



MEMORANDUM

TO: Margaret Oliver
DATE: July 31, 2019
FROM: Jennifer J. Ray, AICP
PROJECT: Naval Base Commuter Multi-Modal Mobility Planning Study
JMT JOB NO: 18-03784-01A
RE: Deliverable #2: Document of Findings

Successful mobility planning ensures that people are easily connected to places. Often, challenges such as congestion and lack of transportation alternatives test the concepts of mobility, therefore making it an obstacle to many individuals. The Naval Base Commuter Multi-Modal Mobility Planning Study strives to improve mobility in and around NAS/PAX and has provided a series of transportation recommendations that will meet the goal of providing choices to individuals to meet their transportation needs.

Improving mobility at a large scale can be a difficult task that often requires a series of smaller changes in order to be effective and measurable. The main goal of this multi-modal mobility planning study largely focuses on the idea of removing people from their cars, even for just one day a week, as part of their daily commuting patterns. This will be accomplished through transit recommendations, bicycle infrastructure improvements, pedestrian connectivity upgrades, geometric changes to infrastructure, and transportation demand management (TDM) strategies. In using these methods, there will be a positive effect on the congestion and parking trends seen throughout the base and along the MD-235 corridor that currently impede mobility.

1. Transit Recommendations

According to the *Naval Base Commuter Multi-Modal Planning Study: Transportation Preference Survey* that was conducted from May 10th- June 10th, 2019, the majority of the 2,254 respondents live within St. Mary's County (80%). However, approximately 15% of respondents live in Calvert County with the remaining 5% of respondents living elsewhere in the DMV metropolitan area, including Charles County, Virginia, and Pennsylvania. This wide range of commuter patterns solidifies the need to create a comprehensive transportation system to meet the needs of a diverse commuter population. The following are transit-focused recommendations that would provide options other than single occupancy vehicle (SOV) usage on base.

a. Develop an On-Base Shuttle System

Consistent with the NAS/PAX Transportation Improvement Plan (2013), C-SMMPO should recommend that NAS/PAX implement an on-base shuttle system as an alternative to SOV use. Shuttle use can reduce parking issues and vehicle emissions on base. In conjunction with a shuttle system, Alternative Mobility Hubs (AMH) should be established as innovative transfer and receiving points that support a multi-modal system.

AMHs provide a focal point in the transportation network that integrate different modes of transportation, multi-modal supportive infrastructure, and place-making strategies to create activity centers that maximize first-mile last-mile connectivity. Amenities that should be included at these hubs include adequate bus stop and layover zones, transit shelters with real-time arrival information, bike share stations, and bicycle storage areas. These nodes must be convenient and comfortable as to make them viable alternative options to SOV use where employees can easily switch modes of travel or gain access to different travel modes, amenities, and information.

A convenient shuttle operating schedule is vital to the success of the system and ridership. Morning and evening rush hours should be prioritized to have the greatest number of buses on the roads with a variety of pick-up and drop-off times to ensure a commuting option that is viable for many employees. Lunchtime and day-long timing should also be provided for lunchtime transportation and inner-base business travel.

Locations of AMHs should be strategically placed to serve the greatest number of employees (Figure 1). The following list of proposed locations of AMHs or bus stops were adapted from the NAS/PAX TIP as well as survey feedback and site visit observations:

- **Outside of Gate #2 along Cedar Point Rd:** this stop is a key location in making connections to the region's transportation system. It should include a public transportation stop from the St. Mary's Transit System and contain pedestrian amenities. This is also a key connection point between the base and the Tulagi Place Park and Ride.
- **Town Center:** near the NEX and the Multi-purpose Bowling and Entertainment Center. The new Naval Health Clinic that will be built will also enforce this area as a high trip generating node.
- **Moffett Building Complex:** large employment center on-base

