

Appendix A4:

November 2018 Public Meeting



Long Bridge Project

Environmental Impact Statement (EIS)

Summary of November 2018
Public Information Meeting #5

February 14, 2019

Table of Contents

1.0	Introduction	1
2.0	Meeting Overview	1
3.0	Outreach and Preparations	2
4.0	Meeting Format and Materials	6
5.0	Comments Received	7
5.1.	Questions and Comments during Question-and-Answer Sessions	8
5.2.	Comments from Comment Cards and Title VI Questionnaires	11
5.3.	Additional Comments	13
6.0	Media Coverage	16
7.0	Follow Up and Next Steps	16

Appendices

- Appendix A:** Public Meeting Outreach
- Appendix B:** Project Fact Sheet
- Appendix C:** Informational Exhibits
- Appendix D:** Public Meeting Presentation
- Appendix E:** Example of Comment Card
- Appendix F:** Example of Title VI Questionnaire
- Appendix G:** Media Coverage

Figures

Figure 2-1	 Key Meeting Information	1
Figure 3-1	 DDOT Tweet on the Long Bridge Public Meeting, November 28, 2018	4
Figure 3-2	 DDOT Tweet on the Long Bridge Public Meeting, November 29, 2018	4
Figure 3-3	 NCPC Facebook Post on November 28, 2018 Publicizing the Meeting	4
Figure 3-4	 VRE Train Talk eNews notification of the Public Meeting, November 26, 2018	5
Figure 4-1	 Photo from the Long Bridge Public Meeting Open House	6
Figure 4-2	 Photo from the Long Bridge Public Meeting Presentation	7
Figure 5-1	 Topics of Comments and Questions Received Regarding the Public Meeting	8
Figure 7-1	 Steps in the Section 106 and NEPA Processes	17

1.0 Introduction

The Federal Railroad Administration (FRA) is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for the Long Bridge Project (the Project) jointly with the District Department of Transportation (DDOT).¹ The Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington, Virginia, and the L’Enfant Interlocking near 10th Street SW in the District of Columbia (the Long Bridge Corridor). The purpose of this report is to summarize the Public Information Meeting on the Preferred Alternative selection for the Project held on November 29, 2018.

2.0 Meeting Overview

On November 29, 2018, FRA and DDOT hosted a Public Information Meeting to present the Preferred Alternative for the Project. The meeting also served as part of concurrent consultation for Section 106 of the National Historic Preservation Act (NHPA).² **Figure 2-1** details key meeting elements.

Figure 2-1 | Key Meeting Information

Date

- November 29, 2018

Location

- DCRA Building Room E200, 1100 4th Street SW, Washington, DC 20024
- Meeting held at Americans with Disabilities Act compliant location

Time

- 4:00 PM – 7:00 PM
- Formal presentations at 4:30 PM and 6:00 PM

Statistics

- 107 attendees
- 1 American Sign Language (ASL) interpreter
- 19 Title VI respondents
- 41 questions and comments written on 12 comment cards, 8 Title VI Questionnaires, and stated during the presentation question-and-answer sessions
- 23 emailed comments (as of January 2, 2019)

¹ 42 USC 4321

² 36 CFR 800

The open house format allowed participants the opportunity to review the informational exhibits. The exhibits covered the following topics:

- NEPA and Section 106 processes;
- Project background;
- Action Alternatives;
- Comparison of the Action Alternatives;
- Selection of the Preferred Alternative;
- Railroad bridge design options;
- Potential mitigation for impacts to resources protected under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (bike-pedestrian crossing);³ and
- Section 106 adverse effects to historic properties determination.

The informational exhibits consisted of 18 display boards (**Appendix C**). At 4:30 PM and 6:00 PM, DDOT and FRA gave a presentation elaborating on the information included on the boards. The presentation was the same both times (**Appendix D**). Participants had the opportunity to ask questions and provide feedback during two question-and-answer sessions following the presentations, as well as by completing comment cards distributed at the meeting (**Appendix E**). **Section 5.0, Comments Received**, documents the comments and questions raised during the question-and-answer sessions and on the comment cards.

3.0 Outreach and Preparations

The Project team (FRA, DDOT, and consultant VHB) used several outreach and communication tools to inform the public about the meeting and to provide background information about the Project (**Appendix A** includes copies of the outreach materials). Outreach methods included:

- Posting information on the project website, www.longbridgeproject.com, beginning November 6, 2018, over three weeks prior to the meeting.
- Announcing the meeting through a DDOT-issued press release on November 6, 2018.
- Publishing advertisements in two newspapers—*Washington Post Express* (English) and *El Tiempo Latino* (Spanish) – on November 8 and 9, 2018, respectively, to inform both the English-speaking and Spanish-speaking public of the meeting.
- Distributing an e-blast notification to the Long Bridge public email listserv recipients on November 8, 2018, three weeks prior to the meeting, and sending a reminder e-blast notification on November 27, 2018, two days prior to the meeting.
- Distributing meeting fliers on November 15, 16, and 19, 2018, to the following locations:
 - L'Enfant Plaza and Southwest, DC (200 copies):
 - L'Enfant Plaza Starbucks, 600 Maryland Avenue SW
 - Southwest Business Improvement District (BID) Office, 420 4th Street SW

³ Section 4(f) of the USDOT Act of 1966 prohibits USDOT agencies from using land from publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such a use, or the use meets the requirements for a *de minimis* impact (49 USC 303).

- Southwest Neighborhood Library, 900 Wesley Place SW
 - DC Office of Planning (lobby), 1100 4th Street SW
 - St. Dominic Church, 630 E Street SW
 - Westminster Presbyterian Church, 400 I Street SW
 - Safeway, 1100 4th Street SW
 - L'Enfant Virginia Railway Express (VRE) Commuter Rail Station
 - Fliers provided to ANC Commissioner Andy Litzky to hand out at ANC 6D meeting (November 19, 2018)
- Crystal City, Arlington, Virginia (100 copies):
 - Crystal City Pop-Up Library, 2100 Crystal Drive
 - Crystal City Commuter Store, 251 18th Street S
 - TechShop, 2100-B Crystal Drive
 - 1776, 2231 Crystal Drive
 - Crystal City BID (online event calendar)
 - Additional cafes and businesses near the Crystal City VRE Station
- Publicizing the meeting via social media, including:
 - Tweets from the DDOT Twitter account on November 20, 28, and 29, 2018 (see **Figures 3-1 and 3-2**)
 - DDOT Facebook posts on November 28 and 29, 2018
- Local organizations and other government agencies also publicized the meeting via social media and on their websites:
 - Washington Area Bicyclist Association blog article on the Project and the Public Meeting posted on November 16, 2018
 - Article in *Greater Greater Washington* on the Project and the Public Meeting posted on November 28, 2018
 - National Capital Planning Commission (NCPC) Facebook post on November 28, 2018 (**Figure 3-3**)
 - NCPC tweet on November 27, 2018
- VRE distributed a VRE *Train Talk eNews* notice regarding the Public Meeting to their ridership on November 26, 2018 (**Figure 3-4**).

Figures 3-1 and 3-2 | DDOT Tweets on the Long Bridge Public Meeting, posted November 28 and 29, 2018



Figure 3-3 | NCPFC Facebook Post on November 28, 2018 Publicizing the Meeting



Figure 3-4 | VRE Train Talk eNews notification of the Public Meeting, November 26, 2018

VRE NEWS - Public Meeting

VIRGINIA RAILWAY EXPRESS (VRE)

Thursday, November 29, 2018 - 4 p.m. to 7 p.m.



PUBLIC INFORMATION MEETING
Thursday, November 29, 2018

Thursday, November 29, 2018
Open House Hours: 12:00 PM to 7:00 PM
Formal presentation: 4:00 PM to 6:00 PM
(Same presentation at both sites.)

DCRA Building Room, 5200
1200 4th Street SW, Washington, DC 20024

Location Details: Room 5200 is located on the second floor of the DCRA building adjacent to the station. **Bring an ID** to show at the entrance in order to access the building. There are an additional 11 entrances to go through security.

Getting to the Meeting:
Metrolink Waterfront Station - Green Line. Take the escalator/stair to the ground level and walk through the building and to the open space.
Bus: Metrolink routes 71, 83, P6, and V1; Clivston Express; Metrolink's Surface Route.


MURIEL BOWSER, MAYOR


LEARN MORE

- For more information: www.longbridgeproject.com



Contact Us

Submit a Form, e-mail gotrains@vre.org, or call 703-684-1001. Follow on [Facebook](#), [Twitter](#), [Instagram](#) and [YouTube](#).

ABOUT VRE: Virginia Railway Express (VRE) began its service in 1992 for commuters in the Northern Virginia and Washington, D.C. area. VRE's routes include the Fredericksburg and Manassas lines, running parallel to the I-66 and I-95 corridors. VRE focuses on providing safe, cost-effective, accessible, reliable, convenient, and customer responsive services to its riders. VRE is a joint project of its two parent transportation commissions, the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC).

Virginia Railway Express, 1500 King Street, Suite 202, Alexandria, Virginia 22314

4.0 Meeting Format and Materials

At the meeting entrance, attendees signed in, and staff offered them a factsheet on the Project and a Title VI form. A copy of the factsheet is in **Appendix B**. As they entered, attendees had the opportunity to browse the informational exhibits around the room in an open house format (**Figure 4-1**). The first grouping of exhibits provided background on the Long Bridge Project, the NEPA and Section 106 processes, the Project schedule, the Project Area, and the Purpose and Need for the Project. A second grouping of exhibits provided information on the No Action Alternative, the proposed new railroad bridge types, and details of the Action Alternatives by segment through the Corridor. A third grouping of exhibits presented a comparison of the alternatives, the selection of the Preferred Alternative, an explanation Section 4(f), and details of the potential Section 4(f) mitigation (i.e., the bike-pedestrian crossing). Additionally, an exhibit provided a summary of the Section 106 adverse effects to historic properties determination. A copy of the informational exhibits is in **Appendix C**. Staff were available to provide information on the Project and answer questions during the open house.

Figure 4-1 | Photo from the Long Bridge Public Information Meeting Open House



Participants had two opportunities to attend the same formal presentation: 4:30 PM and 6:00 PM (**Figure 4-2**). The presentation provided a more in-depth explanation of the information included in the

[Long Bridge Project](#)

exhibits. A copy of the presentation is in **Appendix D**. Meeting participants had the opportunity to ask questions and offer comments during a question-and-answer period after each presentation, in addition to providing written comments on the available comment cards. **Section 5.1, Questions and Comments during Question-and-Answer Sessions**, details the question-and-answer session.

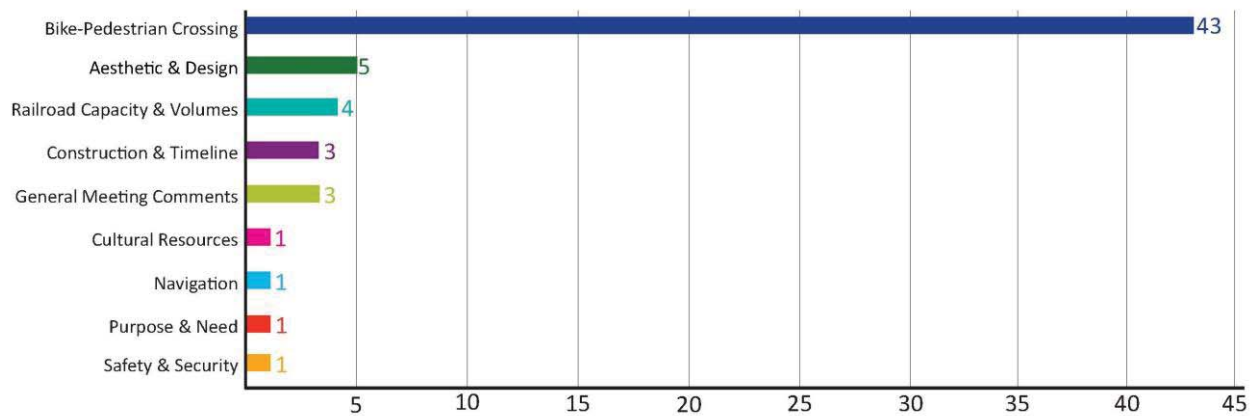
Figure 4-2 | Photo from the Long Bridge Public Information Meeting Presentation



5.0 Comments Received

This section summarizes written and verbal comments received at and soon after the public meeting. The comments and questions received at the Public Meeting ranged from questions on the aesthetics of the new bridge to clarifications on the pedestrian and bicycle bridge as 4(f) mitigation. See **Figure 5-1** for a breakdown of the comments and questions received at the public meeting by topic.

Figure 5-1 | Topics of Comments and Questions Received



5.1. Questions and Comments during Question-and-Answer Sessions

Summaries of the questions and answers are below.

5.1.1. 4:30 PM Presentation

- **Aesthetics:**
 1. A participant asked if the new bridge piers would match the aesthetic of the existing bridge’s stone piers.
 - *Response: The materials used for the new bridge piers would be determined during final design. An effort would be made to match the aesthetics of the existing bridge, especially over the George Washington Memorial Parkway where the bridge is visible.*

- **Purpose and Need:**
 2. A participant asked why the new railroad bridge is necessary.
 - *Response: There is significant projected demand for train operations (intercity, commuter, and freight) in the Long Bridge Corridor. If nothing is done, on-time performance will suffer significantly. The Long Bridge Corridor is currently a bottleneck as there are three tracks leading up to the Corridor on either side with only two tracks crossing the Potomac River, and planning projects are underway to expand the corridor on each end to four tracks.*

- **Bike-Pedestrian Crossing:**
 3. A participant inquired on who would be responsible for maintaining, lighting, etc. the new bike-pedestrian crossing if it is detached from the railroad bridge.
 - *Response: The Project Sponsor would be responsible for constructing the bike-pedestrian bridge and would outline an agreement regarding who is responsible for maintaining the bridge. The Long Bridge Project does not yet have construction funding, so a Project Sponsor has not yet been identified. The Project Sponsor would*

be responsible for determining maintenance responsibilities for the bike-pedestrian crossing regardless if it is attached or detached.

4. A participant noted the bike-pedestrian trail is only being discussed as “potential” mitigation. They asked what the likelihood is that the crossing will be adopted as mitigation. They also asked if other mitigation measures are being discussed and if anyone objects to the bike-pedestrian crossing.
 - *Response: FRA and DDOT held an interagency meeting today (November 29, 2018) to update the agencies associated with the Project. There were no objections to the bike-pedestrian crossing at the meeting. FRA and DDOT conduct regular meetings with the National Park Service (NPS) and have received concurrence from NPS that the bike-pedestrian crossing should be advanced as potential 4(f) mitigation. Also, for the bike-pedestrian crossing to be implemented, construction funding and a Project Sponsor needs to be identified. The Project Sponsor would participate in final agreements. FRA and DDOT are not considering other major Section 4(f) mitigation measures at this time.*
5. A participant asked if it is possible to extend the bike-pedestrian connection farther in each direction.
 - *Response: As proposed mitigation for the Long Bridge Project, the most feasible connection on the north end of the crossing is at East Potomac Park, which is impacted by the rail bridge. The crossing was extended on the south end to connect with Long Bridge Park in response to public comments, and because this park is also affected by the rail bridge. A bike-pedestrian connection between the impacted parks is the appropriate scope for this project.*
6. A participant asked if a height difference is the reason the piers of the existing Long Bridge cannot be extended to accommodate two additional tracks of rail as well as a bike-pedestrian crossing. This would allow for only one bridge and continued use of the existing Long Bridge. The participant inquired whether this was considered and, if so, why it was rejected. Additionally, if a new separate bridge is to be constructed, could the bike-pedestrian bridge be located under the new, five-foot taller bridge, just as the Wilson Bridge has room for the subway underneath?
 - *Response: The Project considered a wide range of bridge options, all of which went through an exhaustive screening process considering the ability of the options to meet Purpose and Need metrics, as well as engineering feasibility. There have been five Public Meetings total, and the various options were presented in previous meetings. Having a completely independent rail bridge provides redundancy and the existing rail bridge piers and deep pile foundations are “battered” upstream, meaning they slope outward as they descend into and below the channel so it’s not feasible to extend the existing piers without significantly impacting the existing foundations, which would require taking the bridge out of service during that period. One of the project goals during construction is to maintain two tracks in operation at all times during construction, which is not feasible if the existing bridge needs to be taken out of service to modify the piers and foundations. The increased bridge height and profile is due to new standards and clearance requirements. Also, the increase in bridge “height” is really an increase in the top of railroad track profile elevations, but the bottom of the bridge superstructures are at minimum vertical clearance requirements. The vertical clearances below the bridges must be maintained to*

allow for nautical and vehicular navigation of the waterway and roadways, so there's no additional vertical space to suspend a bike-pedestrian crossing underneath a new bridge.

5.1.2. 6:00 PM Presentation

- **Train Volumes:**

7. A participant noted concern about the increase in rail traffic. They are curious how the projected increase in rail traffic fits into overall plan of the rail corridors up and down the East Coast. When you channel all this traffic through DC that leads to a lot of extra rail traffic. They asked if it would it be better to have another crossing downstream to alleviate the traffic in the District and to avoid curvatures that occur in the tracks in the city.
 - *Response: The Project team did review and consider other options, including a separate downstream crossing, to see if they met all the criteria, including Purpose and Need. Alignment options other than Action Alternative A and B did not meet all of the criteria and therefore were eliminated from consideration. The operators have put together future operations plans, and the rail traffic projections are based on those as well as the numbers from the analysis in other railroad corridor EISs including the Northeast Corridor (NEC) Future and D.C. to Richmond Southeast High Speed Rail (DC2RVA).*

- **Bike-Pedestrian Crossing:**

8. A participant noted that they appreciate the detail presented on the bike-pedestrian bridge connections and landings on the Virginia side of crossing, but asked for more information regarding access on the DC side of the crossing. The participant also asked if the project team considered extending the crossing farther into DC.
 - *Response: The landing on the District-side of the bike-pedestrian crossing includes an Americans with Disabilities Act-compliant switchback and connects to Ohio Drive SW in East Potomac Park. The bike-pedestrian crossing is a Section 4(f) mitigation measure for impacts to recreational parks within the Project Area. DDOT noted that the corridor is constrained in the District but that DDOT is looking at bike-pedestrian connections into the District as part of separate projects.*
 - The participant followed up, stating it is critical to provide infrastructure connecting the crossing with existing bike-pedestrian infrastructure, or else it could be dangerous. They noted that if the bike-pedestrian crossing is executed as a mitigation benefit, then they hope the project team considers the mitigation benefit is safe and maximized rather than dropping people off somewhere with hazards and that is complicated with bridges.

- **Construction and Timeline:**

9. A participant asked how Amazon's selection of Crystal City impacts the timeline of the Project and if it increases urgency.
 - *Response: The Project was underway before Amazon considered and selected Crystal City. It is possible that the addition of Amazon will help secure funding with increased urgency.*
10. A participant asked when construction would start and end.

- *Response: Construction alone is anticipated to take five years for Action Alternative A, but this does not include the final design phase. A Project Sponsor needs to be secured, the EIS needs to be completed, design completed, and then construction can commence.*
- **Design:**
 - 11. A participant asked if the bridge can be easily retrofitted with an electrical system.
 - *Response: The Project is not precluding the ability to electrify in the future. The corridor will be designed so that electrification can be added in the future without major reconstruction of the infrastructure completed as part of this project.*
 - 12. A participant asked if Action Alternative B were selected and the existing bridge is removed, if there is a possibility to connect the two new bridges as one superstructure.
 - *Response: This option was considered earlier in the process. There are a lot of physical constraints and constructability issues in the Corridor making this difficult. The bridges will be separated by approximately 25 feet.*

5.2. Comments from Comment Cards and Title VI Questionnaires

In addition to the question-and-answer period following each presentation, meeting participants had the opportunity to provide comments by filling out a general comment card that was available at the sign-in desk. A blank copy of the comment card is in **Appendix E**. Some participants also chose to provide comments regarding the Project on the Title VI questionnaires distributed to all attendees. A blank copy of the Title VI Questionnaire is included in **Appendix F**. See **Sections 5.2.1** through **5.2.5** for categorized transcriptions of the comment card and Title VI questionnaire comments.

5.2.1. General Comments Regarding the Meeting and the Project (3)

- “Presentation went well; was informative and fairly complete.”
- “Very informative.”
- “Thanks for the great detail and hard work.”

5.2.2. Transportation (26)

Railroad Capacity (3)

- “Even if I reluctantly conclude ‘redundancy’ is desirable, I seriously question the projections for bridge usage by Amtrak and perhaps also CSX. I prefer Alternative A over B. Consideration should be afforded to adding a third track to the existing Long Bridge.”
- “The projection of 8 trains/day for MARC seems too low. I would expect 16 or 24 trains per day to be more likely.”
- “With the growth in population in the region, additional rail and trail (bike/ped) capacity across the Potomac will be necessary.”

Bike-Pedestrian Crossing and Safety (22). 11 of the 21 comments on the bike-pedestrian crossing suggest extending the crossing connections farther in the District.

- “I strongly support the bicycle and pedestrian bridge across the Potomac. I would like to see the eastern end of the bridge extended across the Washington Channel.”
- “I strongly support the bike/ped bridge. Thank you.”

Long Bridge Project

- “I support the Bike-Ped Trail Bridges as a 4f mitigating feature.”
- “Delighted that the trail is included as a mitigation.”
- “I support the Long Bridge Project moving forward, and I especially support the addition of a bicycle and pedestrian bridge, which is being proposed as the solution for 4(f) mitigation.”
- “I like the mitigation solution of the bike/ped bridge – and that it’ll be a separate structure from the RR bridges.”
- “I support the bike-ped trail as the 4(f) mitigation feature.”
- “I support the ped-bike bridge. I prefer to have it go to L’Enfant Plaza at its eastern end, however.”
- “Please carefully consider using the bike & pedestrian infrastructure additions not just to span the river, but also to improve the connections for bikers in DC.”
- “The bike/ped trail really needs to be connected to downtown and across East Potomac Park for a safer and more usable corridor.”
- “Please consider extending the bike/ped bridge to the Maine or Maryland Avenues for the safety and convenience of those who use it. I understand it is a congested and complex area, but that is why providing sufficient infrastructure for cyclists/peds is critical. If not extending the bridge please consider alternative ways to support cyclists/peds who are using the bridge to travel/commute to DC. Thank you!”
- “Please include a reasonable bike/pedestrian trail connecting Long Bridge Park all the way to (at least) Maine Avenue SW. I am an everyday bike commuter from Southwest DC (where I live) to Crystal City (where I work). This is an essential connection to the bike network and the city’s safe bike infrastructures. This is a once in a generation opportunity to provide an additional river crossing for bikes and pedestrians.”
- “I live in DC and work in Arlington and view the bike/ped bridge to be a critical component of this project. This is a once-in-a-lifetime transportation opportunity to enact DC & VA’s stated commitments to the safety and mobility of people walking and biking. Our bridge crossings are some of the most dangerous and difficult for people on bikes. Enhancing and expanding these crossings, particularly into Crystal City, which is a major hub for commuters and those using active transportation and recreating, is critical for the region. I hope FRA, NPS, CSX, DDOT can work together to ensure that the bike/ped bridge mitigation remains in the alternatives. Thank you!”
- “I am concerned that the bike-ped trail be wide enough to accommodate BOTH cyclists and pedestrians in separate corridors. The volume and speed of cyclists combined with the inattention (reading phones, using earbuds, walking dogs) of pedestrians is a recipe for injury and possible death. Both are legitimate activities. Please, please, please make it wide enough to separate the users into their own corridors. (Then decide where skateboards and electric scooters belong).”
- “For the bike and ped bridge mitigation please give consideration to improve connectivity between the DC landing point and the rest of DC including job centers, housing (SW DC below the freeway) and attractions (the Wharf, etc.). It needs to be a bridge to somewhere to be an actual benefit.”
- “For the bike/ped bridge, instead of stopping at East Potomac Park, it should extend up past the channel into DC proper. One possibility would be to connect it with the path that runs along the south side of 395.”

- “I am an everyday bike commuter from Southwest DC to Crystal City via the Mount Vernon Trail. Please include a bike/ped trail from Long Bridge Park to (at least) Maine Ave SW. Connecting only to East Potomac Park is MUCH less useful (because that is almost no one’s destination for the vast majority of the people crossing the river by bike or foot every day). Connecting to Maine Ave SW would provide an essential connection to the bike network in SW, SE, Capitol Hill, etc.”
- “Very concerned that ending the bridge at Ohio Drive severely limits the utility of the mitigating bridge.”
- “I support the Long Bridge Trail Project and hope DDOT stays firm in the negotiation process. Thank you!”
- “Dear DDOT, FRA, and other concerned project partners. Thank you for presenting the preferred Action Alternative today. With the growth in population in the region, additional rail and trail (bike/ped) capacity across the Potomac will be necessary. Additionally, I support whatever funding is necessary to accomplish the construction of the rail and bike/ped bridges, and for construction of both to be concurrent. Furthermore, I support the bike/ped connection into Long Bridge Park, and for it to extend as far east as possible. Thank you for your time and I look forward to seeing the Project move forward.”
- “PLEASE ensure that the bridge is wide enough to provide separate lanes of ample width for both cyclists and pedestrians. I am both a cyclist and pedestrian. Both deserve their space. Disaster results when they are not separate spaces. Cyclists at high speed and pedestrians under headphones are an invitation for injury. In short, if you are going to do this (and I hope you do) please do it right. Cyclists, skateboards, electric “scooters” (“birds”) all need a lane that moves at a different speed than walkers and runners. Please make a SMART space, SAFE space for everyone. Thank you.”
- “Would like more explicit discussion of the qualitative differences between capabilities of the old track section (option A) and replacement span (B). I understand the railroad says the old bridge is adequate, but it’s hard to believe it has all the structural integrity, projected lifespan, etc. of a new bridge, and that would seem worth considering as part of the analysis.”

5.2.3. Design (1)

- “This project is great, I hope that electrification in the future is engineered into the project.”

5.3. Additional Comments

While there was no formal comment period provided following this informational meeting, below are transcriptions of 21 of the 23 comments received via the Project email address following the Public Meeting between November 29, 2018 and January 2, 2019. Virginians for High Speed Rail and the Southern Environmental Law Center submitted comments via letters to the Project. Comments from the two organizations voice support for the Long Bridge Project, the selection of Action Alternative A, and the bike-pedestrian crossing.

