U.S. Department of Homeland Security
Nebraska Avenue Complex Master Plan
DRAFT ENVIRONMENTAL IMPACT STATEMENT

APPENDIX C

January 14, 2011

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Transportation Management Plan

November 30, 2010

Nebraska Avenue Complex Master Plan

Transportation Management Plan

November 30, 2010

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Executive Summary

The U.S. General Services Administration (GSA), in cooperation with the U.S. Department of Homeland Security (DHS), is developing a Master Plan for the Nebraska Avenue Complex (NAC) in Northwest (NW) Washington, D.C. The NAC is a 37-acre site located at 3801 Nebraska Avenue, NW, Washington, D.C.

The intent of the NAC Master Plan is to guide future renovation and development of the campus by establishing design and land use planning principles for the construction of new buildings, streets, open green space, utility systems, and other infrastructure needs, while minimizing environmental, economic, and social impacts. The Master Plan's design and planning principles will encourage the preservation and rehabilitation of the NAC's historic landscape and buildings.

The NAC Master Plan is needed to support the goals of the DHS National Capital Region (NCR) Housing Master Plan, which proposes to consolidate approximately 28,000 DHS employees currently housed in approximately 50 locations into 7 to 10 locations. To fulfill DHS' significant space needs, GSA continues to explore various locations for DHS facilities throughout the NCR. The NAC is identified in the DHS NCR Housing Master Plan as a viable site for certain DHS components. The DHS consolidation efforts could result in new or additional components to be housed at the NAC; therefore, a Master Plan is needed to guide any anticipated new facility, security, or infrastructure requirements.

The existing NAC comprises more than 30 buildings containing approximately 653,400 gross square feet (SF) plus site support including parking, guard houses, and backup generators. The NAC is currently occupied by DHS and contains approximately 2,390 seats and 1,239 parking spaces. The NAC Master Plan envisions continued use by DHS and is exploring four different Alternatives as listed below:

- No Action Alternative – 2,390 seats and 653,400 SF
- Alternative A – 3,700 seats and 1,072,720 SF
- Alternative B – 4,200 seats and 1,220,450 SF
- Alternative C – 4,500 seats and 1,309,090 SF

The NAC Master Plan is consistent with Executive Order 13514 – Federal Leadership in Environmental, Energy, and Economic Performance. The Master Plan through development of the Transportation Management Plan (TMP) advances regional and local integrated planning by making use of existing transportation infrastructure and promotes car and van pooling, transit, bicycle, and pedestrian travel modes that discourage "single occupant vehicle" (SOV) use.

This TMP was developed for implementation by DHS at the NAC. TMPs are required by federal agencies in the NCR to document an active program to foster more efficient employee commuting patterns by minimizing SOV trips related to federal agency work sites. This is mandated by federal air quality regulations, local trip reduction ordinances, and the National

Capital Planning Commission (NCPC) planning requirements.[1] The TMP was developed in accordance with NCPC and GSA's *Handbook for Implementing a Successful TMP*, dated May 2008, which was developed based on recommendations from the Congestion and Mobility Summit for the National Capital Region in 1998, as well as key future emission reduction dates that were set forth under the Clean Air Act Amendments of 1990. This TMP is integral to the development of the Master Plan and a key component of the planning process for the Master Plan.

At the NAC, DHS currently implements a number of transportation management measures including:

- DHS Shuttle Service
- Carpool Program
- Parking Management
- Transit Subsidy
- On-Site Bicycle Facilities

The NAC currently does not have a TMP in place and therefore a baseline comparison of TMP strategies is not available.

Proposed Transportation Demand Management Strategies

The TMP is being developed to implement strategies which will provide the greatest reduction in SOV's, thereby minimizing impact of the NAC alternatives on the surrounding streets and community and minimizing the need for on-site parking. This TMP is intended to be a living document that will be updated as the NAC Master Plan is implemented. Monitoring and evaluation will review the success of the TMP strategies in meeting the goals and objectives as new employees begin working at the NAC in the future.

The key components of the TMP are:

- Appoint an Employee Transportation Coordinator (ETC)
- Establish a Community Transportation Working Group
- Continue managing parking and reduce parking ratio
- Carpooling/vanpooling incentives
- Transit incentives

[1] NCPC and GSA's *Handbook for Implementing a Successful TMP,* May 2008.

- DHS shuttle service enhancements
- Bicycling/walking incentives
- Alternate work schedules
- Telecommuting/teleworking
- Government vehicles

TMP Implementation

The TMP contains a proposed implementation plan summarized by description/responsibilities of the strategies, committed timeframe to implement/maintain, expected benefit, relative cost, priority, and specific action items. DHS is committed to the strategies proposed in this TMP; however, it is anticipated that the TMP will be updated as the Master Plan is implemented. These updates may identify additional and/or different strategies that can be implemented to help further achieve DHS' goals. DHS will continue to work with transit and transportation agencies to help identify further non-SOV modal split opportunities.

DHS TMP Commitments

DHS is committed to the minimizing the transportation impact that the Master Plan would have on the surrounding neighborhood. In order to meet the TMP goals, DHS commits to the following with the NAC Master Plan:

- Appoint an ETC for the NAC;
- Maintain or enhance existing transportation management measures currently in place (DHS shuttles, parking management, transit subsidies, etc.);
- Review, develop, and implement TDM strategies identified to achieve a parking ratio of one parking space for every four employees by the completion of the NAC redevelopment in 2020;
- Meet with the Community Transportation Working Group no less than once a year (or more frequently as determined by the ETC and the Community Transportation Working Group) to maintain an open dialogue with the key stakeholders in the community; and
- Update the TMP with interim goals and TDM strategy commitments for key construction phases during NAC's redevelopment.

Monitoring and Evaluating

This TMP is a flexible document that can be updated as new employees are added to the NAC and as they adapt to their new location. Each of the TMP strategies must be evaluated and changed as directed by the ETC but especially during each phase of the Master Plan. The ETC

will evaluate each strategy by setting the goals and then documenting the progress of each goal. The performance of the TMP will be measured and analyzed by comparing the results of the initial evaluation to new data collected through the following means:

- Employee surveys – To be completed during build out and after the campus is fully built out and occupied. It should be administered every year to collect mode split percentages, average vehicle occupancy (AVO), work schedule information, telecommuting/teleworking percentages, residential location, etc.;
- DHS shuttle ridership to the NAC;
- Program participation documentation (e.g., registration for specific programs);
- Driveway vehicle counts;
- Parking occupancy surveys; and
- Annual parking permits for the NAC.

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List of Acronyms

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AM	Ante Meridiem
ANC	Advisory Neighborhood Commission
AU	American University
AVO	Average Vehicle Occupancy
AWS	Alternate Work Schedule
DC	District of Columbia
DDOT	District Department of Transportation
DHS	Department of Homeland Security
ETC	Employee Transportation Coordinator
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GSA	U.S. General Services Administration
HUD	Housing and Urban Development
MARC	Maryland Rail Commuter Service
MWCOG	Metropolitan Washington Council of Governments
NAC	Nebraska Avenue Complex
NCPC	National Capital Planning Commission
NCR	National Capital Region
NW	Northwest
PM	Post Meridiem
SF	Square Feet
SOP	Standard Operating Procedure
SOV	Single Occupant Vehicle
TDM	Transportation Demand Management
TMP	Transportation Management Plan
TSA	Transportation Security Administration
USCG	U.S. Coast Guard
vpd	Vehicles per Day
VRE	Virginia Railway Express

1. Introduction

1.1. Introduction to the Project

The U.S. General Services Administration (GSA), in cooperation with the U.S. Department of Homeland Security (DHS), is developing a Master Plan for the Nebraska Avenue Complex (NAC) in Northwest (NW) Washington, D.C. The NAC is a 37-acre site located at 3801 Nebraska Avenue, NW, Washington, D.C. as shown in **Figure 1**.

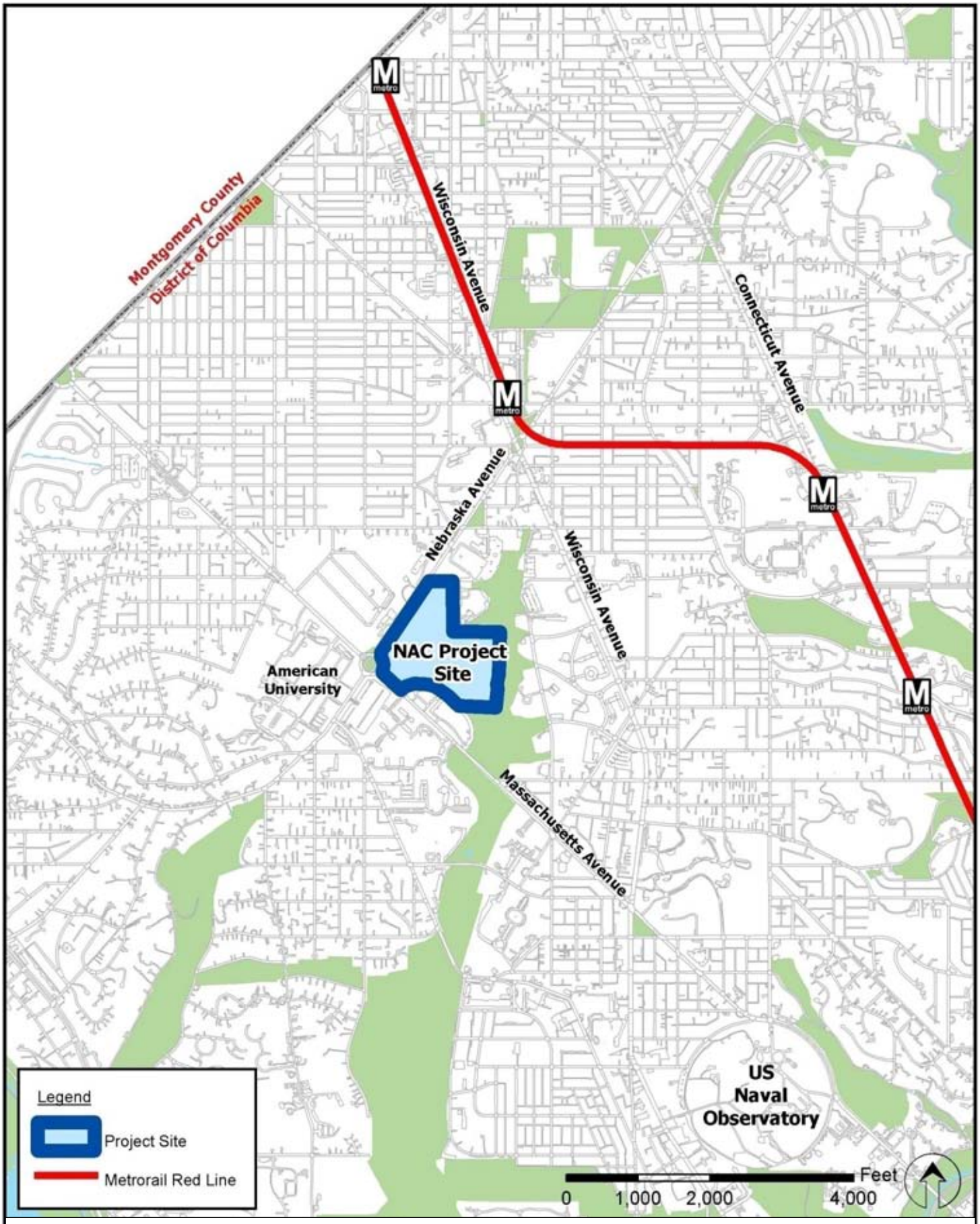
The intent of the NAC Master Plan is to guide future renovation and development of the campus by establishing design and land use planning principles for the construction of new buildings, streets, open green space, utility systems, and other infrastructure needs, while minimizing environmental, economic, and social impacts. The Master Plan's design and planning principles will encourage the preservation and rehabilitation of the NAC's historic landscape and buildings.

The NAC Master Plan is needed to support the goals of the DHS National Capital Region (NCR) Housing Master Plan, which proposes to consolidate approximately 28,000 DHS employees currently housed in approximately 50 locations into 7 to 10 locations. To fulfill DHS' significant space needs, GSA continues to explore various locations for DHS facilities throughout the NCR. The NAC is identified in the DHS NCR Housing Master Plan as a viable site for certain DHS components. The DHS consolidation efforts could result in new or additional components to be housed at the NAC; therefore, a Master Plan is needed to guide any anticipated new facility, security, or infrastructure requirements.

Further, a NAC Master Plan is needed to serve as a guide that will provide for functional flexibility in serving programmatic changes related to the evolving mission of DHS. It will steer long-range campus construction, renovation, and maintenance to serve DHS' mission needs. There is a need for a comprehensive plan at the NAC to guide federal investment to maintain, improve, or construct new campus facilities, security, and infrastructure.

The existing NAC comprises more than 30 buildings containing approximately 653,400 gross square feet (SF) plus site support including parking, guard houses, and backup generators. The NAC is currently occupied by DHS and contains approximately 2,390 seats and 1,239 parking spaces. The NAC Master Plan envisions continued use by DHS and is exploring four different Alternatives as listed below:

- No Action Alternative – 2,390 seats and 653,400 SF
- Alternative A – 3,700 seats and 1,072,720 SF
- Alternative B – 4,200 seats and 1,220,450 SF
- Alternative C – 4,500 seats and 1,309,090 SF



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Vicinity Map

Nebraska Avenue Complex Master Plan

Figure 1

The number of parking spaces that will be provided for each of the alternatives is one space for every four employees who work regular hours (1:4), 80 parking spaces for 24/7 employees, and 20 visitor parking spaces as shown in **Table 1**.

Table 1: Parking Space Calculations

Alternative	Regular Hours	24/7 Shift Employees	Visitors	Total Parking
Alternative A – 3,700 Seats Plus 24/7 Shift Employees	925	80	20	1,025
Alternative B – 4,200 Seats Plus 24/7 Shift Employees	1,050	80	20	1,150
Alternative C – 4,500 Seats Plus 24/7 Shift Employees	1,125	80	20	1,225

Source: MTFA Architecture, Inc.

GSA anticipates that the contemplated redevelopment of the site based on the NAC Master Plan will be completed by 2020.

1.2. Purpose of the Transportation Management Plan

This Transportation Management Plan (TMP) was developed for implementation by DHS at the NAC as part of the Master Plan. TMPs are required by federal agencies in the NCR to document an active program to foster more efficient employee commuting patterns by minimizing "single occupant vehicle" (SOV) trips related to federal agency work sites. This is mandated by federal air quality regulations, local trip reduction ordinances, and the National Capital Planning Commission (NCPC) planning requirements. The TMP was developed in accordance with NCPC and GSA's *Handbook for Implementing a Successful TMP*, dated May 2008, and builds upon the existing NAC transportation management measures. This TMP is integral to the development of the Master Plan and a key component of the planning process for the Master Plan. The NAC does not currently have a TMP in place.

The NAC Master Plan is consistent with Executive Order 13514 – Federal Leadership in Environmental, Energy, and Economic Performance. As part of the Master Plan, Kimley-Horn and Associates completed a Transportation Study. The Master Plan through development of the TMP advances regional and local integrated planning by making use of existing transportation infrastructure and promotes car and van pooling, transit, bicycle, and pedestrian travel modes that discourage SOV use.

The TMP is being developed to implement strategies which will provide the greatest reduction in SOV's, thereby minimizing impact of the NAC alternatives on the surrounding streets and community and minimizing the need for on-site parking. This TMP is intended to be a living

document that will be updated as the NAC Master Plan is implemented. Monitoring and evaluation will review the success of the TMP strategies in meeting the goals and objectives as new employees begin working at the NAC in the future.

1.3. Data Collected

The following information was collected for this TMP:

- Driveway weekday peak hour turning movement counts
- Five consecutive weekday daily tube counts at the driveways
- Onsite parking counts
- Employee numbers
- Shuttle schedules and ridership
- DHS travel survey data

1.4. TMP Goals and Objectives

The TMP is being developed to implement strategies which will provide the greatest reduction in SOV's, thereby minimizing impact of the NAC alternatives on the surrounding streets and community and minimizing the need for on-site parking.

The key goals of the TMP are:

- Maintain and enhance existing transportation management measures in place at the NAC;
- Identify additional transportation demand management (TDM) strategies that will result in the adequacy of one parking space for every four employees;
- Identify methods that will increase employee awareness of the different options available for their commute; and
- Minimize the impact of the NAC alternatives on the surrounding streets and community.

Based on these goals, this TMP has the following objectives:

- Reduce the percentage of SOV use;
- Increase the percentage of transit use;
- Increase the percentage of carpool/vanpool use;
- Increase the average vehicle occupancy (AVO); and
- Increase the percentage of employees who work from home or have an alternative work schedule (AWS).

1.5. Measurement

The following metrics can be used to measure the effectiveness of the TDM strategies that have been identified.

- Mode Split;
- Shuttle Ridership;
- AVO;
- Vehicle Trip Reduction; and
- Parking Counts.

Mode Split

Mode split is the percentage of people using each mode of travel (e.g. transit, carpool, bicycle, or walk). This data is collected through employee surveys.

Shuttle Ridership

Shuttle ridership measures the number of trips into or out of the NAC on the DHS shuttles. Shuttle trips typically connect to Metrorail service, carpools/vanpools, or other locations. Assessment of shuttle ridership can help determine when shuttle service capacity and frequency modifications may be required.

Average Vehicle Occupancy

AVO for home-based work trips is expressed as the average number of employees observed inside each vehicle (SOV and carpool/vanpool) arriving to park on the worksite. The AVO ratio is calculated as follows:

$$\text{AVO} = \frac{\text{Number of Employees reporting to worksite}}{\text{Number of Vehicles at worksite}}$$

As indicated by the formula above, the AVO is increased by reducing the number of vehicles traveling to the worksite. Some of the vehicles, such as vanpools with seating for nine or more, buses, and bicycles, count as zero vehicles (i.e. are not used to calculate the AVO). Employees who work on compressed schedules also count as zero vehicles on the days that they do not report to the worksite. Telecommuters are included in the AVO calculations as employees reporting to the NAC but with zero vehicles.

Vehicle Trip Reduction

Vehicle trips measure the number of trips into or out of the NAC and can be measured as a daily total or peak hour total. As the TMP strategies are implemented, assessment of the vehicle trips entering and exiting the NAC can help determine the impact of the strategies. This method can be a fairly quick, un-intrusive, and cost effective measure. As was done to establish existing conditions, tubes can be laid at the driveways to determine the number of vehicles entering and exiting the NAC.

Parking Counts

Counts of parked employee vehicles provide a basis for evaluating the satisfaction of the parking ratio of one space for every four employees. These counts are performed on typical weekdays from 5:00 AM to 6:00 PM. From these hourly counts, the peak parking accumulations and the time of the peak accumulation are determined.

The peak parking count is compared to the employee count at the NAC to provide the resulting ratio of employees for each occupied parking space. Under the NAC alternatives, the employee counts will be increased over a period of time to the chosen alternative. This provides an opportunity to evaluate the progress of achieving the parking ratio of one space for every four employees.

2. DHS Employee Travel Survey

The personnel currently at the NAC will not necessarily be the same as those who will be at the NAC in the future. Since the NAC Master Plan is part of the consolidation of DHS, the future personnel at the NAC are expected to come from the general population of DHS employees. Therefore, a travel survey of DHS employees located throughout the region was included in this TMP for the NAC Master Plan.

Current travel mode shares for DHS employees throughout the metropolitan Washington region were obtained from an e-mail questionnaire survey conducted in October 2005 and April 2007. The results of this survey are contained in the Transportation Management Program for the DHS headquarters at St. Elizabeths[2] in Southeast Washington, D.C. This survey was used to forecast the mode split of future DHS employees to the NAC.

Several questions contained in the travel survey included:

- What is your 5-digit zip code?
- How did you get to work each day during the week of October 2, 2005 (USCG only) and April 16, 2007 (other DHS employees)

The survey included other questions that were specific to the St. Elizabeths DHS location and were not relevant to the NAC and this TMP. The survey questions are included in **Appendix A** of this TMP.

The resulting travel mode splits of DHS employees are summarized in **Table 2**.

[2] The DHS Headquarters Consolidation at St Elizabeths, Transportation Management Program, Washington, D.C., November 10, 2008

Table 2: Existing Travel Mode Splits	
Travel Mode	Existing Percent
Drive alone (SOV)	31%
Carpool with non-DHS passengers (arriving/departing work site alone)	4%
Metrorail	30%
Carpool/vanpool with DHS passengers	10%
Park and Ride (Commuter Bus)	4%
Commuter rail (VRE/MARC)	7%
Metrobus from home to work	1%
Bicycle	1%
Drop off	2%
Motorcycle	0%
Walk	1%
Work from home or alternate work schedule (AWS)	3%
Did not work today	1%
Other	5%
Total	**100%**

Source: The DHS Headquarters Consolidation at St Elizabeths, TMP, Washington, D.C., November 10, 2008.

2.1. Proposed Travel Mode Split Goals

Using the existing DHS travel mode splits, the initial employee travel mode split goals were developed to achieve the desired one parking space for every four employee parking ratio. **Table 3** shows the proposed mode split goals for the alternatives along with the existing travel mode splits.

Table 3: Existing and Proposed Travel Mode Split Goals		
Travel Mode	Existing Percent	Goal
Drive alone (SOV)	31%	16%
Carpool with non-DHS passengers (arriving/departing work site alone)	4%	4%
Metrorail	30%	38%
Carpool/vanpool with DHS passengers	10%	16%
Park and Ride (Commuter Bus)	4%	4%
Commuter rail (VRE/MARC)	7%	7%
Metrobus from home to work	1%	1%
Bicycle	1%	1%
Drop off	2%	2%
Motorcycle	0%	0%
Walk	1%	1%
Work from home or AWS	3%	9%
Did not work today	1%	1%
Other	5%	-
Total	**100%**	**100%**

Assuming the existing DHS travel mode splits as the baseline, the following is a detailed discussion of the proposed goals for travel mode split with the NAC Master Plan. These goals will need to be refined in the future as more specific information about the future employees at the NAC becomes available.

- Drive Alone (SOV) – It is recommended that the SOV percentage be reduced from the existing 31 percent to 16 percent.
- Carpool with non-DHS Passengers (arriving/departing worksite alone) – For the purpose of the TMP, the existing 4 percent is assumed to remain.
- Metrorail – It is recommended that the existing 30 percent Metrorail split be increased to 38 percent.
- Carpool/Vanpool with DHS passengers – The percentage of carpool and vanpool with DHS employee participation is recommended to increase from the existing 10 percent to 16 percent. The existing AVO of carpool and vanpool vehicles is recommended to increase from an existing 2.94 to 3.20. This means that of the 16 percent who will participate in the DHS carpool and vanpool program, 5 percent will be vehicle drivers.

- Commuter Bus, Commuter Rail, and Metrobus – The total existing percentage of these three travel modes is 12 percent. It is assumed that this will not change.
- Bicycle, Drop off, Motorcycle, and Walk – The total existing percentage of these four travel modes is 4 percent. It is assumed that this will not change.
- Work From Home or AWS – The existing 3 percent split for employees who work from home or have an AWS is recommended to be increased to 9 percent.

Meeting these proposed travel mode split goals will require a 48 percent reduction in percentage of SOVs. Achieving these travel mode shares will support the planned NAC Master Plan parking ratio of one parking space for every four employees.

3. Existing Conditions

3.1. Existing Nebraska Avenue Complex Site

The existing NAC is located on 37 acres at 3801 Nebraska Avenue, NW, Washington, D.C. There are more than 30 buildings on-site containing approximately 653,400 gross SF plus site support including parking, guard houses, and back-up generators. The campus is a secure facility with an established security perimeter. It is bounded by Massachusetts Avenue to the southwest and Nebraska Avenue to the northwest. Glover-Archbold Park borders the campus to the southeast and a portion of the northeast. The National Broadcasting Corporation's (NBC) Washington office is the remaining, immediate neighbor. The NAC is currently occupied by DHS and contains approximately 2,390 seats.

The American University (AU) main campus is located across Ward Circle from the NAC, south of Massachusetts Avenue.

