

# BRAC 133 Transportation Management Plan

April 21, 2010

Presentation to BRAC Advisory Group



US Army Corps  
of Engineers



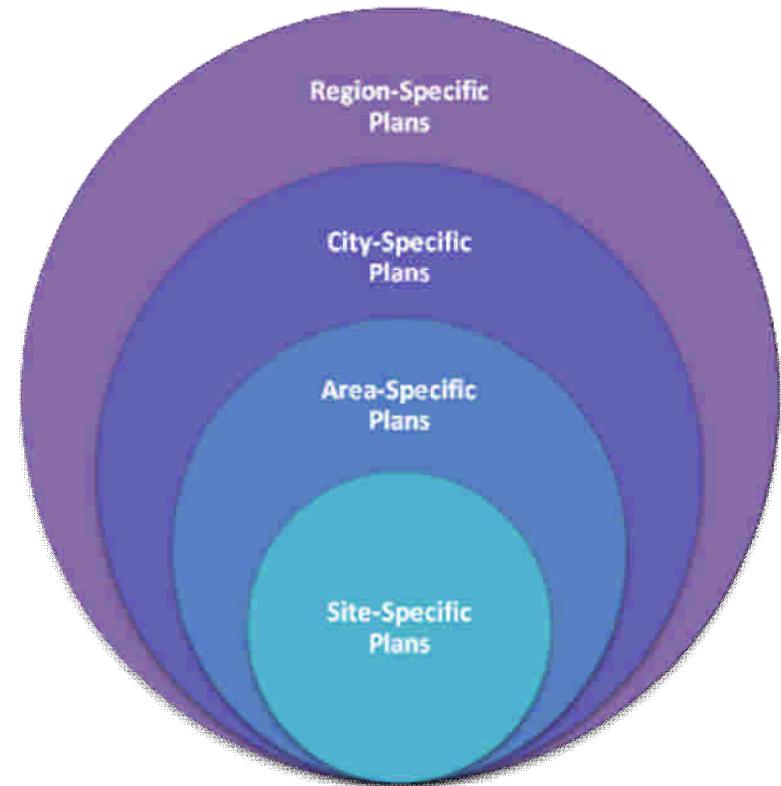
# Agenda

- 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



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Current Employee Distribution by Office Location