- **Bike-Pedestrian Crossing**
 1. “I strongly support the plan. I hope the pedestrian/bike bridge will separate pedestrians and bikes and will be the first part completed.”
 2. “I’m a cyclist and I bicycle to work every day from North Old Town, Alexandria to Foggy Bottom. I cross the river on the sidewalk of the George Mason Bridge (I-395). I’ve heard that

- the Long Bridge Project is considering a new bicycle/pedestrian bridge. I don't understand why we would build a new bicycle/pedestrian crossing the river at this point since the current option seems sufficient. I've never had an issue crossing on the George Mason Bridge, and there's always plenty of room on the sidewalk. It seems to me that the money would be better spent enhancing pedestrian and cyclist options elsewhere. For example, we could create more options to cross the George Washington Memorial Parkway; the planned developments at Potomac Yard would benefit from a pedestrian and bicycle bridge over (or tunnel under) the parkway. There are also countless other projects involving bicycle lanes and paths which could benefit from further investment.”
3. “Greetings, I was wondering if the selected Option 2 for the bike-pedestrian bridge would connect Pentagon City/Crystal City to the Wharf. There is a surge of development in both Pentagon and Crystal Cities, bring thousands of new residents and employees. Will they be able to walk to the Wharf area? Where exactly are the proposed entrances ramps for the future bike-pedestrian bridge? This is critical in keeping with Arlington’s walkability initiatives. Thank you for your response.”
 4. “The new bridge sounds like a terrific solution! The pedestrian/cyclist bridge would certainly be immensely popular and would justify the additional expense. Not only would a great deal of people who live and work in the Washington/Arlington area use this bridge, I would believe it would be heavily used by tourists frequently during tourist season. Please approve this and push for the necessary funding.”
 5. “Having a dedicated bicycle bridge across the Potomac River to link bicycle paths on both sides of the river would be a very welcome addition to the bike trails in the DC area. So many people commute across the river as well that this makes a safe crossing for people who would otherwise use cars to drive. It also links the parks on both sides of the bridge for pedestrians.”
 6. “I’m writing to express my support for including the bicycle and pedestrian bridge in the project, as announced at the Nov. 28 meeting. I urge all project partners—including D.C., Virginia, and the Federal Railroad Administration to come together to find funding for the project, including the trail bridge. In addition, construction of the rail and trail bridges should occur at the same time. Please consider all options to create safe and seamless bicycle and pedestrian access from Ohio Drive, SW to the DC waterfront.”
 7. “You are going to be receiving hundreds of comments and letters, but let me give you one small snapshot view of my personal feelings. As a registered nurse, the inclusion of safe biking/walking paths underscores health, safety and the prevention of disease. We need as many interconnected biking and walking paths as possible support this. Secondly, as a nurse who is an active biker and within a few years of retirement, my husband and I want to stay here after we retire BECAUSE of the many options for biking. This new biking options across the Potomac via The Long Bridge is exciting and compelling. The bike/walking trail greatly adds to the quality of life here, as well as socioeconomic and health value. We are well aware that there are other ways to bike into DC from Alexandria (where we live), but the closest one is crowded and dangerous (14th Street).”
 8. “I’m writing to express my support for including the bicycle and pedestrian bridge in the project, as announced at the Nov. 28 meeting. I urge all project partners—including D.C., Virginia, and the Federal Railroad Administration to come together to find funding for the project, including the trail bridge. In addition, construction of the rail and trail bridges should occur at the same time. I urge partners to lobby the VA Governor's office to dedicate

- a piece of the \$195 million transportation investment he's promised as part of the Amazon deal to the pedestrian bridge.”
9. “This opportunity cannot be missed! Build it and they will come!”
 10. “I urge the long bridge project to include a pedestrian and bike trail as part of this project.”
 11. “I strongly support the Long Bridge Project as a desirable and functional way to support bicycle and pedestrian traffic between Northern Virginia and DC. I am a recreational rider who frequently uses the Capital Crescent Trail, C&O Towpath, Mt Vernon Trail, and the W&OD Trail. The Long Bridge Project would help connect these trails in a very logical way.”
 12. “I would like to lend my support to a dedicated pedestrian and bicycle bridge across the Potomac river with safe connections between the Virginia and Washington DC bicycle routes.”
 13. “Good day -- I'd like to add my nickel's worth of backing about including the Pedestrian/Bike Path. I'm someone who might very well find myself commuting to Crystal City and would definitely appreciate the option for a clear and easy cycling path from the WO&D into DC and over to Crystal site. There is no doubt that this bridge needs done. I'm not sure why this is a debate. The only considerations should be on where the ramps are placed. I wonder why the plan doesn't drop in onto the Rock Creek Trail on the Ohio St side.”
 14. “I am writing to express my support for the construction of a bicycle and pedestrian crossing as part of the Long Bridge project. I was sorry to see that the cost effective shared facility has been ruled out due to safety issues. I wonder if that can be revisited, surely there is a way to fence the trail away from the tracks. We cross the Potomac currently on the 14th Street and I-66 bridges on nothing more than a sidewalk and railings separating us from often chaotic traffic. But if a separate facility is the only option being considered I strongly support that. The Long Bridge project offers a great opportunity to connect DC to Virginia. This will be particularly valuable if there is an easy ground connection for cyclists and pedestrians from both DC and Virginia ends of the project. The street access from DC and the connection to the Mt. Vernon Trail will provide a first class new connection for cyclists and pedestrians. Please consider my and the others support for a new bike and pedestrian crossing and communicate this to the decision makers.”
 15. “I'm pleased to see this long awaited project moving forward. As a cyclist and former city councilman in Hyattsville I look forward to the beneficial affect this bridge will have on bicycle traveling for myself and the many newer commuters throughout the DC region. Bravo!”
 16. “When the Long Bridge is rehabilitated for use by train traffic (passenger and freight), please don't forget to also incorporate a way for people to cross the Potomac River at the same spot in a non-motorized fashion--whether by walking, running, or biking. While a river is a thing of beauty, it can also be an impediment to connection. Go the extra mile for the sake of people's mental and physical health and incorporate a pedestrian-type bridge into the plans for a "new" Long Bridge. And thank you for taking the long view!”
 17. “I support including the bicycle & pedestrian bridge in the Long Bridge Project. Please work to secure funding for this important project.”
- **Navigation**
 18. “Sorry I could not make last night’s meeting. On behalf of a couple of local boating organizations, can you tell me the proposed height of the new bridge over the water? Some of us aspire to more of what is called air draft for boats than exists with the current Long Bridge.”

- **Cultural Resources/Section 106**

19. “I would like to know what arrangements have been made to inform local residents, pedestrians, & commuters using the bridge that its original incarnation was a part of the slave trade & the Underground Railroad? Sources: ‘An Ambitious Slave’ by Reginald Rowland; 1897. ‘A Dream of Church-Windows, Etc.’ by John James Platt, 1888. (poem, ‘A Tragedy of Long Bridge’). ‘Slave Narratives After Slavery,’ William L. Andrews (ed.). 2011. ‘A Slave In The White House, Paul Jennings and the Madisons.’ by Elizabeth Downing Taylor. 2012. Blacks have made America great and shall be acknowledged and compensated for their greatness.”

- **Construction and Timeline**

20. “Where can I find the plans that support the rail traffic expected for this new bridge? Why does it take so long to build and what are the annual projections four future passengers?”

- **Aesthetic**

21. “I greatly appreciate and support the project to eventually upgrade the Long Bridge over the Potomac. However, this is a project that will take years to come to fruition. Meanwhile, the current bridge has been an eyesore for more than a decade, marring a major highway entryway into our nation's capital. Can anything be done to encourage CSX Transportation or other stakeholders to invest in some fresh paint for the present, while the larger project is slowly moving forward?”

6.0 Media Coverage

The online news outlets and blogs listed below covered the information presented at the Public Meeting in the days following:

- *Washington Post*
- *Curbed DC*
- *DC Commute Times*
- *Greater Greater Washington*
- *WashCycle*
- *WTOP*

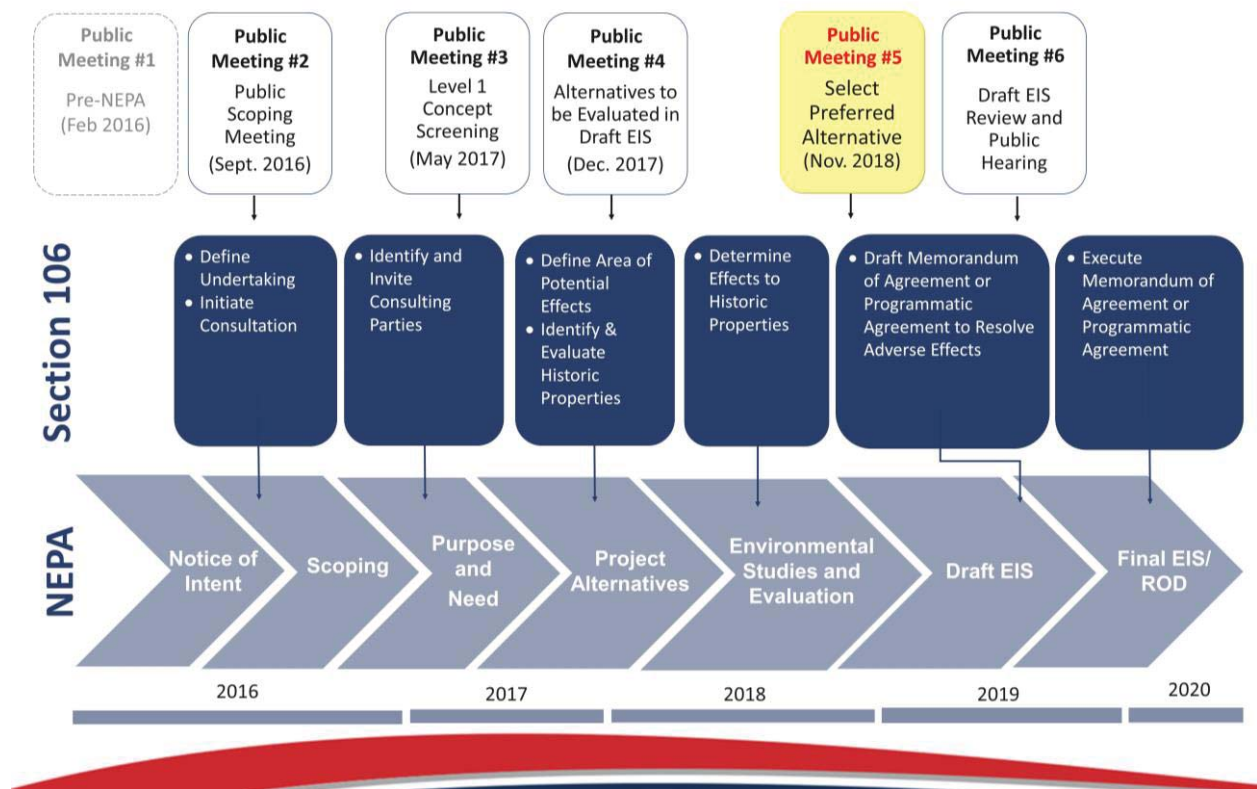
All the articles described the selection of the Preferred Alternative as well as the option to include a bike-pedestrian crossing as Section 4(f) mitigation. **Appendix G** includes copies of the articles. The local transportation news segment of WAMU, American University Radio, the DC regional National Public Radio station, also covered the Public Meeting and the Project on November 30, 2018.

7.0 Follow Up and Next Steps

FRA and DDOT updated the Long Bridge Project website with the informational exhibits and presentation from the Public Meeting on November 29, 2018. The home page and past meetings page contain links to the meeting materials. The materials posted on the website are all compliant with Section 508 of the Rehabilitation Act of 1973, as amended in 1998 (29 USC 794 (d)).

The next steps for the project are shown in the timeline below. FRA and DDOT will consider the comments received on the information presented at the Public Meeting as they continue to prepare the DEIS. The next public outreach will occur when FRA and DDOT hold a public hearing on the DEIS in Summer 2019. The public hearing is one of the opportunities available for interested parties to provide oral and written comments on the DEIS. A stenographer will record and enter the comments presented at the hearing into the public record. The DEIS will also be published for public review on the Project website (www.longbridgeproject.com) and printed copies will be available in several repositories, as listed on the Project website. The public comment period is open for 45 days after the publication of the DEIS, as specified in the Notice of Availability for the Project. FRA and DDOT will prepare responses to comments, and will present the comments and responses in the combined Final EIS/Record of Decision (ROD).

Figure 7-1 | Steps in the Section 106 and NEPA Processes



Appendix A:

Public Meeting Outreach

Appendix A includes:

- Long Bridge Project website homepage announcement
- DDOT press release
- *Washington Post Express* and *El Tiempo Latino* ads
- E-blast notification to the Long Bridge public email listserv
- Public meeting flyer
- DDOT tweets
- DDOT Facebook posts
- VRE *Train Talk eNews* notice
- Washington Area Bicyclist Association blog post
- *Greater Greater Washington* article
- NCPD Facebook post
- NCPD tweet

Appendix A:

Public Meeting Outreach

Long Bridge Project website homepage announcement


[HOME](#)
[PROJECT DESCRIPTION](#)
[PROJECT SCHEDULE](#)
[PUBLIC INVOLVEMENT](#)
[PROJECT RESOURCES](#)
[CONTACT](#)


The next Long Bridge Public Information Meeting is Thursday, November 29th at the DCRA Building, Room E200, 1100 4th Street SW. [Click for more meeting information »](#)

Welcome to the Long Bridge Project

The District Department of Transportation (DDOT), in coordination with the Federal Railroad Administration (FRA), is completing a comprehensive study for the rehabilitation or replacement of the Long Bridge over the Potomac River. The existing two-track railroad bridge, owned by CSX Transportation (CSXT), serves freight, (CSXT), intercity passenger (Amtrak) and commuter rail (Virginia Railway Express [VRE]). [The 1.8-mile study area is between the Rosslyn \(RO\) Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant \(LE\) Interlocking near 10th Street SW in Washington, DC.](#)


[HOME](#) | [CONTACT](#)

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Appendix A:

Public Meeting Outreach

DDOT press release



What are you looking for today?

Menu

Mayor Muriel Bowser

DC.gov ddot.dc.gov

District Department of Transportation

District Department of Transportation



Office Hours

Monday to Friday, 8:15 am to 4:45 pm

Connect With Us

55 M Street, SE, Suite 400, Washington, DC 20003

Phone: (202) 673-6813

Fax: (202) 671-0650

TTY: (202) 673-6813

Email: ddot@dc.gov



Ask the Director
Agency Performance

- Amharic (አማርኛ)
- Chinese (中文)
- French (Français)
- Korean (한국어)
- Spanish (Español)
- Vietnamese (Tiếng Việt)

Listen

SHARE

Long Bridge Environmental Impact Statement Review

Tuesday, November 6, 2018



FOR IMMEDIATE RELEASE

[Media Contacts](#)

Long Bridge Environmental Impact Statement Review

(Washington, D.C.) – The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) invite the public to an informational meeting to present the Preferred Alternative for the Long Bridge Project. FRA and DDOT are preparing an Environmental Impact Statement for the Project to consider alternatives

and evaluate the potential impacts of those alternatives on the environment in accordance with the National Environmental Policy Act. This meeting is also a part of the concurrent consultation for Section 106 of the National Historic Preservation Act.

About the Long Bridge Project: The Long Bridge Project consists of potential improvements to the bridge corridor and related railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant Interlocking near 10th Street SW in Washington, DC. The Long Bridge Corridor is owned and operated by CSX Transportation (CSXT), a Class I freight railroad. Amtrak and VRE currently use the bridge, in addition to CSXT freight.

The purpose of the Project is to provide additional long-term railroad capacity to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services. The Project is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national railroad network.

What: Long Bridge Public Information Meeting #5

When: Thursday, November 29, 2018

4:00 PM to 7:00 PM

Formal Presentations: 4:30 PM and 6:00 PM (same presentation at both times)

Where: DCRA Building, Room E200

1100 4th Street SW

Washington DC, 20024

For more information about the study, please visit the Project website at <http://longbridgeproject.com>.

Location Details: Room E200 is located on the second floor of the DCRA building to the left of the elevators on the second floor. Please bring an ID to show at the entrance to access the building. Please be sure to allow an additional 15 minutes to go through security.

* Directions from Waterfront Metro Station: A one minute walk from the Metrorail Green line. Take the escalator/elevator to the ground level and walk straight, the building will be on your right.

Getting to the Meeting Metrorail: Waterfront Station (Green Line)

Bus: Metrobus routes 74, A9, P6, and V1; Circulator Eastern Market-L'Enfant Plaza route. Be sure to check out www.goDCgo.com to learn about transportation options for getting to the meeting.

Can't make the meeting? Materials from this meeting will be made available on the Project website, <http://longbridgeproject.com> within 24 hours of meeting conclusion. Those who would like to leave a comment can do so by emailing info@longbridgeproject.com.

Do you need assistance to participate? If you need special accommodations, please contact Cesar Barreto at (202) 671-2829 or Cesar.Barreto@dc.gov five days in advance of the meeting. If you need language assistance services (translation or interpretation), please contact Karen Randolph at (202) 671-2620 or Karen.Randolph@dc.gov five days in advance of the meeting. These services will be provided free of charge.

The District Department of Transportation (DDOT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition,

harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

AYUDA EN SU IDIOMA

Si necesita ayuda en Español, por favor llame al 202-671-2700 para proporcionarle un intérprete de manera gratuita.

AVISO IMPORTANTE

Este documento contiene información importante. Si necesita ayuda en Español o si tiene alguna pregunta sobre este aviso, por favor llame al 202-671-2620. Infórmele al representante de atención al cliente el idioma que habla para que le proporcione un intérprete sin costo para usted. Gracias.

AIDE LINGUISTIQUE

Si vous avez besoin d'aide en Français appelez-le 202-671-2700 et l'assistance d'un interprète vous sera fournie gratuitement.

AVIS IMPORTANT

Ce document contient des informations importantes. Si vous avez besoin d'aide en Français ou si vous avez des questions au sujet du présent avis, veuillez appeler le 202-671-2700. Dites au représentant de service quelle langue vous parlez et l'assistance d'un interprète vous sera fournie gratuitement. Merci.

GIÚP ĐỠ VỀ NGÔN NGỮ

Nếu quý vị cần giúp đỡ về tiếng Việt, xin gọi 202-671-2700 để chúng tôi thu xếp có thông dịch viên đến giúp quý vị miễn phí.

THÔNG BÁO QUAN TRỌNG

Tài liệu này có nhiều thông tin quan trọng. Nếu quý vị cần giúp đỡ về tiếng Việt, hoặc có thắc mắc về thông báo này, xin gọi 202-671-2700. Nói với người trả lời điện thoại là quý vị muốn nói chuyện bằng tiếng Việt để chúng tôi thu xếp có thông dịch viên đến giúp quý vị mà không tốn đồng nào. Xin cảm ơn.

የቋንቋ እርዳታ

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ጠቃሚ ማስታወቂያ

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언어 지원

한국어로 언어 지원이 필요하신 경우 202-671-2700로 연락을 주시면 무료로 통역이 제공됩니다.

안내

이 안내문은 중요한 내용을 담고 있습니다. 한국어로 언어 지원이 필요하시거나 질문이 있으실 경우 202-671-2700 로 연락을 주십시오. 필요하신 경우, 고객 서비스 담당원에게 지원 받고자 하는 언어를 알려주시면, 무료로 통역 서비스가 제공됩니다. 감사합니다.

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如果您需要用 (中文)接受幫助, 請電洽202-671-2700, 將免費向您提供口譯員服務

重要通知

本文件包含重要資訊。如果您需要用 (中文) 接受幫助或者對本通知有疑問, 請電洽202-671-2700。請告訴客戶服務部代表您所說的語言, 會免費向您提供口譯員服務。謝謝!

Appendix A:

Public Meeting Outreach

Washington Post Express and El Tiempo Latino ads

sports

Only in D.C. would Brooks' job be safe

After horrible 2-8 start, Wizards dismiss critics questioning the coach

ANALYSIS

Despite the horrendous start for a Wizards team that expected to contend in a LeBron James-less East, it appears Scott Brooks, in his third season as the Wizards' coach, has more than enough collateral within the organization to remain protected from social media uprisings and hot-seat rumors. He also has the unwavering support of his players.

"He's a guy who's coming in and doing a job like the rest of us," Markieff Morris said. "Sh-- happens. You take losses but it's like, we started like this before. You know what I'm saying? We're just trying to find it."

Even more, Brooks has the security of working in Washington. In just about any other NBA market, a 2-8 start from a veteran team that has been together too long to be this disjointed might cast serious doubts on the job security of the coach. But in Washington, things are different. This is not simply because the



Coach Scott Brooks has gone 94-80 in two-plus seasons with the Wizards.

Wizards have already batted down the non-story of Brooks not being in the line of fire. No, Brooks will likely remain the Wizards' leader for several reasons: He's guaranteed \$21 million from an organization that has

soared past the luxury tax despite its roster holes.

He heads a revamped staff with only one assistant experienced enough to take over top duties.

And most of all, he works for an owner who may be willing

to press the eject button on his NHL coaches but practices the patience of a monk when it comes to making changes to his basketball operations.

Last fall, owner Ted Leonsis gave Ernie Grunfeld a contract extension despite the 538-686 franchise record he has amassed in his 15-plus years as the Wizards' lead executive.

After the Wizards got smoked by 19, the fourth blowout loss this season, to a rebuilding Mavericks team on Tuesday night, Bradley Beal admitted that he's aware of talk about Brooks' job security.

"It's on TV, people are talking about it. No truth to it at all," Beal said. "He's a well-experienced coach. ... So you've got to respect what he's done. You can't just shoot a man in his foot."

CANDACE BUCKNER (THE WASHINGTON POST)

verbatim

"That's my guy. Very selfless. He was actually supposed to be here, but something came up. He told me to go anyways."

TYUS JONES, thanking Timberwolves teammate Jimmy Butler for getting a chartered private plane so he could go see his brother Tre Jones' college debut for Duke on Tuesday night — a 118-84 win over No. 2 Kentucky



▶ ESPN: Cowboys LB Sean Lee (hamstring) could miss 4-6 weeks ▶

MARYLAND

University fires 2 trainers in wake of McNair death

The University of Maryland fired two high-ranking athletic trainers whose actions had come into question in the wake of Jordan McNair's death in June. Steve Nordwall, assistant athletic director of athletic training, and Wes Robinson, the head trainer for the football program, had been on paid administrative leave since Aug. 10. Both were informed Tuesday that their employment had been terminated, according to a person familiar with the situation. (TWP)

MLS

D.C. United back Kemp announces his retirement

Taylor Kemp, D.C. United's starting left back for three years who missed this season with injuries, announced his retirement Wednesday. The former Maryland Terrapin underwent hernia surgery in September 2017 and, after struggling to return, had labrum hip surgery this summer. Neither he nor the team was optimistic about a recovery that would have allowed him to perform at peak level. (TWP)

Long Bridge Public Information Meeting

The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) invite the public to an informational meeting to present the Preferred Alternative for the Long Bridge Project. FRA and DDOT are preparing an Environmental Impact Statement for the Project to consider alternatives and evaluate the potential impacts of those alternatives on the environment in accordance with the National Environmental Policy Act. This meeting is also a part of the concurrent consultation for Section 106 of the National Historic Preservation Act.

About Long Bridge Project:

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For more information about the Long Bridge Project, please visit: www.longbridgeproject.com

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Public Meeting

Thursday, November 29, 2018

Open House format: 4 p.m. to 7 p.m.
Formal presentations:
4:30 p.m. and 6:00 p.m.
(same presentation at both times)

DCRA Building, Room E200
1100 4th Street SW
Washington, DC 20024

Location Details: Room E200 is located on the second floor of the DCRA building adjacent to the elevators. **Bring an ID** to show at the entrance in order to access the building. Please allow an additional 15 minutes to go through security.

Getting to the Meeting:

MetroRail: Waterfront Station (Green Line). Take the escalator/elevator to the ground level and walk straight, the building will be on your right.
Bus: Metrobus routes 74, A9, P6, and V1; Circulator (Eastern Market-L'Enfant Plaza route).

LOCALES

Salvadoreños presentan propuesta de moda artesanal en Maryland

■ **Prendas de alta costura con materiales y tintes tradicionales, elaboradas por diseñadores y artesanos salvadoreños.**

Por **Tomás Guevara**
ESPECIAL PARA EL TIEMPO LATINO

La pasarela estaba lista, el público impaciente y tras bambalinas el grupo de modelos se ajustaba prendas de la colección "Raíces", un proyecto conjunto del diseñador Óscar Tadeo y varios artesanos que ven en los productos tradicionales de El Salvador una materia prima para hacer prendas de alta costura de proyección internacional.

Así, después de que se diera el banderillazo de salida, empezó un evento de pasarela la noche del sábado 3 de noviembre en el Club Coco Cabana, en Hyattsville, MD. Gracias a la gestión de los consulados salvadoreños del área y organizaciones comunitarias y empresariales de salvadoreños locales, también se realizó un evento similar en Woodbridge, Virginia.

Detrás de cada una de las piezas mostradas en "Raíces", hay mucho esfuerzo puesto en cada milímetro de los diseños por un grupo de artesanos, que trabajan con tintes aplicados a tejidos, como lino, algodón y otras fibras; además de expertos en trabajar con cuero y otros materiales utilizados en la industria de la moda.

La embajadora de El Salvador en Washington, Claudia Canjura, aplaudió este logro de diseñadores y artesanos que vienen de zonas rurales de la nación centroamericana en las que hay escasas oportunidades de trabajo. Contra todo pronóstico, este grupo de emprendedores creativos encontraron vías de escape y una forma de proyectarse con su talento, no solo en su propio suelo sino también en el exterior.

La colección presentó al público unas veinte piezas que incluían vestidos, chaquetas para caballeros, y una gama de accesorios como carteras y zapatos, también creados por diseñadores artesanales salvadoreños.

