

# Ballpark Transportation Plan

Presented by: Louis J. Slade, P.E., PTOE  
Gorove/Slade Associates, Inc.

June 26, 2006



ZONING COMMISSION  
CASE No. 06-22  
EXHIBIT No. 43



## Table of Contents

- Transportation Objectives
- Transportation Work To Date
- Transportation Patterns
- Transportation Improvements
- Site Access and Operation Concepts
- Traffic Operations Plan
- Parking Operations Plan
- Transit Operations Plan
- Bus/Shuttle/Taxi Operations Plan
- Pedestrian and Bicycle Operations Plan
- Information Dissemination
- Contingency Plans and Other Considerations





## Transportation Objectives

- Maintain vehicular traffic flow over street network
- Protect neighborhoods, the environment and public space
- Separate through traffic from ballpark destined traffic
- Provide efficient access for all ballpark patrons
- Inform Ballpark patrons of all transportation options
- Plan and prepare for contingencies
- Place priority on the following:
  - Pedestrian safety
  - Disabled access
  - Emergency access





## Transportation Work to Date

- Parking Demand Studies
- Transportation Management Plan (TMP)
- Environmental Mitigation Study (EMS)
- Preliminary Transportation Operations Plan (PTOP)
- AWC Ballpark District Master Planning
- The final Transportation Operations Plan (TOP) will be completed in 2007





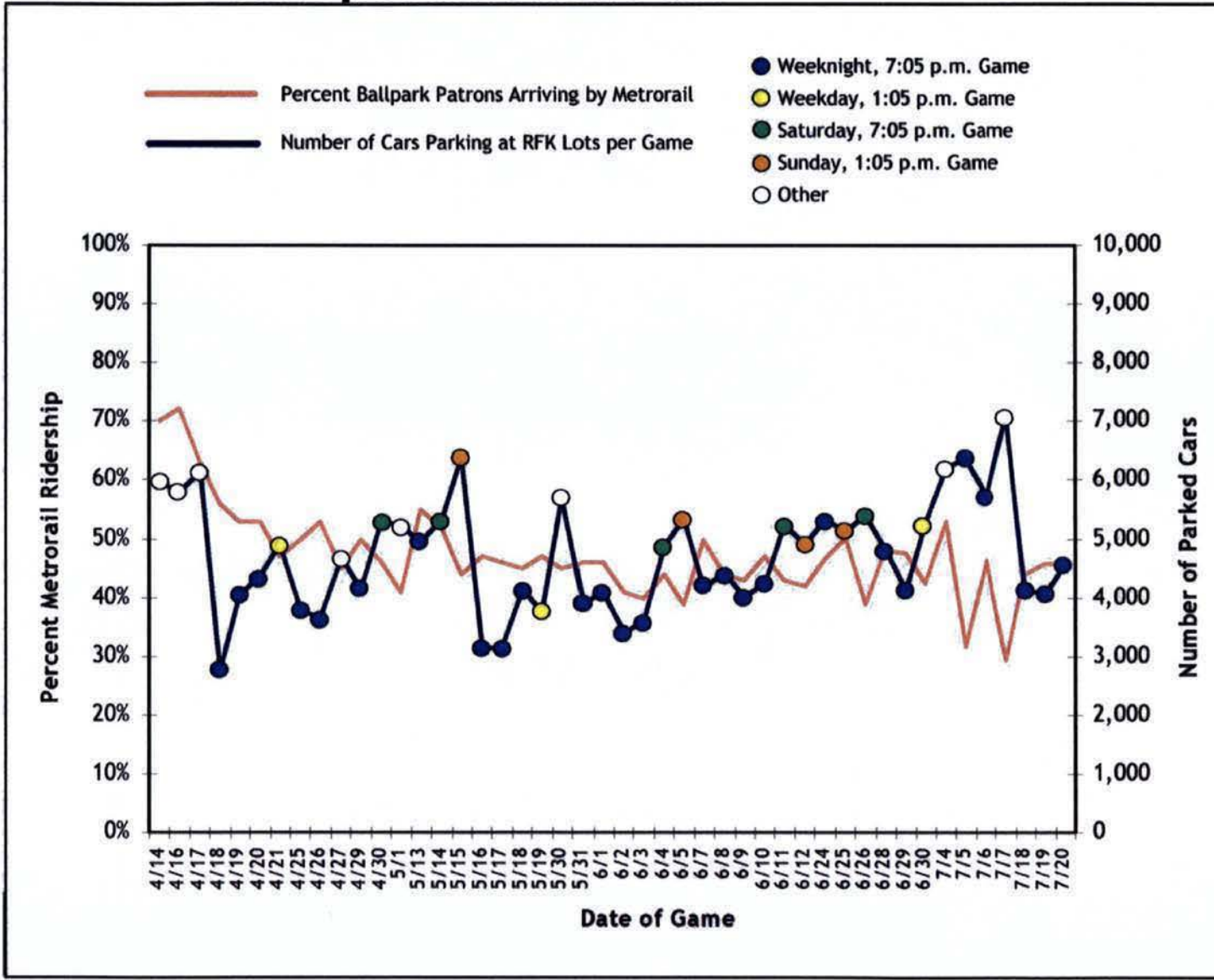
## Transportation Patterns

- Analyzed patterns at RFK last season
  - Parking/attendance data (Nationals)
  - Metro ridership data (WMATA)
  - Surveys (Gorove/Slade)
- Findings
  - High transit use
  - Patterns changed throughout season
  - Metro area is very 'transportation-flexible'
    - 72% Metro (opening day)
    - 29% Metro (London bombings)





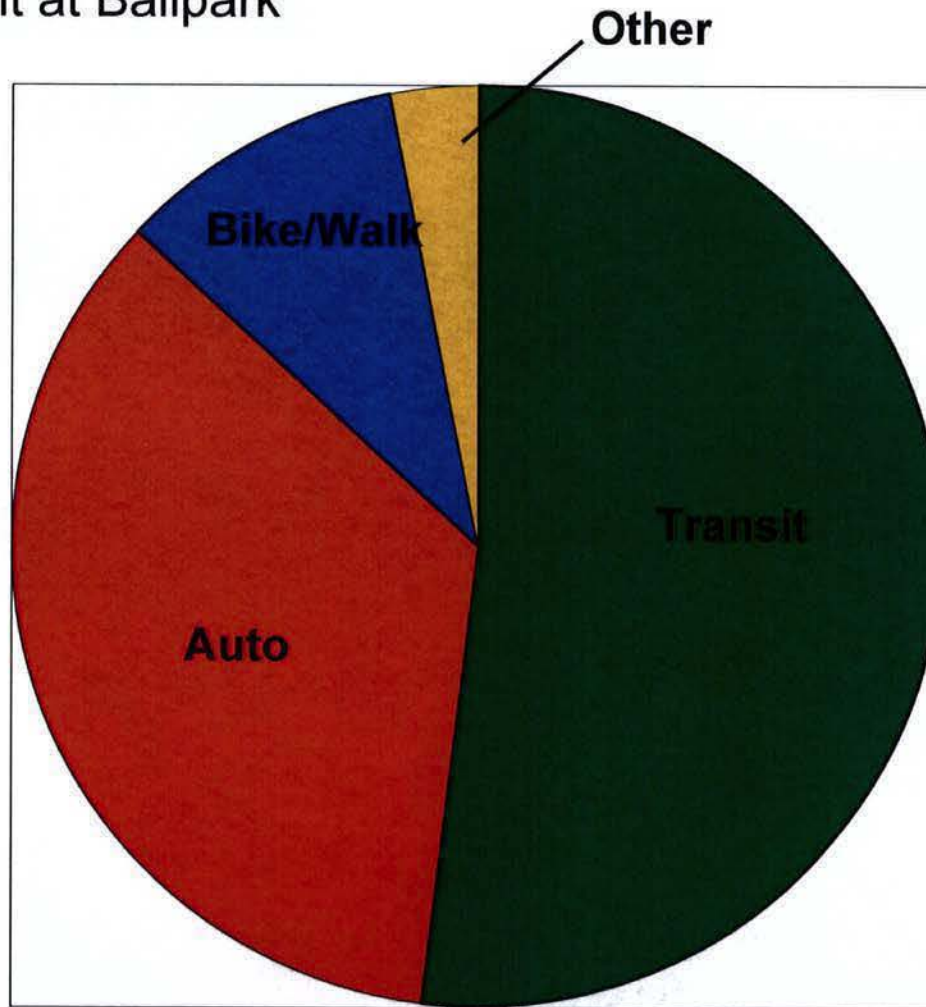
# Transportation Patterns – RFK Ballpark Transportation Model



