

# STAFF RECOMMENDATION

E. Keller

NCPC File No. MP108

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**FORT LESLEY J. McNAIR**  
REVISED TRANSPORTATION MANAGEMENT PLAN  
4<sup>th</sup> and P Streets, SW  
Washington, D.C.

Submitted by the Department of the Army

September 29, 2005

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## Abstract

The Department of the Army has submitted a revised Transportation Management Plan (TMP) for Fort McNair in Washington, DC. The revised TMP is submitted in conformance with the Commission's direction in February 2005 to provide an updated TMP that demonstrates an updated employee survey; adherence to the August 2004 Comprehensive Plan goals or justification as to why such aims can not be met; and a commitment to undertake specific Transportation Management Strategies.

## Commission Action Requested by Applicant

Approval of the revised Transportation Management Plan pursuant to 40 U.S.C. § 8722(d) and Section 5 of the National Capital Planning Act of (40 U.S.C. § 8722(b)(1)).

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## Executive Director's Recommendation

The Commission:

**Approves** the submitted Fort McNair Transportation Management Plan, dated August 2005, and requests that the Fort Myer Military Community utilize the provision of Section 3049(b) of The Highway Authorization Bill (SAFETEA), signed by the President in August 2005, to improve transit usage at Fort McNair by providing shuttle services between Metrorail transit stations and Fort McNair. Demonstration of compliance shall be provided by the Fort Myer Military Community in an annual report to the Commission on implementation of a shuttle program, beginning on September 1, 2006, and maintained to inform the Commission until the next full TMP update.

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## PROJECT DESCRIPTION

The Army has submitted a revised TMP for Commission review and approval. The plan is being provided as a part of the Subarea Master Plan (MP108) associated in the Commission review of additional acreage acquired by Fort McNair, and further identified in the paragraphs below.

### Site

Fort McNair is located in the southwest section of the District of Columbia and is bounded on the north by P Street, on the south by the confluence of the Anacostia River and the Washington Channel of the Potomac River, on the east by Buzzard Point, and on the west by the Washington Channel. Fort McNair is designated in the L'Enfant Plan as a military facility and is one of the 16 original focal points of the plan. In 1903 the post was redesigned by the renowned architectural firm of McKim, Mead, and White into the Beaux-Arts campus setting that is visible today with its strong emphasis on building patterns.

