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

EXHIBITS TO CONDITIONS 22, 25 AND 32

WELLS + ASSOCIATES

GEORGETOWN UNIVERSITY

Annual Transportation Monitoring Report

December 2024

Georgetown University

Annual Transportation Monitoring Report

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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 2023[1] also are included. The number of employees at the University increased by 1.6 percent, and the overall student headcount decreased by 1.1 percent. The number of traditional undergraduate students decreased by 0.07 percent. The number of Hospital employees increased by 3.7 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	Fall 2024
Employees	4,150	4,394	4,331	4,410	4,273	4,427	4,499	4,571
Traditional Undergrad Students	6,675	6,699	6,673	6,672	6,807	6,675	6,675[†]	6,670
Overall Student Headcount	12,043	12,082	12,131	12,196	12,994	12,825[*]	12,608	12,475

[*] 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.

[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	Fall 2024
Medical Staff	---	---	---	---	---	---	---	1,159
Nurses	---	---	---	---	---	---	---	1,515
Other Associates	---	---	---	---	---	---	---	2,188
Total[†]	**4,434**	**4,729**	**4,900**	**4,456**	**4,635**	**5,000**	**5,200**	**4,862**

[†] An investigation into the discrepancy between the 2024 MGUH employee numbers and previous years' employee numbers revealed that there are a number of employees who work on the MGUH campus who are not technically categorized as MGUH employees. Those individuals include contract employees, pastoral care (who are employed by the university), MedStar Health or MedStar Washington Hospital Center employees who at times work at MGUH, employees who technically are employed by the University but who are physically located on the hospital campus (mostly in Lombardi), and employees who physically work at 2115 Wisconsin, 2233 Wisconsin, 4200 Wisconsin, and 6862 Elm Street in Arlington but who work at MGUH at times. Therefore, this year the survey was distributed to 5,400 employees. Of those employees, 4,862 are classified as MGUH employees. Based on a comparison to employee numbers reported in prior years (especially 2022 and 2023), it is believed that those numbers reflect the number of employees to who the survey was distributed and not the number of employees who are technically categorized as MGUH employees.

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 17, 2024, through September 27, 2024. Unfortunately, upon review of the survey results, a system error was discovered that affected the logic flow, inadvertently preventing the majority of the respondents from accessing key transportation-related questions. As a result, mode splits for the University population cannot be ascertained, and the survey will need to be repeated. After discussion with the University, we have determined that the most appropriate time to re-conduct the survey would be during the Spring 2025 semester. Given the university's schedule, upcoming holidays in November and December, and special events in January, conducting the survey sooner is not feasible. Therefore, a revised study updated to include the University's mode split survey will be submitted during the Spring Semester.

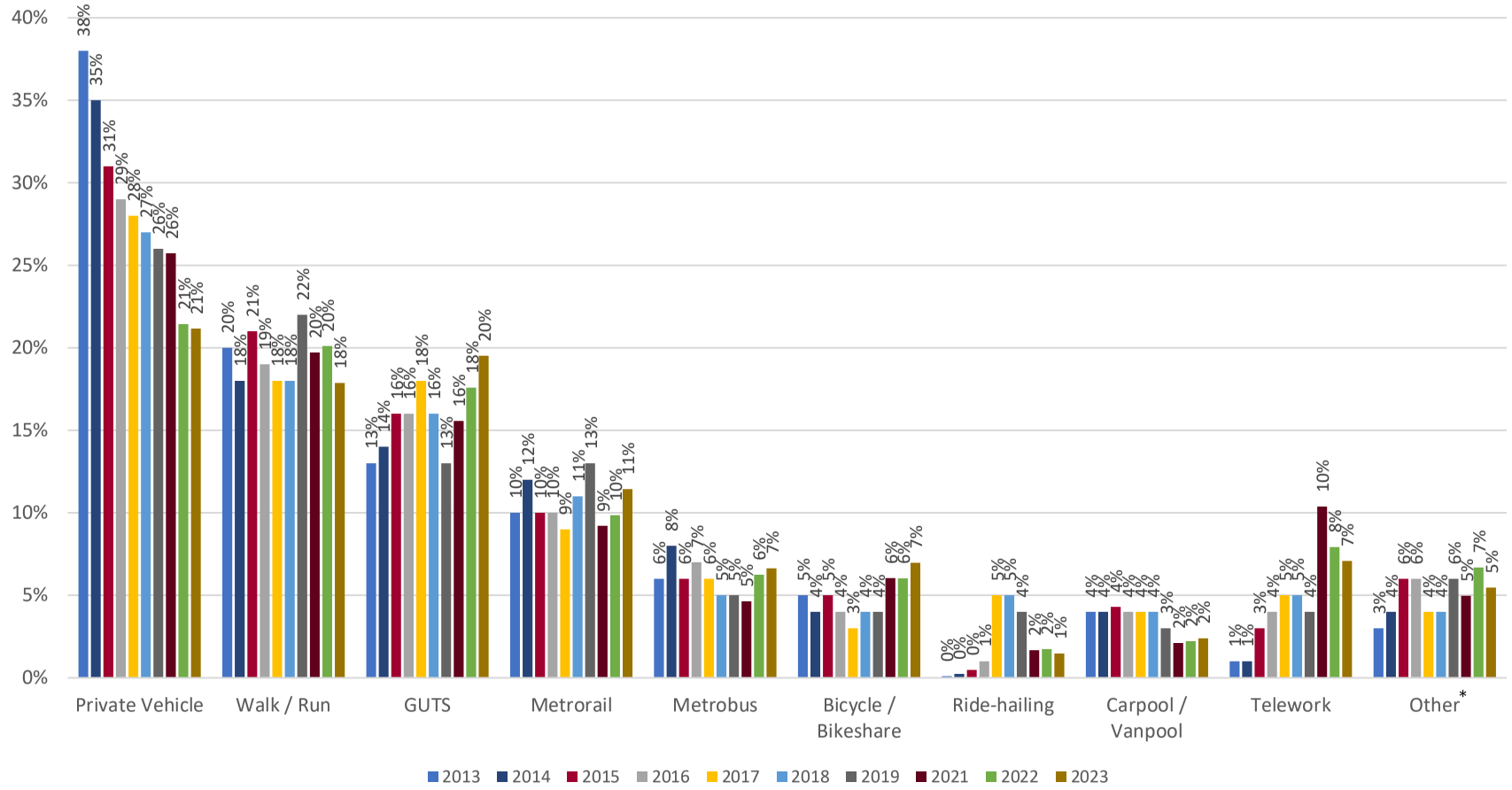
In the interim, the mode splits for the University based on last year's survey are provided in Table 2. Chart 1 illustrates the historical mode split comparison from 2013 through 2023. Although a complete data set from the University's survey was not obtained, some information from the survey, particularly for students who live on campus and travel off-campus for a job or internship was available. Those results are summarized in Appendix B.

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

* *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.*

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 17, 2024, through September 27, 2024. The target population for the Hospital's survey was 5,400 people (including contractors, medical staff, nurses, and other associates)[2]. A total of 1,795 responses were received yielding a response rate of 33.2 percent. The mode splits for each Hospital group surveyed are summarized in Table 3.

Table 3
Hospital Mode Split (Longest Leg) Summary

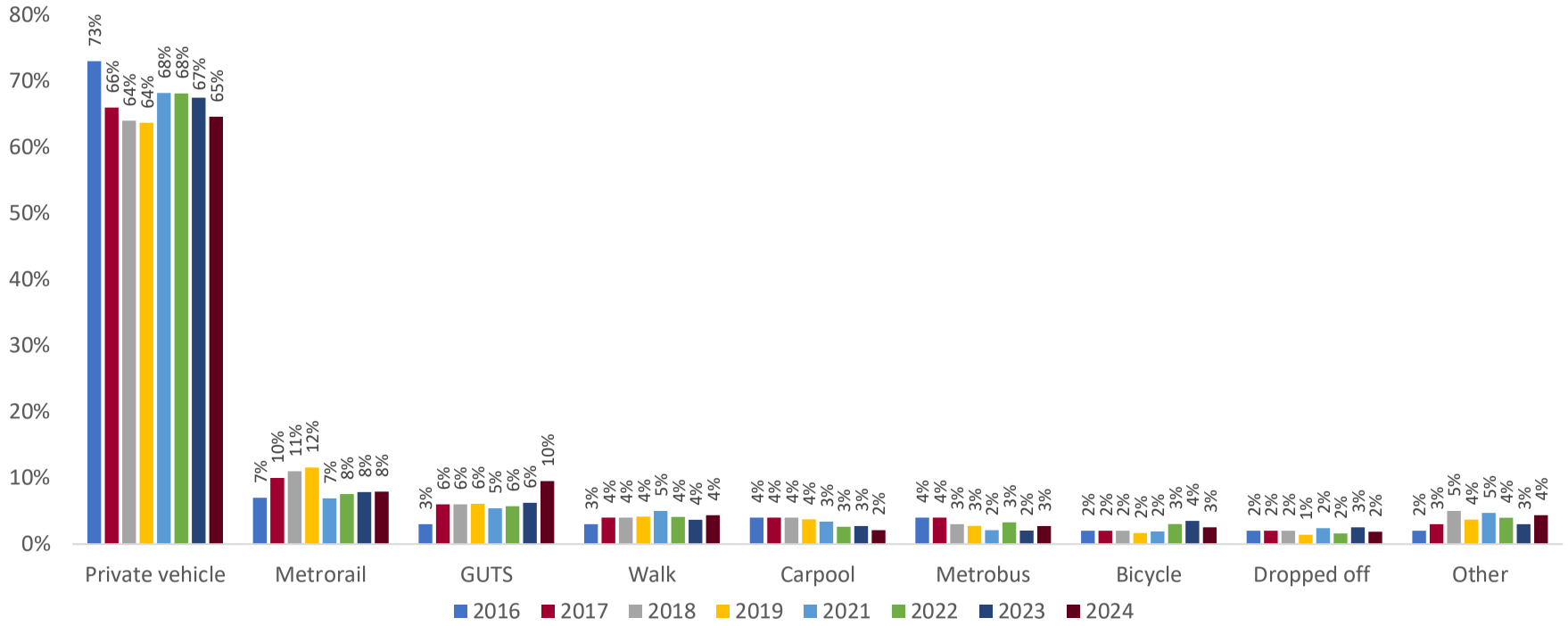
Mode \ Group	Physician/Advanced Practice Provider	Nurse	Contractors	Other Associate	Overall Population
Private Vehicle	74.9	72.1	25.0	56.2	64.6
Carpool/Vanpool	1.4	0.9	0.0	3.0	2.1
Carsharing	0.5	0.8	25.0	1.4	1.1
Dropped-Off by Private Vehicle	1.3	2.2	0.0	2.0	1.9
Ride-Hailing (TNC, Taxi)	1.4	2.2	0.0	2.1	2.0
Motorcycle/Moped	0.3	0.1	0.0	0.1	0.1
Subtotal Auto Modes	**79.8**	**78.3**	**50.0**	**64.8**	**71.8**
GUTS	4.0	8.5	25.0	12.6	9.5
Metrorail	3.8	3.6	25.0	11.9	7.9
Metrobus	1.5	1.9	0.0	3.7	2.7
Commuter Rail/Bus	0.4	0.8	0.0	1.6	1.1
Circulator	0.0	0.0	0.0	0.0	0.0
Bicycle/Bikeshare	5.6	1.5	0.0	1.6	2.5
Walk	4.7	5.3	0.0	3.7	4.4
Scooter-share	0.2	0.1	0.0	0.1	0.1
Subtotal Non-Auto Modes	**20.2**	**21.7**	**50.0**	**35.2**	**28.2**

[2] 5,400 employees represents the following individuals who were sent the survey but who are not technically MGUH employees: 50 associates who are contracted leaders and those working in pastoral care (who are employed by the university); approximately 50 to 60 associates who work remotely or in a hybrid model and associates who technically are employed by MedStar Health or MedStar Washington Hospital Center all of whom at times work at MGUH; 45 associates who technically are employed by the University but who are physically located on the hospital campus (mostly in Lombardi), and associates who physically work at 2115 Wisconsin, 2233 Wisconsin, 4200 Wisconsin, and 6862 Elm Street in Arlington but come to the hospital campus at times.

Hospital mode split results for 2016 through 2024 are summarized and compared in Chart 2. The private vehicle mode share dropped by two percent compared to last year. GUTS and Metrobus increased by four percent and one percent, respectively, while carpool, bicycle, and drop-off each decreased by approximately one percent.

More detailed information from the Hospital's 2024 Transportation Survey is included in Appendix C.

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.

*

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 Plan[3] 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 17, 2024, through Thursday, September 19, 2024. Traffic count data are included in Appendix D.

To differentiate University trips from Hospital trips, counts were conducted at the campus driveways and at the internal campus parking facilities. The new Verstandig Pavilion opened in December 2023. As such, the driveway to the Verstandig garage was included in the counts. 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.

[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.

Table 5
University and Hospital On-Campus Parking Allotment

Name	Capacity (# of spaces)					
	University			Hospital		
	Marked	Unmark	Total	Marked	Unmark	Total
Garage 1[1] (new Verstandig Garage)				647		**647**
Garage 2 (Old Garage 1)[2]				491		**491**
Garage 3 (Old Garage 2)[3]				686	39	**725**
Garage 4[4]	195	0	**195**			
Southwest Garage[5]	410	0	**410**	199	0	**199**
Leavey Garage[6]	384	0	**384**	565		**565**
Lot E (Medical/Dental)	62	0	**62**			
Lot G (New Research)	6	0	**6**			
Lot Y (Yates)	19	0	**19**			
Lot 6 (Poulton)	21	0	**21**			
Lot 9 (Lauinger Library)[7]	45	0	**45**			
Lot WM (Wisemiller's)	10		**10**			
Tondorf Road[8]	4	0	**4**			
Sub-total	**1,156**	**0**	**1,156**	**2,588**	**39**	**2,627**
Grand Total	**3,783**					

[1] At the time counts were conducted, three spaces were blocked and three were being used as storage. 647 represents the number of spaces in use plus the temporarily blocked spaces but does not include the spaces being used as storage.
[2] At the time counts were conducted, 172 spaces were blocked. 491 represents the total number of spaces, including blocked spaces.
[3] Level 1 was closed and not included in the count.
[4] At the time counts were conducted, eight spaces were temporarily blocked. 195 represents the number of spaces in use plus the temporarily blocked spaces.
[5] Southwest Garage inventory does not include four Jesuit service cart spaces.
[6] Leavey Garage inventory does not include spaces designated for service carts.
[7] A portion of Lot 9 currently is used for construction staging. It previously had 79 parking spaces.
[8] One 15-minute delivery space on Tondorf Road is not included in parking count.

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 4:30 PM to 5:30 PM. The Hospital's peak hours occurred from 6:30 AM to 7:30 AM and from 4:45 PM to 5:45 PM.

The University accounted for nearly 36 percent of the trips from 9:00 AM to 10:00 AM and 35 percent of the trips from 4:30 PM to 5:30 PM. The Hospital accounted for nearly 78 percent of the trips from 6:30 AM to 7:30 AM and 66 percent of the trips from 4:45 PM to 5:45 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, and cut-through traffic. 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 2023 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 five percent (26 trips) more AM peak hour vehicle trips and 12 percent (65 trips) fewer PM peak hour vehicle trips than in 2023. 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
Fall 2024 Trip Counts	542	463

[†] 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 2024 presented in this table do not include adjustments for on-street parking. See further details below in *On-Street Parking*.

Because the portion of the trips entering and exiting campus that are associated with the University increased during the AM peak hour but decreased during the PM peak hour compared to last year, a further evaluation was undertaken to better understand the changes. The University's portion of the trips entering and exiting the parking facilities actually decreased during the AM peak hour by seven percent (72 trips) and during the PM peak hour by 19 percent (198 trips) compared to last year. As a result, the cause of the increase in the University's AM peak hour trips is uncaptured trips, or trips that do not end up in a garage.

Hospital Trip Generation

The resulting trip generation for the Hospital is shown in Table 7. For comparative purposes, the counts from 2017 through 2023 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
Fall 2024	1,196	861

[†] 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*.

Table 7 shows that the Hospital currently is generating 21 percent (210 trips) more AM peak hour vehicle trips and four percent (32 trips) more PM peak hour vehicle trips than in 2023. 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.

Because the Hospital's portion of the trips entering and exiting campus increased significantly during the AM peak hour compared to last year, a further evaluation was undertaken to better understand the increase. The Hospital's portion of the trips entering and exiting the parking facilities increased by only three percent (or 60 trips) during the AM peak hour compared to last year. As a result, uncaptured trips, or trips that do not end up in a garage or parking lot, are a significant contributing factor to the increase in the AM peak hour trips for the Hospital.

Further discussion with Hospital leadership about the increase in uncaptured trips revealed a few causes for the significant increase:

1. Since the opening of the new garage at the Verstandig Pavilion (Garage 1), the Hospital has significantly reduced stacked parking in Garage 3. Therefore, when the garage reaches capacity, usually between 7:00 and 8:00 AM, associates arriving at Garage 3 are given a ticket to park in Garage 1. Those associates then exit Gate 3 onto Reservoir Road

and reenter campus via Gate 1 to park in Garage 1. As a result, each rerouted vehicle was counted three times. Because tickets were issued to rerouted associates, the Hospital has a record of each rerouted vehicle. The average number of rerouted vehicles between 7:00 AM and 8:00 AM over the three-day count period was 60 vehicles. Since the Hospital's peak hour occurred from 6:30 to 7:30 AM, a portion of those rerouted trips were included in the peak hour trip count. If the traffic counts were adjusted to remove the "extra" trips made by rerouted associates, the number of trips generated by the Hospital during the AM peak hour would have been 1,130 (or 66 fewer trips than reported in Table 7. Since the University's AM peak hour occurred from 9:00 AM to 10:00 AM, the University's peak hour trips were not affected by this phenomenon.

2. Patients continue to underutilize the new Verstandig garage. On a daily basis, Hospital staff reroutes Pasquerella Health Center patients and visitors who enters Gate 2 to park in Garage 2 to the Verstandig garage. As a result, an unknown number of patients throughout the day are counted three times when entering campus (entering Gate 2, exiting Gate 2, entering Gate 1) as opposed to just being counted once. Because the additional entry and exit to campus caused by the rerouting were uncaptured trips, a portion were assigned to the University and a portion were assigned to the Hospital. Since the number is unknown, an adjustment cannot be made to the peak hour trip generation for the Hospital or for the University.
3. Due to construction on West Road during the data collection, some Hospital employees entered campus via Canal Road and cut through Leavey garage enroute to Garage 1 to avoid construction on West Road. A substantial number of drivers entering Leavey garage over the three-day count period bypassed the survey that was conducted to determine each parker's affiliation. Those drivers who bypassed the survey either indicated that they were cutting through the garage (and not parking) or they simply did not answer the question. It is anticipated that the majority of drivers that cut through the garage bypassed the survey rather than indicating an affiliation. As such, this phenomenon is not expected to have a meaningful impact on the peak hour trip generation.
4. Some Hospital employees enter campus via Canal Road, travel northbound on West Road, exit campus onto Reservoir Road via Gate 4, and then re-enter campus via Gate 1 to park in the Verstandig garage. It is unclear to what extent this phenomenon happened during the three-day data collection effort. To the extent that it did happen, those drivers would have been counted three times as opposed to just once.

W+A recommends that the Hospital explore ways to communicate with associates in real time that Garage 3 is full so that those associates can immediately proceed to Garage 1 without having to enter campus multiple times. Although these additional trips do not impact the broader community, they do contribute to localized congestion on Reservoir Road at Gates 1, 2, and 3. To better communicate with patients, the Hospital has enhanced email and text reminders about where to park and they currently are working on a parking video for their website to assist patients and visitors.

Prior to conducting traffic counts next year, W+A recommends scheduling a meeting with both the University and the Hospital to discuss ways to address the issues described above to obtain a more accurate count of traffic generated by each institution.

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. With the opening of the Verstandig Pavilion and garage, six garages and six lots are now in operation on campus. As shown on Table 5, of the 3,783 spaces currently provided on campus, 1,156 parking spaces were designated for University use and 2,627 parking spaces were designated for Hospital use at the time counts were conducted. Marked spaces accounted for 3,744 (or 99 percent) of the total while the remaining 39 spaces (one percent) are unmarked/stacked spaces that fluctuate in location due to valet parking available at some garages. At the time counts were conducted on Wednesday, September 18, 2024, the campus was operating at 297 spaces (or seven percent) below the parking cap.

Parking occupancy counts were conducted for the University's and the Hospital's parking facilities on Wednesday, September 18, 2024. 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 2024 compared to Fall 2023.

As shown in Table 8, the overall peak parking demand occurred at 1:00 PM when 71 percent of the parking spaces were occupied. The number of vehicles parked on-campus during the peak was nearly identical 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	2023/2024 Capacity	2023 Peak Occupancy		2024 Peak Occupancy	
		Time	Spaces	Time	Spaces
University Parking Facilities					
Garage 4	189/195	1 PM	106 (56%)	3 PM	97 (50%)
Lot E (Medical/Dental)	63/62	12 PM	45 (71%)	11 AM	50 (81%)
Lot G (New Research)	6/6	3 PM	3 (50%)	0[†]	0 (0%)
Lot Y (Yates)	11/19	11 AM	6 (55%)	1 PM	15 (79%)
Lot 6 (Poulton)	23/21	1 PM, 3 PM	10 (44%)	2 PM-4 PM	10 (48%)
Lot 9 (Lauinger Library)	79/45	11 AM	50 (63%)	11 AM	36 (80%)
Lot WM (Wisemiller's)	8/10	12 PM, 2 PM	7 (88%)	12 PM, 2 PM	7 (88%)
Leavey[†]	376/384	11 AM	314 (84%)	11 AM	314 (84%)
Hospital Parking Facilities					
Garage 1 (Verstandig)	NA/647	NA	NA	11 AM	289 (45%)
Garage 2 (Old Garage 1)	525/491	11 AM	447 (85%)	11 AM	110 (22%)
Garage 3 (Old Garage 2)	715/725	12 PM	628 (88%)	11 AM	725 (100%)
Leavey	570/565	12 PM	551 (97%)	12 PM	546 (97%)
Shared Parking Facilities					
Southwest Garage[*]	648	11 AM	637 (98%)	1 PM	545 (90%)
Total	**3,213/3,783**	**1 PM**	**2,695 (84%)**	**1 PM**	**2,698 (71%)**

[*] 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.

[†] Although traffic was observed entering and exiting Lot G, no vehicles were parked in the lot when hourly parking counts were conducted throughout the day. Two spaces in the lot are signed as truck layby only (for delivery vehicles or vehicles waiting to enter the nearby loading dock) and signs indicating "No Unauthorized Contractor Parking" have been posted in the lot.

ON-STREET PARKING ACTIVITY

On-street parking in the neighborhoods adjacent to Georgetown University remains a significant concern among the community members, although recent increased enforcement efforts by the Department of Public Works (DPW) have anecdotally proven helpful. 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 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 continue to collaborate with DPW on enforcement issues. Additional information and analysis regarding street parking is included in Appendix G. Note that the number of people parking on-street illegally likely is under reported due to the inherent survey bias associated with reporting illegal behavior. As such, examining year-to-year trends is important to understanding the dynamics of the issue.

Due to the technical glitch with the University survey this year, university-affiliated drivers who park on neighborhood streets could not be ascertained. That analysis will be provided in the updated report after the survey is re-conducted in the spring semester.

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.[4] Hourly ridership data for each route are provided in Appendix H.

[4] 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)

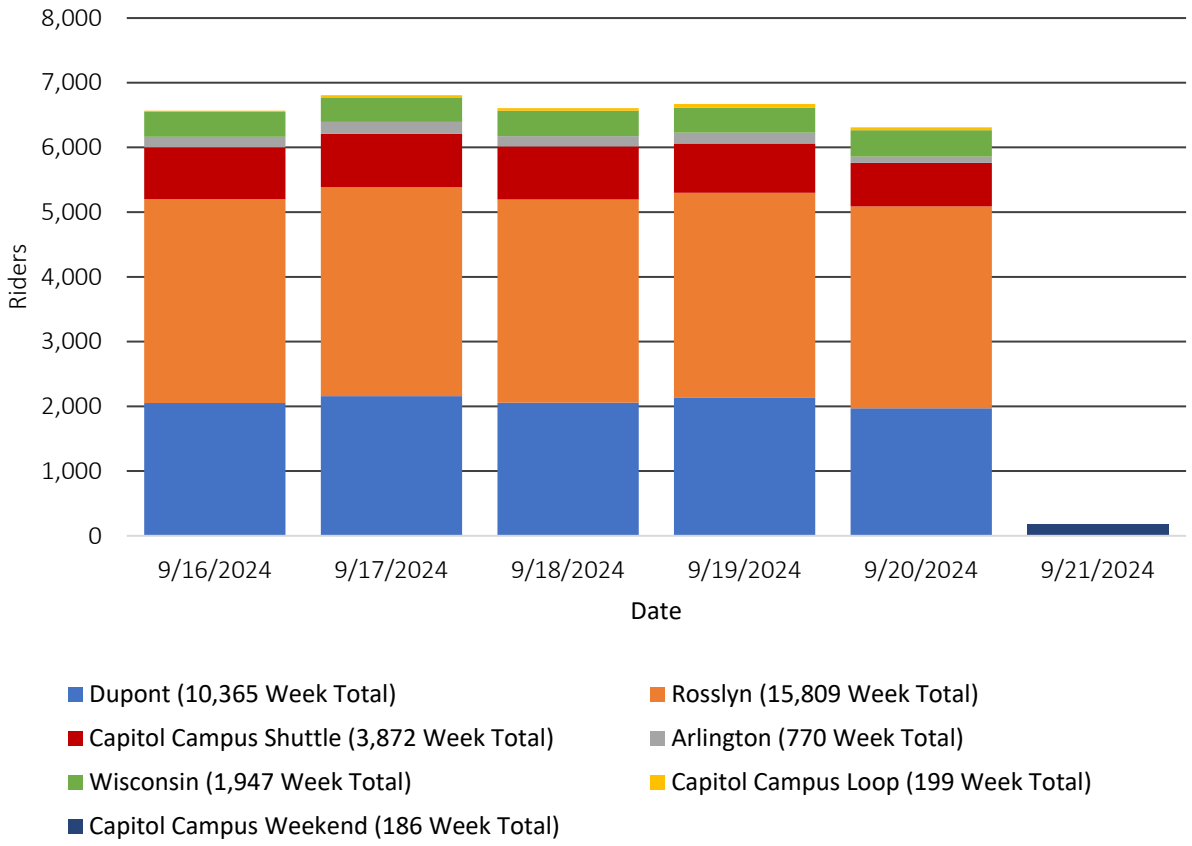
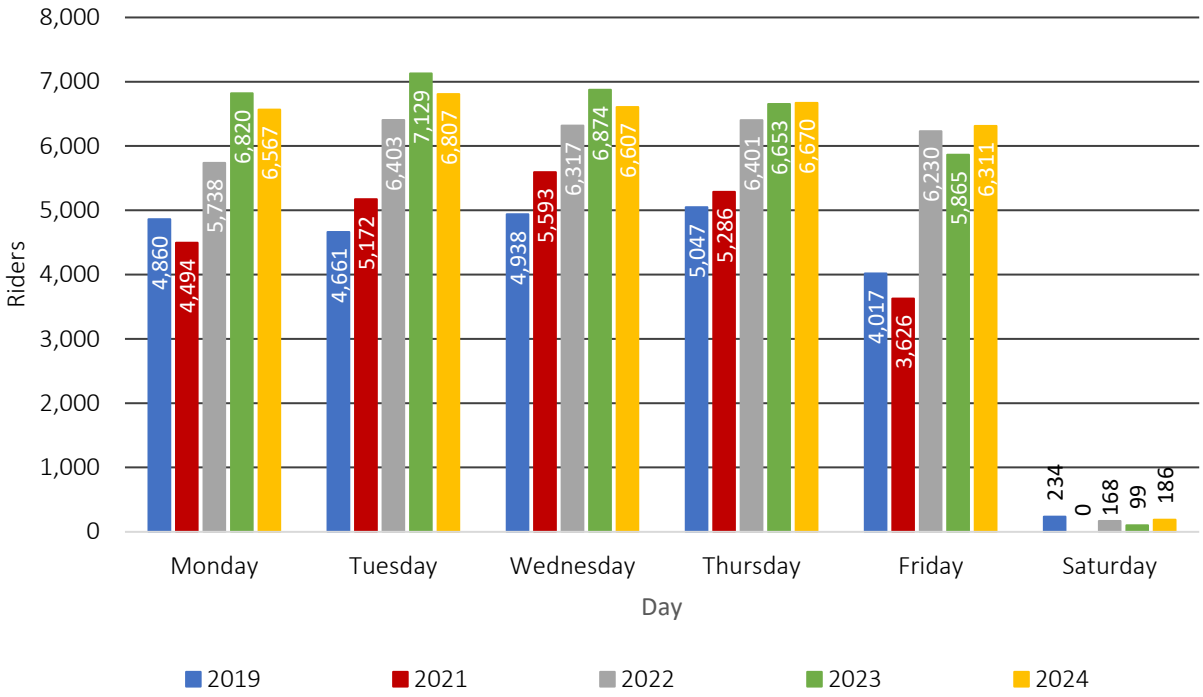


Chart 4 shows a yearly comparison of GUTS ridership. This year, the data obtained from the University showed anoverall decrease in ridership Monday through Thursday. The Dupont and Arlington Routes both showed decreases (five and 28 percent, respectively), while ridership on the Wisconsin Avenue shuttle increased for the third year in a row (up nearly 87 percent this year). Ridership on the Rosslyn route was consistent with last year's ridership. The Capitol Campus ridership was compared to last year's combined ridership on the Law Center and Downtown Campus Routes. This year's ridership was down nearly 17 percent compared to last year.

The decrease in GUTS ridership is contrary to the increase reported in this year's survey of MedStar employees, which shows an increase in GUTS ridership of approximately four percent. University ridership will be evaluated in detail when the survey in conducted again in the spring semester.

Chart 4
Historical Daily GUTS Ridership



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.

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 continues to adhere to the trip reduction commitments and aspirational goals and also maintains a remarkably low drive-alone mode split of just over 20 percent.[5] Despite these achievements, the University recognizes that the trip caps and mode splits are just two measures of the effectiveness of the TDM plan and does not take into account vehicles parking on the street, vehicles circulating the residential streets looking for parking spaces, or congestion caused by picking up and dropping off passengers on public streets. The University will continue to work with the GCP on these issues to reduce their impact.

While the University trip counts are below both the performance target commitments and 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.

In July 2024, the University retained Wells + Associates to perform TDM Implementation Services for the University. A summary of efforts to-date is provided below:

- Distributed communications in advance of open enrollment, reminding employees about commuter benefits in addition to health care benefits.
- Delivered TDM-related communications for emails, newsletters and social media including the following topics: Washington Area Bicyclist Association (WABA) bike commuting classes, SmartBenefits, and DC Circulator alternatives.
- Completed an analysis of potential mode possibilities around carpool and transit.
- Achieved Platinum Level designation as an Employer Transportation All-Star from goDCgo.
- Developed Hilltop Campus Access Guide (currently under internal GU review).
- Designed and delivered a personalized commute plan link that will provide custom directions and connect individuals with relevant programs and benefits.

Further details regarding these efforts as well as on-going efforts can be found in Appendix I.

[5] Based on 2022 and 2023 mode split surveys. This year's mode split survey will be conducted during the Spring semester due to the error in the survey conducted in September.

Desirable outcomes of the TDM efforts already are being realized. In mid-September, the number of employees enrolled in SmartBenefits was 171. By November 4th, the number of employees enrolled in SmartBenefits increased to 239 (a 40 percent increase) after specific communication regarding transportation benefits was distributed during the open enrollment period. Despite this improvement, the number of employees participating in SmartBenefits remains low with just over five percent of employees taking advantage of the benefit even though, historically, approximately 16 percent of employees use public transportation to commute to work. The University will continue efforts to increase participation in SmartBenefits with continued communications and by evaluating ways to streamline processes around commuter benefits and incentives.

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

TDM Strategy	Actual Costs							Anticipated Costs
	FY2017	FY2018	FY2019	FY2021	FY2022	FY2023	FY2024	FY2025
Georgetown University Transportation System								
Continued operation of GUTS system, which connects campus to the Rosslyn and Dupont Circle Metro Stations and other key destinations	$3.57M	$3.91M	$4.41M	$3.16M	$4.104M	$5.5M	$5.45M	$5.7M
Continued operation of modified Saturday GUTS service to connect students to shopping								
Continued operation of Late Night Shuttle Routes								
Upgrade of Automatic Passenger Counters in GUTS buses	$65,500	N/A	N/A	N/A	N/A	N/A	$22,000	$0
Automatic Passenger Counter Maintenance – GUTS	$51,000	N/A	N/A	$8,150	$25,000	$25,000	NA	$0
Annual maintenance and updates for GUTS GPS devices	N/A	$56,814	$50,465	$56,150	$49,920	$50,465	$0	$0
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	$71,500
Safe Rides[‡]								
Continued operation of Safe Rides	$74,500	$74,000	$77,000	$0	$87,593	$104,775	$115,805	$116,200
Transit Incentives								
Administration of SmartBenefits to provide pre-tax savings on public transportation costs (currently 239 employees enrolled)	N/R	N/R	$22,441	$21,438	$24,754	N/R	N/R	Unknown
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/C	N/C
Bicycle Infrastructure, Amenities, and Services								
New bicycle racks	$20,000	$0	$0	$0	$0	$0	$0	$5,000
Two new bike maintenance stations/Improvements to existing stations	$3,000	$0	$0	$0	$0	$0	$0	$300
Abandoned bike removal – a partnership between GUPD and Office of Sustainability	$1,000	$1,000	$1,000	$0	$0	$0	$2,000	$2,000
Free bicycle safety courses and free helmets to students	$3,725	$1,000	$0	$0	$0	$0	$0	$0
Free bike registration through GUPD and availability of discounted bike locks	N/R	N/R	$100	$0	$0	$0	$0	$0
Free access to Yates' showers and locker room and discounted locker rentals for bike commuters	N/R	N/R	$5,000	$0	$0	$0	$0	$0
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	$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	$0
Award of Bicycle Friendly University Bronze status	N/A	N/A	N/A	$100	$0	$0	$0	$0
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	N/A
Parking Management								
Installation of infrastructure for Electric Vehicle Charging Stations	$15,400	$9,200	N/A	N/A	N/A	N/A	N/A	$20,000
Maintenance of electric vehicle charging stations	N/A	N/A	N/A	N/A	$6,508	$39,434	$8,678	$12,000
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	$0	$590,351
Discounted parking for carpools	N/R	N/R	$25,750	$0	$25,872	$25,952	$26,232	$26,500

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	FY2025
Education and Outreach								
On-going transportation website promotion and maintenance	$2,500	$2,500	$2,500	$0	$0	$0	$2,500	$2,000
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	$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	$0	$0
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	$0
Carpool Matching Tool Development and Promotion	$0	$5,000	$0	$0	$0	$0	$0	$0
Manage Promoting ZipCar Discount	N/R	N/R	$100	$100	$100	$100	$100	$150
TDM Coordinator/TDM Consultant (W+A)	N/A	N/A	$53,746	$116,450	$94,540	$95,000	$106,000	$120,000
Total Expenditures								
	$4,164,325	**$4,086,514**	**$4,707,760**	**$3,455,071**	**$5,467,400**	**$5,884,865**	**$5,735,315**	**$6,666,001**

N/A: Not Applicable, N/R: Not Reported; N/C: No Charge
† 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.
‡ 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.

Hospital

Over the last several years, the hospital has been operating with a reduction in on-campus parking due to the construction of the Verstandig Pavilion. To address the parking short-fall, the hospital focused much of its TDM efforts on providing off-campus parking for associates, enhanced shuttle service to those locations, and transit incentives for associates who voluntarily relinquished their on-campus parking. This year's study is the first conducted since the opening of the pavilion and the new garage.

Despite the opening of the new pavilion and garage, the Hospital met its trip commitment for the seventh consecutive year, which largely is attributable to the continued off-campus parking program. For the second time in seven years, the Hospital exceeded the aspirational goal during one of the peak hours. In 2017, the Hospital exceeded the PM peak hour aspirational goal and this year, the Hospital exceeded the AM peak hour aspirational goal. While the Hospital is below its Performance Target Commitments, 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 2024 are provided in Table 12 along with the Hospital's anticipated 2025 TDM expenditures.

The number of employees enrolled in SmartBenefits increased from 39 in 2023 to 46 in 2024, an increase of 18 percent. However, the number of employees participating in SmartBenefits remains low at less than one percent of employees taking advantage of the benefit even though, historically, approximately 10 percent of employees use public transportation to commute to work. The Hospital will continue efforts to increase participation in SmartBenefits with continued communications

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

TDM Strategy	Actual Cost							Anticipated Cost
	2017	2018	2019	2021	2022	2023	2024	2025
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 - Distributes public transportation schedules and bicycling route maps	$66,538	$128,500	$130,247	$138,375	$141,834	$145,380	$149,741	$155,730
Prepared Transportation Access Guide	$10,250	$0	$0	$0	$0	$0	$0	$0
Georgetown University Transportation System								
Providing nine 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 - Provides additional capacity during Hospital's peak demand	$1,300,000	$1,365,451	$1,299,389	$1,336,684	$1,941,154	$1,385,128	$1,595,069	$1,778,388
Provided mini-shuttle service - Financially supported the university's mini-shuttle service, which transports associates with limited mobility from the McDonough Bus Plaza to the hospital - Mini Shuttles were discontinued on January 10, 2024	$80,031	$147,722	$332,308	$353,025	$337,040	$335,200	$175,000	$0.00
Transit Incentives								
Provided SmartBenefits - Provides pre-tax savings on public transportation cost for enrolled associates (currently 46 associates are enrolled; anticipate adding an additional 20 in 2025)	$4,832	$4,832	$4,832	$1,504	$35,504†	$44,556†	N/R‡	N/R‡
Provided Transit Subsidies in amount of $255/month to associates to use for public transportation to reduce on-site parking during construction. These transit subsidies will phase out through attrition. - Only offered to Associates who previously drove alone - Subsidies began in October 2017 - 69 associates enrolled in this program	$104,040	$104,040	$345,780	$256,980	$257,040	$197,820	$211,140	$180,540
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	$1,041,411	$1,083,067
Total Expenditures								
	$1,885,691	**$2,943,645**	**$3,509,242**	**$3,088,410**	**$4,119,662**	**$3,109,441**	**$3,220,709**	**$3,267,094**

N/R: Not Reported.
† 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 hospital currently is exploring how it estimates budget spent administering SmartBenefits. It was determined that previous year's expenditures were incorrectly calculated causing a reexamination of the methodology.

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FIGURES

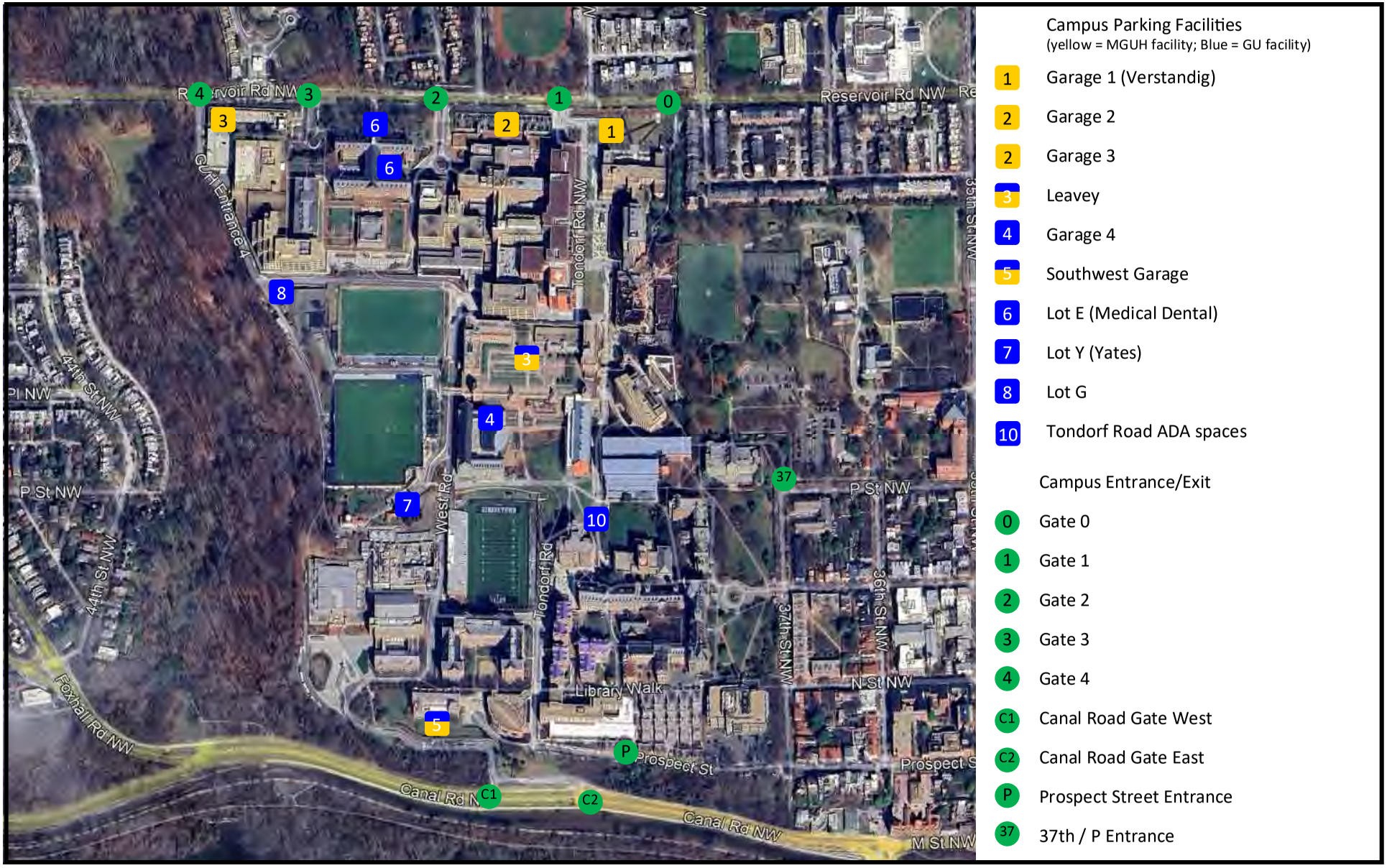

Figure 1
Campus Count Locations

NORTH

Georgetown University
Washington, DC

APPENDIX A
Excerpts from CTR and DDOT report

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jamie Henson
Systems Planning Manager

DATE: November 21, 2016

SUBJECT: **ZC Case No. 16-18** – Georgetown University Campus Plan

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PROJECT SUMMARY

Georgetown University (the "Applicant") seeks approval for a proposed 2017-2036 Campus Plan. This Campus Plan encompasses the area covered by Georgetown University (GU) as well as the MedStar Georgetown University Hospital (MGUH). The proposed master plan allows for up to 1.3 million SF of new GU campus development and a new medical/surgical pavilion of up to 450,000 SF of gross floor area at the hospital.

SUMMARY OF DDOT REVIEW

DDOT is committed to achieve an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District's multimodal transportation network.

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- A robust network of public and private streets is present surrounding and on the Georgetown University campus, with new street connections providing added connectivity and accessibility;

- The street network has the potential to disperse site traffic in a way that minimizes the campus' impact on the external road network and provides multimodal connectivity to the adjacent neighborhoods;
- A new east-west roadway connecting Gate 4 to the north-south campus roadways at the rear of the hospital facilities is proposed;
- Some adjustment to access points at the north end of campus is proposed. Gate 1 will shift slightly west, while access will be upgraded at Gate 4. New traffic signals are proposed at both locations (potentially two signals at the Gate 1 location to replace/modify the existing signal, and one new signal at the Gate 4 location). Overall, the proposed access points provide improved access;
- Access to the proposed new medical/surgical pavilion will be via the modified Gate 1 entrance;
- The campus is subject to a parking cap of 4,080 spaces, which will remain in place. Of these, 2,700 are for MGUH use and 1,380 for GU use; and
- Improvements to bicycle and pedestrian connections are proposed in multiple locations, providing improved non-auto infrastructure.

Travel Assumptions

- The university anticipates the same growth as previously anticipated in the prior campus plan, while the hospital anticipates new growth associated with the proposed new facilities;
- The background growth, mode splits, and trip generation assumptions proposed by the Applicant are reasonable if supported by appropriate Transportation Demand Management (TDM) measures; and
- The action is expected to generate a minimal number of new vehicle, bicycle, pedestrian, and transit trips when decanting and TDM is considered.

Analysis

- The Applicant utilized sound methodology to perform the analysis;
- Without TDM mitigations, the action is expected to increase travel delay in several study area locations with significant impacts to operations at seven intersections;
- The proposed non-auto infrastructure, while an upgrade compared to existing conditions, leaves additional needs unmet;
- TDM measures proposed should be sufficiently robust to support high non-auto mode splits and the vehicular trip generation goals. However, TDM measures are subject to reexamination annually in the context of ongoing performance monitoring; and
- The Applicant has committed to vehicular trip generation caps for both the university and hospital. This will be measured annually, in a detailed performance monitoring report.

DDOT has no objection to the requested approval, on the condition the following mitigations are included:

Mitigations

The Applicant has proposed inclusion of the following mitigations in their campus plan, which DDOT finds appropriate:

- A TDM plan, along with a robust detailed annual performance monitoring. The monitoring will track progress against the vehicular trip generation cap as well as for mode splits, parking, and TDM expenditures and effectiveness;
    - Include both a vehicular trip generation (GU: 632 [AM] and 591 [PM]; MGUH: 1,245 [AM] and 939 [PM]) and vehicular parking cap (4,080 vehicular spaces); and

  - Agreement to update the TDM plan as needed if performance targets are not met;
- Extend GUTS service to a new centralized stop just south of the hospital facilities, adding ridership potential;
- Installation of new internal traffic control gates to channelize vehicular traffic to improve non-auto campus conditions and more effectively manage vehicles on campus;
- Mitigate the traffic impacts along Reservoir Road NW by committing to appropriate signalization of the site intersections at Gate 1 and Gate 4. However, the design and operational changes within public space should be coordinated during the public space permitting process; and
- Provide added bicycle and pedestrian infrastructure on campus, including new dedicated north-south and east-west passages, and at access points to encourage additional non-auto transportation.

DDOT also seeks the following additional mitigations:

- Additional pedestrian and bicycle accommodations within the first decade of the 20 year plan to encourage non-auto accessibility, including:
  - Creation of a north-south pedestrian connection along the west edge of campus, allowing direct passage from Gate 4 to the Canal Road entrance, and outlining the campus with pedestrian connectivity;
  - Reconstruction of Healy Circle and this main campus entrance from 37th Street as a non-auto oriented pedestrian and bicycle gateway, which, while still auto-accessible for special events, will present a non-auto design focus; and
  - Provision of a connection to the campus border at the point where the future Palisades Trolley Trail can be connected to the campus bike network if that trail proceeds.
- Install AVL (automatic vehicle locator) and APC (automated passenger counter) equipment on all GUTS buses to facilitate performance reports;
- Including bike routing and wayfinding information on the new proposed campus wayfinding system;
- Add language requiring DDOT approval for any TDM adjustments in the event that the campus exceeds the projected vehicle trip generation. Further, the Applicant must define a more stringent set of mitigations necessary following two consecutive years of unacceptable performance; and
- Additionally, the Applicant must provide an updated Performance Monitoring Plan reflecting this change, as well as other elements highlighted within this report, prior to final approval. Details on the performance monitoring plan should also be included in the Applicant's Proposed Conditions of Approval.

Continued Coordination

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT outside of the Zoning process on the following matters:

- Any proposed public space improvements, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards. Careful attention should be paid to pedestrian and bicycle connections along the site's perimeter and adjacent infrastructure;
- The design and installation of the signals proposed or to be modified at Gate 1 and Gate 4;
- Provision of 240-volt electric car charging stations in the following approximate locations: at least two spaces within the new parking garage off Gate 1, two in the other parking garages, and one on a campus street;

- Design of bicycle and pedestrian upgrades as committed to and outlined within this report; and
- The location of utility vaults. DDOT expects vaults to be located on private property.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) in order to determine the action's impact on the overall transportation network. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action. It is noted that some details remain to be worked out in Stage 2.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR to determine its accuracy and assess the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

The planned campus will continue to largely consist of private streets that connect the Site to the District street grid. The Site is accessible, via surrounding arterials, to several regional roadways such as Canal Road. Most access points will not be moved or adjusted, however, two main access points are being changed. First, at Gate 1, the entrance is being proposed to shift slightly to the west. This will improve existing conditions, and will allow improved operations at this intersection. Second, an improved Gate 4 access is proposed to provide added connection to the proposed east-west roadway within the campus. This new east-west roadway connects Gate 4 to the north-south campus roadways at the rear of the hospital facilities. New traffic signals are proposed at both locations (potentially up to two signals at the Gate 1 location to replace/modify the existing signal, and one new signal at the Gate 4 location). To further facilitate internal circulation, new traffic control gates will be installed to channelize vehicular traffic to improve non-auto campus conditions and more effectively manage vehicles on campus.

Additional pedestrian and bicyclist connections are proposed to and through the campus, improving overall accessibility compared to existing conditions. Overall, the project lays out its access points and internal roads in a manner that improves connectivity for drivers, bicyclists, and pedestrians. Parking facilities and loading docks will generally be served via entrances from these roadways. Figure 1 shows

the proposed vehicular circulation for the campus. Typical sections submitted for multimodal streets within the campus are also generally consistent with DDOT standards. Additional information on pedestrian and bicycle accommodations are included later in this report within sections dedicated to these modes.

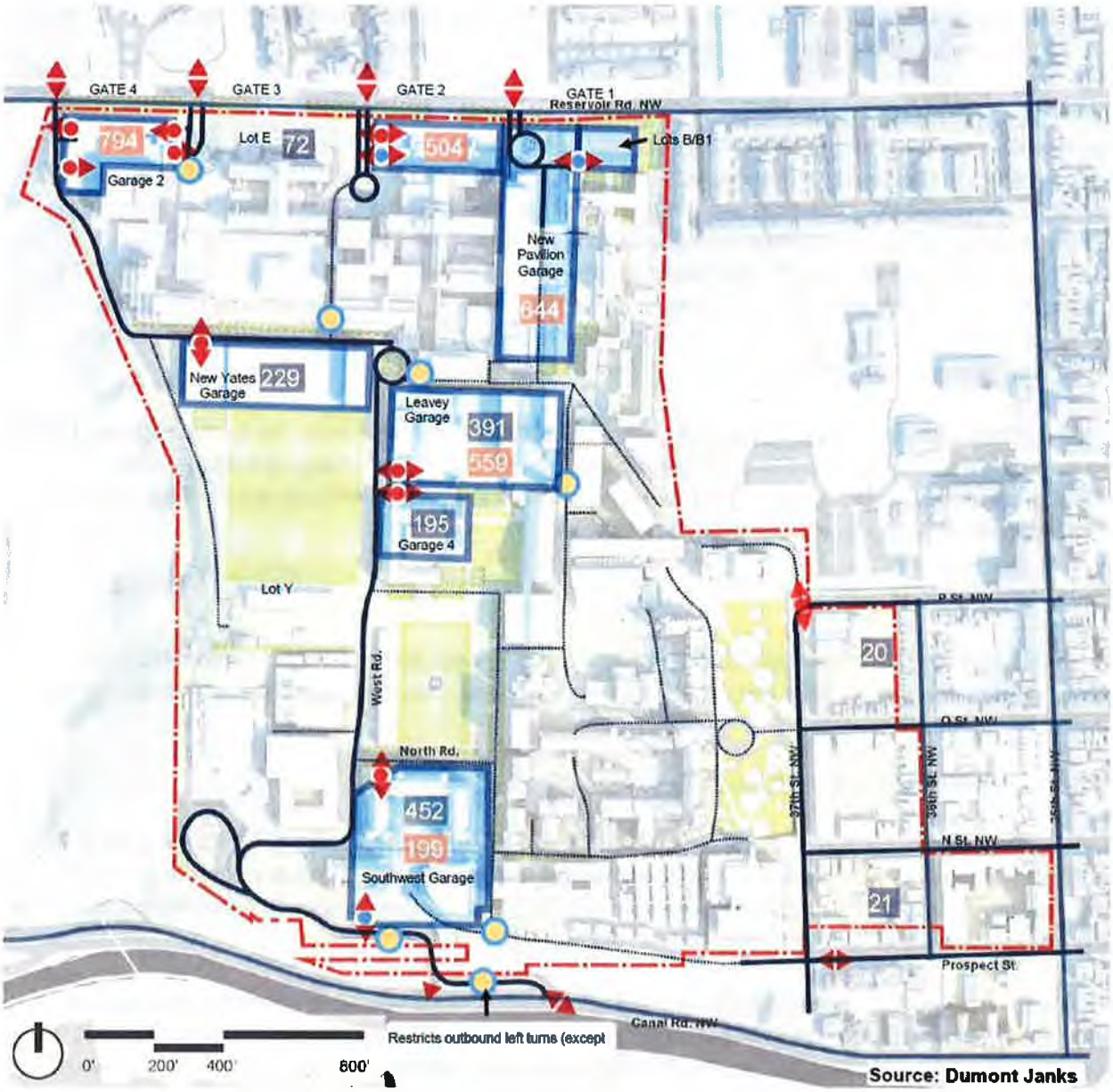

Figure 2. Proposed Campus Vehicular Circulation Plan (see CTR for legend)

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up

maneuvers occur in the public realm. This often results in loading being accessed through an alley network or away from the public street network.

Loading will largely be accommodated at the same locations as in existing conditions, with the addition of a new loading dock beneath the new hospital pavilion, accessed from Gate 1. All loading will be accommodated off the public street network. The Applicant has made commitments to ensure loading is safely accommodated without impact to the surrounding street network.

Sustainable Transportation Elements

Sustainable transportation measures target promotion of environmentally responsible types of transportation in addition to the transportation mode shift efforts of TDM programs. These measures can range anywhere from practical implementations that would promote use of vehicles powered by alternative fuels to more comprehensive concepts such as improving pedestrian access to transit in order to increase potential use of alternative modes of transportation. Within the context of DDOT's development review process, the objective to encourage incorporation of sustainable transportation elements into the development proposals is to introduce opportunities for improved environmental quality (air, noise, health, etc.) by targeting emission-based impacts.

Based on the magnitude of the campus and hospital, and the number of vehicular parking spaces, DDOT recommends that the Applicant consider providing 240-volt electric car charging stations in the following approximate locations: at least two spaces within the new parking garage off Gate 1, two in the other parking garages, and one on a campus street.

Travel Assumptions

The purpose of the CTR is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. The following project was included in the analysis: Duke Ellington School of the Arts.

DDOT also requires applicants account for regional growth. This can be done by assuming a general growth rate or by evaluating growth patterns forecast in MWCOG's regional travel demand model. The Applicant coordinated with DDOT on use of a conservative growth rate based on past traffic growth. The travel assumptions included growth as well as trip distribution assumptions based on the existing traffic patterns.

Off-Street Vehicle Parking

The overall parking demand created by the action is primarily a function of land use, development square footage, and price and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, and proximity to transit.

The Applicant proposes that the existing parking cap of 4,080 vehicle parking spaces remain. Of these, approximately 2,700 are for MGUH use and 1,380 for GU use. In existing conditions, several of these spaces are created by stacked parking in hospital facilities. As part of the new surgical pavilion, a new below-grade parking facility with 644 new spaces is proposed. This will not, however, represent an increase in spaces as the facility replaces some surface parking and the Applicant has committed to reducing other stacked parking to maintain the parking count.

The Applicant has agreed to measure parking utilization as part of future performance monitoring, which will document the extent to which these spaces are used. DDOT suggests that these stacked or unmarked spaces be eliminated to reduce the vehicular parking capacity on campus in order to further discourage driving to campus. As such, GU and MGUH should consider eliminating permanently any vehicular parking spaces that are not utilized for two consecutive years, thereby reducing the vehicular parking cap.

Curbside Parking

For parking relief actions or larger developments that may have a greater impact on the local neighborhood, the evaluation of the supply of and demand for curbside parking spaces is appropriate. Based on the quantitative analysis provided, the CTR should provide an evaluation of the adequacy of curbside parking to accommodate excess demand generated by an action.

Adjacent to the hospital, parking along Reservoir Road is frequently utilized by hospital and university patrons. Parking utilization was measured for these spaces, which indicate that there was a minimum of five spaces available at 4:30pm. This documentation is important to characterize the existing on-street parking conditions and to indicate whether spillover parking is occurring. Based on this assessment, it does not appear inadequate short-term vehicular parking is provided on campus.

Trip Generation

The Applicant utilized their understanding of existing trip generation patterns to provide estimated trip generation to account for university and hospital growth.

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, etc. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, availability and cost of parking, among many others.

The Applicant developed mode split assumptions informed by the Georgetown University 2015 Commute Survey, which inform anticipated vehicular trip generation. The mode split – and resulting trip generation assumptions – can be assessed to determine how effective Transportation Demand Management (TDM) measures are. The existing mode splits are shown in the following figures:

Table 1: GU and MGUH Existing Mode Split (%) (Source: Applicant, based on 2016 Commute Survey)

	SOV	Walk	GUTS	Metrorail	Metrobus	Bicycle[1]	Carpool[2]	Other[3]
University Overall	28.9	19.5	16.3	10.0	7.3	5.0	3.7	9.3
Hospital Employee	73.1	3.1	3.3	7.1	3.8	1.7	3.7	4.2

[1] Bike percentage includes those who used Capital Bikeshare

[2] Carpool includes vanpool.

[3] Other includes telework, dropped-off/taxi/ride hailing, commuter bus, commuter rail, Circulator, vanpool.

Based on the trip generation and mode split assumptions discussed above, the Applicant predicted the level of weekday peak hour trip generation as shown in the following figures:

Trip Component	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Private Vehicle	151	42	193	38	113	151
Carpool/Vanpool	**13**	**3**	**16**	**4**	**12**	**16**
Carsharing	3	0	3	1	2	2
Drop-off/Taxi	**7**	**2**	**9**	**1**	**7**	**9**
Sub-Total – All Vehicle Modes	***174***	***47***	***221***	***44***	***134***	***178***
% Increase in Vehicular Traffic	***12%***	***10%***	***12%***	***14%***	***11%***	***12%***
GUTS	**38**	**6**	**44**	**13**	**40**	**53**
Metrorail/Commuter Rail	31	6	37	9	31	40
Metrobus/Commuter Bus	**18**	**3**	**21**	**6**	**19**	**25**
Circulator	1	0	1	0	0	0
Bicycle/Bikeshare	**12**	**1**	**13**	**4**	**13**	**17**
Walk	48	7	55	16	52	67
Telecommute	**6**	**1**	**7**	**2**	**6**	**9**
Sub-Total – All Non-Auto Modes	***154***	***24***	***178***	***50***	***161***	***211***
Total – All Modes	**328**	**71**	**399**	**94**	**195**	**389**

Figure 6: Potential Campus-Wide Peak Hour Trip Generation (Source: Applicant)

However, based on Applicant analysis, significant traffic impacts are anticipated if these trips are realized. Therefore, they proposed a campus-wide vehicle trip reduction, which will serve as the basis for their performance target goals. The following figures outline these commitments:

	AM Peak[1]	PM Peak[1]
Existing Vehicle Volume[2]	576	516
Projected Site Trips[3]	+90	+120
Projected Future Trips with Campus Plan	666	636
Proposed TDM Reduction[4,5]	-34	-45
Projected Future Trips with Campus Plan and TDM	632	591

[1] For simplicity, the combined inbound + outbound trips are presented.
[2] From Table 15 of the CTR
[3] From Table 20 of the CTR
[4] TDM Reduction was derived as follows based on the PM peak hour (since the projected number of site trips is higher during the PM peak hour):
The University is projected to increase PM peak hour trips by 23.2% (120/516=0.233)
The proposed TDM reduction represents a reduction of 8.5 percentage points, resulting in a reduction of 45 PM peak hour trips (23.2-8.5=14.7% increase over existing volumes; 516*0.147=75 trips vs. 120 trips; 120-75 = 45 trip reduction)
[5] The AM peak hour reduction was calculated as follows: 45/120 = 0.375; 90*0.375 = 34

Figure 7: GU Trip Generation Performance Target (Source: Applicant)

	AM Peak[1]	PM Peak[1]
Existing Vehicle Volume[2]	1,310	988
Projected Site Trips[3]	+131	+58
Projected Future Trips with Campus Plan	1,441	1,046
Proposed TDM Reduction[4,5]	-101	-76
Proposed Decanting Reduction[4,5]	-95	-31
Projected Future Trips with Campus Plan and Reduction	1,245	939

[1] For simplicity, the combined inbound + outbound trips are presented
[2] From Table 17 of the CTR
[3] From Table 21 of the CTR
[4] TDM Reduction was derived as follows based on the AM peak hour (since the projected number of site trips is higher during the AM peak hour):
The Hospital is projected to increase AM peak hour trips by 10% (131/1,310=0.10)
The proposed overall reduction represents a reduction of 15 percentage points overall (and five percent below existing volumes), resulting in a reduction of 196 AM peak hour trips (10-15=-5% decrease from existing volumes; 1,310*(1-0.05) = 1,245 trips or an overall reduction of 196 trips (1,441-1,245=196)
[5] The PM peak hour reduction was calculated as follows: 988*(1-0.05) = 939 or a reduction of 107 trips (1,046-939 = 107)

Figure 8: MGUH Trip Generation Performance Target (Source: Applicant)

With the trip reductions implemented, overall trip generation is comparable to existing conditions.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 23 intersections where detailed vehicle, bicycle, and pedestrian counts would be conducted and a level of service analysis would be performed. These intersections are immediately adjacent to the Site and include intersections radially outward from the Site that have the greatest potential to see moderate to significant increases in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action. The Applicant generally collected weekday intersection data in January 2015, March 2015, October 2015, and March 2016. In general, DDOT agrees with the timeframe and collection dates.

Trip Distribution and Assignment

The Applicant assumed that trips related to each of the land uses would travel to and from different parts of the region in a manner consistent with existing conditions. Therefore, the Applicant created separate unique trip distribution flows for hospital and university trips.

DDOT is in agreement with the methodology and results of the trip distribution used in the analysis.

Analysis

To determine the action's impacts on the transportation network, a CTR includes an extensive multi-modal analysis of the existing baseline conditions, future conditions without the proposed action, and future conditions with the proposed development. The Applicant completed their analysis based on the assumptions described above.

Roadway Capacity and Operations

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods and services. As part of the evaluation of travel demand generated by the site, DDOT requests analysis of traffic conditions for the agreed upon study intersections for the current year and after growth occurs or any transportation changes. For this development, there is growth anticipated both for the university and hospital.

Based on this growth, several traffic capacity analysis scenarios were performed. These include:

1. 2016 Existing Conditions
2. Future Conditions (without the campus growth)
3. Total Future Conditions (with the campus growth)
4. Total Future Conditions with reduced trips

Analysis provided by the Applicant indicates that in the total future conditions without the trip reductions, significant increases in travel delay in the area arise at seven intersections:

1. Reservoir Road/Foxhall Road – AM
2. Reservoir Road/37th Street – AM and PM
3. Reservoir Road/Wisconsin Avenue – AM
4. Foxhall Road/Canal Road – PM
5. Canal Road/GU Driveway – PM
6. M Street/Whitehurst Freeway – PM
7. M Street/Key Bridge – AM and PM

At some of these locations, the site generated trips exacerbate existing failing conditions. Additionally, some lane groups at additional intersections saw impacts. Based on these significant impacts, the Applicant has agreed to performance targets that require trip reductions that would be realized due to a comprehensive TDM program. With the trip reductions, the only remaining impact is at the Reservoir Road/Gate 3 intersection, where the outbound hospital traffic would see a level of service drop from LOS D in background conditions to LOS E for the northbound left.

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment. The main transit service utilized on campus, however, is the Georgetown University Transportation System (GUTS), which provides connections to Metrorail stations.

The nearest Metrorail stations are located at the outer limits of walking distance. The closest station is across the Potomac, 0.9 miles away in Rosslyn. GUTS serves both the Rosslyn and DuPont Circle stations.

There are five GUTS routes, four of which use the recently completed McDonough Bus Plaza on campus, and head to the previously noted Metrorail stations as well as additional destinations including North Arlington, the GU Law Center, and Wisconsin Avenue. The Applicant has committed to extend GUTS

service to a new centralized stop just south of the hospital facilities, which should improve rider accessibility. Additionally, DDOT expects an ongoing commitment to the continued improvement of the GUTS bus brand and execution in coordination with DDOT as part of the ongoing annual performance monitoring, based on trends in GUTS usage. This should include the addition of AVL (automatic vehicle locator) and APC (automated passenger counter) equipment on all GUTS buses to facilitate performance monitoring.

The Site is also served by high-frequency WMATA bus routes. These routes are adjacent to the Site, and generally traverse towards downtown. Bus routes include:

Route Number	Route Destinations
G2	DuPont Circle, Howard University
D6	Sibley Hospital, Armory

Two DC Circulator routes also run near the campus, including the following routes:

Route	Route Destinations
Georgetown – Union Station	Union Station
DuPont Circle - Rosslyn	Rosslyn

Additionally, GU should continue exploration of the institution of a WMATA University Pass program, priced at an appropriate level based on the GU student usage pattern. Furthermore, GU and MGUH should continue exploration of additional Transportation Network Company (TNC) partnerships, such as the Uber Pilot Program. New arrangements to supplement ridesharing options could be utilized by commuters, but should be limited during peak periods to car pool options available from the TNCs in order to reduce the number of single-occupancy vehicles utilized.

Pedestrian Facilities

The District is committed to enhancing the pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects projects to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for the campus.

The proposed campus design includes many opportunities to promote walking, and the Applicant has committed to upgrading the pedestrian experience. They note that, "A key principle of the 2017 Campus Plan is to create a more pedestrian and bicycle friendly campus." New additional pedestrian connections provided offer excellent pedestrian facilities internal to the Site. Specifically, the Applicant has agreed to provide added pedestrian infrastructure on campus in the form of new dedicated north-south and east-west passages, and improved accessibility at access points to encourage additional non-auto transportation. They also plan an improved wayfinding system with campus-wide consistent signage.

The Applicant performed an inventory of the pedestrian infrastructure in the vicinity and noted any substandard conditions. Improvement to pedestrian routes towards key destinations is pertinent to this project. Proposed pedestrian pathways are shown in the following figure.

Figure 9. Proposed Pedestrian Pathways (Source: Applicant)

DDOT sees this campus plan as the right opportunity to completely upgrade the pedestrian facilities on campus. As such, DDOT seeks additional pedestrian accommodations within the first decade of the 20 year plan to encourage non-auto accessibility and connect the entire campus, including:

- Creation of a north-south pedestrian connection along the west edge of campus, allowing direct passage from Gate 4 to the Canal Road entrance, and outlining the campus with pedestrian connectivity;
- Reconstruction of Healy Circle and this main campus entrance from 37th Street as a non-auto oriented pedestrian and bicycle gateway, which, while still auto-accessible for special events, will present a non-auto design focus; and
- Provision of a connection to the campus border at the point where the future Palisades Trolley Trail can be connected to the campus bike network if that trail proceeds.

Bicycle Facilities

The District is committed to enhancing bicycle access by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects the campus to serve the needs of all trips it generates, including bicycling trips.

The Site is located near both the Capital Crescent Trail and Chesapeake and Ohio Canal Towpath, and bike lanes on several surrounding streets. With this proximity comes great opportunity to leverage existing bicycle infrastructure for a significant bicycling presence at the campus. Additionally, the planned Palisades Trolley Trail will terminate directly adjacent to campus. Multiple Capital Bikeshare stations are also located within approximately one-half mile of the Site.

To accommodate bicyclists onsite, the Applicant has proposed added bicycle parking. This has brought the total bike parking capacity to 1,167 spaces on campus. Existing racks had not accommodated all bicyclists, but it is hoped this level of parking provision will accommodate most of the bicyclists anticipated, and should continue to be added to as use grows. All bicycle racks should meet DDOT standards. Further, additional bicycle repair facilities to supplement the existing one are planned. Additionally, the Applicant has committed to adding new dedicated north-south and east-west bicyclist passages, with new improved shared-use paths and added on-street markings. These investments will enhance the biking experience on campus, adding to its attractiveness as a mode.

As noted within the pedestrian discussion, DDOT seeks further infrastructure investments, which will improve the bicycle network. Additionally, the Applicant should commit to also including bike routing information on the proposed new campus wayfinding system.

Safety

DDOT requires that the Applicant conduct a safety analysis to demonstrate that the site will not create new, or exacerbate existing safety issues for all travel modes. DDOT asks for an evaluation of crashes at study area intersections as well as a sight distance analysis along the public space where there is expected to be conflicts between competing modes (e.g. crosswalks, driveway entrances, etc.)

The Applicant's analysis of DDOT crash data reveals six intersections within the study area have a crash rate of 1.0 Million Entering Vehicles (MEV) or higher. A significant portion of the crashes are designated as "rear end" or "side swipe" crashes. Crash rates at each of the study area intersections are shown in the following figure.

Intersection	Type of Control	No. of Crashes (3 Years)	ADT (veh/day)	Crash Rate (MEV)
Wisconsin Avenue/Warren Street	Signal	29	24,790	1.07
Wisconsin Avenue/39th Street	Free Flow	9	26,620	0.31
Wisconsin Avenue/Van Ness Street	Signal	37	35,200	0.96
Wisconsin Avenue/Upton Street	Signal	53	29,910	1.62
Wisconsin Avenue/Rodman Street/Sidwell Driveway	Signal	23	25,300	0.83
Wisconsin Avenue/Quebec Street	One-way Stop	6	31,500	0.17
Wisconsin Avenue/Porter Street	Signal	18	29,600	0.56
Wisconsin Avenue/Idaho Avenue	Signal	4	25,540	0.14
37th Street/Warren Street	All-way Stop	0	2,360	0
37th Street/Van Ness Street	All-way Stop	5	9,330	0.49
37th Street/Upton Street	All-way Stop	6	3,580	1.53
37th Street/Tilden Street/Washington Home Driveway	All-way Stop	2	2,460	0.74
37th Street/Quebec Street	All-way Stop	5	3,500	1.30
37th Street/Porter Street	All-way Stop	3	5,930	0.46
38th Street/Van Ness Street	All-way Stop	1	8,220	0.11
38th Street/Upton Street	All-way Stop	4	2,010	1.82
Upton Street/Reno Road	One-way Stop	4	17,390	0.21
Upton Street/Site Driveway	One-way Stop	N/A	1,420	N/A
Wisconsin Avenue/Service Driveway	NA – Entrance Only	N/A	23,860	N/A

Figure 10: Intersection Crash Rates, 2012-2014 (Source: Applicant)

Mitigations

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District's transportation network. The mitigations must sufficiently diminish the action's vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate an action's impact, TDM measures may be necessary to manage travel behavior to minimize impact. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District's multi-modal transportation goals.

The following analysis is a review of the Applicant's proposed mitigations and a description of DDOT's suggested conditions for inclusion in the PUD.

Site Circulation, Operations, and Design

The Site should be designed in a manner to facilitate internal movement of people and vehicles such that the potential impacts to the external transportation network are minimized. When potential impacts are unavoidable, operational changes, such as limitations on turn movements or changes in directionality of roadways, are an effective way to manage a Site's potential transportation impact.

Several operational or geometric changes are proposed by the Applicant to which DDOT generally concurs. However, DDOT does not yet agree to the design and operational changes within public space, which should be coordinated during the public space permitting process. These proposals include:

- A new east-west roadway connecting Gate 4 to the north-south campus roadways behind the hospital facilities is proposed;
- Some adjustment to the access points at the north end of campus is proposed. Gate 1 will shift slightly west, while access will be intensified at Gate 4;
- New traffic signals are proposed at both these locations (potentially two at the Gate 1 location to replace/modify the existing signal, and one new signal at the Gate 4 location); and
- Added bicycle and pedestrian infrastructure on campus, including new dedicated north-south and east-west passages, and at access points to encourage additional non-auto transportation.

The phasing and details of these improvements will be finalized during any necessary public space permitting process. DDOT also seeks the following additional mitigations:

- Additional pedestrian and bicycle accommodations within the next decade to encourage non-auto accessibility and connect the entire campus, including:
    - Creation of a north-south pedestrian connection along the west edge of campus, allowing direct passage from Gate 4 to the Canal Road entrance, and outlining the campus with pedestrian connectivity;
    - Reconstruction of Healy Circle and this main campus entrance from 37th Street as a non-auto oriented pedestrian and bicycle gateway, which, while still auto-accessible for special events, will present a non-auto design focus; and
    - Provision of a connection to the campus border at the point where the future Palisades Trolley Trail can be connected to the campus bike network if that trail proceeds.

The Applicant shall design signals to DDOT standards, and signal modifications will be coordinated to optimize performance of the road network while providing ample pedestrian crossing time. Site design and similar elements, in particular where Site streets intersect major surrounding streets, will be further coordinated as part of public space permitting.

