

## TRANSPORTATION



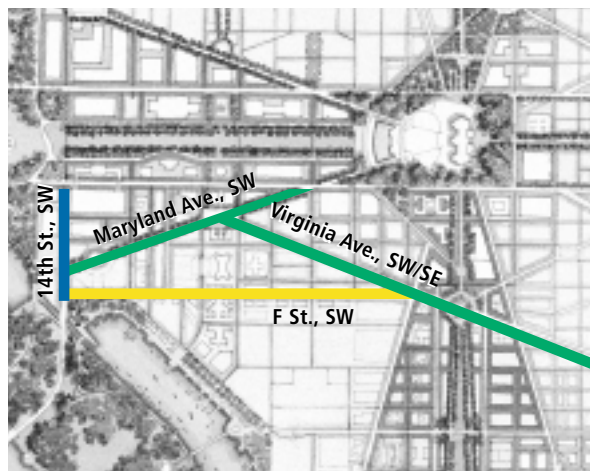
THE BROAD GOAL OF EXTENDING THE LEGACY IS TO CREATE  
A UNIFIED, BEAUTIFUL AND EQUITABLE CITY. AND THE  
CENTERPIECE OF THAT EFFORT IS IMPROVED TRANSPORTATION.

While Washington is well served by trains, subways, highways and airports, these systems are poorly integrated and surprisingly inflexible. Its freeways, bridges and tunnels are chronically overloaded, to the detriment of both District residents and suburban commuters. Washington must solve these transportation problems soon or pay the consequences in lost jobs, dwindling investment and a declining quality of life.

## Future SW Street Pattern

(with SE/SW Freeway removed and rail relocated)

- New boulevard (historic F Street, SW)
- Maryland and Virginia Avenues, SW (reclaimed from historic rights-of-way)
- Existing 14th Street



*Extending the Legacy* offers a new transportation agenda based on expanded public transit and cautious reworking of existing streets and avenues. With regional automobile traffic projected to increase by 70 percent over the next 25 years, and the number of annual visitors to the capital to double by 2050, improved public transit is imperative. Metrorail can double its ridership by running longer and more frequent trains, improving stations and park-and-ride facilities in outlying areas and developing better shuttles to and from stations.

Washington has many intercity trains and three major airports (National, Dulles and Baltimore-Washington International), which should be sufficient into the middle of the 21ST century. The plan recommends extending rail service directly into Dulles and Baltimore-Washington International airports so that public transit can have the same broad, integrative reach as the urban highway system.

Removing the antiquated rail line along Maryland and Virginia avenues and relocating freight and passenger trains to a new tunnel under the Potomac will eliminate many disruptive barriers, including the aging rail bridge over the Anacostia. This new tunnel would run from just south of National Airport to Anacostia, with a passenger spur continuing on to Union Station.

But these improvements alone will not absorb the anticipated flood of visitors. *Legacy* proposes new transit centers at Union Station, the Southwest Federal Center, South Capitol Street and East Capitol Street near the river. Additional centers are recommended for the intersections of the Capital Beltway and major regional highways. Transit centers are crossroads or junctions where passengers switch from one type of transportation to another. Their role is to reduce auto and bus traffic in the Core by providing convenient and inexpensive alternatives at the perimeter.

