Transportation Management Plan

Suitland Federal Center

4600 Silver Hill Road
Suitland, MD

Prepared for:
U.S. General Services Administration National Capital Region

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Abbreviations

BEA	Bureau of Economic Analysis
BLS	Bureau of Labor Statistics
ETC	Employee Transportation Coordinator
ITE	Institute of Transportation Engineers
MDOT	Maryland Department of Transportation
M-NCPPC	Maryland-National Capital Park and Planning Commission
MPO	Metropolitan Planning Organization
MTA	Maryland Transit Administration
MWCOG	Metropolitan Washington Council of Governments
NTS	Not to Scale
NCPC	National Capital Planning Commission
NMIC	National Maritime Intelligence Center
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
PSB	Postal Square Building
SFC	Suitland Federal Center
SHA	State Highway Administration
SOV	Single-Occupancy Vehicle
TDM	Transportation Demand Management
TMP	Transportation Management Plan
TNC	Transportation Network Company
WMATA	Washington Metropolitan Area Transit Authority
WNRC	Washington National Records Center

Glossary

Autonomous Vehicles	A vehicle that is capable of operating on public roadways and in mixed traffic without the aid of a human driver.
Bikeshare	A service in which bicycles are made available for shared use to individuals on a short-term basis.
Bus Rapid Transit	A high-quality bus-based transit system that delivers efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.
Carpool/Vanpool	An arrangement among a group of commuters that live and work within the same area to commute together in one vehicle, rather than driving individually.
Carshare	A service in which vehicles are made available for shared use to individuals on a short-term basis.
Connected Vehicles	Vehicles that have the capability of communicating with other vehicles and infrastructure to improve operation and safety.
Employee Transportation Coordinator (ETC)	An employee or contractor whose responsibility is to administer and manage a TDM program.
Flexible/Alternative Work Schedule	An alternative work schedule that allows employees to work additional hours for a portion of a work week to take an additional day off. For example, four 10-hour workdays, rather than five 8-hour workdays.
Guaranteed Ride Home	The Guaranteed Ride Home (GRH) program provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home when unexpected emergencies arise. The existing GRH program sponsored by Metropolitan Washington Council of Governments provides up to four annual free rides home to registered commuters for unexpected personal emergencies or unscheduled overtime.
Last Mile Connectivity	Mobility solutions to connect transportation hub with user's final destination.
Rideshare	Transportation in a private vehicle driven by its owner, for free or for a fee, especially as arranged by means of a website or app.
Telecommuting	A program that allows an employee to work from home or at an off-site location at least one day per week.
Transit/Vanpool Subsidies	A financial incentive designed to encourage commuters to use public transit (or vanpools) by providing them with a monthly payment to cover a portion of their commuting expenses.
Transportation Demand Management	Strategies and policies that encourage employees to commute via other modes than driving alone, such as transit, carpool/vanpool, or walking and biking.
Transportation Network Company	A company, such as Uber and Lyft, providing rideshare services.

Transportation Management Plan	A guide to the implementation of transportation demand management strategies/policies that is specific to an employer.

EXECUTIVE SUMMARY

The U.S. General Services Administration (GSA), National Capital Region, in cooperation with the U.S. Department of Labor, Bureau of Labor Statistics (BLS), is planning to relocate approximately 1,800 BLS employees from the Postal Square Building (PSB), located at 2 Massachusetts Avenue, NE, Washington, DC, to the Suitland Federal Center (SFC), located at 4600 Silver Hill Road in Suitland, Maryland. The proposed relocation would increase the overall Suitland Federal Campus (Campus) population, including employees of Census, BEA, NOAA, Washington Archives, etc., from approximately 11,500 to 13,300. No new building space or parking spaces are proposed to accommodate the relocation of BLS employees. BLS employees will be accommodated through the reallocation of existing space in the SFC.

The proposed action will result in an increase in vehicle trips to and from the SFC, particularly during the AM and PM peak commuter periods. The existing Campus is noted to generate vehicular congestion on Silver Hill Road; thus, the additional trips will further exacerbate the existing issues. Therefore, a transportation management plan (TMP) is necessary to provide employees with a variety of commute modes so that the number of single-occupancy vehicle (SOV) trips can be minimized to the extent possible.

In order to understand existing and potential future commute patterns, three employee surveys were conducted via the internet (SurveyMonkey) from January 21, 2020 to February 6, 2020. Surveys were distributed via email to Census and BEA employees to investigate the current modes by which employees travel to work, working hours, telecommuting, origin/destination, possible improvements to transit options, and reasons for mode choice. A separate survey was distributed via email to BLS employees asking questions regarding employees' current commute mode and habits, as well as how those habits and modes might change if they were relocated to the SFC.

Purpose

The purpose of this report is to assess existing and projected future commuting patterns of the SFC employees and develop a TMP that:

- Reduces SOV trips;
- Promotes the use of alternative transportation modes, such as transit, carpooling, and vanpooling; and,
- Increases vehicle occupancy.

This document is intended to serve as an update to the 2015 *Suitland Federal Center Transportation Management Plan* and will be supported and reviewed by other agencies including the National Capital Planning Commission (NCPC) and the Maryland Department of Transportation State Highway Administration (MDOT SHA). NCPC provides guidance for the development of TMP documents, and as part of the environmental assessment process, NCPC

will review and provide comments on this document and its recommendations and implementation plan.

In addition, MDOT SHA will be responsible for reviewing and approving modifications to access to the Campus that impact the state highways around the site.

Goals

Based on results of the employee survey, 73 percent of Census respondents and 68 percent of BEA respondents currently drive to work alone. However, 49 percent of Census respondents and 47 percent of BEA respondents that are currently driving alone to the Campus are willing to consider alternative travel modes if efficiency, safety, and access is improved.

It should also be noted that, currently, only 4 percent of BLS respondents drive alone to work and that, based on the results of the survey, is likely to increase to approximately 35 percent once the staff is relocated to the SFC. However, it is more likely that the actual drive alone percentage will mirror that of the existing SFC employees. The anticipated increase in drive alone mode share is primarily due to a decrease in the number and convenience of the transit services near SFC, as well as congestion accessing Downtown, and parking prices, when compared to the location of the PSB. BLS employees currently working in the PSB, which is located in the downtown core, have access to multiple modes of high-quality and high-frequency transit services. Relocating the staff to an end-line Metro station increases transit travel time and limits the availability and attractiveness of transit, particularly for those that live in other suburban locations.

Therefore, this TMP must help to encourage those living within the Beltway to utilize transit services, like Metrorail, while providing other options for those living in suburban locations, including carpool/vanpool, teleworking options, and other ridesharing/mobility options. Based on this need, the following goals were identified:

- Reduce overall SOV trips for Census, BEA, and BLS employees at the SFC to no more than 60 percent within ten years of full occupancy by BLS.
- Encourage those within the Beltway to commute via Metrorail or bus by enhancing security and connectivity to the Suitland Metro station. Reduce SOV trips by this group of employees to no more than 40 percent within ten years of full occupancy by BLS.
- Improve options for those living outside the Beltway to commute and reduce SOV trips to no more than 80 percent within ten years of full occupancy by BLS.

Travel Demand Management

People choose their mode of travel based on several factors, including convenience, cost, time, habit/familiarity, reliability, punctuality, frequency, cleanliness, and safety. An effective transportation demand management (TDM) program provides a variety of strategies that affect one or more of these factors. The approach to TDM at the SFC will have to be tailored to the unique needs of the site. The location of the facility at an end-line station makes it more

challenging to encourage transit use, particularly for those living outside the Beltway in other suburbs in Maryland and Virginia.

Furthermore, COVID-19 has had a significant impact on travel and will likely continue to have an impact on travel within the near future at least. While the longer-term impacts are not known, it is anticipated to result in an increased willingness and desire to telecommute and a lesser willingness or desire to ride mass transit or ride in carpool/vanpool vehicle. The duration of the impacts will continue to be dependent on the perceived risk of the virus as well as a re-evaluation of the comfort and convenience of telecommuting, as well as transit and carpooling/vanpooling. These impacts will put added challenges on the SFC. Therefore, the TMP must consider ways to heavily incentivize desired behaviors through enhanced facilities on and off the Campus, as well as policies that recognize and reward those that are choosing other commute modes.

After careful consideration of site-specific needs, the following TDM strategies and recommended implementation timelines were developed to reduce single occupancy vehicle (SOV) trips at the SFC (see Section 5 for specific recommendations for each type of strategy):

Strategy Summary	Timeline*
Employee Transportation Coordinator (ETC): Identify an employee or team of employees who would take the responsibility for promoting TDM programs, coordinating the program across all SFC agencies, monitoring TDM effectiveness and managing programs and communications on the Campus.	Within 1 Year
Communications:	
• Develop a designated parking and transportation webpage/clearinghouse for all transportation programs and benefits.	Within 1 Year
• Develop mobile phone application for real-time transit and parking information for the Campus.	3 – 5 Years
• Obtain BLS home zips and develop a BLS transition package highlighting non-SOV transportation options based on employee home geographies.	1 – 3 Years
• Consider a monthly raffle for pre-qualified commuters taking transit, walking, biking or any other non-driving modes if permissible by federal law.	Within 1 Year
Carpool/Vanpool Incentives:	
• Begin ride matching for existing employees on the Campus. Coordinate ride matching across all agencies to maximize potential options.	Within 1 Year
• Identify potential carpool and vanpool corridors based on documented higher concentrations of employees within particular geographies. Consider corridors like I-270 or I-66 to focus initial efforts and develop coordinated carpool/vanpool routes on these corridors.	1 – 3 Years
• Start coordinated carpool/vanpool operations on at least two heavily traveled corridors identified by the ETC.	3 – 5 Years
• Provide guaranteed preferential parking for each carpool and vanpool vehicle close to the building entrance.	Within 1 Year

Strategy Summary	Timeline*
• Assist employees with obtaining subsidies to acquire vanpool vehicles. Work with agencies to acquire vanpool vehicles for their employees.	3 – 5 Years
• Provide access to agency-owned shared vehicles during the day, including carsharing using a fleet management company, or ridesharing service for employee use for meetings or other off-site needs.	1 – 3 Years
Transit Incentives:	
• Provide staff and visitors with access to real-time transit arrival and departure information, and real time traffic information, along with links to smartphone apps.	1 – 3 Years
• Advertise transit subsidies and assist employees in obtaining the maximum amount permitted.	Within 1 Year
• Work with WMATA to install bus shelters at the main Campus entrance, as well as to improve safety in and around the Suitland Metro station.	1 – 3 Years
• Work with WMATA and MTA to explore the potential for direct commuter bus services from park-and-rides or other transit facilities along major corridors such as I-270, I-95, I-66, US 50, and I-495.	3 – 5 Years
Telecommuting Program	
• Develop criteria and guidance to help office/division leads to determine how well-suited various job functions are for telecommuting.	1 – 3 Years
• Identify the offices/divisions that would be best suited to flexible work from home schedules.	1 – 3 Years
• Develop a training program to provide potential telecommuters and their managers with goals, objectives, and guidelines of the program.	1 – 3 Years
• Develop incentive plan to encourage telecommuting on peak commuting days (Tuesday – Thursday).	1 – 3 Years
Flexible Work Schedules	
• Work with SFC agency leadership to establish a core set of hours that provides employees with the flexibility to arrive off-peak.	1 – 3 Years
• Work with managers to identify opportunities for compressed days off.	1 – 3 Years
• Develop incentive plan to encourage employees to utilize their day off on peak commuting days (Tuesday – Thursday).	1 – 3 Years
Bike/Walk	
• Construct improved facilities, such as bike lanes and multi-use pathways on and off Campus, for pedestrians and bicyclists.	3 – 5 Years
• Work with vendors to provide bikeshare or scooter services on and around the Campus, including the Metro station.	3 – 5 Years
• Identify agencies that require shower and locker facilities.	1 – 3 Years
• Provide sheltered bicycle parking near the building entrances with tool and pump stations.	3 – 5 Years
• Work with MDOT SHA, Prince George's County, NPS, and WMATA to improve pedestrian and bicycle facilities outside of the Campus.	3 – 5 Years

Strategy Summary	Timeline*
Ridesharing	
• Encourage employees to use ridesharing apps for trips during the day. Provide improved transportation network company (TNC) vehicle pick-up/drop-off areas adjacent to Gate 7 (pedestrian gate).	1 – 3 Years
• Provide TNC vehicle pick-up/drop-off areas adjacent to Gate 1.	5 – 10 Years
Parking	
• Develop revised parking policies to include designated and enforced carpool/vanpool parking spaces, as well as preferential parking for those telecommuting or using a flexible day off on Tuesday, Wednesday, or Thursday.	1 – 3 Years
• Consider offering a "three for free" program whereby parkers are offered a free metro pass for three months in return for giving up their parking (on a trial basis) if permissible by federal law.	1 – 3 Years
• Consider parking fees or other parking policies to disincentivize driving alone if the other incentivizing strategies are not meeting goals.	5 – 10 Years
• Implement a smart parking system and begin to reduce parking supply as needed.	5 – 10 Years
Last-Mile Connectivity	
• Work with WMATA and the SFC agencies to provide bikeshare/scooters on Campus, as well as nearby destinations such as the Suitland Metro Station.	1 – 3 Years
• Establish a shuttle route to connect the Campus with the Suitland Metro Station.	3 – 5 Years
• Work with Smithsonian as well as other nearby agencies to provide a combined shuttle service to Downtown DC that would serve transit hubs, such as Union Station.	3 – 5 Years
Autonomous Vehicle Accommodations	
• Develop a policy defining how autonomous vehicles will be accommodated on the Campus.	5 – 10 Years
• Modify TNC drop-off areas for use by autonomous vehicles if they are not permitted within the secured area of the Campus.	5 – 10 Years

*****This document is intended to serve as an update to the 2015 TMP and can supersede the 2015 study immediately upon acceptance by GSA and the SFC agencies. Therefore, the timeline is measured from acceptance of the document which is anticipated to be Fall 2020. Many of the proposed strategies can begin immediately.

Monitoring

This TMP is a flexible document that can be shaped and reshaped as commuting patterns and needs change. Each of the TDM strategies must be evaluated and changed as seen fit by the ETC as SFC employee needs and available technology change. The ETC will evaluate each strategy by setting the goals and then documenting the progress of each goal. It is expected that the TMP will be updated as needed for major projects that add significant numbers of visitors and staff, when major changes to policies and available transportation options require

new strategies, or when major projects are implemented. Several options are available to the ETC to gauge the success of these programs, including:

- Encourage participation in GSA's annual federal employee transportation mode surveys.
- Perform periodic surveys of employees and re-evaluate the program. This would include determining whether the goals are being met and, based on the employee trends, identifying programs that are successful and need to be emphasized and those that are not working. The survey's goal will be to identify potential changes in trip characteristics. An example survey is contained in Appendix A.
- Perform traffic counts at all the access points.
- Conduct parking utilization counts for all campus parking facilities.
- Re-evaluate parking needs to assess the impact of any new buildings and other major changes to the Campus.
- Provide program participation documentation (e.g. application of transit subsidies, van registration, preferential parking registration).
- Provide packages to existing and new employees that identify the transit services and the incentives being offered.

A formal monitoring program should begin once all BLS staff are relocated. A monitoring report should be issued within two years and adjustments will be made to the TDM plan based on the current needs, commuting trends, and technologies.

1.0 INTRODUCTION

The U.S. General Services Administration (GSA), National Capital Region, in cooperation with the U.S. Department of Labor, Bureau of Labor Statistics (BLS), is planning to relocate approximately 1,800 BLS employees from the Postal Square Building (PSB), located at 2 Massachusetts Avenue, NE, Washington, DC, to the Suitland Federal Center (SFC), located at 4600 Silver Hill Road in Suitland, Maryland. The proposed relocation would increase the overall Suitland Federal Campus (Campus) population, including employees of Census, BEA, NOAA, Washington Archives, etc., from approximately 11,500 to 13,300. No new building space or parking spaces are proposed to accommodate the relocation of BLS employees. BLS employees will be accommodated through the reallocation of existing space in the SFC.

The Campus is located in a suburban environment, which poses several challenges that are typical to suburban employment centers. One of the most significant challenges is the limited direct suburb-to-suburb connections that are typical of a transit system, which is typically oriented to the downtown core. In addition, the Campus is relatively large and, depending on the user's Campus work location, the Suitland Metro station can be as far as a one-mile walk.

This Transportation Management Plan (TMP) has been developed to help GSA and the agencies at SFC encourage employees and visitors to the Campus to commute by modes other than driving alone. This document is intended to serve as an update to the *2015 Suitland Federal Center Transportation Management Plan*. Towards this, the TMP aims to:

- Inventory existing and future transportation facilities, including the local roadway network, parking, pedestrian, bicycle, and transit;
- Understand existing and future employee commuting patterns and needs;
- Identify transportation demand management (TDM) strategies that reduce single-occupant vehicle trips and promote the use of alternative transportation modes such as transit, carpooling, and vanpooling;
- Implement each TDM strategy through a work plan for each product and/or service; and
- Use specific bases of measurement to effectively monitor and evaluate achievement of goals and adjust TDM strategies as necessary.

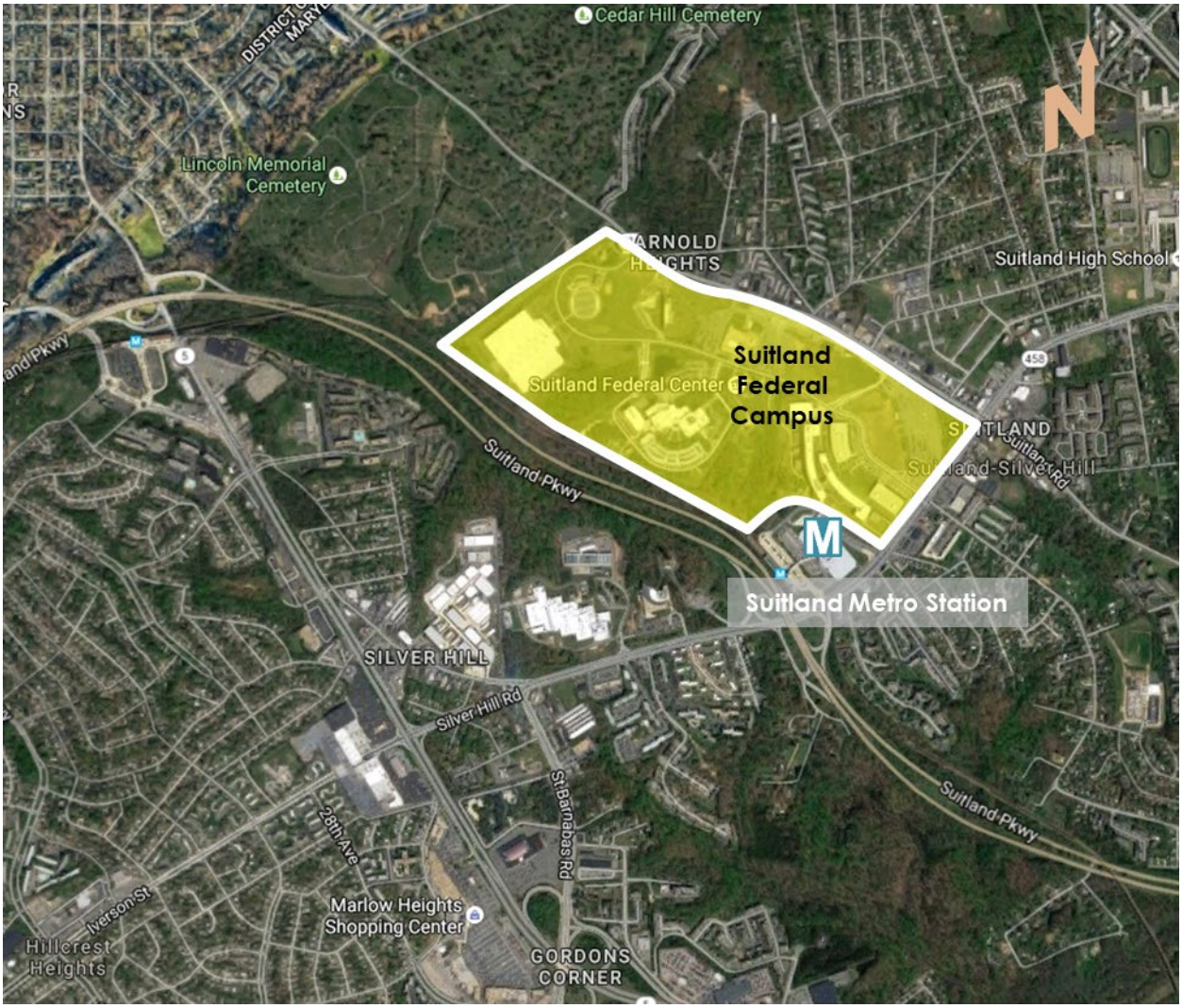


Figure 1: Suitland Federal Campus and Suitland Metro Station Project Area Map (NTS)

1.1 PURPOSE

Within the last decade, regional, state, and local planning agencies within the National Capital Region (NCR) have recognized the critical need to reduce peak period traffic congestion, protect the region's environment, and reduce greenhouse gas emissions. A review of several key planning documents, described herein, reveals that each agency has formulated transportation-related goals and objectives to be achieved through several strategies that are monitored and evaluated with specific performance measures. A common strategy noted in the various key planning documents calls for transportation system improvements and utilization of TDM methods that fully support opportunities to reduce single-occupancy trips and promote alternative modes of transportation.

The purpose of this report is to assess existing and projected future commuting patterns of SFC employees, researchers, volunteers, visitors, and contractors (staff), and develop a TMP that:

- Reduces single-occupancy vehicle (SOV) trips;
- Promotes the use of alternative transportation modes, such as transit, carpooling, and vanpooling; and,
- Increases vehicle occupancy.

1.1.1 Regional

1.1.1.1 National Capital Planning Commission (NCPC)

The Comprehensive Plan for the National Capital guides planning and development in Washington, DC and the surrounding region. It is a unified plan with two components – the Federal and District Elements. The Federal Elements, prepared by NCPC, provide a policy framework for the federal government in managing its operations and activity in the NCR. The District Elements are developed by the District of Columbia and address traditional city planning issues such as land use, housing, and economic development.

The Federal Elements of the Comprehensive Plan is a living document that is updated periodically to ensure that policies remain current, reflect recent planning initiatives, and are consistent with federal requirements and guidance. In 2016, NCPC adopted the Comprehensive Plan for the National Capital: Federal Elements, including a new Urban Design Element. NCPC has also adopted an update to the Parks & Open Space Element, effective February 15, 2019. The updated document proposed a few new guiding principles and consolidated, modified or removed some of the existing policies.

The eight Federal Elements include Urban Design, Federal Workplace, Foreign Missions & International Organizations, Transportation, Parks & Open Space, Federal Environment, Historic Preservation, and Visitors & Commemoration. The goal within the Transportation Element is to "develop and maintain a multi-modal regional transportation system that meets the travel needs of workers, residents, and visitors, while improving regional mobility, accessibility, air quality, and environmental quality through expanded transportation alternatives and transit-oriented development."[1] Each section within the Transportation Element lays outs policies regarding each type of transportation mode, including mass transit, driving, and bicycling and walking. In particular, sections C and D encourage federal workplaces to utilize TDM strategies to comply with other applicable policies.

1.1.1.2 Metropolitan Washington Council of Governments (MWCOG)

In 2010, the MWCOG Board of Directors approved Region Forward: *A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century*. COG's Region Forward Vision focuses on creating a more prosperous, accessible, livable, and sustainable metropolitan

[1] https://www.ncpc.gov/docs/06_CP_2016_Transportation_Element_2.29.16.pdf, p.1

Washington. It maps out ambitious goals and targets to guide future decisions and measure progress for land use, transportation, climate & energy, environment, public safety, education, housing, health & human services, and economy.

Table 1: Goals, Targets, and Indicators for Accessibility Category

Accessibility[2]		
Goals (pg. 15)	***Targets (pgs. 17-25)***	***Indicator (pg. 26)***
• Transit-oriented mixed-use communities emerging in Regional Activity Centers that will capture new employment and household growth. • A transportation system that maximizes community connectivity and walkability and minimizes ecological harm to the Region and world beyond. • A variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels. • A broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.	• Beginning in 2012, capture 75 percent of the square footage of new commercial construction and 50 percent of new households in Regional Activity Centers • Reduce daily vehicle miles traveled (VMT) per capita • The region's transportation system will give priority to management, performance, maintenance, and safety of all transportation modes and facilities • Transportation investments will link regional Activity Centers • Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's plan • By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45 percent of area median income • Beginning in 2012, at least 80 percent of new or preserved affordable units will be located in Regional Activity Centers • Increase the share of walk, bike, and transit trips • All Regional Activity Centers will have transit accessibility (bus or rail)	• Triennial Aerial Survey of Freeway Congestion • Vehicle Registration per capita • Transit, bicycle and walk share in Regional Activity Centers • Accessibility to jobs within 45 minutes • Street/node ratio for Regional Activity Centers • Accessibility of passengers and cargo to the region's airports • Square feet of mixed-use development

1.1.1.3 Transportation Planning Board (TPB)

The TPB is the metropolitan planning organization (MPO) for metropolitan Washington. In October 2018, the TPB approved the region's new long-range transportation plan, Visualize

[2] https://www.mwcog.org/documents/2010/01/28/region-forward-vision/. PDF. Pages as noted.

2045[3], and on March 18, 2020 it approved the FY 2021-2024 Transportation Improvement Program (TIP).

Visualize 2045 takes a multi-modal approach, relying on multiple travel modes to accommodate anticipated growth and address the region's diverse transportation challenges. In addition to projects that the region's transportation agencies expect to be able to afford between now and 2045, the plan includes aspirational initiatives that go beyond financial constraints. Though the focus of the financially constrained element is on regionally significant road and transit projects, Visualize 2045 also highlights bicycle and pedestrian projects, freight planning, and other transportation programs aimed at reducing congestion and improving air quality. The plan also highlights how the region is incorporating new federal Performance-Based Planning and Programming (PBPP) requirements into the regional transportation planning process. Overall, the plan aims to:

- Bring jobs and housing closer together
- Expand Bus Rapid Transit regionwide
- Move more people on Metrorail
- Provide more telecommuting and other options for commuting
- Expand express highway network
- Improve walk and bike access to transit
- Complete the National Capital Trail

The TIP is a document describing the planned schedule in the next six years for distributing federal, state and local funds for state and local transportation projects in accordance with Visualize 2045. The TIP represents an agency's intent to construct or implement specific projects and identifies the anticipated flow of federal funds and matching state or local contributions.

TPB is dedicated to achieving these measurable objectives through supporting individual organization TDM strategies, including pricing strategies, subsidies, incentives/disincentives, and better transit options. This TMP will help agencies at SFC direct their TDM strategies to remain consistent with TPB's Vision and achieve its goal.

1.1.2 State

The Maryland Department of Transportation (MDOT) continually takes steps to plan, invest in and evaluate the transportation system to ensure it connects customers to key destinations–enabling a growing economy. MDOT's strategic approach is presented through the State Report on Transportation (SRT) which is comprised of three documents: (1) a vision for the transportation system through the Maryland Transportation Plan (MTP); (2) the six-year budget for transportation projects, produced annually as the Consolidated Transportation Program (CTP); and (3) an evaluation and report of the performance of Maryland's transportation system through the

[3] https://www.mwcog.org/assets/1/28/Visualize_2045_Plan_Final_Draft_October_2018.pdf

Annual Attainment Report on Transportation System Performance (AR), focusing on the goals adopted in the MTP.

The Office of Planning and Capital Programming at MDOT has developed the 2040 Maryland Transportation Plan (2040 MTP). The MTP outlines the State's overarching transportation priorities and helps create a larger context for transportation decision-making through these goals[4]:

- Ensure a safe, secure, and resilient transportation system
- Facilitate economic opportunity and reduce congestion in Maryland through strategic system expansion
- Maintain a high standard and modernize Maryland's multimodal transportation system
- Improve the quality and efficiency of the transportation system to enhance the customer experience
- Ensure environmental protection and sensitivity
- Promote fiscal responsibility
- Provide better transportation choices and connections

The MTP contains statewide transportation strategies to meet the seven goals, including Better Transportation Choices and Connections. The objective of Better Transportation Choices and Connections is to enhance mobility and accessibility along with informing and educating customers on transportation options. Some strategies noted in the 2040 MTP towards these objectives are:

- Coordinate activities across MDOT and with regional and local agencies to incentivize changing travel behavior.
- Encourage local jurisdictions to identify desired bicycle and pedestrian facilities in comprehensive plans, and then to secure those facilities through private development and other opportunities.
- Expand commuter transportation options, including commuter bus, car/vanpooling, park-and-ride facilities, cycling, walking, and transit, as well as promoting opportunities for teleworking.
- Promote innovative public involvement strategies for projects such as use of social media and text message surveys to expand outreach and engagement.
- Strengthen employer commute incentive programs by increasing marketing and financial/and or tax-based incentives for employers, schools, and universities to encourage walking, biking, public transportation usage, carpooling, and teleworking.

In coordination with the MTP, the Bicycle and Pedestrian Master Plan (BPMP) establishes a 10-year vision for bicycling and walking as transportation in Maryland. The BPMP provides guidance and investment strategies to support bicycling and walking through education, enforcement, and infrastructure solutions.