# 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

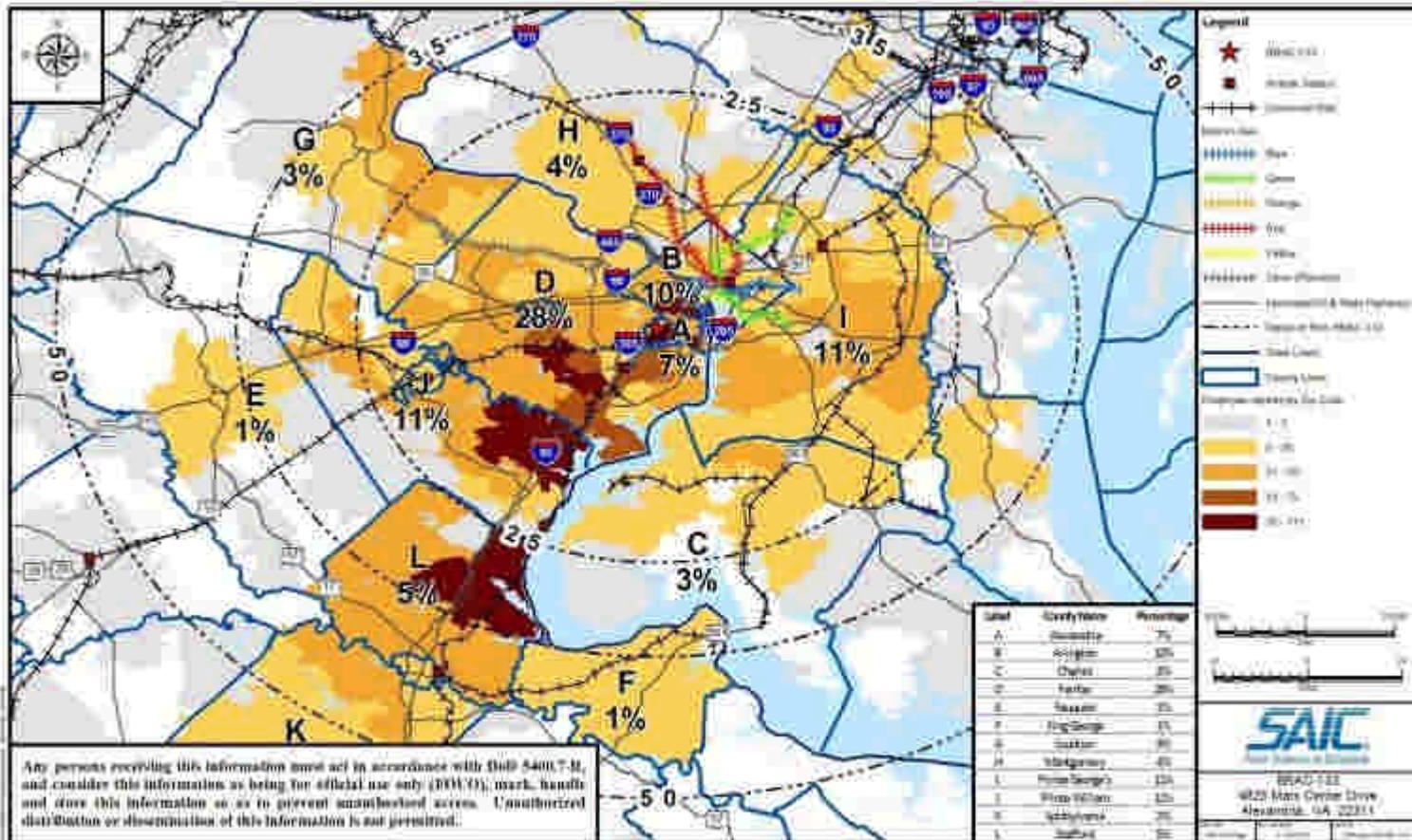


# Employee Home Zip Codes

- 