

Figure 8: Existing Roadway Network

April 13, 2006



Ballpark Traffic Routing

The routes taken by patrons driving to and from the Ballpark, known as the ‘Directions of Approach’, were assembled by comparing the results of a Direction of Approach analysis performed as part of the South Capitol Street Corridor Study’s Appendix on Ballpark traffic, and the results from the surveys of Ballpark drivers conducted as part of this TMP (see Table 6); the results are shown in Table 10, and graphically on Figure 9.

Table 10: Ballpark Directions of Approach

Direction	Percentage of Drivers	
	From South Capitol Street Study	Adjusted as per Survey Results
To/From North on South Capitol Street	42%	47%
To/From North on New Jersey Avenue	--	2%
To/From South on South Capitol Street	14%	10%
To/From East on M Street SE	22%	29%
To/From West on M Street SW	22%	14%

The South Capitol Street Study used regional population numbers and commuting patterns to estimate a Ballpark Direction of Approach. The survey results showed a higher percentage of drivers going to and from Virginia than assumed, and fewer DC residents. Thus, the Directions of Approach were adjusted to reflect more use of regional highways and routes, such as drivers from Virginia crossing over the 14th St Bridge and taking I-395 to reach the stadium, or drivers traveling north or south on the Anacostia Freeway or I-295, and crossing the 11th Street Bridges.

As these drivers approach the Ballpark site, they will have several options on where to park. From a capacity standpoint, it is preferable to have drivers park in a scattered-pattern so that their routes have less in common and create less congestion. This effect can be seen at events at the MCI Center, where drivers park in many different locations, scattering trips and lowering the amount of congestion surrounding the arena.

Similarly, the automobile routing strategy for the Ballpark can take advantage of the dispersed nature of the Ballpark parking locations. It would be preferable for drivers to use the first lot they encounter, drivers crossing the 11th St Bridge would park at the SEFC, drivers crossing the Frederick Douglas Bridge would use parking facilities at Buzzard’s Point, and etc. There are several ways to encourage this behavior including: (1) placing signs on regional highways and local streets directing drivers to preferred parking locations; (2) using traffic controls, such as traffic signals, and special events personnel, to direct motorists to preferred parking lots; and (3) using marketing strategies to encourage certain drivers to use preferred parking strategies (i.e. mailings with ticket orders depicting preferred routes).

The transportation section of the Ballpark EMS identified where areas of congestion will occur due to



the addition of Ballpark game day traffic. Most notably, the intersection of southbound South Capitol Street with the ramps from I-395 and I-295 (just north of the intersection of South Capitol Street with Eye Street) is the main capacity constraint for drivers entering the area near the Ballpark. This intersection often will back up onto eastbound I-395. Using special signal timings can help alleviate this queuing, but it will still occur on game days (and non game days). The Ballpark EMS contains preliminary signal timing strategies and operations plans for area intersections, the Ballpark Traffic Operations Plan (TOP) will develop and finalize these traffic operations details prior to opening day.

One such strategy can be the development of signs and disseminated information, including maps, targeted toward drivers from Virginia. This information would try to lead drivers across the Wilson Bridge, north on I-295 towards the Frederick Douglass Bridge, instead of using I-395 to reach South Capitol Street. This would help deflect some of the traffic arriving from the north on South Capitol Street (expected to be 47%) to arriving from the south on South Capitol Street (expected to be only 10%).

Another recommendation is to use traffic control officers in two ways: (1) to have them patrol the Ballpark areas before patrons arrive or depart to capacity restraints, such as broken-down vehicles, or double-parked vehicles, and (2) to direct traffic at essential intersections to ensure that queued vehicles do not 'block-the-box'. This is important especially at the interchange of M Street with South Capitol Street (other locations where traffic control officers are recommended for pedestrian safety reasons are included in the pedestrian section of this chapter).

In addition, because of the proximity of this area to the Anacostia River and the limited number of bridge crossings, traffic is concentrated onto the Southwest-Southeast Freeway, South Capitol Street, and M Street. There is limited opportunity for motorists to use other routes that don't utilize these three facilities. Also, there are aspects of the design of the freeways and South Capitol Street that create congestion-causing bottlenecks and the congestion is exacerbated by traffic demand overloads, poor weather conditions, accidents, and other incidents. Figure 10 shows alternate routes to the Ballpark to the ones shown on Figure 9. It may be desirable to encourage these routes and plan accordingly (i.e. remove on-street parking on game days).