[4] http://www.mdot.maryland.gov/newMDOT/Planning/Maryland_Transportation_Plan/Images/mtp_samp-posters_print-v3%202.jpg

MDOT State Highway Administration (MDOT SHA), and Maryland Transit Administration (MTA) track performance of these strategies and goals through travel demand management (TDM) and Transportation Emission Reduction Measures (TERMs), including: Commuter Choice Maryland, Commuter Connections, Telework Partnership, transit marketing and subsidy programs, and statewide park-and-ride facilities. MDOT also tracks performance through transportation-related emissions by region and greenhouse gas emissions.

1.1.3 Local

Prince George's County Planning Department, part of the Maryland-National Capital Park and Planning Commission (M-NCPPC) developed the Plan Prince George's 2035 Approved General Plan (Plan 2035) (published in 2014). The 2035 Transportation and Mobility Goal is to provide and maintain a safe, affordable, accessible, and energy efficient multimodal transportation network that supports the county's desired land use pattern and Plan 2035 vision. Plan 2035 recognizes that implementation of the various planning documents will require continued and timely coordination and collaboration of local, state, and regional agencies, and the development community.

Plan 2035 designates eight Regional Transit Centers which are the focus of the county's planned growth and mixed-use development, and which have the capacity to become major economic generators. Six Neighborhood Reinvestment Areas are designated for coordinated funding and resources needed to stabilize and revitalize these areas. The Plan 2035 transportation policies and strategies build on the 2009 Approved Countywide Master Plan of Transportation (MPoT). The MPoT identifies appropriate transportation system elements to support the General Plan development pattern and policies and proposes implementation mechanisms for these elements. To facilitate inter-agency coordination on implementation, strategies that should be pursued within the first five years following Plan 2035's approval are:

- Identify new transitway corridors that will support the Plan 2035 development priorities and amend the Master Plan of Transportation Transit Element to include the updated corridors.
- Update the Transit Services Operating Plan (TSOP) to reflect the Plan 2035 future land use plan and local and regional transit planning initiatives.
- Adopt a single set of multimodal LOS standards (superseding the standards for each mode) at a future time when multimodal LOS analysis procedures have been fully accepted.
- Coordinate the county complete streets policy with a school route analysis, planning, and implementation by the Prince George's County Planning Department, the Board of Education, the Department of Public Works & Transportation, MDOT SHA, and municipalities.
- Identify areas with high pedestrian accident incidents and implement appropriate traffic-calming measures to increase safety while maintaining designated levels of service.

- Develop a coordinated approach to pursuing a range of diverse transportation funding sources.
- Develop a priority parking initiative for alternative fuel and carpooling vehicles at county buildings, commuter parking lots, and other popular areas to encourage the use of alternative fuel vehicles and carpooling countywide.

One goal of this document is to guide the County in managing capacity and minimizing congestion of the street, road, and highway network by safely and efficiently providing access for all users to existing and planned land uses, with emphasis on General Plan corridors and centers. One strategy to achieve this goal is to "implement TDM practices that reduce trips (through park-and-ride lots and other strategies) and trip length, manage routes and peak-period travel, and generally focus on changing travel behavior." Transit-oriented development (TOD) represents a major opportunity to implement the development vision for Prince George's County at Metro stations.

2014 Southern Green Line Station Area Plan and Sectional Map Amendment

The 2014 *Southern Green Line Station Area Plan and Sectional Map Amendment (SMA)* seeks to bring TOD to southern Prince George's County by way of the Metrorail Green Line. This sector plan establishes a vision for the individual station areas, the sector plan area as a whole, and presents a comprehensive strategy for achieving TOD. There is already a Mixed-Use Town Center (M-U-TC) District in place at Suitland (recommended and approved by the 2006 Approved Suitland Mixed-Use Town Center Zone Development Plan), reducing the process burden in this station area. Some existing zones are appropriate for specific locations within the station and outlying areas near the various stations. Policy recommendations to increase multimodal mobility in the Suitland station area include:

1. Remove the Pearl Drive and Randall Road intersections with Silver Hill Road and consolidate traffic access to the Navy Day Drive intersection.
2. Work with MDOT SHA, GSA, and private property owners to improve the pedestrian environment and redevelopment potential along Silver Hill Road from Suitland Parkway to Suitland Road. Continue planning for a multiway boulevard along the south side of Silver Hill Road, including a slow drive lane and parallel parking lane utilizing existing right of way and private property.
3. Work with MDOT SHA and the National Park Service to reconfigure ramp termini to and from Suitland Parkway, to reduce turning radius and intersection widths to improve pedestrian crossing in the Metro station area.
4. Work with MDOT SHA to implement Suitland Road Complete Street projects, that will include on-street bicycle lanes.
5. Study the potential for a new express bus service from the Suitland Metro station down Suitland Parkway to MD 4, to serve Westphalia and Upper Marlboro.
6. Promote the proposed Suitland-Silver Hill Greenway concept including improved access to the Metro station via an off-street multi-use trail on the Campus frontage along

Suitland Road and Silver Hill Road, along Smithsonian property frontage along Silver Hill Road, and continuing to MD 5 and Iverson Mall.

7. Improve the pedestrian facilities across Silver Hill Road in the Metro station area, including intersections with the Metrorail access road, Navy Day Drive, and Swann Road.

1.2 DATA COLLECTED

The basis for this report is a site assessment, an employee survey conducted in January and February 2020, and traffic volume data utilized in the traffic impact study.

1.3 TMP GOALS AND OBJECTIVES

Based on results of the employee survey, 73 percent for Census respondents and 68 percent of BEA respondents currently drive to work alone. However, 49 percent of Census respondents and 47 percent of BEA respondents that are currently driving alone to the Campus are willing to consider alternative travel modes if efficiency, safety, and access is improved.

It should also be noted that, currently, only 4 percent of BLS respondents drive alone to work and that, based on the results of the survey, is likely to increase to approximately 35 percent once the staff is relocated to the SFC. However, it is more likely that the actual drive alone percentage will mirror that of the existing SFC employees. The anticipated increase in drive alone mode share is primarily due to a decrease in the number and convenience of the transit services near SFC, as well as congestion accessing Downtown, and parking prices, when compared to the location of the PSB. BLS employees currently working in the PSB, which is located in the downtown core, have access to multiple modes of high-quality and high-frequency transit services. Relocating the staff to an end-line Metro station increases transit travel time and limits the availability and attractiveness of transit, particularly for those that live in other suburban locations.

Therefore, this TMP must help to encourage those living within the Beltway to utilize transit services, like Metrorail, while providing other options for those living in suburban locations, including carpool/vanpool, teleworking options, and other ridesharing/mobility options. Based on this need, the following goals were identified:

- Reduce overall SOV trips for Census, BEA, and BLS employees at the SFC to no more than 60 percent within ten years of full occupancy by BLS.
- Encourage those within the Beltway to commute via Metrorail or bus by enhancing security and connectivity to the Suitland Metro station. Reduce SOV trips by this group of employees to no more than 40 percent within ten years of full occupancy by BLS.
- Improve options for those living outside the Beltway to commute and reduce SOV trips to no more than 80 percent within ten years of full occupancy by BLS.

2.0 TRANSPORTATION SYSTEM

2.1 LOCAL ROADWAY NETWORK

The SFC is well-connected to the local and regional roadway network and can be directly accessed via Silver Hill Road (MD 458). It is located within one-half mile of the Suitland Parkway, which connects Washington, DC with Andrews Air Force Base; within one mile of MD 4, which connects Washington, DC with Prince George's and Calvert Counties; within 1.2 miles of MD 5, which connects Washington, DC, with Prince George's, Charles, and St. Mary's Counties; and within three miles of the nearest Capital Beltway interchange. This level of accessibility provides commuters with a wide variety of potential commute routes. It should be noted that trucks are restricted from the Suitland Parkway. The majority of trucks that service the site utilize Silver Hill Road (MD 458) to Branch Avenue (MD 5) or Pennsylvania Avenue (MD 4) to access the regional transportation network.

The Capital Beltway (Interstate 495/95) is an eight-lane divided freeway with a posted speed limit of 55 miles per hour, and annually carries approximately 176,000 average daily vehicles (AADT) according to 2019 MDOT SHA[5] traffic data. A full-movement, grade-separated interchange is provided at MD 5 (Branch Avenue).

MD 5 (Branch Avenue) is a six-lane north-south divided arterial highway with a posted speed limit of 45 miles per hour. Branch Avenue approximately carries 54,000 average daily vehicles (2019 MDOT SHA data[6]). Turn lanes are provided at major intersections and traffic signals are provided at the MD 5 and Silver Hill Road (MD 458) intersection.

MD 4 (Pennsylvania Avenue) is a four-lane east-west divided principal arterial. Turn lanes are provided at major intersections and traffic signals are provided at the MD 4 and Silver Hill Road (MD 458) intersection. The posted speed limit is 45 miles per hour. According to 2019 MDOT SHA traffic data[7], the AADT is approximately 28,000 average daily vehicles.

Suitland Parkway (MD 337) is a four-lane east-west divided freeway with a posted speed limit of 50 mph. Access to the study area is provided via an interchange with Silver Hill Road (MD 458).

[5] MDOT Annual Average Daily Traffic (AADT) Locator. https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d
[6] MDOT Annual Average Daily Traffic (AADT) Locator. https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d
[7] MDOT Annual Average Daily Traffic (AADT) Locator. https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d

According to 2019 MDOT SHA traffic data[8], the AADT is approximately 39,000 average daily vehicles.

Silver Hill Road (MD 458) is a six-lane east-west divided principal arterial with a posted speed limit of 35 miles per hour. It provides access to area businesses, residential streets, the Campus, and the Suitland Metro station. Access to the Campus is provided via Swann Road/Gate 5, which is the main entrance for the Campus for employees and visitors. Several signalized intersections along Silver Hill Road (MD 458) are within the study area, including Silver Hill Road (MD 458) and the Suitland Parkway Off-Ramp/Metro Station Driveway; Silver Hill Road (MD 458) and Navy Day Drive/Metro Station Driveway; Silver Hill Road (MD 458) and Swann Road; Silver Hill Road (MD 458) and Suitland Road (MD 218); and Silver Hill Road (MD 458) and Pennsylvania Avenue (MD 4). It should be noted that several signalized intersections with local streets lie between Suitland Road (MD 218) and Pennsylvania Avenue (MD 4) but are not included in the transportation impact study area analysis. According to 2019 MDOT SHA traffic data[9], the AADT for Silver Hill Road (MD 458) is approximately 45,000 average daily vehicles.

Suitland Road (MD 218) is a two-lane north-south minor arterial roadway with a posted speed limit of 30 miles per hour. It provides access to area businesses, residential areas, the Campus, and the Washington National Cemetery. Access to the Campus is provided via Gates 3 and 4, which are opened on a limited basis and intended for employees, and Swann Road. According to 2019 MDOT SHA traffic data[10], the AADT is approximately 19,500 average daily vehicles.

Swann Road is a four-lane undivided roadway that provides access to all facilities in the Campus. Access is secured from Silver Hill Road (MD 458) and Suitland Road (MD 218); thus, it is only utilized by employees and visitors to the Campus. The speed is posted at 25 mph.

2.2 PARKING FACILITIES

There are currently four parking areas designated for the SFC with a total of 4,359 parking spaces shared between the North Building surface lot and garage, the South Building surface lot and garage, a large surface lot across Swann Road, and a small visitor lot near the entrance to the SFC. The locations of the parking areas and their approximate capacities are shown in Figure 2.

[8] MDOT Annual Average Daily Traffic (AADT) Locator. https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d
[9] MDOT Annual Average Daily Traffic (AADT) Locator. https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d
[10] MDOT Annual Average Daily Traffic (AADT) Locator. https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d

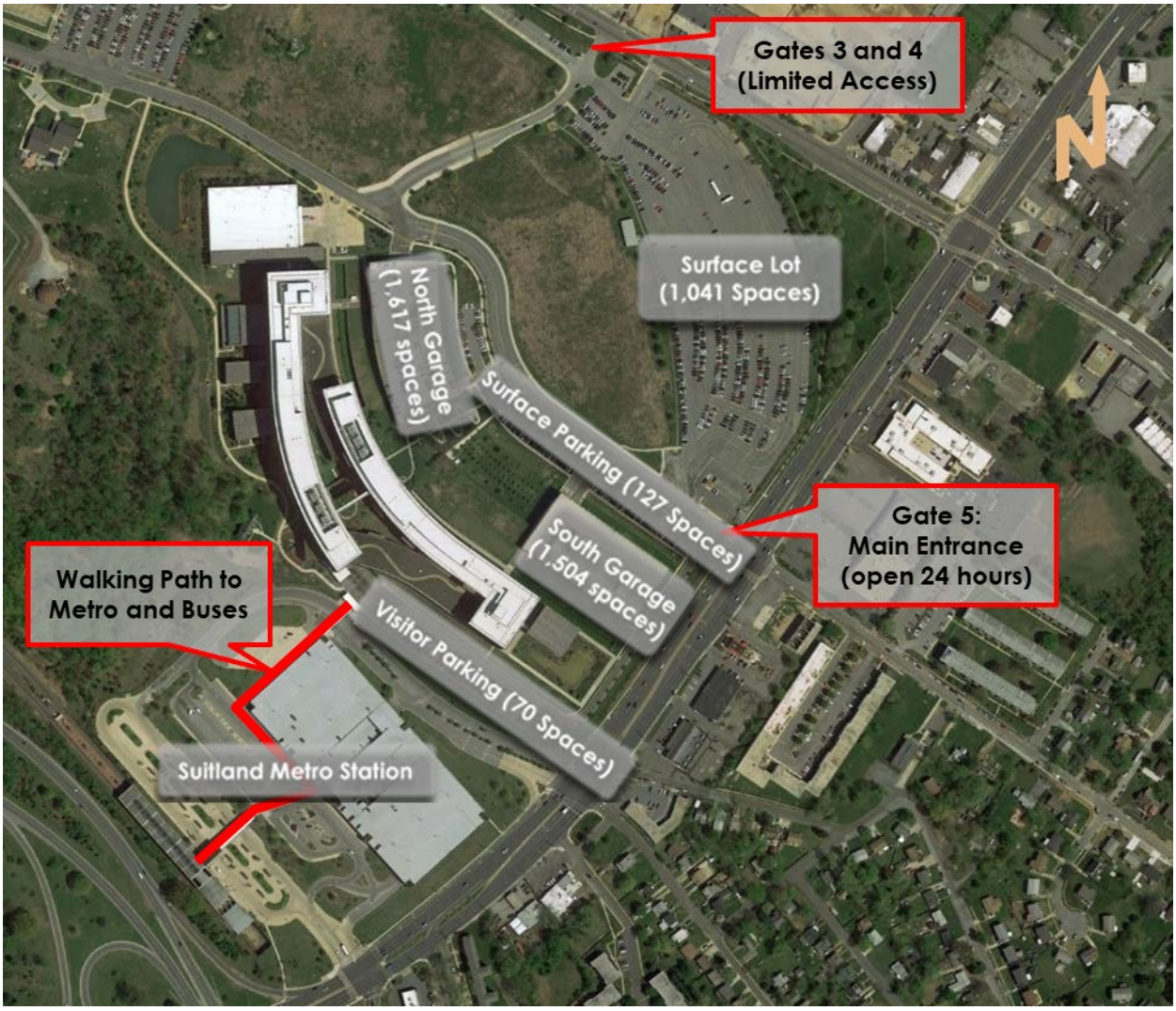


Figure 2: SFC Parking Lot Locations (NTS)

2.3 TRANSIT FACILITIES

2.3.1 Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) Metrorail system connects downtown Washington, DC to the adjoining areas in Maryland and Virginia. Six lines, including the Red, Blue, Orange, Green, Yellow, and Silver, interconnect within Washington, DC. The Metrorail system opens at 5:00 a.m. on weekdays and at 7:00 a.m. on weekends and closes at 12:00 a.m. every night. Trains arrive approximately every six minutes during the peak hours and every twelve minutes at other times.

The Campus is within 0.2 miles of the Suitland Metro station on Metrorail's Green Line. The Green Line operates between Branch Avenue and Greenbelt in Prince George's County and has 21 stations and three transfer points to other Metrorail lines (Figure 3). The line runs along the same path as the Yellow Line from L'Enfant Plaza to Fort Totten. The line operates at an 8- to 12-minute headway during weekdays and Saturdays, a 15-minute headway on Sundays, and 20-minute late-night headways. The Suitland station has 1,890 parking spaces and is connected to the Campus by a covered walkway (approximately 1,100 feet in length) that leads to a pedestrian-only security gate (see Figure 4). Depending on where an agency employee works on the Campus, the Suitland Metro station can be as close as a 5-minute walk, or as far as a 20- to 25-minute walk.

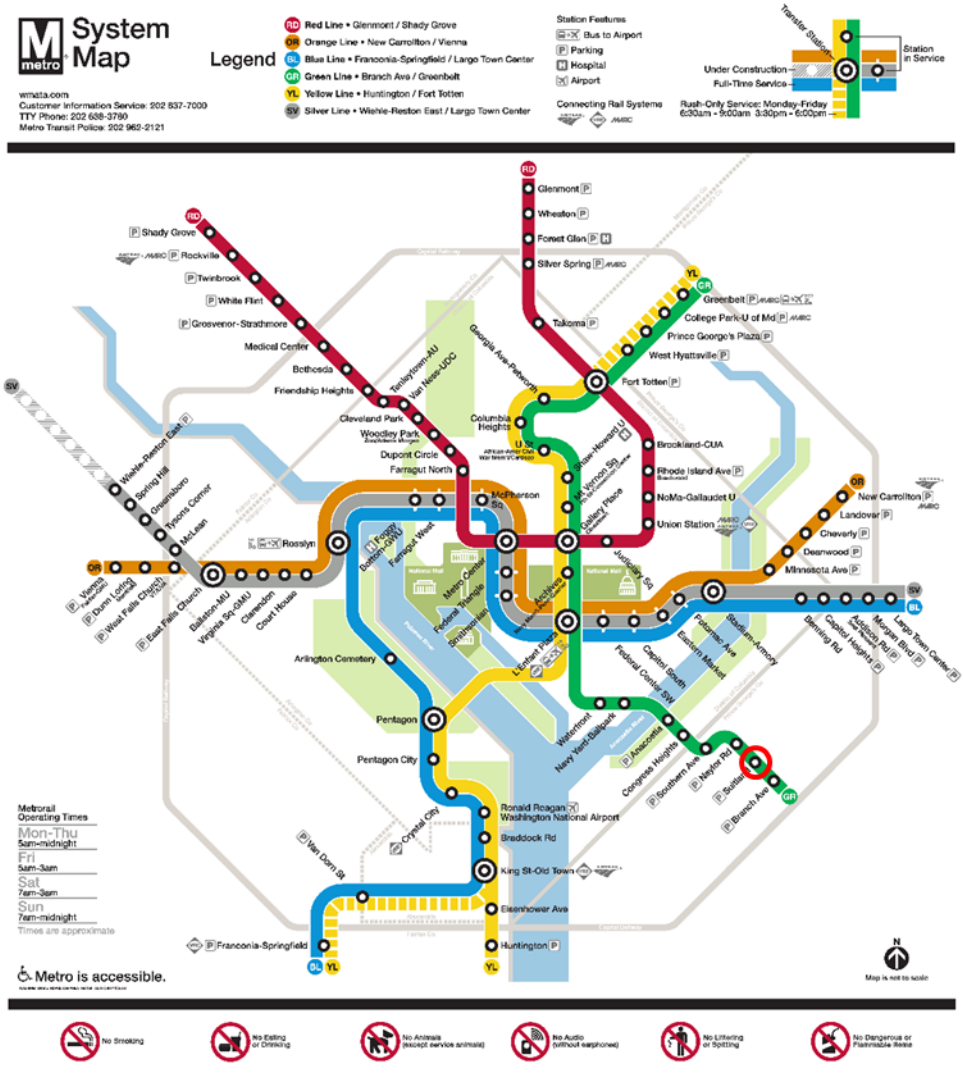
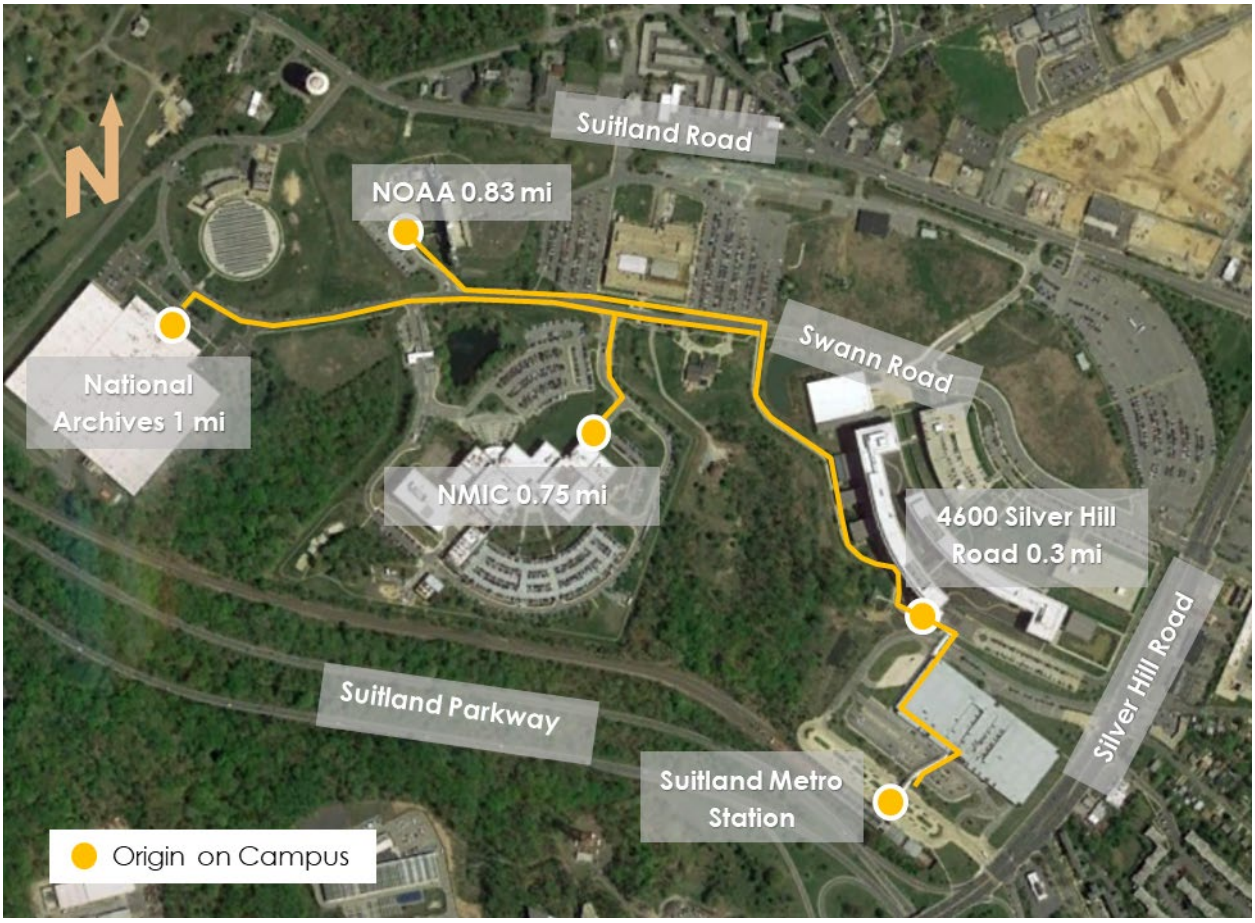


Figure 3: Metrorail System Map (NTS)



Origin on Campus	Distance to Suitland Metro Station (Miles)	Walking Time to Suitland Metro Station (Minutes)
4600 Silver Hill Road	0.30	6
NMIC	0.75	15
NOAA	0.83	17
National Archives	1.00	20

Figure 4: Walking Distance and Times from Campus Buildings to Suitland Metro Station (assumes 3 mph walking speed) (NTS)

2.3.2 Bus

As shown in Figure 5 the SFC (denoted by a star symbol) is also served by Metrobus routes D12, D13, D14, K12, K14, P12, and V12 as well as Prince George's County TheBus Route 34 and Maryland MTA Commuter Bus Routes 735 and 850. Route P12 operates at approximately 30-minute headways and provides local service that connects the Eastover Shopping Center to the Addison Road Metro station. It also connects to the Southern Avenue and Suitland Metro

stations. Route D12 operates approximately every 20 minutes during the AM and PM peak periods and once an hour during in the midday off-peak hours. The D12 bus provides local service around the nearby communities of Suitland and Oxon Hill and provides access to the Suitland and Southern Avenue Metro stations. Most Metrobus routes have stops along Silver Hill Road as well as in front of the Campus. TheBus Route 34 also has several stops adjacent to the Campus along Suitland Road (MD 218).

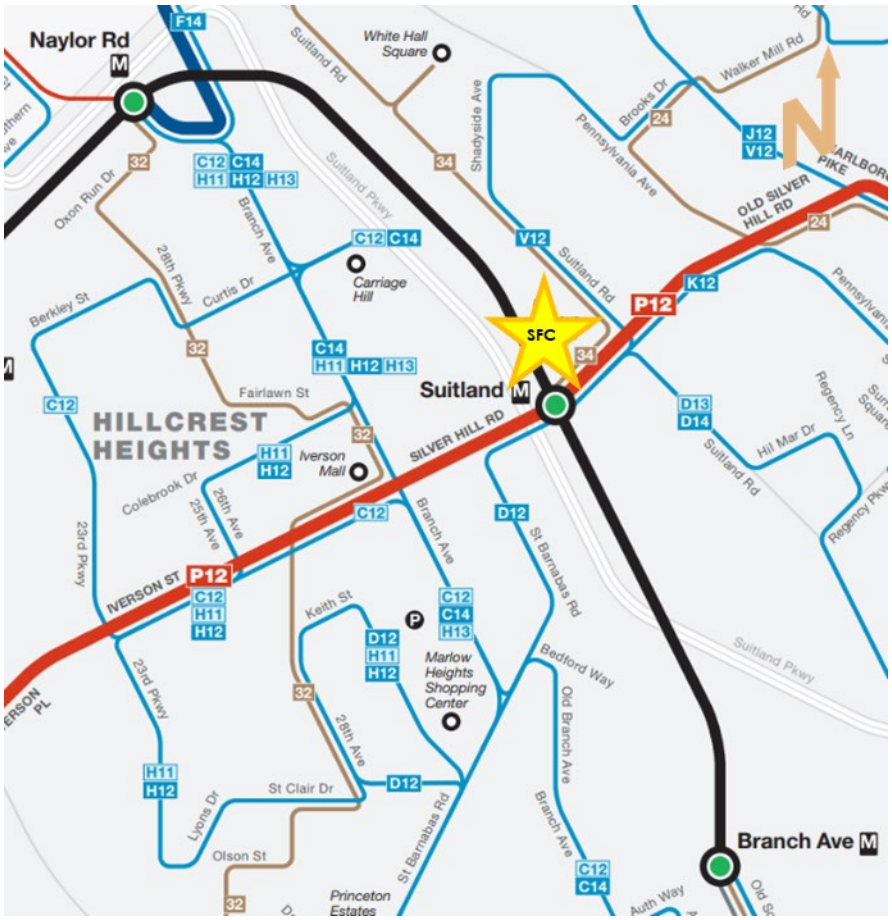


Figure 5: Metrobus and TheBus Route Map (NTS)

2.4 PEDESTRIAN AND BICYCLE FACILITIES

The Campus is connected to the local pedestrian and bicycle network via sidewalks along Swann Road that tie into existing sidewalks along Silver Hill Road and portions of Suitland Road. Shared bicycle lanes are also provided on Silver Hill Road. However, several issues were identified during the field visits that likely present a barrier to pedestrian, bicycle, and transit use on the Campus. The sidewalks are relatively narrow (approximately five feet in width) and run immediately adjacent to the curb on segments to the north and south of the Campus frontage, with no buffer from the travel lanes. While the posted speed limit on Silver Hill Road is 35 mph,

actual travel speeds are much higher. Thus, the proximity of the sidewalk to traveling vehicles creates an unpleasant walking experience.

Transit services are directly accessed via the pedestrian pathway connection between the Campus and the Suitland Metro station. Buses can be accessed at the station or at stops along Silver Hill Road. However, the Campus itself provides a barrier to transit access, particularly for pedestrians from the surrounding community to the northwest of the Campus (along Suitland Road). Walk times to/from the Metro station from these neighborhoods is circuitous as pedestrians have to walk around the secured Campus.

The shared bicycle lanes are also likely intimidating for many bicycle riders. The right-most lanes on Silver Hill Road are designated with sharrows meaning that both bicycles and vehicles can use the lane. However, the lanes are only slightly wider than a standard travel lane (13 feet) and vehicle speeds on Silver Hill Road are relatively high. Thus, these facilities are not likely to be an asset to the Campus unless greater separation of vehicle/bicycle traffic can be provided.

According to the PGAtlas website[11], M-NCPPC's Geographic Information Systems (GIS) tool for Prince George's County, Silver Hill Road has planned bicycle lanes (Figure 6). The map also shows planned bike lanes along Branch Avenue and planned shared lanes near Branch Avenue Metro Station (station not shown in Figure 6). In addition, there are 10 bicycle racks and bicycle lockers located at the Suitland Metro station.

