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 permit approval was received December 2019. Aesthetic mockups were constructed and reviewed by the Old Georgetown Board and the Commission of Fine Art's review in 2020. As reviewed and approved by the Hospital Construction Monitoring Group (HCMG), the sound attenuated batch plant was removed and excavation in former parking Lot B commenced in 2021. The construction permit application consistent with prior Public Space Committee Concept Approval for improvements along Reservoir Road in public space was submitted to DDOT in March 2022 and is anticipated to be issued by November 2022.
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 with 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.	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 2021, MGUH met and exceeded 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 Campus Plan. The measured MGUH trips for fall 2021 were 938 trips during the AM peak hour and 770 trips during the PM peak hour; full results and analysis are reported in the Annual 2021 Transportation Performance Monitoring Report submitted to DDOT and the GCP on December 23, 2021.
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 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).	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 at a slower pace to accommodate traffic, underground obstructions and re-routing required in Lombardi Circle. Traffic signalization at Entrance 4 was completed in 2020 after PEPCO work and unforeseen subsurface electrical conditions were resolved. The remaining activity is tree planting in 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 stipulated the use of a sound attenuated batch plant (“batch plant”). 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 of 2019 and operation of the batch plant continued throughout 2020. At the conclusion of Phase 1 concrete operations, the sound attenuated batch plant was removed and excavation in former parking Lot B commenced in 2021. 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 logistics, construction timeline updates, 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 2021 the concrete batch plant was removed and excavation and structural work performed approximately three stories deep to support the green space and the underground parking garage in former Parking Lot B. Through 2023, the remaining exterior of the Pavilion will be completed with entrance vestibules, canopies, and green roofs. . Work will also continue to focus 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 mid-2023. Refer to project timeline. 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 apart from future tower crane removal. Due to safety constraints, future oversize tower crane removal must occur during the day. In collaboration with the community, MGUH will schedule oversize tower crane

			removal 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 delivery and removal associated with the Tower Cranes from ANC 2E and ANC 3D. Two of the three Tower Cranes have been removed with the third Tower Crane anticipated to be removed by the end of 2022.
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 with the parking restrictions and associated signage previously approved. 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. Approval from DDOT was received November 2020. Underground infrastructure for the permanent Gate 1 signal commenced October 2022.
			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 became 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. The temporary construction entrances remain in operation to facilitate construction of the three story below grade parking structure under the landscaped Green in former parking Lot B and will be replaced with new curb and gutter, sidewalks, and street trees with the installation of the public space improvements along Reservoir Road during the remainder of 2022 and into 2023.
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.	Operation commenced February 2018, operating hours are from 6:15 AM to 7:00 PM. The transport systems continue to operate at pre-COVID19 Pandemic 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 October 28, 2022 for review and comment. The final report will be submitted November 30, 2022 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.

WELLS + ASSOCIATES

GEORGETOWN UNIVERSITY

Annual Transportation Monitoring Report

December 2021

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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 statistics for 2016 through 2021[1] also are included. The number of employees at the University decreased by 3.1 percent and the number of students increased by 6.5 percent compared to 2019 levels. The number of Hospital employees increased by 4.0 percent.

Table 1
Student Enrollment and Employee Staffing Levels

Component	University					Hospital				
	2016 CTR	Fall 2017	Fall 2018	Fall 2019	Fall 2021	2016 CTR	Fall 2017	Fall 2018	Fall 2019	Fall 2021
Employees	4,150	4,394	4,331	4,410	4,273	4,434	4,729	4,900	4,456[†]	4,635
Traditional Undergrad Students	6,675	6,699	6,673	6,672	6,807	N/A	N/A	N/A	N/A	N/A
Overall Student Headcount	12,043	12,082	12,131	12,196	12,994	N/A	N/A	N/A	N/A	N/A

[†] For the Fall 2019 number of employees, MGUH Human Resources determined the report numbers included 454 associates' work locations that were not at MGUH. The number of MGUH employees at MGUH for Fall 2019 was 4,456 employees. Since Fall 2017 and Fall 2018 employment numbers for the Hospital are substantially higher, it is likely that those reported numbers included some employees whose location is not MGUH.

[1] Due to the operational impacts associated with COVID-19, and with the approval of the Georgetown Community Partnership and DDOT, The Transportation Performance Monitoring study was not conducted in 2020. Therefore, 2020 data are not included in the table.

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 October 11, 2021, to October 18, 2021. The target population for the survey was 24,027 people (including students, faculty, and staff). The survey was distributed on-line. A total of 5,601 responses were received yielding a response rate of 23.3 percent. The mode splits for each University group surveyed are summarized in Table 2.

As shown in Table 2, approximately 73.8 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 1.4 percent is dropped-off/picked-up by another vehicle (including taxis and transportation network company (TNC) services, such as Uber and Lyft).

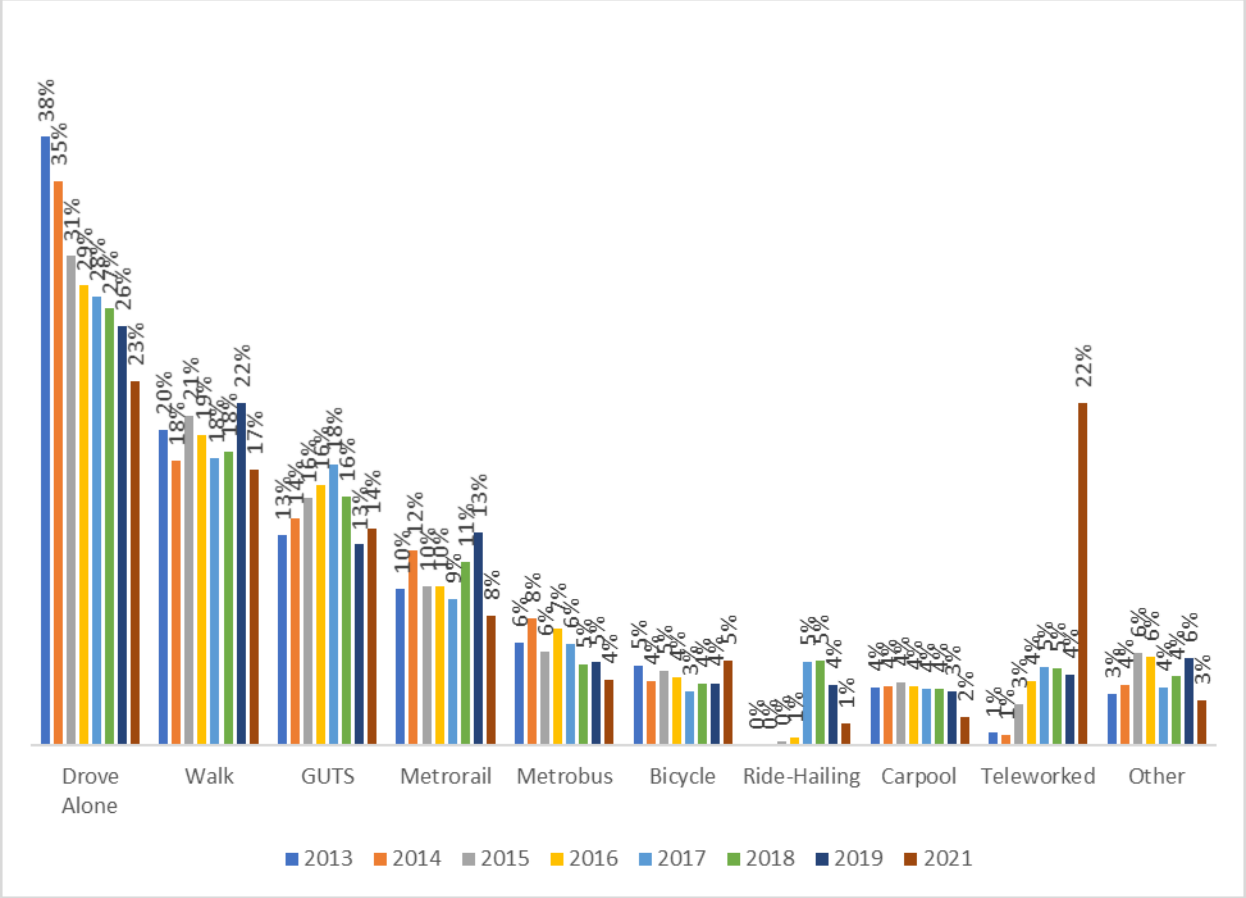
A comparison of 2013 through 2021 University mode split results is summarized in Chart 1. The use of single-occupant private vehicles reported this year decreased 3.4 percent from 26.3 percent to 22.9 percent, compared to 2019. Walking and Metrorail mode shares decreased by 4.2 percent and 5.3 percent, respectively. Carpooling and vanpooling decreased by 1.7 percent. Ride-Hailing, which includes the Transportation Network Company and taxis, decreased by 2.4 percent. The use of bicycles or bike-sharing increased by 0.8 percent. Teleworking increased by 17.1 percent, compared to 2019. GUTS bus usage as the longest mode increased by 1.0 percent. These changes are largely due to COVID-19, which caused the University to increase the amount of employees with telework or hybrid work arrangements. 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	3.6%	13.3%	23.2%	37.1%	30.6%	34.4%	28.2%	22.9%
Carpool/Vanpool	0.7%	1.5%	1.8%	1.5%	2.5%	0.0%	5.0%	1.8%
Carsharing	0.1%	0.3%	0.1%	0.0%	0.3%	0.0%	0.0%	0.2%
Dropped-Off by Private Vehicle	0.9%	1.0%	0.2%	0.9%	1.1%	2.6%	1.5%	1.0%
Ride-Hailing (TNC, Taxi)	1.4%	1.8%	0.5%	1.6%	0.7%	3.2%	0.5%	1.4%
Subtotal Auto Modes	**7%**	**18%**	**26%**	**41%**	**35%**	**40%**	**35%**	**28%**
GUTS	4.7%	29.3%	12.9%	4.3%	4.2%	3.2%	8.9%	13.6%
Remote	3.9%	3.5%	12.5%	32.6%	40.1%	37.0%	14.4%	21.5%
Metrorail	6.2%	9.5%	1.3%	4.5%	9.3%	6.3%	14.9%	8.1%
Metrobus	2.5%	7.2%	2.5%	1.5%	2.6%	1.6%	5.4%	4.1%
Commuter Rail/Bus	0.6%	1.2%	0.1%	1.0%	1.1%	0.5%	3.5%	1.0%
Circulator	0.4%	0.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.4%
Scooter	4.0%	1.7%	4.2%	0.3%	0.2%	0.0%	0.5%	1.2%
Bicycle/Bikeshare	2.5%	8.2%	2.9%	7.1%	2.5%	0.5%	8.9%	5.3%
Walk	68.6%	20.2%	37.7%	7.7%	4.4%	10.6%	8.4%	17.3%
Subtotal Non-Auto Modes	**93%**	**82%**	**74%**	**59%**	**65%**	**60%**	**65%**	**72%**

More detailed information from the University's 2021 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

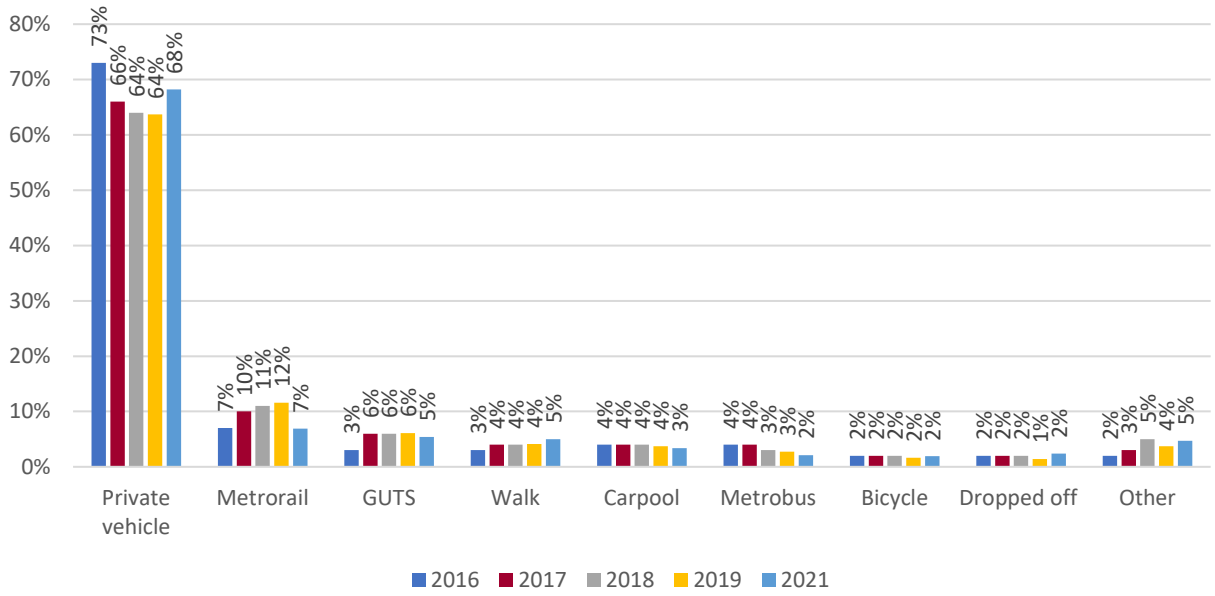
The transportation survey for the Hospital was conducted from October 11, 2021, to October 16, 2021. The target population for the Hospital's survey was 5,298 people (including contractors, medical staff, nurses, and other associates). A total of 1,813 responses were received yielding a response rate of 34 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	81.8	65.2	54.5	63.9	68.4
Carpool/Vanpool	1.3	3.2	3.3	4.5	3.4
Carsharing	0.2	1.1	0	1.6	1.1
Dropped-Off by Private Vehicle	0.8	3.6	0	2.5	2.4
Ride-Hailing (TNC, Taxi)	0.4	2.3	4.1	0.6	1.0
Subtotal Auto Modes	**84.5**	**75.4**	**61.9**	**73.1**	**76.3**
GUTS	2.8	7.5	15.4	5.3	5.4
Metrorail	0.6	3.5	16.3	11.4	6.9
Metrobus	0.1	1.8	0	3.3	2.1
Commuter Rail/Bus	0.6	0.5	0	2.0	1.3
Circulator	0	0	0	0.1	0.1
Bicycle/Bikeshare	4.2	1.8	0.8	1.5	2.2
Walk	6.0	8.3	4.1	2.9	5.0
Scooter-share	1.2	1.1	1.6	0.3	0.7
Subtotal Non-Auto Modes	**15.5**	**24.6**	**38.1**	**26.9**	**23.7**

Hospital mode split results for 2016 through 2021 are summarized and compared in Chart 2. As shown in Chart 2, the use of single-occupant vehicles to commute to campus increased by four percent when compared to 2019. Overall, 2021 saw a 3.9 percent shift from non-auto modes to auto modes compared to 2019. Metrorail saw the largest decline (five percent). GUTS and Metrobus usage decreased slightly. Walk and scooter-share mode splits increased by a combined 1.5 percent.

Chart 2
Hospital Mode Split Comparison



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

The Hospital continues to operate with a reduced on-campus parking supply as the result of the on-going construction of the new medical/surgical pavilion. Currently, 84 associates who previously drove alone to campus receive transit subsidies (in the amount of $255 per month) in exchange for relinquishing their on-campus parking permit. Additionally, the Hospital continues to provide off-site parking in Rosslyn, Dupont Circle, and Wisconsin Avenue near the GUTS stops and subsidizes the cost of off-campus parking for employees. To support the off-campus parkers, the Hospital continues to supplement the GUTS routes with a total of eight buses.

More detailed information from the Hospital's 2021 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 used to establish them are summarized in Table 4.

Table 4
Summary of Campus Plan[2] 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 28, 2021, through Thursday, September 30, 2021. Traffic count data is included in Appendix C.

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				470	0	**470**
Garage 2[1]				529	123	**652**
Garage 4	181	0	**181**			
Southwest Garage[2]	366	4	**370**	269	0	**269**
Leavey Garage	364	24	**388**	527	124	**651**
Lot E (Medical/Dental)	62	0	**62**			
Lot G (New Research)[3]	5	0	**5**			
Lot Y (Yates)	13	0	**13**			
Lot 6 (Poulton)	21	0	**21**			
Lot 9 (Lauinger Library)	81	0	**81**			
Lot WM (Wisemiller's)	5	4	**9**			
Sub-total	**1,098**	**32**	**1,130**	**1,795**	**247**	**2,042**
Grand Total	**3,172**					

[1] Portions of Garage 2 were closed for repair during the counts resulting in a lower capacity than previous years.
[2] MedStar historically has had 199 parking passes for the Southwest Garage. They currently have an additional 70 during the on-going repair of Garage 2.
[3] Lot G was reconfigured due to the construction of the new east-west road and has a lower capacity than previous years.

Leavey and Southwest Garages

Two parking facilities are shared by both the University and Hospital: Leavey Garage and Southwest Garage. For Leavey Garage, the University assigned spaces previously were accessed via a driveway on the west side of the garage. The Hospital spaces previously were accessed via the driveway on the north side of the garage. In conjunction with the construction of the new medical/surgical pavilion, the northern driveway of Leavey garage was closed in 2019, and the eastern driveway, which had previously been closed to traffic, was reopened. Internal barricades within Leavey were removed to allow Hospital and University traffic to use either the western or eastern entrance. For this study, to determine the proportion of Hospital versus University traffic entering and exiting Leavey garage, motorists were surveyed to confirm their affiliation with either the Hospital or University at both driveways upon entering and exiting the garage.

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 at the time. Note that this approach assumes that the number of University parking passes issued for Southwest Garage remains unchanged from year-to-year and that University policies regarding parking do not influence parking behavior at the Southwest Garage. Any increase in the number of University issued parking passes or policies that encourage parking in the Southwest Garage would adversely affect the allocation of trips to the hospital since it is assigned a fixed proportion of the trips based on the number of hospital-issued passes divided by the total number of parking spaces (not the total number of passes issued).

Peak Hour Determination

The peak hours for each institution were determined separately, after averaging the counts at their respective on-campus parking facilities over the three days. The University's peak hours occurred from 8:30 AM to 9:30 AM and from 4:15 PM to 5:15 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 36.3 percent of the trips from 8:30 AM to 9:30 AM and 36.3 percent of the trips from 4:15 PM to 5:15 PM. The Hospital accounted for 77.6 percent of the trips from 6:30 AM to 7:30 AM and 64.8 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, 2019 Fall 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 22.6 percent fewer AM peak hour vehicle trips and 14.5 percent fewer PM peak hour vehicle trips than in 2019. This is mainly due to the shift to teleworking during the COVID-19 pandemic. Both the AM and PM peak hour trip counts fall below both the Commitment and Aspirational Goal set forth in the 2017-2036 Campus Plan.

Table 6
University Observed Trip Generation Summary

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

† The baseline trip generation for each institution was established in the Campus Plan CTR based on 2015 and 2016 traffic counts. The baseline did not include any adjustments for on-street parking. Therefore, the trip counts for 2017 through 2021 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.

The percent of on-street parkers was calculated from the survey data as the number of on-street parkers who arrived during the AM peak hour divided by the total number respondents who arrived by a vehicular mode during the AM peak hour. For the PM peak hour, departures were used instead of arrivals. Those percentages were then applied to the AM and PM peak hour trip generation determined from the on-campus trip counts. The resulting estimated University on-street parkers is summarized in Table 7.

As shown in Table 7, the estimated number of University trips parking on neighborhood streets increased slightly during the AM peak hour and remained relatively unchanged during the PM peak hour.

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
Fall 2021	13.6%	69	11.3%	55

† The percentage of parkers that arrived to (AM) or departed from (PM) 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, Fall 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
Fall 2021 Trip Counts	938	770

† The baseline trip generation for each institution was established in the Campus Plan CTR based on 2015 and 2016 traffic counts. The baseline did not include any adjustments for on-street parking. Therefore, the trip counts for 2017 through 2021 presented in this table do not include adjustments for on-street parking. See further details below in *On-Street Parking*.

Table 8 shows that the Hospital currently is generating 0.5 percent more AM peak hour vehicle trips and 6.4 percent more PM peak hour vehicle trips than in 2019. The Hospital's trip generation continues to be well below both the Performance Target Commitment and Aspirational Goal established in the 2017 – 2036 Campus Plan.

On-Street Parking

As shown on Table 9, the estimated number of Hospital trips that parked on neighborhood streets remained virtually unchanged during the AM peak hour and doubled during the PM peak hour.

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
Fall 2021	4.6%	45	8.1%	68

† 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, six lots and five garages currently are in operation on campus (Lots A, B, and B1 are no longer in operation due to the construction of the new medical/surgical pavilion). Of the 3,172 spaces currently available on campus, 1,130 parking spaces are designated for University use and 2,042 parking spaces are designated for Hospital use. Marked spaces account for 2,893 (or 91.2 percent) of the total while the remaining 279 spaces (8.8 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 temporarily declined from the cap of 4,080 spaces to 3,172 spaces at the time of the 2021 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 Tuesday, September 28, 2021. The number of occupied marked and unmarked parking spaces was recorded hourly from 6:00 AM to 7:00 PM in each of the on-campus parking facilities that serve University and Hospital operations. Table 10 summarizes the peak occupancy for each campus parking facilities for Fall 2021 compared to Fall 2019.

As shown in Table 10, the overall peak parking demand occurred at 12:00 PM when 77 percent of the parking spaces were occupied. Overall, the number of vehicles parked on-campus during the peak decreased by approximately 18 percent compared to last year.

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

Table 10
On-Campus Parking Utilization

Parking Facility	2019/2021 Capacity	2019 Peak Occupancy		2021 Peak Occupancy	
		Time	Spaces	Time	Spaces
University Parking Facilities					
Garage 4	195/181	2 PM	162 (83%)	2 PM	108 (60%)
Lot E (Medical/Dental)	72/62	12, 1 PM	42 (58%)	2 PM	35 (57%)
Lot G (New Research)	0/5	Offline		9, 10, 11 AM	3 (60%)
Lot Y (Yates)	26/13	9 AM	14 (54%)	10, 11 AM	8 (62%)
Lot 6 (Poulton)	23/21	2 PM	16 (70%)	1, 2, 3 PM	12 (57%)
Lot 9 (Lauinger Library)	92/81	1 PM	71 (77%)	3 PM	55 (68%)
Lot WM (Wiseminller's)	21/9	6, 7 PM	8 (38%)	3 PM	6 (67%)
Hospital Parking Facilities					
Garage 1	593/470	12 PM	456 (77%)	11 AM	368 (78%)
Garage 2	962/652	2 PM	772 (80%)	1 PM	487 (75%)
Shared Parking Facilities					
Southwest Garage*	651/639	12 PM	640 (98%)	12 PM	577 (90%)
Leavey†	1,048/1,039	1 PM	843 (80%)	1 PM	821 (79%)
Total	**3,683/3,172**	**1 PM**	**2,974 (81%)**	**12 PM**	**2,433 (77%)**

* It is not possible to distinguish MedStar Parking and University vehicles in Southwest Garage. Medstar accounts for 269 of the 640 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. During the time period for which ridership data were obtained this year, some of the APCs were awaiting repair. Therefore, the ridership data is a combination of APC data and manually recorded counts taken by the drivers.

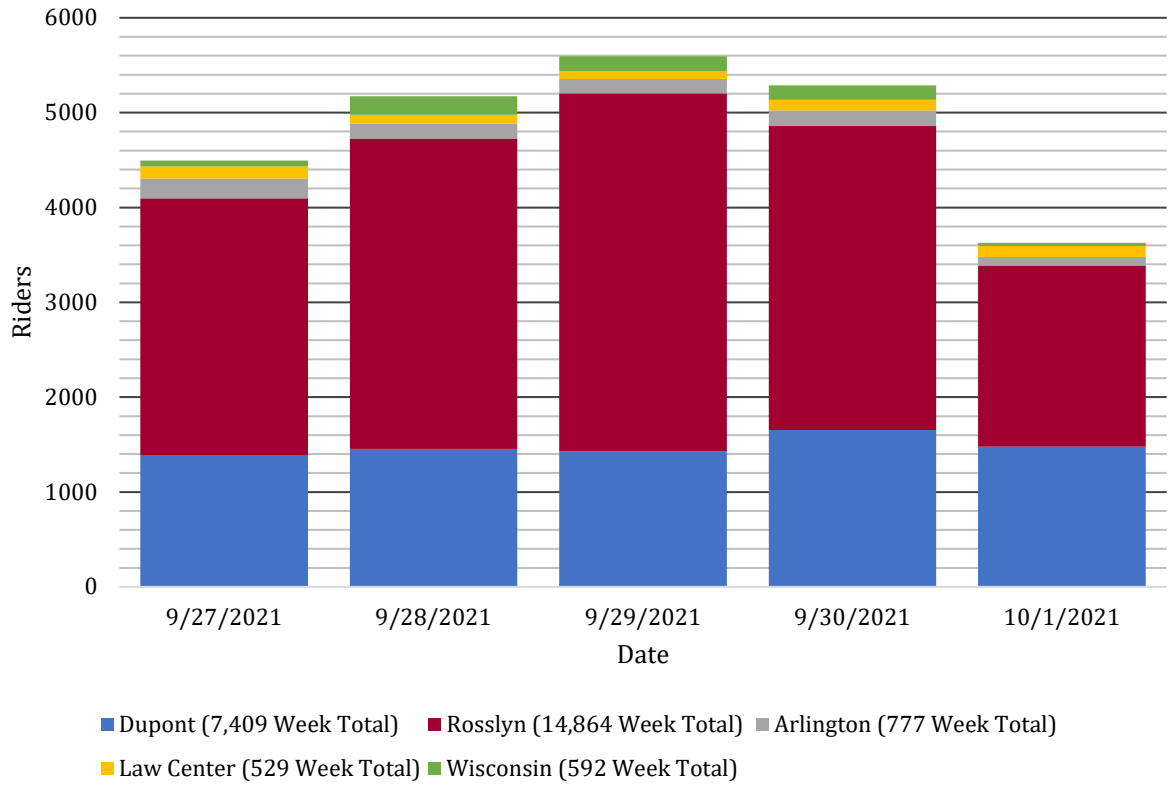
Automatic Passenger Counters

The impetus behind DDOT's request for the University to install the APCs was to establish a more accurate method of determining GUTS ridership. Prior to the installation of the APCs, all bus drivers recorded the number of passengers boarding and alighting each bus. Prior to the

installation of APCs in Spring 2017, that data showed a decline in ridership from year-to-year; however, the annual transportation surveys showed an increase in ridership.

The ridership on each of the GUTS routes by day, for the week of September 27, 2021 (Monday through Friday) is shown on Chart 3 below.[3] Hourly ridership data for each route are provided in Appendix E. Chart 4 shows a yearly comparison of GUTS ridership. This year, the data obtained from the University showed a decrease in ridership on Mondays and Fridays but an increase in ridership on Tuesdays, Wednesdays, and Thursdays.

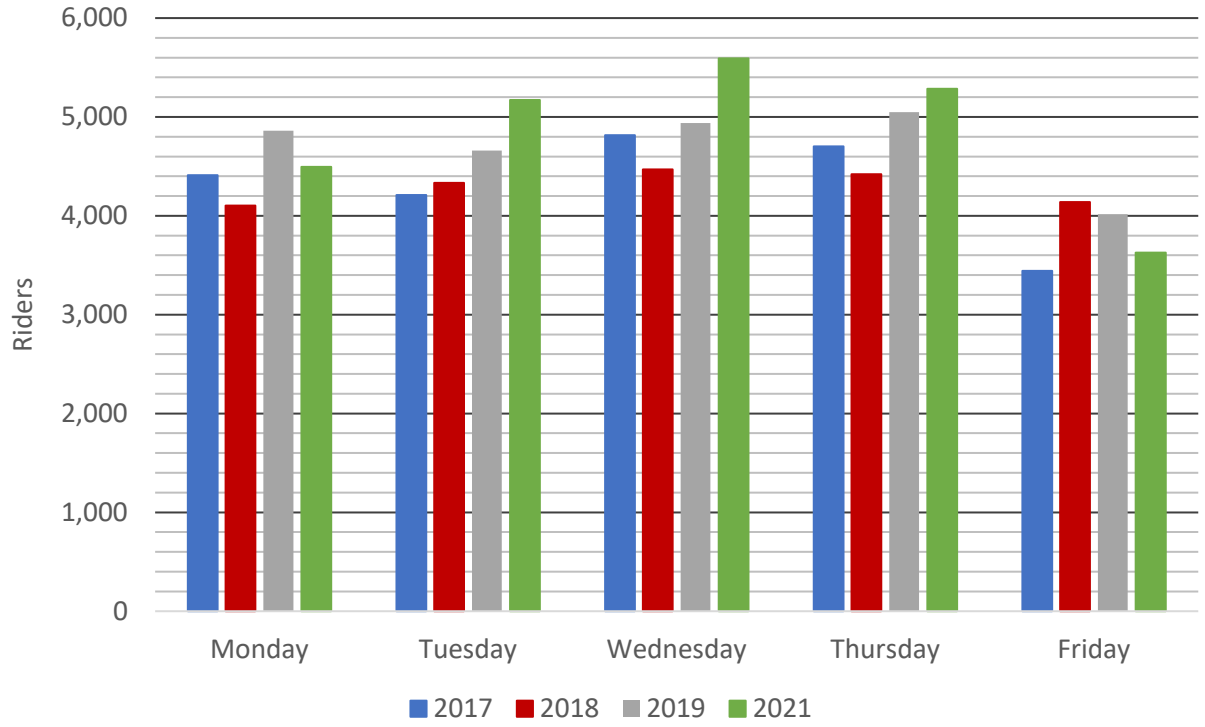
Chart 3
GUTS Ridership by Day



A comparison of 2017, 2018, 2019, and 2021 ridership is provided on Chart 4.

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

Chart 4
Historical Daily GUTS Ridership



Automatic Vehicle Locators

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

TDM ACTIVITIES

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

University

The University's investment in their TDM Plan is evidenced by a continued reduction in AM and PM peak hour vehicle trips. 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 expenditures are included in Table 11. The University spent $3,455,071 in 2021 TDM expenditures and anticipates $5,467,400 in 2022 TDM expenditures.

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

TDM Strategy	Actual Cost			Anticipated Cost	
	FY2017	FY2018	FY2019	FY2021	FY2022-anticpated
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	$3.16M	$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	$8,150	$10,000
Annual maintenance and updates for GUTS GPS devices	N/A	$56,814	$50,465	$56,150	$60,000
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	$0	$82,700
Transit Incentives					
Administration of SmartBenefits to provide pre-tax savings on public transportation costs (currently 84 employees enrolled)	N/R	N/R	$22,441	$23,000	$23,500
Bicycle Infrastructure, Amenities, and Services					
New bicycle racks	$20,000	$0	$0	$12,000	$25,000
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	$1000	$6,000

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

FY21 expenditures are for July 1, 2020-June 30, 2021. During this time, University operations were greatly reduced, with employees encouraged to telework when possible, all classes occurring online, and few students living on campus.

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

TDM Strategy (continued)	Actual Cost			Anticipated Cost	
	FY2017	FY2018	FY2019	FY2021	FY2022-anticipated
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	$200	$500
Improvements to bike repair stations	N/A	N/A	N/A	$0	$1000
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	$0	$25,000
Launch of new parking management equipment in Leavey Garage and continued maintenance of automated systems in Southwest Garage and Leavey Garage to provide parking pricing flexibility	$350,000	$22,000	$54,658	$43,671	$55,000
Discounted parking for carpools	N/R	N/R	$25,750	$12,000	$20,000
Education and Outreach					
On-going transportation website promotion and maintenance	$2,500	$2,500	$2,500	$2,500	$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	$0	$6,000
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	$0	$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	$200	$1,000
Carpool Matching Tool Development and Promotion	$0	$5,000	$0	$0	$5,000
Manage Promoting ZipCar Discount	N/R	N/R	$100	$100	$100
TDM Coordinator	N/A	N/A	$53,746	$130,000	$136,000
Total Expenditures					
	$4,164,325	**$4,086,514**	**$4,707,760**	**$3,455,071**	**$5,467,400**

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

FY21 expenditures are for July 1, 2020-June 30, 2021. During this time, University operations were greatly reduced, with employees encouraged to telework when possible, all classes occurring online, and few students living on campus.

Hospital

The Hospital's investment in their TDM Plan is evidenced by a substantial reduction in AM and PM peak hour vehicles trips over the last several years. While the Hospital is substantially below both its Performance Target Commitments and Aspirational Goals, the Hospital recognizes that these trip thresholds were established based on employment projections that are anticipated to occur over time. The Hospital will continue its TDM efforts to offset increases in trips as a result of continued growth. A list of the Hospital's TDM activities and expenditures for 2021 are provided in Table 12 along with the Hospital's anticipated 2022 TDM expenditures.

The number of associates enrolled in SmartBenefits and the number of associates currently taking advantage of the transit subsidy decreased from 2019. This reduction is reflective of the overall decrease in transit ridership in the region due to the on-going pandemic.

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

TDM Strategy	Actual Cost				Anticipated Cost
	2017	2018	2019	2021	2022
Education and Outreach					
Hired Transportation Coordinator - Provides all new hires with information on commute alternatives and provides assistance in planning environmentally friendly commutes - Promotes the Guaranteed Ride Home (GRH) program to associates and distributes promotional GRH materials - Distributes public transportation schedules and bicycling route maps	$66,538	$128,500	$130,247	$138,375	$141,834
Prepared Transportation Access Guide	$10,250	$0	$0	$0	$0
Provided eight shuttle buses - Connects the hospital to the Rosslyn and Dupont Circle Metro Stations and other key destinations - Supplements GUTS system when University is not open - Provides additional capacity during Hospital's peak demand	$1,300,000	$1,365,451	$1,299,389	$1,336,684	$1,376,784.50
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 – 2021 costs include operational costs plus cost of two additional shuttles	$80,031	$147,722	$332,308	$353,025	$371,000

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

TDM Strategy	Actual Cost				Anticipated Cost
	2017	2018	2019	2021	2022
Transit Incentives					
Provided SmartBenefits - Provides pre-tax savings on public transportation cost for enrolled associates (currently 33 associates are enrolled)	$4,832	$4,832	$4,832	$1,504	$1,504
Provided Transit Subsidies in amount of $255/month to associates to use for public transportation to reduce on-site parking during construction† - Only offered to Associates who previously drove alone - Subsidies began in October 2017 - There are currently 84 associates enrolled	$104,040	$104,040	$345,780	$256,980	$256,980
Parking Management					
Initiated a new parking policy during construction that limits on-campus parking to associates based on their work schedule and years of service. Secured off-site parking to accommodate those no longer able to park on campus	$320,000	$1,193,100	$1,396,686‡	$1,001,842	$1,552,077
Total Expenditures					
	$1,885,691	**$2,943,645**	**$3,509,242**	**$3,088,410**	**$3,700,179.50**

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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.

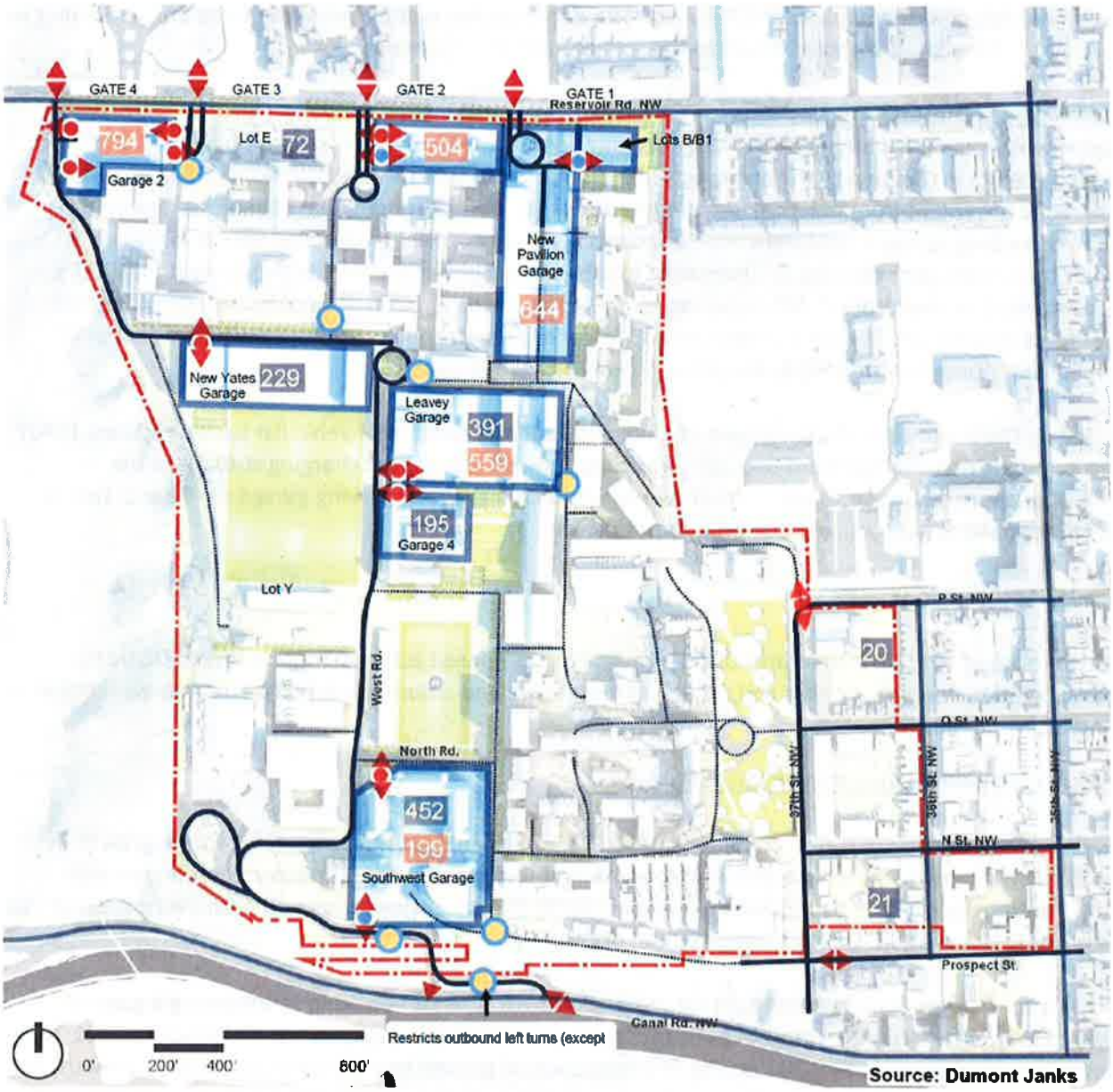

Figure 2. Proposed Campus Vehicular Circulation Plan (see CTR for legend)

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.

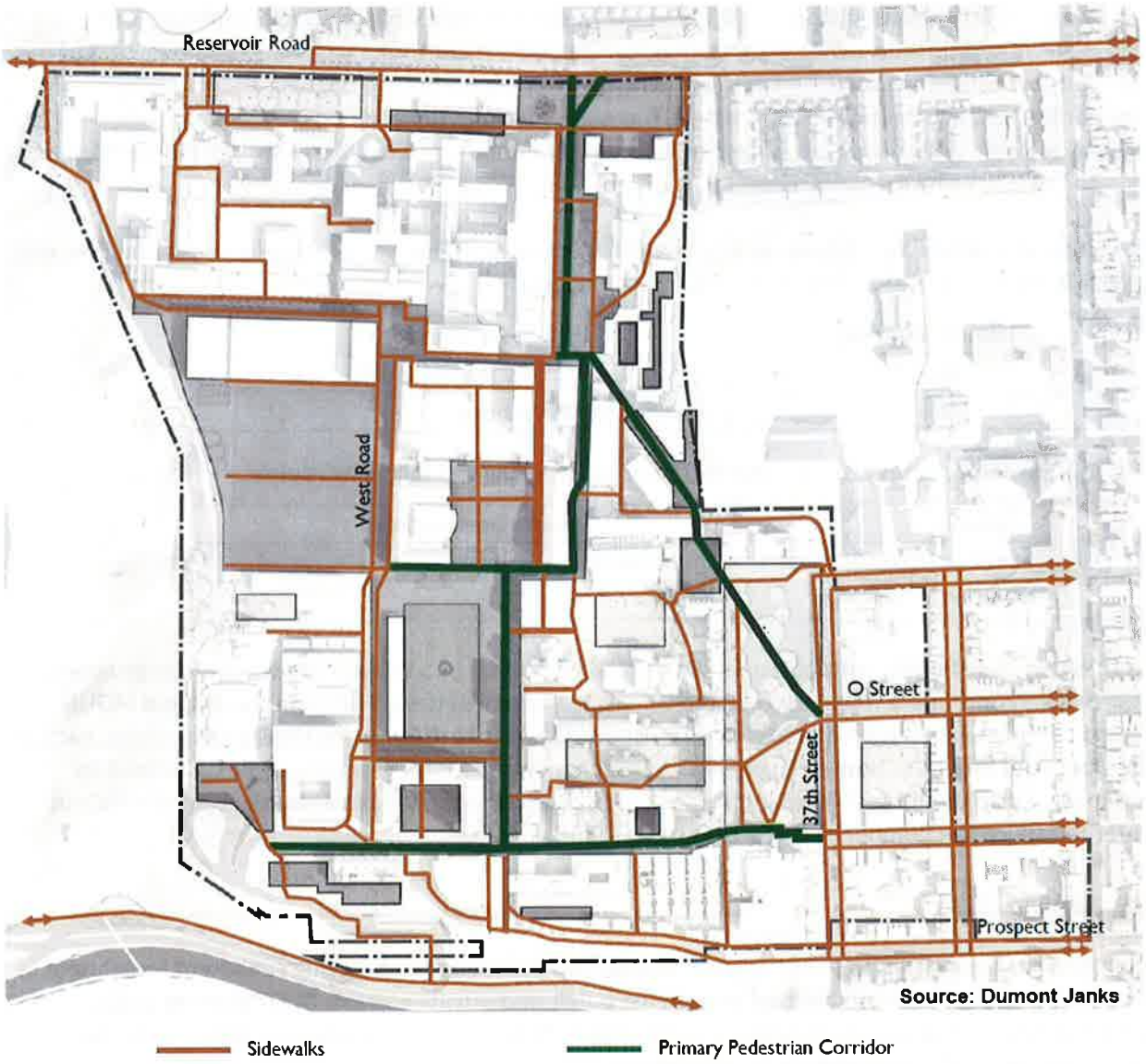

Figure 9. Proposed Pedestrian Pathways (Source: Applicant)

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

Georgetown University 2021 Transportation Survey Summary + Analysis

November 2021

Outline

- Background
- Survey Objectives
- Survey Overview
- Summary of Findings
- Survey Results

Background

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

Survey Objectives

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

2021 Survey Response Rate

Survey Effort:	2021
Target Population	24,027
Survey Responses Received	5,601
Response Rate	23.3%
Statistical Significance Minimum Response Rate (target)	6%
Error Interval[1]	±1.49%
Confidence Level	99%

Survey was administered October 11-18, 2021

[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	2021
Survey Responses Received	5,850	6,079	5,324	7,051	5,642	5,342	5,772	**5,601**
Main Campus Commute	3,638	5,091	3,262	5,163	4,016	4,631	3,907	**3,155**
Target Population	22,721	18,068	18,001	24,045	24,196	22,155	22,244	**24,027**
Response Rate	25.7%	33.6%	29.6%	29.3%	23.3%	24.1%	25.9%	23.3%

Survey Implementation

- Secure online survey in English only
  - Desktop and mobile versions available
- Incentives used to increase response rate
  - Early bird prize drawing - $100 VISA gift cards (10)
  - Grand prize drawing for all respondents– Apple Watch, Yeti package, and $250 VISA gift card
- Digital survey promotions
  - Survey link distributed via email followed by reminder and thank you communications

Survey Promotion Details

- Survey was promoted to audiences on Main Campus and the Law School, through the following channels:
  - Broadcast emails with promotional survey-completion incentives (10/11, 10/13, 10/15)
  - Inclusion in Faculty/Staff, Graduate student, and GUMC email newsletters

SUMMARY OF FINDINGS

Summary of Findings

Section	Findings
Travel Trends	The drive alone mode split to campus has decreased since 2019.
	Main campus trips peak at 9:00 AM in the morning and 5:00 PM in the afternoon.
Ride-Hailing	Nearly 40% 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, 68% of university affiliates that park in residential areas park in the West Georgetown Neighborhood.
	Sixty-eight percent of individuals that parked on main campus have a parking permit.

Summary of Findings

Section	Findings
GUTS/ Late Night Shuttle	Roughly 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 40% of riders have experienced issues with congestion on GUTS buses. The stop with the most frequent issues is the Rosslyn Route on Campus. Overcrowding is the most prominent at 9:00 AM and 5:00 PM.
	Only about three percent of ALL students surveyed use the late-night shuttle; the West Georgetown loop is the most popular.
	About one percent of ALL students surveyed use SafeRides on a daily to weekly basis.
Carpool	Seventy percent of faculty and staff are unfamiliar with the Georgetown carpool subsidy.
	Fourteen percent of employees would consider being matched to a carpool, whereas the current carpool mode split is around two percent. Another 40% of employees indicated being open to the idea by answering "Maybe."

Summary of Findings

Section	Findings
Telework	Roughly 70% of University employees work from home at least once a week.
	Seventy-eight percent of University employees feel that their job is conducive to telework.
TDM	Three quarters of drive alone employees have used an option other than driving alone to reach the Georgetown campus. Forty-five percent 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 50% of survey takers are interested in receiving transportation information.

Summary of Findings

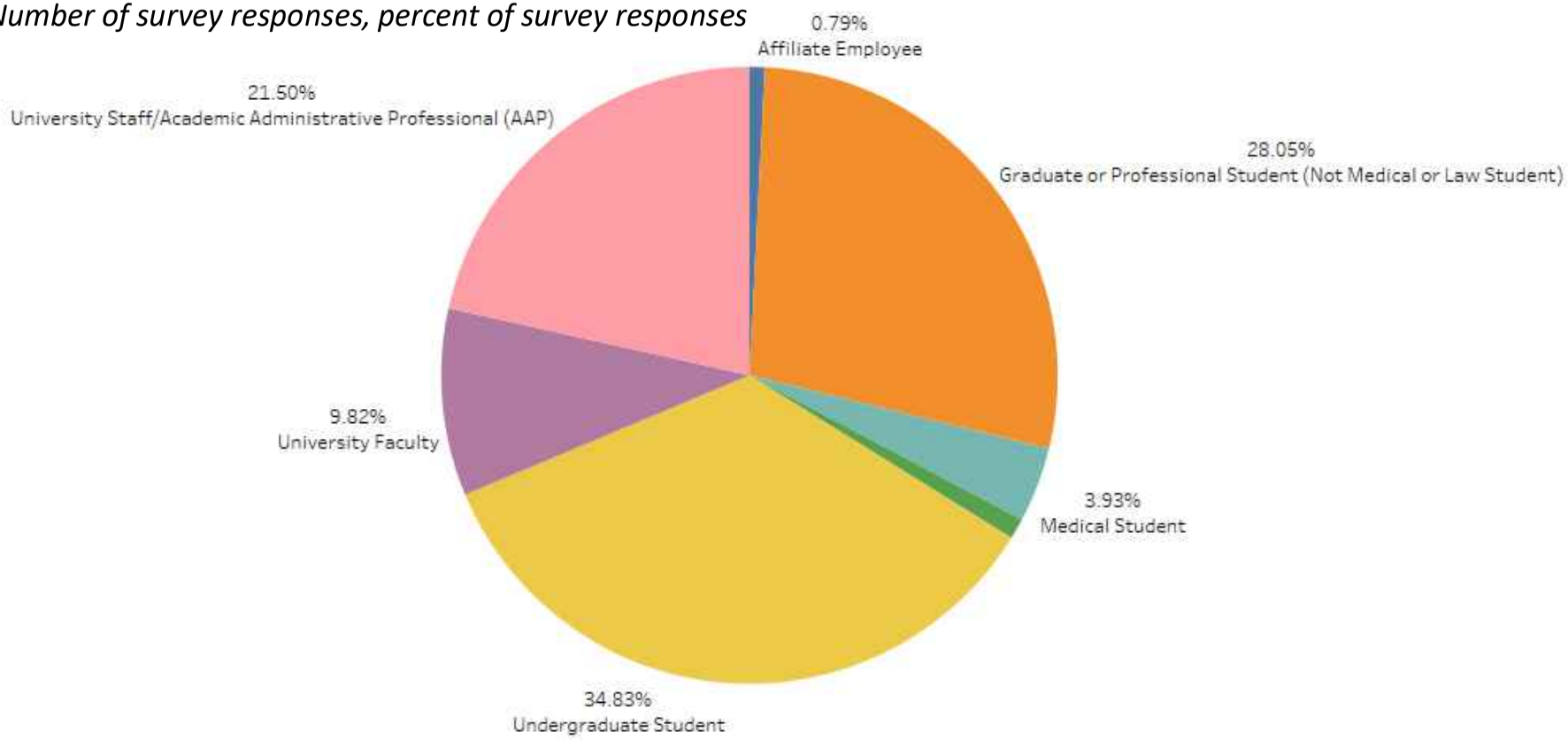
Section	Findings
On-Campus Student Travel	Twelve percent (12%) of on-campus students regularly travel to a job or internship.

SURVEY RESULTS

General Work/School Information

What is your primary relationship with Georgetown University?

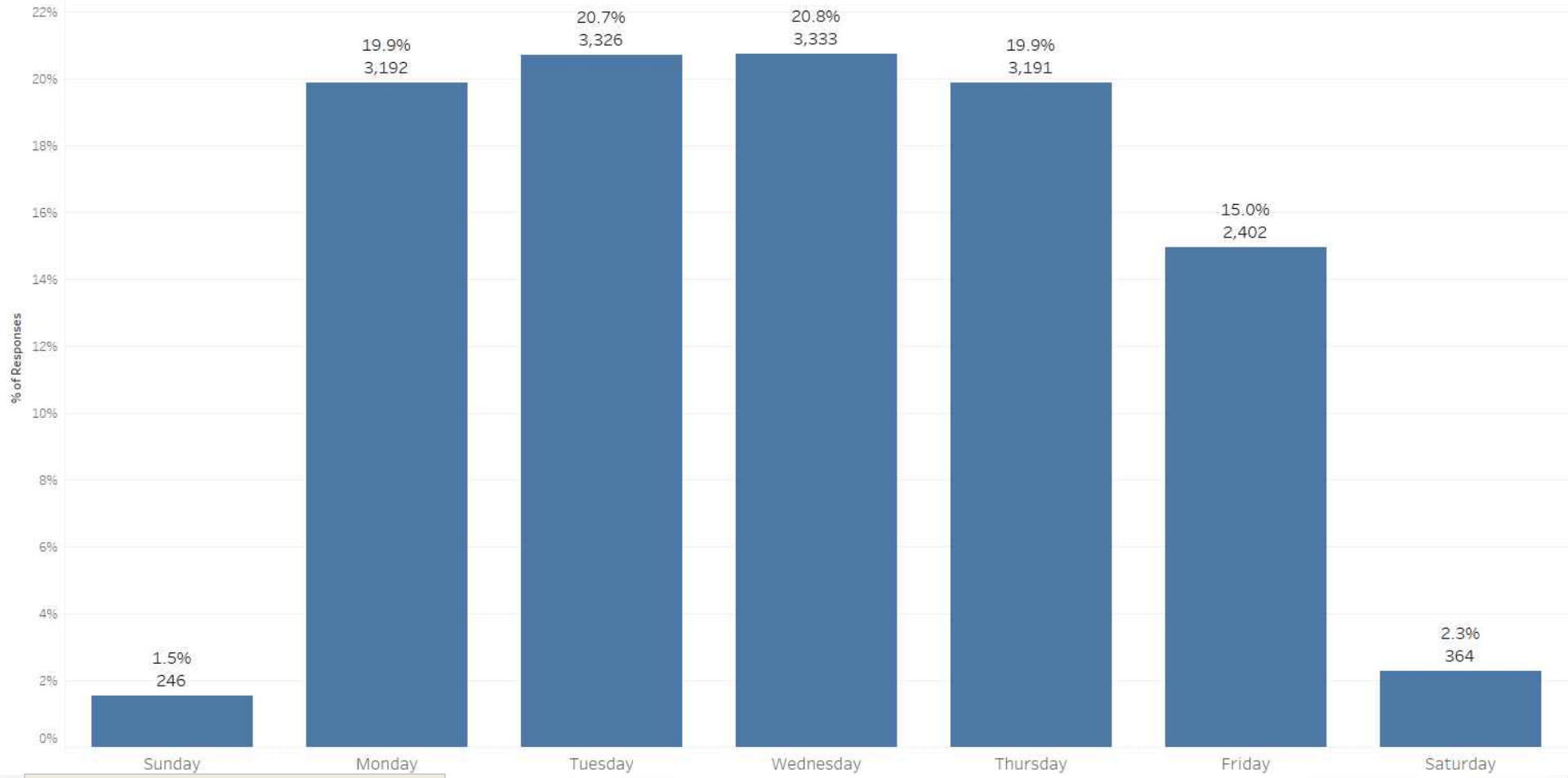
Number of survey responses, percent of survey responses



Responses: 5,601
Margin of Error: ±1.49%

What days did you work/attend school last week?

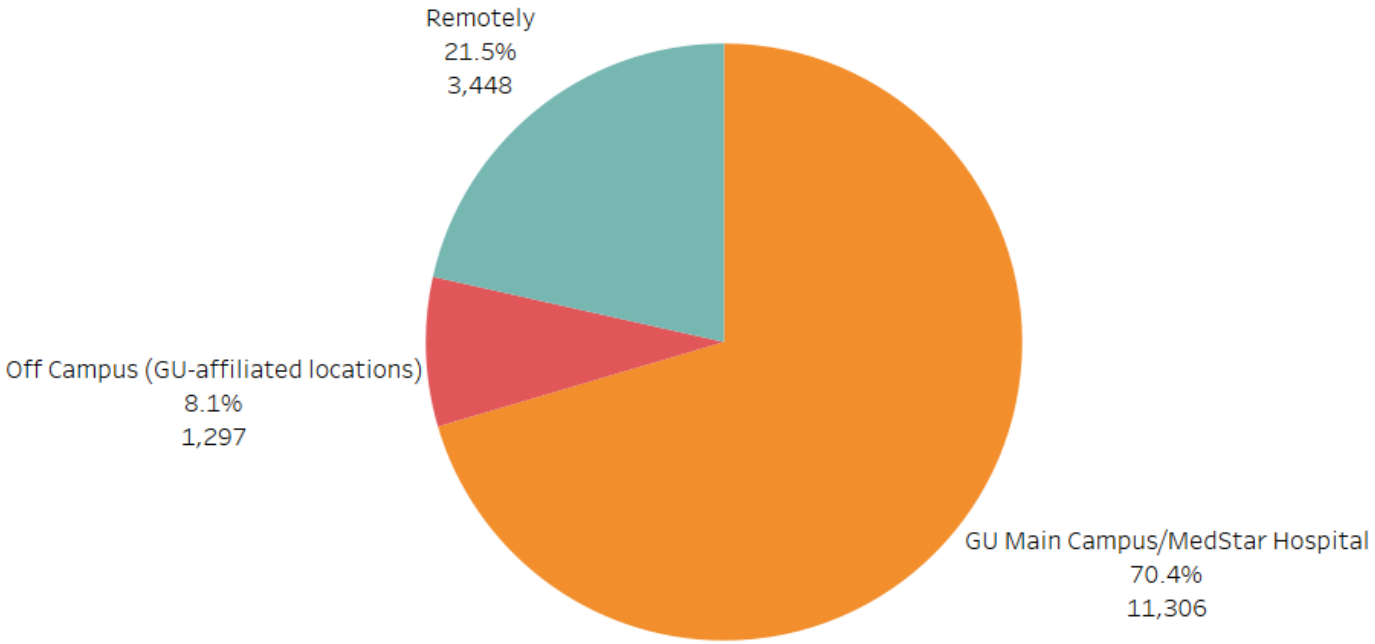
Percent of non-campus resident survey trips



Trips Recorded: 16,054
Margin of Error: ±1.49

Where did you primarily work/attend school last week?

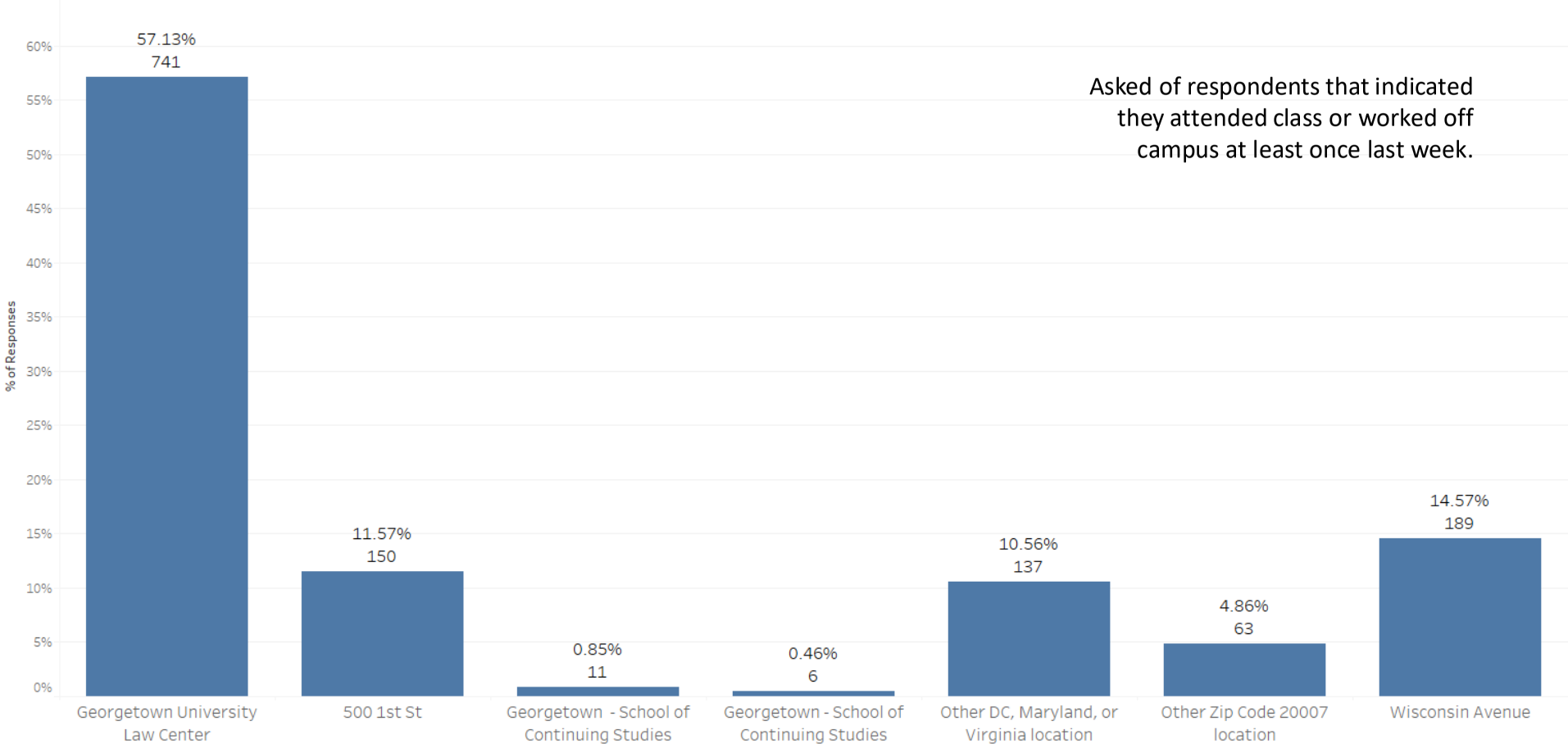
Number of non-campus resident trips



Trips Recorded: 16,051;
Margin of Error: ±1.49%

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

Percent of off-campus trips, responses



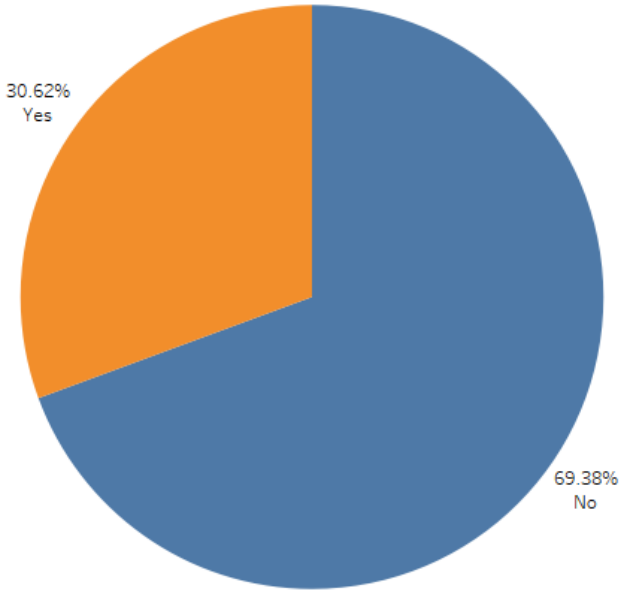
Asked of respondents that indicated they attended class or worked off campus at least once last week.

Trips Recorded: 1,297;

Travel Trends

Do you live on campus?

