

Frequently Asked Questions(FAQ's) **Traffic and Parking Plans for SE/SW**

The following are a list of commonly asked questions and answers regarding the traffic and parking plans, changes and initiatives currently in process in response to assumed impacts on the southeast and southwest neighborhoods due to the incoming baseball stadium, planned development and transportation improvements.

1. *There is a lot of activity planned for the SE/SW neighborhood area. What traffic and parking plans are currently in effect? What additional plans are taking place?*

There are currently three traffic/parking plans drafted. These are the Baseball Transportation Operations and Parking Plan (TOPP); the DDOT Streetscape and Frederick Douglass Memorial Bridge (FDMB) Traffic Control Plan (TCP); and the Anacostia Waterfront Initiative Transportation Master Plan (Masterplan). These are defined as follows:

Baseball Transportation Operations and Parking Plan (TOPP)

The purpose of the TOPP is to define actions and contingencies that will be activated on game days to ensure safe and efficient operation of the transportation system that serves the near southeast and southwest quadrants of the District.

The TOPP is a specific set of plans containing details for game day operations of the ballpark. The ballpark TOPP will be compiled prior to the opening of the ballpark and will set forth the responsibilities and the specific actions of ballpark management, the District of Columbia Department of Public Works (DPW), the Metropolitan Police Department (MPD), the District of Columbia Fire and Emergency Management Services (DCFEMS), emergency vehicle operators, and any other parties responsible for the movement of vehicles and people in and around the Ballpark.

The TOPP was developed as part of DCSEC's standard requirement for zoning approval. DCSEC and DDOT signed a Memorandum of Agreement (MOA) in which DCSEC made various commitments to address DDOT transportation concerns.

The TOPP is a "living" document and is subject to adjustment due to comments from the community and interested parties.

DDOT Streetscape and FDMB Traffic Control Plan (TCP)

The TCP is a series of traffic management control documents used to provide information to vehicular and pedestrian traffic when altering or detouring normal traffic patterns due to construction or transportation related activities.

DDOT began plans for streetscape and transportation improvements in and around the stadium site prior to the development of the stadium. These predetermined and funded

projects are being implemented in conjunction with the stadium construction in an effort to minimize additional impacts on the community and to support District economic development initiatives.

Notification to surrounding neighborhoods, business owners and commuters is being coordinated through a major outreach program including use of media outlets, press announcements, community meetings, on-site community centers, phone calls and hand delivered notices. DDOT recently announced the refurbishment of the Frederick Douglass Memorial Bridge and subsequent periodic weekend lane closures through early summer. The project will culminate with a final closure of the bridge scheduled for July and August of 2007 in anticipation of a scheduled bridge deck lowering event to bring the inbound ramp to at-grade level.

Other Traffic Analysis

DDOT has also done initial analysis of traffic related to the ballpark in the Anacostia Access Study, Baseball Addendum. Extensive analysis and planning has been done to plan for the two-month closure of the Douglass Bridge and to mitigate traffic congestion.

Anacostia Waterfront Initiative Transportation Master Plan and Mobility Study (Masterplan)

The Masterplan is the result of the culmination of all AWI related projects including the installation of the new Douglass Bridge, the new 11th Street bridges, streetscape upgrades, implementation of the South Capital Street gateway project, and other transportation related improvements. It explains the process by which projected land uses are incorporated into the transportation planning process. This report can be viewed at www.ddot.dc.gov.

(The following questions relate specifically to the anticipated increase in vehicular and pedestrian traffic during home games).

2. *The Near SW and SE area of the city suffers from severe traffic congestion; how can the area handle ballpark traffic?*

The TOPP was developed anticipating capacity games. All fans will be encouraged by all means possible to use public transportation. A large media campaign, similar to the one used to notify fans about parking near and around RFK stadium, will be implemented urging fans to use public transportation, and more importantly clearly warning drivers that parking in residential neighborhoods is prohibited and strictly enforced. Fans who must drive will be encouraged to come early and stay late to spread out the ballpark traffic. Maps clearly defining prohibited as well as eligible parking areas will be distributed.

