

Washington, DC, Visitor Transportation Study for the National Mall and Surrounding Park Areas

National Park Service
U.S. Department
of the Interior



Newsletter No. 2

September 2004

The National Park Service Seeks Your Comments on the Range of Transportation Alternatives

Dear Friends and Visitors:

The National Park Service (NPS) Visitor Transportation Study is moving forward. Public meetings were held in February 2004 to receive comments and ideas for future services. I am pleased to introduce a range of six concepts for public consideration.

While the focus of this plan is primarily to examine bus transit alternatives, there are a number of other transportation, access, and orientation issues of public interest that will be considered in the alternatives. The preferred alternative may ultimately draw ideas, routes, and approaches from more than one of the draft alternatives presented in this newsletter.

In the first project newsletter the NPS presented findings from our visitor transportation surveys. Please consider the survey findings presented in that newsletter when reviewing the draft alternatives. For example, these surveys indicate that 62% of visitors do not gather information about transportation options before they arrive. Surveys confirmed that visitors are very comfortable using the public Metrorail system. How coordinated should future transit be with public transit?

Public meetings indicated a great deal of interest in bicycling as a mode of transportation. What place should bicycling or other individual transportation modes, which present opportunities for recreation as well as mobility have? Public meetings and surveys also revealed an interest in transit serving additional national park system and visitor sites outside the primary visitor areas.

You can help the NPS by providing your comments and ideas on the alternative range of concepts. All contact information is listed on the back page of this newsletter.

Thank you for your interest, and I look forward to hearing from you.

Sincerely,

Terry R. Carlstrom
Regional Director,
National Capital Region



**Where Can I Find
Project Information,**
such as the 2003 Visitor
Transportation Survey?

www.nps.gov/nacc

choose: Transportation Study

Where Can I Find NPS Policy?

The Project Newsletter No. 1, January 2004,
presented policy guidance for the NPS. Please use
the contact information on the back page
if you would like a copy.

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Goals and Transportation Service Types

Update to Project Goals

The project goals have been restated to identify desired service standards, as well as accommodate any combination of future operators. The goals are to provide:

1. An identifiable, high-quality transportation system meeting NPS policy goals and fitting with the historic context of our Nation's Capital.
2. A convenient, sustainable transportation system to and among existing and future NPS sites and other visitor destinations in the Nation's Capital, meeting mobility needs and enhancing visitor enjoyment.
3. A transportation system with visitor orientation and educational interpretation services to promote an awareness and understanding of the significance of our Nation's Capital and its memorials, landmarks, and rich cultural heritage.
4. A visitor transportation system that supplements, supports, and is integrated with the existing urban transportation network and that maximizes direct and convenient connections to mass transit (Metrorail) and other transportation systems (roadways and parking facilities, and other commercial, private, and public service providers).
5. A model transportation solution that creatively explores all opportunities to work or partner with government agencies and public and private transit service providers to help fulfill the mission of the National Park Service.
6. An easy-to-use transportation ticketing and payment system that is affordable, flexible, and coordinated with other transportation providers.

Related Planning Goals

The national parks are one component of the Nation's Capital; therefore, planning for future services must be done comprehensively. The National Capital Planning Commission has prepared a *Draft Comprehensive Plan for the National Capital*, building on the vision of the 1997 *Extending the Legacy Plan*. The following are sample transportation goal statements taken from the *Draft Comprehensive Plan*:

Develop and maintain a multi-modal regional transportation system that meets the travel needs of residents, workers, and visitors, while improving regional mobility and air quality through expanded transportation alternatives and transit-oriented development.

Support the development of a continuous system of trails for hikers and bikers in the region, with an emphasis on bicycle commuting.

Support the development of a water taxi system serving the District of Columbia and surrounding jurisdictions to provide an alternative commuting mode, to coincide with waterfront redevelopment opportunities, and to serve waterfront attractions.

Bus Service Types

The alternatives are composed of up to five types of bus transit services. Within these types of bus transit, each alternative varies with regard to routes, visitor opportunities, and experiences. While most alternatives include multiple types of service, Alternative E focuses on transit in the Visitor Core area only, and Alternative F would let the market define all service types. The categories of bus transit within the range of alternatives include:

1. **Visitor Core Transit.** Transit would serve the National Mall, museums, memorials, U.S. Capitol, White House, and downtown areas with visitor destinations. This service would also include potential evening tours.
2. **Arlington National Cemetery Transit.** Transit and walking would provide the primary ways to visit the cemetery and Arlington House. Private vehicular access for anything other than burials is not permitted within the cemetery.
3. **Introductory Tour.** A guided two- to three-hour non-stop tour would orient and educate visitors about the area's cultural and recreational opportunities.
4. **Excursions.** Half- or full-day guided tours would be provided to natural and cultural sites outside the Visitor Core. Examples: Kenilworth Aquatic Gardens and National Arboretum, Mount Vernon, or African American Cultural Sites.
5. **Scheduled Shuttles and Special Events Transit.** Service to several recreational and cultural destinations close to each other would be provided on flexible schedules. Service could be provided daily, weekly, on weekends, or monthly (for example, weekend recreational shuttles to Chesapeake & Ohio Canal and Great Falls Park). Special event shuttles could be provided to and from nearby Metrorail stations (for example, fall color in Rock Creek Park, the water lily festival at Kenilworth Aquatic Gardens in Anacostia Park, or the Cherry Blossom Festival).

What is Multi-Modal Transit?

All of the alternatives provide some options to transfer between alternative modes of transit (bus, rail, and taxi). For this study, multi-modal also represents an opportunity to move between bus transit and boats, bicycles, pedicabs, and other individual transit, such as Segways, or scooters.



Visitor Transportation Alternatives

What Are the Common Elements of the Alternatives?

The following elements are common to Alternatives B-D, but could be applied to other alternatives as well:

Arlington National Cemetery Route Alternatives: Tram service would continue, with potential route expansions to additional and future memorials (Marine Corps, Air Force, and Pentagon memorials). This route is illustrated below.

Downtown Circulator Routes Not on Park Roads: Plans by the District Department of Transportation and others (not NPS) are underway to implement two Downtown Circulator routes — K Street and the North/South route. These planned routes are presented as common to all the alternatives.