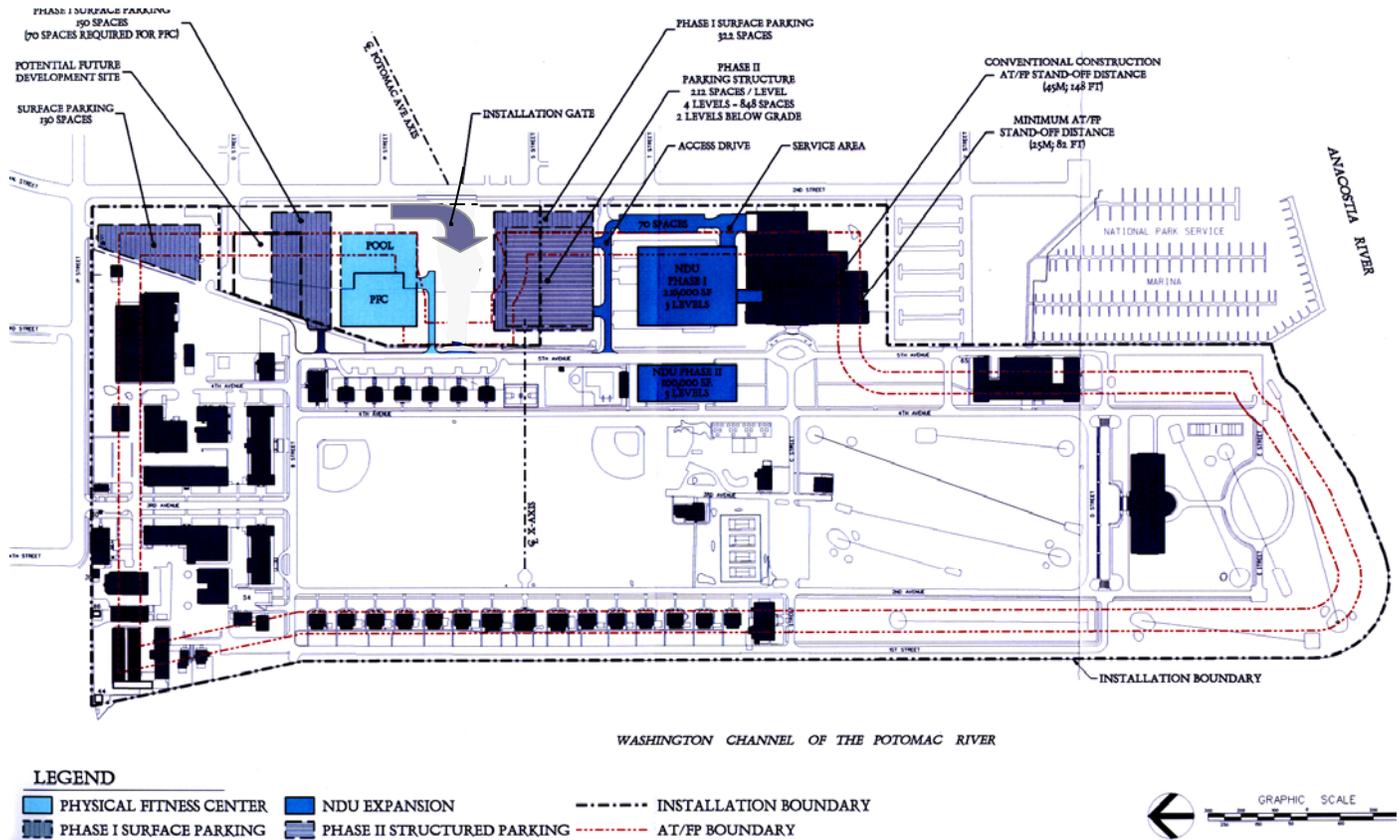
Based on its location in Washington, DC, the area is adequately serviced by Metrorail and Metrobus. On the Green Line of the Metro, the Waterfront-SEU station is about 2000 feet north of the perimeter of Fort McNair. Most major employment areas on Fort McNair are located more than 2000 feet from the pedestrian entrances. For some employees, the distance between their offices to the Metro station is over 5000 feet. A distance of almost one mile coupled with neighborhood safety concerns and inclement weather discourage some employees who might consider walking to and from the Waterfront-SEU metro station. Metrobus service is located off post with Metrobus routes 70 and 71 stops along P Street SW and 2nd Street SW.

### Background

The current submission responds to the Commission's comments on the February project review regarding approval of the preliminary design to Lincoln Hall. At the February 3<sup>rd</sup>, 2005 meeting the Commission approved the preliminary plans for the National Defense University Expansion, and final building foundation plans for the Lincoln Hall facility. The Commission's action also required that the Department of the Army submit a revised Fort McNair Transportation Management Plan (TMP) for Commission approval no later than March 2005.

Earlier, in January 2004, the Commission approved the Subarea master plan for Fort McNair located at 4<sup>th</sup> and P Streets, SW, which included proposed uses for an area to be acquired, and fully supported the Army's acquisition of the 8.5 acre site, known as Tempo C, as presented in the drawings and report titled, *Small Area Plan for the National Defense University / Physical Fitness Complex* dated July 2003, except for the identified surface parking spaces and parking structure locations.

In March and April of 2005, Army personnel informed the NCPC staff that the revised TMP was being prepared but that the employee survey was taking time to implement. Thus the Army estimated the updated TMP would not be available until mid to late summer 2005.



**APPROVED SUBAREA MASTER PLAN REVIEWED BY THE COMMISSION IN 2004**

Proposal

The revised TMP updates the earlier TMP for Fort McNair that was developed and published in May 1995. Over the last decade, Fort McNair and the surrounding community have changed significantly. Further significant changes in the form of development and growth in the area will affect Fort McNair employee commuting.

The submitted revised TMP contains the following goals and objectives:

- To gather accurate employee data on commuting modes to and from Ft McNair
- To present a revised parking plan for Fort McNair that compensates for all anticipated planning factors
- To develop and implement strategies for achieving NCPC employee parking ratios
- To improve commuting opportunities and conditions for the well-being of the employees and the agency
- To encourage employee commuting by modes other than the single occupant vehicle

- To increase the number of employees using alternative commute modes through ridesharing, public transit, walking and/or biking
- To support mass transit as a resource for the Post