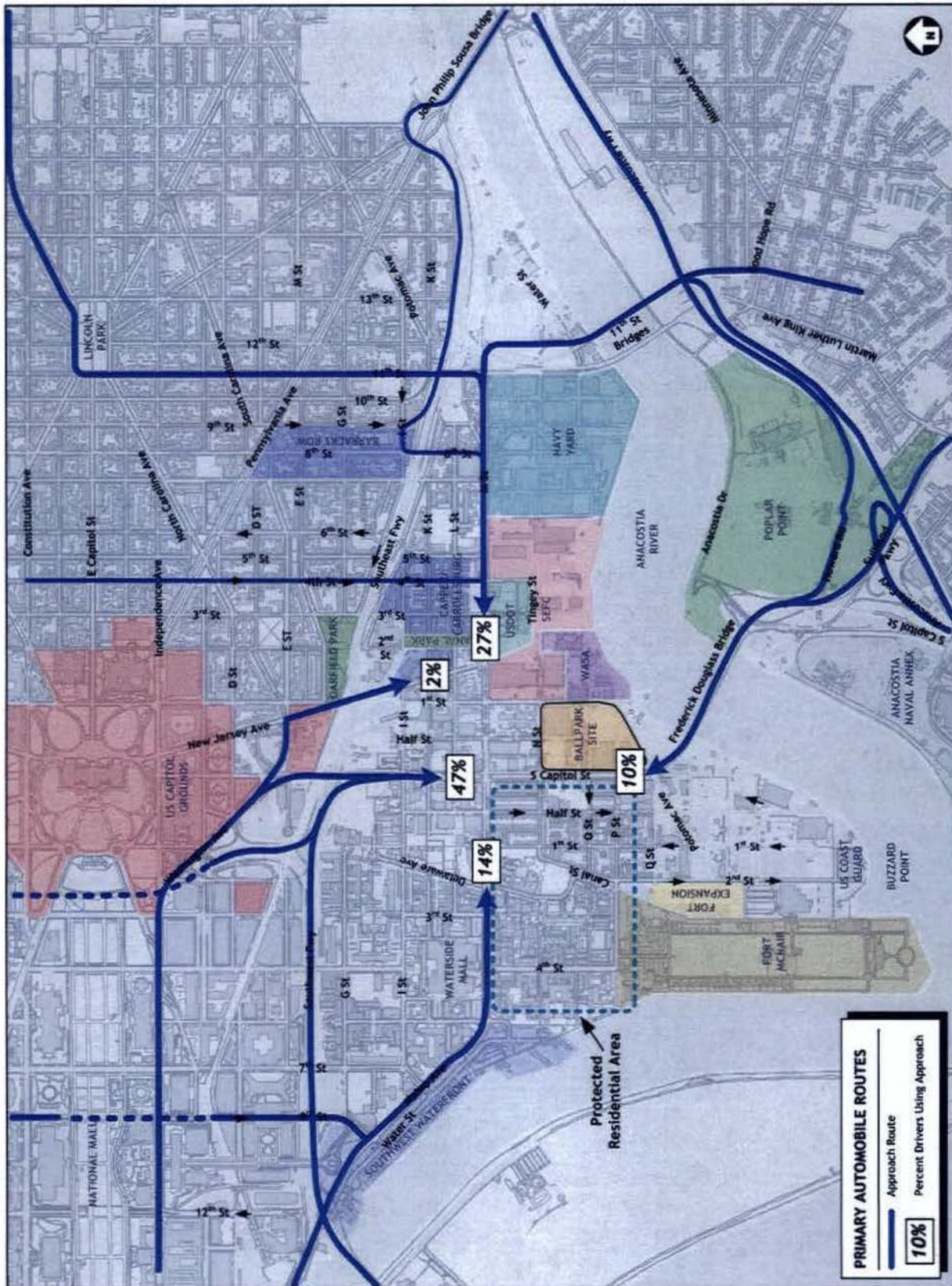


Figure 9: Ballpark Directions of Approach

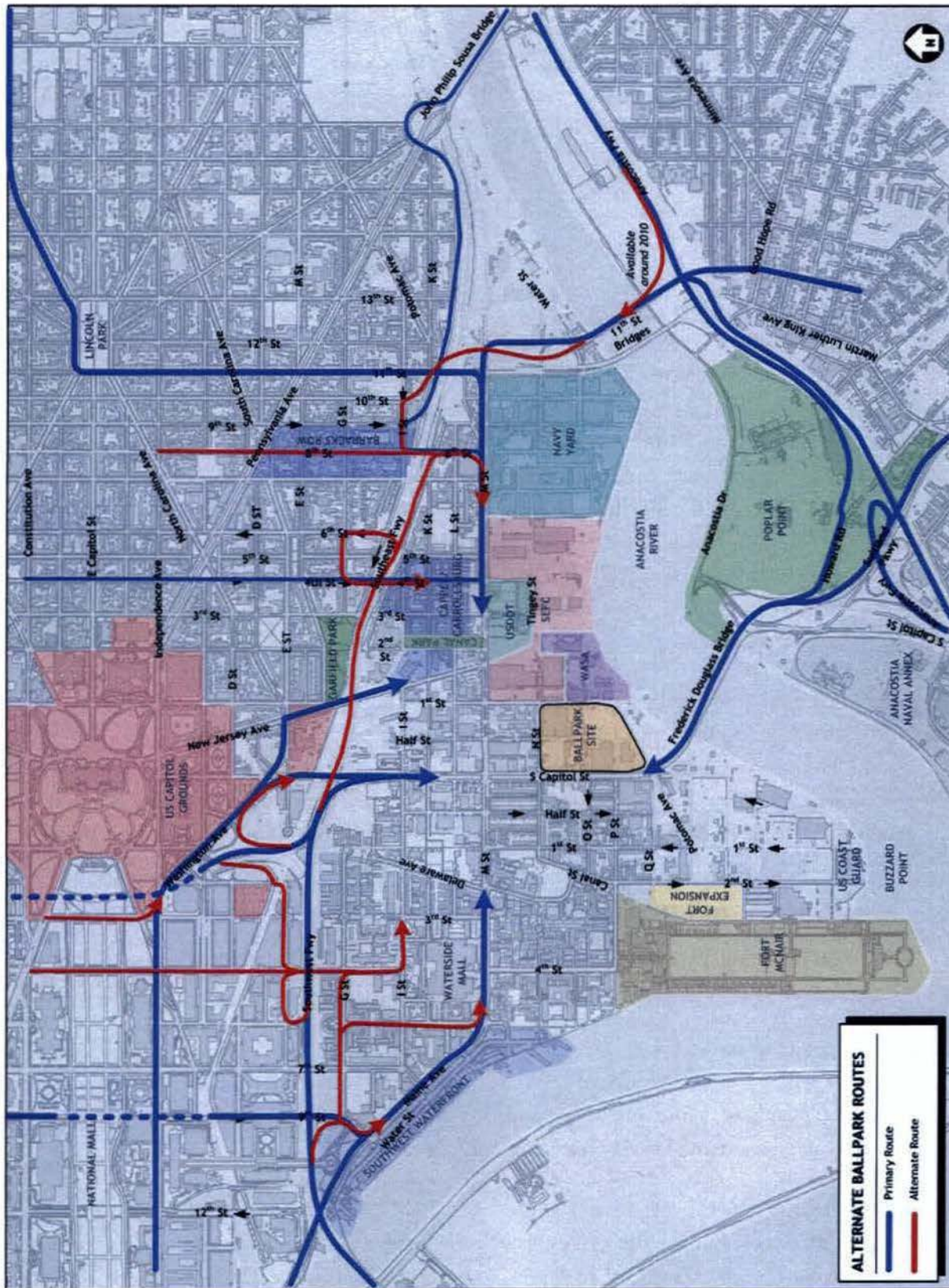


Figure 10: Alternate Ballpark Directions of Approach



Automobile Routing Recommendations

Based on the transportation demand profile of Ballpark patrons that drive, the parking management plan, traffic capacity analyses performed as part of the EMS, and preliminary discussions with DDOT about special event operations, the following list contains the TMP automobile routing recommendations

High Priority Recommendations

- *South Capitol Street Improvements*

The initial improvements to South Capitol Street planned by DDOT (see Figure 4, items 1 and 2) are key transportation improvements needed for Ballpark operations. Without these improvements, more drivers will require passing through the interchange of M Street and South Capitol Streets, and they will have fewer options on how to reach many of the parking locations. In addition, if these operations are still under construction by opening day, charter bus, transit bus and taxi operations will be significantly impacted, as well as any pedestrians attempting to access the site from Buzzard's Point. The DCSEC needs to coordinate with DDOT to ensure that these improvements are completed by opening day. **This recommendation is essential for TMP success.**

- *Ballpark Site Roadways*

Reconstruct N and 1st Streets, SE and Potomac Avenue as four lane roadways, with two travel lanes in each direction and on-street parking on both sides. At intersections, the parking lanes will be used as turning lanes where appropriate. Traffic calming measures and landscaping should be incorporated into areas of possible pedestrian and vehicular conflicts. These recommendations are summarized on Figure 11. Discuss the ultimate configuration of the roadways with DDOT and the AWC to ensure that the roadways can handle all future traffic loads in addition to game day traffic.

- *Directional Signs*

Place signs directing drivers towards preferred parking locations on regional highways and local streets, including 'pull-through' signs on correct routes.

- *Special Event Operations*

Before and after games, use special traffic signal operations, and place traffic officers stationed at key intersections before and after games. Specific details on game day operations will be explored and documented in the Traffic Operations Plan (TOP).

- *Neighborhood Protection*

Ballpark patrons may desire to drive through the residential neighborhood to the west of the site to avoid the intersection of M Street with South Capitol Street. Measures or strategies



should be employed to prevent this cut-through, such as signs, physical barriers, or special events personnel located at entry/exit points. These ‘barriers’ should allow for the passage of residential and Fort McNair related traffic, but prevent cut-through of Ballpark patrons. Locations where ‘barriers’ would be necessary are on (1) M Street at its intersections with 4th Street, Delaware Avenue, 1st Street and Half Street, SW, (2) South Capitol Street with its intersections with N, O and P Streets, and (3) Potomac Avenue with its intersections with Half and 1st Streets, SW. These locations are shown on Figure 12.

- *Routing Information Dissemination*

Routing information and maps of parking locations should be distributed as tickets are purchased, and through local media before and during the first season the Ballpark is in operation.

- *Use Traffic Control Officers*

Use traffic control officers to: (1) patrol the Ballpark areas before patrons arrive or depart to capacity restraints, such as broken-down vehicles, or double-parked vehicles, and (2) direct traffic at essential intersections to ensure that queued vehicles do not ‘block-the-box’. This is important especially at the interchange of M Street with South Capitol Street. Details on these operations will be developed in the Ballpark TOP.

- *Implement Special Event Signal Timings*

Before and after games, special event signal timings should be used at area intersections to help alleviate congestion due to the additional traffic on the roadways. The details of these special event timings will be developed in the Ballpark TOP, based on the preliminary concepts included in the Ballpark EMS.

Lower Priority Recommendations

- *Ballpark Roadways Coordination*

Coordinate with adjacent parcel owners on access points and capacity requirements for the roadways surrounding the Ballpark site.

- *Variable Message Signs*

One advanced information dissemination technique would be to use Variable Message Signs (VMS) on regional highways to direct drivers to appropriate routes, and alert commuters to game day traffic so they have a chance to alter their route. Implementing VMS on regional highways would require an extensive coordination effort between various agencies. In addition, the Ballpark would not be the only stakeholder in a VMS plan, they could be used for downtown events, the Capitol Complex, emergency evacuation, and general incident reporting. Some VMS systems are already in place on area highways, this effort would be to coordinate and add to this system at decision points in Virginia, Maryland and the District.



- *Secondary Circulation System*

Due to the lack of alternate pathways to enter and exit the Ballpark area, it may be beneficial to identify and enhance the secondary roadway network. This would involve coordinating with the private sector on development plans and community residents, since some neighborhood roads may be required to be designated as secondary circulation paths. Roads possible for upgrading include Potomac Avenue (connecting through the SEFC), 1st Street SE, Eye Street SE and SW, 4th Street SW and P Street SW.

- *Highway Strategies*

One area of congestion surrounding the Ballpark is the general constraint of the highway system at entrance ramps to I-395 and I-295. Consideration should be given to reviewing entrance control techniques such as speed control and ramp metering to see if implementing these measures could help alleviate commuter and game day traffic.