# MARYLAND AVENUE, SW

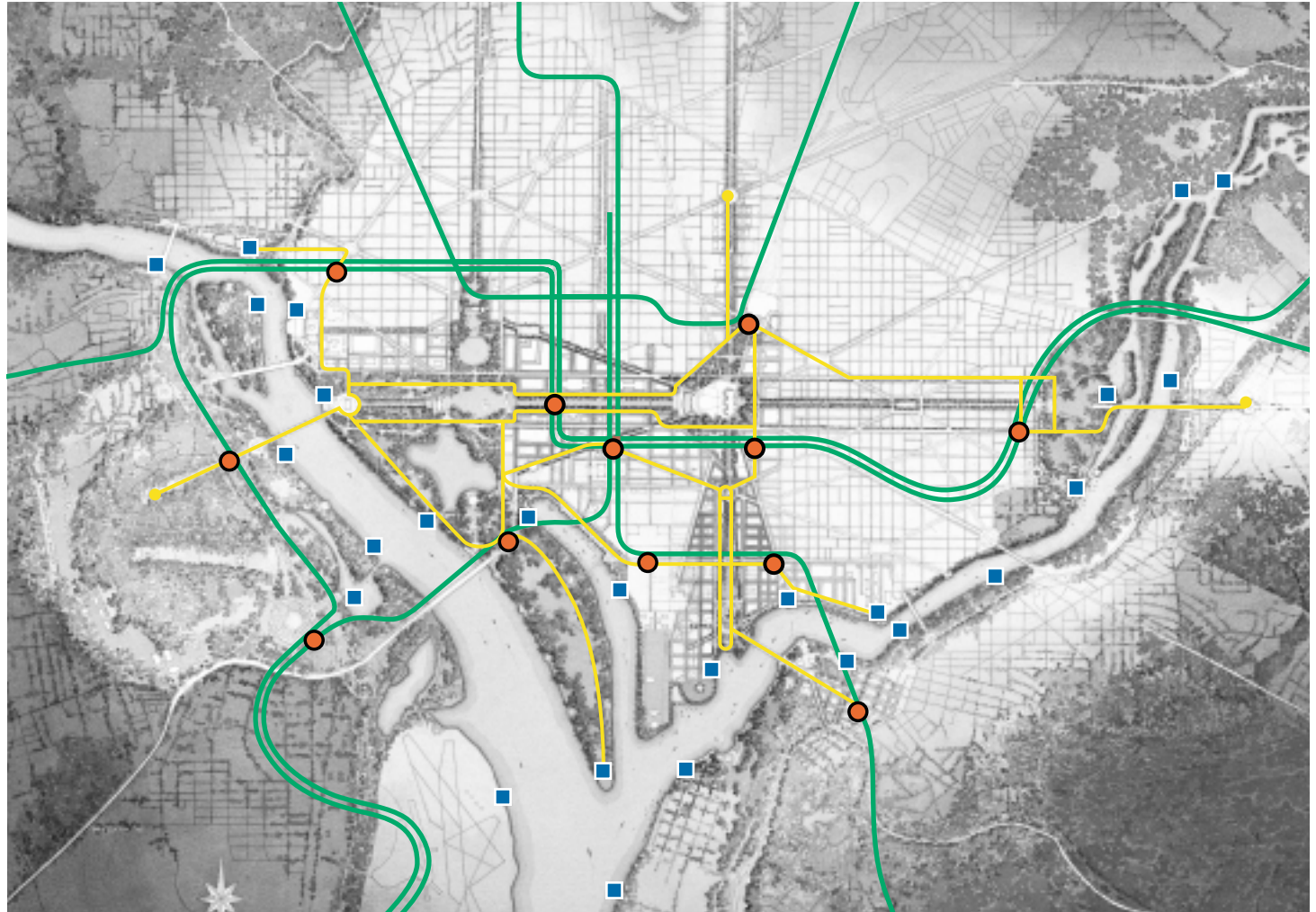


**Motorists on a restored Maryland Avenue will enjoy dramatic views of the Capitol.**



### Future Transit Network

- Existing Metrorail
- Circulator
- Water Transportation Landings
- Transit Centers



New technology will play a critical role in *Legacy's* mobility agenda. Only 66 years separate the Wright Brothers at Kitty Hawk from Neil Armstrong on the moon. Future changes in transportation are likely to be even more dramatic. Several states are experimenting with computerized highways to increase road capacity while improving safety. Amphibious cars — contemporary versions of the old Army “ducks” — could eventually make bridges obsolete. Sophisticated fare-collecting devices are already operational on many subway systems.

*Legacy* is proposing a supplementary transit system called a “circulator” to carry tourists and commuters around the Core. Whatever the technology, this system-within-a-system would provide a pleasant alternative to the car by allowing passengers to travel at a leisurely pace and connect to Metro, light rail and such popular unserved areas as the Lincoln and Vietnam Veterans memorials.

Water taxis will round out the new transportation system. They will serve dozens of locations on both sides of the Potomac and Anacostia rivers, giving commuters and visitors a different way to get around Washington. Unsnarling the noose of freeways and bridges around the Monumental Core presents different challenges, though ones that Boston, San Francisco and other American cities are meeting successfully.

The basic strategy is to replace obsolete structures with improvements that benefit large areas of the District, coordinating these efforts whenever possible to coincide with the District's plans for rebuilding neighborhoods or reclaiming the waterfront. The goal is not only to improve movement through the city, but also to allow the city to grow from within. Relocating antiquated rail lines and burying divisive freeways will create hundreds of acres of developable land that the District needs to compete with the suburbs. Having choice building sites in the heart of the city — near public transit and within walking distance of museums, stores and restaurants — could be the urban opportunity that many corporations and government agencies are looking for.

#### Future Rail Alignment



- Existing Rail
- Proposed Passenger
- Proposed Freight

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*The new 14<sup>TH</sup> Street Bridge  
celebrates the connection  
between Washington  
and its suburbs.*

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# THE KENNEDY CENTER



**The proposed Kennedy Center Plaza turns a tangle of freeway ramps into an exciting civic space.**



The tangle of five crossings that forms the 14<sup>TH</sup> Street Bridge can be replaced by a single monumental span leading to downtown, supplemented by a new tunnel to the South Capitol Street area. With the Southeast/Southwest Freeway and the railroad tracks removed, vehicles using this new gateway can turn onto a restored Maryland Avenue that offers dramatic views of the Capitol. The existing Metrorail bridge could be replaced by a tunnel, allowing construction of a new underground Metro station to serve East and West Potomac parks. Another monumental gateway could be created at South Capitol Street by replacing the obsolete Frederick Douglass Bridge with a new six-lane span that would also accommodate pedestrians and bicycles.

North of the Lincoln Memorial, the Kennedy Center will be freed from a straitjacket of half-completed freeways and interchanges and reconnected to the city along a landscaped E Street that extends to the White House grounds. This new gateway would reinforce L'Enfant's vision of Washington as an integrated and visually coherent city. On the west side, a terrace staircase will connect the Kennedy Center to a rejuvenated stretch of waterfront between the Lincoln Memorial and Georgetown.

For the transportation plan to succeed, however, these physical modifications must be accompanied by behavioral ones. Employers must develop traffic management programs that reduce congestion and travel time and, therefore, the demand for more highways. Everything from ride-sharing to transit subsidies and flextime should be encouraged.

If these recommendations are followed, Washington will be not only the symbolic heart of the nation, but a national model of enlightened urban transportation as well.





*What makes the District's  
situation unique is its  
double life as America's Capital  
and a hometown.*