El diseñador Óscar Tadeo enfatizó a El Tiempo Latino que esta colección en la que han trabajado desde mediados de este año, está confeccionada de

forma colectiva trabajando con una cadena de producción que incluyó la labor de varios artesanos para hacer los bordados, la pedrería y en especial los procesos de tintes de color azul que se extrae del xiquilite, una planta a la que también se la conoce como añil.

El añil tuvo su periodo de bonanza para Centroamérica hasta finales del siglo XIX y en esa época fue el principal producto de exportación de los países de la región, en especial El Salvador. El auge pasó cuando entraron al mercado los tintes sintéticos.

En un mundo que busca volver a lo natural como remedio al exceso de tecnología que consumimos, estos diseñadores ven en ese tinte tradicional una oportunidad para hacer algo diferente. Los expertos en moda no solo han rescatao al añil para sus prendas, sino que también exploran posibilidades con otras plantas como el quebracho y hasta la estopa del coco que permiten extraer otras gamas de colores, como rojos o terracotas.

"No utilizamos nada sintético, todas estas piezas son hechas a mano y estos materiales ayudan a preservar el medio ambiente, porque todos nuestros procesos reducen el gasto de materiales y obviamente no dañan la naturaleza", aseguró Tadeo.

Según el diseñador, el desfile de la colección "Raíces" comunica el concepto detrás de las prendas que se inspiran en la naturaleza, la tierra y sus recursos. "Intentamos reflejar este concepto en los vestidos y accesorios, queremos poner a la madre naturaleza como el núcleo que otorga la vida", dijo el salvadoreño.

Con humildad, Tadeo se describe como un artesano más, pues su trabajo no viene de una carrera como un genio de la alta costura, sino que es un artista que ha aprendido su oficio ayudado por su propia inspiración, pequeños talleres de patrón de costura y estudios sobre el uso de tintes realizados en Perú. Además, el creativo ha realizado estudios de manejo de turismo, lo que lo califica aún más para promover el Salvador en el área de Washington y a donde quiera que lleve la colección "Raíces".



AZUL. Prendas de la colección "Raíces" que utilizan el tinte azul natural extraído del añil tradición artesanal salvadoreña.

Long Bridge Reunión Pública

La Administración Federal de Ferrocarriles (FRA, por sus siglas en inglés) y el Departamento de Transporte del Distrito (DDOT, por sus siglas en inglés) le invita a una reunión pública donde se anunciará la selección de la Alternativa Preferida para el Proyecto Long Bridge. FRA y DDOT están preparando la Declaración de Impacto Ambiental del Proyecto para evaluar los posibles impactos ambientales de las diversas alternativas planteadas de acuerdo con la Ley Nacional de Política Pública Ambiental de los Estados Unidos. Esta reunión es parte de la consulta concurrente para la Sección 106 de la Ley Nacional para la Conservación Histórica.

Sobre el Proyecto del Long Bridge

El Proyecto del Long Bridge consiste de mejoras del corredor del puente e infraestructura ferroviaria asociada entre RO Interlocking cerca de Long Bridge Park en Arlington, VA y L'Enfant Interlocking cerca de 10th St. SW en Washington, DC. CSX Transportation es dueño del puente y lo mantiene. VRE y Amtrak también utilizan el puente, además de trenes de carga.

Para más información sobre el Proyecto del Long Bridge, por favor visite: www.longbridgeproject.com

El Departamento de Transporte del Distrito (DDOT, por sus siglas en inglés) se compromete con asegurarse que nadie sea excluido de participar y que a nadie se le nieguen los beneficios de sus proyectos, programas, actividades y servicios a base de su raza, color de tez, nación de origen, sexo, edad, o discapacidad según previsto por el Título VI de la Ley de Derechos Civiles de 1964, la Ley sobre Estadounidenses con Discapacidades, y otros asuntos relacionados. De conformidad con la Ley de Derechos Humanos de 1977 del Distrito de Columbia, según enmendada; Código Oficial del D.C., Sección 2-1402.03 et seq., Ley, el Distrito de Columbia no discrimina, de forma visible ni perceptible, por los siguientes motivos: raza, color de tez, religión, nacionalidad, sexo, edad, estado civil, apariencia personal, orientación sexual, identidad o expresión de género, estado familiar, responsabilidades familiares, matrícula, afiliación política, información genética, discapacidad, fuente de ingresos, condición como víctima de una ofensa cometida en el seno de la familia (violencia doméstica), o lugar de residencia o negocio. El hostigamiento sexual es una forma de discriminación sexual que está prohibida por la Ley. Además, el hostigamiento basado en cualquiera de las categorías anteriores, también está prohibido por la Ley. No se tolerarán actos discriminatorios que infrinjan la Ley. Los infractores estarán sujetos a medidas disciplinarias. Si necesita asistencia apropiada, favor de contactar a César Barreto al (202) 672-2829 o a Cesar.Barreto@dot.gov al menor cinco días antes de la reunión. Si necesita asistencia lingüística (traducción o interpretación) favor de contactar a Karen Randolph al (202) 672-2620 o a Karen.Randolph@dot.gov al menos cinco días antes de la reunión. Estos servicios se proveerán libre de costo.

Reunión Pública

Jueves, 29 de noviembre, 2018
Reunión Abierta al Público: 4 p.m. a 7 p.m.
Presentaciones formales: 4:30 p.m. y 6:00 p.m. (misma presentación en ambos horarios)

Edificio DCRA, Sala E200
1100 4th St. SW, Washington, DC 20024

Detalles de la ubicación: La sala E200 se encuentra en el segundo piso del edificio DCRA al lado de los ascensores. Traiga un documento de identidad para presentar en la entrada y así poder acceder al edificio. Favor de planificar con tiempo (15 minutos) para pasar por seguridad.

Cómo llegar:

Metrorail: Waterfront Station (Línea Verde). Tome la escalera mecánica / ascensor hasta el nivel de la calle y camine recto. El edificio estará a su derecha.
Autobús: Rutas Metrobus 74, A9, P6, y V1; Circulator (ruta Eastern Market-L'Enfant Plaza).

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Drug Name	Qty (pills)	Price*	Drug Name	Qty (pills)	Price
Viagra 100mg	16	\$47.99	Retin-A Cream 0.05%	50 g	\$79.9
Viagra 50mg	16	\$44.99	Vivelle-Dot 50mcg	24 patches	\$124.9
Cialis 5mg	90	\$149.99	Voltaren Emulgel 1%	300 g	\$84.9
Cialis 20mg	90	\$134.99	Armour Thyroid 60 mg	100	\$69.9
Levitra 20mg	30	\$129.99	Dexilant 60.mg	90	\$339.9
Stendra 200mg	16	\$259.99	Onglyza 5mg	84	\$309.9
Spiriva 18mcg	90	\$189.99	Effexor XR 150 mg	100	\$39.9
Advair 250mcg/50mcg	180 ds	\$204.99	Boniva 150 mg	3	\$69.9
Vagifem 10mcg	24	\$114.99	Tricor 145mg	90	\$139.9
Premarin 0.625mg	84	\$94.99	Pradaxa 150mg	180	\$474.9
Combivent 18mcg/103mcg	600 ds	\$139.99	Synthroid 100mcg	90	\$59.9
Symbicort 160mcg/4.5mcg	360 ds	\$214.99	QVAR 80mcg	400 ds	\$134.9
Entocort 3mg	100	\$129.99	Finacea Gel 15%	90	\$134.9
Januvia 100mg	84	\$259.99	Uloric 40mg	90 ds	\$174.9
Aggrenox 200mg/25mg	200	\$139.99	Breo Ellipta 100mcg/25mcg	90 ds	\$399.9
Abilify 5mg	84	\$139.99	Julbia 10%	24 ml	\$489.9
Colcrys 0.6mg	100	\$109.99	Tradjenta 5mg	90	\$349.9
Ventolin 90mcg	600 ds	\$79.99	Nasonex 50 mcg	420 ds	\$94.9
Vytarin 10mg/40mg	90	\$154.99			
Xifaxan 550mg	100	\$169.99			
Asacol 800mg	300	\$249.99			
Vesicare 10mg	100	\$164.99			
Ranexa ER 500mg	200	\$189.99			
Myrbetriq 50mg	90	\$364.99			
Actigall 300mg	300	\$224.99			
Bystolic 5mg	84	\$114.99			
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ATTENTION
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Appendix A:

Public Meeting Outreach

E-blast notification to the Long Bridge public email listserv

Public Information Meeting
November 29, 2018



Long Bridge Project Public Information Meeting

Thursday, November 29, 2018

Open House format: 4 p.m. to 7 p.m.

Formal presentations: 4:30 p.m. and 6:00 p.m.

(same presentation at both times)

DCRA Building, Room E200

1100 4th Street SW, Washington, DC 20024

Purpose of the Meeting

The Federal Railroad Administration (FRA) and **the District Department of Transportation (DDOT)** invite the public to an informational meeting to present the Preferred Alternative for the Long Bridge Project. FRA and DDOT are preparing an Environmental Impact Statement for the Project to consider alternatives and evaluate the potential impacts of those alternatives on the environment in accordance with the National Environmental Policy Act. This meeting is also a part of the concurrent consultation for Section 106 of the National Historic Preservation Act.

Directions

Details: Room E200 is located on the second floor of the DCRA building adjacent to the elevators. *Bring an ID* to show at the entrance in order to access the building.

Getting to the Meeting:

Metrorail - Waterfront Station (Green Line)

Bus - Metrobus routes 74, A9, P6, and V1;

Circulator Eastern Market-L'Enfant Plaza route

Be sure to check out www.goDCgo.com to learn about transportation options for getting to the meeting

Directions from Waterfront Metro Station: A one-minute walk from the Metrorail Green line. Take the escalator/elevator to the ground level

and walk straight, the building will be on your right.

For more information about the Long Bridge Project, please visit:

longbridgeproject.com

The District Department of Transportation (DDOT) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its projects, programs, activities, and services on the basis of race, color, national origin, gender, age, or disability as provided by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and other related statutes. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code sec. 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intrafamily offense, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in a violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

If you need special accommodations, please contact Cesar Barreto at (202) 671-2829 or Cesar.Barreto@dc.gov five (5) days in advance of the meeting. If you need language assistance services (translation or interpretation), please contact Karen Randolph at (202) 671-2620 or Karen.Randolph@dc.gov five (5) days in advance of the meeting. These services will be provided free of charge.



District Department of Transportation



U.S. Department of Transportation
Federal Railroad Administration

You are receiving this email because you are on the Long Bridge Project email notification list. If you'd like to unsubscribe, please click the "Unsubscribe" link below.

[Preferences](#) | [Unsubscribe](#)

Appendix A:

Public Meeting Outreach

Public meeting flyer



PUBLIC INFORMATION MEETING

Thursday, November 29, 2018

Thursday, November 29, 2018

Open House format: 4:00 PM. to 7:00 PM
Formal presentations: 4:30 PM and 6:00 PM
(same presentation at both times)

DCRA Building Room, E200

1100 4th Street SW, Washington, DC 20024

Location Details: Room E200 is located on the second floor of the DCRA building adjacent to the elevators. **Bring an ID** to show at the entrance in order to access the building. Please allow an additional 15 minutes to go through security.

Getting to the Meeting:

Metrorail: Waterfront Station - Green Line. Take the escalator/elevator to the ground level and walk straight; the building will be on your right.
Bus: Metrobus routes 74, A9, P6, and V1; Circulator Eastern Market-L'Enfant Plaza route.

About the Long Bridge Project:

The Long Bridge Project consists of potential improvements to the bridge corridor and related railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant Interlocking near 10th Street SW in Washington, DC. The two-track Long Bridge is owned and maintained by CSX Transportation. Amtrak and VRE also currently use the bridge, in addition to freight trains.

For more information about the Long Bridge Project, please visit: www.longbridgeproject.com

The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) invite the public to an informational meeting to present the Preferred Alternative for the Long Bridge Project. FRA and DDOT are preparing an Environmental Impact Statement for the Project to consider alternatives and evaluate the potential impacts of those alternatives on the environment in accordance with the National Environmental Policy Act. This meeting is also a part of the concurrent consultation for Section 106 of the National Historic Preservation Act.

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Appendix A:


Public Meeting Outreach


DDOT tweets and Facebook posts

d. **DDOT DC** 
@DDOTDC

Follow 

Learn about the Preferred Alternative for the Long Bridge Project:  

 Thursday, November 29

 4:00PM

 1100 4th Street SW, Room E200

 ddot.dc.gov/release/long-b...



11:46 AM - 20 Nov 2018

7 Retweets 7 Likes



 1

 7

 7



DDOT DC @DDOTDC · Nov 28
ANSWER: Long Bridge (pictured below)

Don't miss the upcoming public meeting to Learn about the Preferred Alternative for the Long Bridge Project: 🗣️ 📅

📅 TOMORROW, November 29
🕒 4:00PM
📍 1100 4th Street SW, Room E200
ddot.dc.gov/release/long-b...



Show this thread



DDOT DC @DDOTDC · Nov 29

Long Bridge is the oldest bridge across the Potomac into D.C. Want to know what it's up to these days? Don't miss today's public meeting on the Preferred Alternative for the Long Bridge Project: 🚗 🗺️ #TBT

📅 TODAY

🕒 4:00PM-7:00PM, open house format

📍 1100 4th Street SW, Room E200



↻ 4

♥ 2



District Department of Transportation

November 29 at 11:50 AM · 🌐

In 1808, by an Act of Congress signed into law by President Thomas Jefferson, the "Long Bridge" was constructed as a toll crossing of the Potomac River.

Today, Long Bridge is a major north-south railway route and DDOT, in coordination with the [Federal Railroad Administration](#), is completing a comprehensive study for the rehabilitation or replacement of the Long Bridge over the Potomac River.

Don't miss TODAY's public meeting to learn about the Preferred Alternative for the Long Bridge Project.

📅, November 29

🕒 4:00PM to 7:00PM, open house format

📍 1100 4th Street SW, Room E200

#thedistrict #throwbackthursday #TBT



👍 Like

💬 Comment

d.

District Department of Transportation ANSWER: Long Bridge (pictured below 📎)

Don't miss the upcoming public meeting to learn about the Preferred Alternative for the Long Bridge Project: 🗣️ 📅

📅 TOMORROW, November 29

🕒 4:00PM

📍 1100 4th Street SW, Room E200

🔗 <https://ddot.dc.gov/.../long-bridge-environmental-impact...>



5d

Appendix A:

Public Meeting Outreach

VRE Train Talk eNews notice

Appendix A:

Public Meeting Outreach

Washington Area Bicyclist Association blog post

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long bridge

THE BEST WAY ACROSS THE POTOMAC ISN'T BUILT YET (BUT IT COULD BE)

November 16, 2018 | [Robert Gardner](#)

Recent construction on bridges over the Potomac has been a bit of a disaster for bicyclists. In a sense, the existing inadequacies of Potomac River crossings (trails dead ending, narrow sidewalks, dangerous fencing, and more) have been exacerbated by the construction highlighting a need for more, high-quality Potomac River crossings to be connected to both the Virginia and District's bike networks.

But that might change.

We have an opportunity to build the finest Potomac River trail crossing in an unlikely place — *the Long Bridge*.

Wait...what is the Long Bridge?

The Long Bridge is the the rusting hulk of a rail bridge that you can see heading over the Potomac River on Metro or from the Mount Vernon Trail. Currently, it is a two-track railway bridge that serves freight, commuter trains and Amtrak.

However, this bridge needs some improvements. Built in 1904, the bridge has outlived its usefulness and needs some serious improvements to meet the needs of our growing region.

DDOT, VDOT, CSX, the Federal Railroad Administration (and more) are working on a series of potential redesign options. Though the scope of the project is focused on increasing rail capacity, included in those redesigns are two bicycle/pedestrian options—one option is for a bike/ped bridge that is connected to the rail bridge and the other option is a free-standing bridge that runs parallel to the bridge. However, DDOT is only *considering* these options. These options are not guaranteed and we have already heard some grumbling about cost and security for a bicycle/pedestrian crossing.



"Build the Long Bridge for people." Has a nice ring to it, no?

Though we don't have much more clarity on those options, what we do know is that this is a once in a lifetime opportunity to build what could be the safest, highest quality Potomac River bicycle and pedestrian crossing on the day it opens.

So WABA—along with fourteen (14) partner organizations—called for the project team to include a bicycle and pedestrian trail to be constructed concurrently with the rail component. You can find our letter [here](#).

The letter itself lays out five principles for designing the project:

1. Include a bicycle and pedestrian trail across the Potomac River.
2. This bicycle and pedestrian trail should be funded and constructed concurrently with the rail component of the Long Bridge project.
3. The bicycle and pedestrian trail should be incorporated into the design of the broader project in a way that optimizes the achievability of the project with regard to cost and complexity.
4. The bicycle and pedestrian trail should be designed to enhance the connectivity of the regional trail network. Specifically, the trail should connect to the esplanade in Long Bridge Park in Arlington. In the District, the trail should extend as far towards L'Enfant Plaza as physically possible to maximize connectivity to existing trails.
5. The bicycle and pedestrian trail should be designed and constructed to the highest design standards, with a minimum width of 12 feet wide, and seamless connections to existing trail networks.

To be clear, this project is a long way from being built. And we've got a lot of work to do to make sure that the bridge includes a bike/ped trail. That's why we want you to show up to the next public meeting on November 29th to speak up for Long Bridge.

Department of Consumer and Regulatory Affairs Building

1100 4th St SW (Room E200)

Washington, DC 20024

4pm – 7pm (presentations will be at 4:30pm and 6pm)

LET US KNOW IF YOU'RE COMING

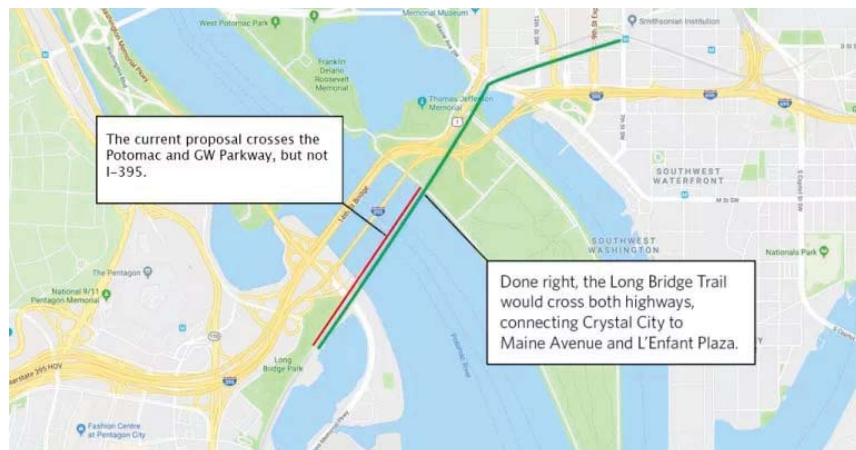
You can find out more about the project at the project webpage [here](#) or on the [WABA blog](#). At the meeting, DDOT will show us their proposed alternative.

The benefits to having a pedestrian and bicycle trail across the Potomac along with the rail component are clear for the region. In addition to connecting the Mount Vernon Trail to East Potomac Park (and providing bicyclists and pedestrians a safe crossing along the Potomac), there are very real economic and transportation benefits to this project. That's why we've got to show up and work to make this happen.

Tags: [advocacy](#), [DDOT](#), [long bridge](#)

A STEP IN THE RIGHT DIRECTION FOR LONG BRIDGE!

July 5, 2018 | [Robert Gardner](#)



The current proposal (red line) crosses the Potomac River and George Washington Parkway, but not I-395. Done right, the Long Bridge Trail would cross both highways, connecting Crystal City to Maine Ave., and L'Enfant Plaza (green line).

Opportunities for great leaps in transportation options here in the Washington region don't happen everyday. So, that's why we are so excited about the Long Bridge Project.

A little background:

The Long Bridge, the railroad bridge that spans the Potomac River south of the 14th St. Bridge, is getting an upgrade from two tracks to four. Currently, there is no way to get across the bridge on a bike or by walking. However, as part of the proposed bridge upgrade, [we asked people to take action in January](#) to tell DDOT that any upgrades to this crucial Potomac crossing should include options for biking and walking.

Of the 1639 comments DDOT received on the Long Bridge project, 1605 were regarding bicycle and pedestrian access — that's just amazing. You couldn't have been more clear: **any upgrades to this crucial Potomac crossing must include options for biking and walking.**

That says a lot about the need for this critical pedestrian and bicycle connections between the Commonwealth and the District. Our voices have been heard, **but we still have more work to do!**

In a report released in mid-June, DDOT noted the tremendous amount of public support as one of the reasons that a biking and walking trail will continue to be included in the alternatives moving forward.

And as great as that is (and it is great!), the plan still falls short. We need a trail bridge running the entire length of the bridge (from Long Bridge Park to L'Enfant Plaza). And

Appendix A:

Public Meeting Outreach

Greater Greater Washington article



SEARCH

Long Bridge Project Preferred Alternative Public Meeting

Date: Thursday, November 29, 2018

Time: 4:00pm–7:00pm

Location: DCRA Building, Room E200, 1100 4th Street SW, Washington, DC

More Info: longbridgeproject.com

[Download iCal](#)



Open House format from 4PM to 7PM
Formal presentations at 4:30PM and 6:00PM (same presentation at both times)

The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) invite the public to an informational meeting to present the Preferred Alternative for the Long Bridge Project. FRA and DDOT are preparing an Environmental Impact Statement for the Project to consider alternatives and evaluate the potential impacts of those alternatives on the environment in accordance with the National Environmental Policy Act. This meeting is also a part of the concurrent consultation for Section 106 of the National Historic Preservation Act.

About the Long Bridge Project: The Long Bridge Project consists of potential improvements to the bridge corridor and related railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant Interlocking near 10th Street SW in Washington, DC. The Long Bridge Corridor is owned and operated by CSX Transportation (CSXT), a Class I freight railroad. Amtrak and VRE currently use the bridge, in addition to CSXT freight.

The purpose of the Project is to provide additional long-term railroad capacity to improve the reliability of railroad service through the Long Bridge Corridor. Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future rail services. The Project is needed to address these issues and to ensure the Long Bridge Corridor continues to serve as a critical link connecting the local, regional, and national railroad network.

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DEVELOPMENT

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PHOTOGRAPHY

Think you know Metro? It's which WMATA week 133 22

TRANSIT

Here's what bus lanes on 14th Street NW could look like 42

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SIGN UP

Appendix A:

Public Meeting Outreach

NCPC Facebook post and tweet



National Capital Planning Commission

23 hrs · 🌐

@DDOTDC and @USDOTFRA will present the preferred alternative for the Long Bridge project at a Nov 29 public meeting. More info here: <http://longbridgeproject.com/upcoming-meetings/>



Appendix B:

Project Factsheet

THE LONG BRIDGE

The Long Bridge is a two-track steel truss railroad bridge that was constructed in 1904. The bridge is owned by CSX Transportation (CSXT) and serves freight (CSXT), intercity passenger (Amtrak), and commuter railroad service (VRE). The Long Bridge is the only railroad bridge connecting Virginia to the District. The next closest crossing is at Harpers Ferry, WV. The Long Bridge is a contributing element to the East and West Potomac Parks Historic Districts.



WHAT IS NEPA?

The National Environmental Policy Act of 1969 (NEPA) requires Federal agencies to assess the environmental effects of their proposed actions prior to making decisions. NEPA is an "umbrella" law that encourages integrated compliance with other environmental laws so that a proposed project's impacts are comprehensively evaluated before implementation.

The Long Bridge Project's compliance with NEPA will include preparation of an Draft Environmental Impact Statement (EIS) that will be made available for public review and comment.

The Federal Railroad Administration (FRA) is the lead Federal agency for the EIS. The District Department of Transportation (DDOT) is the joint lead agency for the EIS.

FUTURE PROJECT DATES

Preferred Alternative Recommendation Public Meeting	Fall 2018
Draft EIS Available for Comment/Public Hearing	Summer 2019
Final EIS/Record of Decision	Summer 2020

CONTACT US

Comments can be provided any of the following ways:

At this meeting

Website: www.longbridgeproject.com

Email: info@longbridgeproject.com

Mail: Katherine Youngbluth, AICP
Long Bridge Project
55 M Street, SE
Suite 400
Washington, DC 20003



District Department of Transportation

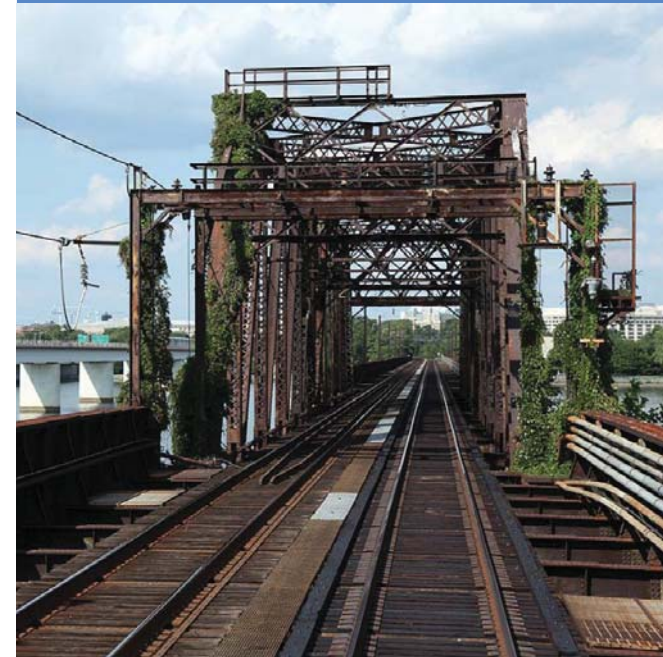


U.S. Department of Transportation
Federal Railroad Administration



Connecting North and South Through our Nation's Capital

ENVIRONMENTAL IMPACT STATEMENT (EIS) FACT SHEET



NOVEMBER 2018

THE LONG BRIDGE PROJECT

The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the RO Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant (LE) Interlocking near 10th Street SW in the District.



PURPOSE AND NEED

The purpose of the Proposed Action is to provide additional long-term railroad capacity to improve the reliability of railroad service through the Long Bridge corridor.

Currently, there is insufficient capacity, resiliency, and redundancy to accommodate the projected demand in future railroad services. The Proposed Action is needed to address these issues and to ensure the Long Bridge corridor continues to serve as a critical link connecting the local, regional, and national transportation network.