3.1.1. Vehicle Access, Circulation, and Security

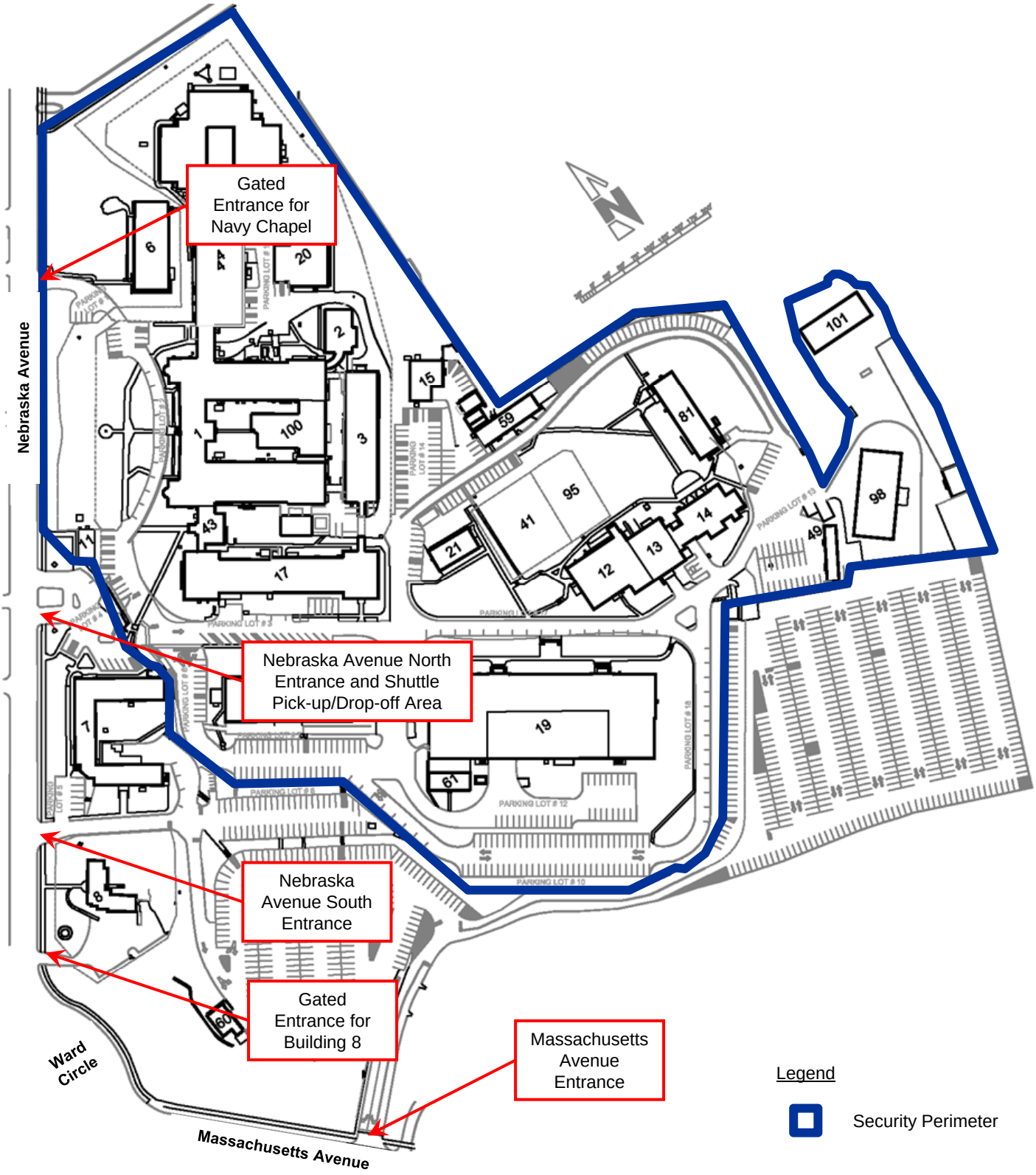
Vehicular access to the NAC is provided via two driveways on Nebraska Avenue and a driveway on Massachusetts Avenue. The first driveway along Nebraska Avenue, which is the north drive, is located between Buildings 7 and 11 and is used as a shuttle pick-up and drop-off location as well as an access to a small number of visitor parking spaces. It has a single lane for entry and exit. The second driveway along Nebraska Avenue, which is the south drive, is located between Buildings 7 and 8. It has a single lane each for entry and exit. This driveway is gated at all times except for the morning commuter peak hours. The driveway along Massachusetts Avenue is more frequently used and has one entry lane and two exit lanes (one for right turns and one for left turns). Left turn entering movements from eastbound Massachusetts Avenue into the NAC are restricted from 7:00 AM to 9:30 AM and from 4:00 PM to 6:30 PM. DHS is in the process of implementing mitigation to enforce this turn prohibition.

There are two additional driveways along Nebraska Avenue that are typically gated and, therefore, not used for general access. The gated driveway adjacent to Ward Circle provides access to Building 8, while the gated driveway near Building 6 provides access to the Navy Chapel.

Figure 2 shows the driveway locations.

There are drive aisles that connect the parking areas within the NAC. These drive aisles provide the ability for drivers to circulate within the site without having to go onto the public streets and reenter the site.

There is a security checkpoint at each driveway. There is an additional, more comprehensive security check to enter the secure perimeter. As described above, the south drive along Nebraska Avenue is open only during the morning commuter peak hours.



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NAC Driveway Locations

Nebraska Avenue Complex Master Plan

Figure 2

Source: U.S. GSA, 2010

3.1.2. Driveway Counts

A series of continuous driveway traffic counts were obtained for five weekdays to collect existing entering and exiting volumes at the NAC. These counts were conducted from Monday, April 19 through Friday, April 23, 2010, at the driveway along Massachusetts Avenue and the northern driveway along Nebraska Avenue. These counts were conducted by placing tubes across the driveways. Tube counts were not collected at the southern driveway along Nebraska Avenue since this driveway is gated during non-peak hours. As a result, the peak period driveway counts are the daily driveway counts at this location since these are the only hours during which the gate was open.

Figure 3 shows the daily counts at each driveway and the totals for all driveways. These total volumes show a consistent daily count range between 2,946 and 3,173 vehicles per day (vpd). Based on the existing seat count of 2,390, this represents a daily two-way trip rate of approximately 1.3 daily vehicle trips per seat.

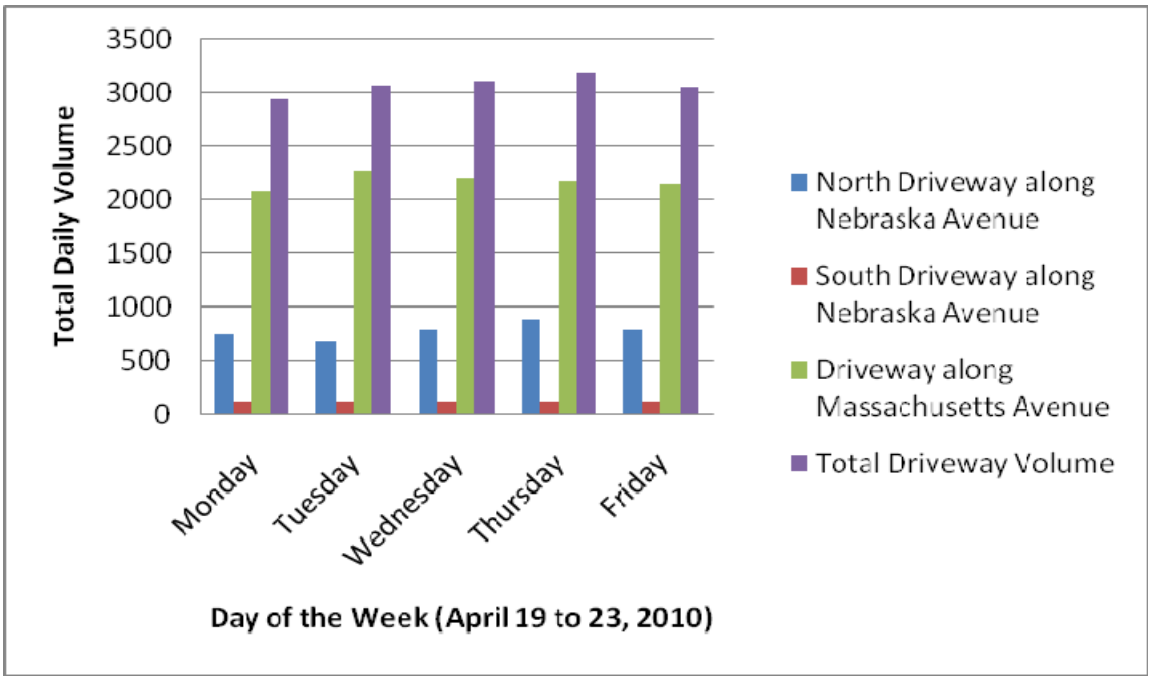


Figure 3: Daily Weekday Driveway Volumes

Source: The Traffic Group, 2010.

The hourly driveway volume patterns are shown in **Figure 4**. These volumes show peaks that occur during the morning arrival hours and during the evening departing hours. The absolute peak occurs during the mid-afternoon hour of 2:00 PM to 3:00 PM. This peak hour count is 250. This peak likely represents a combination of employee and visitor activity. The tube counts are used to determine traffic patterns and to establish a baseline for the TMP.

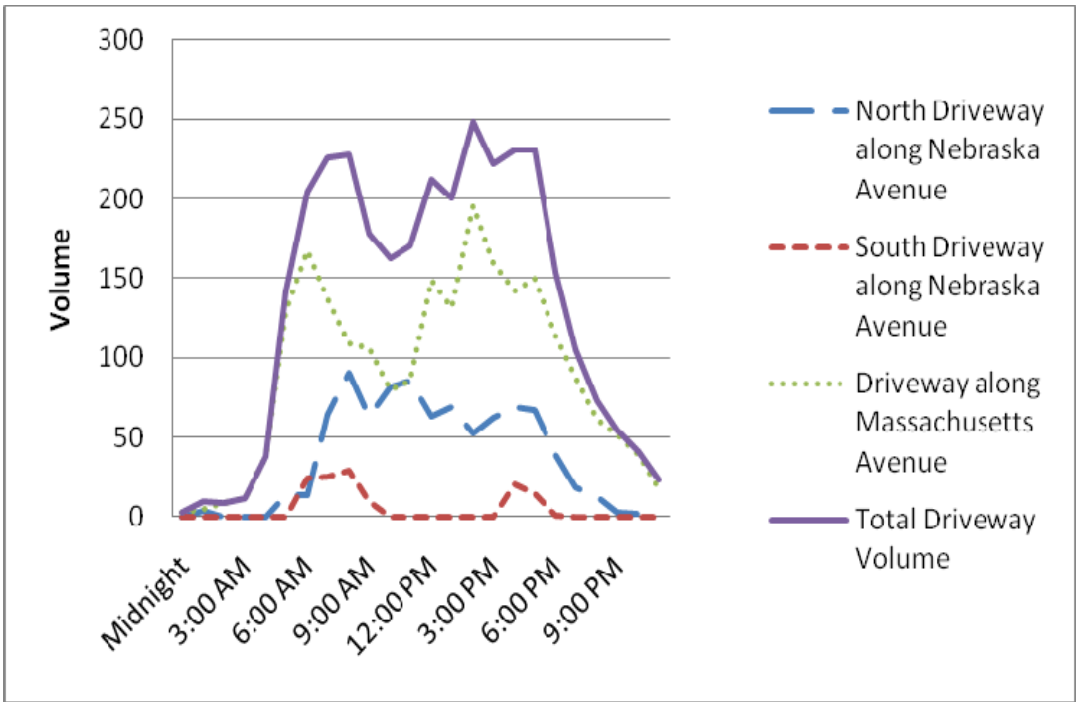


Figure 4: Hourly Driveway Traffic Volumes

Source: The Traffic Group, 2010. Data collected on April 22, 2010.

Peak period turning movement counts were conducted in accordance with the District Department of Transportation (DDOT) *Design and Engineering Manual*. From these counts, per DDOT standards, a common peak hour was determined. Based on the common peak hour from the turning movement counts performed at the three NAC driveways, the AM peak hour count is 215 vehicle trips and the PM peak hour count is 176 vehicle trips. The AM peak hour of entering and exiting traffic is from 6:30 AM to 7:30 AM. The PM peak hour of entering and exiting traffic is from 5:30 PM to 6:30 PM. The peak hour driveway volumes are shown in **Table 4** below.

Table 4: Existing NAC Peak Hour Driveway Volumes

Description	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing NAC (2,390 Seats)	178	37	215	43	133	176

Source: The Traffic Group, 2010.

Appendix B contains the driveway traffic count sheets.

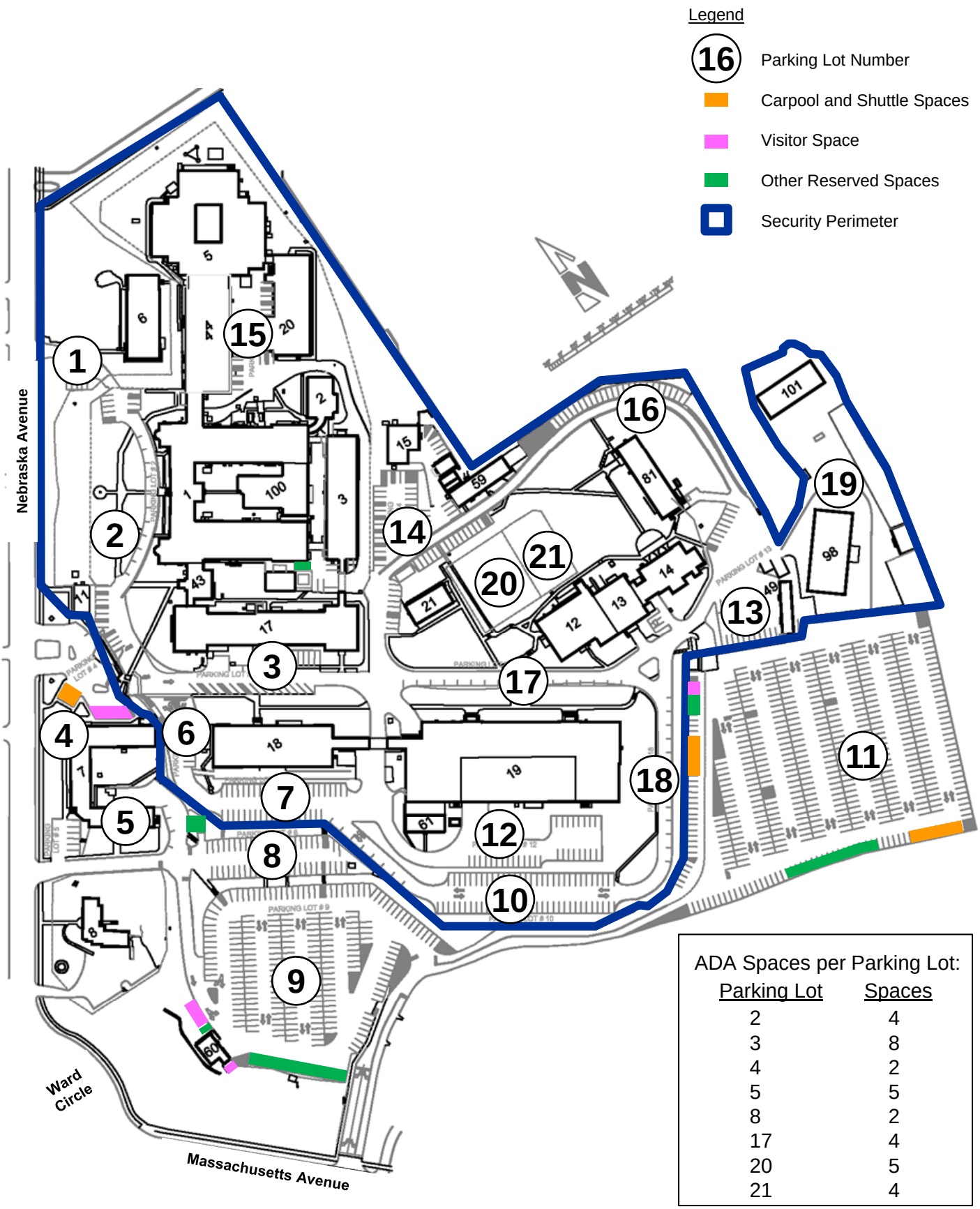
3.1.3. Parking

The NAC has a total of 1,239 parking spaces. The majority of this parking is provided in two large surface parking lots outside the security perimeter. There are currently 450 parking spaces available within the security perimeter. Other smaller parking lots are dispersed throughout the site and can be accessed by the internal drive aisles. **Figure 5** shows the parking lots and areas and **Table 5** summarizes the number of parking spaces at each parking lot based on a field review conducted in April 2010.

Table 5: Nebraska Avenue Parking Lot Summary

Parking Lot*	Number of Spaces
1	7
2	30 (4 ADA)
3	20 (8 ADA)
4	8 (2 ADA)
5	14 (5 ADA)
6	12
7	40
8	49 (2 ADA)
9	245
10	56
11	473
12	18
13	36
14	63
15	9
16	25
17	17 (4 ADA)
18	12
19	57
20	27 (5 ADA)
21	21 (4 ADA)
Total	**1,239 (34 ADA)**

* Lots correspond to Figure 5.



ADA Spaces per Parking Lot:

Parking Lot	Spaces
2	4
3	8
4	2
5	5
8	2
17	4
20	5
21	4

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Existing Parking Lots

Nebraska Avenue Complex Master Plan

Figure 5

Source: U.S. GSA, 2010

To measure the existing parking demand at the NAC, counts of parked vehicles were conducted for the parking lots as well as the basketball and tennis courts (parking lots 20 and 21), which are currently used for parking. The counts of parked vehicles were conducted on Wednesday, April 21, 2010, from 5:00 AM to 6:00 PM. The results of the parking counts are shown below in **Table 6**.

Table 6: Nebraska Avenue Complex Parking Lot Counts Wednesday, April 21, 2010

Time	Total Vehicles Parked	Occupancy
5:00 AM	156	13%
6:00 AM	242	20%
7:00 AM	422	34%
8:00 AM	616	50%
9:00 AM	770	62%
10:00 AM	842	68%
11:00 AM	869	70%
12:00 PM	847	68%
1:00 PM	834	67%
2:00 PM	811	66%
3:00 PM	775	63%
4:00 PM	657	53%
5:00 PM	480	39%
6:00 PM	385	31%

The parking count data showed that the maximum number of vehicles parked on-site was 869 (70 percent occupancy) at 11:00 AM. This demonstrates that there is sufficient on-site parking available to accommodate existing demand. Applying this parking demand to the NAC seat count and gross building area, the peak parking demand rates are 0.36 parked vehicles per seat or 1.33 parked vehicles per 1,000 gross building SF.

On-street parking, with restrictions, is permitted in the vicinity of the NAC. Along Nebraska Avenue, parking is generally allowed with a two-hour parking limit from 7:00 AM to 4:00 PM. However, parking is generally prohibited on both sides of the street from 7:00 AM to 9:30 AM and from 4:00 PM to 6:30 PM.

Along Massachusetts Avenue, parking is generally prohibited on the southwest side of the street from 7:00 AM to 9:30 AM. Along the northeast side of Massachusetts Avenue parking is generally prohibited from 4:00 PM to 6:30 PM. Along both adjacent streets, parking is prohibited in the vicinity of all Metrobus stops and Ward Circle. Also, both streets are signed as emergency/snow evacuation routes with parking prohibited during emergencies or snow events.

Parking also exists at an AU surface lot across Massachusetts Avenue. This lot is primarily used for AU activities but is available to the public for a fee.

3.1.4. Existing Transportation Management Measures

The NAC currently does not have a TMP in place. However, the NAC currently has many transportation management measures in place. They are:

Shuttle Service: DHS runs various shuttle routes throughout the region. Four of these routes service the NAC campus (as shown on **Figure 8** in **Section 3.2.3)**. The shuttles all pick up/drop off passengers on-site near the north driveway along Nebraska Avenue. The shuttles connect NAC employees to the Tenleytown-AU Metrorail station, the GSA building at 7th Street and D Street SW, downtown Washington along Vermont and New York Avenues, and in Arlington, Virginia along N. Glebe Road. The shuttle services are available Monday through Friday generally from 6:30 AM to 7:45 PM, excluding federal holidays and other days when the federal government is closed. A more detailed description of the shuttle service is contained in the section of this report that describes the existing transportation network (**Section 3.2.3**).

Carpool Program: The NAC currently has seven parking spaces designated for carpool vehicles to encourage employees to ride share.

Parking Management: The NAC maintains an active and enforced parking Standard Operating Procedure (SOP). In general, only federal employees, security personnel, and regular maintenance personnel have full-time parking permits. Contractors are not allowed to park at the NAC unless they are deemed mission critical and have a policy waiver letter from their organization.

Transit Subsidy: Federal employees at the NAC are eligible for the federal transit subsidy program if they do not enroll in the parking permit program. This program allows participants to be reimbursed for their commute to and from work via public transportation.

Bicycle Facilities: The NAC will soon have new bicycle racks at three locations (Nebraska Avenue driveway, next to Building 88, and at the fitness center) that will be installed as part of the security perimeter improvement project in 2011. Employees who bicycle to the NAC are allowed to shower at the fitness center if they wish to do so.

3.2. Existing Transportation Network

Transportation to the NAC is available through a network of streets, transit, and pedestrian facilities. The following sections describe each transportation mode.

3.2.1. Street Network

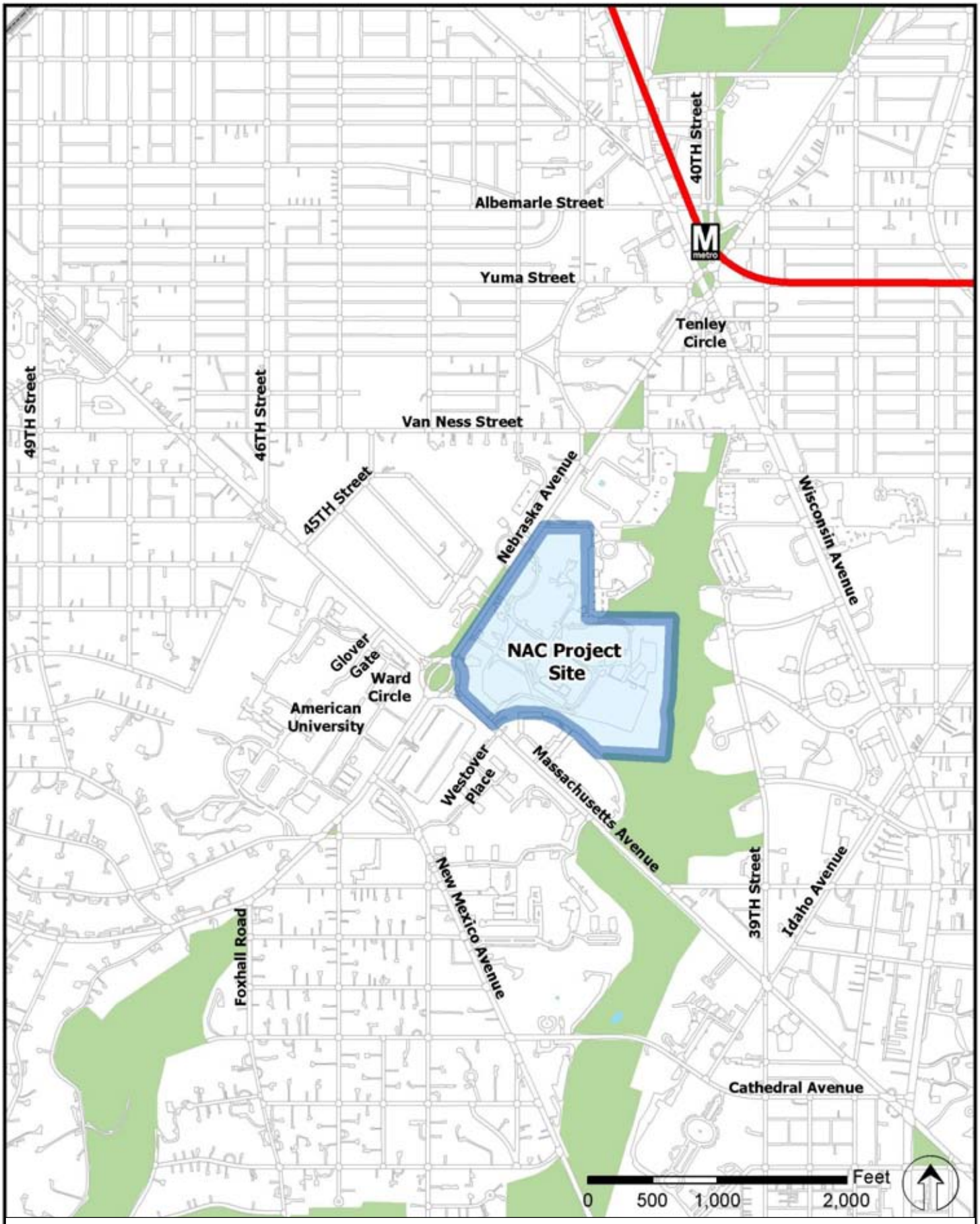
The street network in the vicinity of the NAC is in a general grid pattern. There are multiple entrance and exit points to the area, resulting in an effective dispersal of traffic. The street network area, as defined by the area included in the NAC Master Plan Transportation Study, is generally bounded by Albemarle Street to the north, Cathedral Avenue to the south, Wisconsin Avenue to the east, and 49th Street to the west. The streets considered in the transportation study are Nebraska Avenue, Massachusetts Avenue, and Wisconsin Avenue, plus other streets that intersect those mentioned above including Cathedral Avenue, Idaho Avenue, 39th Street, Westover Place, New Mexico Avenue, Van Ness Street, 40th Street, 45th Street, Yuma Street, Albemarle Street, Fort Drive, and 49th Street.

There are two traffic circles within the street network. Ward Circle is located adjacent to the NAC and serves as the junction of Nebraska Avenue and Massachusetts Avenue. The Nebraska Avenue through lanes cut through the circle. The two junctions of Nebraska Avenue with Ward Circle are signalized and the junctions of Massachusetts Avenue with Ward Circle are unsignalized. Tenley Circle is located approximately 0.75 miles northeast of the NAC. It serves as the junction of Nebraska Avenue, Wisconsin Avenue, and Yuma Street. The Wisconsin Avenue through lanes cut through the circle. The junctions of Nebraska Avenue and Wisconsin Avenue with Tenley Circle are signalized and the junctions of Yuma Street with Tenley Circle are unsignalized.

Figure 6 shows the street network in the vicinity of the NAC.

DDOT uses a functional classification system to characterize its streets based on connectivity and access. The classifications align with the functional classifications of the Federal Highway Administration (FHWA). The District of Columbia's system consists of freeways, principal arterials (streets), minor arterials (streets), collector streets, and local streets. These are briefly described below:

- ***Freeways*** are controlled access facilities and provide movement for high volumes of people and goods over long distances. They do not provide access to adjacent properties. There are no freeways within the study area.
- ***Principal Arterials*** serve as primary links within the District of Columbia and to surrounding communities. Access is provided to adjacent land on a limited basis.



Kimley-Horn and Associates, Inc.

Area Street Network

Nebraska Avenue Complex Master Plan

Figure 6

- ***Minor Arterials*** serve nearly equally as principal arterials for movement of people and goods and for access to adjacent land.
- ***Collector Streets*** carry relatively short trips and a large percentage of residential trips. They provide direct service to residential areas, local parks, neighborhoods, businesses, and schools. They connect local streets to higher classified streets.
- ***Local Streets*** provide direct access to homes, shopping, businesses, and other adjacent land. The local streets connect to collector streets and cut-through traffic should be discouraged.

