Preliminary Transportation Operations Plan (TOP)

D.C. Major League Baseball Park

Washington, D.C.

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INTRODUCTION

The following report is a preliminary Transportation Operations Plan (TOP) for the new Major League Baseball (MLB) Ballpark being constructed by the District of Columbia. The purpose of the Transportation Operations Plan (TOP) is to define actions and contingencies that will be activated on game days to ensure safe and efficient operation of the transportation systems that serve the Near Southeast and Southwest quadrants of the District.

The Ballpark TOP is the final of three transportation related planning documents for the new Ballpark. The other two documents are the transportation chapters of the Environmental Mitigation Study (EMS) and the Traffic Management Plan (TMP).

- The **EMS** examined the general impact of the Ballpark to the surrounding neighborhood, including impacts to the transportation network. The EMS documented existing traffic levels and transit use in the area, and based on the Ballpark TMP, analyzed future traffic and transit capacity to determine the Ballpark impact.
- The **TMP** described the actions required to ensure that the Ballpark has excellent access for all modes of transportation and that the transportation networks and services continue to function for commuters, neighborhood residents and businesses, and other travelers on days when there are games played at the Ballpark. It studied Ballpark patron transportation characteristics and predicted how patrons of the new Ballpark will arrive and depart and recommended how to manage each mode of travel.
- The **TOP** is a specific set of plans containing details for game day operations of the Ballpark. The Ballpark TOP will be compiled after completion of the TMP and EMS processes, prior to the opening of the Ballpark and will set forth the responsibilities and the specific actions of Ballpark management, the City Department of Public Works, the Metropolitan Police Department, the Metropolitan Fire Department, emergency vehicle operators, and any other parties responsible for the movement of vehicles and people in and around the Ballpark.

This report represents a preliminary draft of the TOP, and will not include a complete set of details and drawings for game day operations. A complete TOP will be performed over the following two years prior to the first game at the Ballpark, expected in the spring of 2008. At the writing of this draft, the DC Sports and Entrainment Commission was in the process of distributing a Request for Proposals for this task.

The TOP represents a set of actions that will be taken over 80 times each year to accommodate the impacts of Ballpark traffic in the most efficient way possible. This represents a major commitment of resources by the District of Columbia, and should be looked at as an investment with the dividends of reduced traffic delays, reduced impacts on community, and improved safety conditions. Many of the

TOP actions will require City field personnel from the police and public works agencies. Installing permanent traffic control devices that eliminate the need for field personnel to direct game-day transportation operations could reduce some of these requirements. For example, the traffic lane markings and overhead signs on Connecticut Avenue currently enable the City to operate that street with a 4-lane/2-lane arrangement during peak hours, and a 3-lane/3-lane arrangement at all other times with no intervention by field personnel. The Final Transportation Operations and Parking Plan (FTOP) should evaluate the feasibility of these kinds of capital investments versus the use of field personnel to install temporary traffic control equipment and to provide traffic direction for each game.

The Metropolitan Police Department Special Operations Division will be responsible for field personnel to control traffic at key locations on game days. Within the past two years, the Department of Public Works has deployed a crew of trained traffic control technicians and downtown intersections during peak commuter periods. The FTOP will coordinate with MPD and DPW on the personnel deployment plan for game days.

This report summarizes the objectives of the TOP, lists principles and guidelines for operations, and contains illustrative graphics summarizing traffic operation concepts on game-day.

The steps taken to compile this report are as follows:

1) Review the latest drafts of the EMS and TMP.
2) Attend meetings with DDOT and WMATA regarding traffic operations to obtain initial thoughts.
3) For each mode of travel/aspect of the TOP, draft principals and guidelines for their operations;
4) Based on these principles, sketch out initial thoughts on how game-day operations would operate.
5) Document the principles, objectives and concepts in a report and in illustrative graphics.
6) List the major steps remaining that need to be performed to complete this preliminary TOP over the next few years.

TOP Objectives

The concepts contained in this preliminary TOP are based on the following objectives for the complete TOP:

- Maintain vehicular traffic flow for all motorists
- Provide efficient access for all ballpark patrons
- Separate through traffic from ballpark destined traffic
- Protect neighborhoods and the environment

- Inform Ballpark patrons of all transportation options
- Be prepared for unforeseen events and contingencies
- Place priority on the following:
  - Pedestrian safety
  - Disabled access
  - Emergency access

GENERAL OPERATIONS

Establishing general operation principles will guide TOP planning and implementation. Several operational concepts were identified in the EMS and TMP, including the following:

- The TOP should be scalable to accommodate various intensities of game day activity, without becoming to complex or varying significantly between game days;
- Pre and post-game actions and tasks should be detailed and coordinated prior to Ballpark opening and on game days;
- Develop and coordinate contingency plans with stakeholders and identify clear chain-of-command;
- TOP should be updated until conditions stabilize.

