

Whitehurst Freeway Deconstruction Feasibility Study

April 2005

Meeting Agenda

- Background Information
- Study Goals
- Preliminary Evaluation Factors
- Existing Conditions
- Existing Traffic Model
- Land Values
- Related Projects
- Next Steps

April 7, 2005

Background Information

- In 1940's, Whitehurst Freeway was built to connect Key Bridge with a citywide freeway system which was never built
- Land use pattern changed from industrial to commercial plus residential

Previous Studies



National Capital Planning Commission
Georgetown Waterfront Study, 1975

- Existing and Planned Land Use
- Circulation Plan (vehicles, pedestrians)
- Development Potential and Constraints



District Department of Transportation
Alternatives Analysis, 1982

- Rehabilitated Structure
- New Structure*
- New At-Grade Arterial
- No-Build

* Recommended action

Whitehurst Freeway Corridor System Modification Study *Final Environmental Impact Statement, Vol. 1 and 2, 1985*

Ground rules for development of alternatives:

- Accommodate present travel demand while minimizing the generation of additional traffic
- Control and reduce traffic in adjacent residential neighborhoods
- Include a waterfront park along the Potomac River in Georgetown

Alternatives:

- Rehabilitate existing elevated freeway structure*
- Build new elevated four-lane freeway 15 feet lower and 16 feet wider than present structure
- Replace elevated structure with six-lane arterial street at ground level
- No-Build*

* Recommended action was a combination of rehabilitation and no-build alternatives in which modifications would be made to the existing structure and roadway connections.



Committee of 100 on the Federal City and the District Department of Transportation *Alternatives Analysis, 1989-2003*

(John Passonneau & Partners)

- Replacement of Freeway With At-Grade Avenue and Ramp From Key Bridge
- Loop Ramp Connection Between Key Bridge and Canal Road
- No-Build



Study Goal and Primary Tasks

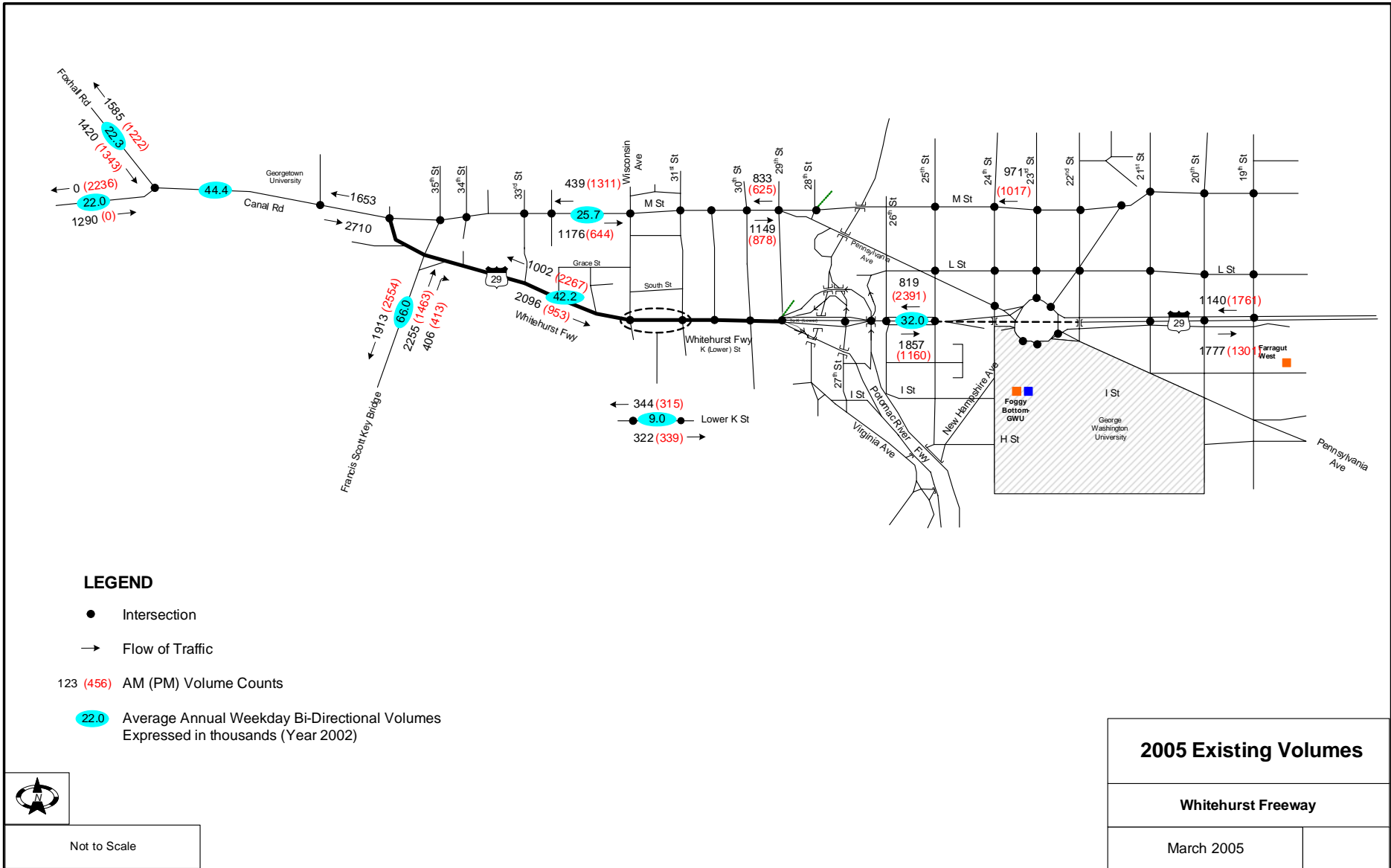
- To evaluate the feasibility of deconstructing the Whitehurst Freeway
- Primary Tasks
 - Examine traffic impacts of removing freeway
 - Examine the potential to improve park access
 - Examine engineering requirements
 - Prepare cost estimate
 - Examine impact on land values
 - Evaluate alternatives and develop recommendations