- **Tate Road, near Hangars 305 and 306:** This AMH should include links to sidewalk and bicycle connections nearby as well as wayfinding signage to encourage use of these connections.
- **Gate Rotary Wind and AVMI Center of Excellence (COE):** The limited pedestrian network in this area must be expanded to encourage multi-modal mobility.
- **South Engineering Center:** a major employment center that attracts high volumes of vehicular trips along Shaw Road. Adequate parking is an issue.
- **Tactical COE, Old Barn:** Building 132 is an important wayfinding element and landmark. There are several high-volume work locations adjacent to this landmark.
- **Atlantic Test Range Complex:** Located at Cedar Point at the NE corner of the base. Additionally, there are facilities that can be rented out for events and a beach area.
- **Carpenter Park Housing:** 100 townhome community for enlisted and civilian use
- **Lovell Cover Housing Area:** Newer housing for officers
- **Conference Catering Center:** Particularly important for lunch time access.

The implementation of AMHs at these locations would not necessarily have to wait until a shuttle system is finalized. These hubs can also be developed in conjunction with other alternative modes of transportation, such as the bike share program, on base taxi system, and rideshare pick-up/drop-off locations while funding for the shuttle is being coordinated.

By increasing mobility options for those who do not have a personal vehicle on base every day, many employees may be enticed to carpool or take advantage of the public transportation system to avoid the hassles of parking and congestion in and around base.



Proposed Locations: Shuttle Stops and Alternative Mobility Hubs
 Naval Base Commuter Multi-Modal Mobility Planning Study

Figure 1: Proposed Locations for NAS/PAX Shuttle Stops and Alternative Mobility Hubs

b. Reinstate the On-Call Taxi Service

As outlined in the Transportation Improvement Plan, C-SMMPO must further encourage base officials to reinstate the on-call base taxi service. This on-call, non-fixed route service was cut in 2012 and allowed employees who carpool to get around base for official business during the work week. The taxi service serviced all three installations on base, off-base leasing, and other approved areas.

According to the *Naval Base Commuter Multi-Modal Planning Study: Transportation Preference Survey*, 64% of respondents agreed that they would use this no cost service if it were to become available again. Implementing this service as part of a multi-modal strategy to reduce congestion on base would provide alternative and reliable means of transportation for those who choose to step away from their personal vehicle.

2. Bicycle Improvements

It is apparent from the Transportation Preference Survey that respondents are interested in using a bicycle to travel within the base or to the base. While only a small percentage of respondents said that they currently bike to work (2.57%) or use a bike to get around base (0.50%), many expressed that biking is an alternative mode of transportation they would consider if the proper safety measures and facilities were put into place. The following are bicycle-focused recommendations that would improve the current state of bicycle infrastructure on base and promote its use.

a. Implement a Bike Share Program On-Base

Bike share programs supply bicycles for short-term, low-cost use through a network of convenient parking stations, often in conjunction with Alternative Mobility Hubs. This program is a tool to reduce automobile related congestion and parking shortages on base, as well be a convenient alternative means of access to destination locations. Implementing a bike share program would also help to increase the public perception and acceptance of bicycles as a viable mode of transportation.

A bike share program should be provided on base through a series of docked stations only. Implementing a docked system ensures that bikes are picked up and dropped off in approved locations only and allows for easy tracking and maintenance of the system. Docked stations are innovative, allowing for 24/7 pick-up and drop-off,

can be run through a smartcard system, often are solar powered, and are modular and movable.

Implementing a bike share program has the potential to decrease daytime traffic congestion on base during the morning/afternoon peak hours as well as the lunchtime rush. Choosing to utilize a bike as part of daily workday travel reduces the number of vehicles on the road as well as further encourages employees to carpool or use transit more efficiently. Strategically placed bike share docks would allow for employees to easily gather at convenient locations to carpool or be able to make the trip from a gate or other commuter transit location. A docked bike share would also allow employees to utilize the system to get to on-base meetings, appointments, errands, and make trips for lunch, rather than getting in their car and losing their parking spot or relying on others if they used transit to get to work.

