

**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

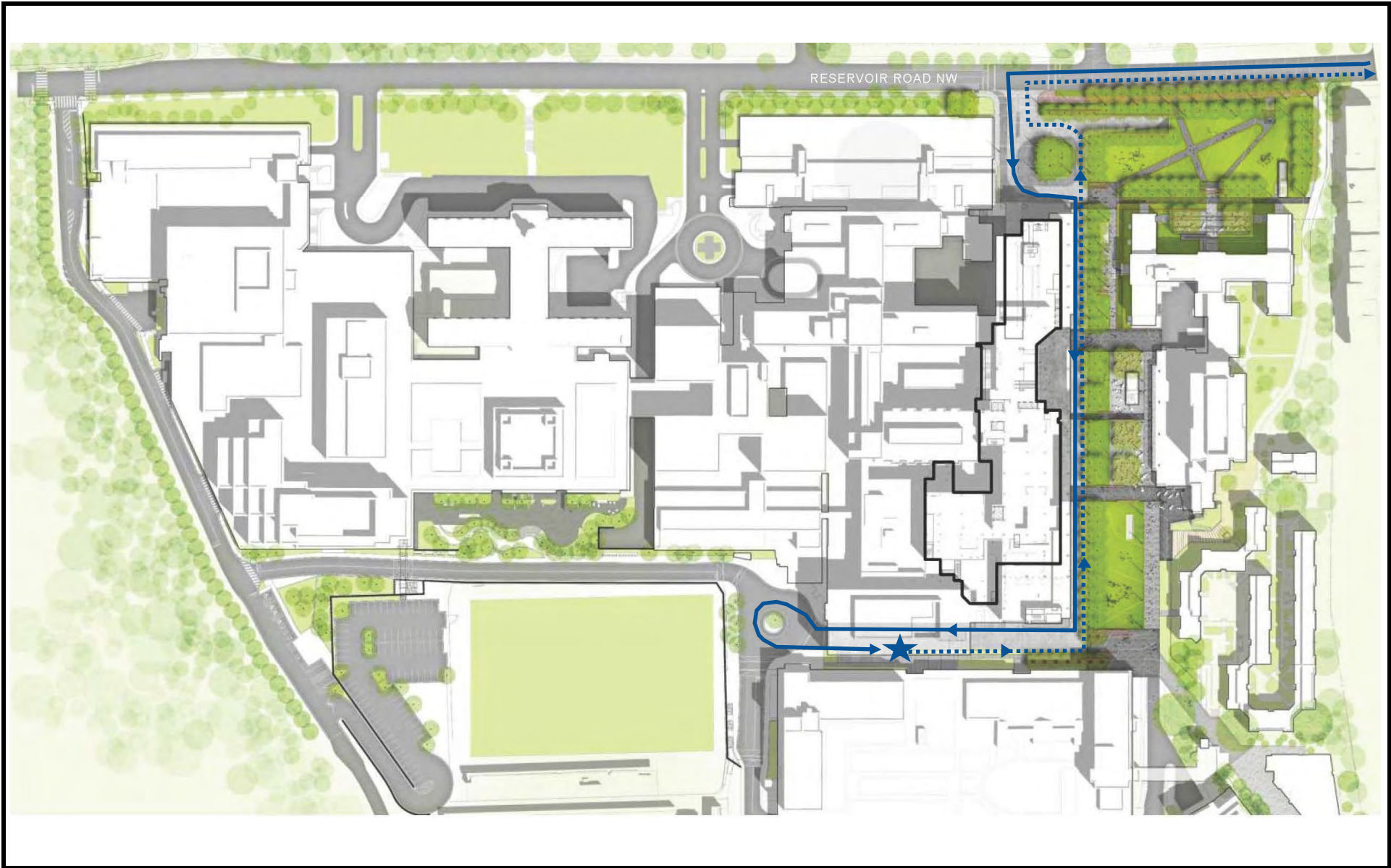
EXHIBIT TO CONDITION 20






DO NOT
ENTER

6:00-10:15 AM
MON. - FRI

EXCEPT
GUTS BUSES



Proposed Wisconsin Avenue Shuttle Route
On Campus Circulation

-  Proposed Inbound Route
-  Proposed Outbound Route
-  Proposed Stop Location



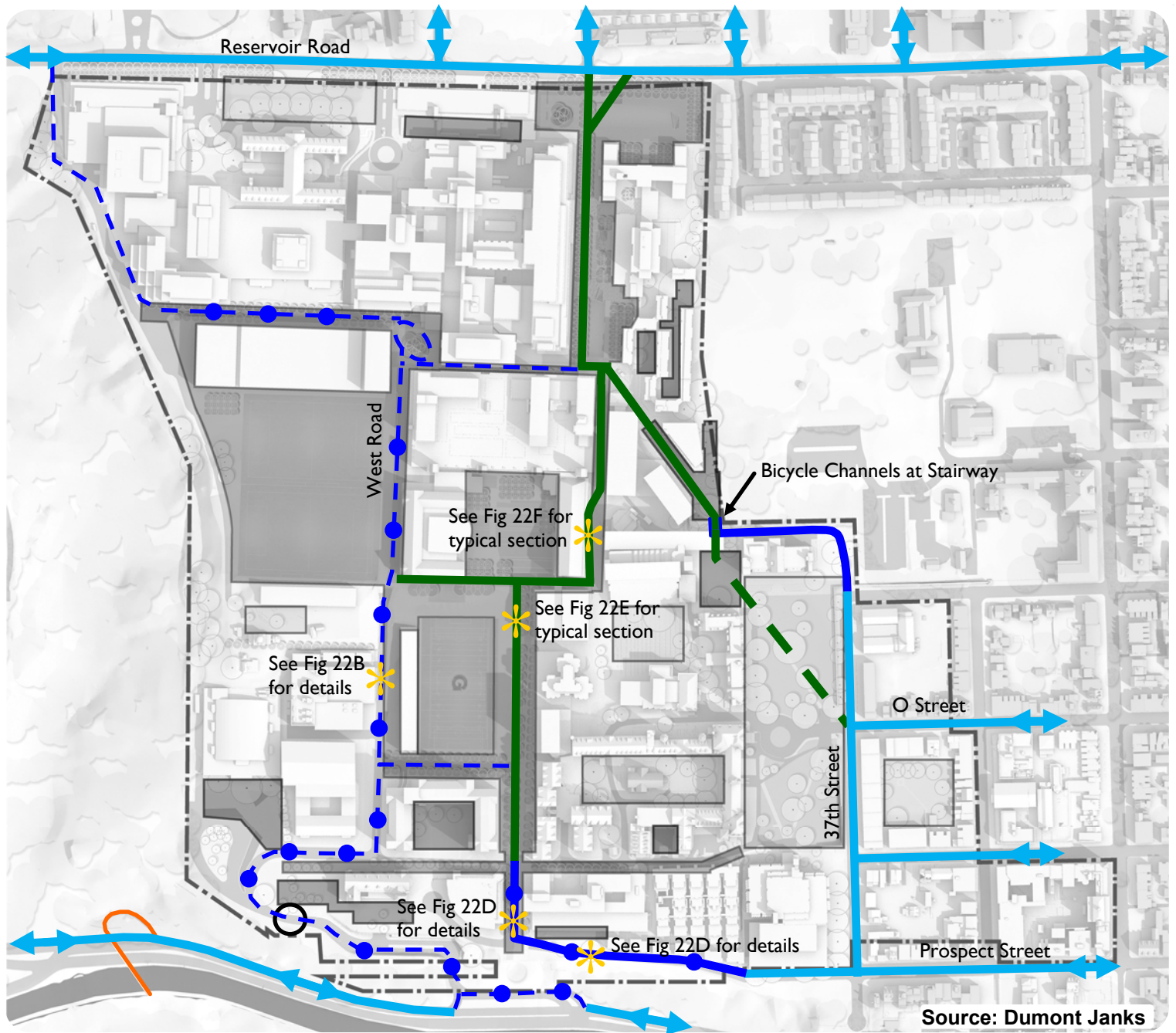
NORTH

Georgetown University
Washington, DC



**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

EXHIBITS TO CONDITION 21



- Primary On-Campus Bike Route (On-Street)
- Proposed Sharrow
- - - Secondary On-Campus Bike Route (On-Street)
- Potential location for a connection to the future Palisades Trolley Trail.
- Primary On-Campus Bike Route (Shared Ped/Bike Path)
- - - Secondary On-Campus Bike Route (Shared Ped/Bike Path)
- Off-Campus Bike Route
- Off-Street Trail

Sharrow Dimensions



Figure 22A
Campus Bicycle Routes/Connections



Sharrows shown are conceptual and are not drawn to scale.

Figure 22B
West Road Proposed Sharrows



Sharrows shown are conceptual and are not drawn to scale.

Figure 22C
Prospect Street Proposed Sharrows



Sharrows shown are conceptual and are not drawn to scale.

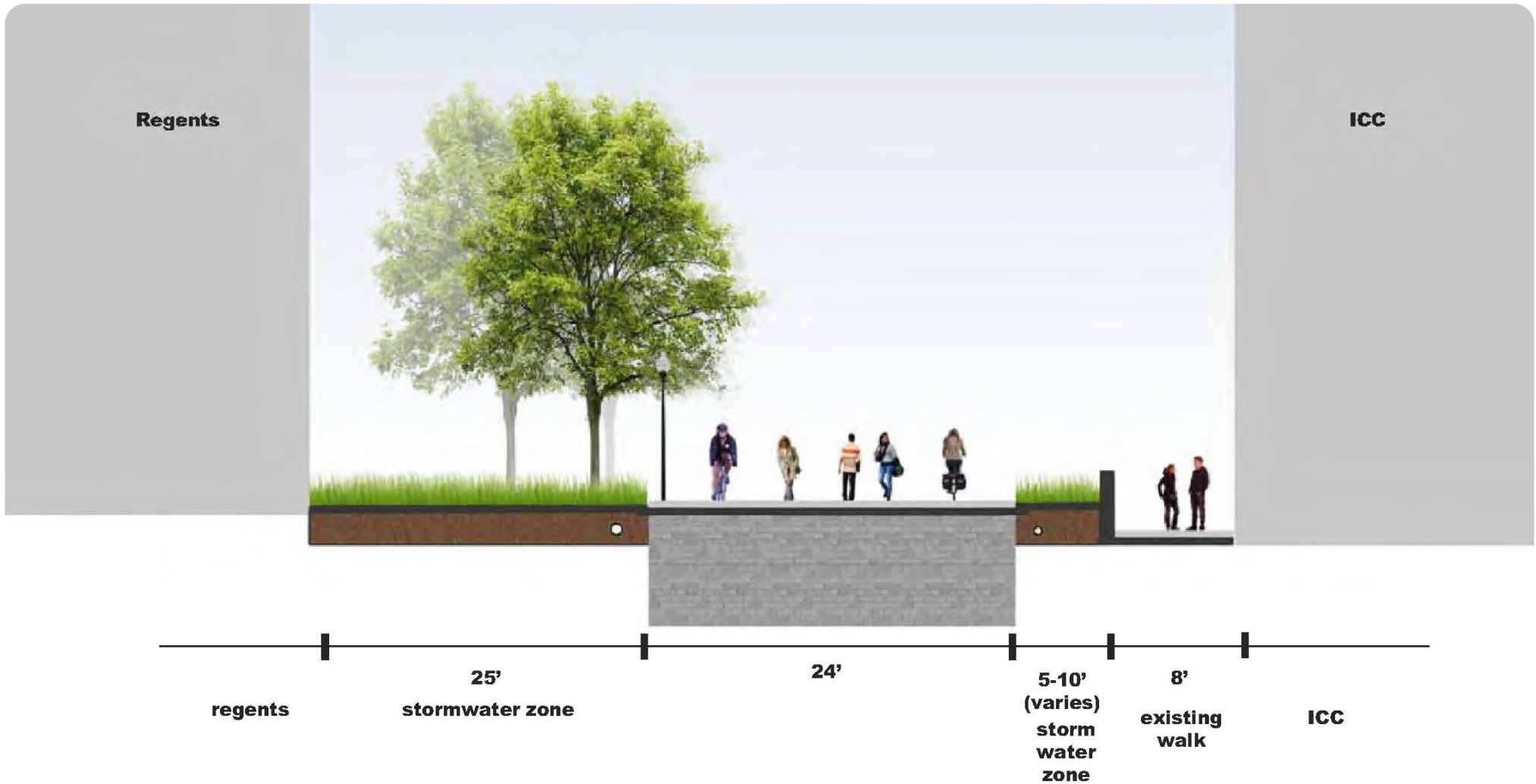
Figure 22D
Tondorf Road (New South Hall) Proposed Sharrow



Note: Section is conceptual in nature and reflects the future development of the proposed Student Life Corridor as described more fully in Section 3.2.4.1 of the Campus Plan. The University will monitor pedestrian and bicycle activity along the corridor over the term of the Plan to determine whether a dedicated pathway should be delineated in the future to separate pedestrians and bicycles.

