

A photograph of a busy street scene. In the foreground, the rear of a dark-colored car is visible. To the right, a white van is partially visible. In the background, there are trees, a utility pole, and a modern building with a glass facade. The sky is clear and blue. The text is overlaid on this image.

2012 Base Realignment and Closure / Federal Employment Consolidation Impact Analysis

Travel Monitoring Report Existing Conditions

Travel Forecasting Subcommittee
September 21, 2012

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Overview

- ▶ Study Background
- ▶ BRAC Overview
- ▶ Results (Region)
- ▶ Results (Selected Installations)
- ▶ Next Steps

BRAC-ground

- ▶ Process by which U.S. defense base infrastructure is periodically evaluated for operational efficiency
- ▶ Informally, **Base Realignment And Closure**
- ▶ Formally, 1990 law created independent Presidential commission to review base closure and realignment recommendations recommended by Secretary of Defense
- ▶ Five commissions and BRAC actions: 1988, 1991, 1993, 1995, 2005
- ▶ BRAC 2005 actions were to be completed by September 2011

Relevance of BRAC

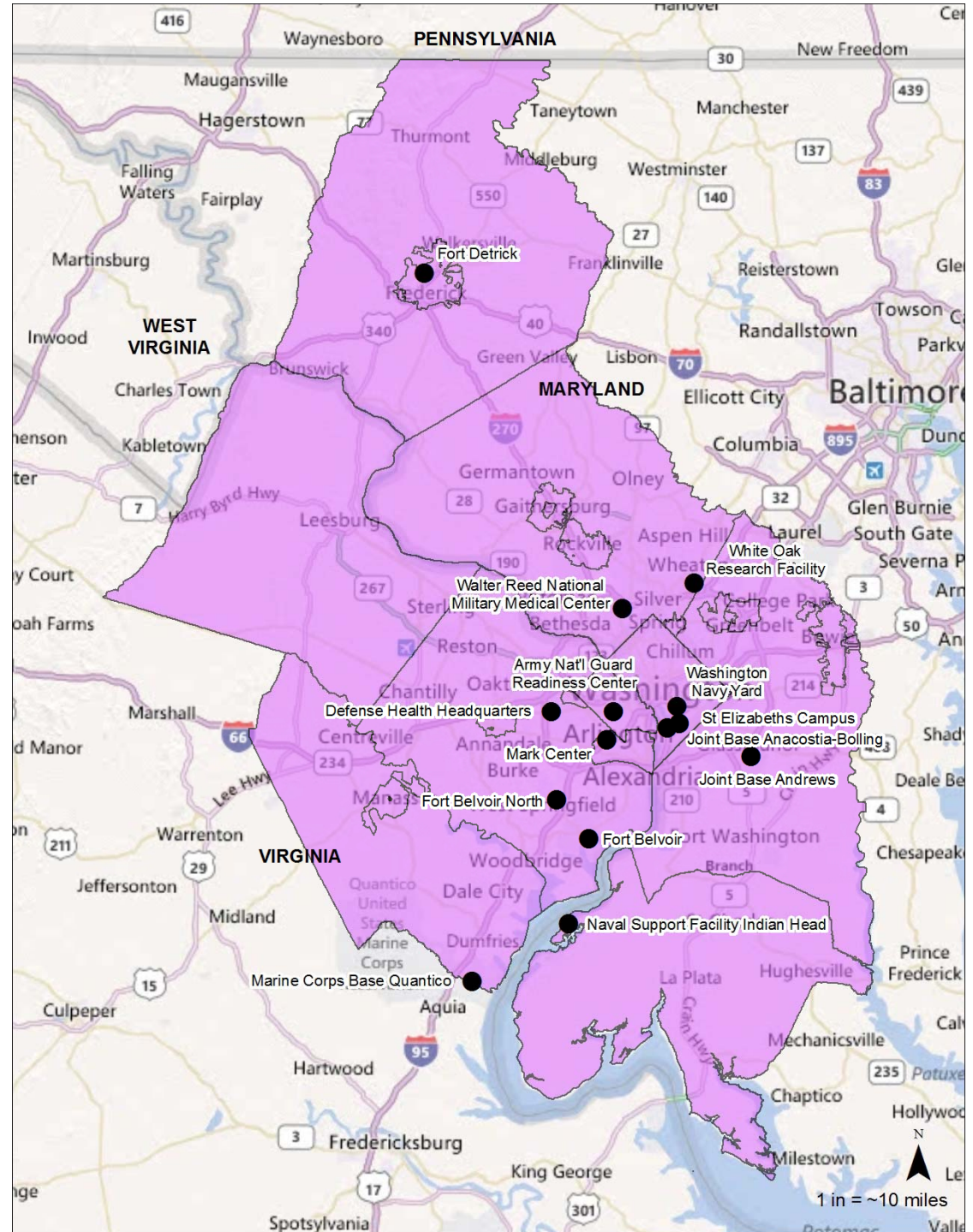
- ▶ Regionally significant redistribution of employment
 - Net increase of jobs, regionally
 - Individual jurisdiction “winners” and “losers”
- ▶ Potential regionally significant redistribution of households
- ▶ Impact of changes in regional travel patterns on long-range transportation planning and programming
- ▶ New construction and adaptive re-use
- ▶ Issues raised by TPB member jurisdictions

BRAC Monitoring Process

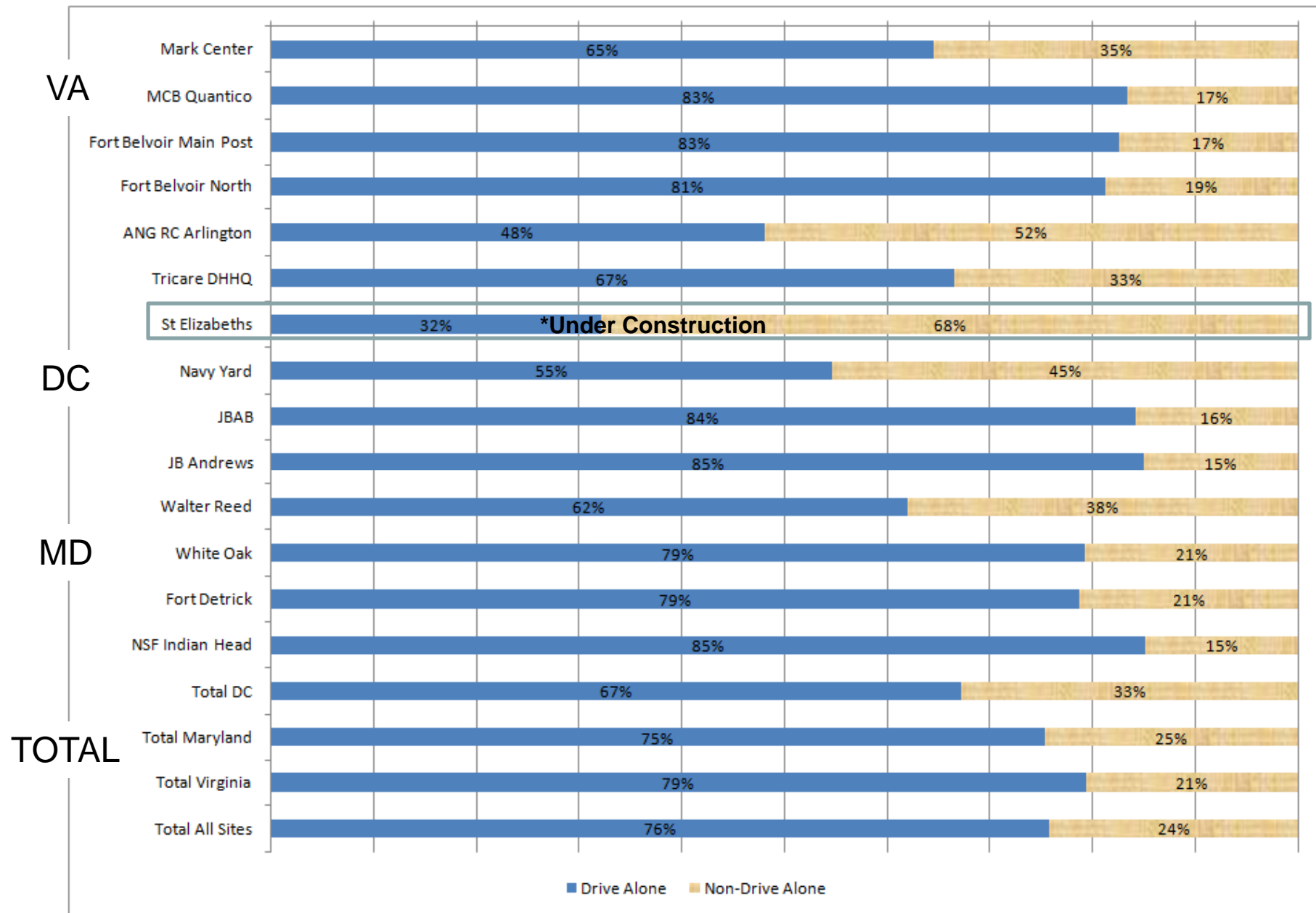
- ▶ Morning (5:00 AM to 10:00 AM) counts of vehicles and persons entering base / site
- ▶ Includes transit / walk / bike
- ▶ Includes vehicle occupancy (carpools, transit)
- ▶ Review other information (base transportation / TDM plans, background traffic counts, etc.)
- ▶ Produce technical report for snapshot of existing conditions
- ▶ Continued monitoring in future (year or years TBD)