NAS/PAX should be encouraged to locate bike share docking systems at established bus stops or alternative mobility hubs as part of the shuttle system. This allows for easy and convenient access for NAS/PAX employees. Additional bike share docks can easily be added in areas with high population densities or at parking garages, retail, restaurants, and other entertainment businesses due to their relatively small size and infrastructure requirements.

b. Increased and Improved Bicycle Facilities

One of the most common feedback items received as part of the Transportation Preference Survey was the desire for shower facilities on base for those who bike to work. Many respondents noted that they would be more willing to bike to work if facilities such as showers and lockers were made available. As a short term, high-return effort, C-SMMPO should encourage NAS/PAX to install additional shower facilities around base. These facilities should be in centrally convenient locations: close to major employment centers and alternative mobility hubs/bus stops.

Additionally, increased bicycle storage areas should be provided throughout the base, particularly at major employment centers such as the Moffett Building, North Engineering Center, and South Engineering Center. Increased visibility of bike racks will further support those who already bike from home and perhaps motivate others to do the same.

c. Implement a Bicycle Subsidy Benefit Program

Using the Department of the Interior’s Transportation Subsidy Program as a guide, NAS/PAX (and the Department of Defense) should be encouraged to implement a Bicycle Subsidy Benefits Program to further incentive bicycle usage. The Bicycle Subsidy Benefits Program was added to the DOI’s Transportation Subsidy Program in January 2009 to encourage employees to use means other than SOVs to commute to and from work. The purpose of the program is to meet the mandate of Executive Orders that call for reducing vehicular traffic congestion and air pollution in areas of the country where DOI has a large contingent of employees. At this time, the program has not been adopted by the DOD.

Under this program, NAS/PAX employees would receive a monthly subsidy for commuting by bike at least 20 days in a month. Financial assistance is available for the purchase, improvements, repair, storage, and/or maintenance of a non-motorized vehicle that is used as a primary means of commuting to and from work. To apply, employees must submit an application and complete the required daily or monthly certification logs or statements as part of the guidelines outlined in the Bicycle Subsidy Benefit Program Handbook.

d. Improve Bicycle Infrastructure On-Base

The above recommendations would be unsuccessful without proper bike infrastructure on base to support them. C-SMMPO should ensure that dedicated bike lanes are established along additional roads throughout base, creating a more continuous road network. Attention should be paid to the existing bike loop that runs along Buse/Tate/Shaw and Johnson Roads before turning into Cedar Point Road, ensuring that proper bike lane markings, stripping, and signage is visible at all times. Additionally, the following key locations should have bike lanes added, as outlined in the NAS/PAX Transportation Improvement Plan:

- Along Cedar Point Road from MD 235 to the existing bicycle lane that begins near Saufley Road and Taxiway Alpha. This is especially important in creating the necessary connection between MD 235 and the surrounding community and the established bike network on base. Appropriate modifications will need to be made at Gate #2 in order to

accommodate bicyclists entering the base. This includes widening Cedar Point Road to accommodate five-foot wide striped bike lanes along both sides of the road from the intersection at MD 235 to the existing bicycle network beginning at the intersection at Cuddihy Road, as outlined in the TIP.

- Along Buse Road, from just before the intersection of Buse Road and Davis Spur Road to the intersection with Cedar Point Road
- Along Millstone Road

Additionally, in order to promote bicycling around all parts of the base, appropriate markings for a shared lane (sharrow) should be placed on all secondary and local roads on base (Figure 2).



Figure 2: Roadway with sharrows.

Image source: JMT

e. Improve Bicycle Infrastructure Off-Base

Improved external bicycle connections between the base and surrounding communities must be implemented in order to promote safe bicycle commuting to the base. C-SMMPO should coordinate with NAS/PAX to meet with the Maryland State Highway Administration and St. Mary's county officials to discuss where and how these improvements will take place.