Preliminary Evaluation Factors

- Structural and engineering feasibility of deconstructing freeway and constructing alternative alignments
- Land use impacts and estimated tax revenue
- Traffic impacts of deconstructing the freeway including travel time and level of service
- Impacts on pedestrian access and mobility
- Levels of public support for alternate alignment schemes
- Environmental impacts including impacts on historic and cultural features

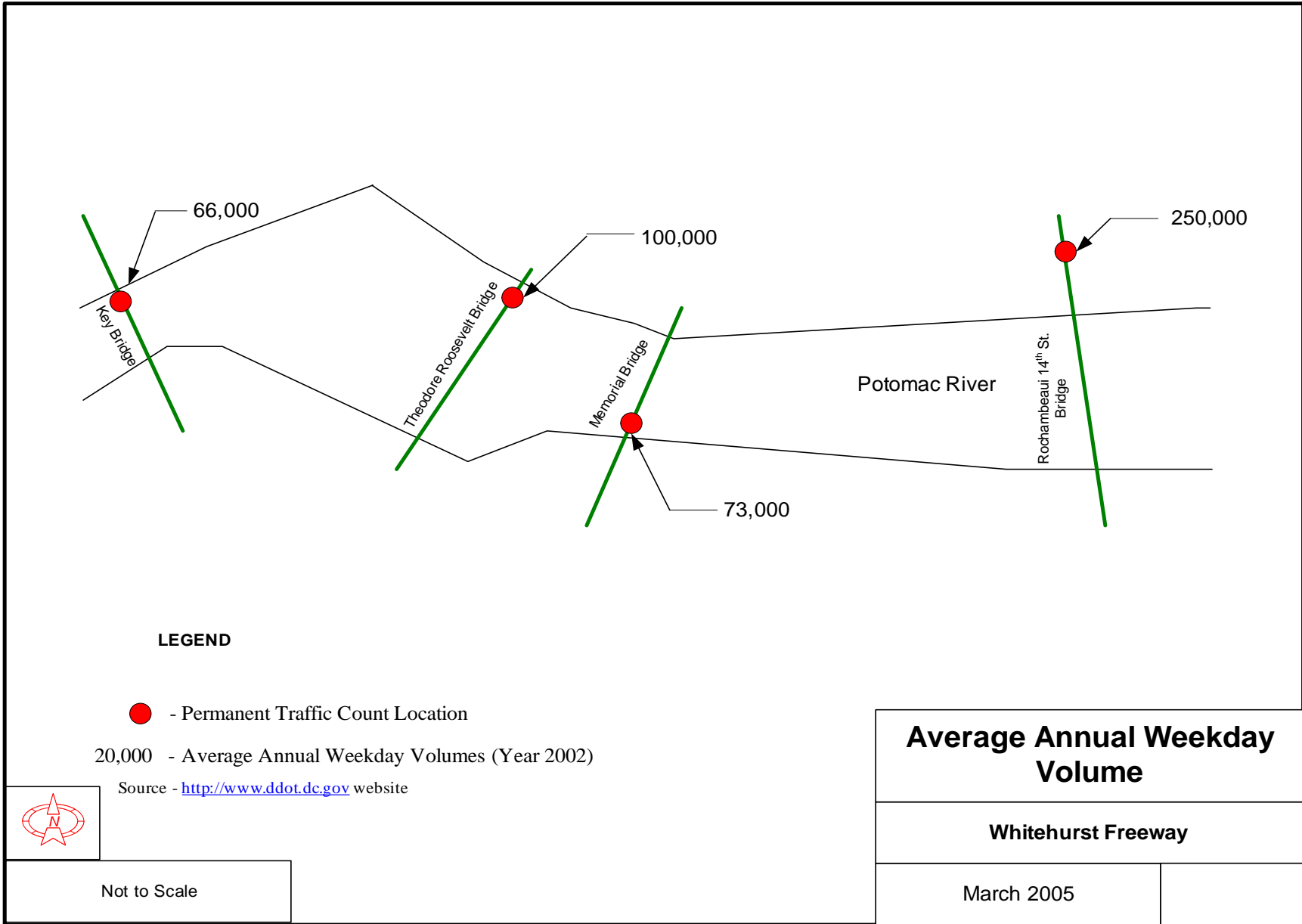
