
Judiciary Square

Transportation and Security Study

Submitted to
District of Columbia Department of Transportation

Submitted by
HNTB Corporation

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d.

DISTRICT DEPARTMENT OF TRANSPORTATION

HNTB

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Chapter 1: Introduction and Overview

Background

Judiciary Square is one of Washington's oldest districts. Home to the Federal and District Courts, federal and district government agencies, and several museums and monuments, Judiciary Square has long been a thriving area with a diversity of activities. Judiciary Square also lies on the border between the District's monument core and the traditional downtown. The mix of uses in the Judiciary Square area offers points of interest to the different groups of people that frequent the two neighboring areas.

Major physical changes within Judiciary Square are planned. The Freedom Forum has obtained the necessary approvals to permit construction of the Newseum at the corner of Sixth Street and Pennsylvania Avenue, NW. The National Law Enforcement Officers Memorial Fund, a nonprofit organization that built and now oversees the National Law Enforcement Officers Memorial, has plans for a National Law Enforcement Museum to be constructed just south of the current Law Enforcement Memorial. Construction is evident elsewhere in the area, and plans — some encompassed in the DC Courts Master Plan — suggest further changes ahead.

Nationally, the attacks of September 11, 2001, and bombing of the Alfred P. Murrah Building in Oklahoma City are but two major events that have raised awareness and heightened the desire for greater security of potential terrorist targets. The closing of Pennsylvania Avenue in front of the White House and the barriers surrounding other federal buildings and national monuments are evidence of the reaction to terrorist activities.

The Judiciary Square Transportation and Security Study was initiated by the District of Columbia Department of Transportation (DDOT), in cooperation with numerous federal, regional, and district agencies and private organizations, to come to terms with the apparently conflicting goals of increasing security while also improving access and mobility within Judiciary Square. This study represents the first comprehensive look at meeting these competing objectives and developing solutions to existing transportation and security concerns.

A map of the study area is shown in **Figure 1-1**.

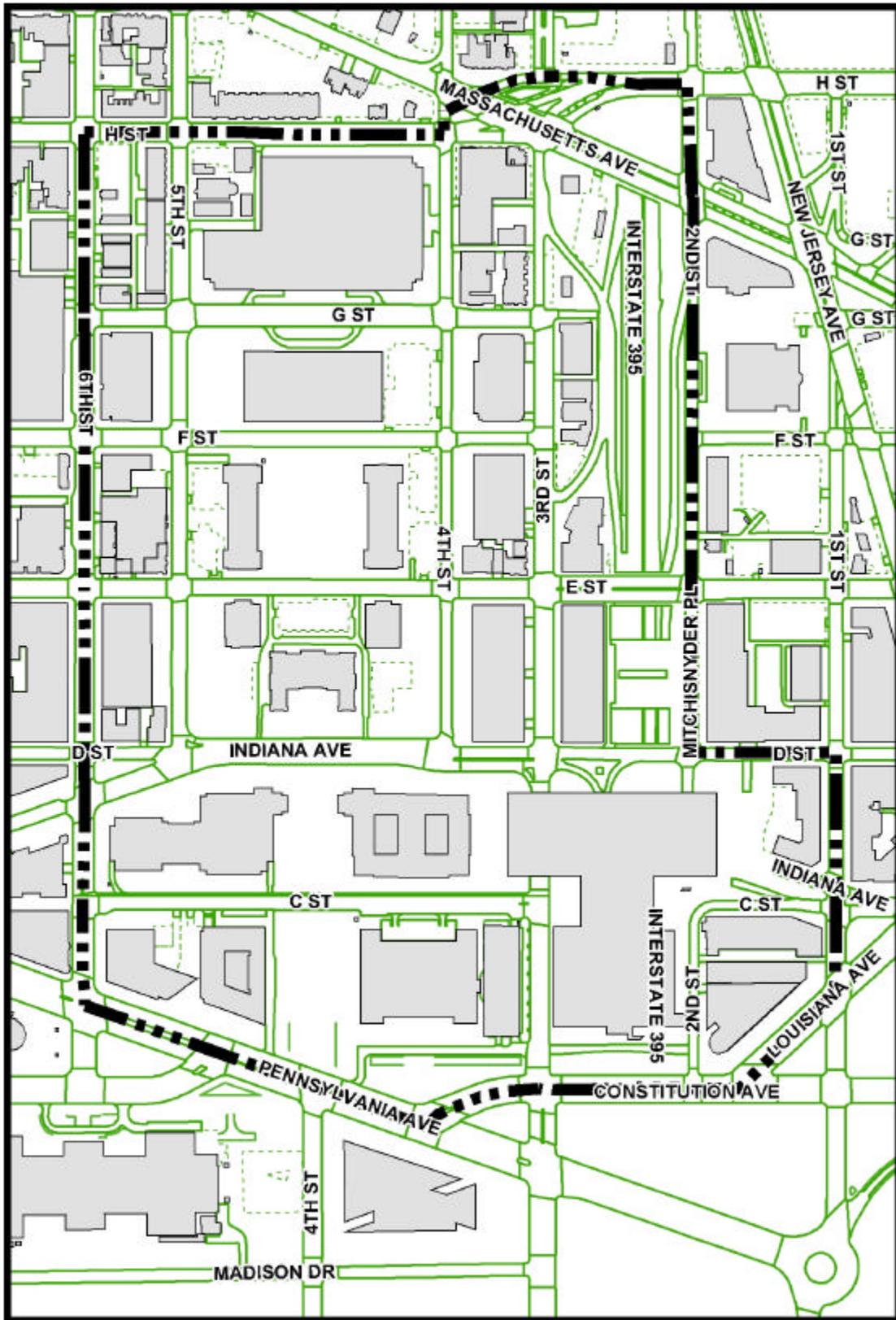


Figure 1-1: Judiciary Square Map showing Study Area Boundary

Principal Issues

Analysis of transportation and security in the Judiciary Square study area revealed that problems take a variety of forms. Rather than a single identifiable cause of the deficiencies in the study area, it appears that there are many causes resulting in a diversity of problems of varying degrees of consequence.

Parking problems

The DC Courts Master Plan identified the limited availability of parking as a critical problem in Judiciary Square. At present parking is disorganized and regulations are frequently violated. Examples include vehicles parked in spaces reserved for official use without a permit displayed, vehicles parked in crosswalks, and double parking or idling in travel lanes. There are multiple agencies responsible for parking enforcement in Judiciary Square, contributing to sporadic enforcement.

Traffic congestion

The traffic counts, turning counts, and level of service calculations indicate that the traffic volumes in the Judiciary Square study area are not large enough to account for congestion on their own. From this it can be concluded that the traffic congestion being experienced is not driven by volumes but by other factors such as signal coordination, parking operations, and construction impacts, to name but a few.

Changes in activity

Significant changes are anticipated for Judiciary Square. Four major building projects are nearing completion, including the annex to the Prettyman Courthouse. Programmed to begin construction soon are the Newseum, the National Law Enforcement Museum, and an underground parking garage at Indiana Avenue and Fifth Street, NW. In addition, the DC Courts Master Plan has proposed several major construction projects at existing Judiciary Square courts buildings. Generally, these new buildings will increase the number of people attracted to the study area but are not expected to significantly increase the amount of vehicular traffic as they make no provision for visitor parking. Visitors would be expected to rely on public transportation and to travel by foot as they visit the various attractions, including the new museums within Judiciary Square.

Security concerns

A number of transportation-related security concerns were examined. Inconsistent parking permits and lax parking enforcement allows unknown vehicles to park near potentially sensitive buildings. Traffic congestion related to construction activities, double parked private vehicles, and idling delivery

vehicles create a security concern for transporting sensitive persons to the courts. Some facilities used by the general public are located near facilities that may be at higher risk of being targeted by criminal or terrorist activity. This increases the exposure faced by the general public.

Principal recommendations

Recommendations contained in this report arose from a set of 36 alternative actions developed and analyzed by the study team. They cover four broad categories of parking, roadway configuration, security, and operational improvements. Elements of the DC Courts Master Plan have also been reviewed, and some were incorporated into this study's recommendations.

Parking

This study puts forth a recommended Parking Action Plan that covers issues related to on-street parking assignment, permitting, and enforcement, as well as recommendations for off-street parking. Three phases of implementation are envisioned, beginning with immediate actions and ending with a long-range program that is integrated with roadway reconfigurations.

Roadway reconfiguration

Under these recommendations, modifications to C Street, Indiana Avenue, and E Street are proposed. Roadway reconfiguration is intended to enhance pedestrian movement, provide for better monitoring and control of the street, and discourage illegal parking behaviors.

Security

Security recommendations center on improving inter-agency communication and better managing deliveries of both people and goods to Judiciary Square buildings. Improvements in the flow of traffic from recommended actions and proper parking enforcement will also improve security for the area.

Operations

The final category forms a catch-all of miscellaneous recommendations aimed at improving traffic and people-movement operations in Judiciary Square. These recommendations address:

- signals, signs, and markings
- pedestrian, transit, and bicycle amenities
- travel demand management measures
- maintenance of traffic during construction.

Existing Conditions

Existing study area conditions are documented fully in the *Existing Conditions Report*, attached as **Appendix A**. This attached report describes the data collection process, the findings on many transportation and security related concerns, and an existing conditions assessment.

Also attached are two data appendices. **Appendix B** contains data collected by the Judiciary Square Transportation and Security Study Team. **Appendix C** contains traffic data collected and calculations performed by O. R. George & Associates as part of the DC Courts Master Plan.

Study Advisory Committee

The progress of this study was guided by a Study Advisory Committee made up of representatives of agencies located in or responsible for Judiciary Square. Agencies represented are:

- District Department of Transportation (DDOT)
- Office of Planning (OP)
- Department of Public Works (DPW)
- Office of Corporation Counsel
- Department of Motor Vehicles (DMV)
- Department of Human Services, Mental Retardation Developmental Disability Agency (MRDDA)
- Office of the Deputy Mayor for Planning and Economic Development
- Metropolitan Police Department (MPD)
- Fire and Emergency Medical Services
- Emergency Management Agency (EMA)
- U.S. Department of Homeland Security
- Office of the U.S. Attorney
- U.S. Department of Labor, Office of Security and Emergency Management
- U.S. General Services Administration – National Capital Region (GSA)
- National Capital Planning Commission (NCPC)
- National Park Service (NPS)
- U.S. Secret Service
- U.S. Park Police
- U.S. Capitol Police
- U.S. Marshals Service (USMS)
- U.S. Court of Appeals for the Armed Forces
- U.S. Tax Court
- Court Services and Offender Supervision Agency
- D.C. Pretrial Services
- Public Defender Service

- U.S. Courts for the D.C. Circuit
- District of Columbia Courts
- National Law Enforcement Officers Memorial and Museum
- Newseum (Freedom Forum)
- National Building Museum
- Canadian Embassy
- Advisory Neighborhood Commission 6C
- Washington Metropolitan Area Transit Authority (WMATA)

The Study Advisory Committee met three times to review and direct the course of the study. In addition, four working groups made up of Study Advisory Committee members met to address issues related to parking, security, the DC Courts Master Plan, and the operation of C Street.

For further information on the interagency coordination effort during this study, see **Appendix D**.

Next Steps

The recommendations contained in this final report will conclude activities on the Judiciary Square Transportation and Security Study. Implementation of the recommendations will require the approval of District agencies, most notably the Department of Transportation, Department of Public Works, and the Metropolitan Police Department. Success will also require initiative on the part of stakeholders, particularly with the Parking Action Plan, security coordination, and mitigating construction impacts.

Chapter 2: Summary of Principal Deficiencies

Deficiencies fall principally into three categories: traffic operations, parking, and security. Below the deficiencies in each category are briefly summarized. More detail can be found in the *Existing Conditions Report* in **Appendix A**.

Traffic operations deficiencies

Transportation conditions in the Judiciary Square area are typical of the activity levels of vibrant, downtown locations. While congestion is evident at many locations, there are no systematic problems that render the streets unmanageable. Significant vehicular and pedestrian activity does result in periodic congestion, but is well within the range of what might be expected given the volume of people entering and circulating within the area.

Congested conditions are most prominently seen on C Street, D Street/Indiana Avenue, E Street, and Fourth Street.

C Street, terminating at Third Street, operates more as a service drive than a through street. Current congestion appears to be related to double parking (often of delivery vehicles), parking maneuvers, and construction activity. In the past congestion related to high vehicle volumes was reported. These volumes may return once construction activity is completed.

D Street and Indiana Avenue in front of MPD headquarters and the H. Carl Moultrie Courthouse is a wide street that often experiences double and even triple parking. Frequent parking maneuvers and large pedestrian crossing volumes contribute to congestion. During the observation period, construction outside of study area and signal timing favoring cross traffic led to short-duration queues in peak periods.

E Street has the only Metrobus route through the study area. At times bus unloading occurs in the travel lanes because cars are illegally parked in the bus stops. In addition, the roadway is in poor condition, apparently due to utility work and nearby building construction.

Fourth Street is very narrow but has frequent parking maneuvers, pedestrian-vehicular conflicts, and private car passenger drop-offs.

The remaining streets occasionally see delivery vehicles and unprotected left turns that create minor queuing; however, they generally function well considering the level of activity. **Figure 2-1** shows the locations of traffic operations deficiencies.

Summary of Principal Deficiencies

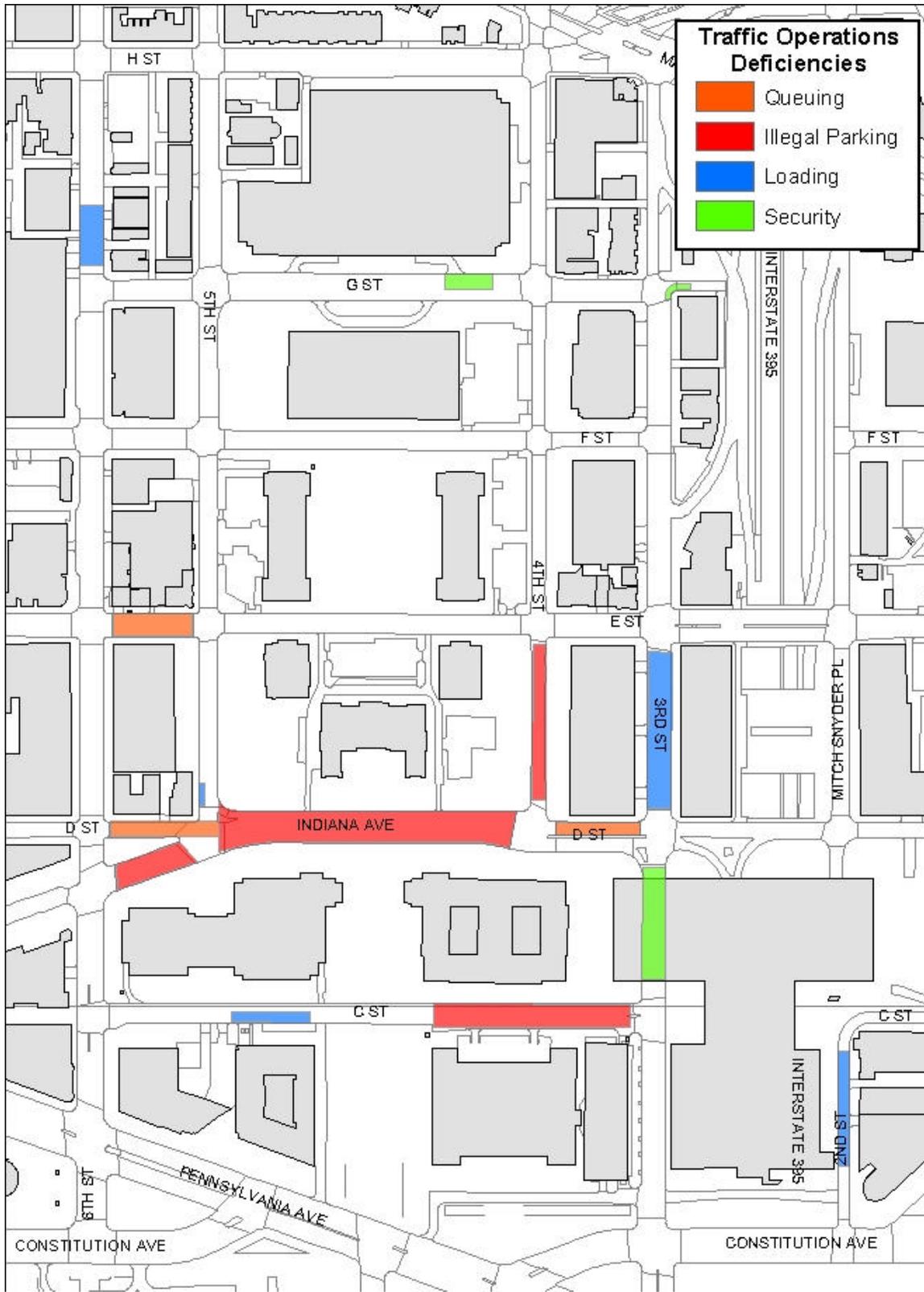


Figure 2-1: Traffic Operations Deficiencies

Parking deficiencies

There are approximately 944 on-street spaces in the study area. About 144 of these are reserved for law enforcement officers or government vehicles from various agencies. The remaining are mostly metered spaces for public use. Use of some of these metered spaces is prohibited during morning and evening peak periods. Over 40 different parking regulation signs were catalogued in the study area, which may lead to confusion as to where and when one may park. See the parking allocation in **Table 2-1** as well as on page 21 of the *Existing Conditions Report* in **Appendix A**.

