

# 2014 Nationals Park Traffic Operations and Parking Plan



February 7, 2014

**DRAFT REPORT**

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2014 Update Revised by:

District Department of Transportation  
Transportation Operations Administration

## EXECUTIVE SUMMARY

This technical memorandum represents the 2014 update to the Nationals Park Traffic Operations and Parking Plan (TOPP). The 2014 plan is based upon, and is an update to, the 2013 TOPP, which was completed in March of 2013. The 2013 plan was implemented during the 2013 baseball season, and because of its success, provides the basic framework for this proposed 2014 update.

The 2014 TOPP update is an extension of the work completed by the 2013 TOPP project team, Sammat Engineering Services and Sam Schwartz Engineering. The 2013 process entailed stakeholder interviews with members of Advisory Neighborhood Commission (ANC) 6D, as well as stakeholders from: the Capitol Riverfront Business Improvement District (BID), the Washington Nationals, the Metropolitan Police Department (MPD), and the planning and engineering staffs of the District Department of Transportation (DDOT). The project team also helped DDOT to organize and conduct a stakeholder strategy meeting on February 27, 2013 at the offices of the Department. Those stakeholder interviews, as well as the stakeholder strategy meeting, identified several key concerns related to game-day traffic operations and parking. Recommendations were then proposed to address some of these concerns, with the remainder involving ongoing efforts that were undertaken by DDOT. Additionally, the 2013 project team analyzed ballpark attendance and Metro ridership data, identifying patterns that were used to enhance DDOT's efforts to manage ballpark traffic operations.

The 2013 review of the inventory of parking availability within the environs of the ballpark indicated a marked reduction in off-street parking capacity since the 2008 TOPP was prepared. That decline reflected rapid land development around the ballpark. Parking meters, which are operational until 10 pm on game days (including Sundays), were found in the following bounded areas:

- North: Virginia Avenue SE
- East: 4th Street SE
- South: M Street SE
- West: South Capitol Street SE

This area was, and continues to be, a performance parking zone; therefore higher rates will be in effect on game days one hour before the game and three hours during the game.

### New Lots and Signage for Existing Lots

The DDOT Team held an internal kickoff meeting with DDOT Stakeholders on November 4, 2014. The meeting discussed the update to the 2013 and minor suggestion for improvements. Based on the 2013 interviews, a review of the available documents and any previous and exiting data gathered, a number of recommendations have been proposed. These recommendations are based on the following general goals:

- Minimize the impact of parking availability and traffic flow to neighbors and commuters in the area.
- Provide adequate information to help get patrons to/from the ballpark efficiently.
- Provide enhanced information to patrons to maximize the use of Metrorail use since parking supply has declined since 2008 (due to new land development).
- Direct motorists to parking lots based on existing and new (e.g., 11th Street Bridge) approach routes. This will potentially reduce circulating around the ballpark looking for parking.
- Nationals to continue to provide information to drivers with ingress, parking, and egress information in coordination with all other stakeholders.
- Stakeholder meetings are recommended to be held on a quarterly basis. DDOT will collaborate with the Nationals to schedule these meetings and will duly inform the stakeholders.
- Enforce all restrictions during games, especially for parking and curb lane activity, with emphasis on M Street.
- Reduce pedestrian-vehicular conflicts at intersections as much as possible. This may also involve game day restriction on motor vehicle traffic for streets with high pedestrian volumes.
- As much as possible, minimize mid-block crossings at non-designated crosswalks by incorporating the wayfinding route maps (provided in this update) to pedestrians or patrons.
- Sidewalk improvements are recommended throughout the area. DDOT already has ongoing effort underway to improve sidewalks citywide.
- Suggested signage from the Washington Nationals, DC Taxicab Commission and ANC for directions to the ballpark, taxi stands and parking enforcement are under review by DDOT for potential implementation.
- Washington Nationals should update and replace missing Parking Lot Directional signage
- DDOT should refurbish all crosswalks and pavement marking along M Street for 6<sup>th</sup> Street S.W to 11<sup>th</sup> Street, S.E. and along South Capitol Street between I Street and Potomac Avenue.

Specific recommendations, many of which were used during the 2013 season (and will continue to be used during the 2014 season), are provided in this report. In addition, this report includes several maps (provided as an Appendix) that highlight Metrorail stop walking times, placement of Traffic Control Officers (TCOs), parking facilities, and directions for using the 11th Street Bridge ramps to direct vehicular traffic from southern Maryland, northern Maryland, and

southern Virginia. The Appendix also includes the methodology and data that was used to develop the 2013 TOPP, and provides the basis for this 2014 update.

Table 1 summarizes key elements of the updated Base and Enhanced Nationals Park TOPP that will be used for the 2014 season.

**Table 1: Key Elements of 2014 Base and Enhanced National Park TOPP**

	Base TOPP	Additional Coverage for Enhanced TOPP
<b>Intersection Control Personnel</b>	<ul style="list-style-type: none"> <li>-South Capitol St &amp; M St SE</li> <li>-Half Street &amp; M Street SE</li> <li>-New Jersey Ave &amp; M Street SE</li> <li>-First Street &amp; N Street SE</li> <li>-1st Street &amp; M Street SE</li> <li>-South Capitol St &amp; I Street SE</li> <li>-South Capitol St &amp; I Street SW</li> </ul>	<ul style="list-style-type: none"> <li>-South Capitol/Potomac Ave SE</li> <li>-First St &amp; Potomac Ave</li> <li>-South Capitol St &amp; O St SE</li> <li>-South Capitol St &amp; N St SE</li> <li>-Near 11th Street Bridge</li> <li>-Half Street &amp; M Street SW</li> <li>-1st Street &amp; M Street SW</li> <li>-3rd Street &amp; M Street SW</li> <li>-4th Street &amp; M Street SW</li> <li>-5th Street &amp; M Street SW</li> <li>-3rd Street &amp; M Street SE</li> <li>-M Street &amp; Delaware Ave SW</li> <li>-11th St &amp; M St/exit to 11th Street Bridge</li> <li>-12<sup>th</sup> and M St., SE</li> </ul>
<b>Variable Message Signs</b> <ul style="list-style-type: none"> <li>-I-295 NB (2)</li> <li>-I-295 SB (2)</li> <li>- I-395 NB (2)</li> <li>- South Capitol Street SB</li> <li>- South Capitol Street NB</li> <li>- New York Avenue WB</li> <li>- 3rd Street Tunnel SB</li> <li>-395 Split to 11th St Bridge (Post Games only)</li> </ul>	<p>Activate 90 minutes prior to scheduled game start time</p>	<p>Activate 120 minutes prior to scheduled game start time</p>
<b>Roadway Operations Patrol Assistance</b> <p>During 8th inning of games implement lane reductions at freeway entrance ramps and drop cones at strategic intersections to prevent left turns</p>	<ul style="list-style-type: none"> <li>-Ramp to 11th Street Bridge from M street SE leading to I-295 going south</li> <li>-On SE /SW Freeway at the ramp from South Capitol Street</li> </ul> <p>Drop cones on M Street at New Jersey Ave to prevent left turns</p>	<ul style="list-style-type: none"> <li>-On-ramp to 14th Street from Maine Avenue SW leading to I-395 going south</li> <li>-On northbound South Capitol Street Bridge approaching South Capitol/Potomac Ave SE</li> </ul> <p>Drop cones at 7 additional intersections to prevent left turns (list provided on page 8)</p>
<b>Traffic Signal Timing</b>	<p>Combination of splits and offsets that operate under three possible cycle lengths, 100 seconds, 120 seconds, and 150 seconds. Evacuation timing plan of 240 seconds for South Capitol Street corridor if the need arises to evacuate the area.</p>	
<b>Street Closures</b>	<ul style="list-style-type: none"> <li>-N St SE between South Capitol St SE First SE</li> <li>-Half St SE between M St &amp; N St SE</li> </ul>	
<b>Traffic Management Operations</b>	<p>Operators monitor traffic, incidents, signal status from DDOT's Traffic Management Center</p>	
<b>Curbside activity around ballpark</b>	<p>Curbside parking restrictions in effect at key locations on M St, N St, 1<sup>st</sup> St, and Potomac Ave during baseball games. Taxi zone is established on M St.</p>	

<b>Enhanced Enforcement</b>	Provide enhanced enforcement of neighborhood parking in areas adjacent to the Stadium.
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## RECOMMENDATIONS FOR 2014 NATIONALS TOPP

Based on findings from the 2013 stakeholder interviews, data analysis, parking assessment, and the operational plans (presented in the Appendix to this report), the following recommendations are presented.

