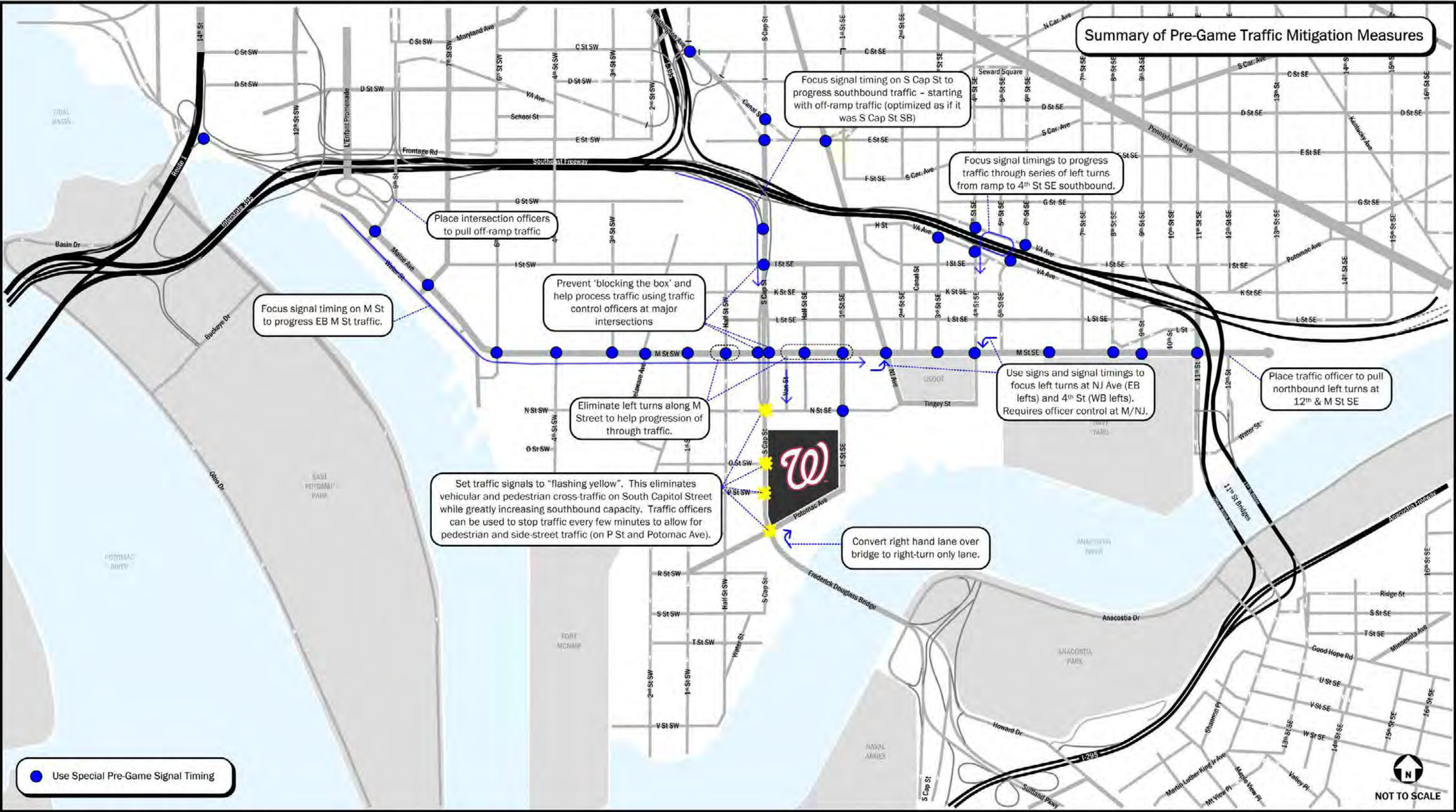


Figure 10: Summary of Pre-Game Operations Measures

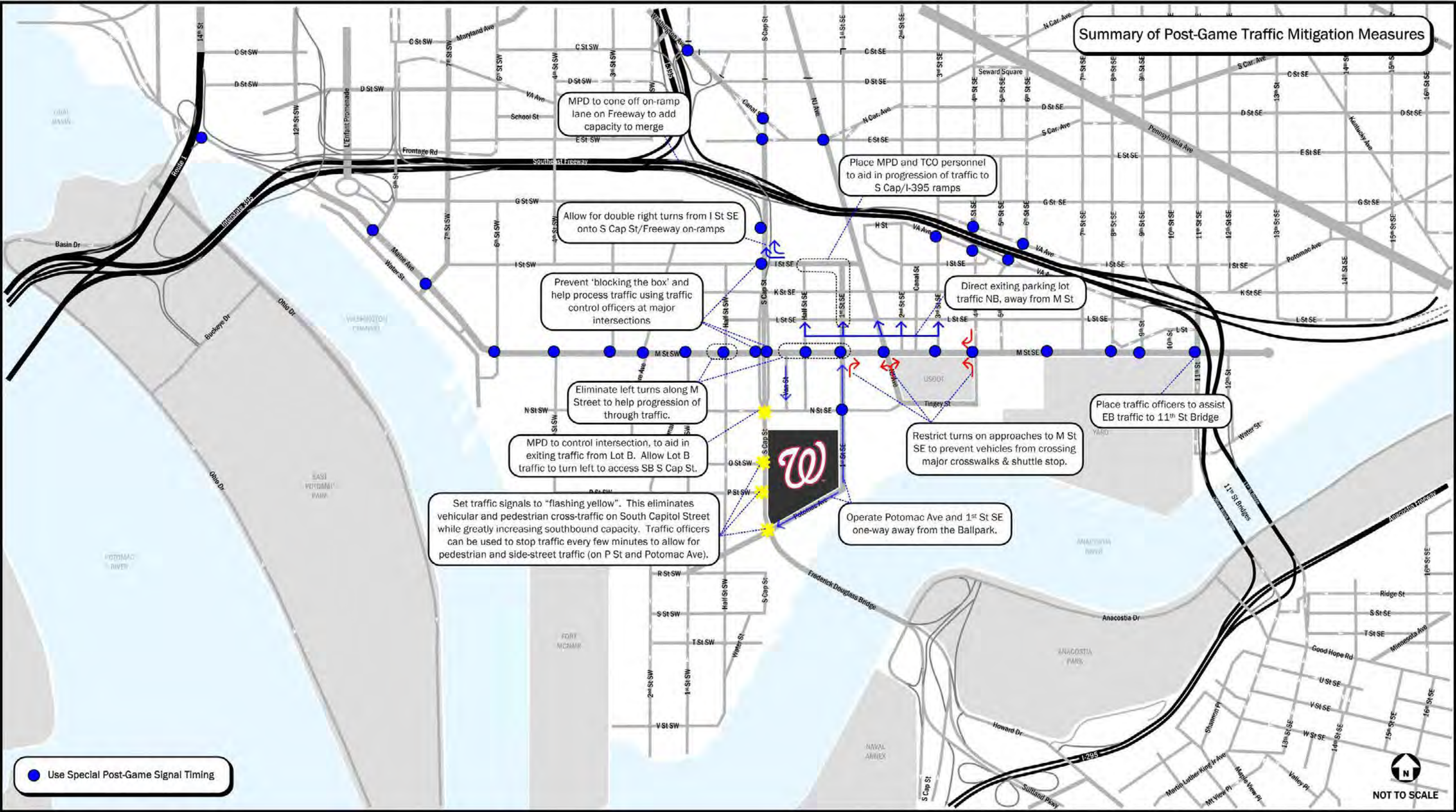


Figure 11: Summary of Post-Game Operations Measures

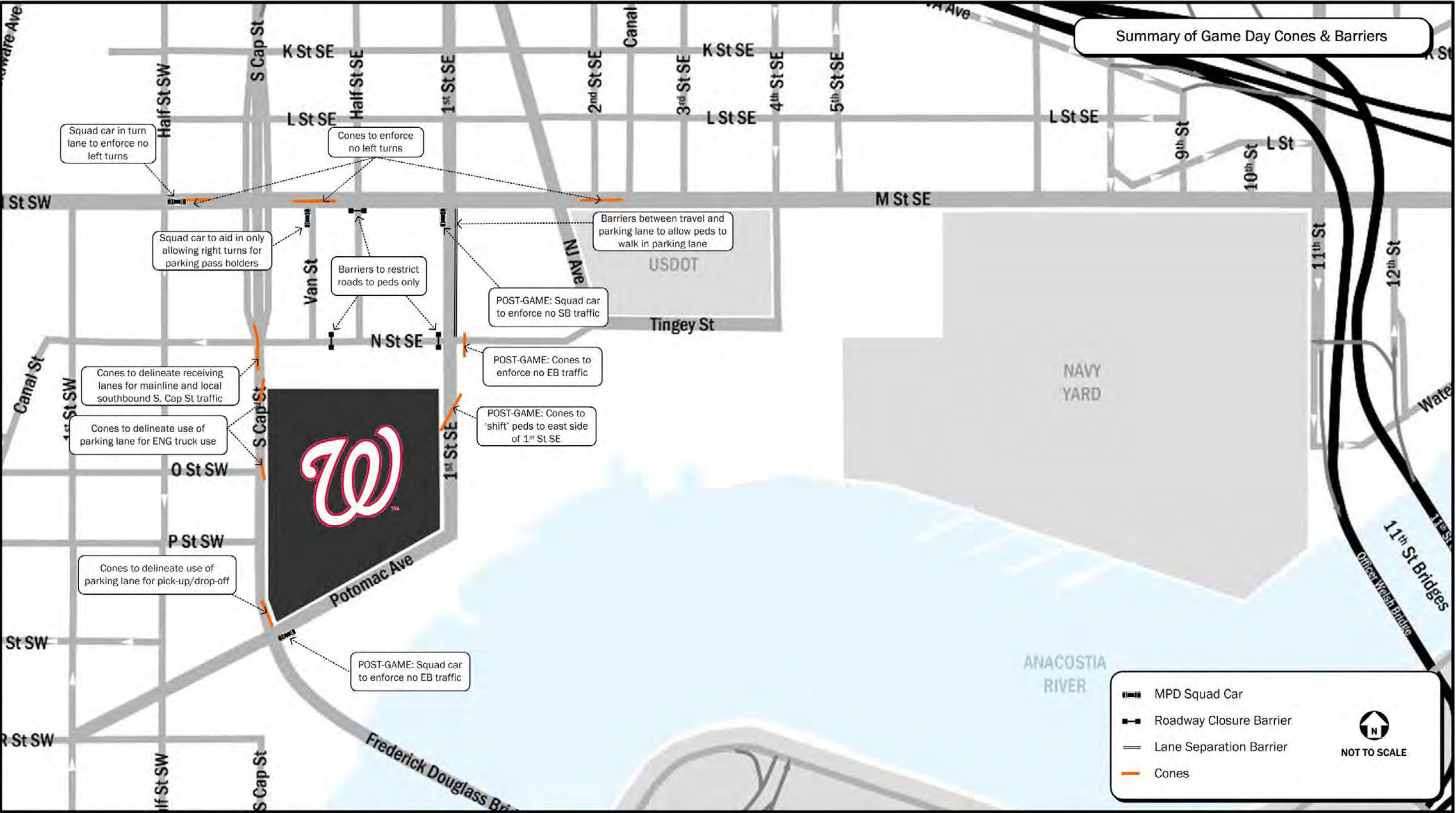


Figure 12: Summary of Game Day Cones & Barriers



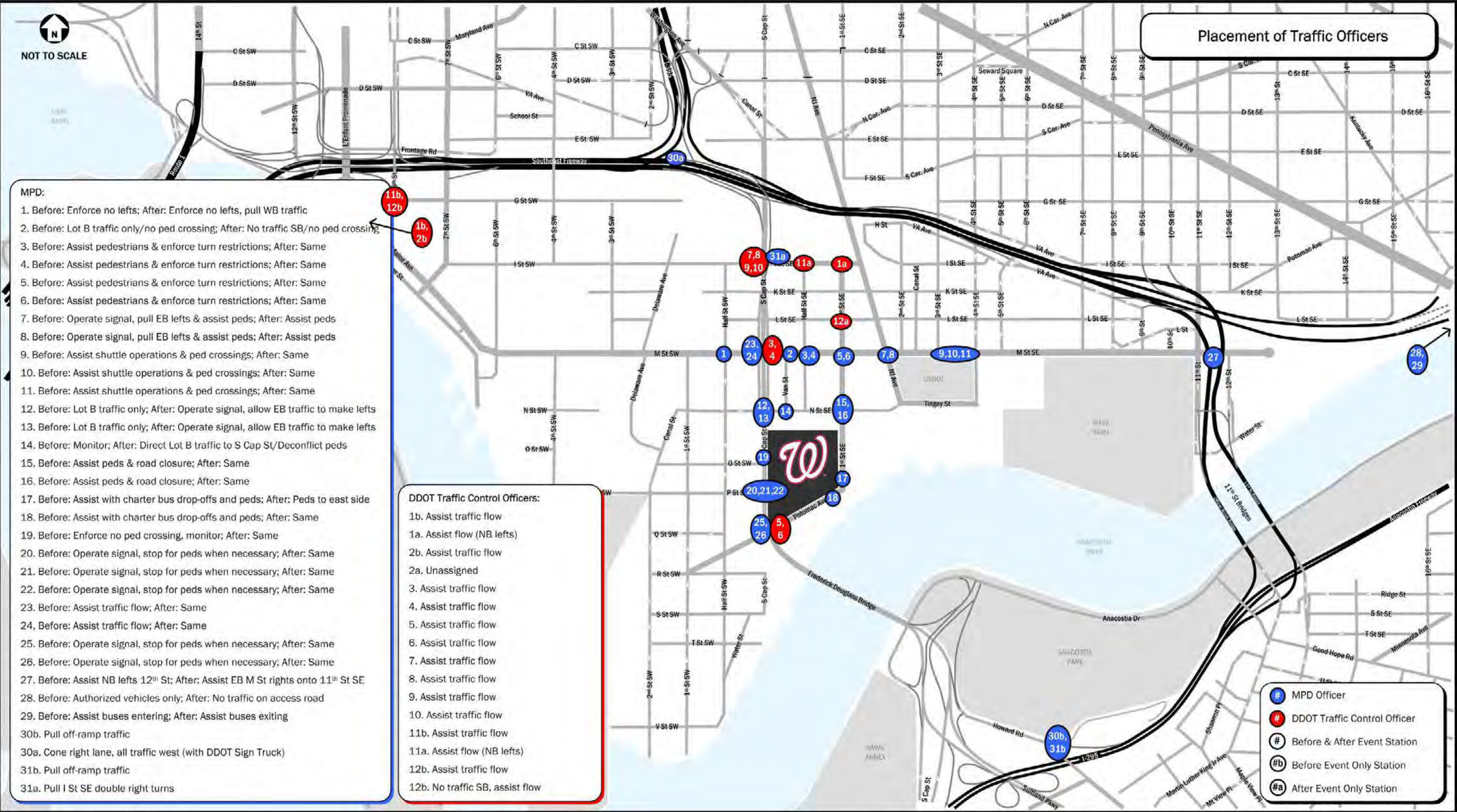


Figure 14: Placement of MPD and Traffic Control Officers



Intelligent Transportation Systems

22. Use Regional & Local Variable Message Signs (VMS)
23. Use District Highway Advisory Radio (HAR)
24. Install Closed Circuit Television Cameras to monitor pedestrian zones and arterials
25. Implement Coordinated Parking Information System

The purpose of the Ballpark Intelligent Transportation System (ITS) components is to provide quality information to motorists en-route to the Stadium. A secondary purpose is to alert everyday commuters to upcoming games via Variable Message Signs (VMS)

One of the goals of the Ballpark transportation strategy is to spread out motorists over several approach routes. The recommended Ballpark ITS components do this by first collecting information about the system (ie. where there are backups, which parking locations are full, etc.), and then disseminating that information to motorists via VMS and Highway Advisory Radio (HAR).

2008 Season Status: The current plan for ITS is to use the existing DDOT ITS system. In addition, a dialogue between DDOT and their counterparts in Maryland and Virginia has begun to enable use of VMS outside of the District.

