



United States Citizenship and Immigration Services Headquarters Consolidation

Traffic Technical Report

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GSA/CIS Preliminary Draft Review

Prepared by:



The US General Services
Administration

With Technical Assistance from:



Stantec



PROJECT SUMMARY

INTRODUCTION

This Traffic Technical Report has been prepared for the United States General Services Administration (GSA) to assess and report potential transportation impacts resulting from the proposed consolidation of the United States Citizenship and Immigration Services (USCIS) at a site in southeastern Maryland, located at One Town Center, Camp Springs, Prince George’s County. The proposed consolidation would result in the relocation of approximately 3,200 USCIS employees to a single 575,000 rentable square-foot (RSF) office site, from six other offices: 20 Massachusetts Avenue, NW, 111 Massachusetts Avenue, NW, 131 M Street, NE, 1200 First Street, NE, and 633 Third Street, NW in Washington, DC and 2121 Crystal Drive, Arlington, VA.

The One Town Center site is located within the Town Center at Camp Springs, a 227.4 acre subdivision originally known as Capital Gateway. This subdivision is located on the northeast side of the Branch Avenue Metro Station in the Morningside area of Prince George’s County, Maryland. There have been several Detailed Site Plan approvals covering different parts of the Capital Gateway subdivision, zoned as M-X-T, that include plans for residential, retail, and office uses. The latest and final approved plan includes the proposed 10.96 acre USCIS headquarters.

USCIS EMPLOYEE COMMUTER SURVEY

An online survey of existing USCIS employees was conducted to determine existing commuting patterns of the employees and how they might change after the consolidation. The survey examined the modes by which employees travel to work, working hours, telecommuting, origin/destination, possible improvements to transit options, and reasons for mode choice. The results show that a strong culture of alternative transportation mode use currently exists, but may not continue to the same degree once the consolidation is complete.

EXISTING CONDITIONS

The existing roadway network within the vicinity of the site was assessed to provide a baseline to compare to future conditions. Five (5) intersections within the Town Center at Camp Springs were analyzed as part of the One Town Center study area, and all meet the Maryland-National Capital Planning and Park Commission (M-NCPPC) level of service (LOS) criteria for the Developed Tier (LOS E or better). The One Town Center study area was limited to intersections within the Town Center at Camp Springs because large-scale enhancements are currently underway along MD Route 5 (MD 5) (Branch Avenue), as part of an area-wide transportation study which had already accounted for office space on the proposed project site. Thus, no additional mitigation measures would have been required at intersections along the MD 5 corridor.

FUTURE CONDITIONS WITHOUT CONSOLIDATION (NO ACTION ALTERNATIVE)

The Future Conditions Analysis without Consolidation (No Action Alternative) examines the future anticipated volumes without taking into consideration traffic that would be generated by consolidation of the 3,200 USCIS employees. This analysis includes the existing traffic volumes, and approved un-built developments in

1 the study areas. The No Action Alternative analysis also takes into account any proposed infrastructure
2 improvements in the study areas.

3 Under the No Action Alternative, delays are anticipated to minimally increase at some of the study area
4 intersections. However, all will continue to meet M-NCPPC LOS criteria for the Developed Tier (LOS E or
5 better).

6 **FUTURE CONDITIONS ANALYSIS WITH CONSOLIDATION (ACTION ALTERNATIVE)**

7 The Future Conditions Analysis with Consolidation (Action Alternative) examines future anticipated volumes
8 taking into consideration traffic under the No Action Alternative as well as traffic that would be generated by
9 the consolidation of 3,200 USCIS employees at the project site. The Action Alternative also takes into account
10 any transportation mitigation measures proposed by the lease offerors, if required.

11 Under the Action Alternative, delays are anticipated to minimally increase at some of the study area
12 intersections. However, all will continue to meet M-NCPPC LOS criteria for the Developed Tier (LOS E or
13 better).

14 **CONCLUSIONS**

15 The results of the study show that the consolidation of 3,200 USCIS employees to the site would have a slight
16 adverse impact on traffic conditions within the study area, but none that require mitigation. Maryland State
17 Highway Administration (MD SHA) is currently constructing improvements along MD 5 (Branch Avenue) to
18 enhance pedestrian and vehicular accessibility between MD 5 and the Branch Avenue Metrorail station. The
19 improvements will also support planned development within Camp Springs Town Center.

20 The results of the USCIS Employee Commuter survey also revealed an existing culture of alternative
21 transportation mode use, with over 60% of employees commuting via modes other than driving alone. The
22 survey results also indicate that the office location is likely to have an impact on commuter mode, with 22%
23 of respondents indicating that they would change their commute mode from transit or carpool/vanpool to
24 driving alone. However, a transportation management plan (TMP) will be developed for the site that would
25 outline transportation demand management (TDM) strategies that would encourage commuting by modes
26 other than driving alone.

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1 List of Acronyms

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AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
GIS	Geographic Information Systems
GSA	General Services Administration
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
M-NCPPC	Maryland-National Capital Park and Planning Commission
MARC	Maryland Area Regional Commuter
MD SHA	Maryland State Highway Administration
TDM	Transportation Demand Management
TMP	Transportation Management Plan
USCIS	US Citizenship and Immigration Services
v/c	Volume to Capacity
VRE	Virginia Railway Express
WMATA	Washington Metropolitan Area Transit Authority

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CHAPTER 1: INTRODUCTION

1

2 This Traffic Technical Report has been prepared for the United States General Services Administration (GSA)
3 to assess and report potential transportation impacts resulting from the proposed consolidation of the
4 United States Citizenship and Immigration Services (USCIS) at a site in southeastern Maryland, located at One
5 Town Center, Camp Springs, Prince George's County. The proposed consolidation would result in the
6 relocation of approximately 3,200 USCIS employees to a single 575,000 rentable square-foot (RSF) office site,
7 from six other offices: 20 Massachusetts Avenue, NW, 111 Massachusetts Avenue, NW, 131 M Street, NE,
8 1200 First Street, NE, and 633 Third Street, NW in Washington, DC and 2121 Crystal Drive, Arlington, VA.

9 The One Town Center site is located within the Town Center at Camp Springs, a 227.4 acre subdivision
10 originally known as Capital Gateway. This subdivision is located on the northeast side of the Branch Avenue
11 Metro Station in the Morningside area of Prince George's County, Maryland. There have been several
12 Detailed Site Plan approvals covering different parts of the Capital Gateway subdivision, zoned as M-X-T, and
13 includes plans for residential, retail, and office uses. The latest and final approved plan includes the proposed
14 10.7-acre One Town Center Site.

15 The Traffic Technical Report will assess and evaluate the potential transportation impacts of the site for the
16 following three scenarios:

- 17 • Existing Conditions
- 18 • Future Conditions without Consolidation (No Action Alternative)
- 19 • Future Conditions with Consolidation (Action Alternative)

20 To support the assessment of potential transportation impacts at the two sites, GSA requested a traffic
21 impact study from the lease offeror. The lease offeror retained a traffic engineering consultant to conduct
22 the traffic impact study. As such, GSA received the *One Town Center | US Citizenship + Immigration Services*
23 *Traffic Impact Study, Prince George's County, Maryland* (March 14, 2016), prepared by Wells + Associates.

24 The traffic impact study documentation and analysis files were reviewed independently by GSA to ensure
25 that the study area, scope, methodology, and analysis were appropriate to fully assess and document the
26 transportation impacts that could be generated by the proposed consolidation. Comments were provided to
27 the lease offeror in October and November 2016, and the lease offeror provided the following
28 additional/revised traffic analysis documents to address the comments:

- 29 1. *One Town Center | US Citizenship + Immigration Services Traffic Impact Study Comment Response*
30 *Letter* (November 8, 2016), prepared by Wells + Associates.
- 31 2. *One Town Center | US Citizenship + Immigration Services Traffic Impact Study Comment Response*
32 *Letter 2* (November 23, 2016), prepared by Wells + Associates.

33 Based on the review of all documentation provided by the lease offeror, and meetings with stakeholders
34 during the EA scoping process, it was determined that the traffic impact study is adequate to address the
35 analysis requirements of an Environmental Assessment (EA). It evaluates and addresses the impact of the
36 proposed consolidation on the surrounding transportation network based on M-NCPPC guidelines and
37 standards, which include industry-approved methodologies and area-specific criteria. It should be noted that

1 the impacts of the proposed USCIS consolidation have already been accounted for in the Town Center at
2 Camp Springs Master Plan, which included trips generated by a potential office building. The master planning
3 effort resulted in MDSHA improvements to the I-495/Branch Avenue interchange, and other intersection
4 improvements along Branch Avenue between Auth Way and Auth Road.

5 Furthermore, based on feedback from Prince George's County, the study area does not need to be expanded
6 to cover impacts generated by activity around National Harbor and the MGM Casino. MGM Casino activity
7 peaks on Friday and Saturday between 8:00 PM and 1:00 AM; therefore, it would not interfere with typical
8 USCIS commute patterns. Nearly two-thirds of the trips generated by the casino are oriented toward the
9 District of Columbia, Virginia, or southbound MD 210. Approximately 28 percent of the site trips are oriented
10 toward the Outer Loop of the Capital Beltway, and very few of those trips would be expected to leave the
11 Beltway to utilize local roadways near the Branch Avenue Metrorail Station (see Appendix D). Thus, the
12 assessment and reporting of potential traffic impacts in this Traffic Technical Report will be largely based on
13 the traffic impact study prepared by the lease offeror.

14 This Traffic Technical Report is divided into the following three chapters. Chapter 2 documents the results of
15 a supporting commuter survey of USCIS employees. Chapter 3 documents the traffic impact analysis
16 associated with One Town Center. Finally, Chapter 4 summarizes the findings and conclusions.

CHAPTER 2: USCIS EMPLOYEE COMMUTER SURVEY

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2 An employee survey was conducted via the internet in November 2016 to determine the commuting patterns
 3 of the employees and how they might change when they are relocated to the new site. The survey was
 4 distributed to all USCIS employees at existing office locations. A copy of the survey is included in Appendix A.
 5 The survey investigated the modes by which employees travel to work, working hours, telecommuting,
 6 origin/destination, possible improvements to transit options, reasons for mode choice, as well as how mode
 7 choice may be affected based on the potential relocation. The data obtained from the survey was used to
 8 evaluate current commute patterns, as well as to provide data for the transportation impact analyses
 9 conducted in Chapter 3 of this report.

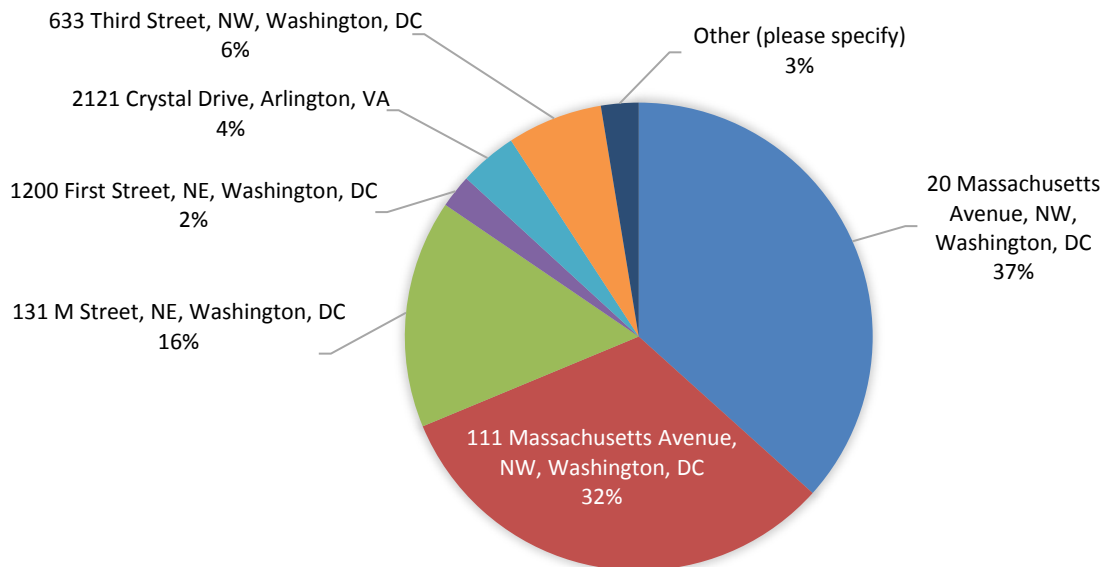
10 Of the approximately 3,200 USCIS employees asked to respond to the survey, approximately 44% percent, or
 11 1,392 employees completed the survey.

12 SURVEY RESULTS

13 The survey results for each question are summarized below.

14 Question 1: What is the address of your current USCIS office?

15 Figure 1 shows the number of respondents by office location. Based on the results, approximately 69% of
 16 respondents’ office locations are located at 20 Massachusetts Avenue, NW and 111 Massachusetts Avenue,
 17 NW. Twenty-eight percent of respondents’ office locations are on 131 M Street, NE, 1200 First, NE, 2121
 18 Crystal Drive and, 633 Third Street, NW. The remaining 3% of responding employees work elsewhere offsite.



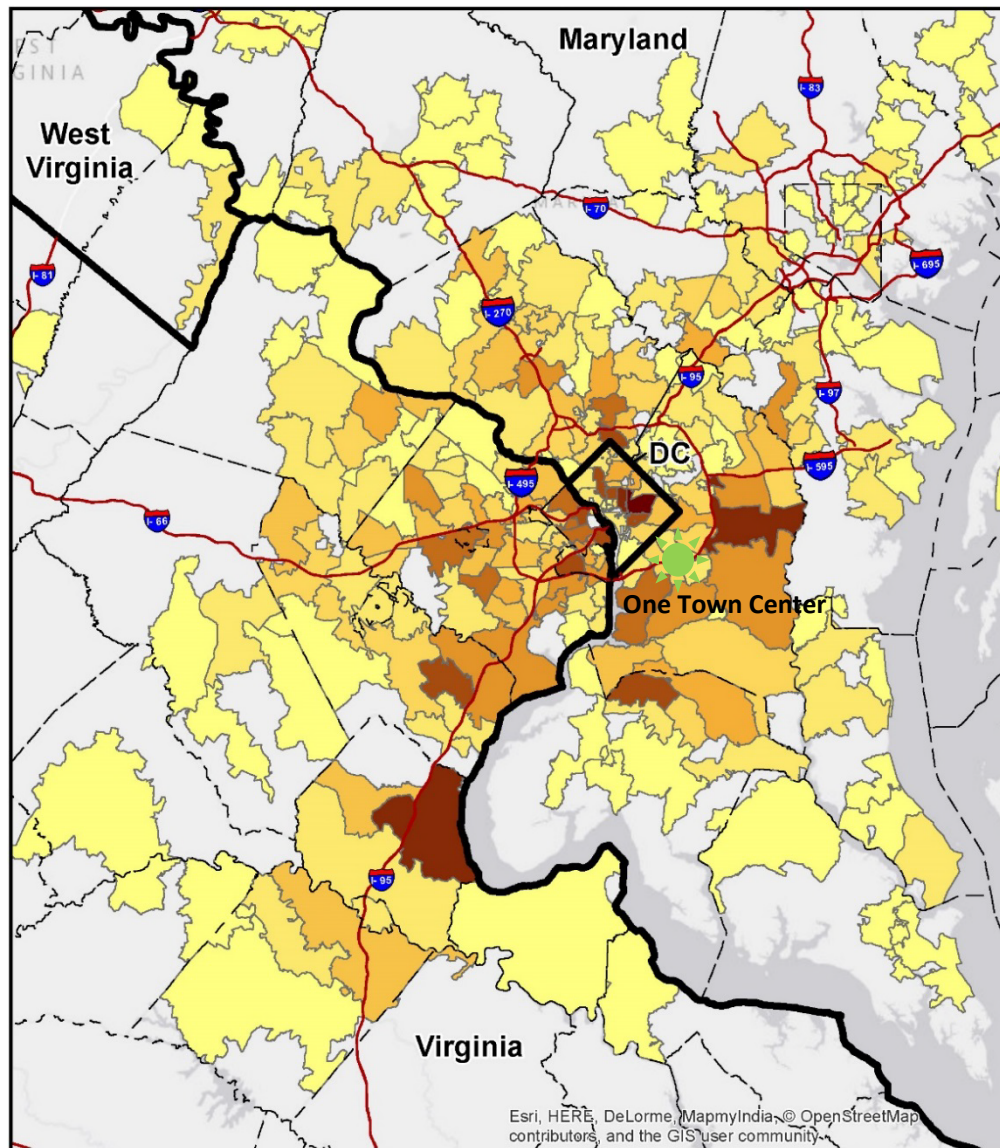
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Figure 1: Number of Respondents by Office Location

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- 1 **Question 2: In what zip code is your home located?**
- 2 Figure 2 depicts the density of employee residences by zip code.

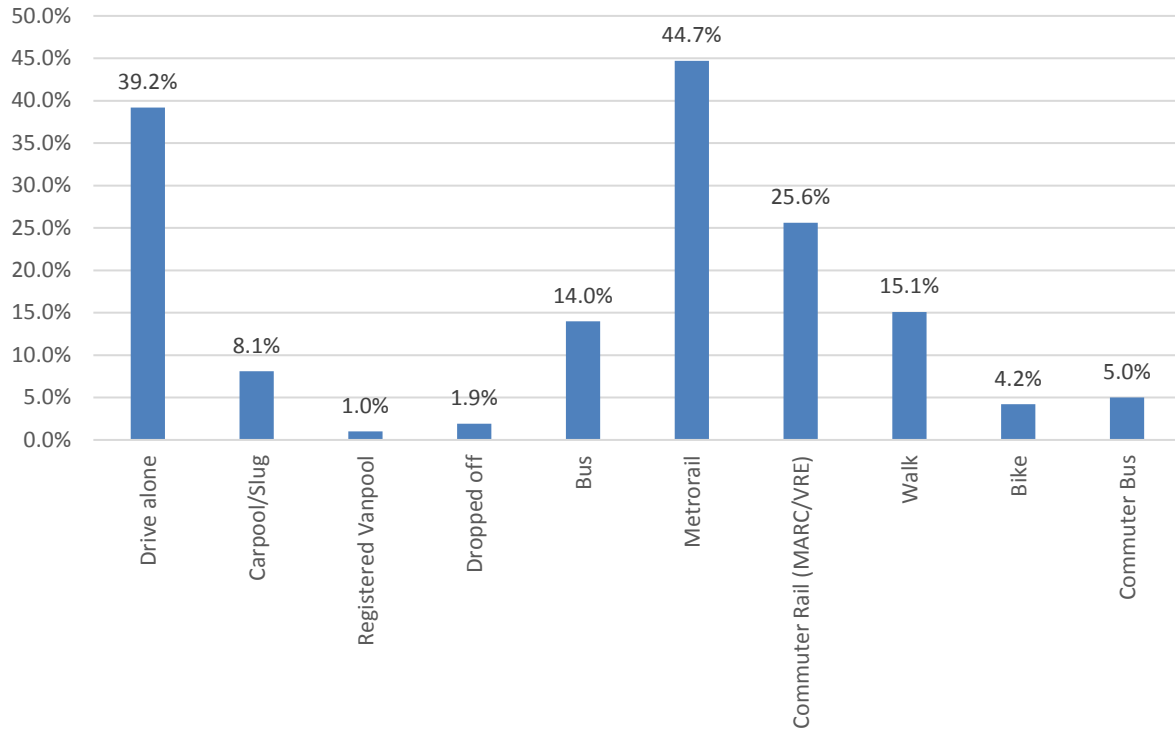


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Figure 2: Location of Current Residences of USCIS Employees

1 **Question 3: At your current work location, what mode of travel do you primarily and typically use to**
 2 **commute to and from work? (Select all that apply).**

3 Based on the results, shown in Figure 3, just under 40% of respondents commute via a personal vehicle. The
 4 results also show a significant non-auto driver mode share split. Approximately 9% of responding employees
 5 utilize carpools, slug, or vanpools, while approximately 90% of responding employees utilize transit (bus,
 6 Metrorail, VRE/MARC, and commuter buses). Finally, approximately 21% of responding employees bike, walk,
 7 or get dropped off as a component to their commute.