Existing Conditions

- Traffic Volumes
- Origin and Destination Data
- Existing Transit Routes
- Pedestrian Data
- Average Travel Speed
- Existing Condition Traffic Model
- Land Use and Property Values
- Existing Infrastructure
- Parking



Not to Scale

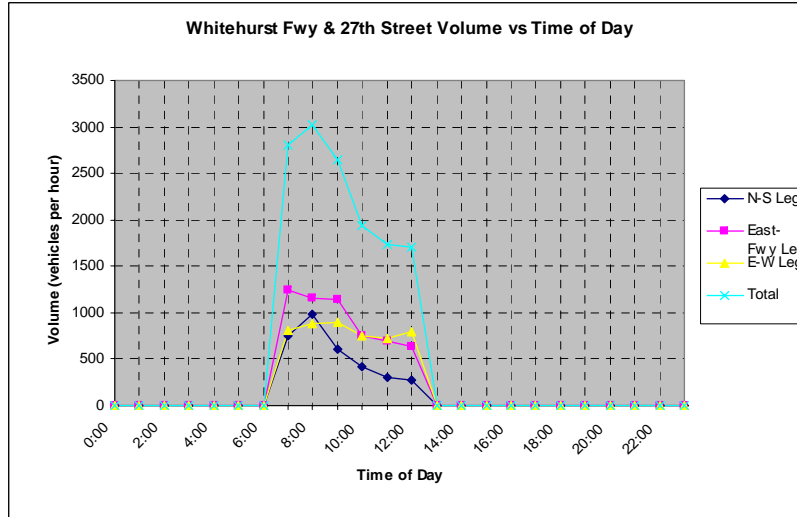
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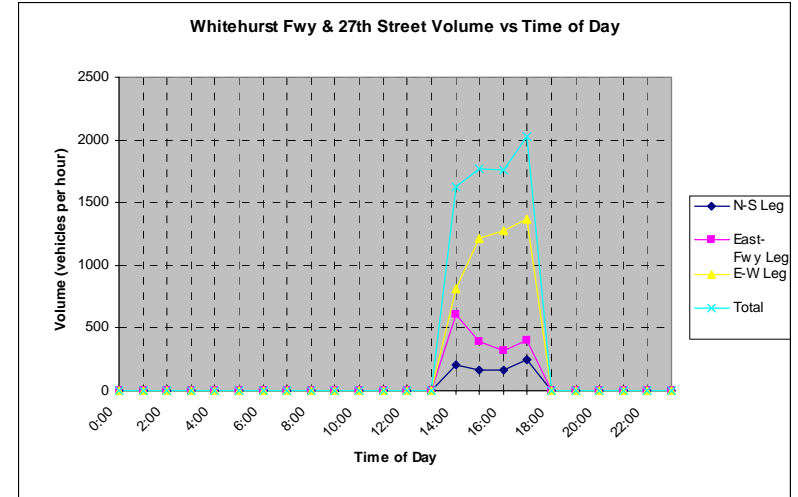
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Existing (2005) Traffic Volume by Time of Day