### Base and Enhanced TOPPs

DDOT will adopt **two operational plans** for Nationals games based on anticipated attendance levels and the day of week/time of day for the games:

- A **Base** TOPP would largely follow the game day procedures and staffing levels for normal games with low to moderate levels of attendance.
- An **Enhanced** TOPP will be employed for games with high levels of attendance, and for most games with weekday afternoon start times.

Presented in the following sections are the details for the Base and Enhanced TOPPs for each type of operational undertaking.

### 1. Traffic Signal Timing Plan

DDOT has developed several traffic signal timing plans that cover the ballpark area. These traffic signal timing plans contain a combination of splits and offsets that operate under three possible cycle lengths, 100 seconds, 120 seconds, and 150 seconds. There is also an evacuation timing plan of 240 seconds for the South Capitol Street corridor if the need arises to evacuate the area. The following signalized traffic signal locations are connected to the stadium manual plans (also see Figure 1):

I-295 and Howard Road SE	8 <sup>th</sup> Street and M Street SE
Half Street and M Street SE	9 <sup>th</sup> Street and M Street SE
Half Street and M Street SW	9 <sup>th</sup> Street and Maine Avenue SW
1 <sup>st</sup> Street and M Street SE	11 <sup>th</sup> Street and M Street SE
1 <sup>st</sup> Street and N Street SE	12 <sup>th</sup> Street and M Street SE
1 <sup>st</sup> Street and Potomac Avenue SW	14 <sup>th</sup> Street Bridge Ramp and Maine Ave SW
1 <sup>st</sup> Street, M Street and Canal Street SW	M Street and Delaware Avenue SW
3 <sup>rd</sup> Street and M Street SE	M Street and Isaac Hull Avenue SE
3 <sup>rd</sup> Street and M Street SW	New Jersey Avenue and M Street SE
4 <sup>th</sup> Street and M Street SE	South Capitol Street and I Street
4 <sup>th</sup> Street and M Street SW	South Capitol Street and M Street
5 <sup>th</sup> Street Ramp, I Street and Virginia Ave SE	South Capitol Street and N Street
6 <sup>th</sup> Street and Maine Avenue SW	South Capitol Street and O Street
6 <sup>th</sup> Street and Virginia Avenue SE	South Capitol Street and P Street
7 <sup>th</sup> Street and Maine Avenue SW	South Capitol Street and Potomac Avenue

Suitland Parkway and Firth Sterling SE

Suitland Parkway and Stanton Road SE

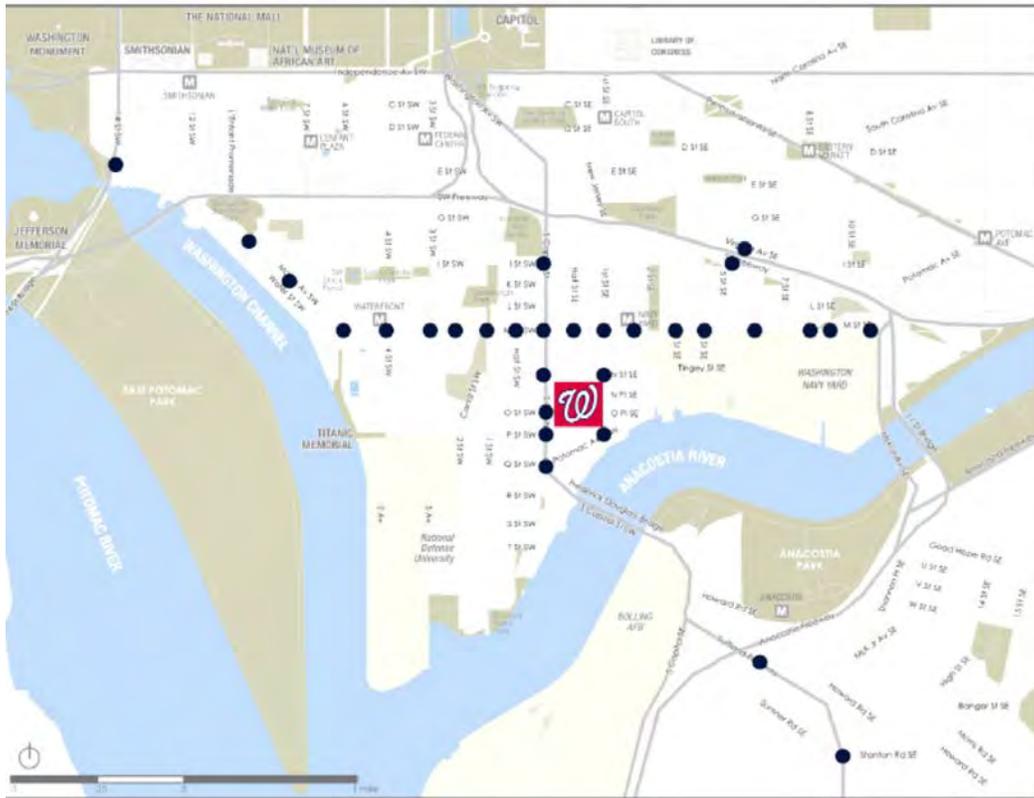


Figure 1: Intersections with game-day signal timing plans

## 2. Location of DC Personnel and Staff during game days

For the Nationals season, DDOT's traffic control deployment will consist of a combination of Traffic Control Officers, School Crossing Guards, Metropolitan Police Department, special personnel from the Nationals and other appointed special personnel. The personnel coverage will be provided at a total of seven (7) intersections for the Base TOPP. For the Enhanced TOPP, DDOT will consider deploying personnel at an additional 13 intersections, as listed below and shown in Figure 2:

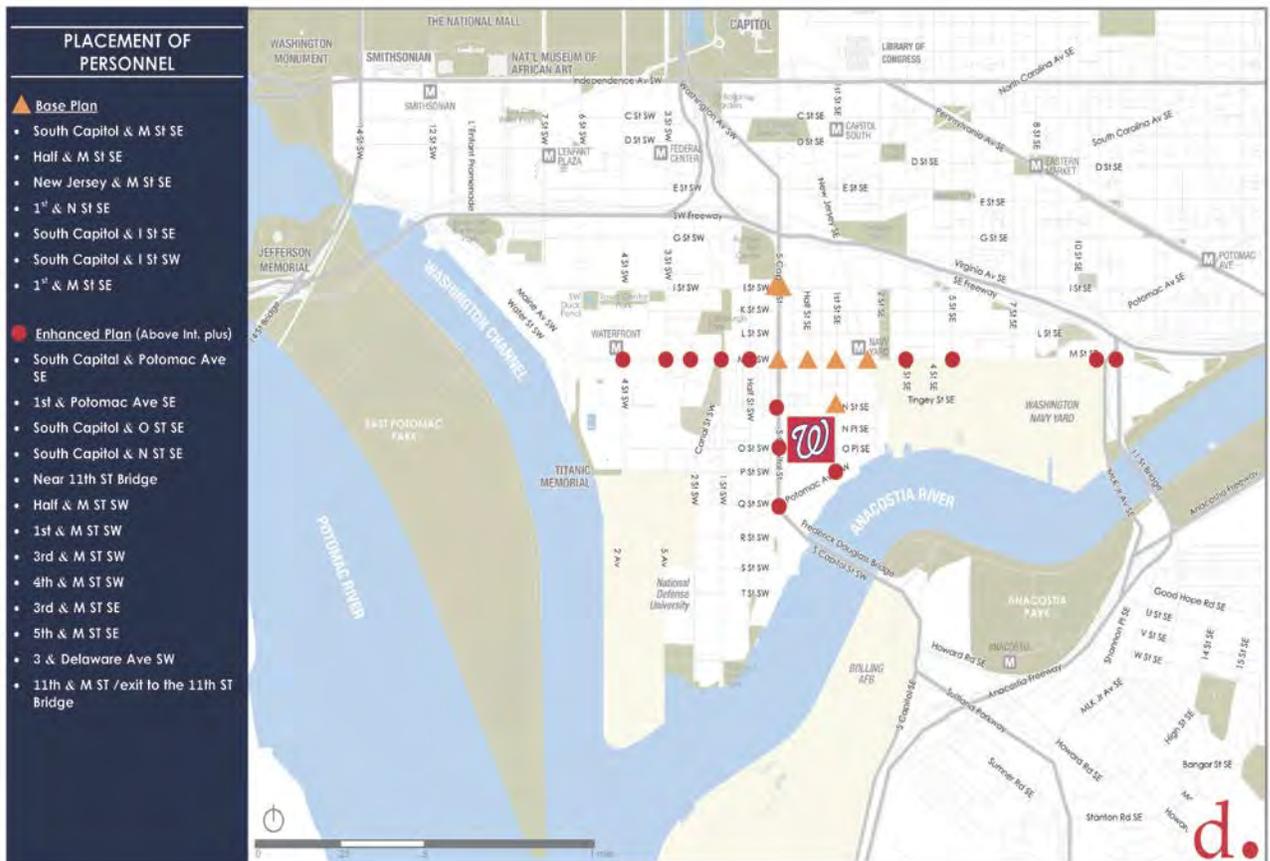
### Base TOPP

- South Capitol Street & M Street SE
- Half Street & M Street SE
- New Jersey Avenue & M Street SE
- First Street & N Street SE
- 1<sup>st</sup> Street & M Street SE
- South Capitol Street & I Street SE

