

BRAC 133 Transportation Management Plan

April 21, 2010

Presentation to BRAC Advisory Group



US Army Corps
of Engineers®



Agenda

- Role of a TMP / Goals of the BRAC 133 TMP
- Project Activities to Date
- Information about employees who will be relocated to BRAC 133
 - Where employees live
 - Current commute patterns
- Structure of the TMP
- Schedule



Role of a TMP

- Serves as a **site-specific plan**
 - Identifies strategies to get employees to the site while minimizing impact on the neighboring community
- Documents site conditions to **inform** other planning activities



Goals and Objectives for BRAC 133 TMP

Two main goals of the TMP:

1. Reduce peak-hour travel by striving for a 40% reduction of single-occupancy-vehicle trips to the BRAC 133 site
2. Facilitate tenant mobility to the site



Activities to Date

- Extensive coordination with:
 - WHS & PFPA (biweekly)
 - City of Alexandria T&ES Staff (7 meetings since Nov)
- Discussions with:
 - Public Transit Agencies
 - Regional BRAC Coordinators
 - NCPC
- Analysis of travel patterns
 - Looking at home zip codes and current and expected mode use
- Development of TDM strategies for the TMP



Background Information

- Parking capped to reduce single occupancy vehicle trips to the site
 - Approximately 3,800 parking spaces (60% of employees)
- 6,409 employees relocating to this site from other work locations in the region
 - Current work sites are nearby in Arlington and Alexandria (98% work within 5 miles of the site)



Current Office Locations for BRAC 133



Current Mode Split for BRAC 133 Employees

- Obtained from a survey of employees conducted by Washington Headquarters Services (WHS) in Fall 2009
- 41% drive alone today
- 18% use public transit today as primary mode
 - 45% currently utilize public transit sometimes or for part of their commute
 - 31% expect to continue to use public transit after relocation
- 6% currently carpool/vanpool/slug
 - 11% sometimes or for part of their commute
 - 29% of employees from VA
- 2% currently walk or bike