[11] https://www.pgatlas.com/

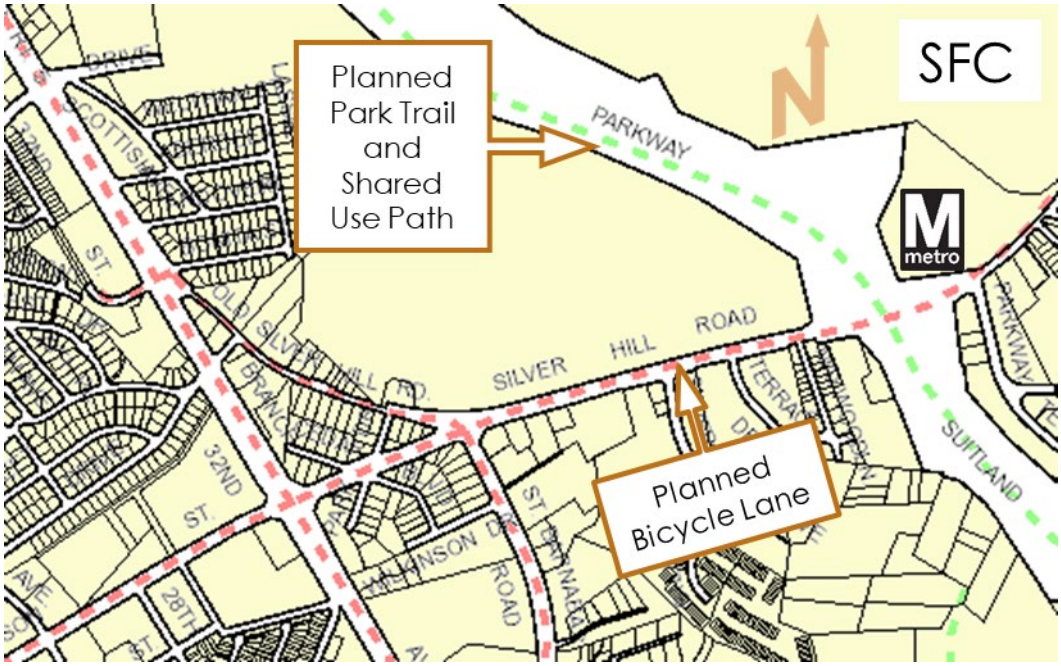


Figure 6: Planned Bicycle Facilities in Study Area (NTS)

3.0 EMPLOYEE SURVEY

Three employee surveys were conducted via the internet (SurveyMonkey) from January 21, 2020 to February 6, 2020. The purpose of the surveys was to gather information regarding existing and potential future commute modes, needs, and opportunities, in order to inform the development of this revised TMP plan for the SFC that would be required upon relocation of BLS employees to the Campus. Copies of the surveys are in Appendix A and the raw survey data was provided to each of the agencies electronically. The results of the surveys were compiled into a summary report and attached to this document in Appendix B.

The surveys investigated the modes by which employees travel to work, working hours, telecommuting, origin/destination, possible improvements to transit options, and reasons for mode choice. Two surveys were distributed to Census and BEA employees that are assigned to the SFC, to estimate how they currently commute to/from the Campus and identify needs and opportunities to enhance non-auto modes. While these surveys were addressed to different agencies, the questions contained in the surveys were the same. A separate survey was also distributed to BLS employees that currently work in leased space within the PSB in Washington, DC, and that are anticipated to be relocated to the SFC. This survey differed from the Census and BEA surveys in that it asked questions regarding employees' current commute mode and habits, as well as how those habits and modes might change if they were relocated to the SFC. The following summarizes the results of the surveys.

3.1 CENSUS BUREAU AND BUREAU OF ECONOMIC ANALYSIS

The results of the Census and BEA employee commuter surveys indicate a reliance on driving alone as a commuting mode for most employees, shown in Table 2. Approximately 73 percent of Census respondents and 68 percent of BEA respondents who work on Campus currently drive alone to work. This is indicative of the lack of high-frequency and high-capacity transit services (with the exception of Metrorail) in Suitland. Many respondents that live in suburban Maryland and Virginia would need to make several transfers into and out of DC in order to take public transit, which would significantly increase their daily commute time, in some cases by hours.

Due to the widespread locations of employee residences across the greater Washington area, few respondents indicated that they carpool or vanpool. Many respondents indicated that they are not able to carpool or vanpool due to unpredictable schedules and/or childcare responsibilities. However, for those that do not drive alone, Metrorail is highly utilized due to the proximity of the Suitland Metro station to the SFC. Respondents also feel that lack of suitable biking facilities and an unsafe area do not encourage them to walk or bike to work more.

Table 2: Current Commute Mode Split for SFC Respondents

Mode	Census	BEA
Drive alone	73.11%	68.09%
Carpool/Slug with other SFC employees	5.78%	0.71%
Carpool/Slug with employees that do not work at the SFC	0.26%	0.00%
Registered Vanpool	1.47%	1.42%
Dropped off by private vehicle, taxi, Uber/Lyft, or another car service	0.05%	0.00%
Prince George's County TheBus	0.05%	0.00%
Metrobus	0.42%	0.00%
Commuter Bus	2.99%	1.42%
Metrorail via Commuter Rail (MARC/VRE)	1.58%	3.55%
Metrorail (walk/bike/drive/bus to station)	13.71%	24.82%
Walk from home to work	0.11%	0.00%
Bike from home to work	0.16%	0.00%
Scooter from home to work	0.00%	0.00%
Motorcycle	0.16%	0.00%
Airplane	0.16%	0.00%

For those that drive to the SFC, parking conditions seem to be a continual issue. Although most respondents feel that there is adequate parking, many stated that parking becomes scarcer for later arrivals, and those that arrive after 9:00 AM usually end up parking in an empty carpool or reserved spot, or in the surface lot reserved for contractors. Some respondents feel that besides handicap spaces, parking should be first come, first served and that contractors should be permitted to park in the garage on this basis. Many respondents also feel that there will not be enough parking if BLS is relocated to the SFC.

In addition to parking, many respondents indicated that Campus traffic circulation is extremely frustrating, especially in the afternoon, due to the configuration of the entrance/exit, and adjacent traffic signal operations. Some cited a weather-related incident in January 2020 that closed the Campus early and the subsequent departure caused traffic jams lasting a few hours due to the aforementioned factors.

3.2 BUREAU OF LABOR STATISTICS

The results of the BLS employee commuter survey indicate a reliance on Metrorail and commuter rail (MARC/VRE) as a commuting mode for most employees, shown in Table 3. Approximately 39 percent and 31 percent of BLS respondents who work at the PSB currently take Metrorail and commuter rail, respectively. This is indicative of the central location of PSB near Union Station, where there are ample connections to transit. It should be noted that only 4 percent of respondents selected drive alone as their primary mode of transportation to PSB.

Table 3: Current Commute Mode Split for BLS Respondents

Mode	Percentage
Drive alone	4.24%
Carpool/Slug with other BLS employees	2.75%
Carpool/Slug with non-BLS employees	4.93%
Registered Vanpool	0.23%
Dropped off by private vehicle, taxi, Uber/Lyft, or another car service	0.11%
Metrobus	2.52%
Commuter Bus	2.52%
Commuter Rail (MARC/VRE)	31.08%
Metrorail via Commuter Rail (MARC/VRE)	5.96%
Metrorail (walk/bike/drive/bus to station)	38.65%
Walk from home to work	3.21%
Bike from home to work	2.98%
Scooter from home to work	0.00%
Motorcycle	0.11%
Airplane	0.34%
N/A	0.34%

However, when asked about the relocation to the SFC, almost half of respondents said that their commute would increase by 31 to 60 minutes. Many also stated that they would need to switch to driving alone in order to have a shorter commute when compared to the same commute by transit. In fact, according to this survey, driving alone as a primary mode of travel to work would increase over 800 percent if BLS were moved from PSB to SFC. Furthermore, the anticipated mode split from the survey responses (Table 4) is likely to be more heavily weighted to drive alone than what is indicated in the survey responses. It will likely be closer to the existing auto mode split for the Census and BEA. Therefore, it is likely that the relocation to SFC will have a significant impact on mode choice for BLS employees.

Table 4: BLS Respondent Potential Mode of Transportation to SFC

Mode	Percentage
Drive alone	34.99%
Carpool/Slug with other SFC employees	1.97%
Carpool/Slug with employees that do not work at SFC	0.93%
Registered Vanpool	0.12%
Dropped off	0.12%
Prince George's County The Bus	0.00%
Metrobus	1.16%
Commuter Bus	0.81%
Metrorail via Commuter Rail (MARC/VRE)	18.77%
Metrorail (walk/bike/drive/bus to station)	38.01%
Walk from home to work	0.12%
Bike from home to work	0.35%
Scooter from home to work	0.00%
Motorcycle	0.00%
Airplane	0.23%
I would leave Bureau	0.58%
Unknown at this time	1.85%

Most responses also indicate that BLS employees have objections to relocating to the SFC, mostly due to potential significant increases in commute time via transit and/or the switch from transit to driving alone. In addition, many respondents stated that the relocation would increase travel costs due to more driving or more transfers between transit systems.

3.3 SURVEY CONCLUSIONS

Based on the responses to both surveys there will be a significant need to encourage commuting by modes other than driving alone. Existing traffic congestion during peak periods would be exacerbated by additional employees onsite unless the Census, BEA, and BLS can affect an increase in transit and carpool/vanpool mode split. Strategies that can be considered and explored further in the TMP include, but are not limited to:

<u>Enhancing On-Site Employee Transportation Coordinator (ETC) Services</u>

- Establish an ETC for the entire building and locate the ETC in a highly visible location.
- Conduct regular transportation fairs.
- Improve communication regarding available transit subsidies and guaranteed ride home programs and increase participation.
- Provide agency-sponsored/coordinated carpool/vanpool formation services to assist employees in finding ride partners as well as vans for vanpools.

- Establish a transit users' group to link up employees to ride transit together and to support employees that might be new to riding transit.
- Work with the agencies to coordinate staggered work schedules.
- Provide additional telework support to agencies and employees, including offering incentives for employees to telework Tuesdays, Wednesdays, or Thursdays.
- Maximize the percentage of employees that live within the Beltway to commute via transit.

Enhancing On-Site Circulation and Parking

- Provide bicycle facilities on site including bike lanes, cycle tracks/multi-use paths, sheltered bike parking, and pump and tool stations.
- Increase the capacity of the security check-in and revise security procedures for exiting traffic during typical PM commute periods as well as during unexpected/emergency releases.
- Provide preferential parking for carpools/vanpools and enforce permitting for such parking.
- Consider reducing parking supply to meet NCPC guidelines and/or charging parking fees.

Enhancing Transit/Ped/Bike Options

- Work with WMATA and Prince George's County to enhance safety within the surrounding area, at the station, and on the Green Line.
- Work with MDOT SHA and Prince George's County to enhance pedestrian and bicycle facilities within the surrounding areas.
- Work with WMATA and MTA to explore the potential for direct commuter bus services from park-and-rides along major corridors such as I-270, I-95, I-66, US 50, and I-495.
- Consider direct employee-only shuttles between Union Station and the Campus.
    - Provide carsharing or ridesharing to permit employees to run errands throughout the day. Provide fleet vehicles for employees to attend work functions throughout the day.

4.0 TRAFFIC IMPACT ANALYSIS

A Traffic Impact Study (TIS) was prepared for GSA and BLS to assess and report potential transportation impacts resulting from the proposed relocation of approximately 1,800 BLS employees, currently located at the PSB in Washington, DC, to the SFC, located at 4600 Silver Hill Road, Suitland, MD.

The TIS assesses and evaluates the potential transportation impacts resulting from the proposed relocation of BLS employees in four alternatives. The No Build Alternative evaluates the future transportation network with future volumes, excluding BLS-generated volumes. It includes traffic growth due to a nearby development, increases in background traffic, and any future development and infrastructure enhancements recommended by other transportation agencies. The Build Alternative examines future anticipated volumes on the study area roadway network, taking into consideration traffic volumes and infrastructure improvements under the No Build Alternative, as well as traffic that would be generated by the relocation. The Build + 5 Years Alternative uses the results of the Build Alternative and evaluates traffic conditions five years after the relocation is complete. The Build + 5 Years with Mitigation Alternative presents the results of additional analysis with roadway improvements and/or enhancements that would likely be required to mitigate the transportation impacts of the study area roadways within five years of the BLS relocation.

4.1 STUDY AREA

The SFC is located in the Suitland neighborhood of Prince George's County, Maryland. The vehicle study area limits were defined as primarily bounded by Silver Hill Road to the south, Pennsylvania Avenue (MD 4) to the east, Branch Avenue (MD 5) to the west, and the Washington National Cemetery to the North. Characteristics of the major corridors within the study area were obtained from Maryland Annual Average Daily Traffic – Annual Average Daily Traffic (SHA Statewide AADT Lines) map[12] through the Maryland GIS Data Catalog denoting functional classification, 2018 AADT, 2018 AAWDT, 2018 Truck AADT, and number of lanes. This information is summarized in Table 5.

At the time of this writing, the global community was experiencing the effects of the COVID-19 pandemic which were significantly impacting typical traffic conditions. Therefore, with approval from Prince George's County, historic traffic counts collected by MDOT SHA, available on its Internet Traffic Monitoring System (I-TMS)[13], were utilized to obtain turning movement count volumes at the study intersections.

[12] https://data.imap.maryland.gov/datasets/maryland-annual-average-daily-traffic-annual-average-daily-traffic-sha-statewide-aadt-lines?geometry=-77.495%2C38.744%2C-76.440%2C38.932
[13] http://maps.roads.maryland.gov/itms_public/

Table 5: Study Area Major Corridor Characteristics

Roadway	Functional Class	2018 AADT (1,000 vpd)	2018 AAWDT (1,000 vpd)	2018 Truck AADT (vpd)	Number of Lanes
Branch Avenue (MD 5)	Principal Arterial Other	54.1	57.9	788	5
Iverson Street	Minor Arterial	17.5	18.8	N/A	4
St Barnabas Road (MD 414)	Principal Arterial Other	33.6	36.0	912	4
Suitland Parkway	Principal Arterial Other Freeways and Expressways	39.4	42.1	413	4
Silver Hill Road (MD 458), between Branch Avenue (MD 5) and Suitland Road (MD 218)	Principal Arterial Other	44.3	47.4	667	5
Silver Hill Road (MD 458), between Suitland Road (MD 218) and Pennsylvania Avenue (MD 4)	Principal Arterial Other	35.6	38.1	540	6
Suitland Road (MD 218)	Minor Arterial	18.6	19.9	N/A	2
Shadyside Avenue	Major Collector	5.5	5.9	N/A	2
Brooks Drive	Major Collector	9.1	9.6	N/A	2
Pennsylvania Avenue (MD 4), south of Silver Hill Road	Principal Arterial Other	38.4	41.1	1084	4
Pennsylvania Avenue (MD 4), north of Silver Hill Road	Principal Arterial Other	28.4	30.4	859	4

4.2 ANALYSIS RESULTS

Synchro 10 traffic analysis software was used to perform the capacity analyses for the signalized and unsignalized intersections in the study area. This software package provides average control delay, volume-to capacity ratio (v/c) queues, and level of service (LOS) for each lane group and for the overall intersection.

4.2.1 2020 Existing Condition

The existing roadway networks within the vicinity of SFC were assessed to provide a baseline to compare to future conditions. Eighteen intersections were analyzed as part of the study area. All but two study area intersections operate at an overall level of service (LOS) D or better. Fifteen out of the 18 study area intersections with one or more lane groups operate at LOS E or F in at least one peak hour.

4.2.2 2022 Future No Build Alternative

The 2022 Future No Build Alternative evaluates the future transportation network with future volumes, excluding the planned relocation. It includes traffic growth due to a nearby development, increases in background traffic, and future development and infrastructure enhancements recommended in the Suitland Manor Traffic Impact Study (2015), prepared by O. R. George & Associates, Inc. for Prince George's County. Under the No Build Alternative, delay and queuing are anticipated to increase at all study area intersections. Fifteen out of the 18 study area intersections operate with one or more lane groups at LOS E or F in at least one peak hour.

4.2.3 2022 Future Build Alternative

The 2022 Future Build Alternative analysis examines future anticipated volumes, taking into consideration traffic under the No Build Alternative as well as traffic that would be generated by the proposed relocation of BLS employees. The ITE *Trip Generation Manual (*10th Edition*)* Land Use Code 710 (General Office Building) was utilized to estimate the number of AM peak hour, PM peak hour, and total weekday trips that would be generated by the additional 1,800 BLS employees. A non-auto trip credit of 42% was applied to the base trip generation estimates utilizing information obtained from a commuter survey conducted in February 2020 (Table 6).

Table 6: Trip Generation Estimate

Agency	# of Employees	Drive	AM Peak Hour			PM Peak Hour			Total
		Alone %	In	Out	Tot	In	Out	Tot	Weekday*
BLS	1,800	58.0%	553	113	666	144	576	720	4,946
Non-Auto			232	47	279	60	242	302	2077
Total New Vehicle Trips			321	66	387	84	334	418	2,869

*Note: Total Weekday represents all vehicle trips occurring within a 24-hour period and does not equal the sum of AM Peak and PM Peak hours.

The results of the capacity analysis indicate that the proposed site would generate additional delay and queuing on multiple intersection approaches. Fifteen out of the 18 study area intersections operate with one or more lane groups at LOS E or F in at least one peak hour.

4.2.4 2027 Future Build + 5 Years Alternative

In addition to the 2022 Future Build Alternative, Prince George's County typically requires a Future Build + 5 Years Alternative with developments of this type. The Build + 5 Years Alternative analysis examines future anticipated volumes, taking into consideration traffic under the No Build Alternative plus an additional five years of growth as well as traffic that would be generated by the proposed relocation of BLS employees. Fifteen out of the 18 study area intersections operate with one or more lane groups at LOS E or F in at least one peak hour.

4.2.5 2027 Future Build + 5 Years with Mitigation Alternative

The 2027 Future Build + 5 Years with Mitigation Alternative provides mitigation measures at locations that would experience an increase in intersection delay of more than 10 seconds per vehicle and/or degradation of level of service to LOS E or F. The recommended mitigation measures include:

I. Silver Hill Road (MD 458) and Branch Avenue (MD 5)

- Signal timing optimization in both the AM and PM peak hours.

II. Silver Hill Road (MD 458) and Old Silver Hill Road/St Barnabas Road (MD 414)

- Signal timing optimization in both the AM and PM peak hours.

III. Silver Hill Road (MD 458) and Suitland Parkway

- Modification of the eastbound Silver Hill Road (MD 458) approach over Suitland Parkway from three lanes to two. This would permit the eastbound Suitland Parkway Off-Ramp to eastbound Silver Hill Road (MD 458) to change from stop controlled to a free movement with a weave on the overpass.

IV. Silver Hill Road (MD 458) and Swann Road

- A separate westbound Silver Hill Road (MD 458) 200 foot right-turn lane would be added.
- The two approach lanes on southbound Swann Road would change to three with a left-turn lane, a shared left/through/right lane, and a right-turn lane.
- Modified the northbound/southbound Swann Road signal phase to split phasing.
- Signal timing optimization in both the AM and PM peak hours.

V. Silver Hill Road (MD 458) and Brooks Drive

- Signal timing optimization in the AM peak hour

VI. Suitland Road (MD 218) and Driveways 3 and 4

- Driveway 4 would be closed off. Traffic would be redirected to Driveway 3

- Driveway 3 would be signalized

VII. Suitland Road (MD 218) and Homer Avenue

- The westbound Homer Avenue shared left/right lane would be modified to two exclusive separate turn lanes.

The TIS was conducted utilizing data that was collected prior to the COVID-19 pandemic. COVID-19 has significantly changed commute patterns, and it is anticipated that these changes will have a long-term impact, even after the pandemic is over, that may include an increased number of employees working from home, as well as a reluctance for people to use mass transit or ride in carpool or vanpool vehicles. Therefore, it is recommended that the intersections identified as requiring mitigation be re-evaluated in the future to determine if the mitigation recommendations are still applicable.

4.3 CONCLUSION

The results of the TIS show that the relocation of 1,800 BLS employees to the SFC would have an adverse impact on traffic conditions at seven of the 18 study area intersections, requiring mitigation measures that include signal timing adjustments, additional turn lanes, a new signalized intersection, and modifications to the Suitland Parkway interchange. However, it is recommended that the intersections identified as requiring mitigation be re-evaluated in the future to determine if the mitigation recommendations are still applicable once the full impact of COVID-19's effects on travel behavior is understood.

5.0 TRAVEL DEMAND MANAGEMENT

People choose their mode of travel based on several factors, including convenience, cost, time, habit/familiarity, reliability, punctuality, frequency, cleanliness, and safety. An effective TDM program provides a variety of strategies that affect one or more of these factors. The approach to TDM at the SFC will have to be tailored to the unique needs of the site. The location of the facility at an end-line station makes it more challenging to encourage transit use, particularly for those living outside the Beltway in other suburbs in Maryland and Virginia.

Furthermore, COVID-19 has had a significant impact on travel and will likely continue to have an impact on travel within the near future, at least. While the longer-term impacts are not known, it is anticipated to result in an increased willingness and desire to telecommute and a lesser willingness or desire to ride mass transit or ride in carpool/vanpool vehicle. The duration of the impacts will continue to be dependent on the perceived risk of the virus, and a personal and corporate re-evaluation of the comfort, convenience, and desirability of telecommuting, as well as transit and carpooling/vanpooling. These impacts will put added challenges on the SFC. Therefore, the TMP must consider ways to heavily incentivize desired behaviors through enhanced facilities on and off the Campus, as well as policies that recognize and reward those that are choosing other commute modes.

After careful consideration of site-specific needs, the following TDM strategies were developed to reduce single occupancy vehicle (SOV) trips at the SFC:

- ETC
- Carpool/Vanpool Incentives and Subsidies
- Transit Incentives
- Last-Mile Connectivity Improvements
- Telecommuting Program
- Flexible/Alternative Work Schedules
- Internal/External Pedestrian/Bicycle Circulation
- Smart Technology
- Parking

5.1 2015 SUITLAND FEDERAL CENTER TRANSPORTATION MANAGEMENT PLAN

The SFC has an existing TMP that was developed by Symmetra Design in 2015, which called for various TDM measures, many of which will be recommended for continuation/further implementation in this updated document. Tables 7 – 9 show the recommended measures for each agency and what was implemented.

As mentioned previously, the 2020 TMP is intended to serve as an update to the 2015 TMP, but also goes beyond by looking to coordinate strategies across all agencies on the Campus, as well as the BLS.

Table 7: 2015 TMP Census TDM Commitments

Category	Strategy	Implemented?
General	Identify Campus transportation coordination	✓
Telework	Examine opportunity to expand telework to employees that are currently excluded from the program	✓
Metrorail	Greater transit subsidies and expand offering to more employees	✓
Metrorail/ Metrobus Kiosk	Provide information kiosks within Census	
Carpool	Incorporate more robust carpool program	✓
Car share	Provide car share vehicles	
Bicycle Facilities	Examine opportunity to provide additional bicycle facilities on-Campus	✓
Paid Parking	Examine paid parking	

Table 8: 2015 TMP NOAA TDM Commitments

Category	Strategy	Implemented?
Metrorail	Expand offering of transit subsidies to more employees	✓
Carpool	Incorporate a carpool program	
Shuttle Service	Implement peak hour shuttle service from Gate 7 and create new stops for WRNC to encourage Metrorail ridership	
Vanpool	Increase vanpool participation	
Bicycle Facilities	Provide bicycle racks or lockers	

Table 9: 2015 TMP WNRC TDM Commitments

Category	Strategy	Implemented?
General	Identify WNRC transportation coordination	✓
Metrorail	Increase transit subsidies and expand offering to more employees	✓
Carpool	Incorporate a carpool program	
Shuttle Service	Implement peak hour shuttle service from Gate 7 and create new stops for WRNC to encourage Metrorail ridership	

5.2 RECOMMENDED TDM STRATEGIES

The sections below contain the recommended strategies/practices for the Campus.

5.2.1 ETC

An ETC is a "champion" of alternative commute modes. Given the potential increase in population, GSA should consider establishing the ETC position as an employee or team of employees who would take the responsibility of TDM monitoring and management for all agencies at the SFC. ETC responsibilities include, but are not limited to:

- **Coordination**
  - Coordinate TDM strategies across all agencies at the SFC.
  - Obtain BLS home zip codes and develop a BLS transition package highlighting non-SOV transportation options based on employee home geographies.
  - Obtain employee home zip codes for all agencies and provide ride matching for carpool and vanpools.
  - Monitor the performance of the TDM program by conducting annual employee commuter surveys and maintaining statistics on the number of employees utilizing each mode of transportation.
  - Work with a carshare or fleet management firm to provide vehicles on-site for employees that commute by modes other than driving alone to use to get to meetings or other errands during the day, or establish an account with a rideshare company, such as Uber or Lyft.
- **Communication**
  - Educate employees through emails, mailings, and regular transportation fairs/brown bag lunches.
  - Develop a designated parking and transportation webpage/clearinghouse for all transportation programs and benefits.
  - Develop mobile phone application for real-time transit and parking information for the Campus.
  - Maintain transportation information stations within all building lobbies that provides real-time traffic and transit information, as well as route schedules, and information on other commute modes.

  - Consider the implementation of a commuter management app such as Ride Amigos or LUUM that helps encourage employees to use non-SOV modes, as well as to manage their commutes.
- **Employee Assistance**
  - Assist employees in obtaining the maximum federally allowed transit subsidies or registering for Guaranteed Ride Home programs.
  - Maintain transportation information stations within all building lobbies that provides real-time traffic and transit information, as well as route schedules, and information on other commute modes.
  - Encourage employee participation in events such as Car Free Day, Park(ing) Day, and Bike-to-Work Day.
  - Reach out to on-Campus support staff and contractors to encourage them to utilize modes other than driving alone. At a minimum, consider including them in the carpool/vanpool and transit programs.
- **Advocacy**
  - Coordinate directly with agencies such as MWCOG, NCPC, WMATA, MTA, Prince George's County, and MDOT SHA, to discuss methods to reduce SOV trips.
  - Advocate for improvements to safety and facilities on the surrounding roadway network as well as transit stops/stations and onboard transit vehicles.

5.2.2 Carpool/Vanpool

The employee survey revealed that SFC's employment base is distributed throughout Maryland, Virginia, and Washington, DC. Given that a majority of employees at the SFC live in areas where mass transportation can take significantly longer than driving to work, additional carpooling and vanpooling assistance and resources could increase the number of staff utilizing carpools/vanpools or other rideshare methods.

The results of the survey, summarized in Table 10, show that most employees at Census, BEA, and BLS employees live outside of the Beltway. Those employees that live inside the Beltway are more likely to utilize Metrorail and would not likely be strong candidates for carpooling or vanpooling. However, employees living in suburban counties, such as Montgomery, Prince George's and Fairfax Counties, among others, would have a more difficult time utilizing transit because of the nature of the hub-and-spoke system, which connects a series of routes (spokes) from outlying areas to a central point (hub). Therefore, it would be necessary for employees living in suburban areas to travel into Downtown and then back out to the suburbs. The ETC should begin by using employee zip codes to identify clusters of employees and conducting outreach to provide advanced ride matching and to discuss carpooling/vanpooling benefits.

Table 10: Employee Survey Response – Area of Residence

Location of Residence	Census	BEA	BLS
Inside Beltway	633	71	369
Outside Beltway	1334	73	505
Total	**1967**	**144**	**874**

5.2.2.1 Carpool/Vanpool Corridors

It may be challenging to identify enough carpool/vanpool candidates with similar schedules in one particular area. Therefore, rather than focusing on employees that live within the same area, the ETC should develop "carpool/vanpool corridors", i.e. major freeways such as I-270, US 50, I-495, I-95, and I-66 with park-and-rides that could be accessed by a larger number of employees. Initially, employee carpools or vanpools could be established along these routes with schedules for pick-ups and drop-offs at park-and-ride facilities that are easily/directly accessible from a freeway.

Figure 7 shows examples of existing park and ride locations[14] that could potentially be used for vanpooling and carpooling and organized into carpool/vanpool corridors. It should be noted that Figure 7 includes data from Census, BEA, and BLS only. The ETC should refine the analysis of potential carpool and vanpool locations to include employees from all SFC agencies to maximize use and flexibility. Once data from other agencies is added, some corridors may stand out as candidates for initial implementation.

The ETC could also consider working with ridesharing services such as UberPool, Lyft Line, or Chariot, which allow riders to coordinate with a larger pool of potential commuters, and thus have more options for arrival and departure times. In addition, the ETC could consider establishing an employee shuttle to serve park-and-ride/transit facilities that are located in areas with higher concentrations of employee residences. The FDA White Oak campus currently operates several commuter shuttles and could be a good resource for information regarding regulatory/operational procedures for employee commuter shuttles. Alternatively, the Campus ETC could coordinate with agencies such as MTA and WMATA, to provide commuter bus services to these park-and-ride/transit facilities.

