MEDICAL-SURGICAL PAVILION FURTHER PROCESSING APPLICATION **COMPLIANCE DASHBOARD: MGUH-RELATED CONDITIONS**

CONDITIONS OF APPROVAL (ZC ORDER NO. 16-18A) *11.30.2020*

C#	SUBJECT	SUMMARY OF COMPLIANCE REQUIREMENT	■ COMPLIANT ▩ ON TRACK/IN PROGRESS ■ UNCERTAIN ■ NOT COMPLIANT
1	Surgical Pavilion Design and Construction	MGUH shall construct the Surgical Pavilion in accordance with the plans titled "Consolidated Further Processing Plans", prepared by Shalom Baranes Associates dated June 7, 2017, and marked as Exhibits 30A1-30A3 of the record. Since the Applicant will present the Project to OGB and/or CFA at the design stage, the Applicant shall have flexibility to make minor refinements to the design with respect to landscape elements and exterior details, locations, and dimensions, including curtainwall mullions and spandrels, window frames, doorways, glass types, belt courses, sills, bases, cornices, railings and trim; and any other similar changes to comply with any conditions of approval and comments from either OGB or CFA.	CFA approved the design in January 2018, and referred the project back to the Old Georgetown Board to complete future permit review. DDOT Public Space Committee granted concept approval for elements in public space in June 2018. DCRA approved the building permit submission in August 2019, and the approved building permit drawings were submitted to OGB and received permit approval December 2019.
2	Helicopter Flight Path	MGUH shall ensure that the routine flight path for helicopters will approach and depart the Hospital's helipad linearly from and towards the Potomac River over the center of the Georgetown University Campus. Safety considerations may, on rare occasions, require pilots to alter this path due to weather or other ambient situations. The helipad will be constructed with sound-baffling material using the best available technology. Helicopter noise monitoring in the neighborhood will take place at unannounced times at least twice a year in agreed-upon locations, or more frequently if off-route or noise issues develop. This condition is based on the expectation that helicopter flights to MGUH will not exceed an average of 1.5 flights per day.	MGUH anticipates that the helicopter flight plan will be consistent Compliance Requirement #2 after the completion of the Medical Surgical Pavilion Project.
3	Emergency Department Facilities	MGUH shall ensure that the MGUH Emergency Department facilities will provide no more than 32 universal treatment bays and one sexual assault nurse examiner ("SANE") suite. MGUH will work with the GCP in requesting DC Fire and Emergency Management Systems ("FEMS") to adopt "quiet community" protocols to reduce ambulance siren usage in the neighborhood.	MGUH anticipates that the Emergency Department program will provide NO MORE THAN 32 universal treatment bays and one sexual assault nurse examiner ("SANE") suite. MGUH will continue to work with the GCP in requesting DC Fire and Emergency Management Systems ("FEMS") to adopt "quiet community" protocols to reduce ambulance siren usage in the neighborhood.
4	Transportation Management	Compliance with Performance Target Commitment ▪ Cannot exceed 1,245 trips during AM peak/939 trips during PM peak Annual Transportation Performance Monitoring Study ▪ Vehicle trip generation ▪ Transportation survey ▪ GUTS ridership counts ▪ Summary of TDM efforts/expenditures ▪ Parking occupancy counts ▪ GUTS ridership tracking on quarterly basis during construction of the Surgical Pavilion ▪ Study shall be submitted to GCP and DDOT by December 31 of each year	In 2019, MGUH met both the Performance Target Commitments (1,245 AM peak hour trips/939 PM peak hour trips) and aspirational goals (1,153 AM peak hour trips/870 PM peak hour trips) set forth in the approved FPA which superseded the Campus Plan requirement. The measured hospital trips were 933 trips during AM peak hour and 724 trips during PM peak hour; full results and analysis reported in 2019 Transportation Performance Monitoring Report submitted to DDOT and the GCP on December 31, 2019.
5	Electric Car Charging Stations	MGUH shall install two 240-volt electric car charging stations in the Surgical Pavilion parking garage. The car charging stations shall be installed prior to opening of the Surgical Pavilion.	MGUH shall install a minimum of two (2) 240-volt electric car charging stations in the Surgical Pavilion parking garage. The charging stations will be available for use when the garage receives DCRA Use and Occupancy approval.
6	Real Time Transit Information Screen	MGUH shall install a real-time transit information screen that is easily viewable from the main MGUH entrance or lobby and includes GUTS information, to be completed concurrently with the completion of the Surgical Pavilion.	A digital screen will be provided in the Pavilion lobby; the screen will display real-time transit information including GUTS information. The digital screen will be available for use when the building lobby receives DCRA Use and Occupancy approval.
7	Bike Routing and Wayfinding	MGUH shall provide bike routing and wayfinding information on the Surgical Pavilion wayfinding plan, to be completed concurrently with the completion of the Surgical Pavilion.	OGB and CFA reviewed a further detailed concept design related to the exterior site improvements, including wayfinding signage, during the January 2018 meeting. CFA approved the design and referred the project back to the Old Georgetown Board to complete future permit review. DCRA approved the building permit submission in August 2019, and the approved building permit drawings were submitted to OGB for permit approval and approved December 2019. MGUH will continue to collaborate and coordinate with the University so that the bicycle routing and wayfinding information on the Pavilion wayfinding plans is consistent with Campus Wayfinding.
8	East-West Road ("New Road")	As part of the Project, MGUH and the University shall construct a roadway running from east to west connecting Entrance 4 to the Leavey Garage (the "New Road"). During and after construction of the Surgical Pavilion, MGUH will not utilize Entrance 4 or the New Road for any construction related traffic (including employee shuttles and trucks), commercial vehicles, or services/deliveries. During and after construction, MGUH intends to use Entrance 4 and the New Road solely for vehicular transportation (i.e., patients, visitors, and employees traveling in cars). During construction, ambulances will continue to use Entrance 2, unless the use of a different entrance or the limited use of the road is necessary due to the particular urgent needs of a patient. Any change to MGUH's use of Entrance 4 or the	The "New Road" (commonly referred to as the "East/West Road") project is substantially complete, providing connectivity between Entrance 4 and Lombardi Circle and Leavey Garage. Open to vehicular traffic in September 2019, the construction of the East West Road continued through the year at a slower pace to accommodate the traffic, underground obstructions and re-routing required in Lombardi Circle and then in Spring of 2020 due to the

		New Road shall be permitted only if reviewed by and concurred to by the GCP, based on a demonstration that measures will be implemented to mitigate adverse impacts (e.g. noise, light, and air quality). The limitations on the University's use of Entrance 4 are addressed in 2017 Campus Plan Condition 20(d).	pandemic. Traffic signalization at Entrance 4 remains in construction due to the pace of PEPCO work, as well as unforeseen subsurface electrical conditions discovered which required additional design, additional power fed from further afield, and a lowering of the existing structure. Traffic signalization will be complete by the end of 2020. The remaining activity is tree planting, particularly at the Lombardi Circle where five tree grates await trees, as does the central granite-edged circle which will have a large caliper tree planted in its center. MGUH is not using Entrance 4 or the New Road for construction related traffic. Any change to the use of Entrance 4 or the New Road shall be permitted only if concurred by the GCP. Ambulances continue to use Entrance 2 during construction of the Pavilion.
9	Construction Management Plan	Construction relating to the Project shall take place according to the written Construction Management Agreement and Plan between MGUH and the community representatives of the GCP, dated May 14, 2017 and marked as Exhibits 28A1-28A2 of the record, that incorporates the construction plan outline presented to the community representatives of the GCP on September 14, 2015. The agreement provides for no idling of trucks on Reservoir Road; off-site parking to replace on-site staff and visitor parking, such as the surface parking on Lots A and B, that will be unavailable during construction; environmental, noise and vermin controls to protect the community; communication procedures and records that maximize effective communication from and to the community during construction; at the completion of construction of the Project or during construction if need be, repair and resurfacing as needed of any part of Reservoir Road damaged by construction traffic; and a similar construction management plan to be in effect for back-fill and other on-campus construction relating to MGUH.	The Construction Employee Shuttle Plan, previously approved in 2017 and documented as part of prior compliance reporting, remains in effect during construction of the Pavilion. The Construction Management Agreement and Construction Management Plan stipulate the use of a sound attenuated batch plant ("batch plant"). Sound and dust mitigation plans related to the batch plant during Phase 1 concrete operations were developed based on technical information from the Contractor. The batch plant and associated temporary construction entrances to access the batch plant during Phase 1 concrete operations were approved and became operational in July. In April 2019, the GCP formed the Hospital Construction Management Group (HCMG) to address day to day construction activities. The group, including community, University, and MGUH co-chairs, meet on a regularly scheduled basis. Standing agenda items for the meeting include the following monthly updates: noise monitoring, lateral movement monitoring, air monitoring, communication log, and 60-day construction look-ahead schedule. Other agenda items have included, but not limited to: tower crane erection logistics, construction timeline update, and oversize construction delivery permit process. The anticipated construction timeline which was estimated in the Construction Management Plan was updated and presented to the HCMG in September. During the remainder of 2020 and into 2021, excavation and structure work will be done approximately three stories deep to support the Pavilion and the underground parking garage. Then, through 2021, the exterior of the Pavilion takes shape. During the following year, 2022, work will be focused on the inside of the Pavilion to build out the patient care and support service areas as well as landscaping and hardscaping (pedestrian pathways) in the approximately six acres of new green space. Construction of the new Pavilion is expected to be substantially complete in early 2023. Refer to schedule update. The oversize delivery permit process and anticipated delivery schedule were included and reviewed as part of the HCMG monthly reporting. In collaboration with the community, MGUH will schedule oversize deliveries for after-off peak traffic hours with the exception of tower crane deliveries. Due to safety constraints, oversize tower crane deliveries must occur during the day. In collaboration with the community, MGUH will schedule oversize tower crane deliveries to occur Friday through Monday, with the heaviest deliveries on Saturday and Sunday on off-peak traffic days. MGUH received support for the after-hours oversize deliveries from ANC 2E and ANC 3D.

10	Vehicular, Pedestrian, and Bicycle Circulation	As part of the Construction Management Agreement discussed in Condition 9 above, MGUH shall work with the University and the GCP to develop a plan acceptable to applicable regulatory agencies in the District of Columbia for vehicular, pedestrian, and bicycle circulation into, around the perimeter of, and within the campus during all phases of construction of the Project. The plan will be submitted to the GCP for review and comment.	The temporary signal at Gate 2 (approved by the GCP Master Planning Working Group and DDOT in 2018) continues to operate. Likewise, parking in the eastbound lane on Reservoir Road continues to be restricted from 7:00 AM to noon (as coordinated with the GCP and approved by DDOT in 2019). Metal signs replaced the temporary paper signs on February 18, 2020. Since the new east-west road was opened to traffic in September 2019 and Gate 0 was decommissioned as an alternative campus egress, a plan to decommission the Gate 0 traffic signal and permanently include the pedestrian signalization across Winfield Lane and the Leading Pedestrian Intervals at the Reservoir Road/37th Street/Winfield Lane intersection was submitted to DDOT on February 24, 2020 and was approved on March 24, 2020. The decommissioning of Gate 0 temporary alternative was completed in August 2020. Gate 1 remains closed to passenger traffic. The permanent traffic signal for Gate 1 (reflecting post-construction conditions, as agreed upon with the GCP during the campus plan process) was submitted to DDOT January 31, 2020. Review wtith DDOT is on-going, and approval is expected in November or December 2020.
			Two temporary construction entrances for the on-site sound attenuated concrete batch plant (between Gate 1 and 37th Street in former parking Lot B) were approved by DDOT on July 9, 2020 and are now operational. The temporary construction entrances were reviewed with the GCP prior to obtaining DDOT approval. Both ANC 2E and the Cloisters West HOA provided letters of support for the temporary construction entrances.
11	Mini Shuttles	MGUH shall provide additional mini shuttle capacity to transport GUTS passengers from the current stop on the south side of the University's campus to the hospital until the new permanent bus turnaround south of the Lombardi Comprehensive Cancer Care Center is operational.	Two mini shuttles were added, operation commenced February 2018, operating hours are from 6:15 AM to 7:00 PM. The transport systems continue to operate at pre-COVID19 levels.
12	Reporting and Compliance Review	By November 30th of each year following approval of its Further Processing application for the Surgical Pavilion, MGUH shall file an annual compliance report with the GCP that addresses MGUH's compliance with the above conditions.	The MGUH Annual Compliance Report was submitted to the GCP on November 1, 2020 for review and comment. The final report will be submitted November 30, 2020 after review by the GCP and comments, if any, are addressed.
13	Human Rights Act	MGUH will comply fully with the provisions of the DC Human Rights Act of 1977.	Affirmed.

Georgetown University

Annual Transportation Monitoring Report

Washington, DC

December 2019

Prepared by:

Wells + Associates

(703) 917-6620

www.WellsAndAssociates.com

@WellsAssoc @WellsandAssociates Wells + Associates

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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 (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 employees on campus is summarized below in Table 1. For comparative purposes, the 2016, 2017 and 2018 statistics also are included.

Table 1
Student Enrollment and Employee Staffing Levels

Component	University				Hospital			
	2016 (CTR)	Fall 2017	Fall 2018	Fall 2019	2016 (CTR)	Fall 2017	Fall 2018	Fall 2019
Employees	4,150	4,394	4,331	4,410	4,434	4,729	4,900	4,456[†]
Traditional Undergrad Students	6,675	6,699	6,673	6,672	N/A	N/A	N/A	N/A
Overall Student Headcount	12,043	12,082	12,131	12,196	N/A	N/A	N/A	N/A

[†] The hospital's original employment number for Fall 2019 was given as 4,910 associates. However, upon further review, Human Resources determined that 454 associates' work locations were not MGUH. Therefore, the number of MGUH employees for Fall 2019 is 4,456 employees, or 22 more associates than in 2016. Since Fall 2017 and Fall 2018 employment numbers for the Hospital are substantially higher, it is likely that those reported numbers included some employees whose location is not MGUH.

TRANSPORTATION SURVEY

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

University

The transportation survey for the University was conducted from April 1, 2019 to April 12, 2019. The target population for the survey was 22,244 people (including students, faculty, and staff). It was distributed on-line and by paper and was available in both English and Spanish. A total of 5,772 responses were received yielding a response rate of 26 percent. The mode splits for each University group surveyed are summarized in Table 2.

As shown in Table 2, approximately 68.6 percent of the University's population commutes to campus via non-single occupant vehicle (non-SOV) modes of transportation (i.e. non-auto modes plus carpooling). Another 4.9 percent is dropped-off/picked-up by another vehicle (including taxis and transportation network company (TNC) services, such as Uber and Lyft).

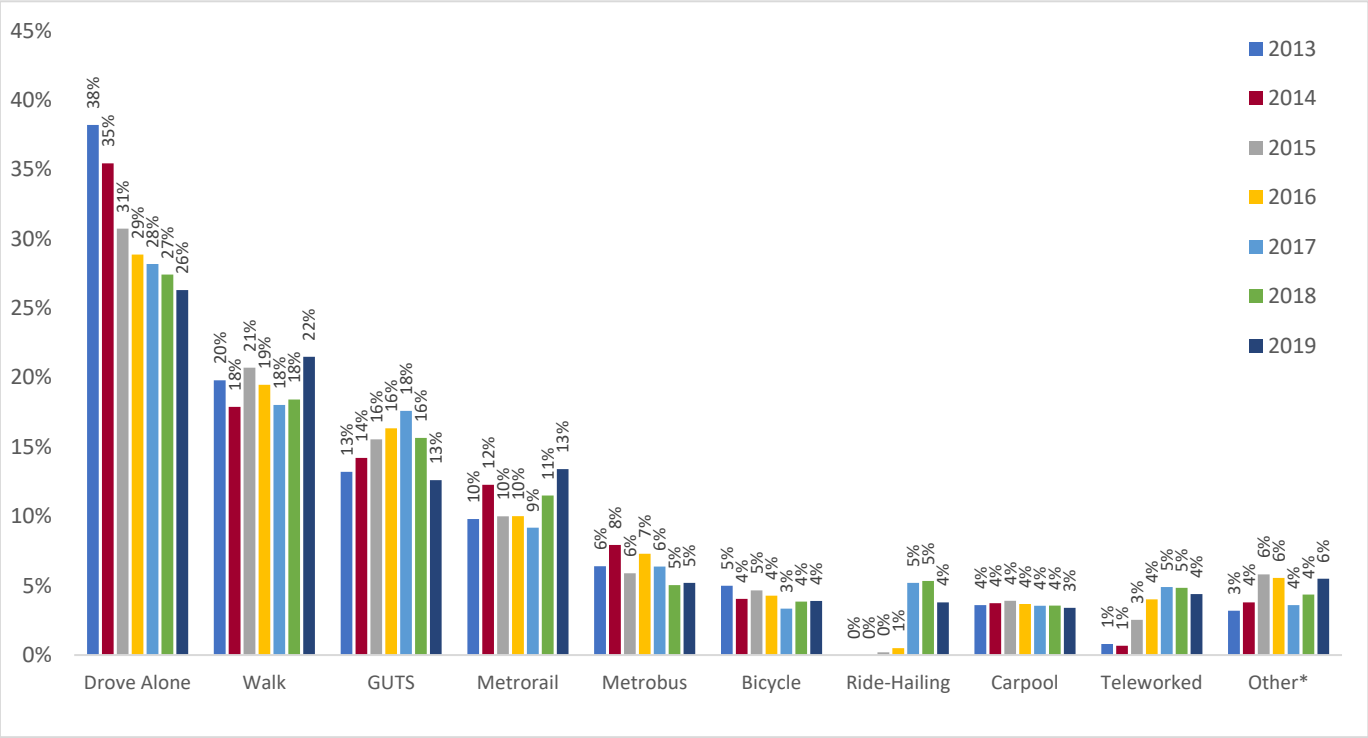
A comparison of 2013 through 2019 University mode split results is summarized in Chart 1. The use of single-occupant private vehicles reported this year decreased one percent from 27 percent to 26 percent, compared to 2018. Walking and Metrorail mode shares increased by four percent and two percent, respectively. GUTS bus usage as the longest mode declined by three percent. However, GUTS is a vital last mile connection with respondents reporting a three percent increase in GUTS usage as their last mode over 2018. Changes to other specific modes were one percent or less.

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	3.8	10.9	20.3	42.6	39.1	30.8	35.0	26.3
Carpool/Vanpool	0.7	1.4	2.0	4.8	5.4	9.7	3.6	3.5
Carsharing	0.0	0.1	0.1	0.1	0.1	0.2	0.0	0.1
Dropped-Off/Taxi	0.2	1.1	1.2	1.4	1.3	1.5	1.4	1.1
Transportation Network Company	2.9	6.6	2.4	2.4	3.1	0.8	4.5	3.8
Subtotal Auto Modes	**7.7**	**20.2**	**26.0**	**51.3**	**48.8**	**42.9**	**44.5**	**34.9**
GUTS	6.8	27.9	16.5	5.4	8.0	12.0	14.8	12.6
Metrorail	4.0	12.8	1.6	9.7	15.2	21.9	18.8	13.4
Metrobus	1.2	5.6	1.7	3.6	6.8	7.5	1.7	5.2
Commuter Rail/Bus	0.0	1.9	0.1	1.2	3.3	2.7	2.4	2.1
Telework	0.3	1.0	1.7	14.0	6.0	2.9	1.2	4.4
Circulator	0.3	1.2	0.0	0.1	1.0	1.9	2.6	0.9
Bicycle/Bikeshare	4.6	5.8	5.1	4.6	2.9	2.1	4.8	4.5
Walk	73.7	22.7	46.4	10.1	8.0	6.0	9.3	21.5
Electric Scooter	1.5	0.9	0.7	0.0	0.1	0.0	0.0	0.5
Subtotal Non-Auto Modes	**92.3**	**79.8**	**74.0**	**48.7**	**51.2**	**57.1**	**55.5**	**65.1**

More detailed information from the University's 2019 Transportation Survey is included in Appendix B.

Chart 1
Historical University Mode Split Comparison



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

Hospital

The transportation survey for the Hospital was conducted from October 7, 2019 to October 17, 2019. The target population for the Hospital's survey was 4,981 people (including contractors, medical staff, nurses, and other associates). A total of 1,740 responses were received yielding a response rate of 35 percent. The mode splits for each Hospital group surveyed are summarized in Table 3.

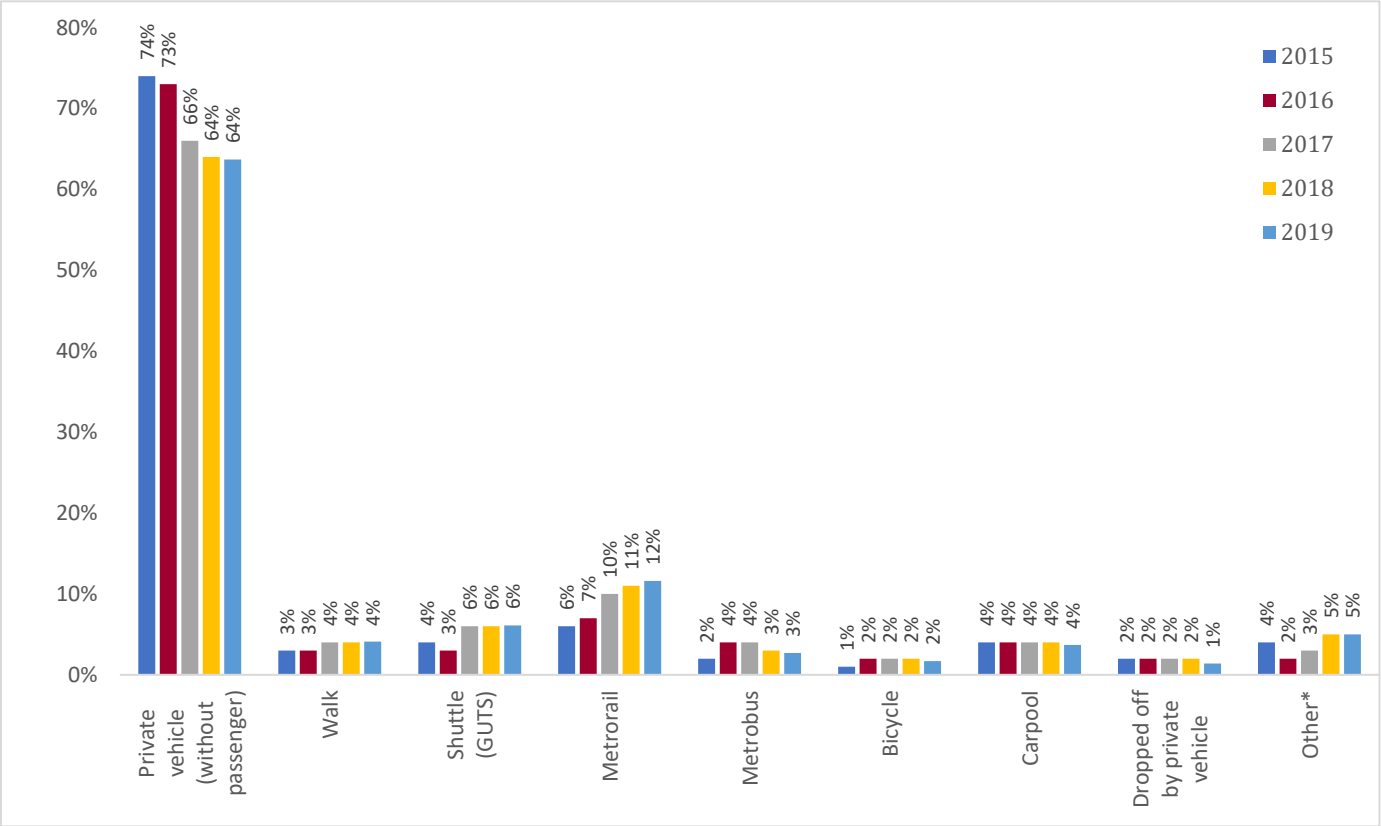
Table 3
Hospital Mode Split† (Longest Leg) Summary

Mode \ Group	Physician/ Nurse Practitioner	Nurse	Contractors	Other Associate	Overall Population
Private Vehicle	77.7	64.0	51.0	61.2	64.1
Carpool/Vanpool	1.2	2.8	5.0	5.3	4.0
Carsharing	0.4	0.3	0.0	0.1	0.2
Dropped-Off/Taxi	0.1	1.0	0.0	2.1	1.4
Transportation Network Company	2.2	4.2	2.0	2.0	2.7
Subtotal Auto Modes	**81.6**	**72.3**	**58.0**	**70.7**	**72.4**
GUTS	3.0	8.8	0.0	4.7	6.0
Metrorail	3.4	6.7	37.0	15.6	11.0
Metrobus	0.3	2.4	0.0	4.1	3.0
Commuter Rail/Bus	0.1	0.7	0.0	2.0	1.3
Circulator	0.0	0.0	0.0	0.0	0.0
Bicycle/Bikeshare	4.9	1.7	0.0	1.1	2.0
Walk	6.5	7.0	5.0	1.6	4.1
Scooter-share	0.2	0.4	0.0	0.2	0.2
Subtotal Non-Auto Modes	**18.4**	**27.7**	**42.0**	**29.3**	**27.6**

† All mode splits are given in percent. Individual modes may vary from the subtotal due to rounding.

Hospital mode split results for 2015 through 2019 are summarized and compared in Chart 2. As shown in Chart 2, the use of single-occupant vehicles to commute to campus remained steady at 64 percent when compared to last year. Metrorail increased by one percent for the second year in a row. Other modes remained relatively unchanged with less than a one percent change from last year.

Chart 2
Hospital Mode Split Comparison



* The other category includes the following responses: commuter rail, commuter bus, carshare, bike share, scooter share, motorcycle, vanpool, ride-hailing, and taxi.

The Hospital continues to operate with a reduced on-campus parking supply as the result of the on-going construction of the new medical/surgical pavilion. Currently, 116 associates who previously drove alone to campus receive transit subsidies (in the amount of $255 per month) in exchange for relinquishing their on-campus parking permit. Additionally, the Hospital continues to provide off-site parking in Rosslyn near the Rosslyn GUTS stop and fully subsidizes the cost of off-campus parking for employees. To support the off-campus parkers, the Hospital continues to supplement the Rosslyn GUTS route with three additional buses.

More detailed information from the Hospital's 2019 Transportation Survey is included in Appendix B.

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 that were used to establish them are summarized in Table 4.

Table 4
Summary of Campus Plan[1] 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 10, 2019 through Thursday, September 12, 2019. Traffic count data are included in Appendix C.

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

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

[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				491	102	**593**
Garage 2				718	244	**962**
Garage 4	195	0	**195**			
Leavey (P 1/2)				553	104	**657**
Leavey (P 2/3)	382	9	**391**			
Southwest Garage	452		**452**	199	0	**199**
Lot A (Hospital)[1]						
Lot B (St. Mary's)[1]						
Lot B1 (St. Mary's)[1]						
Lot E (Medical/Dental)	66	6	**72**			
Lot G (New Research)[2]						
Lot Y (Yates)	19	7	**26**			
Lot 6 (Poulton)	23	0	**23**			
Lot 9 (Lauinger Library)	78	14	**92**			
Lot WM (Wisemiller's)	8	13	**21**			
Sub-total	**1,223**	**49**	**1,272**	**1,961**	**450**	**2,411**
Grand Total	**3,683**					

[1] Lots A, B, and B1 currently are off-line due to construction of the new medical surgical pavilion.
[2] Lot G currently off-line due to the construction of the new east-west road.

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 prior to the 2019 data collection 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.

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 Medstar 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 (i.e. the Hospital was allotted 199 parking passes for the garage and there are a total of 651 spaces in the garage, which resulted in a 31 percent allocation to the Hospital and a 69 percent allocation to the University).

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. The University's peak hours occurred from 8:30 AM to 9:30 AM and from 5:00 PM to 6:00 PM. The Hospital's peak hours occurred from 6:30 AM to 7:30 AM and from 4:30 PM to 5:30 PM.

The University accounted for 42.5 percent of the trips from 8:30 AM to 9:30 AM and 42.4 percent of the trips from 5:00 PM to 6:00 PM. The Hospital accounted for 71.5 percent of the trips from 6:30 AM to 7:30 AM and 59.7 percent of the trips from 4:30 PM to 5:30 PM. Note that not all trips to/from campus park in a parking facility. Examples of trips that enter/exit campus but may not enter a campus parking facility include: construction vehicles, service vehicles, GUTS buses, taxis, TNC vehicles, and other vehicles dropping-off passengers. Therefore, the total trip generation for each institution was determined by applying the percentages above to the total inbound and outbound campus trips (determined by averaging the campus driveway counts over the three days) for the appropriate hours.

University Trip Generation

The resulting trip generation for the University is shown in Table 6. For comparative purposes, the 2017 counts, 2018 counts, Spring 2019 counts and the performance targets also are provided in Table 6. Detailed trip generation data are included in Appendix C.

As shown in Table 6, the University currently is generating 1.9 percent fewer AM peak hour vehicle trips and 14.2 percent fewer PM peak hour vehicle trips than in 2018. 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

† 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 2017, 2018, and 2019 trip counts presented in this table do not include adjustments for on-street parking. See further details below in *On-Street Parking*.

On-Street Parking

Members of the community engaged in the Georgetown Community Partnership (GCP), and specifically the Transportation and Parking Working Group, have identified on-street parking as an area of concern that should be, to the extent possible, assessed and monitored. The Campus Plan CTR did not include any requirement for monitoring on-street parking or including on-street parking counts in the established Performance Target Commitment and Aspirational Goal for the University and Hospital. Therefore, from a compliance perspective, the annual trip counts do not reflect any adjustment for on-street parkers. However, in light of the community's interest in this issue, annual on-street parking estimates derived from the annual Transportation Surveys for both institutions (or other methods that may be identified through consultation with the GCP and/or DDOT) have been recorded and will continue to be tracked and reported.

In reviewing on-street parking trends from 2017 to 2019, Wells + Associates discovered that the on-street parking percentages calculated for 2017 and 2018 were applied incorrectly. In 2017 and 2018, the percent of on-street parkers was calculated from the survey data and as the number of on-street parkers who arrived during the peak hour divided by the total number of survey respondents. That percentage was then applied to the peak hour trip generation determined from the on-campus trip counts. However, this percentage either should have been applied to the entire population (i.e. the number of people who received the survey) or the percent of on-street parkers should have been calculated as the number of on-street parkers who arrived during the peak hour divided by ***the total number of vehicles that arrived during the peak hour***. Therefore, the on-street parking methodology was revised accordingly. Technical addenda will be issued under separate cover for Fall 2017 – Spring 2019 Transportation Monitoring Reports, which included trip counts that reflected an adjustment for on-street parking. The resulting estimated University on-street parkers is summarized in Table 7.

Table 7
Summary of Estimated University On-Street Parkers

Year	AM Peak Hour		PM Peak Hour	
	Percent†	Number	Percent†	Number
Fall 2017	12.0%	57	11.3%	52
Fall 2018	7.2%	42	7.4%	43
Spring 2019	7.2%	38	7.4%	40
Fall 2019	11.5%	65	11.2%	56

† The percentage of parkers that arrived to campus during the peak hour and parked on-street.

Hospital Trip Generation

The resulting trip generation for the Hospital is shown in Table 8. For comparative purposes, the 2017 counts, 2018 counts, Spring 2019 counts, and the performance targets also are provided. Detailed trip generation data are included in Appendix C.

Table 8
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

† 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 2017, 2018, and 2019 trip counts presented in this table do not include adjustments for on-street parking.

Table 8 shows that the Hospital is currently generating 9.0 percent fewer AM peak hour vehicle trips and 14.2 percent fewer PM peak hour vehicle trips than in 2018. The Hospital's trip generation is significantly below both the Performance Target Commitment and Aspirational Goal established in the 2017 – 2036 Campus Plan.

On-Street Parking

The estimated Hospital on-street parkers using the revised methodology is summarized in Table 9.

Table 9
Summary of Estimated Hospital On-Street Parkers

Year	AM Peak Hour		PM Peak Hour	
	Percent†	Number	Percent†	Number
Fall 2017	1.0%	11	1.1%	10
Fall 2018	3.9%	40	4.4%	37
Spring 2019	3.9%	40	4.4%	37
Fall 2019	4.7%	44	4.2%	30

† The percentage of parkers that arrived to campus during the peak hour and parked on-street.

PARKING UTILIZATION

The Campus Plan requires that the University maintain a parking inventory of no more than 4,080 parking spaces within the Campus Plan boundary. As shown in Table 5, five lots and five garages currently are in operation on campus (Lots A, B, and B1 are no longer in operation due to the construction of the new medical/surgical pavilion and Lot G was off-line due to the construction of the new east-west roadway). Of the 3,683 spaces currently available on campus, 1,272 parking spaces are designated for University use and 2,411 parking spaces are designated for Hospital use. Marked spaces account for 3,184 (or 86.5 percent) of the total, while the remaining 499 spaces (13.5 percent) are unmarked/stacked spaces that fluctuate in location due to displaced parking caused by construction activities and valet parking available at some garages. The total amount of parking capacity on campus has declined from the cap of 4,080 spaces to 3,683 spaces at the time of the 2019 data collection. The decrease in parking capacity can be attributed to the significant amount of construction taking place throughout the campus.

Parking occupancy counts were conducted for the University's and the Hospital's parking facilities on Wednesday, September 11, 2019. The number of occupied marked and unmarked parking spaces was recorded hourly from 6:00 AM to 8:00 PM in each of the on-campus parking facilities that serve University and Hospital operations. Table 10 summarizes the peak occupancy for each campus parking facilities for 2019 compared to 2018.

As shown in Table 10, the overall peak parking demand occurred at 1:00 PM when 81 percent of the parking spaces were occupied. Overall, the number of vehicles parked on-campus during the peak decreased by approximately one percent compared to last year. The peak parking occupancy rate reflects no change compared to last year due to the reduced parking supply.

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

Table 10
On-Campus Parking Utilization

Parking Facility	2018/2019 Capacity	2018 Peak Occupancy		2019 Peak Occupancy	
		Time	Spaces	Time	Spaces
University Parking Facilities					
Garage 4	195	1 PM	148 (76%)	2 PM	162 (83%)
Lot E (Medical/Dental)	72	12, 1 PM	43 (60%)	12, 1 PM	42 (58%)
Lot G (New Research)	90/91	11 AM	55 (60%)	Offline	
Lot Y (Yates)	26	2, 4 PM	10 (39%)	9 AM	14 (54%)
Lot 6 (Poulton)	20/17	9, 10 AM 12 PM	12 (71%)	2 PM	16 (70%)
Lot 9 (Lauinger Library)	92	12 PM	63 (69%)	1 PM	71 (77%)
Lot WM (Wisemiller's)	21	10, 11 AM 12, 1, 5 PM	7 (33%)	6, 7 PM	8 (38%)
Hospital Parking Facilities					
Garage 1	447/593	12, 2 PM	342 (77%)	12 PM	456 (77%)
Garage 2	962	1 PM	737 (77%)	2 PM	772 (80%)
Lot B (St. Mary's)	107/87	12 PM	72 (83%)	Offline	
Shared Parking Facilities					
Southwest Garage*	651	1 PM	626 (96%)	12 PM	640 (98%)
Leavey†	1,048	12 PM	912 (87%)	1 PM	843 (80%)
Total	**3,709/3,683**	**1 PM**	**3,004 (81%)**	**1 PM**	**2974 (81%)**

* It is not possible to distinguish MedStar Parking and University vehicles in Southwest Garage. Medstar accounts for 199 of the 651 spaces in SW Garage.
† Due to construction activities, the internal barricades in Leavey garage were removed. Therefore, MedStar and University parking occupancy was not separated.

GUTS RIDERSHIP

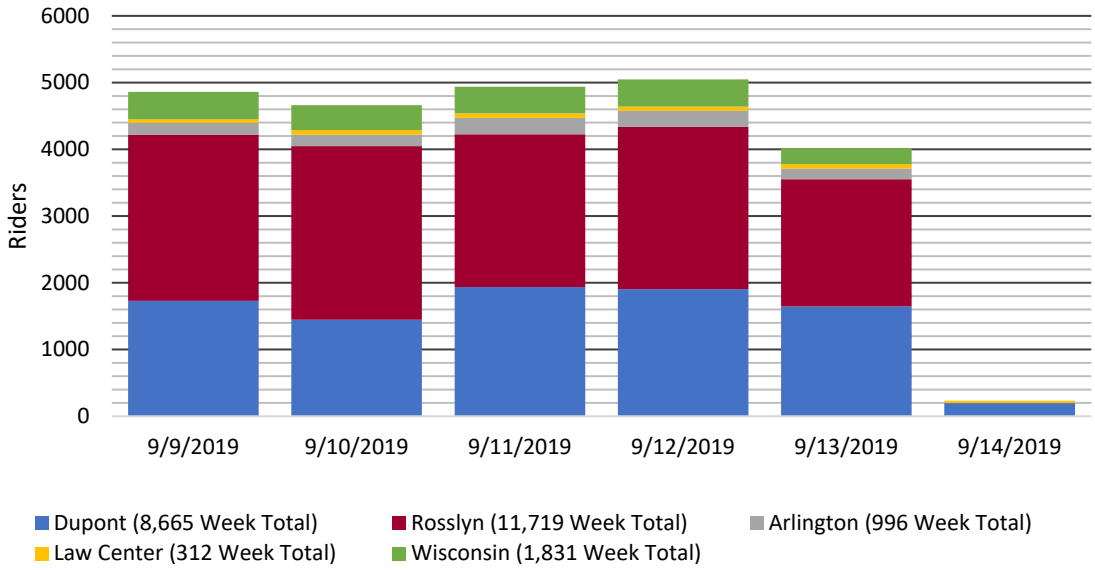
As a condition of approval of the 2017 – 2036 Campus Plan, the University was required to install Automatic Passenger Counters (APCs) and Automatic Vehicle Locators (AVLs) on its fleet of GUTS buses. The APCs were installed during the Fall 2017 semester and the AVLs were installed during the Spring 2017 semester. APCs and AVLs are installed in 100 percent of the University-owned GUTS vehicles.

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, bus drivers recorded the number of passengers boarding and alighting each bus. Over the last several years, that data showed a decline in ridership; however, the annual transportation surveys showed an increase in ridership. Over time, the use of the APCs will allow a more accurate depiction of ridership trends.

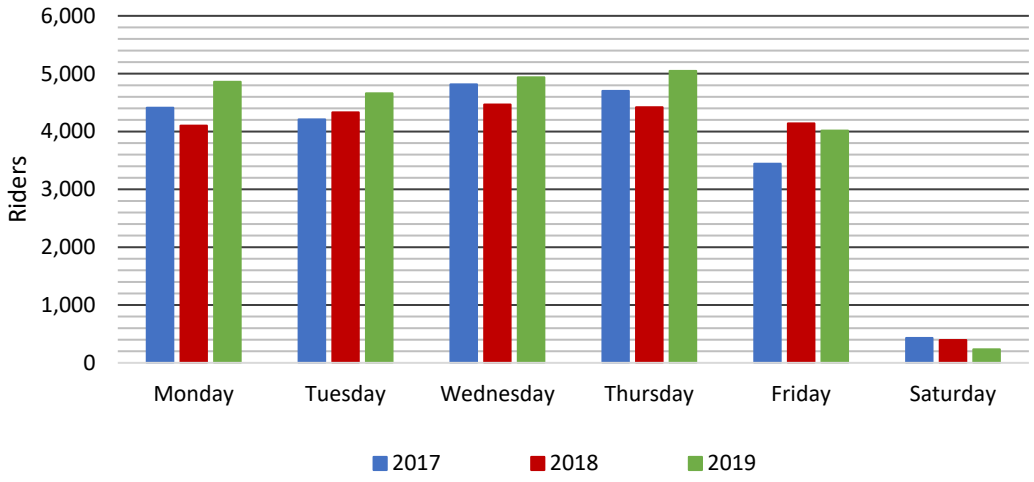
The ridership on each of the GUTS routes by day, for the week of September 9, 2019 is shown on Chart 3 below.[2] Hourly ridership data for each route are provided in Appendix E.

Chart 3
GUTS Ridership by Day



A comparison of 2017, 2018, and 2019 ridership is provided on Chart 4.

Chart 4
Historical Daily GUTS Ridership



[2] APCs are not installed on contract buses that are used to supplement the University's fleet of buses. Therefore, ridership data for the contract 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.

Automatic Vehicle Locators

Since installation of the AVLs, the reliability of the real-time arrival data has substantially improved. 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's investment in their TDM Plan is evidenced by a reduction in AM and PM peak hour vehicle trips compared to last year. While the University trip counts are substantially below the performance target commitments and 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 2019 expenditures are included in Table 11. The University anticipates $5,046,348 in 2020 TDM expenditures and $5,357,835 in 2021 TDM expenditures.

Table 11
University's Past, Current, and Anticipated Future TDM Expenditures

TDM Strategy	Actual Cost			Anticipated Cost	
	2017	2018	2019	2020	2021
Georgetown University Transportation System					
Continued operation of GUTS system, which connects campus to the Rosslyn and Dupont Circle Metro Stations and other key destinations Continued operation of modified Saturday GUTS service to connect students to shopping Continued operation of Late Night Shuttle Routes Continued operation of mini-shuttle	$3.57M	$3.91M	$4.41M	$4.70M	$5.00M
Installation of Automatic Passenger Counters in GUTS buses	$65,500	N/A	N/A	N/A	N/A
Automatic Passenger Counter Maintenance – GUTS	$51,000	N/A	N/A	$5,000	$5,000
Annual maintenance and updates for GUTS GPS devices	N/A	$56,814	$50,465	$51,000	$52,000
Evaluation of additional GUTS service/new routes to attract new riders	$2,700	N/A	N/A	N/A	N/A
Safe Rides					
Continued operation of Safe Rides	$74,500	$74,000	$77,000	$80,465	$84,085
Transit Incentives					
Administration of SmartBenefits to provide pre-tax savings on public transportation costs (currently 350 employees enrolled)	N/R	N/R	$22,441	$24,000	$26,000
Bicycle Infrastructure, Amenities, and Services					
105 new bicycle racks	$20,000	$0	$0	$0	$0
Two new bike maintenance stations	$3,000	$0	$0	$0	$0
Abandoned bike removal – a partnership between GUPD and Office of Sustainability	$1,000	$1,000	$1,000	$1,000	$1,000
Free bicycle safety courses and free helmets to students	$3,725	$1,000	$0	$0	$1,000
Free bike registration through GUPD and availability of discounted bike locks	N/R	N/R	$100	$100	$100
Free access to Yates' showers and locker room and discounted locker rentals for bike commuters	N/R	N/R	$5000	$5,500	$6,000

N/A: Not Applicable, N/R: Not Reported in Prior Years

Table 11 (Continued)
University's Past, Current, and Anticipated Future TDM Expenditures

TDM Strategy (continued)	Actual Cost			Anticipated Cost	
	2017	2018	2019	2020	2021
Bicycle Infrastructure, Amenities, and Services (continued)					
Provided Capital Bikeshare Discounts for faculty/staff through the GU Wellness Program (50% discount on memberships)	$5,000	$5,000	$5,000	$5,000	$5,000
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	$500	$500
Improvements to bike repair stations	N/A	N/A	N/A	$1,000	$500
Parking Management					
Installation of infrastructure for four Electric Vehicle Charging Stations	$15,400	$9,200	N/A	N/A	N/A
Maintenance of four electric vehicle charging stations	N/A	N/A	N/A	$200	$200
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	$12,618	$15,000
Discounted parking for carpools	N/R	N/R	$25,750	$25,750	$25,750
Education and Outreach					
On-going transportation website promotion and maintenance	$2,500	$2,500	$2,500	$3,500	$2,500
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	$6,000	$1,000
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	$1,000	$1,000
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	$1,000	$1,000
Carpool Matching Tool Development and Promotion	$0	$5,000	$0	$5,000	$3,000
Manage Promoting ZipCar Discount	N/R	N/R	$100	$100	$100
TDM Coordinator	N/A	N/A	$53,746	$117,615	$127,000
Total Expenditures					
	$4,164,325	**$4,086,514**	**$4,707,760**	**$5,046,348**	**$5,357,735**

N/A: Not Applicable, N/R: Not Reported in Prior Years

Hospital

The Hospital's investment in their TDM Plan is evidenced by a substantial reduction in AM and PM peak hour vehicles trips over the last three years. While the Hospital is substantially below both its Performance Target Commitments and its Aspirational Goals, the Hospital recognizes that these trip thresholds were established based on employment projections that are anticipated to occur over time. The Hospital will continue its TDM efforts to offset increases in trips as a result of continued growth. A list of the Hospital's TDM activities and expenditures for 2019 are provided in Table 12 along with the Hospital's anticipated 2020 TDM expenditures.

Table 12
Hospital's Past, Current, and Anticipated Future TDM Expenditures

TDM Strategy	Actual Cost			Anticipated Cost
	2017	2018	2019	2020
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	$135,500
Prepared Transportation Access Guide	$10,250	$0	$0	$0
Georgetown University Transportation System				
Provided seven 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 - In 2017, added three additional shuttles on the route to help alleviate wait times, increase capacity, and accommodate off-site parkers during construction	$1,300,000	$1,365,451	$1,299,389	$1,365,451
Provided mini-shuttle service - Financially supports the university's mini-shuttle service, which transports associates with limited mobility from the McDonough Bus Plaza to the hospital - 2017 costs include MedStar's portion of the operational costs - 2018 costs include operational costs plus cost of two additional shuttles - 2019 costs include operational costs plus cost of two additional shuttles	$80,031	$147,722	$332,308	$371,832

Table 12 (continued)
Hospital's Past, Current, and Anticipated Future TDM Expenditures

TDM Strategy	Actual Cost			Anticipated Cost
	2017	2018	2019	2020
Transit Incentives				
Provided SmartBenefits - Provides pre-tax savings on public transportation cost for enrolled associates (currently 106 associates are enrolled)	$4,832	$4,832	$4,832	$4,832
Provided Transit Subsidies in amount of $255/month to associates to use for public transportation to reduce on-site parking during construction[†] - Only offered to Associates who previously drove alone - Subsidies began in October 2017	$104,040	$104,040	$345,780	$345,780
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[‡]	$1,396,686[‡]
Total Expenditures				
	$1,885,691	**$2,943,645**	**$3,509,242**	**$3,620,081**

[†] Transit Subsidy and off-campus parking programs are temporary programs intended to run through the duration of construction.
[‡] Most off-site parkers park for free. Approximately 100 Associates pay $46/month. Costs shown reflect offsetting revenue from the collected parking fees.

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FIGURES

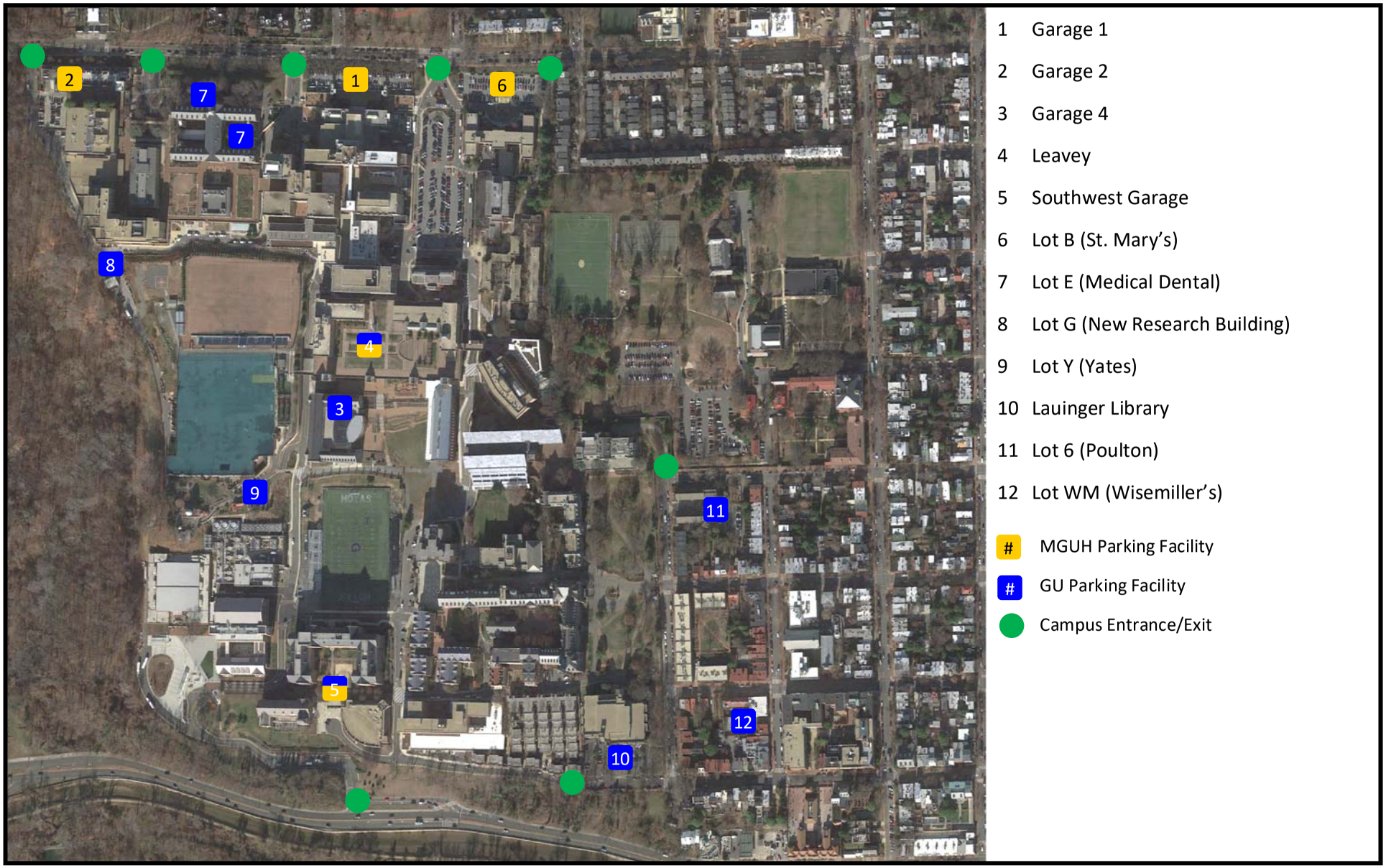

Figure 1
Count Locations

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.

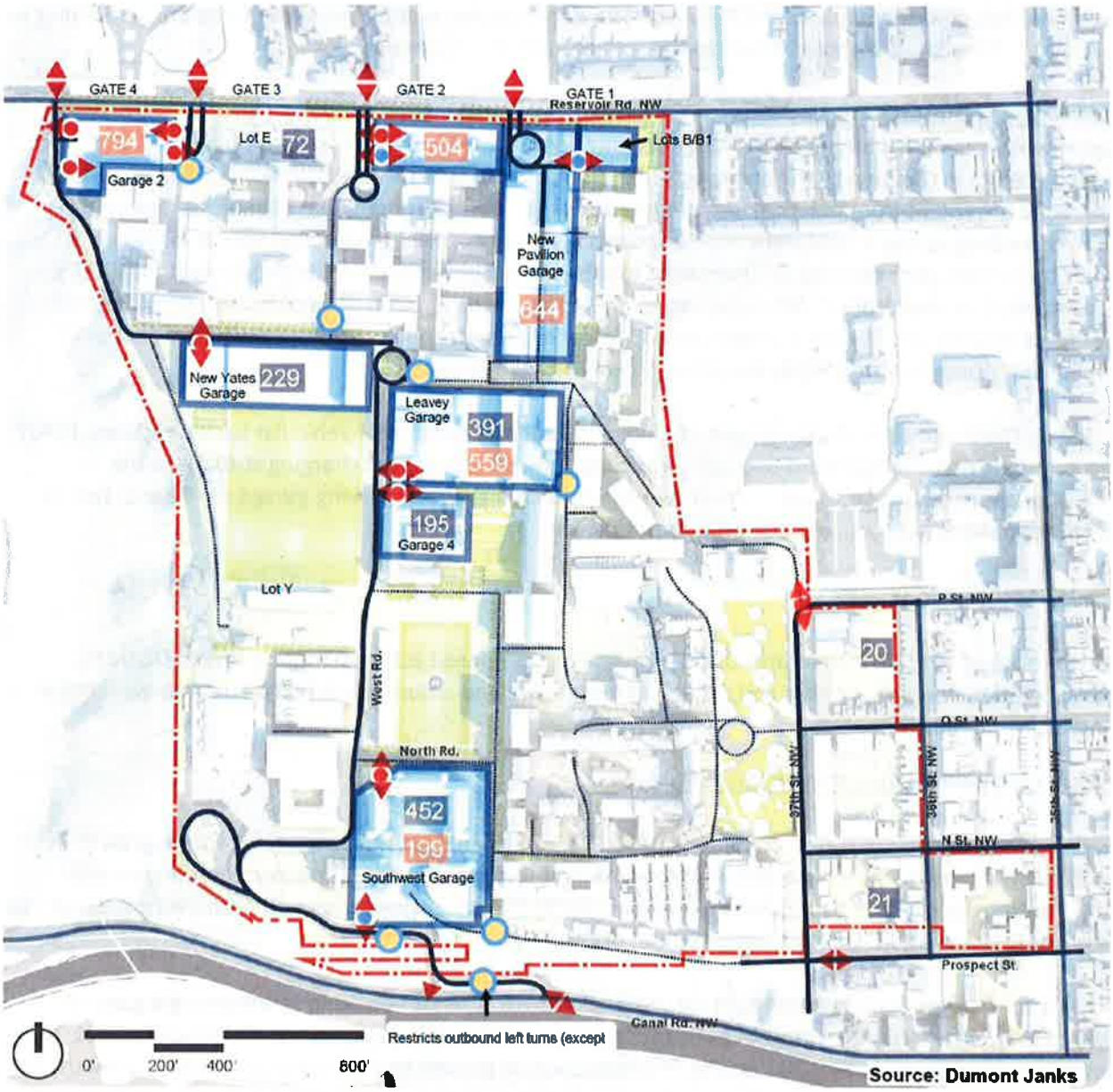

Figure 2. Proposed Campus Vehicular Circulation Plan (see CTR for legend)

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.

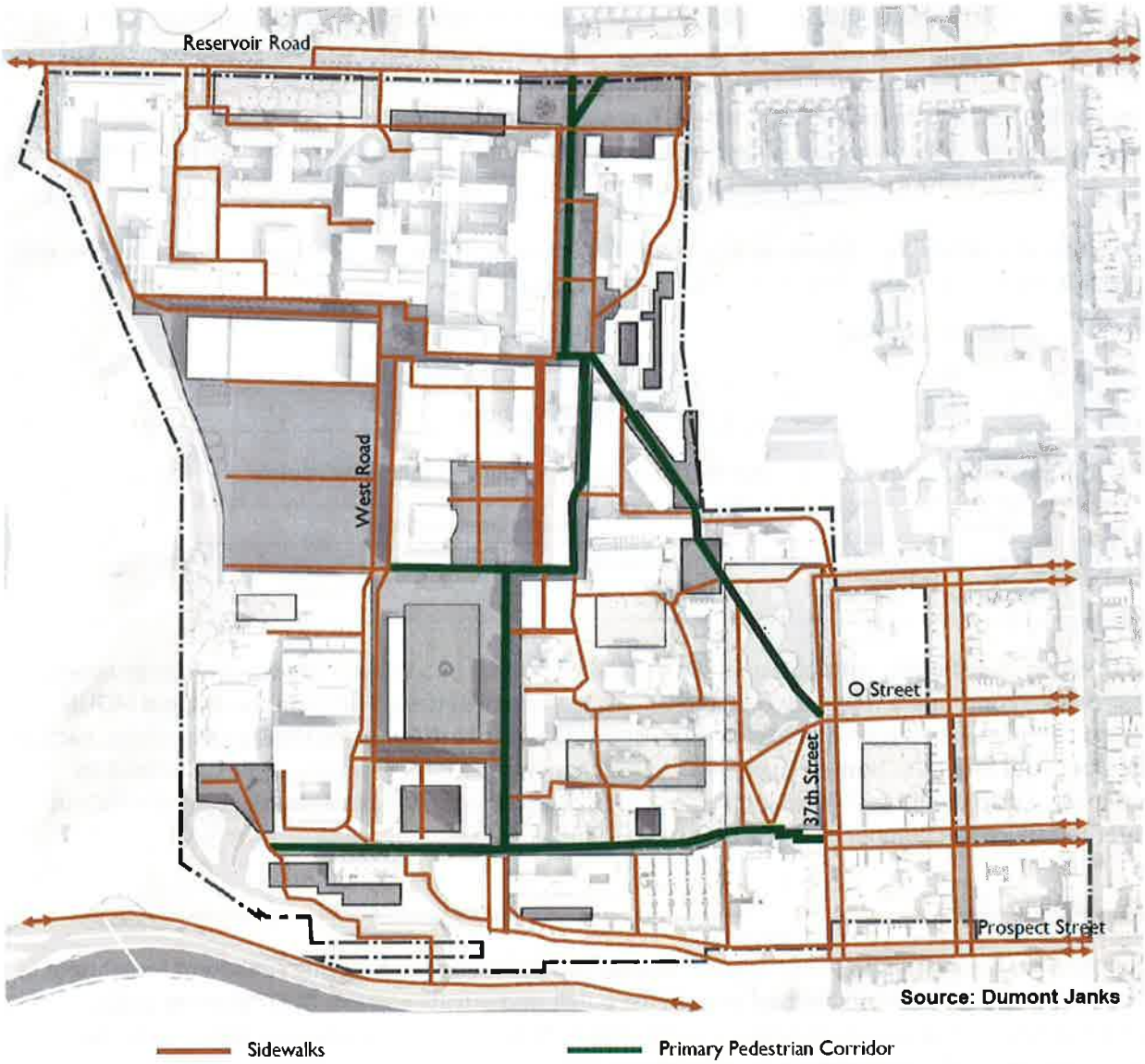

Figure 9. Proposed Pedestrian Pathways (Source: Applicant)

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.

o 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.

o GUTS Daily Ridership Counts

  o 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.

  o 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 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.

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 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.

On-Campus Social Life Improvements

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).

Comprehensive Transportation Plan

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.

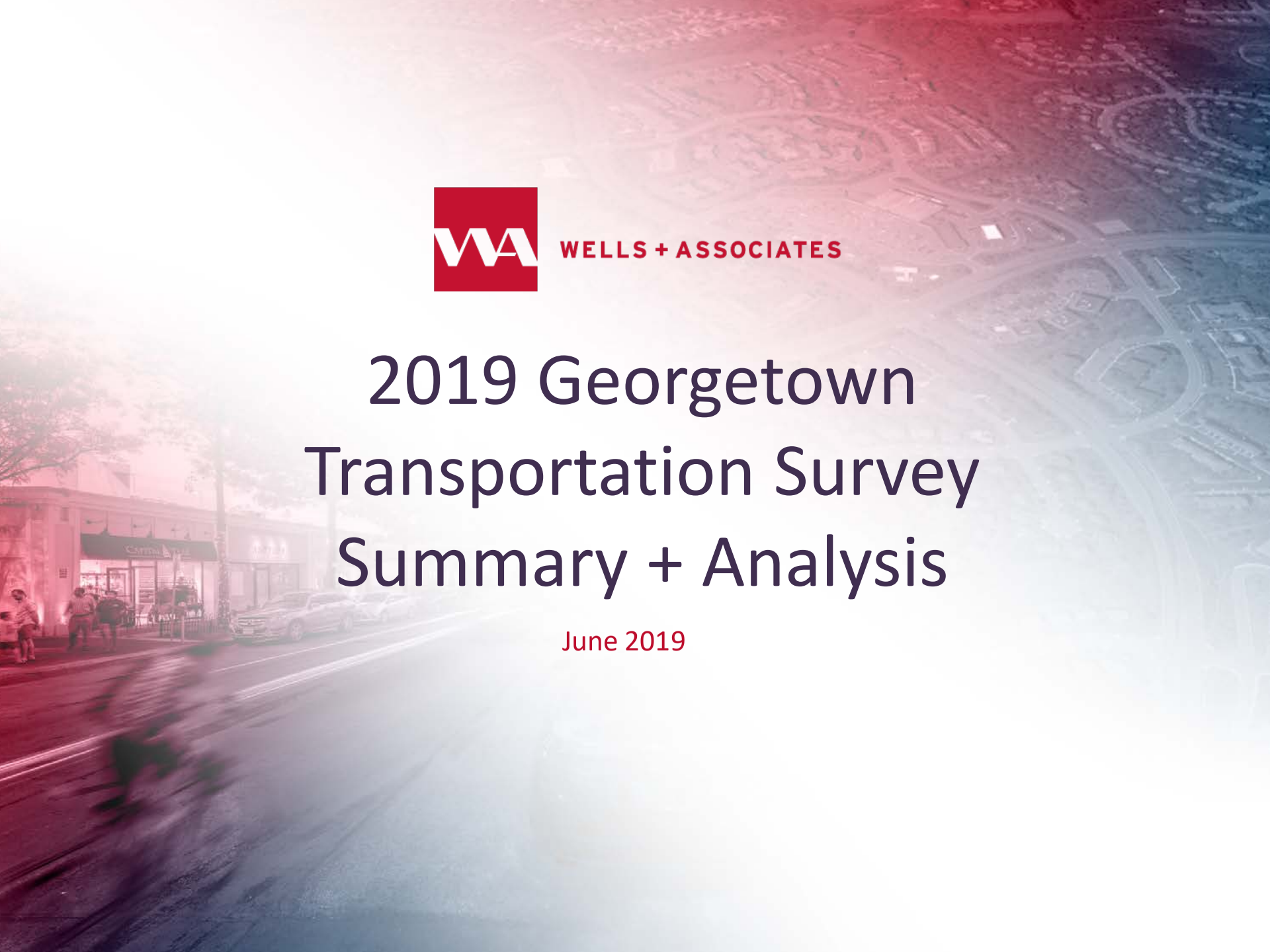
BY THE ORDER OF THE D.C. ZONING COMMISSION

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

ATTACHMENT B
University's and Hospital's Transportation Survey



WELLS + ASSOCIATES

2019 Georgetown Transportation Survey Summary + Analysis

June 2019

Outline

- Background
- Survey Overview
- Results
- Summary of Findings

Background

- Georgetown Transportation Survey is conducted annually during the spring semester
- The objective of the transportation survey is to:
  - Gauge the mode split to/from the campus
  - Comply with the 2017-2036 Campus Plan
  - Understand University transportation trends and support strategic planning and decision makneeds to refine service offerings

2019 Survey Response Rate

Survey Effort:	2019
Target Population	22, 244
Survey Responses Received	5,772
Response Rate	25.9%
Statistical Significance Threshold Response Rate	8%
Error Interval[1]	±1.28%
Confidence Level	99%

[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.

Annual Survey Comparison

Survey Effort:	2013	2014	2015	2016	2017	2018	2019
Survey Responses Received	5,850	6,079	5,324	7,051	5,642	5,342	**5,772**
Main Campus Commute	3,638	5,091	3,262	5,163	4,016	4,631	**3,907**
Target Population	22,721	18,068	18,001	24,045	24,196	22,155	**22,244**
Response Rate	25.7%	33.6%	29.6%	29.3%	23.3%	24.1%	**25.9%**

Survey Instrument

- Available in English and Spanish
- Distributed online and by paper

2019 GEORGETOWN UNIVERSITY TRANSPORTATION SURVEY

Survey Incentives

Early Bird Drawing - $500

+

Five $100, One $500 and One $750

Survey Promotion

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

Audience	Channel
All GU Internal	Broadcast Email
	Poster
	Digital Signage
	GU App
	GU Social Media
	Master Planning Website
	GU Transportation Website
	Planning and Facilities Website
	COO Website
	Department/Dean Reminders
Undergraduate/Graduate Students	Center for Student Engagement
	Graduate Student Organization Newsletter
	Grad Gazette
	Office of Neighborhood Life Newsletter
Faculty and Staff	GU Wellness Newsletter
	Staff/AAP Newsletter
	Blue & Gray Newsletter
	Office of Neighborhood Life Newsletter

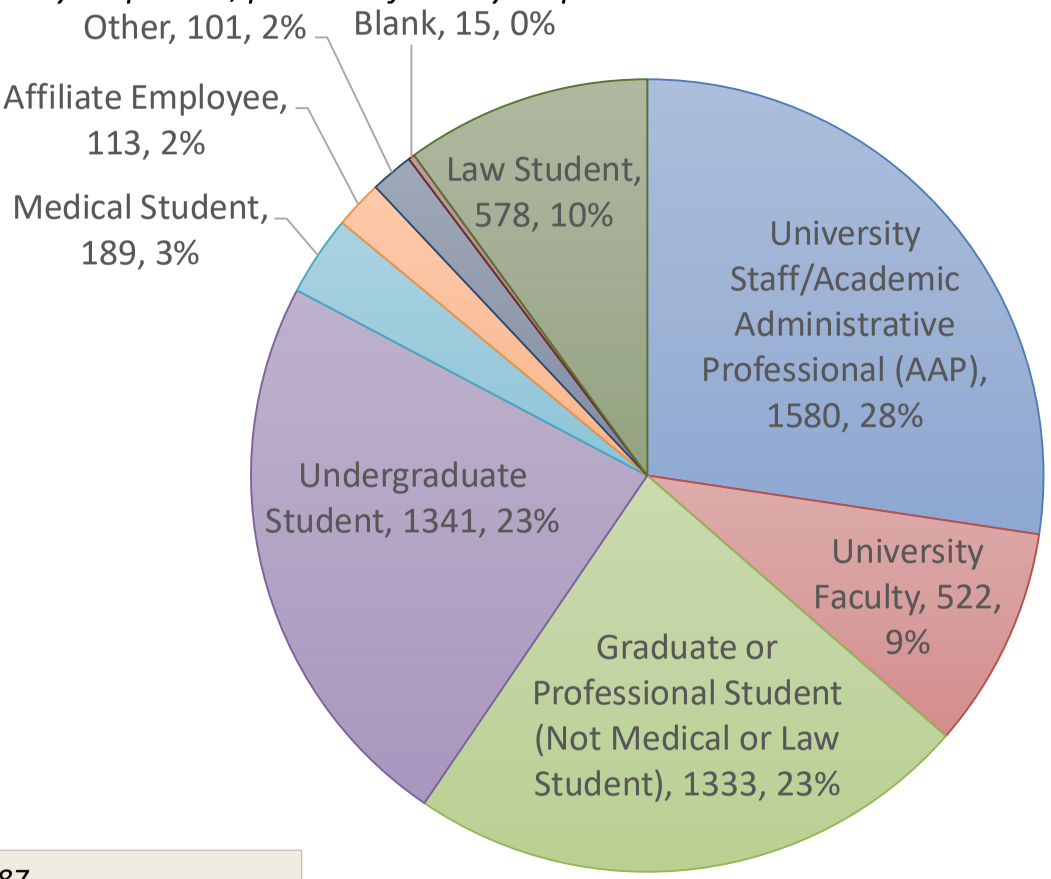
Survey Poster

SURVEY RESULTS

General Work/School Information

What is your primary relationship with Georgetown University?

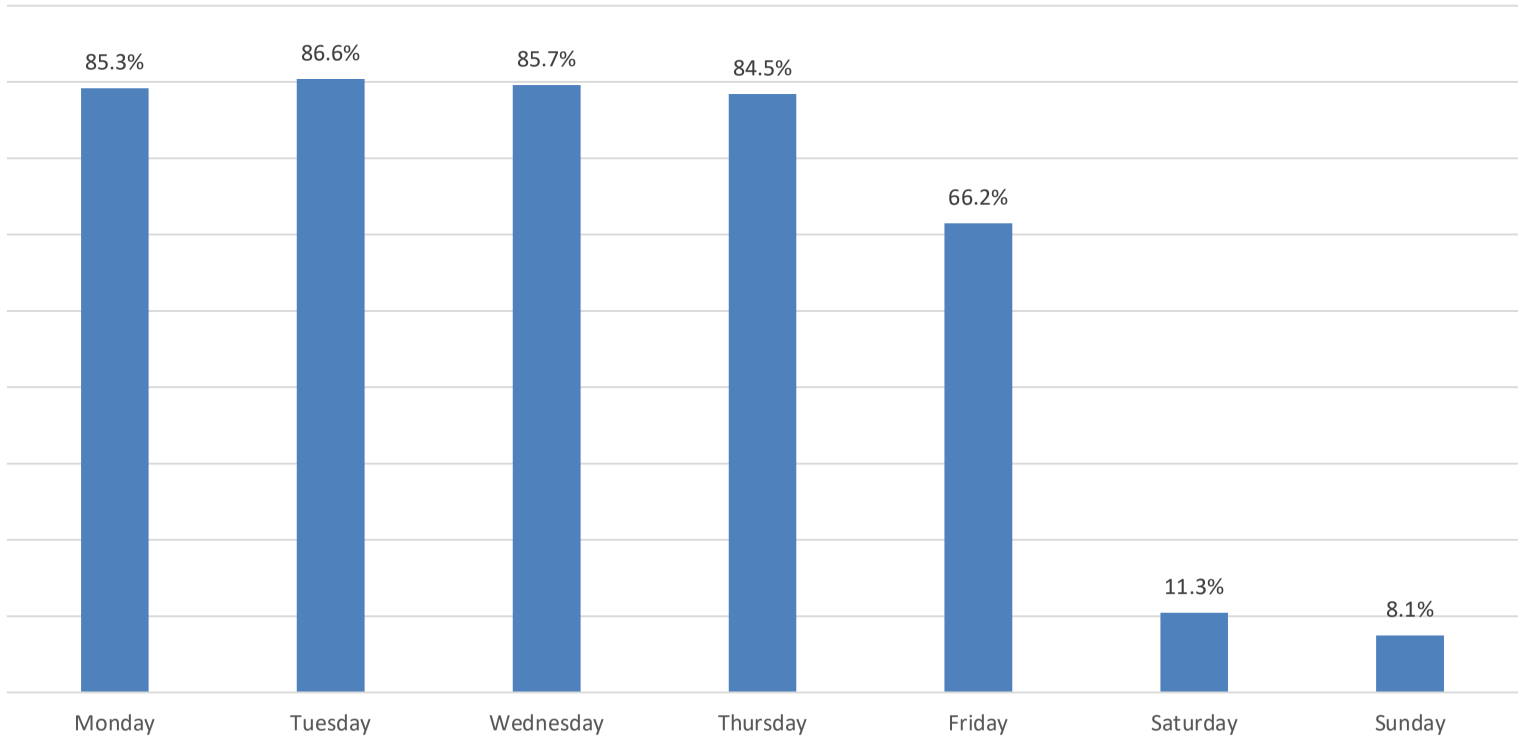
Number of survey responses, percent of survey responses



Responses: 4,887
Margin of Error: ±1.6%

What days did you work/attend school last week?

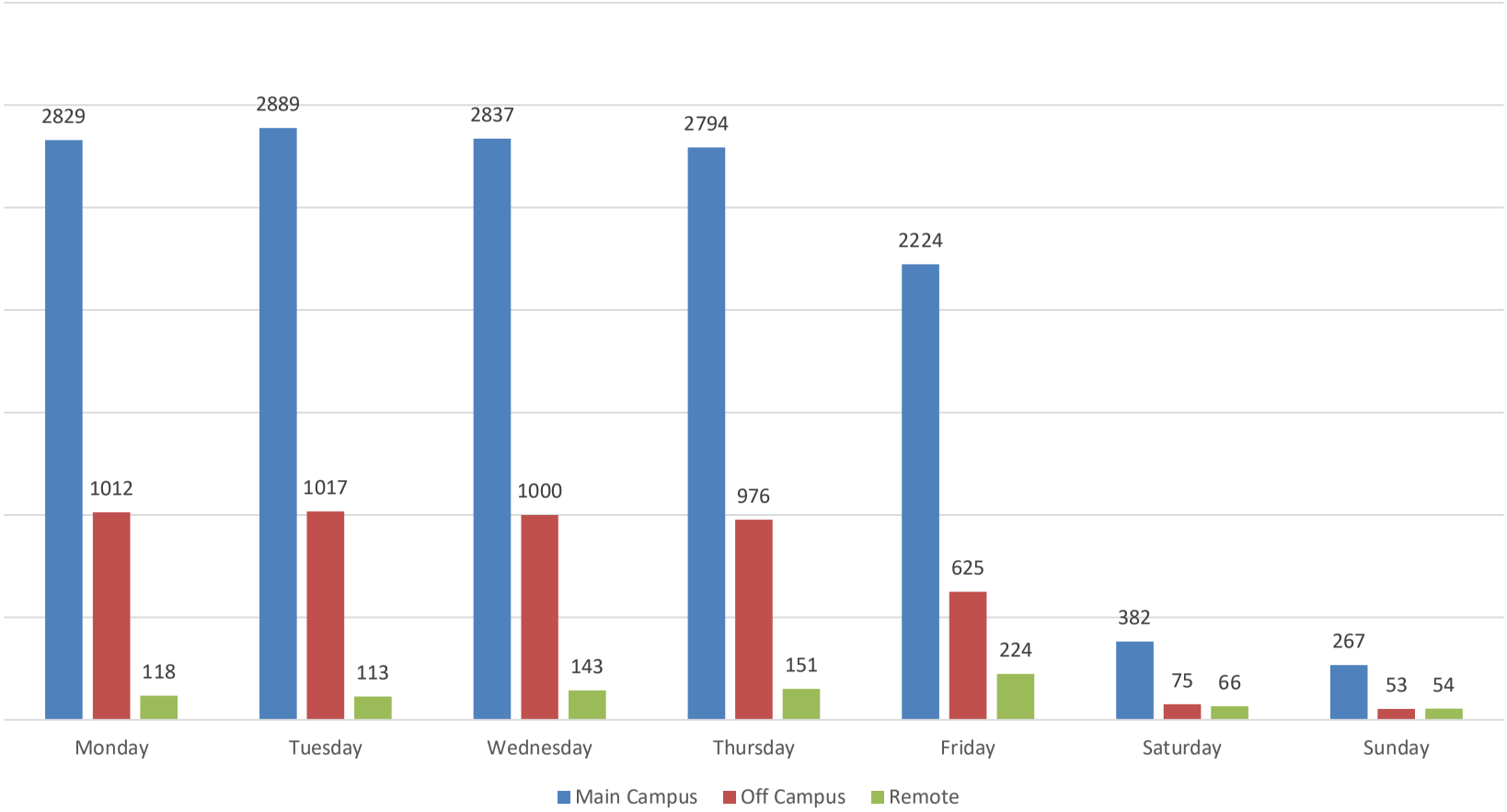
Percent of non-campus resident survey responses



Responses:	3959	4019	3980	3921	3073	523	374

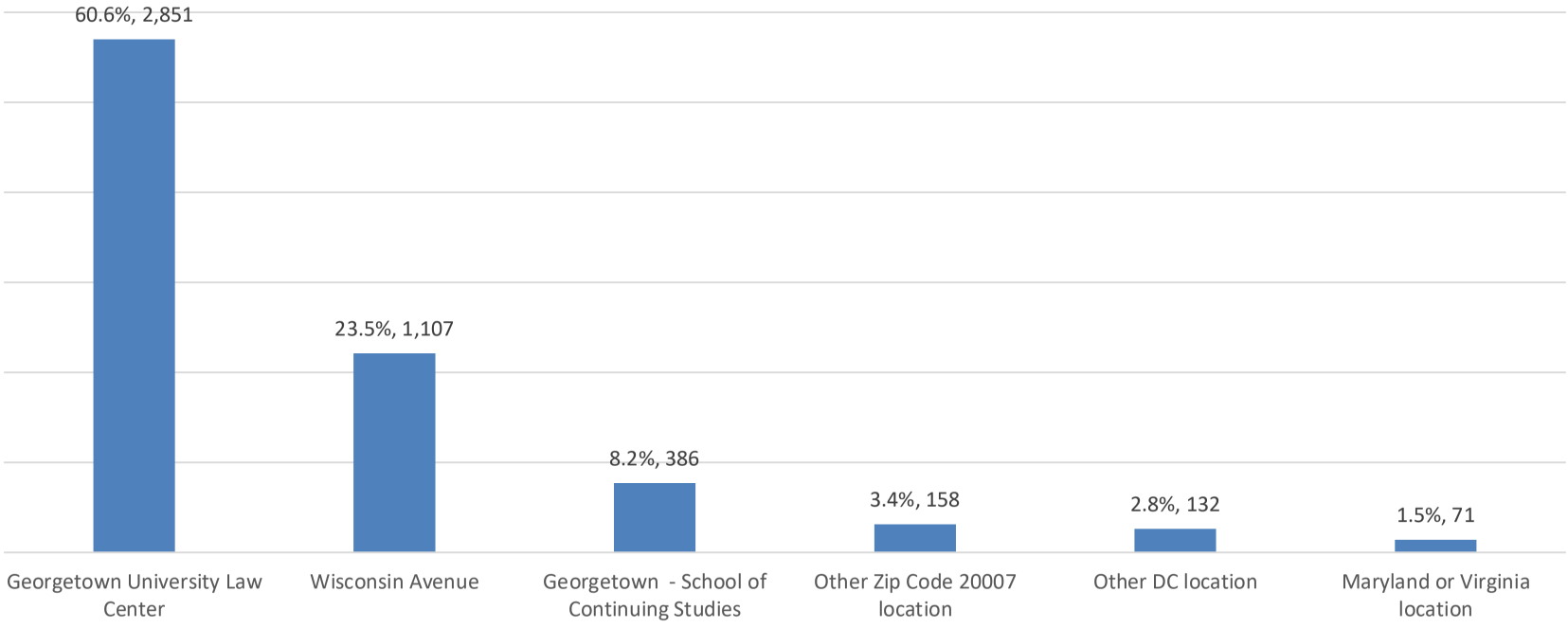
Where did you primarily work/attend school last week?

