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# **FINAL ENVIRONMENTAL IMPACT STATEMENT**

**BICENTENNIAL TRANSPORTATION PROGRAM**

**METROPOLITAN WASHINGTON**

**PROJECT IT-06-0143**

**U. S. DEPARTMENT OF TRANSPORTATION**

**URBAN MASS TRANSPORTATION ADMINISTRATION**

**JANUARY 1976**



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WASHINGTON, D.C.

PROJECT: IT-06-0143

This transportation improvement is proposed for funding title 49, U.S.C. 1601. ET. SEQ.

This statement is submitted pursuant to section 102(2)c of NEPA of 1969 (PL 91-190); Section 14 of UMTA Act of 1964 as amended; and Section 4(f) of DOT Act of 1966.

PREPARED BY:

U.S. DEPARTMENT OF TRANSPORTATION  
Urban Mass Transportation Administration

January, 1976

## FOREWARD

The Final Environmental Impact Statement (EIS) includes the original Draft Environmental Impact Statement (October 1975) plus Chapter 7 and attachments which are included as part of this document. This document addresses all substantive comments made by various agencies and interested organizations on the Draft EIS on the Bicentennial Transportation Program in the National Capital Area. It also includes answers to the comments made during the public hearing on November 5, 1975, conducted by the Washington Metropolitan Area Transit Authority (WMATA) and its consultant.

The Draft Environmental Statement represented a documentation of the environmental impacts of the Bicentennial Transportation program proposed for Washington, D.C. and the metropolitan area. The draft statement was the result of an impact assessment conducted by the Washington Metropolitan Area Transit Authority (WMATA) and its consultant. The Draft Environmental Statement was circulated on October, 1975 to appropriate agencies and to the public in accordance with CEQ guidelines and the U.S. Department of Transportation procedures.

Section 4(f) of DOT Act of 1966 issues have been resolved through the modification of the Arlington Parking Facility, therefore a 4(f) statement will not be required as part of this final statement.

Section 106 of the National Historic Preservation Act of 1966 issues have been resolved thru the State Historic Preservation offices of Washington, D.C. and the State of Virginia.

The Final Environmental Impact Statement will be circulated to the Federal, State and Local agencies listed on the summary sheet.

SUMMARY SHEET

FINAL ENVIRONMENTAL STATEMENT

Department of Transportation, Urban Mass Transportation Administration

1. Name of Action:

Administrative Action

2. Description of proposed action:

- a. The Washington Metropolitan Area Transit Authority (WMATA) has filed an application for Federal demonstration grant assistance to construct and operate the Bicentennial Transportation Program.

The program consists of two major elements which will minimize the impact of the increased number of visitors expected in the Washington metropolitan area in 1976.

- (1) Fringe lot/bus shuttle - the use of 6,000 existing parking spaces at RFK Stadium, 1,200 existing parking spaces at North Parking Lot/Pentagon, and construction of 4,000 new spaces at Ft. Myer South Post with bus services to and from the Mall.
- (2) Special Radial bus service along 17 existing bus corridors from outlying areas to downtown.
- b. The application requests demonstration grant assistance under the Urban Mass Transportation Act of 1964, as amended. Total project cost is estimated at \$7,500,000. Requested Federal grant is \$7,500,000.
- c. UMTA Project Number IT-06-0143

3. Summary of environmental impact and adverse effects:

a. Possible long term impact and adverse effects:

- (1) There will be no long term adverse impacts, because the program will only be operational from April to October in 1976.

b. Short term impact and adverse environmental effects:

- (1) There will be three major beneficial contributions of the Program. First, the number of vehicles entering downtown and generally circulating in the region will be reduced. As a consequence of reducing the VMT, the potential of a significant increase in air pollutants in downtown and the region will

be minimized. Third, the visitor will have greater convenience and a better experience, and the ongoing city functions will continue unimpaired.

- (2) The temporary adverse environmental impacts for this action include increased air and noise pollution in two localized areas around the parking lots and increased auto and bus traffic on streets surrounding the lots and on routes to the Mall. Additionally, the construction of a 4,000 car parking lot at Ft. Myer South Post creates a temporary negative aesthetic impact.

4. Alternatives Considered:

- a. No action
- b. Increased bus service on existing system
- c. Special service on 17 radial routes
- d. Fringe lots only
- e. Existing system with increased promotional activity

5. Final Environmental Statement has addressed all substantive comments and has circulated to the following agencies.

- a. Assistant Secretary on Environment, Safety and Consumer Affairs, U.S. Department of Transportation
- b. Council on Environmental Quality
- c. Environmental Protection Agency, Regional Office
- d. Department of Housing and Urban Development, Regional Office
- e. Department of Interior
- f. Department of Health, Education and Welfare
- g. Department of Agriculture
- h. Department of Commerce
- i. Department of Defense
- j. Interstate Commerce Commission
- k. Federal Highway Administration, Regional Office
- l. United States Coast Guard
- m. District of Columbia

- m. Secretary of Transportation, Commonwealth of Virginia
  - n. Maryland Department of Transportation
  - o. National Capital Planning Commission
  - p. Department of Highways and Transportation, Commonwealth of Virginia
  - q. Northern Virginia Transportation Commission
  - r. Department of Public Work of Transportation, Prince George's County
  - s. Office of the County Board, Arlington County, Virginia
  - t. Virginia Historic Landmarks Commission
  - u. City of College Park, Maryland
  - v. Virginia State Air Pollution Control Board
  - w. Landmark Services, Inc. (Tourmobile).
  - x. State Clearinghouses: Department of State Planning  
State of Maryland  
Baltimore, Maryland  
  
Division of State Planning & Community  
Affairs, Commonwealth of Virginia  
Richmond, Virginia
  - y. Regional Clearinghouse: Washington Metropolitan Council  
of Governments
6. Draft Environmental Statement was made available October 1975.  
Final Environmental Statement is made available January 1976.



# **chapter 7**



## CHAPTER SEVEN

### 7.1 Update of Changes Made to the Proposed Action After Completion of the Draft Environmental Impact Statement.

Since the completion of the Draft Statement, changes have been made to the Proposed Action as a result of funding, comments from agencies and testimony from the public hearing.

#### 7.1.1 Description of Changes

- °Funding for the Bicentennial Transportation Program was approved by Congress on November 24, 1975 for \$7.5 million dollars. (see section 7.1.2)
- °Program will begin operation on April 4, 1975 instead of March 15, 1976.
- °Minor radial route operations have been recommended by local jurisdictions; these recommendations have been adopted. (see map 7.1 and section 7.1.3)
- °Headways along the seventeen radial corridors will be changed from every 20 minutes to every 30 minutes at all times during the months of April through October, 1976. Additional service will be provided, as needed, subject to available funding.
- °Buses serving the six Virginia radial routes will serve Constitution Avenue between 23rd Street and the 10th Street Terminal. Buses will make two stops, in addition to the 9th/10th Street Terminal, at 22nd Street and Constitution Avenue and 16th Street and Constitution Avenue (Ellipse).
- °Radial buses will not stop to pick up passengers within the area bounded by Constitution Avenue on the south, Third Street, NW on the east, M Street, NW on the north, 17th Street, NW on the west, until reaching their destination.
- °Fares for the radial routes have been changed from \$ .40 to \$ .50 for the District of Columbia, and from \$ .60 to \$ .75 for suburban Maryland and Virginia.
- °The fringe parking bus routes to and from downtown have been changed from Independence Avenue (east-bound) and C Street (westbound) to Barney Circle, the Southeast Freeway and Center Leg Freeway (east-bound and westbound). (see map 7.2 and section 7.1.4)
- °Fringe lot service will operate every one and a half minutes (or 40 trips per hour) on weekdays; on weekends and holidays, service will be every one

minute (or 60 trips per hour). This level of service will be provided during the spring and summer of 1976; lesser service is planned for the fall. Service will operate from 9:00 to 10:00 p.m. daily, or as needed.

° Information kiosks will be open from 8:30 a.m. to 10 p.m.

° The site plan for the Fort Myer/South Post parking lot has been modified in accordance with agreements between WMATA and Arlington Cemetery and the Department of the Army (see Map 7.3 for the revised site plans).

° The access road from Memorial Drive to the South Post site as shown in alternative AC1 has been eliminated to avoid impacting park property along Memorial Drive. This alternative, allowing access at the signalized intersection along Jefferson Davis Highway (Route 110), was evaluated as alternative AC4 (see draft EIS pages 4-18 to 4-20).

° A coordinated system for marketing and public relations has been instituted between the Department of Interior and WMATA for providing general information, hotel referral and transportation services.

#### 7.1.2 Summary of the Revised Budget for the Bicentennial Transportation Program.

Based on the \$7.5 million dollar level of funding provided by Congress, the budget for the Bicentennial Transportation Program has been revised by WMATA, as shown in Table 7.1.

Table 7.1 Proposed Budget for the  
Bicentennial Transportation Program

Capital Cost

° Fringe Parking Lots

RFK Stadium

Parking Lot No. 6

Installation of Hightower Lights and Striping Parking Stalls	\$ 87,000
Construction of Tempo Roadway between Parking Lots 8 and 7	22,000
Placement of Two (2) Kiosks	100,000

Arlington Cemetery/Fort Myer

Design and Construction of Tempo Parking Lot (4,000 spaces)	1,950,000
Restoration of Parking Areas	240,000
Placement of Kiosk (1)	50,000

North Pentagon Lot

Placement of Kiosk (1)	50,000
Temporary Bus Terminal	18,000

° Other

Highway Directional Signs	150,000
Bus Identification Markers	50,000
Four Mile Run Garage Additional Fuel Tank Required	35,000

Total Capital Cost      \$2,752,000

Management Cost

Public Relations/Advertising	\$1,500,000
Training - Bus Operators	440,000
RFK Stadium - Reserve Parking Charge	200,000
Printing Tickets - Fringe Parking Service	43,000
Lighting and Cleaning Parking Lots	117,000
Additional Gen. and Admin. Staff	275,000

Security

At Kiosks and Collection of Daily Revenue at Four (4) Kiosks	72,000
RFK Stadium - Parking area and concession stands	220,000
Arlington Cemetery/Fort Myer and N. Pentagon- Parking Areas	60,000
Supervision of Operations	232,000
Analysis Report, including a survey of Project	100,000

Total Management Costs      \$3,259,000

Bus Service Operating Costs

Fringe Parking Lot Service	\$2,570,000
Express/Limited Stop Service	5,060,000
Maintenance Personnel Overtime	290,000
Kiosk Attendants	370,000
Special Rush-Hour Service	126,000
Traffic Management - D. C. DOT	<u>209,000</u>

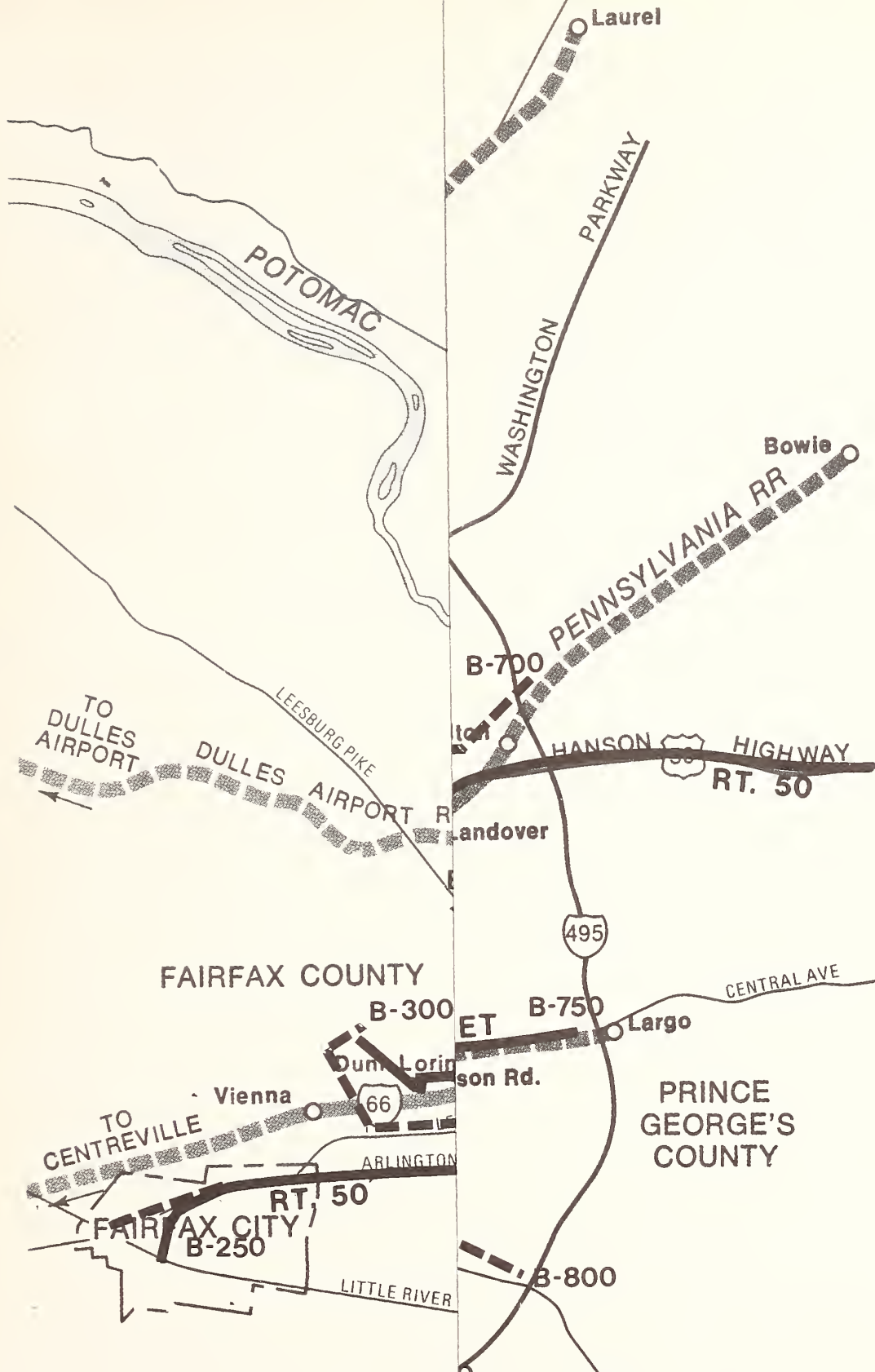
Total Operating Cost \$8,625,000

Estimated Revenue





Fringe Parking Lot Service	\$5,600,000
Express/Limited Stop Service	<u>2,400,000</u>
Subtotal	\$8,000,000
Less - Provision for Diversion of Revenues from Regular Service	<u>200,000</u>
Total Revenue	\$7,800,000

Balance (Deficit) \$6,836,000  
Contingency Fund 664,000

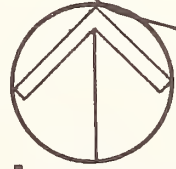
Project Fund \$7,500,000



**Legend:**

-  RADIAL BUS ROUTES
-  DELETED PORTIONS OF ROUTES
-  EXTENDED PORTIONS OF ROUTES
-  FRINGE PARKING

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**bicentennial transportation program**

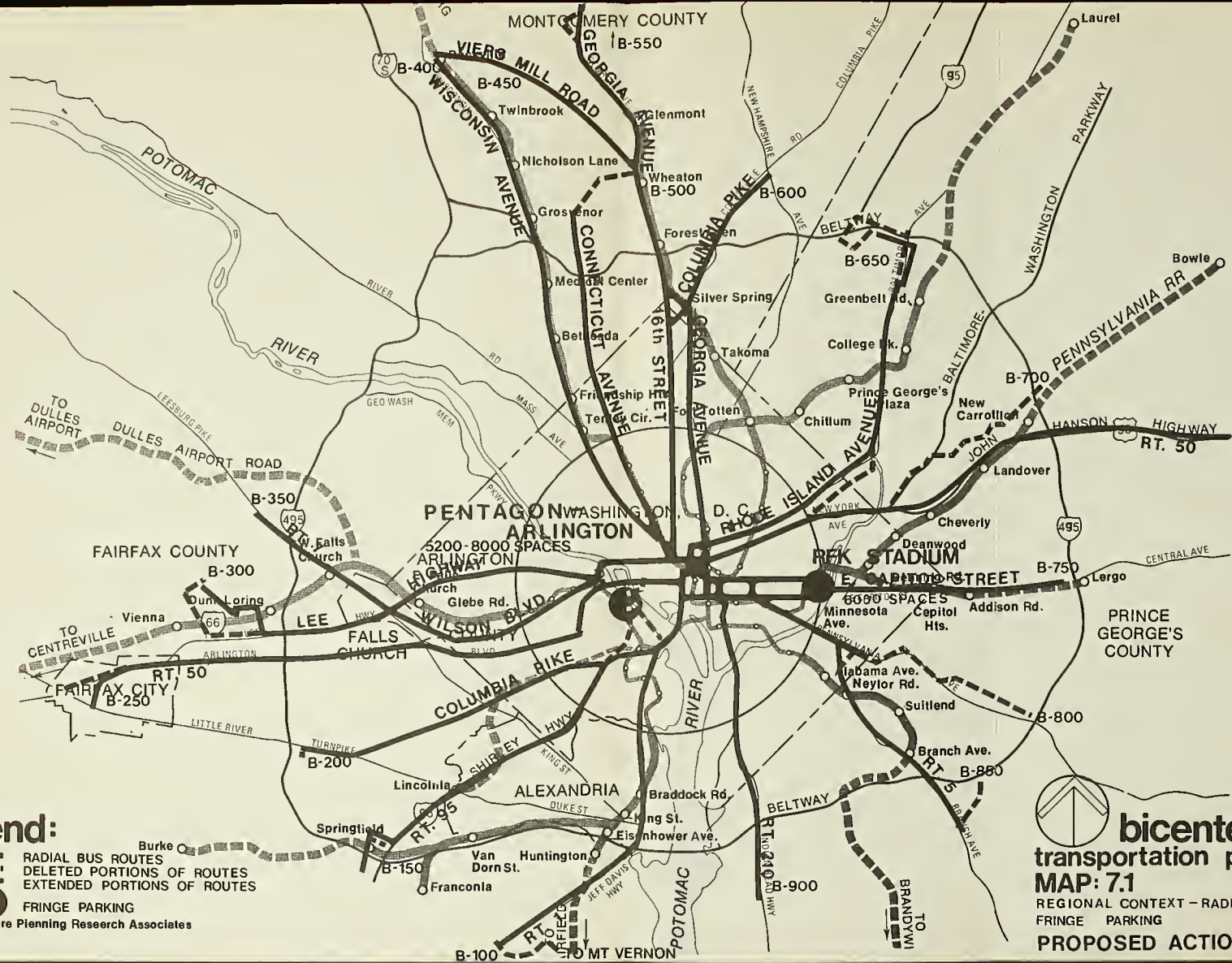
**MAP: 7.1**

REGIONAL CONTEXT - RADIAL ROUTES  
FRINGE PARKING





**PROPOSED ACTION**







**legend:**

-  RADIAL BUS ROUTES
-  DELETED PORTIONS OF ROUTES
-  EXTENDED PORTIONS OF ROUTES
-  FRINGE PARKING

Architecture Planning Research Associates



**bicentennial  
transportation program**

**MAP: 7.1**  
 REGIONAL CONTEXT - RADIAL ROUTES  
 FRINGE PARKING  
**PROPOSED ACTION**



### 7.1.3 Radial Route Bus Service

As a result of recommendations from local jurisdictions, some of the radial route corridors have been modified. The changes are shown in Table 7.2 and detailed in Attachment C. The revised radial route bus service includes:

TABLE 7.2  
Revised Radial Bus Routes

<u>Name</u>	<u>Route No.</u>	<u>Status</u>
Jefferson Davis Highway	B-100	Revised
Shirley Highway	B-150	Revised
Columbia Pike (Virginia)	B-200	Revised
Lee Highway	B-300	Revised
Arlington Boulevard	B-250	Revised
Leesburg Pike-Wilson Blvd.	B-350	Revised
Rhode Island Avenue	B-650	Revised
Wisconsin Avenue	B-400	Unchanged
Viers Mill Road	B-450	Unchanged
Georgia Avenue	B-550	Unchanged
Columbia Pike (Maryland)	B-600	Unchanged
Connecticut Avenue	B-500	Unchanged
John Hanson Highway	B-700	Revised
Pennsylvania Avenue	B-800	Revised
Central Avenue	B-750	Revised
Branch Avenue	B-850	Revised
Indian Head Highway	B-900	Revised

#### 7.1.4 Fringe Parking Service to and from RFK Stadium

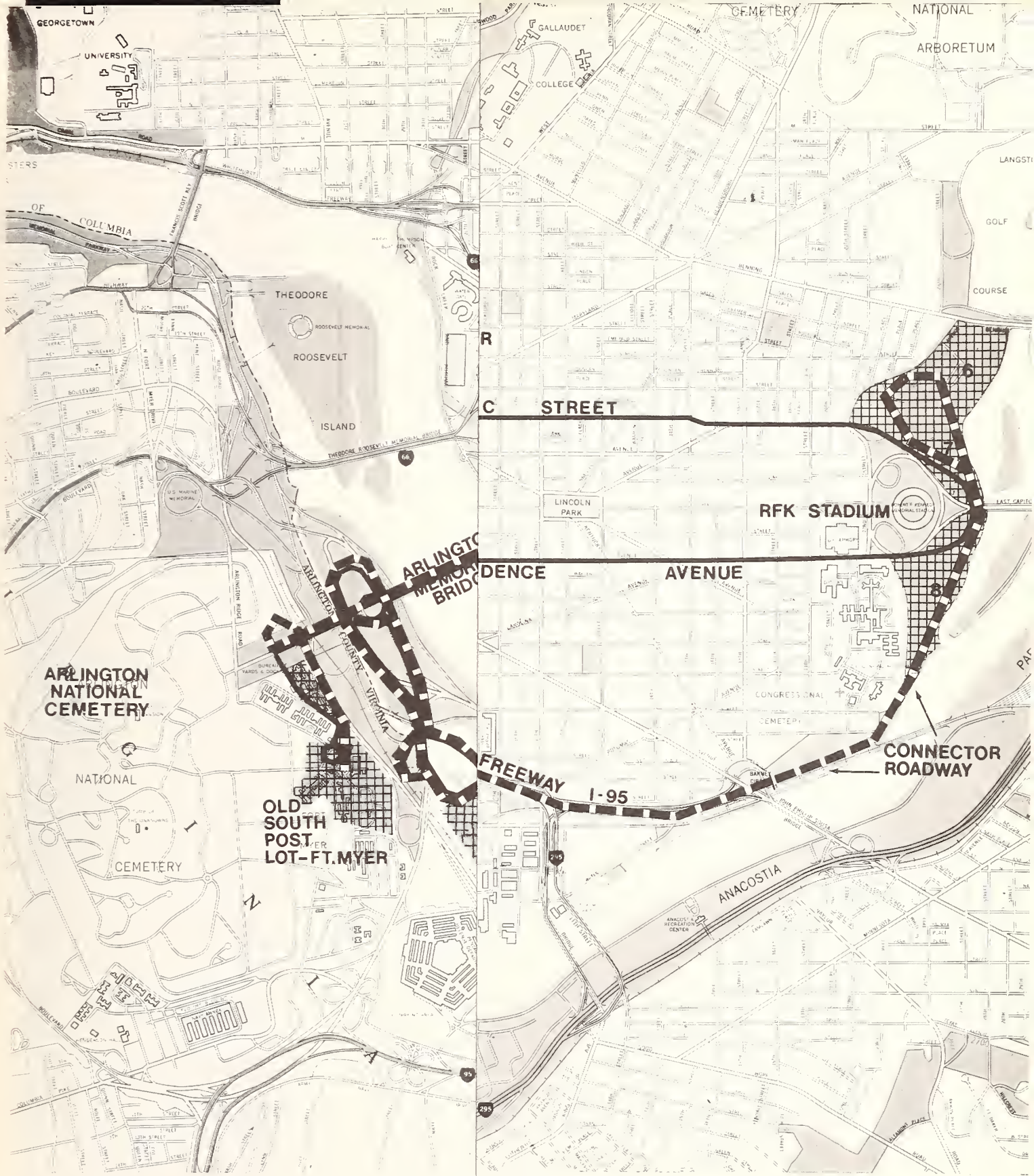
As a result of the decision of the D.C. Department of Transportation to construct a temporary bus ramp for the Bicentennial from Barney Circle to RFK Stadium (Lot 8), buses will have direct access to the Southeast Freeway. Buses traveling to RFK Stadium from the Visitor's Center will travel along Louisiana Avenue, D Street, the Center Leg Freeway and the Southeast Freeway to RFK Stadium (Lot 8). Buses traveling from RFK Stadium to the Visitor's Center would travel from RFK Stadium, Lot 8, along the Southeast Freeway, Center Leg Freeway (U.S. Senate - C Street N.W. exit) and Louisiana Avenue to the Visitor's Center. (see map 7.2) As a result of this routing, fringe parking buses will not travel through the Capitol Hill residential area.

Another alternative of routing buses along four corridors to minimize impacts on Capitol Hill was also considered. Routing was proposed eastbound on Independence Avenue and C Street and westbound on East Capitol Street and Constitution Avenue. This alternative will be used until the Barney Circle alternative can be implemented.

#### 7.1.5 Fort Myer/South Post Parking Lot

The site place for the South Post site has been modified to exclude approximately three acres along the southern boundary of the site originally proposed. This area is required by Arlington Cemetery for column burials.


The revised plan is shown in Map 7.3 and includes the same area originally analyzed excluding the area described above. The revised plan is approximately 43 acres and parks 4000 autos. The parking area eliminated in the original site plan has been provided at the north of the site. As described in section 7.1.1, the access road from Memorial Drive has been eliminated. Access to the South Post site is shown from Jefferson Davis Highway (Route 110).