Transportation Demand Management

TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

In this case, the Applicant has worked closely with DDOT to develop an effective TDM plan, and proposes the following TDM strategies. This TDM program is essential to the Applicant realizing their proposed performance targets. The high level TDM plan elements include:

GU General TDM Strategies

- Transportation Infrastructure
  - Build upon and improve existing transportation services on campus
- Education and Support
  - Establish Transportation Program Manager function to inform University students, faculty and staff of travel options available to the University
- Parking Management
  - Discourage the use of SOVs through effective parking management
- Alternative Work Arrangements
  - Implement and promote policies that encourage reduction in trips and/or peak hour trips

MGUH General TDM Strategies

- Transportation Infrastructure
  - Build upon and improve existing transportation services on campus
- Education and Support
  - Inform staff of travel options available to the Hospital
- Incentives
  - Establish incentives that will increase the convenience of using alternative forms of transportation

The effectiveness of these TDM measures will be measured as part of ongoing performance monitoring. If implemented as intended, they will encourage the use of alternative modes of transportation and reduce vehicular traffic. DDOT finds the above general TDM measures appropriate and expects ongoing monitoring to determine if they are robust enough to address the impacts expected from the project. Should performance targets not be met, it is expected that significant additional TDM elements will be considered and implemented.

Performance Monitoring

The CTR provides a projection of an action's likely transportation impacts. However, in an urban environment that is rapidly developing and changing, the projections may not provide enough certainty to reveal the true future impacts of an action, particularly at the scale of this one. A performance monitoring plan provides the framework for increasing the level of certainty concerning expected impacts so that DDOT and the public can have a better idea of expected future travel conditions. A performance monitoring plan establishes thresholds for trips an action can generate, defines post-completion evaluation criteria and methodology, and establishes potential remediating measures.

DDOT's goal is to customize the performance monitoring plan to address the potential impacts identified. In this case, there will be separate monitoring programs for the university and hospital, but data collection will be completed concurrently, and the reports will reflect findings from each other as necessary. The Applicant has thus proposed a comprehensive annual monitoring program including the following elements:

- Measurement of university and hospital trip generation;
- A comprehensive transportation survey to measure TDM effectiveness, mode split, and other elements;
- Daily GUTS ridership counts;
- A summary report of TDM activities and expenditures; and
- Parking occupancy counts.

The success of the TDM Plan will be measured by reporting the extent to which trip generation performance targets are met. The targets are as reported above within the trip generation section, and the university and hospital will be measured independently versus their individual goals. The initial monitoring will occur during the fall semester. DDOT notes the following adjustments that should be made to the plan:

- Maintain the four-hour count window unless modifications are approved by DDOT;
- Report peak trips in 15-minute increments;
- Outline detailed analytics utilizing AVL and APC data that will be used to report on transit ridership and trends;
- Define a more stringent set of mitigations necessary following two consecutive years of unacceptable performance; and
- Specify when the performance monitoring report should be delivered to DDOT.

In the event that the campus exceeds the projected vehicle trip generation, then the Applicant will be required to adjust the TDM program, and gain DDOT approval on these adjustments. Specifically, DDOT may expect the Applicant to adjust parking fees, consider removing stacked parking places, or implement other TDM measures or monitoring goals as deemed most appropriate at that time. Additionally, a second report in the same school year, during the spring semester, will also be required to track progress.

With these targets in place, and as well a commitment to make modifications if necessary to meet the goal and make the TDM program effective, DDOT is supportive of the Performance Monitoring Plan.

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Transportation Demand Management

Traffic and parking congestion can be effectively addressed in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be cost-prohibitive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by TDM plans implemented by those in the private sector. TDM plans are most effective when tailored to a specific project or user group. Typical TDM strategies include measures to encourage multi-modal modes of transportation and discourage SOV use. Specific strategies are customized based on the type of use (e.g. university versus hospital).

Accordingly, both the University and the Hospital each have undertaken a strategic, comprehensive TDM planning process. The TDM Plans were developed in conjunction with the GCP, incorporating the input of a wide range of stakeholders to formulate a strategy to manage campus-related traffic and mitigate transportation impacts on the surrounding neighborhoods.

Both the University and Hospital TDM Plans identify two key performance targets. The first is a commitment to achieve significant reductions in peak hour trip generation for each institution. The second target is an aspirational goal of an even more significant peak hour trip reduction that the University and Hospital will strive to achieve over the term of the Plan. The TDM Plans were developed around these key performance targets, and set forth strategies and approaches to achieve them as well as clear and defined guidelines for annual monitoring. While compliance will be determined based on the commitment standards, the annual report will also document each institution's performance toward the aspirational goal.

The Plans were specifically and intentionally developed to provide flexibility for each institution to select from a variety of TDM policies and approaches included in a "toolbox" of strategies based on what measures are most effective given the unique nature of each institution and the commuting patterns of their constituencies. This flexibility also allows each institution to respond to changes in technology or transportation services that may impact the effectiveness of the TDM plan over the 20-year term of the Campus Plan.

Details are provided in the *Georgetown University Transportation Demand Management Plan* and the *Medstar Georgetown University Hospital Transportation Demand Management Plan.* Both Plans are included in Appendix M. A brief summary of each is provided below:

University TDM Plan Overview

As part of the 2017 Campus Plan, the University has established two performance targets: 1) a trip generation commitment and 2) an aspirational goal with respect to campus traffic volumes over the twenty-year term of the Plan. The proposed reduction in peak hour trips was extensively analyzed, reviewed, and discussed with the members of the surrounding community through the GCP, and represents one of the key commitments that form the basis of the consensus 2017 Campus Plan. The reduction represents a decrease in projected PM peak hour trips of 8.5 percentage points and was developed with the following considerations in mind:

1) The University already has achieved a significant non-auto mode split of 62.2 percent plus a carpool percentage of four percent (for a total of 66.2 percent);
2) Based on projected increases in campus populations, to achieve the proposed reduction the University would increase its non-auto plus carpool percentage from 66.2 to 68.9 percent;
3) A significant component of the projected trip generation for the University is associated with the projected increase in graduate students. The increase in graduate students currently is permitted under and falls within the student cap set forth in the current Campus Plan.

Trip Generation Performance Targets (see Section 4 of the *Georgetown University Transportation Demand Management Plan* for more details):

- Commitment
  - Peak hour vehicle trips shall not exceed 632 AM peak hour vehicle trips and 591 PM peak hour vehicle trips, as shown in the Table 25 below:

Table 25
University Performance Target Commitment

	AM Peak[1]	PM Peak[1]
Existing Vehicle Volume[2]	576	516
Projected Site Trips[3]	+90	+120
Projected Future Trips with Campus Plan	666	636
Proposed TDM Reduction[4,5]	-34	-45
Projected Future Trips with Campus Plan and TDM	632	591

[1] For simplicity, the combined inbound + outbound trips are presented.
[2] From Table 15 of the CTR
[3] From Table 20 of the CTR
[4] TDM Reduction was derived as follows based on the PM peak hour (since the projected number of site trips is higher during the PM peak hour):
The University is projected to increase PM peak hour trips by 23.2% (120/516=0.233)
The proposed TDM reduction represents a reduction of 8.5 percentage points, resulting in a reduction of 45 PM peak hour trips (23.2-8.5=14.7% increase over existing volumes; 516*0.147=75 trips vs. 120 trips; 120-75 = 45 trip reduction)
[5] The AM peak hour reduction was calculated as follows: 45/120 = 0.375; 90*0.375 = 34

- Aspirational Goal
  - As an aspirational goal, the University will strive to achieve a threshold that is below 593 AM peak hour vehicle trips and 532 PM peak hour vehicle trips.
  - Notwithstanding the aspirational goal, for purposes of the monitoring and evaluation, compliance shall be determined based on the threshold of 632 AM peak hour vehicle trips and 591 PM peak hour vehicle trips.
- Parking Cap
  - The current University parking cap of 1,380 spaces will remain unchanged.

General TDM Strategies:

- Transportation Infrastructure
  - Build upon and improve existing transportation services on campus
- Education and Support
  - Establish Transportation Program Manager function to inform University students, faculty and staff of travel options available to the University
- Parking Management
  - Discourage the use of SOVs through effective parking management
- Alternative Work Arrangements
  - Implement and promote policies that encourage reduction in trips and/or peak hour trips

See Section 4 of the *Georgetown University Transportation Demand Management Plan* for a detailed list of potential strategies, including the proposed strategies for year 1 of the Campus Plan.

Monitoring and Evaluation:

To fully assess the University's efforts towards achieving the peak hour performance commitment and aspirational goal described above, the University shall conduct an Annual Performance Monitoring Study. The Study shall include: (1) measurement of University vehicle trip generation, (2) a university-wide transportation survey (including determination of mode split), (3) daily GUTS ridership counts, (4) a summary report on TDM activities, and (5) parking occupancy counts.

- Elements of the Annual Performance Monitoring Study:
  - Vehicle Trip Counts
    - The number of vehicle trips generated by the University during the AM and PM peak hour will be determined through vehicular traffic counts.
    - Traffic counts shall be conducted when Georgetown University, DC Public Schools, and Congress are in session.

- Counts shall be conducted during the Fall Semester on three typical weekdays (i.e. a Tuesday, Wednesday, and/or Thursday) from 6:00 AM to 10:00 AM and from 4:00 PM to 8:00 PM. Counts shall be conducted on days when no adverse weather impacts travel conditions. Counts shall be conducted at the following campus driveways:
    - Canal Road,
    - Prospect Street,
    - Gate 1,
    - Gate 2,
    - Gate 3,
    - Gate 4,
    - Lot B Driveway, and
    - 37th/P Driveway.

  In order to separate University trips from Hospital trips, counts shall also be conducted at the internal campus parking facilities that are open and operational at the time the monitoring study is performed. In parking facilities that house both University and Hospital designated spaces (e.g. Southwest Garage and Leavey Garage) the number of University trips will be estimated based on the proportion of University spaces versus the number of Hospital spaces.

  If counts conducted the first year reveal that the count windows can be shortened from four hours to three hours and still capture the AM and PM peak hours of both the University and Hospital, then the count window shall be shortened to three hours for each peak in the subsequent years of the Campus Plan.
- The number of AM peak hour trips generated by the University shall be determined by averaging the data from the three days and then selecting the single highest hourly inbound volume entering campus plus outbound volume exiting campus (for all driveways combined) between 6:00 AM to 10:00 AM. The number of PM peak hour trips generated by the University shall be determined by selecting the single highest hourly inbound volume entering campus plus outbound volume exiting campus (for all driveways combined) between and from 4:00 PM to 8:00 PM based on the averaged data.
- The trip generation information will be used to determine whether the targets established above are met.
- During the term of the Campus Plan, if major construction projects significantly alter traffic circulation patterns and/or access to campus parking facilities such that the methodology outlined above would not adequately differentiate between University and Hospital trips, then an alternate methodology shall be devised and submitted to the GCP and DDOT for review and approval prior to conducting the counts.

- University-wide Transportation Survey

- A mode split survey will be conducted (in coordination with the traffic counts during the Fall Semester) to identify the mode of transportation for students and faculty/staff.
- The mode split results will be provided for informational purposes and will be used by the University to inform decisions regarding implementation of various TDM strategies to achieve the established performance targets. Mode split results will be presented along with results from previous years to reveal any trends.
- Questions regarding various travel options and incentives to ascertain respondents' sentiments and awareness regarding specific TDM strategies will be included in the survey to garner additional information beyond mode choice to better inform the University's decision making. As an example, the survey may ask questions related to changes in GUTS bus service to determine whether specific improvements likely would result in an increase in GUTS ridership.
- Year-to-year trends regarding TDM performance and user knowledge gaps will be reported.

- GUTS Daily Ridership Counts
  - Daily ridership will be provided for each of the active GUTS routes for a minimum of one week. The ridership numbers will be collected for the same week in which traffic counts are conducted.
  - Year-to-year trends in ridership also will be reported.
- Annual TDM Performance Report
  - A list of TDM strategies in effect at the time the performance monitoring study was conducted and perceived awareness of their availability will be provided.
  - The number of students enrolled and faculty/staff employed at the time the study was conducted will be provided.
  - An itemized summary of TDM-related expenditures, demonstrating the level of financial investment made toward achieving the performance targets outlined above will be included in the report.
  - In the event that the trip generation commitment is not met, a remediation plan, including a list of additional TDM strategies and the timeframe for their implementation also will be provided.
- Parking Occupancy Counts
  - A count of the number of occupied parking spaces in each of the on-campus parking facilities will be conducted on a typical weekday (i.e. a Tuesday, Wednesday, or Thursday) from 6:00 AM to 8:00 PM. Counts shall be conducted on days when no adverse weather impacts travel conditions and shall be conducted on a day in which the vehicle trip counts are being conducted.
  - Data will be provided in tabular or graphic format comparing the number of occupied spaces to the University's parking cap to ensure the parking cap is not exceeded.

- Sequencing of Annual Performance Monitoring Studies
  - Monitoring studies shall be conducted during the Fall semester each year beginning the year following the approval of the Campus Plan.
  - If the vehicle trip counts reveal that the trip generation commitment is not met, the University shall identify and begin to implement additional TDM measures, as noted above and discussed more fully below, and shall repeat the vehicle trip counts by the end of the following Spring Semester and submit those results to both the GCP and DDOT.
  - Annual Performance Monitoring Studies shall be conducted throughout the 20-year term of the Campus Plan.

Enforcement:

The University will submit its Annual Performance Monitoring Study to DDOT and the GCP. If the Annual Performance Monitoring Study reveals that the Performance Commitment is not met, the University will work with the GCP's Transportation and Parking Working Group, the GCP Steering Committee, and DDOT to review the then-current TDM strategies and associated expenditures and to develop an increasingly robust plan to augment existing and/or implement new TDM strategies to enhance performance. Strategies may include but are not limited to the toolkit components discussed more fully in Section 5 of the *Georgetown University Transportation Demand Management Plan*, including:

- Carpool/vanpool ride matching and/or incentives
- Increased telework and distance learning opportunities
- Enhanced or expanded GUTS service
- Additional bicycle infrastructure
- Installation of electronic information displays
- Enhanced internal TDM communications

Compliance with the provisions of this TDM Plan will be specifically enforceable pursuant to the proposed conditions of approval set forth in Exhibit FF of the Campus Plan.

Table 26 reflects the vehicular trip generation for the University based on the University's commitment to reduce vehicular trip generation through implementation of a comprehensive TDM Plan. The trip generation presented in Table 24 is based on the performance commitment established by the University and the GCP. As noted above, the University will strive to reach its aspirational trip reduction goal; however, for purposes of the analyses presented herein, the commitment performance standard was used. Since meeting the aspirational target would result in fewer trips generated by the University, basing the analyses presented in subsequent sections on the commitment standard presents a conservative scenario.

Table 26
University Vehicle Trip Generation
With TDM Plan

Trip Component	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Vehicle Trips w/o TDM Plan	80	10	90	28	92	120
TDM Reduction	*30*	*4*	*34*	*10*	*35*	*45*
Vehicle Trips w/ TDM Plan	**50**	**6**	**56**	**18**	**57**	**75**

Hospital TDM Plan Overview

As part of its further processing application for the proposed medical/surgical pavilion, as described in the 2017 Campus Plan, the Hospital has established two performance targets: (1) a trip generation commitment and (2) an aspirational goal with respect to its impact on campus traffic volumes. The proposed reduction in peak hour trips was extensively analyzed, reviewed, and discussed with the members of the surrounding community through the GCP, and represents one of the key commitments associated with the medical/surgical pavilion project. The proposed reduction represents a decrease in projected AM peak hour trips of 15 percentage points and was developed based on the community's desire for the Hospital to not only offset the projected increase in vehicle trips associated with the new medical/surgical pavilion but to also reduce trips to a level below existing volumes.

Due to the nature of Hospital operations, including the types of patients its serves, the shift work of its staff, and on-going staffing challenges, the Hospital developed a two-pronged approach to reducing its vehicle trips, specifically through 1) decanting certain departments or services off-site and 2) through traditional TDM measures. For purposes of discussing the performance targets for the Hospital, targets associated with both decanting and traditional TDM measures are provided below. In order to evaluate the effectiveness of the TDM Plan, targets are provided separately for decanting and for TDM.

To achieve the proposed TDM reduction the Hospital would increase its non-auto plus carpool percentage from 22.3 to 31.7 percent.

The performance targets are summarized below:

Trip Generation Performance Targets (see Section 4 of the *Medstar Georgetown University Hospital Transportation Demand Management Plan* for more details):

- Commitment
  - Peak hour vehicle trips shall be reduced by at least 101 trips during the AM peak hour and at least 76 trips during the PM peak hour based on traditional TDM strategies as outlined in the TDM Plan, as shown in Table 27.

    The peak hour vehicle trip reductions associated with traditional TDM strategies shall be calculated as follows:

- Calculate the expected vehicle trip generation in accordance with the trip generation methodology outlined in the Comprehensive Transportation Review for the Georgetown University Campus Plan dated October 2016 prepared by Wells + Associates based on the number of Hospital employees on campus at the time.
- Determine the actual vehicle trip generation, as described below, based on vehicle trip counts.
- The reduction achieved is equal to the expected vehicle trip generation minus the actual vehicle trip generation.

o Taking into account the combined effect of reductions associated with both decanting and traditional TDM strategies, peak hour vehicle trips shall be reduced by 196 AM peak hour vehicle trips and 107 PM peak hour vehicle trips, as shown in Table 27. The peak hour vehicle trip reductions associated with both decanting and traditional TDM strategies shall be calculated as follows:

- Use the expected vehicle trip generation at full build out (i.e. 5,119 total employees), which is equal to 1,441 AM peak hour vehicle trips and 1,046 PM peak hour vehicle trips as identified in the Comprehensive Transportation Review for the Georgetown University Campus Plan dated October 2016 prepared by Wells + Associates.
- Determine the actual trip generation, as described below, based on vehicle trip counts.
- The reduction achieved is equal to the expected vehicle trip generation at full build out minus the actual vehicle trip generation.

Table 27
Hospital Performance Target Commitment

	AM Peak[1]	PM Peak[1]
Existing Vehicle Volume[2]	1,310	988
Projected Site Trips[3]	+131	+58
Projected Future Trips with Campus Plan	1,441	1,046
Proposed TDM Reduction[4,5]	-101	-76
Proposed Decanting Reduction[4,5]	-95	-31
Projected Future Trips with Campus Plan and Reduction	1,245	939

[1] For simplicity, the combined inbound + outbound trips are presented
[2] From Table 17 of the CTR
[3] From Table 21 of the CTR
[4] TDM Reduction was derived as follows based on the AM peak hour (since the projected number of site trips is higher during the AM peak hour):
The Hospital is projected to increase AM peak hour trips by 10% (131/1,310=0.10)
The proposed overall reduction represents a reduction of 15 percentage points overall (and five percent below existing volumes), resulting in a reduction of 196 AM peak hour trips (10-15=-5% decrease from existing volumes; 1,310*(1-0.05) = 1,245 trips or an overall reduction of 196 trips (1,441-1,245=196)
[5] The PM peak hour reduction was calculated as follows: 988*(1-0.05) = 939 or a reduction of 107 trips (1,046-939 = 107)

- Aspirational Goal
  - As an aspirational goal, the Hospital will strive to achieve an overall reduction of 288 AM peak hour vehicle trips and 176 PM peak hour vehicle trips.
  - Reductions will be calculated as described above.
  - Notwithstanding the aspirational goal, for purposes of the monitoring and evaluation, compliance shall be determined based on the reductions outlined under "Commitment."
- Parking Cap
  - The current Hospital parking cap of 2,700 spaces will remain unchanged. To ensure that the parking cap will not be exceeded with the addition of approximately 644 parking spaces under the proposed medical/surgical pavilion, a significant number of stacked parking spaces will be eliminated in other, existing parking facilities.

General TDM Strategies:

- Transportation Infrastructure –
  - Build upon and improve existing transportation services on campus
- Education and Support –
  - Inform staff of travel options available to the Hospital
- Incentives
  - Establish incentives that will increase the convenience of using alternative forms of transportation

See Section 4 of the *Medstar Georgetown University Hospital Transportation Demand Management Plan* for a detailed list of potential strategies, including the proposed strategies for year 1 of the Campus Plan.

Monitoring and Evaluation:

To fully assess the Hospital's effort towards achieving the peak hour vehicle trip reduction commitment and aspirational goal, as described above, an Annual Performance Monitoring Study that includes: (1) measurement of Hospital vehicle trip generation, (2) a hospital transportation survey (including determination of a mode split), and (3) a summary report on TDM activities is recommended.

- Elements of the Annual Performance Monitoring Study:
  - Vehicle Trip Counts
    - The number of vehicle trips generated by the Hospital during the AM and PM peak hours will be determined through vehicular traffic counts.
    - Traffic counts shall be conducted when Georgetown University, DC Public Schools and Congress are in session. Counts shall be conducted during Georgetown University's Fall Semester on three typical weekdays (i.e. a Tuesday, Wednesday, and/or Thursday) from 6:00 AM to 10:00 AM and from 4:00 PM to 8:00 PM.

Counts shall be conducted on days when no adverse weather impacts travel conditions. Counts shall be conducted at the following campus driveways:

- Canal Road,
- Prospect Street,
- Gate 1,
- Gate 2,
- Gate 3,
- Gate 4,
- Lot B Driveway, and
- 37th/P Driveway.

- In order to separate Hospital trips from University trips, counts shall also be conducted at the internal campus parking facilities that are open and operational at the time the monitoring study is performed. In parking facilities that house both University and Hospital designated paces (e.g. Southwest Garage and Leavey Garage) the number of Hospital trips will be estimated based on the proportion of Hospital spaces versus the number of University spaces.

  If counts conducted the first year reveal that the count windows can be shortened from four hours to three hours and still capture the AM and PM peak hours of both the University and Hospital, then the count window shall be shortened to three hours for each peak in the subsequent years of the Campus Plan.

- The number of AM peak hour trips generated by the Hospital shall be determined by averaging the data from the three days and then selecting the single highest hourly inbound volume entering campus plus outbound volume exiting campus (for all driveways combined) between 6:00 AM and 10:00 AM. The number of PM peak hour trips generated by the Hospital shall be determined by selecting the single highest hourly inbound volume entering campus plus outbound volume exiting campus (for all driveways combined) between 4:00 PM and 8:00 PM based on the averaged data.

- The trip generation information will be used to determine whether the targets established above are met.

- During the term of the Campus Plan, if major construction projects significantly alter traffic circulation patterns and/or access to campus parking facilities such that the methodology outlined above would not adequately differentiate between University and Hospital trips, then an alternate methodology shall be devised and submitted to the GCP and DDOT for review and approval prior to conducting the counts.

o Hospital Transportation Survey

- A mode split survey will be conducted (in coordination with the traffic counts) to identify the mode of transportation for employees.

- The mode split results will be provided for informational purposes and will be used by the Hospital to inform decisions regarding the implementation of various TDM strategies to achieve the established performance targets. Mode split results will be presented along with results from previous years to reveal any trends.
- Questions regarding various travel options and incentives to ascertain respondents' sentiments and awareness regarding specific TDM strategies will be included in the survey to garner additional information beyond mode choice to better inform the Hospital's decision making.

■ Year-to-year trends regarding TDM performance and user knowledge gaps will be reported.

o GUTS Daily Ridership Counts

- Daily ridership will be provided for each of the active GUTS routes for a minimum of one week. The ridership numbers will be collected for the same week in which traffic counts are conducted.
- Year-to-year trends in Ridership also will be reported.

o Annual TDM Performance Report

- A list of TDM strategies in effect at the time the performance monitoring study was conducted and perceived awareness of their availability will be provided.
- The number of staff employed on-site at the time the study was conducted will be provided.
- In the event that the trip generation commitment is not met, a remediation plan including a list of additional TDM strategies to be implemented and the timeframe for their implementation also will be provided.
- An itemized summary of TDM-related expenditures, demonstrating the level of financial investment made toward achieving the performance targets outlined above will be included in the report.

o Parking Occupancy Counts

- A count of the number of occupied parking spaces in each of the on-campus parking facilities will be conducted on a typical weekday (i.e. a Tuesday, Wednesday, or Thursday) from 6:00 AM to 8:00 PM. Counts shall be conducted on days when no adverse weather impacts travel conditions and shall be conducted on a day in which the vehicle trip counts are being conducted.
- Data will be provided in tabular or graphic format comparing the number of occupied spaces to the Hospital's parking cap to ensure the parking cap is not exceeded.

■ Sequencing of Annual Performance Monitoring Studies

o Monitoring studies shall be conducted during the Fall Semester each year beginning the year following the approval of the Campus Plan.

o If the vehicle trip counts reveal that the trip generation commitment is not met, the Hospital shall identify and begin to implement additional TDM measures, as noted

above and discussed more fully below, and shall repeat vehicle trip counts by the end of Georgetown University's following Spring Semester and submit the results to both the GCP and DDOT.

- Annual Performance Monitoring Studies shall be conducted throughout the 20-year term of the Campus Plan.

Enforcement:

The Hospital will submit its Annual Performance Monitoring Study to DDOT and the GCP. If the Annual Performance Monitoring Study reveals that the Performance Commitment is not met, the Hospital will work with the GCP's Transportation and Parking Working Group, the GCP Steering Committee, and DDOT to review the then-current TDM strategies and associated expenditures and to develop an increasingly robust plan to augment existing and/or implement new TDM strategies to enhance performance Strategies may include but are not limited to the toolkit components discussed more fully in Section 5 of the *Medstar Georgetown University Hospital Transportation Demand Management Plan*, including:

- Carpool/vanpool ride matching and/or incentives
- Flexible work operations
- Enhanced internal TDM communications
- Additional bicycle infrastructure
- Enhanced or expanded GUTS service
- Installation of electronic information displays
- Increased on-campus parking fees for Hospital employees
- Targeted marketing/outreach to employees based on their home location

Compliance with the provisions of this TDM Plan will be specifically enforceable pursuant to the proposed conditions of approval set forth in the further processing application for the Medical/Surgical Pavilion Project.

Table 25 reflects the vehicular trip generation for the Hospital based on the Hospital's commitment to reduce vehicular trip generation through implementation of a comprehensive TDM Plan. The trip generation presented in Table 28 is based on the performance commitment established by the Hospital and the GCP. As noted above, the Hospital will strive to reach its aspirational trip reduction goal; however, for purposes of the analyses presented herein, the commitment performance standard was used. Since meeting the aspirational target would result in fewer trips generated by the Hospital, basing the analyses presented in subsequent sections on the commitment standard presents a conservative scenario.

Table 28
Hospital Vehicle Trip Generation
With TDM Plan

Trip Component	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Vehicle Trips w/o Decanting and w/o TDM Plan	***94***	***37***	***131***	***16***	***42***	***58***
Decanting Reduction[1]	*74*	*21*	*95*	*9*	*22*	*31*
TDM Reduction[1]	*67*	*34*	*101*	*21*	*55*	*76*
Vehicle Trips w/ TDM and Decanting	**-47**	**-18**	**-65**	**-14**	**-35**	**-49**

[1] Total AM and PM TDM reduction calculated as 7.7% of existing hospital trip generation (as presented in Table 13). Total AM and PM decanting reduction calculated as 7.3% of existing hospital trip generation (as presented in Table 13). The AM inbound/outbound decanting reductions are based on the trip generation presented in Table 24. The AM inbound/outbound TDM reductions are based on the resulting reduction needed to achieve the AM goal. The PM inbound/outbound decanting and TDM reduction based on the inbound vs. outbound proportion in the first row of this table.

As shown on Table 25, the Hospital's TDM commitment and planned relocation of certain services actually would result in a reduction of vehicle trips generated by the Hospital when compared to today's volumes.

Site Trip Distribution and Assignment

Survey responses from the Commute Surveys for University and the Hospital were geocoded by address and used to approximate campus demographics. University data were reduced to include only employees and graduate students that drive to and from the main campus during the AM and PM peak periods. Hospital data also were reduced to include only employees that drive to and from the main campus during the AM and PM peak periods. The address data were grouped in zones, based on regional traffic patterns and are shown on Figure 24.

Entry and exit trip distributions were calculated based on actual traffic volumes at each driveway. The address information then was used to distribute the driveway distributions to the larger regional network. Travel paths to and from each zone were determined by evaluating the regional distributions (based on address location) in combination with the driveway distributions (based on actual driveway counts). In the case of the University, the regional and driveway distributions matched very closely. In the case of the Hospital, because the regional distributions did not include visitor trips (since visitors were not part of the Hospital survey), the regional distributions (based on address location) did not necessarily match the driveway distributions (based on actual counts). Therefore, the regional distributions were proportionally adjusted so that the origins and destinations, following logical travel patterns to/from each zone, matched the driveway distributions.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Zoning Commission

ZONING COMMISSION FOR THE DISTRICT OF COLUMBIA
ZONING COMMISSION ORDER NO. 16-18
Z.C. Case No. 16-18
Georgetown University (2017-2036 Campus Plan)
December 1, 2016

Pursuant to notice, the Zoning Commission for the District of Columbia ("Commission") held a public hearing on December 1, 2016 to consider an application by Georgetown University ("University") for approval of the 2017–2036 Campus Plan ("2017 Campus Plan") pursuant to Subtitle X 101.8 of the District of Columbia Zoning Regulations ("Zoning Regulations"), Title 11 of the District of Columbia Municipal Regulations. The 2017 Campus Plan includes the University's Main Campus and Medical Center as well as the MedStar Georgetown University Hospital ("Hospital"), and it is bounded by Glover Archbold Parkway on the west; National Park Service property along the Chesapeake and Ohio Canal, Canal Road, N.W., and Prospect Street, N.W. to the south; 35th Street, N.W., N Street, N.W. to 36th Street, N.W., and 36th Street to P Street, N.W. to the east; and Reservoir Road, N.W. to the north. In connection with the 2017 Campus Plan, the University requested flexibility from the special exception approval requirements of Subtitle X § 101.1 for certain minor projects and changes in use.

The Commission considered the application for the 2017 Campus Plan pursuant to Subtitles X and Z of the Zoning Regulations. The public hearing was conducted in accordance with the provisions of Subtitle Z, Chapter 4. As discussed below, no party, person, or entity appeared in opposition to the application at the public hearing. Accordingly, a decision by the Commission to grant this application would not be adverse to any party, and pursuant to Subtitle Z § 604.7, the Commission waives the requirements for findings of facts and conclusions of law. As set forth below, the Commission hereby approves the application.

Application, Parties, and Hearing

1. The property that is the subject of the 2017 Campus Plan consists of property located in Squares 1222, 1223, 1226, 1248, and 1321 (Square 1222, Lots 62, 801, and 802; Square 1223, parts of Lots 65, 66, and 67, and Lots 86, 807, 808, 809, 810, 812, 815, 826, 827, 831, 834, 843, 846, 847, 852, 853, 855, 857, and 858; Square 1226, Lots 94, 95, 96, 97, 98, 99, 100, 101, 105, 106, 107, 108, 803, 804, 806, 811, 812, 813, and 814; Square 1248, Lots 150, 151, 152, 153, 154, 155, 156, 157, 160, 161, 162, 800, 801, 802, 804, 806, 829, 830, 831, 834, and 835; and Square 1321, Lots 811, 815, 816, 821, 823, 824, 825, 826, 828, 829, 830, 831, 832, 833, 7000, 7001, 7002, 7003, 7004, 7005, 7006, 7007, and 7008) ("Property").

2. The Property is currently subject to the 2010-2017 Campus Plan ("2010 Campus Plan"), which was approved by the Commission in Z.C. Order No. 10-32, as amended. The 2010 Campus Plan was approved based on a compromise reached among the University, Advisory Neighborhood Commissions ("ANC") 2E and 3D, the Citizens Association of Georgetown ("CAG"), the Burleith Citizens Association ("BCA"), and the Foxhall Community Citizens Association ("FCCA").

3. On September 1, 2016, the University filed an application for approval of the 2017 Campus Plan. (Exhibits ["Ex."] 1-9Z.)

4. The 2017 Campus Plan was developed through the Georgetown Community Partnership ("GCP"). The GCP was established in 2012 to facilitate consensus-based decision-making among University administrators, students, and members of the surrounding residential communities through a collaborative process. The GCP was integral in the implementation of the 2010 Campus Plan, as well as the establishment of the framework, goals, and principles of the long-range planning efforts undertaken by the University that underpin the 2017 Campus Plan. (Ex. 8.)

5. Prior to filing the 2017 Plan, on July 15, 2016, the University mailed a notice of intent to file the campus plan to all property owners within 200 feet of the campus as well as to ANC 2E, ANC 3D, CAG, BCA, and FCCA. The University also presented the 2017 Plan to each ANC after mailing the notice and prior to filing of the plan. Accordingly, the University satisfied the notice requirements of Subtitle Z §§ 302.6 and 302.8. (Ex. 5.)

6. In addition to the formal pre-filing notice requirements, the University also published a draft of the 2017 Campus Plan on its website on June 6, 2016 and established a portal for public comments to be submitted, reviewed, and addressed. The comment period ran from June 6th to July 15th; during the comment period, representatives from the University and the Hospital, as well as community representatives of the GCP conducted multiple briefings on the Plan for students, faculty, staff, and neighbors. Copies of feedback received and the University's responses were published on the website, and the feedback resulted in multiple changes to the Plan. (Ex. 5, 32C.)

7. The 2017 Campus Plan satisfied the filing requirements of Subtitle X, Chapter 1 and Subtitle Z, Chapter 3. (Ex. 7.)

8. At the September 26, 2016 public meeting, pursuant to Subtitle Z § 101.9, the Commission voted to waive the posting requirements of Subtitle Z § 402.4 because they imposed an undue burden. The Commission required the University to post all frontages of the campus that face property not owned by the University, which is consistent with the posting requirements for campus plans in the previous 1958 Zoning Regulations. Notice of the public hearing was otherwise provided in accordance with the requirements of Subtitle Z, Chapter 4. (Ex. 15-17, 29, 44.)

9. On October 31, 2016, as a part of its pre-hearing submission, the University filed a Comprehensive Transportation Review ("CTR") for the 2017 Campus Plan in the record

of the case. The CTR was previously submitted to the District Department of Transportation ("DDOT") for review in August 2016. (Ex. 32-32C, 33-33B.)

10. On November 10, 2016, the University filed a supplemental prehearing submission that detailed justification for the areas of flexibility sought as a part of the 2017 Campus Plan. (Ex. 40.)

11. The Property is located primarily within ANC 2E, with a small sliver of the western edge of the campus located within ANC 3D. Accordingly, ANCs 2E and 3D were both automatically parties to the case, and each ANC submitted a report in support of the 2017 Campus Plan. (Ex. 11, 24.) CAG, BCA, FCCA, and the Georgetown University Student Association ("GUSA") all submitted requests for party status in support and sought advance party status consideration pursuant to Subtitle Z § 404. (Ex. 12, 14, 25, 27, 30, 31-31A, 34-39.) The Commission granted party status to all four parties at its November 14, 2016 public meeting.

12. On November 16, 2016, the Commission received a request for party status in opposition. The request was later withdrawn based on agreement between the potential party and the University. (Ex. 41, 45, 46.)

13. On December 1, 2016, the Commission held a public hearing in accordance with Subtitle Z § 408. Representatives of the University, ANC 2E, ANC 3D, CAG, BCA, FCCA, and GUSA all provided testimony and evidence in support of the 2017 Campus Plan. (Ex. 47-54.) No person, party, or entity appeared in opposition to the application. One individual appeared as "undeclared."

14. The Office of Planning ("OP") and DDOT each submitted reports and testified in support of the 2017 Campus Plan, based on the proposed conditions of approval included in the Campus Plan. (Ex. 42, 43.) DDOT's report also recommended potential additional mitigation measures. The University agreed to a number of these additional measures and submitted revised conditions of approval reflecting these additional measures. (Ex. 55.) The Commission agreed with the University that the additional measures proposed by DDOT, but not agreed to by the University, were unnecessary.

15. Pursuant to Subtitle Z § 506.5, at the close of the hearing, the Commission voted to approve the application, provided that the areas of flexibility requested by the University would be reviewed by the Commission as a modification of consequence pursuant to 11-Z DCMR § 703.

As directed by Subtitle Z § 408.8, the Commission has required the University to satisfy the burden of proving the elements that are necessary to establish the case for approval of a campus plan pursuant to Subtitle X § 101. The University has proposed a series of conditions of approval, endorsed by the GCP, the ANCs and other parties in support, OP, and DDOT, that will address the potential impacts of the University. (Ex. 9FF.) As discussed above, these proposed conditions were updated during the course of the proceedings. (Ex. 46, 55.)

As required by law, the Commission must give "great weight" to the recommendations of OP as well as ANCs 2E and 3D as the affected ANCs, which is satisfied by the Commission acknowledging the written reports of OP, ANC 2E, and ANC 3D, and their unanimous support for the 2017 Campus Plan. The Commission finds this evidence to be persuasive.

Based upon the record before the Commission, the Commission concludes that the University has met the burden of proof, pursuant to Subtitle X § 101.14, and that the 2017 Campus Plan may be approved. The 2017 Campus Plan is in harmony with the general purpose and intent of the Zoning Regulations and Map, and it will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map. Pursuant to Subtitle X § 101.11, the Commission concludes that the 2017 Campus Plan will further multiple policies of the District Elements of the Comprehensive Plan, as detailed in the Plan and in the OP Report.

DECISION

It is, therefore, **ORDERED** that the application for approval of the 2017–2036 Georgetown University Campus Plan be **GRANTED** subject to the following conditions:

Term

1. The Campus Plan is approved for the period January 1, 2017 through December 31, 2036.

Georgetown Community Partnership

2. During the term of the Campus Plan, the University shall work collegially with the parties through the Georgetown Community Partnership to successfully implement this Campus Plan. Any development on the Main Campus shall be consistent with the University's goal of developing an integrated living and learning campus and the community's goal of as rapid a transition as possible toward a more residential undergraduate on-campus environment.

3. The Georgetown Community Partnership ("GCP") shall continue to serve as a mechanism for collegial and productive discussion of the Plan's implementation, and for engaging in long-term planning work. The GCP shall be co-chaired by a member of the University's senior leadership and a designee of ANC 2E and have a steering committee composed of University senior leadership and persons selected by ANC 2E (including at least one student who serves on ANC 2E), ANC 3D, CAG, BCA, FCCA, and GUSA. For such time or times when the GCP anticipates it is about to engage in a longer-term discussion about a specific issue (e.g., a further processing application or an amendment to the Campus Plan), the GCP shall strongly consider adding a second student who is an ANC Commissioner to the Steering Committee. Persons selected by ANC 2E and ANC 3D serve in their individual capacity and not as ANC Commissioners. In addition, MedStar Georgetown University Hospital ("MGUH") has an *ex officio* seat. The GCP shall also provide an opportunity for broad community and University participation on an issue-by-issue basis. The GCP shall engage a facilitator (funded fully by the University

but selected jointly by the University, ANC 2E, ANC 3D, CAG, BCA, and FCCA leadership). The facilitator shall be responsible for balancing collaboratively the interests of the University, MGUH, ANC 2E, ANC 3D, CAG, BCA, FCCA, and GUSA leadership to achieve the purposes and ongoing operation of the GCP and its working group structure. The GCP framework shall continue to include a working group structure that shall address the key issues (e.g. public safety, trash, transportation, parking, off campus conduct, housing, enrollment, beautification) to facilitate in-depth discussions on core issues.

4. The University shall continue to work with the community parties, through the GCP, together with such outside advisors as are jointly agreed upon to develop and implement tools for measuring and mitigating the impacts of residential and non-residential graduate students on the Georgetown, Burleith, and Foxhall communities.[1]

   a. Through reasonable techniques such as, for example, incentives or the provision of University-sponsored graduate student housing elsewhere, the University shall manage the impact of its graduate student enrollment so the impact is not objectionable during the term of the Campus Plan.

   b. The University shall continue to explore the feasibility of developing competitive and marketable University-sponsored graduate student housing outside of the Georgetown, Burleith, and Foxhall communities.

Undergraduate Housing

5. During the term of the Campus Plan, the University shall continue to provide competitive and marketable on-campus undergraduate housing. The University shall provide special emphasis on renovating current on-campus housing, with a focus on senior and junior living communities such as Henle Village, Village A, and Alumni Square considered as priorities. The University shall also adopt appropriate sustainable measures, in consultation with the GCP, so that as of fall 2030 and maintained for each semester thereafter during the term of the Campus Plan, an additional 244 Traditional Undergraduate Program students (who would otherwise be expected to live in the surrounding community and whose alternate living arrangements demonstrably reduce the number of undergraduate student group houses[2] in the surrounding community) shall be housed on campus or outside of Zip Code 20007 ("Housing Commitment"). (Ex. 9O.) Such measures may include raising the occupancy rate of the number of on-campus beds

[1] For purposes of these conditions, the Georgetown, Burleith, and Foxhall communities are defined as the neighborhoods bounded on the east by Rock Creek and Potomac Parkway, on the south by the Potomac River, on the west by Canal Road and the Georgetown Reservoir, and on the north by Whitehaven Parkway to Foxhall Road to Hoban Road to Reservoir Road to 39th Street to Whitehaven Parkway (including the 1900 blocks of 39th and 38th Streets) to Whitehaven Street to Dumbarton Oaks Park on the north.

[2] For purposes of this condition, an undergraduate student group house is a single-family house where traditional undergraduate program students reside, other than a house where the majority of residents are not traditional undergraduate program students. The GCP will examine the application of this definition from time to time and, if need be, the GCP can adopt by consensus adjustments to the definition.

required by the 2010 Campus Plan as of Fall 2015 (i.e., 5,438 beds) above 95%. Such measures might also include, for example, some credit for an increase (above an agreed upon number based on historic experience) of students studying abroad or elsewhere, to the extent the GCP upon analysis concludes there is a demonstrable and sustainable causal link to the reduction as described above. Alternatively, the University may meet the Housing Commitment by providing additional on-campus beds through the renovation of existing on-campus buildings or the construction of new housing facilities as follows:

a. During the term of the Campus Plan, the University shall maintain on-campus housing for at least 5,438 students, subject to the provision in Section 5, above, regarding the possibility of providing additional on-campus beds;

b. No new residence hall (if any) constructed during the term of the Campus Plan shall be located on the Main Campus east of 37th Street or elsewhere within Zip Code 20007, unless the University receives permission from the relevant civic organization (e.g., CAG, BCA, or FCCA), the relevant ANC (ANC 2E or ANC 3D), and the Commission;

c. To implement the Housing Commitment above, the University shall be permitted to continue to use existing portions of the Leavey Center for residential use without additional further processing review;

d. To implement the Housing Commitment above, the University shall be permitted to repair, renovate, remodel, or structurally alter such facilities, as well as construct modest increases in gross floor area that are required to meet code requirements, improve accessibility, and create a more competitive and marketable living experience, without further processing approval, provided that such plans are approved by the Commission as a modification of consequence pursuant to 11-Z DCMR § 703. Such increases in gross floor area shall not exceed 15% of the existing gross floor area of the residence hall. Any exterior alteration resulting in an increase in gross floor area pursuant to this section shall be permitted only if reviewed with and concurred to by the GCP as well as, as required, reviewed by the Old Georgetown Board and the U.S. Commission of Fine Arts; and

e. In the event that St. Mary's Hall is converted to residential use, appropriate screening and mitigation measures shall be addressed in conjunction with any further processing application for the same.

6. The University shall limit the use of townhouses located on the west side of the 1400 block of 36th Street, N.W. to faculty and staff housing. Notwithstanding the foregoing, the properties located at 1412, 1420, and 1426 36th Street, N.W. may continue to be used for daytime administrative uses previously approved by the GCP, provided that there shall be no on-street parking connected with such use. In the event that the existing daytime administrative uses are discontinued, the properties shall be used for faculty and staff housing.

7. During the term of the Campus Plan, the University shall be permitted to change the use of properties located east of 37th Street and within the boundaries of the Campus Plan for either academic/administrative or residential/campus life without further processing approval, provided that the change in use is approved by the Commission as a modification of consequence pursuant to 11-Z DCMR § 703. Any change in use to an academic/administrative use shall also be subject to review and approval by the GCP. To the extent that the University may, in the future, change current uses of townhouses located on 36th Street between N and O Streets, the University shall, in connection with townhouses repurposed for student housing, make best efforts to use such townhouses for special interest housing (e.g. La Casa Latina, Black House, etc.) in an effort to provide a balanced mix of community, social, and student life activities.

8. The University shall require all Traditional Undergraduate Program students (as defined in Condition 10) to live in University housing during their first year (freshman as well as transfer sophomore and transfer junior students under 21), sophomore year, and either junior year or senior year, except for study abroad students, commuters, veterans, married students, and students with medical conditions or disabilities, religious beliefs, or other restrictions that are inconsistent with residence hall life.

Maximum Total Enrollment

9. During the term of the Campus Plan, the Main Campus student headcount shall not exceed 14,106 students. For purposes of this condition, the Main Campus student headcount shall be defined as the Georgetown University total student body[3], minus the number of students (by headcount) who are not registered for any courses located at the Main Campus (e.g. students who are registered for courses located only at off-campus locations (such as the Law Center, SFS-Qatar, and other locations not at the Main Campus ("off-campus")), students studying abroad, and continuous registration students) and senior citizens auditing courses located at the Main Campus:

   a. Growth towards the above maximum shall be gradual and measured; it shall not be linear, but reflected in tranches as new programs come online, culminating in a number that approaches but does not exceed the Main Campus student headcount;

   b. In the event that the University locates programs currently located on the Main Campus to satellite locations outside of Zip Code 20007, such actions shall result in a corresponding reduction in the Main Campus student headcount. The University shall be permitted to replace such students on the Main Campus, and shall work to do so in a way that minimizes impacts; and

[3] The Georgetown University total student body shall be defined as the total number of students reported under the Integrated Postsecondary Education Database System (IPEDS), which was established by the National Center for Education Statistics, a division of the U.S. Department of Education, and is a standardized definition for student enrollment at institutions of higher education in the United States. The official count of the Georgetown University total student body shall be taken in the Fall semester on the census date identified by the University for purposes of its IPEDS reporting. The University shall also conduct a second count in the Spring semester using the same methodology. For the Spring semester, enrollment headcounts shall be calculated on a date reasonably determined by the University to reflect the maximum undergraduate enrollment for that semester.

c. The University shall maintain the senior citizen auditor program.

10. During the term of the Campus Plan, the Traditional Undergraduate Program student headcount shall not exceed 6,675 students. For purposes of this condition, the Traditional Undergraduate Program student headcount shall be defined as the Main Campus student headcount as defined in Condition 9 plus students studying abroad minus the number of graduate students, professional students, students enrolled in the School of Continuing Studies, non-degree students and students returning for their second degree in nursing, all by headcount (for purposes of Conditions 8 and 28 of this Order, each such student counted under the Traditional Undergraduate Program student headcount being a "Traditional Undergraduate Program student").

11. During the term of Campus Plan, the Medical Student Program headcount shall not exceed 830 students. For purposes of this condition, the Medical Student Program headcount shall be defined as all students enrolled in the Doctor of Medicine (MD) degree program who are registered in at least one course on the Main Campus.

12. The University shall provide the GCP, prior to the end of each Spring and Fall semester, a complete report on the student enrollment maximums set forth in Conditions 9 through 11 above. The report shall also contain information on other categories of undergraduate students (as defined under this Campus Plan), and graduate student enrollment. The report shall also contain the number and location of all University-provided student housing as well as progress toward the Housing Commitment set forth in Condition 5 above. The Report shall contain a certificate as to its accuracy signed by the Provost of the University.

The University shall work with the GCP to develop metrics for analysis and establish benchmarks for evaluating changes in the number of Traditional Undergraduate Program and graduate program students living in the Georgetown, Burleith, and Foxhall neighborhoods as well as the number of Traditional Undergraduate Program, graduate program, and mixed program student group houses in those neighborhoods. The University shall work with the GCP to begin to develop such metrics and to establish such benchmarks prior to the Fall 2017 semester, in order to work toward a baseline for measuring:

(a) Progress toward the Housing Commitment set forth in Condition 5; and

(b) Changes associated with enrollment pursuant to the limitations set forth in Condition 9.

Beginning in Fall 2017, and for each semester thereafter, the University shall include such information as the GCP may request on the number and type of group houses in the surrounding neighborhoods and the number and type (e.g., Traditional Undergraduate Program) of undergraduate students and the number and type of graduate students living in the surrounding neighborhoods pursuant to these agreed upon metrics and benchmarks in each semester's Enrollment and Housing Report. The Report shall contain a certificate confirming that such information was collected in accordance with

the request and pursuant to any agreed-upon metrics and is accurate to the extent of the University's knowledge.

13. Each January during the term of the Campus Plan, the University shall provide the GCP a letter from an independent firm jointly selected by the University and the community parties and responsible equally to all members of the GCP (but wholly funded by the University) certifying that the enrollment numbers and University-provided housing numbers for the preceding Fall and Spring semesters are accurate and have been calculated in conformity with this Order. Unless agreed to by all members of the GCP, the independent firm shall not be required to certify the accuracy of information reported pursuant to Condition 12.

Quality of Life Initiatives

14. The University shall commit sufficient resources (financial, personnel, intellectual capital, etc.) to the University's Quality of Life Initiative to support a safe community, educate students to be good neighbors, and successfully mitigate the impacts of trash, noise and student behavior as follows:

    a. Initiatives shall include programs such as the Student Neighborhood Assistance Program ("SNAP"), the late-night Metropolitan Police Department ("MPD") reimbursable detail, regular trash and litter pick up patrols as needed, education of students about the responsibilities of living in a residential community, the Helpline, and late-night transportation services during nighttime weekend hours:

        i. The University shall continue to ensure that SNAP, the MPD reimbursable detail, and the Georgetown University Police Department (“GUPD”) are proactive in addressing issues as well as responsive to calls;

        ii. The University shall continue to run the late night shuttle (or equivalent services as reviewed and approved by the GCP), to supplement nighttime neighborhood transportation options;

        iii. The University shall continue to require all undergraduate students who live off campus during the academic year and during the summer to attend an orientation program that shall address "good neighbor" issues, reminding and educating students about appropriate conduct in the off-campus community. This program shall especially emphasize objectionable noise both inside and outside of buildings, underage drinking, applicable rules and standards regarding proper disposal of trash and recyclables, restricted parking in the West Georgetown, Burleith, and Foxhall neighborhoods, and University expectations that all students conduct themselves in a respectful and responsible manner as members of the local residential community; and

iv. The University shall continue to maintain and publicize a helpline available 24 hours per day, seven days per week to receive calls about noise and other quality of life issues; and

b. The University shall be permitted to modify these programs only as necessary or appropriate to increase efficacy (that is, to focus on results). Through the GCP, the University shall continue to evaluate and collegially develop meaningful ways to enhance the efficacy of these programs based on suggestions and feedback received through the GCP from neighbors, students, and other stakeholders.

15. During the term of the Campus Plan, the University shall continue to maintain policies that: equalize party polices for on and off campus parties; and reduce the impacts of off campus student parties. Specifically, the University shall:

a. Maintain a policy that states that living off-campus is a privilege, not a right, taking into account conduct and seniority; students who have engaged in serious or repeated misconduct shall not be permitted to live off-campus;

b. Maintain a noise policy that specifically provides that "excessive noise inside or outside a building" is unacceptable. This will mean that if noise can be heard beyond the property line, it is probably too noisy, taking into account the time and the nature of the activity generating the sound. Violations of the noise policy shall be part of the Code of Conduct;

c. Maintain student conduct policies to assure that the environment for students to host social gatherings (including parties where alcohol is served) is at least as welcoming on campus as off campus in order to encourage students to initiate socializing on campus and/or to return to campus for late night socializing. Specific policy and practices shall continue to include:

i. Permit students of legal age living in apartments, townhouses, and other living spaces on campus to host parties in impromptu ways, eliminating the need to register parties well in advance;

ii. Train Residence Life staff and GUPD staff to manage student parties on campus in ways that allow those parties to continue whenever it is reasonable to do so (acknowledging that safety is still a primary concern), making it significantly more likely that on campus parties shall be allowed to continue;

iii. Educate students in ways that encourage them to socialize on campus in safe and appropriate ways; and

iv. Maintain transparency in operations and results to the maximum extent possible via the GCP; and

d. In addition to the foregoing, the University shall investigate reports of improper off-campus student conduct and respond to behavior found to violate the Student Code of Conduct promptly with appropriate sanctions. Egregious or repeat violations of the Code of Conduct shall be subject to serious sanctions up to and including separation from the University.

16. Through the GCP and with the community, the University shall engage city agencies (DCRA, DPW, MPD) to give vigorous attention to housing code, basic business license, trash, and public safety issues.

17. The University shall maintain a program to provide its students who are eligible to live off-campus with information about housing opportunities outside the West Georgetown and Burleith neighborhoods.

18. During the term of the Campus Plan, the University shall publish and maintain a list of rental properties in the West Georgetown and Burleith neighborhoods that maintain a basic business license according to DCRA's website, including:

a. The University shall maintain the University's posted list of "properties of concern" (properties that are the recipient of three or more credible complaints received by Georgetown over a two-year period);

b. The University shall coordinate with DCRA to address problem properties in West Georgetown, Burleith, and Foxhall;

c. The University shall continue and enhance a landlord marketing campaign to encourage and promote "good neighbor" behavior from local landlords; and

d. The University shall maintain a policy that requires students maintain properties that they rent in the same manner that they would be expected to if they owned the properties (e.g., snow removal and yard maintenance as required by District of Columbia law). Violations of the off-campus property maintenance policy shall be part of the Code of Conduct.

<u>On-Campus Social Life Improvements</u>

19. During the term of the Campus Plan, the University shall continue the productive work toward improvements to on-campus facilities to promote student life on campus (i.e., green space for outdoor campus socializing, academic spaces such as libraries and study rooms, recreational and athletic facilities, student activity spaces, and other social gathering spaces).

<u>Comprehensive Transportation Plan</u>

20. The University shall continue to monitor and evaluate the campus roadway network and the Georgetown University Transportation Shuttle ("GUTS") system with regular

consultation and input through the GCP and with DDOT, with the goals of enhancing the GUTS system and maximizing the use of the Canal Road entrance for all GUTS routes except the Wisconsin Avenue route as follows:

a. By June 1, 2017, the University shall install (and thereafter maintain) enhanced GPS (or another form of effective Automatic Vehicle Locator technology) as well as Automated Passenger Counters in all GUTS vehicles;

b. The University shall maintain traffic control gates (or similar devices) at the Canal Road entrance that shall restrict use of the Canal Road entrance for left turns during the AM peak period (6:00 a.m.-10:15 a.m.) to GUTS vehicles, which shall be the only vehicles equipped to activate such gates or devices during such period and to use the left turn lane to exit the campus during such period. The University shall evaluate the effectiveness of such measures and, from time to time as appropriate, may modify the control mechanism or other operational measures limiting left turns to GUTS vehicles during the AM peak period;

c. The University shall monitor the Canal Road and Reservoir Road corridors to assess University-related impacts on traffic conditions. The design, construction, and modification of any curb cuts or traffic signals along either corridor shall be reviewed with the GCP, and final design shall be subject to review and approval by District of Columbia public space officials; and

d. Until the commencement of construction of the planned medical/surgical pavilion at MGUH, the Wisconsin Avenue GUTS route shall be permitted to use Entrance 1 on Reservoir Road. During construction, the Wisconsin Avenue GUTS route shall utilize a temporary location acceptable to the GCP, MGUH, DDOT, and the University. After completion of construction, the Wisconsin Avenue GUTS shuttle route shall not use Entrance 4, unless the University secures GCP and MGUH review and approval for such use, based on a demonstration that measures shall be implemented to mitigate successfully any adverse impacts (e.g., noise, light, and air quality).

21. Pedestrian and Bicycle Network:

a. During the term of the Campus Plan, the University shall implement the pedestrian and bicycle infrastructure improvements shown on Figure 22 of the Georgetown University 2017 Campus Plan CTR, dated October 2016 and, prepared by Wells + Associates. (Ex. 33A.) The design and construction of any improvements within public space shall be subject to review and approval by District of Columbia public space officials. The University shall consult with the GCP and DDOT on the design of such improvements located on private property;

b. The University shall continue to explore and evaluate improvements to Healy Circle and the main campus entrance at the intersection of 37th Street and O Street in support of its ongoing commitment to create a more pedestrian and bicycle-

friendly campus and in the context of its broader campus sustainability objectives. Future improvements to Healy Circle shall still allow vehicular access for special events and emergency access needs, but design shall be for non-auto users;

c. The University shall integrate bicycle routing and wayfinding information into campus wayfinding systems; and

d. At such time as a potential Palisades Trolley Trail extending to the University's main campus comes to fruition, the University shall work with DDOT to explore the feasibility of providing a connection on the University's property to the Trail.

22. Transportation Demand Management:

a. The University shall continue to adhere to its Transportation Demand Management ("TDM") Plan, as discussed on pages 68-69 of the CTR), to promote greater use of the GUTS bus system, transit, bicycling, carpooling, satellite parking, and other transportation alternatives. (Ex. 33.) The University shall implement TDM measures sufficient to ensure that peak hour vehicle trips shall not exceed 632 trips during the AM peak hour and 591 trips during the PM peak hour (Performance Target Commitment). In addition, as an aspirational goal, the University shall strive to achieve a peak hour trip threshold that is below 593 AM peak hour trips and 532 PM peak hour trips. The University shall be permitted to update the TDM Plan, in consultation with the GCP and with DDOT, to enhance its efficacy during the term of the Campus Plan consistent with the performance standards set forth above. MGUH performance targets and aspirational goals are set forth in Condition 32;

b. To assess the University's efforts towards achieving the Performance Target Commitment and aspirational goal described above, the University shall conduct an Annual Performance Monitoring Study. The Study shall include: (1) measurement of University vehicle trip generation; (2) a University-wide transportation survey (including determination of mode split); (3) GUTS ridership counts utilizing AVL and APC data; (4) a summary report on TDM activities and expenditures; and (5) parking occupancy counts. The Annual Transportation Performance Monitoring Study shall be conducted in accordance with the methodology outlined on pages 69-72 of the CTR, as modified with the five items listed on page 17 of the DDOT Report. (Ex. 33, 43.) The Annual Transportation Performance Monitoring Study shall be submitted to the GCP and DDOT by December 31st each year during the term of the Campus Plan; and

c. If the results of the Annual Transportation Performance Monitoring Study reveal that the Performance Target Commitment outlined in Condition 22(a) is not met, the University shall work with the GCP and DDOT to review the then-current TDM strategies and associated expenditures and to develop an increasingly robust plan to augment existing and/or implement more stringent TDM strategies to enhance performance. Furthermore, the University shall conduct and submit a Supplemental Performance Monitoring Study by June 30th of the same academic

year to track progress toward the Performance Target Commitment. If the Performance Target Commitment is not met in the following fall, the additional TDM strategies and associated expenditures shall become increasingly more stringent, and the University shall work with the GCP and DDOT to develop additional TDM strategies not currently included in the TDM Plan, until such time as the Performance Target Commitment is met.

23. Events:

    a. 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; and

    b. 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.

24. Deliveries: 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 to the neighborhood. The University shall inform its vendors that deliver other than through the Canal Road entrance between 6:00 a.m. and 8:00 a.m. are discouraged and shall take appropriate corrective action in response to meritorious complaints that such a delivery is not quiet or is disruptive to the neighborhood.

Parking

25. The University shall continue to maintain a parking inventory of no more than 4,080 parking spaces within the Campus Plan boundary as defined in Condition 36. In addition:

    a. Spaces set aside for car sharing vehicles such as Zipcar or as charging stations for electric vehicles shall not count towards this limit; and

    b. By December 31, 2022, the University shall install four 240-volt electric car charging stations in Leavey Garage and/or Southwest Garage.

26. The University shall create incentives to encourage students living off campus not to bring cars to campus. In particular, the University shall provide space for Zipcar or other carsharing service vehicles on campus and shall work with DDOT to continue to expand the availability and use of the Capital Bikeshare program on and near the Main Campus.

27. The University shall develop and implement a parking management system that promotes use of satellite parking by students arriving for daytime classes by car and on-campus parking by students arriving for evening classes by car. Students shall be firmly directed to use such University or satellite parking facilities or use public transportation alternatives. The University shall continue to work with the community, DDOT, and

DPW to: (a) develop and implement changes to the management of the on-street parking supply on the streets within and proximate to the campus; and (b) ensure regular enforcement of District of Columbia laws and regulations regarding on-street parking, and shall engage the GCP on this issue as helpful and appropriate.

28. Subject to reasonable, very limited exceptions, all Traditional Undergraduate Program students (as defined in Condition 10) shall be prohibited from bringing cars to campus or parking their cars on the street in Georgetown, Burleith, and Foxhall. Violations of the parking policy shall be part of the Code of Conduct. Notices of this parking policy shall be provided to students and to the parents of Traditional Undergraduate Program students.

Limitations on University's Property Acquisitions

29. During the term of the Campus Plan and except for apartment properties along MacArthur Boulevard between Foxhall Road and Reservoir Road (which shall not be used for undergraduate student housing), the University shall not purchase or enter into a lease or other arrangement for additional property in Georgetown, Burleith, Foxhall, and the Palisades[4] outside of the Campus Plan boundaries for use as student housing, unless the University receives permission from the relevant civic organization (e.g., CAG, BCA, or FCCA) and the relevant ANC (e.g., ANC 2E or ANC 3D). For apartment properties along MacArthur Boulevard for graduate student housing, the University shall discuss the proposed use with leaders of FCCA, the Palisades Citizens Association ("PCA"), and ANC 3D, to the extent such discussions do not adversely impact the confidentiality of negotiations.

Penthouses

30. During the term of the Campus Plan, the University shall be permitted to adaptively reuse and expand penthouses on existing buildings for habitable uses without further processing approval, provided that the Commission approves the plans as a modification of consequence pursuant to 11-Z DCMR § 703, and provided further that any changes proposed pursuant to this section are reviewed with and concurred to by the GCP.

MedStar Georgetown University Hospital

31. Deliveries: MGUH shall maintain its current delivery schedules and the current western delivery route during the term of the Campus Plan, including during and after construction of the medical/surgical pavilion. Regular critical deliveries shall continue to occur outside the regular delivery hours of 8:30 a.m.-4:30 p.m., and consist of a delivery

[4] For the purposes of this condition, the Palisades is defined as the neighborhoods bounded by the Potomac River; the Maryland-District of Columbia Line; a line through the Dalecarlia Reservoir grounds at right angles to the District Line; to the intersection of Loughboro Road and Dalecarlia Parkway; the middle of Loughboro Road to Foxhall Road, east boundary of Battery Kemble Park to the middle of 49th Street; the middle of 49th Street to the southern boundary of Wesley Heights Park; the southern boundary of Wesley Heights Park to the middle of Foxhall Road; and the middle of Foxhall Road extended to the Potomac River.

for medical and surgical supplies, a delivery for pharmaceuticals, a delivery for linens, occasional deliveries for patient care equipment and oxygen, and deliveries for food (which number no more than four to six per day). In addition, urgent or unplanned critical deliveries may also occur, as patient needs demand, between 6:30 a.m. and 8:30 a.m. Emergency deliveries for the immediate saving need of patients may occur as needed. During emergency operations (such as snowstorms or citywide disasters) deliveries temporarily may occur as needed. Proposed future recurring deliveries outside of the regular delivery hours may be added only if reviewed by and concurred to by the GCP.

32. Transportation Demand Management:

a. MGUH shall implement TDM measures sufficient to ensure that peak hour vehicle trips shall not exceed 1,379 trips during the AM peak hour and 1,062 trips during the PM peak hour (Performance Target Commitment). In addition, as an aspirational goal, MGUH shall strive to achieve a peak hour trip threshold that is below 1,328 AM peak hour trips and 1,007 PM peak hour trips. MGUH shall be permitted to update the TDM Plan, in consultation with the GCP and with DDOT, to enhance its efficacy during the term of the Campus Plan consistent with the performance standards set forth above. After the first 10 years that the Campus Plan is in effect, MGUH shall do a joint "look back" with the GCP and DDOT on the results at the midpoint of the Plan and make adjustments to the TDM Plan as necessary. If agreement is not reached between MGUH and the GCP at the 10-year "look back" as to the scope and nature of those adjustments, community organizations represented on the GCP (collectively the "community parties") or MGUH may suggest a proposed MGUH TDM commitment for the remaining years of the Campus Plan and the University shall, upon the request of the community parties or MGUH, submit the matter to the Commission for review and determination;

b. To assess MGUH's efforts towards achieving the Performance Target Commitment and aspirational goal described above, MGUH shall conduct an Annual Transportation Performance Monitoring Study. The Study shall include: (i) measurement of MGUH vehicle trip generation; (ii) a MGUH-wide transportation survey (including determination of mode split); (iii) GUTS ridership counts utilizing AVL and APC data; (iv) a summary report on TDM activities and expenditures; and (v) parking occupancy counts. The Annual Transportation Performance Monitoring Study shall be conducted in accordance with the methodology outlined on pages 9-12 of the CTR Addendum, as modified with the five items listed on page 17 of the DDOT Report. (Ex. 33B, 43.) The Annual Transportation Performance Monitoring Study shall be submitted to the GCP and DDOT by December 31st of each year; and

c. If the results of the Annual Transportation Performance Monitoring Study reveal that the Performance Target Commitment outlined in Condition 32(a) is not met, MGUH shall work with the GCP and DDOT to review the then-current TDM

strategies and associated expenditures and to develop an increasingly robust plan to augment existing and/or implement more stringent TDM strategies to enhance performance. Furthermore, MGUH shall conduct and submit a Supplemental Performance Monitoring Study by June 30th of the same academic year to track progress toward the Performance Target Commitment. If the Performance Target Commitment is not met in the following fall, the additional TDM strategies and associated expenditures shall become increasingly more stringent, and MGUH shall work with the GCP and DDOT to develop additional TDM strategies not currently included in the TDM Plan, until such time as the Performance Target Commitment is met.

33. Lombardi Bus Turnaround: MGUH shall work with the University to develop a mutually acceptable plan for the construction of a new bus turnaround at Lombardi Circle. MGUH shall endeavor to relocate its oncology patient care services away from the bus turnaround within 18 months following the date on which the medical/surgical pavilion first opens for the delivery of care to patients. MGUH intends to open the Lombardi Circle turnaround within six months after the oncology patient care services are relocated and, barring any unforeseen construction delays of the medical/surgical pavilion, no later than August 15, 2022. In the event that the medical/surgical pavilion is not constructed, MGUH and the University shall work with the GCP to ensure that a turnaround on the northern portion of the campus is operational no later than August 15, 2022.

Reporting and Compliance Review

34. By November 30th of each year of the Campus Plan term, MGUH shall file an annual compliance report with the GCP that addresses MGUH's compliance with conditions 31-33 above.

35. By November 30th of each year of the Campus Plan term, the University shall file an annual compliance report with the GCP that addresses the University's compliance with the above conditions, except for Conditions 5−11, which shall be reported pursuant to Condition 12, and except for Conditions 31−33, which shall be reported by MGUH pursuant to Condition 34.

Campus Plan Boundary

36. The Campus Plan boundary shall be that boundary depicted on Exhibit 9B of the record (which is the same as the Campus Plan boundary established by the D.C. Board of Zoning Adjustment in 2000 Plan).

Further Processing Applications

37. The University shall include ANC 2E, ANC 3D, CAG, BCA, and FCCA on all lists of property owners within 200 feet related to any campus plan amendment or further processing application under the Campus Plan.

Human Rights Act

38. The University is required to comply fully with the provisions of the Human Rights Act of 1977, as amended, and this Order is conditioned upon full compliance with those provisions. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code section 2-1401.01, et seq. ("Act"), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income or place of residence or business. Sexual harassment is a form of sex discrimination, which is also prohibited by the Act. In addition, harassment based on any of the above-protected categories is also prohibited by the Act. Discrimination in violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

On December 1, 2016, upon the motion of Vice Chairman Miller, as seconded by Commissioner Shapiro, the Zoning Commission took **FINAL ACTION** to **APPROVE** the application at the the conclusion of its public hearing by a vote of **5-0-0** (Anthony J. Hood, Robert E. Miller, Peter A. Shapiro, Peter G. May, and Michael G. Turnbull to approve).

In accordance with the provisions of 11-Z DCMR § 604.9, this Order shall become final and effective upon publication in the *DC Register*; that is on July 21, 2017.

BY THE ORDER OF THE D.C. ZONING COMMISSION

A majority of the Commission members approved the issuance of this Order.

ANTHONY J. HOOD
CHAIRMAN
ZONING COMMISSION

SARA A. BARDIN
DIRECTOR
OFFICE OF ZONING

APPENDIX B
Hospital's Transportation Survey

WELLS + ASSOCIATES

Georgetown University 2024 Transportation Survey Summary + Analysis

October 2024

Outline

- Background
  - 2024 Survey Data Collection Anomaly
- Survey Objectives
- Survey Response Rate Statistics
- Annual Survey Comparison
- Survey Implementation
- Survey Promotion Details
- Summary of Findings
  - Respondent Background
  - General Travel trends
  - On-campus Student Travel
  - GUTS Usage (On Campus Residents Traveling Off Campus for Work)
  - TDM Communications Preferences
- Survey Results

Background

- The University and Hospital are required to conduct an *Annual Transportation Monitoring Study* as per the conditions outlined in the 2017-2036 Campus Plan
- The monitoring study consists of five (5) elements:
  - **Transportation Survey**
  - Vehicle Trip Generation
  - Parking Utilization
  - GUTS Ridership
  - Transportation Demand Management (TDM) Activities

This report solely includes the results of the transportation survey. Additional information on the other four elements will be delivered separately.

Survey Objectives

The objectives of the transportation survey are to:

- Comply with the 2017-2036 Campus Plan
- Gauge the mode split to/from the main campus
- Understand transportation trends to support strategic planning and decision making
- Inform program initiatives and resource allocation

2024 Survey Data Collection Anomaly

Issue Overview:

- **Technical Glitch in Survey Logic**: A platform-specific issue affected the logic flow, inadvertently preventing most respondents from accessing key transportation-related questions. JLM0
- **Impact on Data Completeness**: Despite established QA protocols, the glitch led to incomplete data collection for a critical subset of survey responses, impacting the comprehensiveness of the 2024 dataset.
- **Data Reporting**: This has limited our ability to provide fully representative data insights for the current reporting cycle.
- **Current Survey Analysis**: Results primarily reflect travel mode choice preferences of resident students, along with general awareness and preferences of all respondents regarding communication methods and available transportation benefits.

Slide 5

JLM0 Should this say most? Some makes it seem like we could have salvaged the responses we did get to provide our typical results.
Jami L. Milanovich, 2024-11-06T11:15:50.972

2024 Survey Data Collection Anomaly

Next Steps and Solutions:

- **Relaunch Survey as a Fresh Campaign in Spring 2025**:
  - Re-initiate the survey in the spring semester, capturing complete data from the Georgetown University community.
  - Conduct the campaign with enhanced outreach efforts to ensure robust response rates.
- **Strengthened QA and Monitoring Measures**:
  - **Additional Logic Checkpoints**: New intermittent checkpoints throughout the duration of survey to monitor logic flow and capture issues in real time.
  - **External Cohort Testing**: Conduct live testing with an external testing group to validate survey functionality before launch.
- **Ongoing Communication and Updates**:
  - Maintain consistent updates with Georgetown University, with progress reports at each survey stage.
  - Provide a detailed timeline and regular check-ins to ensure transparency throughout the re-launch process.

JLM0

Slide 6

JLM0 Should this say, “New intermittent checkpoints throughout duration of survey to monitor logic flow and capture issues in real time.”
Jami L. Milanovich, 2024-11-06T11:18:32.587

2024 Survey: Response Rate Statistics

Survey Statistics	2024
Target Population	34,165
Survey Responses Received	7,349
Response Rate	21.5%
Statistical Significance Minimum Response Rate (target)	5%
Error Interval[1]	±1.33%
Confidence Level	99%

Survey was administered September 17-27, 2024

[1]The error interval represents a range of margins of error depending on the question answered in the survey. As certain questions or combinations of questions are answered by a smaller portion of the population, their margins of error increase.