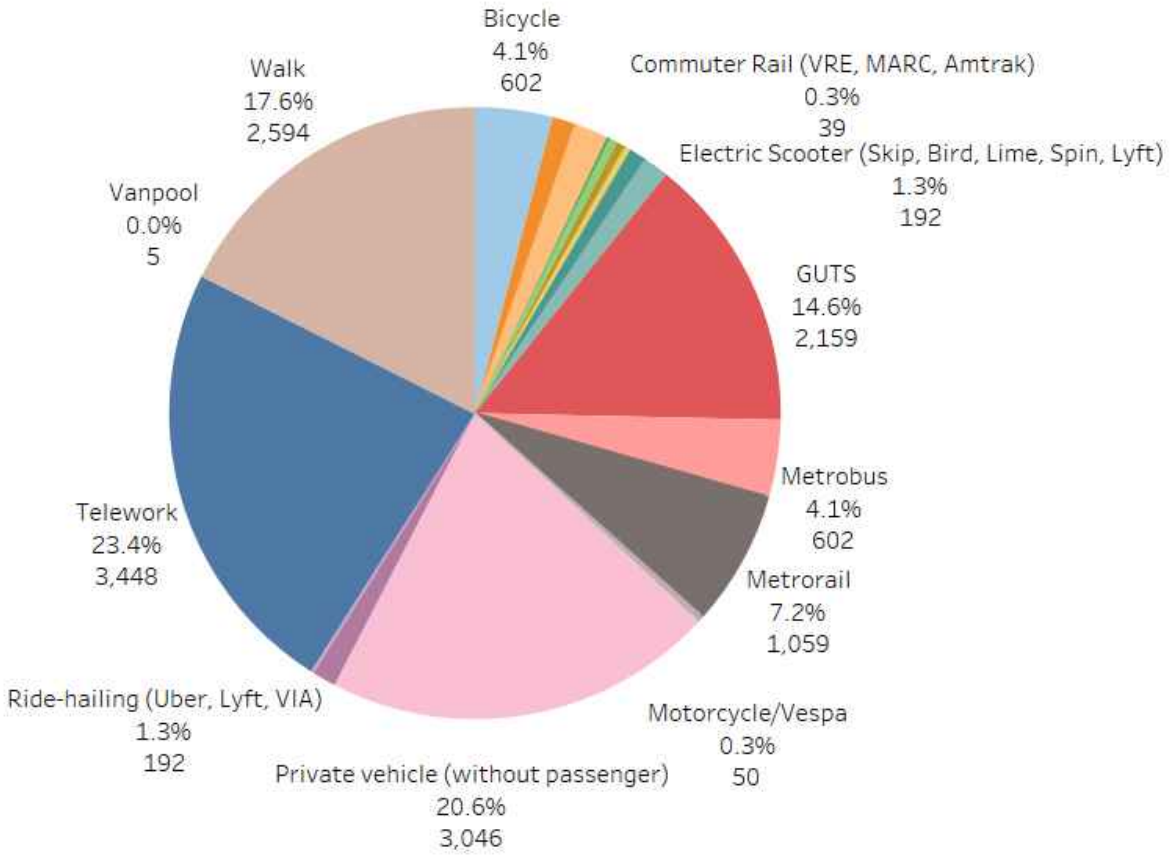
Number of survey responses, percent of survey respondents



Responses: 5,601;
Margin of Error: ±1.49%

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

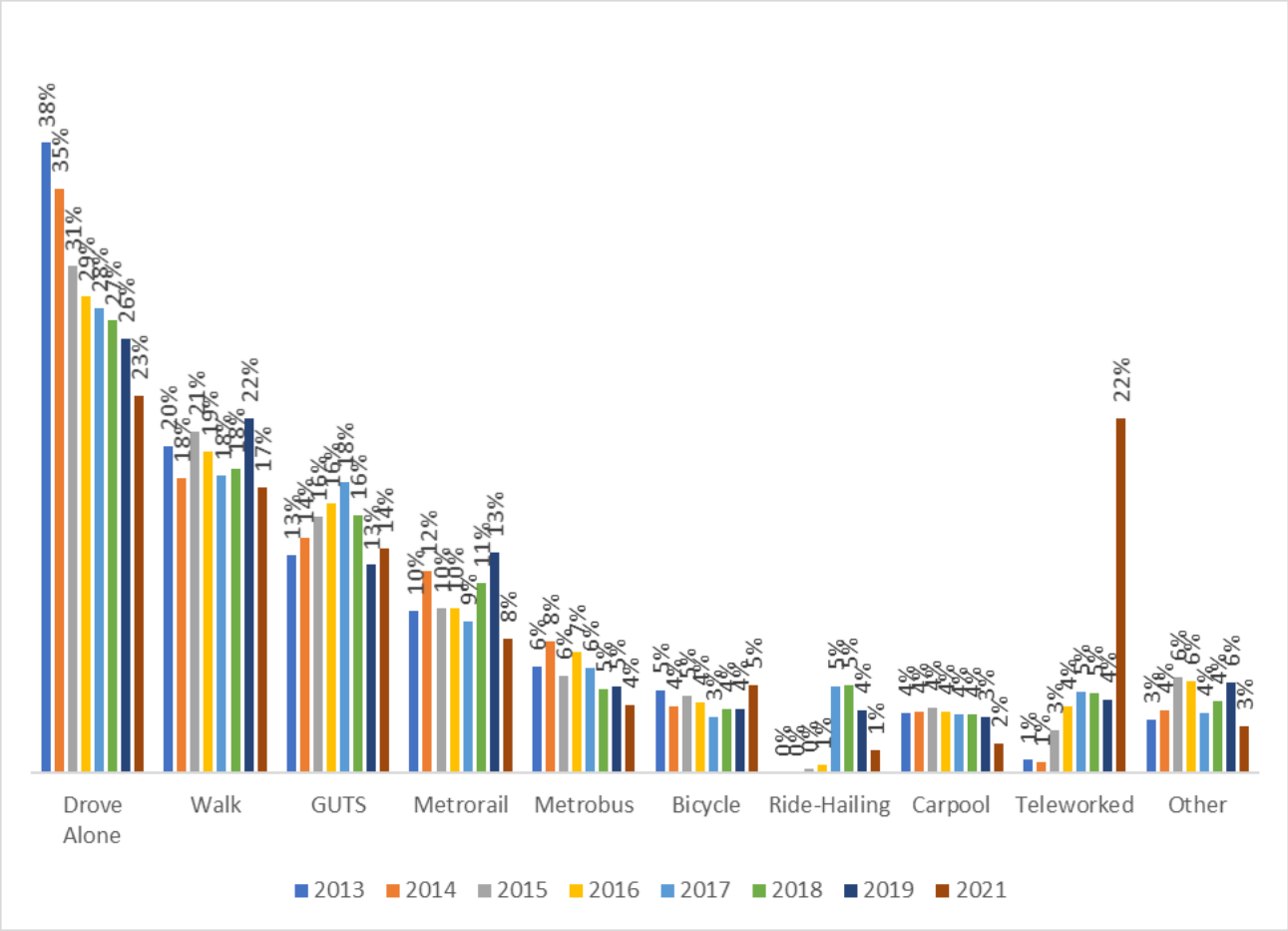


What transportation mode did you take for the longest portion of your trip to school/work? *(Main Campus Only)*

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

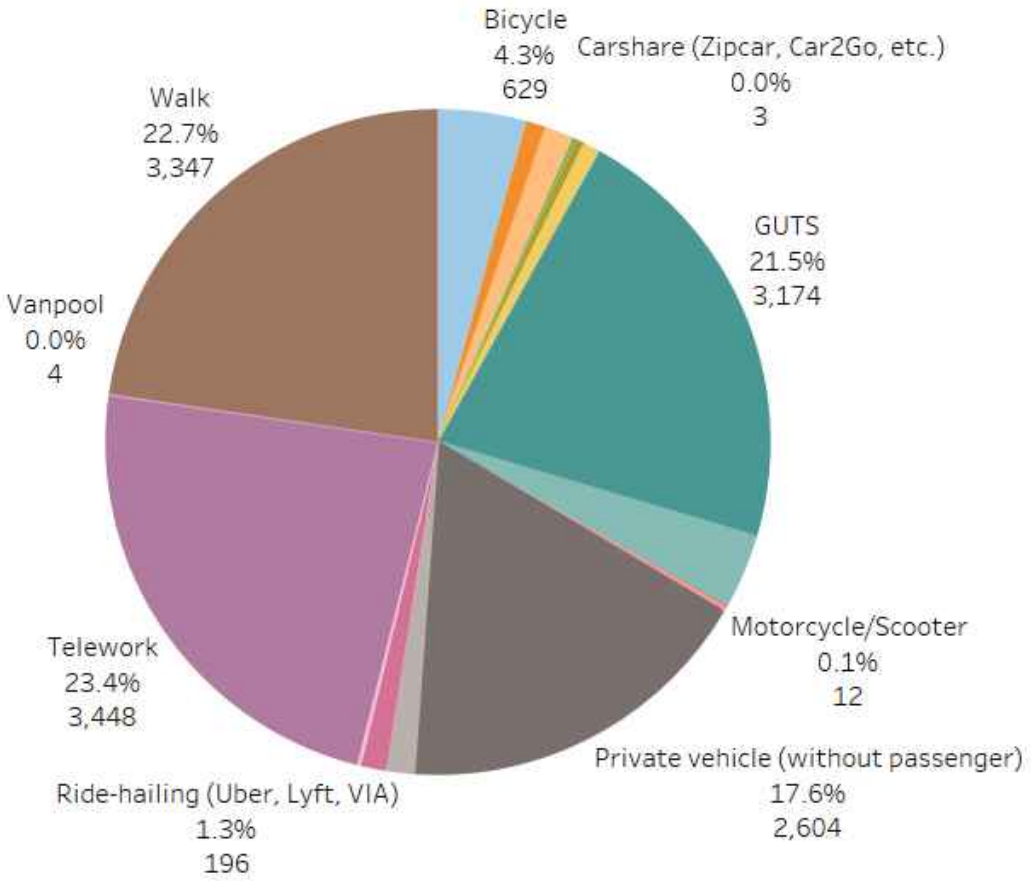
	% of Trips	Count of Trips
Telework	21.81%	3,448
Walk	21.48%	3,395
Private vehicle (without passenger)	19.53%	3,087
GUTS	10.51%	1,661
Metrorail	9.22%	1,458
Bicycle	4.23%	669
Metrobus	3.49%	551
Bike Share	2.37%	374
Carpool	1.50%	237
Shared Electric Scooter	1.42%	224
Ride-hailing (Uber, Lyft, VIA)	1.37%	216
Dropped off by private vehicle	0.87%	138
Commuter Bus	0.57%	90
Circulator	0.51%	81
Commuter Rail (VRE, MARC, Amtrak)	0.46%	73
Motorcycle/Vespa	0.34%	54
Carshare	0.22%	35
Taxi	0.08%	12
Vanpool	0.03%	5

Historical Mode Split: Longest (Main Campus only)



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



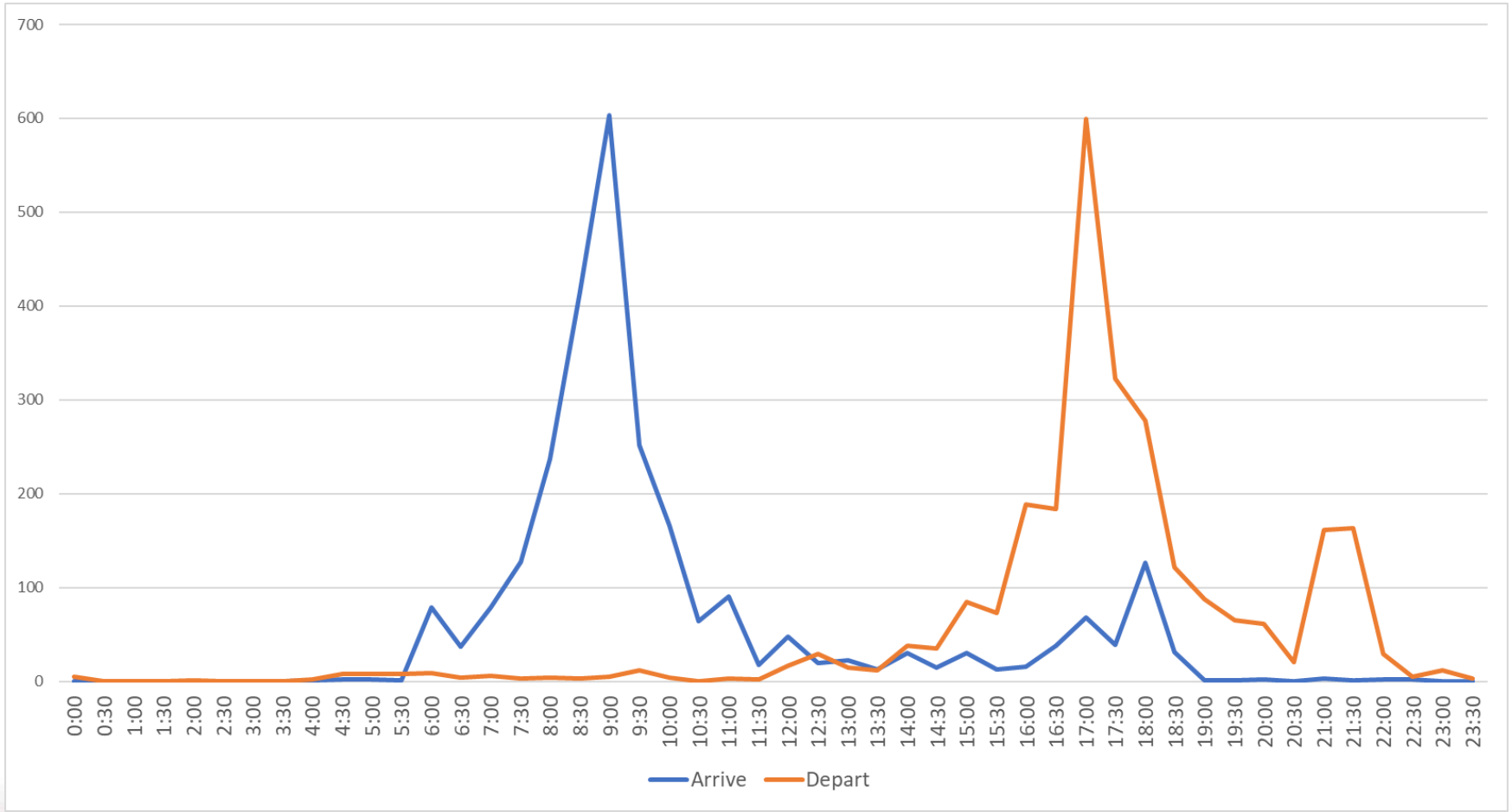
What transportation mode did you take for the last portion of your trip to school/work? *(Main Campus Only)*

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

	% of Trips	Numbr of Trips
Telework	23.37%	3,448
Walk	22.69%	3,347
GUTS	21.51%	3,174
Private vehicle (without passenger)	17.65%	2,604
Bicycle	4.26%	629
Metrobus	3.63%	535
Carpool	1.38%	204
Ride-hailing (Uber, Lyft, VIA)	1.33%	196
Shared Electric Scooter	1.28%	189
Bike Share	1.01%	149
Dropped off by private vehicle	0.80%	118
Circulator	0.44%	65
Motorcycle/Vespa	0.22%	32
Carshare	0.16%	23
Taxi	0.15%	22
Motorcycle/Scooter	0.08%	12
Vanpool	0.03%	4
Carshare (Zipcar, Car2Go, etc.)	0.02%	3

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

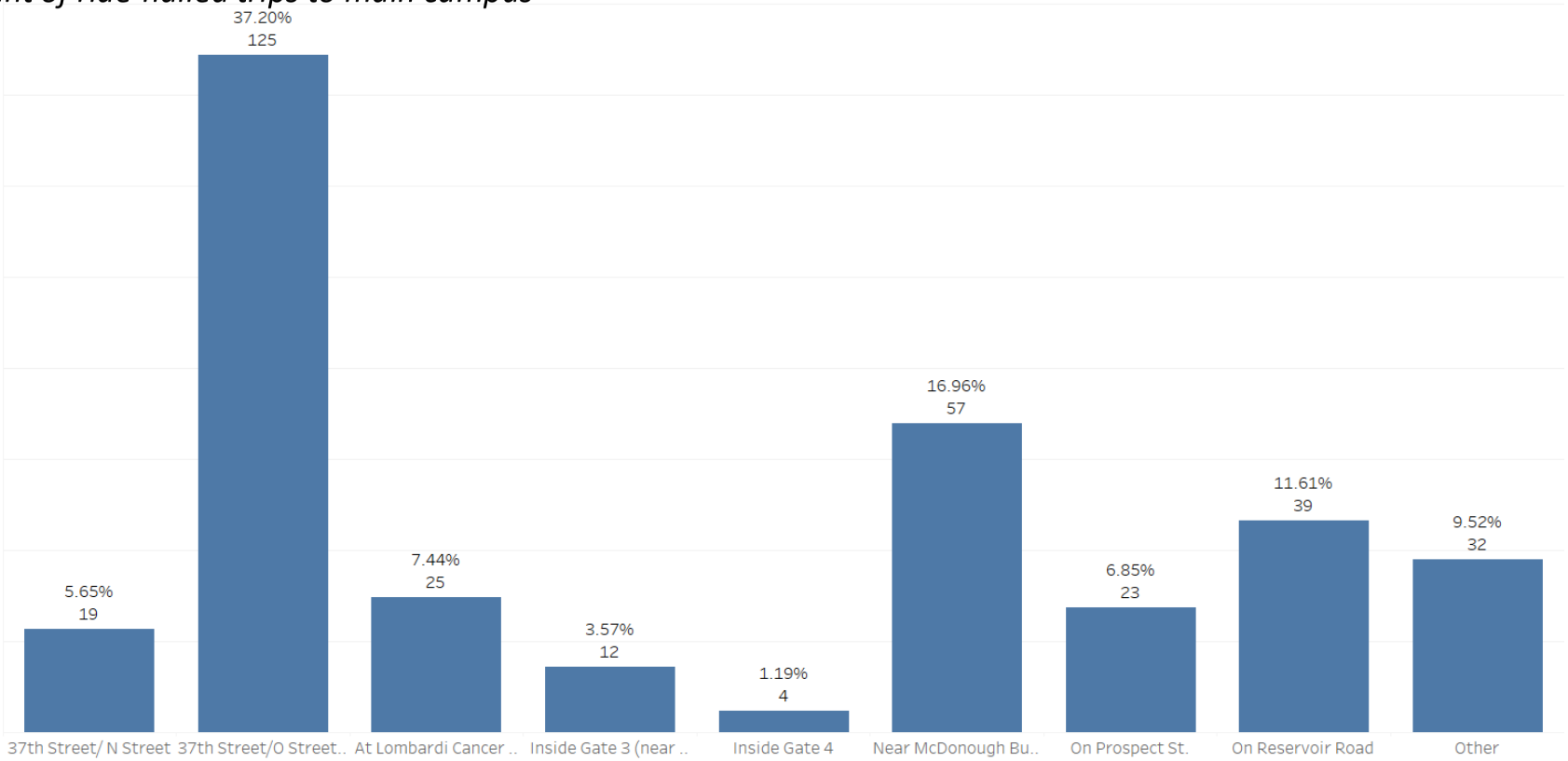
Number of main campus trips



Ride-Hailing

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

Percent of ride-hailed trips to main campus



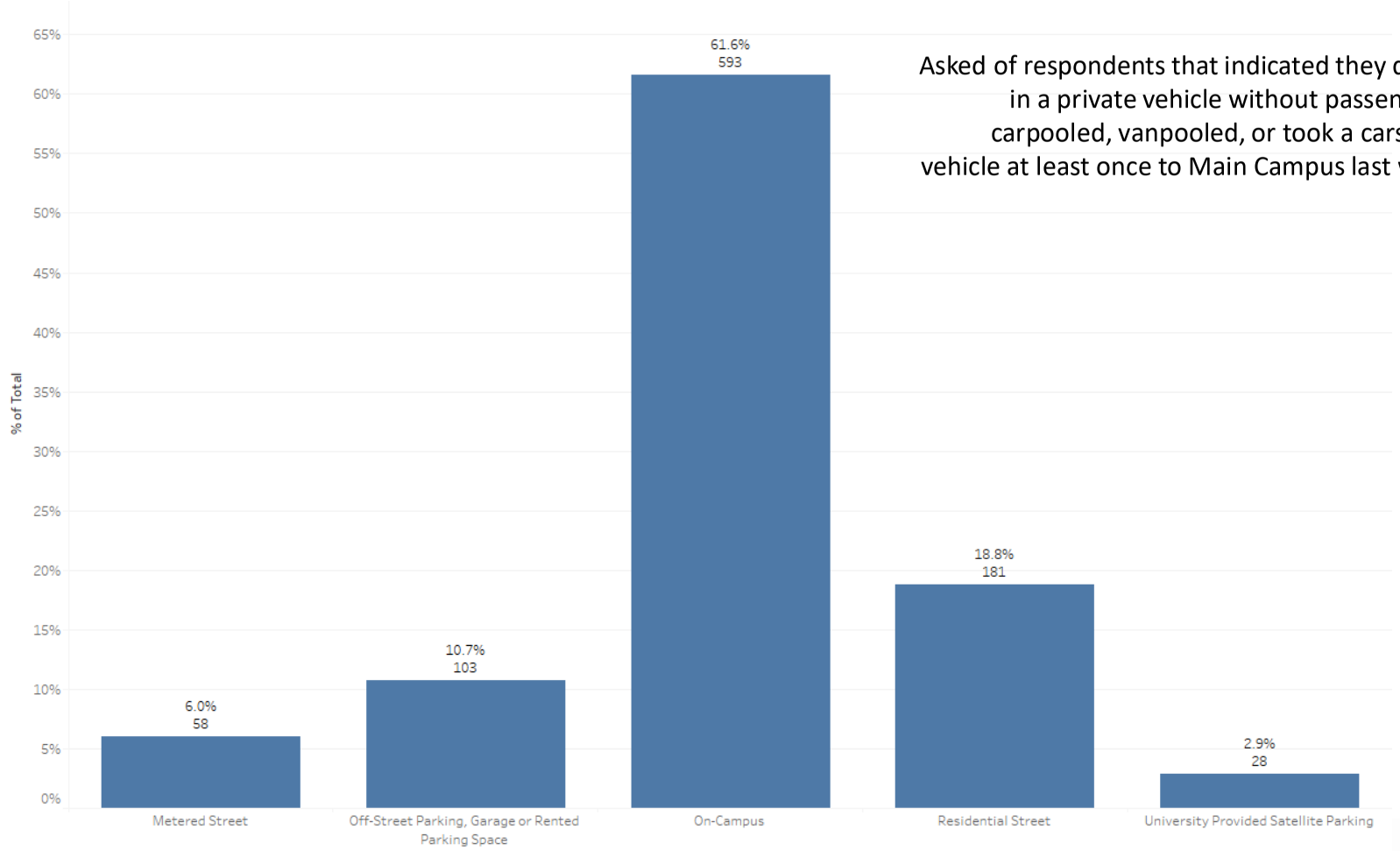
Trips Recorded: 336;
Margin of Error: ±6.1%

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

Parking

Where did you park when you drove to Main Campus?

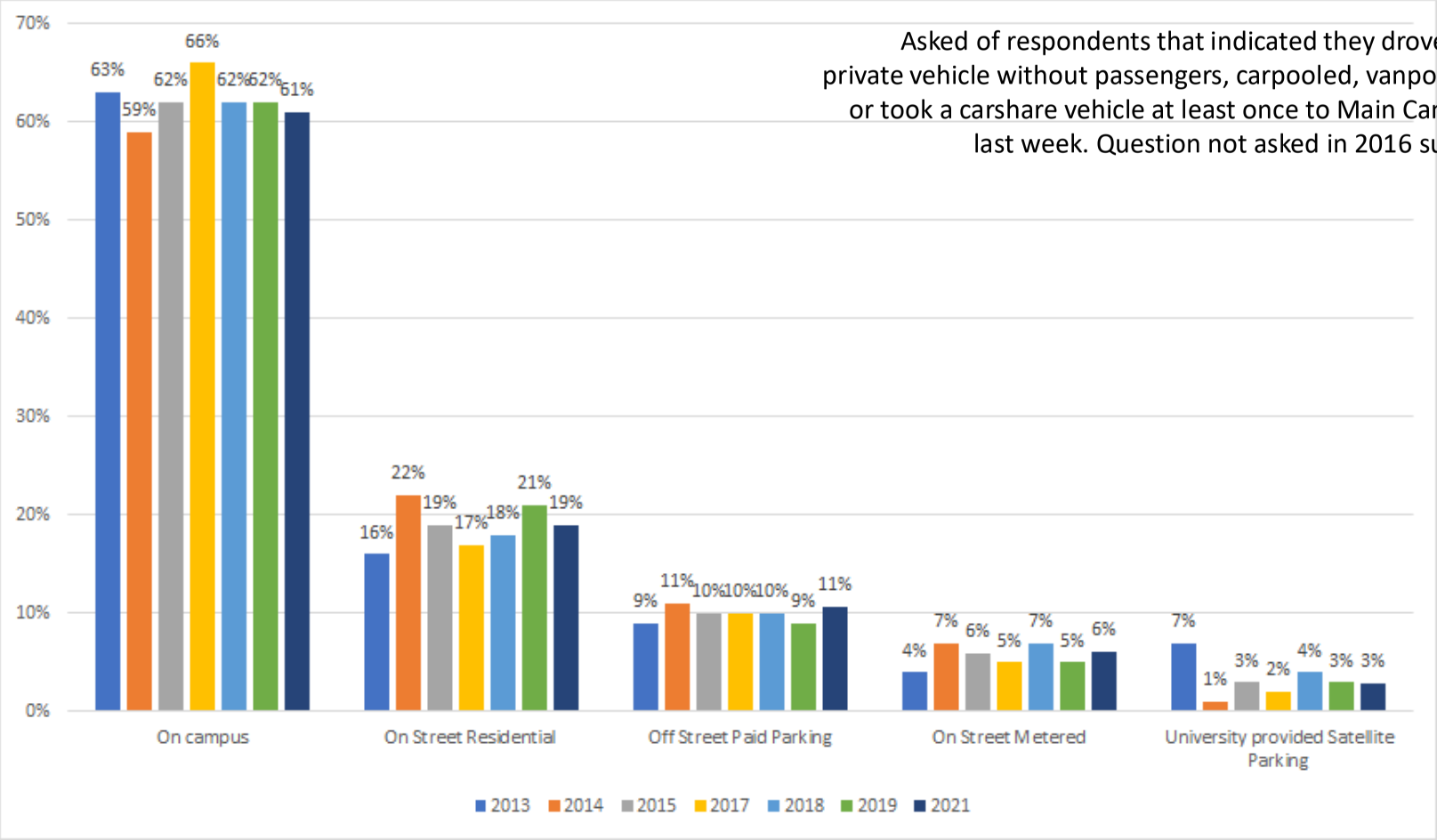
Number of survey responses, percent of survey responses



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)

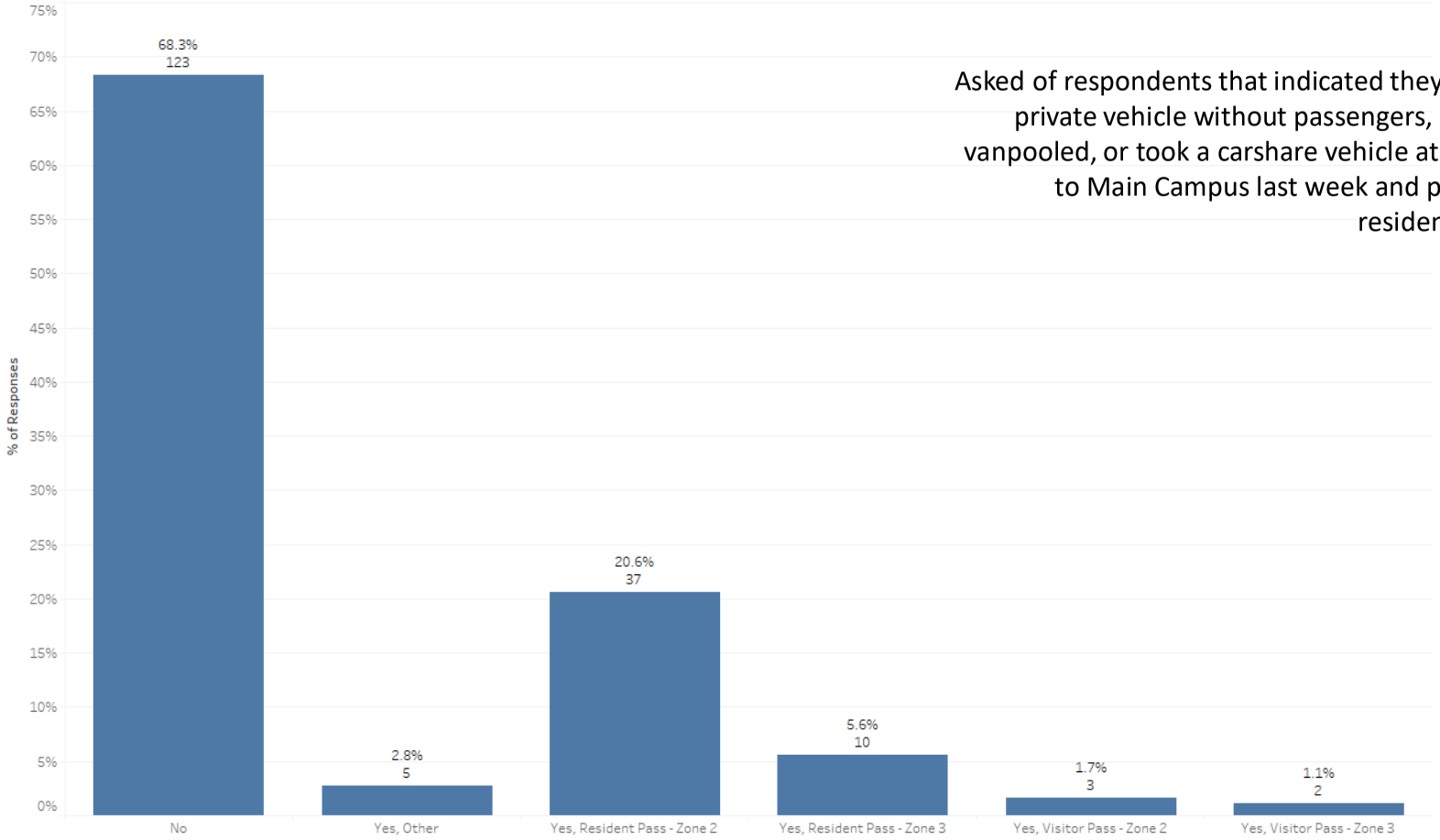
Percent of survey responses



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



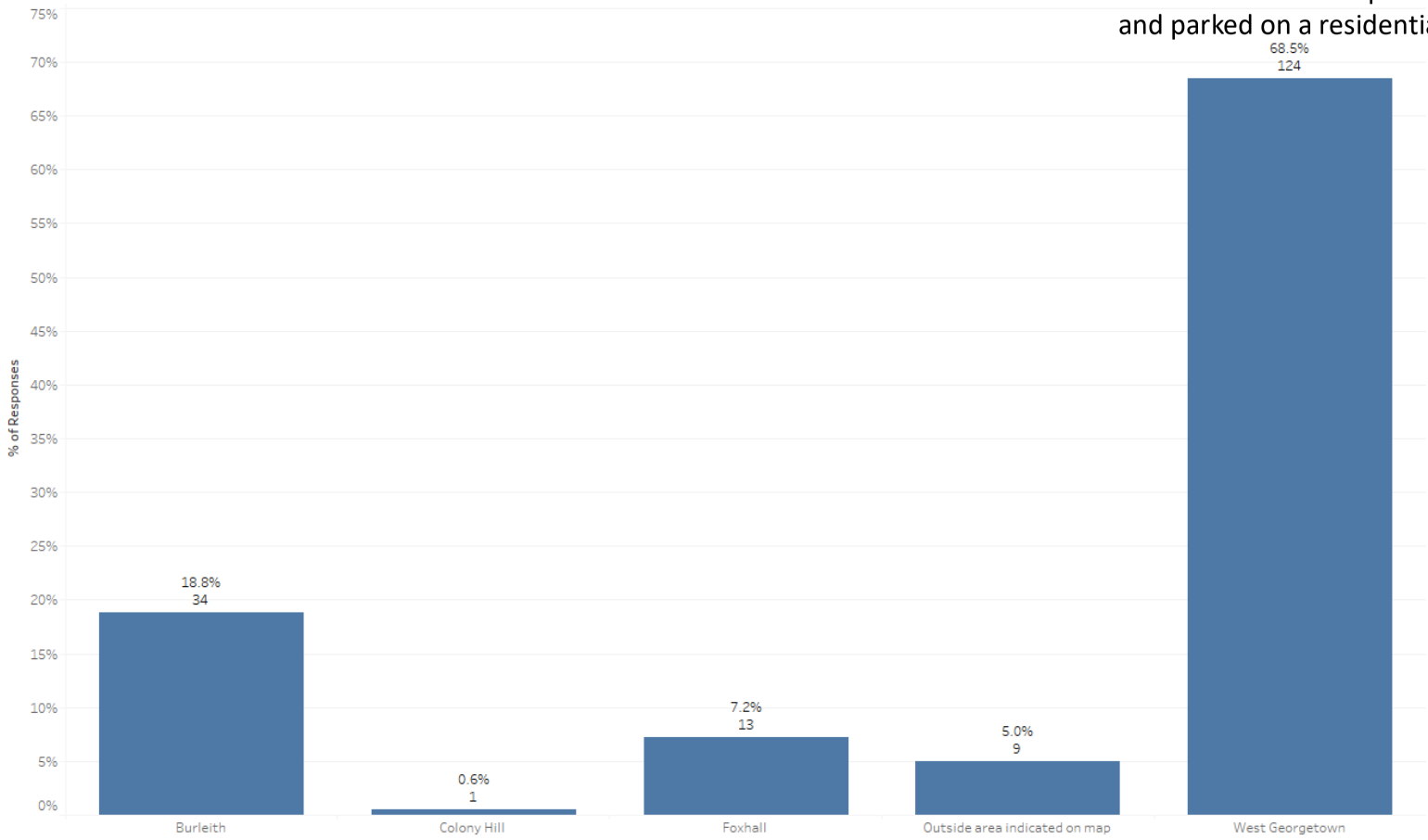
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to Main Campus last week and parked on a residential street.

Responses: 180;
Margin of Error: ±8.3%

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

Percent of survey responses

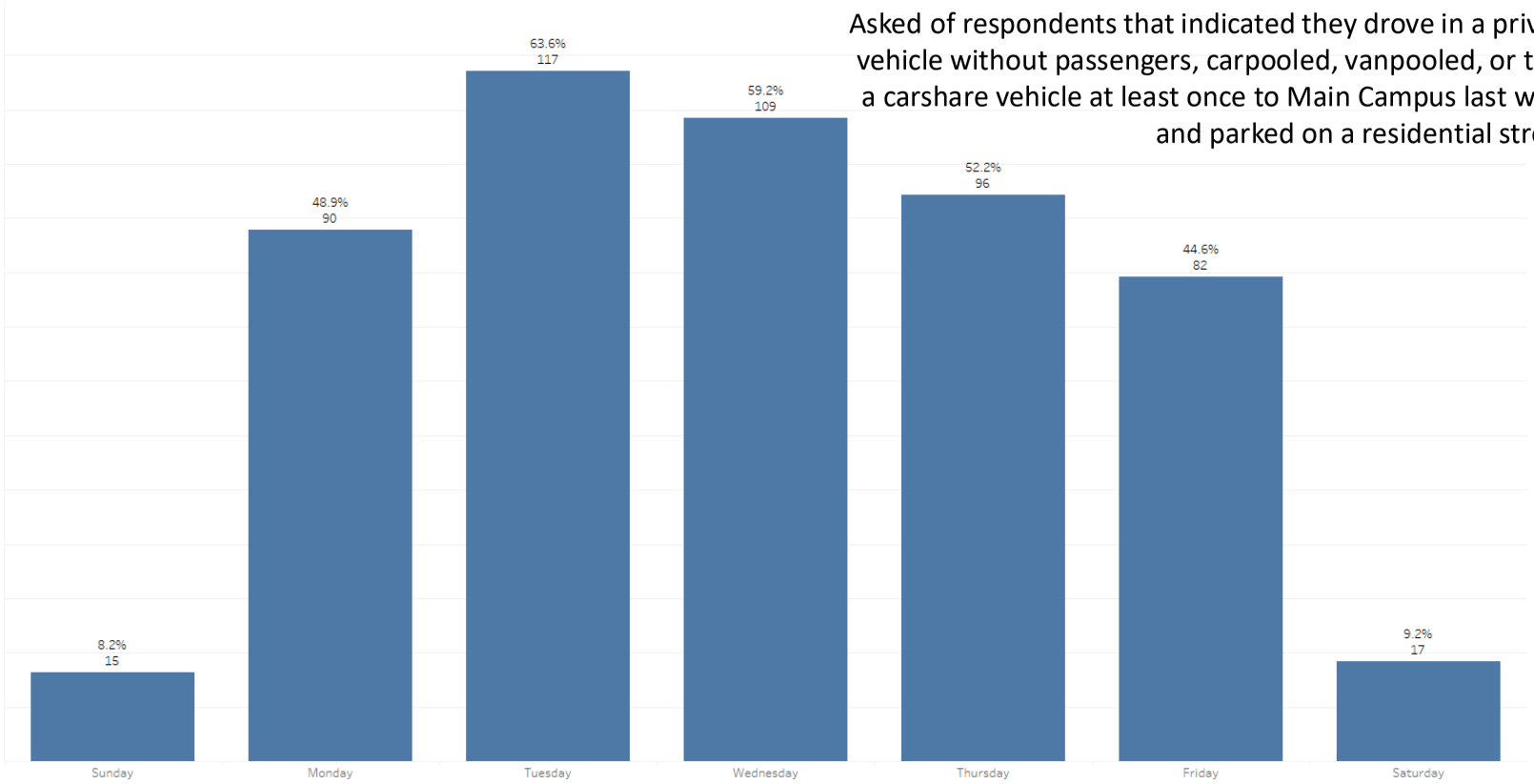
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to Main Campus last week and parked on a residential street.



Responses: 181;
Margin of Error: ±8.3%

Typically, which days did you park on-street?

Percent of survey responses



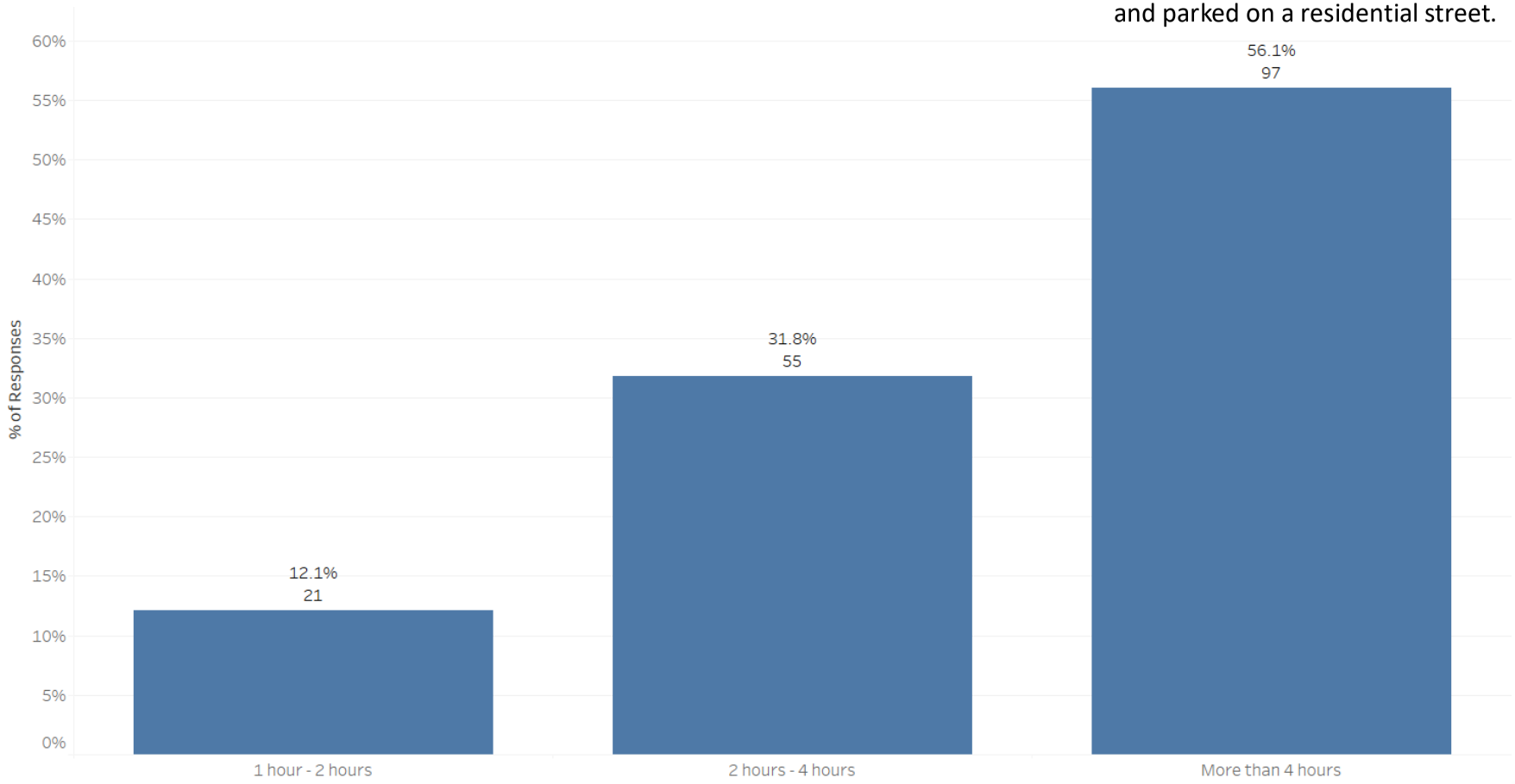
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to Main Campus last week and parked on a residential street.

Responses: 181;
Trips Recorded: 526;
Margin of Error: ±8.3%

Typically, how long do you park on-street?

Percent of survey responses

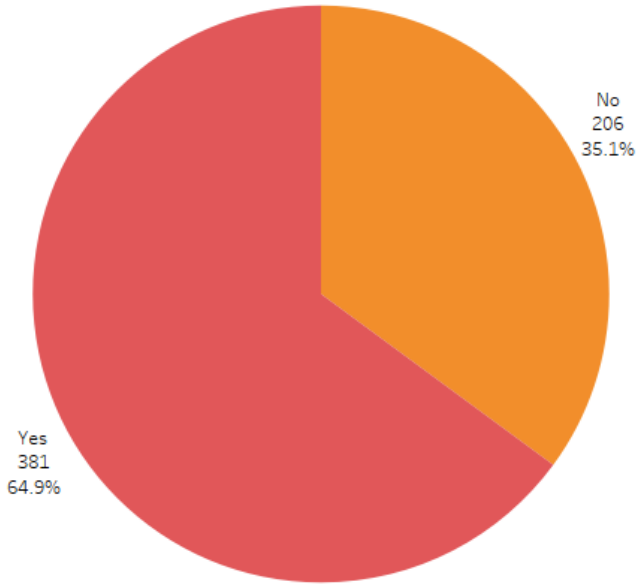
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to Main Campus last week and parked on a residential street.



Responses: 173;
Margin of Error: ±8.5%

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

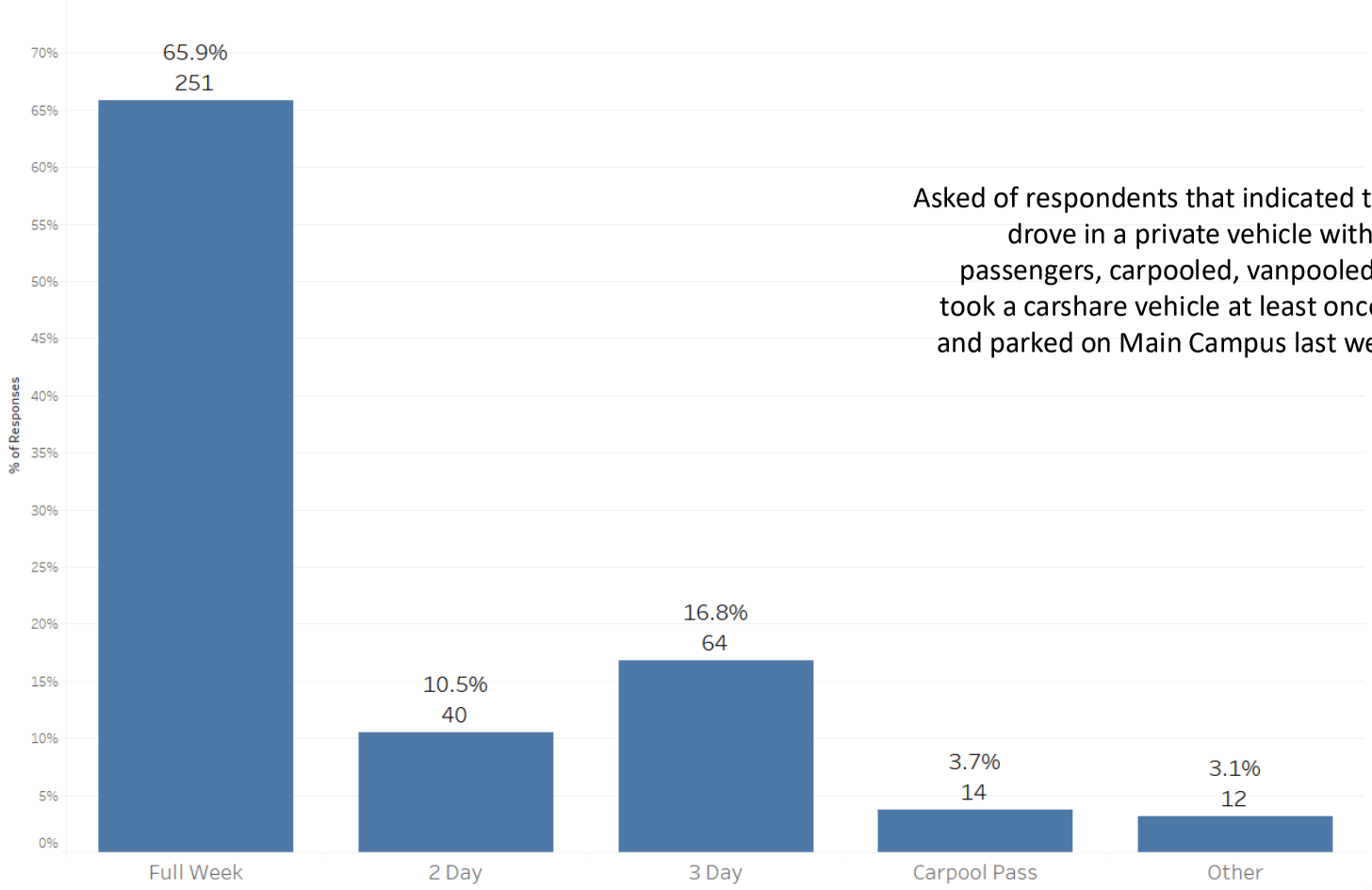


Responses: 587;
Margin of Error: ±4.6%

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.

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



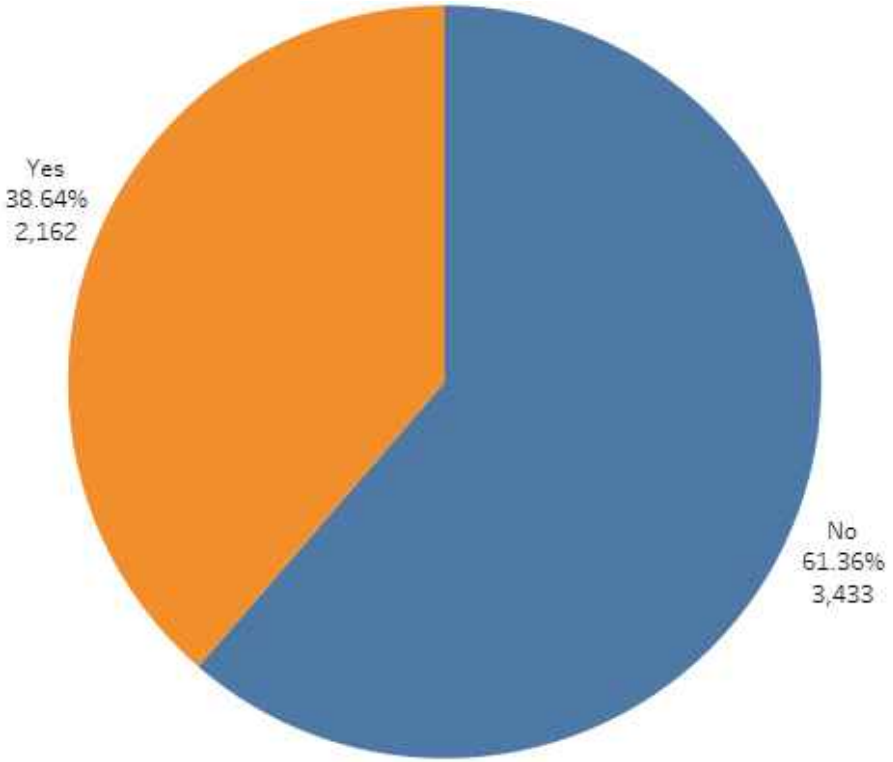
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to and parked on Main Campus last week.

Responses: 381
Margin of Error: ±5.7%

GUTS Ridership

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

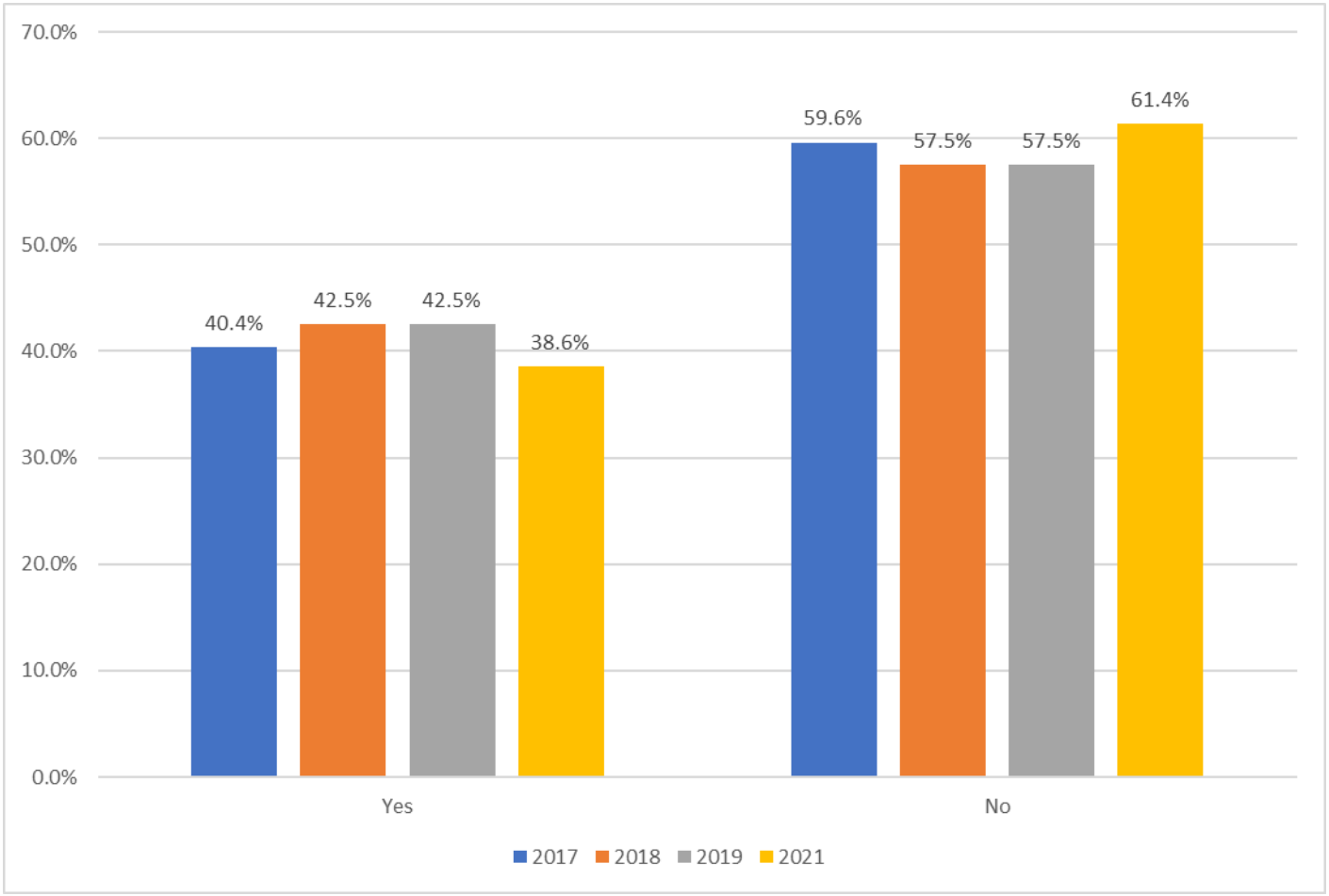
Number of survey responses, percent of survey responses



Responses: 5,595;
Margin of Error: ±1.49%

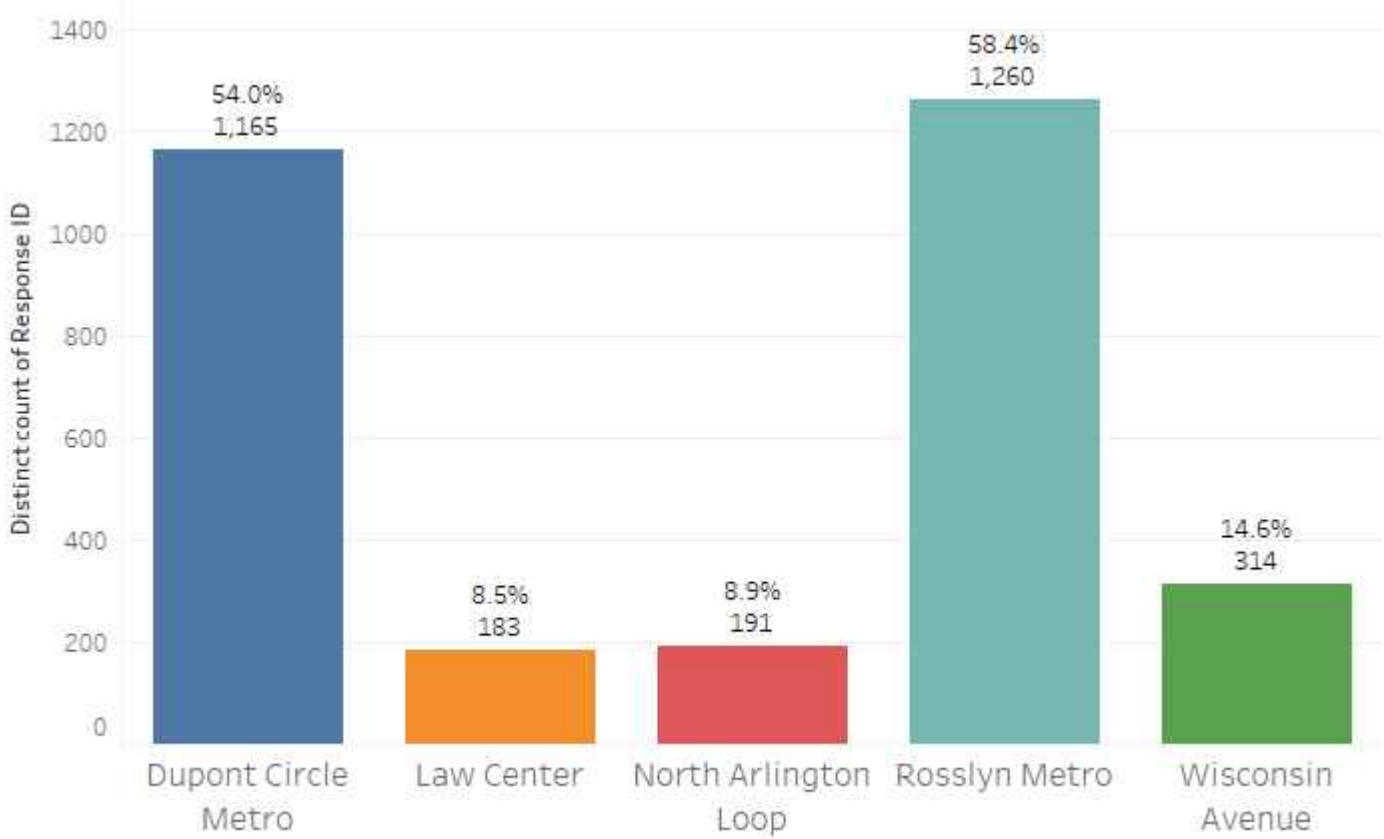
Historical GUTS ridership: Do you typically ride GUTS?

Percent of survey respondents



Which GUTS route do you typically take?