A brief description of the street network follows.

Nebraska Avenue NW – This is a principal arterial street that runs from the southwest to the northeast in NW Washington D.C. and forms the northern boundary of the NAC. In the vicinity of the NAC, Nebraska Avenue has a curb-to-curb width that accommodates four lanes. On-street parking is generally permitted along Nebraska Avenue. There are locations where parking is prohibited during commuter peak hours to utilize the lane for traffic. The average daily traffic (ADT) along Nebraska Avenue in the vicinity of the NAC is 20,700 vpd according to the 2008 DDOT map of existing ADT volumes. The intersections of Nebraska Avenue with New Mexico Avenue, Ward Circle, Van Ness Street, and Tenley Circle are signalized. The intersections of Nebraska Avenue with the NAC driveways are unsignalized.

Massachusetts Avenue NW – This is a principal arterial street that runs from the southeast to the northwest and connects downtown Washington, D.C. and Montgomery County, Maryland. Massachusetts Avenue forms the western boundary of the NAC. In the vicinity of the NAC, Massachusetts Avenue has a curb-to-curb width that accommodates four lanes. On-street parking is generally permitted along Massachusetts Avenue. There are locations where parking is prohibited during commuter peak hours to utilize the lane for traffic. The ADT along Massachusetts Avenue in the vicinity of the NAC is 25,700 vpd according to the 2008 DDOT map of existing ADT volumes. The intersections of Massachusetts Avenue with Wisconsin Avenue, Cathedral Avenue, 39th Street/Idaho Avenue, 45th Street, Glover Gate/Katzen Arts Center driveway, and 49th Street are signalized. The intersections of Massachusetts Avenue with Westover Place and the NAC driveway are unsignalized. Left turns into the NAC at the Massachusetts Avenue driveway are restricted from 7:00 AM to 9:30 AM and from 4:00 PM to 6:30 PM.

Wisconsin Avenue NW – This is a north-south principal arterial street that extends from the Georgetown area of Washington, D.C. to Montgomery County, Maryland. It is located east of the project site and has a curb-to-curb width that accommodates six lanes. On-street parking is generally permitted along Wisconsin Avenue. There are locations where parking is prohibited during commuter peak hours to utilize the lane for traffic. The ADT along Wisconsin Avenue south of Tenley Circle is 31,100 vpd according to the 2008 DDOT map of existing ADT volumes.

The intersections of Wisconsin Avenue with Massachusetts Avenue, Cathedral Avenue, Van Ness Street, Tenley Circle, and Albemarle Street are signalized.

The other streets included in this transportation study consist of 39th, 40th, and 49th Streets, which are north-south oriented collector streets in the study area. Forty-Fifth Street provides a short connection between Massachusetts Avenue and Van Ness Street north of the NAC. Cathedral Avenue, Van Ness Street, and Albemarle Street are east-west oriented collector streets in the study area. Westover Place is located across Massachusetts Avenue from the NAC and leads to a residential community. Idaho Avenue is a southwest to northeast oriented street located east of the NAC. New Mexico Avenue is a southeast to northwest oriented minor arterial street located west of the NAC. These other streets generally have a single travel lane in each direction and on-street parking.

DDOT is currently performing a Rock Creek West 2 Livability Study that includes a review of Massachusetts Avenue northwest of Ward Circle and Nebraska Avenue southwest of and including Ward Circle. The study will identify near-term and long-term transportation improvements based on resident input and review of existing conditions. The Rock Creek West 2 Livability Study is not scheduled to be complete until 2011. Therefore, the results are not available to consider in the NAC Master Plan at this time.

3.2.2. Public Transit Network

The NAC is well served by several public transit modes – Metrorail, with a station located less than a mile from the NAC, several Metrobus routes, and several DHS shuttles. The Tenleytown – AU Metrorail station is located at Wisconsin Avenue and Albemarle Street, approximately 0.75 miles from the NAC. Its location is depicted on **Figure 7**. This station is located on the Red Line, which provides access from the Shady Grove Metrorail station in Montgomery County, Maryland, through downtown Washington, D.C. and back through Montgomery County to the Glenmont Metrorail station. NAC employees can access the Tenleytown-AU station by walking or taking the shuttle (see next section).

The transportation study area also is serviced by numerous Metrobus routes as shown on **Figure 7**. At the NAC, there are three Metrobus routes with stops adjacent to the site:

- ***Route M4, the Nebraska Avenue Line*** – This bus line provides access from Pinehurst Circle to Sibley Hospital. It runs along Nebraska Avenue and travels through Ward Circle in the vicinity of the NAC. It operates from 6:00 AM to 9:30 PM on weekdays. The stop in each direction closest to the NAC is located along Nebraska Avenue, north of Ward Circle.

- ***Routes N2, N3, N4, and N6, the Massachusetts Avenue Line*** – These bus lines provide access from the Friendship Heights Metrorail station to the Federal Triangle Metrorail Station, and stop at five additional Metrorail stations along the route. They run along both Massachusetts Avenue and Nebraska Avenue and through Ward Circle in the vicinity of the NAC. They operate from 5:30 AM to midnight on weekdays and

Saturdays, and from 6:00 AM to 11:00 PM on Sundays. The stop along Route N2 closest to the NAC is located along both sides of Nebraska Avenue, north of Ward Circle. The stop along Routes N3, N4, and N6 closest to the NAC is located along both sides of Massachusetts Avenue, east of Ward Circle.

- ***Route N8, the Van Ness-Wesley Heights Loop Line*** – This line provides access from the Van Ness-UDC Metrorail station to Glover Park. It runs along Massachusetts Avenue and travels through Ward Circle in the vicinity of the NAC. It operates from 6:00 AM to midnight on weekdays. The stop closest to the NAC is located along both sides of Massachusetts Avenue, east of Ward Circle.

3.2.3. Shuttle Service

The DHS operates shuttle services for their facilities throughout the Washington Capital Region. Four of the shuttle routes provide direct access to the NAC. These shuttles currently access the NAC via the north Nebraska Avenue driveway. The shuttles have designated on-site parking spaces near Building 11 where employees are picked up or dropped off. The shuttle vehicles typically hold 20-24 people with a maximum seating capacity of 24.

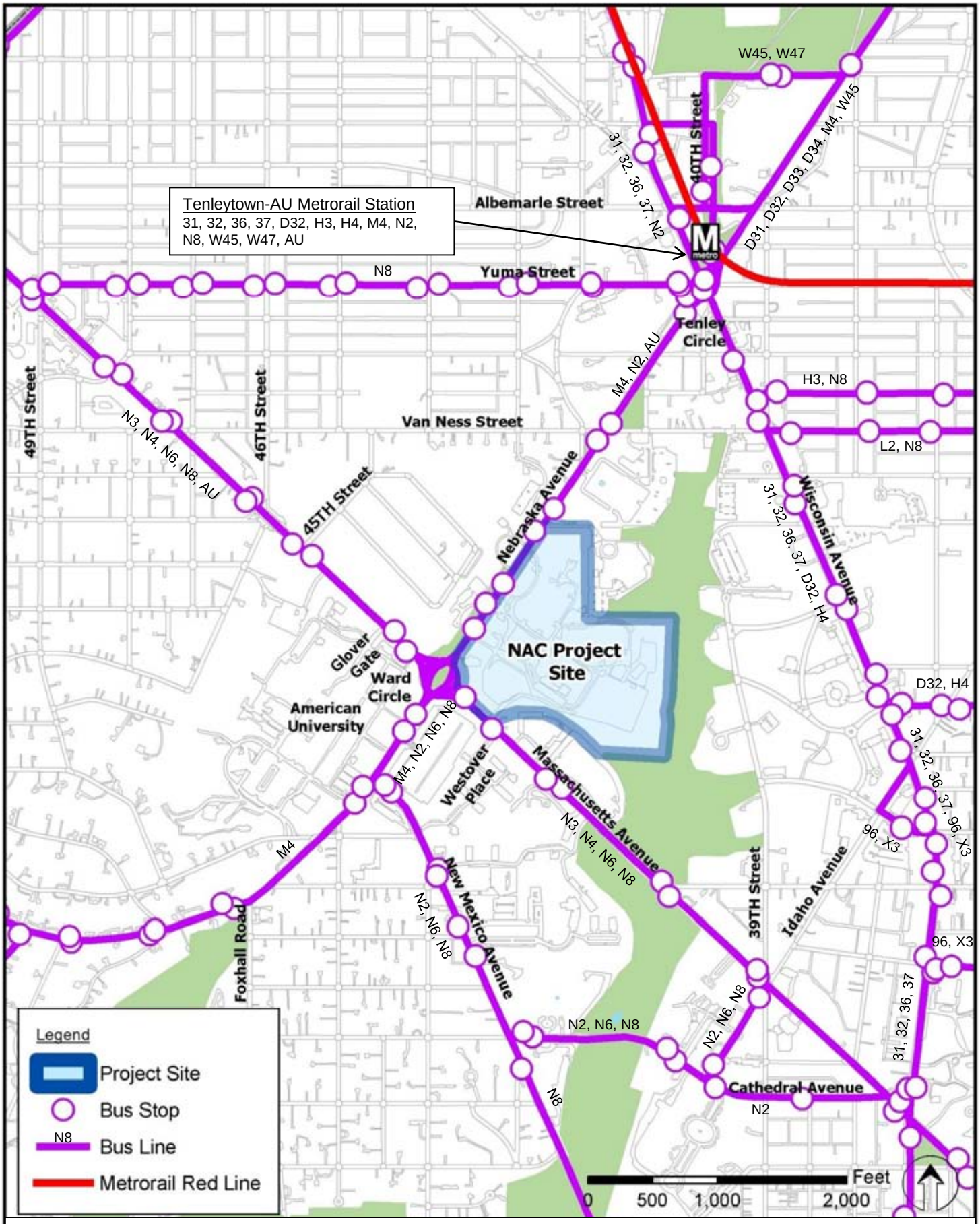
More specifically, the four shuttle routes that access the NAC are the North Route, Tenleytown Shuttle, Vermont-New York Route, and Glebe Road Route. These shuttle routes are shown on **Figure 8**. The following are descriptions of each of the routes.

- ***North Route*** - This route operates Monday through Friday at 60-minute headways from 7:00 AM to 7:00 PM. The shuttle provides express service between the NAC and the U.S. GSA building located at the intersection of 7th and D Streets SW. An entrance to the L'Enfant Plaza Metrorail station also is located at this intersection. This shuttle route operates with a single vehicle. The shuttle departs the NAC at each hour from 7:00 AM to 6:00 PM and departs the GSA building at 30 minutes past each hour from 7:30 AM to 6:30 PM.

- ***Tenleytown Shuttle Route*** – This route operates Monday through Friday at 10- to 15-minute headways from 7:00 AM to 8:00 PM. The shuttle provides express service between the NAC and the Tenleytown-AU Metrorail station. Two vehicles provide this service. The shuttles operate every 10 minutes from 7:00 AM to 9:00 AM and every 15 minutes thereafter for the remainder of the daily service.

- ***Vermont-New York Route*** – This route operates Monday through Friday at 60-minute headways from 7:00 AM to 7:00 PM. The shuttle provides express service between the NAC, an office building located at 1120 Vermont Avenue, and an office building located at 1201 New York Avenue in the downtown area. This route operates with a single vehicle. All shuttle trips depart the NAC on the hour from 7:00 AM to 6:00 PM. Of the 12 shuttle trips during the day, seven stop at both 1120 Vermont Avenue and 1201 New York Avenue, while the other five stop only at 1120 Vermont Avenue. All shuttles depart downtown at 30 minutes past each hour.

- ***Glebe Road Route*** – This route operates Monday through Friday at 90-minute headways from 7:00 AM to 7:00 PM. The shuttle provides express service between the NAC and an office building located at 1102 N. Glebe Road in the Ballston area of Arlington, Virginia. This shuttle route operates with a single vehicle. The shuttle departs 1102 N. Glebe Road starting at 7:00 AM and every 90 minutes thereafter. The shuttle departs the NAC 45 minutes after departing 1102 N. Glebe Road.



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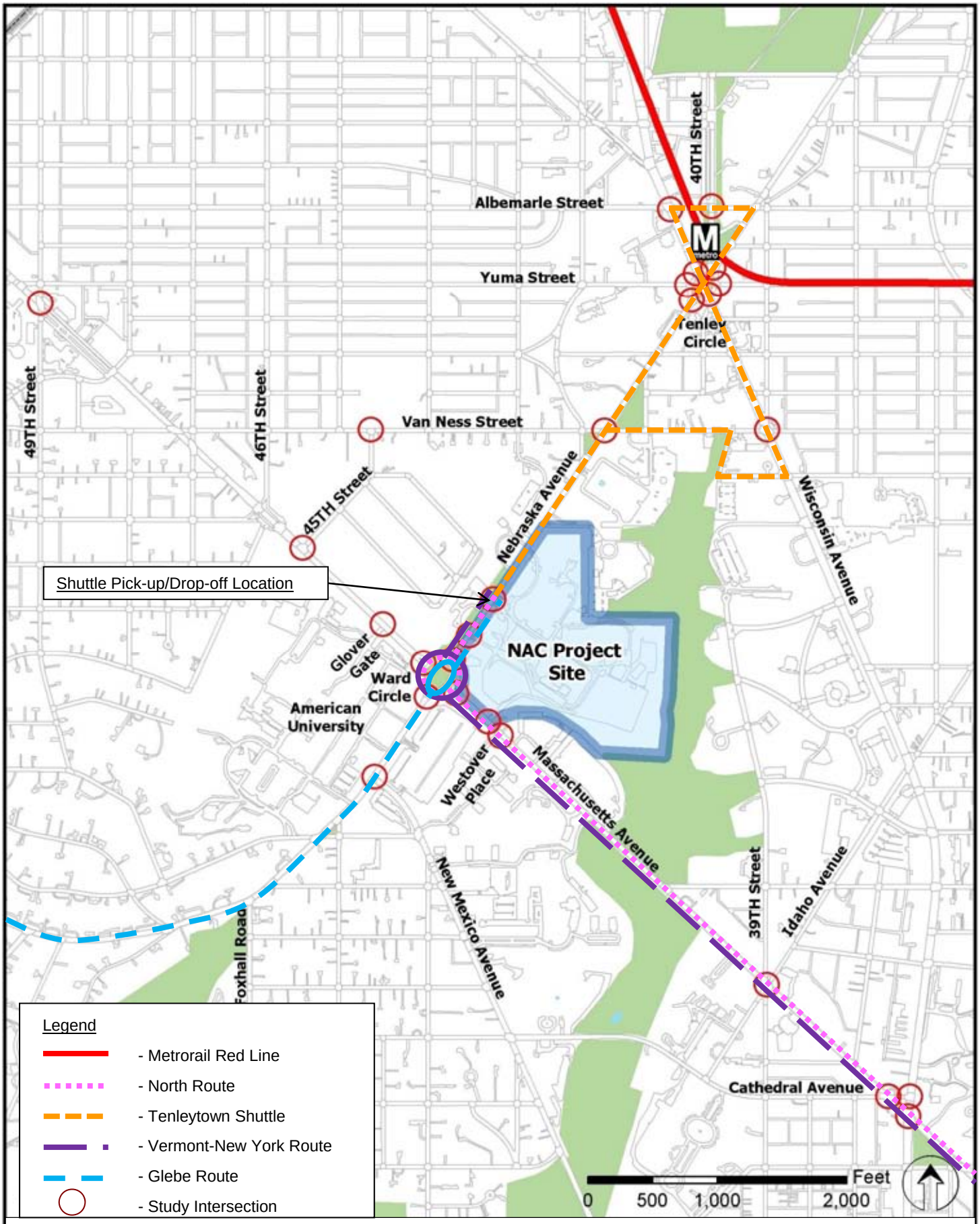
Existing Transit Network

Nebraska Avenue Complex Master Plan

Figure 7



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Existing NAC Shuttle Routes

Nebraska Avenue Complex Master Plan

Figure 8

Source: U.S. GSA, 2010

DHS also operates a fifth shuttle for DHS employees, the South Route, which provides access to various facilities in Washington, D.C.; however, this route does not include a stop at the NAC.

The DHS operates shuttles for the U.S. Coast Guard (USCG), the Federal Emergency Management Agency (FEMA), and the Transportation Security Administration (TSA). The USCG shuttle provides access between USCG headquarters, the Housing and Urban Development (HUD) building, and L'Enfant Plaza. The FEMA shuttle provides access between FEMA headquarters and the Portals area. The TSA shuttle provides access between the TSA Systems Integration Facility and Ronald Reagan Washington National Airport.

The hourly and daily ridership figures for each of the four routes that serve the NAC are shown in **Table 7**.

Table 7: NAC Shuttle Ridership Totals (Arrivals to NAC and Departures from NAC)

Time	North Route		Tenleytown Shuttle				Vermont-New York Route		Glebe Road Route		Total	
			Vehicle A		Vehicle B							
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
7:00 AM	22	3	26	1	52	0	2	3	8	3	110	10
8:00 AM	24	2	42	2	49	2	8	1	7	NA	130	7
9:00 AM	2	11	26	1	19	1	8	7	NA	1	55	21
10:00 AM	4	2	5	4	5	5	0	0	1	1	15	12
11:00 AM	4	6	0	11	3	7	0	0	1	NA	8	24
12:00 PM	6	3	7	27	25	18	0	5	NA	0	38	53
1:00 PM	0	7	12	15	8	3	1	5	0	0	21	30
2:00 PM	10	9	5	8	3	2	1	4	0	NA	19	23
3:00 PM	5	4	17	23	1	15	4	3	NA	5	27	50
4:00 PM	5	20	3	32	0	32	8	2	3	10	19	96
5:00 PM	1	16	3	30	0	28	3	3	0	NA	7	77
6:00 PM	3	8	0	19	0	26	1	1	NA	5	4	59
7:00 PM	NA	NA	0	6	NA	NA	NA	NA	NA	NA	0	6
Shuttle Arrival Rate	1 per 60 minutes		2 to 3 per 60 minutes		2 to 3 per 60 minutes		1 per 60 minutes		1 per 90 minutes		-	

Note: NA = Not applicable.
Source: DHS, 2010.

Based on the maximum seating capacity of 24, the number of empty seats on each shuttle route for each hour is shown in **Table 8**. The number of empty seats per hour on the Tenleytown Shuttle Routes exceeds 24 seats during certain time periods because 2 to 3 shuttles arrive and depart during each hour.

Table 8: Shuttle Ridership Data at the NAC (Empty Seats)												
Time	North Route		Tenleytown Shuttle				Vermont-New York Route		Glebe Road Route		Total	
			Vehicle A		Vehicle B							
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
7:00 AM	2	21	46	71	20	48	22	21	16	21	106	182
8:00 AM	0	22	30	70	23	70	16	23	17	NA	86	185
9:00 AM	22	13	22	47	29	47	16	17	NA	23	89	147
10:00 AM	20	22	43	44	43	43	24	24	23	23	153	156
11:00 AM	20	18	48	37	45	41	24	24	23	NA	160	120
12:00 PM	18	21	41	21	23	30	24	19	NA	24	106	115
1:00 PM	24	17	36	33	40	45	23	19	24	24	147	138
2:00 PM	14	15	43	40	45	46	23	20	24	NA	149	121
3:00 PM	19	20	31	25	47	33	20	21	NA	19	117	118
4:00 PM	19	4	45	16	48	16	16	22	21	14	149	72
5:00 PM	23	8	45	18	48	20	21	21	24	NA	161	67
6:00 PM	21	16	48	29	48	22	23	23	NA	19	140	109
7:00 PM	NA	NA	48	42	NA	NA	NA	NA	NA	NA	48	42
Shuttle Arrival Rate	1 per 60 minutes		2 to 3 per 60 minutes		2 to 3 per 60 minutes		1 per 60 minutes		1 per 90 minutes		-	

Note: NA = Not applicable.

The values in **Tables 7** and **8** show that there are a high volume of arrivals to NAC during the morning commuter peak hours on the North Route and on the Tenleytown Route and a high volume of departures from NAC during the afternoon peak hours on these two routes. This indicates that there is heavy usage of these routes by commuters. It also should be noted that there is an increase in ridership on the Tenleytown Route during the mid-day. Commuter peak hours are typically from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Based on area traffic counts, the network peak hours were determined to be 7:45 AM to 8:45 AM and 5:15 PM to 6:15 PM.

The Vermont-New York Avenue Route and the Glebe Road Route are not as heavily utilized by commuters. They appear to serve as a shuttle between the NAC and these other destinations over the course of the day.

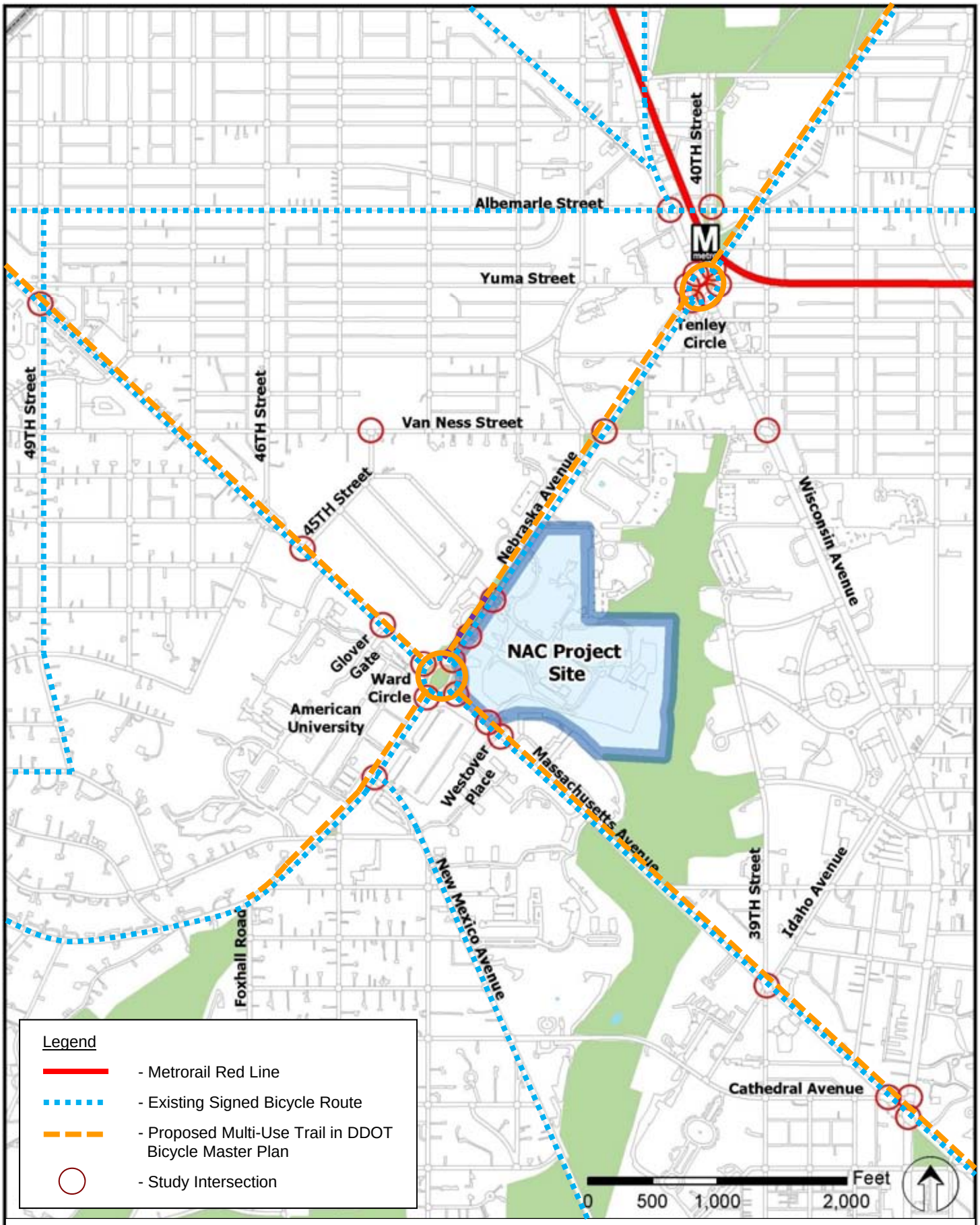
3.2.4. Pedestrian and Bicycle Network

Sidewalks are generally provided along both sides of all study area streets with curb ramps and crosswalks provided at intersections. Pedestrians can access the NAC from both Nebraska Avenue and Massachusetts Avenue. A continuous pedestrian network made up of sidewalks and crosswalks exists to provide pedestrian access from the NAC to the adjacent Metrobus stops along Nebraska Avenue and Massachusetts Avenue as well as the Tenleytown-AU

Metrorail station. Sidewalk widths are generally six feet along Nebraska Avenue between the NAC and the Tenleytown-AU Metrorail station. Crosswalks, curb ramps, and pedestrian countdown signals are generally provided at the signalized intersection crossings.

There are no separate bicycle lanes (or other bicycle facilities) in the vicinity of the NAC. Bicyclists share the street with motorized vehicles. According to the 2005 District of Columbia Bicycle Master Plan, Nebraska Avenue, Massachusetts Avenue, Albemarle Street, New Mexico Avenue, and 49th Street are currently signed as bicycle routes. In the Bicycle Master Plan, Nebraska Avenue and Massachusetts Avenue are shown to include proposed multi-use trails. The newly implemented DDOT bicycle sharing stations at the Tenleytown-AU Metrorail station and near Ward Circle provide NAC employees and visitors another travel choice to bicycle to the site.

The existing signed bicycle routes in the transportation study area are shown in **Figure 9**.