Improving bicycle facilities on the MD 235 corridor is crucial to the success of connecting NAS/PAX with the surrounding communities, existing trails and promoting bicycle use. Where feasible, the location of bike infrastructure on MD 235 should be reconsidered. Removing bike lanes from MD 235 and instead creating separated facilities adjacent to the roadway is ideal for safety and comfort. In the short term, existing bike lanes on MD 235 should be re-stripped and widened to be compliant with current SHA design standards. As part of this coordination, the base should also work with SHA to extend existing bicycle lane on MD 235 between Cedar Point Road and Hermanville Road. Currently, the lane ends at Cedar Point Road.

Continued coordination should occur for the completion of the Three Notch Bike Trail. When all nine phases are complete, Three Notch Trail will run approximately 25 continuous miles, from Deborah Drive in Charles County to Pegg Road in Lexington Park. Currently, the trail is completed between the Charlotte Hall to Laurel Park and Chancellors Run Rd. to Wildewood Blvd. (California) portions. This trail will provide a valuable connection for bicyclists looking to commute from the north and should be heavily advertised and encouraged by NAS/PAX once complete.

Additionally, these efforts should include supporting and encouraging the completion of the FDR Boulevard Project. This project, once completed, will help relieve congestion and reduce delays along MD 235 by removing vehicles per day from portions of the highway. An alternative means of access will be provided for residents to travel to and from shopping and work as well as pedestrian and bicyclist amenities such as bike lanes, landscaping, and decorative lighting elements. Bike facilities along FDR Boulevard will provide a crucial link between those neighborhoods and the base, providing a safe and comfortable route for employees to utilize.

It is also important that NAS/PAX stay in contact with the C-SMMPO and county officials to be aware of current and planned transportation improvement projects that will benefit multi-modal commuting at the base. For instance, the C-SMMPO recently advertised an improvement study for St. Andrew's Church Road (MD 4) located north of the base off MD 235. The goal of this study is to analyze all modes of transportation within the study area and prioritize transportation improvements, including stormwater management strategies and complete street components such as traffic calming, sidewalks, and bicycle facilities. Improved facilities throughout this corridor would create valuable connections for communities located north of NAS/PAX.

f. Create a Bicyclist Education and Safety Campaign

To promote bicycling and the improvements that have been made to the bike network in and around base, it will be necessary to disperse this information to the base community. C-SMMPO should work with NAS/PAX to undertake a public outreach campaign in which information about new bicycle lanes, routes, storage options, shower and locker facilities, and general safety tips for both bicyclists and drivers are made available. Such an effort will promote biking as a viable mode of transportation to work and encourage those who had not considered it to think about the benefits and feasibility.

3. Pedestrian Connectivity Recommendations

Field assessment and Transportation Preference Survey results revealed gaps in the pedestrian environment. Few pedestrian amenities, such as lighting elements, shade trees, and site furniture make walking an unattractive mode of transportation. According to survey results, only 3.19% of respondents cited walking as their main mode of transportation once on base, while others stated that they rarely leave their office perhaps due to challenges that are faced in trying to get around. The following are pedestrian-focused recommendations that will encourage the creation of a healthy walking environment and facilitate walking as a viable mode of transportation for NAS/PAX employees.

a. General Infrastructure Improvements

Implementation of specific pedestrian infrastructure improvements will connect different parts of the base and form an interconnected pedestrian network. This serves to join major employment centers and encourage employees to walk when traveling for meetings, lunch, etc.

Appropriate sidewalks should be provided between all parking lots/structures and the facilities that they are serving, avoiding the need for pedestrians to walk in the roadway or narrow shoulder to get to their place of work. Primary focus should be on areas that access the most frequented buildings, which according to the Transportation Preference Survey are the North and South Engineering Buildings, the Moffett Building, NEX, Commissary, IPT Work Space, and the Post Office.