Number of non-campus resident survey responses



Where did you attend school or work off campus last week?

Percent of off-campus trips, responses

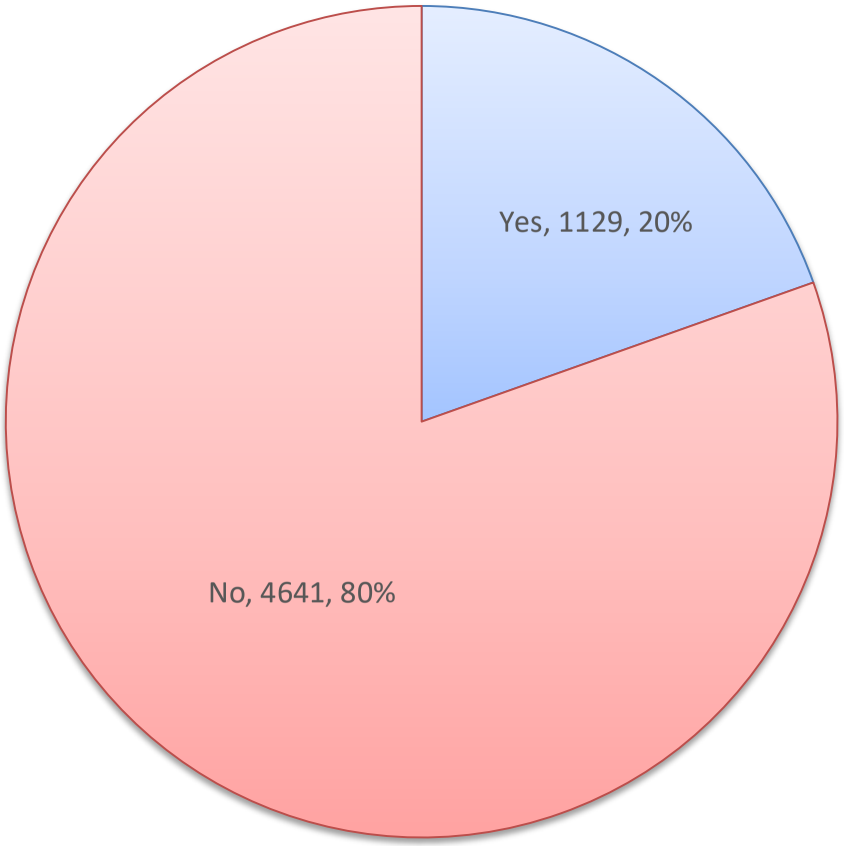


Asked of respondents that indicated they attended class or worked off campus at least once last week.

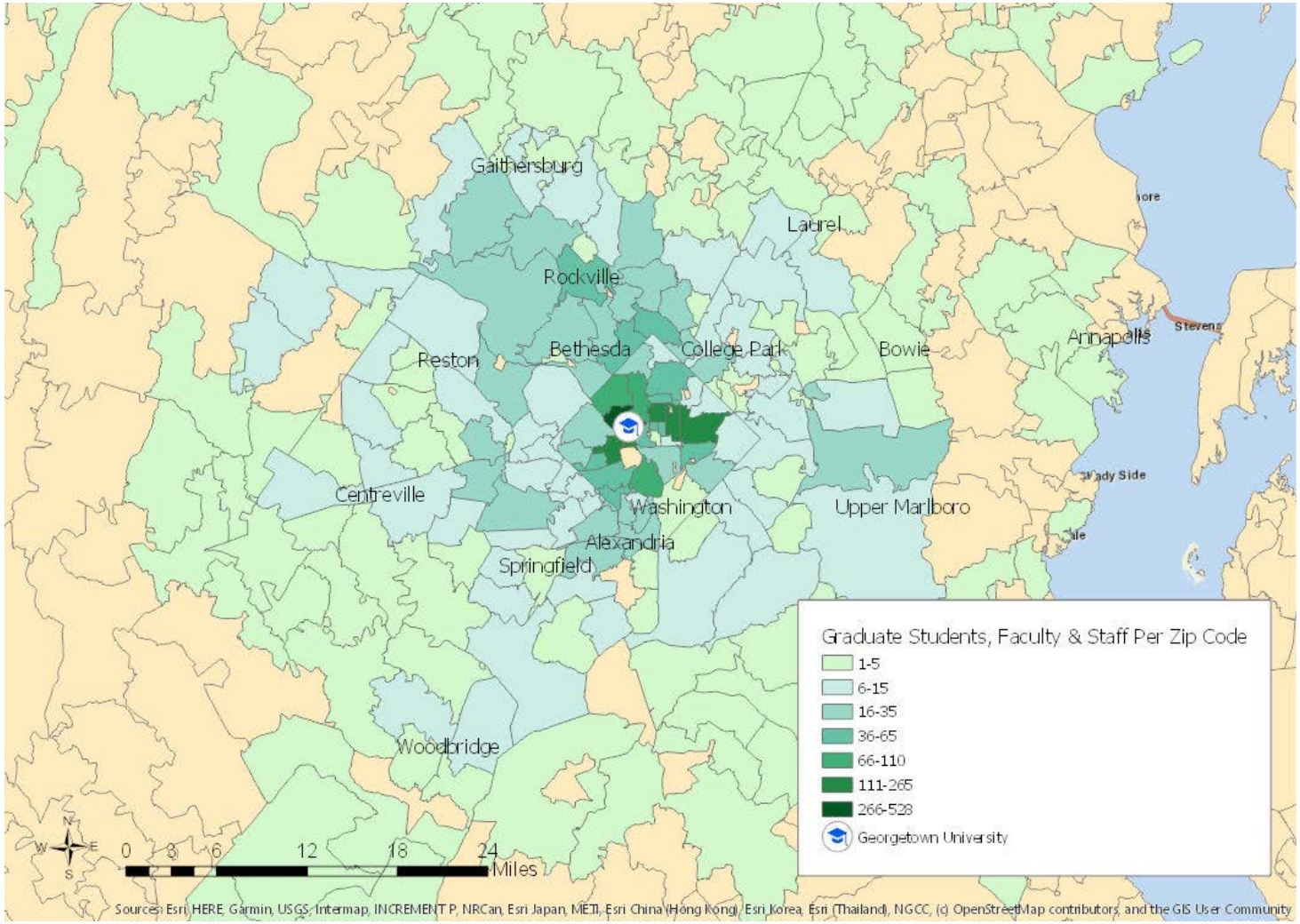
Travel Trends

Do you live on campus?

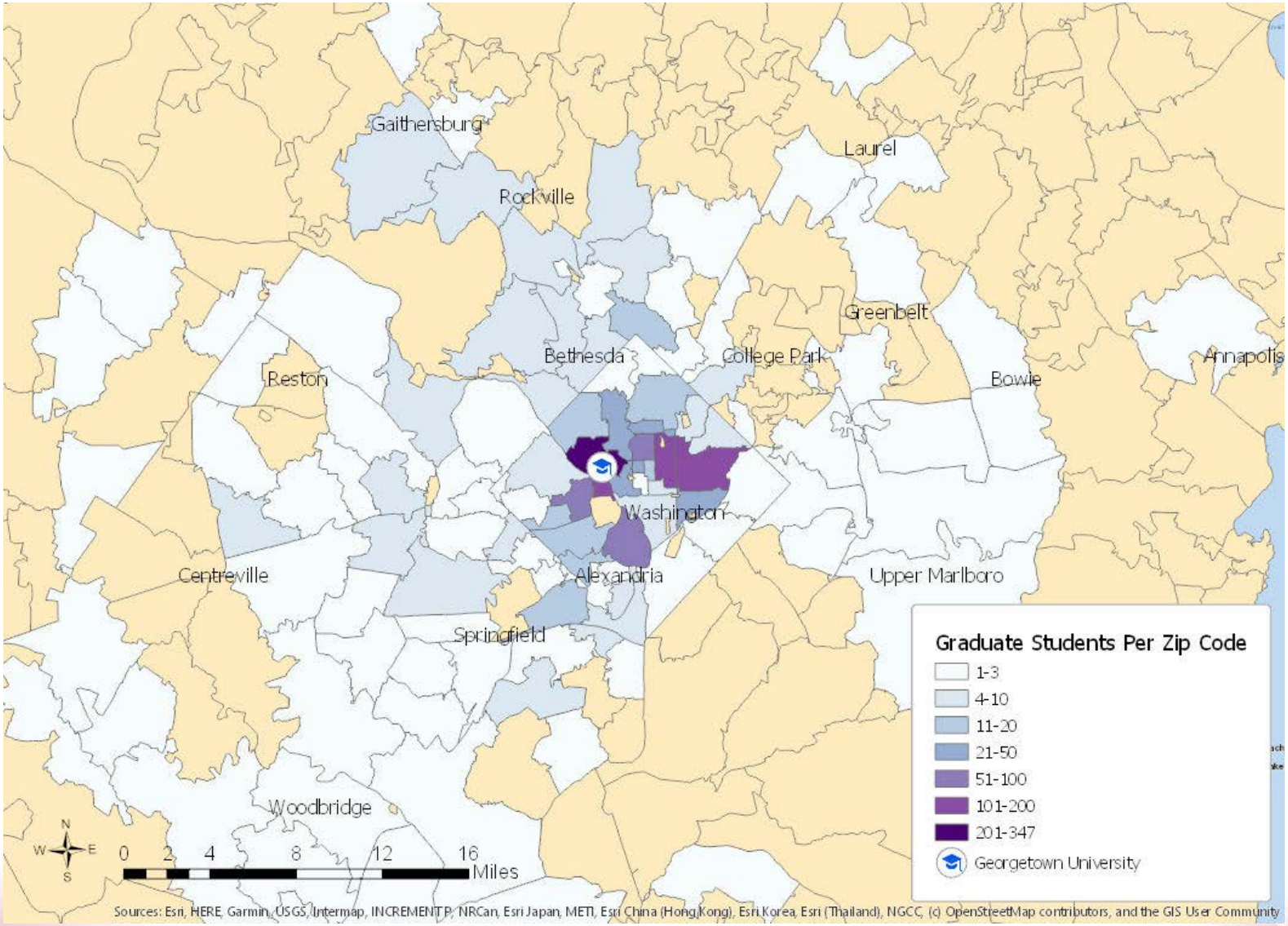
Number of survey responses, percent of survey respondents



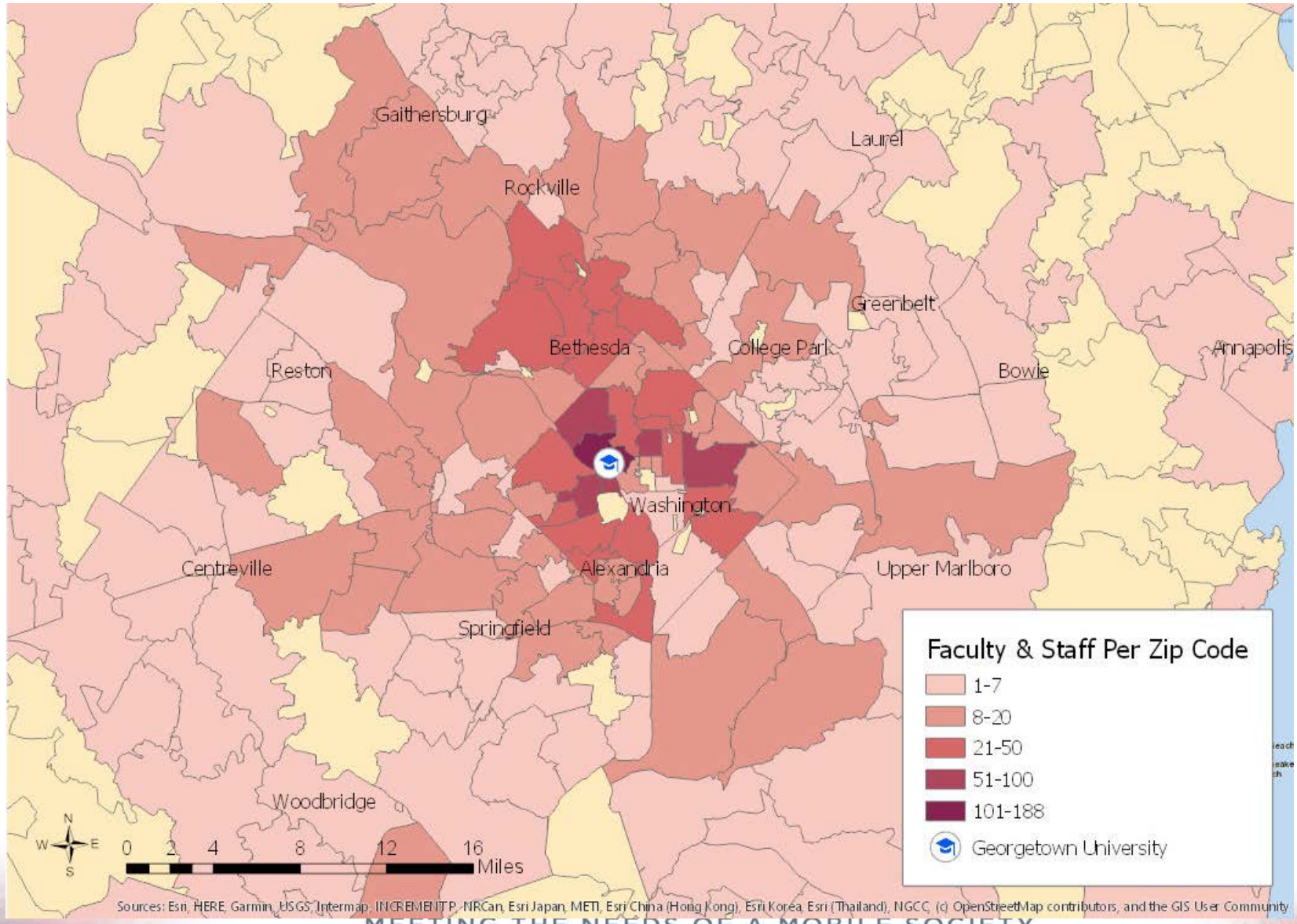
Geographic Distribution of Georgetown University Population: All Graduate Students, Faculty and Staff



Geographic Distribution of Georgetown University Population: All Graduate Students



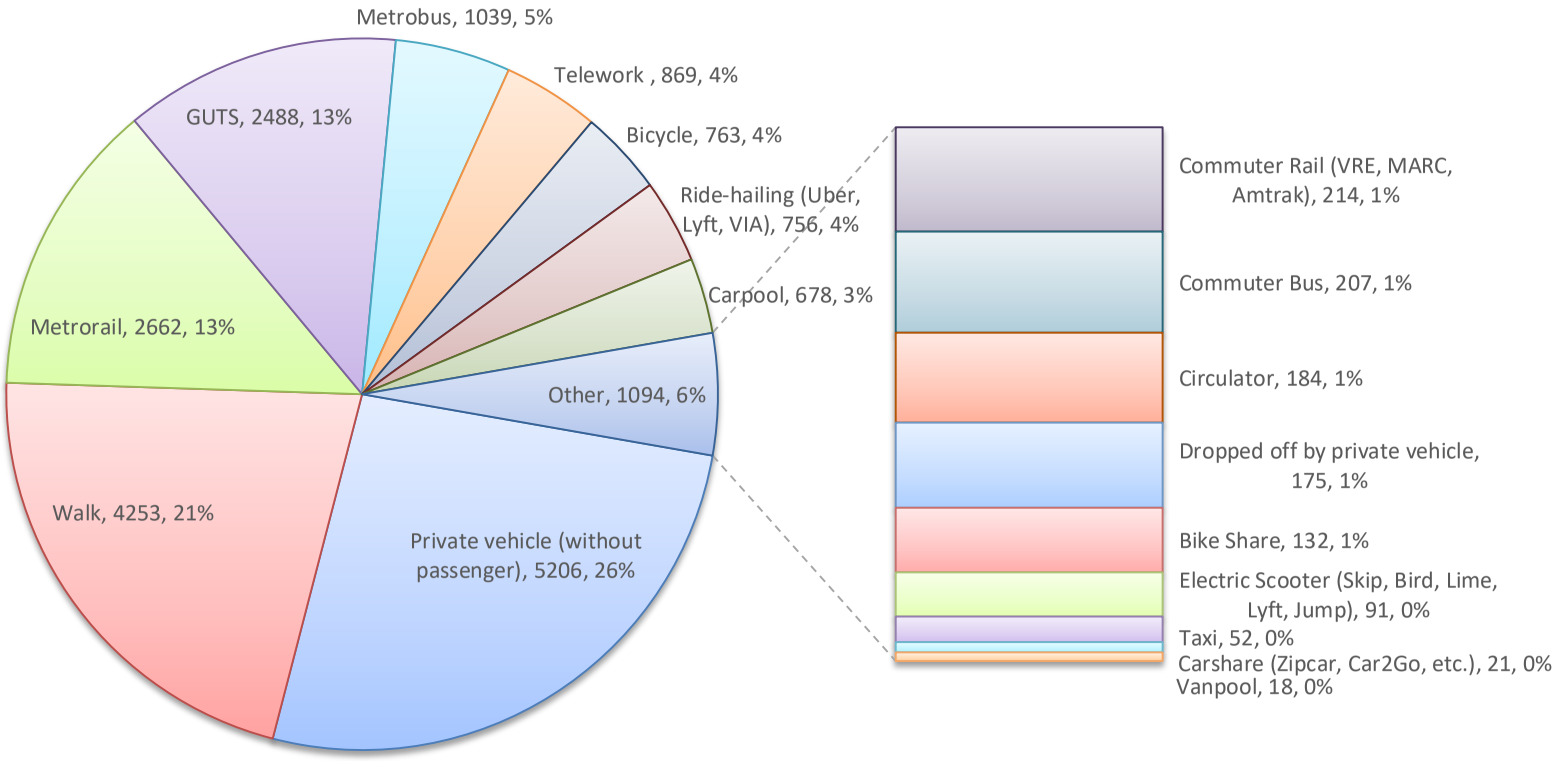
Geographic Distribution of Georgetown University Population: All Faculty and Staff



Revised

What transportation mode did you take for the longest portion of your trip to school/work? *(Main Campus Only)*

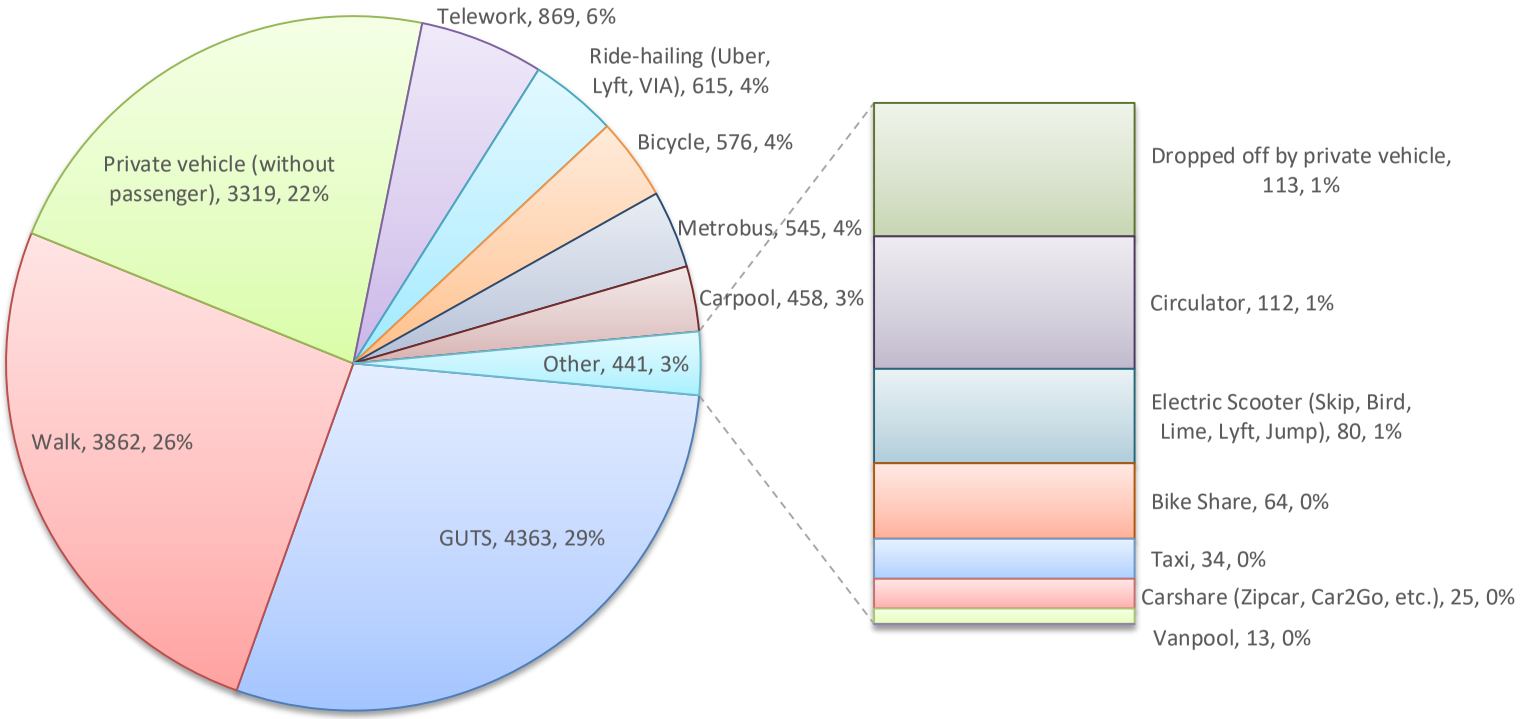
Number of main campus trips during a whole week, percent of main campus trips



Revised

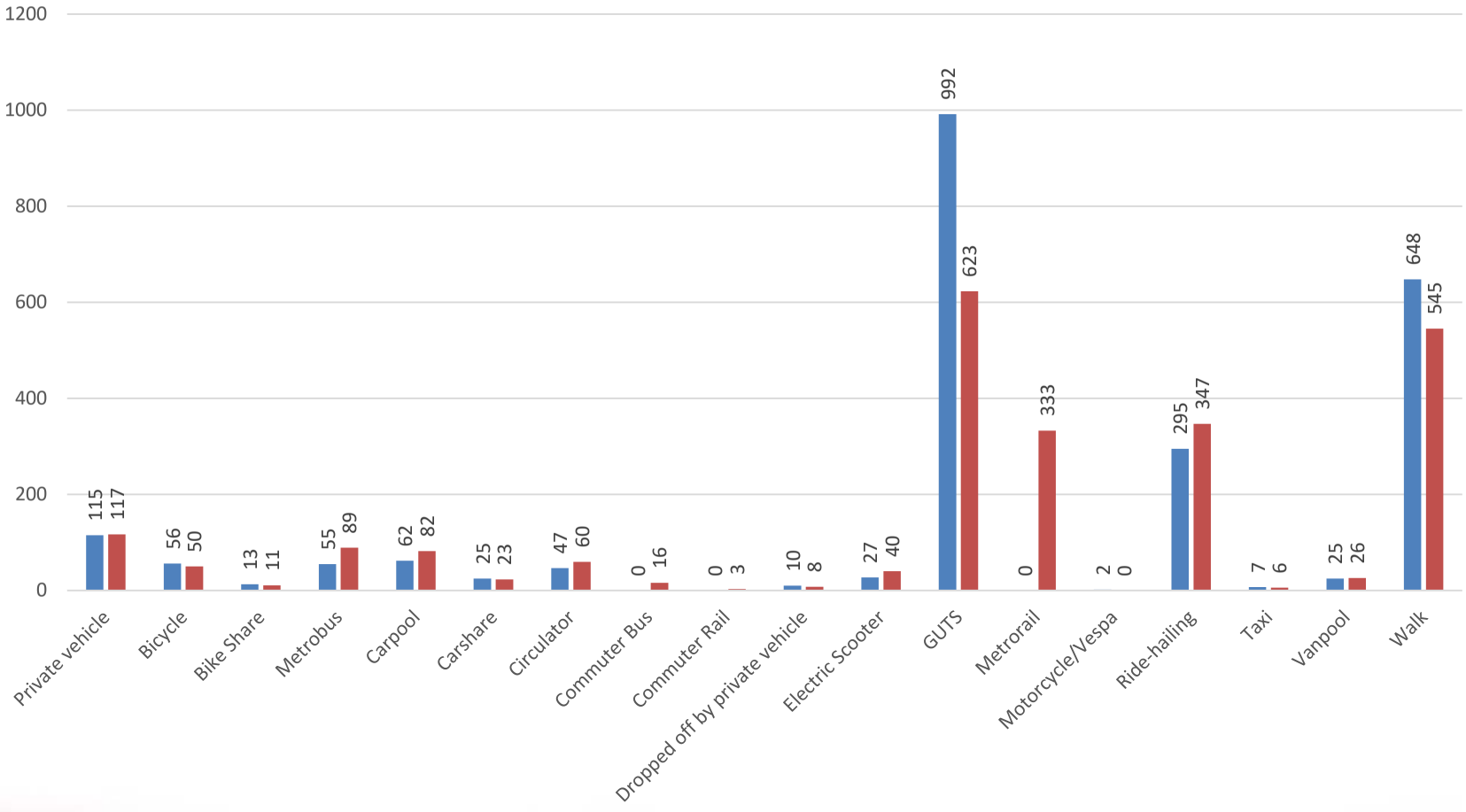
What transportation mode did you take for the last portion of your trip to school/work? *(Main Campus Only)*

Number of main campus trips during the whole week, percent of main campus trips



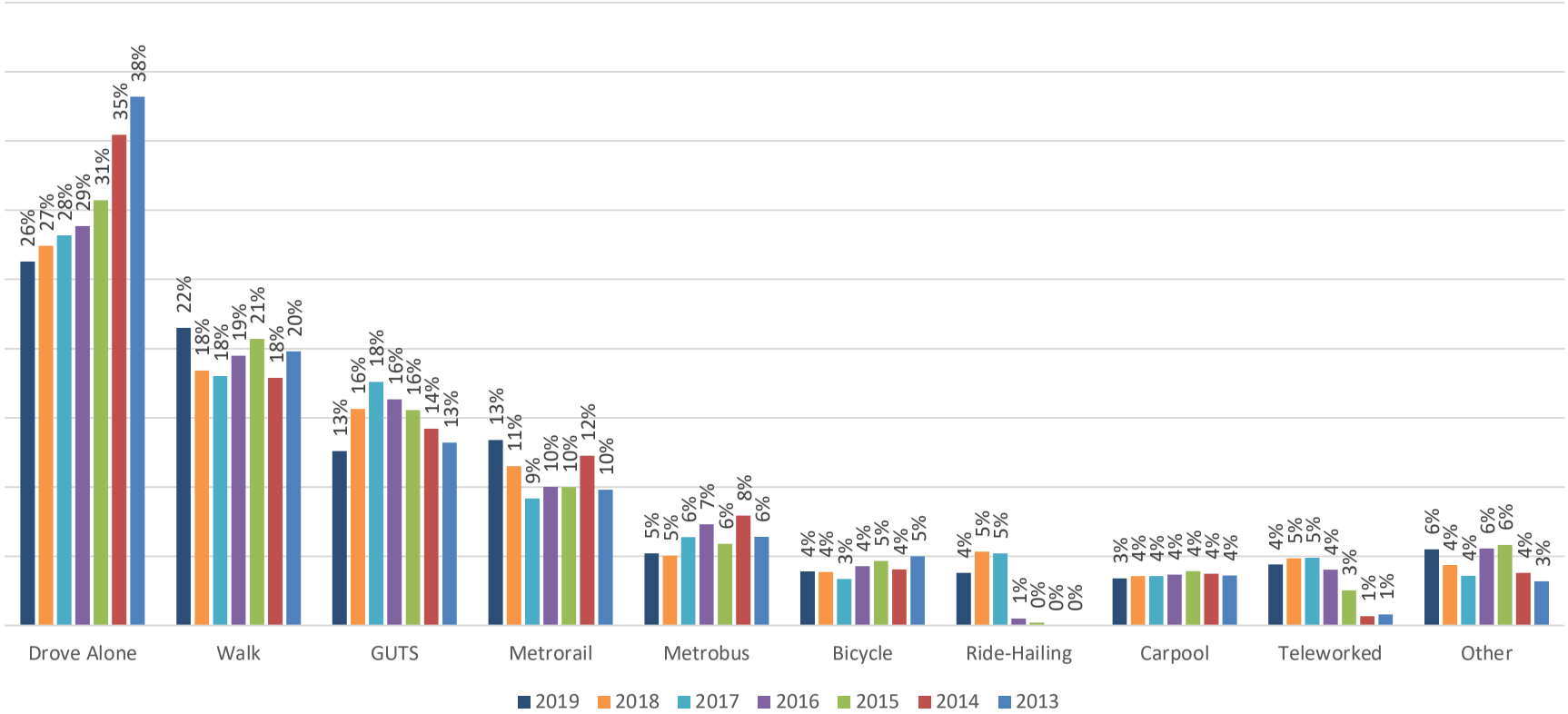
Mode Split Comparison: Longest vs. Last *(Main Campus only)*

Number of main campus trips



Historical Mode Split: Longest *(Main Campus only)*

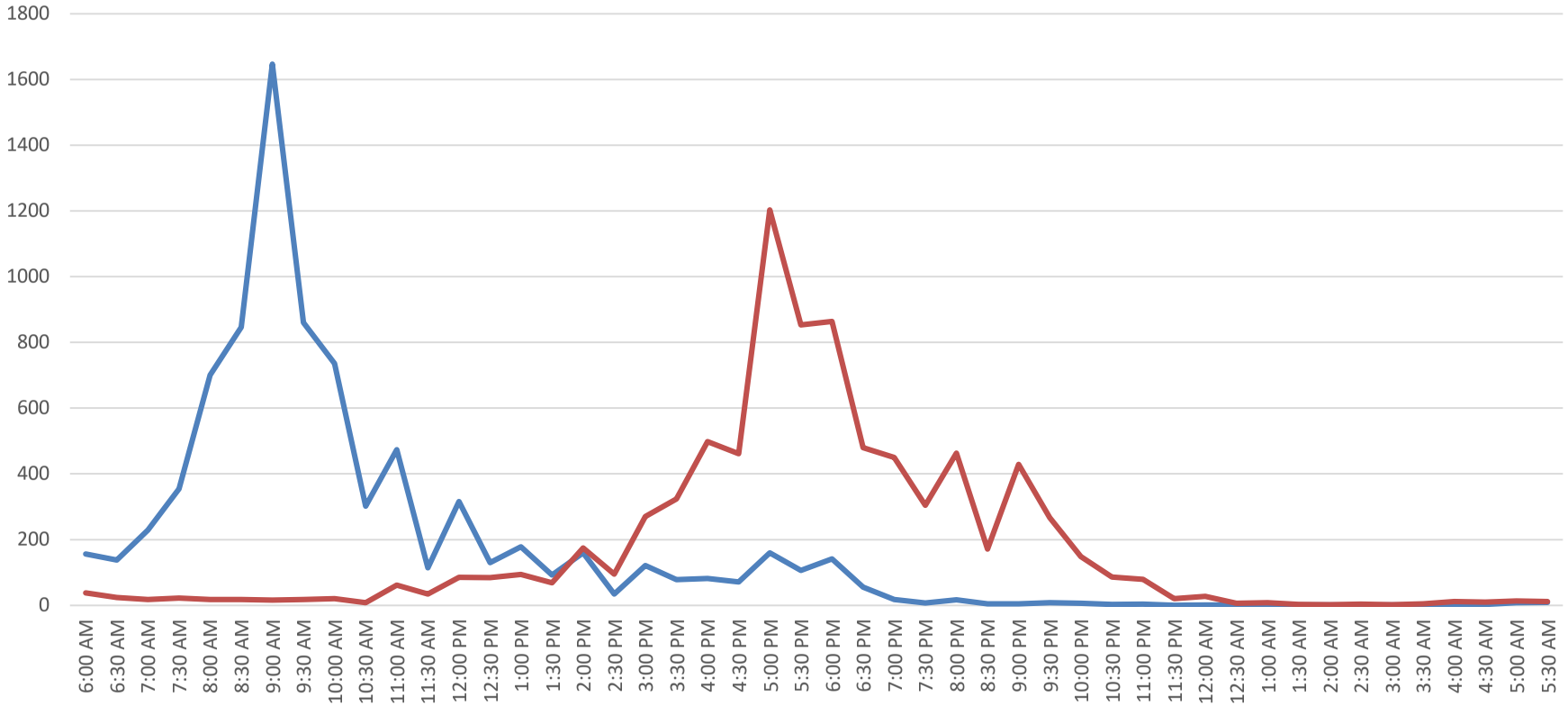
Percent of Main Campus trips



"Other" includes: taxi, carshare, dropped off, bikeshare, vanpool, circulator, commuter bus and commuter rail.

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

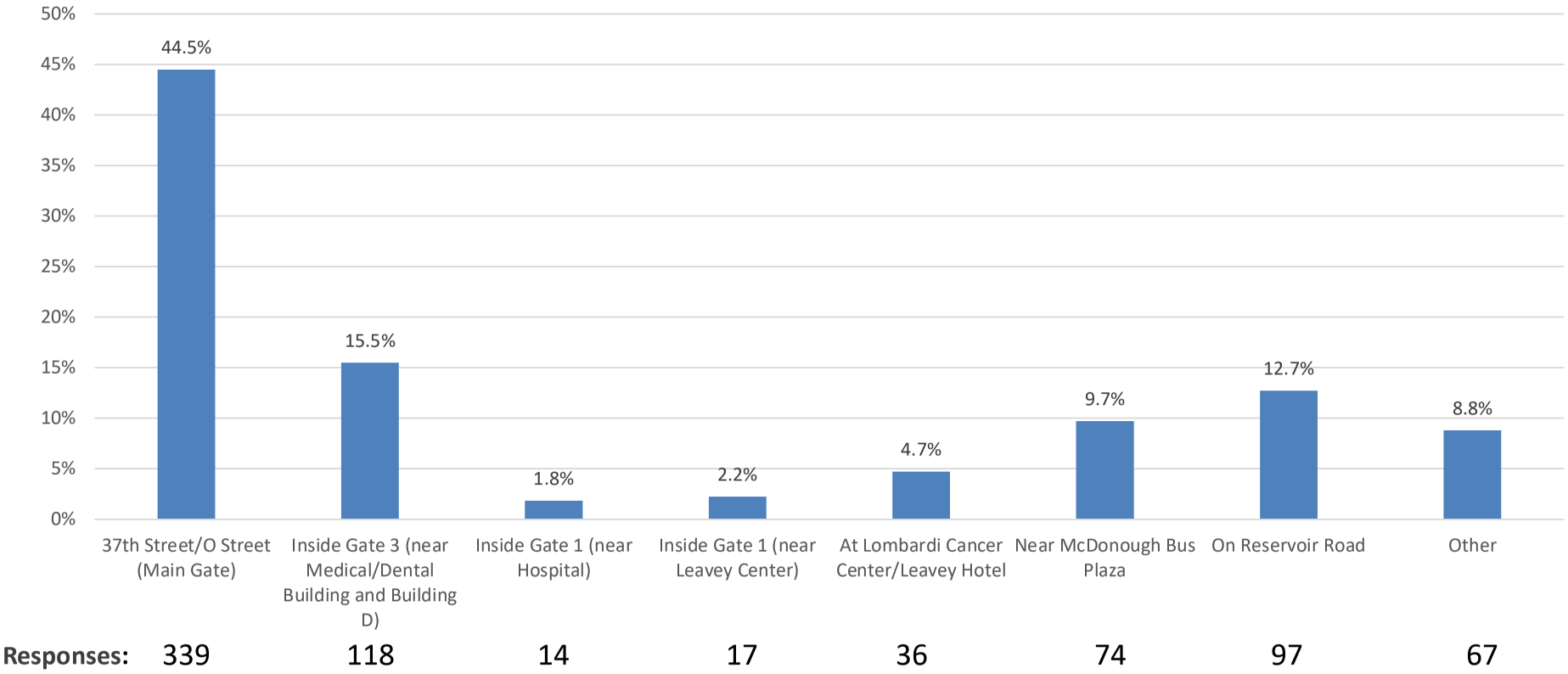
Number of main campus trips



Ride-Hailing

On days that you Ride-Hailed to Main Campus, where did you enter from?

Percent of ride-hailed trips to main campus



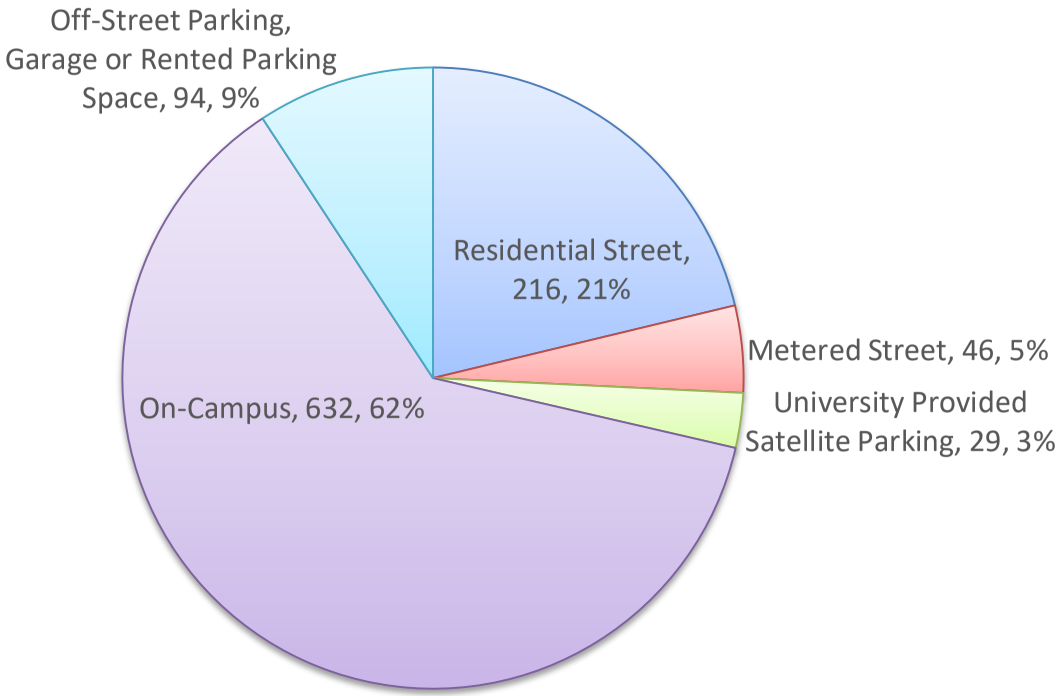
Responses:	339	118	14	17	36	74	97	67

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

Parking

Where did you park when you drove to Main Campus?

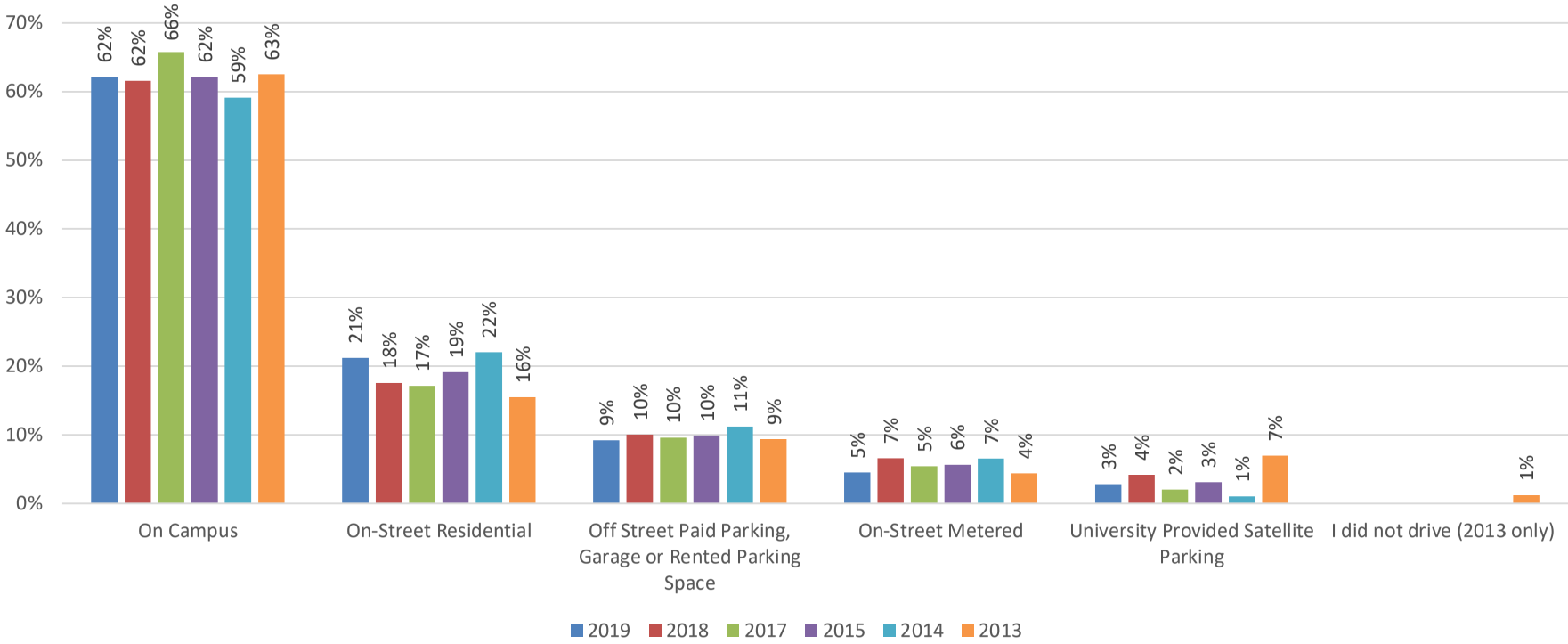
Number of survey responses, percent of survey responses



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

Where did you park when you drove to Main Campus (over time)

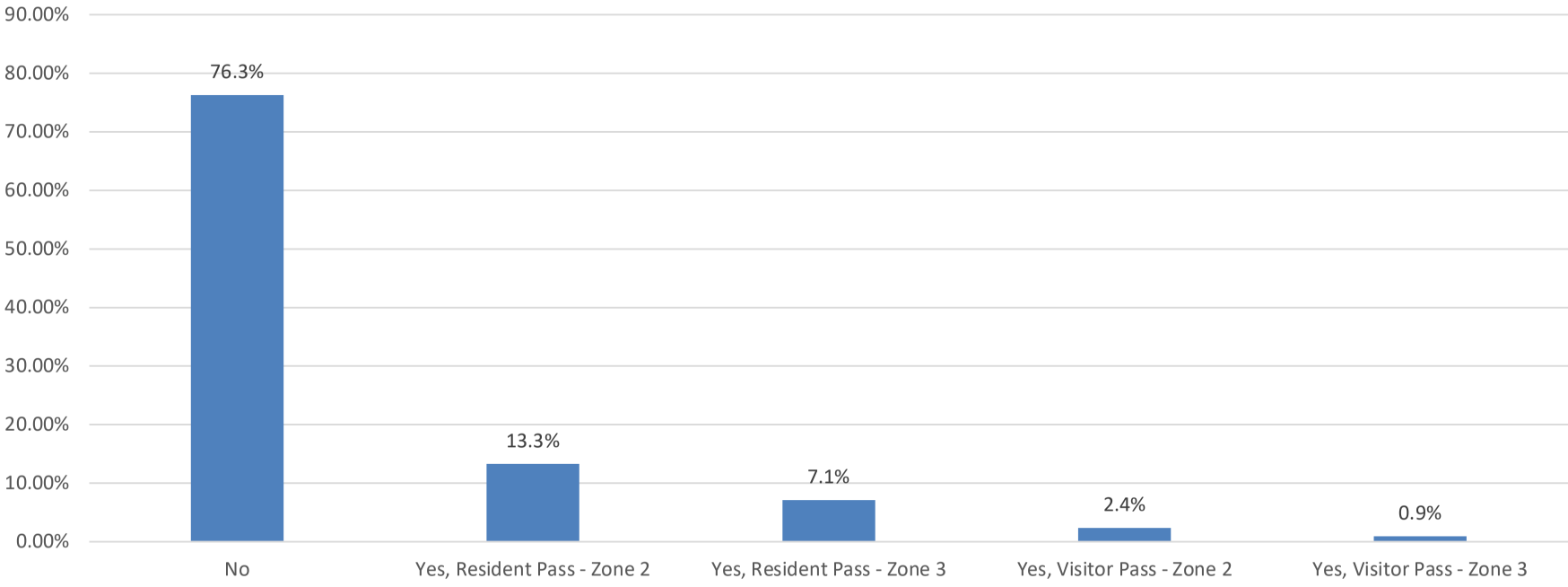
Percent of survey responses



Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to Main Campus last week. Question not asked in 2016 survey

Do you have a valid Residential Parking Permit (RPP)?

Percent of survey responses

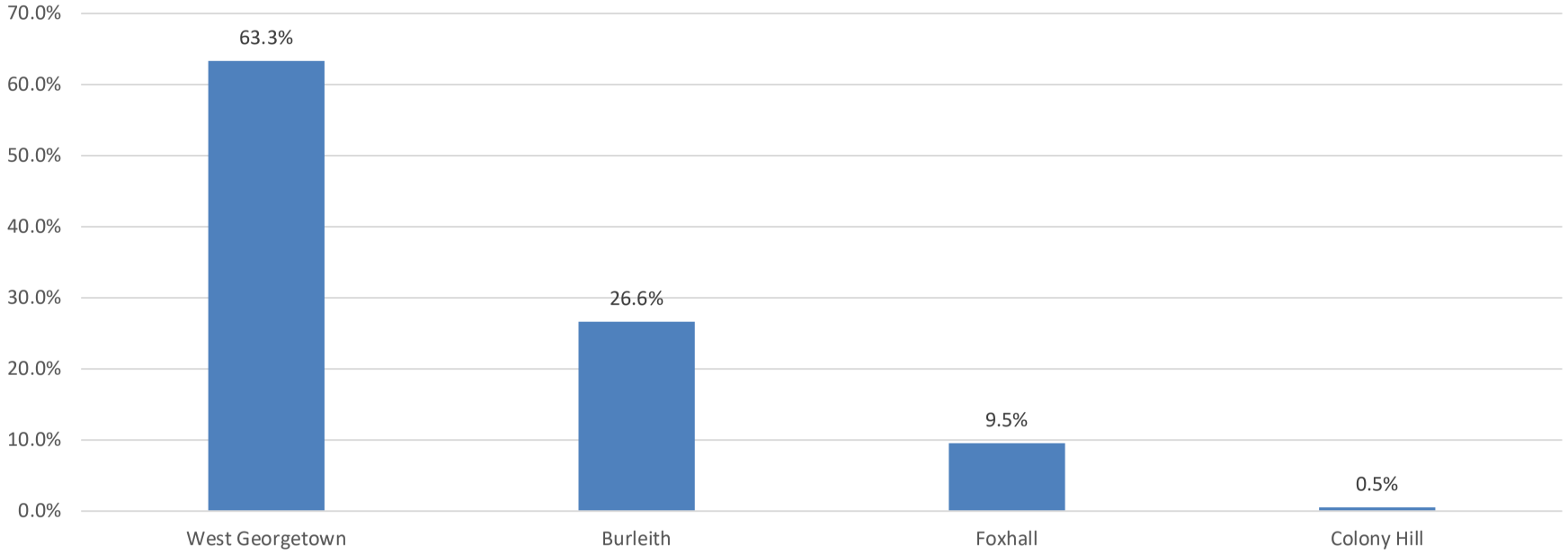


Responses:	161	28	15	5	2

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

On days that you drove to Main Campus, which neighborhood did you park in?

Percent of survey responses

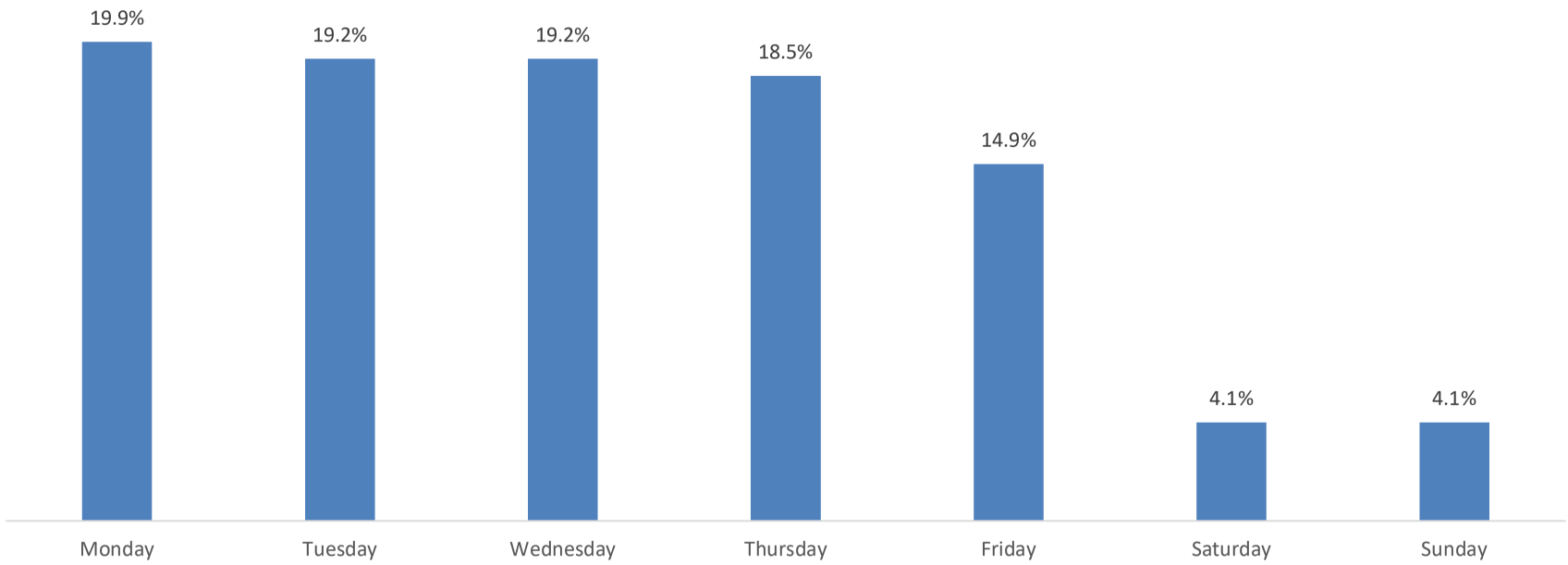


	West Georgetown	Burleith	Foxhall	Colony Hill
Responses:	126	53	19	1

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

Typically, which days did you park on-street?

Percent of survey responses

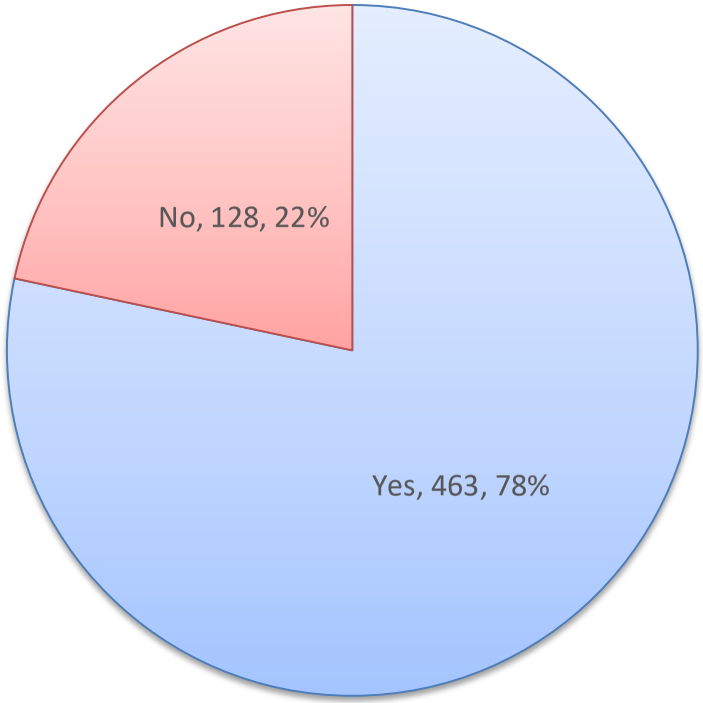


	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Responses:	141	136	136	131	105	29	29

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

Do you pay for a monthly parking permit to park on the main campus at the University?

Number of survey responses, percent of survey responses

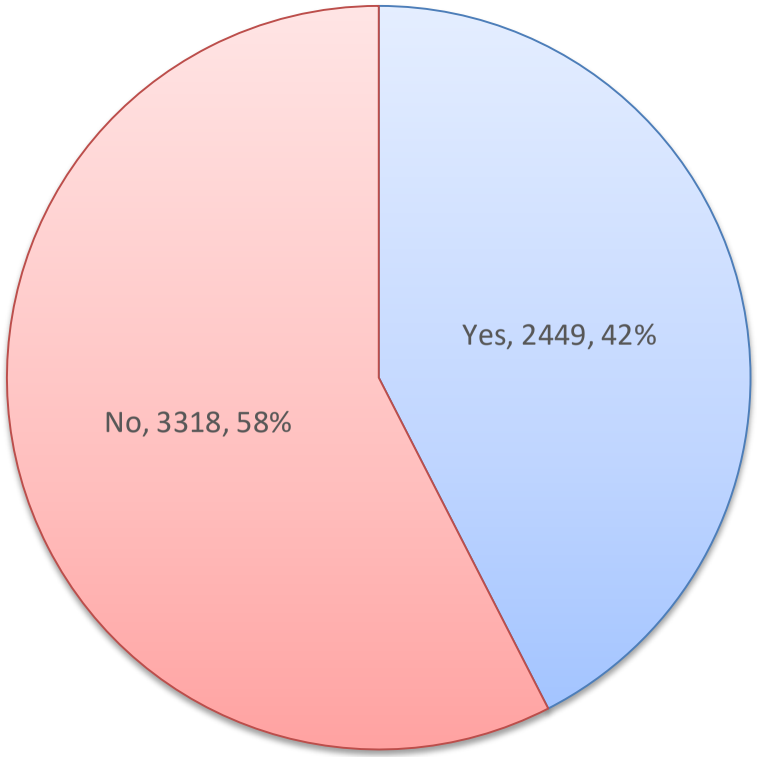


Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to and parked on Main Campus last week.

GUTS Ridership

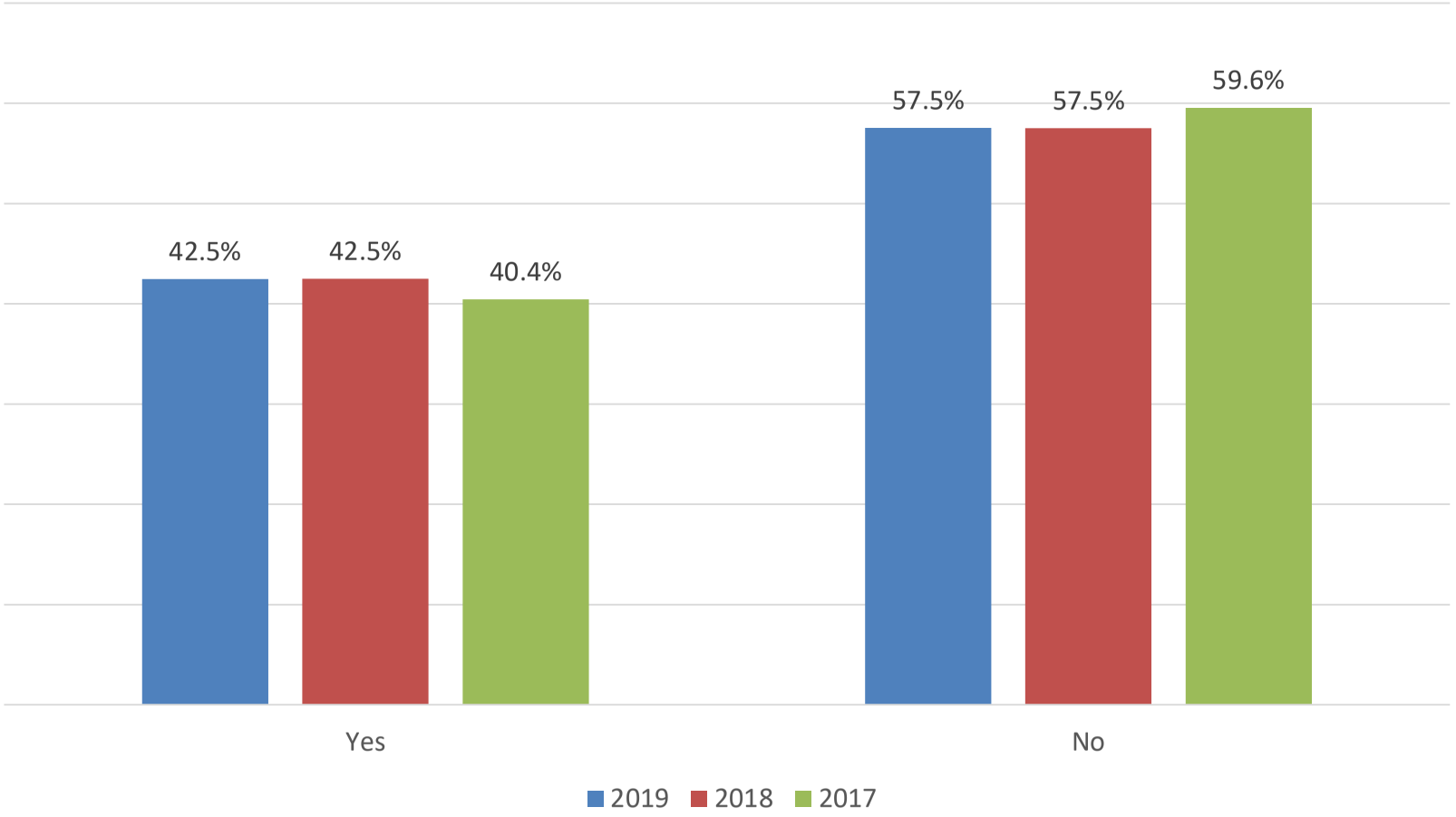
Do you typically take GUTS at any time during the day?

Number of survey responses, percent of survey responses



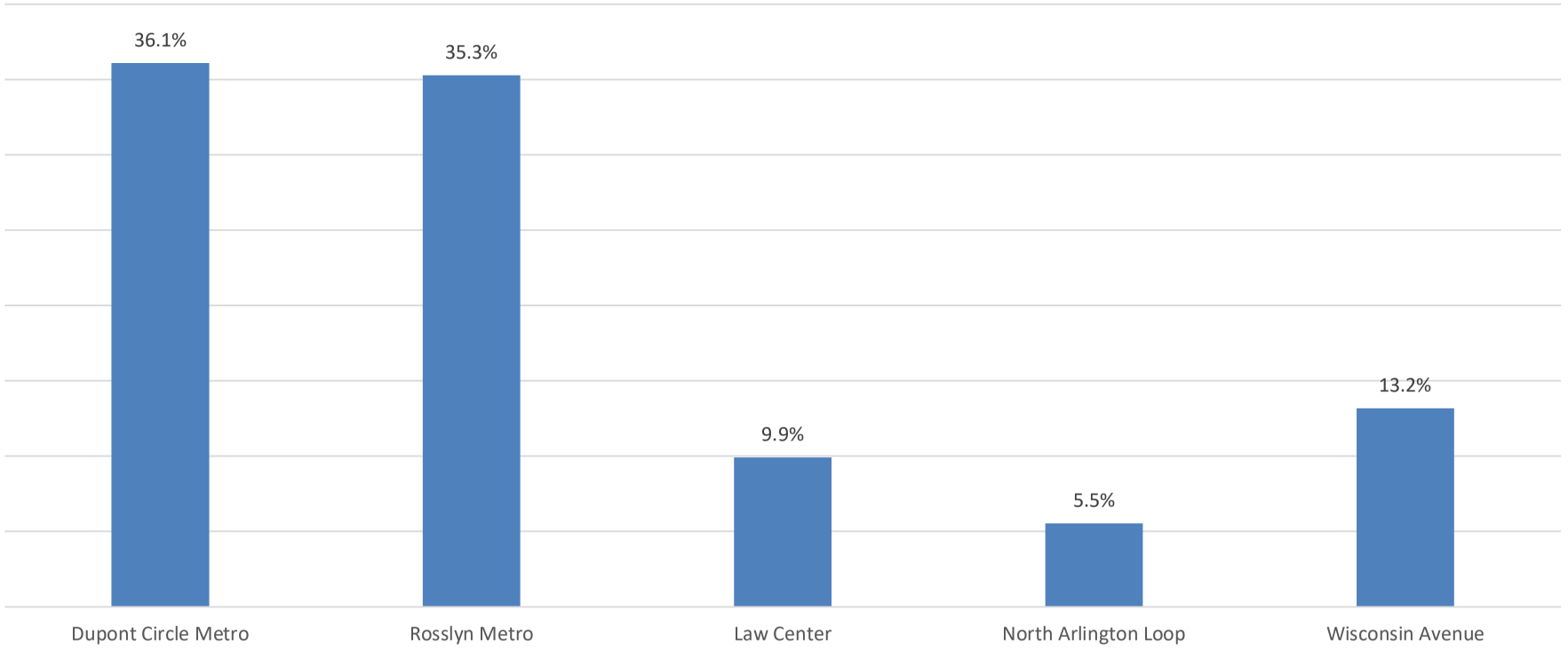
Historical takes GUTS on typical basis

Percent of survey respondents



Which GUTS route do you typically take?

Percent of survey responses

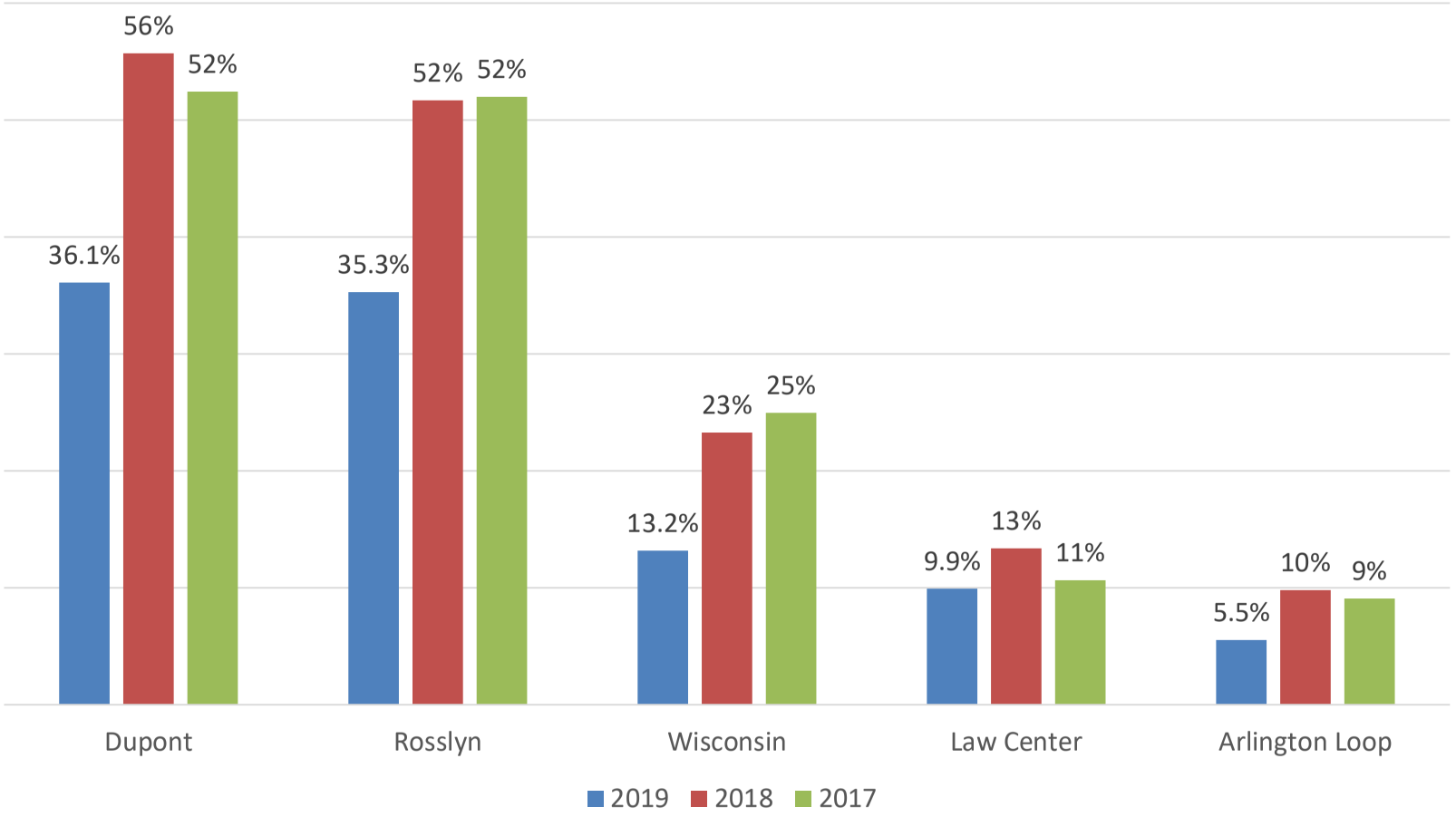


	Dupont Circle Metro	Rosslyn Metro	Law Center	North Arlington Loop	Wisconsin Avenue
Responses:	1,329	1,299	365	204	485

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

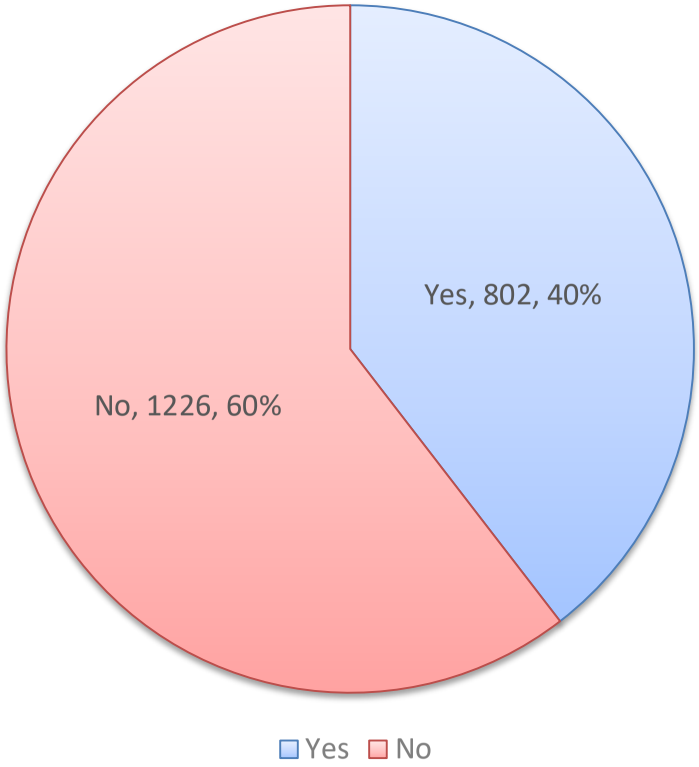
Historical takes GUTS on typical basis route breakdown

Percent of All GUTS riders



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

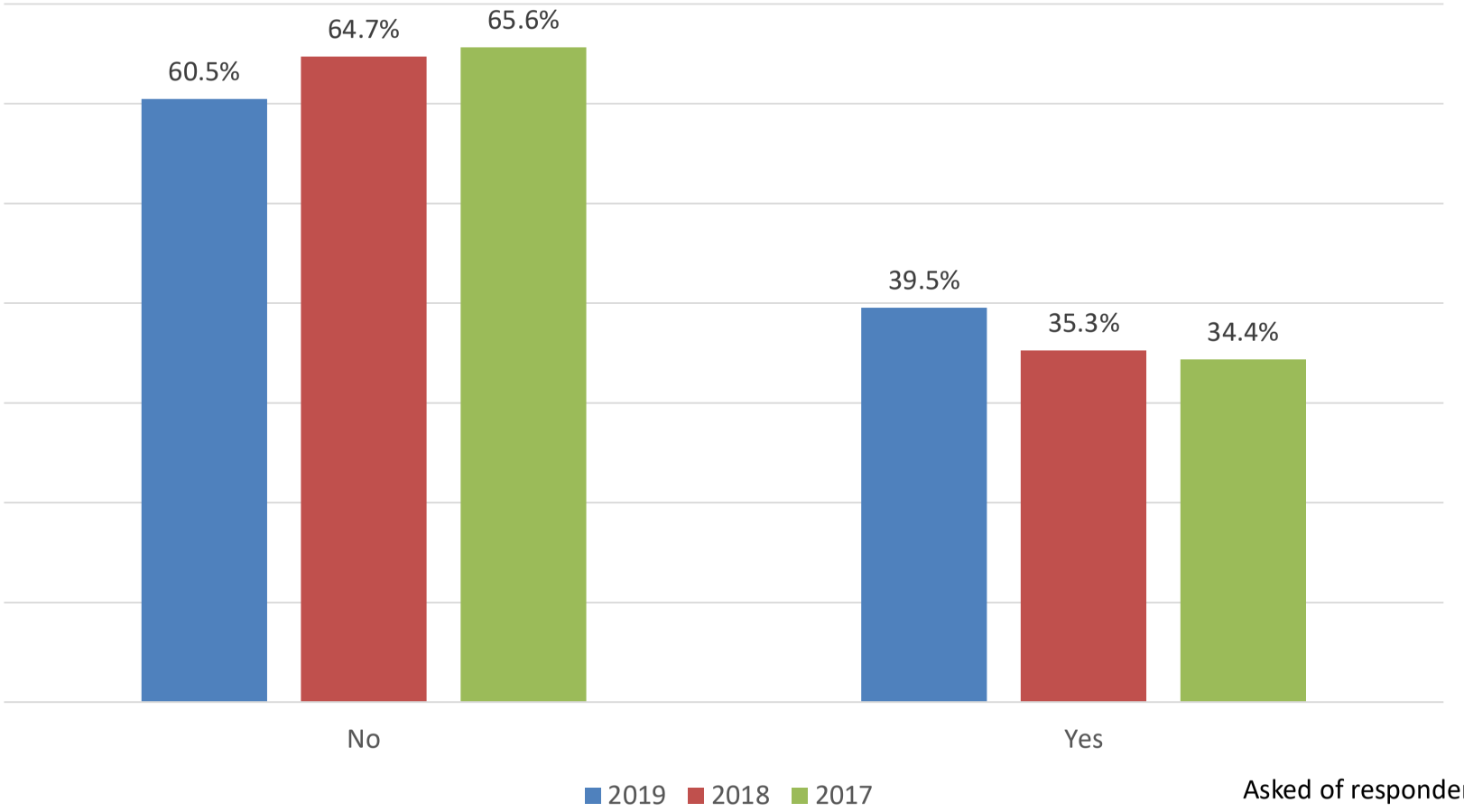
Number of survey responses, percent of survey responses



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

Historical impacted by GUTS full

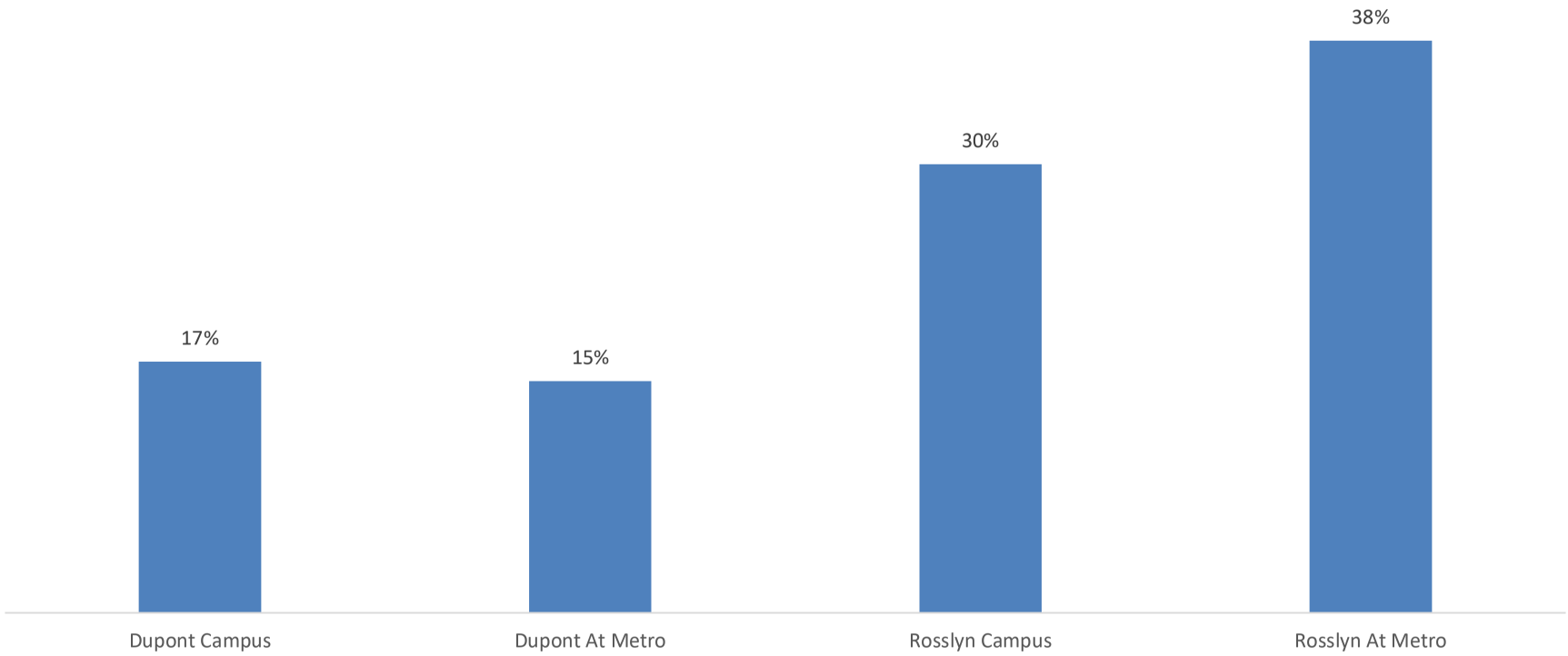
Percent of GUTS riders



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?

