

TRANSPORTATION OPERATIONS DURING CONSTRUCTION

DDOT is responsible for regulating the temporary occupancy of public space during construction and issues public space permits. As part of this responsibility, DDOT requires construction projects to develop traffic control plans (TCPs) to manage construction-related impacts as part of public space permit review process. These plans address the following issues:

- Closing of streets and sidewalks during construction
- Routing of construction-related traffic
- Location of construction staging
- Relocation of utility work
- Time of day for construction operations

DDOT reviews traffic control plans governing the safe routing of pedestrians and vehicles around the work zone in public space and the protection of workers and equipment. DDOT’s review includes a focus on the coordination of TCPs for multiple projects in the same vicinity. DDOT also performs public space inspections to ensure regulations, policies, and guidelines are being followed, including establishing and implementing the temporary traffic control plan. The DDOT public space review and inspections schedule is depicted in the chart below. Temporary traffic control plans are valid for 6 months, after which they must be updated to reflect current conditions.

All construction projects in the vicinity of Buzzard Point, including the soccer stadium and South Capitol Street Corridor project, will be required to develop a TCP. Coordinating TCPs for all projects in Buzzard Point will be a particular focus of DDOT’s review of each TCP. To assist with achieving this goal, a DDOT point of contact will be identified to coordinate the Buzzard Point TCPs.

Several guiding principles will be applied to TCP development:

- Develop a coordinated communications and outreach strategy to communicate temporary traffic control information for the multiple related projects from one source;
- Develop a mechanism for receiving regular feedback from the community;
- Prevent construction vehicle traffic through existing neighborhoods;
- Manage construction hours to minimize noise;
- Coordinate construction staging areas;
- Coordinate on construction sequencing;
- Employ curbside management strategies to protect the resource for existing communities;
- Maintain vehicular and pedestrian access to properties; and
- Maintain fire and rescue access.

TCPs will be evaluated at an individual and collective level for their compliance with these principles.

DDOT PUBLIC SPACE INSPECTIONS SCHEDULE

Inspection Phase	General Development Timeframe	Anticipated Buzzard Point Soccer Stadium Timeframe
Pre-Inspection/Permit application review	Inspect proposed work site and its impact on public space; determine effect of existing permitted work in the area	Visit soccer stadium site to document construction impacts; coordinate with ongoing projects in Buzzard Point
Pre-Construction Meeting	After permit issuance, prior to construction, meet to review planned work and traffic control plans	Coordinate with active and planned adjacent projects; develop TCP for Buzzard Point Soccer Stadium
Ongoing Monitoring	During construction; ensures traffic control is consistent with the construction phase	Communicate with DDOT and facilitate site inspections
Final Inspection	Conducted once all public space construction is completed	Conduct once soccer stadium and associated public space are complete

TRANSPORTATION OPERATIONS DURING STADIUM EVENTS

A TRANSPORTATION IMPACT ANALYSIS (TIA) was conducted and included in the Buzzard Point Soccer Stadium Environmental Mitigation Study (EMS) to identify and analyze the amount of additional transportation activity expected during game-days. The Buzzard Point Draft Transportation Management Plan (TMP) builds on the detailed analysis in the TIA and EMS and outlines recommendations for each mode of transportation for accommodating game-day transportation needs and strategies to manage demand. It is intended to be the guiding document that outlines strategies for other transportation efforts and actions that follow. Therefore, the operational recommendations in the TMP form a preliminary list of measures for inclusion in the stadium's Transportation Operations and Parking Plan (TOPP), to be developed closer to the stadium's opening. TOPP development usually occurs in the year leading up to the stadium opening.

The TOPP acts as a game day "how to" operations manual and details special measures on game days, including signs, special traffic operations, and traffic control officer locations and duties. It is intended to be a living document, so it always reflects current Stadium conditions. As future projects and developments, such as the South Capitol Street improvements are completed and future transit service is added, the TOPP will be revised to reflect the changes to the area. In addition, transportation operations at the new Stadium will be monitored by DDOT and DC United over the first several seasons and changes will be made to the TOPP based on these findings.