Sidewalks must be established in a continuous manner without gaps or dead ends in the system. For example, while Buse and Cuddihy Roads have sidewalks in some areas, gaps between parking facilities and buildings exist. This can be seen along

Cuddihy Road, where an incomplete sidewalk network exists between the retail and service amenities. Complete stretches of sidewalk should be provided in all high-volume areas.

Pedestrian crossings and signals should be added to all appropriate intersections, particularly high volume and those that already have existing traffic signals. Locations such as the intersection of Cedar Point Road and Buse Road, as well as Cedar Point Road and Tate Road are vital areas where these improvements should be made. Pedestrian crossings and amenities should also be provided at appropriate intervals throughout the base, to promote safety and comfort of the circulation network. Existing crossings and signals should be repainted and maintained to ensure visibility and functionality.

b. Implement a Pedestrian Crossing of MD 235.

C-SMMPO should begin the necessary steps to coordinate with MD SHA to install a pedestrian crossing of MD 235 at the intersection of Cedar Point Road and MD 235 (see Figure 3). There is an existing pedestrian crossing located north on MD 235 at the intersection at Buse Road and MD 235 to meet the needs of that area. However, C-SMMPO and NAS/PAX should continue to monitor the condition of that crossing and make requests for restriping and maintenance as needed.

A crosswalk and necessary crossing infrastructure is recommended to be placed on the southern-most side of the intersection of Cedar Point Road and MD 235. This side is the most appropriate as it avoids conflict between the high-volume free flow right from the base to MD 235 and reduces the overall number of conflicts between vehicles and pedestrians. Additionally, the majority of the proposed pedestrian generators (food trucks, cafes, and other retail amenities) are located on the south side of the intersection.

The impact of a crosswalk and the associated pedestrians “Walk” and flashing “Do Not Walk” time on vehicular operations at the intersection during the afternoon peak hour was evaluated. This was the only peak hour evaluated since any significant additional pedestrian trip generation is only expected to occur during the afternoon lunch hour.

According to signal timings provided by the Office of Traffic and Safety (OOTs), the intersection currently has split phasing on both MD 246 approaches. It is assumed that the “Walk” indication will be pedestrian activated, meaning there will not be a “Walk” indication unless someone pushes the “Walk” button. Based on the timings from OOTS, the intersection is free running, meaning there is no set signal timing for

the intersection. Therefore, signal timings were estimated based on 2017 count. It was determined that the level of service will not be impacted by the installation of a crosswalk on the southeast side of MD 235, as no additional green time will need to be added to the MD 246 northeast movement. The estimated green time for the east leg is 54-66 seconds during the afternoon peak hour. The required flashing “Don’t Walk” time for a crossing distance of 93 feet is 27 seconds and the walk time is 7 seconds. Therefore, the total time required for pedestrians to cross is 34 seconds, which is less than the estimated green time for that approach. A full signal study was not completed at this time and would be required for implementation.

Final recommendations of this crossing will require coordination with MD SHA. However, this should be a priority for both the C-SMMPO and NAS/PAX as a crossing in this area ensures the safety and well-being of employees as well as opens a series of opportunities and connections to be made between the base and retail establishments along the far side of MD 235.

c. Reimagine Tulagi Place Park and Ride

Tulagi Place Park and Ride is a county-owned underutilized facility located approximately 0.1 mile south of the entrance to Gate #2 (see Figure 3). An STS transit stop is located within the lot and is bordered by a variety of retail services.

Based on the proximity of Tulagi Place to the base, ways to utilize the lot as a destination or lunchtime activity hub, even if it was only once a week/month, should be explored. For example, results of the Transportation Preference Survey indicate that many base employees frequent the services (restaurants, shops, etc.) off base at least once a week, and that most people are looking for additional accessible lunch options. The Tulagi Place Park and Ride should be considered as an ideal spot to provide a unique food destination in the form of a food truck park during lunch hours a few times a month. Supported by a new pedestrian crossing of MD 235 at Gate #2, base taxi service, and potential shuttle route around base, the park and ride would become an easily accessible destination for NAS/PAX employees.