Source: Dumont Janks

Figure 22E
Typical Section - Tondorf Road (at Harbin Tower)



Note: Section is conceptual in nature and reflects the future development of the proposed Student Life Corridor as described more fully in Section 3.2.4.1 of the Campus Plan. The University will monitor pedestrian and bicycle activity along the corridor over the term of the Plan to determine whether a dedicated pathway should be delineated in the future to separate pedestrians and bicycles.

Source: Dumont Janks

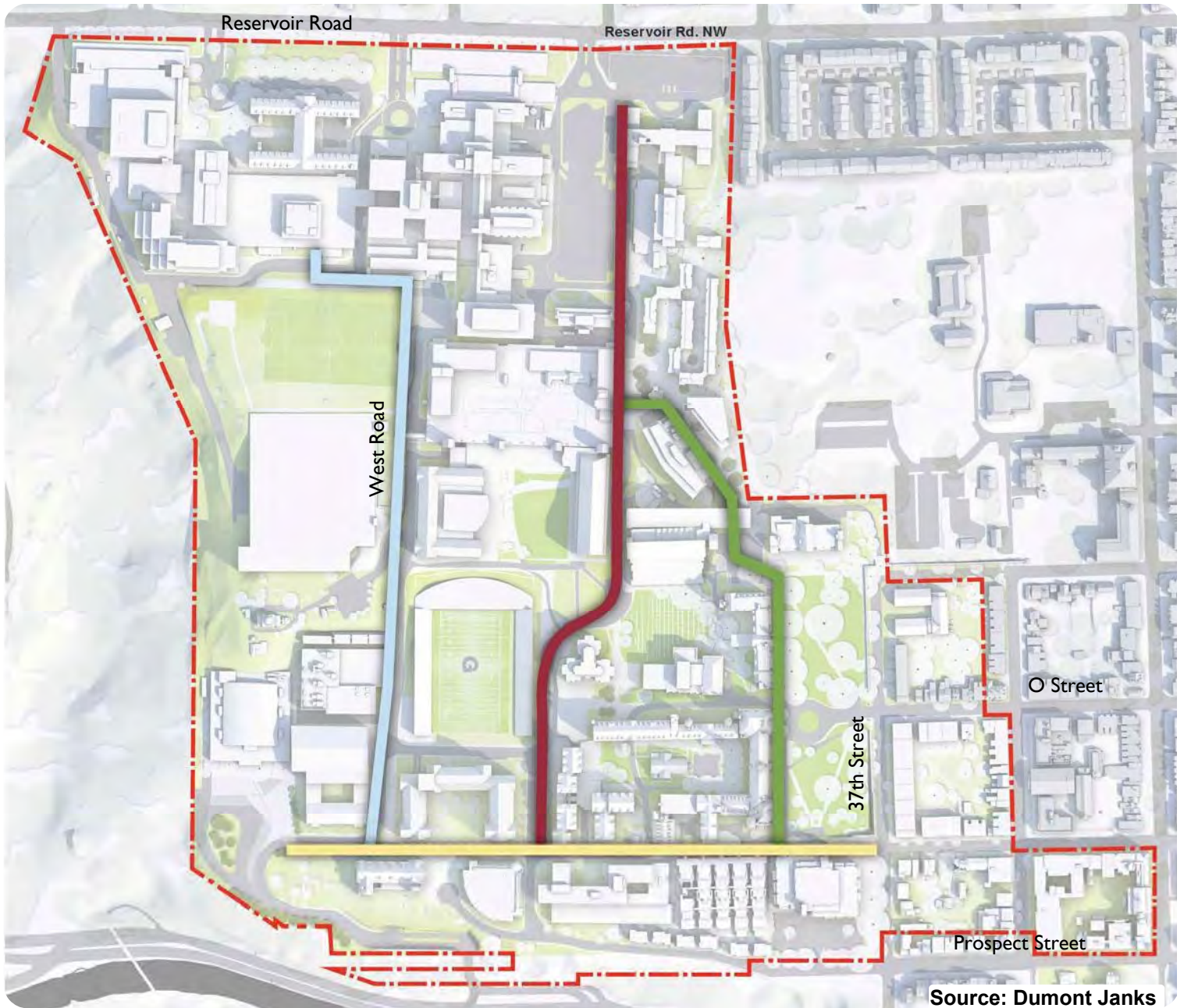
Figure 22F
 Typical Section - Tondorf Road (at between Regents Hall and ICC)



Figure 22G
Campus Pedestrian Circulation

Georgetown University
Washington, DC





- Library Walk
- Yates Walk
- Tondorf Walk
- Carroll Walk



*All renderings and illustrations are conceptual in nature and do not represent specific architectural intent.

Figure 22H
Conceptual Campus Wayfinding Plan

(<https://www.georgetown.edu/>).

Messages to Faculty, Messages to Staff, Messages to Students, Messages to the Community

Healy & Copley Lawn Utilities Project Beginning June 2024

June 10, 2024

(<https://www.georgetown.edu/#facebook>). (<https://www.georgetown.edu/#twitter>). (<https://www.georgetown.edu/#email>).



Dear Members of the Georgetown University Community,

We are reaching out to inform you that this month we will be launching a utilities and renovation project on Healy and Copley Lawn on the Hilltop Campus. This three-year project will replace aging underground utilities with more energy-efficient infrastructure.

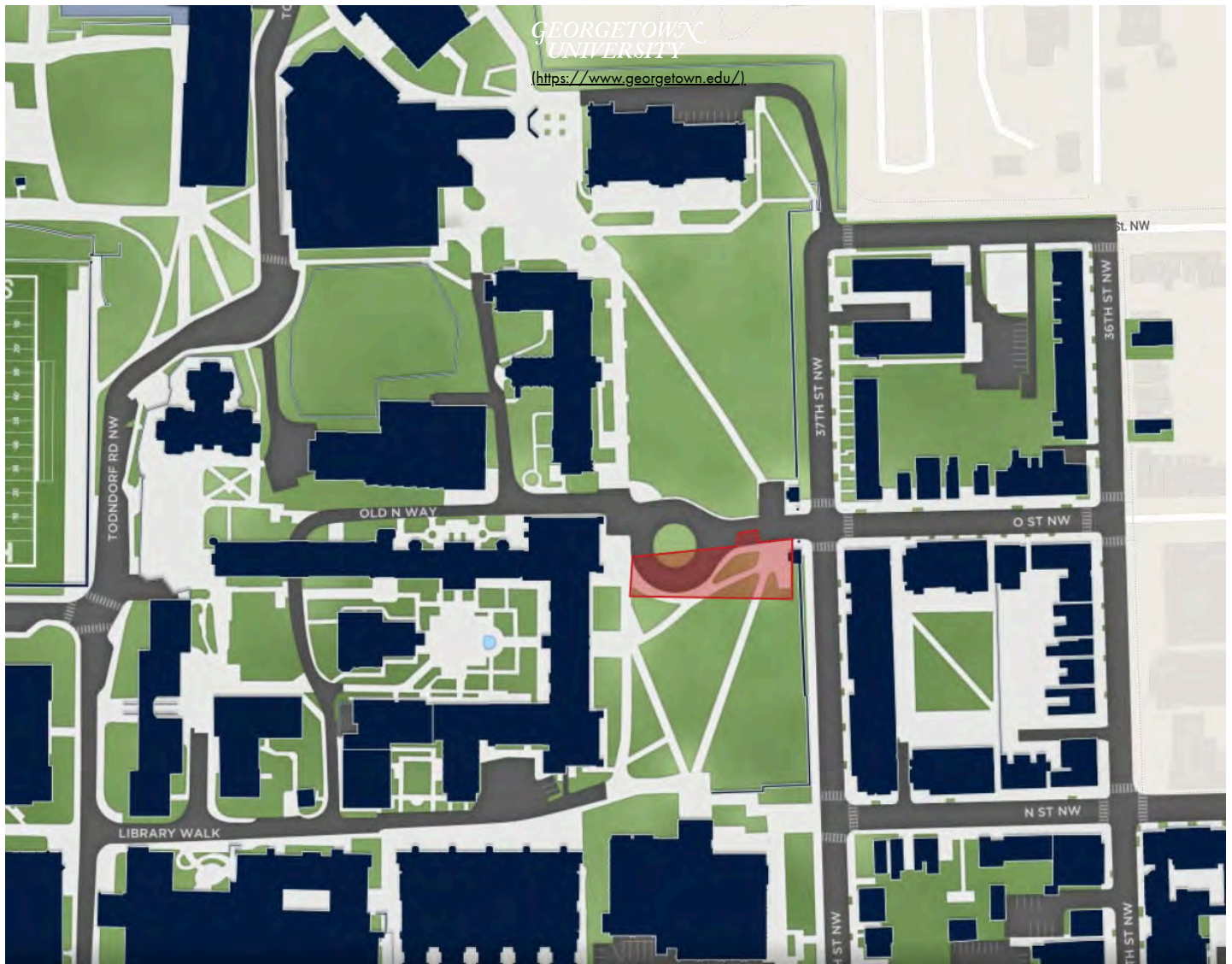
This project will have many utility benefits, including:

- Reduction in greenhouse gas emissions
- Savings in energy usage and operational costs
- Improved safety and equipment longevity
- Enhanced reliability of heating and cooling systems
- Improved drainage and reduced lawn flooding after heavy rains

By converting Georgetown's underground network of piping from steam to hot water, **this project will reduce both energy and water used to heat our buildings, moving us toward a more sustainable future at Georgetown.**

The renovation will occur in multiple phases through Spring 2027 in order to have portions of the Hilltop lawn open at all times. We recognize that this project will have impacts on our campus community, and we encourage you to explore [our landing page \(https://facilities.georgetown.edu/capital-projects/lawn-utilities-project/\)](https://facilities.georgetown.edu/capital-projects/lawn-utilities-project/) for the project plan and the upcoming site improvements. The utility project on Healy and Copley Lawn is part of Georgetown's long-term commitment to environmental stewardship and advancing sustainability on campus, in our local community and in our broader world.

