Arlington Public Schools

Wilson School Site Evaluation

Preliminary Transportation Findings

Building Level Planning Committee (BLPC)

May 13, 2015
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</tr>
</tbody>
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INTRODUCTION
Key Questions:

How does the transportation system currently operate on and surrounding the Wilson site?

What is the Transportation Demand Management (TDM) potential for Wilson Site?

How attractive will walking, bicycling, and transit be for staff and students?

How might the transportation system operate with the new school site and other redevelopment?
**Key Questions:**

How does the transportation system currently operate on and surrounding the Wilson site?

What is the Transportation Demand Management (TDM) potential for Wilson Site?

How attractive will walking, bicycling, and transit be for staff and students?

How might the transportation system operate with the new school site and other redevelopment?

More on this at a subsequent meeting.
Purpose of Transportation Analysis

Existing conditions  Future conditions  Recommendations

Consult with APS, County, and Design Team

April  May  June  July  August  Fall 2015

Red text indicates months with Transportation presentation at BLPC meeting
UNDERSTANDING THE TRANSPORTATION CONTEXT
Who uses the transportation system?

- Current residents, employees, visitors, etc. traveling in the area
- School related users
  - Staff
  - Students
  - Parents
  - Visitors

When and why are they there?

- Going to work
- Going to the doctor
- Going shopping
- School related purposes
  - Teaching and administering
  - Learning
  - Co-curricular
  - Conferences
  - Transporting students
What does this mean for the transportation network?

- Mobility
  - Coherence
  - Predictability
  - Efficiency

- Accommodation
- Safety
- Context-sensitivity
What transportation modes are available and in use?

- Metrorail
- Walking
- Bicycling
- Metrobus and ART Bus
- Private motor vehicles
- Delivery trucks
- Other commercial vehicles
- School buses
Encouraging and supporting changes in travel mode

TRANSPORTATION DEMAND MANAGEMENT
### Staff Travel Mode Comparison

<table>
<thead>
<tr>
<th></th>
<th>Walk</th>
<th>Bike</th>
<th>Personal Vehicle</th>
<th>APS Vehicle</th>
<th>Carpool</th>
<th>Transit</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woodlawn/Stratford</td>
<td>5%</td>
<td>5%</td>
<td>82%</td>
<td>0%</td>
<td>0%</td>
<td>8%</td>
<td>2%</td>
</tr>
<tr>
<td>Key Elementary</td>
<td>6%</td>
<td>3%</td>
<td>81%</td>
<td>2%</td>
<td>2%</td>
<td>6%</td>
<td>2%</td>
</tr>
<tr>
<td>Washington &amp; Lee High</td>
<td>8%</td>
<td>7%</td>
<td>71%</td>
<td>0%</td>
<td>5%</td>
<td>8%</td>
<td>1%</td>
</tr>
<tr>
<td>Rosslyn commuters</td>
<td>10%</td>
<td>43%</td>
<td>N/A</td>
<td>6%</td>
<td>41%</td>
<td>0%</td>
<td></td>
</tr>
</tbody>
</table>

Sources: 2013 APS GO! Staff Survey of All APS High Schools, Arlington County Commercial Building Survey
# Importance of incentives to support travel mode shift (Staff Survey)

<table>
<thead>
<tr>
<th></th>
<th>Walk</th>
<th>Bike</th>
<th>Transit</th>
<th>Car pool</th>
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<tbody>
<tr>
<td>Subsidy</td>
<td>![Fire]</td>
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<td>![Fire]</td>
<td>![Fire]</td>
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<tr>
<td>Parking*</td>
<td>![Fire]</td>
<td>![Fire]</td>
<td>![Fire]</td>
<td></td>
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<tr>
<td>Showers</td>
<td>![Fire]</td>
<td>![Fire]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Travel planning help</td>
<td></td>
<td>![Fire]</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Secure/covered parking for bicycling and priority parking for carpooling

- 80% of employees that work in Arlington’s Metrorail Corridors have access to some sort of incentive or service that supports biking, walking, sharing rides, or taking transit to work.