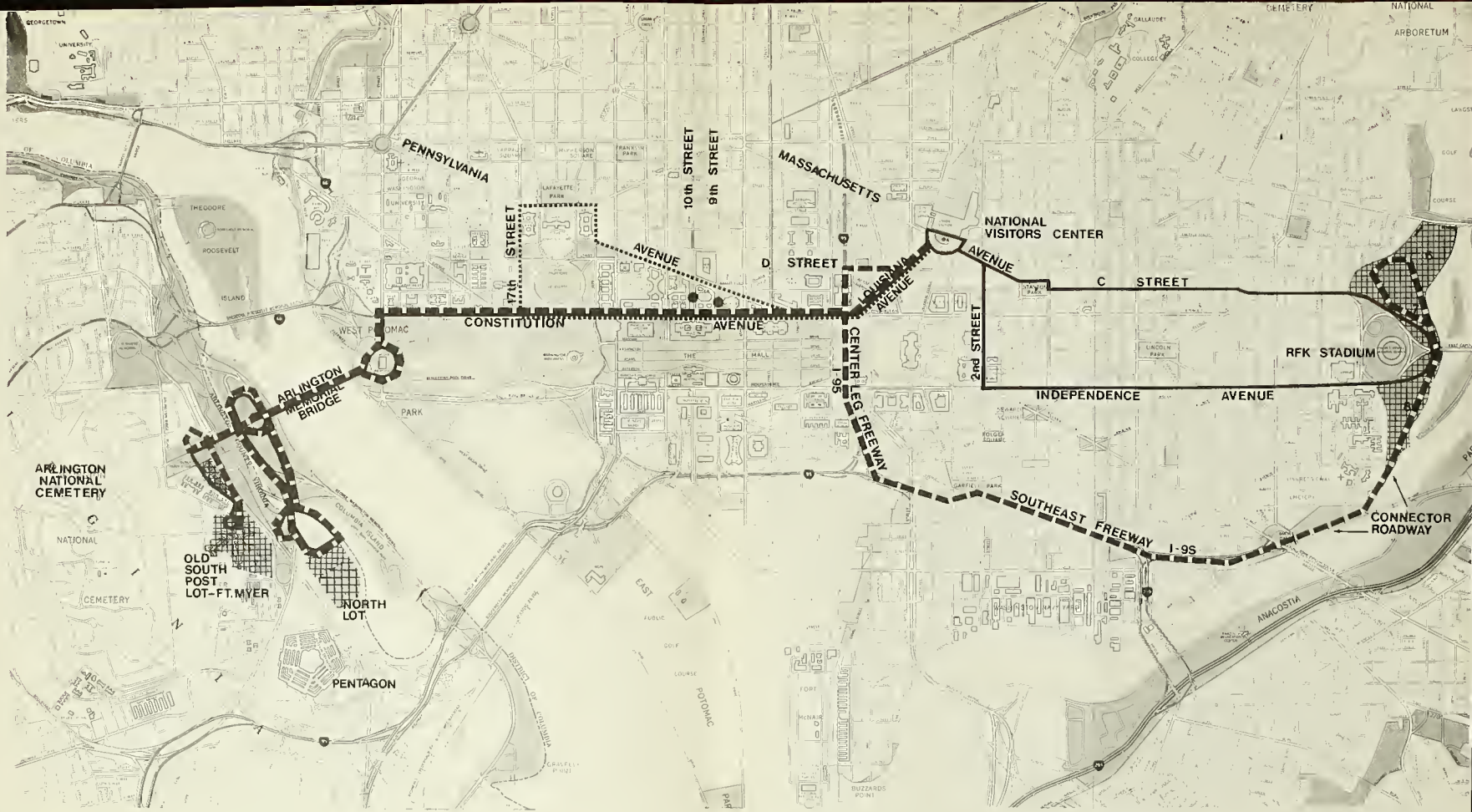
**legend:**

- ~~(DELETED)~~ FRINGE PARKING BUS SERVICE
- ~~(DELETED)~~ MALL SHUTTLE CONNECTOR

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 scale 0 1000 2000 3000 4000 5000 FEET 1 MILE  
**bicentennial**  
**transportation program**  
**MAP: 7.2**  
 FRINGE PARKING BUS SERVICE AND  
 ALL SHUTTLE CONNECTOR





**legend:**

- ~~(DELETED)~~ FRINGE PARKING BUS SERVICE
- ~~(DELETED)~~ MALL SHUTTLE CONNECTOR

— — — REVISED FRINGE PARKING BUS SERVICE

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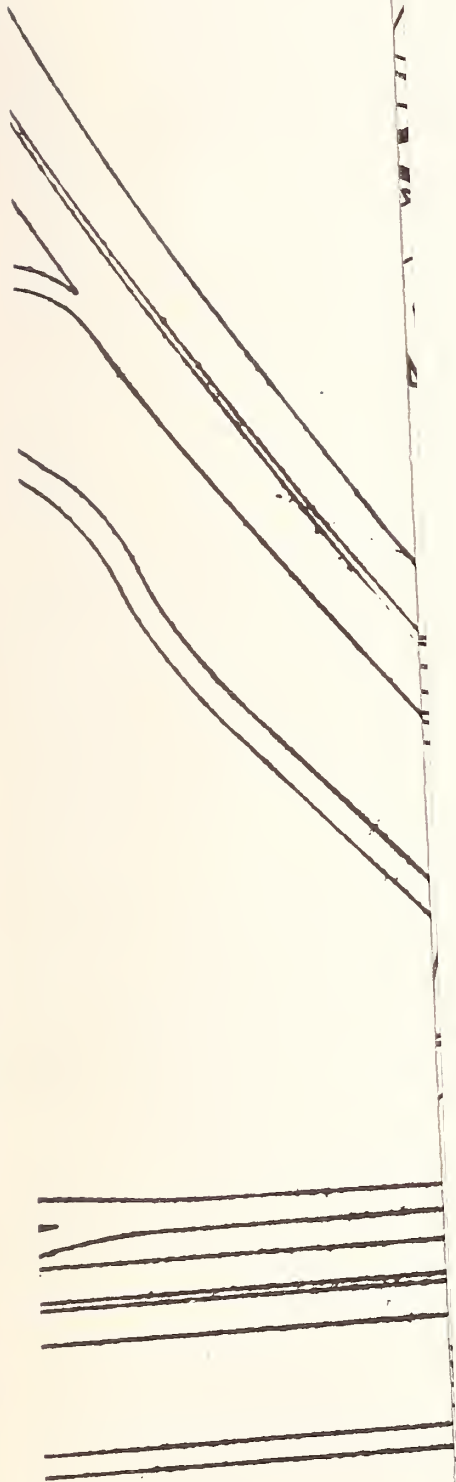
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**bicentennial  
transportation program  
MAP: 7.2**

FRINGE PARKING BUS SERVICE AND  
MALL SHUTTLE CONNECTOR



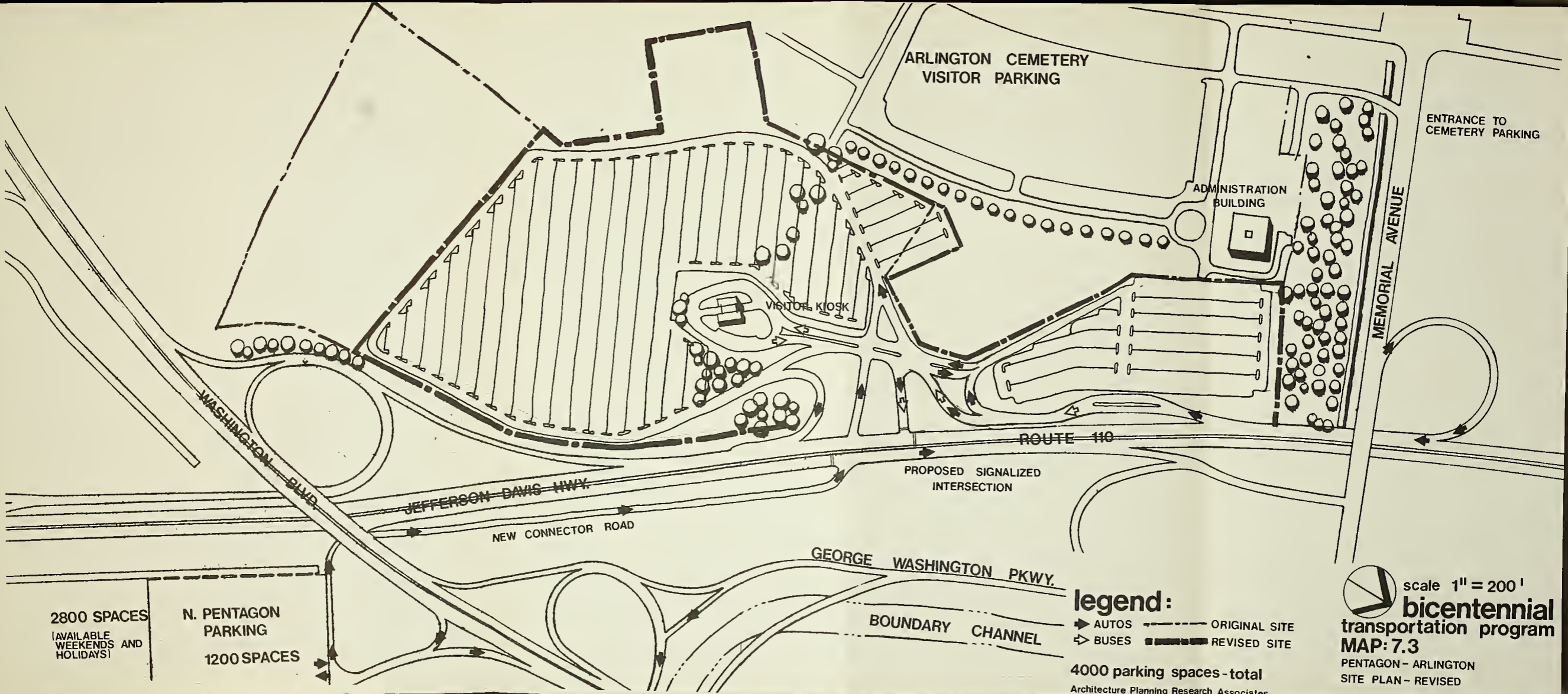




**2800 SPACE**

**(AVAILABLE  
WEEKENDS AND  
HOLIDAYS)**





2800 SPACES  
(AVAILABLE WEEKENDS AND HOLIDAYS)

N. PENTAGON PARKING  
1200 SPACES

ARLINGTON CEMETERY  
VISITOR PARKING

ADMINISTRATION  
BUILDING

ENTRANCE TO  
CEMETERY PARKING

MEMORIAL AVENUE

VISITOR KIOSK

ROUTE 110

PROPOSED SIGNALIZED  
INTERSECTION

JEFFERSON DAVIS HWY.

NEW CONNECTOR ROAD

GEORGE WASHINGTON PKWY.

BOUNDARY CHANNEL

**legend:**

- ▶ AUTOS
- ◁ BUSES
- ORIGINAL SITE
- REVISED SITE

4000 parking spaces - total

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scale 1" = 200'  
**bicentennial**  
 transportation program  
**MAP: 7.3**  
 PENTAGON - ARLINGTON  
 SITE PLAN - REVISED



## 7.2 Advertising Program

Plans are currently underway to implement a comprehensive advance marketing and public relations program for the public. The goals of this advertising campaign are to alert and educate the potential visitors and tourists to the Metropolitan area prior to their arrival and to assist them in using Bicentennial transit services to major attractions and events while they are in the National Capital area. Elements of the advertising information campaign include: ads in all media, including newspapers, magazines, radio and T.V., printing and distribution of a transit/Bicentennial attractions map of the District and metropolitan region, and a telephone information service to be run in cooperation with the National Park Service. Cooperation between the national and local travel and tourist industry; local and county jurisdictions as well as Federal and District agencies has been in effect during the past year and the recommendations made will be implemented within the next several weeks.

## 7.3 Section 106 Review

Section 106 of the National Historic Preservation Act of 1966 requires that an analysis be made of all potential adverse impacts on historic properties within the project area. Letters of concurrence have been received from the state Historic Preservation Office from the State of Virginia agreeing that because of the nature of the Bicentennial Transportation Program and the steps recommended in the draft Environmental Impact Statement that the proposed action is a feasible and prudent alternative that will satisfactorily mitigate the potential adversity caused by the program.

The District of Columbia Historic Preservation Office's formal concurrence was being drafted at the time which this statement went to press. Preference was indicated for the Barney Circle by-pass route to reduce the amount of bus traffic through the Capitol Hill area. As an alternative if Barney Circle is not completed in time, the four route fringe parking bus service is considered a reasonable mitigation of impacts compared to the original routes through Capitol Hill. With the Barney Circle bus routing there will be no impact on historic property. Reference is made to Attachment A for letters of concurrence.

#### 7.4 Disposition of Matters Raised in the Letters of Comment

Comments received by the Urban Mass Transportation Administration and the Washington Metropolitan Area Transit Authority have been excerpted and addressed in the chronological order of the dates of the letters. The full letters of comment are included in Attachment B along with the WMATA staff review and analysis of the public hearing on the Bicentennial Transportation Program, held on November 5, 1975.

##### 7.4.1 Response to Comments Sent to the Urban Mass Transportation Administration

###### A. National Capital Planning Commission

Charles H. Conrad, Executive Director (including Executive Director's Recommendation, Pentagon/Fort Myer Parking Facility)

November 7, 1975 - NCPC File No. 1470)

November 17, 1975

A.1 Comment ....give consideration to designing the parking lot so as to conform as closely as possible to the Master Plan for Arlington Cemetery with regard to topography and configuration of proposed roadways...

Answer: Grading for the parking lot is being coordinated with Arlington Cemetery. Arlington Cemetery plans major excavation of the site after use for the Bicentennial to prepare the site for burials. Final site plans will be referred to the Cemetery for their review. The nature of the parking facility and requirement for access to Route 110 obviates planning the roadways to conform to the Cemetery master plan.

A.2 Comment: .... detailed plans of temporary roadways connecting the parking facility to Memorial Drive...

Answer: The site plan has been revised (see map 7.3) and the access road from Memorial Drive has been deleted.

A.3 Comment: .... prepare and submit site and building plans for the Bicentennial Visitor Kiosk...

Answer: Plans are being prepared and will be submitted by the Washington Metropolitan Area Transit Authority.

B. National Capital Planning Commission

Charles H. Conrad, Executive Director (including Executive Director's Recommendation, Bicentennial Transportation Plan, Draft Environmental Impact Statement, November 7, 1975 - NCPC File No. 1470 and (Memorandum to Charles H. Conrad from Patricia Crawford, November 6, 1975 - NCPC File No. 1470)

November 17, 1975

B.1 Comment: Shuttle bus routes between the Mall...and Kennedy Stadium should be altered to conform to those in the plan for the Mall.

Answer: An access road from Barney Circle is planned, allowing bus traffic to and from RFK Stadium to downtown to utilize the Southeast Freeway eliminating fringe parking bus traffic through Capitol Hill. (See section 7.1.4)

B.2 Comment: The statement "...headways of 50 to 100 buses per minute..." should probably read"...headways of 50 to 100 buses per hour..."

Answer: The program has been revised to a maximum of 40 buses per hour on weekdays and 60 buses per hour on weekends.

B.3 Comment: ...hours of operation and headways are for the ultimate operation of the regional system metrorail and not for the segments that are scheduled to be open in 1976.

Answer: Metrorail service will be provided from Rhode Island Avenue and Farragut North, beginning Spring, 1976. Service will be provided from 6 a.m. to 8 a.m. on weekdays with 5 minutes headways at rush hour and 10 minute headways during the rest of the day. There is no planned operation on weekends.

B.4 Comment: ...should describe the impacts construction and operation of the access road (Memorial Drive) would have on the affected parkland...

Answer: The access road has been deleted (see Sec.7.1.5)

B.5 Comment: National Capital Park's position on construction of this road should be clarified...any alternative routes...should be discussed.

Answer: The access road has been deleted (see Sec.7.1.5)

B.6 Comment: ...provide more information on the feasibility of and plans to detour empty buses (through Capitol Hill) ... and/or use the same number of routes as proposed...for the...National Mall.

Answer: The routing has been revised, (see sec. 7.1.4)

B.7 Comment: ....should provide information and statistics on this fringe parking arrangement (Folklife Festival).

Answer: The pattern of ridership during the July 1975 Folklife Festival has been used to plan the service for the Bicentennial Transportation Service. Patterns of ridership during the Festival for a typical summer weekday and week-end day are shown below.

Table 7.3 Pattern of Ridership During Folklife Festival  
By Percent

	<u>Weekday</u> <sup>1</sup>		<u>Weekend Day</u> <sup>2</sup>	
	North Parking	Lincoln Memorial	North Parking	Lincoln Memorial
10:00 a.m.	12.7%		5.3%	
11:00	29.6		19.9	.1%
12:00 p.m.	17.0	3.9%	19.3	.7
1:00	17.6	12.2	20.9	5.8
2:00	9.3	20.5	19.1	10.9
3:00	9.6	25.3	9.4	26.0
4:00	2.2	13.7	4.0	17.7
5:00	1.1	12.7	1.3	19.7
6:00	.9	8.1	.7	11.4
7:00	-	3.6	.1	6.0
8:00 p.m.				1.7
	100.0	100.0	100.0	100.0

<sup>1</sup> Tuesday, July 2, 1975

<sup>2</sup> Sunday, June 29, 1975



B.8 Comment: ....provide information on protection of grassed areas at RFK Stadium...including erosion and sedimentation controls in addition to use of gravel.

Answer: Considering auto turn-over at RFK Stadium, it should not generally be necessary to park autos on the grassy areas. On high visitor days, parking for 760 autos can be accommodated on the existing gravel roadways along the Anacostia River. These roadways are used by the Stadium Armory Board for parking autos during games; no problems with the use of this area has occurred during the fourteen years of use by the stadium. No improvement to the roadways is considered necessary to control erosion or sedimentation other than possible additional graveling.

B.9 Comment: ....more specific on plans to provide this additional screening (at South Post)

Answer: In the finalization of the site plans, consideration will be given to screening.

B.10 Comment: The heading "...Number of Pass./Hr." should read "Number of Pass./Bus".

Answer: Agreed.

C. Prince George's County, Department of Public Works and Transportation  
Donald R. Dunker, Director  
November 19, 1975

C.1 Comment: ...(Prince George's County) Bureau of Transit, Department of Public Works and Transportation ...recommended that fringe lots be planned in a close proximity to the Beltway...

Answer: See Comment D.2

C.2 Comment: ...not consider the lot at Arlington Cemetery as a feasible parking site for tourists arriving through the Prince George's County corridors...

Answer: Traffic arriving through the Prince George's County corridors will not be routed to Arlington Cemetery (see EIS Map 1.4).

C.3 Comment: ...71 percent of the Bicentennial tourists are projected to arrive from the northeast.

Answer: See EIS Map 1.4 and pages 1-10, 1-13, 1-14, 1-18 and 1-19 for description of geographical distribution of traffic and routing to RFK Stadium and Pentagon/Arlington. Directional signage will be provided along travel corridors to guide travellers to the lots.

C.4 Comment: The most logical reaction of a stranger to the Metropolitan area, after finding a parking facility full, would be to continue into the downtown or Mall area in search of parking there.

Answer: Overflow routes have been provided. See EIS pages 1-12 and 1-13.

C.5 Comment: From the viewpoint of assessing the Radial Bus Service...the routes selected for increased service appear to be of little or no value (see letter for specific comments).

Answer: Reassignment of radial routes has been agreed upon between WMATA and Prince George's County.

C.6 Comment: ...it is our feeling that the impact of the Bicentennial Plan on Prince George's County has been tempered by addressing the Metropolitan area as a whole...

Answer: See above comments.

C.7 Comment:... The Bicentennial Action Plan is wholly inadequate and that the Environmental Impact Statement falls short of addressing the impact of the Plan upon Prince George's County.

Answer: Problems with the program have been worked out with Prince George's County and the County has given its support.

D. Federal Highway Administration  
R.W. Bergeron for W. W. White, Regional Federal Highway Administrator. (03-00.4.7)  
December 11, 1975

D.1 Comment: ....ramp connection from Barney Circle to the Southeast Freeway remain...

Answer: The D.C. Department of Transportation plans to construct the bus ramp as temporary for the Bicentennial.

D.2 Comment: ....any objections to not removing the gravel (at RFK Stadium) after October 1976, or at least waiting until the following Spring to re-establish the grass?

Answer: The property is under the jurisdiction of the National Capital Parks and leased to the Armory Board, it is therefore their decision.

D.3 Comment: ...will the expanded radial bus service and the bus shuttle use currently idle off peak buses or will some buses also be diverted from other existing routes?

Answer: The Bicentennial bus service will utilize idle off peak buses; there will be no diversion of existing bus service. Scheduling of Bicentennial bus service has been designed to operate during off-peak periods with minimal service in the p.m. peak for the fringe parking service. Subsequent to December 11, VDHT has agreed to the circulation plan for Bicentennial Transportation Program at Pentagon/Arlington.

- E. Commonwealth of Virginia, Department of Highways and Transportation  
Douglas B. Fugate, Commissioner  
December 11, 1975

- E.1 Comment: ...this effort was conducted without input from the local governing bodies, the Transportation Planning Board, or this department.

Answer: Representatives of local governing bodies and the Virginia Department of Highways and Transportation (VDHT) local office attended work sessions on August 25 and September 3, 1975 and presentations during the preparation of the EIS. In addition, a technical memo was submitted to VDHT on Sept. 19, 1975.

- E.2 Comment: ....the expenditure of 3.84 million dollars for the construction of a lot to be used for a period of only seven months would not appear to be the most effect utilization of available funds.

Answer: The site construction cost has been revised to 1.95 million dollars and there are no rental or acquisition costs. As discussed on pages 5-6 through 5-8 of the EIS, Metrorail parking areas are not scheduled to be available for the Bicentennial. The limited number of buses during the off-peak hours is not sufficient to serve several peripheral lots. Even had advance construction funds and approvals been available, the future parking areas may be required by construction contractors for staging and storage areas for equipment. Furthermore the limited size of the planned parking areas are insufficient to provide a convenient level of bus service to visitors. The proximity of the South Post site to downtown is considered an added advantage in attracting uses.

- E.3 Comment: Introduction of additional traffic...to I-95 and the Route 50 corridor ... whether peak or off peak will undoubtedly contribute to the traffic congestion and air pollution problems.

Answer: As shown in the EIS, there will be increased traffic within the vicinity of the Pentagon/South Post areas and a minor reduction in area air quality. The proposed circulation plan has been designed to limit local area traffic and air impacts. These impacts are offset by significantly reducing regional vehicle miles of travel (VMT) and air pollution, as well as traffic congestion in downtown Washington and facilitating visitor and resident mobility, comfort and convenience (see pages 5-2 through 5-4 of the EIS).

- E.4 Comment: ....Bicentennial visitors will be accommodated in fringe parking lots located in the vicinity of I-495, preferably at future Metro station locations.

Answer: See Comment D.2 and pages 5-6 through 5-8 of the EIS.

- E.5 Comment: Any temporary parking lot to be built in the Pentagon area should not be converted to permanent parking in the future.

Answer: As stated in the EIS, the South Post site will be restored and returned to Arlington Cemetery for development in accordance with its Master Plan (see EIS page 3-42).

- E.6 Comment: ...entrances to the proposed south parking lot will require approval of the Virginia Highway and Transportation Commission.

Answer: Procedures for gaining such approval are in progress.

- E.7 Comment: ....funds will be required from the funding agency to provide for directional highway signing, signal installation and other support facilities.

Answer: The budget for the Bicentennial Transportation Programs includes funds for the above. (see budget included in section 7.1.2)

- F. Interstate Commerce Commission  
Richard Chais, Assistant to the Director, Environmental Staff  
December 12, 1975

- F.1 Comment: Fringe parking could be implemented along the railroad where possible; however, if sufficient parking is not available existing parking facilities... could be used with shuttle bus service to rail stations.

Answer: The frequency and flexibility of service required for visitor convenience cannot be sufficiently provided by rail service. It is estimated that of all visitors arriving for the Bicentennial only 1,750,000 or five percent of the visitors would be

arriving by rail.<sup>1</sup>

- G. Northern Virginia Transportation Commission  
Irving G. McNayr, Executive Director (It-06-0143)  
December 15, 1975

G.1 Comment: ....recommend that all six radial routes from Virginia be scheduled to operate over the Memorial Bridge or Roosevelt Bridge...stops on Constitution Avenue at 22nd Street and 16th Street.

Answer: These routes have been revised (see sec. 7.1.3)

G.2 Comment: On bus Route 1, eliminate the portions of the route along Patrick Henry Drive, Willston Drive and Peyton-Randolph Drive..by operating directly from Broad Street onto Wilson Boulevard.

Answer: Agreed.

G.3 Comment: ...loop the bus Route 18 buses into the Springfield Park-and-Ride Lot on Industrial Road.

Answer: Agreed.

- H. Department of Agriculture, Soil Conservation Service  
R.M. Davis, Administrator  
December 17, 1975

H.1 Comment: ... some sediment would move into watercourses during construction and subsequent removal of paved parking at South Post.

Answer: There should be no sediment added to watercourses, see EIS pages 6-13 and 6-14.

H.2 Comment: ... parking of cars on grassed lots at RFK Stadium would likely result in sediment reaching Kingman Lake.

Answer: See Comment B.8

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<sup>1</sup>Metropolitan Washington Council of Governments and Wilbur Smith and Associates, "Bicentennial Transportation Study for National Capital Area," 1973.

I. Department of the Interior, National Park Service  
Stanley B. Doremus, Deputy Assistant Sec'y for Prog.  
Dev. & Budget, Dept. of the Interior.  
December 23, 1975

I.1 Comment: ... fails to discuss the effects that this concentration of buses will have on traffic congestion and air quality along Constitution Avenue, especially at the loading/unloading areas.

Answer: The D.C. Department of Transportation is planning to institute double bus lanes in each direction on Constitution Avenue to accommodate the larger volume of buses. This will allow two auto lanes in each direction on Constitution Avenue. In addition, Independence Avenue is being restriped to accommodate four auto lanes in each direction.

As shown in Table 3 in Appendix Section B.3 of the EIS, at the peak visitor hour on week days, 6,400 visitors will arrive on the mall. These visitors can be accommodated by 120 buses or 2,150 autos. See page 4-59 of the EIS for air quality analysis.

I.2 Comment: Since the Department of Transportation Act became law on November 24, 1975 (P.L.94-134) and included \$7.5 million for the Bicentennial Transportation Program, the final statement should be amended to reflect this action and what components of this plan will be implemented.

Answer: See Section 7.1.1 through 7.1.5

I.3 Comment: ....request that the last sentence of paragraph 2 on page 3-21 be deleted.

Answer: Agreed.

I.4 Comment: ....does not contain sufficient information to permit this Department to concur that there is no feasible and prudent alternative to the use of Section 4 (f) lands for the access road (Memorial Drive).

Answer: Access road has been deleted (see Section 7.1.5).

J. Department of Defense

George Marienthal, Deputy Assistant Secretary of  
Defense (Environmental Quality)  
December 23, 1975

J.1 Comment: Page 3-26. Since DOD and GSA have already committed the use of 4,000 spaces in North Parking on weekends, this additional 5,000 space commitment would offer more spaces at the Pentagon than DOD could afford to relinquish.

Answer: It is not anticipated that additional spaces will be required on week-ends.

J.2 Comment: Page 3-36. Under "North Pentagon Parking," ... Lanes 42 to 63 will be made available, but not Lane 41...

Answer: Agreed

J.3 Comment: 3-36. ... amended to show that lighting is currently being installed.

Answer: Agreed

J.4 Comment: Page 3-41. The statement that "Visitors are allowed to tour the building..." should be deleted.

Answer: Agreed

J.5 Comment: Page 3-41. ...Pentagon building should be shown as having a total of 6.5 million square feet or 3.7 million net usable square feet.

Answer: Agreed

J.6 Comment: Page 3-42. The (Ft. Myer/South Post) site has been permitted, not transferred.

Answer: Agreed

K. Metropolitan Washington Council of Governments

Walter A. Scheiber, Executive Director  
December 23, 1975

K.1 Comment: No special provisions...for elderly and handicapped citizens.

Answer: Priority parking spaces for the elderly and handicapped will be reserved immediately adjacent bus kiosk and the WMATA rule of lower fares will apply during off peak periods.

- K.2 Comment: Consideration should be given to analyzing the comparative impacts of beginning the bus service at 9:30 a.m. or 10:00 a.m.

Answer: Many attractions such as the Lincoln Memorial and Washington Monument, will be opened at 9 a.m. In addition, off peak buses will be available for service at 9 a.m. Visitation patterns from the Folklife Festival show that only a small percentage of visitors will arrive at 9 a.m. Therefore, there should be little conflict between visitor arrival and the commuter rush hour.

- K.3 Comment: No analysis is provided of the impacts generated by passenger access to the radial bus routes.

Answer: The radial bus routes are intended to serve visitors and residents staying along the radial bus route corridors. Therefore, the radial service should not be a significant generator of auto traffic.

- K.4 Comment: Responsibilities for the installation of the proposed traffic signal at Route 110...should be clearly identified and a breakdown of the construction costs for the South Post parking lot identifying costs for the signalization and related improvements.

Answer: Funding will be provided from the budget of the Bicentennial Transportation Program, as shown in Section 7.1.2 Installation of the traffic signal should be executed by the Virginia Department of Highway and Transportation.

- K.5 Comment: The traffic, environmental, and socio-economic impacts of a reduced \$7.5 million...Program should be thoroughly analyzed.

Answer: See Sections 7.1.1 through 7.1.5



L. District of Columbia, Municipal Planning Office  
Ben W. Gilbert, Director,  
including comments from D.C. Department of Transportation,  
D.C. Corporation Council, D.C. Fire Department, D.C.  
Department of Environmental Services, D.C. Department  
of Recreation  
December 23, 1975

L.1 Comment: ... this plan should conform to  
the Mall Shuttle ... by the National Park  
Service.

Answer: Buses through Capitol Hill are  
planned to be routed via the Barney Circle  
extension and Southeast Freeway. If this  
option is not available, bus routes will  
conform to the Mall Shuttle routes.  
(See Section 7.1.4.)

L.2 Comment: ... (With the \$7.5 million budget)  
if there is a need to cut back some of the  
services proposed to be offered, we recommend  
that such reductions be limited only to  
radial bus service in those corridors where  
WMATA can show existing off-peak service to  
possess surplus capacity, to be relatively  
fast in operating speed, and to serve the  
Mall area.

Answer: See revisions to program and budget  
in Sections 7.1.1. and 7.1.2., respectively.  
As shown, the construction costs of the  
South Post site have been reduced to  
\$1.95 million. Headways along the radial  
routes have been reduced from every 20 minutes  
to every 30 minutes, but the provision of  
service is flexible, given the availability of funding  
and equipment.

L.3 Comment: ... It appears that people who will be  
taking advantage of the features of this  
(Bicentennial) plan will only be able to get  
to this area (Jefferson Memorial and the East  
and West Potomac Park Areas) by Tourmobile,  
as these attractions are too far away from  
Constitution Avenue for the average tourist  
to walk.

Answer: Virginia radial route buses will stop on Constitution Avenue at 22nd Street, 16th Street and 9th/10th Streets Terminal. It will be possible for users of the radial route and fringe parking services to use the Virginia radial buses. In addition, those not using Bicentennial services, may pay \$.50 to use the Virginia buses. From these stops, the park areas will not be too far for the tourists to walk.

- L.4 Comment: ... tourists who arrive at the National Visitor Center have to use either the Tourmobile or the fringe lot shuttle bus service for distribution to the Mall.

Answer: The fringe parking service will not be available for visitors not using the fringe parking lots. However, it is not anticipated that many visitors arriving by train will wish to travel directly to the Mall, but rather to overnight accommodations. For those who do wish to go to the Mall, regular Metrobus service, Tourmobile and taxi services are available. Costs for these services are \$.60 per person by Metrobus, \$2.50 per adult and \$1.25 per child by Tourmobile (for the Mall Tour) and \$.85 for a single person and \$.60 per person for multiple persons by taxi.

- L.5 Comment: ... There will be a substantial number of visitors on the Mall after 5:00 p.m. ...It seems attendants should be present at these kiosks until the day's events are concluded.

Answer: Kiosk times have been revised from 9:00 a.m. and 5:00 p.m. to 8:30 a.m. and 10:00 p.m.

- L.6 Comment: ... 1500 space parking facility at 2nd Street and Q Street, S.W.

Answer: These spaces are not included in the Bicentennial Transportation Program.

L.7. Comment: ... do not agree with the proposal that Tourbuses should be required to park at fringe parking lots...

Answer: Agree.

L.8. Comment: ... routing of all of the expected fringe lot oriented traffic from the Montgomery County, Maryland - Northwest Washington, D.C. sector over the District of Columbia arterial Streets and past the Mall to the Pentagon/Arlington Cemetery fringe parking complex is neither in the best interest of on-going city activities nor of parking lot destined traffic.

Answer: Visitors originating within the Beltway will be encouraged to use the radial route service. It is estimated however, that 12.5 percent of total auto trips destined for the Mall will use northwest Washington arterial streets. See EIS Map 1.4 and page 1-19. These trips originate inside the Beltway; it is therefore assumed they will travel downtown, rather than to the Beltway and George Washington Parkway to reach Pentagon/Arlington.

L.9 Comment: ... effects of increased bus traffic ...in Capitol Hill should be minimized ...

Answer: See Comment L.1.

L.10. Comment: ... provide bus ramp connection between the Southeast Freeway at Barney Circle and the parking lot at Kennedy Stadium...

Answer: See above.

L.11. Comment: ...report incorrectly listed all of Capitol Hill area streets ... proposed to carry increased bus traffic as major arterials...

Answer: Agree.

L.12. Comment: ... Anacostia-Bolling Freeway and East Capitol Street Bridge ... should be correctly identified as the Anacostia Freeway and as the Whitney M. Young, Jr. Memorial Bridge, respectively.