The VMS system is intended to carry messages directing motorists on approach routes to the appropriate exits. Ideally, the signs will change during the pre-game period, adjusting to direct motorists to areas of less congestion. In addition, regional signs could alert everyday commuters to upcoming games.

The recommend VMS operations plan is included in this document as Appendix B.

The HAR system would be used similarly to the VMS system, to disseminate information on approach routes and parking facilities. Current plans call for using existing District HAR, although it would be preempted if other incidents in the District had priority.

Future Considerations: The District has applied for federal funding to install an expanded ITS. Possible expansions to the Ballpark ITS could be through the following: (1) additional funding could enhance the VMS and HAR systems including additional local street VMS signs, the addition of more permanent VMS signs on highways and a dedicated HAR channel for events, (2) the coordination of the Nationals parking information collection system and information dissemination services, so spectators could get information on which lots are full and which have spaces, and (3) additional closed circuit television cameras for monitoring traffic.

Roadway Infrastructure Enhancements

26. Refurbish Roadways Surrounding Ballpark
27. Improve On/Off Ramp Connections

Two major roadway construction projects have been completed prior to the opening of Nationals Park. These improvements were first suggested during the *Anacostia Access Study*. These improvements will aid by improving the condition and capacity of roadways near the ballpark and providing circulation options. These improvements are included in those shown on Figure 1.

The TOPP strategy includes reducing the impact of the additional roadway volumes generated through a dispersal of drivers to alternate routes and implementing special operations measures. With these two strategies in place, it is expected that the existing on and off ramps in the near SE/SW area could handle the additional traffic.

2008 Season Status: Intersections of some of the freeway ramps and surface streets have been modified with some minor changes to traffic controls to ensure there is adequate capacity to serve residents and commuters on game days when Ballpark fans are also using these ramps.

Future Considerations: Additional minor changes to increase roadway capacity may be necessary in future seasons depending on the build out of development in the Near Southeast/Southwest neighborhood. These changes may include additional traffic signals, striping/markings changes, the addition of turn lanes, and changing streets to one-way operations.