In addition to general operation concepts the EMS and TMP identified planning practices and principles that should guide TOP formulation.

- Work cooperatively with neighbors adjacent to the ballpark and ballpark parking.
- Priority based on number of people rather than number of vehicles.
- Pick-up/drop-off and bus stop locations should be located to minimize their visual impact to the waterfront area and traffic flow.
- Reserve high access areas for disabled access (pick-up/drop-off and pedestrian amenities).

PARKING OPERATIONS

On-Street Parking

The Ballpark site is surrounded by thousands of on-street parking spaces. Although these spaces exist, many are already being used during game times, or are reserved for residents. In addition, a high use of on-street parking by Ballpark patrons would result in additional traffic as cars circulate trying to find spots, and traffic traversing through residential neighborhoods. Considering the existing impact of RFK activity and parking in its surrounding neighborhoods, the use of on-street parking for new Ballpark patrons should be minimized.

Fortunately for the District, the experiences with on-street parking surrounding RFK Stadium provide a good model to develop best practices for use at the new Ballpark. The current system or controlling parking on game days at RFK is the result of many compromise and input from the community. Problems with the first attempts at controlling parking have, for the most part, been resolved. These parking regulations should be adjusted for implementation in the residential permit parking areas surrounding the Ballpark. The implementation of these regulations should be coordinated with the community during the TOP process.

On-street parking in non-residential areas, outside of this regulation zone will be desirable by Ballpark patrons. Spaces that fall into this category close to the Ballpark should be removed from the available inventory during games to minimize disruptions to traffic. Further out from the Ballpark, where circulating vehicles would not generate the same level of traffic problems, these spaces should be evaluated for possible inclusion in game day parking supply. It may be possible to alter meters to allow for weeknight and weekend parking, or change the times of some peak hour restricted parking lanes.

- Preliminary Operation Concepts
  - Use current RFK residential parking regulations as a guide for developing regulations in residential areas surrounding new Ballpark.
  - Do not allow on-street parking near the Ballpark (approximately within one block) to avoid unnecessary circulation by patrons around the block. Consider reserving these spaces for emergency and police vehicle parking.
- Next Steps
  - Examine current on-street parking inventories, and identify (1) Residential areas for inclusion in special regulatory zone, (2) non-residential spaces to be restricted during game days, and (3) possible on-street spaces to allow parking on game days.
  - Meet with community regarding implementing residential parking regulations on game days.
  - Evaluate possible on-street parking locations and suggest changes to meters or

signing/permissions.

Off-Street Parking

The transportation demand profile of Ballpark patrons included in the Ballpark TMP, showed a patron parking demand range up to approximately 4,500 vehicles. The TMP states that this demand number fluctuates depending on many factors, such as the time of day, day of week, time of year, and perceived attendance of the game.

The Washington Nationals currently use Colonial Parking to operate RFK parking, and advise them on operations of existing and planned parking. Colonial Parking agrees with the calculations displayed in the Ballpark TMP, and provided additional detail on the types of users and their characteristics. According to Colonial Parking's estimates, Ballpark patron parking will be split between season ticket holders (including those in 'premier' areas, such as club seats and suites) and general public. Their estimate of season ticket holder demand is 2,500 parking spaces, leaving the need for 2,000 general public parking spaces. In addition, the Nationals themselves will need approximately 250 spaces, and the parking demand discussed in the TMP did not include spaces for employees and contractors.

Table 1 shows a summary of the categories of parking users, and their characteristics. Of note is that by segregating the season ticket holder supply from the general supply, the possibility of reserved spaces in the supply going un-used raises dramatically. This is due to no-shows from season ticket holders not using their parking spaces, and those spaces not being accessible to the general public. Because the TMP calculations of parking supply did not include a no-show factor, to obtain a true supply of 4,500 spaces, more than 2,000 general parking spaces will be needed.

Table 1: Parking Users and Characteristics

User	No. of Spaces	Location	Characteristics
Team	250	On Ballpark Site	National's staff and players will arrive to the game early, and depart late. This alleviates some traffic and access issues related with the garage hosting the Team parking.
Premier Season Ticket Holders	975	On Ballpark Site, or temporarily nearby until garages are constructed on site	According to the Nationals, these patrons will have a higher no-show rate than the general public, and also do not depart as quickly from the stadium. They will also be familiar drivers, accustomed to garage/lot access and circulation.
Season Ticket Holders	1,525	Nearby, most likely in garages operated by Colonial Parking on M Street.	Season ticket holders will be familiar with circulation and parking access. According to National's staff and Colonial Parking, patrons will be assigned to garages/lots for an entire season. Thus, some spaces may not be used each game due to no-shows.
Public Parking	2,000-2,500	Remaining public parking parcels. Sites to be entered into agreement to with Nationals. Possible sites include the SEFC and lots on Buzzard Point.	This use category will contain the most unfamiliar drivers, and the most spread out locations. Parking information signs and information disseminated through the media and websites should be focused on this category.

