



This document provides details of the management of the various elements of the proposed hotel development that include the following:

- Overall Transportation Management
- Truck Access and Circulation
- Bus Staging
- Valet Parking Operations

## **OVERALL TRANSPORTATION MANAGEMENT**

In order to manage all of the functions related to the management of traffic, transportation and parking related functions related to the proposed hotel, it is recommended that a member of Marriott staff be designated as the Transportation Management Coordinator (TMC). This staff person may have other hotel functions, but would also be responsible for managing and overseeing the transportation-related functions of the hotel. The TMC would be responsible for the following functions:

- Managing all forms of transportation to and from the hotel including taxis, buses, and valet parking services.
- Coordinating the promotion of transit and alternative commuting options for employees and visitors to the hotel.
- Coordinating large events at the hotel with the Washington Convention Center Authority (WCCA) and their Transportation Manager.
- Coordinating the designation of staff levels for daily and special event management of parking operations with the selected valet parking operators.
- Monitoring, evaluating, and adjusting transportation management policies based on feedback from visitors, hotel staff, DDOT and MPD.

The TMC will ultimately be responsible for distributing and enforcing the policies related to this TMP and developing contingency plans to supplement the operations of the various elements of this TMP.

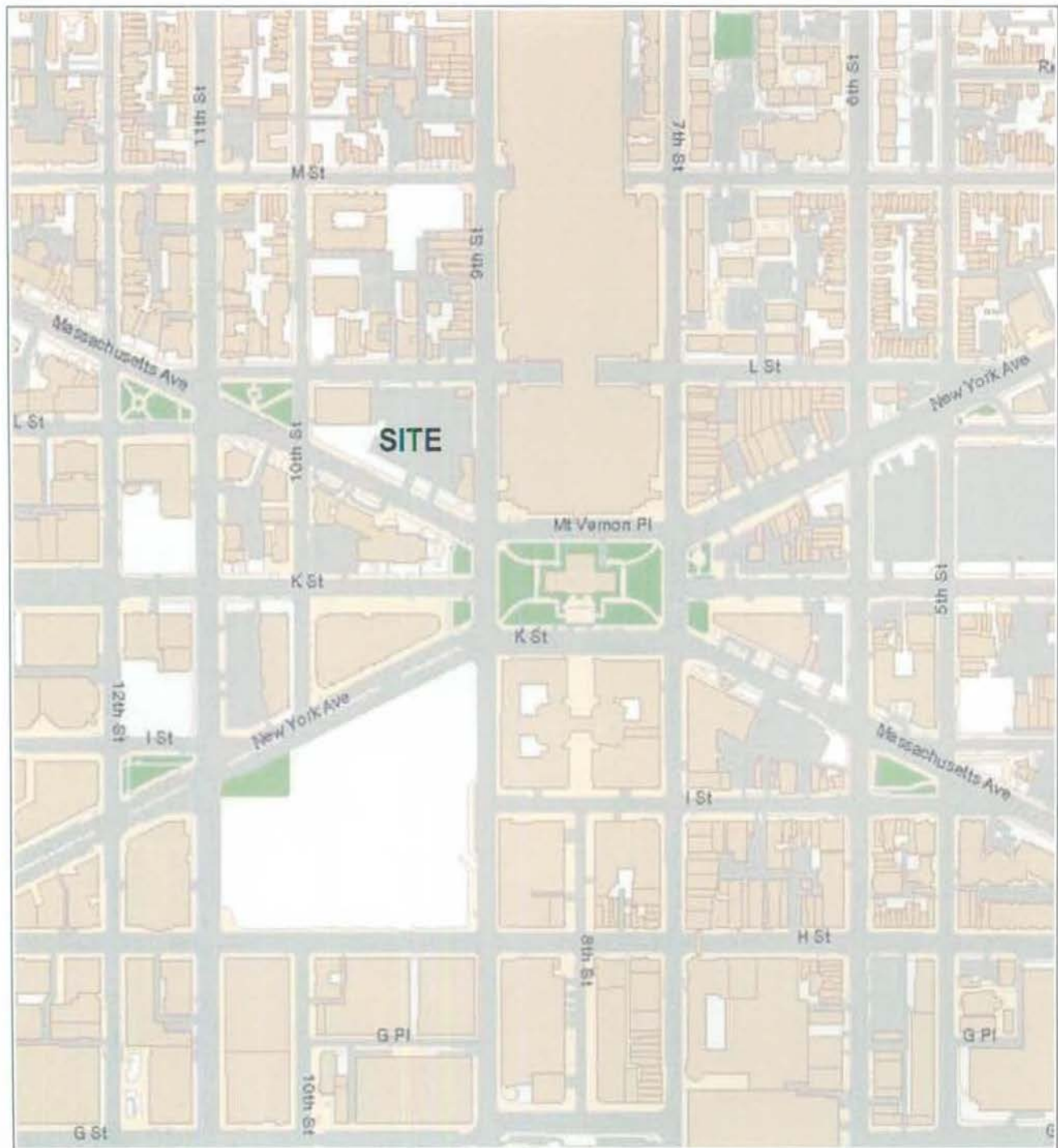


Figure 1  
Local Roadway Network and Site Location



Figure 2  
Aerial Photograph of Proposed Marriott Marquis Hotel Site