Trip Planning and On-Site Visitor Information: NPS Internet advance trip planning information would be improved and linked to other public transit information. Orientation maps would be provided at key transfer locations for each alternative, and they would be coordinated with other local wayfinding sign programs.

Visitor Parking: Visitors would be encouraged to use outlying parking lots connected to public transit service.

Vehicle Characteristics: Vehicles would all include excellent visibility with large windows, be accessible to visitors with disabilities, display area and route maps, and utilize audio stop announcements, as well as external and internal electronic variable message signs.

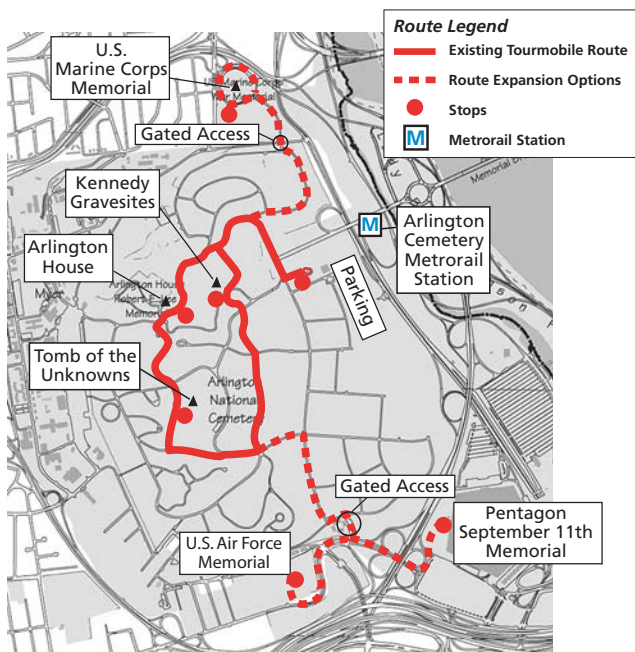
Alternatives

The following alternatives will be further detailed in the evaluation process of the environmental assessment:

- **Alternative A - Continue Current Service:** Continue concession-run, visitor oriented bus transit to provide in-depth education and visitor transportation.
- **Alternative B - Speedy DC:** Frequent, low-cost bus transit to meet transportation needs of visitors, workers and local residents; provide limited orientation stop announcements. There are two sets of routes currently being explored within this Alternative: Alt B and Alt BB.
- **Alternative C - Must Do DC:** Expanded visitor-oriented bus transit services with a focus on in-depth and flexible educational options, while meeting visitor transportation needs.
- **Alternative D - See DC:** Coordinated bus and multi-modal transit to meet transportation needs of visitors and local residents, while providing choice in level of education and orientation desired.
- **Alternative E - Downtown Circulator:** Frequent, low-cost, non-educational transit to meet transportation needs of visitors, local residents, and downtown workers; transit not provided by NPS.
- **Alternative F - Market Determined:** NPS-authorized visitor transit services, within its jurisdiction, provided by private commercial operators to meet market-driven demands for visitor education and transportation.

Alternative F

The concept for **Alternative F** assumes that the NPS would authorize visitor transit within its jurisdiction. Service would be provided by commercial operators who would meet profitable demands for visitor education and transportation. The NPS would provide business permits to allow commercial activity on federal parkland. Currently, the number of permits is only limited by establishing a resource carrying capacity. Range, level, and caliber of services would vary, based on private market offerings. This alternative cannot be illustrated here, but will be further described in the environmental assessment.



Arlington National Cemetery Service

Transit service at Arlington National Cemetery has been provided since 1970 through an agreement with the U.S. Department of the Army, following the decision to limit public vehicular access while continuing visitor access to the cemetery. Hop-on and -off tours operate year-round and serve nearly 900,000 riders annually.

Open air trams circulate on a one-way route with three stops — the Kennedy gravesites, Tomb of the Unknowns and Arlington House (the home of Robert E. Lee). Additional stops are proposed in this study. They include the U. S. Marine Corps War Memorial, as well as the future Air Force and Pentagon memorials. Service to these sites, which are currently outside the cemetery grounds, may need to include special gate access and security procedures. This will be further explored during analysis.

Alternative A - *Continue Current Service Through NPS Concession*

Vision: Provide NPS concession-run, visitor-oriented bus transit to offer in-depth education and meet visitor transportation needs.

Image: Similar red/white/blue color scheme applied to all vehicles regardless of size, vehicle type, or route. Service name serves as identification for stops and vehicles.

BUS TRANSIT SERVICES

Visitor Core/American Heritage Tour: One comprehensive one-way route connecting to Arlington National Cemetery Tour.

Arlington National Cemetery Tour: One-way route serving cemetery sites.

Excursions: Twilight Tour, Frederick Douglass, Mount Vernon (previously operated excursions).

MULTI-MODAL SERVICES

Connection with Public Transit: Visitor Core route has one stop near Union Station Metrorail station (previous route also served Archives-Navy Memorial and Gallery Place-Chinatown Metrorail stations).