● ● ● | **Transportation Patterns - Forecast**

o 'Typical' 7pm weeknight at Ballpark  
(entering mode split)

- 52% Transit
- 35% Automobile
- 10% Bike/Walk
- 3% 'Other'
  - Charter Bus
  - Taxi
  - Drop-Off









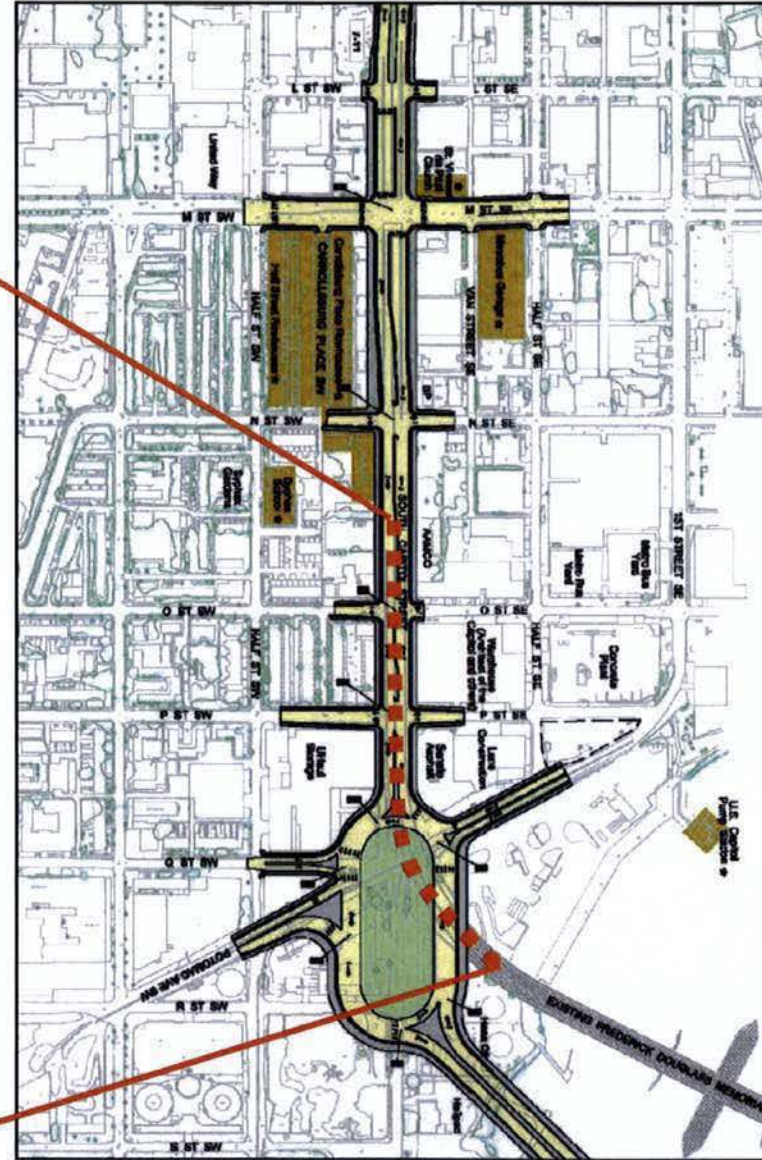
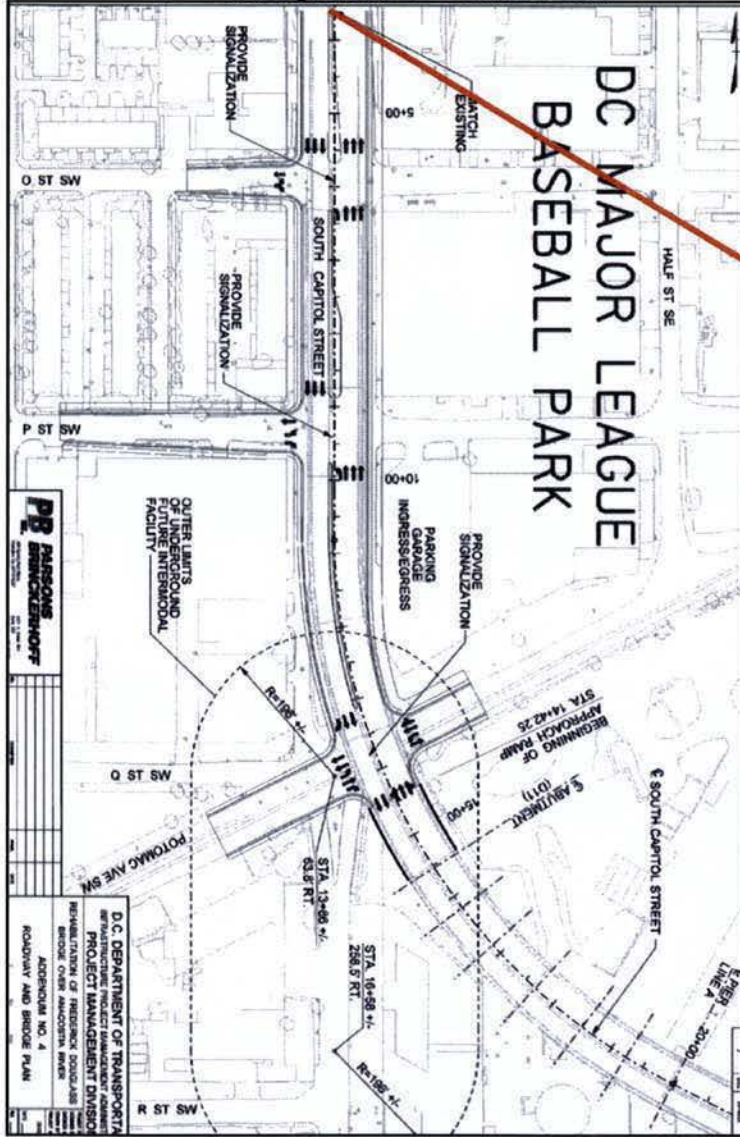
## Transportation Improvements - Long Range

- South Capitol Street
  - Boulevard
  - New Frederick Douglass Bridge
  - Interim (by opening day) improvements
- 11<sup>th</sup> Street Bridges
  - New bridges & interchanges
  - In EIS stage
  - DDOT expects completion around 2010
- Streetcars
- Woodrow Wilson Bridge