Percent of survey responses

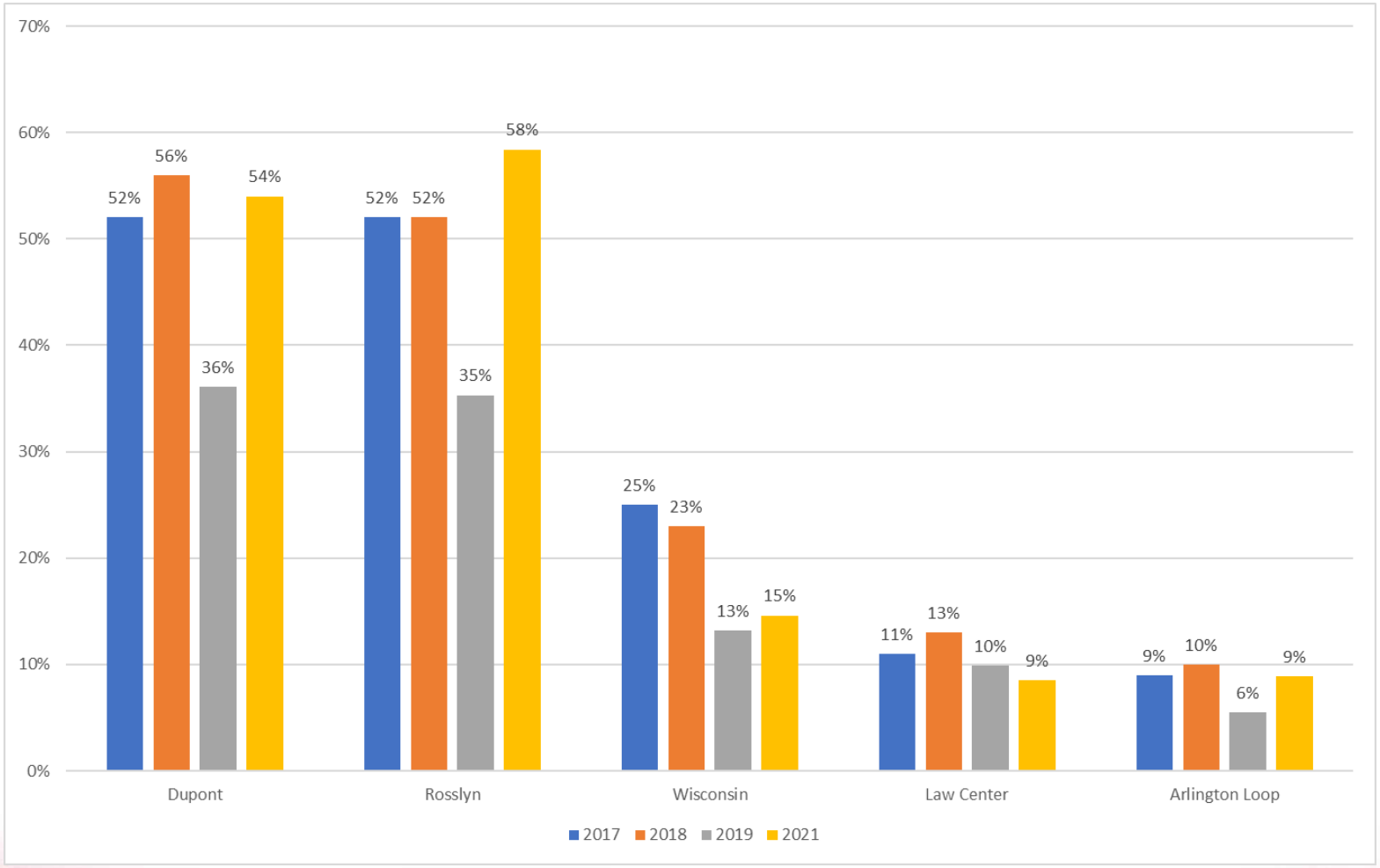


Responses: 2,158;
Answers Recorded: 3,113;
Margin of Error: ±2.6%

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

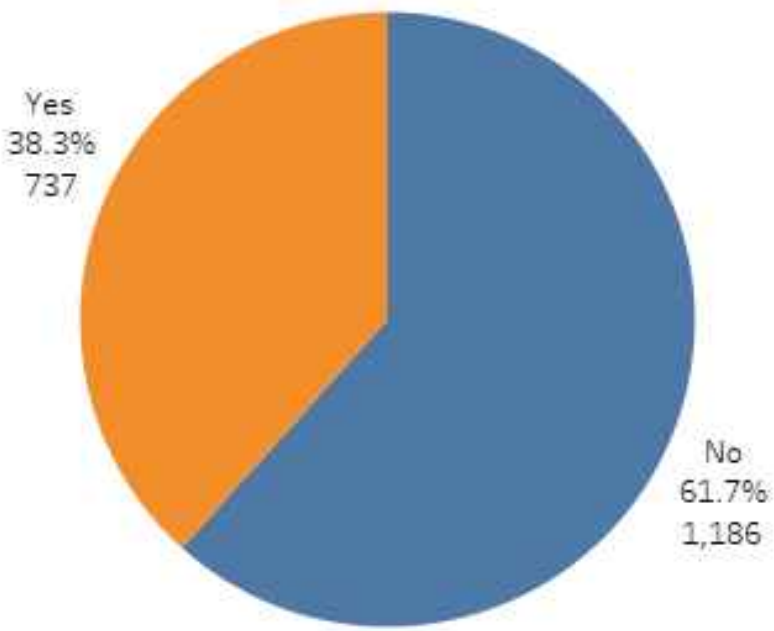
Historical GUTS Ridership: Route Breakdown

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

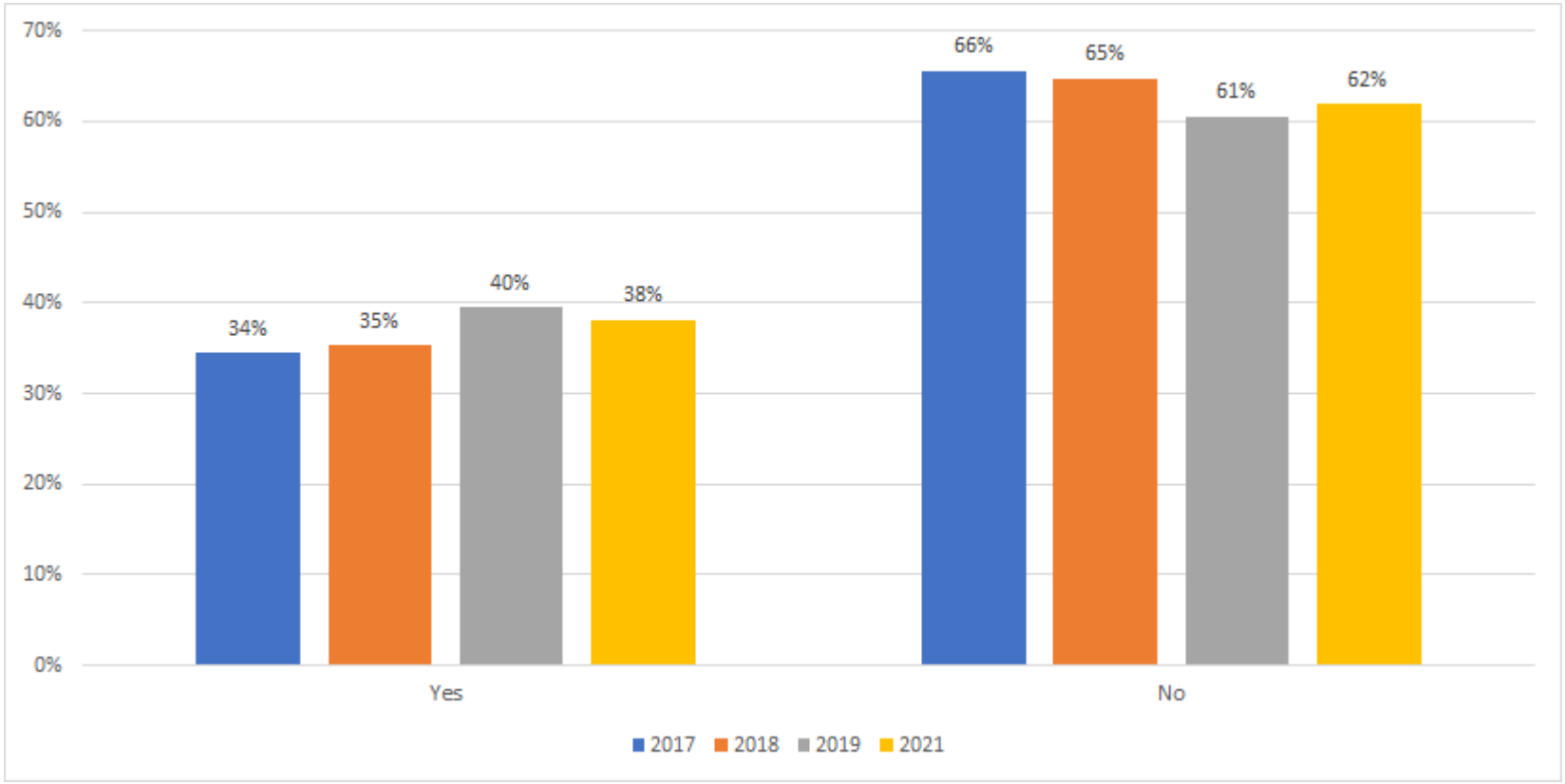


Responses: 1,923;
Margin of Error: ±2.5%

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

Historical impacted by GUTS full

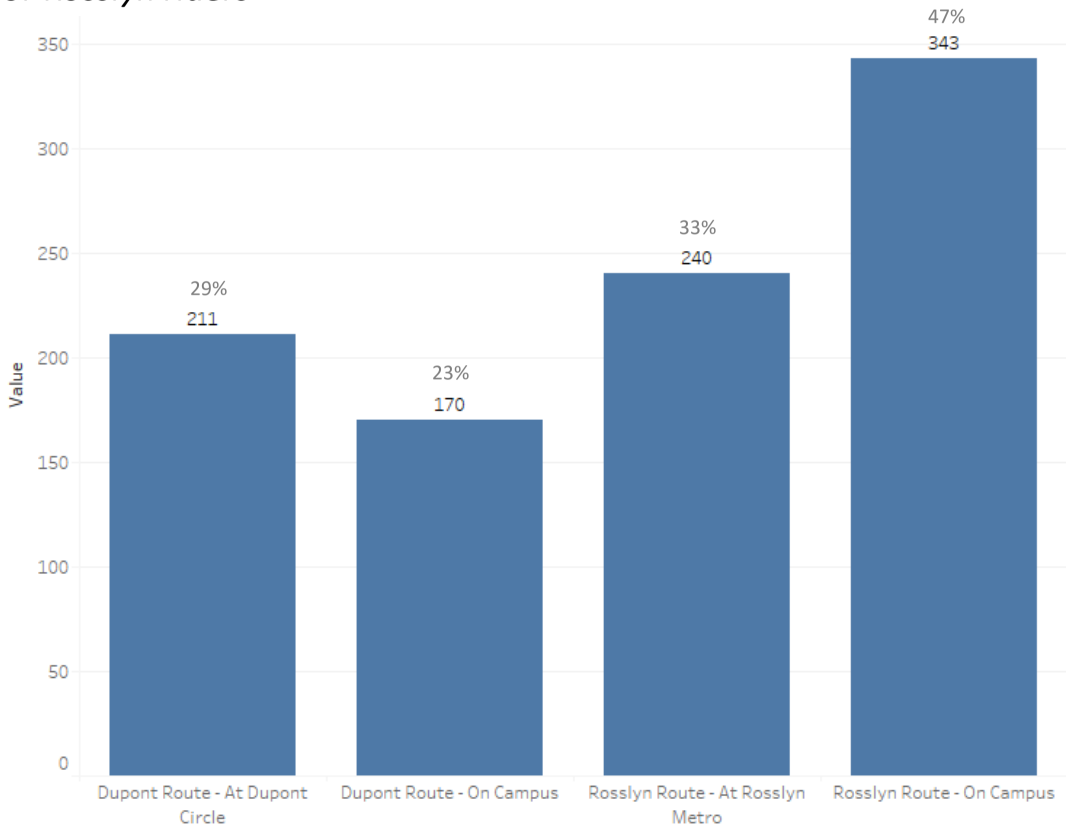
Percent of GUTS riders



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

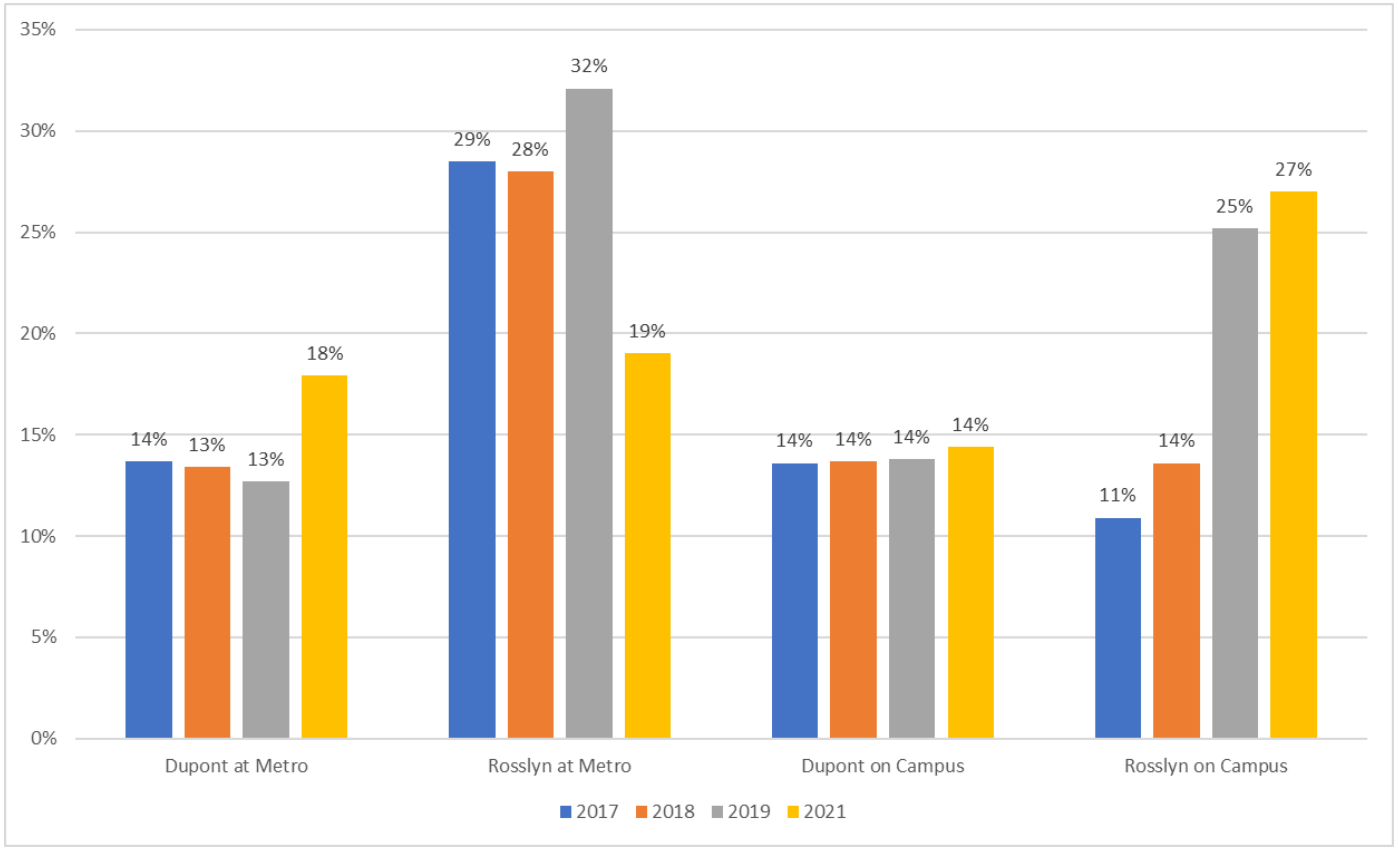


Asked of respondents that indicated they had experienced overcrowding on a GUTS route

Responses: 737;
Answers Recorded: 964;
Margin of Error: ±4.1%

Historical GUTS overcrowding by stop

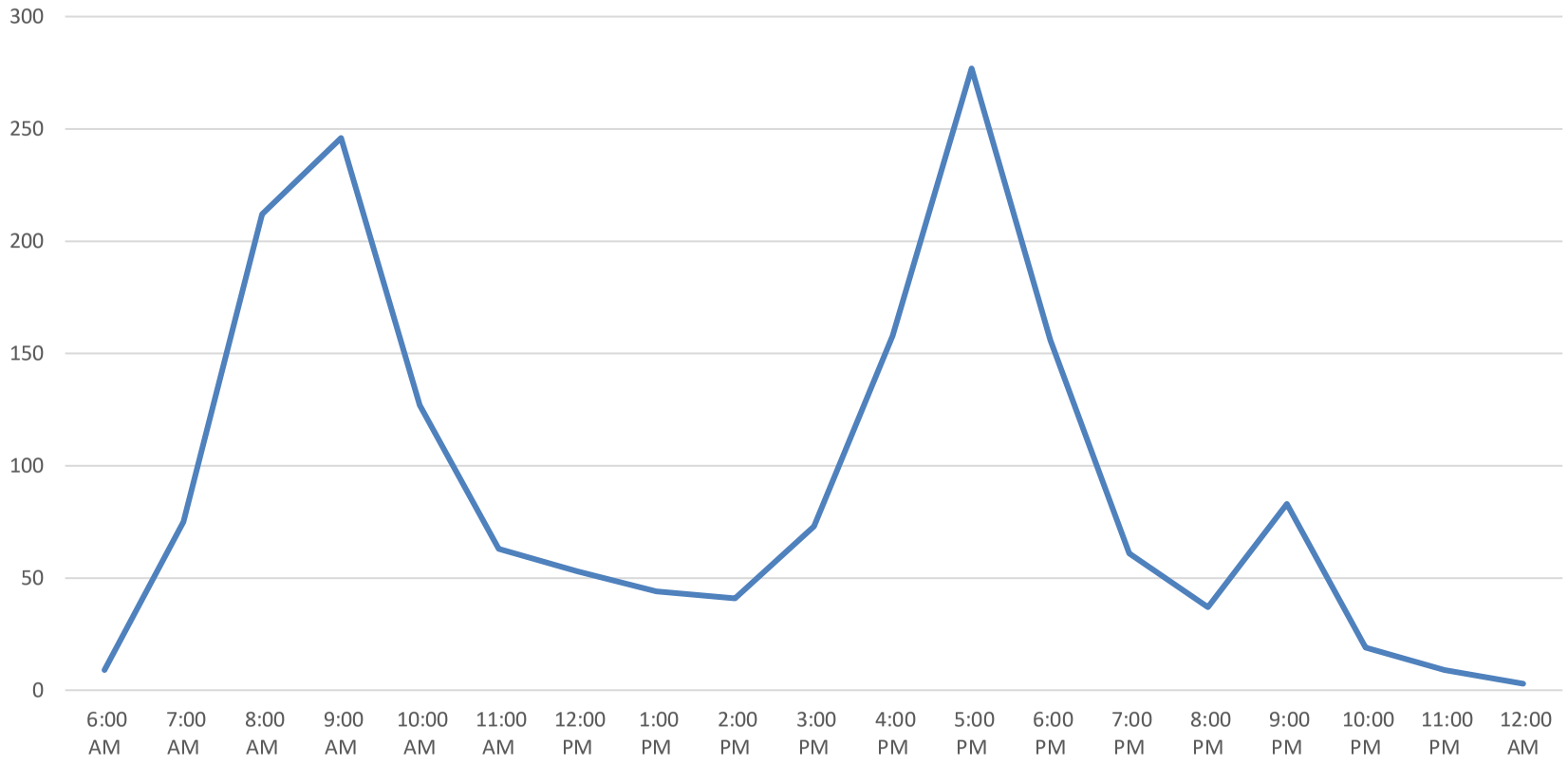
Percent of Dupont or Rosslyn riders



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

Time of GUTS Route Overcrowding

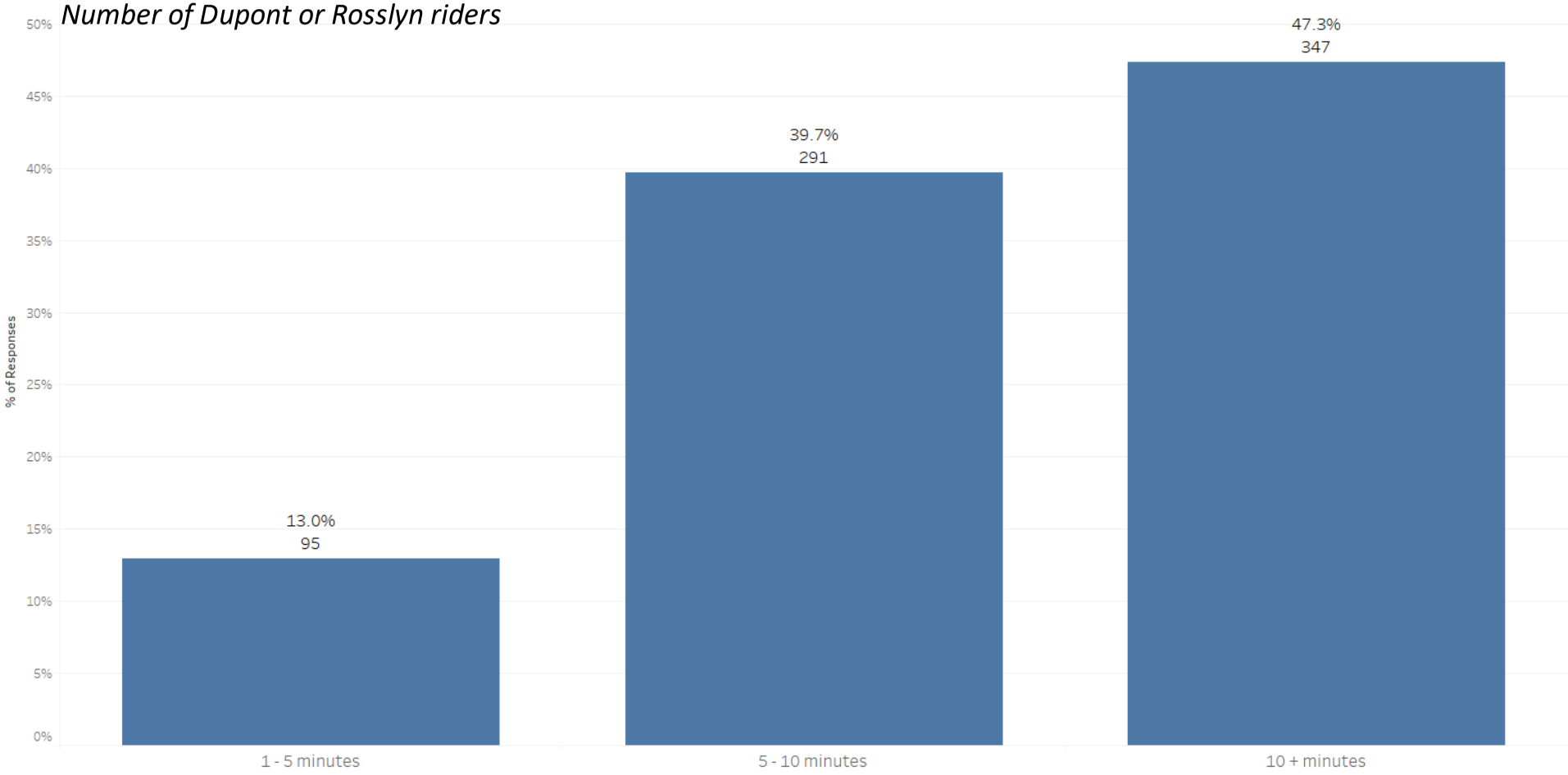
Number of Dupont or Rosslyn riders



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

Length of Wait of GUTS

Number of Dupont or Rosslyn riders



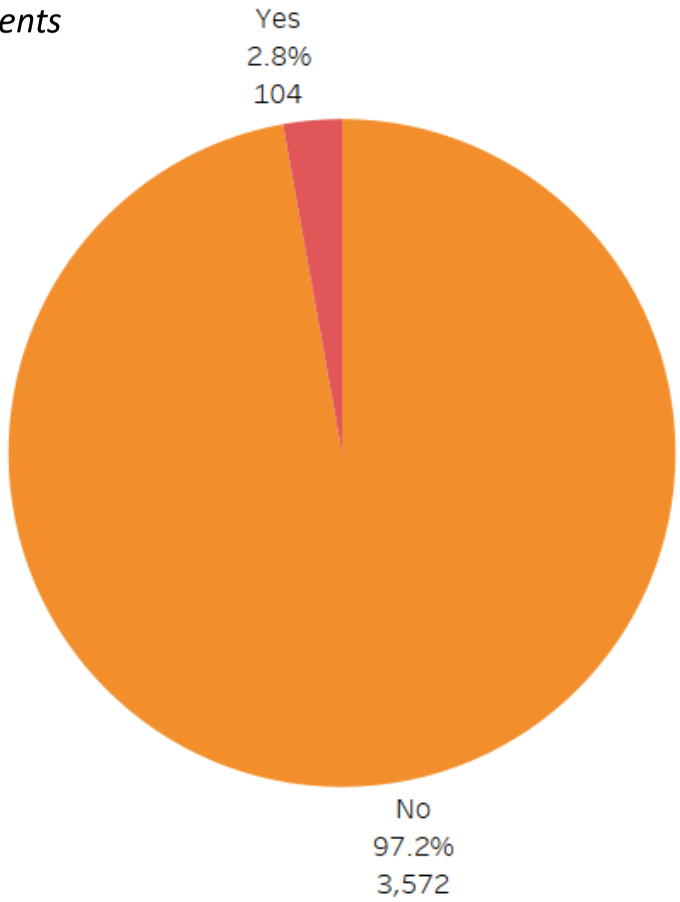
Responses:734;
Margin of Error: ±4.1%

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

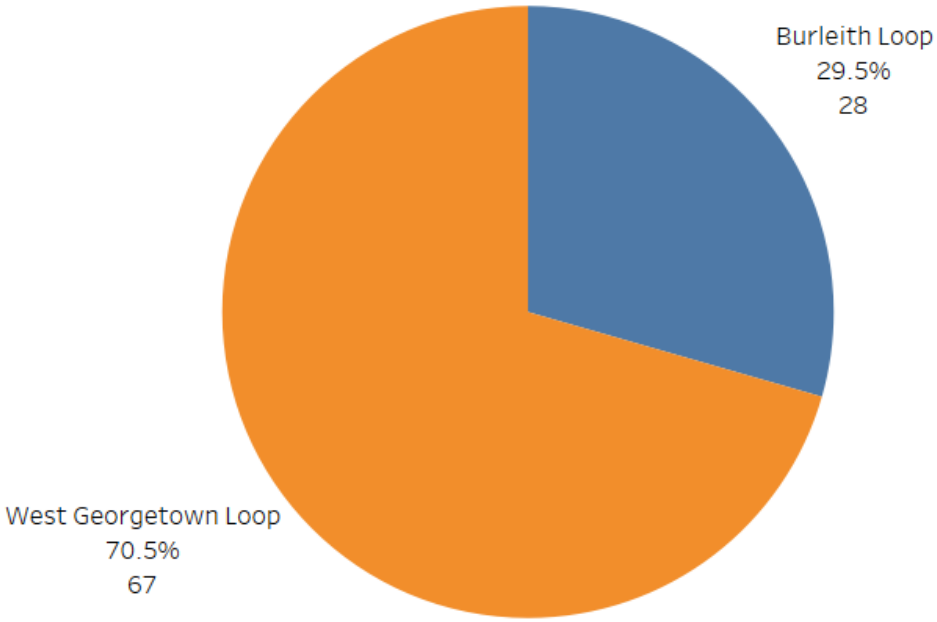


Responses: 3,676;
Margin of Error: ±1.8%

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

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

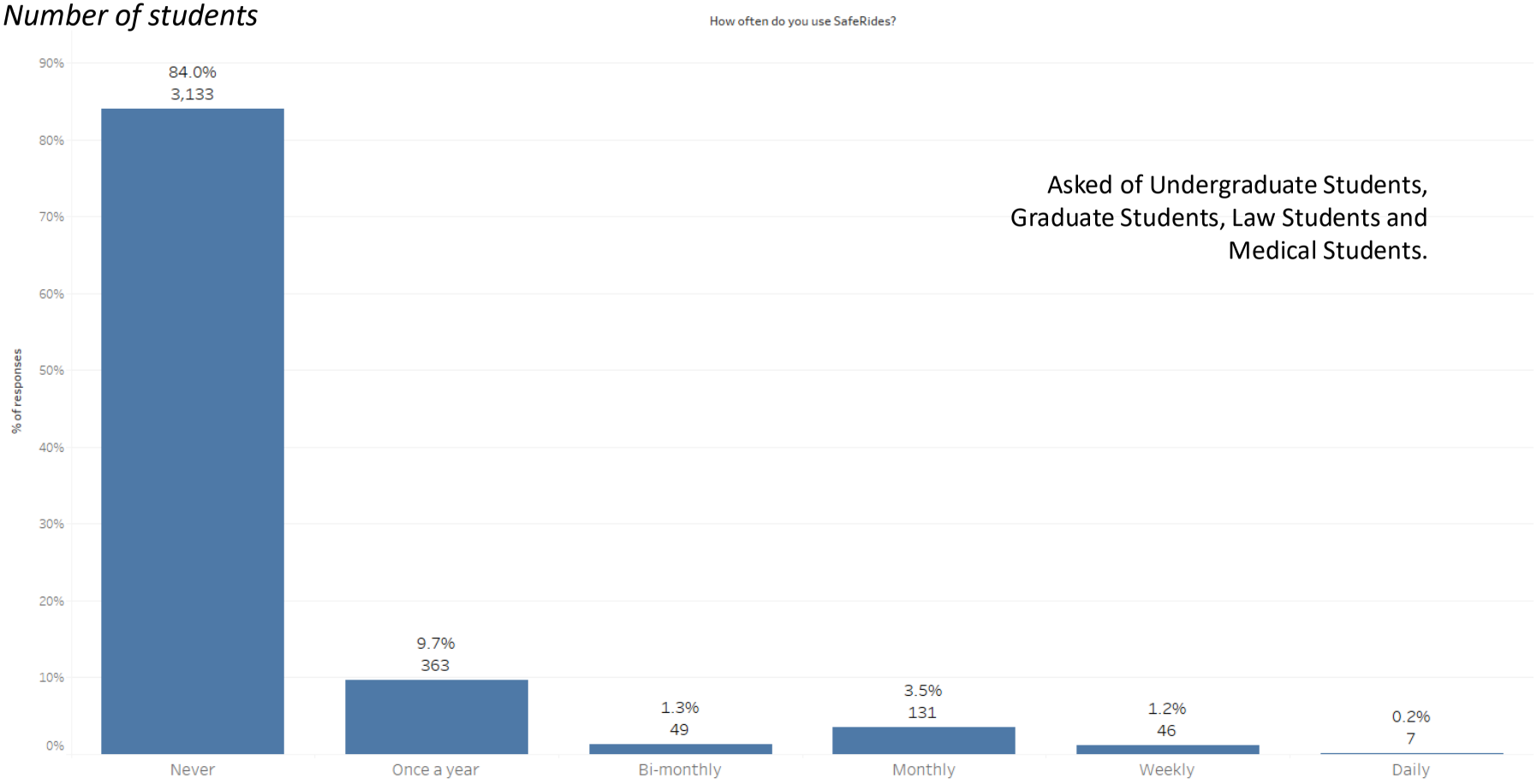
Number of late night shuttle riders



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

How often do you use SafeRides?

Number of students

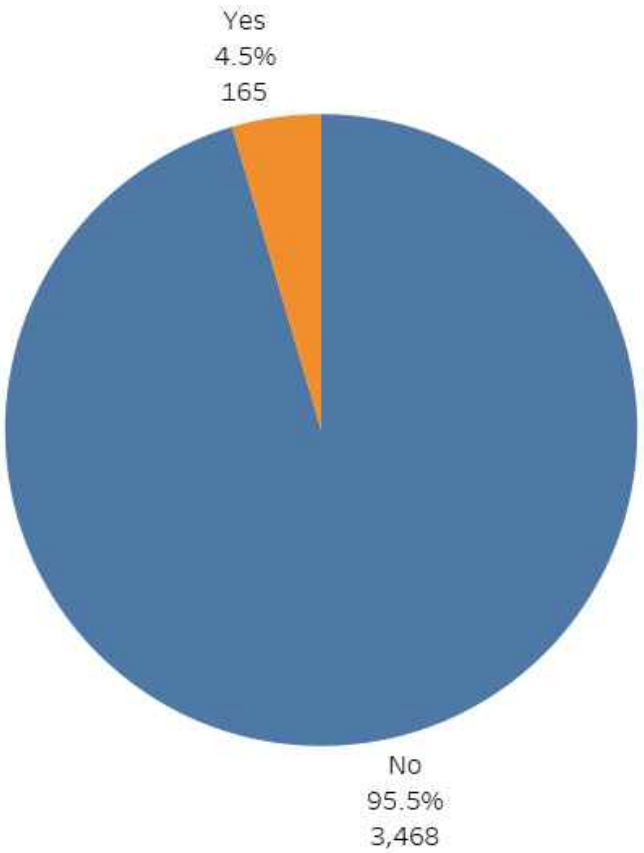


Asked of Undergraduate Students, Graduate Students, Law Students and Medical Students.

Responses: 3,729;
Margin of Error: ±1.8%

Have you experienced issues with SafeRides in the past?

Number of students



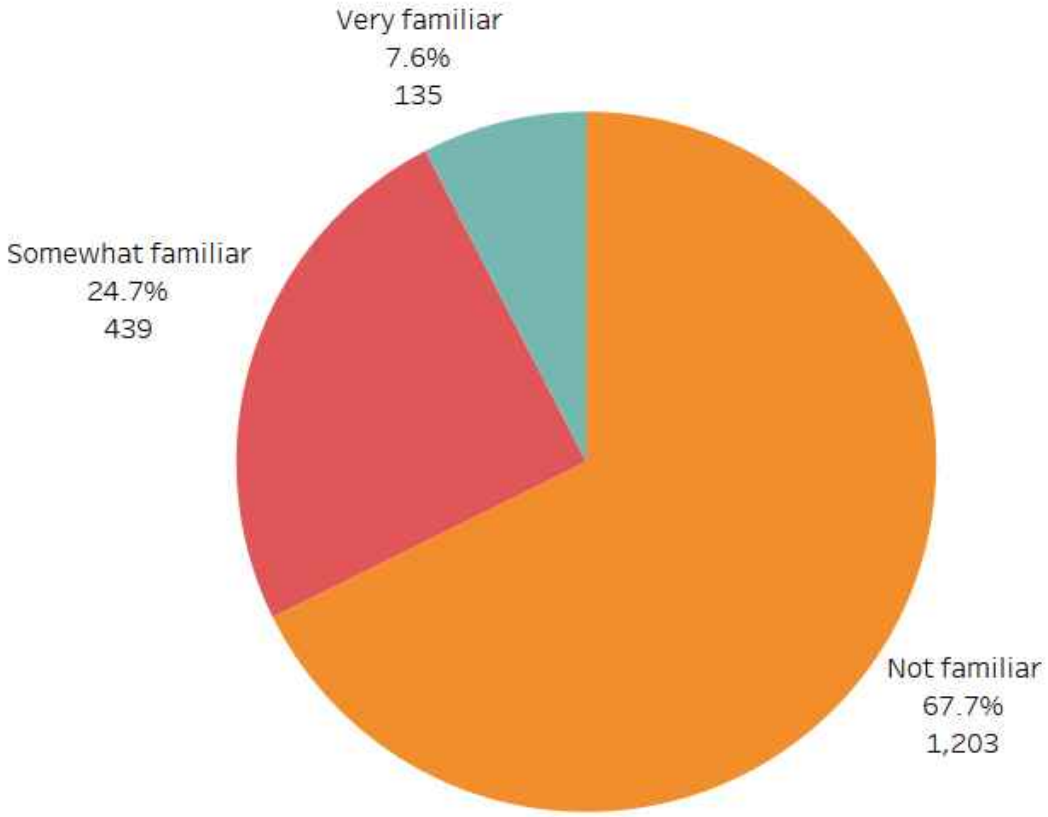
Asked of Undergraduate Students, Graduate Students, and Medical Students.

Responses: 3,633;
Margin of Error: ±1.8%

Carpooling

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

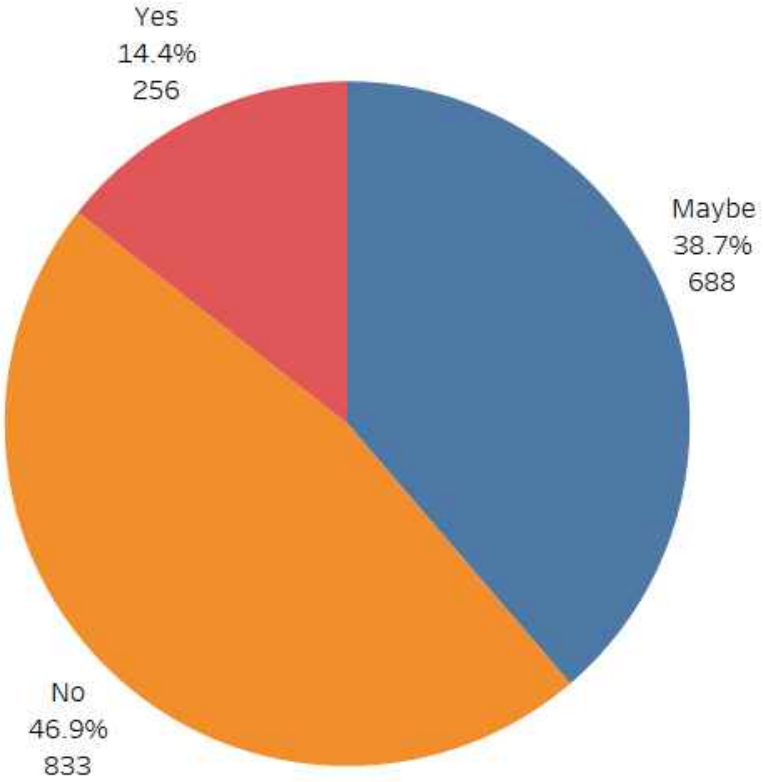
Percent of employees



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

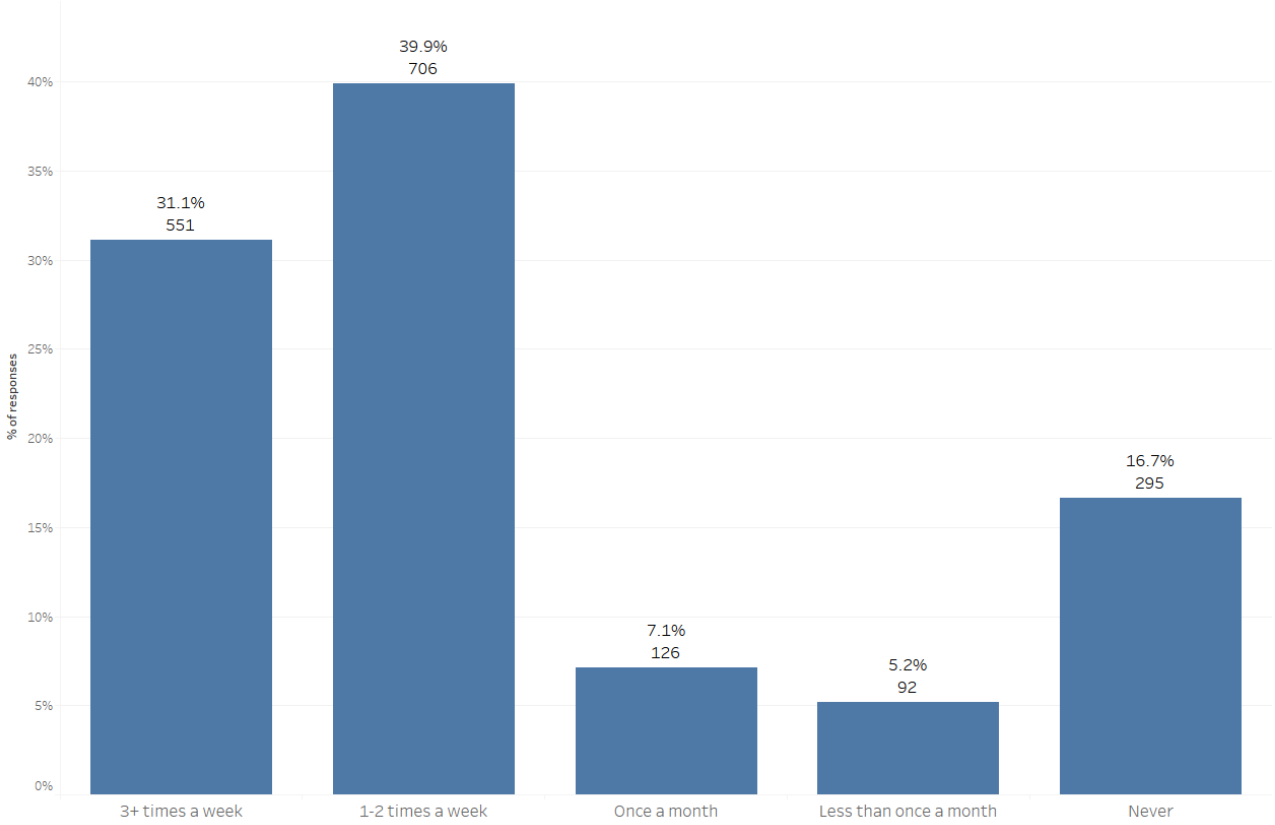


Asked of Faculty, Staff, and Affiliate Employees

Telework

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

Percent of employees

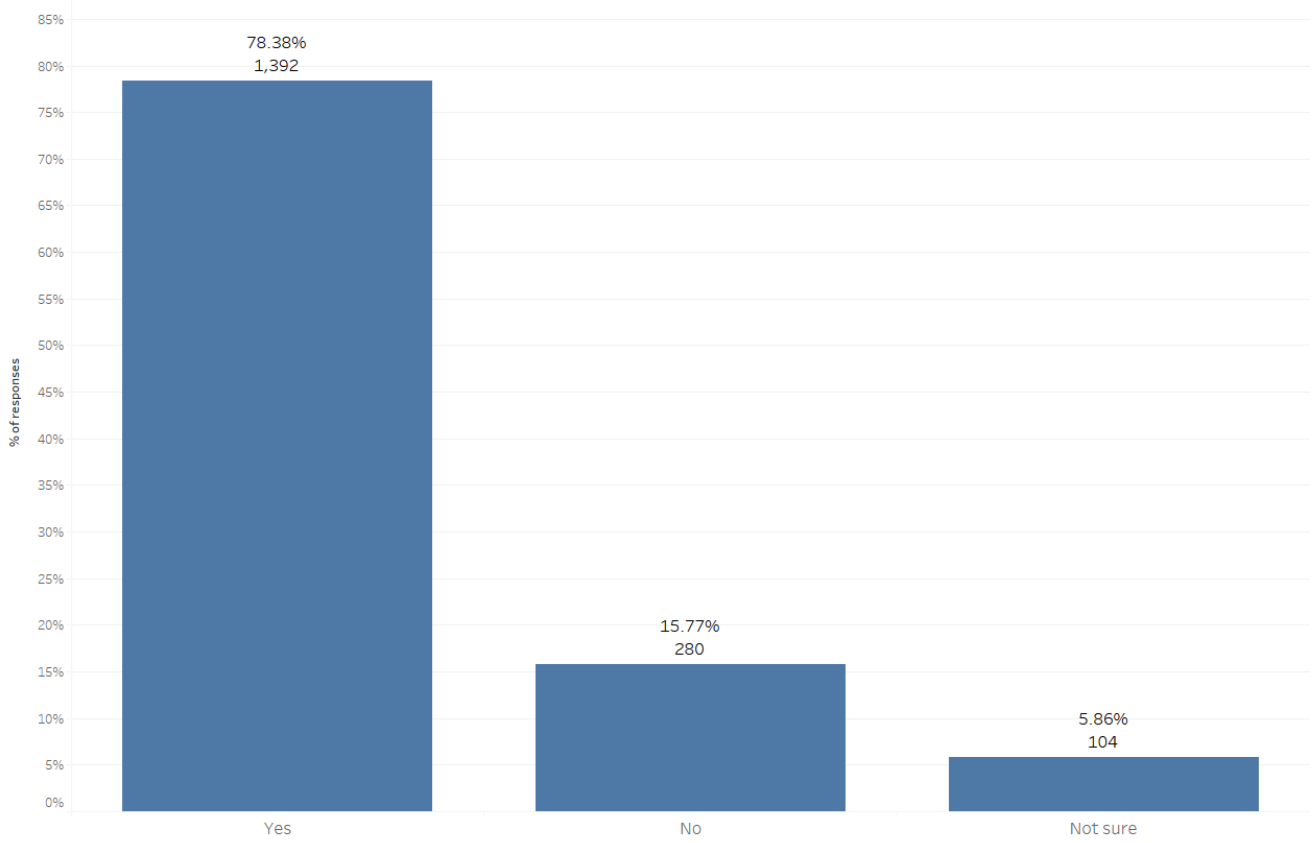


Responses: 1,770;
Margin of Error: ±2.96%

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

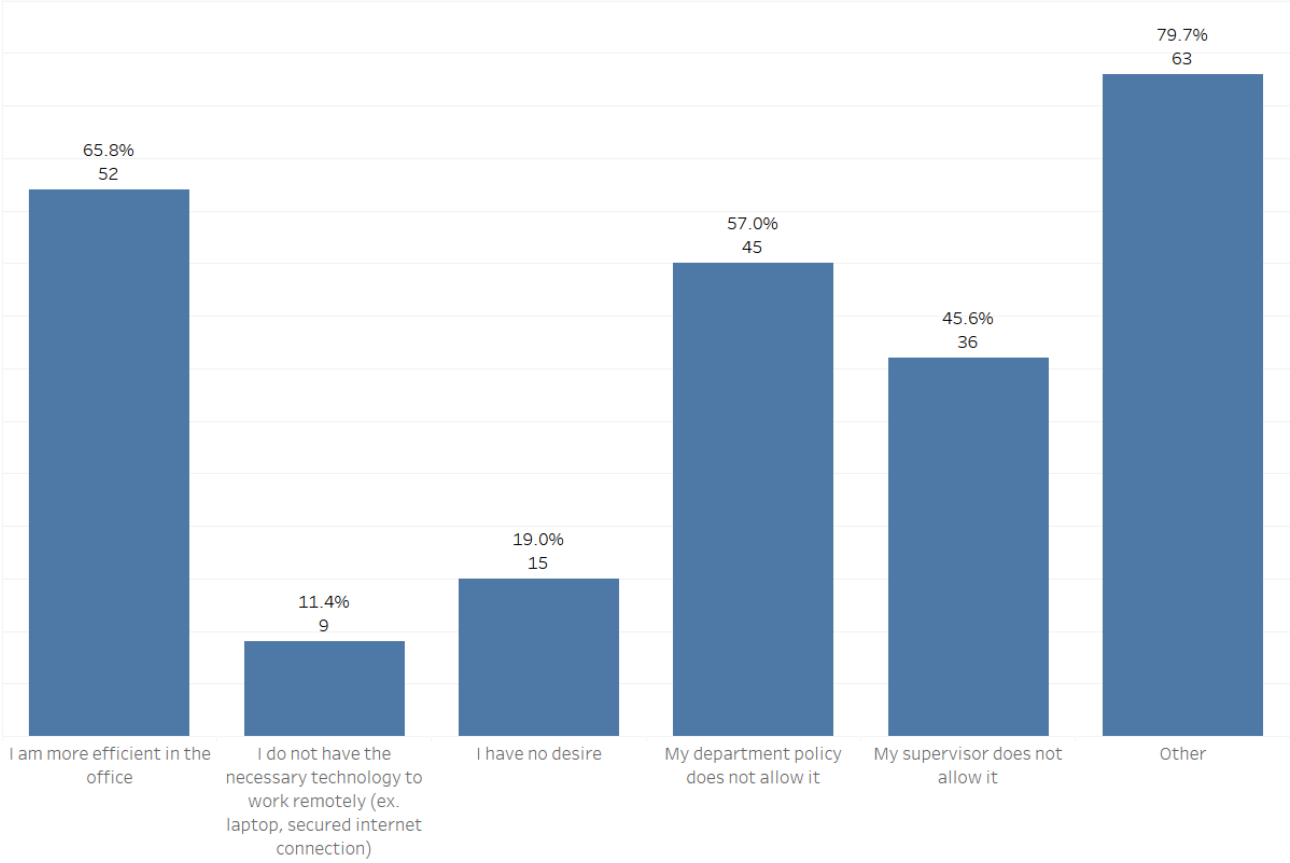


Responses: 1,776;
Margin of Error: ±2.96%

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:

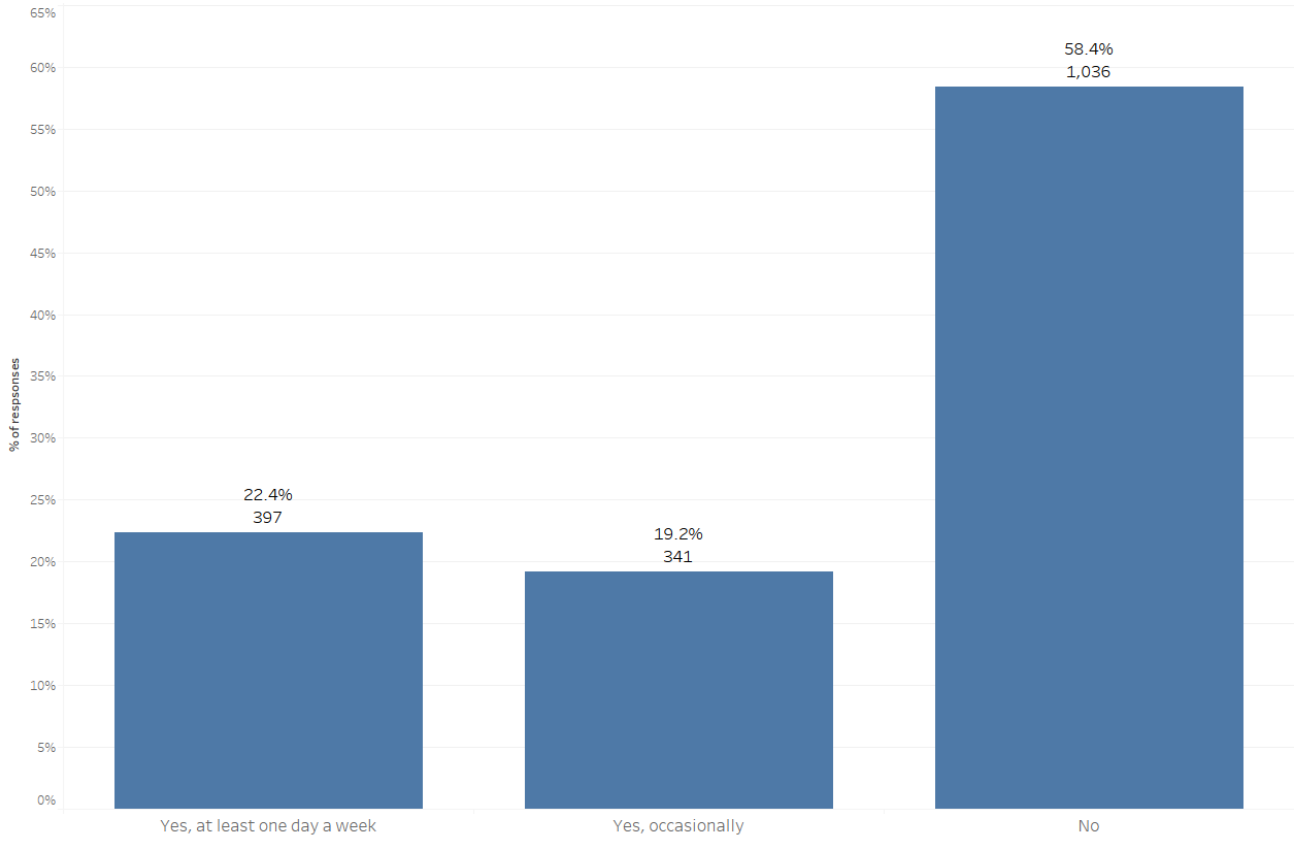


Responses: 79;
Answers Recorded: 220;
Margin of Error: ±14.5%

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

Did you telework prior to the pandemic?

Percent of employees

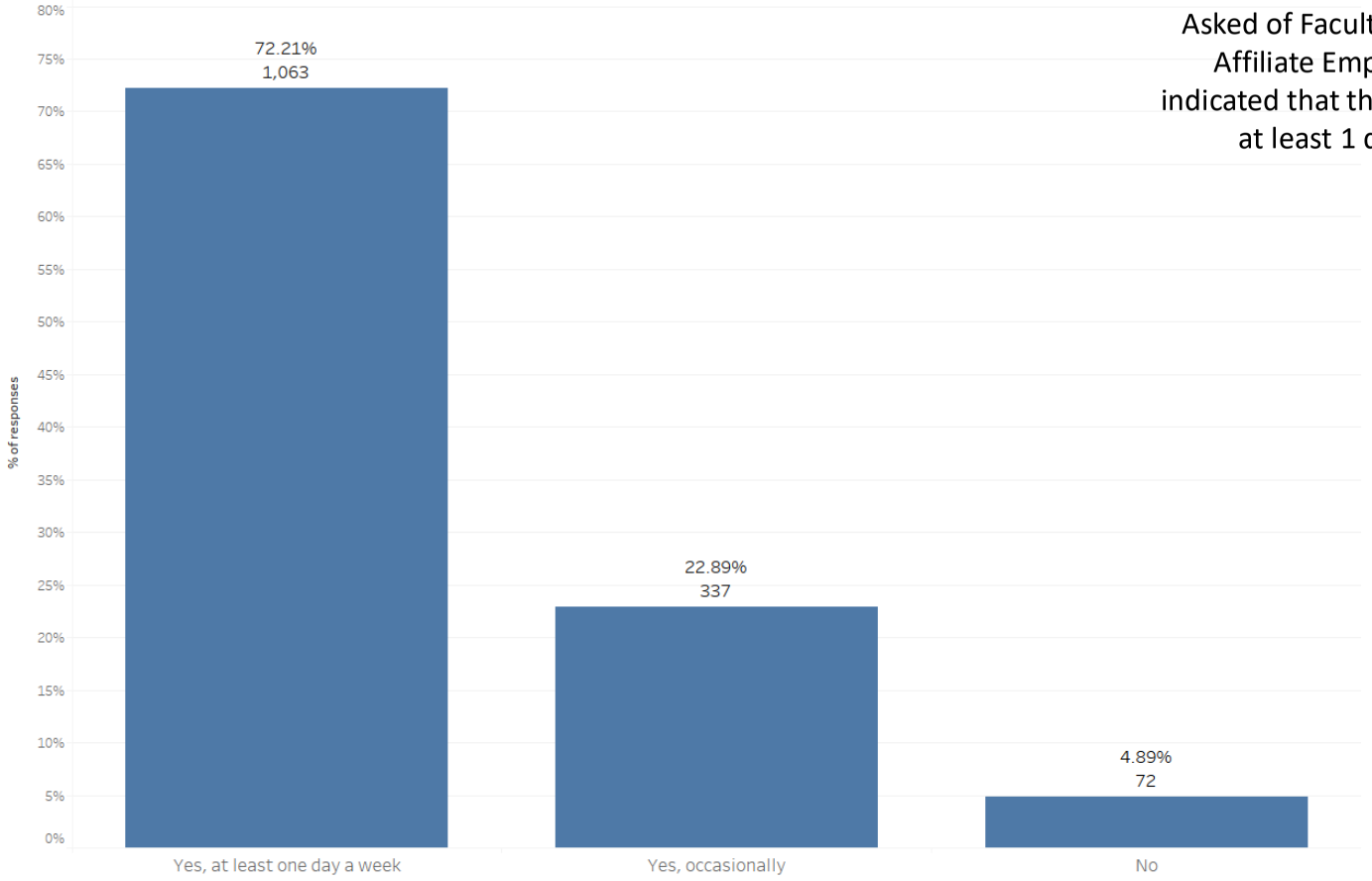


Responses: 1,774;
Margin of Error: ±2.96%

Asked of Faculty, Staff, and Affiliate Employees

Would you like to continue to telework after the pandemic?

Percent of employees



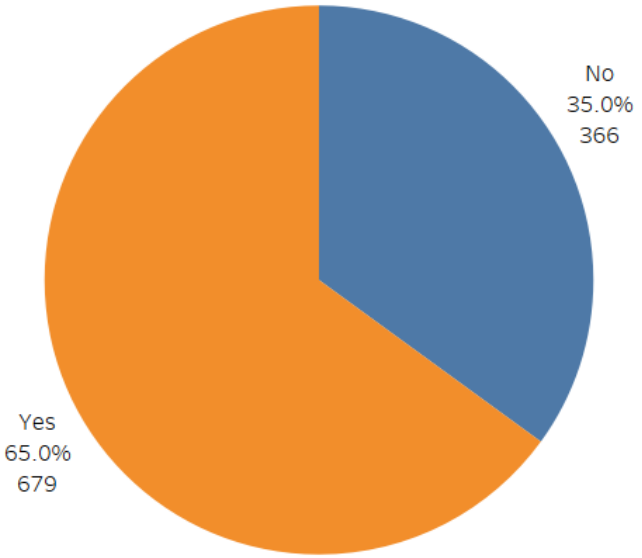
Asked of Faculty, Staff, and Affiliate Employees who indicated that they telework at least 1 day a month

Responses: 1,472
Margin of Error: ±3.26%

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



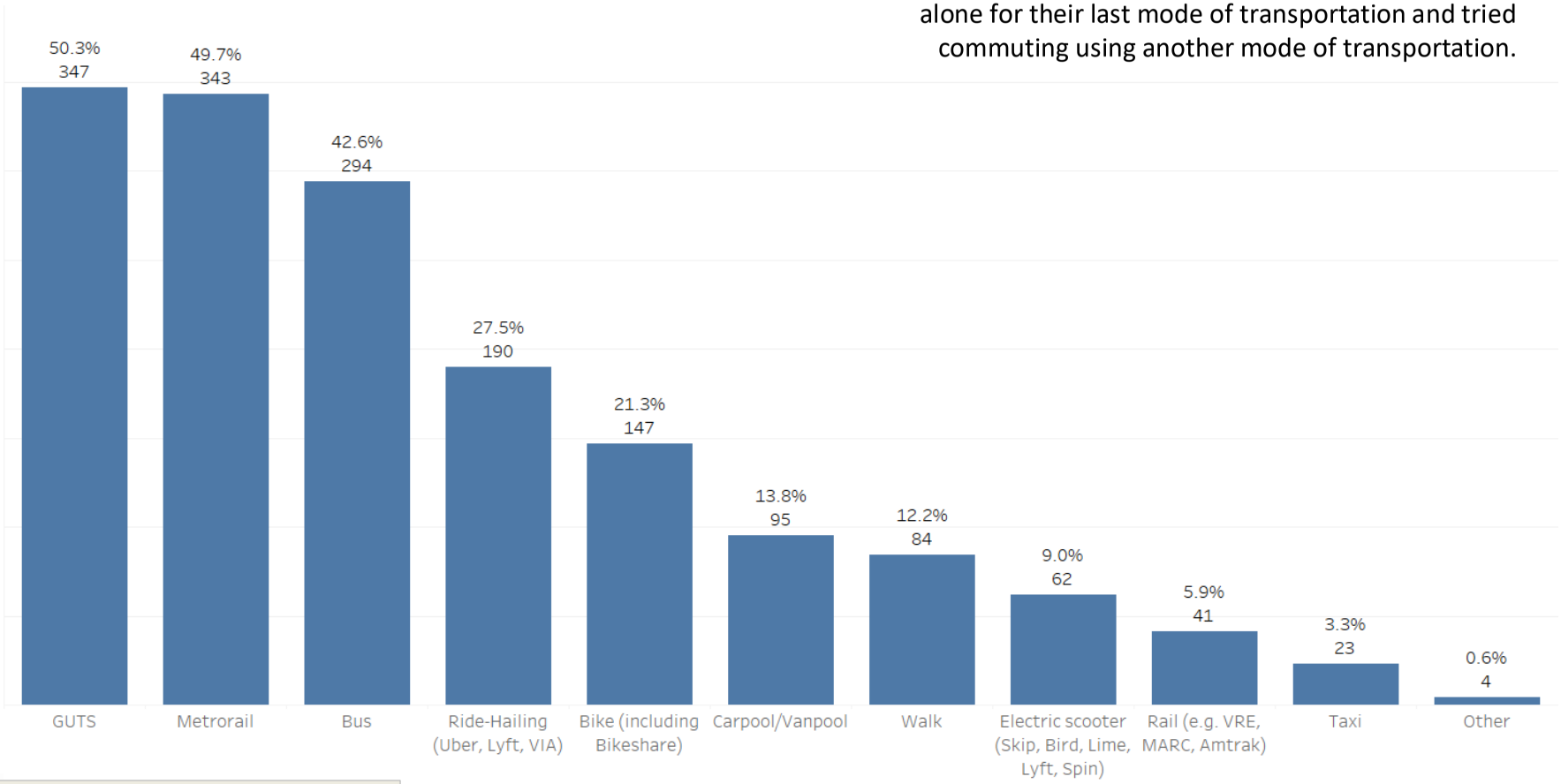
Responses: 1,045;
Margin of Error: ±3.5%

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 responses

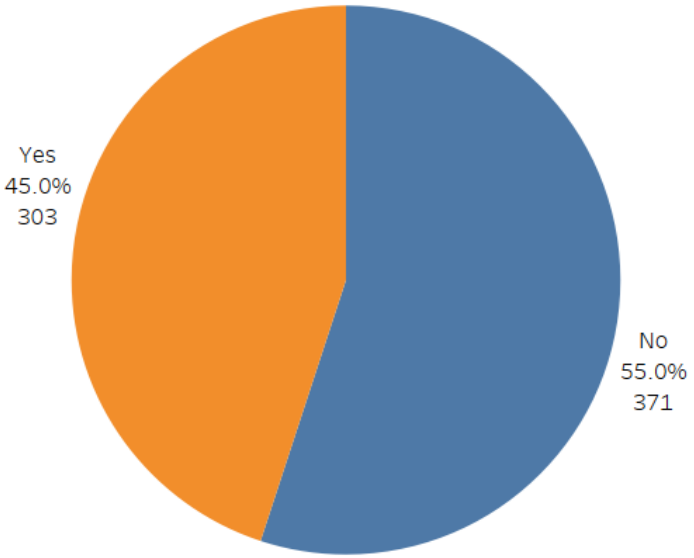
Asked of respondents who only indicated driving alone for their last mode of transportation and tried commuting using another mode of transportation.



Responses: 679
Trips recorded: 1,630
Margin of Error: ±4.2%

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

Percent of drive alone survey responses



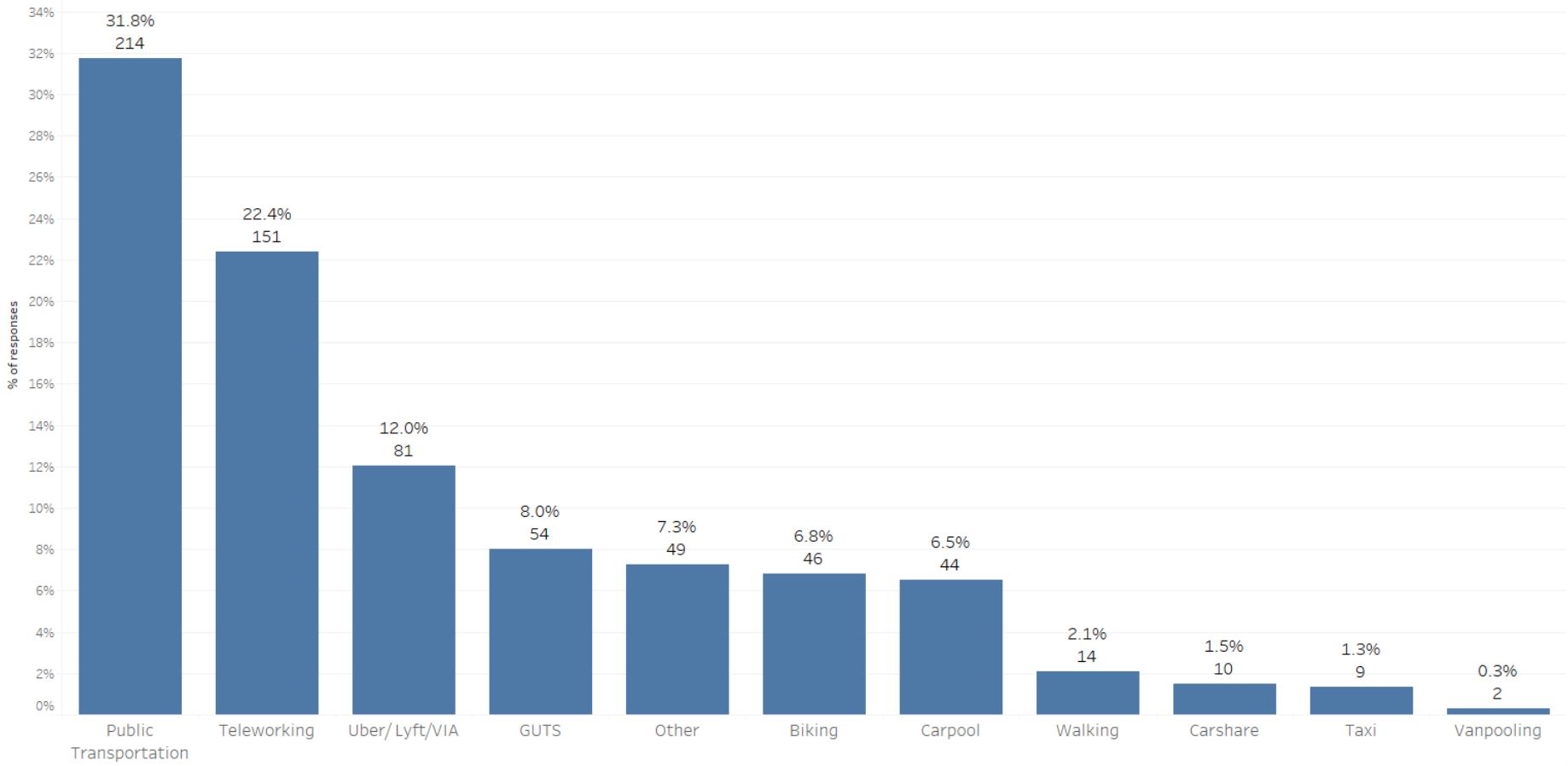
Responses: 674;
Margin of Error: ±4.2%

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?