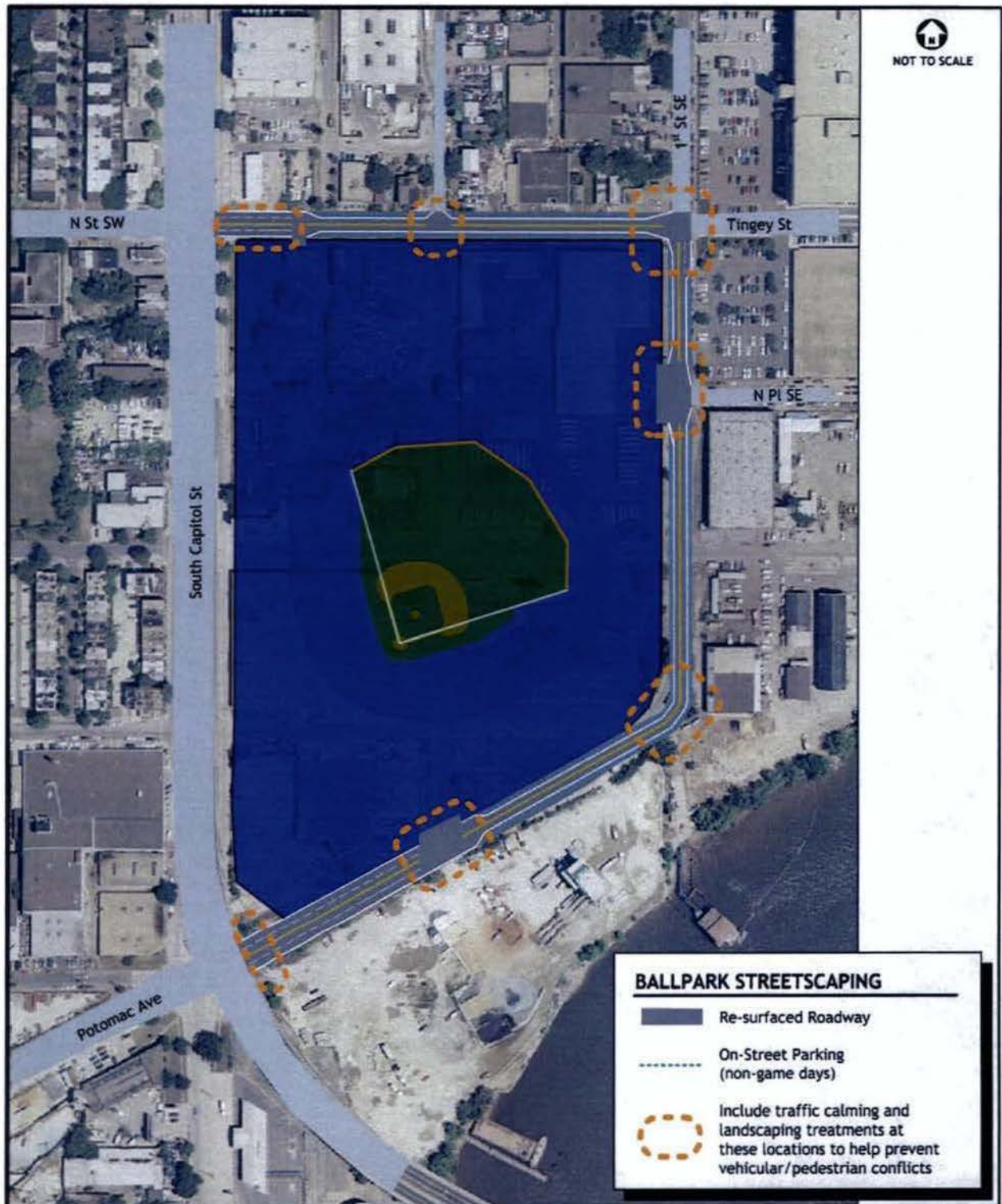


Figure 11: Roadway Recommendations Surrounding Ballpark

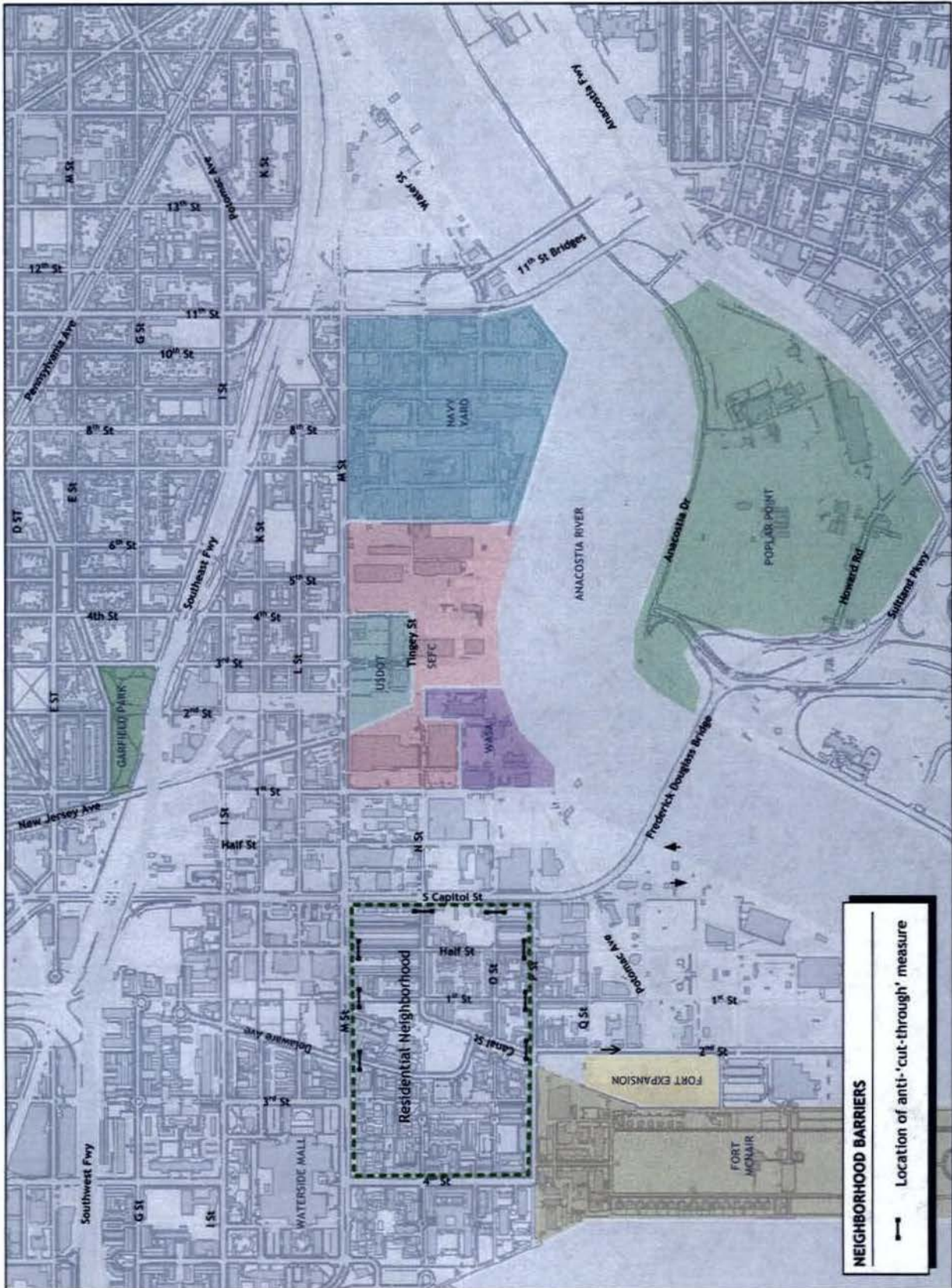


Figure 12: Locations for Neighborhood Protection Measures

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Transit Management Plan

Although Metrorail is the predominant transit service in the Ballpark area, several other transit services exist or will exist within or near the Ballpark site. These include Metrobus, the DC Circulator, privately run buses, and the new streetcar starter line. This section addresses these other transit services, provides additional details on Metrorail ridership, and presents recommendations for Ballpark transit management. Figure 13 shows the transit services near the Ballpark site by the year 2008. Details on transit capacity and impacts of the Ballpark are contained in the EMS.

Characteristics of Ballpark Metrorail Ridership

Most characteristics of Ballpark Metro riders are discussed in Chapter 3, additional details on the origins and destinations of Metro riders are presented below. Table 11 contains a summary of origins and destinations of Metro riders at RFK over two classes: (1) the Metrorail ridership areas shown in Figure 14, which were selected based on the expectation that many riders will use either Navy Yard or Capitol South, and will have a decision to make whether to transfer on their trip to/from the Ballpark, and (2) a general distribution between the District, Maryland, and Virginia. The data used to create these tables and figures was provided by WMATA staff.

This origin and destination information was used to help determine the transportation demand profile of Ballpark patrons presented in Chapter 3. In addition, the information in Table 11 shows that approximately 50% of Metrorail riders to the Ballpark will have the option of transferring downtown to reach the Navy Yard Metrorail Station, or staying on the Orange or Blue line and using the Capitol South Metrorail Station.

A detailed analysis of transit capacity, both of stations to handle boardings and alightings of riders, and of the capacity of the Metro green line to handle expected riders is contained in the Ballpark EMS.