- About 60% of employees who work in the Metrorail corridors get a transit subsidy, like SmartBenefits, that makes transit cheaper
APS GO! Overview

• APS GO! is the TDM program for APS; first in the nation for public school staff and students

• The current TDM program provides $30-$60/month benefit to those who walk, bike, take transit, carpool, vanpool or Segway to work; 43% of APS staff are eligible; 15% of eligible staff use the incentive (today)

• APS is exploring the feasibility of providing TDM incentives to all staff
APS GO! Preliminary Findings

- Division-wide, 88% of APS staff drive alone to work
  - County-wide, 54% of employees drive alone to work
  - In Rosslyn, 49% of employees drive to work alone
- Carpooling may be the best alternative to single occupancy vehicles
  - Ride-matching service available through Commuter Connections
  - Could be encouraged through reserved parking
- Guaranteed Ride Home
  - Carpool, bike, walk and transit users are all eligible
With this in mind...

HOW DOES THE TRANSPORTATION SYSTEM WORK
HOW DO THE HB WOODLAWN AND STRATFORD PROGRAM SCHEDULES FIT WITH EXISTING TRAFFIC?
During Arrival

Quinn St & Wilson Blvd

Vehicles
Pedestrians
Bicyclists
During Arrival

HB Woodlawn Zero Period

HB Woodlawn 1st Period

Quinn St & Wilson Blvd

HB Woodlawn buses arrive

Stratford buses arrive

Vehicles
Pedestrians
Bicyclists
During Dismissal

Quinn St & Wilson Blvd

- Vehicles
- Pedestrians
- Bicyclists
During Dismissal

- Stratford buses load
- HB Woodlawn school day ends
- Stratford buses leave
- HB Woodlawn late buses leave

Bar chart: Vehicles, Pedestrians, Bicyclists

Quinn St & Wilson Blvd

Timeline:
- 2:00 PM - 5:45 PM
- 2:00 PM: Sports buses leave
- 3:00 PM: HB Woodlawn school day ends
- 4:00 PM: Stratford buses leave
- 5:00 PM: HB Woodlawn late buses leave
WHAT IS THE FLOW OF PEOPLE TO AND FROM THE SCHOOLS ON A TYPICAL DAY TODAY?
Typical School Day Arrival and Departure Schedule

Staff (97)

Students (693)

Visitors (24)

Special Events (420)
Student Travel Mode TO Comparison

Middle School
Grades 6-8
(Countywide: Gunston, Kenmore, Jefferson)

High School
Grades 9-10
(Countywide: Wakefield, Washington & Lee, Yorktown)

High School
Grades 11-12
(Countywide: Wakefield, Washington & Lee, Yorktown)

Source: 2013 APS GO! Parent Survey of All APS Middle Schools, 2013 APS GO! Parent Survey of All High Schools, 2013 APS GO! 11th and 12th Grade Travel Survey
Student Travel Mode FROM Comparison

Middle School
Grades 6-8
(Countywide: Gunston, Kenmore, Jefferson)

High School
Grades 9-10
(Countywide: Wakefield, Washington & Lee, Yorktown)

High School
Grades 11-12
(Countywide: Wakefield, Washington & Lee, Yorktown)

Source: 2013 APS GO! Parent Survey of All APS Middle Schools, 2013 APS GO! Parent Survey of All High Schools, 2013 APS GO! 11th and 12th Grade Travel Survey
PEDESTRIAN NETWORK AND CONDITIONS
Pedestrian Network

All trips start and end with walking

<table>
<thead>
<tr>
<th>Location</th>
<th>Walk Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilson Site</td>
<td>91</td>
</tr>
<tr>
<td>Stratford – HB</td>
<td>73</td>
</tr>
<tr>
<td>Woodlawn</td>
<td></td>
</tr>
</tbody>
</table>
Pedestrian Network - Scale

- Pedestrian pathways provide access through long blocks (1200’)

- How far can you walk in 20 minutes?
Arlington’s Pedestrian Network Design

• Sidewalk network nearly 100%
• Elements create safety and comfort with
  – Paving Materials
    • Concrete, brick, etc.
  – Buffers
    • Parallel parking
    • Grass, planting boxes, trees
  – Amenities
    • Benches
    • Wayfinding
• Path as Place
Pedestrian Network - Accessibility

- Sidewalk gap on 18th Street
- Narrow corner at Wilson and North Quinn.
- ADA concerns
  - Uneven surfaces
  - Missing and non-compliant curb ramps
  - Steep cross-slopes at driveway crossings
Pedestrian Network - Crossings

• Signalized Intersections
  – Pedestrian countdown timers present
  – Drivers were observed yielding at intersections

• Unsignalized locations (stop controlled and mid-block)
  – Need high visibility crosswalks
  – Additional signage present
BICYCLE NETWORK AND CONDITIONS
Bike network comparison