JLM0

Annual Survey Comparison

Survey Effort:	2013	2014	2015	2016	2017	2018	2019	2021	2022	2023	2024*
Survey Responses Received	5,850	6,079	5,324	7,051	5,642	5,342	5,772	6,631	6,131	6,889	**7,349**
Main Campus Commute	3,638	5,091	3,262	5,163	4,016	4,631	3,907	3,211	3,299	3,409	**4,880**
Target Population	22,721	18,068	18,001	24,045	24,196	22,155	22,244	27,030	34,361	34,489	**34,165**
Response Rate	25.7%	33.6%	29.6%	29.3%	23.3%	24.1%	25.9%	24.5%	17.8%	20.0%	**21.5%**

Note: *In 2024, a technical error in the survey logic affected responses to a branch of questions. A re-launch is planned for Spring 2025. Additional monitoring and testing measures are planned to prevent this in future surveys.*

Slide 8

JLM0 Why two columns for 2024?
Jami L. Milanovich, 2024-11-06T11:23:57.114

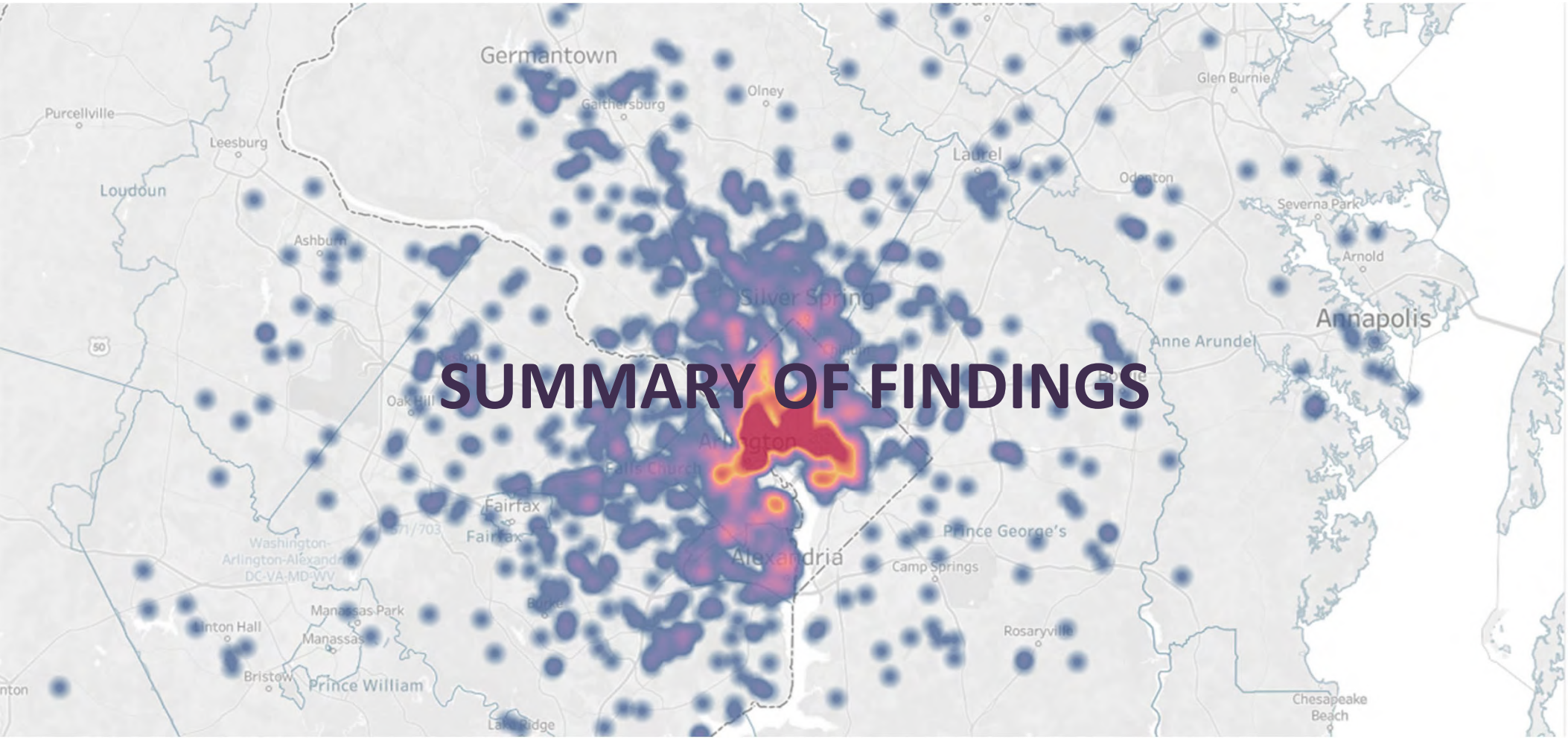
Survey Implementation

- Secure online survey
  - Desktop and mobile versions available
- Incentives used to increase response rate
  - Early bird prize drawing - $5 Starbucks gift cards (400)
  - Grand prize drawing for all respondents– Apple iPad (10th Gen), Apple Air pods Pro, and two $100 Visa gift cards
- Digital survey promotions
  - Survey link distributed via email followed by reminder and thank you communications

Survey Promotion Details

Survey was promoted to audiences on Main Campus, the Law School, and the School of Continuing Studies through the following channels:

- Broadcast emails with promotional survey-completion incentives
- Inclusion in Faculty/Staff, Graduate student, and GUMC email newsletters



SUMMARY OF FINDINGS

Summary of Findings

Section	Findings
Respondent Background	• 65% of survey respondents identified as students, with most being Graduate or Professional students, and Undergraduate students.
Travel Trends	• Monday to Thursday are the busiest days at GU, with up to 88% of respondents commuting to campus. • 72% of these commuters attend classes or work at the Hilltop Campus. • Commuters primarily live in DC, Northern Virginia, Montgomery County, Maryland, and Baltimore.
On-Campus Student Travel	• 21% of survey respondents are on-campus residents. • 21% of on-campus students regularly travel to a job or internship. • Students primarily use Metrorail, GUTS, Metrobus, and walking/running for off-campus jobs/internships. • Among the 20 DC Circulator users, GUTS was the primary preferred alternative mode after the DC Circulator service ended.

JLM0

Slide 12

JLM0 primary preferred alternative mode
Jami L. Milanovich, 2024-11-06T11:21:25.026

Summary of Findings

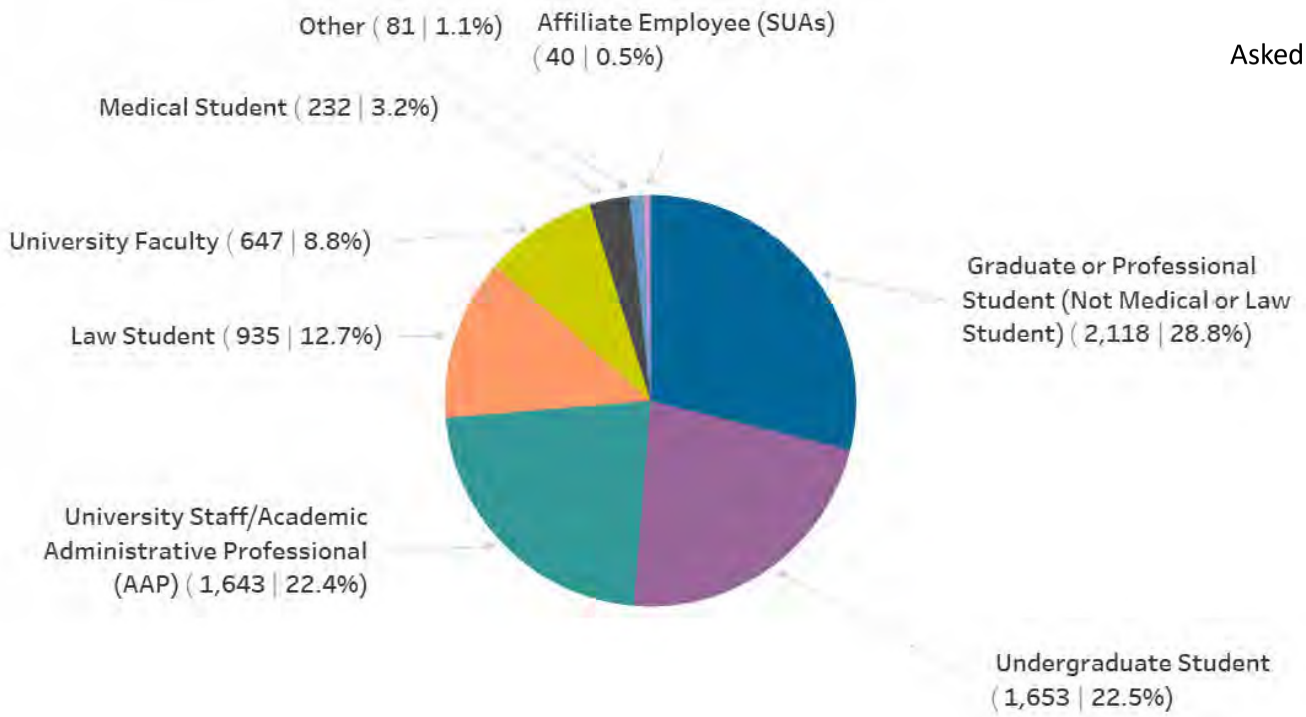
Section	Findings
GUTS Usage (On-campus Students Traveling Off Campus for Work)	• Approximately 68% of on-campus residents who commute for off-campus jobs use GUTS. • Among these, 81% take the Dupont Circle Route, and 73% take the Rosslyn Route. • 14% of these GUTS users experience overcrowding on their route, resulting in a wait for the next bus. • Overcrowding is most prominent between 8 AM and 9 AM, and again at 5:00 PM, with around 42% of these respondents waiting over 15 minutes for the next bus.
TDM	• 16% (1,096) of respondents, including students, faculty, and staff, currently make use of discounted Capital Bikeshare memberships. Over 54% of non-users are unaware of this benefit. • Among Faculty, Staff, and Affiliate employees, 4% take advantage of the carpool parking benefit, with over 76% of non-users being unaware of this benefit. • 15% of Faculty, Staff, and Affiliate employees are currently enrolled in a SmartBenefits program, with over 47% of non-participants unaware of the program. • Over 53% (3,758) of survey respondents are interested in receiving information about commuting options.

SURVEY RESULTS

General Work/School Information

What is your primary relationship with Georgetown University?

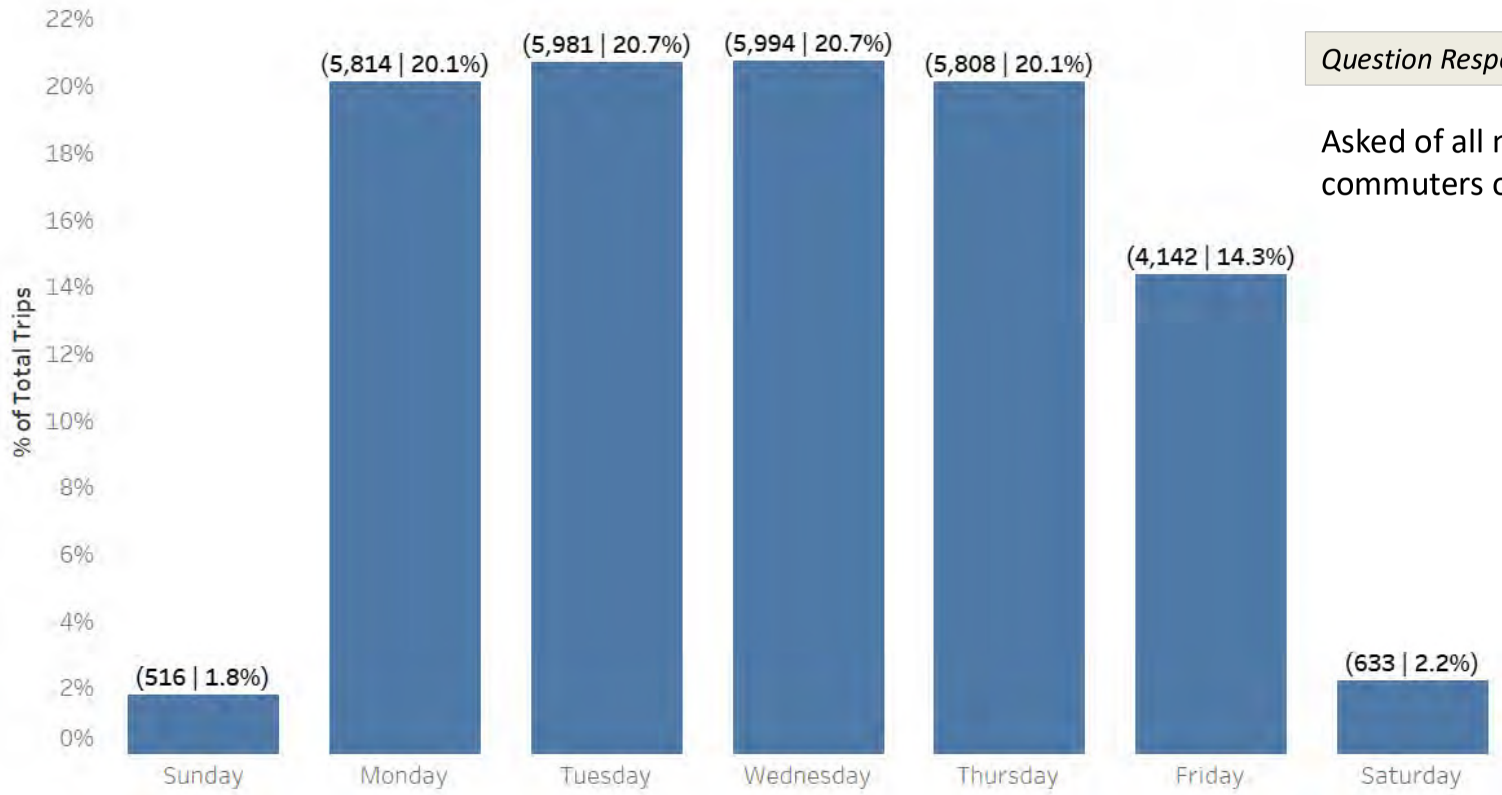
Number of survey responses, percent of survey responses



Asked of all respondents

What days did you work/attend school last week?

Percent of non-campus resident survey trips



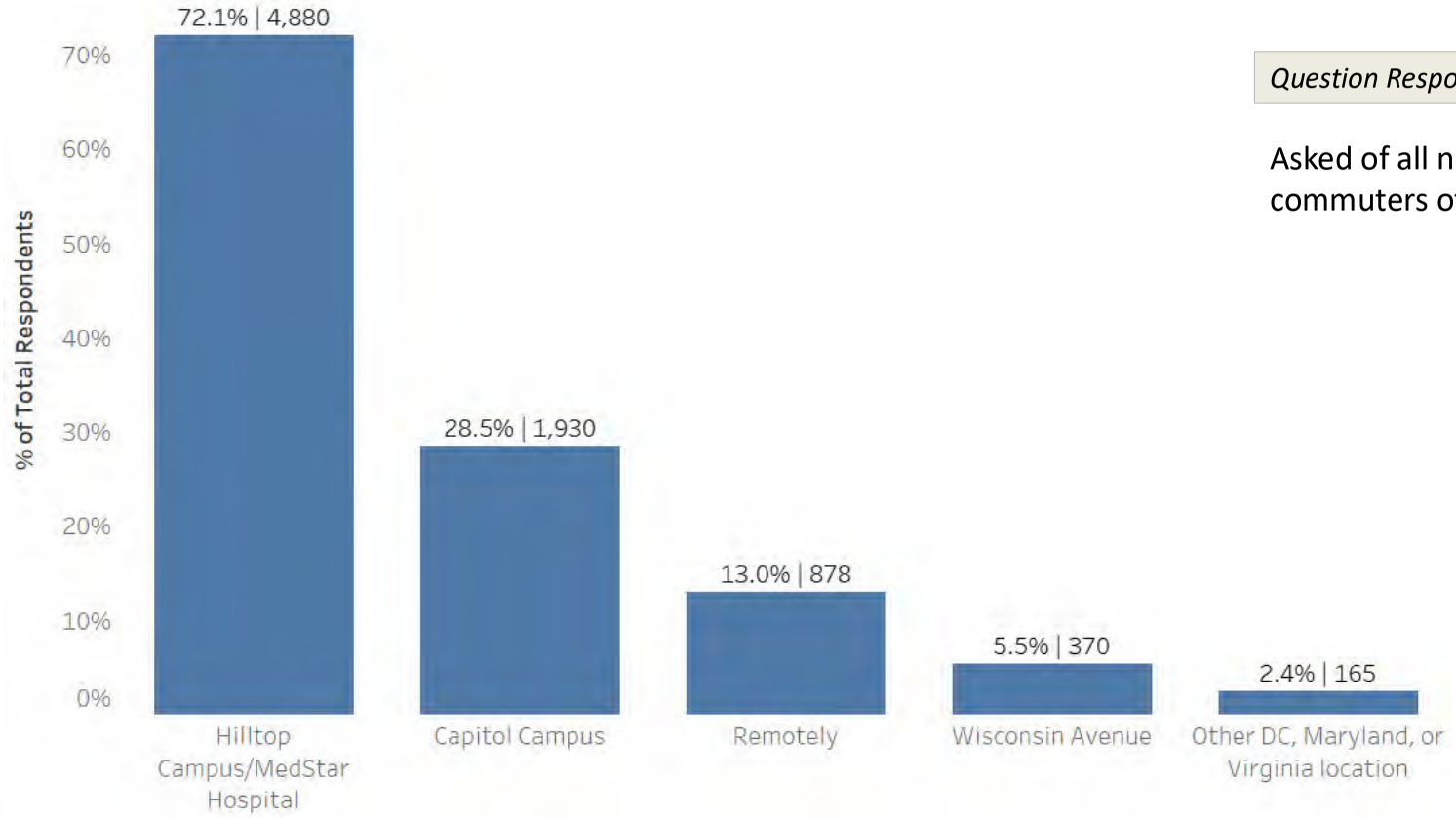
Question Responses: 6,777

Asked of all non-resident commuters of GU

MEETING THE NEEDS OF A MOBILE SOCIETY

Where did you primarily work/attend school last week?

Number of non-campus resident trips



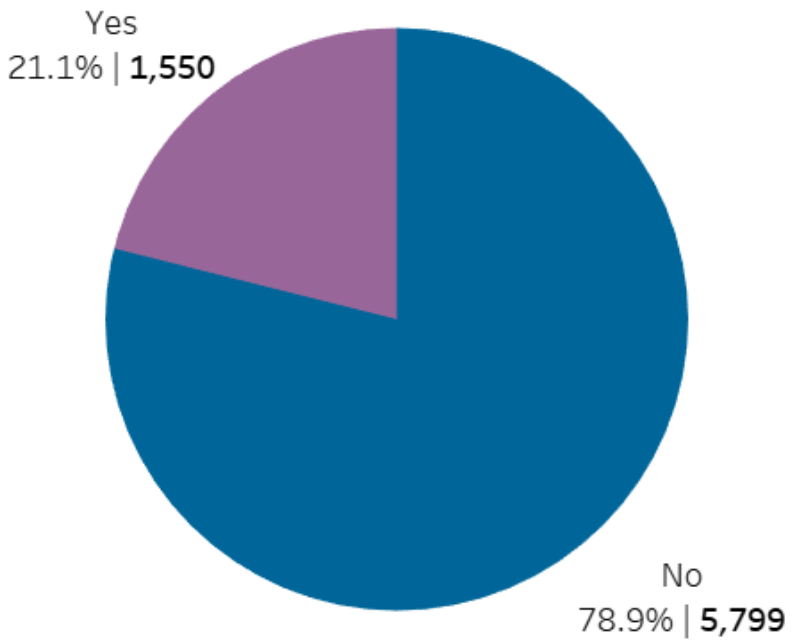
Question Responses: 6,772

Asked of all non-resident commuters of GU

General Travel Trends

Do you live on campus?

Number of survey responses, percent of survey respondents

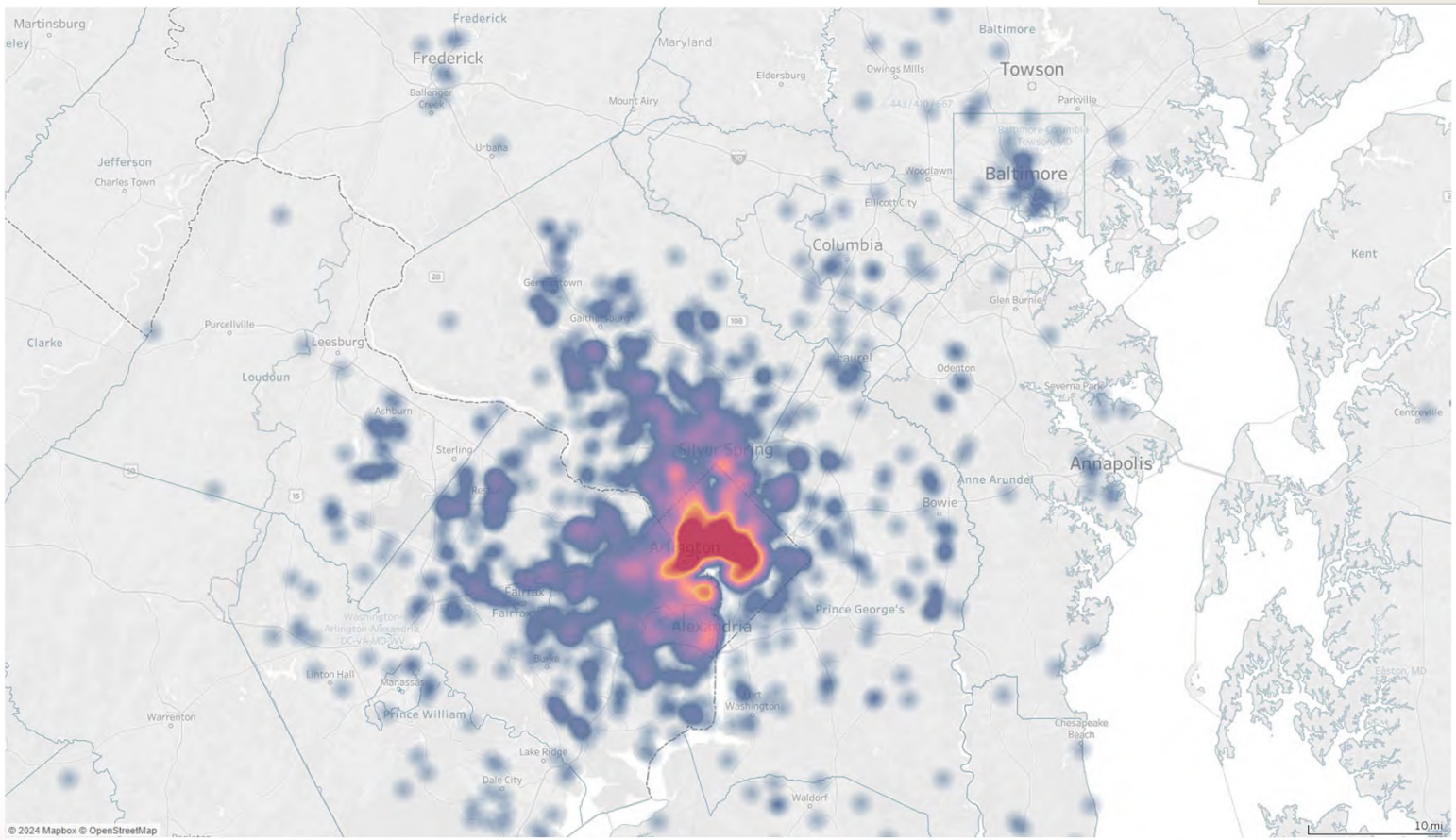


Question Responses: 7,349

Asked of survey respondents.

Geographical Distribution of GU Commuters

Question Responses: 5,305

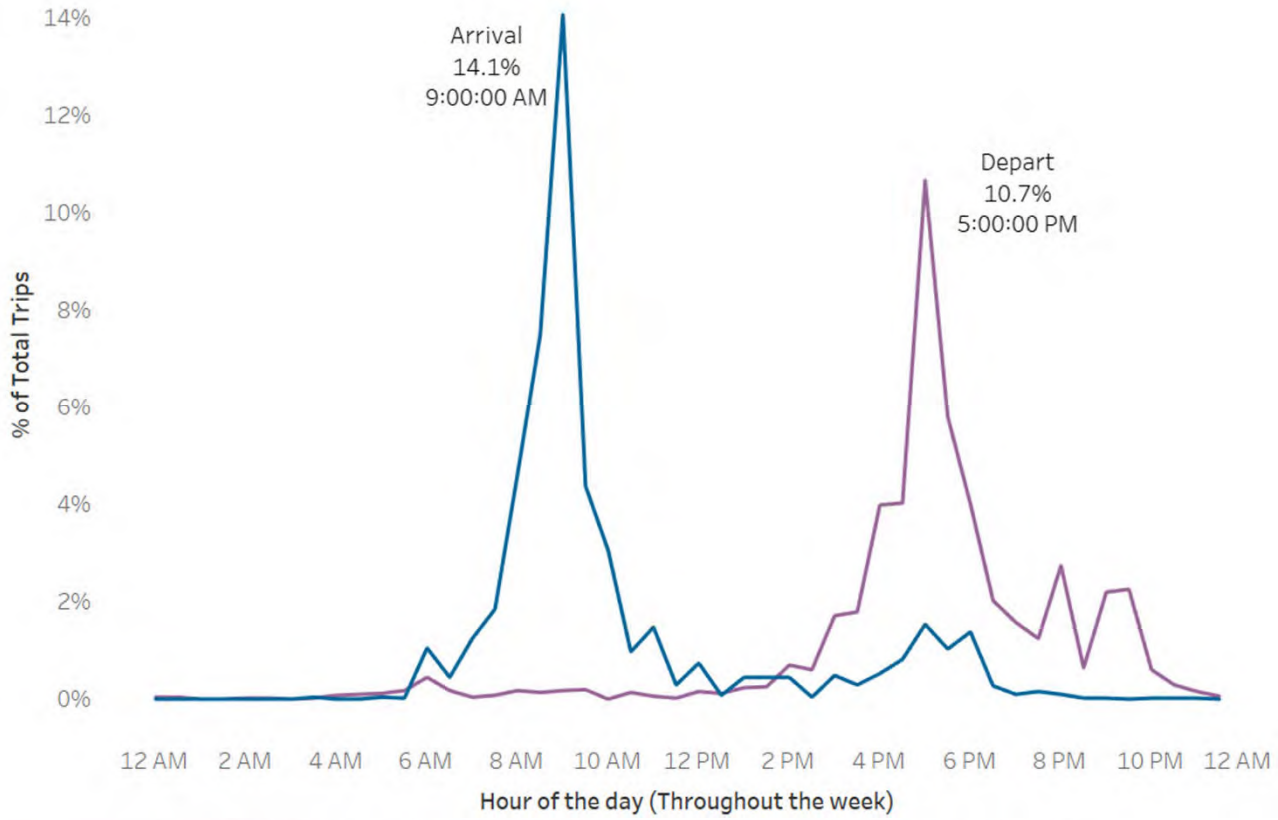


MEETING THE NEEDS OF A MOBILE SOCIETY

What time do you typically arrive at work or class? (Hilltop Campus Only)

Number of main campus trips

Asked of all respondents that commute to GU Hilltop Campus

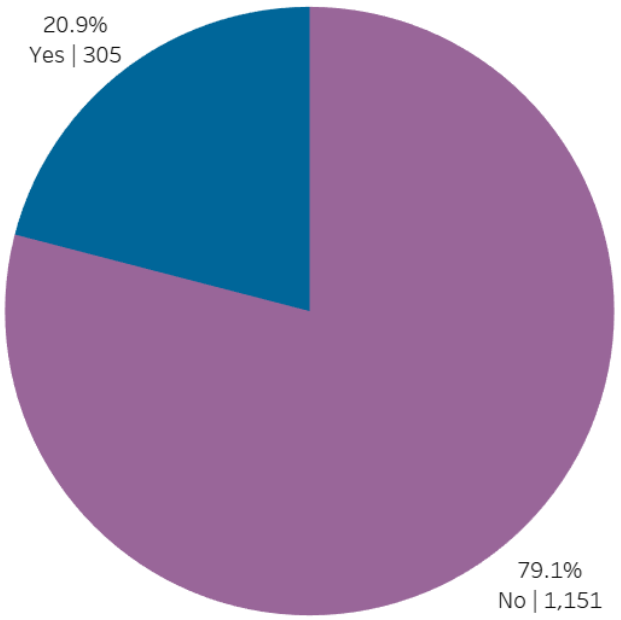


On-Campus Student Intern Travel Pattern

Do you regularly travel off campus to go to a job or internship?

Number of responses, percentage of on-campus residents

Asked of people who live on-campus.

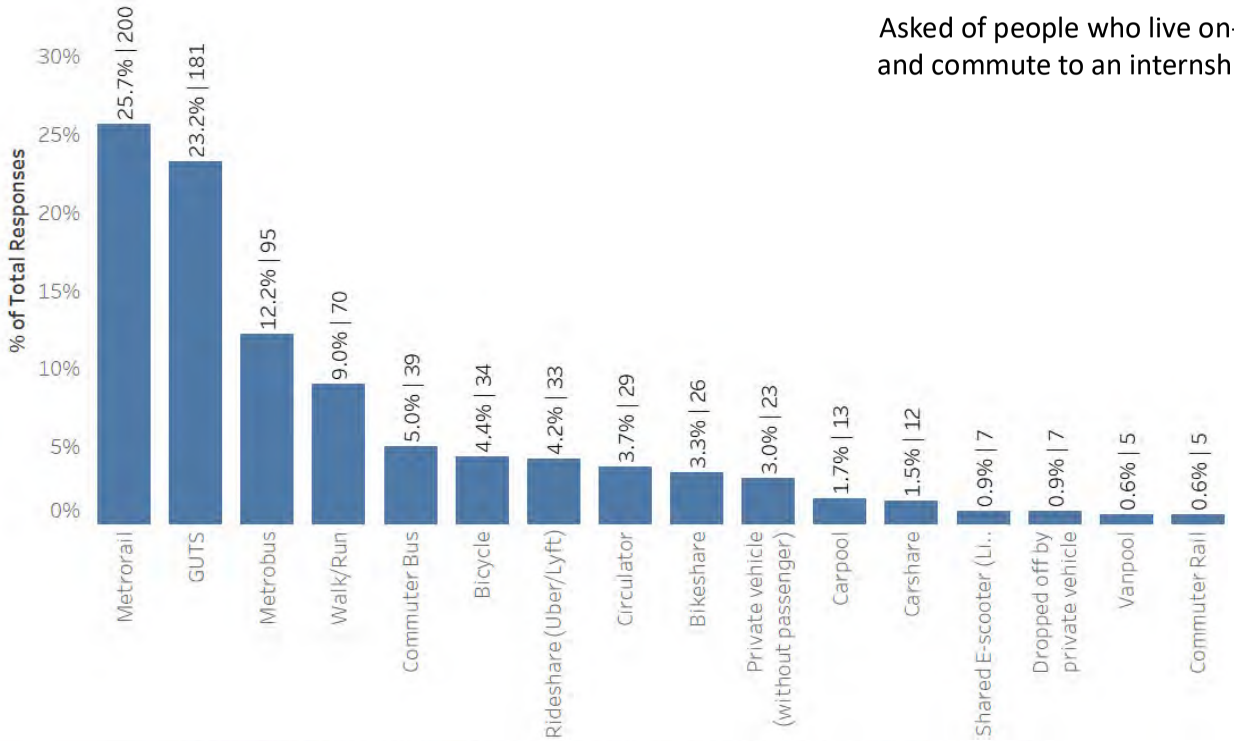


What transportation mode did you take for the longest portion of your trip to your internship/job?

Number of main campus trips during a whole week, percent of on-campus resident commute trips

Question Responses: 779

Asked of people who live on-campus and commute to an internship or job

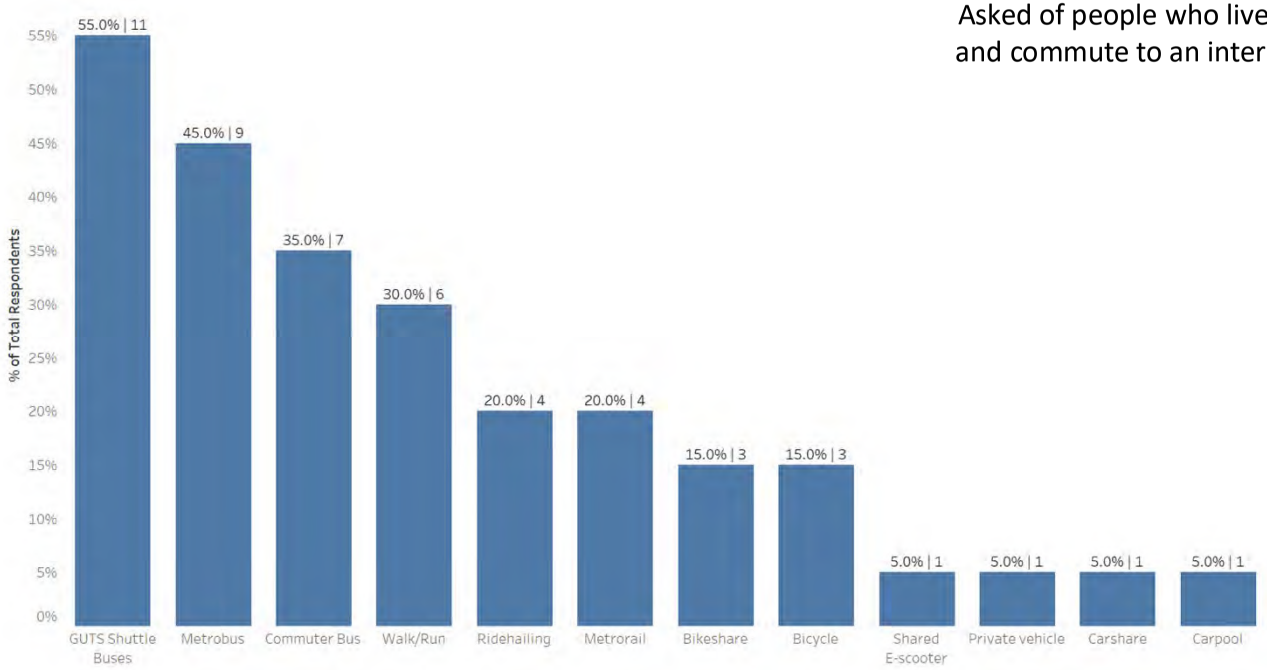


The DC Circulator service will be phased out starting October 1, 2024, and will end on December 31, 2024. How do you plan to commute once the service ends?

Number of main campus trips during a whole week, percent of on-campus resident commute trips

Unique Respondents: 20

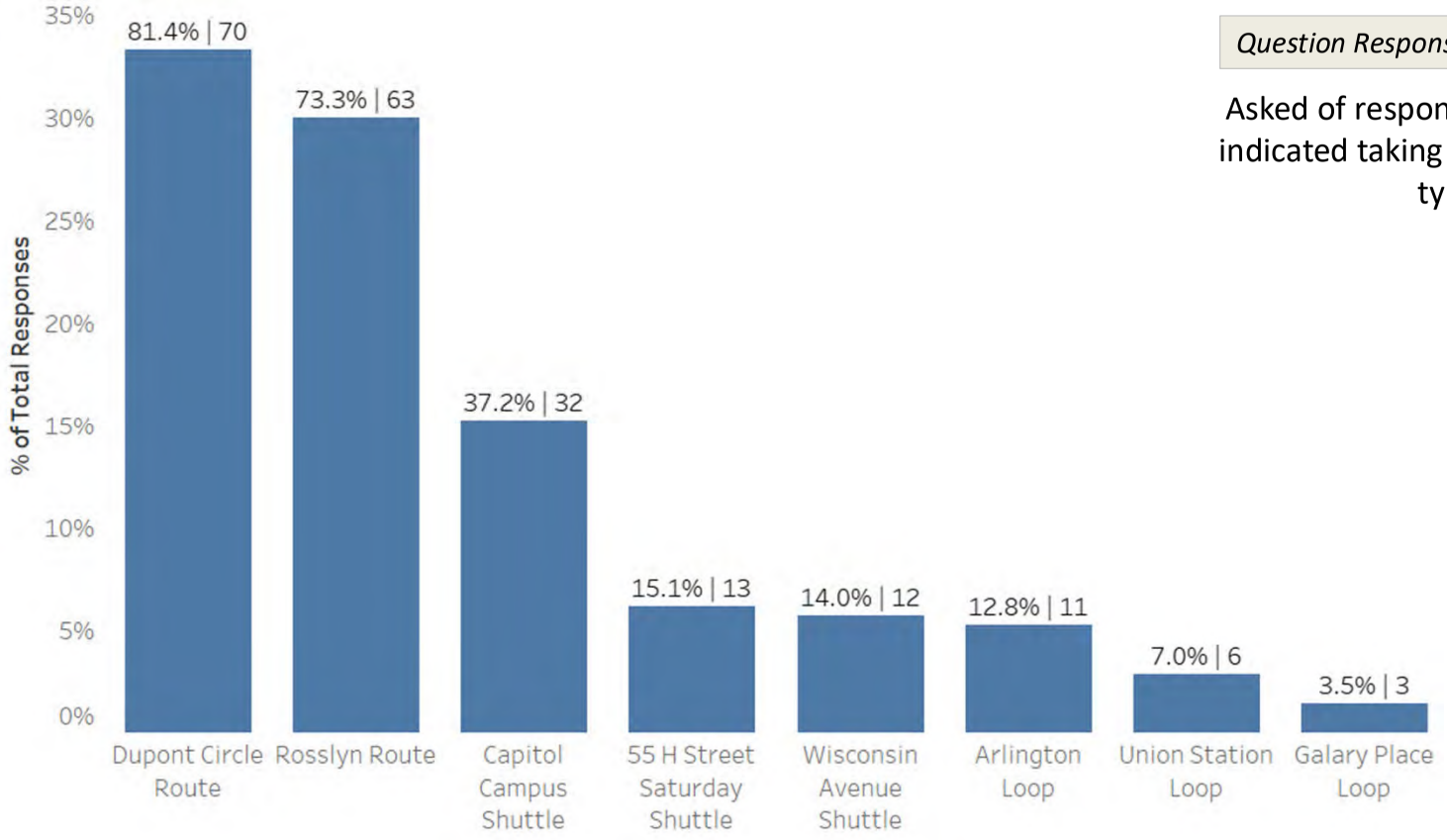
Asked of people who live on-campus and commute to an internship or job



GUTS Ridership
(On-campus Residents Only)

Which GUTS route do you typically take? (On-campus Residents only)

Percent of survey responses



Question Responses: 210

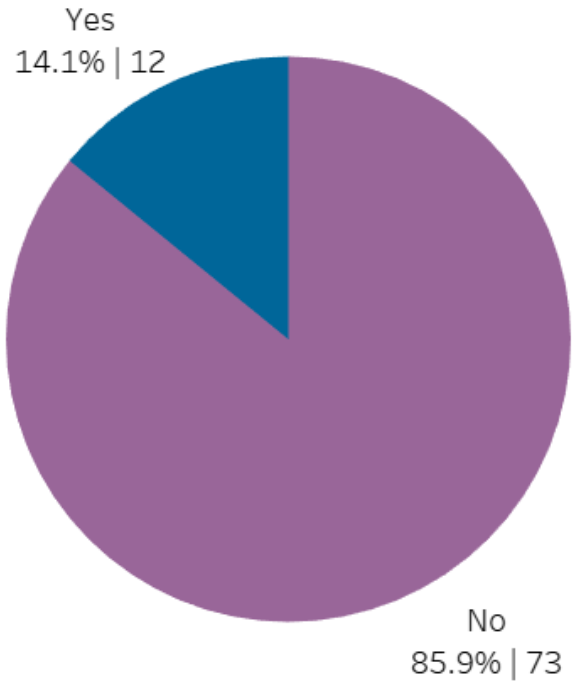
Asked of respondents that indicated taking GUTS on a typical basis.

Have you ever had to wait for the next GUTS bus because it was full? (On-campus residents only)

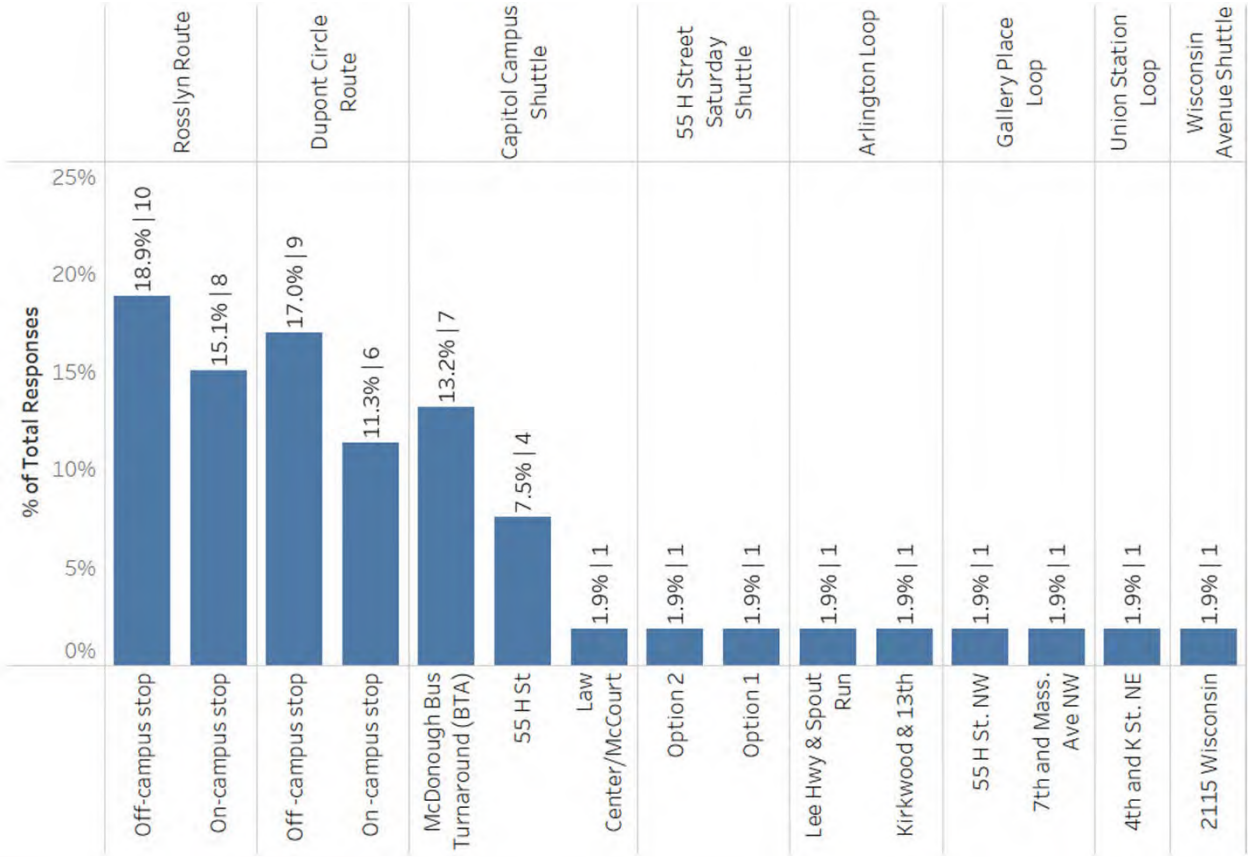
Number of survey responses, percent of survey responses

Question Responses: 95

Asked of respondents that indicated taking the Dupont or Rosslyn GUTS.



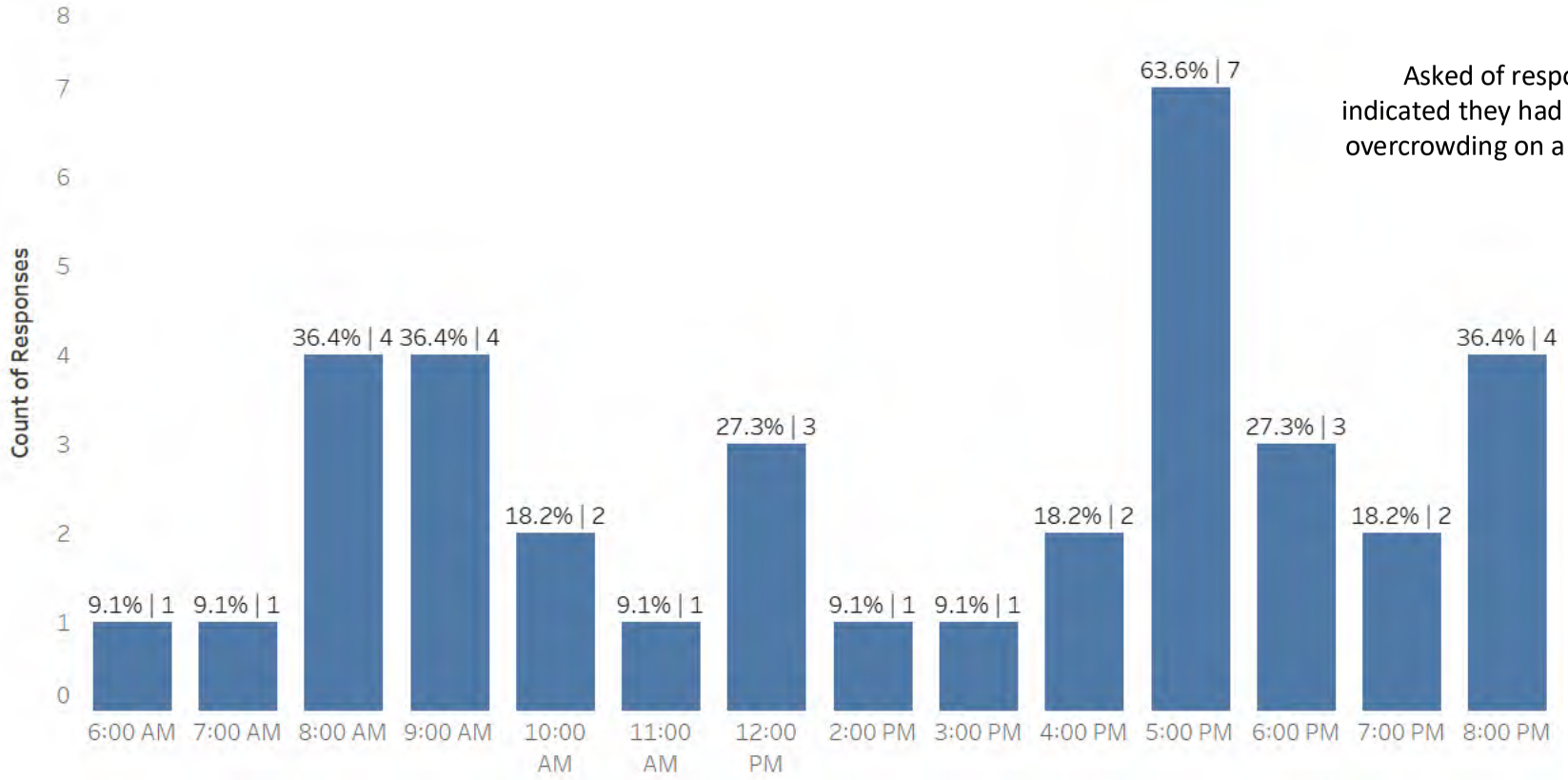
At which stop(s) did you have to wait for the next GUTS bus because of overcrowding? (On-campus residents only)



Question Responses: 53

Asked of respondents that indicated they had experienced overcrowding on a GUTS route

Time of GUTS Route Overcrowding (On-campus residents only)

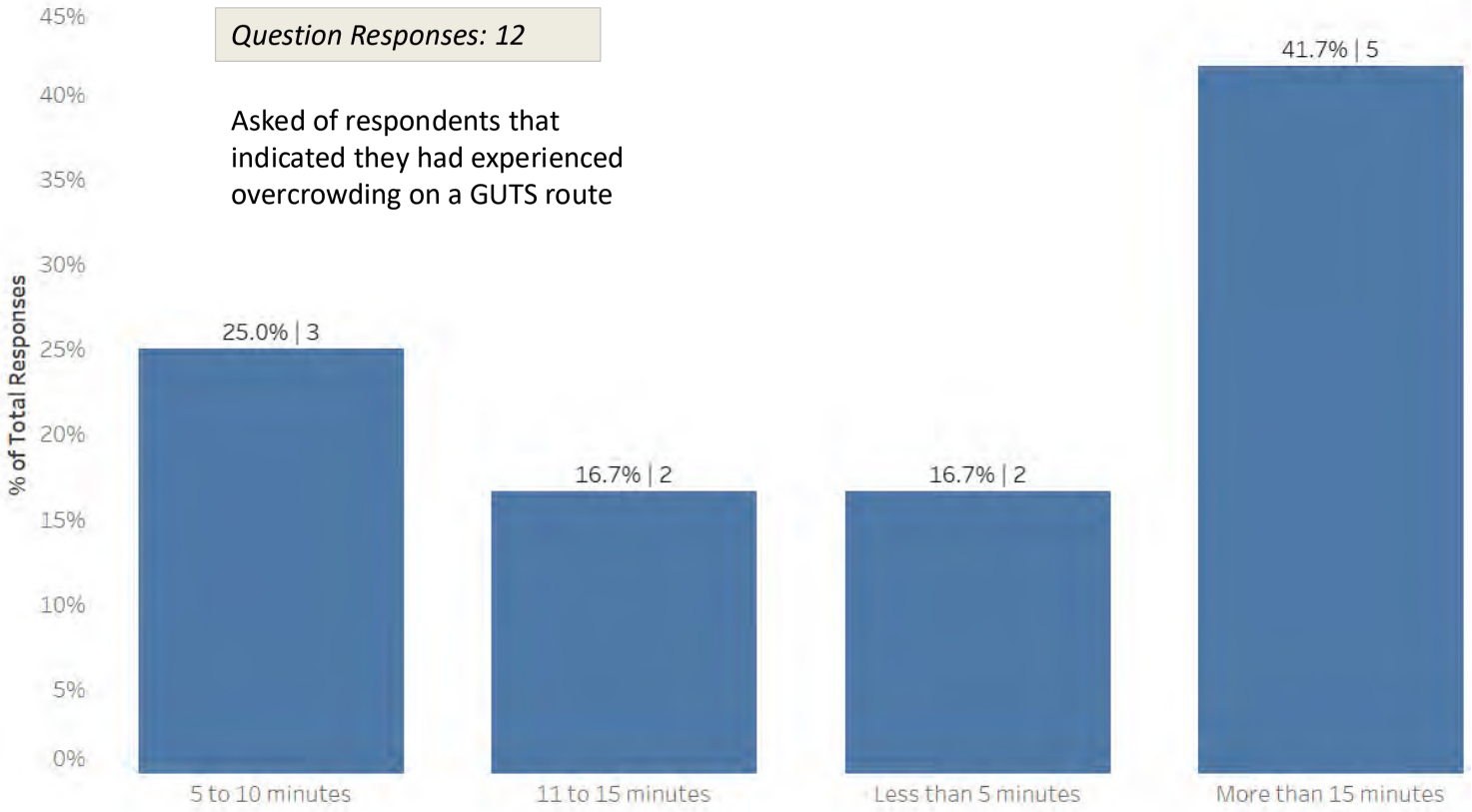


Asked of respondents that indicated they had experienced overcrowding on a GUTS route.

What is the average waiting time for the next GUTS bus? (On-campus residents only)

Question Responses: 12

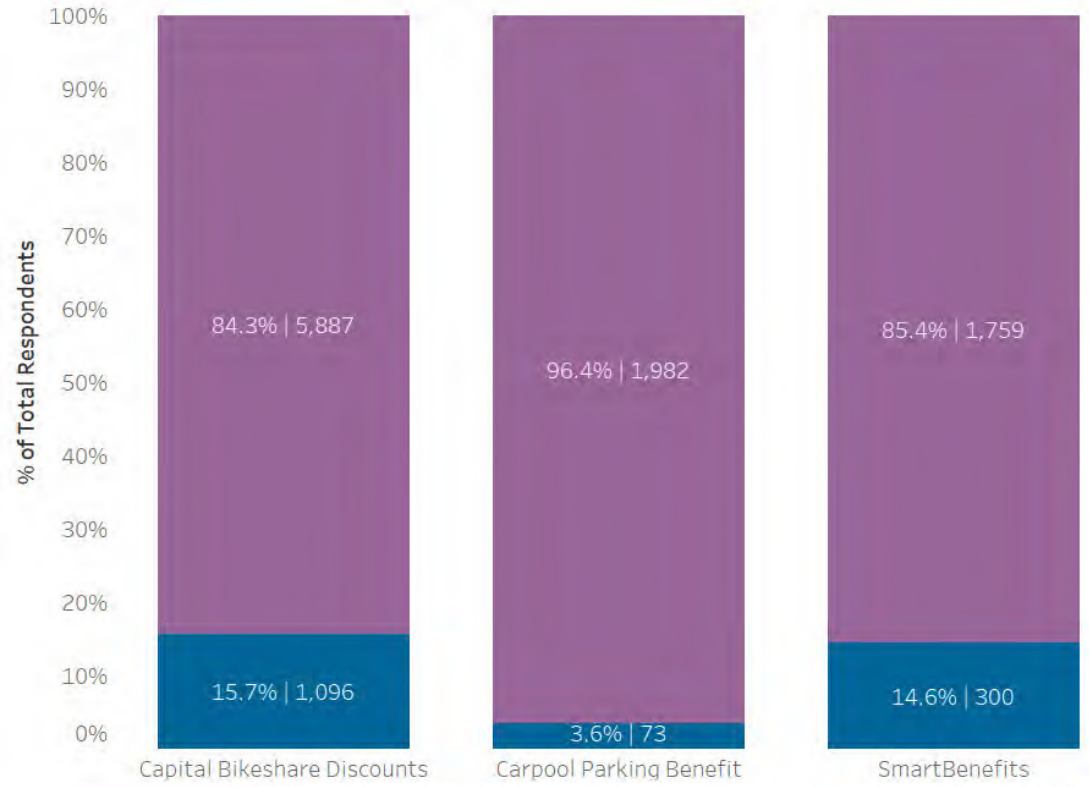
Asked of respondents that indicated they had experienced overcrowding on a GUTS route



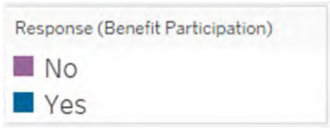
Awareness of Transportation Programs

Do you currently make use of any of the following transportation benefits offered at Georgetown University?

Number of responses, percentage of on-campus residents



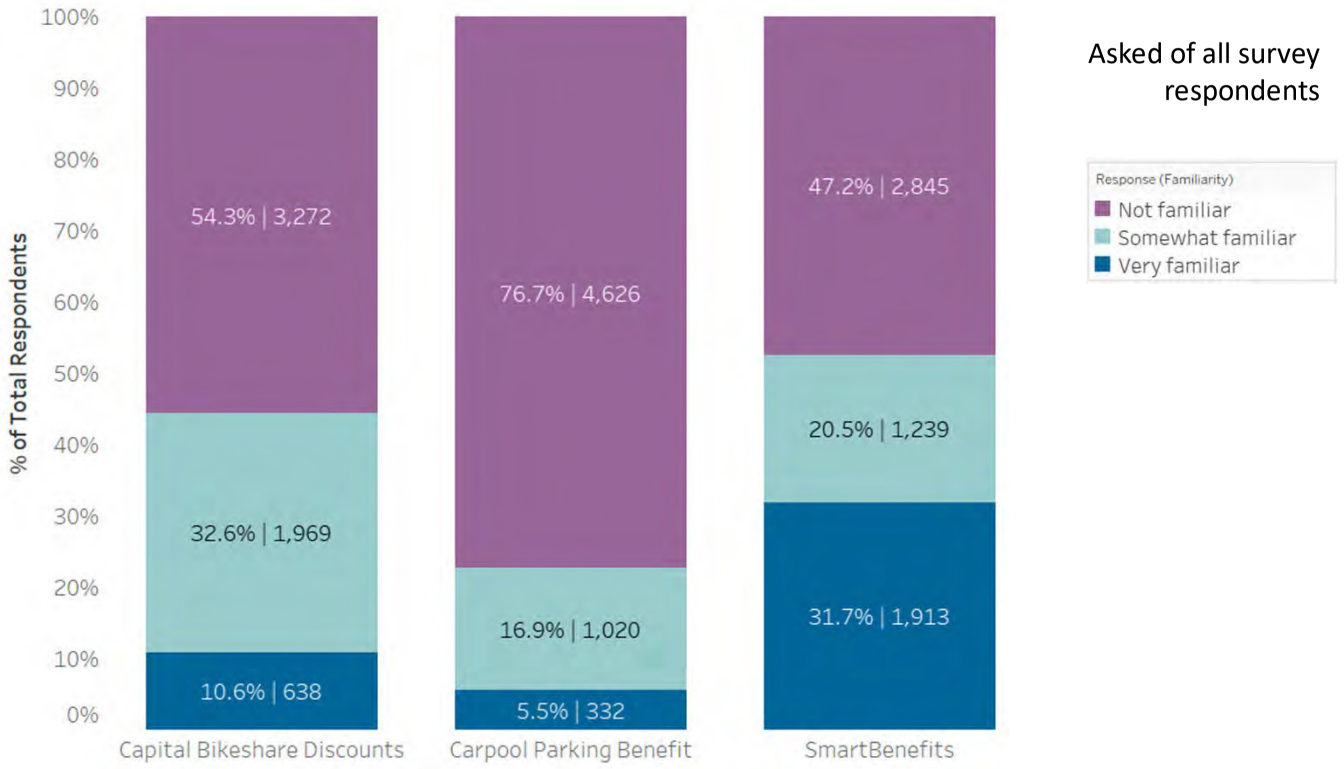
Asked of all survey respondents



Carpool Parking benefit and SmartBenefits program options were only presented to Faculty and Staff. Whereas Capital Bikeshare options was presented to all survey respondents

How familiar are you with the following transportation benefits offered at Georgetown University?

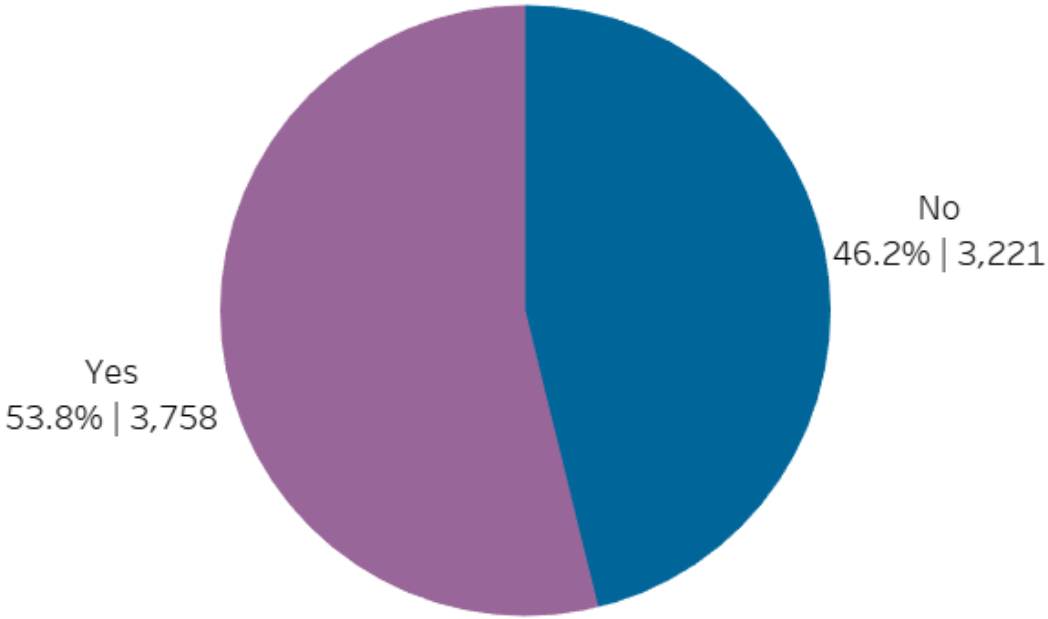
Number of responses, percentage of on-campus residents



Would you be interested in receiving information about the different commuting options available to you?

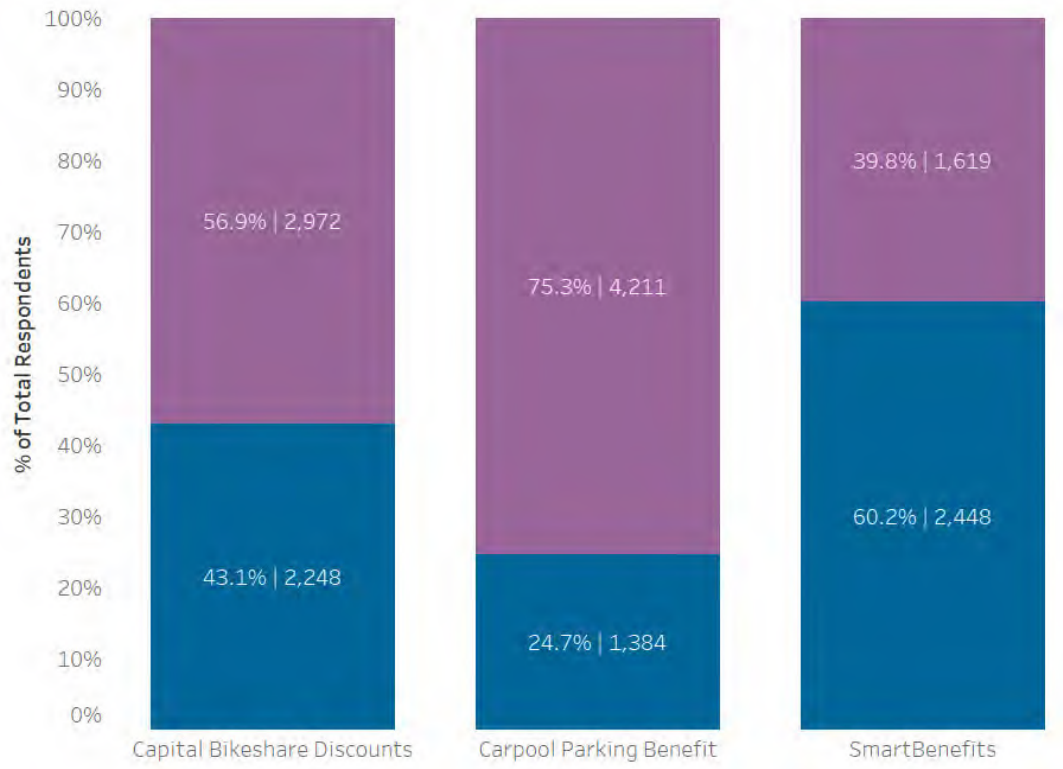
Number of responses, percentage of on-campus residents

Asked of all survey respondents.



Would you like to receive more information about the the below programs?

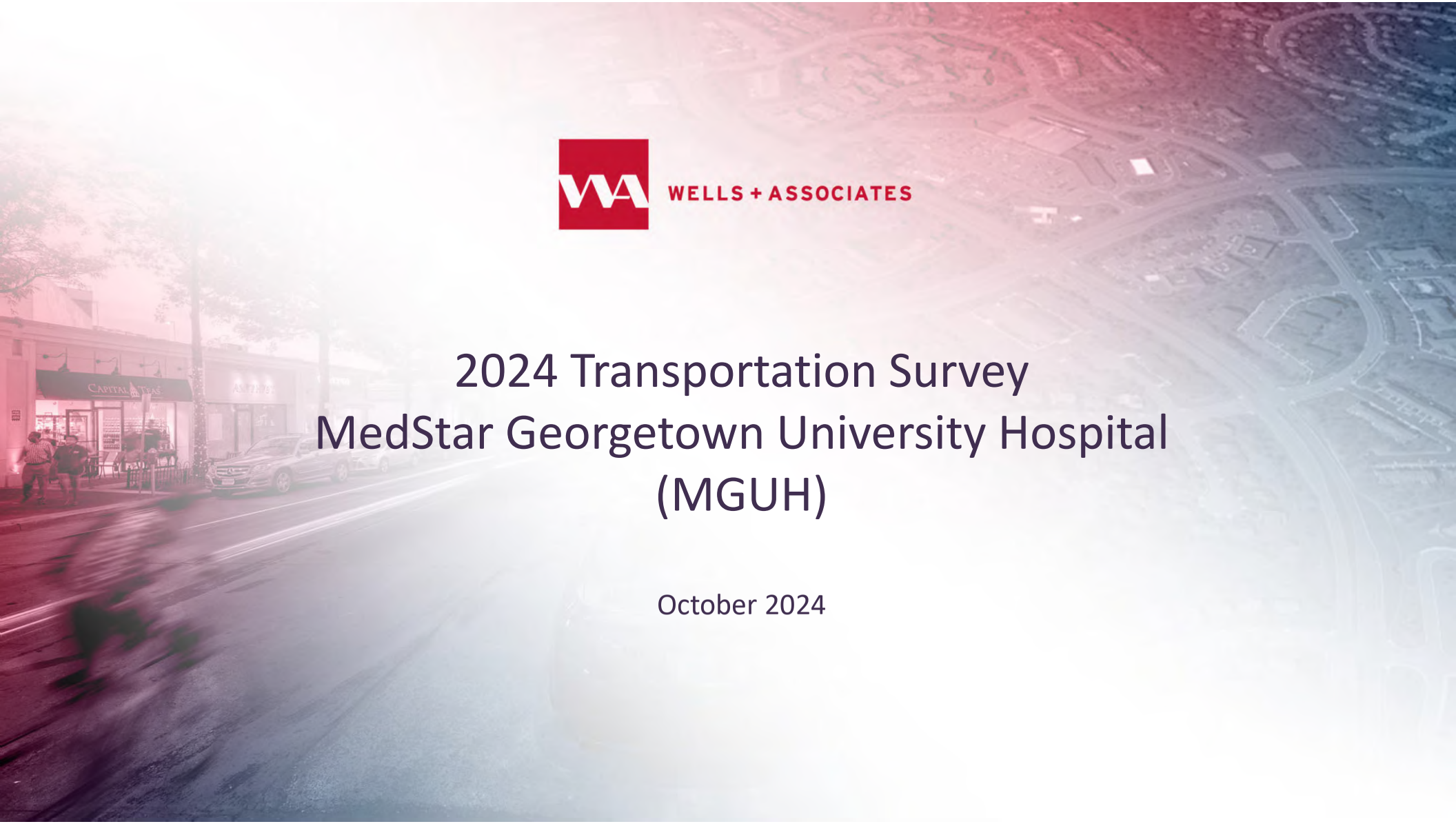
Number of responses, percentage of on-campus residents



Asked of all survey respondents

MEETING THE NEEDS OF A MOBILE SOCIETY

APPENDIX C
Hospital's Transportation Survey



WELLS + ASSOCIATES

2024 Transportation Survey
MedStar Georgetown University Hospital (MGUH)

October 2024

Outline

- Background
- Survey Objectives
- 2024 Survey Response Rate
- Annual Survey Comparison
- Survey Implementation
- Key Findings
  - Travel Trends
  - Parking
  - GUTS
  - Carpool
  - Ride hailing
  - TDM
- Survey Results

Background

- MedStar Georgetown University Hospital and Georgetown University are required to conduct an *Annual Transportation Monitoring Study* as per the conditions outlined in the 2017-2036 Campus Plan
- The monitoring study consists of five (5) elements:
  - **Transportation Survey**
  - Vehicle Trip Generation
  - Parking Utilization
  - GUTS Ridership
  - Transportation Demand Management (TDM) Activities

This report solely includes the results of the transportation survey. Additional information on the other four elements will be delivered separately.

Survey Objectives

- The objectives of the transportation survey are to:
  - Comply with the 2017-2036 Campus Plan
  - Gauge the mode split to/from MGUH campus
  - Understand transportation trends to support strategic planning and decision making
  - Inform program initiatives and resource allocation

2024 Survey Response Rate

Survey Effort:	2024
Target Population	5,400
Survey Responses Received	1,795
Response Rate*	33.2% (99% Confidence Interval @ 2.48% Margin of Error)
Minimum Response Rate*	6.6% @ 95% CI & 5% Margin of Error
	25.5% @ 99% CI & 3% Margin of Error

Survey was administered September 17 - 27, 2024

*Confidence interval and margin of error were estimated with an assumption of random sampling. The current survey is a convenience sample.

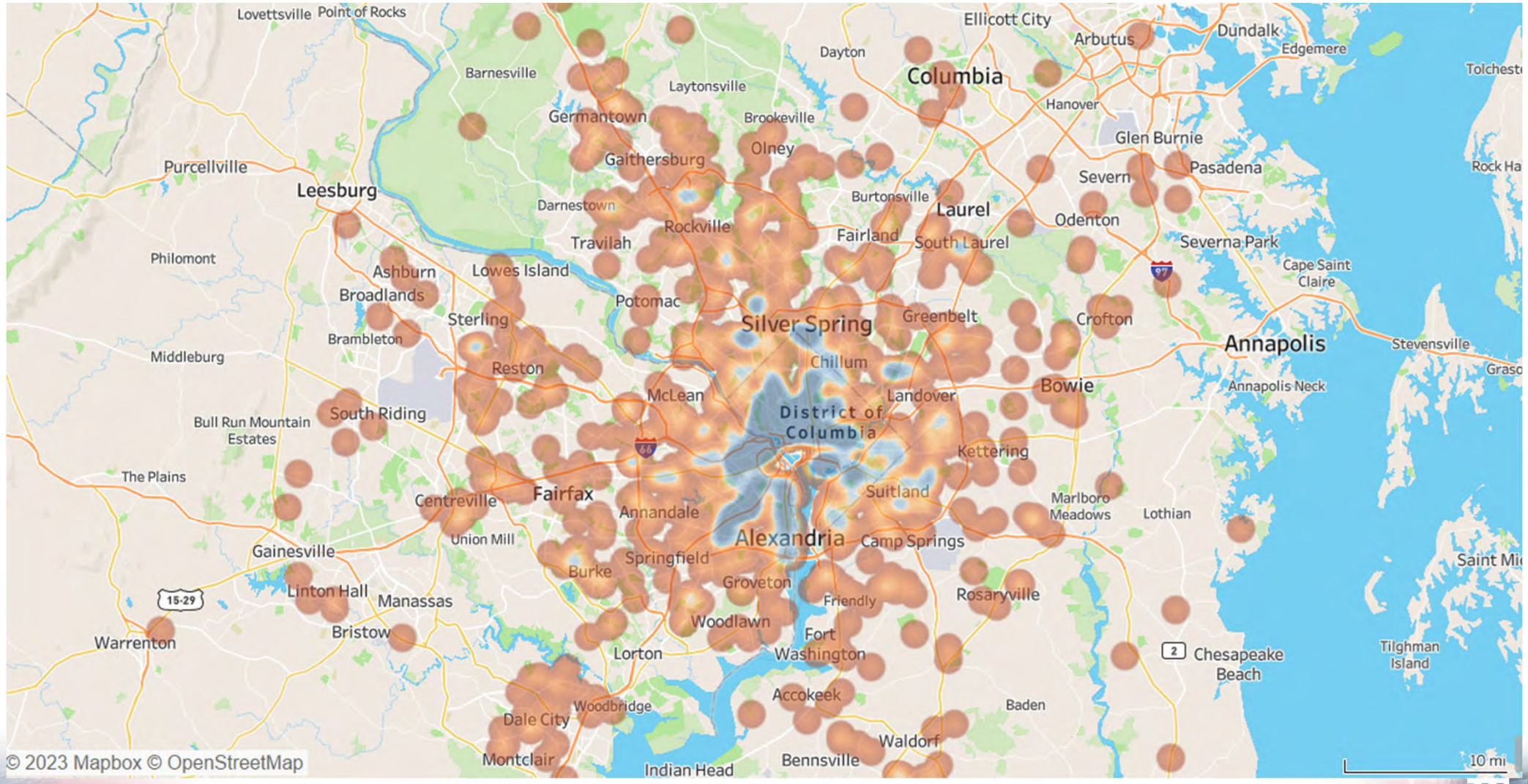
Annual Survey Comparison

Survey Effort:	2014[1]	2015	2016	2017	2018	2019	2021	2022	2023	2024
Survey Responses Received	1,392	2,058	1,866	1,466	1,992	1,740	1,813	1,238	1,287	**1,795**
Target Population	2,338	4,452	4,600	4,600	4,900	4,981	5,298	5,000	5,200	**5,400**
Response Rate	59.5%	46.2%	40.6%	31.8%	40.6%	34.9%	34.2%	24.8%	24.8%	**33.2%**

[1] The 2014 "O. R. George" Commuter Survey had a different data collection approach which consisted of visually observing mode choice at several locations throughout the hospital during a three-day period between 7 AM and 10 AM.

Survey Implementation

- Secure online survey in English
  - Desktop and mobile versions available
- Incentives used to increase response rate
  - First 300 respondents received a $5 Starbucks card
  - Grand prize drawing for all respondents– Sony Wireless Headphones, Fitbit Charge 6 Tracker, 4 x $50 Amazon/Target gift cards
- Digital survey promotions
  - Survey link distributed via email followed by reminder and thank you communications



MEETING THE NEEDS OF A MOBILE SOCIETY

Key Findings

Section	Findings
Travel Trends	• Respondents are primarily from DC Wards 1, 2, and 3, Ballston, Alexandria West, Crystal City, and Falls Church, with over 20% commuting for over 60 minutes each way during morning peak times. • Over 91% of the respondents work at 3800 Reservoir Rd. for a minimum of four days each week.
	• The mode shares of the MGUH commuters (longest mode) has historically been comparable to the previous years. The current survey points to an improvement in the non-drive alone mode share with a significant increase in GUTS ridership (Up 4% from 2023) • The percentage of single-occupancy vehicle users among MedStar commuters has therefore decreased by 2% from 2023, to 65%. • Walking and Metro rail usage have remained consistent with 2023 observations, with minor changes in the usage.
	• Most commuters arrived at 7:00 am and departed at 5:00 pm. However, peak interactions between arriving and departing commuters occurred at 7:30 am and 7:30 pm, which could be a shift change time for associates.

Key Findings

Section	Findings
Parking	• On-campus parking activity has remained consistent with 2023, with a minor increase in on-street metered parking since. Whereas on-street residential parking activity has remained comparable to 2023, with a minor decrease.
	• Other associates and nurses contributed to the on-street residential parking activity.
	• Rosslyn and Burleith remain as the most popular off-campus and on-street parking locations.
GUTS	• Roughly one-third (33%) of MGUH employees use GUTS on a typical basis, remaining consistent from 2022. • Demand for Roslyn Metro route has increased by 7% from 2023 (highest ever), along with minor increase in the Arlington Loop. Meanwhile, there's a slight decrease in the demand for the Dupont Circle Metro route by 4% from 2023.
	• Nearly 65% of MGUH GUTS experience extended wait times (increase of 5% from 2023) • Nearly 55% of MGUH GUTS users experience wait times of more than 15 minutes. • Overcrowding and increased wait times have remained as consistent along Rosslyn route and the Dupont route, when compared to the other routes.
Carpool	• 65% of the respondents are unaware of their carpool options (up by 3% from 2023)
	• Sixteen percent (16%) of employees would consider being matched to a carpool, whereas the current carpool mode split is at two percent (2%). Another 33% of employees expressed openness to the idea of carpool matching.