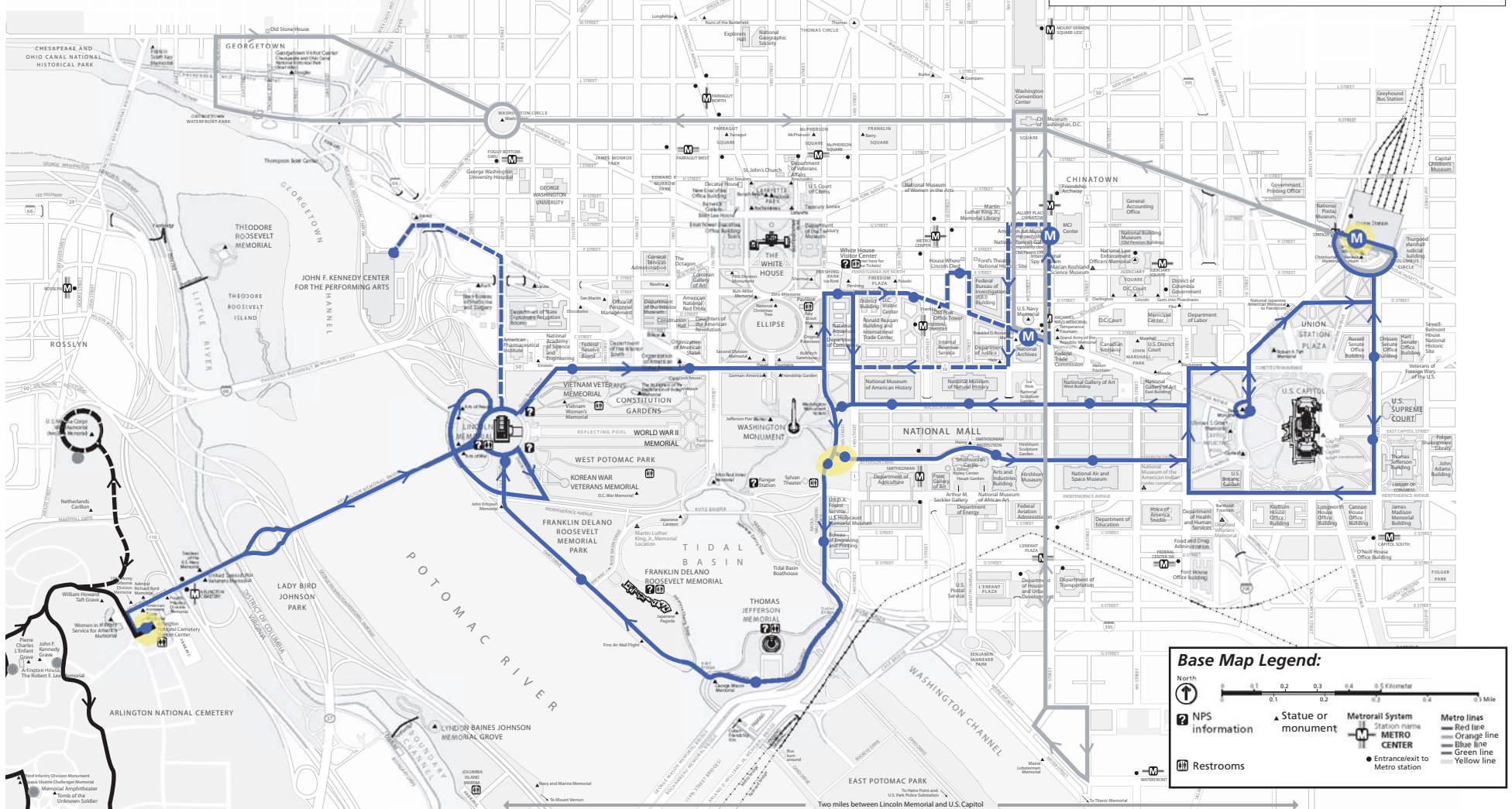
Multi-modal, Personal Transit Rental: NPS ranger-led bicycle tours; bicycle rentals at Thompson's Boat Center. Private operators provide bicycle and other personal transit rentals outside the park.

Tour Buses: 10-minute limits for loading and idling continue in existing designated zones.

Visitor Parking: Free and metered on-site visitor parking continues.

Visitor Core Routes

- Existing Tourmobile Route (*one-way*)
- - - Previous Tourmobile Route Segments
- Tourmobile Stops
- M Stop within Half Block of Metrorail Station
- Transfer between Routes or Change Direction
- Downtown Circulator Routes (*under development*) - not NPS
- Arlington National Cemetery Route



Alternative B - *Speedy DC*

Vision: Provide frequent, low-cost bus transit to meet transportation needs of visitors and local residents; provide stop announcements and limited orientation.

Image: Vehicles are colorful, fun, and easily identifiable with recognizable common themes. Different routes are easily distinguishable to visitors. Simple, colorful symbols are developed to identify stop locations.

BUS TRANSIT SERVICES

Visitor Core Routes: Three interconnected, one-way subarea routes.

Arlington National Cemetery Tour: One-way route serving cemetery sites, with option to expand service to the U.S. Marine Corps, Air Force, and Pentagon memorials.

Scheduled Transit: Individual routes provided daily, weekly, weekends, or monthly to select recreational/cultural destinations.

MULTI-MODAL SERVICES

Connection with Public Transit: Every Visitor Core route has at least one stop at a Metrorail station (4 total connections).

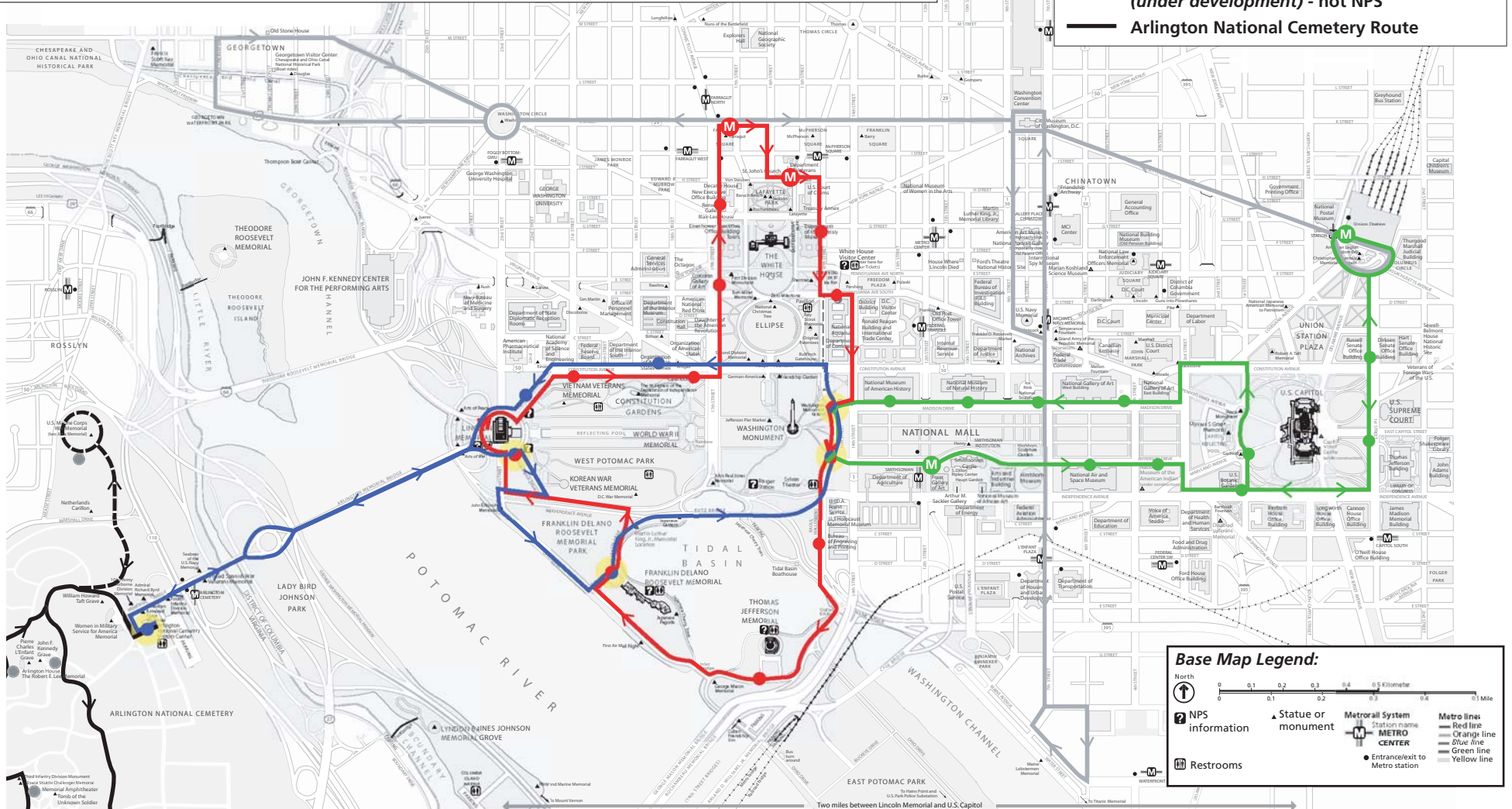
Multi-modal, Personal Transit Rental: NPS ranger-led bicycle tours; bicycle rentals at Thompson's Boat Center. Private operators provide bicycle and other personal transit rentals outside the park.