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

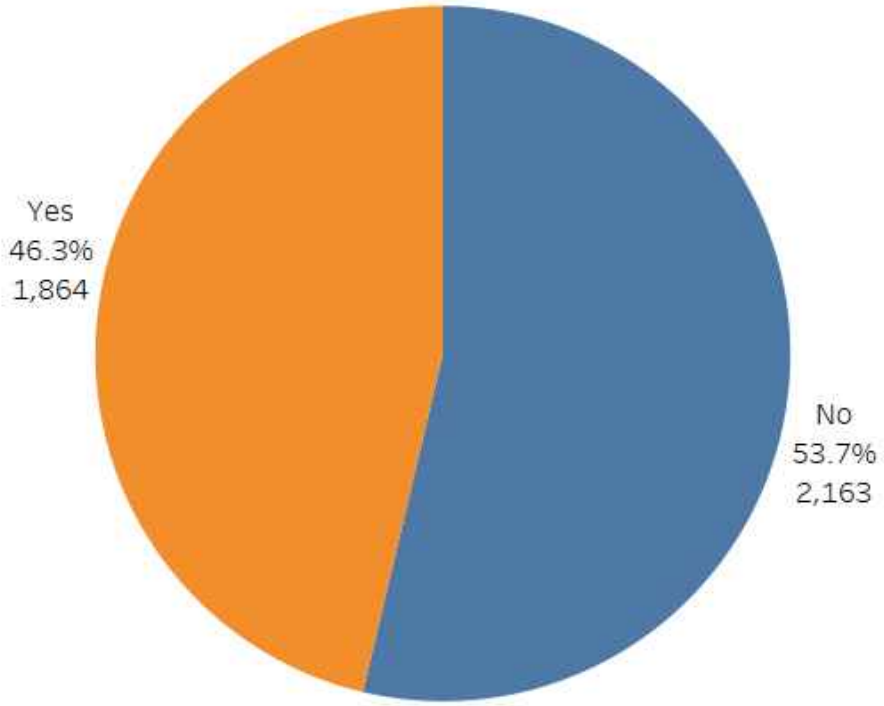
Number of responses, percent of drive alone survey respondents



Responses: 674;
Margin of Error: ±4.2%

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

Number of responses, percentage of survey responses

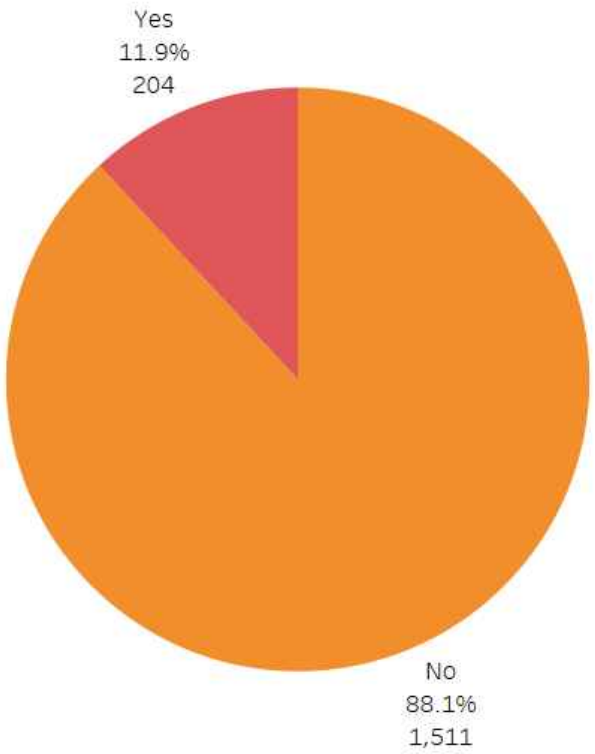


Total Respondents: 4,027
Margin of Error: ±1.7%

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



Total Respondents: 1,715
Margin of Error: ±2.7%

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

	% of Trips	Number of Trips
Walk	21.9%	123
GUTS	20.3%	114
Metrorail	13.5%	76
Ride-hailing (Uber, Lyft, VIA)	8.2%	46
Metrobus	6.9%	39
Private vehicle (without passenger)	6.2%	35
Electric Scooter	5.2%	29
Bicycle	5.0%	28
Bike Share	3.2%	18
Carpool	2.8%	16
Circulator	2.5%	14
Commuter Bus	1.6%	9
Carshare	1.2%	7
Dropped off by private vehicle	0.5%	3
Motorcycle/Vespa	0.5%	3

Responses: 204;
Trips Recorded: 562;
Margin of Error: ±7.8%

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

	% of Trips	Number of Trips
GUTS	34.52%	194
Walk	28.29%	159
Ride-hailing (Uber, Lyft, VIA)	7.12%	40
Private vehicle (without passenger)	5.87%	33
Electric Scooter	5.16%	29
Metrobus	4.98%	28
Bicycle	4.45%	25
Bike Share	3.38%	19
Carpool	2.14%	12
Carshare	1.25%	7
Circulator	1.25%	7
Motorcycle/Vespa	0.89%	5
Dropped off by private vehicle	0.53%	3
Vanpool	0.18%	1

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

Responses: 204;
Trips Recorded: 562;
Margin of Error: ±7.8%

WELLS + ASSOCIATES

2021 Transportation Survey
MedStar Georgetown University Hospital (MGUH)

November 2021

Outline

- Background
- Survey Objectives
- Survey Overview
- Key Findings
- Survey Results

Background

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

Survey Objectives

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

2021 Survey Response Rate

Survey Effort:	2021
Target Population	5,298
Survey Responses Received	1,813
Response Rate	34%
Minimum Response Rate	26%

Survey was administered October 11 - 16, 2021

Annual Survey Comparison

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

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

Survey Implementation

- Secure online survey in English only
  - Desktop and mobile versions available
- Incentives used to increase response rate
  - First 400 respondents received a $5 Starbucks card
  - Grand prize drawing for all respondents– Peloton
- Digital survey promotions
  - Survey link distributed via email followed by reminder and thank you communications

KEY FINDINGS

Key Findings

Section	Findings
Travel Trends	The drive alone mode split (longest mode) to the hospital has increased by four percent (4%) since 2019
	The drive alone mode split (last mode) to the hospital has increased by one percent (1%) since 2019
	Over the last five (5) years the drive alone mode split has dropped by 18 percent.
	MGUH trips peak at 6:30 AM in the morning and 5:00 PM in the afternoon.
Ride-Hailing	Nearly 40% of all ride-hailing trips get dropped off on Reservoir Road.
Parking	The percentage of those parking in residential areas has increased by 2% compared to 2019.
	The percentage of those parking on campus has increased by 2% compared to 2019.
	Roughly 65% of these individuals do not have a valid Residential Parking Permit for the zone.
	52% 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 Rosslyn route serve roughly 65% of GUTS riders on a typical basis.
Carpool	Fourteen percent (14%) of employees would consider being matched to a carpool, whereas the current carpool mode split is less than one percent (1%). Another 36% of employees indicated being open to the idea by answering “Maybe.”
	62% of survey respondents are unaware of their carpool options.

Key Findings

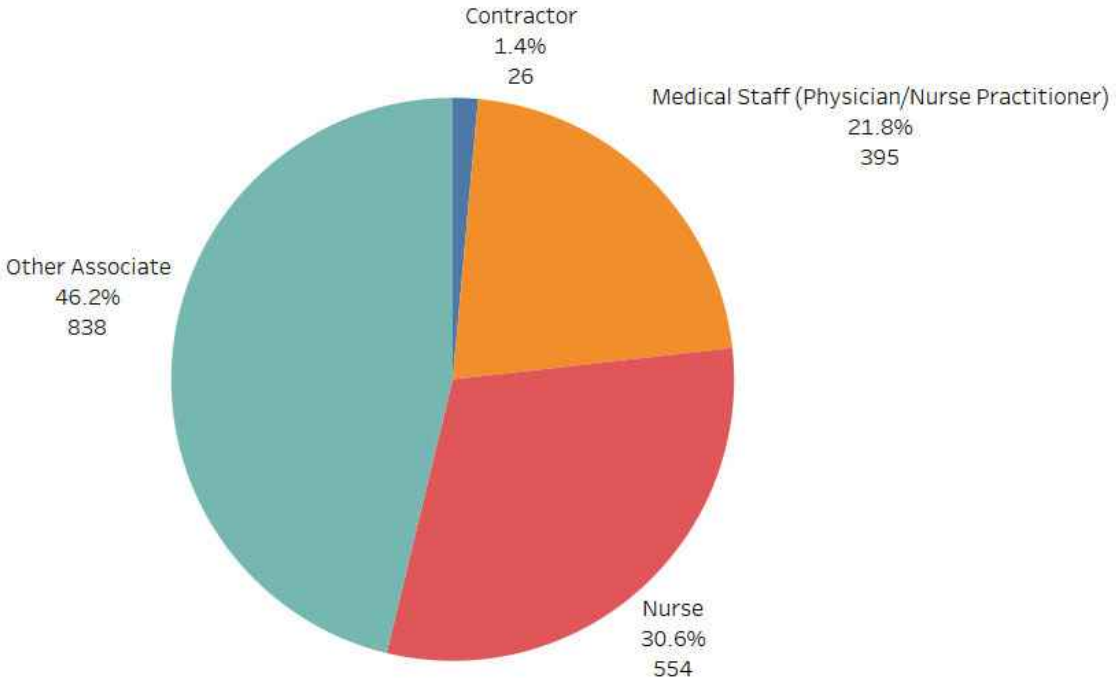
Section	Findings
Flex hours	Twenty-four percent (24%) of employees have flexible arrival/departure times.
TDM	Roughly half of drive alone employees have used an option other than driving alone to reach MedStar. Thirty-three percent (33%) still occasionally travel using another form of transportation other than driving alone.
	If driving were not available, Taxi/Uber/Lyft would be the most popular second choice transportation option.
	Roughly thirty-two percent (32%) of survey takers are interested in receiving transportation information. Around fifteen percent (15%) of employees would attend an information event.

SURVEY RESULTS

General Work Information

My primary relationship with MGUH is:

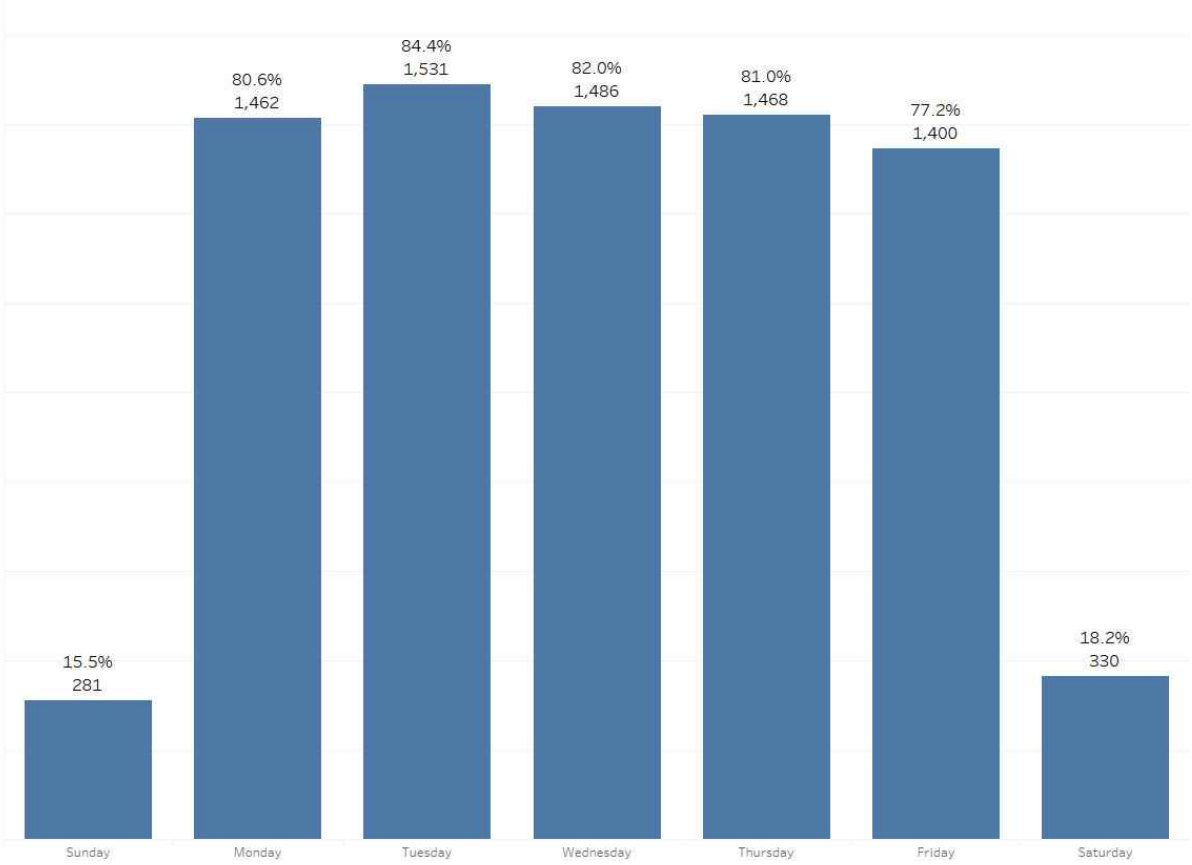
Number of survey responses, percent of survey responses



Responses: 1,813

What days did you work for MedStar last week?

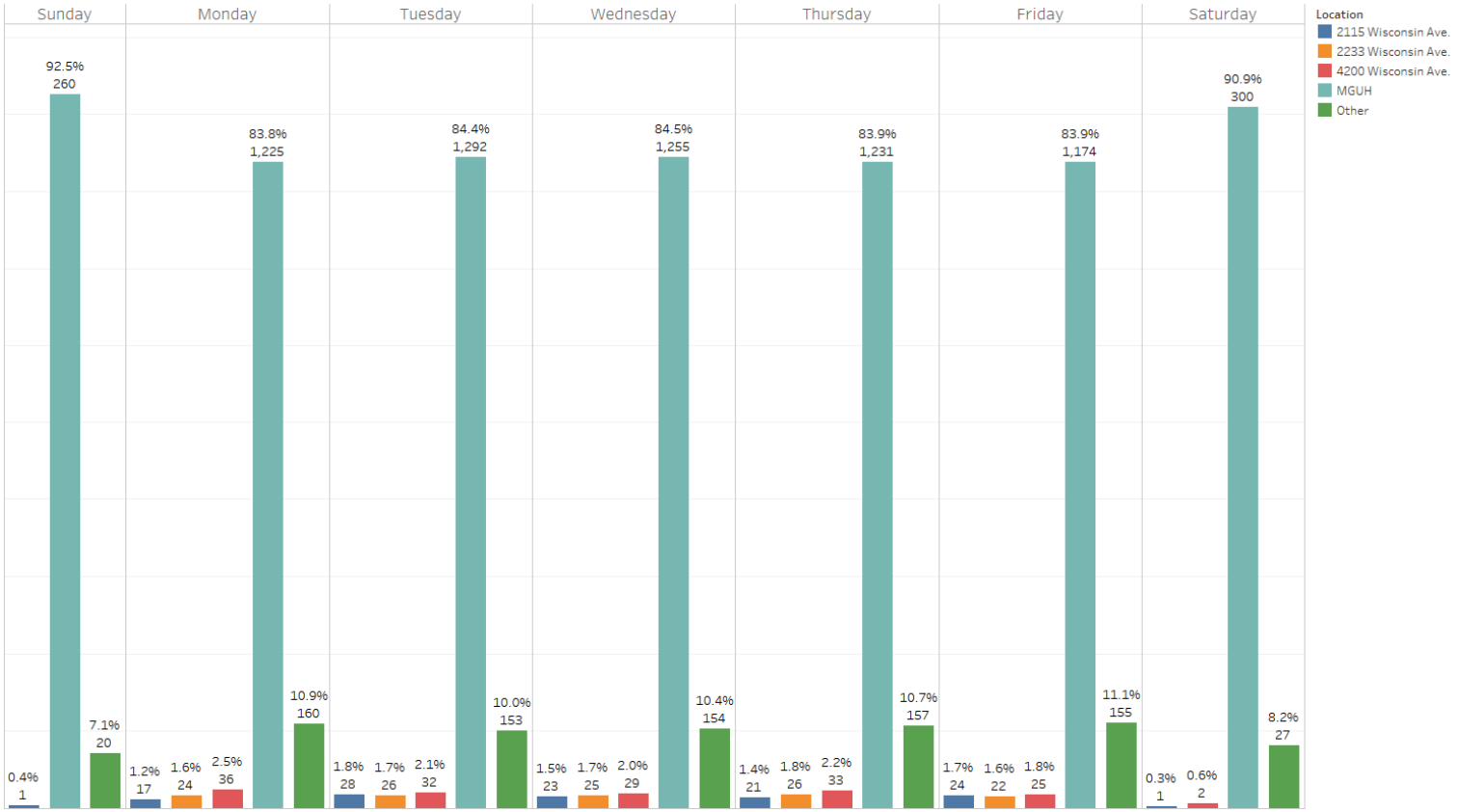
Percent of survey responses



Responses: 1,813;
Trips Recorded: 7,958;

Where did you primarily work for MedStar last week?

Percent of survey responses

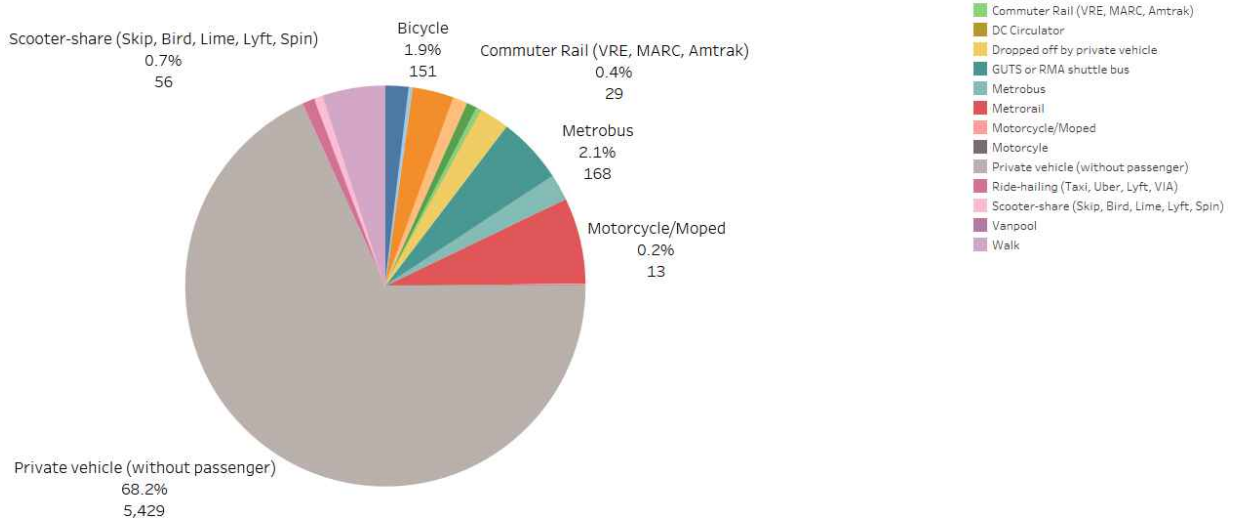


Responses: 1,813;
Trips Recorded: 7,958;

Travel Trends

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: 1,813;
Trips Recorded: 7,958;

MGUH Trips Only

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

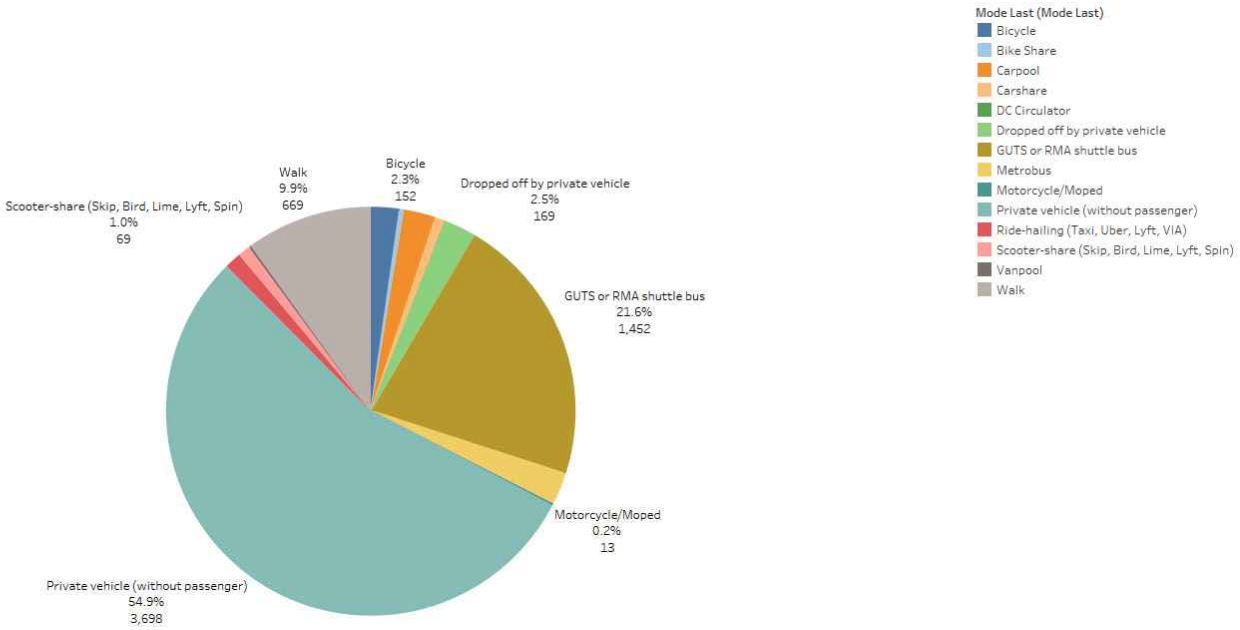
Mode Longest	% of Trips	Number of trips
Private vehicle (without p..	68.2%	5,429
Metrorail	6.9%	551
GUTS or RMA shuttle bus	5.4%	431
Walk	5.0%	399
Carpool	3.4%	268
Dropped off by private ve..	2.4%	188
Metrobus	2.1%	168
Bicycle	1.9%	151
Carshare	1.1%	91
Ride-hailing (Taxi, Uber, L..	1.0%	83
Commuter Bus	0.9%	70
Scooter-share (Skip, Bird, ..	0.7%	56
Commuter Rail (VRE, MAR..	0.4%	29
Bike Share	0.3%	22
Motorcycle/Moped	0.2%	13
DC Circulator	0.1%	5
Motorcyle	0.0%	3
Vanpool	0.0%	1
Grand Total	100.0%	7,958

Responses: 1,813;
Trips Recorded: 7,958;

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: 1,813;
Trips Recorded: 6,737;

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

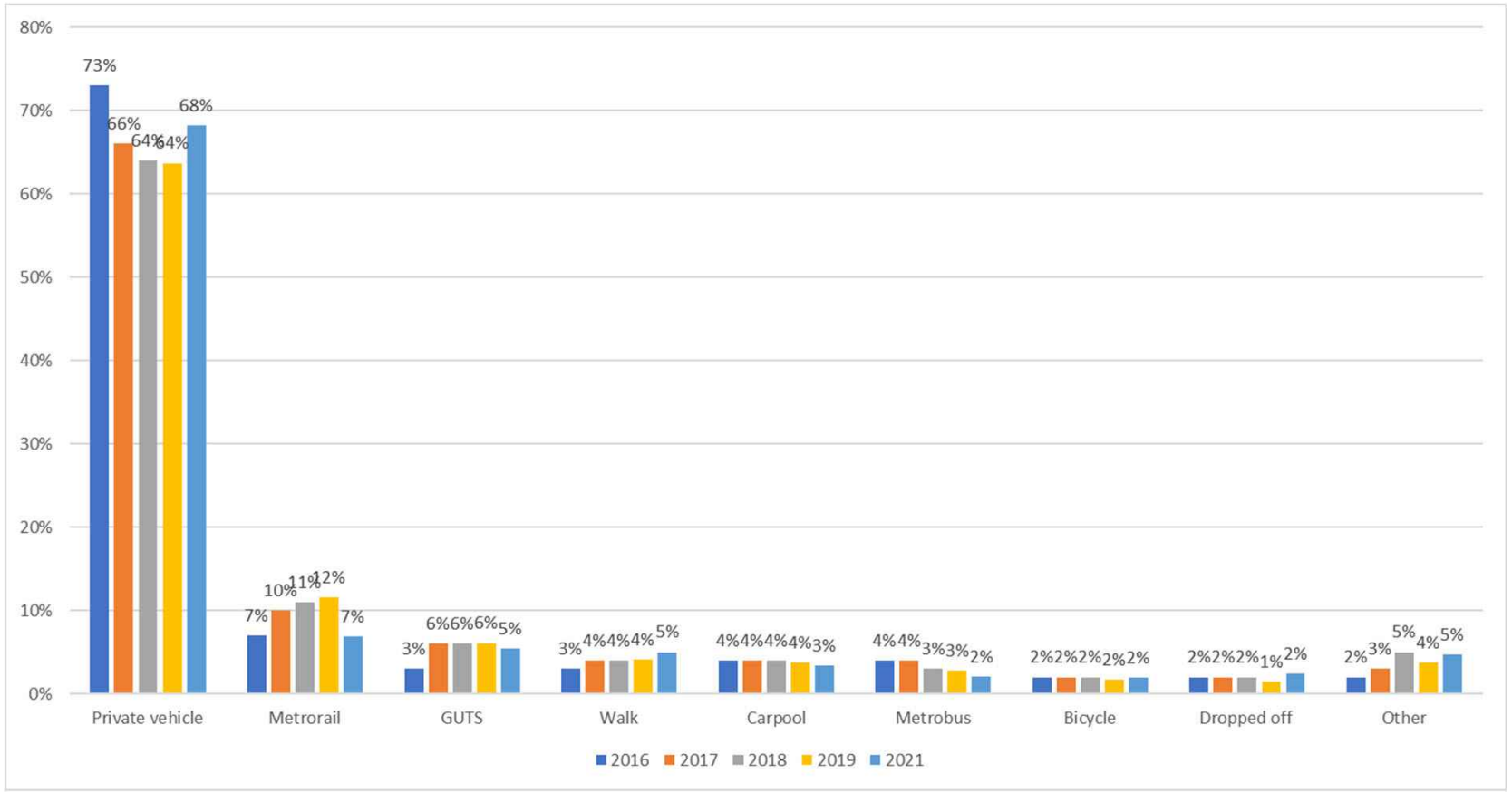
Mode Last (Mode Last)	% of Trips	Number of Trips
Private vehicle (without p..	54.9%	3,698
GUTS or RMA shuttle bus	21.6%	1,452
Walk	9.9%	669
Carpool	2.5%	170
Dropped off by private ve..	2.5%	169
Metrobus	2.5%	168
Bicycle	2.3%	152
Ride-hailing (Taxi, Uber, L..	1.3%	89
Scooter-share (Skip, Bird, ..	1.0%	69
Carshare	0.8%	51
Bike Share	0.3%	22
Motorcycle/Moped	0.2%	13
Vanpool	0.1%	10
DC Circulator	0.1%	5
Grand Total	100.0%	6,737

Responses: 1,813;
Trips Recorded: 6,737;

MGUH Trips Only

Historical Mode Split: Longest

Percent of MGUH trips

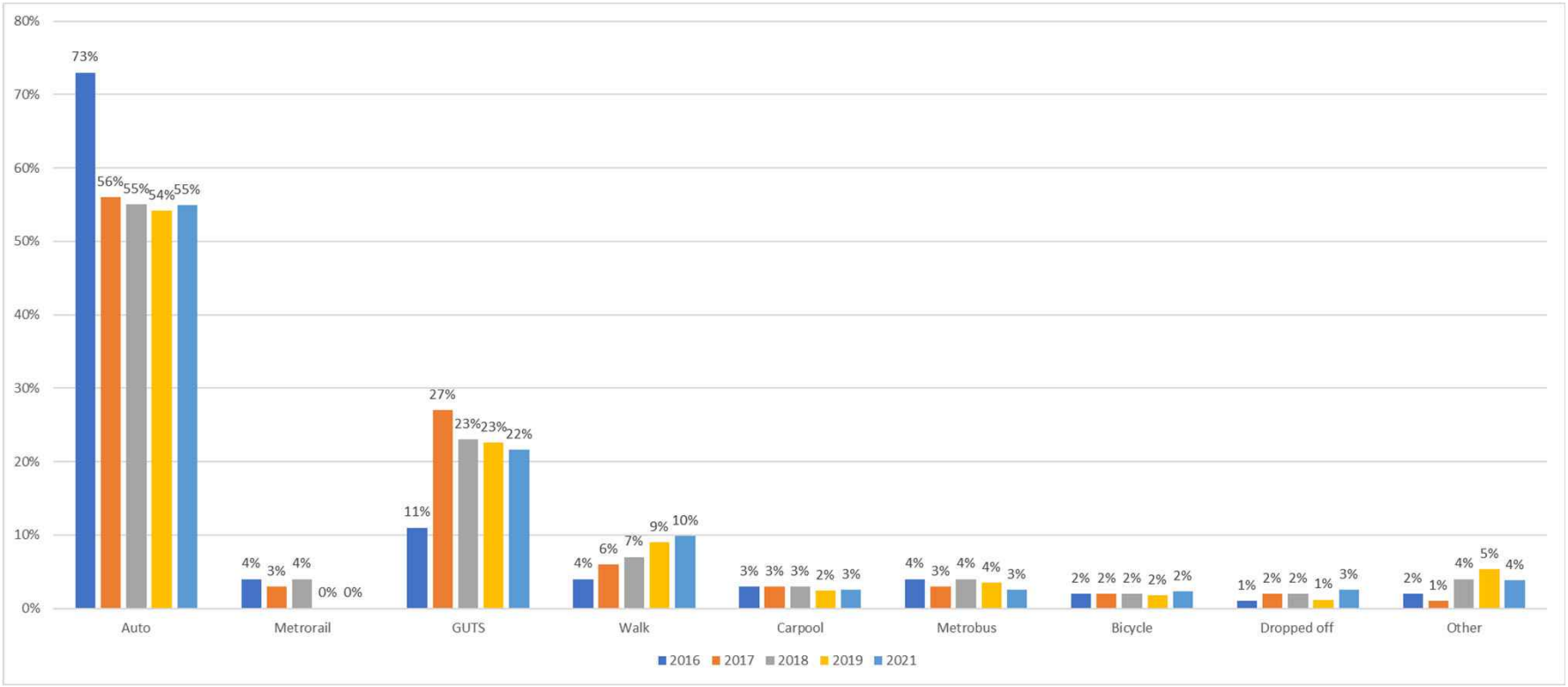


**Other contains: Commuter Rail, Commuter Bus, Scooter-share, Taxi, Vanpool, Motorcycle, Carshare, and Bikeshare*

MGUH Trips Only

Historical Mode Split: Last

Percent of MGUH trips

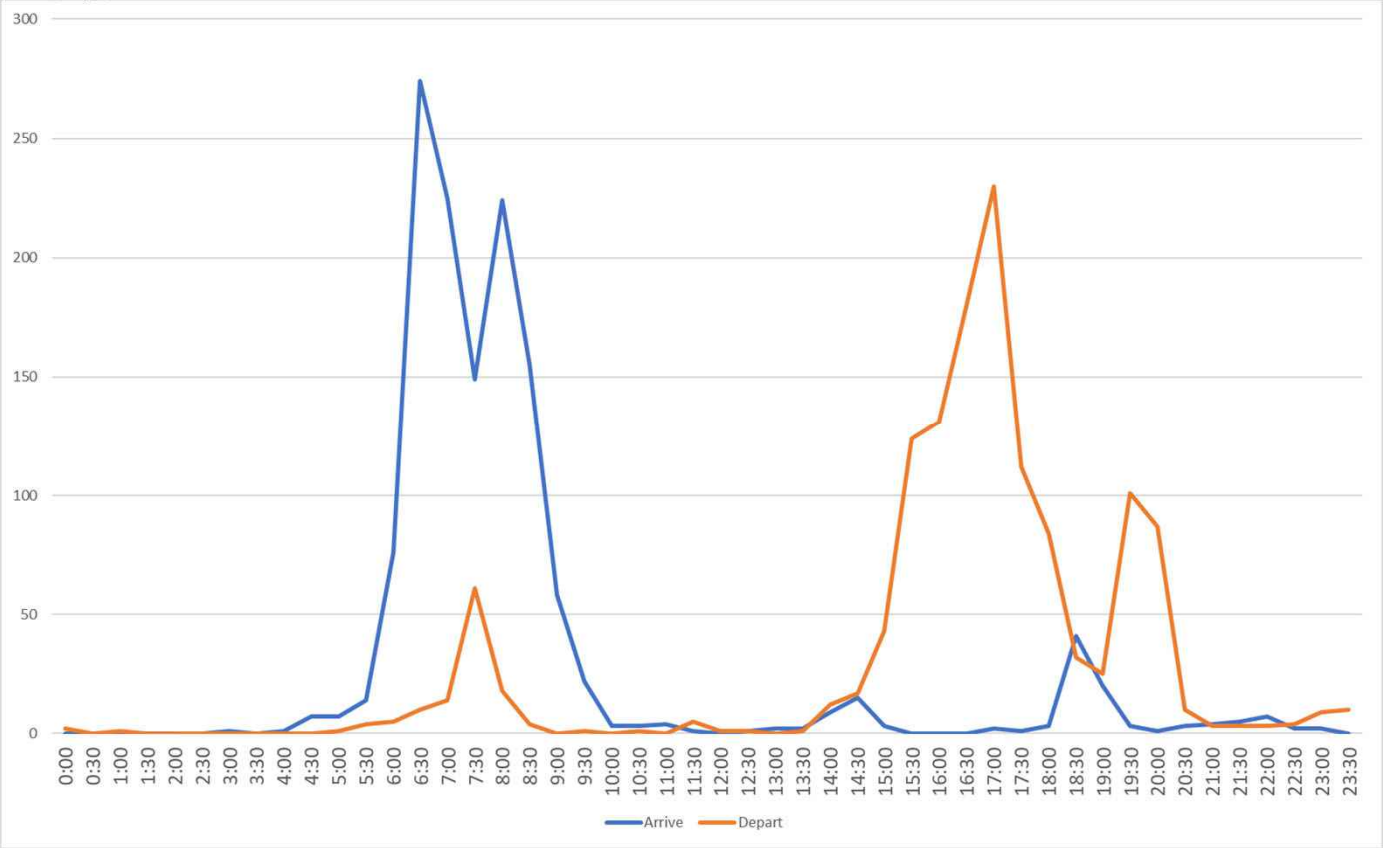


**Other contains: Commuter Rail, Commuter Bus, Scooter-share, Taxi, Vanpool, Motorcycle, Carshare, and Bikeshare*

MGUH Trips Only

What time do you typically arrive/depart work?

Percent of MGUH trips



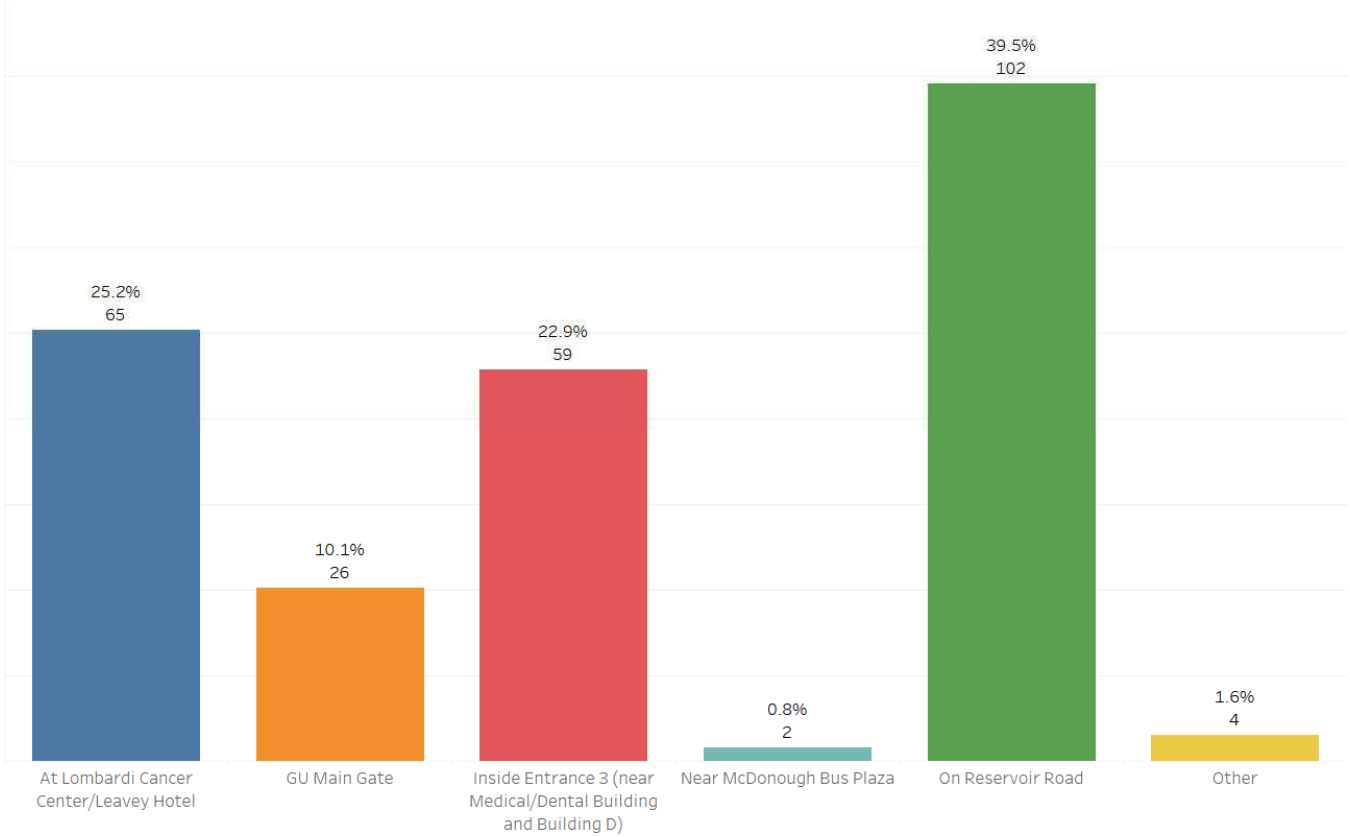
MGUH Trips Only

Responses: 1,350

Ride-hailing

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

Percent of ride-hailed trips to MGUH



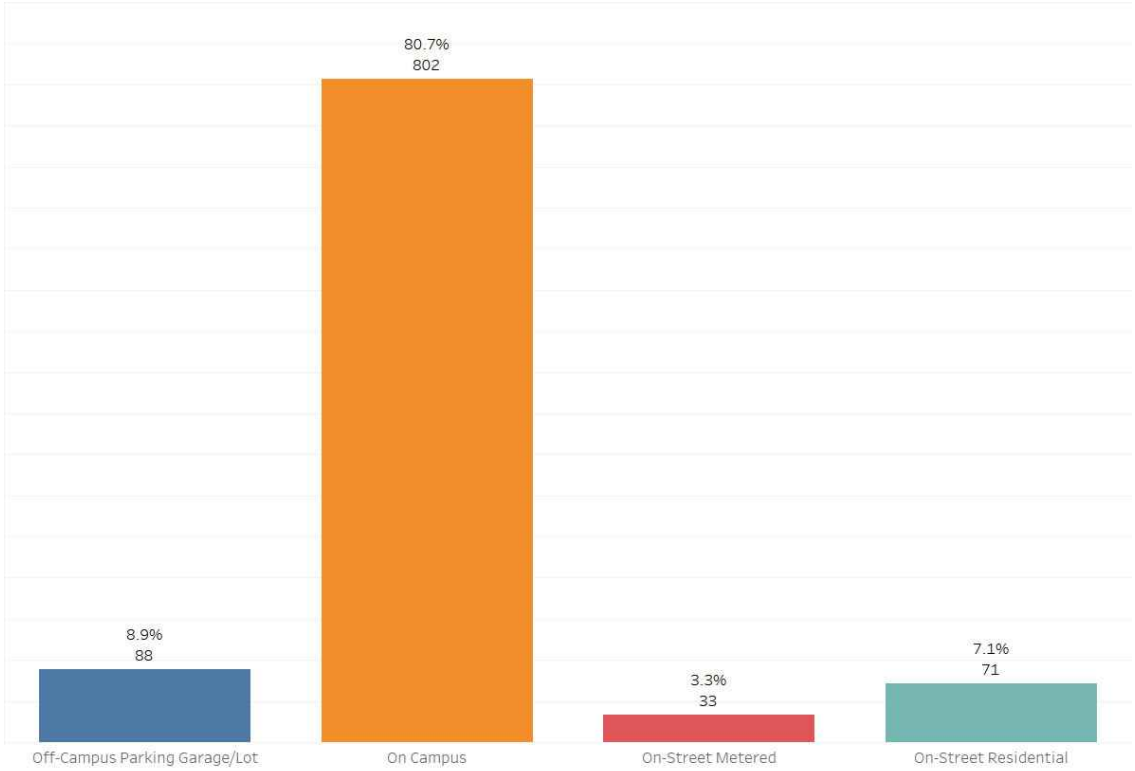
Trips Recorded: 258;

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

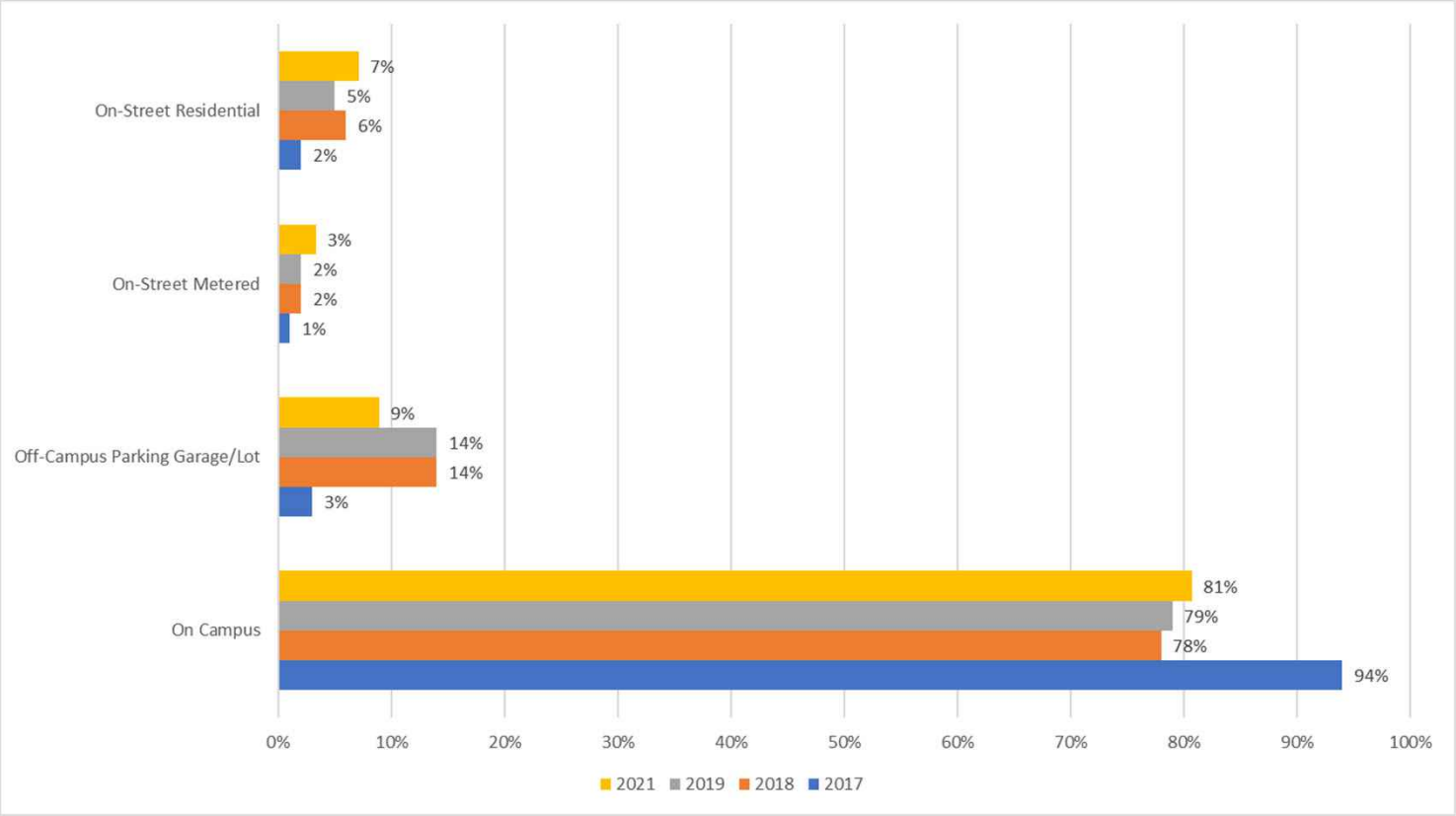


Responses: 907

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

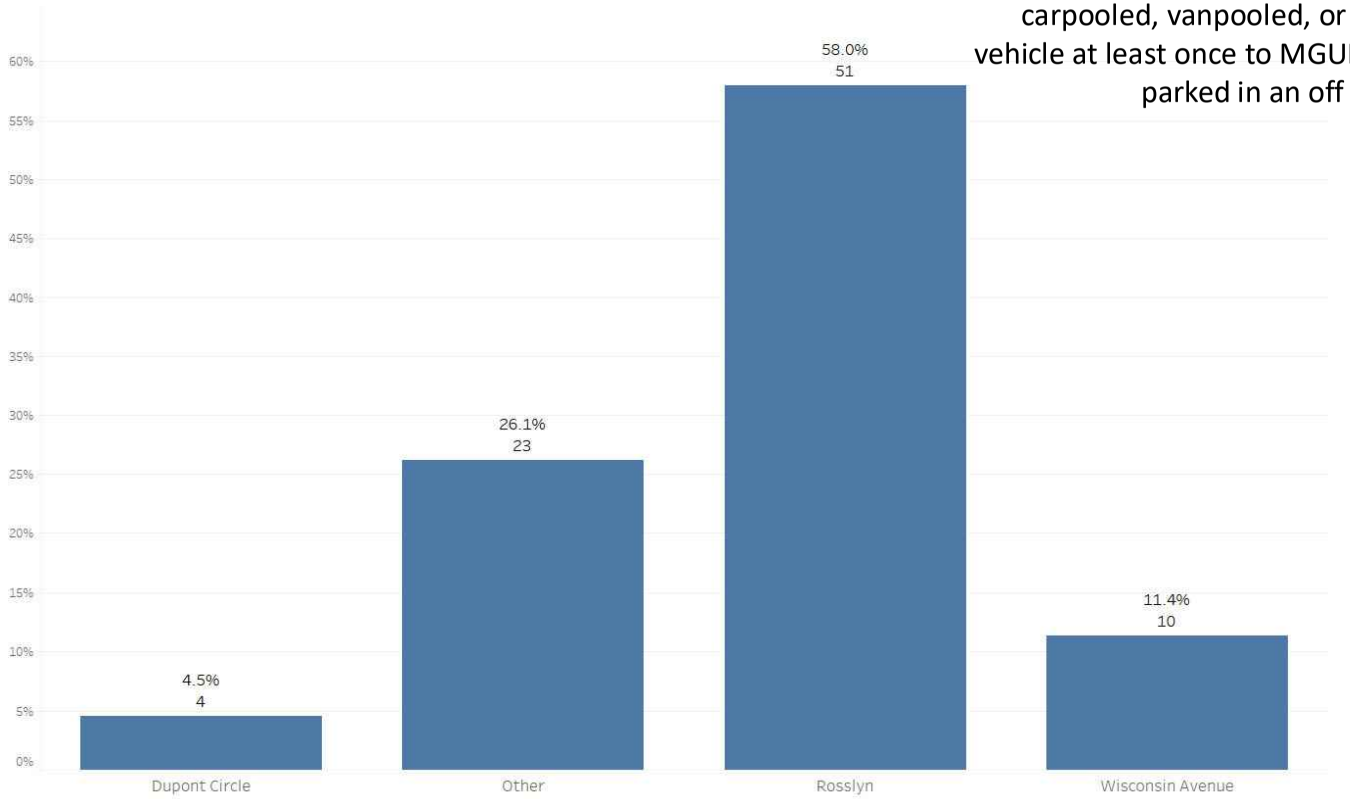


Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week.

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

Number of survey responses, percent of survey responses

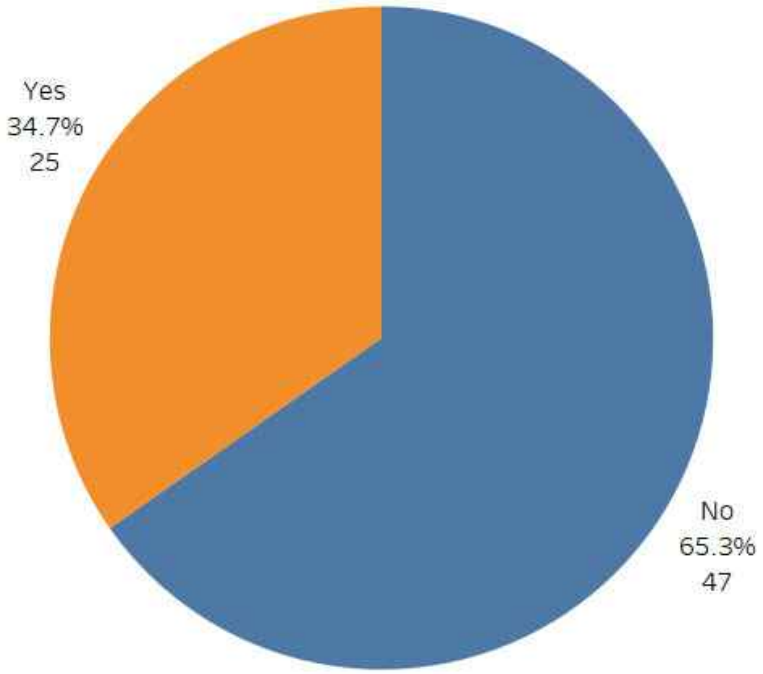
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week and parked in an off campus garage.



Responses: 88

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

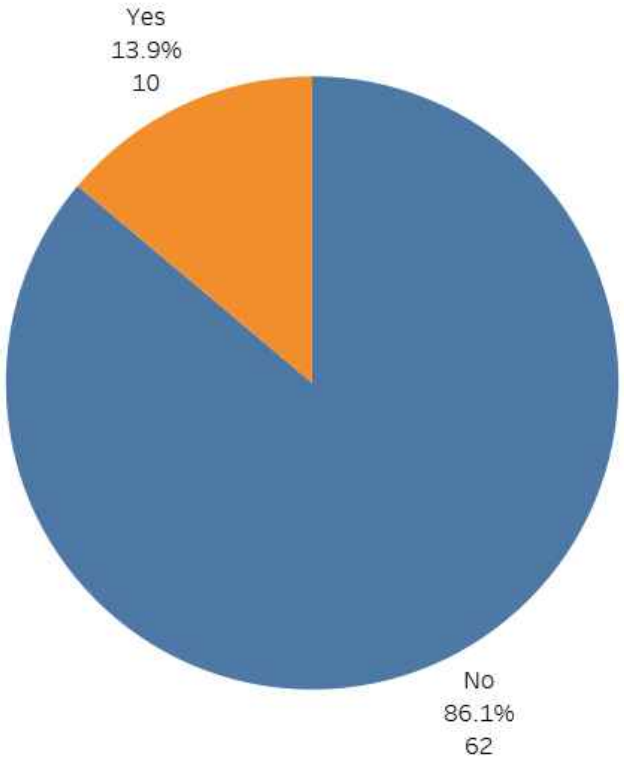


Responses: 72

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



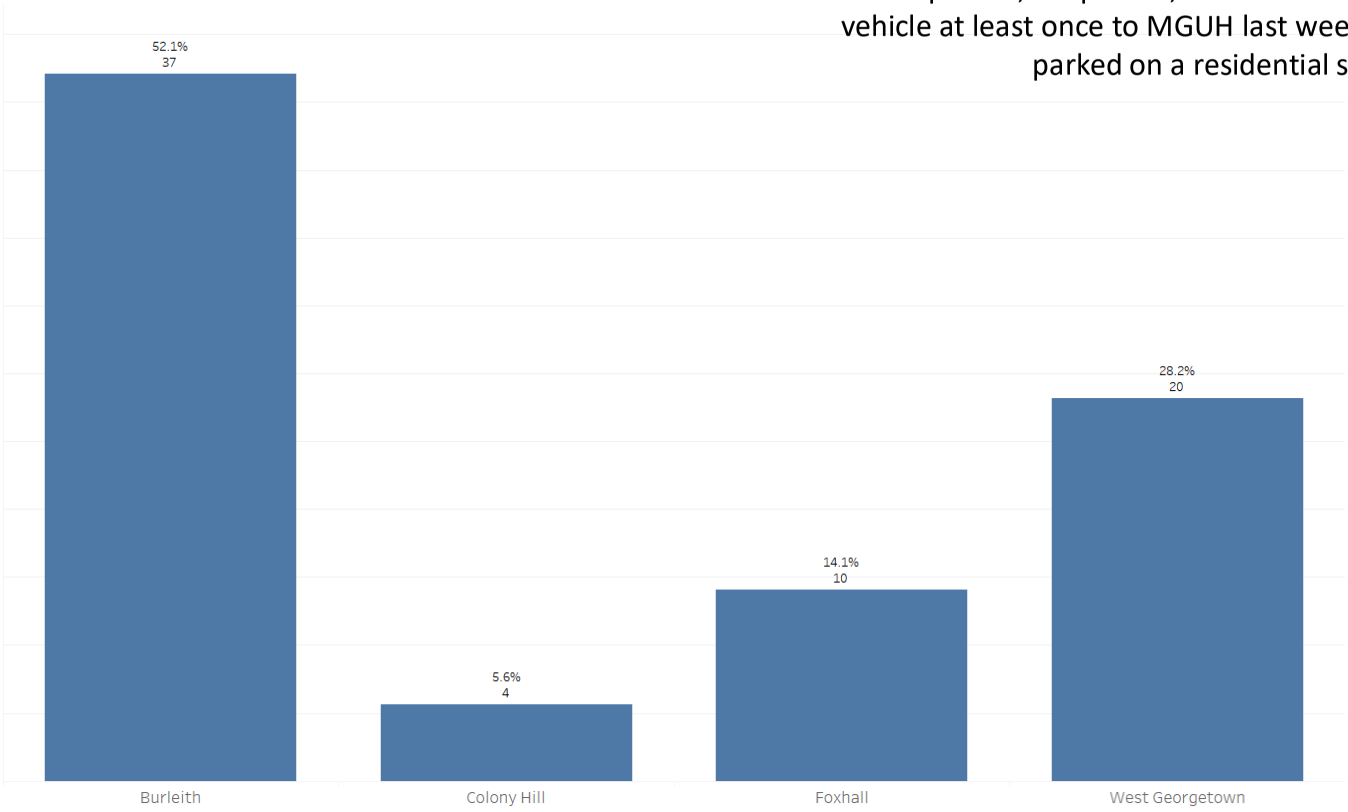
Responses: 72

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.

Which neighborhood did you park in?

Percent of survey responses

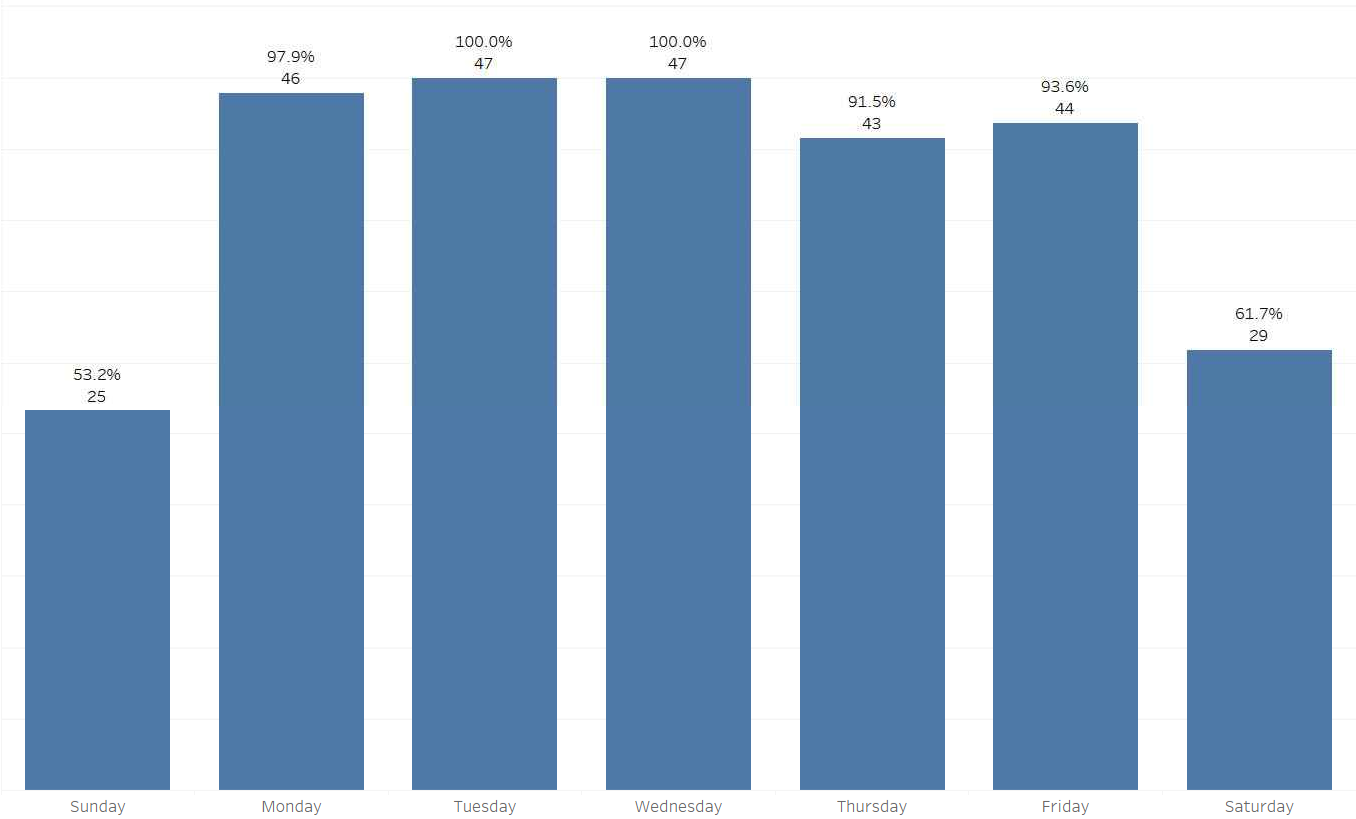
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week and parked on a residential street.



Responses: 71

Typically, what days do you park on-street?

Percent of survey responses



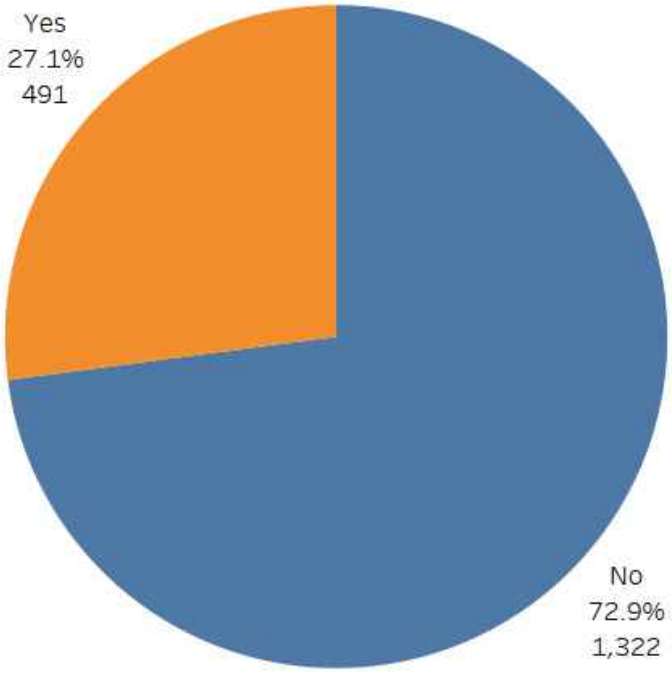
Responses: 47;
Trips Recorded: 226

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?