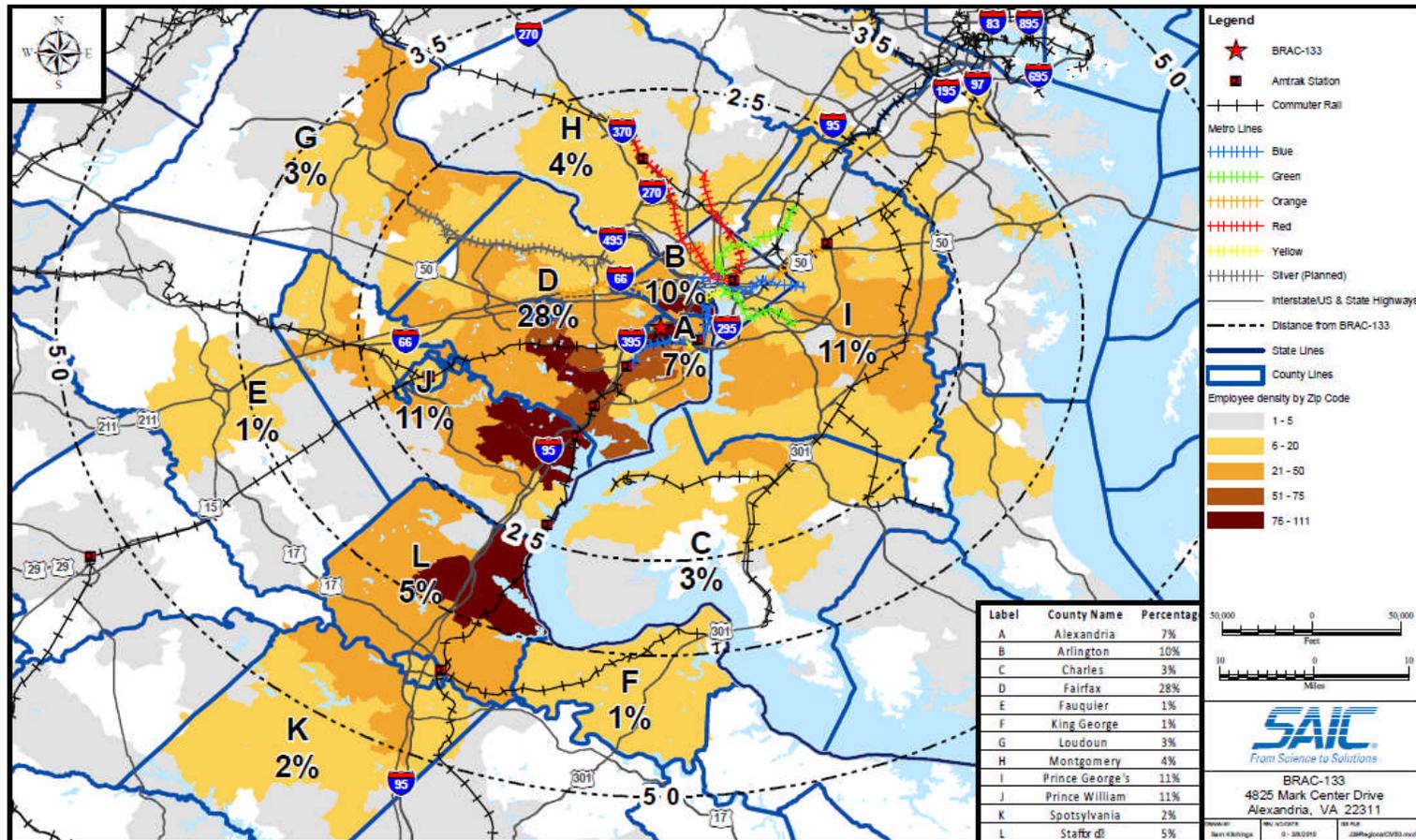


Employee Home Zip Codes

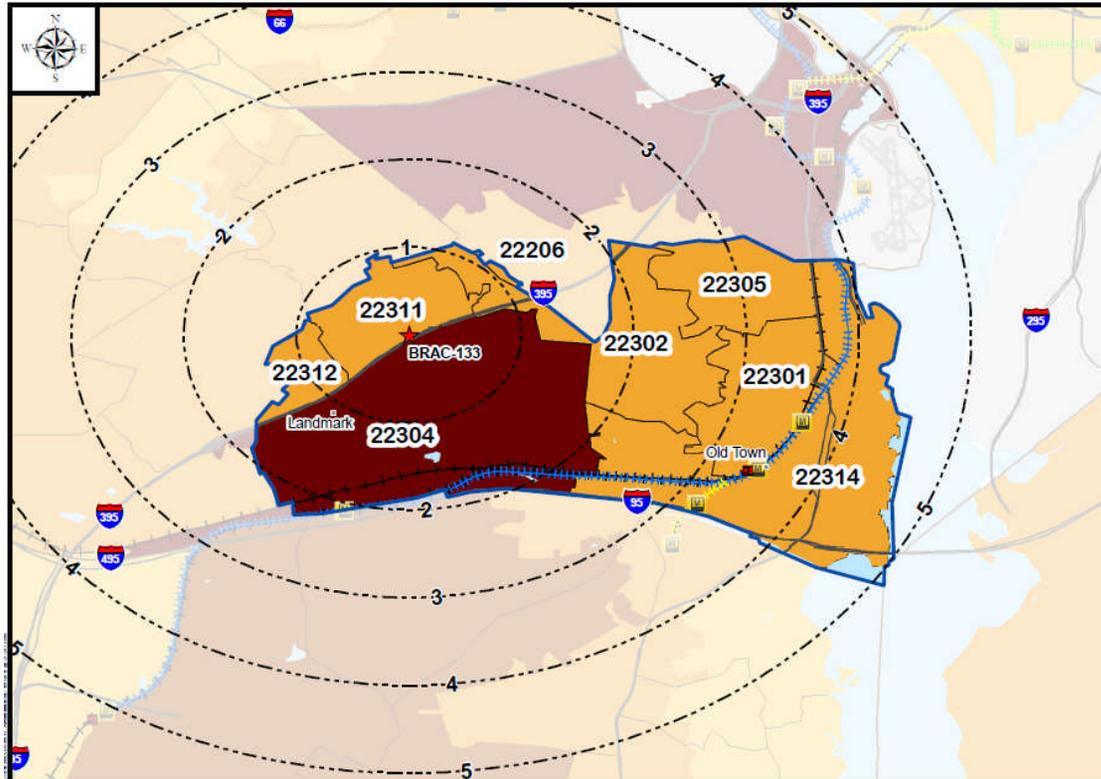
- Obtained zip codes for 69% of the population
 - 400 zip codes represented
- 6% of population in DC
- 23% of population in MD
- 71% of population in VA
 - 7% from Alexandria (450)
 - 10% from Arlington (650)
 - 11% from Prince William County (700)
 - 28% from Fairfax County (1,800)
 - 15% from other jurisdictions



