Transit Concepts

- Convert shoulders to bus-only lanes on Rochambeau Bridge
- Implement express bus service in extended HOT lanes
- Designate a system of bus-only lanes
- Extend bus lanes with direct access to transit centers
- Enhance/retrofit transit centers
- Create commuter and tour bus parking/loading facilities in Crystal City and at Banneker Overlook
- Increase event shuttle service
- Expand shuttle system for DoD
- Implement double decker bus service
- Relocate CSX freight line to allow expanded VRE service
- Expand number of Metro cars
- Provide water taxi service from Arlington to DC Waterfront to Georgetown
- Expand federal mass transit user subsidy program

The District Department of Transportation and the Federal Highway Administration, Eastern Federal Lands Division have completed an Environmental Assessment for improvements to L’Enfant Promenade and Banneker Overlook. Proposed improvements include an Intermodal Transportation Center for tour bus parking at Banneker Overlook.

DoD is extending the DoD shuttle system to serve passenger stops at Fort Belvoir in Virginia and stops in the District of Columbia along the Southwest Waterfront.

Double decker buses "double" the capacity of passengers without increasing the roadway capacity.
Construct separated bike/pedestrian crossing (three options)

Add bike lanes to current system in areas where there are gaps

Improve pedestrian connections in the corridor

Improve pedestrian signing

Create integrated (DC-VA-National Park Service) bike system, including signing for commuters and other destination bikers

Attendees at all four previous public meetings have stressed the need for greatly improved bicycle facilities, with an emphasis on commuting.

Provide clear, distinctive, and informative signs at key intersections, Metro exits and museum exits to guide tourists and other pedestrians to popular destinations.

Improve the attractiveness, safety and continuity of sidewalks and trails linking popular tourist, lodging and retail destinations.
Construct geometric improvements at I-395 and 9th Street (two options)

Construct geometric improvements at I-395 and George Washington Memorial Parkway

Reduce interstate access points at Boundary Channel Drive

Grade separate 14th Street between the bridge and Constitution Avenue

Construct shoulders on bridges

Convert shoulders on Rochambeau Bridge to general purpose lanes

Direct US 1 traffic across Rochambeau Bridge

Extend HOV/HOT lanes with congestion pricing across Rochambeau Bridge (no new lanes)

Create reversible HOV/HOT lanes across Rochambeau Bridge (no new lanes)

Highway CONCEPTS

This option improves accessibility to and from US Route 1 by reversing the designation of US Route 1 and I-395 along the 14th Street Bridge crossing. This would be accomplished by improved signing and ramp approaches prior to crossing the 14th Street Bridge.

On the Rochambeau Bridge, convert two-way traffic into one way traffic during the AM and PM peak periods. Consequently, instead of the bridge consisting of two lanes in each direction, the bridge would consist of 3 to 4 lanes in each direction during the peak directional period.
Management Concepts

- Implement parking management strategy
- Increase parking prices and/or decrease supply (e.g., localized parking tax)
- Increase affordable housing in areas with jobs to accommodate both
- Create incentive to “live where you work”
- Increase participation in flexible work hour programs (public and private sector)
- Expand, formalize, and incentivize tele-commuting
- Establish a corridor manager
- Expand incident management
- Develop driver education program specific to corridor
- Implement system of cordon bridge tolls
- Implement cordon pricing with free resident circulation
- Provide real-time travel information using variable message signs, etc.
- Create world class corridor by creating uniform look and identity
- Implement signing modifications
- Implement signal modifications at select intersections
- Implement traffic calming on residential streets

Use employer to provide relocation allowances and down payment assistance.

Develop a corridor-wide concept of operations for incident management including communications with first responders, traveler assistance vehicles, interagency communications, and integrated traveler information.

Use consistent road names and exit references throughout the corridor.

Use signing, light poles, banners, and street furniture to create a unified gateway appearance through the corridor.

Co-locate operations, routine maintenance, emergency, and incident management. Promote mode and route shifts through improved information and smoother traffic flow through seamless traffic signal controls and signal timing plans.

Develop a driver education plan to address hazardous driving practices that contribute to incidents or congestion. Use road signs, pamphlets, and media outreach to get the attention of drivers.