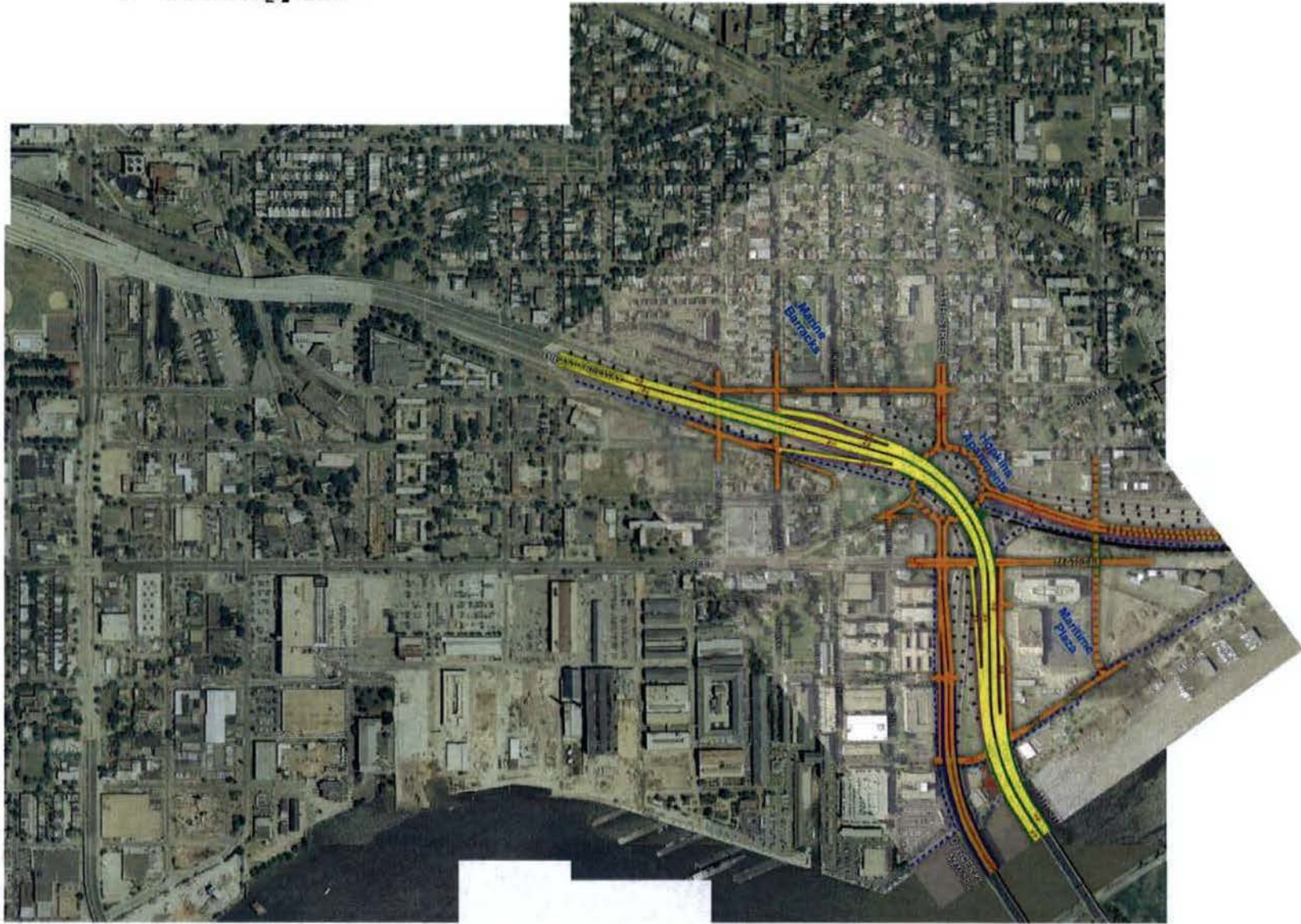
# Transportation Improvements (Interim) - South Capitol Street



**PARSONS BRINCKERHOFF**

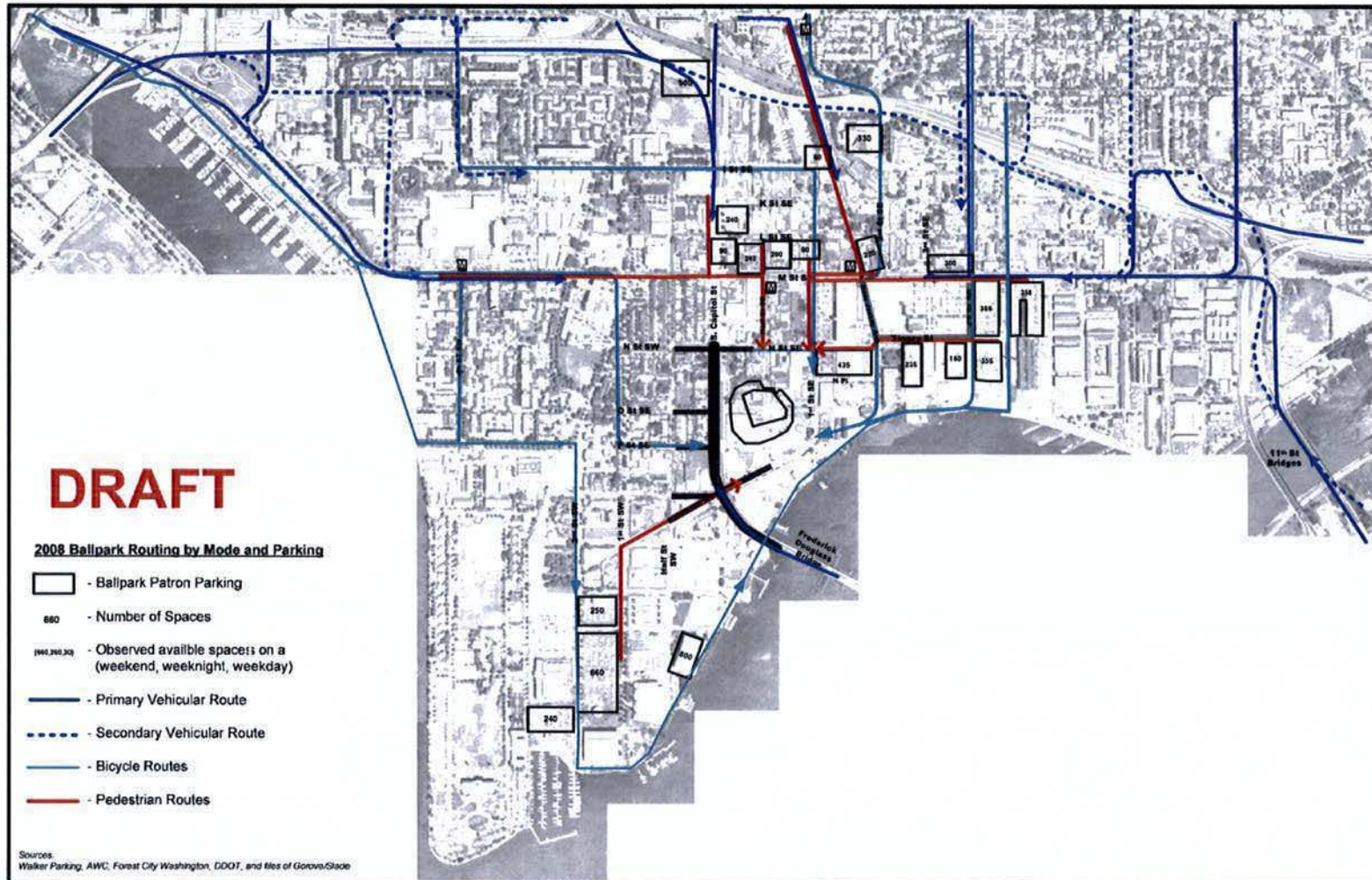
D.C. DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE PROJECT MANAGEMENT DIVISION  
 PROJECT MANAGEMENT DIVISION  
 REHABILITATION OF FREEDOM BOULEVARD  
 BEFORE OVER AND UNDERPASS  
 APPROPRIATE NO. 4  
 ROADWAY AND BRIDGE PLAN