Tour Buses: Loading zones revisited and evaluated. Loading and idling time limits continue. Mandatory off-site tour bus parking provided by others/tour bus industry.

Visitor Parking: Free and metered on-site visitor parking continues.

Visitor Core Routes

- Green Route (one-way)
- Red Route (one-way)
- Blue Route (one-way)
- Transit Stops
- Ⓜ Stop within Half Block of Metrorail Station
- Transfer between Routes
- Downtown Circulator Routes (under development) - not NPS
- Arlington National Cemetery Route



Alternative BB - *Speedy DC (Alternate Routes)*

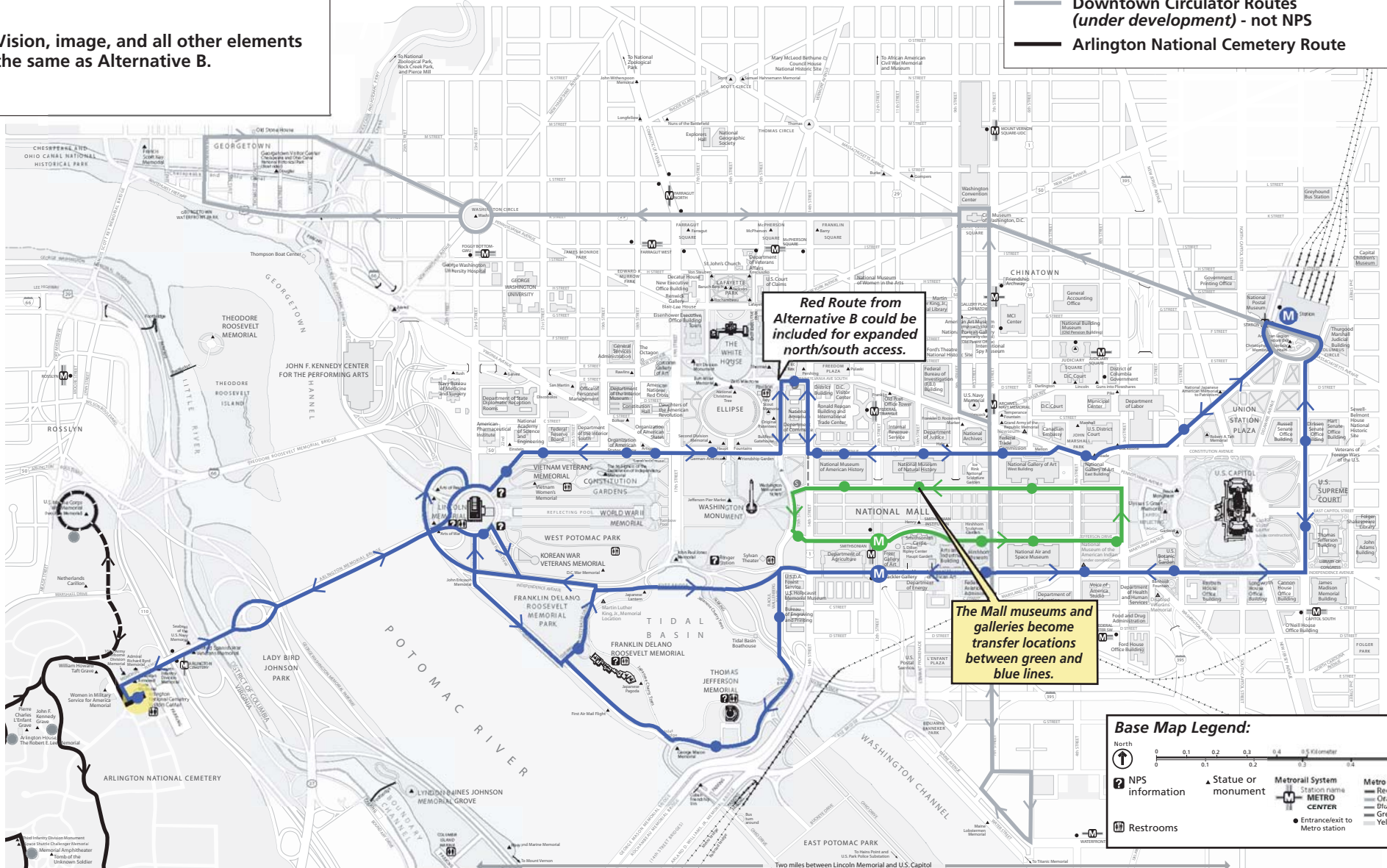
BUS TRANSIT SERVICES

Visitor Core Routes: Comprehensive two-way route with internal one-way Mall loop.