15 Regional Monitored Sites

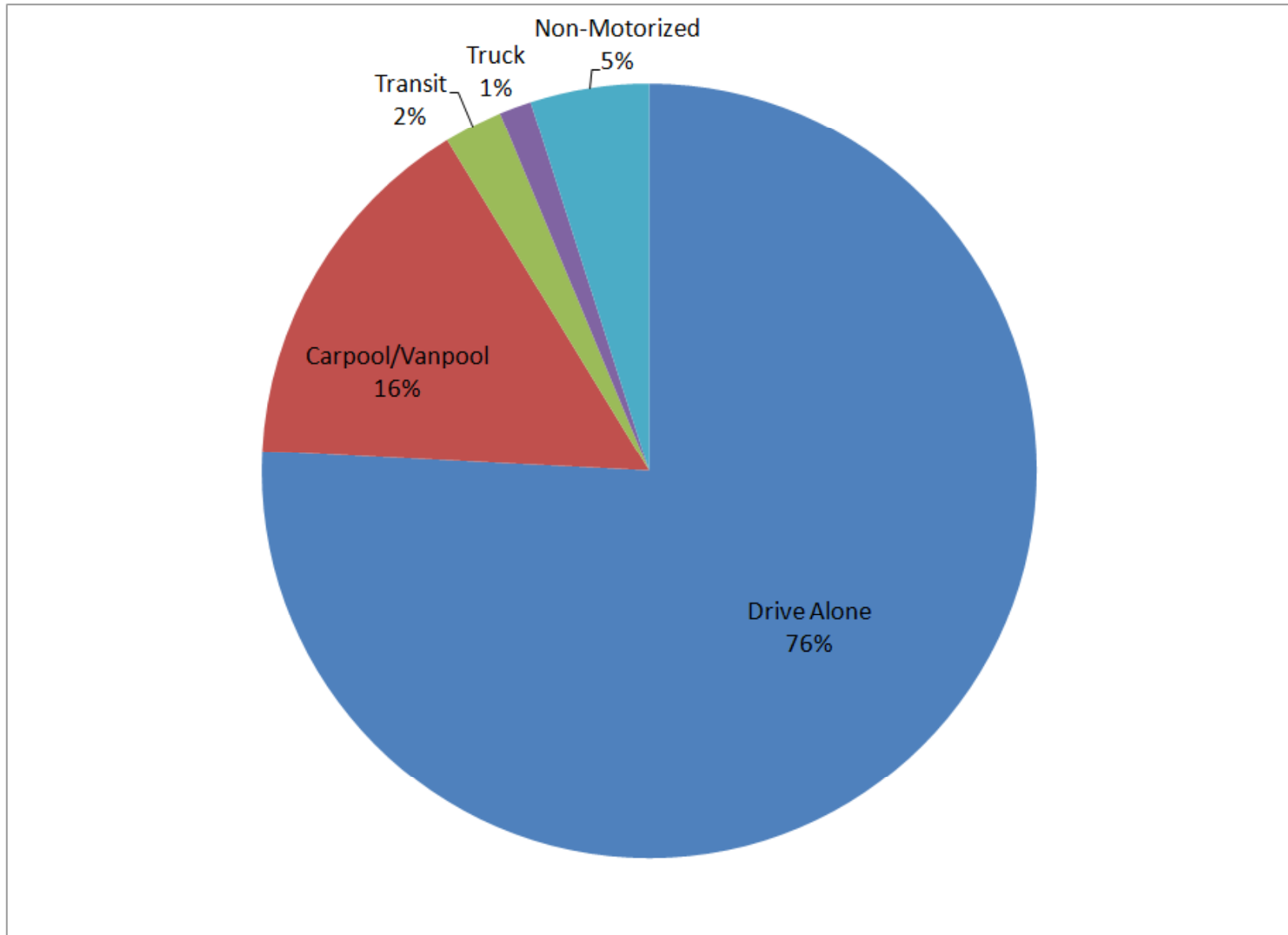
- 3 in the District
- 5 in Maryland
- 7 in Virginia
 - DHHQ added at request of VDOT and NVRC
- Over 111,000 people entered the sites during morning analysis period



Drive Alone and Non-Drive Alone Person Trips – All Sites



Person Mode Split -- All Sites



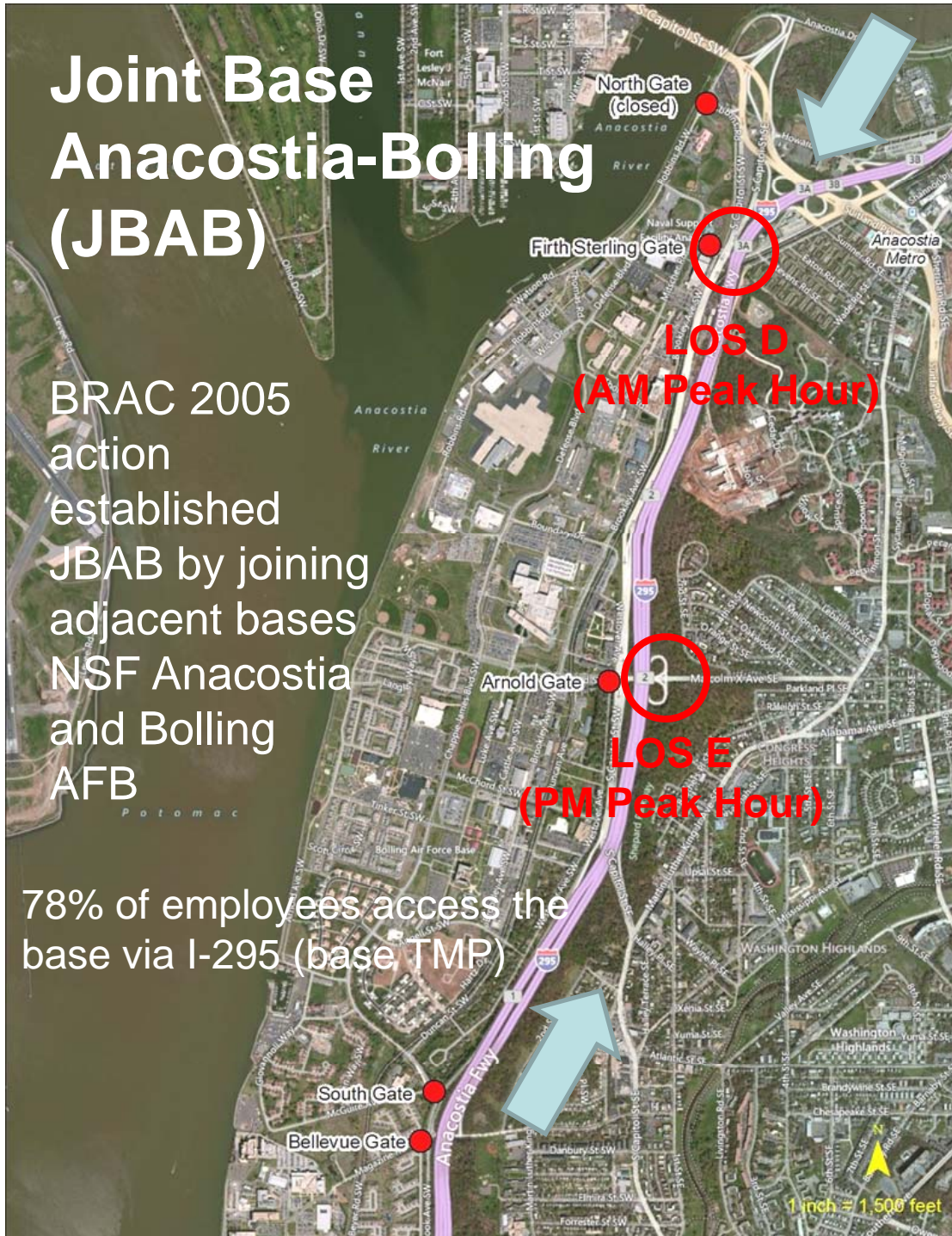
Results at Individual Sites

- ▶ Joint Base Anacostia-Bolling (DC)
- ▶ Washington Navy Yard (DC)
- ▶ Fort Detrick (MD)
- ▶ Walter Reed National Military Medical Center (MD)
- ▶ Mark Center (VA)
- ▶ Fort Belvoir / Belvoir North (VA)

Joint Base Anacostia-Bolling (JBAB)

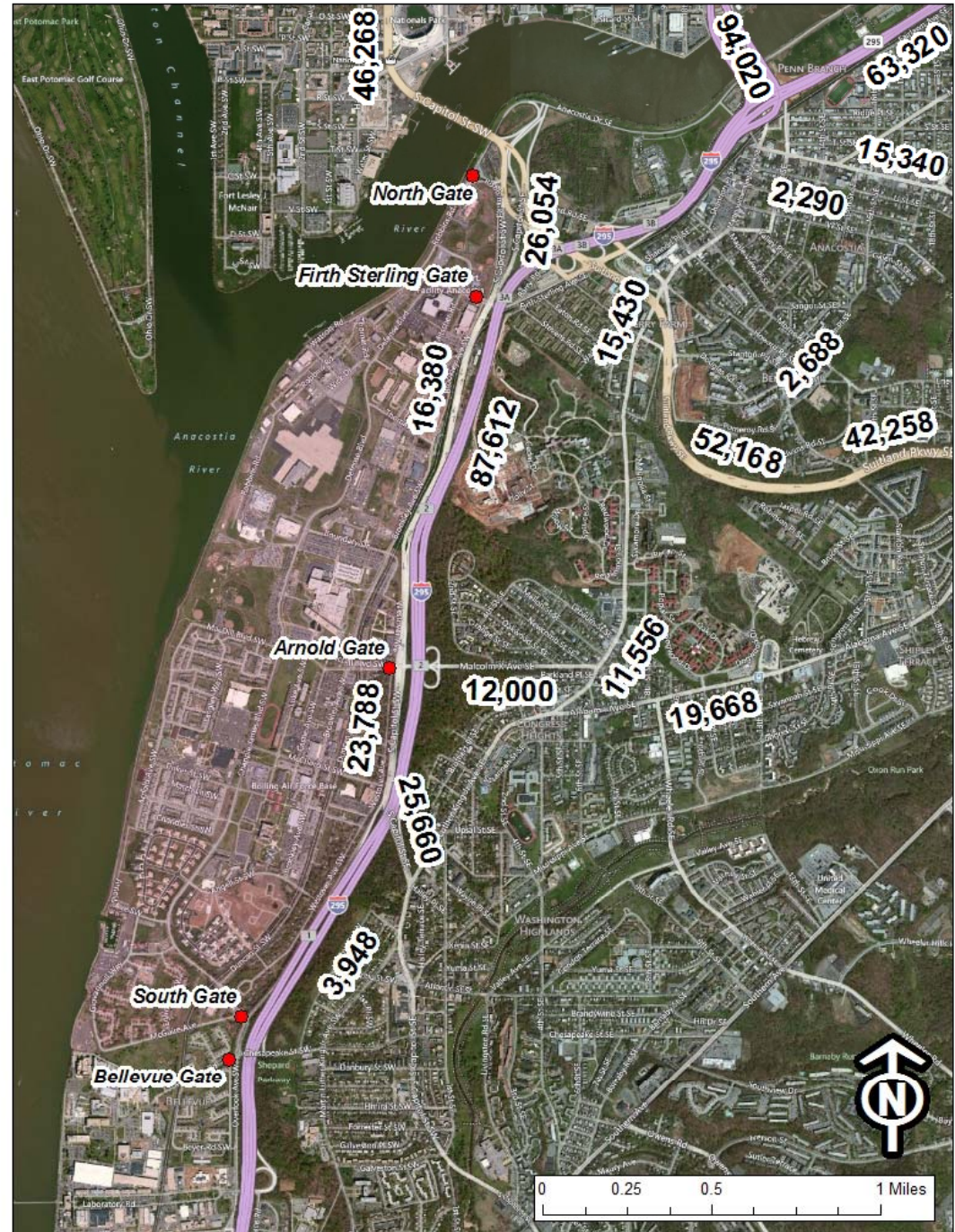
BRAC 2005
action
established
JBAB by joining
adjacent bases
NSF Anacostia
and Bolling
AFB