Employee Parking	500-1,000	Employee parking is not included in the general Ballpark supply Employees will either (1) walk from the surrounding neighborhood, (2) ride transit (will be more encouraged than currently at RFK), (3) be parked at RFK and ride shuttles to the Ballpark, or (4) be parked at a separate facility in walking distance secured by the Nationals/Colonial Parking

Source: Colonial Parking, Washington Nationals, AWC

- Preliminary Operation Concepts
  - Install signs on roadways approaching the general Ballpark area (in near Southwest/Southeast) guiding the categories of users to appropriate locations.
  - On game days, place signs outside of designated lots, incorporating 'official' Ballpark parking logos or text.
  - Disseminate parking location information to various users through ticket mailings, press, and the internet.
  - Use Highway Advisory Radio (HAR) and other ITS tools for Ballpark patrons driving and parking at the stadium.
- Next Steps
  - National's Staff and/or Colonial Parking needs to enter into agreements with the parking lots and garages they do not control, in order to ensure game day supply.
  - Based on the garage agreements, develop a signing plan to guide motorists to the appropriate garages/lots.
  - Plan and suggest operations of an ITS system.
  - Develop plans for updating the parking inventory, agreements, signing and operations each off-season.
  - Coordinate with the AWC and Nationals on whether a parking district will be developed for the Waterfront, as Ballpark parking facilities should be incorporated as needed.
  - Determine appropriateness of traffic control officers adjacent to select parking lots.

Remote Parking

During the planning process, it has become clear that remote parking may be a useful tool in alleviating concerns of parking supply, especially during weekday afternoon games, in providing more options for drivers, alleviating traffic concerns near the ballpark site, and in contingency planning.

Implementing remote parking takes two primary steps, (1) securing the parking facilities, and (2) providing shuttles to and from the parking. If, as in some cases, a remote parking lot is near a Metro station, it may be possible to rely on the Metrorail system instead of shuttles.

One readily available site is RFK Stadium. A remote parking system using lots at RFK could include

cheaper parking rates than near the new Ballpark, and either free Metrorail fares to the new Ballpark, or a quick shuttle ride to the Ballpark (possibly using the Lot 8 access roads). Other possible remote parking sites are the Anacostia Metrorail garage at Poplar Point, Maritime Plaza, and L'Enfant Plaza.

- Preliminary Operation Concepts
  - Provide adequate information to drivers on the location, quality and price of remote parking.
  - Clearly mark the shuttle stops near the stadium, and in the parking facilities.
- Next Steps
  - Locate and secure a remote parking facility.
  - Coordinate shuttle service, or Metro service from remote facility.

TRAFFIC OPERATIONS PLAN

The routes taken by patrons driving to and from the Ballpark were assembled by comparing the results of a Direction of Approach (DOA) analysis performed as part of the South Capitol Street Corridor Study with survey results and data collected at RFK. The survey results showed a higher percentage of drivers going to and from Virginia. Thus, the DOA shows 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.

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.

From a capacity standpoint, it is preferable to have patrons accessing the ballpark by private auto park in a scattered-pattern so that their routes have less in common and create less congestion. Thus, the automobile routing strategy for the Ballpark can take advantage of the dispersed nature of the Ballpark parking locations. 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. Special signal timings can help alleviate queuing, but it will still occur on game days (and non game days). The Ballpark EMS contains preliminary signal timing strategies and operation plans for area intersections; the Ballpark TOP will develop and finalize these traffic operations details prior to opening day.

Traffic control officers may be used in two ways: (1) to identify capacity restraints, such as broken-down vehicles, or double-parked vehicles, prior to the arrival and departure of patrons and (2) to direct traffic at intersections and parking garages. This is important especially at the interchange of M Street with South Capitol Street. The use of police officers should also be considered at certain locations to provide law enforcement in addition to directing traffic.