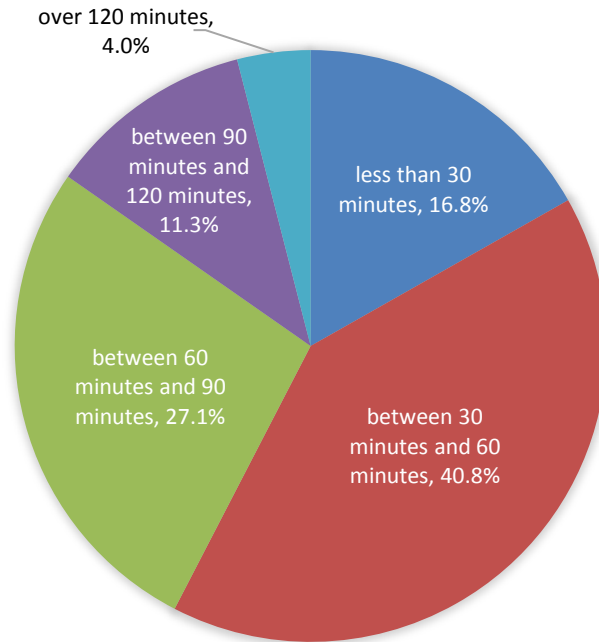


8 **Figure 3: Current Commute Mode Split for USCIS Employees**

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1 **Question 4: How long does your commute from home to the office (one way) typically take?**

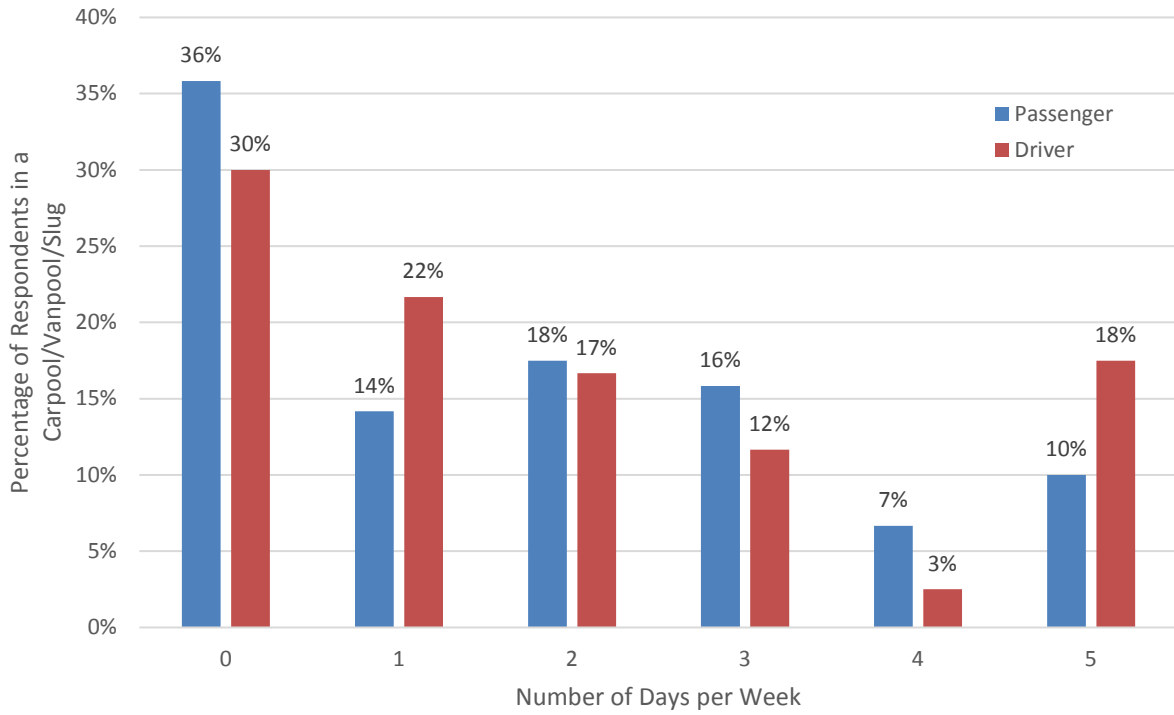
2 The results of this question show that the largest percentage (40.8%) of respondents have a commute that
 3 lasts between 30 and 60 minutes (see Figure 4).



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 5 **Figure 4: USCIS Employee One-Way Commute Time**

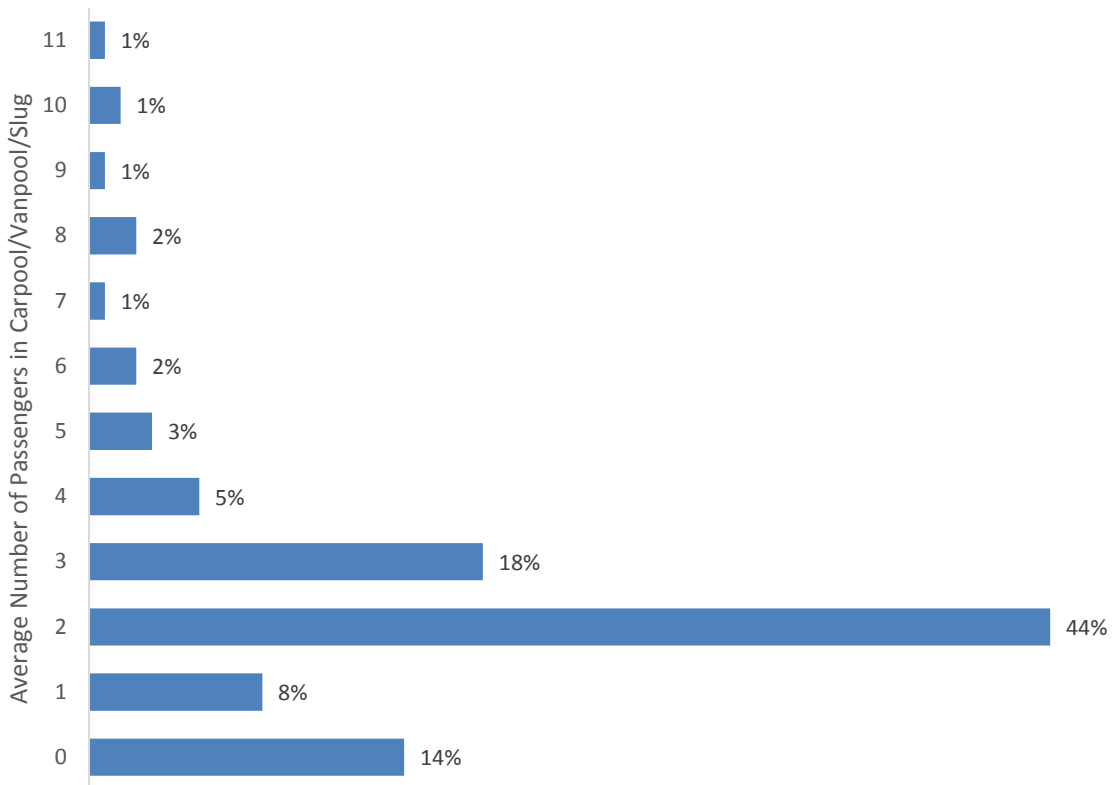
6 **Questions 5-7: Using Carpool or Vanpool as a Primary Mode of Travel**

7 Survey Questions 5 – 7 ask those who carpool, slug, or vanpool about their commuting habits, specifically
 8 how many days a week, on average, respondents are carpool/slug/vanpool drivers or passengers, as well as
 9 how many people are typically in their carpool/slug/vanpool vehicle. The results, shown in Figure 5, indicate
 10 that more respondents switch between being a driver or passenger during an average week. Fewer
 11 respondents indicated that they are the driver or passenger for all five days during an average week. Figure 6
 12 also shows that the majority, approximately 44%, of carpool/slug/vanpool vehicles typically have two
 13 passengers in their vehicle. Furthermore, Figure 7 shows that approximately 64% of carpool/slug/vanpool
 14 vehicles typically have one to two USCIS passengers.



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Figure 5: Carpool/Slug/Vanpool Driver and Passenger Habits



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Figure 6: Average Number of Passengers in Carpool/Slug/Vanpool Vehicle

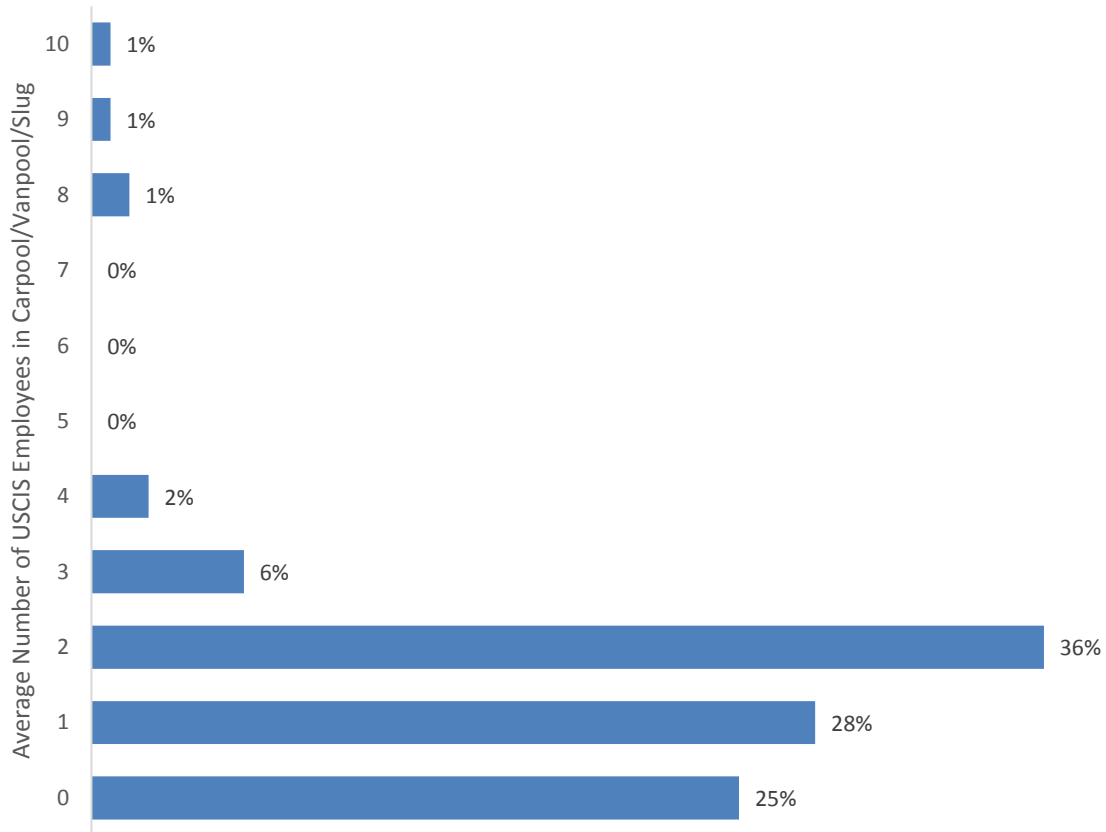


Figure 7: Average Number of USCIS Passengers in Carpool/Slug/Vanpool Vehicle

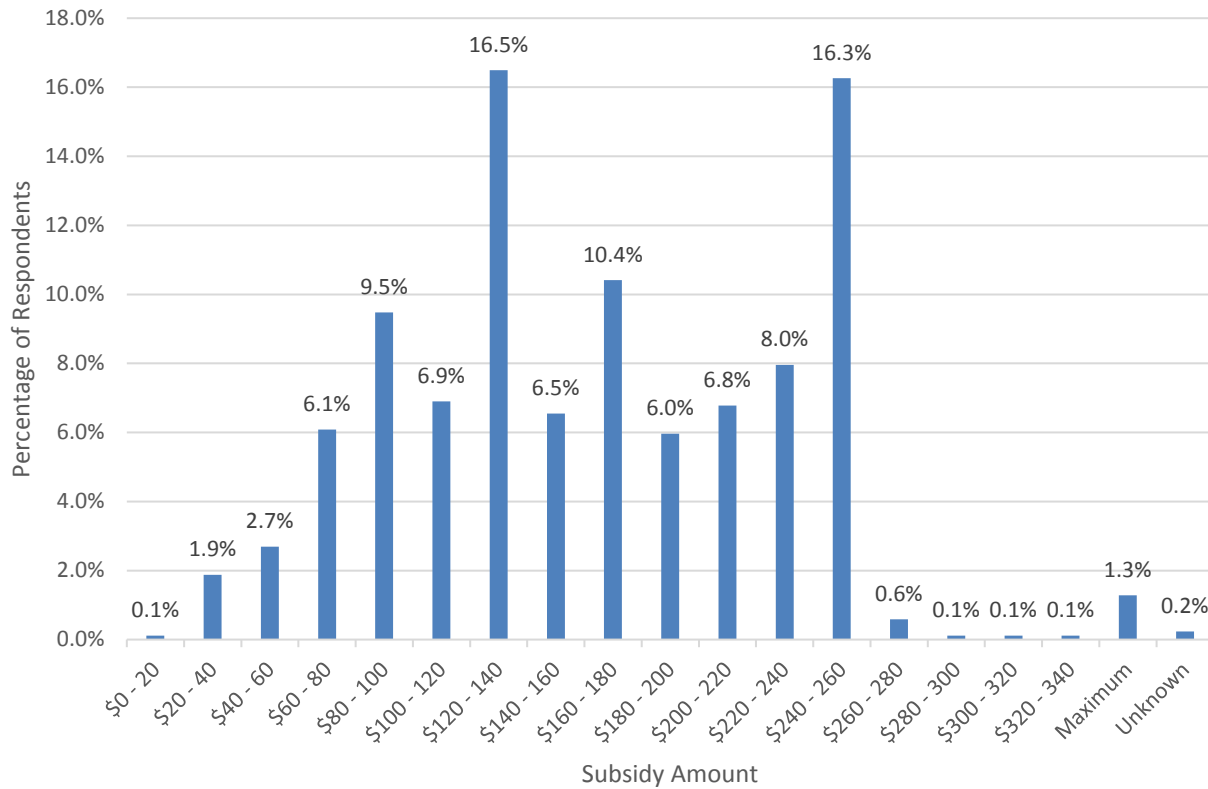
Question 8: If you use public transportation (Bus, MARC/VRE, Metro) at which Metro station, commuter rail station, or Park-and-Ride do you board your bus/train?

Survey Question 8 asks respondents that indicated they utilize transit to commute to and from work to identify the station or park-and-ride at which they board their bus or train. Approximately 186 unique responses were provided. Below is a list of the ten-most cited rail stations and park-and-ride facilities:

1. Branch Avenue (3.4%)
2. Vienna (3.0%)
3. Franconia (2.4%)
4. Pentagon (2.2%)
5. Shady Grove (2.2%)
6. Burke Town Centre (2.1%)
7. Huntington (2.1%)
8. Odenton (2.1%)
9. Glenmont (2.0%)
10. Union Station (2.0%)

**1 Questions 9 and 10: Do you currently receive a transit subsidy? If you receive a transit subsidy please
2 specify how much you receive per month.**

3 Survey Questions 9 and 10 ask respondents if they receive a transit subsidy, and if so, how much they receive
4 per month. Approximately 65% of respondents indicate that they receive a transit subsidy. Approximately
5 33% of respondents receive between \$120-\$140 and \$240-\$260 per month (see Figure 8).



6 Figure 8: Monthly Transit Subsidies

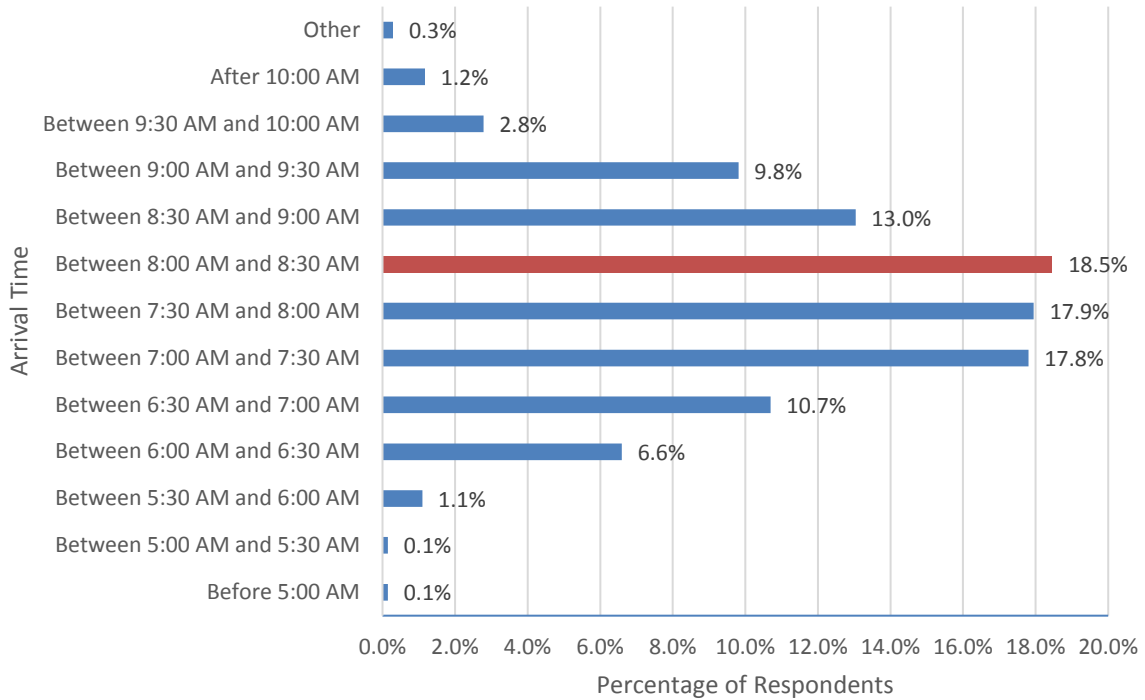
**8 Question 11: Are you currently registered with Commuter Connections Guaranteed Ride Home Service or
9 any other commuter assistance program?**

10 While approximately 9% of respondents carpool, slug, or vanpool, and 90% commute by transit, only 14% of
11 the respondents indicated that they are registered with a Guaranteed Ride Home program. This indicates
12 significant potential to market this type of service to employees who currently commute via alternative
13 modes, as well as to employees who currently drive but may be interested in transit if they were able to
14 utilize a guaranteed ride home service for emergencies.

15 Questions 12 - 14: Work Schedule

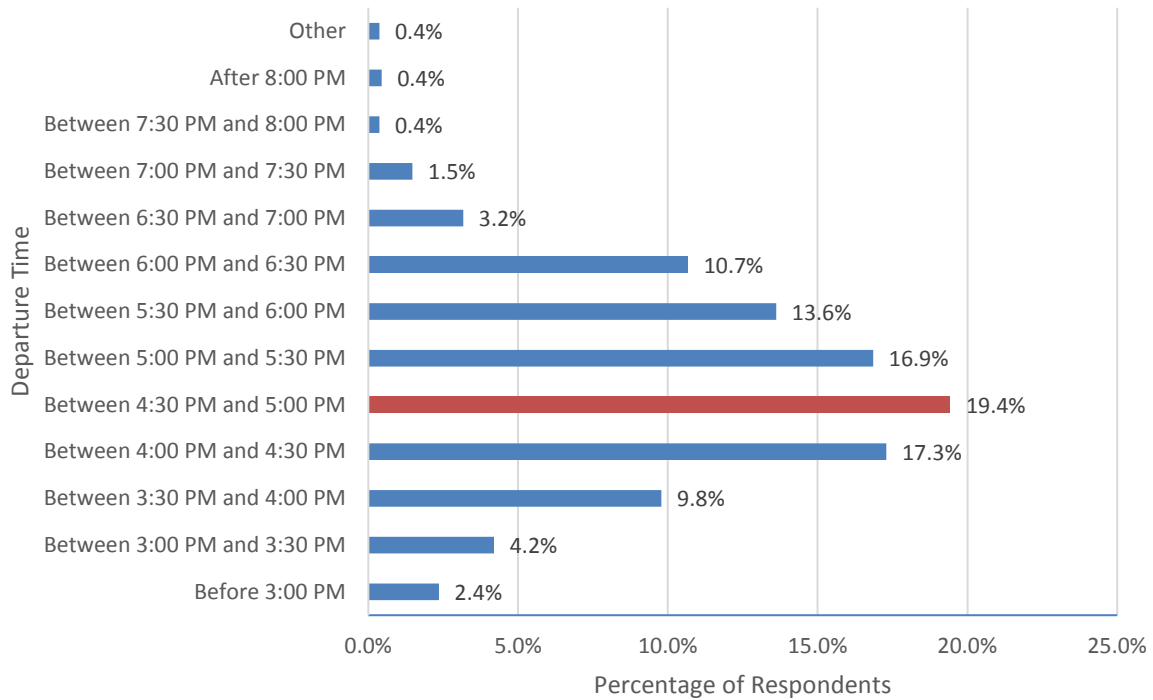
16 Survey Questions 12 through 14 ask respondents to indicate their work schedule, including typical
17 arrival/departure times and variability of their schedule. The results show that most employees (67%) arrive
18 between 7:00 AM and 9:00 AM, and depart between 4:00 PM and 6:00 PM (see Figures 9a and 9b).

