

TRANSPORTATION MANAGEMENT PLAN FOR GEORGETOWN UNIVERSITY HOSPITAL, GEORGETOWN UNIVERSITY CAMPUS PLAN APPLICATION (2011-2020), NORTHWEST, WASHINGTON, D.C.



Prepared for:

GEORGETOWN UNIVERSITY HOSPITAL

3800 Reservoir Road, NW

Washington, DC 20007



Georgetown
University
Hospital 

MedStar Health

Prepared by:

O. R. GEORGE & ASSOCIATES, INC.

Transportation Planning & Engineering Consultants

10210 Greenbelt Road, Suite 310

Lanham, MD 20706-2218

Tel: (301) 794-7700

June 17, 2010

TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION AND BACKGROUND.....	1
1.1 Introduction.....	1
1.2 Background Considerations.....	5
2.0 TRAFFIC AND PARKING CONDITONS.....	7
2.1 Peak and Off-Peak Travel Patterns/Traffic Operations	7
2.2 Employee and Visitor Arrival/Departure Patterns.....	10
2.3 Employee Residential Distribution/Travel Mode Splits.....	14
3.0 GUH BACKGROUND OPERATIONAL CONSIDERATIONS.....	16
3.1 GUH Employees	16
3.2 Patient/Visitor Growth Patterns	18
3.3 Parking Usage Patterns	19
3.4 GUH Parking Demand Projections.....	22
4.0 TRANSPORTATION MANAGEMENT PLAN.....	24
4.1 Goals and Objectives	24
4.2 Proposed TMP Strategies.....	24
4.3 Monitoring and Refinement.....	27
5.0 SUMMARY OF CONCLUSIONS	28

EXHIBITS

	<u>Page</u>
1 - Site Location Map.....	3
2 - Georgetown University Campus Map	4
3 - Reservoir Road Lane Configuration and Traffic Volumes	9
4 - Trough Traffic Movement Characteristics (Reservoir Road along GUH Frontage)	11
5 - GUH Weekday Employee Access Pattern	12
6 - GUH Weekday Patient/Visitor Access Pattern.....	13
7 - Employee Population Breakdown (by Zip Code)	14
8 - Georgetown University Hospital - Employee Travel Mode Splits	15
9 - GUH Employee Growth Pattern (2000 – 2009)	18
10 - GUH Patient/Visitor Growth Patterns	18
11 - Parking Demand vs. Supply (Existing)	21
12 - Parking Demand vs. Supply (Projected)	23

TABLES

	<u>Page</u>
1 - Georgetown University Hospital Employee and Patient/Visitor Statistics (2000-2009)	6
2 - GUH Traffic and Parking Access Patterns – Data Collection Elements	7
3 - Summary of Capacity Analysis Results – Key Hospital Access Points	8
4 - Georgetown University Hospital Employee Population – (by Category and Daily Shifts)	16
5 - Georgetown University Hospital – Generalized Parking Allocation.....	17
6 - Georgetown University Hospital – Parking Usage Summary	19

APPENDICES

- A - Survey Worksheets – May, 2010
- B - Capacity Analysis Worksheets
- C - Narrative on Trends in Health Care Delivery
- D - Transportation Demand Management Strategies for Site Plan Review

1.0 INTRODUCTION AND BACKGROUND

1.1 Introduction

This Transportation Management Plan¹ was prepared to support the site access and parking needs of the Georgetown University Hospital (GUH) section Georgetown University (GU) as part of the University Campus Plan Update application to the District of Columbia. As such, this document supplements the Traffic Impact Analysis that was prepared for the entire university campus.²

The GUH medical campus has historically been part of Georgetown University, and the land use and zoning aspects of the medical campus are governed by the Conditions of Approval of the 2000 Board of Zoning Adjustment (BZA) Order in Case No. 16566-F. Under a 50-year Lease Agreement entered into in July, 2000, MedStar Health assumed responsibility for management and operation of GUH, with an understanding of the Conditions of Approval that were applicable to the GUH portion of the campus.

The referenced BZA Order recognized that the University had measures in place for reducing travel demand, and the Order documented a number of these measures which related primarily to the academic portion of the Campus. However, MedStar Health has introduced and/or augmented a number of strategies to enhance accessibility and reduce overall travel demand generated by the Hospital staff, its patients and its visitors. MedStar's management has taken the decision to develop a formal Transportation Management Plan for the Hospital, following the guidelines and recommendations established by the District of Columbia³, and also detailed in the Federal Transportation Management Program Handbook.⁴ This TMP is also intended to provide data and analysis that would support the University's request to the City for an increase in the parking supply "cap" on the Campus.

The TMP Handbook notes that a TMP represents an employer's active program to promote efficient employee commuting patterns. That document makes reference to an evaluation by the Federal Highway Administration (FHWA) regarding travel demand management, and notes that an effective transportation management program can result in "*trip reductions in the range of 20% to 40%*" and that such reductions "*can be the norm, rather than the exception.*" FHWA concludes that the techniques developed by TDM professionals are valuable tools for alleviating traffic congestion and promoting regional air quality.

The District of Columbia Transportation Demand Management guidelines recommend strategies that are generally in line with the recommendations of the Federal TMP Handbook. In addition, the agency places strong emphasis on managing parking supply, in view of the typical relationship between parking supply and vehicle trip generation.

¹ Within this document, "Transportation Management Plan", "Transportation Demand Management Plan" and "Transportation Management Program" are used interchangeably."

² "Traffic Impact Study," by Gorove/Slade Associates, 2010.

³ "Government of The District of Columbia, District Department of Transportation, Transportation Policy and Planning Administration, Transportation Demand Management Strategies for Site Plan Review," Sept. 2008.

⁴ "Implementing a Successful Transportation Management Program" published by General Services Administration (GSA)/ Metropolitan Washington Council of Government (MWCOC)/National Capital Planning Commission (NCPC), May 2008.

Both the Federal and District of Columbia TMP Guidelines have more direct approach to major employment uses. The medical/institutional nature of the Georgetown University Hospital and its operations create travel demands and site access conditions that are quite different, and perhaps unique when compared with typical large employment centers. This is due principally to the following factors:

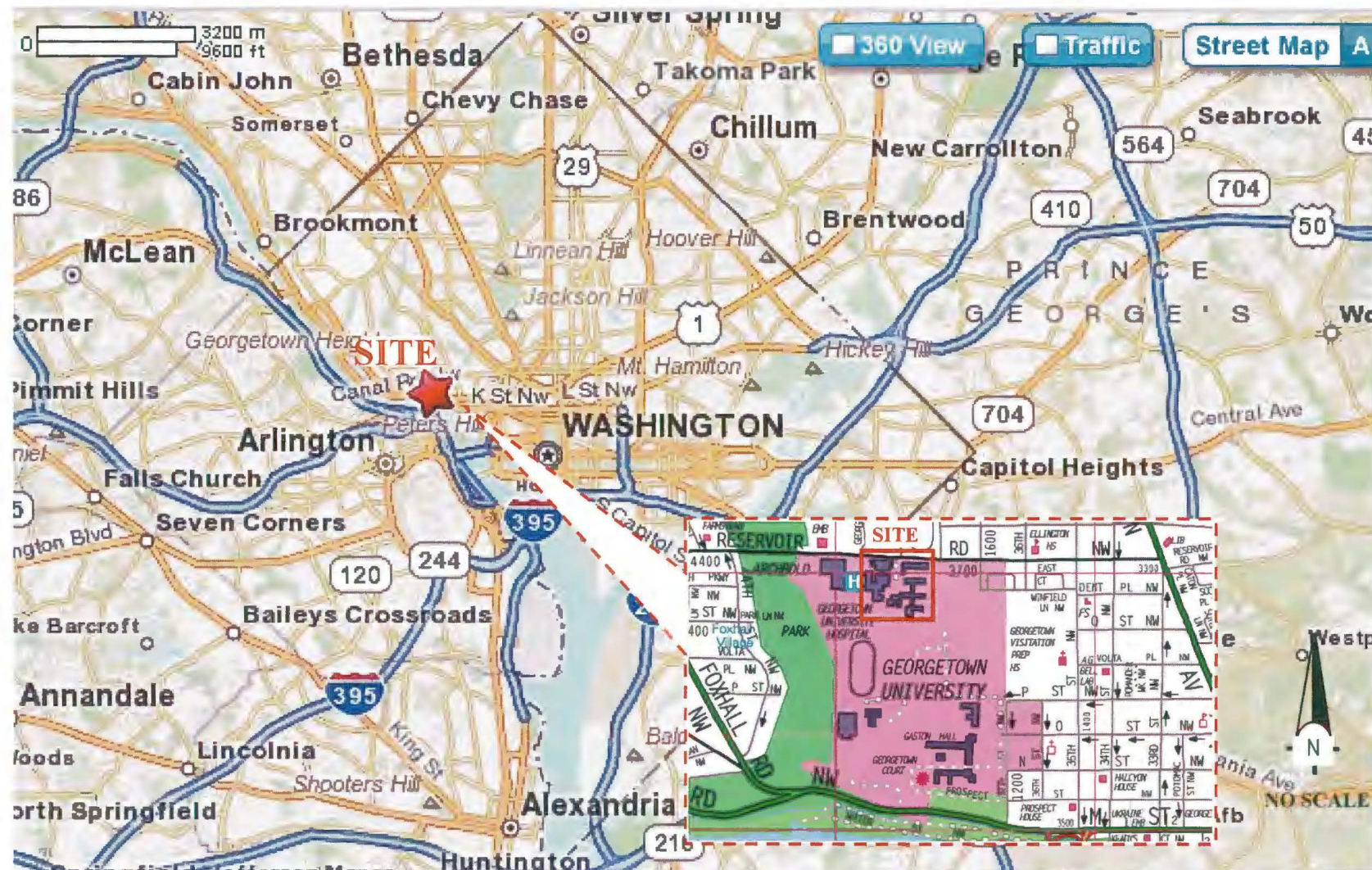
- a) The large number of patients and visitors, which the hospital attracts;
- b) The large number of medical doctors, with their need for easy access to personal vehicles, and the associated need for parking; and
- c) The large number of nurses as well as the shift patterns, and the constraints they face in using alternative modes of transportation. The approximate 2,420 nurses constitute 55.0% of the total hospital population.

GUH medical and management staff have advised that the vast majority of patients and visitors have significant constraints in using a number of the alternative modes of transportation (i.e., walking, bicycling, public transportation, telecommuting, etc.). This is due principally to medical and physical limitations that occur in the delivery of healthcare services; and these categories of users therefore generate heavy demand for parking.

As part of the current Campus Plan Update, the University is seeking to increase the parking cap, and the hospital is seeking a proportionate share of up to 700 additional spaces. In this connection, the following items of background information are relevant:

- 1) GUH currently has a supply of 2,700 parking spaces to serve its entire employee population, its patient and its visitors demand.
- 2) Of the 2,700 spaces, 380 are "stacked spaces" that are made available through valet operations.
- 3) The hospital's spaces also serve the Leavey Conference Center and Hotel, which caters to outside conferences and meeting on health care, as well as accommodates patients and visitors undertaking medical treatment.
- 4) The concept of practical capacity versus absolute capacity is well recognized in transportation planning. It stipulates that the useable supply is generally between 85% and 95% of the total available (or inventory) spaces. Because of the type of facilities (i.e., garages and number of different locations available), the document will show practical capacity is even less than typical apply.

The TMP therefore also includes data and user statistics to support the parking increase request. In addition, background information on traffic operations at the hospital's entrances are discussed principally in the context of the potential impacts that the increased parking supply would have on the local area. In order to facilitate the presentation, the hospital location and regional access context is shown in Exhibit 1. The layout of the hospital building and parking facilities, its access points and on-site circulation are shown in Exhibit 2.



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

Exhibit 1: Site Location Map

Georgetown University Hospital
 Transportation Management Plan
 Northwest, Washington, D.C.



Legend



GUH Site Access



GUTS Stop

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Exhibit 2: Georgetown University Hospital Facility Map

Georgetown University Hospital
Transportation Management Plan
Northwest, Washington, D.C.

1.2 Background Considerations

As with all planning, the location, size and employee characteristics of the Georgetown University Hospital constitute important background considerations. Therefore, some of the principal relevant characteristics of the Campus are highlighted below:

- 1) Location: The Campus is located outside of the City's Central Employment Area, without direct access to major arterial roadway or public transportation facilities. The Campus is approximately 2.3 miles from the DuPont Circle Metrorail Station (on the Red Line), and 2.1 miles from the Foggy Bottom Metrorail Station.
- 2) Transit Services: The GUH campus is served directly by a single Metrobus route (Route D-6), which run along Reservoir Road, NW. The site is also served by two (2) routes on the Georgetown University Transportation Shuttle (GUTS) system, which connects to the DuPont Circle Metrorail Station and Wisconsin Avenue. Bus service schedules are as follows:

Transit Service	AM Peak Period	Off-Peak Period	PM Peak Period
• Metrobus Routes (D-6)	10- to 15-minute headways	15- to 25-minute headways	10- to 15-minute headways
• GUTS (DuPont Circle and Wisconsin Avenue)	5- to 10-minute headways	20-minute headways	5- to 10-minute headways

- 3) GUH Employee Population: The hospital has a population of approximately 4,300 persons, with the following approximate/general breakdown:

- a) Medical Faculty, Interns, and Residents 792 persons
- b) Nursing Staff 2,412 persons
- c) Administrative and Maintenance Staff 1,086 persons

Total = 4,290 persons

Further breakdown of the population by sub-categories and daily work shifts are discussed in Section 3.1 of the report. Statistics are presented to show that significant growth in activity has occurred between 2000 and 2009, as exemplified by the data presented in Table 1 on page 6.

Table 1
Georgetown University Hospital
Employee and Patient/Visitor Statistics (2000 – 2009)

	2000	2009	Change
1) Full-Time-Equivalent (FTE) Staff	2,260	3,880	+72.0%
2) Total Employee Head Count	3,500	4,300	+29.0%
3) In-Patient Days	79,000	113,500	+42.0%
4) Out-patients	150,067	175,550	+17.0%

In addition to the above, visits to the hospital's Physicians Office Building continue to be high at over 300,000 annually. *[This reflects a gradual decline from 436,000 at the start of the lease in 2000.]*

The staff changes noted above are spread over the hospital's typical multi-shift day, and have not led to very significant changes in access patterns during the weekday peak hours. [Note: The heavy shift arrivals/departures occur between 6:00 - 7:00 AM, and between 7:00 – 8:00 PM due mainly to the shift of the nursing staff. On the other hand, the increase in visitation activity by patients/visitors and medical clients, in conjunction with increased activity at the Leavey Center all combine to generate extremely heavy parking demand particularly during the period 10:00 AM and 4:00 PM.] Further details are presented in later sections of this report.

[This Space Left Blank Intentionally.]

2.0 TRAFFIC AND PARKING CONDITIONS

As noted earlier, a full traffic impact study is being prepared by the University's Transportation Consultants to support the Campus Plan Update application. However, certain aspects of the traffic operations along the adjacent section of Reservoir Road are quite relevant to traffic generation and the Transportation Management Plan measures for the hospital. This section therefore addresses the following aspects of the current traffic and parking conditions:

- a) Peak and off-peak travel patterns and traffic operations for Reservoir Road intersections at the four (4) hospital entrances;
- b) Employee and patient/visitor arrival and departure patterns; and
- c) Employee residential distribution, and current travel mode splits for employees, visitors, and patients.

These items are discussed in the Sections 2.1 – 2.3 following.

2.1 Peak and Off-Peak Travel Patterns/Traffic Operations

In order to assess current weekday traffic operations along the Reservoir Road frontage of Georgetown University Hospital, thirteen-hour turning movement and parking access counts were conducted at various locations over the time periods shown in the Table 2 following.