- South Capitol Street & I Street SW

**Additional Intersections Considered for Enhanced TOPP**

- 1<sup>st</sup> Street & M Street SW
- 1<sup>st</sup> Street & M Street SW
- 1<sup>st</sup> Street & Potomac Avenue
- 3<sup>rd</sup> Street & M Street SE
- 3rd Street & M Street SW
- 4<sup>th</sup> Street & M Street SW
- 5<sup>th</sup> Street & M Street SW
- 11<sup>th</sup> Street & M Street/exit to 11<sup>th</sup> Street Bridge
- 12<sup>th</sup> Street & M Street SE
- M Street & Delaware Avenue SW
- Near 11<sup>th</sup> Street Bridge
- South Capitol Street & N Street SE
- South Capitol Street & O Street SE
- South Capitol Street & Potomac Avenue SE



**Figure 2: Location of Traffic Control Officers during Game Days**

### **3. Roadway Operations Patrol (ROP) Assistance**

ROP will implement lane reductions during the 8th inning of games to expedite the merge onto the freeways during the post-game period. Locations are as follows:

#### **Base TOPP**

- Ramp to 11th Street Bridge from M street SE leading to I-295 going south
- On SE/SW Freeway at the ramp from South Capitol Street

#### **Additional Locations for Enhanced TOPP**

- On-ramp to 14<sup>th</sup> Street from Maine Avenue SW leading to I-395 going south
- On northbound South Capitol Street Bridge approaching the intersection of South Capitol and Potomac Avenue SE

In addition to implementing freeway tapers, ROP will drop cones on M Street at New Jersey Avenue to prevent left turn as part of the Base TOPP.

For the Enhanced TOPP, ROP will drop cones at following seven (7) intersections to reduce possible turn movements at the beginning of the 8th inning:

- M Street SE @ Cushing Place (cone in between the two medians)
- Turn Lane from M street to south bound Half Street SW (cone off turn Lane)
- M Street SE @ 2nd Place SE (cone between the two medians)
- On-ramp to northbound south Capitol Street from M Street
- Turn Lane from M street to north bound Half Street SW (cone off turn Lane)
- On Ramp to southbound South Capitol Street from M Street
- M Street SE @ 2nd Street SE (cone between the two medians)

#### **4. Variable Message Signs (VMS)**

The DDOT Traffic Management Center will activate message boards 90 minutes prior to scheduled game start time under the Base TOPP, and 120 minutes prior to scheduled game start time under the Enhanced TOPP. Eleven VMS boards will be activated for each game. Locations and VMS messages are as follows:

- 3rd Street Tunnel SB: NATS BALL PARK USE I-395 EAST
- I-295 NB: NATS BALL PARK USE EXITS 3B & 4; NATS BALL PARK USE EXITS 3B & 4
- I-295 SB: NATS BALL PARK USE S. CAPITOL STREET; NATS BALL PARK USE S. CAPITOL STREET
- I-395 NB: NATS BALL PARK KEEP RIGHT; NATS BALL PARK NEXT 3 EXITS
- I-395 Split to 11th St Bridge- Post Games only: LANE SHIFT AHEAD/ MOVE TO LEFT
- New York Avenue WB: NATS BALL PARK USE I-395 SOUTH
- South Capitol Street NB: NATS BALL PARK PARKING FOLLOW DIRECTION SIGNS
- South Capitol Street SB: NATS BALL PARK PARKING USE M STREET EXIT

#### **5. Street Closures**

The same street closures will be implemented for the Base and Enhanced TOPPs:

- N St SE between South Capitol St SE and First SE
- Half St SE between M St & N St SE

These locations are designated as Special Event Areas any may be closed to non-emergency vehicular traffic starting eight (8) hours before commencement of game and continue until three (3) hours after game ends.

#### **6. Traffic Management Operators**

For both the Base and Enhanced TOPP, operators will be on hand to monitor traffic, incidents, signal status from DDOT's Traffic Management Center.

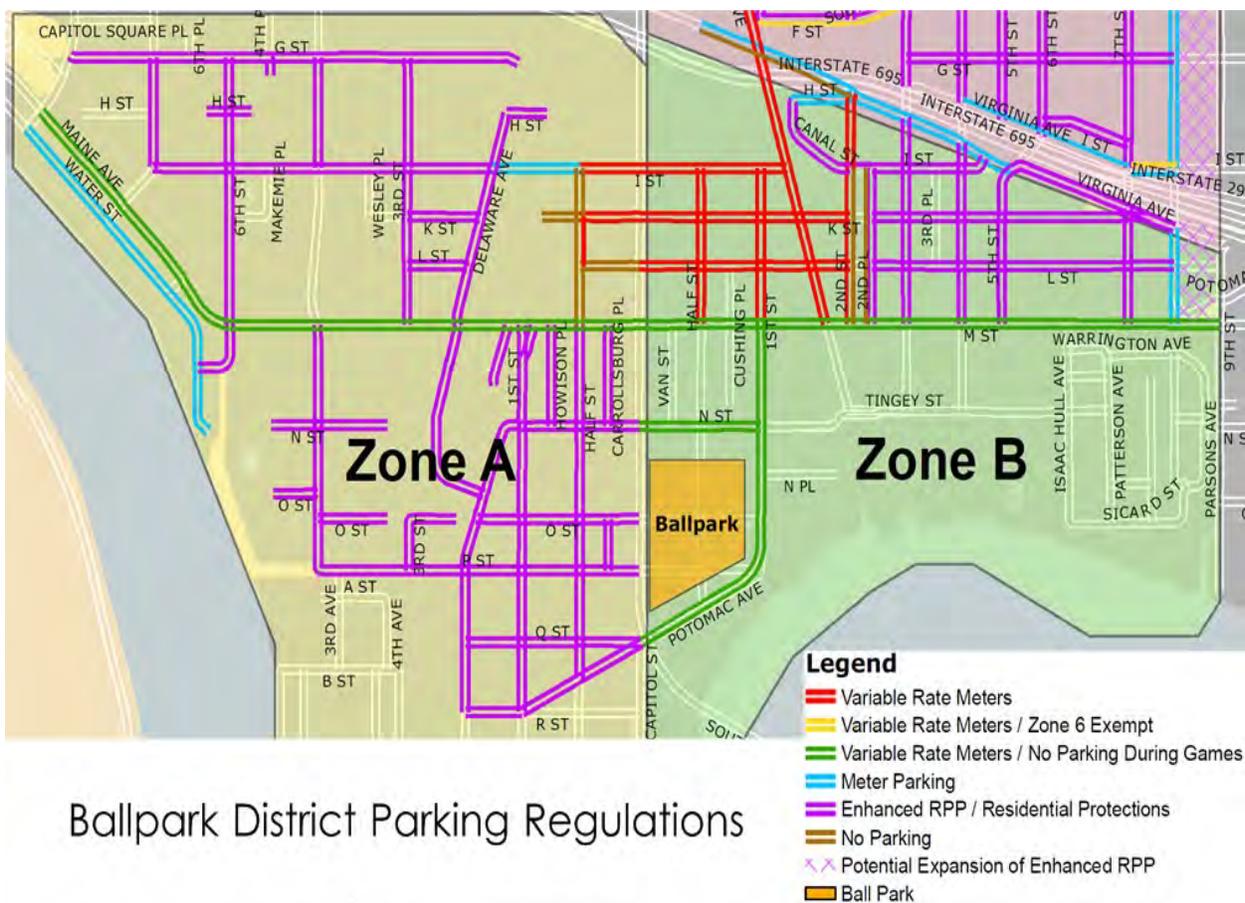
#### **7. Curbside activity around ballpark**

Curbside parking restrictions will be in effect during baseball games at the following locations:

- M Street between 9<sup>th</sup> Street SE to 9<sup>th</sup> Street SW
- N Street between South Capitol and 1<sup>st</sup> Street
- Potomac Avenue between South Capitol and 1<sup>st</sup> Street

- 1<sup>st</sup> Street from Potomac Avenue to M Street SE
- Commercial Curbside Use Along 4<sup>th</sup> Street at Tingey Street
- Commercial Curbside Use for new streets in The Yards.