Key Findings

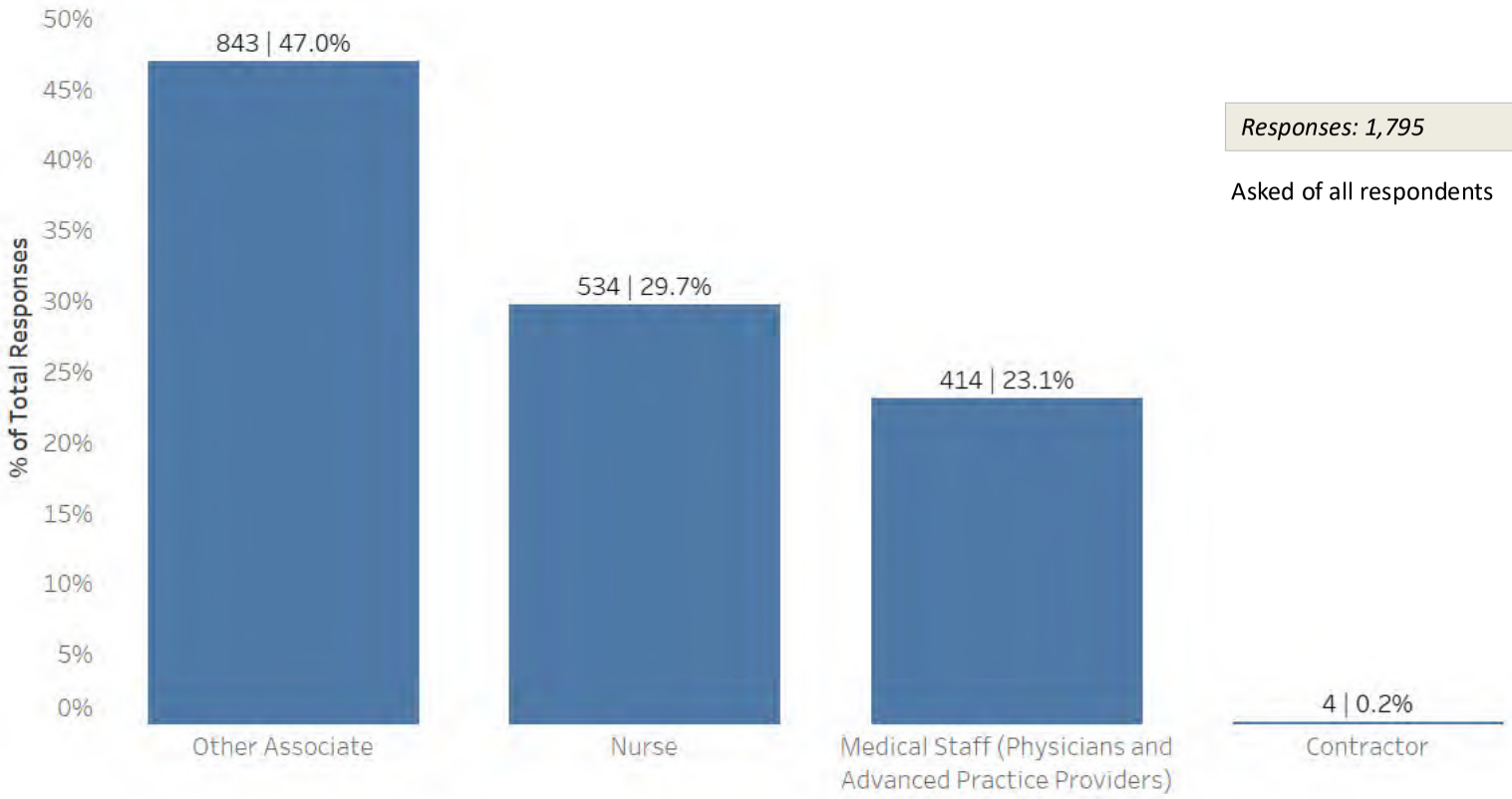
Section	Findings
Ride-Hailing	• Nearly 2% of all ride-hailing trips were dropped off at Lombardi Circle (18% decrease from 2023). It is likely that these trips now end at Verstandig Pavilion as 24% of ride-hailing trips ending at this new location.
TDM	• If driving was not an option, ride-hailing and public transportation were the preferred second-choice transportation options for up to 53% of SOV drivers.
	• People are more familiar with transit and walking routes compared to carpooling. However, raising awareness through campaigns may not significantly increase carpooling demand, as 51% of survey respondents are unwilling to carpool. • Only 24% of the respondents are aware of SmartBeneits program.
	• Roughly 35% of survey takers were interested in receiving transportation information. • Around 50% of employees would attend an information event.

SURVEY RESULTS

General Work Information

My primary relationship with MGUH is:

Number of survey responses, percent of survey responses



Responses: 1,795

Asked of all respondents

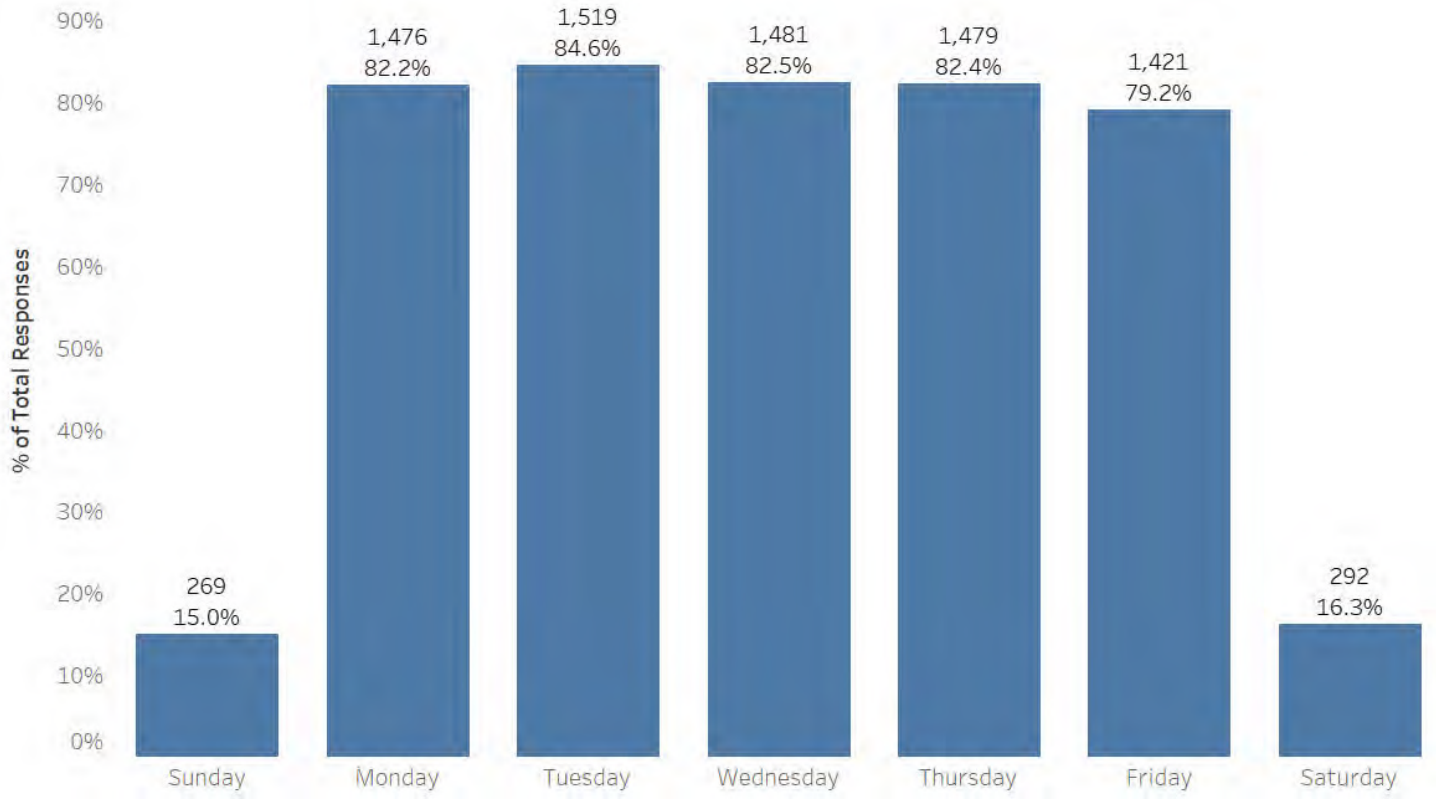
14

What days did you work for MGUH last week?

Percent and count of survey responses

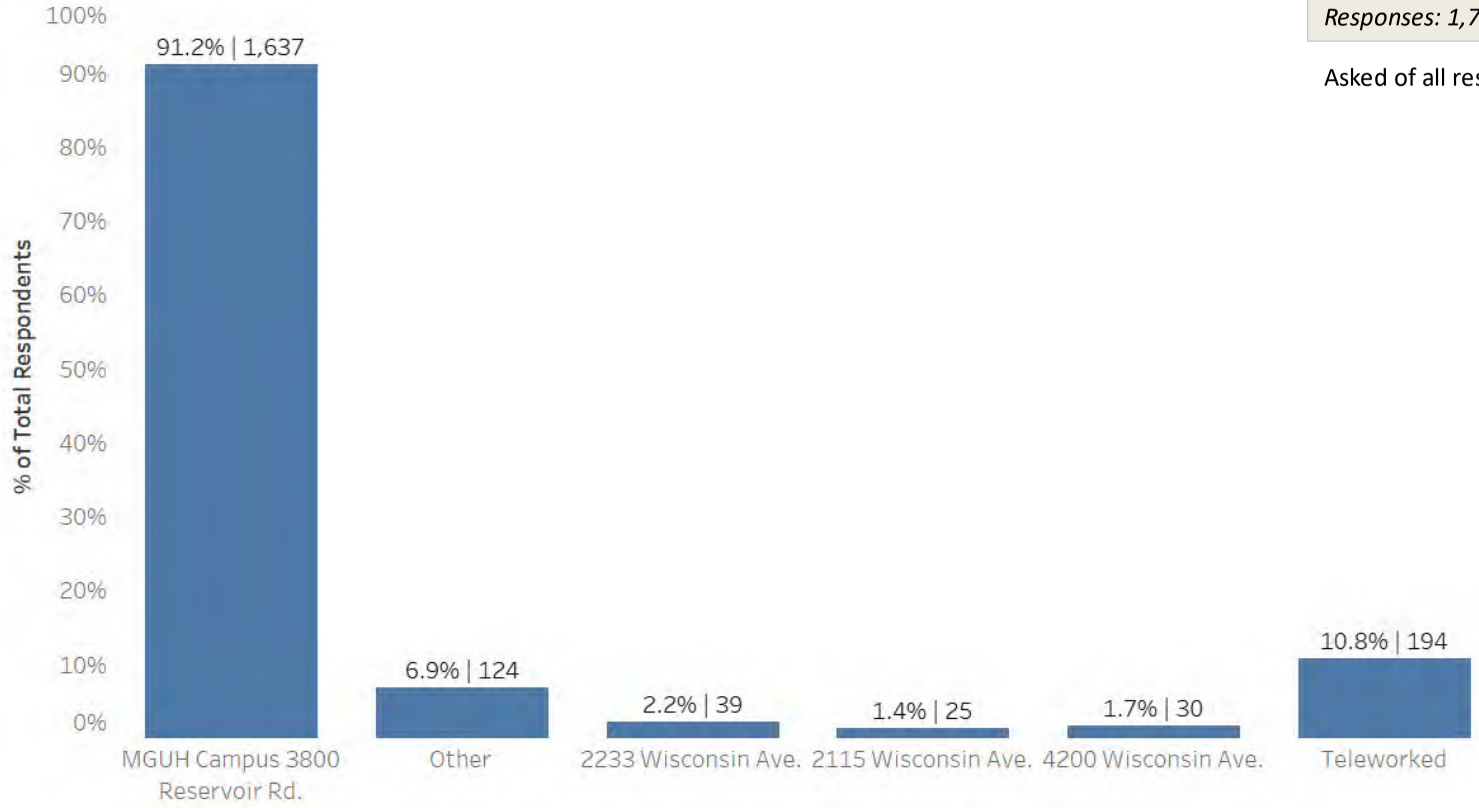
Responses: 1,795

Asked of all respondents



Where did you primarily work for MGUH last week?

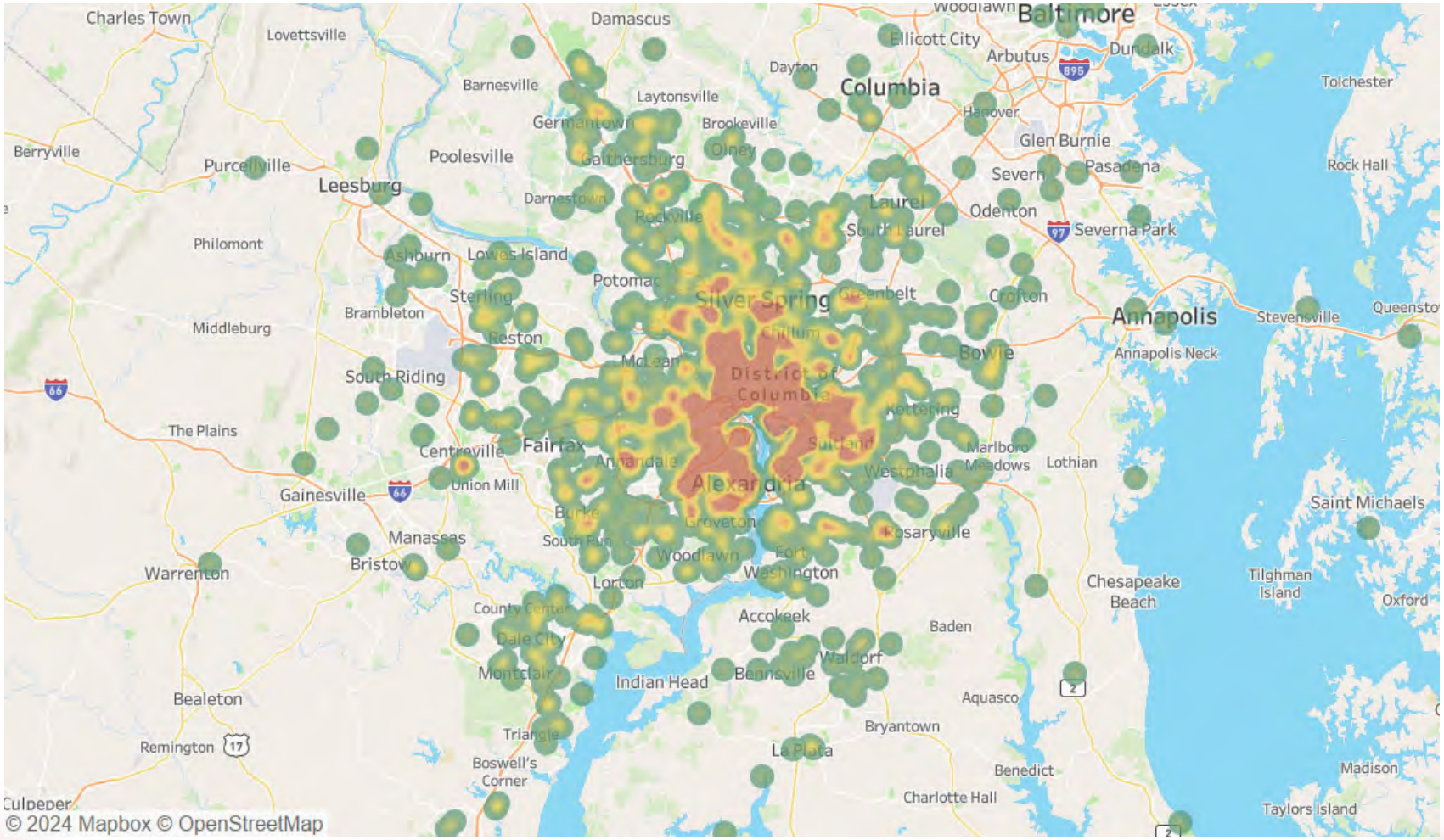
Percent and count of distinct respondents



Responses: 1,795

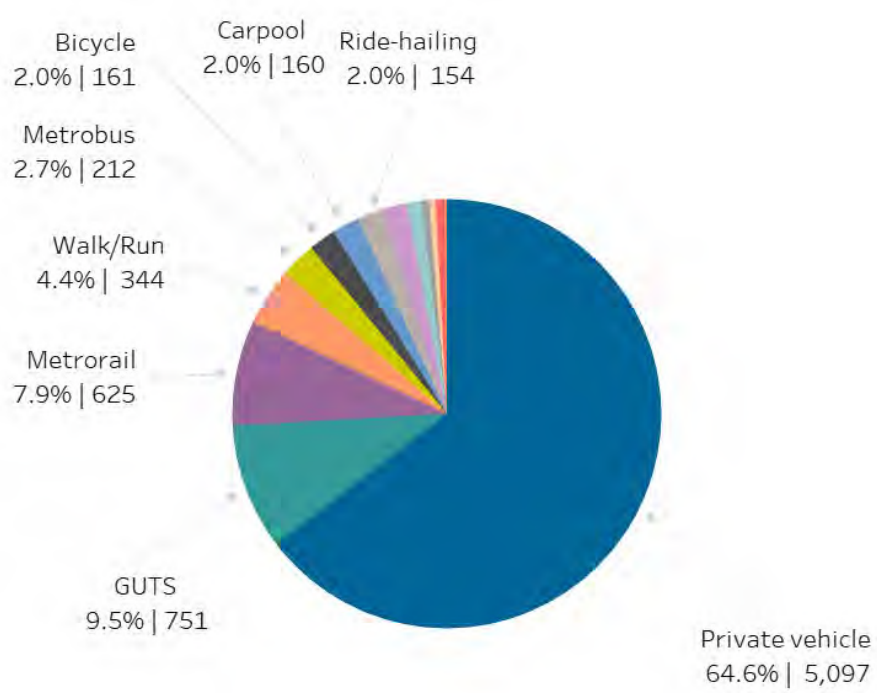
Asked of all respondents

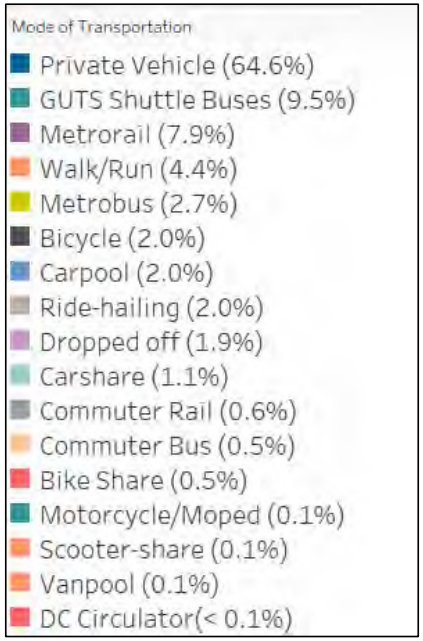
What is your current residential address?



Choose the mode of transportation you have used for the longest portion of your trip to MGUH:

Percent of MGUH trips during a whole week, percent of main campus trips





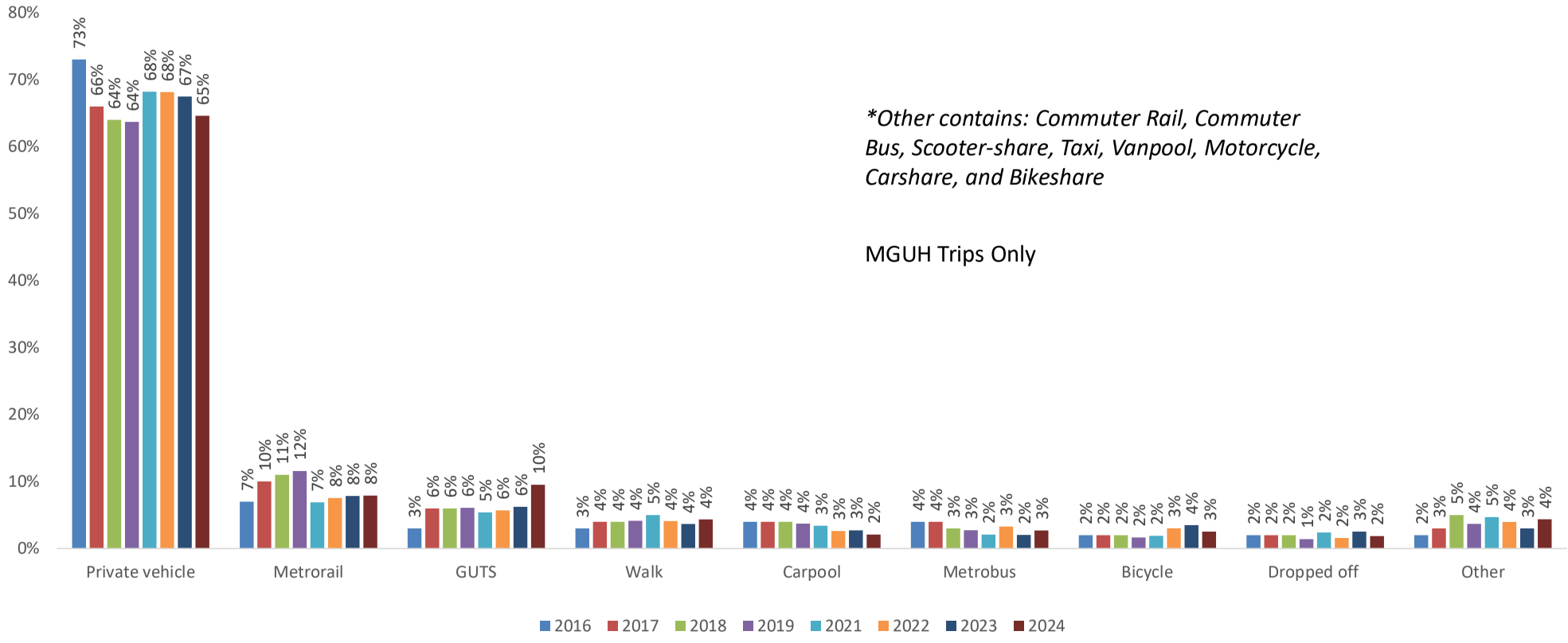
Unique respondents: 1,795
Trips Recorded: 7,889

Asked of all respondents

MGUH Trips Only

Historical Mode Split: Longest

Percent of MGUH trips

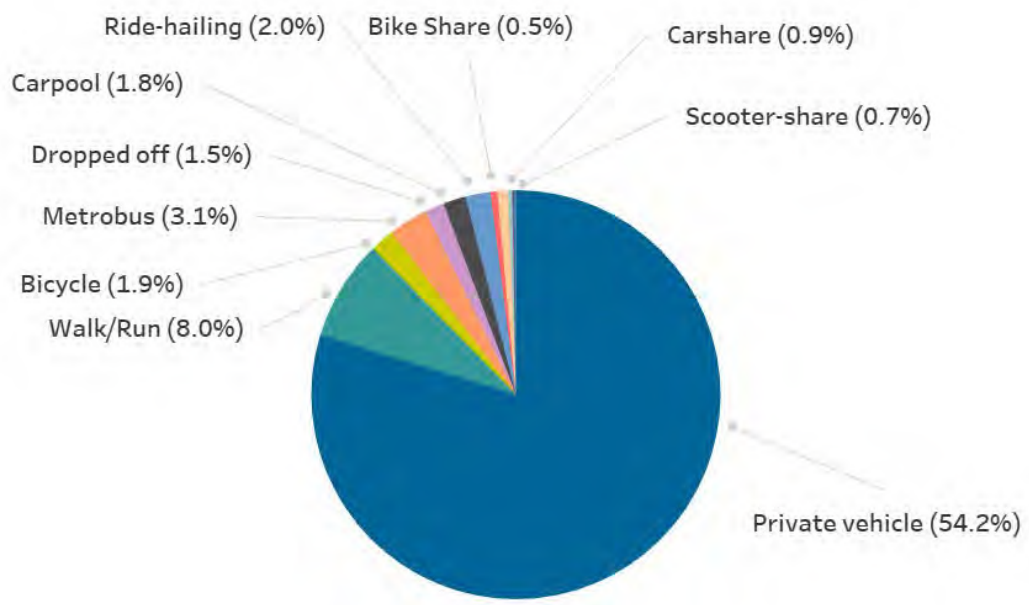


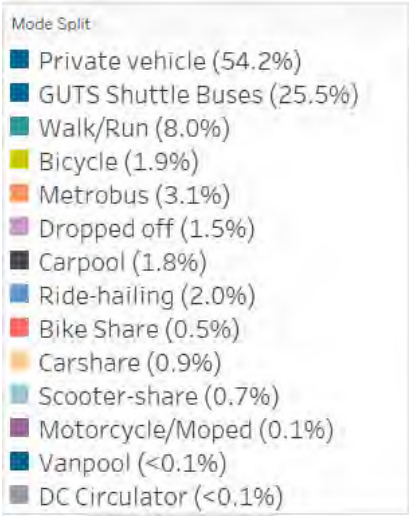
**Other contains: Commuter Rail, Commuter Bus, Scooter-share, Taxi, Vanpool, Motorcycle, Carshare, and Bikeshare*

MGUH Trips Only

What transportation mode did you use for the **last portion** of your trip to work?

Percent of MGUH trips during the whole week, percent of main campus trips



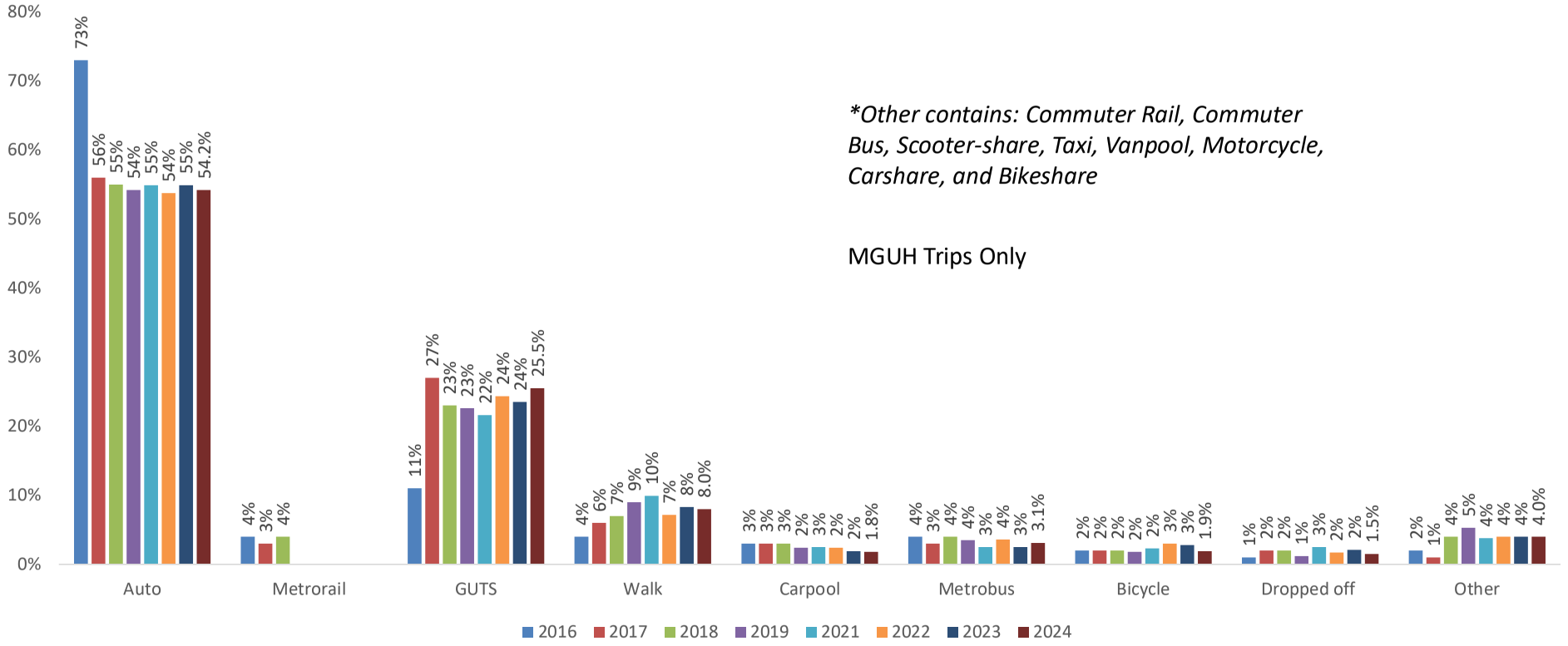


Responses: 1,795
Trips Recorded: 7,889

Asked of all respondents
MGUH Trips Only

Historical Mode Split: Last

Percent of MGUH trips



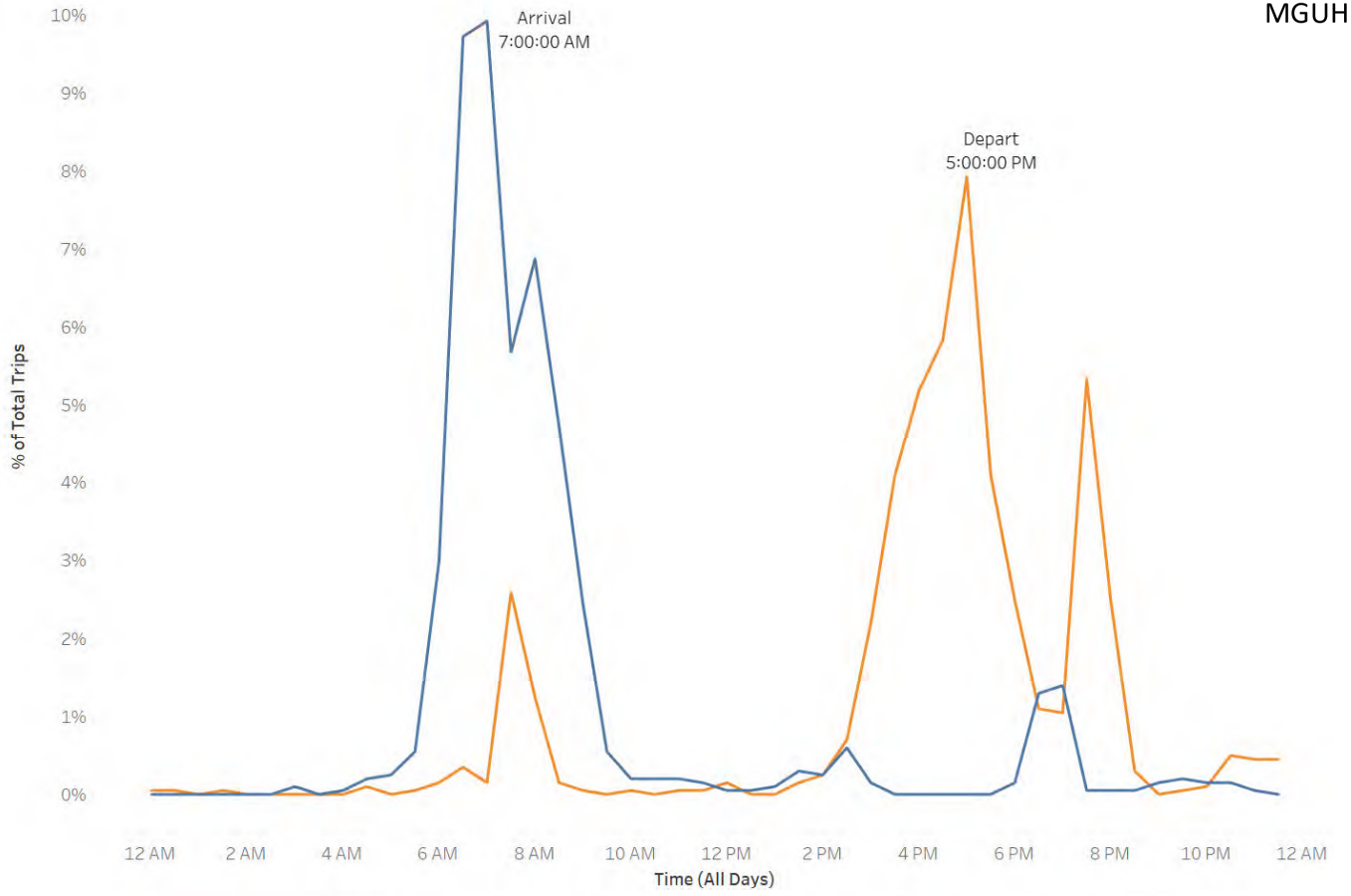
**Other contains: Commuter Rail, Commuter Bus, Scooter-share, Taxi, Vanpool, Motorcycle, Carshare, and Bikeshare*

MGUH Trips Only

What time do you typically arrive/depart work?

Percent of MGUH trips

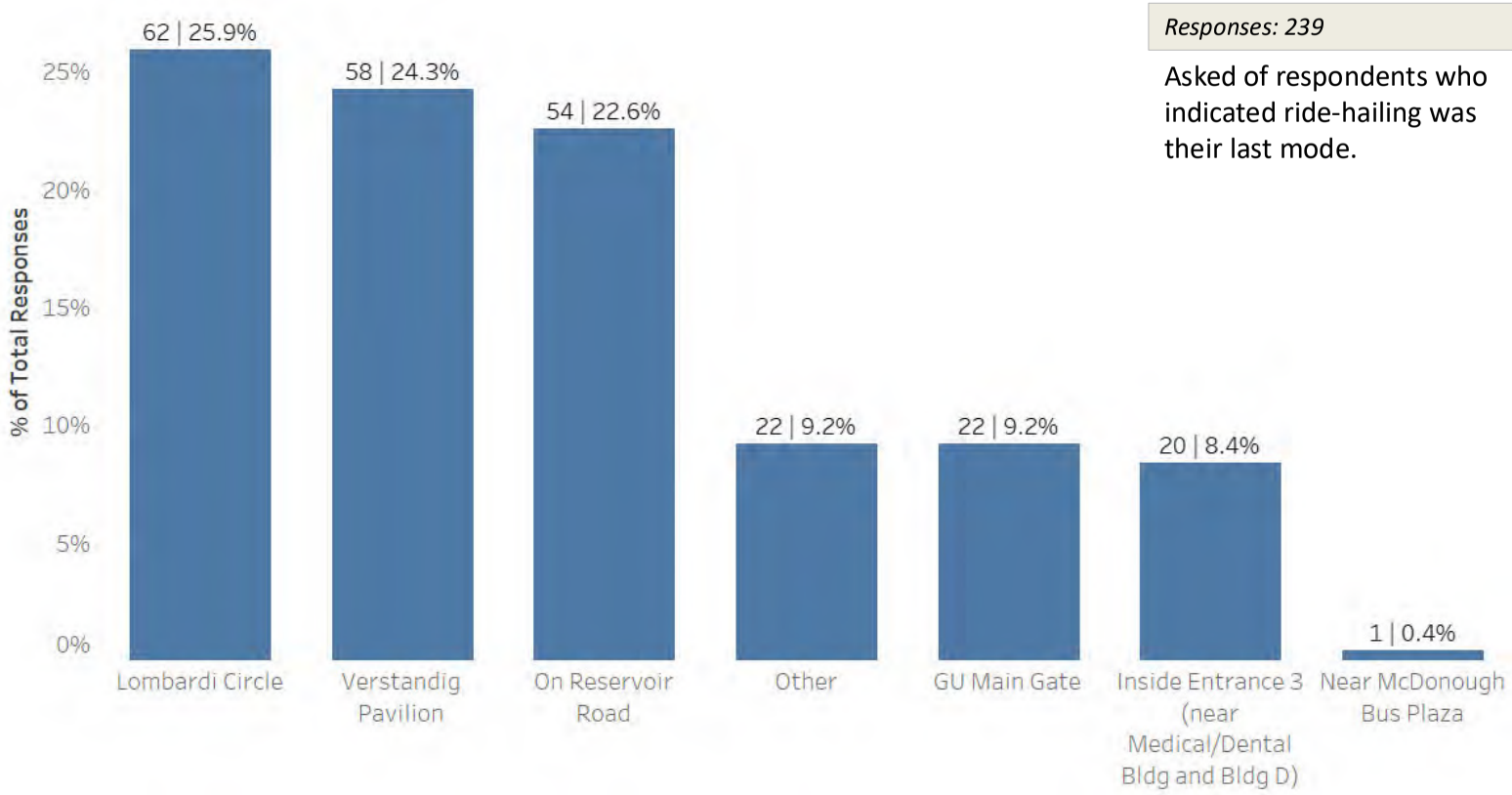
MGUH Trips Only



Ride-hailing

On days that you Ride-Hailed to MGUH, where did you get dropped off?

Percent of ride-hailed trips to MGUH

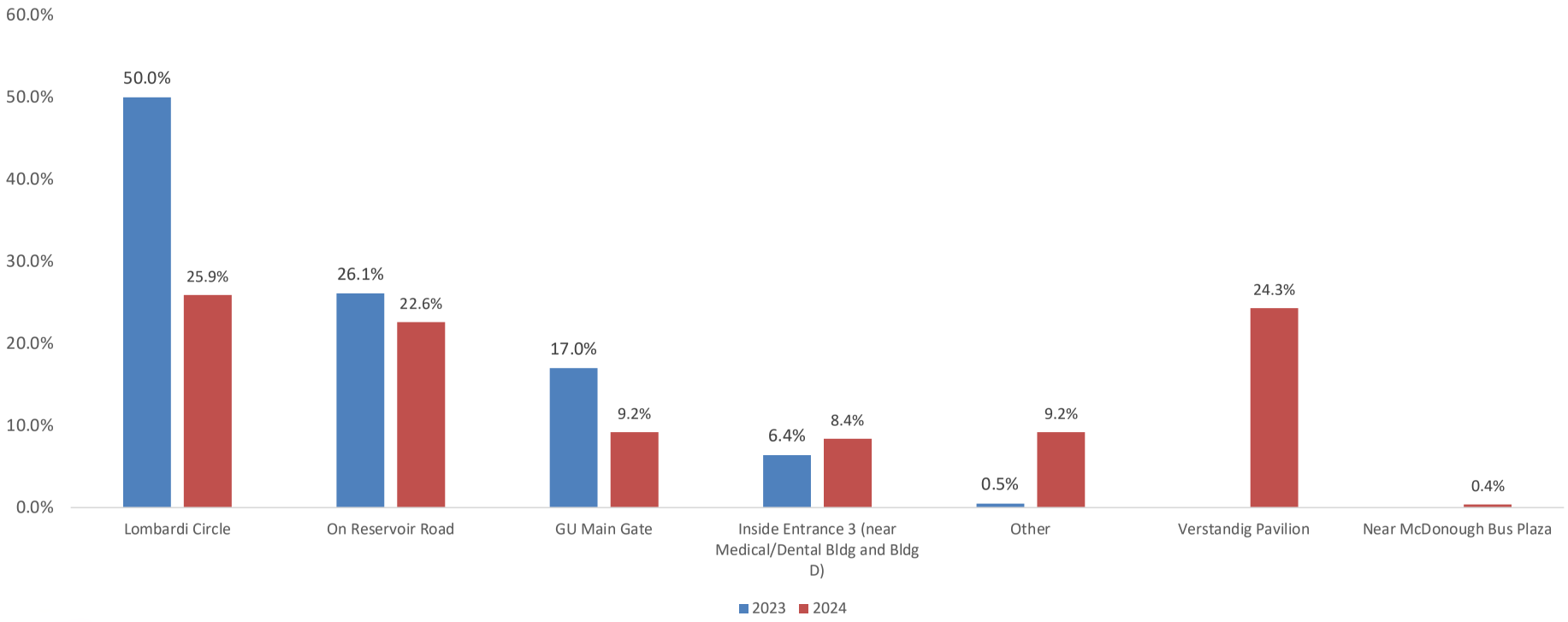


Responses: 239

Asked of respondents who indicated ride-hailing was their last mode.

Historical Ride-hailing Drop Off Locations

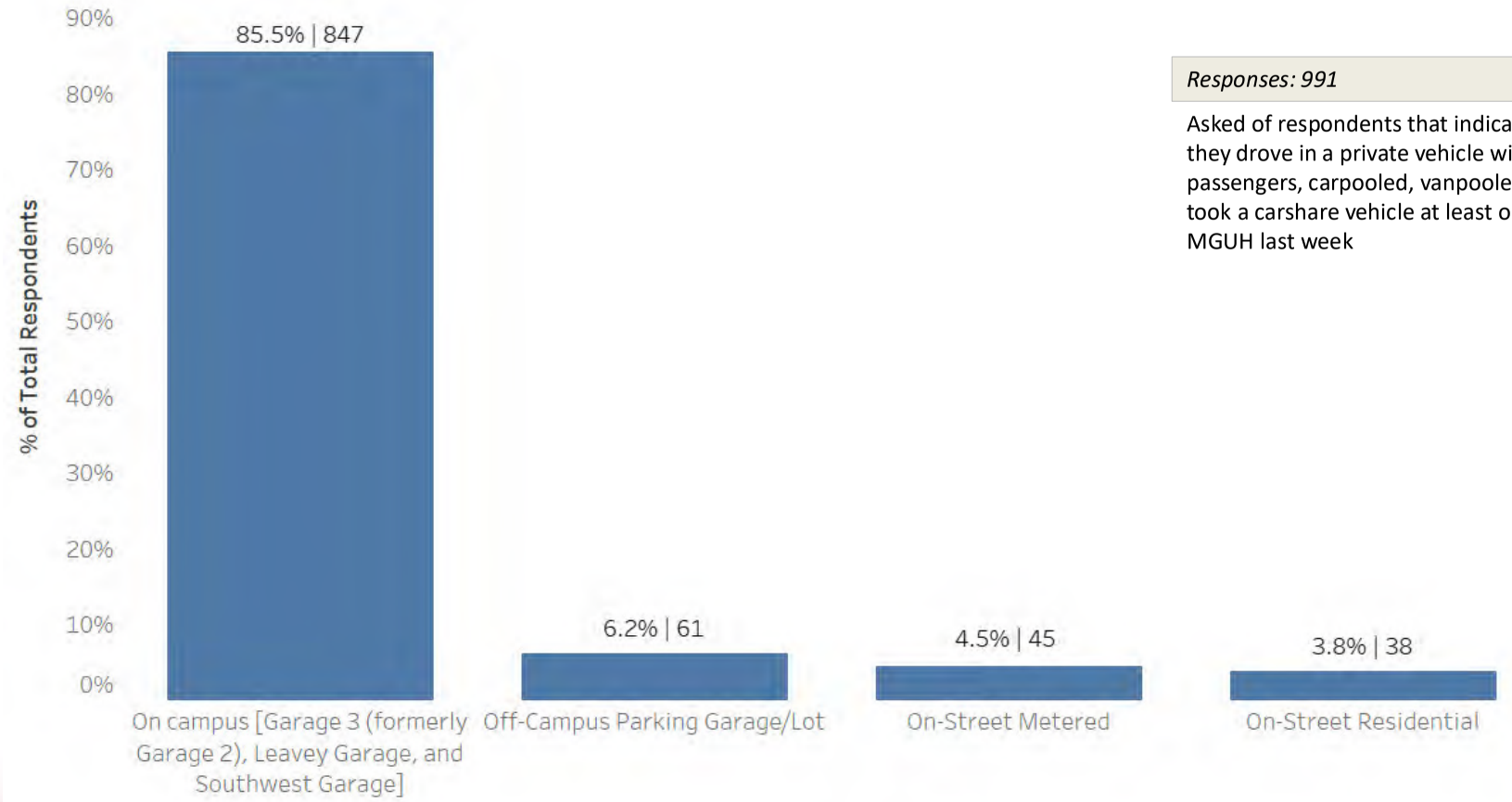
Percent of ride-hailed trips to MGUH



Parking

Where did you park when you drove to MGUH?

Percent and number of distinct survey respondents

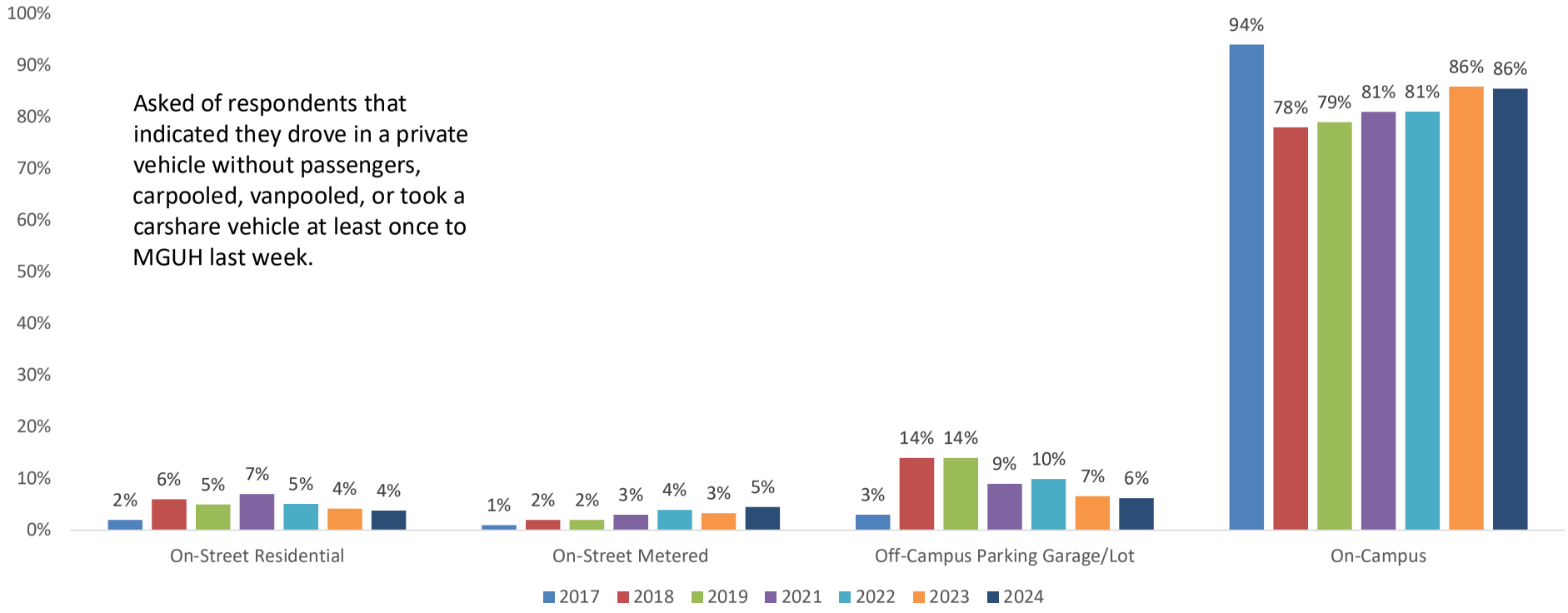


Responses: 991

Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week

Historical Parking Behavior: Where did you park when you drove to MGUH

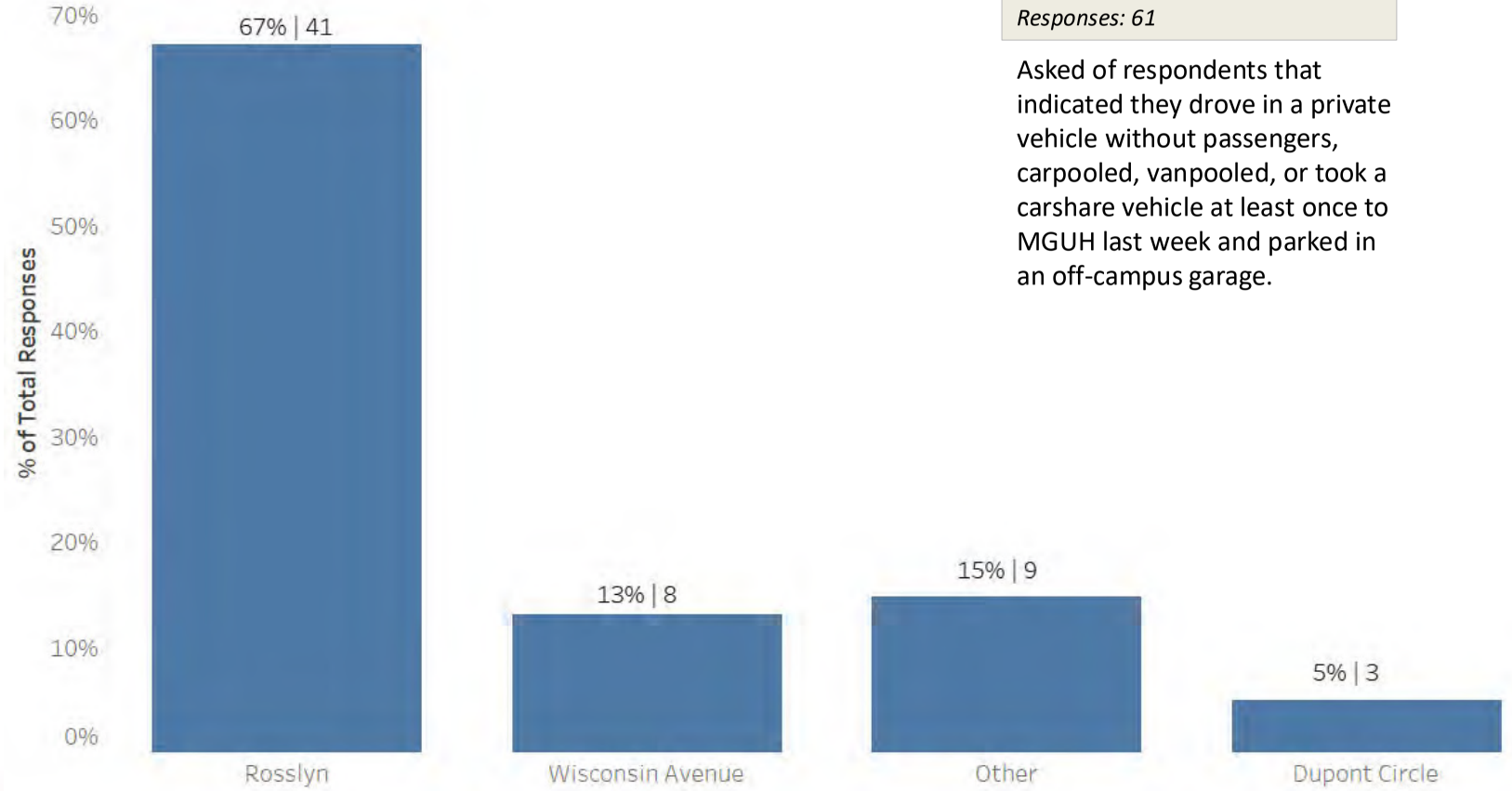
Percent of survey responses



Which off-campus lot or garage did you park in?

Number of survey responses, percent of survey responses

JM0



Responses: 61

Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week and parked in an off-campus garage.

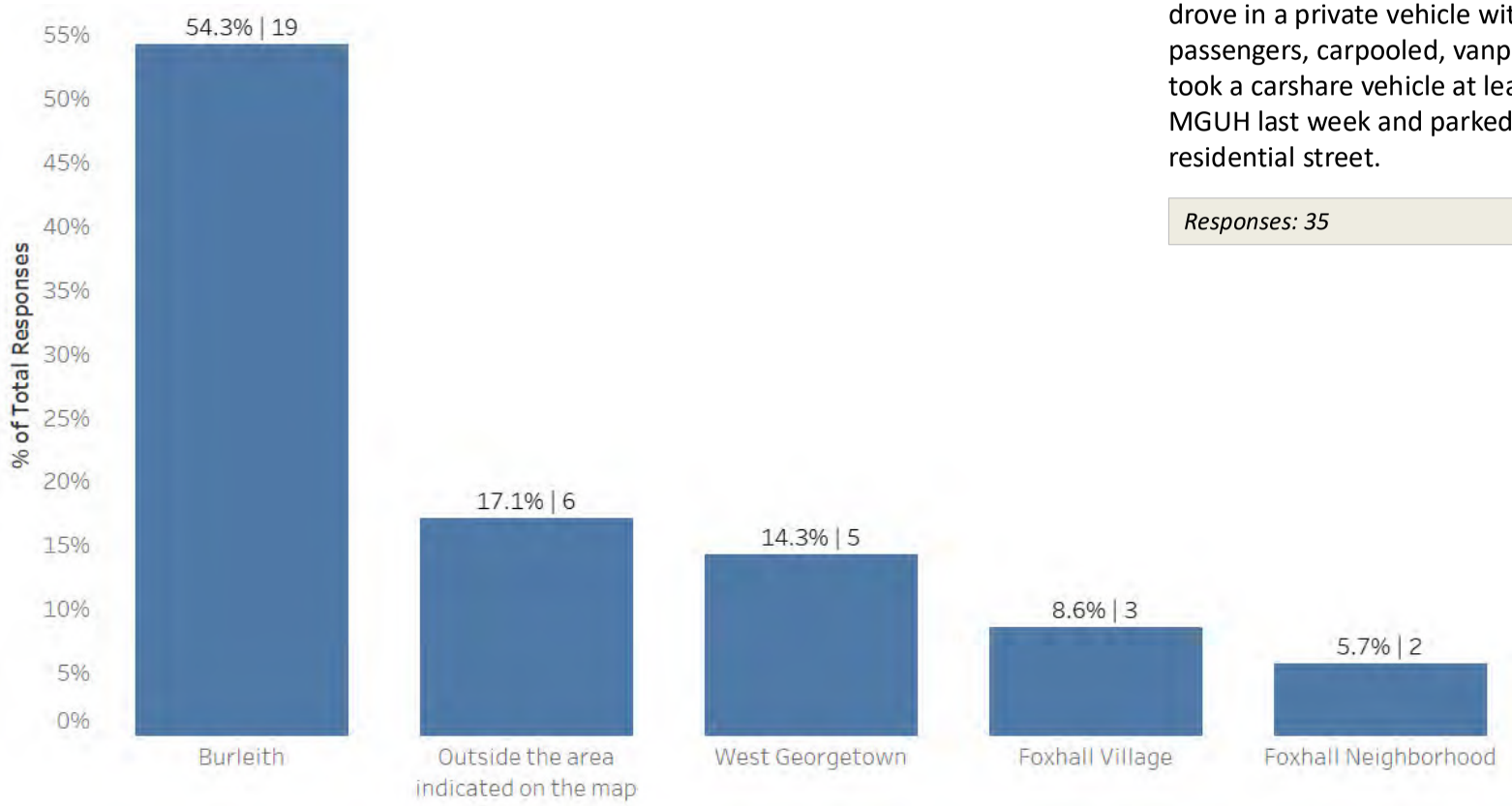
Slide 29

JM0 Do we know what "other" includes?
Jami L. Milanovich, 2023-10-30T13:35:53.555

SR0 0 Only two respondents indicated that their husband drove their car home, and one included a private residence
Sid Rayaprolu, 2023-10-31T13:51:19.542

Which neighborhood did you park in?

Percent of survey responses



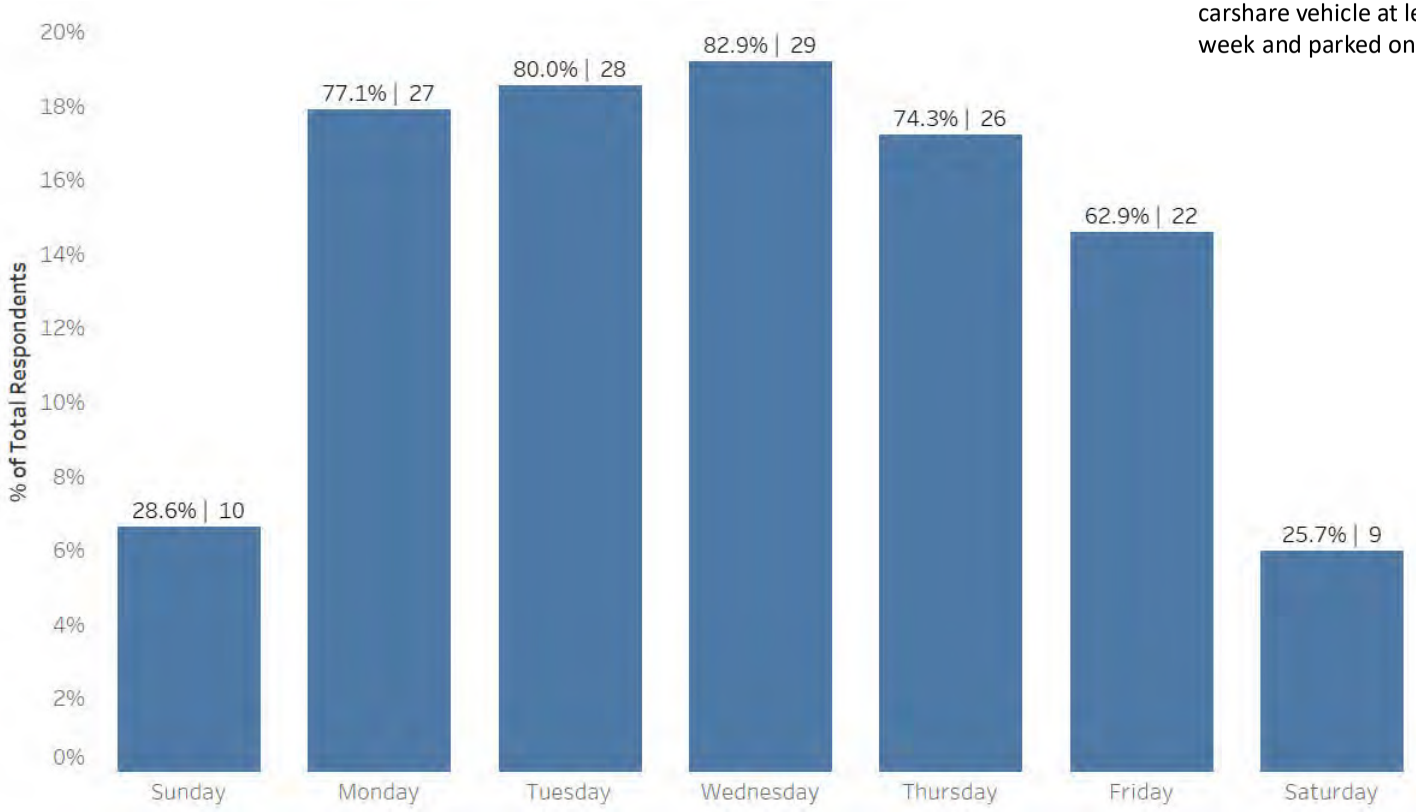
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week and parked on a residential street.

Responses: 35

Typically, what days do you park on-street? (Select all that apply)

Percent of survey responses

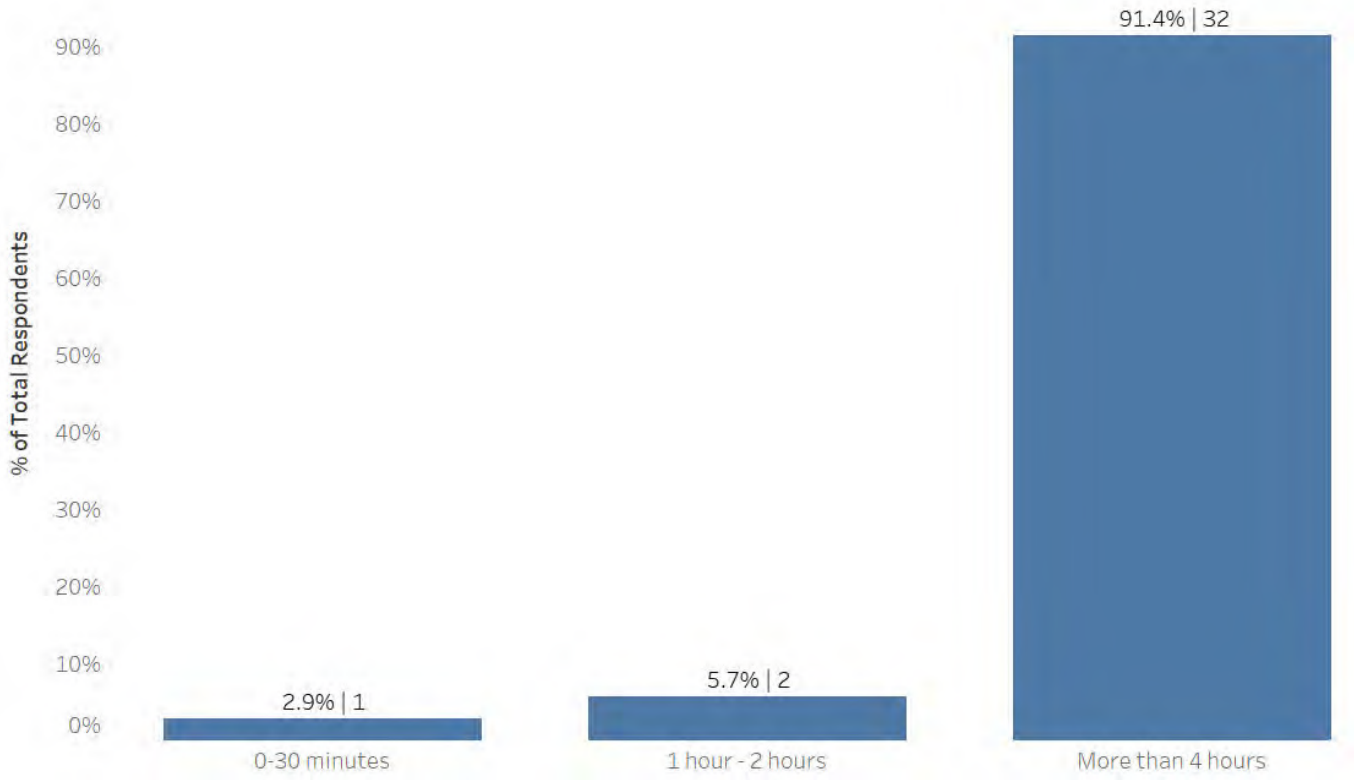
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week and parked on a residential street.



Typically, how long do you park on the street? (Select all that apply)

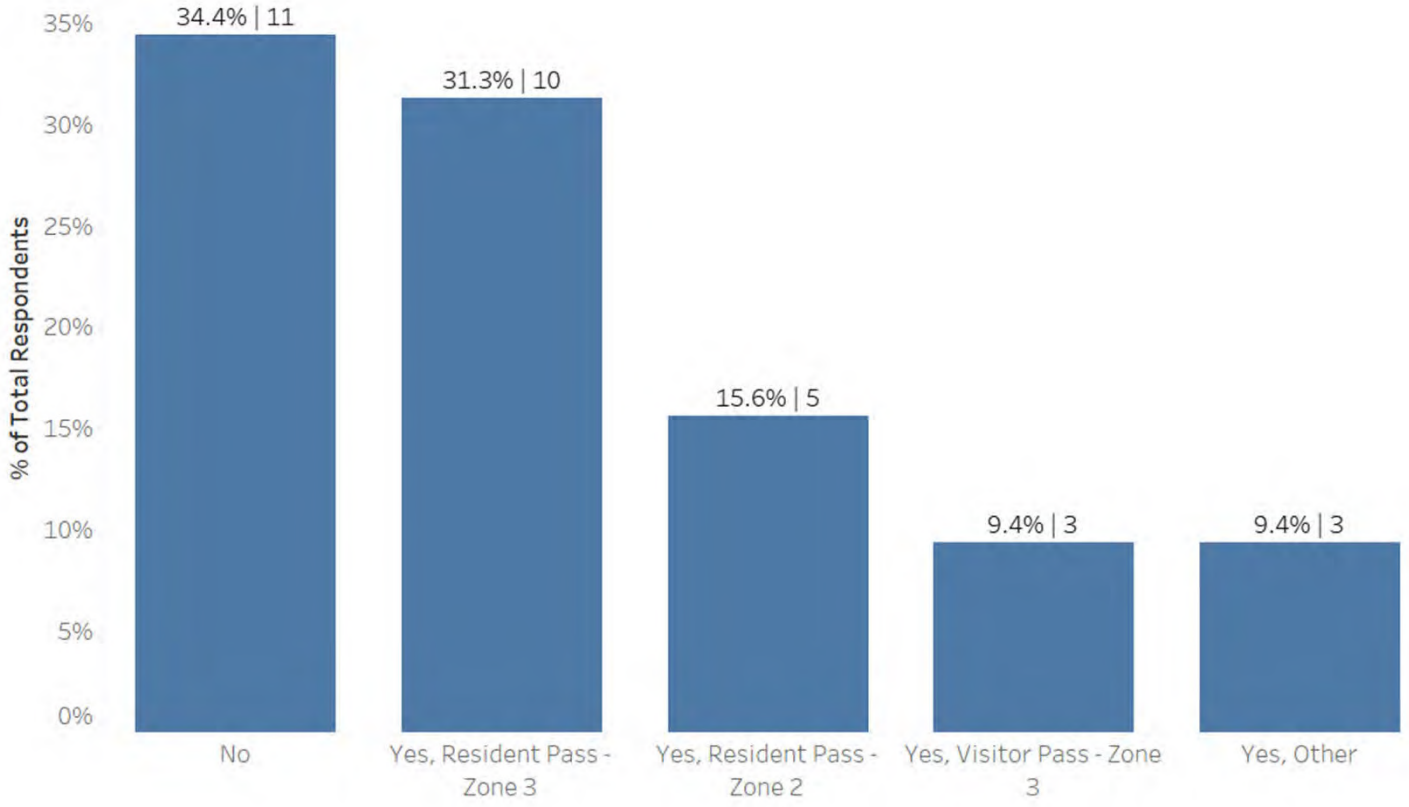
Percent of survey responses

Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week and parked on a residential street.



Residential Parking Permit Status of Individuals Parking over 2 hours on a Residential Street

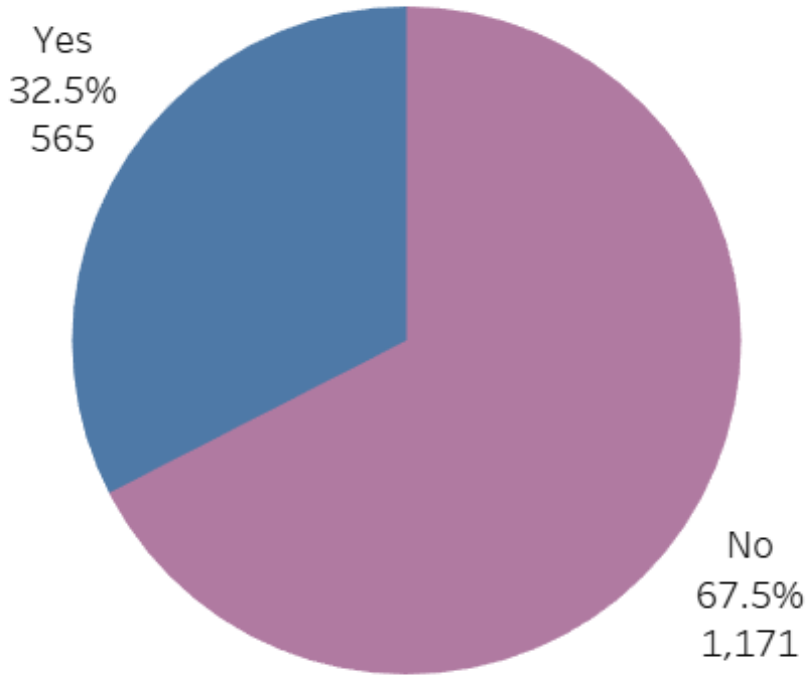
Percent of survey responses



GUTS Ridership

Do you typically use the GUTS shuttle?

Number of survey responses, percent of survey responses

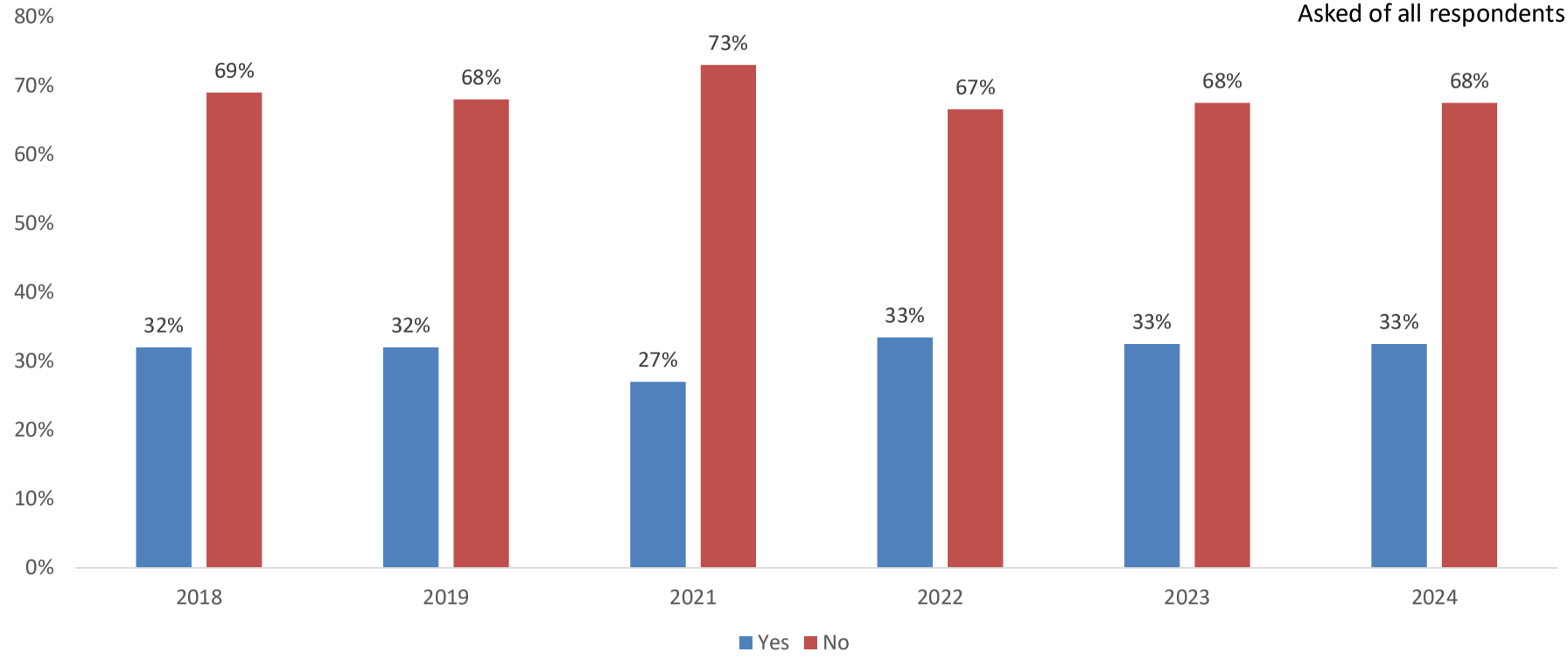


Responses: 1,736

Asked of all respondents

Historical Ridership: Do you take GUTS on typical basis

Percent of survey respondents



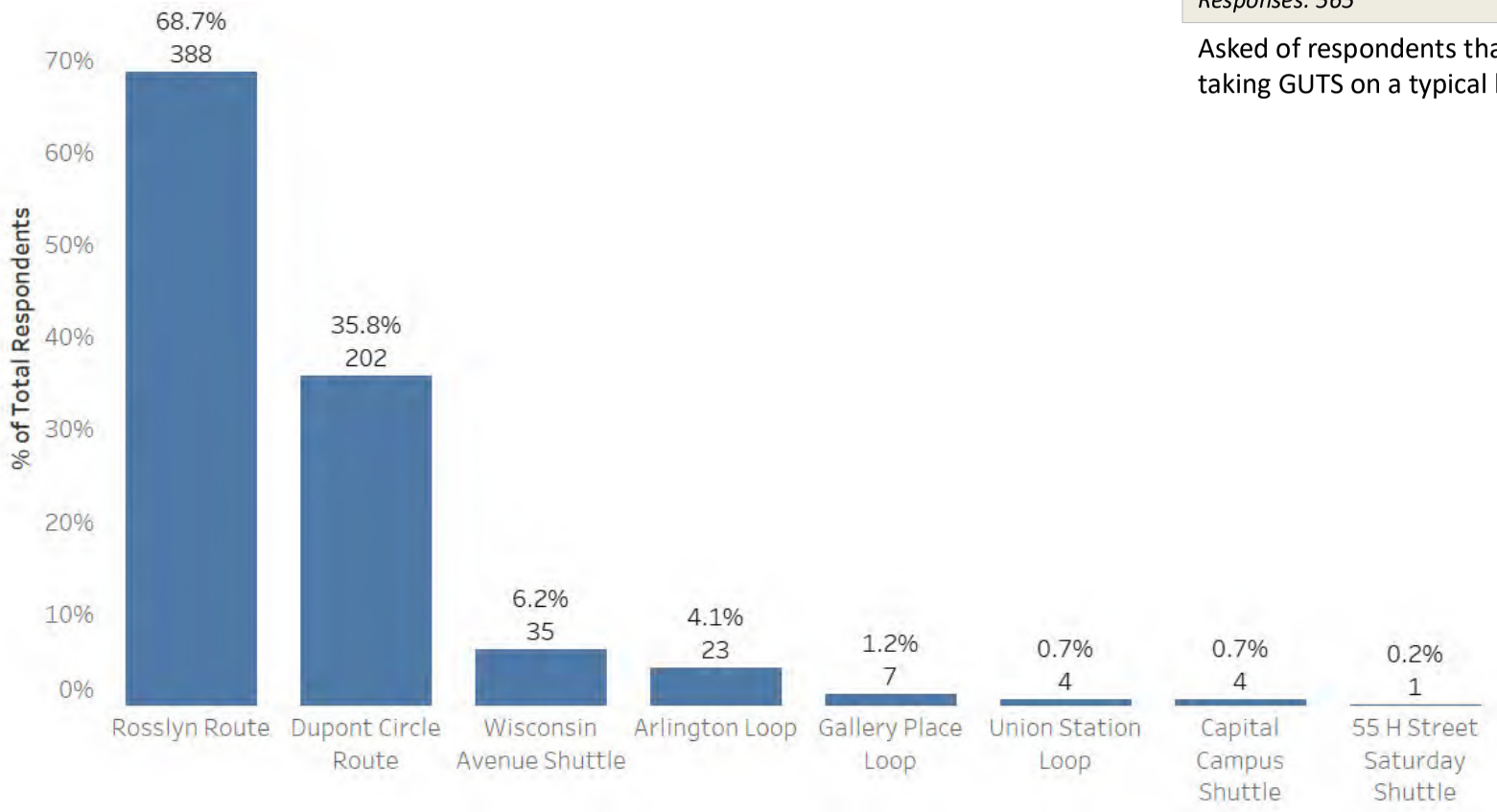
MEETING THE NEEDS OF A MOBILE SOCIETY

Which GUTS route do you typically use? (Select all that apply)

Percent of riders

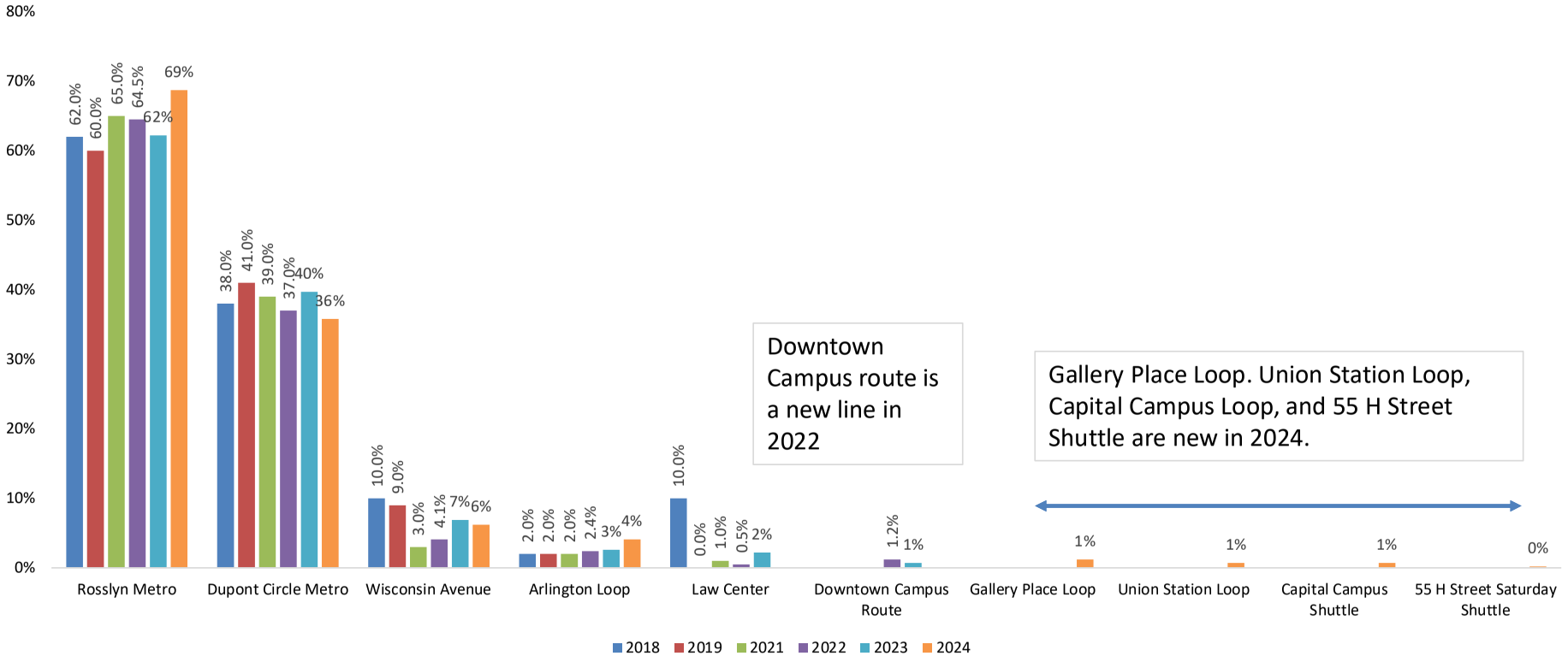
Responses: 565

Asked of respondents that indicated taking GUTS on a typical basis.