Additionally, with proper coordination with the county, the park and ride could be utilized as overflow parking for base facilities that are located closer to MD 235. With proper infrastructure to safely deliver pedestrians from one side of MD 235 to the other, this lot has the potential to take some of the strain off parking on base and promote usage of the STS transit stop for base employees.

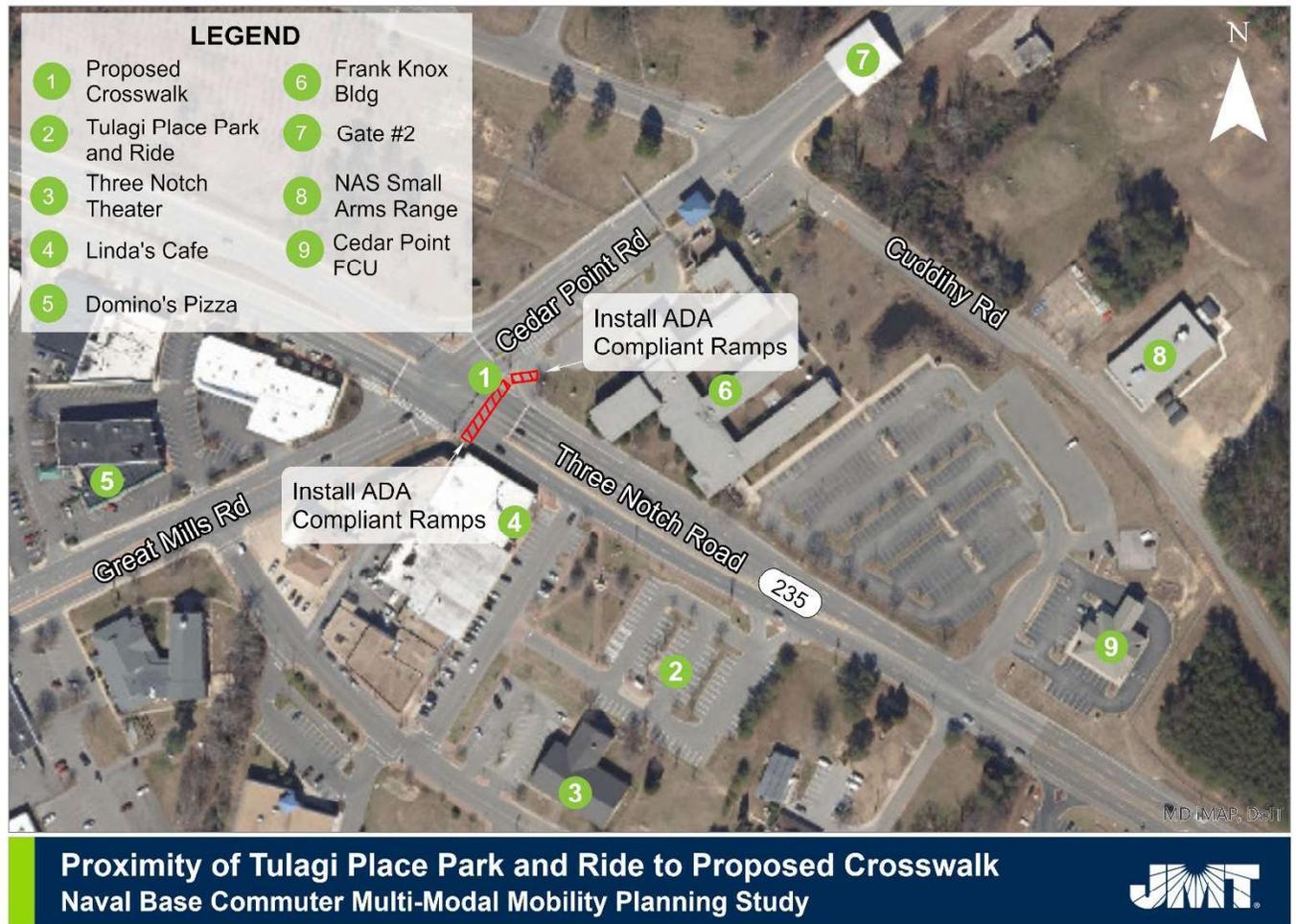


Figure 3: Location of New Proposed Crosswalk in Proximity to Tulagi Place Park and Ride

d. Increase ADA Compliancy

Maintaining ADA compliancy of all infrastructure on base is vital to ensuring accessibility and walkability for all employees. Site observations at NAS/PAX indicate that the majority of pedestrian infrastructure lacks ADA accessibility. The C-SMMPO should encourage NAS/PAX to ensure that any new construction complies to ADA guidelines: to include appropriate sidewalk widths, ADA ramps with detectable warning surfaces, appropriate number and location of compliant parking spaces, and accessible ingress and egress for all buildings.

4. Recommended Geometric Changes

To promote multi-modal mobility, a series of geometric changes should occur within existing infrastructure to encourage transit, bicycle, and walking as feasible transportation alternatives.

a. Location Specific Recommendations

The following recommended geometric changes will improve roadway safety, function, and form. Reference Figure 4 for a location map.

1. Add a bike lane from the intersection of MD 235 and Cedar Point Road to Millstone Road. This would then connect to the existing bike loop around base
2. Implement Cuddihy Road and Buse Road intersection improvements, as outlined in the TIP. Cuddihy Road should have one left turn only lane onto Buse Road from NB Cuddihy Road, while the other lane is a left turn/straight forward lane. Coming south on Cuddihy Road, there should be an optional right turn allowed from the leftmost lane onto Buse Road. With these improvements, the intersection would operate at a more efficient level of service.
3. Install pedestrian crossing signals and crosswalks at the Buse Road/Cuddihy Road intersection.