[14] https://www.commuterconnections.org/park-ride-lots-in-the-metropolitan-washington-baltimore-regions/

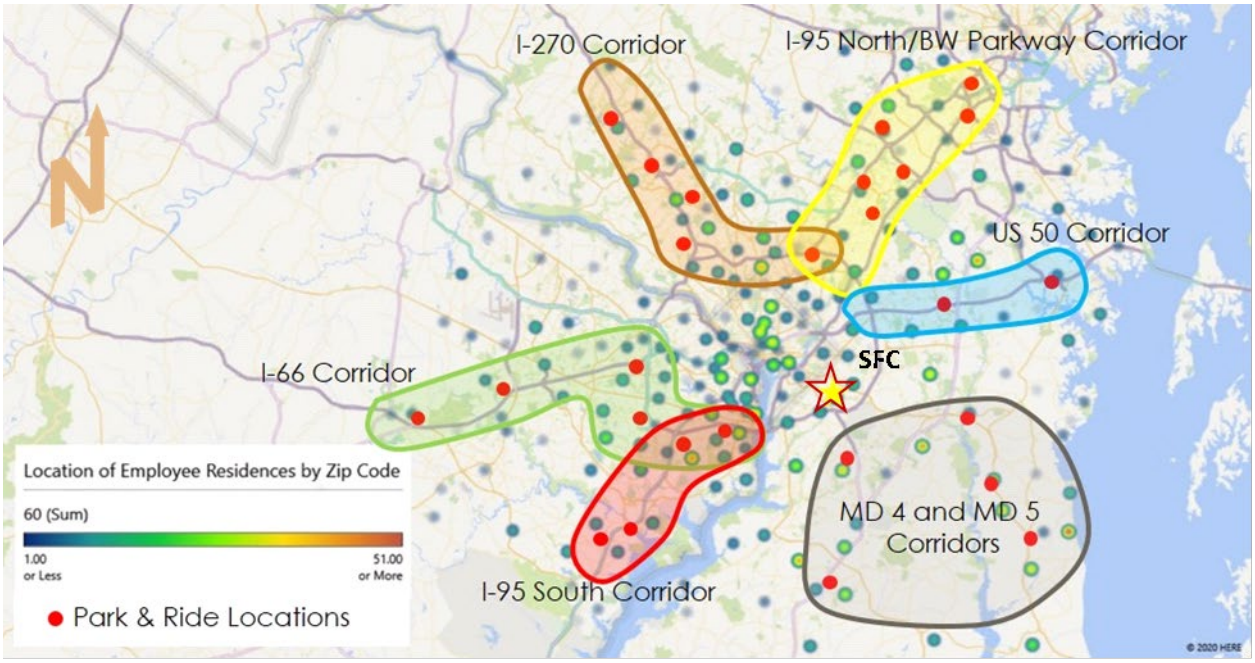


Figure 7: Potential Locations for Carpool and Vanpool Meeting Places (NTS)

5.2.2.2 Strategies

To encourage and facilitate carpooling/vanpooling, several incentive strategies should be considered:

- *Preferred Parking*:
  - Locate parking spaces for carpool and vanpool vehicles at locations that provide more convenient access to the building than would be provided for single occupant vehicle spaces.
  - Continue to guarantee parking spots for carpool and vanpool vehicles through special permits.
  - Enforce permit use even if not all carpool or vanpool spaces are occupied on a given day.
  - Consider providing additional preferential parking for vanpools since they have a greater impact on trip reduction.
- *Employee Ride Matching*:
  - Create a database of employees interested in carpooling and vanpooling. While this document only includes the zip codes of Census, BEA, and BLS employees, the ETC should refine the map to include employees from all SFC agencies.
  - The ETC should match people according to their residential proximity and work schedule. Based on the survey results, the ETC should start with identifying potential carpool/vanpool participants in suburban counties such as Montgomery, Prince George's, and Fairfax County. Utilizing zip code information, the ETC could plot out potential carpool or vanpool routes that travel along major corridors with park-and-ride facilities (see Figure 7 for potential locations and routes).
  - The ETC should facilitate the employees meeting each other by organizing the first meeting.

  - The ETC should follow up with employees to determine if the employees are a good fit and/or if new arrangements should be made. Furthermore, if the ETC takes an interest in the employees finding "good" pool partners, employee matching will most likely be self-promoting and may facilitate other employees taking this option under consideration.
  - Consider coordinating with the US Food and Drug Administration (FDA) White Oak for advice and examples of how carpool/vanpool matching can be conducted. FDA has a very strong carpool/vanpool program where they do assist with employee ride matching.
- *Vanpooling*:
  - The ETC should encourage employees to participate in vanpooling because it has a greater impact on SOV trip reductions.
  - Provide transit subsidies to vanpool participants to help cover the cost of the van, or work with SFC agencies to provide vans for employee vanpooling.
  - Create carpool/vanpool corridors, such as I-270, I-95, I-495, US 50, and I-66, where employees can be picked up at park-and-ride facilities.
- *Ridesharing:*
  - If employees require greater flexibility in arrival and departure times, the ETC could work with ridesharing companies that provide more flexible vanpool and carpool options, such as UberPool, Lyft Line, or Chariot. These services allow riders to coordinate with a larger pool of potential commuters, and thus, have more options for arrival and departure times.
- *Guaranteed Ride Home Service*: A guaranteed ride home service provides free transportation to transit, carpool, and vanpool commuters when an emergency, like an illness, arises. The ETC should facilitate employee registration to the MWCOG Commuter Connections Program, which includes a Guaranteed Ride Home service.
- *Carsharing/Ridesharing*: One of the barriers to carpooling and vanpooling is the need to have access to a car during the day for business. GSA and the agencies at SFC could consider employing one of the below potential strategies to provide access to vehicles during the day for business:
  - Work with SFC agencies to provide a fleet of vehicles that can be used during the day for traveling to meetings and conferences.
  - Work with a carsharing company, such as ZipCar to locate vehicles near security stations for use as an on-demand service for employees that need a quick reservation.
  - Work with a ridesharing company, such as Uber or Lyft, and provides a designated pick-up and drop-off lane with a sheltered waiting area near the main entrance outside the security line for on-demand use (see Section 5.2.8).

5.2.3 Transit

Because transit services in the Washington, DC metropolitan areas are oriented to bring people into the center of an urban area, a suburb-to-suburb transit trip can often double the commute time for an employee. Being located in a suburban area, it is recommended that GSA and the agencies at SFC consider a two-fold transit incentive program that focuses on the different needs of employees that live within the Beltway and employees that live outside the Beltway.

5.2.3.1 Challenges

Although the Campus is a suburban office location with a high-capacity transit connection, there are challenges when it comes to encouraging employees to commute via transit at this location, including:

- *Suburban End/Near-End of Route Metro Station Connections:* The Suitland Metro station is suburban and near the end of the Green Line. End or near-end stations are traditionally difficult for commuters, particularly those that live in other suburbs, because transit services are oriented to bring people into the center of an urban area. A suburb-to-suburb transit trip can often double the commute time for an employee, requiring an employee to ride into the City center from the suburbs and then back out, and often requires additional fees, such as parking.
- *No Direct Connections to/from Areas Where Employees Live:* While the SFC is served by a number of bus routes, most are designed to serve the local area, providing connections to nearby Metro stations. If an employee outside of Prince George's County wishes to utilize one of the bus routes, he/she most likely would have to drive and park at a transit hub, such as a Metro station, or utilize a connecting bus route. Seat changes reduce potential ridership because they are often seen as confusing or challenging, particularly where delays on one bus route may mean that a rider misses the connecting bus, or where a rider must wait at a bus stop for a connecting bus.
- *Bus Transit Travel Time:* Without dedicated operating lanes, bus transit is at best seen as comparable to vehicles because buses are often in the same congestion as a passenger vehicle. At worst, bus transit is seen as slow and inefficient due to frequent stops. Local bus service with frequent stops can sometimes take up to four times longer than a personal vehicle, and thus is not feasible for longer-distance commuting. Express or commuter bus services, while more comparable to vehicle travel time, may have deviations to major transit hubs or other facilities that increase overall travel time.
- *Perceptions of Bus Transit:* Bus transit often suffers from stigmas, both real and perceived, and is often considered less attractive than other types of rail-based transit. Buses are often seen as confusing for new riders, particularly when it comes to fares and transfers, and are often stigmatized as being utilized only by low income people and/or being unsafe. In addition, as mentioned above, frequent stops can significantly increase travel time over a passenger vehicle; therefore, bus transit is often seen as slow and inefficient.
- *Meetings and Personal Needs During the Day:* A common concern of employees who drive to work is that they need access to their vehicle for meetings, errands, or to get home if there is an emergency, like a sick child. Employees are often unaware of guaranteed ride home programs.
- *One Size Fits All Strategies:* Transit enhancement strategies often focus on a single approach that does not consider the different needs, perceptions, and experiences of commuters that live in the urban core when compared to commuters that live in the suburbs.

5.2.3.2 Strategies

While there are challenges to increasing the utilization of transit for commuting purposes, there are opportunities that could be implemented to improve upon the current situation, including:

- *Inside the Beltway*: These employees live in the urban center, and therefore, likely have easier access to bus services and Metrorail and would have a shorter commute utilizing

transit than those living outside of the Beltway. Therefore, the focus of the strategy for these employees is to encourage commuting by Metrorail through transit incentives and improvements to last-mile connections. Approximately 36% of Census, BLS, and BEA employees live within the Beltway.

- *Outside the Beltway*: Approximately 64% of Census, BEA, and BLS employees live outside the Beltway. Transit is likely to be less attractive for these employees because the current transit system is oriented to connect the suburbs to the urban center. Thus, a suburb to suburb trip would increase commute time and require multiple seat changes. Accordingly, agencies should:
  - Initially focus on carpool and vanpool strategies, as discussed in Section 5.2.2.
  - Consider establishing employee commuter shuttles to park-and-ride/transit facilities in areas where there is a high concentration of employee residences. The FDA White Oak campus currently operates several commuter shuttles and could be a good resource for information regarding regulatory/operational procedures for employee commuter shuttles.
  - Alternatively, the Campus ETC could coordinate with agencies such as MTA and WMATA, to explore the potential for direct commuter bus services from park-and-rides or other transit facilities along major corridors such as I-270, I-95, I-66, US 50, and I-495.
- *Transit Incentives*: The following incentives should be considered for transit users, both inside and outside the Beltway.
  - Continue to assist employees in obtaining the maximum transit subsidy allowed by the Federal government.
  - Provide new staff and visitors with access to real time transit information, including links to smartphone apps.
  - Assist employees in registering for a guaranteed ride home service.
  - Explore the feasibility of funding an employee shuttle to connect the Campus with the Suitland Metro station. An employee shuttle will provide a last-mile connection to and from the Metro station that would be particularly valuable for the agencies that are located more than 0.5 miles from the station (see Section 5.2.4).
  - Work with WMATA to provide bus shelters on Silver Hill Road, in close proximity to the main entrance.
  - Work with WMATA and MTA to establish commuter bus routes to other suburban areas with high concentrations of SFC employees.
  - Work with WMATA to provide improved security and climate-controlled connections between the campus and Metro station.
- *Change Perceptions:* Establish programs to de-stigmatize bus transit:
  - Conduct annual or semi-annual commute challenges that offer prizes for documented transit use as permissible by federal law.
  - Conduct transportation fairs on board buses and/or at the Metro station to explain fare payment, transfers, and other aspects of transit to novice users.
  - Establish a transit ambassador program, where existing experienced riders promote transit use and will ride along with novice riders and help to navigate the system.
- *Public Transit User Group:* Establish a public transit users' group that meets at least once per month to discuss public transit issues, advocates for improved services, and coordinates a transit ambassador program.
- *Carsharing/Ridesharing*: One of the barriers to transit use is the need to have access to a car during the day for business. GSA and agencies at SFC could consider employing one of the below potential strategies to provide access to vehicles during the day for business:

- Work with SFC agencies to provide a fleet of vehicles that can be used during the day for traveling to meetings and conferences.
- Work with a carsharing company, such as ZipCar, to locate vehicles near security stations for use as an on-demand service for employees that need a quick reservation.
- Work with a ridesharing company, such as Uber or Lyft, and provide a designated pick-up and drop-off lane with a sheltered waiting area near the main entrance outside security line for on-demand use (see Section 5.2.8).

5.2.4 Last Mile Connectivity

The employee survey indicates that more employees may consider utilizing transit if connectivity to the Suitland Metro station and transit stops are improved. GSA and SFC agencies should consider the following strategies:

- Provide bicycle lockers for employee use on the Campus and support access to shared bicycles and scooters at the Suitland Metro station.
- Encourage WMATA to install additional bike lockers at Suitland and to introduce Capital Bikeshare stations or scooters at these locations if feasible. Work with a bikeshare or scooter provider to place bikeshare stations or scooters on the Campus and at nearby transit stops, including the Suitland Metro station.
- Improve pedestrian and bicycle connections to the Suitland Metro station by (see Section 5.2.7 for additional details):
    - Improving connectivity and circulation within the Campus to/from the main and pedestrian entrances
    - Working with Prince George's County, MDOT SHA, and the National Park Service to improve the pedestrian and bicycle safety at the Suitland Parkway interchange.
- Explore the feasibility of providing a shuttle service to provide regular connection between the Campus and the Suitland Metro station. Consider purchasing vans/smaller shuttle vehicles that can provide frequent service to and from the Suitland Metro station during peak commuting periods. New technology, such as driverless shuttles, could be considered in the future to improve frequency and reduce operating costs. GSA should also consider coordinating the development of a shuttle route with other nearby sites such as the Smithsonian Suitland Collections Center. Smithsonian currently operates a shuttle to the National Mall. Coordination may be advantageous to expand this shuttle route to support commuters to the SFC that want to use transit. For example, an employee could take MARC commuter rail to Union Station and then take a shuttle directly to the Campus. This might help to encourage transit use by eliminating a seat change to Metrorail, given the current opinions regarding security on the Green line.
- Work with ridesharing companies such as Uber, Lyft, or a taxi service to provide on-demand service to the Suitland Metro station. Consider how to allow this activity within the secure area, or provide designated points outside the Campus (see Section 5.2.8)

5.2.5 Telecommuting

Agencies at the SFC currently allow some employees to telecommute one or more days per week. These agencies should continue to evaluate if any positions can be successfully conducted from home or a teleworking center one or more days per week and provide eligible employees with laptops or other mobile workstations. The ETC should work with each agency, as well as their internal department heads, to develop criteria and guidance to help determine which various job functions are well-suited for telecommuting. However, it is recognized that regular telework opportunities for some employees based at SFC are more limited due to handling data or other classified functions that can only be done while on-campus.

According to the surveys, telecommuting typically occurs on Mondays and Fridays. To reduce peak parking demand, telecommuting should be encouraged during peak commuting days, which are typically Tuesday and Wednesday. The agencies should consider offering additional incentives, such as designated, preferential parking space for use on days that the employee must be on-campus for employees that telecommute on these days. The designated preferential parking spaces should be signed to allow general employees to park in unoccupied spaces after a certain time (i.e. 9:00 AM). The preferential spaces could also overlap with those for flexible day off employees, and empty spaces could be utilized by those that agree to arrive off-peak, after 9:00 AM.

Preferential parking for telecommuting could be linked with alternative work schedule employees so that one reserved parking space could be used by multiple employees with off-set on-campus workdays.

5.2.6 Flexible and Alternative Work Schedule

Agencies should consider establishing or enhancing existing policies that allow employees to arrive off-peak. For example, a common strategy is to establish core working hours, typically 10:00 AM – 3:00 PM, in which all employees are expected to be working. This would allow employees greater flexibility in selecting a commute time. For example, one employee could work from 7:00 AM – 3:00 PM while another could work 10:00 AM – 6:00 PM.

However, the biggest hurdle to a successful flexible work schedule is the ability to find parking. It may be difficult for employees arriving later in the morning to find parking, which could discourage off-peak commuting. Therefore, as part of the flexible work schedule policy, GSA and SFC agencies should consider incentivizing off-peak commuting by providing guaranteed parking for those employees who register and commit to arriving after 9:00 AM. These parking spaces could overlap with those provided for teleworking employees.

In addition to a flexible work schedule, agencies should consider an alternative work schedule (i.e. four ten-hour days) that encourages employees to take their day off during peak commuting days, which are typically Tuesday, Wednesday, and Thursday. Similar to the recommendations for teleworking, incentives, such as a designated, preferential parking space

for use on days that the employee must be on-campus, should be considered. Preferential parking for alternative work schedule employees could be linked with telecommuting employees so that one reserved parking space could be used by multiple employees with off-set on-campus workdays. Spaces that are not utilized by 9:00 AM could be made available to general employees.

5.2.7 Internal/External Pedestrian/Bicycle Circulation

Given the size of the Campus, as well as the need to connect to nearby services, such as the Suitland Metro station, the following incentives should be considered:

- Work with MDOT SHA, NPS, and Prince George's County to improve external pedestrian/bicycle facilities within the surrounding area of the Campus, as well as to the Suitland Metro station. This includes the improvements called out in the Green Line Station Area plan. Consider a multi-use pathway along the Suitland Road and Silver Hill Road frontages.
- When planning and designing improved pedestrian facilities, include pedestrian comfort and safety enhancements, such as providing a landscape buffer between the curb and the sidewalk and planting shade trees. This is particularly critical along Silver Hill Road.
- Provide shower and locker facilities within all buildings.
- Provide sheltered bicycle racks near building entrances. Sheltered bicycle racks should also include tool and pump stations to allow employees to maintain their bicycles.
- Design the site to be pedestrian and bicycle friendly by (see Figure 8):
    - Providing a new bicycle pathway from the pedestrian gate to the Metro station, which will keep it separate from the narrow pedestrian pathway that currently exists.
    - Widen the existing pedestrian pathway along the rear of the SFC to a shared-use path with a recommended width of 15 feet (10 feet for two-way bicycle/scooters and 5 feet (min) for pedestrians.
    - Provide a multi-use pathway (15-feet wide) or buffered bicycle lanes (minimum five feet wide with two-foot buffer) along the full length of Swann Road with connections to agency buildings.
    - Provide a connection through Gate 3 to the new Suitland Manor development so that employees can access the retail, restaurants, and other services that are planned.
- Establish an internal bikeshare or scooter system with stations near all buildings as well as at the Metro station and other nearby destinations.
- Establish a bicycle and pedestrian commuter group to provide support, advice, and advocacy for commuters.

Figure 8: Potential Modifications for Improved Pedestrian and Bicycle/Scooter Mobility (NTS)

5.2.8 Accommodations for Flexible Mobility

Transportation technology and methods are constantly evolving. In order to stay up to date with current trends, as well as employee expectations, the Campus must provide flexible space that can be used for these newer (and future) means of transportation. However, this type of flexibility in transportation is not always easy to accommodate on a secured Campus. Whether it is Uber/Lyft or future shared autonomous vehicles, these new technologies introduce challenges to maintaining a secure Campus.

Many of the recommendations in the above sections include the potential for carsharing or transportation network companies (TNCs) like Uber and Lyft to provide services on the Campus. However, increasing this activity as part of the TDM strategies may pose additional challenges for Campus security. Currently, taxis and TNC vehicles can pick up and discharge passengers adjacent to Gate 7 (pedestrian gate) as well as the visitor security area at the main gate. However, as activity increases, adjustments may need to be made to better support these uses across the Campus. Therefore, GSA should consider developing a strategy to accommodate these types of vehicles today, which will also establish the groundwork for autonomous and shared autonomous vehicles on the Campus in the future.

In addition to security policies, GSA and the SFC agencies could also consider improving current areas for this activity and establishing new designated areas for these vehicles that are outside

of the secure area. For example, a pick-up/drop-off area could be constructed along the Metro station roadway, adjacent to the pedestrian gate for use by Census, BEA, and BLS employees (see Figure 9). Other areas could be accessed by establishing a small transportation center between Suitland Road and Swann Road that is separately gated from the rest of the Campus, possibly within the area of Gate 1, which could provide access closer for those working at the Washington National Archives and NMIC. These areas could then be enhanced for use when autonomous or shared autonomous vehicles are utilized.

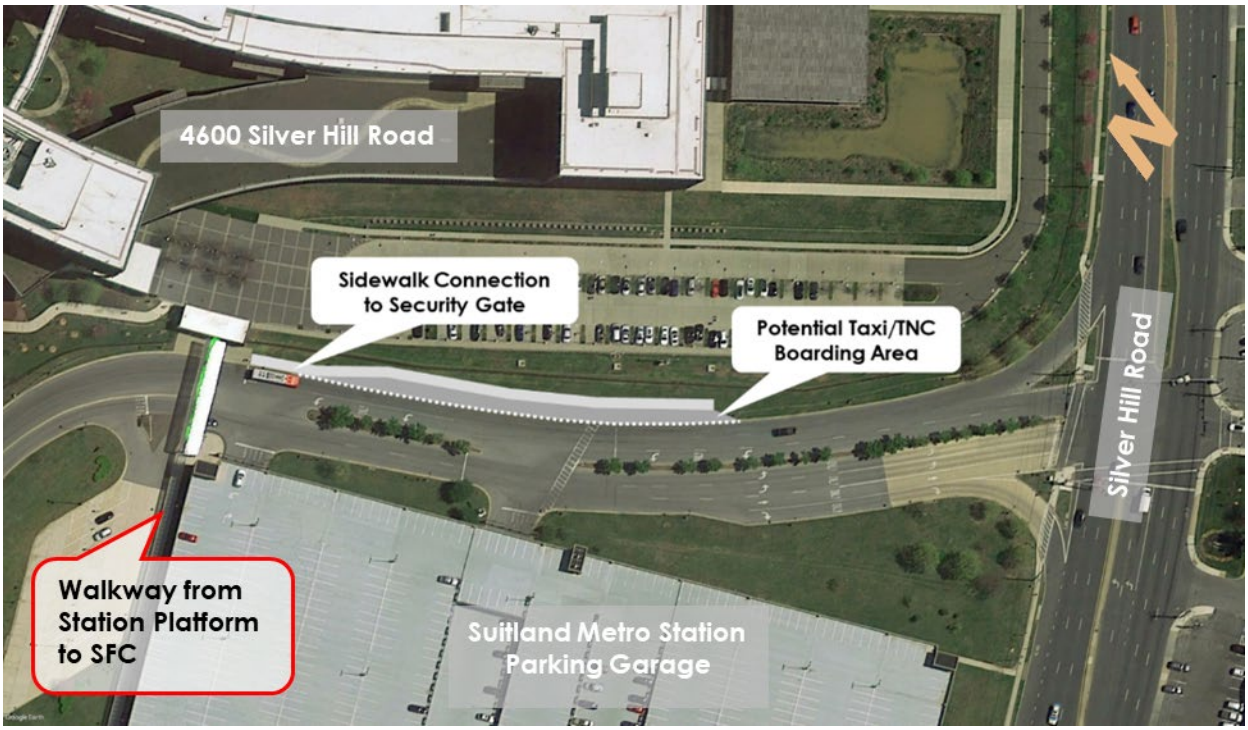


Figure 9: Potential Taxi/TNC Area Outside of Secured Area of Campus (NTS)

5.2.8.1 Carsharing

Many of the aforementioned strategies recommend coordination with a ridesharing company or providing fleet vehicles that employees can access during the day to run errands or attend meetings so that they do not have to drive to work. Agencies at SFC should consider providing preferential parking spaces, closest to buildings, for these vehicles. Consideration could also be given to providing parallel parking spaces along access roadways for these vehicles. Carsharing/fleet vehicles should be monitored for use and additional vehicles should be added as necessary. GSA and the SFC agencies will have to consider the security implications of these vehicles, particularly for staff to come onsite for vehicle maintenance.

5.2.8.2 Electric Vehicle Charging Stations

Electric vehicle charging stations should be provided throughout the Campus, within all major parking areas. GSA should work with interested employees to determine the number of charging stations that should be provided. Preferential locations for charging stations/parking should be considered.

5.2.9 Parking

5.2.9.1 Parking Policies

Parking policies are often the best way to influence mode choice because it often leads to an increase in the real and/or perceived cost of drive-alone commuting. Strategies can include implementing or increasing parking fees, providing preferential parking for carpool/vanpool vehicles, or incentivizing employees for not using a parking space.

Based on the site conditions and survey feedback, consideration could be given to the following policies if additional trip reduction support is needed:

- Parking Fees: Future consideration may be given to implementing daily or monthly parking fees. This would require changes to GSA policies that currently do not support parking fees. Furthermore, the potential future implementation of parking fees must be considered carefully, balancing the need to reduce SOV trips with the impact to employees.

  Parking fees have been proven to have a significant impact on drive-alone commuting. Potential benefits include a reduction in SOV trips to the Campus, decreased number of cars parking at the Campus, the potential for a reduction in the amount of required parking, greater operational funding for maintenance of parking facilities, as well as TDM programs, and the potential for assigned, reserved, or prioritized parking spots for those employees that pay for parking.

- Parking Cash-Out: Assign a monetary value to each parking space, then employees are offered a per-month benefit to not use their parking space. This could be offered as an additional incentive for transit riders, carpool/vanpool participants, and walkers/bikers, and could be funded through the parking fees.

  While current policies do not permit an additional cash benefit for federal employees, a parking cash-out could be considered in the future if policies change. Parking cash-out programs have been proven successful in the private sector, particularly in California, where a state-wide program was implemented that requires employers to offer the incentive. While there are no documented examples of parking cash-out at a federal level, it has been implemented at municipal governments, including the City of Los Angeles. Furthermore, the Washington, DC Council approved the Transportation Benefits Equity Amendment Act of 2019 in April 2020 that allows employees to take a cash value for free parking spaces offered by their employer[15].

[15] https://legiscan.com/DC/bill/B23-0148/2019

- As an alternative to a parking cash-out, consider offering a "three for free" program, when permissible by federal law, whereby parkers are offered a free Metro pass for three months in return for giving up their parking.

However, given the challenges of the location, other incentivizing strategies should be considered before implementing parking fees.

5.2.9.2 Smart Parking

As parking facilities approach capacity, there are often available parking spaces that go unused due to the difficulty of identifying available parking. Depending on the parking layout, number of facilities, and total number of parking spaces, up to 10% of available parking can go unutilized. Parking demand is likely to continue to be high during peak workdays, thus making it difficult for employees arriving later in the peak period to find parking. This could negate the potential benefit of flexible work hours. However, smart parking technology can be used to maximize the utilization of parking by providing real-time information that can be used to help drivers find available parking and avoid unnecessary circulation. Therefore, GSA should consider:

- Installing parking space monitors or other parking measurement devices throughout the Campus, along with displays that indicate how many parking spaces are available in each surface lot, parking garage/garage level, and aisle. This could be linked with an app that would allow employees to easily find available parking and limit circulating through garages or surface parking lots.

5.2.10 Smart Technology

5.2.10.1 Autonomous Vehicles

It is anticipated that autonomous vehicles will have a significant impact on travel and commuting patterns and behaviors. While the exact impact is unknown at this time, it is anticipated that there will be a mixture of privately-owned autonomous vehicles and shared autonomous vehicles/shuttles. Both types of vehicles present potential safety and logistics concerns for secure campuses. It may be undesirable to allow empty vehicles entry into the site, or vehicles that have other non-SFC passengers. Thus, GSA should begin to consider how these types of vehicles could be accommodated. While autonomous vehicle technology is still in development, planners and engineers have speculated on the potential advantages and disadvantages of this technology on commuting, including:

- *Safer Roadways with Higher Capacities*: Autonomous vehicles will be capable of split-second reactions, and through communication with other vehicles, be able to anticipate hazards on the roadway. Not only will this improve safety, it will also allow vehicles to drive much closer together, thus increasing capacity on existing roadways.
- *Reduced Congestion*: Vehicles will have access to real-time traffic information to make decisions about the most efficient travel routes, and when combined with increased roadway capacity, it is expected to reduce peak period congestion.

- *Reduced Parking Demand/Off-Site Parking*: It is anticipated that vehicle sharing, along with the ability for a vehicle to drive to an off-site location by itself, is anticipated to reduce and offset parking demand. This is critical in central business districts where property is often a premium and would eliminate the need for expensive parking facilities. Furthermore, if vehicles are permitted to operate without an occupant, an employee may send the vehicle home, or to another location, and avoid parking at their place of work altogether.
- *Increased Parking Capacity*: Autonomous vehicles will be capable of parking closer together because they do not require space for passengers to enter the vehicle in the parking space, thus increasing overall parking lot capacity.
- *Reduced Transit Mode Share*: Increased roadway efficiencies, as well as lower costs and improved access to vehicles through vehicle sharing, are anticipated to compete with transit, particularly local bus services.
- *Extension of Peak Periods*: If vehicles are permitted to operate without a person inside, and vehicle sharing is not as widespread as anticipated, it is possible that autonomous vehicles could lead to the extension of peak periods where vehicles are traveling from a place of residence to a destination, and back in one peak period. This may be particularly critical in central business districts where parking is more expensive. Passengers may elect to send their vehicle home or to a parking facility on the outskirts of an urban area to wait for the return trip.

Widespread, measurable impacts on the factors listed above are not likely to be felt for another 10 to 15 years as connected and autonomous vehicles slowly enter the market. Therefore, they cannot be considered as a TDM strategy currently. However, as time progresses, and this document is updated, the role of connected and autonomous vehicles may increase and could begin to impact commute modes. GSA could begin to plan for some of the potential impacts in the design of its facilities, including:

- Designated pick-up and drop-off areas with queue storage for autonomous vehicles. These areas could be utilized by ridesharing services in the short-term (see Section 5.2.8).
- Design parking structures so that they could be reutilized as office or other space in the future if autonomous vehicles result in a reduction in parking demand.

If these vehicles are to be kept outside of the secure area, consideration must be given to providing a pick-up and drop-off area that provides queuing for vehicles as well as a sheltered area for passengers to wait for their vehicle to arrive. Section 5.2.8 also addresses the need to provide ridesharing pick-up and drop-off facilities with sheltered waiting areas outside the secure area. The ridesharing pick-up and drop-off area could be converted in the future for use by autonomous vehicles.