Historical Ridership: What GUTS routes do you take on a typical basis?

Percent of All GUTS riders

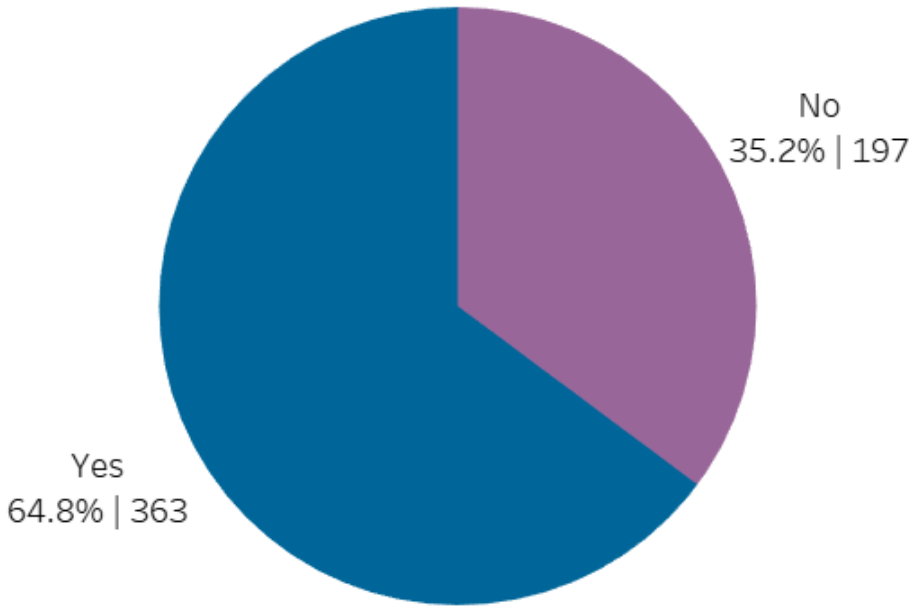


Have you ever had to wait for the next bus because the first GUTS bus was full?

Percent of riders

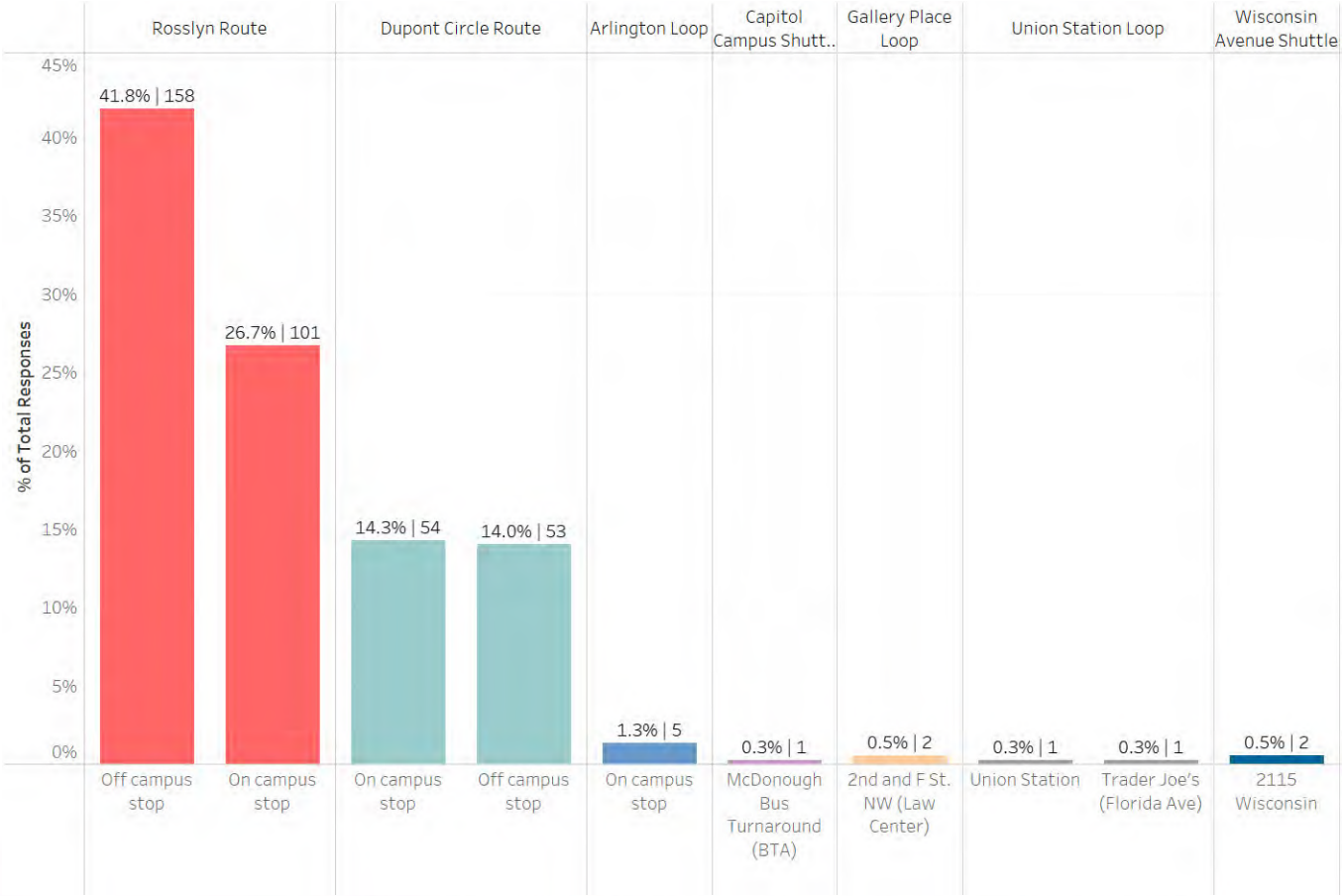
Responses: 560

Asked of all respondents that use GUTS on a typical basis



At which stops have you experienced the GUTS overcrowding?

Percent of riders

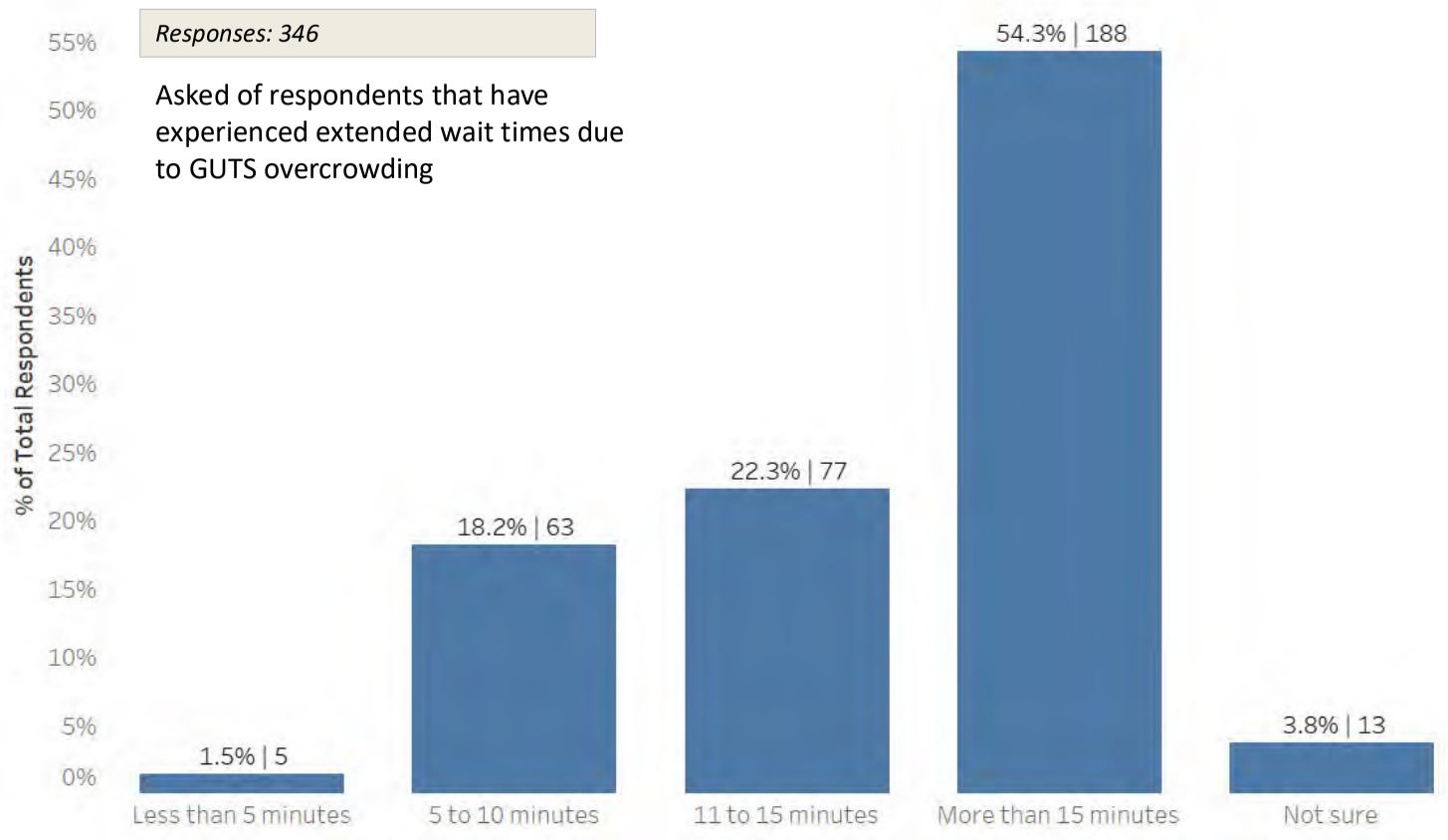


Responses: 378

Asked of respondents that have experienced extended wait times due to GUTS overcrowding

How long did you have to wait for the next GUTS bus?

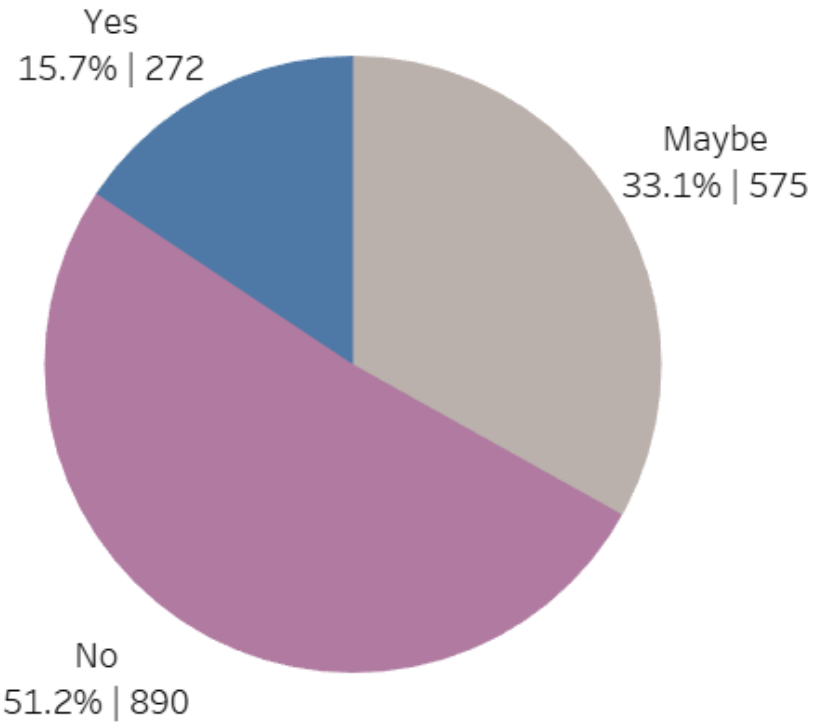
Percent of riders



Carpooling

Would you consider participating in a carpool if you were matched to a MGUH/GU employee who lives near your home?

Percent of employees



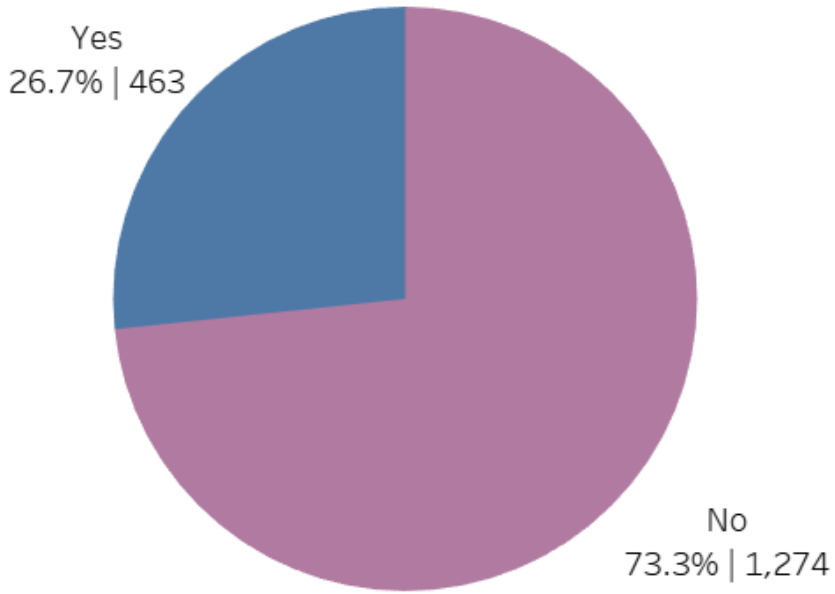
Responses: 1,737

Asked of all respondents

Flextime

Do you have flexibility regarding the time you arrive/depart from work?

Number of survey responses, percent of survey responses



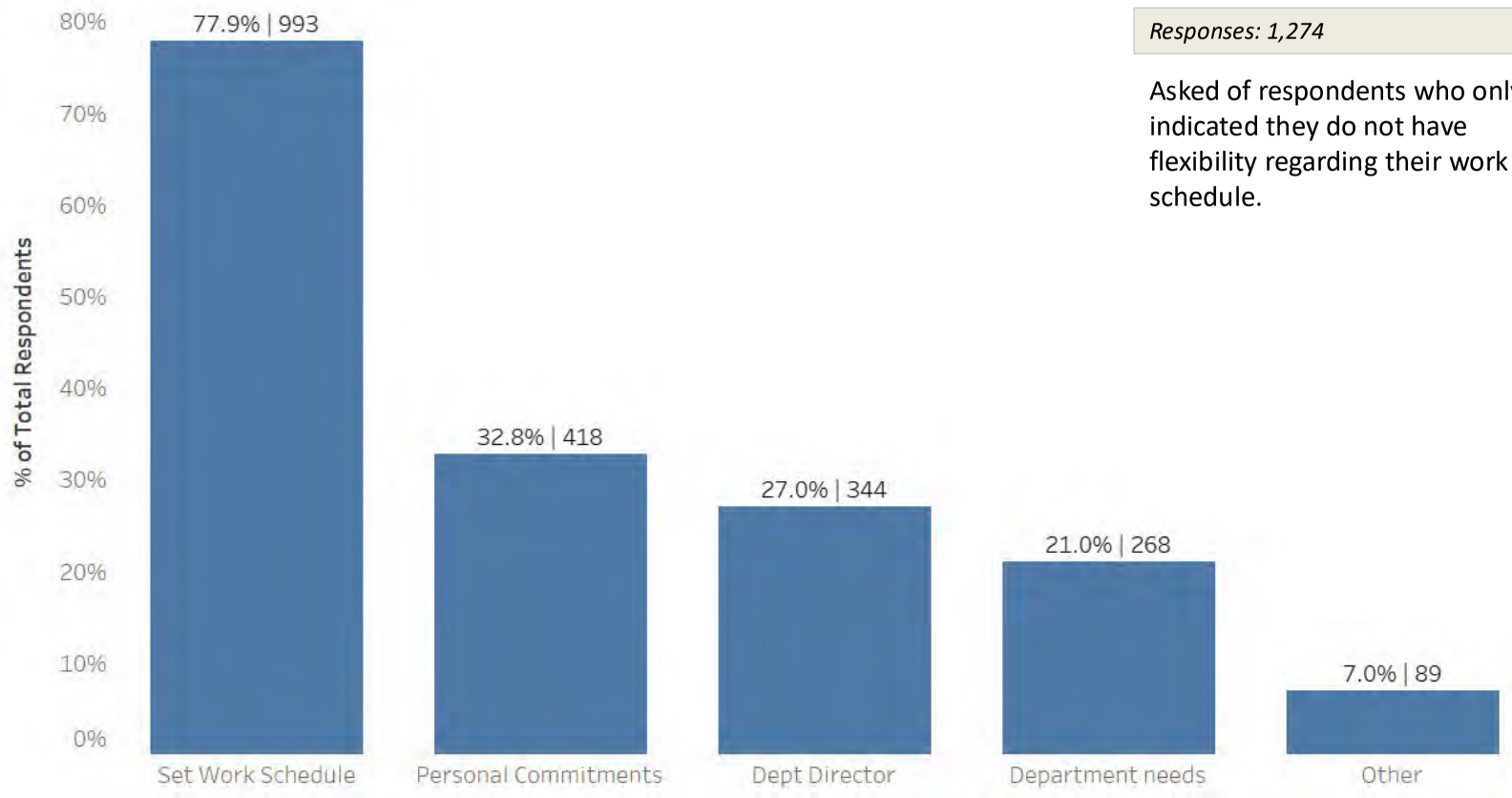
Responses: 1,737

Asked of all respondents

What/Who determines your schedule flexibility?

(Select all that apply)

Percent of employees



Responses: 1,274

Asked of respondents who only indicated they do not have flexibility regarding their work schedule.

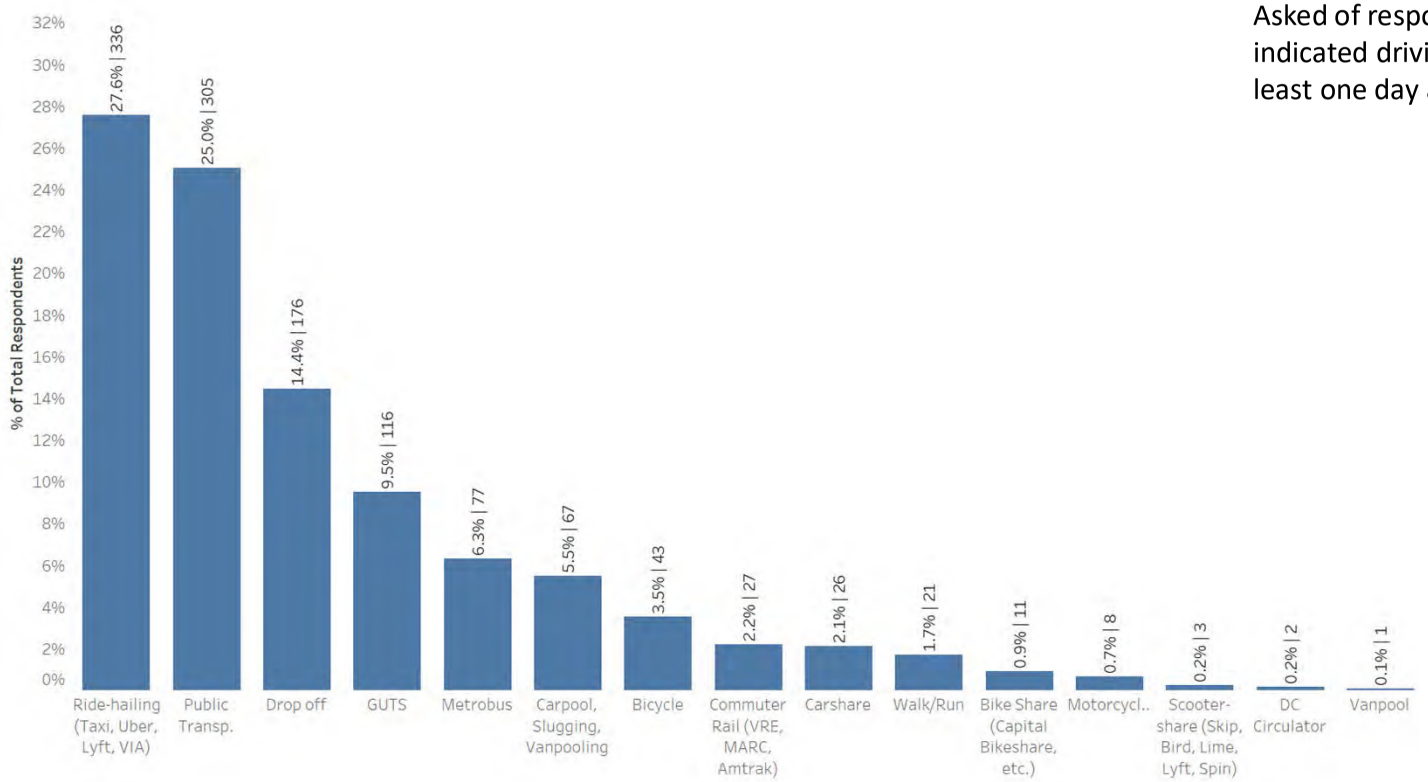
Transportation Demand Management
&
Additional Cross Tabulations

If driving to work was suddenly not an option for you to get to work, what would be your second choice?

Number of responses, percent of drive alone survey respondents

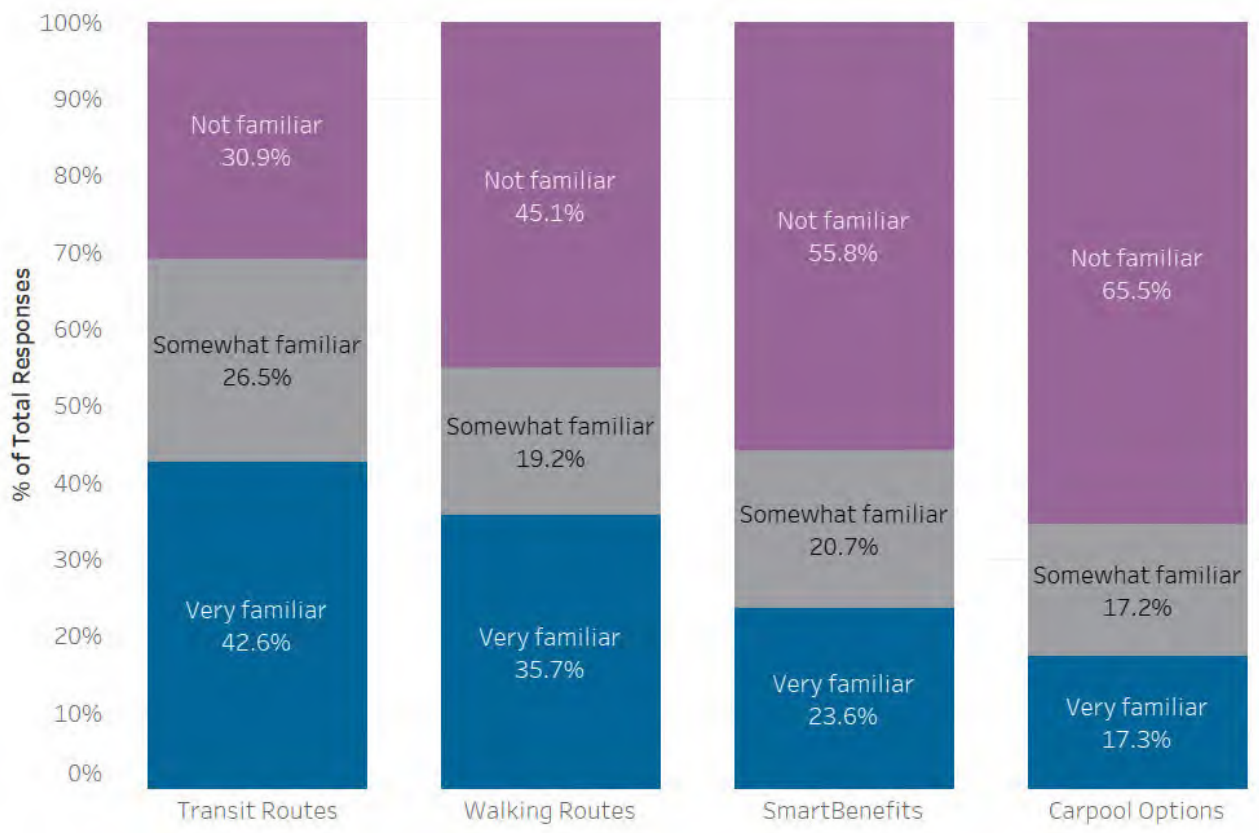
Responses: 1,219

Asked of respondents that indicated driving alone at least one day a week.



How aware are you of your commute options?

Percentage of survey respondents

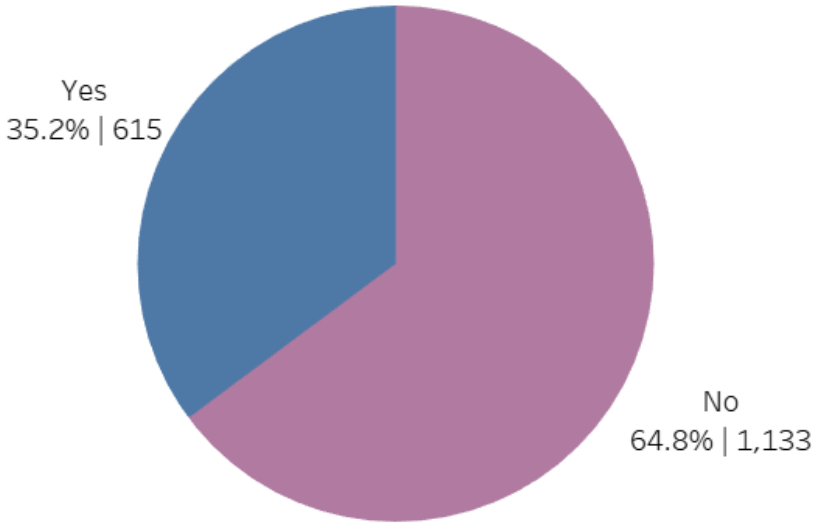


Asked of all survey respondents

Are you interested in receiving information about the various commute options you have?

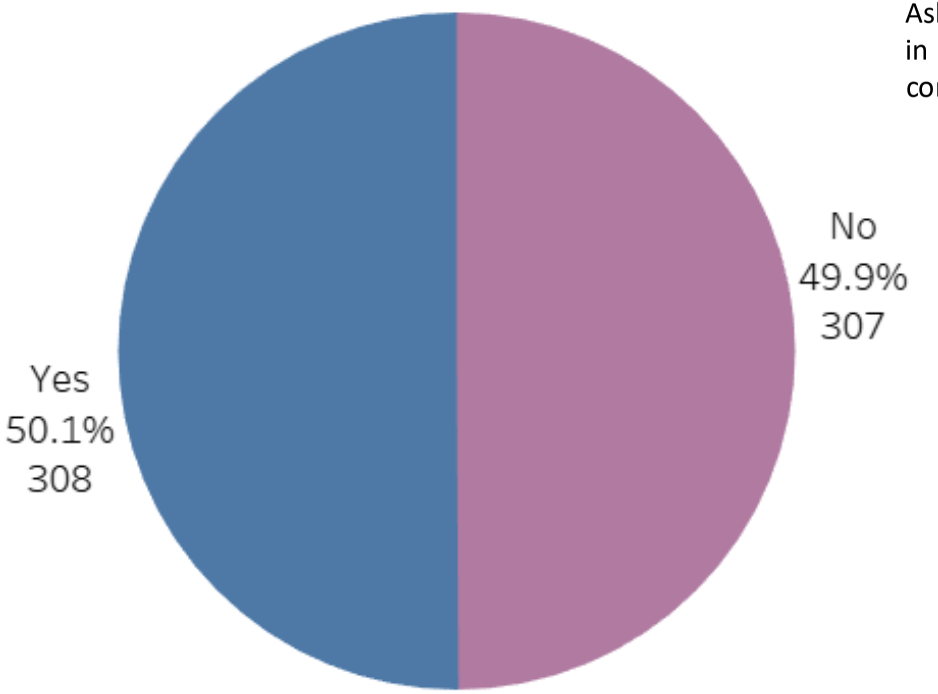
Number of responses, percentage of survey responses

Asked of all respondents



Are you interested in attending an onsite informational meeting about your various commute options?

Number of responses, percentage of survey responses



Asked of people who are interested in receiving information about commute options.

ATTACHMENT D
Traffic Count Data

2024 Georgetown University Fall Transportation Monitoring Study
Entrance Total
9/17/24-9/19/24

Time Period		Entrance Totals Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	Entrance Week Totals Week Totals In	Week Totals Out	Week Totals Total	Week Totals Avg/Day
15 Minute Volumes														
6:00 AM	- 6:15 AM	170	42	212	154	41	195	175	46	221	499	129	628	209
6:15 AM	- 6:30 AM	219	54	273	232	57	289	219	49	268	670	160	830	277
6:30 AM	- 6:45 AM	316	73	389	303	62	365	289	63	352	908	198	1106	369
6:45 AM	- 7:00 AM	360	88	448	322	92	414	339	94	433	1021	274	1295	432
7:00 AM	- 7:15 AM	221	124	345	275	151	426	229	143	372	725	418	1143	381
7:15 AM	- 7:30 AM	231	113	344	248	126	374	239	118	357	718	357	1075	358
7:30 AM	- 7:45 AM	219	146	365	209	156	365	284	188	472	712	490	1202	401
7:45 AM	- 8:00 AM	260	159	419	250	158	408	234	142	376	744	459	1203	401
8:00 AM	- 8:15 AM	244	133	377	241	131	372	263	157	420	748	421	1169	390
8:15 AM	- 8:30 AM	280	139	419	226	95	321	238	109	347	744	343	1087	362
8:30 AM	- 8:45 AM	271	136	407	257	112	369	251	119	370	779	367	1146	382
8:45 AM	- 9:00 AM	277	121	398	240	105	345	260	99	359	777	325	1102	367
9:00 AM	- 9:15 AM	281	137	418	242	120	362	228	107	335	751	364	1115	372
9:15 AM	- 9:30 AM	275	153	428	242	122	364	245	102	347	762	377	1139	380
9:30 AM	- 9:45 AM	326	157	483	258	118	376	223	104	327	807	379	1186	395
9:45 AM	- 10:00 AM	239	139	378	260	118	378	234	108	342	733	365	1098	366
4:00 PM	- 4:15 PM	83	231	314	81	197	278	94	219	313	258	647	905	302
4:15 PM	- 4:30 PM	77	211	288	88	186	274	96	233	329	261	630	891	297
4:30 PM	- 4:45 PM	112	244	356	79	192	271	100	208	308	291	644	935	312
4:45 PM	- 5:00 PM	102	241	343	101	200	301	106	227	333	309	668	977	326
5:00 PM	- 5:15 PM	103	245	348	112	251	363	98	245	343	313	741	1054	351
5:15 PM	- 5:30 PM	115	254	369	84	224	308	101	230	331	300	708	1008	336
5:30 PM	- 5:45 PM	92	236	328	84	167	251	85	213	298	261	616	877	292
5:45 PM	- 6:00 PM	107	209	316	66	106	172	123	183	306	296	498	794	265
6:00 PM	- 6:15 PM	111	206	317	106	184	290	106	182	288	323	572	895	298
6:15 PM	- 6:30 PM	118	176	294	116	169	285	129	174	303	363	519	882	294
6:30 PM	- 6:45 PM	144	161	305	157	144	301	159	143	302	460	448	908	303
6:45 PM	- 7:00 PM	159	165	324	141	118	259	176	125	301	476	408	884	295
7:00 PM	- 7:15 PM	121	146	267	67	128	195	65	147	212	253	421	674	225
7:15 PM	- 7:30 PM	69	134	203	64	141	205	78	137	215	211	412	623	208
7:30 PM	- 7:45 PM	74	194	268	55	200	255	76	195	271	205	589	794	265
7:45 PM	- 8:00 PM	72	185	257	54	140	194	65	145	210	191	470	661	220
Total		5848	5152	11000	5414	4511	9925	5607	4754	10361	16869	14417	31286	10429
One Hour Volumes														
6:00 AM	- 7:00 AM	1065	257	1322	1011	252	1263	1022	252	1274	3098	761	3859	1286
6:15 AM	- 7:15 AM	1116	339	1455	1132	362	1494	1076	349	1425	3324	1050	4374	1458
6:30 AM	- 7:30 AM	1128	398	1526	1148	431	1579	1096	418	1514	3372	1247	4619	1540
6:45 AM	- 7:45 AM	1031	471	1502	1054	525	1579	1091	543	1634	3176	1539	4715	1572
7:00 AM	- 8:00 AM	931	542	1473	982	591	1573	986	591	1577	2899	1724	4623	1541
7:15 AM	- 8:15 AM	954	551	1505	948	571	1519	1020	605	1625	2922	1727	4649	1550
7:30 AM	- 8:30 AM	1003	577	1580	926	540	1466	1019	596	1615	2948	1713	4661	1554
7:45 AM	- 8:45 AM	1055	567	1622	974	496	1470	986	527	1513	3015	1590	4605	1535
8:00 AM	- 9:00 AM	1072	529	1601	964	443	1407	1012	484	1496	3048	1456	4504	1501
8:15 AM	- 9:15 AM	1109	533	1642	965	432	1397	977	434	1411	3051	1399	4450	1483
8:30 AM	- 9:30 AM	1104	547	1651	981	459	1440	984	427	1411	3069	1433	4502	1501
8:45 AM	- 9:45 AM	1159	568	1727	982	465	1447	956	412	1368	3097	1445	4542	1514
9:00 AM	- 10:00 AM	1121	586	1707	1002	478	1480	930	421	1351	3053	1485	4538	1513
4:00 PM	- 5:00 PM	374	927	1301	349	775	1124	396	887	1283	1119	2589	3708	1236
4:15 PM	- 5:15 PM	394	941	1335	380	829	1209	400	913	1313	1174	2683	3857	1286
4:30 PM	- 5:30 PM	432	984	1416	376	867	1243	405	910	1315	1213	2761	3974	1325
4:45 PM	- 5:45 PM	412	976	1388	381	842	1223	390	915	1305	1183	2733	3916	1305
5:00 PM	- 6:00 PM	417	944	1361	346	748	1094	407	871	1278	1170	2563	3733	1244
5:15 PM	- 6:15 PM	425	905	1330	340	681	1021	415	808	1223	1180	2394	3574	1191
5:30 PM	- 6:30 PM	428	827	1255	372	626	998	443	752	1195	1243	2205	3448	1149
5:45 PM	- 6:45 PM	480	752	1232	445	603	1048	517	682	1199	1442	2037	3479	1160
6:00 PM	- 7:00 PM	532	708	1240	520	615	1135	570	624	1194	1622	1947	3569	1190
6:15 PM	- 7:15 PM	542	648	1190	481	559	1040	529	589	1118	1552	1796	3348	1116
6:30 PM	- 7:30 PM	493	606	1099	429	531	960	478	552	1030	1400	1689	3089	1030
6:45 PM	- 7:45 PM	423	639	1062	327	587	914	395	604	999	1145	1830	2975	992
7:00 PM	- 8:00 PM	336	659	995	240	609	849	284	624	908	860	1892	2752	917

2024 Georgetown University Fall Transportation Monitoring Study
Entrance 0
9/17/24-9/19/24

Time Period	Entrance 0 Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Entrance 0 Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM - 9:30 AM	0	0	0	0	1	1	0	0	0	0	1	1	0
9:30 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	1	1	0	0	0	0	0	0	0	1	1	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	1	1	0	1	1	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	1	1	0	1	1	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
6:45 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM - 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM - 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	1	1	0	4	4	0	6	6	2
One Hour Volumes													
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 9:30 AM	0	0	0	0	1	1	0	0	0	0	1	1	0
8:45 AM - 9:45 AM	0	0	0	0	1	1	0	0	0	0	1	1	0
9:00 AM - 10:00 AM	0	0	0	0	1	1	0	0	0	0	1	1	0
4:00 PM - 5:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	0
4:15 PM - 5:15 PM	0	1	1	0	0	0	0	1	1	0	2	2	1
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	1	1	0	1	1	0
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
6:15 PM - 7:15 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
6:30 PM - 7:30 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
6:45 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

2024 Georgetown University Fall Transportation Monitoring Study
Entrance 1
9/17/24-9/19/24

Time Period		Entrance 1 Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	Entrance 1 Total Week Totals In	Week Totals Out	Week Totals Total	Avg/Day
15 Minute Volumes														
6:00 AM	- 6:15 AM	12	4	16	15	5	20	14	3	17	41	12	53	18
6:15 AM	- 6:30 AM	11	11	22	16	12	28	23	15	38	50	38	88	29
6:30 AM	- 6:45 AM	17	15	32	21	14	35	8	10	18	46	39	85	28
6:45 AM	- 7:00 AM	26	14	40	32	18	50	36	19	55	94	51	145	48
7:00 AM	- 7:15 AM	31	17	48	43	20	63	35	15	50	109	52	161	54
7:15 AM	- 7:30 AM	43	10	53	56	17	73	47	15	62	146	42	188	63
7:30 AM	- 7:45 AM	33	12	45	19	11	30	47	15	62	99	38	137	46
7:45 AM	- 8:00 AM	23	11	34	12	14	26	19	6	25	54	31	85	28
8:00 AM	- 8:15 AM	23	6	29	26	12	38	30	18	48	79	36	115	38
8:15 AM	- 8:30 AM	23	14	37	23	16	39	23	13	36	69	43	112	37
8:30 AM	- 8:45 AM	35	12	47	18	11	29	19	9	28	72	32	104	35
8:45 AM	- 9:00 AM	23	10	33	19	11	30	33	13	46	75	34	109	36
9:00 AM	- 9:15 AM	31	17	48	32	17	49	27	15	42	90	49	139	46
9:15 AM	- 9:30 AM	32	23	55	41	17	58	26	14	40	99	54	153	51
9:30 AM	- 9:45 AM	40	14	54	39	16	55	38	16	54	117	46	163	54
9:45 AM	- 10:00 AM	33	18	51	31	10	41	28	11	39	92	39	131	44
4:00 PM	- 4:15 PM	10	26	36	10	20	30	9	27	36	29	73	102	34
4:15 PM	- 4:30 PM	6	17	23	13	25	38	16	32	48	35	74	109	36
4:30 PM	- 4:45 PM	7	34	41	13	28	41	12	28	40	32	90	122	41
4:45 PM	- 5:00 PM	10	29	39	11	18	29	15	25	40	36	72	108	36
5:00 PM	- 5:15 PM	14	24	38	10	21	31	11	21	32	35	66	101	34
5:15 PM	- 5:30 PM	12	20	32	9	22	31	11	22	33	32	64	96	32
5:30 PM	- 5:45 PM	14	22	36	13	12	25	16	14	30	43	48	91	30
5:45 PM	- 6:00 PM	11	18	29	12	12	24	11	16	27	34	46	80	27
6:00 PM	- 6:15 PM	13	18	31	15	20	35	11	14	25	39	52	91	30
6:15 PM	- 6:30 PM	16	17	33	15	21	36	19	14	33	50	52	102	34
6:30 PM	- 6:45 PM	12	23	35	18	16	34	26	20	46	56	59	115	38
6:45 PM	- 7:00 PM	19	19	38	18	14	32	17	16	33	54	49	103	34
7:00 PM	- 7:15 PM	23	22	45	10	19	29	11	31	42	44	72	116	39
7:15 PM	- 7:30 PM	13	25	38	15	8	23	23	15	38	51	48	99	33
7:30 PM	- 7:45 PM	14	14	28	11	31	42	15	19	34	40	64	104	35
7:45 PM	- 8:00 PM	12	16	28	6	20	26	8	15	23	26	51	77	26
Total		642	552	1194	642	528	1170	684	536	1220	1968	1616	3584	1195
One Hour Volumes														
6:00 AM	- 7:00 AM	66	44	110	84	49	133	81	47	128	231	140	371	124
6:15 AM	- 7:15 AM	85	57	142	112	64	176	102	59	161	299	180	479	160
6:30 AM	- 7:30 AM	117	56	173	152	69	221	126	59	185	395	184	579	193
6:45 AM	- 7:45 AM	133	53	186	150	66	216	165	64	229	448	183	631	210
7:00 AM	- 8:00 AM	130	50	180	130	62	192	148	51	199	408	163	571	190
7:15 AM	- 8:15 AM	122	39	161	113	54	167	143	54	197	378	147	525	175
7:30 AM	- 8:30 AM	102	43	145	80	53	133	119	52	171	301	148	449	150
7:45 AM	- 8:45 AM	104	43	147	79	53	132	91	46	137	274	142	416	139
8:00 AM	- 9:00 AM	104	42	146	86	50	136	105	53	158	295	145	440	147
8:15 AM	- 9:15 AM	112	53	165	92	55	147	102	50	152	306	158	464	155
8:30 AM	- 9:30 AM	121	62	183	110	56	166	105	51	156	336	169	505	168
8:45 AM	- 9:45 AM	126	64	190	131	61	192	124	58	182	381	183	564	188
9:00 AM	- 10:00 AM	136	72	208	143	60	203	119	56	175	398	188	586	195
4:00 PM	- 5:00 PM	33	106	139	47	91	138	52	112	164	132	309	441	147
4:15 PM	- 5:15 PM	37	104	141	47	92	139	54	106	160	138	302	440	147
4:30 PM	- 5:30 PM	43	107	150	43	89	132	49	96	145	135	292	427	142
4:45 PM	- 5:45 PM	50	95	145	43	73	116	53	82	135	146	250	396	132
5:00 PM	- 6:00 PM	51	84	135	44	67	111	49	73	122	144	224	368	123
5:15 PM	- 6:15 PM	50	78	128	49	66	115	49	66	115	148	210	358	119
5:30 PM	- 6:30 PM	54	75	129	55	65	120	57	58	115	166	198	364	121
5:45 PM	- 6:45 PM	52	76	128	60	69	129	67	64	131	179	209	388	129
6:00 PM	- 7:00 PM	60	77	137	66	71	137	73	64	137	199	212	411	137
6:15 PM	- 7:15 PM	70	81	151	61	70	131	73	81	154	204	232	436	145
6:30 PM	- 7:30 PM	67	89	156	61	57	118	77	82	159	205	228	433	144
6:45 PM	- 7:45 PM	69	80	149	54	72	126	66	81	147	189	233	422	141
7:00 PM	- 8:00 PM	62	77	139	42	78	120	57	80	137	161	235	396	132

2024 Georgetown University Fall Transportation Monitoring Study
Entrance 2
9/17/24-9/19/24

Time Period	Entrance 1 Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	Entrance 2 Total Week Totals In	Week Totals Out	Week Totals Total	Week Totals Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	13	10	23	14	10	24	22	14	36	49	34	83	28
6:15 AM - 6:30 AM	27	19	46	23	14	37	17	11	28	67	44	111	37
6:30 AM - 6:45 AM	32	24	56	22	12	34	25	9	34	79	45	124	41
6:45 AM - 7:00 AM	48	28	76	44	32	76	40	22	62	132	82	214	71
7:00 AM - 7:15 AM	38	31	69	33	26	59	39	32	71	110	89	199	66
7:15 AM - 7:30 AM	31	21	52	35	21	56	30	20	50	96	62	158	53
7:30 AM - 7:45 AM	40	20	60	29	21	50	40	21	61	109	62	171	57
7:45 AM - 8:00 AM	30	20	50	41	25	66	37	19	56	108	64	172	57
8:00 AM - 8:15 AM	34	12	46	46	30	76	47	23	70	127	65	192	64
8:15 AM - 8:30 AM	52	20	72	41	17	58	37	27	64	130	64	194	65
8:30 AM - 8:45 AM	37	22	59	50	25	75	58	26	84	145	73	218	73
8:45 AM - 9:00 AM	48	27	75	53	24	77	38	20	58	139	71	210	70
9:00 AM - 9:15 AM	51	27	78	53	35	88	52	26	78	156	88	244	81
9:15 AM - 9:30 AM	72	40	112	63	29	92	55	33	88	190	102	292	97
9:30 AM - 9:45 AM	79	51	130	54	30	84	52	31	83	185	112	297	99
9:45 AM - 10:00 AM	53	50	103	73	44	117	57	27	84	183	121	304	101
4:00 PM - 4:15 PM	25	43	68	23	37	60	29	48	77	77	128	205	68
4:15 PM - 4:30 PM	21	33	54	18	22	40	21	39	60	60	94	154	51
4:30 PM - 4:45 PM	26	42	68	28	44	72	20	34	54	74	120	194	65
4:45 PM - 5:00 PM	20	41	61	26	32	58	25	42	67	71	115	186	62
5:00 PM - 5:15 PM	17	43	60	20	39	59	19	35	54	56	117	173	58
5:15 PM - 5:30 PM	19	36	55	15	27	42	17	25	42	51	88	139	46
5:30 PM - 5:45 PM	15	18	33	17	25	42	18	27	45	50	70	120	40
5:45 PM - 6:00 PM	16	19	35	11	19	30	26	30	56	53	68	121	40
6:00 PM - 6:15 PM	16	25	41	17	28	45	33	34	67	66	87	153	51
6:15 PM - 6:30 PM	17	21	38	17	24	41	23	20	43	57	65	122	41
6:30 PM - 6:45 PM	12	20	32	12	21	33	19	21	40	43	62	105	35
6:45 PM - 7:00 PM	21	29	50	22	17	39	19	18	37	62	64	126	42
7:00 PM - 7:15 PM	25	28	53	10	24	34	15	22	37	50	74	124	41
7:15 PM - 7:30 PM	16	20	36	11	22	33	19	21	40	46	63	109	36
7:30 PM - 7:45 PM	18	20	38	16	23	39	18	28	46	52	71	123	41
7:45 PM - 8:00 PM	13	22	35	11	21	32	19	32	51	43	75	118	39
Total	982	882	1864	948	820	1768	986	837	1823	2916	2539	5455	1818
One Hour Volumes													
6:00 AM - 7:00 AM	120	81	201	103	68	171	104	56	160	327	205	532	177
6:15 AM - 7:15 AM	145	102	247	122	84	206	121	74	195	388	260	648	216
6:30 AM - 7:30 AM	149	104	253	134	91	225	134	83	217	417	278	695	232
6:45 AM - 7:45 AM	157	100	257	141	100	241	149	95	244	447	295	742	247
7:00 AM - 8:00 AM	139	92	231	138	93	231	146	92	238	423	277	700	233
7:15 AM - 8:15 AM	135	73	208	151	97	248	154	83	237	440	253	693	231
7:30 AM - 8:30 AM	156	72	228	157	93	250	161	90	251	474	255	729	243
7:45 AM - 8:45 AM	153	74	227	178	97	275	179	95	274	510	266	776	259
8:00 AM - 9:00 AM	171	81	252	190	96	286	180	96	276	541	273	814	271
8:15 AM - 9:15 AM	188	96	284	197	101	298	185	99	284	570	296	866	289
8:30 AM - 9:30 AM	208	116	324	219	113	332	203	105	308	630	334	964	321
8:45 AM - 9:45 AM	250	145	395	223	118	341	197	110	307	670	373	1043	348
9:00 AM - 10:00 AM	255	168	423	243	138	381	216	117	333	714	423	1137	379
4:00 PM - 5:00 PM	92	159	251	95	135	230	95	163	258	282	457	739	246
4:15 PM - 5:15 PM	84	159	243	92	137	229	85	150	235	261	446	707	236
4:30 PM - 5:30 PM	82	162	244	89	142	231	81	136	217	252	440	692	231
4:45 PM - 5:45 PM	71	138	209	78	123	201	79	129	208	228	390	618	206
5:00 PM - 6:00 PM	67	116	183	63	110	173	80	117	197	210	343	553	184
5:15 PM - 6:15 PM	66	98	164	60	99	159	94	116	210	220	313	533	178
5:30 PM - 6:30 PM	64	83	147	62	96	158	100	111	211	226	290	516	172
5:45 PM - 6:45 PM	61	85	146	57	92	149	101	105	206	219	282	501	167
6:00 PM - 7:00 PM	66	95	161	68	90	158	94	93	187	228	278	506	169
6:15 PM - 7:15 PM	75	98	173	61	86	147	76	81	157	212	265	477	159
6:30 PM - 7:30 PM	74	97	171	55	84	139	72	82	154	201	263	464	155
6:45 PM - 7:45 PM	80	97	177	59	86	145	71	89	160	210	272	482	161
7:00 PM - 8:00 PM	72	90	162	48	90	138	71	103	174	191	283	474	158

2024 Georgetown University Fall Transportation Monitoring Study
Entrance 3
9/17/24-9/19/24

Time Period	Entrance 3 Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	Entrance 3 Total Week Totals In	Week Totals Out	Week Totals Total	Week Totals Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	49	2	51	47	2	49	54	1	55	150	5	155	52
6:15 AM - 6:30 AM	90	3	93	78	1	79	79	2	81	247	6	253	84
6:30 AM - 6:45 AM	146	1	147	144	1	145	131	2	133	421	4	425	142
6:45 AM - 7:00 AM	133	7	140	117	5	122	112	6	118	362	18	380	127
7:00 AM - 7:15 AM	44	17	61	47	28	75	42	26	68	133	71	204	68
7:15 AM - 7:30 AM	42	31	73	44	38	82	34	24	58	120	93	213	71
7:30 AM - 7:45 AM	30	55	85	31	47	78	52	70	122	113	172	285	95
7:45 AM - 8:00 AM	30	36	66	41	32	73	35	28	63	106	96	202	67
8:00 AM - 8:15 AM	29	25	54	35	19	54	25	19	44	89	63	152	51
8:15 AM - 8:30 AM	36	11	47	28	10	38	31	8	39	95	29	124	41
8:30 AM - 8:45 AM	27	7	34	27	13	40	30	6	36	84	26	110	37
8:45 AM - 9:00 AM	27	11	38	29	7	36	34	8	42	90	26	116	39
9:00 AM - 9:15 AM	31	9	40	24	5	29	23	6	29	78	20	98	33
9:15 AM - 9:30 AM	35	13	48	16	8	24	37	6	43	88	27	115	38
9:30 AM - 9:45 AM	23	15	38	22	8	30	14	4	18	59	27	86	29
9:45 AM - 10:00 AM	21	5	26	28	14	42	22	11	33	71	30	101	34
4:00 PM - 4:15 PM	8	15	23	6	14	20	4	17	21	18	46	64	21
4:15 PM - 4:30 PM	6	12	18	0	0	0	7	9	16	13	21	34	11
4:30 PM - 4:45 PM	10	17	27	2	10	12	9	16	25	21	43	64	21
4:45 PM - 5:00 PM	4	13	17	3	13	16	8	14	22	15	40	55	18
5:00 PM - 5:15 PM	6	19	25	6	16	22	8	18	26	20	53	73	24
5:15 PM - 5:30 PM	6	14	20	7	14	21	6	19	25	19	47	66	22
5:30 PM - 5:45 PM	3	22	25	7	15	22	5	17	22	15	54	69	23
5:45 PM - 6:00 PM	12	18	30	9	16	25	11	14	25	32	48	80	27
6:00 PM - 6:15 PM	4	13	17	8	13	21	3	11	14	15	37	52	17
6:15 PM - 6:30 PM	22	5	27	21	6	27	21	13	34	64	24	88	29
6:30 PM - 6:45 PM	52	14	66	69	6	75	56	9	65	177	29	206	69
6:45 PM - 7:00 PM	59	9	68	49	9	58	78	4	82	186	22	208	69
7:00 PM - 7:15 PM	22	9	31	9	8	17	6	10	16	37	27	64	21
7:15 PM - 7:30 PM	5	15	20	5	11	16	8	17	25	18	43	61	20
7:30 PM - 7:45 PM	3	31	34	4	29	33	5	30	35	12	90	102	34
7:45 PM - 8:00 PM	5	25	30	3	16	19	4	12	16	12	53	65	22
Total	1020	499	1519	966	434	1400	994	457	1451	2980	1390	4370	1457
One Hour Volumes													
6:00 AM - 7:00 AM	418	13	431	386	9	395	376	11	387	1180	33	1213	404
6:15 AM - 7:15 AM	413	28	441	386	35	421	364	36	400	1163	99	1262	421
6:30 AM - 7:30 AM	365	56	421	352	72	424	319	58	377	1036	186	1222	407
6:45 AM - 7:45 AM	249	110	359	239	118	357	240	126	366	728	354	1082	361
7:00 AM - 8:00 AM	146	139	285	163	145	308	163	148	311	472	432	904	301
7:15 AM - 8:15 AM	131	147	278	151	136	287	146	141	287	428	424	852	284
7:30 AM - 8:30 AM	125	127	252	135	108	243	143	125	268	403	360	763	254
7:45 AM - 8:45 AM	122	79	201	131	74	205	121	61	182	374	214	588	196
8:00 AM - 9:00 AM	119	54	173	119	49	168	120	41	161	358	144	502	167
8:15 AM - 9:15 AM	121	38	159	108	35	143	118	28	146	347	101	448	149
8:30 AM - 9:30 AM	120	40	160	96	33	129	124	26	150	340	99	439	146
8:45 AM - 9:45 AM	116	48	164	91	28	119	108	24	132	315	100	415	138
9:00 AM - 10:00 AM	110	42	152	90	35	125	96	27	123	296	104	400	133
4:00 PM - 5:00 PM	28	57	85	11	37	48	28	56	84	67	150	217	72
4:15 PM - 5:15 PM	26	61	87	11	39	50	32	57	89	69	157	226	75
4:30 PM - 5:30 PM	26	63	89	18	53	71	31	67	98	75	183	258	86
4:45 PM - 5:45 PM	19	68	87	23	58	81	27	68	95	69	194	263	88
5:00 PM - 6:00 PM	27	73	100	29	61	90	30	68	98	86	202	288	96
5:15 PM - 6:15 PM	25	67	92	31	58	89	25	61	86	81	186	267	89
5:30 PM - 6:30 PM	41	58	99	45	50	95	40	55	95	126	163	289	96
5:45 PM - 6:45 PM	90	50	140	107	41	148	91	47	138	288	138	426	142
6:00 PM - 7:00 PM	137	41	178	147	34	181	158	37	195	442	112	554	185
6:15 PM - 7:15 PM	155	37	192	148	29	177	161	36	197	464	102	566	189
6:30 PM - 7:30 PM	138	47	185	132	34	166	148	40	188	418	121	539	180
6:45 PM - 7:45 PM	89	64	153	67	57	124	97	61	158	253	182	435	145
7:00 PM - 8:00 PM	35	80	115	21	64	85	23	69	92	79	213	292	97

2024 Georgetown University Fall Transportation Monitoring Study
Entrance 4
9/17/24-9/19/24

Time Period	Entrance 4 Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	Entrance 4 Total Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	26	8	34	15	8	23	25	13	38	66	29	95	32
6:15 AM - 6:30 AM	20	7	27	31	11	42	28	8	36	79	26	105	35
6:30 AM - 6:45 AM	28	14	42	27	18	45	27	18	45	82	50	132	44
6:45 AM - 7:00 AM	40	24	64	27	19	46	42	32	74	109	75	184	61
7:00 AM - 7:15 AM	29	29	58	41	31	72	24	30	54	94	90	184	61
7:15 AM - 7:30 AM	23	29	52	29	25	54	36	33	69	88	87	175	58
7:30 AM - 7:45 AM	33	38	71	31	43	74	36	55	91	100	136	236	79
7:45 AM - 8:00 AM	47	60	107	36	52	88	39	57	96	122	169	291	97
8:00 AM - 8:15 AM	37	58	95	34	45	79	40	58	98	111	161	272	91
8:15 AM - 8:30 AM	47	62	109	43	31	74	42	44	86	132	137	269	90
8:30 AM - 8:45 AM	47	64	111	37	35	72	39	48	87	123	147	270	90
8:45 AM - 9:00 AM	56	40	96	30	38	68	46	30	76	132	108	240	80
9:00 AM - 9:15 AM	42	49	91	36	34	70	34	30	64	112	113	225	75
9:15 AM - 9:30 AM	31	47	78	25	37	62	44	30	74	100	114	214	71
9:30 AM - 9:45 AM	64	41	105	47	32	79	34	27	61	145	100	245	82
9:45 AM - 10:00 AM	44	20	64	34	18	52	48	28	76	126	66	192	64
4:00 PM - 4:15 PM	15	53	68	16	38	54	19	35	54	50	126	176	59
4:15 PM - 4:30 PM	21	57	78	19	47	66	21	51	72	61	155	216	72
4:30 PM - 4:45 PM	18	61	79	2	16	18	19	40	59	39	117	156	52
4:45 PM - 5:00 PM	34	60	94	21	39	60	25	59	84	80	158	238	79
5:00 PM - 5:15 PM	30	69	99	26	83	109	18	61	79	74	213	287	96
5:15 PM - 5:30 PM	38	68	106	21	52	73	36	74	110	95	194	289	96
5:30 PM - 5:45 PM	30	88	118	18	66	84	25	65	90	73	219	292	97
5:45 PM - 6:00 PM	27	52	79	22	41	63	24	43	67	73	136	209	70
6:00 PM - 6:15 PM	20	58	78	19	56	75	18	58	76	57	172	229	76
6:15 PM - 6:30 PM	24	43	67	20	48	68	21	44	65	65	135	200	67
6:30 PM - 6:45 PM	25	26	51	23	34	57	26	23	49	74	83	157	52
6:45 PM - 7:00 PM	16	37	53	16	26	42	14	21	35	46	84	130	43
7:00 PM - 7:15 PM	15	31	46	14	27	41	10	31	41	39	89	128	43
7:15 PM - 7:30 PM	11	32	43	9	43	52	8	28	36	28	103	131	44
7:30 PM - 7:45 PM	11	67	78	6	61	67	16	64	80	33	192	225	75
7:45 PM - 8:00 PM	15	64	79	13	42	55	9	50	59	37	156	193	64
Total	964	1456	2420	788	1196	1984	893	1288	2181	2645	3940	6585	2195
One Hour Volumes													
6:00 AM - 7:00 AM	114	53	167	100	56	156	122	71	193	336	180	516	172
6:15 AM - 7:15 AM	117	74	191	126	79	205	121	88	209	364	241	605	202
6:30 AM - 7:30 AM	120	96	216	124	93	217	129	113	242	373	302	675	225
6:45 AM - 7:45 AM	125	120	245	128	118	246	138	150	288	391	388	779	260
7:00 AM - 8:00 AM	132	156	288	137	151	288	135	175	310	404	482	886	295
7:15 AM - 8:15 AM	140	185	325	130	165	295	151	203	354	421	553	974	325
7:30 AM - 8:30 AM	164	218	382	144	171	315	157	214	371	465	603	1068	356
7:45 AM - 8:45 AM	178	244	422	150	163	313	160	207	367	488	614	1102	367
8:00 AM - 9:00 AM	187	224	411	144	149	293	167	180	347	498	553	1051	350
8:15 AM - 9:15 AM	192	215	407	146	138	284	161	152	313	499	505	1004	335
8:30 AM - 9:30 AM	176	200	376	128	144	272	163	138	301	467	482	949	316
8:45 AM - 9:45 AM	193	177	370	138	141	279	158	117	275	489	435	924	308
9:00 AM - 10:00 AM	181	157	338	142	121	263	160	115	275	483	393	876	292
4:00 PM - 5:00 PM	88	231	319	58	140	198	84	185	269	230	556	786	262
4:15 PM - 5:15 PM	103	247	350	68	185	253	83	211	294	254	643	897	299
4:30 PM - 5:30 PM	120	258	378	70	190	260	98	234	332	288	682	970	323
4:45 PM - 5:45 PM	132	285	417	86	240	326	104	259	363	322	784	1106	369
5:00 PM - 6:00 PM	125	277	402	87	242	329	103	243	346	315	762	1077	359
5:15 PM - 6:15 PM	115	266	381	80	215	295	103	240	343	298	721	1019	340
5:30 PM - 6:30 PM	101	241	342	79	211	290	88	210	298	268	662	930	310
5:45 PM - 6:45 PM	96	179	275	84	179	263	89	168	257	269	526	795	265
6:00 PM - 7:00 PM	85	164	249	78	164	242	79	146	225	242	474	716	239
6:15 PM - 7:15 PM	80	137	217	73	135	208	71	119	190	224	391	615	205
6:30 PM - 7:30 PM	67	126	193	62	130	192	58	103	161	187	359	546	182
6:45 PM - 7:45 PM	53	167	220	45	157	202	48	144	192	146	468	614	205
7:00 PM - 8:00 PM	52	194	246	42	173	215	43	173	216	137	540	677	226

2024 Georgetown University Fall Transportation Monitoring Study
Canal Road Entrance
9/17/24-9/19/24

Time Period	Canal Road Entrance									Canal Road Entrance									Both Entrances			
	Tuesday			Wednesday			Thursday			Tuesday			Wednesday			Thursday			Week Totals			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes																						
6:00 AM - 6:15 AM	70	14	84	62	13	75	57	12	69			0			0			0	189	39	228	76
6:15 AM - 6:30 AM	68	9	77	76	11	87	69	9	78			0			0			0	213	29	242	81
6:30 AM - 6:45 AM	83	14	97	77	13	90	90	14	104			0			0			0	250	41	291	97
6:45 AM - 7:00 AM	107	10	117	95	12	107	98	11	109			0			0			0	300	33	333	111
7:00 AM - 7:15 AM	75	19	94	105	27	132	87	23	110			0			0			0	267	69	336	112
7:15 AM - 7:30 AM	89	13	102	77	13	90	87	13	100			0			0			0	253	39	292	97
7:30 AM - 7:45 AM	78	12	90	93	16	109	105	14	119			0			0			0	276	42	318	106
7:45 AM - 8:00 AM	125	20	145	115	16	131	99	14	113			0			0			0	339	50	389	130
8:00 AM - 8:15 AM	115	17	132	93	14	107	116	23	139			0			0			0	324	54	378	126
8:15 AM - 8:30 AM	111	12	123	81	6	87	87	7	94			0			0			0	279	25	304	101
8:30 AM - 8:45 AM	110	13	123	112	16	128	93	16	109			0			0			0	315	45	360	120
8:45 AM - 9:00 AM	103	22	125	93	12	105	95	15	110			0			0			0	291	49	340	113
9:00 AM - 9:15 AM	119	24	143	87	14	101	83	16	99			0			0			0	289	54	343	114
9:15 AM - 9:30 AM	93	14	107	80	12	92	72	6	78			0			0			0	245	32	277	92
9:30 AM - 9:45 AM	111	18	129	84	20	104	74	13	87			0			0			0	269	51	320	107
9:45 AM - 10:00 AM	78	31	109	82	19	101	75	19	94			0			0			0	235	69	304	101
4:00 PM - 4:15 PM	18	70	88	19	64	83	24	74	98			0			0			0	61	208	269	90
4:15 PM - 4:30 PM	17	71	88	27	77	104	28	83	111			0			0			0	72	231	303	101
4:30 PM - 4:45 PM	41	74	115	27	72	99	31	74	105			0			0			0	99	220	319	106
4:45 PM - 5:00 PM	29	81	110	33	86	119	29	69	98			0			0			0	91	236	327	109
5:00 PM - 5:15 PM	23	67	90	38	69	107	33	93	126			0			0			0	94	229	323	108
5:15 PM - 5:30 PM	35	92	127	25	88	113	21	72	93			0			0			0	81	252	333	111
5:30 PM - 5:45 PM	28	62	90	26	31	57	17	74	91			0			0			0	71	167	238	79
5:45 PM - 6:00 PM	36	81	117	8	2	10	41	62	103			0			0			0	85	145	230	77
6:00 PM - 6:15 PM	48	74	122	37	49	86	34	54	88			0			0			0	119	177	296	99
6:15 PM - 6:30 PM	35	76	111	36	59	95	37	70	107			0			0			0	108	205	313	104
6:30 PM - 6:45 PM	32	67	99	25	54	79	25	55	80			0			0			0	82	176	258	86
6:45 PM - 7:00 PM	40	54	94	33	36	69	39	53	92			0			0			0	112	143	255	85
7:00 PM - 7:15 PM	34	40	74	20	37	57	19	42	61			0			0			0	73	119	192	64
7:15 PM - 7:30 PM	16	34	50	17	45	62	16	44	60			0			0			0	49	123	172	57
7:30 PM - 7:45 PM	20	53	73	15	47	62	18	46	64			0			0			0	53	146	199	66
7:45 PM - 8:00 PM	23	45	68	18	37	55	20	30	50			0			0			0	61	112	173	58
Total	2010	1303	3313	1816	1087	2903	1819	1220	3039	0	0	0	0	0	0	0	0	0	5645	3610	9255	3085
One Hour Volumes																						
6:00 AM - 7:00 AM	328	47	375	310	49	359	314	46	360	0	0	0	0	0	0	0	0	0	952	142	1094	365
6:15 AM - 7:15 AM	333	52	385	353	63	416	344	57	401	0	0	0	0	0	0	0	0	0	1030	172	1202	401
6:30 AM - 7:30 AM	354	56	410	354	65	419	362	61	423	0	0	0	0	0	0	0	0	0	1070	182	1252	417
6:45 AM - 7:45 AM	349	54	403	370	68	438	377	61	438	0	0	0	0	0	0	0	0	0	1096	183	1279	426
7:00 AM - 8:00 AM	367	64	431	390	72	462	378	64	442	0	0	0	0	0	0	0	0	0	1135	200	1335	445
7:15 AM - 8:15 AM	407	62	469	378	59	437	407	64	471	0	0	0	0	0	0	0	0	0	1192	185	1377	459
7:30 AM - 8:30 AM	429	61	490	382	52	434	407	58	465	0	0	0	0	0	0	0	0	0	1218	171	1389	463
7:45 AM - 8:45 AM	461	62	523	401	52	453	395	60	455	0	0	0	0	0	0	0	0	0	1257	174	1431	477
8:00 AM - 9:00 AM	439	64	503	379	48	427	391	61	452	0	0	0	0	0	0	0	0	0	1209	173	1382	461
8:15 AM - 9:15 AM	443	71	514	373	48	421	358	54	412	0	0	0	0	0	0	0	0	0	1174	173	1347	449
8:30 AM - 9:30 AM	425	73	498	372	54	426	343	53	396	0	0	0	0	0	0	0	0	0	1140	180	1320	440
8:45 AM - 9:45 AM	426	78	504	344	58	402	324	50	374	0	0	0	0	0	0	0	0	0	1094	186	1280	427
9:00 AM - 10:00 AM	401	87	488	333	65	398	304	54	358	0	0	0	0	0	0	0	0	0	1038	206	1244	415
4:00 PM - 5:00 PM	105	296	401	106	299	405	112	300	412	0	0	0	0	0	0	0	0	0	323	895	1218	406
4:15 PM - 5:15 PM	110	293	403	125	304	429	121	319	440	0	0	0	0	0	0	0	0	0	356	916	1272	424
4:30 PM - 5:30 PM	128	314	442	123	315	438	114	308	422	0	0	0	0	0	0	0	0	0	365	937	1302	434
4:45 PM - 5:45 PM	115	302	417	122	274	396	100	308	408	0	0	0	0	0	0	0	0	0	337	884	1221	407
5:00 PM - 6:00 PM	122	302	424	97	190	287	112	301	413	0	0	0	0	0	0	0	0	0	331	793	1124	375
5:15 PM - 6:15 PM	147	309	456	96	170	266	113	262	375	0	0	0	0	0	0	0	0	0	356	741	1097	366
5:30 PM - 6:30 PM	147	293	440	107	141	248	129	260	389	0	0	0	0	0	0	0	0	0	383	694	1077	359
5:45 PM - 6:45 PM	151	298	449	106	164	270	137	241	378	0	0	0	0	0	0	0	0	0	394	703	1097	366
6:00 PM - 7:00 PM	155	271	426	131	198	329	135	232	367	0	0	0	0	0	0	0	0	0	421	701	1122	374
6:15 PM - 7:15 PM	141	237	378	114	186	300	120	220	340	0	0	0	0	0	0	0	0	0	375	643	1018	339
6:30 PM - 7:30 PM	122	195	317	95	172	267	99	194	293	0	0	0	0	0	0	0	0	0	316	561	877	292
6:45 PM - 7:45 PM	110	181	291	85	165	250	92	185	277	0	0	0	0	0	0	0	0	0	287	531	818	273
7:00 PM - 8:00 PM	93	172	265	70	166	236	73	162	235	0	0	0	0	0	0	0	0	0	236	500	736	245

