Transportation Demand Management Plan
For
DDOT Headquarters Facility

DDOT will initiate a Transportation Demand Management Plan (TDMP) for the new DC Department of Transportation Headquarters Building located at Good Hope Road and Martin Luther King, Jr. Avenue SE. The purpose of the TDMP is to reduce the number of vehicular trips to the new headquarters building and thereby reduce traffic congestion and air pollution resulting from vehicular traffic.

The demand management plan will consist of five complementary efforts:

- parking management and pricing policies,
- providing car pool / van pool parking preferences,
- providing mass transit preferences,
- encouraging the use of bicycles and walking as means of commuting,
- encouraging flexible work hours and telecommuting,
- revising traffic flows in the area to improve the local services and improve better traffic flows, and
- encouraging housing strategies that reduce commuting.

Parking Management

DDOT will manage the availability and use of parking spaces within the building garage to encourage the use of carpools and vanpools and discourage the use of single occupancy vehicles. This will be accomplished by two related actions. First, the total number of parking spaces will be limited to 436 spaces, this represents a 25% reduction of parking spaces from current zoning requirements, which is allowed at buildings near Metrorail stations. Second, of those 436 spaces 162 will be reserved for DDOT fleet vehicles and 70% of the remaining 274 parking spaces reserved for employees will be reserved for carpool and vanpool vehicles. Private parking spaces for single occupant vehicles will be limited to senior managers and personnel who work non-standard shifts. The closest and most desirable spots will be reserved for carpools with minimum of 3 members. Parking spaces for car pools and vanpool vehicles will be made available at a reduced monthly fee. Parking spaces for single occupant vehicles will be charged at monthly market rates, as established in private parking garages within the central business district. The Department will verify car pool and vanpool membership on a quarterly basis. Car pool and vanpool spaces shall not be transferred to single occupant vehicle use unless approved in writing by the Director.

Parking spaces should be made available for the general public after normal business hours and on weekends at reduce rates or for free, with business validation.

Car Pool / Van Pool

The use of carpool and vanpool vehicles will be encouraged by the limitation of parking spaces and by charging market rate prices for available parking for single occupant

vehicles. DDOT employees who cannot use transit will be encouraged to participate in the Commuter Connections program of the Metropolitan Washington Council of Governments (MWCOG) to create carpools and vanpools or establish other non-vehicular transportation methods. As part of this program, employees will be educated about and encouraged to register for the Guaranteed Ride Home (GRH) program that provides transportation from work to home if an emergency situation or unscheduled overtime makes utilization of transit or an employee's regular car pool impossible.

DDOT will also maintain a Car Pool coordinator who will facilitate participation in MWCOG's Commuter Connection program for car pools and vanpools

Mass Transit

The use of mass transit options will be encouraged by the management and limitation of available parking assets, and though incentive programs such as MetroChek. The goal of DDOT will be to achieve 60% work commute by transit and mutli-occupancy vehicles.

DDOT will advocate for the city to provide up to $100 in MetroChek benefits to District employees who regularly commute to work or attend meetings by mass transit.

Bicycles and Walking

DDOT will encourage the use of bicycles and walking as a means of commuting by providing both free, secure, and lockable parking and storage facilities for bicycles and providing a locker room with showers and changing rooms with daily and longer term use lockers provided with in the facility for DDOT personnel who regularly commute to work by walking or cycling.

Peak Travel Reduction Programs

Where possible DDOT will encourage the use of peak travel reduction schemes such as flexible hours and telecommuting. DDOT will establish a period of core hours and ensure that those hours are covered allowing individuals to schedule their hours around those core hours, at the discretion of their supervisor and with the approval of the Associate Director in the administration for which they work. Employees may request approval for telecommuting. These requests will be evaluated on a case-by-case basis with the recommendation of the supervisor and approval of the Associate Director in the administration in which the individual works. Both telecommuting and flexible work hours plans will be kept on file within the Administration and will be evaluated on an annual basis at the time of the individual's performance evaluation. Such plans may also be evaluated at any time that either the supervisor of the individual feels that there is a need for such an evaluation.

Improvements to Local Traffic Flows

DDOT will implement recommendations from the Anacostia Traffic Study and the Middle Anacostia Crossings Study to improve the flow and function of traffic in and around Historic Anacostia. These actions will include reestablishment of two-way traffic on MLK and 13th ST SW. Development of traffic calming strategies within the neighborhood. The facility work will also include establishment of complete intersection movements at the 11th ST Bridge 295 interchange.

Housing Strategies

DDOT will also encourage employees to consider District government assistance programs for homeownership that would allow DDOT employees to purchase homes near the headquarters building.