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Existing Bicycle Routes

Nebraska Avenue Complex Master Plan

Figure 9

4. Proposed Transportation Demand Management Strategies

While the NAC doesn't have an established TMP, DHS currently has the following transportation management measures in place at the NAC (see Section 3.1.4):

- DHS Shuttle Service
- Carpool Program
- Parking Management
- Transit Subsidy
- On-Site Bicycle Facilities

To meet the TMP goals and objectives and proposed parking space ratio, DHS is committed to providing additional TDM strategies as part of the NAC Master Plan. The following proposed TDM strategies were developed to provide existing and new employees at the NAC with travel choices other than SOV:

4.1. Appoint an Employee Transportation Coordinator

An understanding of the current commuting patterns of DHS employees is important to determine the expected travel modes to the NAC and formulate a successful TMP. An employee transportation coordinator (ETC) is vital in the TDM implementation process and appointing an ETC should be the first step in the TMP implementation. The ETC should continually work to strategically select and update TDM strategies to successfully meet the goals designated in the TMP. As stated in NCPC's and GSA's 2008 TMP Handbook, specific responsibilities of the ETC include:

- Investigate the existing transportation situation and determine potential for change;
- Actively solicit support from agency management, other departments, and key personnel;
- Create conditions and incentives to encourage employee/visitor changes in travel mode;
- Personally facilitate the formation and utilization of travel options; and
- Track and report changes in site-related travel behavior.

The ETC would have a known office at the NAC and will be responsible for administering the TMP and facilitating the implementation of strategies. The duties of the ETC will include parking management programs, development of a TDM policy at the NAC, preparation of promotional and informational materials for employees and visitors, coordination with the DHS shuttle operator, carpool and vanpool programs, coordination with the AU ETC, coordination with the surrounding community, and coordination with local and regional transportation agencies. Other proposed ETC responsibilities are described in the remaining sections of Chapter 4.

4.2. Establish Community Transportation Working Group

Creating an open dialogue with key representatives from the surrounding community will be important to the success of the TMP. The ETC should establish a working group to address community transportation issues and provide a way to communicate changes during the NAC implementation process. This group would consist of the ETC, and representatives from GSA, DDOT, AU, and other community organizations such as the Advisory Neighborhood Commission (ANC) for the surrounding community. The group would meet regularly to discuss solutions to transportation issues in the community such as parking management in the surrounding neighborhood and discuss the potential for combined DHS and AU strategies.

At a minimum the ETC will meet with the Community Transportation Working Group annually. However, it will be important for this group to meet more frequently when there are upcoming changes at the NAC that will result in more employees. The frequency of the meetings will be determined by the ETC in consultation with the Community Transportation Working Group.

4.3. Carpooling/Vanpooling Incentives

The TMP encourages the use of carpools/vanpools, in addition to other travel modes, to meet its goals. The NAC currently has preferential dedicated carpool parking spaces. NAC employees can also utilize established regional carpools/vanpools that travel to L'Enfant Plaza and then ride a DHS shuttle to the NAC. The 7th and D Streets SW location, adjacent to L'Enfant Plaza, is a central gathering location among federal employees who carpool and vanpool and who use commuter bus and rail.

As employees relocate to the NAC, new opportunities will be available to encourage and organize ridesharing. The ETC would facilitate carpool and vanpool use by developing a rideshare matching program through such elements as a bulletin board, kiosk, electronic database, employee fairs, and the Metropolitan Washington Council of Governments (MWCOG) program.

4.4. Transit Incentives

The ETC can promote transit use by emphasizing the availability of the existing DHS shuttle service and public transit in the area, distributing marketing materials, providing schedules, and featuring transit riders in articles or federal agency publications. This can be effective for new employees coming to the NAC who have not established a commuting routine. In addition, the ETC can provide information about federal employee transit subsidies.

4.5. Shuttle Service Enhancements

Increasing the transit and carpool/vanpool mode splits will increase the demand on the existing DHS shuttles. To accommodate the increases in shuttle ridership, the following is suggested:

1. Increase the frequency of the Tenleytown Route during the 7:00 AM to 9:00 AM hours from a 10-minute headway to a 5-minute headway. During the 4:00 PM to 6:00 PM hours, the frequency should be increased from a 15-minute headway to an 8-minute

headway. This would result in the need for two additional shuttle vehicles in the AM peak hours and one additional vehicle in the PM peak hours.

2. Add a second shuttle vehicle to the North Route between both the 7:00 AM to 9:00 AM hours and the 4:00 PM to 6:00 PM hours. This would result in 30-minute headways during these hours.

These modifications to the shuttle service will add capacity for the additional employees and reduce headways to make the service more convenient and attractive. The ETC should coordinate with the DHS shuttle operators to implement these service enhancements based on the NAC Master Plan implementation schedule.

4.6. Continue Managing Parking

The NAC maintains an active and enforced parking Standard Operating Procedure (SOP). The ETC should review the SOP on a regular basis and update it at key construction phases during the NAC Master Plan implementation.

4.7. Bicycle/Walking

Employees who live close to the NAC will be encouraged to walk or bicycle to work. Sidewalks are generally provided along both sides of the streets in the vicinity of the NAC. Curb ramps, crosswalks, and pedestrian countdown signals are provided at signalized intersections.

While there are no separate bicycle lanes, the major streets in the area are signed as bicycle routes and DDOT has recently implemented bicycle sharing stations at the nearby Metrorail station and near Ward Circle. The NAC is installing new bicycle racks on-site and showers are available.

Pedestrians and bicyclists can access the NAC from both Nebraska Avenue and Massachusetts Avenue. The NAC internal streets are being designed to provide bicycle and pedestrian mobility. These features make it attractive for NAC employees and visitors to walk or bicycle to and around the site.

The ETC can also encourage bicycling and walking using the following strategies

- Providing maps to employees and visitors that identify bicycle routes, nearby bicycle sharing stations, and walking paths;
- Provide input to the NAC architects to incorporate additional locker and shower facilities within new and renovated buildings, plan for additional sheltered bicycle racks outside of the building, and plan for a bicycle repair area;
- Examine policies that allow for overnight bicycle storage at the NAC; and
- Examine policies for bicycle subsidy.

4.8. Alternate Work Schedules

An AWS encourages employees to work hours that do not require travel during peak AM/PM hours. A common option is to increase work hours on certain days of the week and offer a day off every other week. Participants usually prefer to take off either Monday or Friday so they will have a three-day weekend. However, selection of either Monday or Friday days as a day off tends to improve traffic conditions only on those two days instead of every weekday. The ETC should try to encourage employees to use Tuesday, Wednesday, or Thursday as their day off instead. The ETC should coordinate with DHS to evaluate the feasibility of AWS as new employees are assigned to the NAC and to establish goal percentages.

4.9. Telecommuting/Teleworking

Teleworking or telecommuting provide opportunities for employees to work at home or other places rather than the NAC itself. This program would encourage all employees to the extent possible to participate in the teleworking program. The ETC should coordinate with the appropriate DHS personnel to evaluate the feasibility of teleworking.

4.10. Government Vehicles

Government vehicles will be available for travel by employees to and from meeting locations that are not accessible by public transit or the DHS shuttle. The availability of these vehicles will provide an incentive for employees at the NAC to not feel compelled to drive to work in the event they need a vehicle during the day.

5. Implementing TDM Strategies

The first step toward ensuring the success of a new TMP is to appoint the ETC, who will be responsible for implementing, evaluating, and monitoring the strategies summarized in the previous section.

Because construction of new buildings/space at the NAC will be phased and new employees will arrive to the NAC over a period of time until completion in 2020, the ETC will need to develop interim TMP goals and parking plans that coincide with the construction phasing to achieve the overall TMP goals. At this time, specific information about the phasing and new employees are not available and therefore interim TMP goals are not included in this TMP. These goals should be established by the ETC in an updated TMP as more information becomes available.

After an ETC is appointed, that individual can begin evaluating and planning the proposed TDM strategies at the NAC. **Table 9** summarizes the TMP implementation plan, including description/responsibilities of the strategies, committed timeframe to implement/maintain, expected benefit, relative cost, priority, and specific action items.

5.1. DHS TMP Commitments

DHS is committed to minimizing the transportation impact related to implementing the NAC Master Plan on the surrounding neighborhood. In order to meet the TMP goals, DHS commits to the following:

- Appoint an ETC for the NAC;
- Maintain or enhance existing transportation management measures currently in place (DHS shuttles, parking management, transit subsidies, etc.);
- Review, develop, and implement TDM strategies identified to achieve a parking ratio of one parking space for every four employees by the completion of the NAC redevelopment in 2020;
- Meet with the Community Transportation Working Group no less than once a year to maintain an open dialogue with the key stakeholders in the community; and
- Update the TMP with interim goals and TDM strategy commitments for key construction phases during NAC's redevelopment.

The TMP will be updated as the NAC Master Plan is further refined and information about the new employees become available. These TMP updates may identify additional and/or different strategies that can be implemented to help further achieve DHS' goals. DHS will continue to work with transit and transportation agencies to help identify further increases in non-SOV modal split opportunities.

Table 9: Proposed Implementation Plan for TDM Strategies

Strategy	Description/Responsibilities	Committed Time To Implement/Maintain	Expected Benefit (% Employees)	Relative Cost	Priority	Action Items
Appoint an Employee Transportation Coordinator	ETC would have a known office at the NAC and will be responsible for implementing, marketing and monitoring the TMP. Overall responsibilities include (but are not limited to): • Policy Development - For the TDM strategies outlined herein to be successful, the regional planning and transportation agencies must focus on policy development that addresses the barriers to public transportation use and work to make the service more attractive. • Advertise and market program to employees and visitors. • Develop new conditions and incentives to encourage change in travel behavior. (See also ETC responsibilities in the following strategies). • Coordinate DHS policy initiatives to encourage contractor compliance with TMP goals and objectives. Consider qualifications based selection changes to include some measure of compliance with TMP mode split goals. At a minimum, develop a plan that directs contractors not to park in the adjacent neighborhoods. • Develop employee phased occupancy transition plan to coordinate transportation services parking transition between phases as more employees occupy the NAC, and available parking is changed. • Periodic survey of employee satisfaction with TMP provisions and to solicit feedback and suggestions on means to improve commute options for employees; implement new/revised strategies as required. • Monitor implementation of TMP and periodic review of key measures of success for TMP. • TMP Updates – annually to reflect the most current employee information. • Develop and administer a New Employee Transportation Orientation Program – the ETC will develop a presentation or training to be provided in conjunction with new employee orientation to provide information on the employee transportation requirements, and options available to new employees.	Hired following approval of the Master Plan and continued post completion of the Master Plan.	100%	Medium – recurring annually	High	• Hire ETC • Initiate contact with regional planning and transportation agencies • Develop marketing plan • Develop incentive programs for non-SOV commuting • Develop employee phased occupancy transition plan • Administer NAC employee travel survey to establish baseline for TMP within one year • Draft and conduct evaluation survey(s) for TMP effectiveness • Develop new employee transportation services orientation program
Community Transportation Working Group	DHS will identify partners within DHS, local government agencies, AU, and neighborhood organizations and community representatives to participate in an ongoing stakeholder forum to convene regularly as the DHS TMP plan is implemented, evaluated, and revised. This group will provide the means to facilitate community outreach, and obtain feedback from the public regarding the TDM Plan implementation and will provide the mechanism for communication with the public for issues such as traffic and parking.	Organize and hold first meeting within six months after ETC is hired.	100%	Low	High	• Establish a Community Transportation Working Group and schedule first meeting

Table 9 (Continued)

Strategy	Description/Responsibilities	Committed Time To Implement/Maintain	Expected Benefit (% Employees)	Relative Cost	Priority	Action Items
Carpooling/ Vanpooling	Preferred carpool/vanpool parking spaces – carpool/vanpool spaces will be located in the most convenient locations at the NAC.	Prior to first phase of new construction.	10-20%	Low – would be included in construction costs	High	• Review and update existing parking SOP and associated policy • Develop rideshare matching program • Coordinate with Master Plan architect to plan future carpool parking spaces
Transit Incentives	The ETC can promote transit use by emphasizing the availability of the existing DHS shuttle and public transit in the area and distributing information about federal transit subsidies.	Following approval of the Master Plan and continued post completion of the Master Plan.	40-60%	Low	High	• Distribute marketing materials • Provide schedules • Manage Transit Subsidy Program
Shuttle Service Enhancements	Monitor DHS shuttle ridership and evaluate the need for service adjustments.	Prior to first phase of new construction.	50-70%	Low – initial, Increases as service increases	High	• Initiate contact with DHS shuttle operator regarding service and route coordination
Continue Managing Parking	Manage Parking SOP Program and coordinate visitor parking initiatives to encourage use of transit/non-automobile based travel to DHS.	Following approval of the Master Plan and continued post completion of the Master Plan.	100%	Low	High	• Administer parking SOP policy • Review contractor, employee, and visitor parking policy at regular intervals
Bicycle/Walking	• Provide sheltered bicycle storage/racks and shower/locker room facilities for use by employees choosing active forms of transportation. • Develop and distribute information and maps. • Consider bicycle subsidy program.	Following approval of the Master Plan and continued post completion of the Master Plan.	5-10%	Medium – initial with construction, Low – recurring annually	High	• Coordinate with Master Plan architect to plan for locker and shower facilities within new buildings, new sheltered bicycle racks outside of buildings, and bicycle repair areas • Identify location(s) for sheltered bicycle storage/racks • Develop walking/biking information and walking/biking route maps • Examine policies that allow for overnight bicycle storage • Review feasibility of bicycle subsidy program at the NAC
Alternate Work Schedule	Provide alternative work arrangements. DHS currently provides AWS and will continue to provide employees with options to use AWS. Current work arrangements include compressed work week, but additional options such as Flextime and telework will be incorporated via new Policy.	Prior to first phase of new construction.	100%	Low	High	• Develop and administer Alternate Work Schedule policy
Agency Telework Policy	Telework policy – DHS is currently developing policy on telework that will include a provision for “work at home” options for certain functions/employees subject to individual work requirements and quantifiable metrics.	Prior to first phase of new construction.	25-50%	Medium	High	• Develop and administer telework policy
Government Vehicles	Consider adding a government vehicle fleet at the NAC.	Prior to first phase of new construction.	15-30%	High – initial, Medium – recurring annually	Medium	• Examine policies and cost associated with implementing government vehicle fleet at the NAC

6. Monitoring and Evaluation

This TMP is a flexible document that can be updated as new employees are added to the NAC and as they adapt to their new location. Each of the TMP strategies must be evaluated and revised as directed by the ETC but especially during each phase of the Master Plan. The ETC will evaluate each strategy by setting the goals and then documenting the progress of each goal. During each phase, a successful evaluation will determine one or more of the following:

- The extent to which the program has achieved its stated objectives;
- The extent to which the accomplishment of the objectives can be attributed to the program;
- The extent to which the program is consistent with discussions with Community Transportation Working Group; and
- The relationship of different strategies to the effectiveness of the program (productivity).

It will be necessary to evaluate and measure the extent to which the program has achieved its stated objectives. The performance of the TMP can be measured and analyzed by comparing the results of the initial evaluation to new data collected through the following means:

- Employee surveys – To be completed during build out and after the campus is fully built out and occupied. It should be administered every year to collect mode split percentages, AVO, work schedule information, telecommuting/teleworking percentages, residential location, etc.;
- DHS shuttle ridership to the NAC;
- Program participation documentation (e.g., registration for specific programs);
- Driveway vehicle counts;
- Parking occupancy surveys; and
- Annual parking permits for the NAC.

The ETC should examine the effectiveness of the TDM strategies on an annual basis or by Master Plan phase to make sure that DHS is working toward stated goals and objectives of the NAC TMP.

The employee travel surveys will provide the travel mode splits of NAC employees. The results of the surveys will identify whether the mode split goals are being met. The program participation documentation will provide another measure of the number of employees who would be participating in the various programs such as transit (obtaining transit subsidy), carpool and vanpool, AWS, and telework/telecommute. The driveway vehicle counts will measure the number of vehicle trips entering and exiting the NAC and will confirm adherence with the peak hour trip estimates contained in the transportation study. The parking occupancy surveys will involve counts of parked vehicles and will identify whether the parking ratio of one

space for every four employees is being achieved. The results of these measurements will be analyzed by the ETC in order to determine the travel mode splits by the NAC employees.

While it is intended that each of the recommended mode splits in the TMP be met, it is possible that some may not be met while others are exceeded. The ETC will utilize the employee travel survey to update the strategies and adjust the modes split goals accordingly. It is important for the ETC to review each annual employee travel survey against the TMP goals and objectives since it is likely that the location of employee residences will change over time. These TMP adjustments would still allow the parking ratio of one space for every four employees to be satisfied.

References

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District Department of Transportation (DDOT). *District of Columbia Bicycle Master Plan*. 2005.

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APPENDICES:

Appendix A:
St. Elizabeths Travel Survey Questions

Appendix B:
Site Driveway Turning Movement and 24-Hour Count Sheets

Appendix A: St. Elizabeths Travel Survey Questions

DHS Commuter Survey

Type: Executive Summary Report

Date: 5/21/2007

Total number of responses collected: 5667

1 (Zip code): What is the 5-digit ZIP code of your residence?

(Respondents were limited to brief text responses)

Response	Chart	Frequency	Count
		5.1%	270
08330		0.0%	2
08360		0.0%	2
10031		0.0%	2
11422		0.0%	2
17268		0.0%	2
17307		0.0%	2
17327		0.0%	2
17349		0.0%	2
20001		0.7%	36
20002		0.9%	48
20003		0.6%	32
20004		0.2%	9

20005		0.4%	20
20007		0.3%	18
20008		0.8%	44
20009		0.8%	43
20010		0.4%	20
20011		0.6%	31
20012		0.3%	16
20015		0.2%	13
20016		0.6%	33
20017		0.2%	8
20018		0.1%	7
20019		0.5%	25
20020		0.4%	22
20024		0.5%	24
20032		0.2%	12
20036		0.2%	11
20037		0.2%	12
20105		0.1%	7
20106		0.0%	2
20109		0.2%	11
20110		0.4%	19

20111		0.5%	24
20112		0.6%	33
20120		0.6%	33
20121		0.5%	27
20124		0.4%	22
20132		0.2%	10
20136		0.4%	20
20141		0.1%	4
20147		0.4%	22
20148		0.2%	10
20151		0.1%	4
20152		0.3%	17
20155		0.3%	14
20164		0.2%	12
20165		0.5%	29
20166		0.1%	3
20169		0.2%	11
20170		0.3%	15
20171		1.0%	51
20175		0.2%	11
20176		0.3%	17

20180		0.1%	4
20181		0.1%	5
20186		0.1%	4
20187		0.2%	10
20190		0.3%	14
20191		0.3%	17
20194		0.2%	12
20229		0.0%	2
20472		0.1%	4
20528		0.0%	2
20536		0.2%	8
20601		0.5%	29
20602		0.3%	16
20603		0.8%	44
20607		0.5%	27
20608		0.0%	2
20613		0.2%	9
20616		0.2%	10
20622		0.0%	2
20623		0.1%	3
20637		0.1%	5

20639		0.1%	7
20640		0.1%	6
20646		0.3%	15
20650		0.1%	3
20657		0.1%	5
20659		0.2%	11
20662		0.1%	3
20675		0.1%	3
20677		0.0%	2
20678		0.1%	7
20688		0.0%	2
20689		0.0%	2
20695		0.2%	12
20705		0.2%	8
20706		0.4%	21
20707		0.2%	13
20708		0.2%	12
20710		0.1%	3
20711		0.1%	5
20714		0.1%	7
20715		0.5%	24

20716		0.5%	25
20720		0.4%	21
20721		0.6%	31
20722		0.0%	2
20723		0.3%	17
20724		0.2%	12
20732		0.1%	5
20735		0.7%	39
20736		0.4%	21
20737		0.1%	4
20740		0.2%	12
20743		0.3%	16
20744		1.2%	65
20745		0.4%	21
20746		0.4%	23
20747		0.2%	13
20748		0.8%	40
20749		0.1%	3
20750		0.0%	2
20751		0.1%	4
20754		0.1%	7

20755		0.0%	2
20765		0.0%	2
20769		0.1%	7
20770		0.3%	16
20772		1.1%	61
20774		1.0%	51
20778		0.0%	2
20779		0.0%	2
20781		0.2%	9
20782		0.2%	12
20783		0.1%	5
20784		0.2%	13
20785		0.3%	14
20794		0.1%	4
20814		0.4%	19
20815		0.4%	21
20816		0.1%	6
20817		0.2%	8
20832		0.2%	10
20833		0.1%	5
20837		0.1%	5

20841		0.1%	4
20850		0.8%	40
20851		0.1%	4
20852		0.3%	14
20853		0.2%	11
20854		0.4%	23
20855		0.1%	6
20861		0.0%	2
20866		0.0%	2
20871		0.0%	2
20872		0.0%	2
20874		0.3%	16
20876		0.1%	5
20877		0.2%	12
20878		0.6%	31
20879		0.3%	14
20882		0.1%	6
20886		0.4%	19
20895		0.3%	16
20901		0.3%	18
20902		0.3%	15

20903		0.0%	2
20904		0.4%	22
20905		0.1%	7
20906		0.5%	24
20910		0.5%	24
20912		0.2%	12
21001		0.0%	2
21009		0.1%	3
21012		0.3%	16
21015		0.1%	4
21029		0.1%	4
21032		0.1%	4
21035		0.1%	7
21037		0.2%	11
21042		0.2%	9
21043		0.2%	10
21044		0.2%	12
21045		0.2%	9
21046		0.1%	3
21048		0.0%	2
21050		0.1%	4

21054		0.3%	14
21060		0.0%	2
21061		0.1%	7
21075		0.2%	8
21076		0.1%	5
21085		0.0%	2
21108		0.1%	6
21113		0.6%	30
21114		0.7%	37
21117		0.0%	2
21122		0.2%	13
21133		0.1%	7
21136		0.1%	3
21140		0.1%	5
21144		0.2%	11
21146		0.1%	7
21157		0.1%	4
21201		0.0%	2
21206		0.0%	2
21207		0.0%	2
21208		0.1%	3

21210		0.1%	4
21212		0.1%	3
21220		0.1%	4
21222		0.0%	2
21224		0.1%	3
21227		0.1%	3
21228		0.1%	6
21229		0.1%	3
21230		0.0%	2
21237		0.0%	2
21244		0.1%	3
21401		0.4%	21
21403		0.3%	16
21409		0.2%	8
21617		0.1%	4
21638		0.0%	2
21666		0.1%	4
21701		0.1%	6
21702		0.1%	6
21703		0.1%	5
21704		0.0%	2

21716		0.1%	3
21742		0.1%	4
21754		0.1%	3
21758		0.0%	2
21769		0.0%	2
21770		0.0%	2
21771		0.1%	3
21774		0.1%	7
21784		0.1%	4
21797		0.0%	2
22003		0.9%	48
22015		1.2%	66
22025		0.4%	19
22026		0.4%	23
22030		0.8%	44
22031		0.6%	32
22032		0.8%	41
22033		0.8%	40
22039		0.5%	24
22041		0.5%	26
22042		0.3%	15

22043		0.6%	31
22044		0.2%	9
22046		0.3%	18
22060		0.1%	6
22066		0.1%	6
22079		0.6%	33
22101		0.5%	25
22102		0.2%	12
22116		0.0%	2
22124		0.3%	17
22125		0.0%	2
22150		0.4%	22
22151		0.3%	16
22152		0.9%	48
22153		1.0%	54
22172		0.0%	2
22180		0.4%	19
22181		0.3%	18
22182		0.3%	14
22191		0.7%	38
22192		1.5%	80

22193		1.1%	57
22201		1.4%	76
22202		1.5%	81
22203		0.8%	41
22204		1.1%	61
22205		0.5%	29
22206		0.8%	42
22207		0.9%	49
22209		0.5%	26
22213		0.1%	3
22301		0.3%	17
22302		0.5%	26
22303		0.4%	20
22304		1.3%	68
22305		0.2%	13
22306		0.6%	30
22307		0.2%	13
22308		0.3%	17
22309		0.4%	22
22310		0.6%	31
22311		0.4%	22

22312		0.5%	27
22314		1.3%	67
22315		1.2%	64
22401		0.1%	4
22405		0.7%	37
22406		0.4%	21
22407		0.6%	34
22408		0.5%	25
22485		0.1%	7
22508		0.2%	8
22553		0.2%	13
22554		1.2%	63
22556		0.5%	24
22601		0.1%	3
22602		0.1%	5
22630		0.1%	3
22655		0.0%	2
22657		0.0%	2
22701		0.1%	4
22960		0.1%	3
23832		0.1%	3

25401		0.1%	5
25404		0.0%	2
25405		0.0%	2
25414		0.2%	13
25419		0.1%	3
25420		0.1%	3
25425		0.2%	10
25428		0.1%	5
25430		0.0%	2
25443		0.1%	3
48174		0.0%	2
75232		0.0%	2
Other Responses		4.2%	222
	Valid Responses		5308
	Total Responses		5308

2: What is your employment status?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Military/Civilian		78.8%	3963
Contractor		21.2%	1064
Not Answered			281
	Mean		1.212
	Standard Deviation		0.409
	Valid Responses		5027
	Total Responses		5308

3: What is your Shift Schedule?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Standard /Daytime Shift		98.4%	4950
Evening Shift		1.3%	64
Graveyard Shift		0.4%	18
Not Answered			276
	Mean		1.020
	Standard Deviation		0.163
	Valid Responses		5032
	Total Responses		5308

4: What Office/Component do you work for?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Office of the Secretary		0.9%	47
Assistant Secretary for Legislative & Governmental Affairs		0.4%	20
Assistant Secretary for Public Affairs		0.2%	10
Assistant Secretary for Policy		1.1%	53
Chief Privacy Officer		0.5%	24
Domestic Nuclear Detection Office		2.2%	109
Federal Emergency Management Agency		20.4%	1032
Federal Law Enforcement Training Center		0.1%	3
Officer for Civil Rights & Civil Liberties		0.4%	18
Office of Counternarcotics Enforcement		0.1%	7
Office of the General Counsel		1.9%	94
Office of the Inspector General		1.4%	70
Office of Health Affairs		0.6%	29
Office of Intelligence & Analysis		3.2%	164
Office of Operations Coordination		1.1%	53
Office of Regulations		0.0%	2
Ombudsman, Citizenship & Immigration Services		0.2%	10

Transportation Security Administration		13.8%	694
Under Secretary for Management		9.6%	483
Under Secretary for Preparedness (to be reorganized iaw Post-Katrina Emergency Management Act into the National Protections & Programs Directorate)		3.1%	154
Under Secretary for Science & Technology		1.7%	84
US Customs and Border Protection		7.5%	380
US Citizenship & Immigration Services		5.5%	280
US Immigration & Customs Enforcement		7.1%	359
US Secret Service		0.1%	5
US Coast Guard		10.1%	510
US VISIT(to be reorganized iaw Post-Katrina Emergency Management Act under the National Protections & Programs Directorate)		4.1%	206
Other:		2.9%	147
Not Answered			261
	Mean		17.262
	Standard Deviation		7.429
	Valid Responses		5047
	Total Responses		5308

5: Where is your place of employment?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
New Executive Office Building		0.0%	0
US Secret Service Headquarters		0.1%	3
Logan Building		0.0%	1
The Webster School Building		0.0%	0
Jemal Riverside		3.9%	192
Transpoint		5.8%	285
Union Labor Life		1.6%	81
Casimir Pulaski		1.1%	56
Vermont Avenue		4.2%	208
GSA * ROB		8.1%	398
New York Avenue Building		0.9%	44
National Press Building		0.1%	7
Nebraska Avenue Complex		10.2%	502
15th Street, NW		2.4%	116
C Street, SW		11.7%	576
School Street, SW		0.1%	6
Washington Design Center		1.0%	49
Patriot Plaza		2.8%	140

Judiciary Square		0.1%	7
National Place Building		0.2%	12
L Street NW		0.9%	43
Ronald Reagan Building		5.3%	259
Techworld Plaza		2.2%	106
North Capital Street, NW		0.7%	33
Chester Arthur Building		4.9%	243
Lincoln Square		0.0%	0
9th Street		1.2%	60
Wilson Boulevard		0.6%	32
17th Street		0.2%	12
Ballston Plaza II		0.9%	46
Crystal Mall		4.3%	211
Roslyn Metro Center		0.7%	35
Pentagon City		11.5%	568
North Myer Dr		3.4%	168
North Fairfax Street		0.3%	15
Court House Road		0.2%	9
Alexandria Tech Center		0.0%	2
Eisenhower Industrial Center		0.0%	1
Mark Center		0.0%	0

Metro Place		0.1%	3
Park Center Road		0.0%	2
EDS Drive		0.9%	45
Oracle Way		1.0%	47
VA 95 Business Park		0.1%	7
Springfield Place		0.0%	0
Fullerton Rd		0.2%	9
National Records Center		0.0%	0
Other:		5.8%	288
Not Answered			240
	Mean		20.827
	Standard Deviation		11.937
	Valid Responses		4927
	Total Responses		5167

6: Approximately what time did you arrive to work on Tuesday, April 17, 2007? (in 15 minute increments) (Please leave blank if you did not work on-site.)