Percent of Dupont or Rosslyn riders

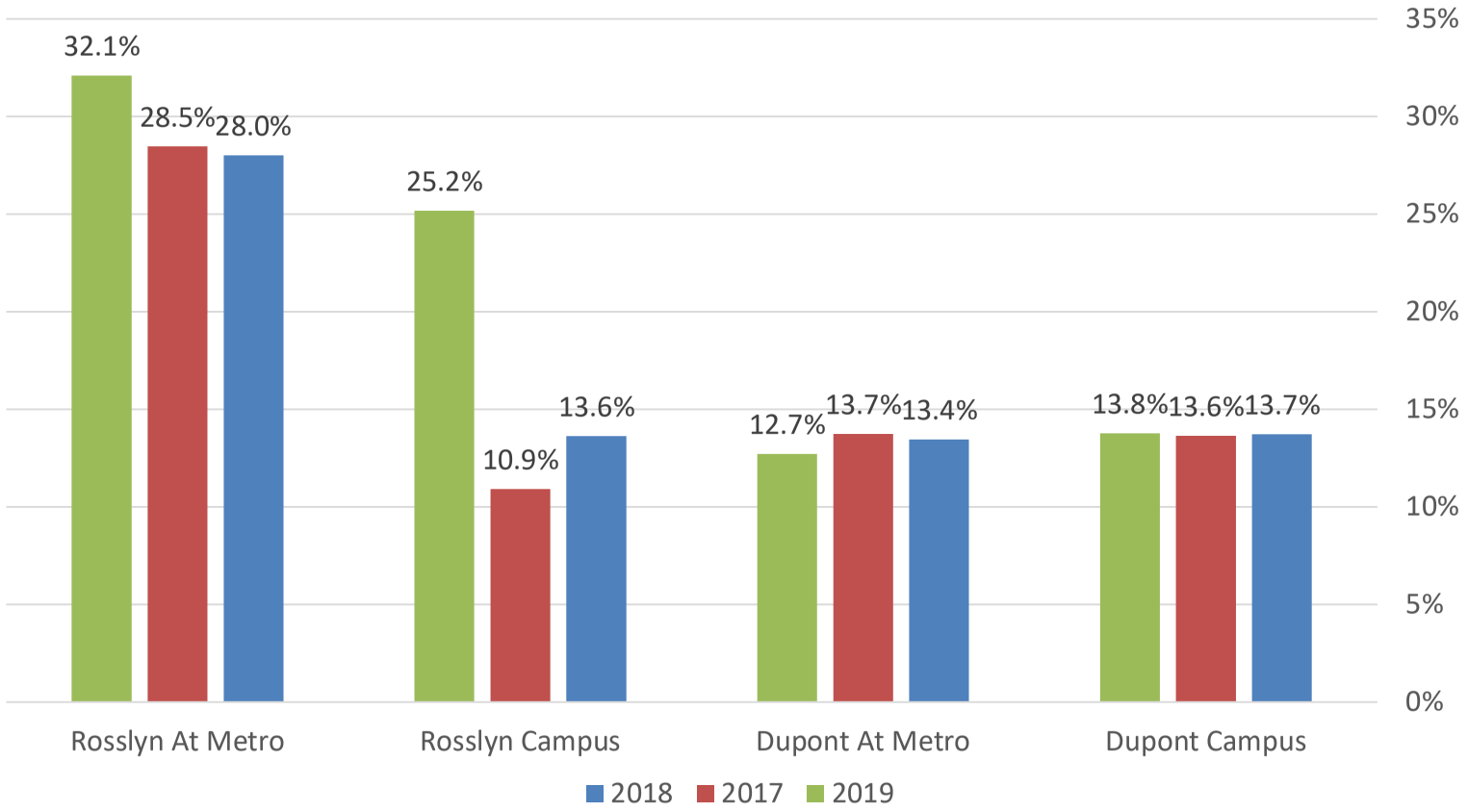


Responses:	183	169	327	417

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

Historical GUTS overcrowding by stop

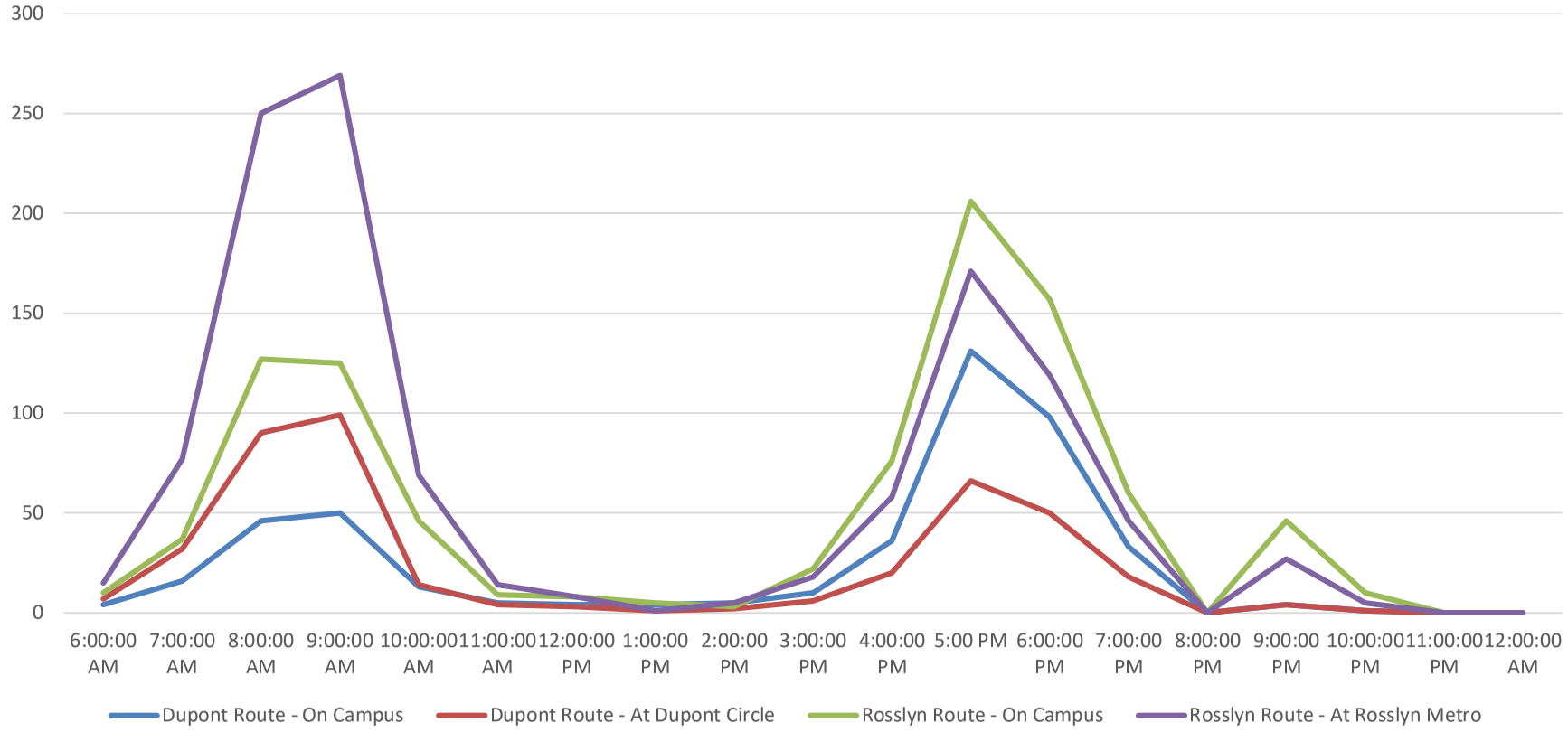
Percent of Dupont or Rosslyn riders



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

Time of GUTS Route Overcrowding

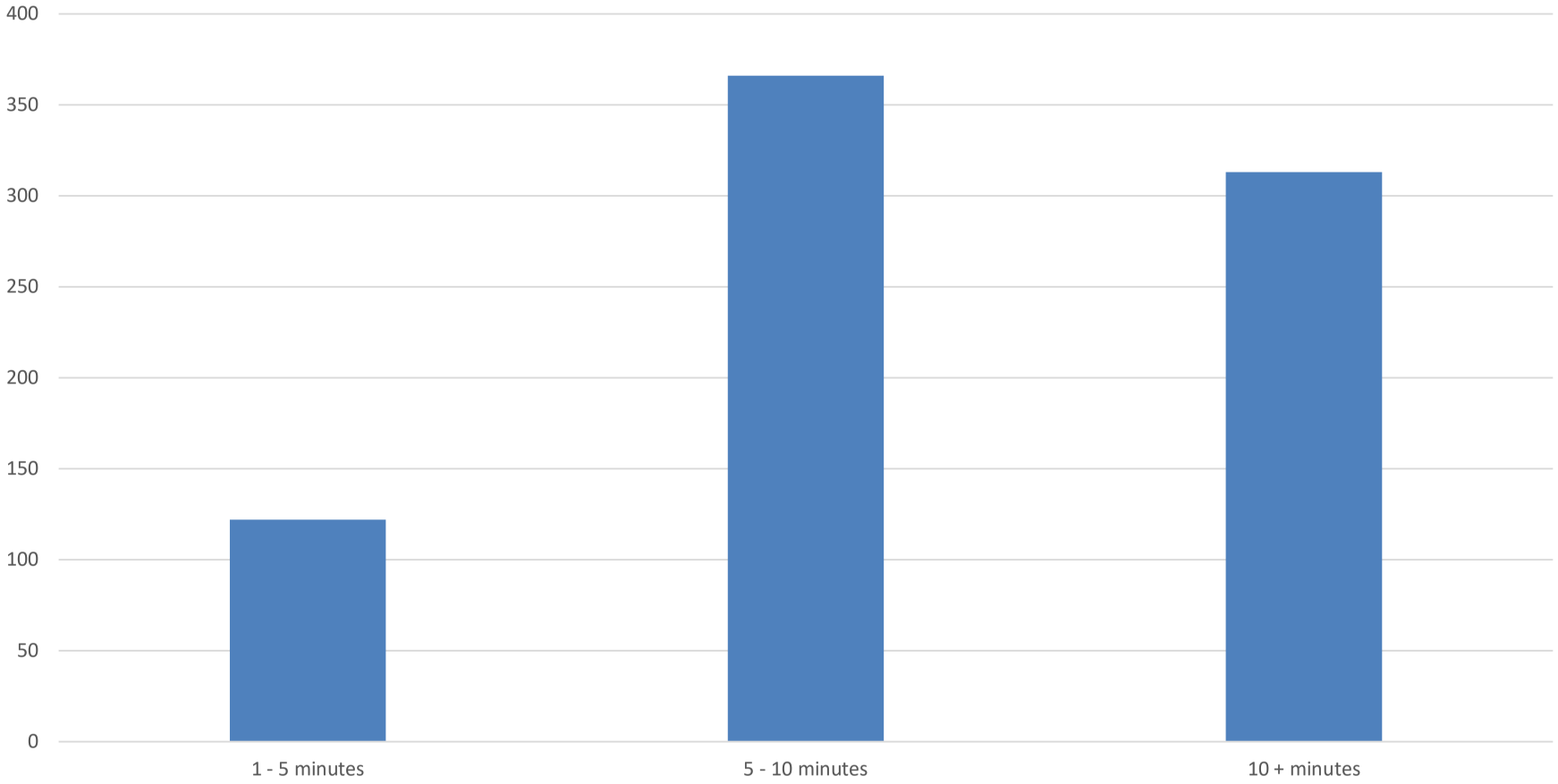
Number of Dupont or Rosslyn riders



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

Length of Wait of GUTS

Number of Dupont or Rosslyn riders

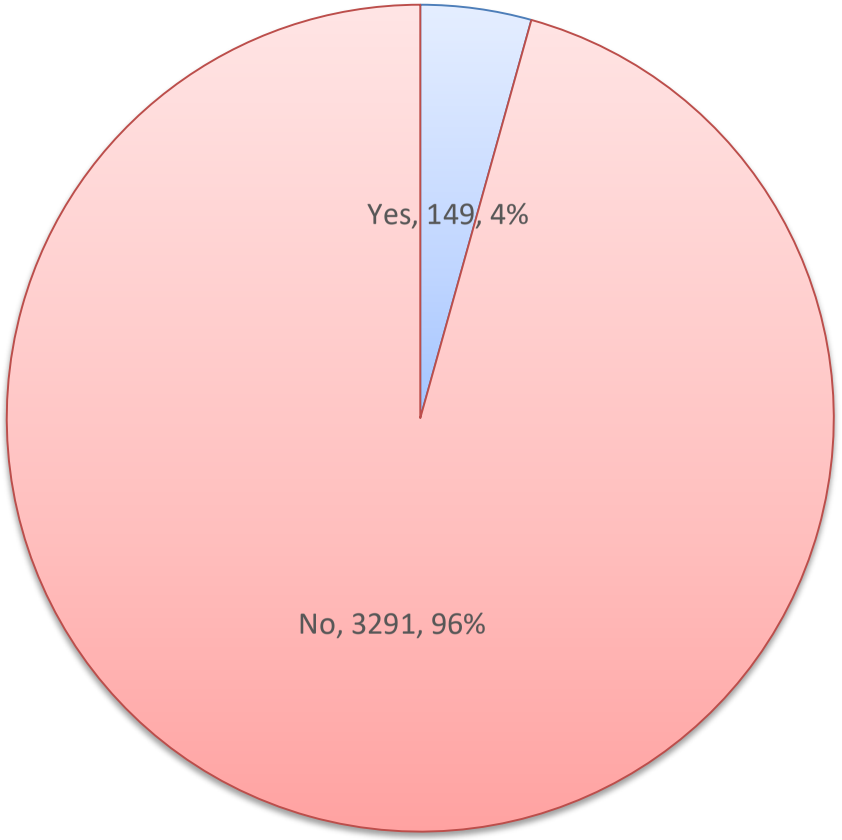


Asked of respondents that indicated they had experienced overcrowding on a GUTS route.

Late Night/SafeRide Shuttle

Do you typically take the Late Night Shuttle?

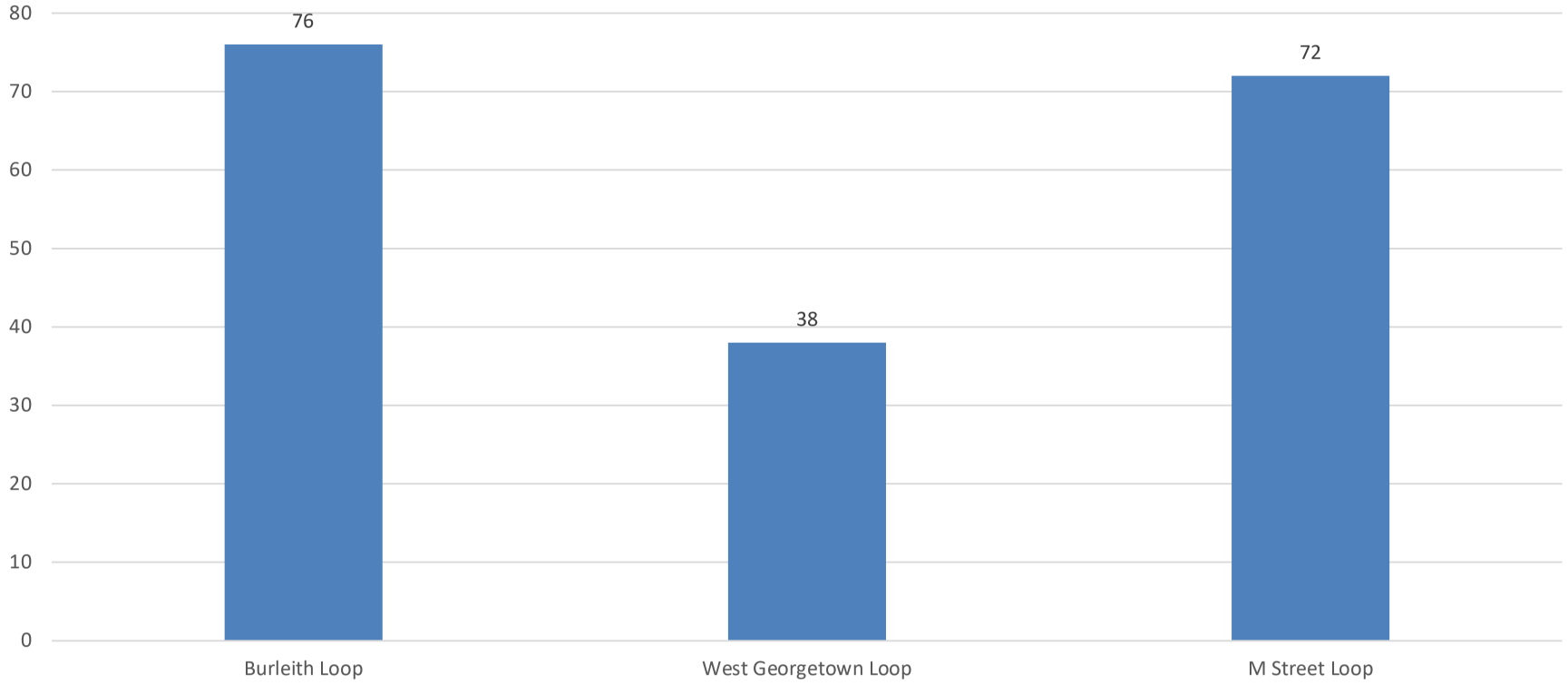
Number of students, percent of students



Asked of Undergraduate Students, Graduate Students, Law Students, and Medical Students.

Which Late Night Shuttle routes do you typically use (select all that apply)?

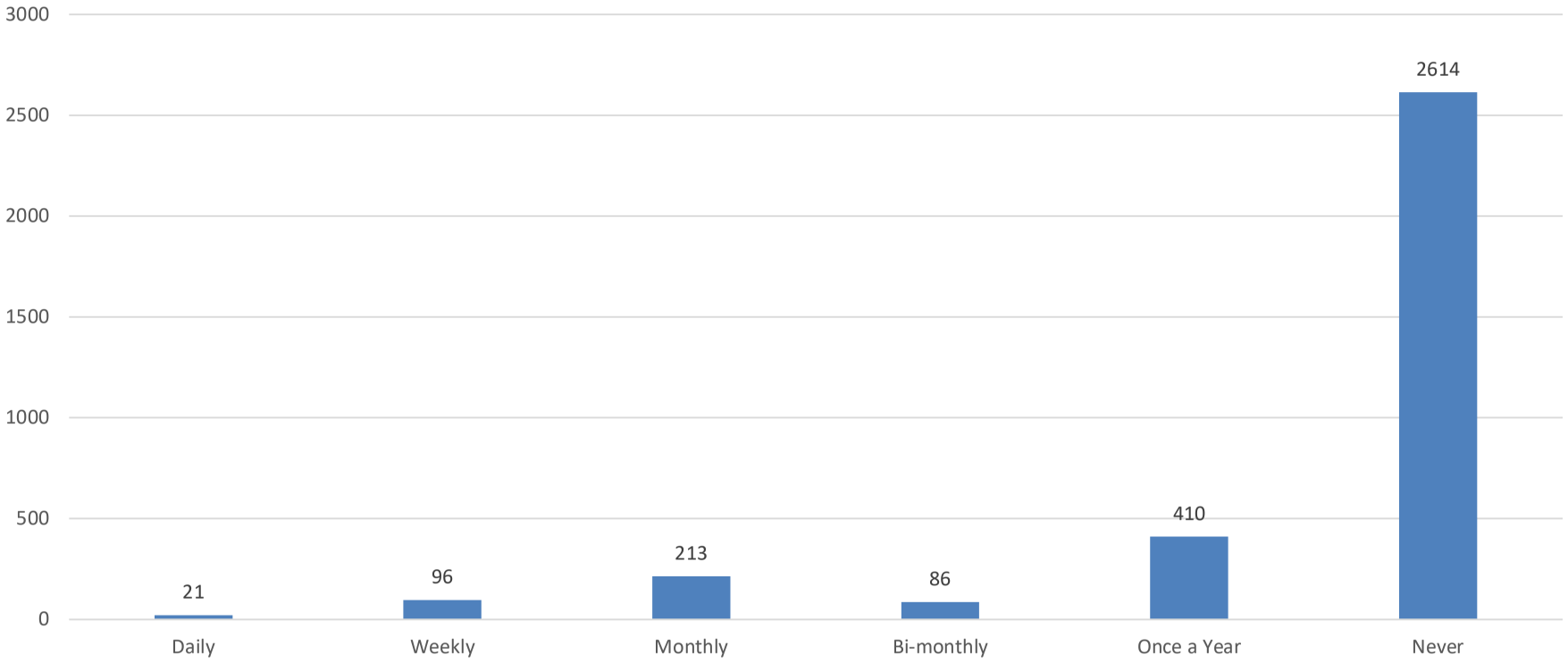
Number of late night shuttle riders



Asked of Undergraduate Students, Graduate Students, Law Students, and Medical Students who indicated taking the Late Night Shuttle.

How often do you use SafeRides?

Number of students

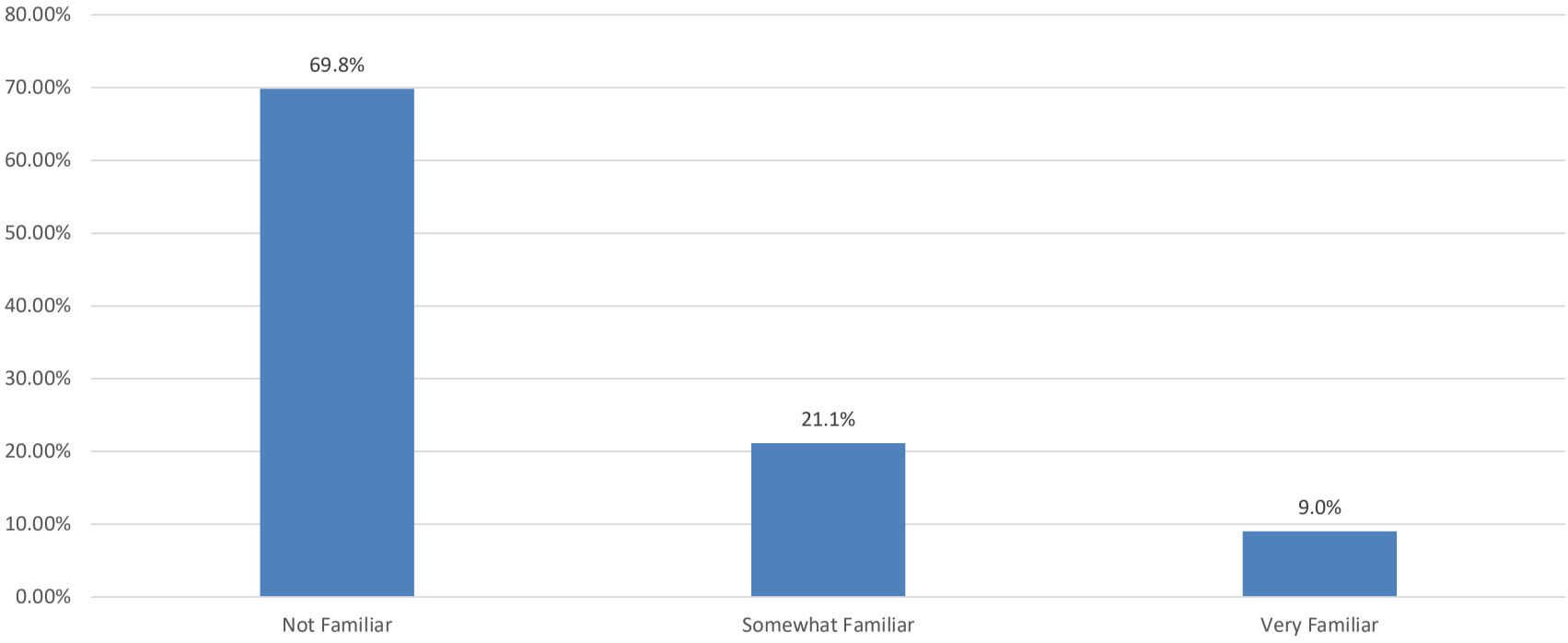


Asked of Undergraduate Students, Graduate Students, Law Students and Medical Students.

Carpooling

How familiar are you with the carpool parking subsidy at Georgetown University?

Percent of employees

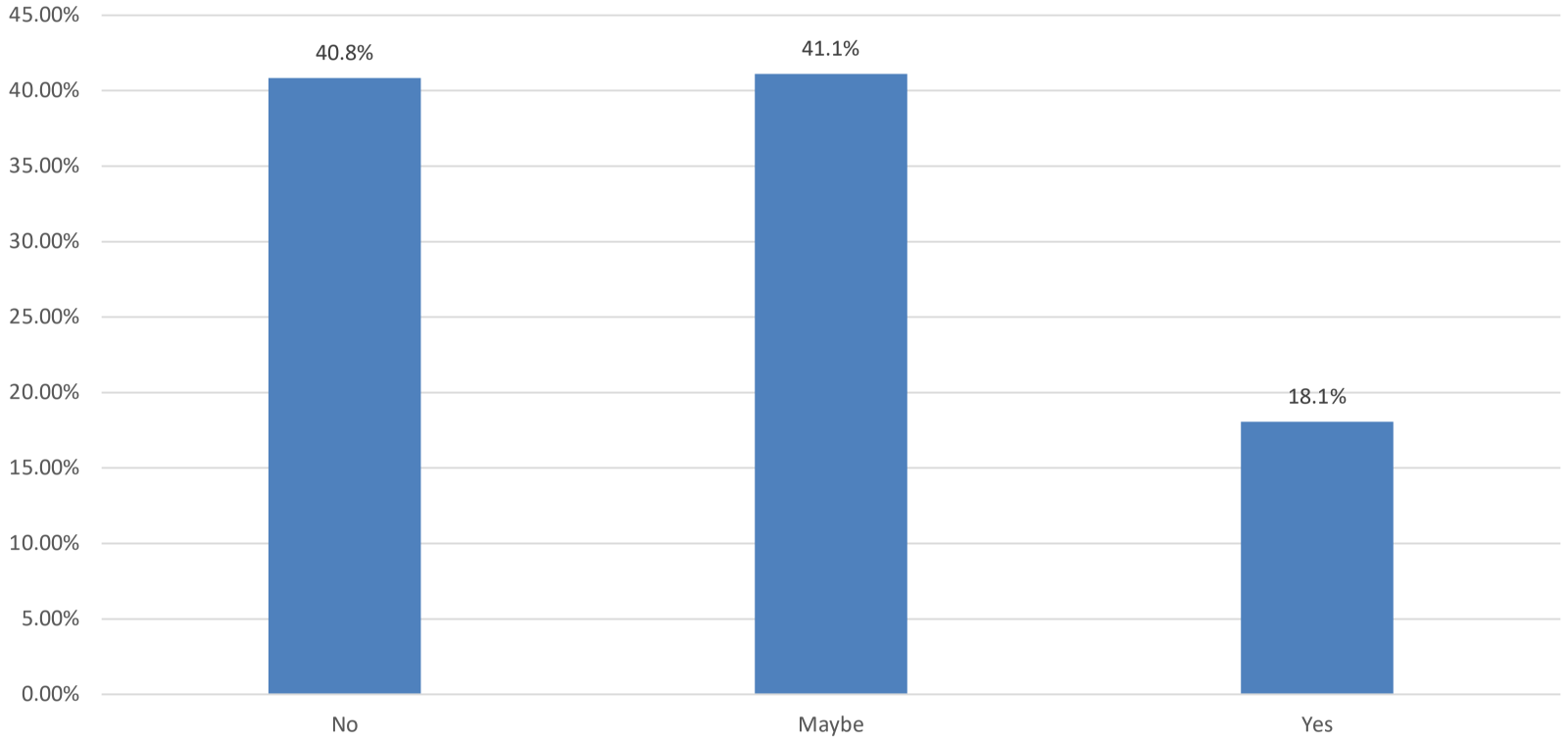


	Not Familiar	Somewhat Familiar	Very Familiar
Responses:	1500	454	194

Asked of Faculty, Staff, and Affiliate Employees

Would you consider participating in a carpool if you were matched to Georgetown University staff who live near your home?

Percent of employees

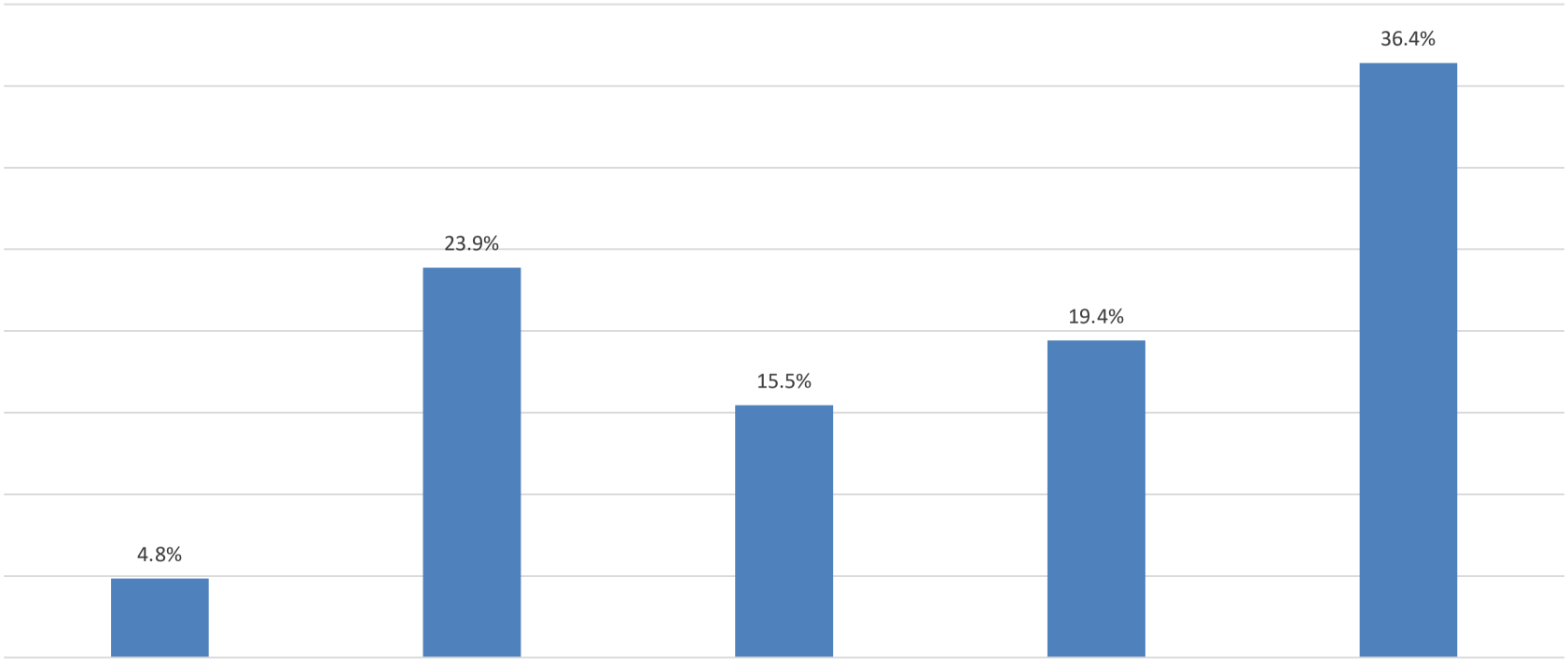


Asked of Faculty, Staff, and Affiliate Employees

Telework

How often do you work from home in-lieu of traveling to campus?

Percent of employees

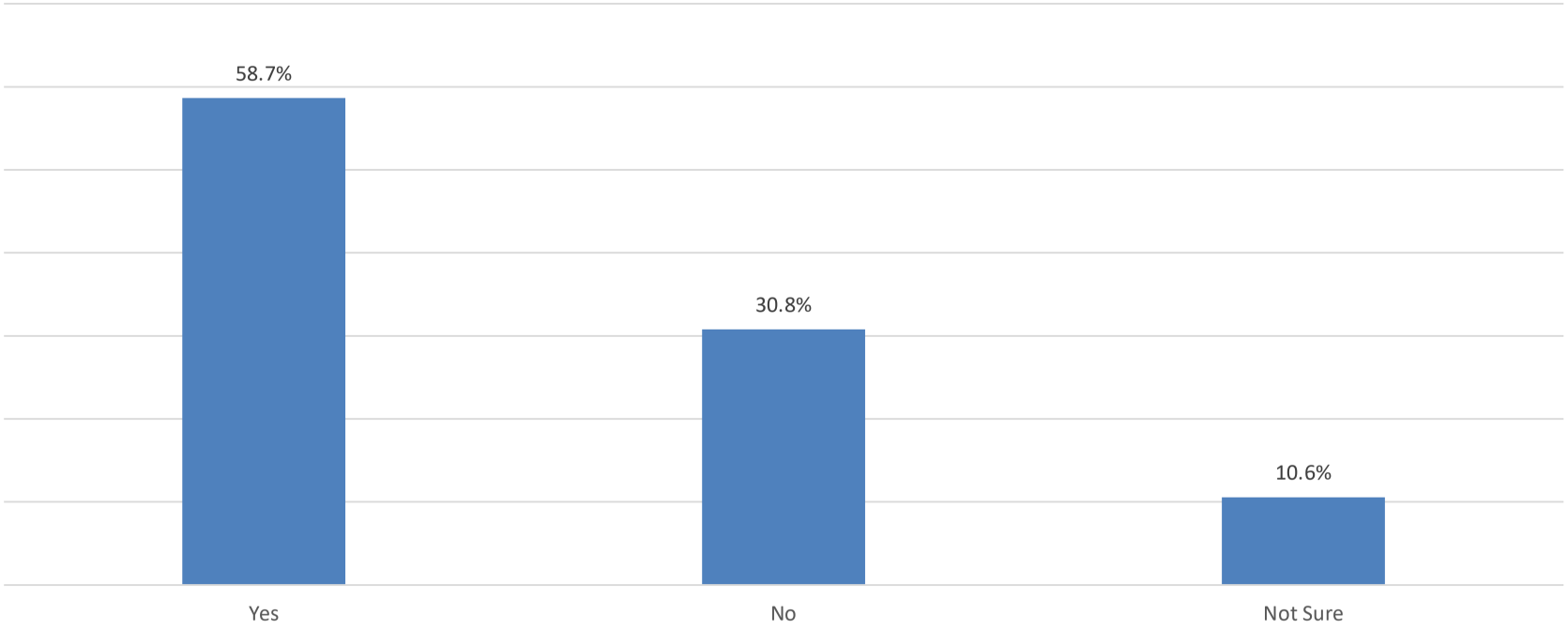


	3+ times a week	1-2 times a week	Once a month	Less than once a month	Never
Responses:	104	513	332	417	782

Asked of Faculty, Staff, and Affiliate Employees

Is the nature of your job conducive to working remotely at least once a week?

Percent of employees

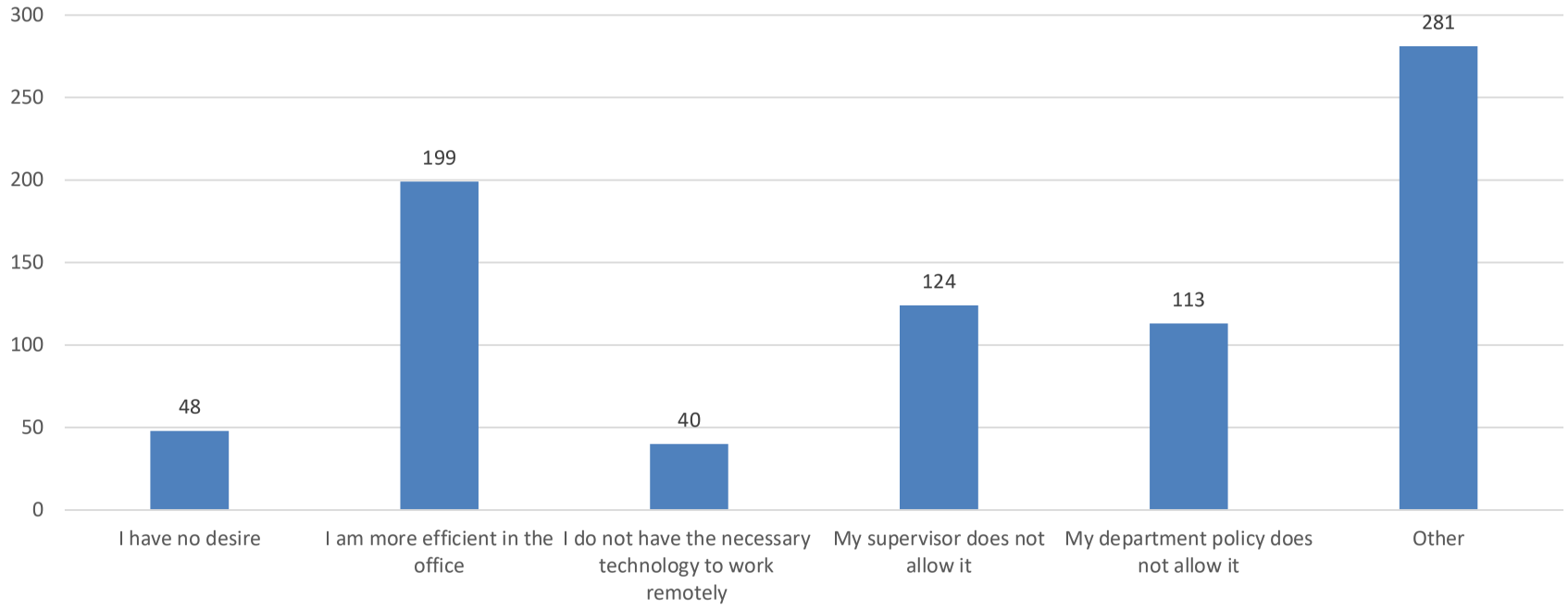


Responses:	1,260	661	227

Asked of Faculty, Staff, and Affiliate Employees

Given that your job is conducive to telework, why do you not work remotely more often? (Select all that apply)

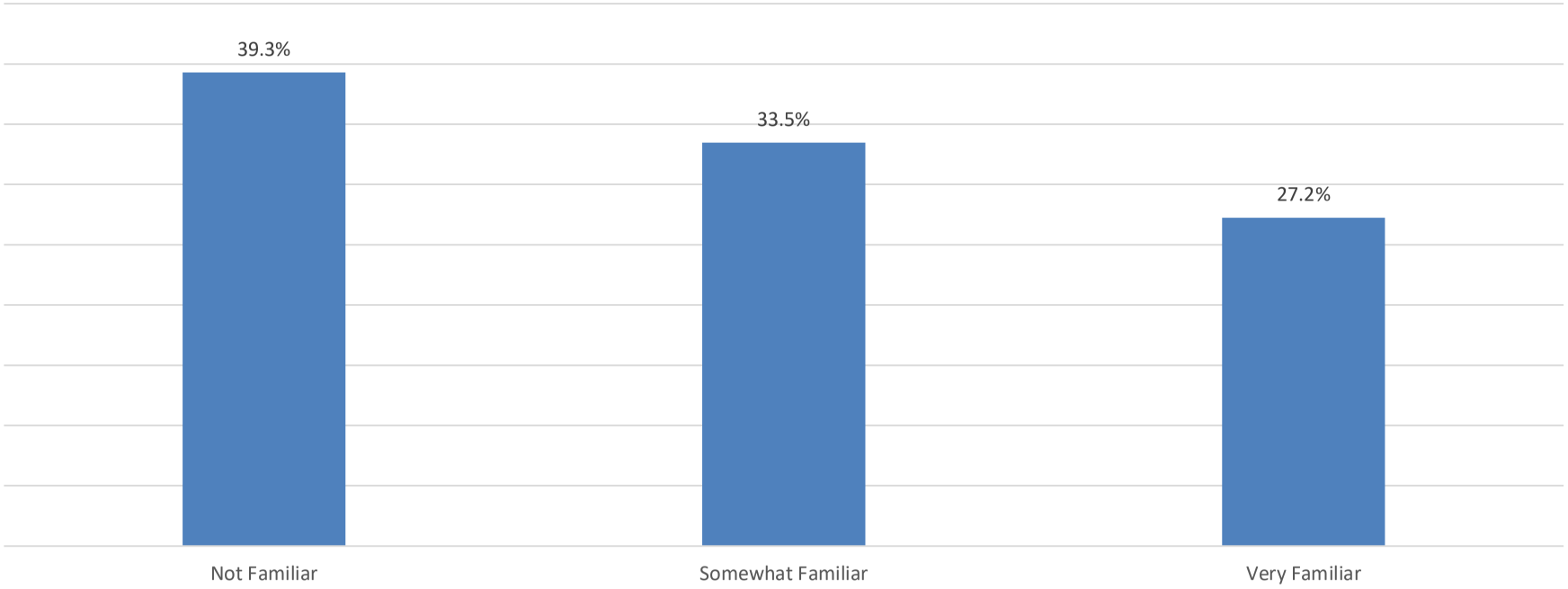
Responses:



Asked of Faculty, Staff, and Affiliate Employees whose job is conducive to working from home, but don't currently work from home.

How familiar are you with University's telework policy?

Percent of employees



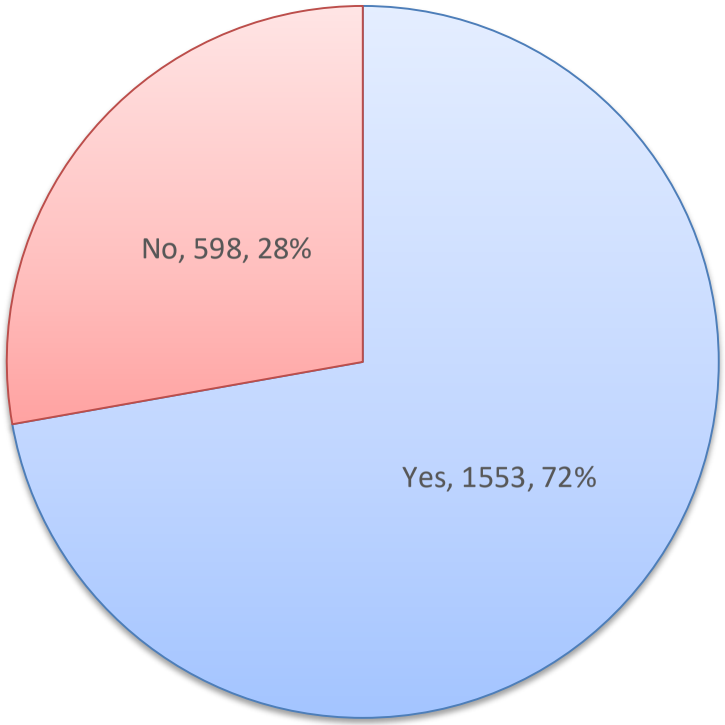
	Not Familiar	Somewhat Familiar	Very Familiar
Responses:	844	719	585

Asked of Faculty, Staff, and Affiliate Employees

Flextime

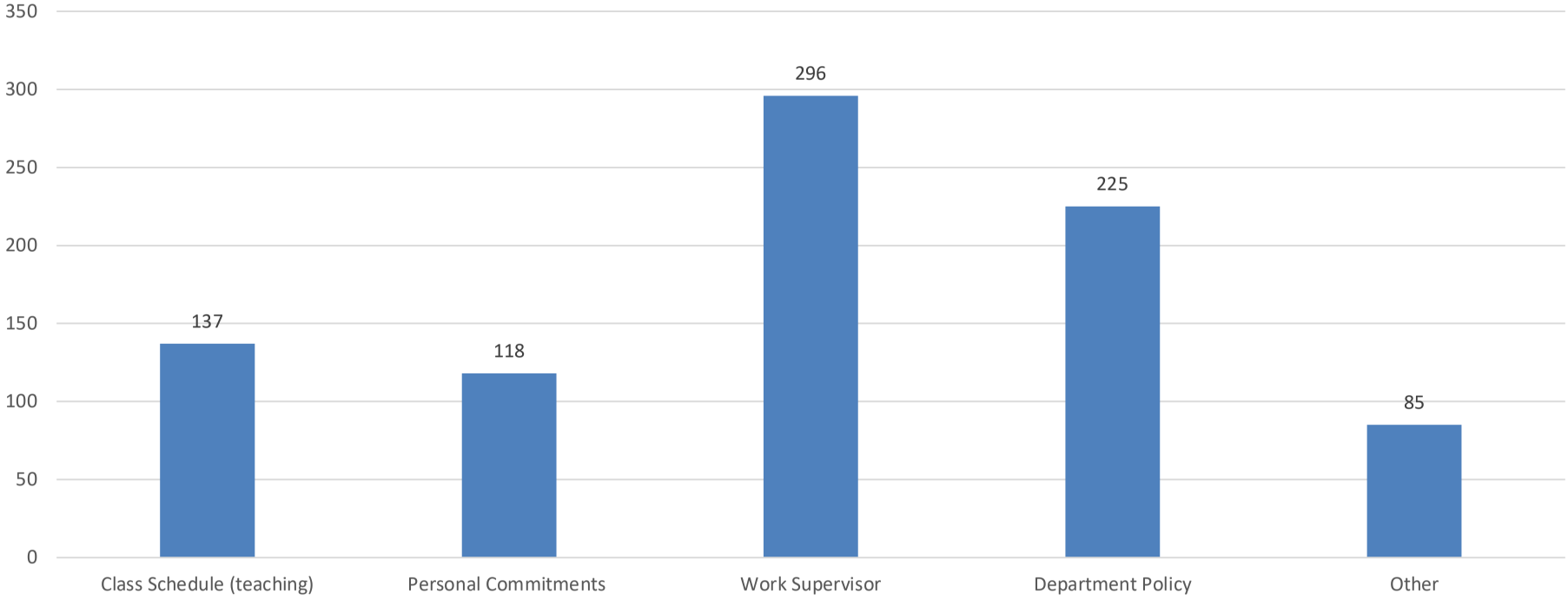
Do you have flexibility regarding the time you arrive/depart from work?

Number of survey responses, percent of survey responses



What/Who determines your schedule flexibility? (Select all that apply)

Responses:

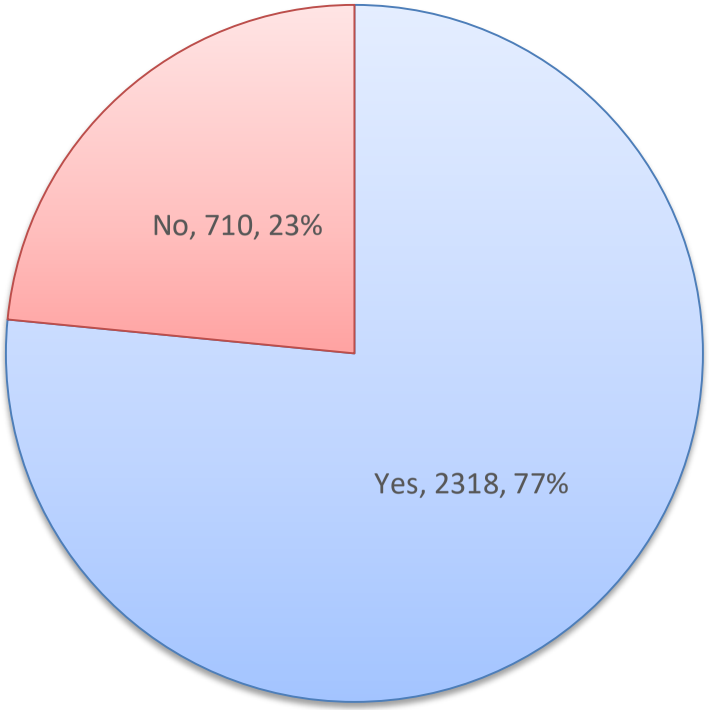


Asked of respondents that indicated they did not have flexibility regarding the time they arrive/depart from work.

Transportation Demand Management (TDM)

Have you ever tried traveling to Georgetown University using another option other than driving alone?

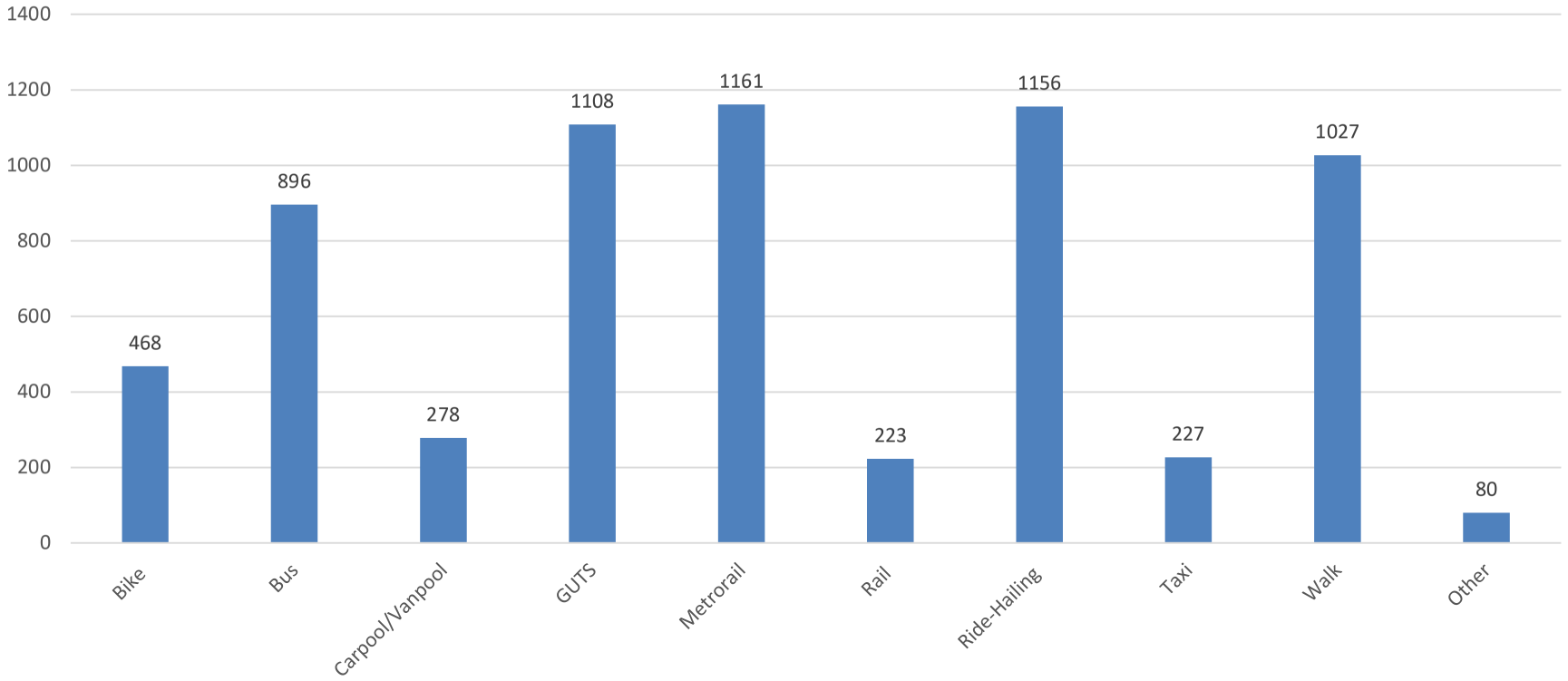
Percent of drive alone survey responses



Asked of respondents who only indicated driving alone for their last mode of transportation.

What other form of transportation did you use? (Select all that apply)

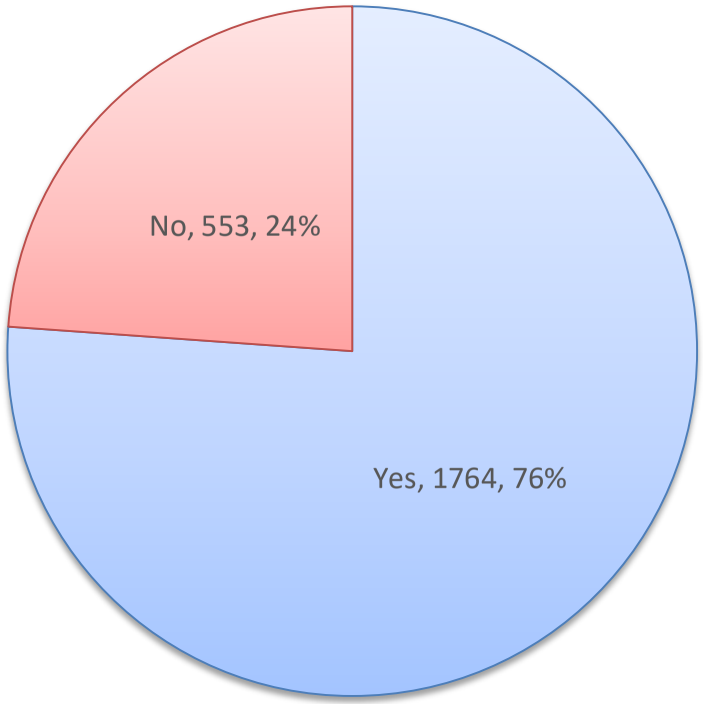
Responses:



Asked of respondents who only indicated driving alone for their last mode of transportation and tried commuting using another mode of transportation.

Do you still occasionally travel to Georgetown University using another form of transportation other than driving alone?

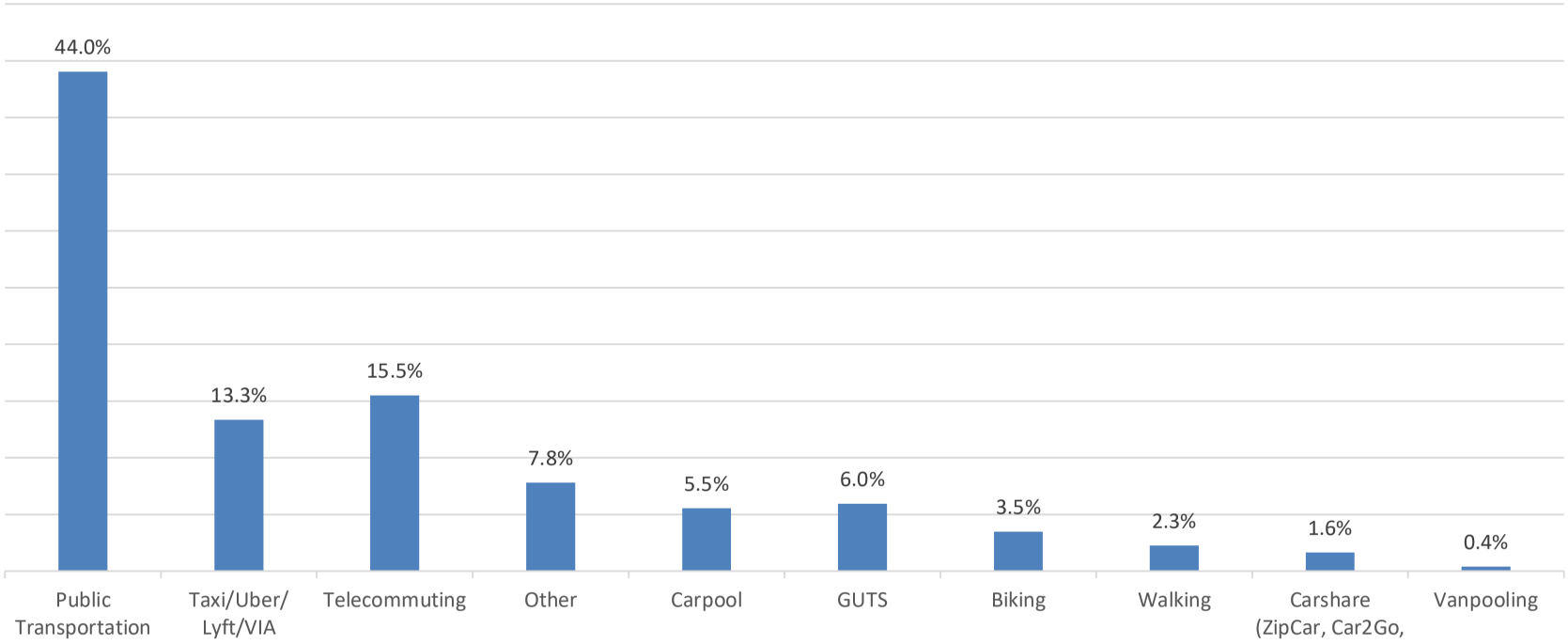
Percent of drive alone survey responses



Asked of respondents who only indicated driving alone for their last mode of transportation and tried commuting using another mode of transportation.

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

Number of responses, percent of drive alone survey respondents

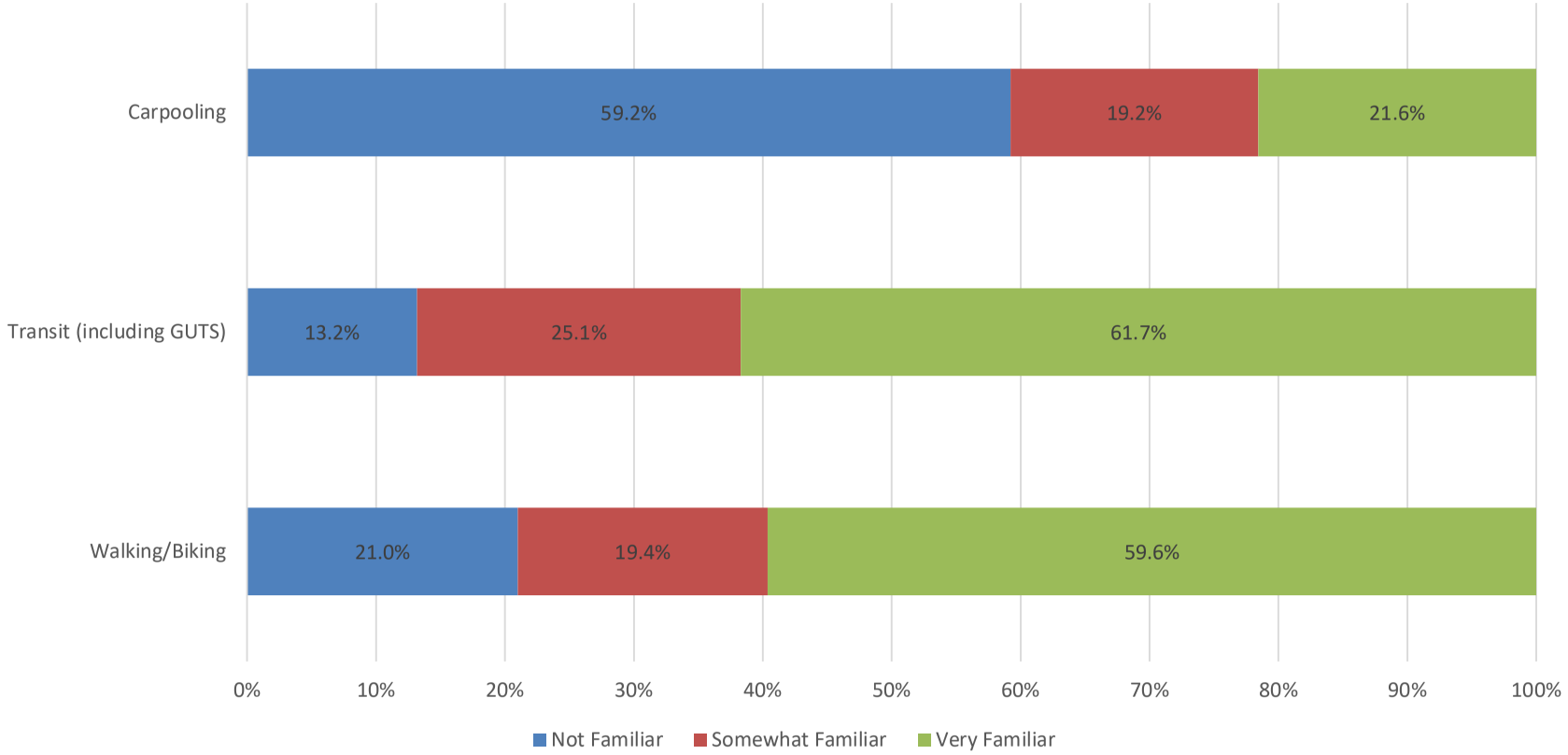


Responses:	429	130	151	76	54	58	34	22	16	4

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

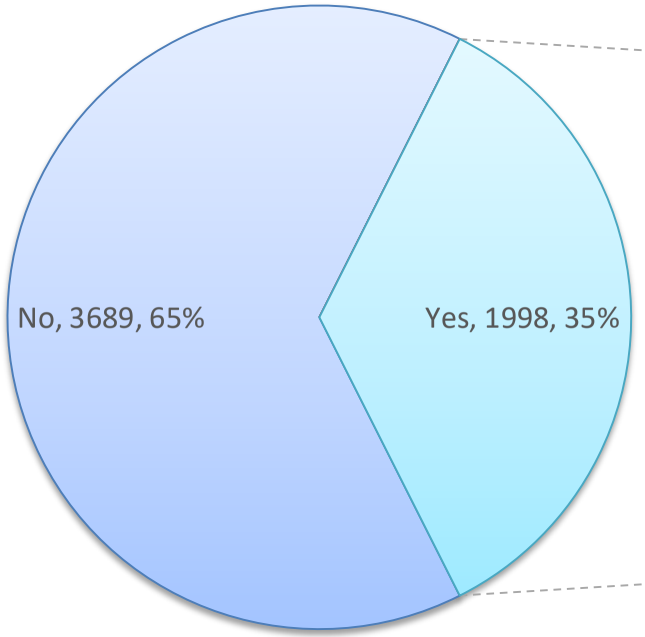
How aware are you of your commute options?

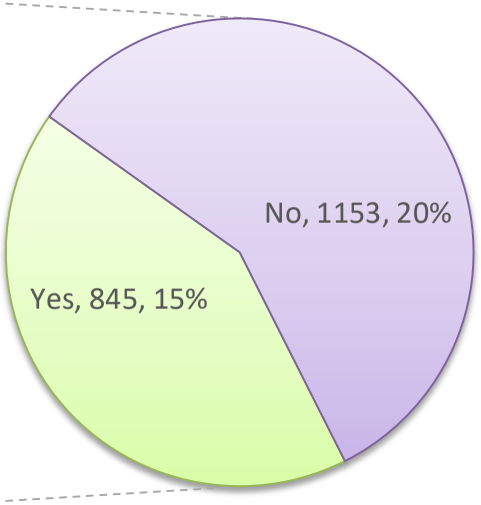
Percentage of survey responses



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

Number of responses, percentage of survey responses



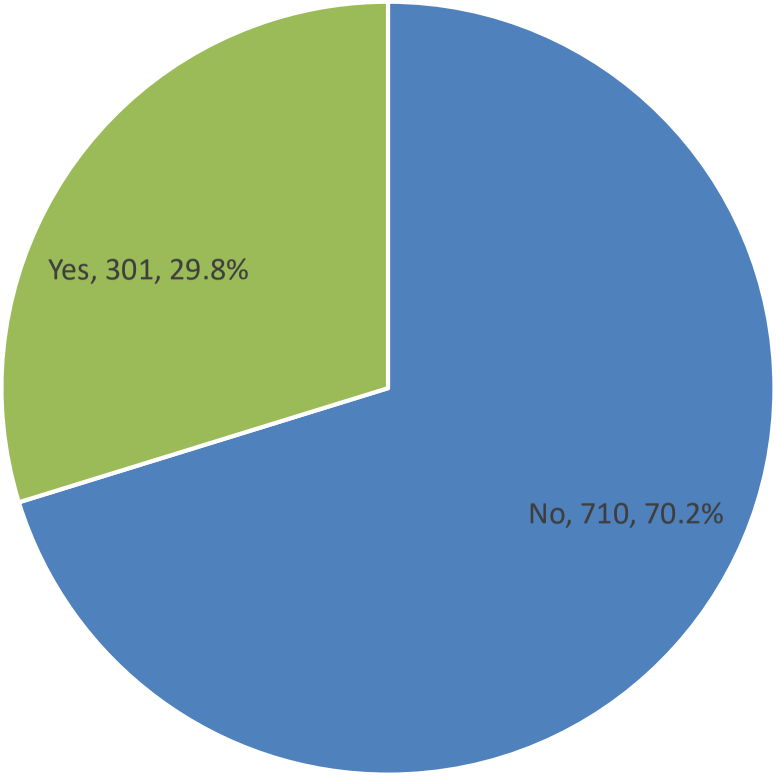


Are you interested in attending an onsite informational meeting about your various commute options?

On-Campus Student Intern Travel Pattern

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

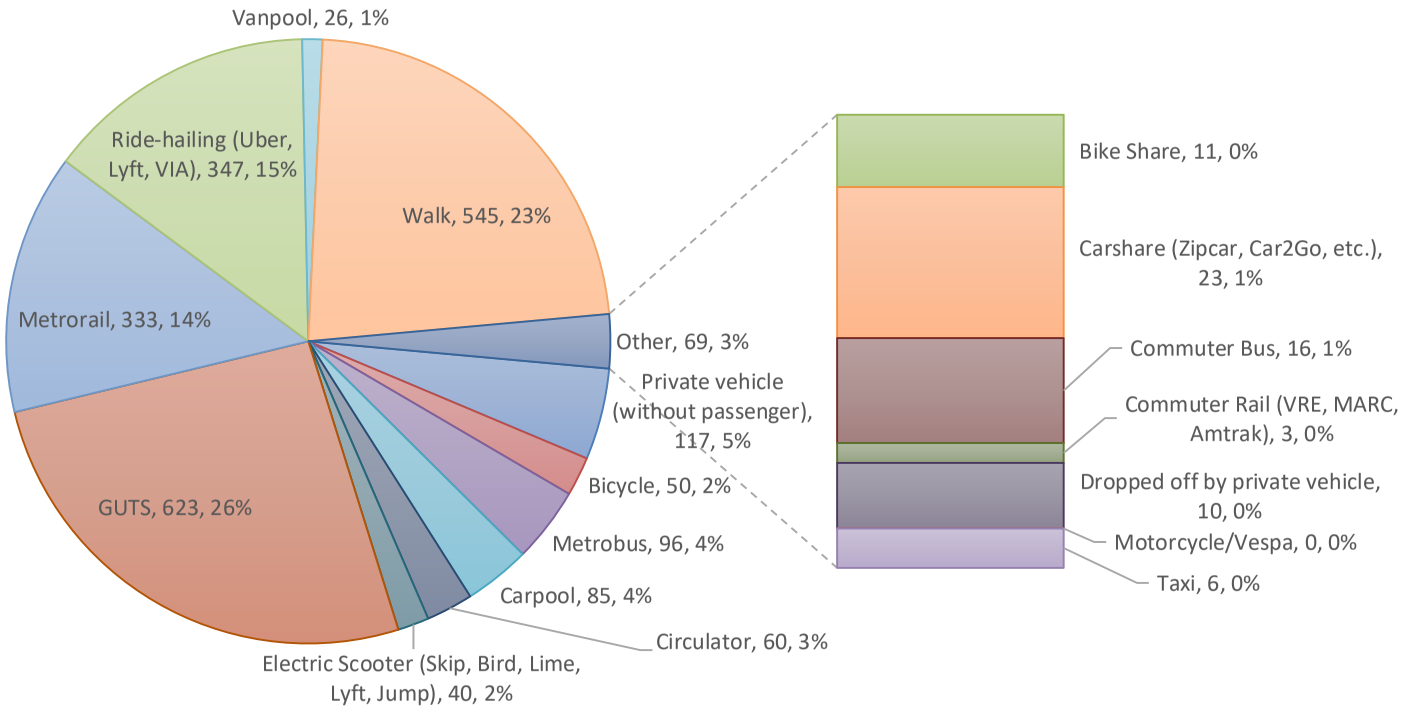
Number of responses, percentage of on-campus residents



Asked of people who live on-campus.

What transportation mode did you take for the longest portion of your trip to your internship/job? *(Main Campus Only)*

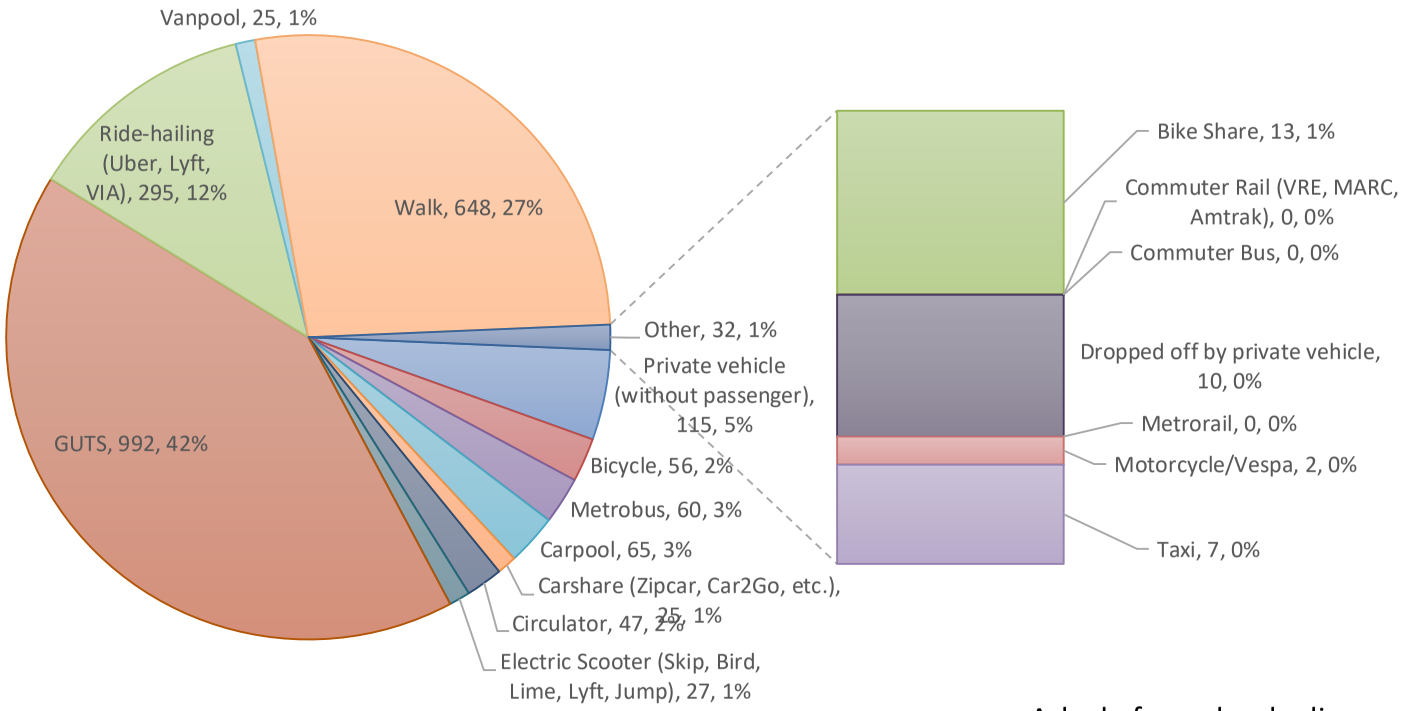
Number of main campus trips during a whole week, percent of on-campus resident commute trips



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

What transportation mode did you take for the last portion of your trip to your internship/job? *(Main Campus Only)*

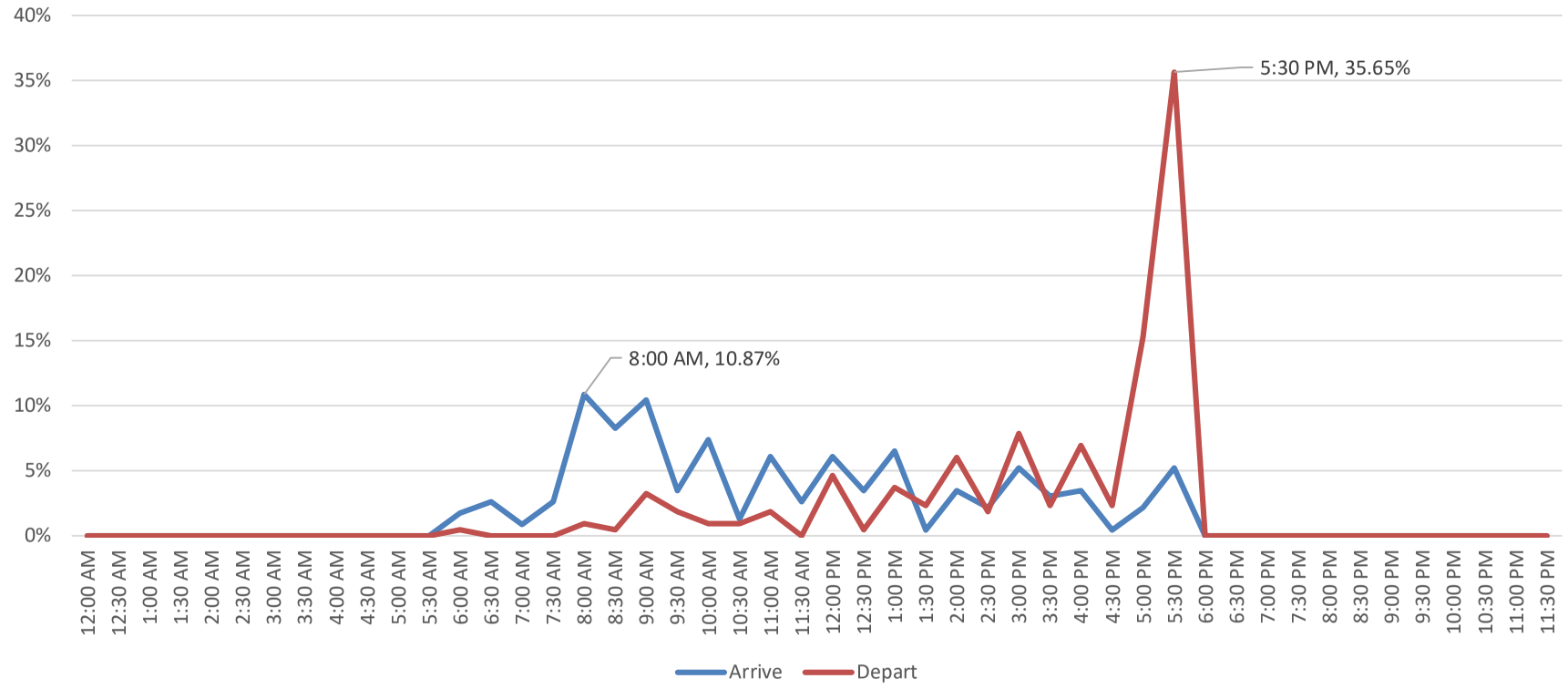
Number of main campus trips during the whole week, percent of on-campus resident commute trips



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

What time do you typically leave/arrive home from your internship/job?