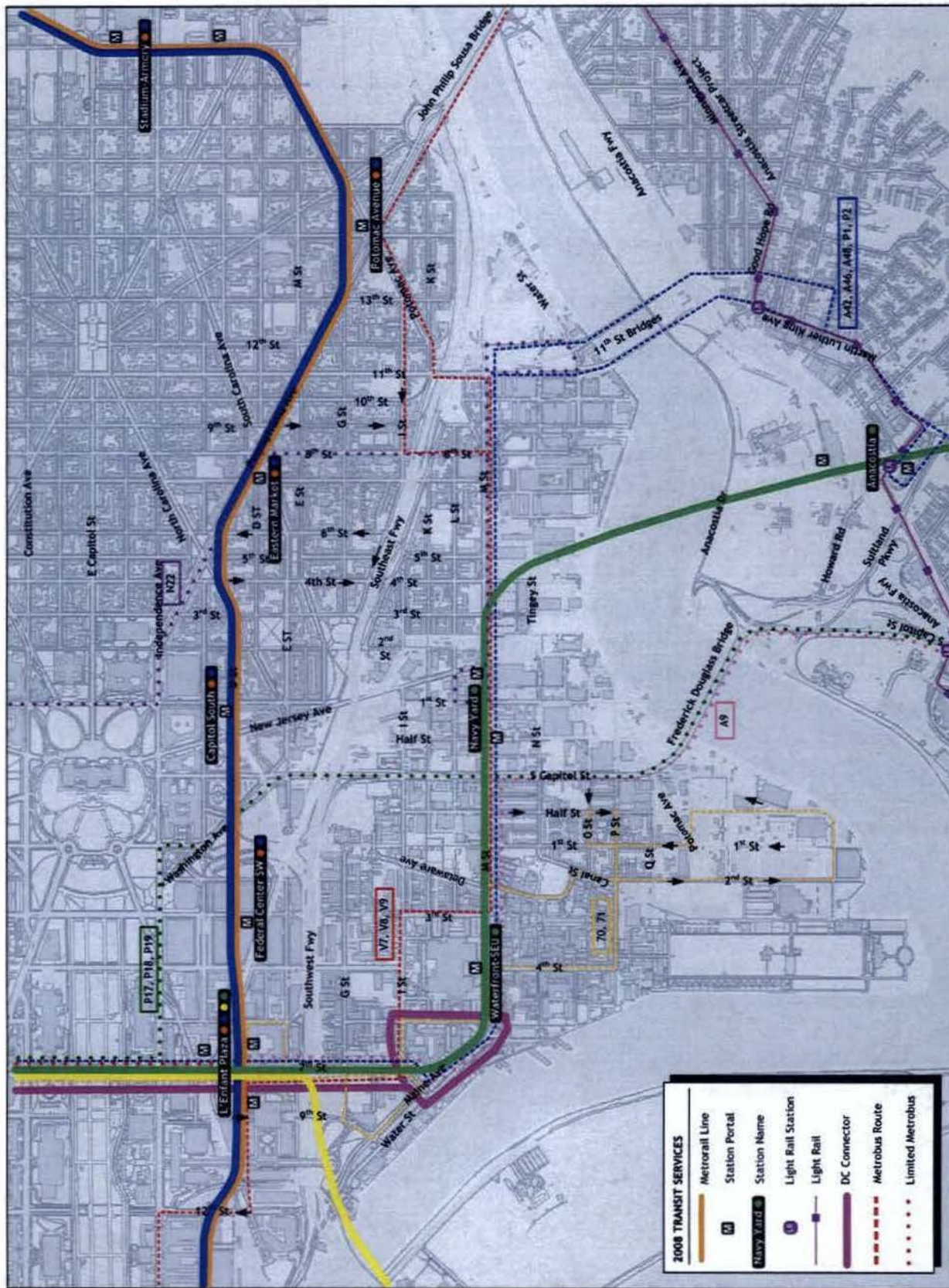


Figure 13: Ballpark Site Transit Services

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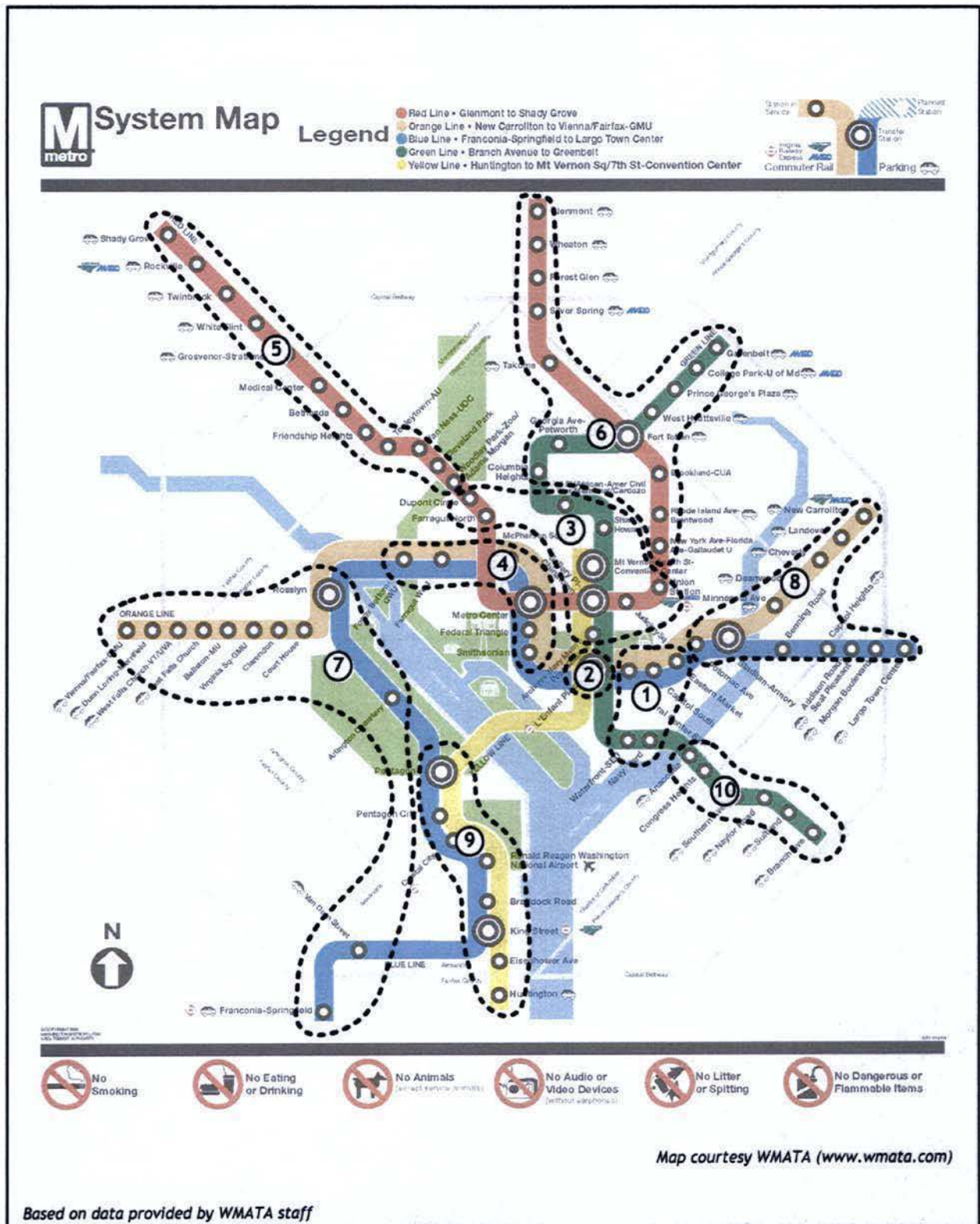


Figure 14: Metrorail Ridership Areas (for Origin/Destination Percentages)

Table 11: Metro Ridership Origins & Destinations

Scenario	Percent of Trips To/From Metrorail Ridership Area										Percent Overall		
	1. Walking Distance	2. L'Enfant Plaza	3. Red/Green/Yellow Lines Downtown	4. Blue/Orange Lines Downtown	5. Red Line, North to Shady Grove	6. Red/Green Lines, North to Glenmont/Greenbelt	7. Blue/Orange Lines, West to Virginia	8. Blue/Orange Lines, East to Maryland	9. Yellow Line, South to Virginia	10. Green Line, East to Maryland	District of Columbia	Maryland	Virginia
Weeknight													
Arriving	7.2%	2.1%	8.4%	24.0%	11.9%	5.5%	25.3%	4.7%	9.9%	0.9%	47.9%	17.5%	34.5%
Departing	4.6%	1.4%	6.4%	12.9%	15.0%	8.0%	33.1%	5.9%	11.2%	1.4%	34.6%	21.8%	43.6%
Weekday													
Arriving	5.2%	2.6%	7.3%	19.9%	11.8%	6.9%	26.8%	7.1%	11.3%	1.2%	41.8%	20.9%	37.3%
Departing	4.7%	2.0%	7.6%	14.2%	13.9%	7.8%	27.6%	8.7%	12.0%	1.6%	37.6%	23.6%	38.8%
Saturday													
Arriving	6.8%	1.5%	7.6%	13.3%	15.4%	5.6%	34.3%	5.4%	9.2%	0.9%	37.0%	19.9%	43.1%
Departing	3.9%	1.2%	7.5%	12.2%	16.4%	5.7%	36.2%	6.2%	9.5%	1.2%	32.4%	22.3%	45.3%
Sunday													
Arriving	5.4%	1.3%	4.9%	8.4%	16.4%	8.8%	37.1%	7.1%	9.1%	1.6%	28.0%	26.3%	45.7%
Departing	5.0%	0.9%	6.0%	10.3%	15.6%	8.4%	35.6%	7.4%	9.1%	1.7%	31.3%	24.7%	44.0%
Average													
Arriving	6.1%	1.9%	7.1%	16.4%	13.9%	6.7%	30.9%	6.1%	9.9%	1.1%	38.7%	21.2%	40.2%
Departing	4.5%	1.4%	6.9%	12.4%	15.2%	7.5%	33.1%	7.1%	10.5%	1.5%	34.0%	23.1%	42.9%
Overall	5.0%	2.0%	7.0%	14.0%	15.0%	7.0%	32.0%	7.0%	10.0%	1.0%	36.0%	22.0%	42.0%

Based on data provided by WMATA staff



Metrobus Access

Nine Metrobus routes on four lines operate within the vicinity of the Ballpark site. Table 12 contains details on the routes shown in Figure 14, which include the following

- *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*
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.
- *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 12: Metrobus Routes 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	Archives-Navy Memorial, L'Enfant, Navy Yard, 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
Anacostia-Eckington Line	P1, P2	Navy Yard, Waterfront, Federal Center, Federal Triangle	M to F, limited

DC Circulator

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. The closest Circulator stops to the Ballpark are approximately nine to ten blocks away, thus many Circulator riders may opt to take Metrorail instead. There has been discussion of extending Circulator service on game days although no official plans have been made. If it is decided to extend service, it would be beneficial to have an official pick-up/drop-off area for the Circulator.

Privately Operated Buses

Omniride commuter buses, operated by the Potomac and Rappahannock Transportation Commission (PRTC) also serve the Ballpark area. Omniride provides service to Prince William and Stafford Counties and the cities of Manassas, Manassas Park, and Fredericksburg, Virginia. Omniride's Dale City Route runs along M Street en route to the Navy Yard. Because Omniride is a service expressly for commuters, the route operates only during morning and afternoon peak periods in the peak direction. The Ballpark area is served by four Omniride trips in the morning peak period and four trips in the afternoon peak period. It is doubtful that Ballpark patrons would use the Omniride service.

In addition, some private buses that currently serve RFK stadium may continue or start-up to serve patrons at the Ballpark. An example of such a service is the Ghostbus (www.ridetheghost.com). It would be beneficial to encourage the use of these shuttle services at then Ballpark by providing ample pick-up and drop-off space.



Transit Recommendations

Based on the transportation demand profile of Ballpark patrons, the transit capacity analyses, and discussions with WMATA and DDOT transit staff, the following are the TMP transit recommendations. Figure 15 summarizes these recommendations.

High Priority Recommendations

- *Navy Yard Improvements*

The DCSEC needs to coordinate with necessary agencies to ensure that improvements to western Navy Yard portal are completed by opening day. Without these improvements, the Navy Yard portal will not be able to handle the anticipated transportation demand profile of Ballpark patrons. **This recommendation is essential for TMP success.**

- *Transit Information Dissemination*

Transit information and maps of transit services should be distributed as tickets are purchased, and through local media before and during the first season the Ballpark is in operation.