● ● ● | **Transportation Improvements - 11<sup>th</sup> Street  
Bridges**





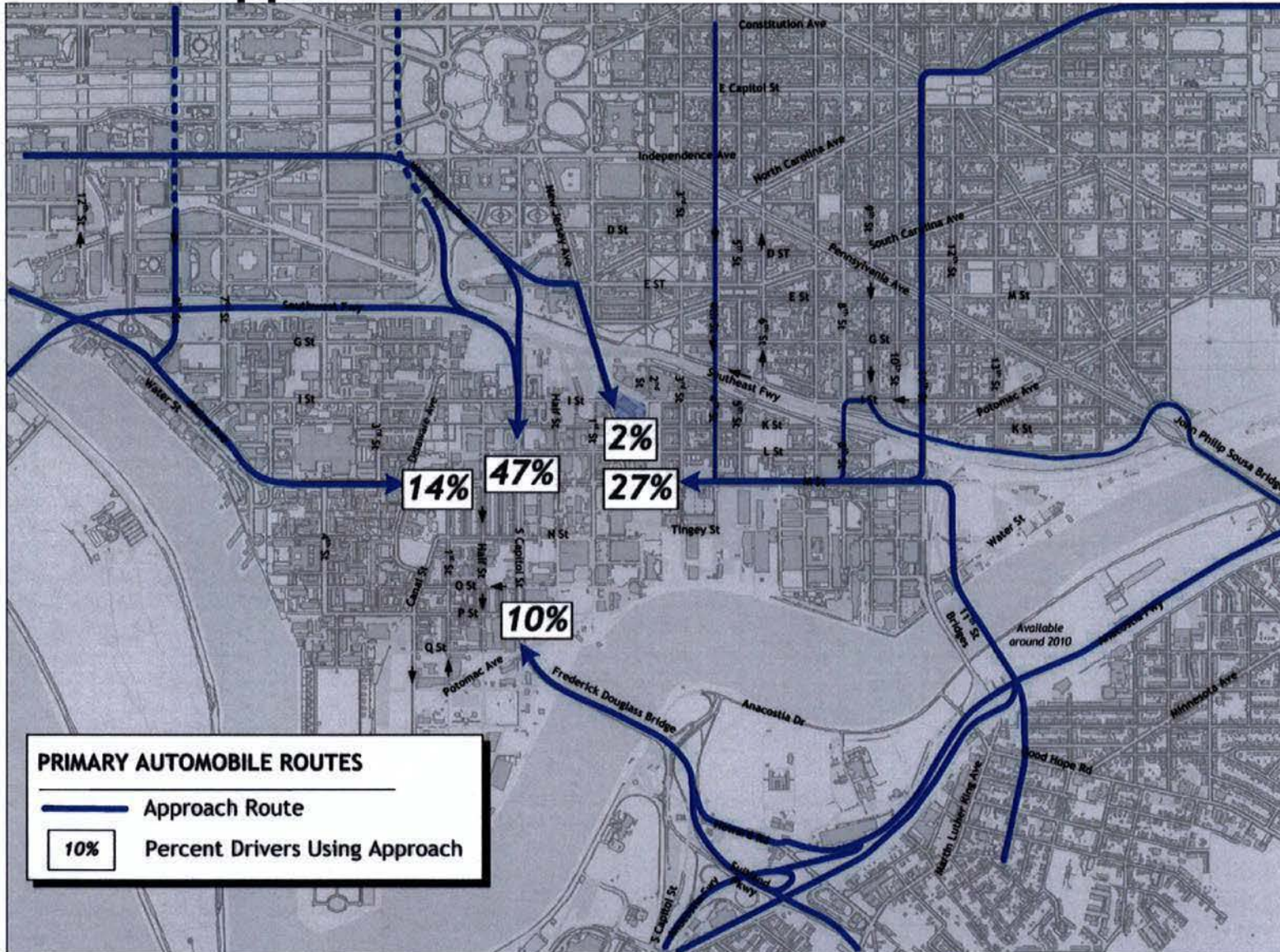
# Site Access and Operation Concepts

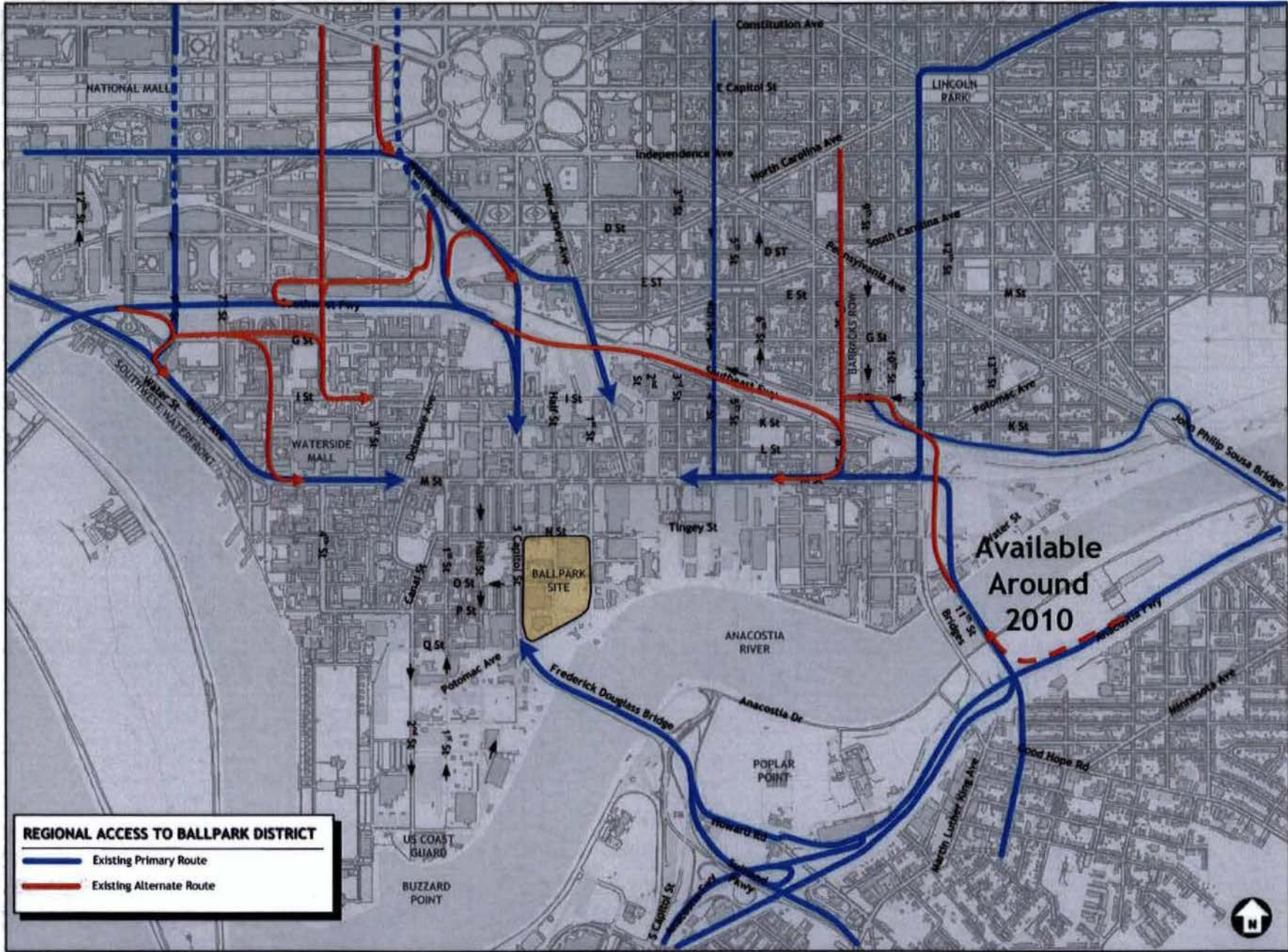






# Traffic Operations Plan – Direction of Approach





**REGIONAL ACCESS TO BALLPARK DISTRICT**

- Existing Primary Route
- Existing Alternate Route

Available  
Around  
2010







## Parking Operations - On-Street Parking

- Preliminary Operation Concepts
  - Use current RFK residential parking regulations as a basis for regulations surrounding Ballpark.
  - Do not allow on-street parking near the Ballpark (approximately within one block) during games. 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 residential parking regulations.
  - Evaluate possible on-street parking locations and suggest changes to meters or signing/permissions.





## Parking Operations - Off-Street Parking

User	No. of Spaces	Location
Team	250	On Ballpark site
Premier Season Ticket Holders	975	On Ballpark Site, or temporarily nearby until garages are constructed on site.
