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

CONDITIONS OF APPROVAL (ZC ORDER NO. 16-18A) *11.30.2024*

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.	Construction was Substantially Complete September 2023, and Occupancy received from DOB December 2023.
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. Construction was Substantially Complete September 2023, and Occupancy received from DOB December 2023.
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. Construction was Substantially Complete September 2023, and Occupancy received from DOB December 2023. 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	As reported in the 2023 Annual Transportation Monitoring Report submitted to DDOT and the GCP on December 20, 2023, the measured peak hour trips generated by MGUH for fall 2023 were 986 trips during the AM peak hour and 829 trips during the PM peak hour. The trip generation for both peak hours fell below 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) as set forth in the Campus Plan and as modified by the subsequent approval of the Further Processing application for MedStar's new medical/surgical pavilion
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.	The charging stations are operational. .
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.	The digital screen in the Pavilion Lobby is operational; the screen will display real-time transit information including GUTS information.
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.	Construction was Substantially Complete September 2023, and Occupancy received from DOB December 2023. 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	Construction was Substantially Complete September 2023, and Occupancy received from DOB December 2023.

		limitations on the University's use of Entrance 4 are addressed in 2017 Campus Plan Condition 20(d).	
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.	Construction was Substantially Complete September 2023, and Occupancy received from DOB December 2023. Conditions were met.
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.	Gate 1 opened to pedestrian and vehicular traffic August 2023. Condition was met.
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.	With the Lombardi Circle Bus route opening in January 2024, there was no longer a need for the mini shuttles. Shuttle Buses are utilizing the circle and transporting passengers to and from Rosslyn and Dupont Circle.
12	Reporting and Compliance Review	By November 30th of each year following approval of its Further Processing application for the Surgical Pavilion, MGUH shall file an annual compliance report with the GCP that addresses MGUH's compliance with the above conditions.	The MGUH Annual Compliance Report was submitted to the GCP on November 3, 2023 for review and comment. The final report will be submitted November 30, 2024 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 2023

Georgetown University

Annual Transportation Monitoring Report

Washington, DC

December 2023

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INTRODUCTION

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

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

The current student enrollment and university employees on campus is summarized below in Table 1A. The current number of hospital employees is summarized in Table 1B. For comparative purposes, the statistics for 2016 through 2022[1] also are included. The number of employees at the University increased by 1.6 percent, and the overall student headcount decreased by 1.7 percent. The number of traditional undergraduate students remained unchanged. The number of Hospital employees increased by 4.0 percent.

Table 1A
Student Enrollment and University Employee Staffing Levels

Population	2016 CTR	Fall 2017	Fall 2018	Fall 2019	Fall 2021	Fall 2022	Fall 2023
Employees	4,150	4,394	4,331	4,410	4,273	4,427	4,499
Traditional Undergrad Students	6,675	6,699	6,673	6,672	6,807	6,675	6,675[†]
Overall Student Headcount	12,043	12,082	12,131	12,196	12,994	12,825[*]	12,608[†]

[*] The 2022 monitoring study reported the overall student headcount for 2022 as 13,150. However, the 2022 enrollment numbers were finalized after the 2022 monitoring study was prepared. The actual overall student headcount in 2022 was 12,825.

[†] 2023 Traditional Undergrad enrollment and overall student headcount to be confirmed by December 1, 2023 in the Fall 2023 Enrollment and Housing Report.

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

Table 1B
MGUH Employee Staffing Levels

Population	2016 CTR	Fall 2017	Fall 2018	Fall 2019	Fall 2021	Fall 2022	Fall 2023
Employees	4,434	4,729	4,900	4,456[†]	4,635	5,000	5,200

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

TRANSPORTATION SURVEY

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

University

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

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

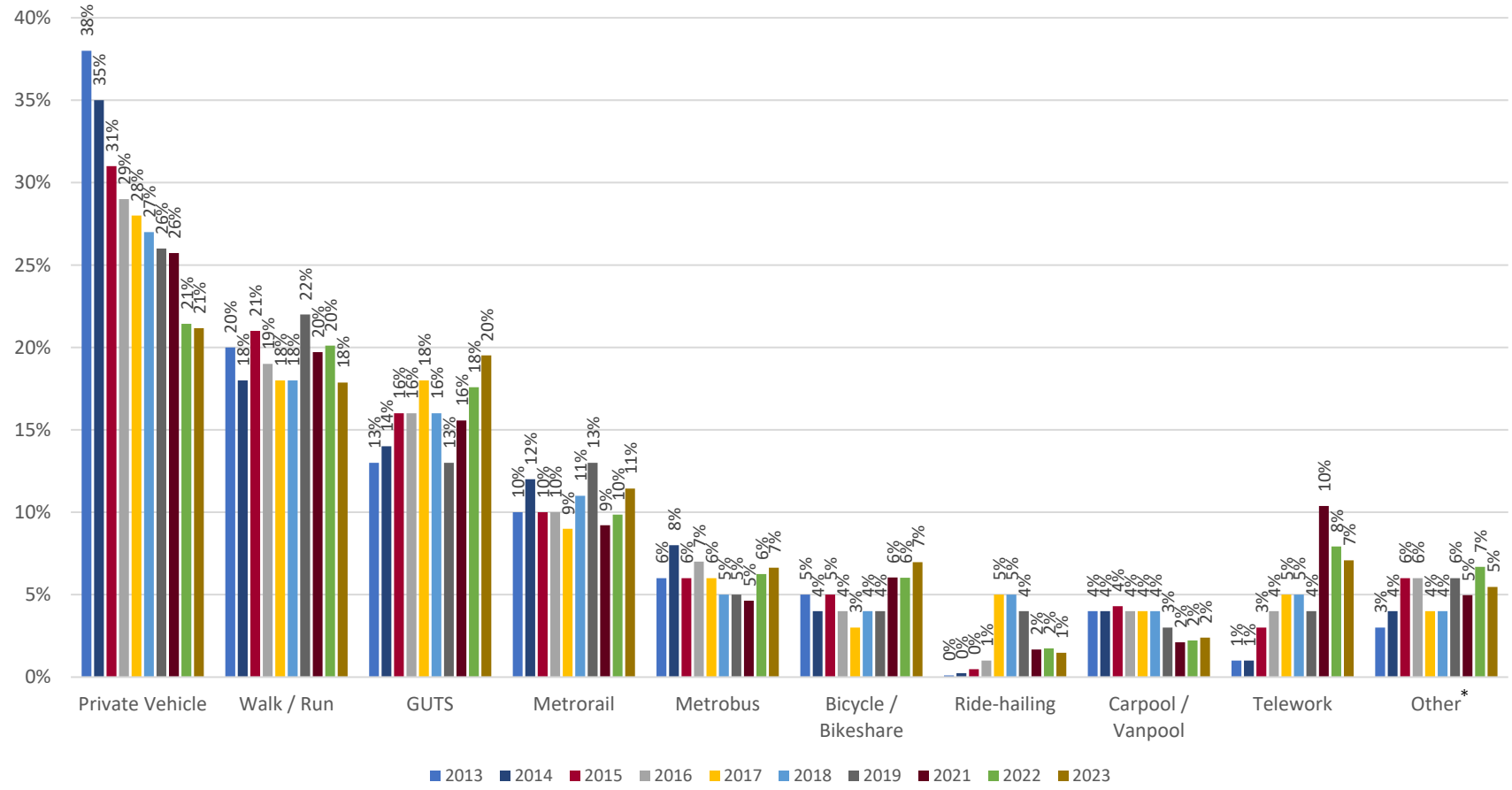
Table 2
University Mode Split[†] (Longest Leg) Summary

Mode \ Group	Off-Campus Undergraduate Students	Graduate or Professional Students	Medical Students	University Faculty	University Staff/Academic Administrative Professional	Affiliate Employees	Other	Overall Population
Private Vehicle	3.1	7.6	11.0	40.0	38.8	30.0	17.6	21.2
Carpool/Vanpool	0.9	1.4	5.1	3.9	2.9	4.3	4.3	2.4
Carsharing	0.0	0.3	0.1	0.8	0.3	0.0	0.4	0.3
Dropped-Off by Private Vehicle	0.6	0.5	0.8	1.5	1.3	3.6	0.0	0.9
Ride-Hailing (TNC, Taxi)	1.1	2.1	1.8	0.7	1.0	0.0	1.4	1.5
Motorcycle/Vespa	0.0	0.1	0.0	0.6	0.3	0.0	0.0	0.2
Subtotal Auto Modes	5.7	12.0	18.8	47.5	44.6	37.9	23.7	26.5
GUTS	12.5	34.2	21.9	4.6	7.4	15.0	15.5	19.5
Remote	0.4	0.6	3.4	16.8	14.4	12.1	5.0	7.1
Metrorail	3.9	13.3	3.6	7.4	13.9	17.9	14.8	11.4
Metrobus	2.0	8.9	6.4	4.1	5.7	10.0	7.9	6.6
Commuter Rail/Bus	0.5	3.6	1.8	1.4	2.3	5.0	4.3	2.6
Circulator	0.8	0.9	0.5	0.2	0.3	0.7	0.7	0.6
Scooter	1.6	1.1	0.4	0.5	0.5	0.0	0.0	0.8
Bicycle/Bikeshare	5.0	8.6	7.7	9.5	3.7	1.4	10.8	7.0
Walk	67.6	16.8	35.4	8.0	7.3	0.0	17.3	17.9
Subtotal Non-Auto Modes	94.3	88.0	81.2	52.5	55.4	62.1	76.3	73.5

* *The remote work mode split was calculated based on respondents who indicated that they worked remotely at least one day but less than five days and who indicated that they worked on Main Campus the majority of the time on non-remote work days. The mode of transportation used to commute to Main Campus on non-remote work days is accounted for in the appropriate mode split category in the table.*

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

Chart 1
Historical University Mode Split Comparison†



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

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

Hospital

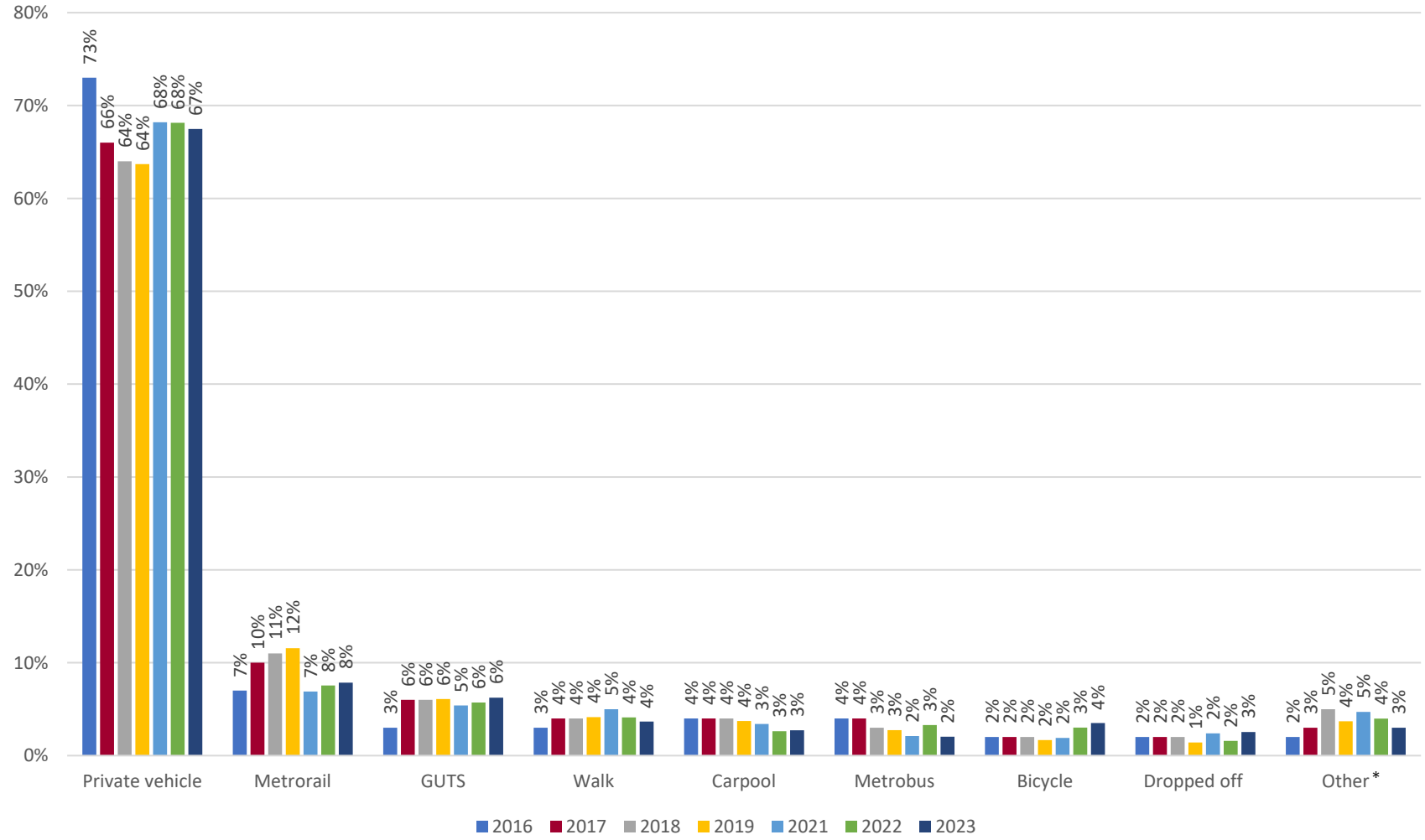
The transportation survey for the Hospital was conducted from September 19, 2023, through September 29, 2023. The target population for the Hospital's survey was 5,200 people (including contractors, medical staff, nurses, and other associates). A total of 1,287 responses were received yielding a response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

Table 3
Hospital Mode Split (Longest Leg) Summary

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

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

Chart 2
Hospital Mode Split Comparison



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

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

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

VEHICLE TRIP GENERATION

Overview

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

Table 4
Summary of Campus 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 19, 2023, through Thursday, September 21, 2023. Traffic count data are included in Appendix D.

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

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

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

Table 5
University and Hospital On-Campus Parking Allotment

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

[1] Level 1 of Garage 2 was closed during the counts resulting in a lower capacity than previous years.
[2] Southwest Garage inventory does not include area where four Jesuit service carts are parked.
[3] Leavey Garage inventory does not include spaces designated for service carts.

Leavey and Southwest Garages

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

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

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

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

Peak Hour Determination

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

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

University Trip Generation

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

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

Table 6
University Observed Trip Generation Summary

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

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

Hospital Trip Generation

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

Table 7
Hospital Observed Trip Generation Summary

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

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

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

ON-CAMPUS PARKING UTILIZATION

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

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

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

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

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

Table 8
On-Campus Parking Utilization

Parking Facility	2022/2023 Capacity	2022 Peak Occupancy		2023 Peak Occupancy	
		Time	Spaces	Time	Spaces
University Parking Facilities					
Garage 4	188/189	3 PM	92 (49%)	1 PM	106 (56%)
Lot E (Medical/Dental)	62/63	3 PM	26 (42%)	12 PM	45 (71%)
Lot G (New Research)	6/6	12 PM	3 (50%)	3 PM	3 (50%)
Lot Y (Yates)	13/11	12, 1, 2 PM	8 (62%)	11 AM	6 (55%)
Lot 6 (Poulton)	15/23	11 AM, 12 PM	11 (73%)	1 PM, 3 PM	10 (44%)
Lot 9 (Lauinger Library)	80/79	1 PM	56 (70%)	11 AM	50 (63%)
Lot WM (Wisemiller's)	12/8	7 PM	7 (58%)	12 PM, 2 PM	7 (88%)
Leavey†	NA/376	NA	NA	11 AM	314 (84%)
Hospital Parking Facilities					
Garage 1	485/525	12 PM	438 (90%)	11 AM	447 (85%)
Garage 2	574/715	2 PM	546 (98%)	12 PM	628 (88%)
Leavey†	NA/570	NA	NA	12 PM	551 (97%)
Shared Parking Facilities					
Southwest Garage*	636/648	11 AM	587 (92%)	11 AM	637 (98%)
Total	**3,027/3,213**	**12 PM**	**2,640 (87%)**	**1 PM**	**2,695 (84%)**

* It is not possible to distinguish MedStar Parking and University vehicles in Southwest Garage. At the time counts were conducted, MedStar accounted for 199 of the 636 spaces in SW Garage.

† Due to construction activities, the internal barricades in Leavey garage were removed in 2019. In 2019 through 2022, University and MedStar spaces were not counted separately. This year, the parking occupancy counts were separated based on the identifying label on each parking space (GU vs. MGUH).

ON-STREET PARKING ACTIVITY

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

GUTS RIDERSHIP

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

Automatic Passenger Counters

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

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

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

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

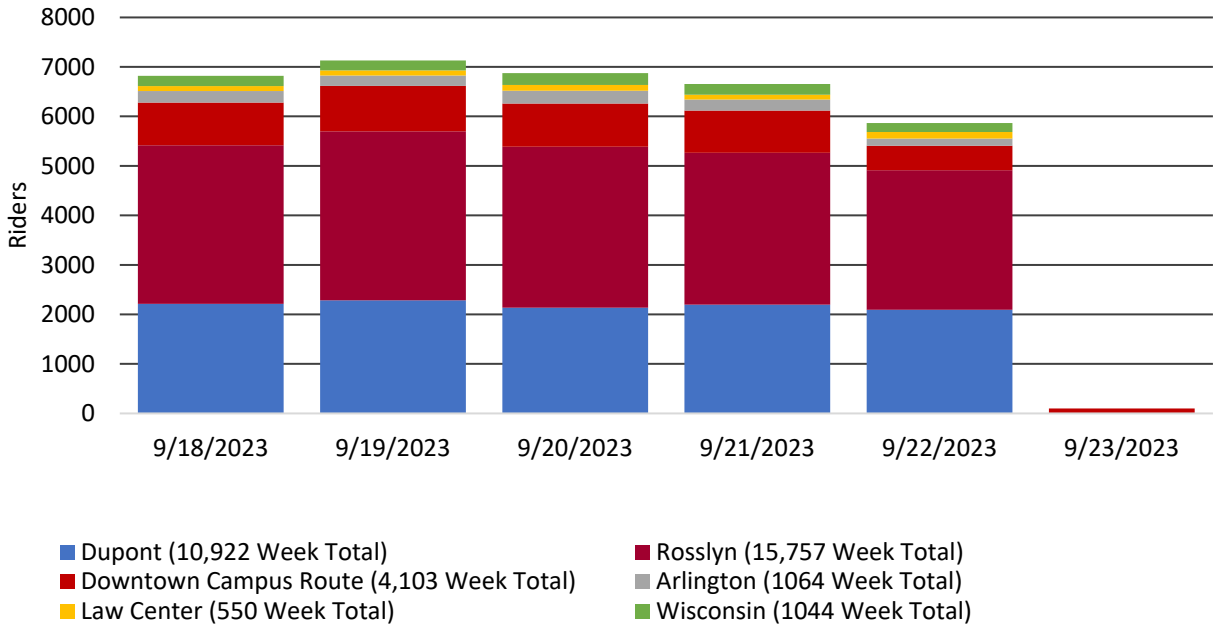


Chart 4 shows a yearly comparison of GUTS ridership. This year, the data obtained from the University showed an increase in ridership each weekday, except Friday. The Dupont route saw the highest increase in ridership with an average weekday increase of 233 riders per day. On a percentage basis, the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

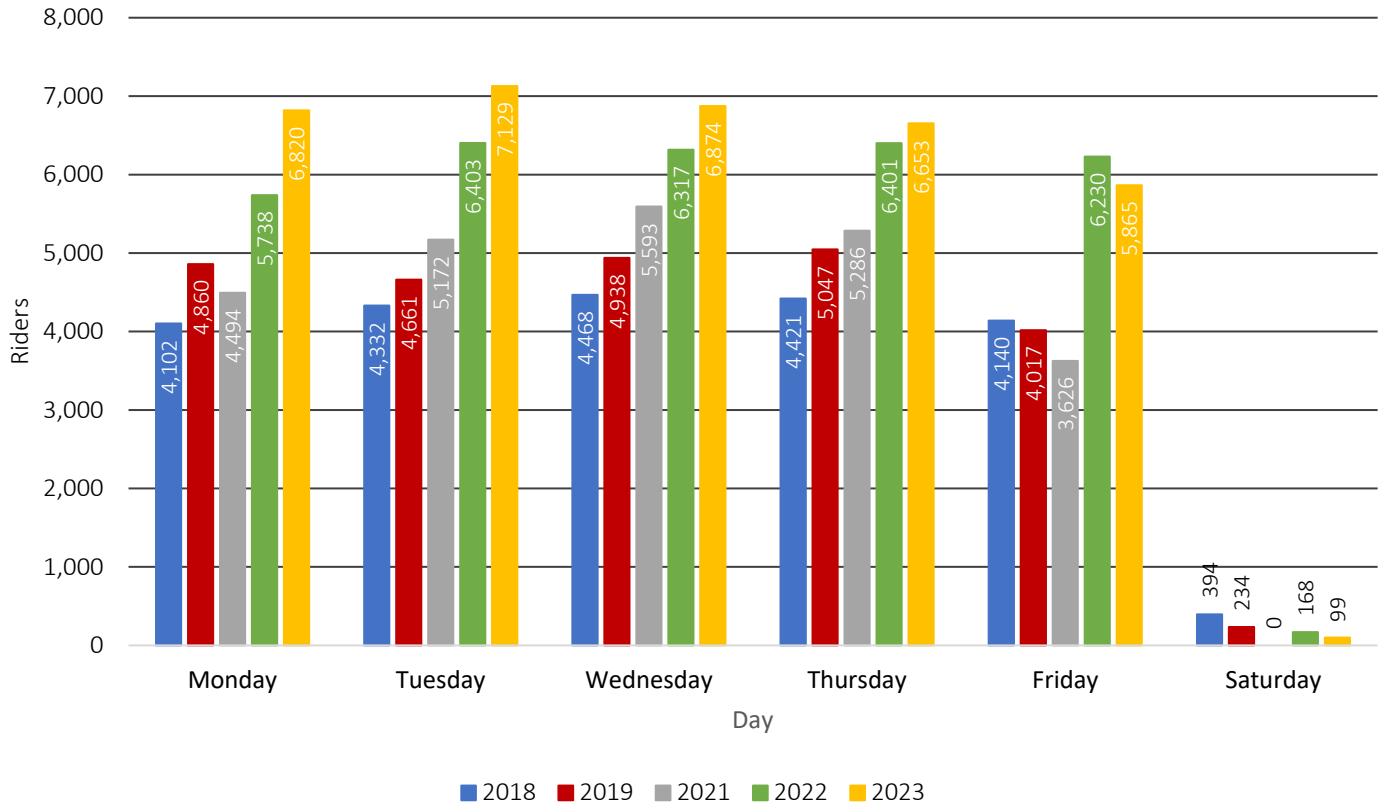
The increase in ridership can partially be attributed to several factors including increased activity at the Downtown Campus, a continued increase in students living on or near Wisconsin Avenue, and relocation of some Hospital services to locations on Wisconsin Avenue.

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

Automatic Vehicle Locators

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

Chart 4
Historical Daily GUTS Ridership



TDM ACTIVITIES

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

University

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

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

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

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

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

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

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

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

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

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

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

TDM Strategy	Actual Costs						Anticipated Costs
	FY2017	FY2018	FY2019	FY2021†	FY2022	FY2023	FY2024
Discounted parking for carpools	N/R	N/R	$25,750	$0	$25,872	$25,952	$26,125
Partial-week parking for faculty/staff on campus two or three days per week	N/A	N/A	N/A	$0	$0	$0	$0
Education and Outreach							
On-going transportation website promotion and maintenance	$2,500	$2,500	$2,500	$0	$0	$0	$0
Development and printing of transportation guide (overview of transportation amenities and benefits available to new hires, employees, and students)	N/A	N/A	N/A	$0	$0	$0	$0
Promoting transportation options at major campus events such as the Wellness Fair and New Student Orientation (promotional materials and giveaways)	N/A	N/A	$0	$0	$0	$0	$4,500
Promoting and participating in regional transportation events such as Bike to Work Day, Car Free Day, (Park)ing Day	N/R	N/R	N/R	$0	$0	$0	$0
Carpool Matching Tool Development and Promotion	$0	$5,000	$0	$0	$0	$0	$0
Manage Promoting ZipCar Discount	N/R	N/R	$100	$100	$100	$100	$100
TDM Coordinator	N/A	N/A	$53,746	$116,450	$94,540	$95,000	$105,000
Total Expenditures							
	$4,164,325	**$4,086,514**	**$4,707,760**	**$3,455,071**	**$5,467,400**	**$5,884,865**	**$6,427,475**

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. No carpool passes were issued and Yates was closed during the pandemic.

‡ The University's SafeRides program provides a safe alternative to walking alone at night by providing rides to and from campus and adjacent neighborhoods. SafeRides is a service provided for students, faculty, and staff and is especially important for students who are not permitted to have cars on campus.

* The University is finalizing the budget for administration of the SmartBenefits program. As of the time of this report, the budget was not yet available.

Hospital

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

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

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

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

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

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

TDM Strategy	Actual Cost						Anticipated Cost
	2017	2018	2019	2021	2022	2023	2024
Education and Outreach							
Hired Transportation Coordinator - Provides all new hires with information on commute alternatives and provides assistance in planning environmentally friendly commutes - Promotes the Guaranteed Ride Home (GRH) program to associates and distributes promotional GRH materials - Distributes public transportation schedules and bicycling route maps	$66,538	$128,500	$130,247	$138,375	$141,834	$145,380	$151,231
Prepared Transportation Access Guide	$10,250	$0	$0	$0	$0	$0	$0
Georgetown University Transportation System							
Provided eight shuttle buses - Connects the hospital to the Rosslyn and Dupont Circle Metro Stations and other key destinations - Supplements GUTS system when University is not open - Provides additional capacity during Hospital's peak demand	$1,300,000	$1,365,451	$1,299,389	$1,336,684	$1,941,154	$1,385,128	$1,236,037
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	$337,040	$335,200	$337,040

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

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

† Prior years inadvertently reported the cost of transit subsidies per month rather than the annual cost. The expenditure has been updated to an annual cost beginning in year 2022.

‡ The cost of off-campus parking has increased over the years due to annual lease parking space rate increases and increases in the total number of off-campus spaces. The anticipated cost for 2023 reflects such increases.

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FIGURES

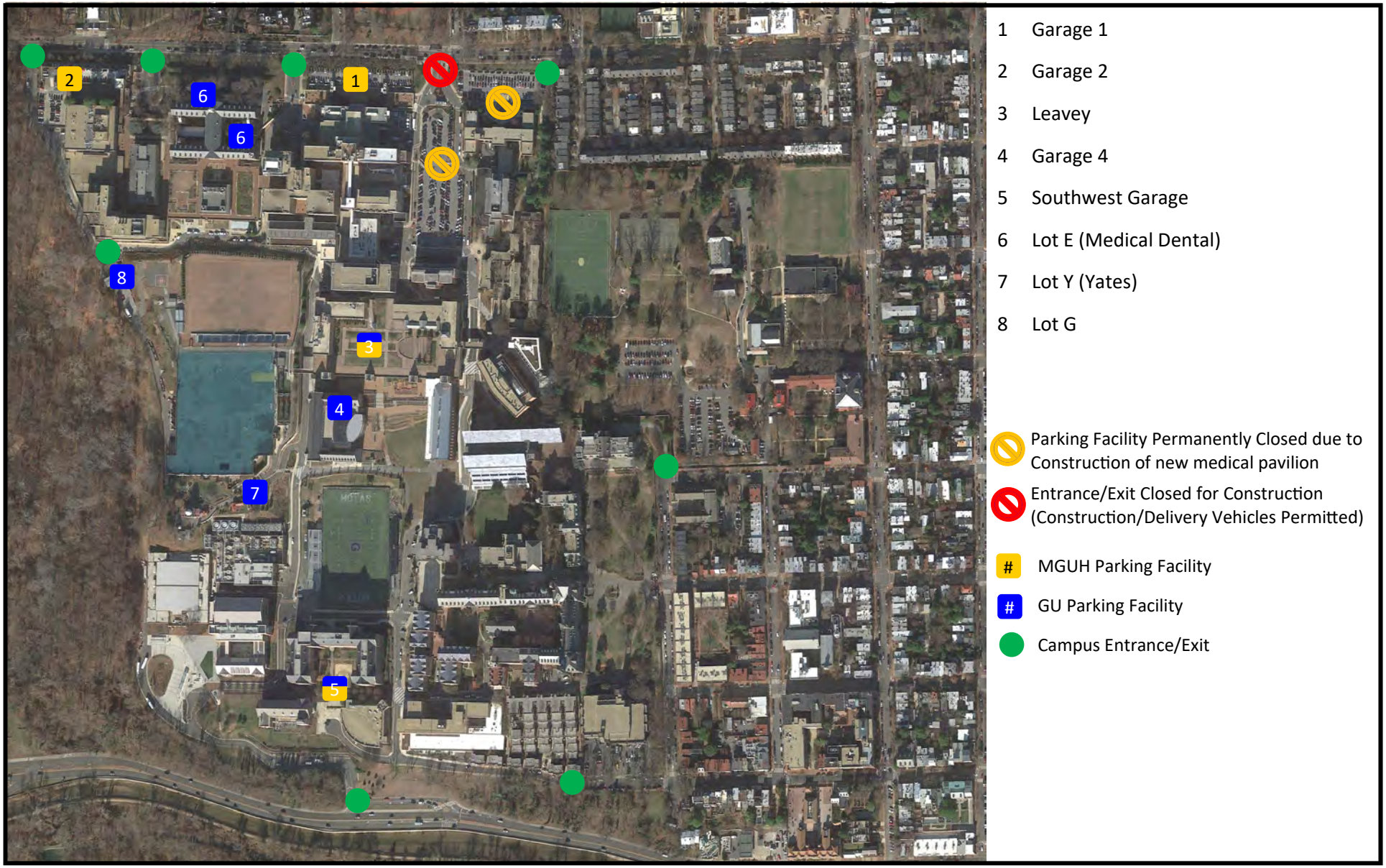

Figure 1
Campus Count Locations

NORTH

Georgetown University
Washington, DC

APPENDIX A
Excerpts from CTR and DDOT report

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jamie Henson
Systems Planning Manager

DATE: November 21, 2016

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

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PROJECT SUMMARY

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

SUMMARY OF DDOT REVIEW

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

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

Site Design

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

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

Travel Assumptions

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

Analysis

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

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

Mitigations

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

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

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

DDOT also seeks the following additional mitigations:

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

Continued Coordination

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

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

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

TRANSPORTATION ANALYSIS

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

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

Site Design

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

Site Access

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

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

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

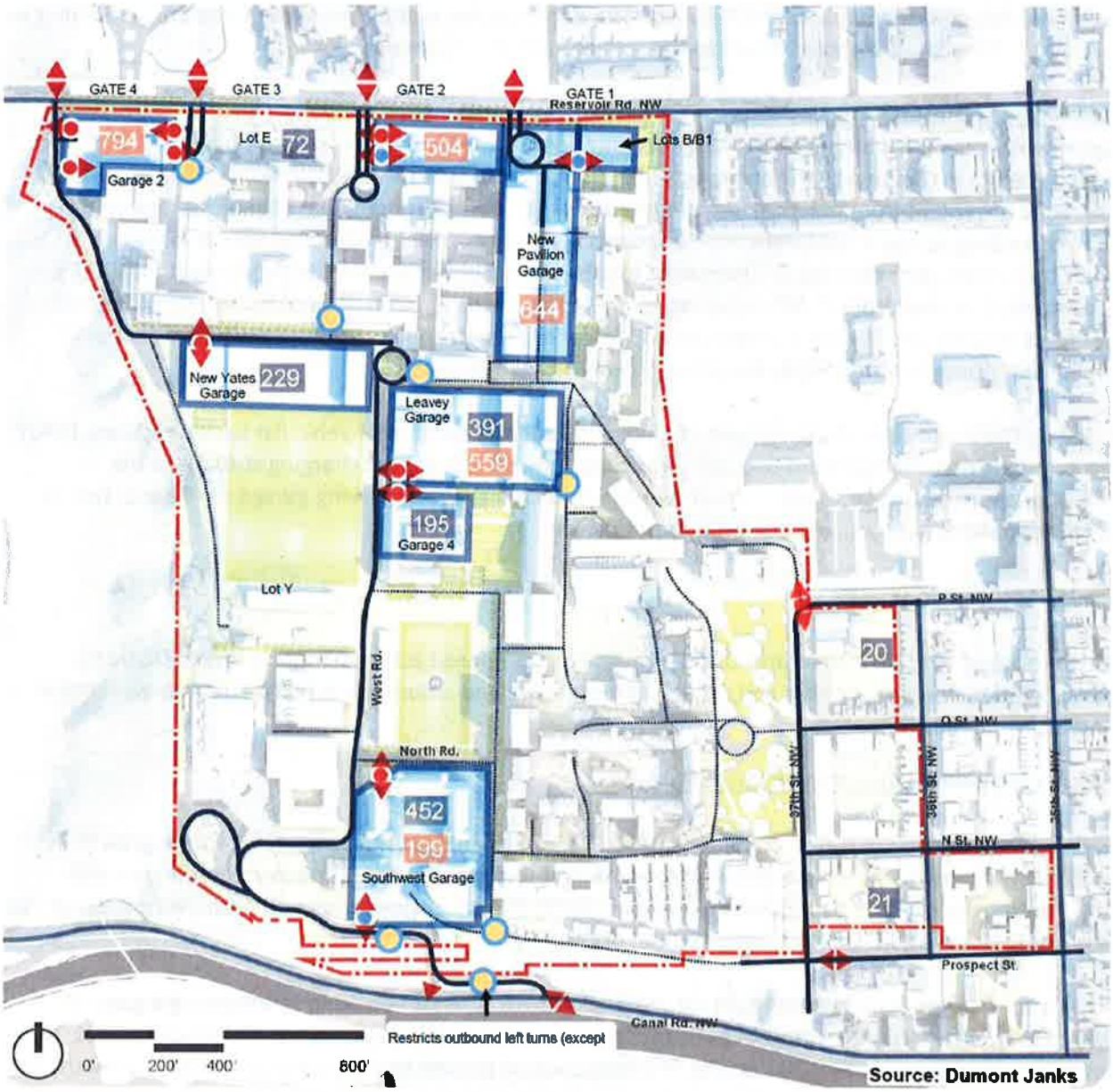


Figure 2. Proposed Campus Vehicular Circulation Plan (see CTR for legend)

Loading

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

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

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

Sustainable Transportation Elements

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

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

Travel Assumptions

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

Background Developments and Regional Growth

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

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

Off-Street Vehicle Parking

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

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

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

Curbside Parking

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

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

Trip Generation

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

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

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

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

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

[1] Bike percentage includes those who used Capital Bikeshare

[2] Carpool includes vanpool.

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

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

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

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

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

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

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

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

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

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

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

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

Study Area and Data Collection

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

Trip Distribution and Assignment

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

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

Analysis

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

Roadway Capacity and Operations

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

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

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

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

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

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

Transit Service

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

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

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

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

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

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

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

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

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

Pedestrian Facilities

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

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

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

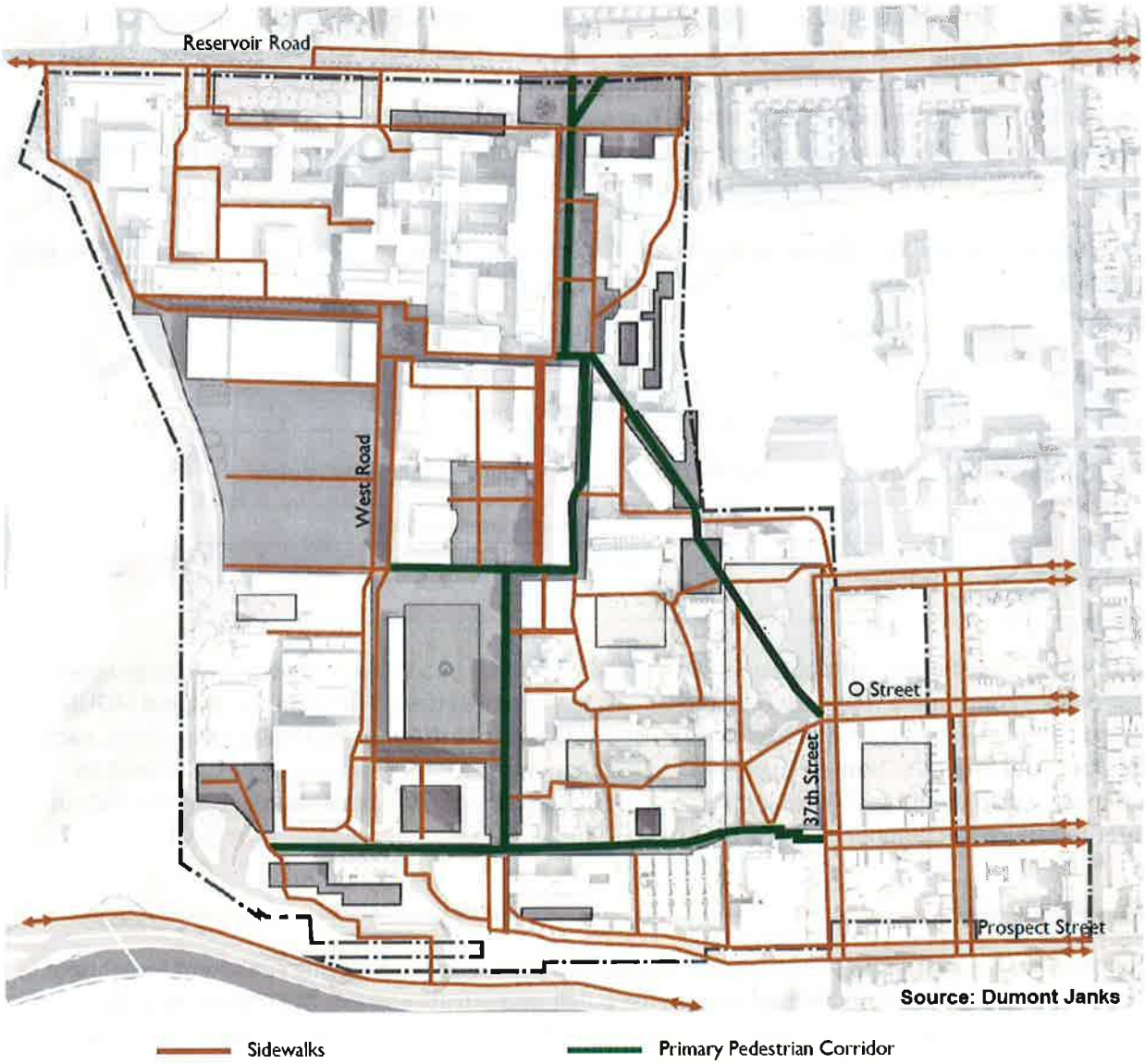


Figure 9. Proposed Pedestrian Pathways (Source: Applicant)

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

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

Bicycle Facilities

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

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

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

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

Safety

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

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

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

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

Mitigations

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

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

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

Site Circulation, Operations, and Design

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

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

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

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

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

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

Transportation Demand Management

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

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

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

GU General TDM Strategies

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

MGUH General TDM Strategies

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

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

Performance Monitoring

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

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

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

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

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

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

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

JH:rw

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 Transportation Survey

WELLS + ASSOCIATES

Georgetown University 2023 Transportation Survey Summary + Analysis

October 2023

Outline

- Background
- Survey Objectives
- Survey Response Rate Statistics
- Annual Survey Comparison
- Survey Implementation
- Survey Promotion Details
- Summary of Findings
  - Travel trends
  - Ride Hailing
  - Parking
  - GUTS/Late Night Shuttle
  - Telework
  - TDM
  - Carpool
  - On-campus Student Travel
  - Sustainability
- Survey Results

Background

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

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

Survey Objectives

The objectives of the transportation survey are to:

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

2023 Survey: Response Rate Statistics

Survey Statistics	2023
Target Population	34,489
Survey Responses Received	6,889
Response Rate	20%
Statistical Significance Minimum Response Rate (target)	5%
Error Interval[1]	±1.39%
Confidence Level	99%

Survey was administered September 19-29, 2023

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

Target Population for 2022 and 2023 surveys include Students, Staff and Faculty from the School of Continuing Studies. Additionally, the population included contingent/temporary workers

Survey Implementation

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

Survey Promotion Details

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

- Broadcast emails with promotional survey-completion incentives (09/19, 09/21, 09/29)
- 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 is at an all-time low of 20%, which is similar to the 2022 survey observations but represents a 3% decrease from 2021.
	Consistent with the 2022 survey observations, main campus trips in 2023 peak at 9:00 AM and 5:00 PM.
Ride-Hailing	Nearly 26% of all ride-hailing trips are dropped off at the Main Gate (37th Street/O Street), which is 8% lower than in 2022. However, there's a 7% increases in drop off activity at McDonough Bus Plaza, when compared to 2022.
Parking	On-campus parking activity has increased by approximately 2.5% compared to 2022. Parking in residential areas has slightly decreased by 1% compared to 2022.
	On-street parking without a valid permit has consistently dropped by 4% to 5% each year from 2021 to 2023.
	West Georgetown neighborhood remains the busiest for on-street parking, with a 1.5% decrease in overall demand from 2022.

Summary of Findings

Section	Findings
GUTS/ Late Night Shuttle	Approximately 40% of the University's population regularly takes GUTS, consistent with 2022 observations. 22% used the Rosslyn Route, and 19% used the Dupont Circle Route.
	Congestion on GUTS remains consistent with 2022 observations, with most people waiting for the next Rosslyn bus at an on-campus stop. Overcrowding is most prominent at 9:00 AM and 5:00 PM, with over 60% of the respondents waiting for over 10 minutes for the next bus.
	Less than 3% of students take the Late Night Shuttle. The West Georgetown loop is more popular, at 66%, compared to the Burleith Loop.
	Less than 3% of all students use SafeRides daily to weekly.
Telework	Telework accounts for 7% of the total trips made to the GU Main Campus. In the week leading up to the survey, approximately 866 respondents participated in remote work or classes. Among these respondents, 60% primarily associate with the main campus.
	Only 16% of University employees feel that their job is conducive to telework, which is a 40% reduction from the 2022 survey.

Summary of Findings

Section	Findings
TDM	Over 60% of drive-alone employees have used an option other than driving alone to reach the Georgetown campus. The most popular modes, besides driving, are Metrorail and GUTS, among those who commute by car daily.
	If driving were not an option, public transportation would be the most popular second-choice transportation option.
	Over 50% (2,757) of survey takers are interested in receiving information about commuting options.
Carpool	Roughly 65% of faculty and staff are unfamiliar with the Georgetown carpool subsidy.
	Sixteen percent of employees would consider being matched to a carpool, while the current carpool mode split is around two percent. Another 41% of employees indicated openness to the idea by answering 'Maybe.’

Summary of Findings

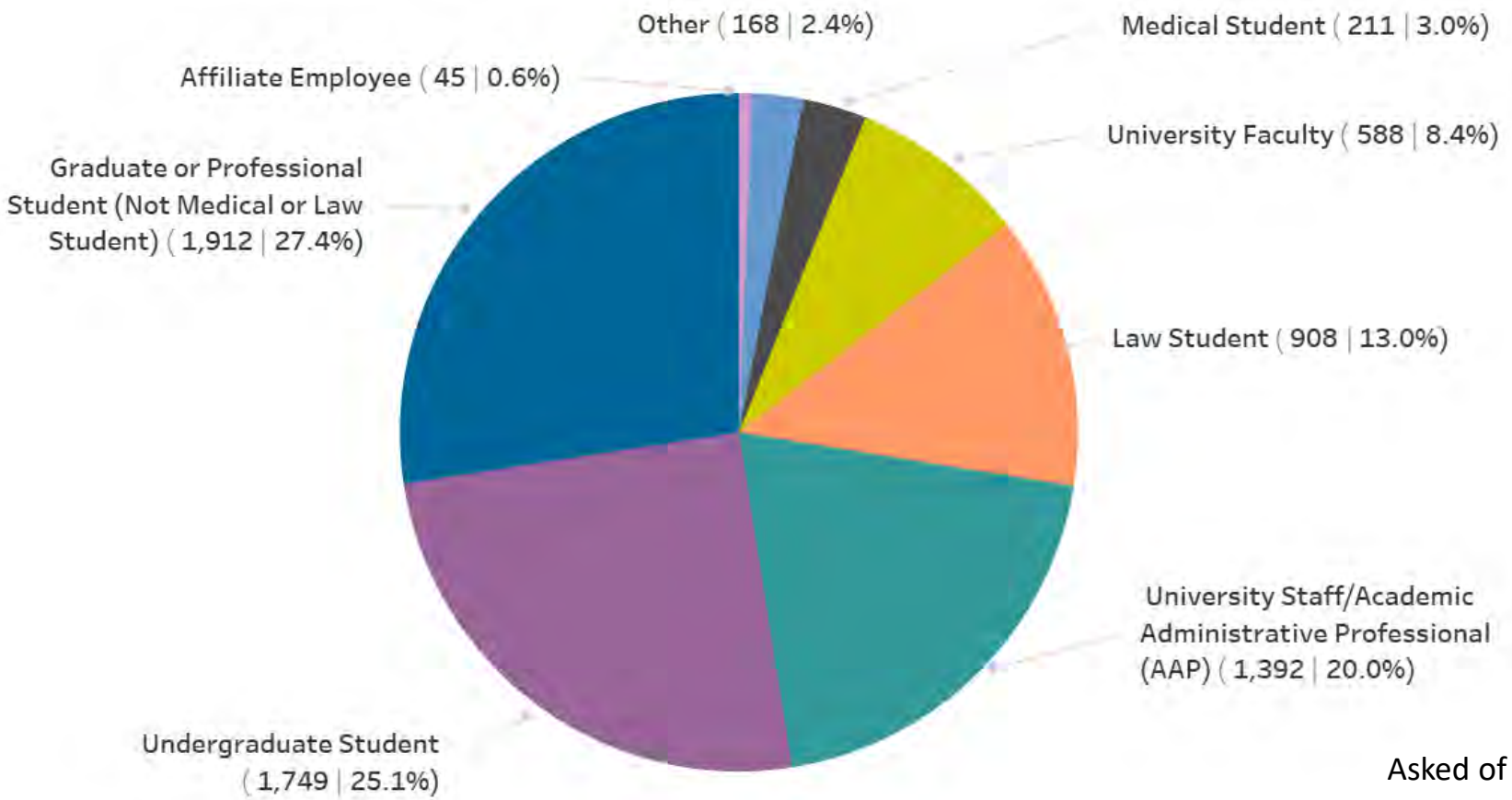
Section	Findings
On-Campus Student Travel	Twenty percent (20%) of on-campus students regularly travel to a job or internship.
	Students primarily used Metrorail, GUTS, and walking/running for off-campus jobs/internships. GUTS was their primary mode for the first-mile connection. A similar mode share was maintained for non-commuting trips.
Sustainability	EV ownership has increased by 300% among respondents. Approximately 11% of private vehicle drivers currently own an EV, and an additional 10% are considering purchasing one in the next 2 years. Over a third of the respondents intend to purchase an EV in the future, and 91% are interested in charging their vehicles on campus.
	Cost, convenience, and time are the top three factors influencing the travel behavior of all respondents. However, parking availability is particularly significant among medical students.
	Capital Bikeshare is preferred by respondents over shared e-scooter services

SURVEY RESULTS

General Work/School Information

What is your primary relationship with Georgetown University?