Figure 3 shows the parking regulations around the ballpark. It is recommended that these restrictions be strictly enforced during game days. The Nationals will also make a concerted effort to inform fans of these and all other parking restrictions during game days.



Ballpark District Parking Regulations

Figure 3: District Parking Regulations

**8. Parking Inventory and Restrictions and Neighborhood Parking Protection**

An analysis of parking during the 2013 TOPP process showed a reduction of parking spaces since 2008 due to land use developments in the Ballpark area. Because land uses continue to be developed in the area, it is recommended that existing parking restrictions continue to be strictly enforced. Any improvements necessary to the existing parking restriction signage, especially in the residential neighborhoods in ANC 6D, should continue to be provided. Residents should be provided with more information regarding parking restrictions at least 24 hours before the restriction goes into effect.

DDOT will continue to work closely with the Nationals to provide clear directions for drivers traveling to and from Nats parking lots.

### **9. Tour Bus Management**

Prior to start of games, tour buses unload passengers on 1<sup>st</sup> Street prior to Potomac Avenue SE and on Potomac Avenue prior to South Capitol Street SE, on the side nearest to ballpark. Once passengers have departed, the buses proceed around the ballpark to the intersection of Potomac Ave, SE and South Capitol Street, SE and turn right onto South Capitol Street, SE, stay in the right-hand lane (avoiding the underpass) and make a right at the fourth traffic light onto M St, SE. Buses stay in the left-hand lane and make a left at the second traffic light onto First Street, SE, then travel one block and make a right onto L Street, SE. The entrance to Lot W (the bus parking lot) is located approximately six and a half (6 ½) blocks ahead on the right (past the intersection of 5th Street, SE and L Street, SE).

Buses and limousines wishing to pick up passengers MUST return to the drop-off/pick-up location, adjacent to the ballpark, during the 7th inning in order to pick up their passengers after the game. Failure to do so or late arrival will result in the vehicles being disallowed access to the drop-off/pickup location. It must be noted that Lot W may be lost to land development during the 2014 baseball season, in which case alternate parking arrangements for tour buses will need to be developed.

### **10. Taxi Cab Management and Enforcement**

A pre-game drop-off location was established on Van Street SE south of M Street. After dropping off patrons, taxis continue on Van Street, SE and turn right onto N Street, SE. A post-game pick-up location was also established in front of the Lerner Building on M Street SE. The Nationals provided 3 starters at head of the queue. Taxis queue along the curb lane of westbound M Street in front of the Lerner Building and the Unit block of M Street. Enforcement is provided by the DC Taxicab Commission's Hack Inspectors.

### **11. Metrobus and DC Circulator routes**

A review of the WMATA Metrobus information shows that the routes that are more prominent and could potentially reduce congestion and have an impact on how the Nationals fans attend games are the following: Routes 74, P6, V7, V8, V9 and A9. These routes are shown in Figure 4.

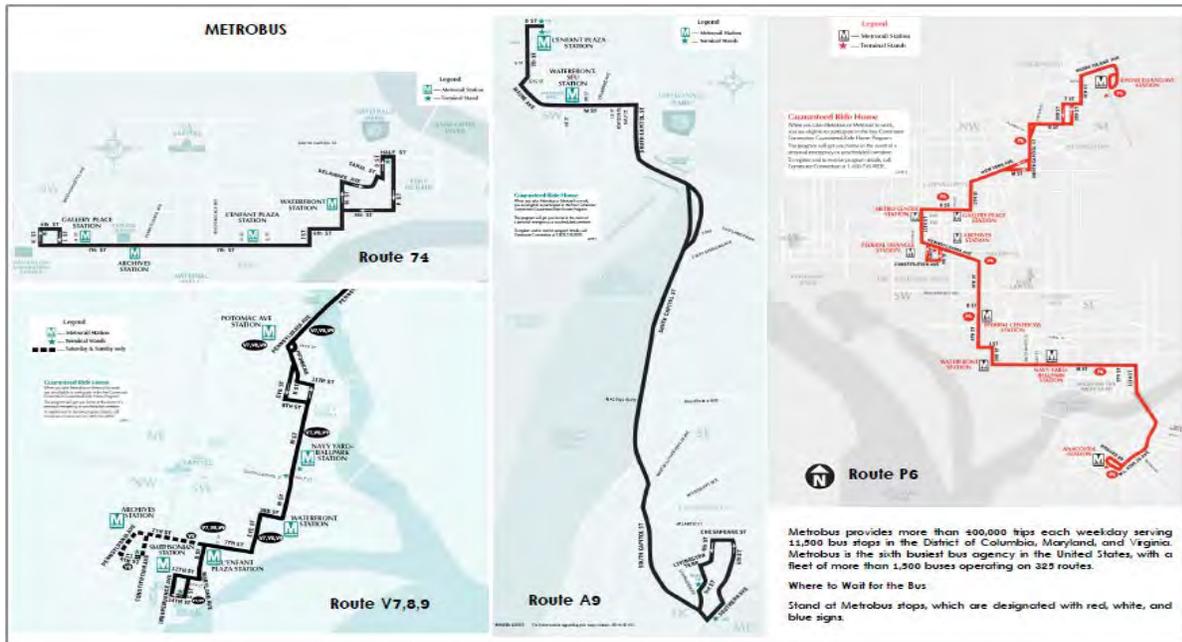


Figure 4: Metrobus Routes which could potentially reduce congestion

The DC Circulator is expanding to link cultural, entertainment and business destinations within the city's central core and District neighborhoods. Two new routes were added in March 2009 and most recently, in October 2011. Currently, there are five Circulator routes in all, providing easy connections to neighborhoods throughout the District and into Rosslyn, Virginia. The Circulator route Union Station – Navy Yard is the most prominent Circulator route which the Nationals fans should be encouraged to use. Figure 5 shows the DC Circulator Union Station – Navy Yard with their corresponding stops.

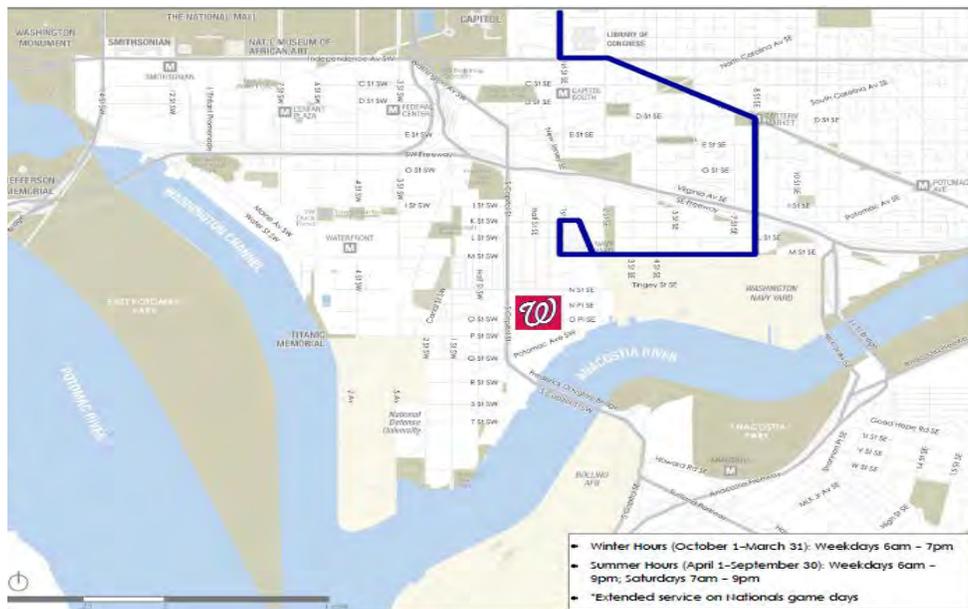


Figure 5: DC Circulator Union Station – Navy Yard Route

DDOT encourages walking to the ballpark from a range of Metro rail stations that serve the Blue, Orange, Yellow, and Green lines, as shown in Figure 6:

**Draft maps highlighting Metrorail stop walking times**

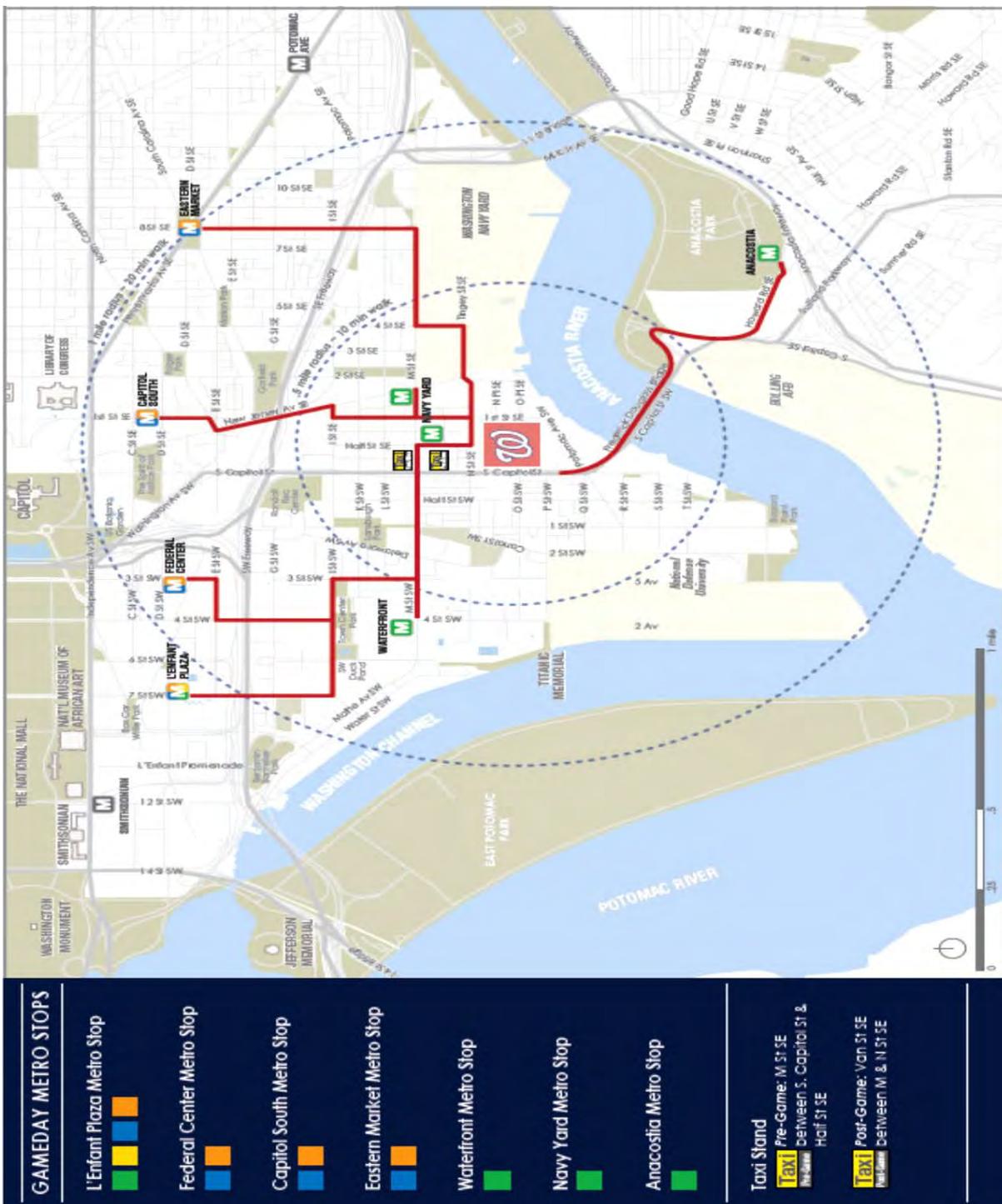


Figure 6: Example of pedestrian walking map to available Metro Stations

## 12. Bicycle Routes

DDOT has a well-established and very successful Bicycle Program which is committed to providing safe and convenient bicycle access throughout the city. DDOT has created approximately 56 miles of marked bike lanes, installed 2,300 bicycle parking racks, and launched the first public bike sharing program in the United States. Figure 7 shows the bike routes available near the Nationals ballpark.



Figure 7: Available Bike Routes and Stations within the Ballpark Area

## 13. Water Taxi

Fans attending Nationals games have the option of taking a water taxi to the Navy Yard area. This additional form of public transportation supports the goal of minimizing the number of automobile trips to the ballpark.

## SUGGESTED UPDATES OF NATIONALS AND DDOT WEB CONTENT

The project team conducted a detailed review of the Washington Nationals' current web site (<http://washington.nationals.mlb.com>) to identify potential opportunities to improve communication with fans on transportation issues. Appendix 3 contains screen shots of transportation pages from the current website. Issues raised during the 2013 stakeholder interviews, as well as the project team's familiarity with web pages for other sports teams, were both taken into account.

Overall, the Washington Nationals' website provides extensive transportation information that rivals or exceeds information provided by other professional sports teams. The website includes a sub-tab entitled "The Way to Go to Nationals Park", under which nine sub-tabs are provided:

- General Information, Which Contains a Link to Existing Parking Options
- Metrorail
- Metrobus and DC Circulator
- Bicycle Riders
- Walking
- Taxi
- UBER Car Service
- Share A Ride
- Charter Bus & Limousine
- Water Taxi

The website also includes an interactive map that allows users to navigate to locations and facilities of interest. It is still recommended that the Nationals provide a prominent transportation tab on the main page of their website rather than requiring users to seek transportation information by selecting one or more sub-tabs.

As was discussed in the 2013 TOPP, it is also still recommended that information on the current Metrorail tab be expanded to identify adjacent Blue/Orange line stations, as well as Green Line stations other than the Navy Yard station that provide access to the site. The current Metrorail tab is only focused on the Green Line Navy Yard station. The Metrorail tab should also include a link to the Nationals Park walking map developed by the project team.

Updating the Metrobus/Circulator tab to include information regarding specific Metrobus and Circulator bus routes, including bus service from 15<sup>th</sup>/K Street is also still recommended.

The Walking tab currently provides no information other than identifying walking as a healthy transportation choice. Some thought should be given to adding information that might increase the value of the Walking tab (e.g., links to local maps and areas attractions, etc.).

## **NATIONALS PARK DIRECTIONAL AND PARKING SIGNING**

In preparation for the 2013 baseball season the Washington Nationals conducted an inventory of directional and parking signs associated with the ballpark. A copy of the complete sign inventory was provided to DDOT at the February 27, 2013 stakeholder meeting, and is presented in the Appendix to this report. DDOT will continue to work with the Nationals to address signing concerns prior to and during the 2014 baseball season.

## **ADDITIONAL INFORMATION CONCERNING 2014 TOPP**

While this document generally provides an update to the 2013 TOPP, there are a few additional pieces of information that need to be included based upon new information that has occurred or was realized between the end of the 2013 baseball season and the update of this plan. That information, as well as the information's relevance to the 2014 TOPP, is discussed below.

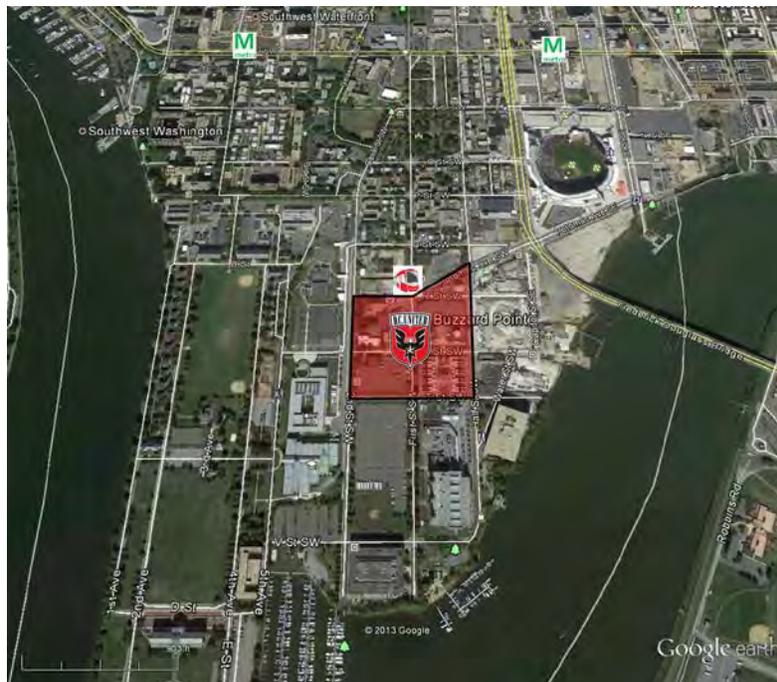
### **1. Updates to the 11<sup>th</sup> Street Bridge Project**

The 11<sup>th</sup> Street bridge project continues to make improvements to the existing traffic patterns to complete their project. These are tentative dates for opening and closing of ramps along the project

- Opening of I-695 eastbound Ramp A-2 in January/February
- Opening of the 3<sup>rd</sup> travel lane on westbound I-695 Ramp A-1 in March/April
- Closure of modified Ramp D-3; detour of traffic to I Street to use the I Street/3<sup>rd</sup> Street ramp up to the I-395/I-695 freeway; demolition of existing westbound flyover ramp
- Ramp E-2 is set to open in early Spring 2014
- Ramp D-4 is set to open in Summer 2014

### **2. DC United Soccer Stadium Construction Project**

DC United plans to relocate from their existing location at RFK stadium to a new 20,000 seat stadium located at Buzzard Point near the Nationals stadium. The proposed soccer stadium will be located on the west side of South Capitol Street with the Nationals Stadium located on the northeast corner of South Capitol Street and Potomac Avenue.