Traffic control officers could also be used to enforce post game traffic plans. The following two operation approaches for directing traffic after games have been discussed:

1) Restricted Right and Left turns around Ballpark.
2) 'Post-Game Watershed';

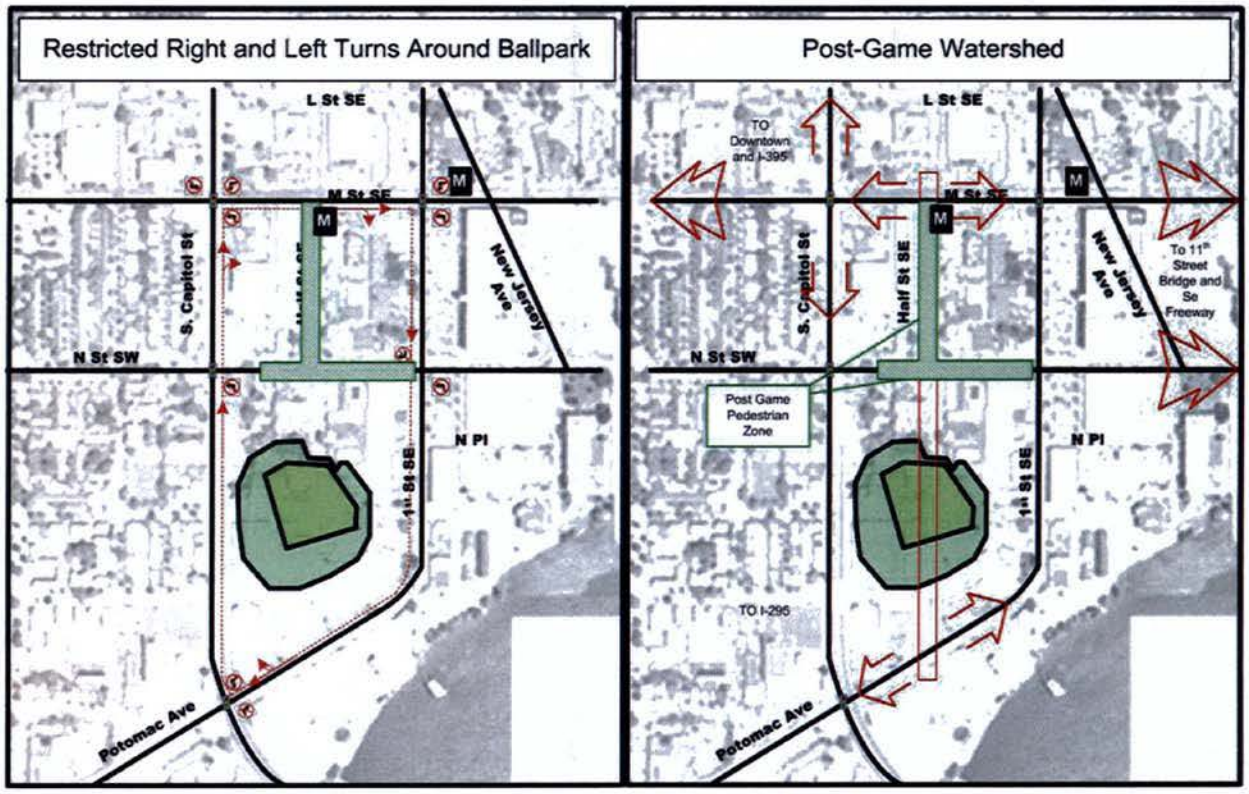

Figure 1: Post-Game Traffic Operation Concepts

Figure 1 illustrates the two post game operation concepts. Currently, the 'watershed' concept is the preferred approach for directing traffic away from the Ballpark after games. Under this approach, a 'no cross line' would be established toward the end of a game. As the second image in Figure 1 illustrates, traffic east of this line would be required to travel east, away from the center dividing line, and traffic west of the line would travel west. This approach has several pros and cons.

- Pros
  - Fewer pedestrian/vehicle conflicts; and
  - Ability to convert two-way streets to one-way.
- Cons
  - More personnel needed to operate; and
  - Only works post-game during non-rush hour.
- Preliminary Operations Concepts
  - Place signs directing drivers towards preferred parking locations on regional highways and local streets, including 'pull-though' signs on correct routes.
  - Before and after games, use special traffic signal operations, and place traffic officers stationed at key intersections to alleviate congestion. The details of these special event

timings will be developed in the Ballpark TOP, based on the preliminary concepts included in the Ballpark EMS.

- Provide drivers with information for the use of alternate circulation paths to enter and exit the Ballpark area.
- The roadways 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.

- Next Steps
  - Develop signs to direct drivers to preferred parking locations to disperse traffic concentrations.
  - Develop details on traffic control/police officer placement and operations for both pre and post game scenarios.
  - Develop specific details on special traffic signal operations for game days.
  - Coordinate with the private sector on development plans and with community residents to identify and enhance the secondary roadway network.
  - Work with DDOT to determine post-game travel restrictions (i.e. right turn only or "watershed")

BUS/SHUTTLE/TAXI OPERATIONS

The Ballpark TMP estimated that between 3% and 4% of all trips will be by bus/shuttle/taxi. This section outlines operation concepts and next steps for these modes.