Season Ticket Holders	1,525	Nearby, most likely in garages operated by Colonial Parking on M Street.
Public Parking	2,000-2,500	Remaining public parking parcels. Sites to be entered into agreement with Nationals. Possible sites include the SEFC and lots on Buzzard Point.



# ● ● ● | Parking Operations - Parking Plan

- Opening Day inventory shows almost 6,200 spaces within 3,000 ft of site
- Does not include 1,225 included in program





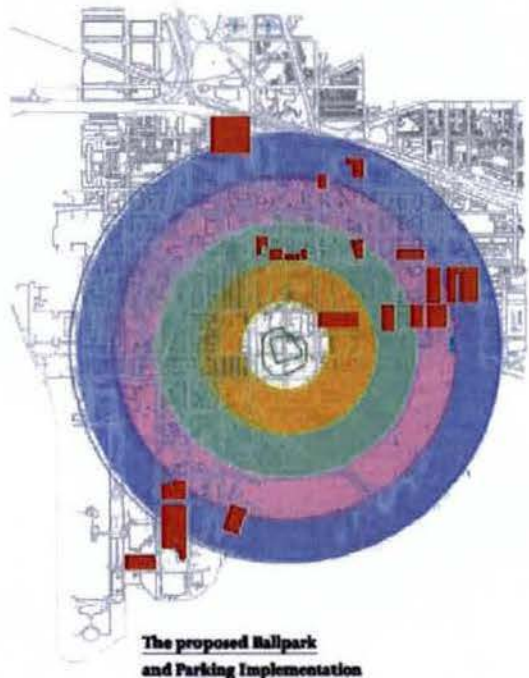
## Parking Operations – On-Site Parking Plan

- Parking facility location and configuration have not been finalized.

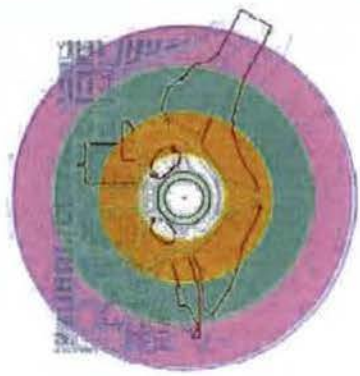




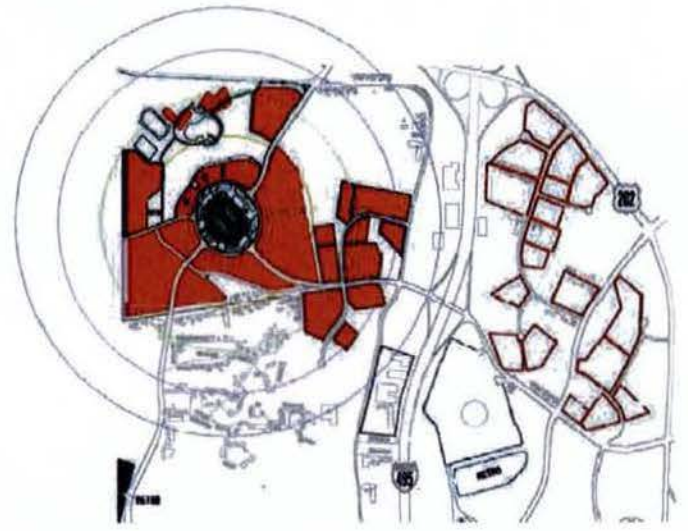
# Parking Operations - Parking Comparison



**The proposed Ballpark and Parking Implementation**



**RFK Stadium and Parking Implementations**



**FedEX field and Parking Implementation**

**LEGEND**

Road network	
Parking	
Building	
Distance Circles	
600'	
1200'	
1800'	
2400'	
3000'	

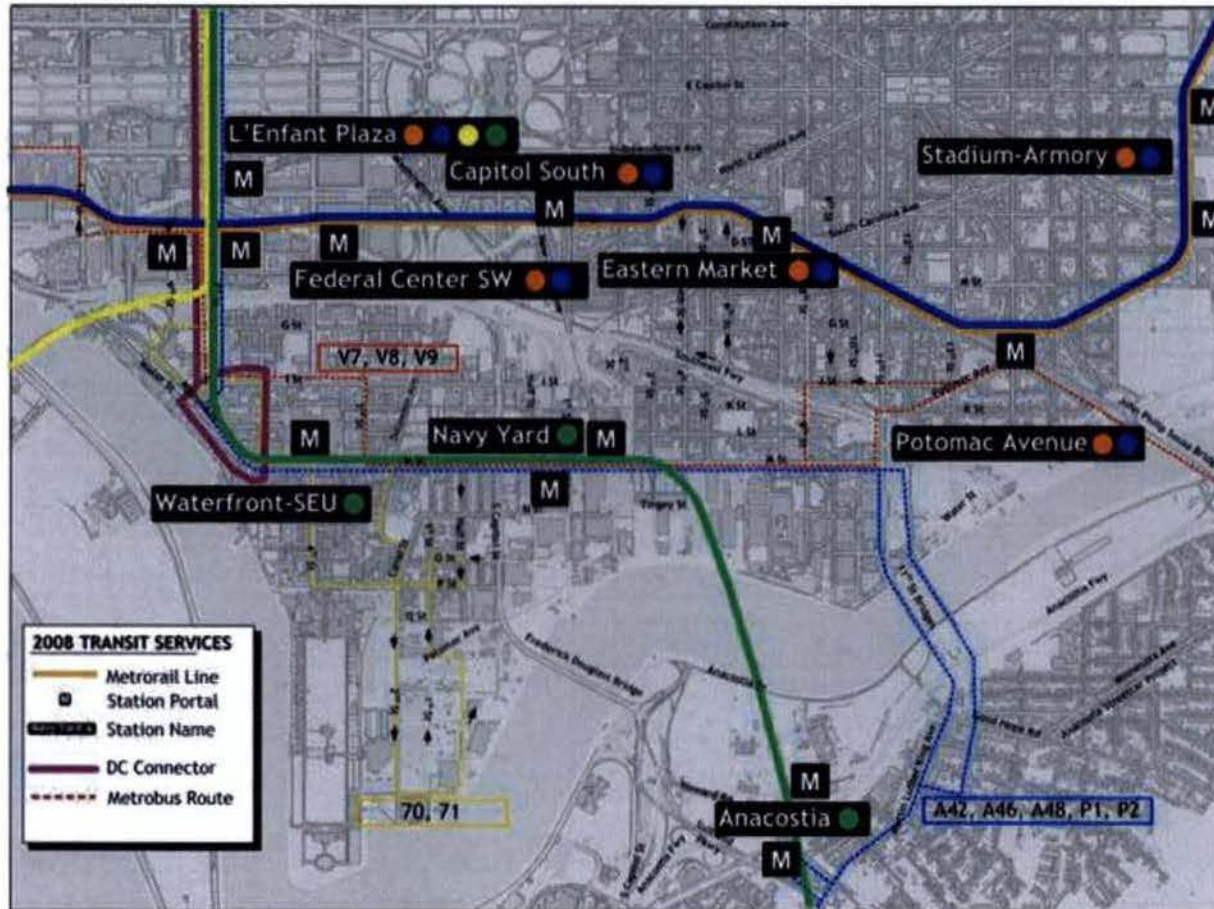
**TITLE: Walking distance comparisons between the Proposed Ballpark , RFK Stadium and FedEX Field**