5.3 ROLES AND RESPONSIBILITIES

Implementing a travel demand management program for the Campus will require coordination between agencies at SFC, the federal government and local jurisdictions, including MDOT SHA, MWCOG, NCPC, NPS, and Prince George's County. The following lists recommended roles and responsibilities for each agency.

GSA/Agencies at SFC

- Structure policies that affect mode choice, such as parking, teleworking, and flexible and alternative work schedules.
- Establish ETC to implement and manage the TDM program.
- Establish robust carpool and vanpool programs.
- Coordinate with local agencies to advocate for improved transit services and pedestrian and bicycle facilities.
- Provide on-campus enhancements that support the TDM recommendations made above.
- Begin to establish policies for accommodating TNCs and future autonomous vehicles more efficiently and with easier access from all agencies on the Campus.
- Establish a shuttle service to the Suitland Metro station. Consider working with the nearby Smithsonian Campus to combine resources if providing a shuttle connection into DC (i.e. to Union Station) is desired.
- Work with MTA, MDOT SHA, NPS, and Prince George's County to address pedestrian and bicycle connectivity on and off the Campus.

NCPC and MWCOG

- Provide TDM strategy guidance.
- Maintain the Commuter Connections program with Guaranteed Ride Home services.

MDOT SHA/NPS/Prince George's County

- Work with the agencies and GSA to identify opportunities for improved transit services, as well as improved regional pedestrian and bicycle facilities.

6.0 IMPLEMENTATION

The following guidance should be considered in the implementation of the TDM strategies. It is assumed that this document will supersede the 2015 TMP immediately upon acceptance by GSA and the SFC agencies. Therefore, for the purposes of the implementation plan, it is assumed that the document will be accepted in 2020 and that many of the strategies can begin to be implemented immediately.

6.1 INITIAL IMPLEMENTATION BEFORE BLS RELOCATION (WITHIN 3 YEARS)

The initial implementation of this TMP includes efforts to enhance existing commuting methods as well as to begin laying the groundwork for strategies that can be implemented as population increases.

ETC

As previously discussed, the ETC is extremely important to the overall success of the TDM program. The ETC will be an advocate for employees as well as for alternative commute modes and will be responsible for implementing, evaluating, and monitoring the program. GSA should assign a Campus-wide employee(s), or develop a committee of designated employees from each agency to serve in the role of ETC. The ETC should also start to aggregate current policies and programs from each agency and work to merge/coordinate them as much as possible. The ETC can also begin to work with the existing on-campus agencies to implement many of the strategies listed in Section 5.2.1, as well as begin developing a monitoring plan, including a timeline for monitoring and updating the TMP.

Carpooling/Vanpooling

- Begin ride matching for existing employees on the Campus. Coordinate ride matching across all agencies to maximize potential options.
- Aggregate employee zip codes from all agencies on Campus. Begin to identify potential carpool/vanpool corridors with higher concentrations of interested employees. Consider corridors like I-270 or I-66 to focus initial efforts.
- Provide guaranteed preferential parking for each carpool and vanpool vehicle close to the building entrance. Enforce the parking restrictions.
- Assist employees in registering for a guaranteed ride home service.

Transit

- Provide staff and visitors with access to real-time transit arrival and departure information, and real time traffic information, along with links to smartphone apps.
- Advertise transit subsidies and assist employees in obtaining the maximum amount permitted.

- Assist employees in registering for a guaranteed ride home service.
- Work with WMATA to install bus shelters at the main Campus entrance.

Telecommuting

- Develop criteria and guidance to help Departmental leads to determine how well-suited various job functions are for telecommuting.
- Develop a training program to provide potential telecommuters and their managers with goals, objectives, and guidelines of the program.
- Work with managers to identify jobs/employees that would be good candidates for telecommuting.
- Develop an incentive plan to encourage telecommuting on peak commuting days (Tuesday – Thursday).

Flexible Work Schedules

- Work with GSA and SFC leadership to establish a core set of hours that provides employees with the flexibility to arrive off-peak.
- Work with managers to identify opportunities for compressed days off.
- Develop an incentive plan to encourage employees to utilize their day off on peak commuting days (Tuesday – Thursday).

Bicycling/Walking

- Begin designing internal enhancements for pedestrians and bicyclists, including potential for bikeshare or scooters, and sheltered bicycle parking near the building entrances with tool and pump stations.
- Identify agencies that require shower and locker facilities.

Ridesharing

- Encourage employees to use ridesharing apps for trips during the day.
- Begin designing improved TNC vehicle pick-up/drop-off areas adjacent to Gate 7 (pedestrian gate).
- Consider options for improved TNC access near Gate 1 for National Archives and NMIC.

Parking

- Begin to develop revised parking policies to include designated and enforced carpool/vanpool parking spaces, as well as preferential parking for those telecommuting or using a flexible day off on Tuesday, Wednesday, or Thursday.
- Investigate the potential to begin a trial run of a "three for free" program whereby parkers are offered a free metro pass for three months in return for giving up their parking.

Last-Mile Connectivity

- Work with WMATA and the SFC agencies to evaluate the feasibility of adding bikeshare/scooters for employee use on the Campus as well as to connect to the Suitland Metro station.
- Begin to acquire funding and develop an operation plan for a shuttle to connect the Campus to the Suitland Metro station.
- Begin coordination with Smithsonian and other nearby agencies to develop a potential coordinated shuttle to transit hubs in Downtown DC, such as Union Station.

Monitoring Program

- Begin monitoring program once all BLS staff are relocated. Issue a monitoring report within two years and make adjustments to the TDM plan.

6.2 MID-TERM (WITHIN 3 – 5 YEARS)

Within five years, many of the strategies discussed in Section 5 will be implemented to some degree. Monitoring of the program will begin once population BLS staff are relocated to the SFC. In addition to the actions identified in Section 6.1 (Initial Implementation) the following actions should be considered within five years:

ETC

- Develop mobile phone application for real-time transit and parking information for the Campus.

Carpooling/Vanpooling

- Begin coordinated carpool/vanpool operations on at least two heavily-traveled corridors.
- Hold meetings of the carpoolers/vanpoolers and help them identify meeting spots and resolve any potential issues.
- Implement a method for providing access to SFC-owned shared vehicles during the day, including carsharing using, a fleet management company, or ridesharing service for employee use for meetings or other off-site needs.

Transit

- Continue to work with WMATA and MTA to improve transit service to the Campus as well as security at stations and on transit vehicles.
- Work with WMATA and MTA to explore the potential for direct commuter bus services from park-and-rides or other transit facilities along major corridors such as I-270, I-95, I-66, US 50, and I-495.

Telecommuting

- Monitor the telecommuting program and adjust as necessary.

Flexible Work Schedules

- Monitor flexible work schedules and adjust as necessary.

Bicycling/Walking

- Work with NPS. MD SHA, and Prince George's County to implement improvements to external connectivity to the Suitland Metro station by addressing/enhancing safety.
- Complete all internal and external pedestrian and bicycle network improvements within completed areas of the Campus, as well as along the Silver Hill Road frontage.
- Install bikeshare, scooters, and/or electric vehicle stations throughout Campus, with a focus on providing connectivity to the Metro station via the pedestrian gate (Gate 7).

Ridesharing

- Complete improved TNC vehicle pick-up/drop-off are adjacent to Gate 7 (pedestrian gate). Begin consideration of a facility closer to Gate 1 for National Archives and NMIC.

Last-Mile Connectivity

- Begin to offer a shuttle connection between the Campus to the Suitland Metro station. Coordinate and implement a shuttle connection to transit hubs in Downtown DC, such as Union Station. Consider combining resources with the nearby Smithsonian Campus.

6.3 LONG-TERM (WITHIN 5 – 10 YEARS)

SFC should move the TMP into a monitoring and enhancing phase where the ETC continues to monitor the performance of the existing strategies while evaluating the need for potential changes or new strategies as technology evolves how and when people work. As such, the following strategies/policies may need to be considered:

- Evaluate how shared autonomous vehicles could be used for last-mile connections to nearby Metro stations.
- Develop a policy for accommodating autonomous vehicles onsite. Consider if or how empty vehicles, or those containing other non-SFC passengers, would enter secured areas of the site. If GSA and SFC agencies require that these vehicles stay outside of the secure area, consideration must be given to providing a pick-up and drop-off area that provides queuing for vehicles as well as a sheltered area for passengers to wait for their vehicle to arrive.
- Construct parking in phases that correspond to the demand that each phase would generate.
- When additional parking is required to accommodate increases in employees, consider constructing this parking with permeable pavement or stabilized turf to reduce storm water impacts.
- Assess the impacts of shared vehicles on parking and potentially provide more dense parking where vehicles can park in closer proximity, thus reducing the overall size of parking areas.

- If not yet implement, provide a shuttle service between SFC and Downtown DC transit hubs during peak commuting hours in coordination with other nearby agencies such as Smithsonian.
- Re-evaluate parking needs and develop a plan to repurpose underutilized parking if needed.

7.0 MONITORING AND EVALUATION

This TMP is a flexible document that can be shaped and reshaped as commuting patterns and needs change. Each of the TDM strategies must be evaluated and changed as seen fit by the ETC as the program grows. The ETC will evaluate each strategy by setting the goals and then documenting the progress of each goal. It is expected that the TMP will be updated as needed for major projects that add significant numbers of staff, when major changes to policies and available transportation options require new strategies, or when assumptions significantly change. It is recommended that re-evaluation of the TMP be considered every five years. During each evaluation period, the following steps must be performed:

- Determine the extent to which each program has achieved its objective.
- Plan the degree of consistency of program implementation.
- Detail the relationship of different strategies to the effectiveness of the overall program.

Several options are available to the ETC to gauge the success of these programs, including:

- Encourage participation in GSA's annual federal employee transportation mode surveys.
- Perform periodic surveys of employees and re-evaluate the program. This would include determining whether the goals are being met and, based on the employee trends, identifying programs that are successful and need to be emphasized and those that are not working. The survey's goal will be to identify potential changes in trip characteristics. An example survey is contained in Appendix A.
- Perform traffic counts at all the access points.
- Conduct parking utilization counts for all campus parking facilities.
- Re-evaluate parking needs to assess the impact of any new buildings and other major changes to the Campus.
- Provide program participation documentation (e.g. application of transit subsidies, van registration, preferential parking registration).
- Provide packages to existing and new employees that identify the transit services and the incentives being offered.

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APPENDIX A:
EXAMPLE ANNUAL EMPLOYEE SURVEY

Transportation Survey for Bureau of Economic Analysis Personnel Currently Located at the Suitland Federal Center Campus

Please answer the following questions about your current work schedule and commute mode. The anonymous information you provide will be used to inform important decisions regarding future transportation options at the Suitland Federal Center (SFC) Campus.

1. Please indicate your employment status.

    a. Government employee – permanent
    b. Government employee – term position
    c. Contractor

2. In what zip code is your home located?

3. Which best describes your current work schedule?
   Include days worked from an alternate location and/or days worked from home.

    a. Fixed/ Standard schedule – 8 hours per day over 5 days
    b. Flexible gliding schedule – 8 hours per day over 5 days with late/early hours
    c. Compressed 5-4/9 schedule – Eight 9-hour days, one 8-hour day with one day off per pay period (pre-scheduled)
    d. Compressed 4/10 schedule – Eight 10-hour days with one day off every week
    e. Maximum flex schedule – 80 hours per pay period with varying hours worked each day
    f. Part-time

4. How often are you on the SFC campus?

    a. 5 days a week
    b. 3 – 4 days a week
    c. 1 – 2 days a week
    d. Once every two weeks
    e. Once per month
    f. Rarely (less than once per month)

5. Please identify the day(s) of the week when you are usually at the SFC campus (Please select all that apply).

    a. Monday
    b. Tuesday
    c. Wednesday
    d. Thursday
    e. Friday

6. What are your typical arrival and departure times to/from work? (Please select a half-hour interval from the drop-down menu)

    Arrival Time: ☐

    Departure Time: ☐

7. Do you currently telework from home or an offsite location?
    a. Yes
    b. No

8. How many days per week do you typically telework? (Please select a number between 0.5 and 5 from the drop-down menu.)

9. Please identify the day(s) of the week when you most frequently telework. (Please select all that apply.)

    a. Monday
    b. Tuesday
    c. Wednesday
    d. Thursday
    e. Friday

10. If you do not currently telework at least one day per week, what would encourage you to telework in the future? (Please select all that apply.)

    a. I currently telework at least one day per week
    b. Supervisor consent
    c. Providing reasonably appropriate technology to work at home or from telework centers
    d. I will not be able to telework because my job requires me to work on-site
    e. Not willing to consider telework at this time
    f. Other

11. How many miles do you usually travel to get to the SFC campus (one-way)?

12. How long does it usually take you to get to the SFC campus from your home (one-way)?

    a. less than 30 minutes
    b. between 30 minutes and 60 minutes
    c. between 61 minutes and 90 minutes
    d. between 91 minutes and 120 minutes
    e. over 121 minutes

13. How many modes of transportation do you use to get to work?
    (EX. If you rode the bus to a Metro station, take Metro to Suitland station, and then walk from the station to work, you would have used 3 modes to get to work)

14. What mode of transportation makes up the largest portion of your trip to the SFC campus? If your trip is evenly split between more than one mode, pick the last mode taken before your arrival at the SFC campus.
    (EX. If you walk/bike/bus/drive to a Metro station, take Metro to Suitland station, and then walk from the station to your work, your selected mode should be Metro (walk/bike/drive/bus to station))

    a. Drive alone
    b. Carpool/Slug with other SFC campus employees
    c. Carpool/Slug with non-SFC campus employees
    d. Registered Vanpool
    e. Dropped off by private vehicle, taxi, Uber/Lyft, or another car service
    f. Prince George's County The Bus
    g. Metrobus
    h. Commuter Bus
    i. Metrorail via Commuter Rail (MARC/VRE)
    j. Metrorail (walk/bike/drive/bus to station)
    k. Walk from home to work
    l. Bike from home to work
    m. Scooter from home to work
    n. Motorcycle
    o. Other

15. If you carpool as your usual mode of travel, how many persons are assigned to your carpool, including you? (Leave the response blank if you do not carpool)

16. If you vanpool as your usual mode of travel, how many persons are usually in your vehicle, including you? (Leave the response blank if you do not vanpool)

17. If you drive alone or carpool/vanpool to the SFC Campus, which parking permit do you hold? (drop-down menu)
    G = General
    T = Government Contractor
    C = Carpool
    V = Vanpool
    R = Reserved
    A = Reasonable Accommodations
    Handicap

18. If you drive alone or carpool/vanpool to the SFC Campus, where do you usually park?

    a. N/A. I do not drive to the SFC campus
    b. North Garage (Farther from Silver Hill Road)
    c. South Garage (Closer to Silver Hill Road)
    d. Surface Lot 3 (across Swann Road)
    e. Surface parking in front of North Garage and South Garage
    f. Metro Garage
    g. Other

19. In your opinion, which of the following apply to the parking conditions on the SFC campus?

    a. There is not enough parking available.
    b. There is adequate parking available.
    c. There is more parking than is needed.
    d. Other

20. Do you currently receive a transit subsidy?

    a. Yes
    b. No

21. Are you currently registered with Commuter Connections Guaranteed Ride Home Service or any other commuter assistance program?

    a. Yes
    b. No

22. If you currently drive alone to work, what would encourage you to share a ride in the future? (Please select up to three choices)

    a. Parking fees for those driving alone
    b. Preferential parking space for carpoolers
    c. Increased HOV opportunities on highways
    d. Help finding people with whom I can share a ride
    e. Guaranteed ride home in case of emergencies and unscheduled overtime
    f. More flexible hours (flextime)
    g. Easier access to services for personal errands during the day (via Zip-Car or an equivalent service provided at work)
    h. Other

i. None of these options would encourage me to carpool/vanpool in the future.

23. If you currently drive alone to work, what would encourage you to commute by public transit in future? (Please select up to three choices)

    a. Parking fees for those driving alone
    b. Express bus/train services from home to work
    c. Extended transit schedule to accommodate irregular shifts and/or more flexible hours (flextime)
    d. Increased frequency and reliability of public transit
    e. Fewer seat changes (e.g., transfers)
    f. Easy and safe access to Metro stations and/or Park and Rides from my home
    g. Additional parking at Metro stations and Park and Rides near my home
    h. Shuttle bus or nighttime security escort from the Suitland Metro Station to a location near my office
    i. Improvements to ADA accessibility accommodations on transit services and at Metro stations
    j. Guaranteed ride home in case of emergencies and unscheduled overtime
    k. Easier access to services for personal errands during the day (via Zip-Car or an equivalent service provided at work)
    l. Increase in transit subsidies
    m. Improved personal safety in the Suitland neighborhood
    n. Improved personal safety at other Metrorail stations
    o. Other
    p. None of these options would encourage me to commute by public transit in the future.

24. How often do you walk or bike to work?

    a. Every day (year-round)
    b. Every day (seasonally)
    c. 2-4 times per week
    d. Once per week
    e. Once per month
    f. Rarely
    g. Never

25. If you don't currently walk or bike, what would encourage you to walk or bike to work so in the future?

    a. I already walk or bike to work
    b. Parking fees (for those driving alone)
    c. Improved sidewalks or trails to work
    d. Improved personal safety in the neighborhood
    e. Guaranteed ride home in case of emergencies or unscheduled overtime
    f. Improved changing and shower facilities at the SFC campus
    g. Easier access to services for personal errands during the day (via Zip-Car or an equivalent service provided at work)
    h. Subsidy for a Capitol BikeShare membership
    i. Other
    j. None of these options would encourage me to walk or bike to work in the future.

26. Do you have any other comments, questions, or concerns related to your commute, employee parking, visitor parking, or traffic circulation at the SFC?

Transportation Survey for Census Personnel Currently Located at the Suitland Federal Center Campus

Please answer the following questions about your current work schedule and commute mode. The anonymous information you provide will be used to inform important decisions regarding future transportation options at the Suitland Federal Center (SFC) Campus.

1. Please indicate your employment status.

    a. Government employee – permanent
    b. Government employee – term position
    c. Contractor

2. In what zip code is your home located?

3. Which best describes your current work schedule?
    Include days worked from an alternate location and/or days worked from home.

    a. Fixed/Standard day shift schedule – 40 hours per week over 5 days
    b. Flexi Time schedule – 8 hours per day over 5 days with late/early hours
    c. 5-4/9 Compressed schedule – 80 hours a pay period over 9 days, with 10th day off
    d. 4/10 Compressed schedule – 40 hours per week over 4 days with one day off every week
    e. Part-time

4. How often are you on the SFC campus?

    a. 5 days a week
    b. 3 – 4 days a week
    c. 1 – 2 days a week
    d. Once every two weeks
    e. Once per month
    f. Rarely (less than once per month)

5. Please identify the day(s) of the week when you are usually at the SFC campus (Please select all that apply).

    a. Monday
    b. Tuesday
    c. Wednesday
    d. Thursday
    e. Friday

6. What are your typical arrival and departure times to/from work? (Please select a half-hour interval from the drop-down menu)

    Arrival Time: ☐

    Departure Time: ☐

7. Do you currently telework from home or an offsite location?
    a. Yes
    b. No

8. How many days per week do you typically telework? (Please select a number between 0.5 and 5 from the drop-down menu.) ☐

9. Please identify the day(s) of the week when you most frequently telework. (Please select all that apply.)

    a. Monday
    b. Tuesday
    c. Wednesday
    d. Thursday
    e. Friday

10. If you do not currently telework at least one day per week, what would encourage you to telework in the future? (Please select all that apply.)

    a. I currently telework at least one day per week
    b. Supervisor consent
    c. Providing reasonably appropriate technology to work at home or from telework centers
    d. I will not be able to telework because my job requires me to work on-site
    e. Not willing to consider telework at this time
    f. Other ☐

11. How many miles do you usually travel to get to the SFC campus (one-way)?

12. How long does it usually take you to get to the SFC campus from your home (one-way)?

    a. less than 30 minutes
    b. between 30 minutes and 60 minutes
    c. between 61 minutes and 90 minutes
    d. between 91 minutes and 120 minutes
    e. over 121 minutes

13. How many modes of transportation do you use to get to work? ☐
    (EX. If you rode the bus to a Metro station, take Metro to Suitland station, and then walk from the station to work, you would have used 3 modes to get to work)

14. What mode of transportation makes up the largest portion of your trip to the SFC campus? If your trip is evenly split between more than one mode, pick the last mode taken before your arrival at the SFC campus.
    (EX. If you walk/bike/bus/drive to a Metro station, take Metro to Suitland station, and then walk from the station to your work, your selected mode should be Metro (walk/bike/drive/bus to station))

    a. Drive alone
    b. Carpool/Slug with other SFC campus employees
    c. Carpool/Slug with non-SFC campus employees
    d. Registered Vanpool
    e. Dropped off by private vehicle, taxi, Uber/Lyft, or another car service
    f. Prince George's County The Bus
    g. Metrobus
    h. Commuter Bus
    i. Metrorail via Commuter Rail
    j. Metrorail (walk/bike/drive/bus to station)
    k. Walk from home to work
    l. Bike from home to work
    m. Scooter from home to work
    n. Motorcycle
    o. Other ☐

15. If you carpool as your usual mode of travel, how many persons are assigned to your carpool, including you? (Leave the response blank if you do not carpool) ☐

16. If you vanpool as your usual mode of travel, how many persons are usually in your vehicle, including you? (Leave the response blank if you do not vanpool) [ ]

17. If you drive alone or carpool/vanpool to the SFC Campus, which parking permit do you hold? (drop-down menu)
    G = General
    T = Government Contractor
    C = Carpool
    V = Vanpool
    R = Reserved
    A = Reasonable Accommodations
    Handicap

18. If you drive alone or carpool/vanpool to the SFC Campus, where do you usually park?

    a. N/A. I do not drive to the SFC campus
    b. North Garage
    c. South Garage (closest to Silver Hill Road)
    d. Surface Lot 3 (across Swann Road)
    e. Surface parking in front of North Garage and South Garage
    f. Metro Garage
    g. Other [ ]

19. In your opinion, which of the following apply to the parking conditions on the SFC campus?

    a. There is not enough parking available.
    b. There is adequate parking available.
    c. There is more parking than is needed.
    d. Other

20. Do you currently receive a transit subsidy?

    a. Yes
    b. No

21. Are you currently registered with Commuter Connections Guaranteed Ride Home Service or any other commuter assistance program?

    a. Yes
    b. No

22. If you currently drive alone to work, what would encourage you to carpool or vanpool in the future? (Please select up to three choices)

    a. Parking fees for those driving alone
    b. Preferential parking space for carpoolers
    c. Increased HOV opportunities on highways
    d. Help finding people with whom I can share a ride
    e. Guaranteed ride home in case of emergencies and unscheduled overtime
    f. More flexible hours (flextime)
    g. Easier access to services for personal errands during the day (via Zip-Car or an equivalent service provided at work)
    h. Other [ ]
    i. None of these options would encourage me to carpool/vanpool in the future.

23. If you currently drive alone to the SFC campus, what would encourage you to commute by public transit in future? (Please select up to three choices)

    a. Parking fees for those driving alone

b. Express bus/train services from home to work
c. Extended transit schedule to accommodate irregular shifts and/or more flexible hours (flextime)
d. Increased frequency and reliability of public transit
e. Fewer seat changes (e.g., transfers)
f. Easy and safe access to Metro stations and/or Park and Rides from my home
g. Additional parking at Metro stations and Park and Rides near my home
h. Shuttle bus or nighttime security escort from the Suitland Metro Station to a location near my office
i. Improvements to ADA accessibility accommodations on transit services and at Metro stations
j. Guaranteed ride home in case of emergencies and unscheduled overtime
k. Easier access to services for personal errands during the day (via Zip-Car or an equivalent service provided at work)
l. Increase in transit subsidies
m. Improved personal safety in the Suitland neighborhood
n. Improved personal safety at other Metrorail stations
o. Other

p. None of these options would encourage me to commute by public transit in the future.

24. How often do you walk or bike to work?

a. Every day (year-round)
b. Every day (seasonally)
c. 2-4 times per week
d. Once per week
e. Once per month
f. Rarely
g. Never

25. If you don't currently walk or bike to work, what would encourage you to do so in the future?

a. I already walk or bike to work
b. Parking fees (for those driving alone)
c. Improved sidewalks or trails to work
d. Improved personal safety in the neighborhood
e. Guaranteed ride home in case of emergencies or unscheduled overtime
f. Improved changing and shower facilities at the SFC campus
g. Easier access to services for personal errands during the day (via Zip-Car or an equivalent service provided at work)
h. Subsidy for a Capitol BikeShare membership
i. Other

j. None of these options would encourage me to walk or bike to work in the future.

26. Do you have any other comments, questions, or concerns related to your commute, employee parking, visitor parking, or traffic circulation at the SFC?

Bureau of Labor Statistics (BLS)
Employee Transportation Survey for Personnel Currently Located at the Postal Square Building

Please answer the following questions about your current work schedule and commute mode. The anonymous information you provide will be used to inform important decisions regarding future transportation options for BLS.

This survey is being administered by surveymonkey.com and resides on a server outside of the BLS domain. BLS sensitive information (including personally identifiable information, respondent identifiable information, pre-release information, and restricted access information) should not be included in any response. For definitions of BLS sensitive information, please refer to CO 1-11, The BLS Sensitive Information Framework.

1. Please indicate your employment status.

    a. Government employee - permanent
    b. Government employee – term position
    c. Contractor

2. In what ZIP code is your home located?

3. Which best describes your current work schedule? Include days worked from an alternate location and/or days worked from home.

    a. Fixed/Standard work schedule (5 days/40 hours per week)
    b. Flexible schedule – early/late hours (40 hours per week)
    c. Alternate work schedule – 9 days 80 hours (you have a day off every other week)
    d. Alternate work schedule – 8 days 80 hours (you have a day off every week)
    e. Part-time

4. How often are you at the Postal Square Building?
    a. 5 days a week
    b. 3 – 4 days a week
    c. 1 – 2 days a week
    d. Once every two weeks
    e. Once per month
    f. Rarely (less than once per month)

5. Please identify the day(s) of the week when you are usually at the Postal Square Building (Please select all that apply).

    a. Monday
    b. Tuesday
    c. Wednesday
    d. Thursday
    e. Friday

6. What are your typical arrival and departure times to/from work? (Please select a half-hour interval from the drop-down menu)

    a. Arrival Time: [ ]

    b. Departure Time: [ ]

7. Do you currently telework from home or an offsite location? [Mandatory response]

a. Yes
b. No

8. How many days per week do you typically telework? (Please select a number between 0.5 and 5 from the drop-down menu.) [ ]

9. Please identify the day(s) of the week when you most frequently telework. (Select all that apply.)

a. Monday
b. Tuesday
c. Wednesday
d. Thursday
e. Friday

10. If you don't currently telework at least one day a week, what would encourage you to telework in the future? (Please select all that apply)
a. I currently telework at least one day per week
b. Supervisor consent
c. Providing reasonably appropriate technology to work at home
d. I will not be able to telework because my job requires me to work on-site
e. Not willing to consider telework at this time
f. Other [ ]

11. How long does your commute from home to the office (one-way) usually take?

a. less than 30 minutes
b. between 30 minutes and 60 minutes
c. between 61 minutes and 90 minutes
d. between 91 minutes and 120 minutes
e. over 121 minutes

12. How many modes of transportation do you use to get to work? [ ]
(EX. If you rode a bus to a Metro station, take Metro to Suitland station, and then walk from the station to work, you would have used 3 modes to get to work)

13. What mode of transportation makes up the largest portion of your trip to the Postal Square Building? If your trip is evenly split between more than one mode, pick the last motorized mode taken before your arrival.
(EX. If you walk/bike/bus/drive to a Metro station, take Metro to Union Station, and then walk from the station to your work, your selected mode should be Metro (walk/bike/drive/bus to station))

a. Drive alone
b. Carpool/Slug with other BLS employees
c. Carpool/Slug with non-BLS employees
d. Registered Vanpool
e. Dropped off by private vehicle, taxi, Uber/Lyft, or another car service
f. Metrobus
g. Commuter Bus
h. Commuter Rail
i. Metrorail via Commuter Rail
j. Metrorail (walk/bike/drive/bus to station)
k. Walk from home to work
l. Bike from home to work
m. Scooter from home to work
n. Motorcycle
o. Other [ ]

14. If you carpool as your usual mode of travel, how many persons are assigned to your carpool, including you? (Leave the response blank if you do not carpool).

15. If you vanpool as your usual mode of travel, how many persons are usually in your vehicle, including you? (Leave the response blank if you do not vanpool).

16. Do you curr eive a transit subsidy?

    a. Yes
    b. No

17. Are you currently registered with Commuter Connections Guaranteed Ride Home Service or any other commuter assistance program?

    a. Yes
    b. No

Please answer the following questions about how a potential relocation of BLS offices to the Suitland Federal Center Campus would affect your commute.

