



## TRANSPORTATION AND STREET NETWORK

Washington is recognized for a robust transit system that serves its city center and outlying suburbs. However achieving the SW Ecodistrict's goal to improve mobility to, from, and within the area will require expanding transit capacity and enhancing intermodal connections by using multiple types of transit services. This is critical to support high-density compact development and is essential for a pedestrian friendly community. Improved transit also helps reduce roadway congestion and air pollution, lessens dependence on fossil fuels, increases public health and business productivity, and makes it easier to access jobs and contribute to the local and regional economy.

### TODAY

The Study Area's greatest assets are its transit and road connectivity to the city and the region, and convenient location between the National Mall, Smithsonian museums, and the waterfront. The area is easily accessible from the freeway and is well-served by numerous local and commuter bus routes, Metrorail, and Virginia Railway Express (VRE) commuter rail. However, the growing ridership demand on a constrained transit system compromises these assets. In addition, the disconnected street grid and multiple levels of streets and sidewalks make walking and bicycling within or through the Study Area unpleasant and difficult.

Freeway access is provided via the 9th and 12th Street expressway ramps. These roads serve about 15,000 vehicle trips during the PM peak hour with 13,000 allocated to office trips. The Federal Highway Administration (FHWA) is studying how to reduce congestion and improve connections over the 14th Street and Case Bridges. New development will have minimal impact on peak hour traffic since most trips will be added to the transit system. As more housing is introduced, automobile trips could actually decline because of greater live-work opportunities and increased reliance on transit. There are approximately 700 on-street parking spaces and 4,964 garage parking spaces in the Study Area. Most federal buildings and private offices provide below-grade parking for varying percentage of their employees. Public parking is provided on-street and below L'Enfant Plaza.

The District of Columbia, the National Park Service (NPS), and the Washington Metropolitan Area Transit Authority (WMATA) are considering future significant area transit improvements. The District proposes to extend a future Circulator route and a dedicated streetcar line along 7th Street and seeks to improve inter-city and tour bus operational issues that impact its neighborhoods and businesses. Nearby, the NPS is planning a National Mall Circulator route, and is studying how to address tour bus operations on the National Mall. WMATA is evaluating improvements to long-term rail service, including how to relieve congestion on the Green Line and at L'Enfant Plaza.

Currently, physical limitations within the rail line corridor, at L'Enfant Station, and at Union Station limit the ability to improve both regional commuter rail service and freight service that pass through the area. Several initiatives are underway that have the potential to improve freight transportation and transit capacity that will benefit the rail service providers, the city, and the region. The Union Station Redevelopment Corporation is studying how to improve rail operations and the user experience at Union Station. CSX, owner of the rail corridor, is improving the rail line as part of the National Gateway project to increase freight capacity between the Mid-Atlantic and the Midwest regions of the United States. This initiative provides an opportunity to make improvements within the rail corridor to enhance commuter rail service as well as deck the rail line to reconstruct Maryland Avenue.

The number of stakeholders, their operational requirements, and the jurisdictions that cross neighborhood, city, and state borders makes rail transport solutions complex. Decisions made by one provider could hinder or support robust commuter rail service in the Mid-Atlantic region over the next 50 years. Constrained right-of-way, growing ridership, and competing operational needs call for strong partnerships and coordination among all transit service providers.