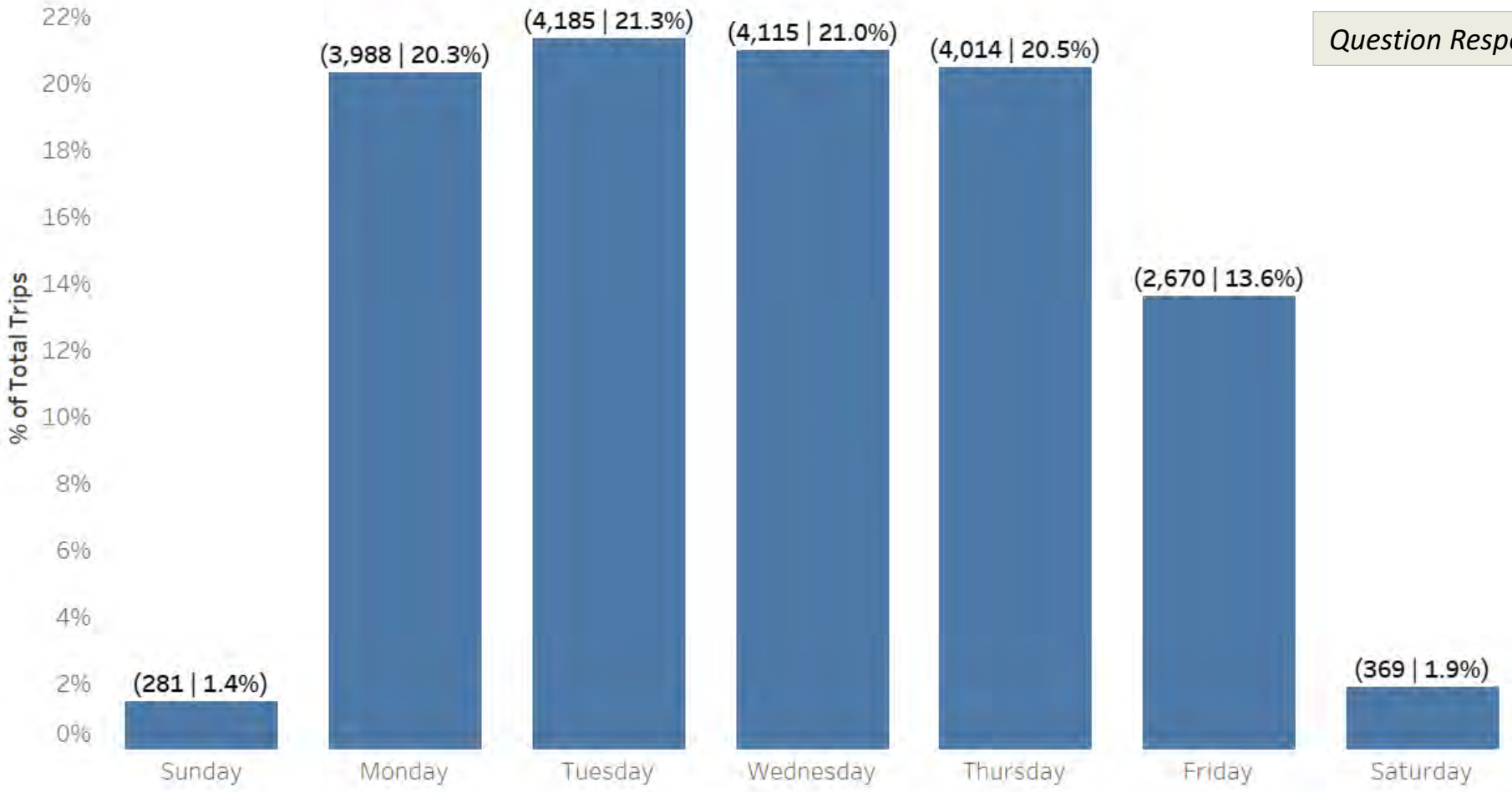
Number of survey responses, percent of survey responses



Asked of all respondents

What days did you work/attend school last week?

Percent of non-campus resident survey trips

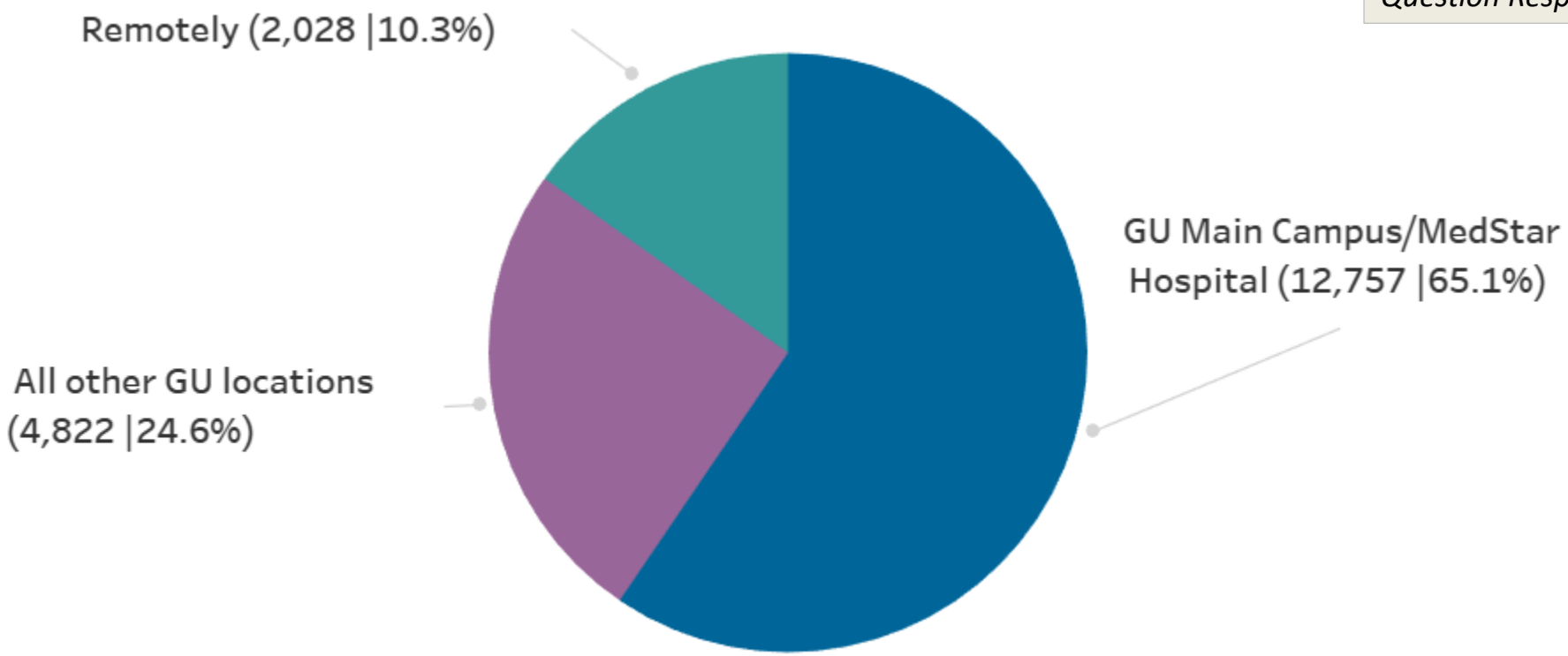


Question Responses: 6,889

Where did you primarily work/attend school last week?

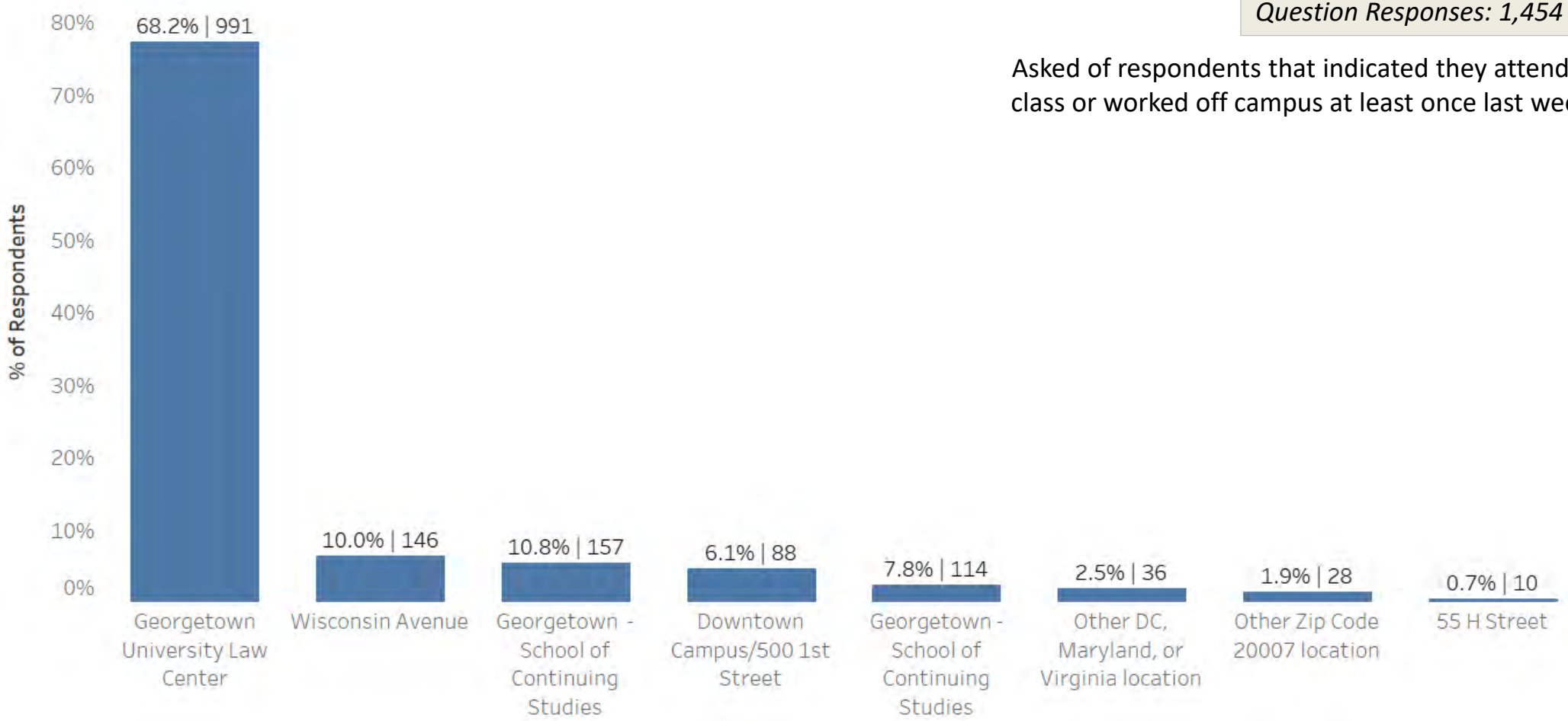
Number of non-campus resident trips

Question Responses: 6,889



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

Percent of off-campus trips, responses



Question Responses: 1,454

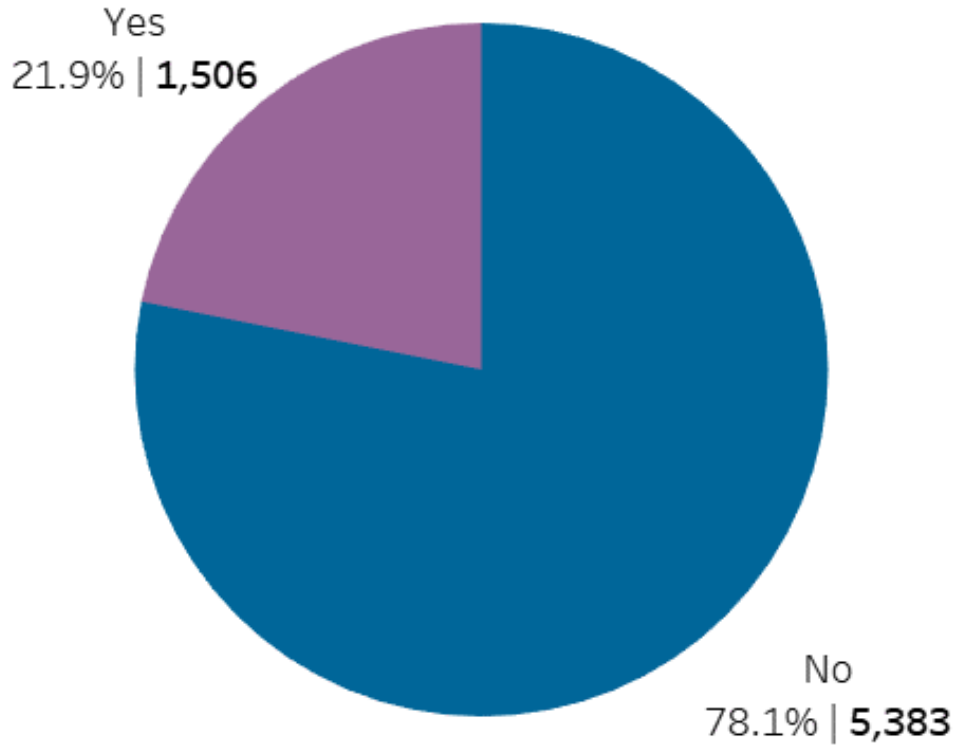
Asked of respondents that indicated they attended class or worked off campus at least once last week.

Travel Trends

Do you live on campus?

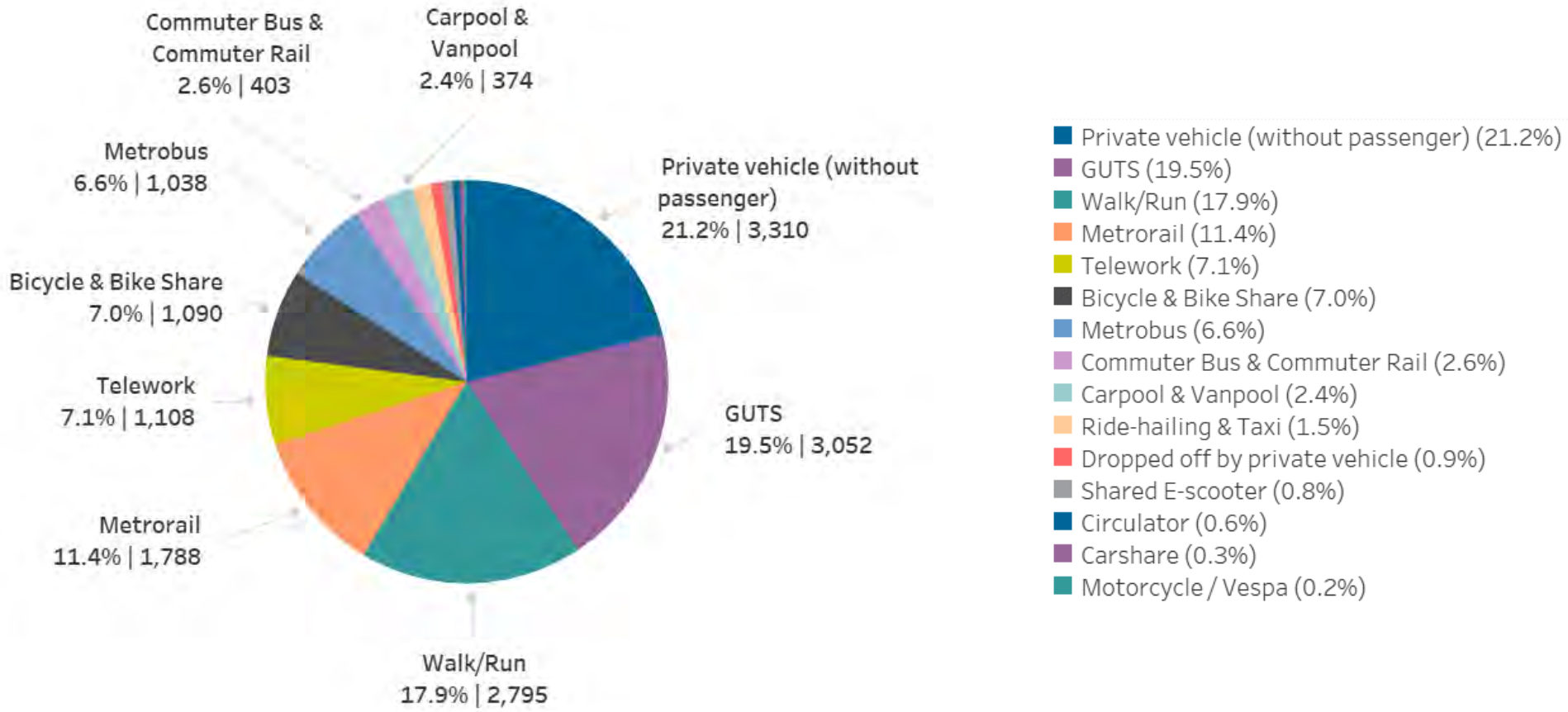
Number of survey responses, percent of survey respondents

Question Responses: 6,889



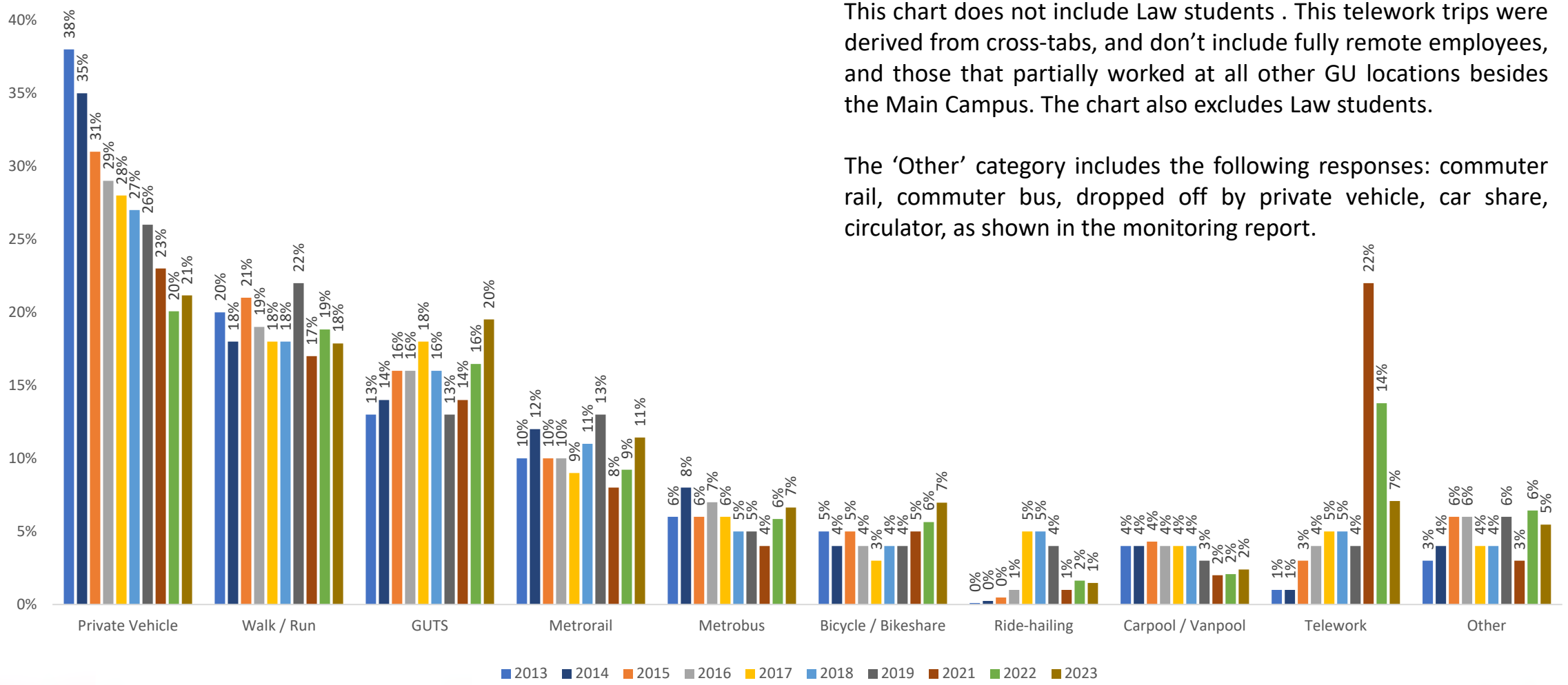
What transportation mode did you take for the longest portion of your trip to school/work? *(Main Campus Only)*

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



This chart does not include Law students . This telework trips were derived from cross-tabs, and don't include fully remote employees, and those that partially worked at all other GU locations besides the Main Campus. The chart also excludes Law students.

Historical Mode Split: Longest (Main Campus only)



This chart does not include Law students . This telework trips were derived from cross-tabs, and don't include fully remote employees, and those that partially worked at all other GU locations besides the Main Campus. The chart also excludes Law students.

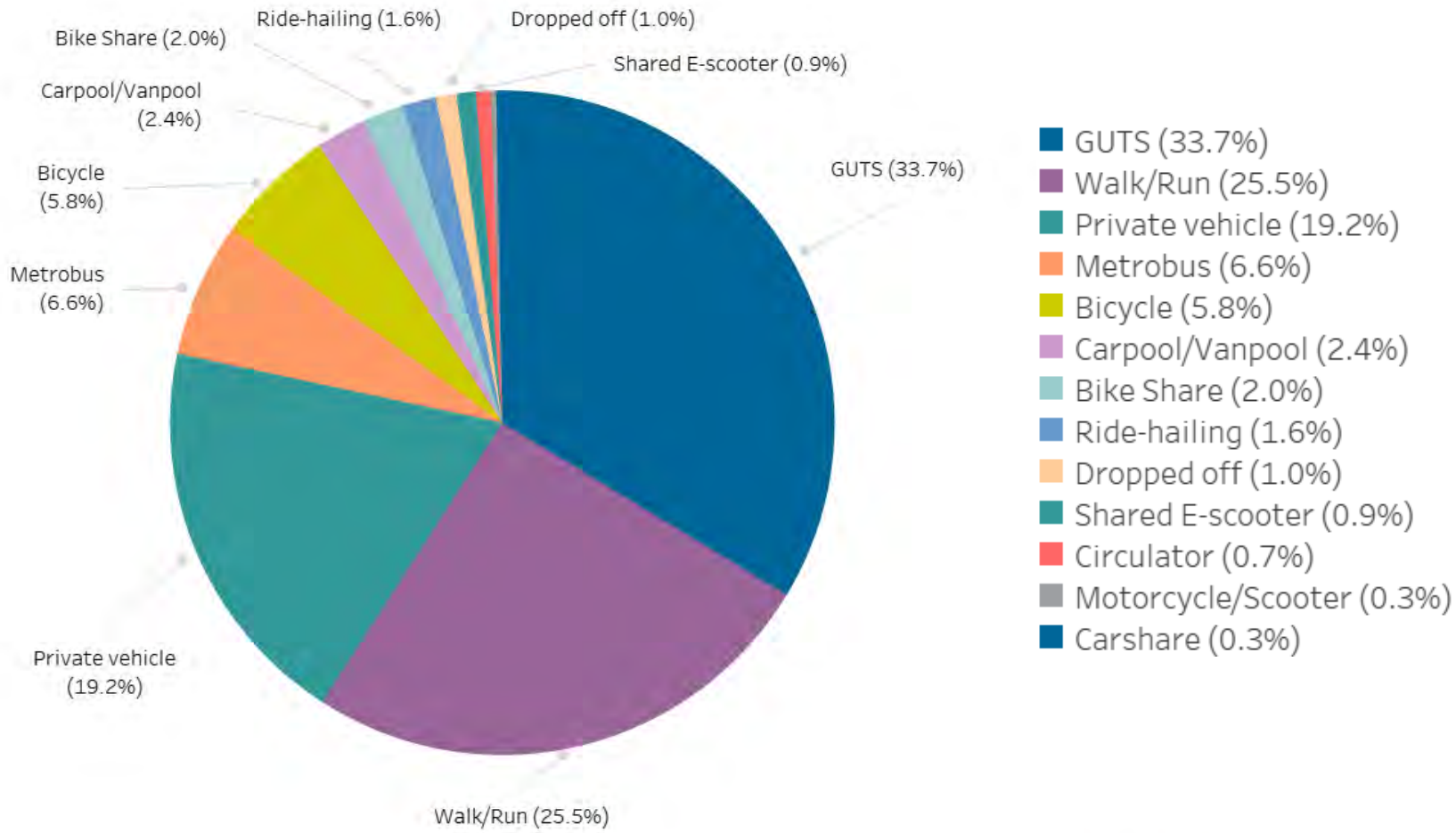
The 'Other' category includes the following responses: commuter rail, commuter bus, dropped off by private vehicle, car share, circulator, as shown in the monitoring report.

Geographical Distribution of GU Commuters

Question Responses: 4,216

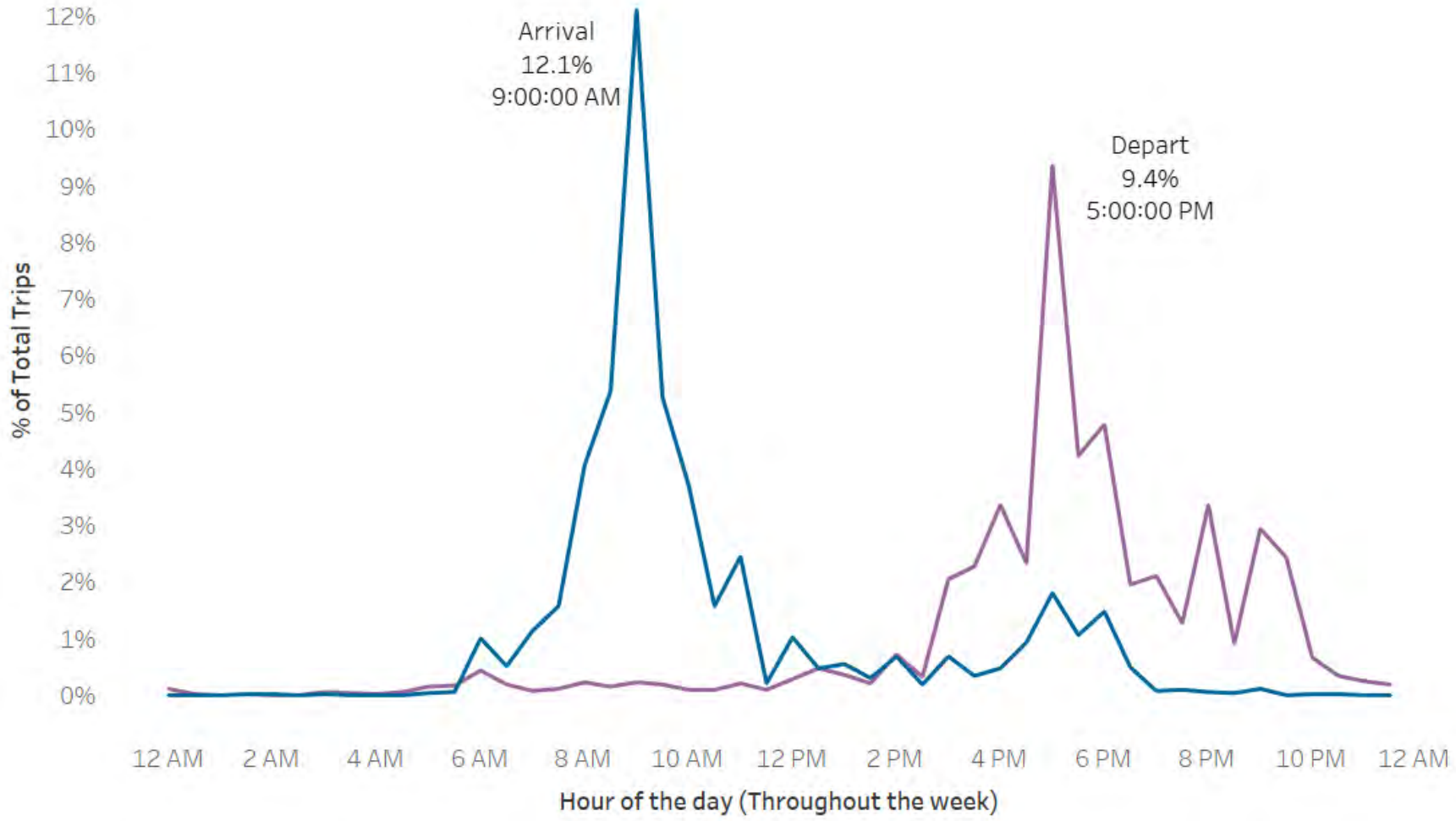
What transportation mode did you take for the last portion of your trip to school/work? *(Main Campus Only)*

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



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

Number of main campus trips

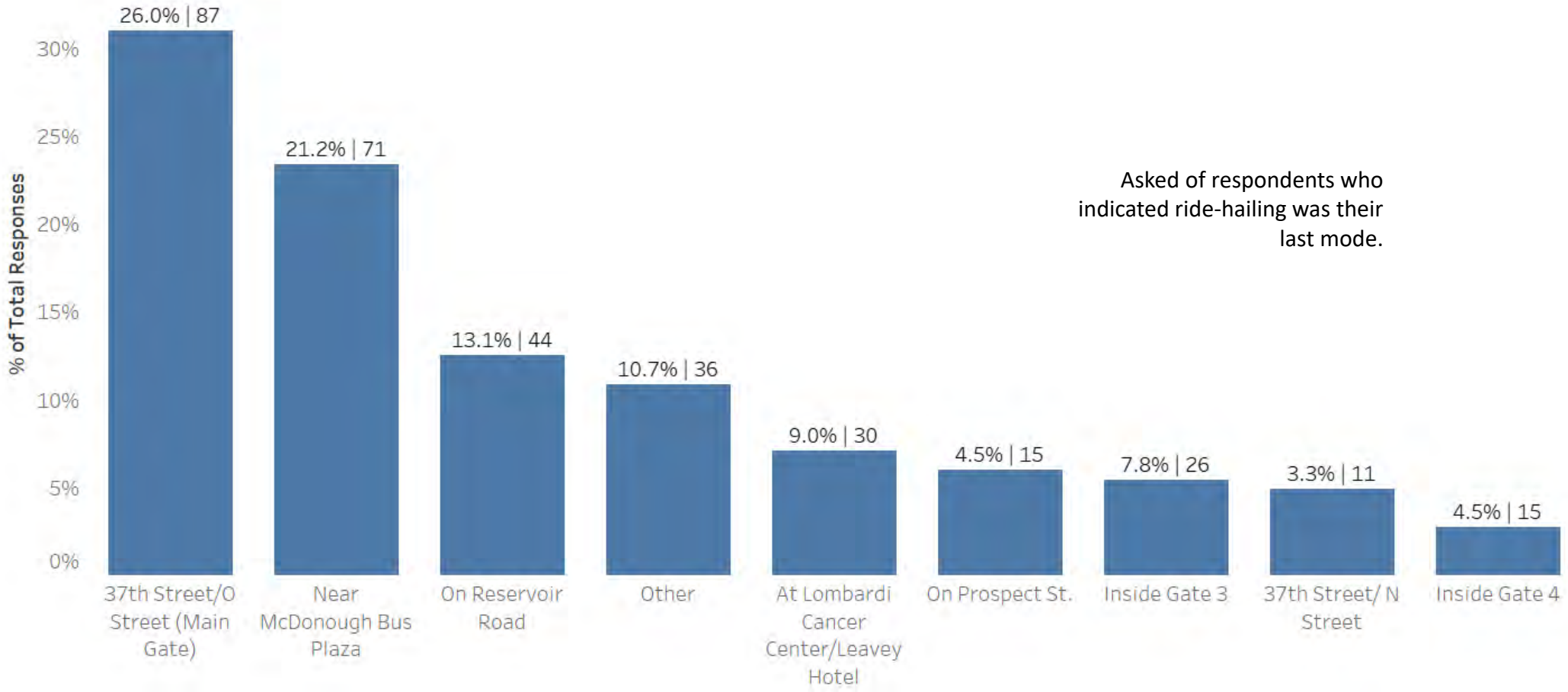


Ride-Hailing

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

Percent of ride-hailed trips to main campus

Question Responses: 335



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

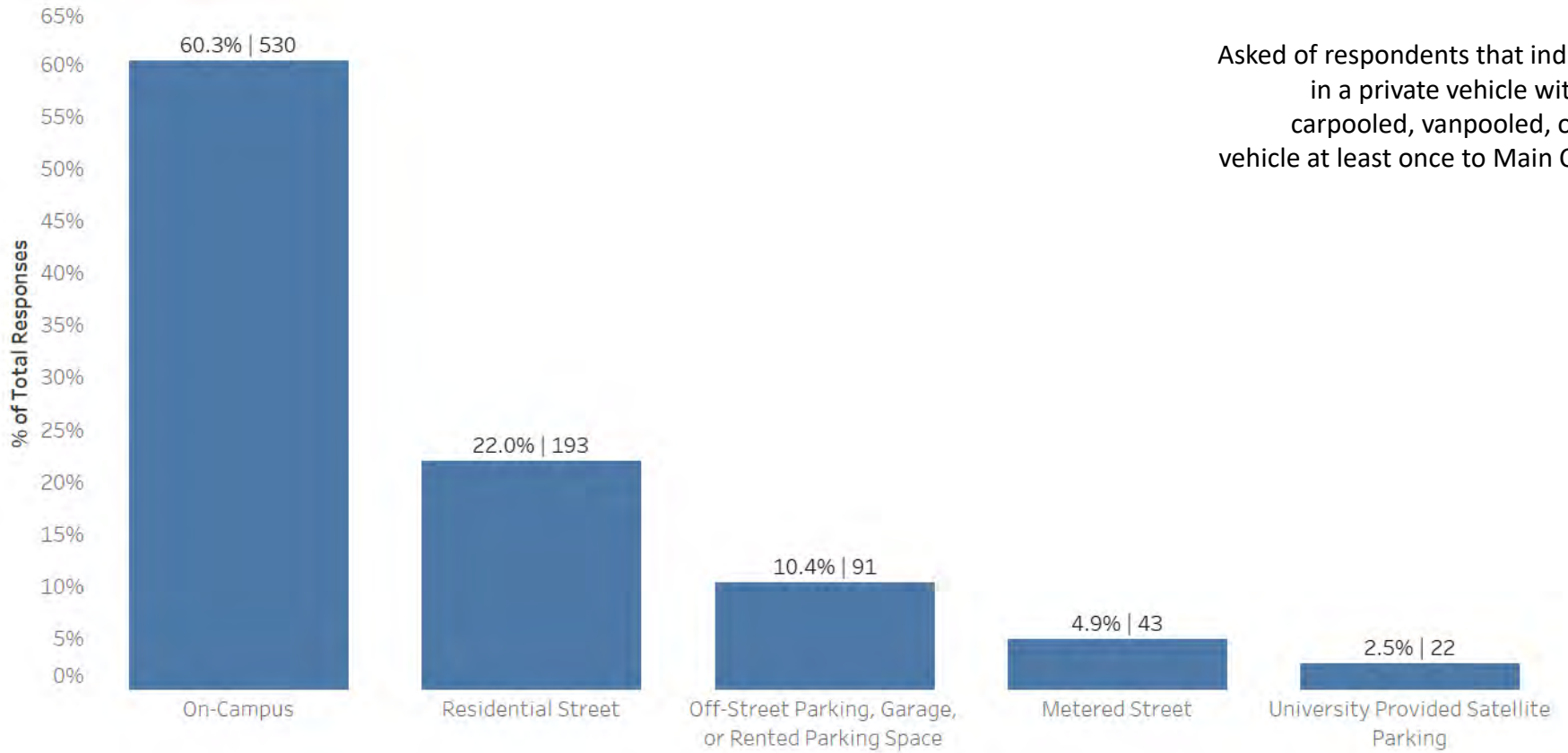
Parking

Where did you park when you drove to Main Campus?

Number of survey responses, percent of survey responses

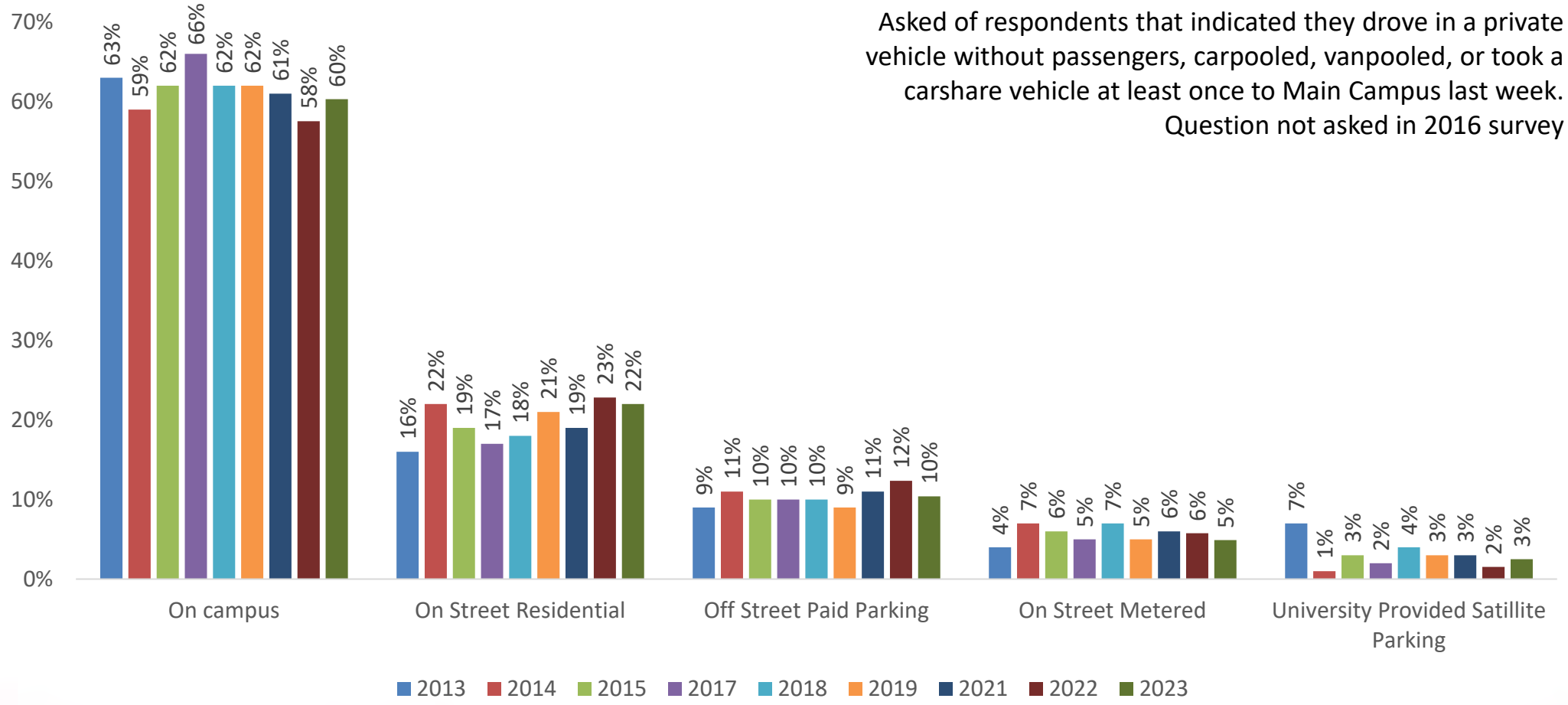
Question Responses: 879

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)

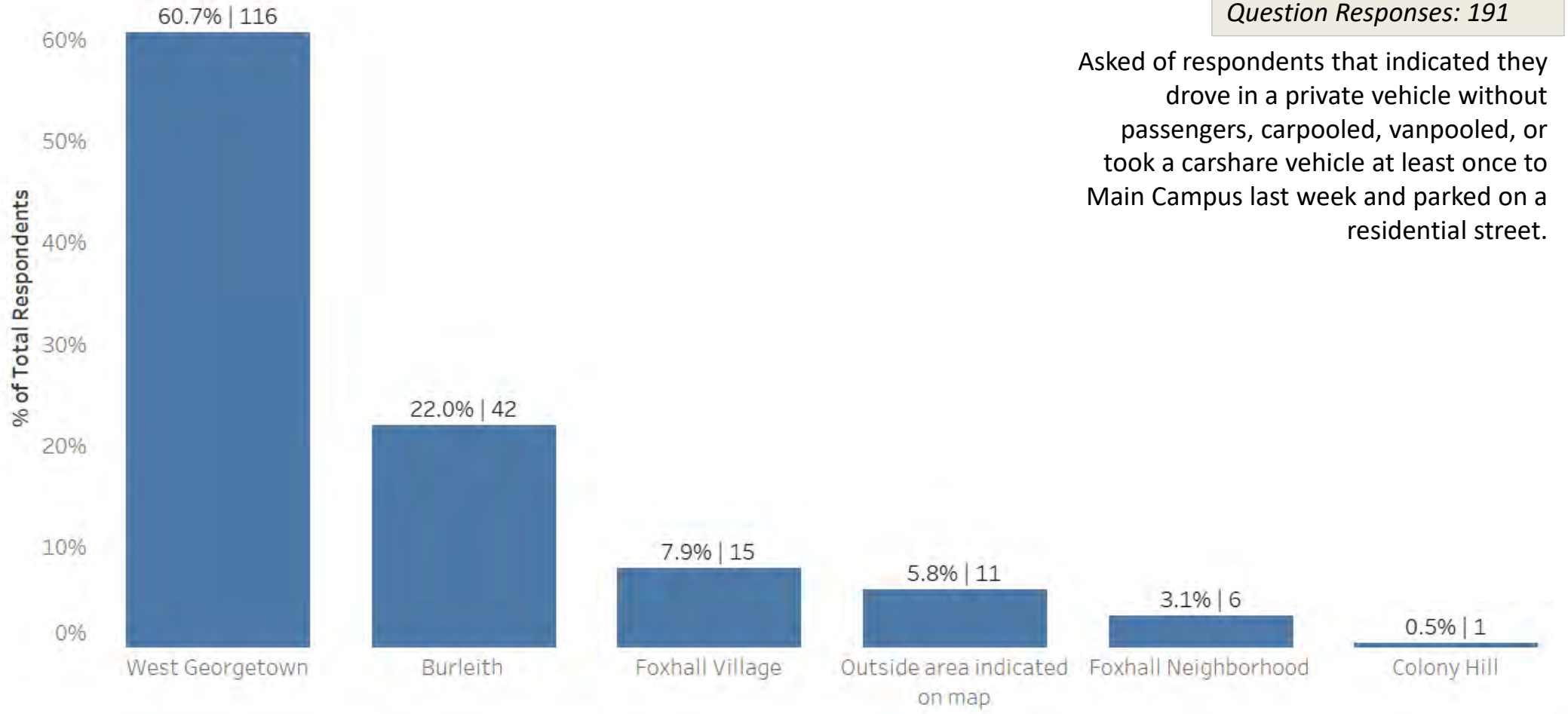
Percent of survey responses



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

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

Percent of survey responses



Question Responses: 191

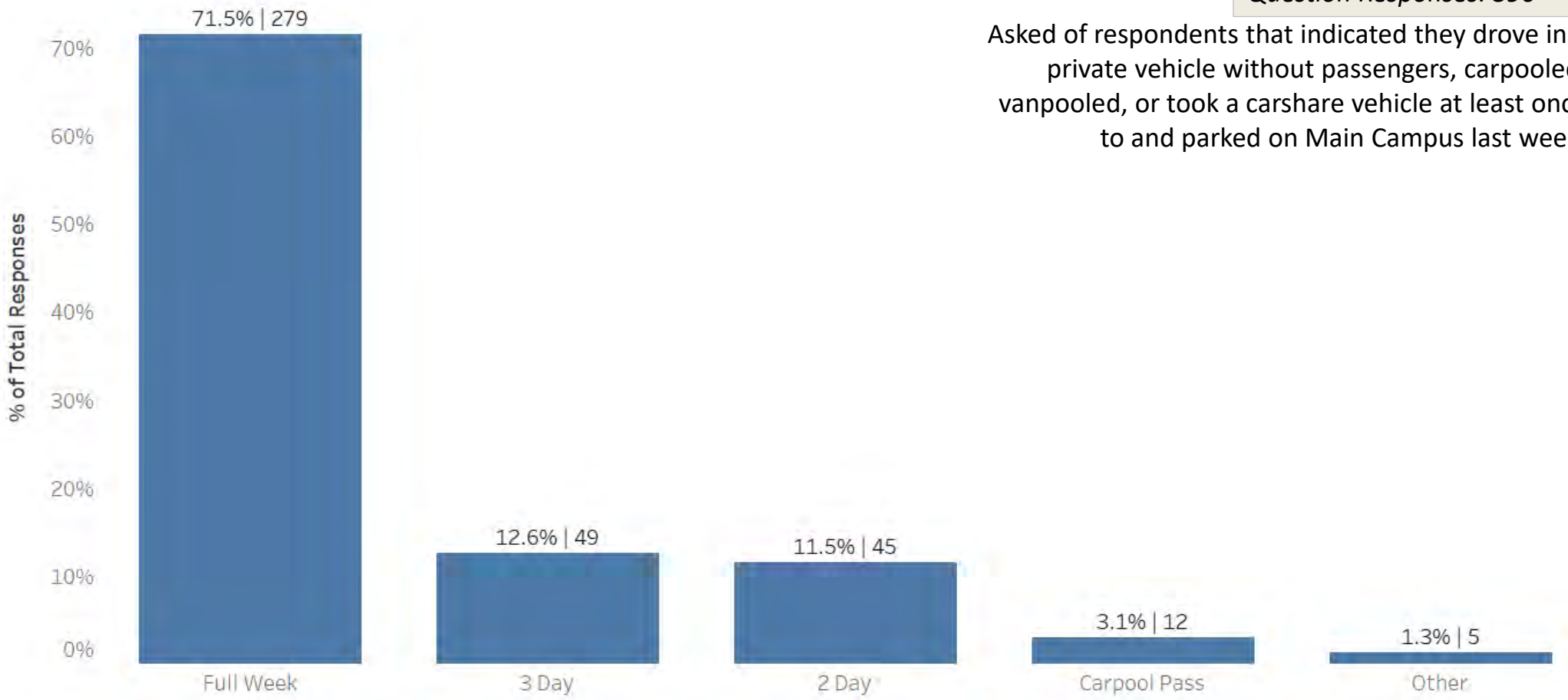
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to Main Campus last week and parked on a residential street.

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

Number of survey responses, percent of survey responses

Question Responses: 390

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.