Improved Directional Signing

28. Provide Regional Signing to Ballpark and Back Towards Regional Highways

29. Install Signing on Streets Leading to and Outside of Parking Facilities

Regional and local guide signs for motorists are important to the transportation strategy goal of alerting motorists of alternate routes in order to spread out their impact. It is important that all pre-trip information regarding the various approach routes is supplemented with directional signage. In addition, upon leaving the ballpark areas, motorists need to be aware of all routes back towards regional highways, so they do not feel like they have to back-track on the route they used to get there.

2008 Season Status: The Ballpark Task Force recommended a signing strategy containing a hierarchy of regional and local signs. Signs based on this strategy were manufactured and installation should be completed prior to opening day.

Future Considerations: Changes to the Nationals Park parking inventory will require ‘tweaking’ the parking directional signs on roadways within the Ballpark neighborhood. Future construction of major infrastructure improvements may require changes to regional signs.



Curbside Management

This section of the TOPP presents the plans for game day provisions for vehicle parking and passenger loading along the curb on the streets adjacent to and in close proximity to the Ballpark. As noted in other sections of the TOPP, N Street SE on the north side of the Ballpark and Half Street SE between N Street and M Street will be closed to traffic to accommodate the flow of pedestrians between the Ballpark and the west portal of the Navy Yard Metrorail Station. Also, traffic will be permitted to use Potomac Avenue east of South Capitol Street and First Street adjacent to the Ballpark prior to games, but during and until traffic dissipates after a game, those two street segments will be partially closed to general traffic.

30. Alter Meters and Parking Regulatory Signs on Streets surrounding Ballpark
31. Alter Meters and parking Regulatory Signs on Streets within Approx. 4,000 feet of Ballpark

On non-game days, the curb lanes on the streets adjacent to and nearby the Ballpark will be available for metered curb parking and other typical uses. In the street sections outlined in this report where special curb parking and loading needs are required on game days, signs will be placed prohibiting regular metered parking and stipulating specific zones for specific Ballpark-related vehicle parking and passenger loading uses. In addition, on-street parking regulations in the area near the Ballpark will need to be adjusted as discussed earlier.

32. Provide Space for ENG/SAT Trucks
33. Designate Portion of Curb Space for Taxi/Limo Use
34. Designate Portion of Curb Space for Disabled Pick-Up/Drop-Off
35. Designate Portion of Curb Space for Shuttle Stop
36. Designate Portion of Curb Space for MPD/EMA Vehicles
37. Designate Locations for Ambulance Staging
38. Designate Portion of Curb Space for Charter Bus Staging
39. Eliminate Loading Activity on Ballpark 'Block' During Games

2008 Season Status: The following 2 exhibits (Figures 15 and 16) present a summary of curbside activity.

- **Command buses and ambulances:** The command buses will provide space for Metropolitan Police Department and Emergency Management Administration personnel who will be deployed to manage traffic and security on game days. At three hours prior to a game, the command buses will arrive and park on Potomac Avenue. In addition, ambulances will be staged in two locations: (1) the Ballpark loading dock on First Street, SE (this loading dock will be closed to loading activity from approximately 2 to 3 hours before the start of a game to approximately 2 hours after the end of the game), and (2) near the exit of the southern Ballpark onsite parking garage.

- **Charter/Shuttle Buses:** Employee and fan remote parking shuttles may operate for several hours before the start of a game until several hours after the end of a game. The shuttle buses would be permitted to come directly to the Ballpark up to two hours prior to game time and unload passengers along 1st Street SE, adjacent to the Ballpark. When special operations measures start two hours prior to the game, the shuttle buses will begin using the stop on M Street SE. After traffic dissipates after a game, the remote employee shuttle can return to using 1st Street SE, adjacent to the stadium.

Space for additional shuttle bus stops is reserved along 1st Street SE. This area could be used by a possible Circulator service, or post-game shuttles to Metrorail stations.

Charter Buses will arrive prior to game time and drop off passengers along Potomac Avenue adjacent to the Ballpark. Toward the end of the game, the Charter Buses will return and be positioned along the same street to pick up passengers and depart after the game. Since this street will be partially closed, the charter buses can be staged in non-traditional ways to save room and organize their post-game departures.

- **Pick-Up/Drop-Off:** The pick-up and drop-off area will be established on the northbound side of South Capitol Street. To aid in access from the north, a route via Potomac Avenue will be encouraged. This passenger loading area is intended for the general public and for the disabled who will have access to the bank of Ballpark elevators at the O Street entrance to the Ballpark. An additional pre-game only drop-off area will be located on 1st Street SE.

Taxis and limousines will be allowed to drop off passengers in the area, but will not be allowed to wait. Post game, taxi stands will be located on Half Street SE and 1st Street SE in the block immediately north of M Street. This location has been selected because fans can be directed to this location using the same directional signage to the west portal of the Navy Yard Station. Also fans who initially decide to use Metro after the game may change their mind due to congestion at the station and can easily go to the taxi stand for departure.

- **Trucks:** Ballpark trucking loading will be fully restricted from approximately 3 hours before the game until approximately 2 hours after the game. DDOT will work with neighboring property owners to set a moratorium for a limited number of hours on game days. Trucks that absolutely must access properties in the vicinity of the Ballpark will be permitted to do so with permission from the onsite Metropolitan Police Department traffic control officers.

Electronic news gathering (ENG) and satellite (SAT) trucks will be parked in the curb lane on the eastside of South Capitol Street prior to and during games. This truck-parking zone will be served with communications infrastructure that is being installed as part of the Ballpark construction. This particular



location is one of the few locations in the vicinity of the Ballpark that has adequate sight lines to satellite receptors.

Future Considerations: The curbside activity surrounding Nationals Park will be monitored and revised during the season. During individual games, MPD will have the authority to change the plan as needed.

40. Manage Vendors on Pedestrian Routes

There is concern that vending on streets surrounding the Ballpark can lead to a reduction in sidewalk width and a desire for unsafe mid-block crossings. It is recommended that vending not be allowed where high levels of pedestrian activity are expected.

2008 Season Status: The District government plans to allow vending on several streets several blocks away from the Ballpark, where fewer pedestrians are expected (for example, New Jersey Avenue on the path between the Capitol South Metrorail station and Nationals Park).

Future Considerations: Vending locations should be reviewed during the season to ensure they are not generating conflicts with pedestrian traffic.