EIS EVALUATION TOPICS

The EIS will evaluate ways of meeting the purpose and need of the proposed action. The EIS will document the effects of the Action Alternatives and the No Action Alternative on the natural, cultural, and human environment including:

- Existing and Planned Land Use
- Transportation
- Navigation
- Air Quality
- Green House Gas Emissions and Climate Change
- Noise and Vibration
- Hazardous Materials and Solid Waste Disposal
- Coastal Zone Management

- Water Resources and Water Quality
- Wetlands
- Floodplains
- Natural and Ecological Systems
- Threatened and Endangered Species
- Communities and Demographics
- Environmental Justice
- Public Health, Security, and Safety
- Cultural Resources
- Parks and Recreation Areas
- Visual and Aesthetic Resources
- Utilities and Energy Resources

Appendix C:

Informational Exhibits



Public Meeting

Thursday, November 29, 2018

Open House Format: 4:00 p.m. to 7:00 p.m.

Formal Presentations: 4:30 p.m. and 6:00 p.m.

(same presentation at both times)



Project Overview



What is the Project?

- The Federal Railroad Administration (FRA) and the District Department of Transportation (DDOT) are preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA).
- The Long Bridge Project consists of potential improvements to the Long Bridge and related railroad infrastructure located between the Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia and the L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia.
- The two-track Long Bridge was built in 1904 and is owned and maintained by CSX Transportation (CSXT).
- Virginia Railway Express (VRE) and Amtrak also currently use Long Bridge.
- Long Bridge is a contributing element to the East and West Potomac Parks Historic District.

Project Overview

What is NEPA?

- The National Environmental Policy Act of 1969 (NEPA) requires Federal agencies to assess the environmental effects of their proposed actions prior to making decisions.
- NEPA encourages integrated compliance with other environmental laws so that a proposed project's impacts are comprehensively evaluated before implementation.
- To comply with NEPA, FRA and DDOT are preparing an EIS that will be made available for public review and comment.

What is Section 106?

Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to:

- Consider and determine the direct AND indirect effects of a proposed undertaking on historic properties.
- Consult with State Historic Preservation Offices, Tribes, and other consulting parties.
- Avoid, resolve, or mitigate adverse effects to historic properties.
- See: 36 CFR Part 800 (Protection of Historic Properties).

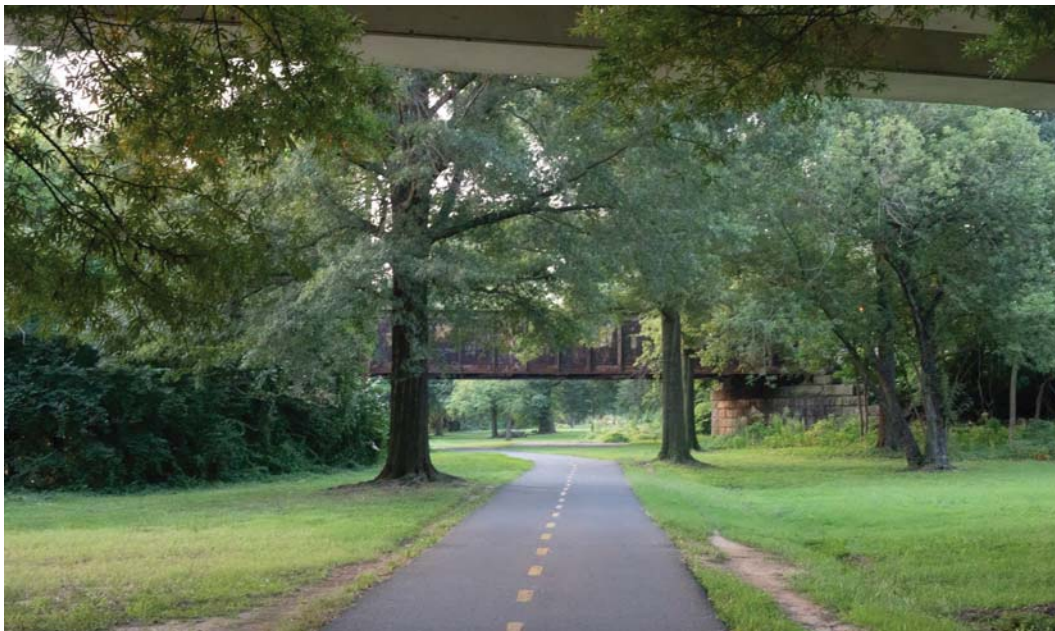


Project Overview

What is Section 4(f)?

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 prohibits projects funded or approved by a USDOT agency from using publicly owned park and recreational areas, wildlife and waterfowl refuges, or historic sites and structures unless...

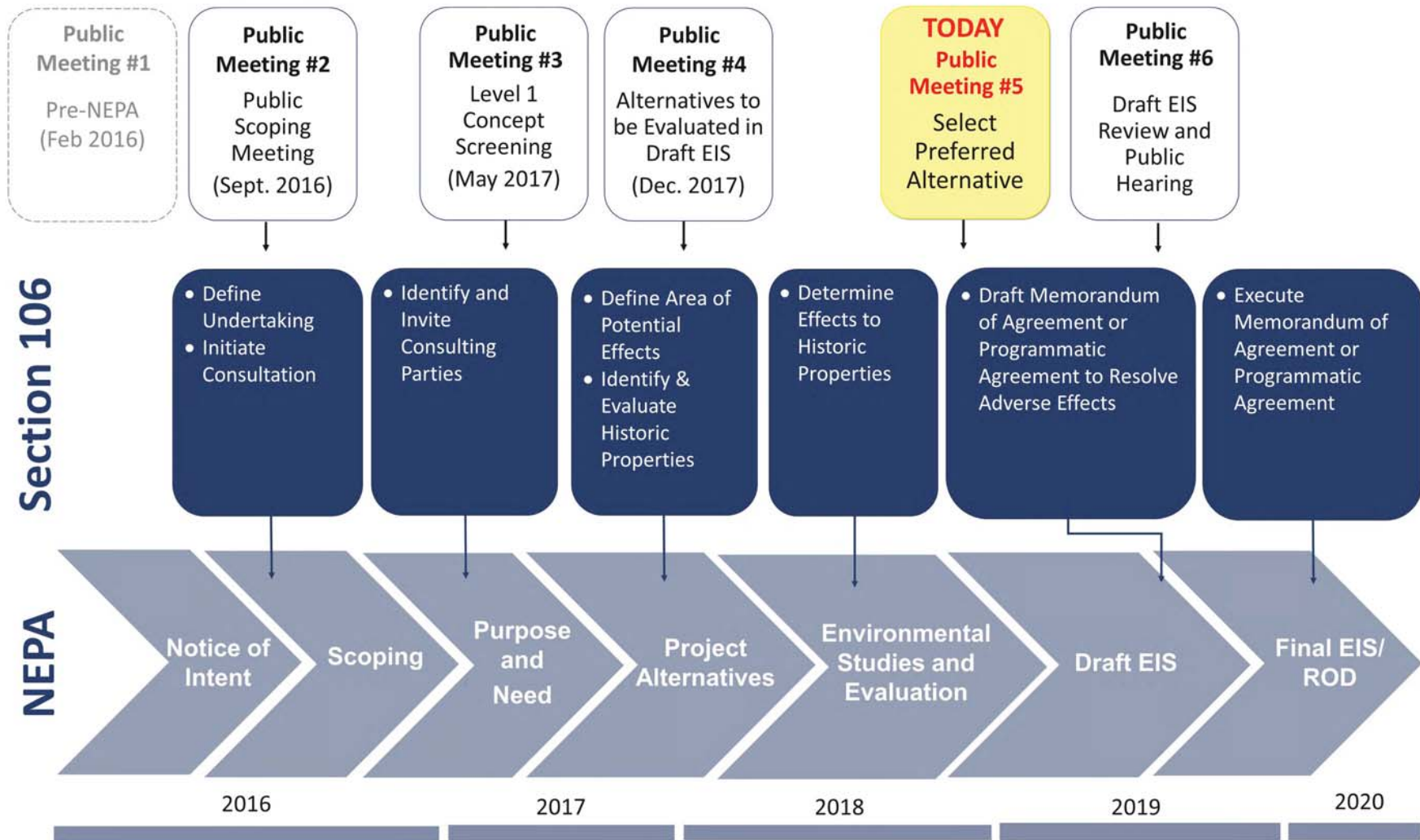
- There is no feasible or prudent avoidance alternative, and
- The project includes all possible planing to minimize harm to the property resulting from use.
- Or, the Project would have a *de minimis* impact on Section 4(f)-protected resources.



*Section 4(f)-protected historic properties are illustrated on the Section 106 Summary of Adverse Effects board

There are several Section 4(f)-protected historic sites and parks within the Long Bridge Project Study Area

Section 106 and NEPA Coordination



Project Area



The Project:

- Connects logical termini;
- Has independent utility even if no additional transportation improvements in the area are made; and
- Does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements in the area.



Project limits extend from RO Interlocking near Long Bridge Park in Arlington, Virginia to LE Interlocking near 10th Street SW in the District

Purpose and Need

The purpose of the Proposed Action is to provide **additional long-term railroad capacity** to improve the **reliability** of railroad service through the Long Bridge corridor.

Currently, there is **insufficient capacity, resiliency, and redundancy** to accommodate the projected demand in future railroad services. The Proposed Action is needed to address these issues and to ensure the Long Bridge corridor continues to serve as a **critical link connecting** the local, regional, and national transportation network.

Train Operator	Current # of Trains per Day	2040 # of Trains per Day	Percent Increase
VRE	34	92	171%
MARC	0	8	--
Amtrak	24	44	83%
CSXT	18	42	133%
Norfolk Southern	0	6	--
Total	76	192	

On Time Performance		
	Current (Observed)	No Action (2040)
Commuter	91%	25%
Intercity Long Distance	70%	12%
Intercity Regional		7%



No Action Alternative

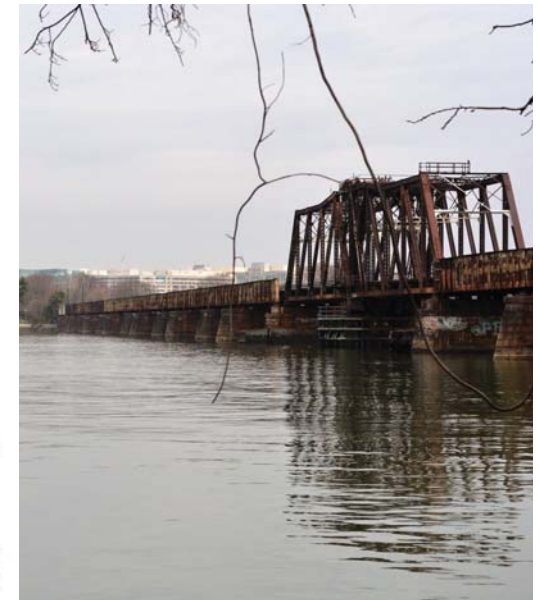


The No Action Alternative for the Long Bridge Project EIS consists of the existing transportation network, plus all projects within the Project Area that are predictable by the planning year of 2040

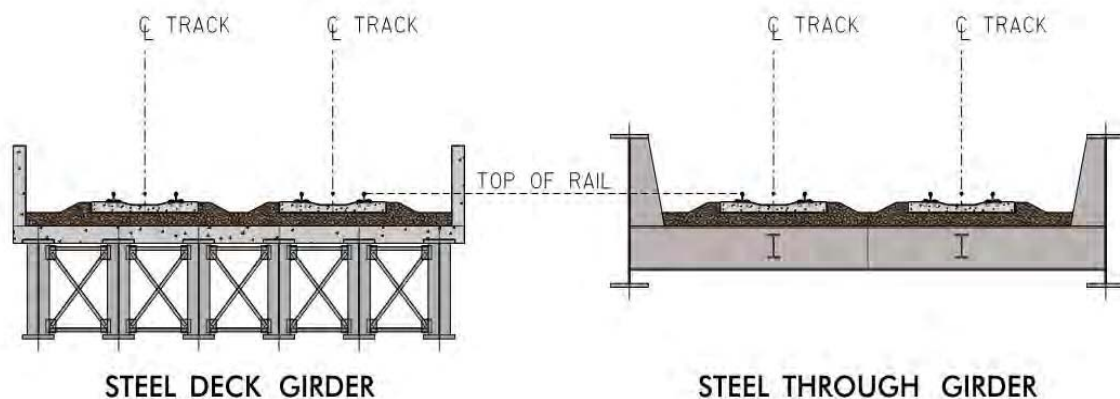
The No Action Alternative does not include the Long Bridge Project

- LEGEND**
- Boundary Channel Drive Interchange Redesign (2021)
 - Virginia Avenue Tunnel (2018)
 - L'Enfant North Storage Track (2018)
 - L'Enfant South Storage Track (2019)
 - L'Enfant Station Improvements (2024)
 - Interlocking
 - Other Bridges
 - ◇ VRE Station
 - M Metrorail Station
 - Long Bridge Corridor
 - Study Area
 - Fourth Track LE to VA locking (2023)
 - Fourth Track AF to RO Interlocking (2025)
 - Railroads
 - Metrorail

Service Layer Credits: public/GLUP
GIS Mapping Center, VHB



New Railroad Bridge Type Options



- > Consists of multiple steel I-shaped girders with a steel or bridge deck at the top of the girders
- > Bridge type generally preferred when clearance below the structure is not an issue

- > Consists of two main girders on the outsides of the bridge with smaller floorbeams spanning perpendicular to the main girders to support the transportation load, allowing for railways to pass "through" the girders
- > Bridge type generally preferred when clearance below the structure is critical

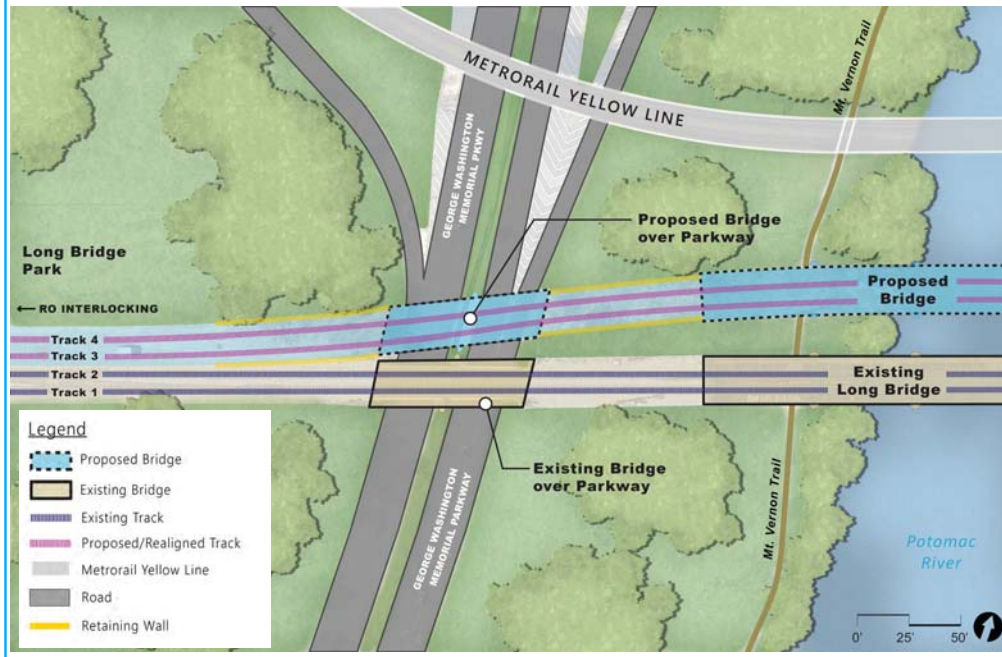
Steel through girder bridges & steel deck girder bridges

- Common railroad bridge structure types
 - Standard types used by CSXT
 - More cost effective than other structure types
- Allow for shallow structure depth over the Potomac River to retain existing vertical clearance over the navigation channel without significant increase to the bridge profile

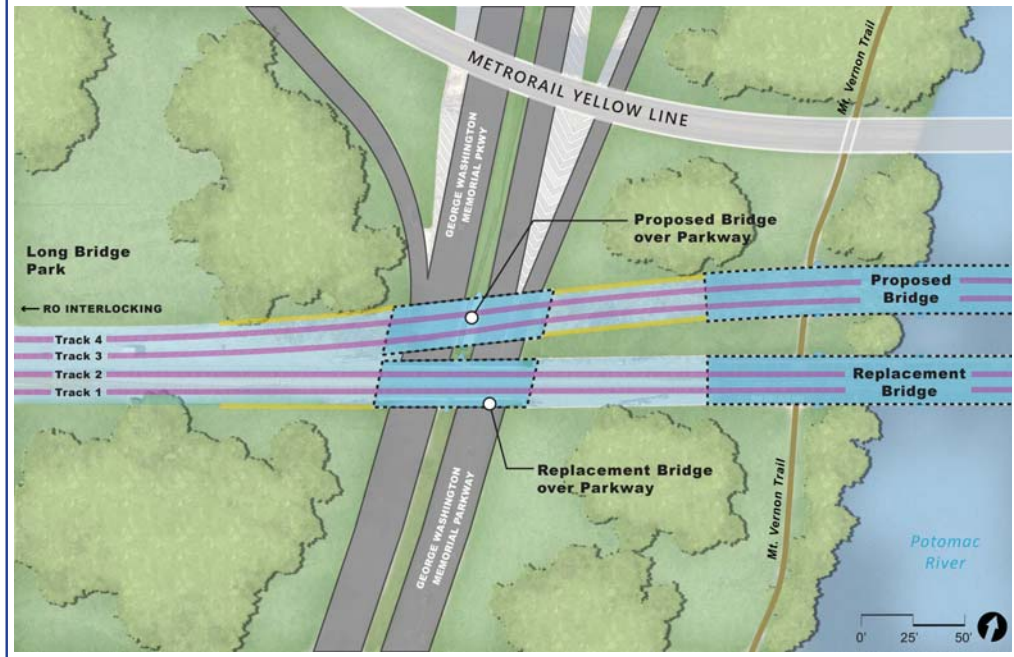
Action Alternatives

Long Bridge Park to the George Washington Memorial Parkway

Action Alternative A

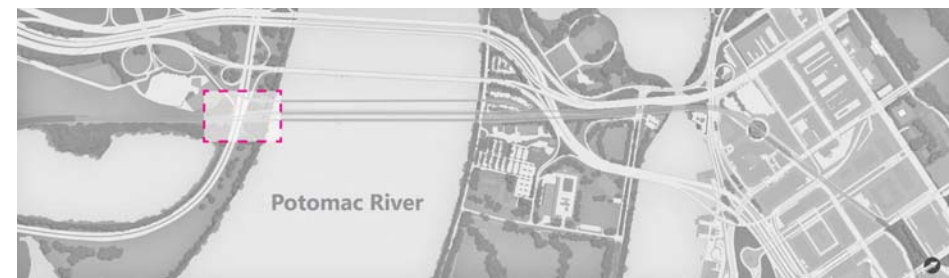


Action Alternative B



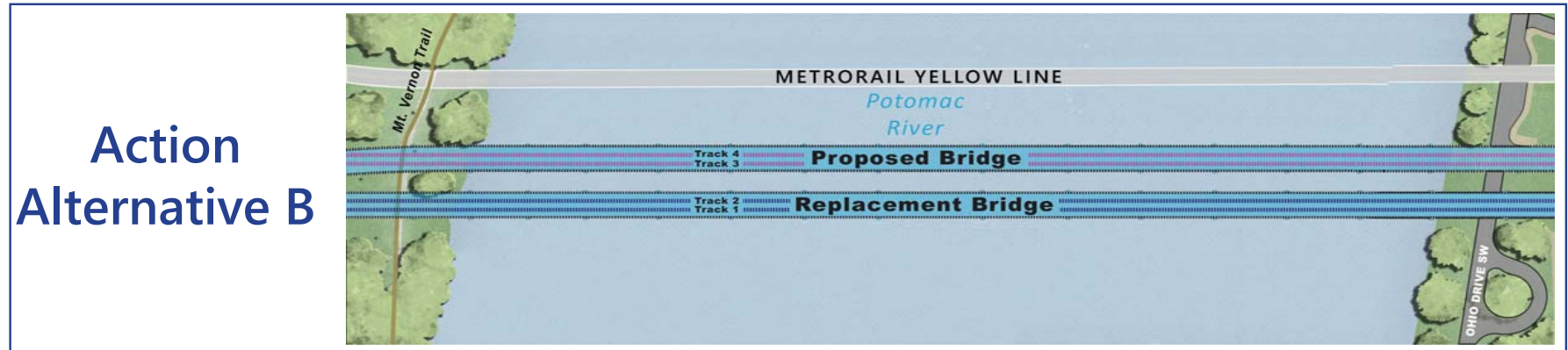
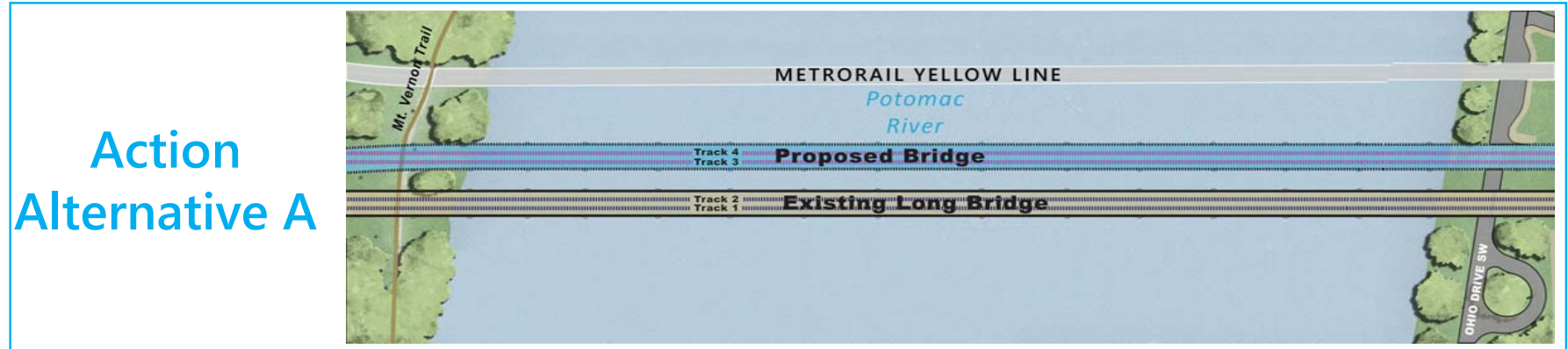
Key Difference

- Action Alternative A **retains** the existing historic railroad bridge over the George Washington Memorial Parkway
- Action Alternative B **replaces** the existing historic railroad bridge over the George Washington Memorial Parkway



Action Alternatives

Spanning the Mount Vernon Trail and the Potomac River



Key Difference

- Action Alternative A **retains** the existing historic Long Bridge over the Potomac River
- Action Alternative B **replaces** the existing historic Long Bridge over the Potomac River

Legend

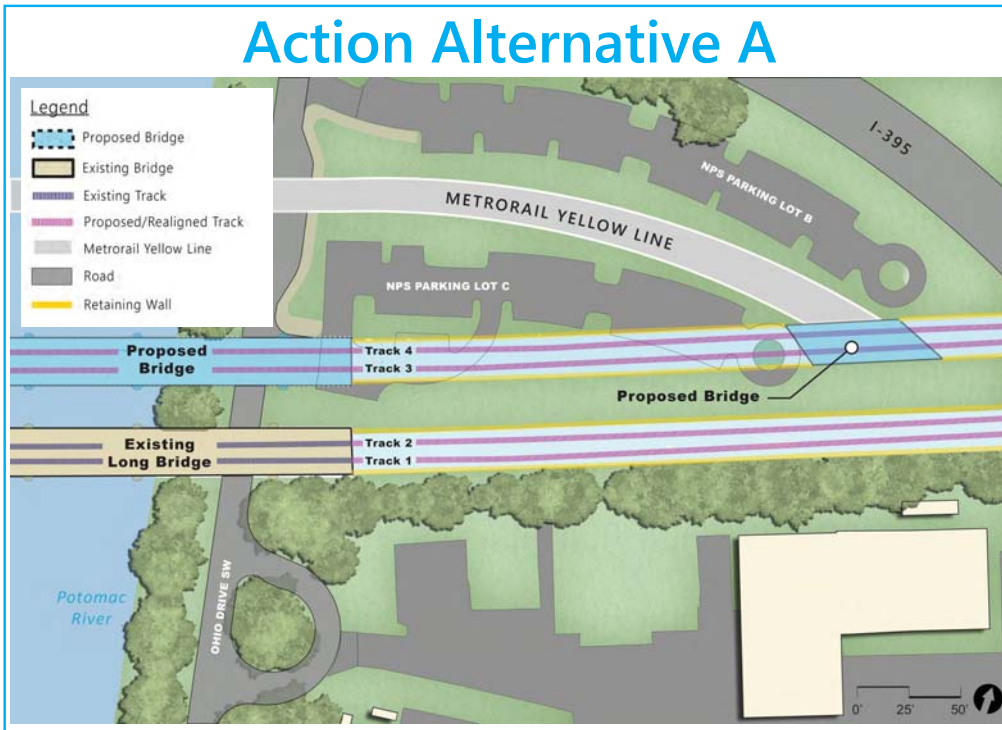
-  Proposed Bridge
-  Existing Bridge
-  Existing Track
-  Proposed/Realigned Track
-  Metrorail Yellow Line
-  Road