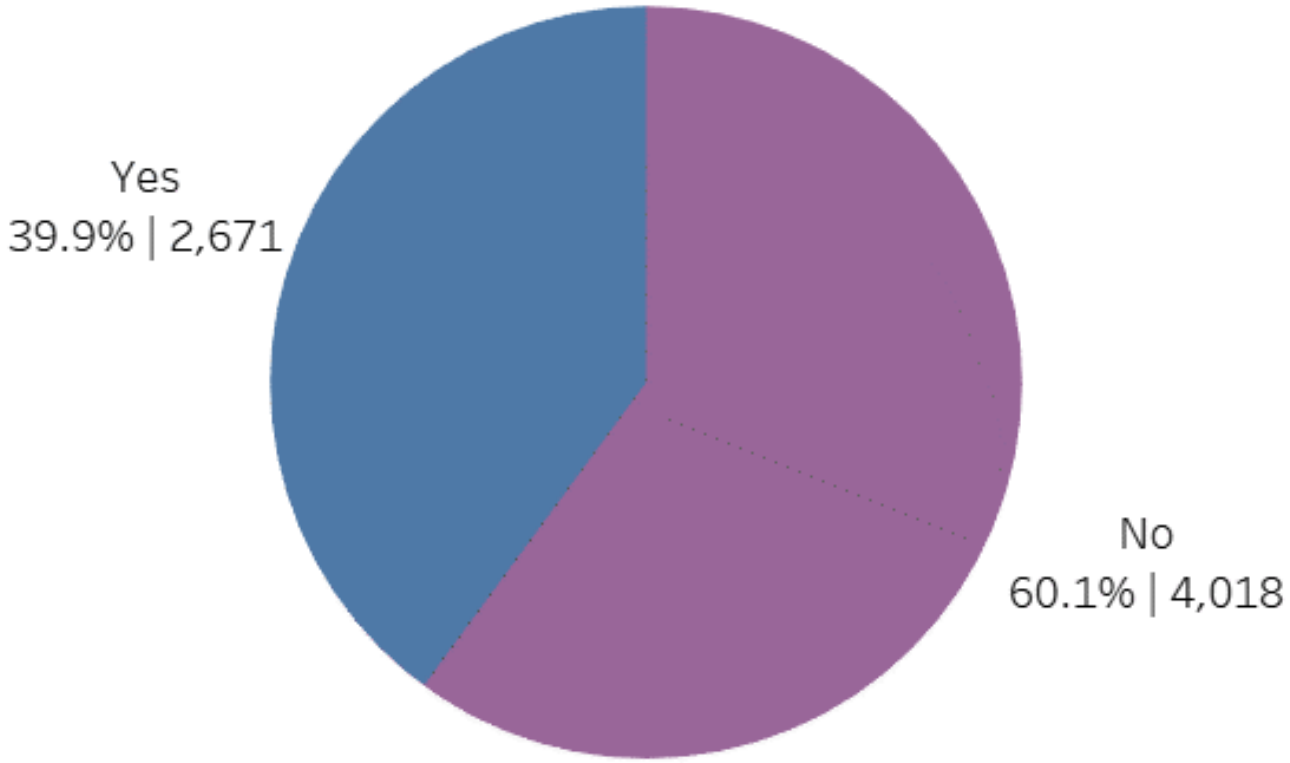


Question Responses: 390

GUTS Ridership

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

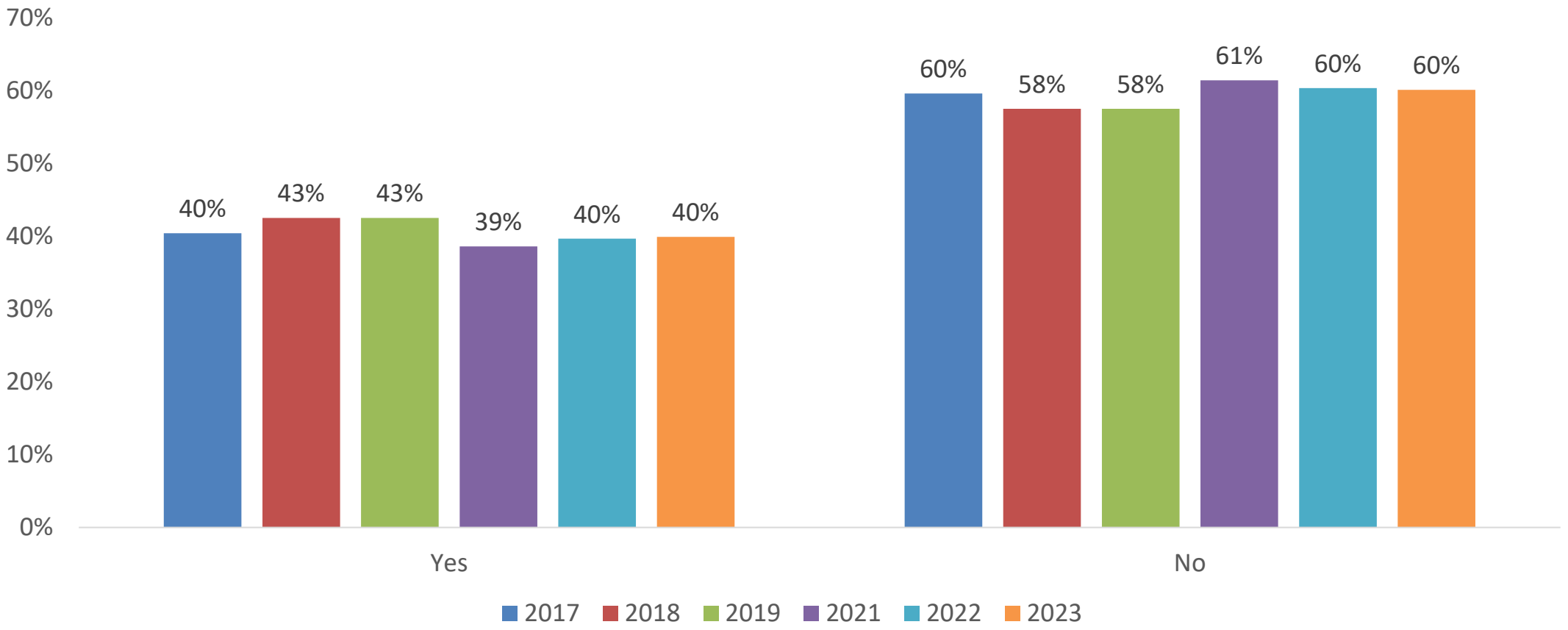
Number of survey responses, percent of survey responses



Question Responses: 6.689

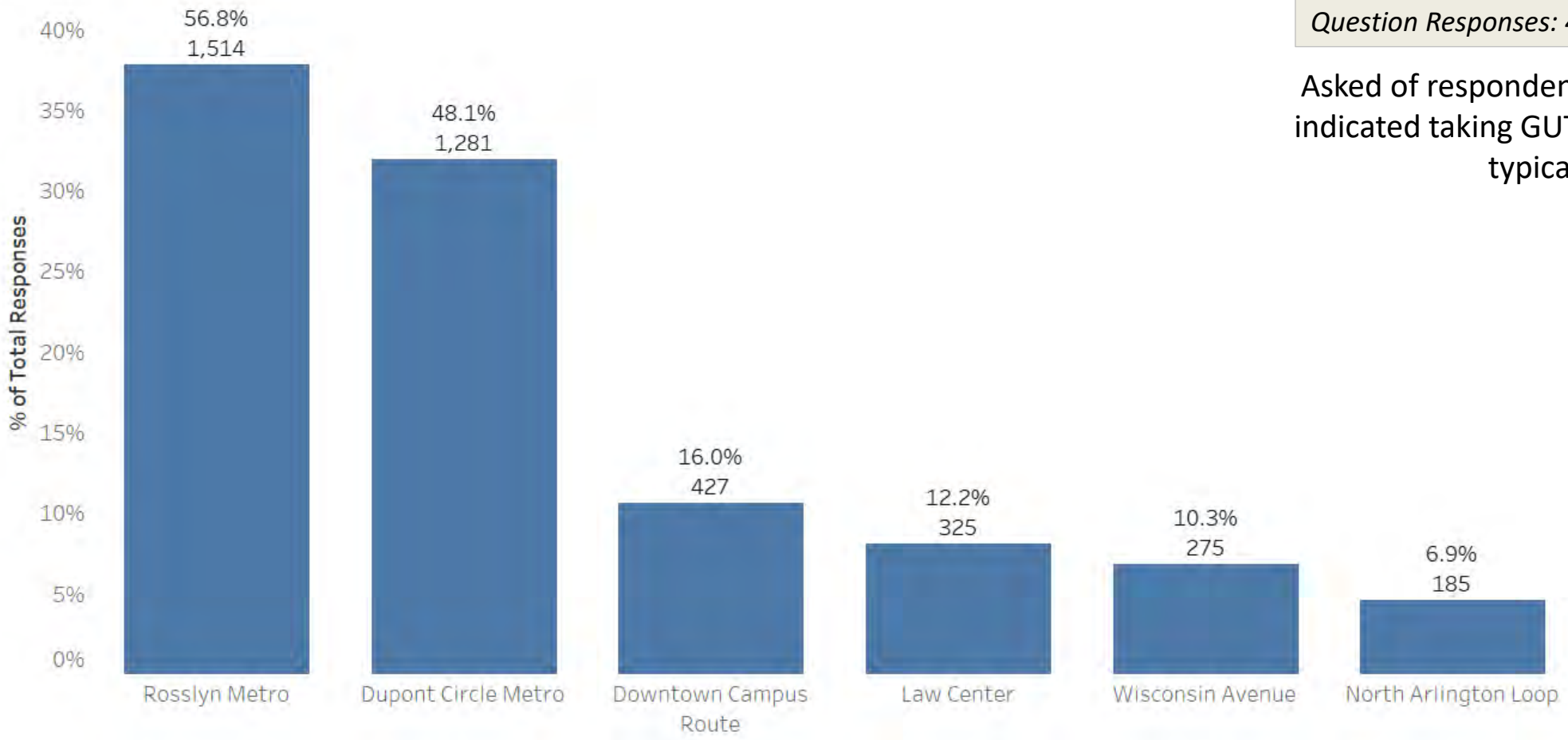
Historical GUTS ridership: Do you typically ride GUTS?

Percent of survey respondents



Which GUTS route do you typically take?

Percent of survey responses

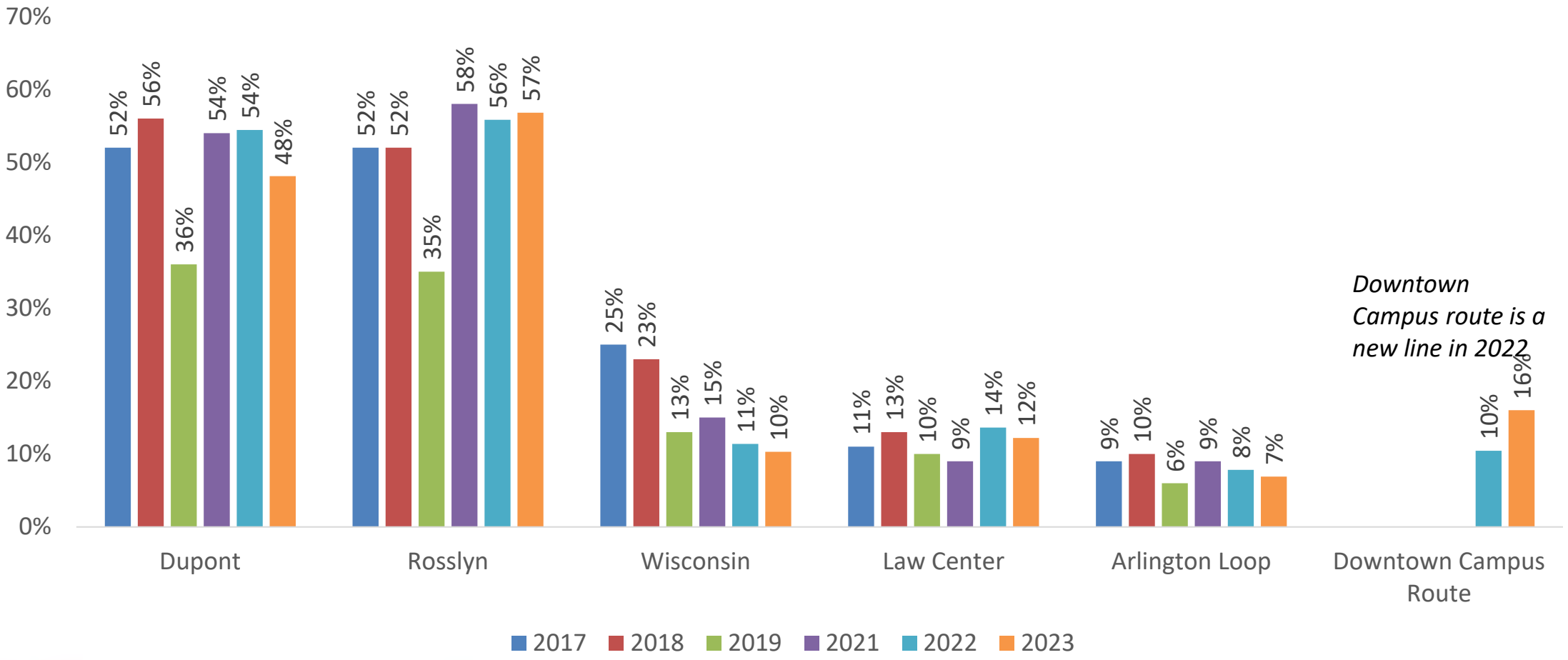


Question Responses: 4,007

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

Historical GUTS Ridership: Route Breakdown

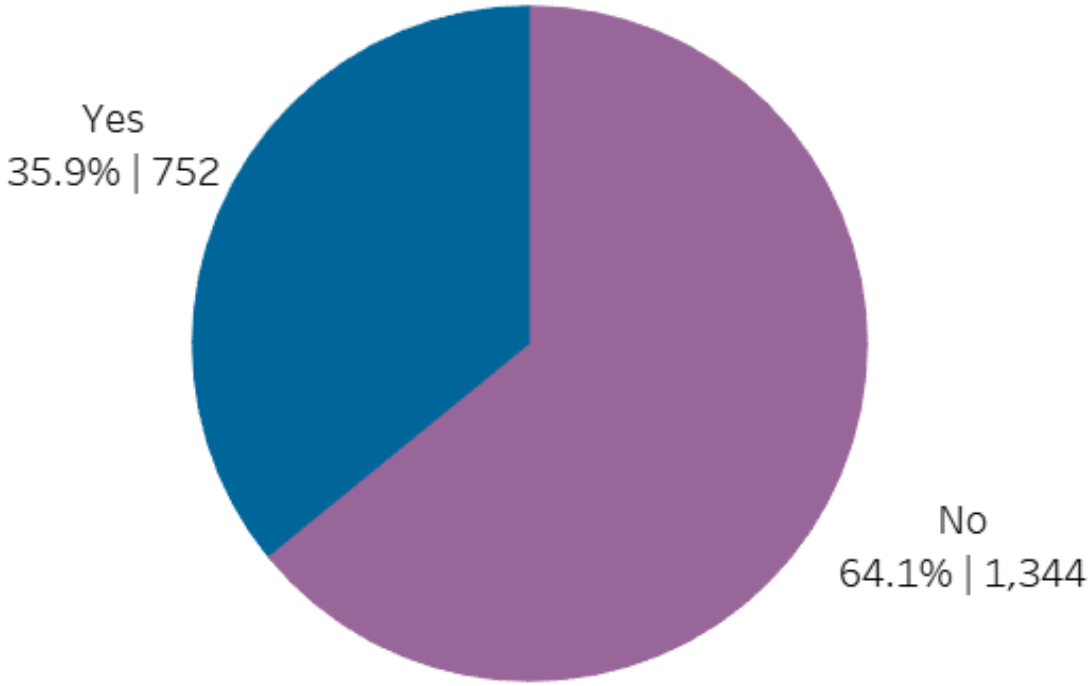
Percent of All GUTS riders



Downtown Campus route is a new line in 2022

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

Number of survey responses, percent of survey responses

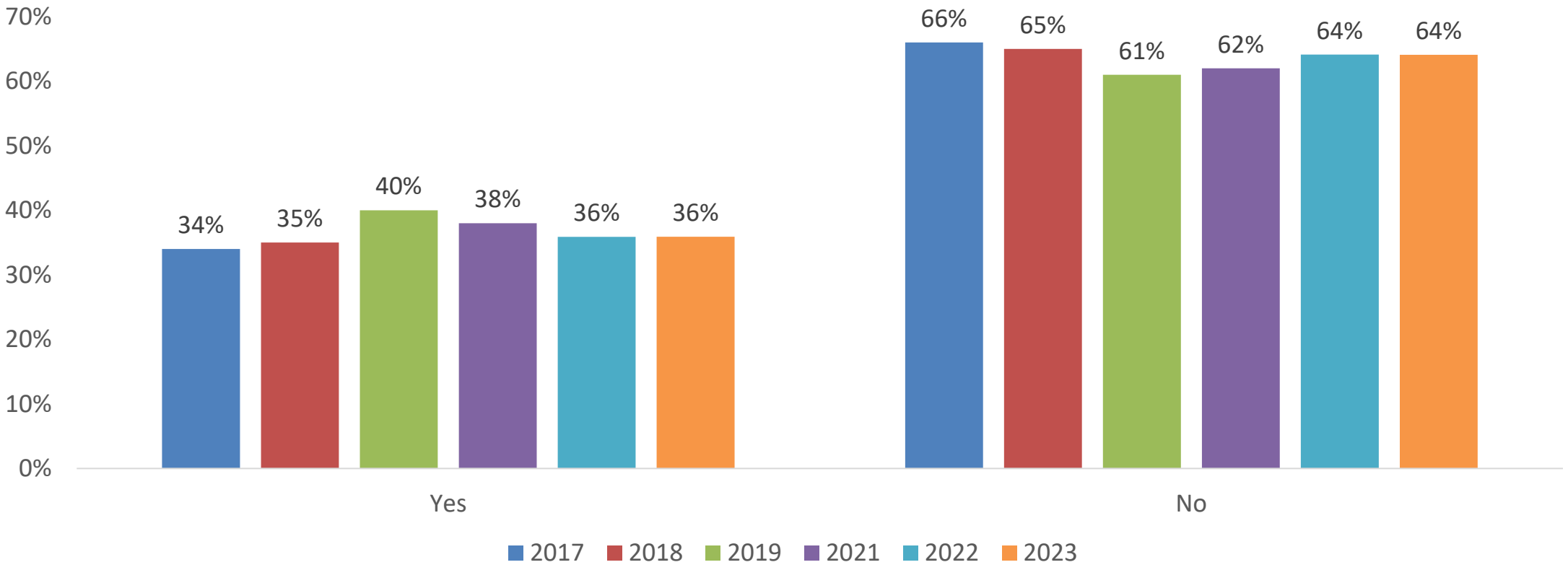


Asked of respondents that indicated taking the Dupont or Rosslyn GUTS.

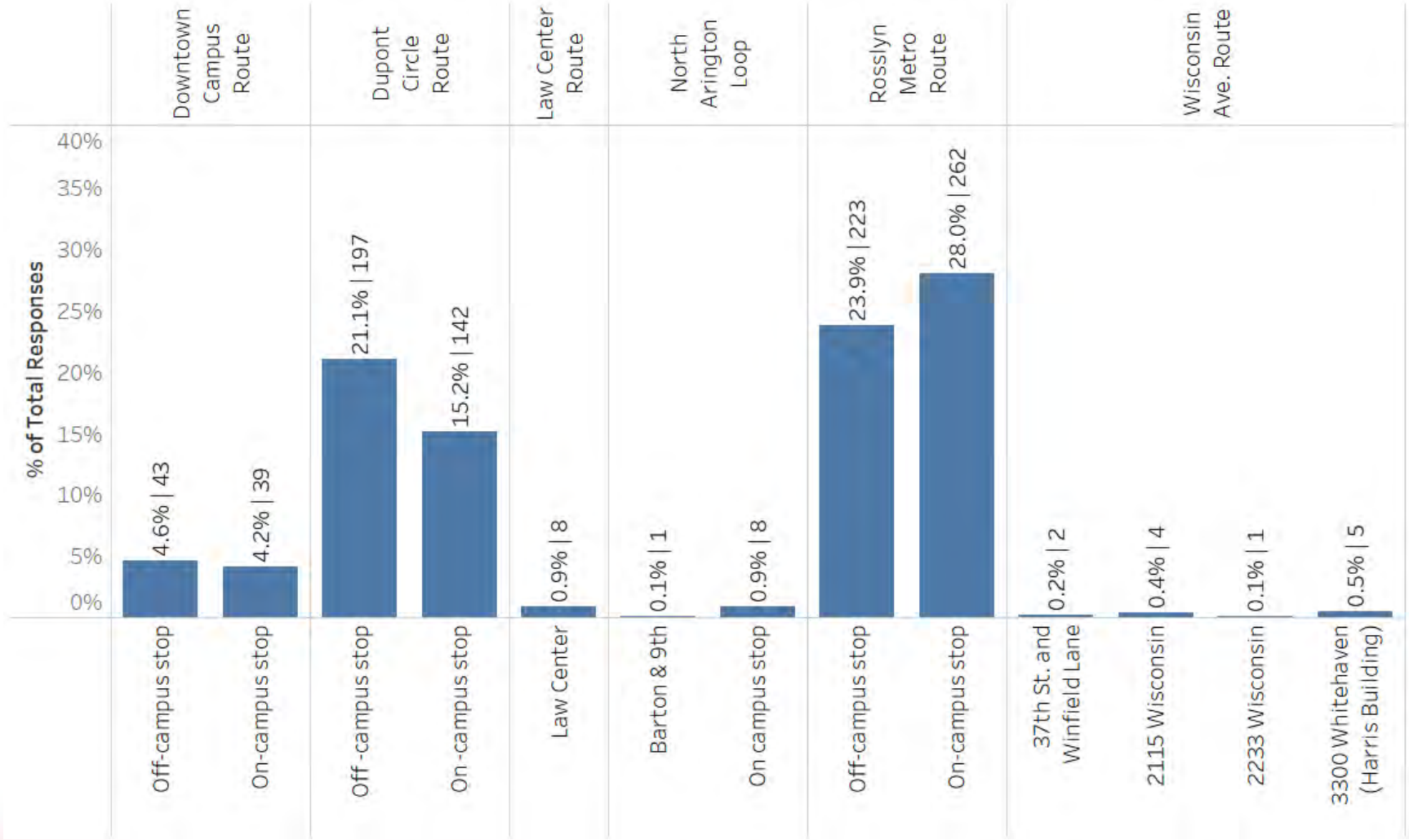
Historical impacted by GUTS full

Percent of GUTS riders

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



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



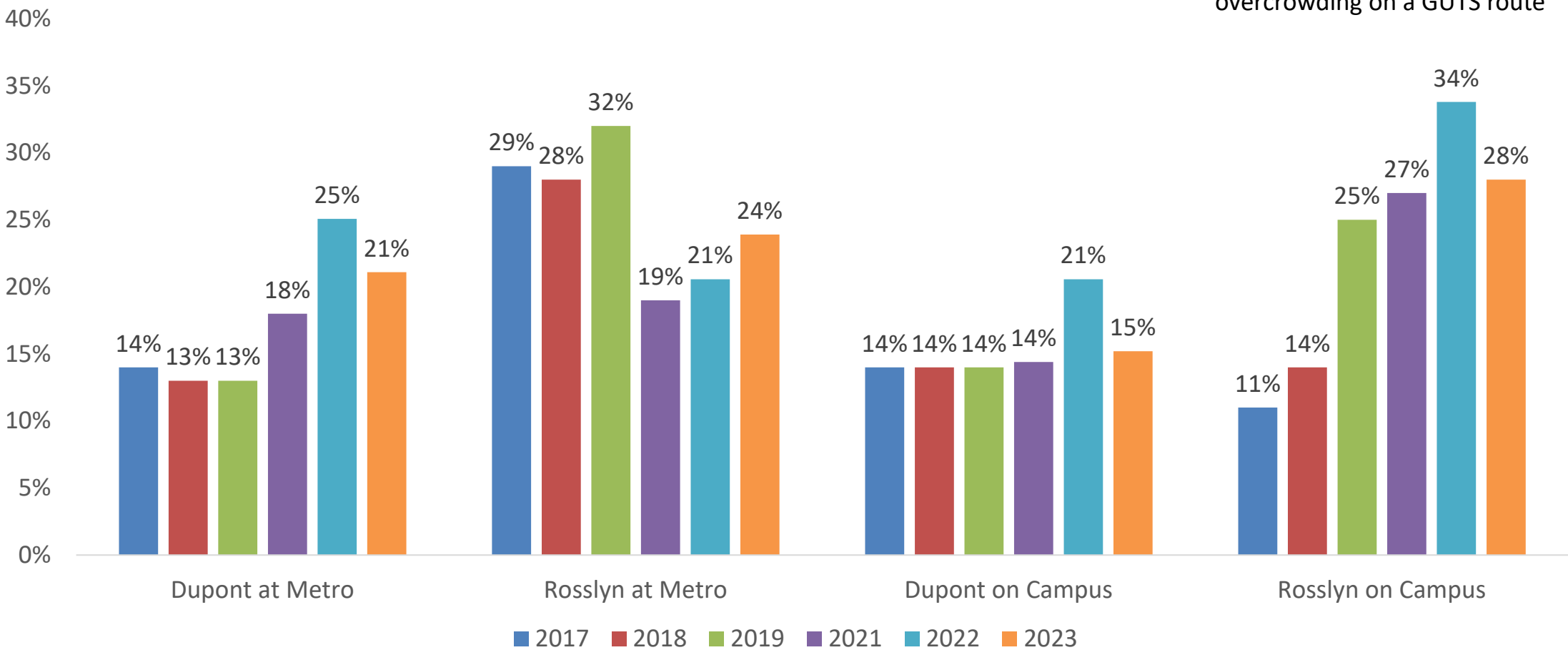
Question Responses: 935

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

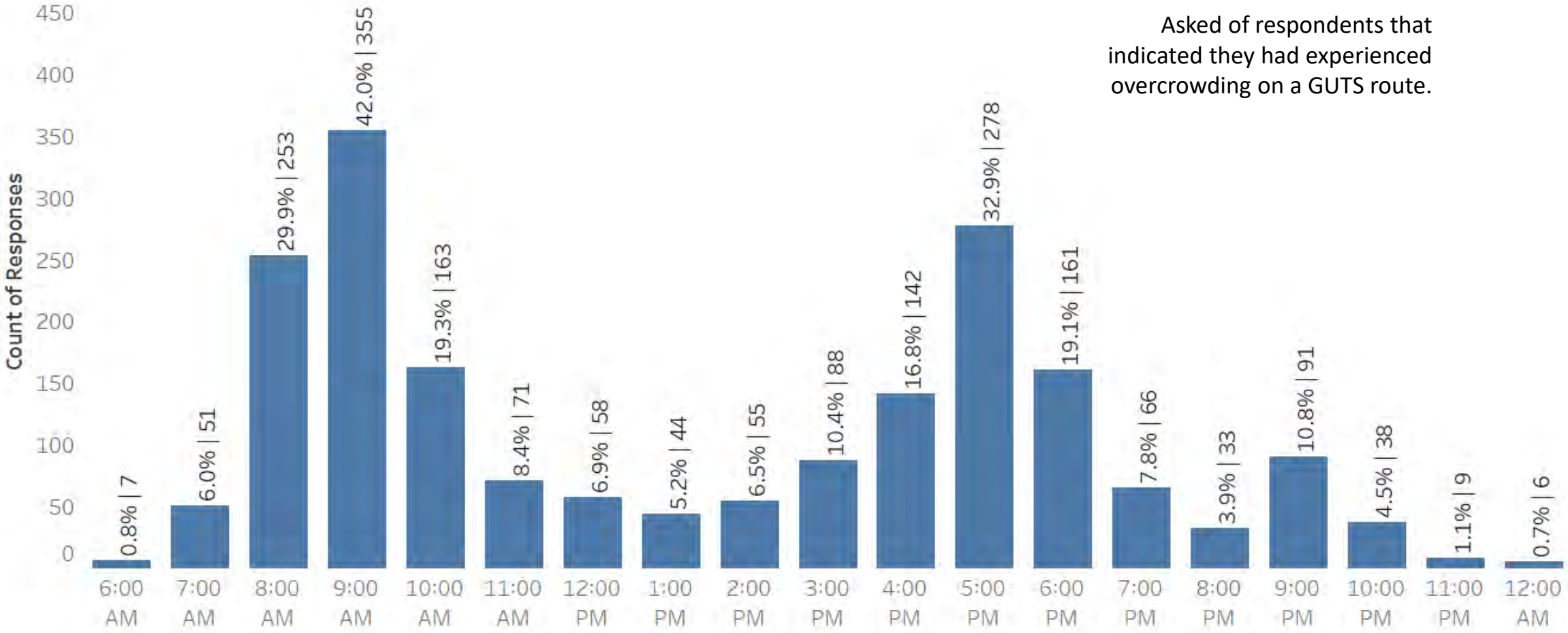
Historical GUTS overcrowding by stop

Percent of Dupont or Rosslyn riders

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



Time of GUTS Route Overcrowding

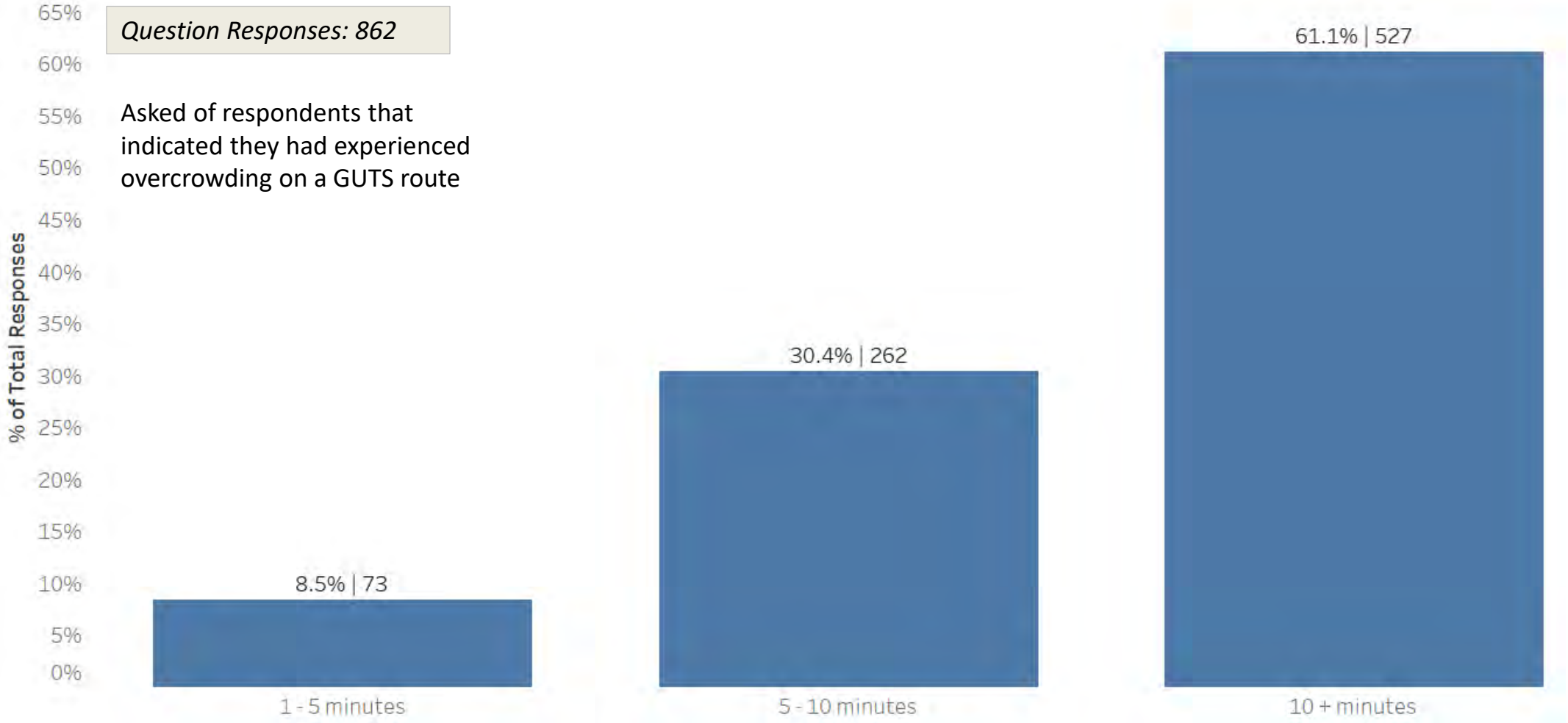


Asked of respondents that indicated they had experienced overcrowding on a GUTS route.

What is the average waiting time for the next GUTS bus?

Question Responses: 862

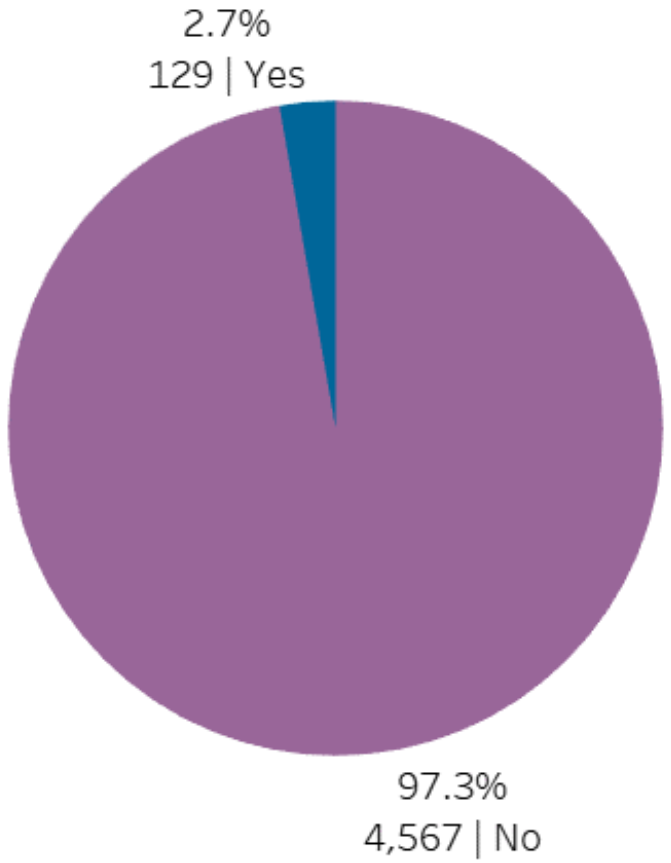
Asked of respondents that indicated they had experienced overcrowding on a GUTS route



Late Night/SafeRide Shuttle

Do you typically take the Late Night Shuttle?

Number of students, percent of students

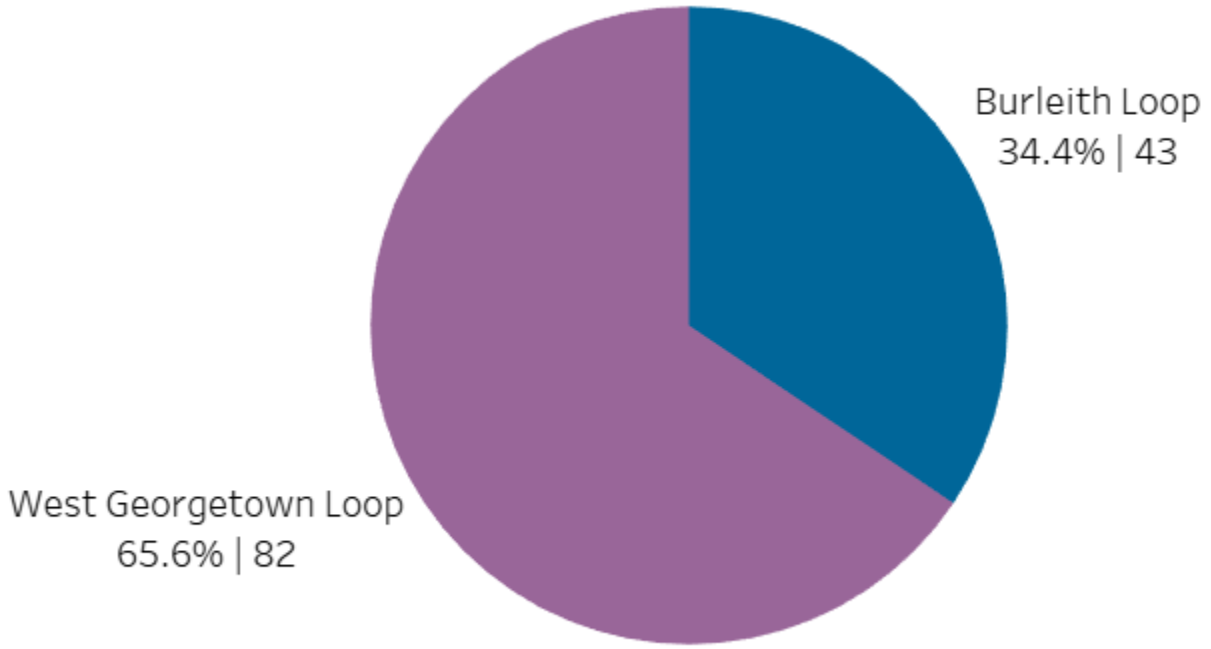


Asked of Undergraduate Students, Graduate Students, and Medical Students.

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

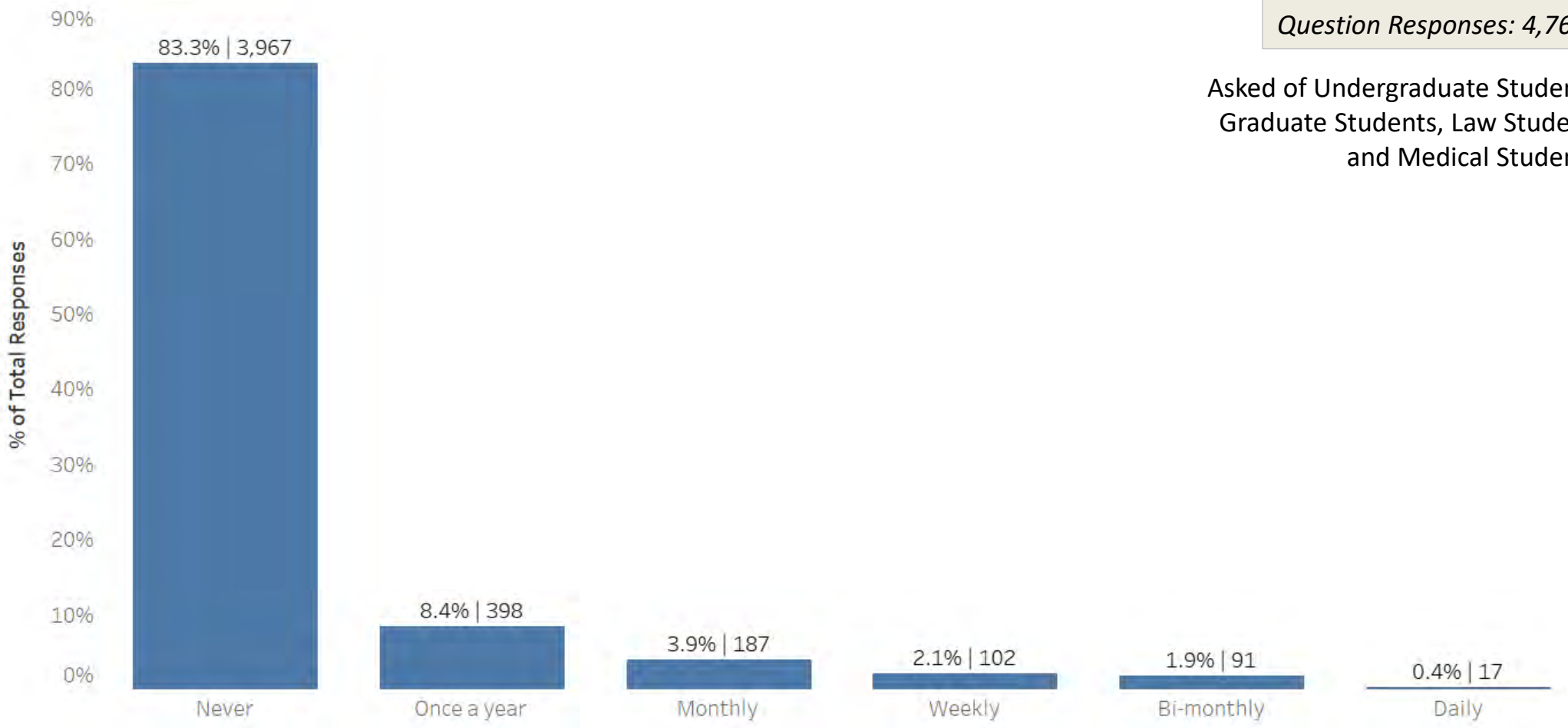
Number of late night shuttle riders

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

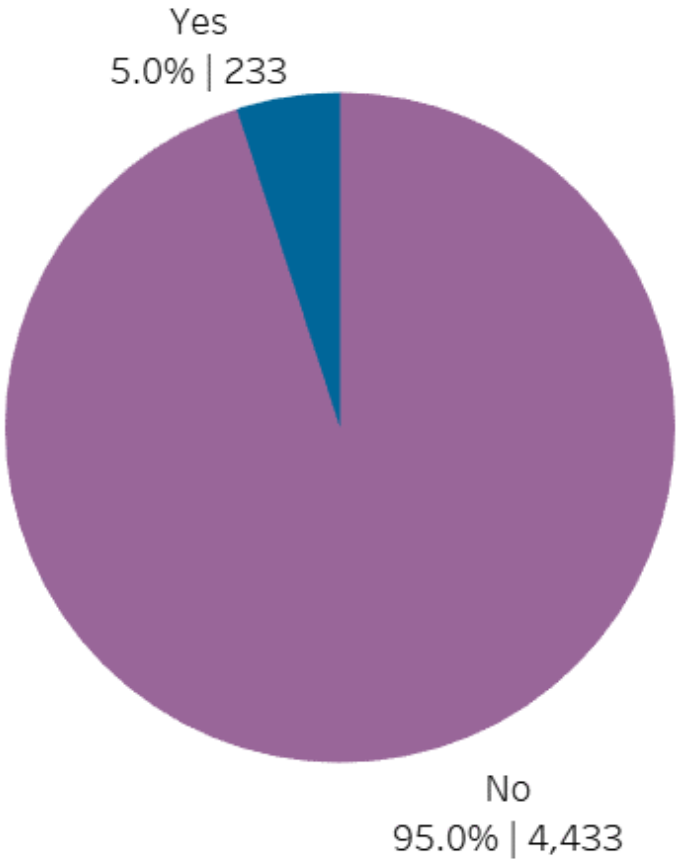


Question Responses: 4,762

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

Have you experienced issues with SafeRides in the past?