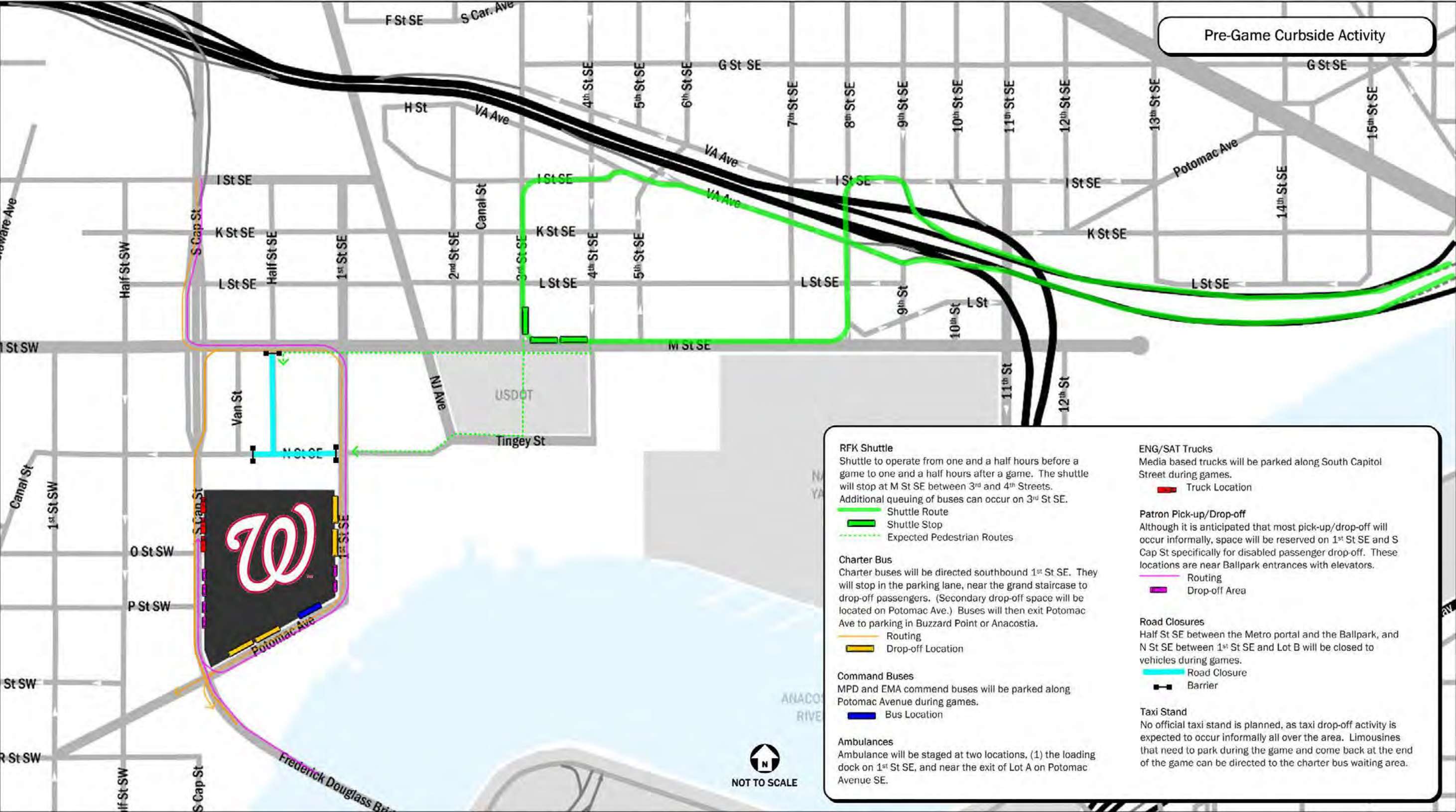


Figure 15: Summary of Pre-Game Curbside Activity

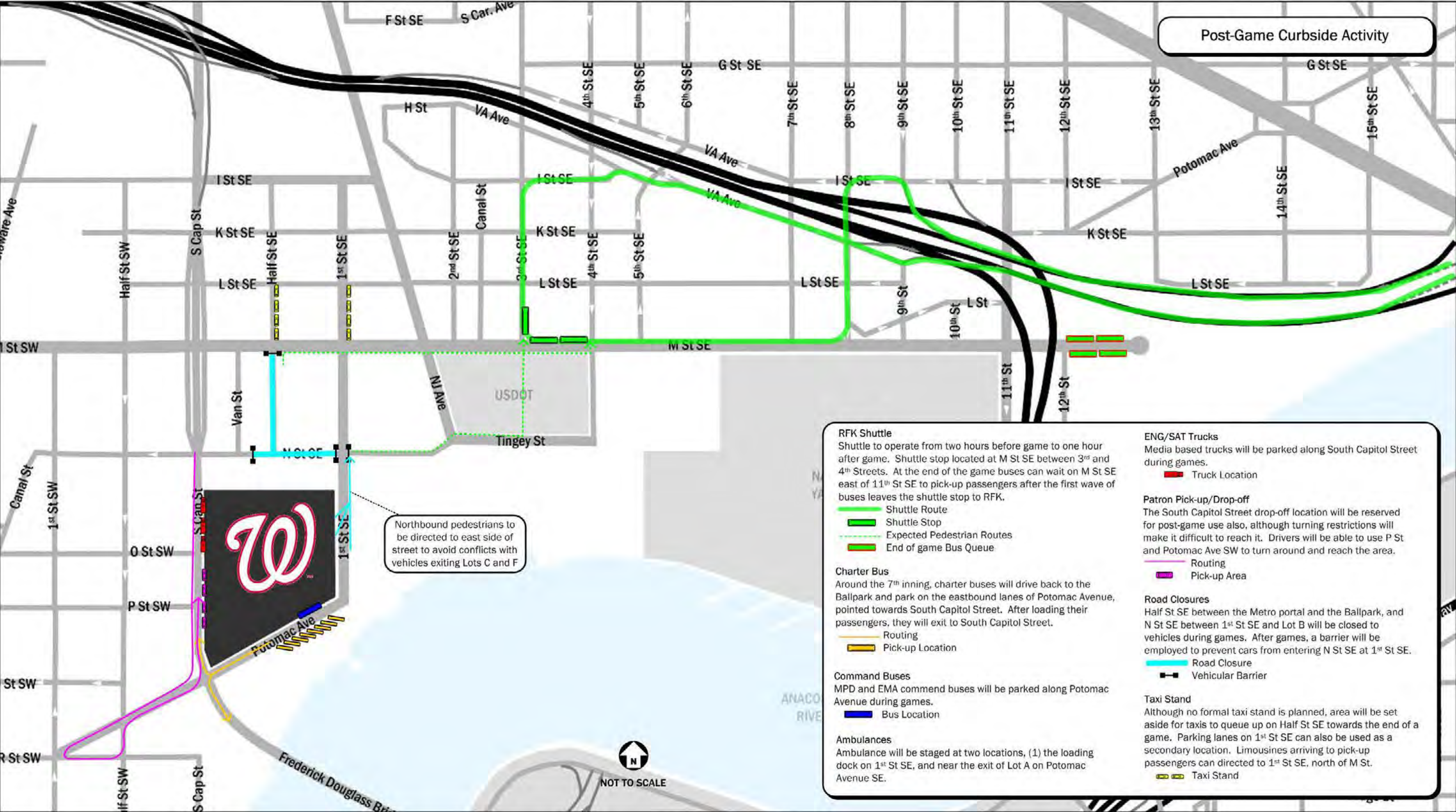


Figure 16: Summary of Post-Game Curbside Activity



Transportation Demand Management

41. Use Pre/Post Game Events to Spread Out Arrival and Dispersal of Patrons
42. Provide Incentives for Non-Automobile Use
43. Prepare and Distribute Marketing Materials (Website, Media, etc...)

Transportation Demand Management (TDM) programs are established to reduce single occupancy vehicle (SOV) trips and increase the use of alternative modes. These programs use various strategies that expand the range of solutions to transportation problems and increase the efficiency of the overall transportation network, without investing in new capacity.

Many of the TOPP recommendations, managing parking, providing transit service, are inherent and very critical TDM strategies. The Nationals are planning to execute targeted marketing campaigns that include providing multiple transportation options in order to get patrons to and from the ballpark in the most convenient and safe manner possible. The marketing efforts will include but not be limited to the following strategies:

- **Use Pre/Post Game Events to Spread out Arrival and Dispersal of Patrons** - A difference of spreading out arrivals so an extra 10% of patrons are not leaving/arriving in the same hour has a substantial impact. The Nationals are currently considering ideas for enticing fans to come early and leave late.
- **Provide Incentives for Non-Automobile Use** - The Nationals have been working with WMATA to develop a list of concepts for encouraging transit use which includes: a new potential Ballpark Fare; Metrorail fare cards as part of season ticket holders' options; the option of using WMATA's SmarTrip cards; a direct link to WMATA's website trip planner; and game day ambassadors at key Metrorail hubs. The Nationals are also working with the DC Circulator, Regional Transit Systems and Commuter Connections, all in an effort to provide a seamless commute from origin to destination by use of public transportation. In addition, walking and biking to the new Ballpark could be encouraged through incentive programs (such as free bike valet parking).
- **Prepare and Distribute Marketing Materials** - Since a major strategy to handle Ballpark traffic is to educate the public the Nationals have forged a partnership for a joint effort 'Metro Opens Doors to the Nationals Ballpark including: a brochure highlighting the Metrorail system and a walking map of the local area surrounding the Ballpark; a WMATA/Nationals pocket guide highlighting public transit access to the Ballpark; distribution of these and other transportation marketing materials would be through the WMATA distribution network, regional transit stores in Maryland, Virginia and the District; through a partnership with Commuter Connections (COG) employee outreach sales force and Association; though WMATA's website; through an on-site Commuter Transportation kiosk; through advertising in the Post