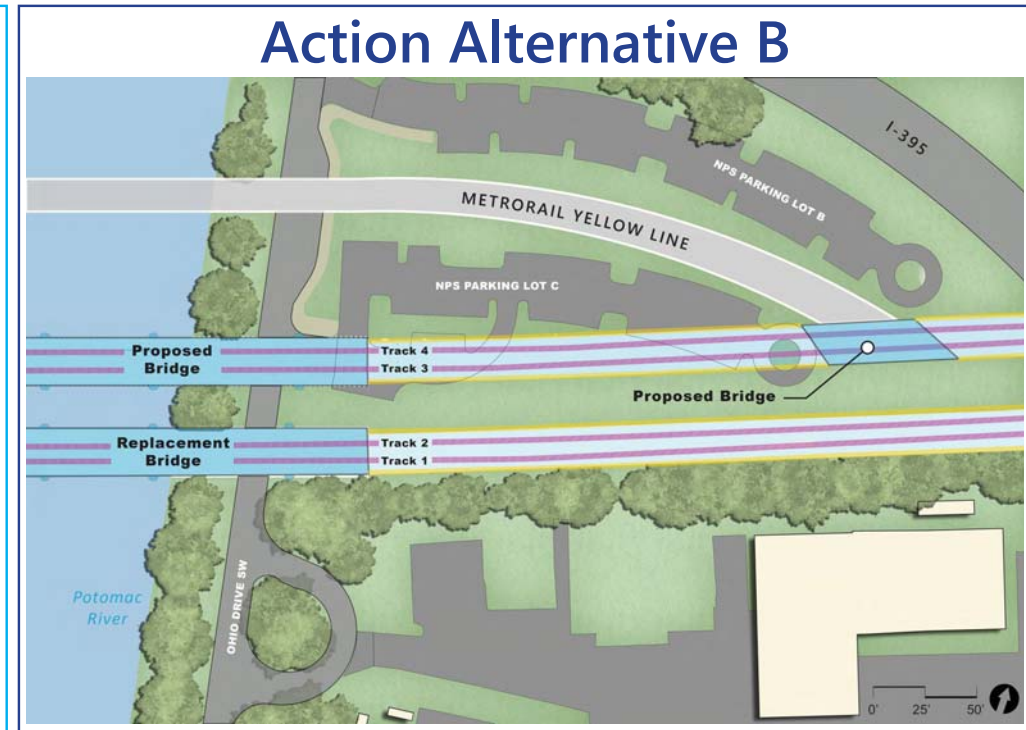
Action Alternatives

Ohio Drive SW and WMATA Metrorail Tunnel Portal

Action Alternative A



Action Alternative B



Key Difference

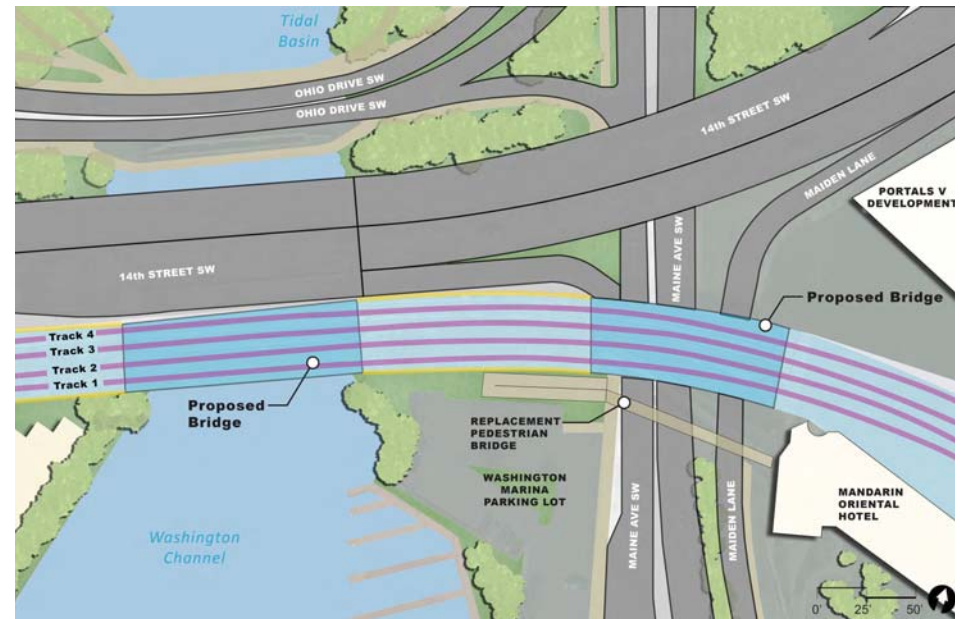
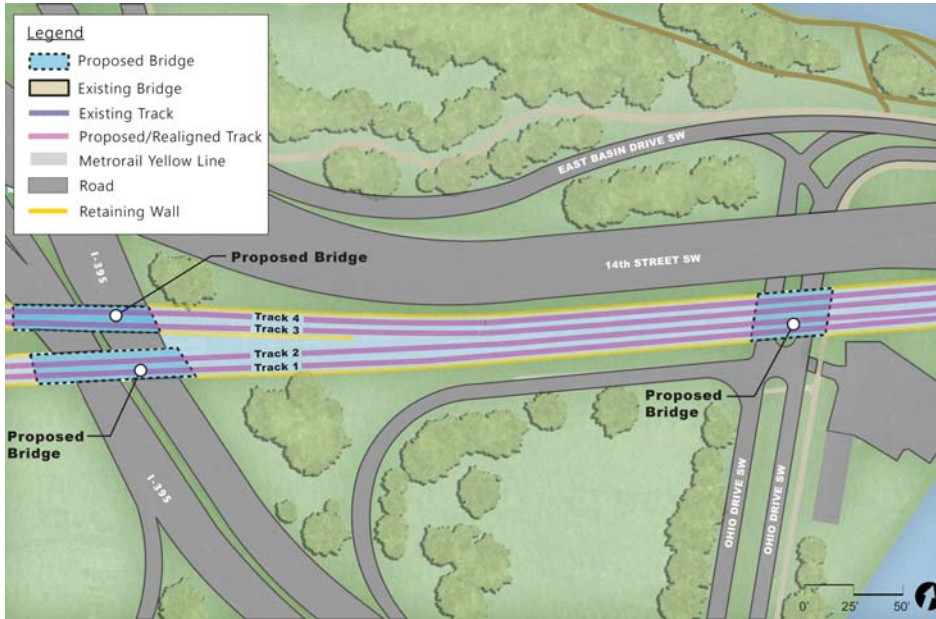
- Action Alternative A **retains** the existing historic Long Bridge over the Potomac River and Ohio Drive SW
- Action Alternative B **replaces** the existing historic Long Bridge over the Potomac River and Ohio Drive SW



Action Alternatives

I-395 to Maine Avenue SW Action Alternatives A & B

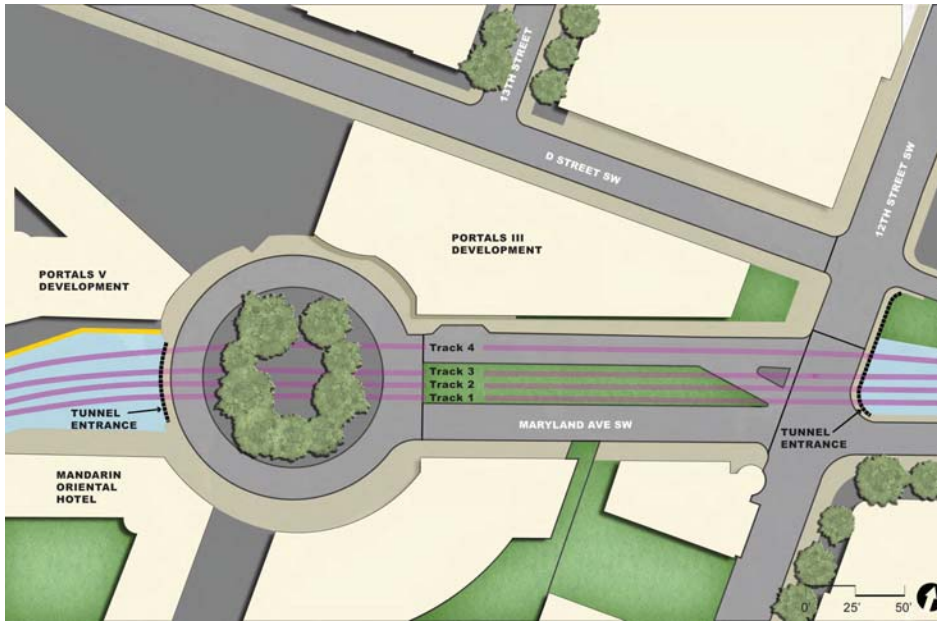
> Design elements do not vary between the Action Alternatives in these segments of the Project corridor <



Action Alternatives

Maryland Avenue SW Overbuild to LE Interlocking Action Alternatives A & B

> Design elements do not vary between the Action Alternatives in these segments of the Project corridor <



Selection of Preferred Alternative - Action Alternative A

FRA and DDOT have selected **Action Alternative A** as the Preferred Alternative

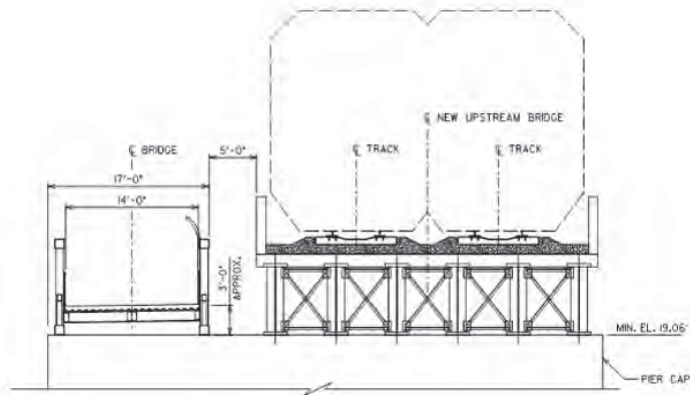
Action Alternative A has a **lower capital cost, shorter construction duration, and fewer impacts**



- Both Action Alternatives support the Purpose and Need and provide the same anticipated benefits
- Selection of the Preferred Alternative occurred after consideration of all comments from agencies and the public on the Project to date

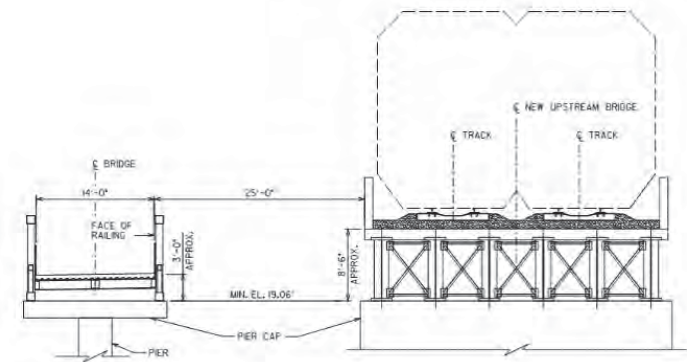
Bicycle and Pedestrian Crossing

Potential Section 4(f) Mitigation



Option 1 - Shared structure with upstream railroad bridge

- > Connection to Long Bridge Park
- > Prefabricated truss superstructures
- > Extended railroad piers
- > Larger permanent footprint
- > Additional railing and screening required between bridges for security and safety
- > Construction cost approximately 20% greater than Option 2



Option 2 - Independent structure upstream of railroad bridge

- > Connection to Long Bridge Park
- > Prefabricated truss superstructures
- > Single column piers
- > Smaller permanent footprint
- > 25-foot separation from upstream railroad bridge
- > Simpler inspection and maintenance
- > Preferred by railroad operators and property owners
- > Construction cost approximately 20% less than Option 1

Option 2 selected as the crossing option to be considered as potential mitigation

Comparison of Alternatives

	No Action Alternative	Action Alternative A	Action Alternative B
Support of Purpose and Need			
Increases capacity; facilitates connectivity; and expands resiliency and redundancy	No	Yes	Yes
Capital Costs and Construction Duration			
Capital Costs*	--	Approx. \$1.3 to \$1.6 billion	Approx. \$2.0 to \$2.3 billion
Construction Duration	--	Approx. 5 years	Approx. 8.25 years
Differentiating Infrastructure Elements**			
Existing railroad bridge over George Washington Memorial Parkway (GWMP) retained	Yes	Yes	No
Existing Long Bridge retained	Yes	Yes	No

*Approximate costs are based on conceptual engineering and subject to change as design advances. Costs in 2018 dollars.

**All other infrastructure elements are the same for Action Alternatives A and B.

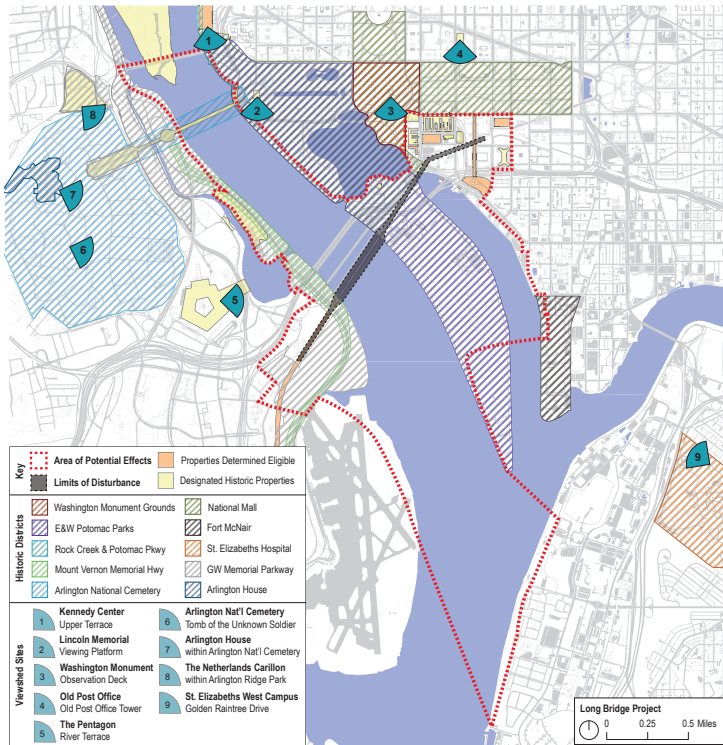


Compared to Action Alternative A, **Action Alternative B** would have...

- > **More permanent environmental impacts** due to replacement of existing Long Bridge and the railroad bridge over the GWMP
- > **More temporary construction impacts** due to demolition of existing bridges, construction of replacement bridges, and longer construction duration (up to 3.25 years longer)
- > **Greater Section 106 impacts** due to replacement of existing historic bridges - Long Bridge and the railroad bridge over the GWMP
- > **Greater Section 4(f) impacts to historic properties** protected under Section 4(f) due to replacement of the existing historic bridges and **greater Section 4(f) impacts to parks** protected under Section 4(f) due to additional construction staging areas and wider right-of-way required in East Potomac Park
- > **Greater temporary beneficial impact** on jobs due to construction

Section 106 Summary of Adverse Effects Determination

George Washington Memorial Parkway Historic District



Action Alternative A	Physical Effects: Construction of a new railroad bridge would remove contributing vegetation. DIRECT ADVERSE EFFECT.
Action Alternative B	Physical Effects: Construction of a new railroad bridge would remove contributing vegetation and <u>contributing railroad bridge</u> . DIRECT ADVERSE EFFECT. Visual Effects: Removal of existing Long Bridge and truss would diminish integrity of setting and feeling. INDIRECT ADVERSE EFFECT.
Cumulative	Construction of a bike-pedestrian crossing and access ramp would remove contributing vegetation. DIRECT ADVERSE EFFECT.
Temporary	Construction staging, access, and trail relocation would diminish integrity of feeling, association, and setting of the historic district. DIRECT AND INDIRECT ADVERSE EFFECT.

National Mall Historic District

Action Alternative A	Physical Effects: No contributing features within railroad corridor. NO ADVERSE EFFECT. Visual Effects: No significant views or visual resources in this portion of the historic district. NO ADVERSE EFFECT.
Action Alternative B	Physical Effects: Same as Action Alternative A. NO ADVERSE EFFECT. Visual Effects: Same as Action Alternative A. NO ADVERSE EFFECT.
Cumulative	No contributing features within railroad corridor nor potential to alter significant views or visual resources. NO ADVERSE EFFECT.
Temporary	Construction staging and access would diminish integrity of feeling, association, and setting of the historic district. INDIRECT ADVERSE EFFECT.

Mount Vernon Memorial Highway Historic District

Action Alternative A	Physical Effects: Construction of a new railroad bridge would remove contributing vegetation. DIRECT ADVERSE EFFECT.
Action Alternative B	Physical Effects: Same as Action Alternative A. DIRECT ADVERSE EFFECT. Visual Effects: Removal of existing Long Bridge and truss would diminish integrity of setting and feeling. INDIRECT ADVERSE EFFECT.
Cumulative	Construction of a bike-pedestrian crossing and access ramp would remove contributing vegetation. DIRECT ADVERSE EFFECT.
Temporary	Construction staging, access, and trail relocation would diminish integrity of feeling, association, and setting of the historic district. DIRECT AND INDIRECT ADVERSE EFFECT.

East and West Potomac Parks Historic District

Action Alternative A	Physical Effects: Construction of a new railroad bridge would remove contributing vegetation. DIRECT ADVERSE EFFECT. Visual Effects: Addition of a new bridge would obstruct views of the existing Long Bridge, diminishing the visual integrity of the contributing structure. INDIRECT ADVERSE EFFECT.
Action Alternative B	Physical Effects: Removal of Long Bridge represents a <u>total loss of contributing feature</u> . Construction of a new railroad bridge would remove contributing vegetation. DIRECT ADVERSE EFFECT. Visual Effects: Removal of contributing visual element Long Bridge would diminish integrity of setting, feeling, and association. INDIRECT ADVERSE EFFECT.
Cumulative	Construction of a bike-pedestrian crossing and access ramp would remove contributing vegetation and obstruct views of the Long Bridge, diminishing the visual integrity of the historic district. DIRECT AND INDIRECT ADVERSE EFFECT.
Temporary	Construction staging and access would diminish integrity of feeling, association, and setting of the historic district. Temporary construction noise has potential to diminish integrity of contributing U.S. Engineers' Storehouse. DIRECT AND INDIRECT ADVERSE EFFECT.

Appendix D:

Public Meeting Presentation



Public Meeting

Draft Environmental Impact Statement (EIS) and Section 106 Consultation

Preferred Alternative Selection
November 29, 2018



Agenda

- Project Overview
- No Action Alternative and Action Alternatives
- Preferred Alternative Selection for EIS
- Proposed Mitigation (Bike-Pedestrian Crossing)
- Next Steps

What is NEPA?

- The National Environmental Policy Act of 1969 (NEPA) requires Federal agencies to assess the environmental effects of their proposed actions prior to making decisions.
- NEPA encourages integrated compliance with other environmental laws so that a proposed project’s impacts are comprehensively evaluated before implementation.
- To comply with NEPA, FRA and DDOT are preparing an EIS that will be made available for public review and comment.



What is Section 106?

- Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to:
 - Consider and determine the direct AND indirect effects of a proposed undertaking on historic properties
 - Consult with State Historic Preservation Offices, Tribes, and other consulting parties
 - Avoid, resolve or mitigate adverse effects to historic properties
 - See: 36 CFR Part 800 (Protection of Historic Properties)



Long Bridge

- Two-track steel truss railroad bridge constructed in 1904
- Owned by CSX Transportation (CSXT)
- Serves freight (CSXT), intercity passenger (Amtrak), and commuter rail (VRE)
- Only railroad bridge connecting Virginia to the District – next closest crossing is at Harpers Ferry, WV
- Typically serves 76 weekday trains
- Three tracks approaching the bridge from the north and the south
- Contributing element to the East and West Potomac Parks Historic District



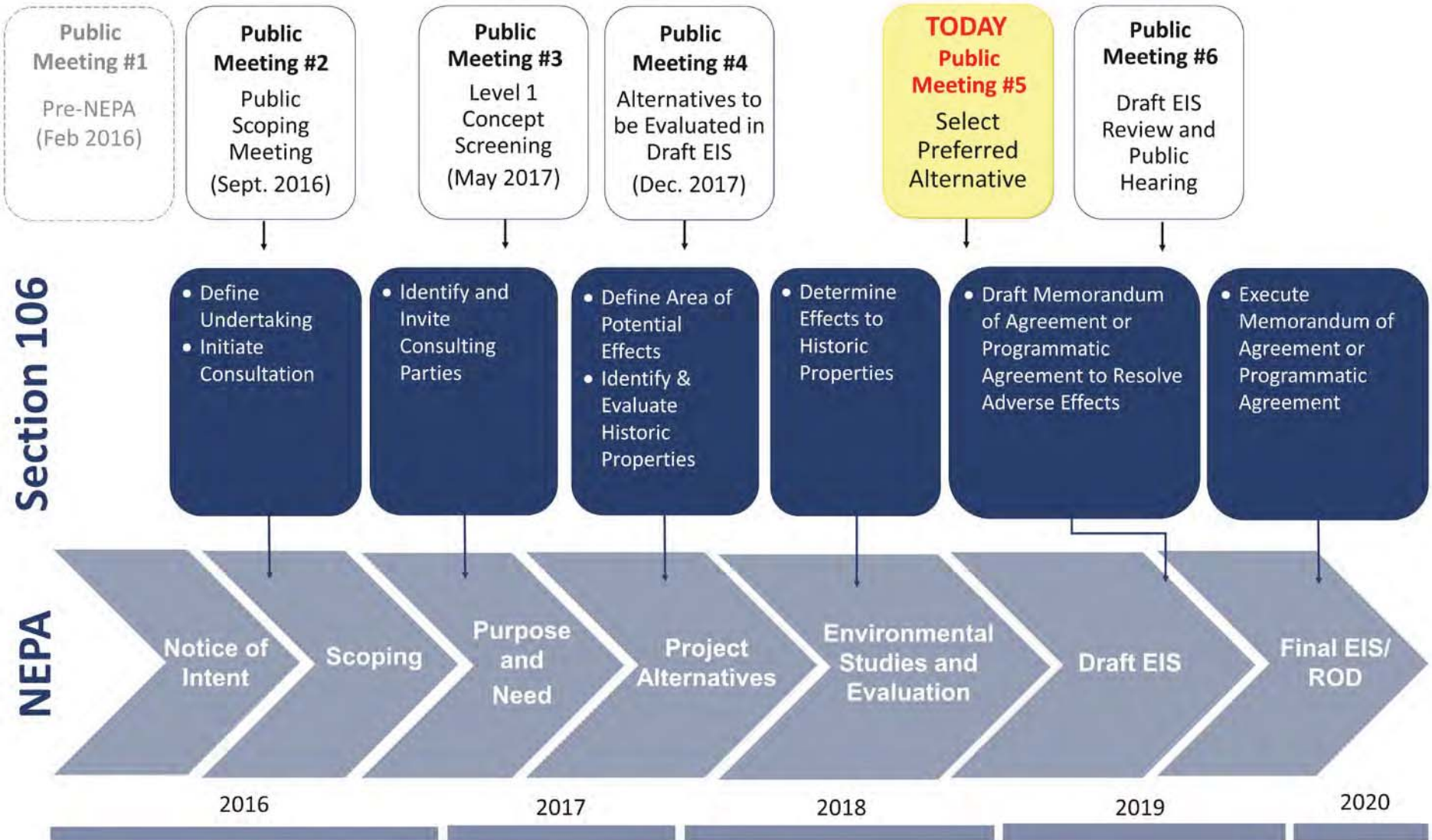
Condition of Long Bridge

CSXT owns Long Bridge and states that they:

- Are responsible for annually inspecting all their bridges;
- Completed Long Bridge rehabilitation in October 2016;
- Maintain Long Bridge in proper condition for railroad purposes; and
- Confirm that Long Bridge is sufficient to meet the needs of their freight customers for the foreseeable future.