Table 2-1: Allocation of On-Street Parking Spaces

Public Spaces	Handicapped Spaces	Official Spaces
793	7	144

From field observations and discussions with stakeholders, it is clear there is an imbalance in parking supply and allocation. Law enforcement officers generally occupy more than the 144 spaces reserved for them. In addition, there is an expectation among public visitors to Judiciary Square that on-street parking is available, when in fact public spaces are completely occupied early in the day. As a result, illegal parking occurs. This includes parking in crosswalks, in bus stops, in front of fire hydrants, and in travel lanes.

Law enforcement officers sometimes display police patches, badges, or hats in their windshields rather than parking permits. While vehicles without permits are subject to ticketing, enforcement was rarely seen during field investigations. Parking enforcement responsibilities in Judiciary Square are divided among four agencies: Department of Public Works Parking Services Division, the Metropolitan Police Department, District Protective Services, and the Federal Bureau of Investigation. The division of enforcement responsibility has led to gaps in enforcement and informal practices of mutual non-enforcement.

Transportation-related security deficiencies

The security deficiencies examined and addressed in this study are related largely to transportation: activities that take place in the public realm, principally in the street.

Many Judiciary Square buildings have interior garage parking, accessed through vehicular entrances. Different buildings have different inspection procedures at vehicle entrances, from no inspection to identification checks and trunk and undercarriage inspection. Where more detailed inspection is conducted, the

process often leads to queuing into the street during morning peak periods. Blocking travel lanes can increase the exposure of vehicles to security risks.

Loading docks are located at most Judiciary Square buildings. Some loading docks are not large enough to accommodate the vehicles servicing them. Therefore, these vehicles sometimes load and unload in the street, blocking travel lanes.

Some court buildings were built closer to the street than would be allowed under today's stand-off guidelines. To make up for what has become a deficiency, building security managers use a row of parked cars to increase the stand-off between the building and the traveled way. For this actually to enhance security, the parked vehicles and those that park in them have to be known. In some cases, this means that spaces reserved for the public are actually taken by officials. In other cases, it means that the security provided by these vehicles is more perceived than real.

Recommendations for responding to these deficiencies are described in the following chapter.

Chapter 3: Recommendations

Recommendations for responding to the deficiencies outlined in Chapter 2 are described in this chapter. A summary description of each potential solution, as initially formulated by the Study Team and reviewed by the Study Advisory Committee, is shown in **Appendix E**.

The potential solutions shown in **Appendix E** were formulated through discussions with project stakeholders, Study Team expertise, and from recommendations identified in previous studies. The Study Team sought to develop each potential solution to the extent necessary to be able to assess its viability. Some potential solutions were refined from the form initially suggested. Others were, upon closer inspection, rejected from further consideration due to impracticality, infeasibility, or lack of consensus among stakeholders.

Following are the recommended action plans for addressing concerns in Judiciary Square. The recommendations are organized into four categories: parking, roadway configuration, security, and operational improvements. This categorization has allowed the solutions to be combined into action plans that are cohesive and coordinated.

Parking Action Plan

The parking system at Judiciary Square is a function of three factors: supply, administration, and enforcement. All three of these elements must be in place for the parking system to work properly. Therefore, the Parking Action Plan addresses all three pieces. Administration is handled through a system of permits, enforcement is covered by unifying responsibility, and supply is regulated by a new curbside assignment proposal.

The parking action plan arises from eleven potential solutions considered and examined in this study. These potential solutions are:

- P-1 Rationalize curbside use
- P-2 Create system of centralized and secure parking permits
- P-3 Improve parking enforcement
- P-4 Simplify signage regulating on-street parking
- P-5 Construct parking for MPD
- P-6 Ban or convert public parking in front of the DMV
- P-7 Bus police officers for court appearances*
- P-8 Construct off-site official vehicle parking with shuttle service
- P-9 Broadcast the lack of parking in Judiciary Square
- L-1 Designate additional on-street loading zones
- L-5 Set aside curbside passenger loading zones for shuttles and emergency vehicles

(Potential solutions marked with an asterisk (*) were not recommended for implementation.)

Of these, alternative P-7 was determined to be infeasible, as discussed in Chapter 4. The remaining ten alternatives have been combined into the following parking action plan.

The parking action plan is composed of five elements:

- A secure system of parking permits
- Effective enforcement of parking regulations
- Education of the public and agency staff assigned curbside space
- Assignment of curbside space consistent with need
- Construction of off-street parking

The parking action plan would be implemented in phases over time. In the first phase, an improved system of parking permits, as described below, will be initiated. Responsibility for parking enforcement will be delegated and carried out in accordance with the guidelines cited and the public and agency staff will

be advised of both the lack of curbside parking in the Judiciary Square area and the regulations regarding whatever limited curbside parking exists.

As part of the first phase, curb space will be reassigned to recognize the needs of agencies located within Judiciary Square. In subsequent phases, as additional off-street parking is constructed, the curbside allocation will change. While in the first phase of implementation, curbside space available to the general public will be greatly reduced, in subsequent phases the supply will gradually increase.

Details of the parking action plan are described in the following sections.

Types of Permits

Two types of parking permits should be issued for official vehicle parking.

Permanently Assigned -The first type of permit corresponds to permanently assigned parking spaces outside specific buildings, as shown in **Table 3-1**.

Table 3-1: Permanently assigned parking

Assigned agency	No. of permits	No. of spaces	Location of spaces
Mental Retardation Developmental Disability Agency	2	2	Indiana Avenue near Fifth Street
USMS (Federal Courts)	30	30	C Street and Third Street
USMS (DC Courts)	20	20	C Street
Metropolitan Police Department	100	100	Indiana Avenue

Note: As can be seen in the above table and in Figures 3-4, 3-5, and 3-6, all parking spaces on C Street have been assigned to official vehicles. Public parking for the DMV would not be available on C Street under this plan.

Pooled - The second type of permit corresponds to pooled on-street parking spaces for law enforcement officers conducting business at the Courts. In the initial phase, 420 permits will be issued to the law enforcement agencies for 420 on-street parking spaces. Distribution of the permits by the agencies to individual officers will be the responsibility of the agencies. Permits must not be reproduced. In general, it is best for permits to be issued on an as-needed basis to the individual officer for parking on a specific day. Once the vehicle has been removed from Judiciary Square, the permit should be returned to the issuing station so that it is available for another officer. Pooled parking permits will be distributed to agencies as shown in **Table 3-2**.

Table 3-2: Pooled official vehicle parking

Agency	No. of permits
US Secret Service	40
US Marshals Service (DC Courts)	80
Metropolitan Police Department	300

Permit Issuance

Daily Permits - It is recommended that the daily permits be issued by a centralized computer system over a secure internet connection. This would require funding for development and time for implementation. In the interim a paper permit system could be used. Staff at the various agencies currently issuing parking permits and coordinating court appearances could take responsibility for the day-to-day operation of the permit system.

Permanent Permits - The permanent permits could be distributed to the MPD districts and to the US Marshals, Secret Service, Park Police, FBI, and Capitol Police. Parking spaces would be allocated to each agency within close proximity to its building. The specific location of those spaces would change over time as new off-street parking is constructed. Distribution of those permits would be managed by current staff in a manner similar to today. The daily permit would be managed from a central location, perhaps for each responsible agency. For example, MPD would administer permits for police personnel while the USMS would administer permits for Marshals Service vehicles. Permits could be requested and issued electronically. A police officer appearing in court tomorrow, for instance, would receive an email with a link to a secure website that would allow him or her to print out a permit valid for that day only. Permits could be issued for any official vehicle space in Judiciary Square, for a specific street, or even for a specific location, depending upon the preference of the participating agencies.

Sharing - On days when an agency had exhausted its supply of permits, it could request permits from another agency. If no permits were available for a given day then the individual appearing in court would know to make other arrangements (e.g., take Metro, get a ride from a co-worker, park in a pay facility) and not expect to find a reserved parking space.

Permit Format - Pooled parking permits would consist of two parts, as depicted in **Figure 3-1**. The first part, a permanent permit, would be issued to all eligible law enforcement officials who might bring vehicles to Judiciary Square. It is non-reproducible by conventional means (i.e., cannot be readily counterfeited). The second part of the permit, a daily permit, would be issued for the date and

time the vehicle is to be parked in Judiciary Square. The second halves of the permits are limited in number and distributed to the participating agencies as shown in **Tables 3-1** and **3-2**.

Permanent parking permits would consist of only the first part—a non-reproducible permit similar in style to the first part of the pooled permit but bearing a legend indicating that this is a permanent permit and therefore, that no daily authorization is required.

Both parts of the parking permit must be displayed in the windshield of the parked vehicle. Vehicles parked in designated official vehicle parking without a complete permit will be considered violations and subject to ticketing and towing.



Figure 3-1: Sample parking permit. Daily permit is top half; permanent permit is on lower half. Permanent parking for agency vehicles would be authorized with a permit similar to the lower half only as no daily authorization would be required.

Enforcement

The Department of Public Works Parking Services Division should be made the responsible enforcement agency for parking throughout Judiciary Square. Enforcement staff would be trained to recognize the new official permits. Violation of designated official vehicle parking rules would result in a citation. Parking in no parking zones, such as blocking crosswalks or fire hydrants, would result in towing.

Marked police vehicles would not be subject to ticketing under this policy. DPW Parking Services employees would not be required to assess whether a marked police vehicle is being used in an emergency response. However, it is recommended that DPW keep a record of illegally parked marked police vehicles for MPD's information. MPD should make it clear to officers that parking police cruisers illegally is a violation of policy and unacceptable. With records from DPW, the police department will be in a position to discipline routine violators.

Curbside Assignment

A three-phased approach is proposed for curbside assignment, covering the immediate, midrange, and ultimate configurations. The timing for each phase would be governed by both new projects in the Judiciary Square Study Area (such as construction of the Law Enforcement Museum, Newseum, etc.) and the availability and construction of off-street parking.

DDOT is currently negotiating with National Community Rehabilitation Commission (NCRC) for the use of a site on Massachusetts Avenue that would become a parking facility for police officers. This site, depicted in **Figure 3-2**, could accommodate vehicles that would otherwise be searching for parking on the streets of Judiciary Square. When negotiations are complete and modifications finished, Phase 2, described below, can be implemented. When parking under the southeast corner of Judiciary Square is completed, Phase 3 can be implemented. The location of the parking facilities is shown in **Figure 3-3**. Additional study, through a feasibility analysis, should be undertaken by MPD. This study should address funding requirements and funding sources. It should also consider the appreciable cost, in lost time, of inadequately providing for police parking needs.

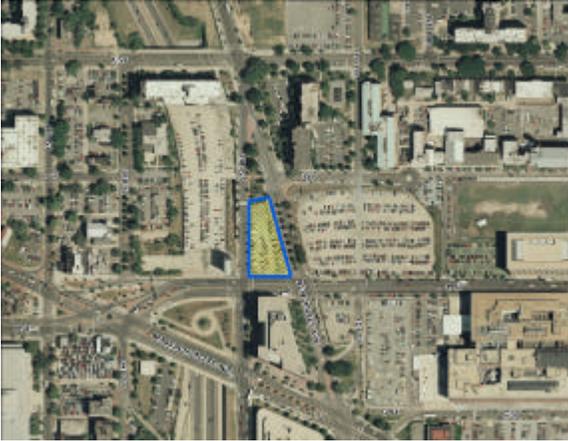


Figure 3-2: Offsite Parking Site



Figure 3-3: Parking Garage Site

Phase 1 –

- This phase is intended to be implemented immediately and last until the National Law Enforcement Museum and the first underground parking garage are ready for construction.
- Reassign 576 on-street parking spaces to official vehicles as described in **Tables 3-1** and **3-2** and shown in **Figure 3-4**. This exhibit also shows the curb locations reserved for passenger and freight loading zones.
- Remove parking meters at spaces reassigned to official vehicles.
- Replace parking regulation signs with a smaller number of clearer signs as described in **Table 3-3** below.
- Complete negotiations for off-site official vehicle parking near Massachusetts Avenue.

Phase 2 –

- This phase is intended to start when E Street and Fifth Street begin to be impacted by construction of the National Law Enforcement Museum and the first underground parking garage.
- Open the patrolled off-site lot with at least 280 parking spaces.

- Begin shuttle service between the off-site lot and the Courts on Indiana Avenue.
- Reinstall parking meters and reassign the 207 official parking spaces outside the “core” back to public metered use. Remove official vehicle parking signage. See **Figure 3-5**.
- Complete feasibility studies and design for second underground parking garage.

Phase 3 –

- This is intended to be the ultimate parking configuration.
- Construct the second underground parking garage with 250 spaces. This garage could incorporate some MPD employee parking.
- Keep the off-site lot from Phase 2 open. If this lot must be closed to support the District’s land redevelopment goals, then the underground parking garage should be made larger by 100 spaces. MPD employee parking should be eliminated.
- Remove angled parking on Indiana Avenue and reconstruct the street in a narrower configuration.
- Remove the pooled official vehicle parking from the streets and either return those spaces to public metered use or ban on-street parking in those locations. Change parking regulatory signage as necessary. See **Figure 3-6**.

Table 3-3: Number of Parking Spaces

Phase	Number of On-Street Public Spaces	Number of On-Street Official Spaces	Number of Off-Site/Off-Street Spaces	Total Spaces
Existing	800	144	0	944
Phase 1	368	576	0	944
Phase 2	573	296	280	1149
Phase 3	765	50	530	1345

As can be seen in **Figures 3-4, 3-5, and 3-6**, on-street loading zones have been designated for deliveries as well as for passenger vehicles such as shuttles and buses. Many Judiciary Square buildings will have passenger loading zones, freight loading zones, or both.

Table 3-4: Proposed Parking Signs

Number	Legend
1	No Parking
2	No Parking or Standing – Loading Zone
3	No Parking or Standing – Bus/Shuttle Stop
4	No Parking – 7:00 – 9:30, 16:00 – 18:30 Mon-Fri
5	Permit Parking – Cars with permanent Judiciary Square permits only – 7:00 – 18:30 Mon-Fri
6	Permit Parking – Cars with daily Judiciary Square permits only – 7:00 – 18:30 Mon-Fri
7	Reserved – Handicapped Parking Only
8	Two-Hour Metered Parking [<i>can be paired with #4 or #7</i>]

Education

It is the responsibility of each individual agency to broadcast to its employees and visitors the lack of parking in Judiciary Square. Websites, printed materials, and verbal instructions should provide transit directions rather than driving directions to Judiciary Square.

Furthermore, it is each agency's responsibility to communicate and monitor compliance with the parking permit policy in Judiciary Square.

Summary

Implementation of the Parking Action Plan is summarized below.