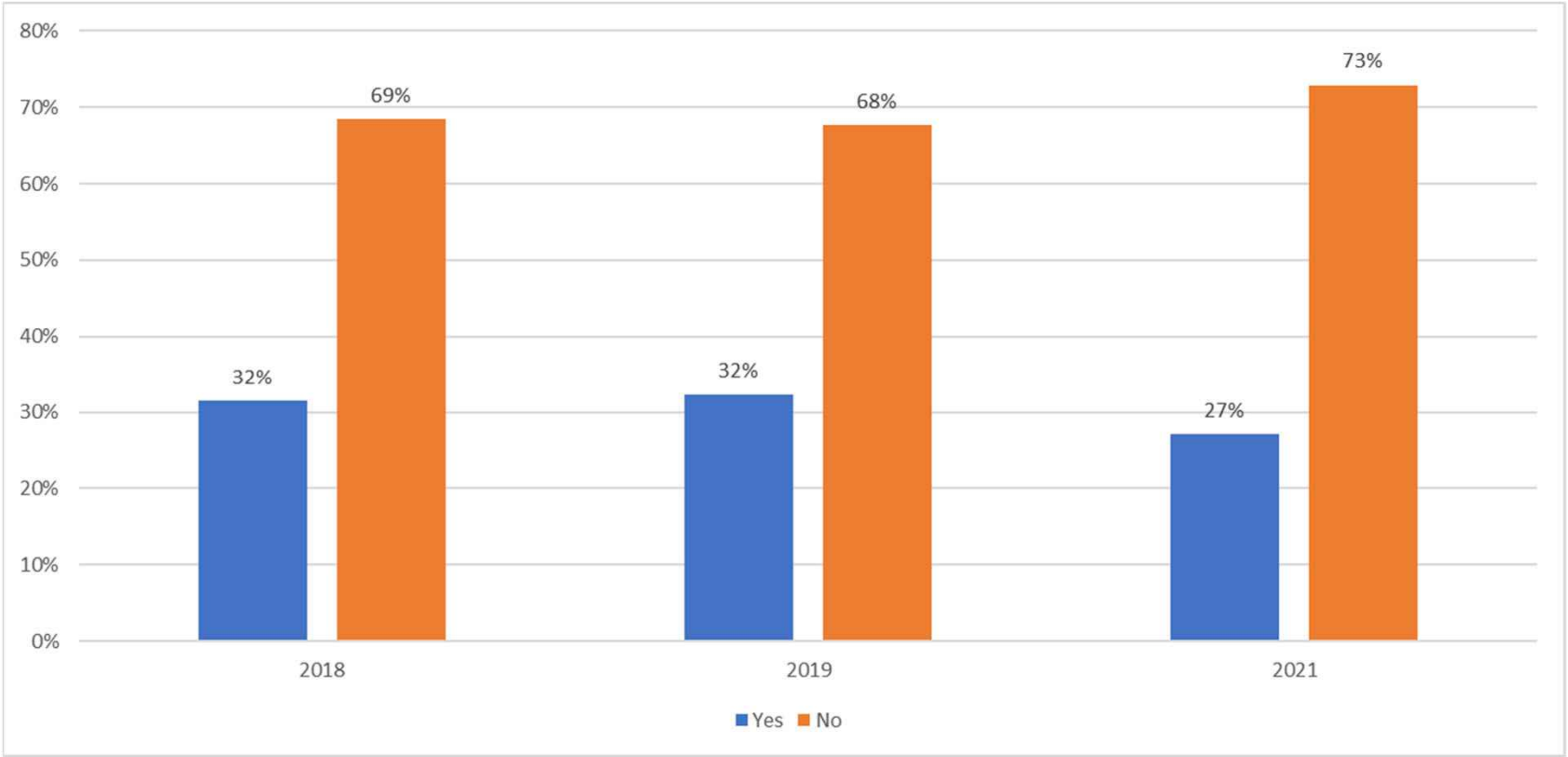
Number of survey responses, percent of survey responses



Responses: 1,813

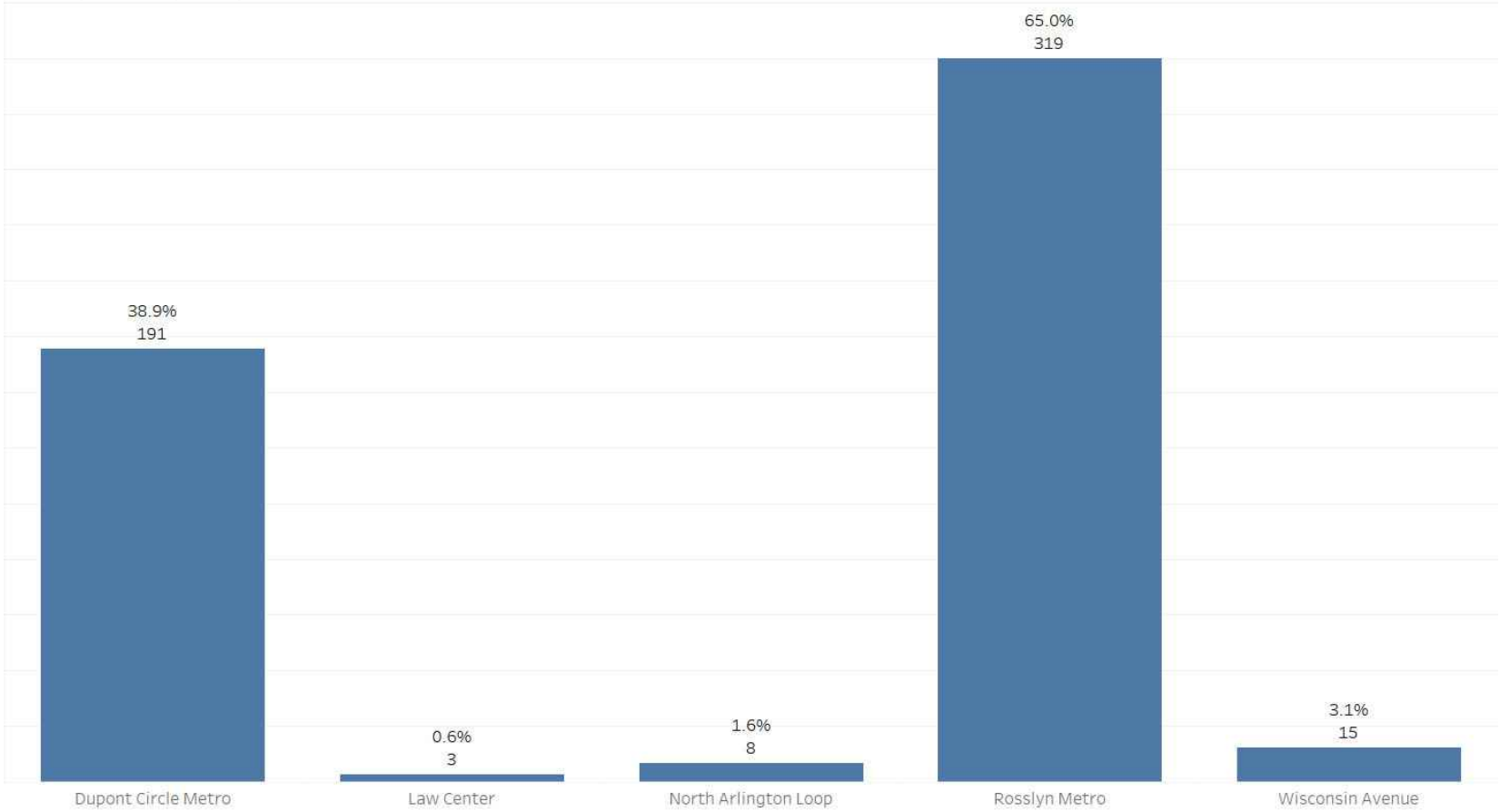
Historical Ridership: Do you take GUTS on typical basis

Percent of survey respondents



Which GUTS route do you typically use?

Percent of survey responses

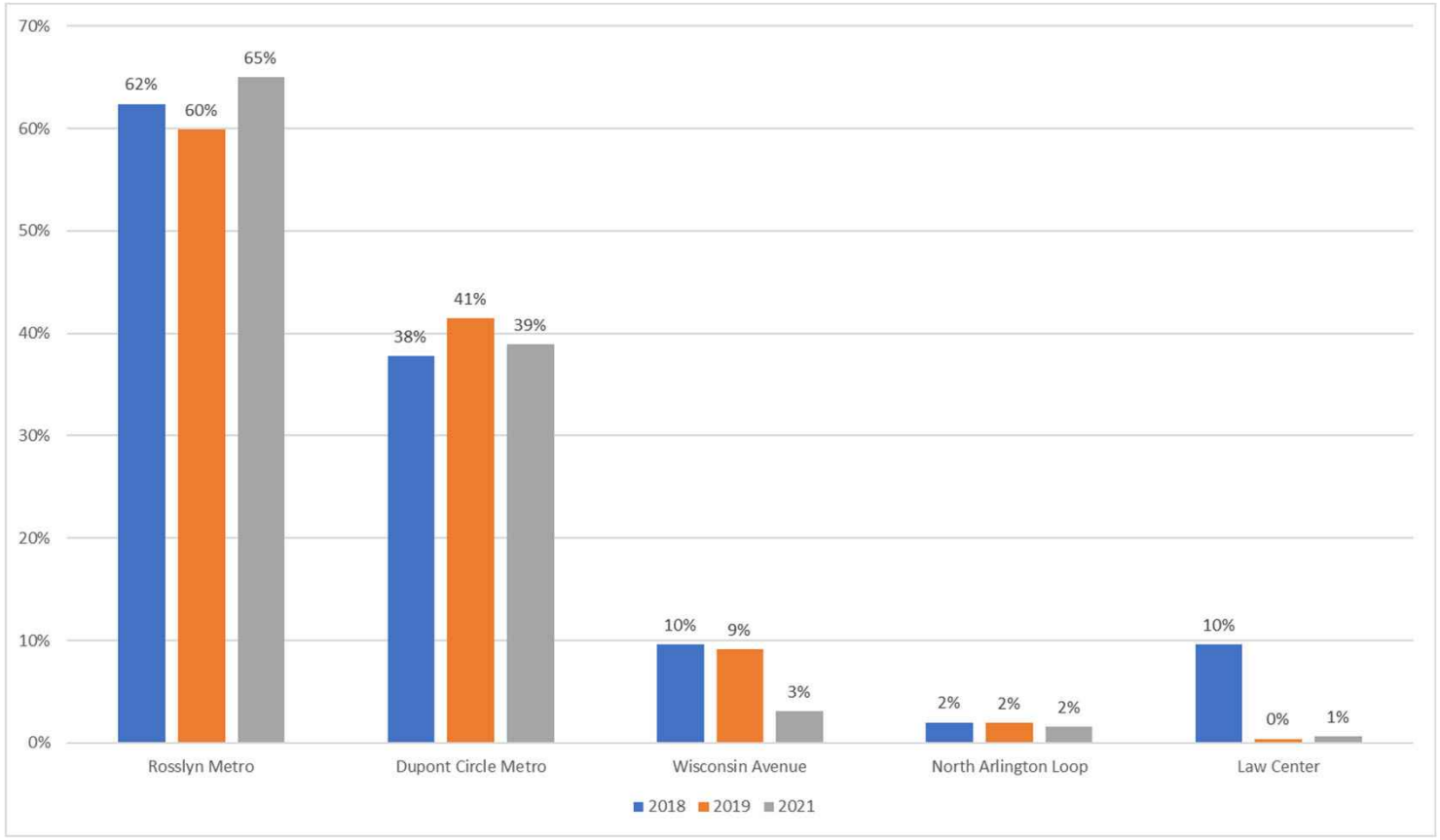


Responses: 491;
Answers Recorded: 536

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

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

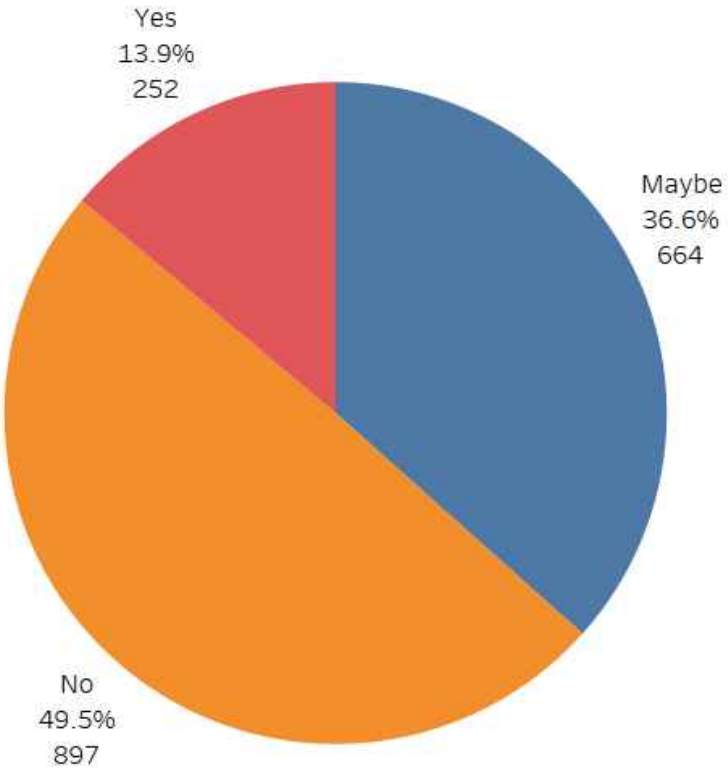
Percent of All GUTS riders



Carpooling

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

Percent of employees

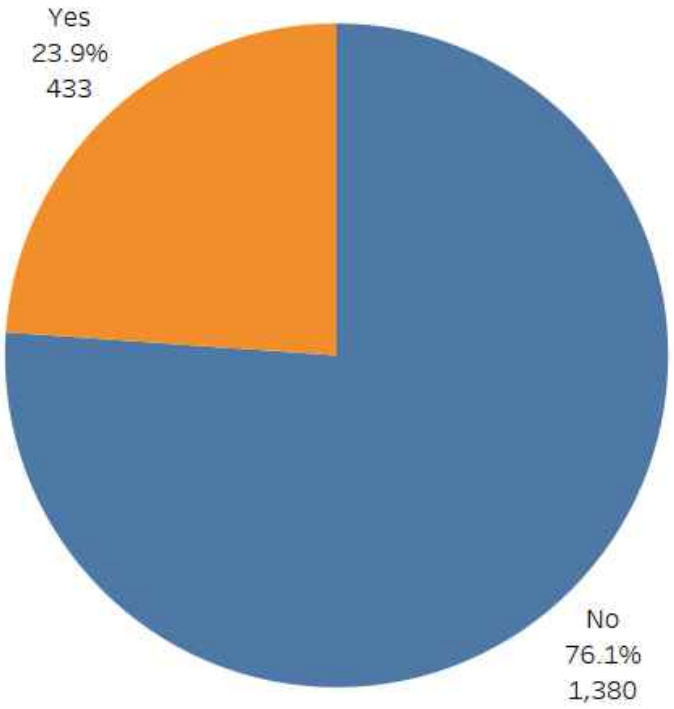


Responses: 1,813

Flextime

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

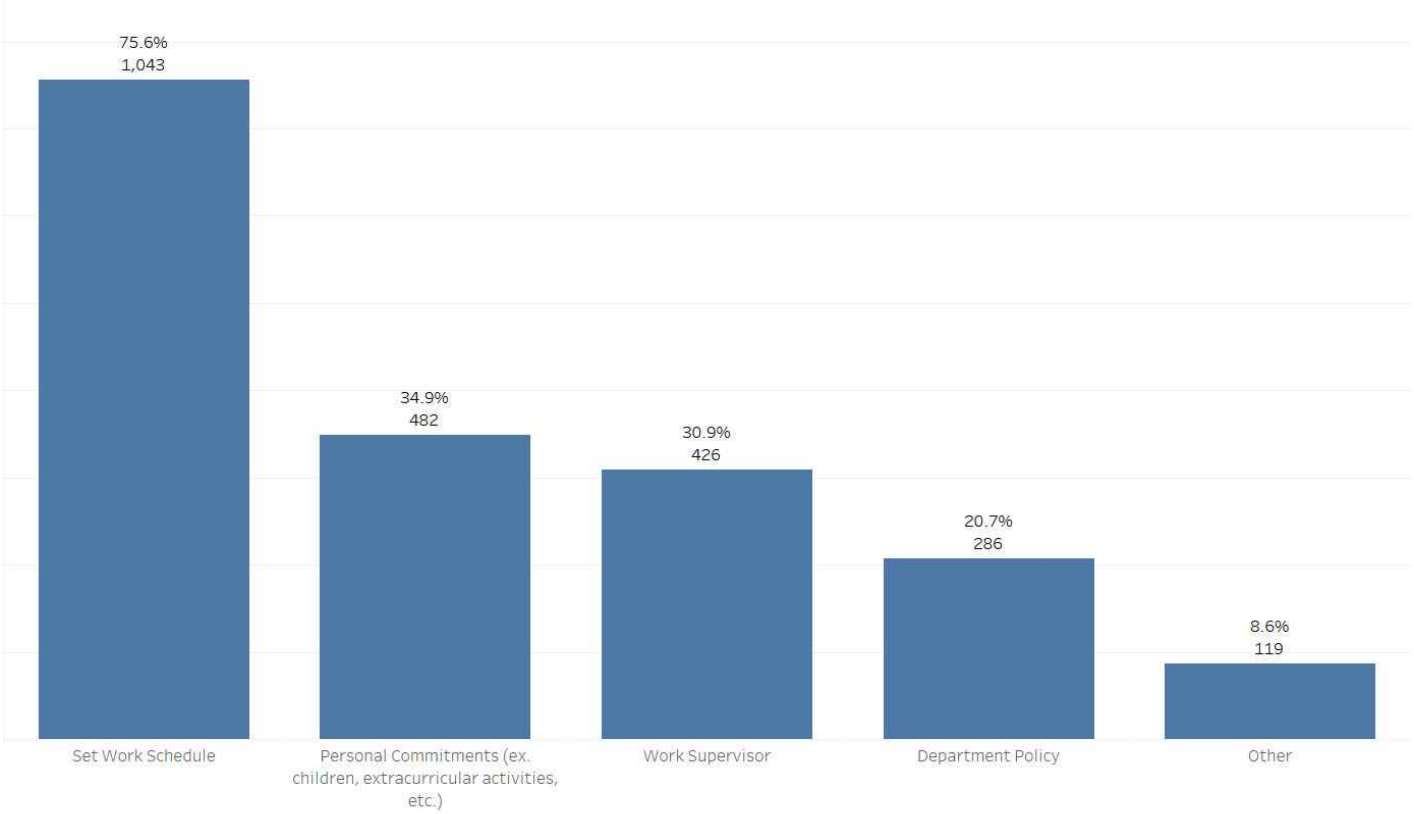
Number of survey responses, percent of survey responses



Responses: 1,813

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

Percent of employees



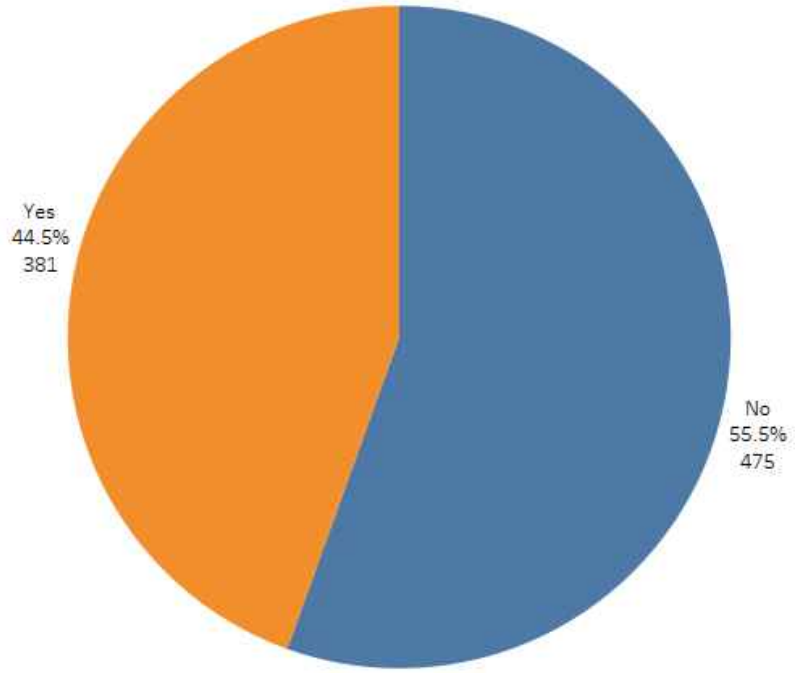
Responses: 1380;
Answers Recorded: 2356

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

Transportation Demand Management (TDM)

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

Percent of drive alone survey responses

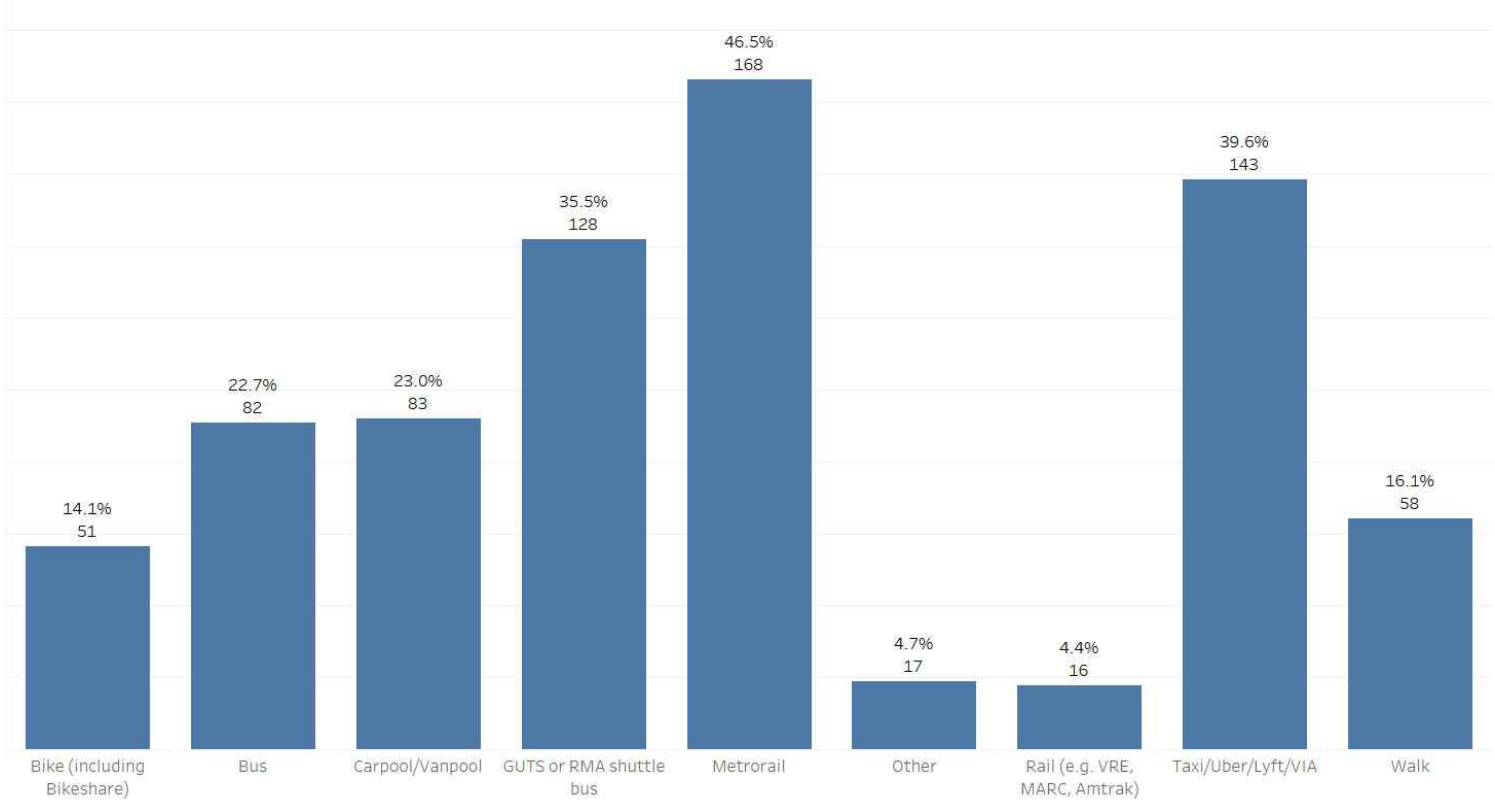


Responses: 856

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

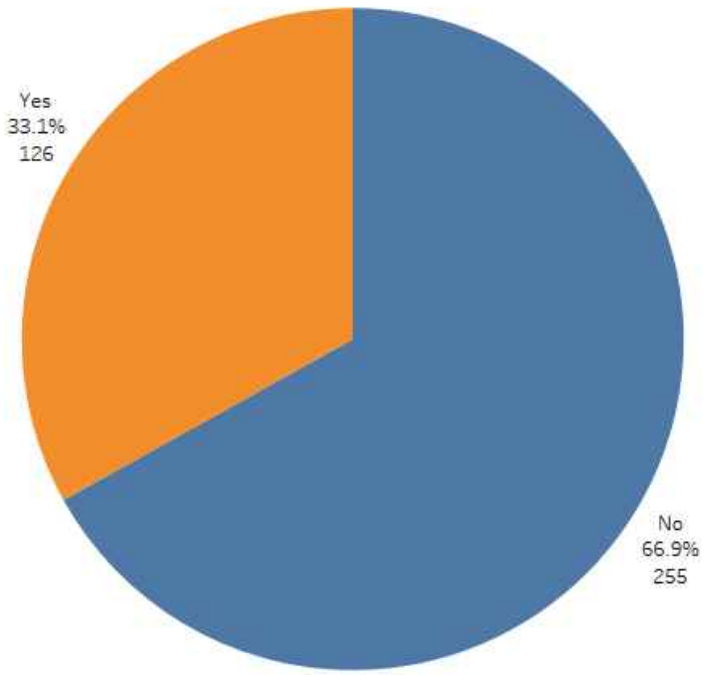


Responses: 361;
Answers Recorded: 692

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

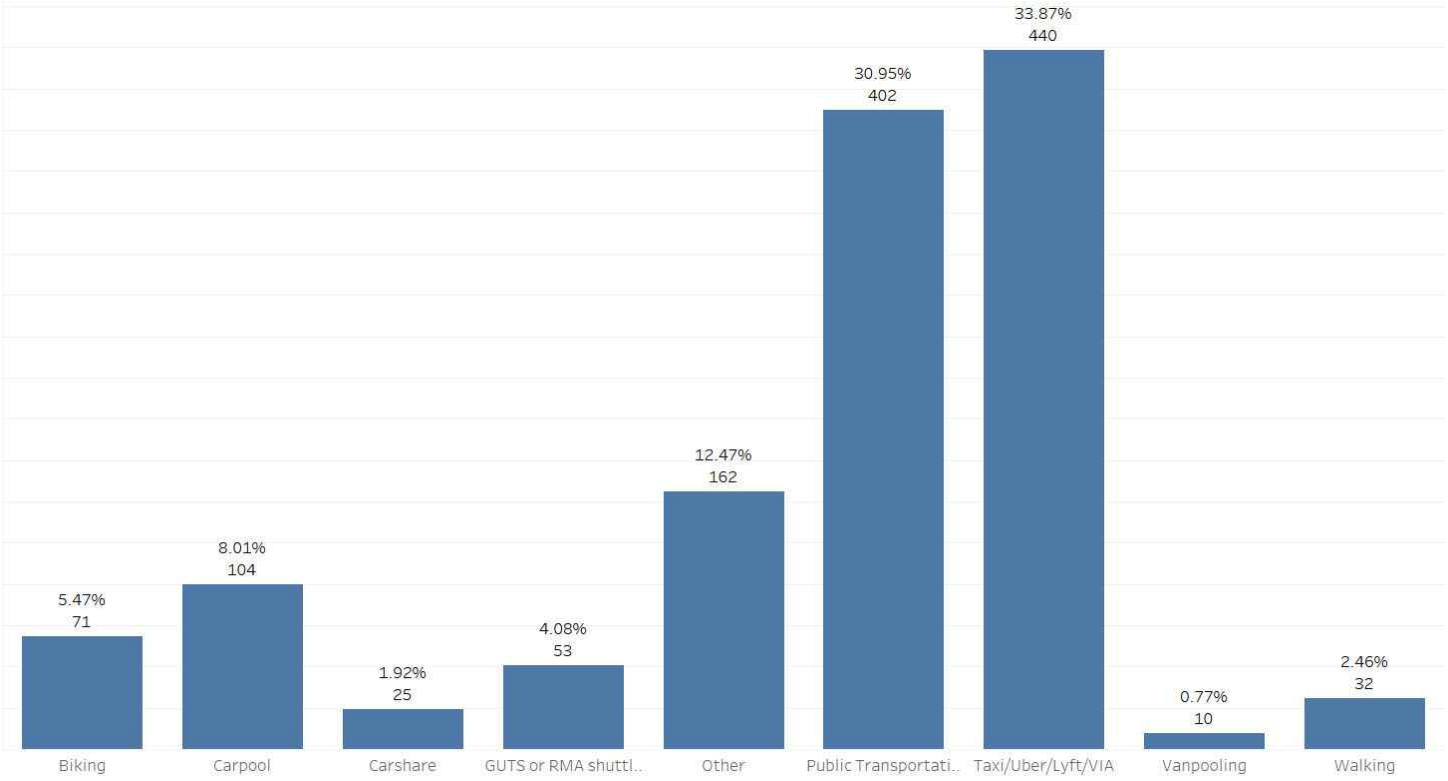


Responses: 381

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

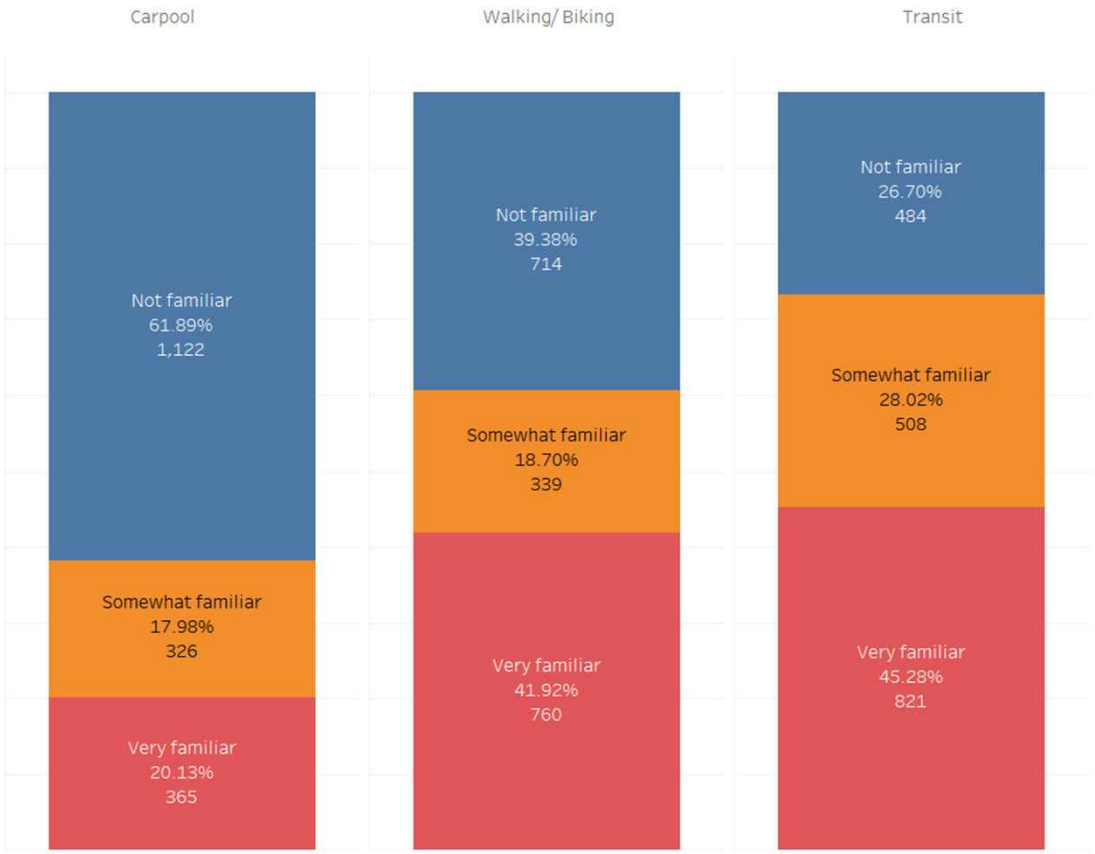


Responses: 1,299

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

How aware are you of your commute options?

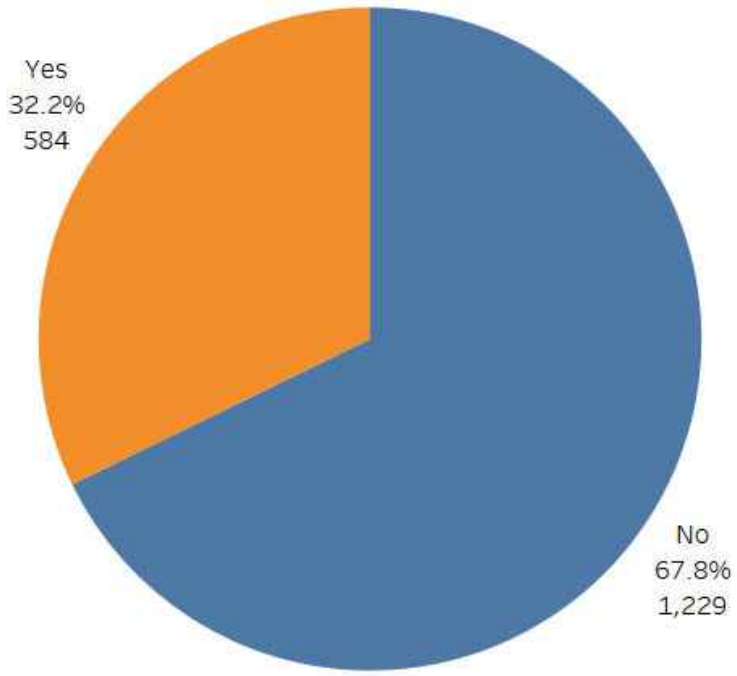
Percentage of survey responses



Total Respondents: 1,813

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

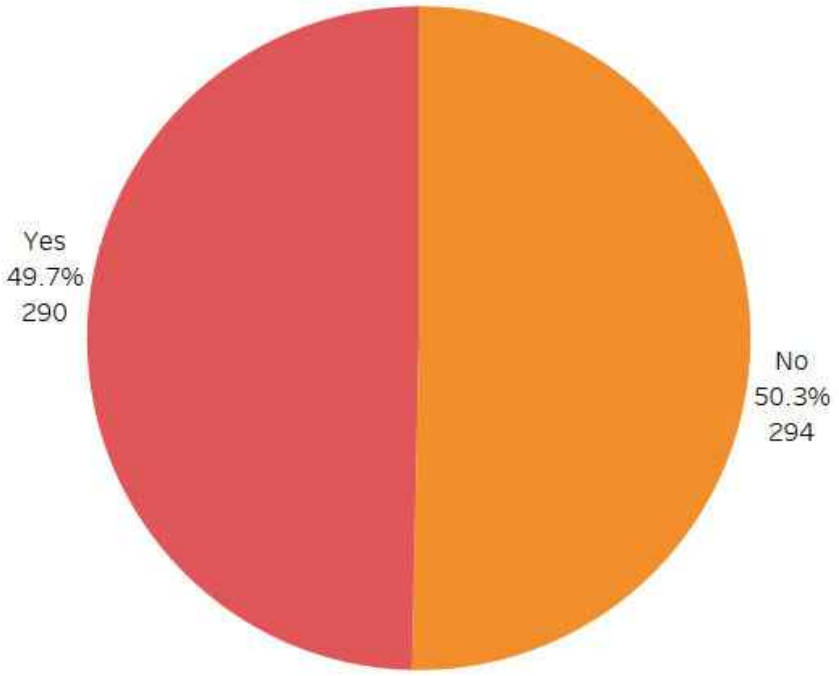
Number of responses, percentage of survey responses



Total Respondents: 1,813

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

Number of responses, percentage of survey responses



Total Respondents: 584

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

ATTACHMENT C
Traffic Count Data

2021 Georgetown University Fall Transportation Monitoring Study
Entrance Total
9/28-9/30

Time Period	Entrance Totals Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	Entrance Week Totals Week Totals In	Week Totals Out	Week Totals Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	129	32	161	113	44	157	113	36	149	355	112	467	156
6:15 AM - 6:30 AM	166	37	203	178	48	226	157	39	196	501	124	625	208
6:30 AM - 6:45 AM	256	49	305	266	56	322	247	55	302	769	160	929	310
6:45 AM - 7:00 AM	284	60	344	271	69	340	271	58	329	826	187	1013	338
7:00 AM - 7:15 AM	196	88	284	198	94	292	184	83	267	578	265	843	281
7:15 AM - 7:30 AM	212	80	292	198	66	264	201	85	286	611	231	842	281
7:30 AM - 7:45 AM	186	102	288	208	110	318	180	119	299	574	331	905	302
7:45 AM - 8:00 AM	256	135	391	215	125	340	198	122	320	669	382	1051	350
8:00 AM - 8:15 AM	217	113	330	203	107	310	208	107	315	628	327	955	318
8:15 AM - 8:30 AM	217	77	294	229	88	317	193	92	285	639	257	896	299
8:30 AM - 8:45 AM	226	69	295	187	67	254	205	71	276	618	207	825	275
8:45 AM - 9:00 AM	238	91	329	237	98	335	263	70	333	738	259	997	332
9:00 AM - 9:15 AM	209	115	324	198	108	306	206	97	303	613	320	933	311
9:15 AM - 9:30 AM	214	77	291	203	98	301	178	96	274	595	271	866	289
9:30 AM - 9:45 AM	162	80	242	181	90	271	185	93	278	528	263	791	264
9:45 AM - 10:00 AM	161	95	256	162	104	266	159	93	252	482	292	774	258
4:00 PM - 4:15 PM	79	205	284	87	231	318	82	198	280	248	634	882	294
4:15 PM - 4:30 PM	85	205	290	77	205	282	84	203	287	246	613	859	286
4:30 PM - 4:45 PM	111	222	333	86	200	286	98	195	293	295	617	912	304
4:45 PM - 5:00 PM	97	190	287	87	190	277	99	189	288	283	569	852	284
5:00 PM - 5:15 PM	87	220	307	74	212	286	80	252	332	241	684	925	308
5:15 PM - 5:30 PM	72	231	303	59	196	255	83	235	318	214	662	876	292
5:30 PM - 5:45 PM	57	156	213	73	177	250	66	187	253	196	520	716	239
5:45 PM - 6:00 PM	95	135	230	81	161	242	75	158	233	251	454	705	235
6:00 PM - 6:15 PM	123	159	282	114	184	298	98	153	251	335	496	831	277
6:15 PM - 6:30 PM	119	189	308	95	143	238	120	173	293	334	505	839	280
6:30 PM - 6:45 PM	130	173	303	126	148	274	123	141	264	379	462	841	280
6:45 PM - 7:00 PM	99	122	221	97	132	229	95	118	213	291	372	663	221
7:00 PM - 7:15 PM	53	119	172	56	119	175	76	110	186	185	348	533	178
7:15 PM - 7:30 PM	42	117	159	45	98	143	42	96	138	129	311	440	147
7:30 PM - 7:45 PM	57	168	225	54	159	213	57	143	200	168	470	638	213
7:45 PM - 8:00 PM	33	131	164	51	141	192	37	135	172	121	407	528	176
Total	4668	4042	8710	4509	4068	8577	4463	4002	8465	13640	12112	25752	8584
One Hour Volumes													
6:00 AM - 7:00 AM	835	178	1013	828	217	1045	788	188	976	2451	583	3034	1011
6:15 AM - 7:15 AM	902	234	1136	913	267	1180	859	235	1094	2674	736	3410	1137
6:30 AM - 7:30 AM	948	277	1225	933	285	1218	903	281	1184	2784	843	3627	1209
6:45 AM - 7:45 AM	878	330	1208	875	339	1214	836	345	1181	2589	1014	3603	1201
7:00 AM - 8:00 AM	850	405	1255	819	395	1214	763	409	1172	2432	1209	3641	1214
7:15 AM - 8:15 AM	871	430	1301	824	408	1232	787	433	1220	2482	1271	3753	1251
7:30 AM - 8:30 AM	876	427	1303	855	430	1285	779	440	1219	2510	1297	3807	1269
7:45 AM - 8:45 AM	916	394	1310	834	387	1221	804	392	1196	2554	1173	3727	1242
8:00 AM - 9:00 AM	898	350	1248	856	360	1216	869	340	1209	2623	1050	3673	1224
8:15 AM - 9:15 AM	890	352	1242	851	361	1212	867	330	1197	2608	1043	3651	1217
8:30 AM - 9:30 AM	887	352	1239	825	371	1196	852	334	1186	2564	1057	3621	1207
8:45 AM - 9:45 AM	823	363	1186	819	394	1213	832	356	1188	2474	1113	3587	1196
9:00 AM - 10:00 AM	746	367	1113	744	400	1144	728	379	1107	2218	1146	3364	1121
4:00 PM - 5:00 PM	372	822	1194	337	826	1163	363	785	1148	1072	2433	3505	1168
4:15 PM - 5:15 PM	380	837	1217	324	807	1131	361	839	1200	1065	2483	3548	1183
4:30 PM - 5:30 PM	367	863	1230	306	798	1104	360	871	1231	1033	2532	3565	1188
4:45 PM - 5:45 PM	313	797	1110	293	775	1068	328	863	1191	934	2435	3369	1123
5:00 PM - 6:00 PM	311	742	1053	287	746	1033	304	832	1136	902	2320	3222	1074
5:15 PM - 6:15 PM	347	681	1028	327	718	1045	322	733	1055	996	2132	3128	1043
5:30 PM - 6:30 PM	394	639	1033	363	665	1028	359	671	1030	1116	1975	3091	1030
5:45 PM - 6:45 PM	467	656	1123	416	636	1052	416	625	1041	1299	1917	3216	1072
6:00 PM - 7:00 PM	471	643	1114	432	607	1039	436	585	1021	1339	1835	3174	1058
6:15 PM - 7:15 PM	401	603	1004	374	542	916	414	542	956	1189	1687	2876	959
6:30 PM - 7:30 PM	324	531	855	324	497	821	336	465	801	984	1493	2477	826
6:45 PM - 7:45 PM	251	526	777	252	508	760	270	467	737	773	1501	2274	758
7:00 PM - 8:00 PM	185	535	720	206	517	723	212	484	696	603	1536	2139	713

2021 Georgetown University Fall Transportation Monitoring Study
Parking Total
9/28-9/30

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	35	7	42	29	8	37	27	4	31	91	19	110	37	67	11	78	55	13	68	57	4	61	179	28	207	69	102	18	120	84	21	105	84	8	92	270	47	317	106
6:15 AM - 6:30 AM	41	7	48	35	3	38	39	6	45	115	16	131	44	91	5	96	93	5	98	79	10	89	263	20	283	94	132	12	144	128	8	136	118	16	134	378	36	414	138
6:30 AM - 6:45 AM	35	0	35	40	5	45	29	6	35	104	11	116	39	168	7	175	184	9	193	172	7	179	524	23	546	182	203	7	210	224	14	238	201	13	214	628	34	662	221
6:45 AM - 7:00 AM	47	4	51	42	4	47	44	5	49	133	13	146	49	176	9	185	150	5	154	158	9	167	484	23	507	169	223	13	236	192	9	201	202	14	216	617	36	653	218
7:00 AM - 7:15 AM	38	10	48	32	12	43	31	9	40	101	31	132	44	94	18	112	105	23	129	97	19	116	296	60	356	119	132	28	160	137	35	172	128	28	156	397	91	488	163
7:15 AM - 7:30 AM	34	12	46	37	7	43	35	9	44	106	27	133	44	119	24	143	114	16	131	112	26	138	345	67	412	137	153	36	189	151	23	174	147	35	182	451	94	545	182
7:30 AM - 7:45 AM	40	11	51	40	9	49	25	13	38	105	32	137	46	93	51	144	104	53	157	98	65	163	295	170	465	155	133	62	195	144	62	206	123	78	201	400	202	602	201
7:45 AM - 8:00 AM	46	12	58	39	10	49	31	6	37	116	28	144	48	142	58	200	124	64	188	106	45	151	372	167	539	180	188	70	258	163	74	237	137	51	188	488	195	683	228
8:00 AM - 8:15 AM	48	10	58	37	8	46	40	5	46	126	24	150	50	114	25	139	95	27	121	101	27	127	309	78	387	129	162	35	197	132	35	167	141	32	173	435	102	537	179
8:15 AM - 8:30 AM	45	4	48	49	4	53	32	5	37	126	13	138	46	107	16	124	113	21	134	92	24	116	312	61	374	125	152	20	172	162	25	187	124	29	153	438	74	512	171
8:30 AM - 8:45 AM	57	8	65	47	6	53	48	7	55	152	21	173	58	98	16	114	94	14	108	113	17	130	305	47	352	117	155	24	179	141	20	161	161	24	185	457	68	525	175
8:45 AM - 9:00 AM	67	5	72	59	10	69	70	4	73	196	19	215	72	110	20	130	98	19	117	90	14	105	298	53	351	117	177	25	202	157	29	186	160	18	178	494	72	566	189
9:00 AM - 9:15 AM	63	10	73	51	6	57	64	8	72	178	24	202	67	82	20	102	70	24	94	88	18	106	240	62	302	101	145	30	175	121	30	151	152	26	178	418	86	504	168
9:15 AM - 9:30 AM	60	6	66	45	9	54	39	6	45	145	21	165	55	98	30	128	78	27	105	65	21	86	240	78	319	106	158	36	194	123	36	159	104	27	131	385	99	484	161
9:30 AM - 9:45 AM	36	9	45	43	7	49	39	7	46	118	23	141	47	72	29	101	78	27	106	79	27	106	229	83	312	104	108	38	146	121	34	155	118	34	152	347	106	453	151
9:45 AM - 10:00 AM	34	18	52	35	10	45	28	6	35	97	34	132	44	89	39	128	72	30	102	85	36	120	246	105	350	117	123	57	180	107	40	147	113	42	155	343	139	482	161
4:00 PM - 4:15 PM	7	48	55	14	60	74	12	46	58	33	154	187	62	16	101	117	21	111	132	25	92	117	62	304	366	122	23	149	172	35	171	206	37	138	175	95	458	553	184
4:15 PM - 4:30 PM	16	51	67	14	57	70	12	51	63	41	158	200	67	19	92	111	16	84	101	21	95	116	57	272	328	109	35	143	178	30	141	171	33	146	179	98	430	528	176
4:30 PM - 4:45 PM	30	47	76	25	45	70	18	49	67	72	141	213	71	22	114	137	19	101	120	17	90	107	59	305	364	121	52	161	213	44	146	190	35	139	174	131	446	577	192
4:45 PM - 5:00 PM	22	51	73	26	49	76	18	45	63	65	146	211	70	25	95	120	22	99	120	18	99	117	66	292	358	119	47	146	193	48	148	196	36	144	180	131	438	569	190
5:00 PM - 5:15 PM	18	53	71	11	47	58	17	57	74	47	157	203	68	22	107	129	11	114	125	17	131	148	49	352	402	134	40	160	200	22	161	183	34	188	222	96	509	605	202
5:15 PM - 5:30 PM	7	53	59	12	42	54	12	54	66	31	148	179	60	12	109	122	11	107	118	19	103	122	42	320	362	121	19	162	181	23	149	172	31	157	188	73	468	541	180
5:30 PM - 5:45 PM	12	34	47	12	43	55	13	52	64	38	129	166	55	15	87	101	13	80	93	14	100	115	41	267	309	103	27	121	148	25	123	148	27	152	179	79	396	475	158
5:45 PM - 6:00 PM	27	21	48	17	31	48	16	27	43	60	78	139	46	21	62	83	16	92	108	19	82	101	56	237	292	97	48	83	131	33	123	156	35	109	144	116	315	431	144
6:00 PM - 6:15 PM	33	30	64	30	38	68	27	31	58	90	99	189	63	24	81	104	25	79	104	17	70	87	66	230	296	99	57	111	168	55	117	172	44	101	145	156	329	485	162
6:15 PM - 6:30 PM	20	43	63	25	35	60	35	36	70	80	114	193	64	35	85	120	27	62	89	34	80	115	96	227	324	108	55	128	183	52	97	149	69	116	185	176	341	517	172
6:30 PM - 6:45 PM	11	30	41	14	32	46	13	25	38	39	87	126	42	58	74	132	65	63	128	59	58	117	181	195	376	125	69	104	173	79	95	174	72	83	155	220	282	502	167
6:45 PM - 7:00 PM	9	17	26	8	23	31	6	15	21	23	55	78	26	44	49	93	45	61	106	48	43	91	137	153	290	97	53	66	119	53	84	137	54	58	112	160	208	368	123
7:00 PM - 7:15 PM	8	17	25	6	27	33	7	18	25	21	62	83	28	8	54	62	16	56	72	15	43	58	39	153	192	64	16	71	87	22	83	105	22	61	83	60	215	275	92
7:15 PM - 7:30 PM	3	21	24	3	14	18	2	15	18	8	51	59	20	7	61	68	6	47	52	5	37	41	18	144	162	54	10	82	92	9	61	70	7	52	59	26	195	221	74
7:30 PM - 7:45 PM	5	39	44	7	31	37	2	30	32	14	100	114	38	9	90	99	5	78	84	7	76	83	21	244	265	88	14	129	143	12	109	121	9	106	115	35	344	379	126
7:45 PM - 8:00 PM	4	21	25	6	24	30	4	20	24	14	65	79	26	5	80	85	5	75	80	8	76	84	18	231	249	83	9	101	110	11	99	110	12	96	108	32	296	328	109
Total	958	710	1667	891	714	1606	837	675	1512	2686	2099	4784	1595	2062	1718	3781	1949	1688	3636	1933	1646	3579	5944	5052	10997	3666	3020	2428	5448	2840	2402	5242	2770	2321	5091	8630	7151	15781	5260
One Hour Volumes																																						
6:00 AM - 7:00 AM	158	18	176	146	21	167	139	20	160	443	59	502	167	502	32	534	482	31	513	466	31	496	1450	94	1544	515	660	50	710	628	52	680	605	51	656	1893	153	2046	682
6:15 AM - 7:15 AM	161	21	182	149	24	173	143	26	169	453	71	524	175	529	39	568	532	42	574	506	45	551	1567	126	1693	564	690	60	750	681	66	747	649	71	720	2020	197	2217	739
6:30 AM - 7:30 AM	154	26	180	151	28	178	140	28	168	444	83	527	176	557	58	615	553	53	607	538	62	600	1649	172	1821	607	711	84	795	704	81	785	678	90	768	2093	255	2348	783
6:45 AM - 7:45 AM	159	37	196	150	31	181	136	35	171	445	103	548	183	482	102	584	474	98	572	464	120	584	1420	320	1740	580	641	139	780	624	129	753	600	155	755	1865	423	2288	763
7:00 AM - 8:00 AM	157	45	203	147	37	184	123	36	160	428	119	546	182	449	151	599	448	157	605	412	156	567	1308	463	1772	591	606	196	802	595	194	789	535	192	727	1736	582	2318	773
7:15 AM - 8:15 AM	168	45	213	152	33	186	132	33	165	453	111	564	188	468	158	626	438	161	598	416	163	579	1321	482	1803	601	636	203	839	590	194	784	548	196	744	1774	593	2367	789
7:30 AM - 8:30 AM	179	36	215	165	31	196	129	29	157	473	96	569	190	456	151	607	436	165	601	396	161	558	1288	477	1765	588	635	187	822	601	196	797	525	190	715	1761	573	2334	778
7:45 AM - 8:45 AM	196	34	229	172	29	201	152	23	174	519	85	605	202	461	115	577	426	125	551	411	113	525	1299	354	1652	551	657	149	806	598	154	752	563	136	699	1818	439	2257	752
8:00 AM - 9:00 AM	217	27	243	192	29	221	190	21	211	599	76	676	225	429	77	507	400	80	480	396	82	478	1225	240	1464	488	646	104	750	592	109	701	586	103	689	1824	316	2140	713
8:15 AM - 9:15 AM	231	27	258	206	27	233	214	23	237	651	76	727	242	398	72	470	375	77	452	383	74	457	1156	224	1380	460	629	99	728	581	104	685	597	97	694	1807	300	2107	702
8:30 AM - 9:30 AM	247	29	276	202	32	234	221	24	245	670	85	754	251	388	86	474	340	83	423	356	71	427	1084	240	1325	442	635	115	750	542	115	657	577	95	672	1754	325	2079	693
8:45 AM - 9:45 AM	226	30	256	198	32	230	212	24	236	636	87	723	241	362	99	461	324	97	421	322	81	403	1008	276	1284	428	588	129	717	522	129	651	534	105	639	1644	363	2007	669
9:00 AM - 10:00 AM	194	43	237	174	32	206	170	27	197	538	102	640	213	340	118	458	298	108	406	317	102	419	955	328	1283	428	534	161	695	472	140	612	487	129	616	1493	430	1923	641
4:00 PM - 5:00 PM	74	197	270	80	210	290	59	191	250	212	598	810	270	83	402	486	77	396	473	82	376	458	243	1174	1417	472	157	599	756	157	606	763	141	567	708	455	1772	2227	742
4:15 PM - 5:15 PM	85	201	286	76	198	274	64	202	266	226	601	827	276	89	409	498	68	398	466	74	415	489	230	1222	1452	484	174	610	784	144	596	740	138	617	755	456	1823	2279	760
4:30 PM - 5:30 PM	76	203	279	75	183	258	65	205	270	215	591	806	269	82	426	508	62	421	483	71	423	494	216	1270	1486	495	158	629	787	137	604	741	136	628	764	431	1861	2292	764
4:45 PM - 5:45 PM	59	191	249	62	181	243	60	207	267	181	579	760	253	74	398	473	56	400	456	68	434	502	198	1232	1430	477	133	589	722	118	581	699	128	641	769	379	1811	2190	730
5:00 PM - 6:00 PM	65	160	225	53	162	215	58	189	247	176	512	687	229	69	366	435	50	394	444	69	417	486	188	1176	1365	455	134	526	660	103	556	659	127	606	733	364	1688	2052	684
5:15 PM - 6:15 PM	80	138	218	71	153	224	68	163	231	219	454	673	224	71	339	410	65	359	424	69	356	425	205	1054	1259	420	151	477	628	136	512	648	137	519	656	424	1508	1932	644
5:30 PM - 6:30 PM	93	129	222	84	146	230	90	145	235	267	420	687	229	94	314	408	81	314	395	85	333	418	260	961	1221	407	187	443	630	165	460	625	175	478	653	527	1381	1908	636
5:45 PM - 6:45 PM	92	125	217	86	135	221	90	119	209	268	379	647	216	137	301	438	133	297	430	130	290	420	400	888	1288	429	229	426	655	219	432	651	220	409	629	668	1267	1935	645
6:00 PM - 7:00 PM	73	121	194	77	127	205	81	107	188	231	355	587	196	161	288	449	162	266	427	158	251	409	481	805	1285	428	234	409	643	239	393	632	239	358	597	712	1160	1872	624
6:15 PM - 7:15 PM	48	108	156	54	116	170	61	94	155	163	318	481	160	145	261	406	152	243	395	156	224	380	453	728	1181	394	193	369	562	206	359	565	217	318	535	616	1046	1662	554
6:30 PM - 7:30 PM	31	86	116	32	96	128	29	74	103	92	255	347	116	117	237	355	131	227	358	126	180	306	374	645	1019	340	148	323	471	163	323	486	155	254	409	466	900	1366	455
6:45 PM - 7:45 PM	25	95	119	24	95	119	18	78	96	67	268	335	112	68	253	322	72	242	314	74	199	273	214	694	908	303	93	348	441	96	337	433	92	277	369	281	962	1243	414
7:00 PM - 8:00 PM	20	99	119	22	96	118	16	83	99	58	278	336	112	29	284	313	32	256	288	34	232	266	95	772	867	289	49	383	432	54	352	406	50	315	365	153	1050	1203	401

2021 Georgetown University Fall Transportation Monitoring Study

DO NOT INCLUDE GOLF CARTS

Garage # 1

9/28-9/30

MGUH - Trip Gen

Time Period	Garage 1 East Entrance Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Garage 1 East Ent. Totals Week Totals In	Out	Total	Avg/Day	Garage 1 West Entrance Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Garage 1 West Ent. Totals Week Totals In	Out	Total	Avg/Day	Garage 1 Totals Week Totals In	Out	Total	Avg/Day
15 Minute Volumes																														
6:00 AM - 6:15 AM	x		0	x		0	x		0					3	2	5	7	1	8	5	1	6	15	4	19	6	15	4	19	6
6:15 AM - 6:30 AM	x		0	x		0	x		0					7	1	8	11	0	11	4	3	7	22	4	26	9	22	4	26	9
6:30 AM - 6:45 AM	x		0	x		0	x		0					5	1	6	9	2	11	7	0	7	21	3	24	8	21	3	24	8
6:45 AM - 7:00 AM	x		0	x		0	x		0					8	0	8	11	0	11	8	4	12	27	4	31	10	27	4	31	10
7:00 AM - 7:15 AM	x		0	x		0	x		0					16	4	20	16	2	18	17	1	18	49	7	56	19	49	7	56	19
7:15 AM - 7:30 AM	x		0	x		0	x		0					24	2	26	25	1	26	16	2	18	65	5	70	23	65	5	70	23
7:30 AM - 7:45 AM	x		0	x		0	x		0					12	1	13	21	4	25	16	1	17	49	6	55	18	49	6	55	18
7:45 AM - 8:00 AM	x													33	4	37	26	4	30	24	1	25	83	9	92	31	83	9	92	31
8:00 AM - 8:15 AM	x													39	3	42	23	4	27	21	5	26	83	12	95	32	83	12	95	32
8:15 AM - 8:30 AM	x													39	5	44	33	10	43	28	3	31	100	18	118	39	100	18	118	39
8:30 AM - 8:45 AM	x		0	x		0	x		0					26	7	33	31	4	35	33	8	41	90	19	109	36	90	19	109	36
8:45 AM - 9:00 AM	x		0	x		0	x		0					43	12	55	41	13	54	33	10	43	117	35	152	51	117	35	152	51
9:00 AM - 9:15 AM	x		0	x		0	x		0					40	13	53	32	12	44	43	10	53	115	35	150	50	115	35	150	50
9:15 AM - 9:30 AM	x		0	x		0	x		0					52	21	73	45	17	62	32	11	43	129	49	178	59	129	49	178	59
9:30 AM - 9:45 AM	x		0	x		0	x		0					36	13	49	42	15	57	37	13	50	115	41	156	52	115	41	156	52
9:45 AM - 10:00 AM	x		0	x		0	x		0					49	28	77	37	21	58	49	17	66	135	66	201	67	135	66	201	67
4:00 PM - 4:15 PM	x		0	x		0	x		0					9	32	41	13	40	53	15	33	48	37	105	142	47	37	105	142	47
4:15 PM - 4:30 PM	x		0	x		0	x		0					9	20	29	7	29	36	13	28	41	29	77	106	35	29	77	106	35
4:30 PM - 4:45 PM	x		0	x		0	x		0					5	36	41	3	27	30	5	22	27	13	85	98	33	13	85	98	33
4:45 PM - 5:00 PM	x		0	x		0	x		0					9	33	42	4	29	33	5	33	38	18	95	113	38	18	95	113	38
5:00 PM - 5:15 PM	x		0	x		0	x		0					10	30	40	4	34	38	7	34	41	21	98	119	40	21	98	119	40
5:15 PM - 5:30 PM	x		0	x		0	x		0					4	23	27	2	26	28	5	22	27	11	71	82	27	11	71	82	27
5:30 PM - 5:45 PM	x		0	x		0	x		0					4	15	19	4	13	17	3	25	28	11	53	64	21	11	53	64	21
5:45 PM - 6:00 PM	x		0	x		0	x		0					5	8	13	5	18	23	6	17	23	16	43	59	20	16	43	59	20
6:00 PM - 6:15 PM	x		0	x		0	x		0					4	22	26	4	21	25	1	14	15	9	57	66	22	9	57	66	22
6:15 PM - 6:30 PM	x		0	x		0	x		0					3	23	26	0	17	17	1	25	26	4	65	69	23	4	65	69	23
6:30 PM - 6:45 PM	x		0	x		0	x		0					3	17	20	3	18	21	4	13	17	10	48	58	19	10	48	58	19
6:45 PM - 7:00 PM	x		0	x		0	x		0					2	15	17	2	7	9	5	5	10	9	27	36	12	9	27	36	12
7:00 PM - 7:15 PM	x		0	x		0	x		0					1	12	13	4	12	16	3	8	11	8	32	40	13	8	32	40	13
7:15 PM - 7:30 PM	x		0	x		0	x		0					5	8	13	4	4	8	1	4	5	10	16	26	9	10	16	26	9
7:30 PM - 7:45 PM	x		0	x		0	x		0					3	8	11	2	4	6	5	3	8	10	15	25	8	10	15	25	8
7:45 PM - 8:00 PM	x		0	x		0	x		0					1	9	10	1	7	8	2	12	14	4	28	32	11	4	28	32	11
Total	x	0	0	x	0	0	x	0	0					509	428	937	472	416	888	454	388	842	1435	1232	2667	889	1435	1232	2667	889
One Hour Volumes																														
6:00 AM - 7:00 AM	x	0	0	x	0	0	x	0	0					23	4	27	38	3	41	24	8	32	85	15	100	33	85	15	100	33
6:15 AM - 7:15 AM	x	0	0	x	0	0	x	0	0					36	6	42	47	4	51	36	8	44	119	18	137	46	119	18	137	46
6:30 AM - 7:30 AM	x	0	0	x	0	0	x	0	0					53	7	60	61	5	66	48	7	55	162	19	181	60	162	19	181	60
6:45 AM - 7:45 AM	x	0	0	x	0	0	x	0	0					60	7	67	73	7	80	57	8	65	190	22	212	71	190	22	212	71
7:00 AM - 8:00 AM	x	0	0	x	0	0	x	0	0					85	11	96	88	11	99	73	5	78	246	27	273	91	246	27	273	91
7:15 AM - 8:15 AM	x	0	0	x	0	0	x	0	0					108	10	118	95	13	108	77	9	86	280	32	312	104	280	32	312	104
7:30 AM - 8:30 AM	x	0	0	x	0	0	x	0	0					123	13	136	103	22	125	89	10	99	315	45	360	120	315	45	360	120
7:45 AM - 8:45 AM	x	0	0	x	0	0	x	0	0					137	19	156	113	22	135	106	17	123	356	58	414	138	356	58	414	138
8:00 AM - 9:00 AM	x	0	0	x	0	0	x	0	0					147	27	174	128	31	159	115	26	141	390	84	474	158	390	84	474	158
8:15 AM - 9:15 AM	x	0	0	x	0	0	x	0	0					148	37	185	137	39	176	137	31	168	422	107	529	176	422	107	529	176
8:30 AM - 9:30 AM	x	0	0	x	0	0	x	0	0					161	53	214	149	46	195	141	39	180	451	138	589	196	451	138	589	196
8:45 AM - 9:45 AM	x	0	0	x	0	0	x	0	0					171	59	230	160	57	217	145	44	189	476	160	636	212	476	160	636	212
9:00 AM - 10:00 AM	x	0	0	x	0	0	x	0	0					177	75	252	156	65	221	161	51	212	494	191	685	228	494	191	685	228
4:00 PM - 5:00 PM	x	0	0	x	0	0	x	0	0					32	121	153	27	125	152	38	116	154	97	362	459	153	97	362	459	153
4:15 PM - 5:15 PM	x	0	0	x	0	0	x	0	0					33	119	152	18	119	137	30	117	147	81	355	436	145	81	355	436	145
4:30 PM - 5:30 PM	x	0	0	x	0	0	x	0	0					28	122	150	13	116	129	22	111	133	63	349	412	137	63	349	412	137
4:45 PM - 5:45 PM	x	0	0	x	0	0	x	0	0					27	101	128	14	102	116	20	114	134	61	317	378	126	61	317	378	126
5:00 PM - 6:00 PM	x	0	0	x	0	0	x	0	0					23	76	99	15	91	106	21	98	119	59	265	324	108	59	265	324	108
5:15 PM - 6:15 PM	x	0	0	x	0	0	x	0	0					17	68	85	15	78	93	15	78	93	47	224	271	90	47	224	271	90
5:30 PM - 6:30 PM	x	0	0	x	0	0	x	0	0					16	68	84	13	69	82	11	81	92	40	218	258	86	40	218	258	86
5:45 PM - 6:45 PM	x	0	0	x	0	0	x	0	0					15	70	85	12	74	86	12	69	81	39	213	252	84	39	213	252	84
6:00 PM - 7:00 PM	x	0	0	x	0	0	x	0	0					12	77	89	9	63	72	11	57	68	32	197	229	76	32	197	229	76
6:15 PM - 7:15 PM	x	0	0	x	0	0	x	0	0					9	67	76	9	54	63	13	51	64	31	172	203	68	31	172	203	68
6:30 PM - 7:30 PM	x	0	0	x	0	0	x	0	0					11	52	63	13	41	54	13	30	43	37	123	160	53	37	123	160	53
6:45 PM - 7:45 PM	x	0	0	x	0	0	x	0	0					11	43	54	12	27	39	14	20	34	37	90	127	42	37	90	127	42
7:00 PM - 8:00 PM	x	0	0	x	0	0	x	0	0					10	37	47	11	27	38	11	27	38	32	91	123	41	32	91	123	41