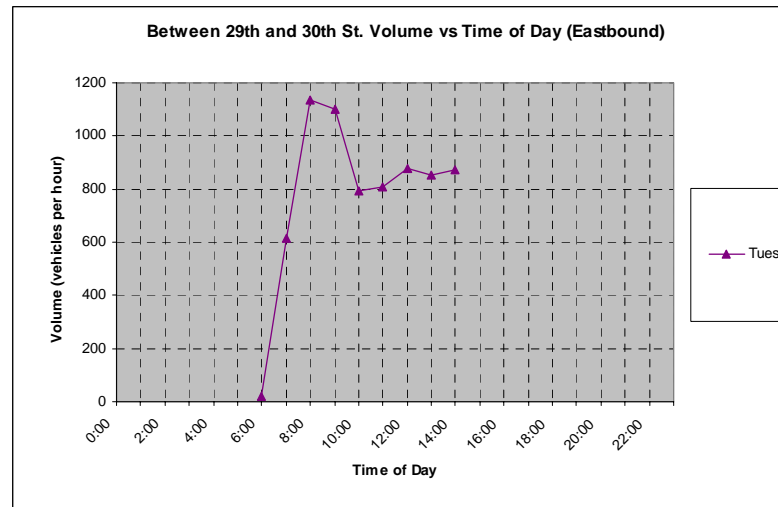
AM -K Street and 27th Street



PM -K Street and 27th Street

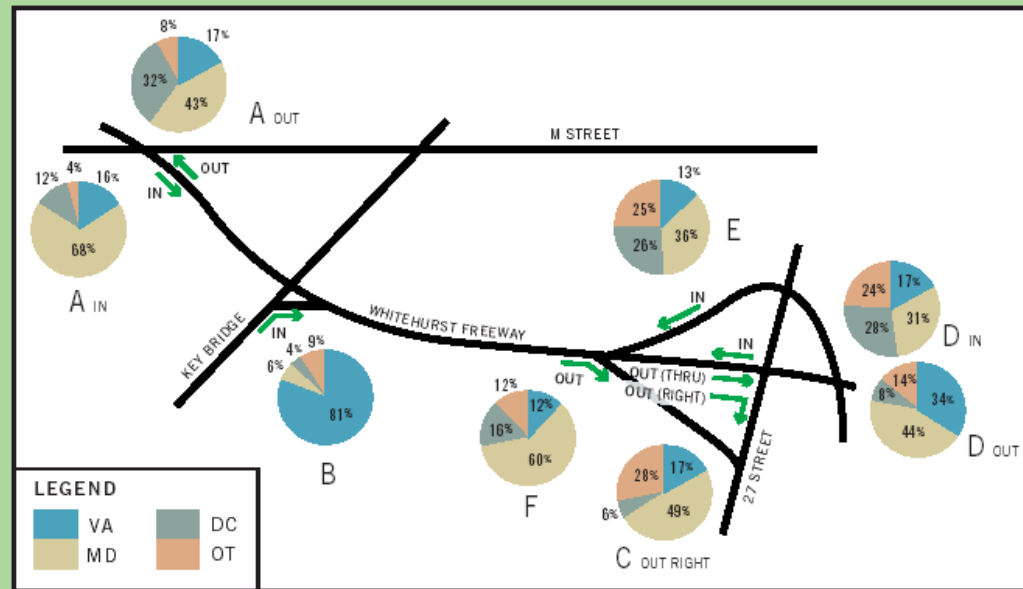


M Street (Eastbound)