Answer: Agree.

L.13. Comment: ... approximately 125 vehicles are now using this lot (RFK Stadium commuter parking lot) daily.

Answer: Agree.

L.14. Comment: ... No mention of these plans (for bus priority lanes) or of coordination of them with the express radial WMATA bus service during the program...

Answer: The bus priority lanes for Constitution Avenue were included in the EIS on page 3-21. Most other bus priority lanes being instituted by D.C. DOT will operate at the a.m. and/or p.m. rush hours and are therefore not of significance to the Bicentennial Transportation Program which will have no service in the a.m. rush hour and limited service in the p.m. rush hour.

L.15. Comment: ... The radial routes are planned to be suspended during the period from 4-6 p.m.; however, continuation of the service during that period and beginning earlier than 9 a.m. may be beneficial for the long term.

Answer: Additional service is dependent on the availability of equipment and funding. A final report on the outcome of the program is being planned by the U.S. Department of Transportation and WMATA which should provide data on the need for this service beyond the Bicentennial.

L.16. Comment: ... pages 1-9 and 4-13 ... providing increased WMATA services around the Federal Triangle would alleviate an overload on landmark operating on the Mall...

Answer: Visitor services around the Mall will be provided by Tourmobile; funding does not exist in the revised Bicentennial budget for the Mall Connector Service.

- L.17. Comment: ...Special consideration should be given to extending the proposed special bus services beyond October 1976.

Answer: See Comment L.15.

- L.18. Comment: ... it is strongly recommended that the feasibility of using a permeable paving surface ... be assessed.

Answer: This is under consideration by WMATA.

- L.19. Comment: ... page 3-22 ... the number of Shuttle buses will be curtailed during the rush periods.

Answer: It may be desirable to provide special bus service during rush periods; however, almost all buses are utilized in commuter rush hour service. Through careful advertising of this Bicentennial bus program and times of service, this impact should be minimized.

- L.20. Comment: ... No discussion is made, however, of how the publicity program is to be funded...

Answer: Funding is included in the Bicentennial budget (See Table 7.1) and a description of the program is included in Section 7.2.

- L.21. Comment: ... Provisions should also be made for two areas of concern identified in the report ... the National Zoo, Embassy Row and Georgetown.

Answer: These areas are served by existing Metrobus routes and Bicentennial radial bus routes B400 and B450.

L.22. Comment: ... No mention is made of transporting people to special events which may occur, such as a popular concert or activity at the Folklife Festival.

Answer: See Comment L.3.

M. Environmental Protection Agency, Regional Office  
Phone Conversation, December 31, 1975

On going coordination of the National Capital Transportation Control Plan, including the Bicentennial period, is being carried out by the Environmental Protection Agency, the Urban Mass Transportation Administration and the Washington Metropolitan Area Transit Authority. UMTA and WMATA will meet with EPA to resolve any problems. EPA has given support for the program.

7.4.2 Response to Comments sent to the Washington Metropolitan Area Transit Authority

N. Northern Virginia Transportation Commission  
Irving G. McNayr, Executive Director  
November 10, 1975

(see "F" for response to comments sent to UMTA December 15, 1975).

Tourmobile

Tom Mack, Vice President and General Manager  
November 11, 1975

N.1 Comment: ... WMATA-operated Mall Connector Service will unfairly compete with private industry and therefore should not be initiated.

Answer: The \$7.5 million Bicentennial Transportation Plan does not include the Mall Connector Service.

O. National Capital Planning Commission  
Charles H. Conrad, Executive Director  
November 17, 1975

(see A and B for response to comments to UMTA, November 17, 1975)

P. Maryland Department of Transportation  
Harry R. Hughes, Secretary  
November 18, 1975

P.1 Comment: ... should address ... the diversion of patrons from regular-route Metrobus service to the special Bicentennial service.

Answer: The Bicentennial service will operate at off-peak periods only to the Mall area. It is anticipated that some regular patrons would utilize this service. The Bicentennial budget includes an amount of \$200,000 for covering such loss of revenue.

Q. Commonwealth of Virginia, Department of Highways and Transportation  
J.E. Harwood, Deputy Commissioner and Chief Engineer  
November 19, 1975

(see "D" for response to comments sent to UMTA, December 11, 1975)

R. Prince George's County  
Dee Allison, Transit Administrator  
December 19, 1975

(see "H" for response to comments to UMTA).

S. Prince George's County  
Winfield M. Kelly, Jr., County Executive  
November 21, 1975

(see above)

## 7.5 Conclusion

Beginning April 4, 1976, all suggested alternatives and/or changes regarding the Bicentennial Transportation Plan will be implemented. These alternatives and updated changes include: radial route to interval changes every 30 minutes for the 17 corridors; radial route fares of \$.50 for the District and \$.75 for Maryland and Virginia; fringe lot service every 1 1/2 minutes on weekdays and 1 minute on weekends until 10:00 p.m.; buses from Virginia also making stops at 22nd and Constitution and 16th and Constitution (Ellipse); a revision of the Arlington Site Plan, and rerouting of buses along the Barney Circle to the Southeast Freeway for the RFK lot. In addition, a comprehensive marketing and public relations program will be operating beginning around February 1976 to assist visitors and tourists prior to their arrival in the District and Metropolitan area (see Section 7.2).

The total cost for the Bicentennial Transportation Plan is \$7.5 million. A complete breakdown of this funding is available in Table 7.1 of this Chapter.

The general consensus of local, state, regional and Federal agencies is affirmative and supportive of the Environmental Impact Statement for the Bicentennial Transportation Plan. Recommended changes and/or alternatives are listed in the summary of comments in Section 7.1.1 of this Chapter, and these recommendations have been included for implementation for the Program by April 4, 1976. Copies of the letters are included in Attachment B.

Finally, the public hearing on the Environmental Impact Statement was held on November 5, 1975. The WMATA Staff review and analysis of the hearing can also be found in Attachment A of this Chapter.



# **attachment A**

This attachment includes the following items:

1. Letter to Junius Fishburne, Jr., Executive Director Virginia Historical Landmarks Commission from Jerome C. Premo, Associate Administrator Office of Capital Assistance UMTA, U.S. DOT, November 11, 1975
2. Letter to Jerome C. Premo, Associate Administrator, Officer of Capital Assistance, UMTA, U.S. DOT - November 19, 1975
3. Letter to David Childs, Chairman, National Capitol Planning Commission - from Jerome C. Premo, Associate Administrator, Office of Capital Assistance, UMTA, U.S. DOT
4. Letter to Lorenzo Jacobs, Jr., State Historic Preservation Officer from Jerome C. Premo, Associate Administrator, Office of Capital Assistance, UMTA, U.S. DOT

November 11, 1975

Mr. Junius Fishburne, Jr.  
Executive Director  
Virginia Historical Landmarks Commission  
221 Governor Street  
Richmond, Virginia 23219

RE: Bicentennial Transportation Program  
Proposed Interim Parking Lot at South Post, Arlington, Va.

Dear Mr. Fishburne:

In order to accommodate the 7.8 million additional visitors to the Nation's Capital in 1976 and mitigate their impacts on the metropolitan area, a regional transportation program has been developed jointly by the local, regional and federal planning agencies. The Washington Metropolitan Area Transit Authority (WMATA) has been designated as the lead agency for implementation of the program.

The Bicentennial Transportation Program consists of two major elements: expanded bus service along seventeen existing bus routes between the suburban areas and the National Mall; and fringe parking to be located at RFK Stadium and Pentagon/Arlington, with bus service to be provided between the lots and Mall. The total parking spaces to be provided by the fringe service are 11,200 spaces on weekdays and 13,000 spaces on weekends.

Parking at Pentagon/Arlington is proposed at two locations, at the existing Pentagon North Parking Lot and at the Old South Post site. The Old Post site has recently been vacated and demolished by the U.S. Army for the future expansion of Arlington Cemetery. The Bicentennial Transportation Program proposes to use this site for parking 4,000 cars on an interim basis between mid-March through October 1976. The site will be paved and landscaped in accordance with agreements with Arlington Cemetery, and demolished and returned to the Cemetery after October 1975. The design of the parking lot has been planned to mitigate against adverse impacts, including traffic flow to and from the site, on site vehicular movement and construction impacts.

Neither the South Post site nor the Arlington Cemetery are on the federal National Register nor the Virginia Historic Landmarks Register. The Custis-Lee Mansion in Arlington Cemetery is, however, contained in both the federal and Virginia historic registers. Arlington Cemetery is listed as a Category I landmark by the Joint Committee on Landmarks of the National Capital.

As required by the National Environmental Policy Act, an Environmental Impact assessment was prepared in September 1975 by Architecture Planning Research/Associates for the Washington Metropolitan Area Transit Authority. The draft statement is currently being circulated by the U.S. Urban Mass Transportation Administration. The public hearing for the program was held November 5, 1975; no objections to the program were raised.

We have enclosed the draft E.I.S. for your review and summarize its findings:

1. The program has a significant positive impact in reducing anticipated air pollution, vehicle-miles-of-travel and traffic congestion in the metropolitan region and downtown Washington.
2. There is a limited potential adverse impact on the Arlington Cemetery/Custis-Lee Mansion environs.
3. Whatever impacts may result from the plan are temporary and will cease after October 1976.
4. The South Post site lies between the Cemetery visitor parking and Route 110. The site is almost invisible from the main portion of the Cemetery since the site is recessed. As viewed from the Lee Mansion, which is over half a mile from the site, the site is adjacent to the existing Cemetery Parking lot; therefore, the visual impact of the parking on the Lee Mansion is minimal.
5. Traffic movement to the South Post site is principally from Route 110; therefore, there should be minimal impact on traffic destined for the cemetery and Custis-Lee Mansion.
6. The air quality analysis indicates that under "worst case" conditions, the eight hour concentration is expected to be violated. It should be emphasized, however, that the worse case background conditions already exceed the standard; the parking lot will only contribute 1-3 ppm CO to the existing standard.
7. The noise analysis indicates that noise resulting from increased traffic is negligible; the overriding noise in the area is due to National Airport.
8. The bus access road off Memorial Drive utilizes an existing Metrorail construction cut through shrubbery. By postponing Metro's replanting, there should not be any adverse impact to the land flanking the Memorial Avenue right-of-way under the jurisdiction of the National Capital Parks.

In addition, I would like to add that the program has been developed with assistance from the local Virginia planning agencies, the local Virginia Bicentennial commissions, Arlington, Cemetery, the Virginia Department

of Highways and Transportation, the U.S. National Capital Parks and the White House Bicentennial Task Force. The program has a positive benefit on Northern Virginia by reducing air pollution and vehicle miles of travel and also by providing transit service to the Bicentennial celebration in Arlington, Alexandria, Falls Church and Fairfax.

While there will be a limited adverse impact upon the Custis-Lee Mansion/ Arlington Cemetery area, we feel the temporary nature of the Bicentennial transportation program, the significant regional and local benefits of reducing a potentially intolerable traffic problem during the summer of 1976, and the carefully coordinated planning with Federal and local jurisdictions that has gone into this program mitigates the negative impacts on this area. In summary, we would like to have your concurrence that by the nature of the proposed program and the steps recommended in the draft EIS statement that this proposed action is a feasible and prudent alternative that will satisfactorily mitigate the potential adversity caused by this program.

I would appreciate your determination on this matter as soon as possible. In order to meet the mid-March 1976 opening, it is necessary that construction begin by mid-January 1976 at the latest.

Sincerely,

/s/ Jerome C. Premo

Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance

*JUR*  
PWRasmussen:peg  
S-5 subject, chron  
Quenstedt, WMATA  
Crecco, DOT, TES  
UCA-1



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MARVIN M. SUTHERLAND

COMMONWEALTH of VIRGINIA  
*Virginia Historic Landmarks Commission*

JUNIUS R. FISHBURNE, JR.  
EXECUTIVE DIRECTOR  
221 GOVERNOR STREET  
RICHMOND, VIRGINIA 23219  
TELEPHONE 286-314

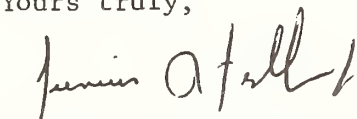
November 19, 1975

Reference to: Bicentennial Transportation  
Program; Proposed Interim Parking Lot at  
South Post, Arlington, Va.

Dear Mr. Premo:

Thank you for my copy of the draft environmental impact statement which includes this project. I would have no objections to the parking lot near the Custis-Lee House due to the special and temporary nature of the Bicentennial Transportation Program.

Yours truly,

  
Junius R. Fishburne, Jr.  
Executive Director

JRF Jr/mmt

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capitol Assistance  
U. S. Department of Transportation  
Urban Mass Transportation Administration  
Washington, D. C. 20590

November 11, 1975

Mr. David Childs, Chairman  
National Capitol Planning Commission  
1325 G Street, N.W.  
Washington, D.C.

RE: Proposed Bicentennial Transportation Program for the  
Nation's Capital

Dear Mr. Childs:

As discussed with Nancy Taylor of your staff, we are enclosing copies of letters sent to Mr. Lorenzo Jacobs, State Historic Preservation Officer for the District of Columbia and Mr. Junius Fishburne, Executive Director of Virginia Historic Landmarks Commission.

We have requested that they make a determination of no adverse impact resulting from the proposed Bicentennial Transportation Program on historic property within their historic jurisdiction. We hope this will meet any concerns you or the Commission may have in this matter.

Sincerely,

/s/ Jerome C. Pramo

Jerome C. Pramo  
Associate Administrator  
Office of Capital Assistance

*jet*  
PWRasmussen:peg  
S-5 subject, chron  
Crecco, TES  
Quenstedt, WATA  
UCA-1

November 11, 1975

Mr. Lorenzo W. Jacobs, Jr.  
State Historic Preservation Officer  
District Building, Room 112A  
14th and E Streets, N.W.  
Washington, D.C. 20004

RE: Proposed Bicentennial Transportation Program

Dear Mr. Jacobs:

In order to accommodate the 7.8 million additional visitors to the Nation's Capital in 1976 and mitigate their impacts on downtown Washington, a regional transportation program has been developed jointly by the District, regional and Federal planning agencies. It is supported by the D.C. Department of Transportation, D.C. Bicentennial Corporation, the Metropolitan Washington Council of Governments and the White House Bicentennial Task Force. The Washington Metropolitan Area Transit Authority (WMATA) has been designated as the lead agency for implementation of the program.

The Bicentennial Transportation Program consists of two major elements: expanded bus service along seventeen existing bus routes between the suburban areas and the National Mall; and fringe parking to be located at RFK Stadium and Pentagon/Arlington, with bus service to be provided between the lots and the Mall. The total parking spaces to be provided by the fringe service are 11,200 spaces on weekdays and 14,000 spaces on weekends. The goal of the program is to replace visitor autos in downtown Washington with transit service capable of carrying larger numbers of visitors.

As required by the National Environmental Policy Act, an environmental impact assessment was prepared in September 1975 by Architecture Planning Research Associates for the Washington Metropolitan Area Transit Authority. The draft statement is currently being circulated by the U.S. Urban Mass Transportation Administration. The public hearing for the program was held on November 5, 1975; no objections to the program were raised.

We have enclosed the draft E.I.S. for your review and summarize its findings:

1. Of the 7.8 million visitors expected in 1976, 20% of these visitors are anticipated to be attracted to the Mall area. As you are aware, parking and roadway capacity are already strained at peak normal visitation periods.



2. The program significantly reduces the number of additional autos in the Mall area and downtown Washington.
3. The program has a significant positive impact on regional air quality in 1976 and in reducing vehicle-miles-of-travel in the region.
4. Some negative air and noise impacts may be the result from the program in the Capitol Hill area due to the routing of the fringe parking bus service along 2nd Street, NE/SE, Independence Avenue and C Street, NE from the Mall to RFK Stadium.
5. Since most visitor activity will be oriented on the Mall, bus service will converge in the Mall area. While this is an increase in the number of buses over normal operation, the design of the program and planning by the D.C. Department of Transportation should minimize negative impacts. The express bus radial routes terminate on 9th and 10th Streets between Constitution and Pennsylvania Avenue. The fringe parking bus service has passenger stops at Union Station, Constitution and 10th Street, Constitution and 16th Street and Constitution and 22nd/Bacon Drive. The D.C. Department of Transportation is considering providing double bus priority lanes on Constitution Avenue to reduce auto/bus conflicts.
6. Any negative impacts will cease after operation of the program, after October 1976.

In order to mitigate the adverse impacts on the Capitol Hill residential community, we are proposing to disperse the bus traffic onto three additional streets. Buses would travel to RFK Stadium along First, NE and Second Streets, NE/SE and East Capital Street and Independence Avenue, SE; buses would return to the Mall on C Street and Constitution Avenue, NE. This means of mitigation was adopted by the National Capitol Parks in their concessionaire shuttle bus route from the Mall to RFK Stadium.

The bus routings of the Bicentennial Transportation Program pass through the Capital Hill Historic District and along many historic properties, including the Mall and Union Station, utilizing existing bus corridors. It is our opinion and that of the consultant that the limited potential impact that will result from the implementation of this program on historic property will be satisfactorily mitigated by the temporary nature and overall city and region-wide benefits of this proposed program. We ask for your concurrence in this matter. In order to meet the mid-March 1976 commencement of the program, it is necessary that the program be approved by January 1976 for construction of the Pentagon/Arlington fringe parking lot.

Sincerely,

/s/ Jerome C. Premo

Jerome C. Premo  
Associate Administrator, Office of Capital Assistance

PR  
PRasmussen:peg  
S-5 subject, chron  
UCA-1, Quenstedt, Crecco



**attachment B**

This attachment includes the following items:

1. Letters sent the Urban Mass Transportation Administration responding to the Draft Environmental Impact Statement for the Bicentennial Transportation Program.
2. Letters sent to the Washington Metropolitan Area Transit Authority responding to the Draft Environmental Impact Statement for the Bicentennial Transportation Program.
3. A report by the Staff of WMATA on the November 5, 1975 Public Hearing No. 44 on the Environmental Impact Statement for the Bicentennial Transportation Program for the National Capital Area (Docket No. B75-B).



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

MAILING ADDRESS:  
COMMANDER (mep)  
FIFTH COAST GUARD DISTRICT  
FEDERAL BUILDING  
431 CRAWFORD STREET  
PORTSMOUTH, VIRGINIA 23705  
PHONE: (804) 393-9611 Ext. 315

5922  
14 November 1975

- Department of Transportation  
Attention: Mr. Jerome C. Premo  
Urban Mass Transportation Administration  
Washington, D. C. 20590

Gentlemen:

The Fifth Coast Guard District has no comment to make concerning the Draft Environmental Impact Statement for the Bicentennial Transportation Program Metropolitan Washington. No significant impacts in areas of Coast Guard jurisdiction by law or special expertise are anticipated.

The opportunity to review this environmental impact statement is appreciated.

Sincerely,

FRANK J. DIERSEN  
Captain, U. S. Coast Guard  
Chief, Environmental Protection Branch  
By direction of the Commander  
Fifth Coast Guard District

Copy to:  
COMDT (G-WEP)  
TES  
DOT Sec-Rep, Region III



NATIONAL CAPITAL PLANNING COMMISSION

1325 G Street, N.W.  
Washington, D. C. 20576



In Reply Refer To:  
NCPC File No. 1470

NOV 17 1975

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Urban Mass Transportation  
Administration  
Washington, D.C. 20590

Dear Mr. Premo:

The National Capital Planning Commission, at its meeting on November 13, 1975, approved the use of the site at Fort Myer South Post for parking with an access system generally as shown on NCPC Map File No. 2104(49.20)-27981, as a part of the Bicentennial Transportation Program to be in operation only during the Bicentennial Year and to be removed immediately after its use terminates on October 31, 1976.

The Commission further recommended that the Washington Metropolitan Area Transit Authority, in preparing final plans for the parking facility (1) give consideration to designing the parking lot so as to conform as closely as possible to the Master Plan for Arlington National Cemetery with regard to topography and configuration of proposed roadways, (2) include detailed plans of temporary roadways connecting the parking facility to Memorial Drive, and (3) prepare and submit site and building plans for the Bicentennial Visitor Kiosk in the bus loading area.

A copy of the Executive Director's Recommendation, as approved by the Commission, is enclosed for your information.

Sincerely yours,

Charles H. Conrad  
Executive Director

Enclosure

RECEIVED

DEC 1 1975

UCA-10

NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON, D.C. 20576

NCPC File No. 1470

U.S. DEPARTMENT OF TRANSPORTATION,  
BICENTENNIAL TRANSPORTATION PROGRAM -  
PENTAGON/FORT MYER PARKING FACILITY,  
FORT MYER, SOUTH POST

Executive Director's Recommendation

November 7, 1975

The Executive Director recommends that the Commission approve the use of the site at Fort Myer South Post for parking with an access system generally as shown on NCPC Map File No. 2104(49.20)-27981, as a part of the Bicentennial Transportation Program to be in operation only during the Bicentennial Year and to be removed immediately after its use terminates on October 31, 1976.

The Executive Director further recommends that the Washington Metropolitan Area Transit Authority, in preparing final plans for the parking facility (1) give consideration to designing the parking lot so as to conform as closely as possible to the Master Plan for Arlington National Cemetery with regard to topography and configuration of proposed roadways, (2) include detailed plans of temporary roadways connecting the parking facility to Memorial Drive, and (3) prepare and submit site and building plans for the Bicentennial Visitor Kiosk in the bus loading area.

\* \* \*

Project Description

The Washington Metropolitan Area Transit Authority, as an agent for the Department of Transportation, has submitted a preliminary site development plan for a temporary fringe parking lot to be constructed on a portion of Fort Myer South Post. The parking lot is to be operated as a part of the Bicentennial Transportation Program for the period from March 15, 1976 to October 31, 1976. Shuttle bus service, operated by the Authority is proposed to connect the fringe parking lot to visitor attractions along the Mall.

The plan for the parking facility would pave an area of 44.9 acres of Fort Myer South Post to provide approximately 4,000 auto parking spaces. The area formerly contained barracks and other military buildings which have been demolished. The topography would remain essentially as it is and existing trees would be retained.

The area the South Post temporary lot is to occupy is to become a part of Arlington National Cemetery when the cemetery expands to eventually cover all of the old South Post of Fort Myer. It is adjacent to the existing temporary visitor parking facility for Arlington Cemetery. The Department of the Army has no plans or resources to develop the part of the cemetery the parking lot will occupy until after the Bicentennial.

Access to the lot is proposed from Memorial Drive on the north and from Jefferson Davis Highway (Va. Route 110) on the east. A new signalized intersection and connecting ramps would be constructed on Jefferson Davis Highway, subject to concurrence by the Virginia Department of Highways and Transportation.

The proposed parking lot would be across Jefferson Davis Highway from the north end of the North Parking Lot of the Pentagon where an additional 1200 parking spaces are to be made available for Bicentennial visitors on weekdays and 4000 spaces on weekends. The circulation plan will allow for an interchange of access so that traffic will be able to reach the South Post parking lot if the North Pentagon Lot is full. Shuttle buses will serve both lots. Parking will be free but there will be a charge for bus services.

The connecting road to Memorial Drive would utilize openings in the hedges which are now being used by Metro construction vehicles. This road would accommodate shuttle buses as well as autos. Access from Jefferson Davis Highway would utilize some existing ramps which served the Bureau of Yards and Docks and South Post. Additional roads and a signalized intersection are proposed to allow access from the south and from the North Pentagon parking lot. All of the connecting roads, as well as the parking lot are to be removed after the end of the Bicentennial program after October, 1976.

#### Conformance with Master Plan

The Master Plan for Arlington National Cemetery calls for the area the parking facility is to occupy to be burial sites. The proposed Memorial Chapel is to be located on a site which is in the far southwest corner of the parking lot site.

The Bicentennial parking facility does not conform to the Master Plan for Arlington National Cemetery. However, it does not contain any permanent structures and, after it is removed, would result in open space which would be readily convertible to the uses called for in the Master Plan.

#### Project Coordination

The plan for the Bicentennial parking facility was reviewed by the Coordinating Committee at its meeting October 21, 1975 and reported coordinated with all agencies represented.

#### Historic Preservation

The Department of Transportation, having determined that the proposal is subject to Section 106 of P.L. 89-665, has initiated procedures for compliance.

The Joint Committee on Landmarks reviewed the development plan at its meeting October 28, 1975, and found that it would have an adverse effect on Arlington House and the Arlington National Cemetery. The report of the Joint Committee is included in NCPC File No. 1470.

#### Environmental Impact

Pursuant to P.L. 91-190, the Urban Mass Transportation Administration made a determination that an Environmental Impact Statement is required for the Bicentennial Transportation Program. The draft statement, filed with the Council on Environmental Quality November 3, 1975, and submitted to the Commission for review and comments, contains specific environmental information on the proposed South Post Parking facility.

Due to the nature of the program all impacts would be short-term, lasting only during the Bicentennial year. In terms of air quality, the overall program has a significant positive effect regionally, but the local effect in the vicinity of the parking facility would be negative. Projected carbon monoxide levels in vicinity of the site would be above the standard for an 8 hour period, but background levels are projected to be above the standard so that the parking lot would be a contributor but not the primary source. The same situation is projected for noise and vibration. The ambient noise levels at the site are dominated by aircraft noise so that noise generated by the parking lot will not be discernable most of the time.

There will be an impact on water runoff because of the paving of the parking lot. This will be handled partially by the drainage system which served Fort Myer and partly by detention ponds. The construction of the parking lot will have no long-term effect on the eventual use of the area for burial sites.

#### Project Evaluation

The plan for the parking facility is a simple design for an economically constructed parking lot which can be built quickly and be removed just as quickly when it is no longer needed after the Bicentennial program is over. However, the lot will occupy land which is to become part of Arlington National Cemetery in accordance with its Master Plan. Therefore, effort



should be made to conform the grading and roadway system for the lot with the plan for the Cemetery development as far as is possible within the limitations of funding and time. The detailed plan of the access roadways is incomplete as to the connection to Memorial Drive. This should be extended and included when the final design is submitted so that the exact effect on Memorial Drive and its bordering hedge can be evaluated.

Although this is a large parking facility its operation does not appear to overburden the surrounding access routes, largely because its peak operations will occur midday or on weekends, outside of the commuter peak hours. The adjacent portion of Jefferson Davis Highway is not now heavily burdened with peak hour traffic.

The plans show a proposed kiosk for waiting bus passengers. There is no detail as to the design of this structure. Plans for this building should be submitted at the time the final design of the parking lot is reviewed.



NATIONAL CAPITAL PLANNING COMMISSION

1325 G Street, N.W.  
Washington, D. C. 20576



In Reply Refer To:  
NCPC File No. 1470

NOV 11 1975

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Urban Mass Transportation  
Administration  
Washington, D.C. 20590

Dear Mr. Premo:

The National Capital Planning Commission, at its meeting on November 13, 1975, commented to the Urban Mass Transportation Administration of the U.S. Department of Transportation on the Draft Environmental Impact Statement, dated November 3, 1975, regarding the proposed Bicentennial Transportation Program to be implemented by the Washington Metropolitan Area Transit Authority.

A copy of the Executive Director's Recommendation, as approved by the Commission, is enclosed for your information.

Sincerely yours,

A handwritten signature in cursive script that reads "Charles H. Conrad".

Charles H. Conrad  
Executive Director

Enclosure

NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON, D.C. 20576

NPC File No. 1470

U.S. DEPARTMENT OF TRANSPORTATION,  
BICENTENNIAL TRANSPORTATION PROGRAM  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Executive Director's Recommendation

November 7, 1975

The Executive Director recommends that the following comments be submitted to the Urban Mass Transportation Administration of the U.S. Department of Transportation on the Draft Environmental Impact Statement, dated November 3, 1975, regarding the proposed Bicentennial Transportation Program to be implemented by the Washington Metropolitan Area Transit Authority.

A. General Comments

1. The Commission endorses the concept of the Bicentennial Transportation Program incorporating fringe parking served by shuttle buses combined with express bus services serving radial corridors of concentrated visitor housing facilities.

The Commission has approved the plan for the Mall which includes parking shuttles serving remote parking located at Robert F. Kennedy Stadium. The fringe parking portion of the Bicentennial Transportation Program would expand that program for the Bicentennial Year and supplement it with additional parking at the Pentagon and Fort Myer South Post.

2. Commission endorsement of the program is on the basis that the physical improvements and the impacts therefrom are of a temporary nature and will be terminated at the conclusion of the program, October 31, 1976.

The projected demand for the program and the funding to carry it out cover the period from March 15, 1976 to October 31, 1976. The impacts that are incurred through the construction and operation of facilities and services provided in the program are necessary as an alternative to automobile traffic that would be imposed on the center of the city without them. The local impacts imposed by the operation of fringe parking lots and shuttle bus operations should be mitigated as soon as possible and the program should be terminated as soon as the temporary demand no longer exists.

3. Shuttle bus routes between the Mall and Capitol Hill and Kennedy Stadium should be altered to conform to those in the plan for the Mall.

Through the evaluation of environmental impacts on the Mall parking shuttle, the number of streets carrying shuttle buses was expanded from two to four. Since the Bicentennial Transportation Program will be a substitute for that service in that area, the same routes should be used.

4. Plans for physical improvements and construction should be submitted for Commission review.

The plans for the temporary parking lot and the Bicentennial Visitors Kiosk at Fort Myer South Post are subject to Commission review under Section 5 of the National Capital Planning Act of 1952, as amended. The plans for any kiosks to be built at the Kennedy Station parking lots are subject to Commission approval pursuant to the D.C. Code, sec. 5-428.

B. Specific Comments

Specific comments on the Draft Statement are contained in a staff memorandum dated November 6, 1975. These are presented to assist the Urban Mass Transportation Administration in the preparation of the Final Environmental Impact Statement.