Number of students



Question Responses: 4,666

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

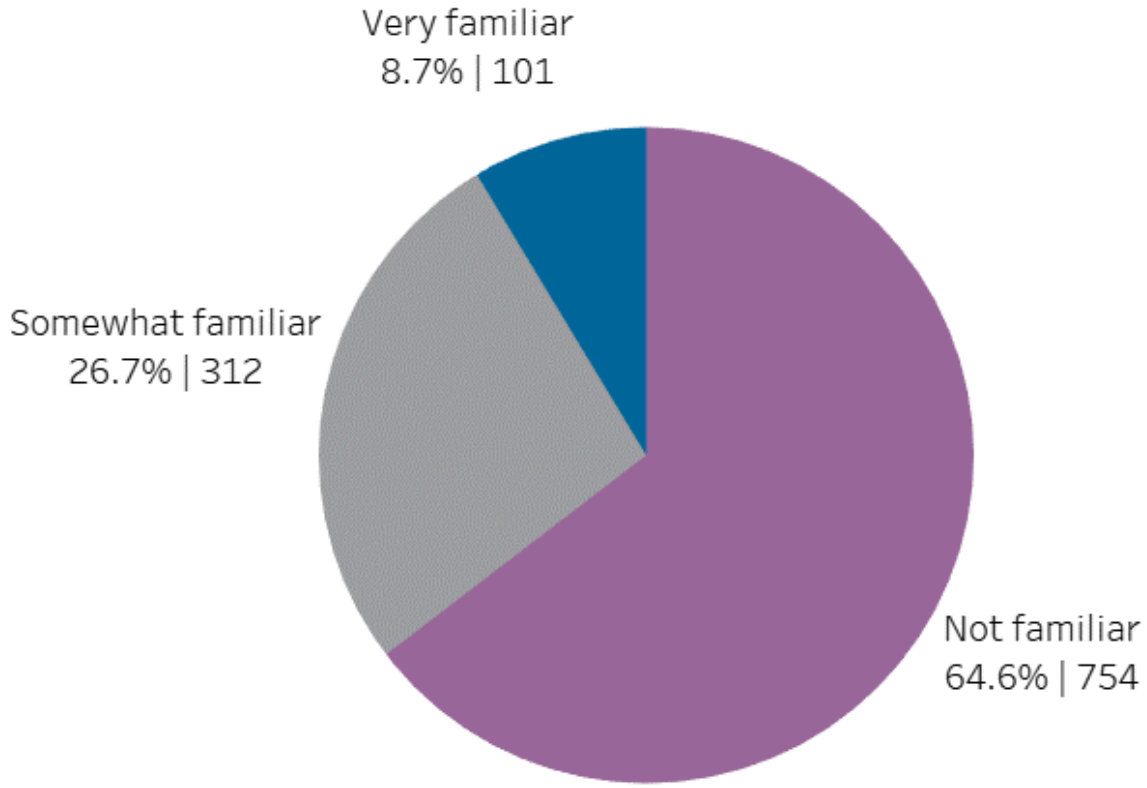
Carpooling

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

Percent of employees

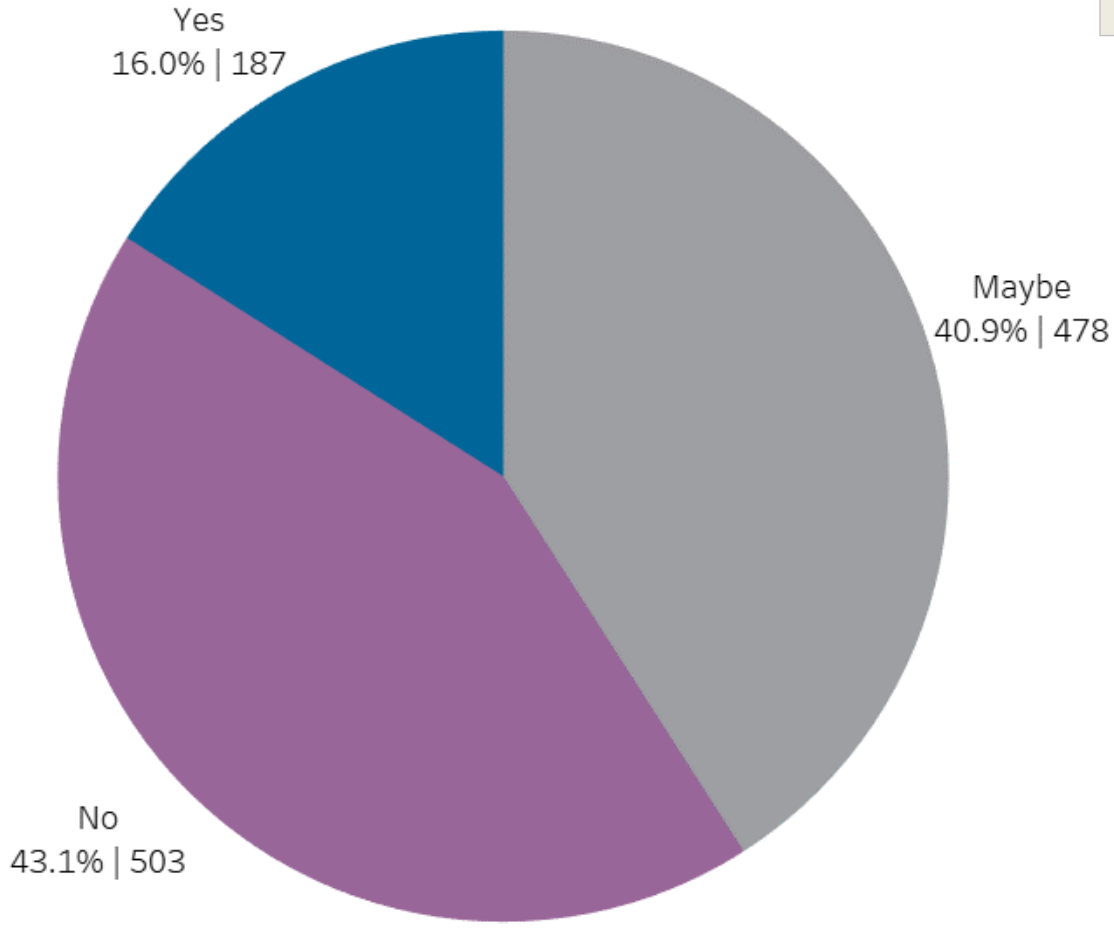
Question Responses: 1,167

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



Question Responses: 1,168

Asked of Faculty, Staff, and Affiliate Employees

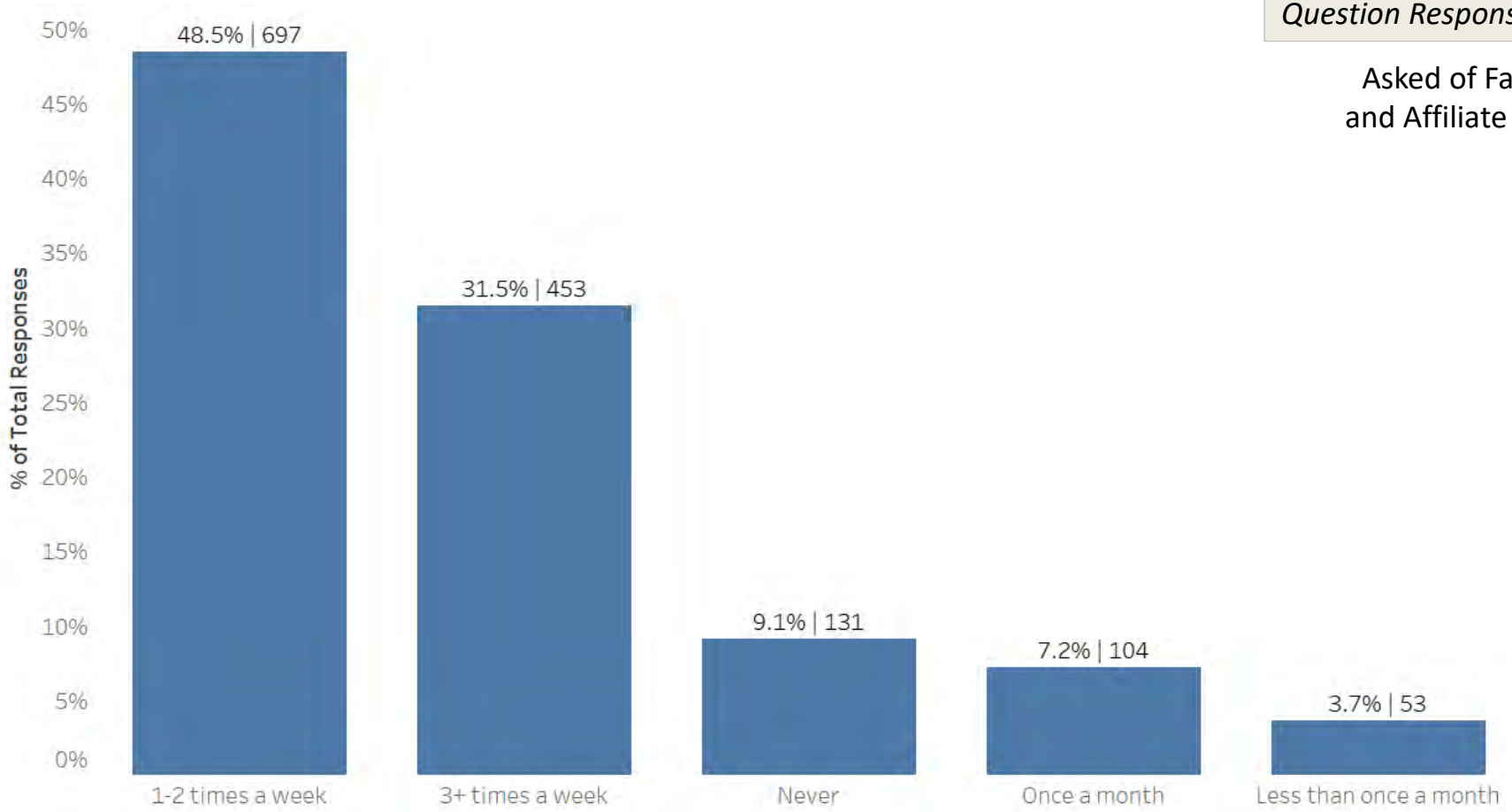
Telework

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

Percent of employees

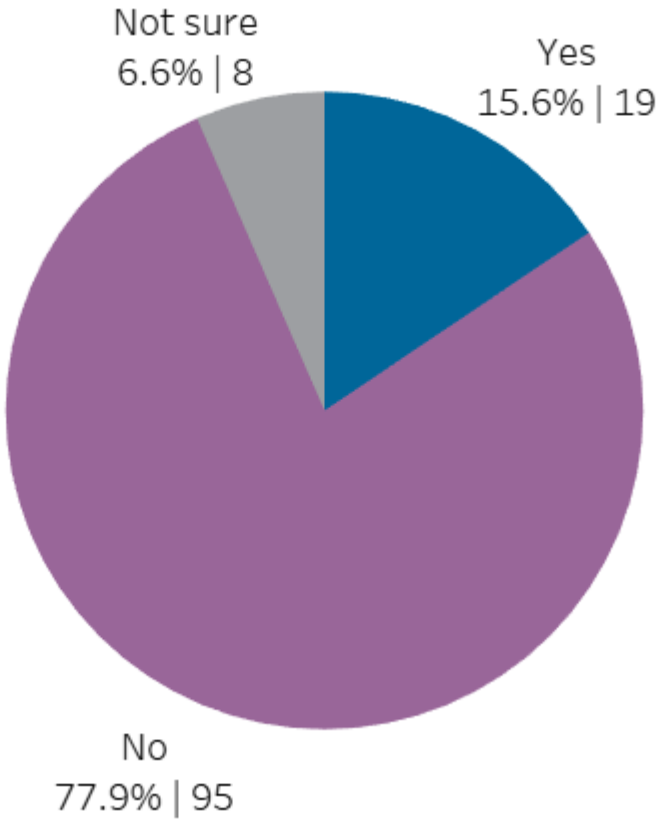
Question Responses: 1,438

Asked of Faculty, Staff, and Affiliate Employees



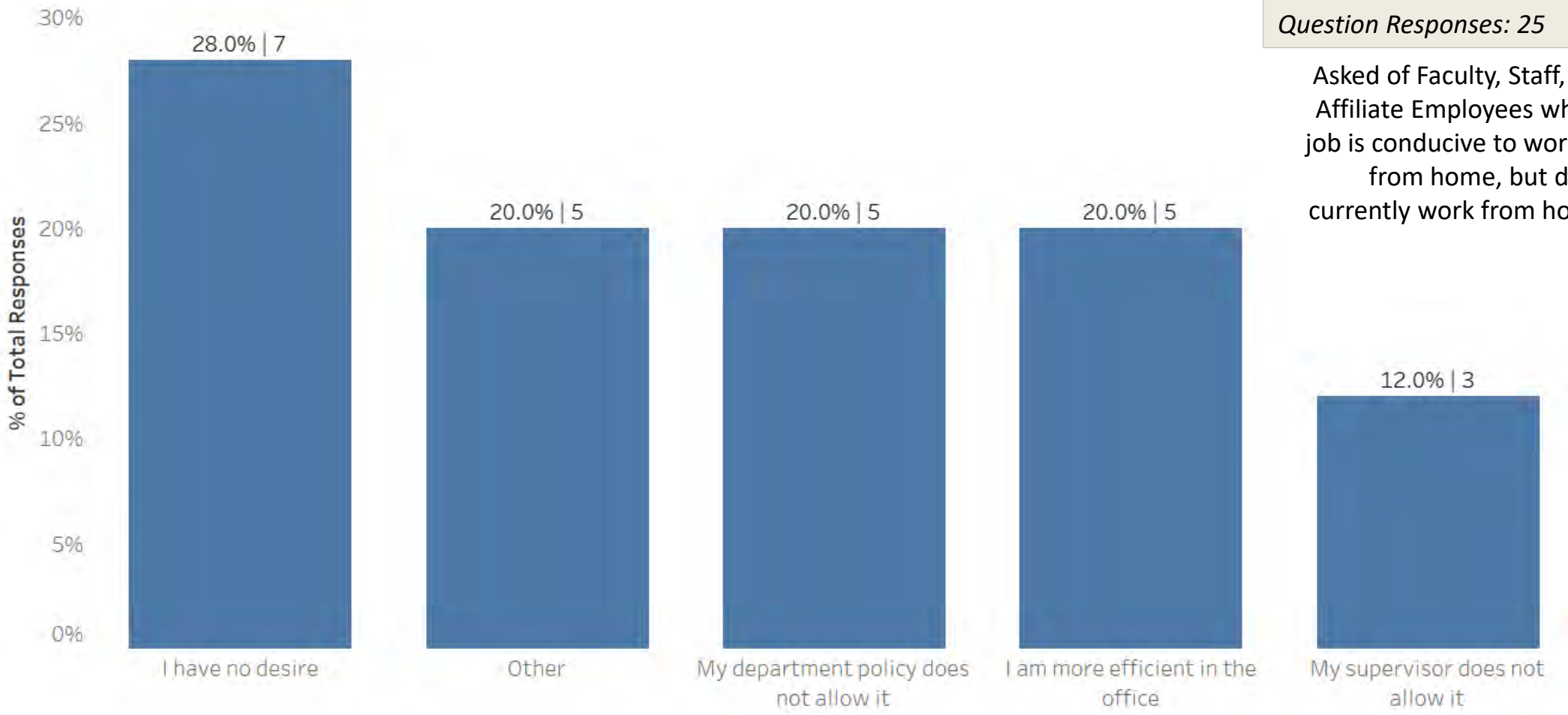
Is the nature of your job conducive to working remotely at least once a week?

Percent of employees



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)



Question Responses: 25

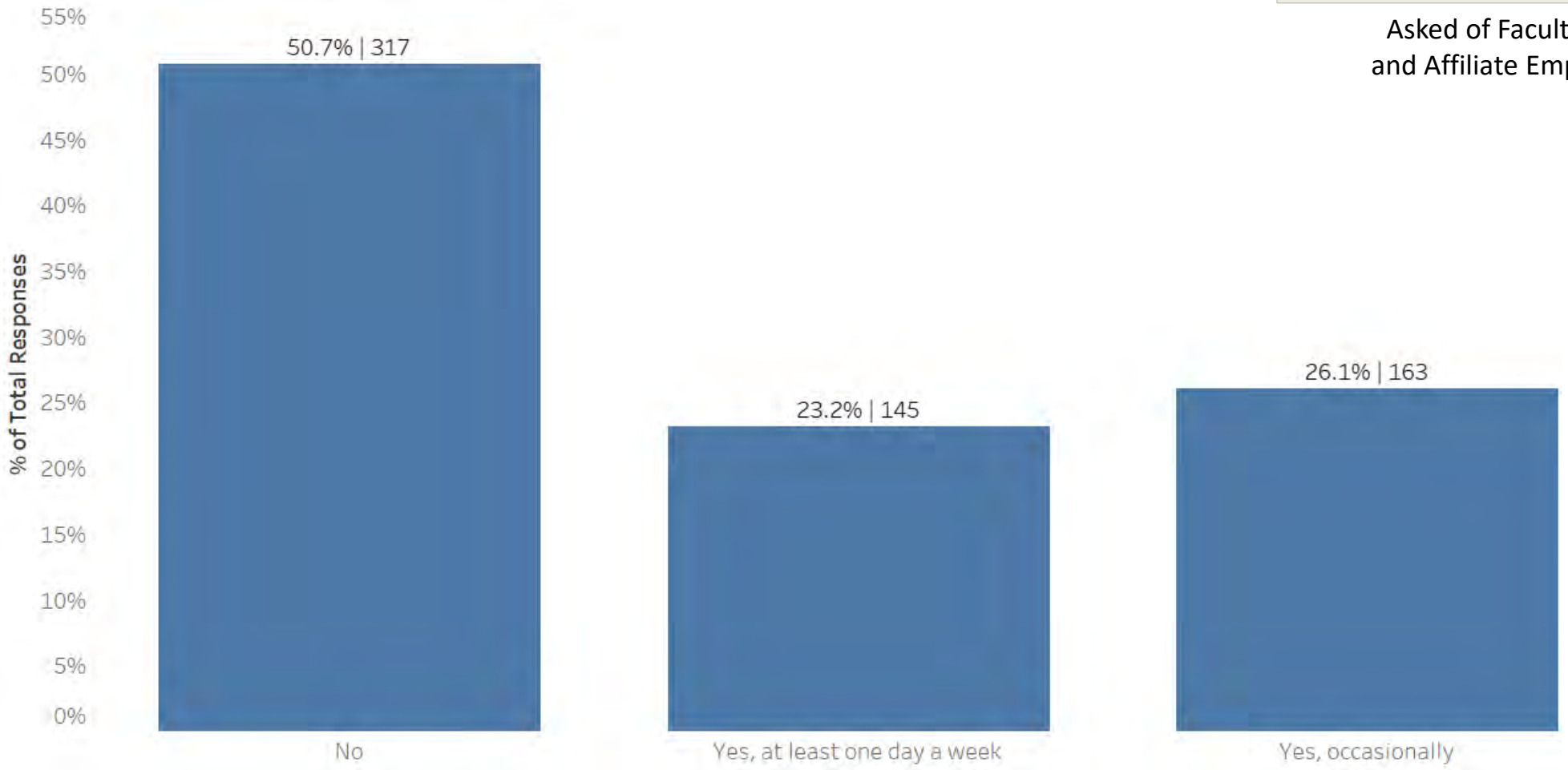
Asked of Faculty, Staff, and Affiliate Employees whose job is conducive to working from home, but don't currently work from home.

Did you telework prior to the pandemic?

Percent of employees

Question Responses: 625

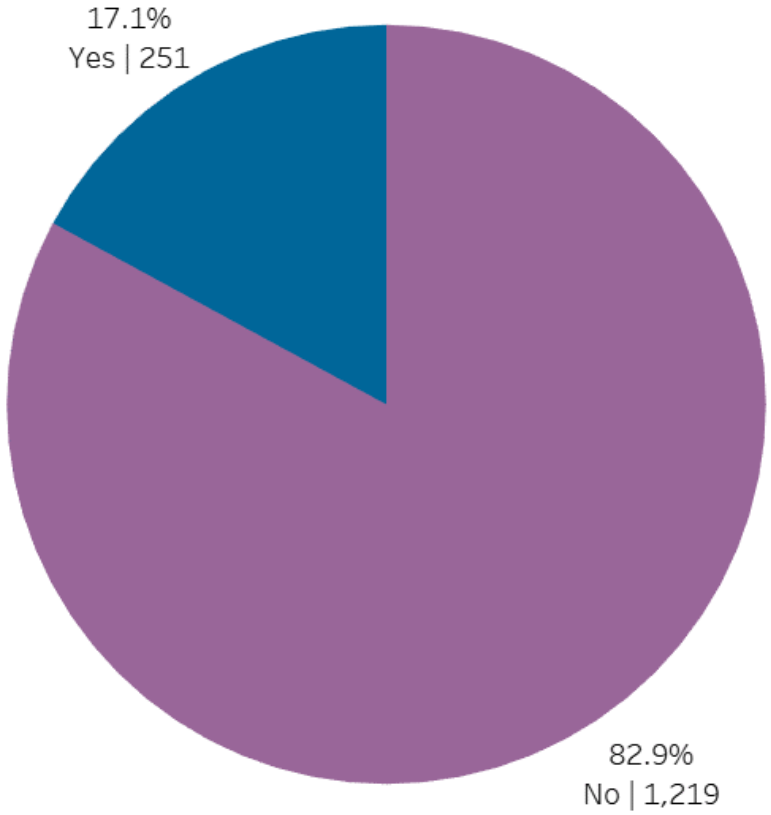
Asked of Faculty, Staff, and Affiliate Employees



On-Campus Student Intern Travel Pattern

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

Number of responses, percentage of on-campus residents



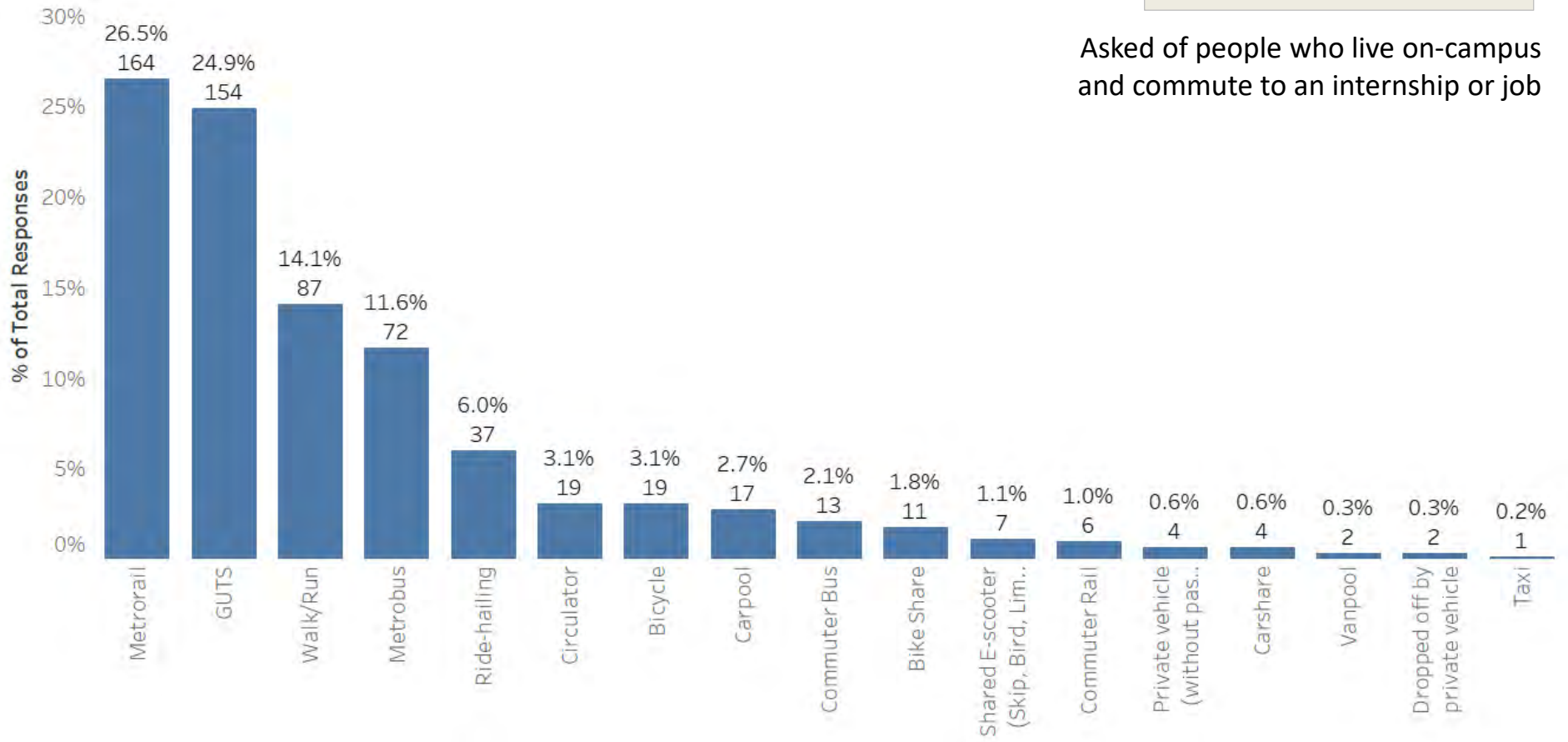
Asked of people who live on-campus.

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

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

Question Responses: 619

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

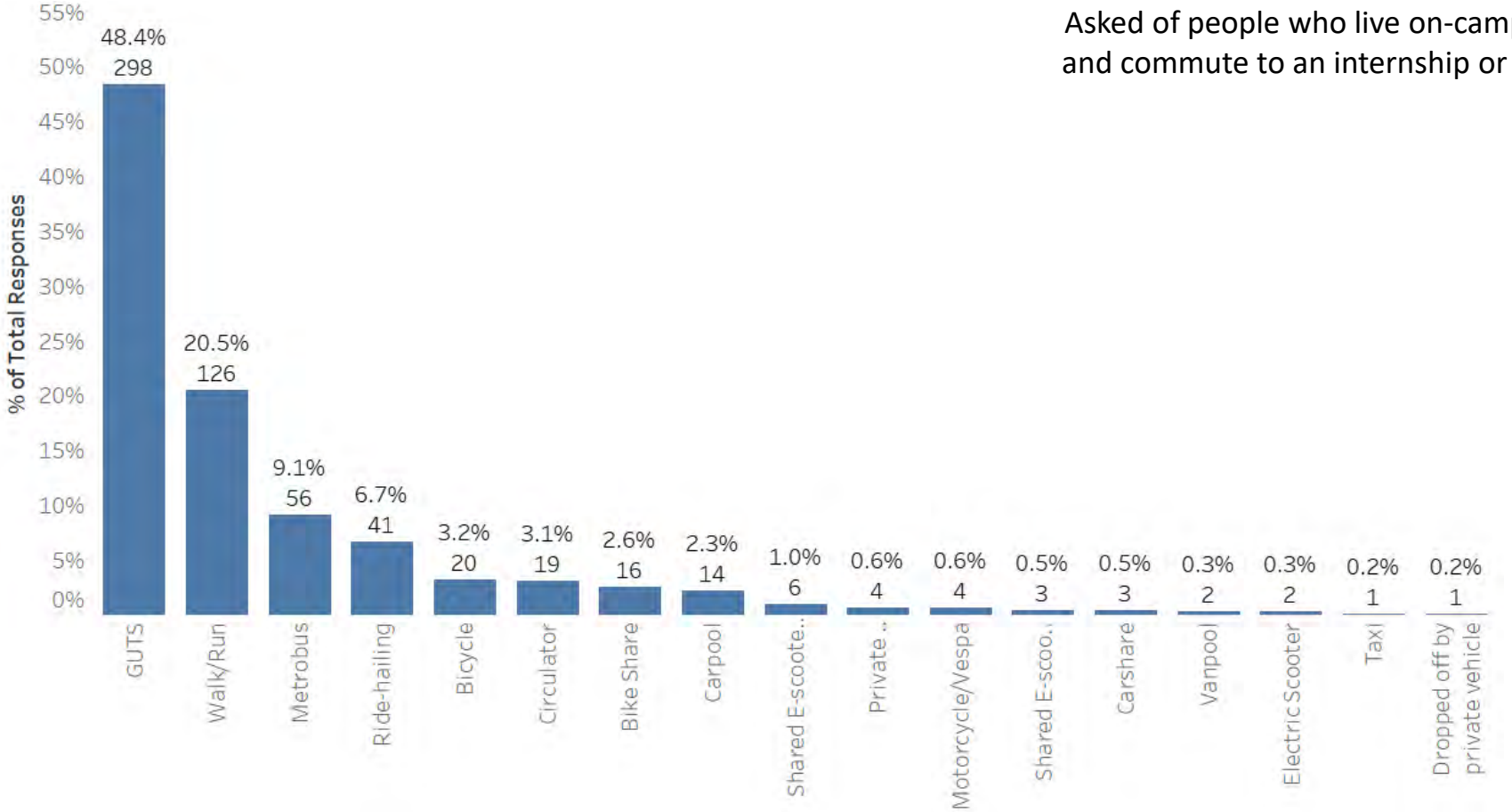


What transportation mode did you take for the first portion of your trip to your internship/job? *(Main Campus Only)*

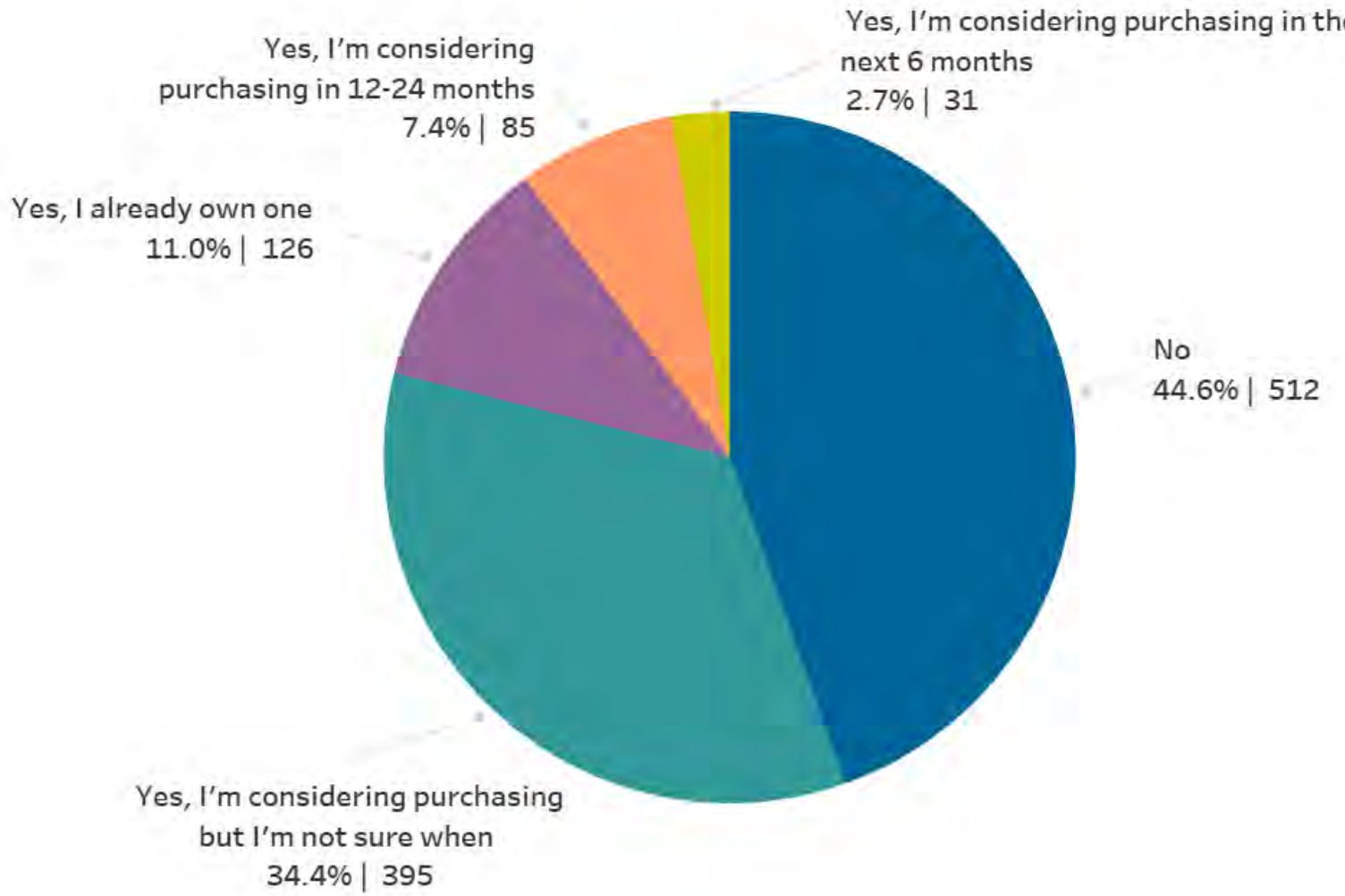
Number of main campus trips during the whole week, percent of on-campus resident commute trips

Question Responses: 616

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



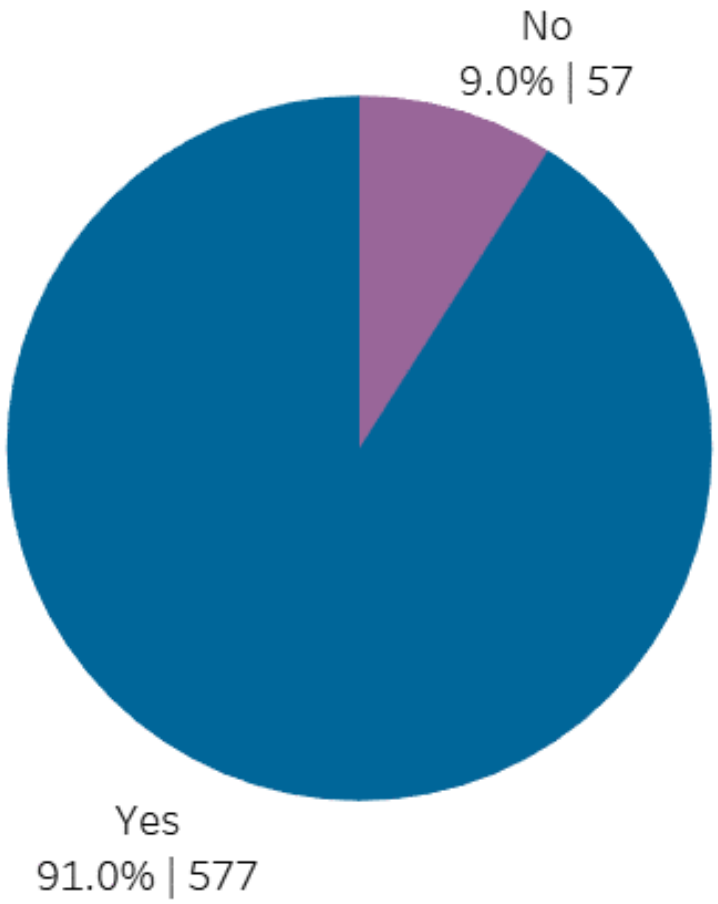
Do you currently drive an electric vehicle (EV) or a plug-in hybrid vehicle (PHEV) to campus?



Question Responses: 1,149

Asked of those who drive alone to GU

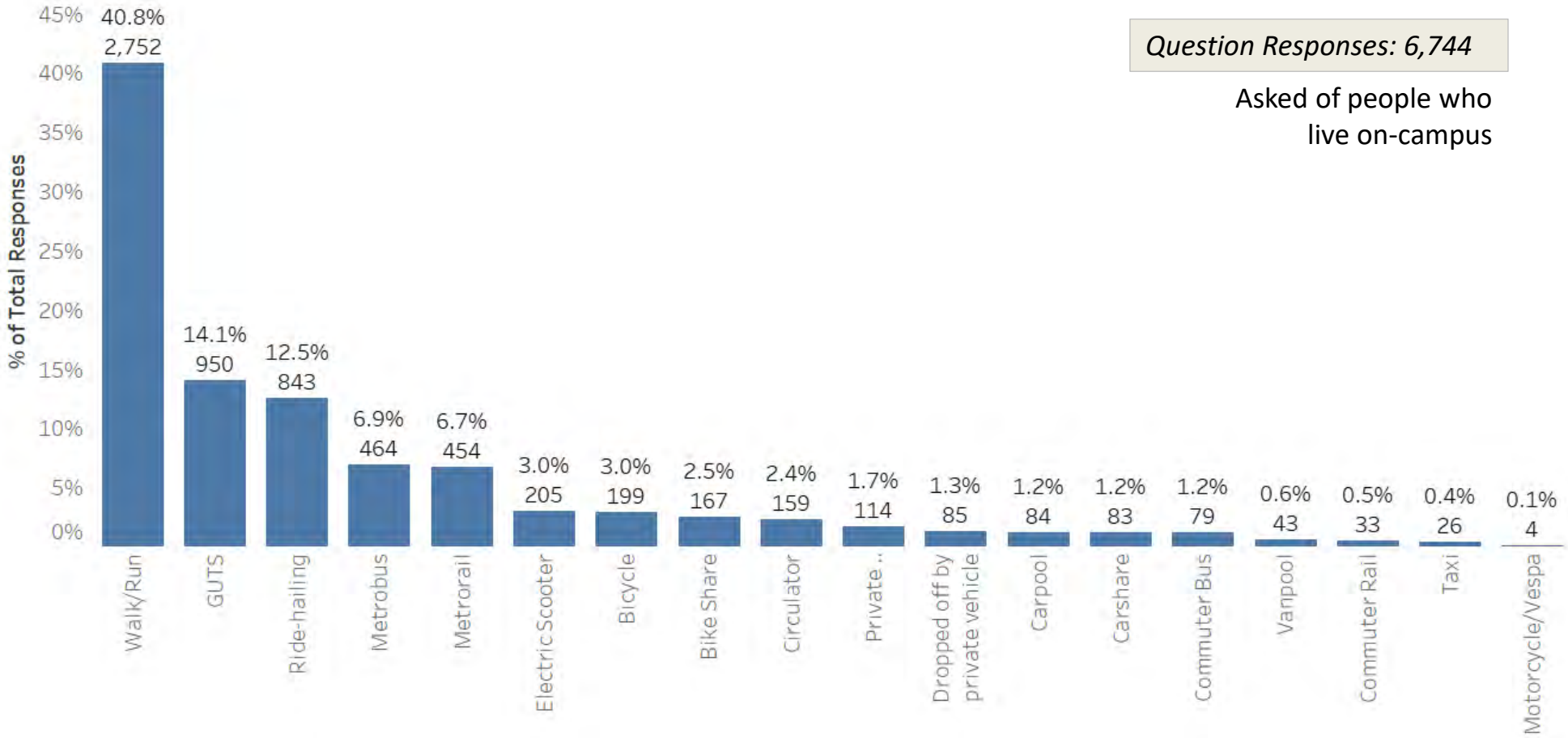
Would you be interested in charging your EV (or PHEV) on campus?



Question Responses: 634

Asked of those who currently own or intend to own an EV in future

Last week when you traveled off campus for purposes other than commuting to a job or an internship, which transportation mode did you use for the longest portion of your trip?

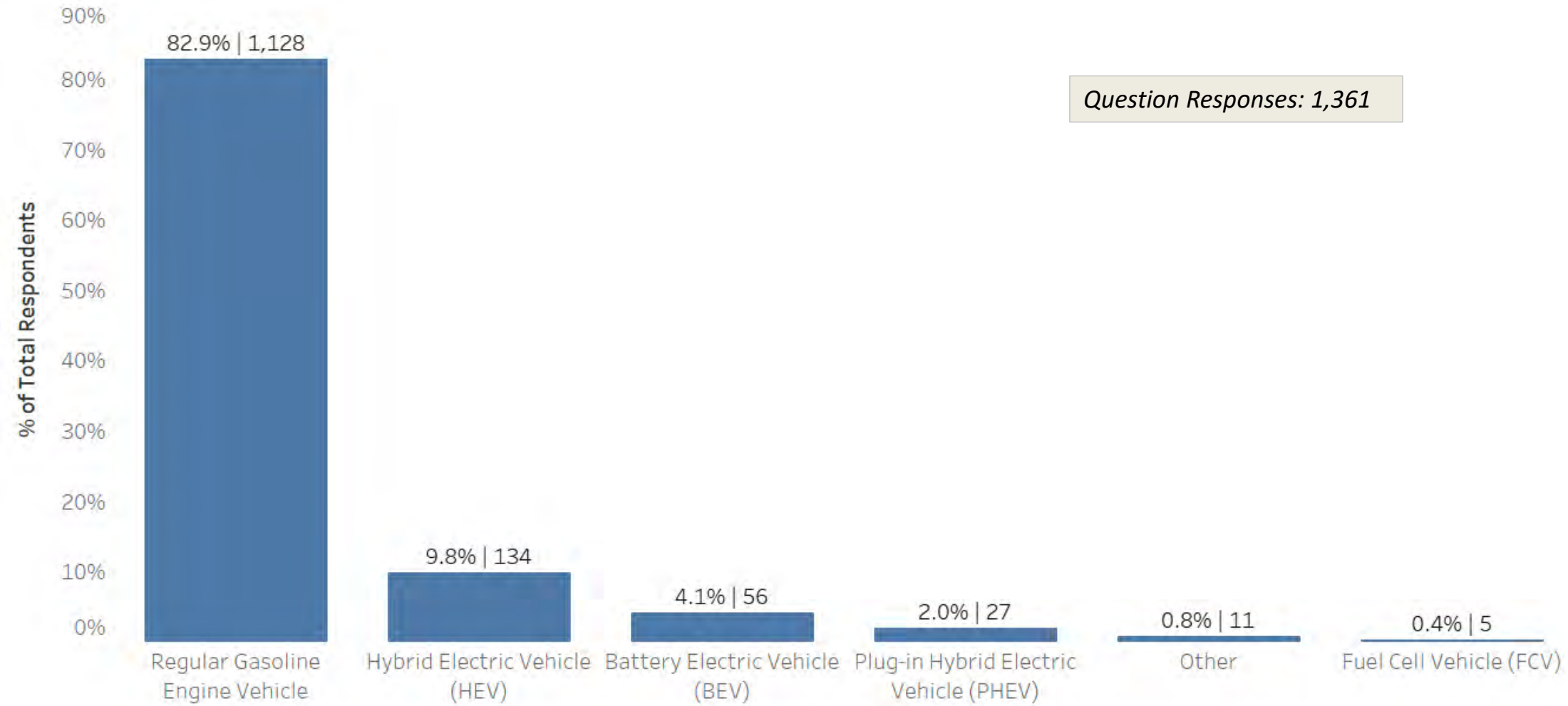


Question Responses: 6,744

Asked of people who live on-campus

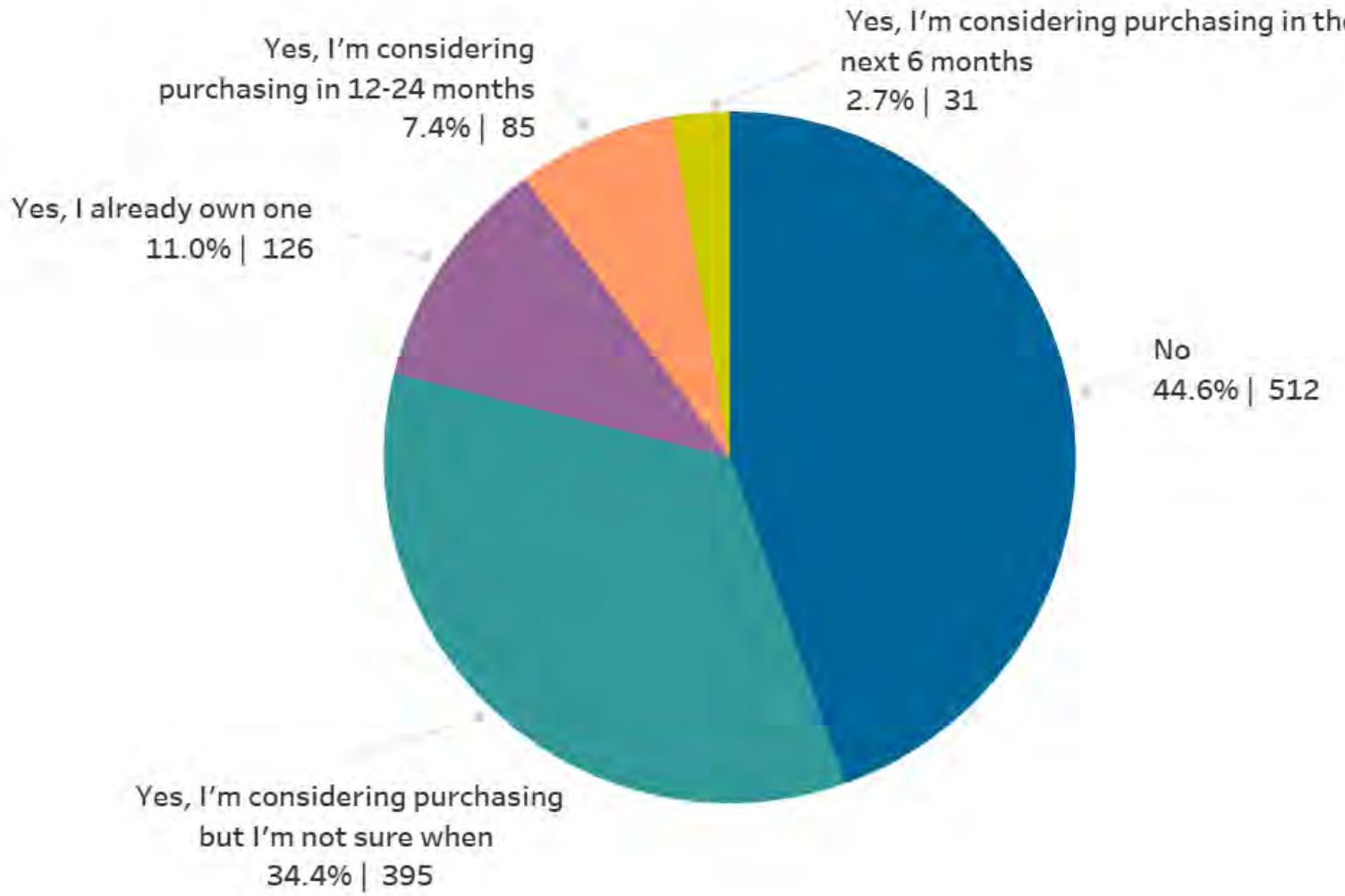
Sustainability

What type of vehicle did you primarily use for your commute?



Question Responses: 1,361

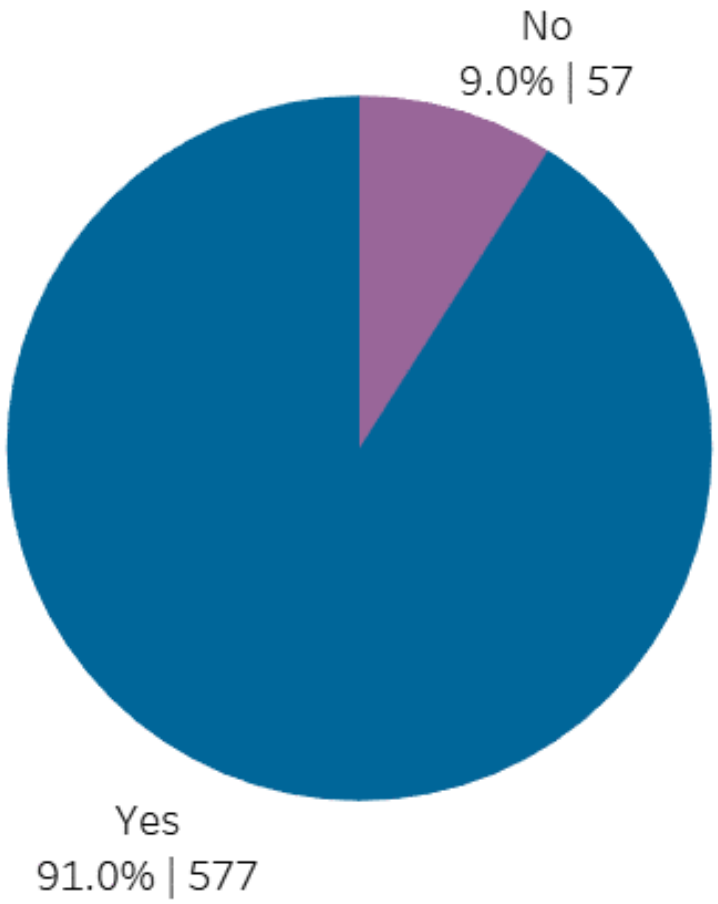
Do you currently drive an electric vehicle (EV) or a plug-in hybrid vehicle (PHEV) to campus?



Question Responses: 1,149

Asked of those who drive alone to GU

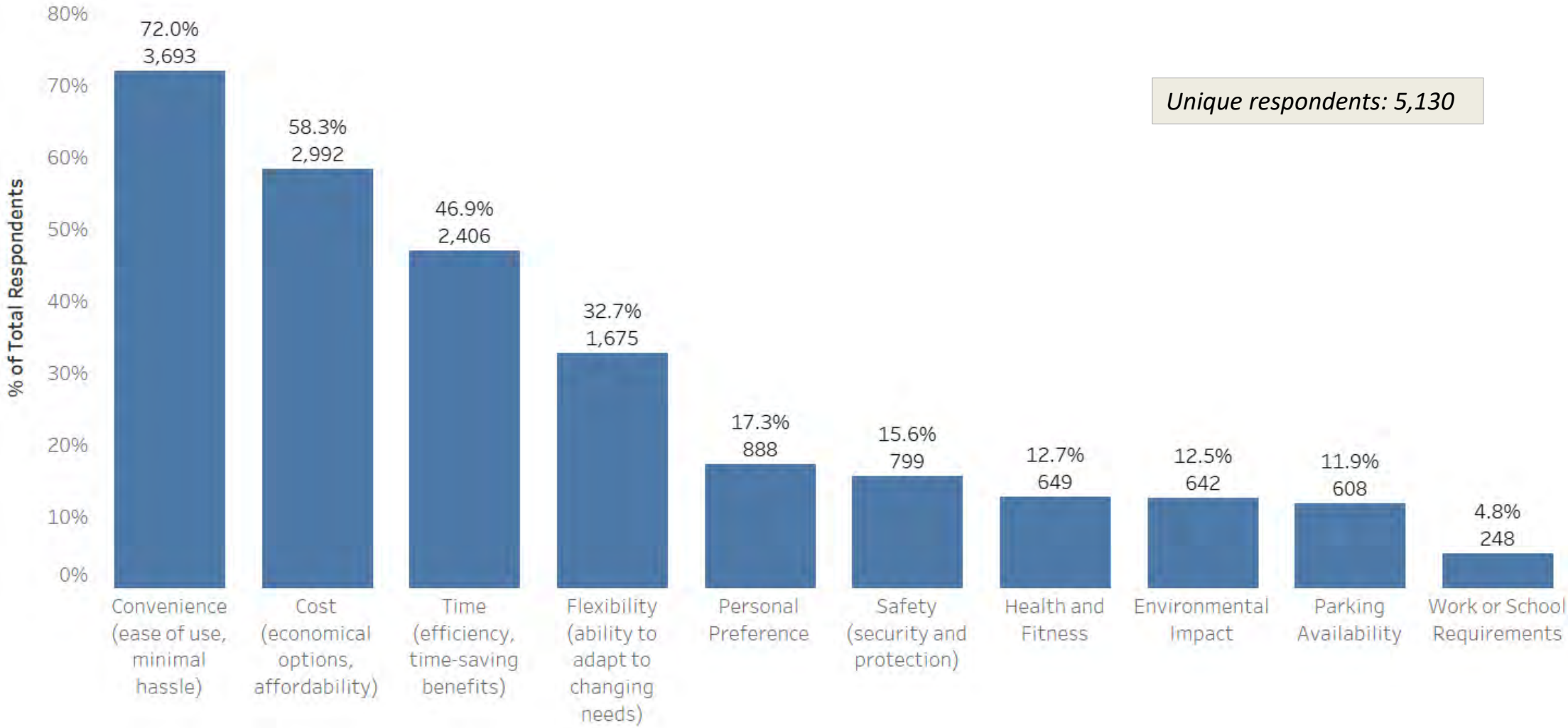
Would you be interested in charging your EV (or PHEV) on campus?



Question Responses: 634

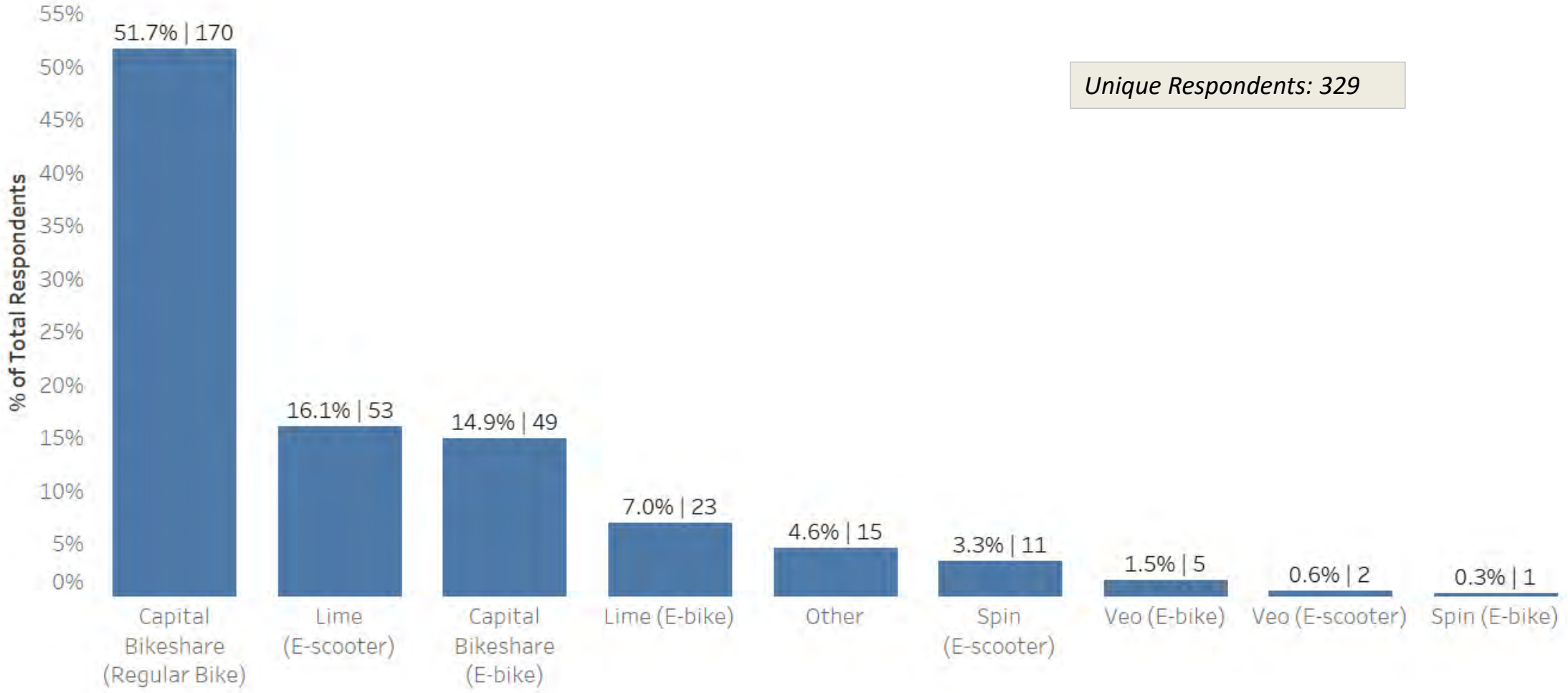
Asked of those who currently own or intend to own an EV in future

What was your primary motivation for choosing your mode of transportation? (Select all that apply)



Unique respondents: 5,130

Which of the following shared-bikes and shared e-scooters do you primarily use?