Parking Action Plan Implementation Summary

Actions	Schedule	Responsible Agency
Permits <ul style="list-style-type: none"> • Create • Distribute • Educate 	Spring 2004/Summer 2004	DPW – Parking Services Division
Curbside assignment <ul style="list-style-type: none"> • Change signs • Remove parking meters 	Summer 2004/Fall 2004	DDOT – Curbside Management, DPW – Parking Services Division
Enforcement <ul style="list-style-type: none"> • Train enforcement personnel • Begin enforcement 	Summer 2004/Fall 2004	DPW – Parking Services Division
Secure off-site parking lot	Summer 2004	MPD, DDOT, NCRC
Parking garage feasibility study	Fall 2004 – Spring 2005	MPD, DC Courts
Education <ul style="list-style-type: none"> • Develop public information campaign. • Prepare public information materials. • Orient staff and distribute informational materials. 	Spring 2004	DC Superior Court Department of Motor Vehicles Newseum Law Enforcement Museum National Building Museum

Judiciary Square Transportation and Security Study

Proposed Parking Distribution

Phase 1

Recommendations

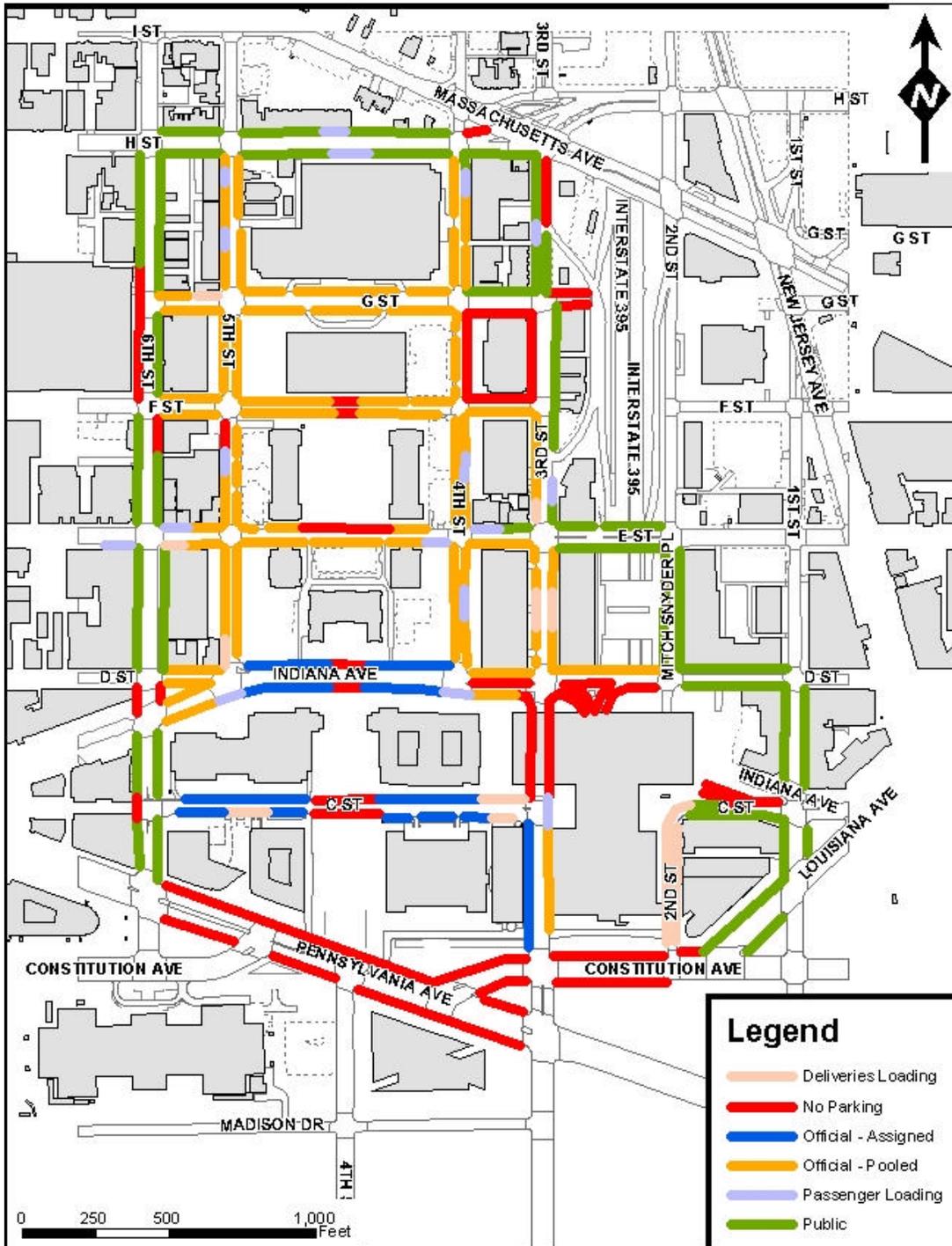


Figure 3-4: Proposed Parking Distribution — Phase 1

Judiciary Square Transportation and Security Study

Proposed Parking Distribution

Phase 2

Recommendations

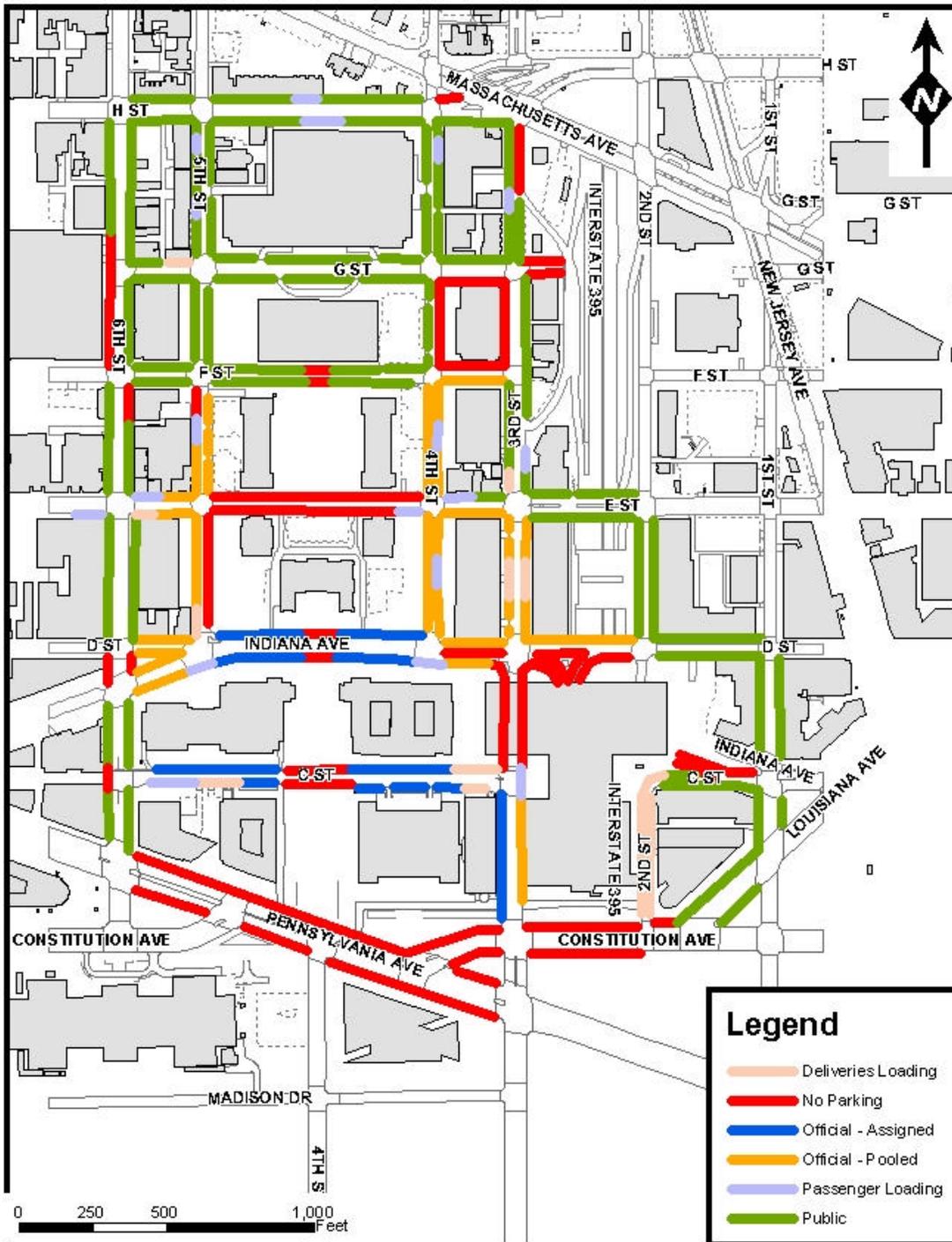


Figure 3-5: Proposed Parking Distribution — Phase 2

Judiciary Square Transportation and Security Study

Proposed Parking Distribution

Phase 3

Recommendations

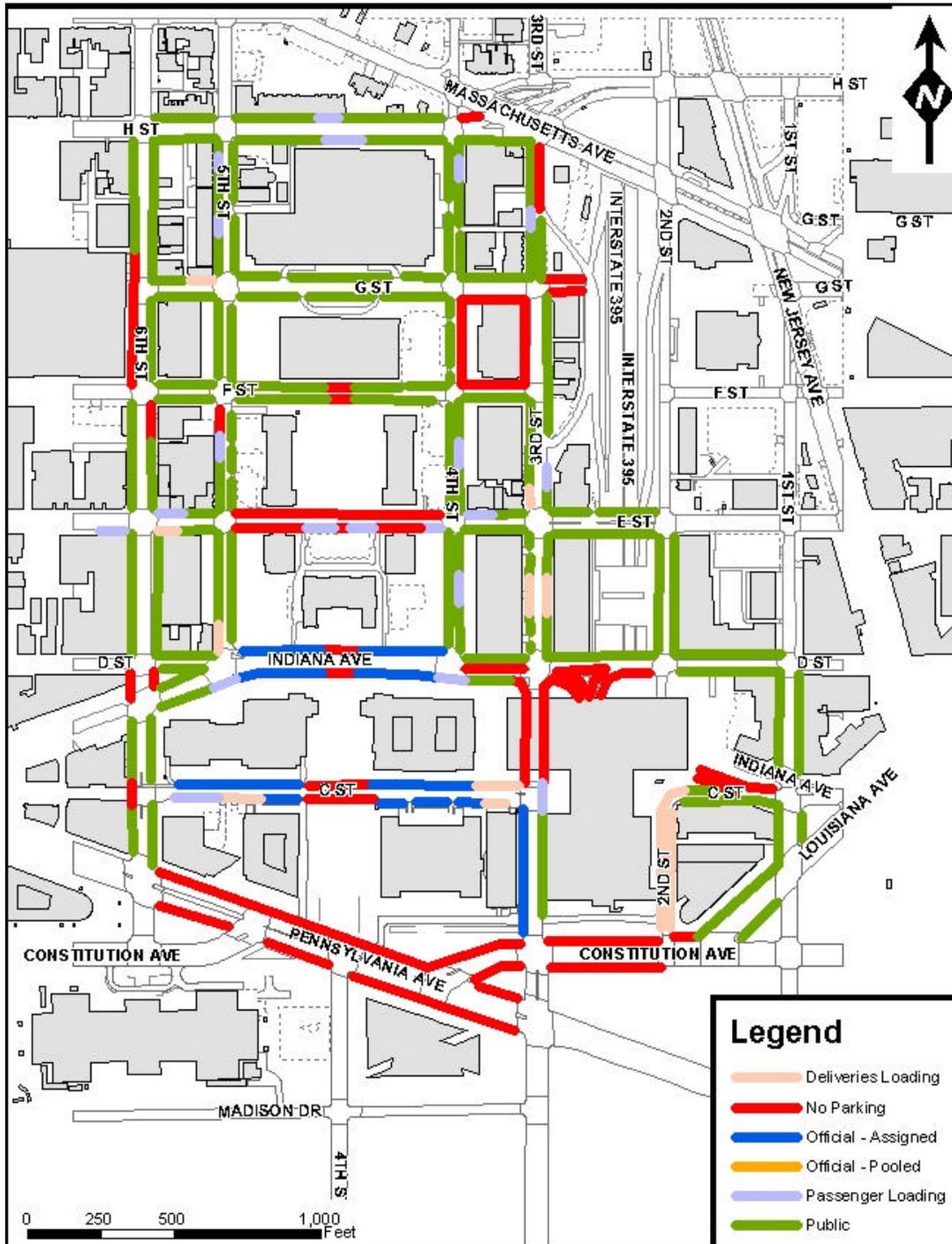


Figure 3-6: Proposed Parking Distribution — Phase 3

Roadway Modifications Plan

Roadways within the Judiciary Square Study Area should be reconfigured to improve traffic operations, control illegal parking, and improve security for the adjacent buildings. Some form of these modifications was proposed in the District of Columbia Courts Master Plan. As presented here, the roadway configurations have undergone transportation analysis, coordination, and consensus-building to arrive at their current forms. First the ultimate configurations of the subject streets will be presented, and then phasing considerations will be discussed.

E Street

It is proposed that E Street be narrowed from 48 feet to 34 feet between Fourth and Fifth Streets, as shown in **Figure 3-7**. Narrowing will make the street easier to cross, will increase stand-off to adjacent court buildings, and will unify the law enforcement officers memorial plaza with the new National Law Enforcement Museum.



Figure 3-7: Proposed ultimate E Street configuration

On-street parking would be eliminated, and the District's proposed bicycle lanes will be included. One travel lane in each direction will be available for motor vehicles. Three bus pull-offs will be constructed. Two, would be located in front of the proposed NLEM pavilions and would be used for the pick-up and drop-off of passengers along E Street. The design of these bus pull-offs would also incorporate curb cuts and be coordinated with emergency access drives for the Old D.C. Courthouse. The third bus pull-off would be reserved for fixed-route transit service, currently Metrobus. Three mid-block pedestrian crossing zones will be designated using textured and specially-colored paving material. The

same pavement treatment for street crossings will be used throughout the pedestrian core of Judiciary Square.

Elimination of on-street parking will result in the loss of 49 parking spaces that would be replaced through the program of parking reconfiguration described in the previous section of this report.

Indiana Avenue/D Street

It is proposed that Indiana Avenue be narrowed from 76 feet to 40 feet between Fourth and Fifth Streets, as shown in **Figure 3-8**. Narrowing will make the street easier to cross, will reduce the likelihood of double-parking, will create an opportunity for broad, landscaped walkways along the street, and will help unify the grounds of the rehabilitated Old DC Courthouse with John Marshall Plaza.

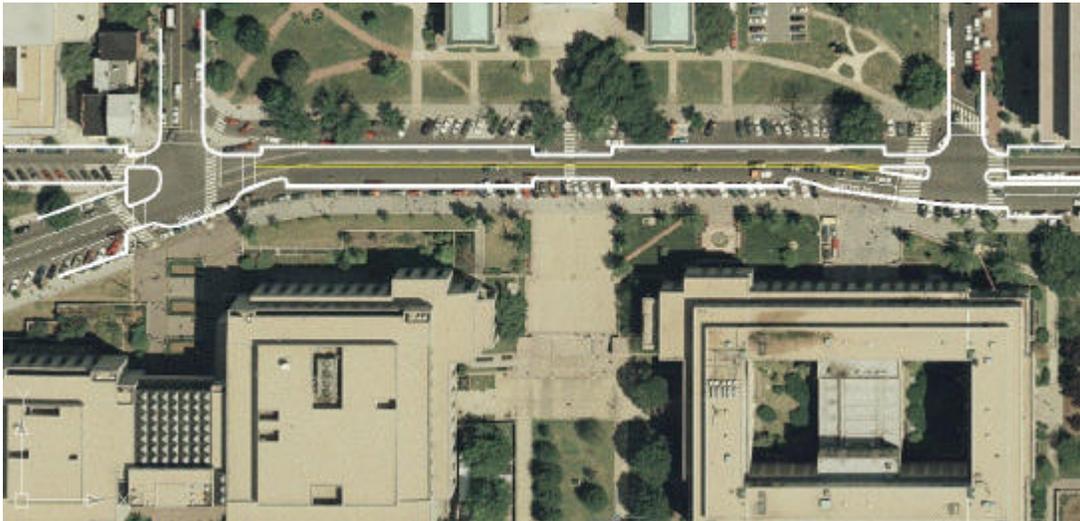


Figure 3-8: Proposed ultimate Indiana Avenue configuration

Perpendicular or angled parking will be eliminated along this block of Indiana Avenue. Limited parallel parking will be constructed in its place. One travel lane in each direction will be available for motor vehicles. A mid-block pedestrian crossing zone will be designated with the textured and colored pavement material common to Judiciary Square's pedestrian core. Pull-offs will be created at each end of the block for shuttle services to the Moultrie Courthouse and police headquarters.