2024 Georgetown University Fall Transportation Monitoring Study
Prospect Entrance
9/17/24-9/19/24

Time Period	Prospect St Entrance									Prospect St Entrance Total			
	Tuesday			Wednesday			Thursday			Week Totals			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	0	4	4	1	3	4	2	2	4	3	9	12	4
6:15 AM - 6:30 AM	3	5	8	7	8	15	3	4	7	13	17	30	10
6:30 AM - 6:45 AM	10	5	15	12	3	15	8	10	18	30	18	48	16
6:45 AM - 7:00 AM	6	5	11	7	6	13	11	4	15	24	15	39	13
7:00 AM - 7:15 AM	4	11	15	5	18	23	2	17	19	11	46	57	19
7:15 AM - 7:30 AM	2	9	11	7	12	19	5	11	16	14	32	46	15
7:30 AM - 7:45 AM	5	9	14	6	18	24	4	13	17	15	40	55	18
7:45 AM - 8:00 AM	5	12	17	4	17	21	5	18	23	14	47	61	20
8:00 AM - 8:15 AM	6	12	18	6	11	17	4	14	18	16	37	53	18
8:15 AM - 8:30 AM	9	20	29	10	13	23	17	9	26	36	42	78	26
8:30 AM - 8:45 AM	13	15	28	12	12	24	12	12	24	37	39	76	25
8:45 AM - 9:00 AM	18	11	29	15	13	28	14	12	26	47	36	83	28
9:00 AM - 9:15 AM	6	11	17	9	14	23	5	13	18	20	38	58	19
9:15 AM - 9:30 AM	10	15	25	16	17	33	9	13	22	35	45	80	27
9:30 AM - 9:45 AM	8	18	26	9	11	20	10	12	22	27	41	68	23
9:45 AM - 10:00 AM	10	13	23	10	11	21	4	12	16	24	36	60	20
4:00 PM - 4:15 PM	6	24	30	6	24	30	7	18	25	19	66	85	28
4:15 PM - 4:30 PM	6	19	25	11	14	25	3	17	20	20	50	70	23
4:30 PM - 4:45 PM	10	15	25	6	20	26	9	16	25	25	51	76	25
4:45 PM - 5:00 PM	5	17	22	5	11	16	4	17	21	14	45	59	20
5:00 PM - 5:15 PM	11	21	32	10	21	31	9	15	24	30	57	87	29
5:15 PM - 5:30 PM	5	24	29	7	21	28	8	16	24	20	61	81	27
5:30 PM - 5:45 PM	2	24	26	2	16	18	3	16	19	7	56	63	21
5:45 PM - 6:00 PM	4	20	24	3	14	17	10	17	27	17	51	68	23
6:00 PM - 6:15 PM	9	17	26	9	17	26	6	11	17	24	45	69	23
6:15 PM - 6:30 PM	4	14	18	6	11	17	8	13	21	18	38	56	19
6:30 PM - 6:45 PM	11	11	22	10	13	23	7	13	20	28	37	65	22
6:45 PM - 7:00 PM	4	17	21	3	15	18	9	13	22	16	45	61	20
7:00 PM - 7:15 PM	2	16	18	3	13	16	4	10	14	9	39	48	16
7:15 PM - 7:30 PM	8	8	16	7	10	17	4	9	13	19	27	46	15
7:30 PM - 7:45 PM	8	8	16	3	9	12	3	8	11	14	25	39	13
7:45 PM - 8:00 PM	3	13	16	3	4	7	5	5	10	11	22	33	11
Total	213	443	656	230	420	650	214	390	604	657	1253	1910	637
One Hour Volumes													
6:00 AM - 7:00 AM	19	19	38	27	20	47	24	20	44	70	59	129	43
6:15 AM - 7:15 AM	23	26	49	31	35	66	24	35	59	78	96	174	58
6:30 AM - 7:30 AM	22	30	52	31	39	70	26	42	68	79	111	190	63
6:45 AM - 7:45 AM	17	34	51	25	54	79	22	45	67	64	133	197	66
7:00 AM - 8:00 AM	16	41	57	22	65	87	16	59	75	54	165	219	73
7:15 AM - 8:15 AM	18	42	60	23	58	81	18	56	74	59	156	215	72
7:30 AM - 8:30 AM	25	53	78	26	59	85	30	54	84	81	166	247	82
7:45 AM - 8:45 AM	33	59	92	32	53	85	38	53	91	103	165	268	89
8:00 AM - 9:00 AM	46	58	104	43	49	92	47	47	94	136	154	290	97
8:15 AM - 9:15 AM	46	57	103	46	52	98	48	46	94	140	155	295	98
8:30 AM - 9:30 AM	47	52	99	52	56	108	40	50	90	139	158	297	99
8:45 AM - 9:45 AM	42	55	97	49	55	104	38	50	88	129	160	289	96
9:00 AM - 10:00 AM	34	57	91	44	53	97	28	50	78	106	160	266	89
4:00 PM - 5:00 PM	27	75	102	28	69	97	23	68	91	78	212	290	97
4:15 PM - 5:15 PM	32	72	104	32	66	98	25	65	90	89	203	292	97
4:30 PM - 5:30 PM	31	77	108	28	73	101	30	64	94	89	214	303	101
4:45 PM - 5:45 PM	23	86	109	24	69	93	24	64	88	71	219	290	97
5:00 PM - 6:00 PM	22	89	111	22	72	94	30	64	94	74	225	299	100
5:15 PM - 6:15 PM	20	85	105	21	68	89	27	60	87	68	213	281	94
5:30 PM - 6:30 PM	19	75	94	20	58	78	27	57	84	66	190	256	85
5:45 PM - 6:45 PM	28	62	90	28	55	83	31	54	85	87	171	258	86
6:00 PM - 7:00 PM	28	59	87	28	56	84	30	50	80	86	165	251	84
6:15 PM - 7:15 PM	21	58	79	22	52	74	28	49	77	71	159	230	77
6:30 PM - 7:30 PM	25	52	77	23	51	74	24	45	69	72	148	220	73
6:45 PM - 7:45 PM	22	49	71	16	47	63	20	40	60	58	136	194	65
7:00 PM - 8:00 PM	21	45	66	16	36	52	16	32	48	53	113	166	55

2024 Georgetown University Fall Transportation Monitoring Study
37th St. Entrance
9/17/24-9/19/24

Time Period	37th St. Entrance Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	37th St. Entrance Total Week Totals In	Week Totals Out	Week Totals Total	Week Totals Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	0	0	0	0	0	0	1	1	2	1	1	2	1
6:15 AM - 6:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	0
6:30 AM - 6:45 AM	0	0	0	0	1	1	0	0	0	0	1	1	0
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 7:15 AM	0	0	0	1	1	2	0	0	0	1	1	2	1
7:15 AM - 7:30 AM	1	0	1	0	0	0	0	2	2	1	2	3	1
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	1	2	3	0	0	0	1	2	3	1
8:00 AM - 8:15 AM	0	3	3	1	0	1	1	2	3	2	5	7	2
8:15 AM - 8:30 AM	2	0	2	0	2	2	1	1	2	3	3	6	2
8:30 AM - 8:45 AM	2	3	5	1	0	1	0	2	2	3	5	8	3
8:45 AM - 9:00 AM	2	0	2	1	0	1	0	1	1	3	1	4	1
9:00 AM - 9:15 AM	1	0	1	1	1	2	4	1	5	6	2	8	3
9:15 AM - 9:30 AM	2	1	3	1	1	2	2	0	2	5	2	7	2
9:30 AM - 9:45 AM	1	0	1	3	1	4	1	1	2	5	2	7	2
9:45 AM - 10:00 AM	0	2	2	2	2	4	0	0	0	2	4	6	2
4:00 PM - 4:15 PM	1	0	1	1	0	1	2	0	2	4	0	4	1
4:15 PM - 4:30 PM	0	1	1	0	1	1	0	2	2	0	4	4	1
4:30 PM - 4:45 PM	0	1	1	1	2	3	0	0	0	1	3	4	1
4:45 PM - 5:00 PM	0	0	0	2	1	3	0	1	1	2	2	4	1
5:00 PM - 5:15 PM	2	2	4	2	2	4	0	1	1	4	5	9	3
5:15 PM - 5:30 PM	0	0	0	0	0	0	2	1	3	2	1	3	1
5:30 PM - 5:45 PM	0	0	0	1	2	3	1	0	1	2	2	4	1
5:45 PM - 6:00 PM	1	1	2	1	2	3	0	1	1	2	4	6	2
6:00 PM - 6:15 PM	1	1	2	1	1	2	1	0	1	3	2	5	2
6:15 PM - 6:30 PM	0	0	0	1	0	1	0	0	0	1	0	1	0
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM - 7:00 PM	0	0	0	0	1	1	0	0	0	0	1	1	0
7:00 PM - 7:15 PM	0	0	0	1	0	1	0	1	1	1	1	2	1
7:15 PM - 7:30 PM	0	0	0	0	2	2	0	3	3	0	5	5	2
7:30 PM - 7:45 PM	0	1	1	0	0	0	1	0	1	1	1	2	1
7:45 PM - 8:00 PM	1	0	1	0	0	0	0	1	1	1	1	2	1
Total	17	16	33	24	25	49	17	22	39	58	63	121	40
One Hour Volumes													
6:00 AM - 7:00 AM	0	0	0	1	1	2	1	1	2	2	2	4	1
6:15 AM - 7:15 AM	0	0	0	2	2	4	0	0	0	2	2	4	1
6:30 AM - 7:30 AM	1	0	1	1	2	3	0	2	2	2	4	6	2
6:45 AM - 7:45 AM	1	0	1	1	1	2	0	2	2	2	3	5	2
7:00 AM - 8:00 AM	1	0	1	2	3	5	0	2	2	3	5	8	3
7:15 AM - 8:15 AM	1	3	4	2	2	4	1	4	5	4	9	13	4
7:30 AM - 8:30 AM	2	3	5	2	4	6	2	3	5	6	10	16	5
7:45 AM - 8:45 AM	4	6	10	3	4	7	2	5	7	9	15	24	8
8:00 AM - 9:00 AM	6	6	12	3	2	5	2	6	8	11	14	25	8
8:15 AM - 9:15 AM	7	3	10	3	3	6	5	5	10	15	11	26	9
8:30 AM - 9:30 AM	7	4	11	4	2	6	6	4	10	17	10	27	9
8:45 AM - 9:45 AM	6	1	7	6	3	9	7	3	10	19	7	26	9
9:00 AM - 10:00 AM	4	3	7	7	5	12	7	2	9	18	10	28	9
4:00 PM - 5:00 PM	1	2	3	4	4	8	2	3	5	7	9	16	5
4:15 PM - 5:15 PM	2	4	6	5	6	11	0	4	4	7	14	21	7
4:30 PM - 5:30 PM	2	3	5	5	5	10	2	3	5	9	11	20	7
4:45 PM - 5:45 PM	2	2	4	5	5	10	3	3	6	10	10	20	7
5:00 PM - 6:00 PM	3	3	6	4	6	10	3	3	6	10	12	22	7
5:15 PM - 6:15 PM	2	2	4	3	5	8	4	2	6	9	9	18	6
5:30 PM - 6:30 PM	2	2	4	4	5	9	2	1	3	8	8	16	5
5:45 PM - 6:45 PM	2	2	4	3	3	6	1	1	2	6	6	12	4
6:00 PM - 7:00 PM	1	1	2	2	2	4	1	0	1	4	3	7	2
6:15 PM - 7:15 PM	0	0	0	2	1	3	0	1	1	2	2	4	1
6:30 PM - 7:30 PM	0	0	0	1	3	4	0	4	4	1	7	8	3
6:45 PM - 7:45 PM	0	1	1	1	3	4	1	4	5	2	8	10	3
7:00 PM - 8:00 PM	1	1	2	1	2	3	1	5	6	3	8	11	4

2024 Georgetown University Fall Transportation Monitoring Study
Parking Total
9/17/24-9/19/24

Time Period	GU - TOTALS													MGUH - TOTALS												GRANDTOTALS (GU+MGUH)											
	Tuesday			Wednesday			Thursday			Week Totals				Tuesday			Wednesday			Thursday			Week Totals				Tuesday			Wednesday			Thursday			Week Totals			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes																																					
6:00 AM - 6:15 AM	56	8	64	40	10	50	31	6	37	127	24	151	50	86	8	94	97	9	106	107	8	115	290	25	315	105	142	16	158	137	19	156	138	14	152	417	49	466	155
6:15 AM - 6:30 AM	33	8	41	36	4	40	25	6	31	94	19	112	37	111	11	122	141	12	153	146	6	152	398	28	427	142	144	19	163	177	16	193	171	12	183	492	47	539	180
6:30 AM - 6:45 AM	47	11	59	37	8	45	32	4	36	116	24	140	47	170	15	184	209	12	221	193	14	207	572	40	612	204	217	26	243	246	20	266	225	18	243	688	64	752	251
6:45 AM - 7:00 AM	51	4	55	46	7	53	49	9	59	146	21	167	56	193	14	207	205	16	221	210	23	232	608	52	660	220	244	18	262	251	23	274	259	32	291	754	73	827	276
7:00 AM - 7:15 AM	43	21	65	43	18	61	37	16	53	123	56	179	60	138	31	168	117	27	144	96	27	123	351	84	435	145	181	52	233	160	45	205	133	43	176	474	140	614	205
7:15 AM - 7:30 AM	41	10	52	31	11	42	35	8	43	107	29	137	46	131	25	155	131	29	160	117	30	147	379	84	462	154	172	35	207	162	40	202	152	38	190	486	113	599	200
7:30 AM - 7:45 AM	30	9	40	45	17	62	35	12	47	111	38	149	50	113	73	185	111	83	194	127	80	207	350	236	586	195	143	82	225	156	100	256	162	92	254	461	274	735	245
7:45 AM - 8:00 AM	60	15	75	44	14	57	44	12	56	148	40	188	63	118	59	177	103	63	167	116	60	176	337	183	520	173	178	74	252	147	77	224	160	72	232	485	223	708	236
8:00 AM - 8:15 AM	50	8	59	41	8	49	45	13	58	136	29	165	55	121	40	160	123	32	155	119	47	166	363	119	482	161	171	48	219	164	40	204	164	60	224	499	148	647	216
8:15 AM - 8:30 AM	49	14	63	50	8	58	51	9	60	150	31	181	60	103	28	131	106	16	122	112	23	135	321	67	388	129	152	42	194	156	24	180	163	32	195	471	98	569	190
8:30 AM - 8:45 AM	60	12	72	42	9	51	44	8	52	145	28	174	58	101	20	121	102	24	126	111	18	129	315	63	377	126	161	32	193	144	33	177	155	26	181	460	91	551	184
8:45 AM - 9:00 AM	61	10	71	63	7	70	51	11	62	175	28	203	68	105	28	133	103	18	121	107	22	129	315	68	383	128	166	38	204	166	25	191	158	33	191	490	96	586	195
9:00 AM - 9:15 AM	81	11	93	40	11	51	56	7	64	178	30	208	69	117	25	141	109	25	134	108	26	133	333	75	408	136	198	36	234	149	36	185	164	33	197	511	105	616	205
9:15 AM - 9:30 AM	48	21	68	46	16	62	53	7	61	148	43	191	64	113	33	147	103	25	128	103	18	120	318	77	395	132	161	54	215	149	41	190	156	25	181	466	120	586	195
9:30 AM - 9:45 AM	76	27	103	72	9	81	60	13	72	208	49	257	86	112	36	148	118	22	140	95	25	121	325	83	408	136	188	63	251	190	31	221	155	38	193	533	132	665	222
9:45 AM - 10:00 AM	60	29	89	55	17	73	57	15	72	172	61	233	78	107	39	146	98	27	124	89	19	108	294	85	379	126	167	68	235	153	44	197	146	34	180	466	146	612	204
4:00 PM - 4:15 PM	11	56	66	14	47	61	13	49	63	38	152	190	63	21	118	140	18	104	122	27	106	132	66	328	394	131	32	174	206	32	151	183	40	155	195	104	480	584	195
4:15 PM - 4:30 PM	12	39	51	10	37	47	16	52	68	38	128	166	55	16	109	125	15	93	108	21	125	146	52	327	379	126	28	148	176	25	130	155	37	177	214	90	455	545	182
4:30 PM - 4:45 PM	23	55	78	15	61	77	20	48	68	58	164	223	74	22	124	146	17	98	114	24	95	119	63	317	379	126	45	179	224	32	159	191	44	143	187	121	481	602	201
4:45 PM - 5:00 PM	18	56	73	10	49	59	13	56	69	41	161	202	67	17	125	143	25	90	115	24	103	127	66	318	384	128	35	181	216	35	139	174	37	159	196	107	479	586	195
5:00 PM - 5:15 PM	16	53	69	15	44	59	19	56	75	50	153	202	67	21	122	143	21	112	133	23	117	140	65	351	417	139	37	175	212	36	156	192	42	173	215	115	504	619	206
5:15 PM - 5:30 PM	17	58	75	23	48	72	16	48	64	56	155	211	70	16	100	116	21	109	129	23	109	132	60	317	377	126	33	158	191	44	157	201	39	157	196	116	472	588	196
5:30 PM - 5:45 PM	22	52	75	16	37	53	10	55	65	48	144	192	64	28	113	141	18	96	114	20	113	133	66	322	388	129	50	165	215	34	133	167	30	168	198	114	466	580	193
5:45 PM - 6:00 PM	33	45	78	25	37	61	23	28	51	81	110	190	63	20	84	104	20	69	90	32	79	111	72	232	305	102	53	129	182	45	106	151	55	107	162	153	342	495	165
6:00 PM - 6:15 PM	25	38	62	24	48	72	18	37	55	67	123	190	63	27	77	105	28	79	107	34	82	116	89	238	327	109	52	115	167	52	127	179	52	119	171	156	361	517	172
6:15 PM - 6:30 PM	27	38	65	19	38	56	18	41	59	64	117	181	60	40	74	114	34	70	105	50	66	116	124	210	334	111	67	112	179	53	108	161	68	107	175	188	327	515	172
6:30 PM - 6:45 PM	16	35	51	7	28	35	14	25	39	37	88	124	41	61	63	124	85	51	136	78	50	128	224	164	389	130	77	98	175	92	79	171	92	75	167	261	252	513	171
6:45 PM - 7:00 PM	17	28	45	9	23	33	16	27	43	42	78	120	40	80	60	140	70	47	116	101	46	147	251	153	404	135	97	88	185	79	70	149	117	73	190	293	231	524	175
7:00 PM - 7:15 PM	9	24	34	10	19	29	4	17	22	23	61	84	28	40	45	84	24	53	77	19	61	79	83	158	241	80	49	69	118	34	72	106	23	78	101	106	219	325	108
7:15 PM - 7:30 PM	10	23	32	5	22	27	4	20	24	19	65	83	28	17	64	82	13	73	86	19	66	85	49	203	253	84	27	87	114	18	95	113	23	86	109	68	268	336	112
7:30 PM - 7:45 PM	9	32	40	9	24	33	9	25	34	26	81	107	36	16	108	125	10	118	128	23	116	139	50	342	392	131	25	140	165	19	142	161	32	141	173	76	423	499	166
7:45 PM - 8:00 PM	8	24	33	11	24	35	5	20	24	25	68	92	31	10	103	112	8	83	91	10	82	93	27	268	296	99	18	127	145	19	107	126	15	102	117	52	336	388	129
Total	1118	877	1995	954	760	1714	924	760	1684	2996	2397	5393	1798	2392	1971	4363	2402	1785	4187	2483	1862	4345	7277	5618	12895	4298	3510	2848	6358	3356	2545	5901	3407	2622	6029	10273	8015	18288	6096
One Hour Volumes																																					
6:00 AM - 7:00 AM	187	32	219	159	29	188	137	26	163	483	87	570	190	560	47	607	652	49	701	656	50	706	1868	146	2014	671	747	79	826	811	78	889	793	76	869	2351	233	2584	861
6:15 AM - 7:15 AM	174	45	220	162	38	200	144	36	179	480	119	599	200	612	70	681	672	66	738	644	69	714	1928	205	2133	711	786	115	901	834	104	938	788	105	893	2408	324	2732	911
6:30 AM - 7:30 AM	183	48	230	157	45	202	153	38	191	493	130	623	208	631	83	715	662	83	745	616	93	709	1909	260	2169	723	814	131	945	819	128	947	769	131	900	2402	390	2792	931
6:45 AM - 7:45 AM	166	46	211	165	53	219	156	45	201	488	144	631	210	574	141	716	564	155	718	550	160	710	1687	456	2144	715	740	187	927	729	208	937	706	205	911	2175	600	2775	925
7:00 AM - 8:00 AM	175	56	231	163	60	223	151	47	198	489	163	653	218	499	187	686	462	202	664	456	198	654	1417	587	2003	668	674	243	917	625	262	887	607	245	852	1906	750	2656	885
7:15 AM - 8:15 AM	182	43	225	161	49	211	159	44	203	502	136	638	213	482	196	678	468	208	675	479	218	697	1429	622	2051	684	664	239	903	629	257	886	638	262	900	1931	758	2689	896
7:30 AM - 8:30 AM	189	47	236	180	46	226	175	45	220	545	137	682	227	455	199	654	443	195	638	474	211	685	1371	606	1977	659	644	246	890	623	241	864	649	256	905	1916	743	2659	886
7:45 AM - 8:45 AM	219	49	268	177	37	214	184	41	225	579	128	707	236	443	147	590	434	137	571	458	149	607	1336	432	1768	589	662	196	858	611	174	785	642	190	832	1915	560	2475	825
8:00 AM - 9:00 AM	219	45	264	196	31	227	191	41	231	606	116	722	241	431	115	546	434	91	525	449	110	560	1314	317	1631	544	650	160	810	630	122	752	640	151	791	1920	433	2353	784
8:15 AM - 9:15 AM	251	48	298	195	34	229	202	35	237	648	117	765	255	426	100	527	420	84	504	438	89	527	1284	273	1557	519	677	148	825	615	118	733	640	124	764	1932	390	2322	774
8:30 AM - 9:30 AM	250	54	304	192	42	234	204	33	237	646	130	775	258	436	106	542	416	93	509	429	84	513	1281	282	1564	521	686	160	846	608	135	743	633	117	750	1927	412	2339	780
8:45 AM - 9:45 AM	267	69	336	221	43	264	220	38	258	708	150	858	286	446	122	568	433	90	523	413	91	504	1292	303	1595	532	713	191	904	654	133	787	633	129	762	2000	453	2453	818
9:00 AM - 10:00 AM	266	88	353	214	53	267	226	42	268	705	183	888	296	448	133	582	427	99	526	395	88	483	1271	320	1591	530	714	221	935	641	152	793	621	130	751	1976	503	2479	826
4:00 PM - 5:00 PM	63	206	269	50	194	244	63	205	268	175	605	781	260	77	476	553	74	385	459	95	429	524	247	1290	1536	512	140	682	822	124	579	703	158	634	792	422	1895	2317	772
4:15 PM - 5:15 PM	68	203	271	50	191	241	68	212	280	187	606	793	264	77	480	557	78	393	471	92	440	532	246	1313	1559	520	145	683	828	128	584	712	160	652	812	433	1919	2352	784
4:30 PM - 5:30 PM	73	223	296	64	203	266	68	208	276	205	633	838	279	77	470	547	83	408	492	94	424	518	254	1303	1557	519	150	693	843	147	611	758	162	632	794	459	1936	2395	798
4:45 PM - 5:45 PM	72	220	292	64	178	242	58	215	273	195	613	808	269	83	459	542	85	407	492	90	442	532	257	1308	1565	522	155	679	834	149	585	734	148	657	805	452	1921	2373	791
5:00 PM - 6:00 PM	88	209	297	79	166	244	68	187	255	235	561	796	265	85	418	503	80	386	467	98	418	516	263	1223	1486	495	173	627	800	159	552	711	166	605	771	498	1784	2282	761
5:15 PM - 6:15 PM	96	193	290	88	170	258	67	168	236	252	532	783	261	92	374	465	87	353	440	109	383	491	287	1109	1397	466	188	567	755	175	523	698	176	551	727	539	1641	2180	727
5:30 PM - 6:30 PM	107	173	280	83	159	243	69	161	231	259	494	753	251	115	348	463	101	315	415	136	340	475	352	1002	1354	451	222	521	743	184	474	658	205	501	706	611	1496	2107	702
5:45 PM - 6:45 PM	100	156	256	74	151	225	73	132	204	247	438	686	229	149	298	447	168	269	437	194	276	471	511	844	1354	451	249	454	703	242	420	662	267	408	675	758	1282	2040	680
6:00 PM - 7:00 PM	84	139	223	59	137	196	66	130	196	209	407	616	205	209	274	483	217	247	464	263	244	507	689	764	1453	484	293	413	706	276	384	660	329	374	703	898	1171	2069	690
6:15 PM - 7:15 PM	68	126	195	45	109	153	52	110	163	166	345	510	170	222	241	462	213	220	434	248	223	470	682	684	1367	456	290	367	657	258	329	587	300	333	633	848	1029	1877	626
6:30 PM - 7:30 PM	51	111	162	31	93	124	39	89	127	121	292	413	138	199	231	430	192	223	415	216	223	440	607	678	1285	428	250	342	592	223	316	539	255	312	567	728	970	1698	566
6:45 PM - 7:45 PM	44	107	151	33	89	122	34	89	122	111	285	396	132	154	277	431	117	290	407	161	289	451	432	856	1288	429	198	384	582	150	379	529	195	378	573	543	1141	1684	561
7:00 PM - 8:00 PM	36	103	139	34	90	124	23	81	104	93	274	367	122	83	320	403	56	326	382	70	326	396	209	972	1181	394	119	423	542	90	416	506	93	407	500	302	1246	1548	516

2024 Georgetown University Fall Transportation Monitoring Study
Garage 1 (Verstanding)
9/17/24-9/19/24
MGUH - Trip Gen

Time Period	Garage 1 (Verstanding) Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	6	1	7	8	1	9	8	0	8	22	2	24	8
6:15 AM - 6:30 AM	4	3	7	11	2	13	9	1	10	24	6	30	10
6:30 AM - 6:45 AM	7	1	8	6	1	7	6	2	8	19	4	23	8
6:45 AM - 7:00 AM	8	1	9	13	1	14	15	1	16	36	3	39	13
7:00 AM - 7:15 AM	20	1	21	30	3	33	20	1	21	70	5	75	25
7:15 AM - 7:30 AM	34	1	35	43	0	43	32	2	34	109	3	112	37
7:30 AM - 7:45 AM	26	1	27	18	1	19	32	0	32	76	2	78	26
7:45 AM - 8:00 AM	17	3	20	6	3	9	16	1	17	39	7	46	15
8:00 AM - 8:15 AM	16	2	18	11	1	12	18	8	26	45	11	56	19
8:15 AM - 8:30 AM	15	5	20	15	3	18	11	3	14	41	11	52	17
8:30 AM - 8:45 AM	21	4	25	11	5	16	16	4	20	48	13	61	20
8:45 AM - 9:00 AM	16	4	20	11	6	17	20	4	24	47	14	61	20
9:00 AM - 9:15 AM	23	6	29	24	7	31	17	7	24	64	20	84	28
9:15 AM - 9:30 AM	24	10	34	26	8	34	16	7	23	66	25	91	30
9:30 AM - 9:45 AM	24	8	32	29	4	33	27	5	32	80	17	97	32
9:45 AM - 10:00 AM	26	7	33	20	4	24	20	2	22	66	13	79	26
4:00 PM - 4:15 PM	4	22	26	7	23	30	4	20	24	15	65	80	27
4:15 PM - 4:30 PM	3	17	20	6	17	23	4	23	27	13	57	70	23
4:30 PM - 4:45 PM	1	19	20	3	15	18	3	13	16	7	47	54	18
4:45 PM - 5:00 PM	2	20	22	4	14	18	6	14	20	12	48	60	20
5:00 PM - 5:15 PM	3	13	16	5	9	14	4	10	14	12	32	44	15
5:15 PM - 5:30 PM	3	12	15	2	13	15	5	17	22	10	42	52	17
5:30 PM - 5:45 PM	5	13	18	7	9	16	5	10	15	17	32	49	16
5:45 PM - 6:00 PM	1	10	11	6	3	9	4	11	15	11	24	35	12
6:00 PM - 6:15 PM	6	5	11	3	10	13	5	4	9	14	19	33	11
6:15 PM - 6:30 PM	7	9	16	4	8	12	5	3	8	16	20	36	12
6:30 PM - 6:45 PM	2	10	12	8	8	16	11	8	19	21	26	47	16
6:45 PM - 7:00 PM	6	6	12	4	6	10	5	7	12	15	19	34	11
7:00 PM - 7:15 PM	5	8	13	5	7	12	2	15	17	12	30	42	14
7:15 PM - 7:30 PM	7	9	16	6	6	12	8	8	16	21	23	44	15
7:30 PM - 7:45 PM	8	9	17	5	21	26	10	8	18	23	38	61	20
7:45 PM - 8:00 PM	1	7	8	0	9	9	1	7	8	2	23	25	8
Total	351	247	598	357	228	585	365	226	591	1073	701	1774	591
One Hour Volumes													
6:00 AM - 7:00 AM	25	6	31	38	5	43	38	4	42	101	15	116	39
6:15 AM - 7:15 AM	39	6	45	60	7	67	50	5	55	149	18	167	56
6:30 AM - 7:30 AM	69	4	73	92	5	97	73	6	79	234	15	249	83
6:45 AM - 7:45 AM	88	4	92	104	5	109	99	4	103	291	13	304	101
7:00 AM - 8:00 AM	97	6	103	97	7	104	100	4	104	294	17	311	104
7:15 AM - 8:15 AM	93	7	100	78	5	83	98	11	109	269	23	292	97
7:30 AM - 8:30 AM	74	11	85	50	8	58	77	12	89	201	31	232	77
7:45 AM - 8:45 AM	69	14	83	43	12	55	61	16	77	173	42	215	72
8:00 AM - 9:00 AM	68	15	83	48	15	63	65	19	84	181	49	230	77
8:15 AM - 9:15 AM	75	19	94	61	21	82	64	18	82	200	58	258	86
8:30 AM - 9:30 AM	84	24	108	72	26	98	69	22	91	225	72	297	99
8:45 AM - 9:45 AM	87	28	115	90	25	115	80	23	103	257	76	333	111
9:00 AM - 10:00 AM	97	31	128	99	23	122	80	21	101	276	75	351	117
4:00 PM - 5:00 PM	10	78	88	20	69	89	17	70	87	47	217	264	88
4:15 PM - 5:15 PM	9	69	78	18	55	73	17	60	77	44	184	228	76
4:30 PM - 5:30 PM	9	64	73	14	51	65	18	54	72	41	169	210	70
4:45 PM - 5:45 PM	13	58	71	18	45	63	20	51	71	51	154	205	68
5:00 PM - 6:00 PM	12	48	60	20	34	54	18	48	66	50	130	180	60
5:15 PM - 6:15 PM	15	40	55	18	35	53	19	42	61	52	117	169	56
5:30 PM - 6:30 PM	19	37	56	20	30	50	19	28	47	58	95	153	51
5:45 PM - 6:45 PM	16	34	50	21	29	50	25	26	51	62	89	151	50
6:00 PM - 7:00 PM	21	30	51	19	32	51	26	22	48	66	84	150	50
6:15 PM - 7:15 PM	20	33	53	21	29	50	23	33	56	64	95	159	53
6:30 PM - 7:30 PM	20	33	53	23	27	50	26	38	64	69	98	167	56
6:45 PM - 7:45 PM	26	32	58	20	40	60	25	38	63	71	110	181	60
7:00 PM - 8:00 PM	21	33	54	16	43	59	21	38	59	58	114	172	57

2024 Georgetown University Fall Transportation Monitoring Study
Garage # 2 (Former Garage #1)
9/17/24-9/19/24
MGUH - Trip Gen

Time Period	Garage 2 West Entrance									Garage 2 West Ent. Totals				Garage 2 Totals			
	Tuesday			Wednesday			Thursday			Week Totals				Week Totals			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day	In	Out	Total	Avg/Day
15 Minute Volumes																	
6:00 AM - 6:15 AM	4	0	4	3	0	3	10	2	12	17	2	19	6	17	2	19	6
6:15 AM - 6:30 AM	4	1	5	9	2	11	6	1	7	19	4	23	8	19	4	23	8
6:30 AM - 6:45 AM	11	0	11	10	0	10	15	2	17	36	2	38	13	36	2	38	13
6:45 AM - 7:00 AM	17	1	18	14	0	14	14	2	16	45	3	48	16	45	3	48	16
7:00 AM - 7:15 AM	12	3	15	8	2	10	16	1	17	36	6	42	14	36	6	42	14
7:15 AM - 7:30 AM	14	0	14	13	0	13	11	1	12	38	1	39	13	38	1	39	13
7:30 AM - 7:45 AM	20	1	21	15	3	18	15	1	16	50	5	55	18	50	5	55	18
7:45 AM - 8:00 AM	19	4	23	15	3	18	16	1	17	50	8	58	19	50	8	58	19
8:00 AM - 8:15 AM	22	1	23	23	3	26	25	2	27	70	6	76	25	70	6	76	25
8:15 AM - 8:30 AM	30	3	33	22	2	24	20	5	25	72	10	82	27	72	10	82	27
8:30 AM - 8:45 AM	21	5	26	28	3	31	36	5	41	85	13	98	33	85	13	98	33
8:45 AM - 9:00 AM	28	9	37	30	6	36	24	6	30	82	21	103	34	82	21	103	34
9:00 AM - 9:15 AM	28	8	36	32	11	43	32	9	41	92	28	120	40	92	28	120	40
9:15 AM - 9:30 AM	45	13	58	36	6	42	28	7	35	109	26	135	45	109	26	135	45
9:30 AM - 9:45 AM	41	14	55	37	9	46	31	11	42	109	34	143	48	109	34	143	48
9:45 AM - 10:00 AM	32	20	52	38	16	54	37	10	47	107	46	153	51	107	46	153	51
4:00 PM - 4:15 PM	5	16	21	6	16	22	11	20	31	22	52	74	25	22	52	74	25
4:15 PM - 4:30 PM	6	23	29	4	17	21	5	24	29	15	64	79	26	15	64	79	26
4:30 PM - 4:45 PM	8	22	30	5	22	27	6	22	28	19	66	85	28	19	66	85	28
4:45 PM - 5:00 PM	4	20	24	9	16	25	8	24	32	21	60	81	27	21	60	81	27
5:00 PM - 5:15 PM	5	27	32	3	20	23	7	20	27	15	67	82	27	15	67	82	27
5:15 PM - 5:30 PM	1	17	18	4	17	21	4	13	17	9	47	56	19	9	47	56	19
5:30 PM - 5:45 PM	9	9	18	1	12	13	6	10	16	16	31	47	16	16	31	47	16
5:45 PM - 6:00 PM	2	7	9	2	7	9	9	14	23	13	28	41	14	13	28	41	14
6:00 PM - 6:15 PM	8	15	23	6	15	21	17	12	29	31	42	73	24	31	42	73	24
6:15 PM - 6:30 PM	4	8	12	3	12	15	12	11	23	19	31	50	17	19	31	50	17
6:30 PM - 6:45 PM	2	8	10	4	9	13	7	7	14	13	24	37	12	13	24	37	12
6:45 PM - 7:00 PM	2	12	14	6	7	13	8	9	17	16	28	44	15	16	28	44	15
7:00 PM - 7:15 PM	6	9	15	3	11	14	6	9	15	15	29	44	15	15	29	44	15
7:15 PM - 7:30 PM	6	8	14	2	8	10	6	12	18	14	28	42	14	14	28	42	14
7:30 PM - 7:45 PM	5	6	11	2	10	12	5	14	19	12	30	42	14	12	30	42	14
7:45 PM - 8:00 PM	2	10	12	3	13	16	5	14	19	10	37	47	16	10	37	47	16
Total	423	300	723	396	278	674	458	301	759	1277	879	2156	719	1277	879	2156	719
One Hour Volumes																	
6:00 AM - 7:00 AM	36	2	38	36	2	38	45	7	52	117	11	128	43	117	11	128	43
6:15 AM - 7:15 AM	44	5	49	41	4	45	51	6	57	136	15	151	50	136	15	151	50
6:30 AM - 7:30 AM	54	4	58	45	2	47	56	6	62	155	12	167	56	155	12	167	56
6:45 AM - 7:45 AM	63	5	68	50	5	55	56	5	61	169	15	184	61	169	15	184	61
7:00 AM - 8:00 AM	65	8	73	51	8	59	58	4	62	174	20	194	65	174	20	194	65
7:15 AM - 8:15 AM	75	6	81	66	9	75	67	5	72	208	20	228	76	208	20	228	76
7:30 AM - 8:30 AM	91	9	100	75	11	86	76	9	85	242	29	271	90	242	29	271	90
7:45 AM - 8:45 AM	92	13	105	88	11	99	97	13	110	277	37	314	105	277	37	314	105
8:00 AM - 9:00 AM	101	18	119	103	14	117	105	18	123	309	50	359	120	309	50	359	120
8:15 AM - 9:15 AM	107	25	132	112	22	134	112	25	137	331	72	403	134	331	72	403	134
8:30 AM - 9:30 AM	122	35	157	126	26	152	120	27	147	368	88	456	152	368	88	456	152
8:45 AM - 9:45 AM	142	44	186	135	32	167	115	33	148	392	109	501	167	392	109	501	167
9:00 AM - 10:00 AM	146	55	201	143	42	185	128	37	165	417	134	551	184	417	134	551	184
4:00 PM - 5:00 PM	23	81	104	24	71	95	30	90	120	77	242	319	106	77	242	319	106
4:15 PM - 5:15 PM	23	92	115	21	75	96	26	90	116	70	257	327	109	70	257	327	109
4:30 PM - 5:30 PM	18	86	104	21	75	96	25	79	104	64	240	304	101	64	240	304	101
4:45 PM - 5:45 PM	19	73	92	17	65	82	25	67	92	61	205	266	89	61	205	266	89
5:00 PM - 6:00 PM	17	60	77	10	56	66	26	57	83	53	173	226	75	53	173	226	75
5:15 PM - 6:15 PM	20	48	68	13	51	64	36	49	85	69	148	217	72	69	148	217	72
5:30 PM - 6:30 PM	23	39	62	12	46	58	44	47	91	79	132	211	70	79	132	211	70
5:45 PM - 6:45 PM	16	38	54	15	43	58	45	44	89	76	125	201	67	76	125	201	67
6:00 PM - 7:00 PM	16	43	59	19	43	62	44	39	83	79	125	204	68	79	125	204	68
6:15 PM - 7:15 PM	14	37	51	16	39	55	33	36	69	63	112	175	58	63	112	175	58
6:30 PM - 7:30 PM	16	37	53	15	35	50	27	37	64	58	109	167	56	58	109	167	56
6:45 PM - 7:45 PM	19	35	54	13	36	49	25	44	69	57	115	172	57	57	115	172	57
7:00 PM - 8:00 PM	19	33	52	10	42	52	22	49	71	51	124	175	58	51	124	175	58

2024 Georgetown University Fall Transportation Monitoring Study
Garage 3 (Former Garage #2)
9/17/24-9/19/24
MGUH - Trip Gen

Time Period	Garage 3 - East Side									Garage 3 - West Side									Both Entrances Week Totals			
	Tuesday			Wednesday			Thursday			Tuesday			Wednesday			Thursday						
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes																						
6:00 AM - 6:15 AM	35	0	35	47	1	48	50	0	50	0	1	1	0	0	0	0	0	0	132	2	134	45
6:15 AM - 6:30 AM	61	1	62	75	0	75	79	0	79	0	0	0	0	0	0	0	0	0	215	1	216	72
6:30 AM - 6:45 AM	102	0	102	143	2	145	129	2	131	0	2	2	0	0	0	0	1	1	374	7	381	127
6:45 AM - 7:00 AM	108	5	113	120	4	124	114	6	120	0	3	3	0	4	4	0	8	8	342	30	372	124
7:00 AM - 7:15 AM	48	1	49	22	2	24	20	4	24	0	4	4	0	5	5	0	3	3	90	19	109	36
7:15 AM - 7:30 AM	26	3	29	15	10	25	14	10	24	0	7	7	0	5	5	0	6	6	55	41	96	32
7:30 AM - 7:45 AM	27	40	67	23	39	62	25	38	63	0	15	15	0	24	24	0	24	24	75	180	255	85
7:45 AM - 8:00 AM	21	25	46	33	28	61	31	28	59	0	12	12	0	14	14	0	16	16	85	123	208	69
8:00 AM - 8:15 AM	27	20	47	30	14	44	22	13	35	0	7	7	0	7	7	0	12	12	79	73	152	51
8:15 AM - 8:30 AM	18	8	26	22	6	28	27	3	30	0	3	3	0	2	2	0	4	4	67	26	93	31
8:30 AM - 8:45 AM	17	2	19	21	8	29	23	1	24	0	3	3	0	2	2	0	3	3	61	19	80	27
8:45 AM - 9:00 AM	13	6	19	17	0	17	21	2	23	0	1	1	0	3	3	0	1	1	51	13	64	21
9:00 AM - 9:15 AM	14	0	14	17	0	17	17	3	20	0	3	3	0	1	1	0	2	2	48	9	57	19
9:15 AM - 9:30 AM	12	1	13	7	1	8	25	0	25	0	1	1	0	0	0	0	0	0	44	3	47	16
9:30 AM - 9:45 AM	8	2	10	11	1	12	8	1	9	0	0	0	0	3	3	0	1	1	27	8	35	12
9:45 AM - 10:00 AM	12	0	12	13	0	13	4	0	4	0	2	2	0	0	0	0	1	1	29	3	32	11
4:00 PM - 4:15 PM	3	6	9	0	8	8	1	7	8	0	19	19	0	16	16	0	12	12	4	68	72	24
4:15 PM - 4:30 PM	1	9	10	0	4	4	4	6	10	0	18	18	0	21	21	0	20	20	5	78	83	28
4:30 PM - 4:45 PM	2	9	11	1	7	8	1	5	6	0	29	29	0	6	6	0	23	23	4	79	83	28
4:45 PM - 5:00 PM	2	7	9	1	8	9	2	4	6	0	31	31	0	9	9	0	18	18	5	77	82	27
5:00 PM - 5:15 PM	1	15	16	2	11	13	0	10	10	0	9	9	0	26	26	0	19	19	3	90	93	31
5:15 PM - 5:30 PM	1	5	6	0	6	6	0	9	9	0	22	22	0	17	17	0	17	17	1	76	77	26
5:30 PM - 5:45 PM	2	18	20	4	12	16	1	11	12	0	22	22	0	26	26	0	27	27	7	116	123	41
5:45 PM - 6:00 PM	3	9	12	2	7	9	3	6	9	0	19	19	0	12	12	0	13	13	8	66	74	25
6:00 PM - 6:15 PM	0	5	5	7	6	13	3	9	12	0	17	17	0	7	7	0	25	25	10	69	79	26
6:15 PM - 6:30 PM	17	2	19	17	2	19	19	6	25	0	10	10	0	10	10	0	6	6	53	36	89	30
6:30 PM - 6:45 PM	45	7	52	65	2	67	52	6	58	0	4	4	0	8	8	0	7	7	162	34	196	65
6:45 PM - 7:00 PM	61	7	68	47	4	51	75	3	78	0	8	8	0	7	7	0	7	7	183	36	219	73
7:00 PM - 7:15 PM	20	6	26	7	7	14	3	8	11	0	5	5	0	5	5	0	11	11	30	42	72	24
7:15 PM - 7:30 PM	2	12	14	2	7	9	1	9	10	0	16	16	0	23	23	0	22	22	5	89	94	31
7:30 PM - 7:45 PM	1	28	29	0	23	23	4	28	32	0	48	48	0	50	50	0	53	53	5	230	235	78
7:45 PM - 8:00 PM	1	23	24	0	12	12	1	10	11	0	45	45	0	32	32	0	38	38	2	160	162	54
Total	711	282	993	771	242	1013	779	248	1027	0	386	386	0	345	345	0	400	400	2261	1903	4164	1388
One Hour Volumes																						
6:00 AM - 7:00 AM	306	6	312	385	7	392	372	8	380	0	6	6	0	4	4	0	9	9	1063	40	1103	368
6:15 AM - 7:15 AM	319	7	326	360	8	368	342	12	354	0	9	9	0	9	9	0	12	12	1021	57	1078	359
6:30 AM - 7:30 AM	284	9	293	300	18	318	277	22	299	0	16	16	0	14	14	0	18	18	861	97	958	319
6:45 AM - 7:45 AM	209	49	258	180	55	235	173	58	231	0	29	29	0	38	38	0	41	41	562	270	832	277
7:00 AM - 8:00 AM	122	69	191	93	79	172	90	80	170	0	38	38	0	48	48	0	49	49	305	363	668	223
7:15 AM - 8:15 AM	101	88	189	101	91	192	92	89	181	0	41	41	0	50	50	0	58	58	294	417	711	237
7:30 AM - 8:30 AM	93	93	186	108	87	195	105	82	187	0	37	37	0	47	47	0	56	56	306	402	708	236
7:45 AM - 8:45 AM	83	55	138	106	56	162	103	45	148	0	25	25	0	25	25	0	35	35	292	241	533	178
8:00 AM - 9:00 AM	75	36	111	90	28	118	93	19	112	0	14	14	0	14	14	0	20	20	258	131	389	130
8:15 AM - 9:15 AM	62	16	78	77	14	91	88	9	97	0	10	10	0	8	8	0	10	10	227	67	294	98
8:30 AM - 9:30 AM	56	9	65	62	9	71	86	6	92	0	8	8	0	6	6	0	6	6	204	44	248	83
8:45 AM - 9:45 AM	47	9	56	52	2	54	71	6	77	0	5	5	0	7	7	0	4	4	170	33	203	68
9:00 AM - 10:00 AM	46	3	49	48	2	50	54	4	58	0	6	6	0	4	4	0	4	4	148	23	171	57
4:00 PM - 5:00 PM	8	31	39	2	27	29	8	22	30	0	97	97	0	52	52	0	73	73	18	302	320	107
4:15 PM - 5:15 PM	6	40	46	4	30	34	7	25	32	0	87	87	0	62	62	0	80	80	17	324	341	114
4:30 PM - 5:30 PM	6	36	42	4	32	36	3	28	31	0	91	91	0	58	58	0	77	77	13	322	335	112
4:45 PM - 5:45 PM	6	45	51	7	37	44	3	34	37	0	84	84	0	78	78	0	81	81	16	359	375	125
5:00 PM - 6:00 PM	7	47	54	8	36	44	4	36	40	0	72	72	0	81	81	0	76	76	19	348	367	122
5:15 PM - 6:15 PM	6	37	43	13	31	44	7	35	42	0	80	80	0	62	62	0	82	82	26	327	353	118
5:30 PM - 6:30 PM	22	34	56	30	27	57	26	32	58	0	68	68	0	55	55	0	71	71	78	287	365	122
5:45 PM - 6:45 PM	65	23	88	91	17	108	77	27	104	0	50	50	0	37	37	0	51	51	233	205	438	146
6:00 PM - 7:00 PM	123	21	144	136	14	150	149	24	173	0	39	39	0	32	32	0	45	45	408	175	583	194
6:15 PM - 7:15 PM	143	22	165	136	15	151	149	23	172	0	27	27	0	30	30	0	31	31	428	148	576	192
6:30 PM - 7:30 PM	128	32	160	121	20	141	131	26	157	0	33	33	0	43	43	0	47	47	380	201	581	194
6:45 PM - 7:45 PM	84	53	137	56	41	97	83	48	131	0	77	77	0	85	85	0	93	93	223	397	620	207
7:00 PM - 8:00 PM	24	69	93	9	49	58	9	55	64	0	114	114	0	110	110	0	124	124	42	521	563	188

2024 Georgetown University Fall Transportation Monitoring Study
Garage 4
9/17/24-9/19/24
GU - Trip Gen

Time Period	Garage 4 Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Garage 4 Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	4	0	4	2	0	2	2	0	2	8	0	8	3
6:15 AM - 6:30 AM	0	1	1	3	0	3	1	1	2	4	2	6	2
6:30 AM - 6:45 AM	0	0	0	1	1	2	0	0	0	1	1	2	1
6:45 AM - 7:00 AM	2	1	3	0	1	1	2	2	4	4	4	8	3
7:00 AM - 7:15 AM	1	4	5	2	3	5	2	1	3	5	8	13	4
7:15 AM - 7:30 AM	6	1	7	3	2	5	2	0	2	11	3	14	5
7:30 AM - 7:45 AM	2	2	4	6	0	6	4	0	4	12	2	14	5
7:45 AM - 8:00 AM	11	1	12	3	1	4	5	0	5	19	2	21	7
8:00 AM - 8:15 AM	6	0	6	4	0	4	7	0	7	17	0	17	6
8:15 AM - 8:30 AM	9	0	9	8	1	9	8	0	8	25	1	26	9
8:30 AM - 8:45 AM	12	1	13	3	1	4	8	0	8	23	2	25	8
8:45 AM - 9:00 AM	4	0	4	11	0	11	5	1	6	20	1	21	7
9:00 AM - 9:15 AM	15	0	15	2	0	2	10	0	10	27	0	27	9
9:15 AM - 9:30 AM	4	0	4	3	0	3	8	0	8	15	0	15	5
9:30 AM - 9:45 AM	12	1	13	5	0	5	12	1	13	29	2	31	10
9:45 AM - 10:00 AM	5	0	5	7	0	7	8	0	8	20	0	20	7
4:00 PM - 4:15 PM	1	6	7	2	5	7	0	3	3	3	14	17	6
4:15 PM - 4:30 PM	0	7	7	0	0	0	1	4	5	1	11	12	4
4:30 PM - 4:45 PM	0	6	6	0	6	6	0	3	3	0	15	15	5
4:45 PM - 5:00 PM	0	6	6	0	6	6	0	9	9	0	21	21	7
5:00 PM - 5:15 PM	0	7	7	1	11	12	1	10	11	2	28	30	10
5:15 PM - 5:30 PM	1	15	16	1	4	5	0	5	5	2	24	26	9
5:30 PM - 5:45 PM	1	4	5	1	3	4	0	4	4	2	11	13	4
5:45 PM - 6:00 PM	0	7	7	1	6	7	0	4	4	1	17	18	6
6:00 PM - 6:15 PM	2	4	6	1	7	8	1	4	5	4	15	19	6
6:15 PM - 6:30 PM	4	5	9	0	11	11	1	7	8	5	23	28	9
6:30 PM - 6:45 PM	0	8	8	0	5	5	1	5	6	1	18	19	6
6:45 PM - 7:00 PM	1	6	7	0	0	0	0	6	6	1	12	13	4
7:00 PM - 7:15 PM	0	3	3	1	1	2	0	1	1	1	5	6	2
7:15 PM - 7:30 PM	0	4	4	0	1	1	0	2	2	0	7	7	2
7:30 PM - 7:45 PM	0	1	1	1	0	1	2	1	3	3	2	5	2
7:45 PM - 8:00 PM	0	1	1	0	2	2	0	3	3	0	6	6	2
Total	103	102	205	72	78	150	91	77	168	266	257	523	174
One Hour Volumes													
6:00 AM - 7:00 AM	6	2	8	6	2	8	5	3	8	17	7	24	8
6:15 AM - 7:15 AM	3	6	9	6	5	11	5	4	9	14	15	29	10
6:30 AM - 7:30 AM	9	6	15	6	7	13	6	3	9	21	16	37	12
6:45 AM - 7:45 AM	11	8	19	11	6	17	10	3	13	32	17	49	16
7:00 AM - 8:00 AM	20	8	28	14	6	20	13	1	14	47	15	62	21
7:15 AM - 8:15 AM	25	4	29	16	3	19	18	0	18	59	7	66	22
7:30 AM - 8:30 AM	28	3	31	21	2	23	24	0	24	73	5	78	26
7:45 AM - 8:45 AM	38	2	40	18	3	21	28	0	28	84	5	89	30
8:00 AM - 9:00 AM	31	1	32	26	2	28	28	1	29	85	4	89	30
8:15 AM - 9:15 AM	40	1	41	24	2	26	31	1	32	95	4	99	33
8:30 AM - 9:30 AM	35	1	36	19	1	20	31	1	32	85	3	88	29
8:45 AM - 9:45 AM	35	1	36	21	0	21	35	2	37	91	3	94	31
9:00 AM - 10:00 AM	36	1	37	17	0	17	38	1	39	91	2	93	31
4:00 PM - 5:00 PM	1	25	26	2	17	19	1	19	20	4	61	65	22
4:15 PM - 5:15 PM	0	26	26	1	23	24	2	26	28	3	75	78	26
4:30 PM - 5:30 PM	1	34	35	2	27	29	1	27	28	4	88	92	31
4:45 PM - 5:45 PM	2	32	34	3	24	27	1	28	29	6	84	90	30
5:00 PM - 6:00 PM	2	33	35	4	24	28	1	23	24	7	80	87	29
5:15 PM - 6:15 PM	4	30	34	4	20	24	1	17	18	9	67	76	25
5:30 PM - 6:30 PM	7	20	27	3	27	30	2	19	21	12	66	78	26
5:45 PM - 6:45 PM	6	24	30	2	29	31	3	20	23	11	73	84	28
6:00 PM - 7:00 PM	7	23	30	1	23	24	3	22	25	11	68	79	26
6:15 PM - 7:15 PM	5	22	27	1	17	18	2	19	21	8	58	66	22
6:30 PM - 7:30 PM	1	21	22	1	7	8	1	14	15	3	42	45	15
6:45 PM - 7:45 PM	1	14	15	2	2	4	2	10	12	5	26	31	10
7:00 PM - 8:00 PM	0	9	9	2	4	6	2	7	9	4	20	24	8

2024 Georgetown University Fall Transportation Monitoring Study
Leavey
9/17/24-9/19/24

Time Period	Leavey Garage South Entrance									Leavey Garage East Entrance									Leavey Garage Totals			
	Tuesday			Wednesday			Thursday			Tuesday			Wednesday			Thursday			Week Totals			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes																						
6:00 AM - 6:15 AM	27	4	31	28	5	33	33	4	37	9	1	10	6	1	7	2	1	3	105	16	121	40
6:15 AM - 6:30 AM	30	4	34	34	6	40	44	2	46	8	0	8	6	1	7	3	1	4	125	14	139	46
6:30 AM - 6:45 AM	34	8	42	40	6	46	32	6	38	8	2	10	6	3	9	6	0	6	126	25	151	50
6:45 AM - 7:00 AM	44	3	47	42	5	47	52	4	56	7	1	8	9	2	11	5	1	6	159	16	175	58
7:00 AM - 7:15 AM	50	19	69	51	11	62	31	15	46	10	6	16	2	5	7	9	6	15	153	62	215	72
7:15 AM - 7:30 AM	48	10	58	52	9	61	53	8	61	7	3	10	15	7	22	8	4	12	183	41	224	75
7:30 AM - 7:45 AM	35	12	47	50	13	63	53	15	68	5	6	11	6	4	10	4	5	9	153	55	208	69
7:45 AM - 8:00 AM	66	9	75	50	10	60	50	13	63	3	10	13	3	8	11	7	3	10	179	53	232	77
8:00 AM - 8:15 AM	44	9	53	53	4	57	46	8	54	11	1	12	7	4	11	5	3	8	166	29	195	65
8:15 AM - 8:30 AM	42	11	53	54	2	56	59	8	67	5	0	5	1	2	3	8	2	10	169	25	194	65
8:30 AM - 8:45 AM	38	6	44	39	5	44	35	5	40	8	1	9	6	2	8	5	0	5	131	19	150	50
8:45 AM - 9:00 AM	47	7	54	42	2	44	43	9	52	3	3	6	9	2	11	6	3	9	150	26	176	59
9:00 AM - 9:15 AM	43	7	50	35	2	37	38	4	42	10	2	12	6	5	11	5	1	6	137	21	158	53
9:15 AM - 9:30 AM	31	6	37	29	8	37	31	3	34	7	1	8	12	6	18	6	4	10	116	28	144	48
9:30 AM - 9:45 AM	55	8	63	50	2	52	36	7	43	11	3	14	10	5	15	7	4	11	169	29	198	66
9:45 AM - 10:00 AM	57	2	59	30	7	37	37	6	43	10	2	12	9	2	11	7	3	10	150	22	172	57
4:00 PM - 4:15 PM	9	40	49	3	27	30	6	31	37	1	18	19	1	13	14	3	14	17	23	143	166	55
4:15 PM - 4:30 PM	3	40	43	4	27	31	4	45	49	1	13	14	1	9	10	3	11	14	16	145	161	54
4:30 PM - 4:45 PM	5	48	53	3	45	48	9	31	40	4	10	14	1	20	21	5	12	17	27	166	193	64
4:45 PM - 5:00 PM	5	41	46	10	41	51	4	40	44	2	19	21	3	10	13	3	11	14	27	162	189	63
5:00 PM - 5:15 PM	10	56	66	9	49	58	9	57	66	3	15	18	3	11	14	3	11	14	37	199	236	79
5:15 PM - 5:30 PM	9	38	47	10	54	64	11	55	66	2	19	21	4	19	23	4	12	16	40	197	237	79
5:30 PM - 5:45 PM	9	52	61	2	38	40	7	55	62	3	13	16	0	7	7	0	15	15	21	180	201	67
5:45 PM - 6:00 PM	6	36	42	3	41	44	10	35	45	1	9	10	2	5	7	1	5	6	23	131	154	51
6:00 PM - 6:15 PM	7	39	46	4	39	43	5	31	36	2	7	9	3	13	16	0	4	4	21	133	154	51
6:15 PM - 6:30 PM	5	41	46	4	37	41	7	37	44	1	12	13	1	9	10	4	7	11	22	143	165	55
6:30 PM - 6:45 PM	5	34	39	7	22	29	6	19	25	5	5	10	3	4	7	2	5	7	28	89	117	39
6:45 PM - 7:00 PM	8	26	34	11	18	29	9	14	23	4	4	8	4	7	11	3	8	11	39	77	116	39
7:00 PM - 7:15 PM	8	15	23	7	20	27	9	16	25	2	2	4	5	7	12	1	3	4	32	63	95	32
7:15 PM - 7:30 PM	1	17	18	1	28	29	3	11	14	0	3	3	1	5	6	1	3	4	7	67	74	25
7:30 PM - 7:45 PM	2	13	15	2	12	14	5	11	16	1	5	6	1	3	4	0	7	7	11	51	62	21
7:45 PM - 8:00 PM	6	13	19	4	16	20	3	11	14	0	6	6	2	2	4	0	1	1	15	49	64	21
Total	789	674	1463	763	611	1374	780	616	1396	154	202	356	148	203	351	126	170	296	2760	2476	4233	1411
One Hour Volumes																						
6:00 AM - 7:00 AM	135	19	154	144	22	166	161	16	177	32	4	36	27	7	34	16	3	19	515	71	586	195
6:15 AM - 7:15 AM	158	34	192	167	28	195	159	27	186	33	9	42	23	11	34	23	8	31	563	117	680	227
6:30 AM - 7:30 AM	176	40	216	185	31	216	168	33	201	32	12	44	32	17	49	28	11	39	621	144	765	255
6:45 AM - 7:45 AM	177	44	221	195	38	233	189	42	231	29	16	45	32	18	50	26	16	42	648	174	822	274
7:00 AM - 8:00 AM	199	50	249	203	43	246	187	51	238	25	25	50	26	24	50	28	18	46	668	211	879	293
7:15 AM - 8:15 AM	193	40	233	205	36	241	202	44	246	26	20	46	31	23	54	24	15	39	681	178	859	286
7:30 AM - 8:30 AM	187	41	228	207	29	236	208	44	252	24	17	41	17	18	35	24	13	37	667	162	829	276
7:45 AM - 8:45 AM	190	35	225	196	21	217	190	34	224	27	12	39	17	16	33	25	8	33	645	126	771	257
8:00 AM - 9:00 AM	171	33	204	188	13	201	183	30	213	27	5	32	23	10	33	24	8	32	616	99	715	238
8:15 AM - 9:15 AM	170	31	201	170	11	181	175	26	201	26	6	32	22	11	33	24	6	30	587	91	678	226
8:30 AM - 9:30 AM	159	26	185	145	17	162	147	21	168	28	7	35	33	15	48	22	8	30	534	94	628	209
8:45 AM - 9:45 AM	176	28	204	156	14	170	148	23	171	31	9	40	37	18	55	24	12	36	572	104	676	225
9:00 AM - 10:00 AM	186	23	209	144	19	163	142	20	162	38	8	46	37	18	55	25	12	37	572	100	672	224
4:00 PM - 5:00 PM	22	169	191	20	140	160	23	147	170	8	60	68	6	52	58	14	48	62	93	616	709	236
4:15 PM - 5:15 PM	23	185	208	26	162	188	26	173	199	10	57	67	8	50	58	14	45	59	107	672	779	260
4:30 PM - 5:30 PM	29	183	212	32	189	221	33	183	216	11	63	74	11	60	71	15	46	61	131	724	855	285
4:45 PM - 5:45 PM	33	187	220	31	182	213	31	207	238	10	66	76	10	47	57	10	49	59	125	738	863	288
5:00 PM - 6:00 PM	34	182	216	24	182	206	37	202	239	9	56	65	9	42	51	8	43	51	121	707	828	276
5:15 PM - 6:15 PM	31	165	196	19	172	191	33	176	209	8	48	56	9	44	53	5	36	41	105	641	746	249
5:30 PM - 6:30 PM	27	168	195	13	155	168	29	158	187	7	41	48	6	34	40	5	31	36	87	587	674	225
5:45 PM - 6:45 PM	23	150	173	18	139	157	28	122	150	9	33	42	9	31	40	7	21	28	94	496	590	197
6:00 PM - 7:00 PM	25	140	165	26	116	142	27	101	128	12	28	40	11	33	44	9	24	33	110	442	552	184
6:15 PM - 7:15 PM	26	116	142	29	97	126	31	86	117	12	23	35	13	27	40	10	23	33	121	372	493	164
6:30 PM - 7:30 PM	22	92	114	26	88	114	27	60	87	11	14	25	13	23	36	7	19	26	106	296	402	134
6:45 PM - 7:45 PM	19	71	90	21	78	99	26	52	78	7	14	21	11	22	33	5	21	26	89	258	347	116
7:00 PM - 8:00 PM	17	58	75	14	76	90	20	49	69	3	16	19	9	17	26	2	14	16	65	230	295	98

2024 Georgetown University Fall Transportation Monitoring Study
Southwest
9/17/24-9/19/24
31% MGUH - Trip Gen; 69% GU Trip Gen

Time Period	Southwest Garage North Entrance									Southwest Garage Canal Road Entrance									Both Entrances			
	Tuesday			Wednesday			Thursday			Tuesday			Wednesday			Thursday			Week Totals			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes																						
6:00 AM - 6:15 AM	3	0	3	2	1	3	0	1	1	44	7	51	37	7	44	29	5	34	115	21	136	45
6:15 AM - 6:30 AM	4	2	6	5	1	6	3	2	5	30	5	35	33	4	37	26	3	29	101	17	118	39
6:30 AM - 6:45 AM	9	4	13	7	1	8	3	2	5	40	7	47	29	5	34	34	3	37	122	22	144	48
6:45 AM - 7:00 AM	3	1	4	6	2	8	11	0	11	51	0	51	45	3	48	44	5	49	160	11	171	57
7:00 AM - 7:15 AM	7	6	13	6	5	11	4	3	7	29	3	32	36	5	41	27	5	32	109	27	136	45
7:15 AM - 7:30 AM	3	6	9	3	2	5	3	3	6	31	4	35	16	5	21	26	3	29	82	23	105	35
7:30 AM - 7:45 AM	2	1	3	4	5	9	4	1	5	22	4	26	27	3	30	25	4	29	84	18	102	34
7:45 AM - 8:00 AM	3	0	3	2	2	4	3	3	6	29	1	30	31	3	34	31	5	36	99	14	113	38
8:00 AM - 8:15 AM	3	2	5	1	4	5	1	5	6	35	2	37	29	1	30	38	6	44	107	20	127	42
8:15 AM - 8:30 AM	3	2	5	1	0	1	2	1	3	25	2	27	28	3	31	25	4	29	84	12	96	32
8:30 AM - 8:45 AM	3	0	3	6	1	7	3	4	7	32	4	36	29	5	34	25	1	26	98	15	113	38
8:45 AM - 9:00 AM	8	0	8	10	1	11	7	1	8	36	4	40	24	1	25	22	3	25	107	10	117	39
9:00 AM - 9:15 AM	2	3	5	3	4	7	3	3	6	49	2	51	22	2	24	36	1	37	115	15	130	43
9:15 AM - 9:30 AM	5	4	9	5	4	9	4	0	4	22	9	31	26	4	30	29	1	30	91	22	113	38
9:30 AM - 9:45 AM	7	7	14	4	2	6	6	3	9	15	15	30	36	3	39	22	4	26	90	34	124	41
9:45 AM - 10:00 AM	6	8	14	5	4	9	2	0	2	11	20	31	24	5	29	23	7	30	71	44	115	38
4:00 PM - 4:15 PM	1	5	6	2	12	14	2	14	16	5	34	39	3	26	29	11	29	40	24	120	144	48
4:15 PM - 4:30 PM	2	6	8	1	8	9	2	8	10	8	12	20	5	21	26	8	32	40	26	87	113	38
4:30 PM - 4:45 PM	2	6	8	1	8	9	0	3	3	19	26	45	16	27	43	19	21	40	57	91	148	49
4:45 PM - 5:00 PM	2	2	4	0	4	4	0	9	9	14	26	40	8	28	36	12	23	35	36	92	128	43
5:00 PM - 5:15 PM	0	7	7	0	0	0	2	7	9	9	20	29	9	13	22	11	25	36	31	72	103	34
5:15 PM - 5:30 PM	1	2	3	0	1	1	1	5	6	11	23	34	18	23	41	12	16	28	43	70	113	38
5:30 PM - 5:45 PM	2	3	5	0	12	12	0	9	9	12	23	35	15	11	26	8	23	31	37	81	118	39
5:45 PM - 6:00 PM	3	1	4	1	3	4	1	7	8	25	17	42	21	14	35	24	8	32	75	50	125	42
6:00 PM - 6:15 PM	0	1	1	2	5	7	2	8	10	24	14	38	22	17	39	16	18	34	66	63	129	43
6:15 PM - 6:30 PM	1	0	1	2	6	8	1	7	8	24	20	44	20	9	29	18	18	36	66	60	126	42
6:30 PM - 6:45 PM	1	3	4	1	3	4	0	1	1	17	17	34	2	15	17	9	16	25	30	55	85	28
6:45 PM - 7:00 PM	0	0	0	0	5	5	1	4	5	10	15	25	7	12	19	13	13	26	31	49	80	27
7:00 PM - 7:15 PM	1	0	1	1	3	4	0	1	1	4	14	18	1	7	8	1	12	13	8	37	45	15
7:15 PM - 7:30 PM	2	3	5	0	6	6	0	3	3	3	11	14	6	8	14	2	13	15	13	44	57	19
7:30 PM - 7:45 PM	1	3	4	2	3	5	0	1	1	1	22	23	3	14	17	4	12	16	11	55	66	22
7:45 PM - 8:00 PM	1	3	4	0	4	4	0	4	4	3	17	20	4	12	16	3	13	16	11	53	64	21
Total	91	91	182	83	122	205	71	123	194	690	400	1090	632	316	948	633	352	985	2200	1404	3604	1201
One Hour Volumes																						
6:00 AM - 7:00 AM	19	7	26	20	5	25	17	5	22	165	19	184	144	19	163	133	16	149	498	71	569	190
6:15 AM - 7:15 AM	23	13	36	24	9	33	21	7	28	150	15	165	143	17	160	131	16	147	492	77	569	190
6:30 AM - 7:30 AM	22	17	39	22	10	32	21	8	29	151	14	165	126	18	144	131	16	147	473	83	556	185
6:45 AM - 7:45 AM	15	14	29	19	14	33	22	7	29	133	11	144	124	16	140	122	17	139	435	79	514	171
7:00 AM - 8:00 AM	15	13	28	15	14	29	14	10	24	111	12	123	110	16	126	109	17	126	374	82	456	152
7:15 AM - 8:15 AM	11	9	20	10	13	23	11	12	23	117	11	128	103	12	115	120	18	138	372	75	447	149
7:30 AM - 8:30 AM	11	5	16	8	11	19	10	10	20	111	9	120	115	10	125	119	19	138	374	64	438	146
7:45 AM - 8:45 AM	12	4	16	10	7	17	9	13	22	121	9	130	117	12	129	119	16	135	388	61	449	150
8:00 AM - 9:00 AM	17	4	21	18	6	24	13	11	24	128	12	140	110	10	120	110	14	124	396	57	453	151
8:15 AM - 9:15 AM	16	5	21	20	6	26	15	9	24	142	12	154	103	11	114	108	9	117	404	52	456	152
8:30 AM - 9:30 AM	18	7	25	24	10	34	17	8	25	139	19	158	101	12	113	112	6	118	411	62	473	158
8:45 AM - 9:45 AM	22	14	36	22	11	33	20	7	27	122	30	152	108	10	118	109	9	118	403	81	484	161
9:00 AM - 10:00 AM	20	22	42	17	14	31	15	6	21	97	46	143	108	14	122	110	13	123	367	115	482	161
4:00 PM - 5:00 PM	7	19	26	4	32	36	4	34	38	46	98	144	32	102	134	50	105	155	143	390	533	178
4:15 PM - 5:15 PM	6	21	27	2	20	22	4	27	31	50	84	134	38	89	127	50	101	151	150	342	492	164
4:30 PM - 5:30 PM	5	17	22	1	13	14	3	24	27	53	95	148	51	91	142	54	85	139	167	325	492	164
4:45 PM - 5:45 PM	5	14	19	0	17	17	3	30	33	46	92	138	50	75	125	43	87	130	147	315	462	154
5:00 PM - 6:00 PM	6	13	19	1	16	17	4	28	32	57	83	140	63	61	124	55	72	127	186	273	459	153
5:15 PM - 6:15 PM	6	7	13	3	21	24	4	29	33	72	77	149	76	65	141	60	65	125	221	264	485	162
5:30 PM - 6:30 PM	6	5	11	5	26	31	4	31	35	85	74	159	78	51	129	66	67	133	244	254	498	166
5:45 PM - 6:45 PM	5	5	10	6	17	23	4	23	27	90	68	158	65	55	120	67	60	127	237	228	465	155
6:00 PM - 7:00 PM	2	4	6	5	19	24	4	20	24	75	66	141	51	53	104	56	65	121	193	227	420	140
6:15 PM - 7:15 PM	3	3	6	4	17	21	2	13	15	55	66	121	30	43	73	41	59	100	135	201	336	112
6:30 PM - 7:30 PM	4	6	10	2	17	19	1	9	10	34	57	91	16	42	58	25	54	79	82	185	267	89
6:45 PM - 7:45 PM	4	6	10	3	17	20	1	9	10	18	62	80	17	41	58	20	50	70	63	185	248	83
7:00 PM - 8:00 PM	5	9	14	3	16	19	0	9	9	11	64	75	14	41	55	10	50	60	43	189	232	77