- *Provide Pick-up/Drop-off Area*

Preliminary plans show 1st Street, between Potomac Avenue and N Street, SE and N Street north of the Ballpark would provide good spots for pick-up and drop-off activity. The roadway lanes used as on-street parking spaces during non-game days could be converted to a pick-up/drop-off area for transit and shuttle service. Routes could access 1st Street via Potomac Avenue, or through the Southeast Federal Center using N Street, SE or N Place, SE. Exact locations and details of the pick-up/drop-off areas will be developed in the TOP.

Lower Priority Recommendations

- *Extend Metrobus and Circulator*

There has been some preliminary discussion about extending bus service, including both Metrobus and Downtown Circulator to the Ballpark on game days. As a mode of travel, buses are very flexible, it is still recommended though that the pick-up/drop-off area be coordinated with bus agencies to ensure that it could be used if required, and that possible routing of buses be considered.

- *Local Shuttle Service*

A high concentration of office workers and residents live nearby the Ballpark site, although not necessarily in walking distance, such as the employees at the Navy Yard or Maritime Plaza, or the residents near the Southwest waterfront. To easily capture Ballpark patrons from these groups, it may be desirable to operate a local near southwest/southeast shuttle on game days, primarily along M Street, and possibly to the commercial properties and Metro stations in



Capitol Hill

- *Coordinate Private Shuttle Service*

As opening day gets closer, the Ballpark should develop agreements with private shuttle service operators on pick-up/drop-off, scheduling and routing. This coordination could involve helping assemble groups of bars, restaurants, and hotels that may share a private shuttle service to games.

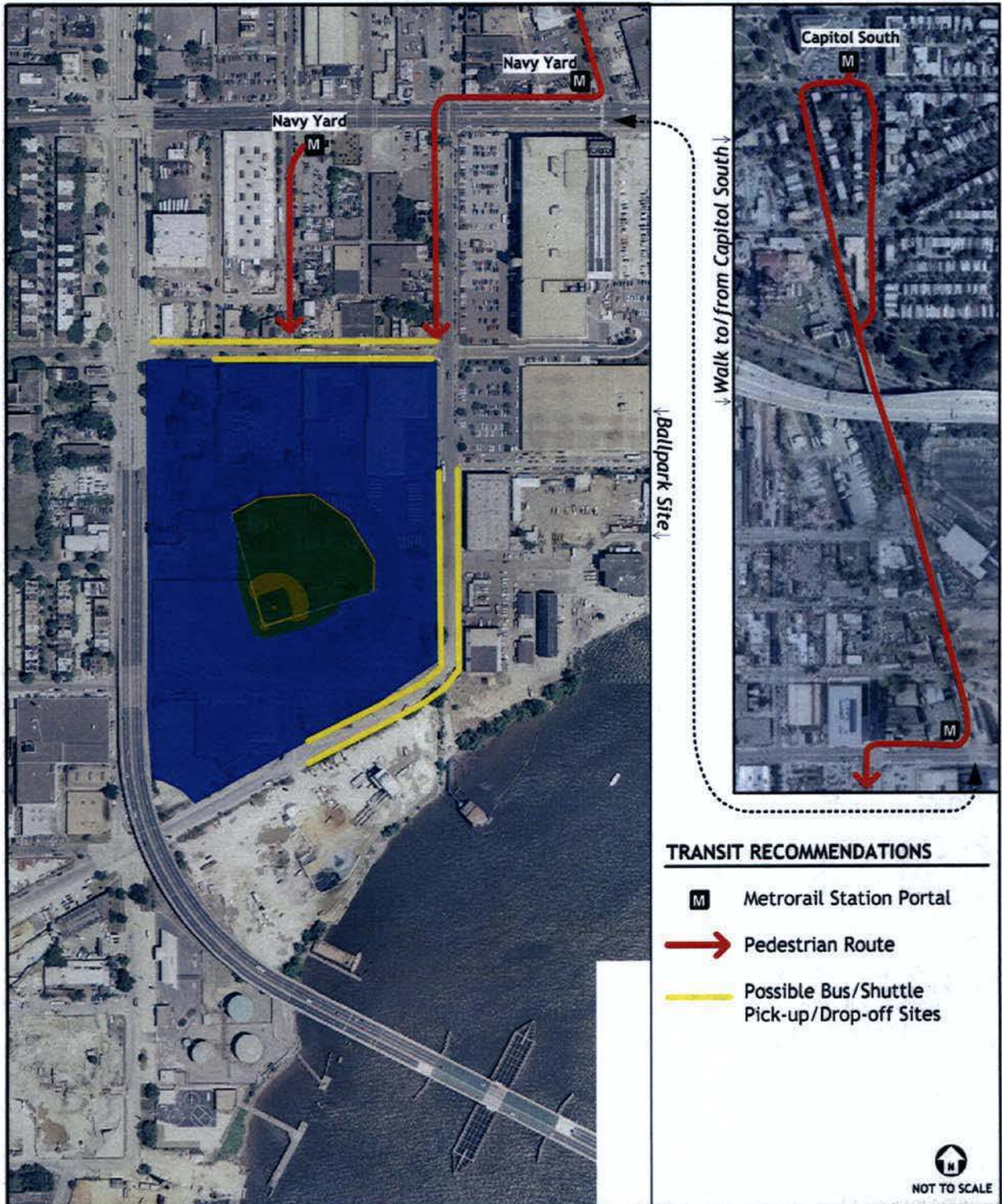


Figure 15: Ballpark Transit Recommendations



Taxi and Limousine Management Plan

As discussed in Chapter 3, the transportation demand profile of Ballpark patrons should lie somewhere between the existing profiles of patrons of RFK Stadium and the MCI Center. Thus, it is expected that a higher percentage of Ballpark patrons will arrive and depart via taxis than they do at RFK. This could be facilitated through the designation of an official, pick-up/drop-off area at the Ballpark.

Although official routing of taxis is difficult, placement of the pick-up/drop-off area, and the use of neighborhood barriers (as discussed in the Automobile Routing section) could be used to keep taxis on preferable routes. Figure 16 shows a possible taxi/limousine circulation plan.

Recommendations

High Priority Recommendations

- *Provide Pick-up/Drop-off Area*
Preliminary plans show 1st Street, between Potomac Avenue and N Street, SE and N Street north of the Ballpark would provide good spots for pick-up and drop-off activity. The roadway lanes used as on-street parking spaces during non-game days could be converted to a pick-up/drop-off area for taxis and limousines. Routes could access 1st Street via Potomac Avenue, or through the Southeast Federal Center using N Street, SE or N Place, SE. Exact locations and details of the pick-up/drop-off areas will be developed in the TOP.
- *Coordinate Taxi Routing*
During development of the TOP, Taxi associations should be contacted and coordinated with on the location of the designated pick-up/drop-off area and routing.

Lower Priority Recommendations

- *Provide Turn Around on 1st Street SE/Potomac Avenue*
To aid in taxi routing, it would be desirable to have routes avoid M Street, South Capitol Street, and residential neighborhoods. One way to ease routing would be to provide a turn around area near the recommended pick-up/drop-off spot on 1st Street SE.

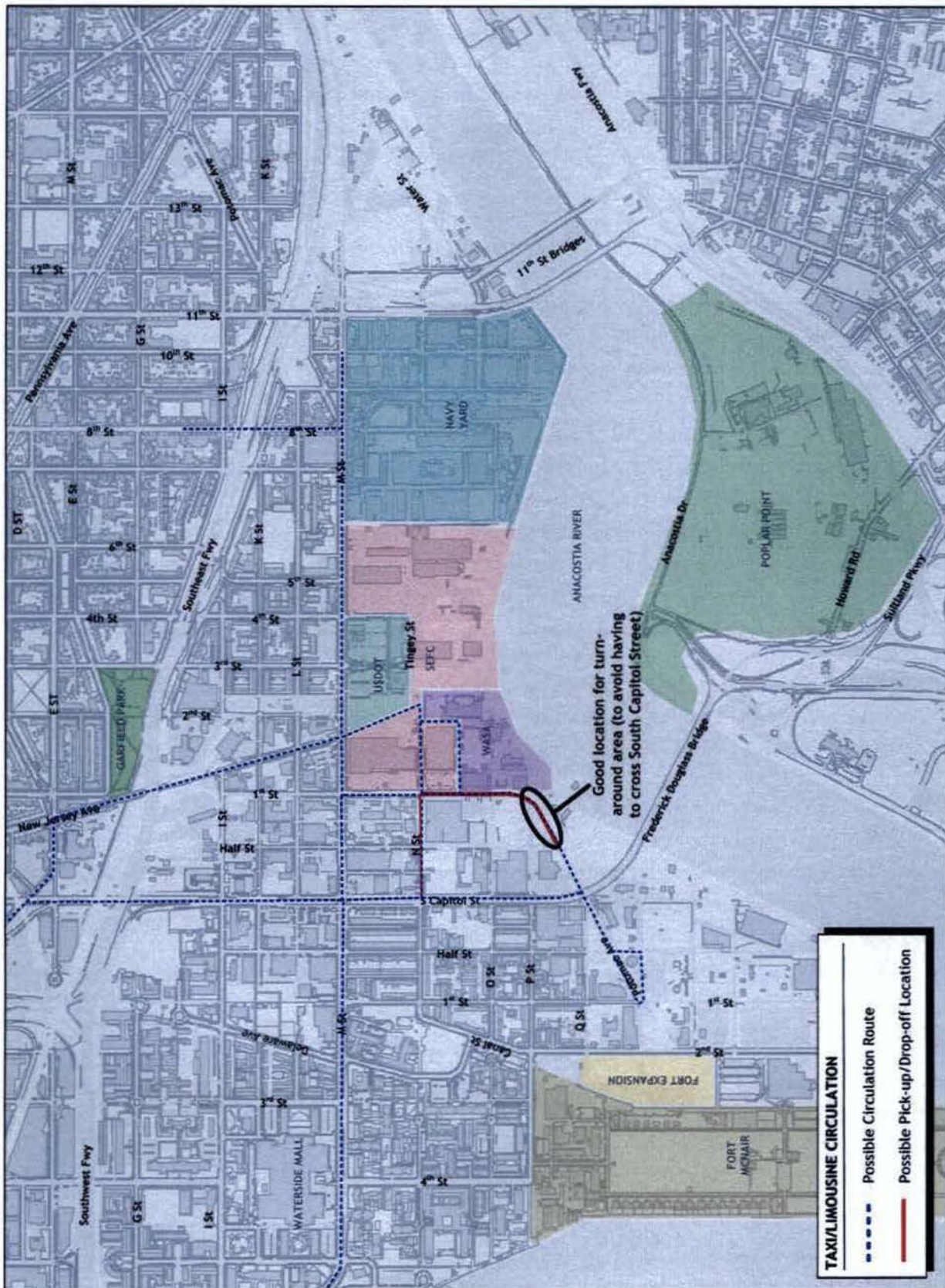


Figure 16: Taxi/Limousine Circulation Plan
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Charter Bus Management Plan

The National's have projected a requirement to park a maximum of 30 charter buses. This is anticipated to be the maximum demand that would be generated at a sell-out game. For the current major league baseball season at RFK, the maximum charter bus demand for parking has averaged around seven buses, with a maximum of 27 at one game. These management plan options are summarized on Figure 17.