Broad and Dense Employee Population within 50 Miles of BRAC 133 Site



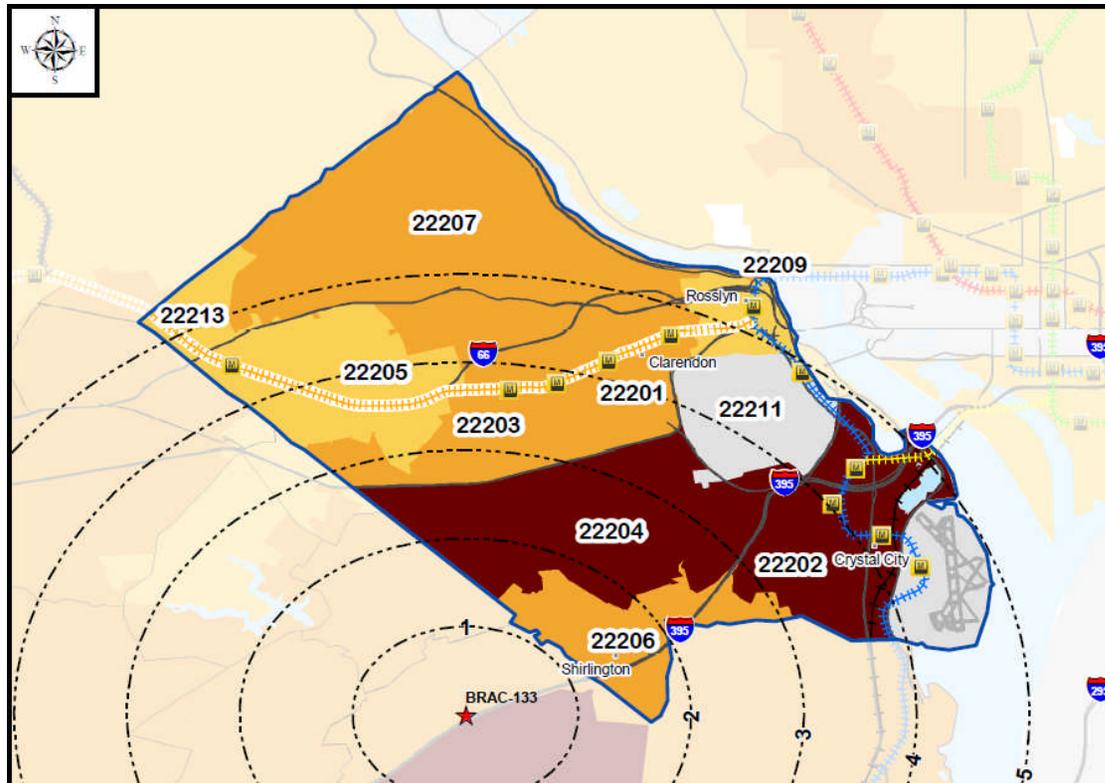
Employees in the City of Alexandria



- Approximately 450 employees
- Major concentration of population within 2 miles of BRAC 133
- Current Mode Split
 - 56% drive alone
 - 37% use transit
 - 8% carpool/vanpool