2024 Georgetown University Fall Transportation Monitoring Study
Lot E (Med/Dental)
9/17/24-9/19/24
GU - Trip Gen

Time Period	Lot E Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Both Entrances Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	3	0	3	0	1	1	2	0	2	5	1	6	2
6:15 AM - 6:30 AM	2	0	2	0	0	0	0	1	1	2	1	3	1
6:30 AM - 6:45 AM	2	1	3	2	0	2	0	0	0	4	1	5	2
6:45 AM - 7:00 AM	3	1	4	0	0	0	0	0	0	3	1	4	1
7:00 AM - 7:15 AM	0	2	2	1	2	3	1	1	2	2	5	7	2
7:15 AM - 7:30 AM	2	0	2	1	0	1	2	0	2	5	0	5	2
7:30 AM - 7:45 AM	2	0	2	1	1	2	0	2	2	3	3	6	2
7:45 AM - 8:00 AM	4	4	8	2	1	3	1	1	2	7	6	13	4
8:00 AM - 8:15 AM	3	1	4	3	0	3	0	1	1	6	2	8	3
8:15 AM - 8:30 AM	1	1	2	4	2	6	1	0	1	6	3	9	3
8:30 AM - 8:45 AM	5	0	5	0	0	0	2	0	2	7	0	7	2
8:45 AM - 9:00 AM	2	0	2	5	1	6	8	1	9	15	2	17	6
9:00 AM - 9:15 AM	5	0	5	4	1	5	4	1	5	13	2	15	5
9:15 AM - 9:30 AM	7	4	11	5	2	7	6	0	6	18	6	24	8
9:30 AM - 9:45 AM	4	2	6	4	0	4	3	0	3	11	2	13	4
9:45 AM - 10:00 AM	2	1	3	5	4	9	5	1	6	12	6	18	6
4:00 PM - 4:15 PM	0	3	3	3	3	6	0	3	3	3	9	12	4
4:15 PM - 4:30 PM	1	0	1	0	1	1	1	1	2	2	2	4	1
4:30 PM - 4:45 PM	1	2	3	0	0	0	1	4	5	2	6	8	3
4:45 PM - 5:00 PM	0	2	2	0	3	3	1	5	6	1	10	11	4
5:00 PM - 5:15 PM	2	3	5	2	3	5	2	4	6	6	10	16	5
5:15 PM - 5:30 PM	2	4	6	1	2	3	1	5	6	4	11	15	5
5:30 PM - 5:45 PM	0	3	3	1	0	1	2	3	5	3	6	9	3
5:45 PM - 6:00 PM	2	4	6	0	5	5	2	3	5	4	12	16	5
6:00 PM - 6:15 PM	0	2	2	0	3	3	0	1	1	0	6	6	2
6:15 PM - 6:30 PM	1	1	2	2	2	4	0	4	4	3	7	10	3
6:30 PM - 6:45 PM	0	0	0	1	1	2	1	0	1	2	1	3	1
6:45 PM - 7:00 PM	1	1	2	0	3	3	1	1	2	2	5	7	2
7:00 PM - 7:15 PM	0	2	2	0	0	0	1	0	1	1	2	3	1
7:15 PM - 7:30 PM	1	1	2	0	1	1	0	0	0	1	2	3	1
7:30 PM - 7:45 PM	1	1	2	1	4	5	1	2	3	3	7	10	3
7:45 PM - 8:00 PM	1	0	1	3	2	5	1	1	2	5	3	8	3
Total	60	46	106	51	48	99	50	46	96	161	140	301	100
One Hour Volumes													
6:00 AM - 7:00 AM	10	2	12	2	1	3	2	1	3	14	4	18	6
6:15 AM - 7:15 AM	7	4	11	3	2	5	1	2	3	11	8	19	6
6:30 AM - 7:30 AM	7	4	11	4	2	6	3	1	4	14	7	21	7
6:45 AM - 7:45 AM	7	3	10	3	3	6	3	3	6	13	9	22	7
7:00 AM - 8:00 AM	8	6	14	5	4	9	4	4	8	17	14	31	10
7:15 AM - 8:15 AM	11	5	16	7	2	9	3	4	7	21	11	32	11
7:30 AM - 8:30 AM	10	6	16	10	4	14	2	4	6	22	14	36	12
7:45 AM - 8:45 AM	13	6	19	9	3	12	4	2	6	26	11	37	12
8:00 AM - 9:00 AM	11	2	13	12	3	15	11	2	13	34	7	41	14
8:15 AM - 9:15 AM	13	1	14	13	4	17	15	2	17	41	7	48	16
8:30 AM - 9:30 AM	19	4	23	14	4	18	20	2	22	53	10	63	21
8:45 AM - 9:45 AM	18	6	24	18	4	22	21	2	23	57	12	69	23
9:00 AM - 10:00 AM	18	7	25	18	7	25	18	2	20	54	16	70	23
4:00 PM - 5:00 PM	2	7	9	3	7	10	3	13	16	8	27	35	12
4:15 PM - 5:15 PM	4	7	11	2	7	9	5	14	19	11	28	39	13
4:30 PM - 5:30 PM	5	11	16	3	8	11	5	18	23	13	37	50	17
4:45 PM - 5:45 PM	4	12	16	4	8	12	6	17	23	14	37	51	17
5:00 PM - 6:00 PM	6	14	20	4	10	14	7	15	22	17	39	56	19
5:15 PM - 6:15 PM	4	13	17	2	10	12	5	12	17	11	35	46	15
5:30 PM - 6:30 PM	3	10	13	3	10	13	4	11	15	10	31	41	14
5:45 PM - 6:45 PM	3	7	10	3	11	14	3	8	11	9	26	35	12
6:00 PM - 7:00 PM	2	4	6	3	9	12	2	6	8	7	19	26	9
6:15 PM - 7:15 PM	2	4	6	3	6	9	3	5	8	8	15	23	8
6:30 PM - 7:30 PM	2	4	6	1	5	6	3	1	4	6	10	16	5
6:45 PM - 7:45 PM	3	5	8	1	8	9	3	3	6	7	16	23	8
7:00 PM - 8:00 PM	3	4	7	4	7	11	3	3	6	10	14	24	8

2024 Georgetown University Fall Transportation Monitoring Study
Lot G (New Research Bldg)
9/17/24-9/19/24
GU - Trip Gen

Time Period	Lot G Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Lot G Totals Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	3	1	4	2	2	4	1	1	2	6	4	10	3
6:15 AM - 6:30 AM	0	1	1	0	0	0	0	0	0	0	1	1	0
6:30 AM - 6:45 AM	1	1	2	2	1	3	0	0	0	3	2	5	2
6:45 AM - 7:00 AM	1	1	2	1	1	2	2	3	5	4	5	9	3
7:00 AM - 7:15 AM	2	3	5	1	1	2	3	2	5	6	6	12	4
7:15 AM - 7:30 AM	1	0	1	1	0	1	1	1	2	3	1	4	1
7:30 AM - 7:45 AM	1	0	1	2	5	7	0	0	0	3	5	8	3
7:45 AM - 8:00 AM	2	3	5	0	3	3	0	0	0	2	6	8	3
8:00 AM - 8:15 AM	4	2	6	2	1	3	2	1	3	8	4	12	4
8:15 AM - 8:30 AM	3	4	7	1	1	2	2	2	4	6	7	13	4
8:30 AM - 8:45 AM	3	5	8	1	1	2	2	3	5	6	9	15	5
8:45 AM - 9:00 AM	1	2	3	4	2	6	2	1	3	7	5	12	4
9:00 AM - 9:15 AM	4	3	7	2	1	3	2	0	2	8	4	12	4
9:15 AM - 9:30 AM	3	2	5	0	1	1	3	2	5	6	5	11	4
9:30 AM - 9:45 AM	6	2	8	2	2	4	3	1	4	11	5	16	5
9:45 AM - 10:00 AM	5	4	9	0	2	2	3	4	7	8	10	18	6
4:00 PM - 4:15 PM	2	3	5	5	1	6	2	1	3	9	5	14	5
4:15 PM - 4:30 PM	3	3	6	2	4	6	5	2	7	10	9	19	6
4:30 PM - 4:45 PM	3	2	5	1	1	2	0	4	4	4	7	11	4
4:45 PM - 5:00 PM	3	6	9	0	0	0	1	2	3	4	8	12	4
5:00 PM - 5:15 PM	0	2	2	2	2	4	2	0	2	4	4	8	3
5:15 PM - 5:30 PM	1	1	2	2	1	3	1	3	4	4	5	9	3
5:30 PM - 5:45 PM	3	3	6	1	3	4	1	1	2	5	7	12	4
5:45 PM - 6:00 PM	6	5	11	4	1	5	0	0	0	10	6	16	5
6:00 PM - 6:15 PM	2	2	4	0	3	3	2	2	4	4	7	11	4
6:15 PM - 6:30 PM	1	2	3	0	0	0	0	0	0	1	2	3	1
6:30 PM - 6:45 PM	0	0	0	1	0	1	1	1	2	2	1	3	1
6:45 PM - 7:00 PM	4	1	5	0	0	0	1	1	2	5	2	7	2
7:00 PM - 7:15 PM	0	2	2	1	2	3	0	0	0	1	4	5	2
7:15 PM - 7:30 PM	2	2	4	0	0	0	2	1	3	4	3	7	2
7:30 PM - 7:45 PM	3	2	5	1	0	1	0	3	3	4	5	9	3
7:45 PM - 8:00 PM	0	2	2	2	3	5	1	0	1	3	5	8	3
Total	73	72	145	43	45	88	45	42	87	161	159	320	107
One Hour Volumes													
6:00 AM - 7:00 AM	5	4	9	5	4	9	3	4	7	13	12	25	8
6:15 AM - 7:15 AM	4	6	10	4	3	7	5	5	10	13	14	27	9
6:30 AM - 7:30 AM	5	5	10	5	3	8	6	6	12	16	14	30	10
6:45 AM - 7:45 AM	5	4	9	5	7	12	6	6	12	16	17	33	11
7:00 AM - 8:00 AM	6	6	12	4	9	13	4	3	7	14	18	32	11
7:15 AM - 8:15 AM	8	5	13	5	9	14	3	2	5	16	16	32	11
7:30 AM - 8:30 AM	10	9	19	5	10	15	4	3	7	19	22	41	14
7:45 AM - 8:45 AM	12	14	26	4	6	10	6	6	12	22	26	48	16
8:00 AM - 9:00 AM	11	13	24	8	5	13	8	7	15	27	25	52	17
8:15 AM - 9:15 AM	11	14	25	8	5	13	8	6	14	27	25	52	17
8:30 AM - 9:30 AM	11	12	23	7	5	12	9	6	15	27	23	50	17
8:45 AM - 9:45 AM	14	9	23	8	6	14	10	4	14	32	19	51	17
9:00 AM - 10:00 AM	18	11	29	4	6	10	11	7	18	33	24	57	19
4:00 PM - 5:00 PM	11	14	25	8	6	14	8	9	17	27	29	56	19
4:15 PM - 5:15 PM	9	13	22	5	7	12	8	8	16	22	28	50	17
4:30 PM - 5:30 PM	7	11	18	5	4	9	4	9	13	16	24	40	13
4:45 PM - 5:45 PM	7	12	19	5	6	11	5	6	11	17	24	41	14
5:00 PM - 6:00 PM	10	11	21	9	7	16	4	4	8	23	22	45	15
5:15 PM - 6:15 PM	12	11	23	7	8	15	4	6	10	23	25	48	16
5:30 PM - 6:30 PM	12	12	24	5	7	12	3	3	6	20	22	42	14
5:45 PM - 6:45 PM	9	9	18	5	4	9	3	3	6	17	16	33	11
6:00 PM - 7:00 PM	7	5	12	1	3	4	4	4	8	12	12	24	8
6:15 PM - 7:15 PM	5	5	10	2	2	4	2	2	4	9	9	18	6
6:30 PM - 7:30 PM	6	5	11	2	2	4	4	3	7	12	10	22	7
6:45 PM - 7:45 PM	9	7	16	2	2	4	3	5	8	14	14	28	9
7:00 PM - 8:00 PM	5	8	13	4	5	9	3	4	7	12	17	29	10

2024 Georgetown University Fall Transportation Monitoring Study
Lot Y (Yates)
9/17/24-9/19/24
GU - Trip Gen

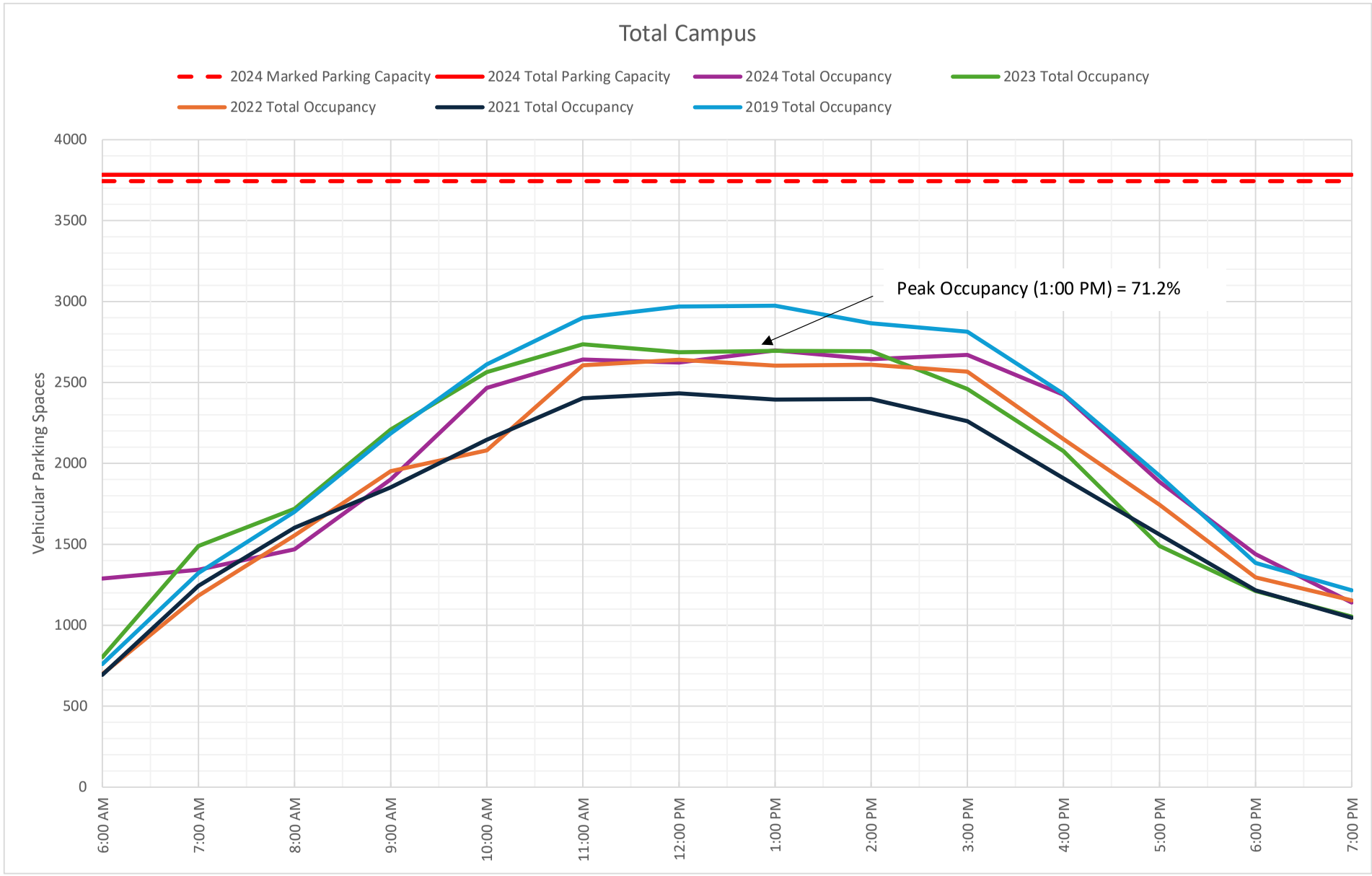
Time Period	Lot Y (Yates) Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Lot Y Totals Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	4	1	5	2	0	2	1	0	1	7	1	8	3
6:15 AM - 6:30 AM	1	1	2	1	0	1	0	0	0	2	1	3	1
6:30 AM - 6:45 AM	3	0	3	0	0	0	0	0	0	3	0	3	1
6:45 AM - 7:00 AM	0	0	0	1	0	1	0	0	0	1	0	1	0
7:00 AM - 7:15 AM	2	0	2	1	1	2	0	1	1	3	2	5	2
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	1	0	1	4	2	6	0	2	2	5	4	9	3
7:45 AM - 8:00 AM	3	2	5	2	1	3	0	1	1	5	4	9	3
8:00 AM - 8:15 AM	0	1	1	1	1	2	0	1	1	1	3	4	1
8:15 AM - 8:30 AM	1	3	4	0	0	0	0	0	0	1	3	4	1
8:30 AM - 8:45 AM	1	1	2	0	0	0	0	0	0	1	1	2	1
8:45 AM - 9:00 AM	8	2	10	3	1	4	0	1	1	11	4	15	5
9:00 AM - 9:15 AM	5	2	7	2	2	4	0	2	2	7	6	13	4
9:15 AM - 9:30 AM	1	3	4	0	1	1	0	1	1	1	5	6	2
9:30 AM - 9:45 AM	5	1	6	2	0	2	0	0	0	7	1	8	3
9:45 AM - 10:00 AM	1	2	3	2	0	2	0	0	0	3	2	5	2
4:00 PM - 4:15 PM	1	2	3	0	1	1	0	1	1	1	4	5	2
4:15 PM - 4:30 PM	0	0	0	2	1	3	0	1	1	2	2	4	1
4:30 PM - 4:45 PM	0	0	0	1	2	3	0	2	2	1	4	5	2
4:45 PM - 5:00 PM	1	1	2	0	0	0	0	0	0	1	1	2	1
5:00 PM - 5:15 PM	4	1	5	0	1	1	1	0	1	5	2	7	2
5:15 PM - 5:30 PM	1	0	1	2	0	2	0	0	0	3	0	3	1
5:30 PM - 5:45 PM	4	2	6	2	0	2	0	0	0	6	2	8	3
5:45 PM - 6:00 PM	4	5	9	3	2	5	1	1	2	8	8	16	5
6:00 PM - 6:15 PM	1	4	5	4	2	6	1	1	2	6	7	13	4
6:15 PM - 6:30 PM	2	2	4	0	2	2	1	1	2	3	5	8	3
6:30 PM - 6:45 PM	0	2	2	0	2	2	2	0	2	2	4	6	2
6:45 PM - 7:00 PM	0	2	2	0	1	1	1	0	1	1	3	4	1
7:00 PM - 7:15 PM	3	3	6	3	2	5	0	2	2	6	7	13	4
7:15 PM - 7:30 PM	3	1	4	0	2	2	0	2	2	3	5	8	3
7:30 PM - 7:45 PM	2	2	4	1	2	3	1	1	2	4	5	9	3
7:45 PM - 8:00 PM	3	0	3	1	0	1	0	0	0	4	0	4	1
Total	65	46	111	40	29	69	9	21	30	114	96	210	70
One Hour Volumes													
6:00 AM - 7:00 AM	8	2	10	4	0	4	1	0	1	13	2	15	5
6:15 AM - 7:15 AM	6	1	7	3	1	4	0	1	1	9	3	12	4
6:30 AM - 7:30 AM	5	0	5	2	1	3	0	1	1	7	2	9	3
6:45 AM - 7:45 AM	3	0	3	6	3	9	0	3	3	9	6	15	5
7:00 AM - 8:00 AM	6	2	8	7	4	11	0	4	4	13	10	23	8
7:15 AM - 8:15 AM	4	3	7	7	4	11	0	4	4	11	11	22	7
7:30 AM - 8:30 AM	5	6	11	7	4	11	0	4	4	12	14	26	9
7:45 AM - 8:45 AM	5	7	12	3	2	5	0	2	2	8	11	19	6
8:00 AM - 9:00 AM	10	7	17	4	2	6	0	2	2	14	11	25	8
8:15 AM - 9:15 AM	15	8	23	5	3	8	0	3	3	20	14	34	11
8:30 AM - 9:30 AM	15	8	23	5	4	9	0	4	4	20	16	36	12
8:45 AM - 9:45 AM	19	8	27	7	4	11	0	4	4	26	16	42	14
9:00 AM - 10:00 AM	12	8	20	6	3	9	0	3	3	18	14	32	11
4:00 PM - 5:00 PM	2	3	5	3	4	7	0	4	4	5	11	16	5
4:15 PM - 5:15 PM	5	2	7	3	4	7	1	3	4	9	9	18	6
4:30 PM - 5:30 PM	6	2	8	3	3	6	1	2	3	10	7	17	6
4:45 PM - 5:45 PM	10	4	14	4	1	5	1	0	1	15	5	20	7
5:00 PM - 6:00 PM	13	8	21	7	3	10	2	1	3	22	12	34	11
5:15 PM - 6:15 PM	10	11	21	11	4	15	2	2	4	23	17	40	13
5:30 PM - 6:30 PM	11	13	24	9	6	15	3	3	6	23	22	45	15
5:45 PM - 6:45 PM	7	13	20	7	8	15	5	3	8	19	24	43	14
6:00 PM - 7:00 PM	3	10	13	4	7	11	5	2	7	12	19	31	10
6:15 PM - 7:15 PM	5	9	14	3	7	10	4	3	7	12	19	31	10
6:30 PM - 7:30 PM	6	8	14	3	7	10	3	4	7	12	19	31	10
6:45 PM - 7:45 PM	8	8	16	4	7	11	2	5	7	14	20	34	11
7:00 PM - 8:00 PM	11	6	17	5	6	11	1	5	6	17	17	34	11

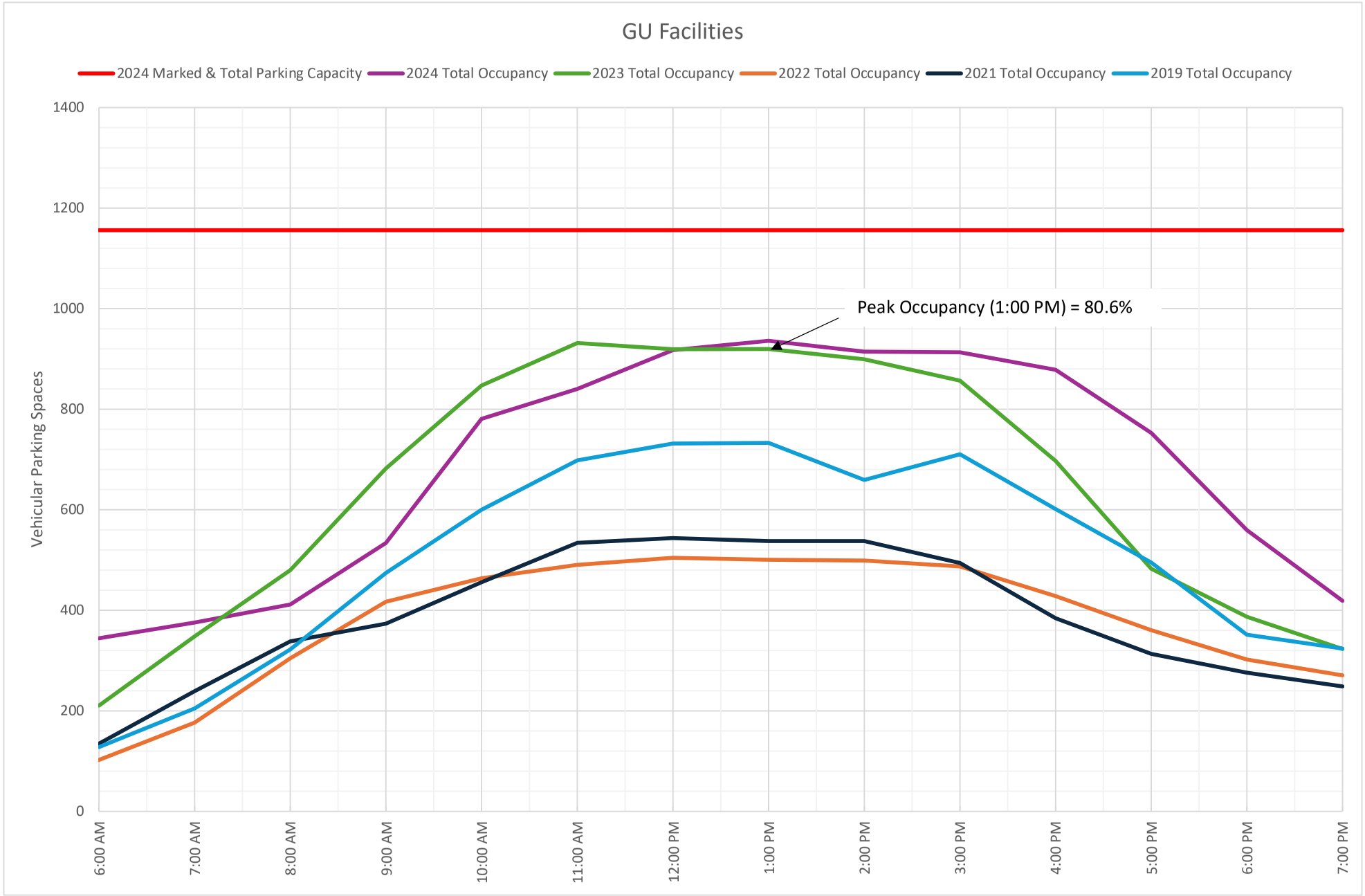
ATTACHMENT E
Leavey Survey Data

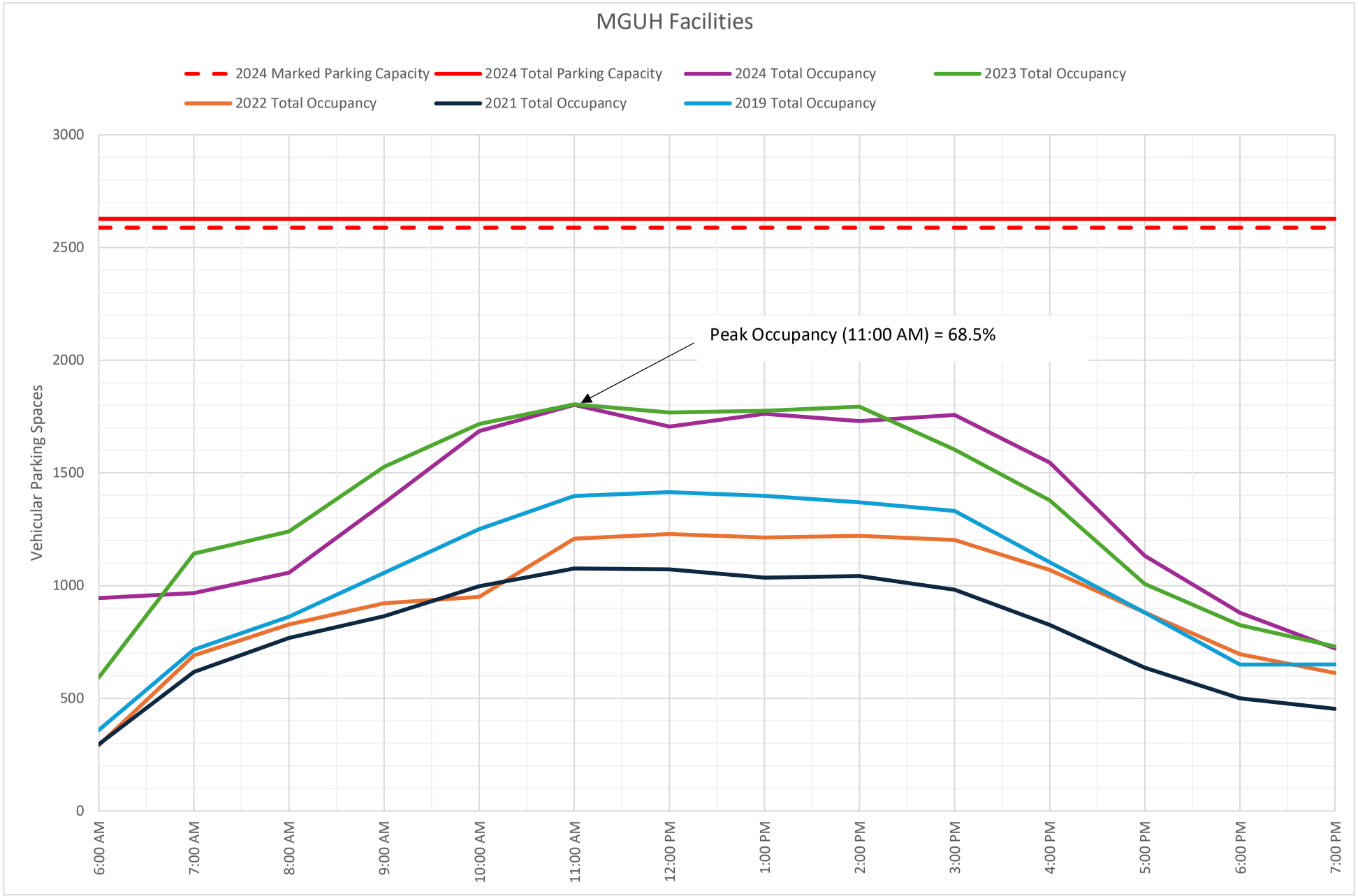
2024 Georgetown University Fall Transportation Monitoring Study
Results of Leavey Survey
9/17/24-9/19/24

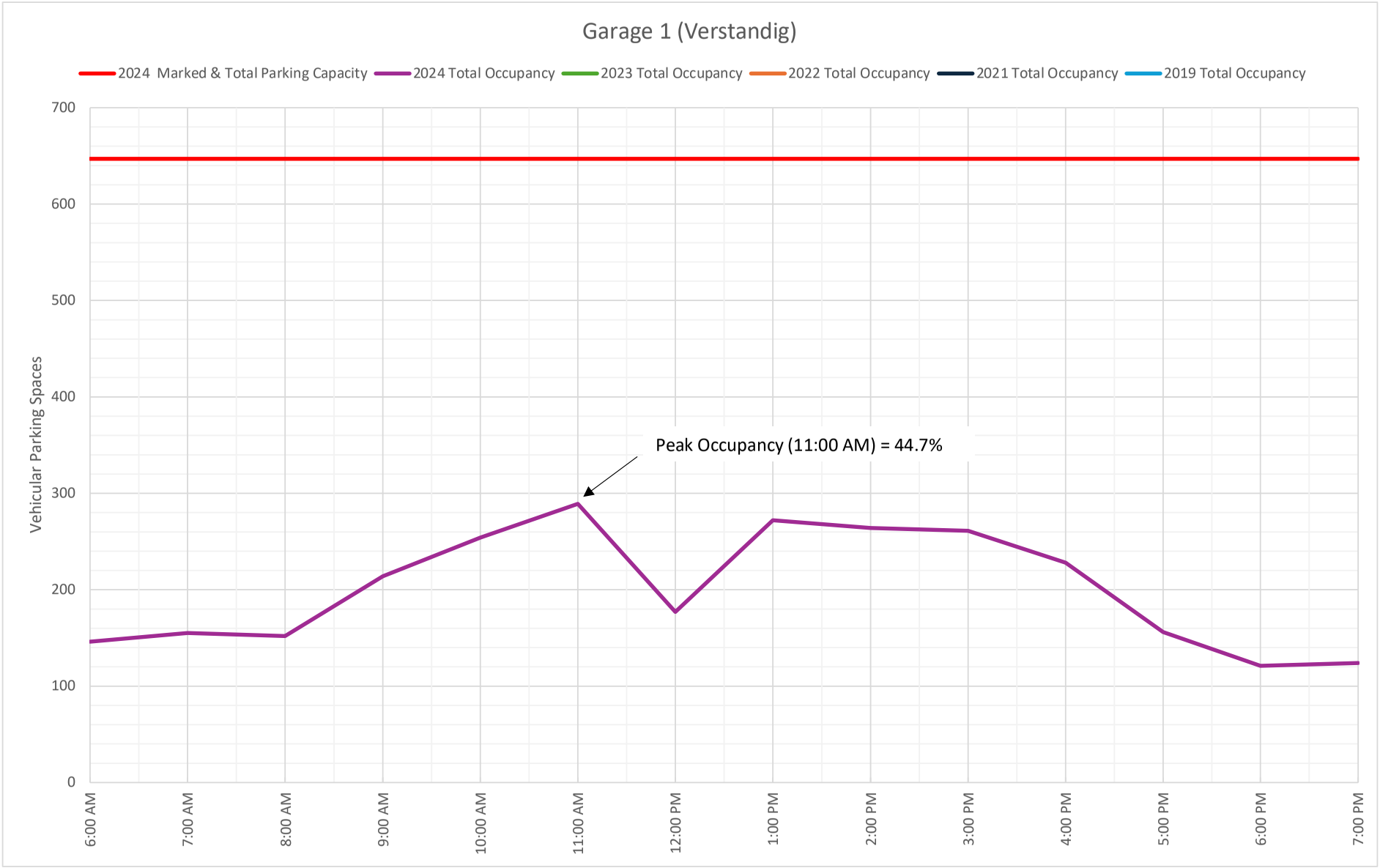
Time Period	Leavey Garage South Entrance														Leavey Garage East Entrance												Leavey Garage-Both Entrances				
	Tuesday			Wednesday			Thursday			Week Totals					Tuesday			Wednesday			Thursday			Week Totals				Week Totals			
	GU	MGUH	Total	GU	MGUH	Total	GU	MGUH	Total	GU	MGUH	Total	GU %	MGUH %	GU	MGUH	Total	GU	MGUH	Total	GU	MGUH	Total	GU	MGUH	Total	GU %	MGUH %	GU	MGUH	Total	GU %	MGUH %
15 Minute Volumes																																
6:00 AM - 6:15 AM	3	12	15	3	13	16	0	25	25	6	50	56	11%	89%	4	3	7	5	1	6	0	0	0	9	4	13	69%	31%	15	54	69	22%	78%
6:15 AM - 6:30 AM	2	13	15	0	34	34	3	40	43	5	87	92	5%	95%	2	6	8	5	0	5	2	0	2	9	6	15	60%	40%	14	93	107	13%	87%
6:30 AM - 6:45 AM	2	7	9	1	26	27	4	23	27	7	56	63	11%	89%	4	2	6	2	3	5	1	3	4	7	8	15	47%	53%	14	64	78	18%	82%
6:45 AM - 7:00 AM	2	17	19	2	30	32	4	32	36	8	79	87	9%	91%	2	5	7	6	1	7	2	3	5	10	9	19	53%	47%	18	88	106	17%	83%
7:00 AM - 7:15 AM	8	16	24	4	40	44	4	29	33	16	85	101	16%	84%	8	4	12	3	3	6	3	5	8	14	12	26	54%	46%	30	97	127	24%	76%
7:15 AM - 7:30 AM	4	13	17	4	32	36	3	40	43	11	85	96	11%	89%	5	3	8	5	8	13	4	5	9	14	16	30	47%	53%	25	101	126	20%	80%
7:30 AM - 7:45 AM	3	12	15	7	30	37	8	35	43	18	77	95	19%	81%	1	6	7	3	4	7	1	5	6	5	15	20	25%	75%	23	92	115	20%	80%
7:45 AM - 8:00 AM	1	13	14	18	29	47	7	29	36	26	71	97	27%	73%	2	8	10	1	6	7	1	5	6	4	19	23	17%	83%	30	90	120	25%	75%
8:00 AM - 8:15 AM	4	4	8	3	27	30	4	34	38	11	65	76	14%	86%	1	4	5	3	5	8	3	1	4	7	10	17	41%	59%	18	75	93	19%	81%
8:15 AM - 8:30 AM	6	9	15	6	18	24	11	26	37	23	53	76	30%	70%	3	0	3	0	1	1	1	3	4	4	4	8	50%	50%	27	57	84	32%	68%
8:30 AM - 8:45 AM	3	8	11	5	15	20	8	17	25	16	40	56	29%	71%	2	4	6	2	2	4	3	2	5	7	8	15	47%	53%	23	48	71	32%	68%
8:45 AM - 9:00 AM	9	8	17	7	20	27	8	27	35	24	55	79	30%	70%	1	2	3	1	2	3	2	1	3	4	5	9	44%	56%	28	60	88	32%	68%
9:00 AM - 9:15 AM	4	3	7	3	15	18	7	16	23	14	34	48	29%	71%	2	3	5	2	1	3	1	2	3	5	6	11	45%	55%	19	40	59	32%	68%
9:15 AM - 9:30 AM	4	10	14	6	14	20	6	10	16	16	34	50	32%	68%	4	2	6	9	3	12	2	4	6	15	9	24	63%	38%	31	43	74	42%	58%
9:30 AM - 9:45 AM	21	9	30	8	15	23	8	12	20	37	36	73	51%	49%	7	2	9	2	4	6	2	2	4	11	8	19	58%	42%	48	44	92	52%	48%
9:45 AM - 10:00 AM	11	11	22	9	9	18	12	14	26	32	34	66	48%	52%	6	3	9	4	0	4	3	1	4	13	4	17	76%	24%	45	38	83	54%	46%
4:00 PM - 4:15 PM	11	23	34	2	17	19	5	16	21	18	56	74	24%	76%	2	10	12	3	6	9	4	6	10	9	22	31	29%	71%	27	78	105	26%	74%
4:15 PM - 4:30 PM	14	17	31	3	23	26	4	25	29	21	65	86	24%	76%	4	6	10	4	3	7	5	4	9	13	13	26	50%	50%	34	78	112	30%	70%
4:30 PM - 4:45 PM	17	22	39	14	27	41	7	17	24	38	66	104	37%	63%	3	6	9	8	4	12	7	3	10	18	13	31	58%	42%	56	79	135	41%	59%
4:45 PM - 5:00 PM	14	22	36	13	28	41	8	15	23	35	65	100	35%	65%	4	12	16	5	5	10	5	6	11	14	23	37	38%	62%	49	88	137	36%	64%
5:00 PM - 5:15 PM	13	27	40	12	35	47	10	38	48	35	100	135	26%	74%	8	7	15	5	6	11	3	6	9	16	19	35	46%	54%	51	119	170	30%	70%
5:15 PM - 5:30 PM	16	25	41	6	31	37	7	34	41	29	90	119	24%	76%	7	4	11	6	7	13	8	2	10	21	13	34	62%	38%	50	103	153	33%	67%
5:30 PM - 5:45 PM	21	24	45	5	27	32	7	38	45	33	89	122	27%	73%	6	3	9	1	1	2	6	3	9	13	7	20	65%	35%	46	96	142	32%	68%
5:45 PM - 6:00 PM	8	24	32	9	33	42	8	29	37	25	86	111	23%	77%	1	3	4	1	0	1	1	2	3	3	5	8	38%	63%	28	91	119	24%	76%
6:00 PM - 6:15 PM	7	23	30	14	25	39	8	16	24	29	64	93	31%	69%	4	3	7	5	7	12	1	3	4	10	13	23	43%	57%	39	77	116	34%	66%
6:15 PM - 6:30 PM	5	21	26	12	25	37	7	21	28	24	67	91	26%	74%	1	3	4	0	4	4	4	4	8	5	11	16	31%	69%	29	78	107	27%	73%
6:30 PM - 6:45 PM	9	20	29	7	20	27	4	13	17	20	53	73	27%	73%	2	3	5	1	5	6	4	3	7	7	11	18	39%	61%	27	64	91	30%	70%
6:45 PM - 7:00 PM	5	20	25	7	18	25	4	14	18	16	52	68	24%	76%	1	1	2	3	4	7	3	3	6	7	8	15	47%	53%	23	60	83	28%	72%
7:00 PM - 7:15 PM	6	12	18	9	13	22	2	19	21	17	44	61	28%	72%	1	1	2	1	5	6	1	2	3	3	8	11	27%	73%	20	52	72	28%	72%
7:15 PM - 7:30 PM	0	14	14	9	19	28	4	8	12	13	41	54	24%	76%	0	1	1	1	2	3	1	1	2	2	4	6	33%	67%	15	45	60	25%	75%
7:30 PM - 7:45 PM	3	8	11	5	7	12	4	3	7	12	18	30	40%	60%	3	2	5	4	0	4	0	2	2	7	4	11	64%	36%	19	22	41	46%	54%
7:45 PM - 8:00 PM	6	7	13	2	14	16	3	6	9	11	27	38	29%	71%	3	0	3	0	2	2	0	0	0	3	2	5	60%	40%	14	29	43	33%	67%
Total	242	474	716	215	729	944	189	721	910	646	1924	2570	25%	75%	104	122	226	101	105	206	84	92	176	289	319	3178	9%	10%	935	2243	3178	29%	71%
One Hour Volumes																																
6:00 AM - 7:00 AM	9	49	58	6	103	109	11	120	131	26	272	298	9%	91%	12	16	28	18	5	23	5	6	11	35	27	62	56%	44%	61	299	360	17%	83%
6:15 AM - 7:15 AM	14	53	67	7	130	137	15	124	139	36	307	343	10%	90%	16	17	33	16	7	23	8	11	19	40	35	75	53%	47%	76	342	418	18%	82%
6:30 AM - 7:30 AM	16	53	69	11	128	139	15	124	139	42	305	347	12%	88%	19	14	33	16	15	31	10	16	26	45	45	90	50%	50%	87	350	437	20%	80%
6:45 AM - 7:45 AM	17	58	75	17	132	149	19	136	155	53	326	379	14%	86%	16	18	34	17	16	33	10	18	28	43	52	95	45%	55%	96	378	474	20%	80%
7:00 AM - 8:00 AM	16	54	70	33	131	164	22	133	155	71	318	389	18%	82%	16	21	37	12	21	33	9	20	29	37	62	99	37%	63%	108	380	488	22%	78%
7:15 AM - 8:15 AM	12	42	54	32	118	150	22	138	160	66	298	364	18%	82%	9	21	30	12	23	35	9	16	25	30	60	90	33%	67%	96	358	454	21%	79%
7:30 AM - 8:30 AM	14	38	52	34	104	138	30	124	154	78	266	344	23%	77%	7	18	25	7	16	23	6	14	20	20	48	68	29%	71%	98	314	412	24%	76%
7:45 AM - 8:45 AM	14	34	48	32	89	121	30	106	136	76	229	305	25%	75%	8	16	24	6	14	20	8	11	19	22	41	63	35%	65%	98	270	368	27%	73%
8:00 AM - 9:00 AM	22	29	51	21	80	101	31	104	135	74	213	287	26%	74%	7	10	17	6	10	16	9	7	16	22	27	49	45%	55%	96	240	336	29%	71%
8:15 AM - 9:15 AM	22	28	50	21	68	89	34	86	120	77	182	259	30%	70%	8	9	17	5	6	11	7	8	15	20	23	43	47%	53%	97	205	302	32%	68%
8:30 AM - 9:30 AM	20	29	49	21	64	85	29	70	99	70	163	233	30%	70%	9	11	20	14	8	22	8	9	17	31	28	59	53%	47%	101	191	292	35%	65%
8:45 AM - 9:45 AM	38	30	68	24	64	88	29	65	94	91	159	250	36%	64%	14	9	23	14	10	24	7	9	16	35	28	63	56%	44%	126	187	313	40%	60%
9:00 AM - 10:00 AM	40	33	73	26	53	79	33	52	85	99	138	237	42%	58%	19	10	29	17	8	25	8	9	17	44	27	71	62%	38%	143	165	308	46%	54%
4:00 PM - 5:00 PM	56	84	140	32	95	127	24	73	97	87	126	213	41%	59%	13	34	47	20	18	38	21	19	40	54	71	125	43%	57%	141	197	338	42%	58%
4:15 PM - 5:15 PM	58	88	146	42	113	155	29	95	124	71	155	226	31%	69%	19	31	50	22	18	40	20	19	39	61	68	129	47%	53%	132	223	355	37%	63%
4:30 PM - 5:30 PM	60	96	156	45	121	166	32	104	136	77	187	264	29%	71%	22	29	51	24	22	46	23	17	40	69	68	137	50%	50%	146	255	401	36%	64%
4:45 PM - 5:45 PM	64	98	162	36	121	157	32	125	157	112	252	364	31%	69%	25	26	51	17	19	36	22	17	39	64	62	126	51%	49%	176	314	490	36%	64%
5:00 PM - 6:00 PM	58	100	158	32	126	158	32	139	171	129	296	425	30%	70%	22	17	39	13	14	27	18	13	31	53	44	97	55%	45%	182	340	522	35%	65%
5:15 PM - 6:15 PM	52	96	148	34	116	150	30	117	147	137	321	458	30%	70%	18	13	31	13	15	28	16	10	26	47	38	85	55%	45%	184	359	543	34%	66%
5:30 PM - 6:30 PM	41	92	133	40	110	150	30	104	134	132	344	476	28%	72%	12	12	24	7	12	19	12	12	24	31	36	67	46%	54%	163	380	543	30%	70%
5:45 PM - 6:45 PM	29	88	117	42	103	145	27	79	106	122	365	487	25%	75%	8	12	20	7	16	23	10	12	22	25	40	65	38%	62%	147	405	552	27%	73%
6:00 PM - 7:00 PM	26	84	110	40	88	128	23	64	87	116	329	445	26%	74%	8	10	18	9	20	29	12	13	25	29	43	72	40%	60%	145	372	517	28%	72%
6:15 PM - 7:15 PM	25	73	98	35	76	111	17	67	84	111	306	417	27%	73%	5	8	13	5	18	23	12	12	24	22	38	60	37%	63%	133	344	477	28%	72%
6:30 PM - 7:30 PM	20	66	86	32	70	102	14	54	68	98	270	368	27%	73%	4	6	10	6	16	22	9	9	18	19	31	50	38%	62%	117	301	418	28%	72%
6:45 PM - 7:45 PM	14	54	68	30	57	87	14	44	58	89	236	325	27%	73%	5	5	10	9	11	20	5	8	13	19	24	43	44%	56%	108	260	368	29%	71%
7:00 PM - 8:00 PM	15	41	56	25	53	78	13	36	49	77	216	293	26%	74%	7	4	11	6	9	15	2	5	7	15	18	33	45%	55%	92	234	326	28%	72%

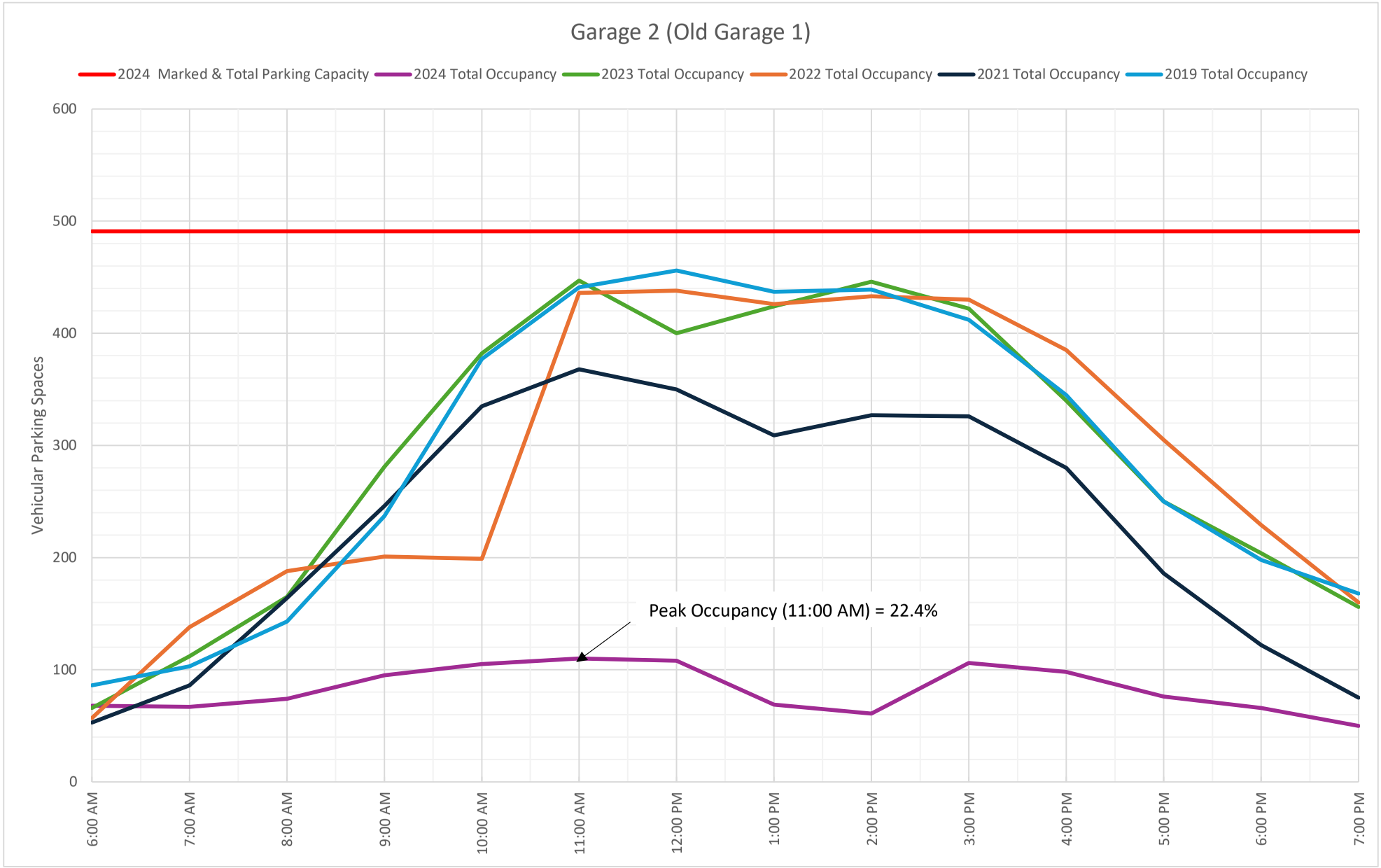
ATTACHMENT F
Parking Occupancy Data

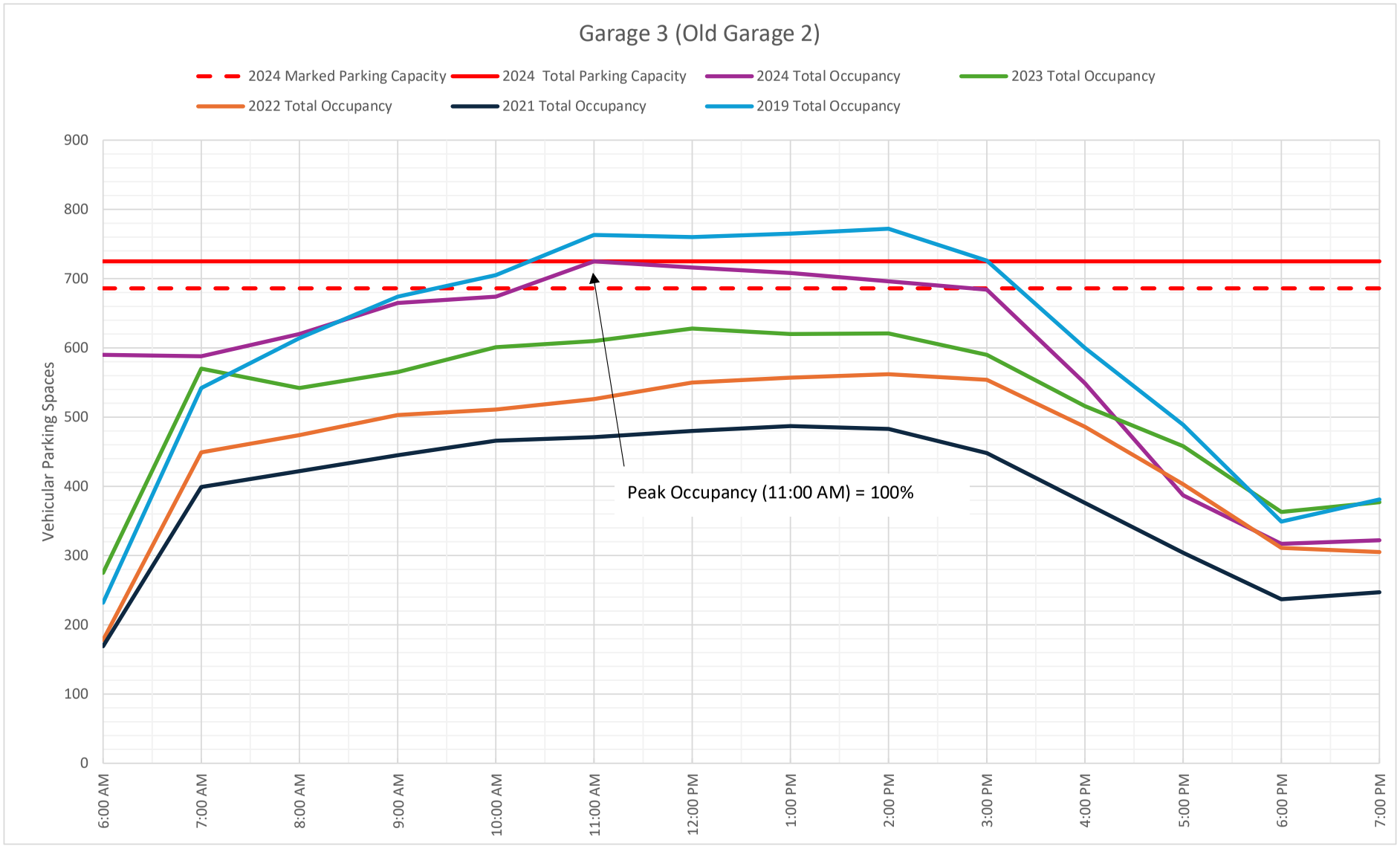

Total Campus
2024 Marked Parking Capacity
2024 Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Peak Occupancy (1:00 PM) = 71.2%
Vehicular Parking Spaces
4000
3500
3000
2500
2000
1500
1000
500
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

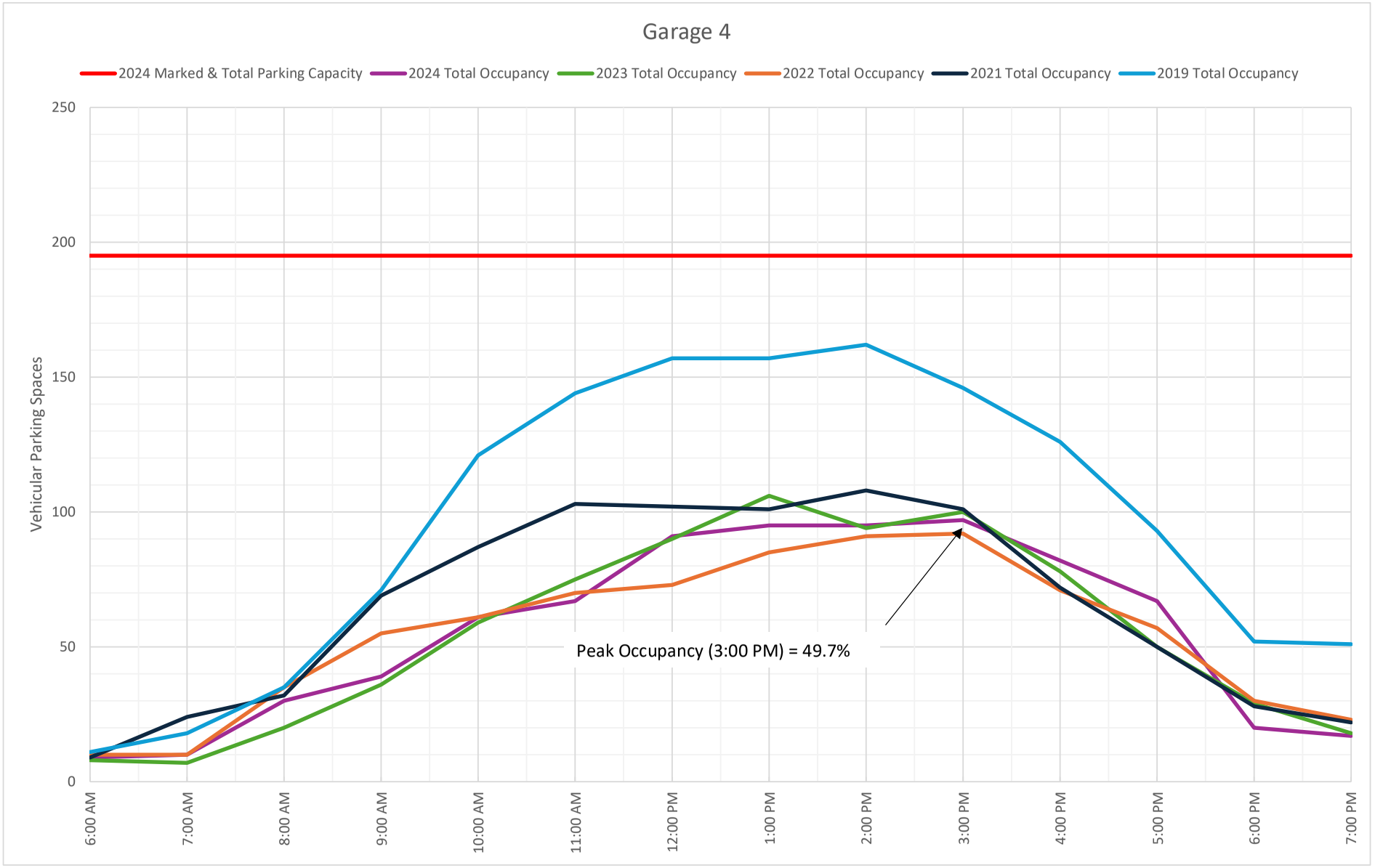

GU Facilities
2024 Marked & Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Vehicular Parking Spaces
1400
1200
1000
800
600
400
200
0
Peak Occupancy (1:00 PM) = 80.6%
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

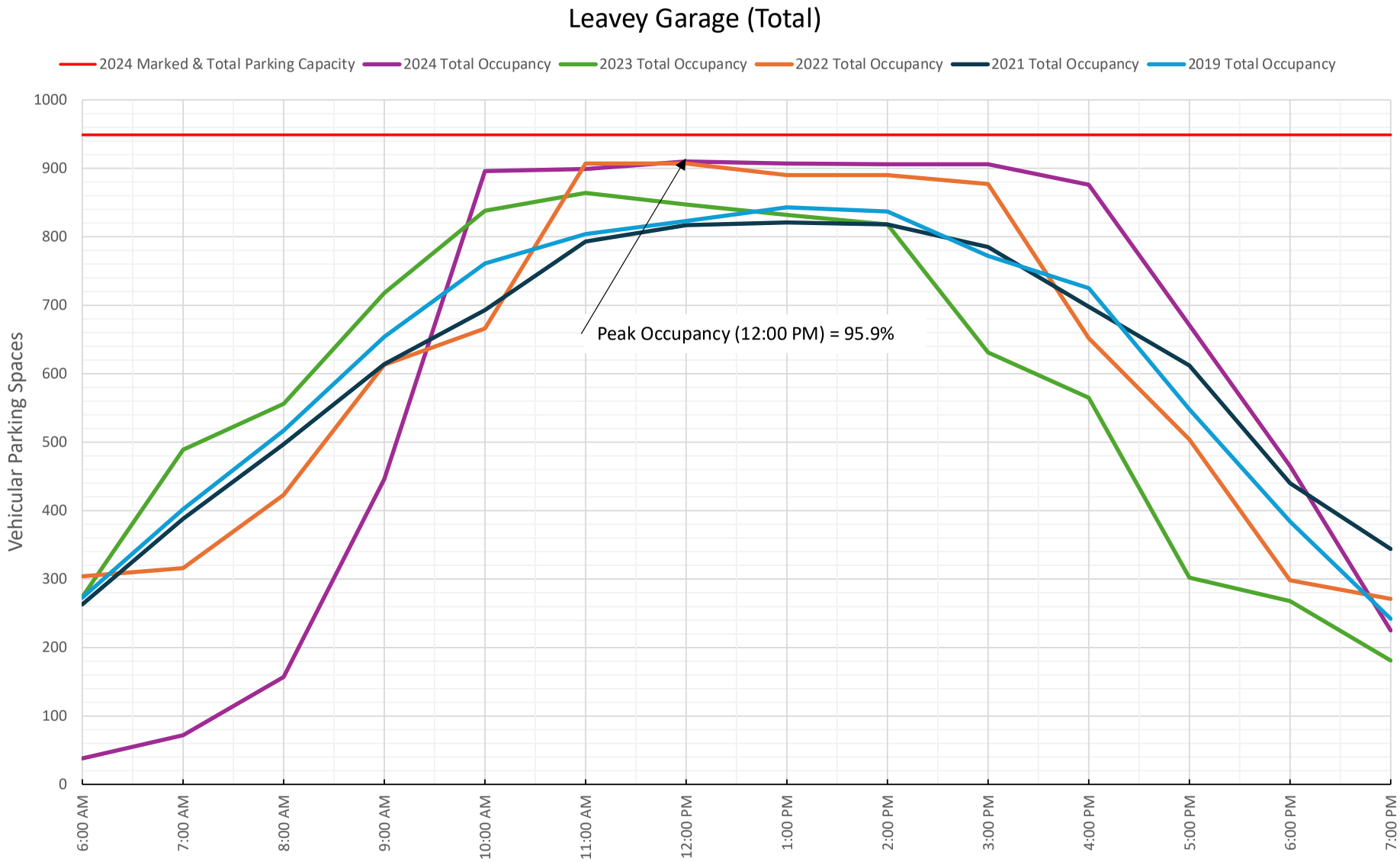

MGUH Facilities
2024 Marked Parking Capacity
2024 Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Peak Occupancy (11:00 AM) = 68.5%
Vehicular Parking Spaces
3000
2500
2000
1500
1000
500
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM


Garage 1 (Verstandig)
2024 Marked & Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Vehicular Parking Spaces
700
600
500
400
300
200
100
0
Peak Occupancy (11:00 AM) = 44.7%
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

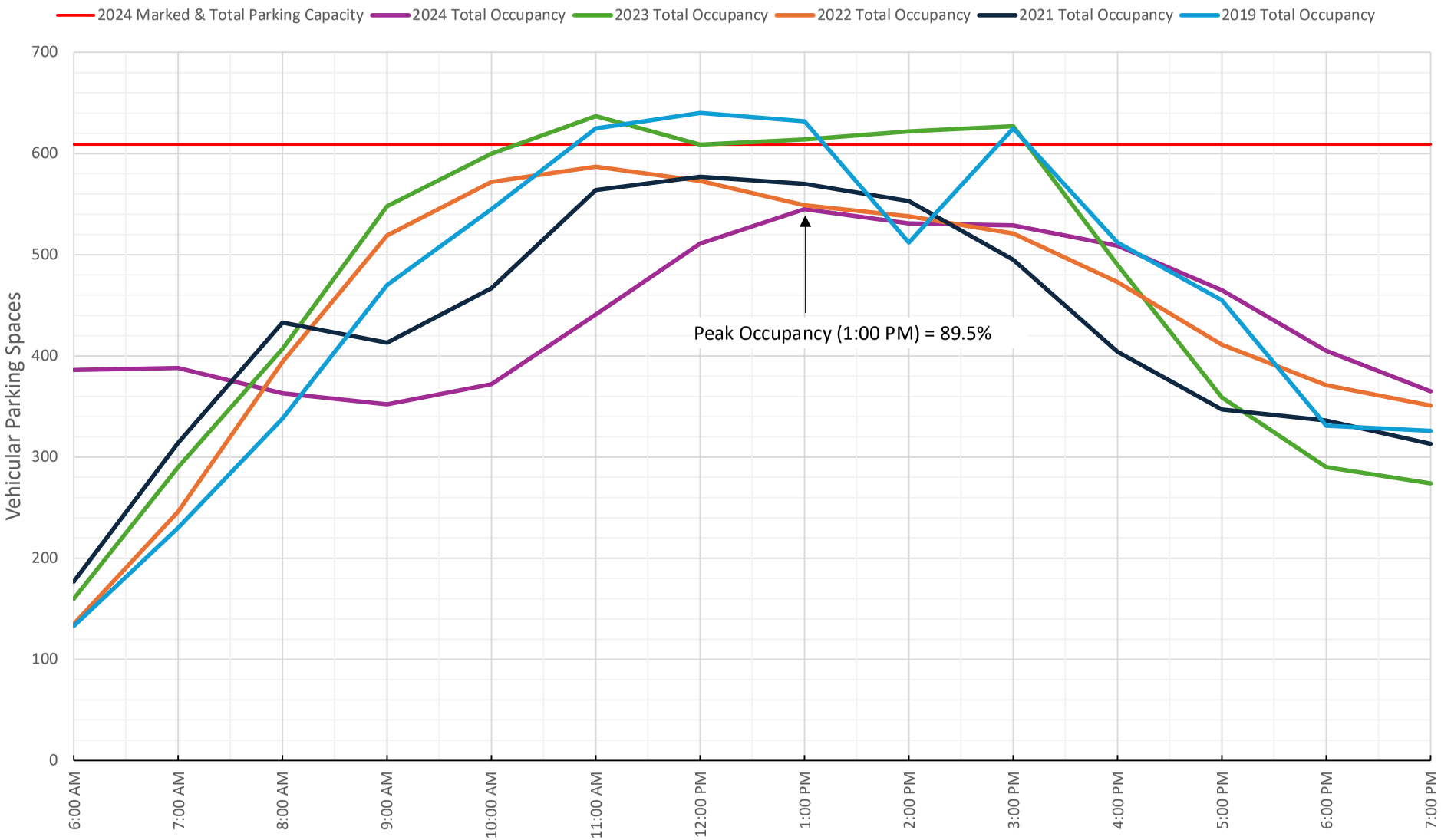

Garage 2 (Old Garage 1)
2024 Marked & Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Vehicular Parking Spaces
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Peak Occupancy (11:00 AM) = 22.4%


Garage 3 (Old Garage 2)
2024 Marked Parking Capacity
2024 Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Vehicular Parking Spaces
900
800
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Peak Occupancy (11:00 AM) = 100%

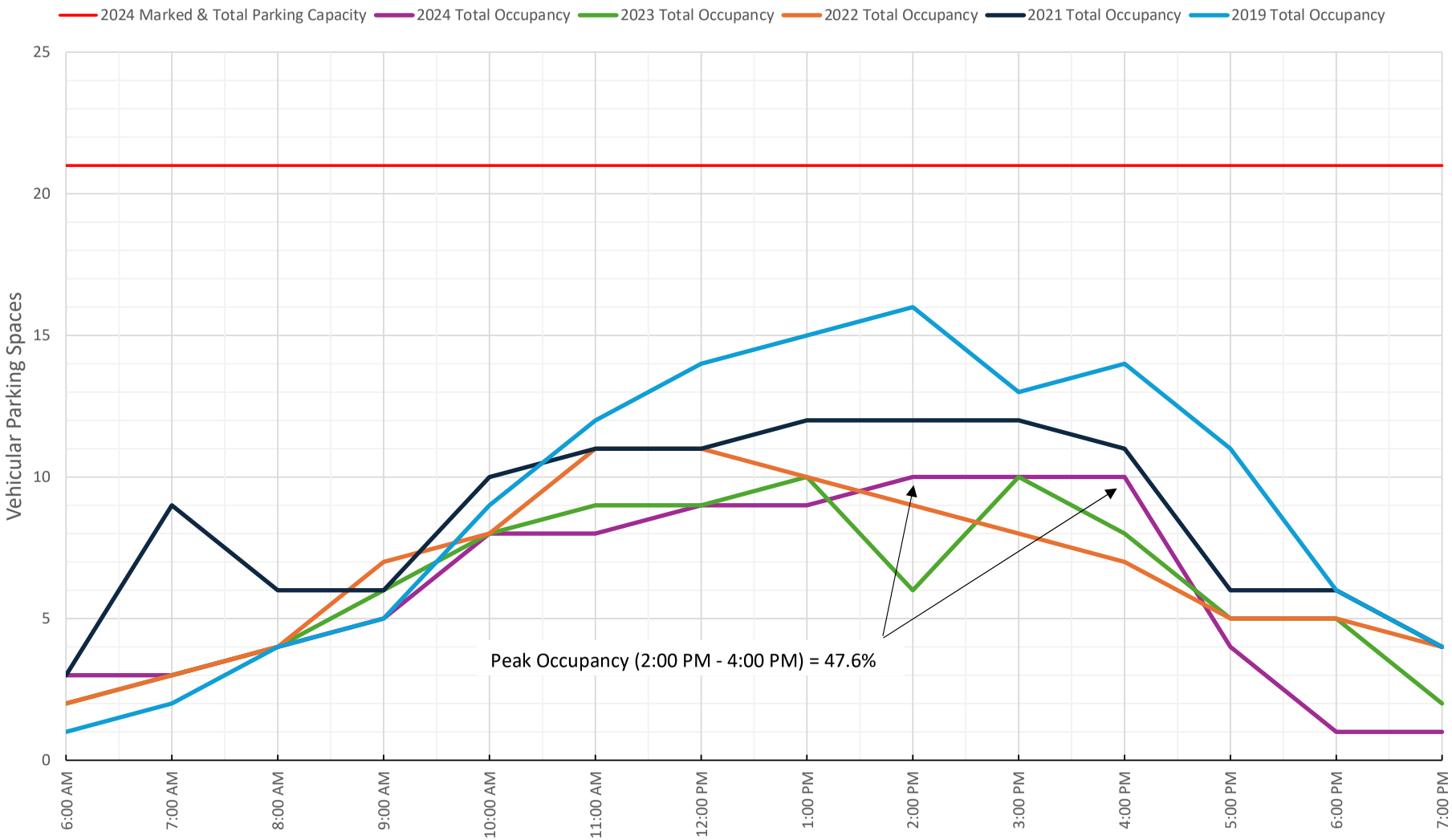

Garage 4
2024 Marked & Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Vehicular Parking Spaces
250
200
150
100
50
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Peak Occupancy (3:00 PM) = 49.7%


Leavey Garage (Total)
2024 Marked & Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Vehicular Parking Spaces
1000
900
800
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Peak Occupancy (12:00 PM) = 95.9%

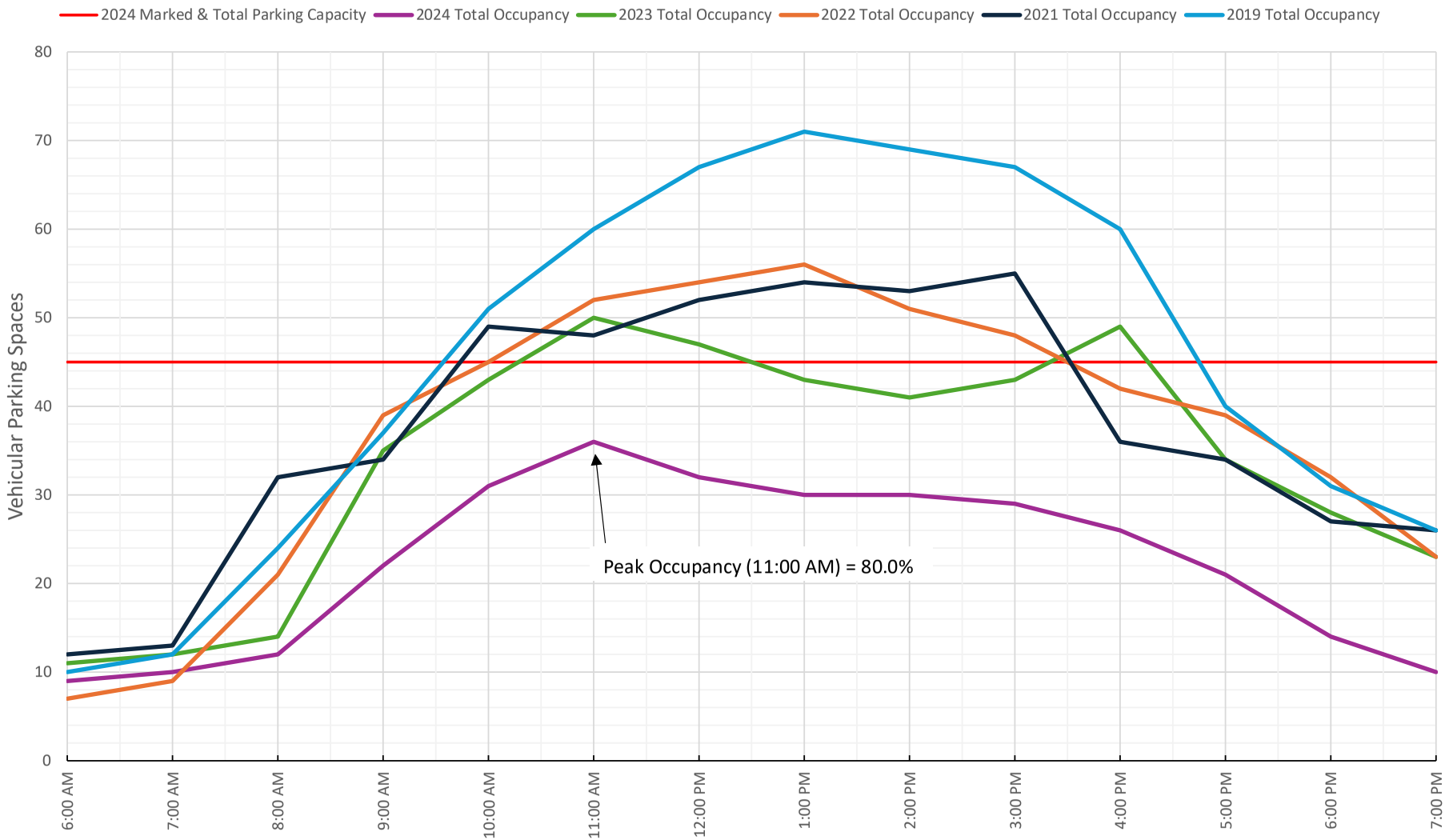
Southwest Garage



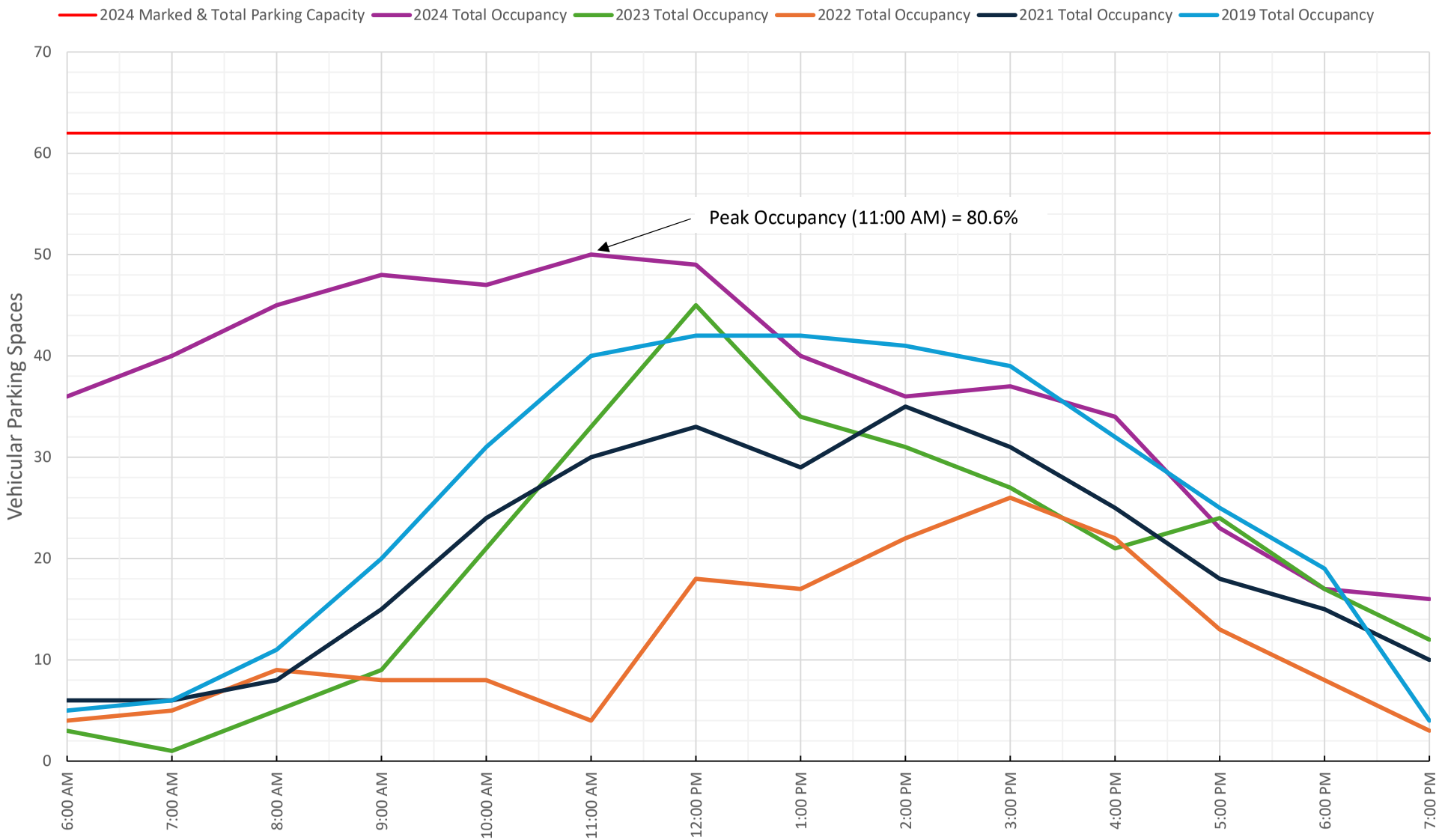
Lot 6 (Poulton)