Express with key man distribution at Metrorail hubs; and through COG's Private Providers Task Force. The Nationals have already begun this effort, which will include marketing at RFK this season and through current print advertising, broadcast emails, surveys, and radio spots as well as a detailed website.

- **Routing information dissemination** - Routing information and maps of parking, transit, shuttle bus pick-up locations should be distributed: as tickets are purchased; through a partnership with the Washington Metropolitan Transit Authority distribution network such as at Metrorail station, transit stores in Maryland, Virginia and the District; through a partnership with the Council of Governments (COG) Commuter Connections employee outreach sales force, transit partners in Maryland, Virginia and the District; through the Washington Area Concierge Association, through WMATA's trip planner website through an on site Commuter Transportation kiosk; through active participation in local and regional transportation events/fairs; through local Business Improvement Districts; local Chamber of Commerce Washington Convention and Tourism Corporation; Greater Washington Board of Trade; and through COG's Private Providers Task Force.

In addition to marketing materials to fans, everyday commuters can be targeted. Knowledge of upcoming games could be relayed through marketing campaigns, and even through transportation coordinators at major employment centers, such as the federal government (for example, having an email go out to USDOT, Navy Yard, and Capitol Hill employees telling them the Nationals home schedule that week).

2008 Season Status: The Nationals have already begun an extensive information/media campaign to encourage the use of Metro and other alternative mode use. They have established a website for traveler information and routing (nationals.com/waytogo).

Future Considerations: The Nationals will continue their media campaign in future seasons, updating as necessary.



TOPP Appendices

APPENDIX A: OPERATIONS PLAN

The Operations Plan contains details required for pre and post game transportation operations for the Ballpark. Additional details and background information can be found in other sections of the Appendices, and summaries of the Operation Plan are contained in the body of the report.

The Operations Flowchart (Figure A1) is an index and timeline of Operations Plan elements. The rows correspond to time periods, and the columns represent elements of the plan. It is intended that all pre-game elements begin two hours prior to game. Thus all preparatory work (placing of signs, personnel and vehicle staging, etc...) will need to occur prior to two hours before the start of the event. This is similar to the situation at RFK, where MPD-SOD arrives approximately two and half to three hours prior and begins implementing the plan two hours prior.