Table 2
GUH Traffic and Parking Access Patterns –
Data Collection Elements

Intersection/Location	Data Collection Activity	
	13-Hour Turning Movement Count	Parking Entry/Exit Movement
1) Reservoir Road at 38 th Street (GUH Entry # 1)	6:00 AM – 7:00 PM	N/A
2) Reservoir Road at 39 th Street (GUH Entry # 2)	6:00 AM – 7:00 PM	6:00 AM – 7:00 PM
3) Parking Garage # 1	N/A	6:00 AM – 7:00 PM
4) Parking Garage #2	N/A	6:00 – 10:00 AM, and 2:00 – 7:00 PM
5) Leavey Garage	N/A	6:00 AM – 7:00 PM

The data collection for the parking also includes observation for Lots A and B. The raw data from the above counts are included in Appendix A. Data summaries and analyses from the above are summarized under the topics below:

- **Intersection Operations and Levels of Service:** Exhibit 3 shows the morning and afternoon peak hour volumes for the five (5) intersections along Reservoir Road. Given the location of parking garages and the predominant uses, the intersections of Reservoir Road at 38th Street/GUH Main Entrance, at 39th Street, and at Entrance #2 were considered critical in terms of operations over a typical weekday.

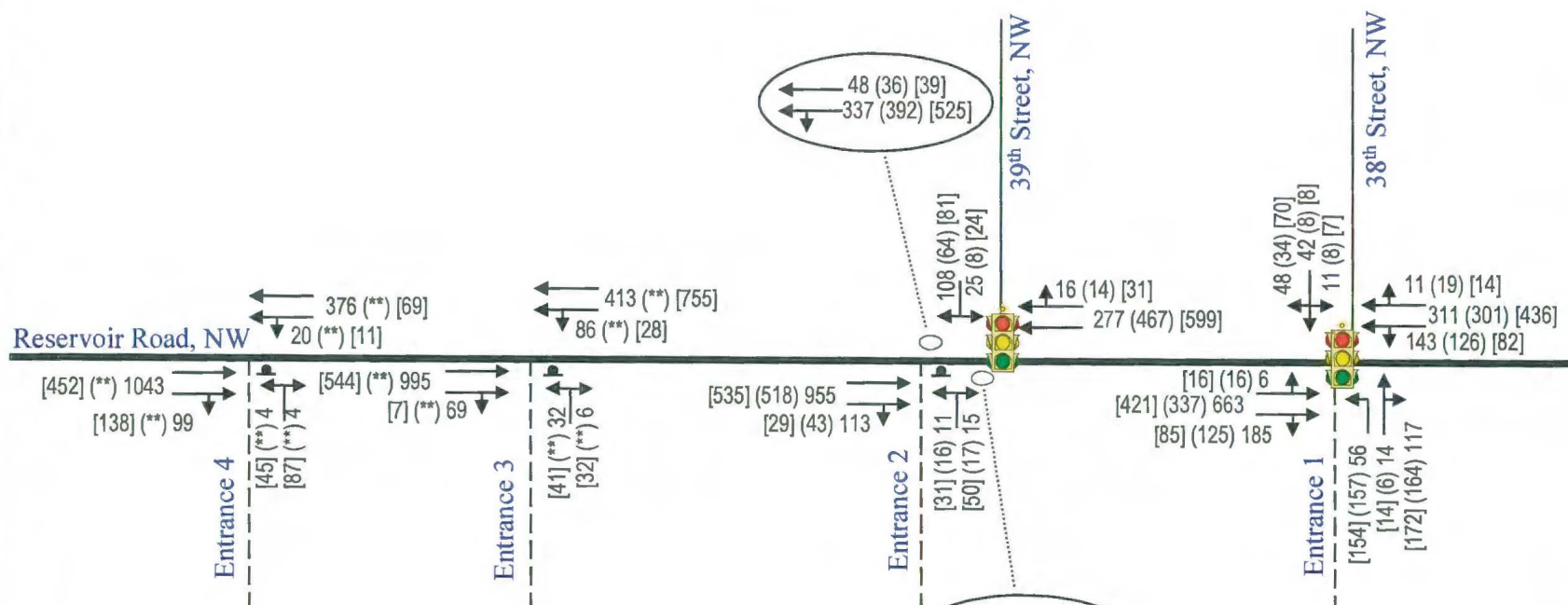
Levels of service were computed for the morning and afternoon peak hours of the three (3) critical intersections noted above. It is noted that operational considerations during the off-peak periods were considered relevant to the potential increase in parking targeted at patient and visitor demand. The computed levels of service are shown in Table 3 for the morning and afternoon peak period, as well as for representative off-peak hours. The worksheets are included in Appendix B. The results reflect the actual roadway geometrics/lane configuration, as well as the parking restrictions, and bus movements, all of which vary during peak and off-peak periods of typical weekdays.

Table 3
Summary of Capacity Analysis Results –
Key Hospital Access Points

Time	Reservoir Rd, NW @ 38th Street, NW/ Main Entrance		Reservoir Rd, NW @ 39th Street, NW		Reservoir Rd, NW @ Entrance 2	
	LOS	Delay	LOS	Delay	LOS	Delay
7:00 - 8:00 AM	B	15.6	B	11.8	C	20.5
8:00 - 9:00 AM	C	22.6	B	13.0	D	29.8
9:00 - 10:00 AM	B	18.6	B	10.4	C	20.6
11:00 - Noon	B	18.4	B	11.1	C	18.5
1:00 - 2:00 PM	B	17.9	A	8.1	C	18.1
3:00 - 4:00 PM	C	20.5	A	8.6	C	19.9
4:00 - 5:00 PM	C	22.3	A	8.6	C	19.2
5:00 - 6:00 PM	C	24.6	A	9.2	C	17.0
6:00 - 7:00 PM	B	19.5	A	8.2	C	19.8

Note: peak hour.

Source: O. R. George & Associates, Inc.



Legend

- 00 - AM Peak Hour
- (00) - Mid-day Peak Hour (2 PM - 3 PM)
- [00] - PM Peak Hour
- ** - Data Not Available
- Stop Sign

Note:

Reservoir Road has two lanes for eastbound direction during morning peak hour and two lanes for westbound direction during afternoon peak hour. Detailed lane configurations are included in the capacity analyses.

Source: O. R. George & Associates, Inc. and Grove/Slade Associates, Inc.



NO SCALE

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Exhibit 3: GUH Site Access - Lane Configurations and Traffic Volumes

Georgetown University Hospital
Transportation Management Plan
Northwest, Washington, D.C.

- **Through Traffic Patterns – Reservoir Road, NW:** Data from the 13-hour turning movement counts conducted at the Reservoir Road intersections were used to determine the generalized pattern of through traffic movement within this section of the corridor. This refers to traffic not having origins or destinations within the GUH hospital on the adjacent residential community of Burleith, accessing Reservoir Road via 38th and 39th Streets to the north. The patterns are illustrated in Exhibit 4, which shows the following key characteristics:

- i) Through traffic volumes in either direction falls typically below 600 vehicles per hour.
- ii) During most of the day, the combined eastbound and westbound movements are less than 1,200 vehicles, with most hours being in the range of 500 – 700 vehicles per hour.
- iii) The hourly variations for the eastbound and westbound movements are typical of minor arterials on the City's network serving significant commuter traffic.

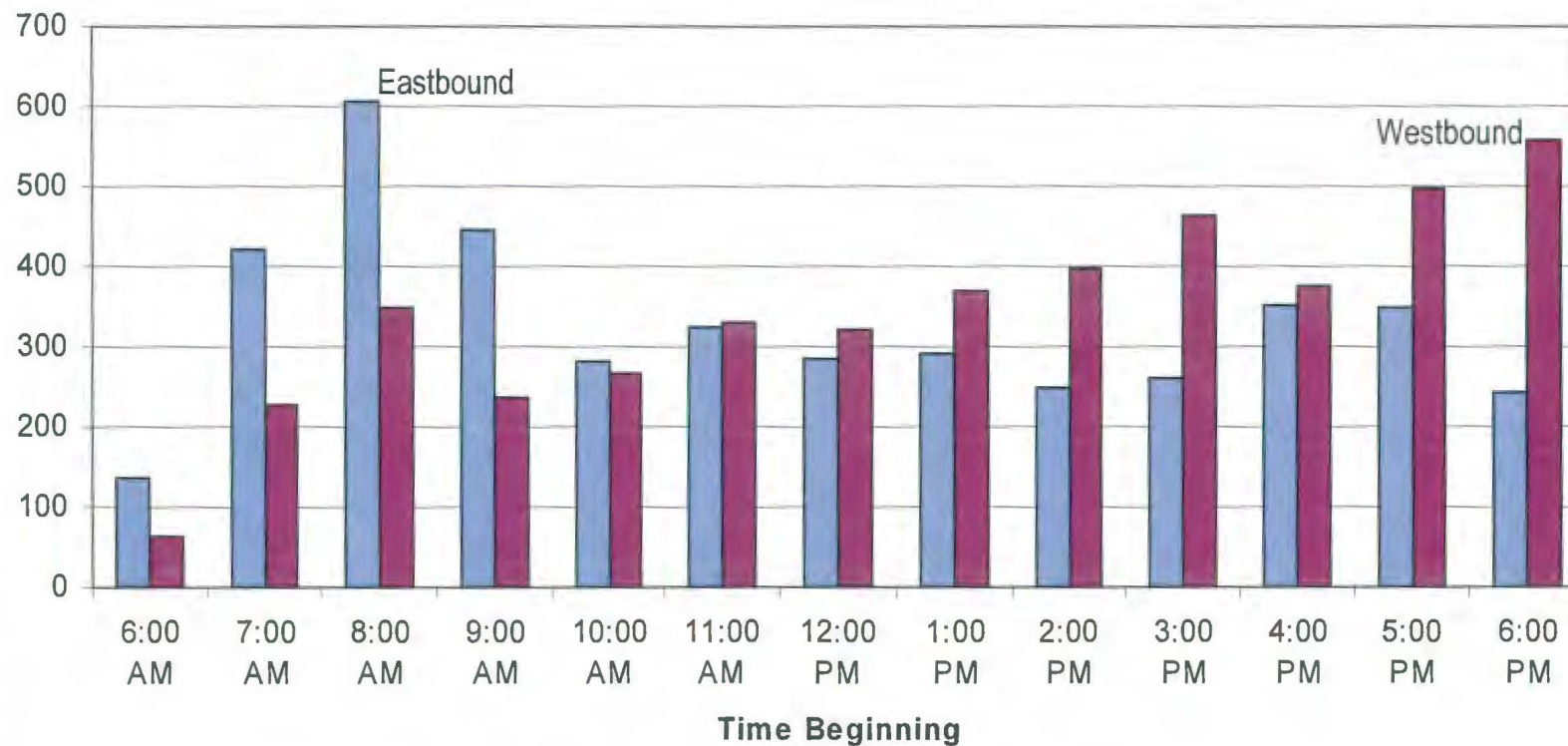
The through traffic patterns noted above also have a bearing on accessibility to the Georgetown University Hospital parking facilities. This issue is addressed in the section following.

2.2 Employee and Visitor Arrival/Departure Patterns

As discussed earlier, GUH is a 24-hour hospital facility, employing several categories of medical and administrative staff, as well as catering to patients and visitors, which is the hospital's primary mission of healthcare delivery. Surveys were performed over a 13-hour period on weekdays (i.e., 6:00 AM – 7:00 PM) in order to quantify the various categories of users and their distribution patterns accessing the four (4) entrances. In this context, it is noted that the hospital's parking facilities are all accessed exclusively via Reservoir Road (as shown in Exhibit 2, on page 4). The data collection undertaken for this purpose was detailed in Table 2 (page 7). Exhibit 5 shows the hourly arrival and departure patterns for employees.

Exhibit 6 shows the arrival and departure patterns for visitors and patients to the two (2) parking facilities serving these users (i.e., Garage # 1 and the Leavey Parking Garage). It was not practical to separate patients from visitors as part of the survey.

However, these two (2) exhibits show that the accumulation of employee and patient/visitor demand is heavy during most of the day, i.e., 9:00 AM – 7:00 PM. Accordingly, there is not significant opportunity for application of the "shared parking" principle.



Legend

- Eastbound Direction
- Westbound Direction

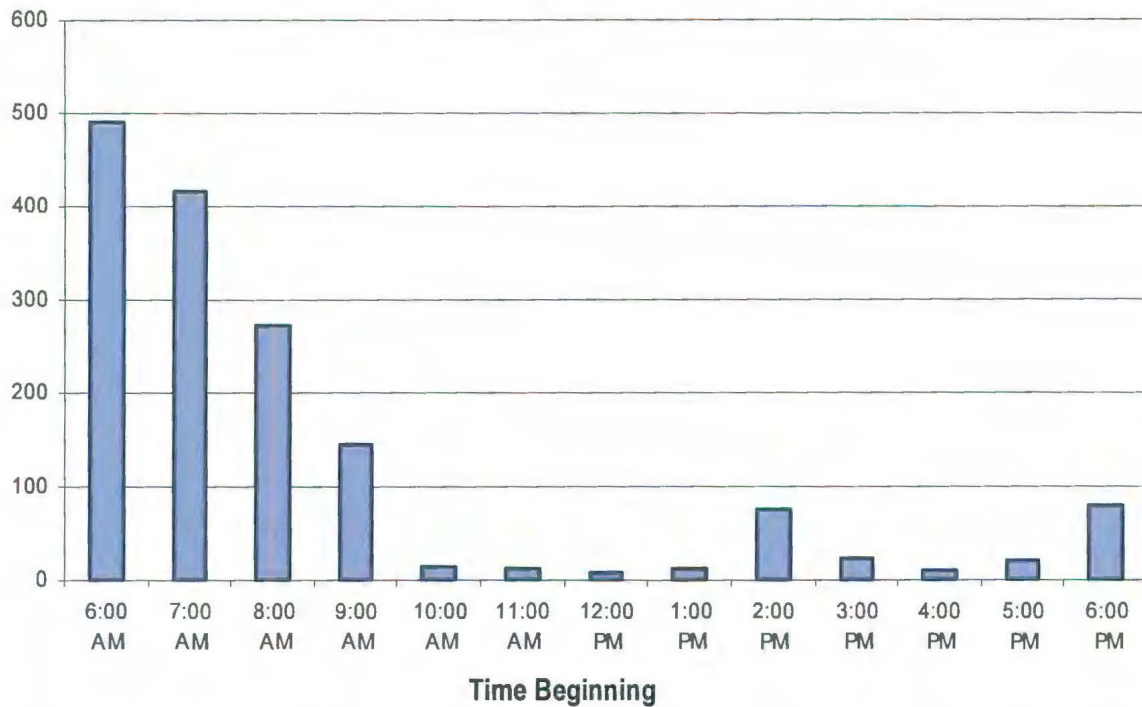
O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

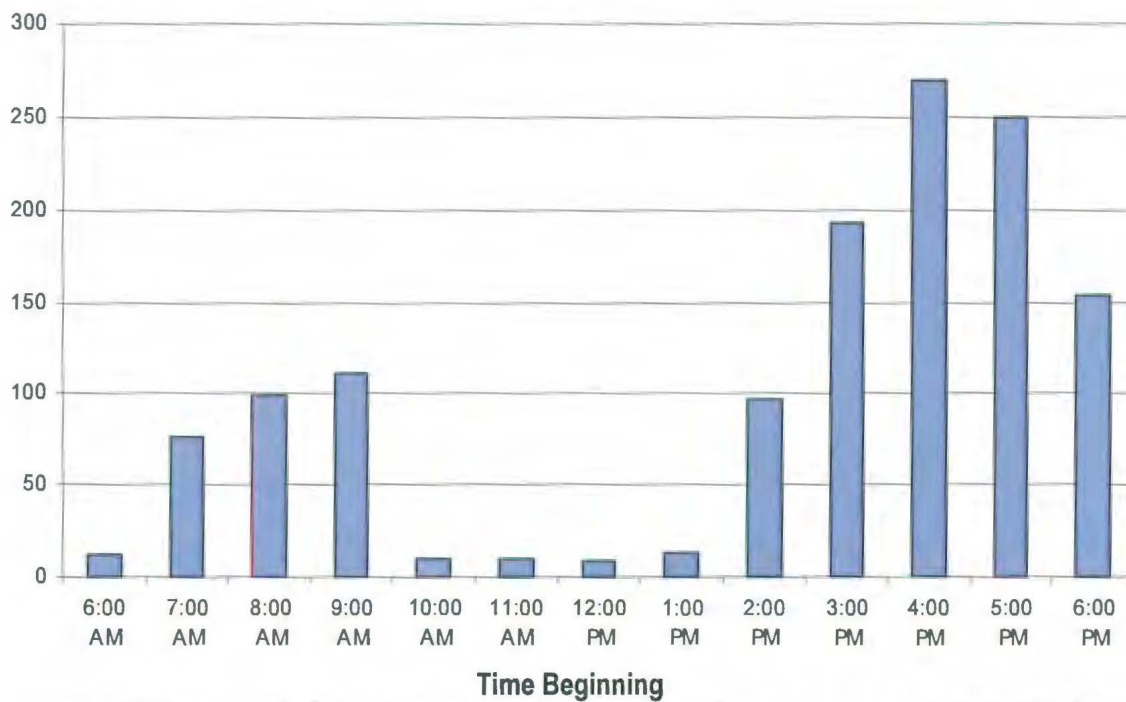
**Exhibit 4: Through Traffic Movement Characteristics
(Reservoir Road Along GUH Frontage)**

Georgetown University Hospital, Transportation Management Plan
Northwest, Washington, D.C.