## **TRUCK ACCESS AND CIRCULATION**

The truck loading areas for tractor trailers are currently located on the east side of the property below grade. Larger trucks that would need to access this truck loading facility would need to enter the truck ramps on the north side of M Street between 9<sup>th</sup> and 7<sup>th</sup> Streets serving the Washington Convention Center. After entering this ramp, trucks destined for the Marriott Marquis Hotel will then travel south under the Convention Center and south under 9<sup>th</sup> Street in order to access the loading docks on the lower level of the hotel. Trucks exit from the Marriott Marquis loading docks by heading north under 9<sup>th</sup> Street and exiting from the M Street truck exit ramp to turn right onto M Street and left onto 9<sup>th</sup> Street.

The prescribed truck routes for larger truck deliveries for the Marriott Marquis hotel are similar to the prescribed truck routes for the Washington Convention Center and consist of the following:

### **Inbound Truck Circulation:**

- Trucks will likely arrive from the east and head westbound along New York Avenue, turn right onto westbound L Street, then turn right onto northbound 9<sup>th</sup> Street, then turn right onto eastbound M Street and finally turn left into the inbound truck ramp.

### **Outbound Truck Circulation:**

- Trucks exiting the M Street truck exit ramp would turn right onto westbound M Street, turn left onto southbound 9<sup>th</sup> Street and turn left onto Mount Vernon Place to head east along New York Avenue.
- Trucks would also have the option of heading south on 9<sup>th</sup> Street to turn left onto K Street to head east on Massachusetts Avenue.

Figure 3 presents the truck routes prescribed above. For smaller delivery vehicles that will not require access to the below-grade loading docks, smaller trucks and delivery vehicles will be permitted to make deliveries at the loading dock that can be accessed directly from L Street just east of the PEPCO Substation building.