18. If your office were to be relocated to the SFC campus (4600 Silver Hill Road, Suitland, MD), would you relocate your place of residence to be closer to campus?
    a. Yes
    b. No

19. How would your commute time from home to the office (one-way) be affected if your office were to be relocated to the Suitland Federal Center (SFC) Campus?

    a. More than 30 minutes shorter
    b. 16 to 29 minutes shorter
    c. Up to 15 minutes shorter
    d. About the same as it is now
    e. Up to 15 minutes longer
    f. 16 to 30 minutes longer
    g. 31 to 60 minutes longer
    h. More than an hour longer

20. How many modes of transportation do you anticipate you will use to get to the SFC campus? (EX. If you anticipate riding a bus to a Metro station, take Metro to Suitland station and then walk from the station to SFC campus, you would have used 3 modes to get to work)

21. What would you anticipate being your usual mode of travel to work if your office were to be relocated to the SFC Campus?

    a. Drive alone
    b. Carpool/Slug with other BLS employees
    c. Carpool/Slug with non-BLS campus employees
    d. Registered Vanpool
    e. Dropped off by private vehicle, taxi, Uber/Lyft, or another car service
    f. Prince George's County The Bus
    g. Metrobus
    h. Commuter Bus
    i. Metrorail via Commuter Rail
    j. Metrorail (walk/bike/drive/bus to station)
    k. Walk from home to work
    l. Bike from home to work

m. Scooter from home to work
n. Motorcycle
o. Other

22. If you anticipate driving alone to the SFC campus, would you be willing to consider any alternative forms of travel?

    a. Yes
    b. No
    c. I do not anticipate driving alone to the SFC campus

23. If you answered "No" to the previous question, could you specify the reason for not considering an alternative form of travel? (Please select the answer that best applies.)

    a. Cost
    b. Need car during the day for work
    c. Need car during the day for personal use
    d. No park-and-ride close to home
    e. Unpredictable schedule
    f. Need car for childcare drop-off/pick-up
    g. I like the comfort/convenience of my own vehicle
    h. Concerned about personal safety on transit and off-campus.
    i. Other

24. If you anticipate driving alone to the SFC campus, what would encourage you to consider transit? (Please select up to three choices)

    a. Parking fees for those driving alone
    b. Express bus/train services from home to work
    c. Extended schedule to accommodate irregular shifts and/or more flexible hours (flextime)
    d. Increased frequency and reliability of public transit
    e. Fewer seat changes (transfers)
    f. Easy access to Metro stations and/or Park and Rides from my home
    g. Shuttle bus from the SFC Metrorail Station/Gate 7 to a shuttle stop near my office
    h. Additional parking at Metro stations and Park and Rides
    i. Improvements to ADA accessibility accommodations on transit services and at Metro stations
    j. Guaranteed ride home in case of emergencies and unscheduled overtime
    k. Easier access to services for personal errands during the day (via Zip-Car or an equivalent service provided at work)
    l. Increase in transit subsidies
    m. Improved personal safety in the Suitland neighborhood
    n. Improved personal safety at other Metrorail stations
    o. other
    p. Not willing to consider transit at this time

25. If you anticipate driving alone to the SFC campus, what would encourage you to carpool or vanpool in the future? (Please select up to three choices)

    a. Parking fees for those driving alone
    b. Preferential parking space for carpoolers
    c. Increased HOV opportunities on highways
    d. Help finding people with whom I can share a ride
    e. Guaranteed ride home in case of emergencies and unscheduled overtime
    f. More flexible hours (flextime)
    g. Easier access to services for personal errands during the day (via Zip-Car or an equivalent service provided at work)

h. Other

i. Not willing to consider carpool or vanpool at this time

26. Do you have any other comments, questions, or concerns related to your existing commute or to your potential future commute to the SFC?

APPENDIX B:
EMPLOYEE COMMUTER SURVEY ANALYSIS

Employee Transportation Survey Results Report

Census Bureau
Bureau of Economic Analysis
Bureau of Labor Statistics

March 26, 2020

Prepared for:

United States General Services Administration

Prepared by:

Stantec Consulting Services, Inc.

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1.0 INTRODUCTION

Three employee surveys were conducted via the internet (SurveyMonkey) from January 21, 2020 to February 6, 2020. The surveys investigated the modes by which employees travel to work, working hours, telecommuting, origin/destination, possible improvements to transit options, and reasons for mode choice. Two surveys were distributed to the Census Bureau (Census) and Bureau of Economic Analysis (BEA) employees that are assigned to the Suitland Federal Center (SFC), in Prince George's County, Maryland, to estimate how they currently commute to/from the SFC and identify needs and opportunities to enhance non-auto modes. While these surveys were addressed to different agencies, the questions contained in the surveys were the same. A separate survey was also distributed to the Bureau of Labor Statistics (BLS) employees that currently work in leased space within the Postal Square Building (PSB) in Washington, DC, and that are anticipated to be relocated to the SFC. This survey differed from the Census and BEA surveys in that it asked questions regarding employees' current commute mode and habits, as well as how those habits and modes might change if they were relocated to the SFC.

The purpose of the surveys is to gather information regarding existing and potential future commute modes, needs, and opportunities, in order to inform the development of a revised Transportation Management Plan (TMP) plan for the SFC that would be required upon relocation of BLS employees to the SFC. This document is not intended to be stand-alone and will be incorporated as an Appendix to the final TMP document. The following summarizes the results of the surveys. Copies of the surveys are in Appendix A and the raw survey data was provided to each of the agencies electronically.

2.0 SFC (CENSUS/BEA) EMPLOYEE SURVEY RESULTS

An email containing a link to the on-line survey was distributed to 6,012 Census and 557 BEA employees. For these populations, a sample size of 906 Census responses and 366 BEA responses would make the results statistically significant with a confidence level of 95 percent and a confidence interval of 3 percent. 1,967 Census and 144 BEA, or approximately 33 percent and 26 percent respectively, responded. Although the number of BEA responses falls below the required amount, the BEA and Census employees work on the same site and thus are likely to have common habits and needs. When combined, the number of combined survey responses far exceeds the minimum required for statistical significance. Therefore, it has been determined that the survey is statistically significant for employees currently working at the SFC.

The survey results for each question are summarized below.

Questions 1 and 2: Employee Demographics

Questions 1 and 2 asked employees about their roles at Census and BEA and the zip code of their residence. Figure 1 shows that most respondents are permanent government employees, while the remaining respondents are contractors or have term positions within the agencies.

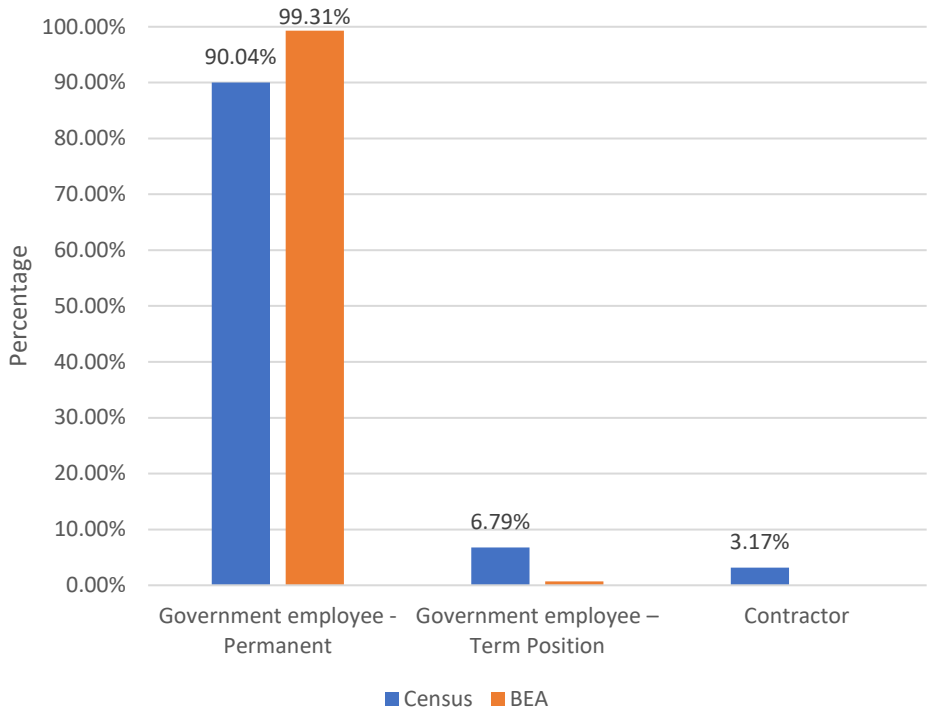


Figure 1: BEA and Census Employee Status

Figure 2 and Figure 3 illustrate the density of Census and BEA employee residences in each ZIP code, respectively, with a darker color indicating a greater density. The results show that a large portion of BEA employees live within the Beltway (approximately 49 percent), and while there is a concentration of Census employees inside the Beltway (approximately 32 percent), employees are far more dispersed over a wide area that includes northeast Maryland and Delaware.

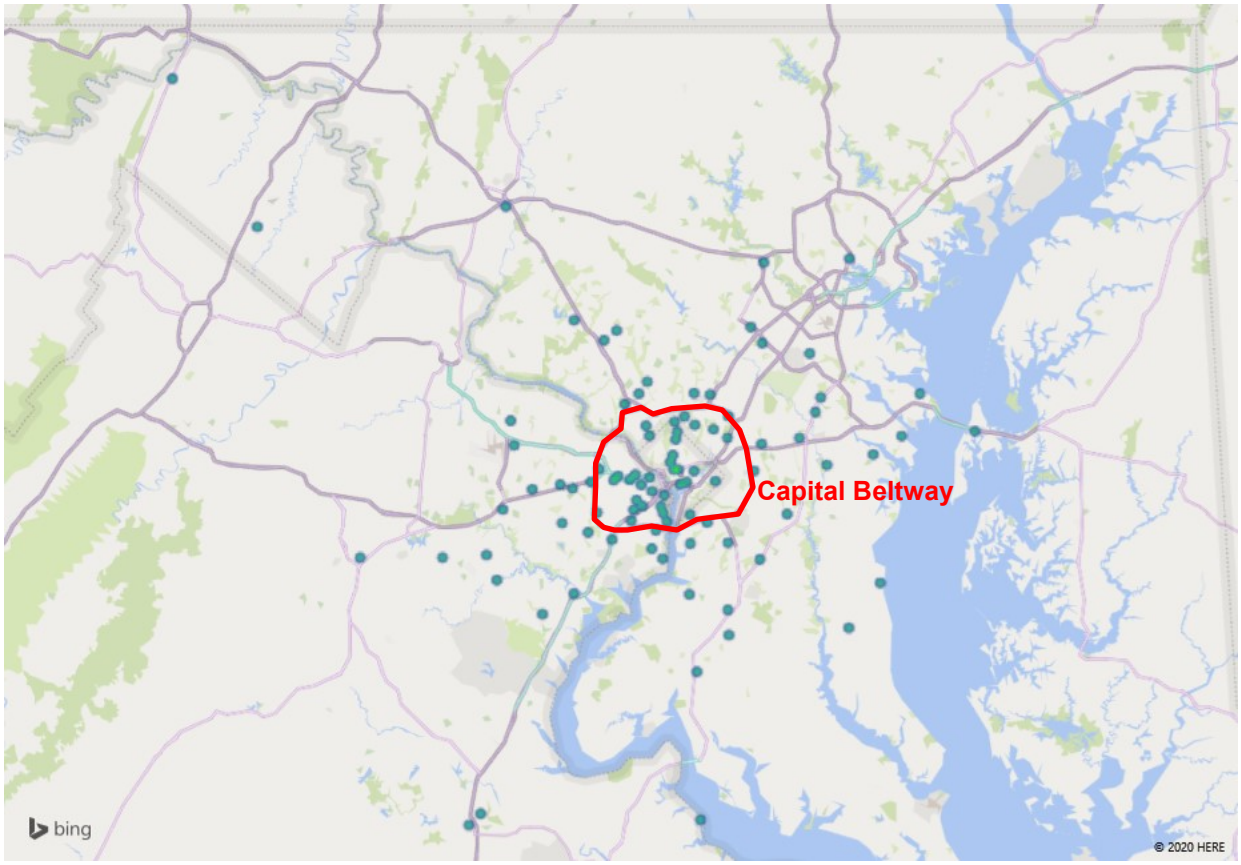


Figure 2: BEA Respondent Residence Location (Employees Per Zip Code)

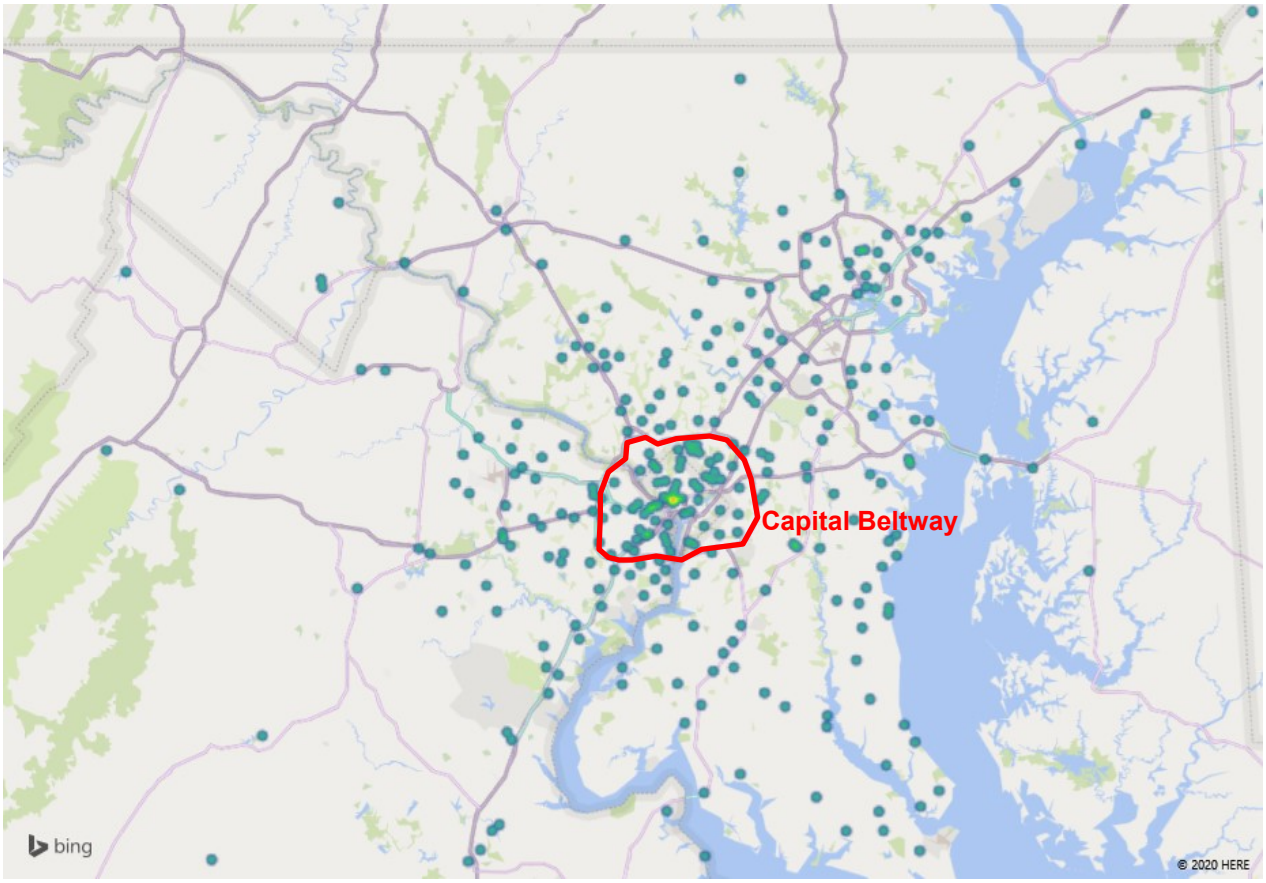


Figure 3: Census Respondent Residence Location (Employees Per Zip Code)

Questions 3 through 6: Work Habits

Questions 3 through 6 asked employees about their work habits including work schedule, how many days they are at the SFC, days of week that they work in the office, and arrival and departure times. At both agencies, most respondents (40 percent at Census, 56 percent at BEA) indicated that they work a flexi time/flexible gliding schedule, which allows an employee to work eight hours per day over five days with late/early hours. However, although less than a quarter (16 percent at Census, 20 percent at BEA) of respondents are at the SFC five workdays per week, almost three-quarters of employees are at the SFC every Tuesday, Wednesday, and Thursday. Figure 4 reflects the telework and compressed work week programs offered to employees. At Census, a majority, 61 percent, of employees arrive between 6:30 AM and 8:30 AM and 64 percent depart between 4:00 PM and 6:00 PM. At BEA, the majority of employees (57 percent) arrive between 7:00 AM and 9:00 AM and 64 percent depart between 4:00 PM and 6:00 PM.

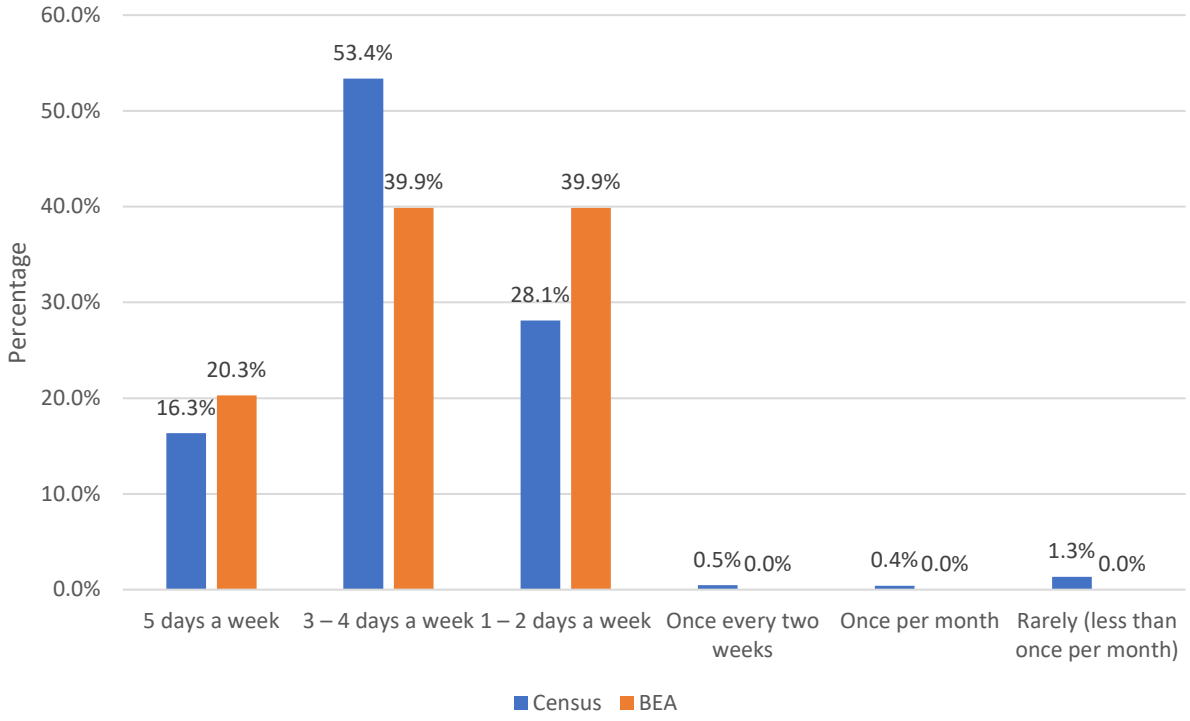


Figure 4: Frequency of Respondent at SFC

Questions 7 through 10: SFC Employee Telework Trends

Questions 7 through 9 asked employees about their current teleworking activities. Approximately 84.8 percent of Census and approximately 90 percent of BEA respondents indicated that they currently telework from home or an offsite location. Approximately 66 percent of Census respondents telework one or two days per week, while approximately 63 percent of BEA respondents telework two or three days per week. Most respondents telework on Mondays and Fridays.

For Question 10, employees that do not currently telework were asked what would encourage them to telework in the future. Of the approximately 30 percent of employees that do not telecommute, about 22 percent of respondents from both agencies indicated that providing reasonably appropriate technology to work at home or from telework centers would encourage them to telecommute. About 25 percent indicated that they would not be willing to consider telework at this time. The remainder of employees had a variety of reasons including preferring to work in the office and needing to obtain supervisor consent.

Questions 11 through 14: Commute Time and Mode

In Questions 11 and 12, respondents were asked about their one-way commute distance and time. Table 1 shows that the majority of respondents (approximately 88 percent) commute 40 miles or less one-way to the SFC. Figure 5 shows that the majority (about 72 percent) of respondents' one-way commute time to the SFC is 60 minutes or less.

Table 1: SFC Respondents' Daily One-Way Commute Miles

One-Way Commute Miles	Census	BEA
0-10	15.12%	13.43%
11-20	29.42%	38.81%
21-30	27.34%	22.39%
31-40	16.05%	12.69%
41-50	5.75%	4.48%
51-60	2.90%	2.99%
61-70	1.64%	2.24%
71-80	0.49%	0.75%
81-90	0.49%	0.00%
91-100	0.77%	0.00%
More than 100	0.00%	2.24%

SFC (Census/BEA) Employee Survey Results

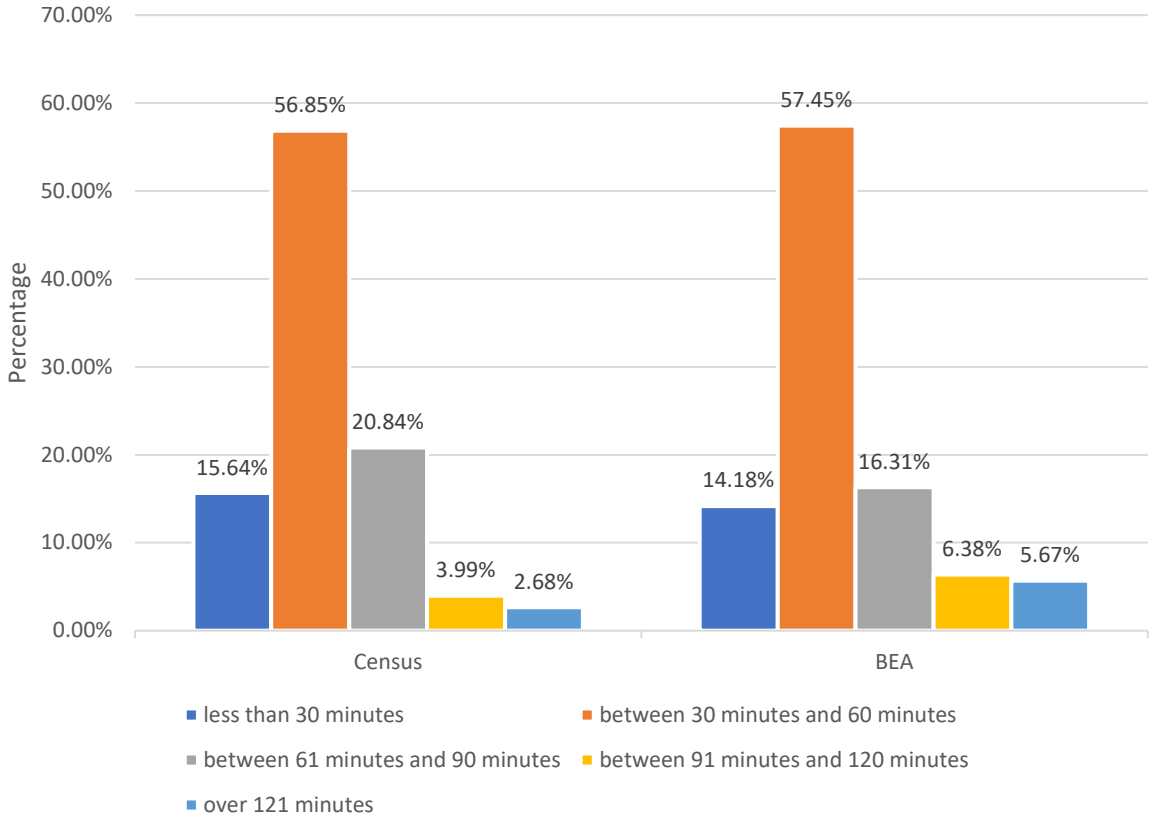


Figure 5: SFC Respondents' Daily One-Way Commute Time

Questions 13 and 14 then asked SFC employees about how they get to work, specifically how many modes of transportation they use for a one-way trip and what mode makes up the largest portion of their trip. Table 2 shows that both Census and BEA respondents largely use one mode of transportation for their trip.

Table 2: Number of Modes SFC Respondents Use to Get to Work

Number of Modes	Census	BEA
1	79.76%	71.43%
2	12.79%	14.29%
3	5.76%	10.71%
4	1.53%	3.57%
5	0.16%	0.00%
More than 5	0.00%	0.00%

Table 3 shows that approximately 73 percent of Census respondents and approximately 68 percent of BEA respondents commute via personal vehicle. Of the remaining commute modes, approximately 15 percent of Census and 28 percent of BEA respondents use Metrorail (Table 3), due to the SFC's proximity to the Suitland Metrorail station. Other modes, including bus, carpool, vanpool, walking, and biking, make up the remaining responses, but only represent 12 percent of Census trips and 4 percent of BEA trips.

Table 3: Current Commute Mode Split for SFC Respondents

Mode	Census	BEA
Drive alone	73.11%	68.09%
Carpool/Slug with other SFC campus employees	5.78%	0.71%
Carpool/Slug with non-SFC campus employees	0.26%	0.00%
Registered Vanpool	1.47%	1.42%
Dropped off by private vehicle, taxi, Uber/Lyft, or another car service	0.05%	0.00%
Prince George's County The Bus	0.05%	0.00%
Metrobus	0.42%	0.00%
Commuter Bus	2.99%	1.42%
Metrorail via Commuter Rail (MARC/VRE)	1.58%	3.55%
Metrorail (walk/bike/drive/bus to station)	13.71%	24.82%
Walk from home to work	0.11%	0.00%
Bike from home to work	0.16%	0.00%
Scooter from home to work	0.00%	0.00%
Motorcycle	0.16%	0.00%
Airplane	0.16%	0.00%

Questions 15 and 16: Number of Respondents in a Carpool or Vanpool

Questions 15 and 16 asked those SFC employees who indicated that they primarily carpool or vanpool to work about the number of persons in their carpool or vanpool. Only one carpool and two vanpools were noted on the BEA survey, and therefore, the following only applies to the responses obtained from the Census survey (approximately 8 percent of respondents indicated they carpool or vanpool). No carpool exceeded five persons, and the majority (approximately 89 percent) were two persons. Vanpool size varied from five to 13 persons, but the most common response was seven persons (about 25.7 percent).

Questions 17 through 19: SFC Parking for Drive Alone or Carpool/Vanpool Commuters

Questions 17 through 19 asked employees who drive alone or carpool/vanpool to work about parking SFC. Over 75 percent and over 85 percent of Census and BEA respondents, respectively, hold a G (General) parking permit, while approximately 9 percent and 8 percent (respectively) hold an R (Reserved) parking permit. Responses in Figure 6 reveal that the most popular parking facilities are the North Garage for Census respondents (58 percent) and South Garage for BEA respondents (94 percent).

The results of Question 19 indicate that 70.6 percent (Census) and 88.8 percent (BEA) of respondents feel that there is adequate parking available.

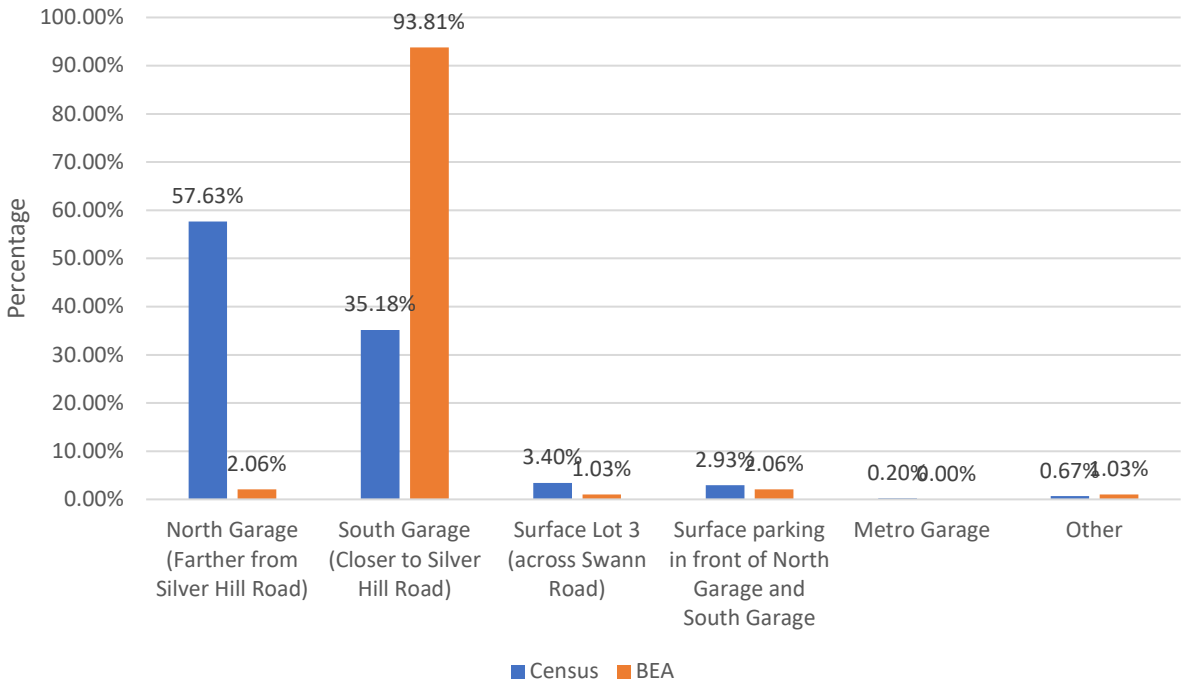


Figure 6: SFC Employee Parking Location

Questions 20 and 21: Alternative Commute Benefits and Services

Questions 20 and 21 asked respondents to indicate if they receive a transit subsidy or are registered for the Commuter Connections Guaranteed Ride Home service or any other commuter assistance program. The questions and their responses are indicated below:

- Question 20: Do you currently receive a transit subsidy?