4. Widen Cedar Point Road to accommodate five-foot wide striped bike lanes along both sides of the road from the intersection at MD 235 to the existing bicycle network beginning at the intersection at Cuddihy Road, as outlined in the TIP.
5. Dedicate a right turn only lane on Buse Road to Liljencrantz Road, as outlined in the TIP.
6. Also as outlined in the TIP, NAS/PAX should extend Davis Spur Road to Tate Road. This would also create a new walking connection between the major employment centers in that area as well as connecting Moffett Building to the rest of Mission Critical areas.
7. Install pedestrian signal to existing traffic signal at Cedar Point/Tate Road intersection.

8. Allow for back-in on-street parking only: in instances where angled parking is desired, back-in only parking is required to maximize safety for bicycles sharing the road.
9. Re-strip the entire bike loop around base as well as any other bike lanes to maximize visibility.
10. Improve all taxiway crossings: consistent with recommendations made by the TIP, new signals that would be controlled by the Control Tower should be installed at all crossings of the airfield. Additionally, a new flashing sign should be placed 0.25-mile back from the crossing to alert the driver that the signal is there and that they may have to stop.

Additionally, the implementation of High Occupancy Vehicle (HOV) lanes to encourage carpooling and more efficient gate function was explored. HOV lane implementation has the potential to increase gate efficiency by moving more people through in less vehicles over a period of time.

However, survey results indicate that the intended outcome would not be achieved: approximately 63% of Transportation Preference Survey respondents indicated that even if there was a HOV lane provided at the gates of NAS/PAX, they would not be more likely to carpool. In this case, an empty or underutilized lane at the gate during peak times would cause additional delays and backups to what commuters are already experiencing. For example, a HOV lane at Gate #2 would reduce SOV traffic flow to only two lanes instead of the three that operate during the AM peak period, thus increasing the queue of traffic waiting to get through the gate. Further impairing gate function is counterproductive to this study so therefore HOV lanes are not advised at this time.