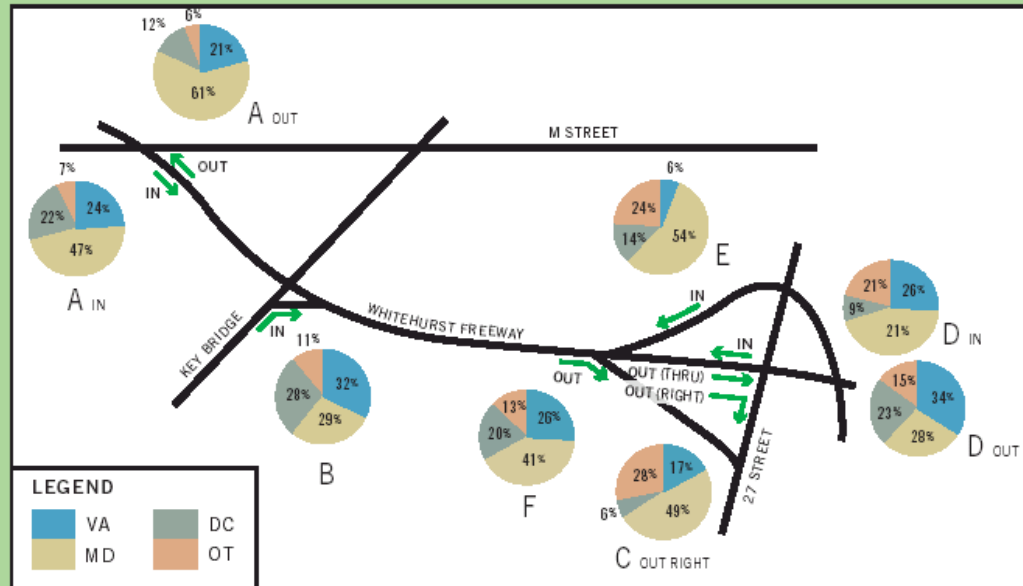


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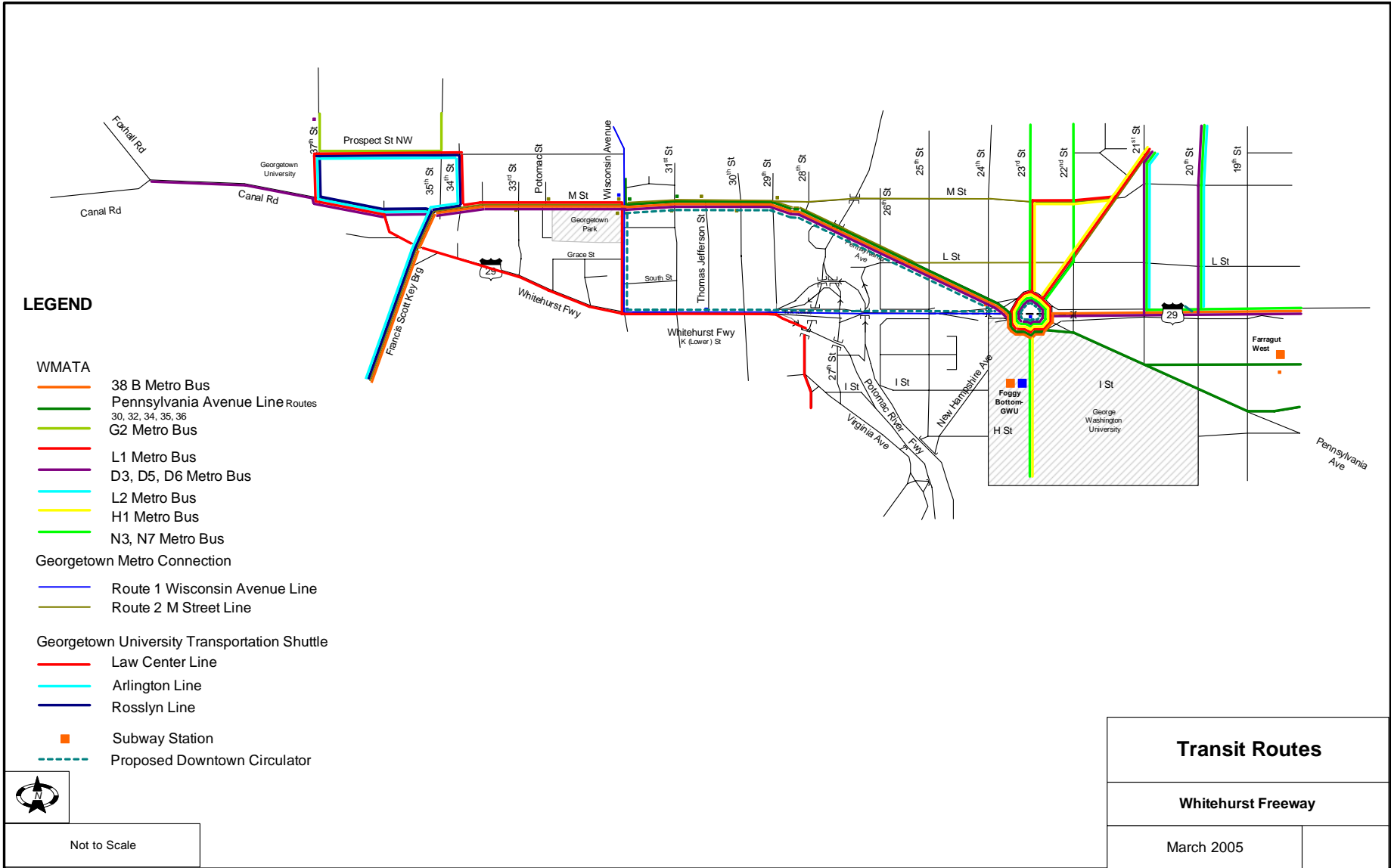
Peak Period License Plate Distribution - AM