DC Council is in the process of completing a land transfer with the current land owner which includes the District relinquishing their rights to the Reeves Building [located on 14<sup>th</sup> Street and U Street, NW]. This transaction plans to be complete by summer 2014. After the necessary documentations, environment studies and preparation of the site is complete, construction of the new soccer stadium is set to begin in spring 2015. No construction will be done in 2014; therefore there will be no impacts to the 2014 Nationals season. The stadium is set to be completed by the 2016 and open for the 2017 soccer season. Construction of the new soccer stadium will be simultaneously occurring with DDOT's construction of a new Frederick Douglass bridge.

### **3. Frederick Douglass Bridge Utility Construction Project**

- South Capitol Street – Frederick Douglass bridge project start construction date: early 2015
- South Capitol Street – Frederick Douglass bridge project to be completed: End of 2018

There will be no impacts to the 2014 Nationals season

### **4. Event Study**

CH2M Hill, on behalf of the DDOT, conducted a special events study [a supplement to the M Street Transportation study] to look into the multiple entertainment venues and their impacts to existing and future traffic conditions. The study specifically outlines a few developments of having potential impacts to the M Street/South Capitol Street, SE corridor.

- Existing Nationals Ballpark
- Proposed 20,000 seat soccer stadium for the DC United located at Buzzard's Point – to be open for Spring 2017 season
- Proposed 2,000+ seat movie theater [Theatre at The Yards] – located southeast corner of First Street and N Place, SE
- Proposed 6,000 seat concert hall at The Wharf
- Arena Stage
- Kastles Stadium at The Wharf – existing building to be replaced in the future

At this time none of these proposed developments will have an impact on the 2014 Nationals season as most of these projects will begin construction late 2014/early 2015. DDOT will monitor all project with the Ballpark area and coordinate with the Nationals organization.

### **5. Status of Development in the Area**

Most of the major developments occurring in the area are mentioned in the special events study conducted by CH2M Hill. Below is a list of other projects in the area to be developed.

Most of these projects will start construction in 2015. DDOT will Permitting Office will coordinate with the Nationals to make sure safe access is provided for Ballpark patrons.

- 90 M Street, SE [next to 55 M Street, west of First Street] – completed by 2016
- Half Street development – located at Half Street Fairgrounds, next to Nationals stadium
- 100 Potomac Avenue, SE development – property just south of the Nationals stadium
- 25 Potomac Avenue, SE development

Discuss projects that may impact the stadium. The Wharf, as well as any other adjacent developments can be discussed here and any of their impacts can be included.

## **6. Citywide Work Zone Project Management System**

DDOT has developed a Citywide Work Zone Project Management System that tracks cumulative work zone impacts and generates regional mitigation strategies to improve mobility and safety throughout the District. This will be used in the National Ballpark area to make sure everyone is aware of games, events, road closures, detour, etc.

## **7. Anacostia Waterfront Initiative Transportation Master Plan 2014**

The District Department of Transportation (DDOT) has published the Anacostia Waterfront Initiative (AWI) Transportation Master Plan 2014 Update, a key tool for managing the advancement of major transportation infrastructure projects near and crossing the river in Wards 5, 6, 7 and 8.

The plan organizes more than 30 DDOT and external agency transportation studies and projects within the AWI Program area to ensure they are designed and constructed in coordination with one another based on such factors as benefits to the community, cost, duration of construction, environmental impacts and funding.

The plan details how these projects will further help create a world-class waterfront and also achieve the goals of Mayor Vincent Gray's [Sustainable DC Plan](#) for making the District of Columbia the healthiest, greenest most sustainable city in the country."

The plan includes a section on the AWI Program history and vision, as well as information about the agency's process for developing and prioritizing projects. It also describes, in detail, the major projects within the seven corridors that make up the AWI Program area.

The plan is available to view or download at <http://www.anacostiawaterfront.org/awi-documents/awi-transportation-master-plan-2014-update/>.

The Anacostia Waterfront Initiative (AWI) is a 30-year, \$10 billion series of transportation, environmental, economic, community and recreation projects that are transforming the shores of the Anacostia River into a world-class waterfront. The AWI Program area stretches from the Tidal Basin to the city's northeast border with Maryland.

## Draft map showing how to use the 11th Street Bridge ramps to bring vehicular traffic from Southern Maryland, Northern Maryland and Southern Virginia

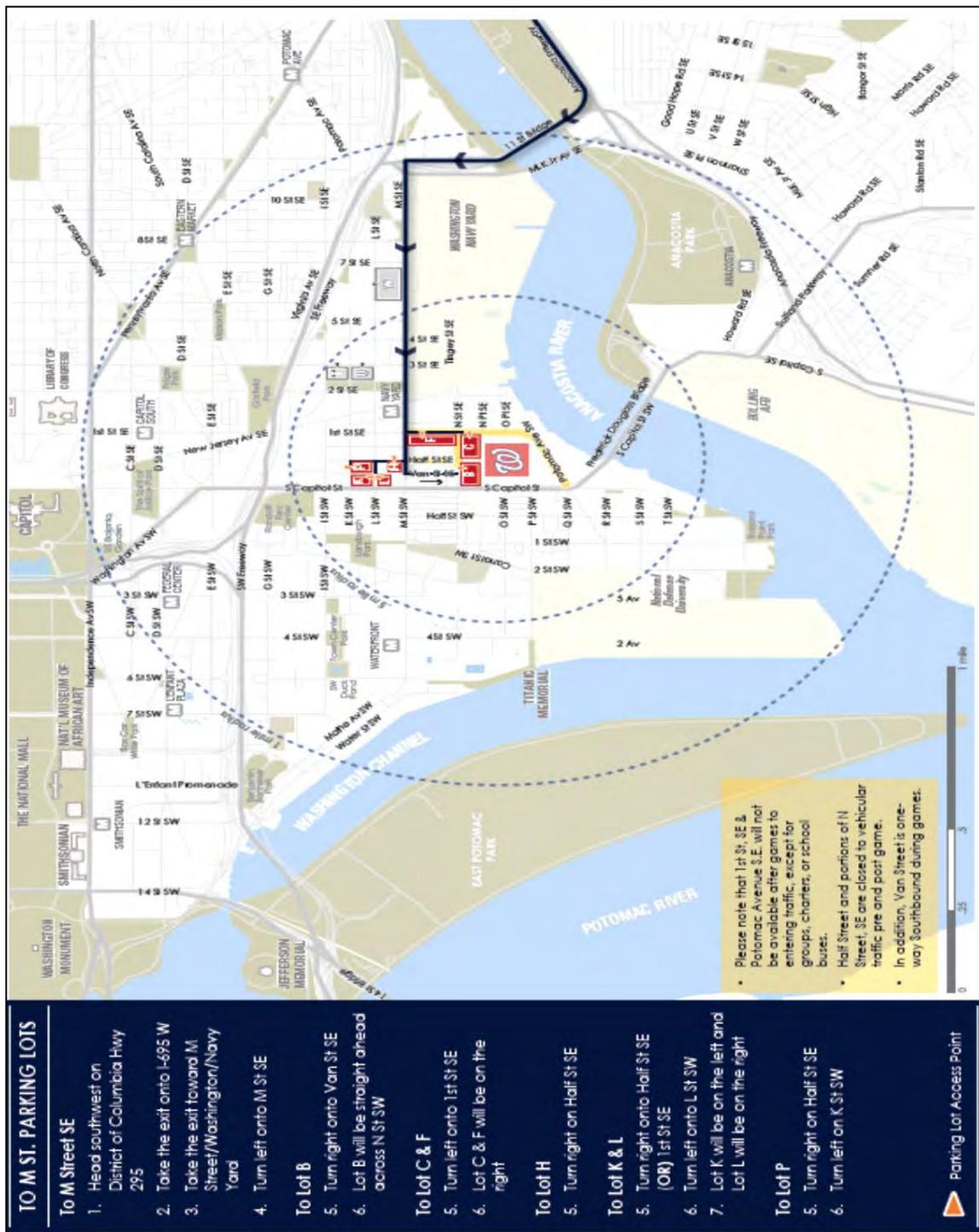
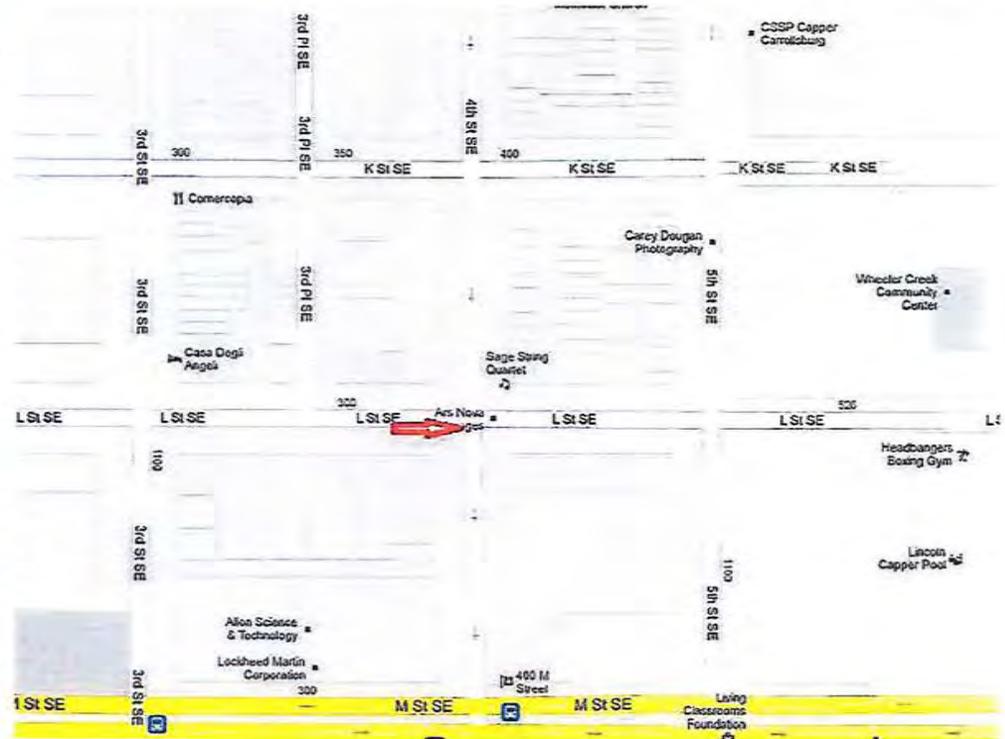