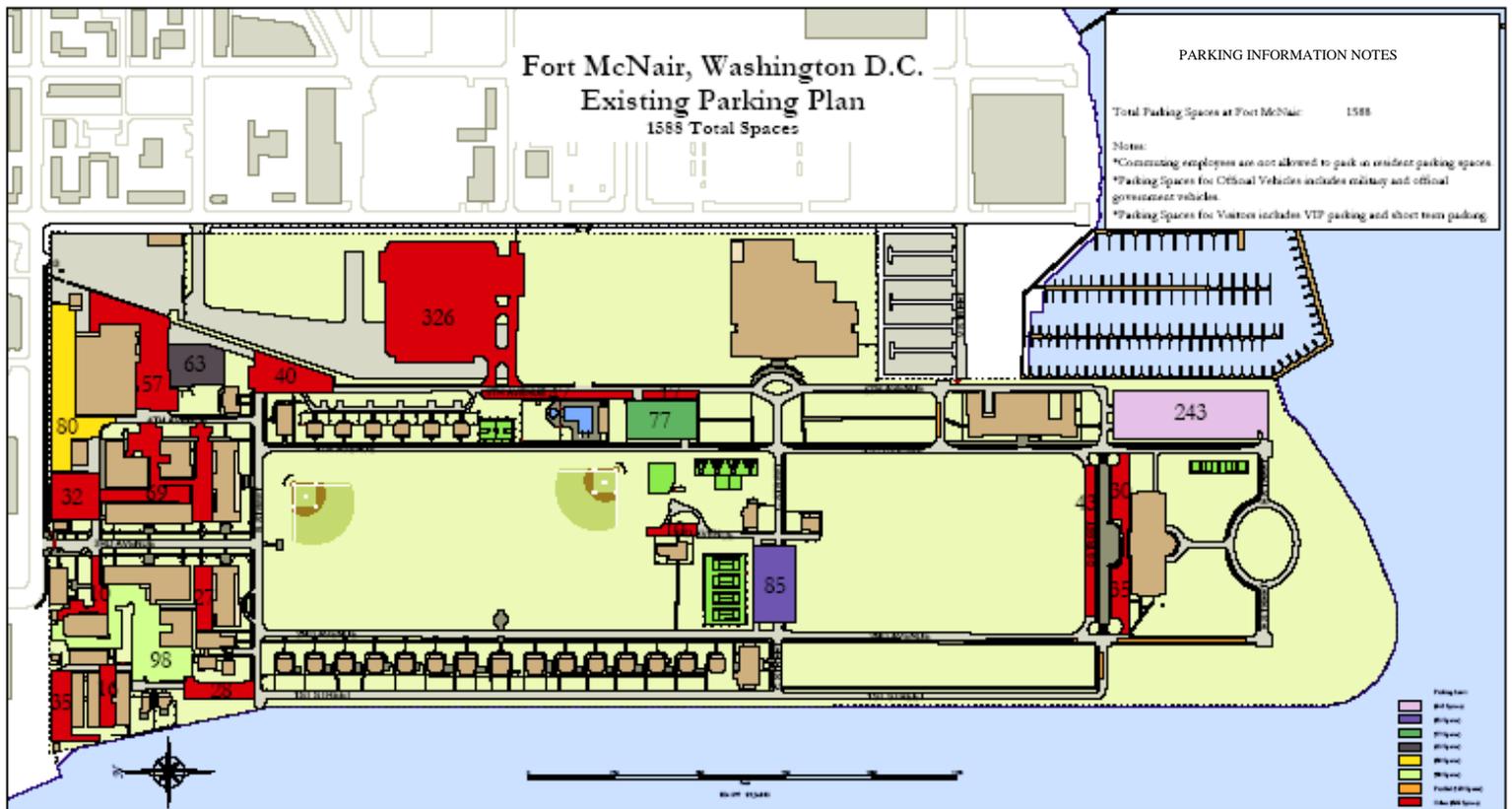
The TMP update also includes an employee transportation survey conducted in August 2005. That survey produced the following modal usage breakdown of Fort McNair:

	<u>%</u>
Drive Alone	66.3
Rode Public Transportation	11.0
2-person carpools	7.8
3-person carpools	3.1
Walked or Jogged	1.0
4-Person Carpool	1.0
Vanpooled	0.6
Rode Private Bus (Buspool)	0.8
Bicycled	0.7
Other	2.7
Did Not Work	1.8
No response	3.1

Further measures in the submitted TMP include:

- Improve information flow to Ft McNair employees concerning mass transit and ridesharing
- Appoint an Employee Transportation Coordinator who will coordinate actions by Fort McNair and the Fort Myer Military Community Department of Public Works to implement TMP strategies
- Conduct a campaign to increase awareness of mass transit commuting options
- Increase awareness of other commuting alternatives including carpooling and vanpooling
- Establish the use of shuttle buses from nearby mass transit nodes to Ft McNair
- Coordinate with nearby federal agencies to implement shuttles that efficiently use federal funds to transport employees to and from key mass transit nodes
- Revise Metrobus stops outside of Fort McNair to integrate with future pedestrian access
- Coordinate with Department of Defense (DoD) National Capital Region Mass Transit Program to determine if increased tax-free transit subsidies will improve participation
- Coordinate with key agencies to establish a water taxi station at Buzzard's Point that would provide easy access to Fort McNair
- Support initiatives in planning for South Capitol Street/Potomac Avenue interchange mass transit station
- Examine the use of DoD bus lines for commuters to and from Fort McNair
- Installation infrastructure improvements that will include:
  - Establish pedestrian entrances at all access control points
  - Designate ridesharing parking areas in Lincoln Hall parking lot
  - Designate visitor parking areas in Lincoln Hall parking lot

- Identify locations to install bike racks around future facilities and in key locations around Fort McNair
- Improve efficiency of existing parking by ensuring parking lines are clearly marked to prevent inefficient parking practices
- Ensure reserved spots are clearly marked to allow for parking enforcement
- Identify infrastructure improvements to the existing road network that will improve safety and flow of traffic around Fort McNair
- Identify infrastructure improvements that will improve the flow of traffic to and from the surrounding community
- Continue current actions including:
  - Maintain reserved parking spaces for military residents, visitors and official vehicles
  - Enforce parking violations with military police assets



### Urban Design Context

The most recent urban planning initiatives within the District of Columbia addressing the general area of Fort McNair include the Anacostia Waterfront Initiative (AWI). Fort McNair, in the context of the Anacostia Waterfront Initiative, is located between two main target areas of the plan.

To the east of Fort McNair, the South Capitol Street Plan portion of the AWI would become a grand symbolic gateway into the heart of Washington, highlighting a mixture of new uses and new jobs. Transformed into a great urban boulevard, the redesigned South Capitol Street is envisioned in the Plan to provide a gracious environment for a variety of transportation modes.

In the AWI plan adjacent to Fort McNair, a street bikeway corridor or trail is located on Second and P Streets, SW. The bikeway corridor is addressed as a pedestrian environment connecting the two planning areas noted above. Staff believes, as observed by the District Office of Planning in comments on the Fort McNair Subarea Plan, the street corridor adjacent to the proposed new Fort McNair east gate can accommodate the location and design of the desired bikeway/pedestrian walkway presented in the AWI. The Army has acknowledged the desired presence of the pedestrian/bike walkway and continues to investigate its accomplishment adjacent to the east boundary in the further design implementation of the Fort's east gate's conceptual design. As requested by the Commission, the Army has begun detailed conceptual designs for the east gate that will be submitted in the fall 2005.