- 1 Approximately 48% of respondents indicate that they have a typical 5 day/40 hour work week. Approximately
- 2 40% indicate that they utilize a 9 day/80 hour work schedule in order to receive a day off every other week.



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Figure 9a: Employee Arrival Trends

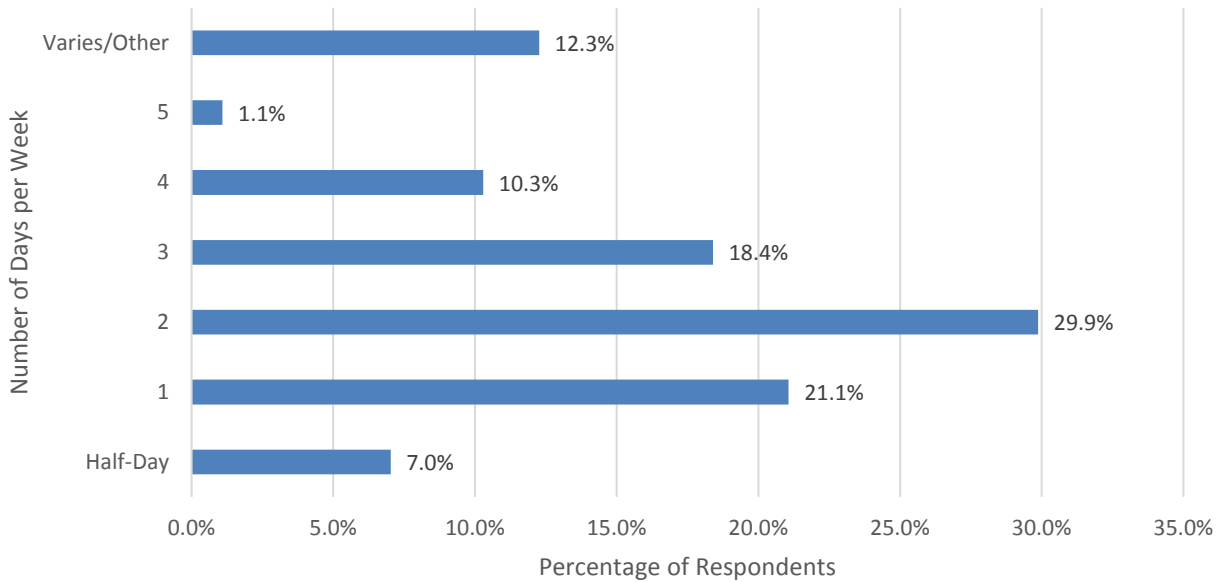


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Figure 9b: Employee Departure Trends

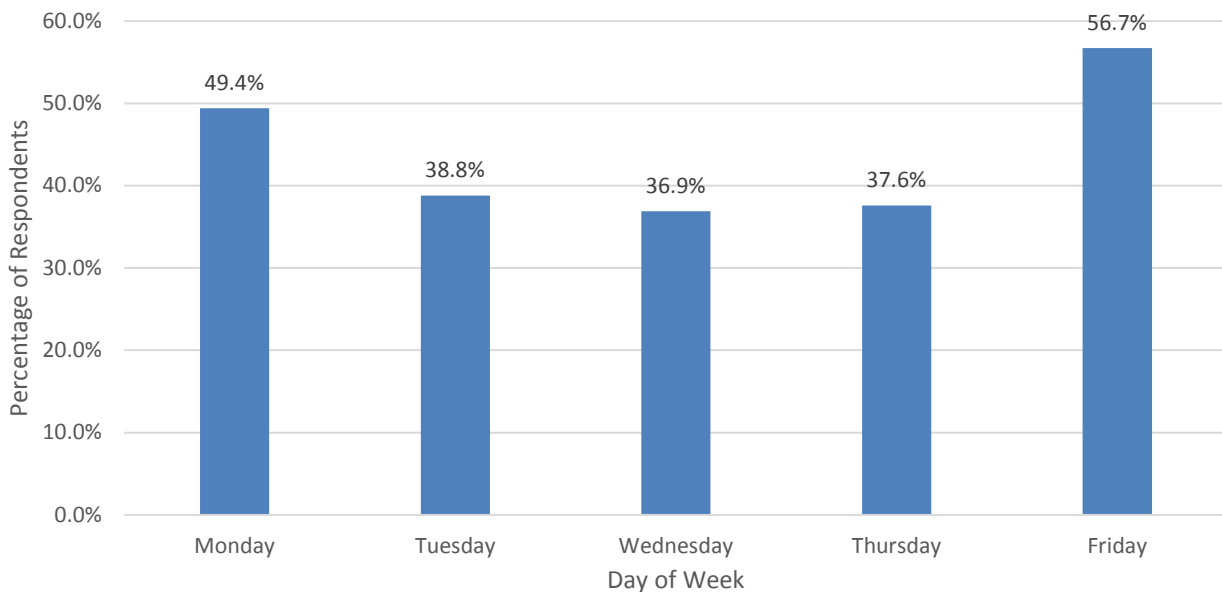
1 **Questions 15 - 16: Telecommuting**

2 Survey Questions 15 and 16 ask respondents that work remotely about their telecommuting habits,
 3 arrival/departure times and variability of their schedule, specifically how many days a week they
 4 telecommute, and on which days. The majority (approximately 30%) indicate that they telecommute two
 5 days per week (see Figure 10). Although the distribution of telecommuting days is relatively even Tuesday
 6 through Thursday, Monday and Friday workdays have a higher percentage of telecommuters than the rest of
 7 the week (see Figure 11).



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Figure 10: Number of Days Per Week Employees Telecommute



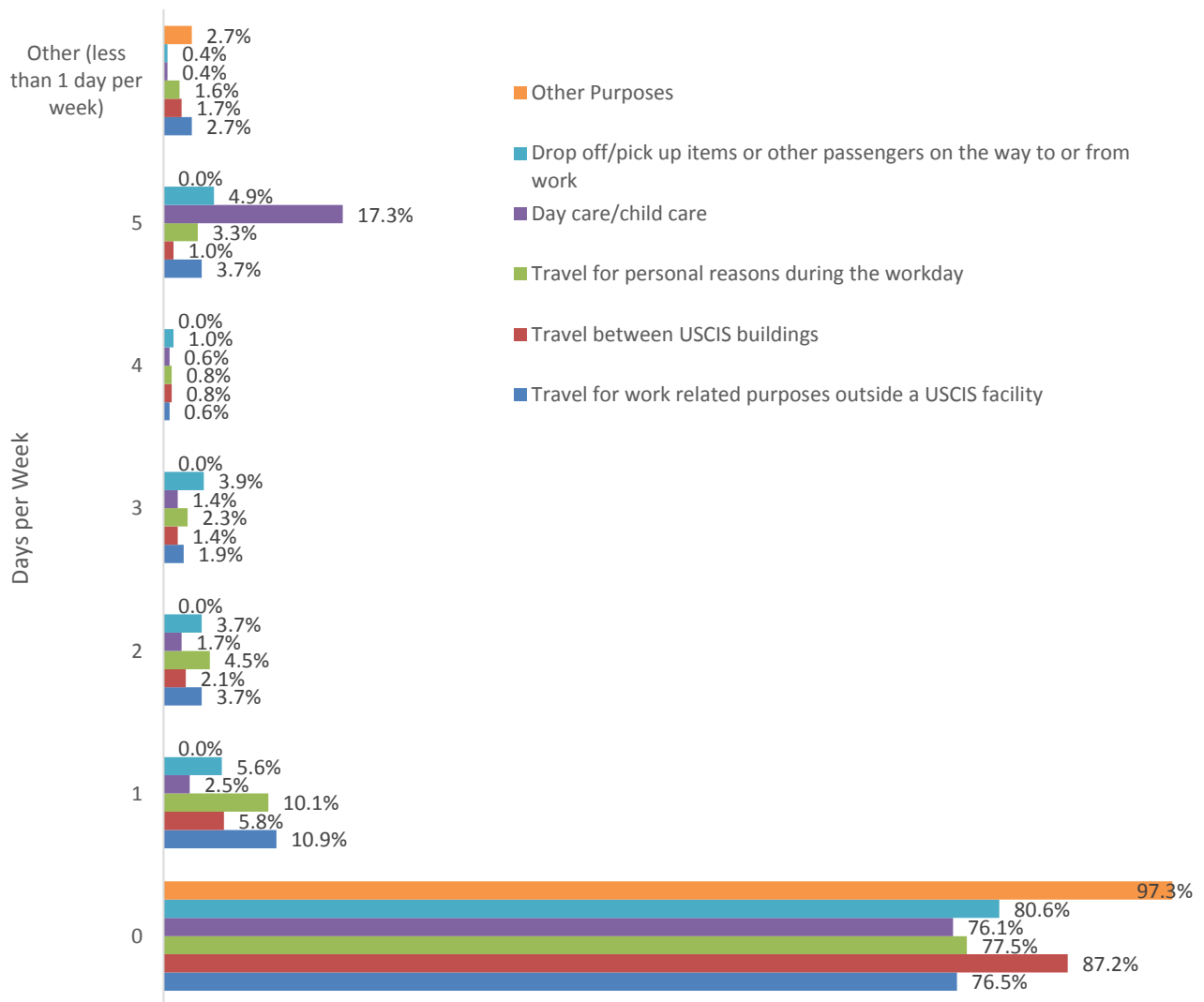
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Figure 11: Days of Week Employees Telecommute

**1 Question 17: If you currently drive to work alone, how many days a week do you typically use your vehicle
2 for each of the following purposes?**

3 Survey Question 17 asks respondents that drive to work how often they use their vehicle during the week for
4 work related travel outside of USCIS facility, travel between USCIS buildings, travel for personal reasons
5 during the workday, daycare/childcare, and to drop-off/pick-up items or other passengers on the way home.
6 Respondents were also able to enter their own purpose in an “other” category. As shown in Figure 12, 24% of
7 respondents who travel to work use their vehicle for work related purposes outside of a USCIS facility, and
8 approximately 24% of respondents indicated that they utilize their vehicle to drop-off/pick-up children for
9 daycare every week day. Travel between USCIS buildings accounted for a smaller percentage of vehicle use
10 with only 9% of respondents indicating they use their vehicle for that purpose once per week.

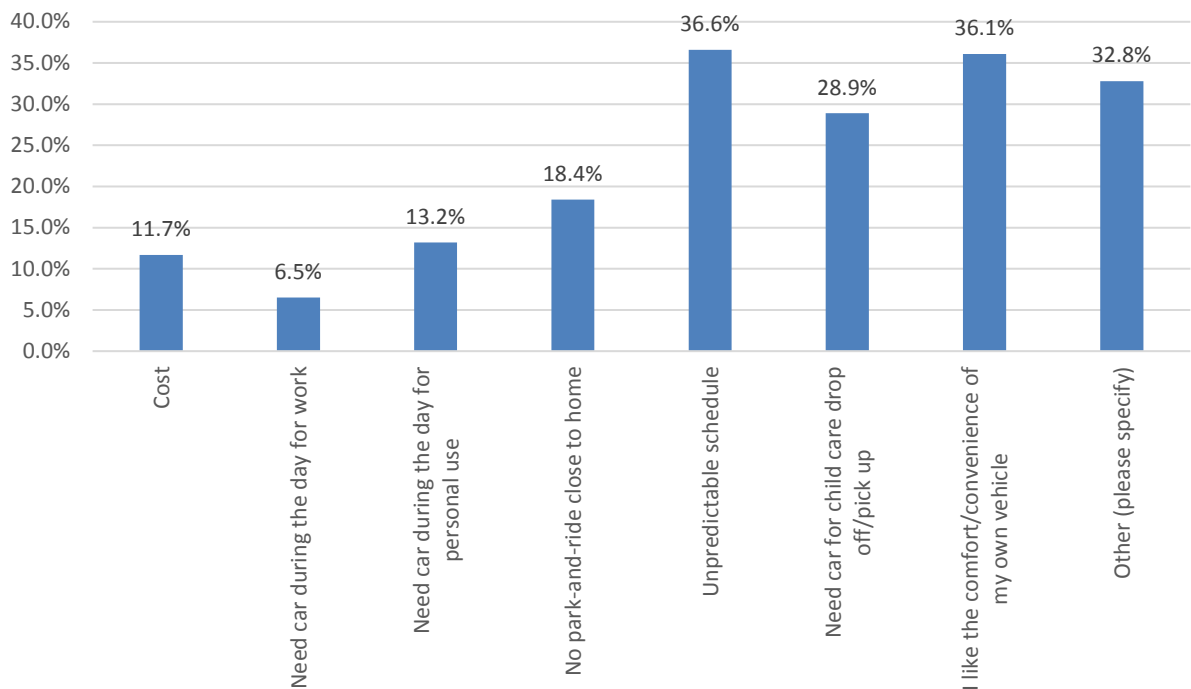
11 An assessment of the “Other” responses indicate that a smaller portion of respondents also utilize their
12 vehicle for regular healthcare appointments, other activities after work, travel to and from school, or
13 traveling to a second job (see Figure 12).



14 **Figure 12: Frequency of Vehicle Use by Employees that Drive Alone to Work**

1 Questions 18 - 19: Probability of Changing Commute Mode from Driving Alone to Alternative Modes

2 Survey Question 18 asks respondents that drive alone to work if they would be willing to consider alternative
 3 modes of transportation. The results of the survey show that majority of respondents (approximately 71%)
 4 would not be willing to consider any alternative forms of travel. Question 19 follows up with the respondents
 5 who indicated that they would not consider an alternative commute mode. Of the respondents that would
 6 not consider an alternative mode, 36% indicated that they prefer the convenience/comfort of their own
 7 vehicle, 37% have an unpredictable schedule, and 29% need a vehicle to pick-up/drop-off children from
 8 childcare (see Figure 13).



9
 10 **Figure 13: Reasons Why Drive-Along Commuters Would Not Consider Alternative Commute Modes**

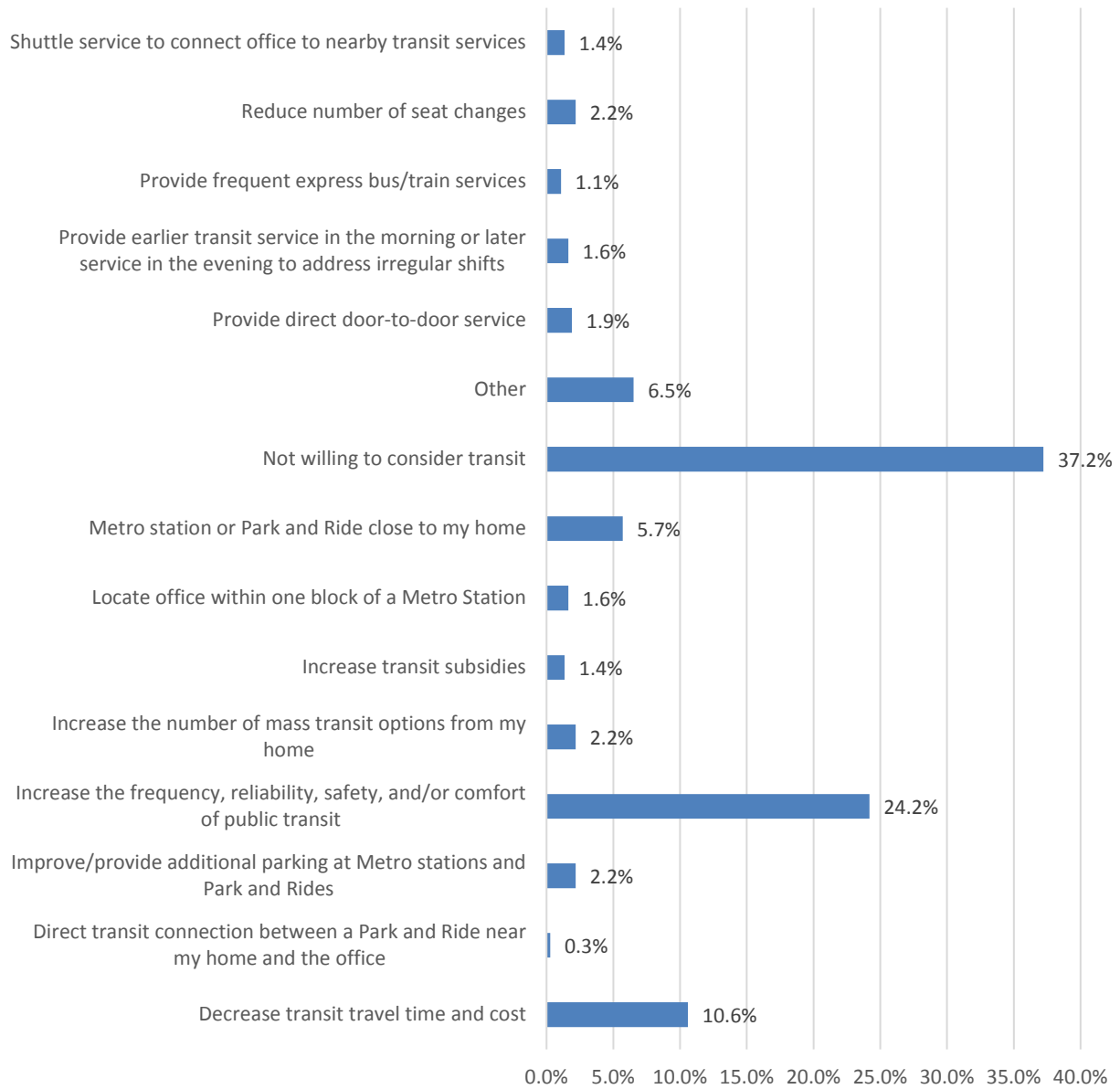
11 **Question 20: If a Zip-Car (car sharing service) or an equivalent service was provided at your office location**
 12 **for a fee, would you use it?**

13 Based on the results of the survey, only 20% of respondents indicated a willingness to utilize a car sharing
 14 service if one were provided.

15 **Question 21: If you currently drive to work alone, are there any improvements to services that would**
 16 **encourage you to commute by transit?**

17 Survey Question 21 asks employees if improvements to transit services would increase the likelihood that
 18 they would consider utilizing transit for commuting. This question was “free-response” allowing respondents
 19 to be specific. The results of the question were summarized and are shown in Figure 14. The results show
 20 that the largest percentage (approximately 37%) of respondents indicated that there are no service
 21 improvements that would encourage commuting via transit. Other significant responses included increasing

- 1 the frequency, reliability, safety, and/ or comfort of public transit (24%) and decreasing transit travel time
- 2 and cost (10%).