Current site compared to Wilson site has

- A denser transportation network
- More off-road bike facilities
- More parking
- More bike share stations
- More low stress facilities
- The same topography
Level of Traffic Stress

• Measures stress (discomfort) when riding
• Affects if and where you will ride
• Factors may include
  ✓ Posted speed limit
  ✓ Number of motor vehicles
  ✓ Number of motor vehicle travel lanes
  ✓ Presence and width of bicycle lanes
  ✓ Traffic signals at intersections
  ✓ Large vehicle activity

• Four levels:

| Least stressful | | Most stressful |
|-----------------|----------------|
| L1              | L2             | L3              | L4              |

WILSON SITE MULTIMODAL TRANSPORTATION STUDY
To bike or not?

Other factors such as distance, weather, daily schedule may affect the decision to ride, even if there are sufficient low stress facilities.
How many bicycles at current location compared to Wilson site?

Counts represent number of bicycles at each intersection from 7:00 AM to 9:30 AM.
Bicycling to Wilson Site

- Identified and assessed potential routes

  From the west
  - Wilson Boulevard
  - Clarendon Boulevard
  - Key Boulevard

  From the southwest
  - Cleveland-Third-North Barton Street
  - North Highland Street

  From the north
  - 21 Street North

  From the south
  - North Rhodes Street
  - Pedestrian bridge at Fort Meyer Drive

Wilson site
Bicycling to Wilson Site

• Balance between
  – Low stress streets with un-signalized crossing
  – Higher stress streets with signalized crossings
  – Use trails where possible
    ✓ Public
    ✓ Private

• Major crossings at
  – Washington Boulevard
  – Fairfax Drive
  – Lee Highway

• Compared
  – County-designated routes with school-friendly routes

• Identified opportunities to reduce stress on existing
  – E.g., less time on Wilson Boulevard and Clarendon Boulevard
Bicycling to Wilson Site

• Balance between
  – low stress streets with un-signalized crossing
  – Higher stress streets with signalized crossings

• Example: Cleveland-Third-North Barton
Bicycling to Wilson Site

Coherence and accommodation example:

7th Street N and Washington Boulevard Crossing
Bicycling to Wilson Site

Coherence and accommodation example:
7th Street N and Washington Boulevard Crossing
Bicycling to Wilson Site

• Opportunity to lower stress on existing bikeway
  – Add a bike lane
  – Add buffer
  – Paint green Add shared lane markings

Bicycle Facilities

Arlington County has a variety of different types of bicycle facilities that help make traveling in Arlington County by bike friendlier for residents and visitors. To learn more about each type of facility click on the links below:

- Multi-Use Trails
- Protected Bike Lanes
- Bike Lanes
- Buffered Bike Lanes
- Green Bike Lanes
- Sidewalks
- Sharrows
- Bike Boxes
TRANSIT NETWORK
Transit network

• Questions:
  – Is there bus service near where staff and students live
  – Does the bus service serve the Wilson Site
  – Does the bus service serve a Metrorail station
  – What is the travel time
  – What is the service profile
  • Days of week, time of day, frequency of service
Metrorail stations

Courthouse station
.5 mile
9 minutes on foot

Rosslyn station
.3 mile
8 minutes on foot
Metrobus and ART Bus routes

Bus routes
- Metrobus = dark blue
- ART Bus = dark green

Walk sheds
- ¼ mile = tan
- ½ mile = beige

Wilson site
Where do students live?

- Students in 1 ½ mile Wilson Site Walk Zone, Fall 2013 enrollment
  - 49 HB Woodlawn
  - 397 all other secondary APS students
Does public transit get you to the school?

• Travel mode comparisons (See slide 69)
  – Four locations
  – Depart for school at 8 a.m.
  – 3 for staff or students
  – 1 staff only

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
<th>Trip composition</th>
<th>Travel time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rhodes Street</td>
<td>½ mile</td>
<td>Bus only</td>
<td>8 minutes</td>
</tr>
<tr>
<td>N. Hudson</td>
<td>2 miles</td>
<td>Bus only</td>
<td>16 to 23 minutes</td>
</tr>
<tr>
<td>S. Park Drive</td>
<td>3.5 miles</td>
<td>Bus only</td>
<td>22 minutes</td>
</tr>
<tr>
<td>Holmes Run Drive</td>
<td>12 miles</td>
<td>Walk-bus-rail</td>
<td>60+ minutes</td>
</tr>
</tbody>
</table>
ROAD NETWORK
Daily Traffic Volume