The post-game operations plan will begin late in the game, at the discretion of the MPD-SOD. The implementation time for the post-game operations plan should be based on the departure rate of patrons. The post-game operations plan will cease when traffic dissipates at the end of the event, at the discretion of MPD-SOD. This is expected to occur approximately 45 minutes to an hour after the end of the game, based on experience at RFK and other venues in the District

The Operations Plan is presented in details on Figures A2 through A14. The first sheet is an index showing the location of specific intersection sheets covering areas around the Ballpark (generally two to three intersections per sheet).

Implementation Roles and Resources

The activities described within the TOPP will be performed by several partners. The following lists those partners and describes their roles in implementing the plan:

- *MPD-SOD*

The Metropolitan Police Department – Special Operations Division (MPD-SOD) will be primarily responsible for controlling the area closest to the Ballpark. This will be done by placing officers at intersections and other points (specified in the Operations Plan). These officers will help with pedestrian crossings, implementing the traffic operations measures, and curbside activities. Their activity will be coordinated at the MPD-SOD Command Bus. MPD-SOD will be the lead game day implementation agency, coordination roles and timing. MPD-SOD will have the authority to alter plans as needed.

- *DDOT*

The District Department of Transportation (DDOT) will be responsible for implementing most of the roadway operations plans. This includes placing barriers and signs per game, changing them during a game and removing them after the game. In addition, Traffic Control Officers (currently part of the Department of Public Works), will be employed at intersections at the periphery of the Ballpark area to

aid in enforcing the roadway operations plan (although the Traffic Control Officers will report to MPD-SOD). DDOT will also be responsible for implementing and coordinating the recommended signal timing changes, and the Variable Message Sign plan.

- *Emergency Management*

The District Emergency Management Agency will also have a command bus stationed near the Ballpark, and will coordinate ambulance activity and all emergency services on game days.

- *Washington Nationals*

The Washington Nationals will be responsible for collecting and disseminating parking information from facilities they control. They will station parking attendants where needed to check for parking passes to ensure drivers are not entering the wrong roadways/parking lots. The Nationals will also the employee and remote parking shuttle operations.



	General Operations	Roadway/Parking Operations					Police Operations	Emergency Management	Pedestrian/Bike Operations	Charter Bus	Possible Shuttle Bus	Pick-up/Drop-off	Taxis	ENG/SAT Trucks
		Traffic Signal Timings	Game Day Signs	Intersection Personnel	Traffic Patrol	Variable Message Signs								
PRIOR TO EVENT	Establish Employee Shuttle					Move/locate signs as needed					Employee shuttle begins, with stop adjacent to Ballpark			
3 TO 2 HOURS BEFORE GAME	Set-up Main Pre-Game Operations		Put up game day parking signs, game day pre-game operations signs, and general game day operations signs		Patrol main arrival roadways for illegally parked vehicles		Command bus and officers arrive, discuss operations plan	Command bus and ambulances arrive						ENG/SAT parking established on South Capitol St
2 TO 0 HOURS BEFORE GAME	Main Pre-Game Operations	Implement pre-game signal timings		Direct traffic at designated intersections		Use for directing traffic to correct exits and incident management	Officers deploy to major pedestrian\ vehicle conflict points and other area per plan		Close portion of N Street and Half Street	Buses arrive, drop-off passengers and re-locate for game	Patrons in remote parking begin using shuttles, stop moves to designated street	Drop-off area established on South Capitol St	Allow taxi use of drop-off area	
DURING GAME	Change Operations from Pre to Post Game	Revert to normal signal timings	Remove game day parking signs and pre-game operations signs; put up post-game operations signs		Patrol major departure roadways and neighborhood streets for illegally parked vehicles	Move signs if necessary	Revert to standard duties in and around Ballpark area			Toward end of game buses return and stack up outside Ballpark	Toward end of game, buses stack on designated street			
NEAR END OF GAME TO 1 HOUR AFTER GAME	Main Post-Game Operations	Implement post-game signal timings		Direct traffic at designated intersections		Use for directing traffic to highway on-ramps	Officers deploy to major pedestrian\ vehicle conflict points and other area per plan			Passengers board buses, buses depart as needed	Remote parking patrons board buses and depart to RFK	Pick-up area established on South Capitol St	Post-game taxi area near Navy Yard west portal	
POST EVENT	Take Down Operations, Maintain Employee Shuttle	Revert to normal signal timings	Remove all remaining game day signs						Re-open closed streets		Employee shuttle continues as needed, with stop adjacent to Ballpark	Pick-up area reverts to on-street parking lane		ENG/SAT parking reverts to on-street parking lane