Percent of on-campus resident commute trips

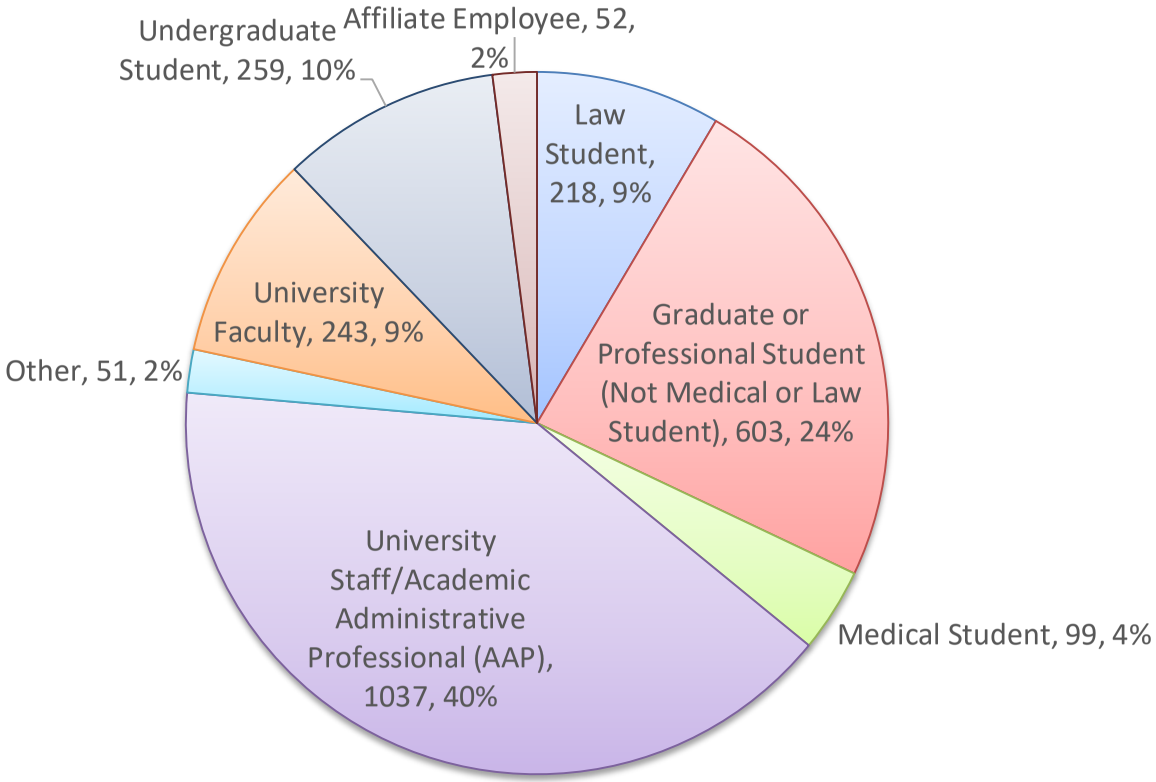


Asked of people who live on-campus and commute to an internship or job

PM Peak Hour
4:30 PM – 5:30 PM

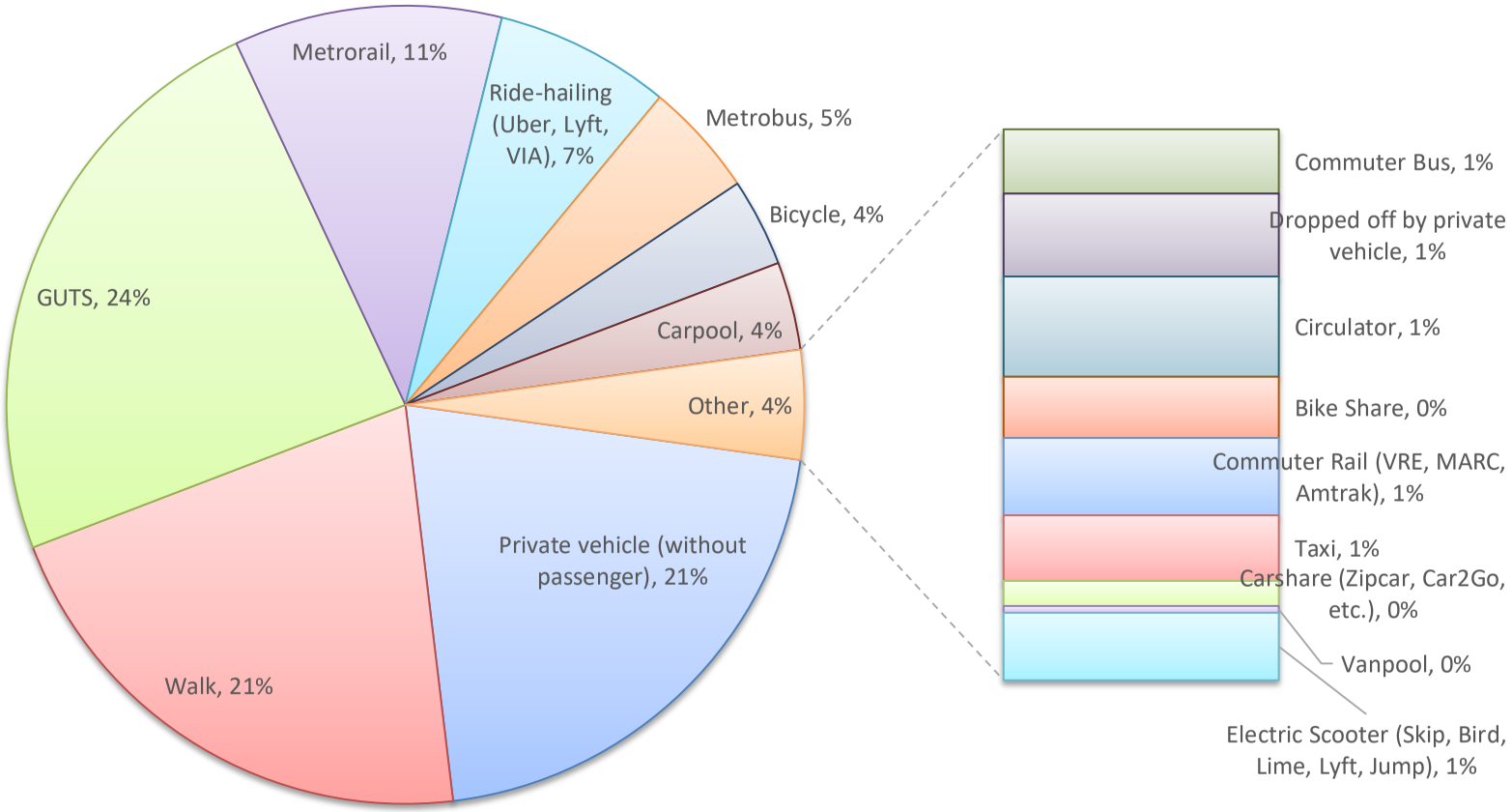
Campus Affiliation

Breakdown of respondents who indicated part or all of their travel behavior was during the hours of 4:30 PM – 5:30 PM



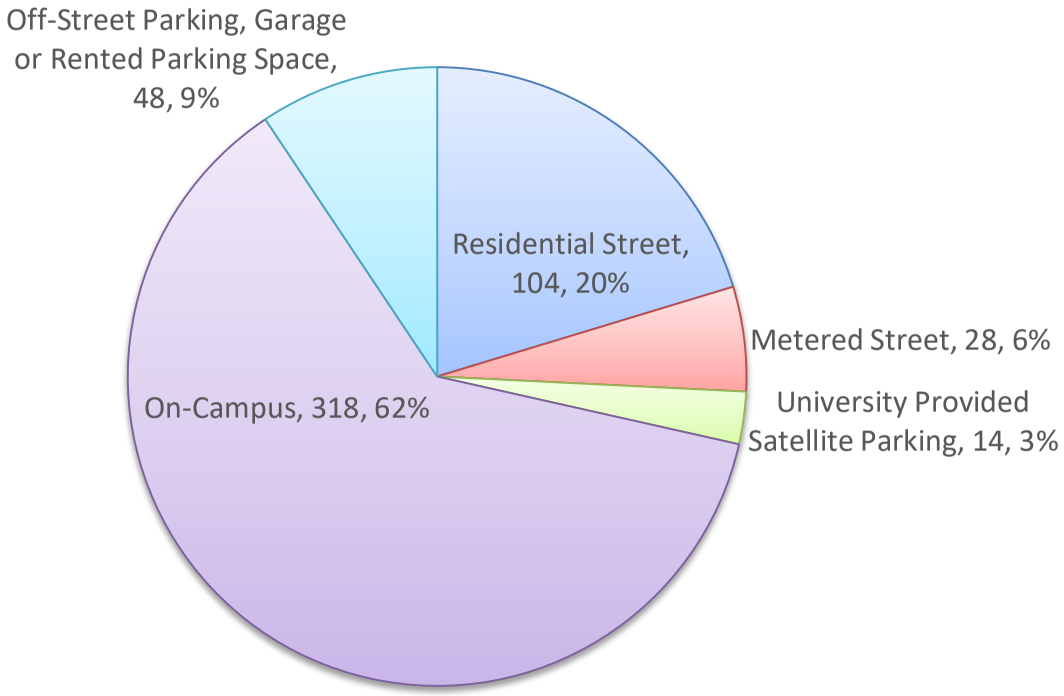
Travel Mode

Breakdown of respondents who indicated part or all of their travel behavior was during the hours of 4:30 PM – 5:30 PM



Where did you park when you drove to Main Campus?

Number of survey responses, percent of survey responses

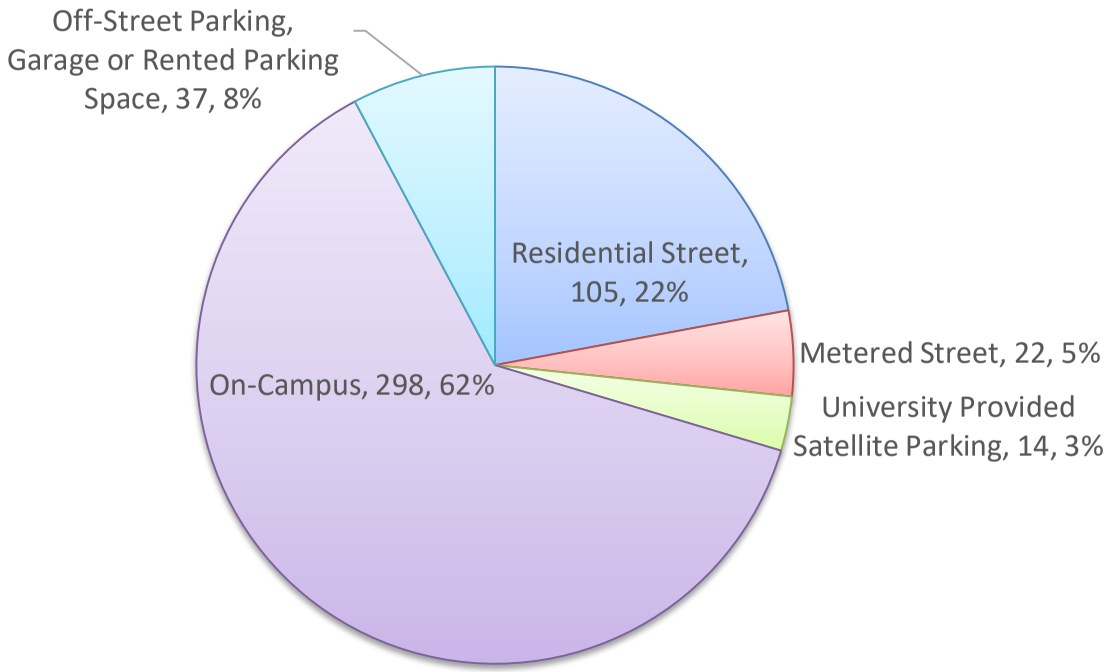


Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to Main Campus last week

AM Peak Hour
8:30 AM – 9:30 AM

Where did you park when you drove to Main Campus?

Number of survey responses, 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 Main Campus last week

Summary of Findings

Summary of Findings

Section	Findings
Travel Trends	The highest concentration of students and employees live within DC and Arlington. Significant concentrations of students and employees are also along I-270 and I-66.
	The drive alone mode split to campus has remained the same.
	Over the last five (5) years the drive alone mode split has dropped by roughly ten percent (10%).
	Main campus trips peak at 8:00 AM in the morning and 5:00 PM in the afternoon.
Ride-Hailing	Nearly half of all ride-hailing trips get dropped off at the Main Gate (37th Street/O Street).
Parking	The percentage of those parking in residential areas has been about the same compared to last year.
	A majority, sixty-five percent (65%) of university affiliates that park in residential areas park in the West Georgetown Neighborhood.
	A quarter of individuals that parked on main campus have a monthly parking permit.

Summary of Findings

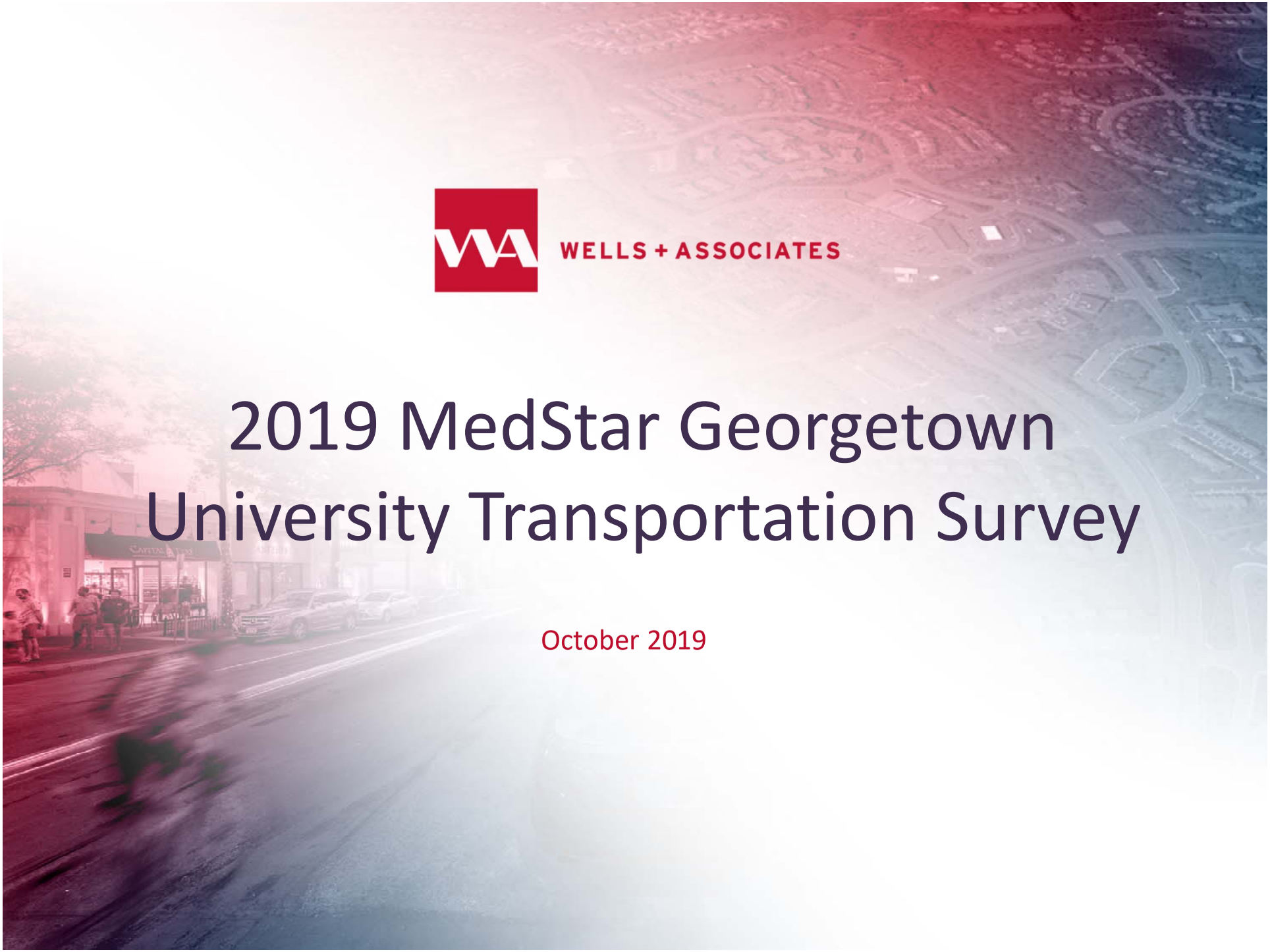
Section	Findings
GUTS/ Late Night Shuttle	Roughly forty percent (40%) of the University's population takes GUTS on a regular basis.
	The Dupont and Rosslyn routes each serve over half of GUTS riders on a typical basis.
	Roughly one-third of riders have experienced issues with congestion on GUTS buses. The stop with the most frequent issues is the Rosslyn Route at the Metro Station. Roughly twenty percent (20%) of all Rosslyn riders noted congestion issues at the Rosslyn Metro Station stop during the morning peak (8:00 AM – 9:00 AM).
	Only about five percent (5%) of students use the late-night shuttle; the Burleith loop is the most popular of the three.
	About three percent (3%) of students use SafeRides on a daily to weekly basis.
Carpool	Seventy percent (70%) of faculty and staff are unfamiliar with the Georgetown carpool subsidy. Less than ten percent (10%) of faculty and staff are very familiar with this benefit.
	Eighteen percent (18%) of employees would consider being matched to a carpool, whereas the current carpool mode split is around three percent (3%). Another forty percent (40%) of employees indicated being open to the idea by answering "Maybe."
	Sixty-four percent (64%) of survey respondents are unaware of their carpool options.

Summary of Findings

Section	Findings
Telework	Roughly a quarter, twenty-four percent (24%) of University employees work from home at least once a week.
	Fifty-eight percent (58%) of University employees feel that their job is conducive to telework.
	Roughly forty percent (40%) of employees are unfamiliar with the University's telework policy.
Flexhours	Twenty-eight percent (28%) of employees have flexible arrival/departure times.
TDM	Three quarters of drive alone employees have used an option other than driving alone to reach the Georgetown campus. Seventy-six percent (76%) still occasionally travel using another form of transportation other than driving alone.
	If driving were not available, public transportation would be the most popular second choice transportation option.
	Roughly thirty-five percent (35%) of survey takers are interested in receiving transportation information.

Summary of Findings

Section	Findings
On-Campus Student Travel	Thirty percent (30%) of on-campus students regularly travel to a job or internship.
	On-campus Student peak travel time is 8:00 AM in the morning and 5:00 PM in the afternoon.



WELLS + ASSOCIATES

2019 MedStar Georgetown University Transportation Survey

October 2019

Outline

- Background
- Survey Overview
- Results
- Summary of Findings

Background

- MedStar Georgetown University Hospital Transportation Survey is a requirement of the Campus Plan
- The objective of the survey is to:
  - Gauge the mode split to/from the campus
  - Understand transportation trends to tailor needs and programs to the Hospital
- Survey was administered October 7 - 17, 2019

2018 Survey Response Rate

Survey Effort:	2019
Target Population	4,981
Survey Responses Received	1,740
Response Rate	35%
Minimum Response Rate	27%
Error Interval[1]	±2.5% - ±16.1%
Confidence Level	99%

[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.

Annual Survey Comparison

Survey Effort:	2014[1]	2015	2016	2017	2018	2019
Survey Responses Received	1,392	2,058	1,866	1,466	1,992	**1,740**
Target Population	2,338	4,452	4,600	4,600	4,900	**4,981**
Response Rate	59.5%	46.2%	40.6%	31.8%	40.6%	**34.9%**

[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 Instrument

- Available in English
- Distributed online

Survey Incentives

A Series 5
Apple Watch

Fitbit Inspire
24/7 Heart Rate

Bose Wireless
Headphones

Single Yates Field House
Annual Membership

Survey Results

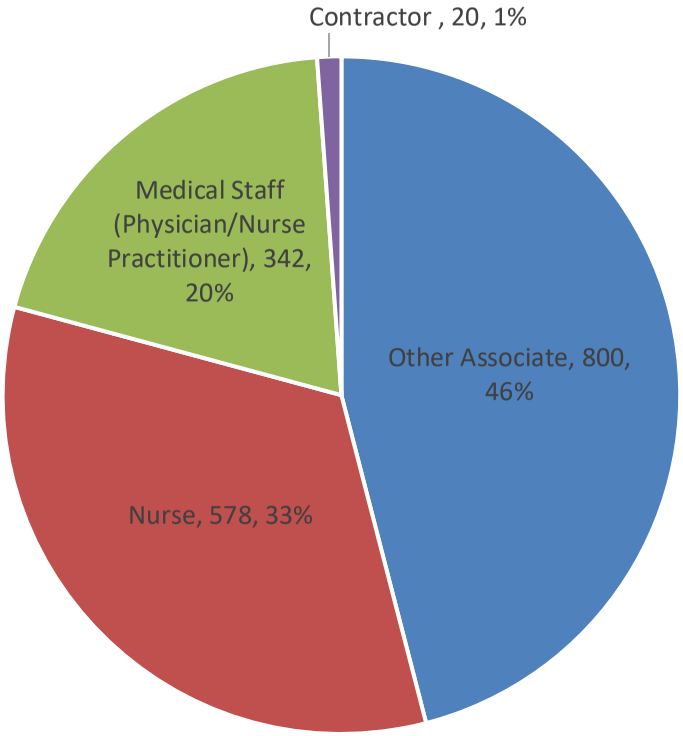
Survey Topics

Topic	Subtopic
Contact Information	First Name, Last Name, Home Address, Email, Phone
General Work Information	Hospital Affiliation
	Days Assigned to Work
	Work Location
Travel Trends	Home Location
	Mode Split (Longest + Last)
	Arrival/Departure Time
Ride-Hailing	Drop Off Location
Parking	Parking Location
	Detailed Residential Parking (Where, When, & How)
Carpool	Carpooling Desire
New Hire	Parking/Travel Behavior
Flextime	Existing Flexibility in start/end time
	Determination of Who Sets Schedule
GUTS Shuttle	Existing GUTS Shuttle Ridership
	GUTS Overcrowding (Location & Time)
Transportation Demand Management (TDM)	Use of Alternative Transportation in Past
	Interest and Desire an Alternative Transportation
	Alternatives to Driving

General Work Information

My primary relationship with MGUH is:

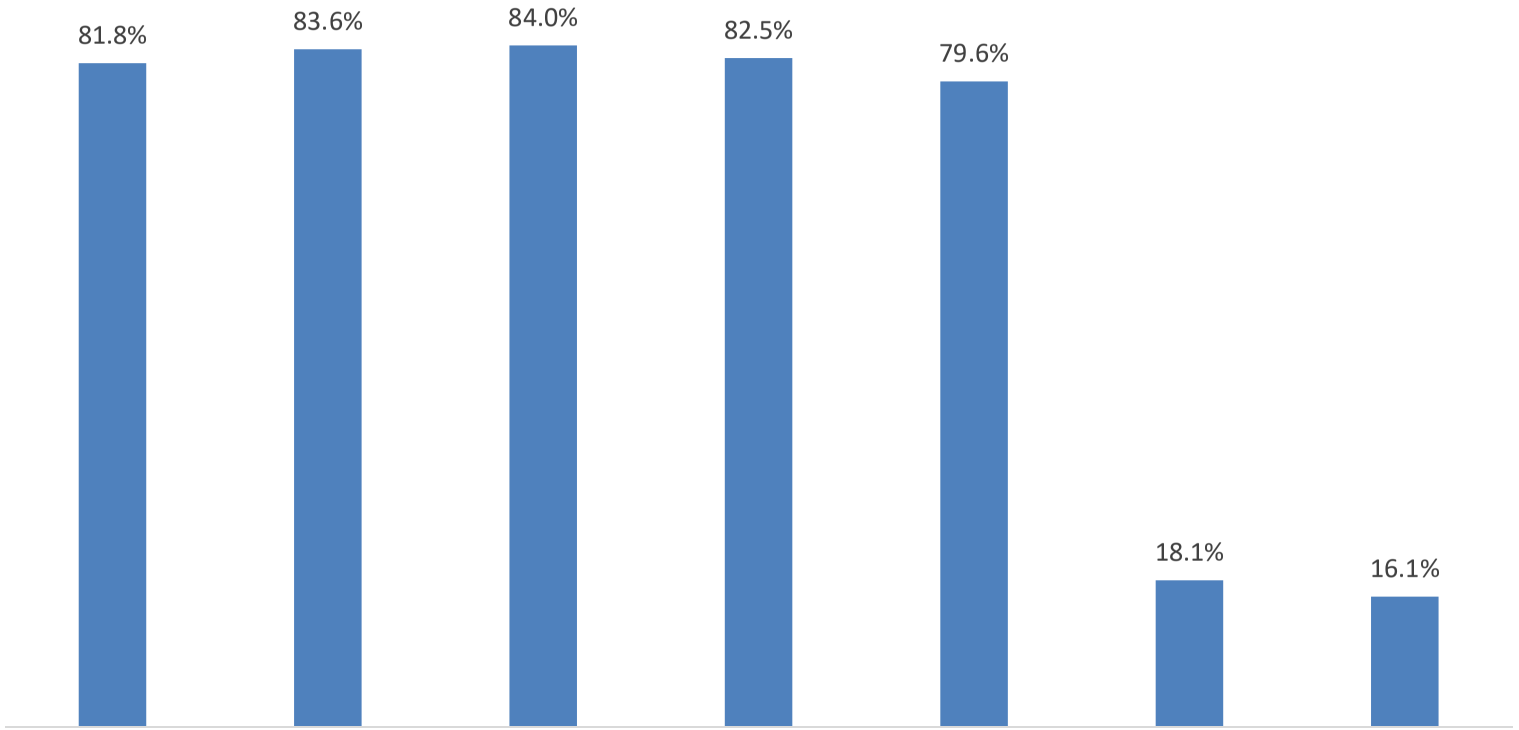
Number of survey responses, percent of survey responses



Responses: 1,740
Margin of Error: ±2.5%

What days did you work for MedStar last week?

Percent of survey responses

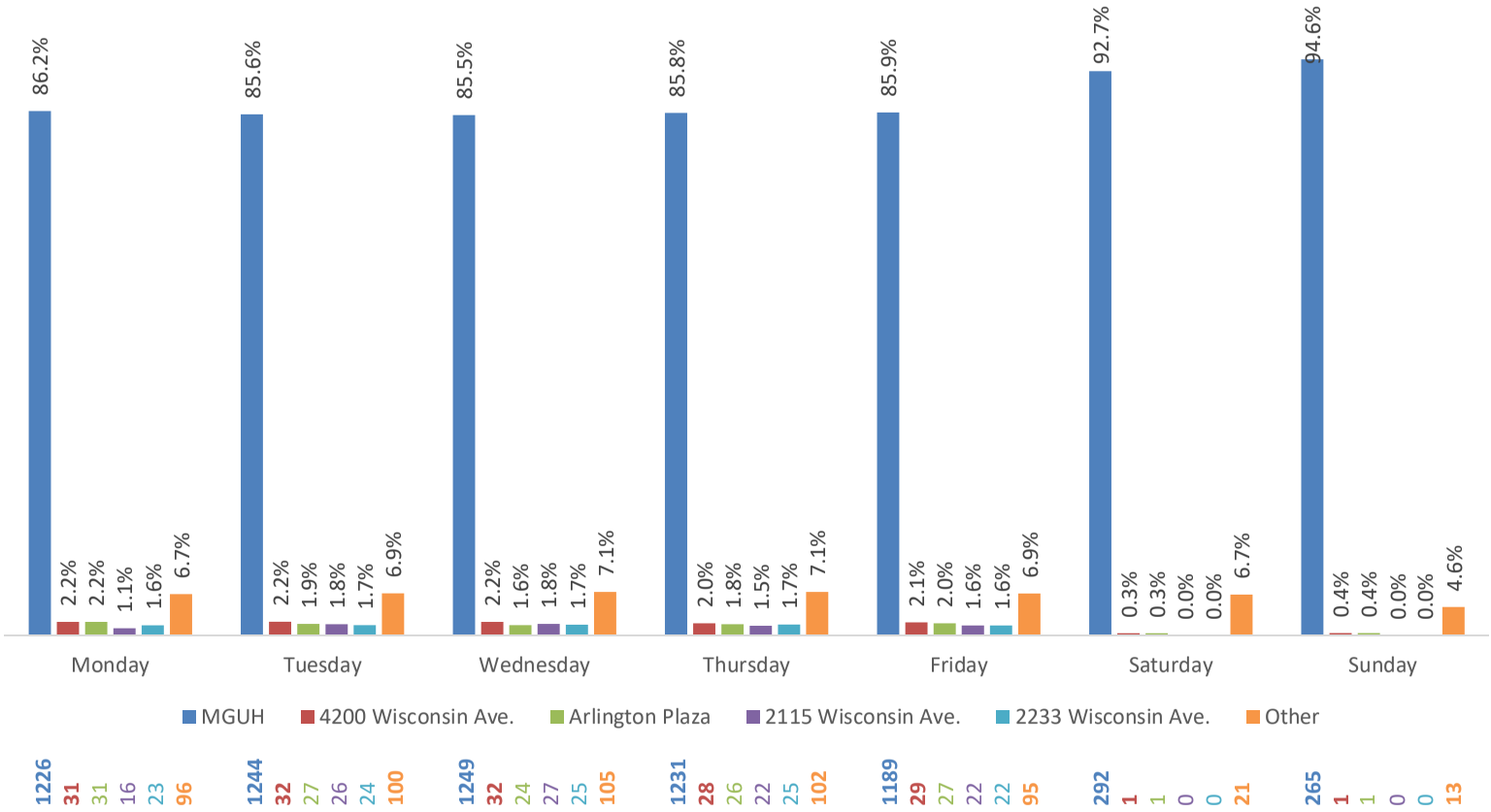


Trips:	1424	1454	1462	1435	1385	315	280

Responses: 1,740;
Trips Recorded: 7,755;
Margin of Error: ±2.5%

Where did you primarily work for MedStar last week?

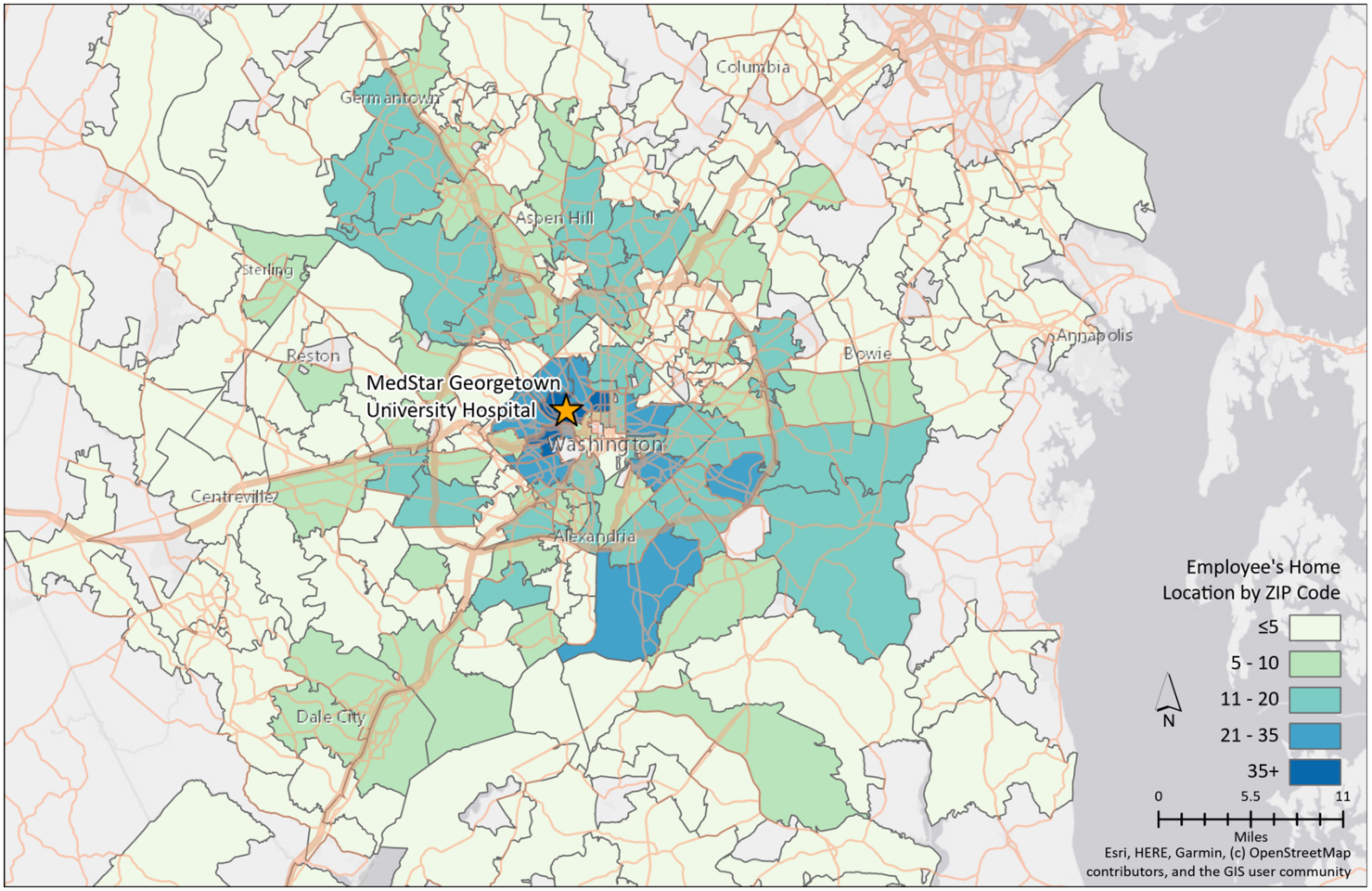
Percent of survey responses



Responses: 1,740;
Trips Recorded: 7,750;
Margin of Error: ±2.5%

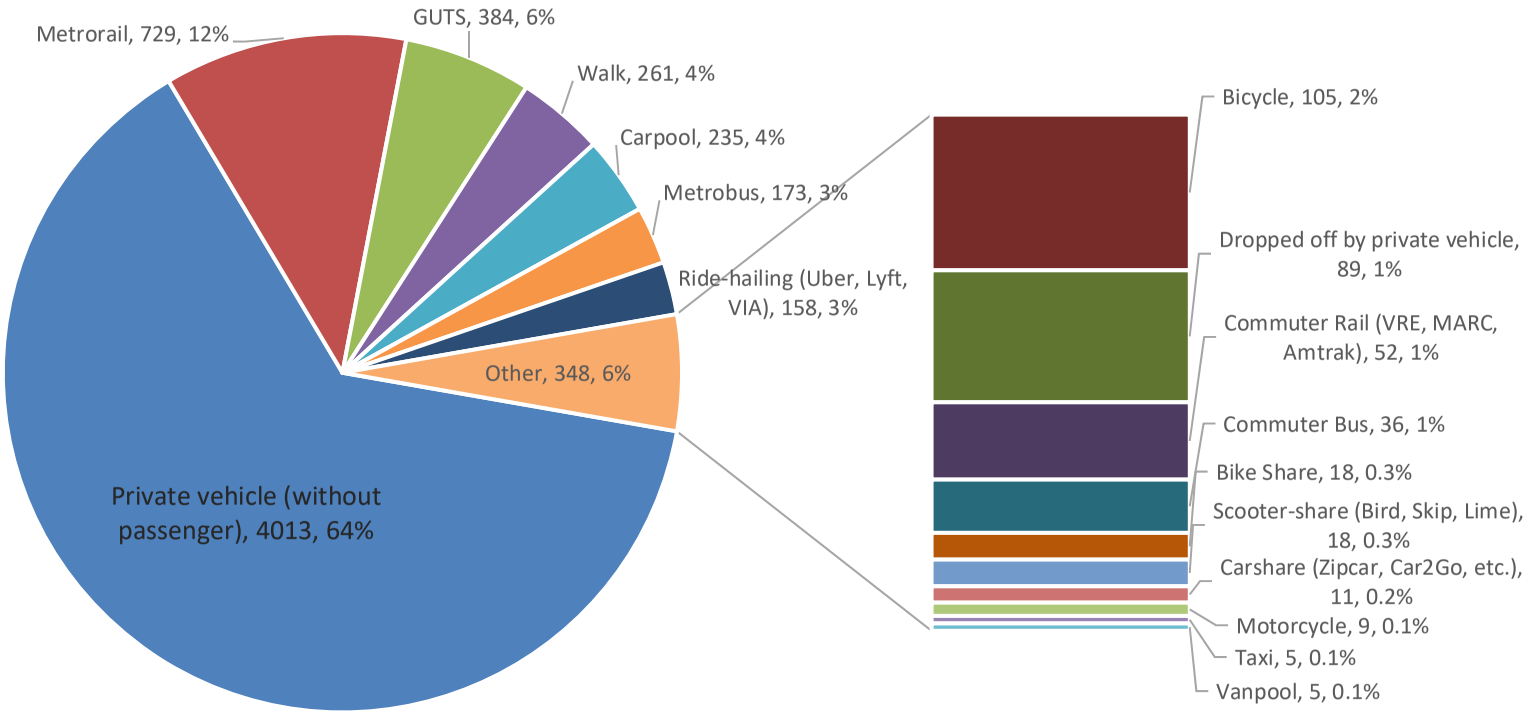
Travel Trends

MedStar Georgetown University Employee Home Distribution



Choose the mode of transportation you used for the **longest portion** of your trip to MedStar

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

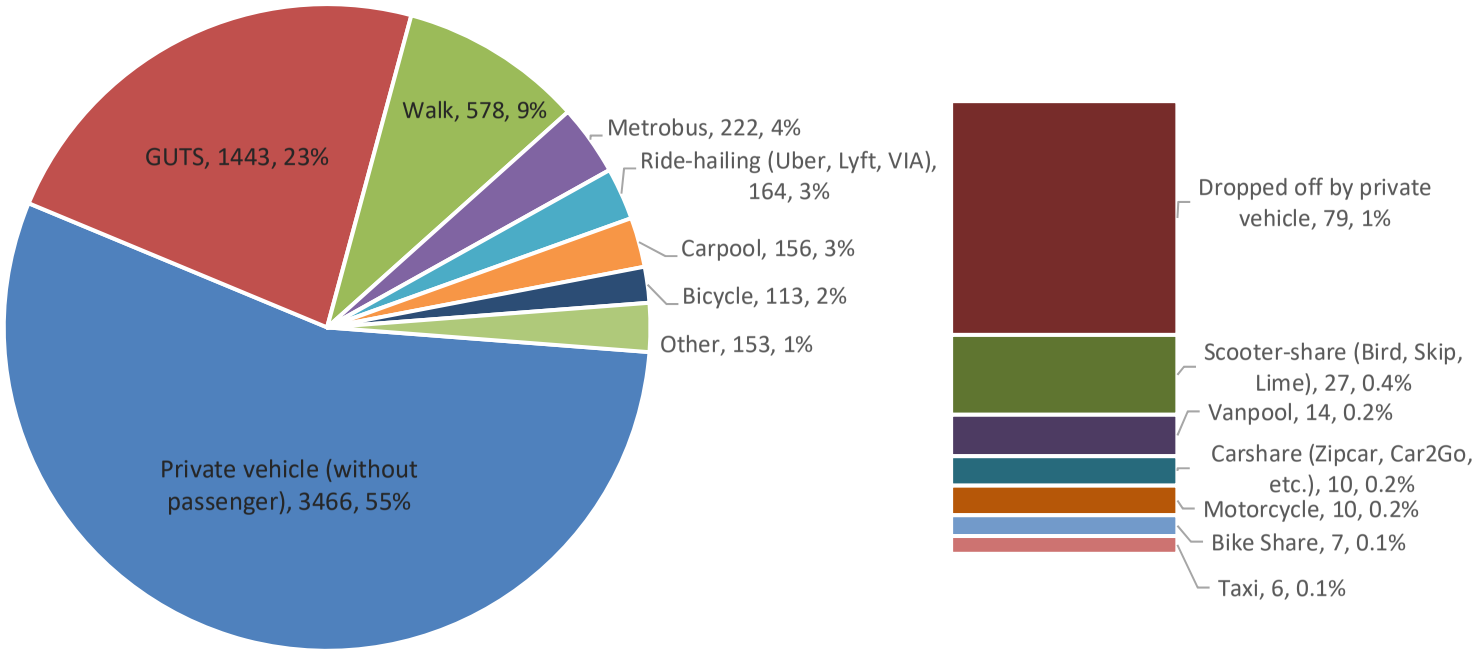


Responses: 1637;
Trips Recorded: 6,301;
Margin of Error: ±2.6%

MGUH Trips Only

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

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

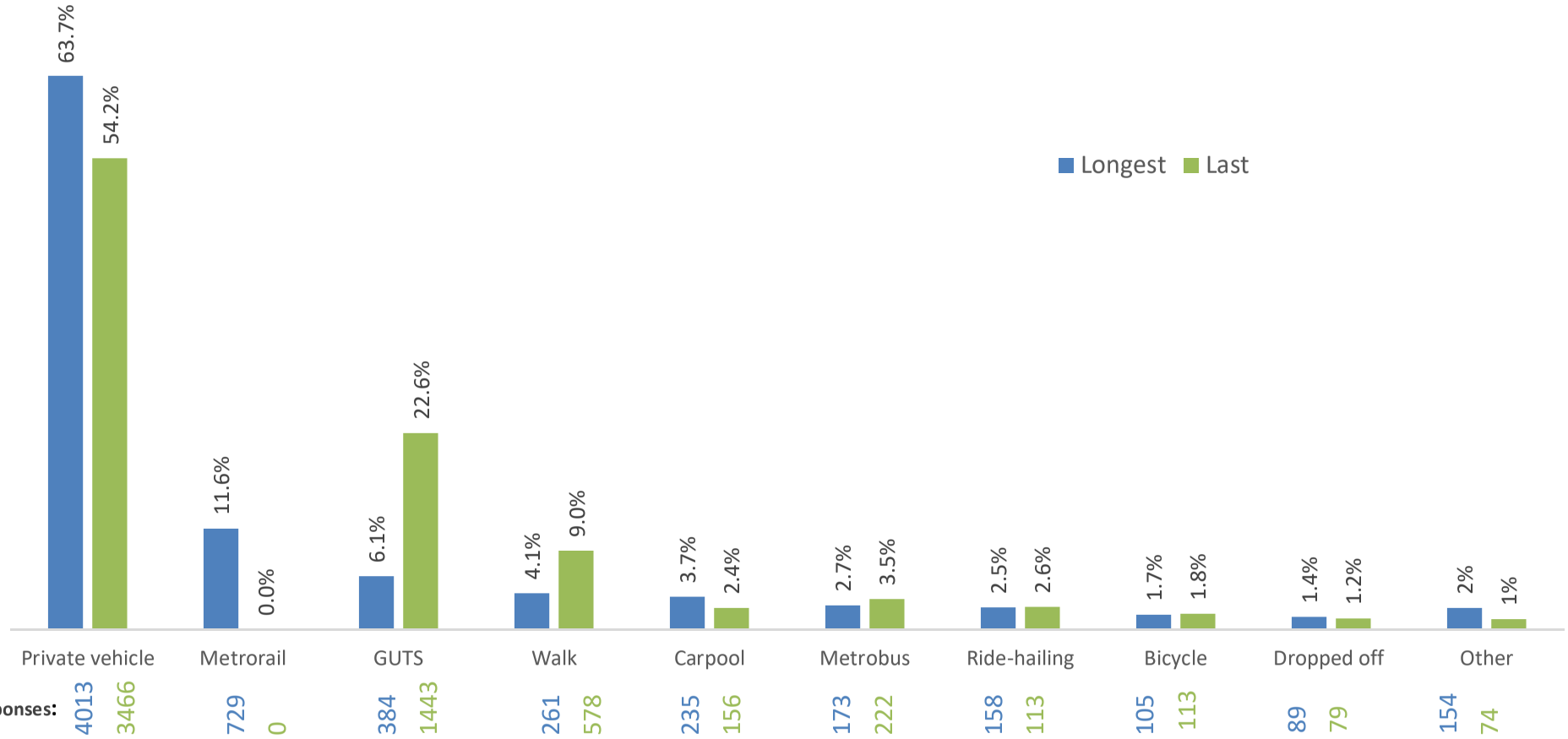


Responses: 1477;
Trips Recorded: 6,295;
Margin of Error: ±2.8%

MGUH Trips Only

Mode Split Comparison: Longest vs. Last

Percent of main campus trips

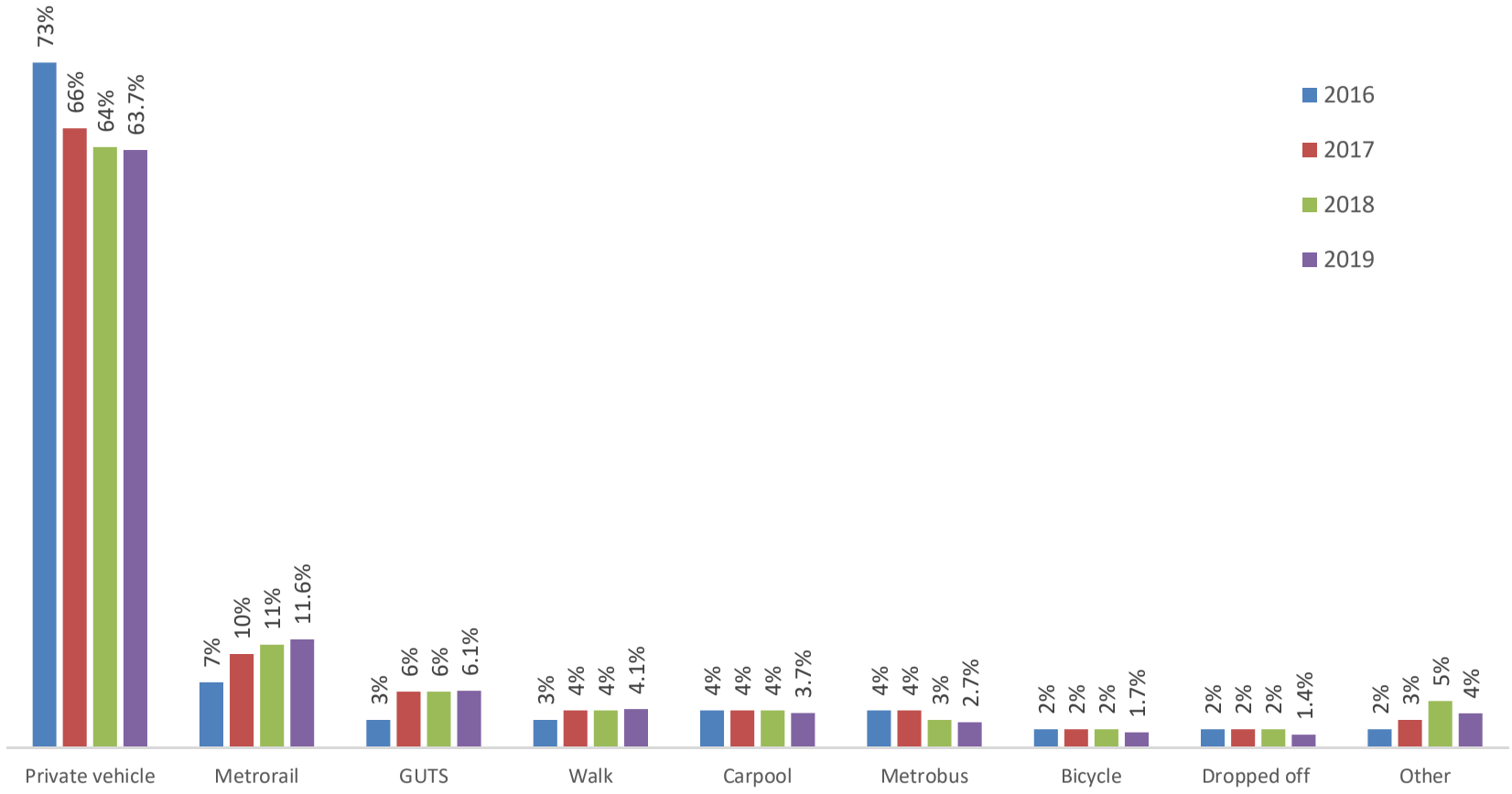


**Other contains: Commuter Rail, Commuter Bus, Scooter-share, Taxi, Vanpool, Motorcycle, Carshare, and Bikeshare*

MGUH Trips Only

Historical Mode Split: Longest

Percent of MGUH trips

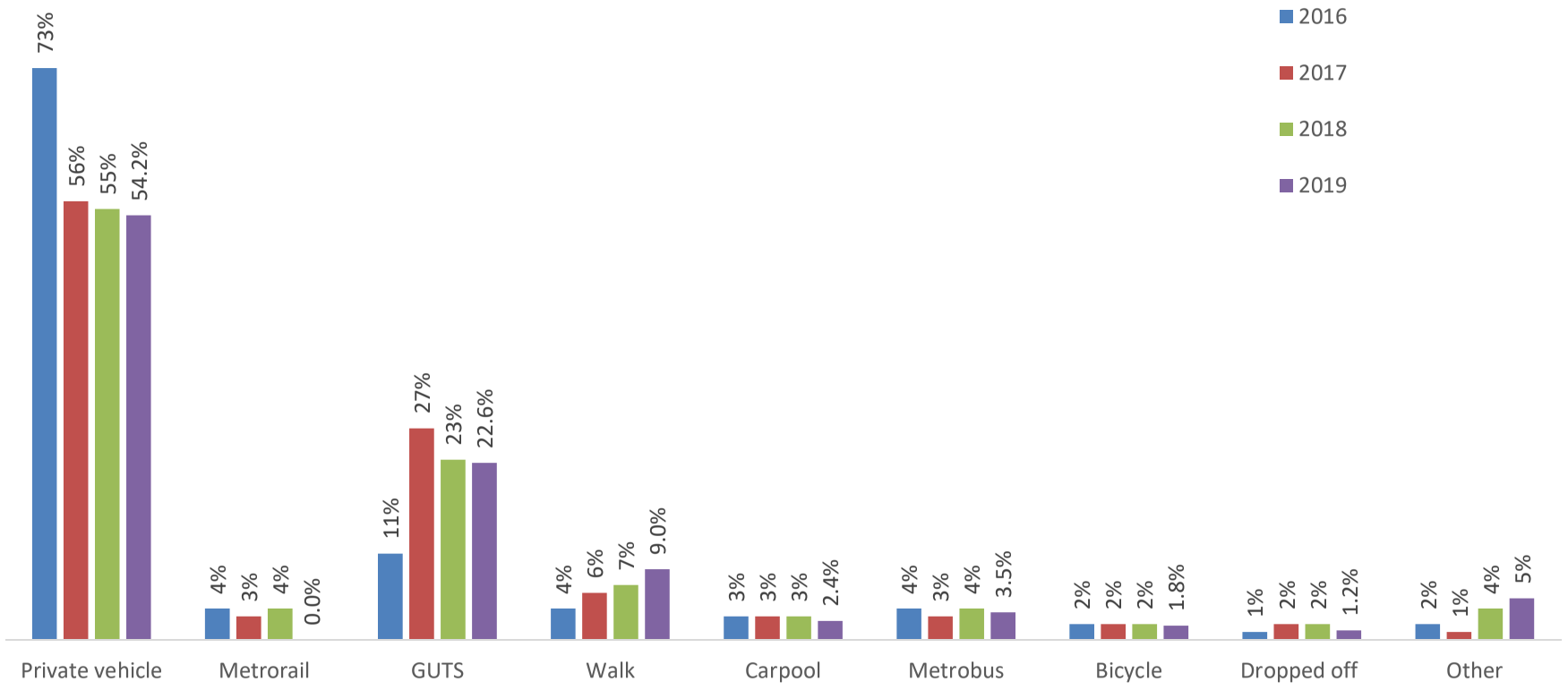


**Other contains: Commuter Rail, Commuter Bus, Scooter-share, Taxi, Vanpool, Motorcycle, Carshare, and Bikeshare*

MGUH Trips Only

Historical Mode Split: Last

Percent of MGUH trips

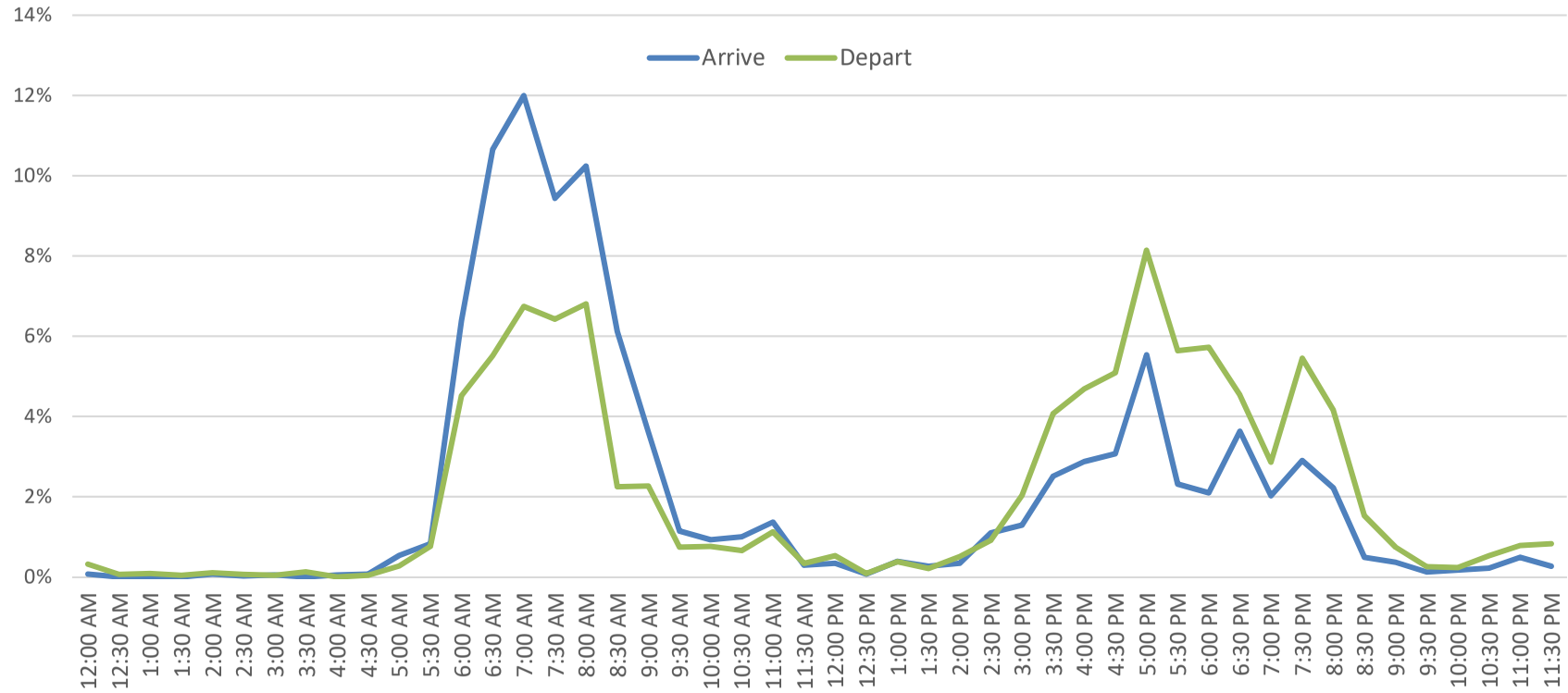


**Other contains: Commuter Rail, Commuter Bus, Scooter-share, Taxi, Vanpool, Motorcycle, Carshare, and Bikeshare*

MGUH Trips Only

What time do you typically arrive/depart work?

Percent of MGUH trips



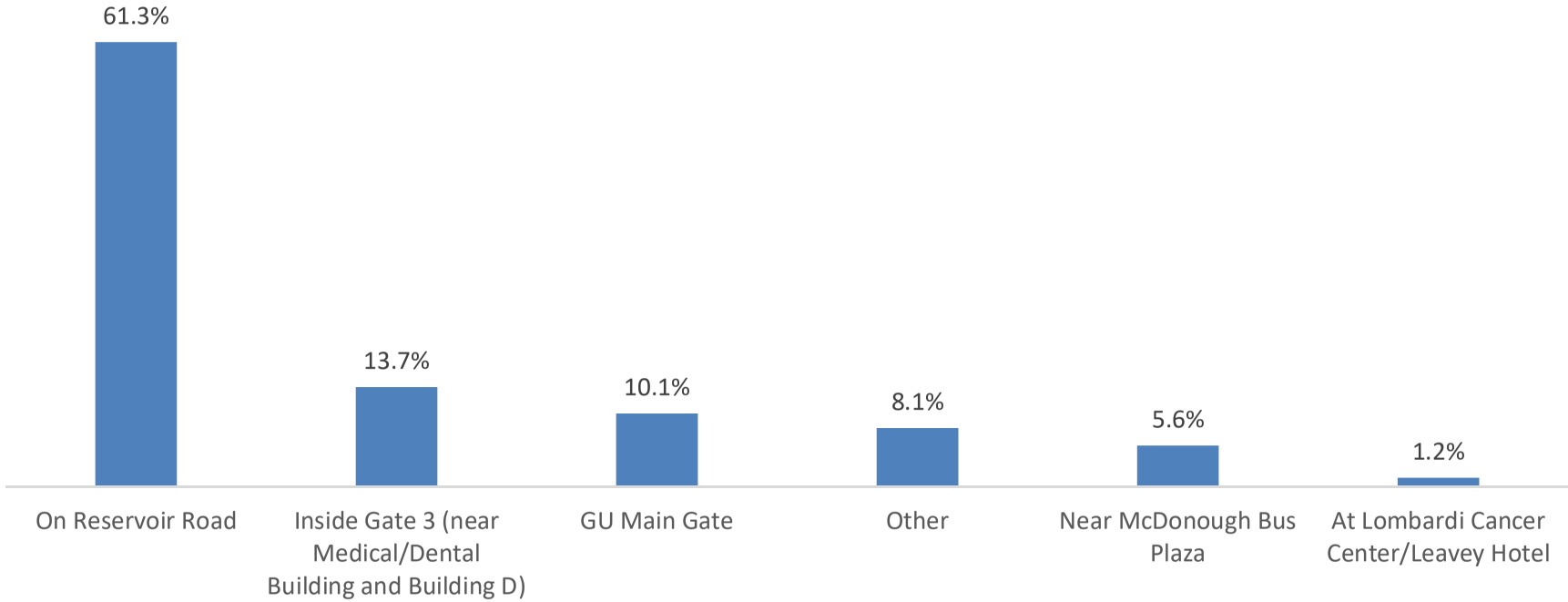
MGUH Trips Only

Responses: 1,581;
Trips Recorded: 8,817;
Margin of Error: ±2.7%

Ride-hailing

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

Percent of ride-hailed trips to MGUH



Trips:	152	34	25	20	14	3

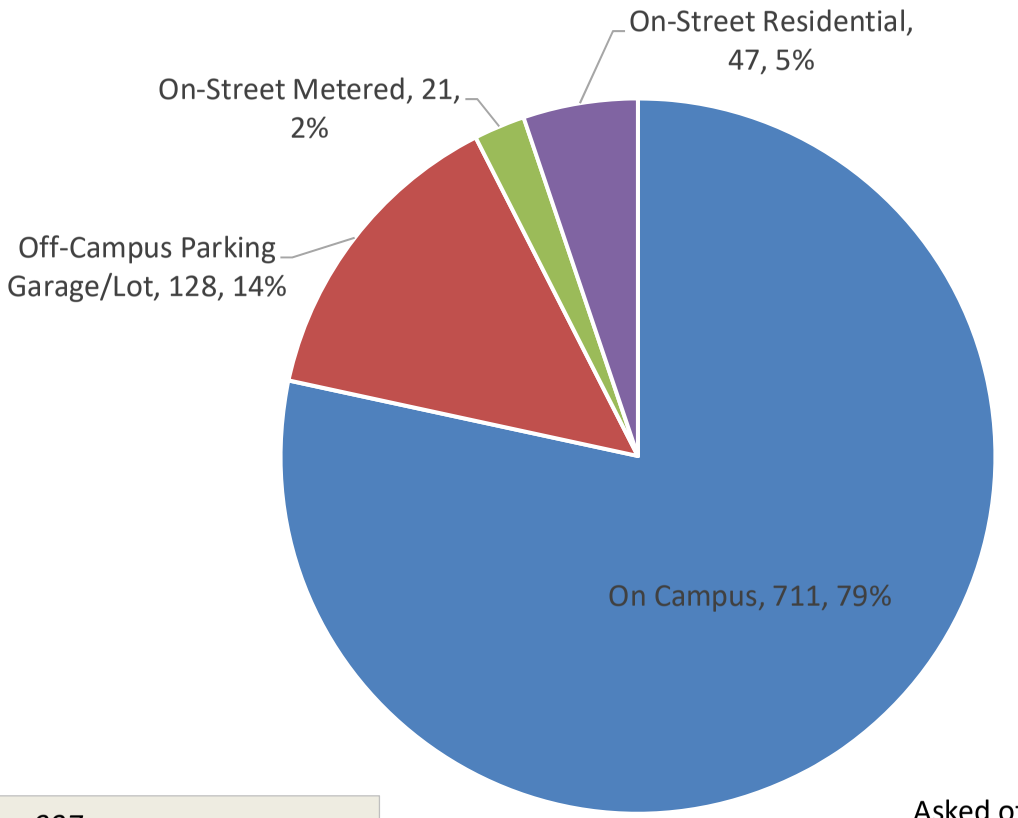
Responses: 164;
Trips Recorded: 248;
Margin of Error: ±9.9%

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

Parking

Where did you park when you drove to MGUH?

Number of survey responses, percent of survey responses

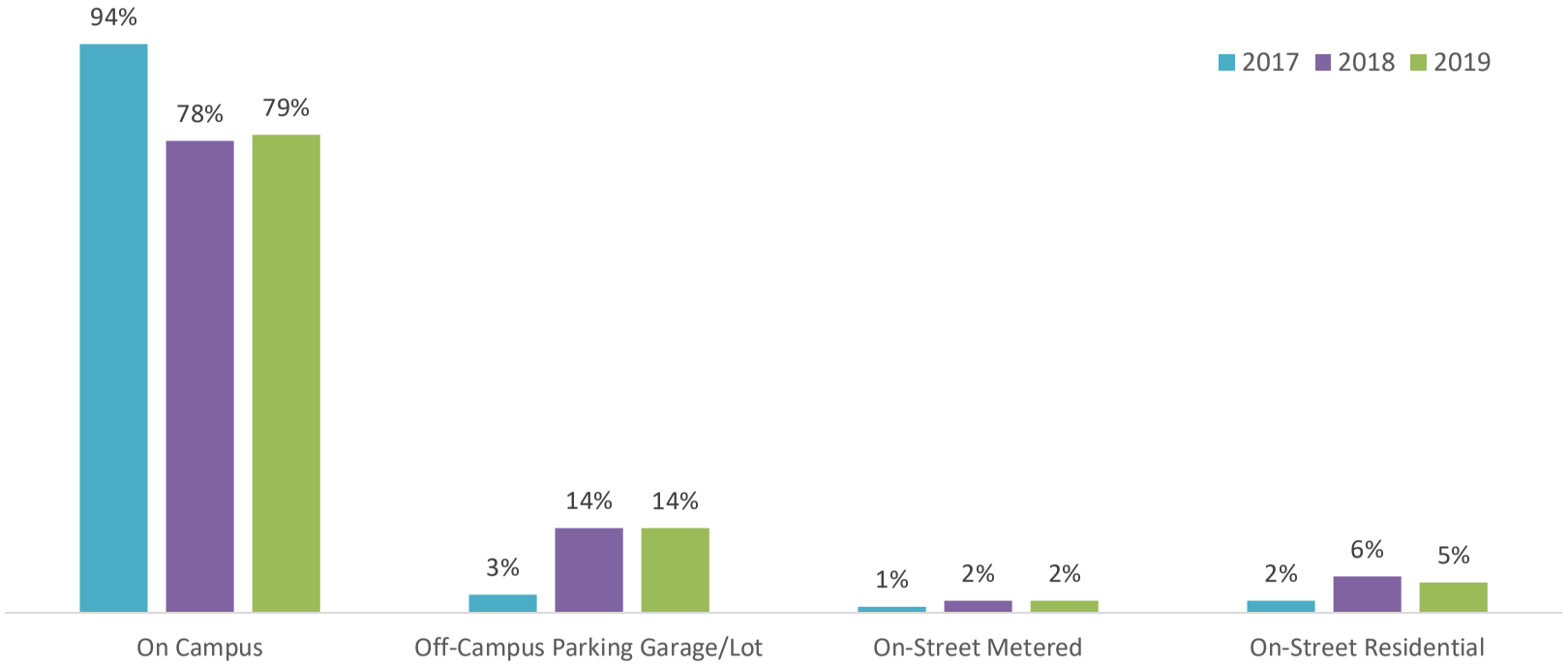


Responses: 907;
Margin of Error: ±3.9%

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

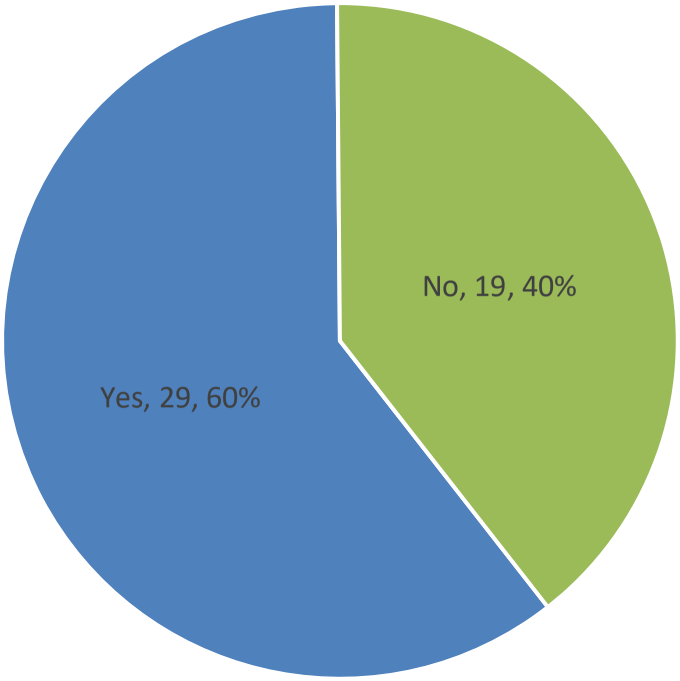
Percent of survey responses



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.

When parking in the neighborhood, did you park in a space that is the same ward number as where you live?

Number of survey responses, percent of survey responses

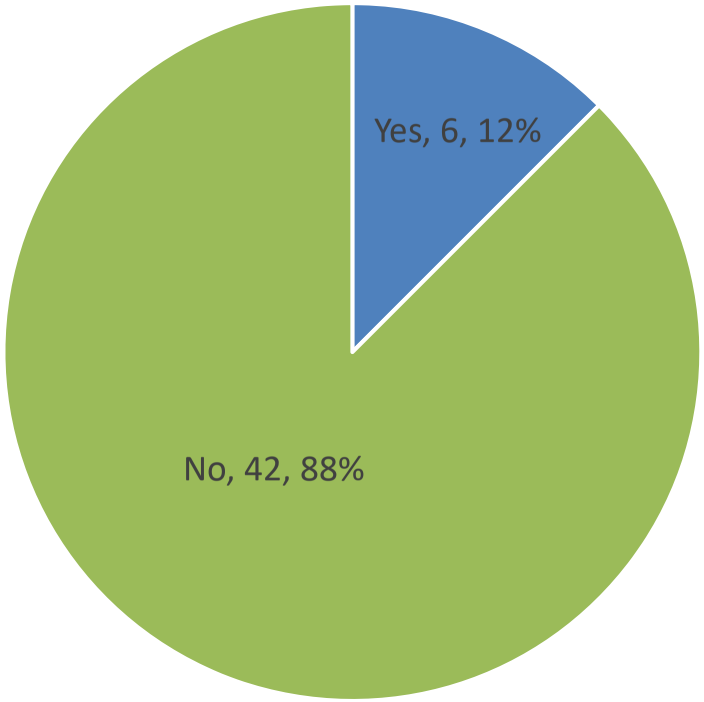


Responses: 48;
Margin of Error: ±18.5%

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.

Did you use a visitor parking permit to park in the neighborhood?

Number of survey responses, percent of survey responses

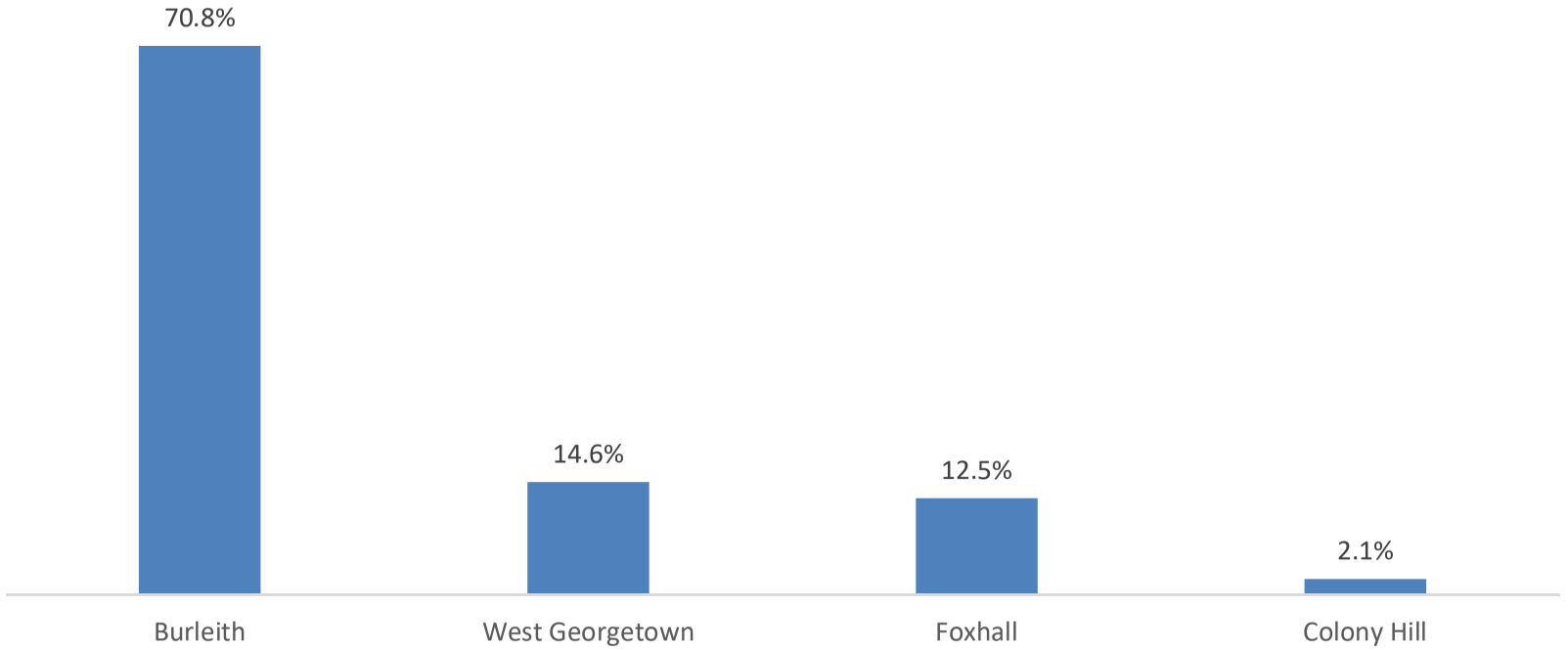


Responses: 48;
Margin of Error: ±18.5%

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

Which neighborhood did you park in?

Percent of survey responses



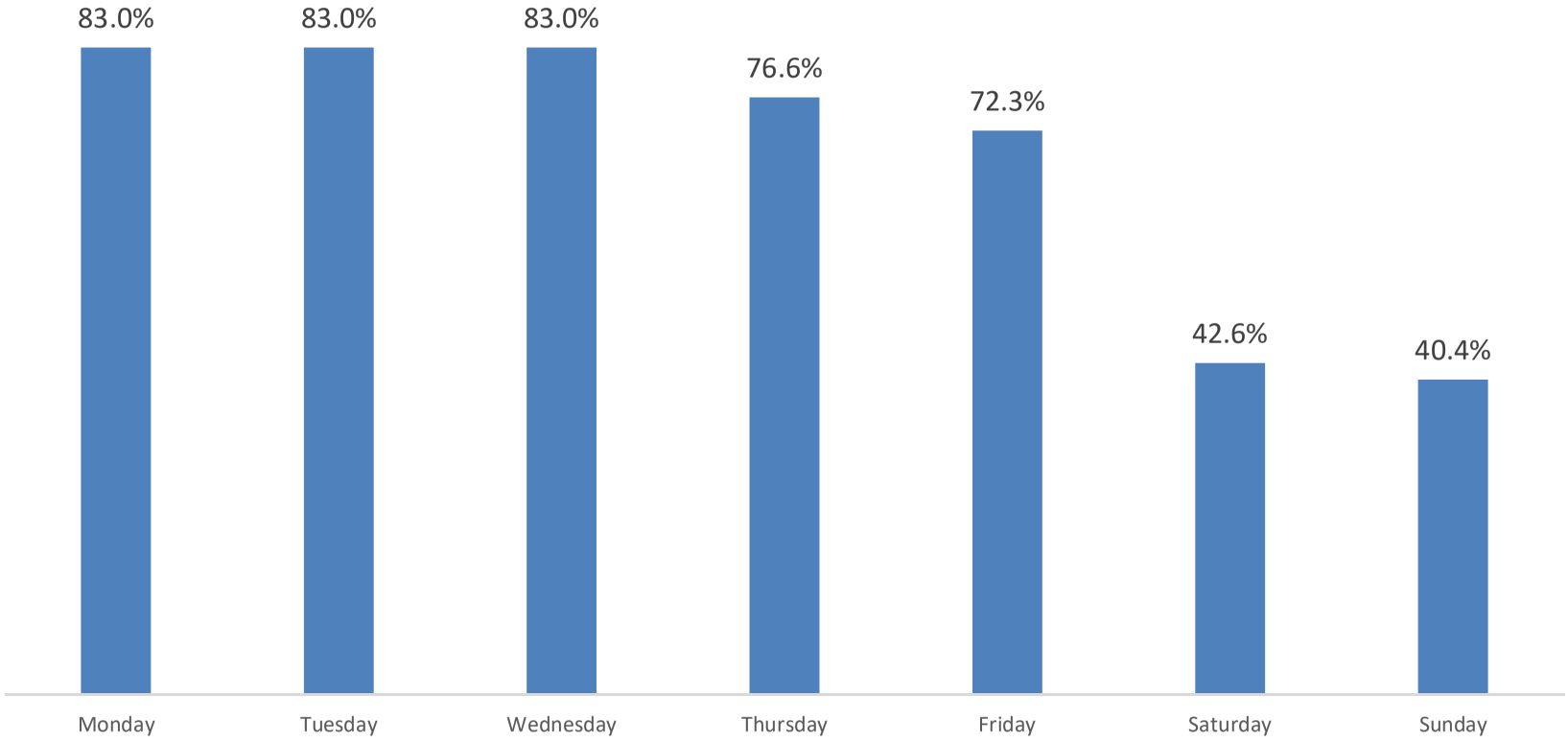
Responses:	34	7	6	1

Responses: 48;
Margin of Error: ±18.5%

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, what days do you park on-street?

Percent of survey responses



	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Trips:	39	39	39	36	34	20	19

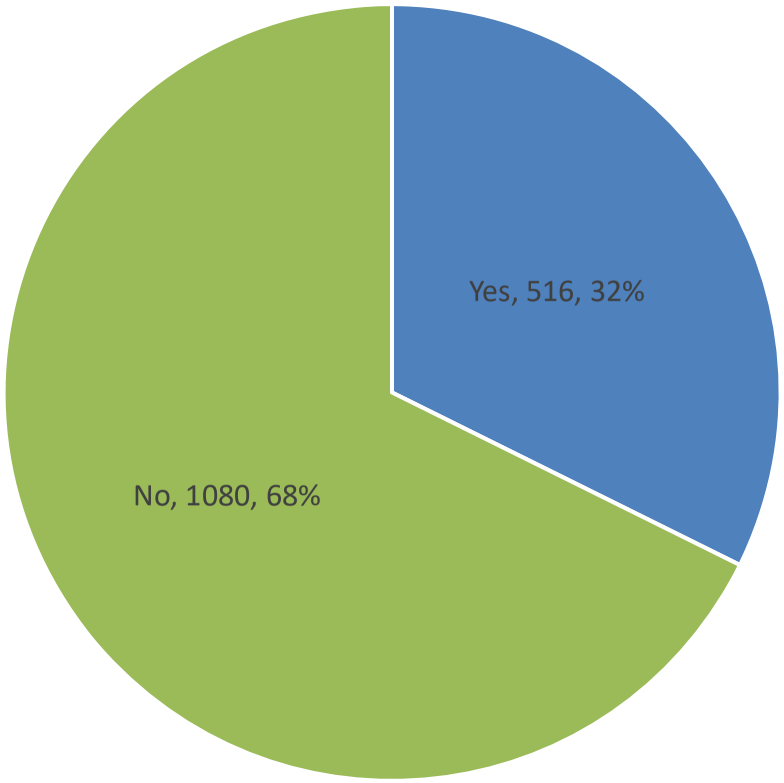
Responses: 47;
Trips Recorded: 226;
Margin of Error: ±18.5%

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.

GUTS Ridership

Do you typically use the GUTS shuttle?