Closed For 2021

2021 Georgetown University Fall Transportation Monitoring Study

****DO NOT INCLUDE GOLF CARTS****

Garage 2

9/28-9/30

MGUH - Trip Gen

Time Period	Garage 2 - East Side									Garage 2 - West Side									Both Entrances Week Totals			
	Tuesday			Wednesday			Thursday			Tuesday			Wednesday			Thursday						
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes																						
6:00 AM - 6:15 AM	25	1	26	18	4	22	25	0	25	0	0	0	0	0	0	0	0	0	68	5	73	24
6:15 AM - 6:30 AM	45	0	45	48	1	49	41	0	41	0	0	0	0	0	0	0	0	0	134	1	135	45
6:30 AM - 6:45 AM	114	1	115	117	0	117	110	1	111	0	2	2	0	0	0	0	1	1	341	5	346	115
6:45 AM - 7:00 AM	79	0	79	73	0	73	73	0	73	0	2	2	0	0	0	0	0	0	225	2	227	76
7:00 AM - 7:15 AM	27	0	27	40	0	40	32	1	33	0	2	2	0	4	4	0	6	6	99	13	112	37
7:15 AM - 7:30 AM	34	1	35	22	1	23	35	0	35	0	7	7	0	5	5	0	9	9	91	23	114	38
7:30 AM - 7:45 AM	23	5	28	20	5	25	24	3	27	0	17	17	0	16	16	0	26	26	67	72	139	46
7:45 AM - 8:00 AM	33	1	34	31	1	32	21	2	23	0	24	24	0	32	32	0	25	25	85	85	170	57
8:00 AM - 8:15 AM	25	1	26	21	0	21	23	0	23	0	11	11	0	10	10	0	8	8	69	30	99	33
8:15 AM - 8:30 AM	15	0	15	22	0	22	19	1	20	1	5	6	0	3	3	0	12	12	57	21	78	26
8:30 AM - 8:45 AM	14	0	14	15	0	15	17	1	18	2	5	7	0	4	4	0	0	0	48	10	58	19
8:45 AM - 9:00 AM	14	0	14	16	0	16	8	0	8	3	4	7	0	0	0	0	1	1	41	5	46	15
9:00 AM - 9:15 AM	9	1	10	10	1	11	10	0	10	1	1	2	0	7	7	0	2	2	30	12	42	14
9:15 AM - 9:30 AM	9	0	9	10	1	11	9	0	9	0	4	4	0	4	4	0	6	6	28	15	43	14
9:30 AM - 9:45 AM	11	2	13	5	1	6	11	0	11	0	4	4	0	5	5	0	6	6	27	18	45	15
9:45 AM - 10:00 AM	8	1	9	9	1	10	12	0	12	0	1	1	0	3	3	0	11	11	29	17	46	15
4:00 PM - 4:15 PM	1	3	4	0	4	4	0	3	3	0	16	16	0	20	20	0	16	16	1	62	63	21
4:15 PM - 4:30 PM	0	5	5	0	1	1	0	3	3	0	27	27	0	18	18	0	27	27	0	81	81	27
4:30 PM - 4:45 PM	0	4	4	0	2	2	2	3	5	0	19	19	0	24	24	0	14	14	2	66	68	23
4:45 PM - 5:00 PM	0	1	1	1	4	5	0	5	5	0	11	11	0	16	16	0	18	18	1	55	56	19
5:00 PM - 5:15 PM	0	4	4	0	2	2	1	6	7	0	23	23	0	21	21	0	26	26	1	82	83	28
5:15 PM - 5:30 PM	0	1	1	0	2	2	1	5	6	0	19	19	0	19	19	0	16	16	1	62	63	21
5:30 PM - 5:45 PM	2	4	6	1	7	8	0	3	3	0	20	20	0	11	11	0	21	21	3	66	69	23
5:45 PM - 6:00 PM	1	8	9	1	3	4	1	10	11	0	12	12	0	14	14	0	11	11	3	58	61	20
6:00 PM - 6:15 PM	2	7	9	2	7	9	2	6	8	0	11	11	0	11	11	0	7	7	6	49	55	18
6:15 PM - 6:30 PM	13	0	13	14	0	14	11	6	17	0	11	11	0	8	8	0	9	9	38	34	72	24
6:30 PM - 6:45 PM	37	2	39	40	0	40	40	4	44	0	13	13	0	5	5	0	6	6	117	30	147	49
6:45 PM - 7:00 PM	22	2	24	24	4	28	24	0	24	0	5	5	0	8	8	0	14	14	70	33	103	34
7:00 PM - 7:15 PM	1	2	3	2	5	7	5	1	6	0	13	13	0	16	16	0	12	12	8	49	57	19
7:15 PM - 7:30 PM	1	2	3	0	4	4	1	2	3	0	18	18	0	14	14	0	15	15	2	55	57	19
7:30 PM - 7:45 PM	2	4	6	1	6	7	1	4	5	0	47	47	0	46	46	0	46	46	4	153	157	52
7:45 PM - 8:00 PM	1	6	7	0	2	2	1	2	3	0	44	44	0	48	48	0	44	44	2	146	148	49
Total	568	69	637	563	69	632	560	72	632	7	398	405	0	392	392	0	415	415	1698	1415	3113	1038
One Hour Volumes																						
6:00 AM - 7:00 AM	263	2	265	256	5	261	249	1	250	0	4	4	0	0	0	0	1	1	768	13	781	260
6:15 AM - 7:15 AM	265	1	266	278	1	279	256	2	258	0	6	6	0	4	4	0	7	7	799	21	820	273
6:30 AM - 7:30 AM	254	2	256	252	1	253	250	2	252	0	13	13	0	9	9	0	16	16	756	43	799	266
6:45 AM - 7:45 AM	163	6	169	155	6	161	164	4	168	0	28	28	0	25	25	0	41	41	482	110	592	197
7:00 AM - 8:00 AM	117	7	124	113	7	120	112	6	118	0	50	50	0	57	57	0	66	66	342	193	535	178
7:15 AM - 8:15 AM	115	8	123	94	7	101	103	5	108	0	59	59	0	63	63	0	68	68	312	210	522	174
7:30 AM - 8:30 AM	96	7	103	94	6	100	87	6	93	1	57	58	0	61	61	0	71	71	278	208	486	162
7:45 AM - 8:45 AM	87	2	89	89	1	90	80	4	84	3	45	48	0	49	49	0	45	45	259	146	405	135
8:00 AM - 9:00 AM	68	1	69	74	0	74	67	2	69	6	25	31	0	17	17	0	21	21	215	66	281	94
8:15 AM - 9:15 AM	52	1	53	63	1	64	54	2	56	7	15	22	0	14	14	0	15	15	176	48	224	75
8:30 AM - 9:30 AM	46	1	47	51	2	53	44	1	45	6	14	20	0	15	15	0	9	9	147	42	189	63
8:45 AM - 9:45 AM	43	3	46	41	3	44	38	0	38	4	13	17	0	16	16	0	15	15	126	50	176	59
9:00 AM - 10:00 AM	37	4	41	34	4	38	42	0	42	1	10	11	0	19	19	0	25	25	114	62	176	59
4:00 PM - 5:00 PM	1	13	14	1	11	12	2	14	16	0	73	73	0	78	78	0	75	75	4	264	268	89
4:15 PM - 5:15 PM	0	14	14	1	9	10	3	17	20	0	80	80	0	79	79	0	85	85	4	284	288	96
4:30 PM - 5:30 PM	0	10	10	1	10	11	4	19	23	0	72	72	0	80	80	0	74	74	5	265	270	90
4:45 PM - 5:45 PM	2	10	12	2	15	17	2	19	21	0	73	73	0	67	67	0	81	81	6	265	271	90
5:00 PM - 6:00 PM	3	17	20	2	14	16	3	24	27	0	74	74	0	65	65	0	74	74	8	268	276	92
5:15 PM - 6:15 PM	5	20	25	4	19	23	4	24	28	0	62	62	0	55	55	0	55	55	13	235	248	83
5:30 PM - 6:30 PM	18	19	37	18	17	35	14	25	39	0	54	54	0	44	44	0	48	48	50	207	257	86
5:45 PM - 6:45 PM	53	17	70	57	10	67	54	26	80	0	47	47	0	38	38	0	33	33	164	171	335	112
6:00 PM - 7:00 PM	74	11	85	80	11	91	77	16	93	0	40	40	0	32	32	0	36	36	231	146	377	126
6:15 PM - 7:15 PM	73	6	79	80	9	89	80	11	91	0	42	42	0	37	37	0	41	41	233	146	379	126
6:30 PM - 7:30 PM	61	8	69	66	13	79	70	7	77	0	49	49	0	43	43	0	47	47	197	167	364	121
6:45 PM - 7:45 PM	26	10	36	27	19	46	31	7	38	0	83	83	0	84	84	0	87	87	84	290	374	125
7:00 PM - 8:00 PM	5	14	19	3	17	20	8	9	17	0	122	122	0	124	124	0	117	117	16	403	419	140

2021 Georgetown University Fall Transportation Monitoring Study **DO NOT INCLUDE GOLF CARTS**

Garage 4

9/28-9/30

GU - Trip Gen

Time Period	Garage 4 Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Garage 4 Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	4	1	5	2	0	2	2	0	2	8	1	9	3
6:15 AM - 6:30 AM	0	0	0	2	1	3	1	1	2	3	2	5	2
6:30 AM - 6:45 AM	1	0	1	1	1	2	1	0	1	3	1	4	1
6:45 AM - 7:00 AM	1	0	1	0	0	0	3	0	3	4	0	4	1
7:00 AM - 7:15 AM	4	1	5	1	1	2	2	1	3	7	3	10	3
7:15 AM - 7:30 AM	4	2	6	3	0	3	4	0	4	11	2	13	4
7:30 AM - 7:45 AM	4	0	4	3	0	3	1	0	1	8	0	8	3
7:45 AM - 8:00 AM	3	1	4	5	1	6	1	0	1	9	2	11	4
8:00 AM - 8:15 AM	6	1	7	7	1	8	9	1	10	22	3	25	8
8:15 AM - 8:30 AM	9	0	9	13	1	14	7	0	7	29	1	30	10
8:30 AM - 8:45 AM	4	0	4	8	0	8	6	1	7	18	1	19	6
8:45 AM - 9:00 AM	14	0	14	11	0	11	9	0	9	34	0	34	11
9:00 AM - 9:15 AM	12	0	12	8	0	8	9	0	9	29	0	29	10
9:15 AM - 9:30 AM	6	0	6	8	0	8	6	0	6	20	0	20	7
9:30 AM - 9:45 AM	5	0	5	5	0	5	5	1	6	15	1	16	5
9:45 AM - 10:00 AM	6	0	6	5	1	6	2	1	3	13	2	15	5
4:00 PM - 4:15 PM	1	12	13	2	10	12	3	5	8	6	27	33	11
4:15 PM - 4:30 PM	0	7	7	1	7	8	0	5	5	1	19	20	7
4:30 PM - 4:45 PM	0	2	2	1	8	9	0	8	8	1	18	19	6
4:45 PM - 5:00 PM	1	6	7	0	6	6	0	6	6	1	18	19	6
5:00 PM - 5:15 PM	0	9	9	1	5	6	2	9	11	3	23	26	9
5:15 PM - 5:30 PM	0	13	13	0	3	3	1	9	10	1	25	26	9
5:30 PM - 5:45 PM	0	3	3	0	6	6	0	6	6	0	15	15	5
5:45 PM - 6:00 PM	0	1	1	0	3	3	0	4	4	0	8	8	3
6:00 PM - 6:15 PM	0	4	4	0	7	7	0	4	4	0	15	15	5
6:15 PM - 6:30 PM	0	5	5	0	2	2	0	2	2	0	9	9	3
6:30 PM - 6:45 PM	0	3	3	0	5	5	1	1	2	1	9	10	3
6:45 PM - 7:00 PM	0	5	5	0	3	3	0	3	3	0	11	11	4
7:00 PM - 7:15 PM	0	4	4	0	4	4	0	1	1	0	9	9	3
7:15 PM - 7:30 PM	0	2	2	0	0	0	0	2	2	0	4	4	1
7:30 PM - 7:45 PM	0	1	1	0	2	2	0	2	2	0	5	5	2
7:45 PM - 8:00 PM	0	0	0	0	0	0	0	1	1	0	1	1	0
Total	85	83	168	87	78	165	75	74	149	247	235	482	161
One Hour Volumes													
6:00 AM - 7:00 AM	6	1	7	5	2	7	7	1	8	18	4	22	7
6:15 AM - 7:15 AM	6	1	7	4	3	7	7	2	9	17	6	23	8
6:30 AM - 7:30 AM	10	3	13	5	2	7	10	1	11	25	6	31	10
6:45 AM - 7:45 AM	13	3	16	7	1	8	10	1	11	30	5	35	12
7:00 AM - 8:00 AM	15	4	19	12	2	14	8	1	9	35	7	42	14
7:15 AM - 8:15 AM	17	4	21	18	2	20	15	1	16	50	7	57	19
7:30 AM - 8:30 AM	22	2	24	28	3	31	18	1	19	68	6	74	25
7:45 AM - 8:45 AM	22	2	24	33	3	36	23	2	25	78	7	85	28
8:00 AM - 9:00 AM	33	1	34	39	2	41	31	2	33	103	5	108	36
8:15 AM - 9:15 AM	39	0	39	40	1	41	31	1	32	110	2	112	37
8:30 AM - 9:30 AM	36	0	36	35	0	35	30	1	31	101	1	102	34
8:45 AM - 9:45 AM	37	0	37	32	0	32	29	1	30	98	1	99	33
9:00 AM - 10:00 AM	29	0	29	26	1	27	22	2	24	77	3	80	27
4:00 PM - 5:00 PM	2	27	29	4	31	35	3	24	27	9	82	91	30
4:15 PM - 5:15 PM	1	24	25	3	26	29	2	28	30	6	78	84	28
4:30 PM - 5:30 PM	1	30	31	2	22	24	3	32	35	6	84	90	30
4:45 PM - 5:45 PM	1	31	32	1	20	21	3	30	33	5	81	86	29
5:00 PM - 6:00 PM	0	26	26	1	17	18	3	28	31	4	71	75	25
5:15 PM - 6:15 PM	0	21	21	0	19	19	1	23	24	1	63	64	21
5:30 PM - 6:30 PM	0	13	13	0	18	18	0	16	16	0	47	47	16
5:45 PM - 6:45 PM	0	13	13	0	17	17	1	11	12	1	41	42	14
6:00 PM - 7:00 PM	0	17	17	0	17	17	1	10	11	1	44	45	15
6:15 PM - 7:15 PM	0	17	17	0	14	14	1	7	8	1	38	39	13
6:30 PM - 7:30 PM	0	14	14	0	12	12	1	7	8	1	33	34	11
6:45 PM - 7:45 PM	0	12	12	0	9	9	0	8	8	0	29	29	10
7:00 PM - 8:00 PM	0	7	7	0	6	6	0	6	6	0	19	19	6

2021 Georgetown University Fall Transportation Monitoring Study
Leavey
9/28-9/30

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

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

DO NOT INCLUDE GOLF CARTS

Closed For 2021

Time Period	Leavey Garage North Entrance									Leavey Garage South Entrance									Leavey Garage East Entrance									Leavey Garage Totals Week Totals			
	Tuesday			Wednesday			Thursday			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	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes																															
6:00 AM - 6:15 AM			0			0			0	31	6	37	22	4	26	20	1	21	2	1	3	1	4	5	2	2	4	78	18	96	32
6:15 AM - 6:30 AM			0			0			0	40	2	42	34	6	40	31	7	38	1	1	2	2	0	2	1	3	4	109	19	128	43
6:30 AM - 6:45 AM			0			0			0	36	3	39	45	6	51	47	3	50	2	0	2	5	0	5	2	2	4	137	14	151	50
6:45 AM - 7:00 AM			0			0			0	67	3	70	48	3	51	59	0	59	3	4	7	3	1	4	3	5	8	183	16	199	66
7:00 AM - 7:15 AM			0			0			0	46	10	56	42	15	57	43	9	52	2	4	6	2	2	4	2	6	8	137	46	183	61
7:15 AM - 7:30 AM			0			0			0	56	8	64	55	4	59	49	9	58	1	6	7	7	7	14	2	6	8	170	40	210	70
7:30 AM - 7:45 AM			0			0			0	50	19	69	56	16	72	54	23	77	3	14	17	3	15	18	1	16	17	167	103	270	90
7:45 AM - 8:00 AM			0			0			0	74	14	88	64	16	80	61	9	70	1	18	19	2	12	14	1	9	10	203	78	281	94
8:00 AM - 8:15 AM			0			0			0	41	8	49	44	9	53	50	11	61	2	1	3	1	7	8	2	4	6	140	40	180	60
8:15 AM - 8:30 AM			0			0			0	46	6	52	56	7	63	42	8	50	5	2	7	5	1	6	2	1	3	156	25	181	60
8:30 AM - 8:45 AM			0			0			0	52	4	56	49	5	54	69	7	76	7	1	8	5	2	7	1	3	4	183	22	205	68
8:45 AM - 9:00 AM			0			0			0	58	2	60	41	4	45	48	0	48	6	2	8	4	5	9	3	2	5	160	15	175	58
9:00 AM - 9:15 AM			0			0			0	42	5	47	35	3	38	38	3	41	2	4	6	3	1	4	5	5	10	125	21	146	49
9:15 AM - 9:30 AM			0			0			0	44	5	49	25	2	27	30	0	30	3	0	3	2	4	6	1	1	2	105	12	117	39
9:30 AM - 9:45 AM			0			0			0	23	6	29	28	4	32	33	5	38	0	2	2	1	2	3	4	1	5	89	20	109	36
9:45 AM - 10:00 AM			0			0			0	32	3	35	24	4	28	21	8	29	2	1	3	3	3	6	0	0	0	82	19	101	34
4:00 PM - 4:15 PM			0			0			0	1	36	37	3	30	33	4	30	34	3	14	17	1	7	8	4	8	12	16	125	141	47
4:15 PM - 4:30 PM			0			0			0	7	33	40	6	28	34	6	33	39	2	6	8	1	8	9	1	5	6	23	113	136	45
4:30 PM - 4:45 PM			0			0			0	5	42	47	5	41	46	4	44	48	0	11	11	0	11	11	0	11	11	14	160	174	58
4:45 PM - 5:00 PM			0			0			0	9	46	55	8	41	49	7	33	40	1	6	7	0	10	10	0	12	12	25	148	173	58
5:00 PM - 5:15 PM			0			0			0	4	42	46	3	44	47	3	60	63	2	8	10	1	14	15	2	9	11	15	177	192	64
5:15 PM - 5:30 PM			0			0			0	5	59	64	6	53	59	9	50	59	0	14	14	0	12	12	0	11	11	20	199	219	73
5:30 PM - 5:45 PM			0			0			0	4	46	50	4	44	48	7	42	49	1	7	8	1	9	10	2	14	16	19	162	181	60
5:45 PM - 6:00 PM			0			0			0	4	26	30	3	50	53	4	39	43	0	6	6	1	5	6	2	4	6	14	130	144	48
6:00 PM - 6:15 PM			0			0			0	4	36	40	8	35	43	5	38	43	0	4	4	1	4	5	0	4	4	18	121	139	46
6:15 PM - 6:30 PM			0			0			0	15	46	61	3	31	34	10	34	44	0	7	7	3	10	13	0	6	6	31	134	165	55
6:30 PM - 6:45 PM			0			0			0	16	36	52	20	34	54	12	31	43	4	8	12	1	8	9	1	4	5	54	121	175	58
6:45 PM - 7:00 PM			0			0			0	18	25	43	17	35	52	18	22	40	4	3	7	4	10	14	2	3	5	63	98	161	54
7:00 PM - 7:15 PM			0			0			0	4	27	31	9	16	25	5	17	22	2	2	4	2	5	7	1	3	4	23	70	93	31
7:15 PM - 7:30 PM			0			0			0	0	24	24	1	22	23	2	11	13	0	9	9	1	2	3	0	3	3	4	71	75	25
7:30 PM - 7:45 PM			0			0			0	3	19	22	1	15	16	0	20	20	1	11	12	0	5	5	0	2	2	5	72	77	26
7:45 PM - 8:00 PM			0			0			0	2	17	19	4	11	15	5	12	17	0	4	4	0	5	5	0	7	7	11	56	67	22
Total	0	0	0	0	0	0	0	0	0	839	664	1503	769	638	1407	796	619	1415	62	181	243	66	191	257	47	172	219	2579	2465	4325	1441.7
One Hour Volumes																															
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	174	14	188	149	19	168	157	11	168	8	6	14	11	5	16	8	12	20	507	67	574	191
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	189	18	207	169	30	199	180	19	199	8	9	17	12	3	15	8	16	24	566	95	661	220
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	205	24	229	190	28	218	198	21	219	8	14	22	17	10	27	9	19	28	627	116	743	248
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	219	40	259	201	38	239	205	41	246	9	28	37	15	25	40	8	33	41	657	205	862	287
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	226	51	277	217	51	268	207	50	257	7	42	49	14	36	50	6	37	43	677	267	944	315
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	221	49	270	219	45	264	214	52	266	7	39	46	13	41	54	6	35	41	680	261	941	314
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	211	47	258	220	48	268	207	51	258	11	35	46	11	35	46	6	30	36	666	246	912	304
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	213	32	245	213	37	250	222	35	257	15	22	37	13	22	35	6	17	23	682	165	847	282
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	197	20	217	190	25	215	209	26	235	20	6	26	15	15	30	8	10	18	639	102	741	247
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	198	17	215	181	19	200	197	18	215	20	9	29	17	9	26	11	11	22	624	83	707	236
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	196	16	212	150	14	164	185	10	195	18	7	25	14	12	26	10	11	21	573	70	643	214
8:45 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	167	18	185	129	13	142	149	8	157	11	8	19	10	12	22	13	9	22	479	68	547	182
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	141	19	160	112	13	125	122	16	138	7	7	14	9	10	19	10	7	17	401	72	473	158
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	22	157	179	22	140	162	21	140	161	6	37	43	2	36	38	5	36	41	78	546	624	208
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	25	163	188	22	154	176	20	170	190	5	31	36	2	43	45	3	37	40	77	598	675	225
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	23	189	212	22	179	201	23	187	210	3	39	42	1	47	48	2	43	45	74	684	758	253
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	22	193	215	21	182	203	26	185	211	4	35	39	2	45	47	4	46	50	79	686	765	255
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	17	173	190	16	191	207	23	191	214	3	35	38	3	40	43	6	38	44	68	668	736	245
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	17	167	184	21	182	203	25	169	194	1	31	32	3	30	33	4	33	37	71	612	683	228
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	27	154	181	18	160	178	26	153	179	1	24	25	6	28	34	4	28	32	82	547	629	210
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	39	144	183	34	150	184	31	142	173	4	25	29	6	27	33	3	18	21	117	506	623	208
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	53	143	196	48	135	183	45	125	170	8	22	30	9	32	41	3	17	20	166	474	640	213
6:15 PM - 7:15 PM	0	0	0	0	0	0	0	0	0	53	134	187	49	116	165	45	104	149	10	20	30	10	33	43	4	16	20	171	423	594	198
6:30 PM - 7:30 PM	0	0	0	0	0	0	0	0	0	38	112	150	47	107	154	37	81	118	10	22	32	8	25	33	4	13	17	144	360	504	168
6:45 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	25	95	120	28	88	116	25	70	95	7	25	32	7	22	29	3	11	14	95	311	406	135
7:00 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	9	87	96	15	64	79	12	60	72	3	26	29	3	17	20	1	15	16	43	269	312	104

2021 Georgetown University Fall Transportation Monitoring Study

****DO NOT INCLUDE GOLF CARTS****

Southwest

9/28-9/30

31% MGUH - Trip Gen; 69% GU Trip Gen

Time Period	Southwest Garage North Entrance									Southwest Garage Canal Road Entrance									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	5	0	5	3	0	3	6	0	6	29	7	36	30	8	38	21	4	25	94	19	113	38
6:15 AM - 6:30 AM	6	3	9	2	0	2	6	0	6	32	4	36	25	0	25	32	2	34	103	9	112	37
6:30 AM - 6:45 AM	5	0	5	5	0	5	4	1	5	39	0	39	41	4	45	30	4	34	124	9	133	44
6:45 AM - 7:00 AM	9	1	10	13	1	14	6	1	7	53	3	56	43	2	45	49	3	52	173	11	184	61
7:00 AM - 7:15 AM	6	0	6	6	2	8	6	1	7	23	2	25	24	5	29	22	2	24	87	12	99	33
7:15 AM - 7:30 AM	3	3	6	3	1	4	6	3	9	27	4	31	30	2	32	28	3	31	97	16	113	38
7:30 AM - 7:45 AM	0	2	2	6	1	7	1	3	4	34	1	35	31	2	33	23	4	27	95	13	108	36
7:45 AM - 8:00 AM	4	0	4	2	2	4	2	0	2	31	6	37	29	4	33	25	4	29	93	16	109	36
8:00 AM - 8:15 AM	7	2	9	3	2	5	6	1	7	36	3	39	31	0	31	25	1	26	108	9	117	39
8:15 AM - 8:30 AM	3	1	4	6	0	6	3	2	5	30	1	31	24	2	26	21	2	23	87	8	95	32
8:30 AM - 8:45 AM	9	1	10	6	1	7	5	0	5	32	1	33	23	3	26	26	2	28	101	8	109	36
8:45 AM - 9:00 AM	4	0	4	7	3	10	5	1	6	32	1	33	36	3	39	44	2	46	128	10	138	46
9:00 AM - 9:15 AM	4	4	8	1	3	4	6	1	7	31	0	31	27	1	28	38	1	39	107	10	117	39
9:15 AM - 9:30 AM	4	2	6	1	3	4	2	1	3	33	3	36	25	3	28	22	5	27	87	17	104	35
9:30 AM - 9:45 AM	5	1	6	9	2	11	4	2	6	25	4	29	25	2	27	19	2	21	87	13	100	33
9:45 AM - 10:00 AM	5	3	8	2	2	4	4	0	4	17	13	30	18	2	20	15	3	18	61	23	84	28
4:00 PM - 4:15 PM	1	12	13	2	10	12	1	9	10	5	16	21	10	37	47	8	20	28	27	104	131	44
4:15 PM - 4:30 PM	0	12	12	1	11	12	1	7	8	15	27	42	8	28	36	7	33	40	32	118	150	50
4:30 PM - 4:45 PM	0	11	11	1	9	10	1	15	16	41	30	71	32	22	54	23	22	45	98	109	207	69
4:45 PM - 5:00 PM	2	8	10	0	6	6	0	9	9	21	28	49	31	28	59	20	23	43	74	102	176	59
5:00 PM - 5:15 PM	0	10	10	1	12	13	1	10	11	20	27	47	11	24	35	16	30	46	49	113	162	54
5:15 PM - 5:30 PM	0	5	5	0	5	5	1	6	7	8	25	33	13	28	41	13	34	47	35	103	138	46
5:30 PM - 5:45 PM	0	6	6	0	7	7	0	10	10	16	19	35	13	22	35	15	29	44	44	93	137	46
5:45 PM - 6:00 PM	0	5	5	0	7	7	0	4	4	36	16	52	22	20	42	22	18	40	80	70	150	50
6:00 PM - 6:15 PM	1	7	8	0	11	11	0	6	6	45	19	64	38	16	54	33	21	54	117	80	197	66
6:15 PM - 6:30 PM	0	13	13	1	6	7	0	8	8	22	15	37	28	16	44	46	20	66	97	78	175	58
6:30 PM - 6:45 PM	2	7	9	2	7	9	1	6	7	6	18	24	12	18	30	13	16	29	36	72	108	36
6:45 PM - 7:00 PM	0	3	3	0	4	4	0	3	3	7	7	14	5	12	17	5	7	12	17	36	53	18
7:00 PM - 7:15 PM	0	3	3	0	6	6	0	2	2	6	6	12	4	18	22	7	17	24	17	52	69	23
7:15 PM - 7:30 PM	0	5	5	0	1	1	2	3	5	3	12	15	1	12	13	1	10	11	7	43	50	17
7:30 PM - 7:45 PM	0	5	5	0	10	10	0	7	7	4	30	34	5	19	24	2	20	22	11	91	102	34
7:45 PM - 8:00 PM	1	4	5	1	5	6	0	2	2	3	15	18	2	18	20	4	13	17	11	57	68	23
Total	86	139	225	84	140	224	80	124	204	762	363	1125	697	381	1078	675	377	1052	2384	1524	3908	1303
One Hour Volumes																						
6:00 AM - 7:00 AM	25	4	29	23	1	24	22	2	24	153	14	167	139	14	153	132	13	145	494	48	542	181
6:15 AM - 7:15 AM	26	4	30	26	3	29	22	3	25	147	9	156	133	11	144	133	11	144	487	41	528	176
6:30 AM - 7:30 AM	23	4	27	27	4	31	22	6	28	142	9	151	138	13	151	129	12	141	481	48	529	176
6:45 AM - 7:45 AM	18	6	24	28	5	33	19	8	27	137	10	147	128	11	139	122	12	134	452	52	504	168
7:00 AM - 8:00 AM	13	5	18	17	6	23	15	7	22	115	13	128	114	13	127	98	13	111	372	57	429	143
7:15 AM - 8:15 AM	14	7	21	14	6	20	15	7	22	128	14	142	121	8	129	101	12	113	393	54	447	149
7:30 AM - 8:30 AM	14	5	19	17	5	22	12	6	18	131	11	142	115	8	123	94	11	105	383	46	429	143
7:45 AM - 8:45 AM	23	4	27	17	5	22	16	3	19	129	11	140	107	9	116	97	9	106	389	41	430	143
8:00 AM - 9:00 AM	23	4	27	22	6	28	19	4	23	130	6	136	114	8	122	116	7	123	424	35	459	153
8:15 AM - 9:15 AM	20	6	26	20	7	27	19	4	23	125	3	128	110	9	119	129	7	136	423	36	459	153
8:30 AM - 9:30 AM	21	7	28	15	10	25	18	3	21	128	5	133	111	10	121	130	10	140	423	45	468	156
8:45 AM - 9:45 AM	17	7	24	18	11	29	17	5	22	121	8	129	113	9	122	123	10	133	409	50	459	153
9:00 AM - 10:00 AM	18	10	28	13	10	23	16	4	20	106	20	126	95	8	103	94	11	105	342	63	405	135
4:00 PM - 5:00 PM	3	43	46	4	36	40	3	40	43	82	101	183	81	115	196	58	98	156	231	433	664	221
4:15 PM - 5:15 PM	2	41	43	3	38	41	3	41	44	97	112	209	82	102	184	66	108	174	253	442	695	232
4:30 PM - 5:30 PM	2	34	36	2	32	34	3	40	43	90	110	200	87	102	189	72	109	181	256	427	683	228
4:45 PM - 5:45 PM	2	29	31	1	30	31	2	35	37	65	99	164	68	102	170	64	116	180	202	411	613	204
5:00 PM - 6:00 PM	0	26	26	1	31	32	2	30	32	80	87	167	59	94	153	66	111	177	208	379	587	196
5:15 PM - 6:15 PM	1	23	24	0	30	30	1	26	27	105	79	184	86	86	172	83	102	185	276	346	622	207
5:30 PM - 6:30 PM	1	31	32	1	31	32	0	28	28	119	69	188	101	74	175	116	88	204	338	321	659	220
5:45 PM - 6:45 PM	3	32	35	3	31	34	1	24	25	109	68	177	100	70	170	114	75	189	330	300	630	210
6:00 PM - 7:00 PM	3	30	33	3	28	31	1	23	24	80	59	139	83	62	145	97	64	161	267	266	533	178
6:15 PM - 7:15 PM	2	26	28	3	23	26	1	19	20	41	46	87	49	64	113	71	60	131	167	238	405	135
6:30 PM - 7:30 PM	2	18	20	2	18	20	3	14	17	22	43	65	22	60	82	26	50	76	77	203	280	93
6:45 PM - 7:45 PM	0	16	16	0	21	21	2	15	17	20	55	75	15	61	76	15	54	69	52	222	274	91
7:00 PM - 8:00 PM	1	17	18	1	22	23	2	14	16	16	63	79	12	67	79	14	60	74	46	243	289	96

2021 Georgetown University Fall Transportation Monitoring Study
Lot E (Med/Dental)
9/28-9/30
GU - Trip Gen

Time Period	Lot E Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Both Entrances Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	0	0	0	0	0	0	1	0	1	1	0	1	0
6:15 AM - 6:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	0
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:00 AM	0	0	0	1	2	3	0	1	1	1	3	4	1
7:00 AM - 7:15 AM	2	4	6	1	2	3	1	1	2	4	7	11	4
7:15 AM - 7:30 AM	2	0	2	2	1	3	2	1	3	6	2	8	3
7:30 AM - 7:45 AM	3	1	4	2	0	2	0	0	0	5	1	6	2
7:45 AM - 8:00 AM	4	0	4	1	0	1	2	0	2	7	0	7	2
8:00 AM - 8:15 AM	3	0	3	0	1	1	1	0	1	4	1	5	2
8:15 AM - 8:30 AM	0	0	0	2	0	2	0	0	0	2	0	2	1
8:30 AM - 8:45 AM	4	3	7	2	0	2	3	0	3	9	3	12	4
8:45 AM - 9:00 AM	3	1	4	1	0	1	7	0	7	11	1	12	4
9:00 AM - 9:15 AM	2	0	2	3	0	3	2	0	2	7	0	7	2
9:15 AM - 9:30 AM	3	0	3	4	0	4	0	0	0	7	0	7	2
9:30 AM - 9:45 AM	0	0	0	2	1	3	3	1	4	5	2	7	2
9:45 AM - 10:00 AM	0	1	1	3	1	4	6	0	6	9	2	11	4
4:00 PM - 4:15 PM	0	1	1	1	5	6	0	8	8	1	14	15	5
4:15 PM - 4:30 PM	2	3	5	0	5	5	2	3	5	4	11	15	5
4:30 PM - 4:45 PM	0	1	1	0	0	0	0	0	0	0	1	1	0
4:45 PM - 5:00 PM	0	3	3	1	4	5	1	3	4	2	10	12	4
5:00 PM - 5:15 PM	0	1	1	0	1	1	0	4	4	0	6	6	2
5:15 PM - 5:30 PM	0	1	1	0	0	0	0	2	2	0	3	3	1
5:30 PM - 5:45 PM	0	1	1	1	1	2	0	0	0	1	2	3	1
5:45 PM - 6:00 PM	0	1	1	0	2	2	0	2	2	0	5	5	2
6:00 PM - 6:15 PM	0	1	1	0	2	2	0	1	1	0	4	4	1
6:15 PM - 6:30 PM	0	6	6	0	4	4	0	3	3	0	13	13	4
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
6:45 PM - 7:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	0
7:00 PM - 7:15 PM	0	0	0	0	1	1	1	0	1	1	1	2	1
7:15 PM - 7:30 PM	0	1	1	0	1	1	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	0	0	0	0	0	0	0	0	0
Total	28	32	60	28	34	62	32	34	66	88	100	188	63
One Hour Volumes													
6:00 AM - 7:00 AM	0	0	0	2	2	4	1	1	2	3	3	6	2
6:15 AM - 7:15 AM	2	4	6	3	4	7	1	2	3	6	10	16	5
6:30 AM - 7:30 AM	4	4	8	4	5	9	3	3	6	11	12	23	8
6:45 AM - 7:45 AM	7	5	12	6	5	11	3	3	6	16	13	29	10
7:00 AM - 8:00 AM	11	5	16	6	3	9	5	2	7	22	10	32	11
7:15 AM - 8:15 AM	12	1	13	5	2	7	5	1	6	22	4	26	9
7:30 AM - 8:30 AM	10	1	11	5	1	6	3	0	3	18	2	20	7
7:45 AM - 8:45 AM	11	3	14	5	1	6	6	0	6	22	4	26	9
8:00 AM - 9:00 AM	10	4	14	5	1	6	11	0	11	26	5	31	10
8:15 AM - 9:15 AM	9	4	13	8	0	8	12	0	12	29	4	33	11
8:30 AM - 9:30 AM	12	4	16	10	0	10	12	0	12	34	4	38	13
8:45 AM - 9:45 AM	8	1	9	10	1	11	12	1	13	30	3	33	11
9:00 AM - 10:00 AM	5	1	6	12	2	14	11	1	12	28	4	32	11
4:00 PM - 5:00 PM	2	8	10	2	14	16	3	14	17	7	36	43	14
4:15 PM - 5:15 PM	2	8	10	1	10	11	3	10	13	6	28	34	11
4:30 PM - 5:30 PM	0	6	6	1	5	6	1	9	10	2	20	22	7
4:45 PM - 5:45 PM	0	6	6	2	6	8	1	9	10	3	21	24	8
5:00 PM - 6:00 PM	0	4	4	1	4	5	0	8	8	1	16	17	6
5:15 PM - 6:15 PM	0	4	4	1	5	6	0	5	5	1	14	15	5
5:30 PM - 6:30 PM	0	9	9	1	9	10	0	6	6	1	24	25	8
5:45 PM - 6:45 PM	0	8	8	0	8	8	0	8	8	0	24	24	8
6:00 PM - 7:00 PM	0	8	8	0	6	6	0	6	6	0	20	20	7
6:15 PM - 7:15 PM	0	7	7	0	5	5	1	5	6	1	17	18	6
6:30 PM - 7:30 PM	0	2	2	0	2	2	1	3	4	1	7	8	3
6:45 PM - 7:45 PM	0	3	3	0	2	2	1	2	3	1	7	8	3
7:00 PM - 8:00 PM	0	2	2	0	2	2	1	2	3	1	6	7	2

2021 Georgetown University Fall Transportation Monitoring Study
Lot Y (Yates)
9/28-9/30
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	0	2	1	0	1	2	0	2	5	0	5	2
6:15 AM - 6:30 AM	0	1	1	0	0	0	0	0	0	0	1	1	0
6:30 AM - 6:45 AM	0	0	0	1	1	2	0	1	1	1	2	3	1
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 7:15 AM	2	0	2	0	0	0	0	0	0	2	0	2	1
7:15 AM - 7:30 AM	1	2	3	0	0	0	0	0	0	1	2	3	1
7:30 AM - 7:45 AM	2	2	4	1	1	2	0	1	1	3	4	7	2
7:45 AM - 8:00 AM	3	1	4	1	0	1	0	0	0	4	1	5	2
8:00 AM - 8:15 AM	3	4	7	0	1	1	1	0	1	4	5	9	3
8:15 AM - 8:30 AM	2	0	2	1	0	1	0	0	0	3	0	3	1
8:30 AM - 8:45 AM	4	2	6	2	1	3	0	1	1	6	4	10	3
8:45 AM - 9:00 AM	0	1	1	0	1	1	1	0	1	1	2	3	1
9:00 AM - 9:15 AM	2	2	4	1	1	2	0	1	1	3	4	7	2
9:15 AM - 9:30 AM	1	0	1	1	1	2	0	1	1	2	2	4	1
9:30 AM - 9:45 AM	2	2	4	1	0	1	0	0	0	3	2	5	2
9:45 AM - 10:00 AM	2	4	6	4	2	6	1	1	2	7	7	14	5
4:00 PM - 4:15 PM	0	1	1	2	2	4	0	2	2	2	5	7	2
4:15 PM - 4:30 PM	0	0	0	4	4	8	2	2	4	6	6	12	4
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	2	3	5	2	1	3	1	0	1	5	4	9	3
5:00 PM - 5:15 PM	3	5	8	1	2	3	2	0	2	6	7	13	4
5:15 PM - 5:30 PM	0	0	0	2	0	2	0	0	0	2	0	2	1
5:30 PM - 5:45 PM	0	0	0	1	2	3	0	2	2	1	4	5	2
5:45 PM - 6:00 PM	2	0	2	1	0	1	0	0	0	3	0	3	1
6:00 PM - 6:15 PM	1	0	1	2	3	5	3	0	3	6	3	9	3
6:15 PM - 6:30 PM	2	1	3	3	3	6	1	2	3	6	6	12	4
6:30 PM - 6:45 PM	1	0	1	1	0	1	0	0	0	2	0	2	1
6:45 PM - 7:00 PM	0	0	0	1	1	2	0	1	1	1	2	3	1
7:00 PM - 7:15 PM	2	2	4	1	0	1	0	0	0	3	2	5	2
7:15 PM - 7:30 PM	1	1	2	2	1	3	0	1	1	3	3	6	2
7:30 PM - 7:45 PM	1	3	4	3	2	5	1	1	2	5	6	11	4
7:45 PM - 8:00 PM	1	2	3	3	3	6	0	3	3	4	8	12	4
Total	42	39	81	43	33	76	15	20	35	100	92	192	64
One Hour Volumes													
6:00 AM - 7:00 AM	2	1	3	2	1	3	2	1	3	6	3	9	3
6:15 AM - 7:15 AM	2	1	3	1	1	2	0	1	1	3	3	6	2
6:30 AM - 7:30 AM	3	2	5	1	1	2	0	1	1	4	4	8	3
6:45 AM - 7:45 AM	5	4	9	1	1	2	0	1	1	6	6	12	4
7:00 AM - 8:00 AM	8	5	13	2	1	3	0	1	1	10	7	17	6
7:15 AM - 8:15 AM	9	9	18	2	2	4	1	1	2	12	12	24	8
7:30 AM - 8:30 AM	10	7	17	3	2	5	1	1	2	14	10	24	8
7:45 AM - 8:45 AM	12	7	19	4	2	6	1	1	2	17	10	27	9
8:00 AM - 9:00 AM	9	7	16	3	3	6	2	1	3	14	11	25	8
8:15 AM - 9:15 AM	8	5	13	4	3	7	1	2	3	13	10	23	8
8:30 AM - 9:30 AM	7	5	12	4	4	8	1	3	4	12	12	24	8
8:45 AM - 9:45 AM	5	5	10	3	3	6	1	2	3	9	10	19	6
9:00 AM - 10:00 AM	7	8	15	7	4	11	1	3	4	15	15	30	10
4:00 PM - 5:00 PM	2	4	6	8	7	15	3	4	7	13	15	28	9
4:15 PM - 5:15 PM	5	8	13	7	7	14	5	2	7	17	17	34	11
4:30 PM - 5:30 PM	5	8	13	5	3	8	3	0	3	13	11	24	8
4:45 PM - 5:45 PM	5	8	13	6	5	11	3	2	5	14	15	29	10
5:00 PM - 6:00 PM	5	5	10	5	4	9	2	2	4	12	11	23	8
5:15 PM - 6:15 PM	3	0	3	6	5	11	3	2	5	12	7	19	6
5:30 PM - 6:30 PM	5	1	6	7	8	15	4	4	8	16	13	29	10
5:45 PM - 6:45 PM	6	1	7	7	6	13	4	2	6	17	9	26	9
6:00 PM - 7:00 PM	4	1	5	7	7	14	4	3	7	15	11	26	9
6:15 PM - 7:15 PM	5	3	8	6	4	10	1	3	4	12	10	22	7
6:30 PM - 7:30 PM	4	3	7	5	2	7	0	2	2	9	7	16	5
6:45 PM - 7:45 PM	4	6	10	7	4	11	1	3	4	12	13	25	8
7:00 PM - 8:00 PM	5	8	13	9	6	15	1	5	6	15	19	34	11

2021 Georgetown University Fall Transportation Monitoring Study
Entrance 1
9/28-9/30

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	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	2	0	2	1	3	4	5	1	6	8	4	12	4
6:15 AM - 6:30 AM	1	0	1	2	2	4	1	2	3	4	4	8	3
6:30 AM - 6:45 AM	2	2	4	2	4	6	7	4	11	11	10	21	7
6:45 AM - 7:00 AM	1	1	2	6	2	8	4	2	6	11	5	16	5
7:00 AM - 7:15 AM	5	3	8	9	5	14	5	5	10	19	13	32	11
7:15 AM - 7:30 AM	6	2	8	4	5	9	8	7	15	18	14	32	11
7:30 AM - 7:45 AM	2	3	5	5	5	10	5	6	11	12	14	26	9
7:45 AM - 8:00 AM	4	5	9	1	4	5	0	1	1	5	10	15	5
8:00 AM - 8:15 AM	1	1	2	4	5	9	4	5	9	9	11	20	7
8:15 AM - 8:30 AM	2	2	4	4	2	6	3	5	8	9	9	18	6
8:30 AM - 8:45 AM	5	3	8	4	1	5	1	3	4	10	7	17	6
8:45 AM - 9:00 AM	2	3	5	5	8	13	4	1	5	11	12	23	8
9:00 AM - 9:15 AM	4	7	11	0	1	1	2	1	3	6	9	15	5
9:15 AM - 9:30 AM	2	1	3	2	2	4	2	4	6	6	7	13	4
9:30 AM - 9:45 AM	2	2	4	5	2	7	5	1	6	12	5	17	6
9:45 AM - 10:00 AM	2	1	3	5	3	8	4	5	9	11	9	20	7
4:00 PM - 4:15 PM	2	4	6	3	3	6	3	2	5	8	9	17	6
4:15 PM - 4:30 PM	5	5	10	3	1	4	3	5	8	11	11	22	7
4:30 PM - 4:45 PM	4	6	10	0	5	5	0	4	4	4	15	19	6
4:45 PM - 5:00 PM	6	2	8	0	0	0	1	1	2	7	3	10	3
5:00 PM - 5:15 PM	3	8	11	1	2	3	0	1	1	4	11	15	5
5:15 PM - 5:30 PM	5	4	9	0	2	2	0	1	1	5	7	12	4
5:30 PM - 5:45 PM	1	2	3	0	0	0	0	0	0	1	2	3	1
5:45 PM - 6:00 PM	1	1	2	0	1	1	0	0	0	1	2	3	1
6:00 PM - 6:15 PM	0	0	0	0	0	0	1	0	1	1	0	1	0
6:15 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM - 6:45 PM	1	0	1	0	0	0	1	0	1	2	0	2	1
6:45 PM - 7:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	0
7:00 PM - 7:15 PM	0	0	0	0	0	0	0	2	2	0	2	2	1
7:15 PM - 7:30 PM	0	1	1	0	0	0	0	2	2	0	3	3	1
7:30 PM - 7:45 PM	1	0	1	0	0	0	0	0	0	1	0	1	0
7:45 PM - 8:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	0
Total	72	71	143	66	68	134	69	71	140	207	210	417	139
One Hour Volumes													
6:00 AM - 7:00 AM	6	3	9	11	11	22	17	9	26	34	23	57	19
6:15 AM - 7:15 AM	9	6	15	19	13	32	17	13	30	45	32	77	26
6:30 AM - 7:30 AM	14	8	22	21	16	37	24	18	42	59	42	101	34
6:45 AM - 7:45 AM	14	9	23	24	17	41	22	20	42	60	46	106	35
7:00 AM - 8:00 AM	17	13	30	19	19	38	18	19	37	54	51	105	35
7:15 AM - 8:15 AM	13	11	24	14	19	33	17	19	36	44	49	93	31
7:30 AM - 8:30 AM	9	11	20	14	16	30	12	17	29	35	44	79	26
7:45 AM - 8:45 AM	12	11	23	13	12	25	8	14	22	33	37	70	23
8:00 AM - 9:00 AM	10	9	19	17	16	33	12	14	26	39	39	78	26
8:15 AM - 9:15 AM	13	15	28	13	12	25	10	10	20	36	37	73	24
8:30 AM - 9:30 AM	13	14	27	11	12	23	9	9	18	33	35	68	23
8:45 AM - 9:45 AM	10	13	23	12	13	25	13	7	20	35	33	68	23
9:00 AM - 10:00 AM	10	11	21	12	8	20	13	11	24	35	30	65	22
4:00 PM - 5:00 PM	17	17	34	6	9	15	7	12	19	30	38	68	23
4:15 PM - 5:15 PM	18	21	39	4	8	12	4	11	15	26	40	66	22
4:30 PM - 5:30 PM	18	20	38	1	9	10	1	7	8	20	36	56	19
4:45 PM - 5:45 PM	15	16	31	1	4	5	1	3	4	17	23	40	13
5:00 PM - 6:00 PM	10	15	25	1	5	6	0	2	2	11	22	33	11
5:15 PM - 6:15 PM	7	7	14	0	3	3	1	1	2	8	11	19	6
5:30 PM - 6:30 PM	2	3	5	0	1	1	1	0	1	3	4	7	2
5:45 PM - 6:45 PM	2	1	3	0	1	1	2	0	2	4	2	6	2
6:00 PM - 7:00 PM	1	1	2	0	0	0	2	0	2	3	1	4	1
6:15 PM - 7:15 PM	1	1	2	0	0	0	1	2	3	2	3	5	2
6:30 PM - 7:30 PM	1	2	3	0	0	0	1	4	5	2	6	8	3
6:45 PM - 7:45 PM	1	2	3	0	0	0	0	4	4	1	6	7	2
7:00 PM - 8:00 PM	1	2	3	0	0	0	0	4	4	1	6	7	2

2021 Georgetown University Fall Transportation Monitoring Study
Entrance 2
9/28-9/30

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	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	9	6	15	18	9	27	16	9	25	43	24	67	22
6:15 AM - 6:30 AM	19	14	33	30	16	46	22	18	40	71	48	119	40
6:30 AM - 6:45 AM	27	18	45	32	26	58	23	17	40	82	61	143	48
6:45 AM - 7:00 AM	22	17	39	42	27	69	28	24	52	92	68	160	53
7:00 AM - 7:15 AM	37	23	60	28	21	49	36	18	54	101	62	163	54
7:15 AM - 7:30 AM	37	18	55	39	14	53	26	13	39	102	45	147	49
7:30 AM - 7:45 AM	33	15	48	40	20	60	34	15	49	107	50	157	52
7:45 AM - 8:00 AM	45	22	67	49	23	72	43	24	67	137	69	206	69
8:00 AM - 8:15 AM	54	17	71	39	21	60	42	24	66	135	62	197	66
8:15 AM - 8:30 AM	56	19	75	56	34	90	48	20	68	160	73	233	78
8:30 AM - 8:45 AM	44	24	68	42	20	62	50	24	74	136	68	204	68
8:45 AM - 9:00 AM	62	30	92	65	36	101	57	28	85	184	94	278	93
9:00 AM - 9:15 AM	72	38	110	68	36	104	65	31	96	205	105	310	103
9:15 AM - 9:30 AM	69	38	107	73	44	117	55	37	92	197	119	316	105
9:30 AM - 9:45 AM	57	30	87	66	40	106	64	31	95	187	101	288	96
9:45 AM - 10:00 AM	70	44	114	57	47	104	69	43	112	196	134	330	110
4:00 PM - 4:15 PM	32	55	87	33	60	93	33	51	84	98	166	264	88
4:15 PM - 4:30 PM	28	45	73	21	53	74	32	48	80	81	146	227	76
4:30 PM - 4:45 PM	27	53	80	24	44	68	21	39	60	72	136	208	69
4:45 PM - 5:00 PM	28	64	92	21	48	69	27	42	69	76	154	230	77
5:00 PM - 5:15 PM	21	41	62	25	54	79	22	55	77	68	150	218	73
5:15 PM - 5:30 PM	25	44	69	15	40	55	26	51	77	66	135	201	67
5:30 PM - 5:45 PM	11	23	34	17	25	42	17	43	60	45	91	136	45
5:45 PM - 6:00 PM	12	16	28	14	24	38	29	34	63	55	74	129	43
6:00 PM - 6:15 PM	23	36	59	26	47	73	15	33	48	64	116	180	60
6:15 PM - 6:30 PM	23	45	68	14	28	42	13	37	50	50	110	160	53
6:30 PM - 6:45 PM	30	44	74	18	37	55	17	31	48	65	112	177	59
6:45 PM - 7:00 PM	20	39	59	15	24	39	26	24	50	61	87	148	49
7:00 PM - 7:15 PM	18	27	45	21	28	49	29	31	60	68	86	154	51
7:15 PM - 7:30 PM	14	19	33	15	16	31	13	15	28	42	50	92	31
7:30 PM - 7:45 PM	15	20	35	18	21	39	21	18	39	54	59	113	38
7:45 PM - 8:00 PM	11	20	31	17	22	39	9	23	32	37	65	102	34
Total	1051	964	2015	1058	1005	2063	1028	951	1979	3137	2920	6057	2019
One Hour Volumes													
6:00 AM - 7:00 AM	77	55	132	122	78	200	89	68	157	288	201	489	163
6:15 AM - 7:15 AM	105	72	177	132	90	222	109	77	186	346	239	585	195
6:30 AM - 7:30 AM	123	76	199	141	88	229	113	72	185	377	236	613	204
6:45 AM - 7:45 AM	129	73	202	149	82	231	124	70	194	402	225	627	209
7:00 AM - 8:00 AM	152	78	230	156	78	234	139	70	209	447	226	673	224
7:15 AM - 8:15 AM	169	72	241	167	78	245	145	76	221	481	226	707	236
7:30 AM - 8:30 AM	188	73	261	184	98	282	167	83	250	539	254	793	264
7:45 AM - 8:45 AM	199	82	281	186	98	284	183	92	275	568	272	840	280
8:00 AM - 9:00 AM	216	90	306	202	111	313	197	96	293	615	297	912	304
8:15 AM - 9:15 AM	234	111	345	231	126	357	220	103	323	685	340	1025	342
8:30 AM - 9:30 AM	247	130	377	248	136	384	227	120	347	722	386	1108	369
8:45 AM - 9:45 AM	260	136	396	272	156	428	241	127	368	773	419	1192	397
9:00 AM - 10:00 AM	268	150	418	264	167	431	253	142	395	785	459	1244	415
4:00 PM - 5:00 PM	115	217	332	99	205	304	113	180	293	327	602	929	310
4:15 PM - 5:15 PM	104	203	307	91	199	290	102	184	286	297	586	883	294
4:30 PM - 5:30 PM	101	202	303	85	186	271	96	187	283	282	575	857	286
4:45 PM - 5:45 PM	85	172	257	78	167	245	92	191	283	255	530	785	262
5:00 PM - 6:00 PM	69	124	193	71	143	214	94	183	277	234	450	684	228
5:15 PM - 6:15 PM	71	119	190	72	136	208	87	161	248	230	416	646	215
5:30 PM - 6:30 PM	69	120	189	71	124	195	74	147	221	214	391	605	202
5:45 PM - 6:45 PM	88	141	229	72	136	208	74	135	209	234	412	646	215
6:00 PM - 7:00 PM	96	164	260	73	136	209	71	125	196	240	425	665	222
6:15 PM - 7:15 PM	91	155	246	68	117	185	85	123	208	244	395	639	213
6:30 PM - 7:30 PM	82	129	211	69	105	174	85	101	186	236	335	571	190
6:45 PM - 7:45 PM	67	105	172	69	89	158	89	88	177	225	282	507	169
7:00 PM - 8:00 PM	58	86	144	71	87	158	72	87	159	201	260	461	154