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



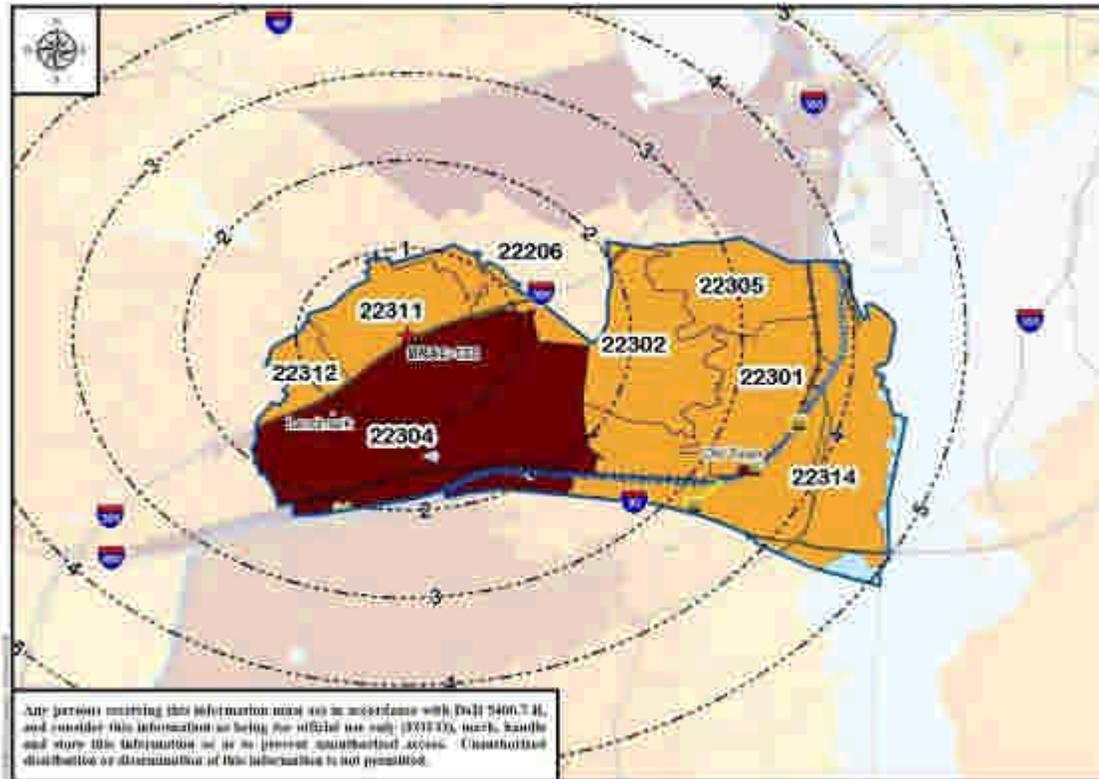
# Broad and Dense Employee Population within 50 Miles of BRAC 133 Site