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Before 5:00 AM		0.7%	31
5:00 AM		0.3%	16
5:15 AM		0.3%	13

5:30 AM		1.2%	57
5:45 AM		1.5%	73
6:00 AM		4.0%	190
6:15 AM		3.6%	172
6:30 AM		6.4%	305
6:45 AM		6.7%	317
7:00 AM		12.2%	579
7:15 AM		6.2%	293
7:30 AM		11.8%	557
7:45 AM		6.0%	285
8:00 AM		11.9%	564
8:15 AM		4.7%	221
8:30 AM		9.2%	434
8:45 AM		3.0%	142
9:00 AM		5.6%	266
9:15 AM		1.3%	62
9:30 AM		1.3%	61
9:45 AM		0.4%	20
10:00 AM		0.4%	17
10:15 AM		0.1%	5
10:30 AM		0.1%	6

10:45 AM		0.0%	1
11:00 AM		0.1%	3
11:15 AM		0.0%	0
11:30 AM		0.0%	1
11:45 AM		0.0%	1
12:00 PM		0.1%	4
12:15 PM		0.0%	0
12:30 PM		0.0%	0
12:45 PM		0.0%	1
1:00 PM		0.0%	2
1:15 PM		0.0%	0
1:30 PM		0.0%	2
1:45 PM		0.0%	0
2:00 PM		0.0%	1
2:15 PM		0.0%	0
2:30 PM		0.0%	2
2:45 PM		0.0%	0
3:00 PM		0.1%	6
3:15 PM		0.0%	1
3:30 PM		0.1%	5
3:45 PM		0.0%	0

4:00 PM		0.0%	2
4:15 PM		0.0%	1
4:30 PM		0.0%	2
4:45 PM		0.0%	1
5:00 PM		0.0%	1
5:15 PM		0.0%	0
5:30 PM		0.1%	3
5:45 PM		0.0%	1
6:00 PM		0.1%	3
6:15 PM		0.0%	0
6:30 PM		0.1%	3
6:45 PM		0.0%	1
7:00 PM		0.0%	1
After 7:00 PM		0.1%	5
Not Answered			319
	Mean		12.428
	Standard Deviation		5.261
	Valid Responses		4740
	Total Responses		5059

7: Approximately what time did you leave work on Tuesday, April 17, 2007? (In 15 minute increments) (Please leave blank if you did not work on-site)

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Before 5:00 AM		0.4%	17
5:00 AM		0.5%	24
5:15 AM		0.7%	33
5:30 AM		1.2%	56
5:45 AM		0.7%	31
6:00 AM		1.0%	47
6:15 AM		0.6%	26
6:30 AM		0.6%	29
6:45 AM		0.6%	28
7:00 AM		0.4%	20
7:15 AM		0.2%	9
7:30 AM		0.3%	12
7:45 AM		0.1%	7
8:00 AM		0.1%	4
8:15 AM		0.1%	3
8:30 AM		0.1%	6
8:45 AM		0.1%	4
9:00 AM		0.0%	1

9:15 AM		0.1%	3
9:30 AM		0.1%	3
9:45 AM		0.0%	1
10:00 AM		0.0%	0
10:15 AM		0.0%	0
10:30 AM		0.0%	1
10:45 AM		0.0%	1
11:00 AM		0.0%	1
11:15 AM		0.0%	0
11:30 AM		0.0%	0
11:45 AM		0.0%	1
12:00 PM		0.0%	1
12:15 PM		0.0%	1
12:30 PM		0.1%	3
12:45 PM		0.0%	1
1:00 PM		0.1%	5
1:15 PM		0.0%	1
1:30 PM		0.1%	3
1:45 PM		0.0%	1
2:00 PM		0.5%	23
2:15 PM		0.2%	9

2:30 PM		0.6%	30
2:45 PM		0.3%	13
3:00 PM		1.6%	76
3:15 PM		1.1%	53
3:30 PM		5.1%	241
3:45 PM		2.4%	112
4:00 PM		10.4%	489
4:15 PM		3.8%	179
4:30 PM		11.8%	554
4:45 PM		4.1%	195
5:00 PM		11.1%	523
5:15 PM		5.2%	245
5:30 PM		9.0%	421
5:45 PM		3.4%	160
6:00 PM		7.1%	332
6:15 PM		2.1%	98
6:30 PM		4.2%	196
6:45 PM		1.4%	65
7:00 PM		2.1%	101
After 7:00 PM		4.3%	201
Not Answered			359

	Mean	46.585
	Standard Deviation	12.403
	Valid Responses	4700
	Total Responses	5059

8: How many miles do you travel to work (one day one way)? (in 5 mile increments)

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
< 5 miles		9.5%	451
5-10 miles		16.1%	764
11-15 miles		12.1%	577
16-20 miles		11.1%	530
21-25 miles		11.1%	528
26-30 miles		10.0%	475
31-35 miles		8.0%	382
36-40 miles		5.8%	277
41-45 miles		3.7%	177
46-50 miles		3.3%	157
51-55 miles		2.6%	122
56-60 miles		1.7%	80
61-65 miles		1.3%	62

66-70 miles		0.9%	45
71-75 miles		0.8%	37
76-80 miles		0.5%	24
81-85 miles		0.3%	13
86-90 miles		0.2%	11
91-95 miles		0.3%	16
96-100 miles		0.1%	7
> 100 miles		0.4%	19
Not Answered			305
	Mean		5.324
	Standard Deviation		3.656
	Valid Responses		4754
	Total Responses		5059

9: How many minutes does it usually take you to get to work? (in 5 minute increments)

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
< 5 mins		0.5%	25
5-10 mins		1.7%	81
11-15 mins		3.1%	148

16-20 mins		4.0%	195
21-25 mins		4.9%	238
26-30 mins		7.1%	342
31-35 mins		6.1%	295
36-40 mins		6.9%	334
41-45 mins		9.9%	477
46-50 mins		8.7%	419
51-55 mins		4.7%	229
56-60 mins		10.6%	513
61-65 mins		6.1%	295
66-70 mins		4.7%	225
71-75 mins		4.3%	209
76-80 mins		2.8%	137
81-85 mins		1.2%	59
86-90 mins		3.4%	162
91-95 mins		2.1%	103
96-100 mins		1.2%	59
101 - 105 mins		0.7%	36
106 - 110 mins		0.5%	26
111 - 115 mins		0.4%	20
116 - 120 mins		1.7%	83

> 120 mins		2.4%	114
Not Answered			235
	Mean		10.893
	Standard Deviation		5.254
	Valid Responses		4824
	Total Responses		5059

10: How did you travel to work on Monday, April 16, 2007?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Worked off-site (i.e. Telecommute or out-of-town work		1.9%	92
Drove alone the entire trip		29.5%	1403
Motorcycle		0.3%	16
Dropped off by non-DHS employee (i.e. dropped off by slug, spouse, or taxi driver)		2.2%	106
Carpool with non-DHS employee (select this option if you arrived to work alone in your car but you traveled with someone else like a spouse or child during a portion of your commute)		3.2%	153
Carpool with 1 DHS employee		2.5%	118
Carpool with 2 DHS employees		1.0%	47
Carpool with 3 DHS employees		0.6%	27

Carpool with 4 or more DHS employees		0.1%	3
Vanpool		1.8%	85
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		29.2%	1389
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		3.1%	147
Metrorail and metrobus from station to work (mode of access from home to Metrorail station not pertinent)		3.0%	142
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work (mode of access from home to commuter rail station not pertinent)		1.1%	50
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home to commuter rail station not pertinent)		4.8%	230
Commuter Rail (i.e. VRE/MARC) and bus from station to work (mode of access from home to commuter rail station not pertinent)		0.6%	30
Express bus/ Commuter bus from home to work		3.8%	179
Metrobus from home to work		1.3%	62
Walk from home to work		1.2%	56
Bicycle from home to work		0.6%	27
Other		8.2%	389
Not Answered			205

	Mean	9.201
	Standard Deviation	6.207
	Valid Responses	4751
	Total Responses	4956

12: How did you travel to work on Tuesday, April 17, 2007?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Did not work today (i.e. personal leave or compressed work schedule)		1.2%	55
Worked off-site (i.e. Telecommute or out-of-town work)		1.7%	79
Drove alone the entire trip		30.2%	1426
Motorcycle		0.4%	18
Dropped off by non-DHS employee (i.e. dropped off by slug, spouse, or taxi driver)		2.3%	111
Carpool with non-DHS employee (select this option if you arrived to work alone in your car but you traveled with someone else like a spouse or child during a portion of your commute)		3.3%	155
Carpool with 1 DHS employee		2.4%	114
Carpool with 2 DHS employees		0.9%	44

Carpool with 3 DHS employees		0.5%	25
Carpool with 4 or more DHS employees		0.1%	4
Vanpool		1.8%	86
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		29.0%	1371
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		3.2%	150
Metrorail and metrobus from station to work (mode of access from home to Metrorail station not pertinent)		3.2%	149
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work (mode of access from home to commuter rail station not pertinent)		1.1%	50
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home to commuter rail station not pertinent)		4.9%	231
Commuter Rail (i.e. VRE/MARC) and bus from station to work (mode of access from home to commuter rail station not pertinent)		0.7%	35

Express bus/ Commuter bus from home to work		3.6%	169
Metrobus from home to work		1.2%	59
Walk from home to work		1.2%	58
Bicycle from home to work		0.6%	26
Other		6.6%	312
Not Answered			229
	Mean		9.873
	Standard Deviation		6.111
	Valid Responses		4727
	Total Responses		4956

13: How did you travel to work on Wednesday, April 18, 2007?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Worked off-site (i.e. Telecommute or out-of-town work)		2.2%	104
Drove alone the entire trip		29.6%	1398
Motorcycle		0.3%	15
Dropped off by non-DHS employee (i.e. dropped off by slug, spouse, or taxi driver)		2.5%	119
Carpool with non-DHS employee (select this option if you arrived to work alone in		3.1%	145

your car but you traveled with someone else like a spouse or child during a portion of your commute)			
Carpool with 1 DHS employee		2.4%	112
Carpool with 2 DHS employees		1.0%	46
Carpool with 3 DHS employees		0.6%	27
Carpool with 4 or more DHS employees		0.1%	3
Vanpool		1.8%	86
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		29.7%	1403
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		3.0%	140
Metrorail and metrobus from station to work (mode of access from home to Metrorail station not pertinent)		3.0%	140
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work (mode of access from home to commuter rail station not pertinent)		1.1%	51
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home		4.8%	225

to commuter rail station not pertinent)			
Commuter Rail (i.e. VRE/MARC) and bus from station to work (mode of access from home to commuter rail station not pertinent)		0.7%	34
Express bus/ Commuter bus from home to work		3.7%	176
Metrobus from home to work		1.4%	64
Walk from home to work		1.3%	61
Bicycle from home to work		0.6%	29
Other		7.3%	343
Not Answered			235
	Mean		9.086
	Standard Deviation		6.139
	Valid Responses		4721
	Total Responses		4956

14: How did you travel to work on Thursday, April 19, 2007?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Worked off-site (i.e. Telecommute or out-of-town work)		2.2%	102
Drove alone the entire trip		29.2%	1381
Motorcycle		0.4%	21
Dropped off by non-DHS employee (i.e. dropped off by slug, spouse, or taxi driver)		2.2%	103
Carpool with non-DHS employee (select this option if you arrived to work alone in your car but you traveled with someone else like a spouse or child during a portion of your commute)		3.1%	148
Carpool with 1 DHS employee		2.7%	126
Carpool with 2 DHS employees		0.9%	44
Carpool with 3 DHS employees		0.6%	26
Carpool with 4 or more DHS employees		0.1%	3
Vanpool		1.8%	83
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		29.4%	1389
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		3.0%	141
Metrorail and metrobus from station to work (mode of access from home to Metrorail station not pertinent)		3.0%	144
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station		1.1%	51

to work (mode of access from home to commuter rail station not pertinent)			
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home to commuter rail station not pertinent)		4.9%	230
Commuter Rail (i.e. VRE/MARC) and bus from station to work (mode of access from home to commuter rail station not pertinent)		0.7%	32
Express bus/ Commuter bus from home to work		3.5%	166
Metrobus from home to work		1.4%	67
Walk from home to work		1.3%	62
Bicycle from home to work		0.5%	25
Other		8.0%	378
Not Answered			234
	Mean		9.185
	Standard Deviation		6.194
	Valid Responses		4722
	Total Responses		4956

15: How did you travel to work on Friday, April 20, 2007?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Worked off-site (i.e. Telecommute or out-of-town work)		3.7%	172
Drove alone the entire trip		28.7%	1345

Motorcycle		0.4%	18
Dropped off by non-DHS employee (i.e. dropped off by slug, spouse, or taxi driver)		2.4%	112
Carpool with non-DHS employee (select this option if you arrived to work alone in your car but you traveled with someone else like a spouse or child during a portion of your commute)		2.9%	137
Carpool with 1 DHS employee		2.3%	109
Carpool with 2 DHS employees		0.9%	41
Carpool with 3 DHS employees		0.4%	20
Carpool with 4 or more DHS employees		0.1%	5
Vanpool		1.7%	78
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		27.7%	1302
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		2.6%	123
Metrorail and metrobus from station to work (mode of access from home to Metrorail station not pertinent)		2.8%	131
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to		1.0%	48

work (mode of access from home to commuter rail station not pertinent)			
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home to commuter rail station not pertinent)		4.4%	207
Commuter Rail (i.e. VRE/MARC) and bus from station to work (mode of access from home to commuter rail station not pertinent)		0.7%	34
Express bus/ Commuter bus from home to work		3.2%	151
Metrobus from home to work		1.3%	62
Walk from home to work		1.3%	61
Bicycle from home to work		0.5%	22
Other		11.0%	515
Not Answered			263
	Mean		9.353
	Standard Deviation		6.521
	Valid Responses		4693
	Total Responses		4956

16: How many travel transfers does it typically take you to get to work? (Example 1 - Drive to a Metrorail station (1), take red line to Metro Center (2), transfer to the orange line (3) - the answer would be 3) (Example 2 - Drive to work and park (1) - the answer would be 1)

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
1 transfer		50.7%	2163
2 transfers		25.5%	1089
3 transfers		18.6%	795
4 transfers		4.5%	192
5 transfers		0.6%	24
6 transfers		0.0%	0
7 transfers		0.0%	1
8 transfers		0.0%	0
> 8 transfers		0.0%	2
Not Answered			690
	Mean		1.791
	Standard Deviation		0.954
	Valid Responses		4266
	Total Responses		4956

17: When the Department of Homeland Security Headquarters is consolidated and relocated to St. Elizabeths West Campus, will the move affect your decision on where to reside?
(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Yes, I expect to move to a different place of residence		7.4%	347
No, I will live at my current place of residence		92.6%	4355
Not Answered			154
	Mean		1.926
	Standard Deviation		0.261
	Valid Responses		4702
	Total Responses		4856

18: Do you expect to use the same mode of travel to get to work in the future (i.e. transit, carpool, and private)?
(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Yes, I expect to use the same mode of travel that I use today		71.7%	2952
No, I expect to use a different mode of travel to get to work		28.3%	1165
Not Answered			400
	Mean		1.283
	Standard Deviation		0.450
	Valid Responses		4117
	Total Responses		4517

19: How many miles will you have to travel to get to work at St. Elizabeths in the future? (one day one way)(in 5 mile increments)
NOTE: www.mapquest.com may be helpful in determining this information. St. Elizabeths is located at 2700 Martin Luther King, Jr. Avenue, SE, Washington, DC 20032.

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
< 5 miles		3.1%	132
5-10 miles		12.6%	544
11-15 miles		13.0%	560
16-20 miles		11.9%	513
21-25 miles		10.0%	432
26-30 miles		9.5%	408
31-35 miles		9.2%	396
36-40 miles		7.9%	341
41-45 miles		4.7%	203
46-50 miles		3.7%	159
51-55 miles		2.7%	116
56-60 miles		2.4%	102
61-65 miles		2.1%	91
66-70 miles		1.7%	72
71-75 miles		1.1%	47
76-80 miles		0.8%	36

81-85 miles		0.8%	36
86-90 miles		0.5%	22
91-95 miles		0.4%	16
96-100 miles		0.6%	24
> 100 miles		1.3%	56
Not Answered			211
	Mean		6.367
	Standard Deviation		4.192
	Valid Responses		4306
	Total Responses		4517

20: Please select your expected mode of travel to work on Monday.

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Worked off-site (i.e. Telecommute or out-of-town work)		1.2%	50
Drove alone the entire trip		37.0%	1561
Motorcycle		0.4%	18
Dropped off by non-DHS employee (i.e. dropped off by SLUG, spouse, or taxi driver)		1.1%	46
Carpool with non-DHS employee (select this option if you arrived to work alone in your car but you		2.4%	103

traveled with someone else like a spouse or child during a portion of your commute)			
Carpool with 1 DHS employee		2.4%	102
Carpool with 2 DHS employees		1.1%	47
Carpool with 3 DHS employees		0.5%	23
Carpool with 4 or more DHS employees		0.0%	2
Vanpool		1.6%	66
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		7.9%	332
Metrorail and proposed Anacostia Street Car (mode of access from home to Metrorail station not pertinent)		4.0%	167
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		18.4%	779
Metrorail and Metrobus from station to work (mode of access from home to Metrorail station not pertinent)		2.2%	94
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work (mode of access from home to commuter rail station not pertinent)		3.8%	160
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home to commuter rail station not pertinent)		1.2%	51

Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work (mode of access from home to commuter rail station not pertinent)		1.6%	68
Commuter Rail (i.e. VRE/MARC) and Metrobus from station to work (mode of access from home to commuter rail station not pertinent)		0.2%	10
Express bus/ Commuter bus from home to work		1.6%	67
Metrobus from home to work		0.6%	26
Walk from home to work		0.2%	9
Bicycle from home to work		0.3%	12
Other		1.7%	71
Don't know		8.5%	359
Not Answered			151
	Mean		9.442
	Standard Deviation		7.258
	Valid Responses		4223
	Total Responses		4374

21: Please select your expected mode of travel to work on Tuesday.

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Worked off-site (i.e. Telecommute or out-of-town work)		0.8%	33
Drove alone the entire trip		36.2%	1525
Motorcycle		0.5%	22
Dropped off by non-DHS employee (i.e. dropped off by SLUG, spouse, or taxi driver)		1.2%	51
Carpool with non-DHS employee (select this option if you arrived to work alone in your car but you traveled with someone else like a spouse or child during a portion of your commute)		2.4%	100
Carpool with 1 DHS employee		2.5%	104
Carpool with 2 DHS employees		1.2%	49
Carpool with 3 DHS employees		0.6%	25
Carpool with 4 or more DHS employees		0.0%	2
Vanpool		1.5%	64
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		8.7%	366
Metrorail and proposed Anacostia Street Car (mode of		4.3%	183

access from home to Metrorail station not pertinent)			
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		17.9%	756
Metrorail and Metrobus from station to work (mode of access from home to Metrorail station not pertinent)		2.2%	92
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work (mode of access from home to commuter rail station not pertinent)		3.9%	165
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home to commuter rail station not pertinent)		1.2%	49
Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work (mode of access from home to commuter rail station not pertinent)		1.6%	68
Commuter Rail (i.e. VRE/MARC) and Metrobus from station to work (mode of access from home to		0.3%	11

commuter rail station not pertinent)			
Express bus/ Commuter bus from home to work		1.6%	66
Metrobus from home to work		0.8%	32
Walk from home to work		0.2%	10
Bicycle from home to work		0.4%	15
Other		1.6%	67
Don't know		8.5%	357
Not Answered			162
	Mean		9.538
	Standard Deviation		7.220
	Valid Responses		4212
	Total Responses		4374

22: Please select your expected mode of travel to work on Wednesday.

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Worked off-site (i.e. Telecommute or out-of-town work)		1.0%	44
Drove alone the entire trip		36.3%	1527
Motorcycle		0.4%	18
Dropped off by non-DHS employee (i.e. dropped off by		1.2%	49

SLUG, spouse, or taxi driver)			
Carpool with non-DHS employee (select this option if you arrived to work alone in your car but you traveled with someone else like a spouse or child during a portion of your commute)		2.4%	101
Carpool with 1 DHS employee		2.4%	99
Carpool with 2 DHS employees		1.2%	50
Carpool with 3 DHS employees		0.5%	23
Carpool with 4 or more DHS employees		0.0%	2
Vanpool		1.5%	64
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		8.5%	359
Metrorail and proposed Anacostia Street Car (mode of access from home to Metrorail station not pertinent)		3.9%	165
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		18.4%	773
Metrorail and Metrobus from station to work (mode of access from home to Metrorail station not pertinent)		2.1%	89

Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work (mode of access from home to commuter rail station not pertinent)		3.9%	165
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home to commuter rail station not pertinent)		1.1%	46
Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work (mode of access from home to commuter rail station not pertinent)		1.5%	65
Commuter Rail (i.e. VRE/MARC) and Metrobus from station to work (mode of access from home to commuter rail station not pertinent)		0.3%	13
Express bus/ Commuter bus from home to work		1.6%	66
Metrobus from home to work		0.8%	32
Walk from home to work		0.3%	11
Bicycle from home to work		0.4%	15
Other		1.7%	71
Don't know		8.4%	354
Not Answered			173

	Mean	9.521
	Standard Deviation	7.241
	Valid Responses	4201
	Total Responses	4374

23: Please select your expected mode of travel to work on Thursday.

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Worked off-site (i.e. Telecommute or out-of-town work)		1.1%	45
Drove alone the entire trip		36.7%	1546
Motorcycle		0.5%	19
Dropped off by non-DHS employee (i.e. dropped off by SLUG, spouse, or taxi driver)		1.2%	49
Carpool with non-DHS employee (select this option if you arrived to work alone in your car but you traveled with someone else like a spouse or child during a portion of your commute)		2.4%	100
Carpool with 1 DHS employee		2.4%	100
Carpool with 2 DHS employees		1.2%	50
Carpool with 3 DHS employees		0.5%	21
Carpool with 4 or more DHS employees		0.0%	2

Vanpool		1.5%	65
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		8.5%	358
Metrorail and proposed Anacostia Street Car (mode of access from home to Metrorail station not pertinent)		4.1%	171
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		18.1%	762
Metrorail and Metrobus from station to work (mode of access from home to Metrorail station not pertinent)		2.2%	92
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work (mode of access from home to commuter rail station not pertinent)		3.6%	151
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home to commuter rail station not pertinent)		1.1%	47
Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work (mode of access from home to		1.5%	65

commuter rail station not pertinent)			
Commuter Rail (i.e. VRE/MARC) and Metrobus from station to work (mode of access from home to commuter rail station not pertinent)		0.3%	12
Express bus/ Commuter bus from home to work		1.5%	64
Metrobus from home to work		0.8%	33
Walk from home to work		0.2%	10
Bicycle from home to work		0.4%	16
Other		1.7%	70
Don't know		8.6%	361
Not Answered			165
	Mean		9.482
	Standard Deviation		7.266
	Valid Responses		4209
	Total Responses		4374

24: Please select your expected mode of travel to work on Friday.