78% of employees access the
base via I-295 (base TMP)



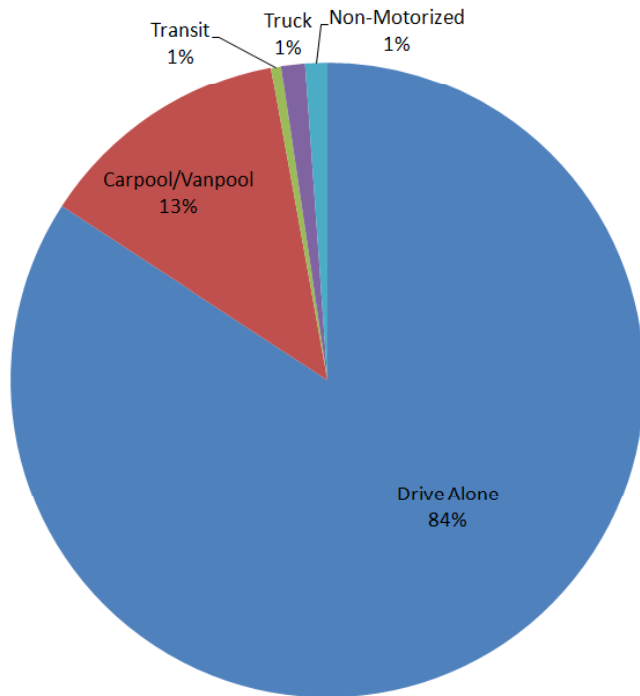
- Nearly 14,000 employees in 50 Federal agencies
- Approximately 1,000 employees relocated from Arlington
- Ten-year base master plan assumes increase of 5,000 jobs
- Nearly 8,000 parking spaces on-base
- Bus service
- Shuttle to Pentagon
- Shuttle to Anacostia Metrorail Station
- Planned Anacostia Streetcar

Background Traffic at JBAB: Recent AADTs

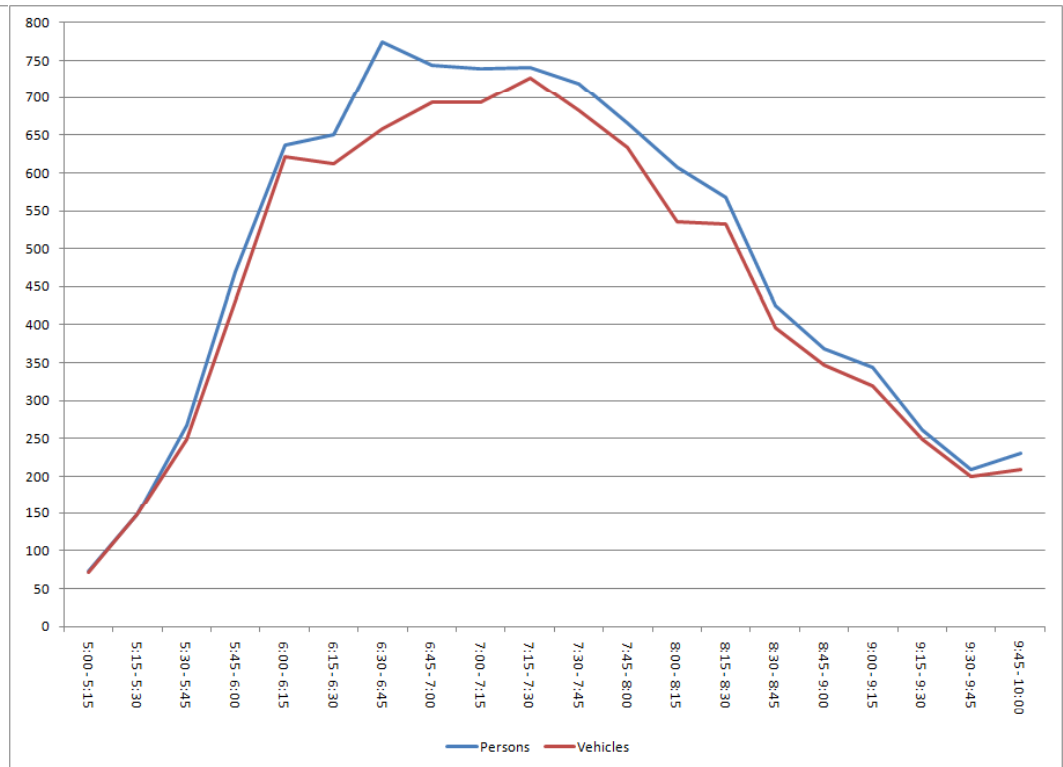


Observed Conditions at JBAB

Person Mode Split



Temporal Distribution of Vehicles and People

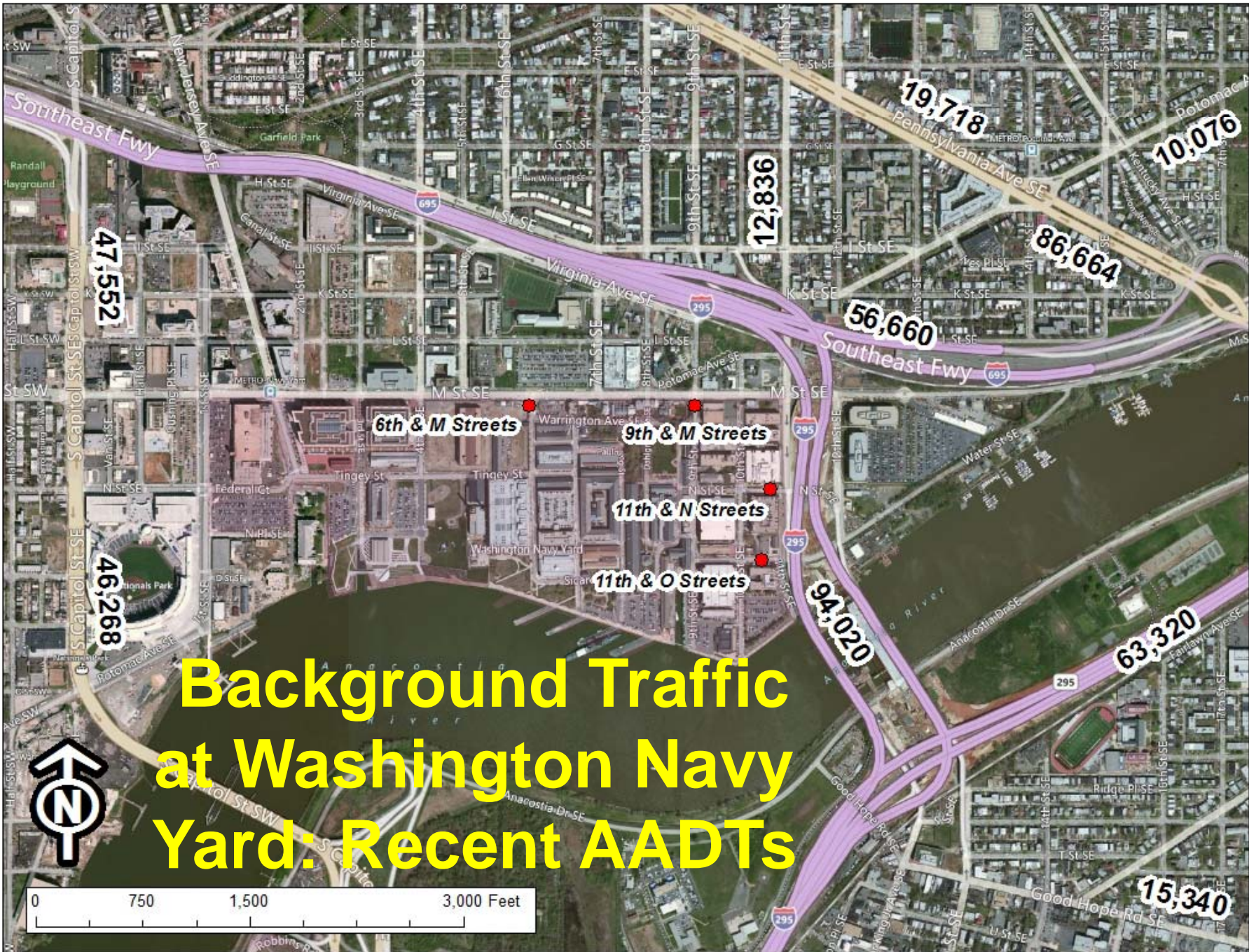


Peak hour (6:45 – 7:45 am): ~3,000 people entering the base
Average Vehicle Occupancy: 1.07 persons / vehicle

Washington Navy Yard

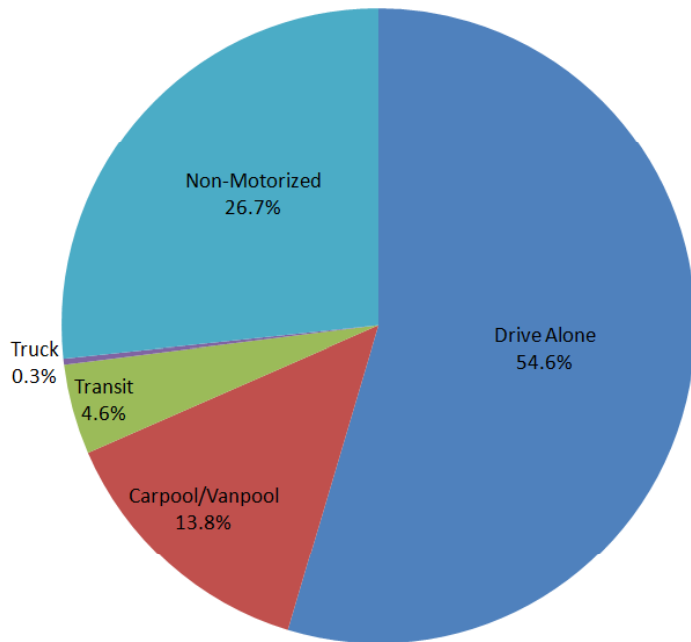
- Oldest naval facility in U.S.
- BRAC 2005 action added approximately 4,500 jobs and 2,500 parking spaces
- Metrobus N22 provides daily shuttle between base and Navy Yard, Eastern Market, Capitol South, and Union Station Metrorail stations
- Updated master plan and TMP ongoing
- Even with added spaces, parking still limited