Location of Core Employee Population Density



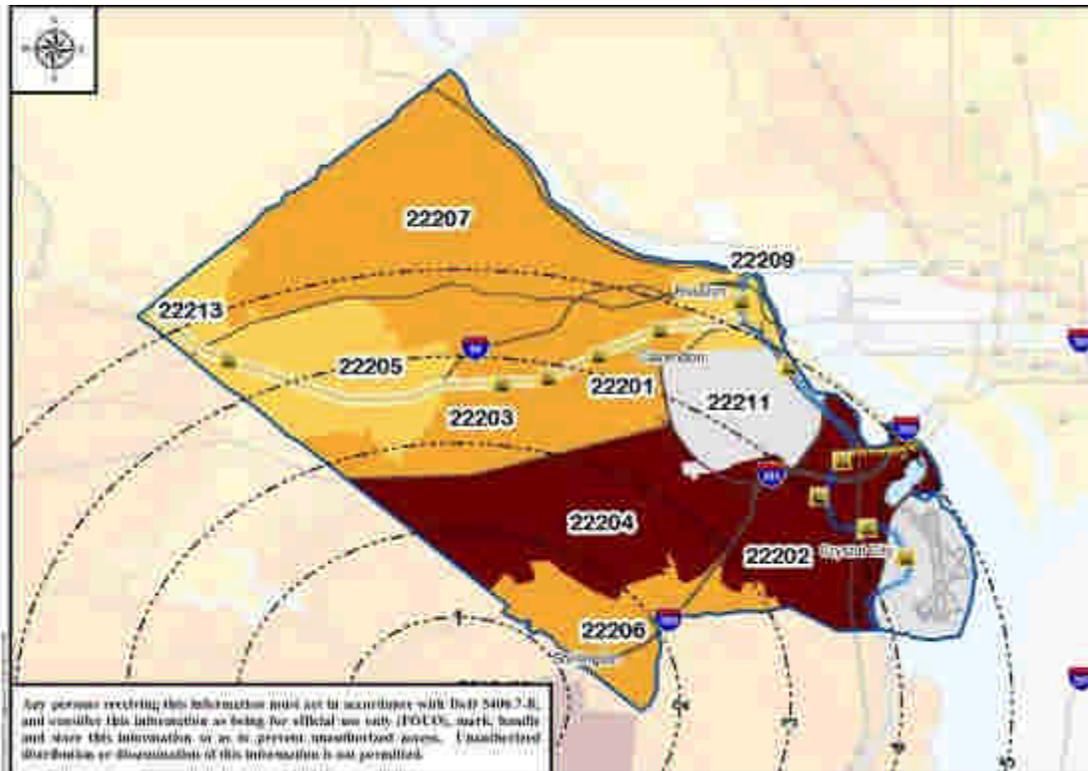
# Employees in the City of Alexandria



- 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



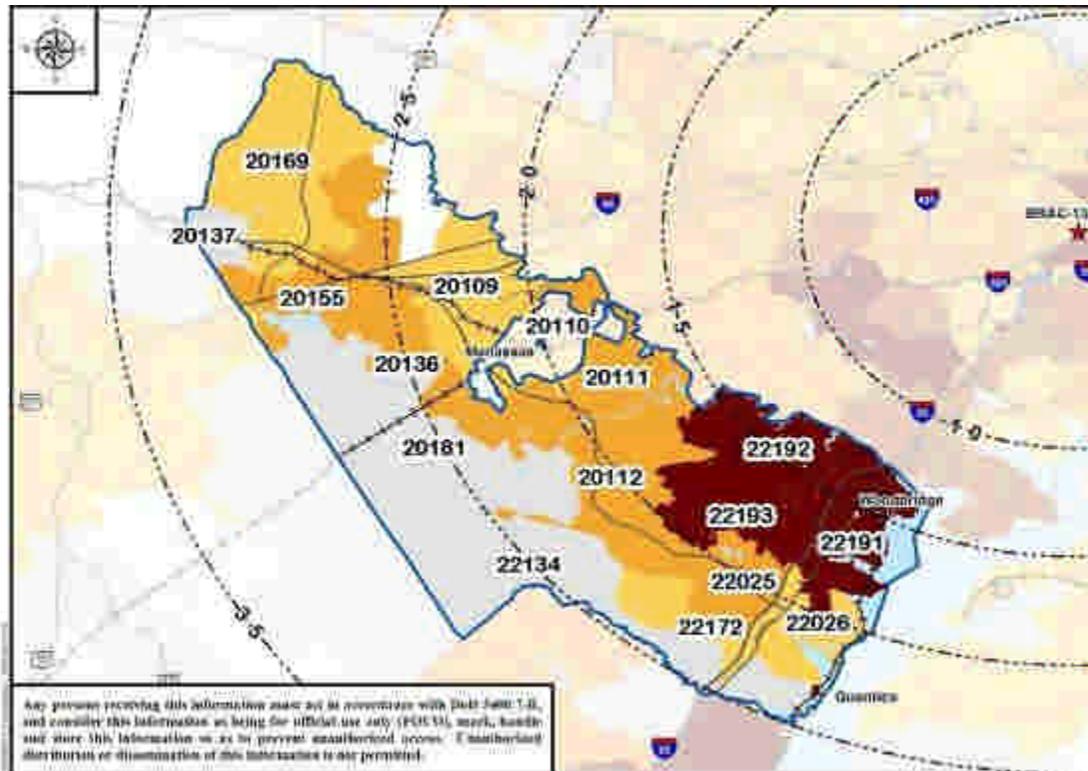
# Employees in Arlington County



- 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



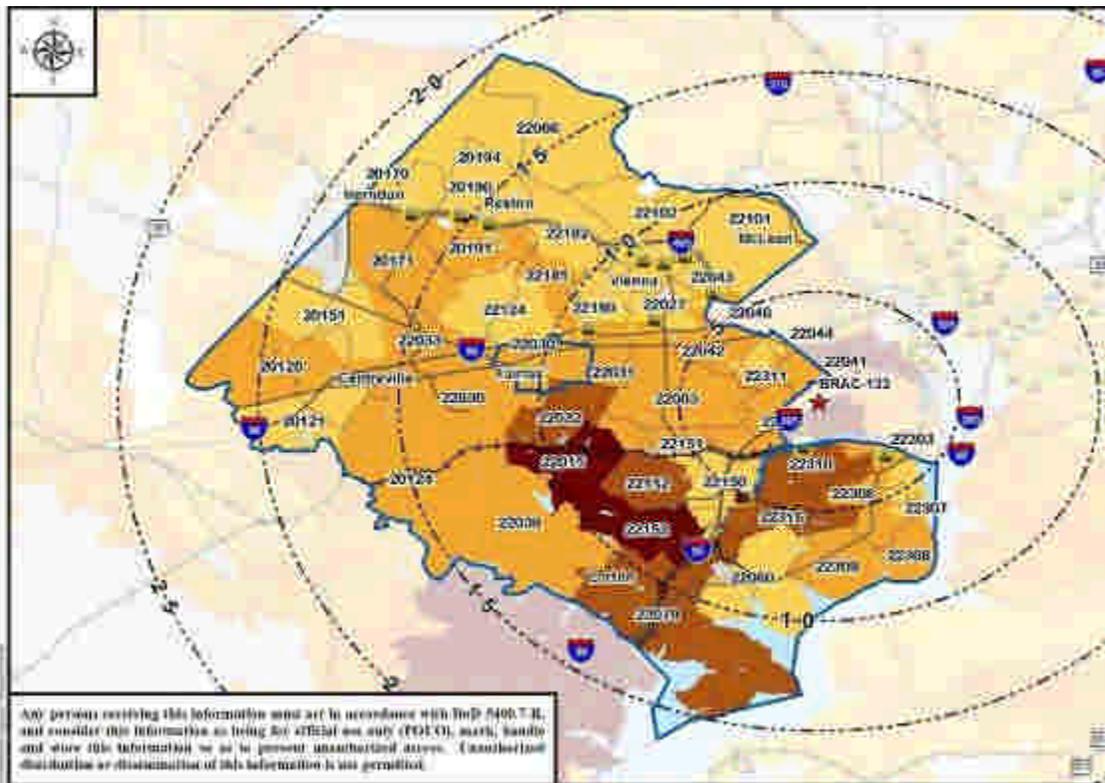
# Employees in Prince William County



- 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