Arrival Pattern



Departure Pattern

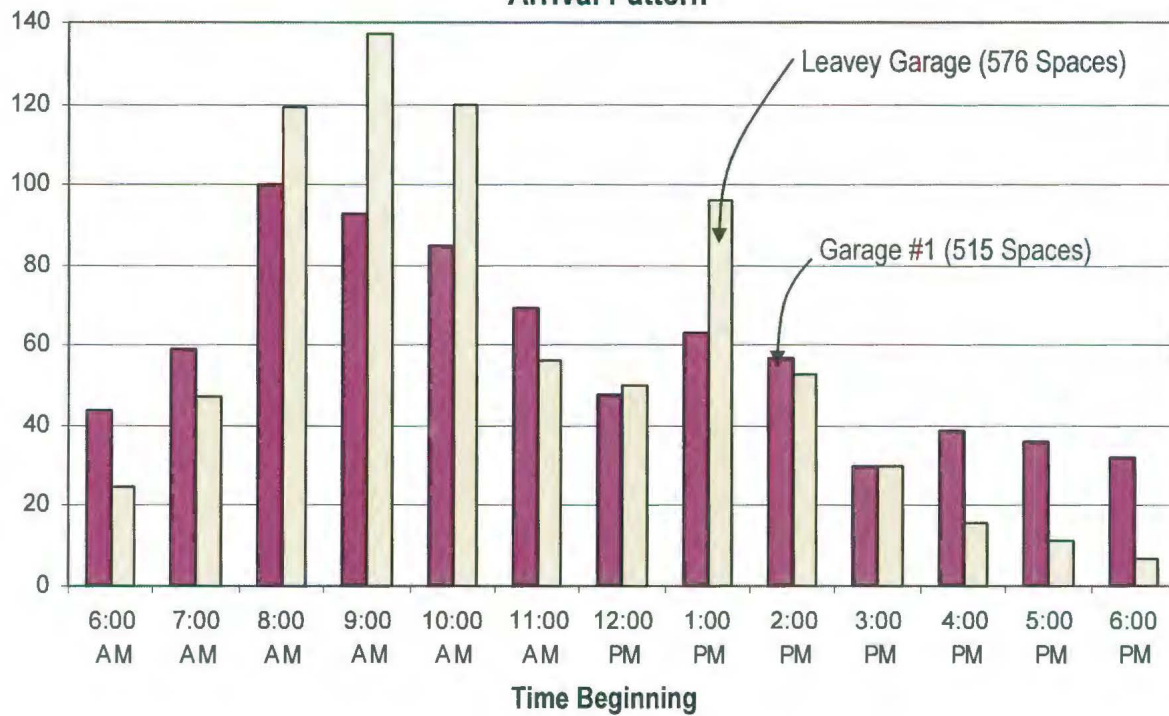


O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

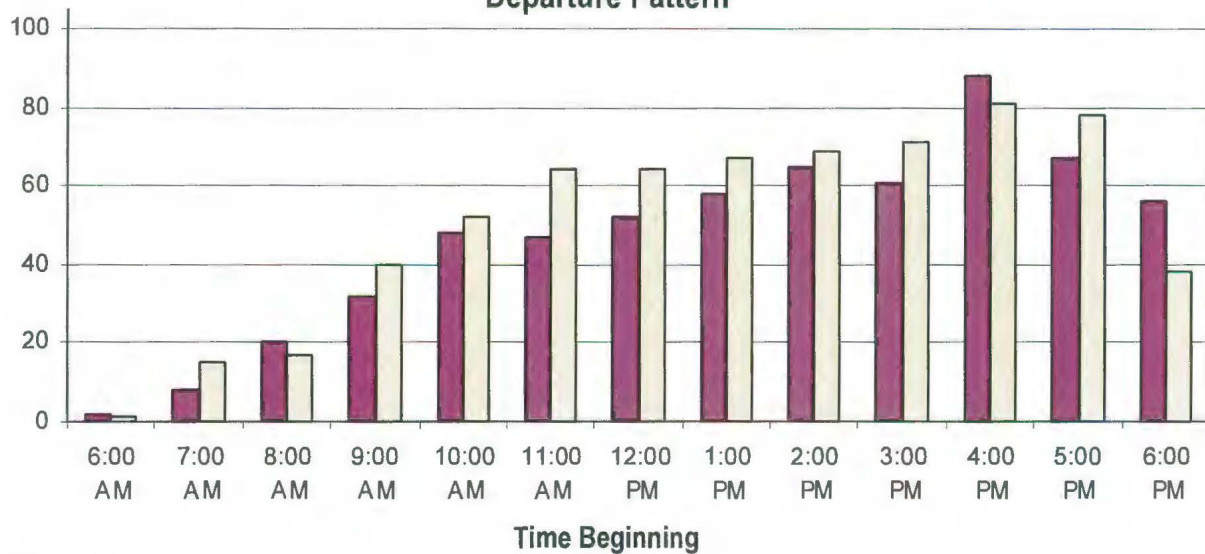
Exhibit 5: GUH Weekday Employee Access Patterns

Transportation Management Plan
 Georgetown University Hospital
 Northwest, Washington, D.C.

Arrival Pattern



Departure Pattern



Legend

■ Garage 1 □ Leavey

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Exhibit 6: GUH Weekday Patient/ Visitor Access Patterns

Transportation Management Plan
Georgetown University Hospital
Northwest, Washington, D.C.

2.3 Employee Residential Distribution/Travel Mode Splits

GUH's 4,300 employees reside within a wide geographic region. The hospital's data shows that employee residential origins fall within approximately 400 zip codes dispersed within the Washington D.C., Maryland and Virginia region, and beyond. The chart following (Exhibit 7) summarizes the current GUH employee residential distribution pattern.

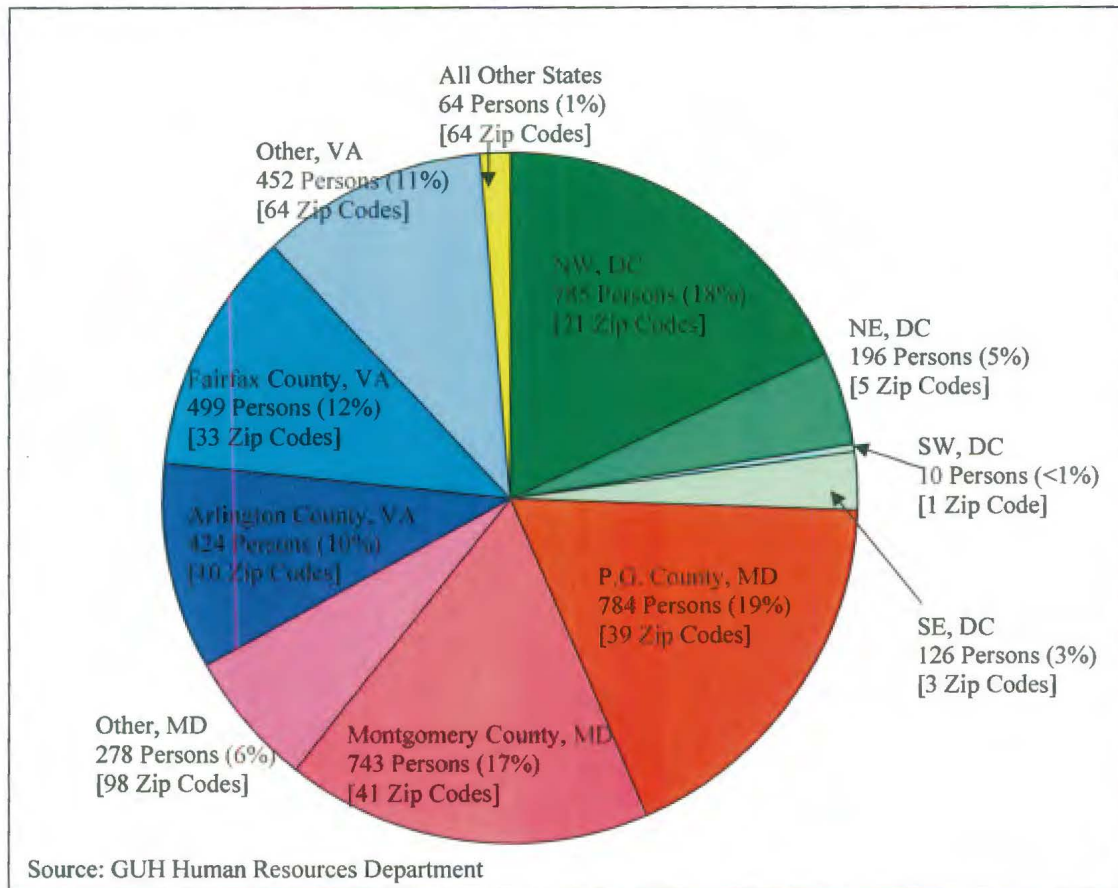


Exhibit 7: Employee Population Breakdown (by Zip Code)

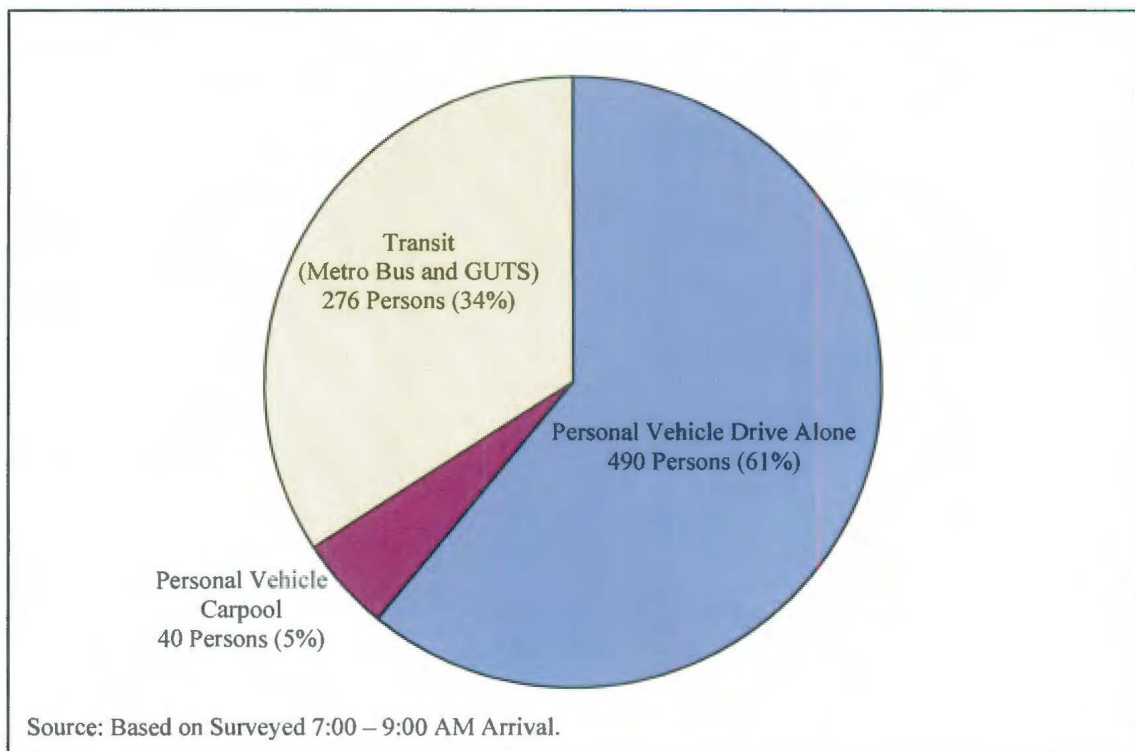
This factor, in conjunction with the daily work shifts, combines to present significant constraints to the employee's transportation mode choice options. This is indicated by the following factors:

- Approximately 1/3 of the total employee staff consists of nurses and a small number of administrative staff working during the period of 7:00 AM – 7:00 PM and 7:00 PM – 7:00 AM shifts.
- Approximately 800 doctors (comprising 20% of the hospital's total staff) work during the day-time and night-time shifts. The need for easy access (to personal transportation to facilitate emergency responses) presents constraints to their travel mode choices.

- c. The hospital administrative and maintenance staff working during the typical 8:00 AM – 5:00 PM period totals 1,345 persons, which represents 30% of the total employee population.

The category of staff noted in Item c above comprises the core segment of the employee population at which the Transportation Management Plan measures can be targeted. These aspects of the employee population are discussed further in Section 3, which expands on the employee shift patterns and related operational considerations that are the basis for the hospital's Transportation Management Plan measures presented in Section 4.0.

In order to determine current employee mode choices, surveys were made at the entrances to all garages and lots accessible to hospital staff during the period of 6:00 AM - 7:00 PM. In addition, observations and informal interviews were conducted with persons boarding and alighting from the Metro Bus stops along Reservoir Road, NW at the main entrance, as well as the two (2) Georgetown University Transportation Shuttle (GUTS) bus stops located within the hospital. The results are illustrated in Exhibit 8 following.



**Exhibit 8: Georgetown University Hospital –
Employee Travel Mode Splits**

3.0 GUH BACKGROUND OPERATIONAL CONSIDERATIONS

From the perspective of Transportation Demand Management, as well as parking demand, the primary considerations are the estimated user populations to be served, including their characteristics (notably travel schedules/work shifts and potential constraints relating to modes of transportation usage). These aspects are addressed below with respect to the following categories of the hospital users:

- GUH Employees;
- GUH patients and visitors; and
- Leavey Center Activities.

These are addressed in the sections following.

3.1 GUH Employees

The 2000 BZA application notes that the hospital had a 1999 employee population of 2,260 full-time-equivalent staff. This number is approximately 65.0% of the overall head count of 3,500 persons on record around that time. A breakdown of the current employee population is presented in Table 4.

Table 4
Georgetown University Hospital Employee Population –
(by Category and Daily Work Shifts)

Employee Category	Daily Work Shifts		
	7:00 AM – 7:00 PM	8:00 AM – 5:00 PM	7:00 PM – 7:00 AM
1 a) Senior Doctors/Faculty	N/A	405	N/A
1 b) Interns and Residents	260	N/A	130
2) Nursing Staff (all categories)	998	1,062	350
3) Administrative/Maintenance	10	1,007	62
TOTAL	1,268	2,474	542

Note: Figures shown represent head-count.

The hospital population has increased to a current head count of approximately 3,900 Full-Time-Equivalent, and a head count of approximately 4,300 persons. A summary of this trend is shown in the table following:

Year	Total Head Count	Full-Time Equivalent
2000	3,500	2,260
2009	4,290	3,660

From the perspective of potential Transportation Management Measures, a critical consideration is the relatively unique needs of particular employee categories in terms of their need for parking and for access to personal vehicles in responding to emergency medical situations. As an illustration, senior doctors and faculty, as well as some interns and residents, are given priority in parking allocation. In addition, nursing staff arriving for the 7:00 AM and 7:00PM hospital shifts are considered as having constraints in terms of access to alternative modes of travel, including the potential for carpooling, walking, bicycling, etc. Based on these considerations, the current allocation of GUH's 2,700 parking spaces⁵ is as shown in Table 5 following:

Table 5
Georgetown University Hospital
Generalized Parking Allocation

Employee Category	Daytime	
	7:00 AM – 7:00 PM	8:00 AM – 5:00 PM
1) Senior Medical Doctor & Faculty	-	243 Spaces
2) Nursing Staff	506 Spaces	510 Spaces
3) Daytime Administrative & Maintenance Staff*	-	348 Spaces
4) Interns & Residents	170	-
Sub-Total	676 Spaces	1,101 Spaces
TOTAL		1,777 Spaces

* Based on population of 1,007 at 1 space per 3 employees.