The TOPP identifies transportation planning goals for the stadium, such as to minimize impact to neighbors and commuters; get patrons to/from the stadium efficiently; and ensure efficient stadium operations. The TOPP also identifies game-day only measures, a timeline, and responsible parties to ensure the regional and local transportation systems operate as efficiently as possible and meet the goals of the TOPP. The TOPP may also identify some modifications to area transportation facilities that can provide additional capacity. The following list identifies topics that may be addressed through a TOPP.

TOPP example sections

- Major access routes and locations
- Pre- and post-game operations
- Pedestrian management plan
- Traffic control operations
- Transit/non-automobile use
- Parking
- Curbside management
- Transportation demand management
- Variable message sign plan

The operational recommendations in the TMP, summarized below, form a preliminary list of measures for inclusion in the stadium's eventual TOPP.

BUZZARD POINT SOCCER STADIUM DRAFT TMP – OPERATIONAL RECOMMENDATIONS

	Essential	Recommended
Parking	Enforce Residential Permit Parking (RPP) parking areas by towing/ticketing event patrons	Changes to RPP parking near site to prohibit on-street parking by patrons
		Provide designated HOV/carpool parking
Vehicular routing	Install additional temporary way-finding signage	Explore later kick-off times (8:00 PM) during week days to avoid afternoon peak hour traffic
	Coordinate with DC Police to employ traffic control officers at adjacent intersections pre- and post-game	
	Place cones/jersey barriers along access routes to direct traffic	
	Coordinate with DDOT on on-street parking restrictions near site	
Transit	Discuss need for shuttle for handicap access to site	Develop app to include transit information
	Expand bus service to Buzzard Point on game days	Coordinate scheduled service disruptions with Metro
Pedestrian Recommendations	Install additional temporary way-finding signage	
	Coordinate with DC Police to employ traffic control officers at adjacent intersections pre- and post-game	
	Place cones/jersey barriers along access routes to direct traffic	
Bicycle	Install additional temporary way-finding signage	Provide “bottomless” Capital Bikeshare corral during home games
	Coordinate with DC Police to employ traffic control officers at adjacent intersections pre- and post-game	
	Place cones/jersey barriers along access routes to direct traffic	
	Coordinate with Washington Area Bicyclist Association (WABA) on strategies to promote bicycling	

STANDARDS FOR TEMPORARY TRAFFIC CONTROL

Temporary traffic control plans range in scope, and the degree of detail in a plan depends on the nature and complexity of the project. DDOT's Temporary Traffic Control Manual: Guidelines and Standards, 2006 edition, provides uniform standards and additional guidance for temporary traffic control during construction, maintenance operations and special events on DC streets and highways. The Manual notes that the best traffic controls for a specific worksite will vary and their selection is dependent on a number of factors, including the phase of the construction process, nature of the activity, type of roadway, traffic volume and speed, and location and duration of the work. In addition, as construction sites regularly evolve, TCPs are monitored on an ongoing basis and must be updated and re-submitted to DDOT every 6 months in order to reflect current conditions.

While the Manual provides guidelines for design and application of traffic control devices, traffic controls will be designed and engineered on a project-by-project basis. For example, the Manual recommends that the needs of, among others, all road users (motorists, bicyclists, and pedestrians); abutting property owners, residents and businesses; and commercial vehicles such as buses and large trucks be assessed and appropriate accommodations made. In Buzzard Point, this recommendation would help to accommodate nearby residents and the commercial and industrial traffic servicing existing businesses such as the rock plant, as well as deliveries related to the stadium construction.

A summary of the temporary traffic control standards included in the Manual is listed below.

- Reduced speed through work zones
- Temporary traffic control zones (advance warning areas, transition areas, buffer space, and other areas)
- Detours and diversions
- Lane control
- Pedestrian and worker safety measures
- Traffic control zone devices (sign placement and design, pavement markings, advance warning signs, channelizing devices like cones and traffic barriers, lighting, rumble strips; signal timing adjustments)
- Temporary traffic control zone activities (varies by type, duration, and location of work)
- Public relations/communication/outreach (provide advance notice, clearly define alternate paths, publicize temporary traffic control zones through the news media, assess and address needs of: abutting property owners/residents/businesses, emergency service providers, commercial vehicles and buses; coordination with other projects).



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