Figure A1: Operations Flowchart

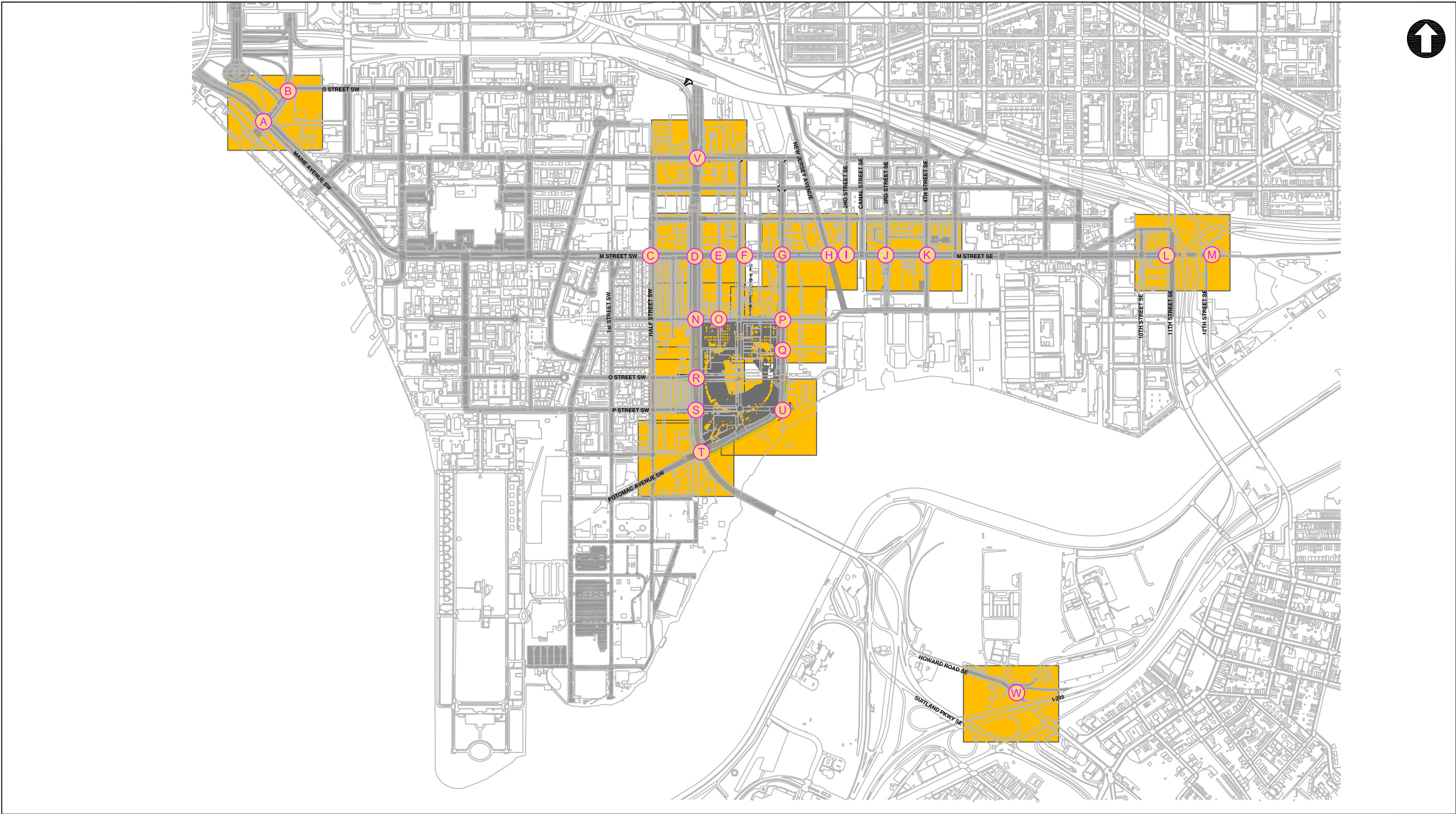


Figure A2
Operations Plan - Sheet Index
Scale: 1" = 1000'

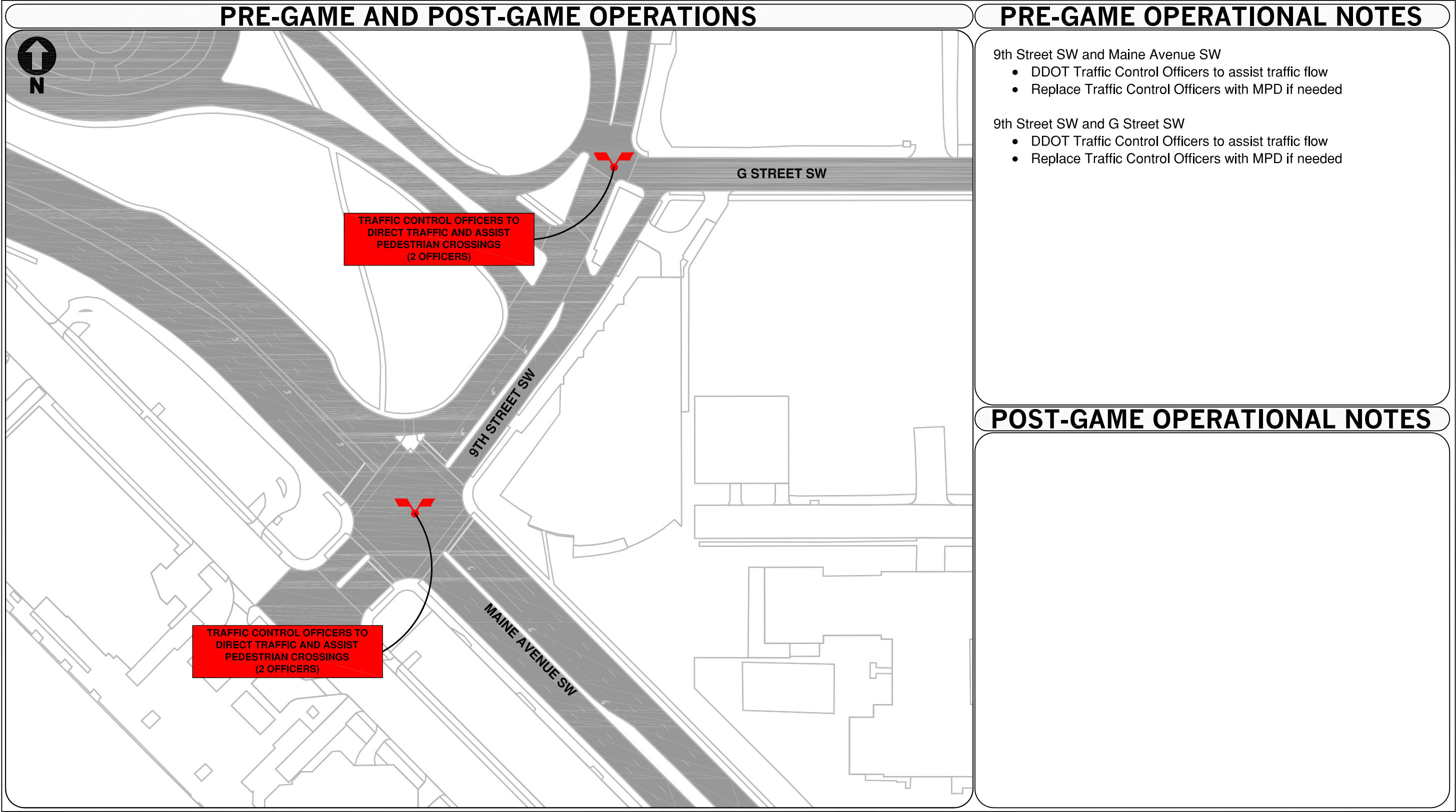


Figure A3
Operations Plan Sheet A & B
9th Street S.W. at Maine Avenue/G Street S.W.
Scale: 1"=100'
March 12, 2008

 PRE-GAME ONLY MITIGATION  POST-GAME ONLY MITIGATION  PRE & POST GAME MITIGATION