Figure 8: Example of new traffic routes using the 11<sup>th</sup> Street Bridge

## Nationals 2014 Sign Removal Request



**CURRENT TEXT**

*W*

**Permit Parking**

- P** Lot W ←
- P** Lot S, R, T, U →
- P** Lot V ↑
- P** →

*Remove Sign*

**REVISED TEXT**

*W*

**PARKING**

- P** Lot W ←
- Lots T & U** →



**CURRENT TEXT**

*W*

**Permit Parking**

**P P** So. Capitol St

**P P P** 6<sup>th</sup> St SE

*Remove Sign*

**REVISED TEXT**

*W*

**Parking**

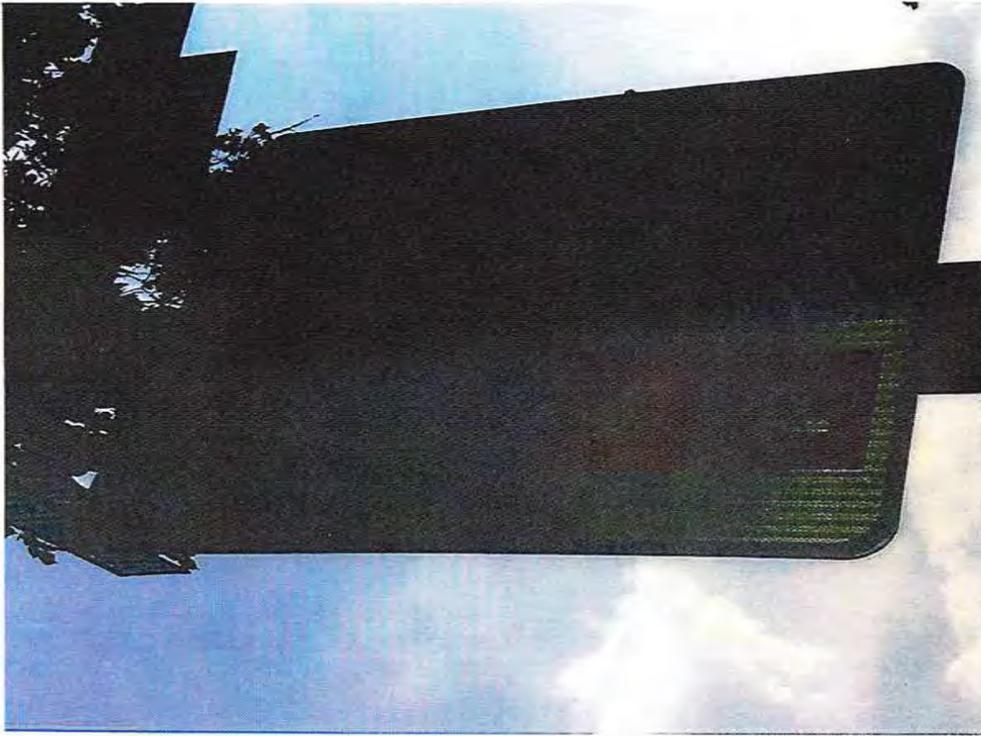
**P** Lots T, U & W

**TAKE 6TH ST SE EXIT**

**All Other Lots**

**TAKE SO. CAPITOL ST EXIT**





**CURRENT TEXT**

*70*

**Permit Parking**

- P** →
- P** ←
- P** **P** ↑

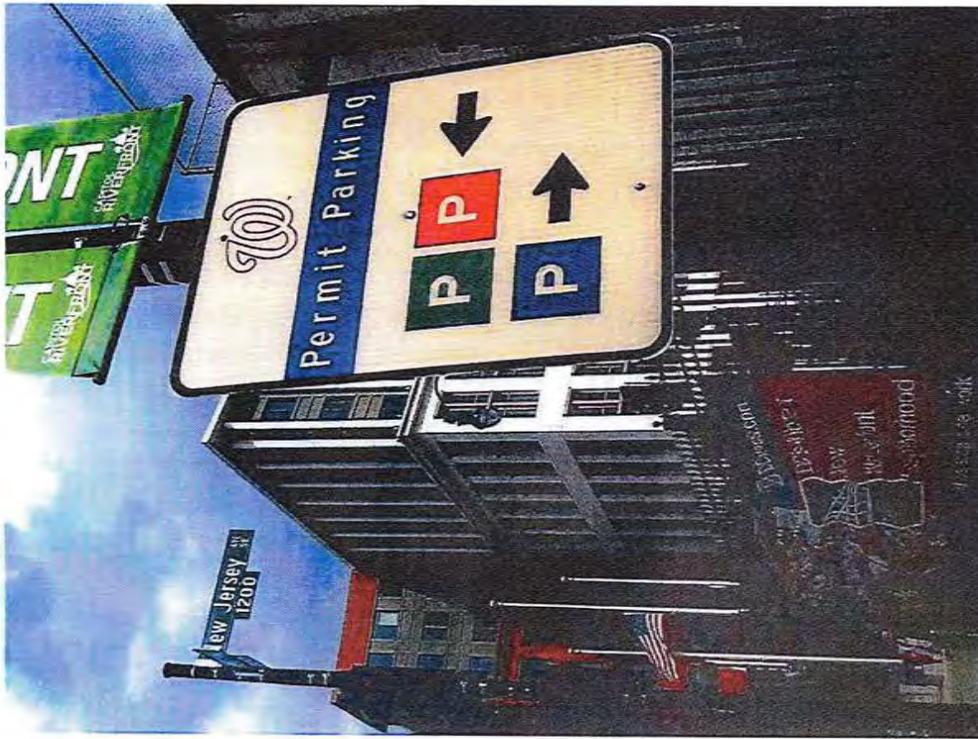
Remove  
Sign

**REVISED TEXT**

*70*

**Parking**

- P** Lots T, U & W ←
- Lots H, K, L & P →



**CURRENT TEXT**



**Permit Parking**



**SIGN SHOULD BE  
REMOVED. NO  
REPLACEMENT SIGN IN  
THIS LOCATION.**



**CURRENT TEXT**

*W*

**Permit Parking**

**P** →

**Charter Bus** →

**P P P** ↑

*Remove Sign*

**REVISED TEXT**

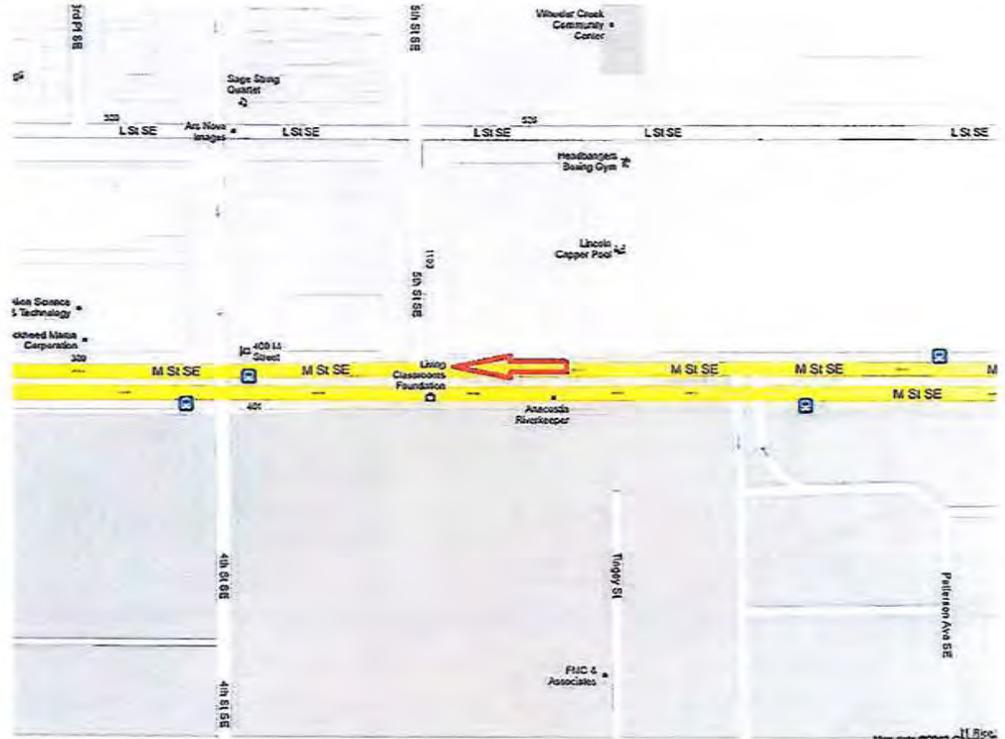
*W*

**Parking**

**P** **Lots C & F** →

**Charter Bus** →

**Lots T, U & W** ↑



**CURRENT TEXT**



Remove Sign