Section 106 and NEPA Coordination



Train Volumes

Train Operator	Current # Trains per Day	2040 # Trains per Day	Percent Increase
VRE	34	92	171%
MARC	0	8	--
Amtrak/DC2RVA	24	44	83%
CSXT	18	42	133%
Norfolk Southern	0	6	--
TOTAL	76	192	

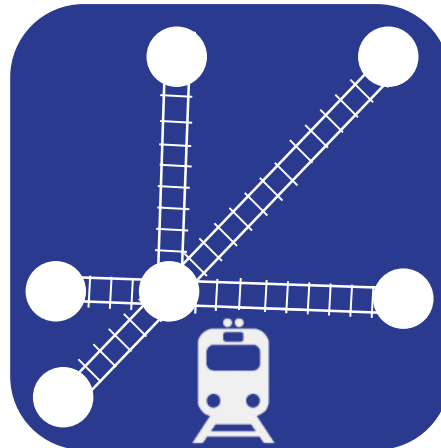
On-Time Performance		
	Current (Observed)	No Action (2040)
Commuter	91%	25%
Intercity Long Distance	70%	12%
Intercity Regional		7%

Purpose and Need

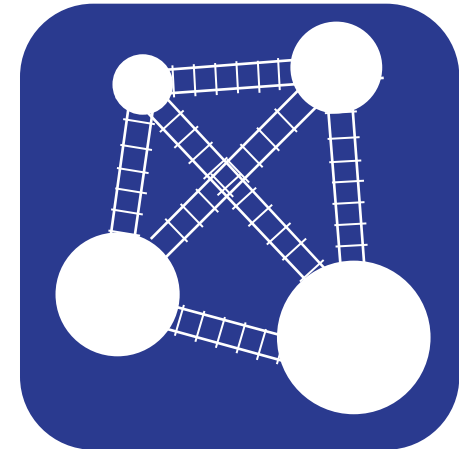
**Railroad
Capacity**



**Network
Connectivity**



**Railroad Resiliency
and Redundancy**

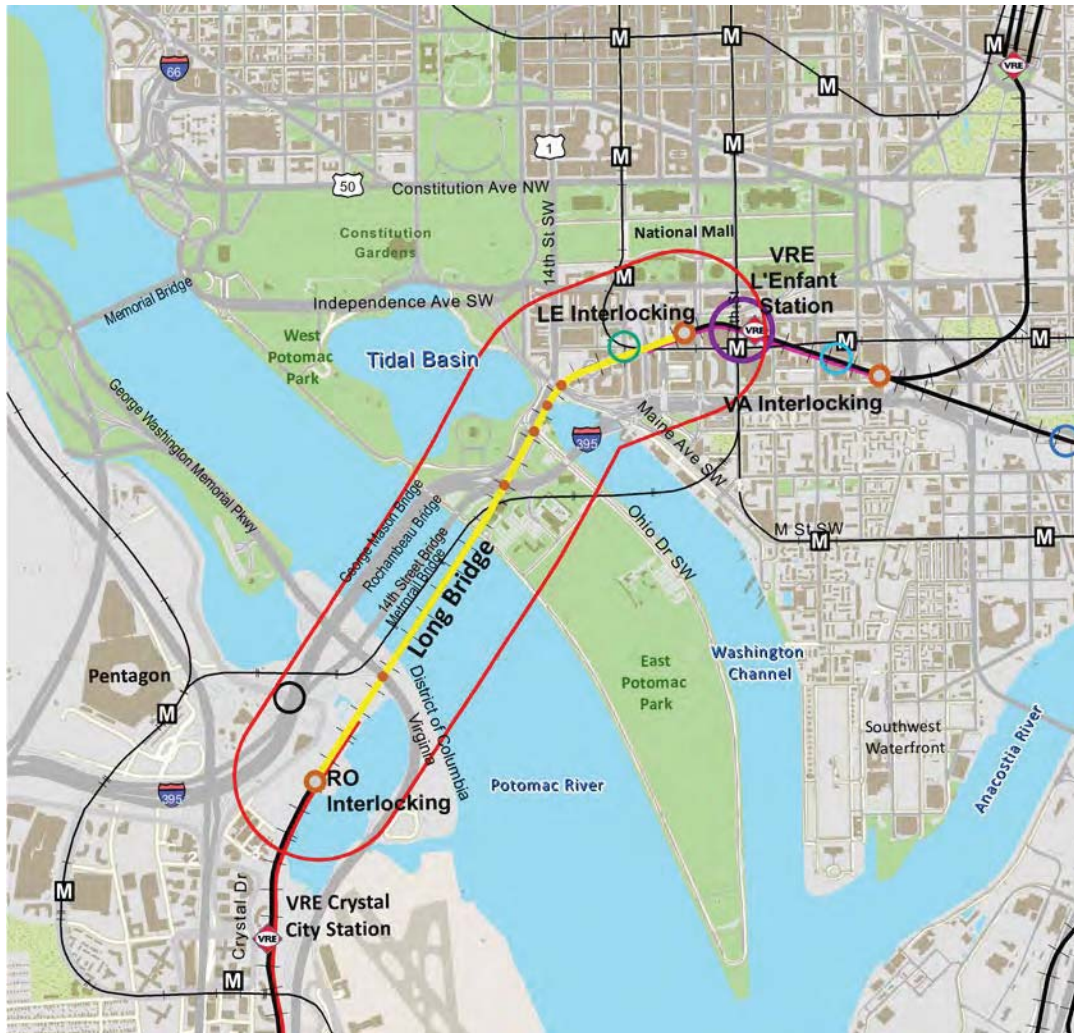


Agenda

- Project Overview
- No Action Alternative and Action Alternatives
- Preferred Alternative Selection for EIS
- Proposed Mitigation (Bike-Pedestrian Crossing)
- Next Steps

No Action Alternative

Planning Year 2040



LEGEND

- Boundary Channel Drive Interchange Redesign (2021)
- Virginia Avenue Tunnel (2018)
- L'Enfant North Storage Track (2018)
- L'Enfant South Storage Track (2019)
- L'Enfant Station Improvements (2024)
- Interlocking
- Other Bridges
- VRE Station
- Metrorail Station
- Long Bridge Corridor
- Study Area
- Fourth Track LE to VA locking (2023)
- Fourth Track AF to RO Interlocking (2025)
- Railroads
- Metrorail

Service Layer Credits: public/GLUP
GIS Mapping Center, VHB



Action Alternatives



Long Bridge Corridor

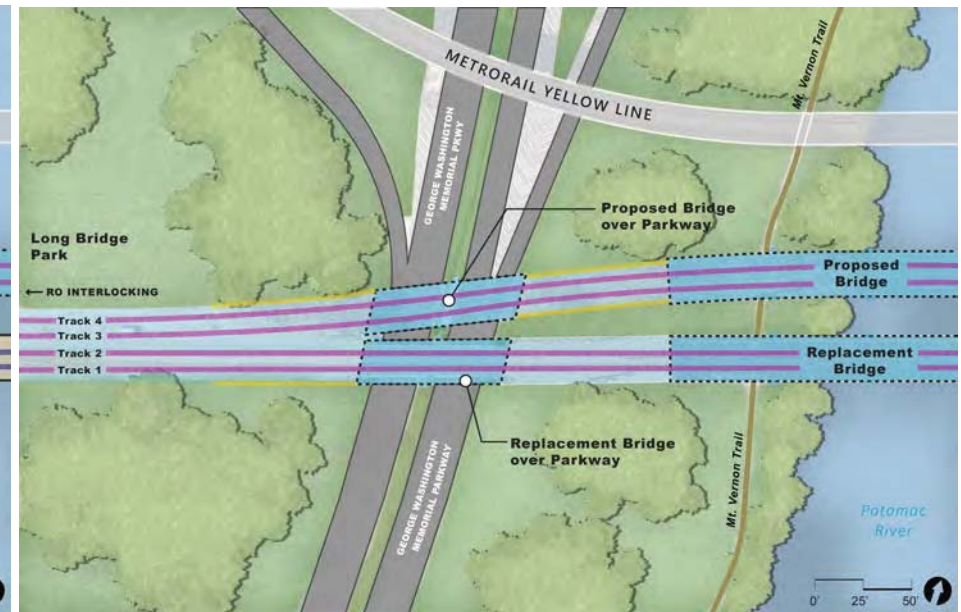
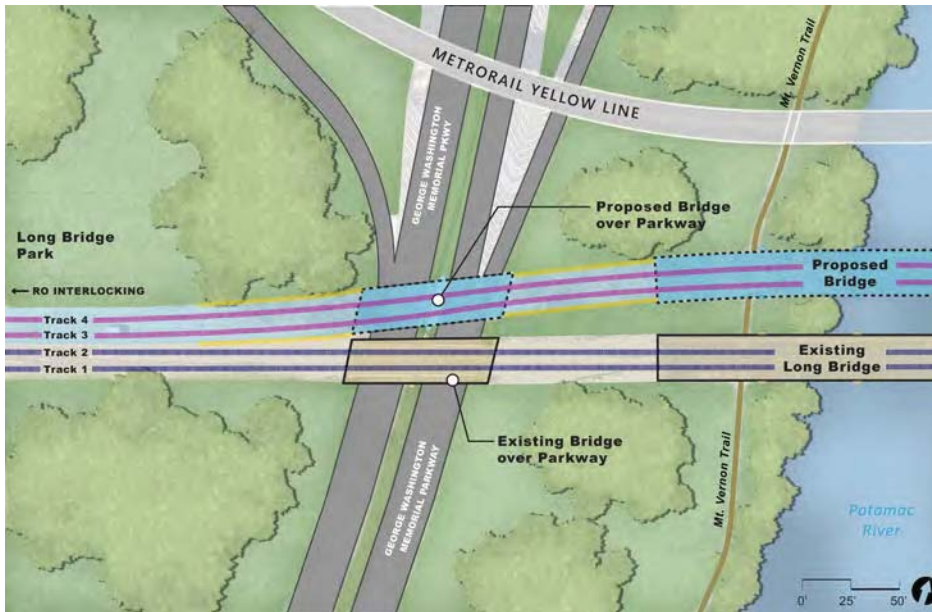


Action Alternatives

Long Bridge Park to the George Washington Memorial Parkway

Action Alternative A

Action Alternative B



Legend

- Proposed Bridge
- Existing Bridge
- Existing Track
- Proposed/Realigned Track
- Metrorail Yellow Line
- Road
- Retaining Wall



Action Alternatives

Spanning the Mount Vernon Trail and the Potomac River

Action Alternative A



Action Alternative B



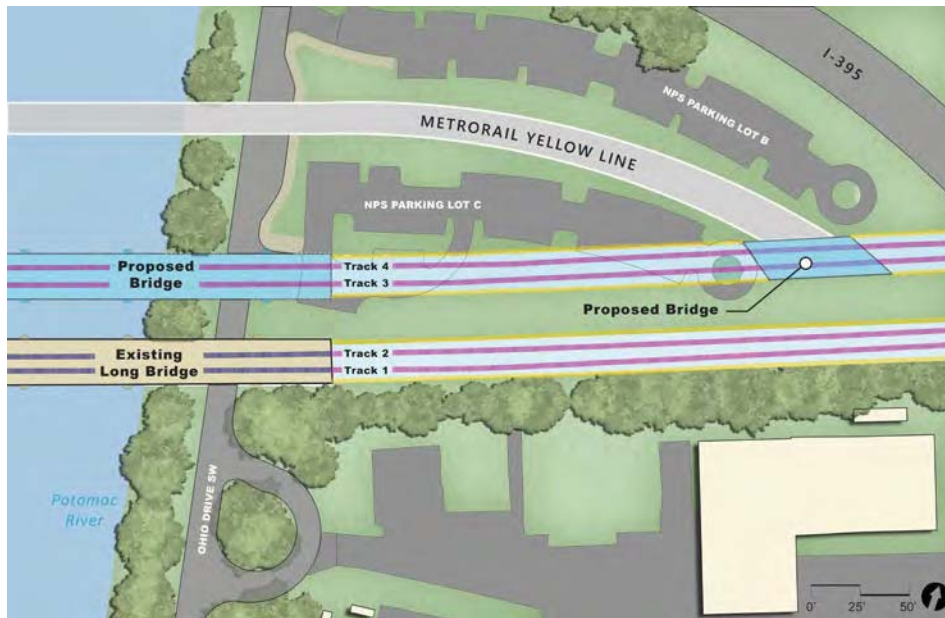
- Legend**
-  Proposed Bridge
 -  Existing Bridge
 -  Existing Track
 -  Proposed/Realigned Track
 -  Metrorail Yellow Line
 -  Road
 -  Retaining Wall



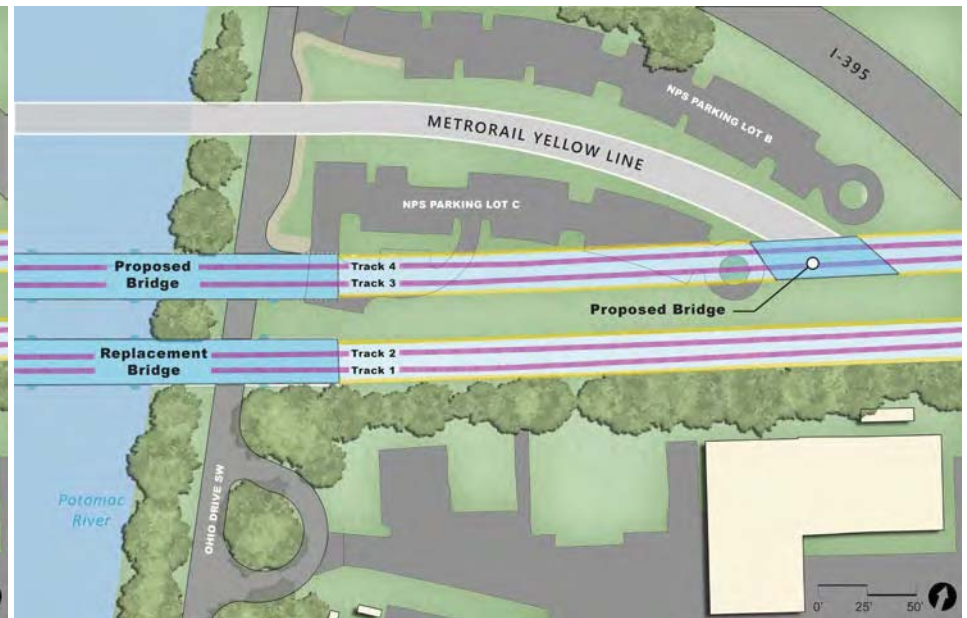
Action Alternatives

Ohio Drive SW and WMATA Metrorail Tunnel Portal

Action Alternative A



Action Alternative B



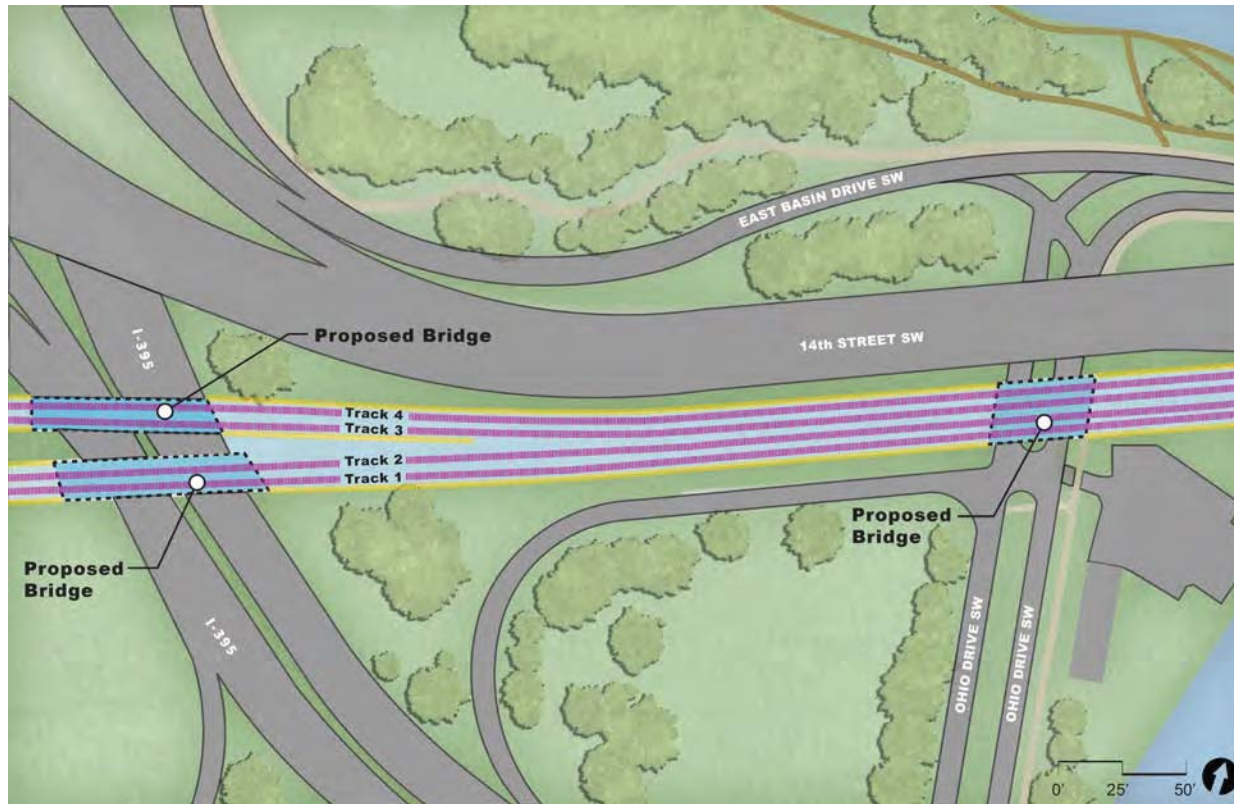
Legend

- Proposed Bridge
- Existing Bridge
- Existing Track
- Proposed/Realigned Track
- Metrorail Yellow Line
- Road
- Retaining Wall



Action Alternatives

I-395 to Ohio Drive SW

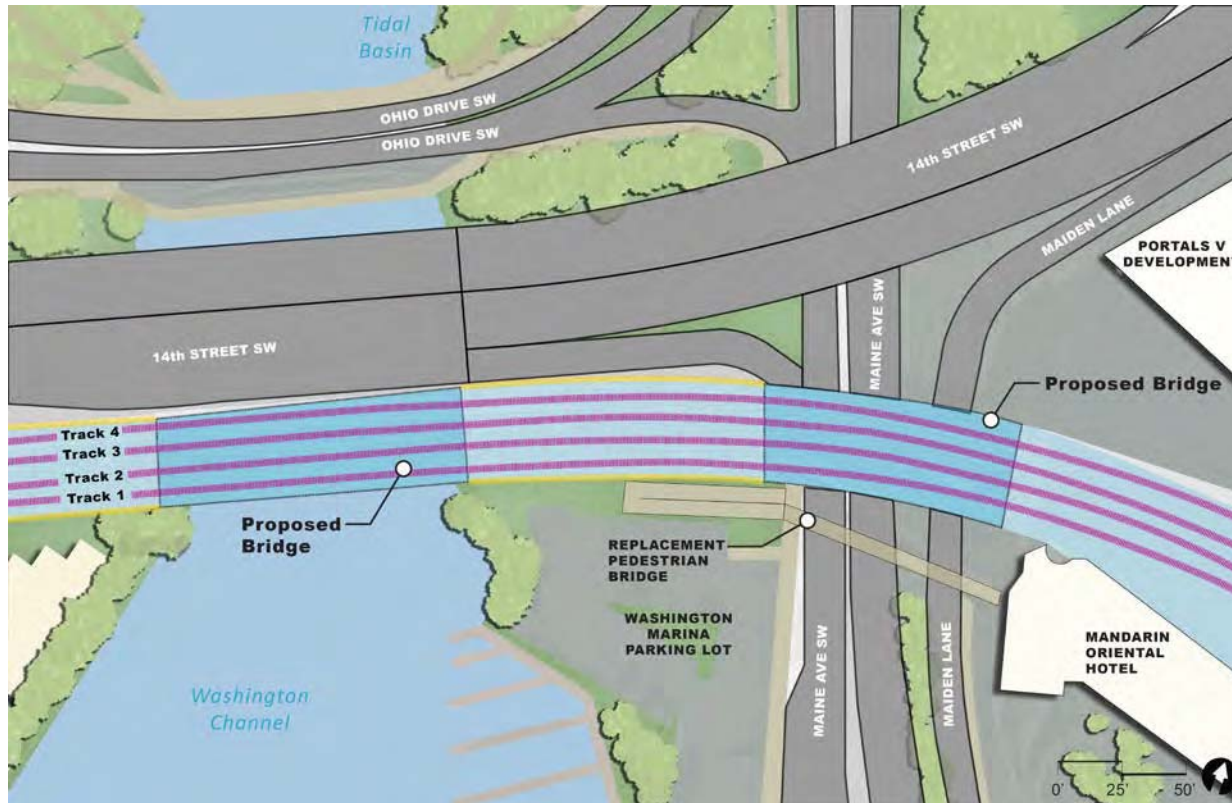


Action Alternatives A & B



Action Alternatives

Washington Channel to Maine Avenue SW

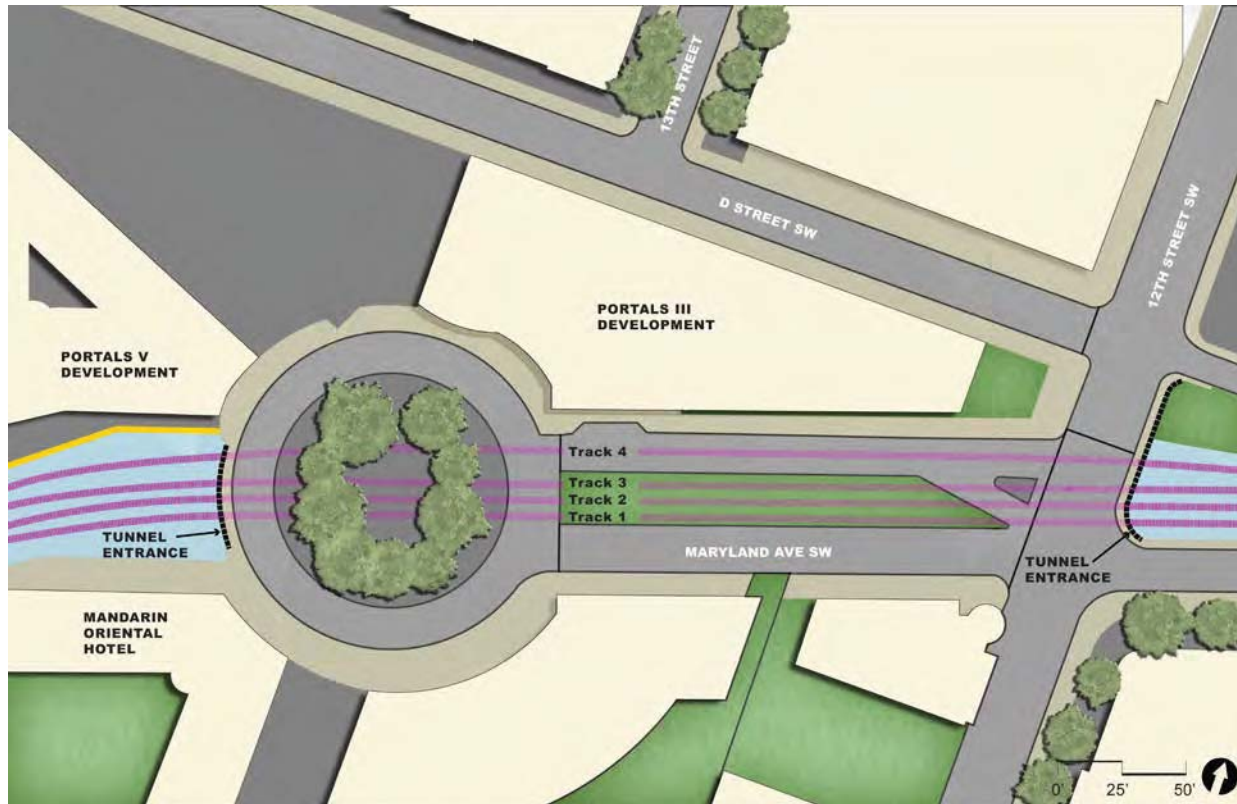


Action Alternatives A & B



Action Alternatives

Maryland Avenue SW Overbuild



Action Alternatives A & B



- Legend**
- Proposed Bridge
 - Existing Bridge
 - Existing Track
 - Proposed/Realigned Track
 - Metrorail Yellow Line
 - Road
 - Retaining Wall

Action Alternatives

12th Street SW to LE Interlocking



Action Alternatives A & B



Legend

-  Proposed Bridge
-  Existing Bridge
-  Existing Track
-  Proposed/Realigned Track
-  Metrorail Yellow Line
-  Road
-  Retaining Wall

Comparison of Alternatives



No Action Alternative
Action Alternative A
Action Alternative B

Support for Purpose and Need			
Increases capacity; facilitates connectivity; and expands resiliency and redundancy	No	Yes	Yes
Capital Costs and Construction Duration			
Capital Costs*	--	Approx. \$1.3 to \$1.6 billion	Approx. \$2.0 to \$2.3 billion
Construction Duration	--	Approx. 5 years	Approx. 8.25 years
Differentiating Infrastructure Elements**			
Existing railroad bridge over George Washington Memorial Parkway retained	Yes	Yes	No
Existing Long Bridge retained	Yes	Yes	No

**Approximate costs are based on conceptual engineering and subject to change as design advances. Costs in 2018 dollars.*

***All other infrastructure elements are the same for Action Alternatives A and B.*

Comparison of Alternatives

Environmental Impacts, Section 106, Section 4(f)

Compared to Action Alternative A, **Action Alternative B** would have **more**:

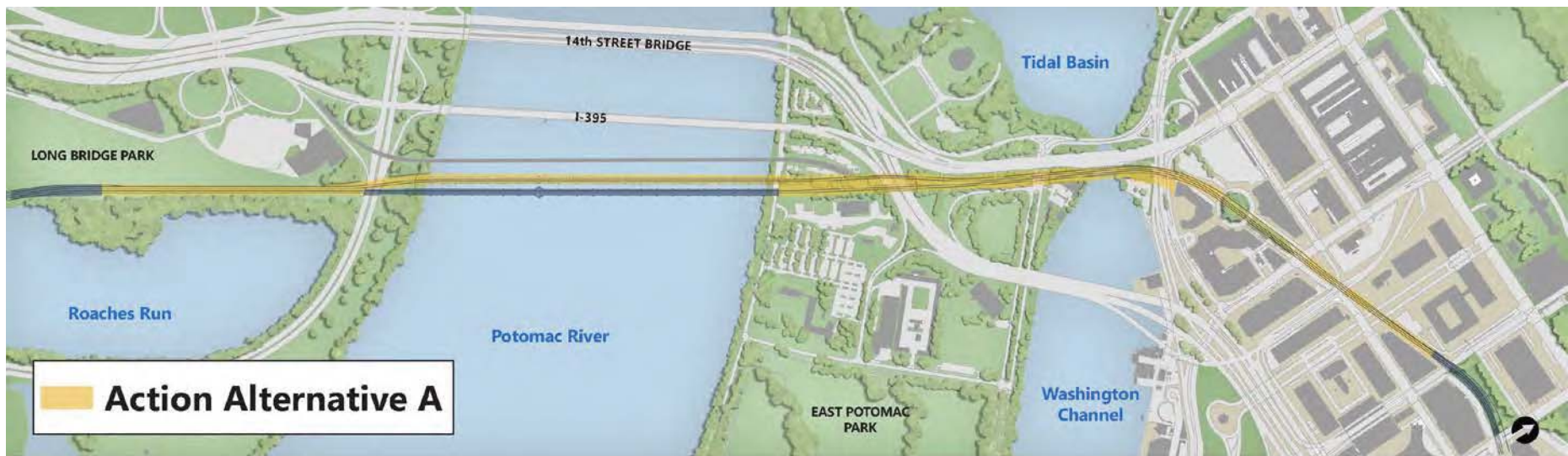
- Permanent environmental impacts
- Temporary construction impacts
- Impacts to historic properties
- Impacts to parklands

Agenda

- Project Overview
- No Action Alternative and Action Alternatives
- Preferred Alternative Selection for EIS
- Proposed Mitigation (Bike-Pedestrian Crossing)
- Next Steps

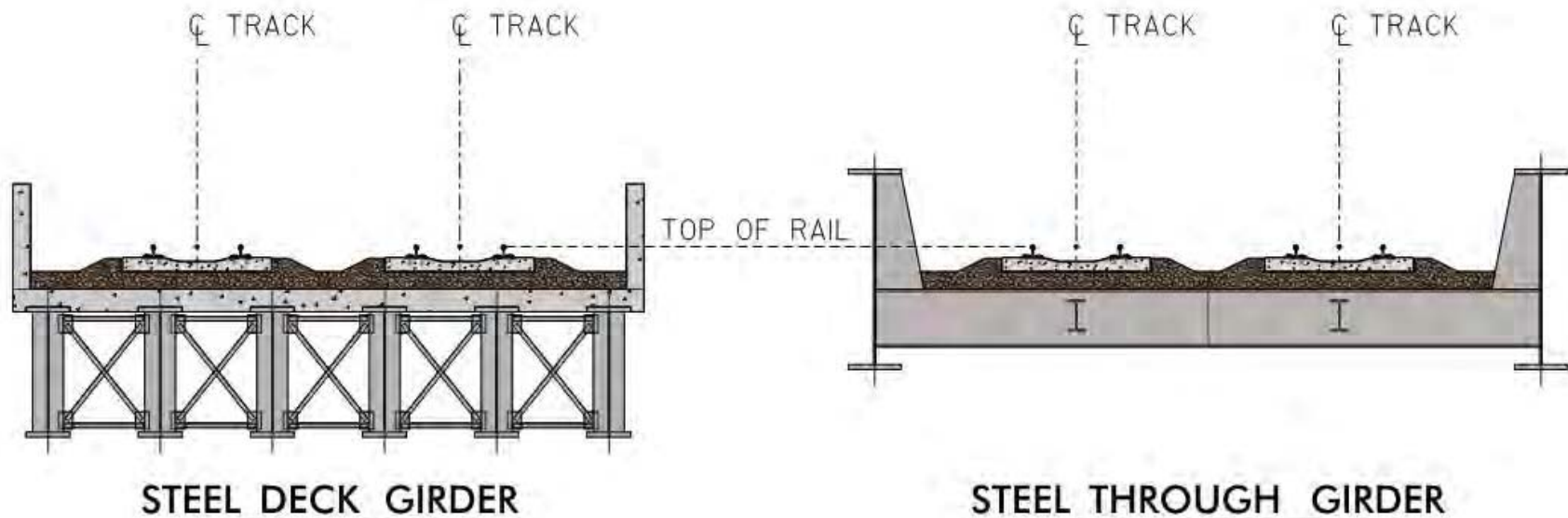
Selection of Preferred Alternative: Action Alternative A

FRA and DDOT selected **Action Alternative A** as the Preferred Alternative



- Action Alternative A has lower capital costs, shorter construction duration, and fewer impacts than Alternative B
- Selection of the Preferred Alternative occurred after consideration of all comments from agencies and the public on the Project to date

New Railroad Bridge Type Options



- Both options feasible under either Action Alternative
- Structure type to be determined in final design

Agenda

- Project Overview
- No Action Alternative and Action Alternatives
- Preferred Alternative Selection for EIS
- Proposed Mitigation (Bike-Pedestrian Crossing)
- Next Steps

What is Section 4(f)?