\* \* \*

Description of Proposed Action

The Urban Mass Transportation Administration has submitted a Draft Environmental Impact Statement prepared by the Washington Metropolitan Area Transit Authority on the proposed Bicentennial Transportation Program. The program is proposed as a short-term project from March 15 to October 31, 1976. The program is composed of two major components:

1. Fringe parking for 11,200 autos on weekdays and 14,000 autos on weekends at Kennedy Stadium and the Pentagon/Arlington Cemetery. Bus service to the lots will be provided.
2. Special radial bus service along seventeen (17) existing bus corridors from the outlying metropolitan areas to Downtown.

The program is scaled to accommodate additional visitors attracted to the National Capital by the Bicentennial. These are projected to be eight million persons above the number that would normally be expected. It is projected that they would generate 16,000 additional vehicle trips daily in the vicinity of the Mall if alternative parking were not provided. The proposed 11,200 fringe parking spaces are expected to attract some 36,000 of the weekday visitors away from the Mall to either Kennedy Stadium or the Pentagon/Arlington fringe parking lots. This would bring about an estimated saving of 5,880,000 vehicle miles of auto travel but will require approximately 1,700,000 vehicle miles of bus travel. This is estimated to result in a regional reduction of 14% in carbon monoxide and 12% in hydrocarbon emissions under what would be experienced if all auto traffic attempted to go directly to the Mall. The radial bus routes would result in an 89% reduction in carbon monoxide and 84.8% less hydrocarbon emissions compared to the equivalent in auto travel.

While the program would have beneficial effects on air quality on a regional scale, there would be small negative impacts on local air quality in the vicinity of the operation of the fringe parking lots and some of the bus routes. The same would be true for noise and vibration impacts, particularly along bus routes serving the Kennedy Stadium parking. The local effects of noise caused by the operation of fringe parking and shuttle operation would be ameliorated in the Mall and Arlington Cemetery areas by the high ambient noise levels caused primarily by aircraft operation.

The program will entail the construction of a temporary parking facility on 44 acres of Fort Myer South Post and Bicentennial Visitor Kiosks and bus loading areas at that lot and at Kennedy Stadium.

Alternatives to the proposed action which were considered were as follows:

1. No action, which would produce an estimated 16 million more vehicle miles of travel which would be off-set by 3.5 million miles of bus travel in the proposed program.
2. Radial bus routes and Mall Connector Service with no fringe parking program which would have only minor impact on air pollution and traffic congestion since it would divert less than 20 percent of the auto trips from the center of the city.
3. Radial Bus Routes, Mall Connector bus service combined with fringe parking at Kennedy Stadium Arlington/Pentagon and future Metrorail station sites at Glenmont, New Carrollton, Huntington, Springfield and Dunn Loring, would be the most effective plan. It was not feasible because the Metrorail station parking sites cannot be available or developed in time for the Bicentennial.
4. Optimizing existing bus service through a strong promotional program would be the least expensive alternative but would not be readily effective because of the current complex bus routing system with frequent stops which is not as directly oriented toward the Mall and Downtown as would be desirable for tourist use. It is estimated that such a plan would divert, at the most, 10 percent of the auto trips generated by the Bicentennial.
5. Fringe parking with no radial bus routes would increase auto travel by about 10 million vehicle miles as a result of eliminating 1.82 million miles of bus travel. This would increase the parking demand on fringe lots and Downtown by 3000 on weekdays and 5000 on weekends.

The estimated total cost of the program is \$18,337,000 broken down as follows: \$4,490,000 for capital costs (including construction and removal of Fort Myer parking lot) \$2,937,000 for management costs and \$10,910,000 for bus operating costs. These costs would be off-set by revenues (mostly bus fares) in the amount of \$9,323,000. Therefore, the required subsidy, including contingency funds would be \$9,900,000.

#### Previous Commission Actions

The Commission has no specific policy on a plan such as the Bicentennial Transportation Program beyond the general subject of bus transportation as it is dealt with in the Mass Transportation Plan element of the Comprehensive Plan and with relevant master plans such as the Mall Master Plan and Master and project plans for facilities such as Arlington National Cemetery, the Pentagon or Kennedy Stadium.

On May 30, 1974, the Commission approved the final site development plan for the 1976 Bicentennial Development on the Mall. This plan included fringe parking at Kennedy Stadium served by shuttle buses to replace parking removed from Mall drives.

On September 8, 1966, the Commission approved the Master Plan for Arlington National Cemetery. This plan proposed that the site now proposed for the temporary Bicentennial parking lot be burial grounds and the site for the Memorial Chapel. On January 4, 1973, the Commission approved final site and building plans for the Memorial Chapel and Columbarium.

#### Project Evaluation

The Bicentennial Transportation Program is a viable solution to the expected influx of visitors to the Capital in 1976. The accommodations for automobile parking should be the critical element in controlling traffic congestion in the center of the city. It is important, however, that the program only be temporary and that elements of it such as the Fort Myer parking facility be removed promptly so that subsequent development can occur in accordance with the master plan for Arlington Cemetery.

With respect to the bus shuttle serving the fringe parking at Kennedy Stadium, the Executive Director believes that this plan should conform to the Mall shuttle which was developed from environmental impact studies done by the National Park Service. Since this program will substitute for the Mall shuttle the same routes utilizing four streets should be used. The Environmental Impact Statement should address this point as well as other more minor issues which are contained in the staff memorandum.

The sponsors of the project should be reminded that some aspects of it, particularly construction of parking lots and buildings such as kiosks, are subject to Commission review and, in the District of Columbia, in lieu-of-zoning approval.

NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON, D.C. 20576

November 6, 1975

NCPC File No. 1470

M E M O R A N D U M

TO: : Charles H. Conrad, Executive Director

THROUGH : Donald F. Bozarth, Director, Federal Planning Division and  
Patricia Spillenkothen, Chief, Office of Environmental Affairs

FROM : Patricia J. Crawford, Office of Environmental Affairs

SUBJECT : Specific Comments on the Draft Environmental Impact Statement  
on the Bicentennial Transportation Program

The staff has reviewed and evaluated the draft Environmental Impact Statement in terms of its impact on Federal lands and/or interests in the National Capital Region, and its consistency with established Federal policies and plans. We request that the following comments be forwarded to the Department of Transportation, Urban Mass Transportation Administration. For convenience, they are organized in accordance with the Table of Contents and page numbering in the draft.

1. Summary

a. Flexible Bus Scheduling

page I-4A

The statement "...headways of 50 to 100 buses per minute..." should probably read "...headways of 50 to 100 buses per hour...".

2. Description of the Existing and Projected Bicentennial Environment

a. Metrorail System

page 3-7

The figures given for hours of operation and headways are for the ultimate operation of the regional system and not for the segments that are scheduled to be opened in 1976. This should be clarified in the final.

### 3. Probable Impact of the Proposed Action

#### a. Introduction

page 4-3

(1) The draft states that construction of a new bus access road from the new Arlington parking lot to Memorial Avenue would impact park land, and that the National Capital Parks has expressed concern over the proposed road construction. The final EIS should discuss the impacts construction and operation of the access road would have on the affected park land and any measures proposed to mitigate against these impacts.

(2) The National Capital Parks' position on construction of this road is unclear in the draft and should be clarified in the final. In addition, any alternative routes or other suggestions made by the Park Service should be discussed in the final.

#### b. page 4-5

In its discussion of the excessive loading of the two Capitol Hill bus corridors to and from the RFK Stadium, C Street, N.E., and Independence Avenue, the draft states "...consideration should be given to detouring the empty buses and increasing the average bus capacity from 35 to 55 people." The final should provide more information on the feasibility of and plans to detour empty buses and to increase bus capacity, and/or use the same number of routes as proposed in the Environmental Impact Statement for the Proposed Rehabilitation of the National Mall. (See General Comment #3).

#### c. Transportation Impacts

page 4-12

Since the draft is silent on the subject of the Folk Festival - Pentagon parking arrangement which was operative during the Festival, the final should provide information and statistics on this fringe parking arrangement so as to provide a comparative basis, in terms of impacts, for the present fringe parking proposals.

### 4. Physical Visual Impacts

#### a. Surface Hydrology and Soils

page 4-49

The final should provide information on protection of the grassed areas at RFK Stadium to be used for parking cars, including erosion and sedimentation controls in addition to the use of gravel.

5. Any Probable Adverse Environmental Effects Which Cannot be Avoided

page 6-6

The draft indicates the possibility of increasing screening around the parking lot to shield it from the Arlington Cemetery with the use of additional landscaping, berms, or fences. The final should be more specific on plans to provide this additional screening and thereby minimize the temporary adverse impact which would be imposed on the Cemetery by the temporary parking lot.

6. APPENDIX B: Documents Pertaining to Transportation

a. Tables 3 through 5, Schedules of 17 Radial Routes Bus Service

page B.2

The headings of columns "Number of Pass./Hr." should read "Number of Pass./Bus."





metropolitan washington  
**COUNCIL OF GOVERNMENTS**  
 1225 Connecticut Avenue, N.W., Washington, D. C. 20036 223-6800

A-95 METROPOLITAN CLEARINGHOUSE MEMORANDUM

DATE: November 17, 1975

TO: Mr. Jerome C. Premo, Assoc. Admin.  
 Office of Capital Assistance  
 U.S. Dept. of Transportation  
 Urban Mass Transportation Administration  
 Washington, D.C. 20590

SUBJECT: PROJECT NOTIFICATION AND REVIEW FOR

PROJECT: Draft Environmental Impact Statement COG NO.: 76-R-T-3  
 on Bicentennial Transportation Program  
 APPLICANT: U.S. Department of Transportation/UMTA

The project title, COG number, and the applicant's name should be used in all future correspondence with COG concerning this proposed project.

PLEASE NOTE ACTION INDICATED BY CHECK MARK IN BOX BELOW OR ON REVERSE

PROJECT NOTIFICATION

The item referenced above was received on NOV 14 1975 and has been referred to appropriate parties (see attached list) for their review and comment. This review will be conducted as expeditiously as possible.

A copy of the item referenced above is enclosed for your review and comment, in accordance with OMB Circular A-95 review requirements. Your review should focus on this item's compatibility with the plans, programs, and objectives of your organization. You may indicate below your interest in and/or comments concerning this item by returning this sheet to the Metropolitan Clearinghouse by \_\_\_\_\_.

This organization:

- \_\_\_\_\_ does not wish to comment on the above item.
- \_\_\_\_\_ has further interest and/or questions concerning the above item and wishes the Clearinghouse to set up a conference with the applicant.
- \_\_\_\_\_ is interested in the above item and wishes to make the following comments: (Use attachment)
- \_\_\_\_\_ will submit comments concerning the above item by \_\_\_\_\_.
- \_\_\_\_\_ desires an extension of time until \_\_\_\_\_ for further consideration of this item. (Subject to certain restraints imposed by the OMB Circular.)
- \_\_\_\_\_ has reviewed the item referenced above, finds it in conformance with our policies, and recommends a favorable Metropolitan Clearinghouse review.

Signature \_\_\_\_\_

Organization \_\_\_\_\_

## ADDITIONAL INFORMATION

One or more of the reviewing organizations has questions about or interest in this item and wishes to confer with the applicant. A conference between the applicant and the interested parties has been scheduled for \_\_\_\_\_ at \_\_\_\_\_ in our offices. Please confirm whether you plan to attend this conference by calling not later than \_\_\_\_\_.

Please refer to the attached "Purpose of Conference" explanation sheet for additional information.

A Clearinghouse conference has been held on the item referenced above, and a summary of its proceedings is transmitted herewith for your information.

We have reviewed the item referenced above. Based on this review and the response from Clearinghouse referrals, we request

- Additional information as noted on the attached sheet;
- The opportunity to review the final application before it is submitted to the Federal agency.

## FINAL DISPOSITION

We have concluded review of the item referenced above. We have determined as a result of this review that while the item may be of local significance, its nature does not warrant metropolitan comments. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.

We have concluded review of the item referenced above. We have determined as a result of this review that the item is in general accord with the metropolitan planning process and the Council of Governments' adopted policies. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.

We have concluded review of the item referenced above. The Council of Governments submits, herewith, the attached Metropolitan Clearinghouse Review Comments. A copy of this memorandum and the attached comments should accompany your application when submitted to the Federal agency to indicate the Metropolitan Clearinghouse review has been completed.

-----  
EXECUTIVE DIRECTOR

-----  
Correspondence concerning Metropolitan Clearinghouse review matters should be addressed to Mr. Walter A. Scheiber, Executive Director. The staff may be reached by telephone at 223-6800, ext. 311.  
-----

### WE APPRECIATE YOUR COOPERATION

The Clearinghouse review comments will be valid for a period of two (2) years from the date of letter forwarding these comments to the applicant. All projects not submitted to the Federal funding agency within two (2) years of the date of the Clearinghouse review letter will be re-submitted to the Clearinghouse for update of the review comments before formal application is made to the Federal Government.



# COMMONWEALTH of VIRGINIA

Wayne A. Whitham  
Secretary of Transportation  
and Public Safety

Office of the Governor  
Richmond 23219

November 18, 1975

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Urban Mass Transportation Administration  
Department of Transportation  
Washington, D. C. 20590

Dear Mr. Premo:

Governor Godwin has asked me to respond to your letter of November 4, 1975, concerning the application of WMATA for a demonstration grant to construct and operate the Bicentennial Transportation Program.

We appreciate the opportunity to examine the draft environmental impact statement and will submit any comments that we might feel would be helpful.

Very truly yours,

A handwritten signature in cursive script that reads "Wayne A. Whitham".

Wayne A. Whitham

cc:

The Honorable Mills E. Godwin, Jr.





4500 KNOX ROAD  
UN 4-8877

OFFICE OF:  
City Administrator

November 19, 1975

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Urban Mass Transportation Administration  
Department of Transportation  
Washington, D. C. 20590

Re: Bicentennial Transportation  
Program Metropolitan Washington  
IT-06-0143

Dear Mr. Premo,

In response to your 4 November 1975 letter concerning a draft environmental impact statement for the Metropolitan Washington Bicentennial Transportation Program, the Mayor and Council have commented favorably on the plan and have so indicated to the Council of Governments in response to their A-95 review procedures.

Sincerely,

Leon F. Shore  
City Administrator

LFS/mpp

**PRINCE  
GEORGE'S  
COUNTY**



**8400 D'Arcy Rd.,  
Forestville, Maryland 20028  
(301) 350-3000**

DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

November 19, 1975

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
U. S. Department of Transportation  
Urban Mass Transportation Administration  
Washington, D. C. 20590

RE: EIS Bicentennial Transportation Project

Dear Mr. Premo:

This is in response to your request for comments regarding the Bicentennial Transportation Program Environmental Impact Statement. Our staff has serious misgivings about the assessment -- or lack of assessment -- of the Bicentennial impact on Prince George's County for the following reasons:

In November 1974, the Bureau of Transit, Department of Public Works and Transportation prepared a report on the impact of Bicentennial which was submitted to the County Bicentennial Committee. Data for this report was drawn from the Bicentennial Transportation Study for the National Capital Area, prepared for COG by Wilbur Smith & Associates. In this report it was recommended that fringe parking lots be planned in a close proximity to the Beltway, or along the travel corridors with the heaviest projected traffic to intercept Bicentennial visitors before they reach congested city streets.

The report also was submitted to COG for their review and action. Further, the Chairman of the Prince George's County Bicentennial Committee, in testimony before Rep. Herbert Harris' Subcommittee on the Bicentennial, offered the same basic recommendations. The Bicentennial Transportation Program EIS makes no reference to the report nor any recommendations contained therein.

Although the projected total number of Bicentennial visitors now has been reduced from the previous study, there are 13,900 additional automobiles expected on an average weekday. This figure is derived from deducting 9,690 visitors which are assigned to the 17 radial bus routes.

The Transportation Plan which has been adopted calls for the establishment of two rather large fringe parking lots, one in Virginia and one at RFK Stadium

15 DEC 1975

Mr. Jerome C. Premo  
Page 2  
November 19, 1975

which will accommodate 5,200 automobiles. We do not consider the lot at Arlington Cemetery as a feasible parking site for tourists arriving through the Prince George's County corridors; therefore, we have not included that facility in our assessment of the impact statement.

Approximately 71 percent of the Bicentennial tourists are projected to arrive in the Washington area from the northeast. This projection comes from the COG report and is still considered a valid estimate. Translating this percentage to numbers of automobiles indicates that approximately 10,000 vehicles will approach the Metropolitan area daily through the I-95/U.S. #1/B-W Parkway Corridors of Prince George's County.

With parking facilities at RFK capable of providing space for only approximately one-half of these vehicles, we foresee a serious problem. This problem is further magnified by the estimated average stay of approximately 3.0 days per visitor. We estimate that parking facilities are available for only one-sixth of these visitors who have arrived through a Prince George's County corridor.

The most logical reaction of a stranger to the Metropolitan area, after finding a parking facility full, would be to continue into the downtown or mall area in search of parking there. This undoubtedly will be a fruitless search and with the added impact of automobile tourists to the already congested situation in the downtown area, the frustrations of the search will weigh heavily on the driver. We believe that after exposure to the congested downtown area, without having succeeded in locating a parking facility, the tourist will more than likely return along his avenue of approach, searching for space as he retreats. This avenue of egress will bring him back into Prince George's County for two reasons: first, he is familiar with the egress corridor; second, he will have little desire to expose himself to the downtown traffic situation a second time when he prepares to leave the area.

This situation has not been fully addressed with regard to Prince George's County in the Environmental Impact Study. The added impact of the frustrated tourist returning to the County to park wherever he can find a space, either in a lot or on the street, will place a heavy burden on County facilities. A further indepth look into this situation is suggested.

From the viewpoint of assessing the Radial Bus Service suggested in the Action-Plan, the routes selected for increased service appear to be of little or no value. It is true that six logical approach corridors enter the District from Prince George's County, but if parking facilities are not available on or near these routes and at the terminus of the routes, visitors cannot be expected to utilize the service for their trip into the District.

Rhode Island Avenue, at present, is a congested, narrow thoroughfare in the western portion of the County. Little or no additional traffic can be accommodated by the existing streets; to suggest that we entice Bicentennial visitors to this corridor to search for non-existent parking facilities is out of the question. A more logical approach to solving the problem of this corridor would

Mr. Jerome C. Premo  
Page 3  
November 19, 1975

be to establish parking areas on the unused portions of I-95, south of the Capital Beltway. Space is available and travel lanes are already constructed which could be used for temporary parking during the Bicentennial. If the approaching visitor is not enticed to transfer to bus at an area near the Beltway, he will more than likely remain in his car until he has arrived in the District and finds an intolerable situation.

Metrobus Route 82, or a new route, could then provide service to the mall area from this or some other parking facility. We cannot endorse the enticement of the Bicentennial visitor to Rhode Island Avenue, nor the establishment of additional bus service along this approach. The impact which would result from promoting the use of this corridor should have been addressed more thoroughly in the Environmental Statement.

The proposal to add a special Bicentennial service to John Hanson Highway, U.S. #50, reflects the same misguided logic. To provide ridership sufficient to justify the service, parking facilities would have to be provided for visitors to park and transfer to the bus system. No facilities are available in the Bowie area, nor is there a plan to develop such facilities. U. S. #50 is a limited access highway and no parking facilities exist along its length between Bowie and the District. Again, U.S. #50 is a logical approach corridor but the added Bicentennial bus service on this route is not a logical alternative. This should have been addressed in the Environmental Study.

The remaining approach corridors from Central Avenue, Maryland Route 214, south to Maryland Route 210, Indian Head Highway, are not envisioned to be utilized to any great extent by Bicentennial visitors. These corridors lead to lightly populated rural areas of eastern and southern Maryland. Only Route 301, which ultimately connects to Route 5, provides a connection to an out-of-state area. The Route 301 approach to Washington is circuitous and is not considered a logical alternative approach. For these reasons, additional bus service to routes south of Central Avenue is not recommended.

In view of these considerations, it is our feeling that the impact of the Bicentennial Plan on Prince George's County has been tempered by addressing the Metropolitan area as a whole and ignoring the projection that approximately 70 percent of the arriving tourists will travel through or attempt to remain within the County.

It is not our intention to simply sound an alarmist note with these comments; however, it would be remissful on our part if we failed to express our serious concern about the inadequacies of the Bicentennial Plan. If projections on the numbers of Bicentennial visitors are accurate, the County will bear the brunt of the impact from an environmental standpoint. Therefore, our comments are directed as a precautionary note to the administrators of the Bicentennial Transportation Program.



Mr. Jerome C. Premo  
Page 4  
November 19, 1975

In conclusion, it is our opinion that the Bicentennial Action Plan is wholly inadequate and that the Environmental Impact Statement falls short of addressing the impact of the Plan upon Prince George's County.

Very truly yours,

A handwritten signature in cursive script, appearing to read "D. R. Dunker".

Donald R. Dunker  
Director



*Maryland Department of Transportation*

State Highway Administration

Harry R. Hughes  
Secretary  
Bernard M. Evans  
Administrator

November 21, 1975

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Department of Transportation  
Urban Mass Transportation Adm.  
Washington, D.C. 20590

RE: Bicentennial Transportation  
Program Metropolitan Washington  
IT-06-0143

Dear Mr. Premo:

This agency has reviewed the draft environmental statement for the Bicentennial Transportation Program of WMATA and believe the proposal to be of great benefit for easing expected travel congestion during the Bicentennial celebration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert J. Hajzyk".

Robert J. Hajzyk  
Director, Office of Planning  
and Preliminary Engineering

RJH:WAM:ag



MARVIN MANDEL  
GOVERNOR

MARYLAND  
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
TELEPHONE 301-383-2451

VLADIMIR A. WANSE  
SECRETARY OF STATE PLANNING

Date: November 24, 1975

Mr. Jerome C. Premo  
Department of Transportation  
Urban Mass Transportation  
Administration  
Washington, D. C. 20590

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT RECEIPT

Applicant: U. S. Department of Transportation

Project: Draft EIS - Bicentennial Transportation Program - Metro  
Washington #IT-06-0143

State Clearinghouse Control Number: 76-11-352

State Clearinghouse Contact: Bryan Gatch (383-2499)

The Draft Environmental Impact Statement for the above project was received by the State Clearinghouse on November 24, 1975.

Please note that this statement has been assigned a State Clearinghouse (SCH) Control Number. In future correspondence on this project, please refer to the SCH Control Number.

The intergovernmental review of this project has been initiated and every effort is being made to ensure prompt action. You may expect to receive notification of completion of the initial review by the State Clearinghouse by 12/31/75.

Your cooperation is appreciated.

Respectfully,

Warren D. Hodges  
Chief, State Clearinghouse



U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION  
31 Hopkins Plaza  
Baltimore, Maryland 21201  
REGION THREE

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Urban Mass Transportation Administration  
400 7th Street, S. W.  
Washington, D. C. 20590

December 11, 1975

IN REPLY REFER TO:

03-00.4.7

Subject: Bicentennial Transportation Program  
Metropolitan Washington, IT-06-0143

Dear Mr. Premo:

We have completed our review of the Draft EIS for the subject project. We have no significant environmental comments regarding the statement to offer however we do feel some minor points should be clarified in the final statement.

1. Will the ramp connection (p. 1-13) from Barney Circle to the Southeast Freeway remain in place after the plan has expired?
2. Since the grassy areas of Lot 6-8 at RFK Stadium (p. 4-49) are utilized during football games, is there any objections to not removing the gravel after October, 1976 or at least waiting until the following spring to reestablish the grass?
3. Since no new buses are proposed, will the expanded radial bus service and bus shuttle use currently idle off peak buses or will some buses also be diverted from other existing routes? Any division of buses from other routes would be a decrease in service to the local resident and should be discussed as a minor impact.

We appreciate the opportunity to review the subject statement and are looking forward to receiving a copy of the final statement.

Sincerely yours,

*W. H. White*  
W. H. White  
Regional Federal Highway  
Administrator

16 DEC 1975

DOUGLAS B. FUGATE, COMMISSIONER

LEONARD R. HALL, BRISTOL, BRISTOL DISTRICT

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MORRILL M. CROWE, RICHMOND, RICHMOND DISTRICT

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ROBERT S. LANOES, STAUNTON, STAUNTON DISTRICT

T. RAY HASSELL, III, CHESAPEAKE, AT LARGE URBAN

CHARLES S. HOOPER, JR., CREWE, AT LARGE RURAL



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET  
RICHMOND, 23219

JOHN E. HARWOOD  
DEPUTY COMMISSIONER & CHIEF ENGINEER

W. S. G. BRITTON  
DIRECTOR OF ADMINISTRATION

H. GORDON BLUNODN  
DIRECTOR OF PROGRAM MANAGEMENT

J. M. WRAY, JR.  
DIRECTOR OF OPERATIONS

J. P. ROYER, JR.  
DIRECTOR OF PLANNING

P. B. COLOIRON  
DIRECTOR OF ENGINEERING

IN REPLY PLEASE REFER TO

December 11, 1975

Bicentennial Environmental  
Impact Statement -  
Fort Myer Parking Lots

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Urban Mass Transportation Administration  
Washington, D. C. 20590

Dear Mr. Premo:

In reference to your letter to Governor Godwin and this office of November 4, 1975, be advised that the environmental impact statement for the subject project has been reviewed and the following comments are submitted for your consideration.

It was obvious from our discussions with representatives of the Transportation Planning Board and the staff of same that this effort was conducted without input from the local governing bodies, the Transportation Planning Board or this Department. We are aware that preliminary discussions were held approximately one year ago with the Program Subcommittee of the Transportation Planning Board; however, the alternatives at that time were numerous. Since that time, the decision process, as we understand it, has advanced to an extent that major modifications in the conceptual planning cannot be considered.

In view of the needs in the Northern Virginia area for fringe parking facilities and METRO station parking areas, the expenditure of 3.84 million dollars for the construction of a lot to be used for a period of only seven months would not appear to be the most effective utilization of available funds.

Further, it does not appear advisable to require Bicentennial visitors to traverse the congested mixing bowl of I-95 from the south and the Route 50 corridor from the west to gain access to the available parking. Introduction of additional traffic to these areas whether peak or off peak will undoubtedly contribute to the traffic congestion and air pollution problems.

17 DEC 1975

Mr. Jerome C. Premo  
Page 2  
December 11, 1975

In lieu of this approach, it would be the Department's suggestion that Bicentennial visitors be accommodated in fringe parking lots located in the vicinity of I-495, preferably at future METRO station locations. This would reduce tourist congestion in the area of the mixing bowl and provide parking lots for permanent use.

Any temporary parking lot to be built in the Pentagon area should not be converted to permanent parking in the future.

Jefferson Davis Highway in this area is a limited access facility and entrances to the proposed south parking lot will require the approval of the Highway and Transportation Commission in response to an official request from the project sponsor. This Department does not have funds set aside for access to Bicentennial parking lots. Thus, if the proposed plan is adopted, funds will be required from the funding agency to provide for signing, signal installation and other support activities.

Planning for the Bicentennial parking lots has not been coordinated with all involved state and local governmental agencies and has proceeded to the point of commitment without this appropriate input. We urge you to reconsider if possible the current plan and to utilize more permanent parking facility locations.

Sincerely,



Douglas B. Fugate, Commissioner

cc: Hon. Mills E. Godwin, Jr.  
Hon. Wayne A. Whitham  
Mr. Rufus Phillips, Chairman TPB  
Mr. Warren Quenstedt, WMATA

**Interstate Commerce Commission**  
Washington, D.C. 20423

OFFICE OF PROCEEDINGS

December 12, 1975

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Urban Mass Transportation  
Administration  
Washington, D.C. 20423

Dear Mr. Premo:

Thank you for the opportunity to review the draft environmental impact statement for the Bicentennial Transportation Program Metropolitan Washington, Project 17-06-0143. Although the Interstate Commerce Commission is not one of the coordinating agencies for this project, we would like to offer our comments for the final statement.

The proposed action and its alternatives consider a range of possibilities to meet the transportation needs of the additional visitors anticipated for the Bicentennial. However, one consideration that I feel has been overlooked is that of rail passenger service. The existing railroad system serving Washington, D.C. could prove to be a valuable supplement to the expanded bus service recommended in the draft EIS. Rail passenger service (intercity and commuter) is currently being provided by Penn Central, Southern Railway Company, Baltimore and Ohio Railroad Company, and AMTRAK.

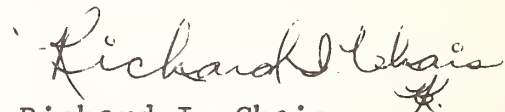
The alignment of these railroads is such that it serves the major transportation corridors to the north (I-95 and I-270) and to the south (I-95). Based on the generated Bicentennial trips discussed in the draft EIS, the regional railroads could provide service to a substantial amount of the traffic assigned to the 17 radial routes. Fringe parking could be

implemented along the railroads where possible; however, if sufficient parking is not available, existing parking facilities that are in the vicinity, such as shopping malls and race tracks, could be used with shuttle bus service to rail stations. This could lead to an expanded system of fringe parking facilities using both rail and bus service to Washington, D.C. It should be noted that all rail trips would terminate at Union Station - the National Visitors Center. Quantification of the benefits derived from the supplemental service provided by rail should be addressed in the final EIS.

Implementation of this proposal is dependent on two factors. The first is obtaining cooperation of the railroads in operating the necessary trains to make the system effective. Second, freight service schedules over these lines may preclude or hinder operation of this passenger service. One suggestion might be to increase the size of existing passenger trains (including commuter) into Washington, D.C. in conjunction with additional intermediate stops where necessary.

Thank you again for the opportunity to review this draft statement.

Sincerely yours,



Richard I. Chais  
Assistant to the Director  
Environmental Staff





ARLINGTON COUNTY, VIRGINIA  
OFFICE OF THE COUNTY BOARD

COURT HOUSE  
ARLINGTON, VIRGINIA 22201



DOTTIE BOWEN, CLERK  
PHONE 558 2261

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JOSEPH S. WHOLEY

December 12, 1975

Mr. Jerome C. Premo  
Office of Capital Assistance  
Urban Mass Transportation  
Administration  
Washington, D.C. 20590

Re: Bicentennial Transportation  
Program IT-06-0143

Dear Mr. Premo:

I am pleased to respond to your November 4 request for comments concerning the Draft Environmental Impact Statement for the Bicentennial Transportation Program for the Washington metropolitan area. Given Arlington County's location, we have a vital interest in the planning and implementation of the Bicentennial program.