Vision, image, and all other elements the same as Alternative B.

Visitor Core Routes

- Blue Route (two-way)
- Green Loop Route (one-way)
- Transit Stops
- Ⓜ Stop within Half Block of Metrorail Station
- Transfer between Routes
- Downtown Circulator Routes (under development) - not NPS
- Arlington National Cemetery Route



Base Map Legend:

- North
- 0 0.1 0.2 0.3 0.4 0.5 Kilometers
- 0 0.1 0.2 0.3 0.4 0.5 Miles
- NPS information
- Statue or monument
- Restrooms
- Metrorail System
- Station name
- METRO CENTER
- Entrance/exit to Metro station
- Metro lines
- Red line
- Orange line
- Blue line
- Green line
- Yellow line

Alternative C - *Must Do DC*

Vision: Provide unforgettable ride-and-learn visitor bus transit to meet the desires of many visitors for an in-depth learning experience, as well as access between visitor destinations.

Image: Vehicles have a welcoming, patriotic appearance with the NPS logo incorporated into the theme. Different services or routes are easily distinguishable to visitors.

BUS TRANSIT SERVICES

Visitor Core Routes: Three interconnected one-way subarea routes, with expanded downtown coverage/Metrorail access.

Arlington National Cemetery Tour: One-way route serving cemetery sites with option to expand service to the U.S. Marine Corps, Air Force, and Pentagon memorials.

Excursions: Half- or full-day guided tours to natural and cultural sites outside the visitor core.

MULTI-MODAL SERVICES

Connection with Public Transit: Expanded Metrorail access along Red Route. Every Visitor Core route has at least one stop at Metrorail station (11 total connections).

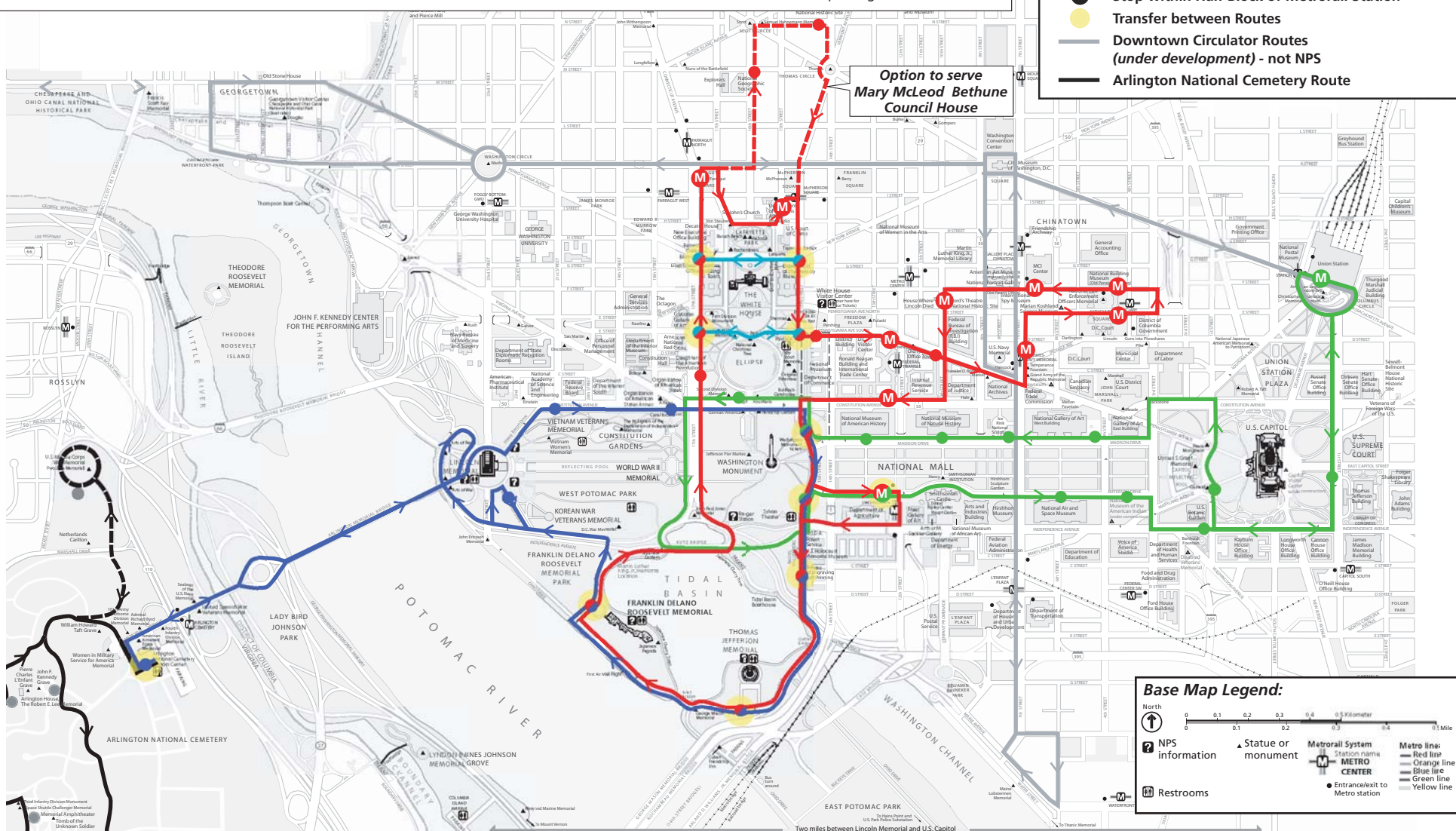
Multi-modal, Personal Transit Rental: NPS ranger-led bicycle tours; bicycle rentals at Thompson's Boat Center. Private operators provide bicycle and other personal transit rentals outside the park.

Tour Buses: Loading zones revisited and evaluated. Loading and idling time limits continue. Mandatory off-site tour bus parking provided at RFK Stadium.

Visitor Parking: Encourage use of RFK Stadium for outlying visitor parking; and provide shuttle to RFK Metrorail Station. Free and metered on-site visitor parking continues.