GUH data shows that the hospital employee population has increased significantly between 2000 – 2009 both in terms of full-time equivalent staff and head count. The corresponding increase in employee full-time equivalent is approximately 70.0% while the total head count is approximately 30.0%. These growth patterns are illustrated graphically in Exhibit 9 following on page 18.

⁵ Note: As part of a post-2000 agreement, "300 spaces" were "swapped" for 199 spaces in the Southwest Quadrangle Garage, resulting in a net 2,700 parking spaces currently available.

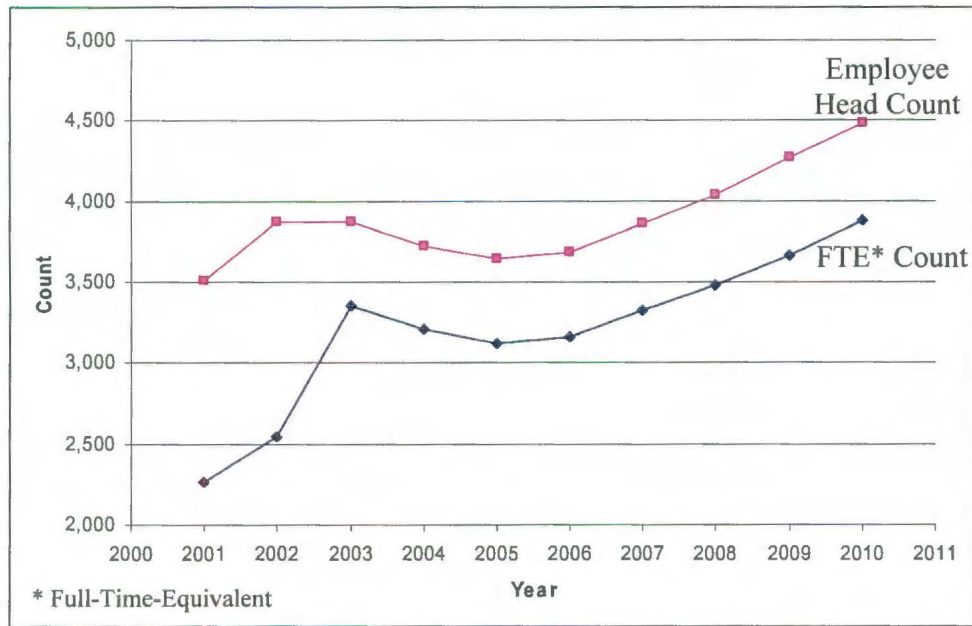


Exhibit 9: GUH Employee Growth Pattern (2000 – 2009)

3.2 Patient/Visitor Growth Patterns

GUH data has shown that inpatient and outpatient visits to the hospital have grown by 30.0% since 2000. In addition, visits to the Physician Office Buildings have decreased slightly from approximately 436,000 visits in 2000 to 302,000 visits in 2009. Exhibit 10 following shows the growth patterns for in-patient activity, as well as for all outpatient and office visits over the 10-year period.

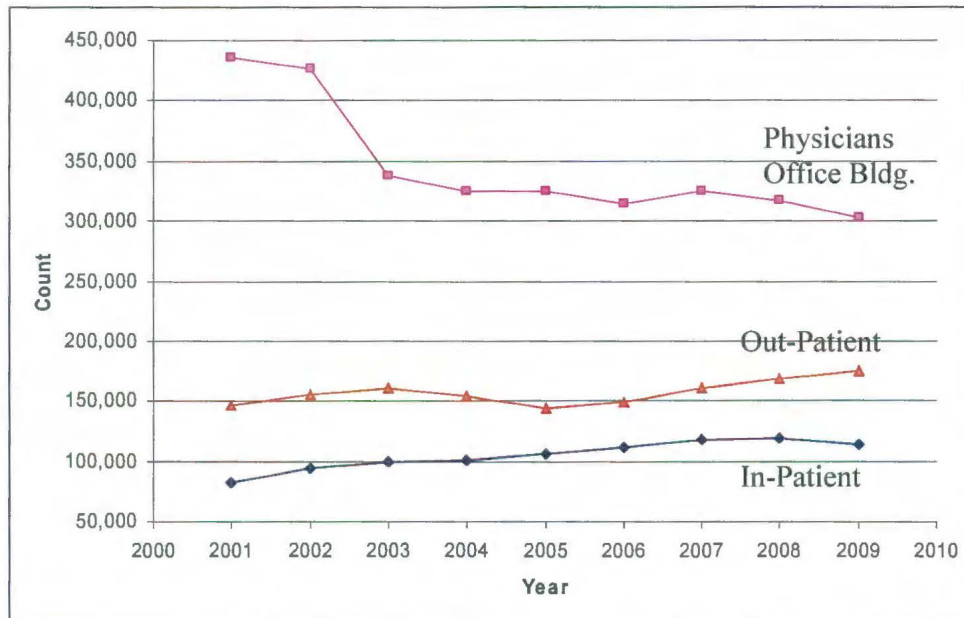


Exhibit 10: GUH Patient/Visitor Growth Patterns

3.3 Parking Usage Patterns

As discussed earlier, the hospital has allocated to it 2,700 parking spaces. The table following shows the parking inventory and observed usage for designated employee and visitor user categories.

Table 6
Georgetown University Hospital
Parking Usage Summary

Parking Facility	Employee		Patient/Visitor	
	Supply	Observed Usage	Supply	Observed Usage
• Garage #1	256 Spaces	266 Spaces	398 Spaces	398 Spaces
• Garage #2	965 Spaces	1,000± Spaces	-	-
• Leavey Garage	220 Spaces	220 Spaces	356 Spaces	461 Spaces
• Lot A	-	-	169 Spaces	169 Spaces
• Lot B	128 Spaces	128 Spaces	-	-
• Southwest Quad Garage	199 Spaces	N/A	-	-
Total	1,777 Spaces	1,813 Spaces	923 Spaces	1,028 Spaces

Source: GUH and O. R. George & Associates, Inc.

The concept of a “Practical Parking Capacity” is well recognized in the transportation planning profession and the parking industry. In essence, the concept states that the usable number of spaces in a parking facility is always less than the actual (or absolute) number of spaces provided. The implication of this principal is that when the number of available spaces falls below a certain number (or percentage) of the total spaces available, users spend considerable time circulating in search of spaces, blocking drive aisles, etc. This results in considerable inconvenience, making the use of the facility unattractive. Typically a practical capacity adjustment factor is applied depending on factors such as types of user, the levels of familiarity, and frequency of turn-over.

The Traffic Engineering Handbook⁶ suggests a practical capacity reduction of between 5% and 15%. Furthermore, this factor is typically applied in the case of single facilities. In the case of Georgetown University Hospital the following additional factors were considered:

- 1) The parking for both employees and visitors is spread out between multiple facilities accessed via different entrances to the campus.
- 2) The garage facilities range from three (3) levels (in the Leavey Center), eight (8) levels (in Garage #1), and eleven (11) levels (in Garage #2). This arrangement further complicates the parking availability factor.

⁶ Traffic Engineering Handbook, Fifth Edition. Institute of Transportation Engineers, October 1, 1999.

- 3) Variable Message Signage indicating parking availability within the various parking lots is not currently provided, and may not be practical in the case of the GUH campus. Such additional signage would perhaps not be desirable from an aesthetic and environmental perspective.

Because of the above considerations, the following practical capacity factors were applied:

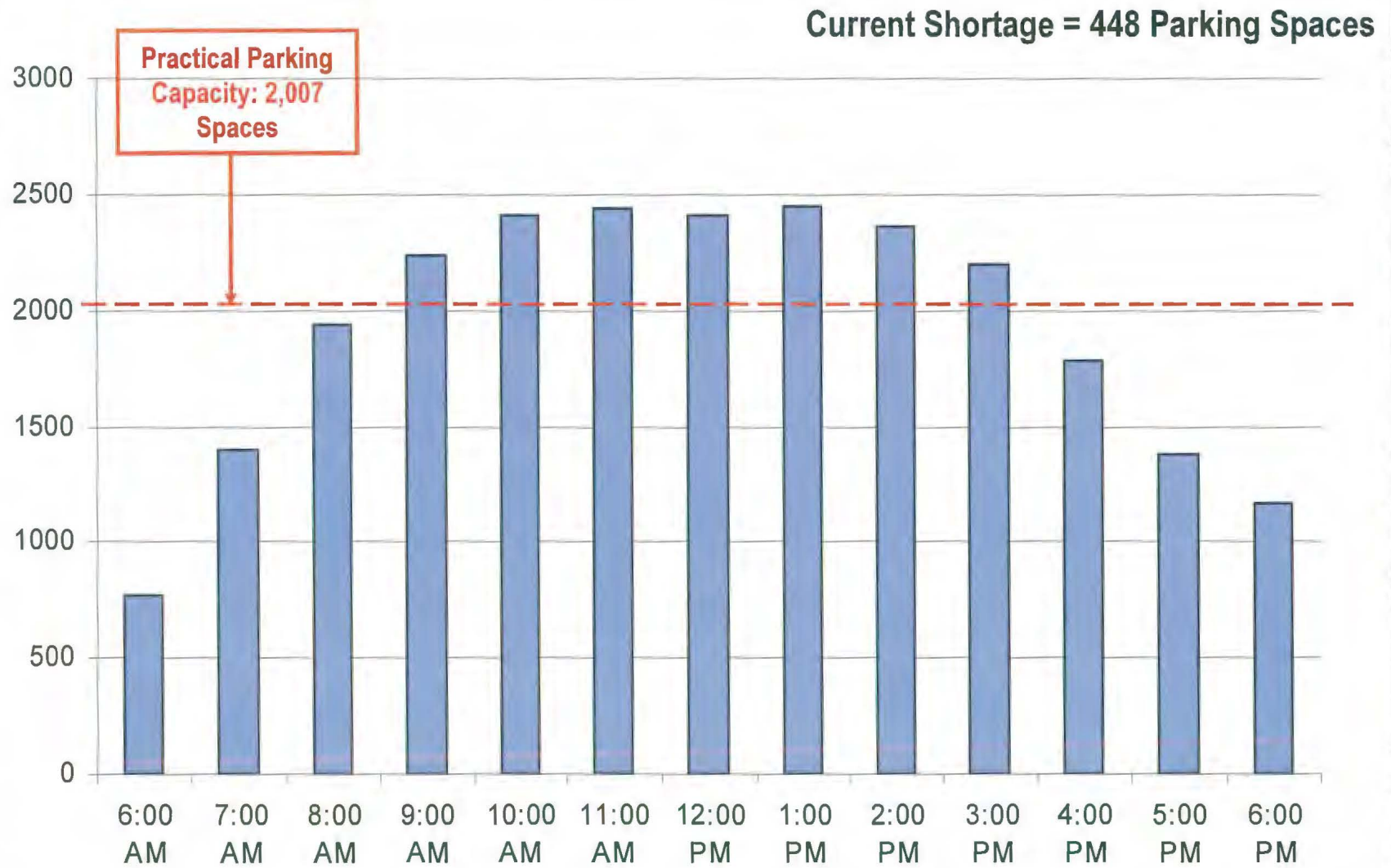
Parking Category	Absolute Capacity	Adjustment Factor	Practical Capacity
1) Employee	1,576	0.85	1,340 Spaces
2) Patient/Visitor	924	0.80	739 Spaces
Total			2,079 Spaces

In addition to the above it is extremely important to note that the Leavey Hotel and Conference Center hosts numerous events, conferences, etc., in its conference facilities, which total 10,500 SF of meeting space. This is in addition to the demand generated by the 146 hotel rooms, which also require parking. Applying the parking ratios stipulated by the District for hotels and meeting space, the center would require 143 spaces, as derived in the table below.

Leavey Hotel and Conference center	Parking Rates	Number of Parking Spaces Required
▪ 146 Guestrooms	1 for each 2 sleeping rooms or suites	73 Spaces
▪ 10,500 sf. Ballroom	1 for each 150 SF of floor area in either the largest function room or the largest exhibit space, whichever is larger.	70 Spaces
Total:		143 Spaces

For planning purposes 50% of the Leavey Center parking requirement was deducted from the practical capacity computed above. This reduces the practical capacity of the Georgetown University Hospital parking supply to approximately 2,007 spaces.

Exhibit 11 shows the parking accumulations based on several days of parking usage surveys and observation at the entrances to the various parking facilities. Based on the practical capacity developed above, Exhibit 11 shows that Georgetown University Hospital has a current shortage of about 450 spaces.



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

Exhibit 11: Parking Demand vs. Supply (Existing)

Georgetown University Hospital
 Transportation Management Plan
 Northwest, Washington, D.C.

3.4 GUH Parking Demand Projections

With respect to the future parking demand, the GUH Management estimates that there will be a 10% increase in employee population over the 10 year Campus Plan period. However, in view of the hospital's commitment to introducing enhanced Transportation Management Plan Measures, this study assumes that potential increase demand will be off-set. Therefore, no increase in parking or employee is assumed.

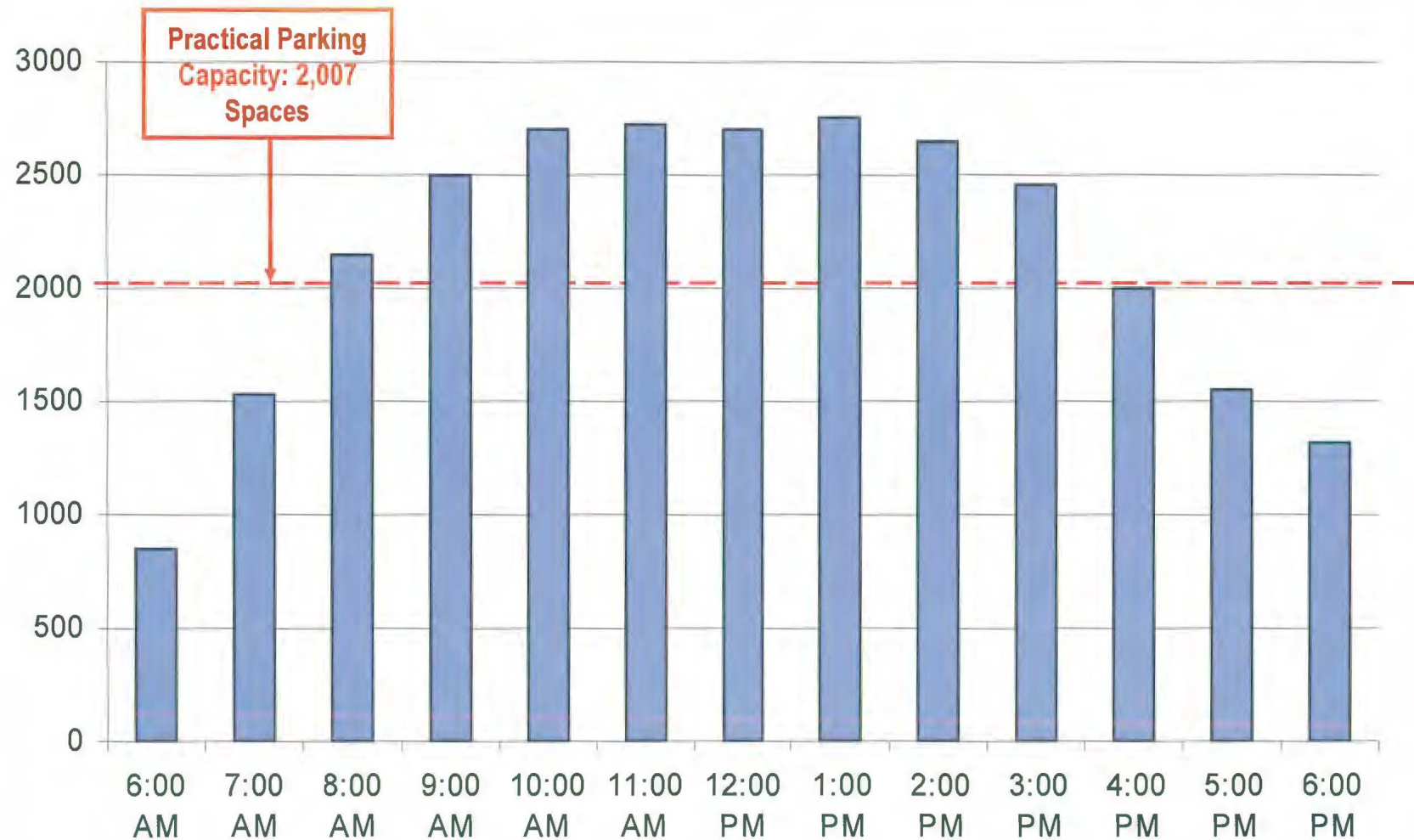
With respect to parking for patient and visitor, the GUH Management projects a 30% increase in this activity. The hospital has also developed a health care narrative, which discusses various aspects of its current and future employee population and also provide a profile of the typical patient which has significant relevant to their access needs and potential transportation mode choices. A copy of the hospital's draft narrative on health care trends is included as Appendix C. For purposes of estimating future demand, therefore the following factors were assumed.