- Requires special consideration of publicly-owned park and recreational areas, wildlife and waterfowl refuges, and historic sites and structures for Federal transportation projects.
- USDOT agencies may approve or fund a transportation project using a Section 4(f) resource ONLY if:
 - There is no feasible or prudent avoidance alternative, and
 - The project includes all possible planning to minimize harm to the property resulting from use.
 - Or, if the project would have a *de minimis* impact on Section 4(f)-protected resources.
- After all minimization efforts have been explored, mitigation measures are typically pursued.



FRA and DDOT are conducting a Section 4(f) Evaluation for the Long Bridge Project.

Bike-Pedestrian Crossing Option

Potential Section 4(f) Mitigation

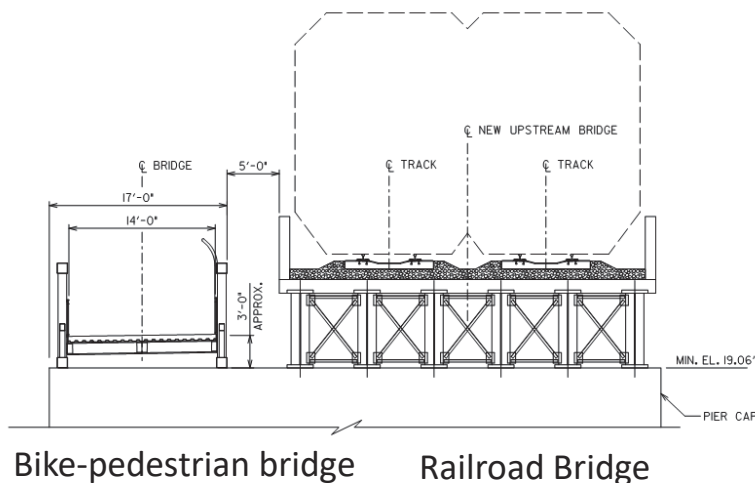


Independent structure upstream of the new railroad bridge spanning the Potomac River

Bike-Pedestrian Crossing

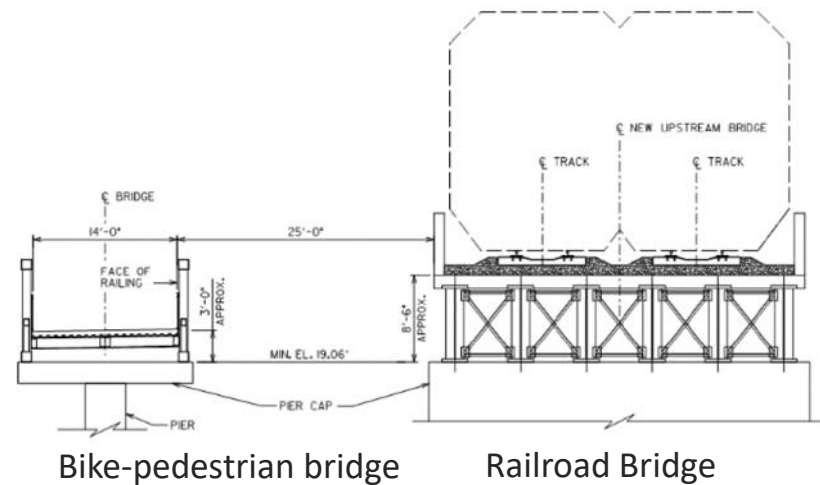
Potential Section 4(f) Mitigation

Option 1: Shared railroad bridge substructure



- Extended railroad piers
- Larger permanent footprint
- More security measures required
- More expensive than Option 2

Option 2: Independent bridge



- Preferred by railroad operator, property owners, and design review agencies
- Smaller permanent footprint
- Fewer security measures required
- Construction cost approximately 20% less than Option 1

Agenda

- Project Overview
- No Action Alternative and Action Alternatives
- Preferred Alternative Selection for EIS
- Proposed Mitigation (Bike-Pedestrian Crossing)
- Next Steps

Next Steps

EIS Next Steps

2018

Evaluate impacts

Selection of Preferred Alternative

Summer 2019

Publish Draft EIS

Public Hearing on Draft EIS

Spring 2020

Publish Final EIS

Execute Record of Decision -
includes Section 4(f) and Section 106
mitigation commitments

Section 106 Next Steps

2018

Assess effects

Winter/Spring 2019

Develop draft Memorandum
of Agreement (MOA) or
Programmatic Agreement (PA)
to document resolution of
adverse effects for the Preferred
Alternative

Winter 2020

Finalize and execute
MOA or PA

Thank You

For more information visit:
longbridgeproject.com

or contact us at:
info@longbridgeproject.com

Appendix E:

Example of Comment Card

LONG BRIDGE PROJECT PUBLIC INFORMATION MEETING

NOVEMBER 29, 2018

Do you have any comments on the Long Bridge Project?



LONG BRIDGE PROJECT PUBLIC INFORMATION MEETING

NOVEMBER 29, 2018

Do you have any comments on the Long Bridge Project?



Appendix F:

Example of Title VI Questionnaire

Appendix G:

Media Coverage

Appendix G includes articles from the following outlets:

- *Washington Post*
- *Curbed DC*
- *DC Commute Times*
- *Greater Greater Washington*
- WashCycle
- WTOP

Appendix G:

Media Coverage

Washington Post article

Transportation

Expanding the Long Bridge is key to region's growing rail needs, officials say

By Luz Lazo

December 22, 2018

For more than a century, the Long Bridge has carried freight and passenger trains across the Potomac River between Crystal City and the District's Southwest Waterfront, facilitating rail transportation along the Eastern Seaboard.

Officials say the bridge, a key piece of the Interstate 95 corridor's rail network, needs to double its capacity if it is to continue to support commerce and the increasing demands for passenger rail along the East Coast.

The bridge's two-track configuration creates a bottleneck in the system as trains funnel from three tracks to two, slowing the movement of freight and passengers along the corridor. A fourth track is planned to be added south and north of the bridge, which would create an even more significant choke point, transportation officials said.

The only solution, they say, is to add two tracks and create a four-track crossing over the Potomac to handle more commuter and intercity rail service as well as expected increases in freight transportation over the next decades.

ADVERTISING



4/22/2016 Expanding the Long Bridge is key to region's growing rail needs, officials say. The Washington Post
“Within the next five to 10 years, we need to be able to run more trains to keep up with the demand,” said Jennifer Mitchell, director of the Virginia Department of Rail and Public Transportation. “But until we expand that bridge, we are not going to be able to expand passenger rail in the region.”

The Federal Railroad Administration and the District Department of Transportation are leading a federal environmental study that could determine the future of the bridge. They recently unveiled a plan to keep the Long Bridge and build a two-track bridge next to it to create a four-track crossing. The project would take five years and cost \$1.3 billion to \$1.6 billion.

Another alternative is to build two, two-track bridges to replace the Long Bridge. However, that option would cost between \$2 billion and \$2.3 billion — and would take up to eight years of construction, according to government estimates.

Earlier this year, officials ruled out the idea of building a four-track bridge. A study determined that four tracks on a single structure would result in more slowdowns during planned maintenance or for an unanticipated outage on any one track.

The plan favored by FRA and DDOT — keeping the Long Bridge and building a second bridge next to it — would not only keep costs lower, but it would also lessen the impact on the environment, historic property and parkland in the area, they say.

A stand-alone bike and pedestrian bridge would be built upstream from the new rail bridge, allowing people to walk or bike across the Potomac between two of the region’s fastest growing areas — the city’s thriving waterfront and Crystal City in Arlington, which will be home to a new Amazon headquarters and an anticipated 25,000 jobs.

“This project is a once-in-a-lifetime opportunity to provide the safest option for bicycles to cross the Potomac on the day it opens,” said Robert Gardner, advocacy director at the Washington Area Bicyclist Association.

Improving the Long Bridge for future use is a good investment for the U.S. economy and for safety and mobility, especially with Washington’s traffic congestion, railroad and transportation officials say.

The bridge is a literal connection between the Northeast and Southeast corridors, and restrictions on the number of passenger trains allowed to use it affects plans for the growth of intercity service across the region. Virginia’s vision for more robust passenger and commuter rail service across the state depends on the Long Bridge expansion, Mitchell said.

“The Long Bridge is really at capacity, especially during the peak hours, and it is our biggest bottleneck in the state,” she said. “For us to expand anywhere, we really need to expand the bridge.”

Adding more passenger service over the Potomac in the next decade, she said, will be necessary to meet the demand driven by population growth, economic growth and congestion. Highway projects such as the addition

4/22/2016 Expanding the Long Bridge is key to solving growing rail needs, officials say. The Washington Post
of high-occupancy toll lanes on interstates 95 and 66 in Northern Virginia are not going to be enough to handle the growth, and building more lanes is not feasible, officials say.

“The best ways for us to provide transportation capacity in those corridors is through rail,” Mitchell said.

DDOT Director Jeff Marootian agrees the project is important for congestion relief. The expectation is that improvements to commuter rail coupled with the addition of the pedestrian and bike path will help reduce the volume of cars entering the District, he said.

“It’s a win for us and our neighbors,” Marootian said.

The Federal Railroad Administration is expected to release a draft environmental assessment next summer and a final recommendation in 2020. If the project wins federal approval, it could be another two years of design before construction begins, officials said.

Funding for the project has not been identified. But as the study moves forward, officials in the District and Virginia say they will be working as a region to secure grants and have a funding plan in place by the time the study is complete. Virginia rail officials say \$30 million has been budgeted for design and engineering — \$15 million from state rail funding and a \$15 million pledge from CSX Transportation, which owns the bridge.

A demand for more

The Long Bridge first opened in 1809 and was used during the Civil War. It was damaged by fires and floods several times during the 19th century and rebuilt. The current steel-truss two-track bridge opened in 1904, spanning just over 2,500 feet.

Railroad officials say the 114-year-old bridge is sound and can handle freight traffic for the foreseeable future. CSX, which acquired the bridge in 1999, completed a rehabilitation in 2016, lengthening its life span. But it is still outdated and at about 98 percent capacity. Because of its condition, there are speed restrictions on the tracks approaching it, further limiting operational capacity, according to a DDOT report.

“The Long Bridge in its current form is sufficient for our freight volume,” CSX spokeswoman Laura Phelps said. But, she said, the railroad supports federal and local efforts to increase capacity over the Potomac for passenger trains.

The tracks are used by CSX, Virginia Railway Express and Amtrak. On a typical weekday, 76 trains travel across it, of which nearly half carry Northern Virginia commuters into the District.

By 2040, volume on the bridge is projected to increase by 150 percent, according to a project report.

Each day, VRE transports about 20,000 passengers on 34 trains to and from the District, a number that is projected to grow to 92 trains by 2040. Amtrak’s daily trips could grow to 44 trains from 24 as plans advance for higher-speed intercity trains between Washington and Richmond.

If nothing is done, the reliability of the passenger service in the corridor could significantly decline. Federal reports project VRE's on-time performance could drop to 25 percent by 2040, from 91 percent today, while Amtrak's on-time performance could drop to 12 percent from 70 percent.

VRE is counting on the bridge expansion to fulfill its [long-term vision](#) to not only add more trains to its peak-direction service from Manassas and Fredericksburg to the District and back, but also reverse-peak and express trains by 2030.

The expanded capacity also would open the possibility for Maryland MARC trains to travel past Union Station into Virginia and VRE trains to serve stations in Maryland, transportation officials say.

“Without that extra capacity, we are limited in being able to run any more trains,” VRE chief executive Doug Allen said, noting that its trains are already largely at capacity. “There is a real demand for more of our service, which is why this project is critical for us to be able to run more trains and provide more people the options for getting into D.C. and getting back out again.”

Luz Lazo

Luz Lazo is a transportation reporter at The Washington Post covering passenger and freight transportation, buses, taxis and ride-sharing services. She also writes about traffic, road infrastructure and air travel in the Washington region and beyond. She joined The Post in 2011. [Follow](#) 

Appendix G:

Media Coverage

Curbed DC article



AMAZON HQ2 ARLINGTON DC DEVELOPMENT NEWS

D.C.'s Long Bridge redevelopment will likely include cyclist and pedestrian access

The plans for the 1904 rail bridge to Virginia take a new turn

By **Edward Russell** | Dec 4, 2018, 2:26pm EST



The Long Bridge as seen from the Metro bridge over the Potomac River | [Elvert Barnes/Wikimedia Commons](#)

Federal and District officials have an updated plan to expand Amtrak and commuter rail service across the Potomac River that also benefits cyclists and

pedestrians, as part of the [Long Bridge redevelopment project](#). Just don't expect construction anytime soon.

The District Department of Transportation (DDOT) and the U.S. Federal Railroad Administration (FRA) want to build a second span of the Long Bridge between the existing [1904](#) structure and an adjacent [Metro bridge](#), to double train capacity between D.C. and Arlington County, Virginia. The new span would add two tracks primarily for passenger rail service, including Amtrak and Virginia Railway Express (VRE), while the existing span would continue to carry freight trains. The [project](#) has been in the works for the past several years.

But under the latest designs, which planning officials unveiled at a public meeting last week, a [new bike and pedestrian bridge](#) would also be built to mitigate the second span's impact on [National Park Service land](#) located on both sides of the Potomac. Advocates welcomed the news, having [criticized the final two design options](#) presented earlier this year for lacking pedestrian and cyclist access.



Curbed DC Newsletter

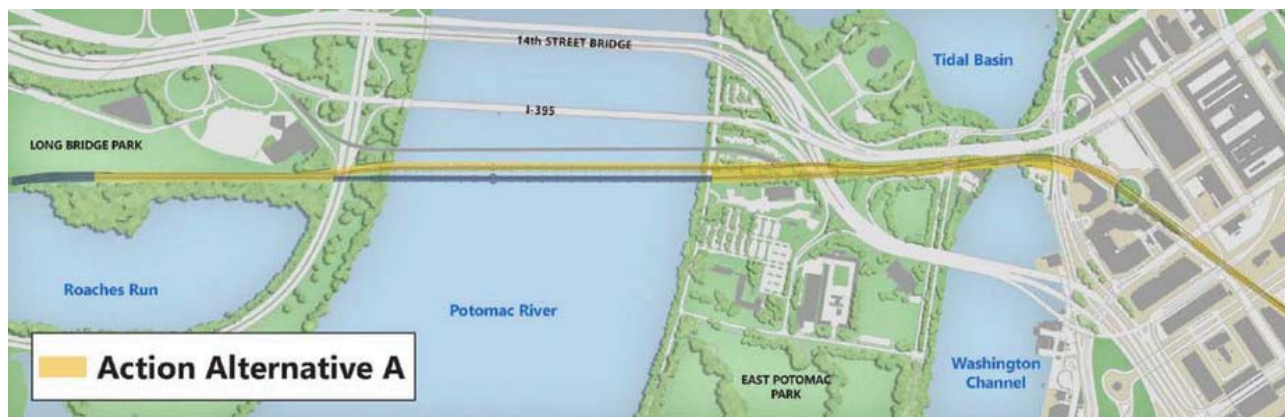
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“This is a critical link between the north and the south, between the Northeast Corridor and Southeast rail plans,” said Amanda Murphy, an environmental protection specialist for the FRA, during the [Nov. 29 meeting](#). The Long Bridge is the only rail connection between the Northeast and the South to the east of Harpers Ferry, West Virginia, she added.

Growing demand for rail service across the Potomac is driving the project. DDOT and the FRA forecast an increase of more than 150 percent in train traffic across the current Long Bridge by 2040, or about 192 daily trains as compared with about 76 today.

That's because VRE, Amtrak, and CSX, which owns the Long Bridge, all plan service increases in the coming years. The former anticipates the most growth, with its service jumping to roughly 92 daily trains by 2040 from roughly 34 today. Connecting Union Station in D.C. to Manassas and Fredericksburg in Virginia, VRE also has long-term plans to [expand to all-day rail service](#).



The planned bike and pedestrian bridge | District Department of Transportation/U.S. Federal Railroad Administration

DDOT and the FRA have opted for two dual-track structures as officials believe such a design will cost less, be completed more quickly, and maintain current rail service. [Other alternatives included](#) two new dual-track spans, one four-track span, or making no changes. The agencies estimate that their preferred design will cost up to \$1.6 billion and can be built in approximately five years.

Still, neither DDOT nor the FRA yet have a timeline for when construction will begin. They expect to complete the environmental approvals process in 2020, but then have to identify a project leader and funding. Murphy and other officials suggested that the overall process could stretch past the original completion target of 2025.

Funding the new span in particular may prove to be complicated. Amtrak, CSX, and VRE are all involved in the Long Bridge project, as are the federal, District, and Virginia governments.

But Anna Chamberlin, a neighborhood planning manager working on the project for DDOT, said Amazon's recent decision to put half of its second headquarters in Arlington's Crystal City could be a catalyst for securing financial commitments. The company is set to bring 25,000 jobs to the freshly branded "National Landing" area of Northern Virginia over the next decade. (State and local incentives that were offered to Amazon, though, did not include improvements to the Long Bridge.)



The preferred design for the Long Bridge project | District Department of Transportation/U.S. Federal Railroad Administration

The planned pedestrian and cyclist structure would be separate from the rail bridge due to security and cost issues. It would be accessible by way of D.C.'s East Potomac Park as well as Virginia's Mount Vernon Trail and Long Bridge

Park. The access point in Long Bridge Park was added to the designs after residents said it was essential to the region's trail network, Murphy noted.

Robert Gardner, the advocacy director for the Washington Area Bicyclist Association, says this is “a big win for the community.” But it remains to be seen whether the District's network of bike lanes, which terminates well before East Potomac Park, would be linked with the new bridge, he adds.

“There are so many questions right now,” Gardner says. “On the Virginia side, the connection is very good. We just have to make sure the plans that DDOT has for East Potomac Park get people into [D.C.] safely.”

- [Repairs close Metro's Yellow Line for two weeks](#) [Curbed DC]
- [D.C.'s Long Bridge will begin renovation or replacement by 2020](#) [Curbed DC]
- [Amazon selects Virginia's Crystal City as site of new corporate hub: what to know](#) [Curbed DC]
- ['National Landing': Yes or no?](#) [Curbed DC]

Appendix G:

Media Coverage

DC Commute Times article

Overcast 34°



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DC & federal officials presented design alternatives for an improved and expanded crossing of the Potomac River along the existing Long Bridge. Both designs feature a separate bike/pedestrian bridge. Gordon Chaffin/DC Commute Times

Train MARC Train VRE Train Bike Arlington DC

DC WILL REVIEW ENVIRONMENTAL IMPACTS OF NEW POTOMAC RAIL & BIKE BRIDGE

BY GORDON CHAFFIN NOVEMBER 30, 2018

At a public hearing this week, officials from the Federal Rail Administration and DDOT presented design alternatives for an improved and expanded crossing of the Potomac River along the existing Long Bridge. Both designs feature a separate bike/pedestrian bridge North of the rail tracks that connects Virginia's Long Bridge Park with the Mount Vernon Trail, then crosses to Ohio Drive in East Potomac Park. The next step for the Long Bridge Project is an environmental study through 2019, delivered in 2020. Funding has not been secured for construction.

Design Options for the New Long Bridge

From TheWashCycle:

"The plan is to expand the number of rail lines crossing the Potomac from two to four, and the options were to build two new bridges or build one new and rehabilitate the other. They chose the latter."

During the presentation, project officials described the two new bridge option as more expensive with longer construction time (eight vs. five years), and more significant environmental impact.

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Bike Commuters and Pedestrians Get a New Bridge Regardless

Again, [TheWashCycle](#):

"In addition, they're [project officials are] proposing to include a separate multi-use trail bridge connecting Long Bridge Park, the Mt. Vernon Trail and East Potomac Park as a potential Section 4(f) Mitigation. While DDOT wouldn't say how likely it was that the MUT would be built, they noted that there was support from everyone relevant and no opposition. All they need is the money (and a project sponsor which will likely be DDOT)."



The next step for the Long Bridge Project is an environmental study through 2019, delivered in 2020.

Gordon Chaffin/DC Commute Times

In short, the mixed-use bridge is an offset for the environmental damage done by re-constructing the existing Long Bridge. The bridge for human-powered transportation won't extend across the Washington Channel toward The Wharf/Waterfront. DDOT's presenters mentioned that the airspace above that channel is too cramped with other bridges and rights of way. However, the project offers decent connectivity as a consolation prize:

"The trail bridge would be a separate bridge north of the railroad bridge, between it and the Metro Bridge.

Separating it from the railroad bridge

will reduce the costs by about 20%, reduce security needs, simplify inspection and maintenance, reduce the footprint and is what the railroads prefer. It will be on the upstream side to allow for an easy connection to the Long Bridge Park. It will have three connections, one at Long Bridge Park, one at the Mt. Vernon Trail and one at Ohio Drive, SW in East Potomac Park. In that way it's really doing the work of two separate bridges."

Another Bad News/Good News Aspect for DC Cyclists:

"the project will require the demolition of the current pedestrian bridge across Maine [Ave] from the Mandarin [Hotel] to the Anacostia Riverwalk, which I think was named the Rosa Parks Bridge during a contest after it opened ... The current bridge, which opened in 2004, has stairs on the Washington Channel side and isn't particularly useful."

A New Bridge Is Necessary Because More Trains Are Coming to DC Soon

The current Long Bridge with its two tracks is inadequate to carry present-day rail traffic. Without improvements to the bridge, like doubling the tracks as proposed, leaves the existing bottleneck to get much worse as more trains approach and leave DC via the crossing. From [WTOP](#):

"Today, there are 34 one-way trips over the bridge each weekday by VRE trains, 24 by Amtrak trains and 18 by CSX freight trains. ... The study projects there could be 92 VRE trips, 8 MARC tips, 44 Amtrak trips and 48 freight trips each day by 2040, which would take significant pressure off traffic-clogged roads such as I-95 and U.S. 1."

"The additional tracks, which could at least partially be dedicated to passenger rail traffic, would contribute to a long-planned expansion of Amtrak service in Virginia, allow for increased VRE commuter rail service, and potentially smooth discussions about extending some MARC train service that currently ends at Union Station through to Arlington or Alexandria."



DC Commute Times
23 minutes ago

District Department of Transportation will study removal of the reversible lane on Connecticut Avenue NW that has proven a repeat problem for traffic safety, causing traffic collisions and frequent incidents of driving onto the sidewalk to avoid head-on crashes. The 15-month evaluation will test effects on car travel of closing the reversible lane, possibly replacing it with protected bike lanes.
<https://dccommutetimes.com/.../ddot-studying-removal-of-conne...> via WAMU 88.5 #DC #DCcommute #bikeDC #MD #MDcommute #VisionZero #DCVisionZero

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Put another way: the bigger Long Bridge will allow greater goods shipping through DC via rail, as opposed to 18-wheel haulers. That would mean less traffic across the existing auto crossings of the Potomac. Also, increased regional rail for commuters—an **important goal of local business** and policy groups—is possible because of the two extra tracks.

The Long Bridge Project Has Environmental Funding and Needs Construction Funding

Again, from **WTOP**:

“The study is funded in part by a federal grant, but it is not yet clear how bridge construction would be paid for or whether the bridge would be publicly or privately owned. More precise cost estimates for construction are still being developed. CSX owns and controls the current bridge. Virginia, D.C. and the rail operators that use the bridge would likely foot parts of the construction bill. They hope federal funding is available to cover at least part of construction, too.”

“The new bridge is projected to take five years to build once construction starts. Final federal approvals for the project are currently expected in early 2020, which would allow for contracting to begin then if funding is available.”

CLICK for Presentation Slides and Poster Boards
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Greater Greater Washington article



Long Bridge expansion will add new railroad tracks and a bike trail between DC and Virginia

TRANSPORTATION By **Julie Strupp** (Managing Editor)
December 3, 2018 20



The Long Bridge today. [Image](#) by DDOT.

New plans call to double the number of railroad tracks over the Potomac River between DC and Arlington, and to build a new pedestrian/bicycle bridge between Southwest Washington and Crystal City.