The Arlington Department of Transportation has participated in the planning for Bicentennial transportation since February, 1975. From the outset, the County staff encouraged the development of fringe parking lots at permanent sites near the Capital Beltway in place of the close-in site at the South Post of Ft. Myer. Our concern was shared by the Virginia Department of Highways and Transportation, other jurisdictions, and the Washington Metropolitan Area Transit Authority. However, the representatives of the Office of the Secretary, U.S. Department of Transportation, made the decision to proceed with the South Post alternative.

Arlington County endorses the general plan for managing Bicentennial traffic. We base our endorsement on two factors. First, the design and construction requirements preclude virtually any deviation from the concepts proposed. Second, the program will terminate on October 31, 1976 and the parking site will be returned to a landscaped condition.

We have reservations about the proposed rerouting for Metrobus service and the possibility of competition with existing Metrobus routes. However, working with WMATA and the Northern Virginia Transportation Commission, we are confident that these problems can be resolved.

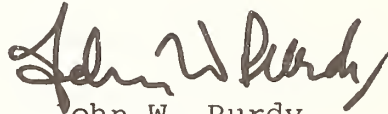
DEC 15 1975

Mr. Jerome C. Premo  
December 12, 1975  
Page Two

In accordance with A-95 review procedures, Arlington County's concerns regarding the Bicentennial Transportation Program have been forwarded to the Metropolitan Washington Council of Governments.

In summary, the U.S. Department of Transportation has presented WMATA with a formidable task of implementing and managing the Bicentennial transportation program. Arlington County will assist WMATA and seek to minimize the impact of the Bicentennial period on our community and the Washington area.

Sincerely,



John W. Purdy  
Chairman

JWP/JAM/pg

cc: Bert W. Johnson, County Manager  
H.S. Hulme, Jr., Director, Department of Transportation  
Jackson Graham, General Manager, Washington Metropolitan  
Area Transit Authority  
Irving McNayr, Executive Director, Northern Virginia  
Transportation Commission  
Albert Grant, Director of Transportation Planning,  
Metropolitan Washington Council  
of Governments



# Northern Virginia Transportation Commission

■ Arlington Executive Building ■ 2009 North 14th Street ■ Suite 300 ■ Arlington, Virginia 22201 ■ (703) 524-3322

**Chairman**

Alan H. Magazine

December 15, 1975

**vice Chairman**

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**Secretary/Treasurer**

Wiley F. Mitchell, Jr.

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Wiley F. Mitchell, Jr.

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John W. Purdy  
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Rufus Phillips  
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**City of Fairfax**

Nathaniel F. Young

**City of Falls Church**

Lee M. Rhoads

**Virginia Department of Highways & Transportation**

John P. Mills, Jr.

**Virginia General Assembly**

Senator Omer L. Hirst  
Senator Edward M. Holland  
Delegate Robert E. Harris  
Delegate Frank E. Mann  
Delegate Mary A. Marshall

**Staff**

**Executive Director**

Irving G. McNayr

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
UMTA - DOT  
400 Seventh Street, S.W.  
Washington, D.C. 20590

re: Bicentennial Transportation Program,  
Metropolitan Washington IT-06-0143

Dear Mr. Premo:

This is in response to your letter of November 7, 1975 requesting comments on the draft environmental statement for the above referenced project. The Northern Virginia Transportation Commission staff has reviewed the draft statement and offers the following comments relative to the six proposed radial bus routes in Northern Virginia.

In designing the special radial routes, I recognize that there must be a balance attained between maximizing convenience to Bicentennial visitors and minimizing operating cost and competition with existing Metrobus service. To this end, I support the proposed plan to prohibit alighting from inbound buses except in the Mall area and to prohibit boarding on outbound buses except in the Mall area.

However, I feel that more than one downtown stop is necessary in order to adequately serve the Mall attractions, which cover a two-mile distance from the Lincoln Memorial to the U.S. Capitol. Without the availability of a reasonably priced Mall shuttle service (the Landmark Services Tourmobile is not reasonably priced), there will be no feasible way for riders of the special Bicentennial radial routes to get from the proposed 10th Street and Constitution Avenue stop to the U.S. Capitol area or the Folk Life Festival near the reflecting pool.

I understand from conversations with the WMATA staff that extending the Virginia radial routes to the U.S. Capitol area would require additional buses and operating costs which are not provided for in the project budget. However, service could be provided to the western end of the Mall along Constitution Avenue, N.W., without increasing running times or operating costs over the proposed routings.

17 Dec 1975

Mr. J.C.Premo  
Page 2  
Dec. 15, 1975

Therefore, I strongly recommend that all six radial routes from Virginia be scheduled to operate over the Memorial Bridge or Roosevelt Bridge and Constitution Avenue to the proposed terminal at 10th Street, N.W. In conjunction with this rerouting, additional stops should be provided along the Mall to serve riders destined for Bicentennial events and attractions in this area. The proposed stops for the fringe parking lot service on Constitution Avenue at 22nd Street and 16th Street seem to be good locations in addition to the stop at 10th Street.

I have two additional recommendations for route changes in Virginia. On Route 1, eliminate the portion of the route along Patrick Henry Drive, Willston Drive, and Peyton-Randolph Drive. Instead the route would be faster by operating directly from Broad Street onto Wilson Boulevard. Passengers along these deleted streets would still be within easy walking distance of Wilson Boulevard or the Route 20 service on Arlington Boulevard.

The second change is to loop the Route 18 buses into the Springfield Park-Ride lot on Industrial Road. This would serve additional fringe parking needs in the corridor and would help minimize the impact on the Springfield Plaza Shopping Center lot on shopping days.

I appreciate this opportunity to comment on the proposed transportation program for the Bicentennial. I will be happy to provide any additional information you may desire.

Very truly yours,

  
Irving G. McNayr  
Executive Director

IGM:DFE/clg

**UNITED STATES DEPARTMENT OF AGRICULTURE**  
**SOIL CONSERVATION SERVICE**

---

Washington, D. C. 20250

DEC 17 1975

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Department of Transportation  
Washington, DC 20590

Dear Mr. Premo:

The Soil Conservation Service was asked by Dr. Fowden G. Maxwell, Coordinator, Environmental Quality Activities, to review and comment on the draft environmental impact statement on the Bicentennial Transportation Program, Metropolitan Washington, IT-06-0143.

We feel the statement would be improved if Section 4.3.4 were expanded to include a discussion of the probability that some sediment would move into the watercourses during construction and subsequent removal of the paved parking at South Post. Also parking of cars on grassed lots at RFK Stadium during rainy periods would likely result in sediment reaching Kingman Lake. A statement to the effect that vegetation would be established as soon as possible after the paving is removed, would be beneficial.

Thank you for providing us the opportunity to review this statement.

Sincerely,

  
R. M. Davis  
Administrator





# United States Department of the Interior

NATIONAL PARK SERVICE  
WASHINGTON, D.C. 20240

10  
11/11/75

IN REPLY REFER TO:

In Reply Refer To:  
L7619-MQ  
(ER-75/1067)

DEC 23 1975

Dear Mr. Hammond:

We have reviewed the draft environmental/Section 4(f) statement for the Bicentennial Transportation Program, Washington, D.C., and offer the following comments.

COMMENTS ON THE PROPOSAL

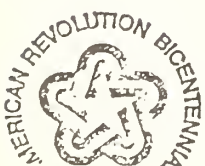
We support this proposal to provide regional mass transportation service for visitors to Washington during the Bicentennial. It will provide a needed and workable alternative to the increased congestion, pollution and wasteful use of limited space and energy required by the use of automobiles that the proposal will replace.

ENVIRONMENTAL STATEMENT COMMENTS

A study of map 1.3 and pages 1-11 and 1-12 indicates that up to 120 buses an hour on weekdays and 200 buses an hour on weekend days will be coming from the fringe parking lots to the loading/unloading areas on Constitution Avenue. The impact statement fails to discuss the effects that this concentration of buses will have on traffic congestion and air quality along Constitution Avenue, especially at the loading/unloading areas. These impacts should be evaluated in the final statement.

Chapters 1 and 4 of the draft statement describe the operation of a proposed Mall connector shuttle, sometimes referred to as the "Mall shuttle." This shuttle is also referred to numerous other times throughout the statement, and a route for the shuttle is shown on map 1.3. In chapter 1, it is stated on page 1-2 that a funding request for \$10 million to implement all three components of the program has been included in the Department of Transportation's fiscal year 1976 budget request to Congress. Since the Department of Transportation Act became law on November 24, 1975 (P.L. 94-134) and included \$7.5 million for the Bicentennial Transportation Program, the final statement should be amended to reflect this action and what components of the Plan will be implemented.

2000 1315



We request that the last sentence of paragraph 2 on page 3-21 be deleted. At this time, no decision has been made by the National Park Service as to the feasibility of continuing the fringe parking/interpretive transportation service to the Mall after the completion of the Bicentennial Transportation Program. There are other alternatives that must be evaluated before such a decision can be made.

#### SECTION 4(f) COMMENTS

At the Fort Myer/South Post parking lot four basic alternatives are discussed concerning ingress and egress. Three of these alternatives would require direct access to Memorial Avenue and therefore use of Section 4(f) land for a temporary access road, and one alternative would utilize indirect access to Memorial Drive, via Jefferson Davis Highway, in which no Section 4(f) land would be used. The statement does not contain sufficient information to permit this Department to concur that there is no feasible and prudent alternative to the use of Section 4(f) lands for the access road. Additional supportive material should be developed and made available to enable us to exercise our consultative functions in regard to the first proviso of Section 4(f).

If in fact it can be shown that there is no prudent and feasible alternative to the use of Section 4(f) land at the Fort Myer/South Post parking lot, then the temporary access road should be routed and designed to result in minimum adverse impact to the property. As is mentioned in Section 4.3.2 the National Park Service favors the selection of alternative D as the least objectionable of the four alternatives presented in this regard. Of these alternatives route "D" would eliminate all adverse impact on the esthetic character of Memorial Avenue except for increased traffic. Any of the alternatives that would continue the use of the existing temporary breaks in the holly hedge would result in unacceptable adverse effects. These temporary breaks are planned to be closed by replanting in the near future.

The Department does not object to a finding that there is no prudent and feasible alternative to the use of RFK parking lots or other impacts to historical and publically owned recreation areas for the project.

#### SUMMARY COMMENTS

We request the opportunity to serve in an advisory capacity during the development of further planning for the project. The National Park Service, National Capital Parks, 1100 Ohio Drive, S.W., Washington, D.C., 426-6612, will coordinate the Department's involvement in this future work.

Due to the preliminary nature of the selection of alternatives involving the use of Section 4(f) property and of the development of further measures to minimize harm to Section 4(f) lands the Department requests the opportunity to review the additional material prepared in order to complete our consultative role in this matter.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Stanley B. Barrens". The signature is fluid and cursive, with a large initial "S" and "B".

Deputy Assistant Secretary of the Interior

Mr. Daniel S. Hammond  
Division Administrator  
Federal Highway Administration  
Room 1248 Penn Building  
425 Thirteenth Street, N.W.  
Washington, D.C. 20004





ASSISTANT SECRETARY OF DEFENSE  
WASHINGTON, D. C. 20301

HEALTH AND  
ENVIRONMENT

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Department of Transportation  
Urban Mass Transportation Administration  
Washington, D. C. 20590

Dear Mr. Premo:

This is in response to your request for Department of Defense comments on the Department of Transportation's draft environmental impact statement on the bicentennial transportation program for Metropolitan Washington, IT-06-0143. Our comments are keyed to the specific pages and relate to the accuracy of the statement with respect to the use of the Pentagon facilities:

Page 3-26. The table on this page indicates that GSA has committed 5000 Pentagon parking spaces, excluding North Parking, for Bicentennial visitor use on weekends. Since DoD and GSA have already committed the use of 4000 spaces in North Parking on weekends, this additional 5000 space commitment would offer more spaces at the Pentagon than DoD could afford to relinquish. If GSA has made such a commitment, it has not been coordinated with DoD. In this regard, Map 3.7 inaccurately depicts the number of parking spaces at the Pentagon.

Page 3-36. Under "North Pentagon Parking," the statement is made that the entire lot will be open to visitor parking on weekends and holidays. This is inaccurate since Lanes 42 to 63 will be made available, but not Lane 41. The same paragraph should also be amended to show that lighting is currently being installed in North Parking and will be completed prior to Bicentennial use.

8-1-1975



Page 3-41. The statement that "Visitors are allowed to tour the building between 7:00 A.M. and 6:00 P.M. on weekdays" is not factual and should be deleted. In the interest of accuracy, the Pentagon building should be shown as having a total of 6.5 million square feet or 3.7 million net usable square feet.

Page 3-42. The statement that the Ft. Myer/South Post site will be demolished and transferred to WMATA is inaccurate. The site has been permitted, not transferred.

Thank you for the opportunity to review this statement. If you have any further questions, please contact Mr. H.R. Smith on 695-6801.

Sincerely,

A handwritten signature in dark ink, appearing to read "George Marienthal". The signature is fluid and cursive, with a prominent initial "G" and a long, sweeping tail.

George Marienthal  
Deputy Assistant Secretary of Defense  
(Environmental Quality)



metropolitan washington  
**COUNCIL OF GOVERNMENTS**  
 1225 Connecticut Avenue, N.W., Washington, D. C. 20036 223-6800

A-95 METROPOLITAN CLEARINGHOUSE MEMORANDUM

DATE: December 23, 1975

TO: Mr. Jerome C. Premo  
 Office of Capital Assistance  
 Urban Mass Transportation  
 Administration  
 Washington, DC 20590

SUBJECT: PROJECT NOTIFICATION AND REVIEW FOR

PROJECT: Draft Environmental Impact Statement on Bicentennial Transportation Program  
 APPLICANT: U.S. Department of Transportation/UMTA  
 COG NO.: 76-R-T-3

The project title, COG number, and the applicant's name should be used in all future correspondence with COG concerning this proposed project.

PLEASE NOTE ACTION INDICATED BY CHECK MARK IN BOX BELOW OR ON REVERSE

PROJECT NOTIFICATION

The item referenced above was received on \_\_\_\_\_ and has been referred to appropriate parties (see attached list) for their review and comment. This review will be conducted as expeditiously as possible.

A copy of the item referenced above is enclosed for your review and comment, in accordance with OMB Circular A-95 review requirements. Your review should focus on this item's compatibility with the plans, programs, and objectives of your organization. You may indicate below your interest in and/or comments concerning this item by returning this sheet to the Metropolitan Clearinghouse by \_\_\_\_\_.

This organization:

- \_\_\_\_\_ does not wish to comment on the above item.
- \_\_\_\_\_ has further interest and/or questions concerning the above item and wishes the Clearinghouse to set up a conference with the applicant.
- \_\_\_\_\_ is interested in the above item and wishes to make the following comments: (Use attachment)
- \_\_\_\_\_ will submit comments concerning the above item by \_\_\_\_\_.
- \_\_\_\_\_ desires an extension of time until \_\_\_\_\_ for further consideration of this item. (Subject to certain restraints imposed by the OMB Circular.)
- \_\_\_\_\_ has reviewed the item referenced above, finds it in conformance with our policies, and recommends a favorable Metropolitan Clearinghouse review.

Signature \_\_\_\_\_

Organization \_\_\_\_\_

## ADDITIONAL INFORMATION

- One or more of the reviewing organizations has questions about or interest in this item and wishes to confer with the applicant. A conference between the applicant and the interested parties has been scheduled for \_\_\_\_\_ at \_\_\_\_\_ in our offices. Please confirm whether you plan to attend this conference by calling not later than \_\_\_\_\_.
- Please refer to the attached "Purpose of Conference" explanation sheet for additional information.
- A Clearinghouse conference has been held on the item referenced above, and a summary of its proceedings is transmitted herewith for your information.
- We have reviewed the item referenced above. Based on this review and the response from Clearinghouse referrals, we request
- \_\_\_\_\_ Additional information as noted on the attached sheet;  
\_\_\_\_\_ The opportunity to review the final application before it is submitted to the Federal agency.

## FINAL DISPOSITION

- We have concluded review of the item referenced above. We have determined as a result of this review that while the item may be of local significance, its nature does not warrant metropolitan comments. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.
- We have concluded review of the item referenced above. We have determined as a result of this review that the item is in general accord with the metropolitan planning process and the Council of Governments' adopted policies. A copy of this memorandum and attachments should accompany your application to indicate the Metropolitan Clearinghouse review has been completed.
- We have concluded review of the item referenced above. The Council of Governments submits, herewith, the attached Metropolitan Clearinghouse Review Comments. A copy of this memorandum and the attached comments should accompany your application when submitted to the Federal agency to indicate the Metropolitan Clearinghouse review has been completed.

  
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EXECUTIVE DIRECTOR

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Correspondence concerning Metropolitan Clearinghouse review matters should be addressed to Mr. Walter A. Scheiber, Executive Director. The staff may be reached by telephone at 223-6800, ext. 311.  
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### WE APPRECIATE YOUR COOPERATION

The Clearinghouse review comments will be valid for a period of two (2) years from the date of letter forwarding these comments to the applicant. All projects not submitted to the Federal funding agency within two (2) years of the date of the Clearinghouse review letter will be re-submitted to the Clearinghouse for update of the review comments before formal application is made to the Federal Government.



metropolitan washington  
**COUNCIL OF GOVERNMENTS**  
1225 Connecticut Avenue, N.W., Washington, D. C. 20036 223-6800

METROPOLITAN CLEARINGHOUSE REVIEW COMMENTS

COG PROJECT NUMBER: 76-R-T-3

PROJECT NAME: Draft Environmental Impact Statement  
for the Metropolitan Washington  
Bicentennial Transportation Program

PROJECT SPONSOR: Washington Metropolitan Area  
Transit Authority (WMATA)

FEDERAL AGENCY: Urban Mass Transportation  
Administration (UMTA)  
U.S. Department of Transportation

FEDERAL PROGRAMS AND AUTHORIZATION: Environmental Impact  
Statement: Section 102(2)c of the  
National Environment Policy Act of  
1969 (PL 91-190); and, Section 14  
of the Urban Mass Transportation Act  
of 1964, as amended; and Section 4(f)  
of the Department of Transportation  
Act of 1966

Proposed Funding Source for project:  
Demonstration Grant (Section 6),  
Urban Mass Transportation Act of 1964,  
as amended, 49, U.S.C. 1601. ET. SEQ.

PROJECT DESCRIPTION: The Bicentennial Transportation Program  
has been proposed by Federal, regional, and local agencies to  
improve public transportation in accommodating the anticipated  
additional visitors to the Bicentennial celebration in the  
Nation's Capitol. These visitors are in addition to the normal  
yearly visitations to Washington, D.C. The Program is proposed  
for operation between March 15, 1976 and October 31, 1976, and  
includes two major elements:

1. Fringe parking lots at RFK Stadium, the North Pentagon Lot, and the Old South Post area of Fort Meyer. These lots will provide spaces for 11,200 cars on weekdays and 14,000 autos on weekends. The Old South Post lot represents the only new construction (4,000 autos) and will be in operation only for the Bicentennial Transportation Program. Shuttle bus service will be operated

between the lots and the Mall by WMATA, between 9 am and 10 pm, with lower levels of service in operation between 4-6 pm.

2. Special radial bus service along seventeen (17) existing bus corridors from the outlying Metropolitan Areas to the Downtown (Pennsylvania Avenue and 10th Street) to be operated by WMATA.

The Bicentennial Transportation Program examined by the Draft Environmental Impact Statement (E.I.S.) involves a total budget of \$9.9 million dollars, and the proposed funding source is a 100 percent Federally funded UMTA Demonstration Grant under Section 6 of the Urban Mass Transportation Act of 1964, as amended. The funds are to be made available under special Congressional legislation for this purpose. The Program will be managed by the Washington Metropolitan Area Transit Authority (WMATA). The Program evaluated by the draft E.I.S. provides the following funds for its component public transportation improvements:

<u>Budget Item</u>	<u>Estimated Costs</u>
Lot Construction: RFK Stadium	-0-
Pentagon North	-0-
Fort Meyer South Post	\$ 3,600,000
Restoration - Parking Areas	240,000
Kiosks	400,000
Highway Directional Signs	150,000
Bus Identification Markers	<u>100,000</u>
Subtotal (Capital Costs)	\$ 4,490,000
Management Costs	\$ 2,937,000
Bus Service Operation Costs	
Parking Lots Shuttle	\$ 4,598,000
Radial Route Service	5,700,000
Kiosk and Maintenance Personnel	<u>612,000</u>
Subtotal (Operating Costs)	\$10,910,000
Total Costs	<u>\$18,337,000</u>
Estimated Revenues	
Information Brochure	\$ 500,000
Parking Lots Shuttle	6,738,000
Radial Route Service	<u>2,085,000</u>
Total Estimated Revenues	\$ 9,323,000
Balance (Deficit)	<u>(\$ 9,014,000)</u>
Contingency Fund	<u>\$ 886,000</u>
Total Program Cost	\$ 9,900,000

Based on recent action by a Federal House/Senate Conference Committee, it appears the final appropriation for the Bicentennial Transportation Program when approved by Congress and the President will be \$7.5 million rather than the \$9.5 million funding level contained in this draft E.I.S.

RELATIONSHIP TO THE METROPOLITAN PLANNING PROCESS AND THE ACHIEVEMENT OF AREAWIDE GOALS AND OBJECTIVES:

The Bicentennial Transportation Program is a part of the Short Range Transportation Improvement Program for Metropolitan Washington FY 76 - FY 80 (SRTIP). The SRTIP was adopted by the National Capital Region Transportation Planning Board (TPB) in July 1975. The SRTIP is required as a basis and condition for Federal funding assistance for transportation improvements sponsored by state, local and regional jurisdictions and agencies. The TPB adopted a Resolution endorsing the Draft Action Plan for the Bicentennial Transportation Program at its March 19, 1975 meeting. The fringe parking lots, shuttle bus service, and radial route service reviewed under this draft E.I.S. were part of the Draft Action Plan endorsed by the TPB.

The Analysis for traffic impacts, environmental impacts, and socio-economic impacts contained in the draft E.I.S. are considered to be adequate, subject to the comments which follow.

No special provisions are made for transportation services for elderly and handicapped citizens in the Bicentennial Transportation Program, and no analysis is included on the impacts of not providing such services. Provisions which could be considered are: priority parking spaces adjacent to bus pick up/discharge points in the fringe lots, lower fares for fringe lot service, use of special accessible vehicles to provide service for elderly/handicapped citizens using the lots and the radial bus routes.

The shuttle bus service from the fringe lots is scheduled to operate from 9:00 a.m. - 10:00 p.m., with reduced service levels during the p.m. peak period. Consideration should be given to analyzing the comparative impacts of beginning the bus service at 9:30 a.m. or 10:00 a.m. The format currently recommended in the Program would have cars proceeded to the lots in the a.m. peak period adding to congestion on important routes such as the G.W. Parkway and the Shirley Highway in Virginia as well as the B-W Parkway, the Anacostia Freeway and the East Capitol Street Bridge. Provision of fringe lot and radial route bus service should be consistent with current proposal to extend peak period transit fare differentials to 9:30 a.m. and 6:30 p.m.

No analysis is provided of the impacts generated by passenger access to the radial bus routes. This is important with respect to parking impacts and traffic pattern impacts in suburban areas along the seventeen radial bus routes.

Responsibilities for the installation of the proposed traffic signal at Route 110 and the South Post Parking Area should be clearly identified and a breakdown of the construction costs for the South Post Parking Lot identifying costs for the signalization and related improvements should be included. It is noted that other alternatives examined for access/egress from the South Post Lot are significantly inferior to the signalization format in their impacts.

The traffic, environmental, and socio-economic impacts of a reduced \$7.5 million Bicentennial Transportation Program should be thoroughly analyzed in the final E.I.S., consistent with current congressional action to date.

STAFF RECOMMENDATION:

The Staff recommends endorsement of these comments by the Transportation Planning Board.

COMMITTEE RECOMMENDATIONS

The Transportation Planning Board endorsed these comments on Wednesday, December 17, 1975.



Government of the District of Columbia  
EXECUTIVE OFFICE



Municipal Planning Office  
District Building  
Washington, D.C. 20004

DEC 23 1975

Mr. Jerome C. Premo  
Associate Administrator  
Office of Capital Assistance  
Department of Transportation  
Washington, D.C. 20590

Dear Mr. Premo:

Thank you for affording the Municipal Planning Office and other District of Columbia agencies an opportunity to review and comment on the Draft, Environmental Impact Statement, Bicentennial Transportation Program. We support this program designed to relieve the pressure of approximately 8 million additional visitors expected during the Bicentennial year. However, you will find attached some specific suggestions made by various agencies which can be considered either in the Final Environmental Impact Statement or the final program plans.

For your convenience you will find enclosed the self explanatory comments from:

1. D.C. Department of Transportation
2. D.C. Corporation Council, D.C.
3. D.C. Fire Department
4. Department of Environmental Services
5. Department of Recreation

The Municipal Planning Office offers the following additional comment. With respect to the bus shuttle serving the fringe parking at Kennedy Stadium, we believe that this plan should conform to the Mall shuttle which was developed from environmental impact studies done by the National Park Service. Since this program will substitute for the Mall shuttle, the same routes utilizing four streets should be used. The Environmental Impact Statement should address this point.

Enclosure

Sincerely,

A handwritten signature in cursive script, reading "Ben W. Gilbert".

Ben W. Gilbert  
Director

# Memorandum Government of the District of Columbia

TO: Ben W. Gilbert, Director  
Municipal Planning Office

FROM: Douglas N. Schneider, Jr.  
Director

SUBJECT: Draft Environmental Impact Statement for the Bicentennial  
Transportation Program

Department, Transportation  
Agency, Office:

Date: DEC 18 1975

We have reviewed the draft environmental impact statement for Project IT-06-0143, the Bicentennial Transportation Program for Metropolitan Washington, as requested. We support the general concept of the plan which features a shuttle bus service between the Mall and fringe parking lot sites located at the Robert F. Kennedy Memorial Stadium and at the Pentagon/Arlington Cemetery complex, and increased Metrobus service along 17 heavily traveled radial corridors to the Mall. Encouraging the use of mass transportation by visitors to the Mall will serve two very worthwhile purposes. It will decrease in air pollution emissions and the number of vehicle miles traveled in the downtown area, and it will enable the Washington Metropolitan Area Transit Authority to more fully utilize that portion of its bus fleet which is only now needed during peak commuting periods. This plan details the proper course of action which should be followed to meet these goals.

The draft EIS, however, contains some conflicting statements and some unanswered questions which must be resolved in the final EIS. There are also some specific items in the report which warrant our comment.

We note that the U. S. Congress approved only \$7.5 million of the \$9.9 million requested to operate this plan. If there is a need to cut back some of the services proposed to be offered, we recommend that such reductions be limited only to radial bus service in those corridors where WMATA can show existing off-peak service to possess surplus capacity, to be relatively fast in operating speed, and to serve the Mall area.

The Jefferson Memorial and the East and West Potomac Park areas will be popular Bicentennial tourist attractions. It appears that people who will be taking advantage of the features of this plan will only be able to get to this area by Tourmobile, as these attractions are too far away from Constitution Avenue for the average tourist to walk. We are concerned that a significant number of tourists may refuse to pay for an expensive Tourmobile ride. Similarly, those who ride one of the special radial buses will have to transfer to one of the westbound fringe lot shuttle buses in order to visit the Lincoln Memorial. There is no indication whether transfers will be permitted and at what cost. Again to counter the temptation to drive to these sites, we recommend the development of a transfer arrangement.

Since the draft EIS was distributed for comment, the "Mall-Shuttle" connector route has been totally eliminated from the plan. Therefore, tourists who arrive at the National Visitor Center have to use either the Tourmobile or the fringe lot shuttle bus service for distribution to the Mall. The final EIS should detail exactly how and at what cost these visitors will be distributed to the Mall. If the fringe lot bus service is to be used to transport a percentage of these tourists, the appropriate revenues collected should be included in the chart depicting estimated costs.

According to the figures presented, there will be a substantial number of visitors on the Mall after 5:00 p.m. Many of these people will require assistance in locating buses, events, medical attention, restaurants and for a variety of other reasons, and yet the information Kiosks will be staffed only between 9:00 a.m. and 5:00 p.m. It seems that attendants should be present at these kiosks until the day's events are concluded.

The plans calling for a 1500 space parking facility at 2nd Street and Q Street, S. W. are ambiguous. One section of the plan implies that it will be used to store automobiles on weekends when all other fringe lot parking spaces are occupied, while another section suggests that tour buses should be parked here. Will spaces at this location be provided for one mode or for both? It seems that improvements to this plot of land will be required before any vehicle can be parked here. The final EIS should describe the construction required, the cost of such work and the source of such funds. If this parcel of land is used for overflow automobile parking, the existing adjacent street system between this facility and the freeway system to the north will likely be overloaded. Moreover, there is an apparent absence of a plan to transport the tourists by bus or by some other mode between the lot and the Mall. This proposal should be reevaluated.

We do not agree with the proposal that Tourbuses should be required to park at fringe parking lots; thereby forcing their passengers to get to the Mall by way of the fringe lot shuttle bus; rather this should be optional. In this regard we are proposing to provide many tour bus parking and loading areas near the Mall and near major cafeterias and restaurants downtown.

The idea of routing half of the expected fringe lot oriented traffic from the Montgomery County, Maryland - Northwest Washington, D. C. sector over District of Columbia arterial streets and past the Mall to the Pentagon/Arlington Cemetery fringe parking lot complex is neither in the best interest of on-going city activities nor of parking lot destined traffic. Tourists should be directed around the Beltway to the George Washington Parkway in Virginia. Traffic directed to the fringe lots over city streets will be susceptible to delay that generally is not present on higher type facilities. In addition, we are wary of the idea of routing tourists past their destination before directing them to the fringe lot because it may encourage them to try to park near the attractions rather than in the lots. Moreover, we do not condone the use of the fringe lot by local area residents and their guests. They ought to be encouraged to use existing and special Metrobus service in the 17 radial corridors.