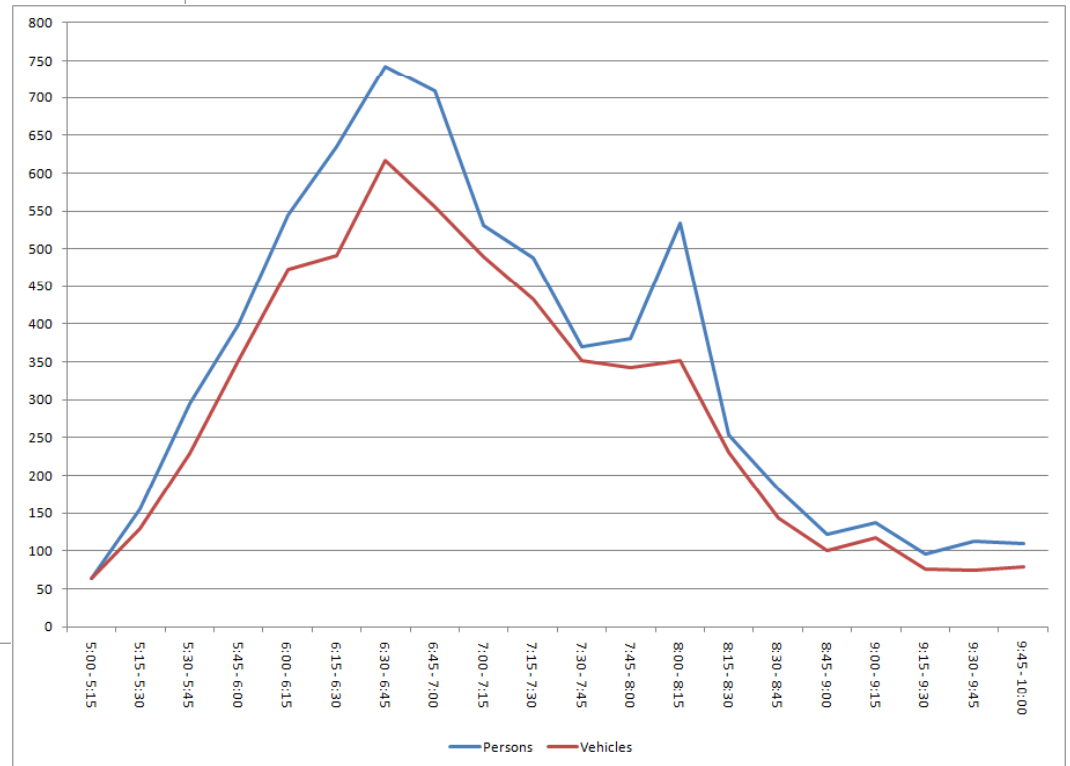


Observed Conditions at Washington Navy Yard

Person Mode Split*



Temporal Distribution of Vehicles and People



*At-gate counters not positioned to capture transit riders due to long walk from station and bus stops to base gates. A proportion of non-motorized should be considered a proxy for transit.

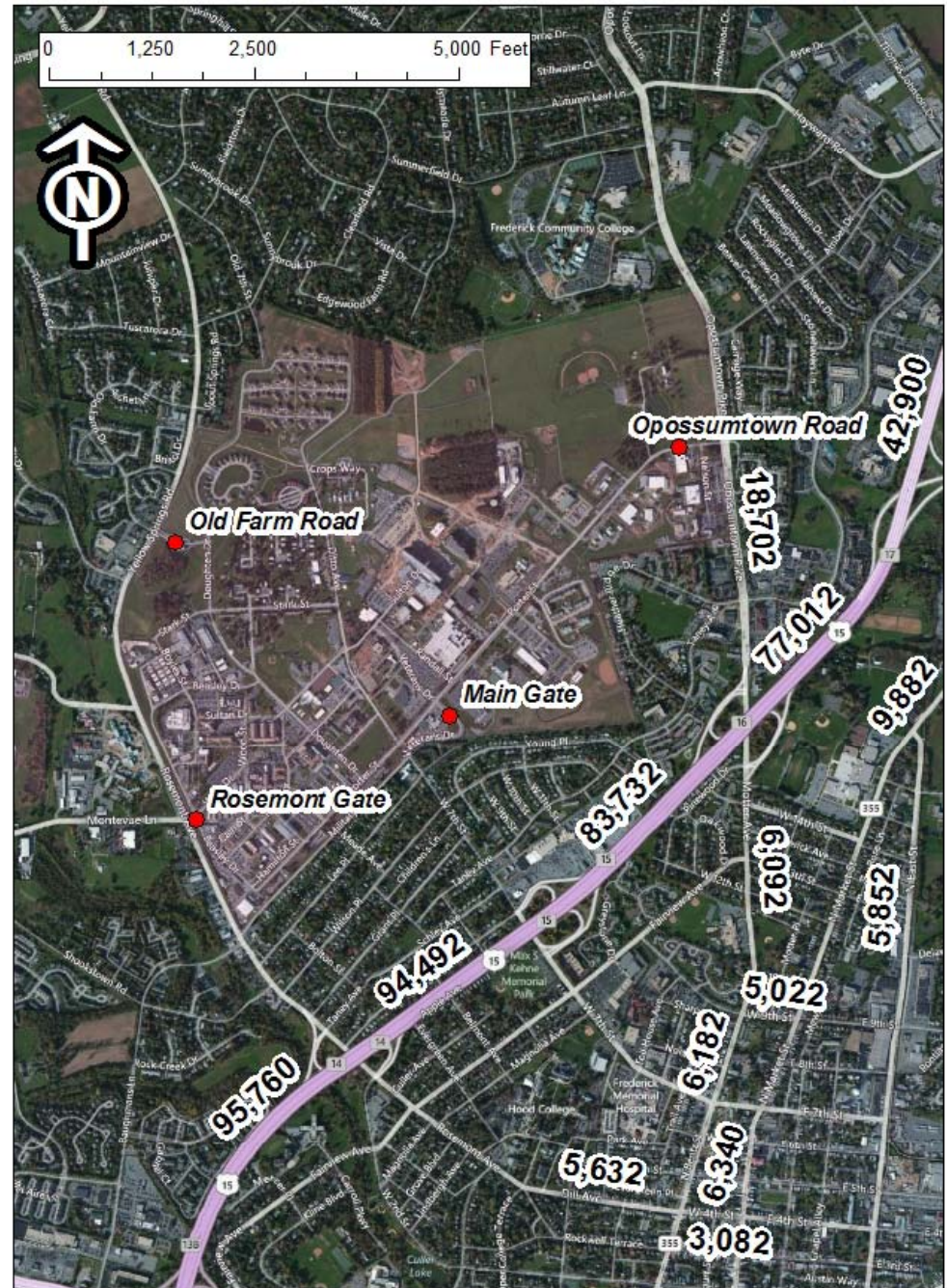
Peak hour (6:15 – 7:15 am): ~3,200 people entering the base
 Average Vehicle Occupancy: 1.22 persons / vehicle

Fort Detrick City of Frederick



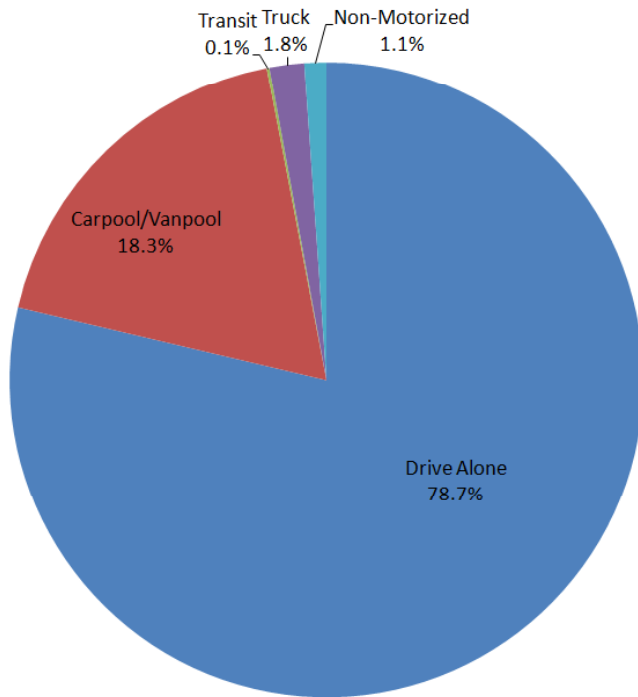
- 9,200 employees (largest employer in Frederick County)
- Medical and biomedical research and defense (infectious diseases)
- Subject of two TPB TLC studies:
 - Pedestrian / bike / transit access study (FY 2008)
 - East Street Trail design (FY 2013) – improves connectivity between the base, MARC station, and other major employers