Three alternatives for charter bus parking have been identified as follows

1 Provide on street curb space for loading before and after games and remote bus parking during games

With this alternative, 5 to 10 curbside bus parking spaces could be provided adjacent to the ballpark. Buses would arrive prior to the game and unload their passengers, buses would then proceed to an off street charter bus parking location sanctioned by the District of Columbia. At the end of the game, when this group is ready to leave, each group leader would contact the bus driver or the manager of the remote bus parking facility. That group's bus would return to the curbside loading position, load its passengers, and depart. This approach is consistent with the District's philosophy and draft charter bus management plan. The advantages of passenger loading and parking off-site are that the cost of providing bus-parking onsite within the structure is very expensive. Also, bus passengers would walk within the Ballpark neighborhood and would be exposed to opportunities for dining, entertainment, and shopping.

If this option is selected, the TMP recommends setting aside a pick-up/drop-off area for charter buses on 1st Street, between Potomac Avenue and N Street, SE, and coordinating with the District as it moves forward with finalizing its charter bus management plan.

2 Develop an off-site bus parking location within short walking distance of the stadium

With this alternative, bus parking would be developed in the ballpark neighborhood. Buses would arrive to this location prior to the game and remain parked there for the duration of the game. The bus passengers would walk between the facility and the ballpark and return at the end of the game. This alternative saves the cost of providing a costly structured facility on the site. Also, bus passengers would walk within the Ballpark neighborhood and would be exposed to opportunities for dining, entertainment, and shopping.

The disadvantages of parking or loading off-site include the visual impact of the buses in the neighborhood, and the administrative management requirements associated with controlling and scheduling the movement of the buses.

If this option is selected, the TMP recommends coordinating with adjacent land owners to locate and reserve potential charter bus locations.



3 *On-site Bus Parking*

Charter bus parking on the Ballpark site could be accommodated on-street on 1st Street or Potomac Street SE. This alternative saves the cost of providing a costly structured facility on the site.

The disadvantages of parking a significant number of charter buses on the streets surrounding the Ballpark include the visual impact of the buses, and their use of street frontage that could otherwise be used for other services, such as shuttle bus stops and taxi stands. If this option is selected the TMP recommends a review of curbside space on 1st Street and Potomac Street to determine if sufficient room exists for charter bus parking and all other planned activities.

Since the initial draft of this report, the DCSEC has approached DDOT regarding the use of interim surface parking at the property acquired for the construction of the traffic oval on South Capitol Street at its intersection with Potomac Avenue (see Figure 17). The DCSEC and DDOT are currently negotiating on the use of this land for parking charter buses. In addition, DDOT is planning an underground parking garage and inter-modal facility at this traffic oval, which would provide a permanent solution to Ballpark charter bus parking. This TMP agrees that the traffic oval would be a good location for charter bus parking both interim (on surface) and permanent (in the garage) since it would increase the amount of pedestrians approaching the Ballpark from the home plate side, and would provide an easy transition between interim and permanent solutions. For this location to be successful, proper pedestrian crossings of South Capitol Street will need to be addressed in the TOP.



Figure 17: Possible Location of On-Site Charter Bus Parking



Pedestrian Management Plan

The pedestrian management plan recommendations are based primarily on pedestrian volume estimates. Volume estimates were compiled based on the transportation demand profile of Ballpark patrons and the parking and transit management plans. Figure 18 contains the resulting calculated volumes of pedestrians arriving for a sell-out game. The Ballpark EMS contains calculations of pedestrian Level of Service and makes recommendations on the width of sidewalk necessary to accommodate pedestrian on off-site locations.

Based on these volumes the TMP recommends the following pedestrian management measures; depicted in Figure 19.

High Priority Recommendations

- *Improve Major Pedestrian Routes*

For the major pedestrian routes shown on Figure 19 and for those on-site, provide enough sidewalk room and amenities. Off-site, coordinate with District agencies and parcel owners on enhancing sidewalks and crosswalks. Initial thoughts include the closure on games days of Half Street SE between the Navy Yard Metrorail station portal and the Ballpark.

- *Station Operations Personnel at Key Intersections*

To help avoid pedestrian vehicular conflicts at intersections and major crosswalks, special events personnel should direct traffic at key intersections. Figure 19 shows the locations of several intersections for consideration; the TOP will determine details on locations, times, and special event operations.

Lower Priority Recommendations

- *Sign/Mark Preferred Path from Capitol South Metrorail Station*

New Jersey Avenue is a preferred pathway for pedestrians to reach M Street from Capitol South for several reasons, (1) the pedestrian path would pass by fewer residences than other paths, (2) because New Jersey Avenue connects through to M Street, and it has a wide right-of-way providing a good view corridor and pathway under the elevated freeway, and (3) the parcels located on New Jersey Avenue, especially at the corners of New Jersey Avenue and M Street, have commercial land use on the ground floor.

When coordinating the sidewalk and crosswalk enhancements on this route, the route should be signed or possibly marked within the pavement/sidewalk as the designated route to the Ballpark.



- *Accommodate the Planned Anacostia Riverwalk Trail*

The planned Anacostia Riverwalk Trail traverses two east-west routes near and within the site (1) between the Anacostia and Potomac Rivers along the length of P Street, and (2) along the Anacostia River shores, through the proposed Florida Rock development south of the Ballpark site. Further plans for the Ballpark should accommodate the P Street route through the site, and coordinate with the AWC to ensure connections are made to the trail following the shoreline.

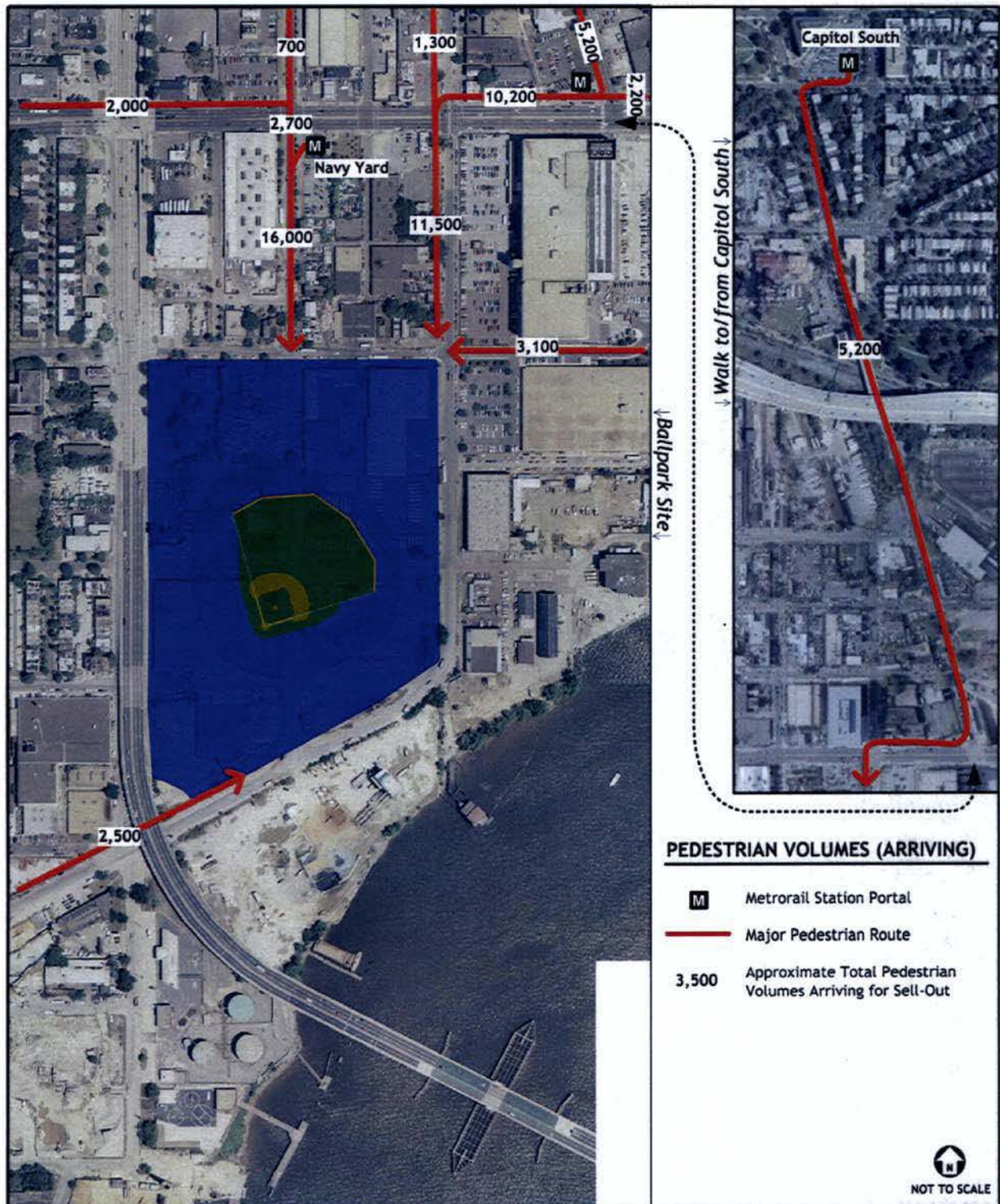


Figure 18: Pedestrian Arriving Volumes (Sell-Out)



Figure 19: Pedestrian Circulation Plan



Alternate Modes Management Plan

Bicycle Management

As per DC zoning regulations, bicycle parking will be provided on the site. At minimum, some bicycle parking will be provided in the parking garages. In addition, it may prove beneficial to make lockers available to encourage more Ballpark patrons to bike to the games, although this depends on the security measures at the Ballpark and whether large bags will be allowed inside.