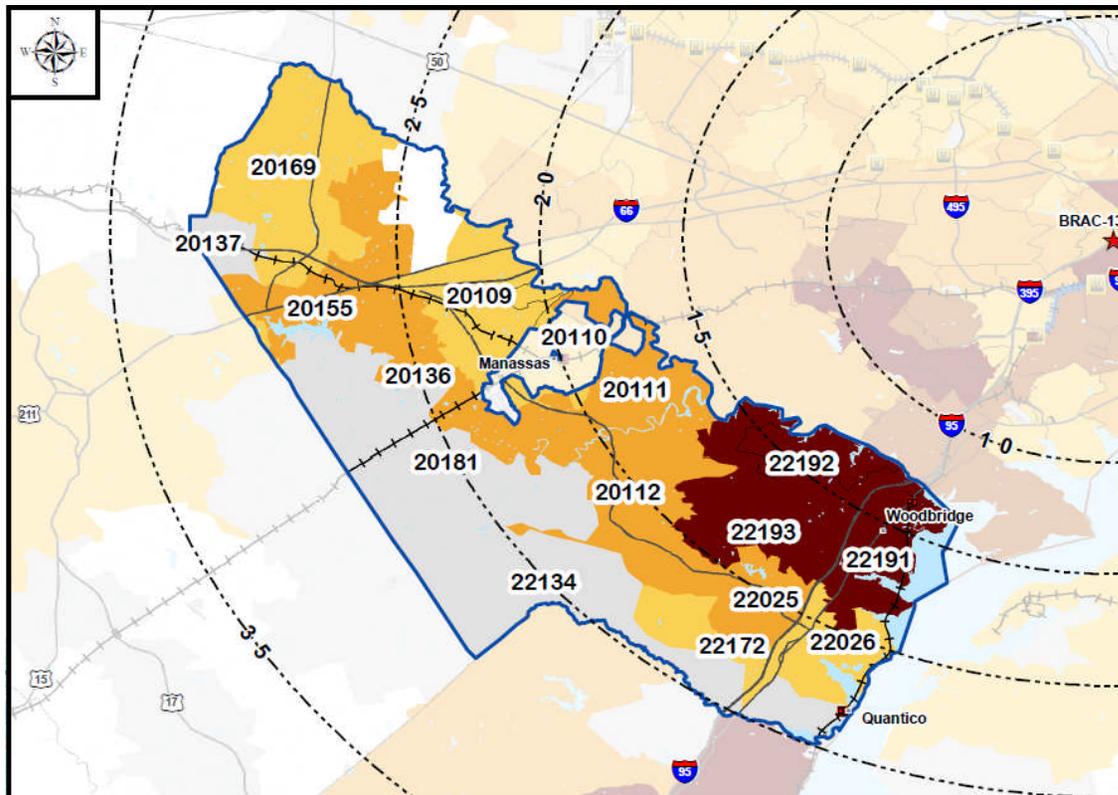
Employees in Arlington County



- Approximately 650 employees
- Major concentration of population within 2-5 miles of BRAC 133
- Current Mode Split
 - 37% drive alone
 - 42% use transit
 - 4% carpool/vanpool
- 30% indicated they walk for all/some of their commute