2021 Georgetown University Fall Transportation Monitoring Study
Entrance 3
9/28-9/30

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	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	25	1	26	18	4	22	26	0	26	69	5	74	25
6:15 AM - 6:30 AM	45	0	45	49	1	50	41	0	41	135	1	136	45
6:30 AM - 6:45 AM	114	1	115	117	0	117	110	1	111	341	2	343	114
6:45 AM - 7:00 AM	79	0	79	74	2	76	73	1	74	226	3	229	76
7:00 AM - 7:15 AM	29	4	33	41	2	43	33	2	35	103	8	111	37
7:15 AM - 7:30 AM	36	1	37	24	2	26	37	1	38	97	4	101	34
7:30 AM - 7:45 AM	26	6	32	22	5	27	24	3	27	72	14	86	29
7:45 AM - 8:00 AM	37	1	38	32	1	33	23	2	25	92	4	96	32
8:00 AM - 8:15 AM	28	1	29	21	1	22	24	0	24	73	2	75	25
8:15 AM - 8:30 AM	15	0	15	24	0	24	19	1	20	58	1	59	20
8:30 AM - 8:45 AM	18	3	21	17	0	17	20	1	21	55	4	59	20
8:45 AM - 9:00 AM	17	1	18	17	0	17	15	0	15	49	1	50	17
9:00 AM - 9:15 AM	11	1	12	13	1	14	12	0	12	36	2	38	13
9:15 AM - 9:30 AM	12	0	12	14	1	15	9	0	9	35	1	36	12
9:30 AM - 9:45 AM	11	2	13	7	2	9	14	1	15	32	5	37	12
9:45 AM - 10:00 AM	8	2	10	12	2	14	18	0	18	38	4	42	14
4:00 PM - 4:15 PM	1	4	5	1	9	10	0	11	11	2	24	26	9
4:15 PM - 4:30 PM	2	8	10	0	6	6	2	6	8	4	20	24	8
4:30 PM - 4:45 PM	0	5	5	0	2	2	2	3	5	2	10	12	4
4:45 PM - 5:00 PM	0	4	4	2	8	10	1	8	9	3	20	23	8
5:00 PM - 5:15 PM	0	5	5	0	3	3	1	10	11	1	18	19	6
5:15 PM - 5:30 PM	0	2	2	0	2	2	1	7	8	1	11	12	4
5:30 PM - 5:45 PM	2	5	7	2	8	10	0	3	3	4	16	20	7
5:45 PM - 6:00 PM	1	9	10	1	5	6	1	12	13	3	26	29	10
6:00 PM - 6:15 PM	2	8	10	2	9	11	2	7	9	6	24	30	10
6:15 PM - 6:30 PM	13	6	19	14	4	18	11	9	20	38	19	57	19
6:30 PM - 6:45 PM	37	2	39	40	0	40	40	6	46	117	8	125	42
6:45 PM - 7:00 PM	22	3	25	24	4	28	24	0	24	70	7	77	26
7:00 PM - 7:15 PM	1	2	3	2	6	8	6	1	7	9	9	18	6
7:15 PM - 7:30 PM	1	3	4	0	5	5	1	3	4	2	11	13	4
7:30 PM - 7:45 PM	2	5	7	1	6	7	1	5	6	4	16	20	7
7:45 PM - 8:00 PM	1	6	7	0	2	2	1	2	3	2	10	12	4
Total	596	101	697	591	103	694	592	106	698	1779	310	2089	696
One Hour Volumes													
6:00 AM - 7:00 AM	263	2	265	258	7	265	250	2	252	771	11	782	261
6:15 AM - 7:15 AM	267	5	272	281	5	286	257	4	261	805	14	819	273
6:30 AM - 7:30 AM	258	6	264	256	6	262	253	5	258	767	17	784	261
6:45 AM - 7:45 AM	170	11	181	161	11	172	167	7	174	498	29	527	176
7:00 AM - 8:00 AM	128	12	140	119	10	129	117	8	125	364	30	394	131
7:15 AM - 8:15 AM	127	9	136	99	9	108	108	6	114	334	24	358	119
7:30 AM - 8:30 AM	106	8	114	99	7	106	90	6	96	295	21	316	105
7:45 AM - 8:45 AM	98	5	103	94	2	96	86	4	90	278	11	289	96
8:00 AM - 9:00 AM	78	5	83	79	1	80	78	2	80	235	8	243	81
8:15 AM - 9:15 AM	61	5	66	71	1	72	66	2	68	198	8	206	69
8:30 AM - 9:30 AM	58	5	63	61	2	63	56	1	57	175	8	183	61
8:45 AM - 9:45 AM	51	4	55	51	4	55	50	1	51	152	9	161	54
9:00 AM - 10:00 AM	42	5	47	46	6	52	53	1	54	141	12	153	51
4:00 PM - 5:00 PM	3	21	24	3	25	28	5	28	33	11	74	85	28
4:15 PM - 5:15 PM	2	22	24	2	19	21	6	27	33	10	68	78	26
4:30 PM - 5:30 PM	0	16	16	2	15	17	5	28	33	7	59	66	22
4:45 PM - 5:45 PM	2	16	18	4	21	25	3	28	31	9	65	74	25
5:00 PM - 6:00 PM	3	21	24	3	18	21	3	32	35	9	71	80	27
5:15 PM - 6:15 PM	5	24	29	5	24	29	4	29	33	14	77	91	30
5:30 PM - 6:30 PM	18	28	46	19	26	45	14	31	45	51	85	136	45
5:45 PM - 6:45 PM	53	25	78	57	18	75	54	34	88	164	77	241	80
6:00 PM - 7:00 PM	74	19	93	80	17	97	77	22	99	231	58	289	96
6:15 PM - 7:15 PM	73	13	86	80	14	94	81	16	97	234	43	277	92
6:30 PM - 7:30 PM	61	10	71	66	15	81	71	10	81	198	35	233	78
6:45 PM - 7:45 PM	26	13	39	27	21	48	32	9	41	85	43	128	43
7:00 PM - 8:00 PM	5	16	21	3	19	22	9	11	20	17	46	63	21

2021 Georgetown University Fall Transportation Monitoring Study
Entrance 3 U-Turn - GU Drop-offs without parking
9/28-9/30

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	1	1	2	1	1	2	0	0	0	2	2	4	1
6:15 AM - 6:30 AM	3	3	6	2	2	4	0	0	0	5	5	10	3
6:30 AM - 6:45 AM	0	0	0	1	1	2	2	2	4	3	3	6	2
6:45 AM - 7:00 AM	5	5	10	4	4	8	2	2	4	11	11	22	7
7:00 AM - 7:15 AM	3	3	6	1	1	2	5	5	10	9	9	18	6
7:15 AM - 7:30 AM	6	6	12	6	6	12	3	3	6	15	15	30	10
7:30 AM - 7:45 AM	3	3	6	3	3	6	6	6	12	12	12	24	8
7:45 AM - 8:00 AM	6	6	12	2	2	4	3	3	6	11	11	22	7
8:00 AM - 8:15 AM	7	7	14	4	4	8	4	4	8	15	15	30	10
8:15 AM - 8:30 AM	5	5	10	2	2	4	6	6	12	13	13	26	9
8:30 AM - 8:45 AM	5	5	10	4	4	8	5	5	10	14	14	28	9
8:45 AM - 9:00 AM	6	6	12	2	2	4	7	7	14	15	15	30	10
9:00 AM - 9:15 AM	11	11	22	8	8	16	4	4	8	23	23	46	15
9:15 AM - 9:30 AM	5	5	10	3	3	6	7	7	14	15	15	30	10
9:30 AM - 9:45 AM	5	5	10	8	8	16	6	6	12	19	19	38	13
9:45 AM - 10:00 AM	5	5	10	6	6	12	3	3	6	14	14	28	9
4:00 PM - 4:15 PM	6	6	12	3	3	6	4	4	8	13	13	26	9
4:15 PM - 4:30 PM	4	4	8	5	5	10	4	4	8	13	13	26	9
4:30 PM - 4:45 PM	2	2	4	1	1	2	6	6	12	9	9	18	6
4:45 PM - 5:00 PM	2	2	4	1	1	2	2	2	4	5	5	10	3
5:00 PM - 5:15 PM	8	8	16	5	5	10	4	4	8	17	17	34	11
5:15 PM - 5:30 PM	6	6	12	5	5	10	6	6	12	17	17	34	11
5:30 PM - 5:45 PM	2	2	4	3	3	6	0	0	0	5	5	10	3
5:45 PM - 6:00 PM	5	5	10	2	2	4	1	1	2	8	8	16	5
6:00 PM - 6:15 PM	5	5	10	5	5	10	6	6	12	16	16	32	11
6:15 PM - 6:30 PM	4	4	8	3	3	6	6	6	12	13	13	26	9
6:30 PM - 6:45 PM	7	7	14	1	1	2	4	4	8	12	12	24	8
6:45 PM - 7:00 PM	0	0	0	1	1	2	4	4	8	5	5	10	3
7:00 PM - 7:15 PM	4	4	8	1	1	2	6	6	12	11	11	22	7
7:15 PM - 7:30 PM	3	3	6	0	0	0	3	3	6	6	6	12	4
7:30 PM - 7:45 PM	8	8	16	5	5	10	4	4	8	17	17	34	11
7:45 PM - 8:00 PM	1	1	2	3	3	6	3	3	6	7	7	14	5
Total	143	143	286	101	101	202	126	126	252	370	370	740	247
One Hour Volumes													
6:00 AM - 7:00 AM	9	9	18	8	8	16	4	4	8	21	21	42	14
6:15 AM - 7:15 AM	11	11	22	8	8	16	9	9	18	28	28	56	19
6:30 AM - 7:30 AM	14	14	28	12	12	24	12	12	24	38	38	76	25
6:45 AM - 7:45 AM	17	17	34	14	14	28	16	16	32	47	47	94	31
7:00 AM - 8:00 AM	18	18	36	12	12	24	17	17	34	47	47	94	31
7:15 AM - 8:15 AM	22	22	44	15	15	30	16	16	32	53	53	106	35
7:30 AM - 8:30 AM	21	21	42	11	11	22	19	19	38	51	51	102	34
7:45 AM - 8:45 AM	23	23	46	12	12	24	18	18	36	53	53	106	35
8:00 AM - 9:00 AM	23	23	46	12	12	24	22	22	44	57	57	114	38
8:15 AM - 9:15 AM	27	27	54	16	16	32	22	22	44	65	65	130	43
8:30 AM - 9:30 AM	27	27	54	17	17	34	23	23	46	67	67	134	45
8:45 AM - 9:45 AM	27	27	54	21	21	42	24	24	48	72	72	144	48
9:00 AM - 10:00 AM	26	26	52	25	25	50	20	20	40	71	71	142	47
4:00 PM - 5:00 PM	14	14	28	10	10	20	16	16	32	40	40	80	27
4:15 PM - 5:15 PM	16	16	32	12	12	24	16	16	32	44	44	88	29
4:30 PM - 5:30 PM	18	18	36	12	12	24	18	18	36	48	48	96	32
4:45 PM - 5:45 PM	18	18	36	14	14	28	12	12	24	44	44	88	29
5:00 PM - 6:00 PM	21	21	42	15	15	30	11	11	22	47	47	94	31
5:15 PM - 6:15 PM	18	18	36	15	15	30	13	13	26	46	46	92	31
5:30 PM - 6:30 PM	16	16	32	13	13	26	13	13	26	42	42	84	28
5:45 PM - 6:45 PM	21	21	42	11	11	22	17	17	34	49	49	98	33
6:00 PM - 7:00 PM	16	16	32	10	10	20	20	20	40	46	46	92	31
6:15 PM - 7:15 PM	15	15	30	6	6	12	20	20	40	41	41	82	27
6:30 PM - 7:30 PM	14	14	28	3	3	6	17	17	34	34	34	68	23
6:45 PM - 7:45 PM	15	15	30	7	7	14	17	17	34	39	39	78	26
7:00 PM - 8:00 PM	16	16	32	9	9	18	16	16	32	41	41	82	27

2021 Georgetown University Fall Transportation Monitoring Study
Entrance 4
9/28-9/30

Time Period	Entrance 4 Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	Entrance 4 Total Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	24	8	32	15	7	22	16	10	26	55	25	80	27
6:15 AM - 6:30 AM	25	11	36	23	13	36	20	6	26	68	30	98	33
6:30 AM - 6:45 AM	29	16	45	27	10	37	27	15	42	83	41	124	41
6:45 AM - 7:00 AM	42	18	60	36	16	52	40	10	50	118	44	162	54
7:00 AM - 7:15 AM	32	22	54	31	27	58	31	29	60	94	78	172	57
7:15 AM - 7:30 AM	33	24	57	30	16	46	27	31	58	90	71	161	54
7:30 AM - 7:45 AM	31	43	74	39	42	81	29	53	82	99	138	237	79
7:45 AM - 8:00 AM	48	59	107	35	57	92	34	54	88	117	170	287	96
8:00 AM - 8:15 AM	26	50	76	29	41	70	39	41	80	94	132	226	75
8:15 AM - 8:30 AM	34	31	65	33	28	61	27	37	64	94	96	190	63
8:30 AM - 8:45 AM	52	16	68	45	21	66	45	17	62	142	54	196	65
8:45 AM - 9:00 AM	43	17	60	33	22	55	50	12	62	126	51	177	59
9:00 AM - 9:15 AM	34	18	52	25	25	50	27	20	47	86	63	149	50
9:15 AM - 9:30 AM	32	16	48	22	16	38	27	18	45	81	50	131	44
9:30 AM - 9:45 AM	22	16	38	23	10	33	18	18	36	63	44	107	36
9:45 AM - 10:00 AM	14	19	33	15	13	28	9	16	25	38	48	86	29
4:00 PM - 4:15 PM	9	36	45	15	47	62	12	30	42	36	113	149	50
4:15 PM - 4:30 PM	9	50	59	17	41	58	7	39	46	33	130	163	54
4:30 PM - 4:45 PM	17	49	66	12	47	59	11	45	56	40	141	181	60
4:45 PM - 5:00 PM	18	39	57	14	43	57	17	37	54	49	119	168	56
5:00 PM - 5:15 PM	12	54	66	12	50	62	19	74	93	43	178	221	74
5:15 PM - 5:30 PM	9	62	71	11	53	64	15	52	67	35	167	202	67
5:30 PM - 5:45 PM	11	49	60	11	50	61	15	56	71	37	155	192	64
5:45 PM - 6:00 PM	14	38	52	16	46	62	14	37	51	44	121	165	55
6:00 PM - 6:15 PM	10	42	52	16	46	62	10	33	43	36	121	157	52
6:15 PM - 6:30 PM	20	47	67	10	29	39	20	38	58	50	114	164	55
6:30 PM - 6:45 PM	13	42	55	18	26	44	11	28	39	42	96	138	46
6:45 PM - 7:00 PM	13	29	42	11	45	56	12	36	48	36	110	146	49
7:00 PM - 7:15 PM	5	33	38	7	27	34	7	21	28	19	81	100	33
7:15 PM - 7:30 PM	5	30	35	9	29	38	6	27	33	20	86	106	35
7:30 PM - 7:45 PM	8	55	63	8	53	61	6	49	55	22	157	179	60
7:45 PM - 8:00 PM	2	50	52	7	55	62	3	48	51	12	153	165	55
Total	696	1089	1785	655	1051	1706	651	1037	1688	2002	3177	5179	1726
One Hour Volumes													
6:00 AM - 7:00 AM	120	53	173	101	46	147	103	41	144	324	140	464	155
6:15 AM - 7:15 AM	128	67	195	117	66	183	118	60	178	363	193	556	185
6:30 AM - 7:30 AM	136	80	216	124	69	193	125	85	210	385	234	619	206
6:45 AM - 7:45 AM	138	107	245	136	101	237	127	123	250	401	331	732	244
7:00 AM - 8:00 AM	144	148	292	135	142	277	121	167	288	400	457	857	286
7:15 AM - 8:15 AM	138	176	314	133	156	289	129	179	308	400	511	911	304
7:30 AM - 8:30 AM	139	183	322	136	168	304	129	185	314	404	536	940	313
7:45 AM - 8:45 AM	160	156	316	142	147	289	145	149	294	447	452	899	300
8:00 AM - 9:00 AM	155	114	269	140	112	252	161	107	268	456	333	789	263
8:15 AM - 9:15 AM	163	82	245	136	96	232	149	86	235	448	264	712	237
8:30 AM - 9:30 AM	161	67	228	125	84	209	149	67	216	435	218	653	218
8:45 AM - 9:45 AM	131	67	198	103	73	176	122	68	190	356	208	564	188
9:00 AM - 10:00 AM	102	69	171	85	64	149	81	72	153	268	205	473	158
4:00 PM - 5:00 PM	53	174	227	58	178	236	47	151	198	158	503	661	220
4:15 PM - 5:15 PM	56	192	248	55	181	236	54	195	249	165	568	733	244
4:30 PM - 5:30 PM	56	204	260	49	193	242	62	208	270	167	605	772	257
4:45 PM - 5:45 PM	50	204	254	48	196	244	66	219	285	164	619	783	261
5:00 PM - 6:00 PM	46	203	249	50	199	249	63	219	282	159	621	780	260
5:15 PM - 6:15 PM	44	191	235	54	195	249	54	178	232	152	564	716	239
5:30 PM - 6:30 PM	55	176	231	53	171	224	59	164	223	167	511	678	226
5:45 PM - 6:45 PM	57	169	226	60	147	207	55	136	191	172	452	624	208
6:00 PM - 7:00 PM	56	160	216	55	146	201	53	135	188	164	441	605	202
6:15 PM - 7:15 PM	51	151	202	46	127	173	50	123	173	147	401	548	183
6:30 PM - 7:30 PM	36	134	170	45	127	172	36	112	148	117	373	490	163
6:45 PM - 7:45 PM	31	147	178	35	154	189	31	133	164	97	434	531	177
7:00 PM - 8:00 PM	20	168	188	31	164	195	22	145	167	73	477	550	183

2021 Georgetown University Fall Transportation Monitoring Study
Entrance 0
9/28-9/30

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	1	0	1	0	0	0	0	0	0	1	0	1	0
6:15 AM - 6:30 AM	1	0	1	3	0	3	2	0	2	6	0	6	2
6:30 AM - 6:45 AM	1	0	1	0	0	0	0	0	0	1	0	1	0
6:45 AM - 7:00 AM	3	0	3	0	0	0	1	0	1	4	0	4	1
7:00 AM - 7:15 AM	4	1	5	5	2	7	3	0	3	12	3	15	5
7:15 AM - 7:30 AM	1	1	2	4	1	5	5	2	7	10	4	14	5
7:30 AM - 7:45 AM	2	0	2	1	2	3	3	1	4	6	3	9	3
7:45 AM - 8:00 AM	2	1	3	2	2	4	0	1	1	4	4	8	3
8:00 AM - 8:15 AM	0	1	1	2	0	2	3	1	4	5	2	7	2
8:15 AM - 8:30 AM	2	0	2	0	1	1	2	0	2	4	1	5	2
8:30 AM - 8:45 AM	1	0	1	0	0	0	1	1	2	2	1	3	1
8:45 AM - 9:00 AM	0	2	2	0	0	0	2	2	4	2	4	6	2
9:00 AM - 9:15 AM	0	0	0	1	1	2	1	3	4	2	4	6	2
9:15 AM - 9:30 AM	3	1	4	2	1	3	2	2	4	7	4	11	4
9:30 AM - 9:45 AM	1	4	5	3	2	5	2	3	5	6	9	15	5
9:45 AM - 10:00 AM	2	2	4	2	0	2	3	1	4	7	3	10	3
4:00 PM - 4:15 PM	2	6	8	1	6	7	2	4	6	5	16	21	7
4:15 PM - 4:30 PM	0	3	3	2	2	4	1	0	1	3	5	8	3
4:30 PM - 4:45 PM	1	5	6	2	2	4	0	0	0	3	7	10	3
4:45 PM - 5:00 PM	2	1	3	1	3	4	2	2	4	5	6	11	4
5:00 PM - 5:15 PM	1	1	2	0	2	2	0	0	0	1	3	4	1
5:15 PM - 5:30 PM	2	2	4	0	1	1	1	2	3	3	5	8	3
5:30 PM - 5:45 PM	0	0	0	0	1	1	0	0	0	0	1	1	0
5:45 PM - 6:00 PM	0	0	0	0	1	1	0	0	0	0	1	1	0
6:00 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM - 6:30 PM	0	1	1	0	0	0	0	1	1	0	2	2	1
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM - 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM - 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	32	64	31	30	61	36	26	62	99	88	187	62
One Hour Volumes													
6:00 AM - 7:00 AM	6	0	6	3	0	3	3	0	3	12	0	12	4
6:15 AM - 7:15 AM	9	1	10	8	2	10	6	0	6	23	3	26	9
6:30 AM - 7:30 AM	9	2	11	9	3	12	9	2	11	27	7	34	11
6:45 AM - 7:45 AM	10	2	12	10	5	15	12	3	15	32	10	42	14
7:00 AM - 8:00 AM	9	3	12	12	7	19	11	4	15	32	14	46	15
7:15 AM - 8:15 AM	5	3	8	9	5	14	11	5	16	25	13	38	13
7:30 AM - 8:30 AM	6	2	8	5	5	10	8	3	11	19	10	29	10
7:45 AM - 8:45 AM	5	2	7	4	3	7	6	3	9	15	8	23	8
8:00 AM - 9:00 AM	3	3	6	2	1	3	8	4	12	13	8	21	7
8:15 AM - 9:15 AM	3	2	5	1	2	3	6	6	12	10	10	20	7
8:30 AM - 9:30 AM	4	3	7	3	2	5	6	8	14	13	13	26	9
8:45 AM - 9:45 AM	4	7	11	6	4	10	7	10	17	17	21	38	13
9:00 AM - 10:00 AM	6	7	13	8	4	12	8	9	17	22	20	42	14
4:00 PM - 5:00 PM	5	15	20	6	13	19	5	6	11	16	34	50	17
4:15 PM - 5:15 PM	4	10	14	5	9	14	3	2	5	12	21	33	11
4:30 PM - 5:30 PM	6	9	15	3	8	11	3	4	7	12	21	33	11
4:45 PM - 5:45 PM	5	4	9	1	7	8	3	4	7	9	15	24	8
5:00 PM - 6:00 PM	3	3	6	0	5	5	1	2	3	4	10	14	5
5:15 PM - 6:15 PM	2	2	4	0	3	3	1	2	3	3	7	10	3
5:30 PM - 6:30 PM	0	1	1	0	2	2	0	1	1	0	4	4	1
5:45 PM - 6:45 PM	0	1	1	0	1	1	0	1	1	0	3	3	1
6:00 PM - 7:00 PM	0	1	1	0	0	0	0	1	1	0	2	2	1
6:15 PM - 7:15 PM	0	1	1	0	0	0	0	1	1	0	2	2	1
6:30 PM - 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

2021 Georgetown University Fall Transportation Monitoring Study
Prospect Entrance
9/28-9/30

Time Period	Prospect St Entrance Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Prospect St Entrance Total Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	1	3	4	4	5	9	1	7	8	6	15	21	7
6:15 AM - 6:30 AM	2	4	6	3	9	12	3	5	8	8	18	26	9
6:30 AM - 6:45 AM	4	6	10	6	6	12	3	8	11	13	20	33	11
6:45 AM - 7:00 AM	6	4	10	6	7	13	9	5	14	21	16	37	12
7:00 AM - 7:15 AM	1	18	19	5	18	23	3	13	16	9	49	58	19
7:15 AM - 7:30 AM	3	10	13	3	9	12	7	15	22	13	34	47	16
7:30 AM - 7:45 AM	3	20	23	4	15	19	1	21	22	8	56	64	21
7:45 AM - 8:00 AM	4	24	28	2	21	23	3	20	23	9	65	74	25
8:00 AM - 8:15 AM	5	14	19	4	15	19	2	14	16	11	43	54	18
8:15 AM - 8:30 AM	3	4	7	8	9	17	4	10	14	15	23	38	13
8:30 AM - 8:45 AM	4	10	14	7	9	16	12	8	20	23	27	50	17
8:45 AM - 9:00 AM	5	18	23	3	17	20	12	10	22	20	45	65	22
9:00 AM - 9:15 AM	4	15	19	7	18	25	8	19	27	19	52	71	24
9:15 AM - 9:30 AM	8	8	16	4	11	15	6	15	21	18	34	52	17
9:30 AM - 9:45 AM	4	7	11	3	13	16	8	18	26	15	38	53	18
9:45 AM - 10:00 AM	3	9	12	8	15	23	6	9	15	17	33	50	17
4:00 PM - 4:15 PM	5	22	27	7	26	33	3	18	21	15	66	81	27
4:15 PM - 4:30 PM	5	13	18	6	17	23	7	18	25	18	48	66	22
4:30 PM - 4:45 PM	3	19	22	3	11	14	9	27	36	15	57	72	24
4:45 PM - 5:00 PM	3	12	15	6	10	16	6	25	31	15	47	62	21
5:00 PM - 5:15 PM	4	11	15	5	17	22	5	11	16	14	39	53	18
5:15 PM - 5:30 PM	1	18	19	3	12	15	5	24	29	9	54	63	21
5:30 PM - 5:45 PM	2	8	10	5	17	22	7	14	21	14	39	53	18
5:45 PM - 6:00 PM	4	6	10	5	13	18	2	5	7	11	24	35	12
6:00 PM - 6:15 PM	7	14	21	5	11	16	1	8	9	13	33	46	15
6:15 PM - 6:30 PM	8	12	20	6	13	19	5	11	16	19	36	55	18
6:30 PM - 6:45 PM	3	10	13	12	21	33	5	16	21	20	47	67	22
6:45 PM - 7:00 PM	6	4	10	2	9	11	5	10	15	13	23	36	12
7:00 PM - 7:15 PM	2	8	10	0	10	10	7	8	15	9	26	35	12
7:15 PM - 7:30 PM	2	5	7	7	11	18	4	14	18	13	30	43	14
7:30 PM - 7:45 PM	6	17	23	4	11	15	5	12	17	15	40	55	18
7:45 PM - 8:00 PM	3	7	10	4	5	9	3	9	12	10	21	31	10
Total	124	360	484	157	411	568	167	427	594	448	1198	1646	549
One Hour Volumes													
6:00 AM - 7:00 AM	13	17	30	19	27	46	16	25	41	48	69	117	39
6:15 AM - 7:15 AM	13	32	45	20	40	60	18	31	49	51	103	154	51
6:30 AM - 7:30 AM	14	38	52	20	40	60	22	41	63	56	119	175	58
6:45 AM - 7:45 AM	13	52	65	18	49	67	20	54	74	51	155	206	69
7:00 AM - 8:00 AM	11	72	83	14	63	77	14	69	83	39	204	243	81
7:15 AM - 8:15 AM	15	68	83	13	60	73	13	70	83	41	198	239	80
7:30 AM - 8:30 AM	15	62	77	18	60	78	10	65	75	43	187	230	77
7:45 AM - 8:45 AM	16	52	68	21	54	75	21	52	73	58	158	216	72
8:00 AM - 9:00 AM	17	46	63	22	50	72	30	42	72	69	138	207	69
8:15 AM - 9:15 AM	16	47	63	25	53	78	36	47	83	77	147	224	75
8:30 AM - 9:30 AM	21	51	72	21	55	76	38	52	90	80	158	238	79
8:45 AM - 9:45 AM	21	48	69	17	59	76	34	62	96	72	169	241	80
9:00 AM - 10:00 AM	19	39	58	22	57	79	28	61	89	69	157	226	75
4:00 PM - 5:00 PM	16	66	82	22	64	86	25	88	113	63	218	281	94
4:15 PM - 5:15 PM	15	55	70	20	55	75	27	81	108	62	191	253	84
4:30 PM - 5:30 PM	11	60	71	17	50	67	25	87	112	53	197	250	83
4:45 PM - 5:45 PM	10	49	59	19	56	75	23	74	97	52	179	231	77
5:00 PM - 6:00 PM	11	43	54	18	59	77	19	54	73	48	156	204	68
5:15 PM - 6:15 PM	14	46	60	18	53	71	15	51	66	47	150	197	66
5:30 PM - 6:30 PM	21	40	61	21	54	75	15	38	53	57	132	189	63
5:45 PM - 6:45 PM	22	42	64	28	58	86	13	40	53	63	140	203	68
6:00 PM - 7:00 PM	24	40	64	25	54	79	16	45	61	65	139	204	68
6:15 PM - 7:15 PM	19	34	53	20	53	73	22	45	67	61	132	193	64
6:30 PM - 7:30 PM	13	27	40	21	51	72	21	48	69	55	126	181	60
6:45 PM - 7:45 PM	16	34	50	13	41	54	21	44	65	50	119	169	56
7:00 PM - 8:00 PM	13	37	50	15	37	52	19	43	62	47	117	164	55

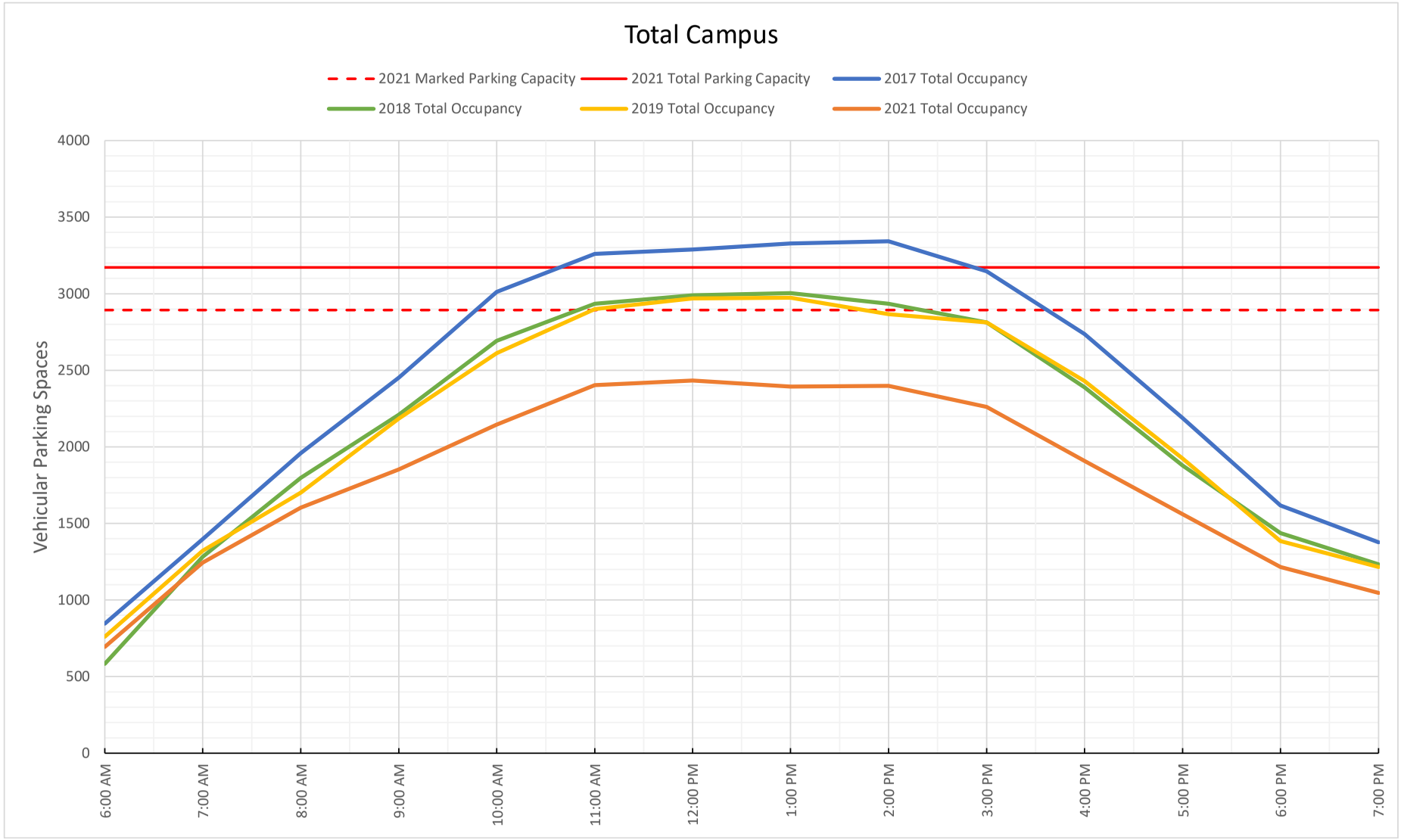
2021 Georgetown University Fall Transportation Monitoring Study
37th St. Entrance
9/28-9/30

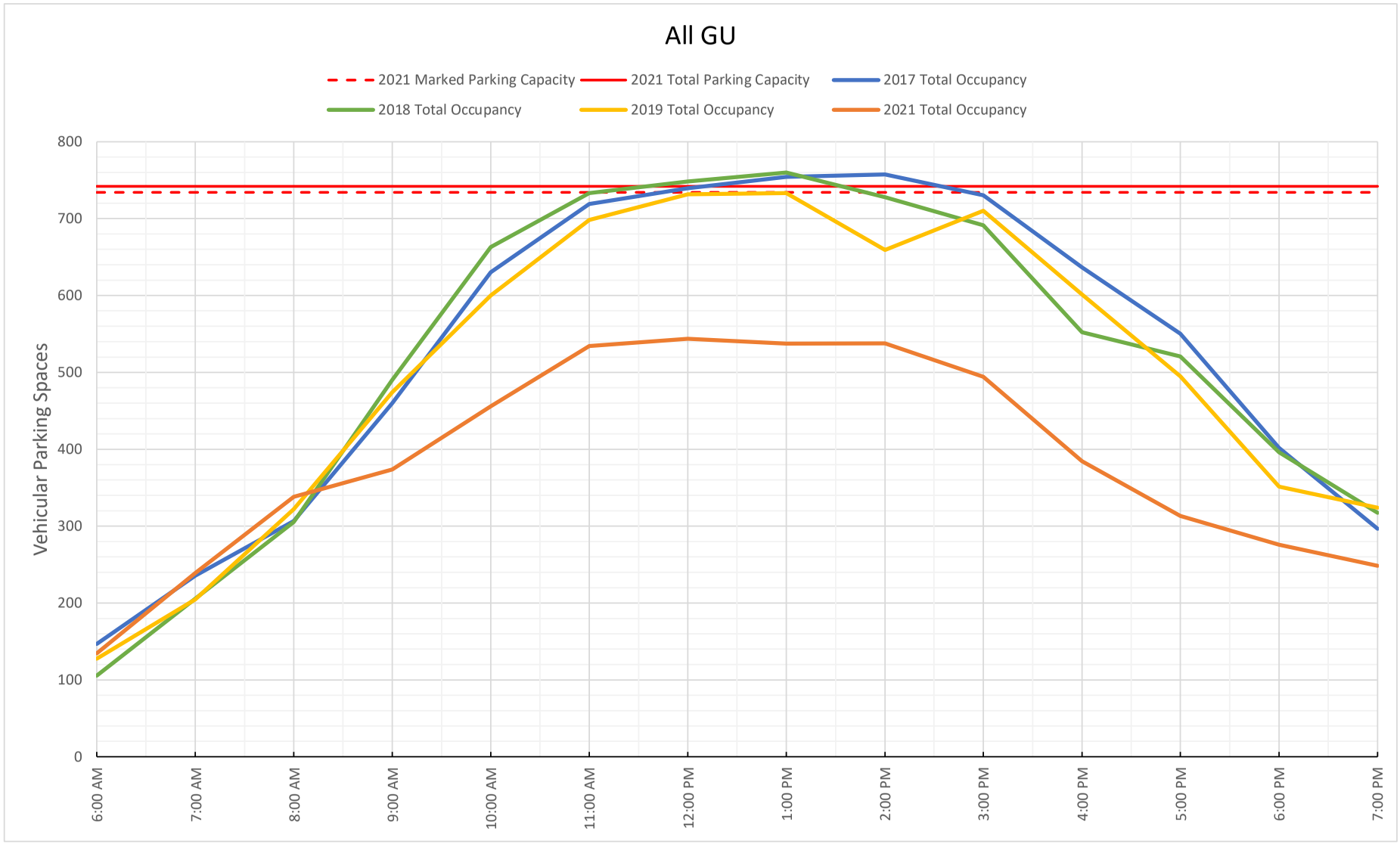
Time Period	37th St. Entrance Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	37th St. Entrance Total Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	1	0	1	1	0	1	0	0	0	2	0	2	1
7:30 AM - 7:45 AM	0	0	0	2	1	3	1	0	1	3	1	4	1
7:45 AM - 8:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	0
8:00 AM - 8:15 AM	3	1	4	1	0	1	1	0	1	5	1	6	2
8:15 AM - 8:30 AM	1	1	2	0	0	0	1	2	3	2	3	5	2
8:30 AM - 8:45 AM	1	0	1	1	0	1	0	1	1	2	1	3	1
8:45 AM - 9:00 AM	0	0	0	1	1	2	1	1	2	2	2	4	1
9:00 AM - 9:15 AM	2	2	4	1	1	2	1	0	1	4	3	7	2
9:15 AM - 9:30 AM	0	1	1	1	0	1	0	2	2	1	3	4	1
9:30 AM - 9:45 AM	0	0	0	0	1	1	2	0	2	2	1	3	1
9:45 AM - 10:00 AM	1	0	1	1	1	2	0	2	2	2	3	5	2
4:00 PM - 4:15 PM	1	1	2	1	0	1	2	1	3	4	2	6	2
4:15 PM - 4:30 PM	1	0	1	1	1	2	0	2	2	2	3	5	2
4:30 PM - 4:45 PM	1	0	1	0	2	2	0	0	0	1	2	3	1
4:45 PM - 5:00 PM	0	3	3	0	0	0	1	0	1	1	3	4	1
5:00 PM - 5:15 PM	0	0	0	0	0	0	1	1	2	1	1	2	1
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	1	1	0	1	1	0
5:30 PM - 5:45 PM	1	1	2	0	0	0	0	0	0	1	1	2	1
5:45 PM - 6:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	0
6:00 PM - 6:15 PM	1	0	1	0	0	0	0	0	0	1	0	1	0
6:15 PM - 6:30 PM	0	0	0	1	0	1	0	0	0	1	0	1	0
6:30 PM - 6:45 PM	0	0	0	1	0	1	0	0	0	1	0	1	0
6:45 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM - 7:15 PM	0	0	0	1	1	2	0	0	0	1	1	2	1
7:15 PM - 7:30 PM	0	1	1	0	1	1	0	0	0	0	2	2	1
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	1	0	1	0	0	0	0	0	0	1	0	1	0
Total	15	12	27	14	10	24	12	13	25	41	35	76	25
One Hour Volumes													
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	1	0	1	1	0	1	0	0	0	2	0	2	1
6:45 AM - 7:45 AM	1	0	1	3	1	4	1	0	1	5	1	6	2
7:00 AM - 8:00 AM	1	0	1	3	1	4	2	0	2	6	1	7	2
7:15 AM - 8:15 AM	4	1	5	4	1	5	3	0	3	11	2	13	4
7:30 AM - 8:30 AM	4	2	6	3	1	4	4	2	6	11	5	16	5
7:45 AM - 8:45 AM	5	2	7	2	0	2	3	3	6	10	5	15	5
8:00 AM - 9:00 AM	5	2	7	3	1	4	3	4	7	11	7	18	6
8:15 AM - 9:15 AM	4	3	7	3	2	5	3	4	7	10	9	19	6
8:30 AM - 9:30 AM	3	3	6	4	2	6	2	4	6	9	9	18	6
8:45 AM - 9:45 AM	2	3	5	3	3	6	4	3	7	9	9	18	6
9:00 AM - 10:00 AM	3	3	6	3	3	6	3	4	7	9	10	19	6
4:00 PM - 5:00 PM	3	4	7	2	3	5	3	3	6	8	10	18	6
4:15 PM - 5:15 PM	2	3	5	1	3	4	2	3	5	5	9	14	5
4:30 PM - 5:30 PM	1	3	4	0	2	2	2	2	4	3	7	10	3
4:45 PM - 5:45 PM	1	4	5	0	0	0	2	2	4	3	6	9	3
5:00 PM - 6:00 PM	1	2	3	0	0	0	1	2	3	2	4	6	2
5:15 PM - 6:15 PM	2	2	4	0	0	0	0	1	1	2	3	5	2
5:30 PM - 6:30 PM	2	2	4	1	0	1	0	0	0	3	2	5	2
5:45 PM - 6:45 PM	1	1	2	2	0	2	0	0	0	3	1	4	1
6:00 PM - 7:00 PM	1	0	1	2	0	2	0	0	0	3	0	3	1
6:15 PM - 7:15 PM	0	0	0	3	1	4	0	0	0	3	1	4	1
6:30 PM - 7:30 PM	0	1	1	2	2	4	0	0	0	2	3	5	2
6:45 PM - 7:45 PM	0	1	1	1	2	3	0	0	0	1	3	4	1
7:00 PM - 8:00 PM	1	1	2	1	2	3	0	0	0	2	3	5	2

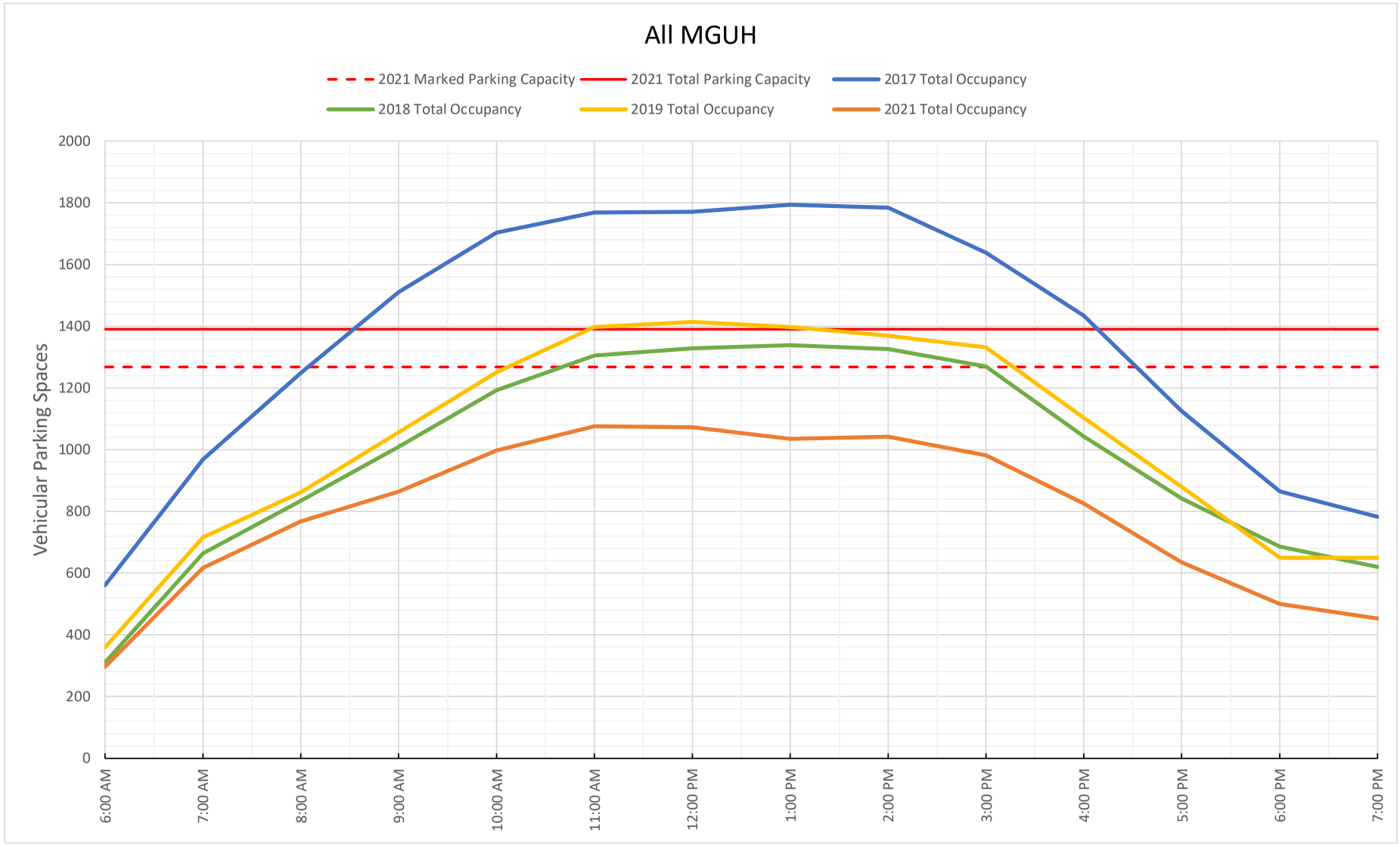
2021 Georgetown University Fall Transportation Monitoring Study
Canal Road Entrance
9/28-9/30

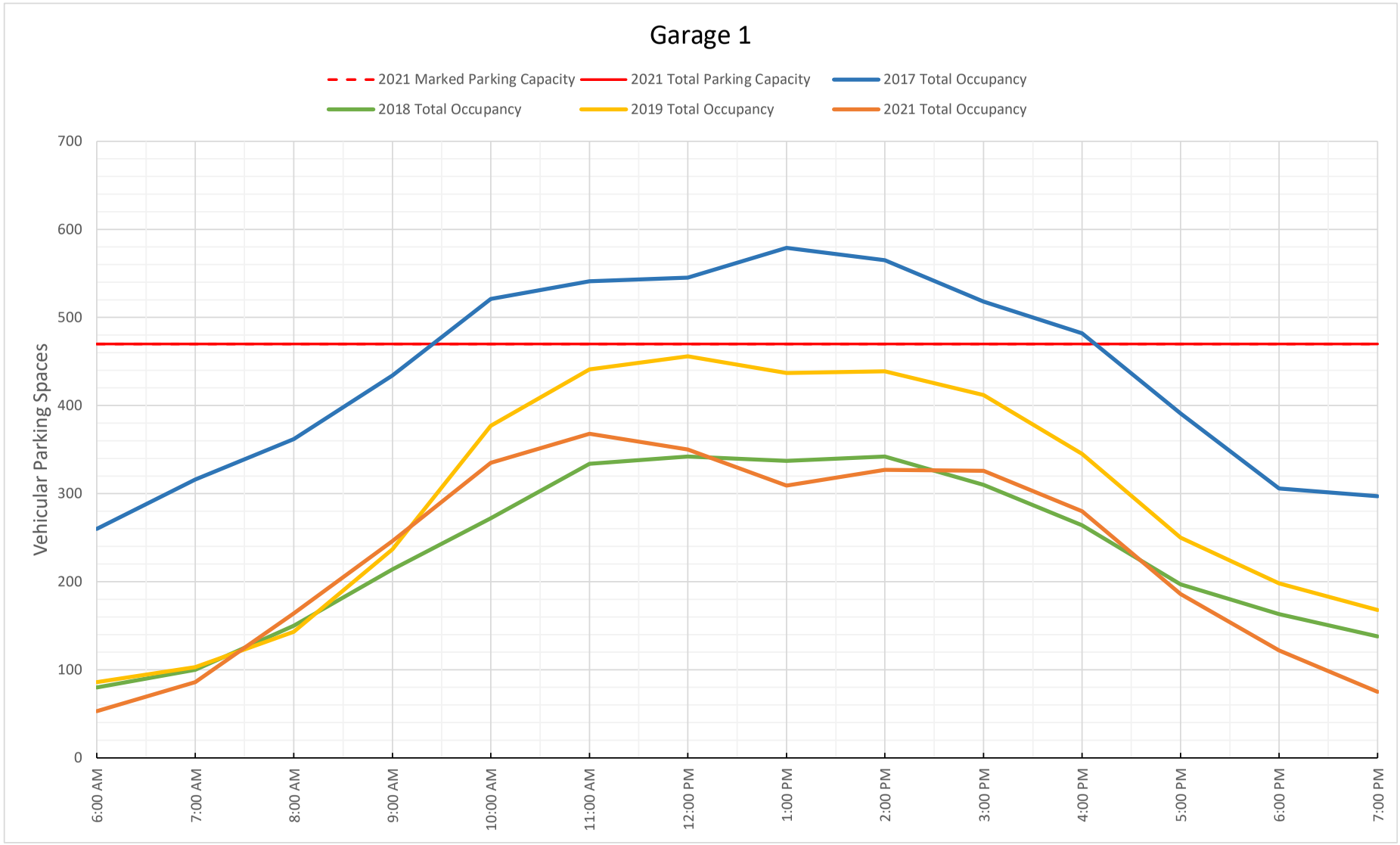
Time Period	Canal Road Entrance Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Canal Road Entrance Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Both Entrances Week Totals In	Out	Total	Avg/Day
15 Minute Volumes																						
6:00 AM - 6:15 AM	66	13	79	56	15	71	49	9	58			0			0			0	171	37	208	69
6:15 AM - 6:30 AM	70	5	75	66	5	71	68	8	76			0			0			0	204	18	222	74
6:30 AM - 6:45 AM	79	6	85	81	9	90	75	8	83			0			0			0	235	23	258	86
6:45 AM - 7:00 AM	126	15	141	103	11	114	114	14	128			0			0			0	343	40	383	128
7:00 AM - 7:15 AM	85	14	99	78	18	96	68	11	79			0			0			0	231	43	274	91
7:15 AM - 7:30 AM	89	18	107	87	13	100	88	13	101			0			0			0	264	44	308	103
7:30 AM - 7:45 AM	86	12	98	92	17	109	77	14	91			0			0			0	255	43	298	99
7:45 AM - 8:00 AM	110	17	127	92	15	107	91	17	108			0			0			0	293	49	342	114
8:00 AM - 8:15 AM	93	21	114	99	20	119	89	18	107			0			0			0	281	59	340	113
8:15 AM - 8:30 AM	99	15	114	102	12	114	83	11	94			0			0			0	284	38	322	107
8:30 AM - 8:45 AM	96	8	104	67	12	79	71	11	82			0			0			0	234	31	265	88
8:45 AM - 9:00 AM	103	14	117	111	12	123	115	9	124			0			0			0	329	35	364	121
9:00 AM - 9:15 AM	71	23	94	75	17	92	86	19	105			0			0			0	232	59	291	97
9:15 AM - 9:30 AM	83	7	90	82	20	102	70	11	81			0			0			0	235	38	273	91
9:30 AM - 9:45 AM	60	14	74	66	12	78	66	15	81			0			0			0	192	41	233	78
9:45 AM - 10:00 AM	56	13	69	56	17	73	47	14	61			0			0			0	159	44	203	68
4:00 PM - 4:15 PM	21	71	92	23	77	100	23	77	100			0			0			0	67	225	292	97
4:15 PM - 4:30 PM	31	77	108	22	79	101	28	81	109			0			0			0	81	237	318	106
4:30 PM - 4:45 PM	56	83	139	44	86	130	49	71	120			0			0			0	149	240	389	130
4:45 PM - 5:00 PM	38	63	101	42	77	119	42	72	114			0			0			0	122	212	334	111
5:00 PM - 5:15 PM	38	92	130	26	79	105	28	96	124			0			0			0	92	267	359	120
5:15 PM - 5:30 PM	24	93	117	25	81	106	29	91	120			0			0			0	78	265	343	114
5:30 PM - 5:45 PM	27	66	93	35	73	108	27	71	98			0			0			0	89	210	299	100
5:45 PM - 6:00 PM	58	59	117	43	69	112	28	69	97			0			0			0	129	197	326	109
6:00 PM - 6:15 PM	75	54	129	60	66	126	63	66	129			0			0			0	198	186	384	128
6:15 PM - 6:30 PM	51	74	125	47	66	113	65	71	136			0			0			0	163	211	374	125
6:30 PM - 6:45 PM	39	68	107	36	63	99	45	56	101			0			0			0	120	187	307	102
6:45 PM - 7:00 PM	38	46	84	44	49	93	24	44	68			0			0			0	106	139	245	82
7:00 PM - 7:15 PM	23	45	68	24	46	70	21	41	62			0			0			0	68	132	200	67
7:15 PM - 7:30 PM	17	55	72	14	36	50	15	32	47			0			0			0	46	123	169	56
7:30 PM - 7:45 PM	17	63	80	18	63	81	20	55	75			0			0			0	55	181	236	79
7:45 PM - 8:00 PM	14	46	60	20	54	74	18	50	68			0			0			0	52	150	202	67
Total	1939	1270	3209	1836	1289	3125	1782	1245	3027	0	0	0	0	0	0	0	0	0	5557	3804	9361	3120
One Hour Volumes																						
6:00 AM - 7:00 AM	341	39	380	306	40	346	306	39	345	0	0	0	0	0	0	0	0	0	953	118	1071	357
6:15 AM - 7:15 AM	360	40	400	328	43	371	325	41	366	0	0	0	0	0	0	0	0	0	1013	124	1137	379
6:30 AM - 7:30 AM	379	53	432	349	51	400	345	46	391	0	0	0	0	0	0	0	0	0	1073	150	1223	408
6:45 AM - 7:45 AM	386	59	445	360	59	419	347	52	399	0	0	0	0	0	0	0	0	0	1093	170	1263	421
7:00 AM - 8:00 AM	370	61	431	349	63	412	324	55	379	0	0	0	0	0	0	0	0	0	1043	179	1222	407
7:15 AM - 8:15 AM	378	68	446	370	65	435	345	62	407	0	0	0	0	0	0	0	0	0	1093	195	1288	429
7:30 AM - 8:30 AM	388	65	453	385	64	449	340	60	400	0	0	0	0	0	0	0	0	0	1113	189	1302	434
7:45 AM - 8:45 AM	398	61	459	360	59	419	334	57	391	0	0	0	0	0	0	0	0	0	1092	177	1269	423
8:00 AM - 9:00 AM	391	58	449	379	56	435	358	49	407	0	0	0	0	0	0	0	0	0	1128	163	1291	430
8:15 AM - 9:15 AM	369	60	429	355	53	408	355	50	405	0	0	0	0	0	0	0	0	0	1079	163	1242	414
8:30 AM - 9:30 AM	353	52	405	335	61	396	342	50	392	0	0	0	0	0	0	0	0	0	1030	163	1193	398
8:45 AM - 9:45 AM	317	58	375	334	61	395	337	54	391	0	0	0	0	0	0	0	0	0	988	173	1161	387
9:00 AM - 10:00 AM	270	57	327	279	66	345	269	59	328	0	0	0	0	0	0	0	0	0	818	182	1000	333
4:00 PM - 5:00 PM	146	294	440	131	319	450	142	301	443	0	0	0	0	0	0	0	0	0	419	914	1333	444
4:15 PM - 5:15 PM	163	315	478	134	321	455	147	320	467	0	0	0	0	0	0	0	0	0	444	956	1400	467
4:30 PM - 5:30 PM	156	331	487	137	323	460	148	330	478	0	0	0	0	0	0	0	0	0	441	984	1425	475
4:45 PM - 5:45 PM	127	314	441	128	310	438	126	330	456	0	0	0	0	0	0	0	0	0	381	954	1335	445
5:00 PM - 6:00 PM	147	310	457	129	302	431	112	327	439	0	0	0	0	0	0	0	0	0	388	939	1327	442
5:15 PM - 6:15 PM	184	272	456	163	289	452	147	297	444	0	0	0	0	0	0	0	0	0	494	858	1352	451
5:30 PM - 6:30 PM	211	253	464	185	274	459	183	277	460	0	0	0	0	0	0	0	0	0	579	804	1383	461
5:45 PM - 6:45 PM	223	255	478	186	264	450	201	262	463	0	0	0	0	0	0	0	0	0	610	781	1391	464
6:00 PM - 7:00 PM	203	242	445	187	244	431	197	237	434	0	0	0	0	0	0	0	0	0	587	723	1310	437
6:15 PM - 7:15 PM	151	233	384	151	224	375	155	212	367	0	0	0	0	0	0	0	0	0	457	669	1126	375
6:30 PM - 7:30 PM	117	214	331	118	194	312	105	173	278	0	0	0	0	0	0	0	0	0	340	581	921	307
6:45 PM - 7:45 PM	95	209	304	100	194	294	80	172	252	0	0	0	0	0	0	0	0	0	275	575	850	283
7:00 PM - 8:00 PM	71	209	280	76	199	275	74	178	252	0	0	0	0	0	0	0	0	0	221	586	807	269

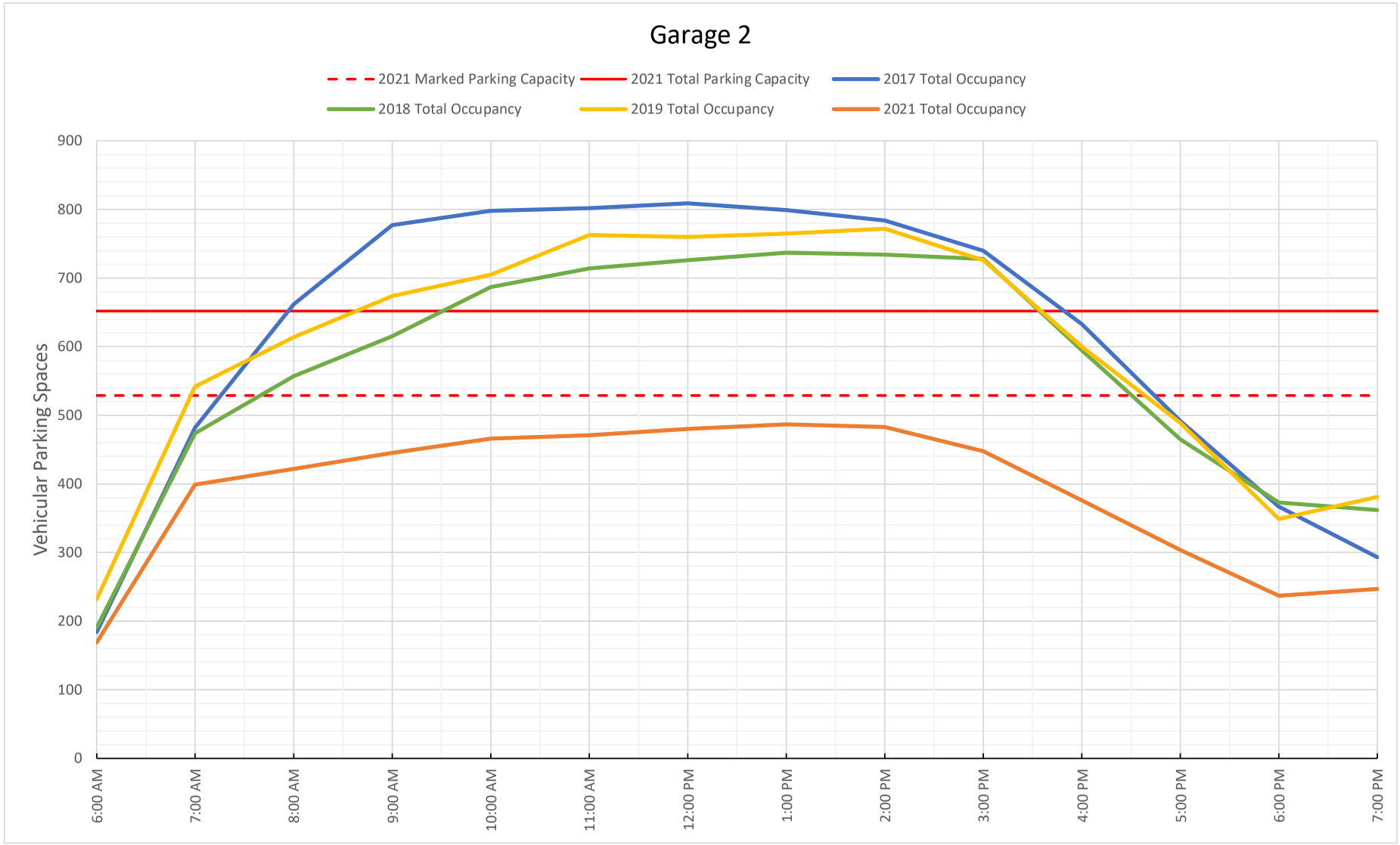
ATTACHMENT D
Parking Occupancy Data

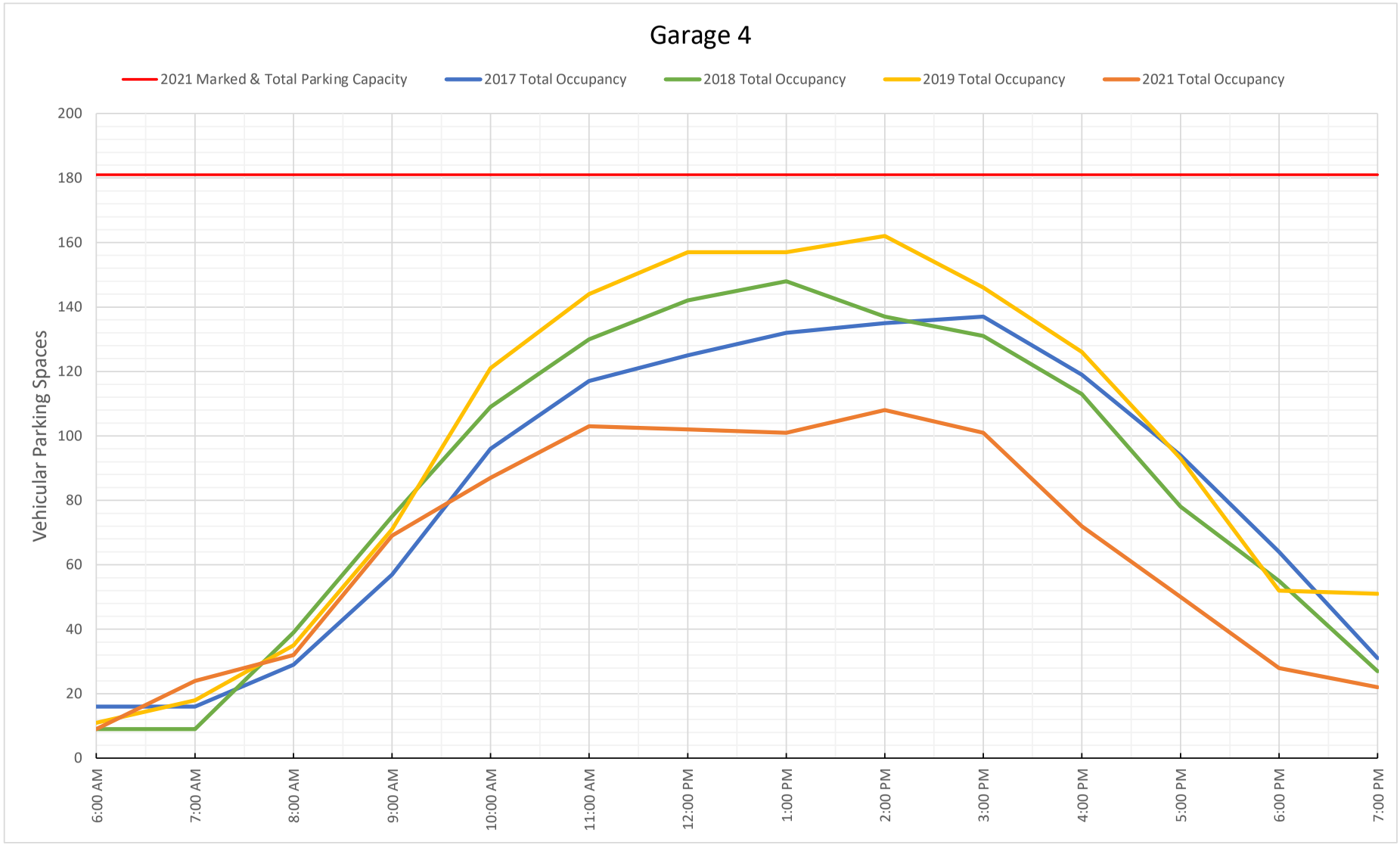

Total Campus
2021 Marked Parking Capacity
2021 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
4000
3500
3000
2500
2000
1500
1000
500
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