  Approximately 81 percent of Census respondents and approximately 69 percent of BEA respondents indicated that they currently do not receive a transit subsidy. This is consistent with the responses to Question 14 which indicates that most people drive alone to the SFC.

- Question 21: Are you currently registered with Commuter Connections Guaranteed Ride Home Service or any other commuter assistance program?

  Approximately 93 percent of Census respondents and approximately 95 percent of BEA respondents said they are not registered with a commuter assistance program. This indicates a potential opportunity to reach out to those employees that are currently commuting via modes other than driving alone.

Questions 22 and 23: Probability of Changing Commute Mode

Question 22 asked respondents that drive alone to work what would encourage them to share a ride in the future (e.g. carpool/vanpool). The results from Question 22, shown in Table 4, show that for both agencies, just over half of respondents are not willing to consider ridesharing at this time. However, of the remaining respondents, a majority would consider ridesharing if they could get help finding people with whom they could share a ride and if they were signed up for guaranteed rides homes in case of emergencies or unscheduled overtime.

Table 4: Reasons Why SFC Drive Alone Commuters Would Consider Ridesharing

Reasons to Consider Carpool/Vanpool	Census	BEA
I already carpool/vanpool	3.78%	2.16%
Parking fees for those driving alone	2.03%	3.24%
Preferential parking space for carpoolers	3.56%	3.78%
Increased HOV opportunities on highways	3.67%	4.86%
Help finding people with whom I can share a ride	12.42%	14.59%
Guaranteed ride home in case of emergencies and unscheduled overtime	11.47%	10.27%
More flexible hours (flextime)	7.30%	6.49%
Easier access to services for personal errands during the day (i.e. Zip-Car)	4.47%	1.62%
Not willing to consider carpool/vanpool at this time	51.31%	52.97%

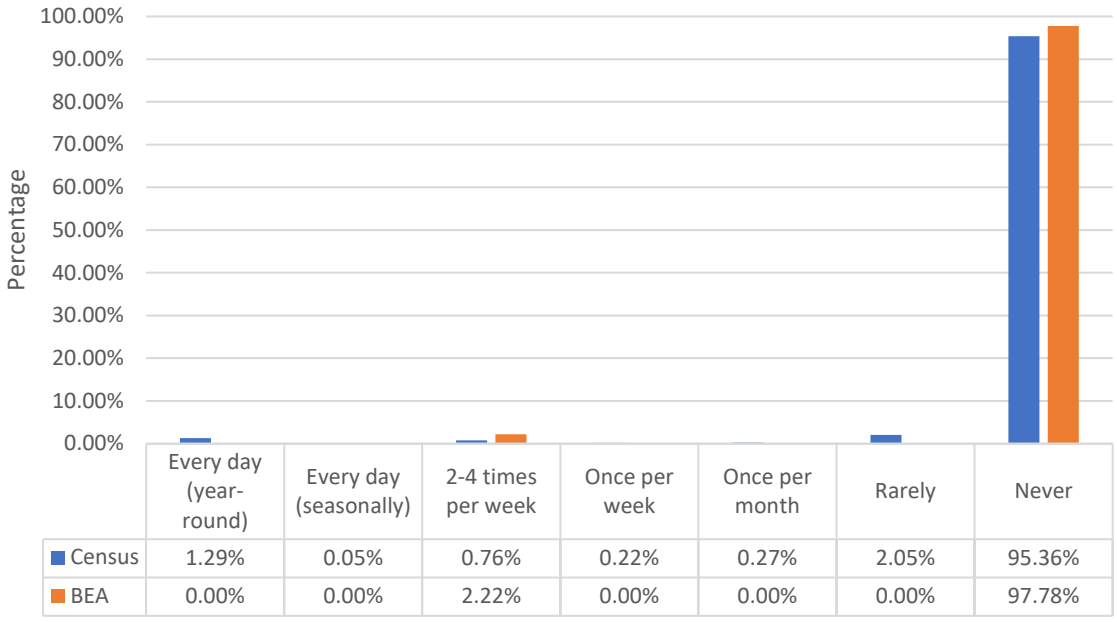
Question 23 asked what would encourage drive alone commuters to commute by public transit in the future. The results of this question are shown in Table 5. Most respondents from both agencies were not willing to consider using transit at this time. However, many respondents indicated that they would consider transit if there were express bus and/or train services from their home to work and/or if transit was more frequent and more reliable.

Table 5: Reasons Why SFC Drive Alone Commuters Would Consider Transit

Reasons to Consider Transit	Census	BEA
I already commute using transit	3.49%	3.35%
Parking fees for those driving alone	1.26%	2.87%
Express bus/train services from home to work	11.07%	13.88%
Extended transit schedule to accommodate irregular shifts and/or more flexible hours (flextime)	3.83%	3.83%
Increased frequency and reliability of public transit	8.10%	9.57%
Fewer seat changes (e.g., transfers)	4.37%	7.66%
Easy and safe access to Metro stations and/or Park and Rides from my home	3.42%	4.78%
Additional parking at Metro stations and Park and Rides near my home	1.61%	0.96%
Shuttle bus or nighttime security escort from the Suitland Metro Station to a location near my office	0.92%	0.48%
Improvements to ADA accessibility accommodations on transit services and at Metro stations	0.10%	0.00%
Guaranteed ride home in case of emergencies and unscheduled overtime	3.62%	0.96%
Easier access to services for personal errands during the day (i.e. Zip-Car)	1.13%	0.48%
Increase in transit subsidies	4.24%	2.39%
Improved personal safety in the Suitland neighborhood	3.21%	6.70%
Improved personal safety at other Metrorail stations	1.91%	4.78%
Not willing to consider using transit at this time	41.22%	35.41%
Other	6.49%	1.91%

Questions 24 and 25: Walking and Biking to Work

Questions 24 and 25 discussed walking and/or biking to work. Over 95 percent of respondents at both Census and BEA never bike to work (Figure 7).



	Every day (year-round)	Every day (seasonally)	2-4 times per week	Once per week	Once per month	Rarely	Never
Census	1.29%	0.05%	0.76%	0.22%	0.27%	2.05%	95.36%
BEA	0.00%	0.00%	2.22%	0.00%	0.00%	0.00%	97.78%

Figure 7: Frequency at which SFC Respondents Walk and/or Bike to Work

Question 25 was a follow-up question that asked those employees who never bike or walk to work what would encourage them to do so in the future. Figure 8 shows the responses from both Census and BEA. Most respondents indicated that they either live too far from the SFC or are not willing to walk or bike at this time. Others noted that improvements to sidewalks and/or trails and improvements to personal safety in the neighborhood would also be factors.

SFC (Census/BEA) Employee Survey Results

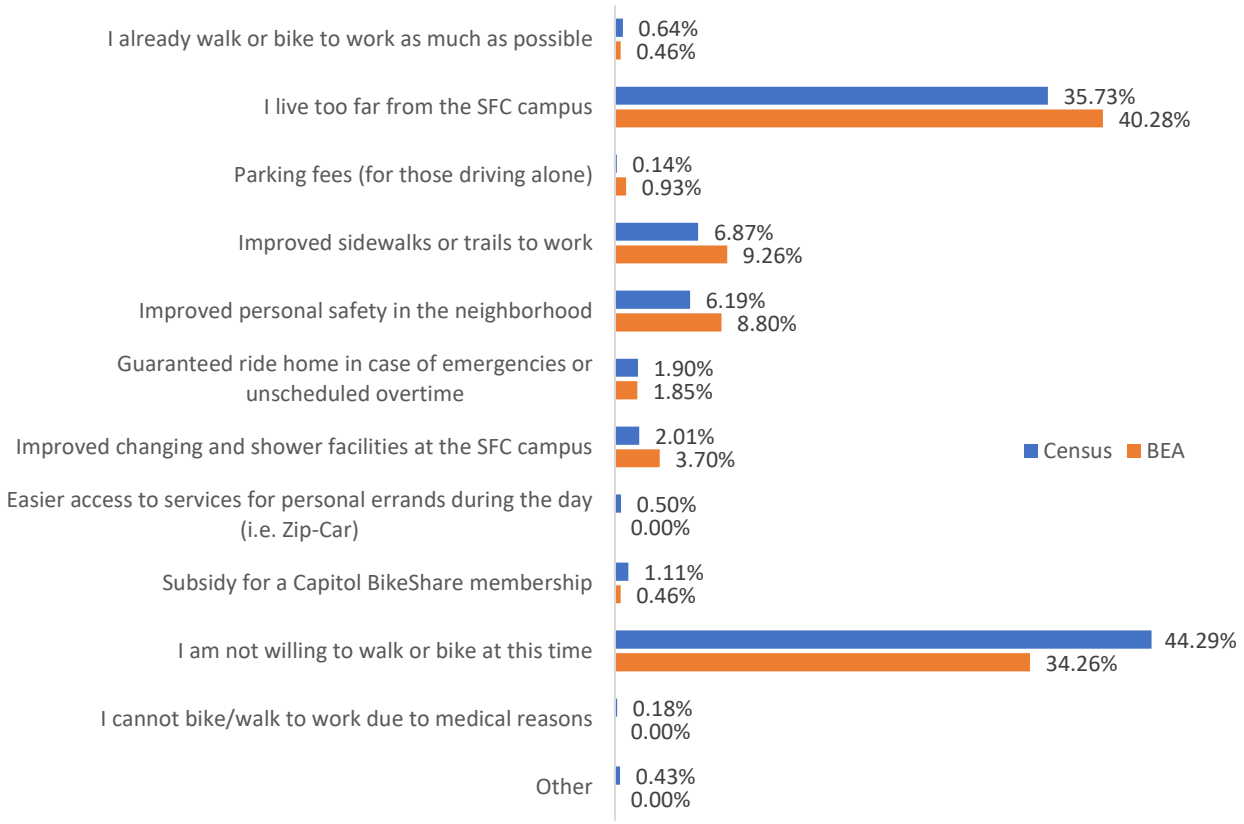


Figure 8: Reasons Why SFC Respondents May Consider Walking/Biking to Work

Question 26: Any Other Comments?

This question was a free response to allow employees to be specific. Due to the number and variety of responses, comments that were similar in content were summarized and then categorized into eight topics. Table 6 lists the number of comments received for each topic, while Figure 9 through Figure 14 highlight similar concerns of two or more respondents for each topic. Most responses focused on driving to work, parking at work, and alternative commuting options. Others were concerned about the possibility of BLS relocated to the SFC, on-/off-campus pedestrian connections, and other general comments.

Table 6: SFC Employee Comments Received by Topic

Topic	Number of Responses	
	Census	BEA
Driving	178	15
Parking	141	13
Alternative Commuting	123	6
Objections to BLS moving to SFC	50	1
General comments	36	0
On-/Off-Campus Pedestrian Connections	30	4
Survey	12	0
Other	12	2

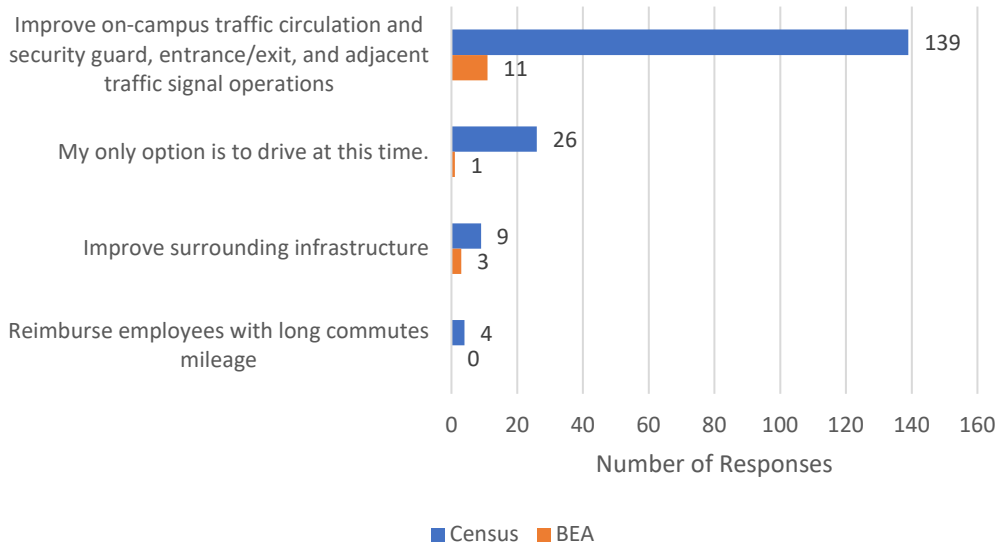


Figure 9: SFC Employee Comments – Driving

SFC (Census/BEA) Employee Survey Results

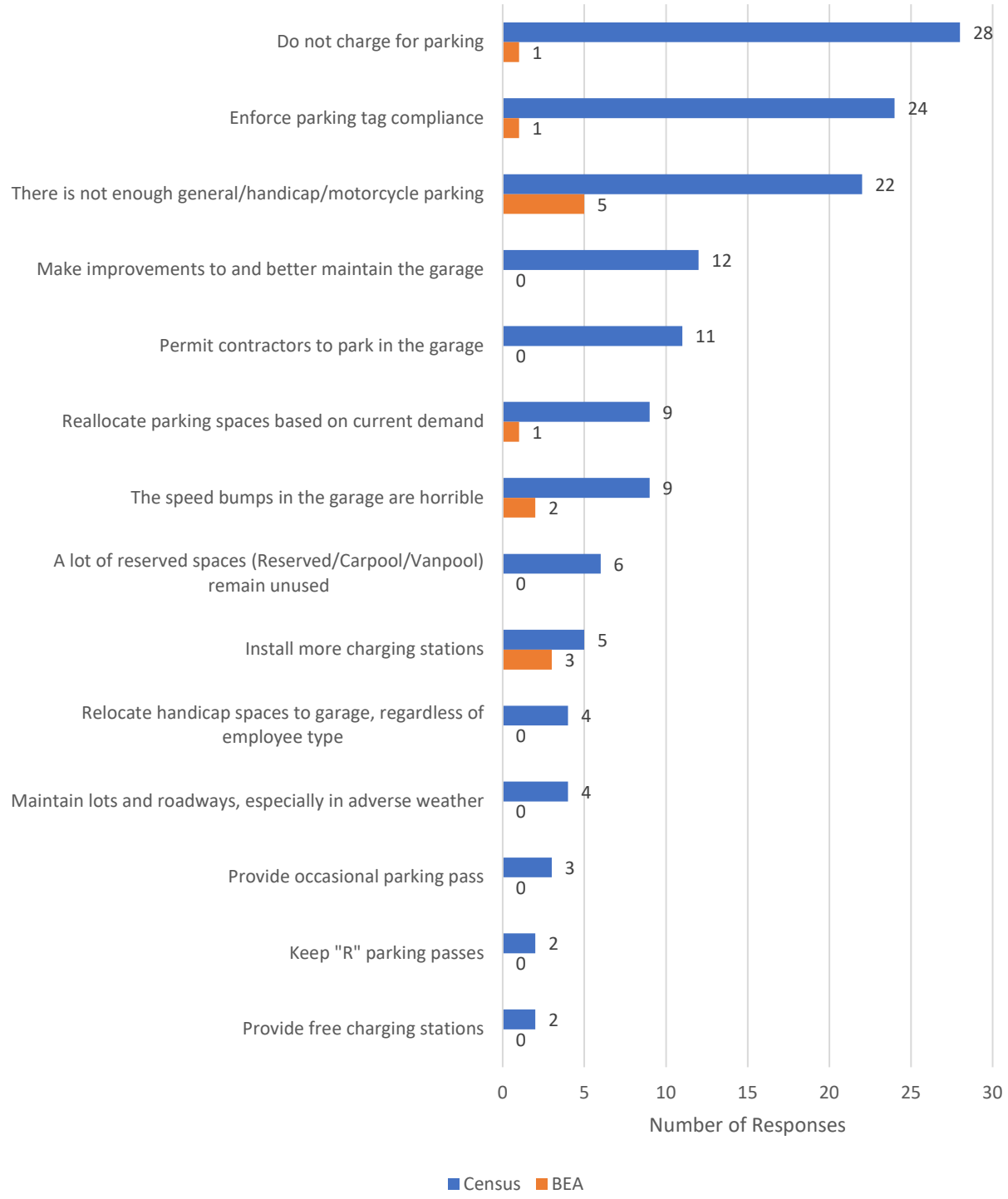


Figure 10: SFC Employee Comments – Parking

SFC (Census/BEA) Employee Survey Results

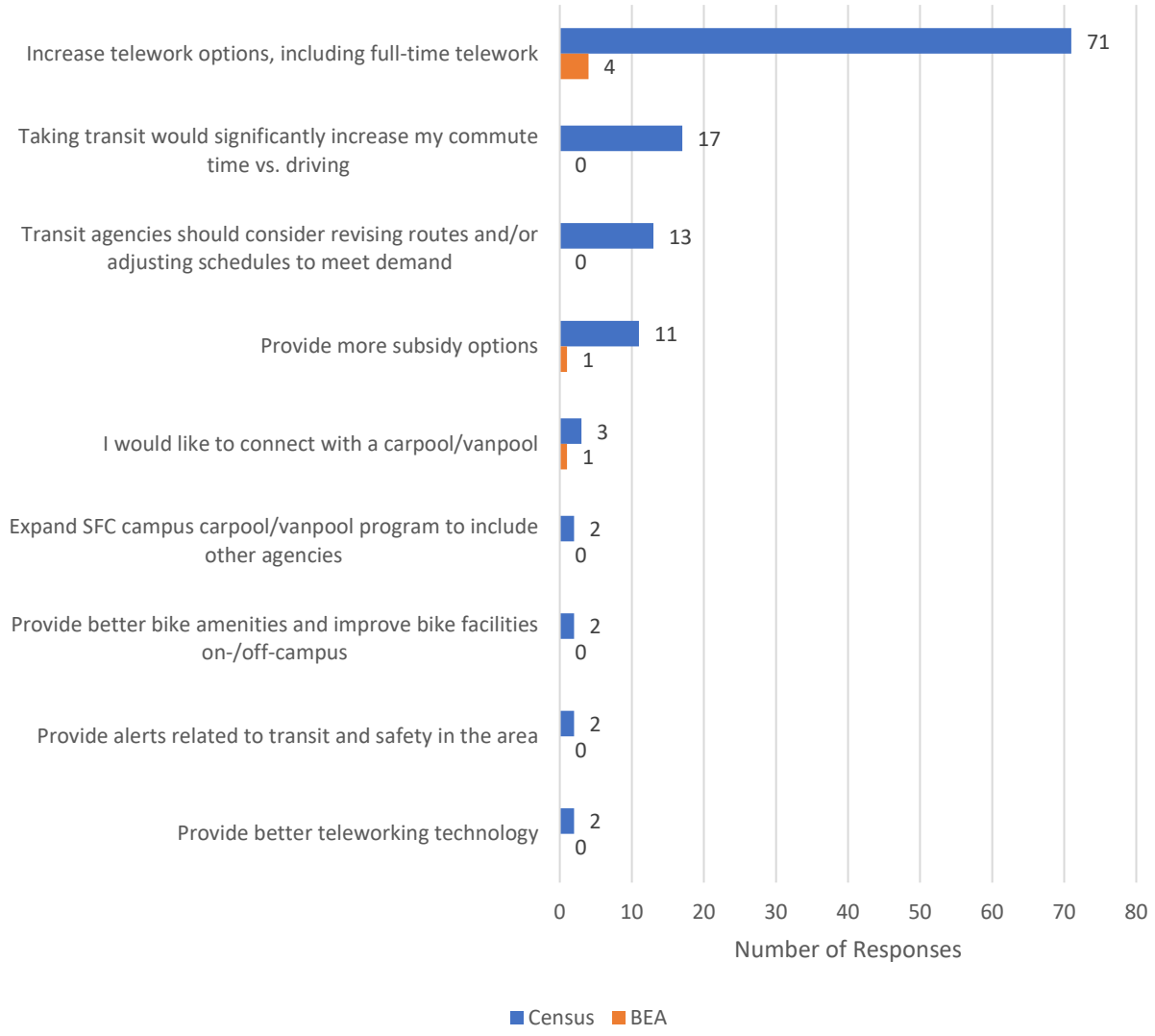


Figure 11: SFC Employee Comments – Alternative Commuting

SFC (Census/BEA) Employee Survey Results

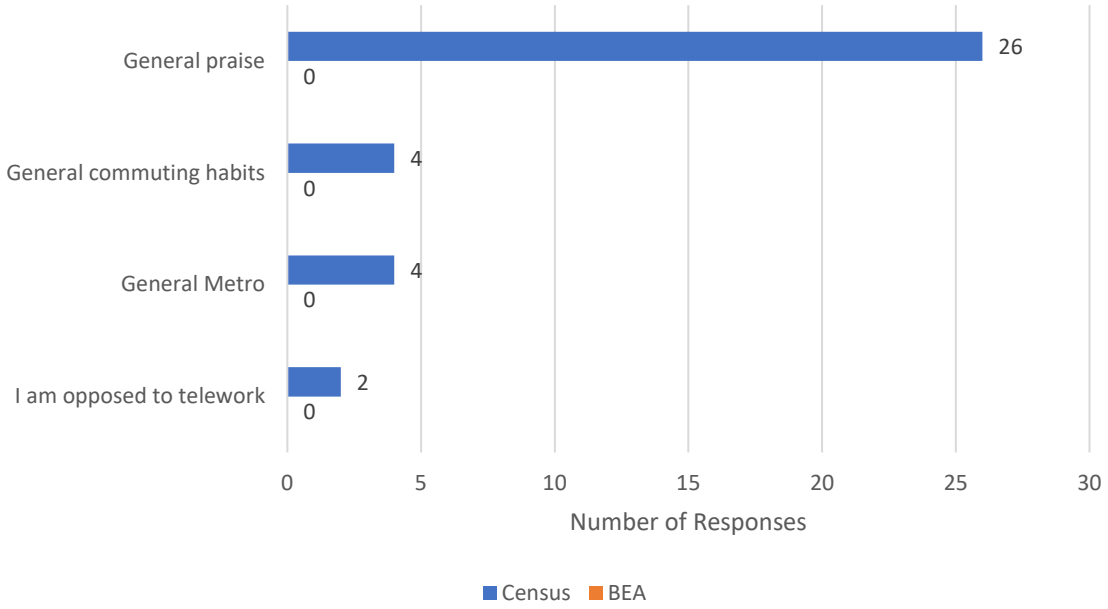


Figure 12: SFC Employee Comments – General Comments

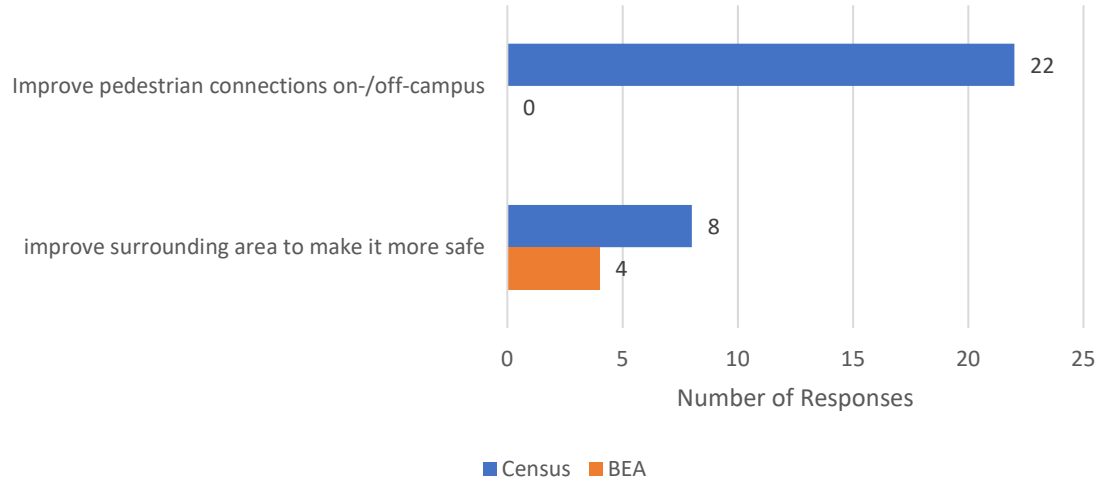


Figure 13: SFC Employee Comments – On-/Off-Campus Pedestrian Connections

SFC (Census/BEA) Employee Survey Results

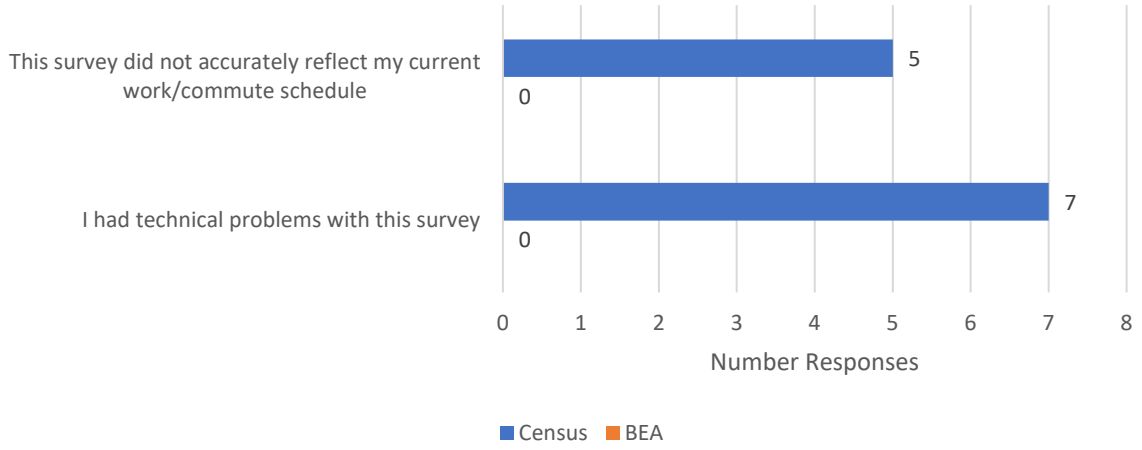


Figure 14: SFC Employee Comments – Survey

3.0 BLS EMPLOYEE SURVEY RESULTS

An email containing a link to the on-line survey was distributed to 1,800 BLS employees that currently work at the PSB in Washington, DC and are anticipated to be relocated to the SFC. In order to maintain a confidence level of 95 percent and confidence interval of 3 percent, 670 survey responses were required. The total number of responses received was 877, approximately 49 percent, responded. Therefore, it was determined that the survey results are statistically significant.

This survey differed from the Census and BEA surveys in that it asked questions regarding employees' current commute mode and habits, as well as how those habits and modes might change if they were relocated to the SFC. The survey results for each question are summarized below.

3.1 EXISTING COMMUTE PATTERNS

Questions 1 and 2: Employee Demographics

Questions 1 and 2 asked employees about their role at BLS and the ZIP code of their residence. All but nine employees indicated they have a permanent government position within BLS. Of those nine, seven indicated that they are employed by BLS in a term position and two responded that they are contractors. Figure 15 illustrates the density of employee residences, with a darker color indicating a greater density. Although there is a concentration of employees within the Beltway (approximately 42%), many live along major corridors such as I-270, I-95, US 50 and I-66.