Locations of Proposed Geometric Improvements
 Naval Base Commuter Multi-Modal Mobility Planning Study

Figure 4: Locations of Proposed Geometric Improvements

5. Transportation Demand Management (TDM) Improvements

Transportation demand management (TDM) is concerned with ways in which people make optimal use of locally available transportation resources, with a central focus on getting people out of SOVs and into more efficient modes of commuting. It's a program of information and incentives provided by local or regional organizations to make people aware of and how to use all of their transportation options, and can be a combination of traditional and technology-based services to encourage the use of transit, ridesharing, walking, biking, and telework.

The following TDM strategies to decrease SOV usage and congestion in and around the base should be considered.

a. Staggered Work Hours

Staggered arrival and departure hours for base employees can ease congestion leaving and entering base. A staggered work schedule approach was heavily supported and suggested by many of the respondents in the Transportation Preference Survey looking to make their morning and evening commutes more efficient.

Additionally, it should be encouraged to begin to offer flexibility regarding the Compressed Work Schedule (CWS) program. At this time, the Regular Day Off (RDO) as part of the CWS is regulated to be Friday for most participating base employees. New standards should be set to allow for greater flexibility for each employee to choose their Regular Day Off, for instance Mondays, Wednesdays or Fridays. Based on feedback it appears that NAVFAC currently allows the RDO to be either Monday, Wednesday, or Friday. Granting this flexibility to all eligible employees at NAS/PAX would aid in reducing the volumes of traffic going in and out of the base throughout the week.

b. Increase Telework Opportunities

In addition to staggered work hours, NAS/PAX should allow eligible employees to take advantage of teleworking days. It is acknowledged that some work units already have teleworking policies in place but expanding the practice base-wide or increasing the number of allowed telework days would have an even larger impact on NAS/PAX transportation patterns.

Teleworking has many benefits, including increasing the quality of life for the employee. The flexibility of working off-site allows the employee to focus on work, without the added stress of how to get there. Encouraging employees to work elsewhere could reduce the parking supply issue on base, where it is common for many buildings to have more employees working in them than available parking spots.

Teleworking and staggered work hours were two concepts heavily favored by respondents of the Transportation Preference Survey. Many respondents referenced either option somewhere in their responses and were hopeful of what the impact on traffic congestion and parking would be.

c. Transportation Stipend Promotion

According to the Transportation Preference Survey, 83% of respondents did not know that a stipend of up to \$265 was available for federal workers for use with approved public transportation. This is a valuable program that should be advertised more to further encourage the use of public transit. Advertising efforts could include notices in base-wide weekly email blasts, fliers, social media outreach, and better advertisement on frequently used base websites.

d. Forum Creation for Car/Van Pool Participants

To encourage car or van pool throughout the base, there needs to be a discussion surrounding the creation of a NAS/PAX forum where interested participants can sign up and connect with others who may live in the same area or need a ride. The forum should be accessible by base employees for security purposes, and there is no need for personal information such as addresses to be exchanged over the site- this could be something for a text message or phone call once the initial connection is made via the site. The sole purpose of this forum would be to initiate conversations and connections between employees who may not be aware of others living in their area looking for similar options for their daily commute. This forum would be an appropriate item to advertise along with the transportation stipend program.

e. Transit Awareness Campaigns

Once any of the above recommendations are put in place, it is important that NAS/PAX promote their existence and encourage their use. Just as the Transportation Stipend Program is not well known, the base does not want to have



gone through the effort of providing transit options only to have no employees use them because they didn't know they existed.

All forms of multi-modal transportation mentioned – biking, taxi, shuttle, walking, etc., should each be highlighted in NAS/PAX publications, email blasts, and social media to ensure that word is getting out about their availability and benefits.