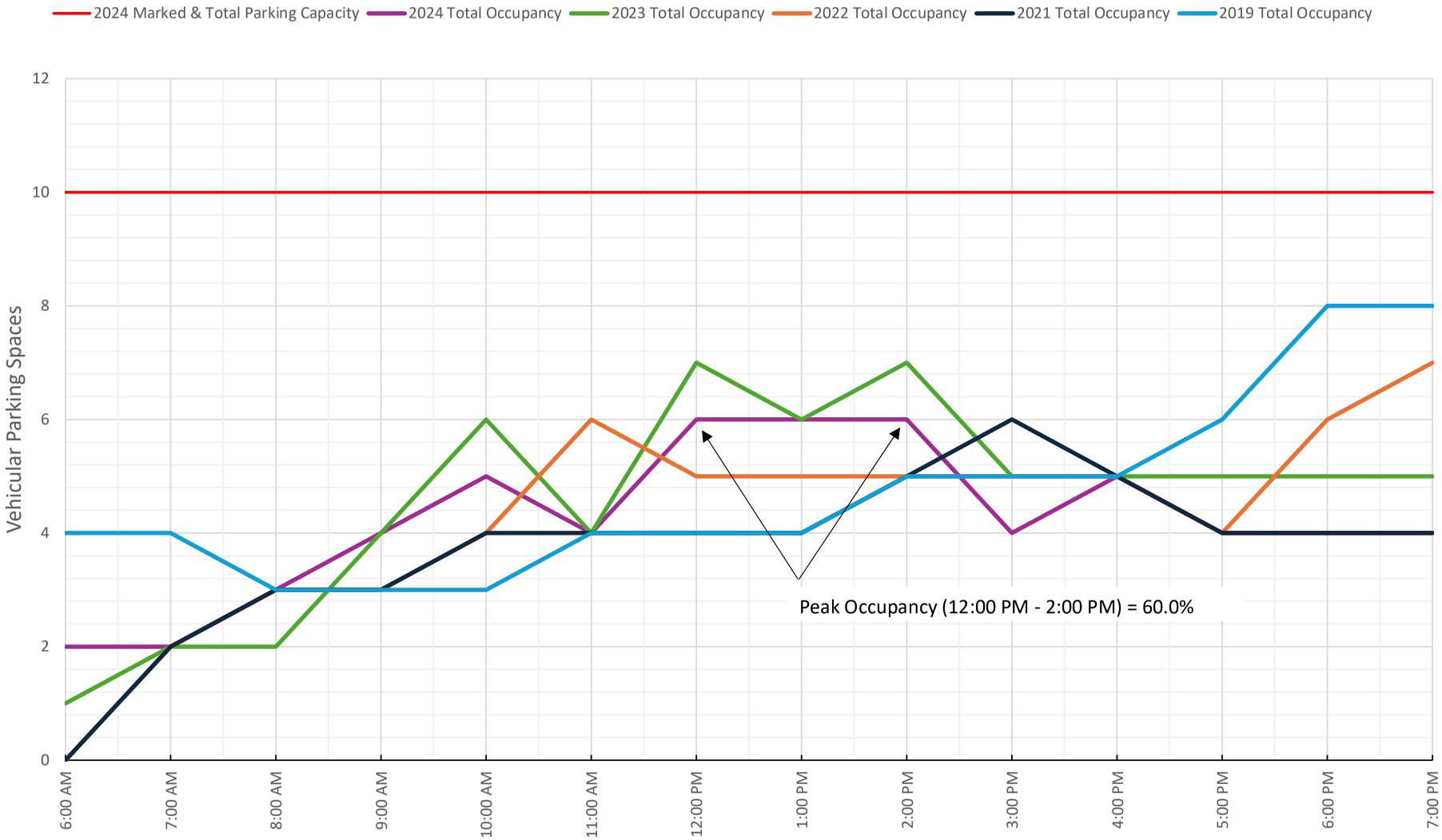
Lot 9 (Library)



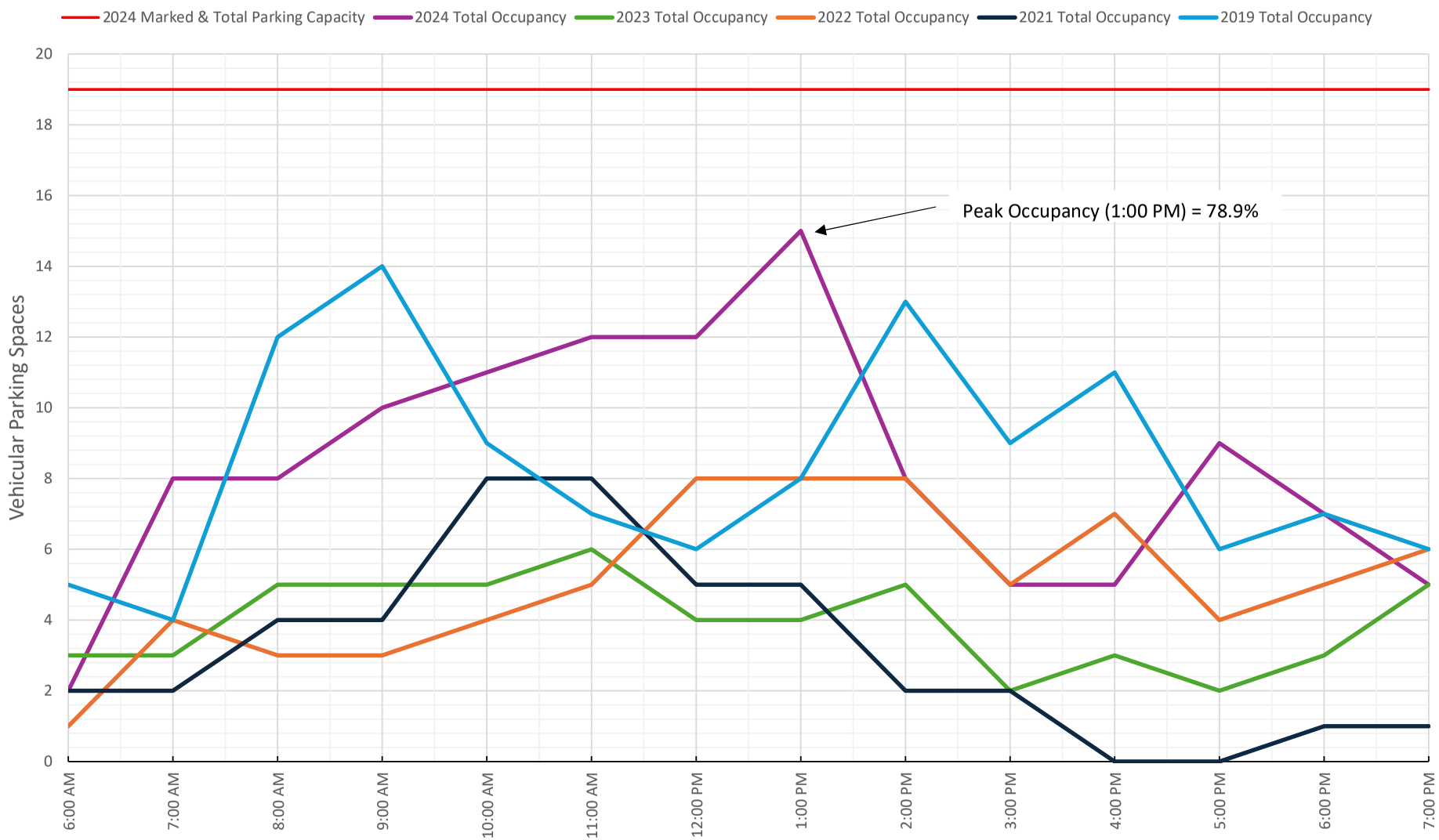
Lot E (Med/Dental)



Lot WM


2024 Marked & Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Vehicular Parking Spaces
0
2
4
6
8
10
12
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Peak Occupancy (12:00 PM - 2:00 PM) = 60.0%

Lot Y (Yates)

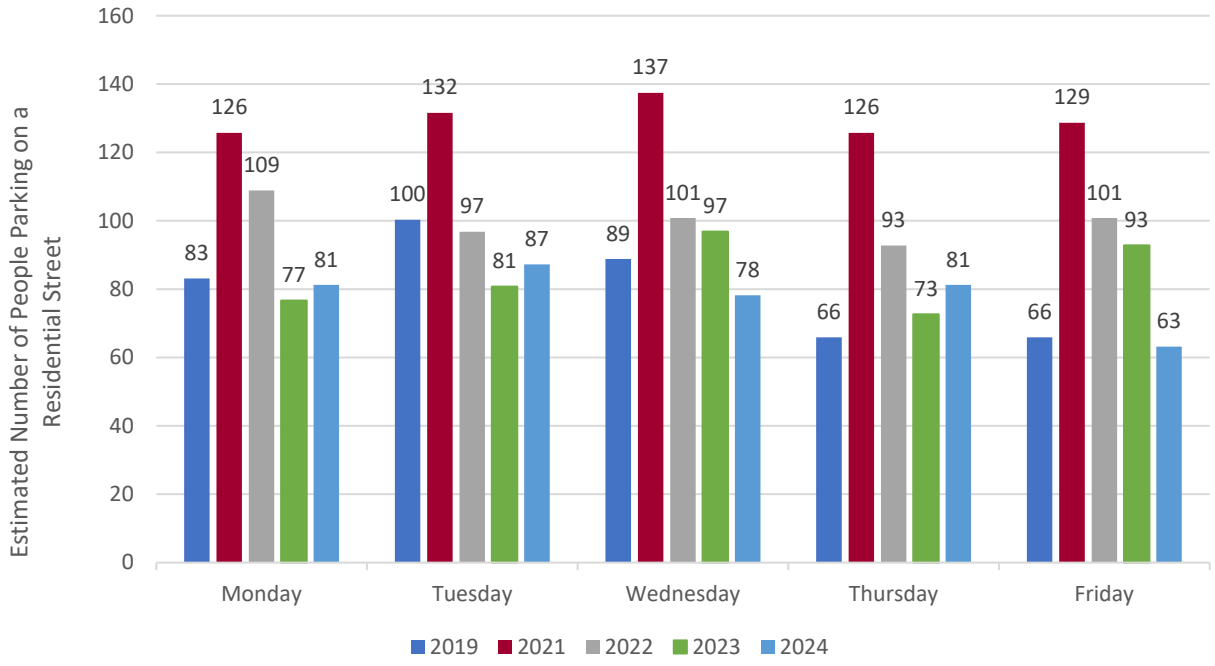

2024 Marked & Total Parking Capacity
2024 Total Occupancy
2023 Total Occupancy
2022 Total Occupancy
2021 Total Occupancy
2019 Total Occupancy
Vehicular Parking Spaces
Peak Occupancy (1:00 PM) = 78.9%
0
2
4
6
8
10
12
14
16
18
20
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

ATTACHMENT G
On-Street Parking Analysis

Hospital On-Street Parking

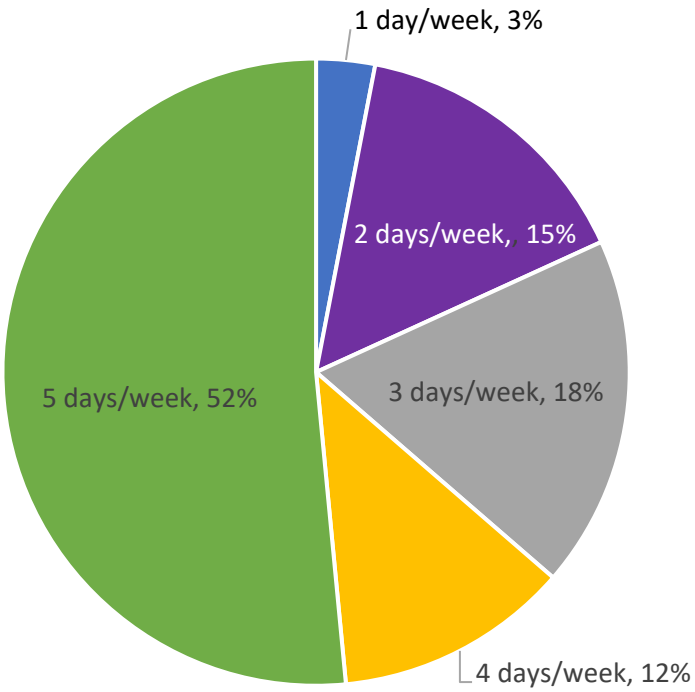
Chart G-1 summarizes the estimated number of hospital-affiliated drivers who park on the street by day of week. For comparative purposes, data for 2019, 2021, 2022, and 2023 are provided alongside the 2023 data. As shown in Chart G-6, compared to last year, the number of hospital-affiliated people parking on-street increased on Mondays, Tuesdays, and Thursdays but decreased on Wednesdays and Fridays. Overall, the number of hospital-affiliated on-street parkers decreased by nearly seven percent.

Chart G-1
Hospital-Affiliated Residential Street Parking by Day of Week



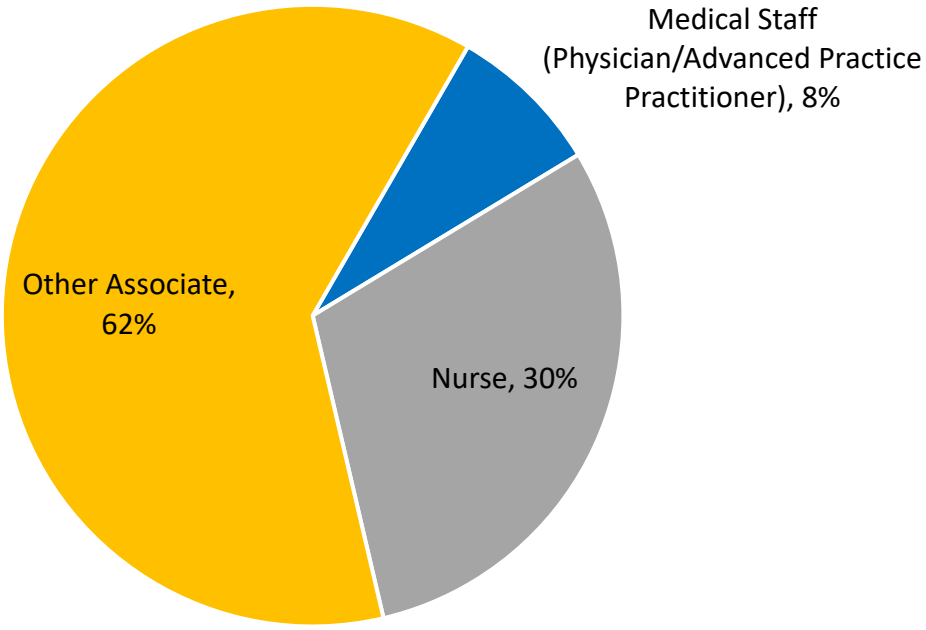
Everyone who parks on a residential street does not park on a residential street every day, nor do they necessarily park on a residential street for an entire day. Chart G-2 illustrates the breakdown of on-street hospital-affiliated parkers by number of days parked. As shown, 52 percent of respondents who parked on a residential street, did so five days per week.

Chart G-2
Hospital-Affiliated Residential Street Parking by Number of Days Parked



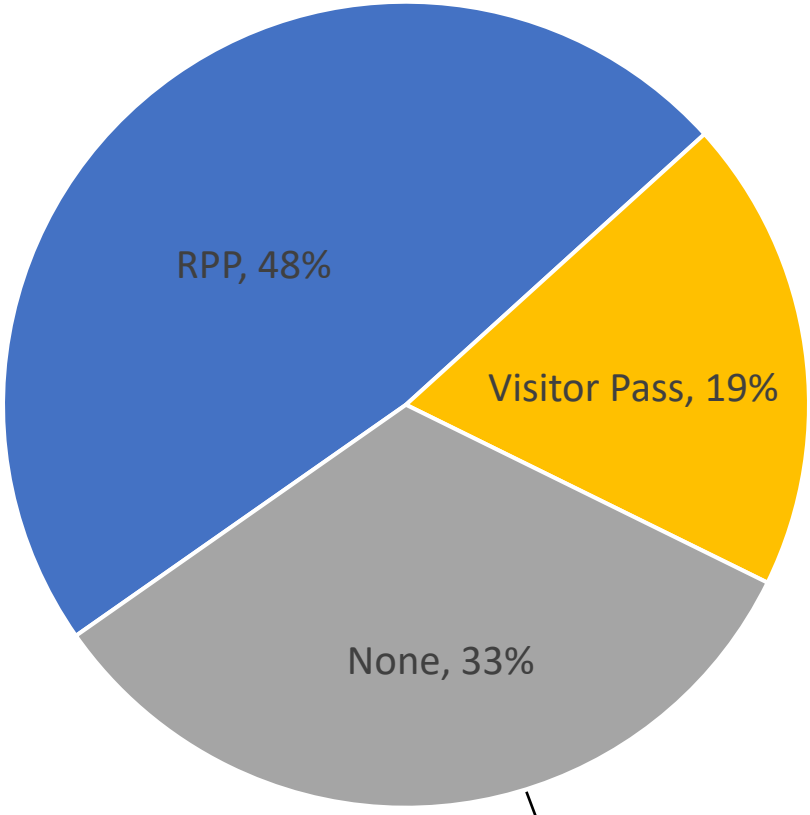
As shown on Chart G-3, over half (62 percent) of respondents who indicated they parked on a residential street identified themselves as "Other Associates". Thirty percent are nurses, and eight percent are medical staff (physicians and advanced practice practitioners).

Chart G-3
Residential Street Parking by Hospital Affiliation



As shown on Chart G-4, 33 percent of respondents who parked on a residential street did not have a Zone 2 or Zone 3 RPP, while 48 percent did. Nineteen percent had a Visitor Pass. Of those without an RPP, 61 percent are "Other Associates," 19.5 percent are Nurses, and 19.5 percent are Physicians or Advanced Practice Practitioners.

Chart G-4
Hospital-Affiliated On-Street Parkers by Permit Status and Affiliation



Contractor: 0%

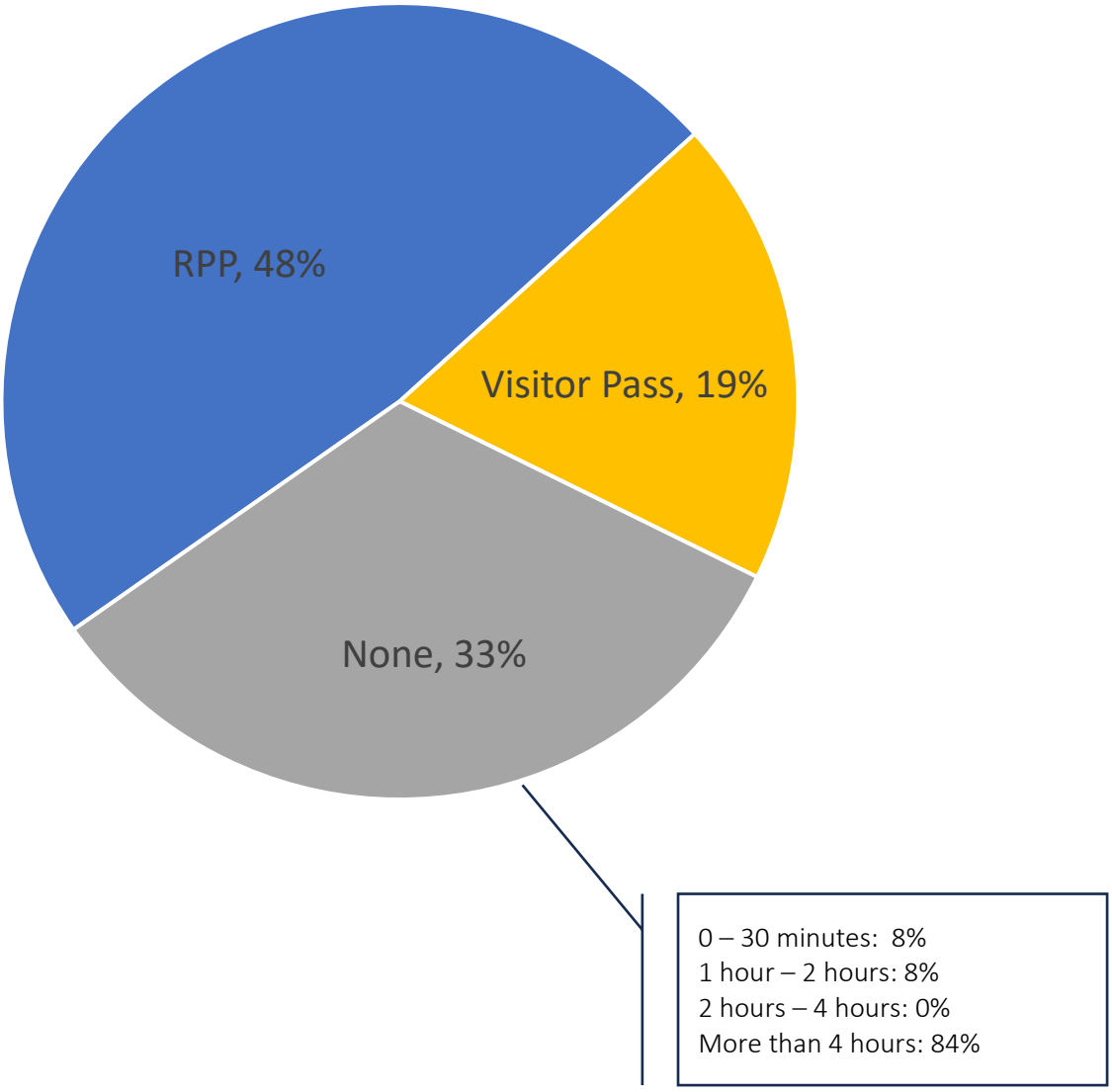
Medical Staff (Phys./Adv. Practitioner): 19.5%

Nurse: 19.5%

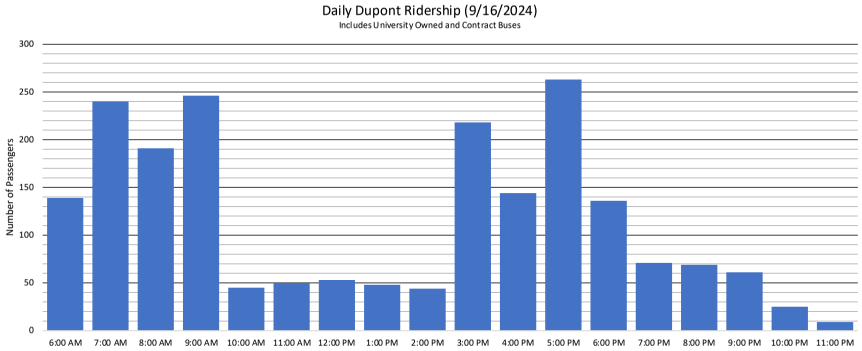
Other Associate: 61%

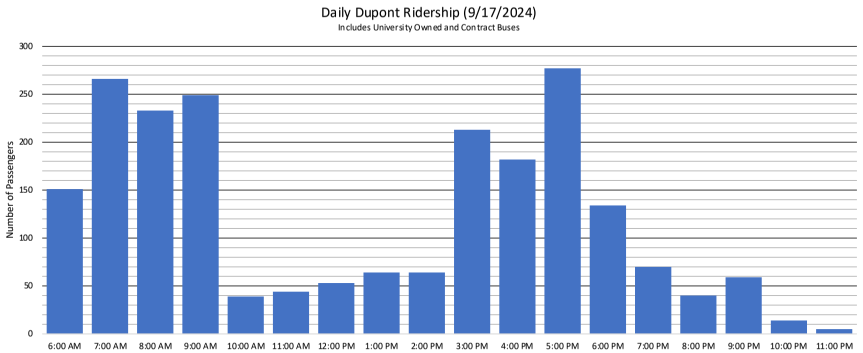
Legally, parking on residential streets in the neighborhoods adjacent to Georgetown University is permitted for up to two hours between 7:00 AM and 8:30 PM (no time limit is imposed after 8:30 PM). As shown in Chart G-5, 84 percent of respondents who indicated they did not have an RPP or visitor pass also indicated they parked on a residential street for more than the allowable two hours.

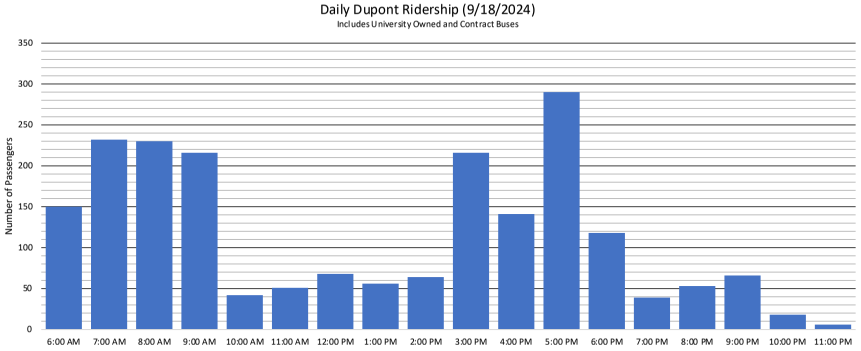
Chart G-5
University-Affiliated On-Street Parkers by Permit Status and Duration

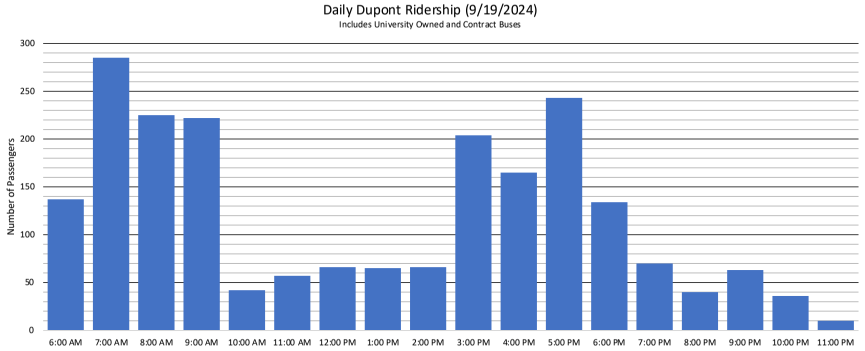


ATTACHMENT H
GUTS Ridership Data


Daily Dupont Ridership (9/16/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Dupont Ridership (9/17/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Dupont Ridership (9/18/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Dupont Ridership (9/19/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
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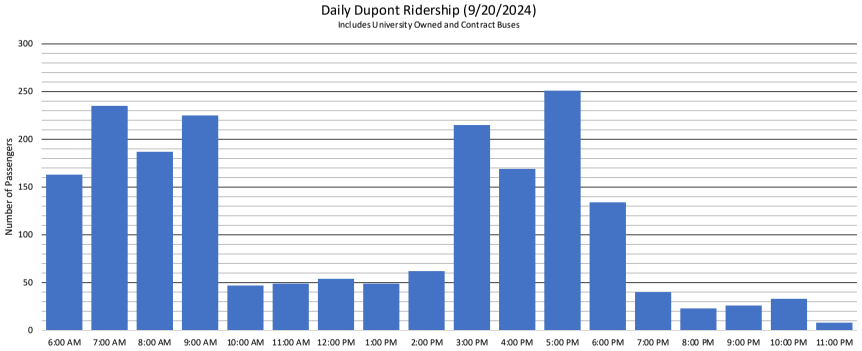
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Dupont Ridership (9/20/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
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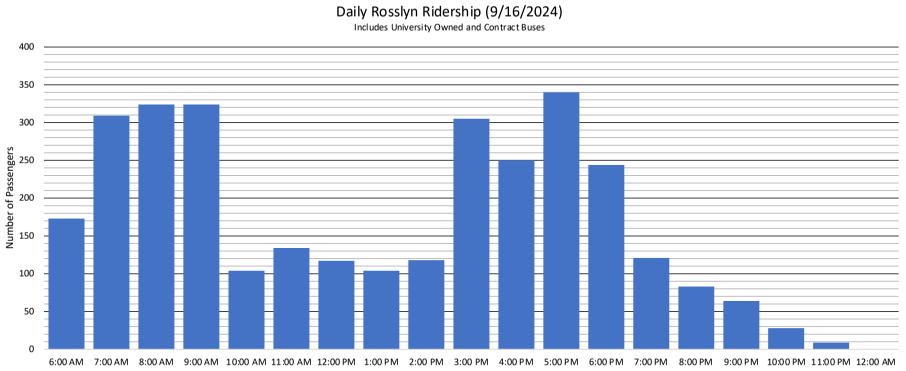
11:00 PM


Daily Rosslyn Ridership (9/16/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
400
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
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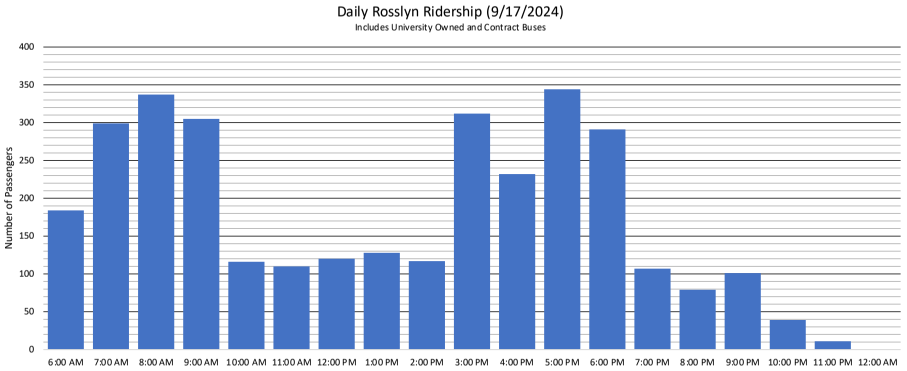
10:00 PM
11:00 PM
12:00 AM


Daily Rosslyn Ridership (9/17/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
400
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
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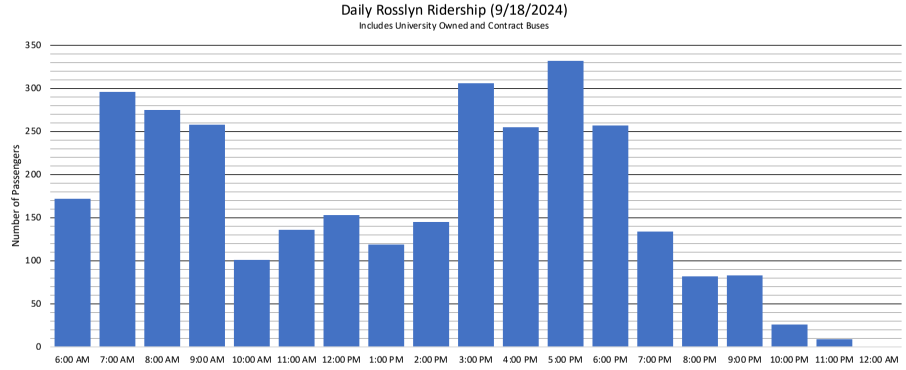
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM


Daily Rosslyn Ridership (9/18/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
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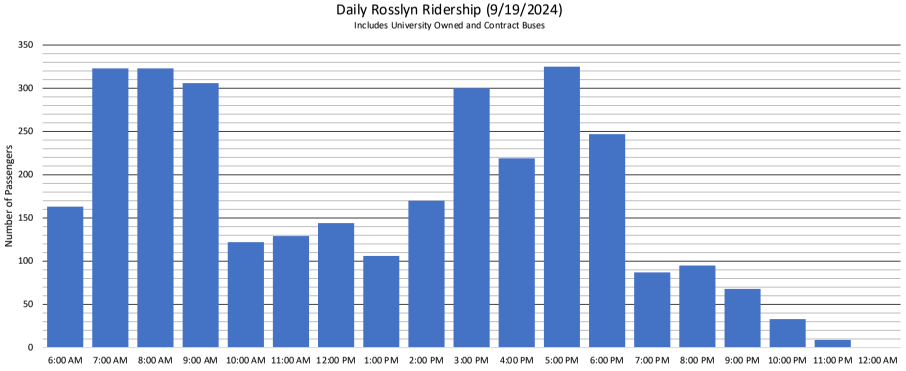
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM


Daily Rosslyn Ridership (9/19/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
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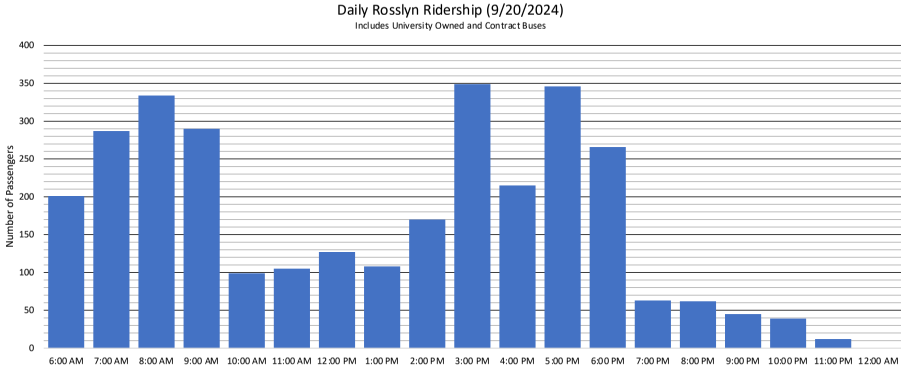
10:00 PM
11:00 PM
12:00 AM


Daily Rosslyn Ridership (9/20/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
400
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
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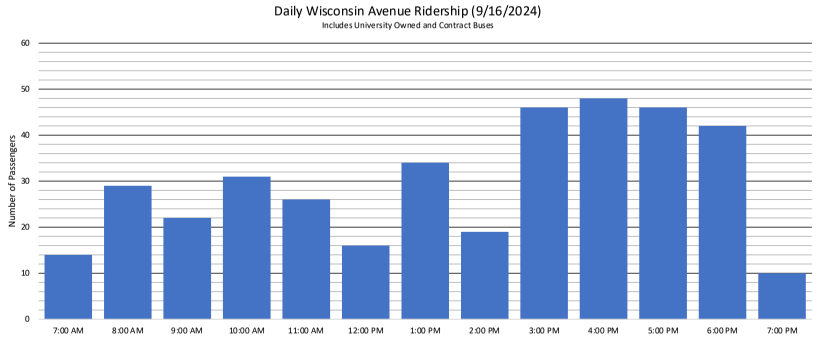
10:00 PM
11:00 PM
12:00 AM


Daily Wisconsin Avenue Ridership (9/16/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
10
20
30
40
50
60
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
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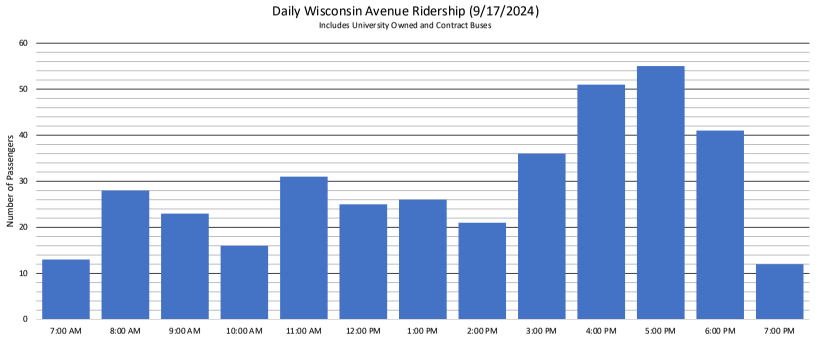
5:00 PM
6:00 PM
7:00 PM


Daily Wisconsin Avenue Ridership (9/17/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
10
20
30
40
50
60
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
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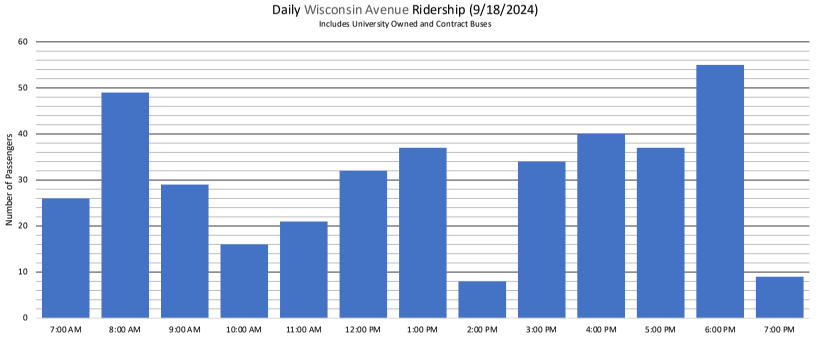
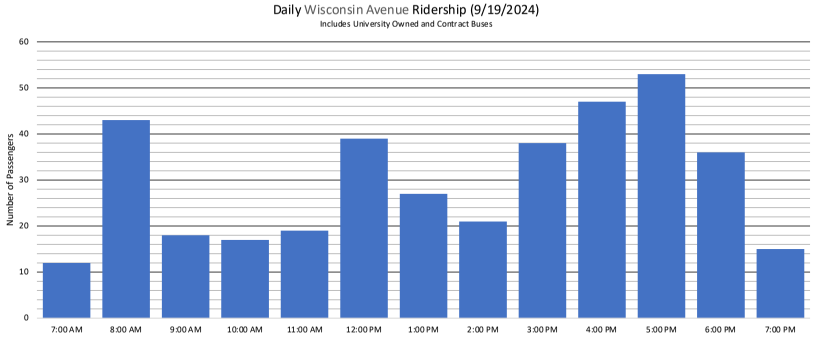
5:00 PM
6:00 PM
7:00 PM


Daily Wisconsin Avenue Ridership (9/18/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
10
20
30
40
50
60
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM


Daily Wisconsin Avenue Ridership (9/19/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
10
20
30
40
50
60
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
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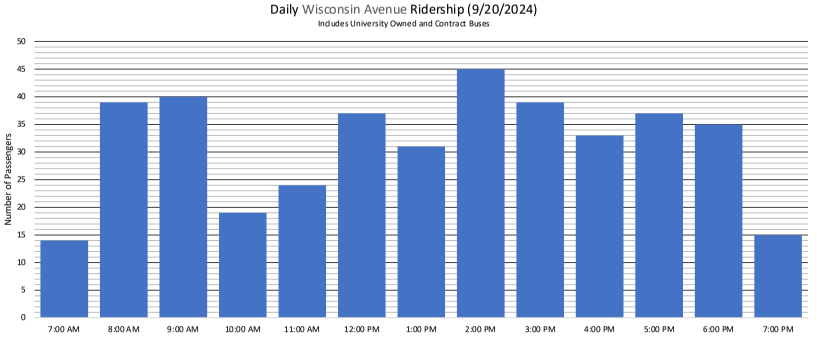
Daily Wisconsin Avenue Ridership (9/20/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
30
35
40
45
50
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
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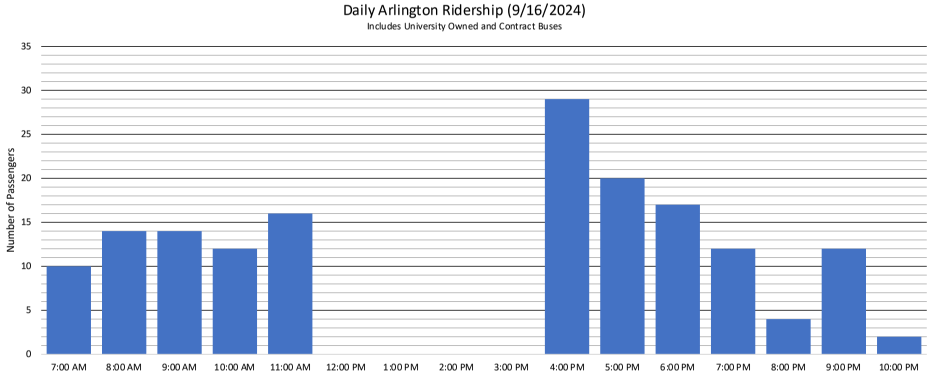
4:00 PM
5:00 PM
6:00 PM
7:00 PM


Daily Arlington Ridership (9/16/2024)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
30
35
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
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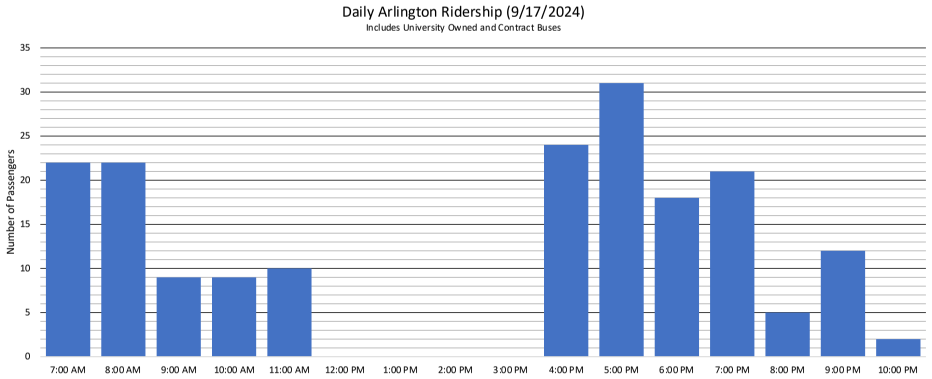
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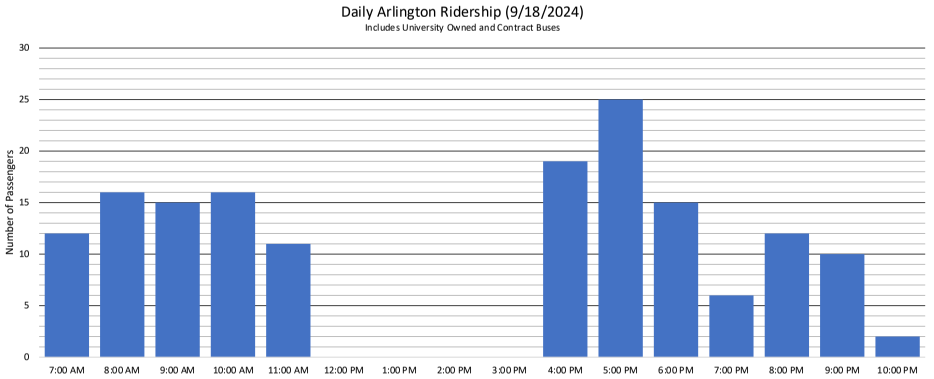
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Includes University Owned and Contract Buses
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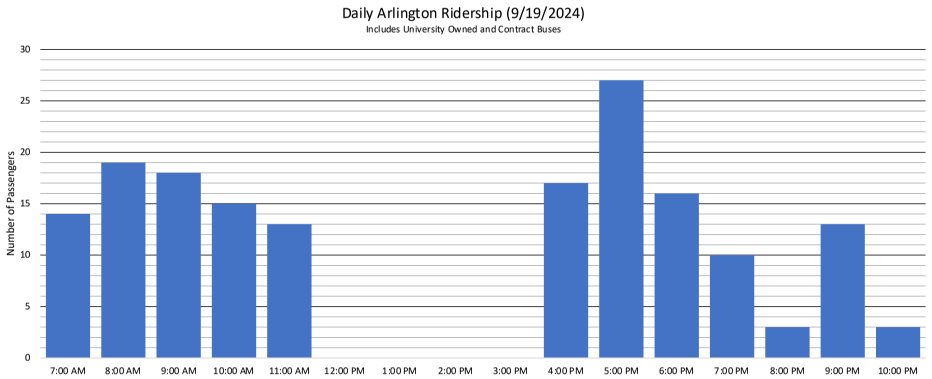
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Includes University Owned and Contract Buses
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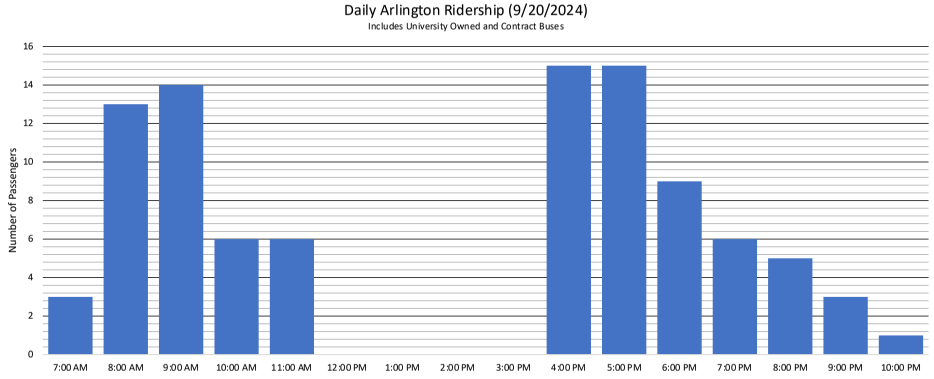
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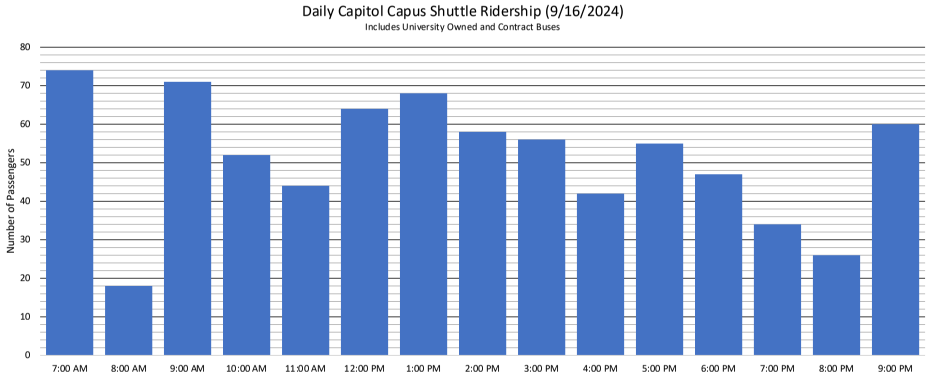
Daily Capitol Capus Shuttle Ridership (9/16/2024)
Includes University Owned and Contract Buses
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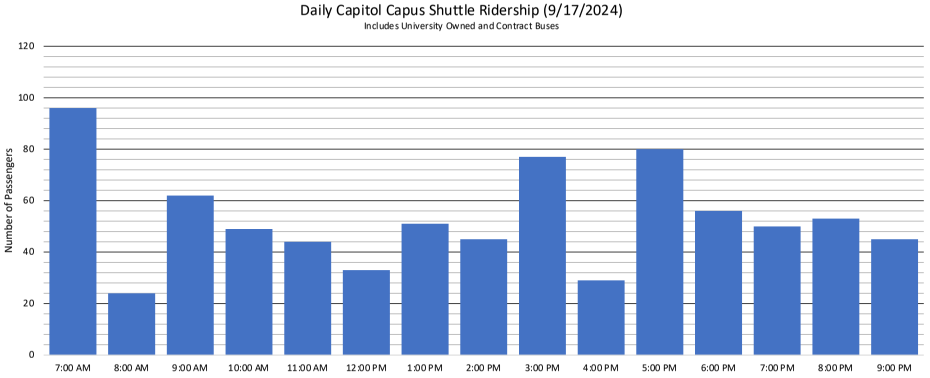
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Includes University Owned and Contract Buses
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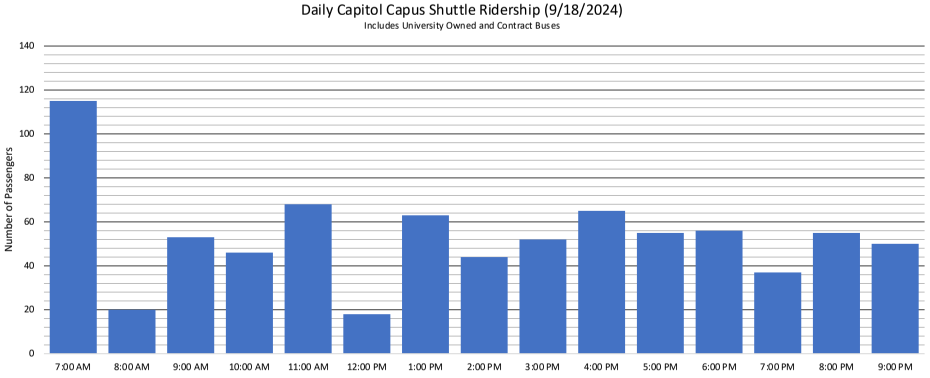
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Includes University Owned and Contract Buses
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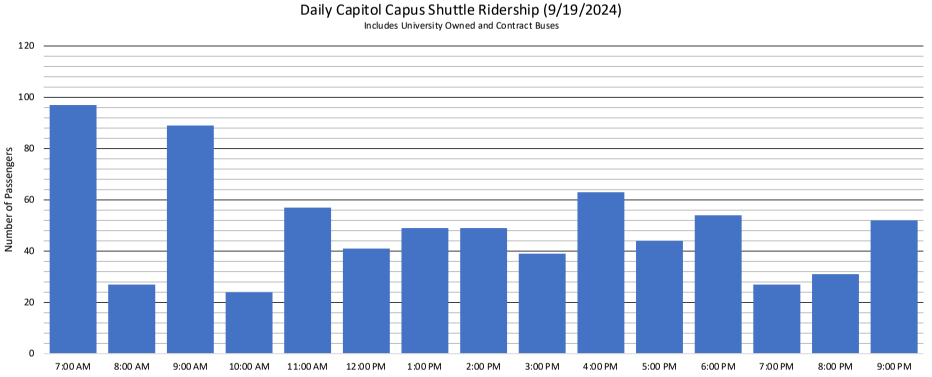
Daily Capitol Capus Shuttle Ridership (9/19/2024)
Includes University Owned and Contract Buses
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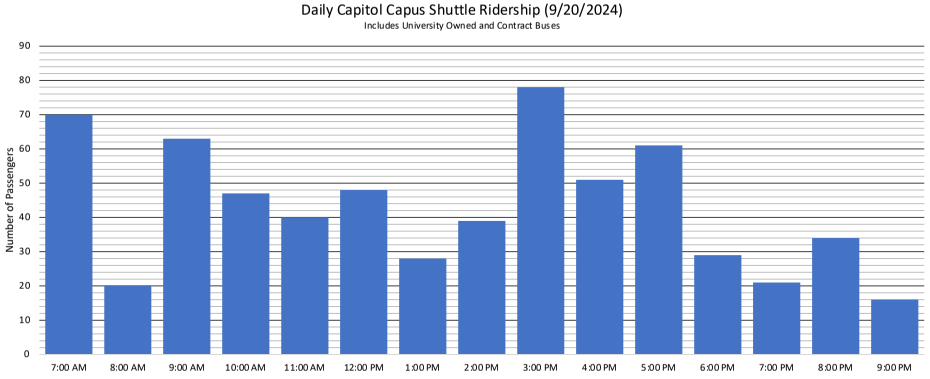
Daily Capitol Capus Shuttle Ridership (9/20/2024)
Includes University Owned and Contract Buses
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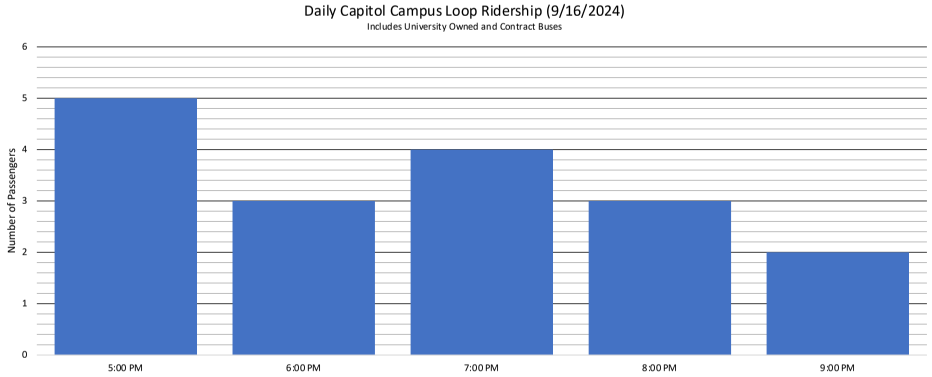
Daily Capitol Campus Loop Ridership (9/16/2024)
Includes University Owned and Contract Buses
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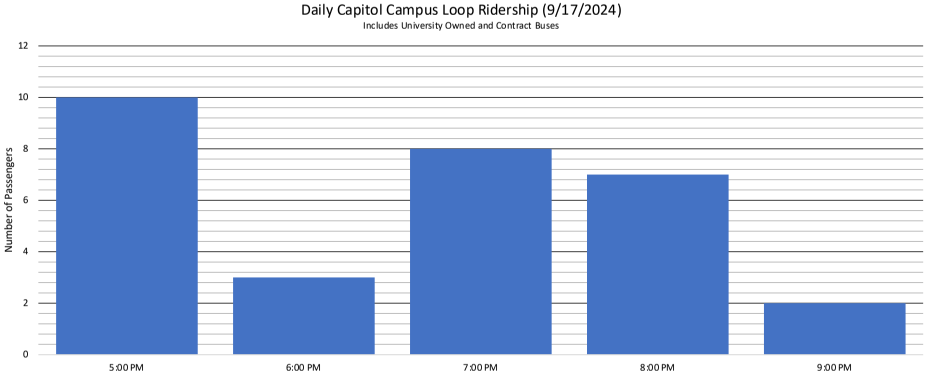
Daily Capitol Campus Loop Ridership (9/17/2024)
Includes University Owned and Contract Buses
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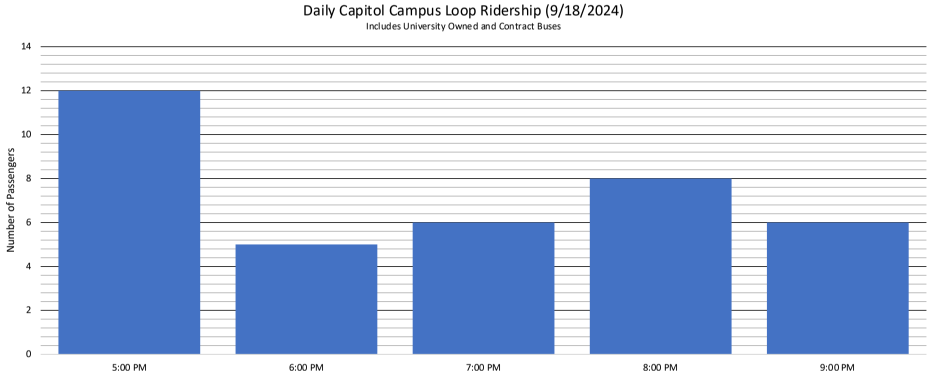
Daily Capitol Campus Loop Ridership (9/18/2024)
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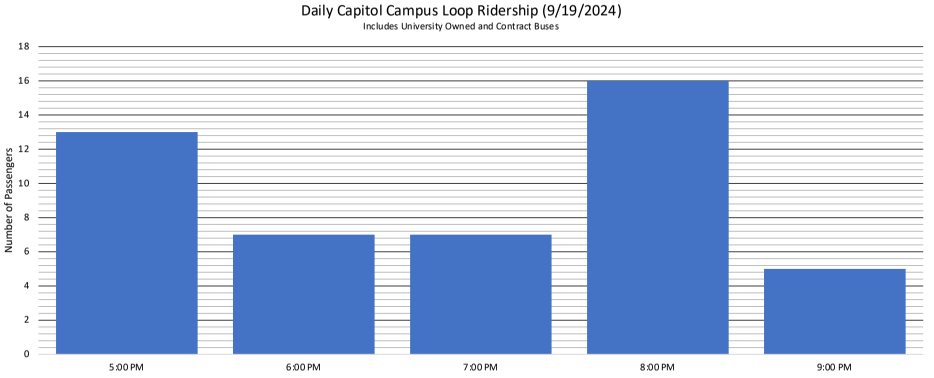
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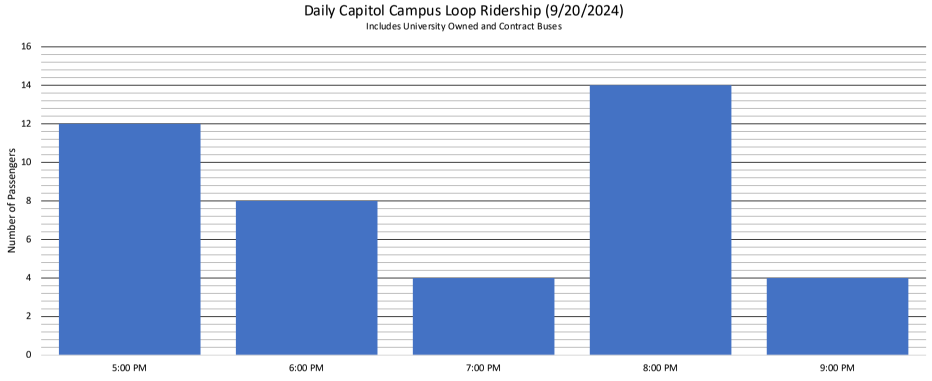
Daily Capitol Campus Loop Ridership (9/20/2024)
Includes University Owned and Contract Buses
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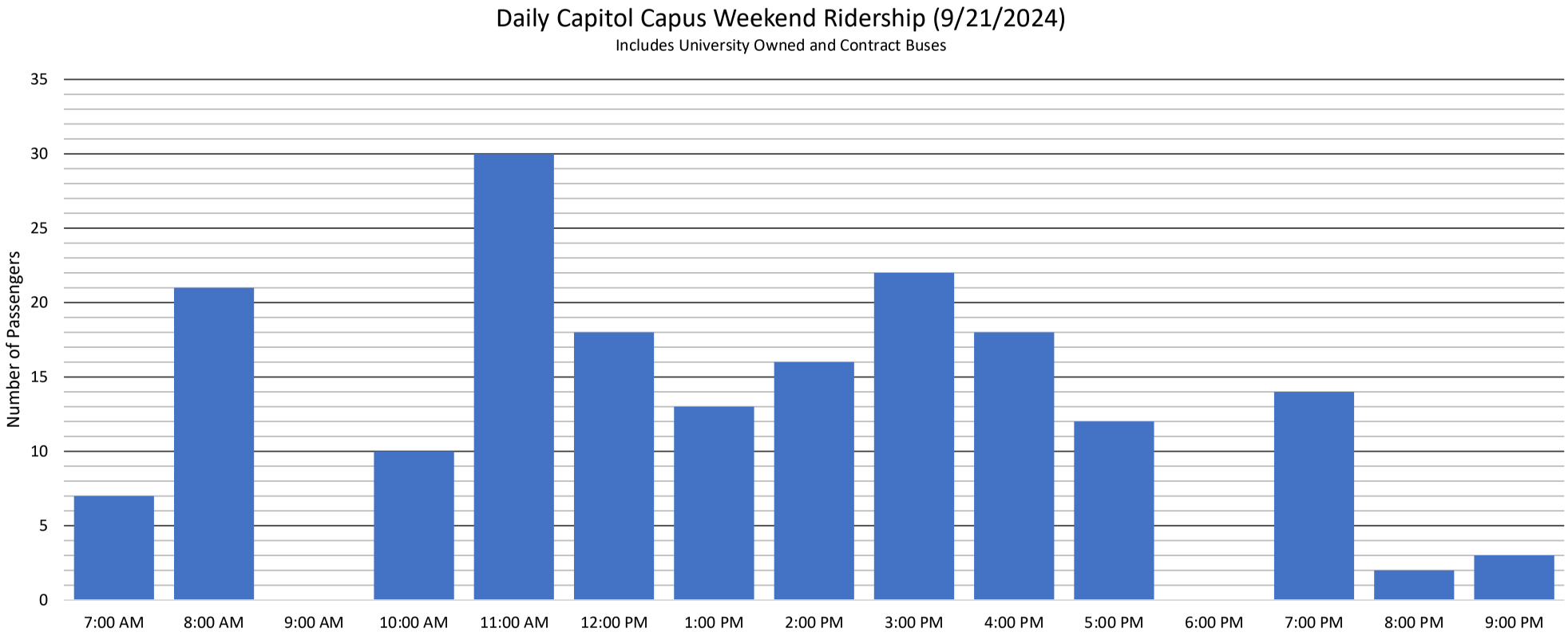
Daily Capitol Capus Weekend Ridership (9/21/2024)
Includes University Owned and Contract Buses
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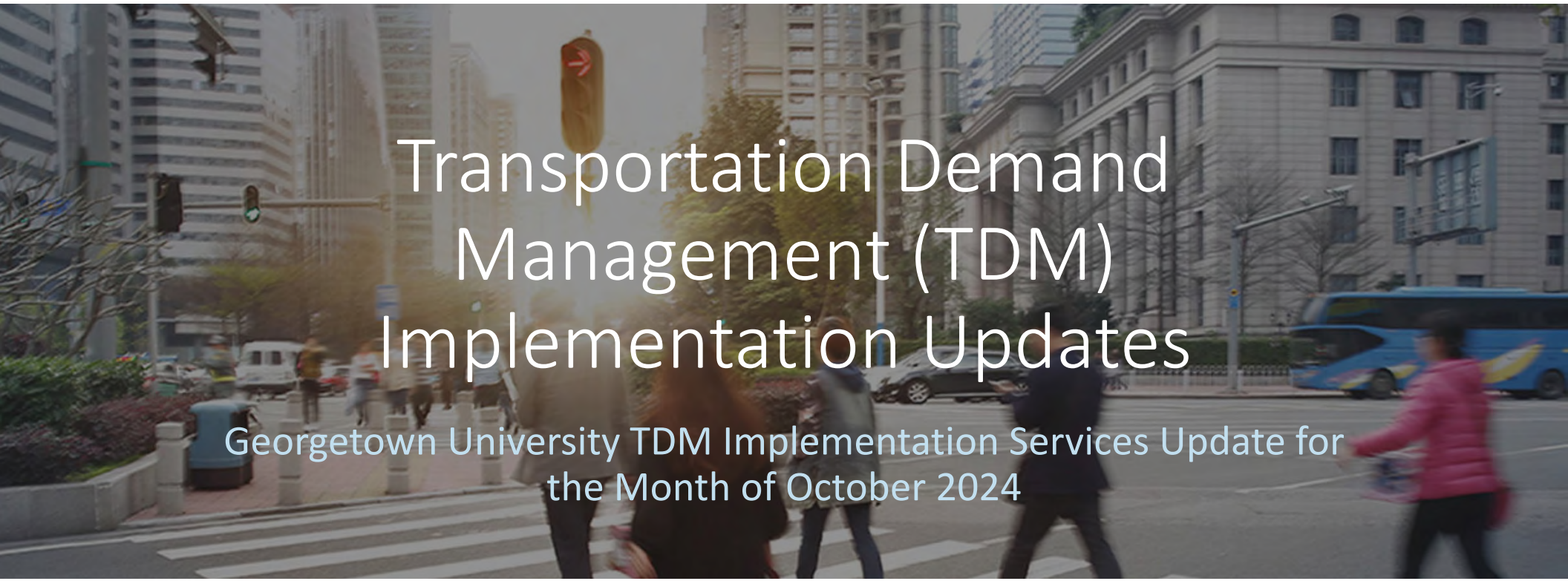
APPENDIX I
University's TDM Implementation Update



Transportation Demand Management (TDM) Implementation Updates

Georgetown University TDM Implementation Services Update for the Month of October 2024

WELLS + ASSOCIATES

TDM Program Updates: October 16, 2024

- **TDM Program Reporting**
  - Stakeholder Engagement Report
  - Marketing + Engagement Report
    - Deliverables under review
  - Upcoming Deliverables
- **TDM Work Plan Overview**
  - Purpose + Background
  - Goals + Objectives
  - Strategies
- **Wrap Up**
  - Questions + Next Steps

TDM Program Reporting

October 2024 Summary

In September, the team began to deliver TDM-specific communications, drafted new materials, completed an analysis of potential mode possibilities around carpool and transit, and received the designation as a Platinum Level goDCgo Employer Transportation All-Star. To date, in October, we have delivered important program planning items as well as marketing deliverables, which are under review by Georgetown University staff.

Key Program Updates:

- Achieved Platinum Level designation as an Employer Transportation All-Star from goDCgo
- Completed the TDM Work Plan (Oct 2024 – Jan 2025) and 12-month TDM Marketing Plan, under review with GU
- Delivered the personalized commute plan, Hilltop Campus Access Guide, and October communications for GU's review

Stakeholder Engagement Updates

TASK COMPLETED	STAKEHOLDERS	UPDATES
Coordinated with goDCgo (ongoing)	DDOT, goDCgo	Confirmed Platinum Level Employer Transportation All-Star achievement, received updates on events/initiatives
Coordinated with Office of Communications (ongoing)	Office of Communications	Provided multiple deliverables for GU review and feedback

Upcoming Tasks or Deliverables:

- Meet with Commute with Enterprise to discuss vanpool opportunities
- Hold meetings with Human Resources, Office of Sustainability, and Office of Transportation
- Set up monthly meeting with Office of Communications

Marketing + Engagement Updates

TASK OR DELIVERABLE	DESCRIPTION	STATUS	TIMELINE
Execute global marketing campaigns (ongoing)	Deliver email, newsletter, and/or social media content regarding transportation events or initiatives	**Ongoing:** September communications were executed and October communications have been provided for distribution, with articles on Fall WABA bike commuting classes, SmartBenefits, and DC Circulator alternatives.	Monthly
Deliver a commute plan	Design and deliver a personalized commute plan link that will provide custom directions and connect individuals with relevant programs and benefits	**Under GU Review**: Delivered later than anticipated due to issues found and fixed in QC and testing. Under review by Georgetown. Once approved, link will be distributed via communications and campaigns.	Delivered for review on 10/11
Develop 2024 work plan	Develop a work plan with needs, initiatives, and objectives to be implemented based on the outline from the TaP working group	**Under GU Review**: Delivered along with TDM Program 12-Month Marketing Plan to align all planning initiatives.	Delivered for review on 10/14
Deliver an Access Guide	Design and deliver an Access Guide for Georgetown University, incorporating GU-specific options and promoting related incentives	**Under GU Review**: Delivered multiple formats for GU to select from. Once determined, any requested updates will be made and guide will be professionally printed.	Delivered for review on 10/11
Deliver 12-month TDM Marketing Plan	Define goals, personas, key topics, and campaigns for the TDM program over a 12 month period	**Under GU Review**: Delivered along with the TDM Work Plan to support alignment in program planning.	Delivered for review on 10/14
Make recommendations for the Transportation webpage	Review Georgetown University's existing Transportation page and make recommendations to improve content	**Under Internal Review (delayed)**: Delivered to W+A Project Manager. Delivery pushed to ensure new materials and links are ready which will be incorporated into the website.	9/30/2024 - 11/15/2024

October Communications Samples

October Newsletter Article Copy

Don’t Forget Commuter Benefits during Open Enrollment

It’s open enrollment season which means it’s a great time to think about all your benefit options. While you may be changing your healthcare benefits – don’t forget to think about your commute, too! If you’re taking transit, you could be saving over $1,200 annually on your commute with Georgetown University’s SmartBenefits program. Are you missing out on this savings opportunity? Enroll or make changes by completing the SmartBenefits Transit Payroll Deduction form or email otmfinance@georgetown.edu with any questions.

Become a More Confident Bike Commuter

The Washington Area Bicyclist Association (WABA) is hosting classes this Fall to help you improve your bicycling skills – whether your goal is to conquer your first bike commute or improve your skills before the cold weather arrives. Upcoming classes include:

- Adult Learn to Ride | October 26, 2024 | Arlington, VA
- Adult Learn to Ride and Scooter Training | October 27, 2024 | Bethesda, MD
- Confident City Cycling | October 26, 2024 | Alexandria, VA
- Basic Skills Clinic | November 16, 2024 | Arlington, VA

Check out the full details and a list of all upcoming classes. Don’t have a bike? Some classes will provide a bicycle or you can enroll in GU’s Capital Bikeshare program to receive a $25 annual membership.

Anticipated Upcoming Deliverables

By the November 2024 TaP meeting, Wells + Associates anticipates:

- Finalizing public-facing marketing deliverables under review: Access Guide and personalized commute plan
- Meeting with OTM and Commute with Enterprise to further support SmartBenefits and carpool/vanpool initiatives
- Delivering suggested enhancements for the GU Transportation webpage, for incorporation by GU as part of planned webpage updates
- Delivering November content:
  - Newsletter: Access Guide promotion
  - Targeted campaign: SmartBenefits campaign targeting current transit users who are not enrolled
  - Targeted campaign: Public transit campaign targeting employees with a high potential to utilize transit with personalized commute plans
- Distributing the Hilltop Campus Access Guide to relevant departments, offices, and locations

Work Plan Overview

Oct 2024 – Jan 2025

Work Plan Purpose

To direct the marketing and engagement activities of the TDM Program to increase the awareness of and engagement with sustainable transportation options, including transit, carpool, and vanpool, and related programs and amenities, among staff and faculty over a period of four months, spanning October 2024 through January 2025.

This is an interim work plan while W+A engages with stakeholders and learns from available data, including the 2024 survey results, to formulate the **2025-2026 Georgetown University TDM Work Plan**.

Findings from Previous Discussions

- The February TaP meeting set goals around the focus areas of carpool and SmartBenefits for 2024-2025, as part of our scope initiated in July 2024, W+A was engaged to develop a potential mode analysis and implement related measures.
- There is a significant opportunity to increase the number of staff and faculty enrolled in Georgetown University's SmartBenefits program. Currently, there are 171 staff and faculty enrolled in the program, despite 2023 survey data indicating there are 473 employees who utilize public transit to commute.
- There is potential to increase the percentage of staff using public transit to commute from 29% to 40%.
- There is some opportunity to increase the percentage of employees who may carpool together, however, it is less significant than the initial goals set in the TaP Working Group. The maximum potential for employees who carpool is currently shown to be 8% compared to the previously identified goal of achieving a 9% mode share in 2025.

Work Plan Goals and Objectives

Work Plan Goals

- Form at least one vanpool or two carpools (eliminate 24+ weekly vehicle trips)
- Increase enrollment in SmartBenefits to 40% of transit users (190+ employees)

Work Plan Objectives

- Increase partnership with goDCgo and Commute with Enterprise to support transit and vanpool goals
- Identify opportunities to enhance programs and streamline processes around commuter benefits and incentives
- Execute micro-targeted campaigns to identified audiences with the most potential for mode shift or benefit enrollment
- Increase the number of communications about transportation options via newsletters, emails, and other channels
- Hold or participate in events to share information about transportation options, answer questions, or support benefit/program participation, such as wellness/benefits fairs, vanpool formation events, or city cycling classes
- Review performance and data to support development of the 2025-2026 TDM Program Work Plan

Work Plan Strategies

1. Provide monthly copy to the Office of Communications for newsletters and/or campaigns
2. Implement recommended changes to the transportation webpage to help employees, students, and visitors connect with their transportation options
3. Partner with Commute with Enterprise to identify opportunities to form vanpools at Georgetown
4. Partner with goDCgo to promote transportation options to faculty and staff
5. Distribute the Hilltop Campus Access Guide to key departments or locations
6. Promote the GU Personalized Commute Plan to identify employees' options and connect them with relevant programs or incentives
7. Execute a carpool campaign targeting areas with high potential for carpool
8. Execute a campaign targeting current transit users not enrolled in SmartBenefits
9. Execute a campaign targeting current drivers with a high potential to use transit
10. Develop a mechanism to collect individuals interested in carpool or vanpool formation
11. Identify and implement changes to enhance or streamline SmartBenefits and carpool programs

Questions?

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jlmilanovich@wellsandassociates.com

Marie Cox, TDM-CP, Senior Project Manager
mecox@wellsandassociates.com

WELLS + ASSOCIATES