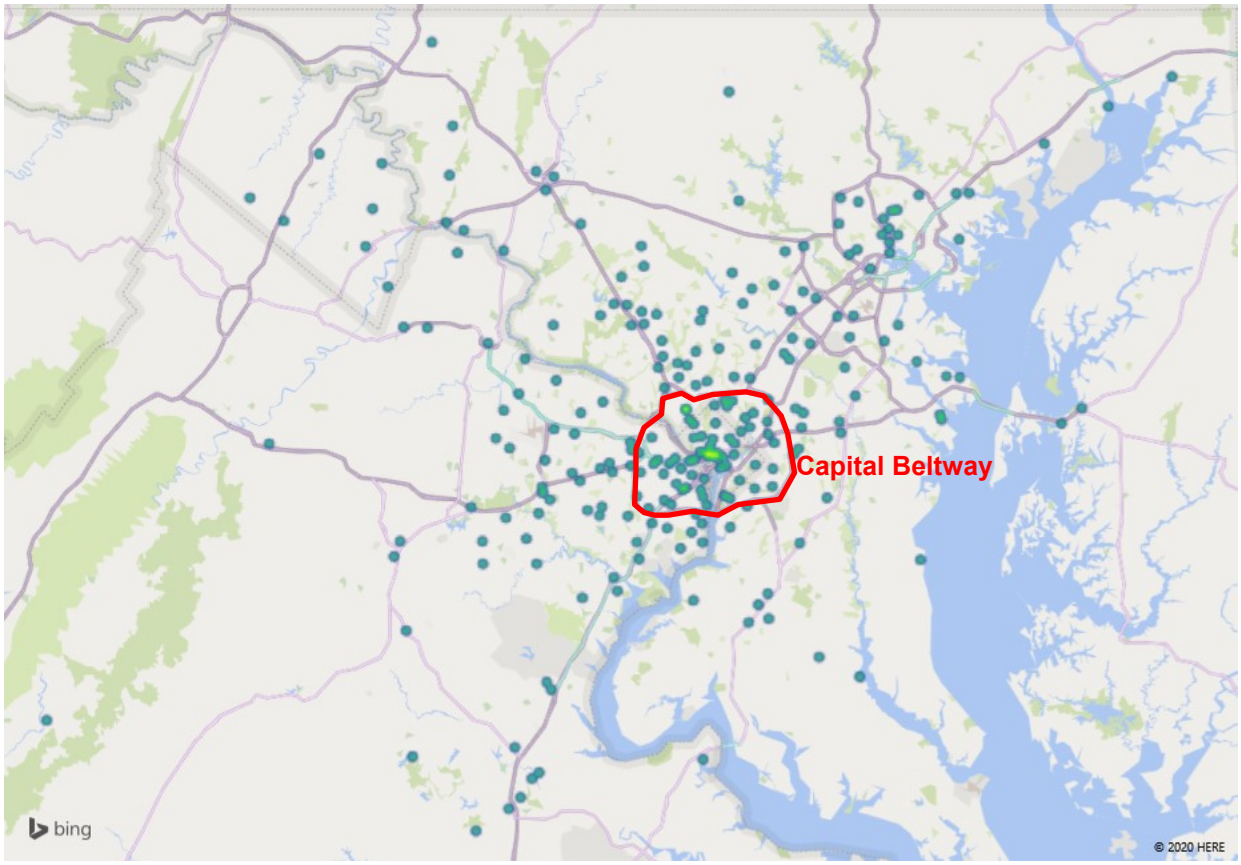


Figure 15: BLS Respondent Home Location

Questions 3 through 6: Work Habits

Questions 3 through 6 asked employees about their work habits including work schedule, how many days they are at the PSB, days of week that they work in the office, and arrival and departure times. Most respondents (about 63 percent) indicated that they work a flexible schedule, which allows an employee to work eight hours per day over five days with late/early hours. However, although approximately 57 percent of respondents are at PSB five workdays per week, approximately 85 percent of employees are at PSB every Tuesday, Wednesday, and Thursday. This reflects the telework and compressed work week programs offered to employees (Figure 16). A majority, 59 percent, of employees arrive between 7:00 AM and 9:00 AM and 62 percent depart between 4:00 PM and 6:00 PM.

BLS Employee Survey Results

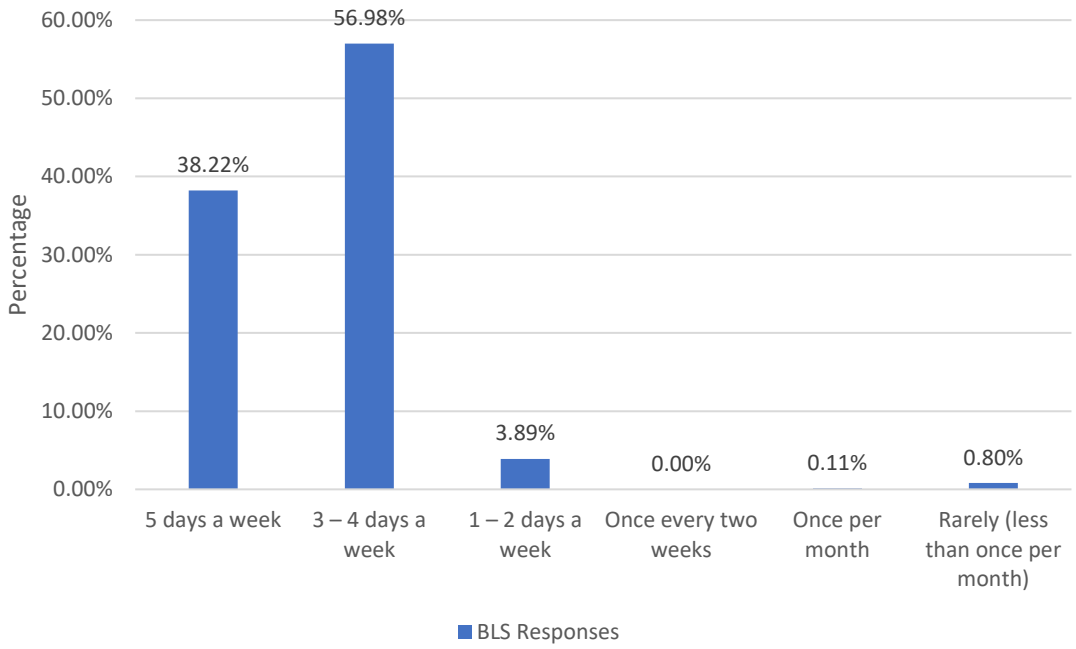


Figure 16: Typical Days at PSB for BLS Respondents

Questions 7 through 10: BLS Employee Telework Trends

Questions 7 through 9 asked employees about their current teleworking activities. Approximately 74 percent of respondents indicated that they currently telework from home or an offsite location. Approximately 75 percent of respondents telework one or two days per week. Most respondents telework on Mondays and Fridays.

For Question 10, employees that do not currently telework were asked what would encourage them to telework in the future. Of the employees that do not telecommute, approximately 36 percent said that supervisor consent and about 35 percent of respondents indicated that providing reasonably appropriate technology to work at home or from telework centers would encourage them to telework. About 20 percent indicated that they would not be willing to consider telework at this time.

Questions 11 through 15: Commute Time and Mode

In Question 11, respondents were asked about their one-way commute time. Figure 17 shows that the majority (about 62 percent) of respondents' one-way commute time to the PSB is 60 minutes or less, while 8 percent of employees have a commute of more than 90 minutes. However, due to BLS's telework policy it is unlikely that employees that live more than 90 minutes from their place of work commute daily.

BLS Employee Survey Results

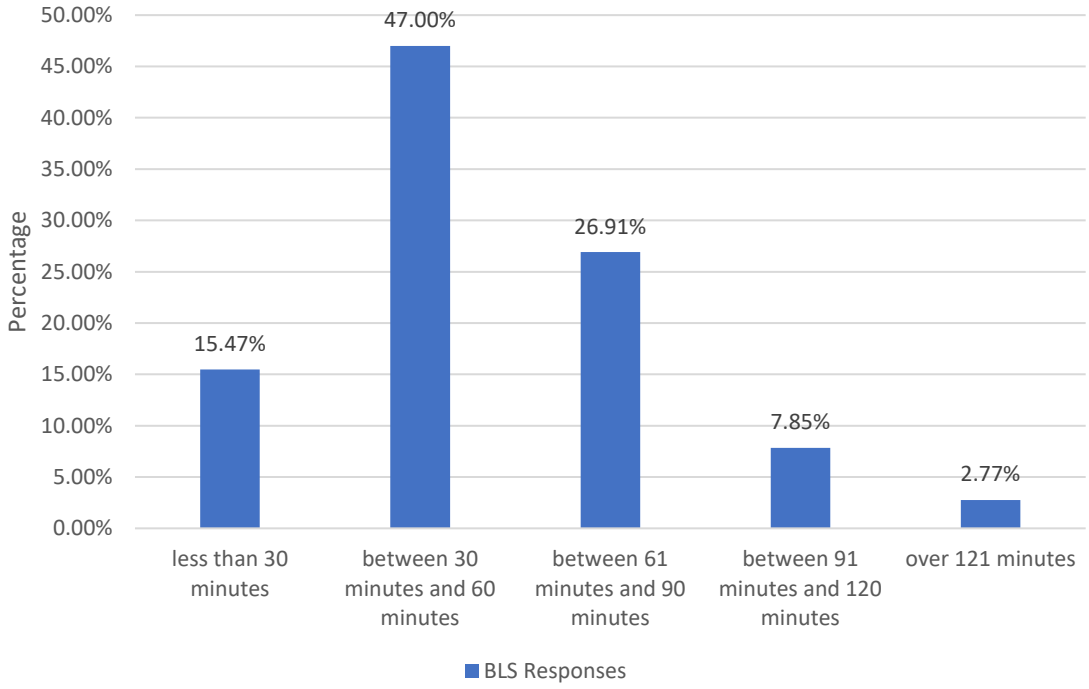


Figure 17: BLS Respondents' Daily One-Way Commute Time

Questions 12 and 13 then asked BLS employees about how they get to work, specifically how many modes of transportation they use for a one-way trip and what mode makes up the largest portion of their trip. Figure 18 shows that respondents largely use between two and three modes of transportation for their trip.

BLS Employee Survey Results

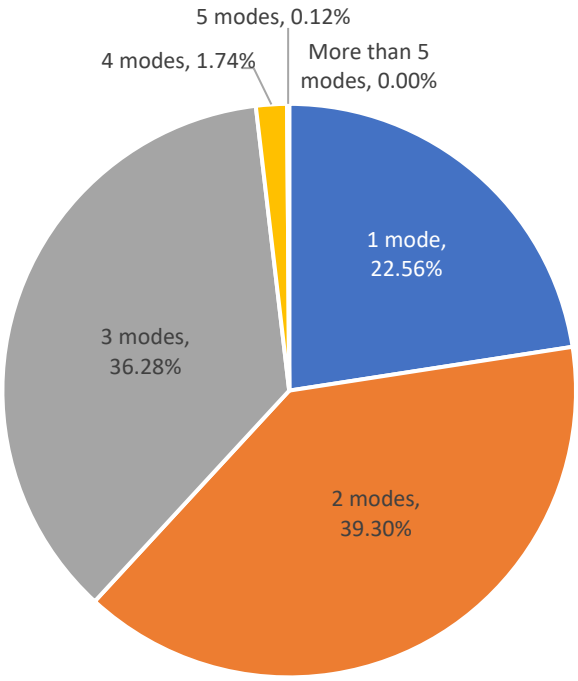


Figure 18: Number of Modes BLS Respondents Currently Use to Get to Work

Table 7 shows that approximately 45 percent of respondents commute via Metrorail and 31 percent of respondents use commuter rail. Other modes, including driving, bus, carpool, walking, and biking, make up the remaining responses. It is important to note that only 4 percent of respondents drive alone to work, indicating a strong culture of other commute modes, likely due by the location of the office immediately adjacent to Union Station.

Table 7: Current Commute Mode Split for BLS Respondents

Mode	Percentage
Drive alone	4.24%
Carpool/Slug with other BLS employees	2.75%
Carpool/Slug with non-BLS employees	4.93%
Registered Vanpool	0.23%
Dropped off by private vehicle, taxi, Uber/Lyft, or another car service	0.11%
Metrobus	2.52%
Commuter Bus	2.52%
Commuter Rail (MARC/VRE)	31.08%
Metrorail via Commuter Rail (MARC/VRE)	5.96%
Metrorail (walk/bike/drive/bus to station)	38.65%
Walk from home to work	3.21%
Bike from home to work	2.98%
Scooter from home to work	0.00%
Motorcycle	0.11%
Airplane	0.34%
N/A	0.34%

In Question 14, 64 respondents indicated that they carpool to work in 1-, 2-, 3-, 4-, or 5-person carpools. Of the 64, 38 indicated that there are two passengers in their carpool, including themselves. Only three respondents indicated that they vanpool to work, in four-, six-, and seven-person vanpools in Question 15.

Questions 16 and 17: Transit Benefits/Programs

Question 16 asked employees if they receive a transit subsidy, and only 70 employees, or 9 percent, indicated that they do not receive a transit subsidy. In addition, based on the responses to Question 17, only 94 respondents, or 12 percent, indicated that they are currently registered with Commuter Connections Guaranteed Ride Home service or any other commuter assistance program.

3.2 IMPACTS OF RELOCATION TO THE SFC

Questions 18 through 21: Impacts to Commute Modes and Time

Questions 18 through 21 asked employees about how their commute would be impacted if their office was relocated to the SFC. Only about 5 percent of respondents said that they would relocate their place of residence closer to the SFC. About 87 percent of respondents indicated that their commute time would be longer than it is now, including 50 percent that indicated their commute time would increase by 31 to 60 minutes or more (Figure 19).

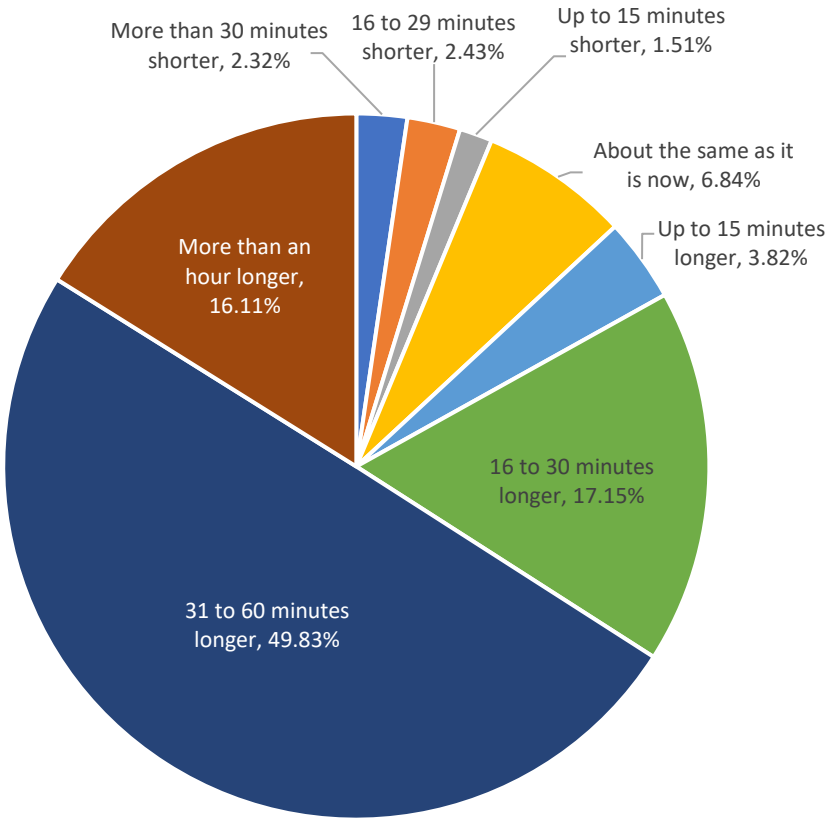


Figure 19: BLS Respondents' Anticipated Change in Commute Time Following Relocation

In Question 20, BLS respondents were asked how many modes of transportation they anticipated using to get to the SFC. Figure 20 shows that only 30 percent of respondents anticipated using only one mode, while the remaining respondents anticipated using two or more modes. However, no respondent anticipated using more than five modes.

BLS Employee Survey Results

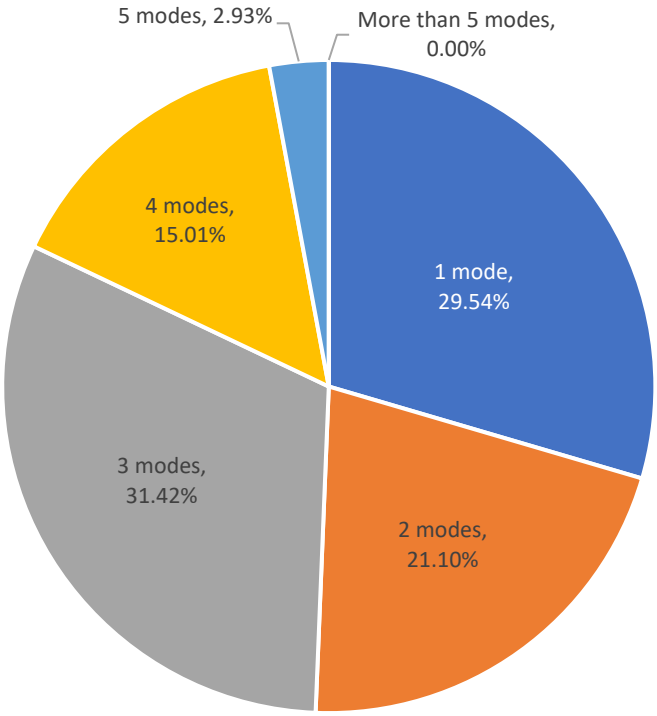


Figure 20: Number of Modes BLS Respondents Anticipate Using to Get to SFC

Question 21 asked employees what they would anticipate being their primary mode of travel to work if their office is relocated to the SFC. The results are summarized in Table 8. Approximately 35 percent of respondents indicated that they would drive alone. Only three percent would travel with at least one other person, whether carpooling, vanpooling, or being dropped off. About 59 percent would take public transit, including bus, Metrorail, and Prince George's County The Bus. Less than 1 percent of respondents said they would walk or bike to work.

Table 8: BLS Respondent Potential Mode of Transportation to SFC

Mode	Percentage
Drive alone	34.99%
Carpool/Slug with other SFC campus employees	1.97%
Carpool/Slug with non-SFC campus employees	0.93%
Registered Vanpool	0.12%
Dropped off	0.12%
Prince George's County The Bus	0.00%
Metrobus	1.16%
Commuter Bus	0.81%
Metrorail via Commuter Rail (MARC/VRE)	18.77%
Metrorail (walk/bike/drive/bus to station)	38.01%
Walk from home to work	0.12%
Bike from home to work	0.35%
Scooter from home to work	0.00%
Motorcycle	0.00%
Airplane	0.23%
I would leave Bureau	0.58%
Unknown at this time	1.85%

Questions 22 through 25: Commuting by Alternative Mode Instead of Driving Alone

Question 22 asked employees that planned to drive alone to work if they would be willing to consider any alternative forms of travel. Approximately 31 percent of respondents indicated that they would not be willing to consider an alternative form of travel. Of the 31 percent, about 20 percent cited that they would not consider alternative modes because they had unpredictable schedules, 18 percent said that they were concerned about personal safety on transit and off-campus, and 13 percent stated there would be a significant increase in there commute time if they were to take transit (Figure 30).

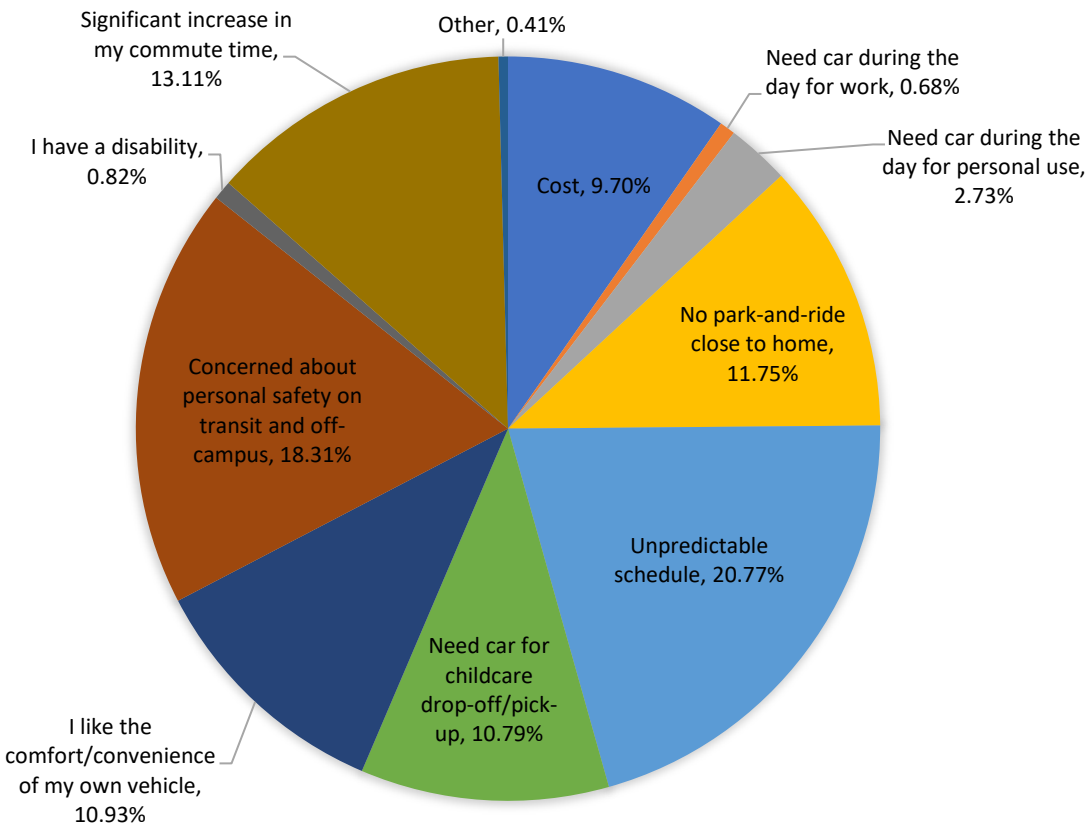


Figure 21: BLS Respondent Reasons for Not Considering an Alternative Form of Travel

Questions 24 and 25: Probability of Changing Commute Mode

Question 24 asked what would encourage drive alone commuters to commute by public transit in the future. The results of this question are shown in Table 9. More respondents (19 percent) indicated that they would consider transit if there were express bus and/or train services from their home. Approximately 13 percent responded that they would consider transit if there were improvements to personal safety in the Suitland neighborhood, and about 13 percent are not willing to consider transit at this time.

Table 9: Reasons Why BLS Drive Alone Commuters Would Consider Transit to SFC

Reasons to Consider Transit	Percentage
Parking fees for those driving alone	5.68%
Express bus/train services from home to work	18.61%
Extended schedule to accommodate irregular shifts and/or more flexible hours (flextime)	4.31%
Increased frequency and reliability of public transit	8.72%
Fewer seat changes (transfers)	6.86%
Easy access to Metro stations and/or Park and Rides from my home	3.82%
Shuttle bus from the SFC Metrorail Station/Gate 7 to a shuttle stop near my office	3.13%
Additional parking at Metro stations and Park and Rides	1.86%
Improvements to ADA accessibility accommodations on transit services and at Metro stations	0.20%
Guaranteed ride home in case of emergencies and unscheduled overtime	4.02%
Easier access to services for personal errands during the day (via Zip-Car, etc.)	1.57%
Increase in transit subsidies	4.51%
Improved personal safety in the Suitland neighborhood	12.73%
Improved personal safety at other Metrorail stations	4.80%
Not willing to consider transit at this time	13.22%
If using transit did not increase my current commute time	3.72%
Increase in number of telework days	0.88%
Cost of driving vs. cost of transit	0.39%
Other	0.98%

Question 25 asked respondents that would drive alone to work what would encourage that to share a ride in the future (e.g. carpool/vanpool). The results from Question 25, shown in Table 10, show that about one-third (32 percent) of respondents are not willing to consider ridesharing at this time. However, of the remaining respondents, a majority (18 percent) would consider ridesharing if they could get help finding people with whom they could share a ride and if they were signed up for guaranteed rides homes in case of emergencies or unscheduled overtime (11 percent).

Table 10: Factors that Would Encourage Drive Alone Commuters To Consider Ridesharing

Reasons to Consider Carpool/Vanpool	Percentage
Parking fees for those driving alone	6.44%
Preferential parking space for carpoolers	9.91%
Increased HOV opportunities on highways	6.07%
Help finding people with whom I can share a ride	17.47%
Guaranteed ride home in case of emergencies and unscheduled overtime	11.28%
More flexible hours (flextime)	10.29%
Easier access to services for personal errands during the day (via Zip-Car, etc.)	2.60%
Not willing to consider carpool/vanpool at this time	32.22%
Flexible schedules/options for those with unpredictable schedules/childcare responsibilities	1.98%
Increase in number of telework days	0.74%
Other	0.99%

Question 26: Do you have any other comments, questions, or concerns?

This question was free response to allow employees to be specific. Due to the number and variety of responses, comments that were similar in content were summarized and then categorized into seven topics. Table 11 lists the number of comments received for each topic. Most responses indicated that BLS employees have objections to relocating to the SFC, mostly due to potential significant increases in commute time via transit and/or the switch from transit to driving alone. In addition, many respondents stated that the relocation would increase travel costs due to more driving or more transfers between transit systems. Others did not have objections to the relocation, but some had concerns about ADA accessibility, the safety of the neighborhood, and available parking on the SFC since they would have to drive to get to work. Few respondents asked about available alternative commuting options.

Table 11: BLS Employee Comments Received by Topic

Topic	Number of Responses
Objections to Relocation	404
No Concerns about Relocation	16
Concerns About Relocation	85
Will Quit/Retire	57
Alternative Commuting	17
Survey	3
Unknown	1

4.0 SURVEY CONCLUSIONS

4.1 CENSUS BUREAU AND BUREAU OF ECONOMIC ANALYSIS

The results of the Census Bureau and Bureau of Economic Analysis employee commuter surveys indicate a reliance on driving alone as a commuting mode for most employees. Approximately 73 percent of Census respondents and 68 percent of BEA respondents who work at the SFC currently drive alone to work. This is indicative of the lack of high-frequency and high-capacity transit services (with the exception of Metrorail) in Suitland. Many respondents that live in suburban Maryland and Virginia would need to make several transfers into and out of DC in order to take public transit, which would significantly increase their daily commute time, in some cases by hours.

Due to the sprawl of employee residences, few respondents indicated that they carpool or vanpool. Many respondents indicated that they are not able to carpool or vanpool due to unpredictable schedules and/or childcare responsibilities. However, for those that do not drive alone, Metrorail is highly utilized due to the proximity of the Suitland Metro station to the SFC. Respondents also feel that lack of suitable biking facilities and an unsafe area do not encourage them to walk or bike to work more.

For those that drive to the SFC, parking conditions seem to be a continual issue. Although most respondents feel that there is adequate parking, many stated parking becomes scarcer for later arrivals, and those that arrive after 9:00 AM usually end up parking in an empty carpool or reserved spot, or in the surface lot reserved for contractors. Some respondents feel that besides handicap spaces, parking should be first come, first served and that contractors should be permitted to park in the garage on this basis. Many respondents also feel that there will not be enough parking if BLS is relocated to the SFC.

In addition to parking, many respondents indicated that SFC traffic circulation is extremely frustrating, especially in the afternoon, due to the configuration of the entrance/exit, and adjacent traffic signal operations. Some cited a weather-related incident in January 2020 that closed the SFC early and the subsequent departure from the SFC caused traffic jams lasting a few hours due to the aforementioned factors.

4.2 BUREAU OF LABOR STATISTICS

The results of the Bureau of Labor Statistics employee commuter survey indicate a reliance on Metrorail and commuter rail (MARC/VRE) as a commuting mode for most employees. Approximately 39 percent and 31 percent of BLS respondents who work at the PSB currently take Metrorail and commuter rail, respectively. This is indicative of the central location of PSB near Union Station, where there are ample connections to transit. It should be noted that only 4 percent of respondents selected drive alone as their primary mode of transportation to PSB.

However, when asked about the relocation to the SFC, almost half of respondents said that their commute would increase by 31 to 60 minutes. Many also stated that they would need to switch to driving alone in order to have a shorter commute when compared to the same commute by transit. In fact,

according to this survey, driving alone as a primary mode of travel to work would increase over 800 percent if BLS were moved from PSB to SFC. Furthermore, the anticipated mode split from the survey responses is likely to be more heavily weighted to drive alone than what is indicated in the survey responses. It will likely be closer to the existing auto mode split for the Census and BEA. Therefore, it is likely that the relocation to SFC will have a significant impact on mode choice for BLS employees.

Furthermore, most responses indicate that BLS employees have objections to relocating to the SFC, mostly due to potential significant increases in commute time via transit and/or the switch from transit to driving alone. In addition, many respondents stated that the relocation would increase travel costs due to more driving or more transfers between transit systems.

4.3 NEEDS AND OPPORTUNITIES

Based on the responses to both surveys there will be a significant need to encourage commuting by modes other than driving alone. Existing traffic congestion during peak periods would be exacerbated by additional employees onsite unless the Census, BEA, and BLS can affect an increase in transit and carpool/vanpool mode split. Strategies that can be considered and explored further in the TMP include, but are not limited to:

<u>Enhancing On-Site Employee Transportation Coordinator Services</u>

- Establish an ETC for the entire building and locate the ETC in a highly visible location.
- Conduct regular transportation fairs.
- Improve communication regarding available transit subsidies and guaranteed ride home programs and increase participation.
- Provide agency-sponsored/coordinated carpool/vanpool formation services to assist employees in finding ride partners as well as vans for vanpools.
- Establish a transit users' group to link up employees to ride transit together and to support employees that might be new to riding transit.
- Work with the agencies to coordinate staggered work schedules.
- Provide additional telework support to agencies and employees, including offering incentives for employees to telework Tuesdays, Wednesdays, or Thursdays.
- Maximize the percentage of employees that live within the Beltway to commute via transit.

<u>Enhancing On-Site Circulation and Parking</u>

- Provide bicycle facilities on site including bike lanes, cycle tracks/multi-use paths, sheltered bike parking, and pump and tool stations.
- Increase the capacity of the security check-in and revise security procedures for exiting traffic during typical PM commute periods as well as during unexpected/emergency releases.
- Provide preferential parking for carpools/vanpools and enforce the permitting.
- Consider reducing parking supply to meet NCPC guidelines and/or charging parking fees.

Enhancing Transit/Ped/Bike Options

- Work with WMATA and Prince George's County to enhance safety within the surrounding area, at the station, and on the Green Line.
- Work with MDOT SHA and Prince George's County to enhance pedestrian and bicycle facilities within the surrounding areas.
- Work with WMATA and MTA to explore the potential for direct commuter bus services from park-and-rides along major corridors such as I-270, I-95, I-66, US 50, and I-495.
- Consider direct employee-only shuttles between Union Station and the SFC.
- Provide carshare, rideshare, or other fleet vehicles to allow employees to run errands during the day or attend meetings without the need for their own personal vehicle.