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Figure 14: Improvements to Transit Services that Would Encourage Drive-Along Commuters to Consider Alternative Modes

1 **Question 22: If you currently drive to work alone, would you be willing to carpool or vanpool if you were**
 2 **provided Guaranteed Ride Home services?**

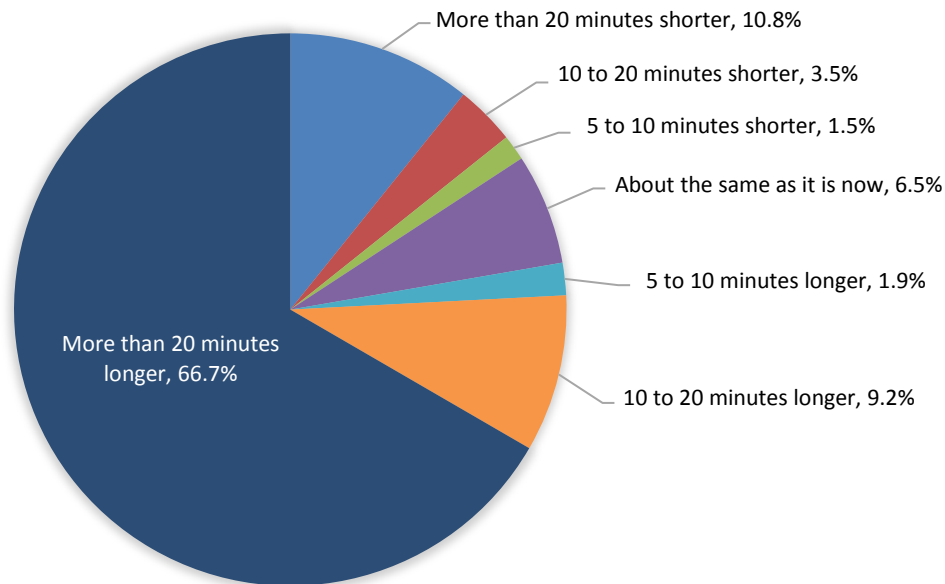
3 Based on the results of the survey, (34%) of respondents indicated a willingness to carpool or vanpool if a
 4 Guaranteed Ride Home service is provided.

5 **IMPACT OF OFFICE LOCATION ON COMMUTE MODE AND PATTERN**

6 Questions 23 – 30 ask respondents to indicate how their commute mode and pattern would change if they
 7 were relocated from their current office to the new consolidated site. The following text and figures
 8 summarize the results of those questions.

9 **Questions 23: How would your commute time from home to the office (one way) be affected if your office**
 10 **moved to the potential new USCIS office location?**

11 Based on the results of the survey, majority of respondents (approximately 67%) indicated that the move
 12 would affect their commute time by an increase of more than 20 minutes (see Figure 15).



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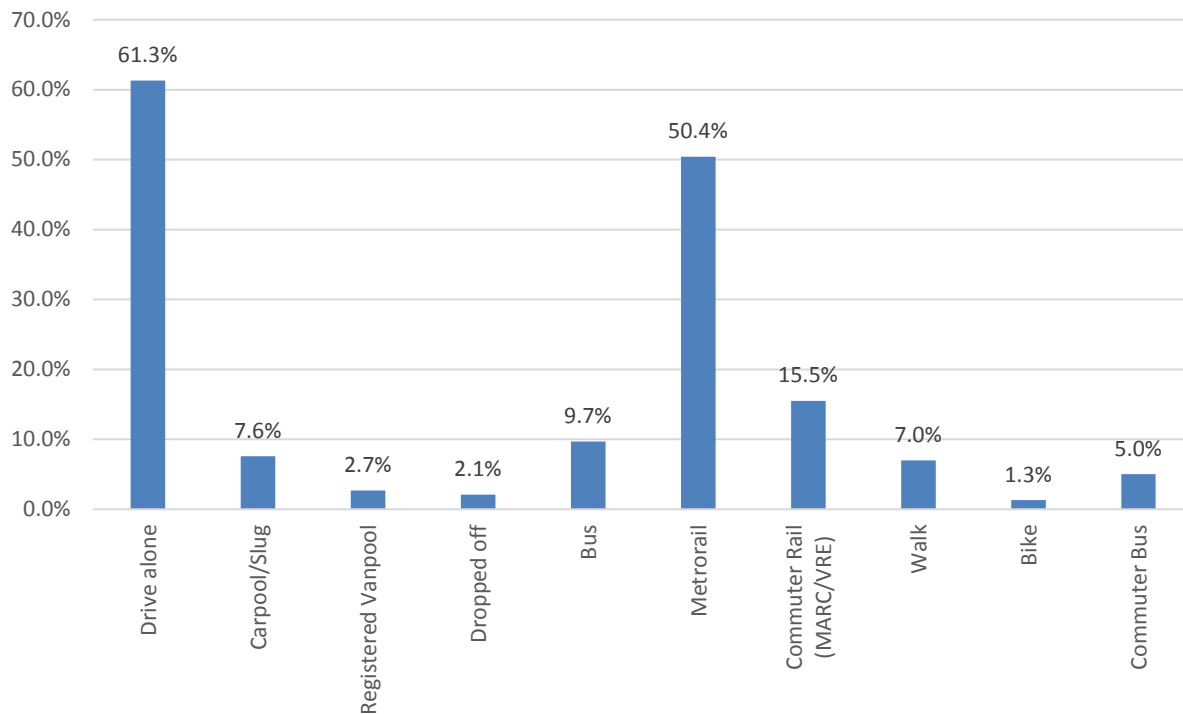
14 **Figure 15: Commute Time from Home to New Office (One Way)**

15 **Questions 24-25: Would you relocate your place of residence to be close to any of the potential new office**
 16 **locations? If you answered yes, what would be the five-digit zip code of your most likely future place of**
 17 **residence?**

18 Based on the results of the survey, 97% of respondents indicated that they would not relocate their place of
 19 residence to be closer to the site. Of the 3% of respondents that would consider relocating, approximately
 20 25% would relocate to zip codes within and immediately surrounding Camp Springs if the One Town Center
 21 site was selected.

1 **Question 26: What would you anticipate being your primary mode of travel to work if your office moved to**
 2 **the potential new USCIS office location? (Select all that apply)**

3 The results of Question 26 indicate that potential office location would result in an increase in the number of
 4 employees that would commute via personal vehicle, from 39% to 61% (see Figure 16). Based on the
 5 comments provided on the survey for this question, the increase is likely due to a combination of factors,
 6 such as more efficient freeway access to the site and potentially longer transit travel times for most users.



7
 8 **Figure 16: Anticipated Primary Commute Mode Based on Office Location**

9 **Questions 27-28: If you currently take Metro or commuter rail (MARC/VRE), would this change if your**
 10 **office moved to the potential new USCIS office location? If you answered yes, to which Metro or commuter**
 11 **rail station or park-and-ride would it change?**

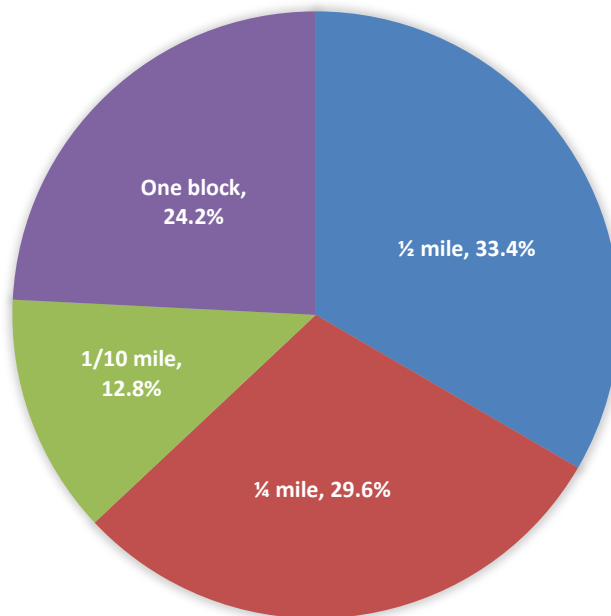
12 Based on the survey results, more than half (53%) of respondents indicated that their Metro/MARC/VRE
 13 commuting habits would change if their office moved to the potential new location. The survey results also
 14 indicated that respondents were confused by Question 27, which asked respondents to identify where they
 15 would board in the future. However, the majority of respondents answered this question “not applicable”,
 16 “not sure”, or listed the station that would be closest to the potential new office location. Therefore, data
 17 from Question 27 should be omitted.

18 **Question 29: If an express bus (commuter bus) was provided for a fee from a park-and-ride near your**
 19 **home to the potential new USCIS office location, would you take it?**

1 The survey results indicate that approximately 57% of respondents would consider utilizing a bus that
 2 traveled from a park-and-ride near their home to the potential new USCIS office location.

3 **Question 30: What is the maximum distance you would be willing to walk to access transit**
 4 **(Metro/rail/bus) for the purposes of commuting to and from work?**

5 The purpose of Question 29 was to assess how the distance between the office and a transit station affects
 6 the willingness of commuters to utilize that mode of transportation. The results of the survey indicate that
 7 the majority of respondents (33%) would only be willing to walk ½ mile or less, with 24% of respondents
 8 indicating that the transit stop would have to be within one block of the office (see Figure 17). These results
 9 indicate that the distance between the Branch Avenue Metrorail station and the potential site
 10 (approximately 1,000 feet) is well within acceptable walking distance for most employees.



11 **Figure 17: Distance Respondents Would Be Willing To Walk to Access Transit**

13 **Question 31: Please share any additional comments regarding the potential consolidated USCIS location?**

14 Survey Question 31 asked employees if there are any other comments regarding the potential consolidated
 15 USCIS location. This question was “free-response” allowing respondents to be specific. The results of the
 16 question were summarized and are shown in Figure 18. The results show that the largest percentage of
 17 respondents indicated a concern about mode of transportation and travel time. The next highest responses
 18 were to provide security at the new location for staff safety (8%), and cost/availability/safety/location of
 19 parking (6%).

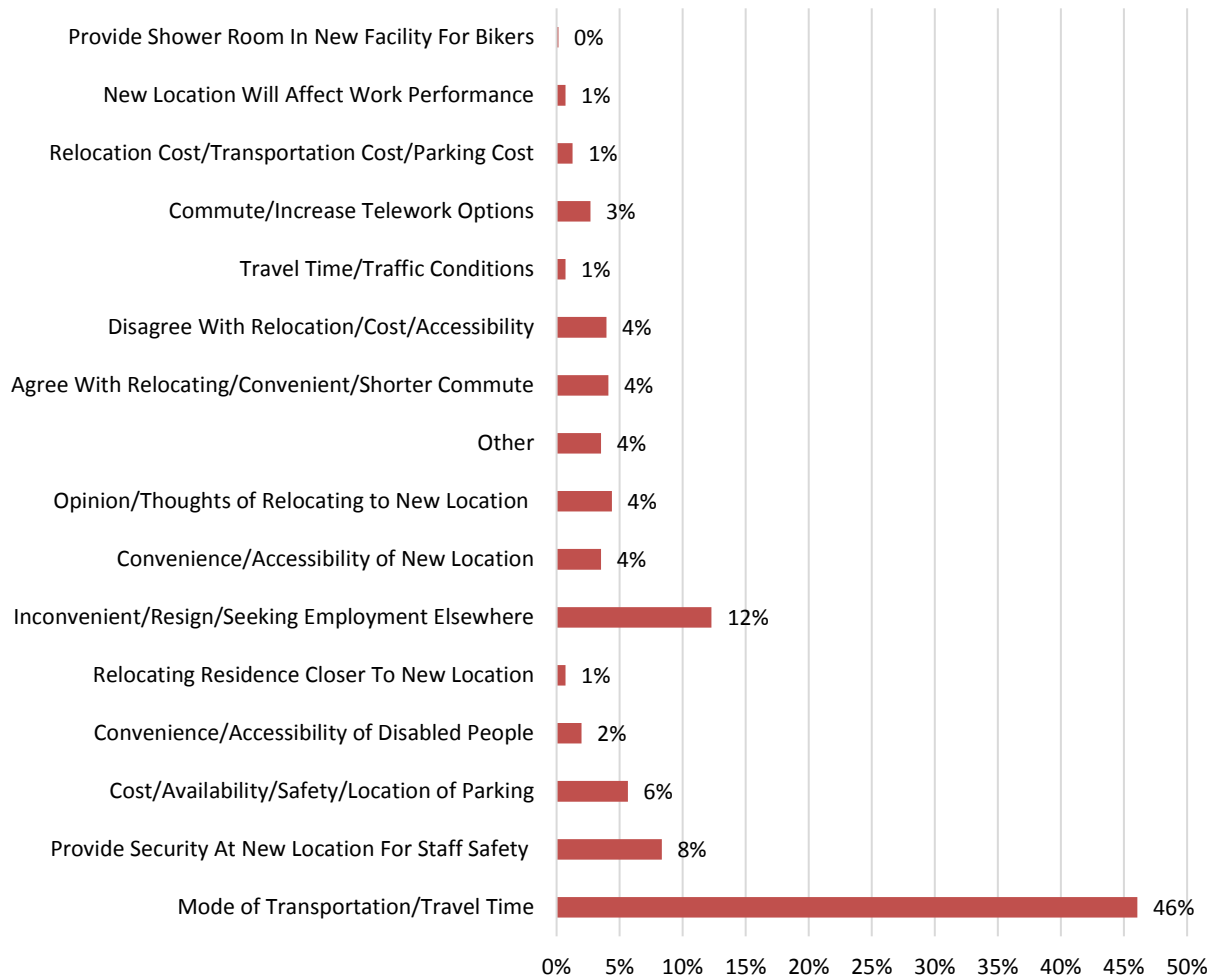


Figure 18: Additional Comments Regarding Potential Consolidated USCIS Location

CONCLUSION

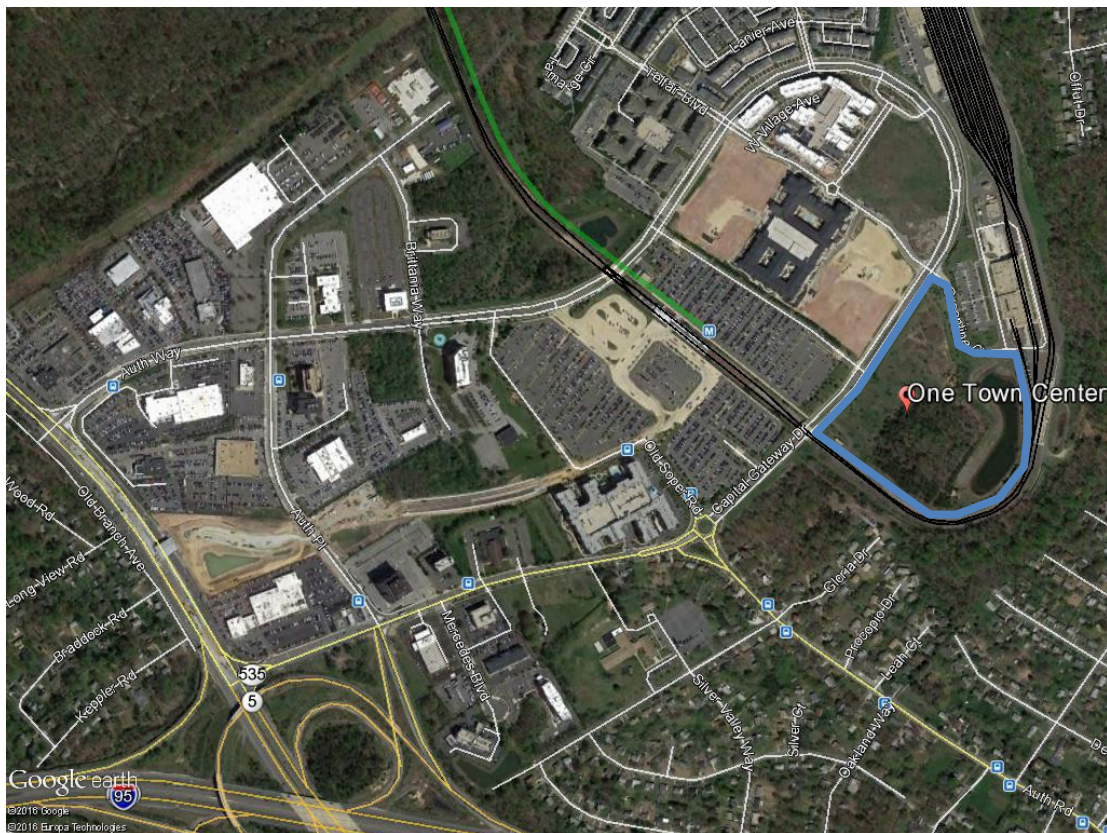
The results of the USCIS employee commuter survey indicate an existing strong culture of alternative commuting modes. Approximately 60% of respondents currently utilize alternative transportation modes (carpool/vanpool, bus, Metrorail, commuter rail, walking, bicycling, etc.). The survey results also indicate that office location is likely to have an impact on commuter mode, with 22% of respondents indicating that they would change their commute mode from transit or carpool/vanpool to driving alone. However, introducing/enrolling employees in a Guaranteed Ride Home service, or providing more direct transit connections between park-and-ride facilities and the office location, may further encourage commuters that drive alone to switch to an alternative commute mode.

CHAPTER 3: ONE TOWN CENTER

1

2 This chapter describes the assessment of potential transportation impacts resulting from the proposed
3 consolidation of the USCIS at One Town Center, Camp Springs, Prince George's County, MD (see Figure 19).
4 The site is currently undeveloped. The planned consolidation at this site would consist of a new four-story,
5 575,000 RSF office building with a 991-space parking garage and the relocation of approximately 3,200 USCIS
6 employees from six other offices: 20 and 111 Massachusetts Avenue, NW, 131 M Street, NE, 1200 First
7 Street, NE, and 633 Third Street, NW in Washington, DC and 2121 Crystal Drive, Arlington, VA.

8 The subject site is located north of I-95/I-495 and is generally bounded by Capital Gateway Drive to the north
9 and west, Greenline Court to the east, and the Metrorail Green Line tracks to the west and south of the
10 subject property.



11

12

Figure 19: One Town Center Project Area Map

13 Potential transportation impacts, assessed in this Traffic Technical Report, are based on the transportation
14 analysis and documentation contained in the following reports:

15

16

1. *One Town Center | US Citizenship + Immigration Services Traffic Impact Study, Prince George's County, Maryland* (March 14, 2016), prepared by Wells + Associates.

1 2. *One Town Center | US Citizenship + Immigration Services Traffic Impact Study Comment Response*
2 *Letter* (November 8, 2016), prepared by Wells + Associates.

3 3. *One Town Center | US Citizenship + Immigration Services Traffic Impact Study Comment Response*
4 *Letter 2* (November 23, 2016), prepared by Wells + Associates.

5 A copy of the documentation is included in Appendices B and C.

6 These documents analyze the following three scenarios:

- 7 • Existing Conditions
- 8 • Future Conditions without Consolidation (No Action Alternative)
- 9 • Future Conditions with Consolidation (Action Alternative)

10 Discussions with staff from the M-NCPPC, Prince George’s County Planning Department, Countywide
11 Planning Division, Transportation Planning Section resulted in the selection of the following seven (7)
12 intersections that have been analyzed in the documentation listed above:

- 13 1. Auth Way & Britannia Way
- 14 2. Capital Gateway Drive & Telfair Boulevard/Winchester Commercial Parkway
- 15 3. Capital Gateway Drive & Winchester Commercial Parkway/Green Line Court
- 16 4. Capital Gateway Drive & Metro Park & Ride Drive/Site Drop-off Egress
- 17 5. Auth Road/Old Soper Road & Capital Gateway Drive
- 18 6. Capital Gateway Drive & Main Site Egress Drive
- 19 7. Capital Gateway Drive & Main Site Ingress Drive

20

21 Additional intersections, such as those along MD 5, were not considered in this traffic study due to the
22 ongoing construction of upgrades to the corridor within the area of the Town Center at Camp Springs.
23 Improvements include upgraded signalized intersections at MD 5 & Auth Way, MD 5 & Auth Road, and a new
24 grade-separated intersection at MD 5 and Woods Way, which would provide a direct connection to the
25 Metro station. These improvements were constructed to accommodate the planned development within the
26 Town Center at Camp Springs. The potential for an office building on the proposed project site was already
27 accounted for when the improvements were developed.