Source: Public Parking, AEC from City Hall/DC, 2002 and files of Steve/Mark

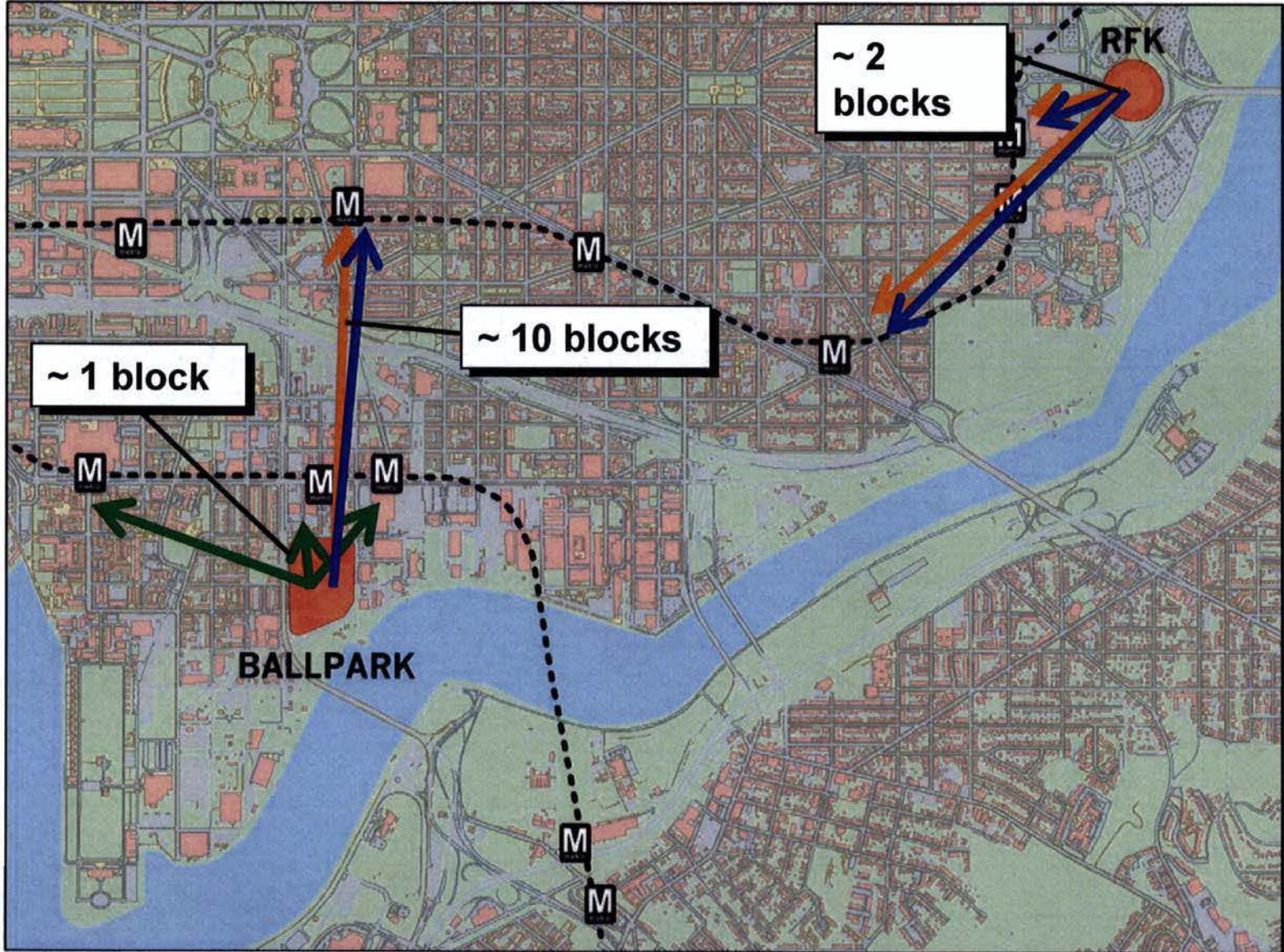




# Transit Operations Plan



● ● ● | Transit Operations Plan

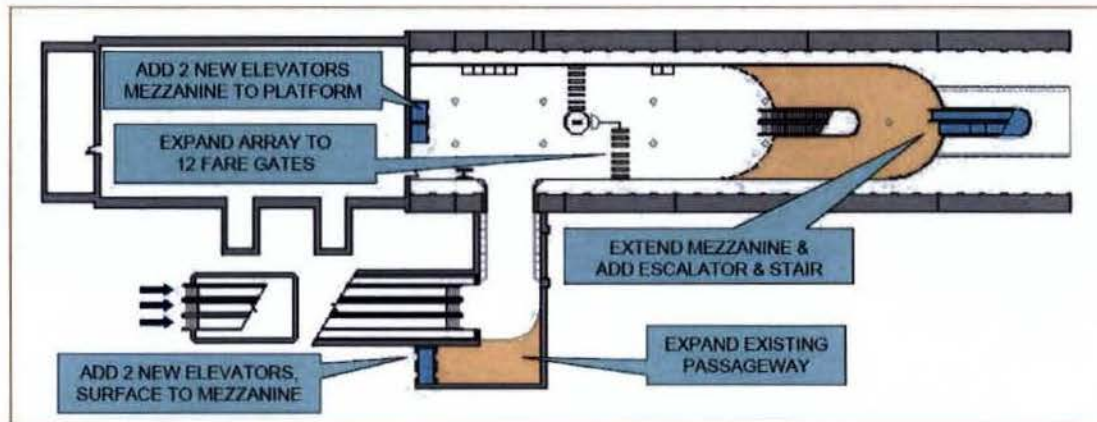




## Transit Operations Plan - Metrorail



### Option 2: West entrance enhancement



- Convert west entrance to one-way down or one-way up.
- Add 7 gates for total of 12, extend mezzanine by 65 feet & add 1 pair of escalator/stair. Sub-option: add pairs of elevators.
- West entry constraint are the 3 escalators at 15,000 pph.
- Capital cost estimate at \$19 million.