Phase 1: Main Entrance (June 2024 – November 2024)



The first phase of this project will begin in June and is expected to be completed in November. A portion of Healy Circle will be closed for construction with periodic closures of the sidewalk south of the John Carroll statue.

Construction Impacts

Construction hours are Monday through Saturday, 7 a.m. to 7 p.m. Construction will adhere to quiet periods of reduced noise during the hours of 7-8 a.m., Monday through Friday, and 7-9 a.m. on Saturdays, and during study days and final exams. Noise may be heard during construction hours in nearby buildings.

Construction vehicles will access the work area from the main entrance at 37th and O St.

Pedestrian and ADA access will be maintained with modified pathways. These pathways can be found on the [campus map \(https://maps.georgetown.edu/?id=999#lct/70881,80756,16689,17345,17197,17340,16692,67904,73650,79267,72512,72513,72514,80668,77911,77254,78742,73651,73652,73653,73654,73657,7365ce/16688?lvl/0?mc/38.90808539865315,-77.0728703797795?z/18?share\)](https://maps.georgetown.edu/?id=999#lct/70881,80756,16689,17345,17197,17340,16692,67904,73650,79267,72512,72513,72514,80668,77911,77254,78742,73651,73652,73653,73654,73657,7365ce/16688?lvl/0?mc/38.90808539865315,-77.0728703797795?z/18?share).

Construction will be paused during major events on Healy Lawn events, such as New Student Orientation, Commencement and Reunion Weekend.

Learn More

Please view our [landing page \(https://facilities.georgetown.edu/capital-projects/lawn-utilities-project/\)](https://facilities.georgetown.edu/capital-projects/lawn-utilities-project/) for additional details on this project, including future phases.

If you have questions or concerns, please reach out to [construction@georgetown.edu \(mailto:construction@georgetown.edu\)](mailto:construction@georgetown.edu).

Sincerely,

Planning and Facilities Management

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Georgetown University

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VISITOR INFORMATION

P Visitor Parking

- Southwest Quad parking garage
- Entrance from Canal Rd NW
- Leavy Center parking garage
- Entrance from Reservoir Rd NW

For campus emergencies, please contact the Georgetown University Police Department at 202-687-4343

♿ Accessible Entrance

Historic buildings and many hills on campus make some paths difficult to navigate. Follow Access Path signs for accessible routes through campus. Some routes utilize building elevators.

Entrance 4 Entrance 3 Entrance 2 Entrance 1 Reservoir Rd NW

To Wisconsin Ave. →
To Circulator →

RESERVOIR RD NW

ACADEMIC – CAMPUS BUILDINGS

- 34 Admissions
- 39 Bookstore
- 35 Bunn Intercultural Center (ICC)
- 2 Car Barn
- 29 Dahlgren Chapel of the Sacred Heart
- 23 Gervase Building
- 27 Healy Hall
- 14 Healey Family Student Center
- 45 Heating and Cooling Plant
- 46 Heyden Observatory and Ecology Lab
- 7 Institute for the Study of Diplomacy
- 12 Lainger Library
- 39 Leavy Center
 - Seilinger Lounge
 - Bookstore
- 26 Maguire Hall
- 6 Mortara Building
- 30 New North
- 28 Old North
- 10 Poulton Hall
- 41 Rafik B. Hariri Building
 - McDonough School of Business
- 11 Reed Alumni Residence
- 38 Regents Hall
- 36 Reiss Science Building
- 22 Remembrance Hall
 - John Main Center
- 32 Ryan Administration Building
- 52 St. Mary's Hall
- 8 Wagner Alumni House
- 3 Walsh Building
- 34 White-Gravenor Hall
 - Undergraduate Admissions
 - Worlington Hall
 - Jesuit Residence
- 16

MEDICAL CENTER

- 64 Basic Science Building
- 67 Building D
- 60 Dahlgren Medical Library
- 63 Med-Dent Annex
- 62 Med-Dent Building
- 65 New Research Building
- 61 Pre-Clinical Science Building
- 66 Research Resource Facility (RRF)
- 52 St. Mary's Hall

HOSPITAL & PATIENT CARE

- 59 Concentrated Care Center (CCC)
- 55 Gorman Building
- 53 Kober-Cogan Building
- 58 Lombardi Comprehensive Cancer Center
- 56 Marcus J. Bies Building
- 57 MedStar Georgetown University Hospital
- 54 Pasquerilla Healthcare Center (PHC)

CONFERENCE / AUDITORIUMS

- 35 Bunn Intercultural Center (ICC)
- 33 Copley Formal Lounge
- 32 Davis Performing Arts Center
 - Gonda Theatre
- 27 Gaston Hall
- 40 Hotel and Conference Center
- 41 Lohfrink Auditorium
- 19 McShain Lounge
- 30 McNeir Auditorium
- 65 New Research Building Auditorium
- 27 Riggs Library
- 67 Warwick Evans Conference Room
- 62 W. Proctor Harvey
 - Clinical Teaching Amphitheater

RESIDENCE HALLS

- 9 Alumni Square
- 33 Copley Hall
- 51 Darnall Hall
- 24 Freedom Hall
- 31 Harbin Hall
- 50 Healy Village
- 18 Kennedy Hall
- 1 Loyola Xavier Ryder Hall (LXR)
- 19 McCarthy Hall
- 4 Nevis Hall
- 14 New South Hall
- 37 Pedro Arrupe, S.J. Hall
- 17 Reynolds Hall
- 25 Ryan Hall
- 13 Village A
- 21 Village C East
- 20 Village C West

ATHLETIC DEPARTMENTS

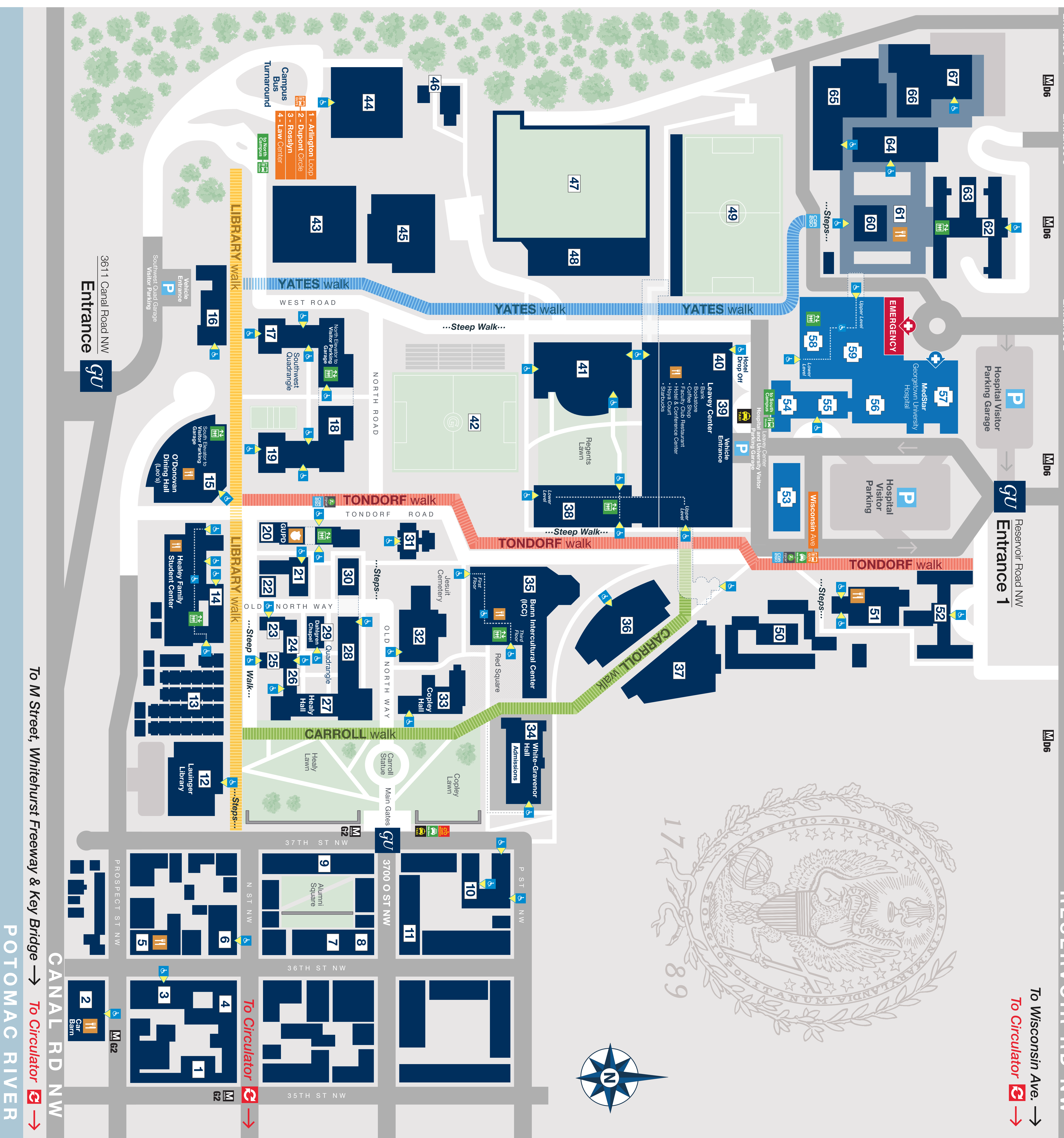
- 42 Cooper Field
- 43 John R. Thompson Jr. Intercollegiate Athletic Center
- 47 Kehoe Field
- 44 McDonough Arena
- 49 Shaw Field
- 48 Yates Field House

DINING

- 14 Bulldog Tavern
- 51 Epicurean and Company
- 39 Hoya Court
- 15 O'Donovan Dining Hall (Leo's)
 - Open to the public
- 5 The Tombs

TRANSPORTATION

- Capital Bikeshare
- Car2Go
- Circulator
- GUTS
- Metrobus
- Mini Shuttle
- Ride Share (Uber, etc)
- Taxi
- Zipcar



3611 Canal Road NW
Entrance **Entrance**

To M Street, Whitehurst Freeway & Key Bridge → To Circulator →

POTOMAC RIVER

**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

EXHIBITS TO CONDITION 22, 25 AND 32



WELLS + ASSOCIATES

GEORGETOWN UNIVERSITY

Annual Transportation Monitoring Report

December 2023



Georgetown University

Annual Transportation Monitoring Report

Washington, DC

December 2023

Prepared by:

Wells + Associates

(703) 917-6620

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TABLE OF CONTENTS

	<u>PAGE</u>
INTRODUCTION	1
<i>Table 1A: Student Enrollment and University Employee Staffing Levels</i>	1
<i>Table 1B: MGUH Employee Staffing Levels</i>	2
TRANSPORTATION SURVEY	2
University	2
<i>Table 2: University Mode Split (Longest Leg) Summary</i>	3
<i>Chart 1: Historical University Mode Split Comparison</i>	4
Hospital	5
<i>Table 3: Hospital Mode Split (Longest Leg) Summary</i>	5
<i>Chart 2: Hospital Mode Split Comparison</i>	6
VEHICLE TRIP GENERATION	7
Overview	7
<i>Table 4: Summary of Campus Plan Performance Targets</i>	7
<i>Table 5: University and Hospital On-Campus Parking Allotment</i>	8
Leavey and Southwest Garages	8
Peak Hour Determination	9
University Trip Generation	10
<i>Table 6: University Observed Trip Generation Summary</i>	10
Hospital Trip Generation	10
<i>Table 7: Hospital Observed Trip Generation Summary</i>	11
ON-CAMPUS PARKING UTILIZATION	11
<i>Table 8: On-Campus Parking Utilization</i>	12
ON-STREET PARKING ACTIVITY	13
GUTS RIDERSHIP	13
Automatic Passenger Counters	13
<i>Chart 3: GUTS Ridership by Day</i>	14
Automatic Vehicle Locators	14
<i>Chart 4: Historical Daily GUTS Ridership</i>	15
TDM ACTIVITIES	16
University	16
<i>Table 9: University’s Past, Current, and Anticipated TDM Expenditures</i>	18
Hospital	21
<i>Table 10: Hospital’s Past, Current, and Anticipated TDM Expenditures</i>	22