28

1 **EXISTING CONDITIONS**

2 This section describes the existing transportation facilities in the vicinity of the One Town Center site,
3 including traffic conditions and the availability of public transportation facilities.

4 **EXISTING PUBLIC TRANSPORTATION FACILITIES**

5 Existing public transportation facilities which service One Town Center include Metrorail and bus routes.
6 Descriptions of the available transit services are provided below.

7 **METRORAIL SYSTEM**

8 The Washington Metropolitan Area Transit Authority (WMATA) Metrorail system connects downtown
9 Washington, DC to the adjoining areas in Maryland and Virginia (see Figure 20). There are six lines on the
10 Metrorail system which are interconnected within Washington, DC The Metrorail system opens at 5:00 a.m.
11 on weekdays and at 7:00 a.m. on weekends and closes at 12:00 a.m. Sunday through Thursday and 3:00 a.m.
12 Friday and Saturday. Trains arrive approximately every six minutes during the peak hours and every twelve
13 minutes during the non-peak hours.

14 The Red Line operates between Shady Grove and Glenmont in Montgomery County. This line has 27 stations
15 and has transfer points with the Orange and Blue Lines at Metro Center and the Yellow and Green Lines at
16 Gallery Place and Fort Totten.

17 The Blue Line operates between Franconia-Springfield in Fairfax County, Virginia and Largo Town Center in
18 Prince George's County. This line has 27 stations and has transfer points with the Red Line at Metro Center
19 and the Yellow and Green Lines at L'Enfant Plaza. The line runs along the same path as the Yellow Line
20 between King Street and Pentagon daily and between Franconia-Springfield and Pentagon during weekday
21 rush hours only. The line also runs along the same path as the Orange Line between Rosslyn and Stadium-
22 Armory.

23 The Orange Line operates between Vienna/Fairfax-GMU in Fairfax County and New Carrollton in Prince
24 George's County. This line has 26 stations and has transfer points with the Red Line at Metro Center and the
25 Yellow and Green Lines at L'Enfant Plaza. The line runs along the same path as the Blue Line between Rosslyn
26 and Stadium-Armory and along the same path as the Silver Line between East Falls Church and Stadium-
27 Armory.

28 The Green Line operates between Branch Avenue and Greenbelt in Prince George's County. This line has 21
29 stations and has transfer points with the Red Line at Gallery Place and Fort Totten and with the Orange and
30 Blue Lines at L'Enfant Plaza. The line runs along the same path as the Yellow Line from L'Enfant Plaza and
31 Fort Totten daily and between L'Enfant Plaza and Greenbelt during weekday rush hours only.

32 The Yellow Line operates between Huntington in Fairfax County and Fort Totten in Washington, DC. This line
33 has 17 stations and has transfer points with the Red Line at Gallery Place and the Orange and Blue Lines at
34 L'Enfant Plaza. The line runs along the same path as the Blue Line between King Street and Pentagon and
35 runs along the same path as the Green Line from L'Enfant Plaza to Fort Totten. Weekday rush hour-only

1 service is provided along the same path as the Blue Line at the Franconia-Springfield and Van Dorn St stations
2 and along the same path as the Green Line from West Hyattsville to Greenbelt.

3 The Silver Line is the newest line on the Metro system. The first phase of the Silver Line was completed to
4 Wiehle-Reston East in 2014 and consists of five stations that extend from the Orange Line in Loudon County,
5 Virginia. The second phase will consist of six stations including Dulles Airport and is anticipated to open in
6 2020. The Silver Line shares tracks with the existing Orange and Blue Lines as it travels across the region and
7 terminates at Largo Town Center.

8 The One Town Center site is within 1,000 feet of the Branch Avenue Metrorail Station along the Green Line.
9 The Green Line operates at a 6- to 12-minute headway during weekdays and Saturdays, and a 15-minute
10 headway on Sundays. The Branch Avenue station is a terminal station with 3,072 parking spaces, bike racks
11 and lockers, and connections to the C11, C12, C13, C14, and K12 Metrobus as well as the Route 30 bus
12 operated by Prince George's County. During track work and/or rail shutdowns, this stop is also served by
13 Metro shuttle buses. The average number of weekday passenger boardings for the Branch Avenue Station
14 was approximately 5,495 in 2016 (WMATA, 2016). Within the last year, from December 2015 to December
15 2016, the Branch Avenue Metro station had approximately 2,794 daily paid transactions and about 91% daily
16 paid utilization (WMATA, 2017).

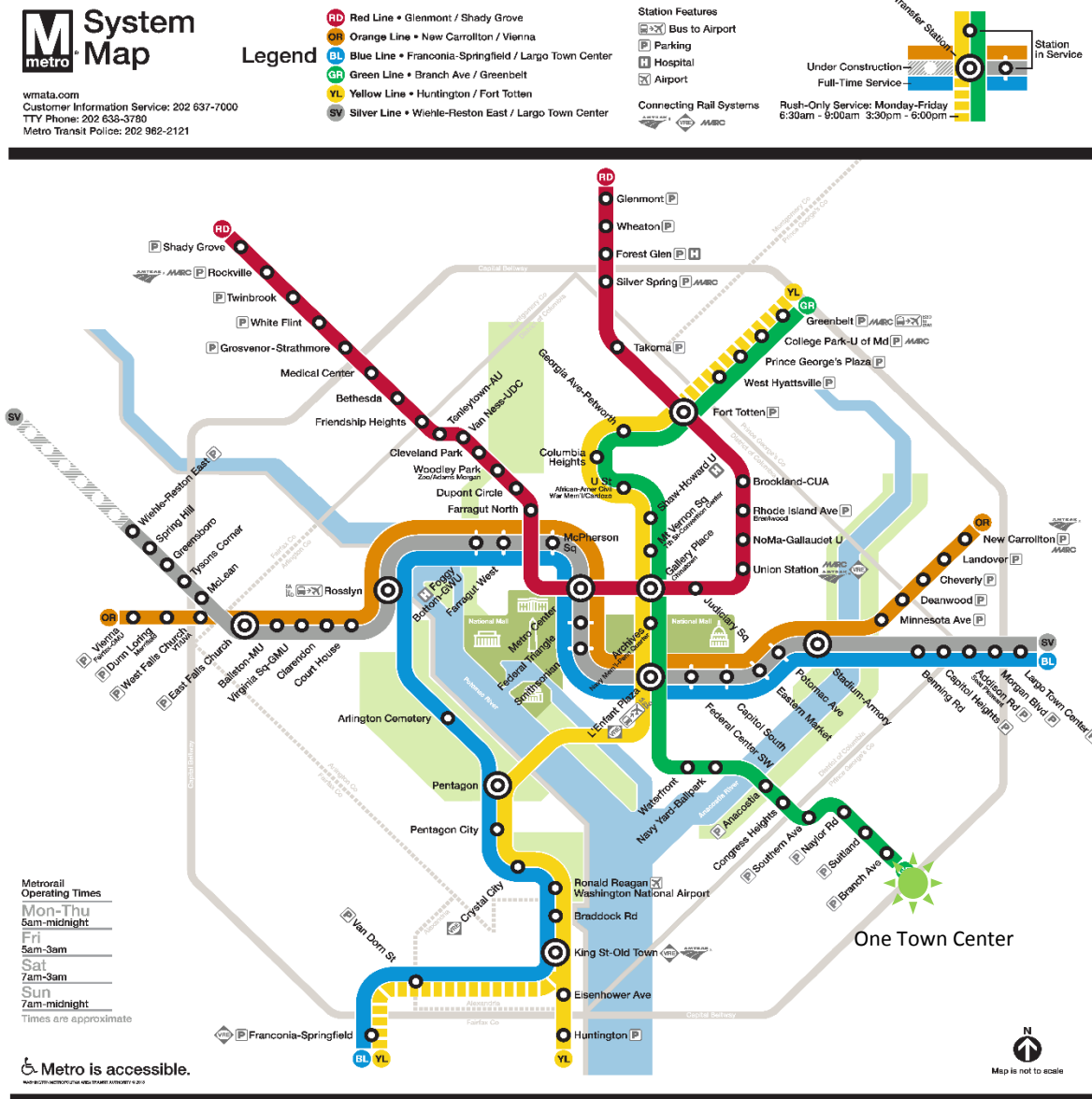


Figure 20: Metrorail System Map (not to scale)

VIRGINIA RAILWAY EXPRESS (VRE) RAIL SYSTEM

The Virginia Railway Express (VRE) is a commuter rail system that connects Washington, DC to the surrounding counties in Northern Virginia (see Figure 21). There are two lines operated by VRE and both lines connect at four stations: Alexandria, Crystal City, L’Enfant Plaza, and Union Station (all of which provide connection to Metrorail).

The VRE Fredericksburg Line operates between Fredericksburg, Virginia and Union Station in Washington, DC This line connects with the Metrorail system at Franconia-Springfield, Alexandria, Crystal City on the Blue and Yellow Lines, L’Enfant Plaza on the Yellow, Green, Blue, Silver, and Orange Lines, and Union Station on the Red Line. The Fredericksburg Line operates seven trains in the northbound (inbound) direction in the morning

1 peak hour beginning at 5:05 AM and seven trains in the southbound (outbound) direction in the evening peak
 2 hour beginning at 12:55 PM. VRE also has an agreement with AMTRAK to cross-honor tickets to provide
 3 additional services on this line.

4 The VRE Manassas Line operates between Manassas, Virginia and Union Station in Washington, DC This line
 5 connects with the Metrorail system at Alexandria and Crystal City on the Blue and Yellow Lines, L’Enfant Plaza
 6 on the Yellow, Green, Blue, Silver, and Orange Lines, and Union Station on the Red Line. The Manassas Line
 7 operates eight trains in the northbound (inbound) direction in the morning peak hour beginning at 5:05 AM
 8 and eight trains in the southbound (outbound) direction in the evening peak hour beginning at 1:15 PM.

9 The One Town Center site does not have direct access to VRE. Rather, VRE serves one location which is eight
 10 stops on the Green Line from the Branch Avenue Metrorail station. Both the Fredericksburg Line and the
 11 Manassas Line have a transfer point with the Metrorail Green Line at the L’Enfant Plaza Metrorail station. The
 12 anticipated peak period travel time between L’Enfant Plaza and the Branch Avenue Metrorail station is
 13 approximately 22 minutes.



Figure 21: VRE Rail System Map (not to scale)

14
 15

1 **MARYLAND AREA REGIONAL COMMUTER (MARC) RAIL SYSTEM**

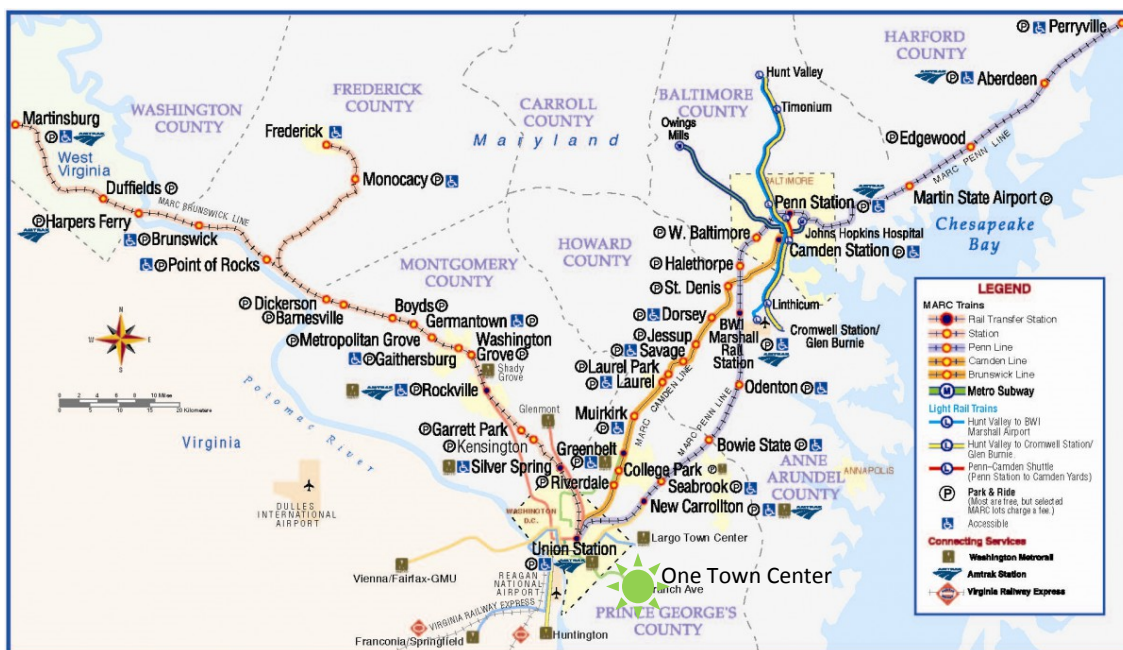
2 The Maryland Area Regional Commuter is a commuter rail system operated by the Maryland Transit
 3 Authority (MTA) that connects Washington, DC to the surrounding counties in northern, central, and western
 4 Maryland and West Virginia (see Figure 22). Three lines connect at Union Station to provide connection to
 5 the Metrorail Red Line.

6 The MARC Penn Line extends to Perryville, MD. Southbound (inbound) service begins at 4:25 AM and
 7 northbound (outbound) service begins at 12:20 PM Monday through Friday. Limited Saturday service is
 8 available beginning at 7:10 AM in the southbound direction and 9:02 AM in the northbound direction.
 9 Limited Sunday service is available beginning 8:50 AM in the southbound direction and 10:40 AM in the
 10 northbound direction. MARC also has an agreement with AMTRAK to cross-honor tickets to provide
 11 additional services on this line.

12 The MARC Camden Line extends to Camden Station in Baltimore with service Monday through Friday only. It
 13 operates six trains in the westbound (inbound) direction in the morning peak hour beginning at 5:00 AM and
 14 seven trains in the eastbound (outbound) direction in the evening peak hour beginning at 3:30 PM.

15 The MARC Brunswick Line extends to Frederick, MD and Martinsburg, WV with service Monday through
 16 Friday only. It operates nine trains in the eastbound (inbound) direction in the morning peak hour beginning
 17 at 4:50 AM and ten trains in the westbound (outbound) direction in the evening peak hour beginning at 1:30
 18 PM.

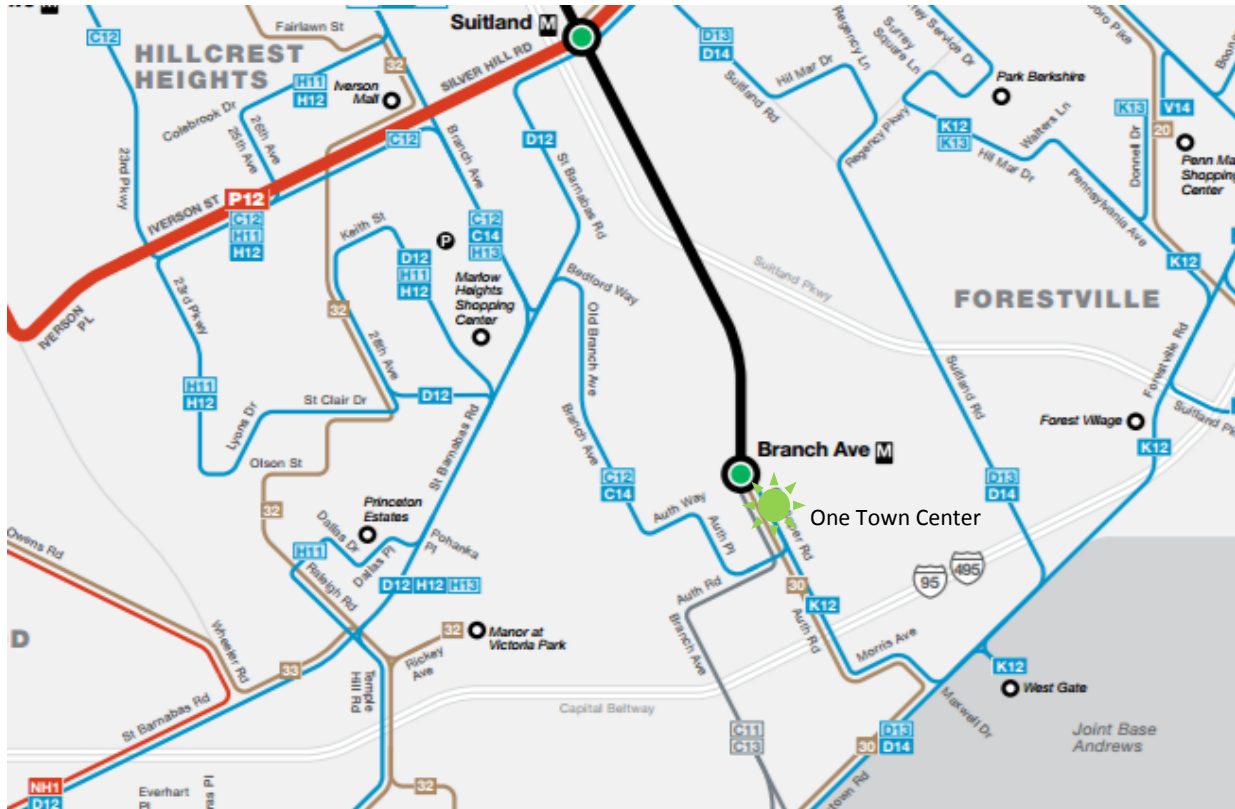
19 The One Town Center site does not have direct access to MARC. Rather, users must transfer at Union Station
 20 to the Metrorail Red Line, travel one stop, and then transfer a second time at the Gallery Place Metrorail
 21 Station for the Metrorail Green Line to the Branch Avenue Metrorail station. The anticipated peak period
 22 travel time between Union Station and the Branch Avenue Metrorail station is approximately 37 minutes.



23 **Figure 22: MARC Rail System Map (Not to Scale)**

1 **METROBUS AND THE BUS**

2 The One Town Center site is directly served by Metrobus Routes C11, C12, C13, C14, and K12 via the Branch
 3 Avenue Metrorail station. Routes C11 and C13 are commuter routes that run along Branch Avenue and Old
 4 Branch Avenue and connect the Branch Avenue Metrorail station and Clinton Park-and-Ride Monday through
 5 Fridays only. Routes C12 and 14 are local routes that connect the Branch Avenue Metrorail station to the
 6 Naylor Road Metrorail station. Route C12 only operates during peak hours Monday through Friday, while
 7 Route C14 operates daily. Route K12 is also a daily local route that connects the Branch Avenue Metrorail
 8 station to the Suitland Metrorail station. Prince George’s County THE BUS Route 30 also serves the station.



9
10 **Figure 23: Metrobus and THE BUS Routes (Not to Scale)**

11 **PEDESTRIAN FACILITIES**

12 Developed parcels within the Capital Gateway subdivision are connected by typical six-foot wide sidewalks on
 13 both the north and south sides of Auth Way/Capital Gateway Drive. No sidewalks exist on undeveloped
 14 parcels. All study area intersections are unsignalized and have ADA curb ramps. However, only the
 15 intersections of Auth Way & Telfair Boulevard, Capital Gateway Drive & Greenline Court/Winchester
 16 Commercial Parkway, and Capital Gateway Drive & Auth Road/Old Soper Road have marked crosswalks.

17 One Town Center lies within 1,000 feet walking distance to the Branch Avenue Metrorail station. Pedestrians
 18 would access the site via one (1) crossing on Capital Gateway Drive at the intersection of Capital Gateway
 19 Drive & Metro Park-and-Ride. Although a new driveway would be constructed at this intersection, the
 20 intersection would remain unsignalized. The onsite portion of the travel path should be reviewed to ensure
 21 that the travel path will meet ADA requirements of slopes of less than two (2) percent.

1 BICYCLE FACILITIES

2 According to the PGAtlas website, M-NCPPC's Geographic Information Systems (GIS) tool for Prince George's
3 County, Auth Way and Capital Gateway Drive have planned sidepaths, bike routes, and shared use roads. The
4 website also shows planned bike lanes along Branch Avenue and planned sidepaths on Auth Road. In
5 addition, there are 10 bicycle parking spaces and 24 bicycle lockers located at the Branch Avenue Metrorail
6 station.