# Bus/Shuttle/Taxi Operations Plan



Taxi Stand

Charter Bus Parking

Shuttle Bus Routes





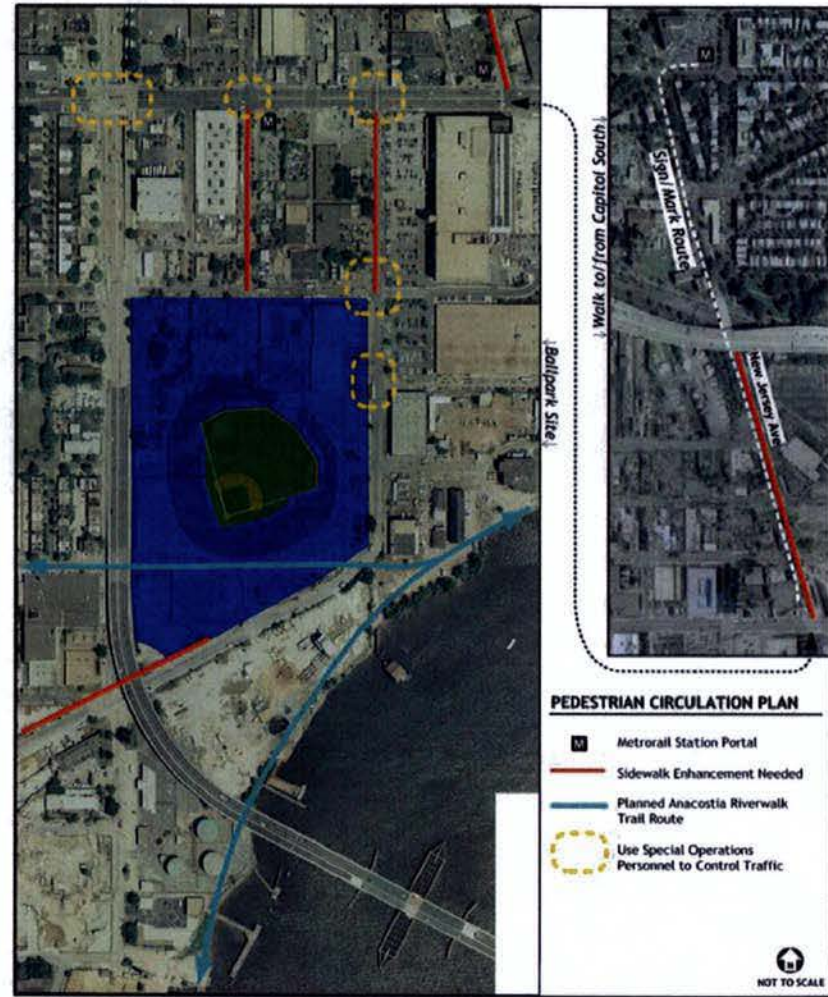
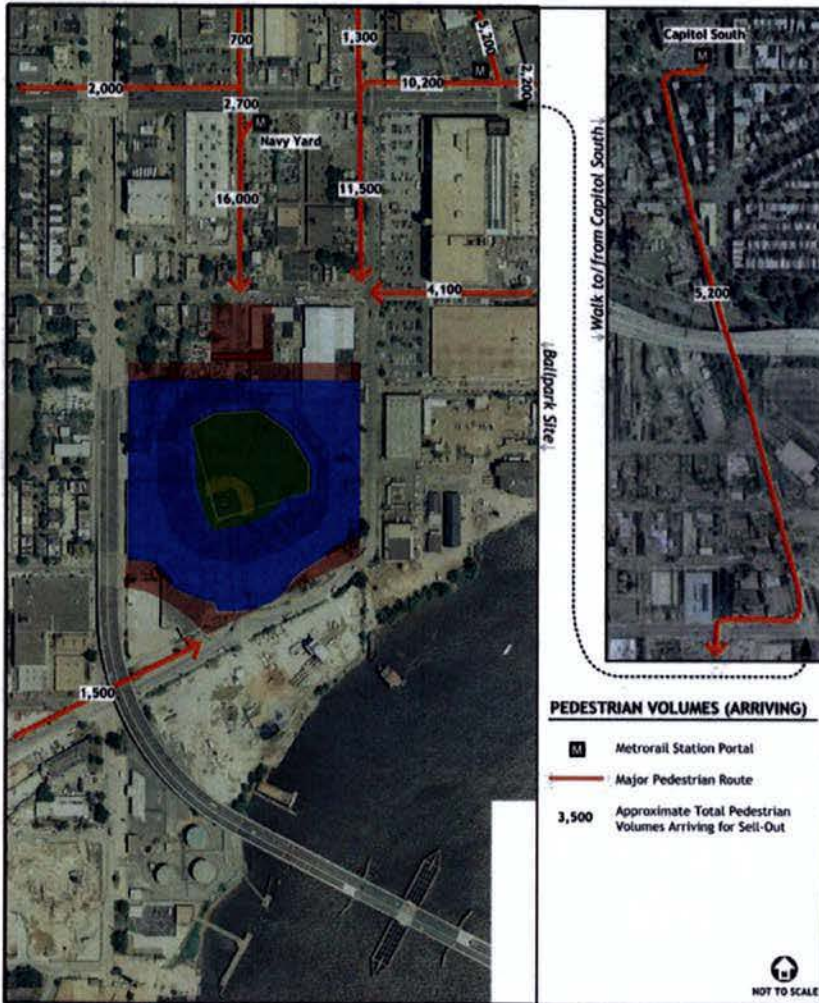
## Pedestrian and Bicycle Operations Plan

- Preliminary Operation Concepts
  - Improve major pedestrian routes.
  - Station traffic control officers at key locations.
  - Create pedestrian only areas on game days.
  - Pedestrians should have priority immediately after a game to reduce conflicts with vehicles exiting garages.
  - Place pick-up/drop-off areas in locations that create safe and convenient pedestrian patterns.
  - Maintain slow vehicle speeds within primary pedestrian areas.
  - Segregate pedestrian and vehicle traffic flows where possible.
  - Allow pedestrians to flow freely, but channelize to avoid bottlenecks.
- Next Steps
  - Coordinate number and location of traffic control officers with DDOT and DCPD.





# Pedestrian and Bicycle Operations Plan





## Pedestrian and Bicycle Operations Plan

- Preliminary Operation Concepts
  - Establish bicycle lanes and multi-use trails to encourage bicycling.
  - Locate bicycle parking near the expected east-west and north-south travel routes.
  - On-street bicycle routes should be avoided along key auto and transit corridors.
- Next Steps
  - Decide whether to use bike valet or not.
  - Coordinate with WABA and DDOT bicyclist specialist.





## Information Dissemination

- Clearly delineate all critical information to pedestrians and motorists
- Provide information to influence individuals' choice of mode, route and time of travel for the benefit of all
- Provide redundant information via various media
- Use information to influence behavior to the benefit of all travelers
- Inventory and document all signage and media for easy off-season review and updating
- Utilize Advanced Traveler Information Systems (ATIS) – ATIS is an ITS tool for disseminating network travel conditions to travelers at key decision making points. Tools include the following: PDA/Pagers, Telephone, Television, Internet, VMS, Radio, Kiosk, and In-vehicle devices
- Work with marketing firm to develop
- Signs, regional (highways), arterial (M Street), parking lots
- Markings, crosswalks, metro route (sign?)
- Flyers, season ticket holders, ticket purchase, in magazines?