The effects of increased bus traffic in the residential area east of Capitol Hill should be minimized because of the large population residing there. While distributing the bus routes among several streets lessens the intensity of traffic, it also increases the area affected. We, therefore, desire the addition of another potential alternative in the final EIS that represents an action designed to mitigate whatever annoyances this human population would otherwise experience.

The alternative is to provide a bus ramp connection between the Southeast Freeway at Barney Circle and the parking lot at Kennedy Stadium via Anacostia Park along the river shore. An unimproved path is currently being used irregularly by Park Service trucks and other vehicles at this location but it is strictly a dry weather route. The Department is considering a minimum upgrading of this connection in time for the Bicentennial and sufficient only to support bus traffic for the duration of Bicentennial events. The connection would follow the alignment of the existing wheel tracks, be 25 feet wide to allow two way traffic and consist of crushed stone bound by sprayed asphalt. Where the alluvial material tends to soften during wet conditions, some additional, more stable soil will be necessary to form a base. The work would be subject to the issuance of a permit by National Capital Parks.

The connection will eliminate the adverse traffic effects in residential areas, and by virtue of its temporary nature, will not be an irreversible or long term use of parkland. Moreover, this alternative will not significantly alter or interfere with the current use of the parkland or with future programs. There is no similar space that could be used alternatively to provide a direct connection to the parking lot for bus use.

Because engineering and financial arrangements must be finalized before the connection can be provided, the EIS should state that this is a preferred alternative that will be seriously pursued by D. C. DOT.

There are a few additional minor corrections which should be made in the final EIS. The report incorrectly listed all of the Capitol Hill area streets that are proposed to carry increased bus traffic as major arterial streets, when in fact about half of those streets are not. The report continually makes reference to the Anacostia-Bolling Freeway and to the East Capitol Street Bridge. These should be correctly identified as the Anacostia Freeway and as the Whitney M. Young, Jr. Memorial Bridge respectively. Finally, one section of the report states that approximately 100 cars use the RFK Stadium commuter fringe parking lot. Another section states that this facility is used by between 20 and 30 cars daily. In fact, approximately 125 vehicles are now using this lot daily.

In conclusion, we support the basic concept of the plan which is to lure as many tourists as possible from their automobiles into buses for the Bicentennial. Therefore, we urge the immediate implementation of this plan and we offer our assistance in locating signs and in any other matter over which we may have jurisdiction.

# Government of the District of Columbia

OFFICE OF THE CORPORATION COUNSEL

DISTRICT BUILDING

WASHINGTON, D. C. 20004



IN REPLY REFER TO:

SA:RGW:fm

December 5, 1975

MEMORANDUM TO: Ben W. Gilbert, Director  
Municipal Planning Office

FROM: C. Francis Murphy *[Signature]*  
Corporation Counsel, D.C.

IN RE: Review Draft Environmental Impact Statement,  
Bicentennial Transportation Program MPO 75-29

The Draft Environmental Impact Statement on the Bicentennial Transportation Program (MPO 75-29) was transmitted to this office for review by your memorandum dated November 12, 1975.

The only legal comments which we wish to make deal with the role of Landmark Services, Inc., operating the Tourmobiles before, during, and after the period of this program (March through October 1976). As the Draft EIS indicates on pages 3-20 and 3-33, Landmark is operating transportation services between Robert F. Kennedy Memorial Stadium and the Mall in the District of Columbia. This service is planned to continue until the program described by the EIS begins in March 1976. And it is planned to resume (page 3-33) at the termination of the program in October 1976. Landmark is furnishing these services purportedly under the authority of 40 U.S.C. 804, the National Visitors Center Facilities Act. In providing the services, Landmark is traveling in part on District of Columbia streets. Its vehicles are not registered or inspected by the District. The personnel who serve as guides on the vehicles are not licensed as guides by the District. And Landmark itself, as a foreign corporation from the State of California, does not have a certificate of authorization from the District's Superintendent of Corporations to do business in the District. All of these failures or refusals by Landmark are violations of District laws and are the subject of a law suit brought against Landmark by the District and Mayor Washington. That suit for declaratory and injunctive

relief is currently pending before Judge Sirica of the United States District Court for the District of Columbia. The plaintiffs in that suit contend that Landmark's operations between the Stadium and the Mall are not authorized by 40 U. S. C. 804 and even if they are Landmark must comply with the above-mentioned provisions of District law.

Mention is made in the Draft EIS of the objection of National Capital Parks to any competition by the Washington Metropolitan Area Transit Authority with Landmark. This is because of an exclusive franchise clause in the Landmark-NCP contract. That, more than the statement that Landmark can adequately meet Mall visitors' needs during the Bicentennial, explains the opposition of NCP and the United States Department of Transportation to a Mall Connector Shuttle being provided by WMATA. It is submitted, in a non-legal observation, that short or long distance transportation needs of Mall Bicentennial visitors will not be served by a guided tour which costs \$2.50 per adult and \$1.25 per child.

There are three additional non-legal comments on the Draft EIS. It is known from our work on the Environmental Protection Agency Transportation Control Plan with the D.C. Department of Transportation and your office that detailed plans for priority bus lanes are well underway. No mention of these plans or of coordination of them with the express radial WMATA bus service during the program is mentioned in the EIS. Secondly, although the radial routes are designed for Bicentennial visitors their availability for use by commuters may result in a long-term increase in WMATA bus-ridership following the Bicentennial. The radial routes are planned to be suspended during the period from 4-6 p.m.; however, continuation of the service during that period and beginning earlier than 9 a.m. may be beneficial for the long-term. And finally, although it is said on pages 1-9 and 4-13 of the Draft EIS that providing increased WMATA services around the Federal Triangle would alleviate an overload on Landmark operating on the Mall, it is suggested that that does not follow because the areas being serviced are different.

D.C. - 44  
May 1967

**Memorandum** ○ **Government of the District of Columbia**

TO: Ben W. Gilbert, Director  
Municipal Planning Office

FROM: Burton W. Johnson  
Fire Chief

SUBJECT: Review Draft, Environmental Impact  
Statement, Bicentennial Transportation  
Program MPO 75-29

Department,  
Agency, Office: Fire

Date: December 2, 1975

The subject draft has been reviewed by the Fire Department.

Although there are no direct references to provisions of fire/rescue emergency services in the draft, it is obvious that without such a transportation plan for the Bicentennial, the delivery of emergency services, particularly in the downtown area, would be seriously hampered.

Emergency vehicle movements would be competing for roadway space with thousands of automobiles brought into the City by visitors each day. This would be in addition to the thousands of vehicles already using the downtown streets.

While we do not profess to have any great degree of expertise in the transportation field, it seems obvious that any transportation plan which would provide parking space for these additional vehicles outside of the downtown area would certainly benefit the Fire Department in its primary mission of providing emergency fire/rescue service to the City.



**Memorandum**    **Government of the District of Columbia**

TO: Ben W. Gilbert, Director  
Municipal Planning Office

Department, Environmental Services  
Agency, Office: Environmental Planning  
& Management

FROM: Malcolm C. Hope, Director  
Environmental Planning & Management

Date: December 5, 1975

SUBJECT: Draft Environmental Impact Statement Bicentennial  
Transportation Program

This Department has reviewed the proposed Bicentennial Transportation Program and finds it highly beneficial to the environmental conditions of the District of Columbia.

The net saving of 4,180,000 vehicle (auto) miles traveled will assist in reducing air pollutants associated with vehicular circulation during the Bicentennial.

Special consideration should be given to extending the proposed special bus services beyond October 1976. The data obtained while operating such lines could indicate the feasibility of establishing the service on a permanent basis, although perhaps at a smaller scale.

Furthermore, it is strongly recommended that the feasibility of using a permeable paving surface (such as permeable cinder surface) be assessed. In this regard this Department is in a position to assist by providing such a cinder material at our facilities free of charge.

In summary we are in concurrence with the proposed program.

D.C. DEPARTMENT OF RECREATION  
COMMENTS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT  
BICENTENNIAL TRANSPORTATION PROGRAM

General Comment

The Environmental Impact Statement on the Bicentennial Transportation Program is extremely thorough. The only problems foreseen are not connected with the program's aspects which are discussed; rather they are criticism of omission.

Specific Comments

In the report, two basic assumptions appear which should be questioned or expanded. On page 3-22, the statement is made that "visitor activity will not coincide with rush hours," based on this assumption, the number of shuttle buses will be curtailed during the rush periods. Is this logical? One questions whether visitors won't want to return to their autos between 1 and 6 p.m. in order to get to their lodgings for dinner and evening preparations.

Another statement is made concerning the essentiality of a publicity campaign surrounding the program. Indeed, the report acknowledges that the success of the program depends on getting information to the visitors at their lodgings and home bases. No discussion is made, however, of how the publicity program is to be funded or carried out; it is felt that this omission is remiss since publicity is vital to the plan's fulfillment.

Provisions should also be made for two areas of concern identified in the report but not dealt with. The National Zoo, Embassy Row, and Georgetown are noted as sections of the city which will draw

heavy visitation, no transportation provisions are made, however, to handle the influx of people. All are auto-oriented areas which could suffer greatly from increased congestion--especially Georgetown with its narrow streets and already perilous curbside parking conditions.

No mention is made of transporting people to specific special events which may occur, such as a popular concert or activity at the Folk Life Festival. Possible transportation accommodations related to this should be examined.

November 10, 1975

Mr. Delmer Ison  
WMATA Secretary-Treasurer  
600 Fifth Street, N.W.  
Washington, D.C. 20001

Re: Metrobus Hearing No. 44  
Docket No. B75-8

Dear Mr. Ison:

I hereby submit for consideration the following comments in regard to the above referenced Metrobus Public Hearing on the Bicentennial Transportation Program Project. My comments relate to the six proposed radial bus routes in Northern Virginia and suggest some changes in these routes to provide a more convenient service to Bicentennial visitors to the Mall area.

In designing the special radial routes, I recognize that there must be a balance between maximizing convenience to Bicentennial visitors and minimizing competition with and diversion of revenue from the existing Metrobus service. To this end, I support the proposed plan to prohibit alighting from inbound buses except in the Mall area and to prohibit boarding on outbound buses except in the Mall area.

However, I feel that more than the one downtown stop is necessary in order to adequately serve the Mall attractions, which cover a two-mile distance from the Lincoln Memorial to the U.S. Capitol. Therefore, I strongly recommend that all six radial routes from Virginia be scheduled to operate along Constitution Avenue from 23rd Street, N.W., to at least 10th Street, N.W., and preferably to the U.S. Capitol area if feasible within budget and scheduling constraints.

In fact, it would be preferable to extend the routes in the District of Columbia to the U.S. Capitol area at the expense of cutting some of these routes short in Virginia, if necessary. There seems to be no logical reason to terminating these buses at 10th Street and Pennsylvania Avenue, N.W. except that it is the historical terminal location for Virginia buses. Bicentennial visitors would be better served with a route extending the entire length of the Mall. Since none of these six routes have

Mr. D. Ison  
Page 2  
Nov. 10, 1975

existing base day bus service to Constitution Avenue, there should be little, if any, additional impact from this proposed change on existing Metrobus service.

In conjunction with the rerouting to Constitution Avenue, some additional stops should be provided to serve all sections of the Mall. The proposed stops for the fringe parking lot service on Constitution Avenue at 22nd Street and 16th Street seem to be good locations in addition to the stop at 10th Street.

I have two additional recommendations for route changes in Virginia. On Route J, eliminate the portion of the route along Patrick Henry Drive, Williston Drive, and Peyton-Pandolph Drive. Instead the route would be faster by operating directly from Broad Street onto Wilson Boulevard. Passengers along these deleted streets would still be within easy walking distance of Wilson Boulevard or the Route 20 service on Arlington Boulevard.

The second change is to loop the Route 13 buses into the Springfield Park-Ride lot on Industrial Road. This would serve additional fringe parking needs in the corridor and would help minimize the impact on the Springfield Plaza Shopping Center lot on shopping days.

As a final comment, I urge WMATA to provide as much publicity as possible to local residents and guest facilities concerning both these special radial bus routes and the regular Metrobus service to the Mall area, especially in those communities which will not be directly served by the special routes.

Dave Erion of my staff is available to answer any questions you may have about these comments.

Very truly yours,

Irving G. Bellay  
Executive Director

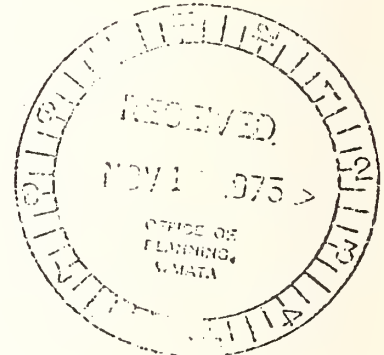
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# TOURMOBILE

Division of Landmark Services Inc.  
900 Ohio Drive, S.W., Washington, D.C. 20024  
(202) 737-7830

November 11, 1975

Mr. Jackson Graham  
General Manager  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, N.W.  
Washington, D.C. 20001



Dear Mr. Graham:

On November 5, 1975, I attended the public hearing related to the Environmental Impact Study (EIS) for Bicentennial transportation. This study dated September, 1975, for the Washington Metropolitan Area Transit Authority (WMATA) was prepared by Architecture Planning Research/Associates in association with Alan M. Voorhees and Associates, Inc. We found numerous references in this report to a Mall Connector Shuttle (Shuttle) service. We are opposed to any WMATA-operated Mall Connector Shuttle service as we feel its operation by WMATA will unfairly compete with private industry and therefore should not be initiated. There are more than 25 pages in the EIS referring to the Shuttle. As a point of reference to the Shuttle, please refer to the EIS Section 1.4, beginning on page 1-8 and continuing on page 1-9, which is quoted:

"With regard to the latter, WMATA has also proposed to charter buses to Tourmobile to supplement its fleet during peak visitor periods. If Bicentennial visitation to the Mall area becomes too great to be effectively serviced by Tourmobile, WMATA has proposed to institute a complementary shuttle service that would travel a triangular route west along Constitution, north around the White House and south and east down Pennsylvania Avenue."

On March 5, 1975, we wrote a letter to The Honorable Rogers C. B. Norton outlining our proposal for interpretive services included in Bicentennial transportation for the greater

metropolitan Washington area. In addition to outlining a complete transportation package, involving cooperation between Metro and Tourmobile in this letter, we also proposed a program of utilizing leased buses from WMATA in the event the Secretary determines by a predetermined formula that Landmark does not have sufficient capacity to meet the public demand.

<sup>1.12</sup>With also invite your attention to a letter dated April 28, 1975, from Frank C. Herringer, Director of UMTA, to The Honorable William V. Alexander. Paragraph three of that letter is quoted:

"I would like to emphasize that the Department fully appreciates the concern you have voiced in regards to public transit competition with private bus operators. We have discussed this problem with officials of the Washington Metropolitan Area Transit Authority (WMATA) and with representatives of the Interior Department, which has a concessions contract with Landmark Services, Inc., operators of the "Tourmobile" shuttle on the Mall. As a result of these discussions the Department has decided to eliminate operating funds for the WMATA proposed Mall/ Shuttle connector service from our appropriation request. I have enclosed a letter to Chairman McFall stating our intention to eliminate this portion of pending request."

This information was confirmed again to Congressman Alexander, in a letter to him dated May 2, 1975, from Frank C. Herringer. Paragraph two of that letter is quoted:

"As stated in our letter, the Department has taken action to eliminate Federally subsidized public transit competition that might unfairly disadvantage established private bus operators in the Mall area of the city. A meeting was held on April 30, 1975, at which representatives of this Department, the Department of the Interior, the Washington Metropolitan Area Transit Authority (WMATA) and Landmark Services, Inc., reached agreement on the manner in which the proposed Metrobus service from the two fringe parking lots would be operated. These operating plans will complement and tie into the established "Tourmobile" service on the Mall."

Mr. Jackson Graham  
Page Three  
November 11, 1975

In addition to this, paragraph four of that letter (quoted below) points out that there is a mutual agreement between WMATA and Landmark that Landmark will supplement its fleet of vehicles with Metro buses, and that joint advertising and sales arrangements will be made.

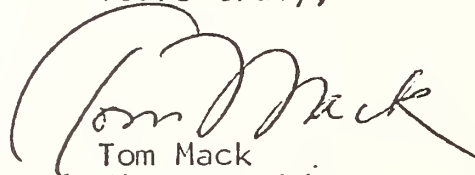
"There was also mutual agreement that WMATA will charter buses to Landmark, at WMATA's prevailing rates, to supplement Tourmobile's services on the Mall during the Bicentennial period. In addition, there will be, as previously planned, joint advertising arrangements and the sale of both combination Metrobus/Tourmobile tickets and single Tourmobile and Metrobus Bicentennial tickets."

This formula of leasing buses from WMATA is designed to handle passengers up to and including the capacity both of Landmark and of WMATA. Thus, there can be no need for a WMATA operated Shuttle.

It is clear that a Metro operated Mall Connector Shuttle is not a service required primarily by local residents; the operation of which would violate Metro's charter to provide mass transportation services in the metropolitan area. Further, operation of such service would detract from Metro's ability to provide the transit service needed by local residents. Finally, operation of a Mall Connector Shuttle service by use of Federal grant funds would be illegal.

We are available to confer with Metro officials at any mutually satisfactory time to resolve any questions remaining regarding Bicentennial transportation in the Washington metropolitan area.

Yours truly,



Tom Mack  
Vice President  
& General Manager

cc: Mr. Manus J. Fish, Jr.  
Director  
National Capital Parks  
Mr. Leroy Rowell - NCP  
Mr. Paul Rasmussen  
Department of Transportation





NATIONAL CAPITAL PLANNING COMMISSION

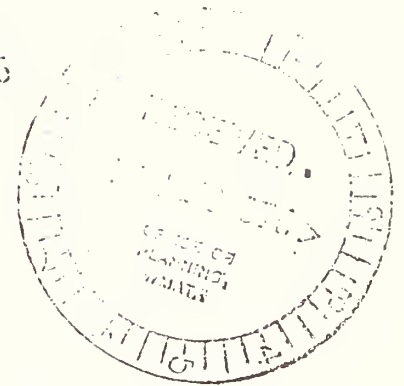
1325 G Street, N.W.  
Washington, D. C. 20576



In Reply Refer To:  
NCPC File No. 1470

Mr. Jackson Graham  
General Manager  
Washington Metropolitan Area  
Transit Authority  
600 - 5th Street, N.W.  
Washington, D.C. 20001

NOV 17 1975



Dear Mr. Graham:

The National Capital Planning Commission, at its meeting on November 13, 1975, approved the use of the site at Fort Myer South Post for parking with an access system generally as shown on NCPC Map File No. 2104(49.20)-27981, as a part of the Bicentennial Transportation Program to be in operation only during the Bicentennial Year and to be removed immediately after its use terminates on October 31, 1976.

The Commission further recommended that the Washington Metropolitan Area Transit Authority, in preparing final plans for the parking facility (1) give consideration to designing the parking lot so as to conform as closely as possible to the Master Plan for Arlington National Cemetery with regard to topography and configuration of proposed roadways, (2) include detailed plans of temporary roadways connecting the parking facility to Memorial Drive, and (3) prepare and submit site and building plans for the Bicentennial Visitor Kiosk in the bus loading area.

Sincerely yours,

(Sgd) Charles H. Conrad

Charles H. Conrad  
Executive Director

Enclosure

cc: Mr. Platt, WMATA

NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON, D.C. 20576

NCPC File No. 1470

U.S. DEPARTMENT OF TRANSPORTATION,  
BICENTENNIAL TRANSPORTATION PROGRAM -  
PENTAGON/FORT MYER PARKING FACILITY,  
FORT MYER, SOUTH POST

Executive Director's Recommendation

November 7, 1975

The Executive Director recommends that the Commission approve the use of the site at Fort Myer South Post for parking with an access system generally as shown on NCPC Map File No. 2104(49.20)-27981, as a part of the Bicentennial Transportation Program to be in operation only during the Bicentennial Year and to be removed immediately after its use terminates on October 31, 1976.

The Executive Director further recommends that the Washington Metropolitan Area Transit Authority, in preparing final plans for the parking facility (1) give consideration to designing the parking lot so as to conform as closely as possible to the Master Plan for Arlington National Cemetery with regard to topography and configuration of proposed roadways, (2) include detailed plans of temporary roadways connecting the parking facility to Memorial Drive, and (3) prepare and submit site and building plans for the Bicentennial Visitor Kiosk in the bus loading area.

\* \* \*

Project Description

The Washington Metropolitan Area Transit Authority, as an agent for the Department of Transportation, has submitted a preliminary site development plan for a temporary fringe parking lot to be constructed on a portion of Fort Myer South Post. The parking lot is to be operated as a part of the Bicentennial Transportation Program for the period from March 15, 1976 to October 31, 1976. Shuttle bus service, operated by the Authority is proposed to connect the fringe parking lot to visitor attractions along the Mall.

The plan for the parking facility would pave an area of 44.9 acres of Fort Myer South Post to provide approximately 4,000 auto parking spaces. The area formerly contained barracks and other military buildings which have been demolished. The topography would remain essentially as it is and existing trees would be retained.

The area the South Post temporary lot is to occupy is to become a part of Arlington National Cemetery when the cemetery expands to eventually cover all of the old South Post of Fort Myer. It is adjacent to the existing temporary visitor parking facility for Arlington Cemetery. The Department of the Army has no plans or resources to develop the part of the cemetery the parking lot will occupy until after the Bicentennial.

Access to the lot is proposed from Memorial Drive on the north and from Jefferson Davis Highway (Va. Route 110) on the east. A new signalized intersection and connecting ramps would be constructed on Jefferson Davis Highway, subject to concurrence by the Virginia Department of Highways and Transportation.

The proposed parking lot would be across Jefferson Davis Highway from the north end of the North Parking Lot of the Pentagon where an additional 1200 parking spaces are to be made available for Bicentennial visitors on weekdays and 4000 spaces on weekends. The circulation plan will allow for an interchange of access so that traffic will be able to reach the South Post parking lot if the North Pentagon Lot is full. Shuttle buses will serve both lots. Parking will be free but there will be a charge for bus services.

The connecting road to Memorial Drive would utilize openings in the hedges which are now being used by Metro construction vehicles. This road would accommodate shuttle buses as well as autos. Access from Jefferson Davis Highway would utilize some existing ramps which served the Bureau of Yards and Docks and South Post. Additional roads and a signalized intersection are proposed to allow access from the south and from the North Pentagon parking lot. All of the connecting roads, as well as the parking lot are to be removed after the end of the Bicentennial program after October, 1976.

#### Conformance with Master Plan

The Master Plan for Arlington National Cemetery calls for the area the parking facility is to occupy to be burial sites. The proposed Memorial Chapel is to be located on a site which is in the far southwest corner of the parking lot site.

The Bicentennial parking facility does not conform to the Master Plan for Arlington National Cemetery. However, it does not contain any permanent structures and, after it is removed, would result in open space which would be readily convertible to the uses called for in the Master Plan.

#### Project Coordination

The plan for the Bicentennial parking facility was reviewed by the Coordinating Committee at its meeting October 21, 1975 and reported coordinated with all agencies represented.

#### Historic Preservation

The Department of Transportation, having determined that the proposal is subject to Section 106 of P.L. 89-665, has initiated procedures for compliance.

The Joint Committee on Landmarks reviewed the development plan at its meeting October 28, 1975, and found that it would have an adverse effect on Arlington House and the Arlington National Cemetery. The report of the Joint Committee is included in NCPC File No. 1470.

#### Environmental Impact

Pursuant to P.L. 91-190, the Urban Mass Transportation Administration made a determination that an Environmental Impact Statement is required for the Bicentennial Transportation Program. The draft statement, filed with the Council on Environmental Quality November 3, 1975, and submitted to the Commission for review and comments, contains specific environmental information on the proposed South Post Parking facility.

Due to the nature of the program all impacts would be short-term, lasting only during the Bicentennial year. In terms of air quality, the overall program has a significant positive effect regionally, but the local effect in the vicinity of the parking facility would be negative. Projected carbon monoxide levels in vicinity of the site would be above the standard for an 8 hour period, but background levels are projected to be above the standard so that the parking lot would be a contributor but not the primary source. The same situation is projected for noise and vibration. The ambient noise levels at the site are dominated by aircraft noise so that noise generated by the parking lot will not be discernable most of the time.

There will be an impact on water runoff because of the paving of the parking lot. This will be handled partially by the drainage system which served Fort Myer and partly by detention ponds. The construction of the parking lot will have no long-term effect on the eventual use of the area for burial sites.

#### Project Evaluation

The plan for the parking facility is a simple design for an economically constructed parking lot which can be built quickly and be removed just as quickly when it is no longer needed after the Bicentennial program is over. However, the lot will occupy land which is to become part of Arlington National Cemetery in accordance with its Master Plan. Therefore, effort

should be made to conform the grading and roadway system for the lot with the plan for the Cemetery development as far as is possible within the limitations of funding and time. The detailed plan of the access roadways is incomplete as to the connection to Memorial Drive. This should be extended and included when the final design is submitted so that the exact effect on Memorial Drive and its bordering hedge can be evaluated.

Although this is a large parking facility its operation does not appear to overburden the surrounding access routes, largely because its peak operations will occur midday or on weekends, outside of the commuter peak hours. The adjacent portion of Jefferson Davis Highway is not now heavily burdened with peak hour traffic.

The plans show a proposed kiosk for waiting bus passengers. There is no detail as to the design of this structure. Plans for this building should be submitted at the time the final design of the parking lot is reviewed.



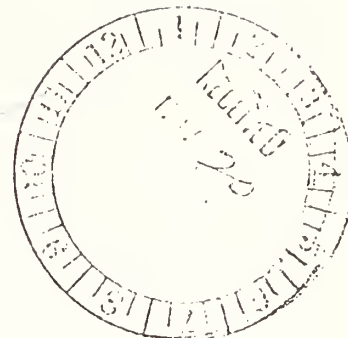
*Maryland Department of Transportation*

Office of the Secretary

Marvin Mandel  
Governor  
Harry R. Hughes  
Secretary

November 18, 1975

Mr. Delmer Ison, Secretary-Treasurer  
Washington Metropolitan Area Transit  
Authority  
600 Fifth Street, N.W.  
Washington, D.C. 20001



Dear Mr. Ison:

The Maryland Department of Transportation has reviewed the Environmental Impact Study materials regarding the proposed Bicentennial Transportation Project. We find the Project to be an appropriate and satisfactory response to the anticipated influx of visitors to the Nation's Capital next year, given the constraint of available funding.

One matter that we feel that the Transit Authority should address with some precision regards the diversion of patrons from regular-route Metrobus service to the special Bicentennial service. The revenue lost due to this diversion should be included in the calculations determining the net cost of the Bicentennial service to the Transit Authority and billed accordingly.

The opportunity to provide these comments is appreciated.

Sincerely,

*Harry R. Hughes*  
Harry R. Hughes  
Secretary

Attachment

HRH:lr

cc: Francis White, Chairman  
Washington Suburban Transit Commission

JOHN E. HARRISON, CHIEF ENGINEER  
 DEPUTY CHIEF ENGINEER & CHIEF ENGINEER  
 W. S. G. LITTLE, DIRECTOR OF ADMINISTRATION  
 H. C. COOPER, DIRECTOR OF TRAFFIC MANAGEMENT  
 J. M. WRAY, JR., DIRECTOR OF OPERATIONS  
 J. R. POWELL, JR., DIRECTOR OF TRAINING  
 R. C. GOLDING, DIRECTOR OF RESEARCH

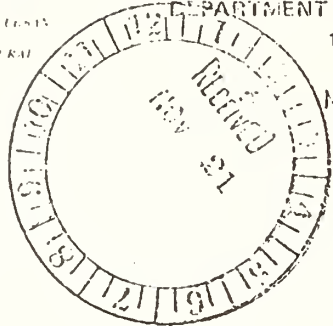


COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET  
RICHMOND, 23219

November 19, 1975



Bicentennial Transportation Project - Environmental Impact Study

Mr. Delmer Ison, Secretary-Treasurer  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, N.W.  
Washington, D. C. 20001

Dear Mr. Ison:

With reference to your recent submittal to Governor Godwin, I am responding by submitting comments regarding the Bicentennial Transportation Project Environmental Impact Study.

Our comments are as follow:

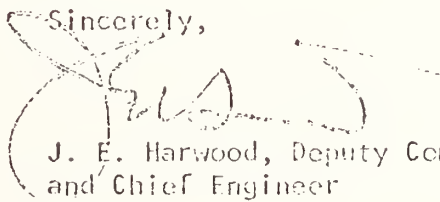
1. It appears that a Mr. Rasmussen from the Office of Secretary, U. S. DOT, has assigned this particular study to WMATA when, in fact, it has not been processed through the technical committee of the TPB. Since the U. S. DOT seems to favor a regional approach to transportation planning, it seems appropriate that a project of this nature should be coordinated through a group such as TPB.
2. The proposal for fringe parking areas at Fort Myer and the Pentagon present operational problems. This involves cases of access and in one instance the installation of a temporary signal and a crossover on Jefferson Davis Highway, Route 110, which would require Commission approval. Certainly any introduction of additional obstructions such as signals along Jefferson Davis Highway will be detrimental to peak hour movements.
3. The use of the Fort Myer south parking facility would apparently require removal of this facility following the Bicentennial. It appears pertinent that the funds spent to construct such parking areas should reflect permanent needs as well as temporary needs. Thus, it is suggested that Metro station locations be utilized for these Bicentennial parking lots, such as Huntington, Springfield, Vienna and Dunn Loring. Certainly a lot constructed at these locations would benefit Metro and at the same time benefit tourists. It must be pointed out that by utilizing locations in both south Fort Myer and the Pentagon, we are requiring the motorist to travel through the most highly congested corridor

in the Washington metropolitan area where operational difficulties are experienced on a daily basis. The introduction of tourist traffic unfamiliar with the operating strategies along Shirley Highway will certainly cause difficulty. It will also create a very poor impression to the tourists. Thus, it is suggested that fringe lots be constructed generally in the vicinity of the Beltway where tourist trips can be appropriately intercepted and directed to the lots rather than requiring this tourist traffic to negotiate highly congested and unfamiliar routes to reach the Pentagon and Fort Myer south.