Visitor Core Routes

- Green Route (one-way)
- Red Route (one-way)
- Blue Route (one-way)
- White House Route (two-way)
- Optional routes shown as dashed lines
- Transit Stops
- Ⓜ Stop within Half Block of Metrorail Station
- Transfer between Routes
- Downtown Circulator Routes (under development) - not NPS
- Arlington National Cemetery Route



Alternative D - *See DC*

Vision: Provide a coordinated hierarchy of easy-to-use bus transit opportunities designed to maximize views while conveniently meeting visitor and local user needs for frequent transportation between visitor sites; provide choices in level of orientation/education; services would be complemented and coordinated with multi-modal opportunities (pedestrian, bicycle, water-based, and other).

Image: Coordinated graphic symbols and theme, color-coded for multi-modal service types and routes. Use coordinated, easily distinguishable graphic symbols to designate stops.

BUS TRANSIT SERVICES

Visitor Core Routes: Three interconnected two-way routes with expanded downtown coverage/Metrorail access, and dedicated car-free zones on Madison and Jefferson.

Arlington National Cemetery Tour: One-way route serving cemetery sites with option to expand service to the U.S. Marine Corps, Air Force, and Pentagon memorials.

Introductory Tour: A guided three-hour non-stop educational/orientation tour to help visitors understand the area's cultural and recreational opportunities. Include bike racks on vehicles.

Scheduled Transit: Individual routes provided daily, weekly, weekends, or monthly to recreational/cultural destinations.

Excursions to Outlying Sites: Half- or full-day guided tours to natural and cultural sites outside the visitor core.

Special Events Transit: Shuttle service between sites of special events and nearby Metrorail stations.

MULTI-MODAL SERVICES

Connection with Public Transit: Expanded Metrorail access along all routes. Every Visitor Core route has at least three stops at Metrorail stations (13 total connections).

Pedestrians: Ranger-led walking tours coordinated with transit service stops rather than at visitor sites only.

Bicycling: Allowed on roads, sidewalks, and multi-use trails. Provide on-site bicycle rentals with designated bike drop or swap locations.

Water Modes: Water ferry on Potomac (potential stops: Georgetown Waterfront Park, FDR Memorial, Gravelly Point, Anacostia, Old Town Alexandria, Mount Vernon). Docks are located near transit stops. Tidal Basin sightseeing opportunities are expanded.

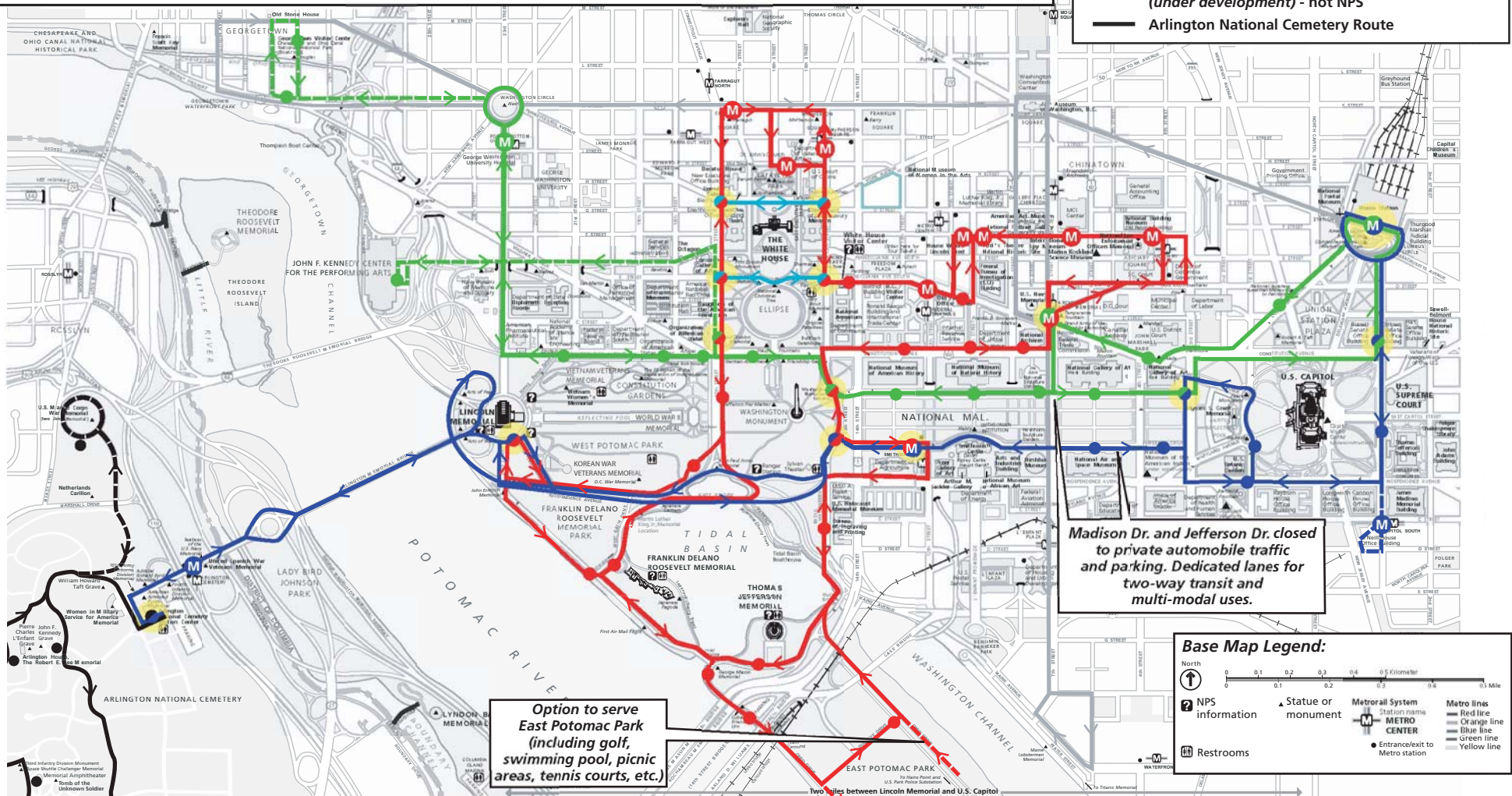
Other Modes: Operation of pedicabs, Segways, and electric scooters would be evaluated for multi-use trails.

Tour Buses: Location of loading zones evaluated. Time limits for loading/idling continue. Bus parking locations provided off-site.