# Information Dissemination

(Downloadable spreadsheet only)

**PARKING INFORMATION:**  
For regional highway directions and tips on how to get to Nationals Park, please visit [www.nationalspark.com](http://www.nationalspark.com)

**GOLD** CLUBSUITE (PERMITS ONLY)

**RED** SEASON TICKET HOLDER (PARKING PASSER ONLY)

**GENERAL PUBLIC (PARKING PASSER AND CASH)**

Lots \$15-\$40 \$20 Lots \$5-\$60 \$15 (with Free Suburban Point shuttle)

Don't forget - you can park at RPK and take the shuttle for only \$3/ride

If you're driving to the game - save to AM 11:10 or call 888-NAT-PARK (629-7275) for up-to-the-minute traffic and parking information

(Downloadable spreadsheet only)

**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](http://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 RPK lots and shuttles
- Parking lots open 2 hours before first pitch.
- Looking for something different, try the new water taxi. details at [www.watertaxi.com](http://www.watertaxi.com)

(Downloadable spreadsheet only)

(Downloadable spreadsheet only)

**METRO RAIL INFORMATION:**

Remember to check for the latest news as [www.wmata.com](http://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 transfer, Capitol South is around 10 blocks north - use New Jersey Avenue to walk to the Ballpark.

Capitol South (ORANGE/BLUE) M

Navy Yard (GREEN) M

Waterfront-SEU (GREEN) M

(Downloadable spreadsheet only)

**Dropping off passengers? - Use Gate C on Potomac Avenue**

**Looking for Taxis? - Try 1<sup>st</sup> St SE north of N St SE**

**Riding a Bike? - Use our Bike Valet, located on 1<sup>st</sup> St SE near Potomac Ave**

(Downloadable spreadsheet only)





## Contingency Plans and Other Considerations

### o **CONTINGENCY PLANS**

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

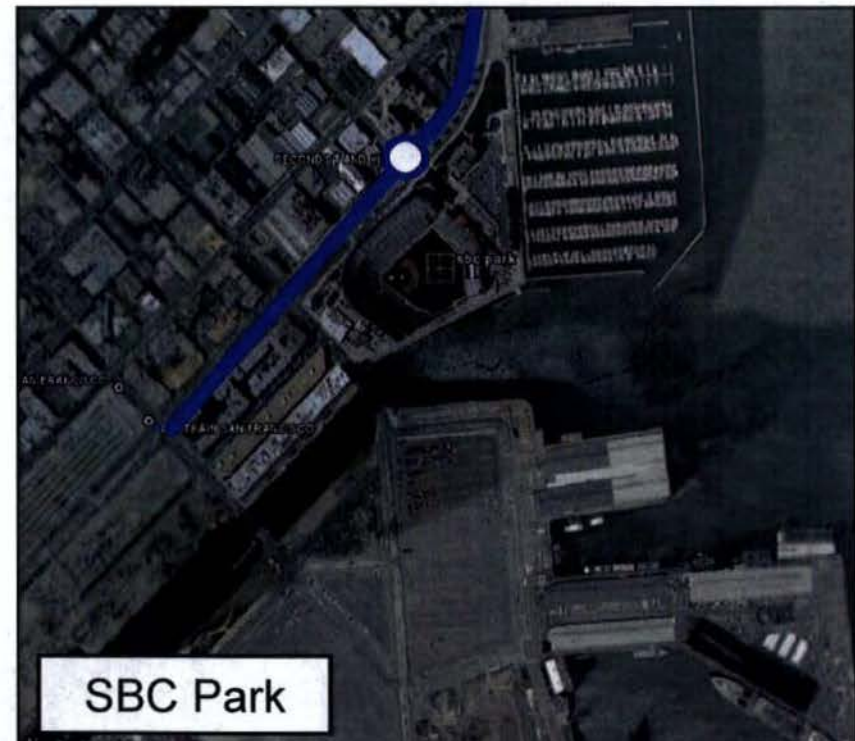
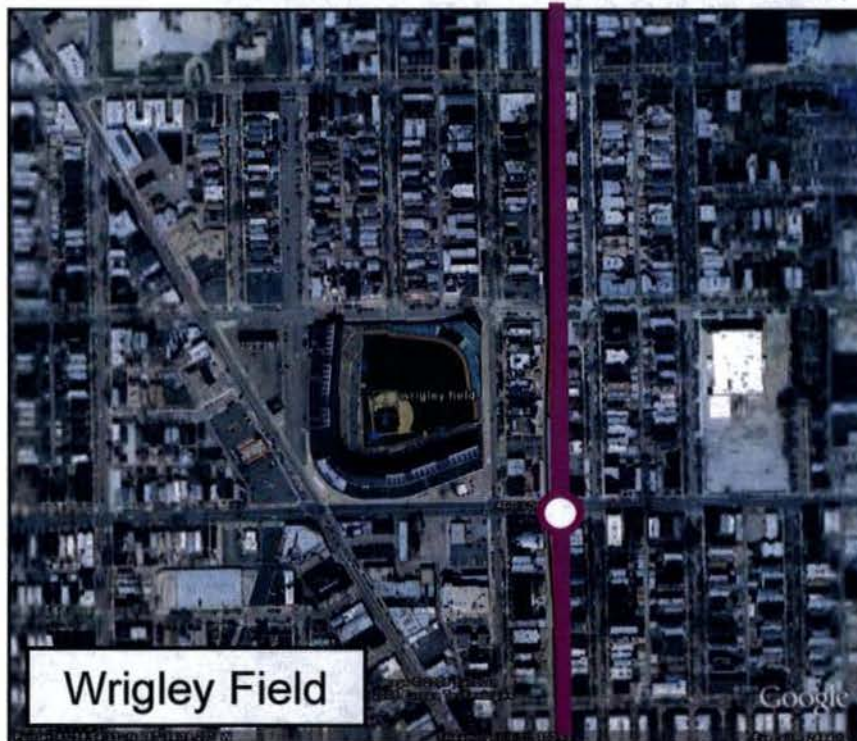
### o **OTHER CONSIDERATIONS**

- 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



## ● ● ● | Other Considerations - Ballpark Transportation Models

- Models:
  - Wrigley Field, Chicago
  - SBC Park, San Francisco
  - Verizon Center
- High Transit Usage, Dispersed Parking, Excellent Walking Environment and Amenities







**DRAFT ADDENDUM RE: Traffic and Parking Items in DDOT's June 19, 2006 memo.**

**I. Traffic Operations**

Some of the questions that DDOT raises in items 1 through 7 and item 8 have been addressed on a preliminary basis in the Transportation Management Plan (TMP) and Preliminary Transportation Operations Plan (PTOP) prepared by Gorove/Slade Associates for the Sports and Entertainment Commission. However, the SEC has always made it clear that the detailed final TOP would be initiated this summer, and that is now underway.

DDOT has hosted bi-weekly meetings for many months with HOK Sports, the SEC lead design firm. Those meetings have included focused discussions on the points listed in items 7 through 10 (excluding item 8) and DDOT is familiar with the constraints that have set the dimensions and locations of these items such as loading docks, sidewalk widths, and the placement of broadcast vans.

Regarding item 11, we understand that there is some latitude in the starting time of weekday games.

**II. Parking Access and Curb Cuts**

Item 1. We understand that DDOT is now willing to consider a median ramp entrance/exit to the northwest parking garage in Option 1 if it would improve traffic access and safety, meet urban design criteria, and not impact the schedule of construction of South Capitol Street improvements.

Items 2 and 3 address the HOK design, and the City's objective to provide viable retail on these blocks. The driveways on N Street, and First St. SE will have to be controlled on game days with MPD personnel. At all other times, the driveways will operate under the restrictions of the D.C. code and could be further restricted, such as with right-turn only for ingress and egress.

Item 4. The arrival pattern of Ballpark traffic is described in the TMP. The departure performance criterion has been set to empty these Ballpark site facilities within 45 minutes (i.e. The last car departs within 45 minutes of the first car).

**III. Transportation Demand Management**

DDOT requests more explicit documented plans that will be forthcoming as part of the final TOP. All of the points made in this section are part of the scope of the TOP with the exception of the plans for upgrades to the Navy Yard Metrorail Station. That plan has been developed and can be provided now.