The reconfiguration will reduce the number of on-street parking spaces from 93 to 39, for a loss of 54 spaces that would be replaced in accordance with the parking plan described in the preceding section of this report.

C Street

It is proposed that C Street be restored to two-way operations for the entire block between Third and Sixth Streets, as shown in **Figure 3-9**. The existing full width of the street will be maintained, except at mid-block within John Marshall Plaza. This will allow maintaining much of the existing on-street parking (to be assigned mainly to the US Marshals Service) while unifying pedestrian zones and discouraging double-parking. A bus pull-out for the Newseum will be included.

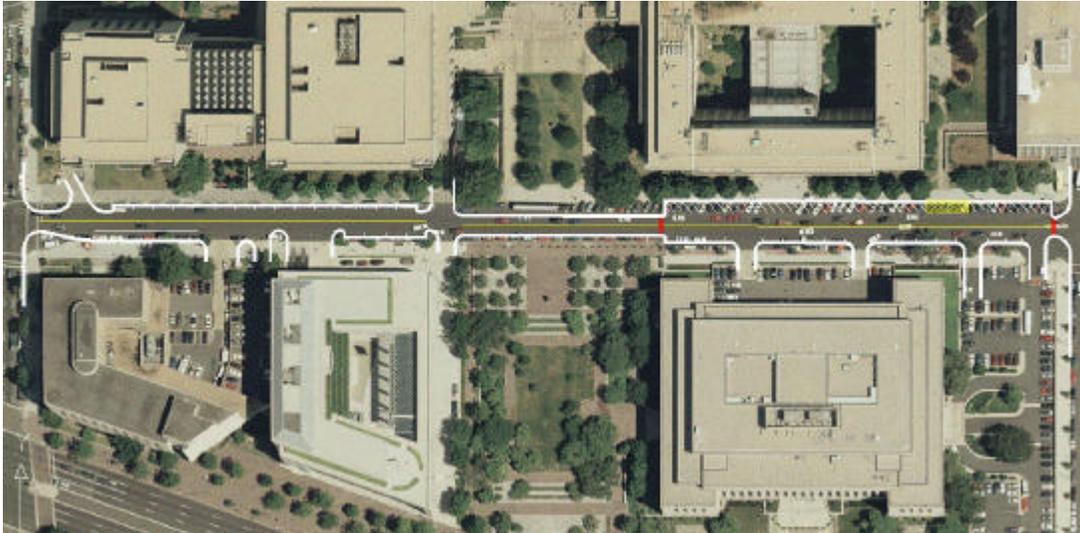


Figure 3-9: Proposed ultimate C Street configuration

Two-way operations on C Street will reduce the traffic load on the western half of the street as motorists destined for the Prettyman Courthouse will be able to enter from Third Street. The street configuration will also permit pop-up barriers to be installed in the street — or other street closure methods to be implemented — should security needs warrant and approvals be obtained. The location of pop-up barriers is shown as red lines in Figure 3-9. The pop-up barriers are discussed further in the security action plan section below.

The reconfiguration will reduce the number of on-street parking spaces from 100 to 70, for a loss of 30 spaces.

Phasing

With on-going and upcoming construction projects, as well as with current parking shortages, not all of the proposed street reconfigurations can occur immediately or simultaneously. Phasing of street modifications is tied to phasing of the Parking Action Plan. Following is a proposed sequence of implementation:

1. C Street east of the Canadian Embassy should be reconfigured after the opening of the Prettyman Courthouse Annex. This can occur anytime in Phase 1 or Phase 2 of the Parking Action Plan.
2. Reconfiguration of C Street west of the Canadian embassy should be accomplished at the conclusion of Newseum construction. This can occur during Phase 2 of the Parking Action Plan.
3. Portions of E Street fronting the D.C. Courts and the United States Court of Appeals for the Armed Forces should be reconstructed in coordination with these Courts and the implementation of the Judiciary Square Master Plan. Portions of E Street under which the National Law Enforcement Museum will be constructed should be reconstructed as part of the National Law Enforcement Museum Project in coordination with the D.C. Courts. All work would correspond to Phase 2 of the Parking Action Plan.
4. Indiana Avenue should be reconstructed at the conclusion of constructing an underground parking garage at the corner of Indiana Avenue and Fourth Street. This corresponds to Phase 3 of the Parking Action Plan.

Summary

Implementation of the Roadway Action Plan is summarized below.

Roadway Action Plan Implementation Summary

Actions	Schedule	Responsible Agency
E Street <ul style="list-style-type: none"> • Design E Street as part of the implementation of the Judiciary Square Master Plan and the National Law Enforcement Museum. • Secure NCPC approval 	Immediate	The DC Courts, the United States Court of Appeals for the Armed Forces, the National Law Enforcement Officers Memorial Fund.
Indiana Avenue <ul style="list-style-type: none"> • Develop preliminary design • Secure NCPC approval 	Dependent on results of parking garage feasibility study	DC Courts
C Street <ul style="list-style-type: none"> • Develop preliminary design • Secure NCPC approval 	After completion of Prettyman Courthouse Annex and during the construction of the Newseum	U.S. Courts for the DC Circuit (east side) and D.C. Courts and Newseum (west side)

Security Action Plan

The Security Action Plan arises from eleven potential solutions considered and examined in this study. These potential solutions are:

- L-2 Improve loading docks*
- L-3 Coordinate loading zone activities
- L-4 Distribute schedules for deliveries*
- V-3 Improve quality of control at entrances to parking garages*
- V-7 Provide for temporary street closures
- S-1 Coordinate between agencies and organizations
- S-2 Establish security protocols*
- S-3 Improve communications between security departments
- S-4 Review perimeter security for all buildings*
- S-5 Construct wall on C Street*
- S-6 Transfer certain public service activities to other locations*

(Potential solutions marked with an asterisk (*) were not recommended for implementation.)

Among the potential solutions, some received strong support from the Study Advisory Committee while many did not. Potential solutions L-2, L-4, S-2, and S-5 were not recommended for implementation. The recommendations have been consolidated into three categories: surveillance, deliveries, and communications.

Surveillance

Study Advisory Committee members reported that their agencies use closed-circuit television cameras and uniformed personnel to monitor activities on the streets bounding their buildings. Based on activities outside of their buildings, they can respond to events or conditions that warrant attention. Other parts of the study area are not closely monitored. The Study Advisory Committee recommended that the entire study area should be monitored as an incident in one part of the study area could have impacts elsewhere. Parts of the Judiciary Square study area, therefore, will require additional surveillance. This study recommends:

- Increased Park Police presence in John Marshall Plaza and the Law Enforcement Officers Memorial.
- Installation of security cameras on the exterior of the WMATA Headquarters building to fill in the surveillance gap.

Figure 3-10 shows security responsibility zones for Judiciary Square.

Recommendations

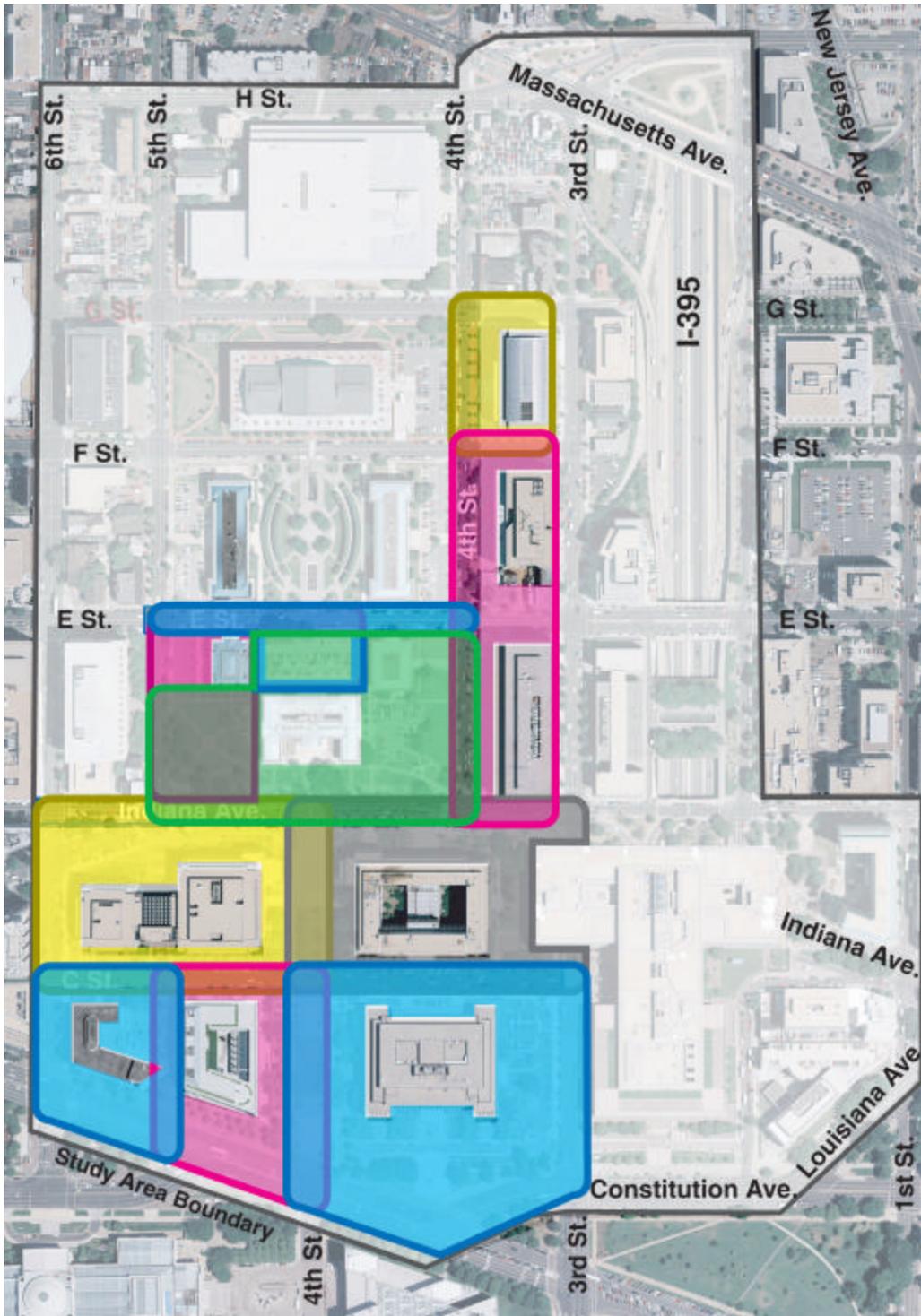


Figure 3-10: Security responsibility zones – areas currently monitored by agencies located within the various buildings in the study area. Colors are used solely to show the limits of surveillance for each building.

Special surveillance requirements may exist on C Street, particularly outside the Prettyman Courthouse. Installing pop-up barriers within the street is under consideration to control access during certain events. Examples of pop-up barriers are shown in **Figure 3-11** and can be either a portable or permanent installation. In the case of C Street, barriers could be installed near the intersection with Third Street and approximately aligned with the west face of the Prettyman Courthouse. They would normally be kept in the closed position, flush with the street, to allow traffic to pass. However, during events when very high security is needed around the Prettyman Courthouse, the U.S. Marshals could raise the barriers and set up check points to allow only authorized vehicles to pass by the courthouse. Upon raising the barriers, the U.S. Marshals should promptly contact DDOT's Division of Traffic Operations to notify them that a portion of C Street has been closed. Installation of the barriers would be the financial responsibility of the Federal Courts and the U.S. Marshals Service and must be approved by the National Capital Planning Commission.

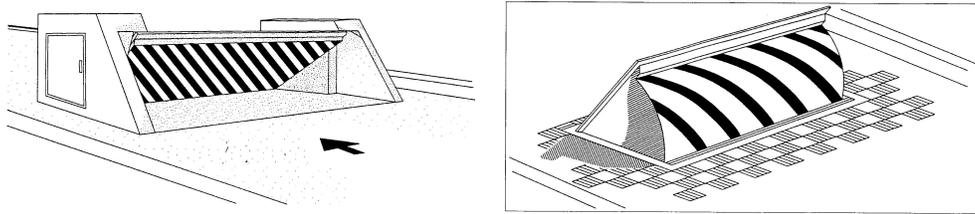


Figure 3-11: Example Pop-Up Barriers

Deliveries

Study Advisory Committee members were presented with four options for coordinating deliveries:

- (1) Large vehicles could unload at a site outside of Judiciary Square with freight transferred to smaller vehicles.
- (2) Deliveries could be scheduled through an electronic bulletin board.
- (3) Delivery schedules could be posted to an electronic bulletin board.
- (4) Loading docks could be rebuilt to accommodate all deliveries without blocking the street and while maintaining building security.

The Study Advisory Committee was interested in coordinating on deliveries, but not using the means described above. This is discussed further in Chapter 4. This study, therefore, makes the following recommendations:

- Judiciary Square agencies are encouraged to coordinate freight deliveries directly with their neighbors. They should develop a “call list” of those people to be notified in case of deliveries that might disrupt traffic or interfere with neighboring buildings’ operations.

- Additional study is required to determine how to implement the DC Courts loading dock off Fourth Street, specifically related to truck turning movements and the impacts to on-street parking. The Fourth Street location was determined to be the only feasible site for the loading dock.

Communication

Study Advisory Committee members were enthusiastic about establishing quarterly meetings for security personnel. These meetings would serve as a forum for discussing general security issues as well as specific needed coordination. For example, the following items could be discussed.

- Street crime
- Building evacuation plans
- Street closure procedures
- Security protocols
- Perimeter security peer review

In addition to the quarterly meetings, it is recommended that security personnel set up and communicate through an e-mail list serve to schedule meetings and share less sensitive information. DDOT has volunteered to coordinate the first few meetings, but ongoing coordination will need to be undertaken by agencies in the area.

Should members of the security committee wish to undertake a security master plan, a sample report table of contents is given in **Appendix F**.

Summary

Implementation of the Security Action Plan is summarized below.

Security Action Plan Implementation Summary

Actions	Schedule	Responsible Agency
Surveillance		
Increase patrolling of parks	Immediate	Park Police
Install cameras outside WMATA building	Immediate	WMATA
Deliveries		
Develop call lists for neighbors	Immediate	All agencies individually responsible
Fourth Street loading dock study	Immediate	DC Courts and Court of Appeals for the Armed Forces; DC Office of Property Management
Communications		
Set up first quarterly meeting	May 2004	DDOT, District Protective Services
Set up e-mail list serve	Immediate	DDOT
Continue quarterly meetings	Quarterly, following first meeting	All participating agencies

Minor Operational Improvements Plan

Traffic signal coordination

There are 34 signalized intersections within the Judiciary Square study area. (The 16 signals in the core area are shown in **Figure 3-12**.) The signal coordination deteriorates over time from the optimal configuration and therefore may not always be appropriate for existing traffic volumes. The District Department of Transportation, Traffic Services Administration has an ongoing signal coordination program. It is the recommendation of this study that this signal coordinate program be continued to ensure traffic signals are fully optimized for the existing conditions in Judiciary Square. Furthermore, as modifications to the operation of the streets within the study area are made, the impact on traffic signals should be considered. Any specific problems or issues regarding the operation of signals should be referred to DDOT via the Mayor's Call Center (at 202-727-1000 or on-line) by the study area agencies.