LIST OF FIGURES

FIGURE	TITLE
1	Count Location Map

LIST OF APPENDICES

APPENDIX	TITLE
A	Excerpts from CTR and DDOT report
B	University's Transportation Survey
C	Hospital's Transportation Survey
D	Traffic Count Data
E	Leavey Garage Survey Results
F	Parking Occupancy Data
G	On-Street Parking Analysis
H	GUTS Ridership Data

INTRODUCTION

On December 1, 2016, the District of Columbia Zoning Commission approved an application for a new Campus Plan for Georgetown University’s Hilltop Campus (the University). The order of approval (Zoning Commission Order No. 16-18) was issued on July 21, 2017. The Campus Plan was approved through December 31, 2036, subject to several conditions for the University and MedStar Georgetown University Hospital (the Hospital). Under those conditions, the University and Hospital are required to conduct an *Annual Transportation Monitoring Study*. The methodology for the study is prescribed in the Comprehensive Transportation Report (CTR) that was conducted in conjunction with the 2017 – 2036 Campus Plan, with modifications as indicated in the District Department of Transportation’s (DDOT’s) report dated November 21, 2016. Excerpts from the CTR and the DDOT report are included in Appendix A. In summary, the *Annual Transportation Monitoring Study* is required to include the following elements:

- University-wide and Hospital-wide transportation surveys, including determination of mode split for each institution;
- A measurement of the University’s and Hospital’s vehicle trip generation;
- Parking utilization;
- Georgetown University Transportations System (GUTS) ridership counts; and
- A summary of Transportation Demand Management (TDM) activities in effect for each institution and the associated TDM expenditures.

The current student enrollment and university employees on campus is summarized below in Table 1A. The current number of hospital employees is summarized in Table 1B. For comparative purposes, the statistics for 2016 through 2022¹ also are included. The number of employees at the University increased by 1.6 percent, and the overall student headcount decreased by 1.7 percent. The number of traditional undergraduate students remained unchanged. The number of Hospital employees increased by 4.0 percent.

Table 1A
Student Enrollment and University Employee Staffing Levels

Population	2016 CTR	Fall 2017	Fall 2018	Fall 2019	Fall 2021	Fall 2022	Fall 2023
Employees	4,150	4,394	4,331	4,410	4,273	4,427	4,499
Traditional Undergrad Students	6,675	6,699	6,673	6,672	6,807	6,675	6,675 [†]
Overall Student Headcount	12,043	12,082	12,131	12,196	12,994	12,825*	12,608 [†]
<p>* The 2022 monitoring study reported the overall student headcount for 2022 as 13,150. However, the 2022 enrollment numbers were finalized after the 2022 monitoring study was prepared. The actual overall student headcount in 2022 was 12,825.</p> <p>† 2023 Traditional Undergrad enrollment and overall student headcount to be confirmed by December 1, 2023 in the Fall 2023 Enrollment and Housing Report.</p>							

¹ Due to the operational impacts associated with COVID-19, and with the approval of the Georgetown Community Partnership and DDOT, the Transportation Performance Monitoring study was not conducted in 2020.

Table 1B
 MGUH Employee Staffing Levels

Population	2016 CTR	Fall 2017	Fall 2018	Fall 2019	Fall 2021	Fall 2022	Fall 2023
Employees	4,434	4,729	4,900	4,456 [†]	4,635	5,000	5,200
[†] For the Fall 2019 number of employees, MGUH Human Resources determined the report numbers included 454 associates' work locations that were not at MGUH. The number of MGUH employees at MGUH for Fall 2019 was 4,456 employees. Since Fall 2017 and Fall 2018 employment numbers for the Hospital are substantially higher, it is likely that those reported numbers included some employees whose location is not MGUH.							

TRANSPORTATION SURVEY

One of the required elements of the *Annual Transportation Monitoring Study* is a mode split survey of the campus community, including both the University and Hospital, that includes students (traditional, non-traditional, and continuing education students) and faculty/staff (including both University and MedStar staff).

University

The transportation survey for the University was conducted from September 19, 2023, through September 29, 2023. The target population for the survey was 34,489 people (including students, faculty, and staff). The survey was distributed on-line. A total of 6,889 responses were received yielding a response rate of 20.0 percent. The mode splits for each University group surveyed are summarized in Table 2.

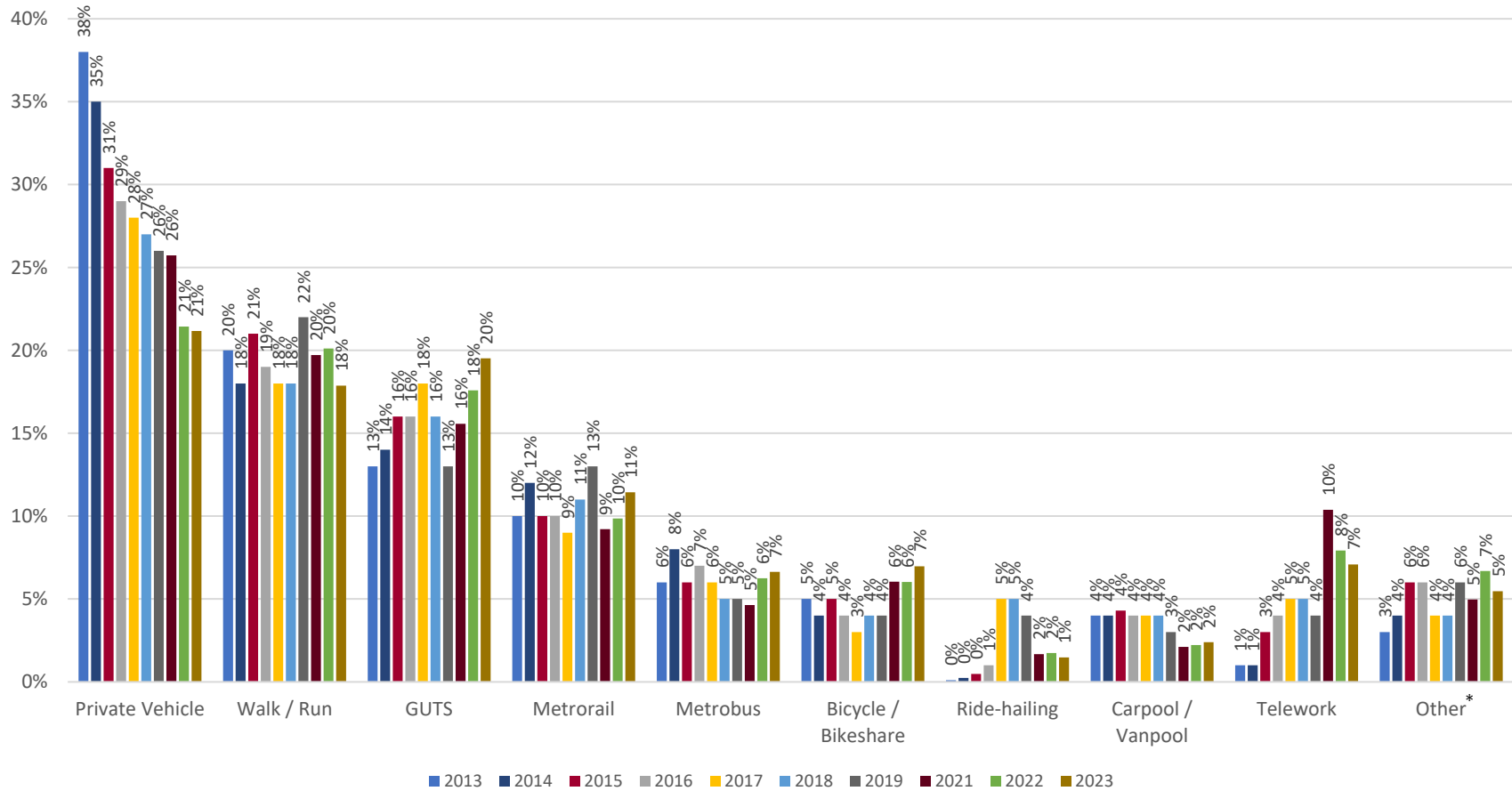
As shown in Table 2, approximately 75.9 percent of the University's population commutes to campus via non-single occupant vehicle (non-SOV) modes of transportation (i.e. non-auto modes plus carpooling) compared to 76.6 percent last year. Another 2.4 percent is dropped-off/picked-up by another vehicle (including private vehicles, taxis and transportation network company (TNC) services, such as Uber and Lyft).

Table 2
University Mode Split[†] (Longest Leg) Summary

Mode \ Group	Off-Campus Undergraduate Students	Graduate or Professional Students	Medical Students	University Faculty	University Staff/Academic Administrative Professional	Affiliate Employees	Other	Overall Population
Private Vehicle	3.1	7.6	11.0	40.0	38.8	30.0	17.6	21.2
Carpool/Vanpool	0.9	1.4	5.1	3.9	2.9	4.3	4.3	2.4
Carsharing	0.0	0.3	0.1	0.8	0.3	0.0	0.4	0.3
Dropped-Off by Private Vehicle	0.6	0.5	0.8	1.5	1.3	3.6	0.0	0.9
Ride-Hailing (TNC, Taxi)	1.1	2.1	1.8	0.7	1.0	0.0	1.4	1.5
Motorcycle/Vespa	0.0	0.1	0.0	0.6	0.3	0.0	0.0	0.2
Subtotal Auto Modes	5.7	12.0	18.8	47.5	44.6	37.9	23.7	26.5
GUTS	12.5	34.2	21.9	4.6	7.4	15.0	15.5	19.5
Remote	0.4	0.6	3.4	16.8	14.4	12.1	5.0	7.1
Metrorail	3.9	13.3	3.6	7.4	13.9	17.9	14.8	11.4
Metrobus	2.0	8.9	6.4	4.1	5.7	10.0	7.9	6.6
Commuter Rail/Bus	0.5	3.6	1.8	1.4	2.3	5.0	4.3	2.6
Circulator	0.8	0.9	0.5	0.2	0.3	0.7	0.7	0.6
Scooter	1.6	1.1	0.4	0.5	0.5	0.0	0.0	0.8
Bicycle/Bikeshare	5.0	8.6	7.7	9.5	3.7	1.4	10.8	7.0
Walk	67.6	16.8	35.4	8.0	7.3	0.0	17.3	17.9
Subtotal Non-Auto Modes	94.3	88.0	81.2	52.5	55.4	62.1	76.3	73.5
<p>* The remote work mode split was calculated based on respondents who indicated that they worked remotely at least one day but less than five days and who indicated that they worked on Main Campus the majority of the time on non-remote work days. The mode of transportation used to commute to Main Campus on non-remote work days is accounted for in the appropriate mode split category in the table.</p>								

More detailed information from the University's 2023 Transportation Survey is included in Appendix B.

Chart 1
Historical University Mode Split Comparison[†]



[†] Note that in 2021 and 2022, the telework mode split mistakenly included respondents who otherwise worked at a location other than main campus. The analysis has been updated to include only those who worked at main campus when not teleworking. The revisions are reflected in this chart.