1 EXISTING LAND USE AND COMPREHENSIVE PLANS**2 LAND USE**

3 According to the PGAtlas website, the One Town Center site is located within the Mixed Use Transportation
4 Oriented (M-X-T) zone. Existing land uses around the site include commercial/retail and planned
5 industrial/employment park.

6 PRELIMINARY SOUTHERN GREEN LINE STATION AREA SECTOR PLAN AND SECTIONAL MAP AMENDMENT

7 The One Town Center Site also lies within the Southern Green Line Station Sector Area that was identified in
8 2010 to have opportunities for access to affordable housing and provide more transportation options while
9 protecting the environment. During this time, the Prince George's County Planning Department of M-NCPPC
10 applied for and received a Challenge Grant from the federal Department of Housing and Urban Development
11 to prepare an action plan to bring transit-oriented development to the four southern Metro Green Line
12 stations: Southern Avenue, Naylor Road, Suitland, and Branch Avenue.

13 This plan sets a vision for each of the four stations based on a detailed real estate market analysis and the
14 available opportunities for infill and redevelopment within an easy walk. The recommended future land use
15 plan is flexible but guides and shapes growth that is the right fit for each station, including reserving land at
16 the Branch Avenue Metrorail station area for the establishment of a regionally important employment
17 center. The plan recommends detailed improvements to non-motorized access to each of the four station
18 areas, and outlines major projects to create a more integrated roadway network, as well as a
19 recommendation to establish a grid of walkable streets around the stations. The plan also outlines
20 implementation strategies, including conceptual recommendations for new TOD zoning districts and specific
21 recommendations for rezoning through the Sectional Map Amendment, where existing zoning districts can
22 be applied to facilitate plan implementation. Placemaking, park, and urban design features are also included
23 in the plans for each station, working with and improving on existing assets and landscape features.

1 **EXISTING ROADWAY NETWORK AND VOLUMES**

2 Regional access to One Town Center is provided from the Capital Beltway (I-495/I-95) and MD 5 (Branch
 3 Avenue). Local access is provided by Auth Road, Auth Way, and Capital Gateway Drive. Vehicular access to
 4 One Town Center would be provided by two (2) driveways, with separate ingress and egress, on Capital
 5 Gateway Drive. The primary driveway for employees would be located on the south side of the building and
 6 would provide gated access to the 991-space parking garage. This driveway would also serve as an egress
 7 point for vehicles dropping off passengers. A secondary driveway, with a guard booth, would be located on
 8 the north side of the building and would serve as a loading and service entrance for trucks. This driveway
 9 would also serve as an egress point for vehicles exiting the parking garage. These two driveways are the focus
 10 of the traffic study (see Figure 24).



11 **Figure 24: One Town Center Concept Site Plan**

12

1 An inventory of the study area roadways, as well as Existing Conditions peak hour traffic volumes are
2 discussed below.

3 ROADWAY INVENTORY AND TRAFFIC CONTROLS

4 The Capital Beltway (Interstate 495/95) is an eight-lane divided freeway with a posted speed limit of 55 miles
5 per hour, and annually carries approximately 343,000 average daily vehicles according to 2015 MD SHA traffic
6 data. A full-movement, grade-separated interchange is provided at MD 5 (Branch Avenue).

7 MD 5 (Branch Avenue) is a six-lane north-south divided arterial highway. Turn lanes are provided at major
8 intersections and traffic signals are provided at the MD 5 & Auth Way and MD 5 & Auth Road intersections.
9 The posted speed limit in 45 miles per hour.

10 Auth Way is a four-lane east-west undivided roadway with a posted speed limit of 30 miles per hour. It
11 provides access to area businesses and the Branch Avenue Metrorail station. East of the Branch Avenue
12 station, Auth Way becomes Capital Gateway Drive, which provides access to the One Town Center site.

13 Auth Road is a two- to four-lane undivided roadway the provides access from the Capital Beltway, Allentown
14 Road, Andrew Air Force Base, adjacent business, and the Branch Avenue Metrorail station. The speed limit on
15 Auth Road is 30 miles per hour. A roundabout is provided at the Auth Road/Old Soper Road & Capital
16 Gateway Drive intersection.

17 Capital Gateway Drive is a four-lane divided roadway providing access to adjacent properties, Camp Springs
18 Town Center, and the Branch Avenue Metrorail station. The posted speed limit is 30 miles per hour. Access to
19 the USCIS facility will be provided via two driveways connecting to the south side of Capital Gateway Drive.

20 The following study intersections currently operate under STOP/YIELD sign control:

- 21 1. Auth Way & Britannia Way
- 22 2. Capital Gateway Drive & Telfair Boulevard/Winchester Commercial Parkway
- 23 3. Capital Gateway Drive & Winchester Commercial Parkway/Green Line Court
- 24 4. Capital Gateway Drive & Metro Park & Ride Drive/Site Drop-off Egress
- 25 5. Auth Road/Old Soper Road & Capital Gateway Drive

26 The Maryland State Highway Administration is currently constructing improvements along MD 5 (Branch
27 Avenue) to enhance vehicular and pedestrian accessibility to and around the Branch Avenue Metrorail
28 station. These will be discussed later in the report. However, the existing lane use and traffic control for each
29 study intersection and the location of the SHA roadway improvements currently being constructed are shown
30 on Figure 25.

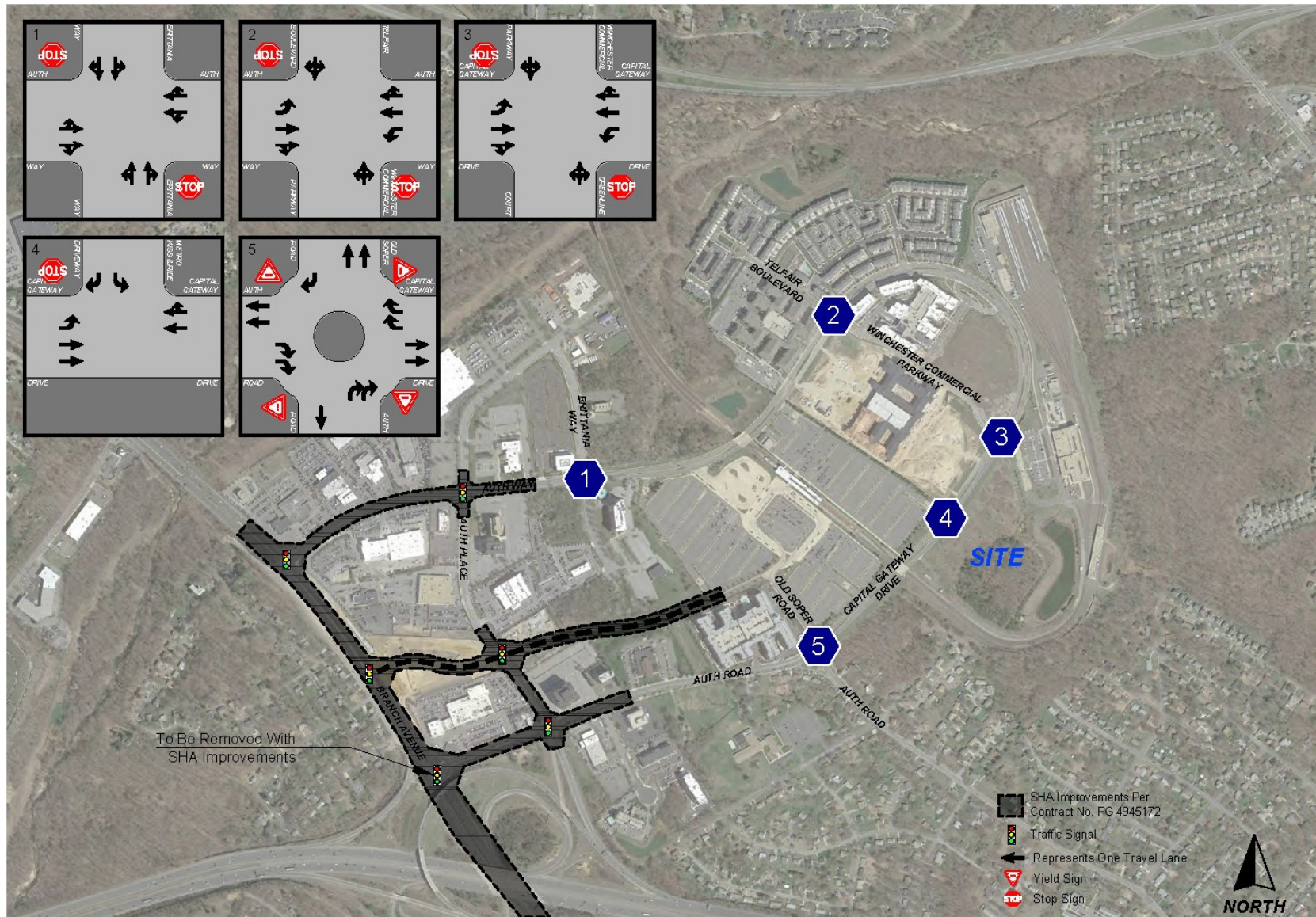
31 EXISTING TRAFFIC VOLUMES

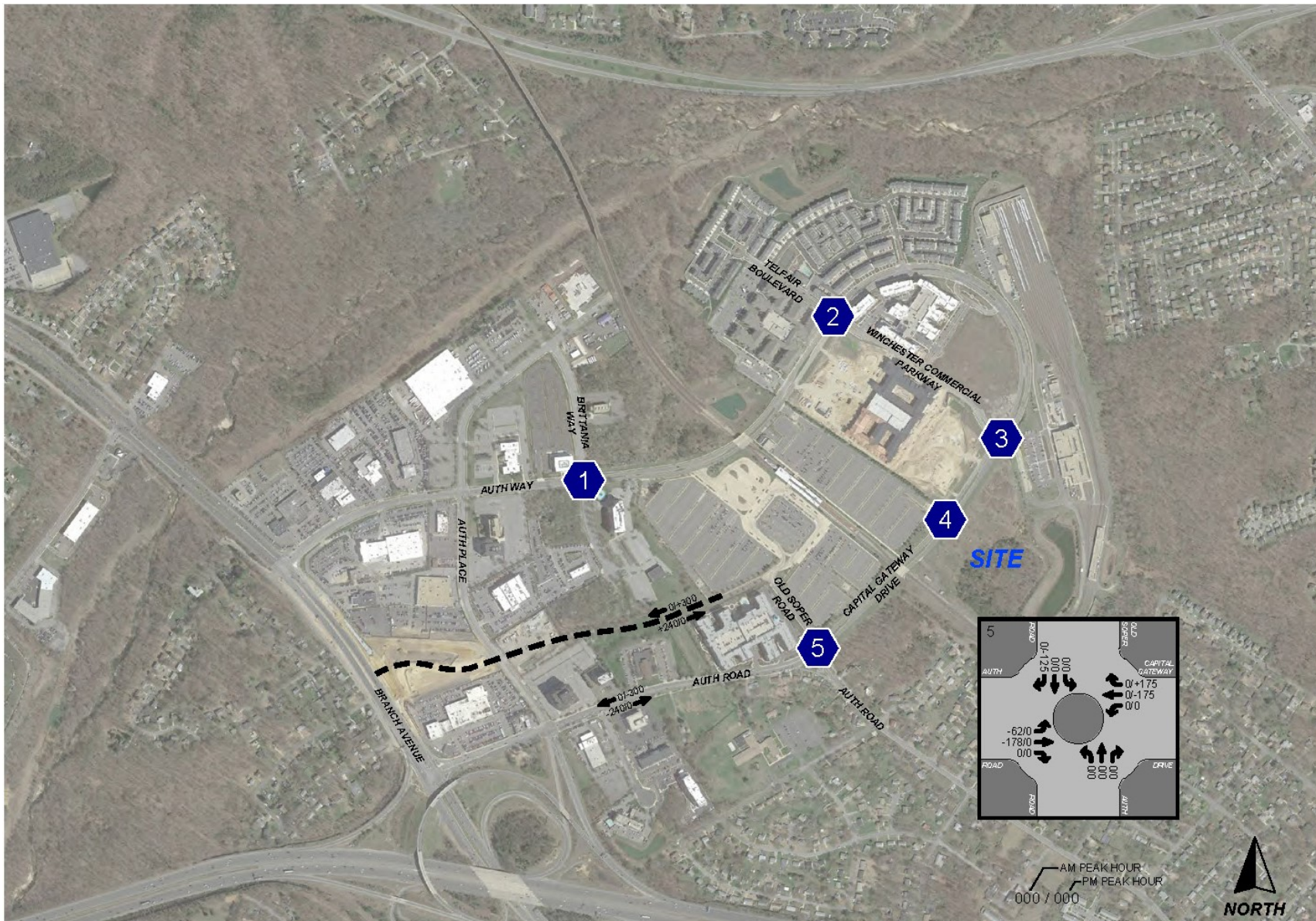
32 Existing AM and PM peak hour traffic counts were conducted from 6:00 to 9:00 AM and 4:00 to 7:00 PM on
33 Wednesday, February 24, 2016 by Wells + Associates, Inc. at the following intersections:

- 34 • Auth Way & Britannia Way
- 35 • Auth Way/Capital Gateway Drive & Telfair Boulevard/Winchester Commercial Parkway
- 36 • Capital Gateway Dive & Winchester Commercial Parkway/Green Line Court

- 1 • Capital Gateway Drive & Metro Park & Ride Drive/future Site Drop-Off Exit
- 2 • Auth Road/Old Soper Road & Capital Gateway Drive

3 The weekday AM and PM count summaries are included in Appendix B and summarized on Figure 26. A
4 review of MD SHA traffic forecasts indicates that approximately 240 existing eastbound AM peak hour
5 vehicles and approximately 300 existing westbound PM peak hour vehicles will be redistributed from the
6 Auth Road/Old Soper Road & Capital Gateway Drive intersection to the new Woods Way to Branch Avenue
7 connection once construction of this roadway and interchange are completed. To account for this, existing
8 traffic volumes at this intersection were adjusted as shown in Figure 27.





1
2

Figure 27: Redistribution of Woods Way AM and PM Peak Hour Traffic Volumes (Not to Scale)

EXISTING CONDITIONS TRAFFIC OPERATIONAL ANALYSIS

The M-NCPPC requires that a capacity analysis for unsignalized intersections be performed based on the *Highway Capacity Manual (HCM)*. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using Synchro 9, which is based on the methodology of the HCM to establish average volume to capacity (v/c) ratios, delays, and LOS for each intersection. Roadway geometry, signal timing, and traffic data were entered into the model.

Although the *M-NCPPC Transportation Review Guidelines (Guidelines)*, do not specify which version (2000 or 2010) HCM methodology should be used, it should be noted that Synchro has several restrictions with the HCM 2010 methodologies that are not fully incorporated. Therefore, the HCM 2000 capacity analysis results were utilized in this analysis.

The v/c ratio relates the demand at an intersection (traffic volume) to the available capacity. The available capacity for each movement varies depending on number of lanes, lane width, perception/reaction time, green time, and cycle length, among others. A v/c ratio of 1.0 indicates that the demand for a specific movement is equal to the capacity. A movement with a v/c ratio at or over 1.0 is considered undesirable because the movement volume exceeds the capacity, which results in queuing, indicating unmet demand along that approach.

LOS is an evaluation of the quality of operation of an intersection and is a measure of the average delay a driver experiences while traveling through the intersection. LOS is dependent on a range of defined operating conditions such as traffic demand, lane geometry, and traffic signal timing and phasing.

LOS can range from A to F and is based on the average control delay per vehicle in seconds. For a signalized intersection, LOS A indicates operations with an average control delay less than 10 seconds per vehicle, while LOS F describes operations with an average control delay in excess of 80 seconds per vehicle. For an unsignalized intersection, LOS A indicates operations with an average control delay less than 10 seconds per vehicle, while LOS F describes operations with an average control delay in excess of 50 seconds per vehicle. The delay criteria for signalized and unsignalized intersections are summarized in Table 1.

Table 1: LOS Thresholds

Level of Service	Average Control Delay (seconds/vehicle)	
	Signalized	Unsignalized
A	Less than or equal to 10.0	Less than or equal to 10.0
B	>10.0 and ≤20.0	>10.0 and ≤15.0
C	>20.0 and ≤35.0	>15.0 and ≤25.0
D	>35.0 and ≤55.0	>25.0 and ≤35.0
E	>55.0 and ≤80.0	>35.0 and ≤50.0
F	Greater than 80.0 or v/c greater than 1.0	Greater than 50.0 or v/c greater than 1.0

According to the Guidelines, for all projects located within the Developed Tier (generally defined as inside the Beltway), the LOS standard for unsignalized intersections is a delay of 50.0 seconds or less by approach

1 movement (LOS E). If the approach has greater than 50.0 seconds of delay, but a volume of less than 100
 2 vehicles, then the movement is considered to have an acceptable LOS.

3 In addition, the SIDRA Intersection 6.0 software was used for the roundabout analysis. The National
 4 Cooperative Highway Research Program publication, *Roundabouts: An Informational Guide, Second Edition*,
 5 has recommended that satisfactory operations for roundabouts occur between 85 and 90 percent of
 6 capacity. Where the analysis indicates a v/c ratio greater than 0.850 for the intersection, geometric
 7 improvements or trip reduction measures should be considered that will reduce the v/c ratio to an
 8 acceptable level.

9 All Synchro 9 and SIDRA analysis worksheets are included in Appendix B.

10 **2016 EXISTING CONDITIONS CAPACITY ANALYSIS**

11 Using the existing traffic volumes and lane geometries, an intersection capacity analysis was performed for
 12 the AM and PM peak hours. As shown in Table 2, all unsignalized intersections operate at overall acceptable
 13 levels of service (LOS C or better) during both peak hours. Table 3 shows that the roundabout operates
 14 satisfactorily (LOS D or better) below a v/c ratio of 0.850. Therefore, both the unsignalized intersections and
 15 the roundabout operate under the required LOS E threshold.

16 **Table 2: 2016 Existing Condition Intersection Level of Service Summary**

Intersection	Intersection Control	Lane Group/Approach	2016 Existing	
			AM	PM
Auth Way & Britannia Way	Unsignalized	EB	A [0.0]	A [0.1]
		WB	A [0.1]	A [0.0]
		NB	B [11.5]	B [10.4]
		SB	B [13.2]	C [17.1]
		Overall	A [0.2]	A [0.2]
Capital Gateway Drive & Telfair Boulevard/Winchester Commercial Parkway	Unsignalized	EB	A [1.4]	A [1.8]
		WB	A [0.5]	A [0.2]
		NB	B [11.7]	B [11.5]
		SB	A [9.3]	A [9.4]
		Overall	A [5.6]	A [3.7]
Capital Gateway Drive & Winchester Commercial Parkway/Green Line Court	Unsignalized	EB	A [2.1]	A [3.0]
		WB	A [1.1]	A [0.1]
		NB	B [10.7]	B [10.9]
		SB	A [8.8]	A [8.7]
		Overall	A [5.3]	A [3.6]
Capital Gateway Drive & Metro Park & Ride Drive	Unsignalized	EB	A [6.4]	A [0.4]
		WB	A [0.0]	A [0.0]
		SB	A [8.7]	B [10.7]
		Overall	A [4.9]	A [5.4]

Notes: Analysis performed using Synchro, Version 9. Values in [] represent delay in seconds.

1

Table 3: 2016 Existing Condition Roundabout Level of Service Summary

Intersection	Intersection Control	Approach/Movement	2016 Existing			
			AM		PM	
Auth Road/Old Soper Road & Capital Gateway Drive	Roundabout	NBL	A [9.7]	0.343	A [5.1]	0.140
		NBT	A [9.6]	0.343	A [5.1]	0.140
		NBR	A [9.5]	0.343	A [5.1]	0.140
		WBL	A [6.2]	0.106	A [8.6]	0.396
		WBT	A [6.6]	0.106	A [8.7]	0.396
		WBR	A [6.9]	0.106	A [8.8]	0.396
		SBL	A [8.2]	0.329	D [36.2]	0.839
		SBT	A [8.2]	0.329	D [36.2]	0.839
		SBR	A [8.2]	0.329	D [36.2]	0.839
		EBL	A [7.6]	0.431	A [8.0]	0.326
		EBT	A [7.6]	0.431	A [8.0]	0.326
		EBR	A [7.6]	0.431	A [7.9]	0.326
		Overall	A [8.1]	0.431	B [14.4]	0.839

Note: Roundabout analysis based on SIDRA Intersection methodology, version 6.1.