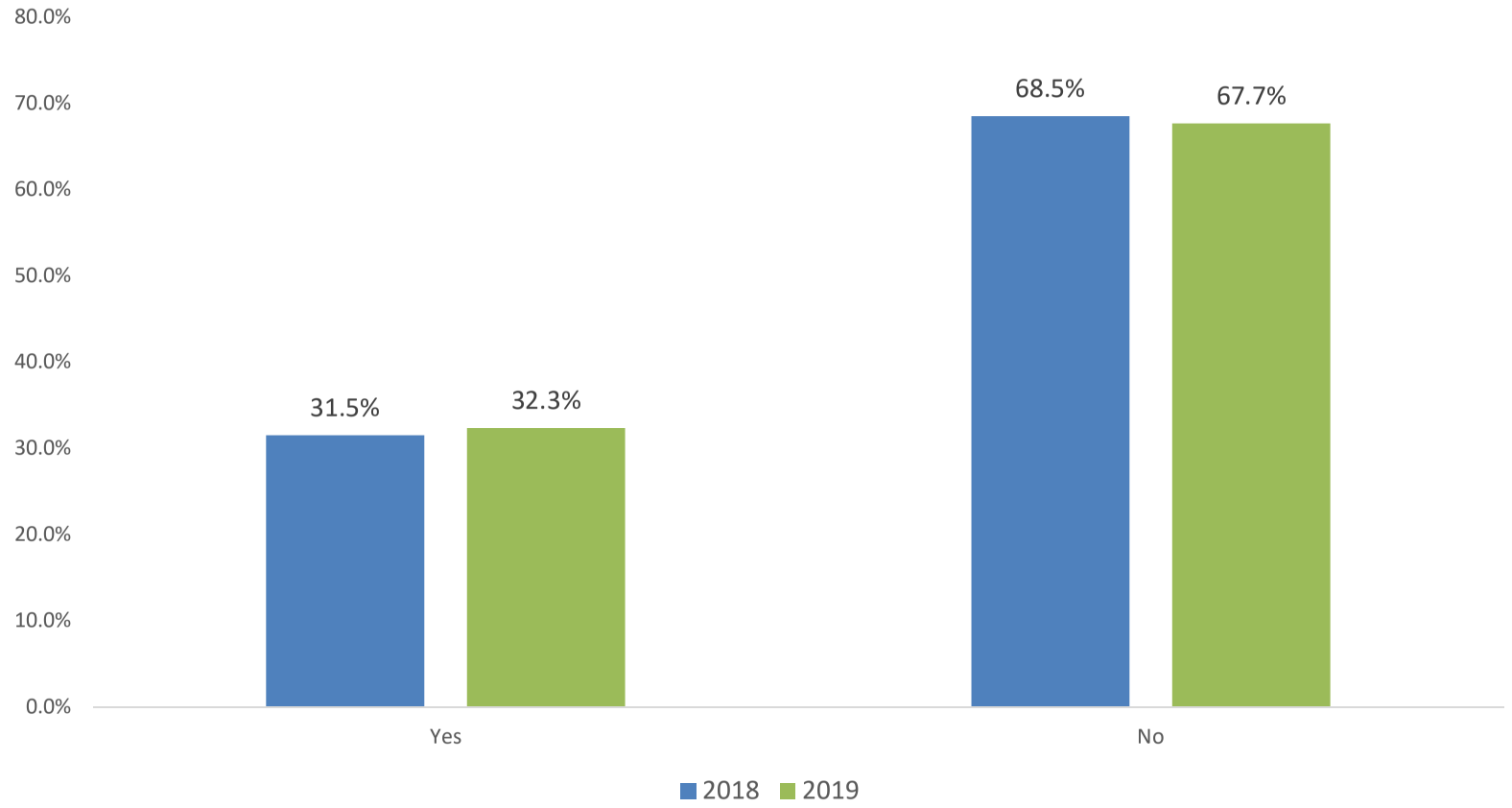
Number of survey responses, percent of survey responses



Responses: 1,596;
Margin of Error: ±2.7%

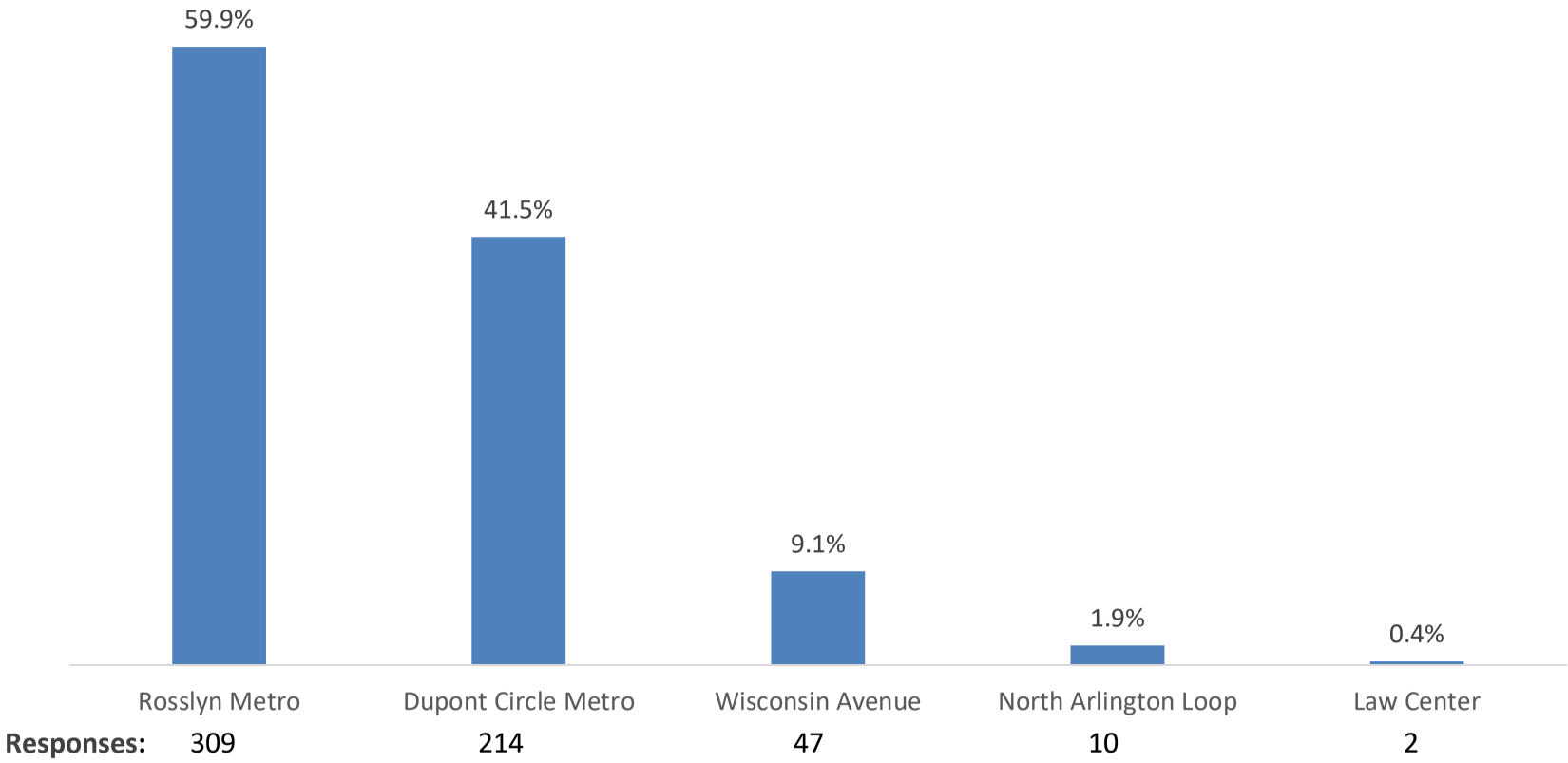
Historical Ridership: Do you take GUTS on typical basis

Percent of survey respondents



Which GUTS route do you typically use?

Percent of survey responses

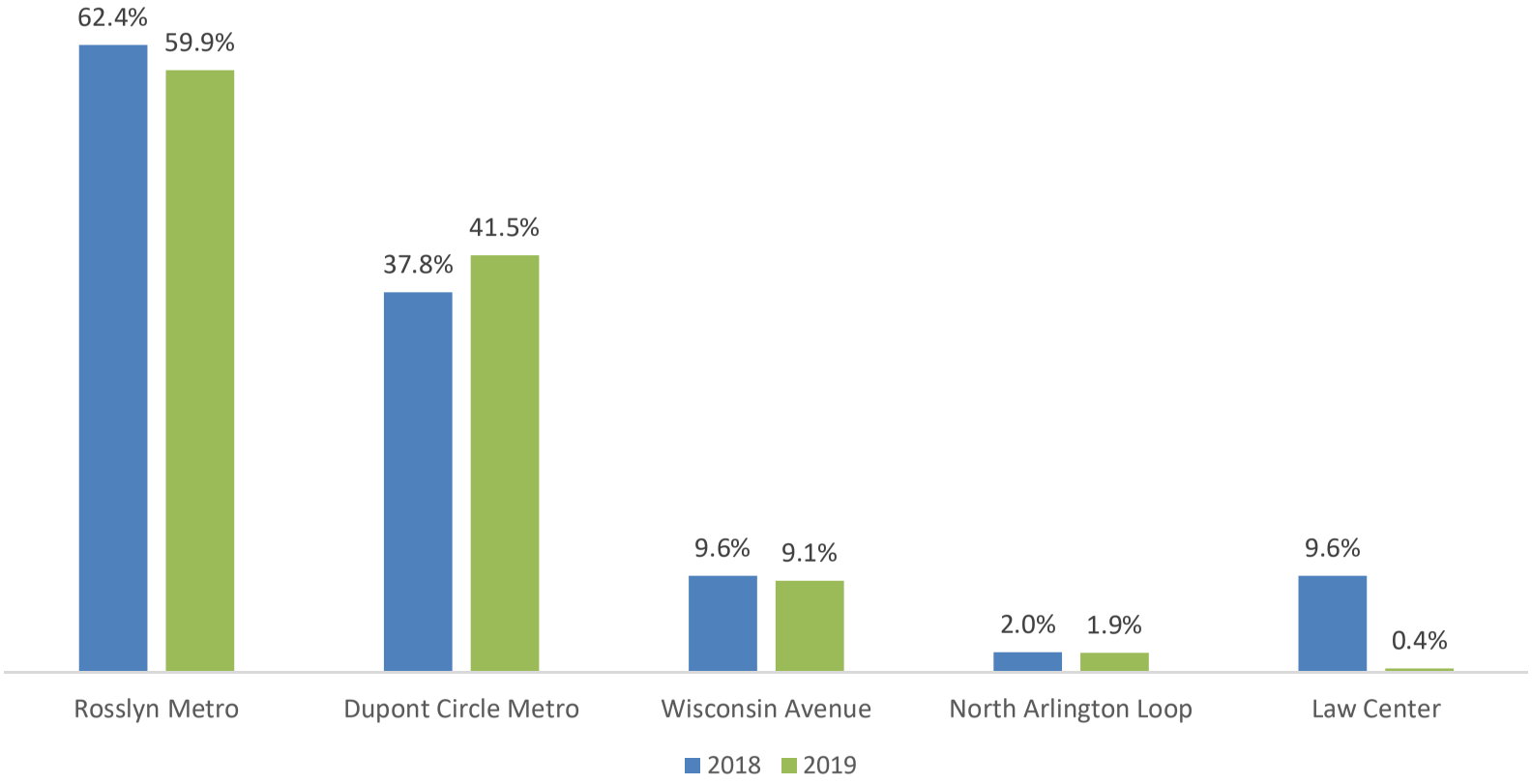


Responses: 516;
Answers Recorded: 582;
Margin of Error: ±5.4%

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

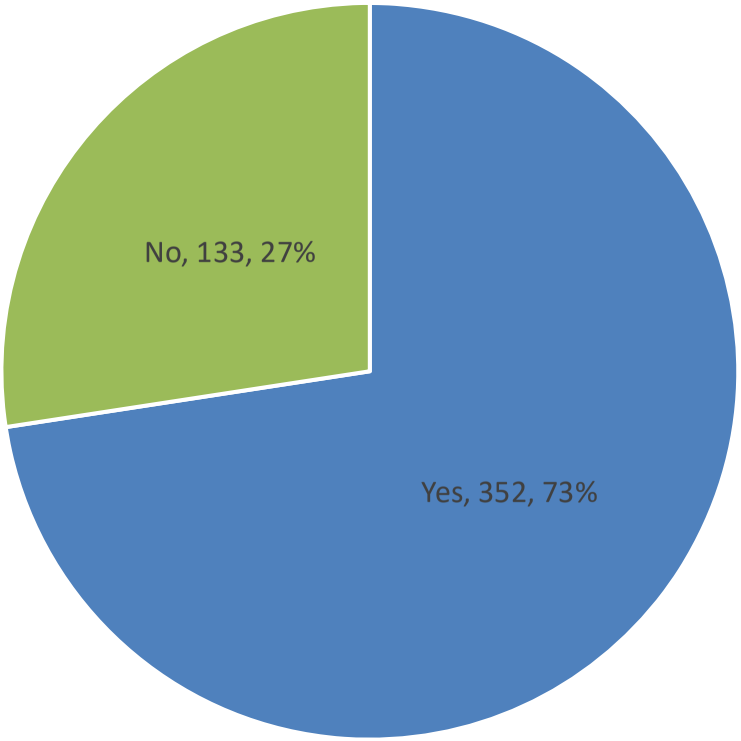
Historical Ridership: What GUTS routes do you take on a typical basis?

Percent of All GUTS riders



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

Number of survey responses, percent of survey responses

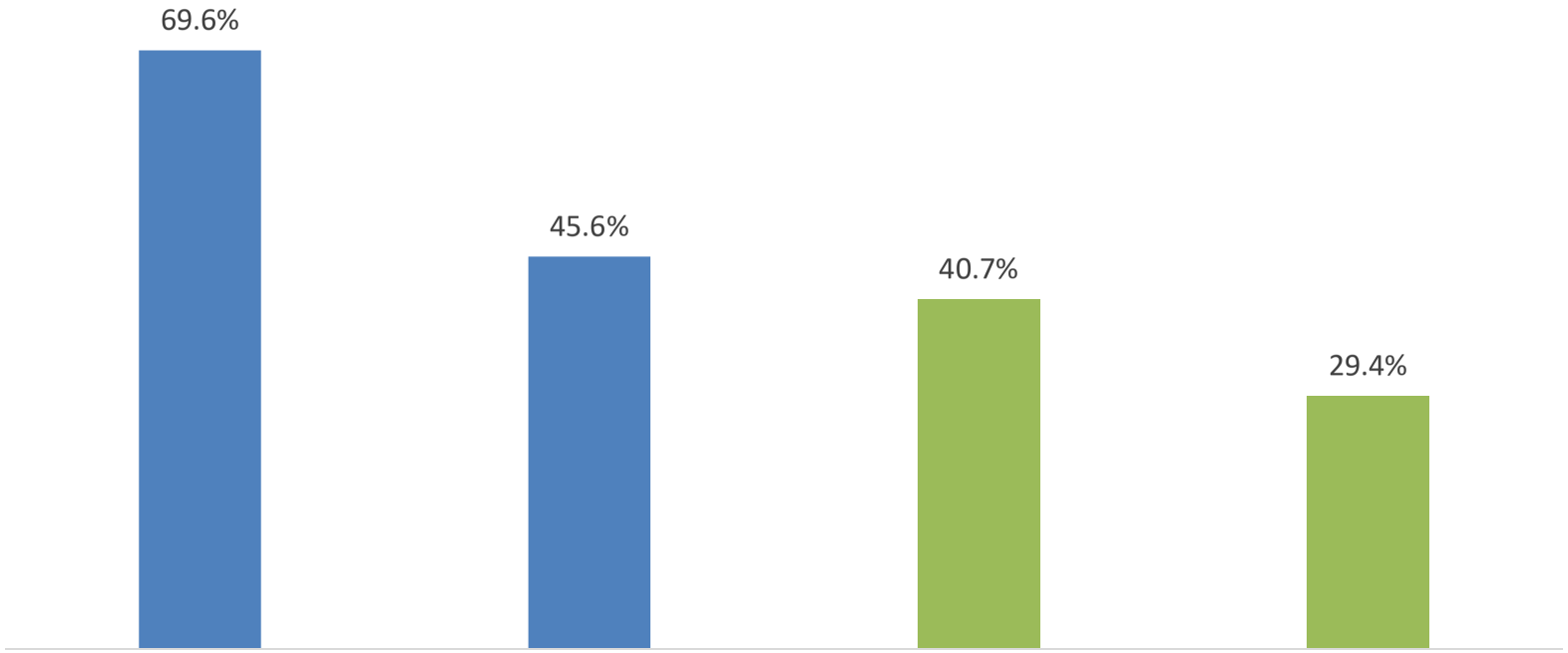


Responses: 485;
Margin of Error: ±5.6%

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?

Percent of Dupont or Rosslyn riders



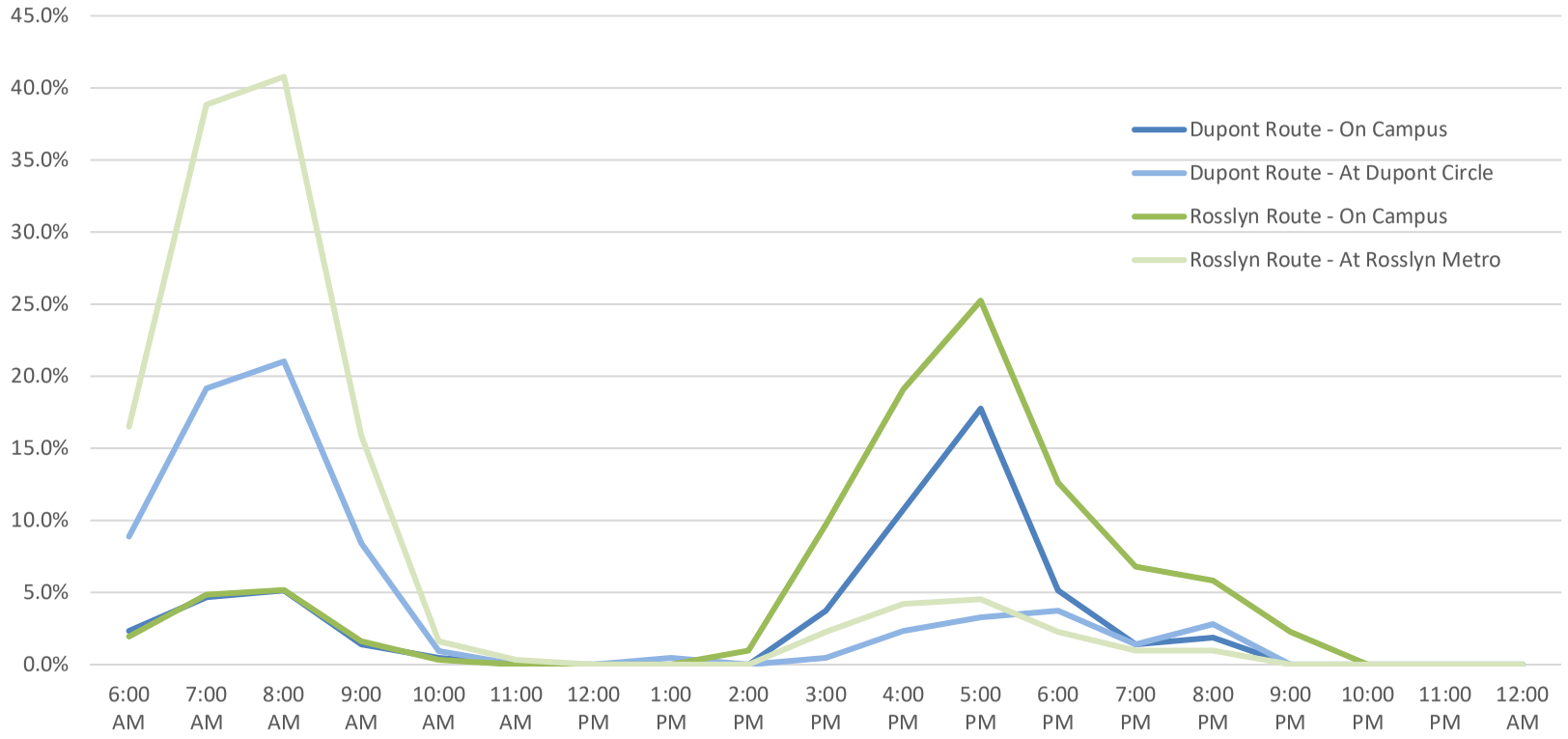
Answers Recorded:	215	141	87	63

Responses: 352;
Answers Recorded: 506;
Margin of Error: ±6.6%

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

Time of GUTS Route Overcrowding

Percent of Dupont or Rosslyn riders



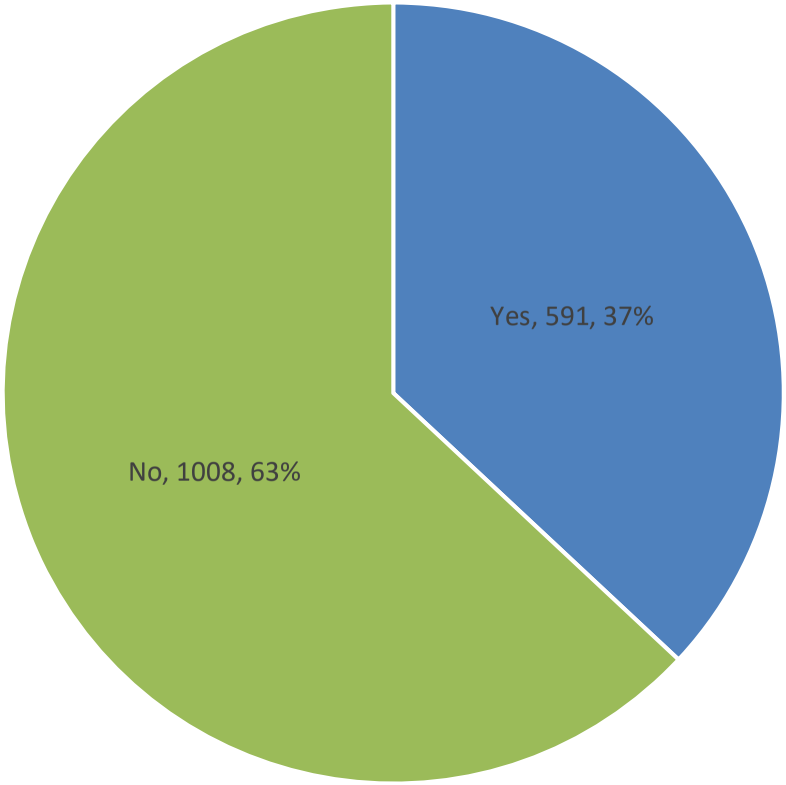
Responses: 63-215;
Answers Recorded: 117-399;
Margin of Error: ±8.6% to ± 16.1%

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

New Employee Hire

Were you hired after October 1, 2017?

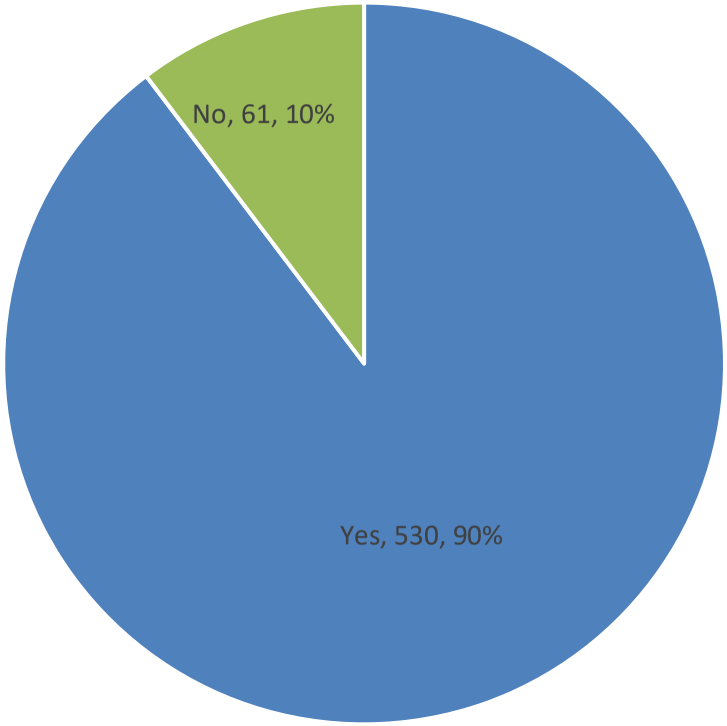
Number of survey responses, percent of survey responses



Responses: 1,599;
Margin of Error: ±2.7%

Were you assigned to work at the Hospital Main Campus?

Number of survey responses, percent of survey responses

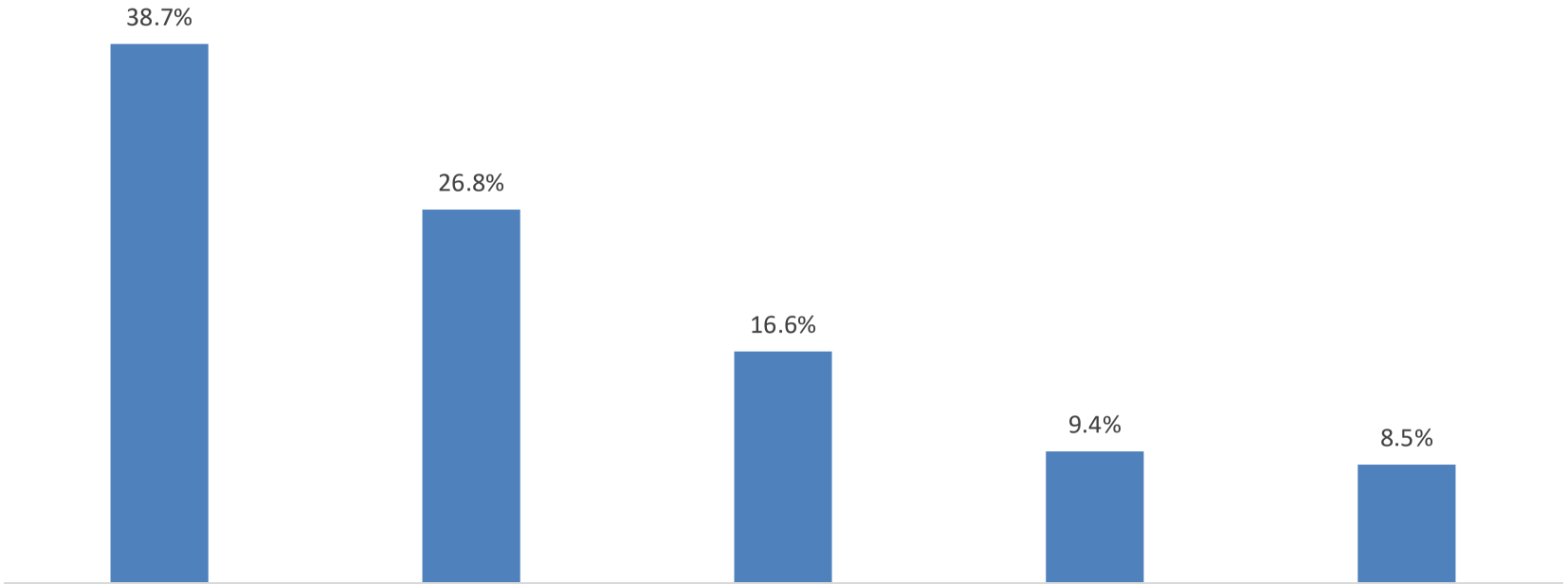


Responses: 591;
Margin of Error: ±5.0%

Asked of respondents who were hired after October 1, 2017.

Which option below best describes your travel behavior:

Percent of employees



Responses:	205	142	88	50	45

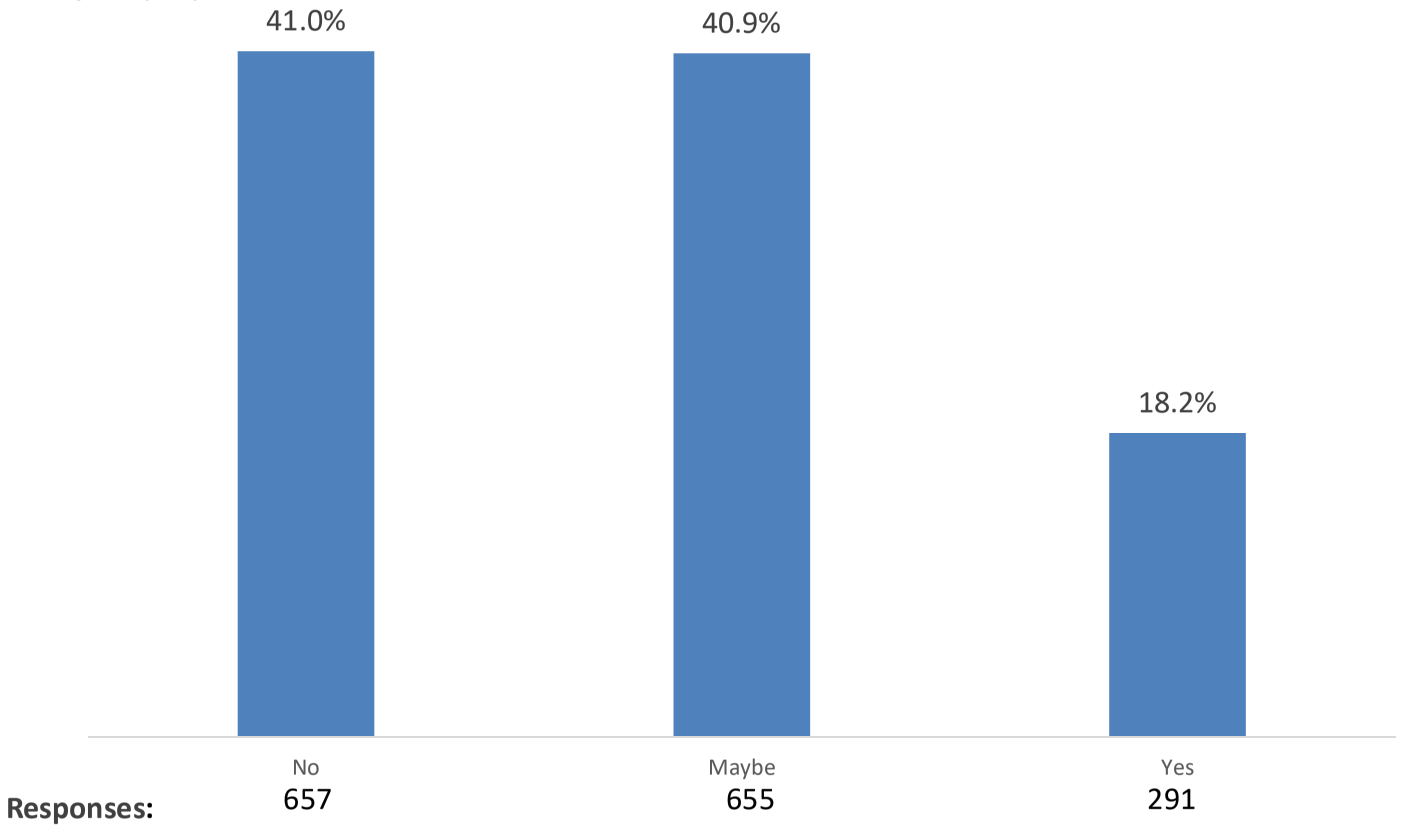
Asked of respondents hired after October 1, 2017 who were assigned to work at MGUH.

Responses: 530;
Margin of Error: ±5.3%

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

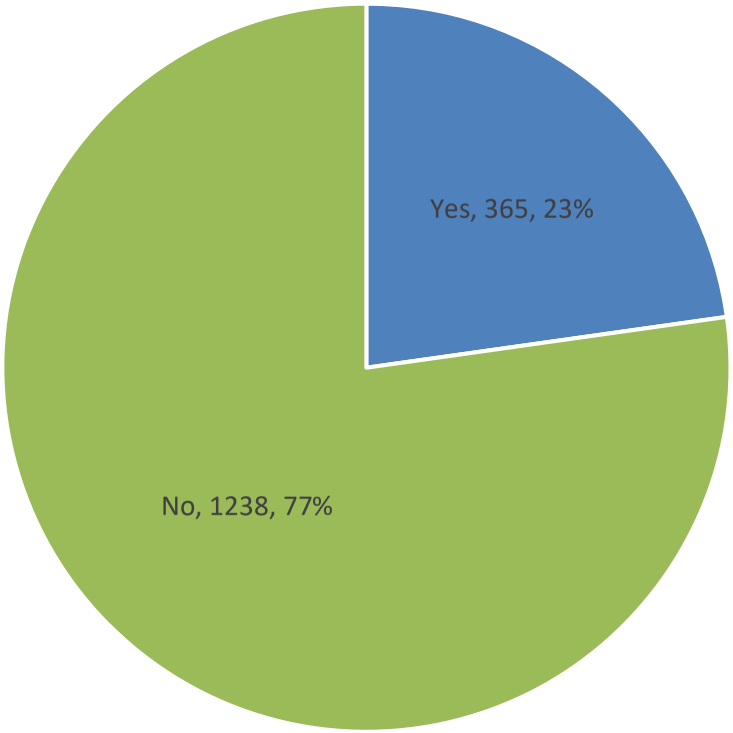


Responses: 1603;
Margin of Error: ±2.7%

Flextime

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

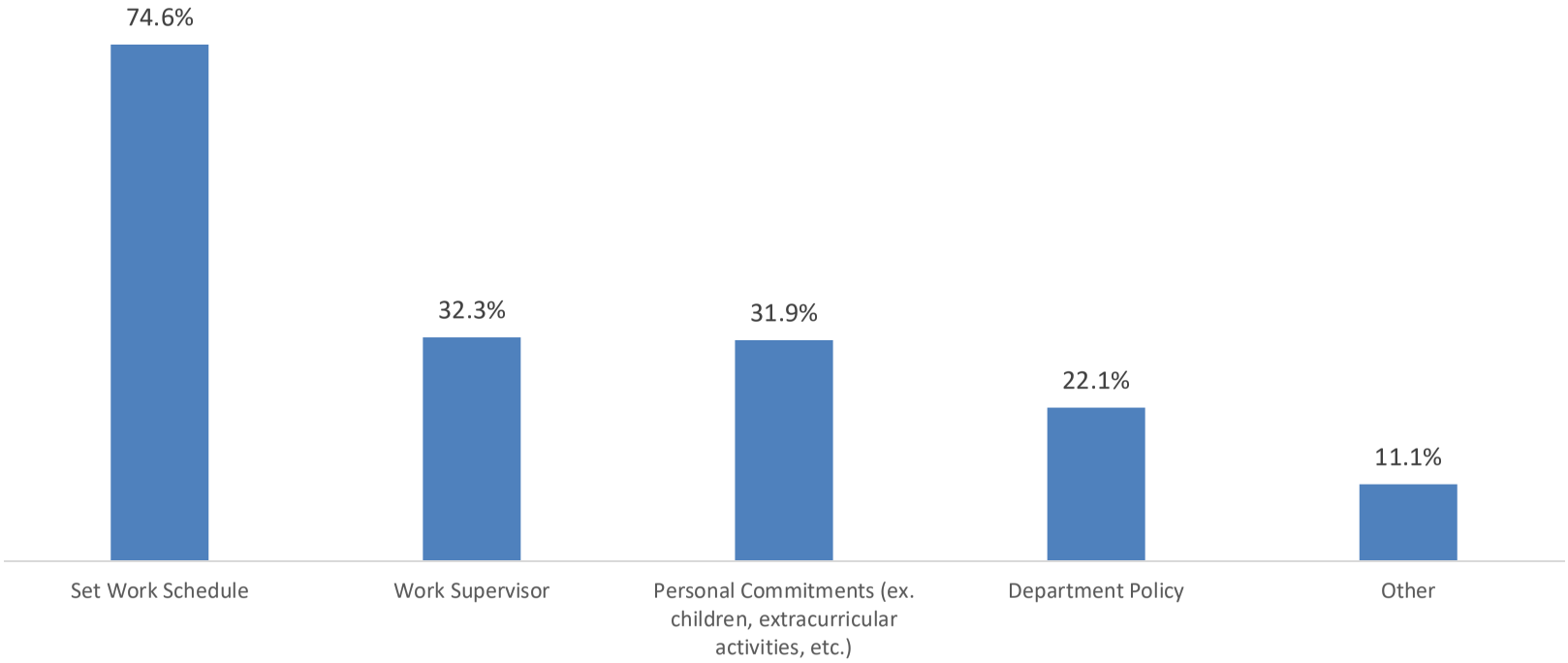
Number of survey responses, percent of survey responses



Responses: 1,603;
Margin of Error: ±2.7%

What/Who determines your schedule flexibility? (Select all that apply)

Percent of employees



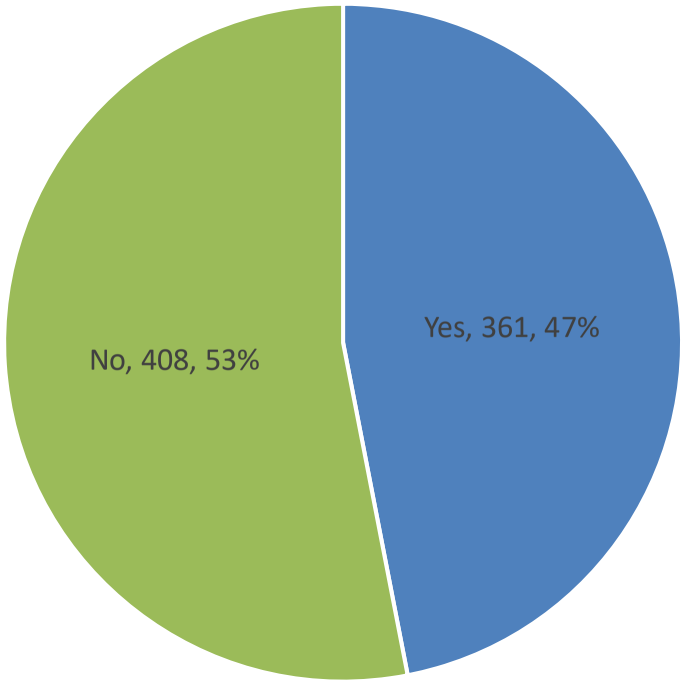
Answers Recorded:	924	400	395	274	137

Responses: 1238;
Answers Recorded: 2130;
Margin of Error: ±3.2%

Transportation Demand Management (TDM)

Have you ever tried traveling to MedStar using another option other than driving alone?

Percent of drive alone survey responses

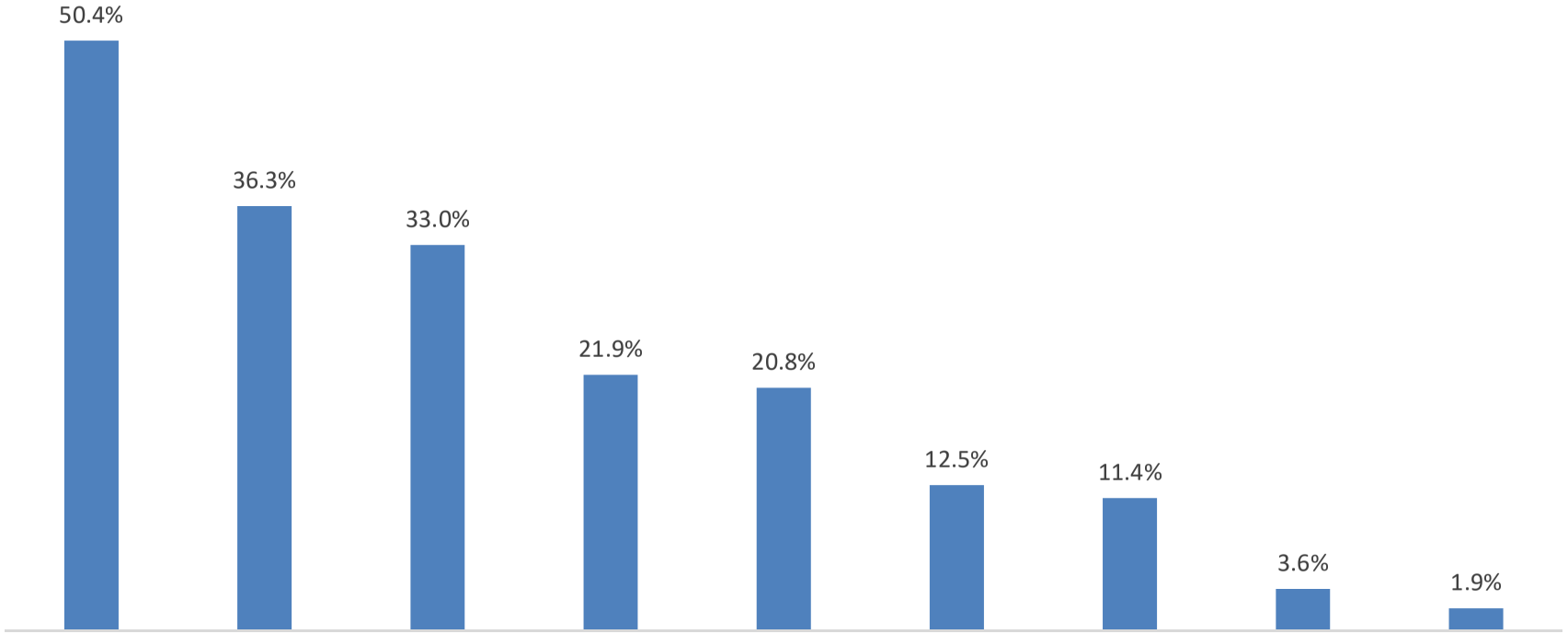


Responses: 769;
Margin of Error: ±4.3%

Asked of respondents who only indicated driving alone for their last mode of transportation.

What other form of transportation did you use? (Select all that apply)

Percent of drive alone survey responses



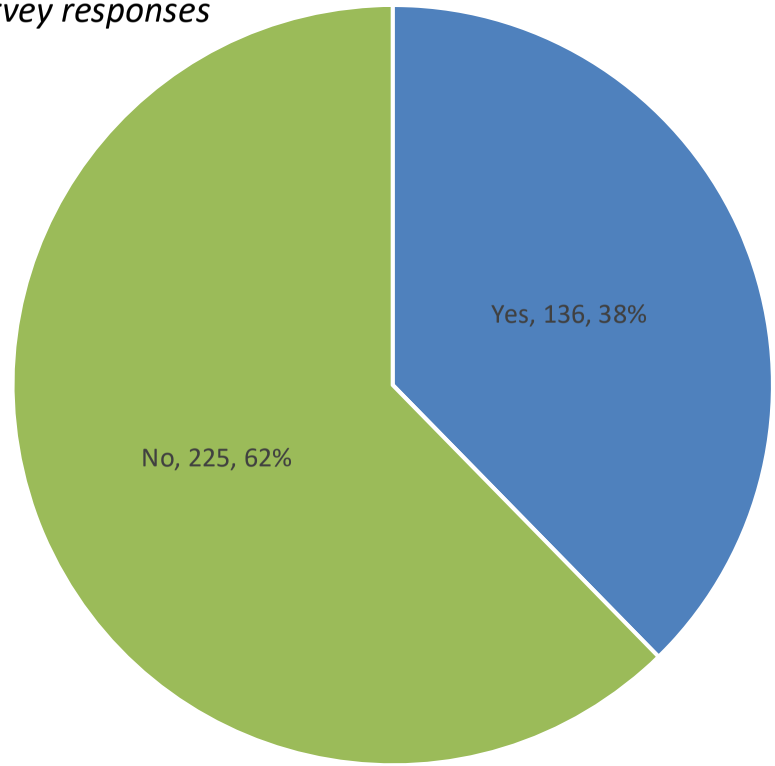
Trips:	182	131	119	79	75	45	41	13	7

Responses: 361;
Answers Recorded: 692;
Margin of Error: ±6.5%

Asked of respondents who only indicated driving alone for their last mode of transportation and tried commuting using another mode of transportation.

Do you still occasionally travel to MedStar using another form of transportation other than driving alone?

Percent of drive alone survey responses

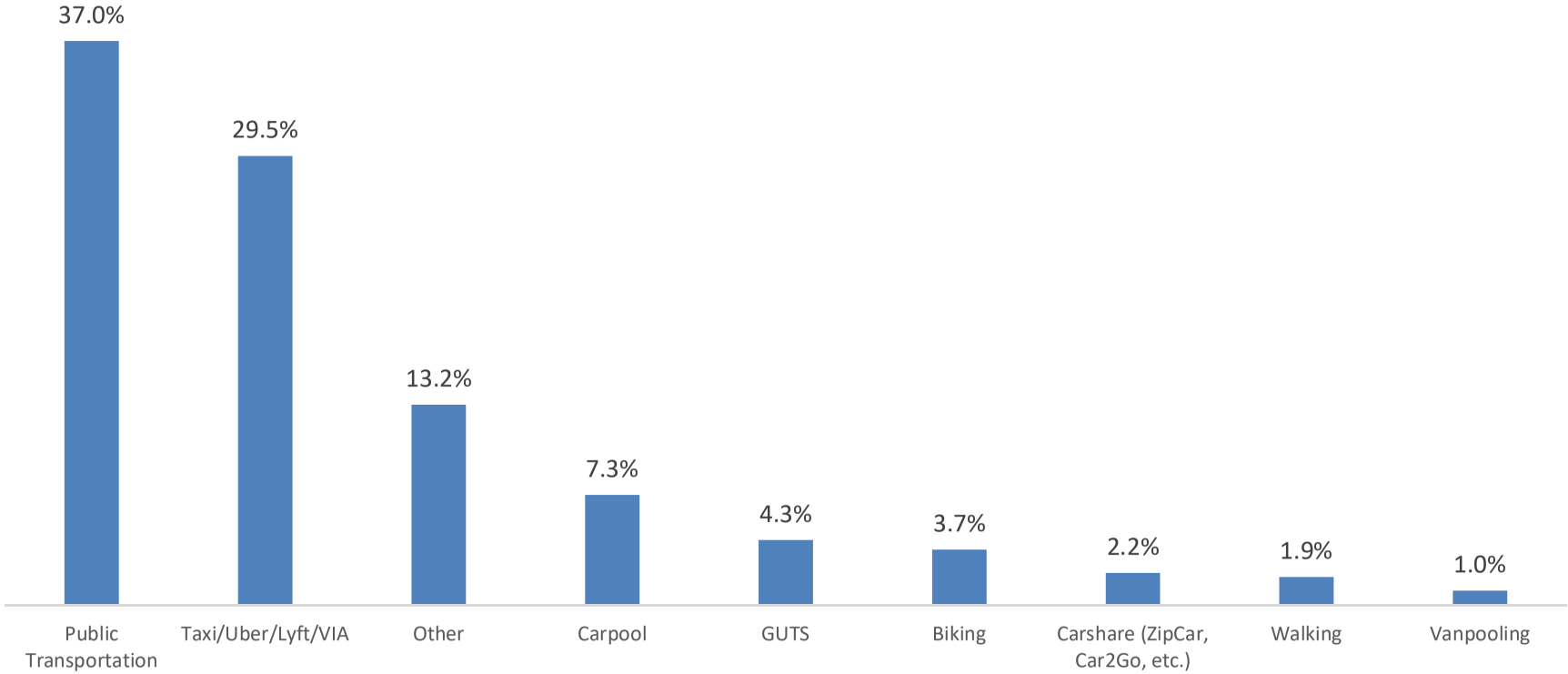


Responses: 361
Margin of Error: ±6.5%

Asked of respondents who only indicated driving alone for their last mode of transportation and tried commuting using another mode of transportation.

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



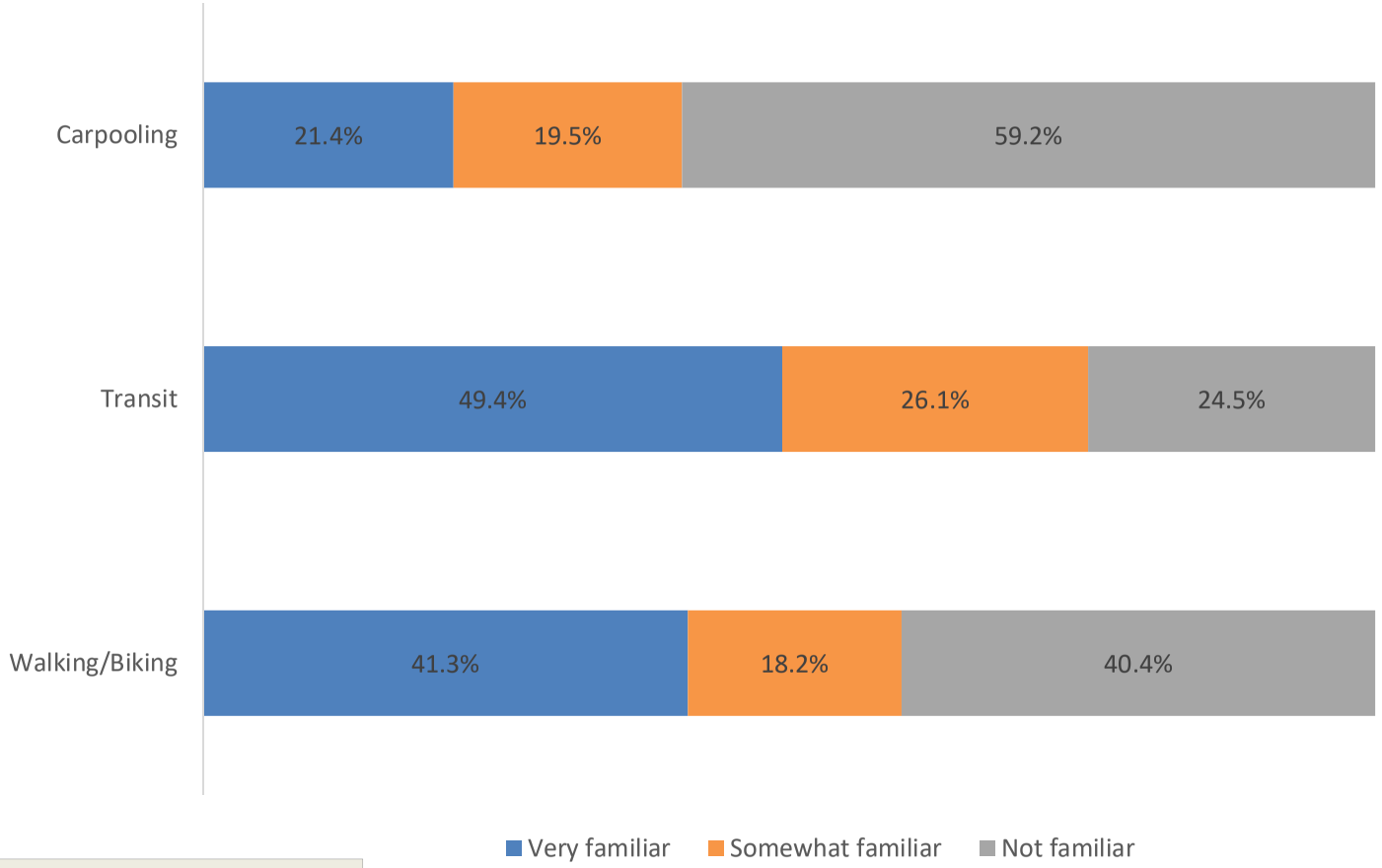
Responses:								
413	329	147	81	48	41	24	21	11

Responses: 1115;
Margin of Error: ±3.4%

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

How aware are you of your commute options?

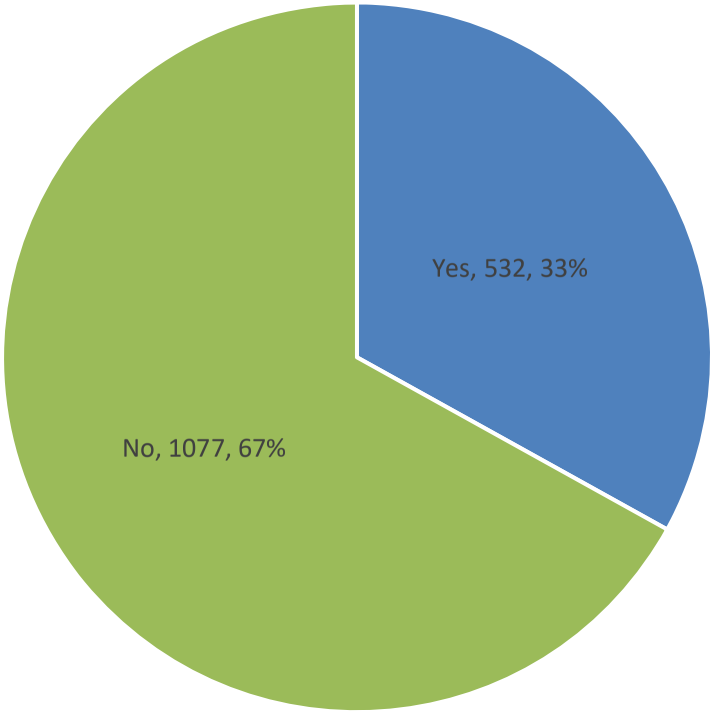
Percentage of survey responses



Total Respondents: 1,606
Margin of Error: ±2.7%

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

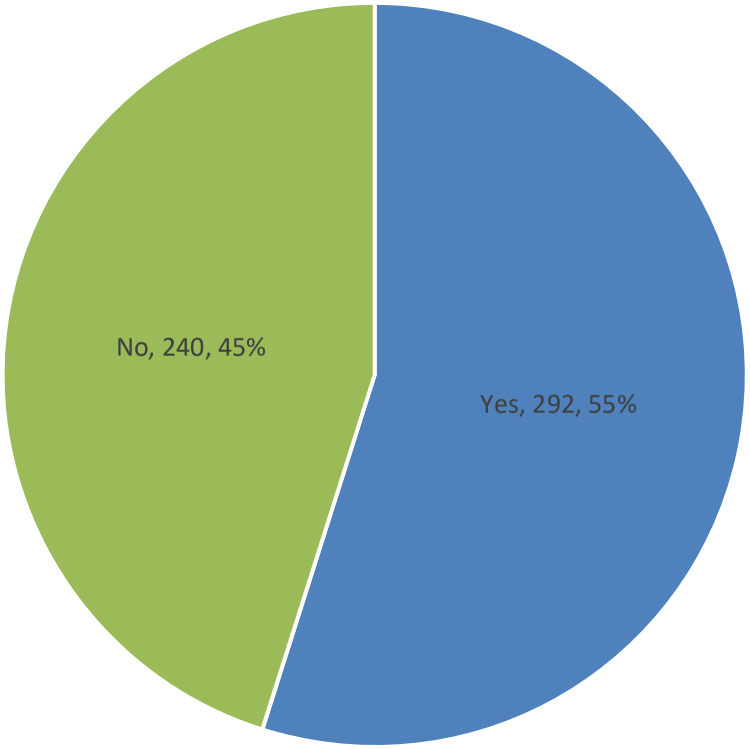
Number of responses, percentage of survey responses



Total Respondents: 1,609
Margin of Error: ±2.7%

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

Number of responses, percentage of survey responses



Total Respondents: 532
Margin of Error: ±5.3%

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

Key Findings

Key Findings

Section	Findings
Travel Trends	The highest concentration of employees live within DC and Arlington. Significant concentrations of employees live in Prince George's County and along I-270.
	The drive alone mode split to the hospital has dropped by less than one percent (1%) since last year.
	Over the last four (4) years the drive alone mode split has dropped by 19 percent.
	MGUH trips peak at 7:00 AM in the morning and 5:00 PM in the afternoon.
Ride-Hailing	Nearly two-thirds of all ride-hailing trips get dropped off on Reservoir Road.
Parking	The percentage of those parking in residential areas has decreased by 1% compared to last year.
	Roughly 60% of these individuals have a valid Residential Parking Permit for the zone.
	A majority, seventy percent (70%) of hospital employees that park in residential areas park in the Burleith neighborhood.

Key Findings

Section	Findings
GUTS	Roughly one-third (1/3) of hospital employees take GUTS on a regular basis.
	The Dupont and Rosslyn routes each serve roughly 90% of GUTS riders on a typical basis.
	Roughly 73% of riders have experienced issues with congestion on GUTS buses. The stop with the most frequent issues is the Rosslyn Route at the Metro Station. Roughly 40% of all Rosslyn riders noted congestion issues at the Rosslyn Metro Station stop during the morning peak (8:00 AM – 9:00 AM). Roughly 21% of all Dupont riders noted congestion issues at the Dupont Metro Station stop during the morning peak (8:00 AM – 9:00 AM).
New Hire	Approximately one-third of new employees park on campus. Almost half arrive by shuttle/public transportation.
Carpool	Eighteen percent (18%) of employees would consider being matched to a carpool, whereas the current carpool mode split is less than one percent (1%). Another 40% of employees indicated being open to the idea by answering “Maybe.”
	Fifty-nine percent (59%) of survey respondents are unaware of their carpool options.

Key Findings

Section	Findings
Flexhours	Twenty-three percent (23%) of employees have flexible arrival/departure times.
TDM	Roughly half of drive alone employees have used an option other than driving alone to reach MedStar. Thirty-eight percent (38%) still occasionally travel using another form of transportation other than driving alone.
	If driving were not available, public transportation would be the most popular second choice transportation option.
	Roughly thirty-six percent (33%) of survey takers are interested in receiving transportation information. Around twenty percent (20%) of employees would attend an information event.

Key Comments

Topic (percent of comments)	Findings
Shuttle/Bus System (41.8%)	Riders are looking for more frequent buses during peak hours to combat congestion
Parking (15.7%)	Drivers are looking for more parking options closer to their workplace
Reservoir Road Issues (5.3%)	Drivers are noticing congestion and great delays.
Garage (5.2%)	Drivers are noting small parking spaces and congestion in parking garages in excess of 30 mins.
Carpooling (4.5%)	Many employees are interested in ways to find other employees to carpool with to help with parking struggles.
Incentive Programs (3.7%)	Interest in incentive programs to motivate employees to walk/bike/carpool/ take public transport
Bike Infrastructure / Bike Share (3.5%)	Interest in bike share docking stations to assist employees in biking to work along with more bike infrastructure for those already biking .
Telecommuting Options (3.2%)	Interest in telecommuting options for employees that may not need to be present on campus every day.

ATTACHMENT C
Traffic Count Data

2019 Georgetown University Fall Transportation Monitoring Study

Entrance Total

9/10-9/12

Time Period	Entrance Totals									Entrance Week Totals			
	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	137	38	175	115	32	147	153	45	198	405	115	520	173
6:15 AM - 6:30 AM	178	29	207	209	46	255	212	52	264	599	127	726	242
6:30 AM - 6:45 AM	282	55	337	257	52	309	233	49	282	772	156	928	309
6:45 AM - 7:00 AM	318	74	392	281	60	341	275	80	355	874	214	1088	363
7:00 AM - 7:15 AM	201	94	295	223	109	332	245	101	346	669	304	973	324
7:15 AM - 7:30 AM	213	81	294	254	84	338	212	78	290	679	243	922	307
7:30 AM - 7:45 AM	188	127	315	211	131	342	222	149	371	621	407	1028	343
7:45 AM - 8:00 AM	232	128	360	224	105	329	232	107	339	688	340	1028	343
8:00 AM - 8:15 AM	237	106	343	215	130	345	188	82	270	640	318	958	319
8:15 AM - 8:30 AM	213	81	294	195	94	289	191	85	276	599	260	859	286
8:30 AM - 8:45 AM	240	89	329	233	93	326	206	87	293	679	269	948	316
8:45 AM - 9:00 AM	223	91	314	256	96	352	248	94	342	727	281	1008	336
9:00 AM - 9:15 AM	229	106	335	253	101	354	232	106	338	714	313	1027	342
9:15 AM - 9:30 AM	237	97	334	222	106	328	240	109	349	699	312	1011	337
9:30 AM - 9:45 AM	189	112	301	188	97	285	230	107	337	607	316	923	308
9:45 AM - 10:00 AM	217	103	320	195	110	305	194	92	286	606	305	911	304
4:00 PM - 4:15 PM	90	227	317	100	238	338	92	217	309	282	682	964	321
4:15 PM - 4:30 PM	83	201	284	89	212	301	94	199	293	266	612	878	293
4:30 PM - 4:45 PM	91	169	260	80	227	307	102	223	325	273	619	892	297
4:45 PM - 5:00 PM	92	208	300	82	220	302	81	207	288	255	635	890	297
5:00 PM - 5:15 PM	79	255	334	90	232	322	89	227	316	258	714	972	324
5:15 PM - 5:30 PM	93	219	312	76	219	295	69	204	273	238	642	880	293
5:30 PM - 5:45 PM	89	202	291	101	206	307	89	204	293	279	612	891	297
5:45 PM - 6:00 PM	82	195	277	86	197	283	70	182	252	238	574	812	271
6:00 PM - 6:15 PM	102	187	289	99	173	272	93	161	254	294	521	815	272
6:15 PM - 6:30 PM	99	158	257	110	177	287	109	182	291	318	517	835	278
6:30 PM - 6:45 PM	119	157	276	117	161	278	94	159	253	330	477	807	269
6:45 PM - 7:00 PM	95	132	227	98	121	219	123	134	257	316	387	703	234
7:00 PM - 7:15 PM	59	147	206	67	125	192	65	133	198	191	405	596	199
7:15 PM - 7:30 PM	66	117	183	59	120	179	59	102	161	184	339	523	174
7:30 PM - 7:45 PM	58	184	242	68	144	212	56	158	214	182	486	668	223
7:45 PM - 8:00 PM	64	142	206	49	134	183	62	131	193	175	407	582	194
Total	4895	4311	9206	4902	4352	9254	4860	4246	9106	14657	12909	27566	9189
One Hour Volumes													
6:00 AM - 7:00 AM	915	196	1111	862	190	1052	873	226	1099	2650	612	3262	1087
6:15 AM - 7:15 AM	979	252	1231	970	267	1237	965	282	1247	2914	801	3715	1238
6:30 AM - 7:30 AM	1014	304	1318	1015	305	1320	965	308	1273	2994	917	3911	1304
6:45 AM - 7:45 AM	920	376	1296	969	384	1353	954	408	1362	2843	1168	4011	1337
7:00 AM - 8:00 AM	834	430	1264	912	429	1341	911	435	1346	2657	1294	3951	1317
7:15 AM - 8:15 AM	870	442	1312	904	450	1354	854	416	1270	2628	1308	3936	1312
7:30 AM - 8:30 AM	870	442	1312	845	460	1305	833	423	1256	2548	1325	3873	1291
7:45 AM - 8:45 AM	922	404	1326	867	422	1289	817	361	1178	2606	1187	3793	1264
8:00 AM - 9:00 AM	913	367	1280	899	413	1312	833	348	1181	2645	1128	3773	1258
8:15 AM - 9:15 AM	905	367	1272	937	384	1321	877	372	1249	2719	1123	3842	1281
8:30 AM - 9:30 AM	929	383	1312	964	396	1360	926	396	1322	2819	1175	3994	1331
8:45 AM - 9:45 AM	878	406	1284	919	400	1319	950	416	1366	2747	1222	3969	1323
9:00 AM - 10:00 AM	872	418	1290	858	414	1272	896	414	1310	2626	1246	3872	1291
4:00 PM - 5:00 PM	356	805	1161	351	897	1248	369	846	1215	1076	2548	3624	1208
4:15 PM - 5:15 PM	345	833	1178	341	891	1232	366	856	1222	1052	2580	3632	1211
4:30 PM - 5:30 PM	355	851	1206	328	898	1226	341	861	1202	1024	2610	3634	1211
4:45 PM - 5:45 PM	353	884	1237	349	877	1226	328	842	1170	1030	2603	3633	1211
5:00 PM - 6:00 PM	343	871	1214	353	854	1207	317	817	1134	1013	2542	3555	1185
5:15 PM - 6:15 PM	366	803	1169	362	795	1157	321	751	1072	1049	2349	3398	1133
5:30 PM - 6:30 PM	372	742	1114	396	753	1149	361	729	1090	1129	2224	3353	1118
5:45 PM - 6:45 PM	402	697	1099	412	708	1120	366	684	1050	1180	2089	3269	1090
6:00 PM - 7:00 PM	415	634	1049	424	632	1056	419	636	1055	1258	1902	3160	1053
6:15 PM - 7:15 PM	372	594	966	392	584	976	391	608	999	1155	1786	2941	980
6:30 PM - 7:30 PM	339	553	892	341	527	868	341	528	869	1021	1608	2629	876
6:45 PM - 7:45 PM	278	580	858	292	510	802	303	527	830	873	1617	2490	830
7:00 PM - 8:00 PM	247	590	837	243	523	766	242	524	766	732	1637	2369	790

2019 Georgetown University Fall Transportation Monitoring Study
Entrance 0
9/10-9/12

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	X	0	0	X	0	0	X	0	0	0	0	0	0
6:15 AM - 6:30 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
6:30 AM - 6:45 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
6:45 AM - 7:00 AM	X	1	1	X	0	0	X	0	0	0	1	1	0
7:00 AM - 7:15 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
7:15 AM - 7:30 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
7:30 AM - 7:45 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
7:45 AM - 8:00 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
8:00 AM - 8:15 AM	X	0	0	X	0	0	X	1	1	0	1	1	0
8:15 AM - 8:30 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
8:30 AM - 8:45 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
8:45 AM - 9:00 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
9:00 AM - 9:15 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
9:15 AM - 9:30 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
9:30 AM - 9:45 AM	X	1	1	X	0	0	X	0	0	0	1	1	0
9:45 AM - 10:00 AM	X	0	0	X	0	0	X	0	0	0	0	0	0
4:00 PM - 4:15 PM	X	11	11	X	5	5	X	8	8	0	24	24	8
4:15 PM - 4:30 PM	X	7	7	X	6	6	X	4	4	0	17	17	6
4:30 PM - 4:45 PM	X	7	7	X	12	12	X	13	13	0	32	32	11
4:45 PM - 5:00 PM	X	15	15	X	14	14	X	12	12	0	41	41	14
5:00 PM - 5:15 PM	X	22	22	X	7	7	X	18	18	0	47	47	16
5:15 PM - 5:30 PM	X	17	17	X	13	13	X	12	12	0	42	42	14
5:30 PM - 5:45 PM	X	19	19	X	14	14	X	19	19	0	52	52	17
5:45 PM - 6:00 PM	X	10	10	X	22	22	X	14	14	0	46	46	15
6:00 PM - 6:15 PM	X	22	22	X	6	6	X	8	8	0	36	36	12
6:15 PM - 6:30 PM	X	6	6	X	16	16	X	16	16	0	38	38	13
6:30 PM - 6:45 PM	X	7	7	X	17	17	X	8	8	0	32	32	11
6:45 PM - 7:00 PM	X	7	7	X	9	9	X	7	7	0	23	23	8
7:00 PM - 7:15 PM	X	6	6	X	9	9	X	3	3	0	18	18	6
7:15 PM - 7:30 PM	X	4	4	X	8	8	X	2	2	0	14	14	5
7:30 PM - 7:45 PM	X	1	1	X	0	0	X	0	0	0	1	1	0
7:45 PM - 8:00 PM	X	0	0	X	1	1	X	0	0	0	1	1	0
Total	0	163	163	0	159	159	0	145	145	0	467	467	156
One Hour Volumes													
6:00 AM - 7:00 AM	0	1	1	0	0	0	0	0	0	0	1	1	0
6:15 AM - 7:15 AM	0	1	1	0	0	0	0	0	0	0	1	1	0
6:30 AM - 7:30 AM	0	1	1	0	0	0	0	0	0	0	1	1	0
6:45 AM - 7:45 AM	0	1	1	0	0	0	0	0	0	0	1	1	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	1	1	0	1	1	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	1	1	0	1	1	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	1	1	0	1	1	0
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	1	1	0	1	1	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	0	0	0	0	0	0	0	0	0
8:45 AM - 9:45 AM	0	1	1	0	0	0	0	0	0	0	1	1	0
9:00 AM - 10:00 AM	0	1	1	0	0	0	0	0	0	0	1	1	0
4:00 PM - 5:00 PM	0	40	40	0	37	37	0	37	37	0	114	114	38
4:15 PM - 5:15 PM	0	51	51	0	39	39	0	47	47	0	137	137	46
4:30 PM - 5:30 PM	0	61	61	0	46	46	0	55	55	0	162	162	54
4:45 PM - 5:45 PM	0	73	73	0	48	48	0	61	61	0	182	182	61
5:00 PM - 6:00 PM	0	68	68	0	56	56	0	63	63	0	187	187	62
5:15 PM - 6:15 PM	0	68	68	0	55	55	0	53	53	0	176	176	59
5:30 PM - 6:30 PM	0	57	57	0	58	58	0	57	57	0	172	172	57
5:45 PM - 6:45 PM	0	45	45	0	61	61	0	46	46	0	152	152	51
6:00 PM - 7:00 PM	0	42	42	0	48	48	0	39	39	0	129	129	43
6:15 PM - 7:15 PM	0	26	26	0	51	51	0	34	34	0	111	111	37
6:30 PM - 7:30 PM	0	24	24	0	43	43	0	20	20	0	87	87	29
6:45 PM - 7:45 PM	0	18	18	0	26	26	0	12	12	0	56	56	19
7:00 PM - 8:00 PM	0	11	11	0	18	18	0	5	5	0	34	34	11

2019 Georgetown University Fall Transportation Monitoring Study
Entrance 1
9/10-9/12

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	4	0	4	4	3	7	2	1	3	10	4	14	5
6:15 AM	- 6:30 AM	8	2	10	10	1	11	6	2	8	24	5	29	10
6:30 AM	- 6:45 AM	13	2	15	10	2	12	2	1	3	25	5	30	10
6:45 AM	- 7:00 AM	7	6	13	7	3	10	4	2	6	18	11	29	10
7:00 AM	- 7:15 AM	7	5	12	10	7	17	6	1	7	23	13	36	12
7:15 AM	- 7:30 AM	12	13	25	17	9	26	7	3	10	36	25	61	20
7:30 AM	- 7:45 AM	4	11	15	3	8	11	5	0	5	12	19	31	10
7:45 AM	- 8:00 AM	4	6	10	6	11	17	1	6	7	11	23	34	11
8:00 AM	- 8:15 AM	4	1	5	5	6	11	3	2	5	12	9	21	7
8:15 AM	- 8:30 AM	3	3	6	5	7	12	3	1	4	11	11	22	7
8:30 AM	- 8:45 AM	5	4	9	5	3	8	5	3	8	15	10	25	8
8:45 AM	- 9:00 AM	5	2	7	7	8	15	2	1	3	14	11	25	8
9:00 AM	- 9:15 AM	5	7	12	8	3	11	4	1	5	17	11	28	9
9:15 AM	- 9:30 AM	8	2	10	4	8	12	2	3	5	14	13	27	9
9:30 AM	- 9:45 AM	2	7	9	3	1	4	4	2	6	9	10	19	6
9:45 AM	- 10:00 AM	7	3	10	4	4	8	0	0	0	11	7	18	6
4:00 PM	- 4:15 PM	2	8	10	2	3	5	2	2	4	6	13	19	6
4:15 PM	- 4:30 PM	1	2	3	1	3	4	1	2	3	3	7	10	3
4:30 PM	- 4:45 PM	1	1	2	3	2	5	4	1	5	8	4	12	4
4:45 PM	- 5:00 PM	0	1	1	0	1	1	3	1	4	3	3	6	2
5:00 PM	- 5:15 PM	0	0	0	2	3	5	0	0	0	2	3	5	2
5:15 PM	- 5:30 PM	0	2	2	1	1	2	0	2	2	1	5	6	2
5:30 PM	- 5:45 PM	2	0	2	0	2	2	2	2	4	4	4	8	3
5:45 PM	- 6:00 PM	0	4	4	1	3	4	3	4	7	4	11	15	5
6:00 PM	- 6:15 PM	2	2	4	1	0	1	2	1	3	5	3	8	3
6:15 PM	- 6:30 PM	0	2	2	2	0	2	1	1	2	3	3	6	2
6:30 PM	- 6:45 PM	0	0	0	1	2	3	0	1	1	1	3	4	1
6:45 PM	- 7:00 PM	1	2	3	1	0	1	0	1	1	2	3	5	2
7:00 PM	- 7:15 PM	2	0	2	0	4	4	0	1	1	2	5	7	2
7:15 PM	- 7:30 PM	2	1	3	1	2	3	1	0	1	4	3	7	2
7:30 PM	- 7:45 PM	3	3	6	0	0	0	1	0	1	4	3	7	2
7:45 PM	- 8:00 PM	2	4	6	1	2	3	1	2	3	4	8	12	4
Total		116	106	222	125	112	237	77	50	127	318	268	586	195
One Hour Volumes														
6:00 AM	- 7:00 AM	32	10	42	31	9	40	14	6	20	77	25	102	34
6:15 AM	- 7:15 AM	35	15	50	37	13	50	18	6	24	90	34	124	41
6:30 AM	- 7:30 AM	39	26	65	44	21	65	19	7	26	102	54	156	52
6:45 AM	- 7:45 AM	30	35	65	37	27	64	22	6	28	89	68	157	52
7:00 AM	- 8:00 AM	27	35	62	36	35	71	19	10	29	82	80	162	54
7:15 AM	- 8:15 AM	24	31	55	31	34	65	16	11	27	71	76	147	49
7:30 AM	- 8:30 AM	15	21	36	19	32	51	12	9	21	46	62	108	36
7:45 AM	- 8:45 AM	16	14	30	21	27	48	12	12	24	49	53	102	34
8:00 AM	- 9:00 AM	17	10	27	22	24	46	13	7	20	52	41	93	31
8:15 AM	- 9:15 AM	18	16	34	25	21	46	14	6	20	57	43	100	33
8:30 AM	- 9:30 AM	23	15	38	24	22	46	13	8	21	60	45	105	35
8:45 AM	- 9:45 AM	20	18	38	22	20	42	12	7	19	54	45	99	33
9:00 AM	- 10:00 AM	22	19	41	19	16	35	10	6	16	51	41	92	31
4:00 PM	- 5:00 PM	4	12	16	6	9	15	10	6	16	20	27	47	16
4:15 PM	- 5:15 PM	2	4	6	6	9	15	8	4	12	16	17	33	11
4:30 PM	- 5:30 PM	1	4	5	6	7	13	7	4	11	14	15	29	10
4:45 PM	- 5:45 PM	2	3	5	3	7	10	5	5	10	10	15	25	8
5:00 PM	- 6:00 PM	2	6	8	4	9	13	5	8	13	11	23	34	11
5:15 PM	- 6:15 PM	4	8	12	3	6	9	7	9	16	14	23	37	12
5:30 PM	- 6:30 PM	4	8	12	4	5	9	8	8	16	16	21	37	12
5:45 PM	- 6:45 PM	2	8	10	5	5	10	6	7	13	13	20	33	11
6:00 PM	- 7:00 PM	3	6	9	5	2	7	3	4	7	11	12	23	8
6:15 PM	- 7:15 PM	3	4	7	4	6	10	1	4	5	8	14	22	7
6:30 PM	- 7:30 PM	5	3	8	3	8	11	1	3	4	9	14	23	8
6:45 PM	- 7:45 PM	8	6	14	2	6	8	2	2	4	12	14	26	9
7:00 PM	- 8:00 PM	9	8	17	2	8	10	3	3	6	14	19	33	11

2019 Georgetown University Fall Transportation Monitoring Study
Entrance 2
9/10-9/12

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	Avg/Day
15 Minute Volumes														
6:00 AM	- 6:15 AM	22	16	38	11	5	16	24	15	39	57	36	93	31
6:15 AM	- 6:30 AM	17	13	30	26	19	45	19	22	41	62	54	116	39
6:30 AM	- 6:45 AM	30	23	53	24	19	43	21	15	36	75	57	132	44
6:45 AM	- 7:00 AM	39	23	62	48	23	71	39	27	66	126	73	199	66
7:00 AM	- 7:15 AM	31	22	53	27	24	51	43	23	66	101	69	170	57
7:15 AM	- 7:30 AM	37	16	53	39	22	61	34	20	54	110	58	168	56
7:30 AM	- 7:45 AM	39	17	56	36	20	56	45	21	66	120	58	178	59
7:45 AM	- 8:00 AM	50	22	72	45	13	58	47	18	65	142	53	195	65
8:00 AM	- 8:15 AM	43	23	66	43	28	71	43	17	60	129	68	197	66
8:15 AM	- 8:30 AM	54	26	80	48	20	68	45	21	66	147	67	214	71
8:30 AM	- 8:45 AM	67	30	97	63	29	92	43	24	67	173	83	256	85
8:45 AM	- 9:00 AM	49	34	83	64	29	93	74	32	106	187	95	282	94
9:00 AM	- 9:15 AM	80	40	120	61	25	86	57	39	96	198	104	302	101
9:15 AM	- 9:30 AM	72	42	114	64	35	99	76	40	116	212	117	329	110
9:30 AM	- 9:45 AM	68	48	116	57	33	90	72	45	117	197	126	323	108
9:45 AM	- 10:00 AM	68	39	107	62	37	99	79	45	124	209	121	330	110
4:00 PM	- 4:15 PM	37	48	85	31	67	98	37	63	100	105	178	283	94
4:15 PM	- 4:30 PM	29	60	89	34	51	85	32	49	81	95	160	255	85
4:30 PM	- 4:45 PM	32	43	75	24	47	71	29	53	82	85	143	228	76
4:45 PM	- 5:00 PM	24	55	79	24	48	72	29	45	74	77	148	225	75
5:00 PM	- 5:15 PM	16	46	62	28	55	83	31	55	86	75	156	231	77
5:15 PM	- 5:30 PM	31	50	81	27	39	66	28	45	73	86	134	220	73
5:30 PM	- 5:45 PM	22	39	61	32	36	68	20	32	52	74	107	181	60
5:45 PM	- 6:00 PM	25	23	48	25	37	62	17	34	51	67	94	161	54
6:00 PM	- 6:15 PM	18	32	50	21	36	57	26	28	54	65	96	161	54
6:15 PM	- 6:30 PM	18	32	50	23	31	54	32	40	72	73	103	176	59
6:30 PM	- 6:45 PM	32	25	57	29	33	62	16	26	42	77	84	161	54
6:45 PM	- 7:00 PM	22	36	58	27	29	56	37	32	69	86	97	183	61
7:00 PM	- 7:15 PM	16	33	49	21	22	43	18	28	46	55	83	138	46
7:15 PM	- 7:30 PM	28	24	52	26	29	55	24	21	45	78	74	152	51
7:30 PM	- 7:45 PM	30	32	62	29	34	63	27	37	64	86	103	189	63
7:45 PM	- 8:00 PM	28	28	56	30	37	67	23	22	45	81	87	168	56
Total		1174	1040	2214	1149	1012	2161	1187	1034	2221	3510	3086	6596	2199
One Hour Volumes														
6:00 AM	- 7:00 AM	108	75	183	109	66	175	103	79	182	320	220	540	180
6:15 AM	- 7:15 AM	117	81	198	125	85	210	122	87	209	364	253	617	206
6:30 AM	- 7:30 AM	137	84	221	138	88	226	137	85	222	412	257	669	223
6:45 AM	- 7:45 AM	146	78	224	150	89	239	161	91	252	457	258	715	238
7:00 AM	- 8:00 AM	157	77	234	147	79	226	169	82	251	473	238	711	237
7:15 AM	- 8:15 AM	169	78	247	163	83	246	169	76	245	501	237	738	246
7:30 AM	- 8:30 AM	186	88	274	172	81	253	180	77	257	538	246	784	261
7:45 AM	- 8:45 AM	214	101	315	199	90	289	178	80	258	591	271	862	287
8:00 AM	- 9:00 AM	213	113	326	218	106	324	205	94	299	636	313	949	316
8:15 AM	- 9:15 AM	250	130	380	236	103	339	219	116	335	705	349	1054	351
8:30 AM	- 9:30 AM	268	146	414	252	118	370	250	135	385	770	399	1169	390
8:45 AM	- 9:45 AM	269	164	433	246	122	368	279	156	435	794	442	1236	412
9:00 AM	- 10:00 AM	288	169	457	244	130	374	284	169	453	816	468	1284	428
4:00 PM	- 5:00 PM	122	206	328	113	213	326	127	210	337	362	629	991	330
4:15 PM	- 5:15 PM	101	204	305	110	201	311	121	202	323	332	607	939	313
4:30 PM	- 5:30 PM	103	194	297	103	189	292	117	198	315	323	581	904	301
4:45 PM	- 5:45 PM	93	190	283	111	178	289	108	177	285	312	545	857	286
5:00 PM	- 6:00 PM	94	158	252	112	167	279	96	166	262	302	491	793	264
5:15 PM	- 6:15 PM	96	144	240	105	148	253	91	139	230	292	431	723	241
5:30 PM	- 6:30 PM	83	126	209	101	140	241	95	134	229	279	400	679	226
5:45 PM	- 6:45 PM	93	112	205	98	137	235	91	128	219	282	377	659	220
6:00 PM	- 7:00 PM	90	125	215	100	129	229	111	126	237	301	380	681	227
6:15 PM	- 7:15 PM	88	126	214	100	115	215	103	126	229	291	367	658	219
6:30 PM	- 7:30 PM	98	118	216	103	113	216	95	107	202	296	338	634	211
6:45 PM	- 7:45 PM	96	125	221	103	114	217	106	118	224	305	357	662	221
7:00 PM	- 8:00 PM	102	117	219	106	122	228	92	108	200	300	347	647	216