User Category	Projected 10-Year Growth	Assumed Parking Demand
Employees	+ 10%	+ 10%
Patients/Visitor	+ 30%	+ 25%

Exhibit 12 shows a projected parking shortage of approximately 744 spaces by 2020. In this connection, it is noted that the university is requesting an increase of 700 spaces in the parking cap. This study finds that an increase of 744 spaces allocated to GUH should satisfy the institution's parking needs over the life of the campus plan. In this context, the hospitals proposed Transportation Management Plan Measures is presented in Section 4.

[This Space Left Blank Intentionally.]

Projected Shortage (2020) = 744 Parking Spaces



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

Exhibit 12: Parking Demand vs. Supply (Projected)

Georgetown University Hospital
 Transportation Management Plan
 Northwest, Washington, D.C.

4.0 TRANSPORTATION MANAGEMENT PLAN

4.1 Goals and Objectives

As previously stated the principal objective of the TMP is to reduce the number of single-occupant vehicular work trips, particularly during typical weekday morning and afternoon peak periods. The results are the reduction of traffic congestion, vehicle miles of travel and vehicular emissions. There is currently no Federal or local legislation with similar mandates for private sector employment centers. However, it is noted that regional planning agencies, as well as various planning and review agencies of the District of Columbia Government strongly encourage the development of such plans. For reference, the City's "Transportation Demand Management Strategies for Site Plan Review" are included as Appendix D (along with a related information sheet provided on DDOT's website).

Previous sections of this report have documented the level of growth that the Georgetown University Hospital has experienced between 2000 and 2009. It is understood that the Hospital's Full-Time-Equivalent staff has increased by approximately 70.0%, while the overall employee Head Count has increased by approximately 30.0% (see Exhibit 3).

There have also been significant increases in the inpatient and outpatient activity over the 10-year period (see Exhibit 4, page 11). While there has been a moderate reduction in office visits (from approximately 436,000 in 2000 to 302,000 in 2009), the numbers speak for themselves in terms of their overall magnitude. All of this growth has occurred with no change in the hospital parking. GUH's projected 10% growth in employees and 30% growth in patients/visitors were discussed in Section 3.4 (on page 23).

The institution's narrative on "Health Care Delivery Trends" provided insight into the access needs of the core health care workers (doctors and nurses), as well as the profile of the typical patient/visitor in terms of access and mobility needs. The constraints faced in terms of travel mode choice, and the resulting parking demands were also noted. Based on these factors, the hospital proposes a robust Transportation Management Program as outlined in Section 4.2 following.

4.2 Proposed TMP Strategies

The District of Columbia planning agencies, and the Federal Transportation Management Program Handbook both recommend a number of strategies for consideration in the formulation of a Transportation Management Plan. These strategies were given due consideration and the recommendations listed below build upon and enhance GUH's current Transportation Management Plan measures.

- 1) Employee Transportation Coordination (ETC):** This provides for the designation of a specific full-time employee to be responsible for implementing and monitoring a formal Transportation Management Plan, and ensuring its effectiveness. The ETC would be accessible to employees during normal business hours, and would generally provide transit and ridesharing information. The designated employee would also have responsibility for promoting the adopted program strategies. This responsibility would include activities such as sales of transit passes, parking management, and conducting employee surveys for program monitoring and evaluation.

Action Item: GUH plans to designate a formal ETC to effectively implement the TMP strategies and ensure the program's success. (GUH's Assistant Vice President for Safety Management/Environmental Quality is currently serving as the Hospital's ETC.)

- 2) **Parking Management:** Parking management involves the strategies that are used to balance the supply and demand for parking spaces. It is one of the more powerful tools, which can be used to influence employee commuting mode choice. Elements of this strategy will include primarily, parking pricing, preferential assignment of spaces for high occupancy vehicles, transportation allowances, as well as satellite parking and shuttle bus linkages. GUH currently charges all employees for parking on a monthly basis (ranging from \$68.00 – \$120.00 per month) based on the type of facility and its proximity to the main hospital buildings. GUH faces some constraints regarding pricing of parking for some categories of workers (i.e., nurses) due to labor union contractor clauses. [To be clarified by GUH.]

Action Item: GUH will investigate the potential for increased parking costs for employees, along with assignment of preferred spaces for those involved in carpool and vanpool programs. GUH has some level of participation; this is being quantified further.

- 3) **Carpools/Vanpools:** This arrangement calls for employees to share auto use, and is formed with a minimum of two (2) persons who commute together on a regular basis. Participants generally share common residential areas and work schedules. The ETC can be effective in promoting this strategy by providing preferential parking assignment of carpool vehicles as well as subsidies [See item 2 above].

Action Item: GUH already has a substantial number of carpoolers and the hospital is publicizing this in order to make employees aware of incentives that would be available for those enrolling in a formal carpooling program. GUH will also designate parking spaces in preferential locations (i.e., adjacent to facility entrances, elevators, etc.) for participants in registered carpools. The institution will also consider reducing monthly costs for those involved with carpools of 3 (or more) persons.

- 4) **Transit Services:** The GUH Campus is served directly by one (1) Metrobus route running along Reservoir Road, and the campus also has access via two (2) routes on the Georgetown University Transportation Shuttle (GUTS) system. However, it is noted that the hospital is not well served by access to Metrorail Stations. GUH also subsidizes use of public transportation through its SmartBenefits program, with current participation by 140 employees.

Action Item: GUH will examine the potential for further promoting and enhancing transit service through the activity of the Employee Transportation Coordinator. The University is proposing changes to some of its routes to promote greater efficiency of service, and the GUH ETC will coordinate with the University as needed. [Further details are provided in Transportation Impact Study by Gorove/Slate Associates.]

- 5) **Bicycle Parking Provisions:** GUH recognizes that use of bicycles within the City, and in urban areas generally, is increasing. The City's program to expand Bicycle Routes and Bike Stations are also receiving significant publicity. The institution has approximately 40 bicycle racks within garages and the other location within the campus.

Action Item: The City has reviewed DDOT's "Bicycle Parking Guideline," "Bicycle Rack Design," and "Bicycle Parking Rack Placement," and is in the process of acquiring approximately 100 bicycle rack positions. GUH is also making eight (8) shower rooms available to bicycle users, within various areas of the hospital complex.

- 5) **Variable Work Hours:** Under this arrangement a work program would be implemented, which includes flextime, a compressed work week and staggered work hours to reduce vehicular trip making, particularly during the morning and afternoon peak periods. The opportunity for implementing this measure for the medical staff is constrained. GUH is examining making this available to its administration/day-time staff.

Action Item: GUH will examine the potential for variable work hours, in particular for administrative/management staff, which are not under as strict shift patterns as the hospital medical staff. Additional incentives such as transit subsidies, preferential parking and the Guaranteed Ride program will be offered to staff.

- 6) **Institutional Coordination:** This would involve close interaction between the Georgetown University and GUH in providing various elements of the Transportation Management Plan. This includes potential elements, such as ride-sharing.

Action Item: The GUH ETC would emphasize interaction with the University to capitalize on the potential opportunities for synergy between their respective Transportation Management Plans. This will include coordination of the carpools and vanpools.

- 7) **Zip-car/Flex-car:** GUH is aware that this transportation mode option is quite compatible with several elements of Transportation Demand Strategies. The ETC is investigating the car-sharing as a potential measure, particularly in conjunction with the activities of the Leavey Hotel and Conference Center.

Action Item: GUH will investigate the feasibility of having Zip-car/Flex-car units within its premises, or in an alternate local location potentially serving the entire Campus.

- 8) **Guaranteed Ride Home:** GUH is aware that the Metropolitan Washington Council of Governments (MWCOG) operates this program as part of its regional public services; and that its provision compliments the carpool and vanpool program.

Action Item: GUH will take the necessary steps to coordinate with the MWCOG programs and provide the necessary "linkage" to its TMP as part of its enhanced marketing and promotion activity.

- 9) **Enhanced Travel Information:** Recognizing the increased role that information technology is playing in the decision-making process of personal travel, the availability of information is critical to the success of a TMP.

Action Item: GUH will dedicate a page on its website to information on travel opportunities. This would detail parking opportunities, the free shuttle services, (schedules, routes), public transportation routes and schedules, etc. GUH would also seek to provide links with the websites of public agencies and other organizations such as Metropolitan Washington Council of Governments, District Department of Transportation and various media outlets. Additional information kiosks provided by Commuter Connections (coordinated by MWCOCG) would be placed within the GUH campus to provide further access to information and services to area commuters.

- 10) **Marketing/Promotion:** The successful implementation of the TMP strategies requires the development and completion of an effective marketing campaign. Key measures would include:

- Adoption of an aggressive marketing campaign to maximize the effectiveness of the TMP and the ETC.
- Identify and sell the TMP to the target audience, i.e., those employees who are likely to switch to alternative modes and those that will benefit the most.
- Identify and implement through the ETC, packaging, pricing and promotional activities that would ensure the success and awareness of the marketing process.

4.3 Monitoring and Refinement

As a follow-up to the implementation of the TMP strategies, GUH plans to adopt a monitoring program that evaluates the TMP's effectiveness. This study recommends that GUH submit a periodic Transportation Management Plan "Audit/Activity Report" to the DDOT Transportation Policy & Planning Administration based upon the following schedule:

5.0 SUMMARY AND CONCLUSION

This document presents data and preliminary analysis that supports the planned initiation of a robust Transportation Management Plan/Transportation Demand Management Plan for the Georgetown University Hospital. It is prepared with the understanding that this will be a companion document to the full Traffic Impact Study, which the University will be submitting in support of the Campus Plan application.

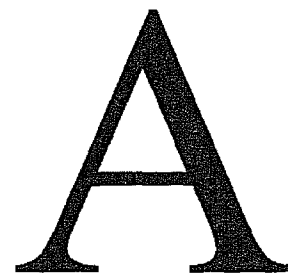
Some of the data and statistics presented will be refined as the report is finalized. However, the data has shown that, while the hospital has had major increases in virtually all of its services and activities over the past ten (10) years, there has been in effect a reduction in its parking supply (i.e., 2,800 spaces to 2,700 spaces). In addition, the hospital serves the parking needs of the Leavey Hotel and Conference Center, which is used by some hospital patients and visitors, but mainly for numerous other meeting and conference events.

Parking Situation	Employee Spaces	Patient/Visitor Spaces	Total Spaces
1) Current Supply (Total Available)	1,777	923	2,700
2) Current Supply (Practical Capacity)	1,492	714	2,206*
3) Current Demand	1,785	869	2,654
4) Current Deficiency (2010)	293	155	448
5) Projected Deficiency (2020)	373	371	744

* Includes some spaces lost due to physical constraints, and Leavey Center Demands.

The data and analysis have documented a conservative estimate of a need for approximately 750 additional parking spaces within the hospital complex by 2020. This estimate is considered conservative because it reflects a demand growth rate that is less than the hospital's projected increase in employees, patients and visitor activity over the plan period. In addition, GUH projects that with the enhanced Transportation Management Plan presented herein, a further reduction can be achieved. Based on these factors, GUH proposes a request for five hundred (500) spaces. This represents a one-third reduction from the projected parking deficit of Seven Hundred Fifty (750) spaces.

APPENDIX



**SURVEY WORKSHEETS
- MAY, 2010**

O. R. George & Associates, Inc.
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706-2218
 Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA_RN
 Board : D4-2238
 City/County: Washington, D.C.
 Weather : Warm/Sunny/Dry

File Name : LeaveyG
 Site Code : 04322238
 Start Date : 05/04/2010
 Page No : 1

Groups Printed- Visit In-Employ Out

End Time	From North					From East					From South					From West					Int. Total
	Left	Visi tors- In	Rig ht	U- Tur n	App. Total	Left	Thr u	Rig ht	U- Tur n	App. Total	Left	Em plo yee s- Out	Rig ht	U- Tur n	App. Total	Left	Thr u	Rig ht	U- Tur n	App. Total	
06:15 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:45 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
07:00 AM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Total	0	25	0	0	25	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	33
07:15 AM	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
07:30 AM	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	20
07:45 AM	0	9	0	0	9	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	23
08:00 AM	0	13	0	0	13	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	30
Total	0	47	0	0	47	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	88
08:15 AM	0	19	0	0	19	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	26
08:30 AM	0	30	0	0	30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	35
08:45 AM	0	32	0	0	32	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	35
09:00 AM	0	38	0	0	38	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	41
Total	0	119	0	0	119	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	137
09:15 AM	0	43	0	0	43	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	45
09:30 AM	0	34	0	0	34	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	38
Total	0	77	0	0	77	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	83
10:15 AM	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
10:30 AM	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
10:45 AM	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
11:00 AM	0	28	0	0	28	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	30
Total	0	120	0	0	120	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	122
11:15 AM	0	15	0	0	15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	17
11:30 AM	0	15	0	0	15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	16
11:45 AM	0	13	0	0	13	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	14
12:00 PM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	0	56	0	0	56	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	60
12:15 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
12:30 PM	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	12
12:45 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
01:00 PM	0	21	0	0	21	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	22
Total	0	50	0	0	50	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	53
01:15 PM	0	30	0	0	30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	33
01:30 PM	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Total	0	54	0	0	54	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	57

O. R. George & Associates, Inc.
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706-2218
 Tel: (301) 794-7700 Fax: (301) 794-4400

File Name : LeaveyG
 Site Code : 04322238
 Start Date : 05/04/2010
 Page No : 2

Counted by: ORGA_RN
 Board : D4-2238
 City/County: Washington, D.C.
 Weather : Warm/Sunny/Dry

Groups Printed- Visit In-Employ Out

End Time	From North					From East					From South					From West					Int. Total
	Left	Visi tors- In	Rig ht	U- Tur n	App. Total	Left	Thr u	Rig ht	U- Tur n	App. Total	Left	Em plo yee s- Out	Rig ht	U- Tur n	App. Total	Left	Thr u	Rig ht	U- Tur n	App. Total	
02:15 PM	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
02:30 PM	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	13
02:45 PM	0	16	0	0	16	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	18
03:00 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
Total	0	53	0	0	53	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	58
03:15 PM	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
03:30 PM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
03:45 PM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	30	0	0	30	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	52
04:15 PM	0	7	0	0	7	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	29
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
04:45 PM	0	6	0	0	6	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	25
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	19
Total	0	16	0	0	16	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	80
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	25
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	16
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
Total	0	11	0	0	11	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	69
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14
07:00 PM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11
Total	0	7	0	0	7	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	48
Grand Total	0	665	0	0	665	0	0	0	0	0	0	275	0	0	275	0	0	0	0	0	940
Apprch %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	70.7	0.0	0.0	70.7	0.0	0.0	0.0	0.0	0.0	0.0	29.3	0.0	0.0	29.3	0.0	0.0	0.0	0.0	0.0	

O. R. George & Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706-2218

Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA_RN

Board : D4-2238

City/County: Washington, D.C.