2

1 **TRANSPORTATION IMPACTS**

2 **FUTURE CONDITIONS ANALYSIS WITHOUT CONSOLIDATION (NO ACTION ALTERNATIVE)**

3 The No Action Conditions Analysis examines the future anticipated volumes without the traffic that would be
 4 generated by consolidating USCIS employees at the One Town Center site. This analysis includes existing
 5 traffic volumes grown to the anticipated build year, any approved but un-built developments (pipeline
 6 developments) in the study area, and any funded infrastructure improvements in the study areas.

7 REGIONAL TRAFFIC GROWTH

8 A review of historical average annual daily traffic (AADT) found on traffic volume maps (Appendix C)
 9 published by MD SHA indicates that regional traffic volumes along MD 5 have decreased between 2005 and
 10 2015. However, to provide a more conservative analysis, no growth was applied to the turning movements at
 11 the study area intersections. It is assumed that baseline volumes will remain unchanged through the project
 12 completion year.

13 OTHER DEVELOPMENT TRAFFIC FORECASTS

14 Based on information obtained from the M-NCPPC PGAtlas site, two (2) pipeline developments were used in
 15 the development of background future traffic forecasts for this study revision:

- 16 1. **Alta @ Camp Springs, Branch Avenue Apartments, Phase 2:** 208 apartment units, 33,833 SF office
 17 and 25,199 SF retail
- 18 2. **Town Center at Camp Springs, Archstone-Smith:** 801 apartment units, 66,359 SF retail

19 The number of AM and PM peak hour trips that would be generated by the pipeline developments were
 20 estimated based on the Guidelines’ trip generation rates. The trips were then adjusted per previous traffic
 21 impact studies to reflect anticipated transit usage and internal trips based on the proximity of the
 22 developments to the Branch Avenue Metro station and the mixed-use nature of Camp Springs Town Center.
 23 As shown in Table 4, the two (2) pipeline developments are estimated to generate a total of 378 new AM
 24 peak hour trips and 454 new PM peak hour trips.

25 **Table 4: Pipeline Development Trip Generation Summary**

Development/Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Alta @ Camp Springs, Branch Avenue Apartments, Phase 2: 208 apartment units, 33,833 SF office and 25,199 SF retail	60	55	114	67	81	148
Town Center at Camp Springs, Archstone-Smith: 801 apartment units, 66,359 SF retail	67	198	264	180	125	306
Total Pipeline Development Net New Trips	127	253	378	247	206	454

Note: Trip generation obtained from “One Town Center | US Citizenship + Immigration Services Traffic Impact Study, Prince George’s County, Maryland” completed by Wells + Associates, Inc.

1

2 A portion of the trips generated by the pipeline developments are anticipated to travel through the study
3 intersections for this project, and were assigned to the existing road network based on existing traffic
4 patterns, assumptions used in previous traffic studies by Wells + Associates, Inc., and discussions with M-
5 NCPPC staff. However, it should be noted that the project development forecasts are presented for the sole
6 purpose of reasonably reflecting background traffic volumes. They do not constitute an independent
7 economic forecast. Individual projects may develop at a faster or slower pace than forecasted here.

8 Baseline peak hour volumes (existing with no growth), pipeline development peak hour traffic forecasts, and
9 reassigned traffic from the construction of Woods Way (Figure 28) were combined to yield the future
10 background traffic volumes shown in Figure 29.

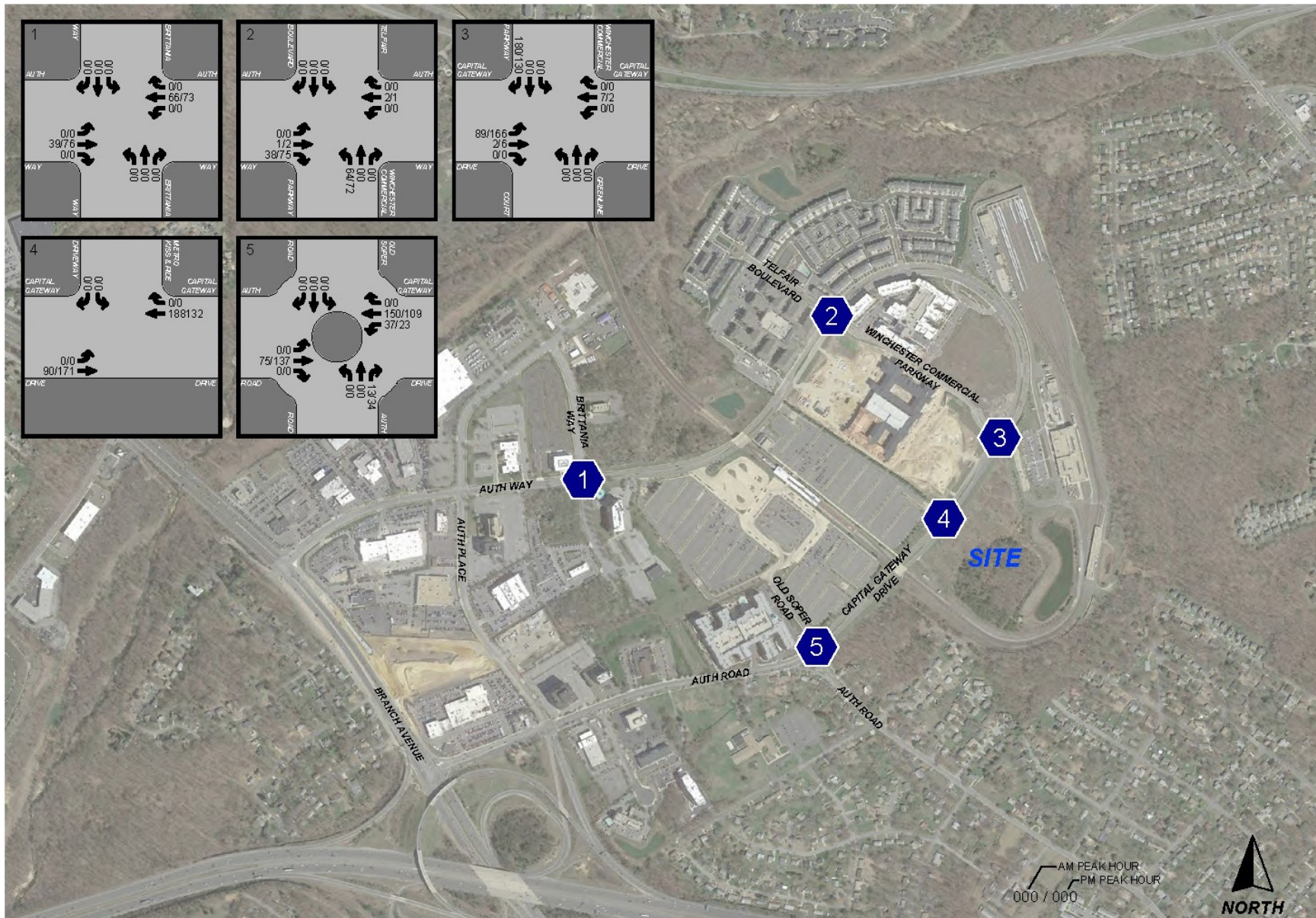


Figure 28: Pipeline Development Trip Distribution (Not to Scale)

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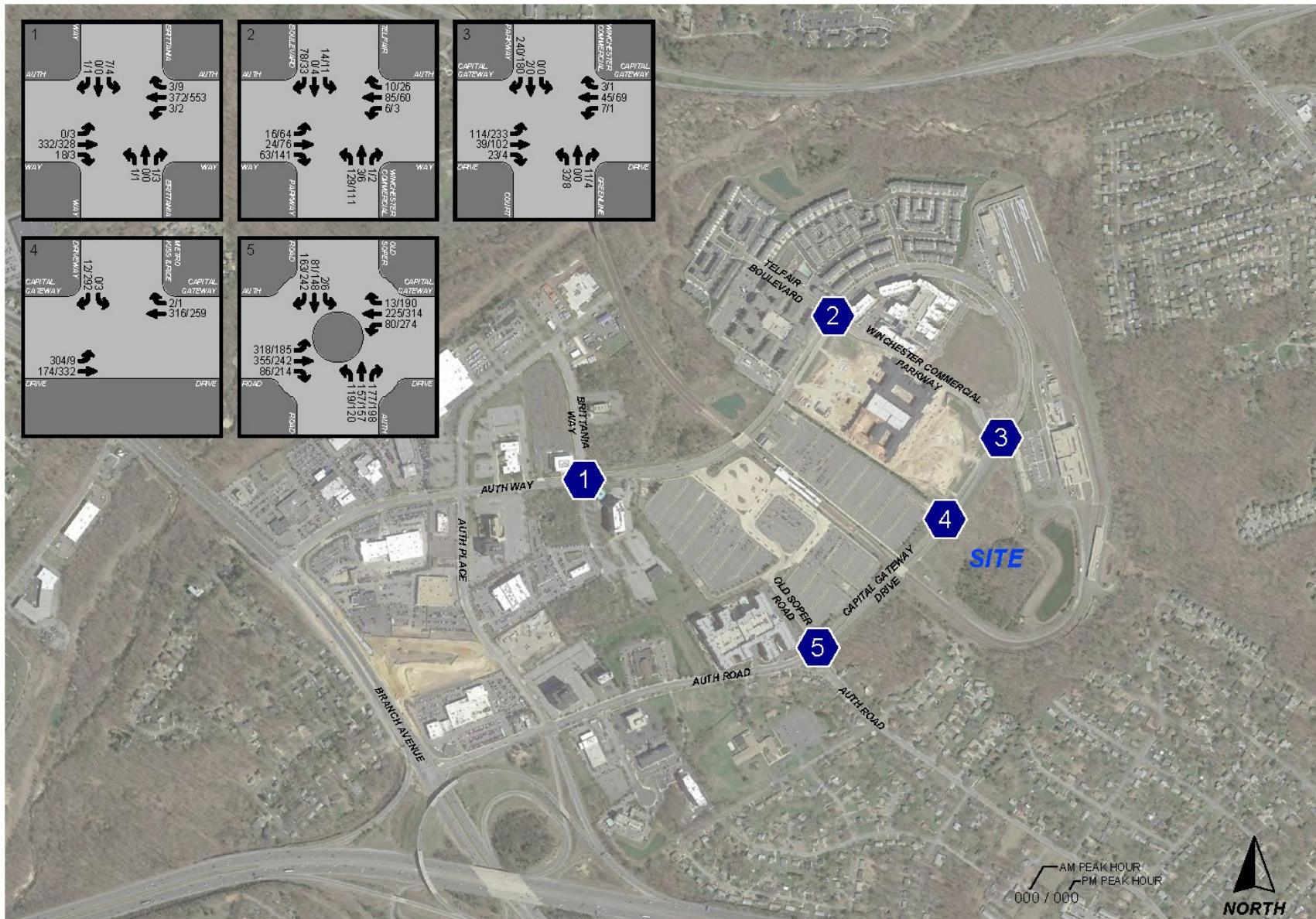


Figure 29: No Action Alternative AM and PM Peak Hour Traffic Volumes (Not to Scale)

1 NO ACTION ALTERNATIVE CAPACITY ANALYSIS RESULTS

2 As a result of background regional growth and pipeline development related trips, the intersections within
 3 the study area would see an increase in vehicle trips. As shown in Table 5, all unsignalized intersections
 4 would continue to operate at overall acceptable levels of service (LOS C or better) during both peak hours.
 5 Table 6 shows that the roundabout would continue to operate satisfactorily (LOS C or better) below a v/c
 6 ratio of 0.850. Therefore, both the unsignalized intersections and the roundabout would operate under the
 7 required LOS E threshold.

8 **Table 5: No Action Alternative Level of Service Summary**

Intersection	Intersection Control	Lane Group/Approach	No Action	
			AM	PM
Auth Way & Britannia Way	Unsignalized	EB	A [0.0]	A [0.1]
		WB	A [0.1]	A [0.0]
		NB	B [12.2]	B [11.3]
		SB	C [14.7]	C [20.2]
		Overall	A [0.2]	A [0.2]
Capital Gateway Drive & Telfair Boulevard/Winchester Commercial Parkway	Unsignalized	EB	A [0.8]	A [1.3]
		WB	A [0.5]	A [0.2]
		NB	B [13.4]	B [13.4]
		SB	A [9.3]	A [9.5]
		Overall	A [6.5]	A [4.7]
Capital Gateway Drive & Winchester Commercial Parkway/Green Line Court	Unsignalized	EB	A [4.9]	A [5.4]
		WB	A [0.9]	A [0.1]
		NB	C [23.3]	C [21.0]
		SB	B [10.1]	A [9.3]
		Overall	A [8.4]	A [6.3]
Capital Gateway Drive & Metro Park & Ride Drive	Unsignalized	EB	A [5.7]	A [0.2]
		WB	A [0.0]	A [0.0]
		SB	A [9.3]	B [11.8]
		Overall	A [3.5]	A [4.0]

Notes: Analysis performed using Synchro, Version 9. Values in [] represent delay in seconds.

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Table 6: No Action Alternative Roundabout Level of Service Summary

Intersection	Intersection Control	Approach/Movement	No Action			
			AM		PM	
Auth Road/Old Soper Road & Capital Gateway Drive	Roundabout	NBL	A [8.6]	0.322	A [7.6]	0.304
		NBT	A [8.6]	0.322	A [7.6]	0.304
		NBR	A [8.6]	0.322	A [7.6]	0.304
		WBL	A [7.4]	0.233	B [11.3]	0.512
		WBT	A [7.5]	0.233	B [11.3]	0.512
		WBR	A [7.6]	0.233	B [11.3]	0.512
		SBL	B [10.4]	0.388	C [31.0]	0.790
		SBT	B [10.4]	0.388	C [31.0]	0.790
		SBR	B [10.4]	0.388	C [31.0]	0.790
		EBL	A [7.2]	0.378	A [9.8]	0.426
		EBT	A [7.2]	0.378	A [9.8]	0.426
		EBR	A [7.2]	0.378	A [9.8]	0.426
		Overall	A [8.0]	0.388	B [13.5]	0.790

Note: Roundabout analysis based on SIDRA Intersection methodology, version 6.1

2

3 FUTURE CONDITIONS WITH CONSOLIDATION (ACTION ALTERNATIVE)

4 The Action Alternative Conditions Analysis examines future anticipated volumes, taking into consideration
 5 traffic under the No Action Alternative as well as traffic that would be generated by the proposed collocation
 6 of 3,200 USCIS employees.

7 SITE TRIP GENERATION

8 The number of trips that would be generated by the proposed collocation of the USCIS employees at the One
 9 Town Center site (581,244 GSF (575,000 RSF) of office space with a parking garage) was estimated utilizing
 10 the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition).

11 The One Town Center site is located within 1,000 feet of the Branch Avenue Metrorail station. To estimate
 12 the percentage of employees that would utilize transit when the offices are consolidated, USCIS employees
 13 were given a survey that asked a variety of questions regarding their current commute mode and pattern,
 14 and how they would change (see Chapter 2).

15 The results of the survey indicate that up to approximately 39% of employees would commute via transit to
 16 the One Town Center site, with most planning to commute via Metrorail. However, survey respondents,
 17 particularly those taking a mode choice/commuter survey, typically indicate more willingness or intent to
 18 commute by transit. Oftentimes the anticipated mode split is not realized because a portion of the
 19 respondents do not follow-through with making the mode adjustment to transit. Therefore, a 20.5% transit
 20 trip credit, based on the WMATA 2005 Ridership Survey and M-NCPPC requirements, was applied in the
 21 traffic analysis. The USCIS employee survey indicated that the anticipated transit mode split for the site
 22 would be approximately 40%. However, survey results are not always realized, and therefore, a more
 23 conservative estimate of 20.5% was utilized in the analysis to generate a “worst-case” vehicle trip generation.

1 In addition, an internal trip reduction was applied to capture anticipated walking trips between uses within
 2 the Town Center site, such as the residential components.

3 As shown in Table 7, the proposed site would generate approximately 615 AM peak hour trips (584 inbound;
 4 31 outbound) and 485 PM peak hour trips (38 inbound; 447 outbound).

5 **Table 7: One Town Center Site Trip Generation Summary**

Development/Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
USCIS Office: 581,244 GSF (575,000 RSF) – Land Use Code 714	764	57	821	72	650	722
20.5% Mode Adjustment	-157	-12	-169	-16	-133	-149
Internal Trip Reduction	-23	-14	-37	-18	-70	-88
Total New Site Generated Vehicle Trips	584	31	615	38	447	485

Notes: Trip generation obtained from “One Town Center | US Citizenship + Immigration Services Traffic Impact Study, Prince George’s County, Maryland” completed by Wells + Associates, Inc. Trip generation based on rates and equations published in the ITE *Trip Generation Manual* (9th Edition). Mode adjustment and internal trip reduction based on calculations outlines in the May 23, 2001 staff report for CSP-01015.

6
 7 SITE TRIP DISTRIBUTION

8 Vehicular trip distributions were based on the study area roadway network, existing traffic patterns, and
 9 previously approved traffic studies as cited in the *One Town Center | US Citizenship + Immigration Traffic
 10 Impact Study* by Wells & Associates, Inc. Furthermore, based on the results of Survey Question 24, which
 11 asked respondents if they would move their residence to be closer to the One Town Center site, it is not
 12 anticipated that a significant portion of employees would change their location of residence if their office was
 13 relocated. Therefore, the distribution as noted in the Wells & Associates, Inc. report was utilized to develop
 14 the following trip distribution percentages for the site generated vehicle trips:

- 15 • To/From North via MD 5 (Branch Avenue): 30%
- 16 • To/From South via MD 5 (Branch Avenue): 10%
- 17 • To/From South via Auth Road: 5%
- 18 • To/From East via I-95/I-495 (Capital Beltway): 20%
- 19 • To/From West via I-95/I-495: 35%

20 The site-generated vehicle volumes summarized in Table 7 were assigned to the roadway network utilizing
 21 the above percentages to develop the site trip assignment volumes (see Figure 30). It should be noted that
 22 the proposed site will create two unsignalized intersections with Capital Gateway Drive to accommodate the
 23 main site ingress and egress. In addition, the existing intersection of Capital Gateway Drive & Metro Park and
 24 Ride will become signalized to accommodate the new site visitor/drop-off exit. The site-generated volumes

- 1 were then added to the No Action alternative traffic volumes to develop Action alternative traffic volumes
- 2 (see Figure 31).