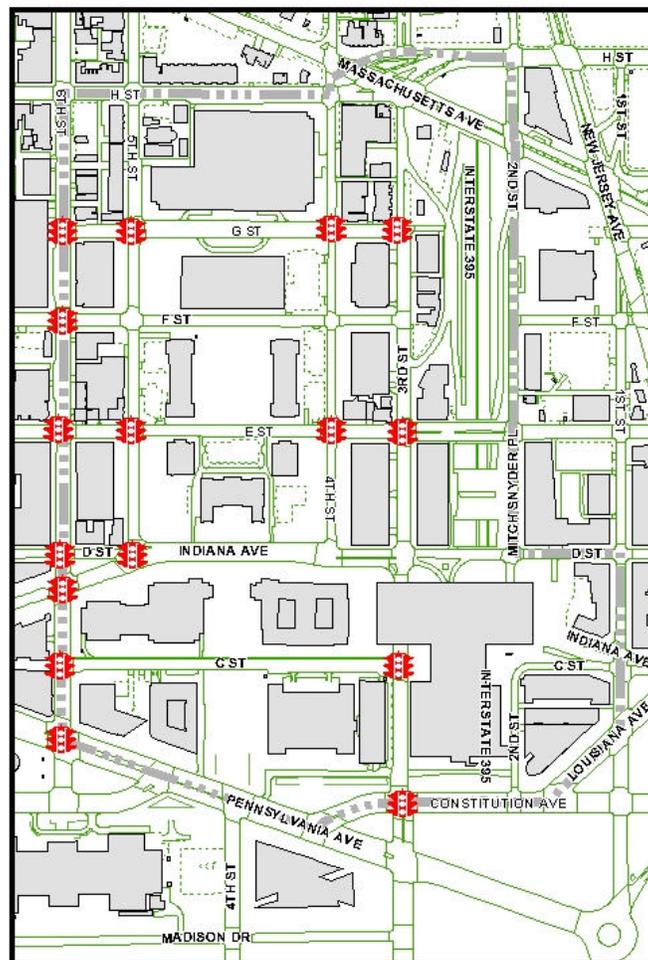


Figure 3-12: Traffic Signals

Managing traffic operations during construction

Much of the traffic congestion observed in Judiciary Square can be attributed to lane blockages associated with building construction projects — projects that are often outside the study area. With many new construction projects slated to begin, better management of traffic operations during construction becomes critical.

This study recommends that current traffic management procedures be reviewed and modified as necessary to make sure traffic flow is maintained while needed buildings are being constructed. Recommended elements of traffic management plans include:

- DDOT should continue to review and approve the traffic control plans for all construction projects in and around Judiciary Square. Defects to the traffic control plans must be corrected before approval is granted. Approval of the traffic control plan should be required before a building permit is issued.
- Consistent with current practices, DDOT's Neighborhood Infrastructure Maintenance Officers should visit construction sites to ensure compliance with the approved traffic control plan. If the approved plan is not working, deficiencies must be corrected.
- Project Owners should be represented by a professional engineer (as part of the Project Architect team) responsible for ensuring day-to-day compliance with the traffic control plan. This engineer would interface with the DDOT construction inspector and the contractor.

Wheelchair accessibility

Handicapped access ramps should be located along all pedestrian routes. Marked crosswalks guide and protect pedestrians across streets at the intersections and designated mid-block locations. Some crosswalks, however, lack handicapped accessible ramps to enable physically-challenged pedestrians to cross. This study recommends the construction or reconstruction of wheelchair ramps in the locations shown in **Figure 3-13**. The estimated cost of these repairs could be as high as \$250,000 if accomplished independently of other street repair.

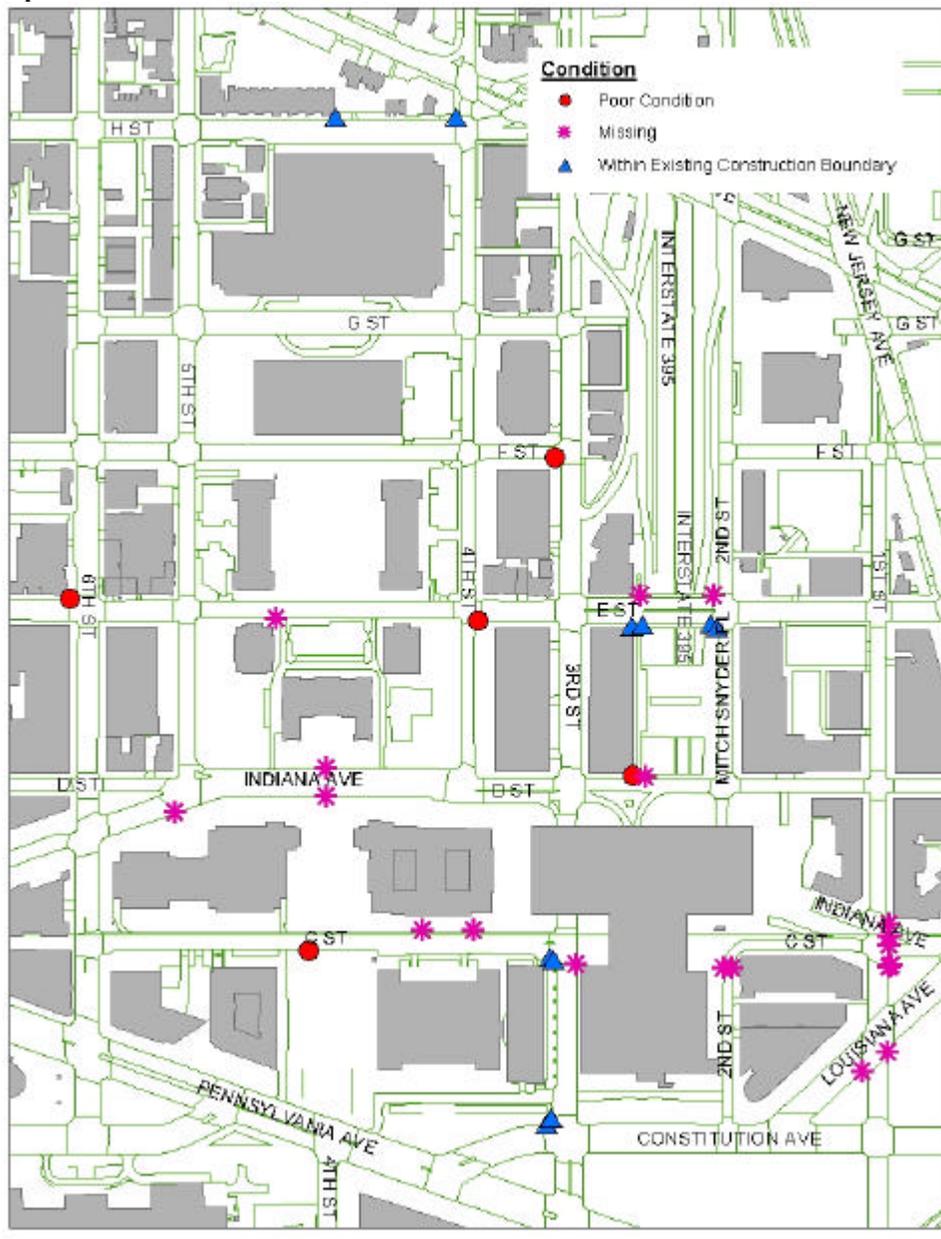


Figure 3-13: Wheelchair ramp improvements

Downtown Circulator routes

The DDOT Office of Mass Transit is currently finalizing planning for four bus routes that offer continual daylong and evening transit service throughout the downtown. The White House/Capitol route would traverse the Judiciary Square study area, primarily along F Street, NW, as shown in **Figure 3-14**. The route would link the Red and Orange Metrorail Lines and extend from Union Station to 23rd Street, NW and from F Street, NW to Independence Avenue, SW.

This study endorses the White House/Capitol Route, as it would offer significant mobility benefits to Judiciary Square workers and visitors and reduce parking demand.

Presently the National Park Service is studying transportation alternatives along the Mall. Final implementation of the White House/Capitol Route depends on the outcome of the NPS study. Tourmobile holds the current contract to provide bus transportation along the Mall through 2007.

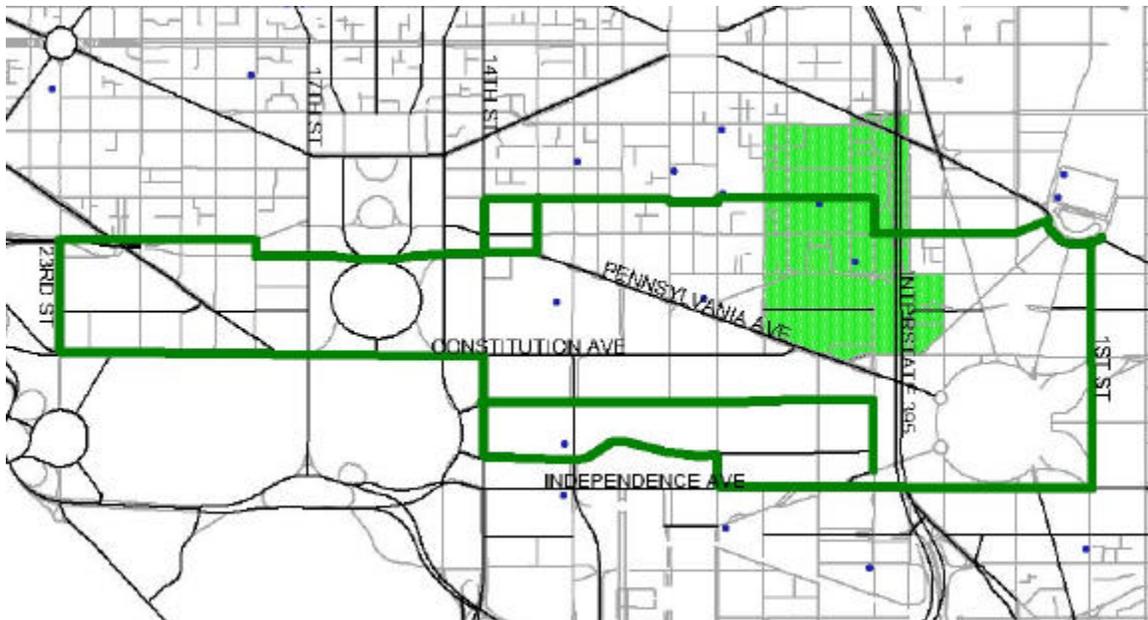


Figure 3-14: Downtown circulator — White House/Capitol Route

Bus stop amenities on E Street

The four bus stops on E Street within the study area should have common facilities to help promote the bus as a principal means of access to Judiciary Square. The four bus stops are shown in **Figure 3-15**. The common amenities include shelters, benches, trash cans, and route maps with schedules. The recommended amenities at each bus stop are indicated with a “P” in **Table 3-10**.

Urban design improvements are scheduled in Phase 3 of the Downtown Business Improvement District’s Streetscape Improvement Program. This study encourages the BID to increase the priority of the Judiciary Square area. The amenities installed in Judiciary Square should match the urban design guidelines of the BID.

It may be possible to implement the amenities in conjunction with WMATA’s Downtown Circulator plan or with the National Law Enforcement Museum construction.

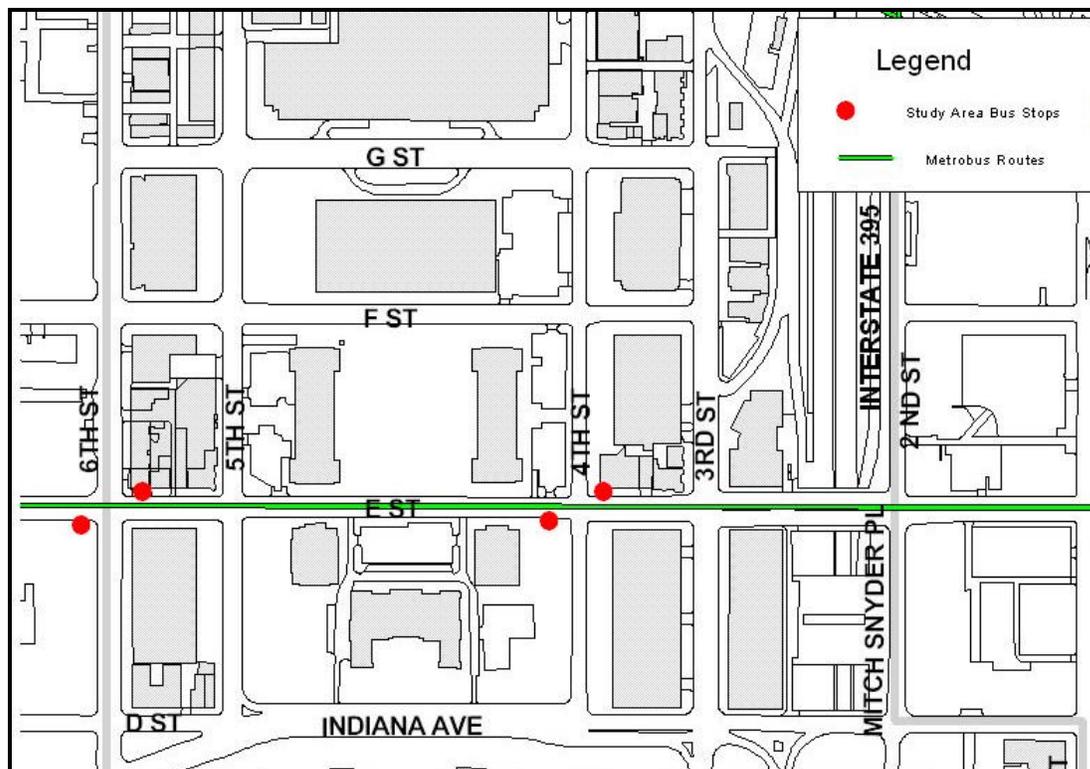


Figure 3-15: Improved bus stop locations

Table 3-10: Bus stop amenities

Bus Stop Location	Amenity						Daily Boardings
	Sign	Trash Can	Route Map	Schedule	Bench	Shelter	
E Street at Fourth Street WB	E	P	P	P	E	P	100
E Street at Fourth Street EB	E	P	P	P	P	P	118
E Street at Sixth Street WB	E	P	P	P			5
E Street at Sixth Street EB	E	P	P	P	P	E	89
E = Existing							
P = Proposed							

The proposed bus stop amenities are estimated to cost \$35,000.



Recommendations

Bicycle facilities

The District Department of Transportation is finalizing its Bicycle Master Plan. In this plan, bike lanes are proposed on E Street and Sixth Street within the Judiciary Square study area. This study endorses the placement of bicycle lanes on these streets. In fact, the proposed modifications to E Street specifically accommodate bicycle lanes. Bicycle lanes potentially promote bicycle use and make bicycling safer. As such they offer mobility benefits and reduce parking demand in Judiciary Square.



A limited number of bike racks are present within the study area. With the proposed bicycle routes on E Street and Sixth Street, additional racks would be appropriate. The bike racks provide a more secure means of locking bicycles than other street furniture. **Figure 3-16** shows possible locations for the additional facilities, essentially supplying a bicycle rack at every Judiciary Square building. Where bike racks are located on public space, DDOT will install the racks. Property owners would make the installation on private property.

This study recommends that buildings in the area agencies create facilities that promote bicycle use such as showers, locker rooms, and bike lockers. They should also comply with District ordinances requiring that bike racks be supplied in an amount equal to five percent of all automobile spaces in parking garages.

If an agency wishes to install bike racks on their own private space, it should follow guidelines illustrated in the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines*.

DDOT will also install bicycle racks in public places at the request of Judiciary Square stakeholders. Requests can be made to the Mayor’s Call Center at (202) 727-1000.

The bicycle racks recommended in this study are estimated to cost \$30,000.