2019 Georgetown University Fall Transportation Monitoring Study
Entrance 3
9/10-9/12

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	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	39	0	39	34	0	34	45	3	48	118	3	121	40
6:15 AM - 6:30 AM	64	1	65	67	0	67	78	0	78	209	1	210	70
6:30 AM - 6:45 AM	109	1	110	110	3	113	100	4	104	319	8	327	109
6:45 AM - 7:00 AM	116	8	124	87	6	93	104	5	109	307	19	326	109
7:00 AM - 7:15 AM	44	12	56	55	13	68	54	14	68	153	39	192	64
7:15 AM - 7:30 AM	49	15	64	51	7	58	32	10	42	132	32	164	55
7:30 AM - 7:45 AM	25	27	52	38	29	67	41	42	83	104	98	202	67
7:45 AM - 8:00 AM	40	33	73	44	22	66	39	24	63	123	79	202	67
8:00 AM - 8:15 AM	37	16	53	29	24	53	21	10	31	87	50	137	46
8:15 AM - 8:30 AM	27	7	34	17	6	23	31	13	44	75	26	101	34
8:30 AM - 8:45 AM	31	5	36	30	4	34	24	1	25	85	10	95	32
8:45 AM - 9:00 AM	28	2	30	24	5	29	20	6	26	72	13	85	28
9:00 AM - 9:15 AM	25	2	27	23	4	27	22	5	27	70	11	81	27
9:15 AM - 9:30 AM	18	2	20	13	6	19	22	4	26	53	12	65	22
9:30 AM - 9:45 AM	10	1	11	9	2	11	15	1	16	34	4	38	13
9:45 AM - 10:00 AM	15	2	17	16	1	17	13	2	15	44	5	49	16
4:00 PM - 4:15 PM	2	42	44	2	36	38	2	33	35	6	111	117	39
4:15 PM - 4:30 PM	2	34	36	2	38	40	1	36	37	5	108	113	38
4:30 PM - 4:45 PM	1	31	32	1	37	38	0	30	30	2	98	100	33
4:45 PM - 5:00 PM	0	23	23	1	32	33	0	35	35	1	90	91	30
5:00 PM - 5:15 PM	0	46	46	0	34	34	4	39	43	4	119	123	41
5:15 PM - 5:30 PM	0	28	28	2	38	40	1	30	31	3	96	99	33
5:30 PM - 5:45 PM	3	33	36	3	32	35	3	31	34	9	96	105	35
5:45 PM - 6:00 PM	2	33	35	3	23	26	1	22	23	6	78	84	28
6:00 PM - 6:15 PM	3	28	31	5	26	31	3	28	31	11	82	93	31
6:15 PM - 6:30 PM	10	19	29	15	18	33	16	19	35	41	56	97	32
6:30 PM - 6:45 PM	33	18	51	34	12	46	29	20	49	96	50	146	49
6:45 PM - 7:00 PM	33	14	47	33	12	45	36	12	48	102	38	140	47
7:00 PM - 7:15 PM	6	24	30	6	20	26	8	17	25	20	61	81	27
7:15 PM - 7:30 PM	1	22	23	3	23	26	3	14	17	7	59	66	22
7:30 PM - 7:45 PM	0	67	67	0	58	58	0	53	53	0	178	178	59
7:45 PM - 8:00 PM	2	41	43	0	47	47	0	40	40	2	128	130	43
Total	775	637	1412	757	618	1375	768	603	1371	2300	1858	4158	1386
One Hour Volumes													
6:00 AM - 7:00 AM	328	10	338	298	9	307	327	12	339	953	31	984	328
6:15 AM - 7:15 AM	333	22	355	319	22	341	336	23	359	988	67	1055	352
6:30 AM - 7:30 AM	318	36	354	303	29	332	290	33	323	911	98	1009	336
6:45 AM - 7:45 AM	234	62	296	231	55	286	231	71	302	696	188	884	295
7:00 AM - 8:00 AM	158	87	245	188	71	259	166	90	256	512	248	760	253
7:15 AM - 8:15 AM	151	91	242	162	82	244	133	86	219	446	259	705	235
7:30 AM - 8:30 AM	129	83	212	128	81	209	132	89	221	389	253	642	214
7:45 AM - 8:45 AM	135	61	196	120	56	176	115	48	163	370	165	535	178
8:00 AM - 9:00 AM	123	30	153	100	39	139	96	30	126	319	99	418	139
8:15 AM - 9:15 AM	111	16	127	94	19	113	97	25	122	302	60	362	121
8:30 AM - 9:30 AM	102	11	113	90	19	109	88	16	104	280	46	326	109
8:45 AM - 9:45 AM	81	7	88	69	17	86	79	16	95	229	40	269	90
9:00 AM - 10:00 AM	68	7	75	61	13	74	72	12	84	201	32	233	78
4:00 PM - 5:00 PM	5	130	135	6	143	149	3	134	137	14	407	421	140
4:15 PM - 5:15 PM	3	134	137	4	141	145	5	140	145	12	415	427	142
4:30 PM - 5:30 PM	1	128	129	4	141	145	5	134	139	10	403	413	138
4:45 PM - 5:45 PM	3	130	133	6	136	142	8	135	143	17	401	418	139
5:00 PM - 6:00 PM	5	140	145	8	127	135	9	122	131	22	389	411	137
5:15 PM - 6:15 PM	8	122	130	13	119	132	8	111	119	29	352	381	127
5:30 PM - 6:30 PM	18	113	131	26	99	125	23	100	123	67	312	379	126
5:45 PM - 6:45 PM	48	98	146	57	79	136	49	89	138	154	266	420	140
6:00 PM - 7:00 PM	79	79	158	87	68	155	84	79	163	250	226	476	159
6:15 PM - 7:15 PM	82	75	157	88	62	150	89	68	157	259	205	464	155
6:30 PM - 7:30 PM	73	78	151	76	67	143	76	63	139	225	208	433	144
6:45 PM - 7:45 PM	40	127	167	42	113	155	47	96	143	129	336	465	155
7:00 PM - 8:00 PM	9	154	163	9	148	157	11	124	135	29	426	455	152

2019 Georgetown University Fall Transportation Monitoring Study
Entrance 3 U-Turn - GU Drop-offs without parking
9/10-9/12

Time Period		Entrance 3 U-Turn												
		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	3	3	6	0	0	0	2	2	4	5	5	10	3
6:15 AM	- 6:30 AM	1	1	2	7	7	14	3	3	6	11	11	22	7
6:30 AM	- 6:45 AM	6	6	12	3	3	6	3	3	6	12	12	24	8
6:45 AM	- 7:00 AM	8	8	16	3	3	6	5	5	10	16	16	32	11
7:00 AM	- 7:15 AM	6	6	12	4	4	8	11	11	22	21	21	42	14
7:15 AM	- 7:30 AM	3	3	6	5	5	10	5	5	10	13	13	26	9
7:30 AM	- 7:45 AM	7	7	14	25	25	50	5	5	10	37	37	74	25
7:45 AM	- 8:00 AM	8	8	16	5	5	10	6	6	12	19	19	38	13
8:00 AM	- 8:15 AM	14	14	28	14	14	28	3	3	6	31	31	62	21
8:15 AM	- 8:30 AM	6	6	12	15	15	30	8	8	16	29	29	58	19
8:30 AM	- 8:45 AM	13	13	26	13	13	26	19	19	38	45	45	90	30
8:45 AM	- 9:00 AM	17	17	34	11	11	22	9	9	18	37	37	74	25
9:00 AM	- 9:15 AM	12	12	24	14	14	28	18	18	36	44	44	88	29
9:15 AM	- 9:30 AM	17	17	34	11	11	22	17	17	34	45	45	90	30
9:30 AM	- 9:45 AM	7	7	14	7	7	14	14	14	28	28	28	56	19
9:45 AM	- 10:00 AM	18	18	36	8	8	16	4	4	8	30	30	60	20
4:00 PM	- 4:15 PM	12	12	24	10	10	20	5	5	10	27	27	54	18
4:15 PM	- 4:30 PM	8	8	16	10	10	20	13	13	26	31	31	62	21
4:30 PM	- 4:45 PM	3	3	6	4	4	8	7	7	14	14	14	28	9
4:45 PM	- 5:00 PM	10	10	20	4	4	8	11	11	22	25	25	50	17
5:00 PM	- 5:15 PM	8	8	16	11	11	22	14	14	28	33	33	66	22
5:15 PM	- 5:30 PM	13	13	26	7	7	14	8	8	16	28	28	56	19
5:30 PM	- 5:45 PM	8	8	16	8	8	16	7	7	14	23	23	46	15
5:45 PM	- 6:00 PM	7	7	14	5	5	10	7	7	14	19	19	38	13
6:00 PM	- 6:15 PM	7	7	14	8	8	16	10	10	20	25	25	50	17
6:15 PM	- 6:30 PM	8	8	16	3	3	6	5	5	10	16	16	32	11
6:30 PM	- 6:45 PM	6	6	12	9	9	18	8	8	16	23	23	46	15
6:45 PM	- 7:00 PM	4	4	8	6	6	12	6	6	12	16	16	32	11
7:00 PM	- 7:15 PM	5	5	10	3	3	6	4	4	8	12	12	24	8
7:15 PM	- 7:30 PM	3	3	6	0	0	0	2	2	4	5	5	10	3
7:30 PM	- 7:45 PM	4	4	8	6	6	12	3	3	6	13	13	26	9
7:45 PM	- 8:00 PM	6	6	12	1	1	2	12	12	24	19	19	38	13
Total		258	258	516	240	240	480	254	254	508	752	752	1504	501
One Hour Volumes														
6:00 AM	- 7:00 AM	18	18	36	13	13	26	13	13	26	44	44	88	29
6:15 AM	- 7:15 AM	21	21	42	17	17	34	22	22	44	60	60	120	40
6:30 AM	- 7:30 AM	23	23	46	15	15	30	24	24	48	62	62	124	41
6:45 AM	- 7:45 AM	24	24	48	37	37	74	26	26	52	87	87	174	58
7:00 AM	- 8:00 AM	24	24	48	39	39	78	27	27	54	90	90	180	60
7:15 AM	- 8:15 AM	32	32	64	49	49	98	19	19	38	100	100	200	67
7:30 AM	- 8:30 AM	35	35	70	59	59	118	22	22	44	116	116	232	77
7:45 AM	- 8:45 AM	41	41	82	47	47	94	36	36	72	124	124	248	83
8:00 AM	- 9:00 AM	50	50	100	53	53	106	39	39	78	142	142	284	95
8:15 AM	- 9:15 AM	48	48	96	53	53	106	54	54	108	155	155	310	103
8:30 AM	- 9:30 AM	59	59	118	49	49	98	63	63	126	171	171	342	114
8:45 AM	- 9:45 AM	53	53	106	43	43	86	58	58	116	154	154	308	103
9:00 AM	- 10:00 AM	54	54	108	40	40	80	53	53	106	147	147	294	98
4:00 PM	- 5:00 PM	33	33	66	28	28	56	36	36	72	97	97	194	65
4:15 PM	- 5:15 PM	29	29	58	29	29	58	45	45	90	103	103	206	69
4:30 PM	- 5:30 PM	34	34	68	26	26	52	40	40	80	100	100	200	67
4:45 PM	- 5:45 PM	39	39	78	30	30	60	40	40	80	109	109	218	73
5:00 PM	- 6:00 PM	36	36	72	31	31	62	36	36	72	103	103	206	69
5:15 PM	- 6:15 PM	35	35	70	28	28	56	32	32	64	95	95	190	63
5:30 PM	- 6:30 PM	30	30	60	24	24	48	29	29	58	83	83	166	55
5:45 PM	- 6:45 PM	28	28	56	25	25	50	30	30	60	83	83	166	55
6:00 PM	- 7:00 PM	25	25	50	26	26	52	29	29	58	80	80	160	53
6:15 PM	- 7:15 PM	23	23	46	21	21	42	23	23	46	67	67	134	45
6:30 PM	- 7:30 PM	18	18	36	18	18	36	20	20	40	56	56	112	37
6:45 PM	- 7:45 PM	16	16	32	15	15	30	15	15	30	46	46	92	31
7:00 PM	- 8:00 PM	18	18	36	10	10	20	21	21	42	49	49	98	33

2019 Georgetown University Fall Transportation Monitoring Study
Entrance 4
9/10-9/12

Time Period	Entrance 4									Entrance 4 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	7	0	7	6	0	6	4	1	5	17	1	18	6
6:15 AM - 6:30 AM	7	2	9	8	1	9	6	1	7	21	4	25	8
6:30 AM - 6:45 AM	6	2	8	4	2	6	8	1	9	18	5	23	8
6:45 AM - 7:00 AM	8	1	9	7	2	9	9	3	12	24	6	30	10
7:00 AM - 7:15 AM	2	2	4	5	2	7	6	0	6	13	4	17	6
7:15 AM - 7:30 AM	3	1	4	4	2	6	4	4	8	11	7	18	6
7:30 AM - 7:45 AM	3	0	3	3	4	7	2	3	5	8	7	15	5
7:45 AM - 8:00 AM	2	3	5	5	0	5	6	2	8	13	5	18	6
8:00 AM - 8:15 AM	7	3	10	4	1	5	7	1	8	18	5	23	8
8:15 AM - 8:30 AM	9	0	9	2	0	2	1	4	5	12	4	16	5
8:30 AM - 8:45 AM	2	3	5	4	0	4	6	1	7	12	4	16	5
8:45 AM - 9:00 AM	2	2	4	4	4	8	2	2	4	8	8	16	5
9:00 AM - 9:15 AM	5	1	6	6	1	7	3	0	3	14	2	16	5
9:15 AM - 9:30 AM	4	1	5	1	2	3	2	3	5	7	6	13	4
9:30 AM - 9:45 AM	0	3	3	3	1	4	2	3	5	5	7	12	4
9:45 AM - 10:00 AM	6	2	8	3	4	7	4	4	8	13	10	23	8
4:00 PM - 4:15 PM	)	8	8	3	3	6	2	5	7	5	16	21	7
4:15 PM - 4:30 PM	0	1	1	2	8	10	2	7	9	4	16	20	7
4:30 PM - 4:45 PM	1	0	1	0	12	12	2	4	6	3	16	19	6
4:45 PM - 5:00 PM	1	1	2	2	6	8	0	3	3	3	10	13	4
5:00 PM - 5:15 PM	0	3	3	1	1	2	1	3	4	2	7	9	3
5:15 PM - 5:30 PM	1	2	3	0	4	4	0	2	2	1	8	9	3
5:30 PM - 5:45 PM	1	1	2	1	0	1	1	4	5	3	5	8	3
5:45 PM - 6:00 PM	1	3	4	0	1	1	0	3	3	1	7	8	3
6:00 PM - 6:15 PM	0	1	1	1	1	2	0	0	0	1	2	3	1
6:15 PM - 6:30 PM	0	1	1	2	1	3	2	1	3	4	3	7	2
6:30 PM - 6:45 PM	0	1	1	0	0	0	1	0	1	1	1	2	1
6:45 PM - 7:00 PM	0	1	1	0	1	1	0	1	1	0	3	3	1
7:00 PM - 7:15 PM	0	0	0	0	0	0	0	1	1	0	1	1	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	1	1	0	0	0	1	0	1	1	1	2	1
Total	78	50	128	81	64	145	84	67	151	243	181	424	141
One Hour Volumes													
6:00 AM - 7:00 AM	28	5	33	25	5	30	27	6	33	80	16	96	32
6:15 AM - 7:15 AM	23	7	30	24	7	31	29	5	34	76	19	95	32
6:30 AM - 7:30 AM	19	6	25	20	8	28	27	8	35	66	22	88	29
6:45 AM - 7:45 AM	16	4	20	19	10	29	21	10	31	56	24	80	27
7:00 AM - 8:00 AM	10	6	16	17	8	25	18	9	27	45	23	68	23
7:15 AM - 8:15 AM	15	7	22	16	7	23	19	10	29	50	24	74	25
7:30 AM - 8:30 AM	21	6	27	14	5	19	16	10	26	51	21	72	24
7:45 AM - 8:45 AM	20	9	29	15	1	16	20	8	28	55	18	73	24
8:00 AM - 9:00 AM	20	8	28	14	5	19	16	8	24	50	21	71	24
8:15 AM - 9:15 AM	18	6	24	16	5	21	12	7	19	46	18	64	21
8:30 AM - 9:30 AM	13	7	20	15	7	22	13	6	19	41	20	61	20
8:45 AM - 9:45 AM	11	7	18	14	8	22	9	8	17	34	23	57	19
9:00 AM - 10:00 AM	15	7	22	13	8	21	11	10	21	39	25	64	21
4:00 PM - 5:00 PM	2	10	12	7	29	36	6	19	25	15	58	73	24
4:15 PM - 5:15 PM	2	5	7	5	27	32	5	17	22	12	49	61	20
4:30 PM - 5:30 PM	3	6	9	3	23	26	3	12	15	9	41	50	17
4:45 PM - 5:45 PM	3	7	10	4	11	15	2	12	14	9	30	39	13
5:00 PM - 6:00 PM	3	9	12	2	6	8	2	12	14	7	27	34	11
5:15 PM - 6:15 PM	3	7	10	2	6	8	1	9	10	6	22	28	9
5:30 PM - 6:30 PM	2	6	8	4	3	7	3	8	11	9	17	26	9
5:45 PM - 6:45 PM	1	6	7	3	3	6	3	4	7	7	13	20	7
6:00 PM - 7:00 PM	0	4	4	3	3	6	3	2	5	6	9	15	5
6:15 PM - 7:15 PM	0	3	3	2	2	4	3	3	6	5	8	13	4
6:30 PM - 7:30 PM	0	2	2	0	1	1	1	2	3	1	5	6	2
6:45 PM - 7:45 PM	0	1	1	0	1	1	0	2	2	0	4	4	1
7:00 PM - 8:00 PM	0	1	1	0	0	0	1	1	2	1	2	3	1

2019 Georgetown University Fall Transportation Monitoring Study
Canal Road Entrance
9/10-9/12

Time Period		Canal Road Entrance									Both Entrances			
		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	59	13	72	56	11	67	70	16	86	185	40	225	75
6:15 AM	- 6:30 AM	76	6	82	84	11	95	94	12	106	254	29	283	94
6:30 AM	- 6:45 AM	110	12	122	95	11	106	95	13	108	300	36	336	112
6:45 AM	- 7:00 AM	132	22	154	120	15	135	103	25	128	355	62	417	139
7:00 AM	- 7:15 AM	103	27	130	112	32	144	110	28	138	325	87	412	137
7:15 AM	- 7:30 AM	96	17	113	127	23	150	123	21	144	346	61	407	136
7:30 AM	- 7:45 AM	99	29	128	98	24	122	114	40	154	311	93	404	135
7:45 AM	- 8:00 AM	121	32	153	113	27	140	120	30	150	354	89	443	148
8:00 AM	- 8:15 AM	116	29	145	104	33	137	101	25	126	321	87	408	136
8:15 AM	- 8:30 AM	101	16	117	97	27	124	91	19	110	289	62	351	117
8:30 AM	- 8:45 AM	111	17	128	102	24	126	99	21	120	312	62	374	125
8:45 AM	- 9:00 AM	99	16	115	123	21	144	124	20	144	346	57	403	134
9:00 AM	- 9:15 AM	88	27	115	115	26	141	109	26	135	312	79	391	130
9:15 AM	- 9:30 AM	102	20	122	108	25	133	100	27	127	310	72	382	127
9:30 AM	- 9:45 AM	91	29	120	95	33	128	110	20	130	296	82	378	126
9:45 AM	- 10:00 AM	85	23	108	82	28	110	80	23	103	247	74	321	107
4:00 PM	- 4:15 PM	32	70	102	38	87	125	39	70	109	109	227	336	112
4:15 PM	- 4:30 PM	34	71	105	35	76	111	38	75	113	107	222	329	110
4:30 PM	- 4:45 PM	43	70	113	38	88	126	52	90	142	133	248	381	127
4:45 PM	- 5:00 PM	48	84	132	40	82	122	28	83	111	116	249	365	122
5:00 PM	- 5:15 PM	44	102	146	37	102	139	29	77	106	110	281	391	130
5:15 PM	- 5:30 PM	37	86	123	31	97	128	28	77	105	96	260	356	119
5:30 PM	- 5:45 PM	40	77	117	46	89	135	44	89	133	130	255	385	128
5:45 PM	- 6:00 PM	38	93	131	40	84	124	40	77	117	118	254	372	124
6:00 PM	- 6:15 PM	61	74	135	58	78	136	43	76	119	162	228	390	130
6:15 PM	- 6:30 PM	50	73	123	54	84	138	42	81	123	146	238	384	128
6:30 PM	- 6:45 PM	34	77	111	35	72	107	30	74	104	99	223	322	107
6:45 PM	- 7:00 PM	29	57	86	26	53	79	38	60	98	93	170	263	88
7:00 PM	- 7:15 PM	23	62	85	28	54	82	27	57	84	78	173	251	84
7:15 PM	- 7:30 PM	23	53	76	20	50	70	25	47	72	68	150	218	73
7:30 PM	- 7:45 PM	17	67	84	28	34	62	21	50	71	66	151	217	72
7:45 PM	- 8:00 PM	22	52	74	14	36	50	15	44	59	51	132	183	61
Total		2164	1503	3667	2199	1537	3736	2182	1493	3675	6545	4533	11078	3693
One Hour Volumes														
6:00 AM	- 7:00 AM	377	53	430	355	48	403	362	66	428	1094	167	1261	420
6:15 AM	- 7:15 AM	421	67	488	411	69	480	402	78	480	1234	214	1448	483
6:30 AM	- 7:30 AM	441	78	519	454	81	535	431	87	518	1326	246	1572	524
6:45 AM	- 7:45 AM	430	95	525	457	94	551	450	114	564	1337	303	1640	547
7:00 AM	- 8:00 AM	419	105	524	450	106	556	467	119	586	1336	330	1666	555
7:15 AM	- 8:15 AM	432	107	539	442	107	549	458	116	574	1332	330	1662	554
7:30 AM	- 8:30 AM	437	106	543	412	111	523	426	114	540	1275	331	1606	535
7:45 AM	- 8:45 AM	449	94	543	416	111	527	411	95	506	1276	300	1576	525
8:00 AM	- 9:00 AM	427	78	505	426	105	531	415	85	500	1268	268	1536	512
8:15 AM	- 9:15 AM	399	76	475	437	98	535	423	86	509	1259	260	1519	506
8:30 AM	- 9:30 AM	400	80	480	448	96	544	432	94	526	1280	270	1550	517
8:45 AM	- 9:45 AM	380	92	472	441	105	546	443	93	536	1264	290	1554	518
9:00 AM	- 10:00 AM	366	99	465	400	112	512	399	96	495	1165	307	1472	491
4:00 PM	- 5:00 PM	157	295	452	151	333	484	157	318	475	465	946	1411	470
4:15 PM	- 5:15 PM	169	327	496	150	348	498	147	325	472	466	1000	1466	489
4:30 PM	- 5:30 PM	172	342	514	146	369	515	137	327	464	455	1038	1493	498
4:45 PM	- 5:45 PM	169	349	518	154	370	524	129	326	455	452	1045	1497	499
5:00 PM	- 6:00 PM	159	358	517	154	372	526	141	320	461	454	1050	1504	501
5:15 PM	- 6:15 PM	176	330	506	175	348	523	155	319	474	506	997	1503	501
5:30 PM	- 6:30 PM	189	317	506	198	335	533	169	323	492	556	975	1531	510
5:45 PM	- 6:45 PM	183	317	500	187	318	505	155	308	463	525	943	1468	489
6:00 PM	- 7:00 PM	174	281	455	173	287	460	153	291	444	500	859	1359	453
6:15 PM	- 7:15 PM	136	269	405	143	263	406	137	272	409	416	804	1220	407
6:30 PM	- 7:30 PM	109	249	358	109	229	338	120	238	358	338	716	1054	351
6:45 PM	- 7:45 PM	92	239	331	102	191	293	111	214	325	305	644	949	316
7:00 PM	- 8:00 PM	85	234	319	90	174	264	88	198	286	263	606	869	290

2019 Georgetown University Fall Transportation Monitoring Study
Prospect Entrance
9/10-9/12

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	3	6	9	4	13	17	6	7	13	13	26	39	13
6:15 AM - 6:30 AM	4	3	7	6	7	13	5	12	17	15	22	37	12
6:30 AM - 6:45 AM	7	9	16	9	10	19	2	10	12	18	29	47	16
6:45 AM - 7:00 AM	8	5	13	7	8	15	10	13	23	25	26	51	17
7:00 AM - 7:15 AM	7	20	27	9	27	36	13	22	35	29	69	98	33
7:15 AM - 7:30 AM	12	15	27	10	16	26	7	14	21	29	45	74	25
7:30 AM - 7:45 AM	9	33	42	7	20	27	9	38	47	25	91	116	39
7:45 AM - 8:00 AM	5	22	27	4	26	30	12	20	32	21	68	89	30
8:00 AM - 8:15 AM	16	20	36	15	23	38	10	23	33	41	66	107	36
8:15 AM - 8:30 AM	12	23	35	9	18	27	9	18	27	30	59	89	30
8:30 AM - 8:45 AM	11	17	28	15	18	33	10	16	26	36	51	87	29
8:45 AM - 9:00 AM	23	17	40	17	15	32	17	22	39	57	54	111	37
9:00 AM - 9:15 AM	11	17	28	20	27	47	15	15	30	46	59	105	35
9:15 AM - 9:30 AM	13	12	25	21	18	39	18	14	32	52	44	96	32
9:30 AM - 9:45 AM	9	15	24	9	19	28	12	21	33	30	55	85	28
9:45 AM - 10:00 AM	16	12	28	18	28	46	13	14	27	47	54	101	34
4:00 PM - 4:15 PM	5	28	33	13	25	38	4	30	34	22	83	105	35
4:15 PM - 4:30 PM	8	18	26	5	17	22	4	13	17	17	48	65	22
4:30 PM - 4:45 PM	9	13	22	9	15	24	7	23	30	25	51	76	25
4:45 PM - 5:00 PM	8	18	26	8	28	36	9	15	24	25	61	86	29
5:00 PM - 5:15 PM	10	26	36	10	17	27	10	19	29	30	62	92	31
5:15 PM - 5:30 PM	9	19	28	8	18	26	4	26	30	21	63	84	28
5:30 PM - 5:45 PM	12	24	36	10	23	33	9	17	26	31	64	95	32
5:45 PM - 6:00 PM	8	22	30	12	20	32	2	19	21	22	61	83	28
6:00 PM - 6:15 PM	9	20	29	5	18	23	7	10	17	21	48	69	23
6:15 PM - 6:30 PM	11	15	26	10	22	32	9	19	28	30	56	86	29
6:30 PM - 6:45 PM	14	21	35	9	15	24	9	20	29	32	56	88	29
6:45 PM - 7:00 PM	5	10	15	5	11	16	4	13	17	14	34	48	16
7:00 PM - 7:15 PM	6	16	22	8	13	21	8	20	28	22	49	71	24
7:15 PM - 7:30 PM	9	9	18	8	8	16	4	16	20	21	33	54	18
7:30 PM - 7:45 PM	3	9	12	5	11	16	4	13	17	12	33	45	15
7:45 PM - 8:00 PM	4	10	14	3	10	13	9	11	20	16	31	47	16
Total	296	524	820	308	564	872	271	563	834	875	1651	2526	842
One Hour Volumes													
6:00 AM - 7:00 AM	22	23	45	26	38	64	23	42	65	71	103	174	58
6:15 AM - 7:15 AM	26	37	63	31	52	83	30	57	87	87	146	233	78
6:30 AM - 7:30 AM	34	49	83	35	61	96	32	59	91	101	169	270	90
6:45 AM - 7:45 AM	36	73	109	33	71	104	39	87	126	108	231	339	113
7:00 AM - 8:00 AM	33	90	123	30	89	119	41	94	135	104	273	377	126
7:15 AM - 8:15 AM	42	90	132	36	85	121	38	95	133	116	270	386	129
7:30 AM - 8:30 AM	42	98	140	35	87	122	40	99	139	117	284	401	134
7:45 AM - 8:45 AM	44	82	126	43	85	128	41	77	118	128	244	372	124
8:00 AM - 9:00 AM	62	77	139	56	74	130	46	79	125	164	230	394	131
8:15 AM - 9:15 AM	57	74	131	61	78	139	51	71	122	169	223	392	131
8:30 AM - 9:30 AM	58	63	121	73	78	151	60	67	127	191	208	399	133
8:45 AM - 9:45 AM	56	61	117	67	79	146	62	72	134	185	212	397	132
9:00 AM - 10:00 AM	49	56	105	68	92	160	58	64	122	175	212	387	129
4:00 PM - 5:00 PM	30	77	107	35	85	120	24	81	105	89	243	332	111
4:15 PM - 5:15 PM	35	75	110	32	77	109	30	70	100	97	222	319	106
4:30 PM - 5:30 PM	36	76	112	35	78	113	30	83	113	101	237	338	113
4:45 PM - 5:45 PM	39	87	126	36	86	122	32	77	109	107	250	357	119
5:00 PM - 6:00 PM	39	91	130	40	78	118	25	81	106	104	250	354	118
5:15 PM - 6:15 PM	38	85	123	35	79	114	22	72	94	95	236	331	110
5:30 PM - 6:30 PM	40	81	121	37	83	120	27	65	92	104	229	333	111
5:45 PM - 6:45 PM	42	78	120	36	75	111	27	68	95	105	221	326	109
6:00 PM - 7:00 PM	39	66	105	29	66	95	29	62	91	97	194	291	97
6:15 PM - 7:15 PM	36	62	98	32	61	93	30	72	102	98	195	293	98
6:30 PM - 7:30 PM	34	56	90	30	47	77	25	69	94	89	172	261	87
6:45 PM - 7:45 PM	23	44	67	26	43	69	20	62	82	69	149	218	73
7:00 PM - 8:00 PM	22	44	66	24	42	66	25	60	85	71	146	217	72

2019 Georgetown University Fall Transportation Monitoring Study
37th St. Entrance
9/10-9/12

Time Period	37th St. Entrance									37th 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	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 6:30 AM	1	1	2	1	0	1	1	0	1	3	1	4	1
6:30 AM - 6:45 AM	1	0	1	2	2	4	2	2	4	5	4	9	3
6:45 AM - 7:00 AM	0	0	0	2	0	2	1	0	1	3	0	3	1
7:00 AM - 7:15 AM	1	0	1	1	0	1	2	2	4	4	2	6	2
7:15 AM - 7:30 AM	1	1	2	1	0	1	0	1	1	2	2	4	1
7:30 AM - 7:45 AM	2	3	5	1	1	2	1	0	1	4	4	8	3
7:45 AM - 8:00 AM	2	2	4	2	1	3	1	1	2	5	4	9	3
8:00 AM - 8:15 AM	0	0	0	1	1	2	0	0	0	1	1	2	1
8:15 AM - 8:30 AM	1	0	1	2	1	3	3	1	4	6	2	8	3
8:30 AM - 8:45 AM	0	0	0	1	2	3	0	2	2	1	4	5	2
8:45 AM - 9:00 AM	0	1	1	6	3	9	0	2	2	6	6	12	4
9:00 AM - 9:15 AM	3	0	3	6	1	7	4	2	6	13	3	16	5
9:15 AM - 9:30 AM	3	1	4	0	1	1	3	1	4	6	3	9	3
9:30 AM - 9:45 AM	2	1	3	5	1	6	1	1	2	8	3	11	4
9:45 AM - 10:00 AM	2	4	6	2	0	2	1	0	1	5	4	9	3
4:00 PM - 4:15 PM	0	0	0	1	2	3	1	1	2	2	3	5	2
4:15 PM - 4:30 PM	1	0	1	0	3	3	3	0	3	4	3	7	2
4:30 PM - 4:45 PM	1	1	2	1	10	11	1	2	3	3	13	16	5
4:45 PM - 5:00 PM	1	1	2	3	5	8	1	2	3	5	8	13	4
5:00 PM - 5:15 PM	1	2	3	1	2	3	0	2	2	2	6	8	3
5:15 PM - 5:30 PM	2	2	4	0	2	2	0	2	2	2	6	8	3
5:30 PM - 5:45 PM	1	1	2	1	2	3	3	3	6	5	6	11	4
5:45 PM - 6:00 PM	1	0	1	0	2	2	0	2	2	1	4	5	2
6:00 PM - 6:15 PM	2	1	3	0	0	0	2	0	2	4	1	5	2
6:15 PM - 6:30 PM	2	2	4	1	2	3	2	0	2	5	4	9	3
6:30 PM - 6:45 PM	0	2	2	0	1	1	1	2	3	1	5	6	2
6:45 PM - 7:00 PM	1	1	2	0	0	0	2	2	4	3	3	6	2
7:00 PM - 7:15 PM	1	1	2	1	0	1	0	2	2	2	3	5	2
7:15 PM - 7:30 PM	0	1	1	1	0	1	0	0	0	1	1	2	1
7:30 PM - 7:45 PM	1	1	2	0	1	1	0	2	2	1	4	5	2
7:45 PM - 8:00 PM	0	0	0	0	0	0	1	0	1	1	0	1	0
Total	34	30	64	43	46	89	37	37	74	114	113	227	76
One Hour Volumes													
6:00 AM - 7:00 AM	2	1	3	5	2	7	4	2	6	11	5	16	5
6:15 AM - 7:15 AM	3	1	4	6	2	8	6	4	10	15	7	22	7
6:30 AM - 7:30 AM	3	1	4	6	2	8	5	5	10	14	8	22	7
6:45 AM - 7:45 AM	4	4	8	5	1	6	4	3	7	13	8	21	7
7:00 AM - 8:00 AM	6	6	12	5	2	7	4	4	8	15	12	27	9
7:15 AM - 8:15 AM	5	6	11	5	3	8	2	2	4	12	11	23	8
7:30 AM - 8:30 AM	5	5	10	6	4	10	5	2	7	16	11	27	9
7:45 AM - 8:45 AM	3	2	5	6	5	11	4	4	8	13	11	24	8
8:00 AM - 9:00 AM	1	1	2	10	7	17	3	5	8	14	13	27	9
8:15 AM - 9:15 AM	4	1	5	15	7	22	7	7	14	26	15	41	14
8:30 AM - 9:30 AM	6	2	8	13	7	20	7	7	14	26	16	42	14
8:45 AM - 9:45 AM	8	3	11	17	6	23	8	6	14	33	15	48	16
9:00 AM - 10:00 AM	10	6	16	13	3	16	9	4	13	32	13	45	15
4:00 PM - 5:00 PM	3	2	5	5	20	25	6	5	11	14	27	41	14
4:15 PM - 5:15 PM	4	4	8	5	20	25	5	6	11	14	30	44	15
4:30 PM - 5:30 PM	5	6	11	5	19	24	2	8	10	12	33	45	15
4:45 PM - 5:45 PM	5	6	11	5	11	16	4	9	13	14	26	40	13
5:00 PM - 6:00 PM	5	5	10	2	8	10	3	9	12	10	22	32	11
5:15 PM - 6:15 PM	6	4	10	1	6	7	5	7	12	12	17	29	10
5:30 PM - 6:30 PM	6	4	10	2	6	8	7	5	12	15	15	30	10
5:45 PM - 6:45 PM	5	5	10	1	5	6	5	4	9	11	14	25	8
6:00 PM - 7:00 PM	5	6	11	1	3	4	7	4	11	13	13	26	9
6:15 PM - 7:15 PM	4	6	10	2	3	5	5	6	11	11	15	26	9
6:30 PM - 7:30 PM	2	5	7	2	1	3	3	6	9	7	12	19	6
6:45 PM - 7:45 PM	3	4	7	2	1	3	2	6	8	7	11	18	6
7:00 PM - 8:00 PM	2	3	5	2	1	3	1	4	5	5	8	13	4

2019 Georgetown University Fall Transportation Monitoring Study
Parking Total
9/10-9/12

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	25	4	29	29	5	34	25	7	31	79	16	95	32	87	9	96	76	7	83	85	10	96	248	26	274	91	112	13	125	105	12	117	110	17	127	327	42	369	123
6:15 AM - 6:30 AM	36	8	45	35	5	41	40	11	51	112	25	137	46	108	10	117	113	7	119	138	11	149	358	27	385	128	144	18	162	148	12	160	178	22	200	470	52	522	174
6:30 AM - 6:45 AM	50	14	63	40	10	50	41	8	49	131	32	163	54	192	15	208	180	17	197	149	18	167	521	50	571	190	242	29	271	220	27	247	190	26	216	652	82	734	245
6:45 AM - 7:00 AM	65	15	80	62	18	80	59	20	79	186	53	240	80	201	27	228	162	18	180	174	25	199	537	70	606	202	266	42	308	224	36	260	233	45	278	723	123	846	282
7:00 AM - 7:15 AM	52	25	77	57	29	86	54	22	76	163	76	239	80	112	29	141	133	39	172	127	30	157	372	98	470	157	164	54	218	190	68	258	181	52	233	535	174	709	236
7:15 AM - 7:30 AM	46	13	58	57	19	76	59	19	78	162	50	212	71	127	43	171	144	38	182	116	30	146	387	112	499	166	173	56	229	201	57	258	175	49	224	549	162	711	237
7:30 AM - 7:45 AM	52	18	69	59	19	78	62	27	89	173	64	237	79	99	74	174	99	62	161	121	86	207	319	222	541	180	151	92	243	158	81	239	183	113	296	492	286	778	259
7:45 AM - 8:00 AM	49	15	64	54	18	72	54	18	72	157	51	208	69	119	65	184	130	60	190	119	50	169	368	175	543	181	168	80	248	184	78	262	173	68	241	525	226	751	250
8:00 AM - 8:15 AM	72	20	92	57	18	76	55	19	74	185	57	242	81	104	31	135	103	51	153	104	26	130	310	108	418	139	176	51	227	160	69	229	159	45	204	495	165	660	220
8:15 AM - 8:30 AM	62	11	73	57	17	74	54	21	75	173	49	222	74	102	26	128	88	34	122	99	31	130	289	91	380	127	164	37	201	145	51	196	153	52	205	462	140	602	201
8:30 AM - 8:45 AM	68	17	85	62	14	77	61	10	71	192	41	233	78	116	22	138	110	22	131	93	13	106	318	57	375	125	184	39	223	172	36	208	154	23	177	510	98	608	203
8:45 AM - 9:00 AM	71	14	85	87	24	111	76	14	89	233	52	285	95	91	21	112	106	26	132	95	22	118	293	69	362	121	162	35	197	193	50	243	171	36	207	526	121	647	216
9:00 AM - 9:15 AM	65	16	81	97	19	116	81	17	98	243	52	296	99	92	26	118	99	21	120	94	27	121	285	74	358	119	157	42	199	196	40	236	175	44	219	528	126	654	218
9:15 AM - 9:30 AM	72	13	85	63	16	79	69	18	87	204	47	251	84	86	25	111	90	33	123	89	22	111	265	80	345	115	158	38	196	153	49	202	158	40	198	469	127	596	199
9:30 AM - 9:45 AM	48	16	64	56	18	74	66	18	84	170	51	221	74	76	36	112	79	30	109	89	30	119	244	97	341	114	124	52	176	135	48	183	155	48	203	414	148	562	187
9:45 AM - 10:00 AM	77	18	95	61	22	83	57	15	72	195	55	250	83	82	24	106	70	36	106	80	19	99	232	79	311	104	159	42	201	131	58	189	137	34	171	427	134	561	187
4:00 PM - 4:15 PM	15	54	69	18	53	71	22	47	70	55	155	210	70	23	113	136	18	98	116	32	103	134	73	313	386	129	38	167	205	36	151	187	54	150	204	128	468	596	199
4:15 PM - 4:30 PM	23	56	80	24	66	90	22	63	85	70	185	255	85	20	89	108	27	102	129	26	88	114	72	279	351	117	43	145	188	51	168	219	48	151	199	142	464	606	202
4:30 PM - 4:45 PM	30	49	79	17	73	89	27	63	91	74	185	259	86	28	93	121	22	107	130	32	113	144	82	313	395	132	58	142	200	39	180	219	59	176	235	156	498	654	218
4:45 PM - 5:00 PM	25	66	91	21	63	84	14	58	72	60	186	247	82	24	106	130	18	117	135	22	100	122	64	324	387	129	49	172	221	39	180	219	36	158	194	124	510	634	211
5:00 PM - 5:15 PM	20	85	105	22	72	94	17	66	83	58	223	282	94	18	125	143	20	101	121	20	108	128	59	334	392	131	38	210	248	42	173	215	37	174	211	117	557	674	225
5:15 PM - 5:30 PM	20	60	80	21	70	91	14	64	78	55	194	249	83	16	94	110	31	106	137	18	94	112	65	294	359	120	36	154	190	52	176	228	32	158	190	120	488	608	203
5:30 PM - 5:45 PM	25	58	84	18	64	82	29	70	100	73	193	265	88	21	92	112	23	100	123	24	91	114	67	282	350	117	46	150	196	41	164	205	53	161	214	140	475	615	205
5:45 PM - 6:00 PM	21	64	85	27	56	82	24	60	85	72	180	252	84	18	92	110	23	86	110	21	83	103	62	261	323	108	39	156	195	50	142	192	45	143	188	134	441	575	192
6:00 PM - 6:15 PM	34	44	78	35	50	84	22	44	66	91	138	229	76	26	87	113	29	78	108	21	82	103	76	247	323	108	60	131	191	64	128	192	43	126	169	167	385	552	184
6:15 PM - 6:30 PM	22	47	69	27	48	75	18	53	71	67	148	215	72	29	72	101	39	85	124	39	81	120	107	238	345	115	51	119	170	66	133	199	57	134	191	174	386	560	187
6:30 PM - 6:45 PM	17	36	54	21	43	64	18	39	57	56	118	174	58	56	65	120	60	77	137	43	70	113	159	212	371	124	73	101	174	81	120	201	61	109	170	215	330	545	182
6:45 PM - 7:00 PM	5	37	43	12	25	37	11	41	52	28	104	132	44	51	53	103	56	49	105	61	48	109	168	149	317	106	56	90	146	68	74	142	72	89	161	196	253	449	150
7:00 PM - 7:15 PM	7	31	37	10	27	37	9	31	40	26	88	114	38	25	74	100	23	66	89	32	59	91	80	200	280	93	32	105	137	33	93	126	41	90	131	106	288	394	131
7:15 PM - 7:30 PM	6	26	32	5	27	31	8	27	35	18	80	98	33	15	53	68	19	55	75	16	43	59	51	151	202	67	21	79	100	24	82	106	24	70	94	69	231	300	100
7:30 PM - 7:45 PM	10	42	52	10	21	31	7	35	42	27	98	125	42	20	108	128	16	84	100	16	90	106	52	282	334	111	30	150	180	26	105	131	23	125	148	79	380	459	153
7:45 PM - 8:00 PM	8	35	43	6	25	31	7	24	31	21	84	105	35	20	77	97	13	72	85	14	66	80	47	215	262	87	28	112	140	19	97	116	21	90	111	68	299	367	122
Total	1197	1029	2226	1227	1053	2280	1187	1047	2234	3610	3129	6739	2246	2205	1874	4079	2219	1885	4104	2204	1771	3975	6629	5530	12159	4053	3402	2903	6305	3446	2938	6384	3391	2818	6209	10239	8659	18898	6299
One Hour Volumes																																					
6:00 AM - 7:00 AM	176	41	217	167	38	206	166	46	211	509	125	634	211	588	61	649	530	49	578	545	64	610	1663	174	1837	612	764	102	866	697	87	784	711	110	821	2172	299	2471	824
6:15 AM - 7:15 AM	203	62	265	195	62	257	195	61	256	593	185	778	259	613	81	694	587	81	668	587	84	671	1787	246	2033	678	816	143	959	782	143	925	782	145	927	2380	431	2811	937
6:30 AM - 7:30 AM	212	67	279	216	76	292	214	69	283	643	211	854	285	633	114	747	619	112	731	565	103	668	1816	330	2146	715	845	181	1026	835	188	1023	779	172	951	2459	541	3000	1000
6:45 AM - 7:45 AM	214	71	285	235	85	320	235	88	323	684	243	928	309	540	173	713	538	157	695	537	171	708	1615	502	2116	705	754	244	998	773	242	1015	772	259	1031	2299	745	3044	1015
7:00 AM - 8:00 AM	199	71	269	227	85	312	229	86	315	655	241	896	299	457	211	669	506	199	705	483	196	679	1446	607	2053	684	656	282	938	733	284	1017	712	282	994	2101	848	2949	983
7:15 AM - 8:15 AM	219	65	284	227	75	302	231	82	313	677	222	899	300	449	214	663	476	210	686	459	193	652	1384	617	2001	667	668	279	947	703	285	988	690	275	965	2061	839	2900	967
7:30 AM - 8:30 AM	235	64	299	227	73	300	226	85	311	688	221	909	303	424	196	620	420	206	626	442	193	635	1286	596	1882	627	659	260	919	647	279	926	668	278	946	1974	817	2791	930
7:45 AM - 8:45 AM	252	63	315	231	68	298	225	67	292	708	198	905	302	440	144	584	430	166	597	414	121	535	1284	431	1716	572	692	207	899	661	234	895	639	188	827	1992	629	2621	874
8:00 AM - 9:00 AM	273	62	336	263	73	337	247	63	310	784	199	982	327	413	100	512	407	133	539	390	93	483	1209	325	1535	512	686	162	848	670	206	876	637	156	793	1993	524	2517	839
8:15 AM - 9:15 AM	266	59	325	303	74	377	273	61	334	842	194	1036	345	401	94	495	403	103	506	380	94	474	1184	291	1475	492	667	153	820	706	177	883	653	155	808	2026	485	2511	837
8:30 AM - 9:30 AM	275	61	336	309	73	382	288	58	346	872	192	1065	355	386	93	479	405	102	507	370	85	455	1161	280	1440	480	661	154	815	714	175	889	658	143	801	2033	472	2505	835
8:45 AM - 9:45 AM	255	60	315	303	77	379	292	66	359	850	203	1053	351	346	107	453	374	110	485	367	102	468	1087	319	1406	469	601	167	768	677	187	864	659	168	827	1937	522	2459	820
9:00 AM - 10:00 AM	261	63	324	277	75	352	273	68	341	812	206	1017	339	337	111	448	338	120	458	352	98	450	1026	329	1356	452	598	174	772	615	195	810	625	166	791	1838	535	2373	791
4:00 PM - 5:00 PM	93	225	318	80	255	335	86	231	317	259	711	970	323	95	401	496	85	424	509	111	404	515	291	1229	1520	507	188	626	814	165	679	844	197	635	832	550	1940	2490	830
4:15 PM - 5:15 PM	98	255	354	83	274	357	80	250	331	262	779	1042	347	90	414	503	88	427	515	100	409	508	277	1250	1526	509	188	669	857	171	701	872	180	659	839	539	2029	2568	856
4:30 PM - 5:30 PM	95	260	354	80	278	358	72	251	324	248	788	1036	345	86	418	505	92	431	523	92	415	506	269	1265	1534	511	181	678	859	172	709	881	164	666	830	517	2053	2570	857
4:45 PM - 5:45 PM	90	269	359	82	269	350	75	258	333	247	796	1043	348	79	417	496	92	424	517	83	393	476	254	1234	1488	496	169	686	855	174	693	867	158	651	809	501	2030	2531	844
5:00 PM - 6:00 PM	85	268	353	88	261	349	85	261	346	258	790	1048	349	74	402	476	97	394	491	82	375	457	253	1171	1424	475	159	670	829	185	655	840	167	636	803	511	1961	2472	824
5:15 PM - 6:15 PM	100	227	327	100	239	339	90	239	329	290	705	995	332	81	364	445	107	371	478	83	349	432	271	1084	1355	452	181	591	772	207	610	817	173	588	761	561	1789	2350	783
5:30 PM - 6:30 PM	102	214	316	106	217	324	94	227	322	302	659	961	320	94	342	436	115	350	464	104	337	440	313	1028	1341	447	196	556	752	221	567	788	198	564	762	615	1687	2302	767
5:45 PM - 6:45 PM	94	192	286	109	197	306	83	196	279	286	584	870	290	129	315	444	152	326	478	123	316	439	404	958	1362	454	223	507	730	261	523	784	206	512	718	690	1542	2232	744
6:00 PM - 7:00 PM	78	165	244	94	166	260	69	177	246	242	508	750	250	162	276	437	185	289	474	164	281	445	510	846	1356	452	240	441	681	279	455	734	233	458	691	752	1354	2106	702
6:15 PM - 7:15 PM	51	152	203	70	143	213	56	164	220	177	458	635	212	161	263	424	178	277	455	175	258	433	514	799	1313	438	212	415	627	248	420	668	231	422	653	691	1257	1948	649
6:30 PM - 7:30 PM	35	131	166	48	122	169	46	138	183	128	390	518	173	147	244	391	158	247	406	152	220	373	458	712	1170	390	182	375	557	206	369	575	198	358	556	586	1102	1688	563
6:45 PM - 7:45 PM	28	137	164	37	100	137	35	133	168	99	370	469	156	111	287	399	114	254	368	125	241	366	351	782	1133	378	139	424	563	151	354	505	160	374	534	450	1152	1602	534
7:00 PM - 8:00 PM	30	134	164	31	99	131	31	116	147	92	350	442	147	81	312	393	71	278	348	78	259	337	230	848	1078	359	111	446	557	102	377	479	109	375	484	322	1198	1520	507

2019 Georgetown University Fall Transportation Monitoring Study
Garage # 1
9/10-9/12
MGUH - Trip Gen

Closed For 2019

Time Period	Garage 1 East Entrance									Garage 1 East Ent. Totals Week Totals				Garage 1 West Entrance										Garage 1 West Ent. Totals Week Totals				Garage 1 Totals Week Totals			
	Tuesday			Wednesday			Thursday							Tuesday			Wednesday			Thursday												
	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	Avg/Day
15 Minute Volumes																															
6:00 AM - 6:15 AM	x		0	x		0	x		0					8	6	14	7	1	8	9	2	11	24	9	33	11	24	9	33	11
6:15 AM - 6:30 AM	x		0	x		0	x		0					4	2	6	5	0	5	5	3	8	14	5	19	6	14	5	19	6
6:30 AM - 6:45 AM	x		0	x		0	x		0					11	2	13	8	3	11	5	2	7	24	7	31	10	24	7	31	10
6:45 AM - 7:00 AM	x		0	x		0	x		0					16	1	17	14	1	15	9	3	12	39	5	44	15	39	5	44	15
7:00 AM - 7:15 AM	x		0	x		0	x		0					11	1	12	13	2	15	22	4	26	46	7	53	18	46	7	53	18
7:15 AM - 7:30 AM	x		0	x		0	x		0					20	1	21	19	1	20	18	1	19	57	3	60	20	57	3	60	20
7:30 AM - 7:45 AM	x		0	x		0	x		0					29	3	32	19	3	22	27	3	30	75	9	84	28	75	9	84	28
7:45 AM - 8:00 AM	x													27	2	29	28	3	31	28	3	31	83	8	91	30	83	8	91	30
8:00 AM - 8:15 AM	x													21	4	25	24	6	30	25	2	27	70	12	82	27	70	12	82	27
8:15 AM - 8:30 AM	x													32	7	39	26	5	31	26	5	31	84	17	101	34	84	17	101	34
8:30 AM - 8:45 AM	x		0	x		0	x		0					43	9	52	43	6	49	32	4	36	118	19	137	46	118	19	137	46
8:45 AM - 9:00 AM	x		0	x		0	x		0					27	11	38	40	7	47	36	9	45	103	27	130	43	103	27	130	43
9:00 AM - 9:15 AM	x		0	x		0	x		0					43	13	56	39	9	48	39	14	53	121	36	157	52	121	36	157	52
9:15 AM - 9:30 AM	x		0	x		0	x		0					38	16	54	45	14	59	42	13	55	125	43	168	56	125	43	168	56
9:30 AM - 9:45 AM	x		0	x		0	x		0					44	21	65	39	17	56	45	19	64	128	57	185	62	128	57	185	62
9:45 AM - 10:00 AM	x		0	x		0	x		0					43	15	58	39	26	65	50	14	64	132	55	187	62	132	55	187	62
4:00 PM - 4:15 PM	x		0	x		0	x		0					9	30	39	6	30	36	13	36	49	28	96	124	41	28	96	124	41
4:15 PM - 4:30 PM	x		0	x		0	x		0					3	27	30	13	29	42	12	24	36	28	80	108	36	28	80	108	36
4:30 PM - 4:45 PM	x		0	x		0	x		0					9	26	35	7	27	34	9	39	48	25	92	117	39	25	92	117	39
4:45 PM - 5:00 PM	x		0	x		0	x		0					7	36	43	4	38	42	8	27	35	19	101	120	40	19	101	120	40
5:00 PM - 5:15 PM	x		0	x		0	x		0					2	28	30	5	27	32	7	27	34	14	82	96	32	14	82	96	32
5:15 PM - 5:30 PM	x		0	x		0	x		0					5	29	34	10	20	30	6	25	31	21	74	95	32	21	74	95	32
5:30 PM - 5:45 PM	x		0	x		0	x		0					6	16	22	12	20	32	7	14	21	25	50	75	25	25	50	75	25
5:45 PM - 6:00 PM	x		0	x		0	x		0					6	12	18	4	15	19	5	17	22	15	44	59	20	15	44	59	20
6:00 PM - 6:15 PM	x		0	x		0	x		0					4	15	19	7	15	22	5	13	18	16	43	59	20	16	43	59	20
6:15 PM - 6:30 PM	x		0	x		0	x		0					4	17	21	5	17	22	8	17	25	17	51	68	23	17	51	68	23
6:30 PM - 6:45 PM	x		0	x		0	x		0					10	9	19	10	16	26	4	11	15	24	36	60	20	24	36	60	20
6:45 PM - 7:00 PM	x		0	x		0	x		0					4	13	17	10	12	22	10	9	19	24	34	58	19	24	34	58	19
7:00 PM - 7:15 PM	x		0	x		0	x		0					4	16	20	4	10	14	8	12	20	16	38	54	18	16	38	54	18
7:15 PM - 7:30 PM	x		0	x		0	x		0					8	10	18	11	14	25	7	11	18	26	35	61	20	26	35	61	20
7:30 PM - 7:45 PM	x		0	x		0	x		0					12	13	25	7	14	21	10	15	25	29	42	71	24	29	42	71	24
7:45 PM - 8:00 PM	x		0	x		0	x		0					10	12	22	7	10	17	8	9	17	25	31	56	19	25	31	56	19
Total	x	0	0	x	0	0	x	0	0					520	423	943	530	418	948	545	407	952	1595	1248	2843	948	1595	1248	2843	948
One Hour Volumes																															
6:00 AM - 7:00 AM	x	0	0	x	0	0	x	0	0					39	11	50	34	5	39	28	10	38	101	26	127	42	101	26	127	42
6:15 AM - 7:15 AM	x	0	0	x	0	0	x	0	0					42	6	48	40	6	46	41	12	53	123	24	147	49	123	24	147	49
6:30 AM - 7:30 AM	x	0	0	x	0	0	x	0	0					58	5	63	54	7	61	54	10	64	166	22	188	63	166	22	188	63
6:45 AM - 7:45 AM	x	0	0	x	0	0	x	0	0					76	6	82	65	7	72	76	11	87	217	24	241	80	217	24	241	80
7:00 AM - 8:00 AM	x	0	0	x	0	0	x	0	0					87	7	94	79	9	88	95	11	106	261	27	288	96	261	27	288	96
7:15 AM - 8:15 AM	x	0	0	x	0	0	x	0	0					97	10	107	90	13	103	98	9	107	285	32	317	106	285	32	317	106
7:30 AM - 8:30 AM	x	0	0	x	0	0	x	0	0					109	16	125	97	17	114	106	13	119	312	46	358	119	312	46	358	119
7:45 AM - 8:45 AM	x	0	0	x	0	0	x	0	0					123	22	145	121	20	141	111	14	125	355	56	411	137	355	56	411	137
8:00 AM - 9:00 AM	x	0	0	x	0	0	x	0	0					123	31	154	133	24	157	119	20	139	375	75	450	150	375	75	450	150
8:15 AM - 9:15 AM	x	0	0	x	0	0	x	0	0					145	40	185	148	27	175	133	32	165	426	99	525	175	426	99	525	175
8:30 AM - 9:30 AM	x	0	0	x	0	0	x	0	0					151	49	200	167	36	203	149	40	189	467	125	592	197	467	125	592	197
8:45 AM - 9:45 AM	x	0	0	x	0	0	x	0	0					152	61	213	163	47	210	162	55	217	477	163	640	213	477	163	640	213
9:00 AM - 10:00 AM	x	0	0	x	0	0	x	0	0					168	65	233	162	66	228	176	60	236	506	191	697	232	506	191	697	232
4:00 PM - 5:00 PM	x	0	0	x	0	0	x	0	0					28	119	147	30	124	154	42	126	168	100	369	469	156	100	369	469	156
4:15 PM - 5:15 PM	x	0	0	x	0	0	x	0	0					21	117	138	29	121	150	36	117	153	86	355	441	147	86	355	441	147
4:30 PM - 5:30 PM	x	0	0	x	0	0	x	0	0					23	119	142	26	112	138	30	118	148	79	349	428	143	79	349	428	143
4:45 PM - 5:45 PM	x	0	0	x	0	0	x	0	0					20	109	129	31	105	136	28	93	121	79	307	386	129	79	307	386	129
5:00 PM - 6:00 PM	x	0	0	x	0	0	x	0	0					19	85	104	31	82	113	25	83	108	75	250	325	108	75	250	325	108
5:15 PM - 6:15 PM	x	0	0	x	0	0	x	0	0					21	72	93	33	70	103	23	69	92	77	211	288	96	77	211	288	96
5:30 PM - 6:30 PM	x	0	0	x	0	0	x	0	0					20	60	80	28	67	95	25	61	86	73	188	261	87	73	188	261	87
5:45 PM - 6:45 PM	x	0	0	x	0	0	x	0	0					24	53	77	26	63	89	22	58	80	72	174	246	82	72	174	246	82
6:00 PM - 7:00 PM	x	0	0	x	0	0	x	0	0					22	54	76	32	60	92	27	50	77	81	164	245	82	81	164	245	82
6:15 PM - 7:15 PM	x	0	0	x	0	0	x	0	0					22	55	77	29	55	84	30	49	79	81	159	240	80	81	159	240	80
6:30 PM - 7:30 PM	x	0	0	x	0	0	x	0	0					26	48	74	35	52	87	29	43	72	90	143	233	78	90	143	233	78
6:45 PM - 7:45 PM	x	0	0	x	0	0	x	0	0					28	52	80	32	50	82	35	47	82	95	149	244	81	95	149	244	81
7:00 PM - 8:00 PM	x	0	0	x	0	0	x	0	0					34	51	85	29	48	77	33	47	80	96	146	242	81	96	146	242	81

2019 Georgetown University Fall Transportation Monitoring Study

Garage 2

9/10-9/12

MGUH - Trip Gen

Time Period	Garage 2 - Entrance 3									Garage 2 - Entrance 4									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	39	0	39	34	0	34	45	2	47			0			0			0	118	2	120	40
6:15 AM - 6:30 AM	64	0	64	65	0	65	78	0	78			0			0			0	207	0	207	69
6:30 AM - 6:45 AM	108	0	108	110	2	112	100	4	104			0			0			0	318	6	324	108
6:45 AM - 7:00 AM	115	7	122	87	3	90	103	4	107			0			0			0	305	14	319	106
7:00 AM - 7:15 AM	39	2	41	51	6	57	47	6	53			0			0			0	137	14	151	50
7:15 AM - 7:30 AM	45	12	57	46	7	53	27	9	36									0	118	28	146	49
7:30 AM - 7:45 AM	23	27	50	33	28	61	36	40	76									0	92	95	187	62
7:45 AM - 8:00 AM	36	33	69	38	22	60	36	24	60									0	110	79	189	63
8:00 AM - 8:15 AM	27	13	40	24	24	48	20	9	29									0	71	46	117	39
8:15 AM - 8:30 AM	22	6	28	16	6	22	30	12	42									0	68	24	92	31
8:30 AM - 8:45 AM	28	3	31	27	4	31	20	0	20									0	75	7	82	27
8:45 AM - 9:00 AM	24	2	26	21	4	25	19	6	25			0			0			0	64	12	76	25
9:00 AM - 9:15 AM	19	1	20	16	3	19	18	4	22			0			0			0	53	8	61	20
9:15 AM - 9:30 AM	14	1	15	13	5	18	19	2	21			0			0			0	46	8	54	18
9:30 AM - 9:45 AM	9	1	10	9	2	11	10	1	11			0			0			0	28	4	32	11
9:45 AM - 10:00 AM	11	2	13	10	1	11	12	2	14			0			0			0	33	5	38	13
4:00 PM - 4:15 PM	1	38	39	2	33	35	1	31	32			0			0			0	4	102	106	35
4:15 PM - 4:30 PM	1	31	32	1	36	37	1	31	32			0			0			0	3	98	101	34
4:30 PM - 4:45 PM	0	28	28	1	35	36	0	28	28			0			0			0	1	91	92	31
4:45 PM - 5:00 PM	0	20	20	1	32	33	0	32	32			0			0			0	1	84	85	28
5:00 PM - 5:15 PM	0	41	41	0	30	30	2	34	36			0			0			0	2	105	107	36
5:15 PM - 5:30 PM	0	25	25	2	36	38	1	22	23			0			0			0	3	83	86	29
5:30 PM - 5:45 PM	1	31	32	2	29	31	2	29	31			0			0			0	5	89	94	31
5:45 PM - 6:00 PM	1	26	27	2	21	23	1	17	18			0			0			0	4	64	68	23
6:00 PM - 6:15 PM	3	25	28	4	23	27	1	25	26			0			0			0	8	73	81	27
6:15 PM - 6:30 PM	10	15	25	15	16	31	16	17	33			0			0			0	41	48	89	30
6:30 PM - 6:45 PM	33	16	49	33	11	44	29	20	49			0			0			0	95	47	142	47
6:45 PM - 7:00 PM	33	14	47	32	12	44	36	11	47			0			0			0	101	37	138	46
7:00 PM - 7:15 PM	6	21	27	5	19	24	8	17	25			0			0			0	19	57	76	25
7:15 PM - 7:30 PM	1	22	23	3	21	24	3	13	16			0			0			0	7	56	63	21
7:30 PM - 7:45 PM	0	66	66	0	58	58	0	52	52			0			0			0	0	176	176	59
7:45 PM - 8:00 PM	2	41	43	0	46	46	0	38	38			0			0			0	2	125	127	42
Total	715	570	1285	703	575	1278	721	542	1263	0	0	0	0	0	0	0	0	0	2139	1687	3826	1275
One Hour Volumes																						
6:00 AM - 7:00 AM	326	7	333	296	5	301	326	10	336	0	0	0	0	0	0	0	0	0	948	22	970	323
6:15 AM - 7:15 AM	326	9	335	313	11	324	328	14	342	0	0	0	0	0	0	0	0	0	967	34	1001	334
6:30 AM - 7:30 AM	307	21	328	294	18	312	277	23	300	0	0	0	0	0	0	0	0	0	878	62	940	313
6:45 AM - 7:45 AM	222	48	270	217	44	261	213	59	272	0	0	0	0	0	0	0	0	0	652	151	803	268
7:00 AM - 8:00 AM	143	74	217	168	63	231	146	79	225	0	0	0	0	0	0	0	0	0	457	216	673	224
7:15 AM - 8:15 AM	131	85	216	141	81	222	119	82	201	0	0	0	0	0	0	0	0	0	391	248	639	213
7:30 AM - 8:30 AM	108	79	187	111	80	191	122	85	207	0	0	0	0	0	0	0	0	0	341	244	585	195
7:45 AM - 8:45 AM	113	55	168	105	56	161	106	45	151	0	0	0	0	0	0	0	0	0	324	156	480	160
8:00 AM - 9:00 AM	101	24	125	88	38	126	89	27	116	0	0	0	0	0	0	0	0	0	278	89	367	122
8:15 AM - 9:15 AM	93	12	105	80	17	97	87	22	109	0	0	0	0	0	0	0	0	0	260	51	311	104
8:30 AM - 9:30 AM	85	7	92	77	16	93	76	12	88	0	0	0	0	0	0	0	0	0	238	35	273	91
8:45 AM - 9:45 AM	66	5	71	59	14	73	66	13	79	0	0	0	0	0	0	0	0	0	191	32	223	74
9:00 AM - 10:00 AM	53	5	58	48	11	59	59	9	68	0	0	0	0	0	0	0	0	0	160	25	185	62
4:00 PM - 5:00 PM	2	117	119	5	136	141	2	122	124	0	0	0	0	0	0	0	0	0	9	375	384	128
4:15 PM - 5:15 PM	1	120	121	3	133	136	3	125	128	0	0	0	0	0	0	0	0	0	7	378	385	128
4:30 PM - 5:30 PM	0	114	114	4	133	137	3	116	119	0	0	0	0	0	0	0	0	0	7	363	370	123
4:45 PM - 5:45 PM	1	117	118	5	127	132	5	117	122	0	0	0	0	0	0	0	0	0	11	361	372	124
5:00 PM - 6:00 PM	2	123	125	6	116	122	6	102	108	0	0	0	0	0	0	0	0	0	14	341	355	118
5:15 PM - 6:15 PM	5	107	112	10	109	119	5	93	98	0	0	0	0	0	0	0	0	0	20	309	329	110
5:30 PM - 6:30 PM	15	97	112	23	89	112	20	88	108	0	0	0	0	0	0	0	0	0	58	274	332	111
5:45 PM - 6:45 PM	47	82	129	54	71	125	47	79	126	0	0	0	0	0	0	0	0	0	148	232	380	127
6:00 PM - 7:00 PM	79	70	149	84	62	146	82	73	155	0	0	0	0	0	0	0	0	0	245	205	450	150
6:15 PM - 7:15 PM	82	66	148	85	58	143	89	65	154	0	0	0	0	0	0	0	0	0	256	189	445	148
6:30 PM - 7:30 PM	73	73	146	73	63	136	76	61	137	0	0	0	0	0	0	0	0	0	222	197	419	140
6:45 PM - 7:45 PM	40	123	163	40	110	150	47	93	140	0	0	0	0	0	0	0	0	0	127	326	453	151
7:00 PM - 8:00 PM	9	150	159	8	144	152	11	120	131	0	0	0	0	0	0	0	0	0	28	414	442	147

Closed For 2019

2019 Georgetown University Fall Transportation Monitoring Study

Garage 4

9/10-9/12

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	1	0	1	3	0	3	1	1	2	5	1	6	2
6:15 AM	- 6:30 AM	5	1	6	1	0	1	2	1	3	8	2	10	3
6:30 AM	- 6:45 AM	1	0	1	2	1	3	0	0	0	3	1	4	1
6:45 AM	- 7:00 AM	3	2	5	6	3	9	4	0	4	13	5	18	6
7:00 AM	- 7:15 AM	4	0	4	3	1	4	5	1	6	12	2	14	5
7:15 AM	- 7:30 AM	5	0	5	2	0	2	3	1	4	10	1	11	4
7:30 AM	- 7:45 AM	2	0	2	7	1	8	6	1	7	15	2	17	6
7:45 AM	- 8:00 AM	5	0	5	4	1	5	5	0	5	14	1	15	5
8:00 AM	- 8:15 AM	8	0	8	5	0	5	3	0	3	16	0	16	5
8:15 AM	- 8:30 AM	8	0	8	9	0	9	8	0	8	25	0	25	8
8:30 AM	- 8:45 AM	10	0	10	9	0	9	8	0	8	27	0	27	9
8:45 AM	- 9:00 AM	6	0	6	12	0	12	11	0	11	29	0	29	10
9:00 AM	- 9:15 AM	10	1	11	16	0	16	14	0	14	40	1	41	14
9:15 AM	- 9:30 AM	10	0	10	8	1	9	11	0	11	29	1	30	10
9:30 AM	- 9:45 AM	10	0	10	13	0	13	11	0	11	34	0	34	11
9:45 AM	- 10:00 AM	16	0	16	12	1	13	9	0	9	37	1	38	13
4:00 PM	- 4:15 PM	1	4	5	2	7	9	0	6	6	3	17	20	7
4:15 PM	- 4:30 PM	0	14	14	1	6	7	0	8	8	1	28	29	10
4:30 PM	- 4:45 PM	3	10	13	1	17	18	1	9	10	5	36	41	14
4:45 PM	- 5:00 PM	0	10	10	1	15	16	0	10	10	1	35	36	12
5:00 PM	- 5:15 PM	1	11	12	1	17	18	0	9	9	2	37	39	13
5:15 PM	- 5:30 PM	0	8	8	0	9	9	0	9	9	0	26	26	9
5:30 PM	- 5:45 PM	0	4	4	0	4	4	1	11	12	1	19	20	7
5:45 PM	- 6:00 PM	0	10	10	0	9	9	0	4	4	0	23	23	8
6:00 PM	- 6:15 PM	0	2	2	0	9	9	0	7	7	0	18	18	6
6:15 PM	- 6:30 PM	0	5	5	0	3	3	0	8	8	0	16	16	5
6:30 PM	- 6:45 PM	1	2	3	0	3	3	0	1	1	1	6	7	2
6:45 PM	- 7:00 PM	0	9	9	0	3	3	0	5	5	0	17	17	6
7:00 PM	- 7:15 PM	0	4	4	0	2	2	0	8	8	0	14	14	5
7:15 PM	- 7:30 PM	0	1	1	0	3	3	1	2	3	1	6	7	2
7:30 PM	- 7:45 PM	0	3	3	0	4	4	0	3	3	0	10	10	3
7:45 PM	- 8:00 PM	0	3	3	0	4	4	0	1	1	0	8	8	3
Total		110	104	214	118	124	242	104	106	210	332	334	666	222
One Hour Volumes														
6:00 AM	- 7:00 AM	10	3	13	12	4	16	7	2	9	29	9	38	13
6:15 AM	- 7:15 AM	13	3	16	12	5	17	11	2	13	36	10	46	15
6:30 AM	- 7:30 AM	13	2	15	13	5	18	12	2	14	38	9	47	16
6:45 AM	- 7:45 AM	14	2	16	18	5	23	18	3	21	50	10	60	20
7:00 AM	- 8:00 AM	16	0	16	16	3	19	19	3	22	51	6	57	19
7:15 AM	- 8:15 AM	20	0	20	18	2	20	17	2	19	55	4	59	20
7:30 AM	- 8:30 AM	23	0	23	25	2	27	22	1	23	70	3	73	24
7:45 AM	- 8:45 AM	31	0	31	27	1	28	24	0	24	82	1	83	28
8:00 AM	- 9:00 AM	32	0	32	35	0	35	30	0	30	97	0	97	32
8:15 AM	- 9:15 AM	34	1	35	46	0	46	41	0	41	121	1	122	41
8:30 AM	- 9:30 AM	36	1	37	45	1	46	44	0	44	125	2	127	42
8:45 AM	- 9:45 AM	36	1	37	49	1	50	47	0	47	132	2	134	45
9:00 AM	- 10:00 AM	46	1	47	49	2	51	45	0	45	140	3	143	48
4:00 PM	- 5:00 PM	4	38	42	5	45	50	1	33	34	10	116	126	42
4:15 PM	- 5:15 PM	4	45	49	4	55	59	1	36	37	9	136	145	48
4:30 PM	- 5:30 PM	4	39	43	3	58	61	1	37	38	8	134	142	47
4:45 PM	- 5:45 PM	1	33	34	2	45	47	1	39	40	4	117	121	40
5:00 PM	- 6:00 PM	1	33	34	1	39	40	1	33	34	3	105	108	36
5:15 PM	- 6:15 PM	0	24	24	0	31	31	1	31	32	1	86	87	29
5:30 PM	- 6:30 PM	0	21	21	0	25	25	1	30	31	1	76	77	26
5:45 PM	- 6:45 PM	1	19	20	0	24	24	0	20	20	1	63	64	21
6:00 PM	- 7:00 PM	1	18	19	0	18	18	0	21	21	1	57	58	19
6:15 PM	- 7:15 PM	1	20	21	0	11	11	0	22	22	1	53	54	18
6:30 PM	- 7:30 PM	1	16	17	0	11	11	1	16	17	2	43	45	15
6:45 PM	- 7:45 PM	0	17	17	0	12	12	1	18	19	1	47	48	16
7:00 PM	- 8:00 PM	0	11	11	0	13	13	1	14	15	1	38	39	13