Weather : Warm/Sunny/Dry

File Name : LeaveyG

Site Code : 04322238

Start Date : 05/04/2010

Page No : 1

Groups Printed- Employees In 1140 PM

End Time	From North					From East					From South					From West					Int. Total
	Left	Visi to s-In	Rig ht	U-Tur n	App. Total	Left	Thru	Rig ht	U-Tur n	App. Total	Left	Em ploy ee s-Out	Rig ht	U-Tur n	App. Total	Left	Thru	Rig ht	U-Tur n	App. Total	
06:15 AM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30 AM	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45 AM	0	0	2	11	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
07:00 AM	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	3	32	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
07:15 AM	0	0	1	20	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
07:30 AM	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
07:45 AM	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
08:00 AM	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	1	60	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
08:15 AM	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
08:30 AM	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
08:45 AM	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
09:00 AM	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Total	0	0	0	78	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78
09:15 AM	0	3	0	12	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
09:30 AM	0	1	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	4	0	22	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
10:15 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00 PM	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Total	0	0	2	13	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
03:15 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
06:30 PM	0	2	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
06:45 PM	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
07:00 PM	0	1	2	12	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Total	0	3	2	42	47	0	0	0	0	0	0	0	0	0	0	0	0	0	47
Grand Total	0	8	8	281	297	0	0	0	0	0	0	0	0	0	0	0	0	0	297
Apprch %	0.0	2.7	2.7	94.6		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total %	0.0	2.7	2.7	94.6	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

O. R. George & Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706-2218

Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA_RN

Board : D4-2238

City/County: Washington, D.C.

Weather : Warm/Sunny/Dry

File Name : LeaveyG

Site Code : 04322238

Start Date : 05/04/2010

Page No : 1

Groups Printed- Visitors Out

End Time	From North					From East					From South					From West					Int. Total
	Left	Visitors-In	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Employee-Out	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	1	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	14	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
08:15 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	2	15	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
09:15 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:30 AM	0	0	4	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	4	12	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
10:15 AM	0	0	6	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
10:30 AM	0	0	2	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
10:45 AM	0	0	3	9	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 AM	0	0	4	12	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Total	0	0	15	37	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
11:15 AM	0	0	6	13	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
11:30 AM	0	0	6	12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
11:45 AM	0	0	4	11	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
12:00 PM	0	0	4	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	20	44	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
12:15 PM	0	0	7	12	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
12:30 PM	0	0	2	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
12:45 PM	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
01:00 PM	0	0	4	11	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Total	0	0	13	51	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64
01:15 PM	0	0	8	12	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
01:30 PM	0	0	3	12	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Total	0	0	11	24	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
02:15 PM	0	0	2	15	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
02:30 PM	0	0	1	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
02:45 PM	0	0	8	7	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
03:00 PM	0	0	9	12	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Total	0	0	20	46	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66

03:15 PM	0	0	3	15	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
03:30 PM	0	1	3	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
03:45 PM	0	0	4	13	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
04:00 PM	0	0	2	15	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	0	1	12	58	71	0	0	0	0	0	0	0	0	0	0	0	0	0	71
04:15 PM	0	0	3	22	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
04:30 PM	0	0	5	11	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
04:45 PM	0	0	4	18	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
05:00 PM	0	0	4	14	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	16	65	81	0	0	0	0	0	0	0	0	0	0	0	0	0	81
05:15 PM	0	0	3	17	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
05:30 PM	0	0	2	23	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
05:45 PM	0	0	3	13	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
06:00 PM	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	8	70	78	0	0	0	0	0	0	0	0	0	0	0	0	0	78
06:15 PM	0	0	2	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
06:30 PM	0	1	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
06:45 PM	0	0	1	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00 PM	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	1	4	33	38	0	0	0	0	0	0	0	0	0	0	0	0	0	38
Grand Total	0	3	125	470	598	0	0	0	0	0	0	0	0	0	0	0	0	0	598
Apprch %	0.0	0.5	20.	78.		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total %	0.0	0.5	20.	78.	100.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

O. R. George and Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706

Ph: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA-LL

Board : D4-1607

City/County: Washington, D.C.

Weather : Warm/Sunny/Dry

File Name : Garage2

Site Code : 05042010

Start Date : 5/4/2010

Page No : 1

Groups Printed- Entrances

End Time	From North					From East					From South					From West					Int. Total
	Oc cup -4	Oc cup -3	Oc cup -2	Oc cup -1	App. Total	Left	Thru	Ar m- In	U- Tur n	App. Total	Left	Thru	Rig ht	U- Tur n	App. Total	Left	Thru	Rig ht	U- Tur n	App. Total	
06:45 AM	0	0	1	55	56	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	57
07:00 AM	0	0	3	76	79	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	80
Total	0	0	4	131	135	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	137
07:15 AM	0	0	1	63	64	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	66
07:30 AM	0	1	0	28	29	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	34
07:45 AM	0	0	1	31	32	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	35
08:00 AM	0	0	0	24	24	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	29
Total	0	1	2	146	149	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	164
08:15 AM	1	0	1	25	27	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	29
08:30 AM	0	0	1	31	32	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	35
08:45 AM	0	0	2	28	30	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	36
09:00 AM	0	0	0	26	26	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	27
Total	1	0	4	110	115	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	127
09:15 AM	0	0	0	25	25	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	32
09:30 AM	0	0	0	20	20	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	25
09:45 AM	0	0	0	10	10	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	13
10:00 AM	0	0	0	12	12	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	13
Total	0	0	0	67	67	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	83
10:15 AM	0	0	0	8	8	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	0	8	8	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	12
02:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30 PM	0	0	0	14	14	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	17
02:45 PM	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
03:00 PM	0	0	0	12	12	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	13
Total	0	0	0	39	39	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	43
03:15 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	9	9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	10
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	1	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	0	0	0	2	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	5	5	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	9
06:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Grand Total	1	1	10	524	536	0	0	60	0	60	0	0	0	0	0	0	0	0	0	0	596
Apprch %	0.2	0.2	1.9	97.8		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		

A-7

Total %	0.2	0.2	1.7	⁸⁷ ₉	89.9		0.0	0.0	¹⁰ ₁	0.0	10.1		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
---------	-----	-----	-----	----------------------------	------	--	-----	-----	----------------------------	-----	------	--	-----	-----	-----	-----	-----	--	-----	-----	-----	-----	-----	--

O. R. George and Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706

Ph: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA-LL

Board : D4-1607

City/County: Washington, D.C.

Weather : Warm/Sunny/Dry

File Name : Garage2

Site Code : 05042010

Start Date : 5/4/2010

Page No : 1

Groups Printed- Exits

End Time	From North					From East					From South					From West					Int. Total
	Oc cup -4	Oc cup -3	Oc cup -2	Oc cup -1	App. Total	Left	Thru	Ar m- ing	U- Tur n	App. Total	Left	Thru	Rig ht	U- Tur n	App. Total	Left	Thru	Rig ht	U- Tur n	App. Total	
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	6	0	3	9	0	0	0	0	0	0	0	0	0	0	9
08:15 AM	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	29
09:00 AM	0	0	0	0	0	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	27
Total	0	0	0	0	0	0	2	0	61	63	0	0	0	0	0	0	0	0	0	0	63
09:15 AM	0	0	0	0	0	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	32
09:30 AM	0	0	0	0	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	29
09:45 AM	0	0	0	0	0	0	1	0	16	17	0	0	0	0	0	0	0	0	0	0	17
10:00 AM	0	0	0	0	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	0	0	0	0	1	0	95	96	0	0	0	0	0	0	0	0	0	0	96
10:15 AM	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	10
02:15 PM	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5
02:30 PM	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	10
02:45 PM	0	0	0	0	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	24
03:00 PM	0	0	0	0	0	0	3	0	18	21	0	0	0	0	0	0	0	0	0	0	21
Total	0	0	0	0	0	0	3	0	57	60	0	0	0	0	0	0	0	0	0	0	60
03:15 PM	0	0	0	0	0	0	2	0	16	18	0	0	0	0	0	0	0	0	0	0	18
03:30 PM	0	0	0	0	0	0	1	0	17	18	0	0	0	0	0	0	0	0	0	0	18
03:45 PM	0	0	0	0	0	0	1	0	31	32	0	0	0	0	0	0	0	0	0	0	32
04:00 PM	0	0	0	0	0	0	2	0	18	20	0	0	0	0	0	0	0	0	0	0	20
Total	0	0	0	0	0	0	6	0	82	88	0	0	0	0	0	0	0	0	0	0	88
04:15 PM	0	0	0	0	0	0	1	0	13	14	0	0	0	0	0	0	0	0	0	0	14
04:30 PM	0	0	0	0	0	0	1	0	15	16	0	0	0	0	0	0	0	0	0	0	16
04:45 PM	0	0	0	0	0	0	4	0	15	19	0	0	0	0	0	0	0	0	0	0	19
05:00 PM	0	0	0	0	0	0	2	0	21	23	0	0	0	0	0	0	0	0	0	0	23
Total	0	0	0	0	0	0	8	0	64	72	0	0	0	0	0	0	0	0	0	0	72
05:15 PM	0	0	0	0	0	0	5	0	27	32	0	0	0	0	0	0	0	0	0	0	32
05:30 PM	0	0	0	0	0	0	4	0	24	28	0	0	0	0	0	0	0	0	0	0	28
05:45 PM	0	0	0	0	0	0	7	0	11	18	0	0	0	0	0	0	0	0	0	0	18
06:00 PM	0	0	0	0	0	0	4	0	15	19	0	0	0	0	0	0	0	0	0	0	19
Total	0	0	0	0	0	0	20	0	77	97	0	0	0	0	0	0	0	0	0	0	97
06:15 PM	0	0	0	0	0	0	5	0	5	10	0	0	0	0	0	0	0	0	0	0	10
06:30 PM	0	0	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	15
06:45 PM	0	0	0	0	0	0	2	0	13	15	0	0	0	0	0	0	0	0	0	0	15
07:00 PM	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	0	0	0	0	7	0	43	50	0	0	0	0	0	0	0	0	0	0	50
Grand Total	0	0	0	0	0	0	56	0	492	548	0	0	0	0	0	0	0	0	0	0	548
Apprch %	0.0	0.0	0.0	0.0		0.0	10.2	0.0	89.8		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		

Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.2	0.0	89.8	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
---------	-----	-----	-----	-----	-----	-----	-----	------	-----	------	-------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

O. R. George & Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706-2218

Tel: (301) 794-7700 Fax: (301) 794-4400

File Name : Ga2@Ent4

Site Code : 01221907

Start Date : 05/04/2010

Page No : 1

Counted by: ORGA-GC

Board : D4-1907

City/County: Washington, D.C.

Weather : Warm/sunny/Dry

into Lot

Groups Printed- Entrances

End Time	From North					Entrance # 4 From East					From South					From West					Int. Total
	Oc cup-4	Oc cup-3	Oc cup-2	Oc cup-1	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
06:00 AM	0	0	0	25	25	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	32
Total	0	0	0	25	25	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	32
06:15 AM	0	0	0	19	19	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	23
06:30 AM	0	0	0	37	37	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	41
06:45 AM	0	0	6	67	73	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	75
07:00 AM	0	0	1	72	73	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	77
Total	0	0	7	195	202	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	216
07:15 AM	0	0	2	38	40	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	47
07:30 AM	0	0	2	27	29	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	39
07:45 AM	0	0	0	31	31	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	35
08:00 AM	0	0	2	34	36	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	42
Total	0	0	6	130	136	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	163
08:15 AM	0	0	0	17	17	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	21
08:30 AM	0	0	0	13	13	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	20
08:45 AM	0	0	1	3	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
09:00 AM	0	0	0	12	12	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	15
Total	0	0	1	45	46	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	64
09:15 AM	0	0	0	8	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	10
09:30 AM	0	0	0	5	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
09:45 AM	0	0	0	6	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
10:00 AM	0	0	1	2	3	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	1	21	22	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	44
02:15 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:30 PM	0	0	1	2	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
02:45 PM	0	0	2	9	11	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	15
03:00 PM	0	0	0	6	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	3	18	21	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	34
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	3	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7

A-11

O. R. George & Associates, Inc.
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706-2218
 Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA-GC
 Board : D4-1907
 City/County: Washington, D.C.
 Weather : Warm/sunny/Dry

File Name : Ga2@Ent4
 Site Code : 01221907
 Start Date : 05/04/2010
 Page No : 2

Groups Printed- Entrances

End Time	From North					Entrance # 4 From East					From South					From West					Int. Total
	Oc cup-4	Oc cup-3	Oc cup-2	Oc cup-1	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	1	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	12
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:00 PM	0	0	0	4	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	0	6	6	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	18
Grand Total	0	0	18	446	464	0	136	0	0	136	0	0	0	0	0	0	0	0	0	0	600
Apprch %	0.0	0.0	3.9	96.1		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	3.0	74.3	77.3	0.0	22.7	0.0	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

O. R. George & Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706-2218

Tel: (301) 794-7700 Fax: (301) 794-4400

File Name : Ga2@Ent4

Site Code : 01221907

Start Date : 05/04/2010

Page No : 1

Counted by: ORGA-GC

Board : D4-1907

City/County: Washington, D.C.

Weather : Warm/sunny/Dry

ent of Let

Groups Printed- Exits

End Time	From North					Entrance # 4 From East					From South					From West					Int. Total
	Oc cup- 4	Oc cup- 3	Oc cup- 2	Oc cup- 1	App. Total	Left	Thru	Rig ht	U- Tur n	App. Total	Left	Thru	Rig ht	U- Tur n	App. Total	Left	Thru	Rig ht	U- Tur n	App. Total	
06:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:30 AM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	0	0	1	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	1	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	2	2	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	15
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	1	1	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	10
02:15 PM	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
02:30 PM	0	0	0	7	7	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	13
02:45 PM	0	0	0	4	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
03:00 PM	0	0	0	4	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	17	17	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	35
03:15 PM	0	0	0	15	15	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	22
03:30 PM	0	0	0	6	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
03:45 PM	0	0	1	21	22	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	25
04:00 PM	0	0	2	23	25	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	32
Total	0	0	3	65	68	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	86
04:15 PM	0	0	0	36	36	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	40
04:30 PM	0	0	0	22	22	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	27
04:45 PM	0	0	0	31	31	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	34
05:00 PM	0	0	0	25	25	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	28
Total	0	0	0	114	114	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	129

O. R. George & Associates, Inc.
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706-2218
 Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA-GC
 Board : D4-1907
 City/County: Washington, D.C.
 Weather : Warm/sunny/Dry

File Name : Ga2@Ent4
 Site Code : 01221907
 Start Date : 05/04/2010
 Page No : 2

Groups Printed- Exits

End Time	From North					Entrance # 4 From East					From South					From West					Int. Total
	Oc cup- 4	Oc cup- 3	Oc cup- 2	Oc cup- 1	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
05:15 PM	0	0	2	18	20	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	28
05:30 PM	0	0	1	28	29	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	33
05:45 PM	0	0	0	8	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
06:00 PM	0	0	0	16	16	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	22
Total	0	0	3	70	73	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	96
06:15 PM	0	0	0	9	9	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	11
06:30 PM	0	0	0	6	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
06:45 PM	0	0	1	9	10	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	13
07:00 PM	0	0	2	10	12	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	15
Total	0	0	3	34	37	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	48
Grand Total	0	0	9	304	313	0	124	0	0	124	0	0	0	0	0	0	0	0	0	0	437
Apprch %	0.0	0.0	2.9	97.1		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	2.1	69.6	71.6	0.0	28.4	0.0	0.0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

O. R. George and Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706

Ph: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA-AL

Board : D4-2236

City/County: Washington, D.C.