18th Street N

Key Boulevard

N Quinn Street

Wilson Boulevard

Wilson Site Multimodal Transportation Study
Daily Traffic Speed

18th Street N Speed Data
Speed Limit: 25 MPH
85th Percentile Speed: 22 MPH

Key Boulevard Speed Data
Speed Limit: 25 MPH
85th Percentile Speed: 26 MPH

N Quinn Street Speed Data
Speed Limit: 25 MPH
85th Percentile Speed: 24 MPH

Wilson Boulevard Speed Data
Speed Limit: 25 MPH
85th Percentile Speed: 24 MPH
Crash Data Summary

- Three years of crash data
- Crash data doesn’t capture near misses or close calls
- 66 total crashes
- 10 crashes resulted in EMS call
- 19 crashes involved cyclist or pedestrian
- 10 crashes during peak arrival and dismissal time

Source: Arlington County Department of Environmental Services (2011-2014)
BIKE/PED

• 19 total bike/ped crashes
• Bike/ped crashes more common along Wilson Blvd, Lee Hwy, and Pierce St

Source: Arlington County Department of Environmental Services (2011-2014)
OTHER TRENDS

- 5 out of 9 crashes at Quinn/Wilson were at parking lot/garage driveways
- 1 of these crashes involved a cyclist

Source: Arlington County Department of Environmental Services (2011-2014)
PARKING ANALYSIS AND NETWORK
Step 1: Zoning

88 Spaces for Staff
+ 8 Spaces for Visitors
96 Total Spaces*

*This number is preliminary; additional spaces may be required for theaters, multipurpose rooms, gymnasiums, etc.

The County Zoning Ordinance allows modifications based on:
- Attempts to reduce impervious surfaces, minimize grading and preserve trees
- Shared parking
- On-street parking
- Transportation demand management (TDM)
Future Parking Assessment: Underway

Step 2: Consider Mode Split and TDM Opportunities

Drive alone mode splits:
- APS division-wide - 88%
- HB Woodlawn/Stratford – 82%
- Arlington commuters – 54%
- Rosslyn BID – 43%

TDM Opportunities:
- Strong presence of transit
- Dense walking/biking network
- Carpooling may be an attractive option for teachers
- APS GO! is first TDM plan in nation for public school staff and students

Note: As demographics of staff changes, non-driving modes may be more attractive
Step 3: Other Considerations

- Availability of on-street parking
- Shared parking (parking garages)
- Balancing other site uses (budget/site constraints)
On Street Parking Supply

<table>
<thead>
<tr>
<th>Block closest to school site</th>
<th>246</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two blocks from school site</td>
<td>799</td>
</tr>
</tbody>
</table>

Off Street Parking

Up to 8 nearby garages | TBD |

*On street spaces are available for public use during school hours; most have time restrictions and/or meters.
On Street Parking – Metered Spaces

- For staff/students, the green lines indicate 12 hour metered spaces.
- For visitors, the yellow lines indicate 1 and 2 hour metered spaces.
On Street Parking Occupancy 9:30 AM

Average Occupancy = 52%
No. of available spaces = 118

Wilson School Site
Parking Occupancy
- 0%
- 0.01% - 58%
- 59% - 67%
- 68% - 94%
- 95% - 120%

# No. of parked cars

Average Occupancy = 52%
No. of available spaces = 118
On Street Parking Occupancy 2:00 PM

Average Occupancy = 63%

No. of available spaces = 95

Wilson School Site

Parking Occupancy
- 0% - 14%
- 15% - 50%
- 51% - 71%
- 72% - 86%
- 87% - 120%

# No. of parked cars

Average Occupancy = 63%
No. of available spaces = 95
There are 8 garages within a block of the school site.

The number of spaces and availability is to be determined.
Next steps/Work In Process

- Finalize existing traffic analysis
- Assess future impacts of school on transportation network
- Evaluate future parking supply and need
- Coordinate with design team on site layout
- Develop recommendations for network improvements
Thank You

QUESTIONS?
TRIP MODE COMPARISONS
Does public transit get you to the school?