Recommendations

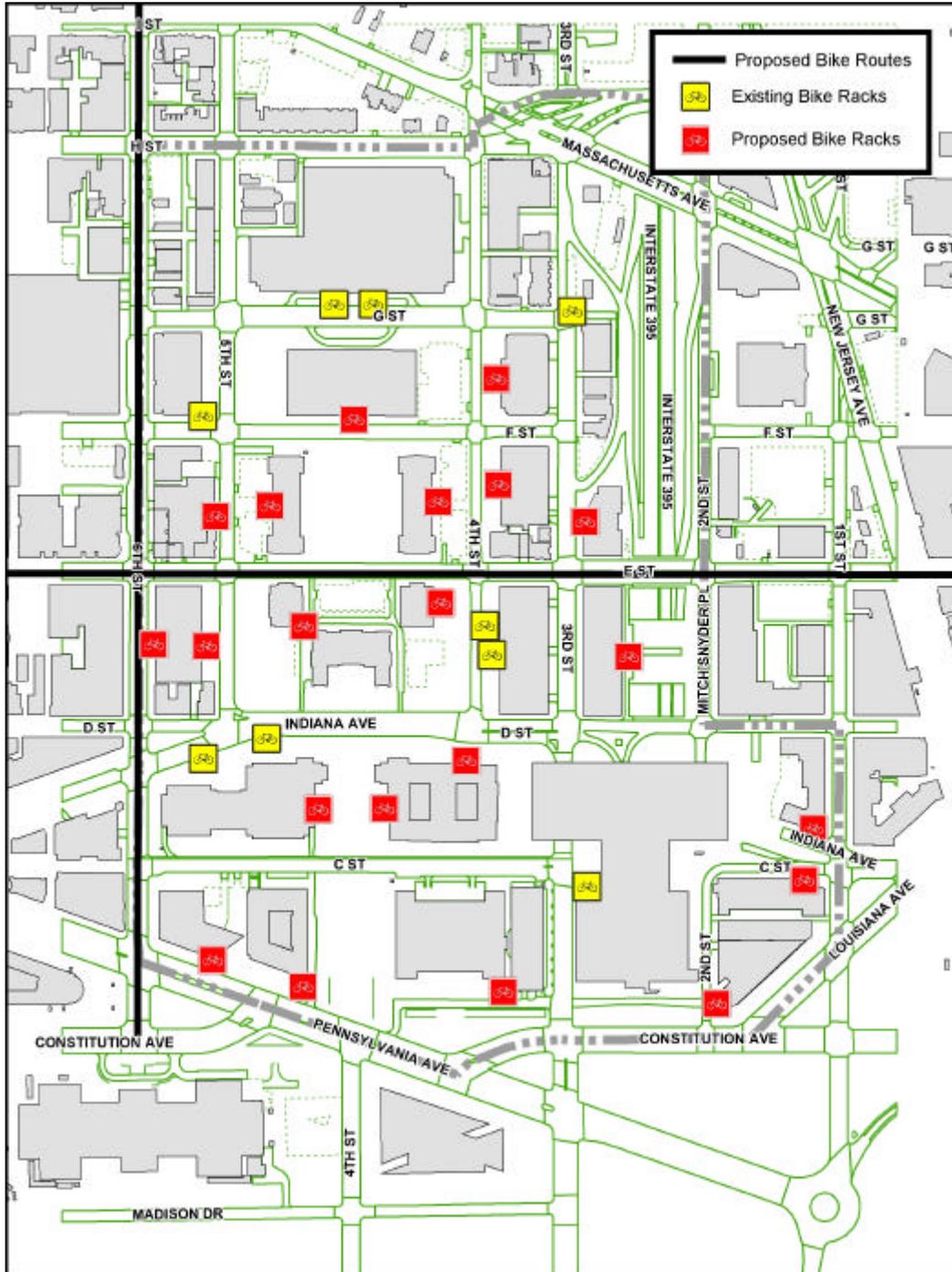


Figure 3-16: Proposed bicycle facilities

Create a pedestrian core through the study area

Many pedestrians traverse the study area, particularly crossing Indiana Avenue and F Street near the Metrorail station exits. New developments such as the National Law Enforcement Museum and the Newseum will bring more visitors to the area who will be getting around on foot. A strong north-south axis through the study area begins at the intersection of Fourth and Pennsylvania and terminates at the National Building Museum. This should be reinforced as a pedestrian zone.

This study recommends a pedestrian zone the width of John Marshall Plaza be created from Pennsylvania Avenue to the south face of the Old City Hall. Another pedestrian zone the width of the Law Enforcement Officers Memorial should extend from the north face of the Old City Hall to the south face of the National Building Museum. Pedestrian connections around the Old City Hall should be reinforced through wide sidewalks and formal landscaping. This area is shown shaded in **Figure 3-17**.

On-street parking within the pedestrian core should be eliminated. C Street, Indiana Avenue, and E Street should be narrowed to make the street crossing shorter for pedestrians, as described above in the Roadway Modifications plan. C Street, Indiana Avenue, E Street, and F Street should all have special pavement treatment within the pedestrian core.

The following activities are required to implement this recommendation:

1. Identify pedestrian crossing treatments at C Street, Indiana Avenue, and E Street — interim and ultimate.
2. Prepare landscape design for John Marshall Plaza and the Old City Hall rehabilitation in accordance with the DC Courts Master Plan.
3. Integrate future E Street and Indiana Avenue streetscapes into the design.
4. Construct interim pedestrian crossings.
5. Implement landscaping as part of other projects and as funding becomes available.
6. Construct ultimate pedestrian crossings as C Street, Indiana Avenue, and E Street are redeveloped.

Recommendations

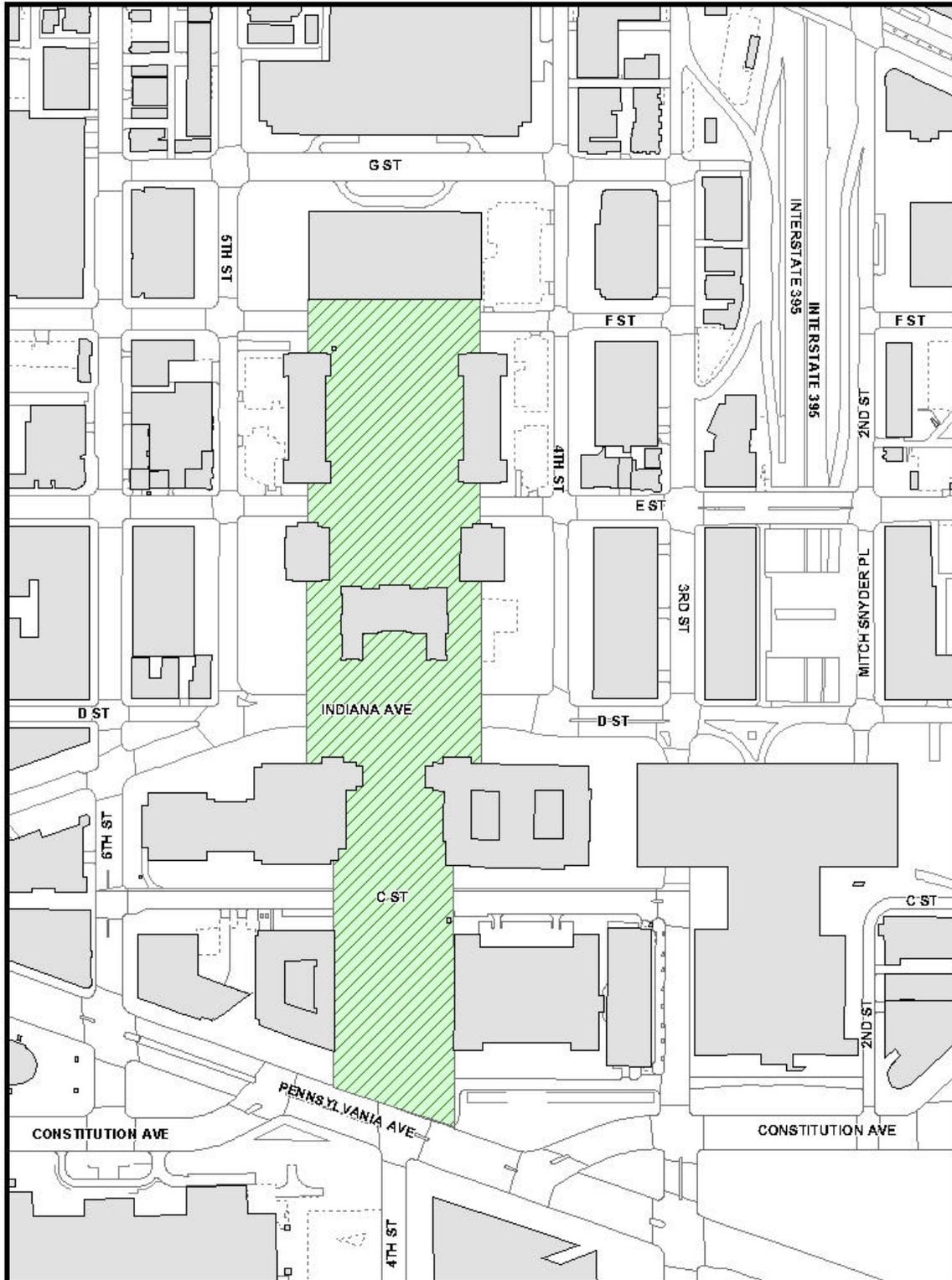


Figure 3-17: Pedestrian core

DC Courts Master Plan Recommendations

The principal recommendations of the DC Courts Master Plan are endorsed by this study, with a few revisions:

- The reconstruction of Indiana Avenue and E Street should follow the recommendations above in the Roadway Modifications plan.
- Additional study is needed to implement the courts loading dock on Fourth Street. Specifically, truck turning movements and the impact to on-street parking need to be examined in more detail.
- The security guidelines should be reviewed to double check that the recommended treatments address specific threats to specific buildings.

The DC Courts Master Plan's principal recommendations are listed in **Appendix E: Potential Solutions Summary**.

Summary

Implementation of the Operational Improvements Action Plan is summarized below.

Operational Improvements Action Plan Implementation Summary

Actions	Schedule	Responsible Agency
Traffic signal coordination	On-going	DDOT – Traffic Signal System Division
Manage traffic during construction <ul style="list-style-type: none"> • Review procedures • Modify procedures as needed • Implement procedures 	Spring 2004	DDOT
Repair wheelchair ramps	Summer – Fall 2004	DDOT – Infrastructure Project Management Administration
Downtown Circulator	2008	WMATA, DDOT – Mass Transit Division
Improve bus stop amenities	2005 -- 2006	DDOT – Mass Transit Division, WMATA
Bicycle facilities <ul style="list-style-type: none"> • Request bicycle racks • Supply bicycle racks • Create bike lanes on E Street and Sixth Street • Improve amenities for pedestrians and bicycles (e.g., lockers, showers) 	Summer – Fall 2004	DDOT – Transportation Policy and Planning Administration Individual agencies
Pedestrian zone <ul style="list-style-type: none"> • Design pedestrian zone pavement treatments • Implement with street reconstruction 	<i>per Master Plan</i>	DC Courts, National Capital Planning Commission, DDOT
Master plan	<i>per Master Plan</i>	DC Courts

Chapter 4: Alternatives Considered and Rejected

Five of the original 36 potential solutions were considered by the study team and Study Advisory Committee and ultimately rejected. These alternatives were mainly deemed infeasible or impractical, or contradicted the goals of individual stakeholder agencies.

Parking

Alternative Action P-7 proposed reducing reserved law enforcement officer parking in Judiciary Square and replacing it with a shuttle system that would collect officers from the various precincts and bring them to Judiciary Square for their court appearances. The conceptual routing of such a shuttle system is shown in **Figure 4-1**. This alternative was not considered feasible for the following reasons:

1. Travel on the shuttle bus to and from court will be paid time for police officers, while travel in personal vehicles is unpaid. The shuttle system would result in increased labor cost to law enforcement agencies.
2. Law enforcement officers are typically interested in going directly home after “papering” their cases, rather than returning to the district police stations to collect their personal vehicles.
3. Parking spaces at the district police stations are needed for subsequent shifts. For officers to leave their cars at the stations while they paper their cases will lead to parking shortages at the stations.

The Metropolitan Police Department, however, should reiterate its policy that day-shift officers are not to take their personal vehicles to Judiciary Square. Rather they are to get a ride or take transit. Other law enforcement agencies are advised to adopt similar policies.

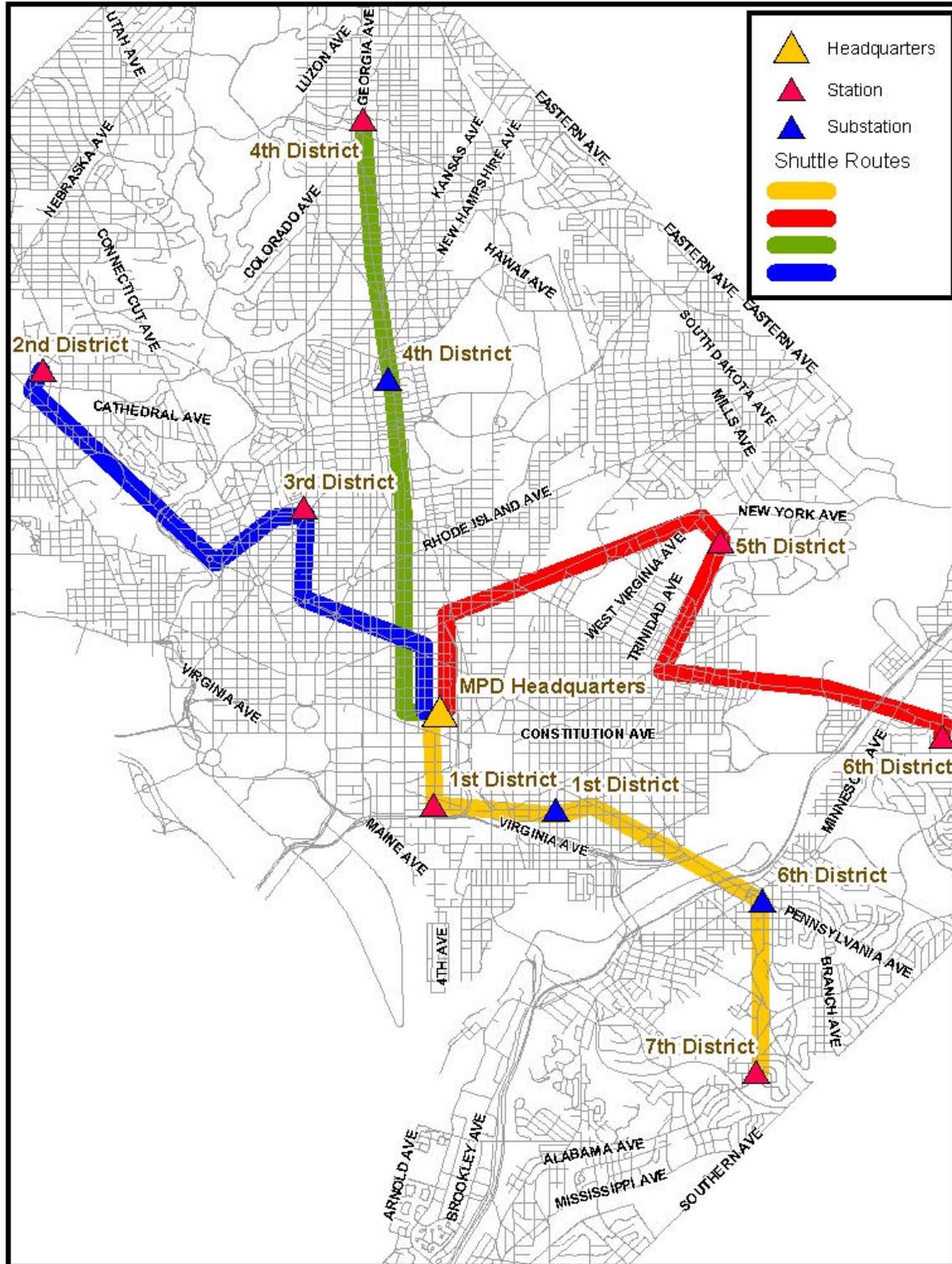


Figure 4-1: Conceptual Routing of Police Shuttle

Roadway

Alternative Action V-5 proposed closing the east end of C Street between John Marshall Plaza and Third Street to all but official vehicles. The Study Advisory Committee discontinued pursuing this option for a number of reasons:

1. Enforcement of the street closure would require personnel that may not be available.
2. Provisions would have to be made to turn around buses servicing the Newseum. This turnaround would require right-of-way acquisition within John Marshall Plaza.
3. Access to the Canadian Embassy would be impaired.
4. Traffic backups on Sixth Street may occur as a queue forms behind the access control point.
5. Access to the Department of Motor Vehicles would be denied from C Street.
6. Access to the Moultrie Courthouse garage would be impaired.

Modifications to C Street have been recommended as described earlier in this report. Specifically, restoring C Street to two-way operation will help meet both the access and security interests of C Street stakeholders.