APPENDIX C
Hospital's Transportation Survey

WELLS + ASSOCIATES

2023 Transportation Survey
MedStar Georgetown University Hospital (MGUH)

October 2023

Outline

- Background
- Survey Objectives
- 2023 Survey Response Rate
- Annual Survey Comparison
- Survey Implementation
- Key Findings
  - Travel Trends
  - Parking
  - GUTS
  - Carpool
  - Ride hailing
  - TDM
- Survey Results

Background

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

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

Survey Objectives

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

2023 Survey Response Rate

Survey Effort:	2023
Target Population	5,200
Survey Responses Received	1,287
Response Rate	24.8% (99% Confidence Interval @ 3.11% Margin of Error)
Minimum Response Rate	7% @ 95% CI
	26.9% @ 99% CI

Survey was administered September 19 - 29, 2023

Annual Survey Comparison

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

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

Survey Implementation

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

KEY FINDINGS

Key Findings

Section	Findings
Travel Trends	• The majority of respondents commuted to MedStar from DC Wards 1, 2, and 3, Ballston, Alexandria West, Crystal City, and Falls Church. • Over 80% of the respondents work at 3800 Reservoir Rd. for a minimum of four days each week.
	• The mode shares of the MGUH commuters (longest mode) remains relatively consistent with the 2022 mode shares. • The percentage of single-occupancy vehicle users among MedStar commuters has remained steady at approximately 68% since 2021. • There has been a minor increase in the number of individuals who walk to complete their trips to the hospital.
	• Most commuters arrived at 7:00 am and departed at 5:00 pm. However, peak interactions between arriving and departing commuters occurred at 7:30 am and 7:30 pm, which could be a shift change time for associates.

Key Findings

Section	Findings
Parking	• On-campus parking activity increased by 6% from 2022, coupled with a consistent decrease in on-street residential parking since 2021.
	• Other associates and nurses contributed to the on-street residential parking activity.
	• Rosslyn and Burleith remain as the most popular off-campus and on-street parking locations.
GUTS	• Roughly one-third (33%) of MGUH employees use GUTS on a typical basis. • There's a slight increase in the demand for the Dupont Circle route and the Wisconsin Ave. route when compared to 2022. Meanwhile, there's a slight decrease in the demand for the Rosslyn route among MGUH employees.
	• Nearly 60% of MGUH GUTS experience extended wait times. • Nearly 32% of MGUH GUTS users experience wait times of up to 10 minutes. • Overcrowding and increased wait times are a problem along Rosslyn route and the Dupont route, when compared to the other routes.
Carpool	• 62% of the respondents are unaware of their carpool options.
	• Fifteen percent (15%) of employees would consider being matched to a carpool, whereas the current carpool mode split is at three percent (3%). Another 33% of employees expressed openness to the idea of carpool matching.

Key Findings

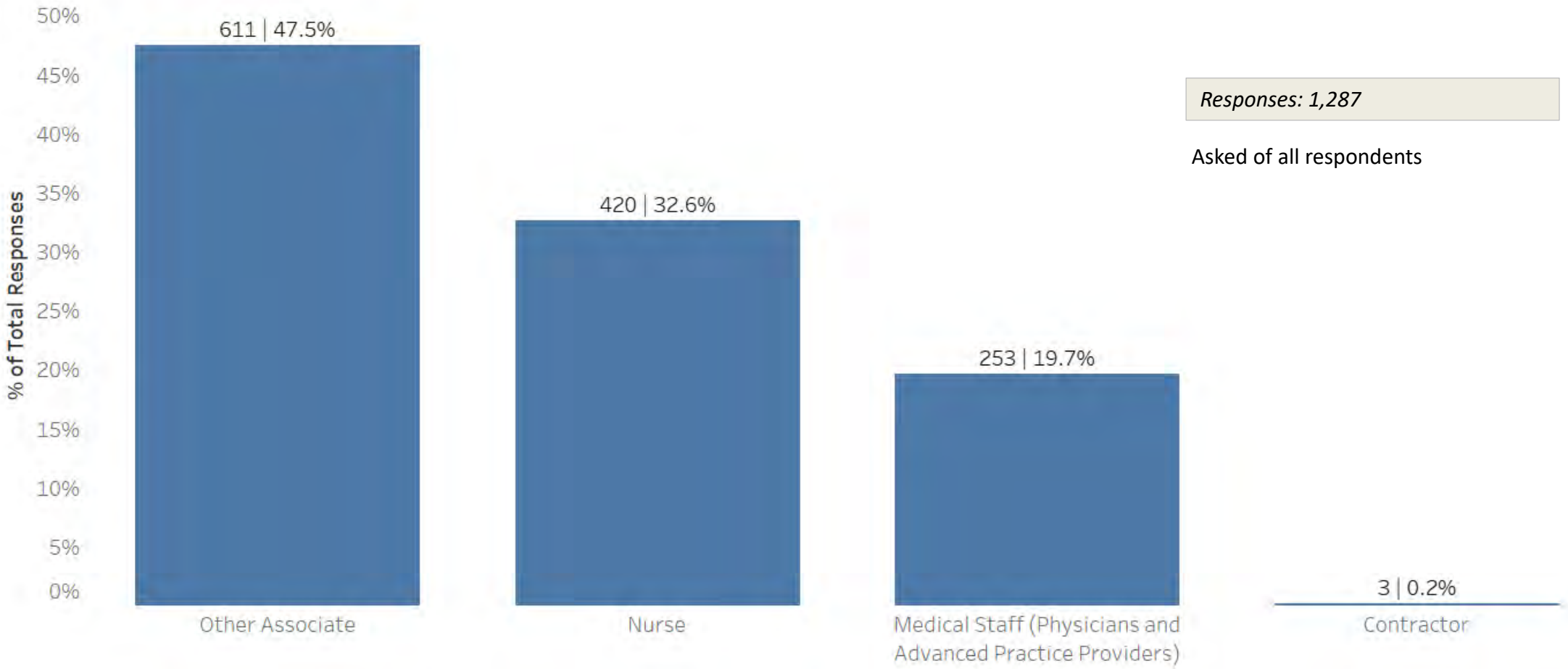
Section	Findings
Ride-Hailing	• Nearly 44% of all ride-hailing trips were dropped off at Lombardi Circle, and nearly 24% were dropped off on Reservoir Road.
TDM	• Roughly 44% of drive-alone employees have used an option other than driving alone to reach the hospital. • Thirty-four percent (34%) still occasionally travel using another form of transportation other than driving alone
	• If driving was not an option, public transportation and ride-hailing were the preferred second-choice transportation options for 40% of SOV drivers.
	• People are more familiar with transit and walking routes compared to carpooling options. However, raising awareness through campaigns may not significantly increase carpooling demand, as 57% of survey respondents are unwilling to carpool.
	• Roughly 32% of survey takers were interested in receiving transportation information. • Around 54% 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: 1,287

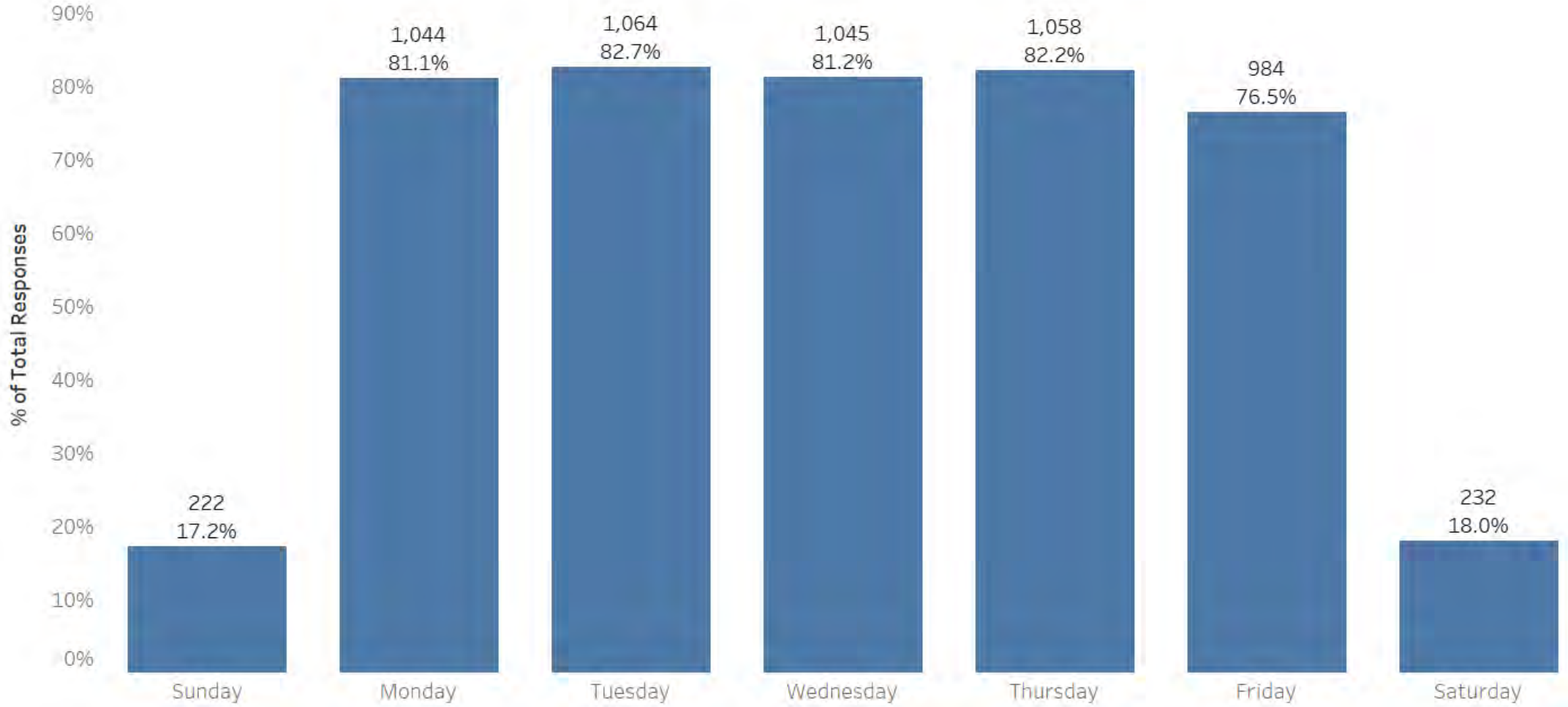
Asked of all respondents

What days did you work for MGUH last week?

Percent and count of survey responses

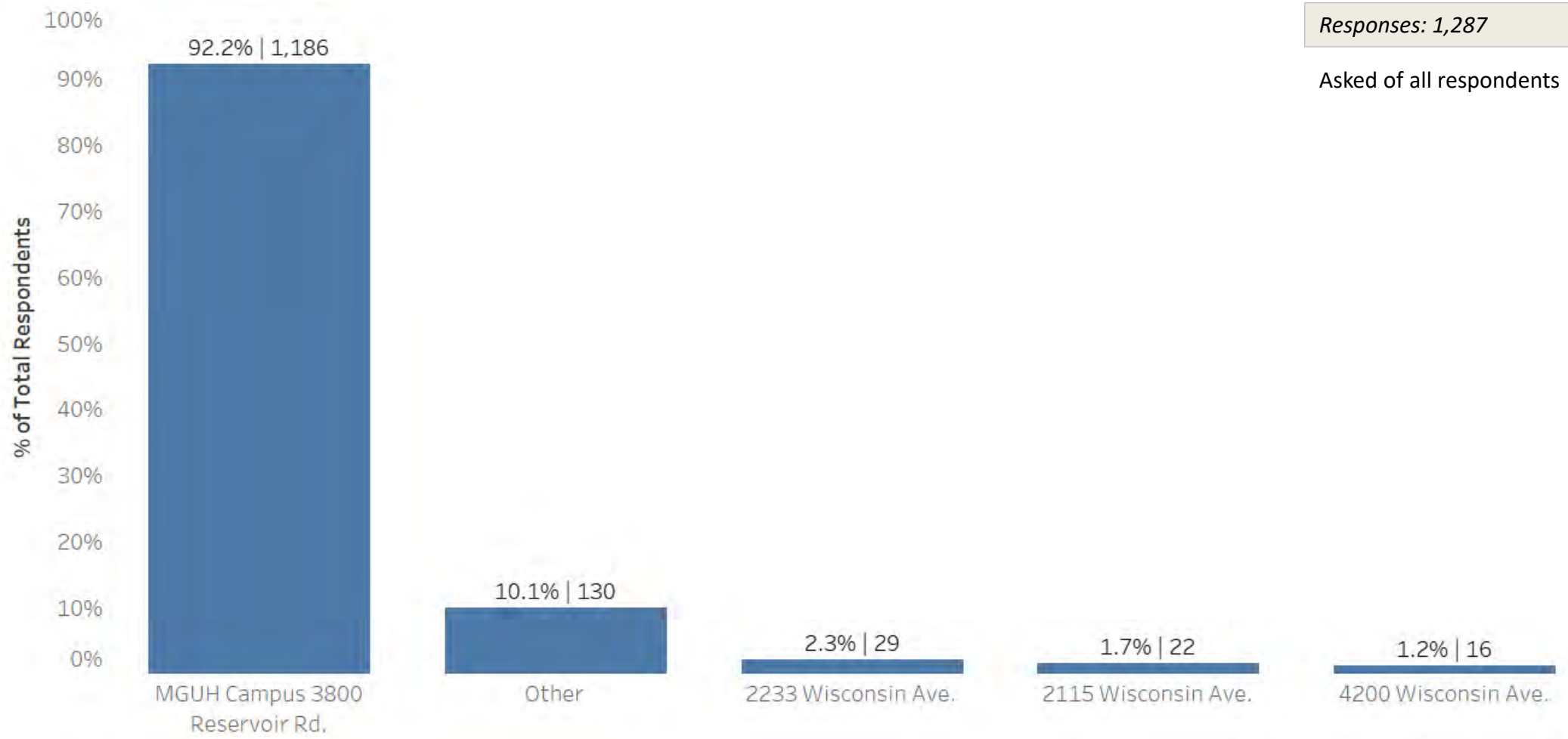
Responses: 1,287

Asked of all respondents



Where did you primarily work for MGUH last week?

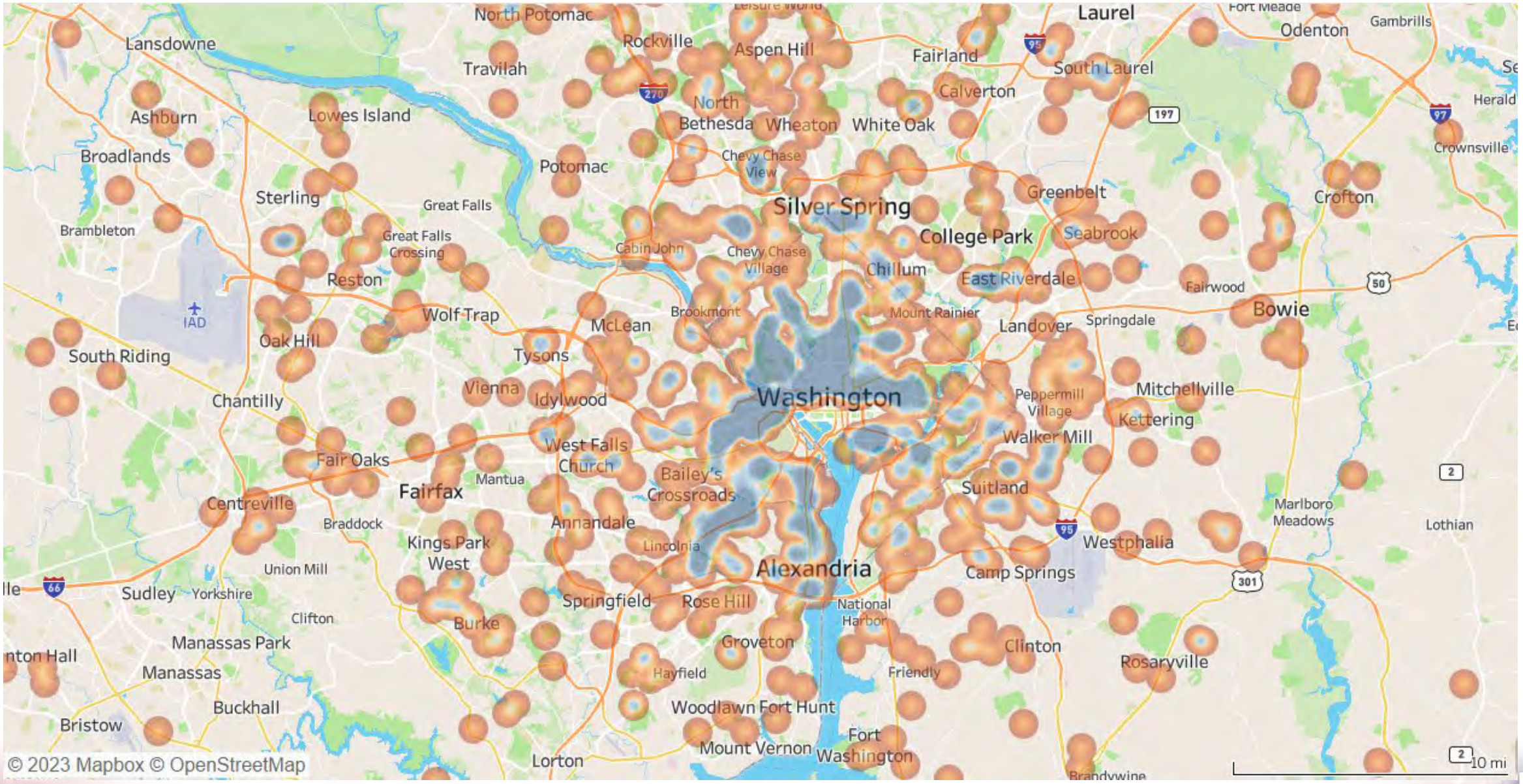
Percent and count of distinct respondents



Responses: 1,287

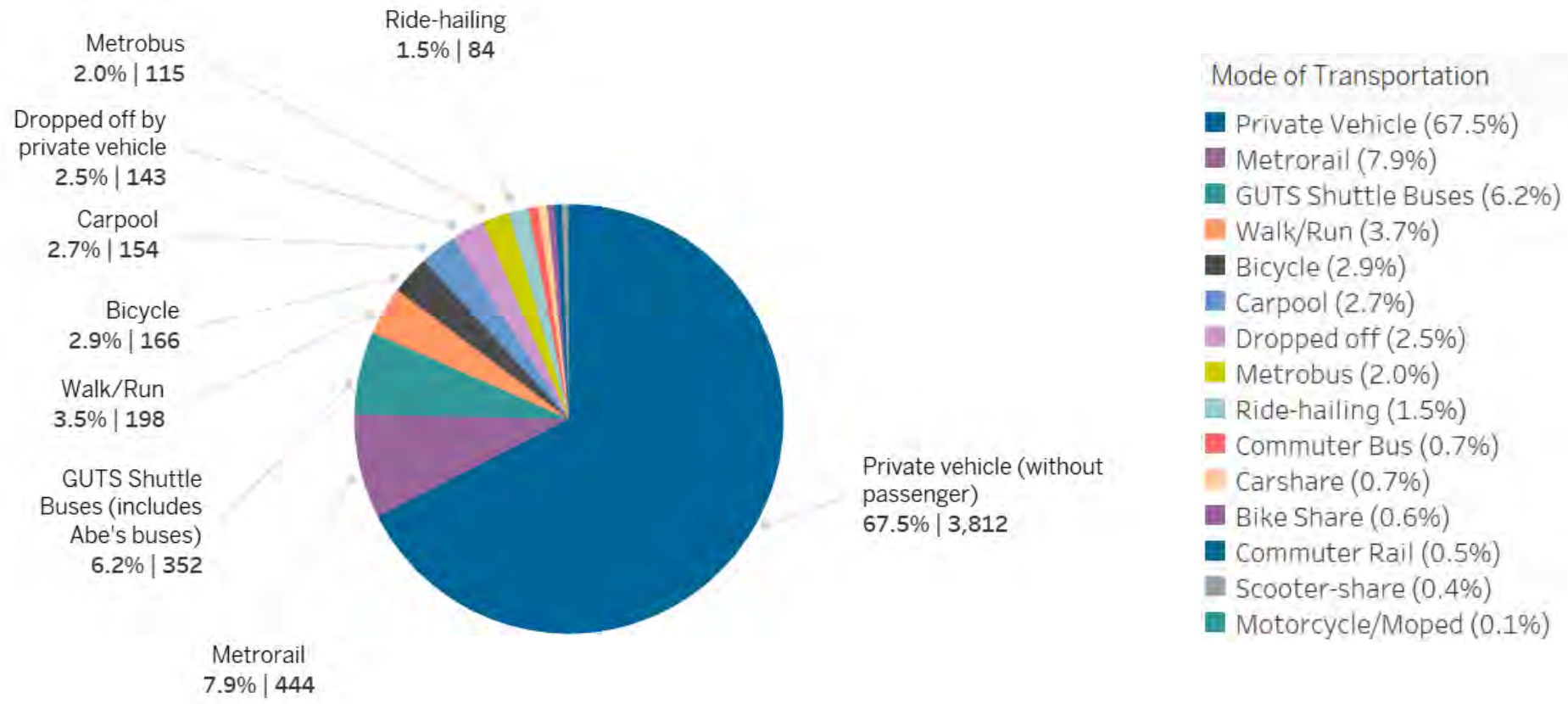
Asked of all respondents

What is your current residential address?



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

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



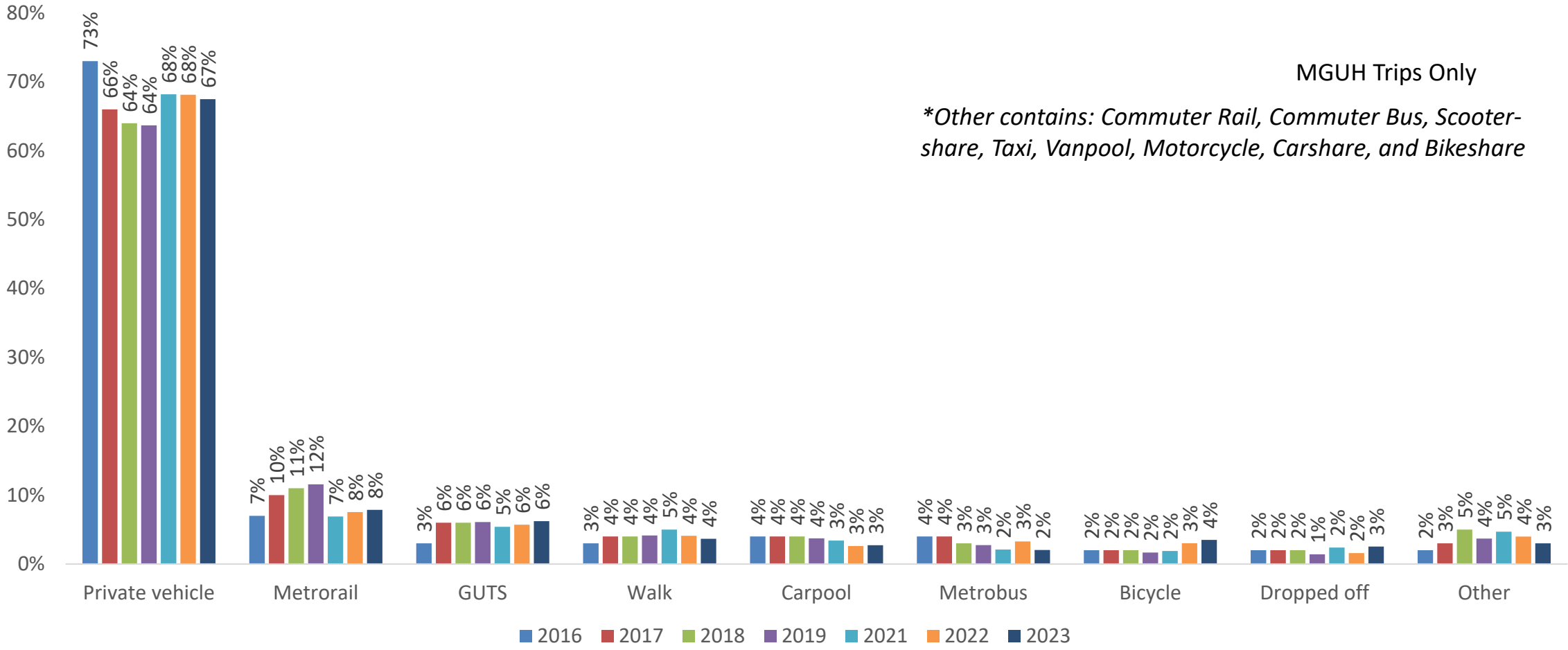
Unique respondents: 1,287;
Trips Recorded: 5,649;

Asked of all respondents

MGUH Trips Only

Historical Mode Split: Longest

Percent of MGUH trips

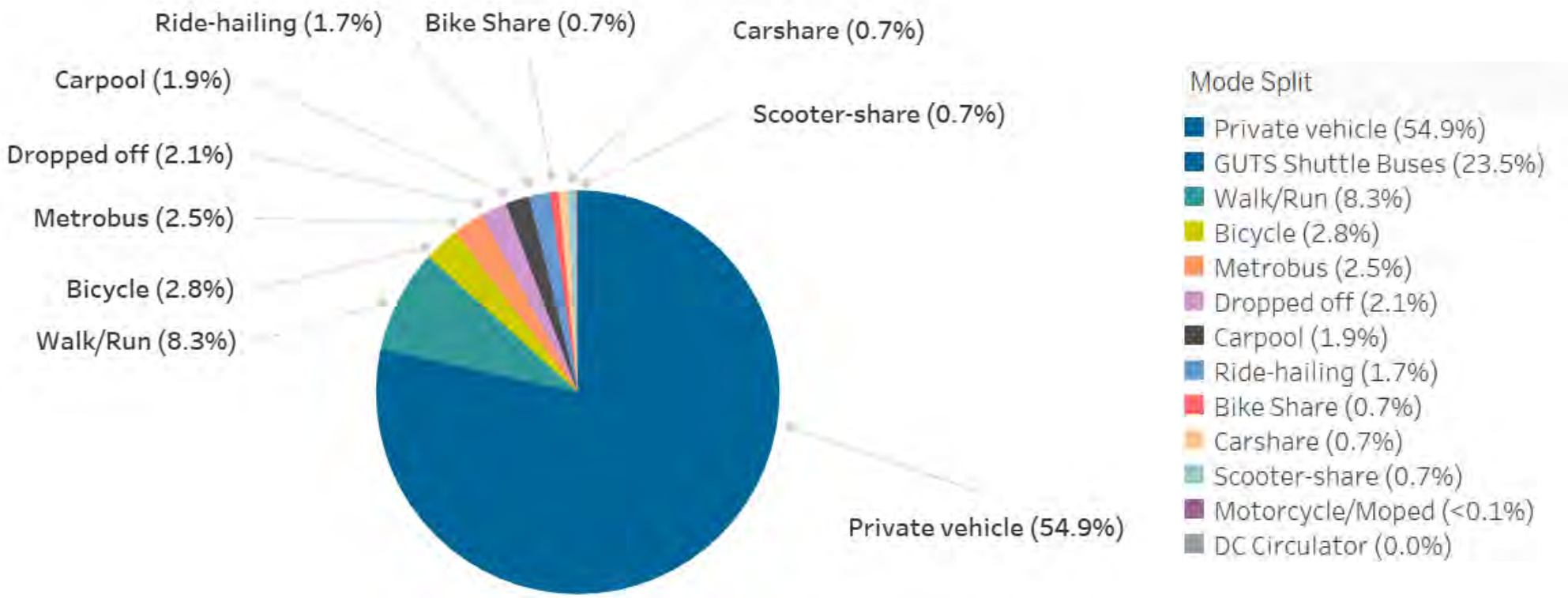


MGUH Trips Only

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

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

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

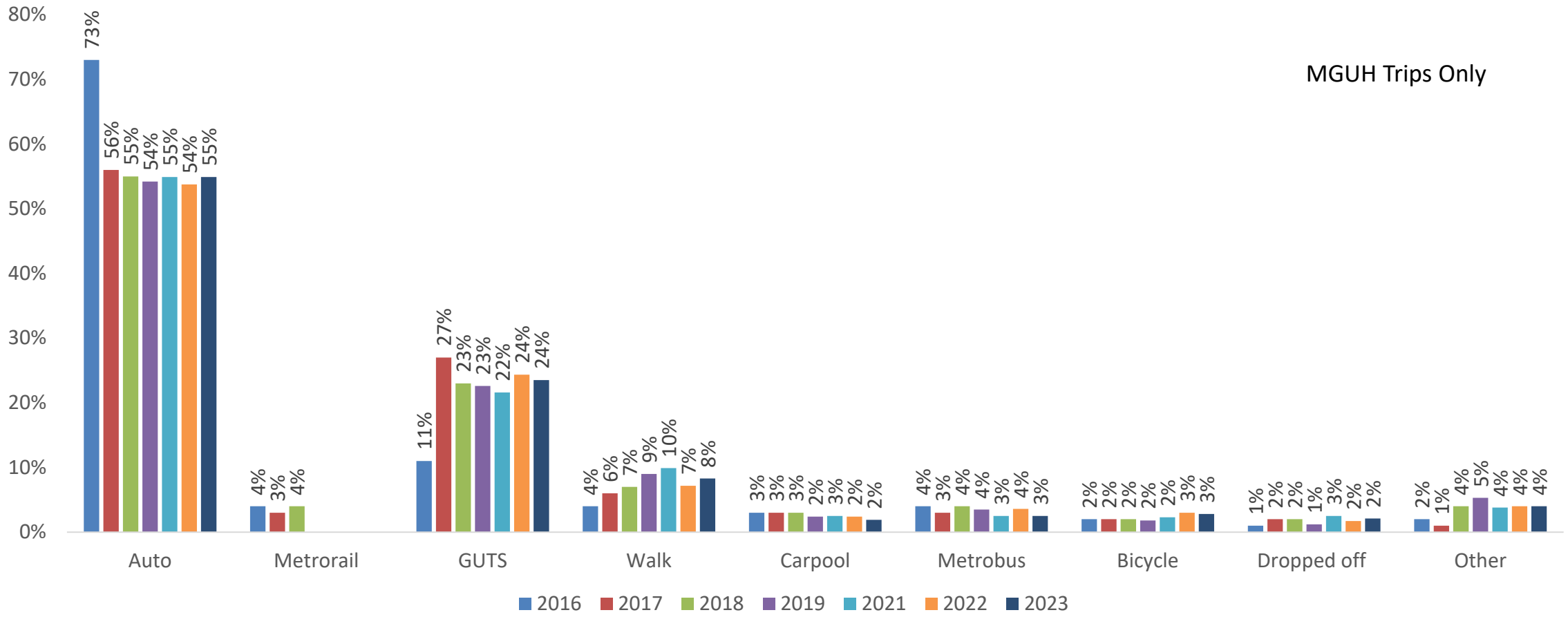


Responses: 1,287;
Trips Recorded: 5,649;

Asked of all respondents
MGUH Trips Only

Historical Mode Split: Last

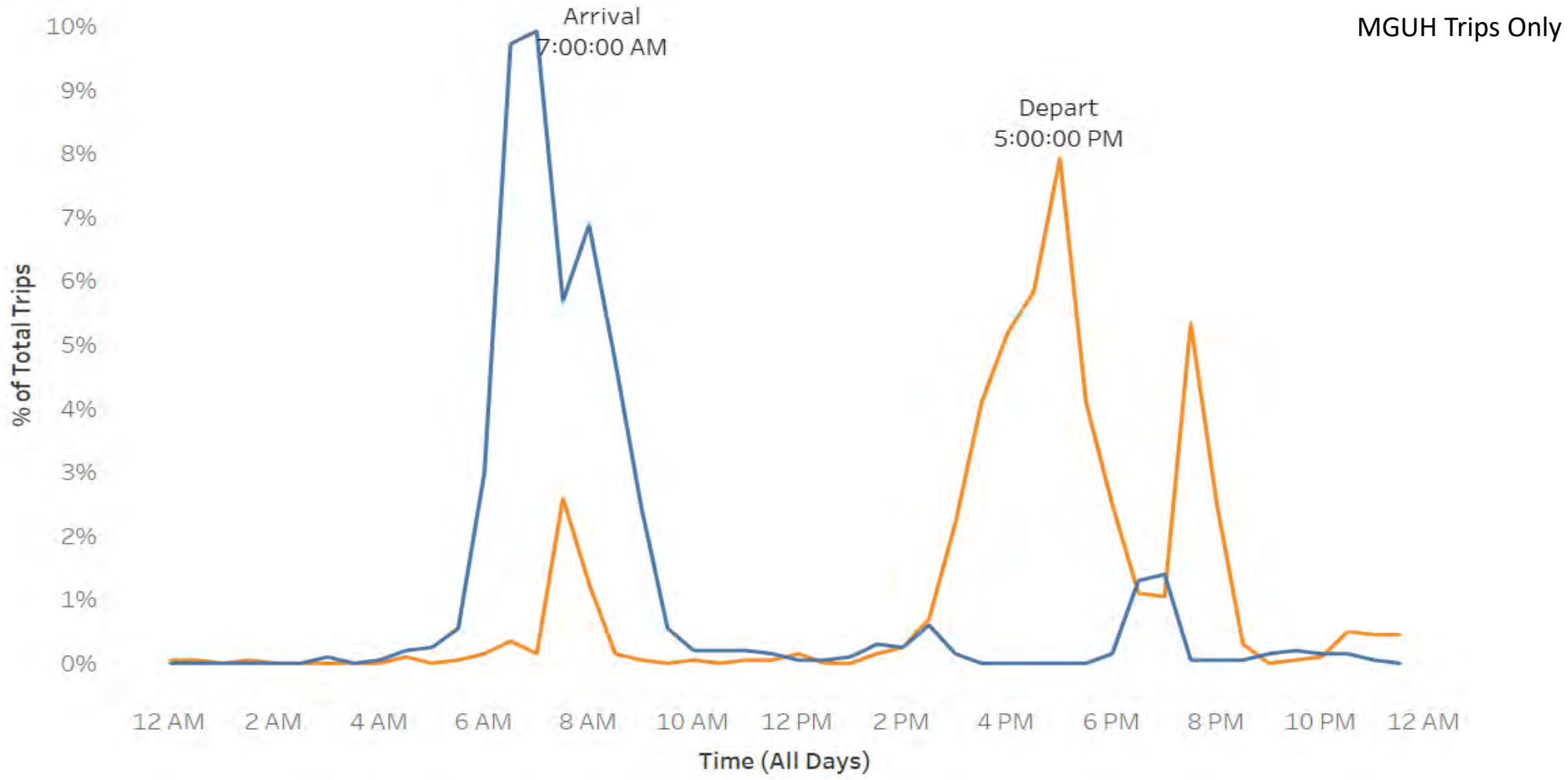
Percent of MGUH trips



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

What time do you typically arrive/depart work?

Percent of MGUH trips

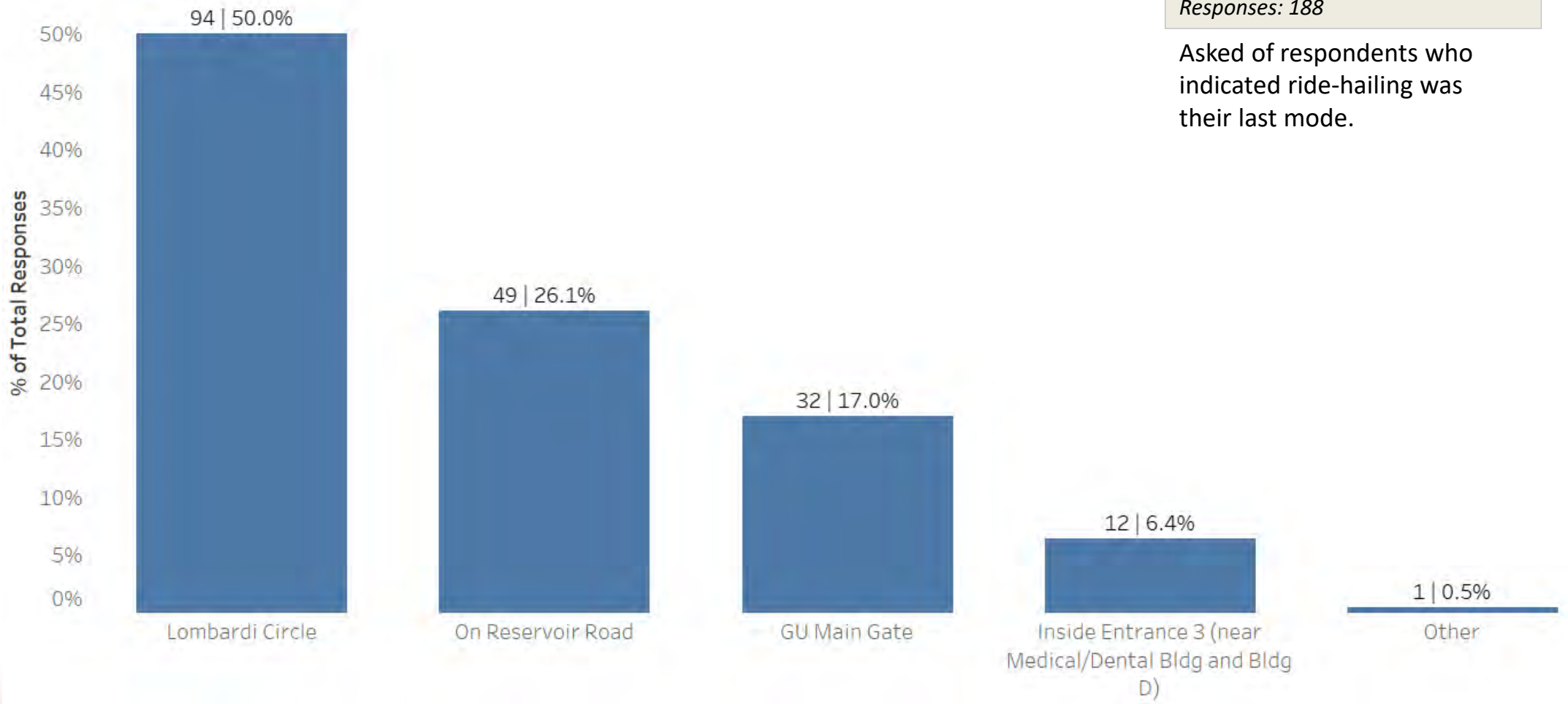


MGUH Trips Only

Ride-hailing

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

Percent of ride-hailed trips to MGUH



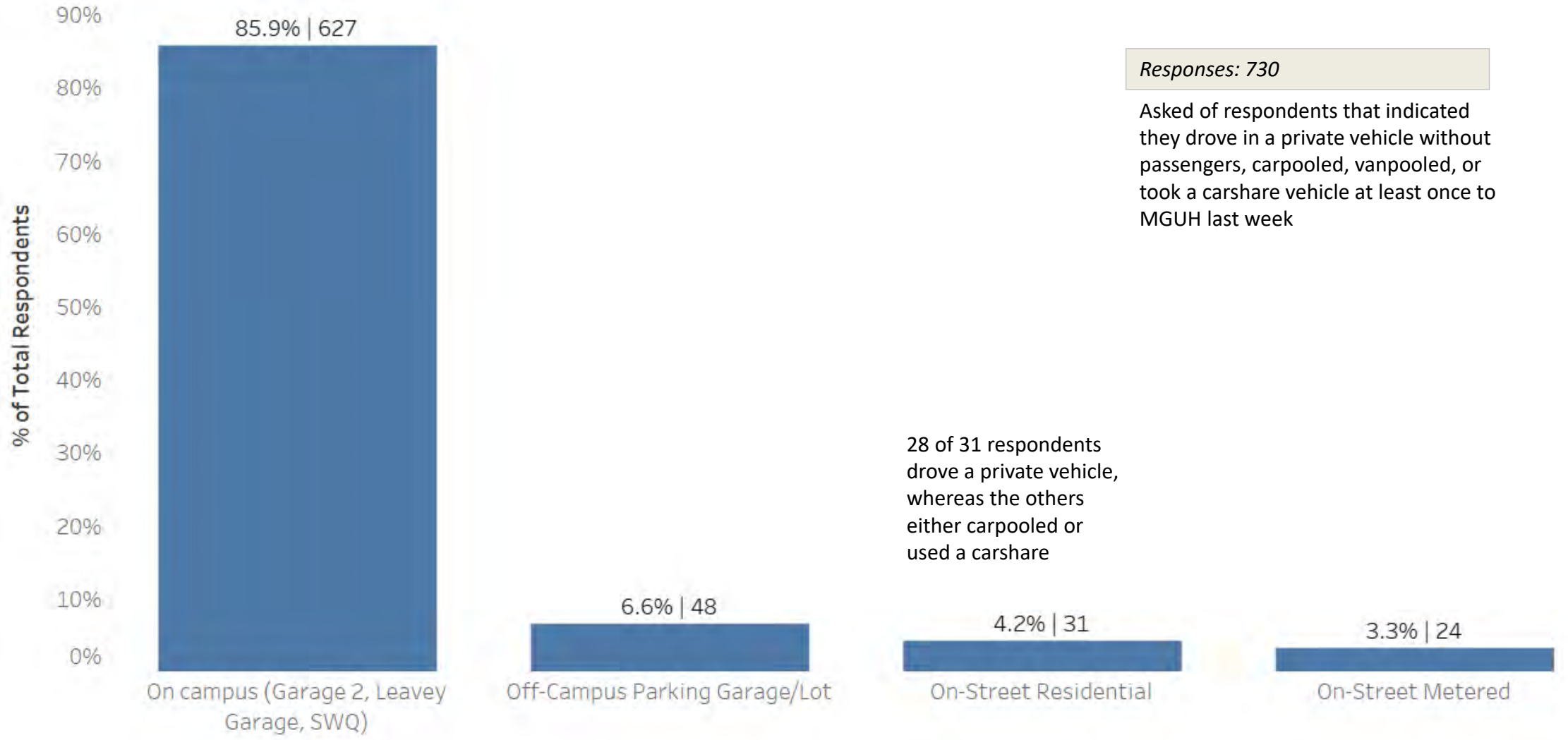
Responses: 188

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

Parking

Where did you park when you drove to MGUH?