- Travel mode comparisons (See handout)
  - Four locations
  - Depart for school at 8 a.m.
  - 3 for staff or students
  - 1 staff only

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<td>Holmes Run Drive</td>
<td>12 miles</td>
<td>Walk-bus-rail</td>
<td>60+ minutes</td>
</tr>
</tbody>
</table>
From Rhodes Street Apartments

- About ½ mile from school
- Close to bus stop
- Bike lanes on all streets to school
- Network of neighborhood streets to access school
Walking

Via N Rhodes St and Wilson Blvd 7 min 0.3 mile

Via N Quinn St 7 min 0.3 mile
Biking

Via N Rhodes St and Clarendon Blvd
4 min
0.4 mile

Via 16th St N and N Pierce St
4 min
0.4 mile

1418 N Rhodes St, Arlington, VA 22209
Wilson School, Arlington, VA 22209
Public transit
Driving ~ Drop-off ~ Car pool

1418 N Rhodes St, Arlington, VA 22209
Wilson School, Arlington, VA 22209

Depart at
8:00 AM
Today

Via N Rhodes St and Clarendon Blvd
3 min
0.4 mile
2 min without traffic

Via N Pierce St
3 min
0.5 mile
3 min without traffic

Wilson School
Rosslyn Highlands Park
Cafe Asia
Courtyard Arlington Rosslyn
Best Western Rosslyn/wo Jima

Georgiasrts@gmail.com

WILSON SITE MULTIMODAL TRANSPORTATION STUDY
From N. Hudson

- About 2 mile from school
- Close to bus stop and Metrorail stop
- Identified bike network
- Network of neighborhood streets to access school
Walking

505 N Hudson St, Arlington, VA 22201

Wilson School, Arlington, VA 22209

Via N Highland St and Wilson Blvd
32 min
1.6 miles

Via N Highland St, Clarendon Blvd and Wilson Blvd
31 min
1.6 miles
Biking

- Via N Highland St and Clarendon Blvd: 11 min, 1.8 miles
- Via N Danville St and Clarendon Blvd: 12 min, 1.9 miles
- Via N Highland St: 13 min, 2.2 miles

505 N Hudson St, Arlington, VA 22201
Wilson School, Arlington, VA 22209
Public transit

505 N Hudson St, Arlington, VA 22201
Wilson School, Arlington, VA 22209

Depart at
8:00 AM

8:03 AM—8:19 AM
16 min

DETAILS

8:09 AM—8:27 AM
18 min

8:01 AM—8:24 AM
23 min
Driving ~ Drop-off ~ Car pool
From S. Park Drive

• About 3.3 to 3.6 miles from school, depending on mode
• Close to Arlington Boulevard bus service
• Identified bike network with signal across Arlington Boulevard
• Network of neighborhood streets to access school
Walking

- Wilson School, Arlington, VA 22209
- S Park Dr, Arlington, VA 22204

**Via Wilson Blvd**
- 1 h 4 min
- 3.2 miles

**Via N Pershing Dr**
- 1 h 9 min
- 3.4 miles

Key Bridge Marriott
georgiasrts@gmail.com

WILSON SITE MULTIMODAL TRANSPORTATION STUDY
Biking

**Wilson School, Arlington, VA 22209**
**S Park Dr, Arlington, VA 22204**

- **Via Wilson Blvd**
  - 20 min
  - 3.3 miles

- **Via Wilson Blvd and N Pershing Dr**
  - 21 min
  - 3.3 miles

- **Via N Pershing Dr**
  - 23 min
  - 3.4 miles
Public transit

Wilson School, Arlington, VA 22209
S Park Dr, Arlington, VA 22204

Depart at
8:00 AM

8:11 AM–8:31 AM
4B
5 min
20 min

8:18 AM–8:40 AM
4A
11 min
22 min

8:41 AM–9:01 AM
4B
5 min
20 min
Drive ~ Drop-off ~ Car poll

Wilson School, Arlington, VA 22209
S Park Dr, Arlington, VA 22204

Depart at
8:00 AM

Via US-50 W/Arlington Blvd
8 min
8 min without traffic
3.6 miles

Via Arlington Blvd
12 min
11 min without traffic
3.7 miles

Via Wilson Blvd and Arlington Blvd
14 min
13 min without traffic
3.7 miles
From Holmes Run Drive, Falls Church

- Between 8.5 to 12 miles from school
- Nearest bus stop is .8 mile walk
- Identified bike network between here and school
- Network of streets to get to school
## Walk

<table>
<thead>
<tr>
<th>Route</th>
<th>Time</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Via Wilson Blvd</td>
<td>2 h 49 min</td>
<td>8.5 miles</td>
</tr>
<tr>
<td>Via US-50 W/Arlington Blvd</td>
<td>2 h 57 min</td>
<td>9.0 miles</td>
</tr>
<tr>
<td>Via Washington Blvd</td>
<td>3 h 3 min</td>
<td>9.2 miles</td>
</tr>
</tbody>
</table>
Bike