Signalization

The intersection of Fourth and D Streets, NW is currently all-way stop-controlled. Large volumes of pedestrians cross D Street at this intersection, particularly during peak hours but with significant volumes all day long. The installation of a traffic signal was examined in this study. DDOT's Traffic Services Administration has studied this intersection regularly and has yet to find that it meets the necessary warrants for a signal. A warrant analysis was repeated for this study and preliminary results continue to suggest that signalization is not required at this intersection. However, further information particularly regarding pedestrian flows would be necessary for a complete determination. A full warrant study should be conducted and repeated annually. At the current time, signalization is not recommended at this intersection.

Security

Several security concepts were considered and rejected. Generally speaking, consensus among Study Advisory Committee members could not be attained on the rejected items.

Alternative Actions L-2, L-3, and L-4 looked at three ways of reducing roadway congestion (and its attendant security concerns) caused by delivery vehicles. L-3

proposed that delivery schedules be coordinated among neighboring agencies so that multiple large delivery vehicles would not appear on the same street at the same time. Some Study Advisory Committee members felt uncomfortable sharing information about the timing and size of deliveries. Others believed they did not have the resources to keep accurate track of this information. Agency personnel with different levels of security clearance — including no clearance — could have access to delivery schedules, and this was considered problematic. L-4 offered a more flexible approach to scheduling deliveries. Deliveries would be announced so that neighboring agencies would be aware of what is happening on the street, but no attempt would be made to formally prohibit multiple simultaneous deliveries. This alternative raised similar concerns as L-3 from the Study Advisory Committee and so was dropped from further consideration. Alternative L-2 was the most intensive solution. Loading docks would be upgraded so that they were large enough to accommodate large delivery vehicles securely without blocking the street. This alternative was not pursued because (1) not enough information was available about the condition of each loading dock, (2) it is likely cost prohibitive especially compared to the benign nature of the problem, and (3) it would require modifications to building interiors and therefore is outside the scope of this study.

Alternative Action V-3 proposed improving the quality of control at entrances to parking garages. Currently, significant delays are experienced on the streets outside parking garages during peak loading periods. There is not enough information about each entrance to issue a recommendation. If Judiciary Square agencies decide to pursue a security master plan, this element could be made a part of that effort.

Alternative Action V-7 proposed devising a procedure for temporarily closing streets. The Study Advisory Committee felt that the current process employed by MPD and the U.S. Marshals Service to close streets during emergencies worked well. Planned street closures, such as for large-scale protests, are designed by a committee well in advance of the event. Changes to street closing procedures are left to the security working group at or between their regular meetings. The security working group would also be the forum for coordinating between agencies and organizations (S-1), establishing security protocols (S-2), and reviewing perimeter security for all buildings (S-4).

Alternative Action S-5 proposed constructing a wall along the south side of C Street in the vicinity of the Prettyman Courthouse. This option was intended to afford some protection from threats along C Street. The idea was rejected, however, in part because the threat was not clearly defined and how the proposed wall would mitigate the threat was not well understood. In addition, the proposed wall would encroach on the public way, posing a safety concern for

motorists, interfering with pedestrian movement, and creating a significant visual impact.

Alternative Action S-6 proposed transferring certain public service activities to other locations. This concept was specifically aimed at removing Department of Motor Vehicles operations from Judiciary Square. The idea was rejected because it did not conform with the DMV's facility operations plans. It is unlikely that a security risk assessment of the existing site would demonstrate the feasibility of relocating the DMV. While it may be prudent to go through with the risk assessment exercise, a recommendation to relocate public services away from courthouses would set a significant precedent.

Other

Alternative Action V-2 proposed installing vehicle overheight detectors in advance of the Third Street tunnel. Vertical clearance in the Third Street tunnel is 13 feet, lower than the standard for interstate highways. Consequently, taller trucks can become lodged in the tunnel under the Department of Labor. Because advance signing is limited, truck drivers may not be aware of the low clearance.

A study was conducted to determine the possible placement of detectors and warning signs, as shown in **Figure 4-2**.

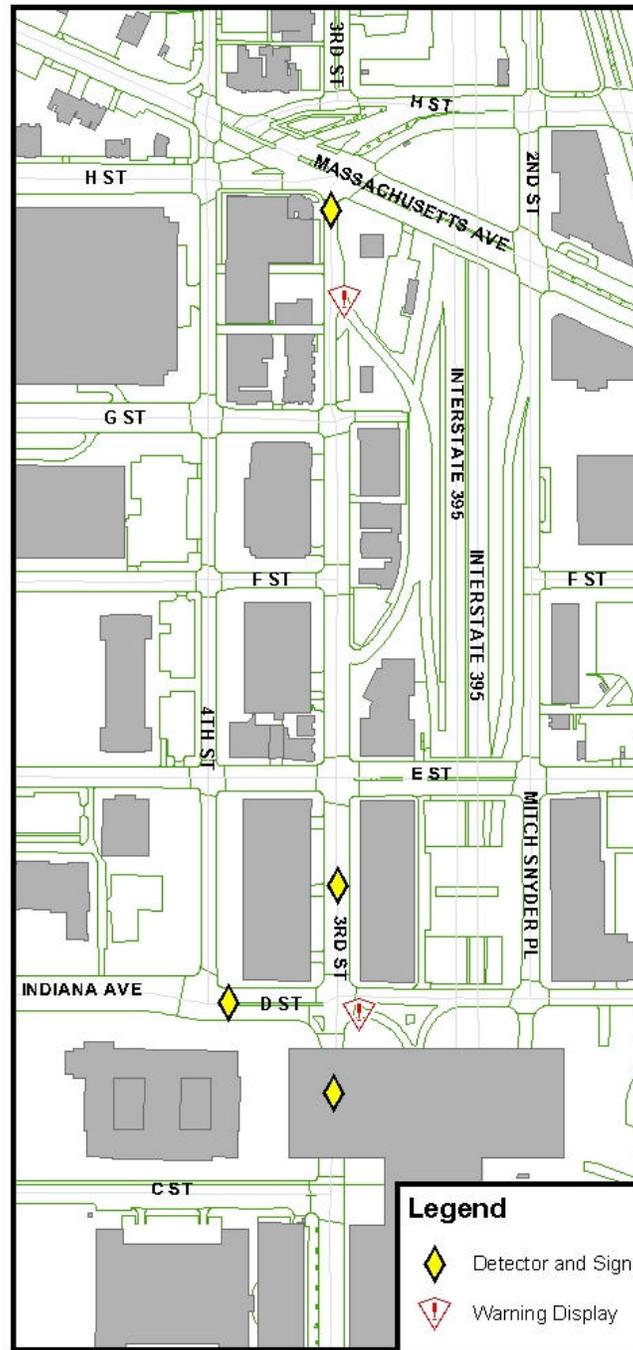


Figure 4-2: Potential overhead vehicle detector locations

Successful installation of an overhead vehicle detection system is infeasible. No location exists to install detectors so that they would detect only vehicles destined for the tunnel. An overhead warning would be issued for large vehicles traversing city streets that have no height restrictions. In addition, the distance between the warning display and the critical vertical clearance point is too short to allow drivers to respond and select a different route.

Furthermore, the cost of installing and maintaining detectors could be substantial. Evidence is lacking to justify the cost of the detection system on the basis of a significant number of incidents or considerable damage caused by incidents. Finally, concerns about maintenance and possible failure of the overheight detector system led the study team to conclude that simply improving advance signage is a better solution.

It may be possible to install over the street a suspended bar similar to those situated at the entrance to parking garages. Designed to move when hit, the bar would knock against the oversized vehicle and indicate to the driver not to enter the tunnel. Such a bar, however, may damage overheight vehicles not destined for the tunnel.

A more practical solution may be to restrict all trucks on the Third Street approach to I-95. Signs would be installed on the approaches advising trucks to use the Massachusetts Avenue entrance to the tunnel rather than Third Street. A complete ban on trucks at the Third Street entrance is more likely to be obeyed and offers a ready method of penalizing violators.

Chapter 5: Comments and Response to Comments

Overview

The draft final report for the Judiciary Square Transportation and Security Study was distributed to the Study Advisory Committee on May 24, 2004. Following a review of the report contents and project recommendations, members of the committee were asked to offer any comments to the report within three weeks. Comments were received during the 45 days following the release of the report.

Comments were received from five study participants. Those comments are reproduced below along with a response from the study team.

Comments of the District of Columbia Courts and the United States Court of Appeals for the Armed Forces

Comment: Parking Action Plan, Parking Deficiencies, Page 12, Paragraph 3 states: "The division of enforcement responsibility may lead to gaps in enforcement."

Proposed Text Revision: "The division of enforcement responsibility has led to gaps in enforcement and informal practices of mutual non-enforcement."

Response: Text has been changed as proposed.

Comment: Parking Action Plan, Enforcement, Page 19 states: "Parked police vehicles would not be subject to ticketing under this policy."

Proposed Text Revision: The Courts request that this sentence be deleted from the report and that the DPW retain the right to issue tickets to the MPD as an enforcement tool under this policy.

Response: Issuing parking citations to police cruisers results in time-consuming administrative work that would adversely affect MPD's ability to meet their responsibilities. Clearly, police cruisers should not be required to search for legal parking when responding to calls. A DPW enforcement officer would not necessarily know the nature of the police call and should not be placed in a position of having to make a decision. On the other hand, police officers should not abuse this deliberate gap in the enforcement policy by parking illegally when not responding to a call. MPD management should monitor police officer behavior and ensure that proper practices are carried out. DPW, and in fact any member of the Judiciary Square coordinating committee, should document and communicate violations of parking policy to MPD at their periodic coordination meetings. Police officers' private vehicles would be subject to ticketing and other enforcement measures.

Comment: Roadway Modifications Plan, E Street, Page 27 states: "Three bus pull-offs will be constructed: two for the National Law Enforcement Museum and one for Metrobus."

Proposed Text Revision: "Three bus pull-offs will be constructed. Two, to be located in front of the proposed NLEM pavilions, are to be shared by the D.C. Courts, the Court of Appeals for the Armed Forces, and the National Law Enforcement Museum. The design of these bus pull-offs will also incorporate curb cuts and be coordinated with emergency access drives for the Old D.C. Courthouse. The third bus pull-off shall be for the Metrobus."

Response: The proposed text is inserted with the exception of the comment regarding sharing of the pull-offs. Instead, text states "Two would be located in front of the proposed NLEM pavilions and would be used for the pick-up and drop-off of passengers along E Street." The use of these pull-offs could not practically be limited to any select group but instead would be available for passenger drop-off and pick-up, keeping the stopping vehicles out of the main flow of traffic. Additional limitations on who can use the pull-offs would require unreasonably wordy signs and necessitate a great deal of discretion on the part of DPW enforcement officers. Should the proposed arrangement fail to meet the needs of the adjacent buildings then changes in policy and enforcement could be made.

Comment: Roadway Modifications Plan, Phasing, Page 30, Item 3 states: "E Street should be reconstructed as part of the National Law Enforcement Museum Project. This corresponds to Phase 2 of the Parking Action Plan."

Proposed Text Revision: "Portions of E Street with building frontages by the D.C. Courts and the Court of Appeals for the Armed Forces should be reconstructed in coordination with these Courts and the implementation of the Judiciary Square Master Plan. Portions of E Street that are proposed to have the National Law Enforcement Museum below grade should be reconstructed as part of the National Law Enforcement Museum Project in coordination with the D.C. Courts. All work to correspond to Phase 2 of the Parking Action Plan."

Response: Generally, the text as proposed has been inserted.

Comment: Roadway Modifications Plan, Summary, Page 30. Roadway Action Plan Implementation Summary Chart states in the E Street, Actions cell: "Design E Street as part of National Law Enforcement Museum"

Proposed Text Revision: "Design E Street as part of the implementation of the Judiciary Square Master Plan and the National Law Enforcement Museum."

Response: Text has been inserted as proposed.

Comment: Roadway Action Plan Implementation Summary Chart states in the E Street, Responsible Agency Cell: "National Law Enforcement Officers Memorial Fund"

Proposed Text Revision: E Street, Responsible Agency Cell: "The D.C. Courts, the Court of Appeals for the Armed Forces, the National Law Enforcement Museum"

Response: The requested text has been inserted.

Comment: Roadway Action Plan Implementation Summary Chart states under C Street, Responsible Agency Cell: "U.S. Courts for the DC Circuit (east side) and Newseum (west side)"

Proposed Text Revision: C Street, Responsible Agency Cell: "U.S. Courts for the DC Circuit (east side) and D.C. Courts and Newseum (west side)"

Response: The requested text has been inserted.

Comment: Security Action Plan, Figure 3-10 Security Responsibility Zones, Page 32 states: "The D.C. Courts and Court of Appeals for the Armed Forces request that the chart be clarified with a legend noting the significance of the colors. For example, the inference could be made that areas with the same color are under the same responsibility but this is not the case. Also, the Old D.C. Courthouse and adjacent open space are not colored and should be identified as monitored by the D.C. Courts."

Response: The caption to the graphic states that the colors are used solely to show the limits of surveillance of each building and not jurisdictions. The omission of the Old DC Courthouse and surrounding open space has been corrected.

Comment: Security Action Plan, Deliveries, Page 34 states: "Additional study is required to determine how to implement the D.C. Courts loading dock off Fourth Street, specifically related to truck turning movements and the impacts to on-street parking. The Fourth Street location was determined to be the only feasible site for the loading dock."

Proposed Text Revision: "Additional information is to be provided to the Study Advisory Committee, by the D.C. Courts and the Court of Appeals for the Armed Forces, indicating how the loading dock for these Courts will be implemented as per the approved NCPC design. Information is to address truck turning movements and the impacts to on-street parking."

Response: With the completion of this report, the Judiciary Square Transportation and Security Study and associated Study Advisory Committee

are terminated. DDOT should review plans for the loading dock to ensure the efficient movement of traffic along 4th Street, NW.

Comment: Regarding the section Minor Operational Improvements Plan, Figure 3-16: Proposed Bicycle Facilities, Page 44: The D.C. Courts and Court of Appeals for the Armed Forces request that the Plan be revised. The bicycle rack location between the west side of the Old D.C. Courthouse and the Court of Appeals for the Armed Forces will be accommodated in the underground west garage project and should be eliminated from this plan or noted in the center of the west lawn with a below grade symbol. The bicycle rack location between the east side of the Old D.C. Courthouse and Building C should be relocated to east side of Building C near that building's main entrance. Also, with reference to the National Building Museum, the Plan shows a bicycle rack on the south side of the building. The west side of the building, with its large lawn area may better accommodate a bicycle rack.

Response: The proposed bicycle rack west of the Old D.C. Courthouse is for public use and therefore cannot be placed in the underground garage. The proposed bicycle rack on the west side of the Old D.C. Courthouse will be relocated to the east side of Building C. The bicycle rack proposed for the entrance to the National Building Museum should not be relocated away from that building entrance. The visibility and ease of use suggests that the proposed location would be best. In general, bicycle racks should be viewed as positive features within the study area. They should be located so as not to interfere with pedestrian flow while remaining visible. Ideally, their presence and ease of access will promote bicycle use and reduce dependence upon the automobile.

Comments of GSA Staff

Comment: On Page 6, Principal Issues – Changes in activity section GSA disagrees with the final sentence. It seems certain that vehicular traffic will increase due to the addition of two new museums to the area.

The Law Enforcement Museum will add both tour bus and personal vehicles dropping off and picking up visitors and staff. The fact that they are not providing parking does not mean that people will not drive to the museum; it suggests that there will be more personal vehicles looking for parking in an already parking deprived area.

Perhaps more importantly, the Newseum is introducing a high volume of tour buses to C Street as well as a loading dock and a parking garage entrance. This will, of course, bring new vehicular traffic to the area.

Although tour bus loading and unloading may take only minutes, one does not

have to walk far in DC to see that tour buses spend a lot of time idling before and after loading and unloading. Well beyond the legal limit of the DC idle law.

Response: The text has been altered to acknowledge some increase in vehicular traffic. Traffic volumes are not anticipated to be significant given the reduction in public parking within Judiciary Square. The Newseum has estimated about 60 tour buses per day. Given that the capacity of a lane of public street is in excess of 900 vehicles per hour, this volume of bus traffic is not considered significant. The Law Enforcement Museum has anticipated even lower volumes. Improvements in parking and configuration of streets should mitigate the marginal increase in vehicular activity due to the museums.