Background Traffic at Fort Detrick: Recent AADTs

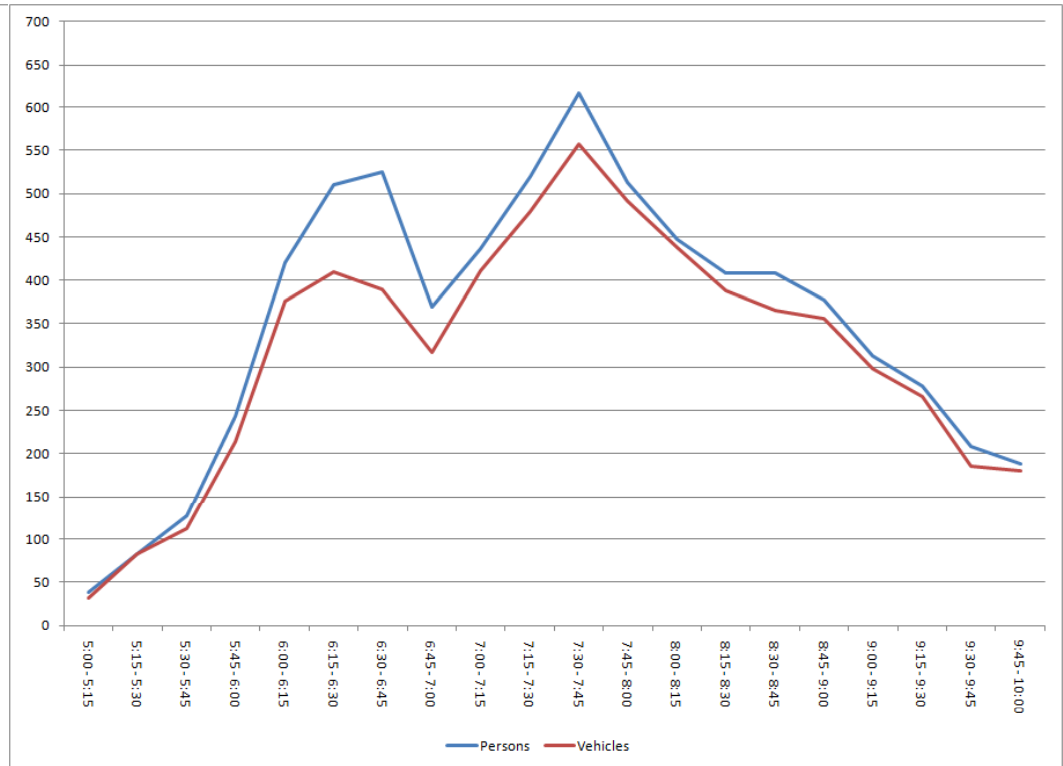


Observed Conditions at Fort Detrick

Person Mode Split



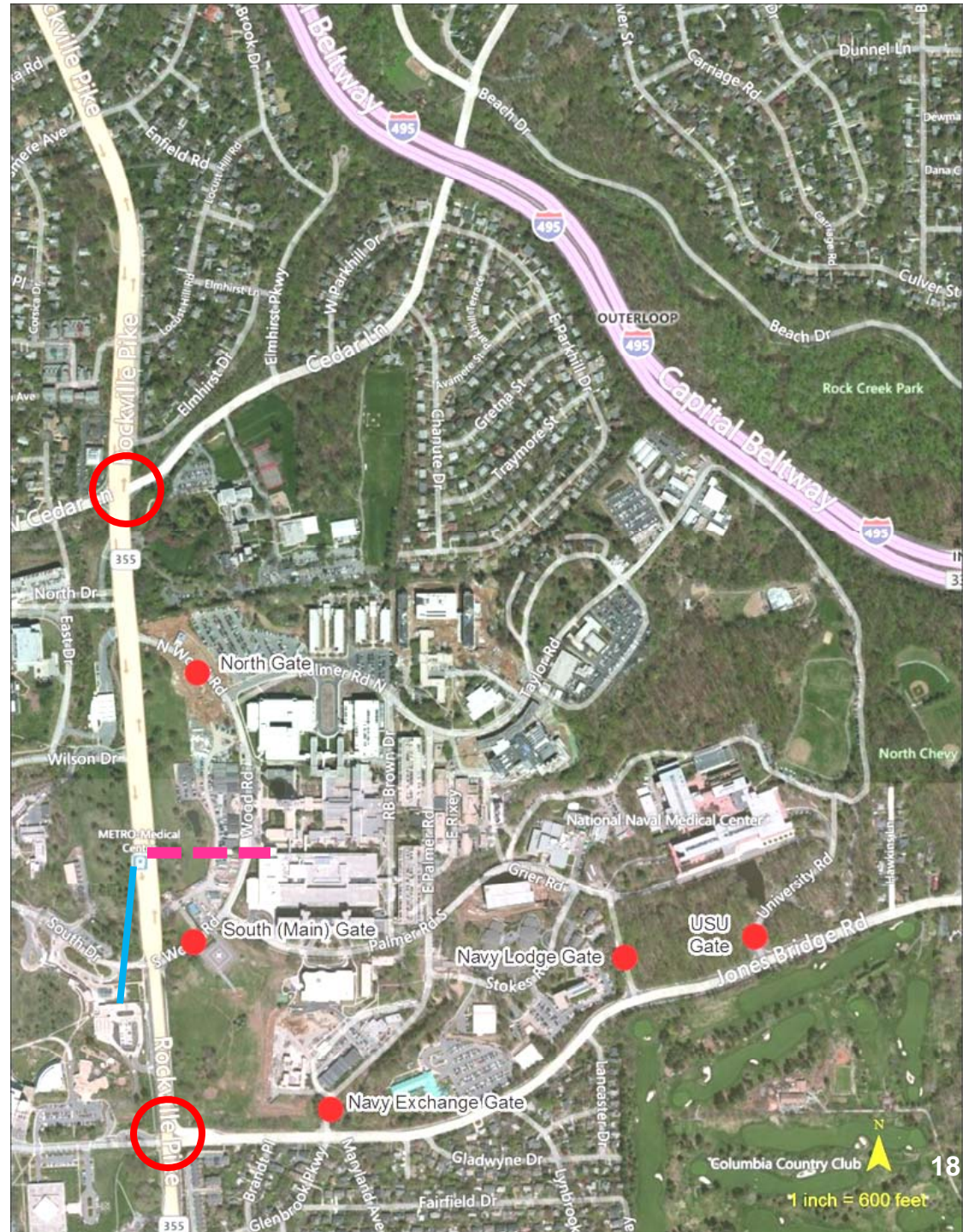
Temporal Distribution of Vehicles and People



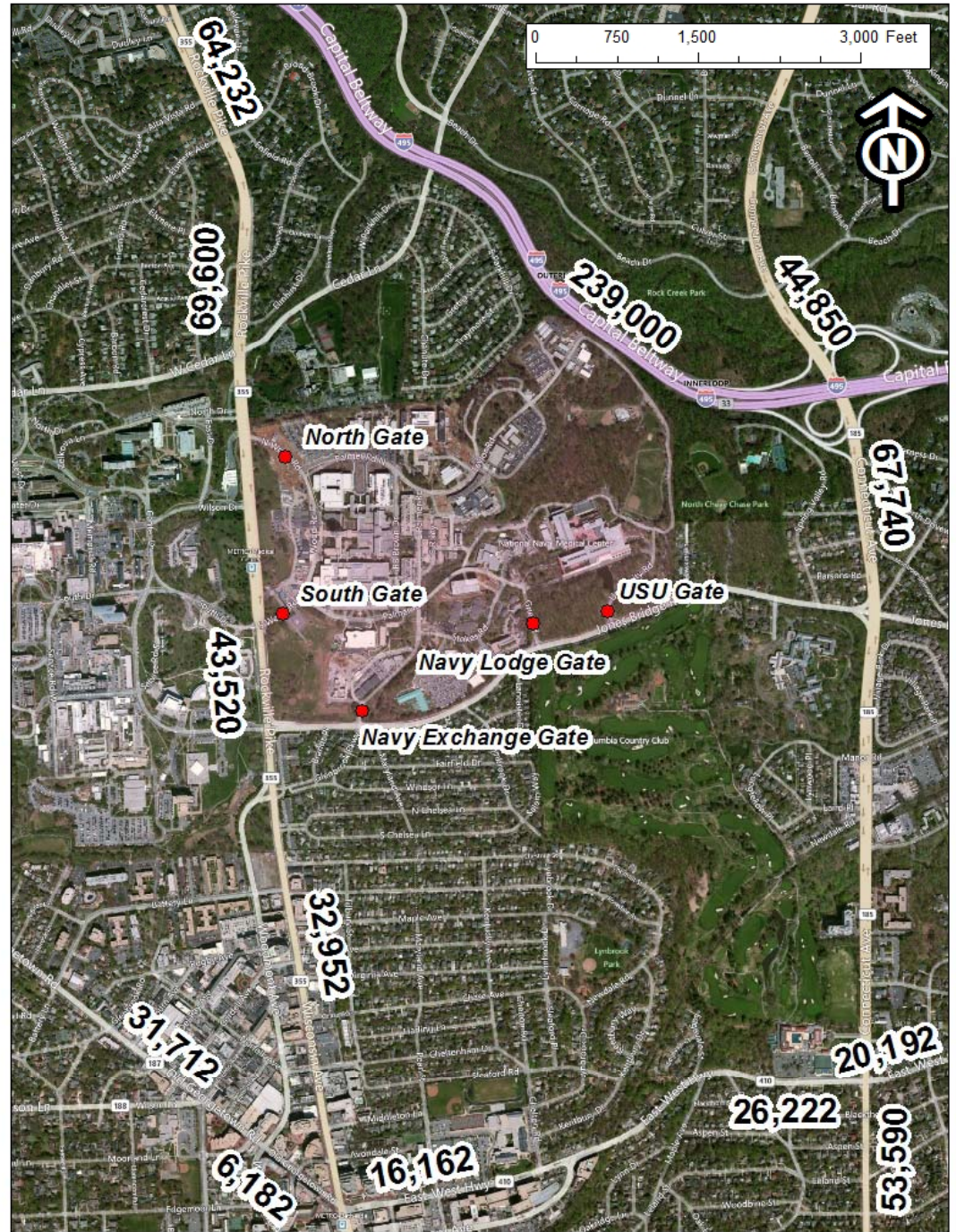
Peak hour (7:15 – 8:15 am): ~2,100 people entering the base
 Average Vehicle Occupancy: 1.09 persons / vehicle

Walter Reed National Military Medical Center

- BRAC 2005 action consolidated existing activities at this Bethesda site (former National Naval Medical Center) with facilities relocated from Walter Reed Army Medical Center in Northwest Washington
- Employment increased from ~8,000 in 2008 to 10,200 in 2012.
- Heavy visitor volumes (to hospital patients)
- Area intersection improvements
- Improved Metrorail access (tunnel and elevator) by 2015