Visitor Parking: No public parking on Madison and Jefferson Drives, and on 3rd, 4th and 7th Streets between Madison and Jefferson. Metered public parking on Ohio Drive using a sliding scale to encourage short-term use.

Visitor Core Routes

- Green Route (one-way)
- Red Route (one-way)
- Blue Route (one-way)
- White House Route (two-way)
- Optional routes shown as dashed lines
- Transit Stops
- M Stop within Half Block of Metrorail Station
- Transfer between Routes
- Downtown Circulator Routes (under development) - not NPS
- Arlington National Cemetery Route



Alternative E - *Downtown Circulator*

Vision: Frequent, low-cost bus transit to improve mobility and meet the transportation needs of visitors, local residents and workers in central D.C. Proposed service does not include visitor education and is independent of NPS. The Downtown Circulator is a joint proposal of the National Capital Planning Commission (NCPCC), District Department of Transportation (DDOT), Downtown Business Improvement District (DBID), and Washington Metropolitan Area Transit Authority (WMATA).

Image: Unique look / body with specific paint scheme.

BUS TRANSIT SERVICES - INDEPENDENT OF NPS

Routes under development:

K Street Route: Two-way route linking Georgetown to Union Station.

North-South Route: Two-way route along 7th and 9th Streets.

Proposed Routes:

White House-Capitol Route: Two-way route serving Mall and downtown D.C.

Monuments Route: One-way route serving primary monuments/memorials.

Arlington National Cemetery Tour: Route is not included with Circulator proposal.

MULTI-MODAL SERVICES

Connection with Public Transit: Every route has a minimum of one stop at a Metrorail station (9 total connections).

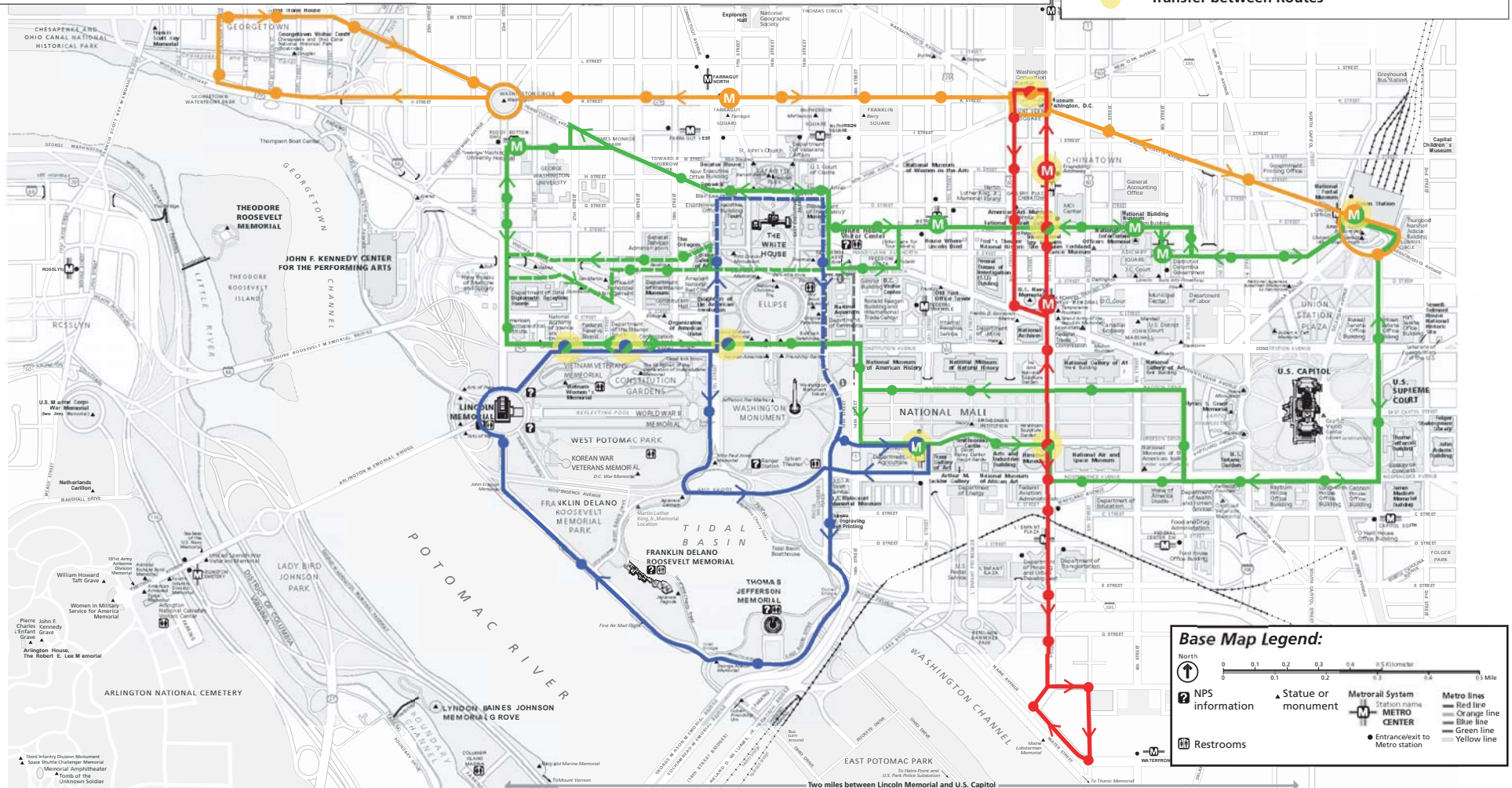
Multi-modal, Personal Transit Rental: NPS ranger-led bicycle tours; bicycle rentals at Thompson's Boat Center. Private operators provide bicycle and other personal transit rentals outside the park.

Tour Buses: Tour buses discouraged from visitor core area.

Visitor Parking: Free and metered on-site visitor parking continues.