Weather : Warm/Sunny/Dry

File Name : Garage1

Site Code : 03232236

Start Date : 5/4/2010

Page No : 1

Groups Printed- Entrances

End Time	From North					From East					Entrance #2 From South					From West					Int. Total
	Visi- tor-4	Visi- tor-3	Visi- tor-2	Visi- tor-1	App. Total	Staf- IV-3	Staf- IV-2	Staf- IV-1	Visi- tor-5	App. Total	Left	Inb- ound	Staf- IV-5	Staf- IV-4	App. Total	Left	Thru	Rig- ht	U- Turn	App. Total	
06:15 AM	0	0	3	6	9	0	0	4	0	4	0	5	0	0	5	0	0	0	0	0	18
06:30 AM	0	1	3	6	10	0	0	7	0	7	0	6	0	0	6	0	0	0	0	0	23
06:45 AM	1	0	1	6	8	0	0	9	0	9	0	11	0	1	12	2	0	0	0	2	31
07:00 AM	0	0	2	15	17	0	0	7	0	7	0	21	0	0	21	0	0	0	0	0	45
Total	1	1	9	33	44	0	0	27	0	27	0	43	0	1	44	2	0	0	0	2	117
07:15 AM	0	0	0	15	15	0	0	12	0	12	0	15	0	0	15	0	0	0	0	0	42
07:30 AM	0	0	2	15	17	0	0	23	0	23	0	15	0	0	15	0	0	0	0	0	55
07:45 AM	0	0	1	11	12	0	1	12	0	13	0	15	0	0	15	0	0	0	0	0	40
08:00 AM	0	0	4	11	15	0	1	19	0	20	0	5	0	0	5	0	0	0	0	0	40
Total	0	0	7	52	59	0	2	66	0	68	0	50	0	0	50	0	0	0	0	0	177
08:15 AM	0	0	2	14	16	0	0	5	0	5	0	16	0	0	16	0	0	0	0	0	37
08:30 AM	0	1	4	20	25	0	0	8	0	8	0	7	0	0	7	0	0	0	0	0	40
08:45 AM	0	0	5	28	33	0	1	8	0	9	0	16	0	0	16	0	0	0	0	0	58
09:00 AM	0	0	2	24	26	0	0	9	0	9	0	12	0	0	12	0	0	0	0	0	47
Total	0	1	13	86	100	0	1	30	0	31	0	51	0	0	51	0	0	0	0	0	182
09:15 AM	0	2	6	22	30	0	0	8	0	8	0	8	0	0	8	0	0	0	0	0	46
09:30 AM	0	1	2	23	26	0	0	5	0	5	0	15	0	0	15	0	0	0	0	0	46
09:45 AM	0	0	1	24	25	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	34
10:00 AM	0	0	4	8	12	0	0	3	0	3	0	6	0	0	6	0	0	0	0	0	21
Total	0	3	13	77	93	0	0	18	0	18	0	36	0	0	36	0	0	0	0	0	147
10:15 AM	0	0	4	26	30	0	0	2	0	2	0	12	0	0	12	0	0	0	0	0	44
10:30 AM	0	0	5	13	18	0	0	2	0	2	0	15	0	0	15	0	0	0	0	0	35
10:45 AM	0	0	5	15	20	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	36
11:00 AM	1	0	4	12	17	0	0	4	0	4	0	20	0	0	20	0	0	0	0	0	41
Total	1	0	18	66	85	0	0	9	0	9	0	62	0	0	62	0	0	0	0	0	156
11:15 AM	0	0	2	19	21	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	37
11:30 AM	0	0	2	9	11	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	21
11:45 AM	0	0	6	15	21	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	37
12:00 PM	0	3	4	9	16	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	28
Total	0	3	14	52	69	0	0	6	0	6	0	48	0	0	48	0	0	0	0	0	123
12:15 PM	0	2	4	1	7	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	21
12:30 PM	0	1	1	12	14	0	0	3	0	3	0	15	0	0	15	0	0	0	0	0	32
12:45 PM	0	1	5	8	14	0	0	3	0	3	0	10	0	0	10	0	0	0	0	0	27
01:00 PM	0	0	3	10	13	0	0	1	0	1	0	14	0	0	14	0	0	0	0	0	28
Total	0	4	13	31	48	0	0	8	0	8	0	52	0	0	52	0	0	0	0	0	108
01:15 PM	1	1	4	13	19	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	31
01:30 PM	0	0	1	11	12	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	28
01:45 PM	0	1	1	18	20	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	33
02:00 PM	0	1	3	8	12	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	26
Total	1	3	9	50	63	0	0	5	0	5	0	50	0	0	50	0	0	0	0	0	118
02:15 PM	0	0	2	11	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23
02:30 PM	0	0	4	13	17	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	27
02:45 PM	0	1	4	11	16	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	34
03:00 PM	0	1	1	9	11	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	23
Total	0	2	11	44	57	0	0	2	0	2	0	48	0	0	48	0	0	0	0	0	107
03:15 PM	0	0	0	8	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21
03:30 PM	0	0	2	6	8	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	21
03:45 PM	0	0	1	4	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	16
04:00 PM	0	1	3	5	9	0	0	1	0	1	0	16	0	0	16	0	0	0	0	0	26
Total	0	1	6	23	30	0	0	3	0	3	0	51	0	0	51	0	0	0	0	0	84

O. R. George and Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706

Ph: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA-AL

Board : D4-2236

City/County: Washington, D.C.

Weather : Warm/Sunny/Dry

File Name : Garage1

Site Code : 03232236

Start Date : 5/4/2010

Page No : 2

Groups Printed- Entrances

End Time	From North					From East					Entrance #2 From South					From West					Int. Total
	Visi tor- 4	Visi tor- 3	Visi tor- 2	Visi tor- 1	App. Total	Staf V- 3	Staf V- 2	Staf V- 1	Visi tor- 5	App. Total	Left	Inb oun d	Staf V- 5	Staf V- 4	App. Total	Left	Thr u	Rig ht	U- Tur n	App. Total	
04:15 PM	0	0	0	8	8	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	21
04:30 PM	0	0	0	9	9	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	23
04:45 PM	0	0	1	7	8	0	0	3	0	3	0	15	0	0	15	0	0	0	0	0	26
05:00 PM	0	0	2	12	14	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	26
Total	0	0	3	36	39	0	0	4	0	4	0	53	0	0	53	0	0	0	0	0	96
05:15 PM	0	1	3	2	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
05:30 PM	0	1	2	6	9	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	16
05:45 PM	0	0	5	11	16	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	29
06:00 PM	0	0	1	4	5	0	0	4	0	4	0	7	0	0	7	0	0	0	0	0	16
Total	0	2	11	23	36	0	0	7	0	7	0	32	0	0	32	0	0	0	0	0	75
06:15 PM	0	2	2	6	10	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	16
06:30 PM	0	1	2	6	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
06:45 PM	0	2	0	4	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
07:00 PM	0	0	1	6	7	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	20
Total	0	5	5	22	32	0	0	1	0	1	0	31	0	0	31	0	0	0	0	0	64
Grand Total	3	25	132	595	755	0	3	186	0	189	0	607	0	1	608	2	0	0	0	2	1554
Apprch %	0.4	3.3	17.5	78.8		0.0	1.6	98.4	0.0		0.0	99.8	0.0	0.2		100.0	0.0	0.0	0.0		
Total %	0.2	1.6	8.5	38.3	48.6	0.0	0.2	12.0	0.0	12.2	0.0	39.1	0.0	0.1	39.1	0.1	0.0	0.0	0.0	0.1	

O. R. George and Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706

Ph: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA-AL

Board : D4-2236

City/County: Washington, D.C.

Weather : Warm/Sunny/Dry

File Name : Garage1

Site Code : 03232236

Start Date : 5/4/2010

Page No : 1

Groups Printed- Exits

End Time	From North					From East					Entrance #2 From South					From West					Int. Total
	Visi tor- 4	Visi tor- 3	Visi tor- 2	Visi tor- 1	App. Total	Sta f IV- 3	Sta f IV- 2	Sta f IV- 1	Visi tor- 5	App. Total	Left	Ho und d	Sta f IV- 5	Sta f IV- 4	App. Total	Left	Thr u	Rig ht	U- Tur n	App. Total	
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	12
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	25
Total	0	0	0	0	0	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	49
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	17
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	11
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	2	0	2	0	42	0	0	42	0	0	0	0	0	44
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
09:00 AM	0	0	0	0	0	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	2	0	2	0	38	0	0	38	0	0	0	0	0	40
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
09:30 AM	0	0	0	0	0	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	10
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	1	0	1	0	24	0	0	24	0	0	0	0	0	25
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
10:30 AM	0	0	0	0	0	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	9
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	15
11:00 AM	0	0	0	0	0	0	1	2	0	3	0	17	0	0	17	0	0	0	0	0	20
Total	0	0	0	0	0	0	1	3	0	4	0	50	0	0	50	0	0	0	0	0	54
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	14
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
12:00 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	1	0	1	0	36	0	0	36	0	0	0	0	0	37
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	17
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	12
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	13
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	14
Total	0	0	0	0	0	0	0	2	0	2	0	54	0	0	54	0	0	0	0	0	56
01:15 PM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	7
01:30 PM	0	0	0	0	0	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	18
01:45 PM	0	0	0	0	0	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	11
02:00 PM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	5	0	5	0	38	0	0	38	0	0	0	0	0	43
02:15 PM	0	0	0	0	0	0	0	4	0	4	0	13	0	0	13	0	0	0	0	0	17
02:30 PM	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	11
02:45 PM	0	0	0	0	0	0	0	3	0	3	0	19	0	0	19	0	0	0	0	0	22
03:00 PM	0	0	0	0	0	0	0	4	0	4	0	9	0	0	9	0	0	0	0	0	13
Total	0	0	0	0	0	0	0	12	0	12	0	51	0	0	51	0	0	0	0	0	63
03:15 PM	0	0	0	0	0	0	0	2	0	2	0	12	0	0	12	0	0	0	0	0	14
03:30 PM	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	10
03:45 PM	0	0	0	0	0	0	0	6	0	6	0	9	0	0	9	0	0	0	0	0	15
04:00 PM	0	0	0	0	0	0	0	3	0	3	0	12	0	0	12	0	0	0	0	0	15
Total	0	0	0	0	0	0	0	13	0	13	0	41	0	0	41	0	0	0	0	0	54

A-17

O. R. George & Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706-2218

Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by: DRGA-GC

Board : D4-1907

City/County: Washington, D.C.

Weather : Warm/Sunny/Dry

File Name : Ga1@Ent1

Site Code : 05221907

Start Date : 05/05/2010

Page No : 1

Groups Printed- Exits

End Time	From North					From East					From South					From West					Int. Total
	Vis-4	Vis-3	Vis-2	Vis-1	App. Total	Em p-3	Em p-2	Em p-1	Vis-5	App. Total	Left	Thru	Right	Em p-4	App. Total	Left	Thru	Right	U-Turn	App. Total	
10:15 AM	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
10:30 AM	0	0	3	10	13	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	16
10:45 AM	0	0	2	17	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
11:00 AM	0	1	2	6	9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	10
Total	0	1	10	37	48	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	52
11:15 AM	0	0	4	2	6	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	8
11:30 AM	0	1	5	12	18	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	19
11:45 AM	0	0	2	9	11	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	13
12:00 PM	0	1	4	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	2	15	30	47	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	52
12:15 PM	0	1	2	9	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
12:30 PM	0	0	4	11	15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	16
12:45 PM	0	0	2	11	13	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	15
01:00 PM	0	0	4	8	12	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	13
Total	0	1	12	39	52	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	56
01:15 PM	0	0	4	17	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
01:30 PM	0	0	3	9	12	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	15
01:45 PM	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00 PM	0	0	3	10	13	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	16
Total	0	0	10	48	58	0	0	5	0	5	0	0	0	0	0	1	0	0	0	1	64
02:15 PM	0	0	3	13	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
02:30 PM	0	0	3	11	14	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	15
02:45 PM	0	0	2	17	19	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	23
03:00 PM	0	0	3	13	16	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	11	54	65	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	71
03:15 PM	0	0	2	12	14	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	17
03:30 PM	0	0	8	14	22	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	23
03:45 PM	1	0	0	12	13	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	15
04:00 PM	0	0	4	8	12	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	14
Total	1	0	14	46	61	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	69
04:15 PM	0	1	4	10	15	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	19
04:30 PM	0	0	5	20	25	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	29
04:45 PM	0	1	4	20	25	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	27
05:00 PM	0	1	5	17	23	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	25
Total	0	3	18	67	88	1	1	10	0	12	0	0	0	0	0	0	0	0	0	0	100
05:15 PM	0	0	4	12	16	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	22
05:30 PM	0	2	2	14	18	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	20
05:45 PM	0	0	1	16	17	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	23
06:00 PM	0	2	1	13	16	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	20
Total	0	4	8	55	67	0	1	17	0	18	0	0	0	0	0	0	0	0	0	0	85

A-18

To: DuPont Circle

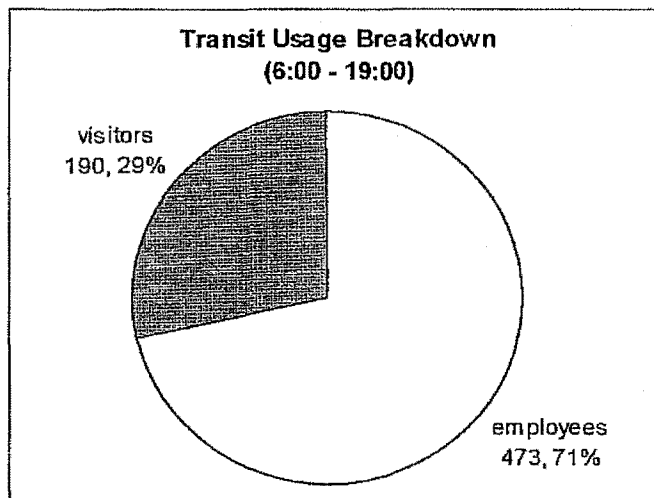
Time	Employees		Visitors	
	Boarding	Alighting	Boarding	Alighting
6:00 - 7:00	0	47	0	7
7:00 - 8:00	23	108	0	0
8:00 - 9:00	14	126	0	0
9:00 - 10:00	0	8	0	12
10:00 - 11:00	0	0	16	27
11:00 - 12:00	0	1	16	16
12:00 - 13:00	0	0	32	16
13:00 - 14:00	3	4	26	40
14:00 - 15:00	2	1	23	37
15:00 - 16:00	55	7	20	18
16:00 - 17:00	126	20	3	2
17:00 - 18:00	172	28	5	0
18:00 - 19:00	69	24	0	0
Total	464	374	142	175

To: Wisconsin Ave.

Time	Employees		Visitors	
	Boarding	Alighting	Boarding	Alighting
6:00 - 7:00	2	0	0	0
7:00 - 8:00	2	5	0	0
8:00 - 9:00	8	24	0	0
9:00 - 10:00	2	2	2	1
10:00 - 11:00	0	3	7	0
11:00 - 12:00	0	0	6	9
12:00 - 13:00	0	0	8	3
13:00 - 14:00	0	0	4	4
14:00 - 15:00	0	0	10	6
15:00 - 16:00	2	0	4	0
16:00 - 17:00	14	18	0	1
17:00 - 18:00	8	5	0	0
18:00 - 19:00	10	1	0	0
Total	50	57	41	23

Shuttle Service

Time	Employees		Visitors	
	Boarding	Alighting	Boarding	Alighting
6:00 - 7:00	2	47	0	7
7:00 - 8:00	26	113	0	0
8:00 - 9:00	22	150	0	0
9:00 - 10:00	2	10	2	13
10:00 - 11:00	0	3	23	27
11:00 - 12:00	0	1	22	25
12:00 - 13:00	0	0	40	19
13:00 - 14:00	3	4	30	44
14:00 - 15:00	2	1	34	42
15:00 - 16:00	58	7	24	18
16:00 - 17:00	141	38	3	2
17:00 - 18:00	180	33	5	0
18:00 - 19:00	79	25	0	0
Total	514	431	182	198



SHORT REPORT												
General Information							Site Information					
Analyst	LL						Intersection					
Agency or Co.	ORGA						Reservoir Rd @ 38th St, NW					
Date Performed	5/11/2010						Area Type					
Time Period	AM Peak						CBD or Similar					
							Jurisdiction					
							Analysis Year					
							2010					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	1	1	0	0	1	0
Lane group	LTR			DefL			L			LTR		
Volume (vph)	5	587	256	149	291	11	57	14	82	12	56	53
% Heavy veh	3	3	3	7	7	7	6	6	6	1	1	1
PHF	0.83	0.83	0.83	0.91	0.91	0.91	0.71	0.71	0.71	0.82	0.82	0.82
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0		2.0	2.0		2.0	2.0			2.0	
Ext. eff. green		2.0		2.0	2.0		2.0	2.0			2.0	
Arrival type		3		3	3		3	3			3	
Unit Extension		3.0		3.0	3.0		3.0	3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		40	0		25
Lane Width		9.0		10.0	9.0		12.0	12.0			12.0	
Parking/Grade/Parking	N	0	N	Y	0	Y	N	0	N	Y	0	Y
Parking/hr				5		5				5		5
Bus stops/hr		0		0	0		0	0			0	
Unit Extension		3.0		3.0	3.0		3.0	3.0			3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 78.0	G =	G =	G =	G = 10.0	G =	G =	G =				
	Y =	Y =	Y =	Y =	Y =	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 100.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1021		164	332		80	79			117	
Lane group cap.		2019		274	977		92	143			107	
v/c ratio		0.51		0.60	0.34		0.87	0.55			1.09	
Green ratio		0.78		0.78	0.78		0.10	0.10			0.10	
Unif. delay d1		4.0		4.5	3.3		44.4	42.9			45.0	
Delay factor k		0.50		0.50	0.50		0.50	0.50			0.50	
Increment. delay d2		0.9		9.3	0.9		62.9	14.5			114.4	
PF factor		1.000		1.000	1.000		1.000	1.000			1.000	
Control delay		4.9		13.9	4.2		107.3	57.4			159.4	
Lane group LOS		A		B	A		F	E			F	
Approch. delay	4.9			7.4			82.5			159.4		
Approach LOS	A			A			F			F		
Intersec. delay	22.6			Intersection LOS						C		