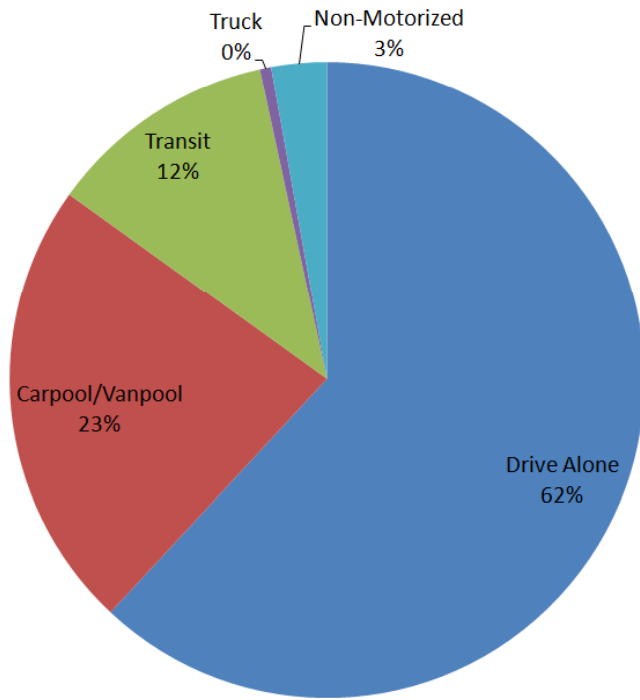


Background Traffic at Walter Reed: Recent AADTs

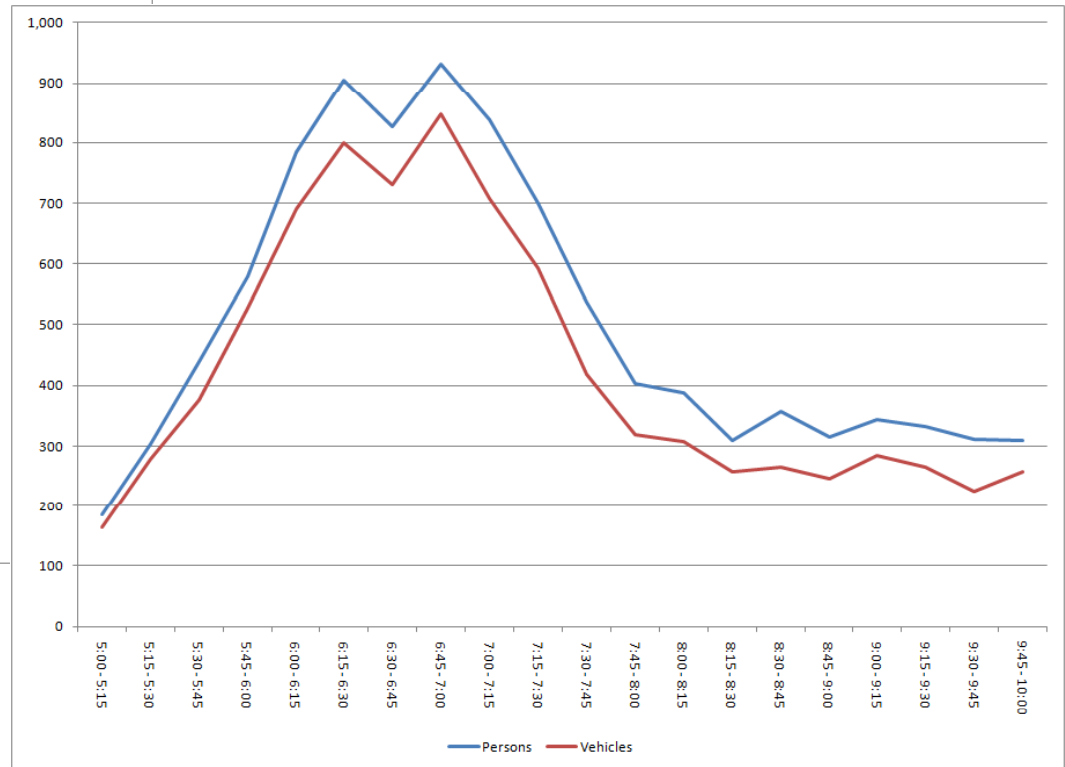


Observed Conditions at Walter Reed

Person Mode Split*



Temporal Distribution of Vehicles and People



*At-gate counters not positioned to directly capture transit riders due to long walk from station and bus stops to base gates. 100% of non-motorized person trips at South Wood Gate assumed to be transit as it is the closest gate to Metrorail exit and bus stops.

Peak hour (6:15 – 7:15 am): ~4,200 people entering the base
 Average Vehicle Occupancy: 1.38 persons / vehicle

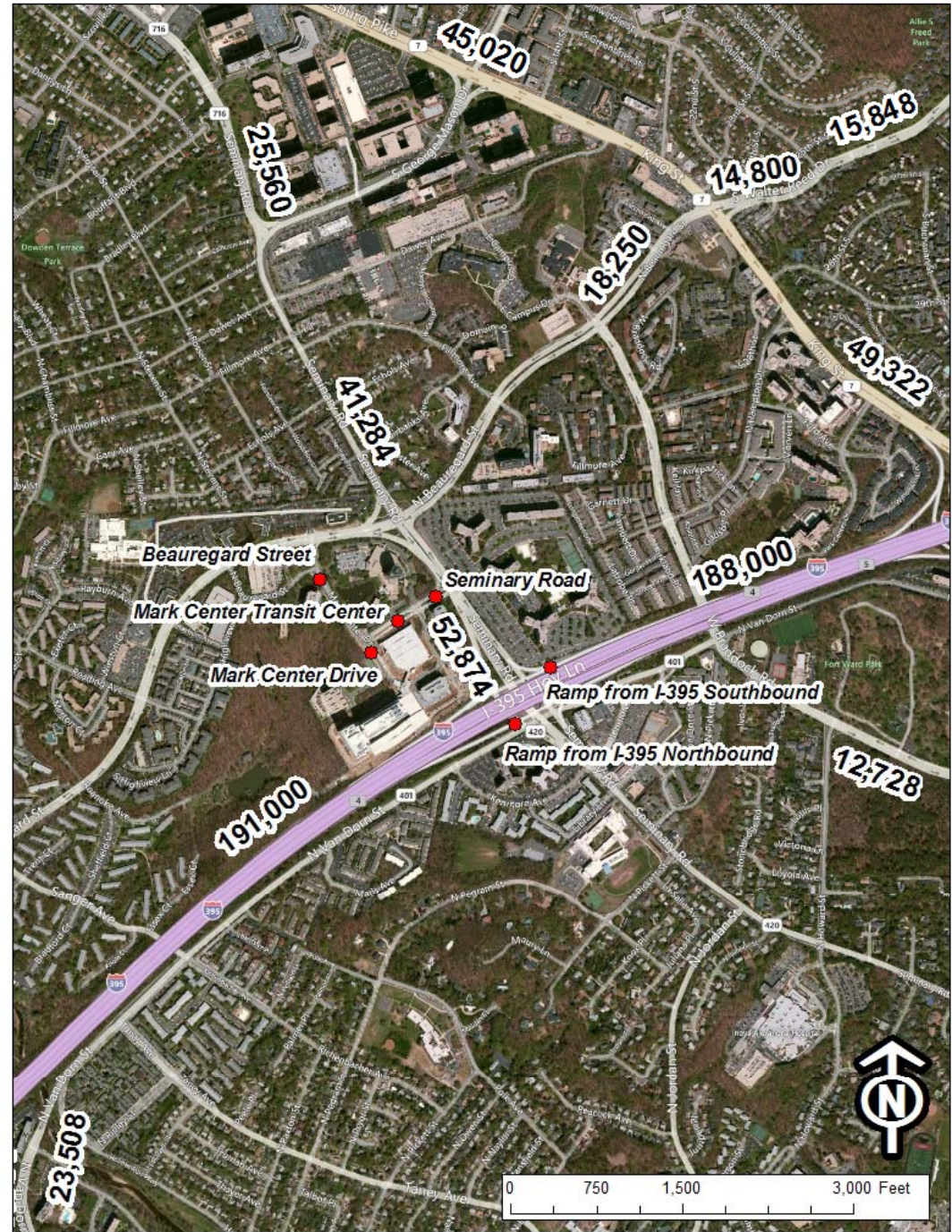
Mark Center City of Alexandria

Beauregard one of
City's high capacity
transit corridors

VDOT direct ramp
from NB I-395 HOV-3
lanes to Seminary
Rd by 2015

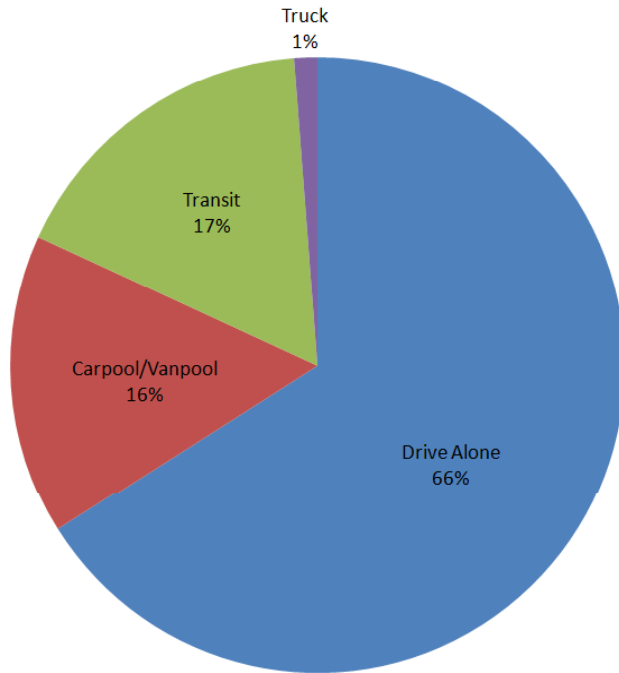
- New construction for 7,000 employees (6,400 Washington Headquarters Service)
- WHS move 50% complete in May 2012
- WHS parking currently capped at 2,000 spaces (out of 3,800 total spaces)
- On-site bus station; direct connection with Pentagon
- TMP implementation ongoing
- Some intersection improvements already completed