Percent and number of distinct survey respondents



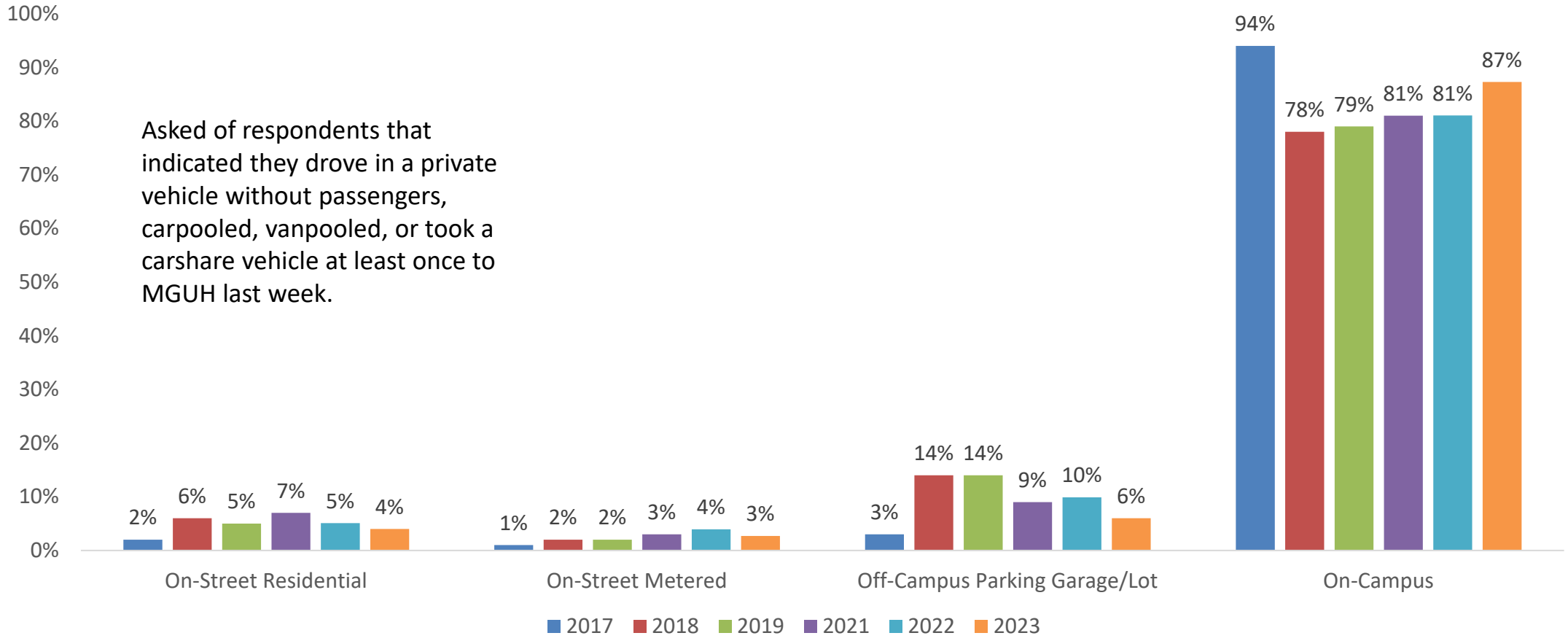
Responses: 730

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

28 of 31 respondents drove a private vehicle, whereas the others either carpooled or used a carshare

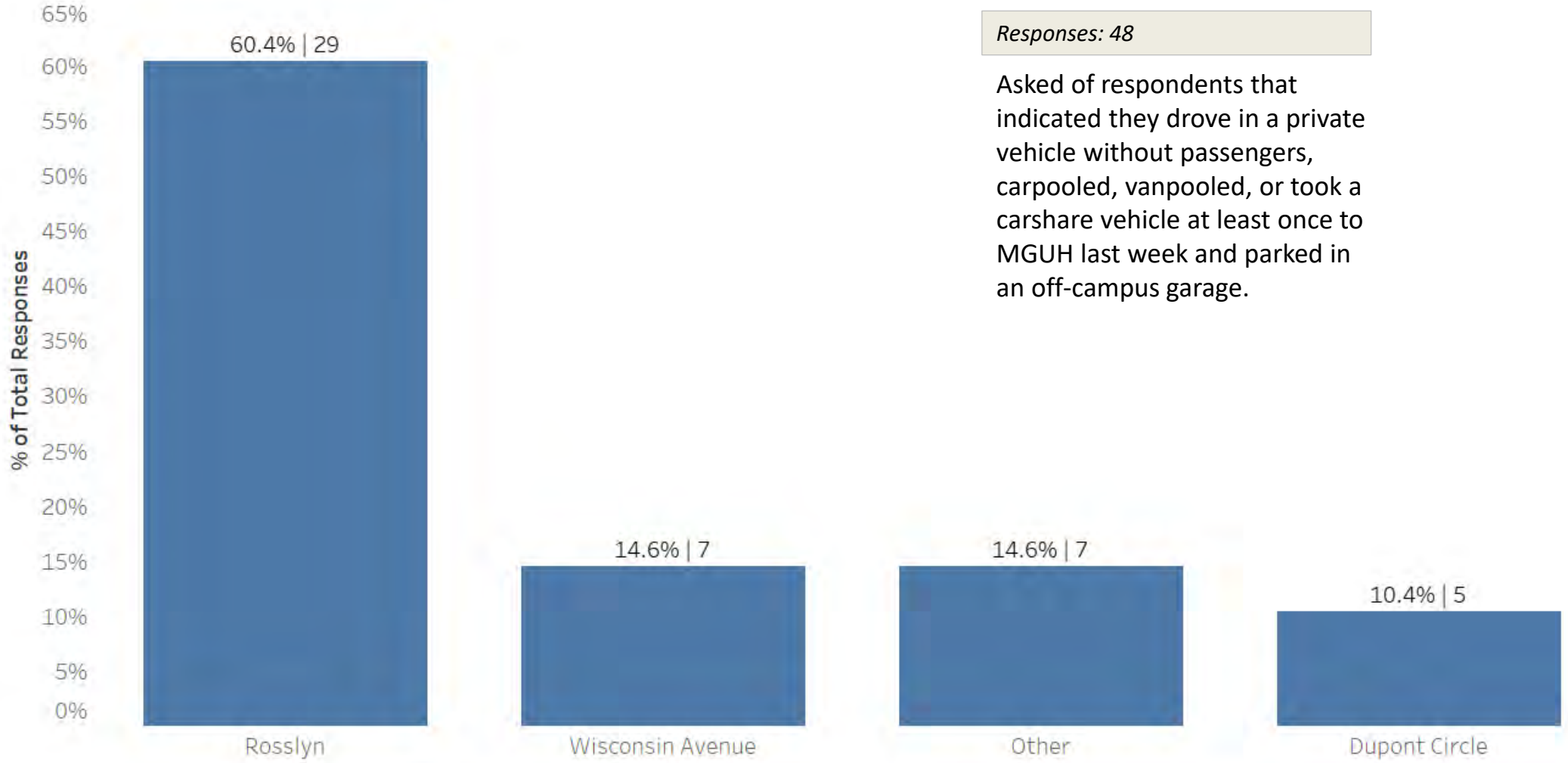
Historical Parking Behavior: Where did you park when you drove to MGUH

Percent of survey responses



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

Number of survey responses, percent of survey responses

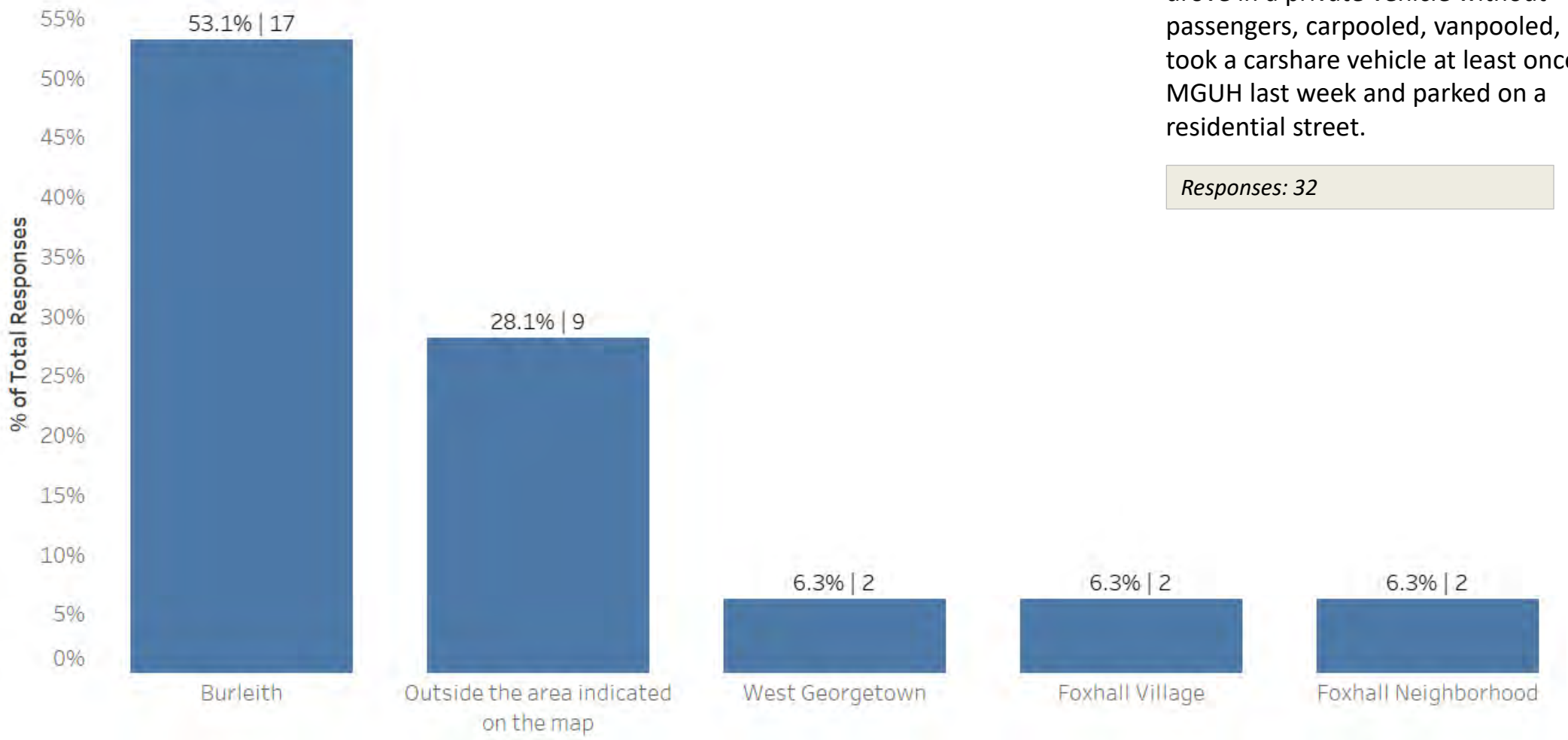


Responses: 48

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.

Which neighborhood did you park in?

Percent of survey responses



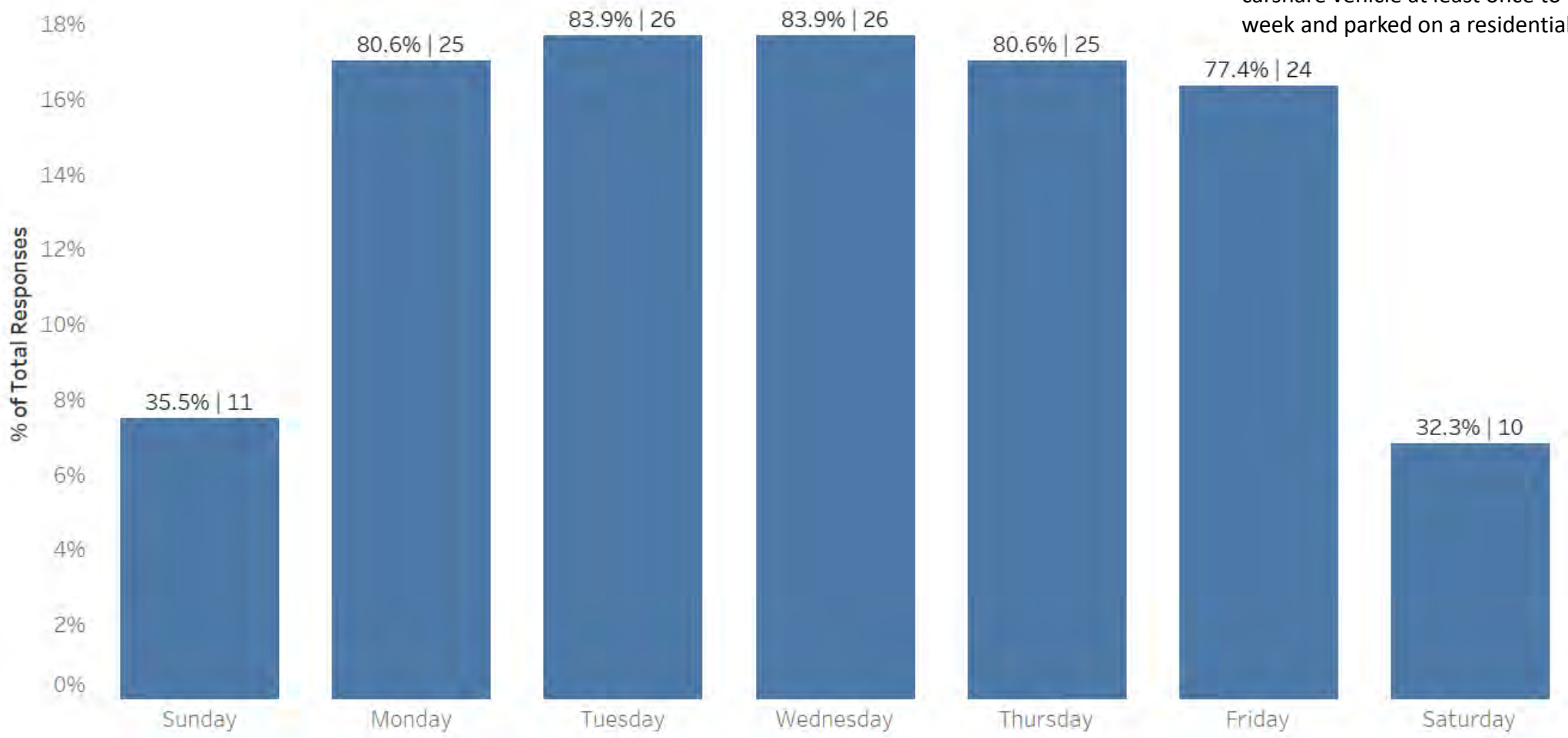
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week and parked on a residential street.

Responses: 32

Typically, what days do you park on-street?

Percent of survey responses

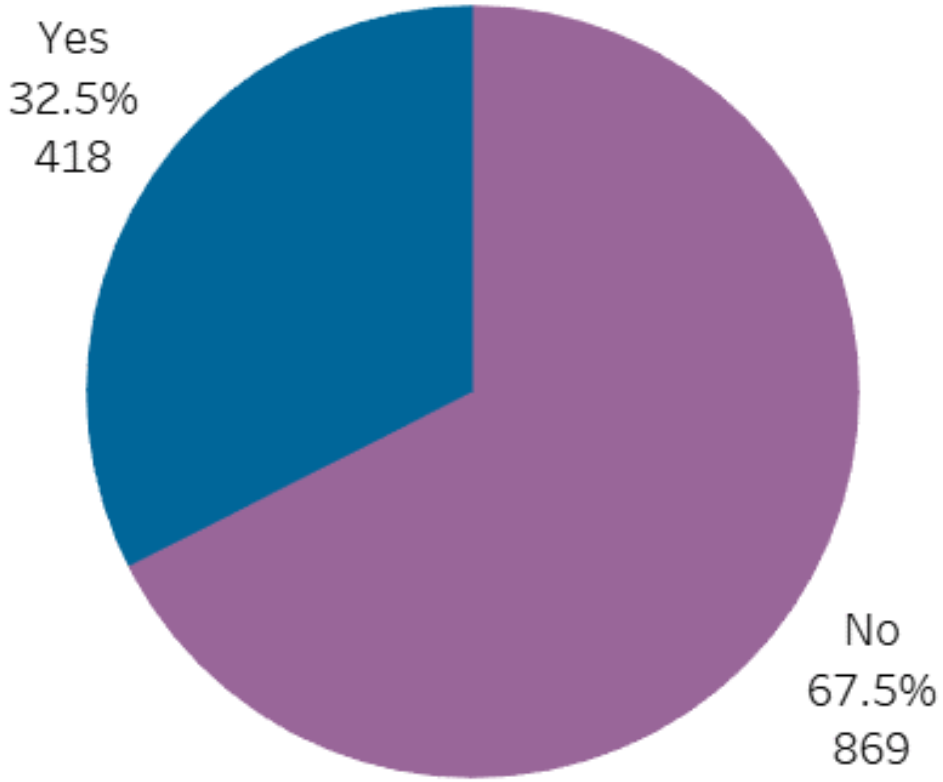
Asked of respondents that indicated they drove in a private vehicle without passengers, carpooled, vanpooled, or took a carshare vehicle at least once to MGUH last week and parked on a residential street.



GUTS Ridership

Do you typically use the GUTS shuttle?

Number of survey responses, percent of survey responses



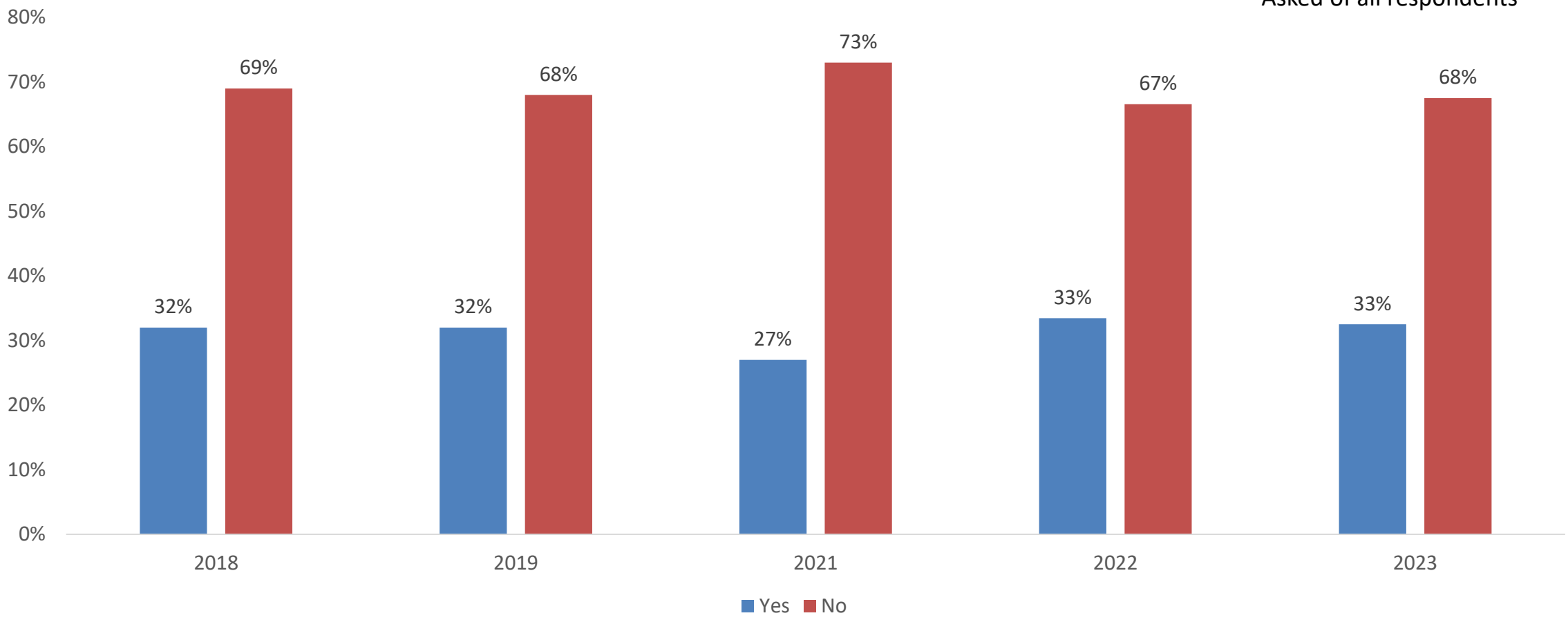
Responses: 1,287

Asked of all respondents

Historical Ridership: Do you take GUTS on typical basis

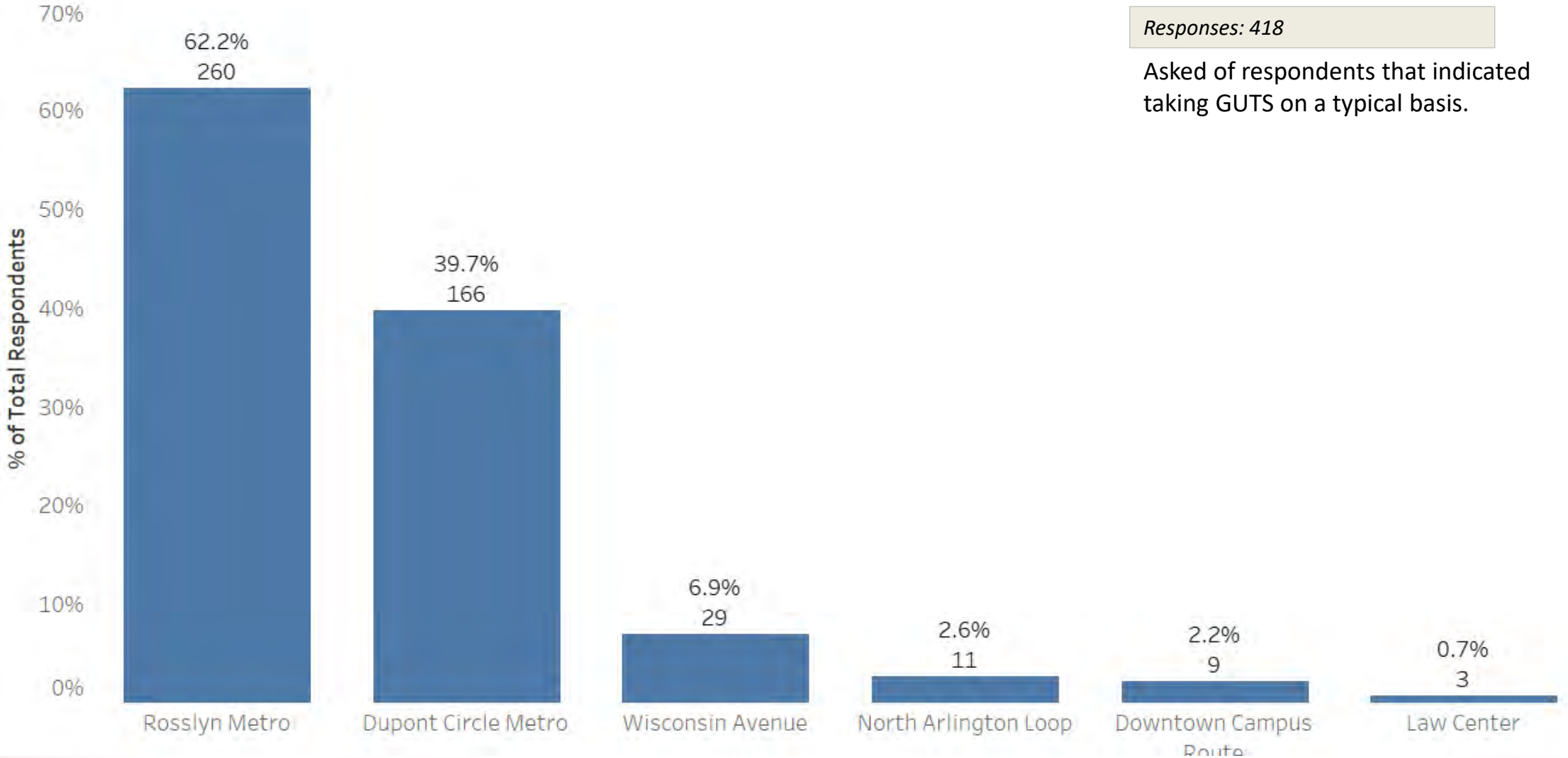
Percent of survey respondents

Asked of all respondents



Which GUTS route do you typically use?

Percent of riders

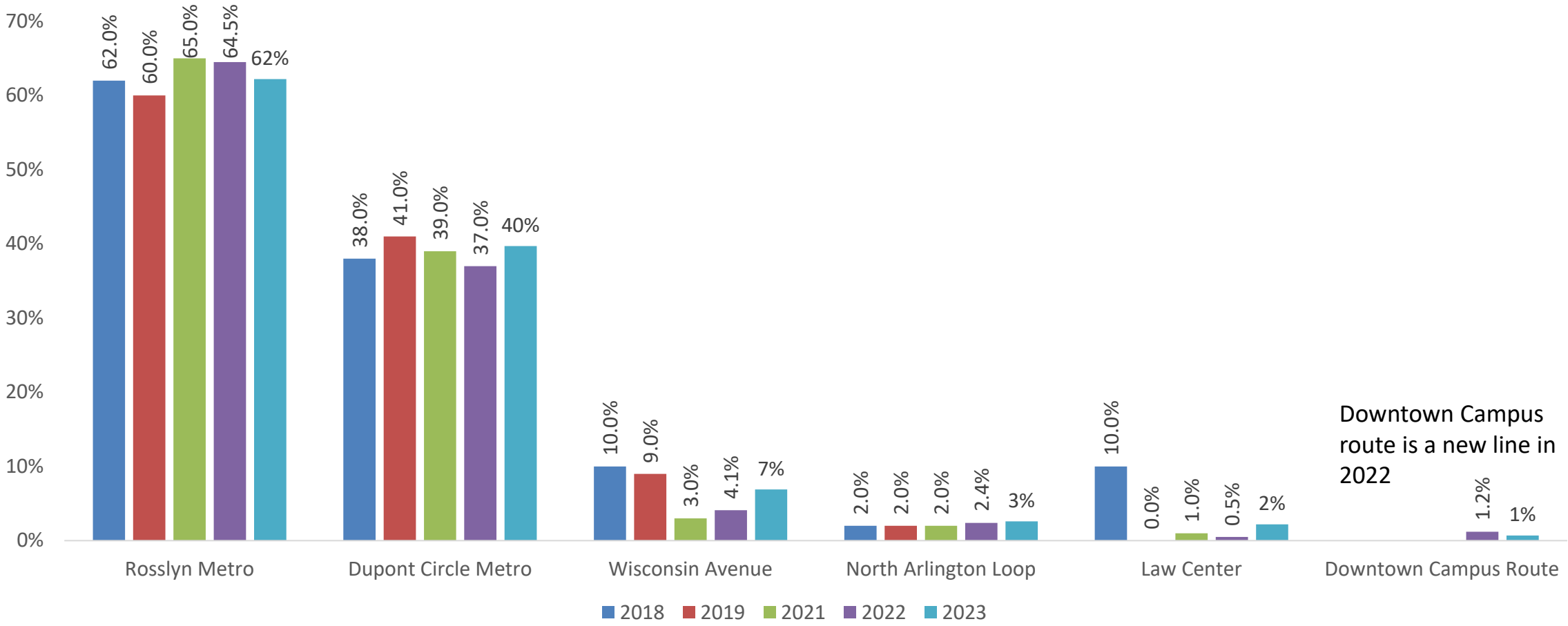


Responses: 418

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

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

Percent of All GUTS riders

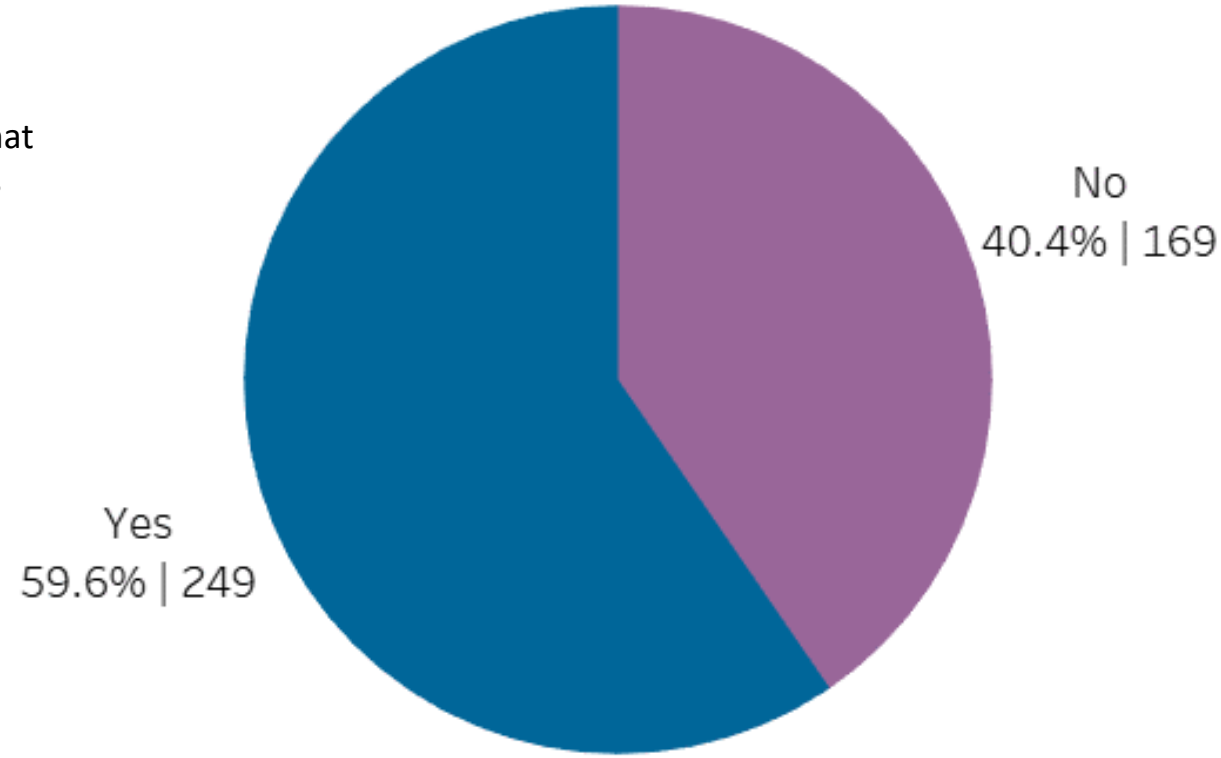


Have you ever had to wait for the next bus because the first GUTS bus was full?

Percent of riders

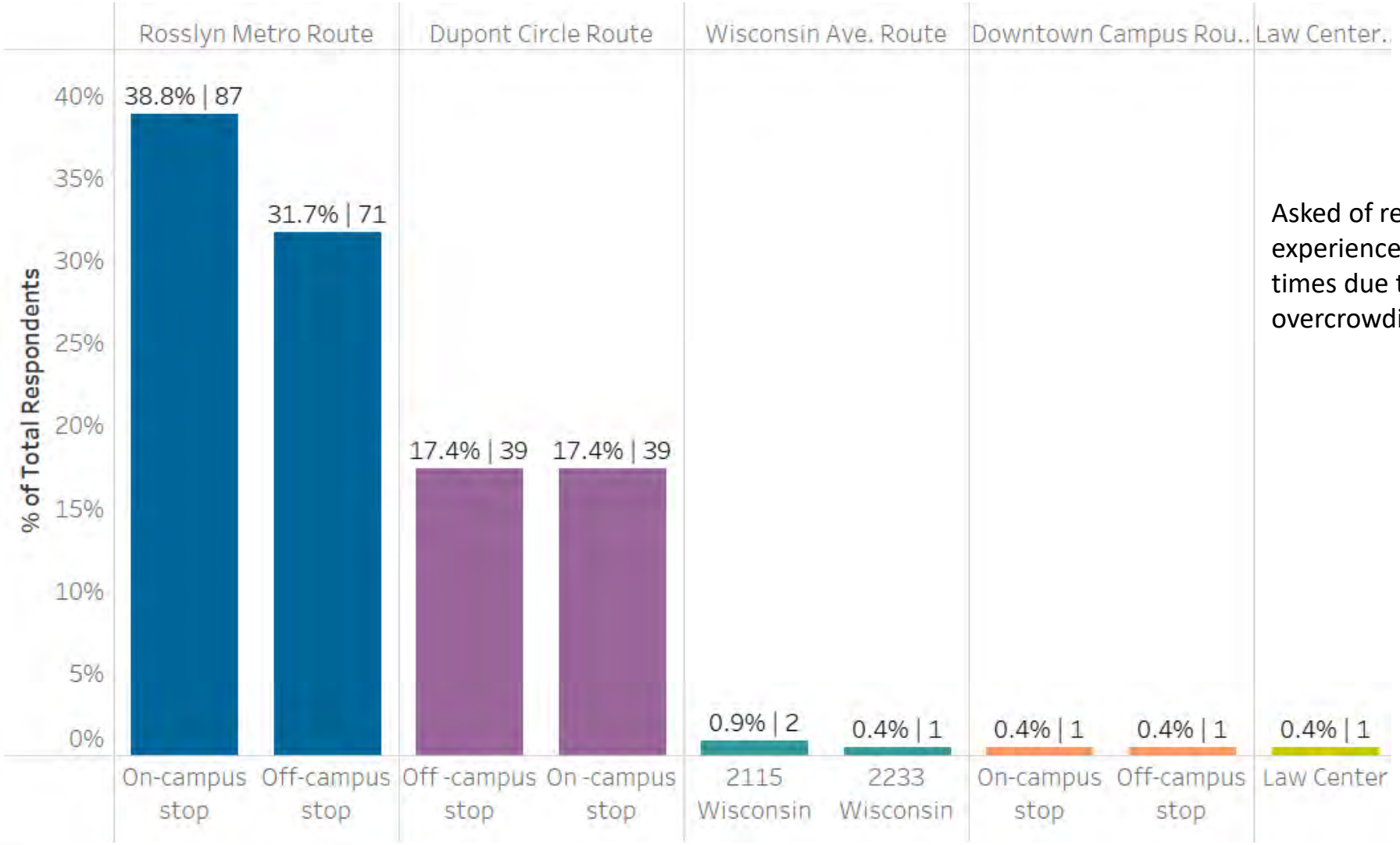
Responses: 418

Asked of all respondents that use GUTS on a typical basis



At which stops have you experienced the GUTS overcrowding?

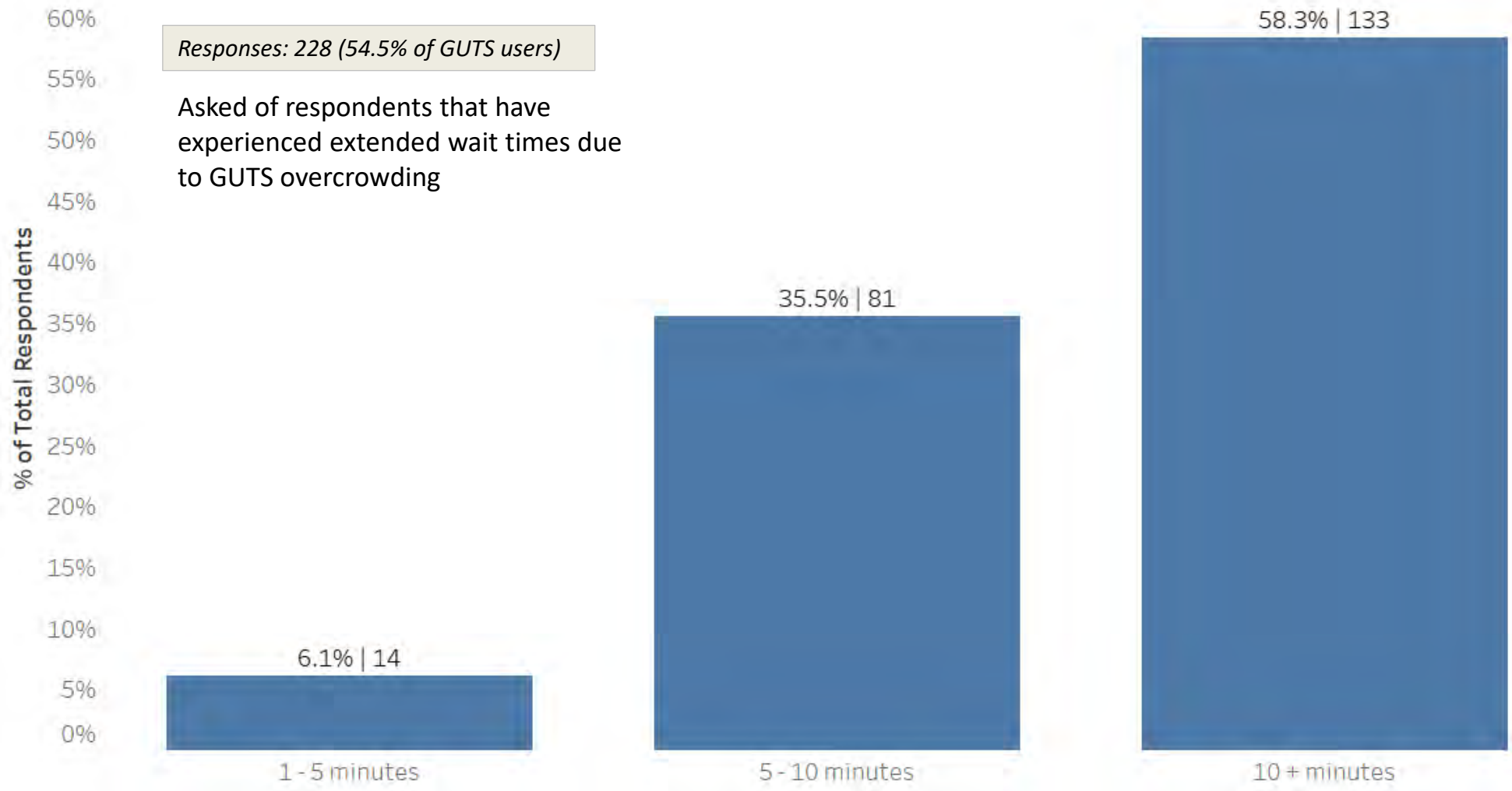
Percent of riders



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

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

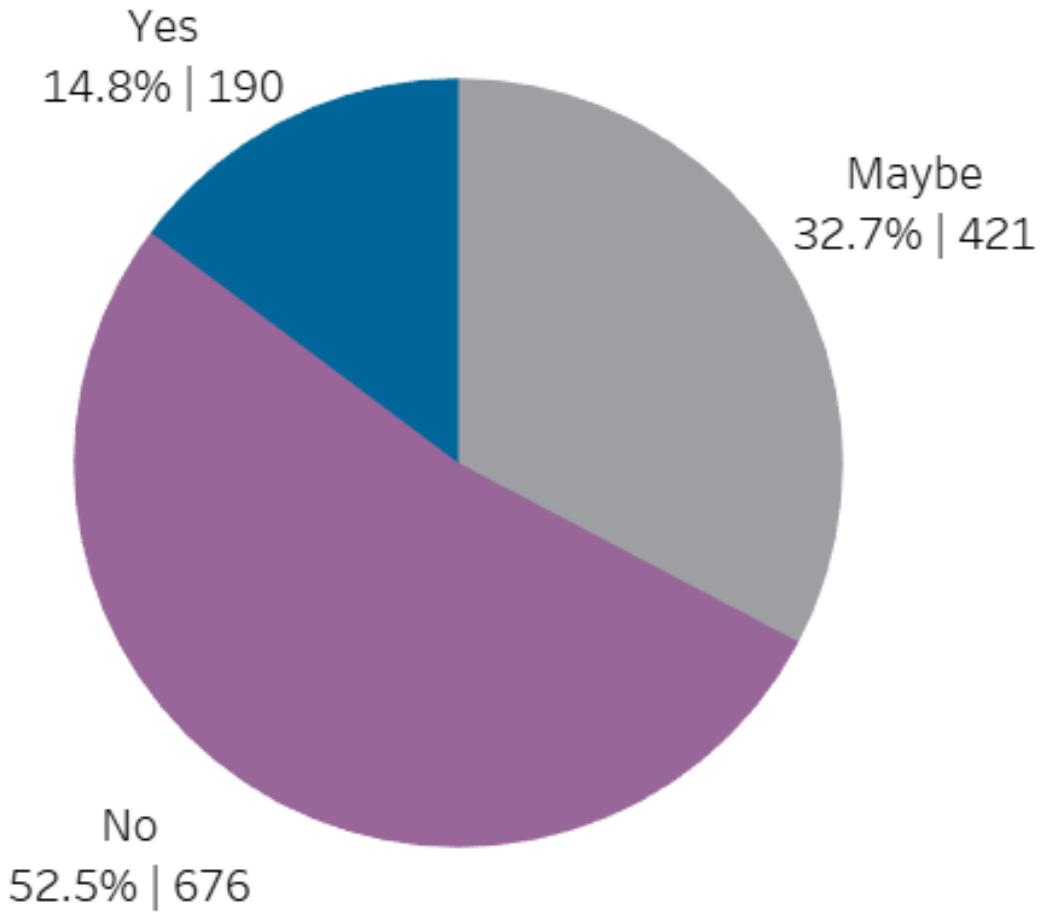
Percent of riders



Carpooling

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

Percent of employees

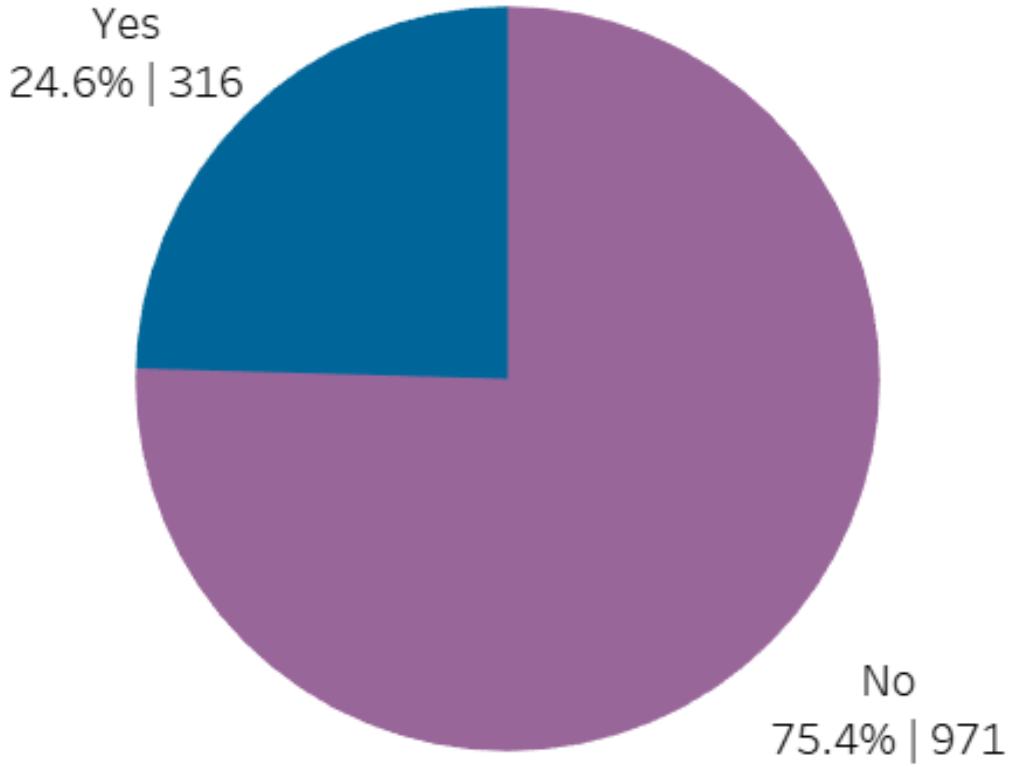


Flextime

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

Number of survey responses, percent of survey responses

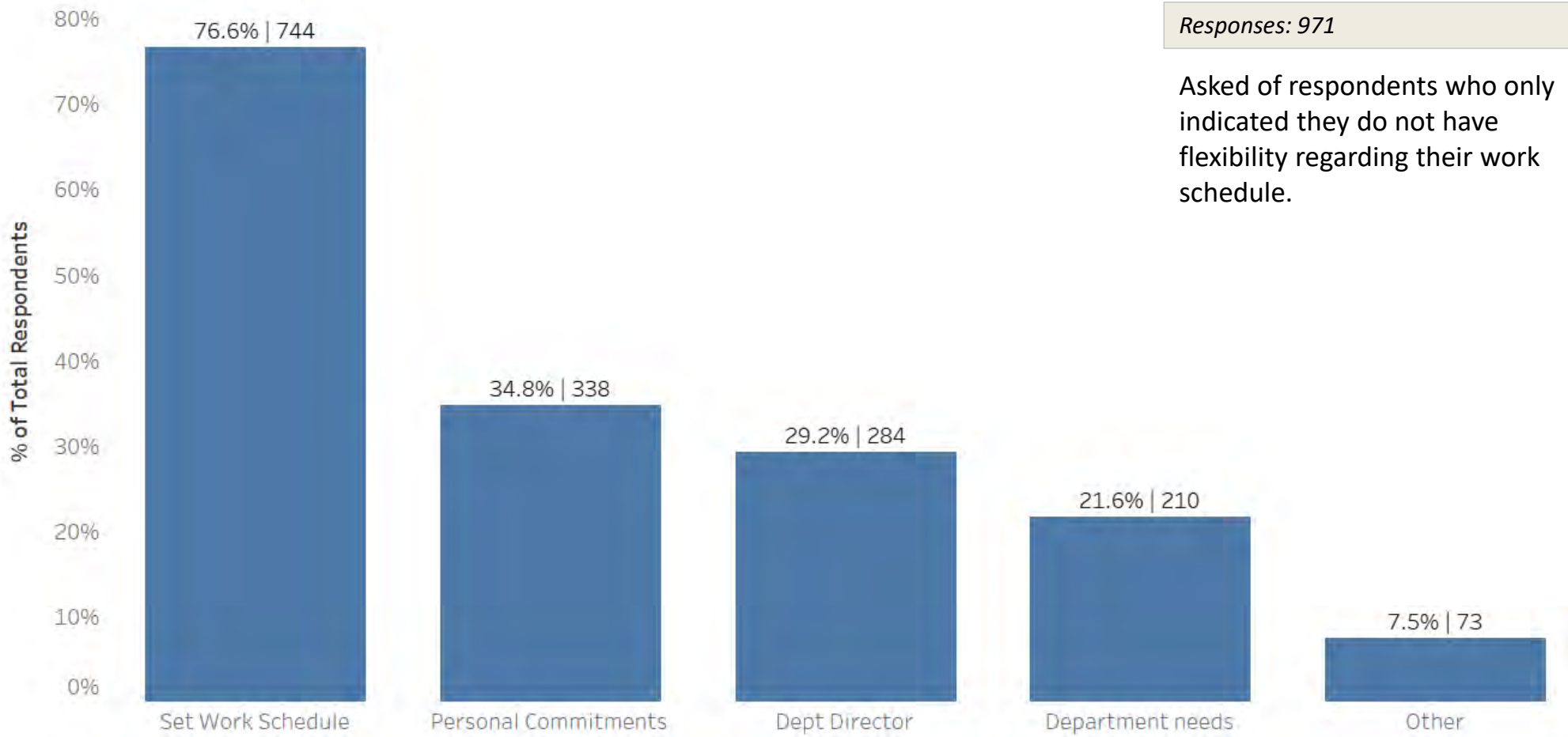
Asked of all respondents



What/Who determines your schedule flexibility?

(Select all that apply)

Percent of employees



Responses: 971

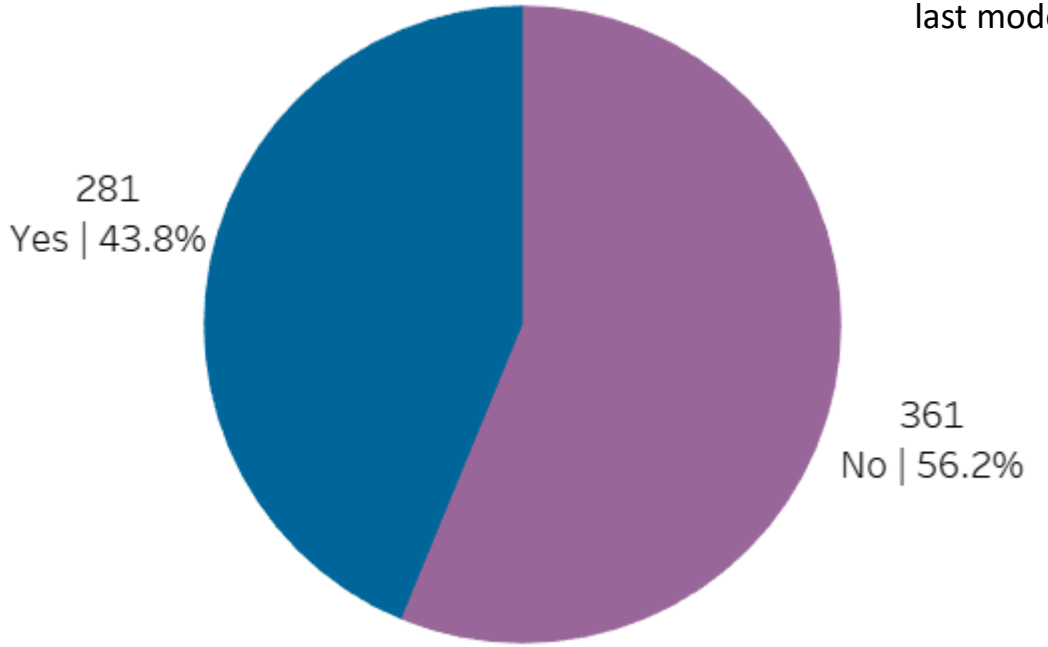
Asked of respondents who only indicated they do not have flexibility regarding their work schedule.

Transportation Demand Management
&
Additional Cross Tabulations

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

Percent of drive alone survey responses

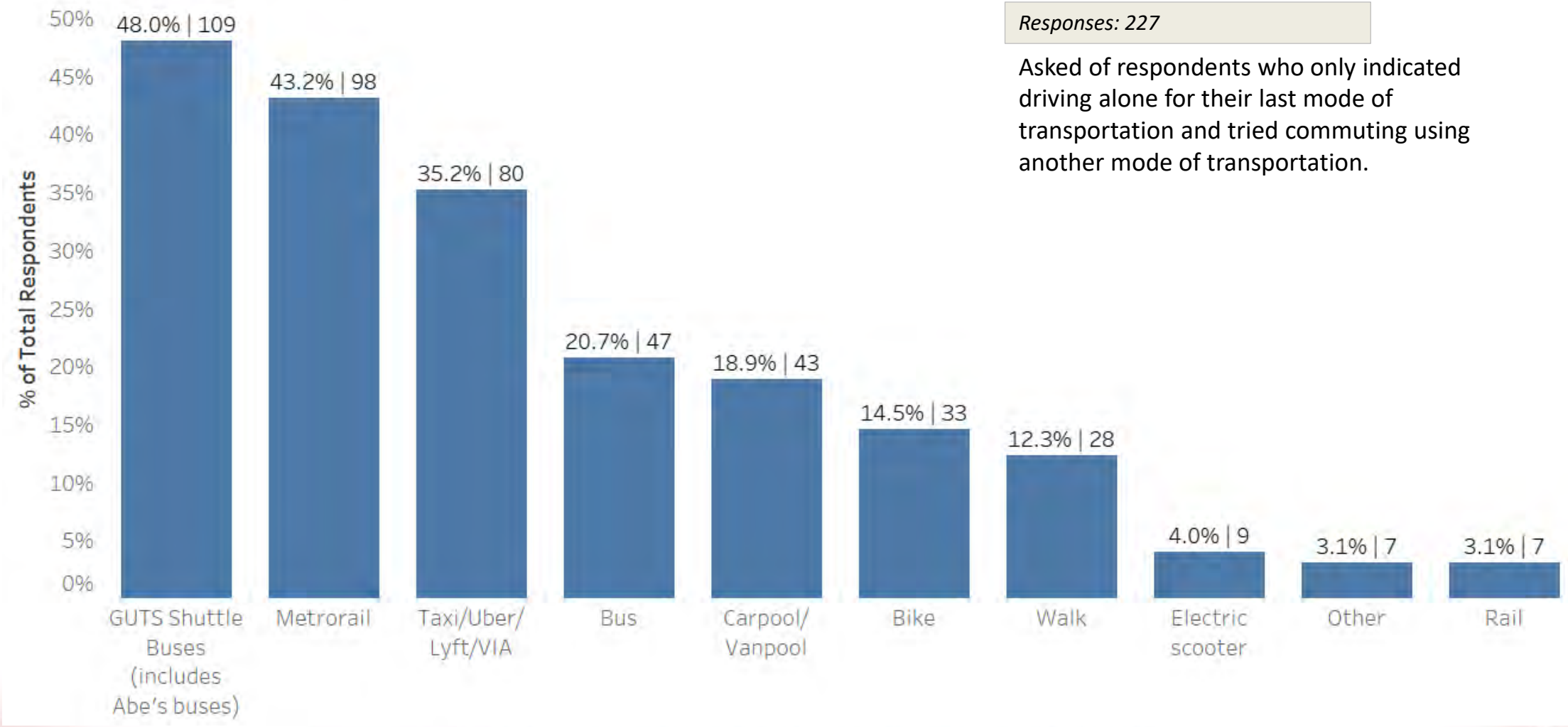
Asked of respondents who only indicated driving alone for their last mode of transportation.