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
Worked off-site (i.e. Telecommute or out-of-town work)		2.5%	106
Drove alone the entire trip		36.3%	1527
Motorcycle		0.5%	22
Dropped off by non-DHS employee (i.e. dropped off by SLUG, spouse, or taxi driver)		1.2%	51
Carpool with non-DHS employee (select this option if you arrived to work alone in your car but you traveled with someone else like a spouse or child during a portion of your commute)		2.3%	95
Carpool with 1 DHS employee		2.2%	91
Carpool with 2 DHS employees		1.2%	49
Carpool with 3 DHS employees		0.5%	19
Carpool with 4 or more DHS employees		0.0%	2
Vanpool		1.5%	63
Metrorail and walk from station to work (mode of access from home to Metrorail station not pertinent)		8.3%	347
Metrorail and proposed Anacostia Street Car (mode of access from home to		4.2%	178

Metrorail station not pertinent)			
Metrorail and agency shuttle from station to work (mode of access from home to Metrorail station not pertinent)		17.5%	735
Metrorail and Metrobus from station to work (mode of access from home to Metrorail station not pertinent)		2.1%	90
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work (mode of access from home to commuter rail station not pertinent)		3.5%	146
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work (mode of access from home to commuter rail station not pertinent)		1.1%	46
Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work (mode of access from home to commuter rail station not pertinent)		1.5%	65
Commuter Rail (i.e. VRE/MARC) and Metrobus from station to work (mode of access from home to commuter rail station not pertinent)		0.2%	10
Express bus/ Commuter bus from home to work		1.5%	64

Metrobus from home to work		0.6%	26
Walk from home to work		0.2%	10
Bicycle from home to work		0.5%	19
Other		1.9%	80
Don't know		8.6%	361
Not Answered			172
	Mean		9.386
	Standard Deviation		7.339
	Valid Responses		4202
	Total Responses		4374

25: How many minutes do you expect to travel to get to work at St. Elizabeths in the future? (in 5 minute increments)

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
< 5 mins		0.4%	18
5-10 mins		0.8%	35
11-15 mins		1.7%	70
16-20 mins		2.2%	91
21-25 mins		3.0%	127
26-30 mins		4.1%	173

31-35 mins		3.8%	161
36-40 mins		5.8%	245
41-45 mins		7.9%	331
46-50 mins		6.2%	261
51-55 mins		3.4%	144
56-60 mins		10.6%	444
61-65 mins		6.4%	267
66-70 mins		6.4%	270
71-75 mins		6.5%	275
76-80 mins		3.9%	164
81-85 mins		2.5%	105
86-90 mins		5.9%	247
91-95 mins		2.9%	121
96-100 mins		3.5%	147
101 - 105 mins		1.4%	57
106 - 110 mins		1.2%	50
111 - 115 mins		1.0%	41
116 - 120 mins		2.6%	109
> 120 mins		5.9%	246
Not Answered			175
	Mean		13.193

	Standard Deviation	5.793
	Valid Responses	4199
	Total Responses	4374

26: How many travel transfers do you expect to take to get to work at St. Elizabeths (Example 1 - Drive to a Metrorail station (1), take red line to Metro Center (2), transfer to the orange line (3) - the answer would be 3) (Example 2 - Drive to work and park (1) - the answer would be 1)?

(Respondents could only choose a single response)

Response	Chart	Frequency	Count
1 transfer		41.7%	1594
2 transfers		13.0%	497
3 transfers		19.9%	759
4 transfers		17.5%	668
5 transfers		5.9%	226
6 transfers		1.4%	53
7 transfers		0.3%	11
8 transfers		0.1%	3
> 8 transfers		0.3%	12
Not Answered			551

	Mean	2.405
	Standard Deviation	1.469
	Valid Responses	3823
	Total Responses	4374

27: If you currently plan to drive alone to work in the future, what would encourage you to share a ride in the future? (Select up to three choices).
NOTE: Some incentives mentioned below may not be currently authorized by law.

(Respondents were allowed to choose multiple responses)

Response	Chart	Frequency	Count
I do not plan to drive alone		20.8%	1181
Increased HOV lane incentives or opportunities on major arterials into the District		8.4%	477
Help finding people with whom I can share the ride		14.5%	819
Guaranteed ride home in case of emergencies and unscheduled overtime		12.4%	702
More flexible hours (Flextime)		16.7%	948
More predictable work schedule (i.e. reduced irregular work hours)		8.2%	463
Easier access to services for personal errands during the day		7.3%	412
Prizes, contest, and drawings for ride sharers		0.8%	46
Parking fees or increased fees for those driving alone		3.9%	221

Child care facilities at or near my work site		2.3%	131
Improved neighborhood security		11.2%	637
Other		4.6%	262
I do not wish to carpool or vanpool to work at this time		20.0%	1132
	Valid Responses		4374
	Total Responses		4374

28: If you do not plan to telecommute at least one day per week in the future, what would encourage you to telecommute? (Select all that apply)

(Respondents were allowed to choose multiple responses)

Response	Chart	Frequency	Count
I already plan to telecommute at least one day per week		8.0%	454
Supervisor consent		43.4%	2461
Providing reasonably appropriate technology to work at home or from telework centers		23.9%	1356
Other (telecommuting assistance or incentives)		4.3%	241
I will not be able to telecommute because my job requires me to be on-site		16.4%	927
I will not be able to telecommute for other reasons		4.0%	224
	Valid Responses		4374
	Total Responses		4374

29: If you currently plan to drive alone in the future, what would encourage you to use public transit? (Select up to three choices).
NOTE: Some incentives mentioned below may not be currently authorized by law.

(Respondents were allowed to choose multiple responses)

Response	Chart	Frequency	Count
I do not plan to drive alone in the future		23.1%	1310
Help finding bus or rail service to meet my schedule		6.5%	371
Improved personal safety in Anacostia neighborhood		21.5%	1218
Improved personal safety at other Metrorail stations		9.5%	540
Express bus from your area of residence to work		14.6%	829
Guaranteed ride home in case of emergencies and unscheduled overtime		9.0%	508
More flexible hours (Flextime)		9.3%	529
Easier access to services for personal errands during the day		5.5%	312
Prizes, contest, and drawings for transit users		0.7%	42
Parking fees for those driving alone		2.6%	147
Child care facilities at or near my work site		1.4%	80
Extended day care hours		1.1%	63
Bicycle lockers at transit stations		1.4%	79

More frequent service or more convenient stops		9.7%	547
More parking at Metrorail or transit stations		7.7%	436
Distribution of transit passes at your work site		6.6%	376
Other		5.6%	319
I do not wish to use public transit at this time		10.4%	590
	Valid Responses		4374
	Total Responses		4374

30: If you currently do not plan to walk or ride a bicycle to work in the future, what would encourage you to walk or ride a bicycle? (Select up to three choices)

(Respondents were allowed to choose multiple responses)

Response	Chart	Frequency	Count
Improved bicycle routes and trails to work		11.4%	646
Improved personal safety along bicycle trails and/or in Anacostia neighborhood		14.1%	801
Guaranteed ride home in case of emergencies or unscheduled overtime		6.5%	366
Secure, convenient bicycle parking racks or lockers at work		8.0%	455
Seminars on riding safely in traffic		0.8%	47
Showers and clothing lockers		12.1%	684
More flexible hours		5.1%	290

Easier access to services for personal errands during the day		2.6%	145
Bicycle and safety equipment provided by DHS		2.4%	134
Prizes, contest, and drawings for bicyclists		0.9%	51
Parking fees for those driving alone		1.3%	74
Other		3.7%	211
I do not wish to ride a bicycle or walk to work at this time		47.8%	2706
	Valid Responses		4374
	Total Responses		4374

USCG Comuter Survey Summary

Civilian	42%
Contractor	13%
Military	45%
Total	100%

4. Approximately what time did you arrive to St Elizabeth West Campus on Wednesday October 26?

	Civialian	**Contractor**	**Military**	**TOTAL**
Before 5:00AM	0%	<1%	1%	**1%**
5:00 AM	<1%	1%	1%	**1%**
5:15 AM	<1%	1%	1%	**1%**
5:30 AM	2%	2%	2%	**2%**
5:45 AM	2%	1%	2%	**2%**
6:00 AM	5%	5%	7%	**6%**
6:15 AM	8%	4%	7%	**7%**
6:30 AM	17%	7%	17%	**15%**
6:45 AM	11%	11%	8%	**10%**
7:00 AM	16%	7%	17%	**15%**
7:15 AM	7%	10%	6%	**7%**
7:30 AM	8%	15%	9%	**10%**
7:45 AM	4%	5%	4%	**4%**
8:00 AM	5%	6%	4%	**5%**
8:15 AM	2%	2%	2%	**2%**
8:30 AM	2%	5%	3%	**3%**
8:45 AM	<1%	0%	1%	**1%**
9:00 AM	2%	1%	1%	**1%**
9:15 AM	<1%	<1%	1%	**<1%**
9:30 AM	<1%	1%	0%	**<1%**
9:45 AM	0%	0%	<1%	**<1%**
11:15 AM	<1%	<1%	0%	**<1%**
11:45 AM	0%	<1%	0%	**<1%**
12:00 PM	<1%	1%	0%	**<1%**
12:30 PM	<1%	0%	0%	**<1%**
1:00 PM	<1%	0%	0%	**<1%**
1:15 PM	<1%	0%	0%	**<1%**
1:30 PM	<1%	0%	0%	**<1%**
6:30 PM	<1%	<1%	0%	**<1%**
After 7:00 Pm	<1%	<1%	<1%	**<1%**
Did Not Work	6%	10%	6%	**6%**
Total	100%	100%	100%	**100%**

5. Approximately what time did you leave St Elizabeth West Campus on Wednesday October 26?

	Civialian	Contractor	Military	TOTAL
Before 5:00AM	1%	0%	2%	**1%**
5:00 AM	3%	0%	0%	**1%**
5:15 AM	2%	0%	0%	**1%**
5:30 AM	3%	0%	0%	**1%**
5:45 AM	2%	0%	0%	**1%**
6:00 AM	2%	0%	0%	**1%**
6:15 AM	1%	0%	0%	**1%**
6:30 AM	1%	0%	0%	**<1%**
6:45 AM	1%	0%	0%	**<1%**
7:00 AM	1%	0%	0%	**<1%**
7:30 AM	<1%	0%	0%	**<1%**
7:45 AM	<1%	0%	0%	**<1%**
8:00 AM	<1%	0%	0%	**<1%**
9:30 AM	<1%	0%	0%	**<1%**
10:15 AM	<1%	0%	0%	**<1%**
11:15 AM	<1%	0%	0%	**<1%**
12:30 PM	<1%	0%	0%	**<1%**
1:15 PM	<1%	0%	0%	**<1%**
1:45 PM	<1%	0%	0%	**<1%**
2:00 PM	1%	0%	0%	**<1%**
2:15 PM	<1%	0%	0%	**<1%**
2:30 PM	2%	0%	0%	**1%**
2:45 PM	<1%	0%	0%	**<1%**
3:00 PM	5%	<1%	<1%	**2%**
3:15 PM	4%	2%	<1%	**2%**
3:30 PM	16%	<1%	<1%	**7%**
3:45 PM	9%	0%	0%	**4%**
4:00 PM	34%	27%	2%	**18%**
4:15 PM	8%	13%	4%	**6%**
4:30 PM	3%	45%	12%	**13%**
4:45 PM	<1%	5%	7%	**4%**
5:00 PM	<1%	5%	16%	**8%**
5:15 PM	0%	0%	7%	**3%**
5:30 PM	0%	1%	10%	**5%**
5:45 PM	0%	0%	5%	**2%**
6:00 PM	0%	0%	6%	**3%**
6:15 PM	0%	0%	3%	**1%**
6:30 PM	<1%	0%	4%	**2%**
6:45 PM	0%	0%	1%	**1%**
7:00 PM	0%	0%	2%	**1%**
After 7:00 Pm	0%	0%	4%	**2%**
Did Not Work	0%	0%	15%	**7%**
Total	100%	100%	100%	**100%**

6. How many mile do you travel to work (one day one way)?

	Civialian	Contractor	Military	TOTAL
Less the 5 Miles	0%	0%	8%	**4%**
5- 10 Miles	0%	1%	28%	**13%**
11- 15 Miles	30%	2%	0%	**13%**
16- 20 Miles	28%	<1%	0%	**12%**
21- 25 Miles	26%	0%	0%	**11%**
26- 30 Miles	13%	40%	4%	**12%**
31- 35 Miles	3%	45%	7%	**10%**
36 - 40 Miles	<1%	9%	15%	**8%**
41- 45 Miles	0%	1%	12%	**5%**
46- 50 Miles	0%	0%	7%	**3%**
51- 55 Miles	<1%	0%	7%	**3%**
56- 60 Miles	0%	0%	4%	**2%**
61- 65 Miles	0%	0%	3%	**1%**
66- 70 Miles	0%	0%	2%	**1%**
71- 75 Miles	0%	0%	2%	**1%**
76- 80 Miles	0%	0%	1%	**<1%**
81- 85 Miles	0%	0%	<1%	**<1%**
86- 90 Miles	0%	0%	1%	**<1%**
91- 95 Miles	0%	0%	<1%	**<1%**
96- 100 Miles	0%	0%	1%	**<1%**
Greater than 100 Miles	0%	0%	1%	**<1%**
Total	100%	100%	100%	**100%**

7. How many minutes does it usually take you to get to work?

	Civialian	Contractor	Military	TOTAL
11- 15 Minutes	2%	1%	3%	**3%**
16- 20 Minutes	3%	4%	4%	**3%**
21- 25 Minutes	4%	8%	5%	**5%**
26- 30 Minutes	5%	9%	6%	**6%**
31- 35 Minutes	6%	9%	7%	**11%**
36 - 40 Minutes	8%	5%	8%	**8%**
41- 45 Minutes	9%	10%	12%	**10%**
46- 50 Minutes	10%	10%	9%	**10%**
51- 55 Minutes	7%	6%	7%	**7%**
56- 60 Minutes	12%	7%	10%	**10%**
61- 65 Minutes	5%	5%	6%	**6%**
66- 70 Minutes	4%	5%	4%	**4%**
71- 75 Minutes	5%	4%	5%	**5%**
76- 80 Minutes	2%	3%	2%	**2%**
81- 85 Minutes	2%	1%	1%	**2%**
86- 90 Minutes	5%	5%	4%	**5%**
91- 95 Minutes	2%	2%	1%	**2%**
96- 100 Minutes	1%	<1%	1%	**1%**
100- 105 Minutes	1%	<1%	<1%	**<1%**
106- 110 Minutes	<1%	<1%	1%	**<1%**
111- 115 Minutes	1%	<1%	<1%	**<1%**
116- 120 Minutes	1%	1%	1%	**<1%**
Greater than 120 Minutes	2%	2%	2%	**2%**
Total	100%	100%	100%	**100%**

8. How did you travel to work each day during the week of October 24-28, 2005?

	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	1%	3%	1%	**1%**
Carpool with 1 Coast Guard employee	5%	2%	4%	**4%**
Carpool with 2 Coast Guard employees	5%	6%	4%	**5%**
Carpool with 3 Coast Guard employees	2%	2%	3%	**3%**
Carpool with 4 Coast Guard employees	<1%	<1%	1%	**0%**
Carpool with non-Coast Guard	5%	7%	5%	**5%**
Commuter Bus / Express Bus from location near home	2%	3%	2%	**2%**
Commuter Rail (i.e. VRE/MARC) and bus from station to work	3%	4%	5%	**4%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work	2%	3%	2%	**2%**
Did not work today	8%	8%	9%	**8%**
Taxicab/Spouse	2%	1%	1%	**1%**
Drove alone the entire trip	31%	31%	34%	**33%**
Metrobus from home to work	1%	0%	2%	**1%**
Metrorail and bus from station to work	13%	14%	12%	**13%**
Metrorail and walk from station to work	5%	4%	3%	**4%**
Motorcycle	1%	0%	1%	**1%**
Other	1%	1%	1%	**1%**
Vanpool	8%	6%	7%	**7%**
Walk from home to work	<1%	<1%	<1%	**<1%**
Worked Offsite	5%	2%	4%	**4%**
Total	100%	100%	100%	**100%**

How did you travel to work each day during the week of October 24-28, 2005?

	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	1%	3%	1%	**1%**
Carpool with 1 Coast Guard employee	5%	2%	4%	**4%**
Carpool with 2 Coast Guard employees	5%	6%	4%	**5%**
Carpool with 3 Coast Guard employees	1%	2%	3%	**3%**
Carpool with 4 Coast Guard employees	4%	0%	0%	**<1%**
Carpool with non-Coast Guard	5%	9%	5%	**6%**
Commuter Bus / Express Bus from location near home	3%	5%	2%	**3%**
Commuter Rail (i.e. VRE/MARC) and bus from station to work	2%	3%	7%	**4%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work	5%	0%	0%	**2%**
Did not work today	3%	8%	3%	**3%**
Taxicab/Spouse	0%	0%	3%	**1%**
Drove alone the entire trip	33%	32%	33%	**33%**
Metrobus from home to work	0%	0%	2%	**1%**
Metrorail and bus from station to work	14%	14%	13%	**13%**
Metrorail and walk from station to work	5%	4%	4%	**4%**
Motorcycle	0%	0%	2%	**1%**
Other	1%	0%	2%	**1%**
Vanpool	9%	8%	6%	**8%**
Walk from home to work	0%	0%	<1%	**<1%**
Worked Offsite	5%	2%	6%	**5%**
Total	100%	100%	100%	**100%**

How did you travel to work each day during the week of October 24-28, 2005?

WEDNESDAY OCTOBER 26, 2005	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	1%	3%	1%	**1%**
Carpool with 1 Coast Guard employee	6%	2%	3%	**4%**
Carpool with 2 Coast Guard employees	4%	6%	4%	**4%**
Carpool with 3 Coast Guard employees	3%	2%	3%	**3%**
Carpool with 4 Coast Guard employees	0%	0%	0%	**<1%**
Carpool with non-Coast Guard	5%	9%	5%	**6%**
Commuter Bus / Express Bus from location near home	3%	5%	2%	**3%**
Commuter Rail (i.e. VRE/MARC) and bus from station to work	2%	3%	7%	**4%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work	5%	0%	0%	**2%**
Did not work today	2%	8%	3%	**3%**
Taxicab/Spouse	1%	0%	2%	**1%**
Drove alone the entire trip	32%	32%	35%	**34%**
Metrobus from home to work	2%	0%	<1%	**1%**
Metrorail and bus from station to work	14%	14%	13%	**13%**
Metrorail and walk from station to work	2%	4%	6%	**4%**
Motorcycle	1%	0%	2%	**1%**
Other	1%	0%	1%	**1%**
Vanpool	8%	8%	7%	**8%**
Walk from home to work	1%	0%	0%	**<1%**
Worked Offsite	4%	2%	6%	**5%**
Total	100%	100%	100%	**100%**

How did you travel to work each day during the week of October 24-28, 2005?

	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	2%	3%	1%	**2%**
Carpool with 1 Coast Guard employee	6%	2%	2%	**4%**
Carpool with 2 Coast Guard employees	4%	6%	4%	**4%**
Carpool with 3 Coast Guard employees	3%	2%	2%	**3%**
Carpool with 4 Coast Guard employees	0%	0%	1%	**<1%**
Carpool with non-Coast Guard	6%	9%	6%	**6%**
Commuter Bus / Express Bus from location near home	3%	5%	2%	**3%**
Commuter Rail (i.e. VRE/MARC) and bus from station to work	2%	3%	7%	**4%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work	3%	0%	1%	**2%**
Did not work today	4%	8%	3%	**4%**
Taxicab/Spouse	1%	0%	1%	**1%**
Drove alone the entire trip	32%	32%	36%	**34%**
Metrobus from home to work	1%	0%	1%	**1%**
Metrorail and bus from station to work	15%	14%	11%	**13%**
Metrorail and walk from station to work	2%	4%	6%	**4%**
Motorcycle	0%	0%	2%	**1%**
Other	2%	0%	1%	**1%**
Vanpool	9%	8%	6%	**8%**
Walk from home to work	0%	0%	1%	**<1%**
Worked Offsite	6%	2%	7%	**5%**
Total	100%	100%	100%	**100%**

How did you travel to work each day during the week of October 24-28, 2005?

	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	1%	2%	1%	**1%**
Carpool with 1 Coast Guard employee	3%	1%	4%	**3%**
Carpool with 2 Coast Guard employees	4%	3%	3%	**3%**
Carpool with 3 Coast Guard employees	1%	2%	2%	**2%**
Carpool with 4 Coast Guard employees	0%	0%	0%	**<1%**
Carpool with non-Coast Guard	7%	4%	4%	**6%**
Commuter Bus / Express Bus from location near home	2%	3%	2%	**2%**
Commuter Rail (i.e. VRE/MARC) and bus from station to work	4%	4%	4%	**4%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work	1%	1%	1%	**1%**
Did not work today	16%	12%	17%	**16%**
Taxicab/Spouse	1%	1%	1%	**1%**
Drove alone the entire trip	30%	33%	31%	**31%**
Metrobus from home to work	0%	1%	1%	**1%**
Metrorail and bus from station to work	12%	14%	11%	**12%**
Metrorail and walk from station to work	2%	4%	4%	**3%**
Motorcycle	1%	1%	1%	**1%**
Other	1%	1%	1%	**1%**
Vanpool	6%	6%	5%	**5%**
Walk from home to work	0%	0%	0%	**<1%**
Worked Offsite	7%	4%	6%	**6%**
Total	100%	100%	100%	**100%**

9. How many travel transfers does it typically take you to get to work?

	Civialian	Contractor	Military	TOTAL
1 transfer	70%	68%	47%	**59%**
2 transfer	12%	1%	25%	**17%**
3 transfer	10%	27%	20%	**17%**
4 transfer	8%	4%	4%	**6%**
5 transfer	0%	0%	3%	**1%**
6 transfer	0%	0%	<1%	**0%**
7 transfer	0%	0%	<1%	**0%**
8 transfer	0%	0%	<1%	**0%**
Greater than 8 transfers	0%	0%	<1%	**0%**
Total	100%	100%	100%	**100%**

10. When the U.S. Coast Guard is consolidated and relocated to St. Elizabeths West Campus do you expect to move to a new or different place of residence?

	Civialian	Contractor	Military	TOTAL
YES	96%	93%	94%	**95%**
NO.	4%	7%	6%	**5%**
Total	100%	100%	100%	**100%**

11.Do you expect to use the same mode of travel to get to work in the future?