Charter Bus Operations

As stated in the Ballpark TMP, the maximum Charter Bus demand at RFK during the 2005 season was 27 buses, with an average of seven buses parked per game. Demand at the new Ballpark is anticipated to reflect demand levels at RFK, which the TMP estimated at between 2% and 2.5% of all Ballpark trips. Based on conversations with DCSEC and Nationals staff the following guidelines were received for Charter Bus operations:

- It is preferred that Charter Buses drop-off patrons and park at off-site locations. Patrons will need to know where their bus is parked if they opt to leave early.
- Ideally, bus parking is located nearby, with high visibility to a Ballpark entrance and configured so patrons board and alight at the same location.
- Since the number of buses vary significantly, it is preferable to have flexible Charter Bus parking so other vehicles can park in unused Charter Bus parking spaces.

All of these principles are met if Charter Bus operations are placed on the DDOT property obtained for the future traffic oval at the intersection of South Capitol Street and Potomac Avenue.

- Preliminary Operation Concepts
  - Use the land acquired for the future traffic oval to park Charter Buses until completion of the inter-modal parking garage under the oval. Then, move Charter Bus parking to the oval garage.
  - Use traffic control officers to facilitate pedestrian crossings at the intersection of South Capitol Street and Potomac Avenue.
- Next Steps
  - Work with Nationals to enter agreements with DDOT regarding the use of their acquired land and future garage.
  - Prior to opening day, obtain site plans and prepare a signing, marking and detailed operations plan for the Charter Bus parking lot.

Shuttle/Metrobus Operations

At this point in the planning process, the amount of bus operations or their routes on game days is undecided. Likely bus routes fall into three categories:

1) Extensions of existing Metrobus or Circulator service;
2) WMATA shuttles between the Ballpark and Metro stops, such as Union Station or L'Enfant Plaza; and
3) Shuttles from parking lots, garages, and commercial nodes to the Ballpark.

Based on conversations with WMATA and DDOT staff, shuttle and Metro bus operations should operate under two main principles: (1) buss pick-up/drop-off should be located a 'few blocks' away from the Ballpark to avoid pedestrian conflicts and delayed buses, and (2) traffic operations should be coordinated at the end of the game to ensure a quick 'get-away' from the pick-up area to the bus route, especially if they are expected to run multiple times pre or post game.

In addition, there has been some thought on providing a dedicated transit lane on M Street that could serve shuttles and transit buses. The decision on whether to dedicate a lane and use M Street as a transit corridor can only be made when other decisions have been made, most notably on the locations of parking garages and traffic operations.

- Preliminary Operation Concepts
  - Locate shuttle bus stops, possibly east of ballpark on roads within the Southeast Federal Center (such as Tingey Street), or on a dedicated lane on M Street;
  - Create shuttle routes, either avoiding M Street, or using a dedicated lane on M Street;
  - Clearly mark all shuttle stops and routes using signs and other enhancements; and
  - Disseminate information to Ballpark patrons on routes and stops;
  - Connect or coordinate shuttle service with restaurant nodes.
- Next Steps
  - Upon further completion of parking operations planning and traffic operations planning, refine shuttle stop location and routing. Decide whether and when it would be appropriate to use lanes on M Street for transit only access.

Taxi Operations

The Ballpark TMP estimated a Taxi/Limo/Drop-Off mode share between 1% and 1.5% depending on game day and time. Designated access and egress routes and drop-off and pick-up locations will minimize taxi traffic in residential neighborhoods and congested auto and pedestrian corridors, to the maximum extent possible, and be located near entertainment and restaurant uses and away from major pedestrian crossings. Despite this it is most likely that taxis will pick-up and drop-off passengers wherever possible because required routing is difficult to enforce.

- Preliminary Operation Concepts
  - Establish 1st Street, between N Street, SE and M Street, SE as the preferred drop-off and

pick-up location.

- Establish preferred access and egress routes along M Street, South Capitol Street, Potomac Avenue, New Jersey Avenue, First Street SE, and N Street SE.
- Establish taxi turnaround at the intersection of Potomac Avenue and First Street SE.

- Next Steps
  - Contact and coordinate with taxi associations and DDOT on the location of the designated pick-up/drop-off area and routing.

Water Taxi Operations

The District's Department of Transportation (DDOT) is considering several proposals for a water taxi service on the Potomac and Anacostia rivers and plans to have a vessel on the water in 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 water taxi 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.

Depending on the location of the stop near the Ballpark, pedestrian upgrades and information dissemination approaches would need to be studied. Infrastructure upgrades would provide docking locations and safe access and egress for patrons. Information dissemination, in the form of signs and other media, would encourage ridership.

PEDESTRIAN AND BICYCLE OPERATIONS

The Ballpark TMP estimated a Pedestrian/Bicycle mode share of between 8% and 11% depending on game day and time.