4. It is questionable that the background air quality in the Pentagon area of Arlington exceeds the standards. Certainly any effort to reduce motor vehicle traffic by locating the fringe lots as far as possible from the highest levels of congestion should not be detrimental to the levels of air quality.

I hope the Board of Directors and the Department of Transportation will seriously consider these comments.

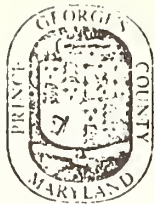
Sincerely,



J. E. Harwood, Deputy Commissioner  
and Chief Engineer

cc: Honorable Wayne A. Whitham

PRINCE  
GEORGE'S  
COUNTY



3100 D'Arcy Rd.,  
Forestville, Maryland 20028  
(301) 350-3000

DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

November 19, 1975

Delmer Ison  
Washington Metropolitan Area  
Transit Authority  
600 Fifth Street, N. W.  
Washington, D. C. 20001

RE: EIS Bicentennial Transportation Project

Dear Mr. Ison:

This is in response to your request for comments regarding the Bicentennial Transportation Program Environmental Impact Statement. Our staff has serious misgivings about the assessment -- or lack of assessment -- of the Bicentennial impact on Prince George's County for the following reasons:

In November 1974, the Bureau of Transit, Department of Public Works and Transportation prepared a report on the impact of Bicentennial which was submitted to the County Bicentennial Committee. Data for this report was drawn from the Bicentennial Transportation Study for the National Capital Area, prepared for COG by Wilbur Smith & Associates. In this report it was recommended that fringe parking lots be planned in a close proximity to the Beltway, or along the travel corridors with the heaviest projected traffic to intercept Bicentennial visitors before they reach congested city streets.

The report also was submitted to COG for their review and action. Further, the Chairman of the Prince George's County Bicentennial Committee, in testimony before Rep. Herbert Harris' Subcommittee on the Bicentennial, offered the same basic recommendations. The Bicentennial Transportation Program EIS makes no reference to the report nor any recommendations contained therein.

Although the projected total number of Bicentennial visitors now has been reduced from the previous study, there are 13,900 additional automobiles expected on an average weekday. This figure is derived from deducting 9,690 visitors which are assigned to the 17 radial bus routes.

The Transportation Plan which has been adopted calls for the establishment of two rather large fringe parking lots, one in Virginia and one at RFK Stadium which will accommodate 5,200 automobiles. We do not consider the lot at Arlington Cemetery as a feasible parking site for tourists arriving through the Prince George's County corridors; therefore, we have not included that facility in our



Delmer Ison  
Page 2  
November 19, 1975

assessment of the impact statement.

Approximately 71 percent of the Bicentennial tourists are projected to arrive in the Washington area from the northeast. This projection comes from the COG report and is still considered a valid estimate. Translating this percentage to numbers of automobiles indicates that approximately 10,000 vehicles will approach the Metropolitan area daily through the I-95/U.S. #1/B-W Parkway Corridors of Prince George's County.

With parking facilities at RFK capable of providing space for only approximately one-half of these vehicles, we foresee a serious problem. This problem is further magnified by the estimated average stay of approximately 3.0 days per visitor. We estimate that parking facilities are available for only one-sixth of these visitors who have arrived through a Prince George's County corridor.

The most logical reaction of a stranger to the Metropolitan area, after finding a parking facility full, would be to continue into the downtown or mall area in search of parking there. This undoubtedly will be a fruitless search and with the added impact of automobile tourists to the already congested situation in the downtown area, the frustrations of the search will weigh heavily on the driver. We believe that after exposure to the congested downtown area, without having succeeded in locating a parking facility, the tourist will more than likely return along his avenue of approach, searching for space as he retreats. This avenue of egress will bring him back into Prince George's County for two reasons: First, he is familiar with the egress corridor; second, he will have little desire to expose himself to the downtown traffic situation a second time when he prepares to leave the area.

This situation has not been fully addressed with regard to Prince George's County in the Environmental Impact Study. The added impact of the frustrated tourist returning to the County to park wherever he can find a space, either in a lot or on the street, will place a heavy burden on County facilities. A further indepth look into this situation is suggested.

From the viewpoint of assessing the Radial Bus Service suggested in the Action Plan, the routes selected for increased service appear to be of little or no value. It is true that six logical approach corridors enter the District from Prince George's County, but if parking facilities are not available on or near these routes and at the terminus of the routes, visitors cannot be expected to utilize the service for their trip into the District.

Rhode Island Avenue, at present, is a congested, narrow thoroughfare in the western portion of the County. Little or no additional traffic can be accommodated by the existing streets; to suggest that we entice Bicentennial visitors to this corridor to search for non-existent parking facilities is out of the question. A more logical approach to solving the problem of this corridor would be to establish parking areas on the unused portions of I-95, south of the Capital Beltway. Space is available and travel lanes are already constructed which could

be used for temporary parking during the Bicentennial. If the approaching visitor is not enticed to transfer to bus at an area near the Beltway, he will more than likely remain in his car until he has arrived in the District and finds an intolerable situation.

Metrobus Route 82, or a new route, could then provide service to the mall area from this or some other parking facility. We cannot endorse the enticement of the Bicentennial visitor to Rhode Island Avenue, nor the establishment of additional bus service along this approach. The impact which would result from promoting the use of this corridor should have been addressed more thoroughly in the Environmental Statement.

The proposal to add a special Bicentennial service to John Hanson Highway, U.S. #50, reflects the same misguided logic. To provide ridership sufficient to justify the service, parking facilities would have to be provided for visitors to park and transfer to the bus system. No facilities are available in the Bowie area, nor is there a plan to develop such facilities. U.S. #50 is a limited access highway and no parking facilities exist along its length between Bowie and the District. Again, U.S. #50 is a logical approach corridor but the added Bicentennial bus service on this route is not a logical alternative. This should have been addressed in the Environmental Study.

The remaining approach corridors from Central Avenue, Maryland Route 214, south to Maryland Route 210, Indian Head Highway, are not envisioned to be utilized to any great extent by Bicentennial visitors. These corridors lead to lightly populated rural areas of eastern and southern Maryland. Only Route 301, which ultimately connects to Route 5, provides a connection to an out-of-state area. The Route 301 approach to Washington is circuitous and is not considered a logical alternative approach. For these reasons, additional bus service to routes south of Central Avenue is not recommended.

In view of these considerations, it is our feeling that the impact of the Bicentennial Plan on Prince George's County has been tempered by addressing the Metropolitan area as a whole and ignoring the projection that approximately 70 percent of the arriving tourists will travel through or remain within the County.

It is not our intention to simply sound an alarmist note with these comments; however, it would be remissful on our part if we failed to express our serious concern about the inadequacies of the Bicentennial Plan. If projections on the numbers of Bicentennial visitors are accurate, the County will bear the brunt of the impact from an environmental standpoint. Therefore, our comments are directed as a precautionary note to the administrators of the Bicentennial Transportation Program.

In conclusion, it is our opinion that the Bicentennial Action Plan is

Delmer Ison  
Page 4  
November 19, 1975

wholly inadequate and that the Environmental Impact Statement falls short of addressing the impact of the Plan upon Prince George's County.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dee", with a horizontal line extending to the right.

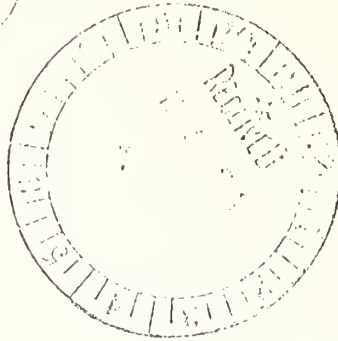
Dee Allison  
Transit Administrator

URGENT  
COMMUNICATIONS  
SECTION



County Executive Office  
Wynnton Blair Building, Annapolis, Maryland 21401  
(301) 432-3000

WINIFRED M. KELLY, JR.  
County Executive



November 21, 1975

Mr. Delmer Ison  
Secretary-Treasurer  
Washington Metropolitan Area  
Transit Authority  
600 Fifth Street, N.W.  
Washington, D.C. 20001

Dear Mr. Ison:

This is in response to your letter of October 14, 1975, forwarding for our review and comment a copy of the Bicentennial Transportation Project Environmental Impact Study.

Please be advised that we have completed a coordinated review of the Impact Study, and are pleased to submit the results for your consideration.

In general, we commend the Transit Authority on its efforts to date to reduce the regional impact and negative environmental effects associated with the anticipated influx of visitors during celebration of the Nation's Bicentennial.

We concur that "Alternative C", involving establishment of radial routes to peripheral parking sites adjoining the Capital Beltway, has distinct advantages over the "no action", "limited Mall connector", and "proposed action" alternatives. Therefore, we are concerned that this alternative cannot be implemented as it is dependent on land acquisition, construction of several Metrorail Stations, and readily available fringe parking sites. We would note that the Prince George's County government has long emphasized the need for accelerated metrorail construction scheduling, and has expressed willingness on several occasions to review potential fringe parking sites for use during and after the Bicentennial.

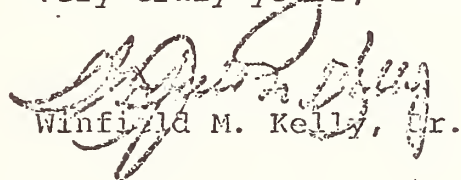
With regard to the "proposed action" alternative, it is our belief that provision of fringe parking only at RFK Stadium and Arlington Cemetery will result in significant local impact. The proposed 11,200 total weekday fringe parking spaces at the two locations would apparently be about 5,000 less than sufficient to prevent "serious automobile congestion because of the lack of parking in the Mall area." Other than the obvious effect on normal

Mall-area traffic flow, would be local impact created by infiltration of "all-day parkers" especially in the neighborhood adjoining RFK Stadium.

With specific regard to impact on Prince George's County, we would note that the heaviest traffic flow is expected from the Baltimore-Washington Parkway corridor, and that all traffic (54%) entering the region from east of the Potomac River will be diverted to RFK Stadium. This is expected to involve approximately 19,200 person trips on the average weekday, which would aggravate already critical peak flow conditions on highway links within the County providing access to the RFK Stadium area. We would point out that ambient noise and air quality conditions, already of serious concern in this area, would be further affected.

Therefore, we find it essential that additional effort be made to find means for accommodating expected visitor trips with less negative environmental impact, and with enhanced opportunities for creation of pleasurable experiences. Such alternatives as increased use of commuter rail and express bus service should be fully explored, and we would urge your investigation of these and other options with our appropriate staff.

Very truly yours,



Winfield M. Kelly, Jr.

cc: Francis W. White  
Carlton R. Sickles  
W.C. Dutton, Jr.  
Marilyn M. Pray  
Donald R. Dunker

# COMMONWEALTH of VIRGINIA

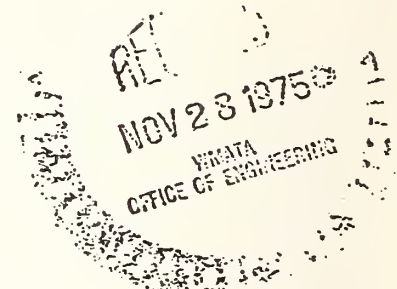
## State Air Pollution Control Board

ROOM 1100, NORTH STREET STATE OFFICE BUILDING  
RICHMOND, VIRGINIA 23219  
TELEPHONE (804) 781-2075

W. B. REYER  
EXECUTIVE DIRECTOR

November 26, 1975

Mr. George W. Keyes  
Director, Office of Engineering  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, N. W.  
Washington, D. C. 20001



Dear Mr. Keyes:

The Staff of the State Air Pollution Control Board has reviewed the information on the proposed Bicentennial Transportation Program. This was submitted in your letter dated October 16, 1975. The fringe parking system planned for the Old South Post, Fort Meyer is to be operated from mid-March through October, 1976. At the end of that time the temporary parking lot will be restored to its original conditions and returned to the Arlington National Cemetery.

Our permit process is designed as a procedure to assure attainment and maintenance of ambient air quality standards in Virginia over an extended period of time. If this were a permanent facility, it would come under our indirect source regulation, and be subject to review on the basis of carbon monoxide emissions. However, since this facility will be operated for only about seven months and will reduce vehicle congestion during the Bicentennial Celebration in the Washington Metropolitan Area, the provision of Section 2.33(d) (4) and (5) will surely be met.

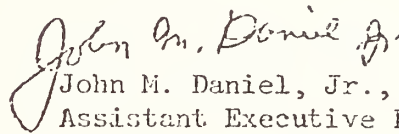
It is further noted that at the public hearing (complying with Urban Mass Transit Administration requirements and Federal environmental requirements pursuant to NEPA) held on November 5, 1975, by the Washington Metropolitan Area Transit Authority six people spoke in favor of the program, and no one spoke in opposition. In addition, if this were a temporary direct source, it would fall under the exception, sources of minor significances.

In view of the foregoing, we see no useful purpose in going through the indirect source permit procedure for a temporary fringe parking lot.

Mr. George W. Keyes  
Page 2  
November 26, 1975

The State Air Pollution Control Board appreciates the efforts of the Washington Metropolitan Area Transit Authority to provide facilities for the Bicentennial visitors in an efficient and hospitable manner with a minimum adverse impact on air quality.

Sincerely,

  
John M. Daniel, Jr., P.E.  
Assistant Executive Director

JEDjr/JRB/bh

cc: Director, Region VII

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

600 Fifth Street, N.W. Washington, D. C. 20001

(202) 637-1234

DEC 30 1975



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MEMORANDUM FOR: Chairman and Board of Directors

SUBJECT : Staff Report on November 5, 1975 Public Hearing No. 44 on Environmental Impact Statement for the Bicentennial Transportation Program for the National Capital Area, Docket No. B75-8

1. Transmitted herewith is the report of the staff review and analysis of testimony and material submitted for the record for the subject public hearing. Copies of the hearing transcript and related materials were forwarded to the Board on November 13, 1975.

2. The principal issues raised in the record were: the fringe parking lot portion of the plan not be publicized to any great extent locally, thus assuring that these spaces would be available for one-day visitors, charter bus service to the Mall area and questions concerning the routing of some of the radial routes.

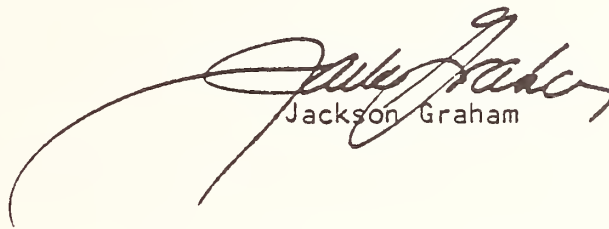
3. As a result of the staff review and analysis of the public hearing record it is recommended that:

- a) the Board approve the Bicentennial Environmental Impact Study for submission to the U. S. Department of Transportation
- b) the Washington Metropolitan Area Transit Authority implement, manage and operate the Bicentennial Transportation Program to the extent that Federal funds are granted the Authority for the program, and until such funds for the program are exhausted or the need for the program has ceased
- c) the Washington Metropolitan Area Transit Authority operate a network of radial routes serving the corridors proposed at the public hearing and that the fare be \$.50 within the District of Columbia, and \$.75 from outside the District of Columbia boundary
- d) the staff be authorized to establish appropriate operating rules and regulations to accomplish the Bicentennial Transportation Program subject to jurisdictional review.





4. Subsequent to the public hearing, it became necessary to change the proposed starting date from March 15 to April 4, 1976, in order to permit sufficient time to design and construct the proposed fringe parking lot at the Arlington Cemetery/Fort Myer site and the development of schedules and other operating procedures related to the project.



Jackson Graham

Attachment  
as stated

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

REVIEW OF METROBUS PUBLIC HEARING  
ON  
BICENTENNIAL TRANSPORTATION PROGRAM  
ENVIRONMENTAL IMPACT STUDY

A review and analysis has been completed of the record of the public hearing held on November 5, 1975, with respect to the Environmental Impact Study of the Bicentennial Transportation Program. The Bicentennial Transportation Program is proposed as a short-term project from March 15 to October 31, 1976. The program is composed of two major components:

1. Fringe parking for 11,200 autos on weekdays and 14,000 autos on weekends at RFK Stadium and Arlington Cemetery/Pentagon, with bus service between the lots and the Mall area.
2. Special radial bus service along 17 existing bus route corridors from the outlying Metropolitan areas to the Mall.

The staff review and analysis included the transcript of the proceeding and supplemental material submitted by interested parties.

TRANSCRIPT OF PROCEEDING

The official hearing notice was published in The Washington Post, The Washington Star, The Washington Afro-American, the Northern Virginia Sun, the Prince George's County Post and the Montgomery County Sentinel newspapers, pursuant to Article XIII, Section 62(c) of the Washington Metropolitan Area Transit Authority Compact. Copies of the Action Plan for the Bicentennial Transportation Program and the Bicentennial Transportation Program Environmental Impact Study were made available to the public at the WMATA Office of Community Services, the Northern Virginia Transportation Commission and the Washington Suburban Transit Commission. In addition, notices of the public hearing were posted in the Authority offices and in its vehicles in revenue service.

The public hearing was convened at 7:30 P.M. at the Washington Metropolitan Area Transit Authority, 600 Fifth Street, N.W., Washington, D.C. Approximately forty persons attended the public hearing, at which six witnesses testified for the record. Each person attending the hearing and desirous of so doing had an opportunity to speak. The hearing was adjourned at 8:45 P.M. The record of the public hearing was held open until November 10, 1975, to receive supplemental comments and materials from interested parties.

The Bicentennial Transportation Program has been proposed by Federal, regional and local planning bodies for improving public transportation to accommodate the anticipated additional 7.8 million visitors to the Bicentennial celebration in Washington, D.C. These 7.8 million visitors to the Nation's Capital are in addition to the normal yearly visitation of 20 to 25 million persons. Since over 90% of these visitors are expected to be auto-oriented, serious congestion and air pollution problems are expected in downtown Washington, D.C. without implementation of the program. The Washington Metropolitan Area Transit Authority (WMATA) has been designated by the U.S. Department of Transportation to implement, manage and operate the proposed program.

#### Summary of the Proposed Action and Impacts

In an attempt to minimize the effect of the estimated 7.8 million additional visitors to the Washington Metropolitan Area during the Bicentennial -- in addition to the 20 to 25 million annual visitors under normal conditions -- strenuous efforts should be made to divert visitors from their automobiles to public transportation. Due to time and funding constraints, all plans should be of relatively low cost and any construction must be completed by March 15, 1976. The program provides express bus service on 17 radial routes, serving major population sectors both inside and outside the Beltway (I-495); fringe parking areas at RFK Stadium (6,000 vehicles) and Arlington Cemetery/Pentagon (5,200 vehicles on weekdays and 8,000 vehicles on weekends) with frequent bus service between these two areas and the Mall, possibly passing the Visitor Center at Union Station to serve as a supplement to the Tourmobile service, if needed for dispersing visitors.

The eight million additional visitors would result in an average of 73,600 additional weekday visitors to the region, of which 58,900 visitors in 16,000 cars would create serious automobile congestion because of the lack of parking in the Mall area. The weekday is considered a more critical period since visitors will be competing with employee parking and traffic.

The proposed 11,200 fringe parking spaces can be expected to attract an average of approximately 36,000 visitors each weekday to parking at either RFK Stadium or the Pentagon/Arlington fringe parking lots and to be transported to the Mall by WMATA buses. The implementation of bus service on the 17 radial routes plus normal bus service throughout the city will be capable of absorbing another 10,000 to 16,000 of the daily visitors, further reducing the number of persons going to the Mall area in autos.

Traffic west of the Montgomery/Prince George's County Line and west of the Potomac River will be directed to Arlington Cemetery/Pentagon sites. Traffic east of the County Line and east of the Potomac River will be directed to RFK Stadium.

The RFK and Arlington Cemetery/Pentagon fringe parking facilities can be expected to attract nearly 36,000 person trips on an average weekday and 45,000 on an average weekend day. On a typical weekday, 54% would be attracted to RFK Stadium and 46% would be attracted to Arlington Cemetery/Pentagon. On an average weekend day, the percentages are 43% to RFK, and 57% to Arlington Cemetery/Pentagon. The heaviest traffic flow is expected from the Baltimore-Washington Parkway corridor.

#### Fringe Parking Lots Vehicular Miles Travelled Impact

The use of parking facilities at the two locations will produce a reduction of 5,880,000 vehicle miles of auto travel during the duration of the program. The reduction in automobile mileage will produce need for bus service of approximately 1,700,000 bus miles. While this saving in vehicular miles travelled is significant, the reduction in traffic congestion in the downtown and Mall areas is even more important. The already serious problem of inadequate parking, the traffic congestion, the conflicting employee and visitor competition for the limited parking which is available, and resulting air pollution, all would be compounded in 1976 by the influx of Bicentennial visitors in the Mall area if no fringe lots should be provided.

#### Radial Bus Route Vehicular Miles Travelled Impact

In the case of the 17 radial bus routes, there will be a significant reduction of auto vehicular miles travelled as a result of the use of the bus service. A summary of estimates of vehicular miles travelled for the combined 162 weekdays and 69 weekend days of operation indicates that during the peak 85-day summer period the radial route bus service will operate 870,180 vehicular miles as compared with 4,666,160 auto vehicular miles which would otherwise be operated. For the total 231 days of combined operations on weekends and weekdays, the 1,823,450 bus vehicular miles travelled would supplant 10,103,100 auto vehicular miles travelled. The radial route fares proposed at the public hearing were the existing off-peak regular Metrobus fares of \$.40 for trips within the District and \$.60 for trips outside of the District.

#### PUBLIC HEARING RECORD

Following is a review of the testimony and supplemental material submitted pertaining to the Bicentennial Transportation Program Environmental Impact Study. Letters received following the close of the hearing record on November 10, 1975, have been responded to individually.

##### A. Utilization of Fringe Parking Lot Spaces

During the Bicentennial year, it is estimated that approximately 30 million people will visit the Nation's Capital, approximately 7.8 million more than visit the region in a normal year. A breakdown of the visitors is as follows:

	<u>Non-Bicentennial Year</u>	<u>Bicentennial Increment</u>	<u>Total Bicentennial</u>
Overnight Visitors	16,167,000	3,833,000	20,002,000
Private Homes	7,715,000	1,825,000	9,540,000
Other Lodgings	1,802,000	435,000	2,237,000
Hotels/Motels	6,652,000	1,573,000	8,225,000
Same Day Visitors	1,729,000	718,000	3,750,000
Area Visitors	3,000,000	3,257,000	6,250,000
Total	22,200,000	7,800,000	30,000,000

The Bicentennial Transportation Program includes two close-in fringe parking lots to intercept visitors to the Mall area or to accommodate visitors who find themselves unable to find parking spaces in the downtown area. A total of 11,200 parking spaces will be available at the two fringe parking lots on weekdays. This will be increased to 14,000 spaces on weekends, through the availability of an additional 2,800 spaces at the Pentagon lot.

In testimony, one person suggested that the fringe parking lot portion of the plan not be publicized to any great extent locally, thus to assure that these spaces would be available for use by the one-day visitors. Support of the Bicentennial Transportation Program as a whole was expressed by this witness.

Staff Comment: The staff has analyzed this issue and expect that only a small percentage of the area resident visitors will use the fringe parking lots. It is believed that local publicity stressing the convenience and low costs of mass transportation, together with knowledge of the critical parking shortage and high parking rates in the downtown area, will induce local residents to use the special radial routes or regular Metrobus service to the Mall area.

B. WMATA's Contribution to the Bicentennial Transportation Program

The Bicentennial Transportation Program is being sponsored by the U.S. Department of Transportation with funds appropriated by Congress. Its primary objectives are to accommodate Bicentennial visitors to alleviate traffic congestion and to reduce air pollution. The U.S. Department of Transportation requested the Authority to implement, manage and operate the special Bicentennial Transportation service, subject to the availability of federal funding for the purpose. One witness testifying for the record questioned the Authority's involvement in the Bicentennial Transportation Program.

Staff Comment: Federal and local jurisdictional staffs recognize the need for additional mass transportation services and resources to accommodate the approximately 7.8 million additional visitors converging on the Nation's

Capital for the Bicentennial celebration. The Authority has the expertise and administrative staff to plan and schedule this special Bicentennial Transportation Program effectively. Since the service will be operated during off-peak periods, the Authority will have buses available. It will only be necessary to employ additional bus operators for this project.

C. Charter Bus Service on Mall

According to the Environmental Impact Study, it may be necessary to prohibit charter buses from laying over on the Mall during the Bicentennial period because charter bus parking will not be available. It was suggested that tourbuses stop at the fringe lots or General Services Administration's lots at Buzzard Point (2nd Street and Q Street, S.W.).

One person, representing a charter bus company, testified that this restriction would require their passengers to disembark at the fringe lots and pay an additional fare for bus service to the Mall, and would prevent the charter operators from providing the services for which their customers would be paying.

Staff Comment: It is not the intention of the program to require or encourage tourbus passengers to use the Bicentennial fringe lot service, or to prohibit alighting or boarding of tourbus passengers in the Mall area. However, because of the extremely limited spaces for parking buses in that area, it will likely be necessary for the tourbuses to find other parking locations, such as federally-owned property at Buzzard Point.

D. Rerouting of Radial Route Service

Special bus service is proposed to operate along 17 radial routes between the hours of 9:00 a.m. and 10:00 p.m., with no service between 4:00 to 6:00 p.m. on weekdays. As indicated in the Statement, pages 1-7, most routes originate outside the Beltway (I-495) and terminate in downtown Washington at 9th or 10th Streets, between Constitution and Pennsylvania Avenues. Buses return on the routes on which they originate.

One person testified for the record opposing radial service, expressing concern that boarding or alighting restrictions would be too confusing for visitors. A representative of the Northern Virginia Transportation Commission (NVTC) testified and in a subsequent letter dated November 10, 1975, recommended that all six radial routes from Virginia be extended along Constitution Avenue from 23rd Street, N.W. to the U.S. Capitol. This person also recommended a minor change for Routes 1 and 18.

Staff Comment: The staff has reviewed this proposal in detail. It is the opinion of the staff that a major, well-coordinated publicity effort, and hotel/motel tourist brochures and charts, coupled with clear directions and identification markers for the special buses, will effectively avoid confusion as to the boarding and alighting restrictions of the radial route service. Publicity is seen as a key determinant in the success of the Bicentennial Transportation Program.

Extension of the radial routes serving Northern Virginia from 9th or 10th Street and Constitution Avenue to the Visitor Center, plus additional discharge and boarding points, would make the service more attractive to tourists and residents of that area, but such action would require the scheduling of at least one more bus for each route extended. The staff is in agreement with the suggestions made by the Northern Virginia Transportation Commission, and the six radial routes will serve Northern Virginia by Constitution Avenue. These buses will also be permitted to allow passengers to board at 23rd and Bacon Drive and the Ellipse at 16th Street offering mobility for visitors touring the attractions at the west end of the Mall, such as the Lincoln Memorial and the Folk Life Festival.

Minor route changes recommended for Routes 1 and 18 will be made.

E. Circulation on the Mall

Radial route and fringe lot services are planned to terminate or stop at 9th or 10th Street between Pennsylvania and Constitution Avenues, adjacent to the Central Mall area. Tourists utilizing the fringe parking lot service will be permitted to board or alight at three locations in the Mall area. They would also be provided with tickets for a free connection with only the 17 Bicentennial radial routes.

One person testified that the distance is too great between the proposed terminal and the Lincoln and Washington Monuments. Another witness concurred, stating that it would also necessitate an undue reliance upon the commercial interpretive tour service provided on the Mall by Landmark, Inc. (Tourmobile).

Staff Comment: The original plan for the program, prior to being submitted to Congress by the U.S. Department of Transportation, included provision for a Mall shuttle service, but due to concern that such service might compete with existing privately-owned, franchised Mall transportation service, this item was deleted. The proposed terminal for the 17 radial routes is in close proximity to several East mall attractions, including the Museum of History and Technology, the Museum of Natural History, and the National Gallery of Fine Arts. It is expected that the East Mall area will have an average daily attendance of approximately 114,000 persons during an August day. Many of these visitors would experience little difficulty with the short walks to other Mall Bicentennial attractions, but the elderly, handicapped, infirm, and very young, offer special challenges in Mall transportation. It is for this reason that the staff will remain alert to the possible need for Mall transportation to supplement the present planned Bicentennial service.

F. Impact on Existing Service

The radial service is planned to operate, as stated, on 17 radial routes, with restrictions on boarding and alighting to reduce diversion from existing service. Montgomery County Department of Transportation, in a letter dated November 6, 1975, expressed its concern

regarding possible financial impact on the cost/revenue formula of deficit allocations for Montgomery County and requested that a diversion payment schedule be included in the plan. Concern was also expressed regarding additional servicing and maintenance of buses to avoid premature aging due to the Bicentennial service.

Staff Comment: Regarding the diversion question, it is the intention of the Program to reduce diversion by a closed-door policy for the 17 routes, as described. Even with this precaution, however, it must be recognized that a small number of regular riders may opt to use the radial routes. To preclude any payment penalty on the part of the WMATA signatory jurisdictions, additional precautions will be taken. A formula for identifying diversion will be recommended. This formula would be used on a comparison of passengers prior to and following initiation of the Bicentennial Transportation Program service.

In an effort to discourage diversion, it is proposed to establish a premium fare for this specialized service higher than the existing off-peak fare presently charged on Metrobus. The proposed fares are \$.50 within the District, and \$.75 from outside the District, and it is also recommended that no transfer privileges be available to Metrobus routes. Although the off-peak fares proposed at the public hearing were identical to those in existence for regular Metrobus service, transfers would be available through the use of a four-part ticket sold only at the fringe parking lots.