2019 Georgetown University Fall Transportation Monitoring Study
Leavey
9/10-9/12

South Entrance
AM - GU-33%, MGUH-67%
PM - GU-34%, MGUH-66%

East Entrance
AM - GU-41%, MGUH-59%
PM - GU-35%, MGUH-65%

Time Period	Leavey Garage North Entrance									Leavey Garage South Entrance									Leavey Garage East Entrance									Leavey Garage Totals			
	Tuesday			Wednesday			Thursday			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	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes																															
6:00 AM - 6:15 AM			0			0			0	34	1	35	28	1	29	26	2	28	1	1	2	0	1	1	0	3	3	89	9	98	33
6:15 AM - 6:30 AM			0			0			0	30	6	36	31	5	36	49	4	53	0	0	0	0	0	0	0	0	0	110	15	125	42
6:30 AM - 6:45 AM			0			0			0	56	11	67	49	10	59	36	11	47	4	1	5	2	1	3	2	1	3	149	35	184	61
6:45 AM - 7:00 AM			0			0			0	69	12	81	52	8	60	61	13	74	2	2	4	5	4	9	5	4	9	194	43	237	79
7:00 AM - 7:15 AM			0			0			0	56	21	77	62	24	86	55	18	73	3	5	8	2	4	6	3	2	5	181	74	255	85
7:15 AM - 7:30 AM			0			0			0	52	8	60	61	12	73	64	10	74	1	10	11	2	9	11	1	8	9	181	57	238	79
7:30 AM - 7:45 AM			0			0			0	46	20	66	45	15	60	56	26	82	0	19	19	4	13	17	3	26	29	154	119	273	91
7:45 AM - 8:00 AM			0			0			0	52	19	71	61	14	75	58	15	73	2	10	12	2	13	15	1	5	6	176	76	252	84
8:00 AM - 8:15 AM			0			0			0	54	13	67	55	13	68	60	12	72	5	4	9	3	4	7	5	4	9	182	50	232	77
8:15 AM - 8:30 AM			0			0			0	52	10	62	40	17	57	42	15	57	0	4	4	4	4	8	0	1	1	138	51	189	63
8:30 AM - 8:45 AM			0			0			0	39	6	45	37	8	45	38	8	46	5	0	5	0	3	3	3	1	4	122	26	148	49
8:45 AM - 9:00 AM			0			0			0	45	6	51	43	9	52	52	9	61	6	2	8	7	1	8	3	2	5	156	29	185	62
9:00 AM - 9:15 AM			0			0			0	35	9	44	50	7	57	44	13	57	2	0	2	0	5	5	4	1	5	135	35	170	57
9:15 AM - 9:30 AM			0			0			0	32	9	41	39	11	50	36	6	42	6	2	8	2	2	4	6	1	7	121	31	152	51
9:30 AM - 9:45 AM			0			0			0	20	9	29	32	11	43	28	10	38	2	1	3	3	2	5	5	3	8	90	36	126	42
9:45 AM - 10:00 AM			0			0			0	34	6	40	25	8	33	35	4	39	4	3	7	3	4	7	2	1	3	103	26	129	43
4:00 PM - 4:15 PM			0			0			0	13	31	44	7	27	34	17	28	45	0	12	12	0	6	6	1	13	14	38	117	155	52
4:15 PM - 4:30 PM			0			0			0	10	33	43	10	32	42	10	31	41	4	6	10	1	8	9	0	5	5	35	115	150	50
4:30 PM - 4:45 PM			0			0			0	12	36	48	10	41	51	14	36	50	3	10	13	1	12	13	3	12	15	43	147	190	63
4:45 PM - 5:00 PM			0			0			0	13	37	50	10	40	50	9	36	45	1	17	18	1	14	15	2	10	12	36	154	190	63
5:00 PM - 5:15 PM			0			0			0	16	41	57	10	36	46	10	36	46	1	20	21	2	7	9	1	20	21	40	160	200	67
5:15 PM - 5:30 PM			0			0			0	8	30	38	18	47	65	13	42	55	1	14	15	2	15	17	0	20	20	42	168	210	70
5:30 PM - 5:45 PM			0			0			0	10	30	40	6	43	49	8	34	42	1	26	27	0	17	17	1	21	22	26	171	197	66
5:45 PM - 6:00 PM			0			0			0	6	48	54	10	41	51	3	37	40	1	11	12	1	16	17	4	15	19	25	168	193	64
6:00 PM - 6:15 PM			0			0			0	10	30	40	6	32	38	8	37	45	0	22	22	2	10	12	0	12	12	26	143	169	56
6:15 PM - 6:30 PM			0			0			0	11	34	45	8	35	43	12	38	50	2	6	8	3	21	24	1	13	14	37	147	184	61
6:30 PM - 6:45 PM			0			0			0	14	37	51	14	34	48	9	34	43	0	12	12	1	22	23	0	7	7	38	146	184	61
6:45 PM - 7:00 PM			0			0			0	16	15	31	12	23	35	17	19	36	0	8	8	2	6	8	1	6	7	48	77	125	42
7:00 PM - 7:15 PM			0			0			0	13	29	42	15	24	39	16	25	41	2	9	11	0	8	8	3	5	8	49	100	149	50
7:15 PM - 7:30 PM			0			0			0	5	18	23	6	14	20	3	17	20	0	5	5	0	7	7	2	5	7	16	66	82	27
7:30 PM - 7:45 PM			0			0			0	5	21	26	9	10	19	6	22	28	1	4	5	1	2	3	0	4	4	22	63	85	28
7:45 PM - 8:00 PM			0			0			0	7	18	25	4	13	17	6	19	25	0	4	4	2	2	4	1	2	3	20	58	78	26
Total	0	0	0	0	0	0	0	0	0	875	654	1529	865	665	1530	901	667	1568	60	250	310	58	243	301	63	233	296	2822	2712	4627	1542.3
One Hour Volumes																															
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	189	30	219	160	24	184	172	30	202	7	4	11	7	6	13	7	8	15	542	102	644	215
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	211	50	261	194	47	241	201	46	247	9	8	17	9	9	18	10	7	17	634	167	801	267
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	233	52	285	224	54	278	216	52	268	10	18	28	11	18	29	11	15	26	705	209	914	305
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	223	61	284	220	59	279	236	67	303	6	36	42	13	30	43	12	40	52	710	293	1003	334
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	206	68	274	229	65	294	233	69	302	6	44	50	10	39	49	8	41	49	692	326	1018	339
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	204	60	264	222	54	276	238	63	301	8	43	51	11	39	50	10	43	53	693	302	995	332
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	204	62	266	201	59	260	216	68	284	7	37	44	13	34	47	9	36	45	650	296	946	315
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	197	48	245	193	52	245	198	50	248	12	18	30	9	24	33	9	11	20	618	203	821	274
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	190	35	225	175	47	222	192	44	236	16	10	26	14	12	26	11	8	19	598	156	754	251
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	171	31	202	170	41	211	176	45	221	13	6	19	11	13	24	10	5	15	551	141	692	231
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	151	30	181	169	35	204	170	36	206	19	4	23	9	11	20	16	5	21	534	121	655	218
8:45 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	132	33	165	164	38	202	160	38	198	16	5	21	12	10	22	18	7	25	502	131	633	211
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	121	33	154	146	37	183	143	33	176	14	6	20	8	13	21	17	6	23	449	128	577	192
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	48	137	185	37	140	177	50	131	181	8	45	53	3	40	43	6	40	46	152	533	685	228
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	51	147	198	40	149	189	43	139	182	9	53	62	5	41	46	6	47	53	154	576	730	243
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	49	144	193	48	164	212	46	150	196	6	61	67	6	48	54	6	62	68	161	629	790	263
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	47	138	185	44	166	210	40	148	188	4	77	81	5	53	58	4	71	75	144	653	797	266
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	40	149	189	44	167	211	34	149	183	4	71	75	5	55	60	6	76	82	133	667	800	267
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	34	138	172	40	163	203	32	150	182	3	73	76	5	58	63	5	68	73	119	650	769	256
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	37	142	179	30	151	181	31	146	177	4	65	69	6	64	70	6	61	67	114	629	743	248
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	41	149	190	38	142	180	32	146	178	3	51	54	7	69	76	5	47	52	126	604	730	243
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	51	116	167	40	124	164	46	128	174	2	48	50	8	59	67	2	38	40	149	513	662	221
6:15 PM - 7:15 PM	0	0	0	0	0	0	0	0	0	54	115	169	49	116	165	54	116	170	4	35	39	6	57	63	5	31	36	172	470	642	214
6:30 PM - 7:30 PM	0	0	0	0	0	0	0	0	0	48	99	147	47	95	142	45	95	140	2	34	36	3	43	46	6	23	29	151	389	540	180
6:45 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	39	83	122	42	71	113	42	83	125	3	26	29	3	23	26	6	20	26	135	306	441	147
7:00 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	30	86	116	34	61	95	31	83	114	3	22	25	3	19	22	6	16	22	107	287	394	131

Closed For 2019

2019 Georgetown University Fall Transportation Monitoring Study

Southwest

9/10-9/12

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	1	1	2	1	1	2	2	0	2	15	3	18	18	3	21	19	3	22	56	11	67	22
6:15 AM - 6:30 AM	1	1	2	2	1	3	2	6	8	22	2	24	22	4	26	26	3	29	75	17	92	31
6:30 AM - 6:45 AM	3	2	5	1	2	3	2	1	3	36	4	40	32	2	34	33	3	36	107	14	121	40
6:45 AM - 7:00 AM	4	4	8	4	5	9	5	4	9	36	4	40	38	2	40	28	9	37	115	28	143	48
7:00 AM - 7:15 AM	3	2	5	2	5	7	3	6	9	31	3	34	33	6	39	24	6	30	96	28	124	41
7:15 AM - 7:30 AM	3	3	6	4	5	9	3	3	6	22	4	26	33	7	40	34	5	39	99	27	126	42
7:30 AM - 7:45 AM	2	4	6	2	1	3	3	2	5	35	6	41	29	2	31	34	5	39	105	20	125	42
7:45 AM - 8:00 AM	3	2	5	3	5	8	2	1	3	31	1	32	28	3	31	27	4	31	94	16	110	37
8:00 AM - 8:15 AM	8	2	10	4	6	10	7	5	12	26	4	30	25	4	29	26	3	29	96	24	120	40
8:15 AM - 8:30 AM	3	3	6	3	6	9	3	2	5	28	1	29	37	3	40	33	6	39	107	21	128	43
8:30 AM - 8:45 AM	3	2	5	4	3	7	4	2	6	43	5	48	34	6	40	32	2	34	120	20	140	47
8:45 AM - 9:00 AM	9	3	12	5	4	9	4	2	6	30	4	34	45	5	50	35	3	38	128	21	149	50
9:00 AM - 9:15 AM	4	2	6	5	1	6	8	4	12	27	1	28	42	4	46	33	3	36	119	15	134	45
9:15 AM - 9:30 AM	3	2	5	6	1	7	5	3	8	35	3	38	33	3	36	27	1	28	109	13	122	41
9:30 AM - 9:45 AM	3	3	6	2	3	5	4	1	5	27	3	30	27	7	34	36	4	40	99	21	120	40
9:45 AM - 10:00 AM	3	3	6	1	1	2	0	1	1	25	3	28	24	5	29	19	3	22	72	16	88	29
4:00 PM - 4:15 PM	1	13	14	2	11	13	1	7	8	9	17	26	10	23	33	13	17	30	36	88	124	41
4:15 PM - 4:30 PM	0	6	6	2	12	14	4	10	14	22	17	39	17	27	44	16	26	42	61	98	159	53
4:30 PM - 4:45 PM	1	9	10	0	12	12	2	21	23	26	17	43	13	16	29	22	23	45	64	98	162	54
4:45 PM - 5:00 PM	3	13	16	3	9	12	0	14	14	21	32	53	16	24	40	12	19	31	55	111	166	55
5:00 PM - 5:15 PM	1	14	15	2	19	21	1	9	10	16	43	59	16	25	41	13	27	40	49	137	186	62
5:15 PM - 5:30 PM	0	12	12	2	12	14	0	9	9	19	26	45	17	29	46	9	19	28	47	107	154	51
5:30 PM - 5:45 PM	2	12	14	0	13	13	2	16	18	15	25	40	17	31	48	21	26	47	57	123	180	60
5:45 PM - 6:00 PM	0	12	12	1	12	13	0	13	13	21	21	42	27	20	47	24	22	46	73	100	173	58
6:00 PM - 6:15 PM	0	3	3	2	12	14	1	7	8	32	22	54	36	21	57	22	19	41	93	84	177	59
6:15 PM - 6:30 PM	1	11	12	2	15	17	1	6	7	18	17	35	27	19	46	13	23	36	62	91	153	51
6:30 PM - 6:45 PM	1	4	5	0	7	7	0	8	8	7	11	18	17	20	37	11	20	31	36	70	106	35
6:45 PM - 7:00 PM	0	10	10	0	2	2	1	5	6	1	15	16	9	12	21	5	24	29	16	68	84	28
7:00 PM - 7:15 PM	0	3	3	1	7	8	0	2	2	4	18	22	4	16	20	2	13	15	11	59	70	23
7:15 PM - 7:30 PM	0	6	6	0	7	7	2	2	4	5	13	18	3	11	14	4	18	22	14	57	71	24
7:30 PM - 7:45 PM	1	8	9	1	8	9	0	9	9	4	29	33	8	8	16	4	18	22	18	80	98	33
7:45 PM - 8:00 PM	0	5	5	1	4	5	0	5	5	5	18	23	4	14	18	4	10	14	14	56	70	23
Total	67	180	247	68	212	280	72	186	258	694	392	1086	741	382	1123	661	387	1048	2303	1739	4042	1347
One Hour Volumes																						
6:00 AM - 7:00 AM	9	8	17	8	9	17	11	11	22	109	13	122	110	11	121	106	18	124	353	70	423	141
6:15 AM - 7:15 AM	11	9	20	9	13	22	12	17	29	125	13	138	125	14	139	111	21	132	393	87	480	160
6:30 AM - 7:30 AM	13	11	24	11	17	28	13	14	27	125	15	140	136	17	153	119	23	142	417	97	514	171
6:45 AM - 7:45 AM	12	13	25	12	16	28	14	15	29	124	17	141	133	17	150	120	25	145	415	103	518	173
7:00 AM - 8:00 AM	11	11	22	11	16	27	11	12	23	119	14	133	123	18	141	119	20	139	394	91	485	162
7:15 AM - 8:15 AM	16	11	27	13	17	30	15	11	26	114	15	129	115	16	131	121	17	138	394	87	481	160
7:30 AM - 8:30 AM	16	11	27	12	18	30	15	10	25	120	12	132	119	12	131	120	18	138	402	81	483	161
7:45 AM - 8:45 AM	17	9	26	14	20	34	16	10	26	128	11	139	124	16	140	118	15	133	417	81	498	166
8:00 AM - 9:00 AM	23	10	33	16	19	35	18	11	29	127	14	141	141	18	159	126	14	140	451	86	537	179
8:15 AM - 9:15 AM	19	10	29	17	14	31	19	10	29	128	11	139	158	18	176	133	14	147	474	77	551	184
8:30 AM - 9:30 AM	19	9	28	20	9	29	21	11	32	135	13	148	154	18	172	127	9	136	476	69	545	182
8:45 AM - 9:45 AM	19	10	29	18	9	27	21	10	31	119	11	130	147	19	166	131	11	142	455	70	525	175
9:00 AM - 10:00 AM	13	10	23	14	6	20	17	9	26	114	10	124	126	19	145	115	11	126	399	65	464	155
4:00 PM - 5:00 PM	5	41	46	7	44	51	7	52	59	78	83	161	56	90	146	63	85	148	216	395	611	204
4:15 PM - 5:15 PM	5	42	47	7	52	59	7	54	61	85	109	194	62	92	154	63	95	158	229	444	673	224
4:30 PM - 5:30 PM	5	48	53	7	52	59	3	53	56	82	118	200	62	94	156	56	88	144	215	453	668	223
4:45 PM - 5:45 PM	6	51	57	7	53	60	3	48	51	71	126	197	66	109	175	55	91	146	208	478	686	229
5:00 PM - 6:00 PM	3	50	53	5	56	61	3	47	50	71	115	186	77	105	182	67	94	161	226	467	693	231
5:15 PM - 6:15 PM	2	39	41	5	49	54	3	45	48	87	94	181	97	101	198	76	86	162	270	414	684	228
5:30 PM - 6:30 PM	3	38	41	5	52	57	4	42	46	86	85	171	107	91	198	80	90	170	285	398	683	228
5:45 PM - 6:45 PM	2	30	32	5	46	51	2	34	36	78	71	149	107	80	187	70	84	154	264	345	609	203
6:00 PM - 7:00 PM	2	28	30	4	36	40	3	26	29	58	65	123	89	72	161	51	86	137	207	313	520	173
6:15 PM - 7:15 PM	2	28	30	3	31	34	2	21	23	30	61	91	57	67	124	31	80	111	125	288	413	138
6:30 PM - 7:30 PM	1	23	24	1	23	24	3	17	20	17	57	74	33	59	92	22	75	97	77	254	331	110
6:45 PM - 7:45 PM	1	27	28	2	24	26	3	18	21	14	75	89	24	47	71	15	73	88	59	264	323	108
7:00 PM - 8:00 PM	1	22	23	3	26	29	2	18	20	18	78	96	19	49	68	14	59	73	57	252	309	103

2019 Georgetown University Fall Transportation Monitoring Study
Lot E (Med/Dental)
9/10-9/12
GU - Trip Gen

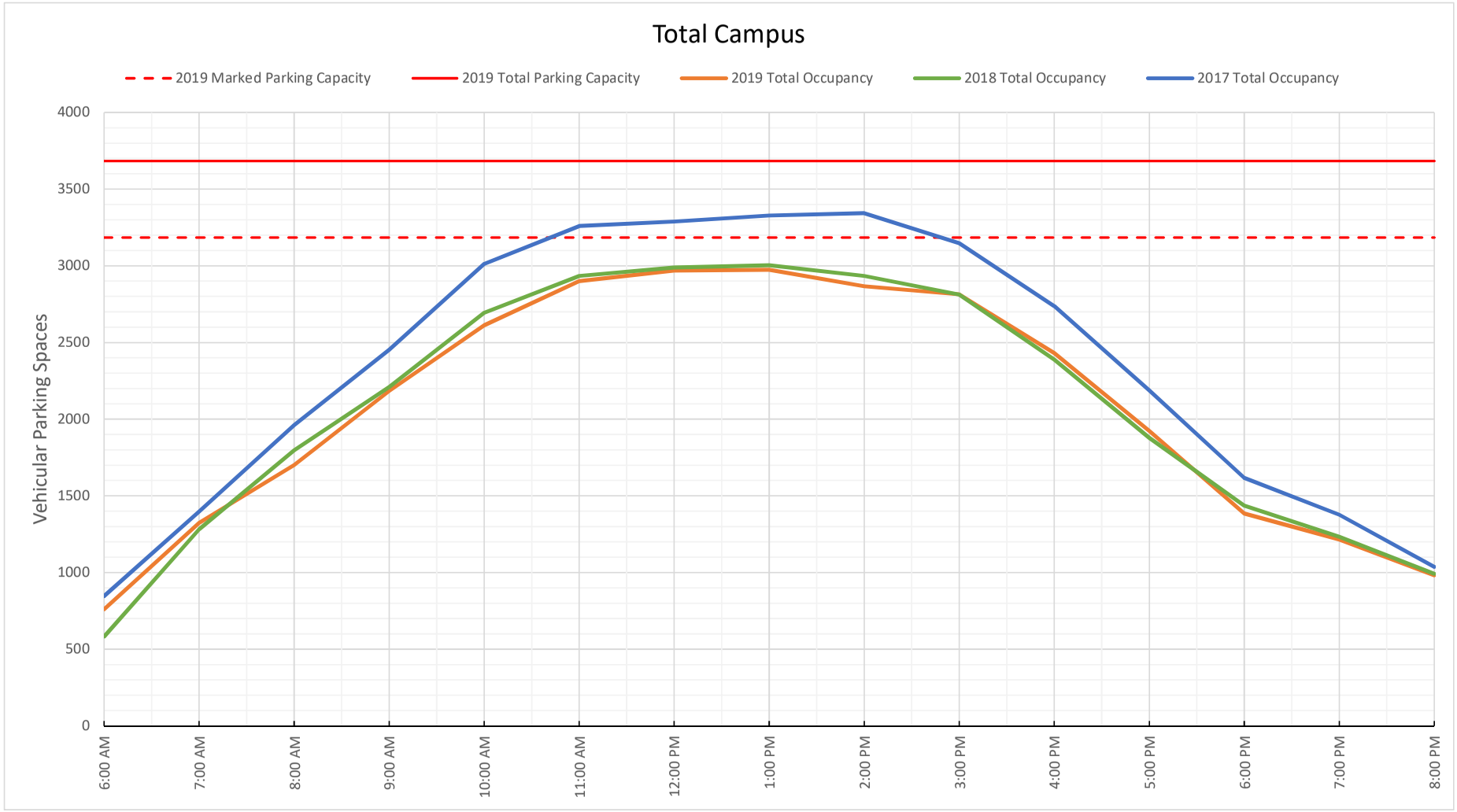
Time Period	Lot E									Both Entrances			
	Tuesday			Wednesday			Thursday			Week Totals			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	0	0	0	0	0	0	0	1	1	0	1	1	0
6:15 AM - 6:30 AM	0	1	1	2	0	2	0	0	0	2	1	3	1
6:30 AM - 6:45 AM	1	1	2	0	1	1	0	0	0	1	2	3	1
6:45 AM - 7:00 AM	1	1	2	0	3	3	1	1	2	2	5	7	2
7:00 AM - 7:15 AM	5	10	15	4	7	11	7	8	15	16	25	41	14
7:15 AM - 7:30 AM	4	3	7	5	0	5	5	1	6	14	4	18	6
7:30 AM - 7:45 AM	2	0	2	5	1	6	5	2	7	12	3	15	5
7:45 AM - 8:00 AM	4	0	4	6	0	6	3	0	3	13	0	13	4
8:00 AM - 8:15 AM	10	3	13	5	0	5	1	1	2	16	4	20	7
8:15 AM - 8:30 AM	5	1	6	1	0	1	1	1	2	7	2	9	3
8:30 AM - 8:45 AM	3	2	5	3	0	3	4	1	5	10	3	13	4
8:45 AM - 9:00 AM	4	0	4	3	1	4	1	0	1	8	1	9	3
9:00 AM - 9:15 AM	6	1	7	7	1	8	4	1	5	17	3	20	7
9:15 AM - 9:30 AM	4	1	5	0	1	1	3	2	5	7	4	11	4
9:30 AM - 9:45 AM	1	0	1	0	0	0	5	0	5	6	0	6	2
9:45 AM - 10:00 AM	4	0	4	6	0	6	1	0	1	11	0	11	4
4:00 PM - 4:15 PM	1	4	5	0	3	3	1	2	3	2	9	11	4
4:15 PM - 4:30 PM	1	3	4	1	2	3	0	5	5	2	10	12	4
4:30 PM - 4:45 PM	1	3	4	0	2	2	0	2	2	1	7	8	3
4:45 PM - 5:00 PM	0	3	3	0	0	0	0	3	3	0	6	6	2
5:00 PM - 5:15 PM	0	5	5	0	4	4	2	5	7	2	14	16	5
5:15 PM - 5:30 PM	0	3	3	0	2	2	0	8	8	0	13	13	4
5:30 PM - 5:45 PM	2	2	4	1	3	4	1	2	3	4	7	11	4
5:45 PM - 6:00 PM	1	7	8	1	2	3	0	5	5	2	14	16	5
6:00 PM - 6:15 PM	0	3	3	1	3	4	2	3	5	3	9	12	4
6:15 PM - 6:30 PM	0	4	4	0	2	2	0	2	2	0	8	8	3
6:30 PM - 6:45 PM	0	2	2	1	1	2	0	0	0	1	3	4	1
6:45 PM - 7:00 PM	0	0	0	1	0	1	0	1	1	1	1	2	1
7:00 PM - 7:15 PM	0	3	3	1	1	2	0	0	0	1	4	5	2
7:15 PM - 7:30 PM	0	0	0	0	2	2	0	1	1	0	3	3	1
7:30 PM - 7:45 PM	0	1	1	0	0	0	0	1	1	0	2	2	1
7:45 PM - 8:00 PM	0	0	0	0	1	1	0	2	2	0	3	3	1
Total	60	67	127	54	43	97	47	61	108	161	171	332	111
One Hour Volumes													
6:00 AM - 7:00 AM	2	3	5	2	4	6	1	2	3	5	9	14	5
6:15 AM - 7:15 AM	7	13	20	6	11	17	8	9	17	21	33	54	18
6:30 AM - 7:30 AM	11	15	26	9	11	20	13	10	23	33	36	69	23
6:45 AM - 7:45 AM	12	14	26	14	11	25	18	12	30	44	37	81	27
7:00 AM - 8:00 AM	15	13	28	20	8	28	20	11	31	55	32	87	29
7:15 AM - 8:15 AM	20	6	26	21	1	22	14	4	18	55	11	66	22
7:30 AM - 8:30 AM	21	4	25	17	1	18	10	4	14	48	9	57	19
7:45 AM - 8:45 AM	22	6	28	15	0	15	9	3	12	46	9	55	18
8:00 AM - 9:00 AM	22	6	28	12	1	13	7	3	10	41	10	51	17
8:15 AM - 9:15 AM	18	4	22	14	2	16	10	3	13	42	9	51	17
8:30 AM - 9:30 AM	17	4	21	13	3	16	12	4	16	42	11	53	18
8:45 AM - 9:45 AM	15	2	17	10	3	13	13	3	16	38	8	46	15
9:00 AM - 10:00 AM	15	2	17	13	2	15	13	3	16	41	7	48	16
4:00 PM - 5:00 PM	3	13	16	1	7	8	1	12	13	5	32	37	12
4:15 PM - 5:15 PM	2	14	16	1	8	9	2	15	17	5	37	42	14
4:30 PM - 5:30 PM	1	14	15	0	8	8	2	18	20	3	40	43	14
4:45 PM - 5:45 PM	2	13	15	1	9	10	3	18	21	6	40	46	15
5:00 PM - 6:00 PM	3	17	20	2	11	13	3	20	23	8	48	56	19
5:15 PM - 6:15 PM	3	15	18	3	10	13	3	18	21	9	43	52	17
5:30 PM - 6:30 PM	3	16	19	3	10	13	3	12	15	9	38	47	16
5:45 PM - 6:45 PM	1	16	17	3	8	11	2	10	12	6	34	40	13
6:00 PM - 7:00 PM	0	9	9	3	6	9	2	6	8	5	21	26	9
6:15 PM - 7:15 PM	0	9	9	3	4	7	0	3	3	3	16	19	6
6:30 PM - 7:30 PM	0	5	5	3	4	7	0	2	2	3	11	14	5
6:45 PM - 7:45 PM	0	4	4	2	3	5	0	3	3	2	10	12	4
7:00 PM - 8:00 PM	0	4	4	1	4	5	0	4	4	1	12	13	4

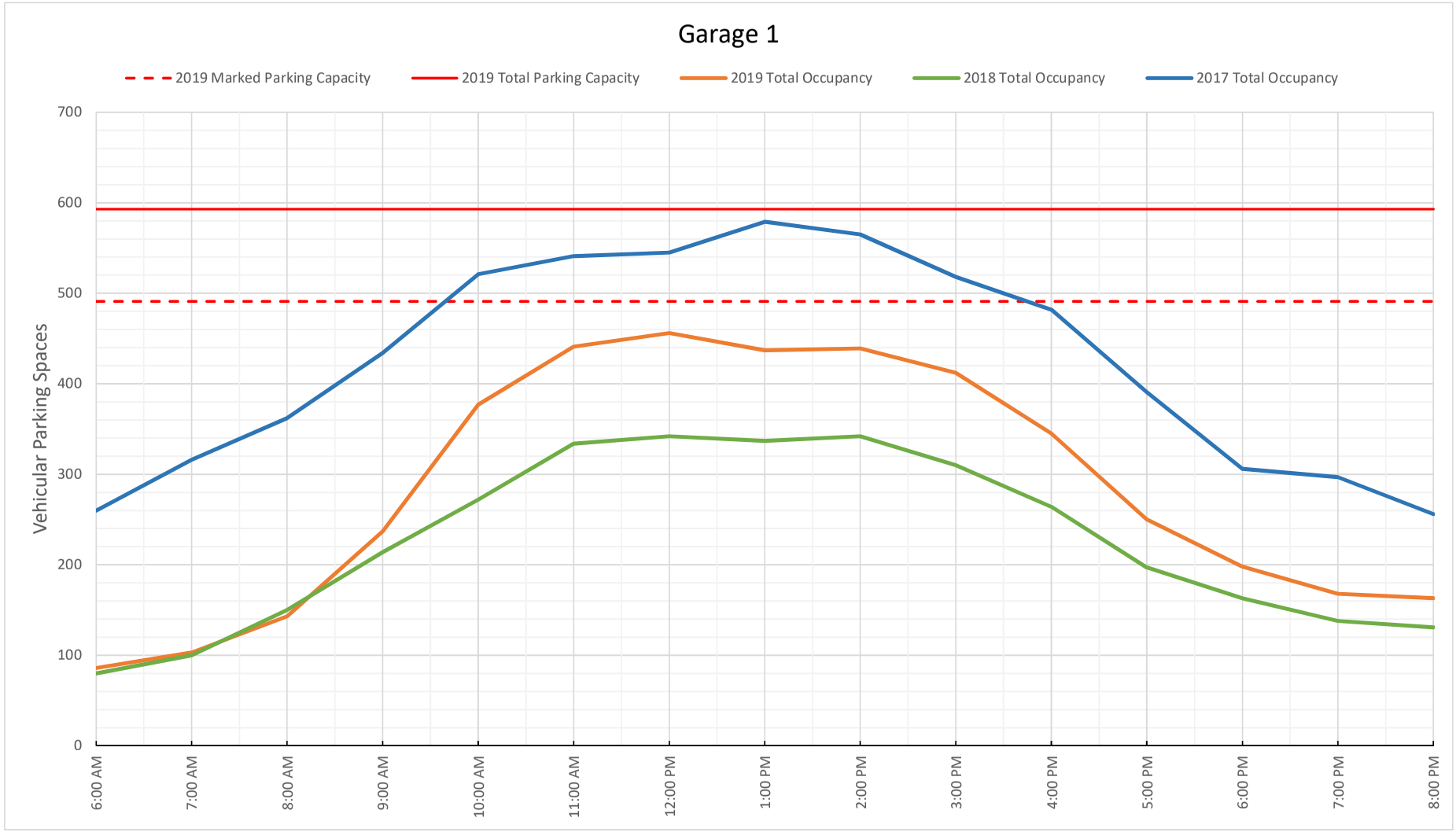
2019 Georgetown University Fall Transportation Monitoring Study
Lot Y (Yates)
9/10-9/12

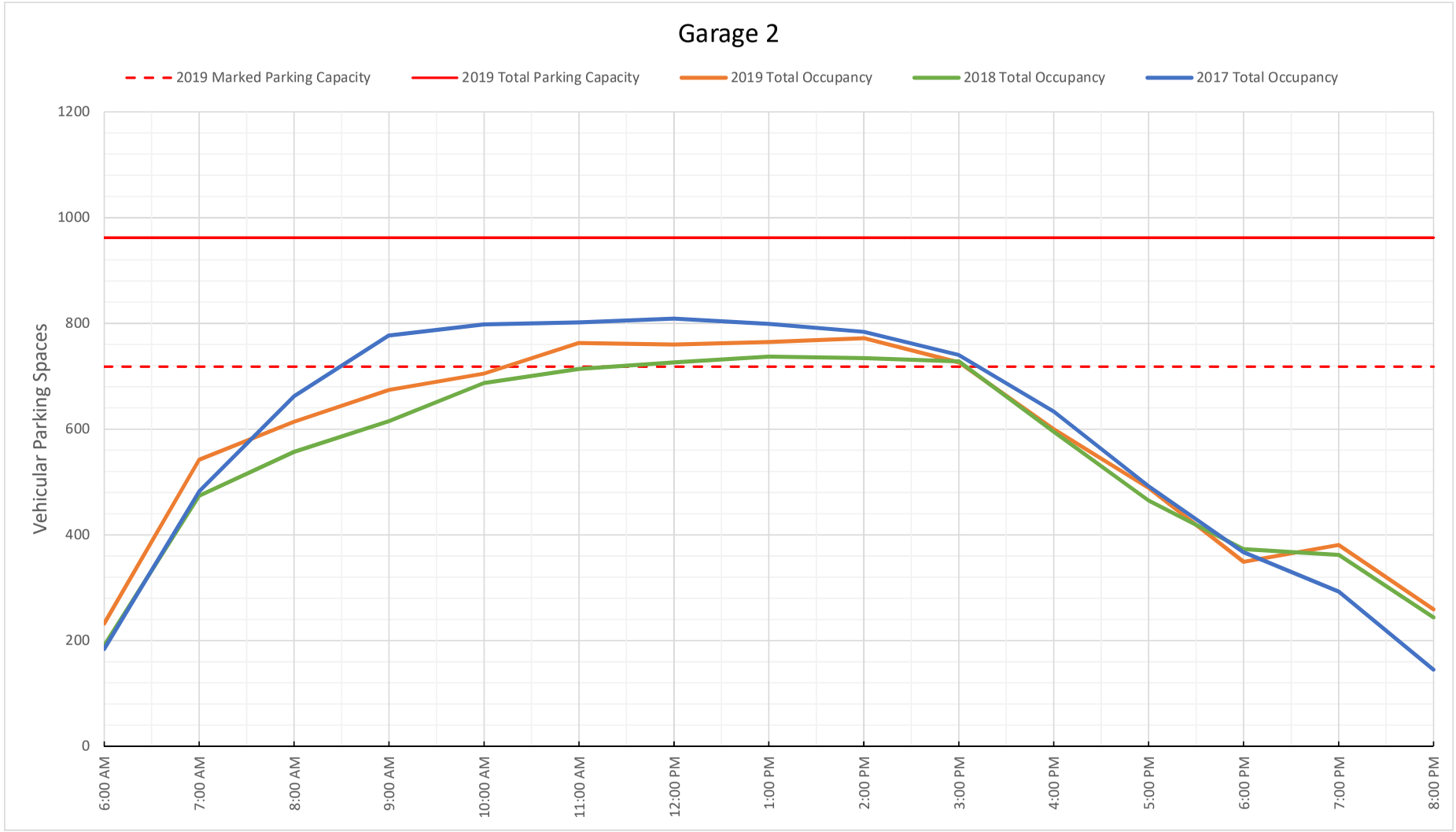
GU - Trip Gen

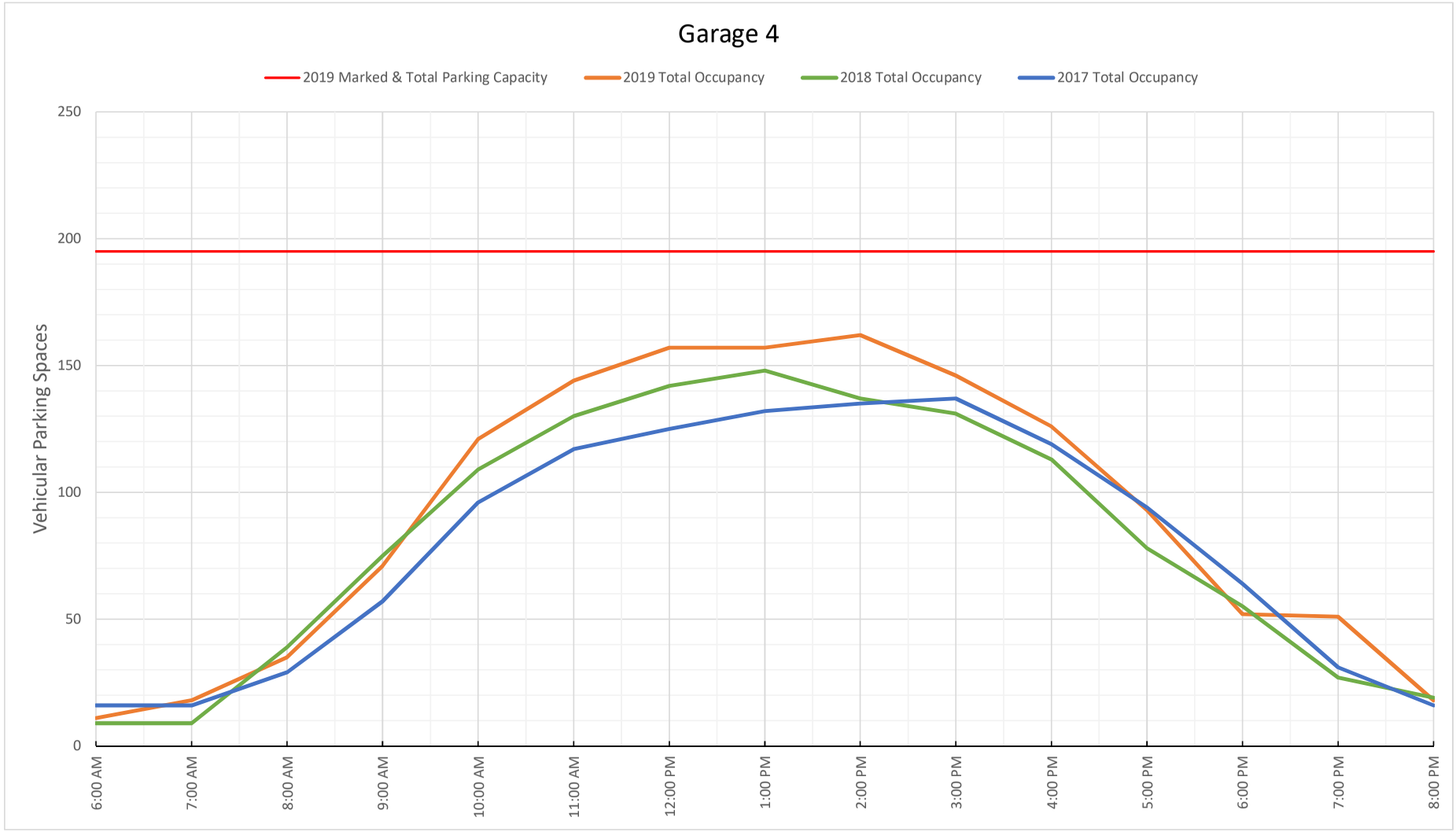
Time Period	Lot Y (Yates) Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Lot Y Totals Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	2	1	3	4	2	6	2	1	3	8	4	12	4
6:15 AM - 6:30 AM	3	1	4	2	0	2	4	2	6	9	3	12	4
6:30 AM - 6:45 AM	3	4	7	2	1	3	2	2	4	7	7	14	5
6:45 AM - 7:00 AM	5	2	7	4	2	6	4	2	6	13	6	19	6
7:00 AM - 7:15 AM	3	3	6	5	4	9	3	0	3	11	7	18	6
7:15 AM - 7:30 AM	6	1	7	8	5	13	9	4	13	23	10	33	11
7:30 AM - 7:45 AM	5	2	7	8	5	13	6	5	11	19	12	31	10
7:45 AM - 8:00 AM	2	4	6	3	6	9	6	8	14	11	18	29	10
8:00 AM - 8:15 AM	6	4	10	6	5	11	2	6	8	14	15	29	10
8:15 AM - 8:30 AM	2	2	4	2	3	5	6	5	11	10	10	20	7
8:30 AM - 8:45 AM	3	5	8	6	3	9	2	1	3	11	9	20	7
8:45 AM - 9:00 AM	4	3	7	6	7	13	6	2	8	16	12	28	9
9:00 AM - 9:15 AM	1	6	7	7	6	13	4	3	7	12	15	27	9
9:15 AM - 9:30 AM	4	1	5	2	1	3	5	6	11	11	8	19	6
9:30 AM - 9:45 AM	6	4	10	4	4	8	5	5	10	15	13	28	9
9:45 AM - 10:00 AM	6	5	11	4	4	8	5	5	10	15	14	29	10
4:00 PM - 4:15 PM	1	2	3	2	5	7	3	3	6	6	10	16	5
4:15 PM - 4:30 PM	1	5	6	2	5	7	2	2	4	5	12	17	6
4:30 PM - 4:45 PM	1	2	3	3	4	7	2	1	3	6	7	13	4
4:45 PM - 5:00 PM	3	2	5	1	1	2	2	3	5	6	6	12	4
5:00 PM - 5:15 PM	1	4	5	3	4	7	0	4	4	4	12	16	5
5:15 PM - 5:30 PM	2	3	5	0	1	1	3	0	3	5	4	9	3
5:30 PM - 5:45 PM	6	3	9	2	2	4	7	2	9	15	7	22	7
5:45 PM - 6:00 PM	2	2	4	3	2	5	5	6	11	10	10	20	7
6:00 PM - 6:15 PM	9	6	15	4	2	6	2	2	4	15	10	25	8
6:15 PM - 6:30 PM	5	7	12	2	4	6	3	8	11	10	19	29	10
6:30 PM - 6:45 PM	7	7	14	4	4	8	7	7	14	18	18	36	12
6:45 PM - 7:00 PM	1	3	4	1	3	4	2	7	9	4	13	17	6
7:00 PM - 7:15 PM	1	2	3	3	2	5	4	6	10	8	10	18	6
7:15 PM - 7:30 PM	0	3	3	0	1	1	1	1	2	1	5	6	2
7:30 PM - 7:45 PM	4	2	6	0	1	1	2	1	3	6	4	10	3
7:45 PM - 8:00 PM	2	6	8	0	1	1	0	2	2	2	9	11	4
Total	107	107	214	103	100	203	116	112	228	326	319	645	215
One Hour Volumes													
6:00 AM - 7:00 AM	13	8	21	12	5	17	12	7	19	37	20	57	19
6:15 AM - 7:15 AM	14	10	24	13	7	20	13	6	19	40	23	63	21
6:30 AM - 7:30 AM	17	10	27	19	12	31	18	8	26	54	30	84	28
6:45 AM - 7:45 AM	19	8	27	25	16	41	22	11	33	66	35	101	34
7:00 AM - 8:00 AM	16	10	26	24	20	44	24	17	41	64	47	111	37
7:15 AM - 8:15 AM	19	11	30	25	21	46	23	23	46	67	55	122	41
7:30 AM - 8:30 AM	15	12	27	19	19	38	20	24	44	54	55	109	36
7:45 AM - 8:45 AM	13	15	28	17	17	34	16	20	36	46	52	98	33
8:00 AM - 9:00 AM	15	14	29	20	18	38	16	14	30	51	46	97	32
8:15 AM - 9:15 AM	10	16	26	21	19	40	18	11	29	49	46	95	32
8:30 AM - 9:30 AM	12	15	27	21	17	38	17	12	29	50	44	94	31
8:45 AM - 9:45 AM	15	14	29	19	18	37	20	16	36	54	48	102	34
9:00 AM - 10:00 AM	17	16	33	17	15	32	19	19	38	53	50	103	34
4:00 PM - 5:00 PM	6	11	17	8	15	23	9	9	18	23	35	58	19
4:15 PM - 5:15 PM	6	13	19	9	14	23	6	10	16	21	37	58	19
4:30 PM - 5:30 PM	7	11	18	7	10	17	7	8	15	21	29	50	17
4:45 PM - 5:45 PM	12	12	24	6	8	14	12	9	21	30	29	59	20
5:00 PM - 6:00 PM	11	12	23	8	9	17	15	12	27	34	33	67	22
5:15 PM - 6:15 PM	19	14	33	9	7	16	17	10	27	45	31	76	25
5:30 PM - 6:30 PM	22	18	40	11	10	21	17	18	35	50	46	96	32
5:45 PM - 6:45 PM	23	22	45	13	12	25	17	23	40	53	57	110	37
6:00 PM - 7:00 PM	22	23	45	11	13	24	14	24	38	47	60	107	36
6:15 PM - 7:15 PM	14	19	33	10	13	23	16	28	44	40	60	100	33
6:30 PM - 7:30 PM	9	15	24	8	10	18	14	21	35	31	46	77	26
6:45 PM - 7:45 PM	6	10	16	4	7	11	9	15	24	19	32	51	17
7:00 PM - 8:00 PM	7	13	20	3	5	8	7	10	17	17	28	45	15

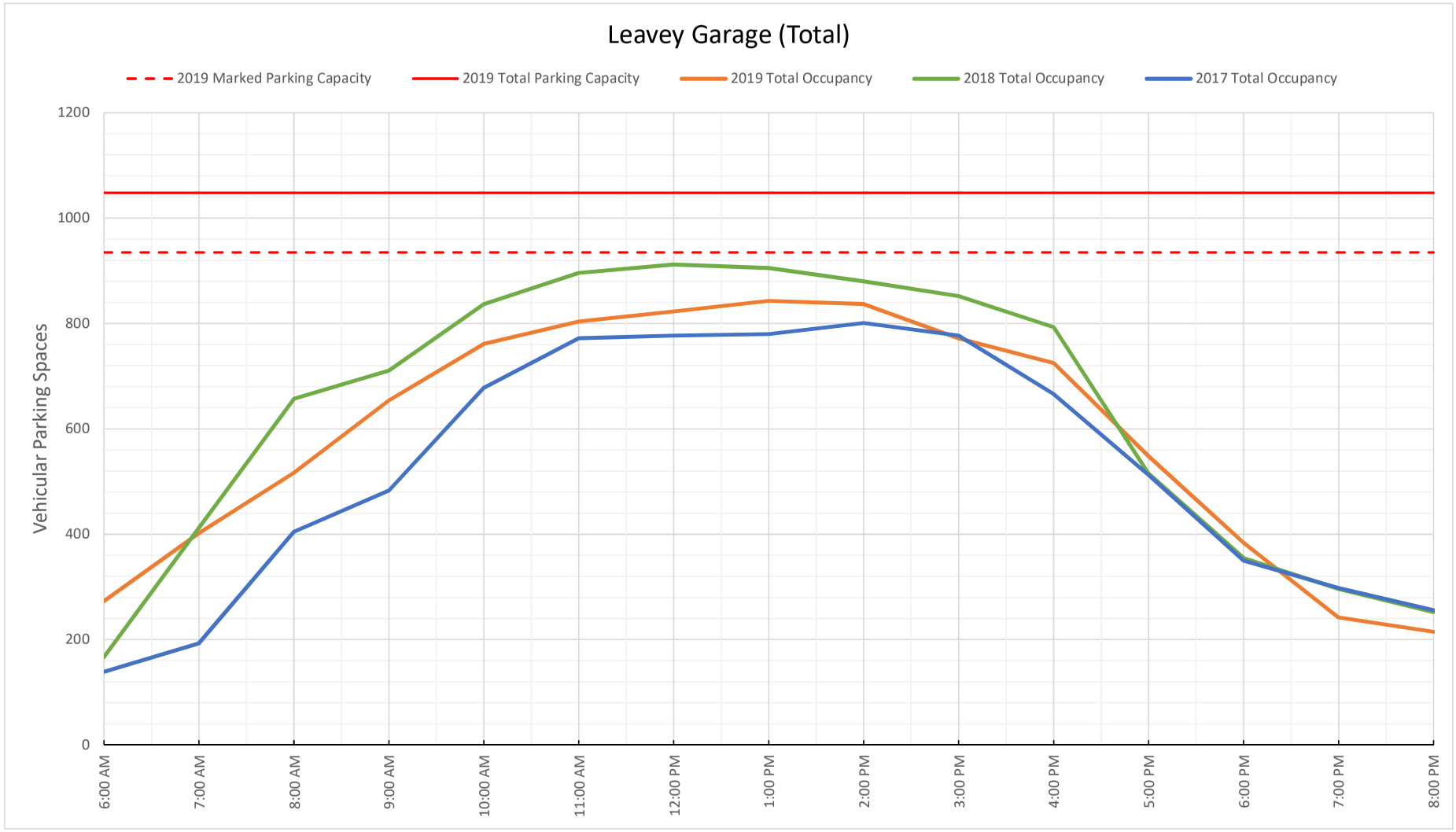
ATTACHMENT D
Parking Occupancy Data

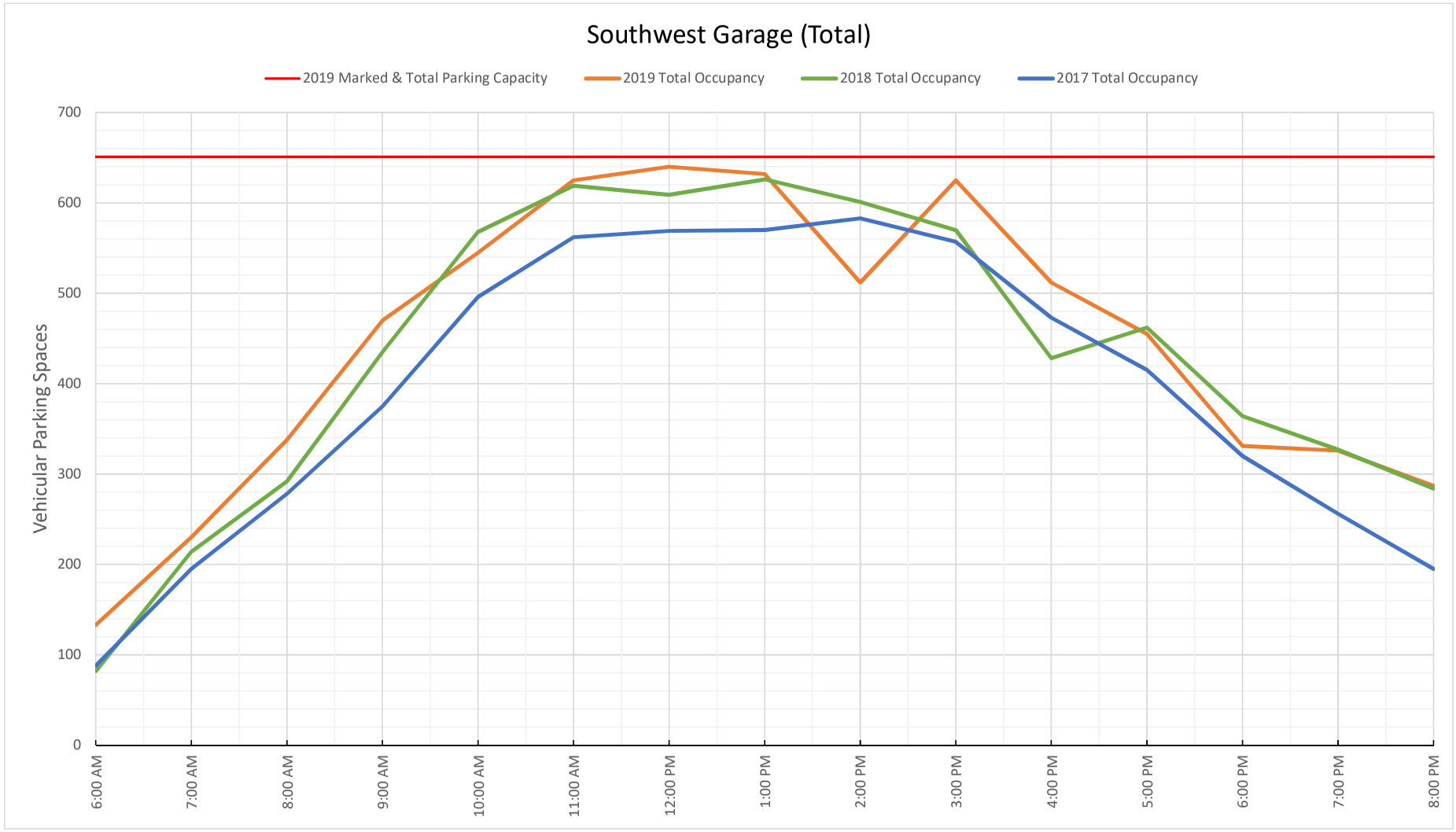

Total Campus
2019 Marked Parking Capacity
2019 Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
4000
3500
3000
2500
2000
1500
1000
500
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM

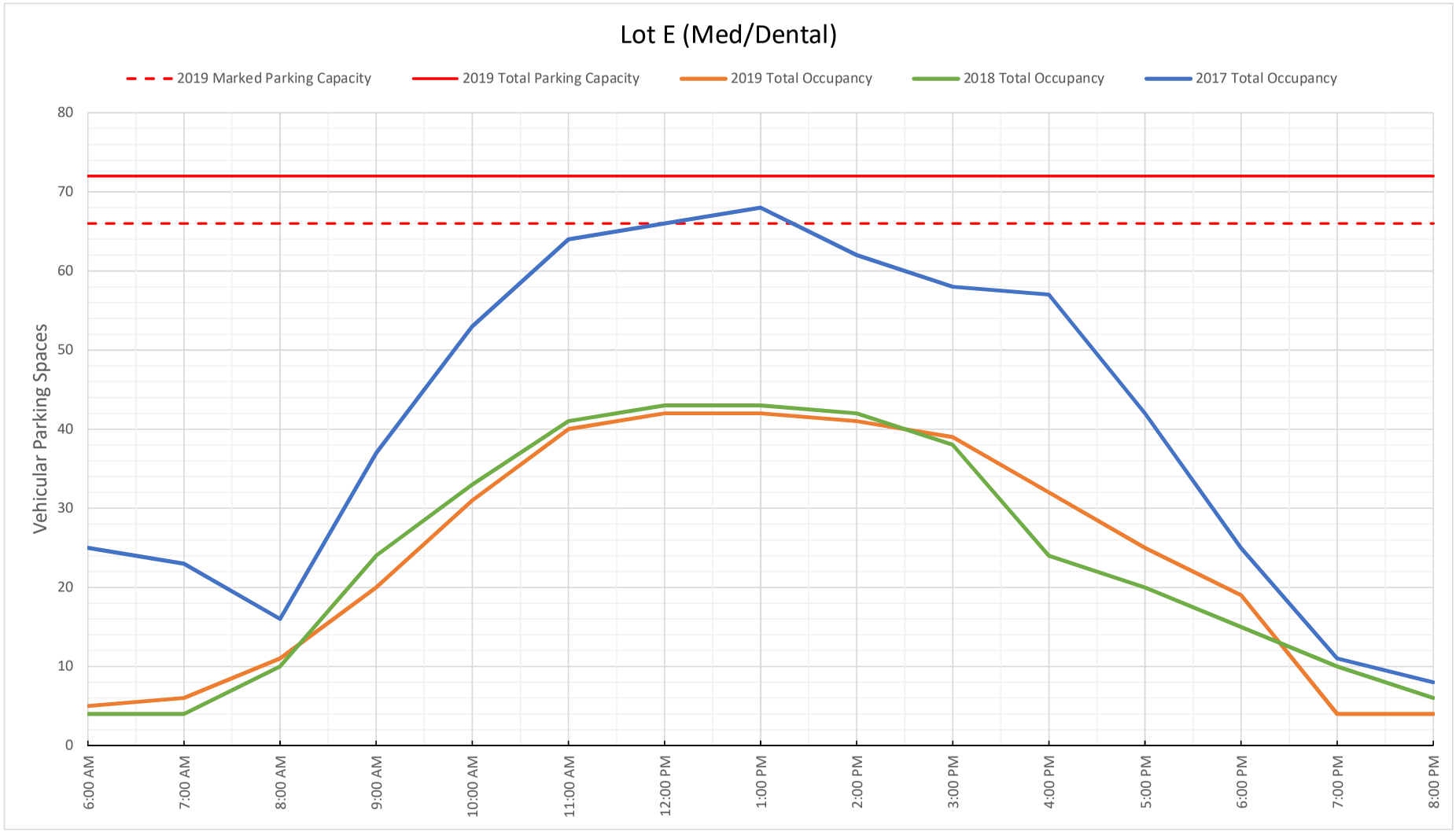

Garage 1
2019 Marked Parking Capacity
2019 Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM

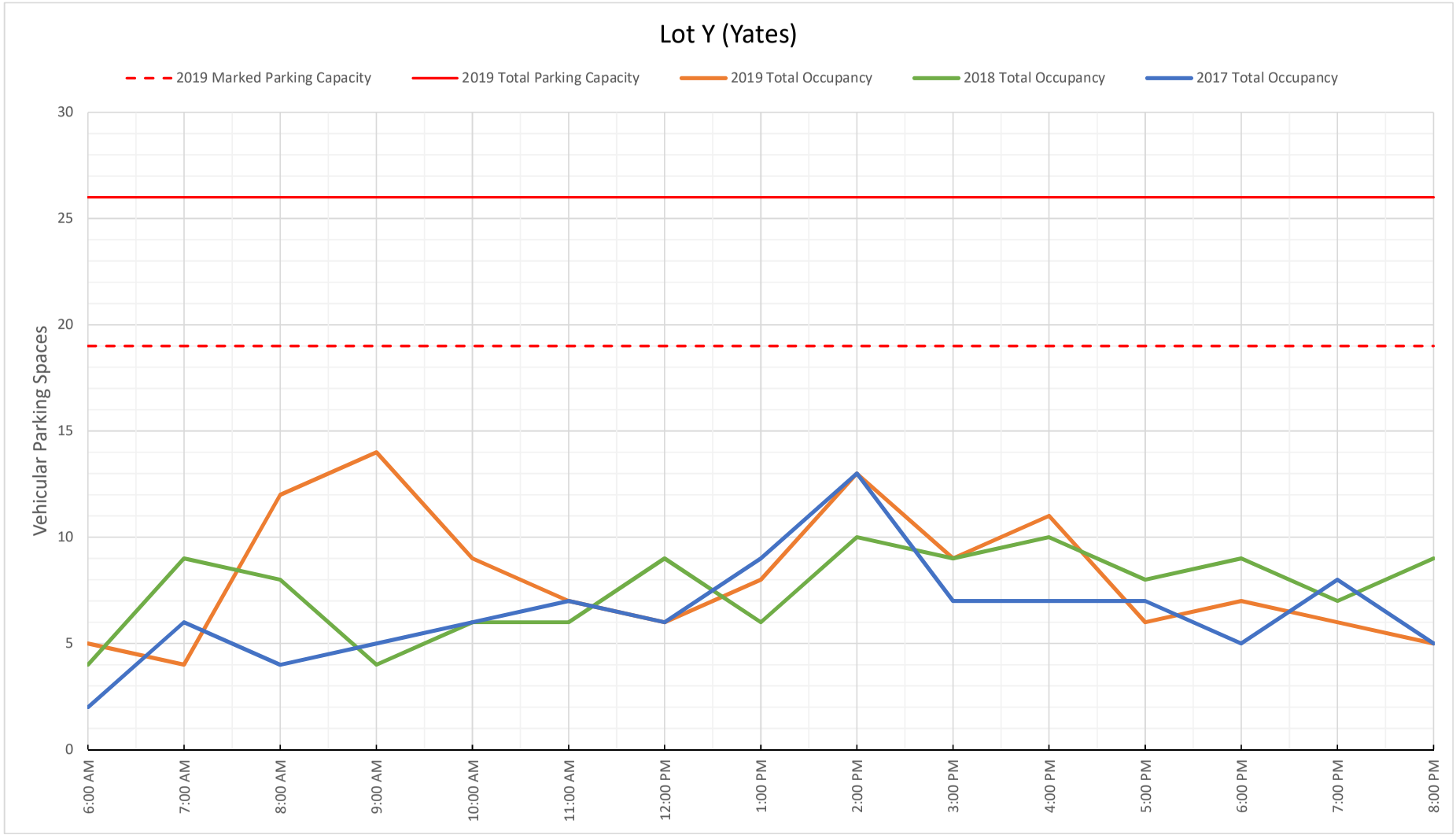

Garage 2
2019 Marked Parking Capacity
2019 Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
1200
1000
800
600
400
200
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM

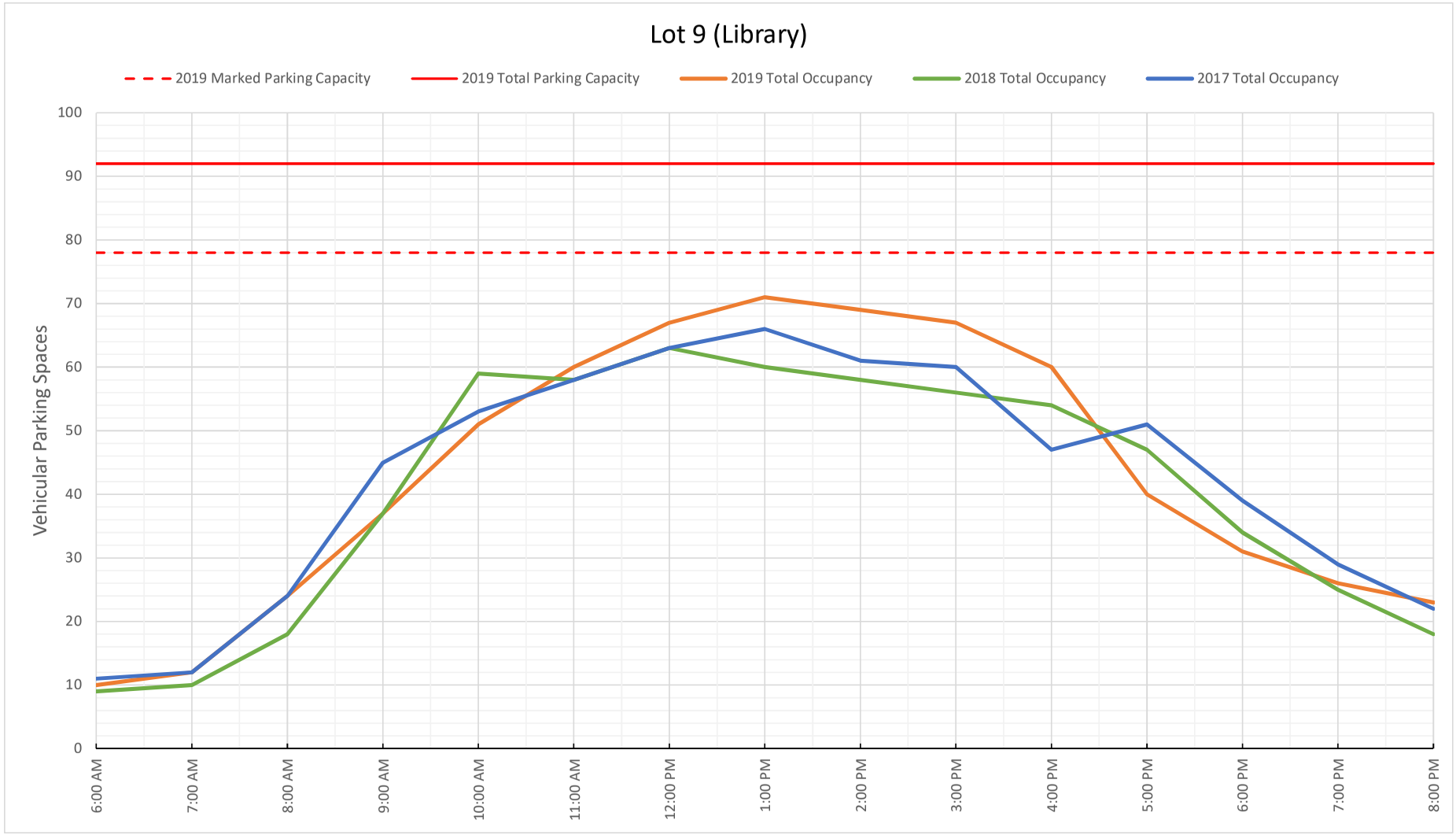

Garage 4
2019 Marked & Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
250
200
150
100
50
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM

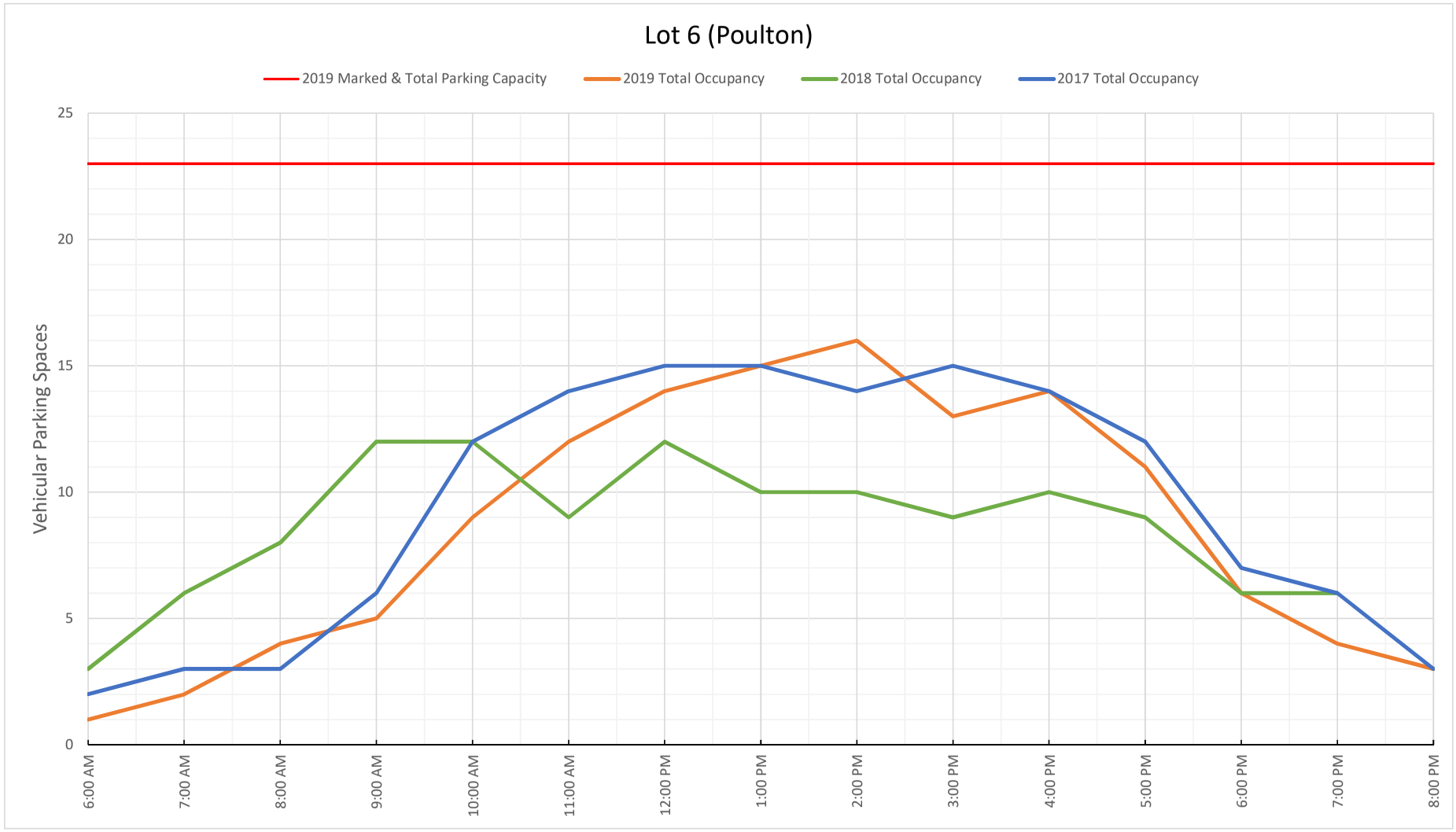

Leavey Garage (Total)
2019 Marked Parking Capacity
2019 Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
1200
1000
800
600
400
200
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM

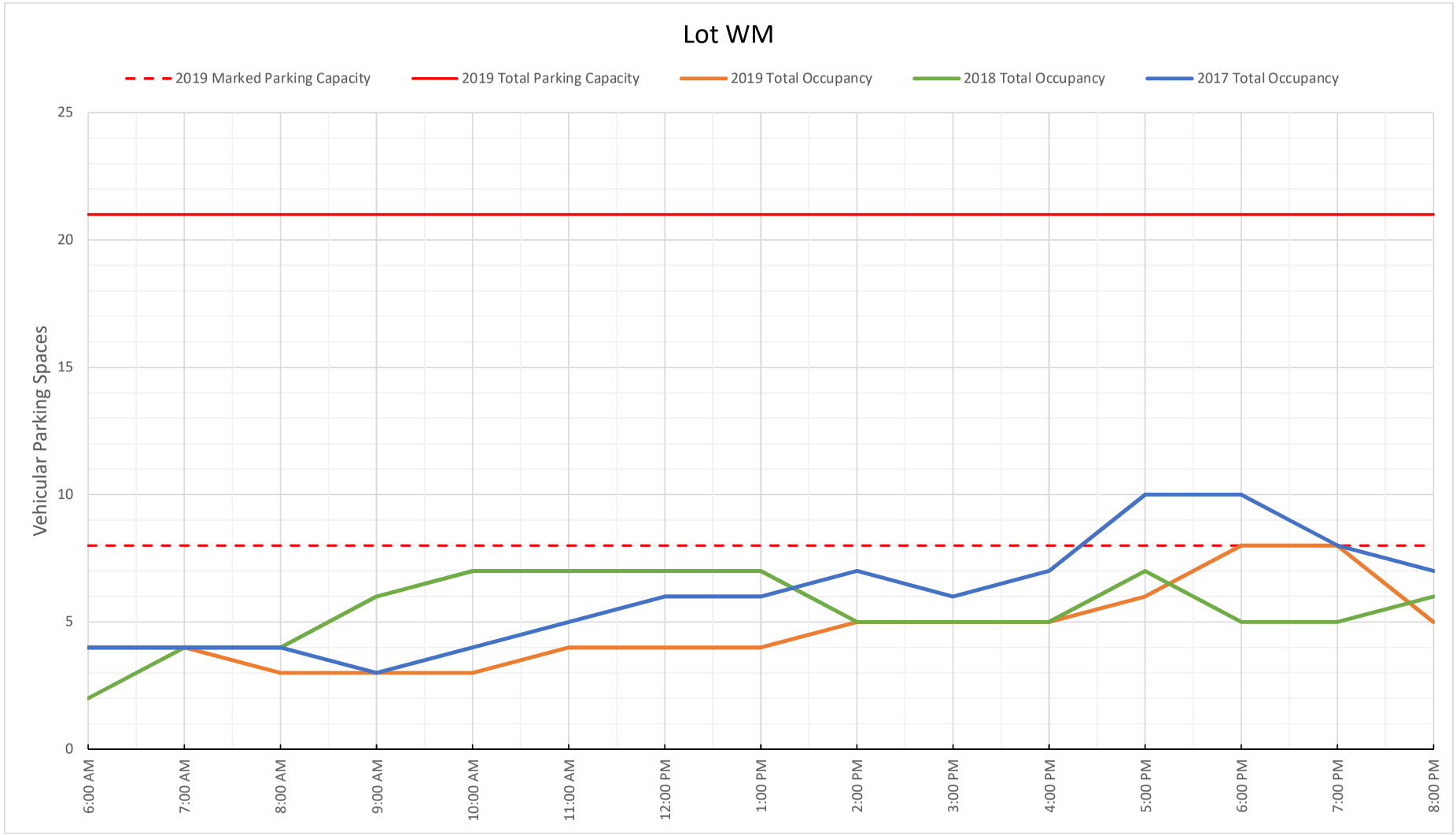

Southwest Garage (Total)
2019 Marked & Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM


Lot E (Med/Dental)
2019 Marked Parking Capacity
2019 Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
0
10
20
30
40
50
60
70
80
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


Lot Y (Yates)
2019 Marked Parking Capacity
2019 Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
30
25
20
15
10
5
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
8:00 PM


Lot 9 (Library)
2019 Marked Parking Capacity
2019 Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
100
90
80
70
60
50
40
30
20
10
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
8:00 PM


Lot 6 (Poulton)
2019 Marked & Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
25
20
15
10
5
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
8:00 PM


Lot WM
2019 Marked Parking Capacity
2019 Total Parking Capacity
2019 Total Occupancy
2018 Total Occupancy
2017 Total Occupancy
Vehicular Parking Spaces
25
20
15
10
5
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
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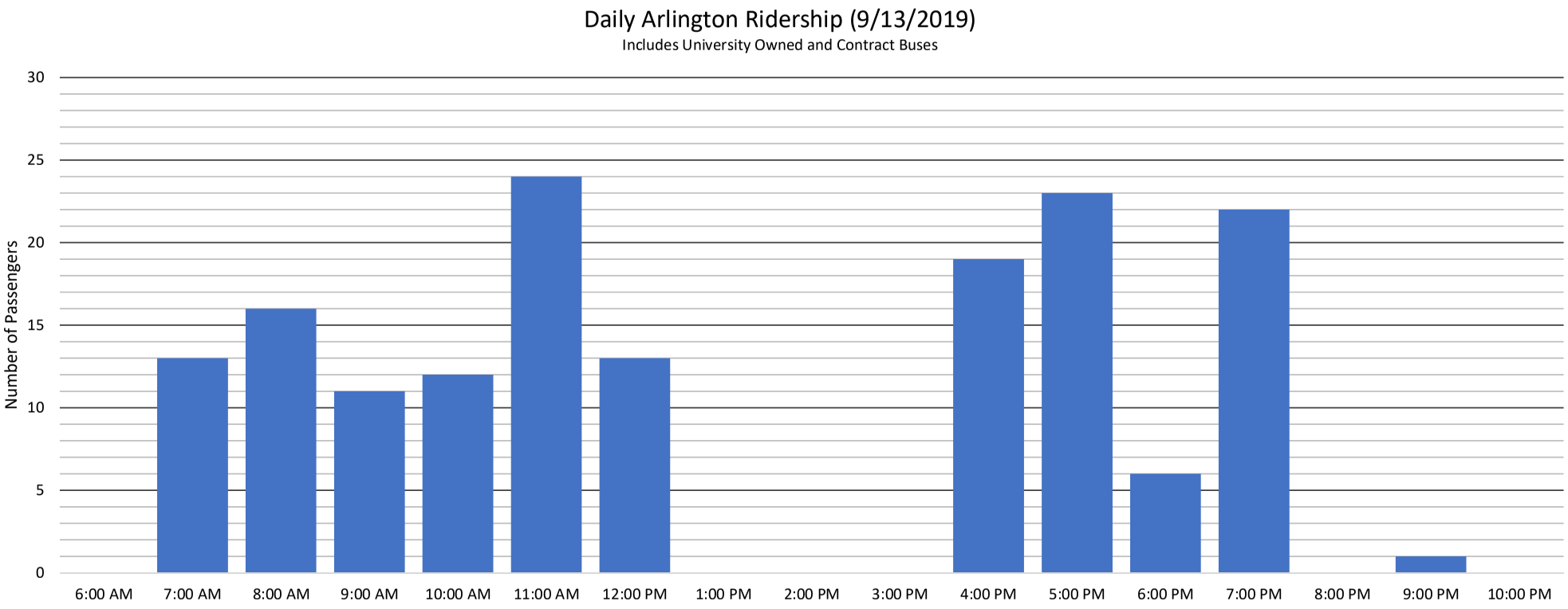
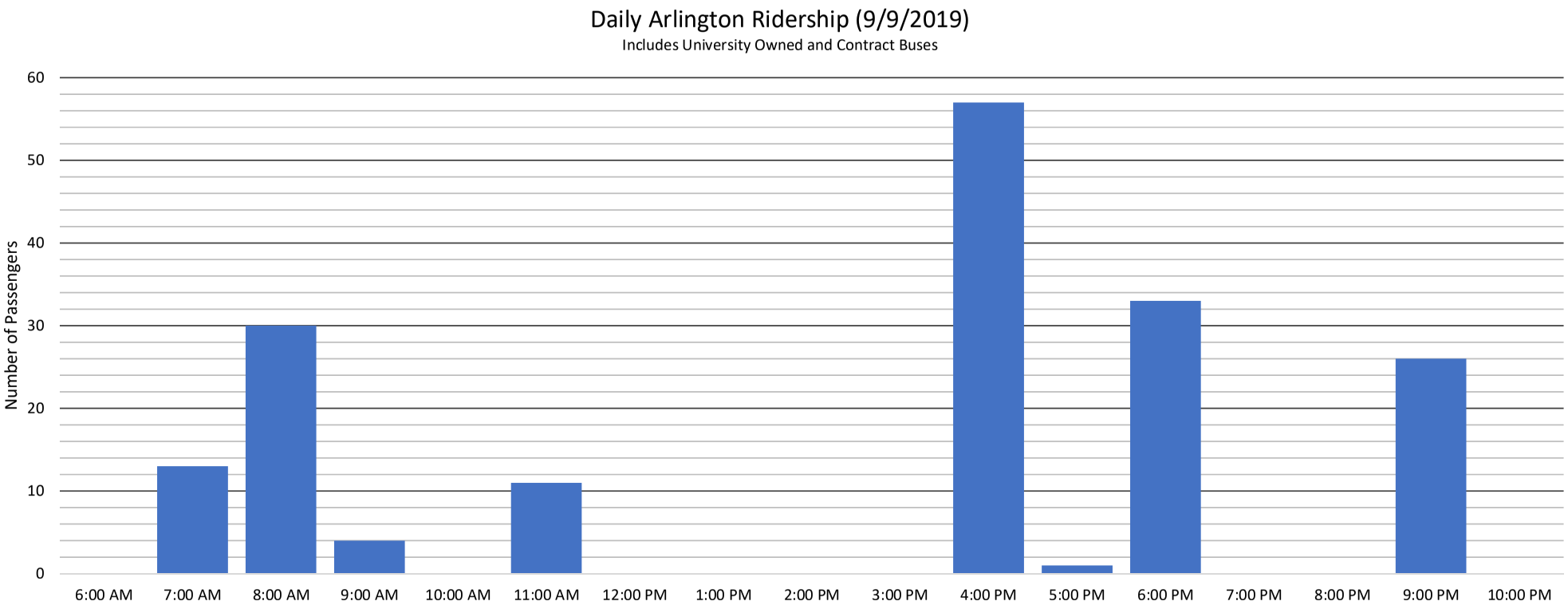
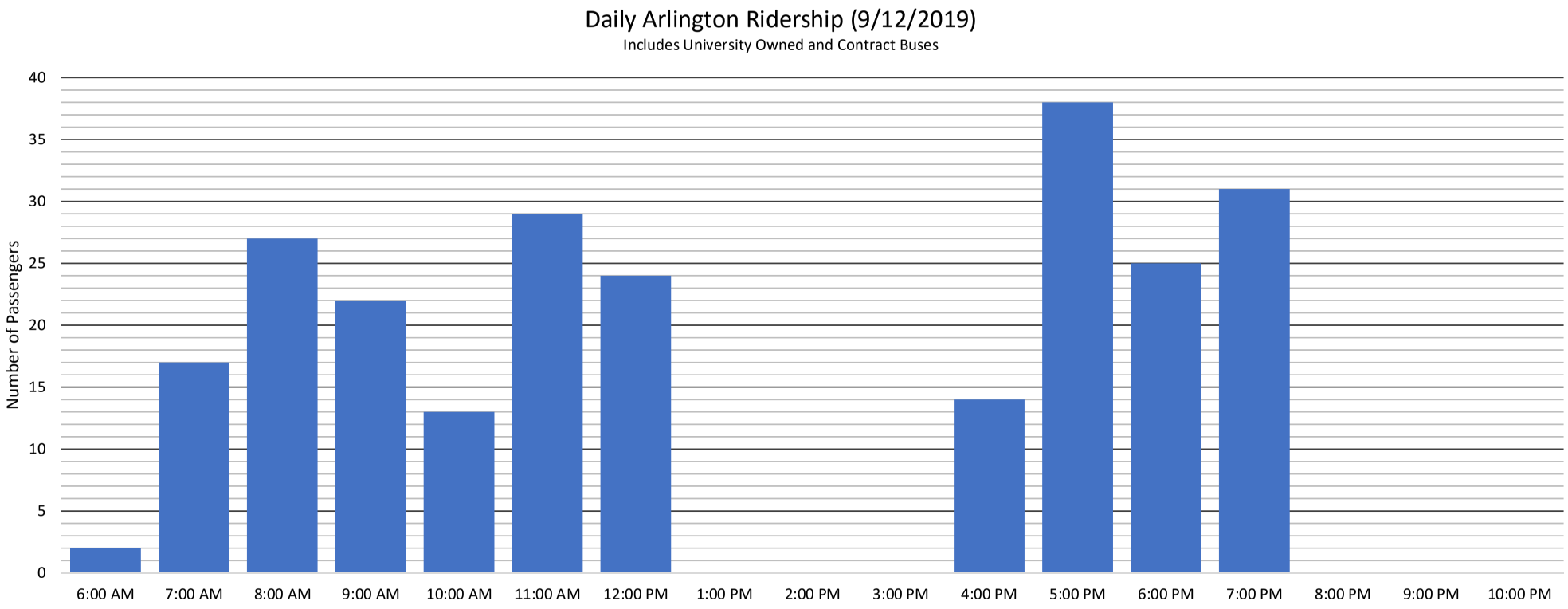
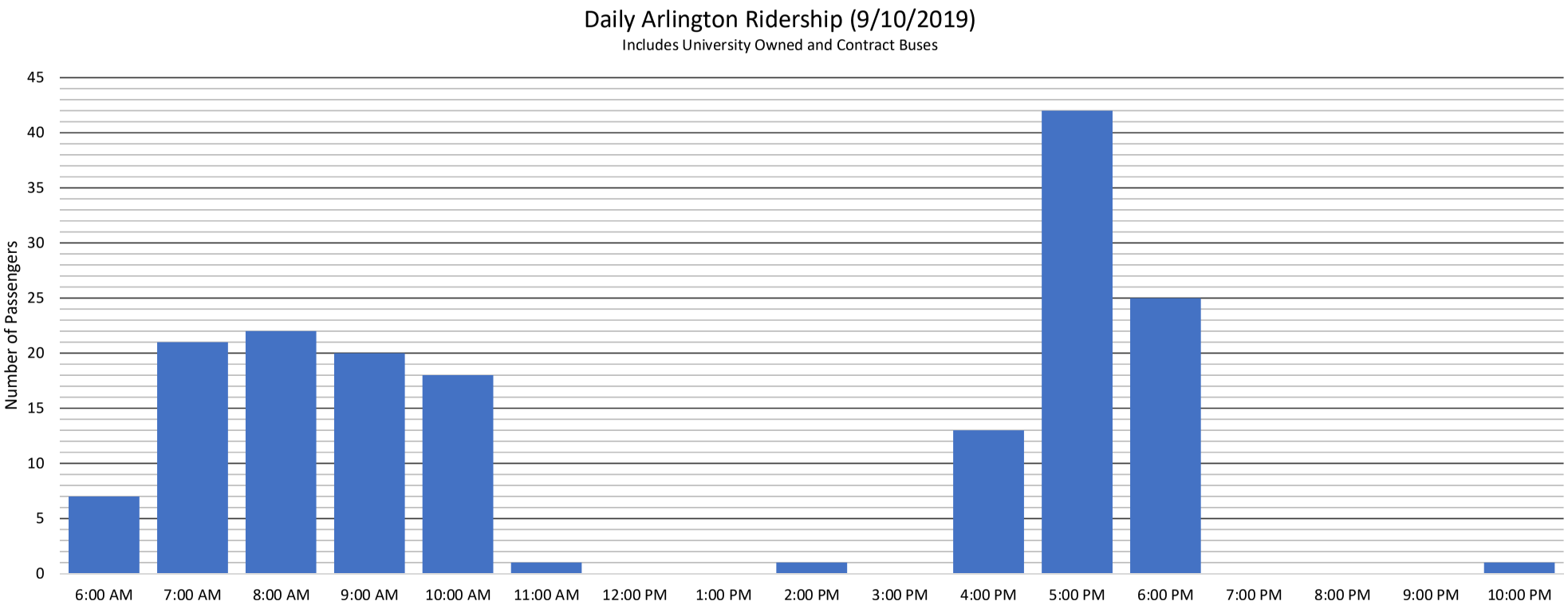
6:00 PM
7:00 PM
8:00 PM