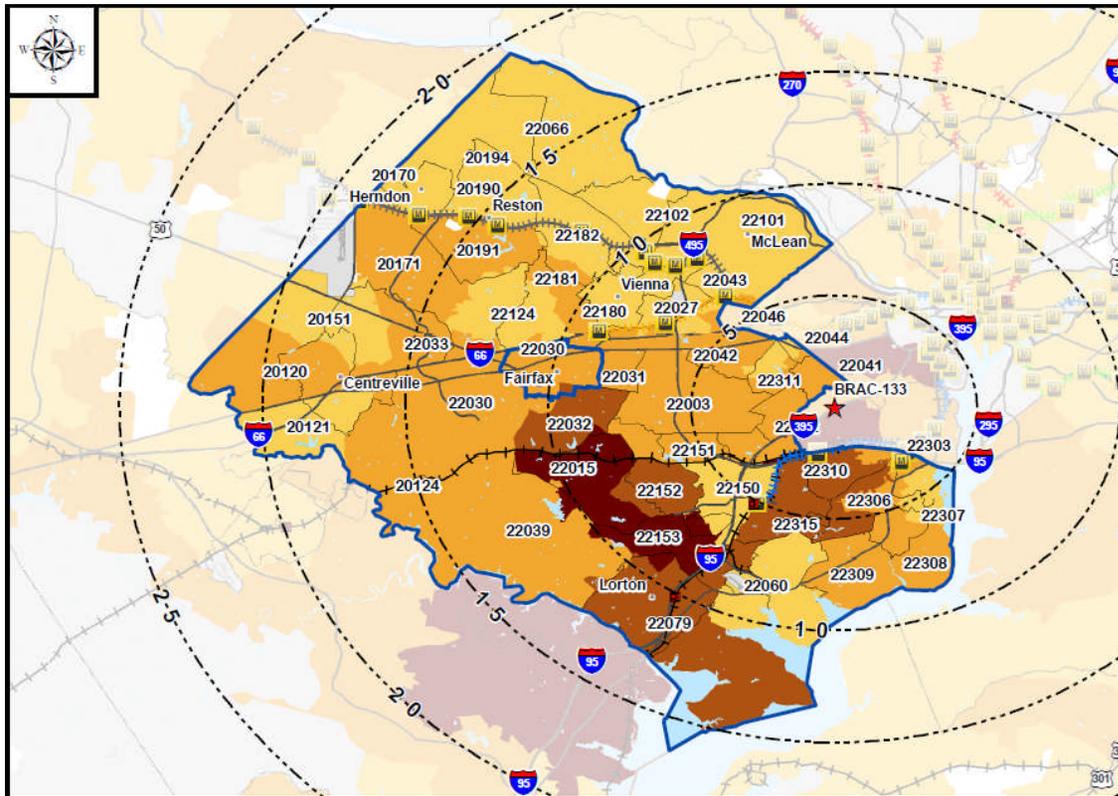
Employees in Prince William County



- Approximately 700 employees
- Major concentration of population 15-20 miles from BRAC 133
- Current Mode Split
 - 20% drive alone
 - 48% use transit
 - 49% carpool/vanpool/slug



Employees in Fairfax County



- Approximately 1,800 employees
- Major concentration of population 5-10 miles from BRAC 133
- Current Mode Split
 - 49% drive alone
 - 42% use transit
 - 13% carpool/vanpool/slug



The TMP Will Cover a Variety of TDM Strategies

- The document will include strategies for promoting / educating employees about:
 - Ridesharing
 - Bicycling, walking
 - Flex Time / Compressed Work Week / Teleworking
 - Transit, DoD shuttles