Proposed Routes

- North-South Route (two-way, under development)
- K Street Route (two-way, under development)
- Monuments Route (one-way)
- White House - Capitol Route (two-way)
- Optional routes shown as dashed lines
- Transit Stops
- Stop within Half Block of Metrorail Station
- Transfer between Routes



Alternatives Comparison Summary

	Alt. A	Alt. B/BB	Alt. C	Alt. D	Alt. E*	Alt. F**
	Continue Current Service	Speedy DC	Must Do DC	See DC	Downtown Circulator	Private Market Authorizations
Service Types (see pg. 2)						
Visitor Core Transit						
Arlington National Cemetery Transit						
Introductory Tour						
Excursions						
Scheduled Shuttle / Events Transit						
Interpretive Options						
Orientation (basic audio broadcast and visual messages)						
In-depth Education (audio recorded for individual headsets)						
In-depth Education (audio recorded and broadcast)						
In-depth Education (by on-board guides or driver-guides)						
Service Modes (available at NPS sites)						
Bus Transit						
New Water Transit (ferries, tours)						
New Paddleboats (accessible for disabled)						
New Bicycle Rentals On-site						
New Personal Transit Rentals On-site (Segways, scooter, etc.)						
Visitor Core Service Frequency						
Every 5-15 min. avg.	Peak Season		Peak Season			
Every 16-30 min. avg.	Off-Peak Season		Off-Peak Season			
Payment Options						
Pay/Ride						
Hop-on/Hop-off All-Day Pass						
Other Passes (multi-day, family, etc.)						
Joint Fare Card with Public Transit/Other Services						
No. of Connections to Metrorail Stations	3	4 (Alt. B) 3 (Alt. BB)	11	13 (minimum of 3 per route)	9	Unable to Document

* A transit proposal by the District Department of Transportation (DDOT), National Capital Planning Commission (NCPC), Downtown Business Improvement District (DBID), and Washington Metropolitan Area Transit Authority (WMATA).

** This summary exemplifies services provided by private commercial operators conducting business outside of an NPS concession contract.

Transit-Related Facilities

Prototype visitor facilities and a range of operational facilities will be more fully addressed in the analysis and documentation of the environmental assessment. Any facilities proposed will be understated, meet applicable design guidelines, and use the existing palette of approved street furnishings or be compatible with them. Proposed facilities will undergo reviews by the National Capital Planning Commission and the Commission of Fine Arts, as well as consultation with the District Historic Preservation Office.

Visitor Facilities. The Visitor Core and Arlington National Cemetery service will need a limited amount of on-site facilities, primarily at transit stops. These may include stop location signs, orientation maps, wayfinding signs, ticket kiosks/machines, seating, and shelter. Facilities at stops will need to be appropriate for individual locations.

Operational Facilities. A transit system typically needs operational facilities for vehicle storage, fueling (fuel type, storage capacity, and secure location), cleaning, maintenance, and administration (level of staff, location relative to other facilities, etc.). Current operational facilities for the NPS concession transit system are primarily located in East Potomac Park. The environmental assessment will address criteria for facility design, operational needs, and security.

Hours of Service

Operational hours vary by alternative or type of bus service, and they could be adjusted seasonally or to avoid rush hour. Extended daytime hours or evening hours will be considered. Current operating hours are 9:30 a.m. to 4:30 p.m. for the Visitor Core area; 8:00 a.m. to 7:00 p.m. for Arlington National Cemetery; and 7:00 p.m. to 10:00 p.m. for Twilight Tours.

Who Will Operate the Service?

Transportation services could be operated by the NPS, by NPS concessioner(s), by joint action of NPS with other organizations or partners, or by third-party operators issued NPS-authorization to conduct commercial activities on federal parkland.



How Will NPS Decide?

Analysis Considerations and Decision Making

The project-specific goals and NPS transportation policy were identified as the project began. Please refer to Newsletter 1 for more details on NPS transportation policy. Alternatives will be compared by looking at differences in the way they meet general and specific project goals and NPS policy, as well as by assessing potential impacts on natural and cultural resources, visitor experiences, system or park operations, and other benefits to the NPS.

Using a process designed to make logical, trackable, and cost-effective decisions, the NPS will rate and rank the differences in how the alternatives meet policy and project goals, then examine costs. A preferred alternative will pull together the most advantageous components of alternatives, while keeping initial and life-cycle costs to a minimum. The routes shown on the enclosed maps may be altered in the future to reflect changes in operation and security requirements.

Sample Environmental Topics

The following types of questions will be used to analyze the impacts related to each alternative in the environmental assessment.

Natural and Cultural Resources:

How does each alternative address and/or improve air quality conformity, soundscape protection, and park natural resources?

What are the differences in how the alternatives reduce impacts of parking and congestion on cultural resources?

How do the alternatives incorporate sustainable design criteria and standards to protect cultural resources?

How consistent are the alternatives with relevant design or security guidelines?

Visitor Experiences:

How convenient and desirable are the alternatives to users?
How easy is the system to understand?
How affordable are fare structures?

System or Park Operations:

What impact do the alternatives have on park operations?
Is there a difference in how financially feasible alternatives are?

Other Benefits:

How compatible is the alternative with the visions of the National Capital Planning Commission, Washington Metropolitan Area Transit Authority, and District Department of Transportation for public transit?

Washington, DC, Visitor Transportation Study for the National Mall and Surrounding Park Areas

National Park Service
U.S. Department
of the Interior



Project Timeline

WE ARE HERE

Visitor Surveys and Best Practices Studies.	Scoping. Newsletter 1. Public Meetings.	Define Range of Alternatives. Newsletter 2.	Prepare Environmental Assessment (EA)/Develop Preferred Alternative.	EA Completed. Public Meeting and Comment.	Implementation Plans. Contracts and Related Construction.	New Service Contract. Partnership or Regulation Begins.
<i>Spring 2002-Winter 2003</i>	<i>February 2004</i>	<i>Fall 2004</i>	<i>Winter 2004-2005</i>	<i>Spring 2005</i>	<i>2005-2007</i>	<i>Winter 2007</i>

How Would You Improve the Range of Alternatives?

Please share your ideas! Send us your input on the draft alternatives presented within the newsletter to help analyze and develop a preferred alternative. The project e-mail address and Website listed below are easy ways to provide your input.

E-mail: ncr_transportation_study@nps.gov

Call:
Transportation Analyst (202) 485-9877

Write: Visitor Transportation Study
National Capital Parks - Central
900 Ohio Drive, SW
Washington, DC 20242

Website: You can comment on the study via the project website. Choose "Transportation Study" at www.nps.gov/nacc

Department of the Interior
National Park Service
Attention: Transportation Analyst
900 Ohio Drive, S.W.
Washington, DC 20242

First Class Mail
Postage and Fees
PAID
National Park Service
Permit Number G-83