The current patterns of congestion are concentrated at several specific locations such as South Capital at Eye Street, and South Capital at M Street. Fans will be routed to use lesser-used freeway ramps so they do not add to the congested locations.

We anticipate some regular commuters will change their patterns on game days: leave work earlier, take a different route, take Metro or work from home. Outreach efforts will include providing information about game schedules and alternatives they should consider.

Except for a small number of weekday afternoon games, baseball traffic will occur outside the normal rush hour, and should not affect the normal commuter patterns.

3. *Where will fans park?*

Approximately 5,000 parking spaces are being secured within walking distance north and east of the Ballpark. These include 1225 on the Ballpark site, with the balance located in privately owned facilities.

4. *How will fans find these scattered parking facilities?*

Season ticket holders will have assigned spaces, and “day-trippers” will be able to reserve a parking space on-line. Both will be directed to the best way to drive to their parking location by pre-game information packages, and by signs located on the freeways and streets.

The Nationals also plan to use RFK for fan parking. Shuttle buses will make scheduled stops to and from the stadiums.

5. *What will keep fans from driving into my neighborhood to find parking?*

DDOT will implement a parking management system similar to the one currently being used around RFK. This plan will be coordinated between DDOT and the community taking into account certain DDOT regulations along with certain community needs and requirements. DDOT is in the process of creating a development plan for this initiative. MPD and DPW will enforce the parking regulations.

Fans will be informed that there is no legal on-street parking anywhere convenient to the ballpark. Neighborhood residents will continue to be able to park on the streets currently available for parking.

Additional traffic and parking control measures can be implemented to protect the residential neighborhoods from encroachment. DCSEC and DDOT will work closely with the neighborhood to determine the best traffic and parking control measures.

6. *Will we have ballpark fans wandering around our residential neighborhoods?*

The main routes between the ballpark and Metro and parking are not going to take anyone through the neighborhoods. Signs will be placed to direct pedestrians to those routes so they don't get lost. Police and traffic operations personnel will also help keep baseball fans on route.

(The following questions relate specifically to Metro related issues during home games).

7. *How can Metro handle increased traffic on the already congested Green Line?*

Metro will run more trains that have eight cars rather than the 4- or 6-car trains that we are accustomed to. The west portal of the Navy Yard Station is being expanded by a capacity factor of three. For games that are anticipated to have a big attendance, shuttle buses will provide service to Blue/Orange Line and Red Line stations.

Except for a small number of weekday afternoon games, baseball traffic will occur outside the normal rush hour, and should not affect the normal commuter patterns.

8. *The west portal at the Navy Yard Station will be operated one way to serve fans. How does WMATA propose to minimize the inconvenience to others?*

It is always the goal to maximize the use of Metro by baseball fans and to make it as convenient as possible.

The portal will be operated one way for only about one hour before and one hour after the game. Two-way access will be available at all other times. The other portal to the Navy Yard Station is only 450 feet away, and the SW Waterfront/SEU Station will remain in normal service.

9. *What other initiatives are the Nationals or WMATA planning in order to assist with traffic flow to and from the stadium?*

The Nationals are working directly with WMATA to ensure that an aggressive mass transit campaign will be in place. The team is also studying successful transportation plans at other ballparks to adopt some "best practices."

10. *Where can I go for further information?*

The following agencies are partnering in an effort to minimize the impact on the neighborhoods and local community.

District of Columbia Department of Public Works (DPW)

2000 14th Street, NW
Washington, DC 20009
202-727-1000
www.dpw.dc.gov

District of Columbia Department of Transportation (DDOT)

2000 14th Street, NW
Washington, DC 20009
202-673-6813
www.ddot.dc.gov

District of Columbia Sports and Entertainment Commission (DCSEC)

2400 East Capitol Street, SE
Washington DC 20003
202-547-9077
www.dcsec.com

Metropolitan Police Department (MPD)

300 Indiana Avenue, NW
Washington, DC 20001
www.mpdc.dc.gov

Nationals Baseball

202.675.NATS(6287)
www.washington.nationals.mlb.com

Washington Area Metropolitan Transit Authority (WMATA)

600 Fifth Street, NW
Washington, DC 20001
202-637-1328
www.wmata.com