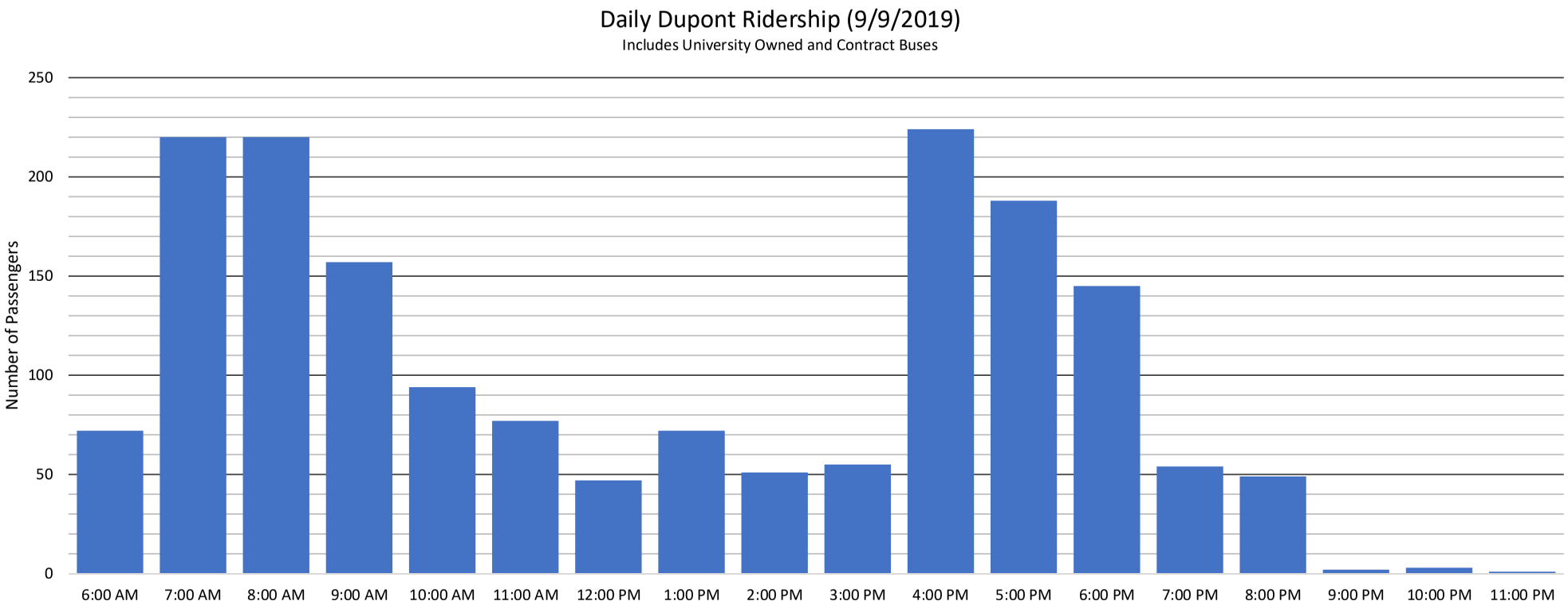
ATTACHMENT E
GUTS Ridership Data

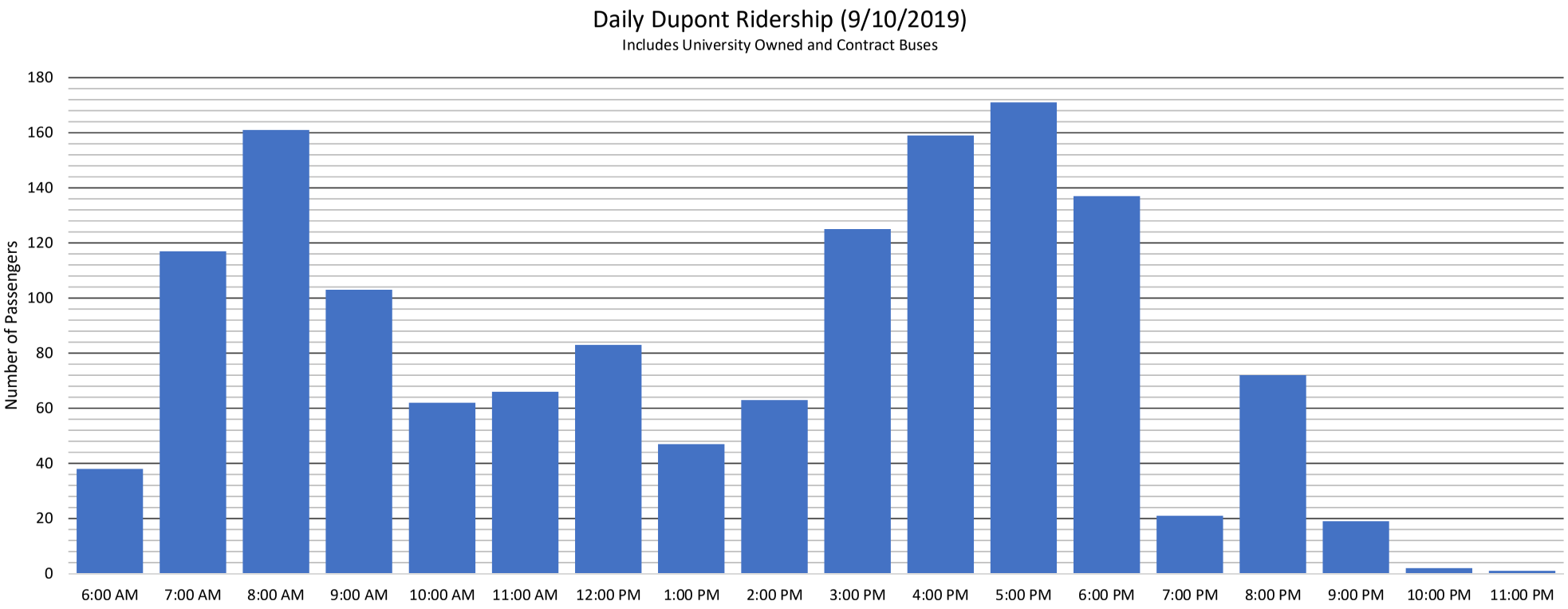

Daily Arlington Ridership (9/13/2019)
Includes University Owned and Contract Buses
Number of Passengers
30
25
20
15
10
5
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM

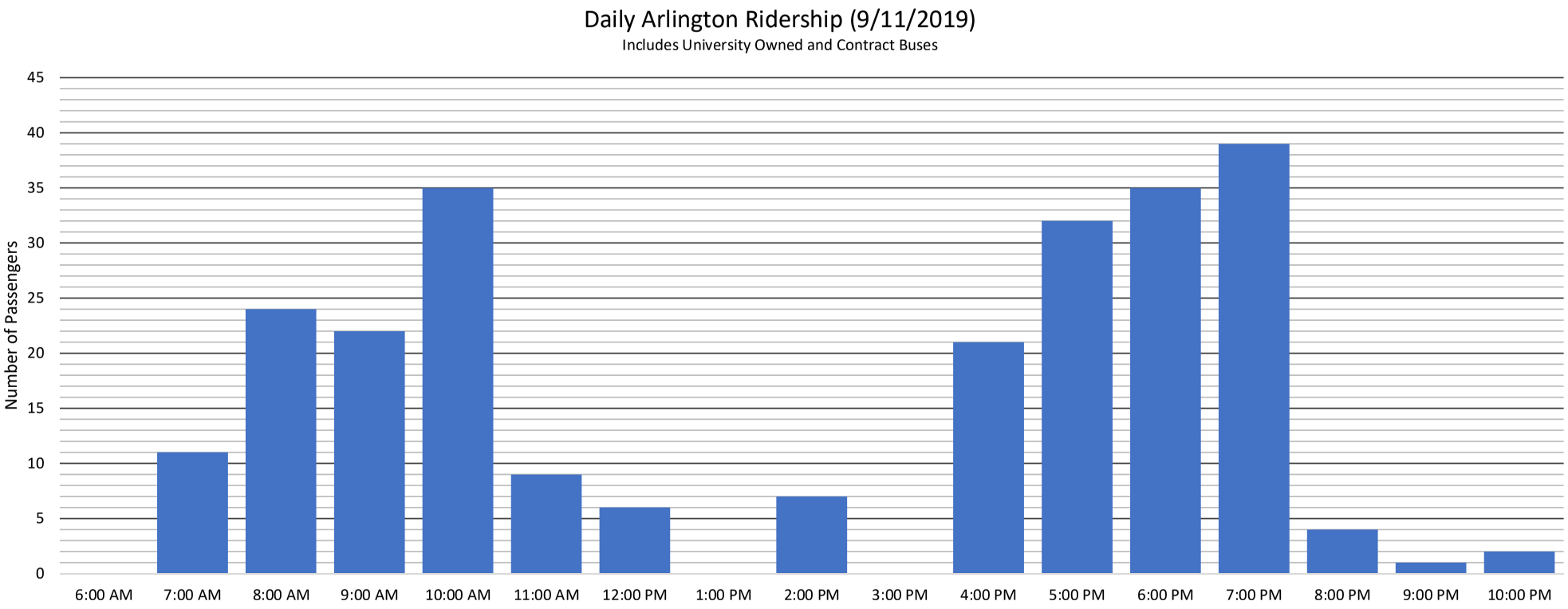

Daily Arlington Ridership (9/9/2019)
Includes University Owned and Contract Buses
Number of Passengers
60
50
40
30
20
10
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM

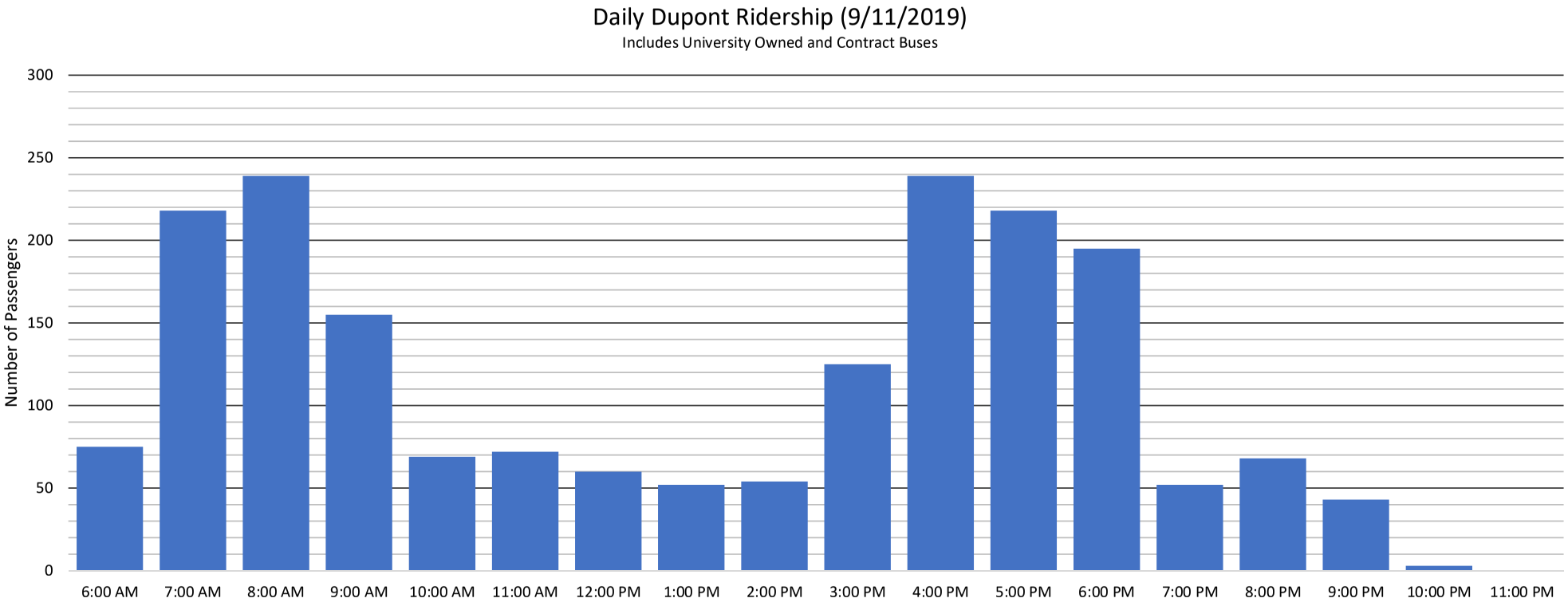

Daily Arlington Ridership (9/12/2019)
Includes University Owned and Contract Buses
Number of Passengers
40
35
30
25
20
15
10
5
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM

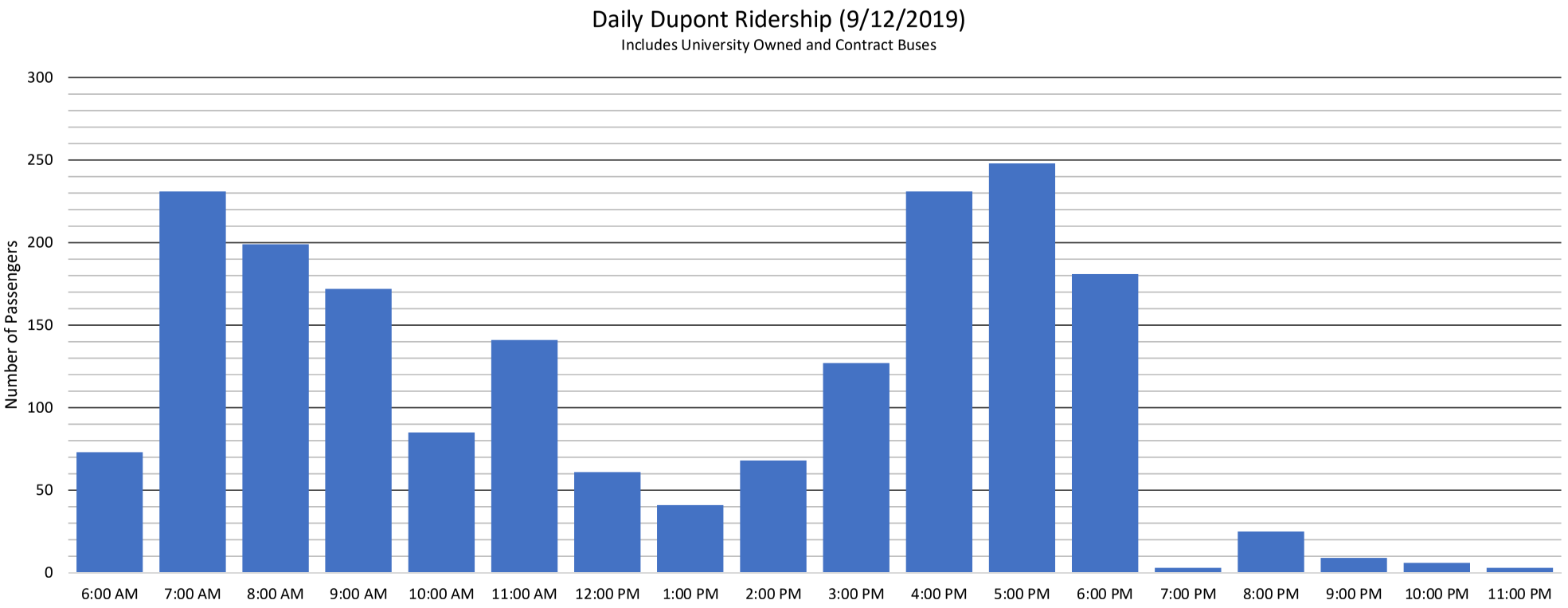

Daily Arlington Ridership (9/10/2019)
Includes University Owned and Contract Buses
Number of Passengers
45
40
35
30
25
20
15
10
5
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM

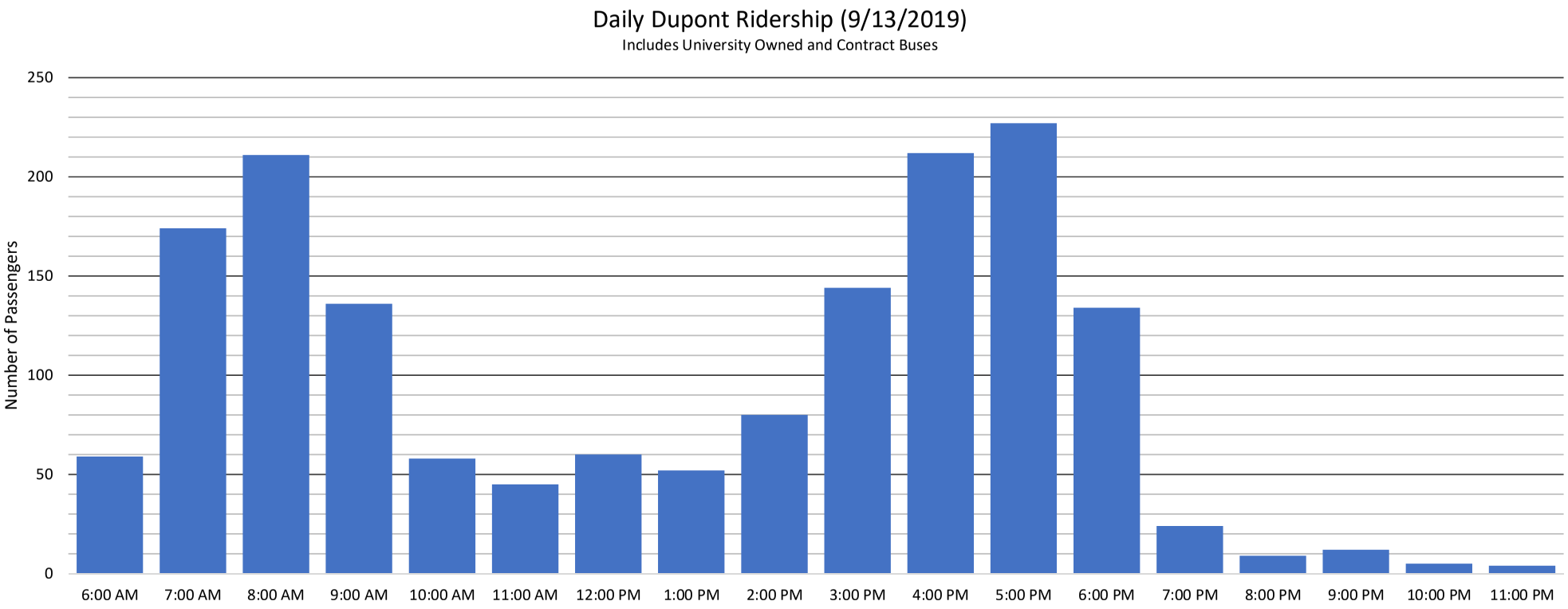

Daily Dupont Ridership (9/9/2019)
Includes University Owned and Contract Buses
Number of Passengers
250
200
150
100
50
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM

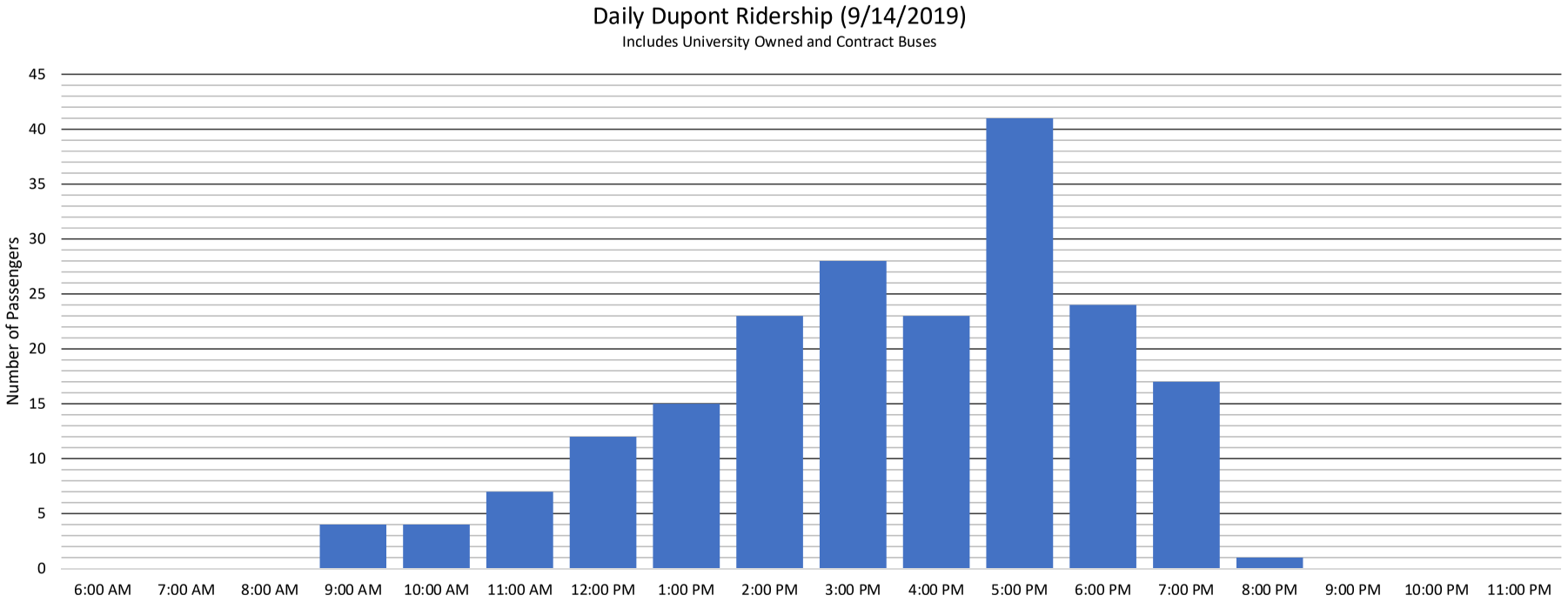

Daily Dupont Ridership (9/10/2019)
Includes University Owned and Contract Buses
Number of Passengers
180
160
140
120
100
80
60
40
20
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Arlington Ridership (9/11/2019)
Includes University Owned and Contract Buses
Number of Passengers
45
40
35
30
25
20
15
10
5
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
8:00 PM
9:00 PM
10:00 PM


Daily Dupont Ridership (9/11/2019)
Includes University Owned and Contract Buses
Number of Passengers
300
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
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Dupont Ridership (9/12/2019)
Includes University Owned and Contract Buses
Number of Passengers
300
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
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Dupont Ridership (9/13/2019)
Includes University Owned and Contract Buses
Number of Passengers
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
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Dupont Ridership (9/14/2019)
Includes University Owned and Contract Buses
Number of Passengers
45
40
35
30
25
20
15
10
5
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
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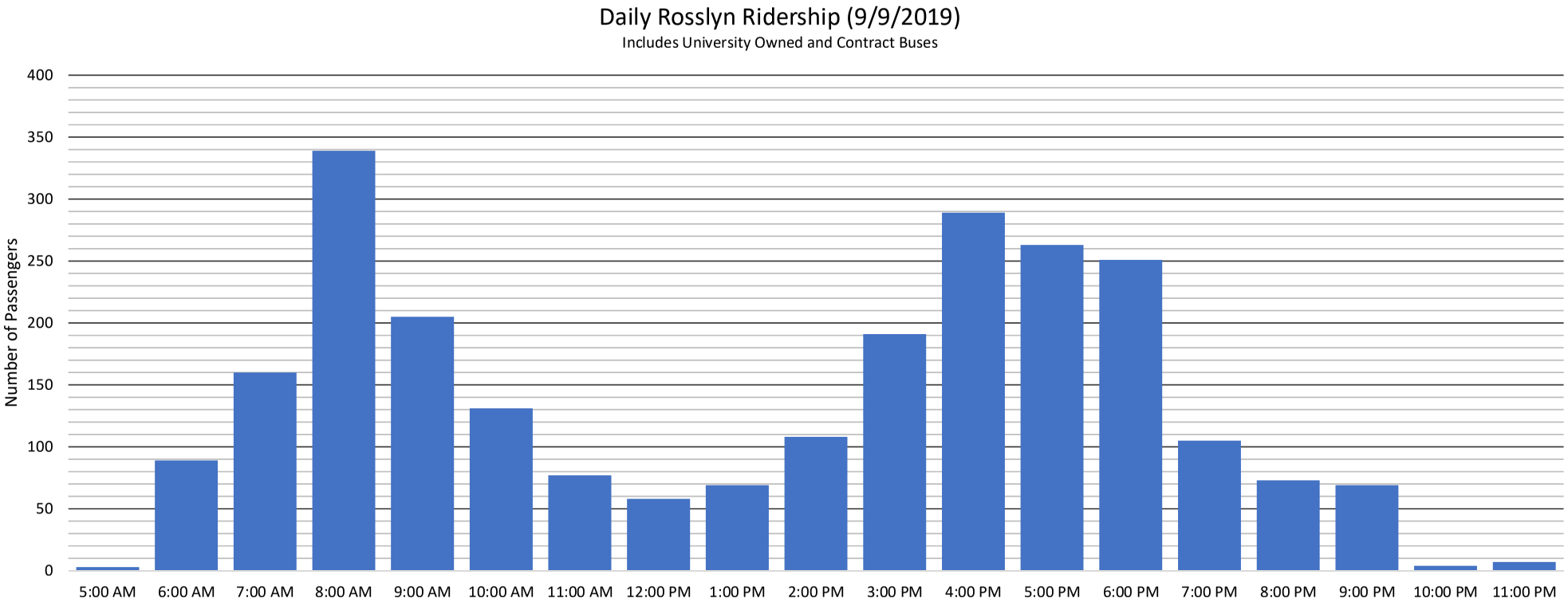
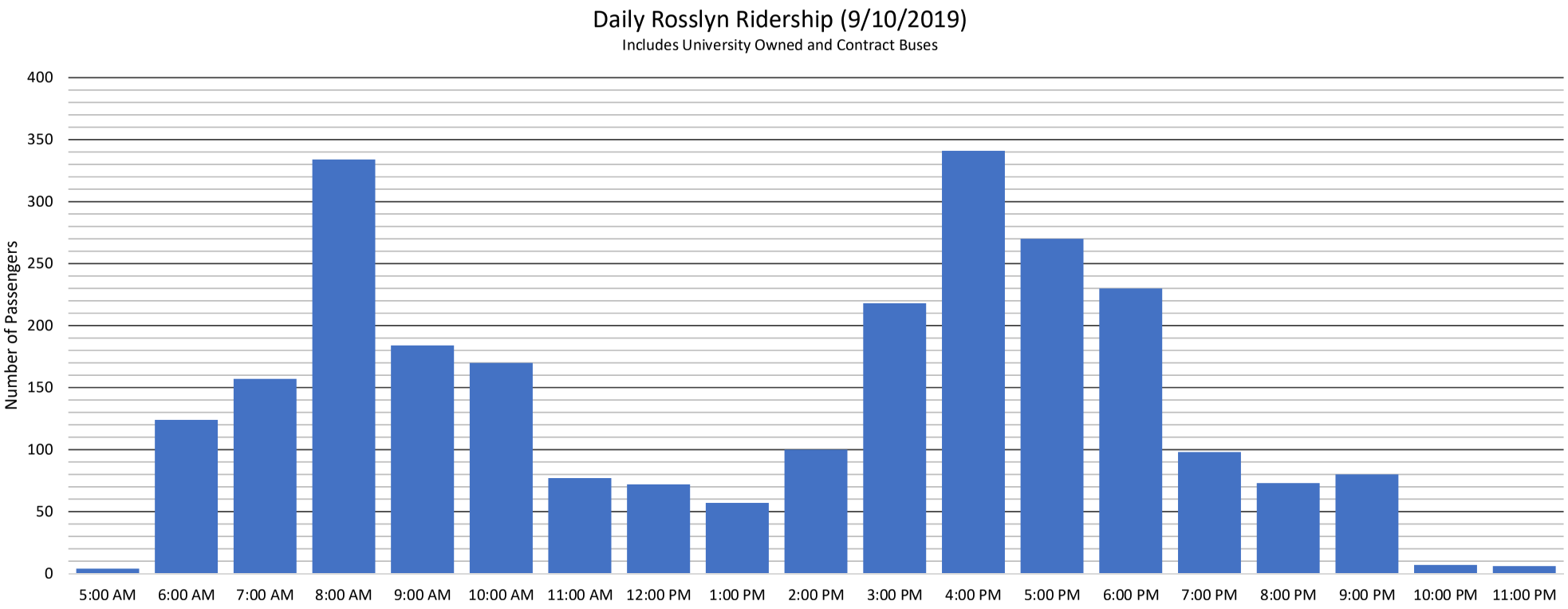
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Rosslyn Ridership (9/9/2019)
Includes University Owned and Contract Buses
Number of Passengers
400
350
300
250
200
150
100
50
0
5:00 AM
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 Rosslyn Ridership (9/10/2019)
Includes University Owned and Contract Buses
Number of Passengers
400
350
300
250
200
150
100
50
0
5:00 AM
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
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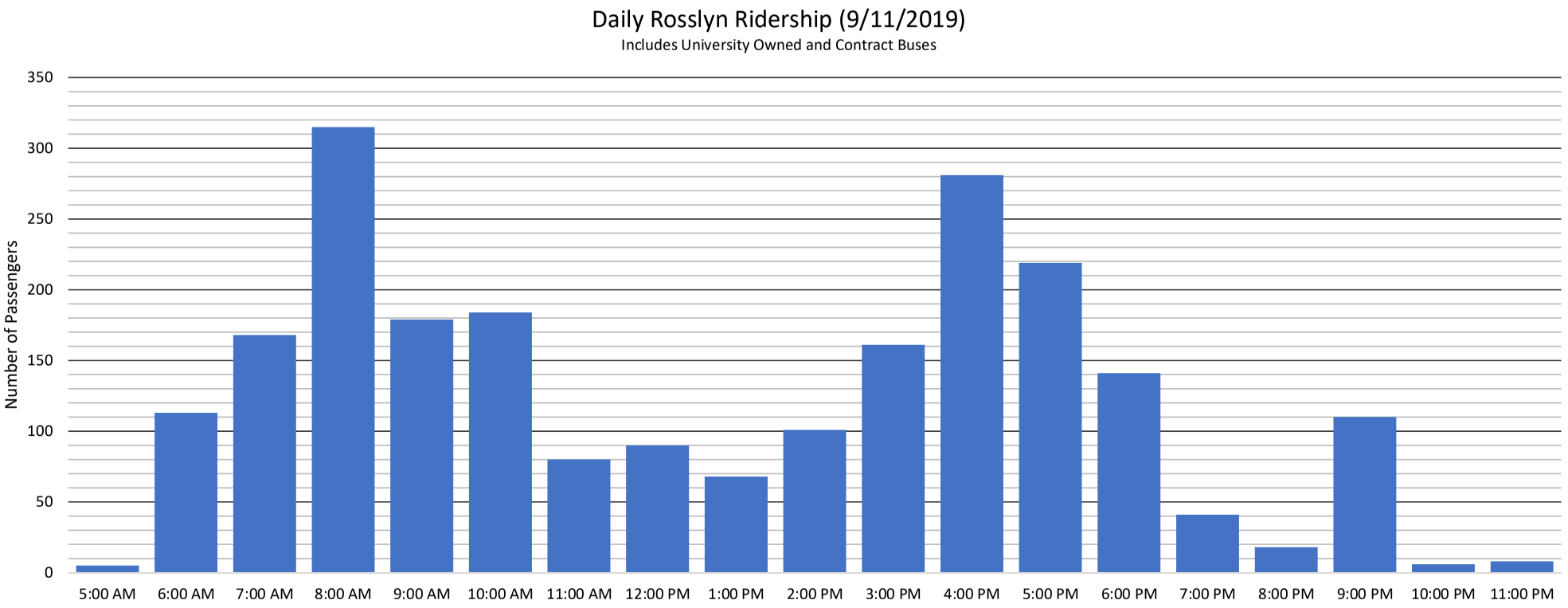
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Rosslyn Ridership (9/11/2019)
Includes University Owned and Contract Buses
Number of Passengers
350
300
250
200
150
100
50
0
5:00 AM
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
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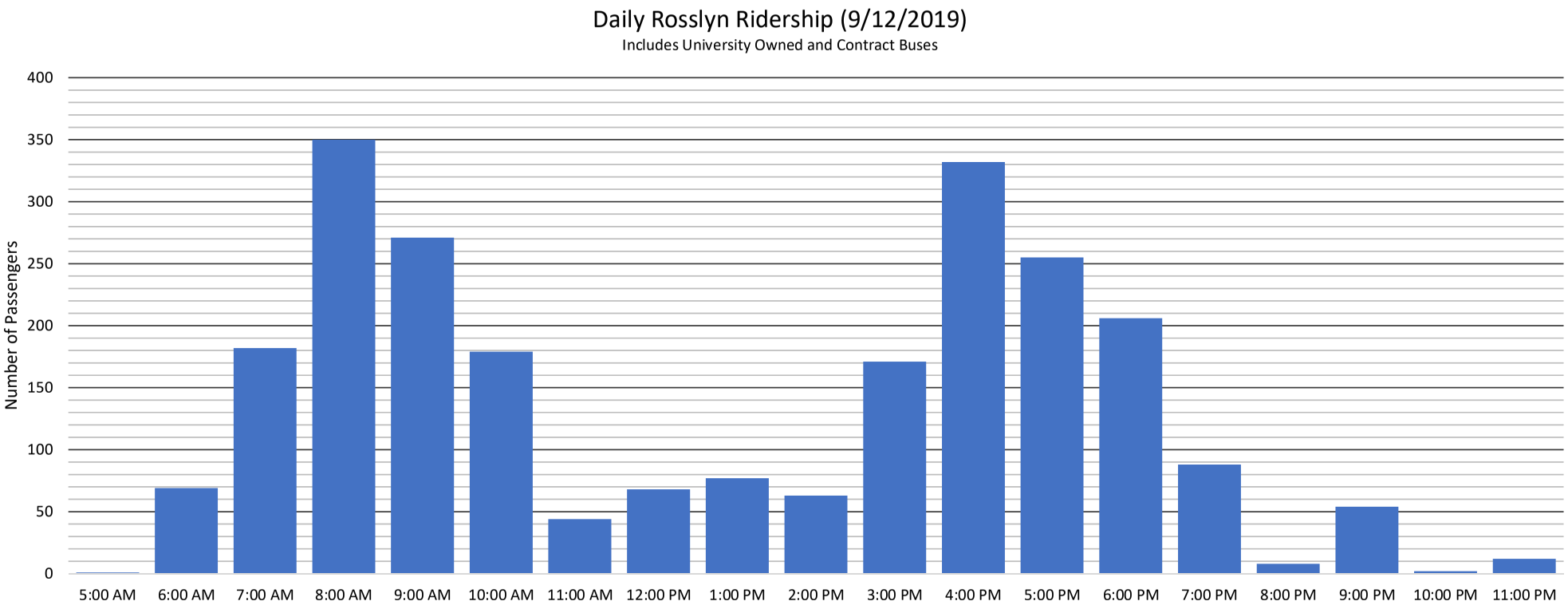
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Rosslyn Ridership (9/12/2019)
Includes University Owned and Contract Buses
Number of Passengers
400
350
300
250
200
150
100
50
0
5:00 AM
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
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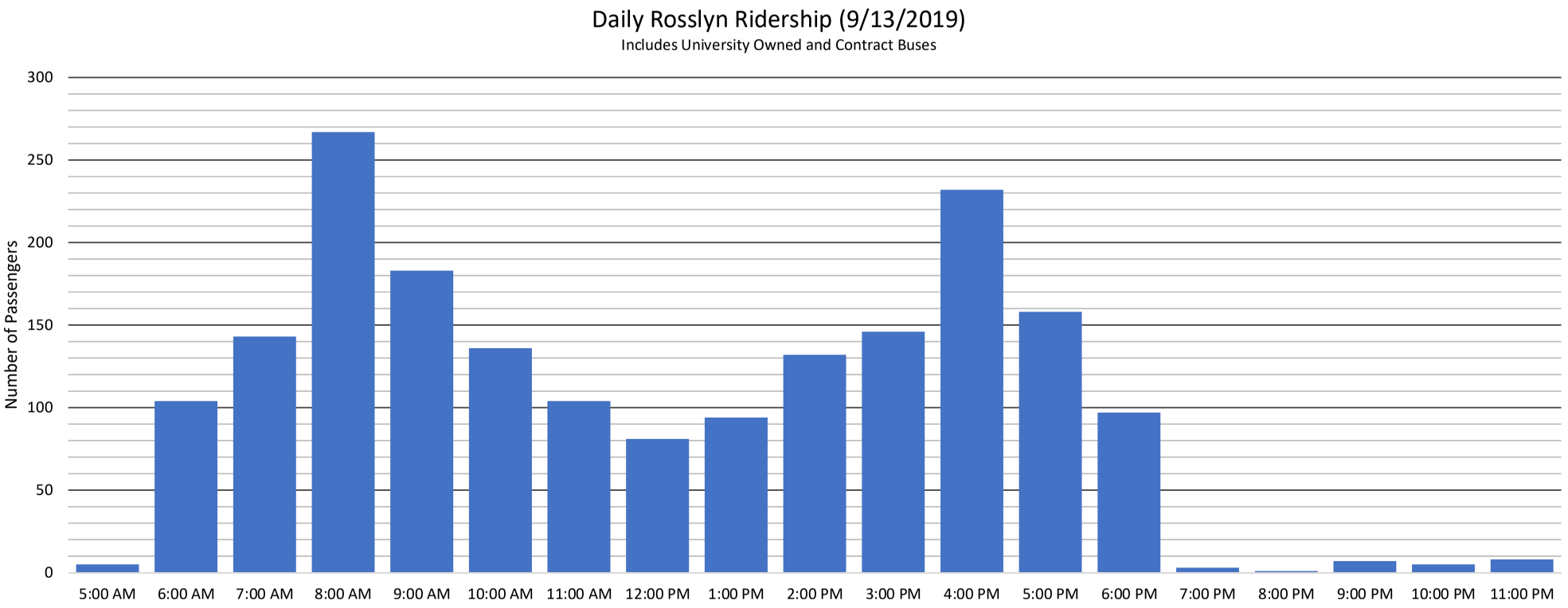
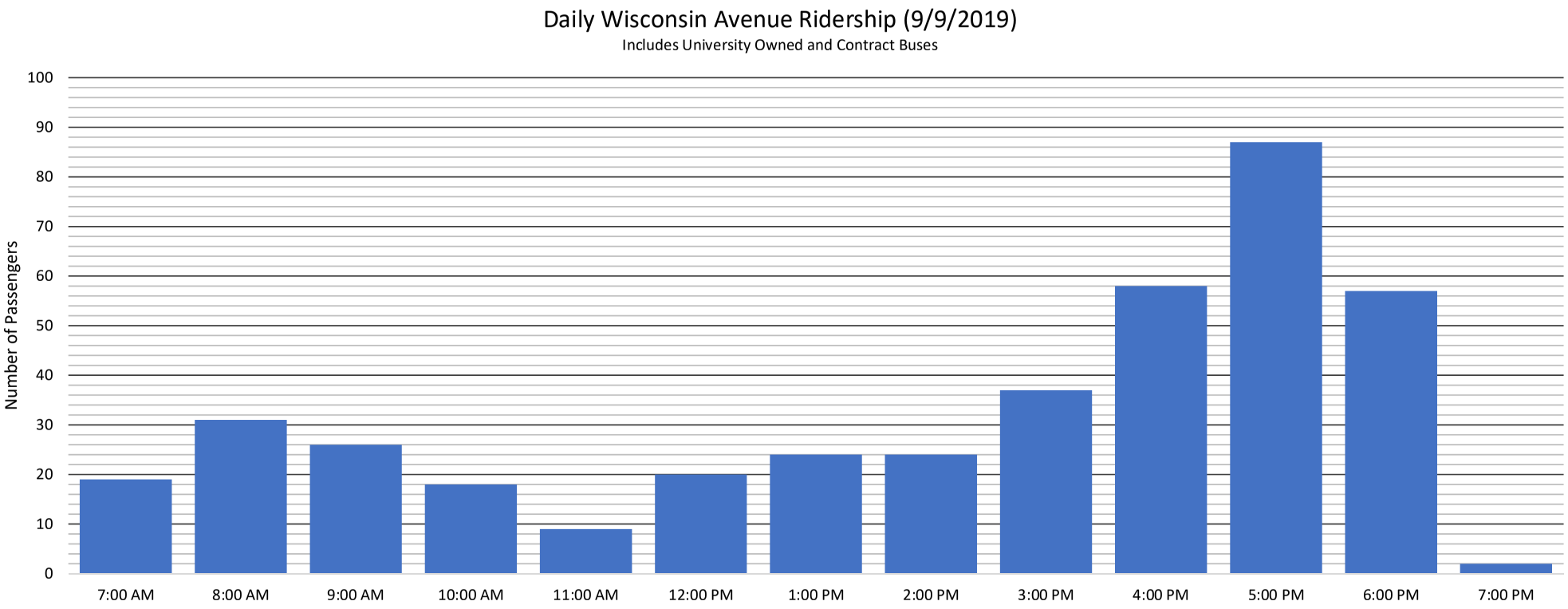
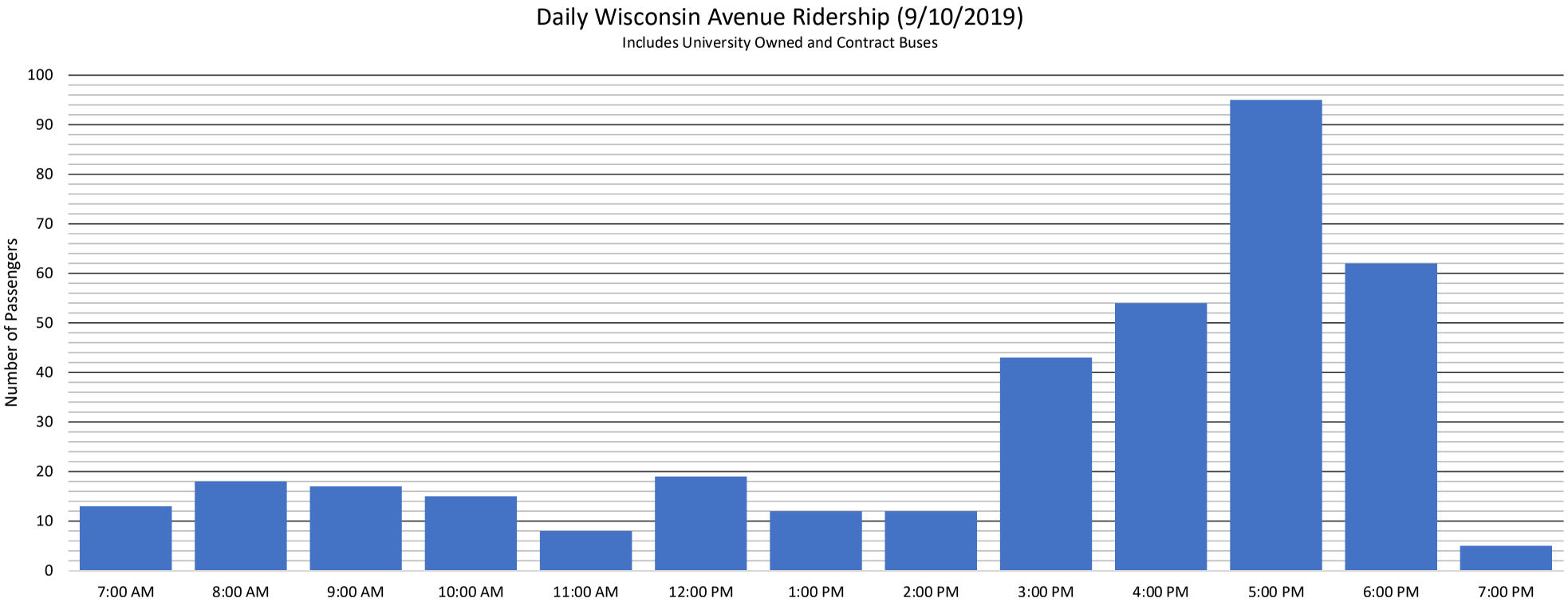
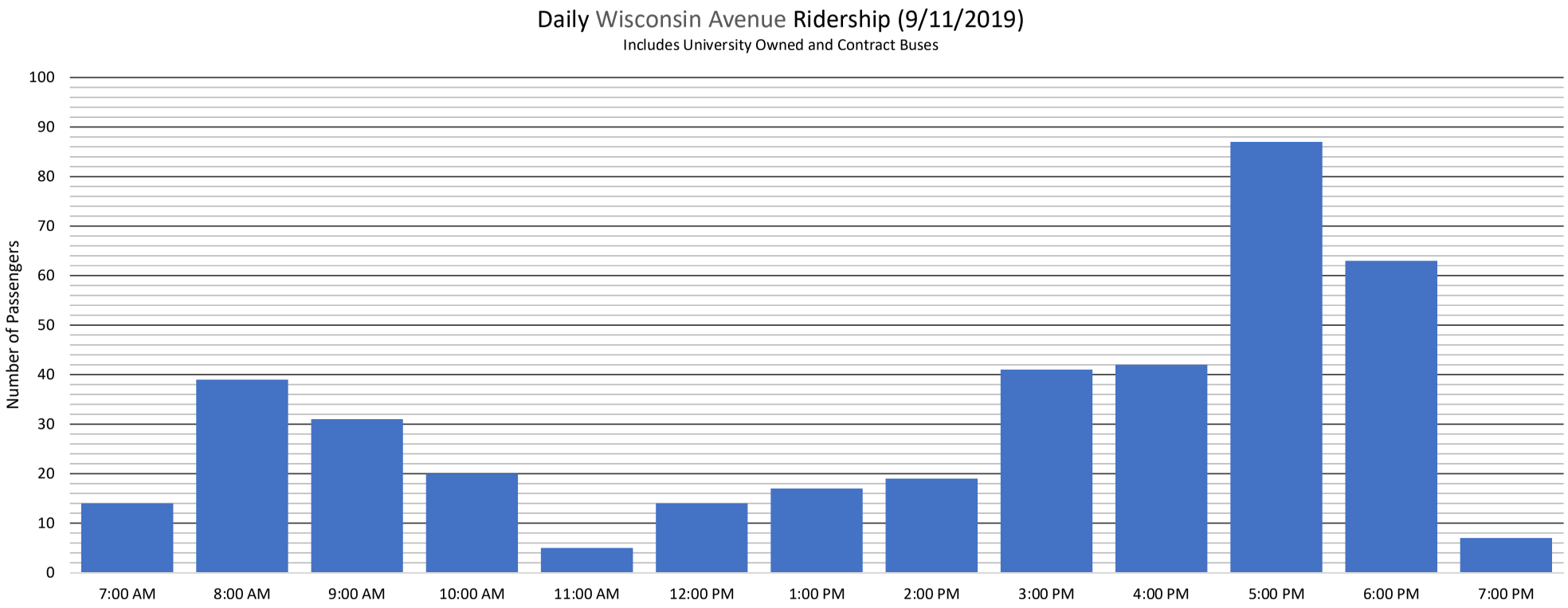
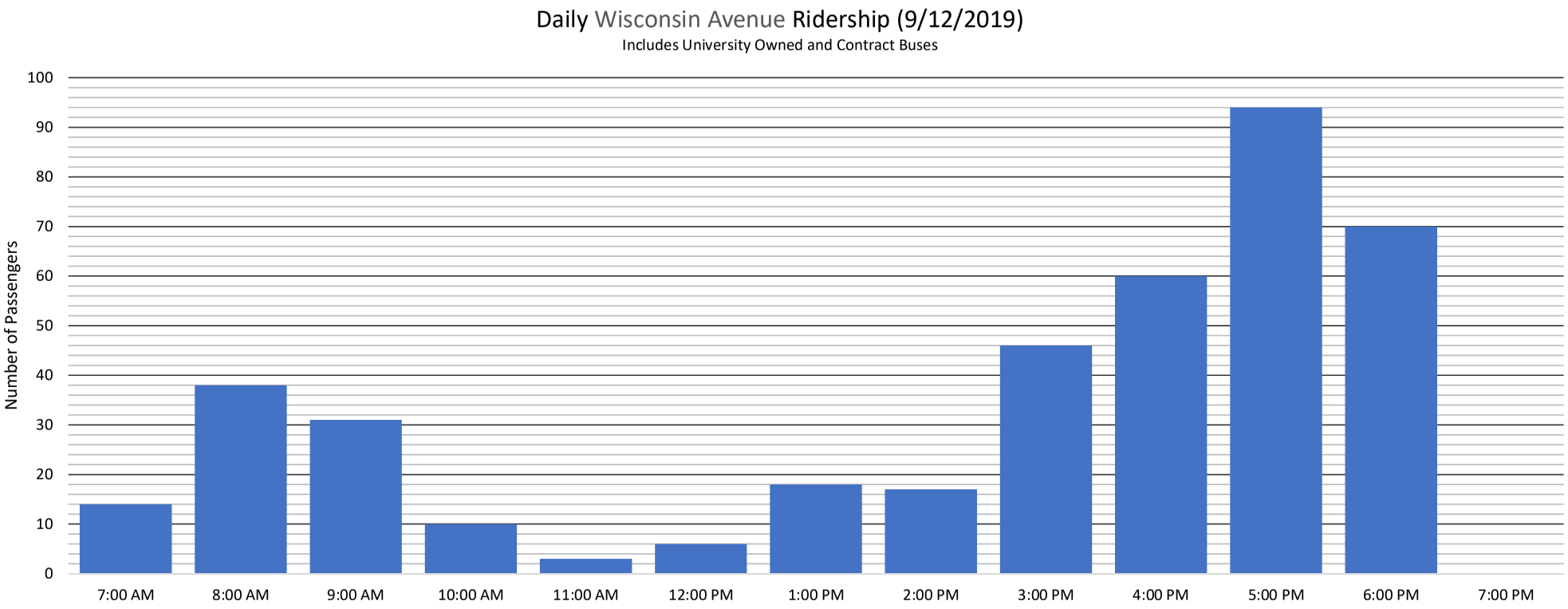
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM

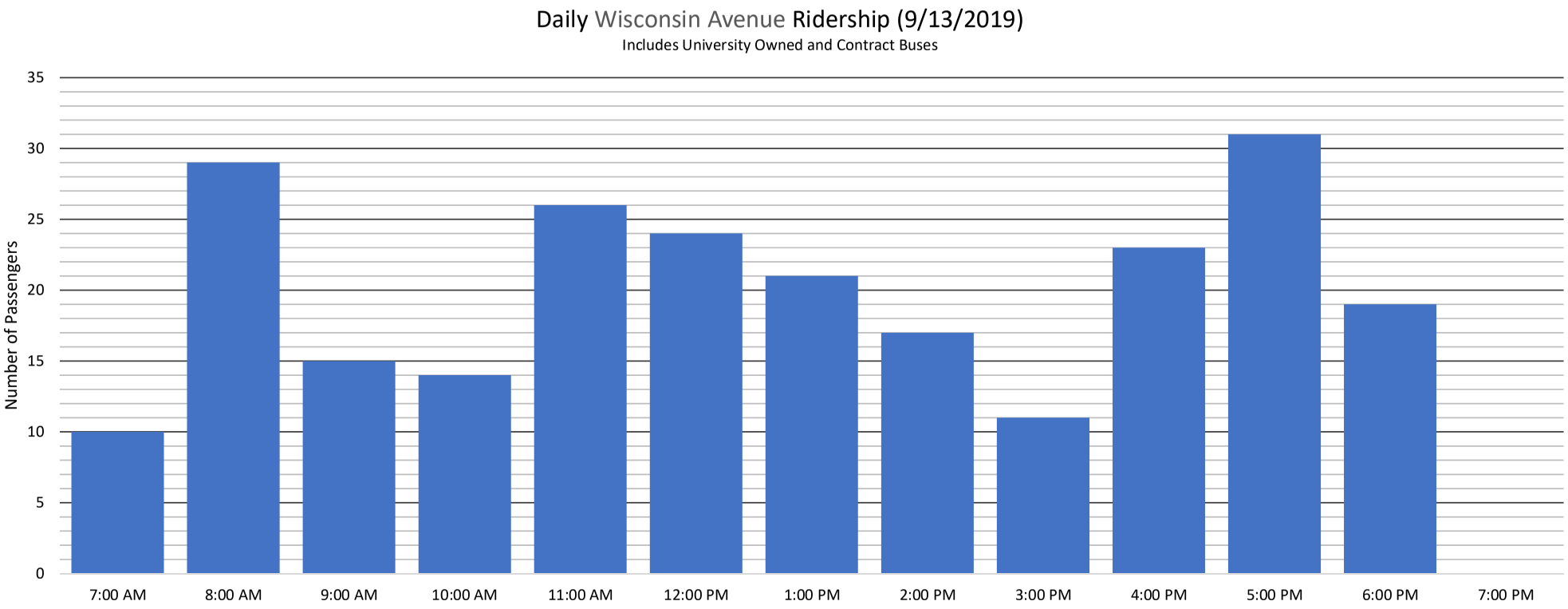

Daily Rosslyn Ridership (9/13/2019)
Includes University Owned and Contract Buses
Number of Passengers
300
250
200
150
100
50
0
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM

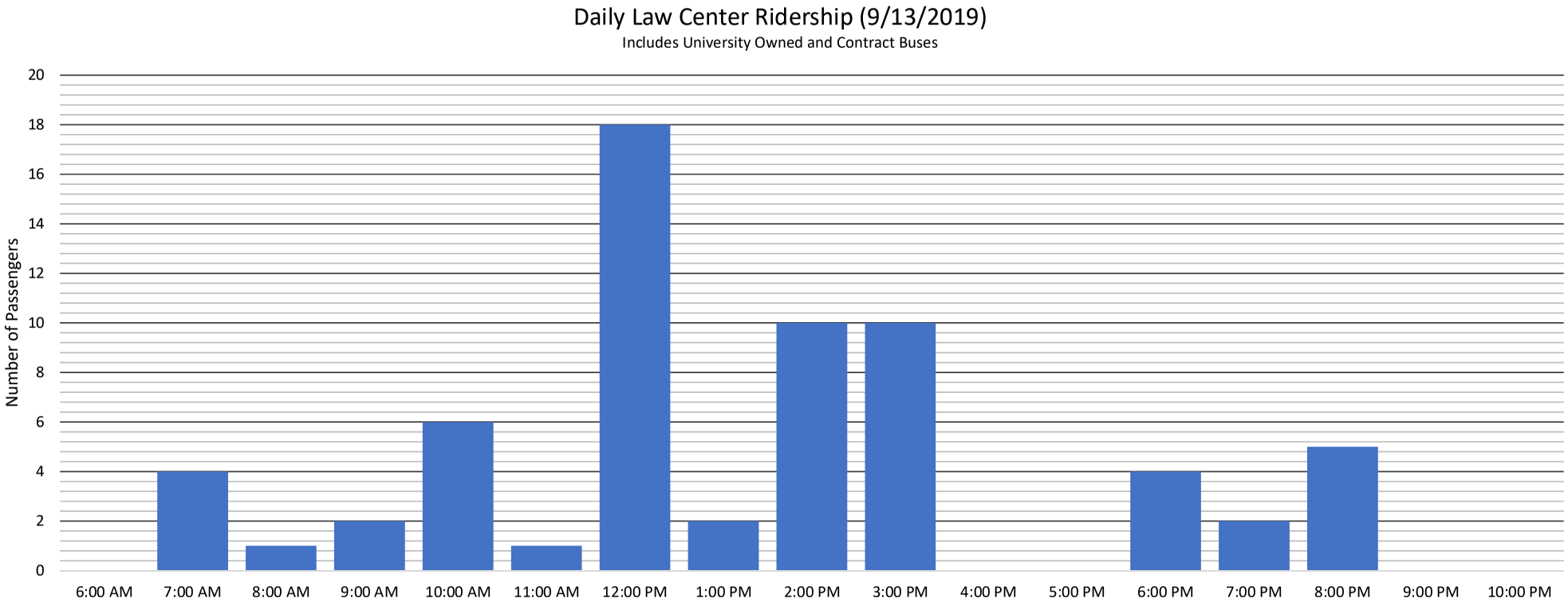

Daily Wisconsin Avenue Ridership (9/9/2019)
Includes University Owned and Contract Buses
Number of Passengers
100
90
80
70
60
50
40
30
20
10
0
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM


Daily Wisconsin Avenue Ridership (9/10/2019)
Includes University Owned and Contract Buses
Number of Passengers
100
90
80
70
60
50
40
30
20
10
0
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 (9/11/2019)
Includes University Owned and Contract Buses
Number of Passengers
100
90
80
70
60
50
40
30
20
10
0
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 (9/12/2019)
Includes University Owned and Contract Buses
Number of Passengers
100
90
80
70
60
50
40
30
20
10
0
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 (9/13/2019)
Includes University Owned and Contract Buses
Number of Passengers
35
30
25
20
15
10
5
0
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 Law Center Ridership (9/13/2019)
Includes University Owned and Contract Buses
Number of Passengers
20
18
16
14
12
10
8
6
4
2
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
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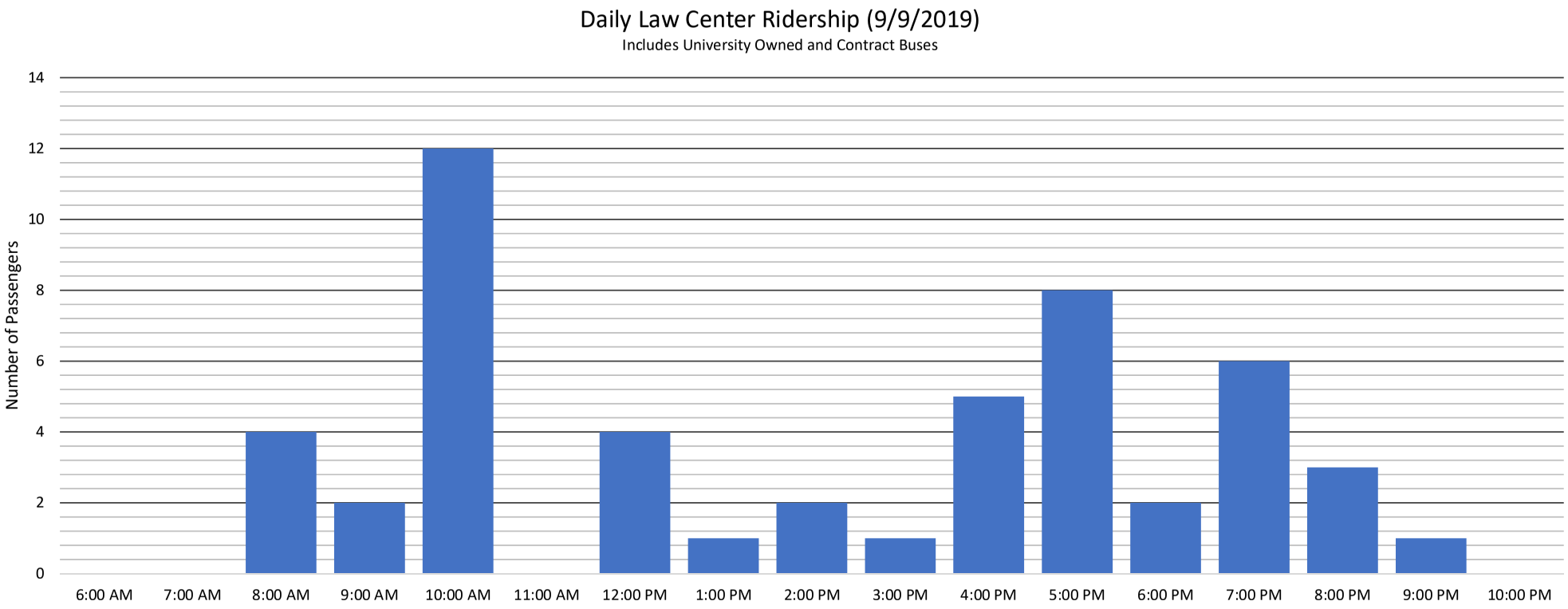
Daily Law Center Ridership (9/9/2019)
Includes University Owned and Contract Buses
Number of Passengers
14
12
10
8
6
4
2
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
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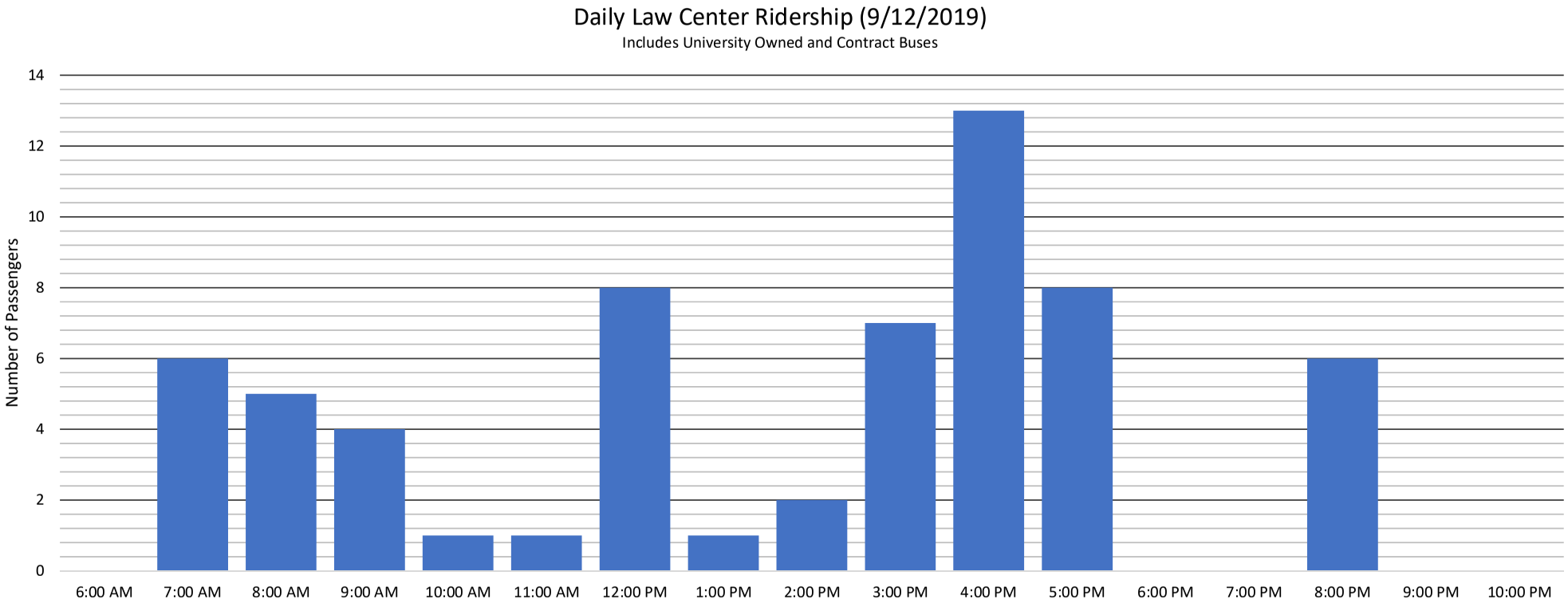
Daily Law Center Ridership (9/12/2019)
Includes University Owned and Contract Buses
Number of Passengers
14
12
10
8
6
4
2
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
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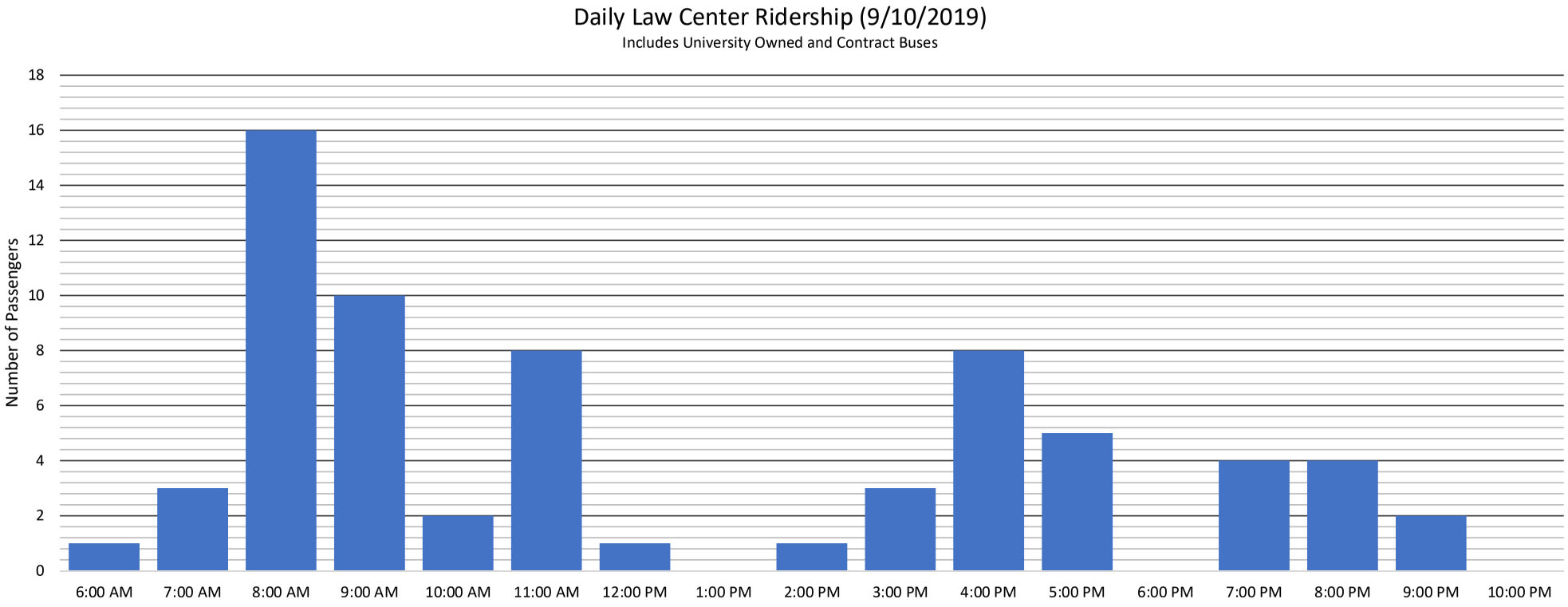
Daily Law Center Ridership (9/10/2019)
Includes University Owned and Contract Buses
Number of Passengers
18
16
14
12
10
8
6
4
2
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
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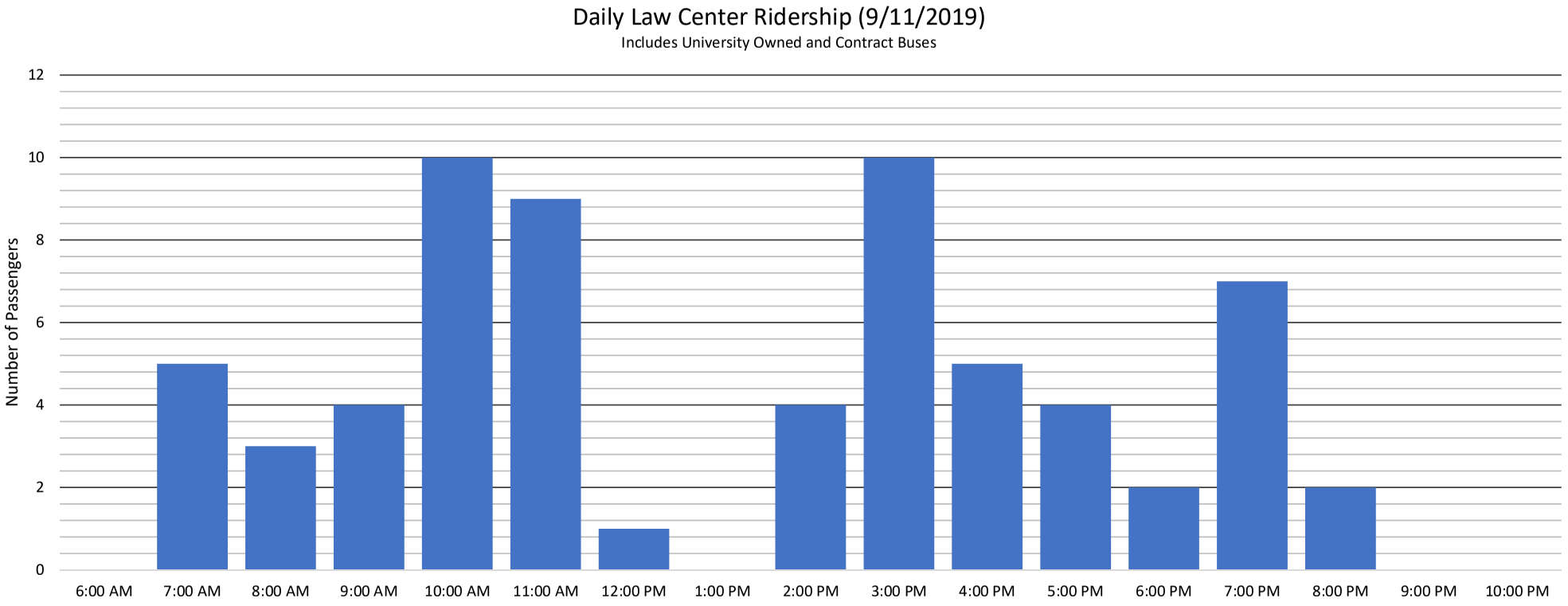
Daily Law Center Ridership (9/11/2019)
Includes University Owned and Contract Buses
Number of Passengers
12
10
8
6
4
2
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
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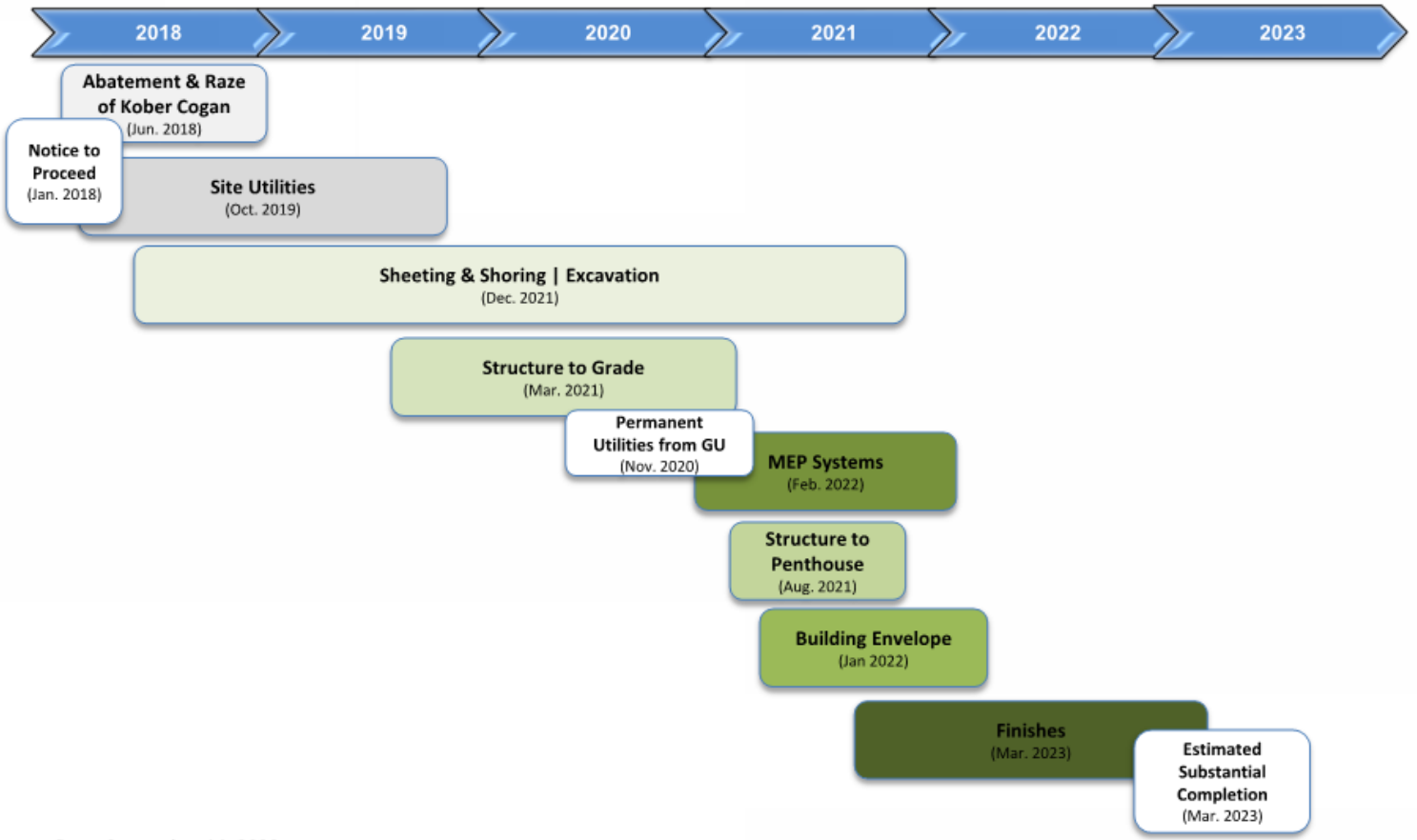
Project Update Project Construction Timeline - Update 2020

Project Construction Timeline



Date: September 14, 2020

Knowledge and Compassion **Focused on You**