Water Taxis

The District's Department of Transportation (DDOT) is considering several proposals for a commuter ferry service on the Potomac and Anacostia rivers and hopes to have a vessel on the water by Spring 2006. If the service proves financially viable and attracts enough ridership, it would be continued on a permanent basis and would presumably still be in operation in 2008. It is possible that a stop could be located nearby 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.

Alternate Modes Recommendations

High Priority Recommendations

- ***Provide Convenient Bicycle Parking***

Although the zoning regulation requires that bicycle parking be provided, this parking should be located in easily accessible areas, possibly as part of the streetscaping of the surrounding roadways.

Lower Priority Recommendations

- ***Consider Bicycle Amenities***

In order to encourage more bicycling, amenities such as lockers and valet bicycle parking should be considered.

- ***Coordinate with AWC on Bicycle Facility Off-Site***

Since space within the Ballpark site is limited, consideration should be given to working with the AWC on locating an off-site bicycle facility near the stadium, possibly in conjunction with the Anacostia Riverwalk Trail.



- *Coordinate Pedestrian Access to Proposed Water Taxi Station*
Coordinate with the eventual operators of the Water Taxi service on pedestrian pathways to the Ballpark and special promotions to encourage Water Taxi patronage

Service Truck Management Plan

Three types of trucks will service the Ballpark site (1) Ballpark-related service vehicles, (2) Media Vehicles, and (3) Retail-related service vehicles.

Figure 20 shows the two potential locations for loading and unloading areas for these service vehicles. One option is a below-grade service corridor located on the northern portion of the parcel, the other located in the area between the Ballpark and the future traffic oval, which could be either above or below grade.



Figure 20: Service Truck Circulation Plan



General/Demand Management Recommendations

During the compilation of this report, several recommendations were discussed that encompass all modes or fall within the category of demand management techniques

High Priority Recommendations

- *Re-examine Recommendations in 2008*
After opening day in 2008, a mid-season review of recommendations from the EMS, TMP and TOP should be performed and the TOP updated as needed

Lower Priority Recommendations

- *Pre and Post Game Events*
To help ‘spread-out’ the arrivals and departures of ballpark patrons, the team could sponsor pre and post game events to encourage patrons to arrive earlier and stay later at the Ballpark
- *Alternate Mode Incentives*
As part of an effort to reduce vehicle trips to and from the Ballpark, the team could offer incentives or special promotions involving alternate modes. Ideally, patrons would be encouraged to use modes other than driving or Metrorail, such as walking, bicycling, or riding buses, shuttles or the new Water Taxi.
- *BID-like Organization*
Consider organizing a Business Improvement District (BID) style association to help coordinate improvements between multiple developments, including the Ballpark, between the private and public sectors. There are many projects, developments, and stakeholders interested in the Ballpark site and the area surrounding it, a BID association could help organize the private sector and help its coordination between local agencies, such as the AWC



5: TRANSPORTATION MANAGEMENT PLAN IMPLEMENTATION

Summary of Recommendations

Table 13 presents a summary of the TMP recommendations discussed in the previous chapter. The table includes the TMP recommendation of the priority of these recommendations and preliminary list of the stakeholders necessary to coordinate the recommendation.

Table 13: Summary of TMP Recommendations

Section/Recommendation	Priority	Coordinating Stakeholders (in addition to the DCSEC)
Parking		
1. Coordinate with private sector to ensure availability of nearby public parking facilities.	ESSENTIAL	Private Sector/AWC
2. Implement RFK neighborhood style on-street parking restrictions in residential areas near Ballpark.	HIGH	DDOT/Local ANCs
3. Locate dedicated employee parking.	HIGH	
4. Locate and designate off-site parking including shuttle buses to Ballpark.	LOW	DDOT/WMATA
Automobile Routing & Traffic		
5. Coordinate with necessary agencies to ensure completion of initial South Capitol Street improvements.	ESSENTIAL	DDOT
6. Re-construct roadways surrounding Ballpark to accommodate demand, incorporating traffic calming/landscaping to alleviate pedestrian/vehicular conflicts at intersections surrounding Ballpark, and on-street parking.	HIGH	DDOT/AWC
7. Coordinate with adjacent parcels about planned access drives and roadway needs.	MODERATE	Private Sector
8. Develop and implement signing strategy to route drivers to preferred parking locations.	HIGH	DDOT
9. Protect residential neighborhoods by limiting access to residential streets from Ballpark patrons	HIGH	DDOT/AWC/ Local ANCs
10. Disseminate parking and routing information to patrons via Media outlets, websites, and mailings to ticket purchasers.	HIGH	DDOT/Local Press
11. Implement special event operations at key intersections: placement of traffic control officers at key intersections to prevent spillback between intersections ("blocking-the-box").	HIGH	DDOT/District Police (Details to be included in TOP)
12. Implement special event operations at key intersections: alter signal timings before and after games and alter turning movements where needed.	HIGH	DDOT (Details to be included in TOP)
13. Implement special event operations at key intersections: prior to game, patrol areas surrounding ballpark for illegal parkers, disabled vehicles, etc.	HIGH	DDOT/District Police (Details to be included in TOP)
14. ITS Strategies: use variable message signs as an advanced information dissemination technique.	LOW	DDOT/MDSHA/ VDOT/MWCOG
15. Enhance secondary circulation streets around Ballpark. Coordinate with private sector so that future development and Ballpark parking locations can use secondary circulation system.	LOW	DDOT/AWC/ Private Sector
16. Use speed control techniques to reduce freeway congestion	LOW	DDOT
17. Implement ramp metering on Freeways to reduce upstream congestion	LOW	DDOT



Table 13 (continued): Summary of TMP Recommendations

Section/Recommendation	Priority	Coordinating Stakeholders
Transit		
18. Coordinate with DC and WMATA officials to ensure completion of Navy Yard station improvements.	ESSENTIAL	WMATA
19. Disseminate transit information to patrons via Media outlets, websites, and mailings to ticket purchasers.	HIGH	WMATA/Local Media
20. Designate an official pick-up/drop-off area for shuttles and buses on 1 st Street, SE.	HIGH	WMATA/DDOT
21. Extend Metrobus and Downtown Circulator routes to serve Ballpark on game days.	LOW	WMATA
22. Provide a local shuttle for residents and nearby office workers on game days.	LOW	AWC/Private Sector
23. Develop arrangements with restaurants, bars and hotels for private shuttle service to games	LOW	Private Sector
Taxi		
24. Designate an official pick-up/drop-off area on 1 st Street, SE.	HIGH	
25. Coordinate routing with Taxi associations to prevent neighborhood cut-through	HIGH	Taxi Associations/ Local ANCs
26. Install turn-around located near drop-off area to provide more routing options	LOW	
Charter Bus		
27. Depending on final circulation option selected, coordinate with the District's charter bus management plan, adjacent parcel owners, or construct underground parking facility.	HIGH	(Possibly) DDOT/OP/ Private Sector
Pedestrian		
28. Provide ample sidewalks on major on-site pedestrian routes.	HIGH	
29. Coordinate with DC and individual parcel owners to improve sidewalks and crosswalks on major routes off-site.	HIGH	AWC/Private Sector/OP
30. Use traffic control officers at key intersections to alleviate pedestrian/vehicular conflicts.	HIGH	DDOT/District Police
31. Sign/mark preferred route from Capitol South Station to M Street, SE.	MODERATE	DDOT/Private Sector
32. Accommodate east-west connection of Anacostia Riverwalk Trail through site.	MODERATE	AWC
Water Taxi		
33. Coordinate with operators on location of stop, pedestrian path towards Ballpark and special promotions to encourage use.	MODERATE	Water Taxi Operators/AWC
Bicycle		
34. Provide convenient access to bicycle parking.	HIGH	
35. Consider providing lockers and valet parking for bicyclists.	MODERATE	
36. Consider working with AWC to provide bicycle off-site parking facility.	LOW	AWC/Area Bicycle Organizations
General/Demand Management		
37. Hold pre and post game events to help spread out arrivals and departures	MODERATE	
38. Encourage use of alternative modes with incentives (i.e. raffle tickets).	MODERATE	
39. Re-examine and update the TMP and TOP during the middle of the 2008 opening season, adjust TOP based on results.	HIGH	
40. Consider helping to establish a Business Improvement District (BID) style organization to help private sector coordination	MODERATE	AWC/Private Sector



Implementation

The TMP suggests the following guidelines for implementing these recommendations.