* The other category includes the following responses: commuter rail, commuter bus, dropped off by private vehicle, bikeshare, car share, circulator, and taxi.

Hospital

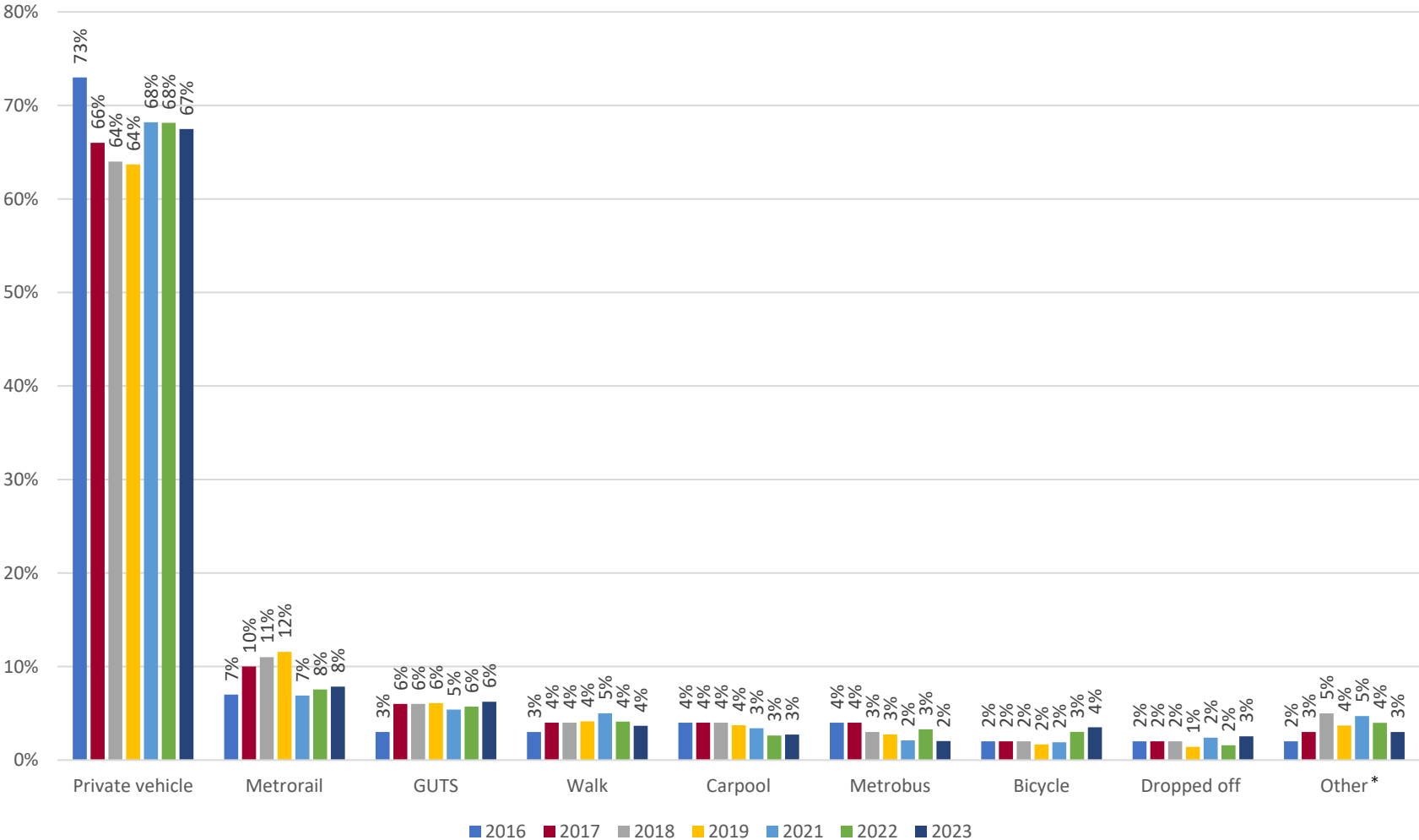
The transportation survey for the Hospital was conducted from September 19, 2023, through September 29, 2023. The target population for the Hospital’s survey was 5,200 people (including contractors, medical staff, nurses, and other associates). A total of 1,287 responses were received yielding a response rate of 24.8 percent. The mode splits for each Hospital group surveyed are summarized in Table 3.

Table 3
 Hospital Mode Split (Longest Leg) Summary

Mode \ Group	Physician/Advanced Practice Provider	Nurse	Contractors	Other Associate	Overall Population
Private Vehicle	79.0	67.7	77.8	63.1	67.5
Carpool/Vanpool	1.4	3.2	0.0	3.1	2.7
Carsharing	0.0	0.4	0.0	1.1	0.7
Dropped-Off by Private Vehicle	0.9	2.2	0.0	3.5	2.5
Ride-Hailing (TNC, Taxi)	0.6	2.5	0.0	1.4	1.5
Motorcycle/Moped	0.0	0.3	0.0	0.1	0.1
Subtotal Auto Modes	81.8	76.2	77.8	72.2	75.0
GUTS	3.2	8.6	0.0	6.4	6.2
Metrorail	0.2	1.4	0.0	3.2	7.9
Metrobus	1.8	6.0	0.0	11.6	2.0
Commuter Rail/Bus	0.5	0.5	22.2	0.9	1.3
Circulator	0.0	0.0	0.0	0.0	0.0
Bicycle/Bikeshare	8.8	2.4	0.0	1.9	3.5
Walk	3.8	4.0	0.0	3.5	3.7
Scooter-share	0.0	1.0	0.0	0.3	0.4
Subtotal Non-Auto Modes	18.2	23.8	22.2	27.8	25.0

Hospital mode split results for 2016 through 2023 are summarized and compared in Chart 2. Mode splits changed very little compared to last year. The use of single-occupant vehicles decreased by 0.6 percent. Metrorail, commuter rail/bus, GUTS, bicycling, drop-off by private vehicle, ride-hailing, and carpool/vanpool each increased slightly compared to last year. Walking, metrobus, carsharing, and scooter each decreased slightly compared to last year.

Chart 2
 Hospital Mode Split Comparison



* The other category includes the following responses: Commuter Rail, Commuter Bus, Scooter-share, Taxi, Vanpool, Motorcycle, Carshare, and Bikeshare.

The Hospital continues to operate with a reduced on-campus parking supply as the result of the on-going construction of the new medical/surgical pavilion. Currently, 51 associates who previously drove alone to campus receive transit subsidies (in the amount of \$255 per month) in exchange for relinquishing their on-campus parking permit. Additionally, the Hospital continues to provide off-site parking in Rosslyn, Dupont Circle, and Wisconsin Avenue near the GUTS stops and subsidizes the cost of off-campus parking for employees. To support the off-campus parkers, the Hospital continues to supplement the GUTS routes with a total of eight buses.

More detailed information from the Hospital’s 2023 Transportation Survey is included in Appendix C.

VEHICLE TRIP GENERATION

Overview

Both the University and Hospital Transportation Demand Management Plans approved as part of the 2017 – 2036 Campus Plan set forth two key performance targets. The first is a commitment to achieve significant reductions in projected peak hour trip generation for each institution. The second target is an aspirational goal of an even more significant reduction in projected peak hour trips that the University and Hospital will strive to achieve over the term of the Campus Plan. The commitment and aspirational goals for each institution and the baseline counts used to establish them are summarized in Table 4.

Table 4
Summary of Campus Plan² Performance Targets

Performance Target	University		Hospital	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Baseline [†]	576	516	1,310	988
Commitment	632	591	1,245	939
Aspirational Goal	593	532	1,153	870

[†] The baseline trip generation for each institution was established in the Campus Plan CTR based on 2015 and 2016 traffic counts.

As required by the Zoning Commission Order, the number of observed peak vehicle trips generated by the University and Hospital during the AM and PM peak hours were measured. Vehicular traffic counts were conducted from 6:00 AM to 10:00 AM and from 4:00 PM to 8:00 PM on Tuesday, September 19, 2023, through Thursday, September 21, 2023. Traffic count data are included in Appendix D.

¹ The transportation performance standards established for the Hospital in the Campus Plan were superseded by more stringent performance standards set forth in the further processing application for the new Medical/Surgical Pavilion approved by the Zoning Commission on June 8, 2017 (Zoning Commission Case #16-18A). This report reflects the revised performance standards.

To differentiate University trips from Hospital trips, counts were conducted at the campus driveways and at the internal campus parking facilities that were open and operational at the time. The count locations are shown on Figure 1.

Vehicles entering and exiting each on-campus parking facility were assigned to either the University or the Hospital, depending on which institution uses the parking facility. A summary of each institution’s parking allotment is shown in Table 5.

Table 5
University and Hospital On-Campus Parking Allotment

Name	Capacity (# of spaces)					
	University			Hospital		
	Marked	Unmark	Total	Marked	Unmark	Total
Garage 1				505	20	525
Garage 2 ¹				712	3	715
Garage 4	189	0	189			
Southwest Garage ²	449	0	449	199	0	199
Leavey Garage ³	376	0	376	547	23	570
Lot E (Medical/Dental)	63	0	63			
Lot G (New Research)	6	0	6			
Lot Y (Yates)	11	0	11			
Lot 6 (Poulton)	23	0	23			
Lot 9 (Lauinger Library)	79	0	79			
Lot WM (Wisemiller’s)	7	1	8			
Tondorf Road	5	0	5			
Sub-total	1,203	1	1,209	1,963	46	2,009
Grand Total	3,218					

¹ Level 1 of Garage 2 was closed during the counts resulting in a lower capacity than previous years.

² Southwest Garage inventory does not include area where four Jesuit service carts are parked.

³ Leavey Garage inventory does not include spaces designated for service carts.

Leavey and Southwest Garages

Two parking facilities are shared by both the University and Hospital: Leavey Garage and Southwest Garage. For Leavey Garage, the University assigned spaces previously were accessed via a driveway on the west side of the garage. The Hospital spaces previously were accessed via the driveway on the north side of the garage. In conjunction with the construction of the new medical/surgical pavilion, the northern driveway of Leavey garage was closed in 2019, and the eastern driveway, which had previously been closed to traffic, was reopened. Internal barricades within Leavey were removed to allow Hospital and University traffic to use either the western or

eastern entrance. For this study, to determine the proportion of Hospital versus University traffic entering and exiting Leavey garage, motorists were surveyed to confirm their affiliation with either the Hospital or University at both driveways upon entering and exiting the garage. Data from the Leavey garage survey are included in Appendix E.

Moving forward, access to Leavey will continue to be shared between the University and Hospital. Accordingly, we recommend continuing the surveys to determine the proportionality of the Leavey trips unless and until such time as an automated system is installed that can identify Hospital vehicles separately from University vehicles.

For the Southwest Garage, parking spaces are not assigned in the garage, nor is access for the University and Hospital separated. Therefore, the trips entering and exiting Southwest Garage must be proportionally divided between the two institutions. Pursuant to the performance monitoring plan outlined in the October 2016 CTR, which was approved by the Zoning Commission as part of the University's 2017-2036 Campus Plan, trips were assigned proportionally based on the number of spaces assigned to each institution at the time. Note that this approach assumes that the number of University parking passes issued for Southwest Garage remains unchanged from year-to-year and that University policies regarding parking do not influence parking behavior at the Southwest Garage. Any increase in the number of University issued parking passes or policies that encourage parking in the Southwest Garage would adversely affect the allocation of trips to the hospital since it is assigned a fixed proportion of the trips based on the number of hospital-issued passes divided by the total number of parking spaces (not the total number of passes issued).