Background Traffic at Mark Center: Recent AADTs

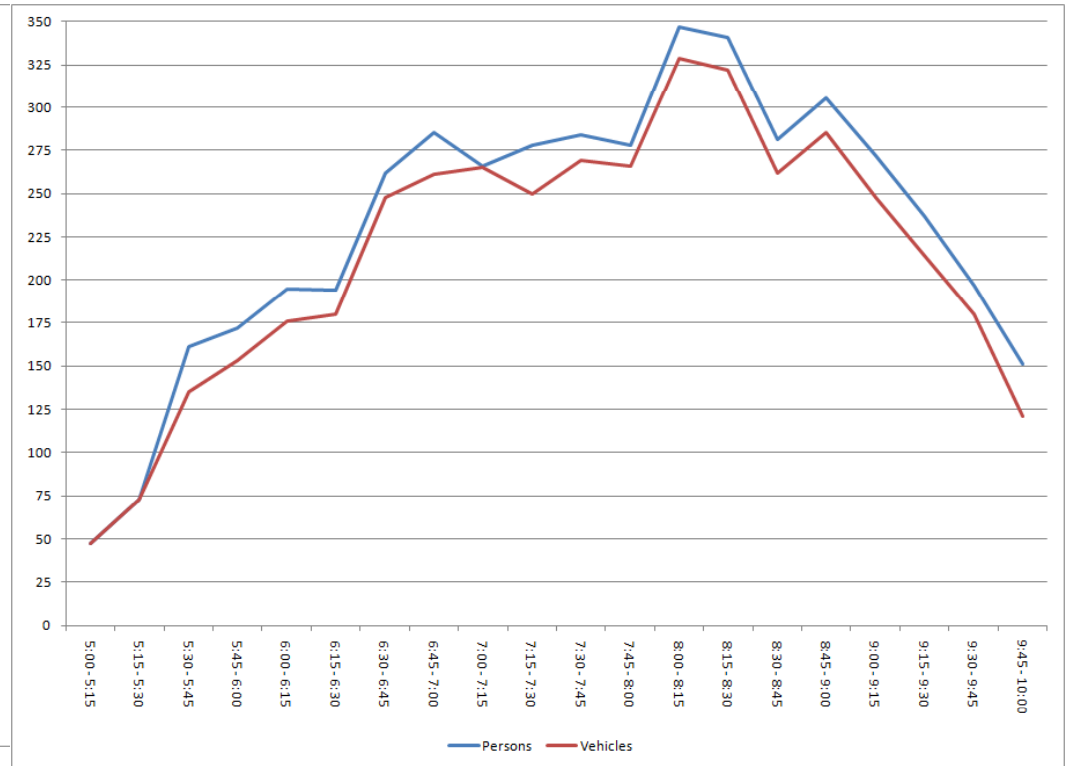


Observed Conditions at Mark Center

Person Mode Split

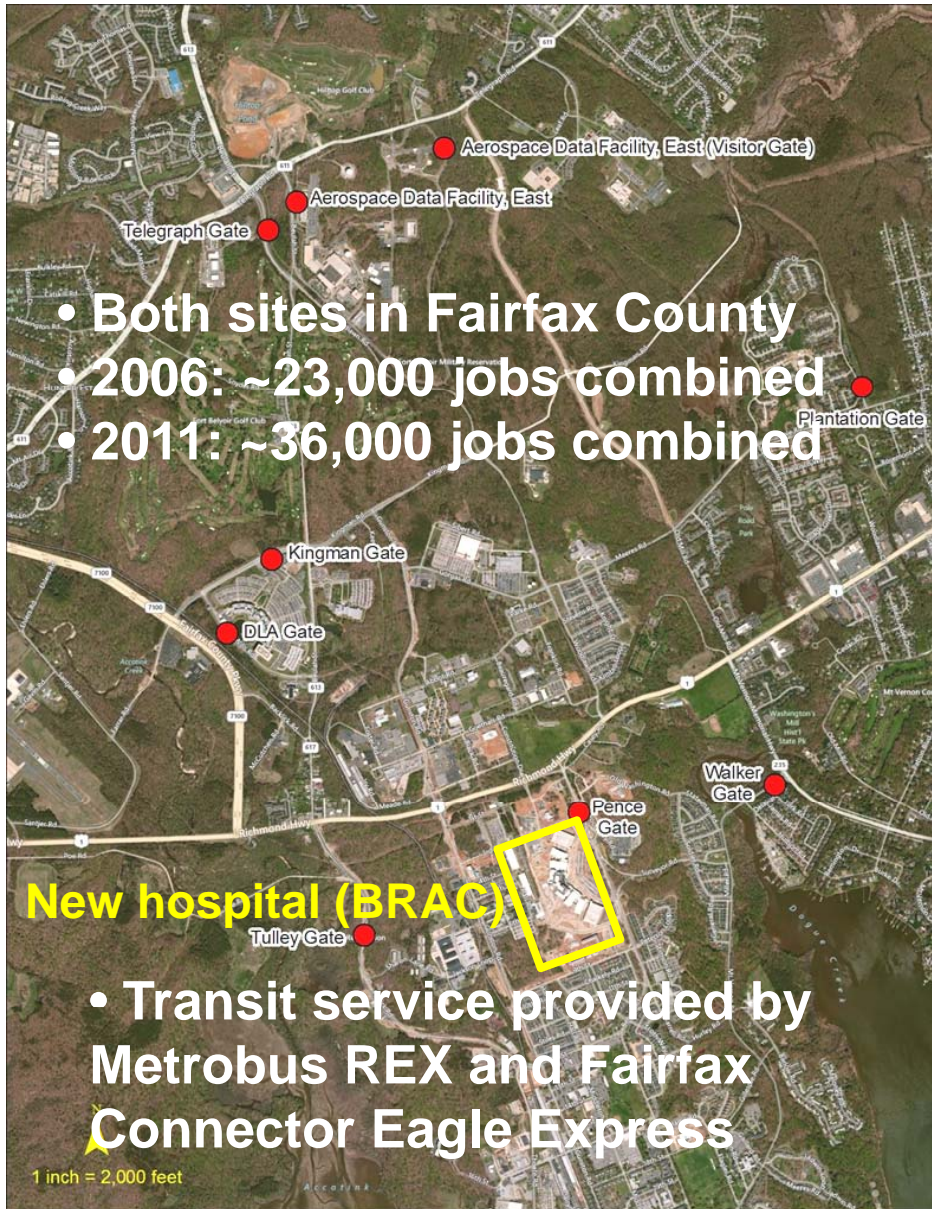


Temporal Distribution of Vehicles and People

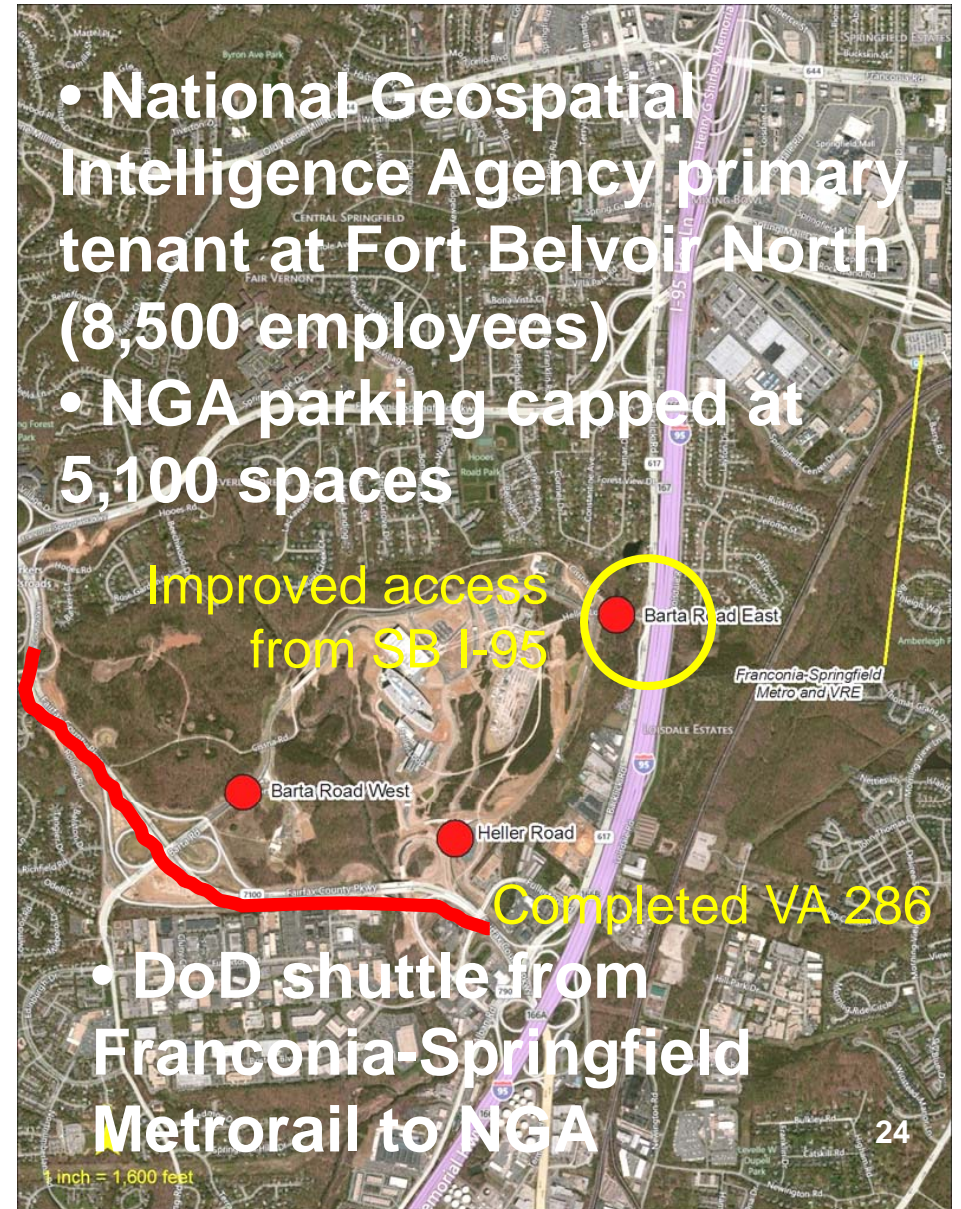


Peak hour (8:00 – 9:00 am): ~1,500 people entering the base
Average Vehicle Occupancy: 1.13 persons / vehicle