In addition, the Newseum is displacing a surface parking lot that was attracting about 600 vehicles a day. These trips will no longer be attracted to that site.

Comment: Page 7 – Principal Recommendations – Security. Language needs to be added that indicates that in addition to improved communication the free flow of traffic and proper parking enforcement are critical in providing security for the area.

Response: The following text has been added—“Improvements in the flow of traffic from recommended actions and proper parking enforcement will also improve security for the area.”

Comment: Page 8 – Study Advisory Committee. General Services Administration (GSA) should be changed to U.S. General Services Administration – National Capital Region (GSA) throughout the document.

Response: Two references to the GSA were found and corrected.

Comment: Page 9 – Figure 2.1 – Traffic Operations Deficiencies. This figure should include possible future deficiencies as well. In particular loading zones for the Law Enforcement Museum on E Street, and loading zones for tour buses, deliveries, and parking garage entrance on C Street for the Newseum. Although the exact impact of future operations is not known, they need to be included.

Response: This section of the report deals with existing conditions. As such, a discussion of future conditions is not appropriate. No change in the graphic will be made.

Comment: Page 10 – Traffic Operations Deficiencies – end of 3^d paragraph. Drop "may" and say that whether high traffic volume in general returns or not, Newseum tour bus activity will exacerbate traffic problems during mid-day hours.

Response: We do not agree that the volume of buses anticipated to be generated

by the Newseum will guarantee traffic congestion on C Street. No change in the text will be made.

Comment: Chapter 3 – Recommendations – Beginning page 15. For the sake of clarity the lists of recommendations should be separated into two lists, those that were recommended and those that were not. In some cases the text indicates which are not recommended (page 15) in others they are indicated with asterisks (page 31). It is a bit cumbersome and confusing as it is currently formatted.

Response: Asterisks have been used to designate recommendations not advanced on page 15 so as to be consistent with page 31. The alternatives and recommendations are presented so as to illustrate the lineage of each action plan and to more clearly show where ideas were considered and rejected.

Comment: Page 19 – Enforcement. Emphasize that lack of enforcement has been a chronic problem and that Phase I only works if enforcement occurs.

Response: The introductory text on page 15 states that “All three of these elements [referring to parking supply, administration, and enforcement] must be in place for the parking system to work properly. Therefore, the Parking Action Plan addresses all three pieces.” We believe that the emphasis is made.

Page 22 – Table 3.4 – Proposed Parking Signs

Sign number 6 should be made more consistent with sign number 5. Perhaps “Permit Parking – Cars with daily Judiciary Square permits only – 7:00-18:30 Mon-Fri.”

Using “Official Vehicle” rather than being more explicit is vague and opens the door for interpretation. On another note, at least to many federal employees, “Official Vehicle” means a government issued vehicle. In this case there will be non-official cars using these pooled permit spots.

Also, will permanent permit vehicles be allowed to park in daily spots – perhaps if their assigned permanent spot is not as conveniently located as a pooled spot? Allowing this could wreak havoc on the number of spaces available to daily parkers.

Will metered parking be allowed in permitted spots after restricted hours?

Response: We concur. The wording has been changed to allow parking with a “permanent” Judiciary Square permit or a “daily” Judiciary Square permit. Vehicles with permanent permits will not be permitted to use daily spaces and vice versa. This study does not address issues after the peak hours but we would

anticipate that metered parking will remain in effect until as late as 9:30 p.m. to control MCI Center parking.

Comment: Page 24 – Figures 3.4-3.6. Maps do not reflect the Newseum's stated intent to use the space in front of its building on 6th St. for overflow bus drop offs.

Response: We do not recommend using 6th Street for bus overflow. This area should be reserved for public parking. If the Newseum buses make use of the area they should do so only if curb space is available.

Comment: Page 30 – Summary – Action Plan Implementation Summary. Shouldn't DDOT or the entity with jurisdiction over the street ROW be the responsible agency for all modifications to the roadway? I know that permits/planning approval is sometimes conditioned on the applicant providing improvements to the streets, but in a built-up area who pays?

The present and future security and traffic issues on C Street are due to illegal parking at DMV and increased traffic (especially tour buses) due to the Newseum. The US Courts at Prettyman should not be responsible for the smooth running of traffic on C Street.

Response: Several agencies have expressed a desire to have a role in the reconfiguration of the Judiciary Square streets. The multitude of construction projects present several opportunities to cost-effectively implement the recommended actions. Allowing changes in curb line to take place simultaneously with other actions will result in a more rapid implementation.

While it is true that illegal parking at DMV and bus traffic to the Newseum would contribute to traffic congestion, a variety of other causes, produced by virtually every tenant on C Street, suggest that all should be involved in the improvements.

Comments of the National Capital Planning Commission

Comments: In general, we endorse the operational recommendations of the study, but we remain concerned about some of the physical changes recommended to improve traffic flow. Our concerns include:

1. Traffic and urban design impacts of narrowing E Street, NW by moving the south curb line northward.
2. Urban design and historic preservation impacts of modifying curb lines along E Street, NW, C Street, NW, and Indiana Avenue, NW.
3. Urban design impacts of providing two lay-bys along the south side of E Street, NW for use by the planned National Law Enforcement Museum
4. Traffic, urban design and historic preservation impacts of installing pop-

up barriers with the right-of-way of C Street, NW in the vicinity of the Prettyman Courthouse.

Because our Commission is the decision-making body for the agency, we anticipate that most of these concerns will be addressed as specific projects are submitted to the Commission for review and approval. Others, such as the E Street, NW south curb line, will be addressed when the Commission acts on the final master plan for the Judiciary Square area later this year.

Response: We concur with the need for careful consideration as the various physical changes are planned in greater detail. Ideally, the Commission would clarify its generalized concerns (e.g., frequent and erratic changes curb line, reduction of public space in favor of private or single-use space), and other guiding principles.

Comments of the United States Court of Appeals

Comment: We would like to thank you, DDOT, HNTB Corporation, and the other study participants for the hard work that has gone into putting together the Judiciary Square Transportation and Security Study. This has been an ambitious undertaking involving many interested parties, and we appreciate the time and effort that have gone into this project. We are, however, deeply troubled by the fact that the Final Report fails to analyze the impact of the proposed addition of 60 busses per day on C Street. Our concerns are detailed below.

Response: We do not view 60 busses per day as a significant volume of traffic. C Street is capable of carrying as many as 900 vehicles per hour. Current volumes are approximately 4,200 vehicles per day and a maximum of approximately 350 per hour. Assuming all additional busses arrive during the same one hour, the volume of traffic on C Street NW will still be substantially below the carrying capacity of the street.

The more significant problems related to double-parking, maneuvering in and out of parking spaces, and the delivery of goods and people from the travel lanes represents a far greater problem and one that this study has addressed.

No changes in the study recommendations or wording will be made.

Comment: First, as to the Existing Conditions Report, we would like to thank you for incorporating our comments submitted on February 11, 2004, into the final version of the report. With one exception noted below and the fact that the report fails to include C Street in the speed and delay study, we believe that the Existing Conditions Report, taken into context with the Final Report, now provides a more accurate view of the *existing conditions*, at least as they pertain to C Street, which is our area of concern.

Response: Subsequent to the issuance of the Existing Conditions Report, we conducted a speed and delay study on C Street, NW. Observations made during the course of that study highlighted the highly variable and unpredictable nature of traffic operations on C Street. For example, on one run, a delivery blocked C Street for several minutes. On subsequent runs, the truck was gone and no delays were evidenced. Later, a conversation between a police officer and a motorist delayed traffic. Once the conversation was completed, traffic flowed freely. Speed and delay runs are most useful in identifying recurring problems that might result from traffic signals, heavy pedestrian flows, or frequent parking maneuvers. Delays on C Street appear to result from the nature of the street: a narrow street that serves primarily as a service drive, with a motoring public that blatantly disregards both traffic laws and basic courtesies. The recommended actions should address these issues.

Comment: As to the Final Report, we believe that many of the recommendations constitute viable steps to take in an effort to alleviate some of the current traffic problems in the Judiciary Square area. We do, however, believe that a glaring omission has been made from the Final Report – there is not one single mention (except for a reference to the rejection of a bus turnaround on C Street) of the introduction of Newseum tour busses to C Street. As you know, the security and traffic implications of the tour bus proposal were the primary reason the courts and GSA asked the City to undertake this study. Unfortunately, the Final Report entirely ignores these critical issues.

At this point, the addition of tour busses is a known factor; the Newseum has even provided information as to the exact number of busses they predict during business hours. We believe this information must be taken into account when considering how to alleviate traffic problems that will be further complicated by the addition of tour busses to the street.

Response: We do not believe that the volume of tour bus traffic is sufficiently high, given the volume of traffic using C Street, NW, to warrant further attention. The 60 busses per day likely translates into no more than 6 or 7 busses per hour, a volume that will have little discernible effect on traffic operations. Provided the Newseum honors its commitments to control dwelling of buses, there should be no need for concern over bus traffic on C Street.

Comment: Moreover, page 6 of the Final Report states that “these new buildings [which include the Newseum] will increase the number of people attracted to the study area but are not expected to increase the amount of vehicular traffic as they make no provision for visitor parking.” (This same language is also on page 5 of the Existing Conditions Report.) Even if guests visiting the Newseum do not bring their personal cars to the area in an attempt to find on-street parking, it is

misleading and certainly inaccurate to state that vehicular traffic is unlikely to increase – sixty busses a day is definitely an increase in vehicular traffic by anyone’s definition.

Response: See response above.

Comment: The failure to address the introduction of the busses in the study leads us to believe that while this study will hopefully provide some solutions to the problems we currently face on C Street, there is likely to be an entirely different set of traffic and security issues that will require attention once the busses are added to C Street.

One of the primary reasons the U.S. Courts were most interested in participating in this study was to address the introduction of tour busses on C Street. We, therefore, find the Final Report’s failure to even mention, much less consider the impact of, the tour busses to be a glaring omission. Although the tour busses are not an “existing condition,” we believe that the Final Report should address and analyze the effect of the tour busses on the proposed recommendations.

Response: We respectfully disagree with the issue raised by the Court and believe that the proposed actions, that include changes in curb lines, parking operations, supply, and enforcement, and other operational improvements will mitigate the problems experienced today and in the future with the introduction of the Newseum and its associated traffic.

Comment: Similarly, while we welcome the recommendation that the Department of Public Works’ Parking Services Division will be responsible for enforcing parking throughout Judiciary Square, we are concerned about the viability of that recommendation. As we indicated in our February 11, 2004 response to the Existing Conditions Report, the lack of traffic enforcement has been a problem that the C Street neighbors have been struggling with for years. We hope that the reliance on enforcement in this plan does not prove to be its undoing. We also wonder whether the idea of essentially exempting law enforcement vehicles from the enforcement plan and leaving it up to the individual law enforcement agencies to internally discipline the violators will not ultimately substitute a “public parking problem” with a “police parking problem.”

Although we understand that there are sensitive political problems involved in having one agency ticket another, it might be better to have the tickets issued to all violators so that there is more public accountability when repeat transgressions occur.

Response: We believe that the parking component of this plan relies not solely upon enforcement but on a combination of parking administration, supply, and enforcement. At least one contributing factor to illegal parking by law

enforcement personnel is the lack of adequate parking to meet requirements. More than 300 officers appear in court daily while fewer than 150 spaces are available for them to park their vehicles. The proposed plan increases the number of parking spaces to match the requirements identified by the relevant agencies.

Another contributing factor to illegal parking is the inability of enforcement personnel to identify legally parked official vehicles. The lack of a uniform, non-reproducible parking permit has allowed police officers to park contrary to policy using expired permits and other unsanctioned credentials. The use of a uniform permit, uniquely issued to each authorized police officer, will facilitate the identification of violators who can then be cited, fined, and reprimanded.

Comment: Finally, the Final Report does not make clear who will bear the financial burden and the design responsibilities of making physical changes to C Street. The Roadway Action Plan Implementation Summary, on page 30, seems to indicate that the responsible agency for the east side of C Street is the U.S. Courts. Is it really the intent of the report to make the courts responsible for re-stripping or redesigning the street? Without further clarification on this point, we are unable to subscribe to this recommendation.

Moreover, we ask that you also clarify the reference to “secur[ing] NCPC approval” for the redesign of C Street. It is our understanding that DDOT is the approving authority for C Street design changes, and therefore, we are unsure as to the approval process envisioned in the Roadway Action Plan and which entities would be responsible for designing the changes and seeking the necessary approvals.

Response: The next phase of this work will likely identify the participating agencies and the nature of their participation. DDOT does indeed have primary responsibility for C Street, NW. NCPC has certain authority over all streets within the original L’Enfant Plan. The Fine Arts Commission also has responsibilities in certain parts of the City. These and other agencies will have a role in developing the reconfiguration of the street.

It is also reasonable to assume that some of the changes envisioned in the current plan will be borne by agencies other than DDOT. The proposed delta barriers on C Street are likely a responsibility of the U.S. Marshals Service and/or U.S. General Services Administration. Other features of the plan reflect recommendations of the DC Courts Master Plan and may be funded from non-DDOT sources. The Newseum will require bus pull-outs along C Street, NW that will likely be funded by the Freedom Forum.

Subsequent work on the recommendations contained in this plan will determine the sources of funding. Also important to consider is the fact that if funding outside of DDOT sources is found then improvements will be made more quickly improving traffic operations and increasing security for all involved.

Comment: In addition, we are unsure about the potential impact of the C Street reconfiguration. In particular, we are concerned that the narrowing of C Street could potentially lead to further problems once tour busses are introduced to the street. We therefore think it might be beneficial to try to replicate the new street configuration using some sort of temporary barriers so that the true impact of the street reconfiguration can be assessed before time and money are expended to change the physical landscape of the street.

Response: We believe that narrowing C Street, NW will clarify the distinction between travel lanes and parking lanes and discourage drivers from blocking the travel lanes. We endorse the recommendation to test the proposed street configuration as a temporary measure to identify any weaknesses in the proposed plan. That said, careful thought would need to be given to identifying a means of temporarily narrowing the street in an aesthetically acceptable manner.

Comment: In conclusion, we would again like to reiterate that we are grateful for the amount of time and effort that has gone into preparing the detailed Existing Conditions Report and the Final Report. Although we believe that the recommendations offer very useful measures, we are concerned that the introduction of busses on C Street and the potential lack of parking enforcement will require us to revisit the recommendations currently before us. We hope that these additional challenges will not impede the success of the recommendations as proposed, but believe it is imperative that these challenges be fully recognized in advance.

Response: We acknowledge the concerns regarding buses on C Street and believe that our assertions on the minimal impact that 60 buses per day will produce will be borne out.

Comments of the Department of Motor Vehicles

Comment: As the Department of Motor Vehicles has stated in every meeting, we do not support eliminating parking in front of our headquarters. As a motor vehicles facility, the public reasonably expects that some parking is available at all of our service centers. Additionally, because our current parking is limited, we already do encourage the public to use public transportation. If anything, we'd like to see more of the existing spaces converted to accommodate seniors and disabled customers. Based on the above statement, we do not support the results of this study.

Response: We are sensitive to the needs of Department of Motor Vehicles customers. In light of the fact that few parking spaces along C Street are currently being used by DMV customers and the need for increased security, the study recommendations will remain unchanged. Handicapped spaces will remain available for both DMV customers and others having business in the area.

Acronyms used in this report

ANC	Advisory Neighborhood Commission 6C
BID	Downtown Business Improvement District
CCTV	Closed Circuit Television
CMCC	Central Monitoring and Control Center
DC	District of Columbia
DDOT	District Department of Transportation
DMV	Department of Motor Vehicles
DPW	Department of Public Works
EMA	Emergency Management Agency
FBI	Federal Bureau of Investigation
GSA	U.S. General Services Administration – National Capital Region
MPD	Metropolitan Police Department
MRDDA	Department of Human Services, Mental Retardation Developmental Disability Agency
NCPC	National Capital Planning Commission
NCRC	National Community Rehabilitation Commission
NLEM	National Law Enforcement Museum
NPS	National Park Service
NW	Northwest
OP	Office of Planning
SAC	Study Advisory Committee
SW	Southwest
U.S.	United States
USMS	United States Marshals Service
WMATA	Washington Metropolitan Area Transit Authority