Peak Hour Determination

The peak hours for each institution were determined separately, after averaging the counts at their respective on-campus parking facilities over the three days that counts were conducted. The University's peak hours occurred from 9:00 AM to 10:00 AM and from 5:15 PM to 6:15 PM. The Hospital's peak hours occurred from 6:45 AM to 7:45 AM and from 4:30 PM to 5:30 PM.

The University accounted for 36.7 percent of the trips from 9:00 AM to 10:00 AM and 40.6 percent of the trips from 5:15 PM to 6:15 PM. The Hospital accounted for 72.8 percent of the trips from 6:45 AM to 7:45 AM and 61.6 percent of the trips from 4:30 PM to 5:30 PM. Note that not all trips to/from campus park in a parking facility. Examples of trips that enter/exit campus but may not enter a campus parking facility include: construction vehicles, service vehicles, GUTS buses, taxis, TNC vehicles, and other vehicles dropping-off passengers. Therefore, the total trip generation for each institution was determined by applying the percentages above to the total inbound and outbound campus trips (determined by averaging the campus driveway counts over the three days) for the appropriate hours.

University Trip Generation

The resulting trip generation for the University is shown in Table 6. For comparative purposes, the counts from 2017 through 2022 and the performance targets also are provided in Table 6. Detailed trip generation data are included in Appendix D.

As shown in Table 6, the University currently is generating 1.6 percent more AM peak hour vehicle trips and 13.5 percent more PM peak hour vehicle trips than in 2022. Both the AM and PM peak hour trip counts fall below both the Commitment and Aspirational Goal set forth in the 2017-2036 Campus Plan.

Table 6
 University Observed Trip Generation Summary

Performance Target	AM Peak Hour Trip Generation	PM Peak Hour Trip Generation
Baseline [†]	576	516
Commitment	632	591
Aspirational Goal	593	532
Fall 2017 Trip Counts	473	463
Fall 2018 Trip Counts	577	585
Spring 2019 Trip Counts	533	536
Fall 2019 Trip Counts	566	502
Fall 2021 Trip Counts	438	429
Fall 2022 Trip Counts	508	465
Fall 2023 Trip Counts	516	528

[†] The baseline trip generation for each institution was established in the Campus Plan CTR based on 2015 and 2016 traffic counts. The baseline did not include any adjustments for on-street parking. Therefore, the trip counts for 2017 through 2023 presented in this table do not include adjustments for on-street parking. See further details below in *On-Street Parking*.

Hospital Trip Generation

The resulting trip generation for the Hospital is shown in Table 7. For comparative purposes, the counts from 2017 through 2022 and the performance targets also are provided. Detailed trip generation data are included in Appendix D.

Table 7
 Hospital Observed Trip Generation Summary

Performance Target	AM Peak Hour Trip Generation	PM Peak Hour Trip Generation
Baseline [†]	1,310	988
Commitment	1,245	939
Aspirational Goal	1,153	870
Fall 2017 Trip Counts	1,073	902
Fall 2018 Trip Counts	1,025	844
Spring 2019 Trip Counts	1,030	842
Fall 2019 Trip Counts	933	724
Fall 2021 Trip Counts	938	770
Fall 2022 Trip Counts	945	791
Fall 2023	986	829

[†] The baseline trip generation for each institution was established in the Campus Plan CTR based on 2015 and 2016 traffic counts. The baseline did not include any adjustments for on-street parking. Therefore, the trip counts for 2017 through 2022 presented in this table do not include adjustments for on-street parking. See further details below in *On-Street Parking*.

Table 7 shows that the Hospital currently is generating 4.3 percent more AM peak hour vehicle trips and 4.8 percent more PM peak hour vehicle trips than in 2022. The Hospital’s trip generation continues to be well below both the Performance Target Commitment and Aspirational Goal established in the 2017 – 2036 Campus Plan.

ON-CAMPUS PARKING UTILIZATION

The Campus Plan requires that the University maintain a parking inventory of no more than 4,080 parking spaces within the Campus Plan boundary. As shown in Table 5, six lots and five garages currently are in operation on campus (Lots A, B, and B1 are no longer in operation due to the construction of the new medical/surgical pavilion). Of the 3,218 spaces currently available on campus, 1,209 parking spaces were designated for University use and 2,009 parking spaces were designated for Hospital use at the time counts were conducted. Marked spaces accounted for 3,166 (or 98 percent) of the total while the remaining 47 spaces (two percent) are unmarked/stacked spaces that fluctuate in location due to displaced parking caused by construction activities and valet parking available at some garages. The total amount of parking capacity on campus temporarily has declined from the cap of 4,080 spaces to 3,218 spaces at the time of the 2023 data collection. The decrease in parking capacity can be attributed to the significant amount of construction taking place throughout the campus.

Parking occupancy counts were conducted for the University’s and the Hospital’s parking facilities on Wednesday, September 20, 2023. Due to discrepancies between data collected this year versus last year for the Southwest Garage and Leavey Garage, the counts for those two facilities were repeated on October 18, 2023 and November 1, 2023, respectively. The number of occupied marked and unmarked parking spaces was recorded hourly from 6:00 AM to 7:00 PM

in each of the on-campus parking facilities that serve University and Hospital operations. Table 8 summarizes the peak occupancy for each campus parking facility for Fall 2023 compared to Fall 2022.

As shown in Table 8, the overall peak parking demand occurred at 1:00 PM when 84 percent of the parking spaces were occupied. Overall, the number of vehicles parked on-campus during the peak increased by approximately two percent compared to last year.

Parking demand by time of day for each of the campus facilities and for all facilities combined are included in Appendix F.

Table 8
 On-Campus Parking Utilization

Parking Facility	2022/2023 Capacity	2022 Peak Occupancy		2023 Peak Occupancy	
		Time	Spaces	Time	Spaces
University Parking Facilities					
Garage 4	188/189	3 PM	92 (49%)	1 PM	106 (56%)
Lot E (Medical/Dental)	62/63	3 PM	26 (42%)	12 PM	45 (71%)
Lot G (New Research)	6/6	12 PM	3 (50%)	3 PM	3 (50%)
Lot Y (Yates)	13/11	12, 1, 2 PM	8 (62%)	11 AM	6 (55%)
Lot 6 (Poulton)	15/23	11 AM, 12 PM	11 (73%)	1 PM, 3 PM	10 (44%)
Lot 9 (Lauinger Library)	80/79	1 PM	56 (70%)	11 AM	50 (63%)
Lot WM (Wisemiller's)	12/8	7 PM	7 (58%)	12 PM, 2 PM	7 (88%)
Leavey [†]	NA/376	NA	NA	11 AM	314 (84%)
Hospital Parking Facilities					
Garage 1	485/525	12 PM	438 (90%)	11 AM	447 (85%)
Garage 2	574/715	2 PM	546 (98%)	12 PM	628 (88%)
Leavey [†]	NA/570	NA	NA	12 PM	551 (97%)
Shared Parking Facilities					
Southwest Garage [*]	636/648	11 AM	587 (92%)	11 AM	637 (98%)
Total	3,027/3,213	12 PM	2,640 (87%)	1 PM	2,695 (84%)
[*] It is not possible to distinguish MedStar Parking and University vehicles in Southwest Garage. At the time counts were conducted, MedStar accounted for 199 of the 636 spaces in SW Garage. [†] Due to construction activities, the internal barricades in Leavey garage were removed in 2019. In 2019 through 2022, University and MedStar spaces were not counted separately. This year, the parking occupancy counts were separated based on the identifying label on each parking space (GU vs. MGUH).					

ON-STREET PARKING ACTIVITY

On-street parking in the neighborhoods adjacent to Georgetown University remains a significant concern among the community members. Although data regarding on-street parking is not required by the Campus Plan to be included in this report, in response to concerns raised through the Georgetown Community Partnership (GCP) Parking and Transportation (TaP) Working Group, questions were included in the University's and Hospital's surveys regarding parking behavior of those who drive to campus. From the survey results, the number of university-affiliated and hospital-affiliated drivers who park on neighborhood residential streets was extrapolated. This information was shared with the GCP and the TaP Working Group, whose members are actively collaborating with the Department of Public Works to encourage increased enforcement of on-street parking restrictions to prevent violations of posted time limits. Additional information and analysis regarding street parking is included in Appendix G.

GUTS RIDERSHIP

As a condition of approval of the 2017 – 2036 Campus Plan, the University was required to install Automatic Passenger Counters (APCs) and Automatic Vehicle Locators (AVLs) on its fleet of GUTS buses. The APCs were installed during the Fall 2017 semester and the AVLs were installed during the Spring 2017 semester. However, third party buses, which are used to supplement the University's fleet, do not have APCs. On those buses, drivers take manual tallies of the number of riders. Therefore, the ridership data is a combination of APC data and manually recorded counts taken by the drivers.

Automatic Passenger Counters

The impetus behind DDOT's request for the University to install the APCs was to establish a more accurate method of determining GUTS ridership. Prior to the installation of the APCs, all bus drivers recorded the number of passengers boarding and alighting each bus. Prior to the installation of APCs in Spring 2017, that data showed a decline in ridership from year-to-year; however, the annual transportation surveys showed an increase in ridership.

The ridership on each of the GUTS routes by day, for the week of September 18, 2023 (Monday through Saturday) is shown on Chart 3 below.³ Hourly ridership data for each route are provided in Appendix H.

³ APCs are not installed on contract buses that are used to supplement the University's fleet of buses. Therefore, ridership data for those buses is provided by the bus drivers. The number of contract buses used on a daily basis may vary depending on whether a University driver calls off and a contract bus is needed to replace them.

Chart 3
 GUTS Ridership by Day (includes University-owned and contract buses)

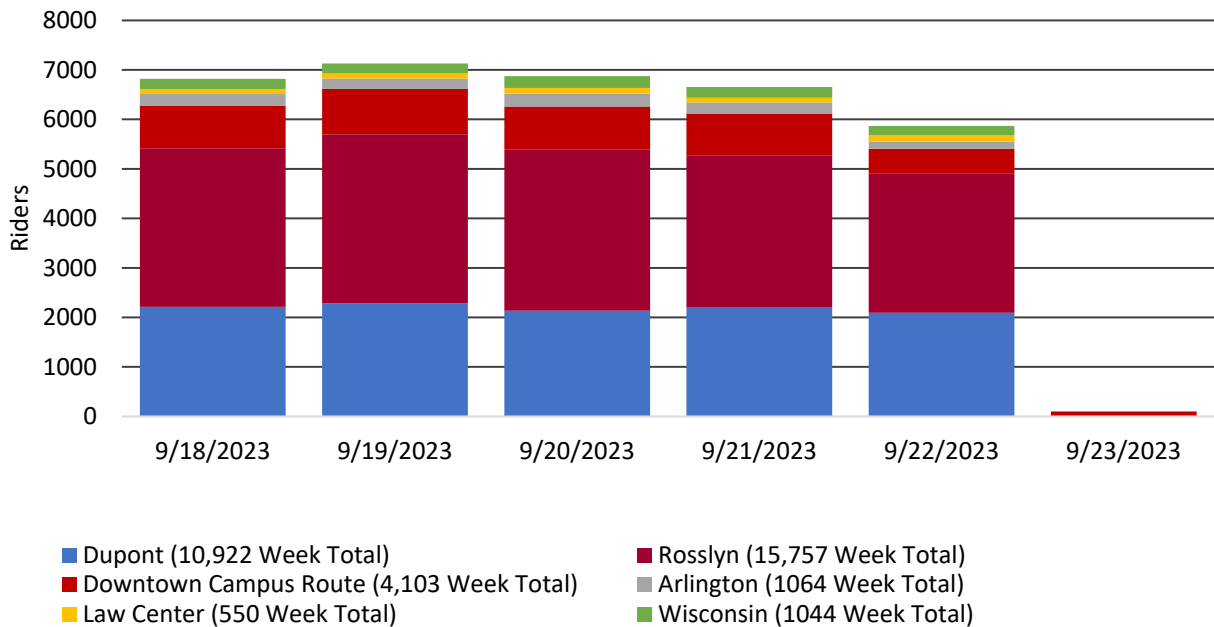


Chart 4 shows a yearly comparison of GUTS ridership. This year, the data obtained from the University showed an increase in ridership each weekday, except Friday. The Dupont route saw the highest increase in ridership with an average weekday increase of 233 riders per day. On a percentage basis, the Wisconsin Avenue route saw the highest increase with an average weekday increase of 29 percent.