- Via Custis Trail: 1 h, 9.9 miles
- Via Washington and Old Dominion Trail: 58 min, 10.3 miles
Public transit

7740 Holmes Run Dr, Falls Church, VA 22042

Wilson School, Arlington, VA 22209

Depart at:
8:00 AM  Today

<table>
<thead>
<tr>
<th>Time</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:01 AM–9:07 AM</td>
<td>1 h 6 min</td>
</tr>
<tr>
<td>8:05 AM–9:13 AM</td>
<td>1 h 8 min</td>
</tr>
<tr>
<td>8:12 AM–9:13 AM</td>
<td>1 h 1 min</td>
</tr>
</tbody>
</table>

Details:
Drive ~ Car pool

7740 Holmes Run Dr, Falls Church, VA 22209

- Via I-66 E: 20 min, 12.3 miles
- Via US-50 E/Arlington Blvd: 28 min, 10.4 miles
Transportation Demand Management (TDM) Information
ATP Overview and Services

- Part of Arlington County Commuter Services
- ATP has proven record TDM experience
- Business-to-business services with approx. 700 employer clients; 315 residential clients
- ATP offers APS one-on-one TDM assistance
- Education and outreach as often as desired

- Ridesharing info, transit assistance, school-wide events
- iRide for teens (discount bus fare on Arlington Transit)
- Guaranteed Ride Home emergency assistance info
- Champions program will help each school develop a tailored TDM plan
TDM Options Available to Rosslyn Employees

✓ 80% of employees that work in Arlington’s Metrorail Corridors have access to some sort of incentive or service that supports biking, walking, sharing rides, or taking transit to work.

✓ About 60% of employees who work in the Metrorail corridors get a transit subsidy, like SmartBenefits, that makes transit cheaper.

<table>
<thead>
<tr>
<th>TDM Services Available at Worksites by Worksite Location</th>
<th>Metrorail Corridor (n = 2,100)</th>
<th>Non-Metrorail Location (n = 410)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any Services Available</td>
<td>78%</td>
<td>57%</td>
</tr>
<tr>
<td>Services Available</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commute Info</td>
<td>36%</td>
<td>25%</td>
</tr>
<tr>
<td>Preferential parking for carpool/vanpool</td>
<td>17%</td>
<td>9%</td>
</tr>
<tr>
<td>Transit/vanpool subsidy</td>
<td>56%</td>
<td>37%</td>
</tr>
<tr>
<td>Carpool subsidy</td>
<td>10%</td>
<td>8%</td>
</tr>
<tr>
<td>Bike/walk services</td>
<td>32%</td>
<td>26%</td>
</tr>
<tr>
<td>Guaranteed Ride Home program</td>
<td>18%</td>
<td>10%</td>
</tr>
<tr>
<td>Carshare membership</td>
<td>25%</td>
<td>22%</td>
</tr>
<tr>
<td>Bikeshare membership</td>
<td>5%</td>
<td>2%</td>
</tr>
<tr>
<td>Transit schedule/route information</td>
<td>47%</td>
<td>49%</td>
</tr>
<tr>
<td>Ridematch (carpool/vanpool)</td>
<td>27%</td>
<td>18%</td>
</tr>
</tbody>
</table>
TDM Programs in Rosslyn

• ATP is already working with about 250 employers in Rosslyn
• 108 ATP Champions so far in 2015
• 20 Champions in Rosslyn
  • American Psychiatric Association
  • International Relief and Development
  • Opower (Courthouse)
  • Rosslyn BID
  • The Cadmus Group
• TDM benefits include:
  • Pre-tax & subsidy
  • Transit schedule/route information
  • Bike/walk services
  • Ridesmatch services

National Association of Chain Drug Stores relocated from Alexandria two years ago where they were providing free parking to all employees. Upon moving to the Rosslyn/Courthouse area, the parking policy changed and employees now have half of their monthly parking expense paid for ($75/month/employer, $75/month/employee). The organization offers the maximum $130/month direct transit subsidy and gives SmarTrip cards to new employees to encourage use of the nearby Metro stations. NACDS recently participated in National Walk@Lunch Day and is a Silver Level Champion. If they agree to apply for Best Workplaces for Commuters, they will jump up to Platinum due to their generous transit benefit.