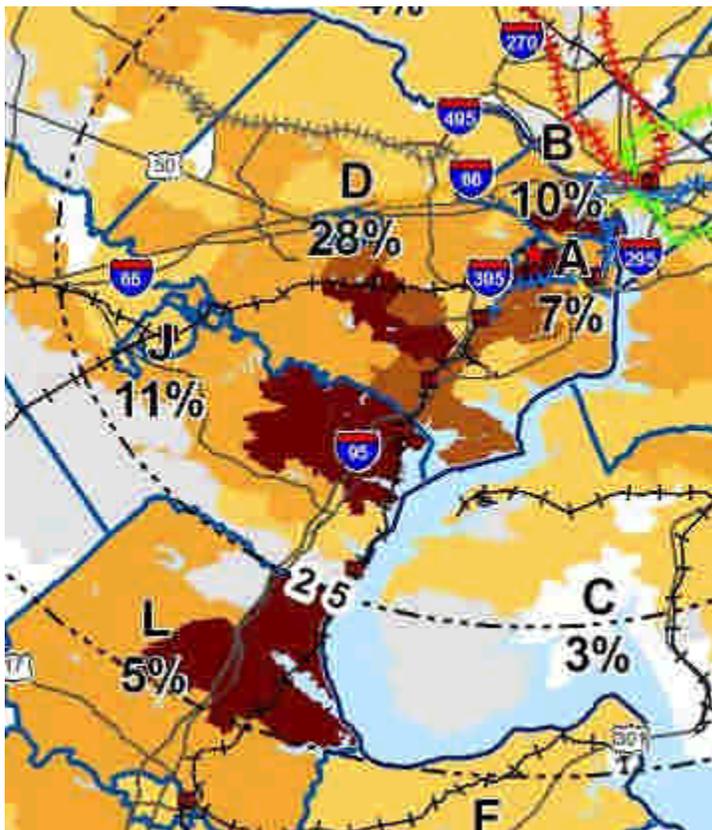
# Employees in Fairfax County



- 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



# Overall Characteristics of Employee Population Distribution



- Highest density along the I-95/395 corridor
- Highest concentration in Fairfax County (28%) and Prince William County (11%)
- High density along VRE commuter rail and Blue Line Metrorail