Pedestrian Operations

Pedestrian volumes will be highest along Half Street SE and First Street SE south of M Street. These two streets connect the ballpark with the Navy Yard Metrorail Station, parking facilities and other parking, transit and activity nodes north of the Ballpark. Selective, temporary street closures, additional sidewalk capacity, and traffic control officers should be added along these key pedestrian corridors. The EMS found that additional pedestrian upgrades, in particular increased sidewalk

capacity, should be made along secondary pedestrian corridors, including New Jersey and Potomac Avenues.

- Preliminary Operation Concepts
  - Improve major pedestrian routes both on and off-site, especially along Potomac Avenue, First Street, SE, Half Street SE, M Street, and New Jersey Avenue, SE.
  - Station traffic control officers at key locations to reduce pedestrian and vehicle conflicts and reduce queuing and gridlock at intersections.
  - Restrict Half Street SE and most of N Street SE between South Capitol Street and First Street SE to pedestrians.
- Next Steps
  - Identify locations for pick-up/drop-off that create safe and convenient pedestrian patterns.
  - Identify approaches for maintaining very slow operating speeds for all vehicles within primary pedestrian areas.
  - Develop strategies for segregating pedestrians and vehicle traffic flows.
  - Pedestrians should have priority immediately after a game to reduce conflicts with vehicles exiting garages.
  - Allow pedestrians to flow freely, but channelize to avoid bottlenecks along First Street SE, N Street SE, and at Metrorail station entrances.
  - Finalize limits of pedestrian-only restrictions.
  - Coordinate with DDOT and DCPD on location of traffic control officers.

Disabled Access

The new Ballpark will be constructed to meet ADA requirements. Within the ballpark, the southern entrance off of Potomac Avenue will serve as the premier entrance for the disabled because of the enhanced amenities within the ballpark located at this entrance and the shorter walking distances it provides to most accessible seats.

- Preliminary Operation Concepts
  - Establish the southern entrance off of Potomac Avenue as an official pick-up/drop off area for the disabled.
- Next Steps
  - Coordinate during construction of Potomac Avenue to finalize a location and infrastructure.

Bicycle Operations

The Ballpark TMP did not estimate a significant amount of bicycle traffic, but as per DC zoning regulations, bicycle parking will be provided on-site. At a minimum, some bicycle parking will be provided in the parking garages. Additional amenities and infrastructure should also be provided to encourage bicycling, such as bicycle lanes, off-street bicycle trails, bicycle parking and bicycle valet.

Currently, there is limited bicycle infrastructure at the Ballpark site and on the surrounding street network. The District Bicycle Master Plan proposes several upgrades, including bicycle lanes and multi-use trails. Parking should be located near proposed bicycle lanes and pathways and Ballpark entrances but separate from primary pedestrian pathways. Locating bicycle parking near access routes and Ballpark entrances will encourage bicyclists to park their bikes in designated locations. Areas along Potomac Avenue SE and First Street SE are ideal for bicycle parking, either on the Ballpark site or adjacent to it. Bike valet has been successfully used in Washington during major events on the National Mall and at Ballparks around the country and should be considered for the new Ballpark.

- Preliminary Operation Concepts
  - Locate parking near the expected east-west and north-south travel routes, including First Street, SE, Potomac Avenue, and O Street.
- Next Steps
  - Decide on whether to use bike valet or not.
  - Coordinate with WABA and DDOT bicyclist specialist.

METRORAIL OPERATIONS

The Ballpark TMP estimated that a between 46% and 58% of Ballpark patrons will arrive by transit. Metrorail will be the predominant transit service used by Ballpark patrons. One block from the northern edge of the Ballpark site is a portal to the Navy Yard Metrorail station. In addition, within reasonable walking distance are the Waterfront-SEU, Capitol South, L'Enfant Plaza, and Eastern Market Metrorail stations. The EMS identified the Navy Yard Metrorail station as the primary transit access point and Capitol South as the secondary Metrorail access point. The Ballpark TMP estimated that 75% of Metro riders would use the Navy Yard Station and 25% would use Capitol South during the commuter rush hour. During non-rush hour games a 90%/10% split was estimated.

The TMP noted that WMATA is expected to increase Metrorail station and line capacity serving Southeast Washington, D.C. prior to the Ballpark opening. Line capacity will be increased to 50 to 77 percent of its maximum capacity. WMATA estimates that increasing line capacity to 50 percent will accommodate all future Metrorail demand in Near Southeast. In addition to line capacity upgrades, the District is expected to make improvements to the Navy Yard Metrorail station specifically to handle additional Ballpark demand. Escalator, stairway and fare gate capacity will be increased

- Preliminary Operation Concepts
  - Control queuing outside of stations after game by Metrorail employees located within and outside stations to.
  - Adjust operation scenarios based on game day and time.
- Next Steps
  - Discuss transfers or need for extra trains with WMATA?