**REVISED TEXT**



## Nationals 2014 New Sign Request



**SIGN SHOULD BE REPLICATED  
ALONG M STREET AND SOUTH  
CAPITOL STREET ON BLOCKS  
ADJACENT TO BALLPARK.**

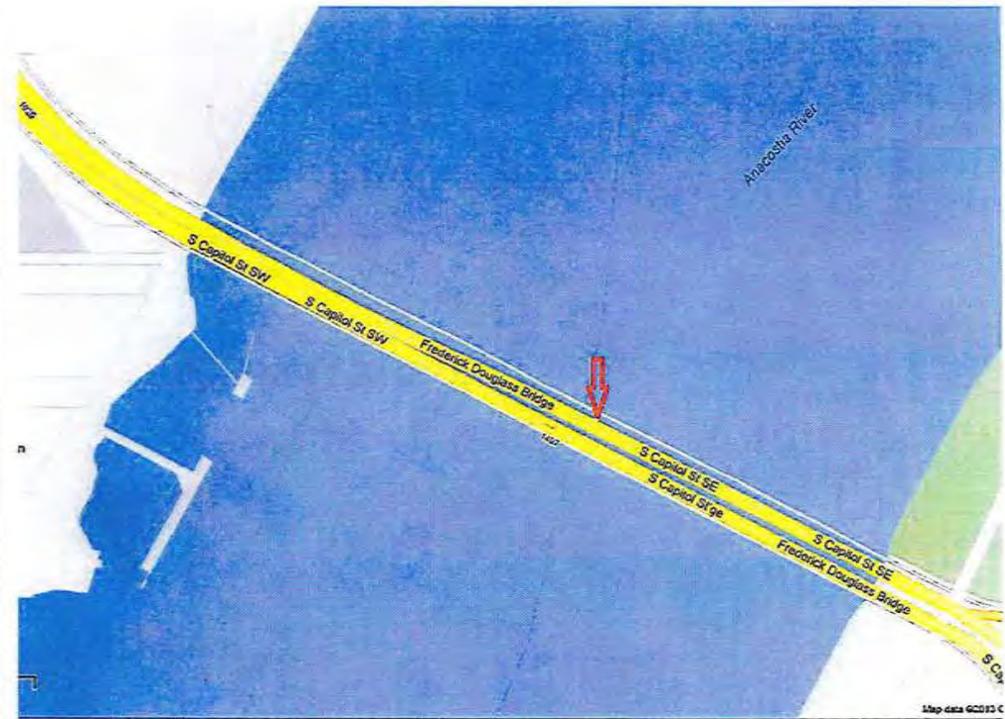


**CURRENT TEXT**

**70 Nationals Park**  
**USE EXIT 3B**

**REVISED TEXT**

**70 Nationals Park**  
**USE EXITS 3B & 4**



### CURRENT TEXT

NATIONALS

EVENT PARKING

Parking Lots

C, F, K, L, T, U, W

Turn Right

On

Potomac Avenue

### REVISED TEXT – Make Sign Larger

W

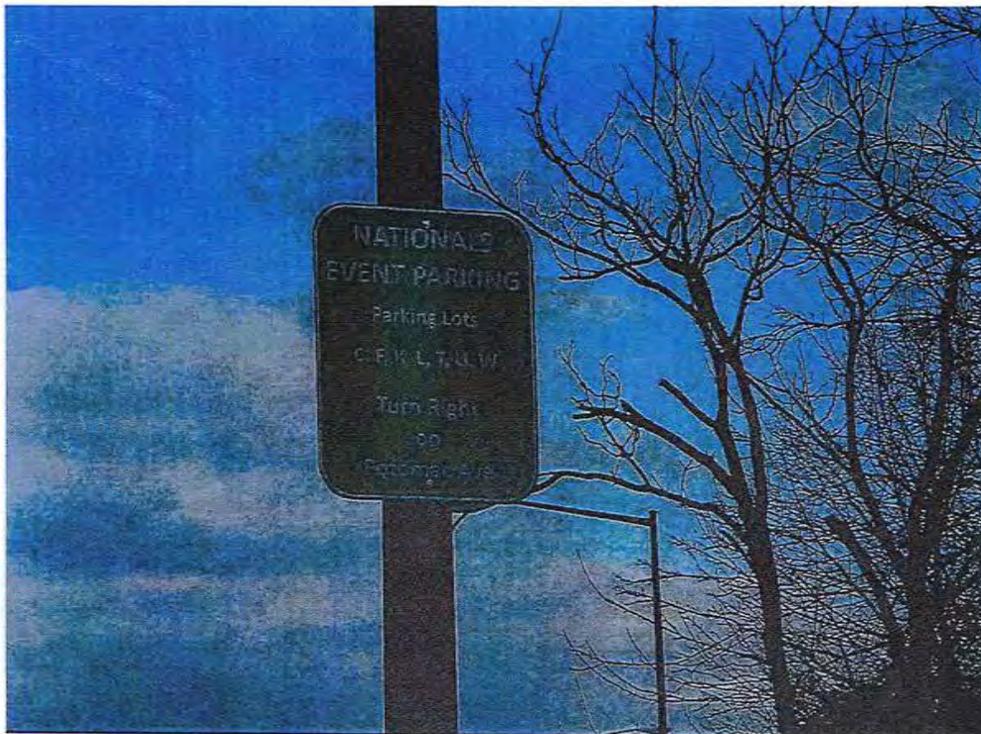
Parking Lots

C, F, K, L, P, T, U, W

Turn Right

At

Next Intersection



**CURRENT TEXT**

**NATIONALS**  
**EVENT PARKING**  
**Parking Lots**  
**C, F, K, L, T, U, W**  
**Turn Right**  
**On**  
**Potomac Avenue**

**REVISED TEXT – Make Sign Larger**

*W*  
**Parking Lots**  
**C, F, K, L, P, T, U, W**  
**Turn Right**  
**On**  
**Potomac Avenue**

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**DDOT AND MPD WILL BE ASKED TO  
EVALUATE SIGNAGE ON 295 N & 295 S TO  
DIRECT PARKERS TO USE THE 11<sup>TH</sup> STREET  
BRIDGE. THEY WILL ALSO BE ASKED TO  
EVALUATE SIGNAGE STRATEGIES BETWEEN  
THE 295 EXITS FOR THE 11<sup>TH</sup> STREET  
BRIDGE AND NATIONALS PARK PARKING  
LOTS.**