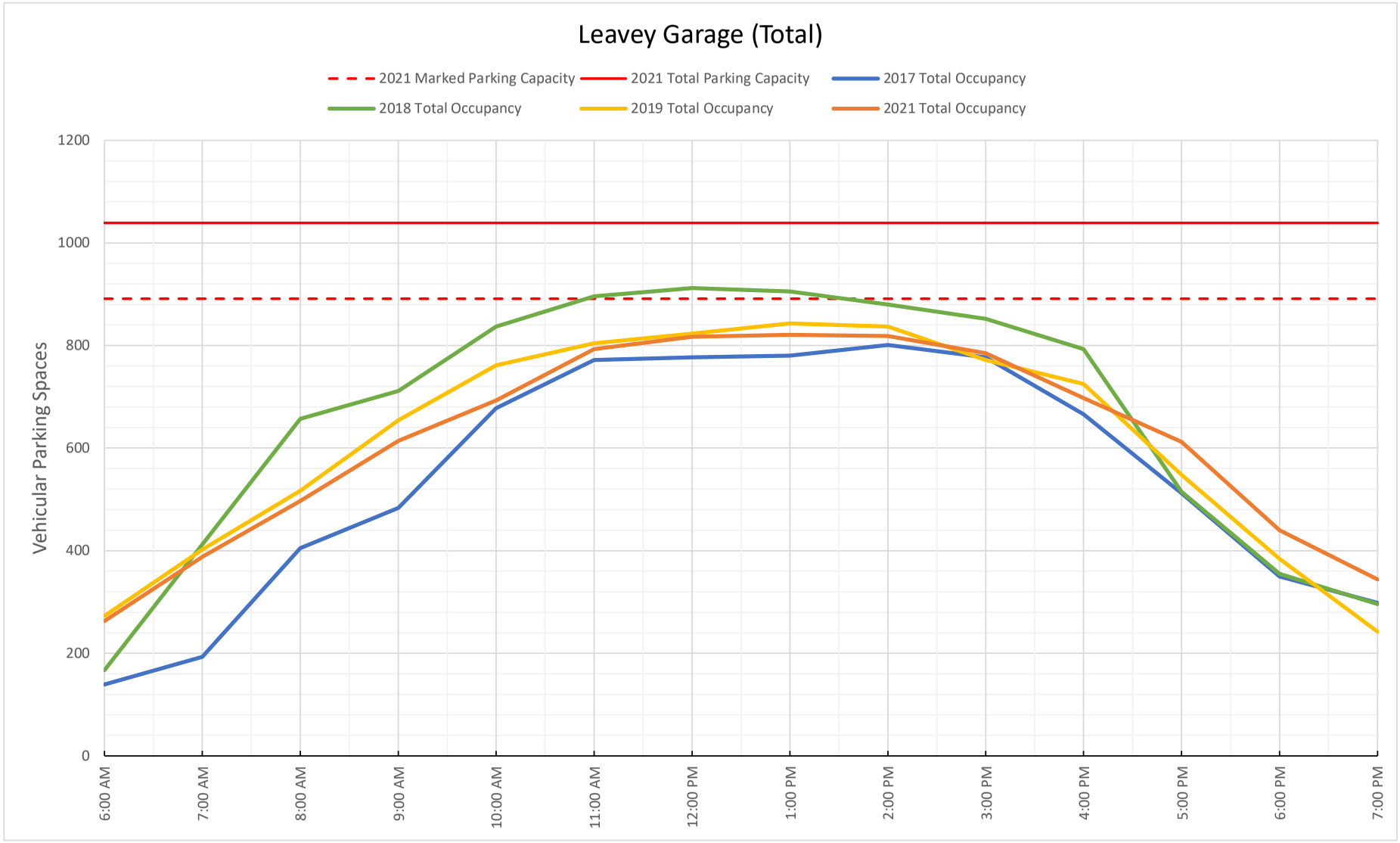

All GU
2021 Marked Parking Capacity
2021 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
800
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

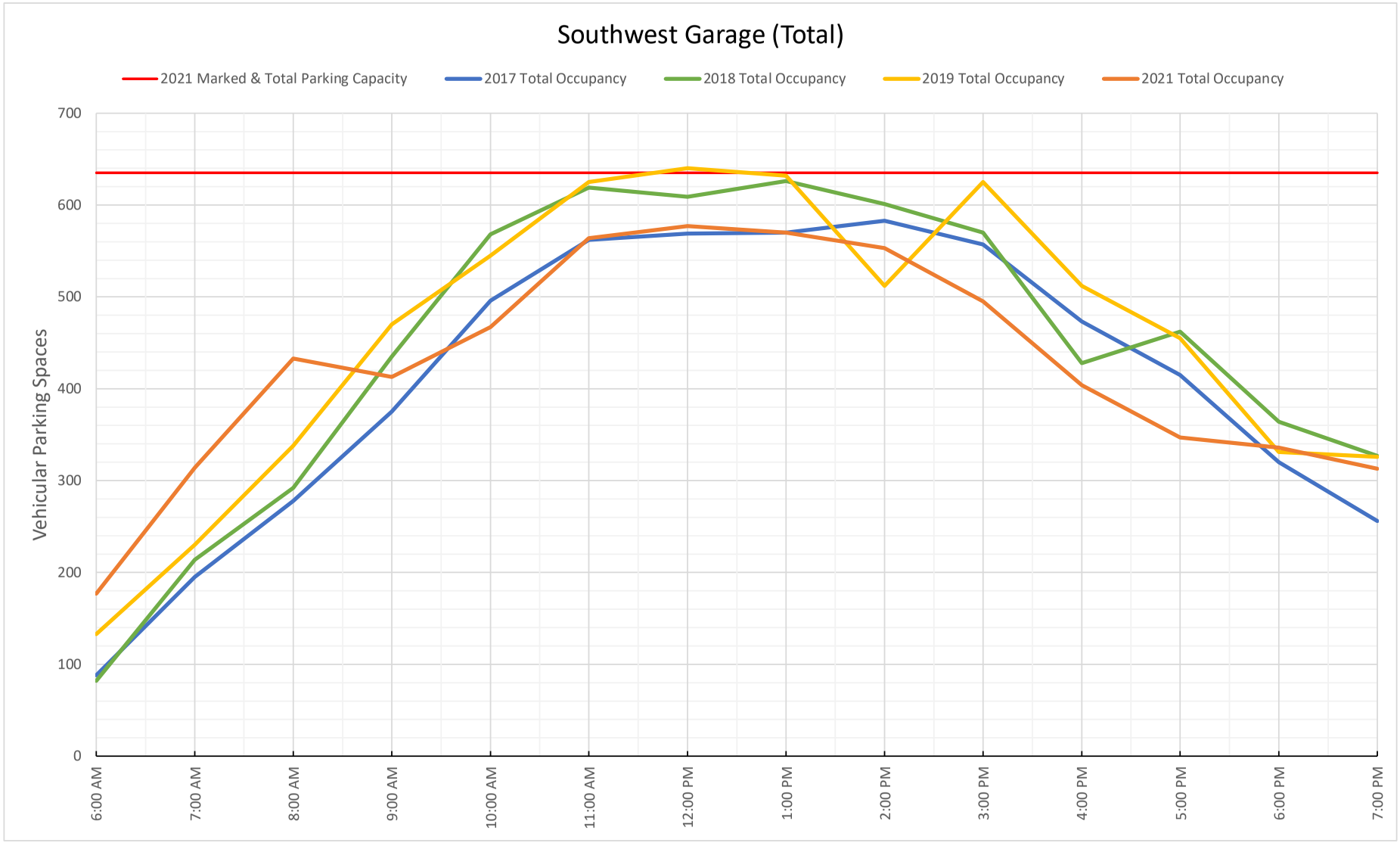

All MGUH
2021 Marked Parking Capacity
2021 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
2000
1800
1600
1400
1200
1000
800
600
400
200
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

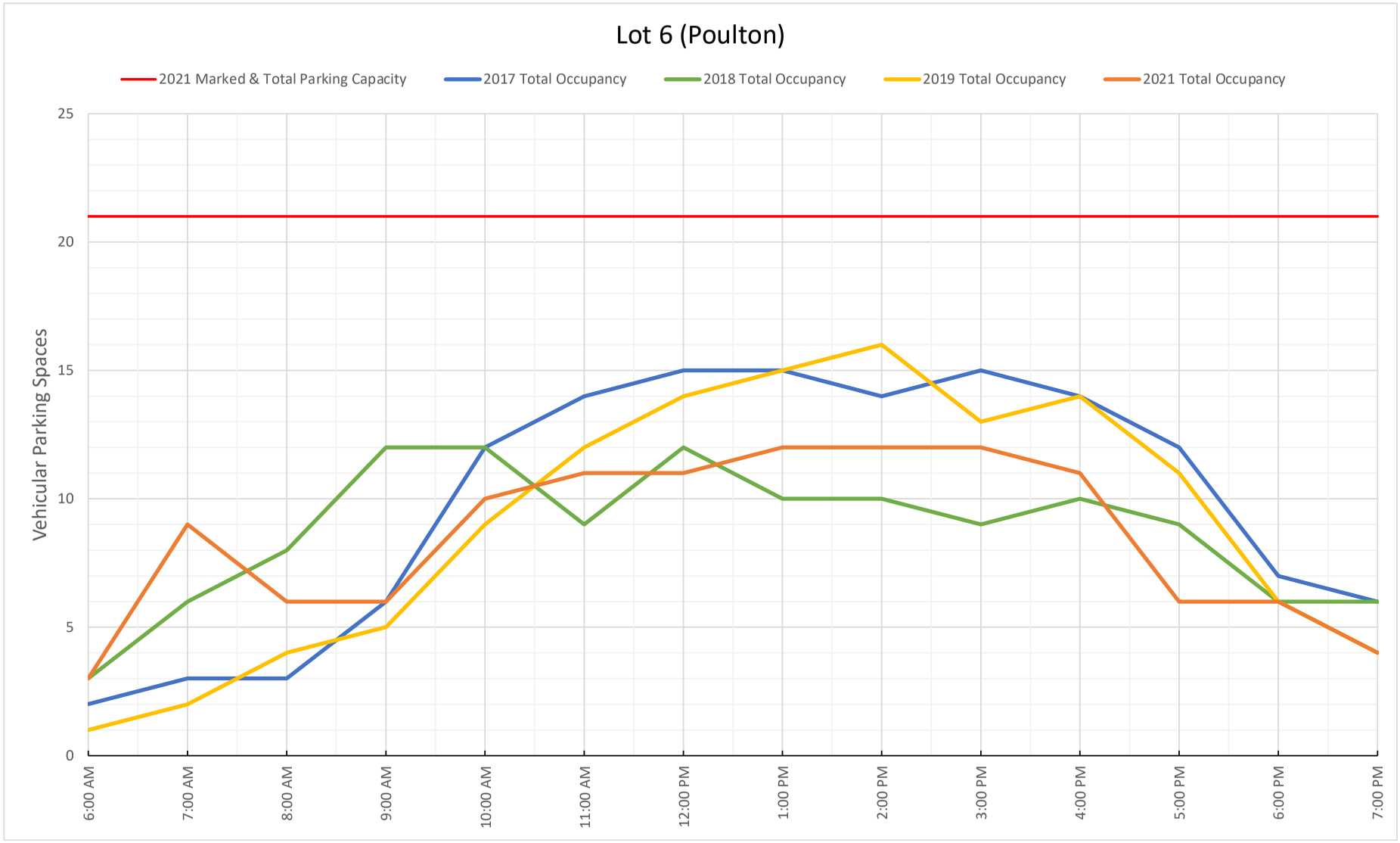

Garage 1
2021 Marked Parking Capacity
2021 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

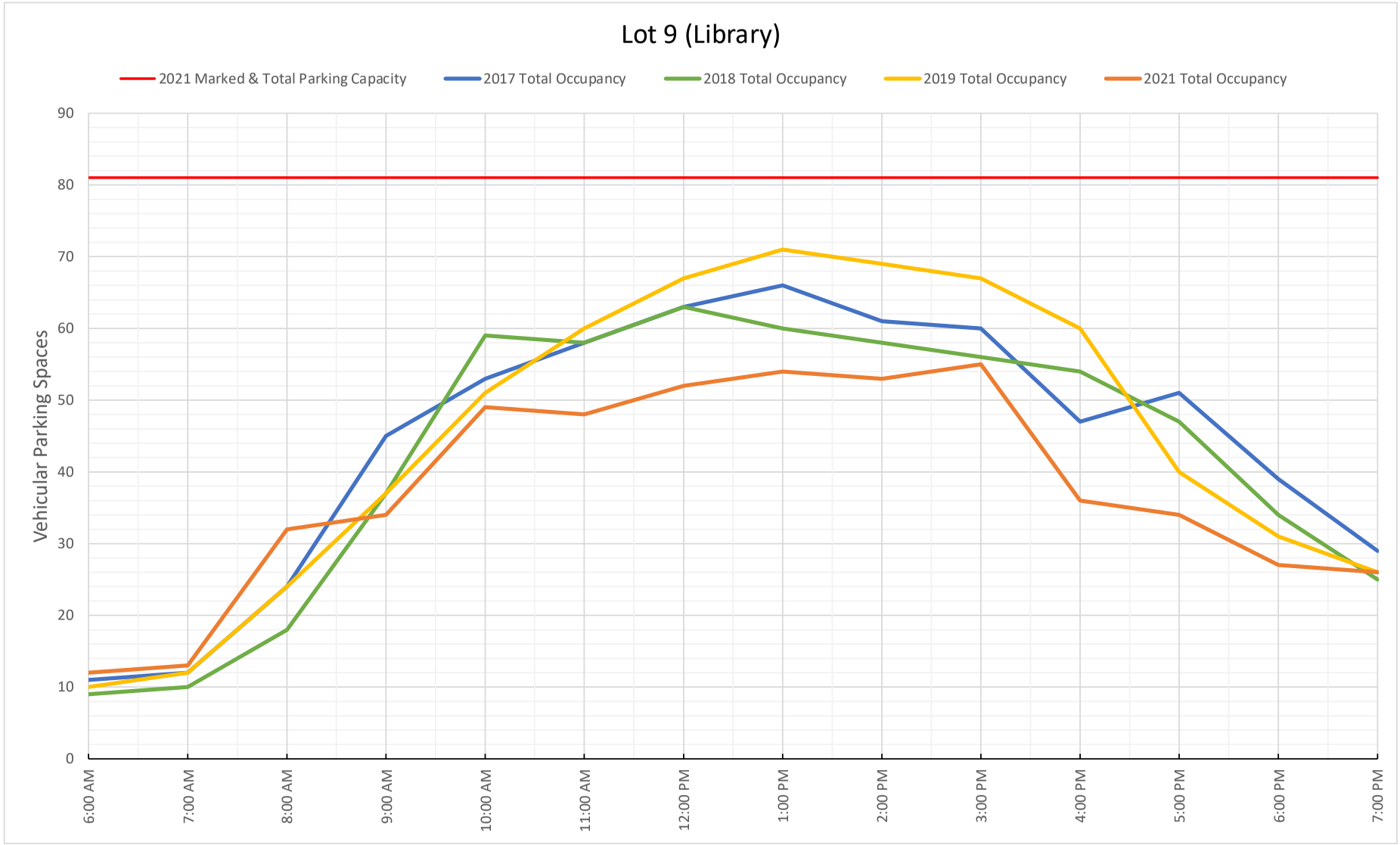

Garage 2
2021 Marked Parking Capacity
2021 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
900
800
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

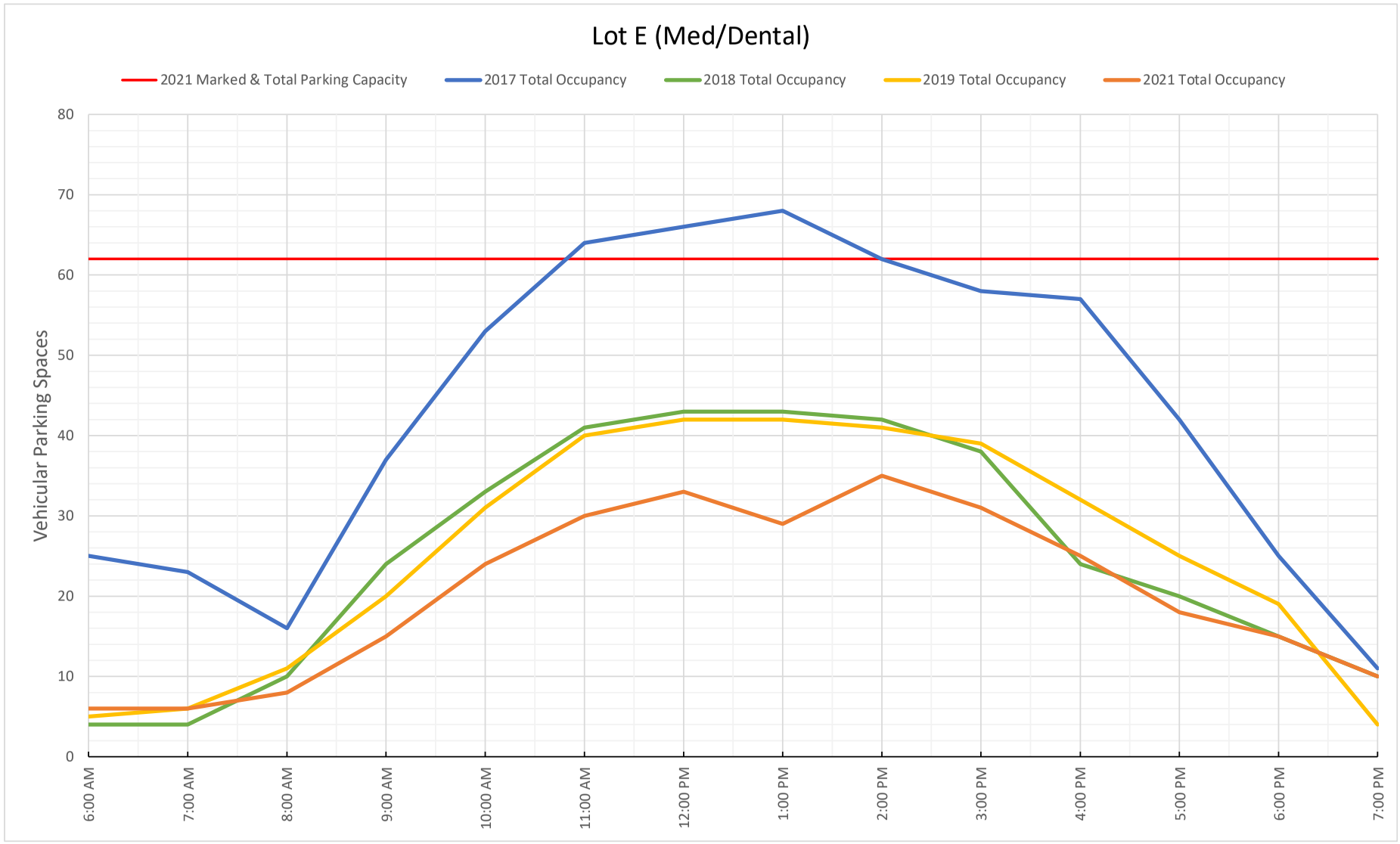

Garage 4
2021 Marked & Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
200
180
160
140
120
100
80
60
40
20
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

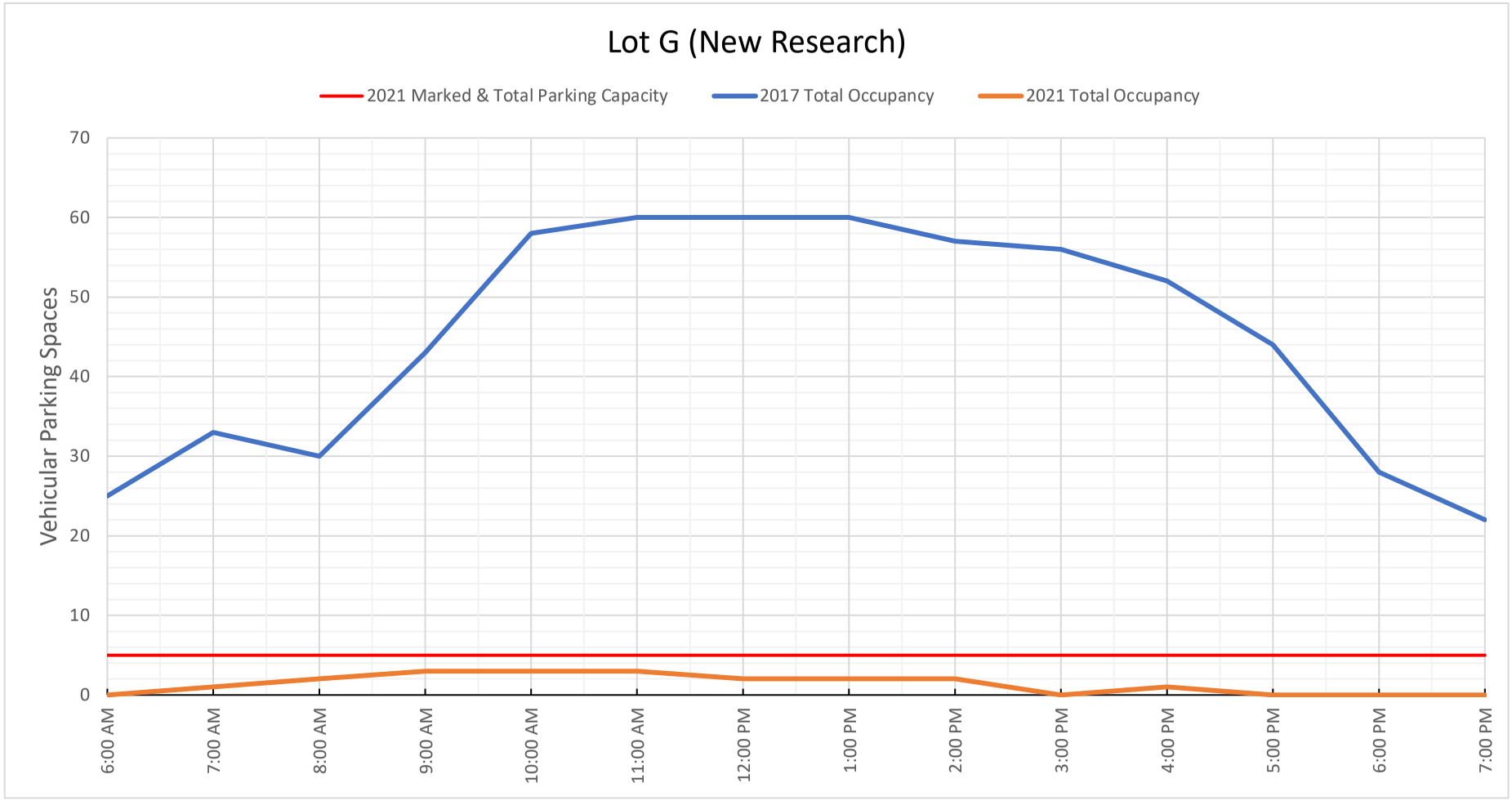

Leavey Garage (Total)
2021 Marked Parking Capacity
2021 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
1200
1000
800
600
400
200
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

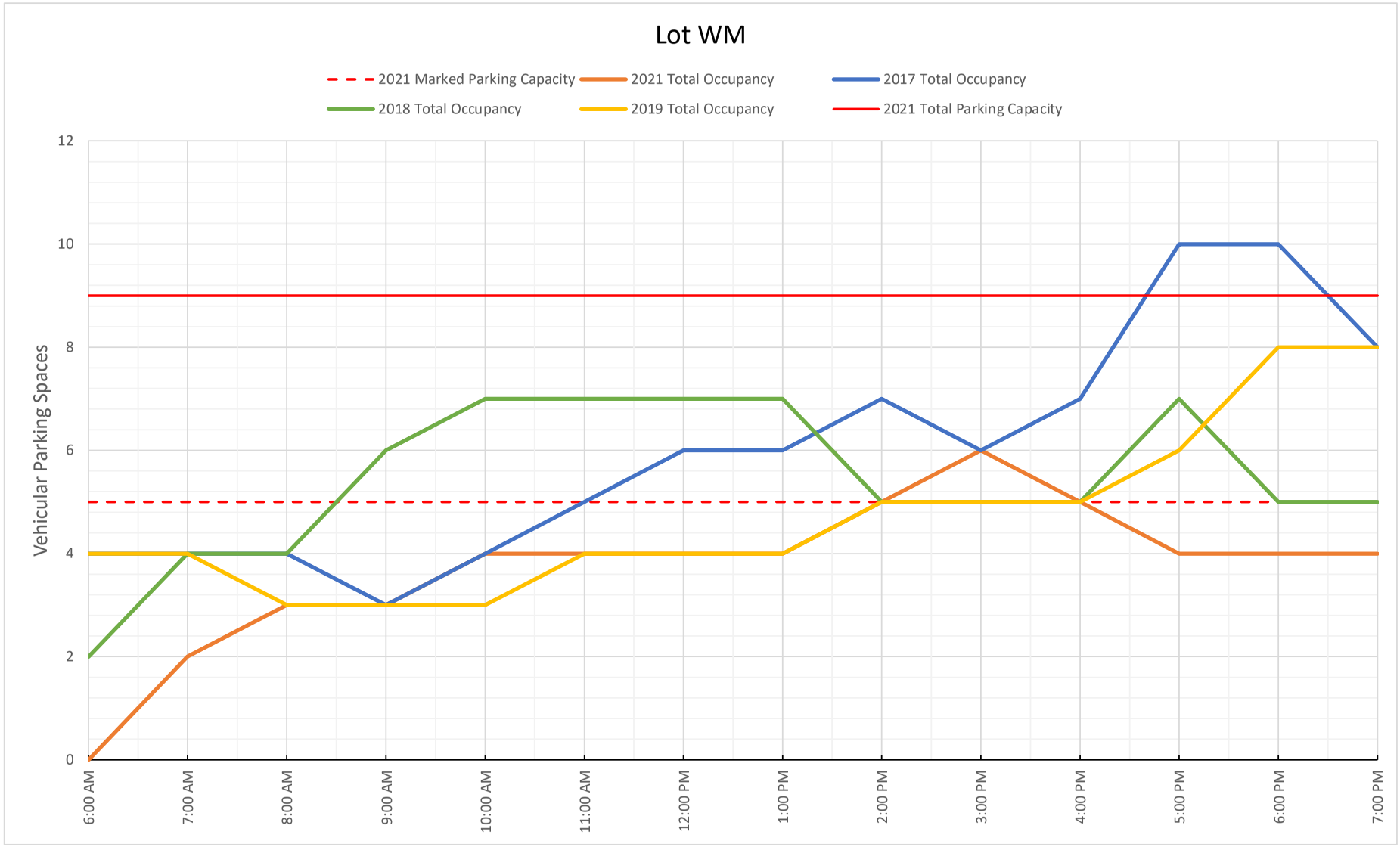

Southwest Garage (Total)
2021 Marked & Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

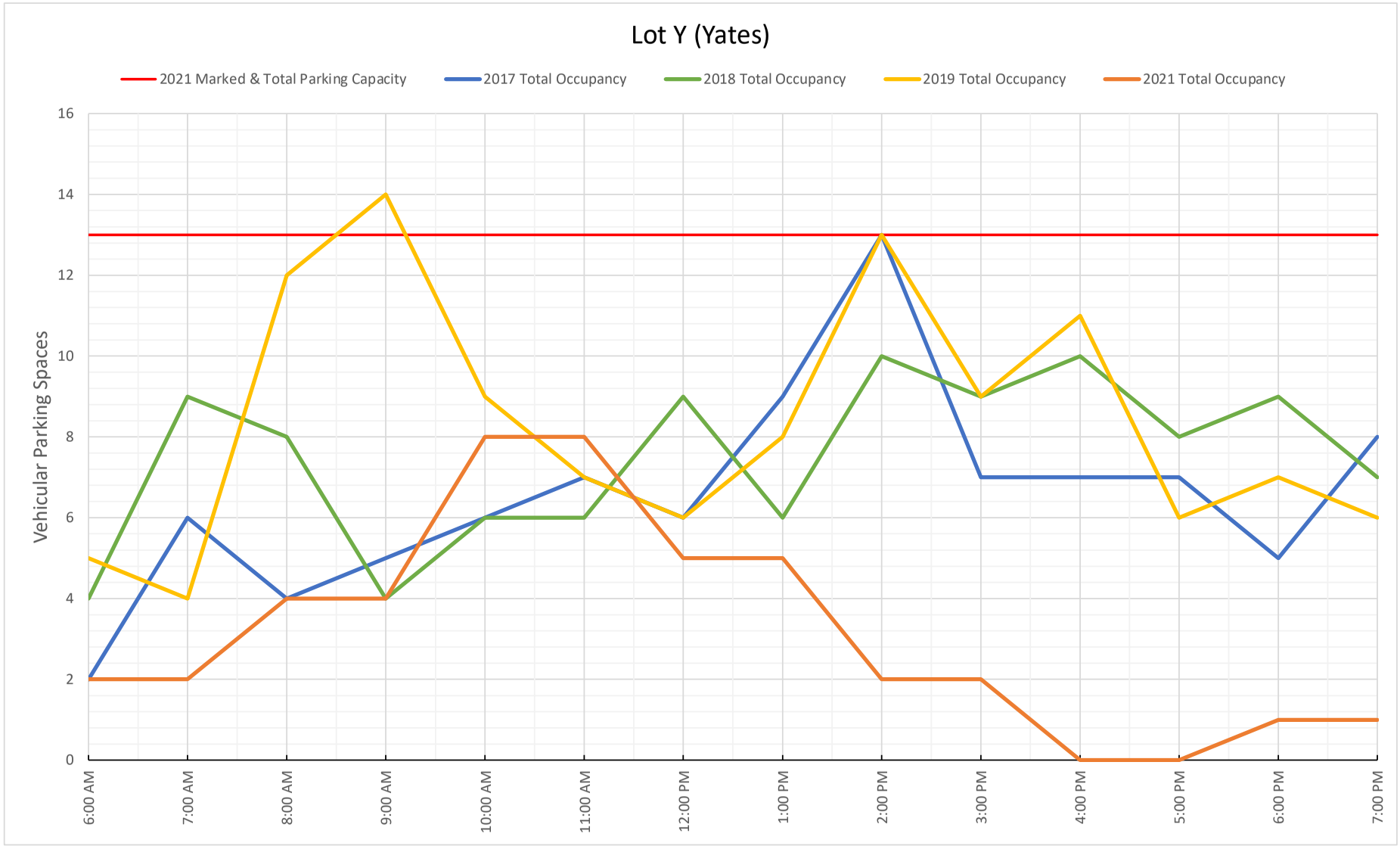

Lot 6 (Poulton)
2021 Marked & Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
25
20
15
10
5
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM


Lot 9 (Library)
2021 Marked & Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
0
10
20
30
40
50
60
70
80
90
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

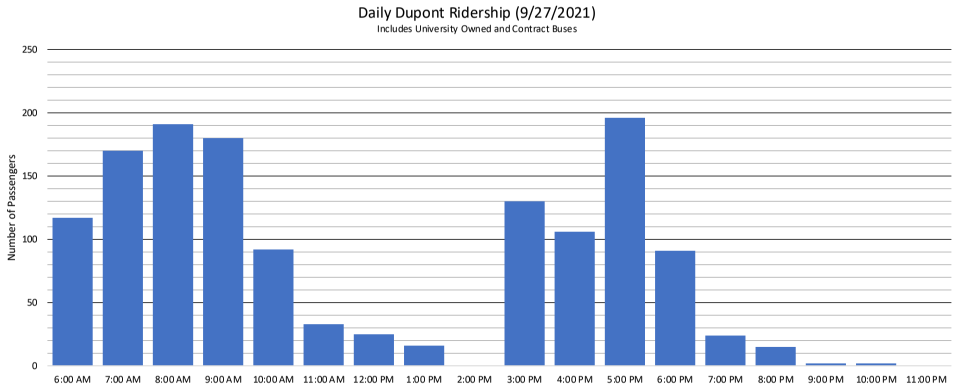

Lot E (Med/Dental)
2021 Marked & Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
0
10
20
30
40
50
60
70
80
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM


Lot G (New Research)
2021 Marked & Total Parking Capacity
2017 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
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


Lot WM
2021 Marked Parking Capacity
2021 Total Occupancy
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Parking Capacity
Vehicular Parking Spaces
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
6:00 PM
7:00 PM


Lot Y (Yates)
2021 Marked & Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
Vehicular Parking Spaces
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
6:00 PM
7:00 PM

ATTACHMENT E
GUTS Ridership Data


Daily Dupont Ridership (9/27/2021)
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
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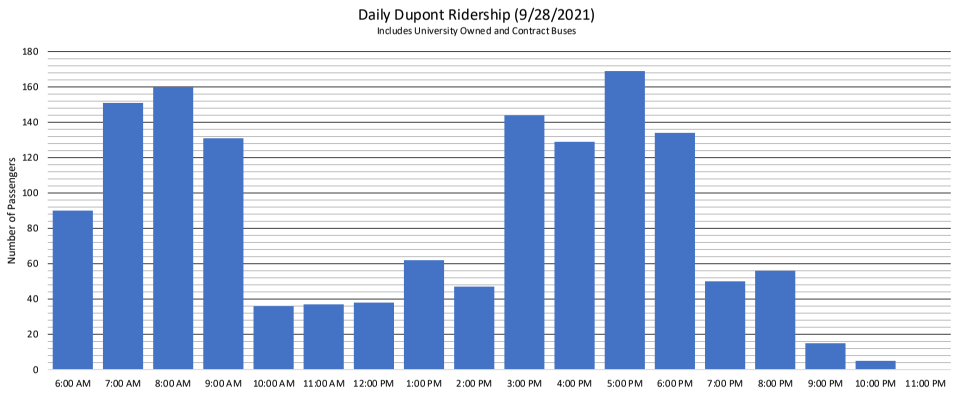
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Dupont Ridership (9/28/2021)
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
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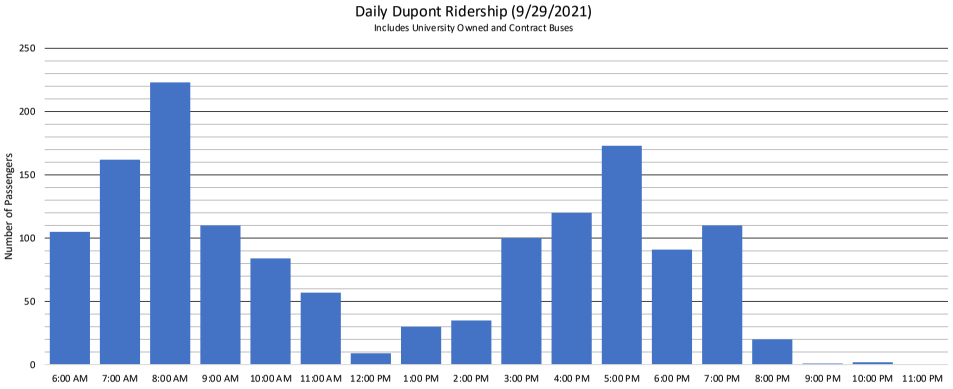
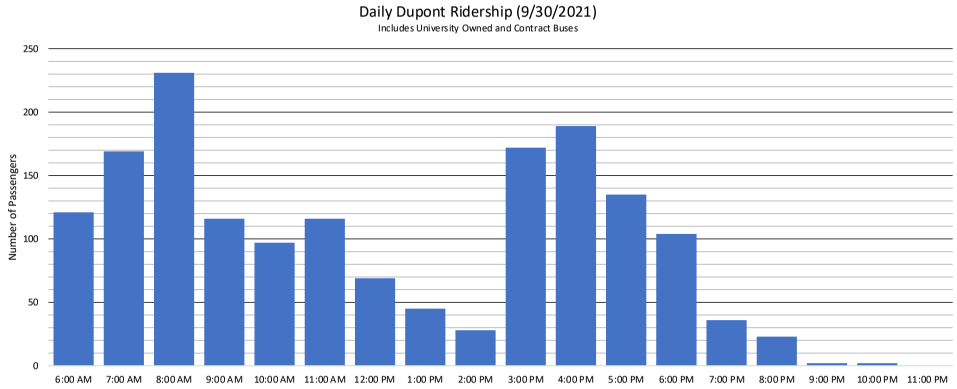
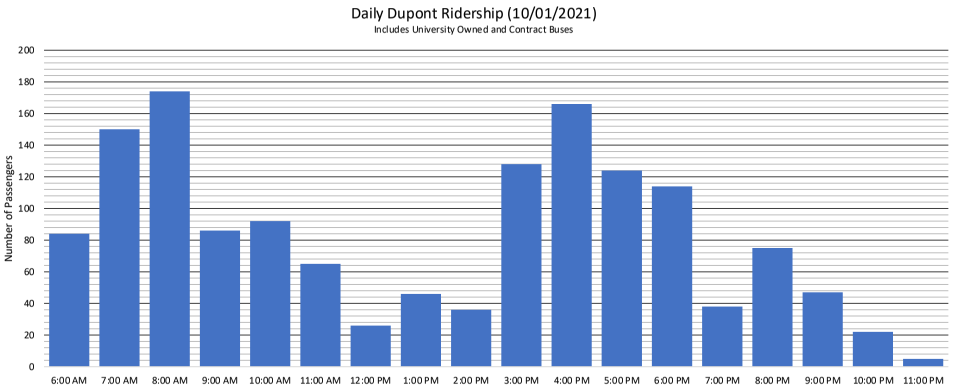
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Dupont Ridership (9/29/2021)
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 (9/30/2021)
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 (10/01/2021)
Includes University Owned and Contract Buses
Number of Passengers
200
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
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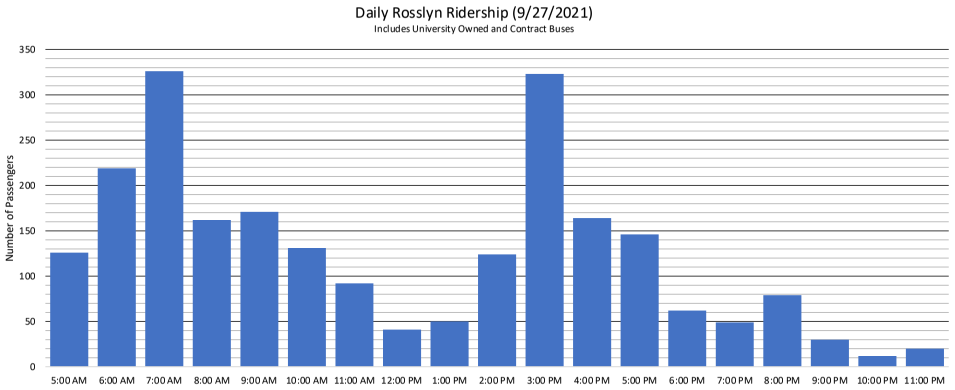
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Daily Rosslyn Ridership (9/27/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
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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8:00 PM
9:00 PM
10:00 PM
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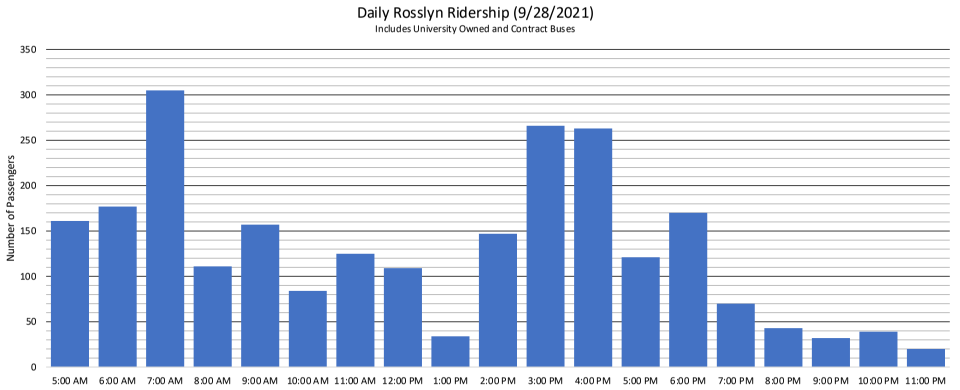
Daily Rosslyn Ridership (9/28/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
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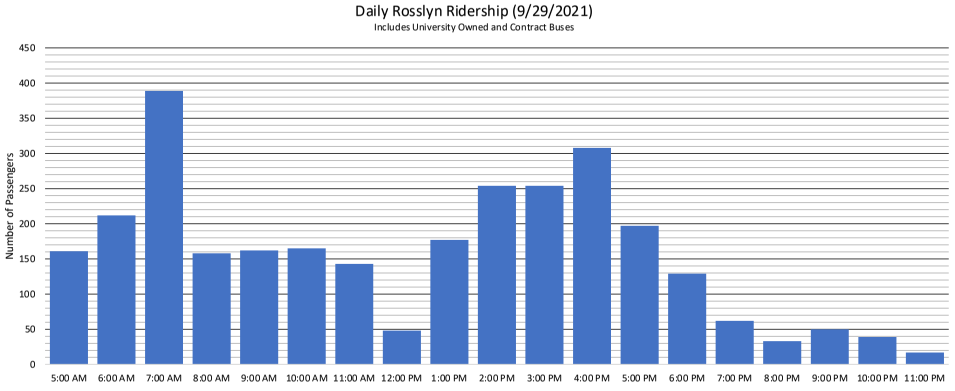
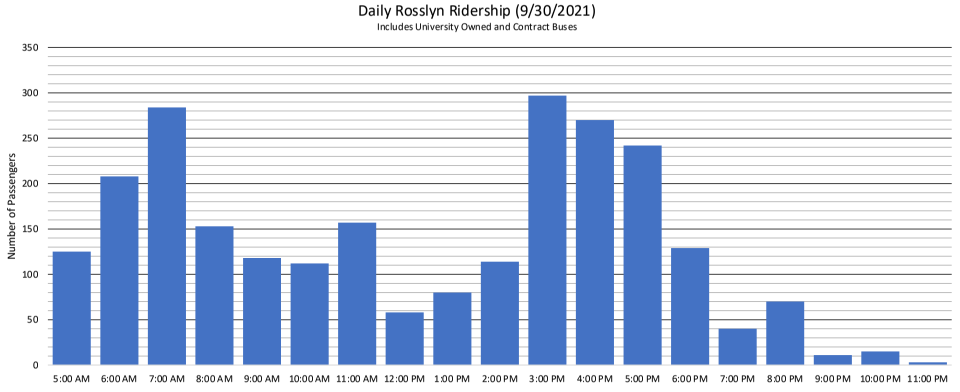
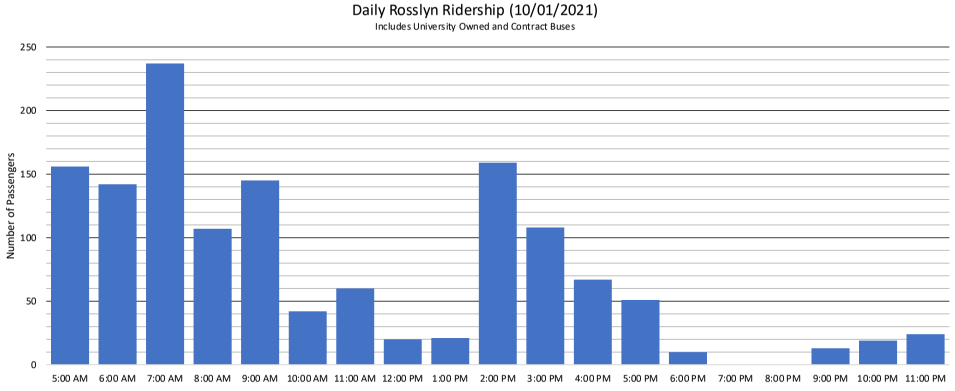
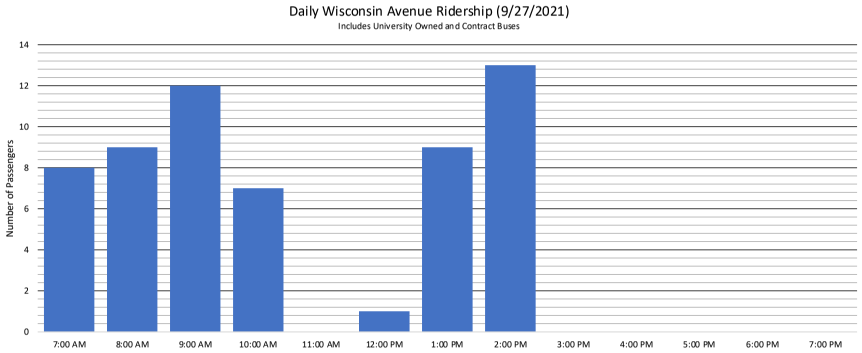
10:00 PM
11:00 PM


Daily Rosslyn Ridership (9/29/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
400
450
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 (9/30/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
300
350
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 (10/01/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
50
100
150
200
250
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 (9/27/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
2
4
6
8
10
12
14
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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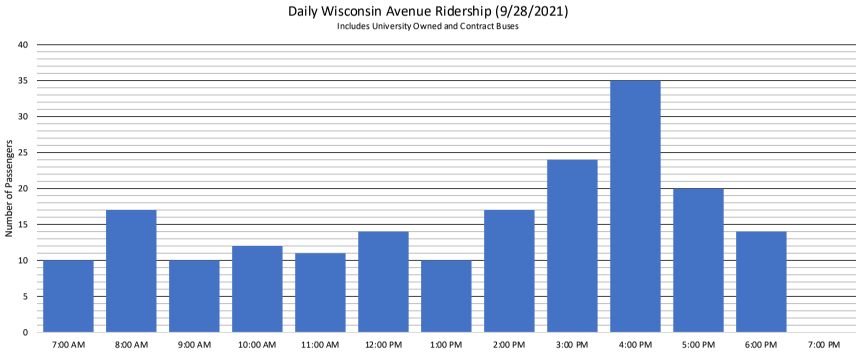
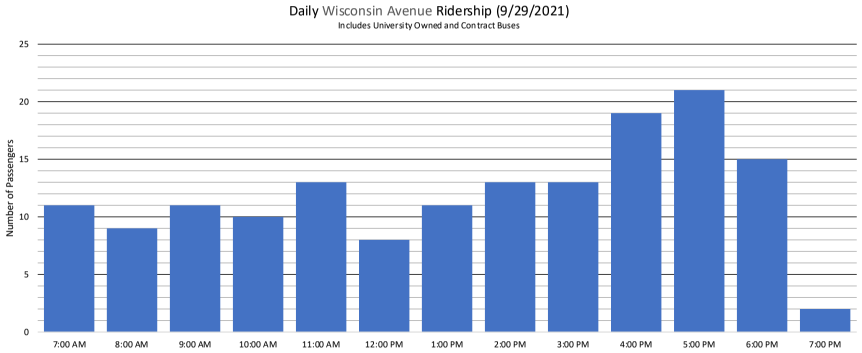
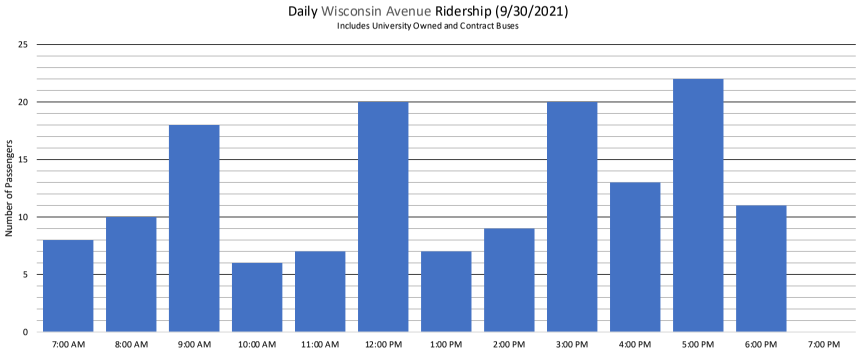
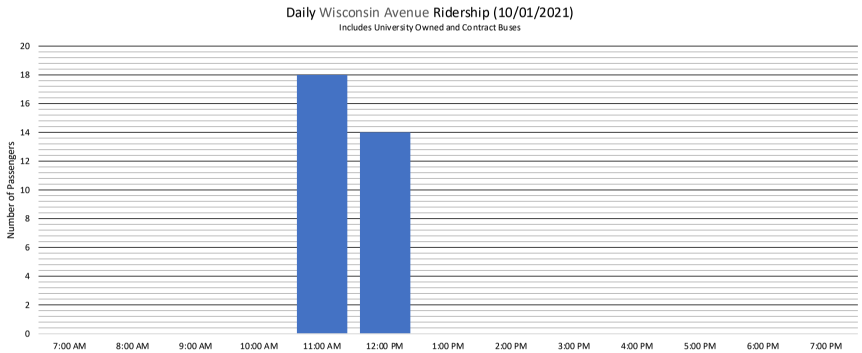
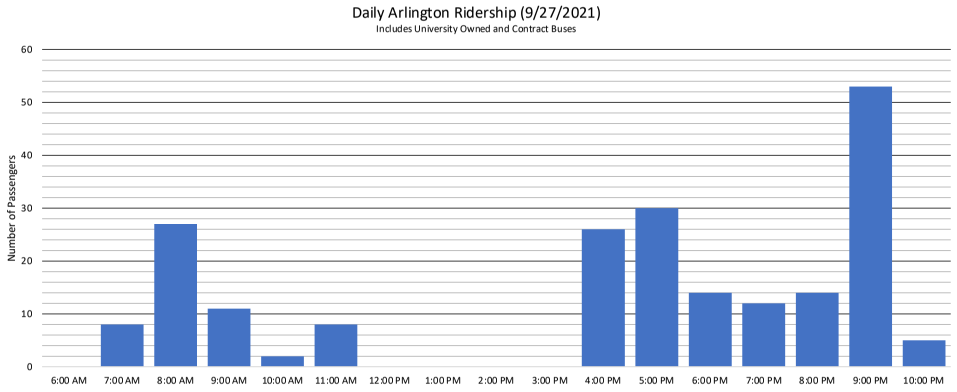
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM


Daily Wisconsin Avenue Ridership (9/28/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
30
35
40
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 (9/29/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
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 (9/30/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
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 (10/01/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
2
4
6
8
10
12
14
16
18
20
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 Arlington Ridership (9/27/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
10
20
30
40
50
60
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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3:00 PM
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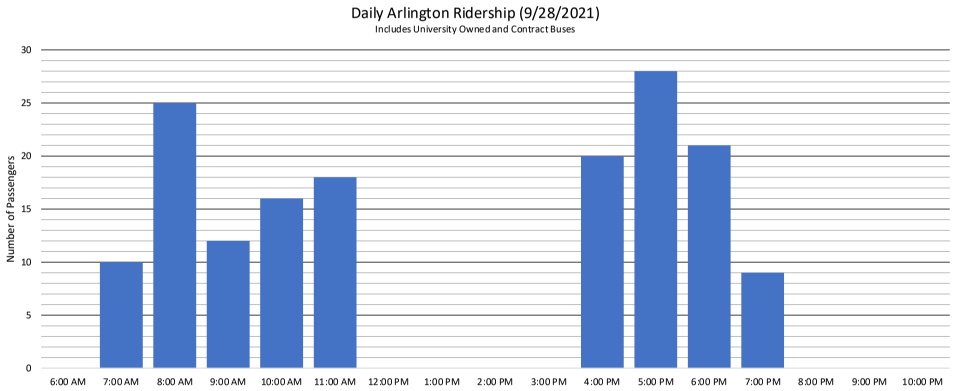
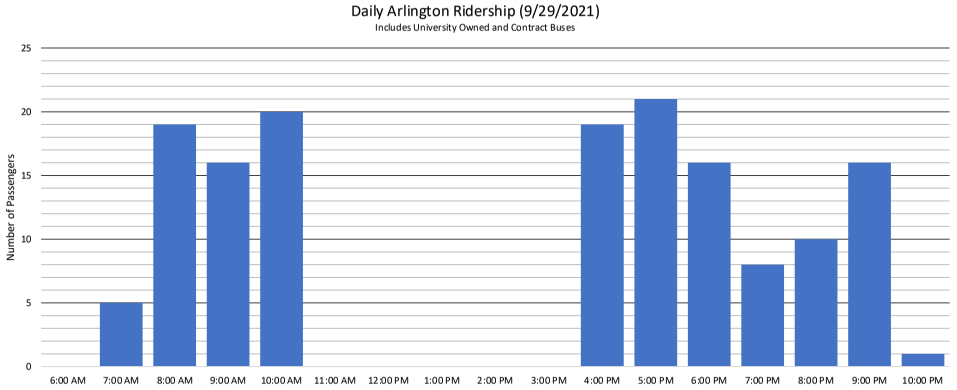
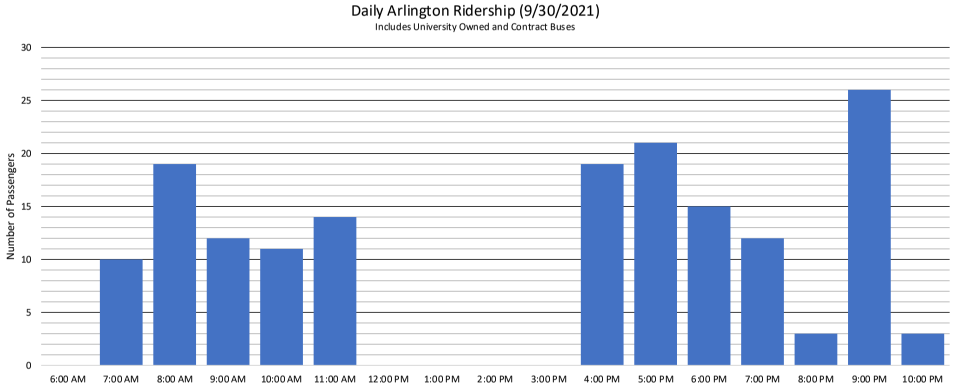
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM


Daily Arlington Ridership (9/28/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
30
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 (9/29/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
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 (9/30/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
30
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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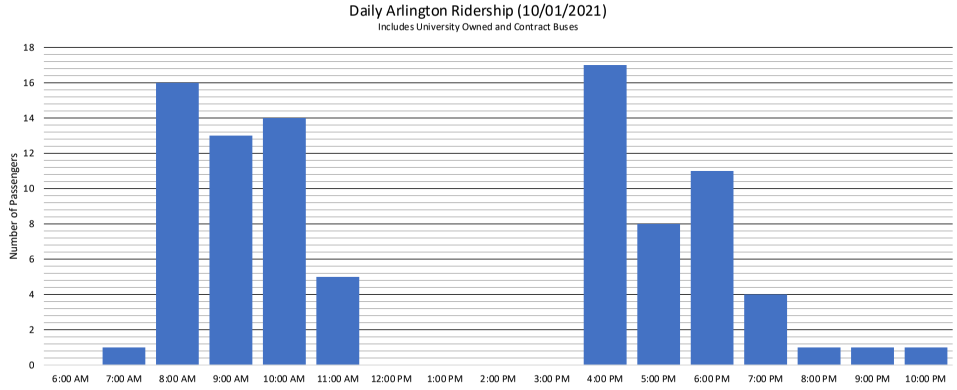
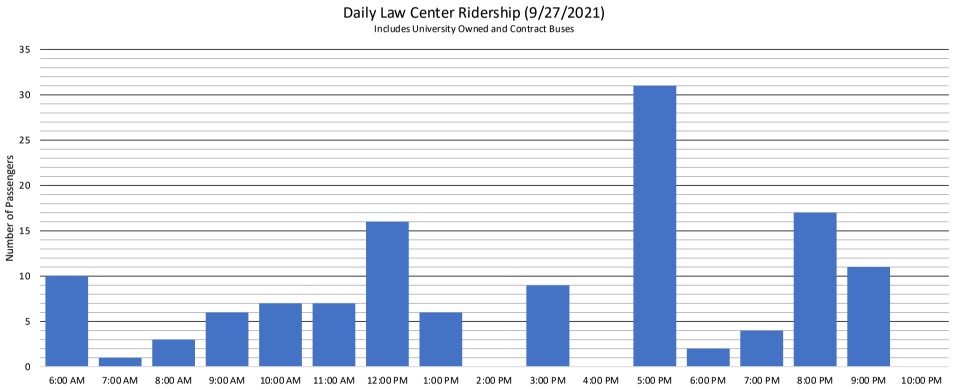
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM


Daily Arlington Ridership (10/01/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
2
4
6
8
10
12
14
16
18
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 Law Center Ridership (9/27/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
30
35
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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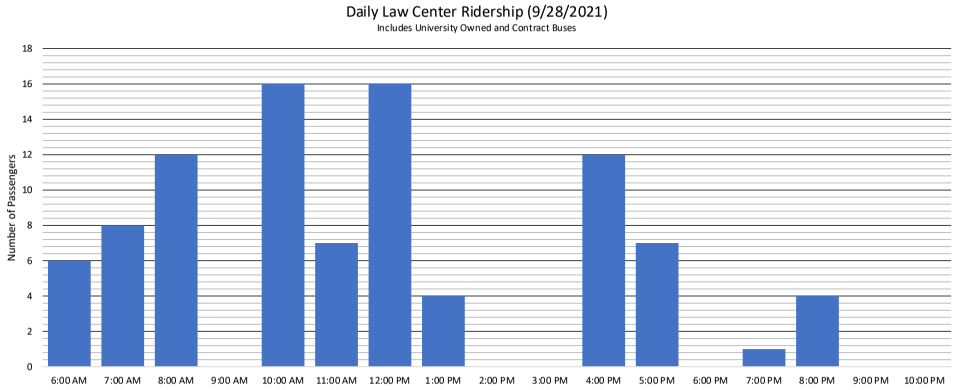
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM


Daily Law Center Ridership (9/28/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
2
4
6
8
10
12
14
16
18
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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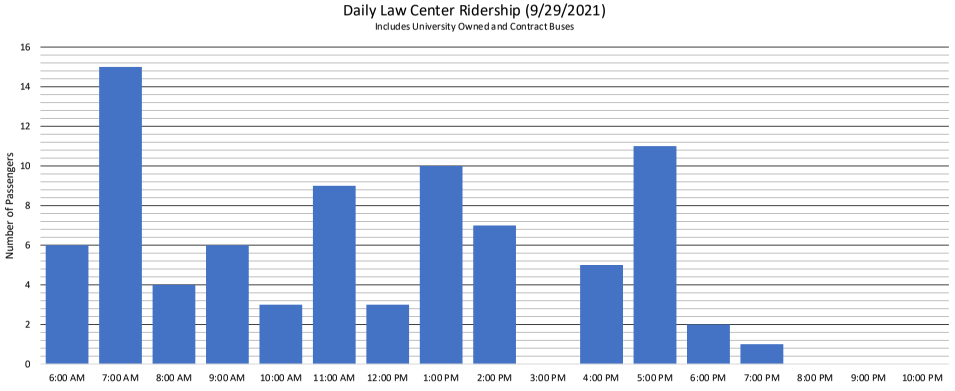
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM


Daily Law Center Ridership (9/29/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
2
4
6
8
10
12
14
16
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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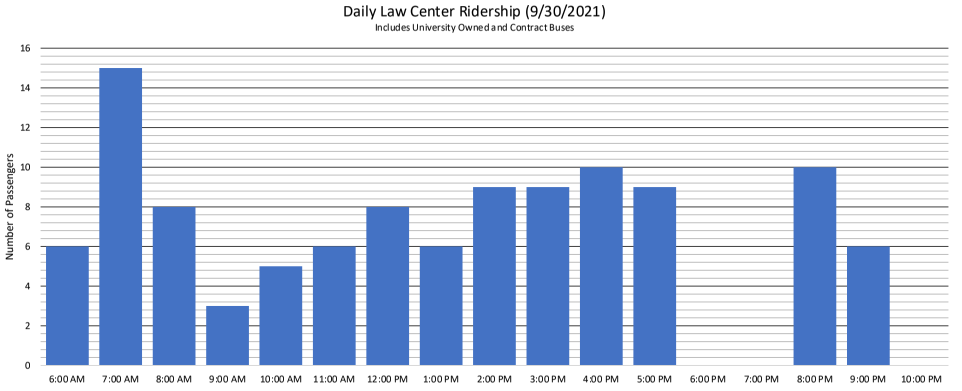
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM


Daily Law Center Ridership (9/30/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
2
4
6
8
10
12
14
16
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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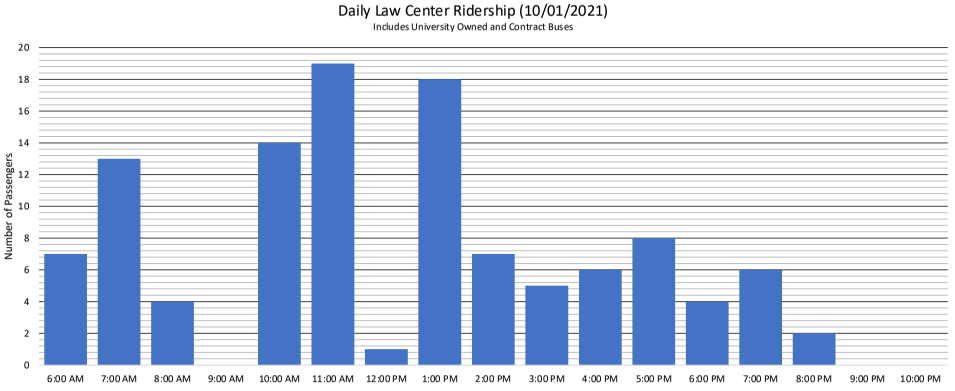
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM


Daily Law Center Ridership (10/01/2021)
Includes University Owned and Contract Buses
Number of Passengers
0
2
4
6
8
10
12
14
16
18
20
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM

Project Update Project Construction Timeline