INFORMATION DISSEMINATION

Information about Ballpark transportation will be disseminated through various media to patrons. This is a vital component of the TOP, with the following goals:

- Influence mode choice.
- Influence route choice.
- Shorten walking and driving distances (minimize driving/walking around block).
- East patron concerns.
- Allow for flexibility in system.
- Manage transportation network disruptions (i.e. road closures).

There are many tools for disseminating information to Ballpark patrons. Generally, Intelligent Transportation Systems (ITS) programs are useful for information dissemination. ITS tools range from the highly technical, such as in-vehicle devices, to more traditional tools, such as advertisements in local newspapers. The following is a list of ITS tools that can effectively provide information to the broadest audience possible:

- PDA/Pagers.
- Telephone.
- Television.
- Print Media (i.e. newspapers, magazine, brochures and fliers).
- Internet (i.e. websites and e-mail alerts).
- Variable Message Signs and Street Signs.
- Radio.
- Kiosks.
- In-vehicle devices.

Information should be provided prior to game day and on game-day as travel conditions are identified. Specifically, information about the cost and location of parking and Metro station and bus stop location and walking routes should be compiled and widely distributed prior to games. On game day travel conditions should be provided to patrons at critical decisions points, such as prior to departure and at key decision points along travel routes. In addition to these general approaches, the following operation concepts should be considered when developing an information dissemination program.

- Preliminary Operation Concepts
  - Distributed travel information as tickets are purchased.
  - Hire a professional marketing firm to assist with program development.
  - Inventory and document all signage and media for easy off-season review and updating.
- Next Steps
  - Identify routing information to parking locations once they are known.

SUMMARY

This section provides a summary of the preliminary TOP findings.

Timeline

The following table provides a general summary of the game-day operation concepts and a preliminary estimate of when they should be implemented and terminated on game-days.

Table 2: Preliminary Game Day Timeline

TOP Component	Next Steps
2 Hours Prior to Game Time	Implement neighborhood parking restrictions. Prohibit on-street parking around Ballpark. Place signs identifying off-street Ballpark parking facilities. Begin analyzing travel conditions and disseminating information (place personal and infrastructure, such as VMS, at identified locations,). Begin operating ballpark shuttles. Begin bicycle valet service.
1.5 Hours Prior to Game Time	Update and disseminate travel information.
1 Hours Prior to Game Time	Implement game day traffic signal operations. Adjust Metrorail and Metrobus services. Traffic control officers in place. Metrorail crowd control officers in place. Establish drop-off zone. Update and disseminate travel information.
0.5 Hours Prior to Game Time	Update and disseminate travel information.
Game Start	
Game End	Implement traffic watershed barrier around Ballpark. Implement pedestrian only zones. Establish pick-up zone.
.5 Hours After Game End	Terminate traffic watershed barrier around Ballpark. Terminate pedestrian only zones.
1 Hours After Game End	Terminate game day traffic signal operations. Terminate Metrorail and Metrobus game day adjustments.
1.5 Hours After Game End	Terminate traffic control officers at key intersections. Terminate Metrorail crowd control services. Terminate pick-up zone. Terminate bicycle valet service.
2 Hours After Game End	Terminate parking restrictions. Terminate travel condition announcements. Remove signs erected prior to game. Terminate shuttle services

Summary of Next Steps

The following table details the next steps for developing a final TOP.