B-1

SHORT REPORT												
General Information							Site Information					
Analyst	LL						Reservoir Rd @ 38th St,					
Agency or Co.	ORGA						NW					
Date Performed	5/11/2010						Area Type					
Time Period	14:00 - 15:00 (mid-day peak)						CBD or Similar					
							Jurisdiction					
							Analysis Year					
							2010					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	2	0	1	1	0	0	1	0
Lane group		LTR			LTR		L	TR			LTR	
Volume (vph)	16	337	125	126	301	19	157	6	164	8	8	34
% Heavy veh	3	3	3	7	7	7	6	6	6	1	1	1
PHF	0.93	0.93	0.93	0.91	0.91	0.91	0.86	0.86	0.86	0.78	0.78	0.78
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0		2.0	2.0			2.0	
Ext. eff. green		2.0			2.0		2.0	2.0			2.0	
Arrival type		3			3		3	3			3	
Unit Extension		3.0			3.0		3.0	3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		80	0		0
Lane Width		16.0			10.0		12.0	12.0			12.0	
Parking/Grade/Parking	Y	0	Y	Y	0	Y	N	0	N	Y	0	Y
Parking/hr	5		5	5		5				5		5
Bus stops/hr		0			0		0	0			0	
Unit Extension		3.0			3.0		3.0	3.0			3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 59.0	G =	G =	G =	G = 29.0	G =	G =	G =				
	Y =	Y =	Y =	Y =	Y =	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		513			490		183	105			64	
Lane group cap.		891			1259		335	402			364	
v/c ratio		0.58			0.39		0.55	0.26			0.18	
Green ratio		0.59			0.59		0.29	0.29			0.29	
Unif. delay d1		12.7			10.9		29.9	27.3			26.6	
Delay factor k		0.50			0.50		0.50	0.50			0.50	
Increm. delay d2		2.7			0.9		6.3	1.6			1.1	
PF factor		1.000			1.000		1.000	1.000			1.000	
Control delay		15.4			11.8		36.2	28.8			27.6	
Lane group LOS		B			B		D	C			C	
Apprch. delay		15.4			11.8		33.5				27.6	
Approach LOS		B			B		C				C	
Intersec. delay		18.5			Intersection LOS							B

SHORT REPORT												
General Information						Site Information						
Analyst LL						Intersection Reservoir Rd @ 38th St						
Agency or Co. ORGA						Area Type CBD or Similar						
Date Performed 5/11/2010						Jurisdiction						
Time Period PM Peak						Analysis Year 2010						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	2	0	1	1	0	0	1	0
Lane group	LTR			LTR			L TR			LTR		
Volume (vph)	16	421	85	82	436	14	154	14	172	7	8	70
% Heavy veh	3	3	3	7	7	7	6	6	6	1	1	1
PHF	0.84	0.84	0.84	0.94	0.94	0.94	0.91	0.91	0.91	0.89	0.89	0.89
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0			2.0			2.0			2.0		
Ext. eff. green	2.0			2.0			2.0			2.0		
Arrival type	3			3			3			3		
Unit Extension	3.0			3.0			3.0			3.0		
Ped/Bike/RTOR Volume	0		0	0		0	0		70	0		0
Lane Width	16.0			10.0			12.0			12.0		
Parking/Grade/Parking	Y	0	Y	Y	0	Y	N	0	N	Y	0	Y
Parking/hr	5		5	5		5				5		5
Bus stops/hr	0			0			0			0		
Unit Extension	3.0			3.0			3.0			3.0		
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 59.0	G =	G =	G =	G = 29.0	G =	G =	G =				
	Y =	Y =	Y =	Y =	Y =	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	621			566			169			96		
Lane group cap.	901			1345			331			363		
v/c ratio	0.69			0.42			0.51			0.26		
Green ratio	0.59			0.59			0.29			0.29		
Unif. delay d1	14.2			11.2			29.6			27.3		
Delay factor k	0.50			0.50			0.50			0.50		
Increment. delay d2	4.3			1.0			5.5			1.8		
PF factor	1.000			1.000			1.000			1.000		
Control delay	18.5			12.1			35.1			29.1		
Lane group LOS	B			B			D			C		
Apprch. delay	18.5			12.1			32.8			29.1		
Approach LOS	B			B			C			C		
Intersec. delay	19.5			Intersection LOS						B		

B-3

SHORT REPORT												
General Information						Site Information						
Analyst	LL					Reservoir Rd @ 39th St,						
Agency or Co.	ORGA					NW						
Date Performed	5/10/2010					CBD or Similar						
Time Period	AM Peak					Analysis Year 2010						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	1	0	0	0	0	0	0	0
Lane group		LT			TR						LR	
Volume (vph)	32	932			277	16				25		108
% Heavy veh	2	2			3	3				2		2
PHF	0.96	0.96			0.81	0.81				0.68		0.68
Actuated (P/A)	P	P			P	P				P		P
Startup lost time		2.0			2.0						2.0	
Ext. eff. green		2.0			2.0						2.0	
Arrival type		3			3						3	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume				0		0	0			0		0
Lane Width		10.0			16.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	Y	0	Y
Parking/hr										5		5
Bus stops/hr		0			0						0	
Unit Extension		3.0			3.0						3.0	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 68.0	G =	G =	G =	G = 24.0	G =	G =	G =				
	Y =	Y =	Y =	Y =	Y =	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1004			362						196	
Lane group cap.		1915			1270						302	
v/c ratio		0.52			0.29						0.65	
Green ratio		0.68			0.68						0.24	
Unif. delay d1		8.0			6.4						34.2	
Delay factor k		0.50			0.50						0.50	
Increm. delay d2		1.0			0.6						10.3	
PF factor		1.000			1.000						1.000	
Control delay		9.0			6.9						44.6	
Lane group LOS		A			A						D	
Apprch. delay		9.0			6.9						44.6	
Approach LOS		A			A						D	
Intersec. delay		13.0			Intersection LOS						B	

B-4

SHORT REPORT												
General Information						Site Information						
Analyst LL						Intersection Reservoir Rd @ 39th St,						
Agency or Co. ORGA						NW						
Date Performed 5/10/2010						Area Type CBD or Similar						
Time Period 14:00 - 15:00 (mid-day peak)						Jurisdiction						
						Analysis Year 2010						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	0	1	0	0	0	0	0	0	0
Lane group	L	T			TR						LR	
Volume (vph)	54	435			467	14				8		64
% Heavy veh	2	2			3	3				2		2
PHF	0.87	0.87			0.82	0.82				0.72		0.72
Actuated (P/A)	P	P			P	P				P		P
Startup lost time	2.0	2.0			2.0						2.0	
Ext. eff. green	2.0	2.0			2.0						2.0	
Arrival type	3	3			3						3	
Unit Extension	3.0	3.0			3.0						3.0	
Ped/Bike/RTOR Volume				0		0	0			0		0
Lane Width	10.0	9.0			16.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	Y	0	Y
Parking/hr										5		5
Bus stops/hr	0	0			0						0	
Unit Extension	3.0	3.0			3.0						3.0	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 73.0	G =	G =	G =	G = 19.0	G =	G =	G =				
	Y =	Y =	Y =	Y =	Y =	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	62	500			587						100	
Lane group cap.	462	1102			1368						237	
v/c ratio	0.13	0.45			0.43						0.42	
Green ratio	0.73	0.73			0.73						0.19	
Unif. delay d1	4.0	5.5			5.3						35.7	
Delay factor k	0.50	0.50			0.50						0.50	
Increm. delay d2	0.6	1.3			1.0						5.4	
PF factor	1.000	1.000			1.000						1.000	
Control delay	4.6	6.8			6.3						41.1	
Lane group LOS	A	A			A						D	
Apprch. delay	6.6			6.3						41.1		
Approach LOS	A			A						D		
Intersec. delay	9.2			Intersection LOS						A		

SHORT REPORT												
General Information						Site Information						
Analyst	LL					Intersection						
Agency or Co.	ORGA					Reservoir Rd @ 39th St,						
Date Performed	5/10/2010					NW						
Time Period	PM Peak					CBD or Similar						
						Analysis Year						
						2010						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	0	2	0	0	0	0	0	0	0
Lane group	L	T			TR						LR	
Volume (vph)	52	516			599	31				24		81
% Heavy veh	2	2			3	3				2		2
PHF	0.95	0.95			0.88	0.88				0.88		0.88
Actuated (P/A)	P	P			P	P				P		P
Startup lost time	2.0	2.0			2.0						2.0	
Ext. eff. green	2.0	2.0			2.0						2.0	
Arrival type	3	3			3						3	
Unit Extension	3.0	3.0			3.0						3.0	
Ped/Bike/RTOR Volume				0		0	0			0		0
Lane Width	10.0	9.0			9.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	Y	0	Y
Parking/hr										5		5
Bus stops/hr	0	0			0						0	
Unit Extension	3.0	3.0			3.0						3.0	
Phasing	EW Perm	02	03	04	SB Only	06	07	08				
Timing	G = 73.0	G =	G =	G =	G = 19.0	G =	G =	G =				
	Y =	Y =	Y =	Y =	Y =	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	55	543			716						119	
Lane group cap.	415	1102			2062						240	
v/c ratio	0.13	0.49			0.35						0.50	
Green ratio	0.73	0.73			0.73						0.19	
Unif. delay d1	4.0	5.7			4.9						36.2	
Delay factor k	0.50	0.50			0.50						0.50	
Increm. delay d2	0.7	1.6			0.5						7.2	
PF factor	1.000	1.000			1.000						1.000	
Control delay	4.7	7.3			5.3						43.4	
Lane group LOS	A	A			A						D	
Apprch. delay	7.0			5.3						43.4		
Approach LOS	A			A						D		
Intersec. delay	9.2			Intersection LOS						A		

TWO-WAY STOP CONTROL SUMMARY							
General Information			Site Information				
Analyst	LL		Intersection	Reservoir Rd @ Ent 2			
Agency/Co.	ORGA		Jurisdiction				
Date Performed	5/10/2010		Analysis Year	2010			
Analysis Time Period	AM Peak						
Project Description: GUH - TMP							
East/West Street: Reservoir Road			North/South Street: Entrance 2				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	955	113	48	337	0	
Peak-hour factor, PHF	1.00	0.92	0.92	0.86	0.86	1.00	
Hourly Flow Rate (veh/h)	0	1038	122	55	391	0	
Proportion of heavy vehicles, P_{HV}	0	--	--	3	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	2	0	1	1	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	11	0	15	0	0	0	
Peak-hour factor, PHF	0.81	1.00	0.81	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	13	0	18	0	0	0	
Proportion of heavy vehicles, P_{HV}	2	0	2	0	0	0	
Percent grade (%)	0			0			
Flared approach		Y			N		
Storage		3			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
Volume, v (vph)		55		31			
Capacity, c_m (vph)		592		210			
v/c ratio		0.09		0.15			
Queue length (95%)		0.31		0.51			
Control Delay (s/veh)		11.7		29.8			
LOS		B		D			
Approach delay (s/veh)	--	--	29.8				
Approach LOS	--	--	D				

B-7

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	LL			Intersection	Reservoir Rd @ Ent 2			
Agency/Co.	ORGA			Jurisdiction				
Date Performed	5/10/2010			Analysis Year	2010			
Analysis Time Period	2 - 3 PM (Mid-Day Peak)							
Project Description GUH - TMP								
East/West Street: Reservoir Road				North/South Street: Entrance 2				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	518	43	36	392	0		
Peak-hour factor, PHF	1.00	0.84	0.84	0.88	0.88	1.00		
Hourly Flow Rate (veh/h)	0	616	51	40	445	0		
Proportion of heavy vehicles, P_{HV}	0	—	—	3	—	—		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	1	1	0		
Configuration			TR	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	16	0	37	0	0	0		
Peak-hour factor, PHF	0.74	1.00	0.74	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	21	0	49	0	0	0		
Proportion of heavy vehicles, P_{HV}	2	0	2	0	0	0		
Percent grade (%)	0			0				
Flared approach		Y			N			
Storage		3			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LR					
Volume, v (vph)		40	70					
Capacity, c_m (vph)		918	677					
v/c ratio		0.04	0.10					
Queue length (95%)		0.14	0.34					
Control Delay (s/veh)		9.1	16.8					
LOS		A	C					
Approach delay (s/veh)	—	—	16.8					
Approach LOS	—	—	C					

B-8

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	LL			Intersection	Reservoir Rd @ Ent 2			
Agency/Co.	ORGA			Jurisdiction				
Date Performed	5/10/2010			Analysis Year	2010			
Analysis Time Period	PM Peak							
Project Description GUH - TMP								
East/West Street: Reservoir Road				North/South Street: Entrance 2				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	535	29	39	525	0		
Peak-hour factor, PHF	1.00	0.84	0.84	0.86	0.86	1.00		
Hourly Flow Rate (veh/h)	0	636	34	45	610	0		
Proportion of heavy vehicles, P_{HV}	0	-	-	3	-	-		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	0	2	0		
Configuration			TR	LT	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	31	0	50	0	0	0		
Peak-hour factor, PHF	0.68	1.00	0.68	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	45	0	73	0	0	0		
Proportion of heavy vehicles, P_{HV}	2	0	2	0	0	0		
Percent grade (%)	0			0				
Flared approach		Y			N			
Storage		3			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
Volume, v (vph)		45		118				
Capacity, c_m (vph)		909		556				
v/c ratio		0.05		0.21				
Queue length (95%)		0.16		0.80				
Control Delay (s/veh)		9.2		19.8				
LOS		A		C				
Approach delay (s/veh)	--	--	19.8					
Approach LOS	--	--	C					

B-9

APPENDIX

C

**NARRATIVE ON TRENDS
IN HEALTH CARE DELIVERY**

APPENDIX

D

**TRANSPORTATION DEMAND
MANAGEMENT STRATEGIES FOR
SITE PLAN REVIEW**

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



TRANSPORTATION, POLICY AND PLANNING ADMINISTRATION

Transportation Demand Management Strategies for Site Plan Review
September 2008

1. Provide bicycle parking which equals 5% of vehicle parking, bicycle storage facilities for all residents, and shower and changing facilities for office and residential employees.
2. Preferential parking for carpools and vanpools that is conveniently located near the elevators and close to the entry/exit points to reduce travel time and distance in the parking garage. If there is a charge for parking, carpool spaces shall be offered at a discount to registered carpools and vanpools.
3. Provide free parking for carsharing vehicles. These spaces shall be located at the garage entrance, available to the public 24 hours a day, seven days a week, without restrictions. Provide appropriate and adequate signage to direct users to them.
4. Provide a one-time membership fee subsidy in a car sharing program for each residential unit.
5. Provide complimentary SmartTrip cards with \$20 Metro fare media per person to residential tenants upon move-in, and complimentary \$60 Metro fare media to tenants' employees at initial occupancy.
6. Provide website hotlinks to CommuterConnections.com and goDCgo.com on developer and property management websites.
7. Provide an on-site business center to residents with access to copier, fax, and internet services.
8. Designate a member of building management as a point of contact who is responsible for coordinating and implementing TDM obligations.
9. Distribute alternative transportation information and brochures via lobby kiosks, welcome packets and bulletin boards.
10. Charge market rate for parking and provide a cash equivalent parking cash out for employees/residents if they use alternative travel modes.
11. Provide location for and/or fund a SmartBike station (requires a 6' x 30' pad).