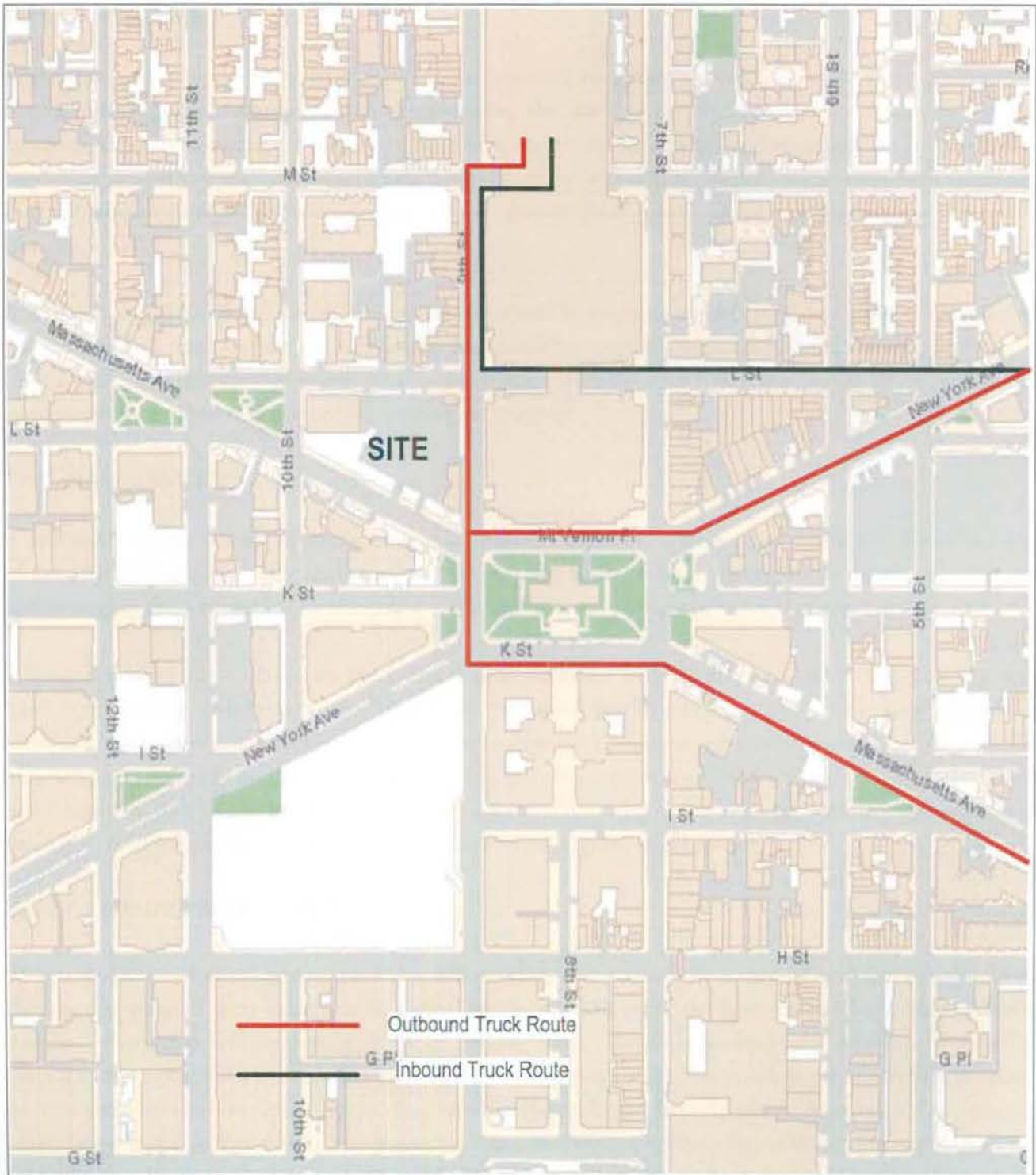


Figure 3  
Prescribed Truck Routes for the Proposed Marriott Marquis Hotel Site

## **BUS MANAGEMENT**

Given that the proposed Marriott Marquis Hotel provides two main entries, one on L Street and one on Massachusetts Avenue, passenger vehicles accessing the site can be segregated from charter buses and commercial buses dropping off hotel guests. The L Street lay-by area is the designated bus drop-off area. Buses that drop off or pick up guests in the L Street lay-by area will be monitored by hotel staff to ensure that the buses are not idling when parked. When dropping off guests, buses will approach L Street area from the west.

After dropping off the hotel guests, the bus operator will be required to park their bus off-site. The Union Station bus deck has bus parking spaces that are accessible anytime with access into that garage from H Street, NE. The bus operators will need to coordinate with the tour bus group leader to determine the accurate pick-up times to minimize bus waiting on L Street.

## **TAXI MANAGEMENT**

A taxi stand serving the site is located along the southern L Street curb lane just east of 10<sup>th</sup> Street in front of the PEPCO building. This taxi stand will provide the area for taxis waiting to be called by either the staff managing the L Street lay-by area or by staff managing the port cochere on Massachusetts Avenue.

If there is a hotel guest who exits the L Street hotel entrance who needs a taxi, the L Street porter will hand signal and/or whistle to the taxi next in the taxi stand line to come and pick up the hotel patron. If there is a hotel guest that exits the Massachusetts Avenue hotel entrance who needs a taxi, the porter at the Massachusetts Avenue entrance will press a button that will cause a signal to be lit up outside the L Street hotel entrance that would be visible from the taxi stand area that would call for the taxi next in line to drive up to the Massachusetts Avenue port cochere to pick up the hotel patron.

## **VALET PARKING OPERATIONS**

The proposed hotel development provides 400 parking spaces that will be served only by valet parking. Patrons dropping off their vehicle to be parked are required to enter the port cochere from Massachusetts Avenue, where they will be met by the hotel parking staff. The hotel parking staff will then provide the patron with a ticket before taking the car down to the parking garage levels below grade. When the hotel guest is ready to retrieve their vehicle, they will call the parking valet to retrieve their vehicle or visit the valet station at the port cochere. The patron will then be directed to the L Street hotel entrance to wait for their vehicle. Because the port cochere on Massachusetts Avenue has limited stacking for the valet once he or she retrieves the vehicle, the designated area for vehicle pick-up has been established at the L Street lay-by area. After the valet retrieves the vehicle, the valet will turn right onto Massachusetts Avenue, turn

right onto 10<sup>th</sup> Street, and turn right onto L Street to return the vehicle to the waiting patron.

Due to the limited parking supply provided at this hotel and its proximity to transit options that include Metrobus, Circulator Bus, and two Metrorail stations within a five-block radius, it is projected that the driving mode share will be relatively low. The staffing of valets to serve peak events at the hotel will be monitored and assigned appropriately based on the staffing experience of the selected parking valet operator.