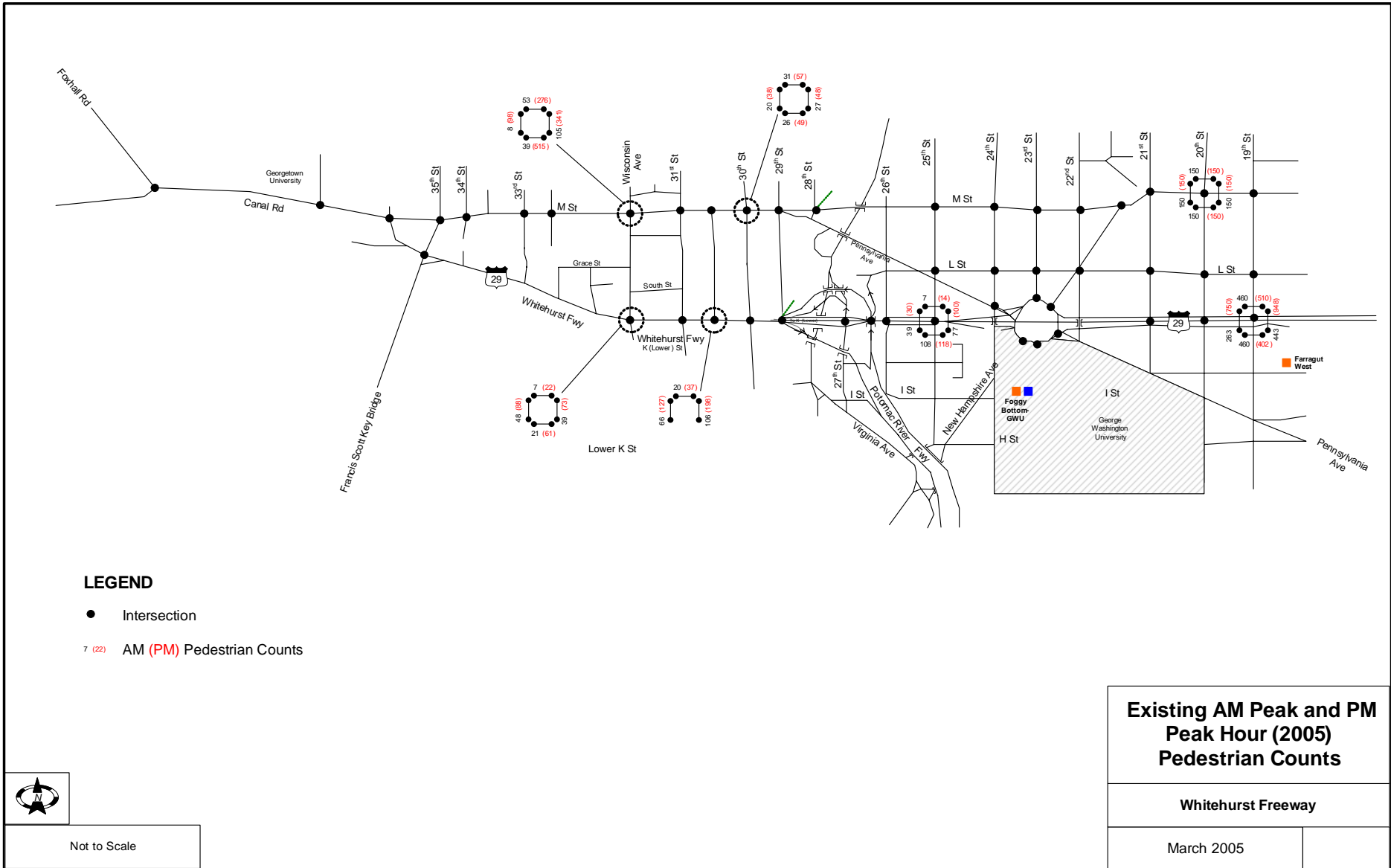
Peak Period License Plate Distribution - PM