Table 3: Next Steps

TOP Component	Next Steps

On-Street Parking	Examine current on-street parking inventories, and identify (1) Residential areas for inclusion in special regulatory zone, (2) non-residential spaces to be restricted during game days, and (3) possible on-street spaces to allow parking on game days Meet with community regarding implementing residential parking regulations on game days Evaluate possible on-street parking locations and suggest changes to meters or signing/permissions
Off-Street Parking	National's Staff and/or Colonial Parking needs to enter into agreements with the parking lots and garages they do not control, in order to ensure game day supply Based on the garage agreements, develop a signing plan to guide motorists to the appropriate garages/lots Plan and suggest operations of a HAR system Develop plans for updating the parking inventory, agreements, signing and operations each off-season Coordinate with the AWC and Nationals on whether a parking district will be developed for the Waterfront, as Ballpark parking facilities should be incorporated as needed Determine appropriateness of traffic control officers adjacent to select parking lots
Remote Parking	Locate and secure a remote parking facility. Coordinate shuttle service, or Metro service from remote facility
Traffic	Develop signs to direct drivers to preferred parking locations to disperse traffic concentrations Develop details on traffic control/police officer placement and operations for both pre and post game scenarios Develop specific details on special traffic signal operations on game days. Coordinate with private sector on development plans and community residents to identify and enhance the secondary roadway network Work with DDOT to determine post-game travel restrictions (i e right turn only or "watershed")
Charter Bus	Work with Nationals staff to enter agreements with DDOT regarding the use of their acquired land and future garage Prior to opening day, obtain site plans and prepare a signing, marking and detailed operations plan for the charter bus parking lot
Metrobus/Shuttle	Upon further completion of parking operations planning and traffic operations planning, refine shuttle stop location and routing Decide whether and when it would be appropriate to use lanes on M Street for shuttle/bus only access
Taxi	Contact and coordinate with taxi associations and DDOT on the location of the designated pick-up/drop-off area and routing
Water Taxi	None
Pedestrian	Identify locations for pick-up/drop-off that create safe and convenient pedestrian patterns Identify approaches for maintaining very slow operating speeds for all vehicles within primary pedestrian areas Develop strategies for segregating pedestrians and vehicle traffic flows Pedestrians should have priority immediately after a game to reduce conflicts with vehicles exiting garages Allow pedestrians to flow freely, but channelize to avoid bottlenecks along First Street SE, N Street SE, and at Metrorail station entrances Finalize limits of pedestrian-only restrictions Coordinate with DDOT and DCPD on location of traffic control officers
Disabled Access	Coordinate during construction of Potomac Avenue to finalize a location
Bicycle	Decide on whether to use bike valet or not Coordinate with WABA and DDOT bicyclist specialist.
Metrorail	Discuss transfers or need for extra trains with WMATA?
Information Dissemination	Identify routing information to parking locations once they are known

Figures that are attached to this document:

Figure 2: 2008 Ballpark Routing By Mode and Parking
Figure 3: 2008 Initial Operation Thoughts
Figure 4: Draft Flier

CONTINGENCY PLANS

The Final TOP will include contingency plans for any kind of breakdown or failure with any single component of the system, such as delayed or disrupted rail service or bridge construction. The following is a list of potential network disruptions. The TOP will develop detailed plans for ensuring access an egress from the Ballpark under each scenario.

- Traffic Problems/Construction
- Metrorail Problems
- Insufficient Parking
- Other Contingencies – Presidential visit

OTHER CONSIDERATIONS

The TOP will explore and address additional tools for mitigating Ballpark traffic, such as TDM measures.

- Transportation Demand Management
  - Changing game times? 12:00 vs. 1:00 vs. 2:00 (for a 1:05 pm afternoon game).
  - Pre/post game activities.
- Review/Yearly Update


Southwest Pwy
I St SE
K St SE
L St SE
New Jersey Ave
2nd St SE
3rd St SE
M St SE
Additional M St/NJ Ave Shuttle as Needed
S. Capitol St
Half St SE
Tingey St
N St SW
N St SE
N Pl
1st St SE
O St SE
P St SE
4th St SW
2nd St SW
1st St SW
Potomac Ave
Half St SW
Frederick Douglass Bridge
Buzzard Point Parking Shuttle
DRAFT
2008 Initial Operation Thoughts
- Intersection Control Office
- Parking Routing Sign
- Road Closure
- Main Pick-Up/Drop-Off & ADA Access
- Bicycle Racks/Valet
- Charter Bus Parking
- Charter Bus Routing
- Taxi Stand
- Shuttle Bus Stop
- Shuttle Bus Routing

(Demonstrative purposes only)

(Demonstrative purposes only)

PARKING INFORMATION:

For regional highway directions and tips on how to get to Nationals Park, please visit www.nationalspark.com

HOW TO GET TO NATIONALS PARK

Getting to Nationals Park is easy

by Car…
by Metro...
by foot…
by bicycle…

Details on all of these and more ways to get to Nationals Park can be found at www.NationalsPark.com.

Remember:

- *Check out Nationals LIVE! before and after the game – beat the rush!*
- *Always double-check your travel plans.*
- *If you're driving -- don't forget the RFK lots and shuttles.*
- *Parking lots open 2 hours before first pitch.*
- *Looking for something different, try the new water taxi, details at www.watertaxidc.com*

(Demonstrative purposes only)

Dropping off passengers? – Use Gate C on Potomac Avenue
Looking for Taxis? – Try 1st St SE north of N St SE
Riding a Bike? – Use our Bike Valet, located on 1st St SE near Potomac Ave

(Demonstrative purposes only)

(Demonstrative purposes only)

METRORAIL INFORMATION:

Remember to check for the latest news as www.wmata.com

The Navy Yard station is only a block away! Or, if you're a blue/orange line rider and don't want to tranfer, Capitol South is around 10 blocks north – use New Jersey Avenue to walk to the Ballpark.