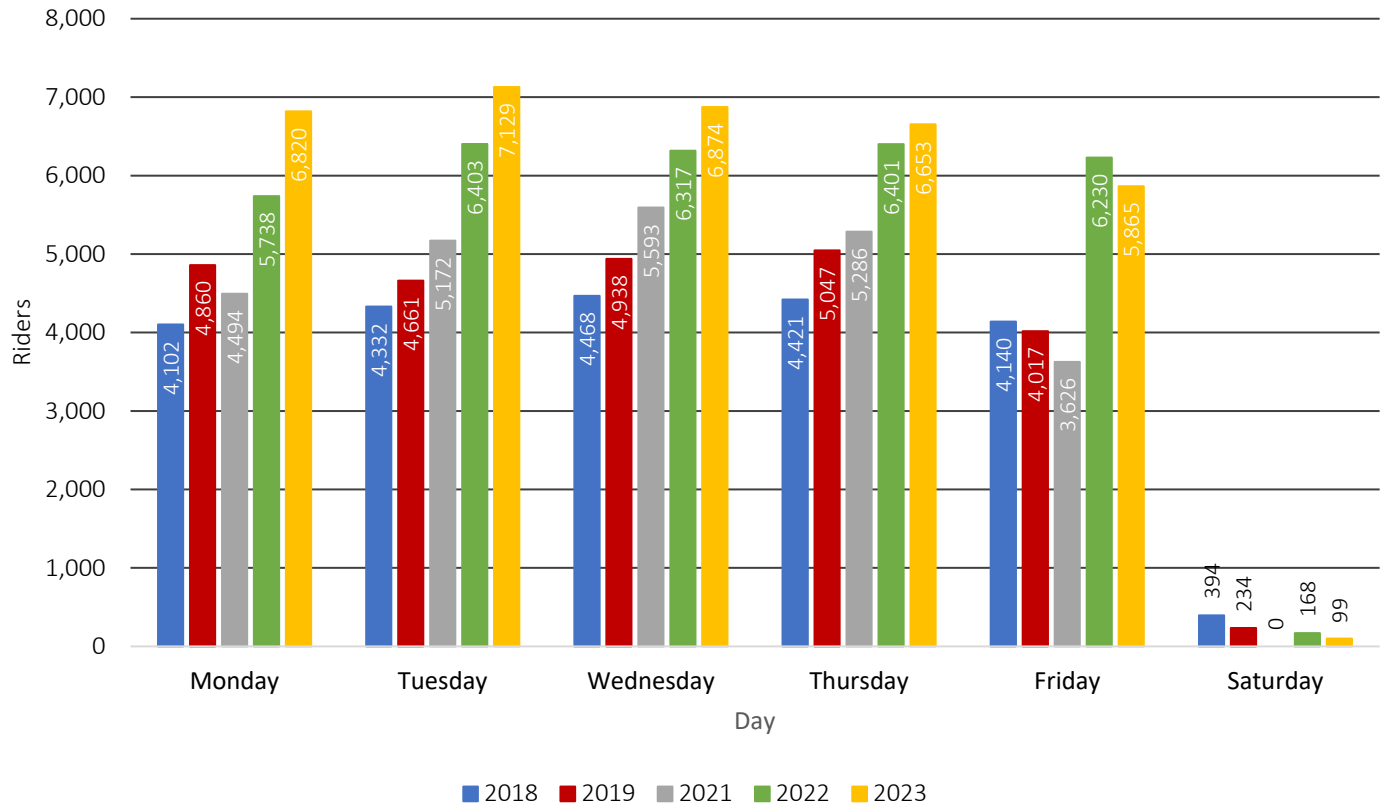
The increase in ridership can partially be attributed to several factors including increased activity at the Downtown Campus, a continued increase in students living on or near Wisconsin Avenue, and relocation of some Hospital services to locations on Wisconsin Avenue.

The increase in GUTS ridership also is reflected in the University survey. The University survey showed an increase of two percent for those that use GUTS as their longest mode of transportation for the Main Campus and increase of 3.3 percent for those that use GUTS as their transportation mode for the last portion of their trip to the Main Campus.

Automatic Vehicle Locators

Since installation of the AVLs, GUTS riders can see the real-time locations of the GUTS buses and receive real-time arrival times using the NextGUTS feature on the Georgetown University app.

Chart 4
 Historical Daily GUTS Ridership



TDM ACTIVITIES

The 2017 – 2036 Campus Plan requires both the University and Hospital to report on each institution’s TDM expenditures for the year. DDOT also requested that each institution indicate the anticipated expenditures for upcoming years. Specific efforts for each institution are described more fully below.

University

The University's investment in their TDM Plan is evidenced by a continued adherence to the trip reduction commitments and aspirational goals. The success of the TDM Plan also can be seen in the University’s non-SOV mode split of 77.2 percent. While the University trip counts are substantially below the performance target commitments and below the aspirational goals established in the Campus Plan, the University recognizes that these trip thresholds were based on enrollment projections that are anticipated to occur over time. The University will continue its TDM efforts to mitigate impacts associated with future growth. The University’s expenditures are included in Table 9.

The number of employees enrolled in SmartBenefits increased from 84 in 2022 to 145 in 2023, an increase of 72.6 percent. However, the number of employees participating in SmartBenefits remains low with just 3.2 percent of employees taking advantage of the benefit. Based on feedback from the GCP’s TaP Working Group, the University will increase efforts to increase participation in SmartBenefits. These efforts may include one or more of the following:

- Include information about SmartBenefits in new employee orientation materials (including cost savings benefits),
- Include information about SmartBenefits with parking enrollment (or re-enrollment) applications,
- Promote SmartBenefits at annual benefits fair,
- Use targeted electronic marketing from survey results, and
- Use targeted paper marketing for GUTS bus riders,

The University also is exploring a potential vanpool partnership with Enterprise and included an item in the staff newsletter earlier this month to gauge interest.

Although the University has achieved success in its non-SOV mode split and adherence to trip reduction commitments, on-street parking in the neighborhoods surrounding the campus remains a significant concern for the neighboring community. While the University remains committed to increased efforts to reduce parking by its constituents in the neighborhood through increased communication regarding parking options, it believes that increased and consistent parking enforcement by the Department of Public Works (DPW) is the key to meaningfully reducing on-street parking on neighborhood streets. To that end, representatives from the

University, MedStar, and the GCP have met with DPW to discuss increased enforcement efforts beginning Spring semester, and DPW has committed to the additional enforcement.

Table 9
University's Past, Current, and Anticipated Future TDM Expenditures

TDM Strategy	Actual Costs						Anticipated Costs
	FY2017	FY2018	FY2019	FY2021	FY2022	FY2023	FY2024
Georgetown University Transportation System							
Continued operation of GUTS system, which connects campus to the Rosslyn and Dupont Circle Metro Stations and other key destinations							
Continued operation of modified Saturday GUTS service to connect students to shopping	\$3.57M	\$3.91M	\$4.41M	\$3.16M	\$4.104M	\$5.5M	\$5.9M
Continued operation of Late Night Shuttle Routes							
Continued operation of mini-shuttle							
Installation of Automatic Passenger Counters in GUTS buses	\$65,500	N/A	N/A	N/A	N/A	N/A	\$87,500
Automatic Passenger Counter Maintenance – GUTS	\$51,000	N/A	N/A	\$8,150	\$25,000	\$25,000	N/A
Annual maintenance and updates for GUTS GPS devices	N/A	\$56,814	\$50,465	\$56,150	\$49,920	\$50,465	N/A
Evaluation of additional GUTS service/new routes to attract new riders	\$2,700	N/A	N/A	N/A	N/A	\$2,000	\$2,000
Safe Rides[†]							
Continued operation of Safe Rides	\$74,500	\$74,000	\$77,000	\$0	\$87,593	\$104,775	\$106,250
Transit Incentives							
Administration of SmartBenefits to provide pre-tax savings on public transportation costs (currently 145 employees enrolled)	N/R	N/R	\$22,441	\$21,438	\$24,754	N/R	TBD*
Launch and administration of vanpool services, including carpool matching and pre-tax savings	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bicycle Infrastructure, Amenities, and Services							
New bicycle racks	\$20,000	\$0	\$0	\$0	\$0	\$0	\$2,500
Two new bike maintenance stations	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0
Abandoned bike removal – a partnership between GUPD and Office of Sustainability	\$1,000	\$1,000	\$1,000	\$0	\$0	\$0	\$1,500
Free bicycle safety courses and free helmets to students	\$3,725	\$1,000	\$0	\$0	\$0	\$0	\$0

Table 9 (continued)
University's Past, Current, and Anticipated Future TDM Expenditures

TDM Strategy	Actual Costs						Anticipated Costs
	FY2017	FY2018	FY2019	FY2021	FY2022	FY2023	FY2024
Free bike registration through GUPD and availability of discounted bike locks	N/R	N/R	\$100	\$0	\$0	\$0	\$0
Free access to Yates' showers and locker room and discounted locker rentals for bike commuters	N/R	N/R	\$5000	\$0	\$0	\$0	\$0
Bicycle Infrastructure, Amenities, and Services (continued)							
Provided Capital Bikeshare Discounts for faculty/staff through the GU Wellness Program (50% discount on memberships)	\$5,000	\$5,000	\$5,000	\$0	\$0	\$0	\$0
Promotion of new Capital Bikeshare Discount for students and existing discount for employees (Website updates, giveaways, and printing promotional materials)	N/A	N/A	\$0	\$0	\$0	\$0	\$0
Improvements to bike repair stations	N/A	N/A	N/A	\$0	\$0	\$0	\$0
Award of Bicycle Friendly University Bronze status	N/A	N/A	N/A	\$100	\$0	\$0	\$0
Host one adult bicycle education course	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Launch of Walking and Biking Association business membership at the Local Leader Level, including webinars and education courses to promote biking and walking	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Parking Management							
Installation of infrastructure for four Electric Vehicle Charging Stations	\$15,400	\$9,200	N/A	N/A	N/A	N/A	N/A
Maintenance of four electric vehicle charging stations	N/A	N/A	N/A	N/A	\$6,508	\$39,434	\$42,000
Launch of new parking management equipment in Leavey Garage and continued maintenance of automated systems in Southwest Garage and Leavey Garage to provide parking pricing flexibility	\$350,000	\$22,000	\$54,658	\$43,671	\$70,105	\$42,139	\$150,000

Table 9 (continued)
University's Past, Current, and Anticipated Future TDM Expenditures