Plans would add two new structures parallel to the existing [Long Bridge](#) railroad bridge, which today carries two railroad tracks over the river. One new twin bridge would add two new railroad tracks, doubling the two for a total of four. The second new structure would add a separate dedicated bridge for people biking or walking only.

This map shows the existing railroad bridge, its proposed twin just upstream, and the proposed bike/pedestrian bridge just upstream from that.



Image by DDOT.

More rail capacity

The District Department of Transportation (DDOT) presented [the plans](#) at a meeting November 29, following a years-long study of railroad crossing needs.

Long Bridge carries freight rail, Amtrak, and VRE over the Potomac into DC. Its two-track layout is at maximum capacity, and is one of the most serious bottlenecks on the east coast. Amtrak and VRE would like to run more trains, and MARC might like to extend its commuter trains into Virginia, but before any of that can happen, there need to be more tracks over the river.

Thus DDOT's study, which ultimately recommended keeping the existing Long Bridge and adding a new second rail bridge parallel to it to double the number of tracks.

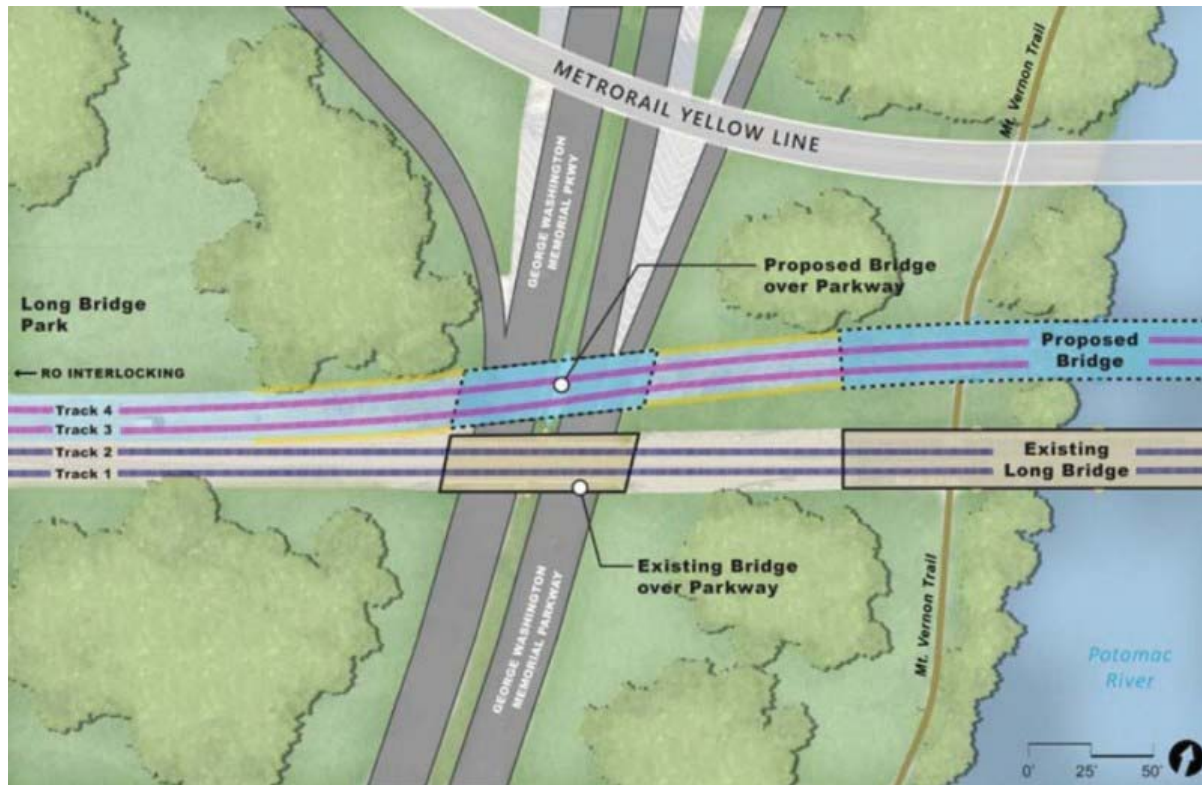
Train Operator	Current # Trains per Day	2040 # Trains per Day	Percent Increase
VRE	34	92	171%
MARC	0	8	--
Amtrak/DC2RVA	24	44	83%
CSXT	18	42	133%
Norfolk Southern	0	6	--
TOTAL	76	192	

Existing and future rail traffic over Long Bridge. [Image](#) by DDOT.

Trail users get a bridge too

DDOT's plans also call for a dedicated bike and pedestrian bridge just upstream from the new rail bridge. The bike bridge would be built to

benefit to the National Park Service in order to mitigate impacts to NPS parkland caused by the new rail.



The new rail bridge would cross over national parkland. [Image](#) by DDOT.

On the DC side, the bike bridge would end at Ohio Drive on the East Potomac Park island. To cross Washington Channel and reach mainland DC, users would have to go a couple of blocks on surface streets and then pick up the sidewalk on the [Case Bridge](#).

On the Virginia side, the bike bridge would have two landings: One down to the Mount Vernon Trail, and a second to Arlington's [Long Bridge Park](#), where users can pass through on their way to Crystal City.

WashCycle has [more details](#) on the bike bridge.

More planning and money are needed

These plans are DDOT's initial “preferred alternative,” meaning their favored option out of the many they studied. But the study isn't over. DDOT will next look more closely at the potential environmental impacts, [hoping to be done in 2020](#).

After that, it's up to the accountants. The new railroad twin bridge alone is [estimated to cost](#) \$1.3 to \$1.6 billion. The bike bridge would be extra, and although DDOT hasn't released cost estimates for it yet, as a lighter separate structure it would be only a fraction of the rail bridge's cost.

Construction would take five years. Taking into consideration time needed for detailed engineering, that puts the new bridge's opening at probably no sooner than 2026. Even that assumes no delay in securing funding, which is far from guaranteed.

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Julie Strupp is Greater Greater Washington's Managing Editor. She's a journalist committed to building inclusive, equitable communities and finding solutions. Previously she's written for DCist, Washingtonian, the Wisconsin Center for Investigative Journalism, and others. You can usually find her sparring with her judo club, pedaling around the city, or chatting with her neighbors on her Columbia Heights stoop.

20 COMMENTS

THREADED NEWEST AT BOTTOM NEWEST AT TOP

Appendix G:

Media Coverage

WashCycle blog post

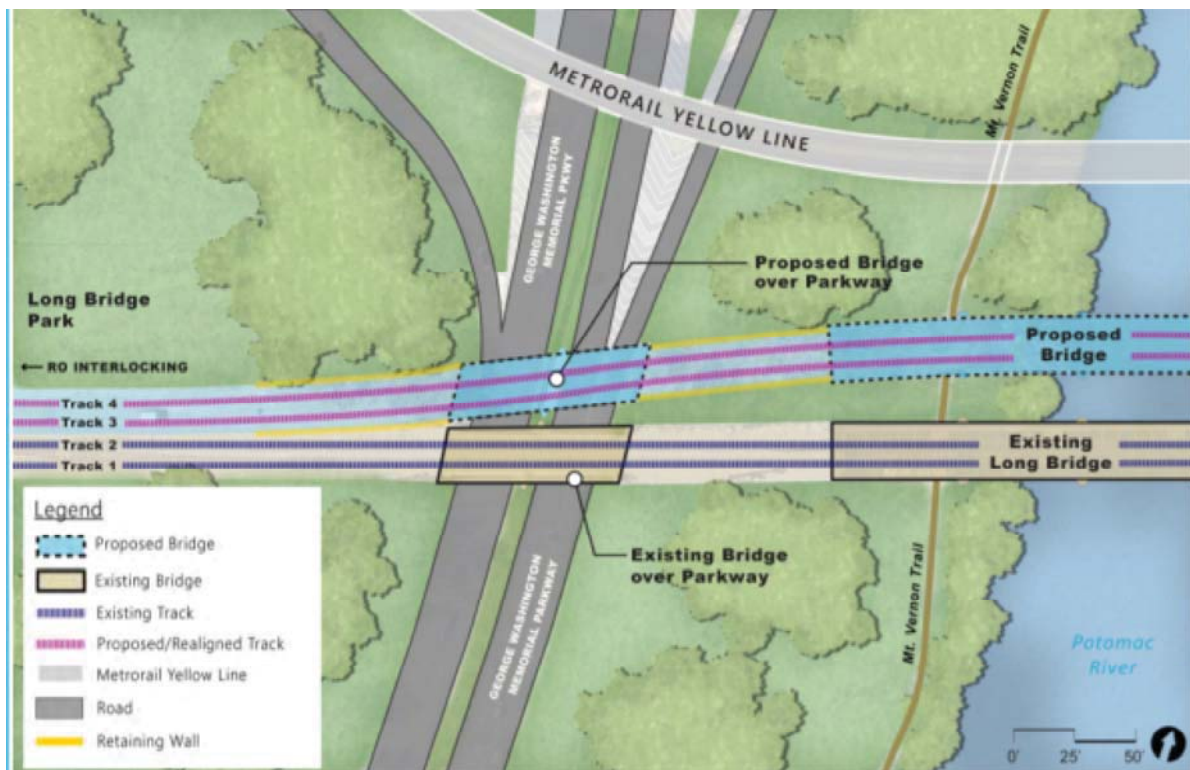
TheWashCycle

Long Bridge Project proposes trail bridge too

The expansion of the Long Bridge is likely to include a new multi-use trail bridge from Long Bridge Park to East Potomac Park that could be available by 2025.

Last night project members presented the preferred alternatives for the bridge. The plan is to expand the number of rail lines crossing the Potomac from two to four, and the options were to build two new bridges or build one new and rehabilitate the other. They chose the latter. In addition they're proposing to include a separate multi-use trail bridge connecting Long Bridge Park, the Mt. Vernon Trail and East Potomac Park as a potential Section 4(f) Mitigation. While DDOT wouldn't say how likely it was that the MUT would be built, they noted that there was support from everyone relevant and no opposition. All they need is the money (and a project sponsor which will likely be DDOT). I'll add that DDOT has shown sustained interest in the MUT bridge so I'm more optimistic than pessimistic that it will happen.

For cyclists the railroad bridge options are identical. The main impacts are that the 2nd bridge will cross over the Mount Vernon Trail, a wider railroad bridge will go over the Anacostia Riverwalk and the current pedestrian bridge over Maine will be removed and replaced creating a better connection between the Riverwalk and Maryland Avenue.



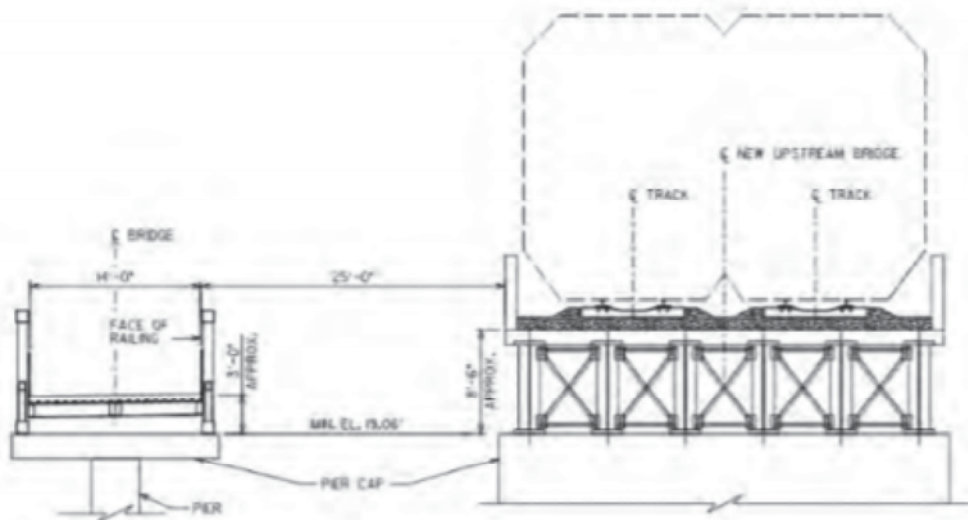
I'd proposed that the trail be extended to Maine Ave or even L'Enfant Plaza but that isn't going to happen and it would be incredibly expensive to do so. I didn't realize that the trackage would be expanded on the east end and the additional 4th track is in the space where I'd thought a trail could go. The real tight spot is at Maine Ave where the tracks about the ramp from "14th Street" to Maine on the "north" side and the Mandarin hotel on the south side. Fitting a trail in that area would be difficult. And extending the trail would require four more bridges. I'm not saying it can't be done, but it would neither easy nor cheap.

The trail bridge would be a separate bridge north of the railroad bridge, between it and the Metro Bridge. Separating it from the railroad bridge will reduce the costs by about 20%, reduce security needs, simplify inspection and maintenance, reduce the footprint and is what the railroads prefer. It will be on the upstream side to allow for an easy connection to the Long Bridge Park. It will have three connections, one at Long Bridge Park, one at the Mt. Vernon Trail and one at Ohio Drive, SW in East Potomac Park. In that way it's really doing the work of two separate bridges.

Potential Section 4(f) Mitigation



The trail bridge will be 14' wide and 25' from the railroad. It's considered 4(f) mitigation in exchange for using NPS land.

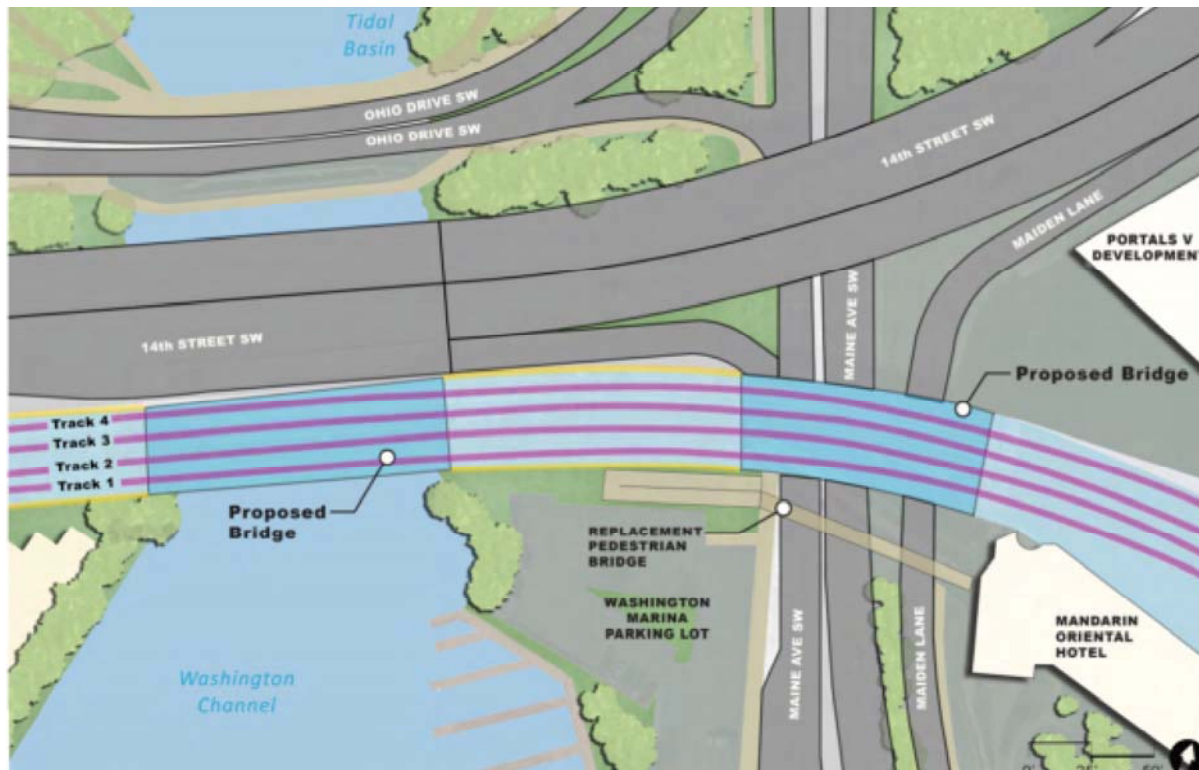


Option 2 - Independent structure upstream of railroad bridge

Interestingly, the project will require the demolition of the current pedestrian bridge across Maine from the Mandarin to the Anacostia Riverwalk, which I think was named the Rosa Parks Bridge during a contest after it opened, but the article announcing the name is no longer online as near as I can tell. The current bridge, which opened in 2004, has stairs on the Washington Channel side and isn't particularly useful. As the Post noted

| But it's a niggling thing, hard to find and, for wheelchair users, impossible to navigate.


The replacement will have a ramp which should make it more useful for cyclists who want to get to/from Maryland Avenue. Not sure if they'll move and re-use the historic railroad bridge or build something new.



Who knows, maybe the two new bike bridges will serve as the down payment on a direct connection. The Rosa Parks *could* be extended to Ohio Drive SW, where it would be on the opposite side of the railroad tracks, which is not much of a detour for a cyclist. Maybe someday...

November 30, 2018 in [Anacostia Riverwalk Trail \(ART\)](#), [Long Branch Trail](#), [Long Bridge](#), [Mount Vernon Trail \(MVT\)](#) | [Permalink](#)

Comments

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I didn't know they put the standalone ped/bike bridge upstream, last i had seen they had contemplated a downstream version. The missing link still appears to be from the Ohio Dr landing, through East Potomac Park, to the existing Case Bridge landing. The grander plan needs to be to carry people 100% off-street from Crystal City (and points south) straight to The Wharf (and points south and east) without having to traverse the various shortcomings of the Tidal Basin

Posted by: darren | [November 30, 2018 at 12:43 PM](#)

Yeah, here's what I'm toying with:

Appendix G:

Media Coverage

WTOP article

[Fun & Games \(http://games.wtop.com/?arkpromo=site_hamburger\)](http://games.wtop.com/?arkpromo=site_hamburger)

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New DC-Va. bridge plan would add more trains, bike paths over Potomac



By [Max Smith \(https://wtop.com/author/max-smith/\)](https://wtop.com/author/max-smith/) | [@amaxsmith](https://twitter.com/amaxsmith)

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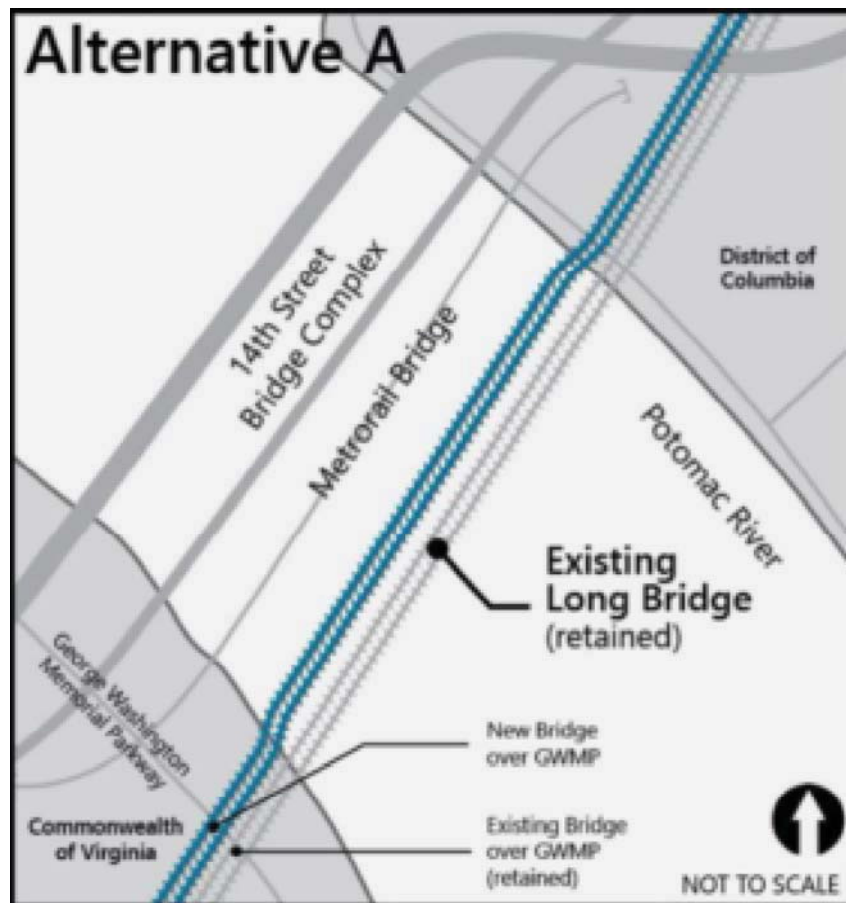
November 29, 2018 4:00 pm

WASHINGTON — In a crucial step toward expanding train service for D.C.-area commuters and longer-distance travelers avoiding Interstate 95 traffic, the District Department of Transportation has chosen a preferred layout to double the number of tracks over the Potomac River to Arlington, Virginia, and also add a new way to walk or bike across the river.

The preferred alternative revealed Thursday would retain and repair the existing two-track Long Bridge built in 1904, while adding a new two-track bridge just to the north between the existing bridge and Metro's Yellow Line bridge.

The new bridge is projected to take five years to build once construction starts. Final federal approvals for the project are currently expected in early 2020, which would allow for contracting to begin then if funding is available.

The study is funded in part by a federal grant, but it is not yet clear how bridge construction would be paid for or whether the bridge would be publicly or privately owned. More precise cost estimates for construction are still being developed. CSX owns and controls the current bridge.



The selected rail alternative. (Courtesy District Department of Transportation)

Virginia, D.C. and the rail operators that use the bridge would likely foot parts of the construction bill. They hope federal funding is available to cover at least part of construction, too.

Once the new bridge opens, it will open up a bottleneck (<http://wtop.com/dc-transit/2016/12/crumbling-capital-regions-rail-system-relies-100-year-old-infrastructure/slide/1/>) for both freight and passenger rail traffic that has limited service between Richmond and D.C.'s Union Station, potentially supporting more than double (<http://wtop.com/dc-transit/2017/12/long-bridge-rail-expansion-may-allow-biking-walking-between-dc-and-arlington/slide/1/>) the number of trains each weekday by 2040.

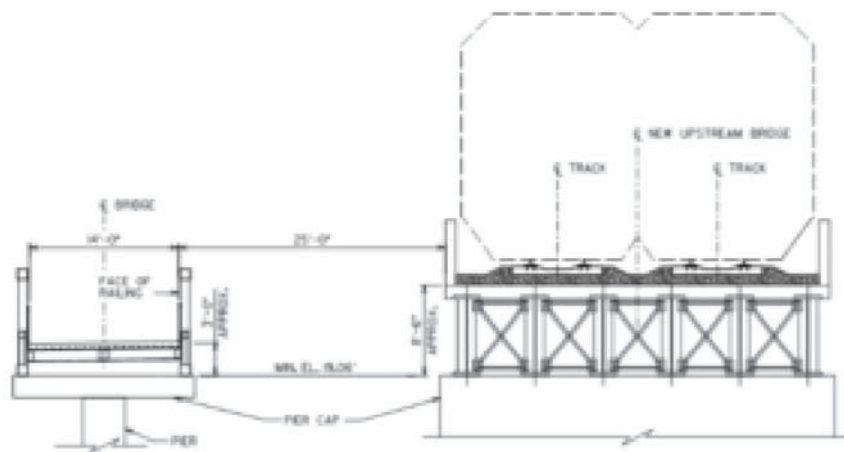
Today, there are 34 one-way trips over the bridge each weekday by VRE trains, 24 by Amtrak trains and 18 by CSX freight trains.

The additional tracks, which could at least partially be dedicated to passenger rail traffic, would contribute to a long-planned expansion of Amtrak service in Virginia (<http://wtop.com/dc-transit/2018/05/amtrak-boost-in-va-no-extra-track-through-ashland-part-of-final-dc2rva-recomendations/>), allow for increased VRE commuter rail service, and potentially smooth discussions about extending some MARC train service that currently ends at Union Station through to Arlington or Alexandria.

The study projects there could be 92 VRE trips, 8 MARC tips, 44 Amtrak trips and 48 freight trips each day by 2040, which would take significant pressure off traffic-clogged roads such as I-95 and U.S. 1.

Walk, bike over the river without struggling over 14th Street Bridge

The final Draft Environmental Impact Statement also responds to an outpouring of support for a new way to walk or bike across the river by keeping the option to build a separate bicycle and pedestrian bridge about 25-feet upriver from the new tracks.



The selected bike and pedestrian alternative. (Courtesy District Department of Transportation)

It would connect Ohio Drive SW near the Jefferson Memorial to the area of Long Bridge Drive near Long Bridge Park in Arlington, not far from Pentagon City and Crystal City, with a connection also possible on the Virginia side to the Mount Vernon Trail.

Today, the only way to walk, jog or bike across the river in that area is the sidewalk next to traffic on the 14th Street Bridge, or going about 1 mile north to the Memorial Bridge.

The bicycle and pedestrian bridge is being considered to mitigate any lost Arlington park and National Park Service land that would be taken for the new rail bridge.

The rail bridge over the Potomac would require a new bridge over the George Washington Parkway next to the existing bridge that crosses near the exit from the northbound parkway to I-395 North to cross the river.

The additional tracks could also require a bit of land currently part of Arlington's Long Bridge Park.

On the D.C. side, the rail expansion would also require a new two-track rail bridge over I-395, Ohio Drive SW/Washington Channel, and Maine Avenue SW.

The preferred designs were revealed at an informational meeting Thursday evening, eliminating other options that remained under consideration to completely replace the existing Long Bridge for rail traffic and to build a bike and pedestrian connection more closely-connected to the new upstream rail bridge.

Completely rebuilding the existing bridge would have made construction last up to three years longer, required more construction over the GW Parkway, and cost \$500 million more upfront, the analysis concluded.

The separate bike and pedestrian bridge was chosen over one more closely connected to the new rail bridge because it has a smaller footprint, is easier to inspect and helps keep National Park Service and railroad properties separate. It is also about 20-percent cheaper.

Comments can be emailed to info@longbridgeproject.com (<mailto:Info@longbridgeproject.com>).

The current two-track Long Bridge was built in 1904. Most of the structure was renovated in the 1940s to support heavier trains. A middle piece of the structure that once spun to open to allow boats through has not been opened since March 1969.

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