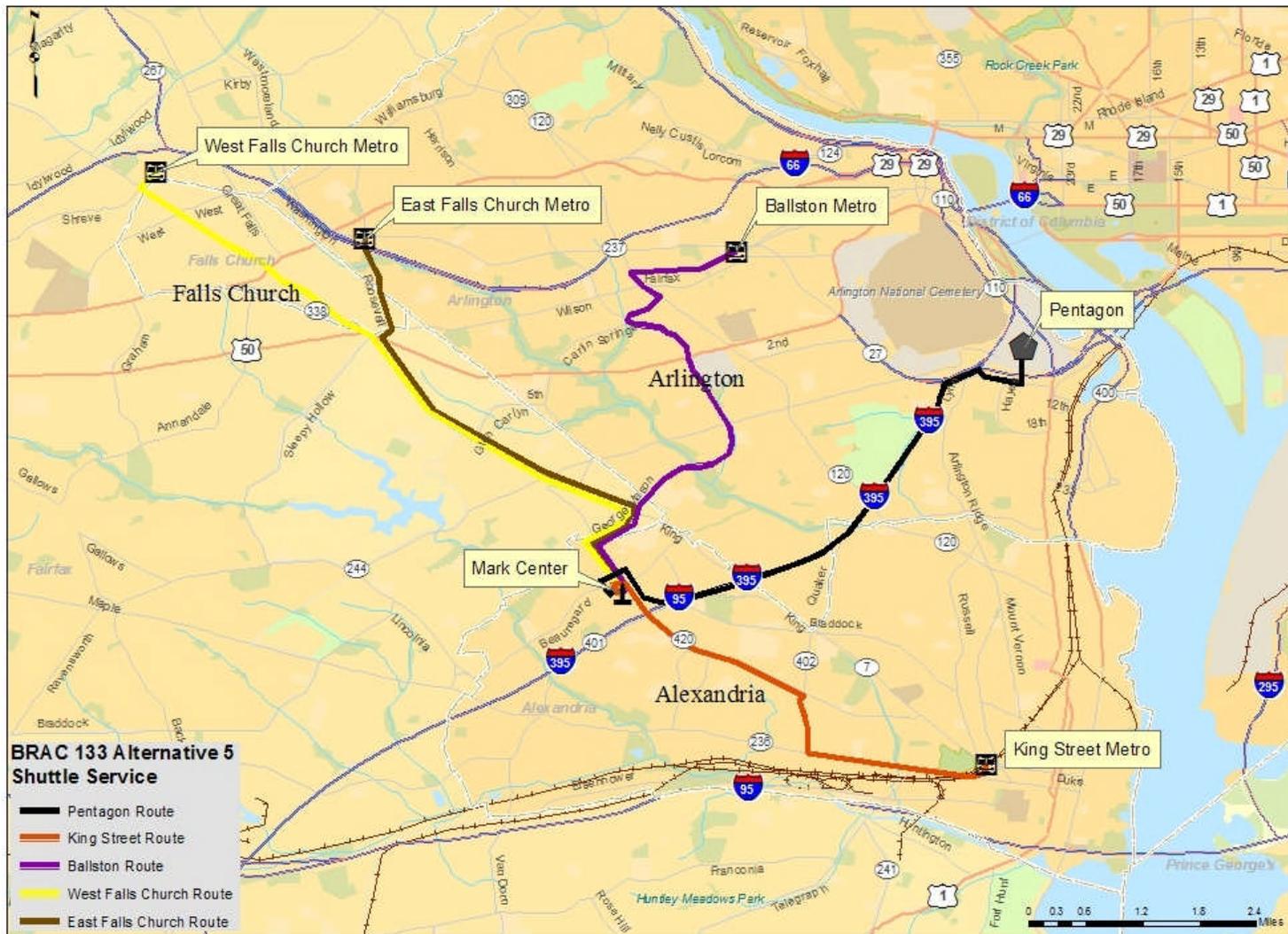


The TMP Will Document Transit Access to the Site

- Will include current and future possible transit service to the site
 - DoD shuttles to/from
 - The Pentagon
 - Blue/Yellow Lines (King Street)
 - Orange Line
 - Public transit options
 - Private charter bus options



Proposed DoD Shuttle Service



The TMP Will Document Expected Traffic Impacts

- Will document parking plan
- Will present results of a traffic impact analysis
 - Documenting the level of service of intersections in the vicinity of the building
 - Different from previous studies in that it includes projected mode split based on employee zip codes and travel patterns from commuter survey results
 - Traffic modeling
 - I-395 Mainline and Ramps, Seminary Road and N Beauregard Street



TMP Schedule

Draft TMP to Corps of Engineers	14 May
Draft TMP to City of Alexandria for review	2 June
TMP team briefing of TMP to BRAC Advisory Group	16 June
Draft TMP to City of Alexandria for distribution to BRAC Advisory Group	1 July
Consolidated comments from BRAC Advisory Group to TMP team from City of Alexandria	20 July
Draft Final TMP to NCPC	30 July



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