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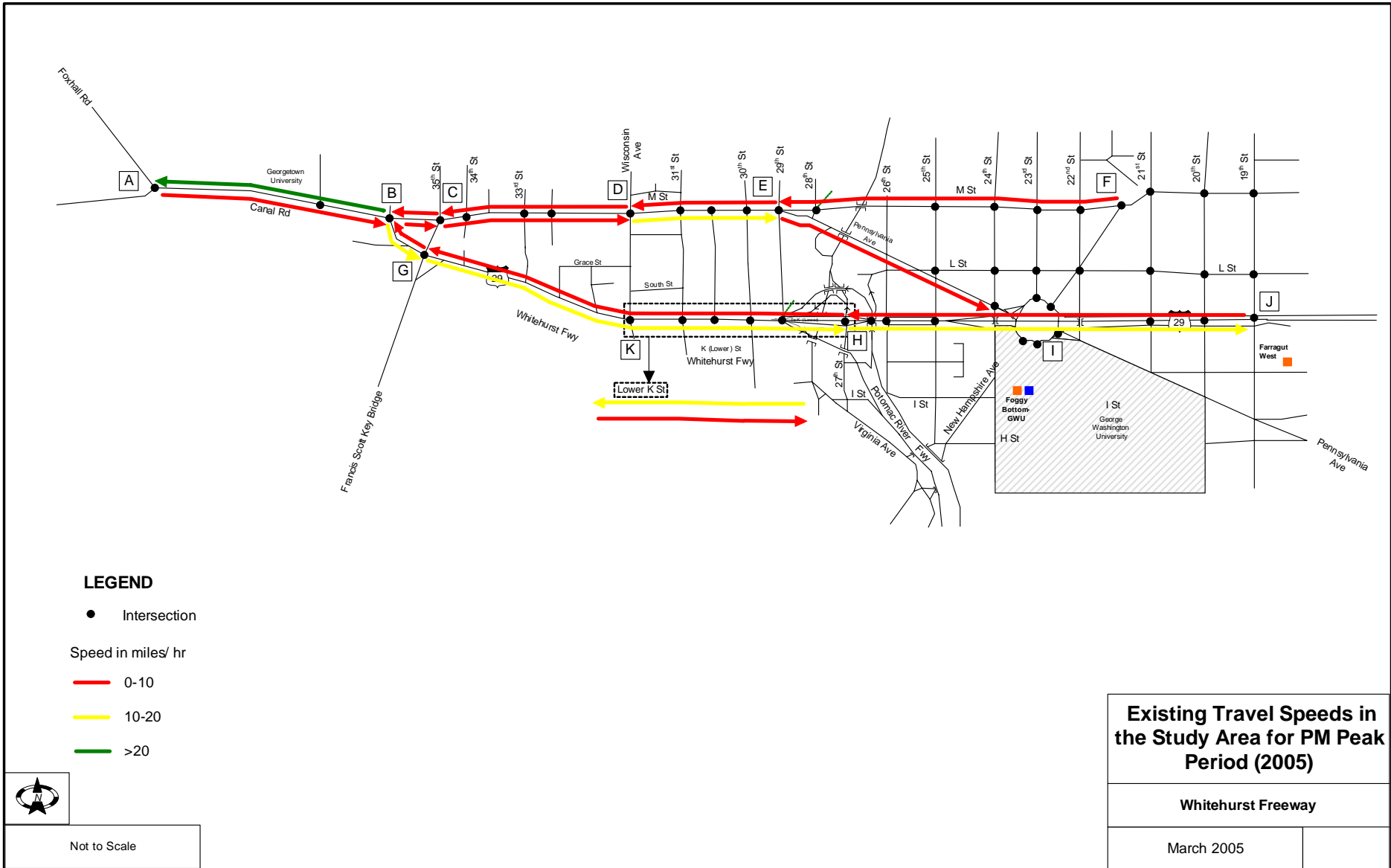