	Civialian	Contractor	Military	TOTAL
YES	86%	84%	85%	**85%**
NO.	14%	16%	15%	**15%**
Total	100%	100%	100%	**100%**

12. How many miles will you have to travel to get to work at St. Elizabeths in the future?

	Civialian	Contractor	Military	TOTAL
Less the 5 Miles	2%	1%	2%	**2%**
5- 10 Miles	7%	10%	8%	**8%**
11- 15 Miles	12%	14%	11%	**12%**
16- 20 Miles	12%	8%	10%	**10%**
21- 25 Miles	10%	11%	12%	**11%**
26- 30 Miles	10%	8%	8%	**9%**
31- 35 Miles	13%	8%	11%	**12%**
36 - 40 Miles	9%	9%	10%	**9%**
41- 45 Miles	4%	7%	8%	**6%**
46- 50 Miles	5%	7%	6%	**6%**
51- 55 Miles	3%	2%	4%	**3%**
56- 60 Miles	4%	3%	2%	**3%**
61- 65 Miles	2%	4%	2%	**3%**
66- 70 Miles	2%	3%	2%	**2%**
71- 75 Miles	1%	1%	1%	**1%**
76- 80 Miles	1%	0%	1%	**0%**
81- 85 Miles	1%	1%	1%	**1%**
86- 90 Miles	0%	0%	0%	**0%**
91- 95 Miles	0%	0%	0%	**0%**
96- 100 Miles	0%	0%	0%	**0%**
Greater than 100 Miles	1%	2%	1%	**1%**
Total	100%	100%	100%	**100%**

13. Expected mode of travel to work each day during a typical week?

MONDAY	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	1%	0%	1%	**1%**
Carpool with 1 Coast Guard employee	4%	3%	5%	**4%**
Carpool with 2 Coast Guard employees	5%	3%	4%	**4%**
Carpool with 3 Coast Guard employees	5%	1%	3%	**4%**
Carpool with 4 Coast Guard employees	0%	0%	0%	**0%**
Carpool with non-Coast Guard	3%	5%	7%	**5%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work	6%	5%	4%	**5%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work	0%	0%	1%	**1%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work	0%	0%	1%	**0%**
Don't Know	4%	4%	3%	**3%**
Taxicab/Spouse	1%	0%	0%	**0%**
Drove alone the entire trip	33%	39%	37%	**36%**
Express bus / Commuter bus from park & ride location (near your home) to work	3%	2%	2%	**3%**
Metrobus from home to work	1%	0%	1%	**1%**
Metrorail and agency shuttle from Anacostia station to work	15%	16%	14%	**15%**
Metrorail and Metrobus from station to work	2%	2%	2%	**2%**
Metrorail and proposed Anacostia Street Car	1%	1%	1%	**1%**
Metrorail and walk from station to work	1%	2%	2%	**2%**
Motorcycle	1%	1%	1%	**1%**
Other	0%	1%	1%	**1%**
Vanpool	9%	6%	7%	**8%**
Walk from home to work	0%	0%	0%	**0%**
Worked Offsite	4%	3%	4%	**4%**
Total	100%	100%	100%	**100%**

13. Expected mode of travel to work each day during a typical week?

TUESDAY	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	1%	0%	1%	**1%**
Carpool with 1 Coast Guard employee	5%	5%	4%	**4%**
Carpool with 2 Coast Guard employees	5%	4%	4%	**4%**
Carpool with 3 Coast Guard employees	4%	5%	3%	**4%**
Carpool with 4 Coast Guard employees	0%	0%	0%	**0%**
Carpool with non-Coast Guard	5%	5%	5%	**5%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work	6%	5%	5%	**5%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work	1%	1%	1%	**1%**
Commuter Rail (i.e. VRE/MARC) to Metrorail an	0%	1%	0%	**0%**
Don't Know	4%	2%	3%	**3%**
Drove alone the entire trip	34%	38%	36%	**35%**
Taxicab/Spouse	0%	0%	1%	**0%**
Express bus / Commuter bus from park & ride location (near your home) to work	2%	4%	2%	**3%**
Metrobus from home to work	0%	2%	1%	**1%**
Metrorail and agency shuttle from Anacostia station to work	15%	15%	15%	**15%**
Metrorail and Metrobus from station to work	2%	1%	2%	**2%**
Metrorail and proposed Anacostia Street Car	1%	0%	1%	**1%**
Metrorail and walk from station to work	1%	1%	2%	**2%**
Motorcycle	1%	1%	1%	**1%**
Other	0%	1%	1%	**1%**
Vanpool	9%	6%	8%	**8%**
Walk from home to work	0%	0%	0%	**0%**
Worked Offsite	1%	3%	2%	**2%**
Total	100%	100%	100%	**100%**

13. Expected mode of travel to work each day during a typical week?

WEDNESDAY	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	1%	0%	1%	**1%**
Carpool with 1 Coast Guard employee	5%	2%	5%	**4%**
Carpool with 2 Coast Guard employees	5%	2%	5%	**5%**
Carpool with 3 Coast Guard employees	4%	6%	2%	**3%**
Carpool with 4 Coast Guard employees	0%	0%	0%	**0%**
Carpool with non-Coast Guard	5%	5%	5%	**5%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work	5%	5%	5%	**5%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work	0%	1%	1%	**1%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work	0%	0%	0%	**0%**
Don't Know	3%	2%	4%	**3%**
Drove alone the entire trip	35%	36%	36%	**36%**
Taxicab/Spouse	0%	1%	1%	**1%**
Express bus / Commuter bus from park & ride location (near your home) to work	3%	2%	2%	**3%**
Metrobus from home to work	1%	1%	1%	**1%**
Metrorail and agency shuttle from Anacostia station to work	16%	18%	14%	**15%**
Metrorail and Metrobus from station to work	3%	1%	2%	**2%**
Metrorail and proposed Anacostia Street Car	1%	1%	1%	**1%**
Metrorail and walk from station to work	1%	1%	2%	**2%**
Motorcycle	1%	1%	2%	**1%**
Other	0%	1%	1%	**1%**
Vanpool	8%	8%	8%	**8%**
Walk from home to work	0%	0%	0%	**0%**
Worked Offsite	2%	3%	3%	**2%**
Total	100%	100%	100%	**100%**

13. Expected mode of travel to work each day during a typical week?

THURSDAY	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	1%	1%	1%	**1%**
Carpool with 1 Coast Guard employee	5%	3%	4%	**4%**
Carpool with 2 Coast Guard employees	4%	4%	4%	**4%**
Carpool with 3 Coast Guard employees	4%	5%	3%	**4%**
Carpool with 4 Coast Guard employees	0%	0%	0%	**0%**
Carpool with non-Coast Guard	5%	4%	5%	**5%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work	6%	7%	5%	**6%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work	0%	1%	1%	**1%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work	0%	1%	0%	**0%**
Don't Know	3%	2%	4%	**3%**
Drove alone the entire trip	35%	35%	36%	**35%**
Taxicab/Spouse	0%	1%	1%	**1%**
Express bus / Commuter bus from park & ride location (near your home) to work	3%	2%	3%	**3%**
Metrobus from home to work	1%	1%	1%	**1%**
Metrorail and agency shuttle from Anacostia station to work	17%	17%	14%	**15%**
Metrorail and Metrobus from station to work	2%	0%	2%	**2%**
Metrorail and proposed Anacostia Street Car	1%	1%	1%	**1%**
Metrorail and walk from station to work	1%	0%	2%	**2%**
Motorcycle	1%	1%	1%	**1%**
Other	1%	1%	1%	**1%**
Vanpool	8%	6%	8%	**8%**
Walk from home to work	0%	0%	0%	**0%**
Worked Offsite	1%	4%	3%	**2%**
Total	100%	100%	100%	**100%**

13. Expected mode of travel to work each day during a typical week?

FRIDAY	Civialian	Contractor	Military	TOTAL
Bicycle from Home to Work	1%	1%	0%	**1%**
Carpool with 1 Coast Guard employee	5%	3%	3%	**4%**
Carpool with 2 Coast Guard employees	4%	4%	4%	**4%**
Carpool with 3 Coast Guard employees	4%	4%	2%	**3%**
Carpool with 4 Coast Guard employees	0%	1%	0%	**0%**
Carpool with non-Coast Guard	5%	4%	5%	**5%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and agency shuttle from station to work	6%	7%	4%	**5%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and Anacostia Street Car from station to work	0%	0%	1%	**1%**
Commuter Rail (i.e. VRE/MARC) to Metrorail and walk from station to work	0%	0%	1%	**0%**
Don't Know	3%	5%	3%	**3%**
Drove alone the entire trip	35%	35%	36%	**35%**
Taxicab/Spouse	0%	0%	1%	**0%**
Express bus / Commuter bus from park & ride location (near your home) to work	1%	1%	3%	**2%**
Metrobus from home to work	1%	0%	0%	**1%**
Metrorail and agency shuttle from Anacostia station to work	18%	20%	9%	**14%**
Metrorail and Metrobus from station to work	0%	0%	5%	**2%**
Metrorail and proposed Anacostia Street Car	0%	0%	2%	**1%**
Metrorail and walk from station to work	2%	0%	0%	**1%**
Motorcycle	1%	0%	2%	**1%**
Other	0%	1%	1%	**1%**
Vanpool	11%	3%	4%	**7%**
Walk from home to work	0%	0%	0%	**0%**
Worked Offsite	1%	10%	11%	**7%**
Total	100%	100%	100%	**100%**

14. How many minutes do you expect to tavel to get to work at St. Elizabeths in the future?

	Civialian	Contractor	Military	TOTAL
Less the 5 Miles	0%	0%	0%	**0%**
5- 10 Minutes	1%	1%	1%	**1%**
11- 15 Minutes	1%	1%	1%	**1%**
16- 20 Minutes	2%	3%	3%	**3%**
21- 25 Minutes	3%	2%	4%	**4%**
26- 30 Minutes	6%	5%	7%	**6%**
31- 35 Minutes	6%	3%	5%	**5%**
36 - 40 Minutes	7%	6%	6%	**7%**
41- 45 Minutes	9%	11%	10%	**10%**
46- 50 Minutes	9%	10%	9%	**9%**
51- 55 Minutes	5%	6%	3%	**4%**
56- 60 Minutes	11%	10%	10%	**10%**
61- 65 Minutes	7%	8%	7%	**7%**
66- 70 Minutes	6%	7%	6%	**6%**
71- 75 Minutes	5%	5%	6%	**5%**
76- 80 Minutes	3%	3%	3%	**3%**
81- 85 Minutes	2%	1%	2%	**2%**
86- 90 Minutes	5%	4%	4%	**5%**
91- 95 Minutes	2%	2%	3%	**2%**
96- 100 Minutes	2%	4%	2%	**2%**
100- 105 Minutes	0%	0%	0%	**0%**
106- 110 Minutes	0%	0%	0%	**0%**
111- 115 Minutes	0%	0%	0%	**0%**
116- 120 Minutes	3%	2%	1%	**2%**
Greater than 120 Minutes	3%	4%	3%	**3%**
don't know	2%	1%	2%	**2%**
Total	100%	100%	100%	**100%**

15. How many travel transfers do you expect to take you to get to work in the future?

	Civialian	Contractor	Military	TOTAL
1 transfer	58%	60%	56%	**57%**
2 transfer	13%	12%	14%	**13%**
3 transfer	12%	15%	13%	**13%**
4 transfer	13%	10%	12%	**12%**
5 transfer	4%	3%	4%	**4%**
6 transfer	0%	0%	<1%	**0%**
7 transfer	0%	0%	<1%	**0%**
8 transfer	0%	0%	<1%	**0%**
Greater than 8 transfers	0%	0%	<1%	**0%**
Total	100%	100%	100%	**100%**

16. If you currently plan to drive alone to wirk in the future, what would encourage you to share a ride in the future?

	Civialian	Contractor	Military	TOTAL
I do not plan to drive alone	43%	39%	40%	**41%**
Increased HOV lane incentives or opportunities on major arterials into the District	7%	11%	8%	**8%**
Help finding people with whom I can share the ride	10%	12%	12%	**11%**
Guaranteed ride home in case of emergencies and unscheduled overtime	6%	7%	7%	**7%**
More flexible hours (Flextime)	6%	4%	7%	**6%**
More predictable work schedule (i.e. reduced irregular work hours)	2%	0%	2%	**2%**
Easier access to services for personal errands during the day	2%	2%	2%	**2%**
Prizes, contest, and drawings for ride sharers	0%	0%	0%	**0%**
Parking fees for those driving alone	1%	1%	1%	**1%**
Child care facilities at or near my work site	0%	1%	0%	**0%**
Improved neighborhood security	1%	0%	0%	**1%**
Other	1%	2%	1%	**1%**
I do not wish to carpool or vanpool to work at this time	19%	18%	19%	**19%**
TOTAL	100%	100%	100%	**100%**

16. If you currently plan to drive alone to work in the future, what would encourage you to share a ride in the future (2nd Choice) ?

	Civialian	Contractor	Military	TOTAL
I do not plan to drive alone	0%	0%	0%	**0%**
Increased HOV lane incentives or opportunities on major arterials into the District	0%	1%	2%	**1%**
Help finding people with whom I can share the ride	3%	2%	3%	**3%**
Guaranteed ride home in case of emergencies and unscheduled overtime	7%	8%	6%	**7%**
More flexible hours (Flextime)	6%	6%	7%	**6%**
More predictable work schedule (i.e. reduced irregular work hours)	5%	7%	5%	**5%**
Easier access to services for personal errands during the day	4%	3%	5%	**4%**
Prizes, contest, and drawings for ride sharers	0%	1%	0%	**0%**
Parking fees for those driving alone	2%	2%	2%	**2%**
Child care facilities at or near my work site	1%	0%	1%	**1%**
Improved neighborhood security	3%	3%	3%	**3%**
Other	0%	1%	1%	**1%**
I do not wish to carpool or vanpool to work at this time	1%	1%	2%	**1%**
Did not Respond	66%	62%	65%	**65%**
TOTAL	100%	100%	100%	**100%**

16. If you currently plan to drive alone to work in the future, what would encourage you to share a ride in the future (3rd choice)?

	Civialian	Contractor	Military	TOTAL
I do not plan to drive alone	0%	0%	0%	**0%**
Increased HOV lane incentives or opportunities on major arterials into the District	0%	0%	0%	**0%**
Help finding people with whom I can share the ride	0%	0%	0%	**0%**
Guaranteed ride home in case of emergencies and unscheduled overtime	1%	1%	1%	**1%**
More flexible hours (Flextime)	3%	2%	3%	**3%**
More predictable work schedule (i.e. reduced irregular work hours)	2%	1%	3%	**2%**
Easier access to services for personal errands during the day	4%	4%	3%	**4%**
Prizes, contest, and drawings for ride sharers	0%	0%	1%	**1%**
Parking fees for those driving alone	2%	3%	2%	**3%**
Child care facilities at or near my work site	1%	0%	1%	**1%**
Improved neighborhood security	6%	11%	6%	**7%**
Other	2%	1%	1%	**1%**
I do not wish to carpool or vanpool to work at this time	3%	4%	4%	**3%**
Did not Respond	77%	73%	74%	**75%**
TOTAL	100%	100%	100%	**100%**

17. If you do not plan to telecommute at least one day per week in the future, what would encourage you to telecommute?

	Civialian	Contractor	Military	TOTAL
I already plan to telecommute at least one day p	15%	19%	19%	**17%**
Supervisor consent	53%	49%	48%	**50%**
Providing reasonably appropriate technology to	6%	6%	6%	**6%**
Other (telecommuting assistance or incentives)	0%	0%	1%	**1%**
I will not be able to telecommute because my jo	17%	18%	19%	**18%**
I will not be able to telecommute for other reaso	9%	7%	7%	**8%**
TOTAL	100%	100%	100%	100%

17. If you do not plan to telecommute at least one day per week in the future, what would encourage you to telecommute (2nd choice)?

	Civialian	Contractor	Military	TOTAL
I already plan to telecommute at least one day per week	0%	0%	0%	**0%**
Supervisor consent	2%	3%	3%	**3%**
Providing reasonably appropriate technology to work at home or from telework centers	0%	0%	1%	**1%**
Other (telecommuting assistance or incentives)	1%	0%	1%	**1%**
I will not be able to telecommute because my job requires me to be on-site	2%	3%	2%	**2%**
I will not be able to telecommute for other reasons	19%	15%	17%	**18%**
No Response	75%	78%	76%	**76%**
TOTAL	100%	100%	100%	100%

17. If you do not plan to telecommute at least one day per week in the future, what would encourage you to telecommute (3rd choice)?

	Civialian	Contractor	Military	TOTAL
I already plan to telecommute at least one day p	0%	0%	0%	**0%**
Supervisor consent	0%	0%	0%	**0%**
Providing reasonably appropriate technology to	0%	0%	0%	**0%**
Other (telecommuting assistance or incentives)	2%	0%	1%	**1%**
I will not be able to telecommute because my jo	1%	1%	1%	**1%**
I will not be able to telecommute for other reaso	1%	1%	1%	**1%**
No Response	97%	98%	96%	**96%**
TOTAL	100%	100%	100%	100%

18. If you currently plan to drive alone in the future, what would encourage you to use public transit?

	Civialian	Contractor	Military	TOTAL
Do not plan to drive alone in the future	43%	46%	37%	**40%**
Help finding bus or rail service to meet my schedule	5%	8%	6%	**6%**
Improved personal safety in Anacostia neighborhood	18%	17%	16%	**17%**
Improved personal safety at other Metrorail stations	1%	0%	1%	**1%**
Express bus/Commuter bus from your area of residence to work	9%	10%	9%	**9%**
Guaranteed ride home in case of emergencies and unscheduled overtime	3%	2%	2%	**2%**
More flexible hours (Flextime)	2%	1%	4%	**3%**
Easier access to services for personal errands during the day	0%	0%	1%	**1%**
Prizes, contest, and drawings for transit users	0%	0%	0%	**0%**
Parking fees for those driving alone	1%	0%	0%	**1%**
Child care facilities at or near my work site	0%	0%	0%	**0%**
Extended day care hours	0%	0%	0%	**0%**
Bicycle lockers at transit stations	0%	1%	0%	**0%**
More frequent service or more convenient stops	2%	0%	1%	**1%**
More parking at Metrorail or transit stations	0%	0%	1%	**0%**
Distribution of transit passes at your work site	1%	0%	1%	**1%**
Other	1%	2%	2%	**1%**
I do not wish to use public transit at this time	12%	12%	18%	**15%**
TOTAL	100%	100%	100%	100%

18. If you currently plan to drive alone in the future, what would encourage you to use public transit (2nd Choice)?

	Civialian	Contractor	Military	TOTAL
Do not plan to drive alone in the future	0%	0%	0%	**0%**
Help finding bus or rail service to meet my schedule	0%	0%	0%	**0%**
Improved personal safety in Anacostia neighborhood	2%	3%	3%	**3%**
Improved personal safety at other Metrorail stations	4%	2%	5%	**4%**
Express bus/Commuter bus from your area of residence to work	8%	12%	6%	**8%**
Guaranteed ride home in case of emergencies and unscheduled overtime	7%	5%	7%	**7%**
More flexible hours (Flextime)	4%	2%	4%	**4%**
Easier access to services for personal errands during the day	2%	5%	2%	**2%**
Prizes, contest, and drawings for transit users	0%	1%	0%	**0%**
Parking fees for those driving alone	1%	1%	1%	**1%**
Child care facilities at or near my work site	1%	0%	0%	**0%**
Extended day care hours	0%	0%	0%	**0%**
Bicycle lockers at transit stations	0%	2%	0%	**0%**
More frequent service or more convenient stops	3%	3%	3%	**3%**
More parking at Metrorail or transit stations	2%	2%	2%	**2%**
Distribution of transit passes at your work site	1%	0%	1%	**1%**
Other	1%	1%	1%	**1%**
I do not wish to use public transit at this time	0%	1%	1%	**1%**
No Response	62%	57%	64%	**62%**
TOTAL	100%	100%	100%	100%

18. If you currently plan to drive alone in the future, what would encourage you to use public transit (3rd Choice)?

	Civialian	Contractor	Military	TOTAL
Do not plan to drive alone in the future	0%	0%	0%	**0%**
Help finding bus or rail service to meet my schedule	0%	0%	0%	**0%**
Improved personal safety in Anacostia neighborhood	0%	0%	0%	**0%**
Improved personal safety at other Metrorail stations	0%	1%	1%	**1%**
Express bus/Commuter bus from your area of residence to work	2%	3%	2%	**2%**
Guaranteed ride home in case of emergencies and unscheduled overtime	3%	3%	3%	**3%**
More flexible hours (Flextime)	3%	4%	3%	**3%**
Easier access to services for personal errands during the day	3%	1%	3%	**3%**
Prizes, contest, and drawings for transit users	0%	0%	0%	**0%**
Parking fees for those driving alone	1%	1%	1%	**1%**
Child care facilities at or near my work site	1%	1%	0%	**1%**
Extended day care hours	0%	0%	0%	**0%**
Bicycle lockers at transit stations	1%	1%	1%	**1%**
More frequent service or more convenient stops	2%	1%	4%	**3%**
More parking at Metrorail or transit stations	4%	2%	4%	**3%**
Distribution of transit passes at your work site	5%	5%	5%	**5%**
Other	1%	0%	1%	**1%**
I do not wish to use public transit at this time	2%	0%	1%	**1%**
No Response	71%	76%	70%	**71%**
TOTAL	100%	100%	100%	100%

19. If you currently do not plan to walk or ride a bicycle to work in the future, what would encourage you to ride a bicycle?

	Civialian	Contractor	Military	TOTAL
Improved bicycle routes and trails to work	21%	13%	18%	**19%**
Improved personal safety along bicycle trails and/or in Anacostia neighborhood	6%	8%	5%	**6%**
Guaranteed ride home in case of emergencies or unscheduled overtime	1%	0%	2%	**1%**
Secure, convenient bicycle parking racks or lockers at work	1%	1%	1%	**1%**
Seminars on riding safely in traffic	0%	0%	0%	**0%**
Showers and clothing lockers	1%	0%	1%	**1%**
More flexible hours	1%	1%	1%	**1%**
Easier access to services for personal errands during the day	0%	0%	0%	**0%**
Bicycle and safety equipment provided by U.S. Coast Guard	0%	0%	0%	**0%**
Prizes, contest, and drawings for bicyclists	0%	0%	0%	**0%**
Parking fees for those driving along	0%	0%	0%	**0%**
Other	3%	2%	2%	**3%**
I do not wish to ride a bicycle or walk to work at this time	64%	74%	68%	**67%**
TOTAL	100%	100%	100%	100%

19. If you currently do not plan to walk or ride a bicycle to work in the future, what would encourage you to walk or ride a bicylce (2nd choice)?

	Civialian	Contractor	Military	TOTAL
Improved bicycle routes and trails to work	0%	0%	0%	**0%**
Improved personal safety along bicycle trails and/or in Anacostia neighborhood	12%	11%	10%	**11%**
Guaranteed ride home in case of emergencies or unscheduled overtime	3%	3%	4%	**3%**
Secure, convenient bicycle parking racks or lockers at work	6%	3%	5%	**5%**
Seminars on riding safely in traffic	0%	0%	0%	**0%**
Showers and clothing lockers	3%	1%	3%	**3%**
More flexible hours	1%	2%	1%	**1%**
Easier access to services for personal errands during the day	0%	1%	1%	**0%**
Bicycle and safety equipment provided by U.S. Coast Guard	0%	0%	0%	**0%**
Prizes, contest, and drawings for bicyclists	0%	0%	0%	**0%**
Parking fees for those driving along	0%	0%	0%	**0%**
Other	0%	0%	0%	**0%**
I do not wish to ride a bicycle or walk to work at this time	0%	0%	1%	**1%**
No Response	73%	78%	75%	**74%**
TOTAL	100%	100%	100%	100%

19. If you currently do not plan to walk or ride a bicycle to work in the future, what would encourage you to walk or ride a bicylce (3rd choice)?

what would encourage you to walk or ride a	Civialian	Contractor	Military	TOTAL
Improved bicycle routes and trails to work	0%	0%	0%	**0%**
Improved personal safety along bicycle trails and/or in Anacostia neighborhood	0%	0%	0%	**0%**
Guaranteed ride home in case of emergencies or unscheduled overtime	1%	3%	2%	**2%**
Secure, convenient bicycle parking racks or lockers at work	5%	2%	3%	**4%**
Seminars on riding safely in traffic	0%	0%	0%	**0%**
Showers and clothing lockers	11%	11%	8%	**10%**
More flexible hours	1%	1%	2%	**1%**
Easier access to services for personal errands during the day	1%	2%	1%	**1%**
Bicycle and safety equipment provided by U.S. Coast Guard	1%	0%	1%	**1%**
Prizes, contest, and drawings for bicyclists	0%	0%	0%	**0%**
Parking fees for those driving along	0%	0%	0%	**0%**
Other	1%	0%	1%	**1%**
I do not wish to ride a bicycle or walk to work at this time	1%	0%	2%	**1%**
No Response	77%	80%	79%	**79%**
TOTAL	100%	100%	100%	100%

22 What would be your optmal solution for commuting to St. Elizabeths campus in the future?

	Civialian	Contractor	Military	TOTAL
Change jobs or Retire	4%	4%	3%	**4%**
Biking, Walking, Utilize Trail	1%	2%	1%	**1%**
Safety Issues	1%	0%	0%	**0%**
CarPooling, VanPooling	6%	8%	6%	**7%**
Rail Stop at St Elizabeths	9%	7%	6%	**7%**
Commuter Bus from Various Locations	4%	5%	6%	**5%**
Shuttle Bus from various Metro stops	7%	4%	4%	**6%**
Parking related issues	8%	9%	9%	**9%**
No Response	45%	51%	49%	**47%**
Other	14%	10%	15%	**14%**
TOTAL	**100%**	**100%**	**100%**	**100%**

Appendix B: Site Driveway Turning Movement and 24-Hour Count Sheets

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Counted by: TGI

Intersection of: Nebraska Ave
and: North NAC Site Access
Location: Washington DC

Date: May 6, 2010
Weather: Fair
Entered by: PZ

Day: Thursday

TIME	TRAFFIC FROM NORTH on: Nebraska Ave					TRAFFIC FROM SOUTH on: Nebraska Ave					TRAFFIC FROM EAST on: N. NAC Site Access					TRAFFIC FROM WEST on: Parking Lot Access					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	U-TN	TOTAL	LEFT	THRU	RIGHT	U-TN	TOTAL	LEFT	THRU	RIGHT	U-TN	TOTAL	LEFT	THRU	RIGHT	U-TN	TOTAL	
AM																					
30-45	1	147	0	0	148	2	101	2	0	105	0	0	2	0	2	0	0	0	0	0	255
45-00	3	179	3	0	185	1	129	4	0	134	2	0	3	0	5	0	0	0	0	0	324
07:0-15	3	148	1	0	152	2	158	1	0	161	3	0	2	0	5	0	0	0	0	0	318
15-30	1	224	2	0	227	2	224	1	0	227	0	0	0	0	0	0	0	0	0	0	454
30-45	2	221	0	0	223	1	250	3	0	254	2	0	2	0	4	1	0	0	0	1	482
45-00	2	275	0	0	277	1	242	5	0	248	3	0	2	0	5	0	0	0	0	0	530
08:0-15	4	261	0	0	265	1	256	3	0	260	2	0	3	0	5	0	0	1	0	1	531
15-30	3	231	3	0	237	1	254	3	0	258	4	0	1	0	5	1	0	0	0	1	501
30-45	3	219	0	0	222	1	250	1	0	252	0	0	2	0	2	0	0	0	0	0	476
45-00	3	207	1	0	211	0	235	6	0	241	1	0	3	0	4	0	0	0	0	0	456
09:0-15	2	187	1	0	190	2	254	2	0	258	3	0	4	0	7	0	0	1	0	1	456
15-30	2	149	4	0	155	2	251	1	0	254	3	0	1	0	4	7	0	4	0	11	424
3 Hr Totals	29	2448	15	0	2492	16	2604	32	0	2652	23	0	25	0	48	9	0	6	0	15	5207
1 Hr Totals																					
630-730	8	698	6	0	712	7	612	8	0	627	5	0	7	0	12	0	0	0	0	0	1351
645-745	9	772	6	0	787	6	761	9	0	776	7	0	7	0	14	1	0	0	0	1	1578
07-08	8	868	3	0	879	6	874	10	0	890	8	0	6	0	14	1	0	0	0	1	1784
715-815	9	981	2	0	992	5	972	12	0	989	7	0	7	0	14	1	0	1	0	2	1997
730-830	11	988	3	0	1002	4	1002	14	0	1020	11	0	8	0	19	2	0	1	0	3	2044
745-845	12	986	3	0	1001	4	1002	12	0	1018	9	0	8	0	17	1	0	1	0	2	2038
08-09	13	918	4	0	935	3	995	13	0	1011	7	0	9	0	16	1	0	1	0	2	1964
815-915	11	844	5	0	860	4	993	12	0	1009	8	0	10	0	18	1	0	1	0	2	1889
830-930	10	762	6	0	778	5	990	10	0	1005	7	0	10	0	17	7	0	5	0	12	1812
PEAK HOUR																					
730-830	11	988	3	0	1002	4	1002	14	0	1020	11	0	8	0	19	2	0	1	0	3	2044
PM																					
04:0-15	1	213	2	0	216	0	281	0	0	281	1	0	1	0	2	1	1	1	0	3	502
15-30	1	257	1	0	259	17	217	2	0	236	1	0	2	0	3	0	0	0	0	0	498
30-45	3	232	0	0	235	1	258	4	0	263	1	0	4	0	5	0	0	1	0	1	504
45-00	2	205	0	0	207	0	240	3	0	243	1	0	3	0	4	0	0	0	0	0	454
05:0-15	1	204	5	0	210	0	289	0	0	289	0	0	1	0	1	1	0	2	0	3	503
15-30	1	208	0	0	209	0	240	1	0	241	1	0	1	0	2	2	0	1	0	3	455
30-45	1	240	0	0	241	3	222	2	0	227	1	0	2	0	3	0	0	0	0	0	471
45-00	1	235	0	0	236	1	249	6	0	256	2	0	2	0	4	0	0	1	0	1	497
06:0-15	4	267	0	0	271	0	267	2	0	269	2	0	1	0	3	0	0	1	0	1	544
15-30	2	240	2	0	244	17	253	0	0	270	0	0	1	0	1	0	0	0	0	0	515
30-45	1	249	0	0	250	1	229	0	0	230	0	0	0	0	0	0	0	0	0	0	480
45-00	0	172	1	0	173	0	167	0	0	167	0	0	1	0	1	2	0	1	0	3	344
3 Hr Totals	18	2722	11	0	2751	40	2912	20	0	2972	10	0	19	0	29	6	1	8	0	15	5767
1 Hr Totals																					
04-05	7	907	3	0	917	18	996	9	0	1023	4	0	10	0	14	1	1	2	0	4	1958
415-515	7	898	6	0	911	18	1004	9	0	1031	3	0	10	0	13	1	0	3	0	4	1959
430-530	7	849	5	0	861	1	1027	8	0	1036	3	0	9	0	12	3	0	4	0	7	1916
445-545	5	857	5	0	867	3	991	6	0	1000	3	0	7	0	10	3	0	3	0	6	1883
05-06	4	887	5	0	896	4	1000	9	0	1013	4	0	6	0	10	3	0	4	0	7	1926
515-615	7	950	0	0	957	4	978	11	0	993	6	0	6	0	12	2	0	3	0	5	1967
530-630	8	982	2	0	992	21	991	10	0	1022	5	0	6	0	11	0	0	2	0	2	2027
545-645	8	991	2	0	1001	19	998	8	0	1025	4	0	4	0	8	0	0	2	0	2	2036
06-07	7	928	3	0	938	18	916	2	0	936	2	0	3	0	5	2	0	2	0	4	1883
PEAK HOUR																					
545-645	8	991	2	0	1001	19	998	8	0	1025	4	0	4	0	8	0	0	2	0	2	2036