## PROJECT ANALYSIS

### Executive Summary

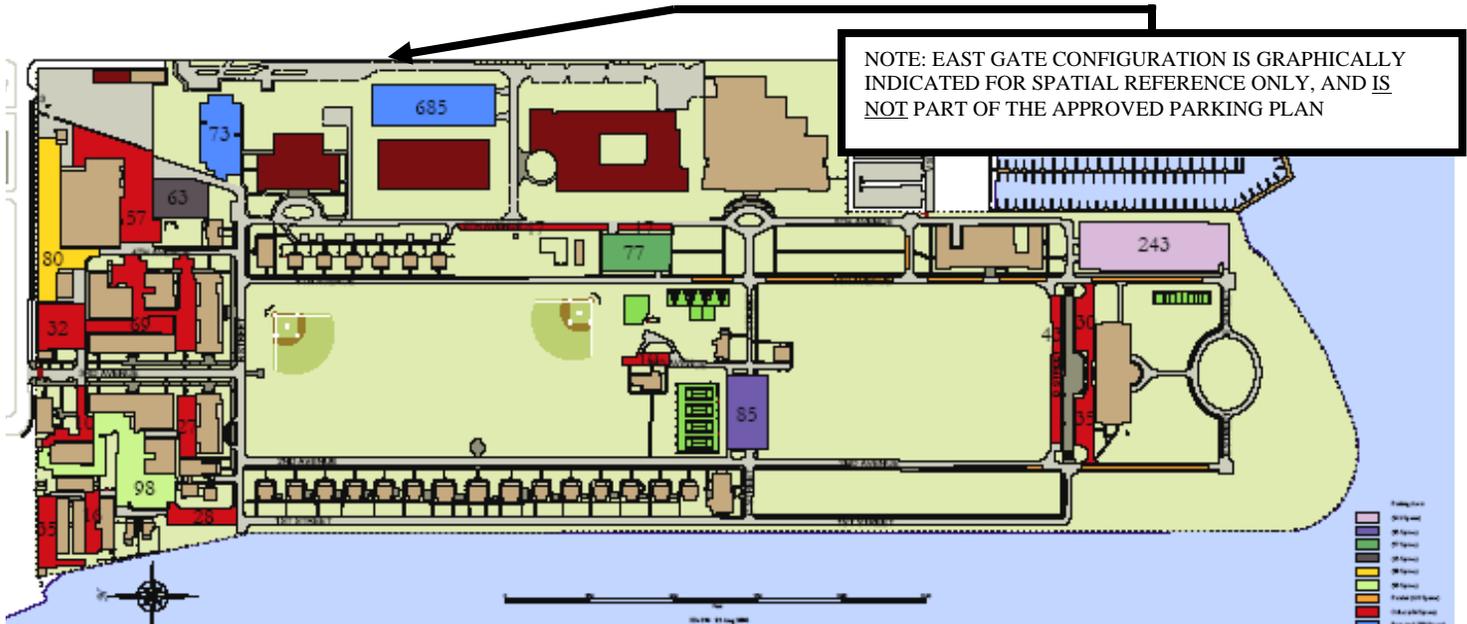
The TMP submission reflects several transportation planning modifications that the Commission requested in its February 2005 review. The TMP identifies a total parking complement in the conjunction with the approved Small Area Plan and master plan, which is projected at 1,783 spaces for students and employees. Of that number, approximately 350 to 360 spaces are for employees. The current parking ratio is 1 space to 3.8 employees.

The revised TMP complies with the Commission's Comprehensive Plan parking ratio goals, phased over a five year period, and demonstrates compliance steps to achieve additional transportation management objectives. Outlook for the planning horizon indicates additional growth of the National Defense University student population and lower increases in employees. The TMP student population is planned for 1,436 students, and a concurrent complement of approximately 2000 staff, faculty, and military employees at the post. An updated employee survey taken in August 2005 and analysis of future planned parking requirements has established a goal conforming to the Commission's Comprehensive Plan parking ratio by achieving a parking space occupancy rate of one space per 4 employees at Fort McNair by the year 2010. Transit usage and carpooling participation is being sought at a level of 12 to 13 percent, which is still somewhat low. Consequently the staff recommends the Fort McNair component of the Fort Myer Military Community further investigate utilizing the recent provision of Section 3049(b) of The Highway Authorization Bill (SAFETEA) that was signed by the President in August 2005. This legislation includes allowance for federal agencies to provide shuttle services between transit stations and work sites to improve transit usage.

TMP initiatives will be implemented beginning in 2006, with actions of assigned parking spaces (students, staff), designated carpool and van pool parking spaces, and a specified Employee Transportation Coordinator.

About 400 additional total parking spaces will be added at Fort McNair in projections for future needs in the TMP, with the main addition being a 685 space parking garage at a future unspecified date. However, with this planned initiative also comes a loss of 326 surface spaces due to construction anticipated at Fort McNair.

Staff has determined that the prepared **TMP is consistent with the previous direction of the Commission and recommends its approval.**



## PROPOSED TMP PARKING PLAN FOR FORT MCNAIR

### CONFORMANCE

#### Master Plan

The updated and revised TMP is consistent with the Subarea master plan approved by the Commission in January 2004.

#### Comprehensive Plan

The submitted TMP provides conformance to parking ratios as noted previously, the proposal is consistent with the Comprehensive Plan for the National Capital. The Federal Facilities Element designates Fort McNair as a National Defense Facility. No boundary changes are required by the establishment of the revised TMP.

The Commission's January 2004 approval of the Subarea Plan required that multiple strategies must be used to increase public transit usage and reduce parking needs. The submitted TMP identifies and implements measures to achieve compliance with the Comprehensive Plan's employee parking standard of one space per four employees.