What other form of transportation did you use?

(Select all that apply)

Percent of drive alone survey responses

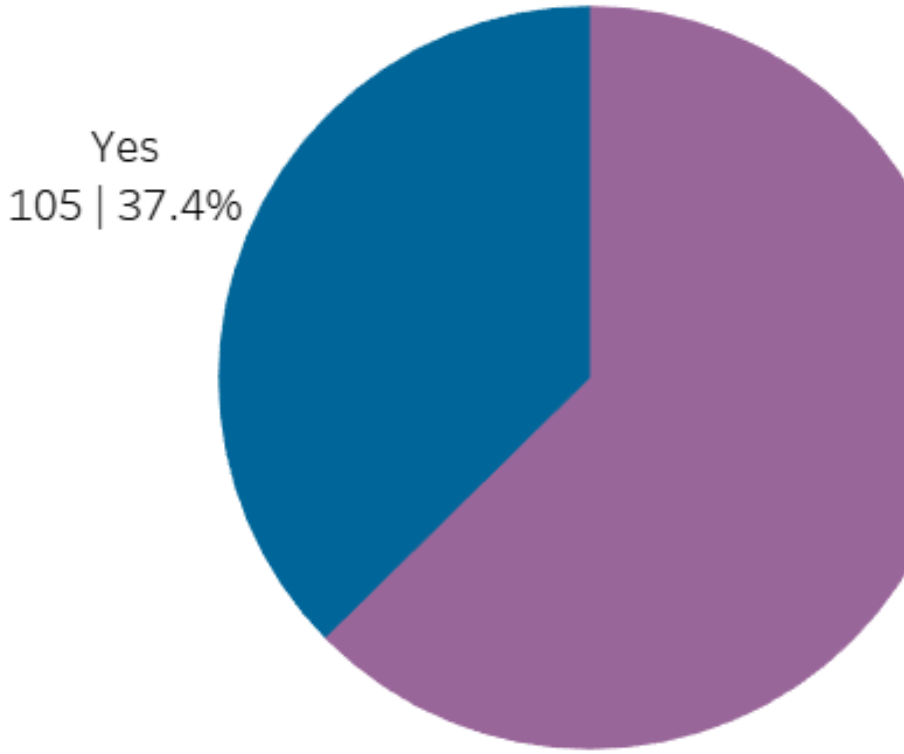


Responses: 227

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 MGUH using another form of transportation other than driving alone?

Percent of drive alone survey responses



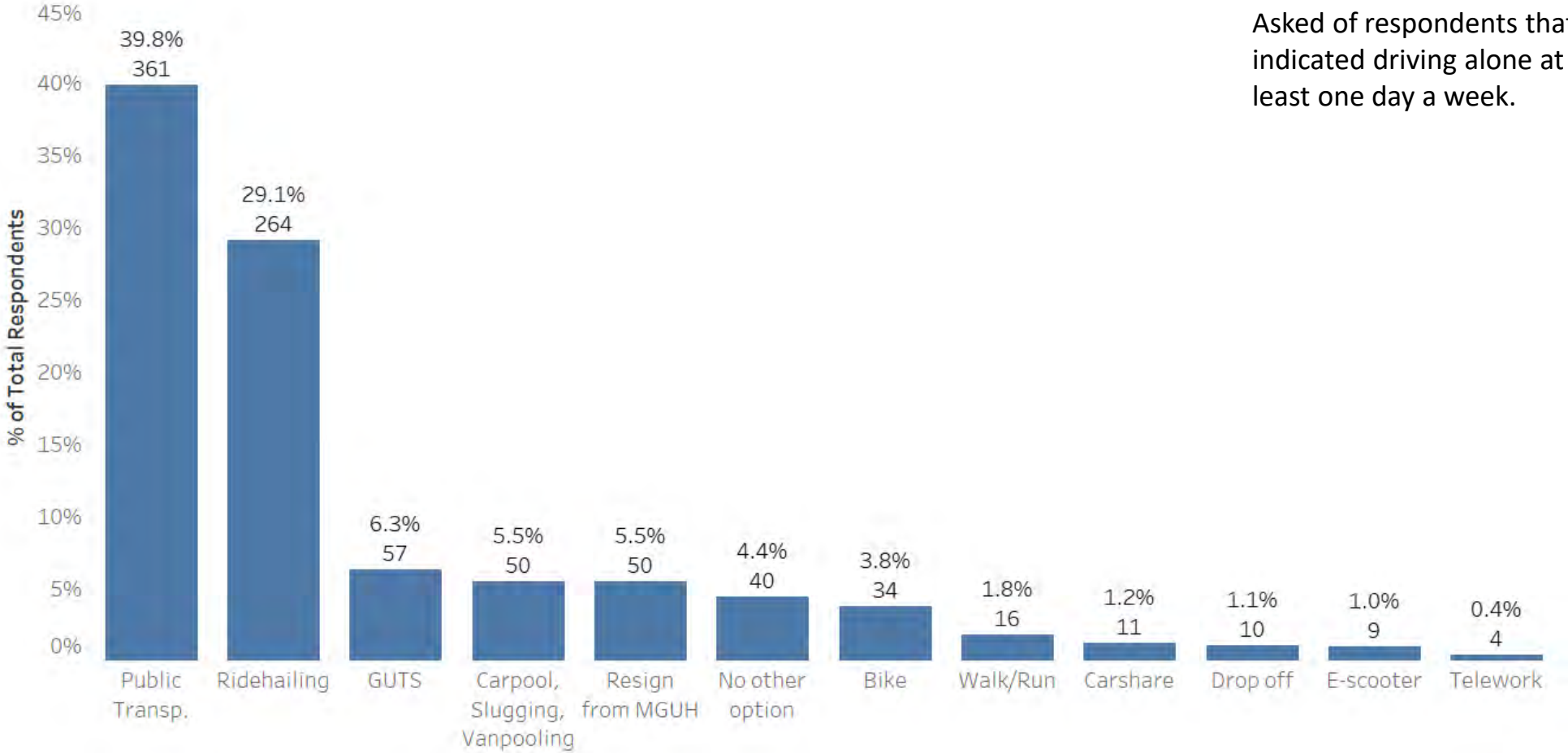
Asked of respondents who only indicated driving alone for their last mode of transportation and tried commuting using another mode of transportation.

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

Number of responses, percent of drive alone survey respondents

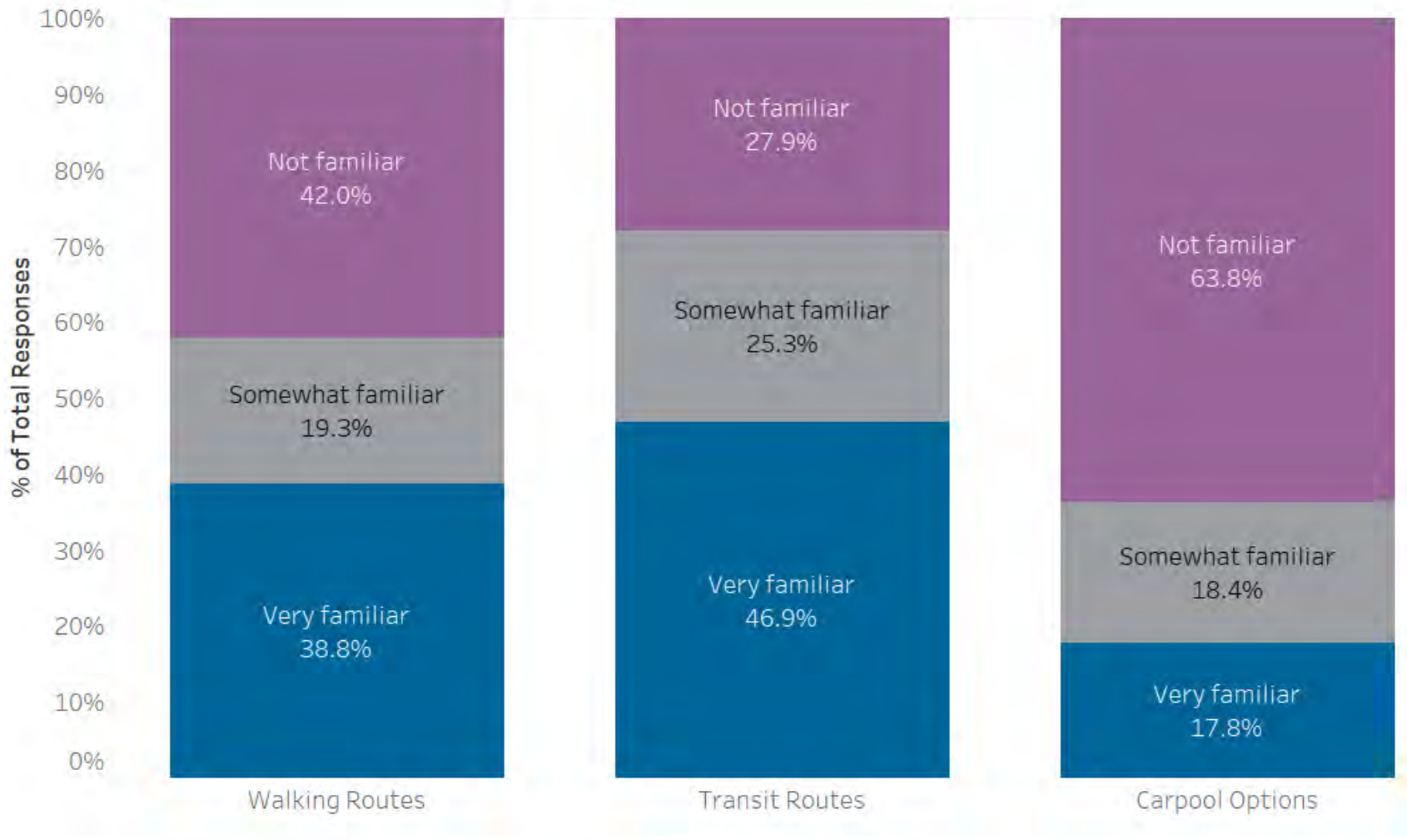
Responses: 906

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



How aware are you of your commute options?

Percentage of survey respondents

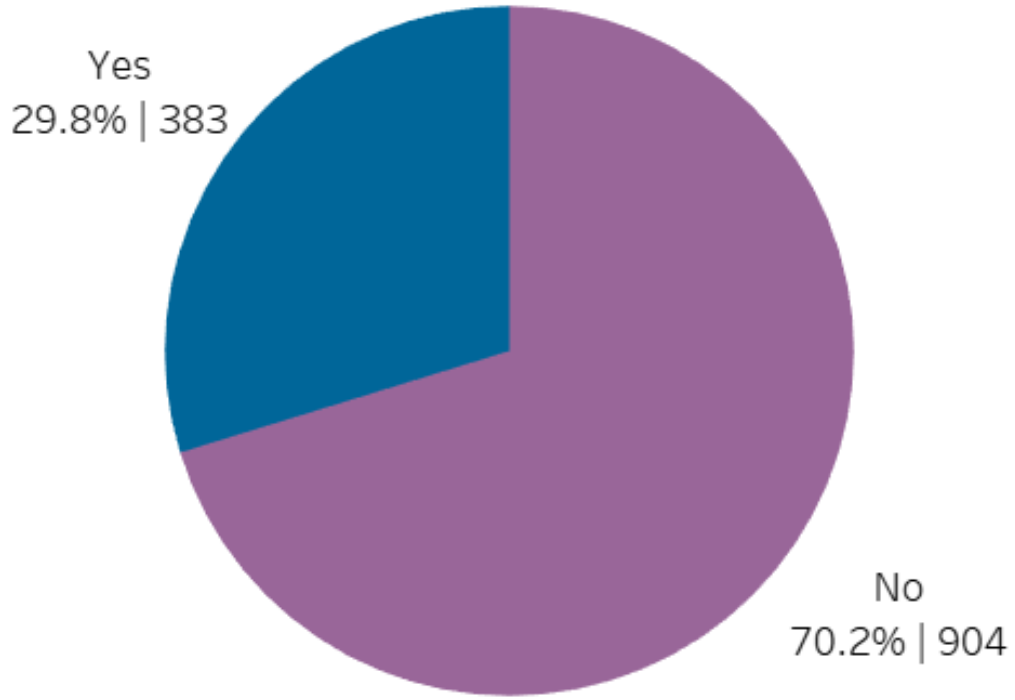


Asked of all survey respondents

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

Number of responses, percentage of survey responses

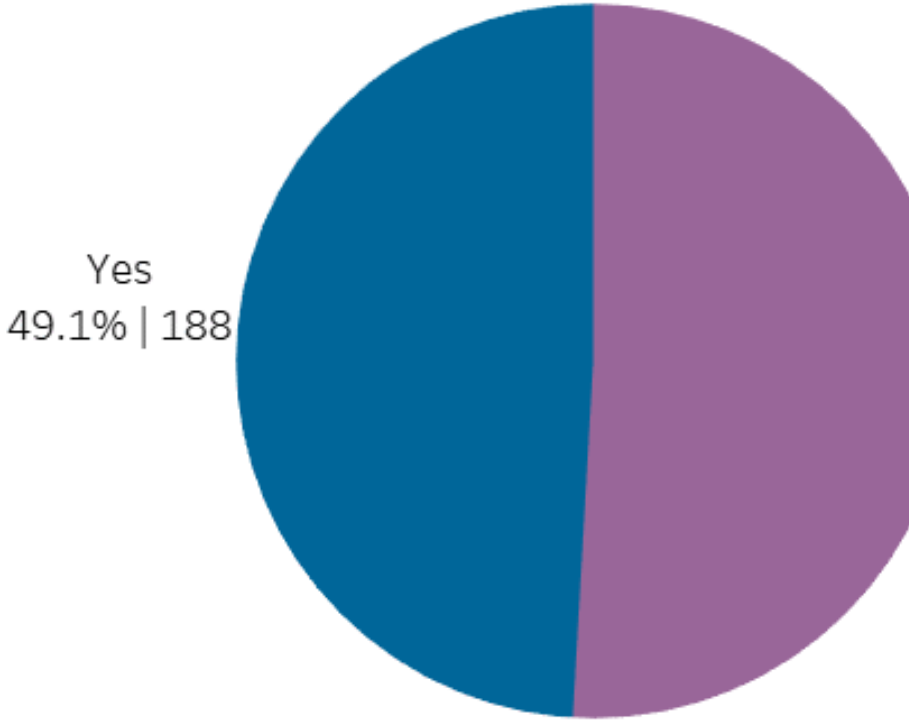
Asked of all respondents



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

Number of responses, percentage of survey responses

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



ATTACHMENT D
Traffic Count Data

2023 Georgetown University Fall Transportation Monitoring Study
Entrance Total
9/19/23-9/21/23

Time Period	Entrance Totals Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	Entrance Week Totals Week Totals In	Week Totals Out	Week Totals Total	Week Totals Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	138	40	178	126	52	178	129	37	166	393	129	522	174
6:15 AM - 6:30 AM	174	28	202	202	49	251	197	36	233	573	113	686	229
6:30 AM - 6:45 AM	256	62	318	281	62	343	253	64	317	790	188	978	326
6:45 AM - 7:00 AM	347	87	434	350	90	440	283	74	357	980	251	1231	410
7:00 AM - 7:15 AM	223	91	314	230	106	336	266	112	378	719	309	1028	343
7:15 AM - 7:30 AM	185	80	265	182	73	255	200	92	292	567	245	812	271
7:30 AM - 7:45 AM	180	129	309	192	142	334	221	127	348	593	398	991	330
7:45 AM - 8:00 AM	224	114	338	270	126	396	247	133	380	741	373	1114	371
8:00 AM - 8:15 AM	224	95	319	233	112	345	201	111	312	658	318	976	325
8:15 AM - 8:30 AM	209	77	286	230	99	329	216	88	304	655	264	919	306
8:30 AM - 8:45 AM	208	83	291	178	83	261	260	128	388	646	294	940	313
8:45 AM - 9:00 AM	204	106	310	256	97	353	257	100	357	717	303	1020	340
9:00 AM - 9:15 AM	242	119	361	242	117	359	234	111	345	718	347	1065	355
9:15 AM - 9:30 AM	261	115	376	233	117	350	237	120	357	731	352	1083	361
9:30 AM - 9:45 AM	219	96	315	240	109	349	224	124	348	683	329	1012	337
9:45 AM - 10:00 AM	285	118	403	248	96	344	202	102	304	735	316	1051	350
4:00 PM - 4:15 PM	128	238	366	94	210	304	79	226	305	301	674	975	325
4:15 PM - 4:30 PM	87	250	337	70	186	256	106	214	320	263	650	913	304
4:30 PM - 4:45 PM	98	255	353	88	232	320	110	242	352	296	729	1025	342
4:45 PM - 5:00 PM	94	212	306	103	228	331	100	224	324	297	664	961	320
5:00 PM - 5:15 PM	95	241	336	88	254	342	100	241	341	283	736	1019	340
5:15 PM - 5:30 PM	95	247	342	85	234	319	123	249	372	303	730	1033	344
5:30 PM - 5:45 PM	120	213	333	99	206	305	108	202	310	327	621	948	316
5:45 PM - 6:00 PM	106	200	306	136	196	332	107	181	288	349	577	926	309
6:00 PM - 6:15 PM	109	207	316	147	225	372	138	173	311	394	605	999	333
6:15 PM - 6:30 PM	116	171	287	130	212	342	88	131	219	334	514	848	283
6:30 PM - 6:45 PM	143	170	313	133	150	283	141	144	285	417	464	881	294
6:45 PM - 7:00 PM	121	131	252	154	137	291	146	131	277	421	399	820	273
7:00 PM - 7:15 PM	71	140	211	87	132	219	106	150	256	264	422	686	229
7:15 PM - 7:30 PM	57	118	175	58	124	182	75	139	214	190	381	571	190
7:30 PM - 7:45 PM	67	167	234	51	173	224	59	169	228	177	509	686	229
7:45 PM - 8:00 PM	46	141	187	47	120	167	58	137	195	151	398	549	183
Total	5132	4541	9673	5263	4549	9812	5271	4512	9783	15666	13602	29268	9756
One Hour Volumes													
6:00 AM - 7:00 AM	915	217	1132	959	253	1212	862	211	1073	2736	681	3417	1139
6:15 AM - 7:15 AM	1000	268	1268	1063	307	1370	999	286	1285	3062	861	3923	1308
6:30 AM - 7:30 AM	1011	320	1331	1043	331	1374	1002	342	1344	3056	993	4049	1350
6:45 AM - 7:45 AM	935	387	1322	954	411	1365	970	405	1375	2859	1203	4062	1354
7:00 AM - 8:00 AM	812	414	1226	874	447	1321	934	464	1398	2620	1325	3945	1315
7:15 AM - 8:15 AM	813	418	1231	877	453	1330	869	463	1332	2559	1334	3893	1298
7:30 AM - 8:30 AM	837	415	1252	925	479	1404	885	459	1344	2647	1353	4000	1333
7:45 AM - 8:45 AM	865	369	1234	911	420	1331	924	460	1384	2700	1249	3949	1316
8:00 AM - 9:00 AM	845	361	1206	897	391	1288	934	427	1361	2676	1179	3855	1285
8:15 AM - 9:15 AM	863	385	1248	906	396	1302	967	427	1394	2736	1208	3944	1315
8:30 AM - 9:30 AM	915	423	1338	909	414	1323	988	459	1447	2812	1296	4108	1369
8:45 AM - 9:45 AM	926	436	1362	971	440	1411	952	455	1407	2849	1331	4180	1393
9:00 AM - 10:00 AM	1007	448	1455	963	439	1402	897	457	1354	2867	1344	4211	1404
4:00 PM - 5:00 PM	407	955	1362	355	856	1211	395	906	1301	1157	2717	3874	1291
4:15 PM - 5:15 PM	374	958	1332	349	900	1249	416	921	1337	1139	2779	3918	1306
4:30 PM - 5:30 PM	382	955	1337	364	948	1312	433	956	1389	1179	2859	4038	1346
4:45 PM - 5:45 PM	404	913	1317	375	922	1297	431	916	1347	1210	2751	3961	1320
5:00 PM - 6:00 PM	416	901	1317	408	890	1298	438	873	1311	1262	2664	3926	1309
5:15 PM - 6:15 PM	430	867	1297	467	861	1328	476	805	1281	1373	2533	3906	1302
5:30 PM - 6:30 PM	451	791	1242	512	839	1351	441	687	1128	1404	2317	3721	1240
5:45 PM - 6:45 PM	474	748	1222	546	783	1329	474	629	1103	1494	2160	3654	1218
6:00 PM - 7:00 PM	489	679	1168	564	724	1288	513	579	1092	1566	1982	3548	1183
6:15 PM - 7:15 PM	451	612	1063	504	631	1135	481	556	1037	1436	1799	3235	1078
6:30 PM - 7:30 PM	392	559	951	432	543	975	468	564	1032	1292	1666	2958	986
6:45 PM - 7:45 PM	316	556	872	350	566	916	386	589	975	1052	1711	2763	921
7:00 PM - 8:00 PM	241	566	807	243	549	792	298	595	893	782	1710	2492	831

2023 Georgetown University Fall Transportation Monitoring Study
Canal Road Entrance
9/19/23-9/21/23

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	59	6	65	46	14	60	38	11	49			0			0			0	143	31	174	58
6:15 AM - 6:30 AM	61	6	67	71	11	82	71	7	78			0			0			0	203	24	227	76
6:30 AM - 6:45 AM	71	16	87	73	14	87	74	12	86			0			0			0	218	42	260	87
6:45 AM - 7:00 AM	120	20	140	100	10	110	97	18	115			0			0			0	317	48	365	122
7:00 AM - 7:15 AM	80	13	93	84	19	103	102	24	126			0			0			0	266	56	322	107
7:15 AM - 7:30 AM	71	18	89	67	11	78	82	10	92			0			0			0	220	39	259	86
7:30 AM - 7:45 AM	66	17	83	82	17	99	84	19	103			0			0			0	232	53	285	95
7:45 AM - 8:00 AM	86	17	103	101	15	116	100	23	123			0			0			0	287	55	342	114
8:00 AM - 8:15 AM	92	16	108	104	29	133	77	25	102			0			0			0	273	70	343	114
8:15 AM - 8:30 AM	79	17	96	83	21	104	76	22	98			0			0			0	238	60	298	99
8:30 AM - 8:45 AM	74	18	92	64	22	86	88	32	120			0			0			0	226	72	298	99
8:45 AM - 9:00 AM	77	20	97	89	14	103	82	18	100			0			0			0	248	52	300	100
9:00 AM - 9:15 AM	88	28	116	88	26	114	92	24	116			0			0			0	268	78	346	115
9:15 AM - 9:30 AM	92	16	108	86	21	107	72	20	92			0			0			0	250	57	307	102
9:30 AM - 9:45 AM	80	18	98	90	13	103	84	19	103			0			0			0	254	50	304	101
9:45 AM - 10:00 AM	101	15	116	85	14	99	81	27	108			0			0			0	267	56	323	108
4:00 PM - 4:15 PM	39	84	123	18	61	79	20	88	108			0			0			0	77	233	310	103
4:15 PM - 4:30 PM	27	74	101	21	63	84	27	82	109			0			0			0	75	219	294	98
4:30 PM - 4:45 PM	26	71	97	33	76	109	34	81	115			0			0			0	93	228	321	107
4:45 PM - 5:00 PM	24	55	79	47	77	124	28	70	98			0			0			0	99	202	301	100
5:00 PM - 5:15 PM	29	83	112	29	91	120	37	87	124			0			0			0	95	261	356	119
5:15 PM - 5:30 PM	40	92	132	19	80	99	44	88	132			0			0			0	103	260	363	121
5:30 PM - 5:45 PM	37	67	104	29	66	95	34	79	113			0			0			0	100	212	312	104
5:45 PM - 6:00 PM	33	65	98	40	64	104	43	72	115			0			0			0	116	201	317	106
6:00 PM - 6:15 PM	49	76	125	30	60	90	53	64	117			0			0			0	132	200	332	111
6:15 PM - 6:30 PM	31	63	94	41	80	121	25	54	79			0			0			0	97	197	294	98
6:30 PM - 6:45 PM	33	61	94	22	47	69	32	41	73			0			0			0	87	149	236	79
6:45 PM - 7:00 PM	30	41	71	36	36	72	31	37	68			0			0			0	97	114	211	70
7:00 PM - 7:15 PM	20	44	64	25	39	64	32	48	80			0			0			0	77	131	208	69
7:15 PM - 7:30 PM	17	28	45	14	34	48	21	33	54			0			0			0	52	95	147	49
7:30 PM - 7:45 PM	21	38	59	14	43	57	15	45	60			0			0			0	50	126	176	59
7:45 PM - 8:00 PM	15	31	46	12	30	42	21	31	52			0			0			0	48	92	140	47
Total	1768	1234	3002	1743	1218	2961	1797	1311	3108	0	0	0	0	0	0	0	0	0	5308	3763	9071	3024
One Hour Volumes																						
6:00 AM - 7:00 AM	311	48	359	290	49	339	280	48	328	0	0	0	0	0	0	0	0	0	881	145	1026	342
6:15 AM - 7:15 AM	332	55	387	328	54	382	344	61	405	0	0	0	0	0	0	0	0	0	1004	170	1174	391
6:30 AM - 7:30 AM	342	67	409	324	54	378	355	64	419	0	0	0	0	0	0	0	0	0	1021	185	1206	402
6:45 AM - 7:45 AM	337	68	405	333	57	390	365	71	436	0	0	0	0	0	0	0	0	0	1035	196	1231	410
7:00 AM - 8:00 AM	303	65	368	334	62	396	368	76	444	0	0	0	0	0	0	0	0	0	1005	203	1208	403
7:15 AM - 8:15 AM	315	68	383	354	72	426	343	77	420	0	0	0	0	0	0	0	0	0	1012	217	1229	410
7:30 AM - 8:30 AM	323	67	390	370	82	452	337	89	426	0	0	0	0	0	0	0	0	0	1030	238	1268	423
7:45 AM - 8:45 AM	331	68	399	352	87	439	341	102	443	0	0	0	0	0	0	0	0	0	1024	257	1281	427
8:00 AM - 9:00 AM	322	71	393	340	86	426	323	97	420	0	0	0	0	0	0	0	0	0	985	254	1239	413
8:15 AM - 9:15 AM	318	83	401	324	83	407	338	96	434	0	0	0	0	0	0	0	0	0	980	262	1242	414
8:30 AM - 9:30 AM	331	82	413	327	83	410	334	94	428	0	0	0	0	0	0	0	0	0	992	259	1251	417
8:45 AM - 9:45 AM	337	82	419	353	74	427	330	81	411	0	0	0	0	0	0	0	0	0	1020	237	1257	419
9:00 AM - 10:00 AM	361	77	438	349	74	423	329	90	419	0	0	0	0	0	0	0	0	0	1039	241	1280	427
4:00 PM - 5:00 PM	116	284	400	119	277	396	109	321	430	0	0	0	0	0	0	0	0	0	344	882	1226	409
4:15 PM - 5:15 PM	106	283	389	130	307	437	126	320	446	0	0	0	0	0	0	0	0	0	362	910	1272	424
4:30 PM - 5:30 PM	119	301	420	128	324	452	143	326	469	0	0	0	0	0	0	0	0	0	390	951	1341	447
4:45 PM - 5:45 PM	130	297	427	124	314	438	143	324	467	0	0	0	0	0	0	0	0	0	397	935	1332	444
5:00 PM - 6:00 PM	139	307	446	117	301	418	158	326	484	0	0	0	0	0	0	0	0	0	414	934	1348	449
5:15 PM - 6:15 PM	159	300	459	118	270	388	174	303	477	0	0	0	0	0	0	0	0	0	451	873	1324	441
5:30 PM - 6:30 PM	150	271	421	140	270	410	155	269	424	0	0	0	0	0	0	0	0	0	445	810	1255	418
5:45 PM - 6:45 PM	146	265	411	133	251	384	153	231	384	0	0	0	0	0	0	0	0	0	432	747	1179	393
6:00 PM - 7:00 PM	143	241	384	129	223	352	141	196	337	0	0	0	0	0	0	0	0	0	413	660	1073	358
6:15 PM - 7:15 PM	114	209	323	124	202	326	120	180	300	0	0	0	0	0	0	0	0	0	358	591	949	316
6:30 PM - 7:30 PM	100	174	274	97	156	253	116	159	275	0	0	0	0	0	0	0	0	0	313	489	802	267
6:45 PM - 7:45 PM	88	151	239	89	152	241	99	163	262	0	0	0	0	0	0	0	0	0	276	466	742	247
7:00 PM - 8:00 PM	73	141	214	65	146	211	89	157	246	0	0	0	0	0	0	0	0	0	227	444	671	224

2023 Georgetown University Fall Transportation Monitoring Study
Entrance 0
9/19/23-9/21/23

Time Period	Entrance 0 Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Entrance 0 Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	1	1	0	1	1	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	0
9:00 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM - 9:30 AM	0	0	0	0	0	0	0	1	1	0	1	1	0
9:30 AM - 9:45 AM	0	0	0	0	0	0	2	2	4	2	2	4	1
9:45 AM - 10:00 AM	0	1	1	0	0	0	1	0	1	1	1	2	1
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	1	1	0	1	1	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	1	0	1	1	0	1	0
5:30 PM - 5:45 PM	0	1	1	0	0	0	0	1	1	0	2	2	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM - 6:45 PM	0	0	0	0	0	0	0	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	0	2	2	0	0	0	6	6	12	6	8	14	5
One Hour Volumes													
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	0
7:15 AM - 8:15 AM	0	0	0	0	0	0	1	0	1	1	0	1	0
7:30 AM - 8:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	0
7:45 AM - 8:45 AM	0	0	0	0	0	0	1	1	2	1	1	2	1
8:00 AM - 9:00 AM	0	0	0	0	0	0	1	1	2	1	1	2	1
8:15 AM - 9:15 AM	0	0	0	0	0	0	1	1	2	1	1	2	1
8:30 AM - 9:30 AM	0	0	0	0	0	0	1	2	3	1	2	3	1
8:45 AM - 9:45 AM	0	0	0	0	0	0	3	3	6	3	3	6	2
9:00 AM - 10:00 AM	0	1	1	0	0	0	3	3	6	3	4	7	2
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	1	1	0	1	1	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	1	1	2	1	1	2	1
4:45 PM - 5:45 PM	0	1	1	0	0	0	1	2	3	1	3	4	1
5:00 PM - 6:00 PM	0	1	1	0	0	0	1	2	3	1	3	4	1
5:15 PM - 6:15 PM	0	1	1	0	0	0	1	1	2	1	2	3	1
5:30 PM - 6:30 PM	0	1	1	0	0	0	0	1	1	0	2	2	1
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM - 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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

2023 Georgetown University Fall Transportation Monitoring Study
Entrance 1
9/19/23-9/21/23

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	5	1	6	13	5	18	11	1	12	29	7	36	12
6:15 AM - 6:30 AM	9	2	11	20	1	21	5	1	6	34	4	38	13
6:30 AM - 6:45 AM	7	1	8	9	0	9	7	3	10	23	4	27	9
6:45 AM - 7:00 AM	16	0	16	12	0	12	13	3	16	41	3	44	15
7:00 AM - 7:15 AM	12	3	15	18	3	21	11	2	13	41	8	49	16
7:15 AM - 7:30 AM	10	2	12	4	4	8	4	4	8	18	10	28	9
7:30 AM - 7:45 AM	1	3	4	8	1	9	7	0	7	16	4	20	7
7:45 AM - 8:00 AM	6	1	7	5	4	9	7	4	11	18	9	27	9
8:00 AM - 8:15 AM	5	1	6	4	2	6	5	4	9	14	7	21	7
8:15 AM - 8:30 AM	3	0	3	2	2	4	7	3	10	12	5	17	6
8:30 AM - 8:45 AM	7	1	8	2	4	6	5	3	8	14	8	22	7
8:45 AM - 9:00 AM	4	5	9	2	3	5	4	2	6	10	10	20	7
9:00 AM - 9:15 AM	3	2	5	4	2	6	4	2	6	11	6	17	6
9:15 AM - 9:30 AM	7	2	9	8	1	9	6	1	7	21	4	25	8
9:30 AM - 9:45 AM	10	6	16	7	9	16	5	3	8	22	18	40	13
9:45 AM - 10:00 AM	8	4	12	2	0	2	4	5	9	14	9	23	8
4:00 PM - 4:15 PM	2	7	9	1	7	8	1	1	2	4	15	19	6
4:15 PM - 4:30 PM	1	7	8	1	6	7	1	5	6	3	18	21	7
4:30 PM - 4:45 PM	1	6	7	1	5	6	1	9	10	3	20	23	8
4:45 PM - 5:00 PM	1	5	6	1	3	4	0	4	4	2	12	14	5
5:00 PM - 5:15 PM	1	8	9	1	5	6	1	3	4	3	16	19	6
5:15 PM - 5:30 PM	0	4	4	2	3	5	2	6	8	4	13	17	6
5:30 PM - 5:45 PM	1	5	6	3	5	8	2	0	2	6	10	16	5
5:45 PM - 6:00 PM	0	2	2	1	3	4	0	0	0	1	5	6	2
6:00 PM - 6:15 PM	0	5	5	1	1	2	2	0	2	3	6	9	3
6:15 PM - 6:30 PM	0	2	2	0	1	1	0	1	1	0	4	4	1
6:30 PM - 6:45 PM	1	0	1	3	3	6	1	1	2	5	4	9	3
6:45 PM - 7:00 PM	0	0	0	1	0	1	1	3	4	2	3	5	2
7:00 PM - 7:15 PM	2	1	3	0	0	0	0	3	3	2	4	6	2
7:15 PM - 7:30 PM	1	5	6	0	1	1	0	1	1	1	7	8	3
7:30 PM - 7:45 PM	0	0	0	1	1	2	0	0	0	1	1	2	1
7:45 PM - 8:00 PM	2	2	4	0	0	0	1	2	3	3	4	7	2
Total	126	93	219	137	85	222	118	80	198	381	258	639	213
One Hour Volumes													
6:00 AM - 7:00 AM	37	4	41	54	6	60	36	8	44	127	18	145	48
6:15 AM - 7:15 AM	44	6	50	59	4	63	36	9	45	139	19	158	53
6:30 AM - 7:30 AM	45	6	51	43	7	50	35	12	47	123	25	148	49
6:45 AM - 7:45 AM	39	8	47	42	8	50	35	9	44	116	25	141	47
7:00 AM - 8:00 AM	29	9	38	35	12	47	29	10	39	93	31	124	41
7:15 AM - 8:15 AM	22	7	29	21	11	32	23	12	35	66	30	96	32
7:30 AM - 8:30 AM	15	5	20	19	9	28	26	11	37	60	25	85	28
7:45 AM - 8:45 AM	21	3	24	13	12	25	24	14	38	58	29	87	29
8:00 AM - 9:00 AM	19	7	26	10	11	21	21	12	33	50	30	80	27
8:15 AM - 9:15 AM	17	8	25	10	11	21	20	10	30	47	29	76	25
8:30 AM - 9:30 AM	21	10	31	16	10	26	19	8	27	56	28	84	28
8:45 AM - 9:45 AM	24	15	39	21	15	36	19	8	27	64	38	102	34
9:00 AM - 10:00 AM	28	14	42	21	12	33	19	11	30	68	37	105	35
4:00 PM - 5:00 PM	5	25	30	4	21	25	3	19	22	12	65	77	26
4:15 PM - 5:15 PM	4	26	30	4	19	23	3	21	24	11	66	77	26
4:30 PM - 5:30 PM	3	23	26	5	16	21	4	22	26	12	61	73	24
4:45 PM - 5:45 PM	3	22	25	7	16	23	5	13	18	15	51	66	22
5:00 PM - 6:00 PM	2	19	21	7	16	23	5	9	14	14	44	58	19
5:15 PM - 6:15 PM	1	16	17	7	12	19	6	6	12	14	34	48	16
5:30 PM - 6:30 PM	1	14	15	5	10	15	4	1	5	10	25	35	12
5:45 PM - 6:45 PM	1	9	10	5	8	13	3	2	5	9	19	28	9
6:00 PM - 7:00 PM	1	7	8	5	5	10	4	5	9	10	17	27	9
6:15 PM - 7:15 PM	3	3	6	4	4	8	2	8	10	9	15	24	8
6:30 PM - 7:30 PM	4	6	10	4	4	8	2	8	10	10	18	28	9
6:45 PM - 7:45 PM	3	6	9	2	2	4	1	7	8	6	15	21	7
7:00 PM - 8:00 PM	5	8	13	1	2	3	1	6	7	7	16	23	8

2023 Georgetown University Fall Transportation Monitoring Study
Entrance 2
9/19/23-9/21/23

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	17	14	31	14	11	25	13	12	25	44	37	81	27
6:15 AM - 6:30 AM	15	7	22	20	17	37	19	10	29	54	34	88	29
6:30 AM - 6:45 AM	36	21	57	30	16	46	34	20	54	100	57	157	52
6:45 AM - 7:00 AM	46	32	78	57	30	87	38	22	60	141	84	225	75
7:00 AM - 7:15 AM	38	26	64	42	36	78	51	32	83	131	94	225	75
7:15 AM - 7:30 AM	34	15	49	40	23	63	39	22	61	113	60	173	58
7:30 AM - 7:45 AM	38	27	65	31	20	51	50	18	68	119	65	184	61
7:45 AM - 8:00 AM	44	19	63	52	24	76	45	28	73	141	71	212	71
8:00 AM - 8:15 AM	47	24	71	57	24	81	40	20	60	144	68	212	71
8:15 AM - 8:30 AM	42	13	55	64	24	88	42	26	68	148	63	211	70
8:30 AM - 8:45 AM	53	22	75	33	27	60	64	27	91	150	76	226	75
8:45 AM - 9:00 AM	58	31	89	81	30	111	68	32	100	207	93	300	100
9:00 AM - 9:15 AM	67	36	103	74	37	111	69	38	107	210	111	321	107
9:15 AM - 9:30 AM	79	43	122	65	43	108	81	42	123	225	128	353	118
9:30 AM - 9:45 AM	74	39	113	74	44	118	65	41	106	213	124	337	112
9:45 AM - 10:00 AM	88	54	142	76	40	116	57	34	91	221	128	349	116
4:00 PM - 4:15 PM	41	65	106	38	56	94	14	55	69	93	176	269	90
4:15 PM - 4:30 PM	24	62	86	16	37	53	32	48	80	72	147	219	73
4:30 PM - 4:45 PM	32	58	90	22	56	78	27	49	76	81	163	244	81
4:45 PM - 5:00 PM	33	51	84	17	49	66	26	41	67	76	141	217	72
5:00 PM - 5:15 PM	27	49	76	29	53	82	18	36	54	74	138	212	71
5:15 PM - 5:30 PM	20	37	57	26	43	69	22	52	74	68	132	200	67
5:30 PM - 5:45 PM	30	42	72	19	35	54	16	28	44	65	105	170	57
5:45 PM - 6:00 PM	17	32	49	33	23	56	15	26	41	65	81	146	49
6:00 PM - 6:15 PM	24	36	60	28	50	78	31	36	67	83	122	205	68
6:15 PM - 6:30 PM	22	23	45	27	30	57	16	21	37	65	74	139	46
6:30 PM - 6:45 PM	28	32	60	31	38	69	20	28	48	79	98	177	59
6:45 PM - 7:00 PM	22	34	56	28	44	72	28	30	58	78	108	186	62
7:00 PM - 7:15 PM	21	32	53	19	37	56	29	36	65	69	105	174	58
7:15 PM - 7:30 PM	24	30	54	15	20	35	23	20	43	62	70	132	44
7:30 PM - 7:45 PM	27	39	66	20	22	42	23	20	43	70	81	151	50
7:45 PM - 8:00 PM	18	32	50	18	25	43	18	28	46	54	85	139	46
Total	1186	1077	2263	1196	1064	2260	1133	978	2111	3515	3119	6634	2211
One Hour Volumes													
6:00 AM - 7:00 AM	114	74	188	121	74	195	104	64	168	339	212	551	184
6:15 AM - 7:15 AM	135	86	221	149	99	248	142	84	226	426	269	695	232
6:30 AM - 7:30 AM	154	94	248	169	105	274	162	96	258	485	295	780	260
6:45 AM - 7:45 AM	156	100	256	170	109	279	178	94	272	504	303	807	269
7:00 AM - 8:00 AM	154	87	241	165	103	268	185	100	285	504	290	794	265
7:15 AM - 8:15 AM	163	85	248	180	91	271	174	88	262	517	264	781	260
7:30 AM - 8:30 AM	171	83	254	204	92	296	177	92	269	552	267	819	273
7:45 AM - 8:45 AM	186	78	264	206	99	305	191	101	292	583	278	861	287
8:00 AM - 9:00 AM	200	90	290	235	105	340	214	105	319	649	300	949	316
8:15 AM - 9:15 AM	220	102	322	252	118	370	243	123	366	715	343	1058	353
8:30 AM - 9:30 AM	257	132	389	253	137	390	282	139	421	792	408	1200	400
8:45 AM - 9:45 AM	278	149	427	294	154	448	283	153	436	855	456	1311	437
9:00 AM - 10:00 AM	308	172	480	289	164	453	272	155	427	869	491	1360	453
4:00 PM - 5:00 PM	130	236	366	93	198	291	99	193	292	322	627	949	316
4:15 PM - 5:15 PM	116	220	336	84	195	279	103	174	277	303	589	892	297
4:30 PM - 5:30 PM	112	195	307	94	201	295	93	178	271	299	574	873	291
4:45 PM - 5:45 PM	110	179	289	91	180	271	82	157	239	283	516	799	266
5:00 PM - 6:00 PM	94	160	254	107	154	261	71	142	213	272	456	728	243
5:15 PM - 6:15 PM	91	147	238	106	151	257	84	142	226	281	440	721	240
5:30 PM - 6:30 PM	93	133	226	107	138	245	78	111	189	278	382	660	220
5:45 PM - 6:45 PM	91	123	214	119	141	260	82	111	193	292	375	667	222
6:00 PM - 7:00 PM	96	125	221	114	162	276	95	115	210	305	402	707	236
6:15 PM - 7:15 PM	93	121	214	105	149	254	93	115	208	291	385	676	225
6:30 PM - 7:30 PM	95	128	223	93	139	232	100	114	214	288	381	669	223
6:45 PM - 7:45 PM	94	135	229	82	123	205	103	106	209	279	364	643	214
7:00 PM - 8:00 PM	90	133	223	72	104	176	93	104	197	255	341	596	199

2023 Georgetown University Fall Transportation Monitoring Study
Entrance 3
9/19/23-9/21/23

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	34	1	35	34	3	37	38	2	40	106	6	112	37
6:15 AM - 6:30 AM	63	3	66	59	3	62	58	2	60	180	8	188	63
6:30 AM - 6:45 AM	104	2	106	119	6	125	105	5	110	328	13	341	114
6:45 AM - 7:00 AM	110	7	117	117	7	124	88	6	94	315	20	335	112
7:00 AM - 7:15 AM	53	8	61	48	4	52	60	5	65	161	17	178	59
7:15 AM - 7:30 AM	30	6	36	36	8	44	36	9	45	102	23	125	42
7:30 AM - 7:45 AM	34	32	66	31	42	73	38	32	70	103	106	209	70
7:45 AM - 8:00 AM	26	27	53	40	29	69	37	28	65	103	84	187	62
8:00 AM - 8:15 AM	29	12	41	26	14	40	28	17	45	83	43	126	42
8:15 AM - 8:30 AM	29	12	41	19	11	30	30	5	35	78	28	106	35
8:30 AM - 8:45 AM	22	6	28	20	5	25	42	11	53	84	22	106	35
8:45 AM - 9:00 AM	19	5	24	29	9	38	32	11	43	80	25	105	35
9:00 AM - 9:15 AM	25	10	35	24	11	35	22	5	27	71	26	97	32
9:15 AM - 9:30 AM	18	7	25	16	5	21	24	12	36	58	24	82	27
9:30 AM - 9:45 AM	13	3	16	22	5	27	19	5	24	54	13	67	22
9:45 AM - 10:00 AM	26	11	37	32	10	42	20	5	25	78	26	104	35
4:00 PM - 4:15 PM	6	15	21	6	21	27	1	10	11	13	46	59	20
4:15 PM - 4:30 PM	4	19	23	6	11	17	8	15	23	18	45	63	21
4:30 PM - 4:45 PM	9	23	32	1	17	18	4	14	18	14	54	68	23
4:45 PM - 5:00 PM	2	18	20	4	13	17	5	17	22	11	48	59	20
5:00 PM - 5:15 PM	4	16	20	6	20	26	5	30	35	15	66	81	27
5:15 PM - 5:30 PM	4	15	19	8	26	34	7	21	28	19	62	81	27
5:30 PM - 5:45 PM	12	17	29	8	22	30	4	15	19	24	54	78	26
5:45 PM - 6:00 PM	7	14	21	14	15	29	11	13	24	32	42	74	25
6:00 PM - 6:15 PM	6	15	21	23	27	50	6	16	22	35	58	93	31
6:15 PM - 6:30 PM	23	11	34	14	11	25	17	6	23	54	28	82	27
6:30 PM - 6:45 PM	50	17	67	44	11	55	38	11	49	132	39	171	57
6:45 PM - 7:00 PM	45	7	52	47	8	55	51	12	63	143	27	170	57
7:00 PM - 7:15 PM	10	7	17	10	7	17	19	16	35	39	30	69	23
7:15 PM - 7:30 PM	2	5	7	3	11	14	8	16	24	13	32	45	15
7:30 PM - 7:45 PM	5	18	23	3	30	33	2	32	34	10	80	90	30
7:45 PM - 8:00 PM	2	25	27	2	8	10	7	16	23	11	49	60	20
Total	826	394	1220	871	430	1301	870	420	1290	2567	1244	3811	1270
One Hour Volumes													
6:00 AM - 7:00 AM	311	13	324	329	19	348	289	15	304	929	47	976	325
6:15 AM - 7:15 AM	330	20	350	343	20	363	311	18	329	984	58	1042	347
6:30 AM - 7:30 AM	297	23	320	320	25	345	289	25	314	906	73	979	326
6:45 AM - 7:45 AM	227	53	280	232	61	293	222	52	274	681	166	847	282
7:00 AM - 8:00 AM	143	73	216	155	83	238	171	74	245	469	230	699	233
7:15 AM - 8:15 AM	119	77	196	133	93	226	139	86	225	391	256	647	216
7:30 AM - 8:30 AM	118	83	201	116	96	212	133	82	215	367	261	628	209
7:45 AM - 8:45 AM	106	57	163	105	59	164	137	61	198	348	177	525	175
8:00 AM - 9:00 AM	99	35	134	94	39	133	132	44	176	325	118	443	148
8:15 AM - 9:15 AM	95	33	128	92	36	128	126	32	158	313	101	414	138
8:30 AM - 9:30 AM	84	28	112	89	30	119	120	39	159	293	97	390	130
8:45 AM - 9:45 AM	75	25	100	91	30	121	97	33	130	263	88	351	117
9:00 AM - 10:00 AM	82	31	113	94	31	125	85	27	112	261	89	350	117
4:00 PM - 5:00 PM	21	75	96	17	62	79	18	56	74	56	193	249	83
4:15 PM - 5:15 PM	19	76	95	17	61	78	22	76	98	58	213	271	90
4:30 PM - 5:30 PM	19	72	91	19	76	95	21	82	103	59	230	289	96
4:45 PM - 5:45 PM	22	66	88	26	81	107	21	83	104	69	230	299	100
5:00 PM - 6:00 PM	27	62	89	36	83	119	27	79	106	90	224	314	105
5:15 PM - 6:15 PM	29	61	90	53	90	143	28	65	93	110	216	326	109
5:30 PM - 6:30 PM	48	57	105	59	75	134	38	50	88	145	182	327	109
5:45 PM - 6:45 PM	86	57	143	95	64	159	72	46	118	253	167	420	140
6:00 PM - 7:00 PM	124	50	174	128	57	185	112	45	157	364	152	516	172
6:15 PM - 7:15 PM	128	42	170	115	37	152	125	45	170	368	124	492	164
6:30 PM - 7:30 PM	107	36	143	104	37	141	116	55	171	327	128	455	152
6:45 PM - 7:45 PM	62	37	99	63	56	119	80	76	156	205	169	374	125
7:00 PM - 8:00 PM	19	55	74	18	56	74	36	80	116	73	191	264	88