## 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

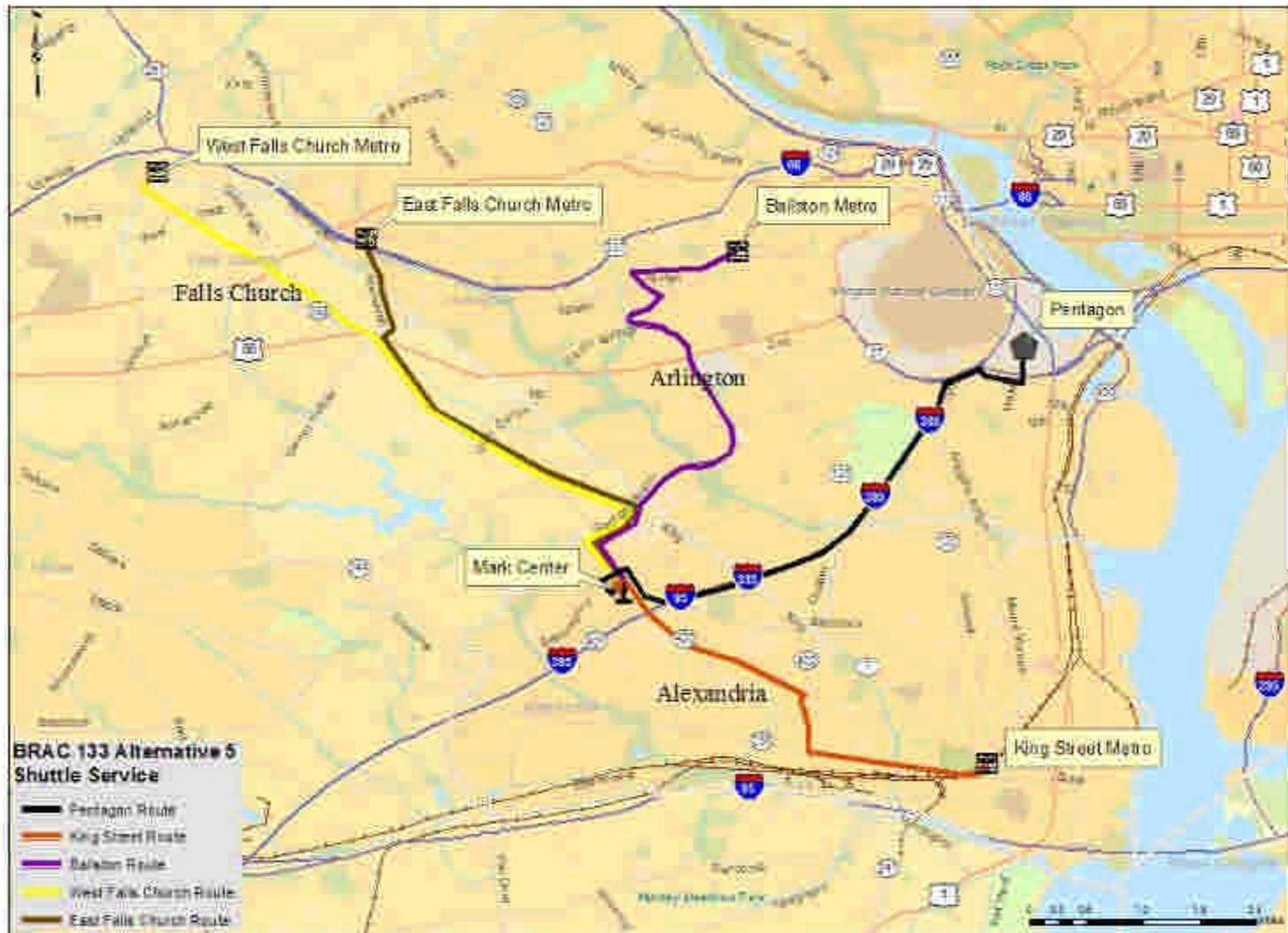


## The TMP Will Document Transit Access to the Site

- 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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