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Counted by: TGI

Intersection of: Nebraska Ave
and: South NAC Site Access
Location: Washington DC

Date: May 6, 2010
Weather: Fair
Entered by: PZ

Day: Thursday

TIME	TRAFFIC FROM NORTH on: Nebraska Ave					TRAFFIC FROM SOUTH on: Nebraska Ave					TRAFFIC FROM EAST on: S. NAC Site Access					TRAFFIC FROM WEST on: Parking Lot Access					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	U-TN	TOTAL	LEFT	THRU	RIGHT	U-TN	TOTAL	LEFT	THRU	RIGHT	U-TN	TOTAL	LEFT	THRU	RIGHT	U-TN	TOTAL	
AM																					
30-45	13	154	0	0	167	0	125	1	0	126	0	0	0	0	0	0	0	0	0	0	293
45-00	9	173	0	0	182	0	122	1	0	123	0	0	0	0	0	0	0	0	0	0	305
07:0-15	3	156	0	0	159	0	160	3	0	163	0	0	0	0	0	0	0	0	0	0	322
15-30	3	217	0	0	220	0	249	3	0	252	0	0	0	0	0	0	0	0	0	0	472
30-45	6	254	0	0	260	0	258	2	0	260	0	0	0	0	0	0	0	0	0	0	520
45-00	3	317	0	0	320	0	252	2	0	254	0	0	0	0	0	0	0	0	0	0	574
08:0-15	2	257	0	0	259	0	284	1	0	285	0	0	0	0	0	0	0	0	0	0	544
15-30	1	249	0	0	250	0	283	2	0	285	0	0	0	0	0	0	0	0	0	0	535
30-45	9	233	0	0	242	0	265	2	0	267	0	0	0	0	0	0	0	0	0	0	509
45-00	7	238	0	0	245	0	247	5	0	252	0	0	0	0	0	0	0	0	0	0	497
09:0-15	4	212	0	0	216	0	271	2	0	273	0	0	0	0	0	0	0	0	0	0	489
15-30	3	198	0	0	201	0	308	0	0	308	0	0	0	0	0	0	0	0	0	0	509
3 Hr Totals	63	2658	0	0	2721	0	2824	24	0	2848	0	0	0	0	0	0	0	0	0	0	5569
1 Hr Totals																					
630-730	28	700	0	0	728	0	656	8	0	664	0	0	0	0	0	0	0	0	0	0	1392
645-745	21	800	0	0	821	0	789	9	0	798	0	0	0	0	0	0	0	0	0	0	1619
07-08	15	944	0	0	959	0	919	10	0	929	0	0	0	0	0	0	0	0	0	0	1888
715-815	14	1045	0	0	1059	0	1043	8	0	1051	0	0	0	0	0	0	0	0	0	0	2110
730-830	12	1077	0	0	1089	0	1077	7	0	1084	0	0	0	0	0	0	0	0	0	0	2173
745-845	15	1056	0	0	1071	0	1084	7	0	1091	0	0	0	0	0	0	0	0	0	0	2162
08-09	19	977	0	0	996	0	1079	10	0	1089	0	0	0	0	0	0	0	0	0	0	2085
815-915	21	932	0	0	953	0	1066	11	0	1077	0	0	0	0	0	0	0	0	0	0	2030
830-930	23	881	0	0	904	0	1091	9	0	1100	0	0	0	0	0	0	0	0	0	0	2004
PEAK HOUR																					
730-830	12	1077	0	0	1089	0	1077	7	0	1084	0	0	0	0	0	0	0	0	0	0	2173
PM																					
04:0-15	0	220	0	0	220	0	283	0	0	283	0	0	3	0	3	0	0	0	0	0	506
15-30	0	259	0	0	259	0	216	0	0	216	0	0	5	0	5	0	0	0	0	0	480
30-45	0	249	0	0	249	0	269	0	0	269	0	0	4	0	4	0	0	0	0	0	522
45-00	1	219	0	0	220	0	253	0	0	253	1	0	6	0	7	0	0	0	0	0	480
05:0-15	0	242	0	0	242	0	291	0	0	291	1	0	4	0	5	0	0	0	0	0	538
15-30	0	233	0	0	233	0	259	0	0	259	0	0	3	0	3	0	0	0	0	0	495
30-45	1	263	0	0	264	0	250	0	0	250	0	0	4	0	4	0	0	0	0	0	518
45-00	0	270	0	0	270	0	267	0	0	267	0	0	1	0	1	0	0	0	0	0	538
06:0-15	0	288	0	0	288	0	287	0	0	287	0	0	1	0	1	0	0	0	0	0	576
15-30	0	252	0	0	252	0	266	0	0	266	0	0	0	0	0	0	0	0	0	0	518
30-45	0	266	0	0	266	0	230	0	0	230	0	0	0	0	0	0	0	0	0	0	496
45-00	0	204	0	0	204	0	198	0	0	198	0	0	0	0	0	0	0	0	0	0	402
3 Hr Totals	2	2965	0	0	2967	0	3069	0	0	3069	2	0	31	0	33	0	0	0	0	0	6069
1 Hr Totals																					
04-05	1	947	0	0	948	0	1021	0	0	1021	1	0	18	0	19	0	0	0	0	0	1988
415-515	1	969	0	0	970	0	1029	0	0	1029	2	0	19	0	21	0	0	0	0	0	2020
430-530	1	943	0	0	944	0	1072	0	0	1072	2	0	17	0	19	0	0	0	0	0	2035
445-545	2	957	0	0	959	0	1053	0	0	1053	2	0	17	0	19	0	0	0	0	0	2031
05-06	1	1008	0	0	1009	0	1067	0	0	1067	1	0	12	0	13	0	0	0	0	0	2089
515-615	1	1054	0	0	1055	0	1063	0	0	1063	0	0	9	0	9	0	0	0	0	0	2127
530-630	1	1073	0	0	1074	0	1070	0	0	1070	0	0	6	0	6	0	0	0	0	0	2150
545-645	0	1076	0	0	1076	0	1050	0	0	1050	0	0	2	0	2	0	0	0	0	0	2128
06-07	0	1010	0	0	1010	0	981	0	0	981	0	0	1	0	1	0	0	0	0	0	1992
PEAK HOUR																					
530-630	1	1073	0	0	1074	0	1070	0	0	1070	0	0	6	0	6	0	0	0	0	0	2150

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Counted by: KL

Intersection of: Massachusetts Ave
and: NAC Site Access
Location: Washington DC

Date: May 6, 2010
Weather: Fair
Entered by: PZ

Day: Thursday

TIME	TRAFFIC FROM NORTH on: Massachussetts					TRAFFIC FROM SOUTH on: Massachussetts					TRAFFIC FROM EAST on: NAC Access					TRAFFIC FROM WEST on: Parking Lot Access					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	U-TN	TOTAL	LEFT	THRU	RIGHT	U-TN	TOTAL	LEFT	THRU	RIGHT	U-TN	TOTAL	LEFT	THRU	RIGHT	U-TN	TOTAL	
AM																					
30-45	31	87	0	0	118	0	60	4	0	64	3	0	13	0	16	0	0	0	0	0	198
45-00	26	155	0	0	181	0	80	6	0	86	2	0	1	0	3	0	0	0	0	0	270
07:0-15	17	232	0	0	249	0	86	13	0	99	1	0	3	0	4	0	0	0	0	0	352
15-30	14	320	0	0	334	0	115	15	0	130	0	0	2	0	2	0	0	0	0	0	466
30-45	13	385	0	0	398	0	161	16	0	177	1	0	0	0	1	0	0	0	0	0	576
45-00	14	341	0	0	355	0	160	6	0	166	0	0	1	0	1	0	0	0	0	0	522
08:0-15	12	310	0	0	322	0	165	10	0	175	0	0	3	0	3	0	0	0	0	0	500
15-30	5	349	0	0	354	0	144	10	0	154	4	0	1	0	5	0	0	0	0	0	513
30-45	35	297	0	0	332	0	182	9	0	191	2	0	6	0	8	1	0	0	0	1	532
45-00	10	296	0	0	306	0	144	15	0	159	3	0	2	0	5	0	0	0	0	0	470
09:0-15	11	299	0	0	310	0	142	9	0	151	2	0	3	0	5	0	0	0	0	0	466
15-30	8	258	0	0	266	0	131	9	0	140	1	0	3	0	4	0	0	0	0	0	410
3 Hr Totals	196	3329	0	0	3525	0	1570	122	0	1692	19	0	38	0	57	1	0	0	0	1	5275
1 Hr Totals																					
630-730	88	794	0	0	882	0	341	38	0	379	6	0	19	0	25	0	0	0	0	0	1286
645-745	70	1092	0	0	1162	0	442	50	0	492	4	0	6	0	10	0	0	0	0	0	1664
07-08	58	1278	0	0	1336	0	522	50	0	572	2	0	6	0	8	0	0	0	0	0	1916
715-815	53	1356	0	0	1409	0	601	47	0	648	1	0	6	0	7	0	0	0	0	0	2064
730-830	44	1385	0	0	1429	0	630	42	0	672	5	0	5	0	10	0	0	0	0	0	2111
745-845	66	1297	0	0	1363	0	651	35	0	686	6	0	11	0	17	1	0	0	0	1	2067
08-09	62	1252	0	0	1314	0	635	44	0	679	9	0	12	0	21	1	0	0	0	1	2015
815-915	61	1241	0	0	1302	0	612	43	0	655	11	0	12	0	23	1	0	0	0	1	1981
830-930	64	1150	0	0	1214	0	599	42	0	641	8	0	14	0	22	1	0	0	0	1	1878
PEAK HOUR																					
730-830	44	1385	0	0	1429	0	630	42	0	672	5	0	5	0	10	0	0	0	0	0	2111
PM																					
04:0-15	3	158	0	0	161	0	256	0	0	256	15	0	28	0	43	2	0	0	0	2	462
15-30	0	180	0	0	180	0	211	0	0	211	4	0	18	0	22	0	0	0	0	0	413
30-45	1	169	0	0	170	0	221	2	0	223	6	0	16	0	22	0	0	0	0	0	415
45-00	2	169	0	0	171	0	266	0	0	266	4	0	18	0	22	0	0	0	0	0	459
05:0-15	2	169	0	0	171	0	277	1	0	278	8	0	17	0	25	0	0	0	0	0	474
15-30	2	190	0	0	192	0	317	2	0	319	7	0	11	0	18	0	0	0	0	0	529
30-45	5	215	0	0	220	0	310	3	0	313	8	0	17	0	25	0	0	0	0	0	558
45-00	1	241	0	0	242	0	319	6	0	325	2	0	27	0	29	0	0	0	0	0	596
06:0-15	3	207	0	0	210	0	307	3	0	310	8	0	22	0	30	0	0	0	0	0	550
15-30	2	241	1	0	244	0	273	1	0	274	13	0	19	0	32	1	0	0	0	1	551
30-45	3	243	0	0	246	0	257	0	0	257	7	0	24	0	31	0	0	0	0	0	534
45-00	0	204	0	0	204	0	198	0	0	198	5	1	13	0	19	0	0	0	0	0	421
3 Hr Totals	24	2386	1	0	2411	0	3212	18	0	3230	87	1	230	0	318	3	0	0	0	3	5962
1 Hr Totals																					
04-05	6	676	0	0	682	0	954	2	0	956	29	0	80	0	109	2	0	0	0	2	1749
415-515	5	687	0	0	692	0	975	3	0	978	22	0	69	0	91	0	0	0	0	0	1761
430-530	7	697	0	0	704	0	1081	5	0	1086	25	0	62	0	87	0	0	0	0	0	1877
445-545	11	743	0	0	754	0	1170	6	0	1176	27	0	63	0	90	0	0	0	0	0	2020
05-06	10	815	0	0	825	0	1223	12	0	1235	25	0	72	0	97	0	0	0	0	0	2157
515-615	11	853	0	0	864	0	1253	14	0	1267	25	0	77	0	102	0	0	0	0	0	2233
530-630	11	904	1	0	916	0	1209	13	0	1222	31	0	85	0	116	1	0	0	0	1	2255
545-645	9	932	1	0	942	0	1156	10	0	1166	30	0	92	0	122	1	0	0	0	1	2231
06-07	8	895	1	0	904	0	1035	4	0	1039	33	1	78	0	112	1	0	0	0	1	2056
PEAK HOUR																					
530-630	11	904	1	0	916	0	1209	13	0	1222	31	0	85	0	116	1	0	0	0	1	2255

PEDESTRIAN OBSERVATIONS

Intersection of: Nebraska Ave
and: North NAC Site Access
Location: Washington DC

Counted by: TGI
Date: May 6, 2010
Weather: Fair
Entered by: PZ

Day: Thursday

TIME	NORTH LEG Nebraska Ave		SOUTH LEG Nebraska Ave		EAST LEG N. NAC Site Access		WEST LEG Parking Lot Access	
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
1 Hr Totals								
630-730	16	0	4	0	25	1	22	2
645-745	19	0	2	0	26	0	21	0
07-08	21	0	1	0	22	0	16	0
715-815	15	0	0	0	16	0	17	0
730-830	15	0	0	0	13	0	15	0
745-845	13	0	0	0	14	0	26	0
08-09	12	0	0	0	20	0	36	2
815-915	19	0	0	0	30	0	38	2
830-930	20	0	0	0	24	0	40	2
PM								
04-05	12	0	0	0	34	2	61	0
415-515	14	0	0	0	32	2	69	0
430-530	14	1	0	0	29	3	66	3
445-545	12	1	0	0	33	2	59	3
05-06	11	1	0	0	43	5	57	4
515-615	5	1	0	0	41	5	52	5
530-630	6	0	0	0	44	4	56	2
545-645	5	0	0	0	33	4	53	2
06-07	5	0	0	0	26	1	53	1

PEDESTRIAN OBSERVATIONS

Counted by: TGI
Day: Thursday
Intersection of: Nebraska Ave
Date: May 6, 2010
and: South NAC Site Access
Weather: Fair
Location: Washington DC
Entered by: PZ

TIME	NORTH LEG Nebraska Ave		SOUTH LEG Nebraska Ave		EAST LEG NAC South Access		WEST LEG Parking Lot Access	
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
1 Hr Totals								
630-730	0	0	0	0	57	6	17	2
645-745	0	0	0	0	55	5	16	1
07-08	0	0	0	0	45	6	14	2
715-815	0	0	0	0	46	3	20	2
730-830	0	0	0	0	38	2	21	4
745-845	0	0	0	0	36	4	27	7
08-09	0	0	0	0	50	4	38	10
815-915	0	0	0	0	52	5	39	10
830-930	0	0	0	0	54	5	42	13
PM								
04-05	0	0	0	0	84	7	48	9
415-515	0	0	0	0	88	9	58	10
430-530	0	0	0	0	103	10	60	10
445-545	0	0	0	0	102	8	59	12
05-06	0	0	0	0	113	10	57	12
515-615	0	0	0	0	98	11	52	12
530-630	0	0	0	0	80	12	52	11
545-645	0	0	0	0	75	10	51	9
06-07	0	0	0	0	51	9	51	9

PEDESTRIAN OBSERVATIONS

Intersection of: Massachusetts Ave
and: NAC Site Access
Location: Washington DC

Counted by: KL
Date: May 6, 2010
Weather: Fair
Entered by: PZ

Day: Thursday

TIME	NORTH LEG Massachussetts Ave		SOUTH LEG Massachussetts Ave		EAST LEG NAC Access		WEST LEG Parking Lot Access	
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
1 Hr Totals								
630-730	0	0	1	0	45	1	34	2
645-745	0	0	2	0	45	0	34	2
07-08	0	0	1	0	45	2	24	1
715-815	0	0	2	0	35	2	20	1
730-830	0	0	2	0	54	4	21	0
745-845	0	0	1	0	53	5	19	2
08-09	0	0	1	0	55	6	22	3
815-915	1	0	0	0	71	8	29	3
830-930	1	0	0	0	75	6	29	3
PM								
04-05	1	0	0	0	109	3	42	3
415-515	1	0	0	0	106	6	67	3
430-530	0	0	0	0	124	6	89	3
445-545	0	0	0	0	130	7	91	3
05-06	0	0	0	0	131	8	84	3
515-615	0	0	0	0	137	5	67	3
530-630	0	0	0	0	121	4	59	3
545-645	0	0	0	0	119	1	59	4
06-07	0	0	0	0	133	0	66	4

The Traffic Group Inc.

9900 Franklin Square Drive Suite H
Nottingham, MD 21236
800-583-8411

NAC Project Site
Massachusetts Avenue Access
Washington DC

Site Code: MASS0ENTRANC
Site Code: MASS0ENTRANC
Station ID: MASSAVEENTR0

Latitude: 0' 0.000 Undefined

Start	19-Apr-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit
12:00 AM	7	3	7	3	3	2	1	2	6	6	*	*	*	*	5	3
01:00	0	0	0	0	0	1	2	3	4	3	*	*	*	*	1	1
02:00	2	0	2	1	1	1	4	4	5	4	*	*	*	*	3	2
03:00	7	0	9	0	13	0	10	1	13	2	*	*	*	*	10	1
04:00	41	3	47	5	40	1	37	1	49	4	*	*	*	*	43	3
05:00	118	16	**152**	18	123	18	104	25	119	18	*	*	*	*	123	19
06:00	**140**	**32**	141	28	**141**	39	**133**	34	**141**	34	*	*	*	*	**139**	33
07:00	122	9	121	10	110	10	124	13	127	7	*	*	*	*	121	10
08:00	95	11	111	10	100	14	92	17	91	15	*	*	*	*	98	13
09:00	73	17	75	21	86	20	84	22	81	25	*	*	*	*	80	21
10:00	39	20	74	27	73	29	57	23	58	30	*	*	*	*	60	26
11:00	32	14	46	**52**	44	**47**	42	**43**	43	**64**	*	*	*	*	41	**44**
12:00 PM	47	96	64	70	70	79	**78**	71	51	92	*	*	*	*	62	82
01:00	**68**	61	**72**	93	**72**	67	64	67	**72**	63	*	*	*	*	**70**	70
02:00	49	**141**	41	137	51	**151**	48	**148**	46	**149**	*	*	*	*	47	**145**
03:00	38	109	30	123	31	105	34	126	36	106	*	*	*	*	34	114
04:00	15	140	18	**143**	16	131	18	124	20	149	*	*	*	*	17	137
05:00	20	128	19	122	20	140	25	125	15	102	*	*	*	*	20	123
06:00	17	110	14	103	20	108	11	103	15	86	*	*	*	*	15	102
07:00	16	76	17	85	15	57	17	70	6	51	*	*	*	*	14	68
08:00	14	30	17	35	15	36	21	40	22	31	*	*	*	*	18	34
09:00	28	11	28	18	26	22	29	22	20	13	*	*	*	*	26	17
10:00	13	39	11	38	9	34	5	34	9	34	*	*	*	*	9	36
11:00	5	10	5	8	4	12	3	14	6	7	*	*	*	*	5	10
Lane	1006	1076	1121	1150	1083	1124	1043	1132	1055	1095	0	0	0	0	1061	1114
Day	2082		2271		2207		2175		2150		0		0		2175	
AM Peak	06:00	06:00	05:00	11:00	06:00	11:00	06:00	11:00	06:00	11:00					06:00	11:00
Vol.	140	32	152	52	141	47	133	43	141	64					139	44
PM Peak	13:00	14:00	13:00	16:00	13:00	14:00	12:00	14:00	13:00	14:00					13:00	14:00
Vol.	68	141	72	143	72	151	78	148	72	149					70	145

Comb. Total	2082	2271	2207	2175	2150	0	0	2175

ADT ADT 1,612 AADT 1,612

The Traffic Group Inc.

9900 Franklin Square Drive Suite H
Nottingham, MD 21236
800-583-8411

NAC Project Site
Access on Nebraska Ave
Washington DC

Site Code: ENTRANCE0000
Site Code: ENTRANCE0000
Station ID: NEBRASKA0AVE

Latitude: 0' 0.000 Undefined

Start	19-Apr-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit	Entrance	Exit
12:00 AM	2	1	1	2	0	0	0	0	2	0	*	*	*	*	1	1
01:00	0	0	2	1	1	0	2	2	0	1	*	*	*	*	1	1
02:00	0	0	0	0	0	1	0	0	0	0	*	*	*	*	0	0
03:00	0	0	0	0	0	0	0	0	0	0	*	*	*	*	0	0
04:00	0	0	2	1	0	0	0	0	0	0	*	*	*	*	0	0
05:00	1	1	5	6	2	3	6	7	5	5	*	*	*	*	4	4
06:00	10	2	13	4	9	4	10	3	13	7	*	*	*	*	11	4
07:00	25	28	26	29	21	21	34	30	23	22	*	*	*	*	26	26
08:00	31	31	25	24	33	33	**47**	**43**	31	**30**	*	*	*	*	33	32
09:00	29	24	**43**	36	28	30	32	31	33	26	*	*	*	*	33	29
10:00	33	**34**	41	**38**	**40**	**37**	47	35	30	28	*	*	*	*	**38**	**34**
11:00	**34**	31	26	27	32	27	44	41	**36**	27	*	*	*	*	34	31
12:00 PM	**40**	30	23	29	**45**	37	32	31	42	36	*	*	*	*	**36**	**33**
01:00	35	**37**	17	19	36	**39**	36	33	32	34	*	*	*	*	31	32
02:00	39	33	30	29	33	30	26	26	**44**	**37**	*	*	*	*	34	31
03:00	19	16	20	13	25	22	35	27	26	20	*	*	*	*	25	20
04:00	28	23	**33**	**35**	36	31	**40**	29	23	21	*	*	*	*	32	28
05:00	21	27	17	15	24	24	32	**35**	31	22	*	*	*	*	25	25
06:00	15	17	9	12	9	15	19	20	18	22	*	*	*	*	14	17
07:00	7	9	4	6	13	10	9	9	12	9	*	*	*	*	9	9
08:00	4	3	2	0	8	4	6	6	7	11	*	*	*	*	5	5
09:00	5	4	1	3	3	7	2	1	3	2	*	*	*	*	3	3
10:00	5	8	0	0	4	2	1	1	2	1	*	*	*	*	2	2
11:00	0	0	3	2	3	3	4	2	3	4	*	*	*	*	3	2
Lane	383	359	343	331	405	380	464	412	416	365	0	0	0	0	400	369
Day	742		674		785		876		781		0		0		769	
AM Peak	11:00	10:00	09:00	10:00	10:00	10:00	08:00	08:00	11:00	08:00					10:00	10:00
Vol.	34	34	43	38	40	37	47	43	36	30					38	34
PM Peak	12:00	13:00	16:00	16:00	12:00	13:00	16:00	17:00	14:00	14:00					12:00	12:00
Vol.	40	37	33	35	45	39	40	35	44	37					36	33

Comb. Total	742	674	785	876	781	0	0	769

ADT ADT 563 AADT 563