- This document and the corresponding Ballpark EMS should be reviewed by the DCSEC, District agencies including DDOT, WMATA and the AWC, the Washington Nationals and prominent members of the private sector. Revisions should be made until the recommendations contained within the TMP are agreed upon,
- Regularly scheduled meetings between all of the above parties should occur to coordinate the necessary improvements. These meetings should occur more frequently as the opening day for the Ballpark approaches. The following is a list of stakeholders mentioned in this report and in Table 13
 - The private sector
 - The Anacostia Waterfront Corporation (AWC)
 - The District Department of Transportation (DDOT)
 - Local Advisory Neighborhood Commission (ANCs)
 - The Washington Metropolitan Area Transit Authority (WMATA)
 - The local press
 - The District Police special events division
 - The District Office of Planning (OP)
 - The Metropolitan Washington Council of Governments (MWCOG)
 - The Maryland State Highway Administration (MDSHA)
 - The Virginia Department of Transportation (VDOT)
 - The future operators of the Water Taxi system
 - District Taxicab Associations
 - Area bicycle associations
- The Traffic Operations Plan (TOP) should be developed prior to the opening of the stadium, based on the agreed upon TMP recommendations, the eventual Ballpark design, infrastructure improvements, input from the Washington Nationals and DCSEC, and coordination with DDOT and District police and special operations;
- During the 2008 season, the TMP and TOP should be re-evaluated and updated. This re-evaluation should include gathering data and determining the actual transportation demand profile of Ballpark patrons and comparing this profile to the estimates contained in this TMP. The TOP should be updated to reflect these changes, and any problems or concerns that arise during the first few months of the season.



Post-2008 Conditions

The Ballpark TMP and EMS examine the operations plans and capacity of roadways and transportation systems for the spring of 2008, when the Ballpark opens. Due to the on-going changes to infrastructure and development in the areas surrounding the Ballpark, this section presents a comparison of expected 2008 conditions with a prediction of the year 2015 Ballpark setting. Figure 21 presents the assumed year 2015 setting, in comparison to the year 2008 setting on Figure 4.

The area around the Ballpark will still be undergoing major changes by 2015, but most of the development listed in Table 2 will probably be in place by then including Arthur Capper Carrollsburg, the Southeast Federal Center, Waterside Mall, and the mixed-use development across the Anacostia River at Poplar Point.

In addition, many of the recommendations to infrastructure upgrades from the studies listed in Table 1 should also be complete, including the new Frederick Douglas Bridge and the improvements to the 11th Street Bridges. These improvements, plus the completion of the Wilson Bridge project, will significantly alter regional highway movements within the area around the Ballpark.

These long-term impacts are being analyzed in the Environmental Impact Studies (EIS) being performed for these improvements. Early traffic modeling shows that the South Capitol Street corridor will not experience an increase in traffic congestion; the capacity increases from infrastructure upgrades negate the additional traffic generated by new development. If the TMP is re-evaluated and updated in 2008, the studies performed for these improvements should be reviewed to see if the capacity analyses performed for the Ballpark EMS need to be updated for a year 2015 scenario.

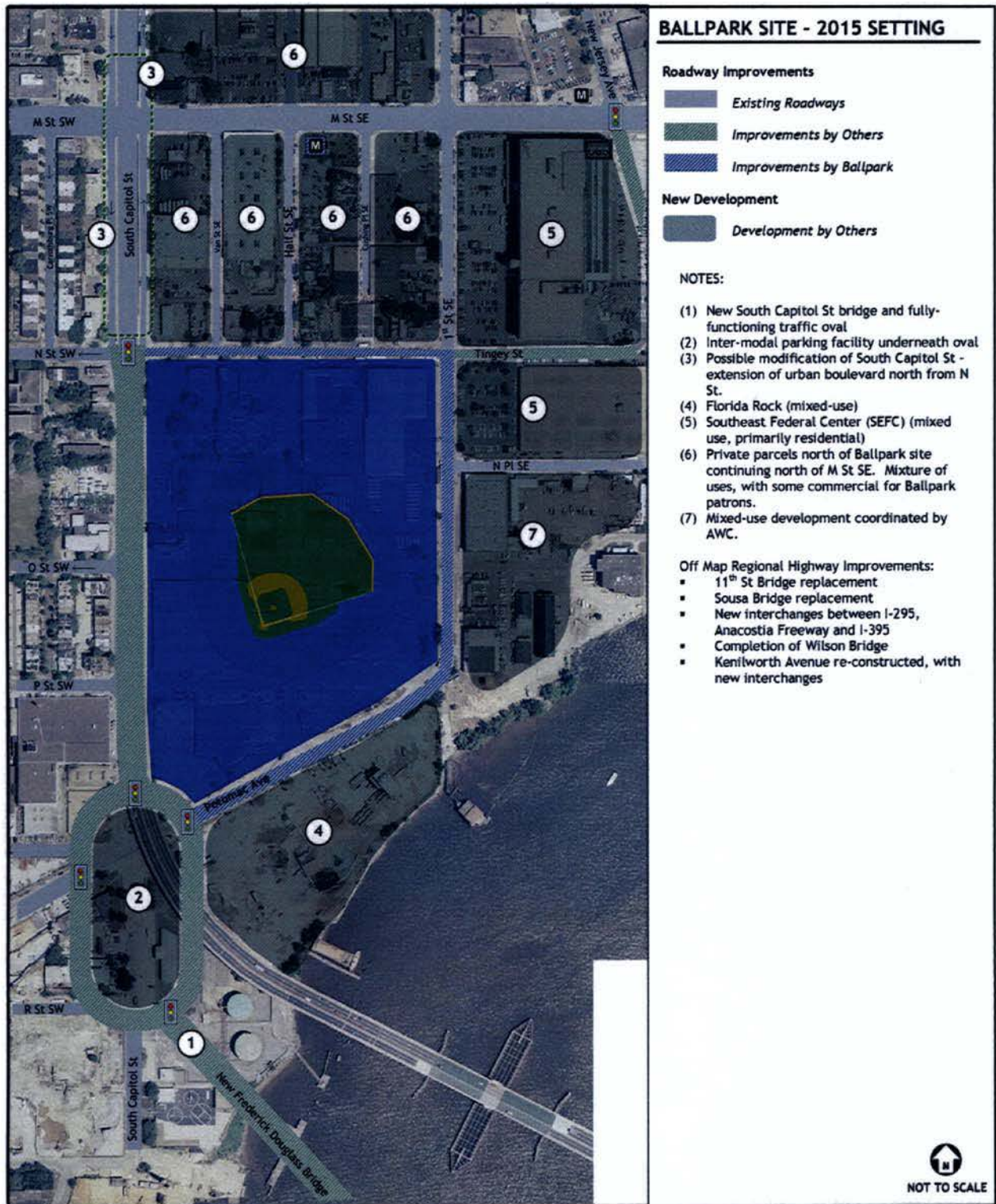


Figure 21: Year 2015 Ballpark Site Setting

ENGROSSED ORIGINAL

A BILL 1

16-628 2

IN THE DISTRICT OF COLUMBIA 3

_____ 4

To order the legal closing of portions of Half Street, S.E , O Street, S E , P Street, S E , and 5
Potomac Avenue, S E , and all public alleys in Squares 702, 703, 704, 705, and 706, and 6
in U S Reservation 247, bounded on the south by Potomac Avenue, S E , on the west by 7
South Capitol Street, S E , on the north by N Street, S E , and on the east by 1st Street, 8
S E , in Ward 6 9

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this 10
act may be cited as the “Closing of Public Streets and Alleys in Squares 702, 703, 704, 705, and 11
706, and in U S Reservation 247, S O 05-6318, Act of 2006” 12

Sec 2 Pursuant to section 201 of the Street and Alley Closing and Acquisition 13
Procedures Act of 1982, effective March 10, 1983 (D C Law 4-201, D C Official Code § 9- 14
202 01), the Council finds that portions of Half Street, S E , O Street, S E , P Street, S.E , 15
Potomac Avenue, S E , and all public alleys in Squares 702, 703, 704, 705, and 706, and in 16
United States Reservation 247, as shown on the Surveyor’s plat filed under S O. 05-6318, are 17
unnecessary for street and alley purposes and orders them closed, with title to the land to vest as 18
shown on the Surveyor’s plat The closure of these public streets and alleys is contingent upon 19
the satisfaction of all the conditions by District agencies and affected public utilities set forth in 20

ENGROSSED ORIGINAL

the official file of S O 05-6318 and the filing, in the Recorder of Deeds Division of the Office of 1
Tax and Revenue, of a covenant, as recommended by the National Capital Planning Commission, 2
which requires that the closed portions of Half Street, S E., O Street, S E , P Street, S E , and 3
Potomac Avenue, S E , be re-established in their original locations and with full rights-of-way 4
when the closed streets and abutting property are no longer used for ballpark purposes 5

Sec 3 Fiscal impact statement 6

The Council adopts the fiscal impact statement in the committee report as the 7
fiscal impact statement required by section 602(c)(3) of the District of Columbia Home Rule Act, 8
approved December 24, 1973 (87 Stat 813, D C Official Code § 1-206 02(c)(3)) 9

Sec 4 The Secretary to the Council shall transmit a copy of this act, upon its effective 10
date, to the Office of the Mayor, the Office of the Surveyor of the District of Columbia, the 11
District of Columbia Sports and Entertainment Commission, the Anacostia Waterfront 12
Corporation, and the District of Columbia Recorder of Deeds 13

Sec 5 Effective date 14

This act shall take effect upon its enactment (approval by the Mayor, or in the 15
event of veto by the Mayor, action by the Council to override the veto), a 30-day period of 16
Congressional review as provided in section 602(c)(2) of the District of Columbia Home Rule 17
Act, approved December 24, 1973 (87 Stat 788 D C Official Code §1-206), and publication in 18
the District of Columbia Register 19