TDM Strategy	Actual Costs						Anticipated Costs
	FY2017	FY2018	FY2019	FY2021†	FY2022	FY2023	FY2024
Discounted parking for carpools	N/R	N/R	\$25,750	\$0	\$25,872	\$25,952	\$26,125
Partial-week parking for faculty/staff on campus two or three days per week	N/A	N/A	N/A	\$0	\$0	\$0	\$0
Education and Outreach							
On-going transportation website promotion and maintenance	\$2,500	\$2,500	\$2,500	\$0	\$0	\$0	\$0
Development and printing of transportation guide (overview of transportation amenities and benefits available to new hires, employees, and students)	N/A	N/A	N/A	\$0	\$0	\$0	\$0
Promoting transportation options at major campus events such as the Wellness Fair and New Student Orientation (promotional materials and giveaways)	N/A	N/A	\$0	\$0	\$0	\$0	\$4,500
Promoting and participating in regional transportation events such as Bike to Work Day, Car Free Day, (Park)ing Day	N/R	N/R	N/R	\$0	\$0	\$0	\$0
Carpool Matching Tool Development and Promotion	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0
Manage Promoting ZipCar Discount	N/R	N/R	\$100	\$100	\$100	\$100	\$100
TDM Coordinator	N/A	N/A	\$53,746	\$116,450	\$94,540	\$95,000	\$105,000
Total Expenditures							
	\$4,164,325	\$4,086,514	\$4,707,760	\$3,455,071	\$5,467,400	\$5,884,865	\$6,427,475
<p>N/A: Not Applicable, N/R: Not Reported in Prior Years</p> <p>† FY21 expenditures are for July 1, 2020-June 30, 2021. During this time, University operations were greatly reduced, with employees encouraged to telework when possible, all classes occurring online, and few students living on campus. No carpool passes were issued and Yates was closed during the pandemic.</p> <p>‡ The University's SafeRides program provides a safe alternative to walking alone at night by providing rides to and from campus and adjacent neighborhoods. SafeRides is a service provided for students, faculty, and staff and is especially important for students who are not permitted to have cars on campus.</p> <p>* The University is finalizing the budget for administration of the SmartBenefits program. As of the time of this report, the budget was not yet available.</p>							

Hospital

The Hospital's investment in their TDM Plan is evidenced by a substantial reduction in AM and PM peak hour vehicles trips over the last several years. While the Hospital is substantially below both its Performance Target Commitments and Aspirational Goals, the Hospital recognizes that these trip thresholds were established based on employment projections that are anticipated to occur over time. The Hospital will continue its TDM efforts to offset increases in trips as a result of continued growth. A list of the Hospital's TDM activities and expenditures for 2022 are provided in Table 12 along with the Hospital's anticipated 2023 TDM expenditures.

The number of employees enrolled in SmartBenefits increased from 33 in 2022 to 39 in 2023, an increase of 18.2 percent. However, the number of employees participating in SmartBenefits remains low with just 0.75 percent of employees taking advantage of the benefit. Based on feedback from the GCP's TaP Working Group, the Hospital will increase efforts to increase participation in SmartBenefits. These efforts may include one or more of the following:

- Include information about SmartBenefits in new employee orientation materials (including cost savings benefits),
- Include information about SmartBenefits with parking enrollment (or re-enrollment) applications,
- Promote SmartBenefits at annual benefits meeting,
- Use targeted electronic marketing from survey results, and
- Use targeted paper marketing for GUTS bus riders.

Although the Hospital has achieved success in its non-SOV mode split and adherence to trip reduction commitments, on-street parking in the neighborhoods surrounding the campus and pick-up/drop-off outside of the campus gates remains a significant concern for the neighboring community. While the Hospital remains committed to increased efforts to reduce parking by its constituents in the neighborhood through increased communication regarding parking options, like the University, it believes that increased and consistent parking enforcement by the Department of Public Works (DPW) is the key to meaningfully reducing on-street parking on neighborhood streets. To that end, representatives from MedStar, along with representatives from the University and the GCP, have met with DPW to discuss increased enforcement efforts beginning Spring semester, and DPW has committed to the additional enforcement.

The number of associates currently taking advantage of the transit subsidy decreased from 64 last year to 51 this year due to attrition.

Table 10
Hospital’s Past, Current, and Anticipated Future TDM Expenditures

TDM Strategy	Actual Cost						Anticipated Cost
	2017	2018	2019	2021	2022	2023	2024
Education and Outreach							
Hired Transportation Coordinator							
- Provides all new hires with information on commute alternatives and provides assistance in planning environmentally friendly commutes							
- Promotes the Guaranteed Ride Home (GRH) program to associates and distributes promotional GRH materials	\$66,538	\$128,500	\$130,247	\$138,375	\$141,834	\$145,380	\$151,231
- Distributes public transportation schedules and bicycling route maps							
Prepared Transportation Access Guide	\$10,250	\$0	\$0	\$0	\$0	\$0	\$0
Georgetown University Transportation System							
Provided eight shuttle buses							
- Connects the hospital to the Rosslyn and Dupont Circle Metro Stations and other key destinations							
- Supplements GUTS system when University is not open	\$1,300,000	\$1,365,451	\$1,299,389	\$1,336,684	\$1,941,154	\$1,385,128	\$1,236,037
- Provides additional capacity during Hospital’s peak demand							
Provided mini-shuttle service							
- Financially supports the university’s mini-shuttle service, which transports associates with limited mobility from the McDonough Bus Plaza to the hospital							
- 2017 costs include MedStar’s portion of the operational costs	\$80,031	\$147,722	\$332,308	\$353,025	\$337,040	\$335,200	\$337,040
- 2018 – 2021 costs include operational costs plus cost of two additional shuttles							

Table 10 (continued)
Hospital's Past, Current, and Anticipated Future TDM Expenditures

TDM Strategy	Actual Cost						Anticipated Cost
	2017	2018	2019	2021	2022	2023	2024
Transit Incentives							
Provided SmartBenefits - Provides pre-tax savings on public transportation cost for enrolled associates (currently 39 associates are enrolled)	\$4,832	\$4,832	\$4,832	\$1,504	\$35,504†	\$44,556†	\$55,916
Provided Transit Subsidies in amount of \$255/month to associates to use for public transportation to reduce on-site parking during construction† - Only offered to Associates who previously drove alone - Subsidies began in October 2017 - There are currently 51 associates enrolled	\$104,040	\$104,040	\$345,780	\$256,980	\$257,040	\$197,820	\$156,060
Parking Management							
Initiated a new parking policy during construction that limits on-campus parking to associates based on their work schedule and years of service. Secured off-site parking to accommodate those no longer able to park on campus. ‡	\$320,000	\$1,193,100	\$1,396,686	\$1,001,842	\$1,407,090	\$1,001,357	\$1,709,793
Total Expenditures							
	\$1,885,691	\$2,943,645	\$3,509,242	\$3,088,410	\$4,119,662	\$3,109,441	\$3,646,077
† Prior years inadvertently reported the cost of transit subsidies per month rather than the annual cost. The expenditure has been updated to an annual cost beginning in year 2022.							
‡ The cost of off-campus parking has increased over the years due to annual lease parking space rate increases and increases in the total number of off-campus spaces. The anticipated cost for 2023 reflects such increases.							

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**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

EXHIBITS TO CONDITION 23



GEORGETOWN UNIVERSITY

October 18, 2024

MEMORANDUM

To: The Georgetown Community Partnership
From: Interim Dean Andrew Sobanet
Subject: Georgetown University Campus Plan 2017 – 2036, Condition 23(a)

I certify that, to the best of my knowledge, events held in the Davis Performing Arts Center between December 1, 2023 through November 30, 2024 were in compliance with Condition 23(a) of the Georgetown University Campus Plan 2017 – 2036, specifically:

“All weekday evening performances at the Davis Performing Arts Center expected to draw more than 100 visitors shall begin no earlier than 7:00 p.m., unless agreed to by the GCP.”

Respectfully,

Andrew Sobanet
Interim Dean of Georgetown College
Georgetown University



GEORGETOWN UNIVERSITY

October 18, 2024

MEMORANDUM

To: The Georgetown Community Partnership

From: Lee Reed
Director of Intercollegiate Athletics

Subject: Georgetown University Campus Plan 2017 – 2036, Condition 23(b)

I certify that, to the best of my knowledge, the University's athletic events held between December 1, 2023 through November 30, 2024 were in compliance with Condition 23(b) of the Georgetown University Campus Plan 2017 – 2036, specifically:

“Weekday athletic events at Cooper Field expected to draw over 100 visitors shall begin before 4:00 p.m. or after 7:00 p.m., unless agreed to by the GCP.”

Respectfully,

Lee Reed
Director of Intercollegiate Athletics
Georgetown University

**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

EXHIBIT TO CONDITION 24



GEORGETOWN UNIVERSITY

October 18, 2024

MEMORANDUM

To: The Georgetown Community Partnership

From: Lisa Belokur
Vice President Planning & Facilities Management

Subject: Georgetown University Campus Plan 2017 - 2036 Condition 24

I certify that to the best of my knowledge, between December 1, 2023 through November 30, 2024, the University was in compliance with Condition 24 of the Georgetown University Campus Plan 2017 - 2036, specifically:

"The University shall require its vendors to use the Canal Road entrance to make regular deliveries between the hours of 8:00 p.m. and 6:00 a.m. Special deliveries in unusual circumstances may be allowed from time-to-time other than through the Canal Road entrance after 8:00 p.m., provided such deliveries are quiet and not disruptive w the neighborhood. The University shall inform its vendors that deliveries other than through the Canal Road entrance between 6:00 p.m. and 8:00 a.m. are discouraged and will take appropriate corrective action in response to meritorious complaints that such a delivery is not quiet or is disruptive to the neighborhood."

Respectfully,

Signed by:

Lisa Belokur

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Lisa Belokur

Vice President Planning & Facilities Management
Georgetown University

**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

EXHIBITS TO CONDITION 25



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**GEORGETOWN UNIVERSITY CAMPUS PLAN 2017 – 2036
ANNUAL COMPLIANCE REPORT (PURSUANT TO CONDITION 35)**

EXHIBIT TO CONDITION 26

Policies and Incentives Regarding Student Vehicles

The University, through the GCP and other community organizations, has implemented programmatic changes and provided incentives and rules to encourage students not to bring cars to campus. These efforts include the programs listed below, which have contributed toward making a positive difference in the availability of on-street parking:

- Providing incentives for students to use other forms of transportation by providing Zipcar vehicles on campus and offering discounts; improving and expanding bicycle infrastructure on campus and advocating for additional Capital Bikeshare stations near campus; highlighting alternative means of transportation through off-campus orientation; and encouraging graduate students to use satellite parking and alternative forms of transportation. In November 2019, the University joined the Capital Bikeshare University Membership Program. Students that enroll in a Capital Bikeshare Annual Membership can take unlimited rides under 30 minutes for a discounted rate of \$25.
- The University and the Hospital annual transportation surveys include questions about potential changes to and/or new GUTS bus routes to inform University decision-making and enable them to better serve its constituency.
- The University undergraduate parking policy continues to prohibit traditional undergraduate students from bringing cars to campus and parking them on the street in West Georgetown, Burleith, and Foxhall Village, subject to reasonable exceptions.

In Fall 2023, The University extended and expanded the Hoya Transit program, which was launched as a pilot initiative in 2022. Designed to increase sustainable travel for students across the Washington DC region, the program provides a \$100 credit to up to 3,200 students for each of the Fall 2023 and Spring 2024 semesters to utilize transit within the Washington Metropolitan Area Transit Authority (WMATA) system and select regional transit partners. In addition, the program will use ridership data and feedback to inform future planning related to sustainable and affordable transportation options.