With respect to the second issue, provisions are currently being made to assure adequate maintenance of Metrobuses occasioned by the Bicentennial Transportation Program. Existing buses will be used, with no service provided on the 17 radial routes during the weekday rush hours, when they will be in regular service. Overtime for Metro mechanics, as well as normal maintenance costs, will be included in the Bicentennial Program budget. Through use of existing Metrobuses during off-peak hours, plus adequate provision for normal maintenance, service to regular patrons will not be adversely affected.

G. Substitute for Route W-15

The radial route service on Indian Head Highway, WMATA Route W-15, is proposed to operate from Old Branch and Allentown Road, Maryland, and follow its regular route to 6th Street and Maryland Avenue, and continue to the terminal at 9th Street and Pennsylvania Avenue.

One person testified urging substitution of Route W-9 for Route W-15 for the Bicentennial period, in order to provide service to various tourist attractions along Maine Avenue.

Staff Comment: The staff has re-examined the use of the W-15 as a radial route. The present W-9 route extends from Atlantic Street, South Capitol Terrace, via South Capitol Street, to 17th and K Street, N.W., and provides service from 6:33 to 8:44 a.m. and 4:08 to 5:58 p.m. In



selecting the W-15 route, the intention was to service both the District and Maryland tourists and residents, along the same corridor. It is the opinion of the staff that the W-15 service will provide higher bus capacity and a more economical alternative without unduly affecting present service. For the reasons cited above, the radial route W-15 cannot serve the Maine Avenue attractions as part of the Bicentennial Transportation Program.

#### H. Mall Shuttle Connector Service

Questions were raised concerning the inclusion of a connector service from Union Station/Visitor Center to the Mall. Subsequent to the public hearing, a letter from Landmark Services, Inc. (Tourmobile), concerning a mall connector service was incorporated into the record. The letter also indicated that a mutual agreement between Landmark and WMATA would be desirable for the Bicentennial period in the areas of advertising, sales and ticketing.

Staff Comment: The consultant responded at the public hearing to the effect that there are no plans for provision of a Union Station/Visitor Center-Mall Area connector service included in this Bicentennial Program. The staff will continue to cooperate with Landmark insofar as possible. This shuttle service was included in the Environmental Impact Study to effectively evaluate this alternative as part of the total program. Current discussions with Landmark suggest the possibility of a combined ticketing and information service (see pages 1-8 of the Study). The matter of leasing buses will be responded to by the Authority. It has been and will continue to be the Authority's intention to engage in a cooperative program in the best interest of the Bicentennial tourists and celebration.

Oral requests and other comments, following the close of the record for the public hearing, have been reviewed by the staff. This review has resulted in the staff recommending that Route C-14 in Maryland be extended from Branch and Southern Avenues to Padgetts Corner, via Branch Avenue, Southern Avenue and Pennsylvania Avenue to provide service in lower Prince George's County and that Route 9 in Virginia be extended from Woodlawn to Mt. Vernon via Virginia Highway 235 to better serve this historical site. Limited route changes have also been recommended for Route 3 in Virginia and W-15 in Maryland for improvements in operations.

#### I. Additional Material Received

Subsequent to the close of the record, additional responses were received from the Prince George's County Executive and the Prince George's County Department of Transportation. These letters were concerned with the concentration of parking at the RFK Stadium, potential impact on Prince George's County, and whether or not routes south of Central Avenue serving Prince George's County are necessary.

Staff Comment: The County Executive letter urged that alternatives such as increased use of commuter rail and express bus service be fully explored. These concerns, together with the Environmental Impact Study, will be forwarded to the Department of Transportation.

The Prince George's County Department of Transportation letter, which will also be forwarded to the U. S. Department of Transportation, expressed similar concerns regarding the lack of parking in Prince George's County and associated bus services. In addition, it requested consideration of different routes within the proposed corridors. The staff is in agreement with these proposed changes because they will provide service to a number of existing motels and hotels and some potential parking areas.

#### RECOMMENDATIONS

Based on the Environmental Impact Study for the Bicentennial Transportation Program and the public hearing record, the following is recommended:

1. That the Washington Metropolitan Area Transit Authority implement, manage and operate the Bicentennial Transportation Program to the extent that Federal funds are granted the Authority for the program, and until such funds for the program are exhausted or the need for the program has ceased.
2. That the Washington Metropolitan Area Transit Authority operate a network of radial routes similar to those proposed at the public hearing and that the fare be \$.50 within the District of Columbia, and \$.75 from outside the District of Columbia boundary.

RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, the U. S. Department of Transportation has established a supplemental Bicentennial Transportation Program including the necessary funding; and

WHEREAS, the U. S. Department of Transportation has requested the Washington Metropolitan Area Transit Authority to serve as its agent in accomplishing the proposed Transportation Program; and

WHEREAS, the Board has conducted a public hearing pursuant to Article XIII, Section 62(a) of the WMATA Compact on November 5, 1975 to elicit the views and comments of the public with respect to the proposed routes and fares for the Bicentennial Transportation Project; and

WHEREAS, the Board at the November 5, 1975 Public Hearing also received comments on Environmental Impact Statement for the Bicentennial Transportation Program for the National Capital Area and has forwarded these comments to the U. S. Department of Transportation; and

WHEREAS, the Board has reviewed the transcript and supplemental material submitted for the record together with the staff recommendations; and

WHEREAS, this Board is of the opinion that an application to finance the Bicentennial Transportation Program should be filed with the Secretary of Transportation for the purpose of permitting the Authority to operate special bus service between fringe parking lots to be located at the RFK Stadium and Arlington Cemetery/Pentagon and via 17 radial routes distributed throughout the area. This special service will carry special route identification;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors that WMATA accept the responsibility for the implementation, management, and operation of the Bicentennial Transportation Program for the National Capital Area to the extent that federal funds are made available for this project; and

BE IT FURTHER RESOLVED by the Board of Directors that the General Manager of the WMATA is authorized to execute and file an application on behalf of the Authority with the U. S. Department of Transportation for a demonstration grant for the Bicentennial Transportation Program having a net project cost of \$7,500,000.00, of which the federal share would be \$7,500,000.00 and to execute a grant agreement with the U. S. Department of Transportation for said Program; and

BE IT FURTHER RESOLVED by the Board of Directors that the General Manager is so authorized to execute all such documents as may be necessary to carry out the purposes of this resolution and to furnish such additional information as the U. S. Department of Transportation may require in connection with said application, including assurances of compliance with the provisions of Title VI of the Civil Rights Act of 1964 and Section 164 of the Federal-Aid Highway Act of 1973; and

BE IT FURTHER RESOLVED that the Board of Directors approves the recommendations set forth in the General Manager's memorandum of December 29, 1975 on the Bicentennial Transportation Program for the National Capital Area, Docket No. 875-8.

**attachment C**



Description of Recommended Bicentennial Radial Routes (Revised)

Route 9 - Route B-100

Inbound

Mt. Vernon Home to 10th & Penn. Ave., NW

-	Mt. Vernon Home
Left	* Left Mt. Vernon Highway
Right	* U.S. Route 1 into Patrick St.
Right	Franklin St.
Left	Washington St.
Left	Powhatan St.
Left	Monroe St.
Right	Jefferson Davis Highway
Right Ramp	* To Memorial Drive
Continue	* Memorial Drive
Cross	* Memorial Bridge
Around	* Memorial Circle
Right	* 23rd St.
Right	* Constitution Ave.
Left	* 12th St.
Right	* Pennsylvania Ave.
Right	10th St.
Continue	To Terminal Stand, west side of 10th St. between Penn. Ave. & Constitution Ave.

Outbound

10th & Penn. Ave., NW to Mt. Vernon Home

-	10th St.
Left	Constitution Ave.
Left	* 23rd St.
Around	* Memorial Circle
Right	* Memorial Bridge
Continue	* Memorial Drive
Right Ramp	* To Southbound Jefferson Davis (Rte. 110)
Continue	* Jefferson Davis Highway
Left	Monroe Ave.
Right	Powhatan St.
Right	Washington St.
Right	Gibbon St.
Left	Henry St.
Left	Franklin St.
Right	U.S. Rte 1
Left	* Mount Vernon Memorial Highway
Continue	* To Bus Stop in front of Mt. Vernon Home

Route 18 - Route B-150

Inbound

Springfield Plaza Fringe Parking Lot  
to 10th & Penn. Ave., NW

- Springfield Plaza  
 Continue Bland St.  
 Left Backlick Road  
 Right \* Industrial Rd.  
 Right \* Parking Lot Rd.  
 Left \* Industrial Rd.  
 Right \* Backlick Rd.  
 Right Edsall Rd.  
 Right I-95 N/E  
 Right \* To Washington Blvd.  
 Continue \* Washington Blvd.  
 Right \* Memorial Bridge  
 Around \* Memorial Circle  
 Right \* 23rd St.  
 Right \* Constitution Ave.  
 Left \* 12th St.  
 Right Penn. Ave.  
 Right 10th St.  
 Continue To Terminal Stand west  
 side of 10th St. between  
 Penn. Ave. & Constitution  
 Ave.

Outbound

10th & Penn. Ave., NW to Springfield Plaza  
Fringe Parking Lot

- 10th St.  
 Right Constitution Ave.  
 Left \* 23rd St.  
 Around \* Memorial Circle  
 Right \* Memorial Bridge  
 Right \* Arlington Blvd.  
 Left Ramp \* To Washington Blvd.  
 Continue \* Washington Blvd.  
 Bear Left \* Into Southbound I-95  
 Continue \* I-95  
 Right Ramp To Edsall Rd. - Westbound  
 Left \* Industrial Rd.  
 Right \* Parking Lot Rd.  
 Left \* Industrial Rd.  
 Left Backlick Rd.  
 Right Keene Mill Rd.  
 Right Driveway to Plaza  
 Continue To Terminal Stand



Route 16 - Route B-200

Inbound

Heritage Mall to 10th & Penn. Ave., NW

- Roadway (Rear of Shopping Ctr.)  
Left Rectory Lane  
Left Heritage Drive  
Right State Rte. 236 (Little River Tpk)  
Left John Marr Drive  
Right Columbia Pike  
Continue \* Columbia Pike via Navy Annex  
Right Ramp To Washington Blvd.  
Continue Washington Blvd.  
Right \* Memorial Bridge  
Around \* Memorial Circle  
Right \* 23rd St.  
Right \* Constitution Ave.  
Left \* 12th St.  
Right Penn. Ave., NW  
Right 10th St., NW  
Continue To Terminal Stand West  
Side of 10th St. Between  
Penn. Ave. & Constitution  
Ave.

Outbound

10th & Penn. Ave. NW to Heritage Mall

- 10th St.  
Right Constitution Ave.  
Left 23rd St.  
Around \* Memorial Bridge  
Right \* Arlington Blvd.  
Left Ramp \* To Washington Blvd.  
Continue \* Washington Blvd.  
Right Ramp Columbia Pike Westbound  
Continue Columbia Pike via Navy Annex  
Right State Rte. 236 (Little River Tpk)  
Left Heritage Drive  
Right First Entrance to Shopping Ctr.  
Continue to Terminal Stand

Route 3 - Route B-300

Inbound

Vienna Fringe Parking Lot to  
10th & Penn. Ave., NW

- Parking Lot Roadway  
Right Glyndon St.  
Left Maple St.  
Left Nutley St.  
Left Lee Highway (29-211)  
Continue Washington St. (29-211)  
Continue Lee Highway (29-211)  
Continue \* Ramp to I-66  
Continue \* Roosevelt Bridge  
Continue \* Constitution Ave.  
Left \* 12th St.  
Right Pennsylvania Ave.  
Right 10th St.  
Continue To Terminal Stand West  
Side of 10th St. Between  
Penn. Ave. & Constitution

Outbound

10th & Penn. Ave., NW to Vienna Fringe  
Parking Lot

- 10th St.  
Right Constitution Ave.  
Cross \* Roosevelt Bridge  
Continue \* I-66  
Right Ramp Lee Highway Westbound  
Continue \* Lee Highway (29-211)  
Left Old Dominion Dr. (29-211)  
Bear Left Lee Highway (29-211)  
Continue Washington St. (29-211)  
Continue Lee Highway (29-211)  
Right Nutley St. (Rte. 243)  
Right Maple Ave.  
Right Branch Ave.  
Right Parking Lot Roadway  
Continue To Terminal Stand

Route 20 - Route B-250

Inbound

Camp Washington to 10th & Penn. Ave., NW

- Lee Highway  
Through Fairfax Circle  
Continue Arlington Boulevard (Rte. 50)  
Bear Left Cut-Off to Roosevelt Bridge  
Cross Roosevelt Bridge  
Continue Constitution Ave.  
Left 12th St.  
Right Penn. Ave., N.W.  
Right 10th St., N.W.  
Continue To Terminal Stand West Side  
of 10th St. Between Penn.  
Ave. & Constitution Ave.

Outbound

10th & Penn. Ave., NW to Camp Washington

- 10th St.  
Right Constitution Ave.  
Cross Roosevelt Bridge  
Bear Left Cut-Off to Arlington Blvd. (Rte. 50)  
Through Fairfax Circle  
Continue Lee Highway  
Left Walnut St.  
Right Main St.  
Right Lee Highway  
Continue To Terminal Stand

Route 1 - Route B-350

Inbound

Tysons Corner to 10th & Penn. Ave., NW

- \* Fletcher St.  
 Right \* Old Virginia Highway 123  
 Right International Blvd.  
 Left Leesburg Pike (VA 7)  
 Continue Broad St. (VA 7)  
 Left Wilson Blvd.  
 Continue 16th St.  
 Left Rhodes St.  
 Right 17th St.  
 Left Ramp to Lynn St.  
 Continue Lynn St.  
 Right \* Ramp to I-66  
 Continue \* Roosevelt Bridge  
 Continue \* Constitution Ave.  
 Left \* 12th St.  
 Right Penn. Ave.  
 Right 10th St.  
 Continue To Terminal Stand West Side  
 of 10th St. Between Penn.  
 Ave. & Constitution Ave.

Outbound

10th & Penn. Ave., NW to Tysons Corner

- 10th St.  
 Right Constitution Ave.  
 Cross \* Roosevelt Bridge  
 Continue \* Arlington Blvd.  
 Right Ramp \* To Lynn St.  
 Right \* Lynn St.  
 Left 19th St.  
 Continue Key Blvd.  
 Left North Oak St.  
 Right Wilson Blvd.  
 Right Leesburg Pike (VA 7)  
 Continue Broad St. (VA 7)  
 Continue Leesburg Pike (VA 7)  
 Right International Blvd.  
 Left \* Fletcher St.  
 Continue To Terminal Stand

Route 82 - B-650

Inbound

Holiday Inn, 10000 Baltimore Blvd. to  
 9th & Penn. Ave., N. W.

9th & Penn. Ave, N. W. to Holiday Inn,  
 10000 Baltimore Blvd.

-	* Baltimore Blvd. (DelHaven White House)	* 9th Street, N. W.
Continue	* Baltimore Blvd. (Rt. US 1)	* Constitution Avenue
Right	* Ramp I-495 Westbound	* 6th Street, N. W.
Bear Right	* Ramp I-95 Southbound	* New York Avenue
Stop	* I-95 Fringe Parking Lot	* Bladensburg Road
Continue	* Ramp I-495 Eastbound	* Baltimore Blvd. (Peace
Right	* Ramp US-1 Southbound	Cross)
	Baltimore Blvd.	* Viaduct
Stop	* Hillcrest Motor Inn	* US 1 (NIE) Baltimore Blvd
Continue	* Baltimore Blvd. (Rt. US 1)	* Quality Inn (College Park)
Stop	* Interstate Inn	* Baltimore Blvd.
Continue	* Baltimore Blvd. (Rt. US 1)	* Interstate Inn
Stop	* Quality Inn	* Baltimore Blvd.
Left	* Alternate Rt. US 1 (Cross Viaduct)	* Hillcrest Motor Inn
Continue	* Baltimore Avenue	* Ramp to I-495 Westbound
Bear Right	* Bladensburg Rd. (Peace Cross)	* Ramp to I-95 Southbound
Right	* New York Avenue	* I-95 Fringe Parking Lot
Right	* L. Street, N.W.	* Ramp to I-495 Fastbound
Left	* 9th Street, N.W.	* Ramp to Baltimore Blvd (US-1) Northbound
Continue	To Terminal South Pa. Avenue, N.W.	* Baltimore Blvd.
		(US-1) Northbound
		* Sunnyside Ave.
		* Rhode Island Avenue
		* Baltimore Blvd.
		* To DelHaven White House

Route T-9 - Route B-400

Inbound

Rockville Plaza Motel to 10th & Penn.  
Ave. NW

-	Rockville Plaza Motel	-	10th Street
Continue	North Washington Street	Right	Constitution Ave.
Left	East Jefferson Street	Right	12th Street
Right	Rockville Pike (Rt. 355)	Left	K Street
Continue	Rockville Pike	Right	Service Road of K St. at Conn. Ave.
Continue	Wisconsin Ave.	Right	20th Street
Left	Garfield St.	Left	Massachusetts Ave.
Right	Massachusetts Ave.	Around	Sheridan Circle
Right	20th Street	Right	Massachusetts Ave.
Right	New Hampshire Ave.	Right	Wisconsin Ave.
Left	21st Street	Continue	Rockville Pike
Left	K Street	Left	Jefferson St.
Right	10th Street	Right	N. Washington St.
Continue	To Terminal Stand	U-Turn	To Front of Rockville Plaza Motel

Outbound

10th & Penn. Ave., N. W. to  
Rockville Plaza Motel

Route Y-1 - Route B-450

Inbound

Rockville Plaza Motel to 9th & Penn. Ave., N. W.

-	Rockville Plaza Motel
Continue	North Washington St.
Left	East Jefferson St.
Left	Viers Mill Road
Bear Right	Georgia Avenue
Right	New Hampshire Ave.
Bear Left	Sherman Avenue
Bear Left	Florida Avenue
Continue	9th Street
Continue	To Terminal Stand

Outbound

9th & Penn. Ave. to Rockville Plaza Motel

-	9th Street
Left	Constitution Ave.
Left	6th Street NW
Left	L Street
Right	9th Street
Continue	Florida Avenue
Bear Right	Sherman Avenue
Right	New Hampshire Avenue
Right	Princeton Place
Left	Georgia Avenue
Bear Left	Viers Mill Road
Continue	Jefferson Street
Right	N. Washington St.
U-Turn	To Front of Rockville Plaza Motel

Route B-450 and Route B-550 operate via Wheaton Plaza

Route Q-9 - Route B-550

Inbound

Glenmont (Conn. Ave. & Ga. Ave.) to  
9th & Penn. Ave., NW

- Connecticut Ave.  
Right Georgia Ave.  
Right 16th Street (Extended)  
Continue 16th Street  
Left Eye Street  
Right 11th Street  
Left Pennsylvania Ave.  
Right 9th Street  
Continue TO Terminal Stand

Outbound

9th & Penn. Ave., NW to Glenmont  
(Conn. Ave. & Ga. Ave.)

- 9th Street  
Right Constitution Ave.  
Right 10th Street  
Left Pennsylvania Ave.  
Right 12th Street  
Left H Street  
Right 16th Street  
Continue Hanover Street  
Left Georgia Ave.  
Left Weller Road  
Right Connecticut Ave.  
Continue TO Terminate Stand

Route B-550 operates via Wheaton Plaza  
Route B-550 change in turn around via Aspen Hill Rd.

Route S-7 -Route R-600

Inbound

White Oak Shopping Ctr. to 9th & Penn.  
Ave. NW

- Right Roadway in Front of Store  
Continue Roadway on East Side of Stores  
Right Through East Exit  
Right Lockwood Drive  
Right Hampshire Avenue  
Right Clover  
Leaf  
Left Columbia Pike (29) SIB  
Right Georgia Ave.  
Bear Left New Hampshire Ave.  
Bear Left Sherman Ave.  
Continue Florida Ave.  
Continue 9th Street  
Continue TO Terminal Stand

Outbound

9th & Penn. Ave. to White Oak  
Shopping Center

- 9th Street  
Left Constitution Ave.  
Left 6th Street NW  
Left L Street  
Right 9th Street  
Continue Florida Ave.  
Bear Right Sherman Ave.  
Right New Hampshire Ave.  
Right Princeton Place  
Left Georgia Ave.  
Right Colesville Rd. (29)  
Right Ramp New Hampshire Ave.  
Left Lockwood Drive  
Left Last Entrance to Sears Store  
Continue Through East Parking Areas  
and Along Roadway on East Side  
of Sears Store  
Left Last Parking Roadway  
Left 4th Parking Lane  
Left Roadway in Front of Store  
Continue To Terminal Stand

Route L-9 - Route B-500

Inbound

Kensington to 10th & Penn. Ave., NW

- Knowles Avenue  
Left Connecticut Ave.  
Around Chevy Chase Circle  
Right Connecticut Ave.  
Bear Right 20th Street  
Left P Street  
Right Dupont Circle (west)  
Around Dupont Circle  
Right 19th St. (south of Cir.)  
Left K Street  
Right 10th Street  
Continue To Terminal Stand

Outbound

10th & Penn. Ave. NW to Kensington

- 10th Street  
Right Constitution Ave.  
Right 12th Street  
Left K Street  
Right 17th Street  
Left Service Road of K St.  
Right Connecticut Ave.  
Around Chevy Chase Circle  
Right Connecticut Ave.  
Right Howard Ave.  
Right Armory Avenue  
Right Knowles Avenue  
Continue To Terminal Stand

Route B-500 extended to serve Wheaton Plaza

Route T-17 - B-700

Inbound

Ramada Inn (5910 Princess Garden Pkwy.)  
to 9th & Penn. Av., N. W.

- \* Ramada Inn  
Left \* Roadway to Princess Garden  
Right Parkway  
Right \* Princess Garden Parkway  
Right \* Annapolis Road (Rt. 450)  
Stop \* Sheraton Inn (Rt. 450 -  
Bus Shelter)  
Continue \* Annapolis Road (Rt. 450)  
Stop \* Carrollton Mall Parking Lot  
Continue \* Annapolis Rd. (Rt. 450)  
Right \* Coopers Lane  
Left \* 1st Entrance to Capital Plaza  
Left \* Parking Lot Roadway  
Left \* East Entrance Capital Plaza  
Right \* Annapolis Road (Rt. 450)

Outbound

9th & Penn. Avenue to Ramada Inn

- 9th Street  
Left Constitution Ave.  
Left 6th St., N. W.  
Right New York Ave.  
Bear Left Balt. Wash. Parkway  
Right \* Exit Ramp Landover Rd.  
(MD. 202)  
Left \* Landover Rd. (MD. 202)  
Stop \* Howard Johnson's Motor  
Lodge  
Right \* 57th Avenue  
Right \* Annapolis Rd. (Rt 450)  
Left \* Coopers Lane  
Left \* 1st Entrance to Capital  
Plaza



Route T-17 - R-700 (cont'd.)

<u>Inbound</u>	<u>Outbound</u>
Right	Left
Bear Right	Left
Stop	
Right	Left
Right	Stop
Right Exit	Continue
Right	Stop
Continue	
Right	Left
Left	Left
Continue	Loop

* Cut/off Balt. Wash Pkwy (WIB)	* Parking Lot Roadway
* Exit to Landover Rd. (Rt. 202)	* East Entrance Capital Plaza
* Howard Johnsons	
* 57th Avenue	* Annapolis Rd. (Rt. 450)
* Annapolis Road (Rt. 450)	* Carrollton Mall Parking
* Baltimore-Wash. Parkway	* Annapolis Rd. (Rt. 450)
* U.S. 50	* Sheraton Motor Inn
* New York Avenue	(IEB Bus Stop)
L Street N.W.	* Princess Garden Parkway
9th Street, N. W.	* Driveway Counter C
To terminal South of Pa.Av.	* To Bus Stop Ramada Inn

Route K-13 - Route B-800

<u>Inbound</u>	<u>Outbound</u>
Penn Mar Fringe Parking Lot to 9th & Penn. Ave., NW	9th & Penn. Ave., NW to Penn Mar Fringe Parking Lot
-	-
Right	Right
Left	Right
Stop	Left
Continue	Right
Stop	Cross
Left	Continue
Left	Left
Right	Bear Right
Cross	Right
Continue	Stop
Right	Continue
Left	Stop
Continue	Right
Right	Left
Continue	

Penn Mar Fringe Parking Lot	9th St., NW
Donnell Drive	Penn. Ave.
* Marlboro Pike	3rd St., NW
* Bishop McNamara (Bus Stop)	Independence Ave., SW
* Marlboro Pike	Pennsylvania Ave., SE
* (Opposite) Great Eastern Plaza	* Sousa Bridge
* Old Silver Hill Road	* Pennsylvania Ave., SE
* Silver Hill Road	Silver Hill Rd.
* Pennsylvania Ave. (Rte. 4)	* Old Silver Hill Rd.
* Sousa Bridge	* Marlboro Pike
Pennsylvania Ave.	* Great Eastern Plaza
2nd St., SE	* Marlboro Pike
* Constitution Ave.	* Bishop McNamara
* Constitution Ave.	* Donnel Drive
* Pennsylvania Ave.	Penn Mar Fringe Parking Lot
* Constitution Ave.	
9th St., NW	
To Terminal South of Penn. Ave., NW	

Route T-11 - Route B-750

Inbound

Seat Pleasant to 9th & Penn. Ave., NW

- Right  
Right  
Right  
Right  
Right  
Cross  
Continue  
Right  
Left  
Left  
Right  
Continue  
Bear Right  
Bear Left  
Right  
Continue

\* Off Street Terminal  
\* 62nd St.  
\* Dix St.  
\* 63rd St.  
\* Southern Ave.  
East Capitol St.  
East Capitol St. Bridge  
C St.  
6th St.  
Maryland Ave. (C St., NE)  
4th St., NE  
Maryland Ave.  
Constitution Ave.  
Pennsylvania Ave.  
Constitution Ave.  
9th St.  
To Terminal Stand on East  
Side of 9th St. Between  
Penn. Ave., NW & Consti-  
tution Ave.

Outbound

9th & Penn. Ave., NW to Seat Pleasant

-  
Right  
Right  
Left  
Right  
Left  
Cross  
Continue  
Left  
Left  
Left  
Left  
Left  
Left

9th St.  
Pennsylvania Ave.  
3rd St.  
Independence Ave., SW  
Pennsylvania Ave., SE  
Independence Ave., SE  
East Capitol St. Bridge  
East Capitol St.  
\* Southern Ave.  
\* 63rd St.  
\* Eastern Ave.  
\* Dix St.  
\* 62nd St.  
\* To Off Street Terminal

Route C-14 - Route - B-850

Inbound

Allentown Road to Suitland Park

- Allentown Road  
Right Branch Avenue  
Right Manchester Avenue  
Left Branch Ave.  
Right Alabama Ave.  
Left 38th St. (Fairfax Village)  
Left Pennsylvania Av.  
Cross Sousa Bridge  
Left 2nd St., S. E.  
Left Constitution Ave.  
Right Pennsylvania Ave.  
Left Constitution Ave.  
Right 9th Street

Outbound

Allentown Road to Suitland Park

Right Pennsylvania Ave.  
Left Constitution Ave.  
Right 2nd Street, N. E.  
Left Pennsylvania Ave.  
Cross Sousa Bridge  
Right 38th St., S. E.  
Right (Fairfax Village)  
Right Alabama Ave.  
Left Branch Ave.  
Right Manchester Drive  
Left Old Branch Avenue  
Left Allentown Road to Suitland Road

Route W-15 - Route B-900

Inbound

ABC Drive In Fringe Parking Lot to  
9th & Pa. Avenue, N.W.

-	* Audrey Lane
Left	* Bell Avenue
Left	* Audrey Lane
Left	* Indian Head Highway
Continue	South Capitol St.
Continue	Martin Luther King Jr. Ave.
Left	South Capitol St.
Right	Cut-off to Portland St.
Continue	South Capitol St. Service Rdwy.
Continue	South Capitol St.
Bear Left	South Capitol St. Bus Lane
Continue	Fringe Parking Lot
Bear Right	Into S. Capitol St.
Continue	S. Capitol St. Bus Lane
Bear Left	Rdwy to Anacostia Drive
Right	Anacostia Drive
Right	Cut-off to Good Hope Road
Continue	Good Hope Road
Left	13th Street
Cross	Anacostia Bridge
Continue	* 12th Street
Left	* M Street
Right	* South Capitol St.
Left	* Canal St., S.W.
Right	1st Street
Around	Peace Monument
Left	Pennsylvania Avenue
Bear Left	Constitution Avenue
Right	9th Street
Continue	To Terminal Stand

Outbound

9th & Pennsylvania Ave, N.W. to Eastover

-	* 9th Street
Right	Pennsylvania Ave.
Right	3rd Street
Left	* Independence Ave. S.W.
Right	* Canal St., S.W.
Right	* South Capitol St.
Bear Right	* Service Rdwy. of South Capitol St.
Left	* M Street
Right	* 11th St., S. E.
Cross	Anacostia Bridge
Right	Cut/off Anacostia Park
Right	Good Hope Road
Left	Anacostia Drive
Left	* Into N. Parking Lot
Circle	* Parking Lot
Left	Anacostia Drive
Left	Naval Air Station Rd.
Right	South Capitol St.
Bear Left	Entrance to Parking Lot # 1 (South)
Bear Right	Exit to South Capitol St.
Continue	South Capitol St.
Right	Cut/off to Portland St.
Continue	South Capitol St. Service Roadway
Continue	South Capitol St.
Right	Martin Luther King Jr. Ave.
Left	South Capitol St.
Continue	Indian Head Highway
Right	* Audrey Lane
Continue	* To Terminal Stand

Terminal Stand on the North Side of Audrey  
Lane at Bell Avenue Bus Shelter



DOT LIBRARY



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