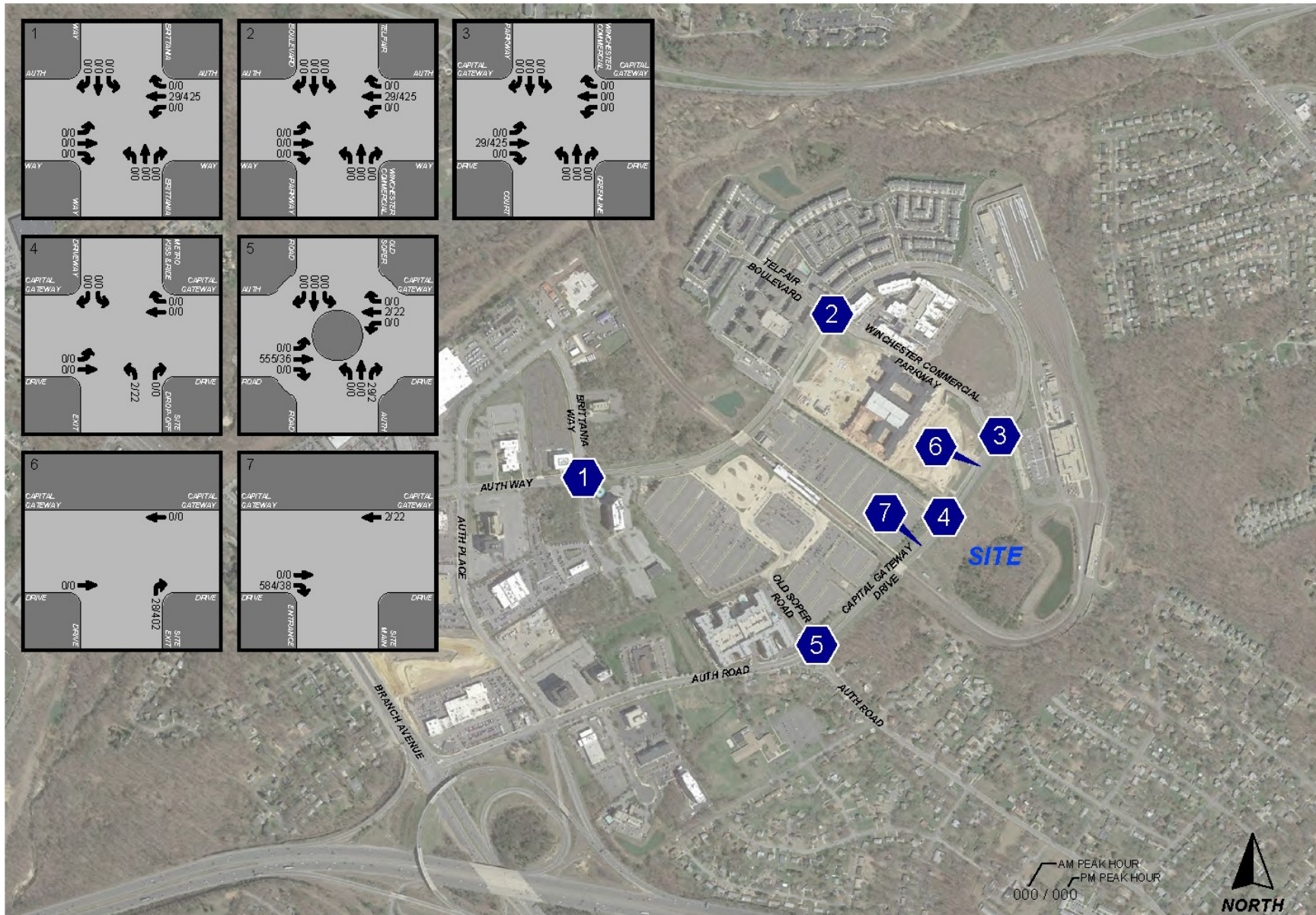


Figure 30: Site Trip Assignments (Not to Scale)

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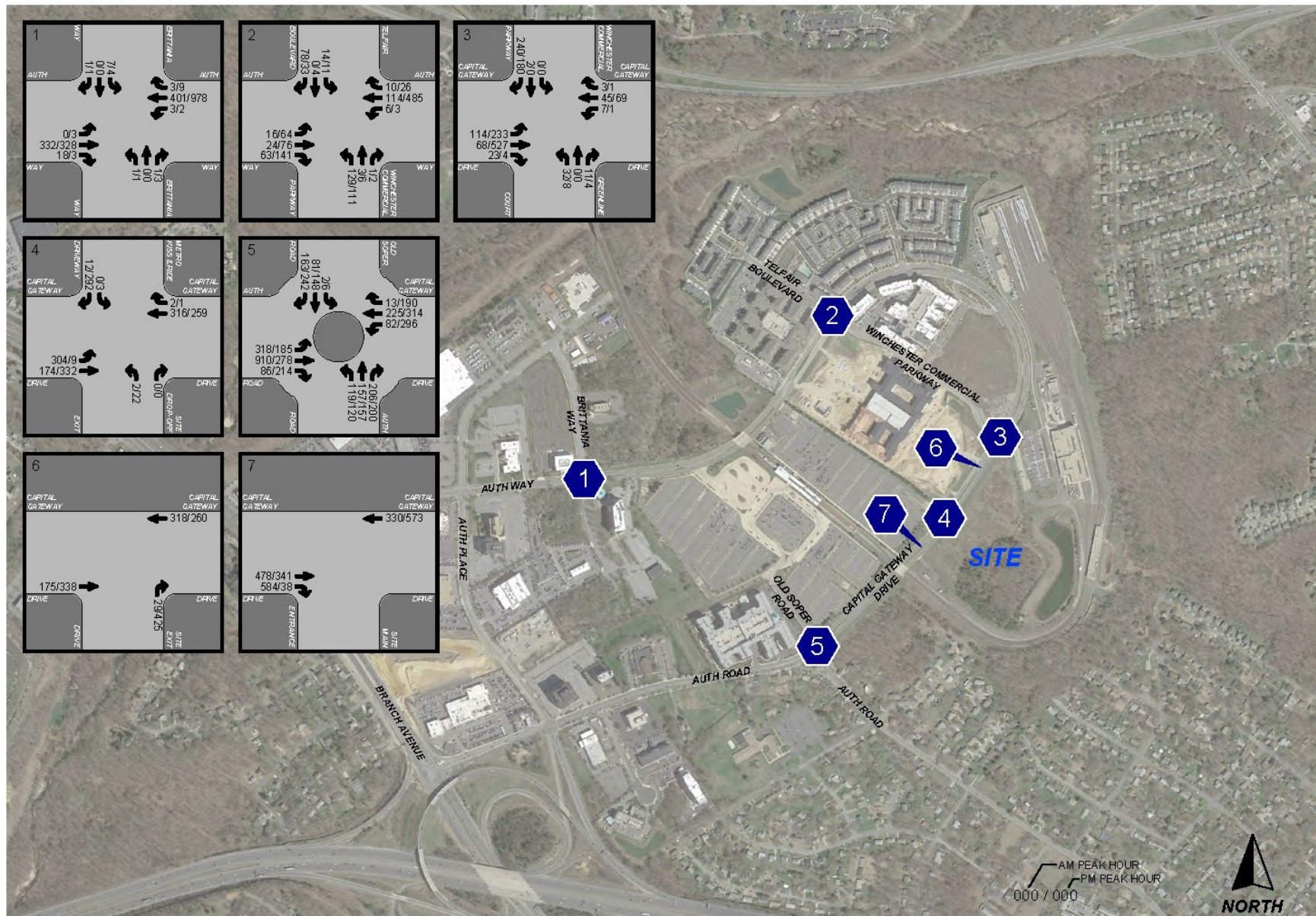


Figure 31: Action Alternative Traffic Forecasts (Not to Scale)

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1 PROPOSED TRANSPORTATION IMPROVEMENTS

2 In 2001, the MD 5 Branch Avenue Metro Access Project began with the goal of improving the I-95/I-495/MD
3 5 interchange and MD 5 corridor to reduce traffic congestion, and was later split into two phases due to
4 project size. Construction of Phase 1, completed in 2008, provided improvements to the I-95/I-495/MD 5
5 interchange and included a new flyover ramp linking southbound I-95 to southbound MD 5. A separate
6 project beginning in the spring of 2011 involved dividing a section of the flyover ramp into two lanes and
7 providing new signage.

8 Phase 2 is currently underway to improve MD 5 (Branch Avenue) to enhance vehicular and pedestrian
9 accessibility between MD 5 and the Branch Avenue Metrorail station. These improvements were based on a
10 study performed for the Town Center at Camp Springs, a designated transit oriented development (TOD) site.
11 It should be noted that study assumed an office building on the proposed project site. Therefore, the impacts
12 of the proposed project on MD 5 and the I-95/I-495/MD 5 interchange have already been accounted for on
13 these roadways.

14 The improvements are being implemented under SHA Contract No. PG 4945172, MD 5 – Branch Avenue
15 Metro Access from Auth Way to South of I-495/I-95 Phase 2 (Access Road) improvements. A copy of the State
16 Highway Administration Capital Improvement Program pages detailing this project and schedule are included
17 in Appendix B. The total project cost is approximately \$48 million and the project is scheduled to be
18 completed in the spring of 2017. The project improvements include:

- 19 • Construction of a new Metro Access Roadway (Woods Way) connecting MD 5 with the Metro
20 Station.
- 21 • Grade separation of Woods Way & MD 5.
- 22 • Signalization at the Auth Way & Auth Place intersection.
- 23 • Signalization at the proposed Auth Place & Woods Way intersection.
- 24 • Intersection improvements at the MD 5 & Auth Way intersection.
- 25 • Conversion of the MD 5 & Auth Road intersection to right-in/right-out access.
- 26 • Intersection improvements at the Auth Road/Auth Place & I-95/I-495 westbound ramps
27 intersection.

28 In addition to the SHA project improvements, the development now known as Town Center at Camp Springs
29 provided approximately \$27 million in road improvements to support the transportation needs of Camp
30 Springs Town Center and the Branch Avenue Metro station. The improvements included the construction of
31 Capital Gateway Drive, Winchester Commercial Parkway, and addition of through lanes on MD 5 in both the
32 northbound and southbound directions from I-95/495 to north of Auth Way.

33 ACTION ALTERNATIVE CAPACITY ANALYSIS RESULTS

34 As a result of site-generated trips, the intersections within the study area would see an increase in vehicle
35 trips. As shown in Table 8, all signalized and unsignalized intersections would continue to operate at overall
36 acceptable levels of service (LOS E or better) during both peak hours. Table 9 shows that the roundabout
37 would continue to operate satisfactorily (LOS C or better) below a v/c ratio of 0.850. Therefore, both the
38 unsignalized intersections and the roundabout operate at or under the required LOS E threshold.

1

Table 8: Action Alternative Level of Service Summary

Intersection	Intersection Control	Lane Group/Approach	Action	
			AM	PM
Auth Way & Britannia Way	Unsignalized	EB	A [0.0]	A [0.2]
		WB	A [0.1]	A [0.0]
		NB	B [12.3]	B [12.8]
		SB	C [15.3]	E [44.0]
		Overall	A [0.2]	A [0.3]
Capital Gateway Drive & Telfair Boulevard/Winchester Commercial Parkway	Unsignalized	EB	A [0.9]	A [1.5]
		WB	A [0.4]	A [0.0]
		NB	B [13.8]	C [20.1]
		SB	A [9.5]	B [13.0]
		Overall	A [6.3]	A [3.7]
Capital Gateway Drive & Winchester Commercial Parkway/Green Line Court	Unsignalized	EB	A [4.2]	A [2.4]
		WB	A [0.9]	A [0.1]
		NB	C [24.8]	E [41.4]
		SB	B [10.1]	A [9.3]
		Overall	A [8.1]	A [3.9]
Capital Gateway Drive & Metro Park & Ride Drive	Unsignalized	EB	A (5.7)	A (0.2)
		WB	A (0.0)	A (0.0)
		NB	D (29.1)	E (35.9)
		SB	A (9.3)	B (11.8)
		Overall	A (3.6)	A (4.7)
Capital Gateway Drive & Site Exit	Unsignalized	EB	A [0.0]	A [0.0]
		WB	A [0.0]	A [0.0]
		NB	A [9.0]	B [14.7]
		Overall	A [0.5]	A [6.1]
Capital Gateway Drive & Main Site Entrance	Unsignalized	EB	A [0.0]	A [0.0]
		WB	A [0.0]	A [0.0]
		NB	A [0.0]	A [0.0]
		Overall	A [0.0]	A [0.0]

Notes: Analysis performed using Synchro, Version 9. Values in [] represent unsignalized delay in seconds. Values in () represent signalized delay in seconds.

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Table 9: Action Alternative Roundabout Level of Service Summary

Intersection	Intersection Control	Approach/Movement	Action			
			AM		PM	
Auth Road/Old Soper Road & Capital Gateway Drive	Roundabout	NBL	B [17.4]	0.511	A [8.4]	0.327
		NBT	B [17.0]	0.511	A [8.4]	0.327
		NBR	B [16.1]	0.511	A [8.4]	0.327
		WBL	A [7.6]	0.238	B [11.7]	0.527
		WBT	A [7.7]	0.238	B [11.8]	0.527
		WBR	A [7.8]	0.238	B [11.8]	0.527
		SBL	B [10.5]	0.389	C [32.9]	0.805
		SBT	B [10.5]	0.389	C [32.9]	0.805
		SBR	B [10.5]	0.389	C [32.9]	0.805
		EBL	B [11.5]	0.627	B [10.4]	0.455
		EBT	B [11.5]	0.627	B [10.4]	0.455
		EBR	B [11.5]	0.627	B [10.4]	0.455
		Overall	B [11.9]	0.627	B [14.2]	0.805

Note: Roundabout analysis based on SIDRA Intersection methodology, version 6.1.

2 SUPPLEMENTARY TRANSPORTATION IMPROVEMENTS

3 In a memorandum from M-NCPPC, dated 12/3/2015, staff expressed concern about the potential for exiting
 4 traffic at the site’s northern service driveway to complete unsafe U-turn maneuvers at the existing median
 5 opening less than 100 feet north for the intersection of Capital Gateway Drive & Winchester Commercial
 6 Parkway/Greenline Court. The movement would involve crossing two lanes of traffic in an extremely short
 7 distance instead of traveling along the length of Auth Way to reach MD 5 (Branch Avenue) and the Capital
 8 Beltway (I-95/I-495). The memo states that the lease offeror should work with WMATA and Prince George’s
 9 County Department of Public Works and Transportation to realign this driveway and signalize this
 10 intersection when warranted. In the comment response letter from Wells + Associates, Inc., dated
 11 11/8/2016, it is noted that the staff has requested that a shadow median be installed along the left turn lane
 12 on Capital Gateway Drive to prohibit exiting site vehicles from using the left turn lane and thus the U-turn
 13 movement.

1 **TRANSPORTATION DEMAND MANAGEMENT**

2 Due to the number of employees expected to collocate to the proposed USCIS headquarters, a TMP is
3 required. A TMP outlines TDM strategies that will encourage residents and employees to utilize other
4 commute modes besides driving alone, assigns a commuter coordinator, and discusses methods to evaluate
5 the performance of the TMP. At the time that this Traffic Technical Report was prepared, the TMP was
6 currently in development in coordination with the National Capital Planning Commission (NCPC), GSA, and
7 USCIS.

8 Potential strategies include, but are not limited to, the following:

- 9 • Designate a TDM coordinator to organize and promote the TDM plan and the use of alternative
10 transportation modes.
- 11 • Hold annual commuter fairs with representatives of various transportation providers to explain
12 transportation services available to employees.
- 13 • Provide real-time transit and alternative mode information using electronic message boards in the
14 building lobby.
- 15 • Provide assistance with the formation of carpools and vanpools.
- 16 • Provide/promote a Guaranteed Ride Home service for carpool, vanpool, and transit users.
- 17 • Provide a shuttle service to connect the site to nearby mass-transit options.
- 18 • Establish minimum daily parking fees based on market rates for parking within the area of the site.
- 19 • Provide transit subsidies to employees.
- 20 • Develop compressed day off and telework programs.
- 21 • Provide priority parking for electric vehicles with charging stations.
- 22 • Provide priority parking for registered carpools and vanpools.
- 23 • Accommodate carsharing onsite at highly-visible priority locations.
- 24 • Provide bicycle parking and shower accommodations within the building.
- 25 • Provide ample pedestrian and bicycle connections to the surrounding retail, residences, and transit
26 options.

1 CONCLUSIONS

2 The transportation impact analysis for the One Town Center site reveals that the existing unsignalized
3 intersections currently operate at overall acceptable levels of service during the AM and PM peak hours.
4 Continued development within the study area would increase delay and degrade some levels of service at the
5 study area intersections, although all the study intersections would continue to operate acceptably according
6 to M-NCPPC standards. The occupation of the One Town Center site, which would result in the collocation of
7 approximately 3,200 USCIS employees, would add an additional 615 AM peak hour and 485 PM peak hour
8 vehicle trips to the study area roadway network. This additional traffic would further degrade traffic
9 operations at some intersections, although all the study intersections would continue to operate acceptably
10 according to M-NCPPC standards, including the two new site driveways. It should be noted that
11 improvements currently underway on MD 5 were designed to accommodate trips generated by the Town
12 Center at Camp Springs development, including an office use on the proposed project site. Based on the
13 results of the capacity analysis and the improvements currently underway on MD 5, no mitigation would be
14 necessary.

15 A TMP, as described herein, be developed for the site that would outline TDM strategies that would promote
16 other modes of transportation than single occupant vehicles and further improving overall operations within
17 the project area.

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CHAPTER 4: CONCLUSIONS

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This Traffic Technical Report has been prepared for the United States General Services Administration (GSA) to assess and report potential transportation impacts resulting from the proposed consolidation of the US Citizenship and Immigration Services (USCIS) at a site in southeastern Maryland, located at One Town Center, Camp Springs, Prince George’s County. The proposed consolidation would result in the relocation of approximately 3,200 USCIS employees to a single 575,000 rentable square-foot (RSF) (minimum) office site, from six other offices: 20 and 111 Massachusetts Avenue, NW, 131 M Street, NE, 1200 First Street, NE, and 633 Third Street, NW in Washington, DC and 2121 Crystal Drive, Arlington, VA.

The One Town Center site is located within the Town Center at Camp Springs, a 227.4 acre subdivision originally known as Capital Gateway. This subdivision is located on the northeast side of the Branch Avenue Metro Station in the Morningside area of Prince George’s County, Maryland. There have been several Detailed Site Plan approvals covering different parts of the Capital Gateway subdivision, zoned as M-X-T, that include plans for residential, retail, and office uses. This latest and final approved plan includes the proposed 10.96 acre USCIS headquarters.

Traffic conditions at the site were analyzed under three different conditions: Existing Conditions, Future Conditions without consolidation (No Action Alternative), and Future Conditions with consolidation (Action Alternative). In addition to vehicular impacts, the availability of transit, pedestrian, and bicycle facilities was also evaluated.

The site is located within the Washington DC metropolitan area, near major interstates (I-95/I-495) and adjacent to a street network that experience a significant amount of AM and PM peak period congestion (MD 5). However, the site has adequate access to transit via the Branch Avenue Metrorail station (Green Line), which is approximately 1,000 feet to the west. This station provides bicycle facilities as well as direct connections to Metrobus and Prince George’s County THE BUS. However, it does not provide direct connections to VRE or MARC. VRE riders would have to transfer at the L’Enfant Plaza Metrorail station and MARC riders would need to transfer at the Gallery Place Metrorail station for the Red Line to Union Station.

MD SHA is currently constructing improvements along MD 5 (Branch Avenue) to enhance pedestrian and vehicular accessibility between MD 5 and the Branch Avenue Metrorail station. The improvements will also support planned development within Camp Springs Town Center. All the improvements that were a requirement of the original preliminary plan approval for the subdivision, which included allocations for an office building on the proposed project site, have been constructed and fulfill the transportation conditions and requirements of the developers, Prince George’s County, and M-NCPPC.

According to M-NCPPC Guidelines, for all projects located within the Developed Tier (generally defined as inside the Beltway), the LOS standard for unsignalized intersections is a delay of 50.0 seconds or less by approach movement (LOS E). If the approach has greater than 50.0 seconds of delay, but a volume of less than 100 vehicles, then the movement is considered to have an acceptable LOS. The results of the Action Alternative capacity analysis reveal that all approaches at the study area intersections would operate at 44

1 seconds of delay per vehicle or less. Therefore, the consolidation of the 3,200 USCIS employees would result
2 in vehicle delays that fall under the M-NCPPC Guidelines.

3 The results of the USCIS Employee Commuter survey also revealed an existing culture of alternative
4 transportation mode use, with over 60% of employees commuting via modes other than driving alone. The
5 survey results also indicate that office location is likely to have an impact on commuter mode, with 22% of
6 respondents indicating that they would change their commute mode from transit or carpool/vanpool to
7 driving alone. To help mitigate adverse impacts associated with this mode shift, Stantec will evaluate
8 transportation demand management (TDM) strategies and will develop a Transportation Management Plan
9 (TMP) for the site that will encourage commuting by modes other than driving alone.

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Appendix A: USCIS Employee Commute Survey Questions

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Appendix B: One Town Center Traffic Impact Statement

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**Appendix C: One Town Center Traffic Impact Statement Comment Response
Letters**

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Appendix D: Letter from Prince George's County, Countywide Planning Division