

Executive Summary

To mitigate the administration and operations of the Armed Forces and to achieve cost efficiency, numerous realignment and closure actions for domestic military installations and Department of Defense (DoD) organizations were recommended by the Base Realignment and Closure (BRAC) Commission. The recommendations became law after presidential concurrence, and must be implemented by September 15, 2011. Recommendation No. 133 calls for relocation and consolidation of various defense agency personnel and activities from leased space within the National Capital Region (NCR) to Fort Belvoir. It was determined that a portion of this relocation would be established at a site in the Mark Center development in Alexandria, Virginia. The site, termed "BRAC 133," is located adjacent to Interstate 395 (I-395), and is bounded by Seminary Road to the east and North Beauregard Street to the north. The United States Army Corps of Engineers (USACE) is responsible for construction of the BRAC 133 facility; upon completion of the building, ownership will be transferred to the Army and the site will become part of Fort Belvoir. The move is being managed by Washington Headquarters Services (WHS), who will manage the building when it is operational. The Pentagon Force Protection Agency Parking Management Branch (PFPA PMB) will manage parking at the building.

To minimize impacts on the neighboring community and to facilitate tenant mobility to the site, it is critical that an executable Transportation Management Plan (TMP) be developed for the facility. This document outlines such a plan. USACE led the effort of developing the TMP while working in close coordination with WHS, who will be responsible for executing the plan as the property manager.

Transportation Management Plan Goals:

- *Achieve 40 percent or more non-SOV trips to the site in order to minimize traffic impacts on the neighboring community*
- *Facilitate tenant mobility to the site by providing a viable transportation program in order to help employees choose appropriate commute methods for getting to Mark Center*

In developing this TMP, USACE and WHS considered guidance from the National Capital Planning Commission's (NCPC) document *Implementing a Successful TMP* and USACE and WHS have aligned the BRAC 133 TMP with the format and specifications of the City of Alexandria's TMP. It should be noted that at the date of publication of this document, draft language further limiting parking at BRAC 133 was incorporated into the Fiscal Year 2011 Defense Authorization Bill. Should such language in the legislation be passed by Congress, WHS will supplement the TMP accordingly.

The document identifies and discusses a series of Travel Demand Management (TDM) strategies that will be employed to influence travel behavior and mode choice of employees, thus reducing single occupancy vehicle (SOV) trips to the site. These strategies include designating a Transportation Coordinator and conducting a variety of outreach to employees both before and after relocation. A key

component of the plan is a robust DoD shuttle program that will provide connections to five key Metrorail stations from BRAC 133. The proposed plan provides frequent service during peak hours to the Pentagon Transit Center, as well as the King Street, Ballston, West Falls Church, and Franconia-Springfield Metrorail Stations. It also provides off-peak service to the Pentagon and Franconia-Springfield. Other non-SOV modes of access that will be encouraged include carpooling and vanpooling, slugging (via the Pentagon), local public transit (both public and private), walking, and bicycling. Another key component of the plan is the severe limitation on parking at the site, which will serve to significantly reduce SOV trips.

The document presents projected mode splits for the site along with a discussion of the rationale for the projections that takes into account where employees live and what modes of access they utilize today, along with the modes of access available at BRAC 133 and the planned TDM strategies, as well as regional commute patterns. Given an expected 57 percent SOV mode share, the Mark Center site with the addition of BRAC 133 and development expected at the nearby IDA facility is expected to generate a total of 1,964 trips in the morning peak hour and 1,855 trips in the evening peak hour.

The document also presents the results of a traffic operational analysis that was conducted using micro simulation modeling tools. The analysis presents a comparison of two scenarios: (1) the roadway network in 2011 without the BRAC development, and (2) the roadway network in 2011 with the projected traffic demand associated with BRAC 133 and IDA developments. The second scenario included interim site improvements that are scheduled for completion before September 15, 2011. The 2011 models were developed from the existing (2009) morning and evening peak hour models that were verified to match existing site conditions with regards to volume throughputs and traffic queues.

Upon review of the 2011 analysis results, all intersections in the study area that operate at acceptable levels of service continue to do so with the projected BRAC and IDA trips. There are two intersections in the study area that operate at failing levels of service and these intersections continue to do so with the addition of the BRAC and IDA trips:

- Seminary Road rotary interchange southeast ramp intersection
- North Beauregard Street and Seminary Road intersection

Based on the findings of the traffic analysis the TMP proposes various short and long-term suggestions to improve traffic operations and LEVELS OF SERVICE. In addition to the interim recommendations that are being implemented by the DoD to accommodate BRAC growth, the Virginia Department of Transportation (VDOT) and the City of Alexandria are currently evaluating the feasibility of a number of short term improvements as well as the possibility of a direct HOV access ramp plan from I-395 to Seminary Road.

The TMP also includes a Monitoring and Evaluation Plan to aid the Transportation Coordinator in evaluating the effectiveness of the various transportation programs and strategies over time. An annual survey will assess vehicle ridership, parking utilization, and employee mode choices based on the BRAC 133 Transportation Management Program. The TMP will be amended as necessary to effectively and efficiently serve BRAC 133 commuters and surrounding community needs.