Fort Belvoir



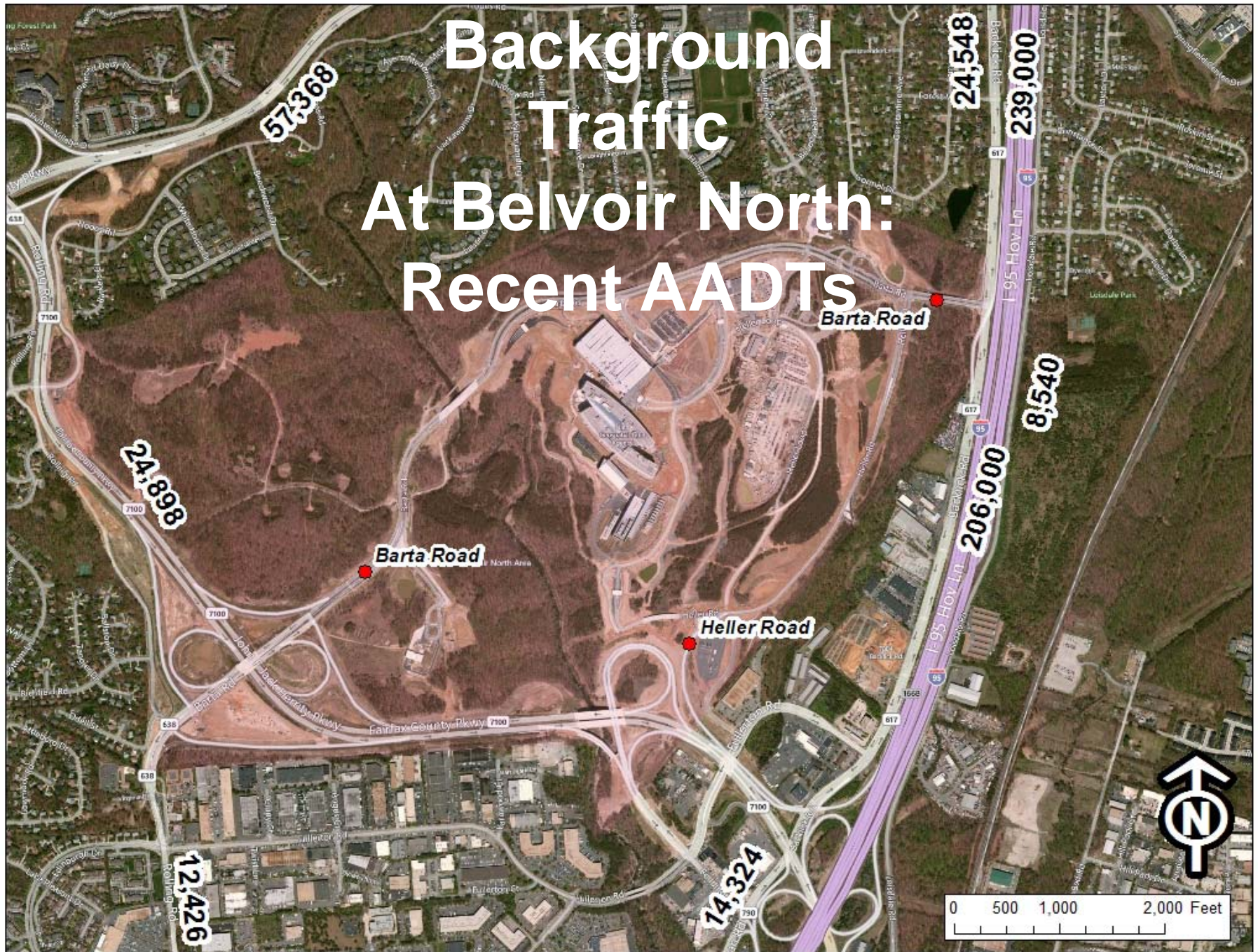
Fort Belvoir North



Background Traffic at Fort Belvoir: Recent AADTs



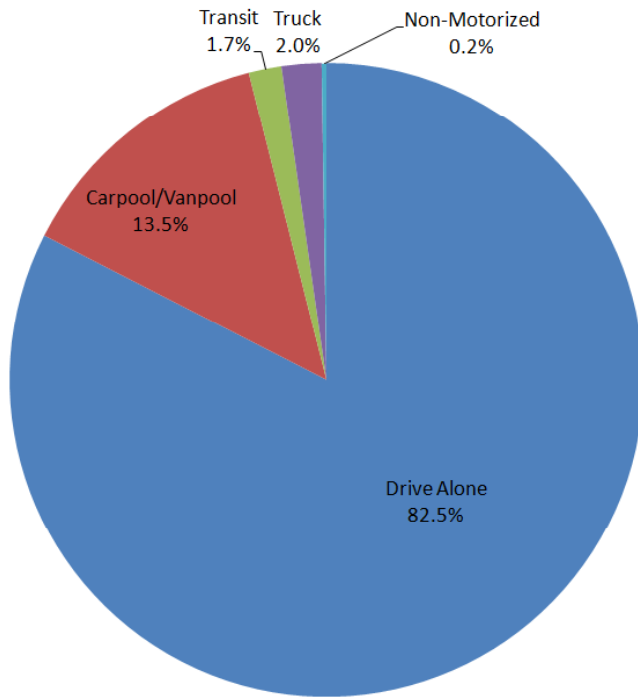
Background Traffic At Belvoir North: Recent AADTs



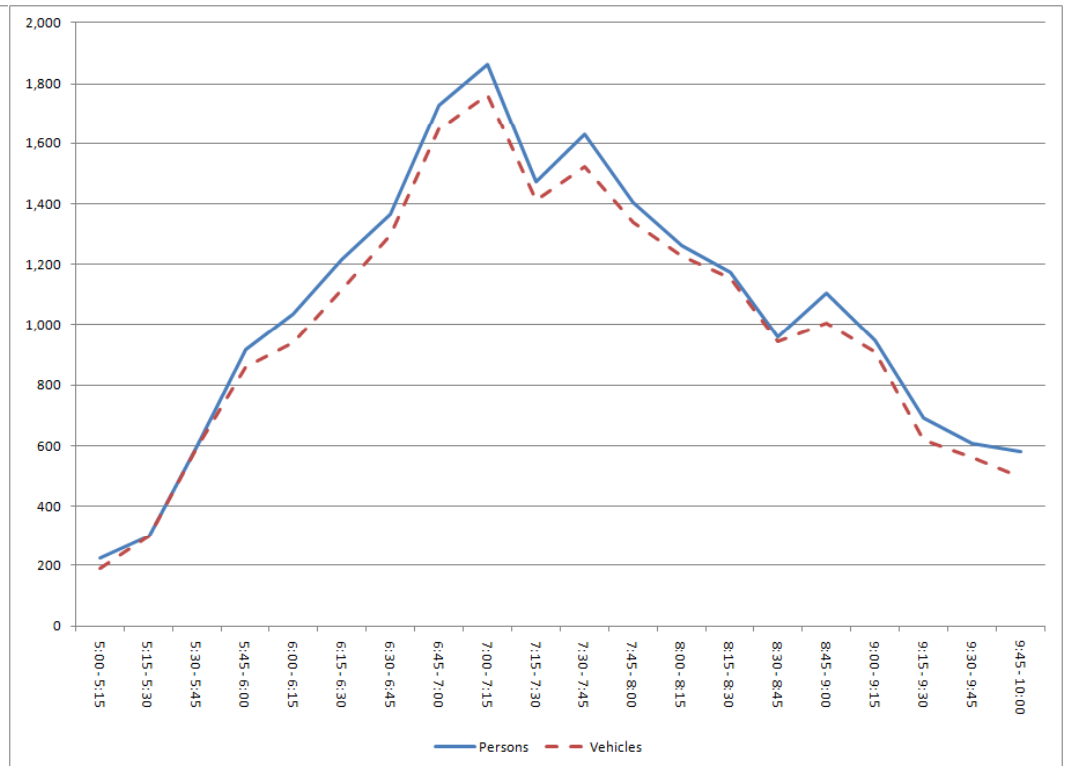
Observed Conditions at Fort Belvoir*

*8,900 people entering both sites combined during peak hour

Person Mode Split



Temporal Distribution of Vehicles and People



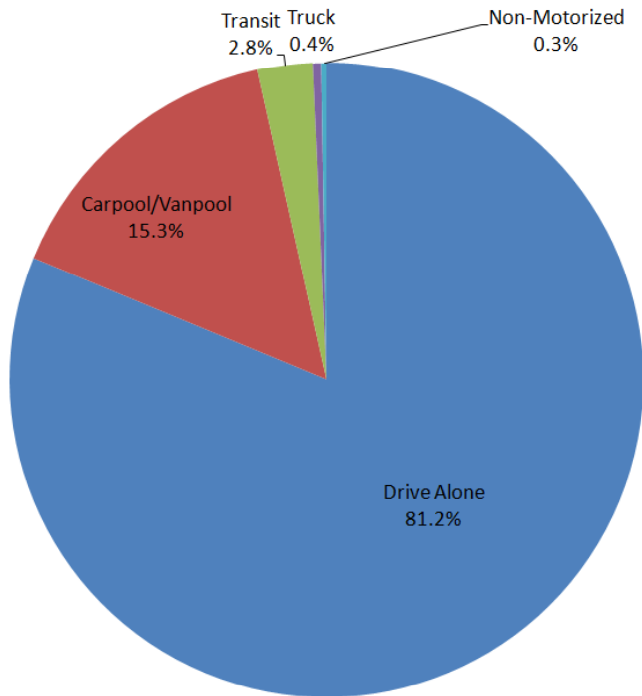
Peak hour (6:45 – 7:45 am)

Average Vehicle Occupancy: 1.17 persons / vehicle

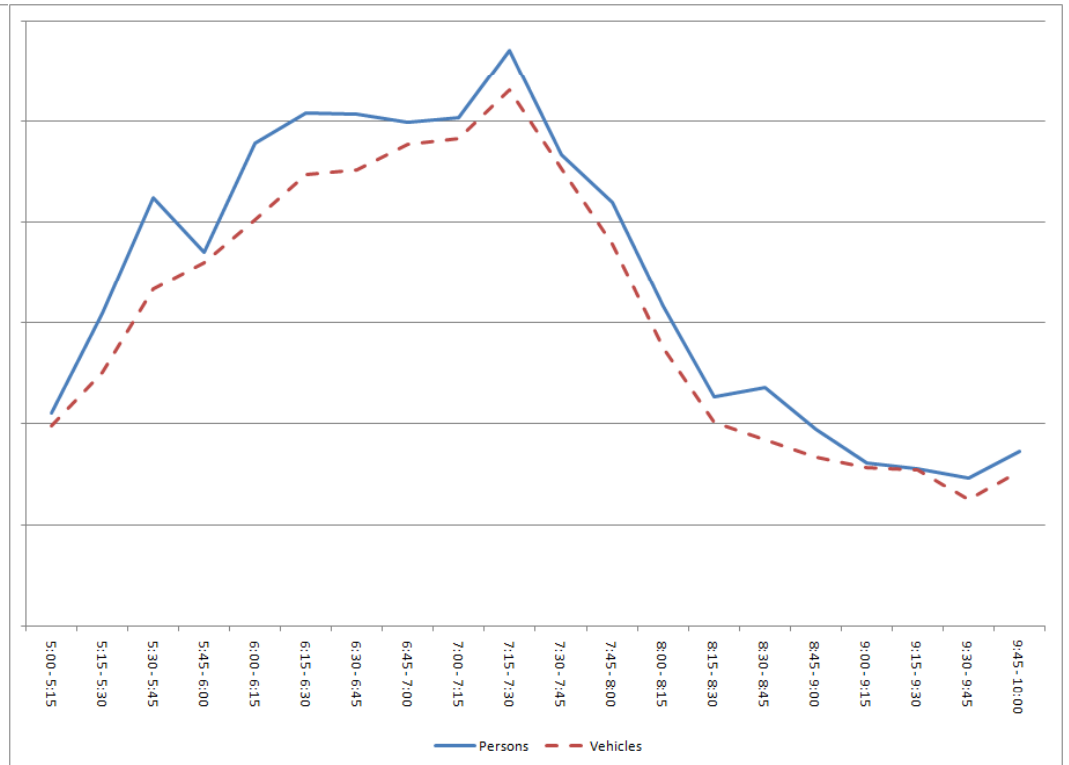
Observed Conditions at Fort Belvoir North*

*8,900 people entering both sites combined during peak hour

Person Mode Split



Temporal Distribution of Vehicles and People



Peak hour (6:45 – 7:45 am)

Average Vehicle Occupancy: 1.1 persons / vehicle

Regional Observations

- ▶ Data provides a useful snapshot of existing conditions just after completion of the majority of the BRAC 2005 actions, regionally
- ▶ Most but not all personnel relocations completed at time of data collection
- ▶ Changes in regional travel behavior and residential location will happen over time
- ▶ Over time BRAC sites will fully develop and implement their Travel Management Plans
 - Further parking reductions / restrictions
 - More SOV alternatives

Next Steps

- ▶ Feedback from base personnel and Technical Committee (completed)
- ▶ Feedback from Travel Forecasting Subcommittee
- ▶ Final report
- ▶ Follow-up monitoring
 - Staff recommendation is to collect data in spring 2017
- ▶ Next BRAC action?