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Existing Traffic Model

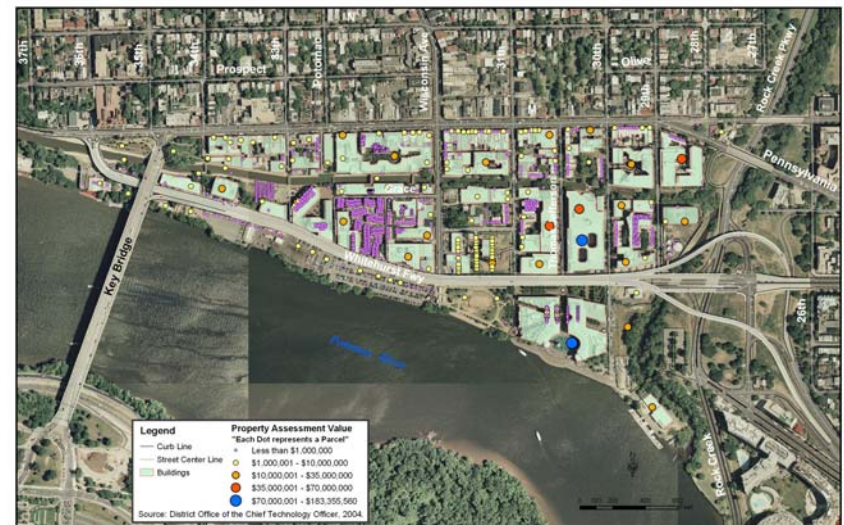
- Used traffic volumes, signal timings, origin destination data, pedestrian data, transit routes and travel times to set up existing conditions model
- Used CORSIM traffic simulation program
- Existing conditions model will be modified to assess future alternatives

Land Values

- New park, amenities, and development under construction will enhance quality of life and attractiveness of the area.
- 104 percent appreciation in land values (1998 to 2005)
- 10.7 percent average annual growth in land values

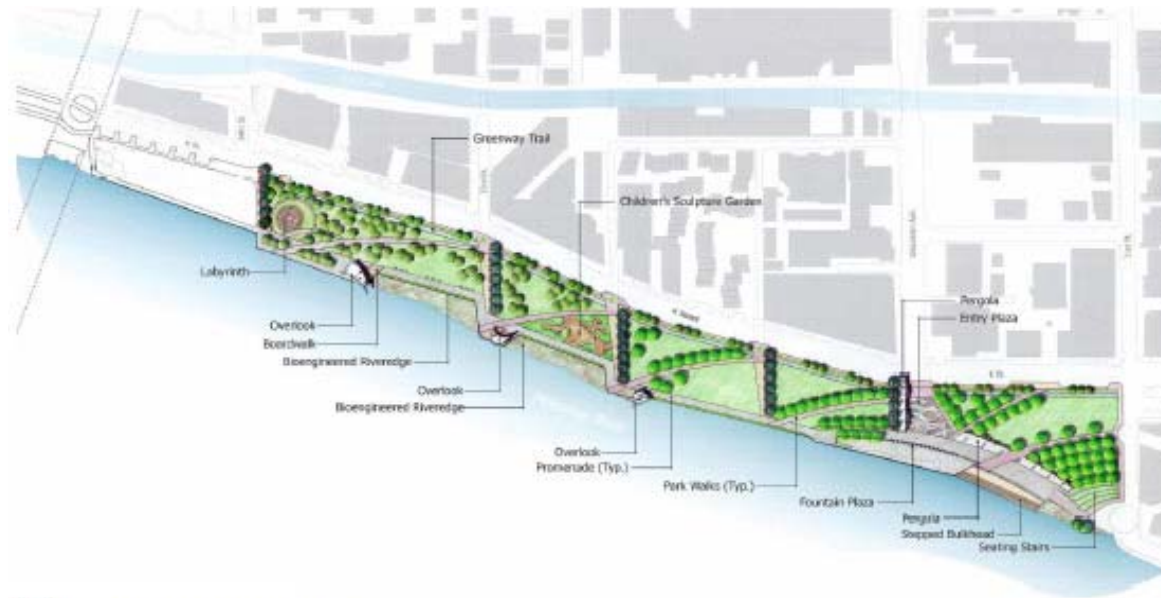
Area	Total Valuation	Annual Property Taxes
Georgetown Neighborhood	\$6,981,865,730	\$53,282,076
Whitehurst Study Area	\$1,371,549,564	\$16,984,695
Study Area Contribution	20%	32%

Source: District Office of Tax and Revenue (2004/05)



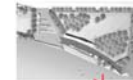
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Related Project



Georgetown Waterfront Park

WART PREFERRED SCHEMATIC SITE PLAN



Georgetown Waterfront Park - Wisconsin Avenue Plaza
Commission of Fine Arts / National Capital Planning Commission

Digital Rendering 1
Schematic Design Submission

April 7, 2005

Next Steps

- Review comments from meeting participants
- Submit Draft Existing Conditions Report
- Public Meeting -2 on Tuesday April 26, 2005
- Public Meeting -3 on Wednesday April 27, 2005
- Begin development of preliminary design schemes
- Design Workshop -1 on Saturday April 30, 2005
- Design Workshop -2 on Saturday May 7, 2005
- Conduct Analyses
- Evaluate alternatives and develop recommendations
- Public Meetings
- Final Report