2023 Georgetown University Fall Transportation Monitoring Study
Entrance 3 U-Turn - GU Drop-offs without parking
9/19/23-9/21/23

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	0	0	0	0	0	0	1	1	2	1	1	2	1
6:15 AM - 6:30 AM	1	1	2	1	1	2	0	0	0	2	2	4	1
6:30 AM - 6:45 AM	0	0	0	2	2	4	1	1	2	3	3	6	2
6:45 AM - 7:00 AM	2	2	4	3	3	6	3	3	6	8	8	16	5
7:00 AM - 7:15 AM	2	2	4	2	2	4	1	1	2	5	5	10	3
7:15 AM - 7:30 AM	3	3	6	3	3	6	2	2	4	8	8	16	5
7:30 AM - 7:45 AM	1	1	2	2	2	4	3	3	6	6	6	12	4
7:45 AM - 8:00 AM	5	5	10	6	6	12	5	5	10	16	16	32	11
8:00 AM - 8:15 AM	1	1	2	0	0	0	4	4	8	5	5	10	3
8:15 AM - 8:30 AM	5	5	10	5	5	10	3	3	6	13	13	26	9
8:30 AM - 8:45 AM	4	4	8	2	2	4	9	9	18	15	15	30	10
8:45 AM - 9:00 AM	2	2	4	5	5	10	5	5	10	12	12	24	8
9:00 AM - 9:15 AM	6	6	12	5	5	10	3	3	6	14	14	28	9
9:15 AM - 9:30 AM	4	4	8	4	4	8	8	8	16	16	16	32	11
9:30 AM - 9:45 AM	2	2	4	5	5	10	3	3	6	10	10	20	7
9:45 AM - 10:00 AM	5	5	10	7	7	14	2	2	4	14	14	28	9
4:00 PM - 4:15 PM	3	3	6	6	6	12	1	1	2	10	10	20	7
4:15 PM - 4:30 PM	3	3	6	3	3	6	3	3	6	9	9	18	6
4:30 PM - 4:45 PM	6	6	12	0	0	0	3	3	6	9	9	18	6
4:45 PM - 5:00 PM	3	3	6	3	3	6	2	2	4	8	8	16	5
5:00 PM - 5:15 PM	3	3	6	1	1	2	1	1	2	5	5	10	3
5:15 PM - 5:30 PM	4	4	8	2	2	4	3	3	6	9	9	18	6
5:30 PM - 5:45 PM	4	4	8	3	3	6	3	3	6	10	10	20	7
5:45 PM - 6:00 PM	3	3	6	8	8	16	5	5	10	16	16	32	11
6:00 PM - 6:15 PM	3	3	6	19	19	38	2	2	4	24	24	48	16
6:15 PM - 6:30 PM	3	3	6	5	5	10	1	1	2	9	9	18	6
6:30 PM - 6:45 PM	4	4	8	1	1	2	3	3	6	8	8	16	5
6:45 PM - 7:00 PM	3	3	6	4	4	8	4	4	8	11	11	22	7
7:00 PM - 7:15 PM	3	3	6	2	2	4	5	5	10	10	10	20	7
7:15 PM - 7:30 PM	0	0	0	3	3	6	5	5	10	8	8	16	5
7:30 PM - 7:45 PM	2	2	4	3	3	6	2	2	4	7	7	14	5
7:45 PM - 8:00 PM	1	1	2	1	1	2	4	4	8	6	6	12	4
Total	91	91	182	116	116	232	100	100	200	307	307	614	205
One Hour Volumes													
6:00 AM - 7:00 AM	3	3	6	6	6	12	5	5	10	14	14	28	9
6:15 AM - 7:15 AM	5	5	10	8	8	16	5	5	10	18	18	36	12
6:30 AM - 7:30 AM	7	7	14	10	10	20	7	7	14	24	24	48	16
6:45 AM - 7:45 AM	8	8	16	10	10	20	9	9	18	27	27	54	18
7:00 AM - 8:00 AM	11	11	22	13	13	26	11	11	22	35	35	70	23
7:15 AM - 8:15 AM	10	10	20	11	11	22	14	14	28	35	35	70	23
7:30 AM - 8:30 AM	12	12	24	13	13	26	15	15	30	40	40	80	27
7:45 AM - 8:45 AM	15	15	30	13	13	26	21	21	42	49	49	98	33
8:00 AM - 9:00 AM	12	12	24	12	12	24	21	21	42	45	45	90	30
8:15 AM - 9:15 AM	17	17	34	17	17	34	20	20	40	54	54	108	36
8:30 AM - 9:30 AM	16	16	32	16	16	32	25	25	50	57	57	114	38
8:45 AM - 9:45 AM	14	14	28	19	19	38	19	19	38	52	52	104	35
9:00 AM - 10:00 AM	17	17	34	21	21	42	16	16	32	54	54	108	36
4:00 PM - 5:00 PM	15	15	30	12	12	24	9	9	18	36	36	72	24
4:15 PM - 5:15 PM	15	15	30	7	7	14	9	9	18	31	31	62	21
4:30 PM - 5:30 PM	16	16	32	6	6	12	9	9	18	31	31	62	21
4:45 PM - 5:45 PM	14	14	28	9	9	18	9	9	18	32	32	64	21
5:00 PM - 6:00 PM	14	14	28	14	14	28	12	12	24	40	40	80	27
5:15 PM - 6:15 PM	14	14	28	32	32	64	13	13	26	59	59	118	39
5:30 PM - 6:30 PM	13	13	26	35	35	70	11	11	22	59	59	118	39
5:45 PM - 6:45 PM	13	13	26	33	33	66	11	11	22	57	57	114	38
6:00 PM - 7:00 PM	13	13	26	29	29	58	10	10	20	52	52	104	35
6:15 PM - 7:15 PM	13	13	26	12	12	24	13	13	26	38	38	76	25
6:30 PM - 7:30 PM	10	10	20	10	10	20	17	17	34	37	37	74	25
6:45 PM - 7:45 PM	8	8	16	12	12	24	16	16	32	36	36	72	24
7:00 PM - 8:00 PM	6	6	12	9	9	18	16	16	32	31	31	62	21

2023 Georgetown University Fall Transportation Monitoring Study
Entrance 4
9/19/23-9/21/23

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	Week Totals Out	Week Totals Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	22	13	35	18	11	29	26	8	34	66	32	98	33
6:15 AM - 6:30 AM	23	8	31	30	14	44	41	12	53	94	34	128	43
6:30 AM - 6:45 AM	33	16	49	43	19	62	26	14	40	102	49	151	50
6:45 AM - 7:00 AM	51	17	68	54	31	85	40	18	58	145	66	211	70
7:00 AM - 7:15 AM	35	27	62	32	24	56	39	31	70	106	82	188	63
7:15 AM - 7:30 AM	31	26	57	30	18	48	31	35	66	92	79	171	57
7:30 AM - 7:45 AM	31	35	66	35	41	76	33	44	77	99	120	219	73
7:45 AM - 8:00 AM	51	27	78	56	39	95	42	31	73	149	97	246	82
8:00 AM - 8:15 AM	43	33	76	30	30	60	40	31	71	113	94	207	69
8:15 AM - 8:30 AM	43	20	63	50	25	75	50	22	72	143	67	210	70
8:30 AM - 8:45 AM	43	24	67	49	15	64	46	28	74	138	67	205	68
8:45 AM - 9:00 AM	37	30	67	41	23	64	56	22	78	134	75	209	70
9:00 AM - 9:15 AM	46	25	71	40	23	63	38	27	65	124	75	199	66
9:15 AM - 9:30 AM	55	29	84	46	30	76	38	28	66	139	87	226	75
9:30 AM - 9:45 AM	31	16	47	34	23	57	37	33	70	102	72	174	58
9:45 AM - 10:00 AM	46	18	64	40	17	57	28	15	43	114	50	164	55
4:00 PM - 4:15 PM	32	53	85	19	41	60	39	54	93	90	148	238	79
4:15 PM - 4:30 PM	23	56	79	15	49	64	30	47	77	68	152	220	73
4:30 PM - 4:45 PM	12	68	80	23	59	82	31	53	84	66	180	246	82
4:45 PM - 5:00 PM	26	65	91	24	69	93	32	70	102	82	204	286	95
5:00 PM - 5:15 PM	26	60	86	16	62	78	29	58	87	71	180	251	84
5:15 PM - 5:30 PM	22	68	90	25	63	88	39	55	94	86	186	272	91
5:30 PM - 5:45 PM	29	62	91	36	65	101	44	66	110	109	193	302	101
5:45 PM - 6:00 PM	41	73	114	36	69	105	26	55	81	103	197	300	100
6:00 PM - 6:15 PM	25	56	81	40	55	95	43	45	88	108	156	264	88
6:15 PM - 6:30 PM	35	59	94	41	70	111	26	42	68	102	171	273	91
6:30 PM - 6:45 PM	18	43	61	25	39	64	35	52	87	78	134	212	71
6:45 PM - 7:00 PM	12	39	51	31	34	65	26	32	58	69	105	174	58
7:00 PM - 7:15 PM	14	38	52	28	38	66	20	33	53	62	109	171	57
7:15 PM - 7:30 PM	9	43	52	17	47	64	15	48	63	41	138	179	60
7:30 PM - 7:45 PM	10	64	74	8	64	72	13	65	78	31	193	224	75
7:45 PM - 8:00 PM	4	42	46	9	46	55	7	45	52	20	133	153	51
Total	959	1253	2212	1021	1253	2274	1066	1219	2285	3046	3725	6771	2257
One Hour Volumes													
6:00 AM - 7:00 AM	129	54	183	145	75	220	133	52	185	407	181	588	196
6:15 AM - 7:15 AM	142	68	210	159	88	247	146	75	221	447	231	678	226
6:30 AM - 7:30 AM	150	86	236	159	92	251	136	98	234	445	276	721	240
6:45 AM - 7:45 AM	148	105	253	151	114	265	143	128	271	442	347	789	263
7:00 AM - 8:00 AM	148	115	263	153	122	275	145	141	286	446	378	824	275
7:15 AM - 8:15 AM	156	121	277	151	128	279	146	141	287	453	390	843	281
7:30 AM - 8:30 AM	168	115	283	171	135	306	165	128	293	504	378	882	294
7:45 AM - 8:45 AM	180	104	284	185	109	294	178	112	290	543	325	868	289
8:00 AM - 9:00 AM	166	107	273	170	93	263	192	103	295	528	303	831	277
8:15 AM - 9:15 AM	169	99	268	180	86	266	190	99	289	539	284	823	274
8:30 AM - 9:30 AM	181	108	289	176	91	267	178	105	283	535	304	839	280
8:45 AM - 9:45 AM	169	100	269	161	99	260	169	110	279	499	309	808	269
9:00 AM - 10:00 AM	178	88	266	160	93	253	141	103	244	479	284	763	254
4:00 PM - 5:00 PM	93	242	335	81	218	299	132	224	356	306	684	990	330
4:15 PM - 5:15 PM	87	249	336	78	239	317	122	228	350	287	716	1003	334
4:30 PM - 5:30 PM	86	261	347	88	253	341	131	236	367	305	750	1055	352
4:45 PM - 5:45 PM	103	255	358	101	259	360	144	249	393	348	763	1111	370
5:00 PM - 6:00 PM	118	263	381	113	259	372	138	234	372	369	756	1125	375
5:15 PM - 6:15 PM	117	259	376	137	252	389	152	221	373	406	732	1138	379
5:30 PM - 6:30 PM	130	250	380	153	259	412	139	208	347	422	717	1139	380
5:45 PM - 6:45 PM	119	231	350	142	233	375	130	194	324	391	658	1049	350
6:00 PM - 7:00 PM	90	197	287	137	198	335	130	171	301	357	566	923	308
6:15 PM - 7:15 PM	79	179	258	125	181	306	107	159	266	311	519	830	277
6:30 PM - 7:30 PM	53	163	216	101	158	259	96	165	261	250	486	736	245
6:45 PM - 7:45 PM	45	184	229	84	183	267	74	178	252	203	545	748	249
7:00 PM - 8:00 PM	37	187	224	62	195	257	55	191	246	154	573	727	242

2023 Georgetown University Fall Transportation Monitoring Study
Prospect Entrance
9/19/23-9/21/23

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	5	6	1	8	9	2	2	4	4	15	19	6
6:15 AM - 6:30 AM	2	1	3	1	2	3	3	4	7	6	7	13	4
6:30 AM - 6:45 AM	5	6	11	5	5	10	6	9	15	16	20	36	12
6:45 AM - 7:00 AM	2	9	11	7	9	16	4	4	8	13	22	35	12
7:00 AM - 7:15 AM	3	12	15	4	18	22	2	17	19	9	47	56	19
7:15 AM - 7:30 AM	6	10	16	2	6	8	6	10	16	14	26	40	13
7:30 AM - 7:45 AM	9	14	23	3	19	22	6	11	17	18	44	62	21
7:45 AM - 8:00 AM	6	18	24	9	9	18	9	14	23	24	41	65	22
8:00 AM - 8:15 AM	7	8	15	12	13	25	7	10	17	26	31	57	19
8:15 AM - 8:30 AM	7	10	17	7	11	18	8	7	15	22	28	50	17
8:30 AM - 8:45 AM	5	8	13	7	8	15	5	17	22	17	33	50	17
8:45 AM - 9:00 AM	7	13	20	8	13	21	7	9	16	22	35	57	19
9:00 AM - 9:15 AM	6	11	17	6	12	18	4	11	15	16	34	50	17
9:15 AM - 9:30 AM	6	14	20	8	12	20	7	7	14	21	33	54	18
9:30 AM - 9:45 AM	7	11	18	5	9	14	6	17	23	18	37	55	18
9:45 AM - 10:00 AM	10	10	20	4	6	10	6	10	16	20	26	46	15
4:00 PM - 4:15 PM	5	11	16	5	18	23	2	17	19	12	46	58	19
4:15 PM - 4:30 PM	5	27	32	8	16	24	5	14	19	18	57	75	25
4:30 PM - 4:45 PM	12	21	33	7	17	24	10	31	41	29	69	98	33
4:45 PM - 5:00 PM	5	15	20	7	14	21	7	20	27	19	49	68	23
5:00 PM - 5:15 PM	4	21	25	4	20	24	5	21	26	13	62	75	25
5:15 PM - 5:30 PM	4	26	30	3	17	20	5	24	29	12	67	79	26
5:30 PM - 5:45 PM	7	14	21	1	9	10	5	9	14	13	32	45	15
5:45 PM - 6:00 PM	5	10	15	4	14	18	6	9	15	15	33	48	16
6:00 PM - 6:15 PM	2	16	18	6	13	19	1	9	10	9	38	47	16
6:15 PM - 6:30 PM	2	9	11	2	13	15	3	6	9	7	28	35	12
6:30 PM - 6:45 PM	8	12	20	7	11	18	9	8	17	24	31	55	18
6:45 PM - 7:00 PM	8	7	15	7	11	18	4	11	15	19	29	48	16
7:00 PM - 7:15 PM	1	14	15	2	9	11	1	8	9	4	31	35	12
7:15 PM - 7:30 PM	4	7	11	5	6	11	3	16	19	12	29	41	14
7:30 PM - 7:45 PM	2	6	8	2	10	12	3	5	8	7	21	28	9
7:45 PM - 8:00 PM	4	8	12	4	10	14	0	11	11	8	29	37	12
Total	167	384	551	163	368	531	157	378	535	487	1130	1617	539
One Hour Volumes													
6:00 AM - 7:00 AM	10	21	31	14	24	38	15	19	34	39	64	103	34
6:15 AM - 7:15 AM	12	28	40	17	34	51	15	34	49	44	96	140	47
6:30 AM - 7:30 AM	16	37	53	18	38	56	18	40	58	52	115	167	56
6:45 AM - 7:45 AM	20	45	65	16	52	68	18	42	60	54	139	193	64
7:00 AM - 8:00 AM	24	54	78	18	52	70	23	52	75	65	158	223	74
7:15 AM - 8:15 AM	28	50	78	26	47	73	28	45	73	82	142	224	75
7:30 AM - 8:30 AM	29	50	79	31	52	83	30	42	72	90	144	234	78
7:45 AM - 8:45 AM	25	44	69	35	41	76	29	48	77	89	133	222	74
8:00 AM - 9:00 AM	26	39	65	34	45	79	27	43	70	87	127	214	71
8:15 AM - 9:15 AM	25	42	67	28	44	72	24	44	68	77	130	207	69
8:30 AM - 9:30 AM	24	46	70	29	45	74	23	44	67	76	135	211	70
8:45 AM - 9:45 AM	26	49	75	27	46	73	24	44	68	77	139	216	72
9:00 AM - 10:00 AM	29	46	75	23	39	62	23	45	68	75	130	205	68
4:00 PM - 5:00 PM	27	74	101	27	65	92	24	82	106	78	221	299	100
4:15 PM - 5:15 PM	26	84	110	26	67	93	27	86	113	79	237	316	105
4:30 PM - 5:30 PM	25	83	108	21	68	89	27	96	123	73	247	320	107
4:45 PM - 5:45 PM	20	76	96	15	60	75	22	74	96	57	210	267	89
5:00 PM - 6:00 PM	20	71	91	12	60	72	21	63	84	53	194	247	82
5:15 PM - 6:15 PM	18	66	84	14	53	67	17	51	68	49	170	219	73
5:30 PM - 6:30 PM	16	49	65	13	49	62	15	33	48	44	131	175	58
5:45 PM - 6:45 PM	17	47	64	19	51	70	19	32	51	55	130	185	62
6:00 PM - 7:00 PM	20	44	64	22	48	70	17	34	51	59	126	185	62
6:15 PM - 7:15 PM	19	42	61	18	44	62	17	33	50	54	119	173	58
6:30 PM - 7:30 PM	21	40	61	21	37	58	17	43	60	59	120	179	60
6:45 PM - 7:45 PM	15	34	49	16	36	52	11	40	51	42	110	152	51
7:00 PM - 8:00 PM	11	35	46	13	35	48	7	40	47	31	110	141	47

2023 Georgetown University Fall Transportation Monitoring Study
37th St. Entrance
9/19/23-9/21/23

Time Period	37th St. Entrance									37th St. Entrance Total			
	Tuesday			Wednesday			Thursday			Week Totals			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	1	0	1	1	0	1	2	0	2	1
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	1	0	1	0	0	0	0	0	0	1	0	1	0
8:30 AM - 8:45 AM	0	0	0	1	0	1	1	0	1	2	0	2	1
8:45 AM - 9:00 AM	0	0	0	1	0	1	2	1	3	3	1	4	1
9:00 AM - 9:15 AM	1	1	2	1	1	2	2	1	3	4	3	7	2
9:15 AM - 9:30 AM	0	0	0	0	1	1	1	1	2	1	2	3	1
9:30 AM - 9:45 AM	2	1	3	3	1	4	3	1	4	8	3	11	4
9:45 AM - 10:00 AM	1	0	1	2	2	4	3	4	7	6	6	12	4
4:00 PM - 4:15 PM	0	0	0	1	0	1	1	0	1	2	0	2	1
4:15 PM - 4:30 PM	0	2	2	0	1	1	0	0	0	0	3	3	1
4:30 PM - 4:45 PM	0	2	2	1	2	3	0	2	2	1	6	7	2
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	1	1	2	2	2	4	4	4	8	7	7	14	5
5:15 PM - 5:30 PM	1	1	2	0	0	0	0	0	0	1	1	2	1
5:30 PM - 5:45 PM	0	1	1	0	1	1	0	1	1	0	3	3	1
5:45 PM - 6:00 PM	0	1	1	0	0	0	1	1	2	1	2	3	1
6:00 PM - 6:15 PM	0	0	0	0	0	0	0	1	1	0	1	1	0
6:15 PM - 6:30 PM	0	1	1	0	2	2	0	0	0	0	3	3	1
6:30 PM - 6:45 PM	1	1	2	0	0	0	3	0	3	4	1	5	2
6:45 PM - 7:00 PM	1	0	1	0	0	0	1	2	3	2	2	4	1
7:00 PM - 7:15 PM	0	1	1	1	0	1	0	1	1	1	2	3	1
7:15 PM - 7:30 PM	0	0	0	1	2	3	0	0	0	1	2	3	1
7:30 PM - 7:45 PM	0	0	0	0	0	0	1	0	1	1	0	1	0
7:45 PM - 8:00 PM	0	0	0	1	0	1	0	0	0	1	0	1	0
Total	9	13	22	16	15	31	24	20	44	49	48	97	32
One Hour Volumes													
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM - 8:00 AM	0	0	0	1	0	1	1	0	1	2	0	2	1
7:15 AM - 8:15 AM	0	0	0	1	0	1	1	0	1	2	0	2	1
7:30 AM - 8:30 AM	1	0	1	1	0	1	1	0	1	3	0	3	1
7:45 AM - 8:45 AM	1	0	1	2	0	2	2	0	2	5	0	5	2
8:00 AM - 9:00 AM	1	0	1	2	0	2	3	1	4	6	1	7	2
8:15 AM - 9:15 AM	2	1	3	3	1	4	5	2	7	10	4	14	5
8:30 AM - 9:30 AM	1	1	2	3	2	5	6	3	9	10	6	16	5
8:45 AM - 9:45 AM	3	2	5	5	3	8	8	4	12	16	9	25	8
9:00 AM - 10:00 AM	4	2	6	6	5	11	9	7	16	19	14	33	11
4:00 PM - 5:00 PM	0	4	4	2	3	5	1	2	3	3	9	12	4
4:15 PM - 5:15 PM	1	5	6	3	5	8	4	6	10	8	16	24	8
4:30 PM - 5:30 PM	2	4	6	3	4	7	4	6	10	9	14	23	8
4:45 PM - 5:45 PM	2	3	5	2	3	5	4	5	9	8	11	19	6
5:00 PM - 6:00 PM	2	4	6	2	3	5	5	6	11	9	13	22	7
5:15 PM - 6:15 PM	1	3	4	0	1	1	1	3	4	2	7	9	3
5:30 PM - 6:30 PM	0	3	3	0	3	3	1	3	4	1	9	10	3
5:45 PM - 6:45 PM	1	3	4	0	2	2	4	2	6	5	7	12	4
6:00 PM - 7:00 PM	2	2	4	0	2	2	4	3	7	6	7	13	4
6:15 PM - 7:15 PM	2	3	5	1	2	3	4	3	7	7	8	15	5
6:30 PM - 7:30 PM	2	2	4	2	2	4	4	3	7	8	7	15	5
6:45 PM - 7:45 PM	1	1	2	2	2	4	2	3	5	5	6	11	4
7:00 PM - 8:00 PM	0	1	1	3	2	5	1	1	2	4	4	8	3

2023 Georgetown University Fall Transportation Monitoring Study
Parking Total
9/19/23-9/21/23

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	28	5	34	24	7	30	22	6	28	74	18	92	31	77	19	95	70	15	86	74	9	83	221	43	264	88	105	24	129	94	22	116	96	15	111	295	61	356	119
6:15 AM - 6:30 AM	28	4	32	30	7	37	33	8	42	91	20	111	37	113	10	123	106	12	118	111	16	126	330	37	367	122	141	14	155	136	19	155	144	24	168	421	57	478	159
6:30 AM - 6:45 AM	43	11	55	41	11	52	38	10	47	122	32	154	51	162	24	185	186	25	211	158	20	179	506	69	575	192	205	35	240	227	36	263	196	30	226	628	101	729	243
6:45 AM - 7:00 AM	62	16	78	61	16	77	50	14	64	173	46	219	73	200	28	228	216	32	248	164	25	189	580	85	665	222	262	44	306	277	48	325	214	39	253	753	131	884	295
7:00 AM - 7:15 AM	59	12	71	61	22	83	72	24	96	191	59	250	83	121	24	145	126	35	161	146	37	183	394	95	489	163	180	36	216	187	57	244	218	61	279	585	154	739	246
7:15 AM - 7:30 AM	45	17	62	39	9	48	46	18	64	131	44	175	58	101	39	140	105	30	135	118	45	163	323	114	437	146	146	56	202	144	39	183	164	63	227	454	158	612	204
7:30 AM - 7:45 AM	36	12	49	32	12	44	47	19	67	115	44	159	53	87	79	165	96	91	187	124	85	208	307	254	561	187	123	91	214	128	103	231	171	104	275	422	298	720	240
7:45 AM - 8:00 AM	46	10	56	57	13	70	44	11	54	147	34	181	60	111	50	161	140	64	204	104	49	154	355	163	518	173	157	60	217	197	77	274	148	60	208	502	197	699	233
8:00 AM - 8:15 AM	42	9	51	49	12	61	46	12	58	137	33	169	56	98	42	140	115	35	150	87	37	124	300	114	415	138	140	51	191	164	47	211	133	49	182	437	147	584	195
8:15 AM - 8:30 AM	56	10	66	55	13	69	51	7	58	162	29	192	64	105	26	131	105	32	136	92	22	114	302	81	382	127	161	36	197	160	45	205	143	29	172	464	110	574	191
8:30 AM - 8:45 AM	54	11	65	51	13	65	57	18	75	163	42	205	68	100	24	124	79	26	104	121	40	161	299	90	389	130	154	35	189	130	39	169	178	58	236	462	132	594	198
8:45 AM - 9:00 AM	50	16	66	59	13	72	51	17	67	160	46	205	68	87	28	115	115	25	140	96	34	131	298	87	386	129	137	44	181	174	38	212	147	51	198	458	133	591	197
9:00 AM - 9:15 AM	57	17	75	53	14	67	62	13	75	172	44	217	72	97	36	132	114	36	150	109	33	142	320	105	424	141	154	53	207	167	50	217	171	46	217	492	149	641	214
9:15 AM - 9:30 AM	70	15	85	60	13	73	61	19	81	191	47	239	80	118	29	147	96	35	131	111	31	141	325	95	419	140	188	44	232	156	48	204	172	50	222	516	142	658	219
9:30 AM - 9:45 AM	59	19	78	64	10	74	63	26	88	185	55	240	80	99	35	134	90	27	117	97	43	141	287	105	392	131	158	54	212	154	37	191	160	69	229	472	160	632	211
9:45 AM - 10:00 AM	59	20	79	69	20	89	53	18	72	181	59	240	80	98	35	133	101	38	139	78	27	104	277	99	376	125	157	55	212	170	58	228	131	45	176	458	158	616	205
4:00 PM - 4:15 PM	24	67	91	17	58	75	20	63	83	61	189	250	83	30	97	127	26	101	127	20	108	128	76	305	381	127	54	164	218	43	159	202	40	171	211	137	494	631	210
4:15 PM - 4:30 PM	28	69	97	19	61	79	22	63	85	69	192	261	87	25	126	151	17	85	103	26	86	112	68	298	366	122	53	195	248	36	146	182	48	149	197	137	490	627	209
4:30 PM - 4:45 PM	18	64	82	28	69	97	25	64	88	71	197	267	89	27	121	148	21	121	142	25	103	129	73	345	419	140	45	185	230	49	190	239	50	167	217	144	542	686	229
4:45 PM - 5:00 PM	20	57	77	34	61	94	28	53	81	82	170	252	84	32	112	144	19	100	120	32	102	134	83	315	398	133	52	169	221	53	161	214	60	155	215	165	485	650	217
5:00 PM - 5:15 PM	21	81	102	23	82	105	20	55	75	64	219	283	94	17	127	144	32	142	174	23	117	140	72	385	457	152	38	208	246	55	224	279	43	172	215	136	604	740	247
5:15 PM - 5:30 PM	26	67	93	15	58	73	35	59	94	76	184	260	87	26	117	143	28	116	144	35	108	143	89	341	430	143	52	184	236	43	174	217	70	167	237	165	525	690	230
5:30 PM - 5:45 PM	23	48	71	20	53	74	25	56	81	68	158	226	75	32	86	118	22	92	113	23	95	118	77	272	349	116	55	134	189	42	145	187	48	151	199	145	430	575	192
5:45 PM - 6:00 PM	37	53	90	38	57	96	33	34	67	108	144	252	84	22	82	104	38	71	108	27	73	100	87	226	313	104	59	135	194	76	128	204	60	107	167	195	370	565	188
6:00 PM - 6:15 PM	30	53	83	23	51	74	35	38	73	88	141	230	77	31	78	109	24	93	117	34	67	101	89	239	327	109	61	131	192	47	144	191	69	105	174	177	380	557	186
6:15 PM - 6:30 PM	25	46	71	18	38	56	19	32	50	62	116	177	59	45	81	126	28	70	98	35	55	91	108	206	315	105	70	127	197	46	108	154	54	87	141	170	322	492	164
6:30 PM - 6:45 PM	16	39	55	23	32	55	21	30	51	60	100	160	53	72	69	141	66	64	130	57	61	118	195	195	390	130	88	108	196	89	96	185	78	91	169	255	295	550	183
6:45 PM - 7:00 PM	14	32	46	22	26	48	17	27	44	53	86	139	46	66	55	121	69	44	113	67	43	110	202	141	343	114	80	87	167	91	70	161	84	70	154	255	227	482	161
7:00 PM - 7:15 PM	10	35	44	14	19	33	8	23	31	32	77	109	36	26	66	93	22	59	81	35	59	94	83	184	267	89	36	101	137	36	78	114	43	82	125	115	261	376	125
7:15 PM - 7:30 PM	8	21	29	9	23	31	9	23	32	26	67	93	31	14	51	65	14	64	79	18	58	76	46	173	219	73	22	72	94	23	87	110	27	81	108	72	240	312	104
7:30 PM - 7:45 PM	13	27	39	4	24	27	7	28	35	24	78	102	34	9	95	105	9	101	111	13	95	108	31	292	323	108	22	122	144	13	125	138	20	123	143	55	370	425	142
7:45 PM - 8:00 PM	6	27	32	7	24	30	8	22	30	21	72	93	31	12	85	98	8	61	70	12	64	76	32	211	243	81	18	112	130	15	85	100	20	86	106	53	283	336	112
Total	1114	991	2105	1118	942	2060	1130	907	2038	3362	2841	6202	2067	2259	1975	4234	2304	1941	4245	2270	1850	4119	6833	5765	12599	4200	3373	2966	6339	3422	2883	6305	3400	2757	6157	10195	8606	18801	6267
One Hour Volumes																																					
6:00 AM - 7:00 AM	161	37	198	156	41	197	143	38	181	460	116	576	192	552	80	632	578	84	662	507	70	577	1637	234	1871	624	713	117	830	734	125	859	650	108	758	2097	350	2447	816
6:15 AM - 7:15 AM	192	44	236	193	56	249	193	56	249	578	156	734	245	596	85	681	634	104	738	579	98	677	1809	287	2096	699	788	129	917	827	160	987	772	154	926	2387	443	2830	943
6:30 AM - 7:30 AM	209	57	267	202	58	260	205	66	271	617	181	798	266	584	114	697	633	122	755	587	127	714	1803	363	2166	722	793	171	964	835	180	1015	792	193	985	2420	544	2964	988
6:45 AM - 7:45 AM	203	58	261	193	59	252	215	76	290	611	193	803	268	508	169	677	543	188	731	552	191	744	1603	548	2152	717	711	227	938	736	247	983	767	267	1034	2214	741	2955	985
7:00 AM - 8:00 AM	187	52	239	189	57	246	209	72	281	584	181	765	255	419	191	610	467	219	686	492	216	708	1379	626	2005	668	606	243	849	656	276	932	701	288	989	1963	807	2770	923
7:15 AM - 8:15 AM	170	48	218	177	47	223	183	60	243	529	155	684	228	396	210	606	456	219	676	433	216	649	1286	645	1931	644	566	258	824	633	266	899	616	276	892	1815	800	2615	872
7:30 AM - 8:30 AM	180	41	221	193	51	244	188	48	236	561	140	701	234	401	197	598	456	221	677	407	194	601	1264	612	1876	625	581	238	819	649	272	921	595	242	837	1825	752	2577	859
7:45 AM - 8:45 AM	198	39	237	212	52	265	198	47	245	609	138	747	249	414	143	557	439	156	594	404	149	553	1256	448	1704	568	612	182	794	651	208	859	602	196	798	1865	586	2451	817
8:00 AM - 9:00 AM	202	45	248	215	51	266	205	52	258	622	149	771	257	390	121	510	413	118	531	396	135	530	1199	373	1572	524	592	166	758	628	169	797	601	187	788	1821	522	2343	781
8:15 AM - 9:15 AM	218	54	272	219	53	272	221	54	275	658	161	819	273	388	114	502	412	119	531	418	130	548	1218	363	1581	527	606	168	774	631	172	803	639	184	823	1876	524	2400	800
8:30 AM - 9:30 AM	232	59	291	224	53	277	231	67	298	687	179	866	289	401	117	518	403	122	525	437	138	575	1241	377	1618	539	633	176	809	627	175	802	668	205	873	1928	556	2484	828
8:45 AM - 9:45 AM	236	68	304	236	50	286	236	75	311	709	192	901	300	401	127	528	415	123	538	414	141	555	1229	392	1621	540	637	195	832	651	173	824	650	216	866	1938	584	2522	841
9:00 AM - 10:00 AM	245	71	316	246	57	304	239	77	316	731	205	936	312	412	135	547	401	136	536	395	133	528	1207	404	1611	537	657	206	863	647	193	840	634	210	844	1938	609	2547	849
4:00 PM - 5:00 PM	91	257	347	97	249	346	96	242	337	283	748	1031	344	113	456	570	84	407	491	102	400	503	300	1263	1563	521	204	713	917	181	656	837	198	642	840	583	2011	2594	865
4:15 PM - 5:15 PM	88	271	358	103	273	376	95	234	329	286	778	1064	355	100	486	587	90	448	538	106	409	515	296	1343	1639	546	188	757	945	193	721	914	201	643	844	582	2121	2703	901
4:30 PM - 5:30 PM	85	269	354	99	270	369	108	231	339	292	770	1062	354	102	477	579	101	479	580	115	430	545	318	1386	1704	568	187	746	933	200	749	949	223	661	884	610	2156	2766	922
4:45 PM - 5:45 PM	90	254	344	92	254	346	108	223	331	290	731	1021	340	107	441	548	101	450	551	113	422	535	321	1313	1634	545	197	695	892	193	704	897	221	645	866	611	2044	2655	885
5:00 PM - 6:00 PM	106	250	356	97	251	347	113	204	318	316	705	1021	340	98	411	509	119	420	540	108	393	500	325	1224	1549	516	204	661	865	216	671	887	221	597	818	641	1929	2570	857
5:15 PM - 6:15 PM	116	221	337	96	219	316	129	187	315	341	627	968	323	111	363	474	112	372	483	118	343	462	341	1078	1419	473	227	584	811	208	591	799	247	530	777	682	1705	2387	796
5:30 PM - 6:30 PM	115	200	315	99	200	299	112	159	272	327	559	885	295	130	327	457	112	325	437	119	291	409	360	943	1304	435	245	527	772	211	525	736	231	450	681	687	1502	2189	730
5:45 PM - 6:45 PM	108	190	298	102	178	280	109	133	241	318	501	819	273	170	311	481	156	298	454	152	257	410	479	866	1345	448	278	501	779	258	476	734	261	390	651	797	1367	2164	721
6:00 PM - 7:00 PM	85	170	255	86	147	233	92	126	219	263	443	706	235	214	283	497	187	271	458	193	227	419	594	781	1375	458	299	453	752	273	418	691	285	353	638	857	1224	2081	694
6:15 PM - 7:15 PM	65	152	216	77	115	192	65	111	177	207	378	585	195	209	271	481	185	237	422	194	219	412	588	727	1315	438	274	423	697	262	352	614	259	330	589	795	1105	1900	633
6:30 PM - 7:30 PM	48	127	175	68	100	167	55	103	159	171	330	501	167	178	241	419	171	231	403	177	221	397	526	693	1219	406	226	368	594	239	331	570	232	324	556	697	1023	1720	573
6:45 PM - 7:45 PM	44	115	159	48	92	140	42	101	143	134	308	442	147	116	267	383	115	268	383	132	255	387	363	790	1153	384	160	382	542	163	360	523	174	356	530	497	1098	1595	532
7:00 PM - 8:00 PM	36	109	146	33	89	122	33	96	129	102	294	396	132	62	298	359	54	286	340	77	276	353	193	860	1053	351	98	407	505	87	375	462	110	372	482	295	1154	1449	483

2023 Georgetown University Fall Transportation Monitoring Study
Leavey
9/19/23-9/21/23

Time Period	Leavey Garage North Entrance									Leavey Garage South Entrance									Leavey Garage East Entrance									Leavey Garage Totals			
	Tuesday			Wednesday			Thursday			Tuesday			Wednesday			Thursday			Tuesday			Wednesday			Thursday			Week Totals			
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Avg/Day
15 Minute Volumes																															
6:00 AM - 6:15 AM			0			0			0	14	11	25	14	9	23	14	10	24	21	6	27	21	3	24	21	0	21	105	39	144	48
6:15 AM - 6:30 AM			0			0			0	21	7	28	19	7	26	37	12	49	28	5	33	27	4	31	13	6	19	145	41	186	62
6:30 AM - 6:45 AM			0			0			0	21	14	35	27	14	41	26	8	34	31	10	41	29	8	37	15	10	25	149	64	213	71
6:45 AM - 7:00 AM			0			0			0	45	15	60	47	24	71	35	18	53	35	14	49	49	15	64	31	6	37	242	92	334	111
7:00 AM - 7:15 AM			0			0			0	35	15	50	34	21	55	34	28	62	33	7	40	49	18	67	44	15	59	229	104	333	111
7:15 AM - 7:30 AM			0			0			0	26	21	47	28	13	41	31	31	62	36	10	46	31	12	43	32	4	36	184	91	275	92
7:30 AM - 7:45 AM			0			0			0	26	11	37	21	15	36	35	25	60	19	21	40	33	13	46	36	21	57	170	106	276	92
7:45 AM - 8:00 AM									0	43	10	53	44	23	67	32	16	48	28	6	34	49	11	60	21	4	25	217	70	287	96
8:00 AM - 8:15 AM			Closed For 2023						0	35	17	52	27	16	43	33	6	39	9	8	17	25	8	33	17	7	24	146	62	208	69
8:15 AM - 8:30 AM									0	45	14	59	37	16	53	36	12	48	20	3	23	26	3	29	13	0	13	177	48	225	75
8:30 AM - 8:45 AM			0			0			0	34	14	48	26	15	41	35	22	57	19	9	28	28	6	34	21	9	30	163	75	238	79
8:45 AM - 9:00 AM			0			0			0	29	19	48	30	16	46	28	17	45	10	3	13	17	5	22	10	6	16	124	66	190	63
9:00 AM - 9:15 AM			0			0			0	27	17	44	26	16	42	35	18	53	23	5	28	30	7	37	20	6	26	161	69	230	77
9:15 AM - 9:30 AM			0			0			0	35	14	49	29	10	39	22	27	49	38	7	45	27	8	35	29	5	34	180	71	251	84
9:30 AM - 9:45 AM			0			0			0	24	15	39	29	11	40	26	21	47	22	7	29	11	3	14	31	17	48	143	74	217	72
9:45 AM - 10:00 AM			0			0			0	22	9	31	26	18	44	20	12	32	18	6	24	17	7	24	15	7	22	118	59	177	59
4:00 PM - 4:15 PM			0			0			0	10	26	36	8	23	31	14	30	44	6	18	24	10	30	40	8	35	43	56	162	218	73
4:15 PM - 4:30 PM			0			0			0	14	40	54	5	30	35	9	25	34	10	41	51	9	21	30	6	16	22	53	173	226	75
4:30 PM - 4:45 PM			0			0			0	4	42	46	9	34	43	10	32	42	9	19	28	8	31	39	7	33	40	47	191	238	79
4:45 PM - 5:00 PM			0			0			0	6	39	45	7	40	47	14	33	47	11	21	32	12	20	32	8	26	34	58	179	237	79
5:00 PM - 5:15 PM			0			0			0	7	50	57	8	54	62	10	31	41	8	30	38	15	40	55	3	31	34	51	236	287	96
5:15 PM - 5:30 PM			0			0			0	4	50	54	11	26	37	14	28	42	10	32	42	8	33	41	15	30	45	62	199	261	87
5:30 PM - 5:45 PM			0			0			0	15	31	46	8	41	49	8	37	45	7	14	21	7	24	31	7	35	42	52	182	234	78
5:45 PM - 6:00 PM			0			0			0	7	33	40	12	29	41	7	33	40	6	32	38	5	22	27	11	23	34	48	172	220	73
6:00 PM - 6:15 PM			0			0			0	7	28	35	10	43	53	8	28	36	6	27	33	8	31	39	7	16	23	46	173	219	73
6:15 PM - 6:30 PM			0			0			0	4	31	35	4	20	24	6	18	24	5	19	24	5	26	31	7	14	21	31	128	159	53
6:30 PM - 6:45 PM			0			0			0	8	28	36	14	22	36	8	23	31	15	16	31	7	16	23	10	14	24	62	119	181	60
6:45 PM - 7:00 PM			0			0			0	8	23	31	11	12	23	4	11	15	16	21	37	18	12	30	15	5	20	72	84	156	52
7:00 PM - 7:15 PM			0			0			0	10	21	31	4	20	24	3	20	23	8	11	19	9	8	17	8	12	20	42	92	134	45
7:15 PM - 7:30 PM			0			0			0	1	14	15	3	10	13	1	14	15	6	7	13	9	14	23	7	11	18	27	70	97	32
7:30 PM - 7:45 PM			0			0			0	7	10	17	2	8	10	4	9	13	3	11	14	3	8	11	3	9	12	22	55	77	26
7:45 PM - 8:00 PM			0			0			0	4	11	15	6	11	17	2	12	14	2	11	13	2	8	10	4	3	7	20	56	76	25
Total	0	0	0	0	0	0	0	0	0	598	700	1298	586	667	1253	601	667	1268	518	457	975	604	475	1079	495	436	931	3402	3402	3819	1273
One Hour Volumes																															
6:00 AM - 7:00 AM	0	0	0	0	0	0	0	0	0	101	47	148	107	54	161	112	48	160	115	35	150	126	30	156	80	22	102	641	236	877	292
6:15 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	122	51	173	127	66	193	132	66	198	127	36	163	154	45	199	103	37	140	765	301	1066	355
6:30 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	127	65	192	136	72	208	126	85	211	135	41	176	158	53	211	122	35	157	804	351	1155	385
6:45 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	132	62	194	130	73	203	135	102	237	123	52	175	162	58	220	143	46	189	825	393	1218	406
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	130	57	187	127	72	199	132	100	232	116	44	160	162	54	216	133	44	177	800	371	1171	390
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	130	59	189	120	67	187	131	78	209	92	45	137	138	44	182	106	36	142	717	329	1046	349
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	149	52	201	129	70	199	136	59	195	76	38	114	133	35	168	87	32	119	710	286	996	332
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	157	55	212	134	70	204	136	56	192	76	26	102	128	28	156	72	20	92	703	255	958	319
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	143	64	207	120	63	183	132	57	189	58	23	81	96	22	118	61	22	83	610	251	861	287
8:15 AM - 9:15 AM	0	0	0	0	0	0	0	0	0	135	64	199	119	63	182	134	69	203	72	20	92	101	21	122	64	21	85	625	258	883	294
8:30 AM - 9:30 AM	0	0	0	0	0	0	0	0	0	125	64	189	111	57	168	120	84	204	90	24	114	102	26	128	80	26	106	628	281	909	303
8:45 AM - 9:45 AM	0	0	0	0	0	0	0	0	0	115	65	180	114	53	167	111	83	194	93	22	115	85	23	108	90	34	124	608	280	888	296
9:00 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	108	55	163	110	55	165	103	78	181	101	25	126	85	25	110	95	35	130	602	273	875	292
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	34	147	181	29	127	156	47	120	167	36	99	135	39	102	141	29	110	139	214	705	919	306
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	31	171	202	29	158	187	43	121	164	38	111	149	44	112	156	24	106	130	209	779	988	329
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	21	181	202	35	154	189	48	124	172	38	102	140	43	124	167	33	120	153	218	805	1023	341
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	32	170	202	34	161	195	46	129	175	36	97	133	42	117	159	33	122	155	223	796	1019	340
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	33	164	197	39	150	189	39	129	168	31	108	139	35	119	154	36	119	155	213	789	1002	334
5:15 PM - 6:15 PM	0	0	0	0	0	0	0	0	0	33	142	175	41	139	180	37	126	163	29	105	134	28	110	138	40	104	144	208	726	934	311
5:30 PM - 6:30 PM	0	0	0	0	0	0	0	0	0	33	123	156	34	133	167	29	116	145	24	92	116	25	103	128	32	88	120	177	655	832	277
5:45 PM - 6:45 PM	0	0	0	0	0	0	0	0	0	26	120	146	40	114	154	29	102	131	32	94	126	25	95	120	35	67	102	187	592	779	260
6:00 PM - 7:00 PM	0	0	0	0	0	0	0	0	0	27	110	137	39	97	136	26	80	106	42	83	125	38	85	123	39	49	88	211	504	715	238
6:15 PM - 7:15 PM	0	0	0	0	0	0	0	0	0	30	103	133	33	74	107	21	72	93	44	67	111	39	62	101	40	45	85	207	423	630	210
6:30 PM - 7:30 PM	0	0	0	0	0	0	0	0	0	27	86	113	32	64	96	16	68	84	45	55	100	43	50	93	40	42	82	203	365	568	189
6:45 PM - 7:45 PM	0	0	0	0	0	0	0	0	0	26	68	94	20	50	70	12	54	66	33	50	83	39	42	81	33	37	70	163	301	464	155
7:00 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	22	56	78	15	49	64	10	55	65	19	40	59	23	38	61	22	35	57	111	273	384	128

2023 Georgetown University Fall Transportation Monitoring Study
Southwest
9/19/23-9/21/23
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	2	0	2	1	0	1	21	2	23	14	3	17	13	3	16	56	8	64	21
6:15 AM - 6:30 AM	1	0	1	3	0	3	1	1	2	23	1	24	23	4	27	27	3	30	78	9	87	29
6:30 AM - 6:45 AM	2	1	3	5	2	7	7	1	8	32	5	37	29	3	32	31	3	34	106	15	121	40
6:45 AM - 7:00 AM	12	1	13	8	0	8	6	3	9	38	5	43	40	2	42	34	2	36	138	13	151	50
7:00 AM - 7:15 AM	2	1	3	4	4	8	4	5	9	40	1	41	34	6	40	47	5	52	131	22	153	51
7:15 AM - 7:30 AM	2	4	6	0	1	1	7	3	10	28	6	34	25	1	26	35	6	41	97	21	118	39
7:30 AM - 7:45 AM	4	1	5	1	2	3	2	1	3	21	2	23	21	3	24	27	5	32	76	14	90	30
7:45 AM - 8:00 AM	3	2	5	4	0	4	0	1	1	26	5	31	27	2	29	34	4	38	94	14	108	36
8:00 AM - 8:15 AM	1	1	2	4	0	4	1	3	4	34	1	35	40	3	43	30	3	33	110	11	121	40
8:15 AM - 8:30 AM	3	1	4	0	3	3	3	0	3	34	1	35	39	5	44	33	3	36	112	13	125	42
8:30 AM - 8:45 AM	6	1	7	3	1	4	5	3	8	32	2	34	25	4	29	33	4	37	104	15	119	40
8:45 AM - 9:00 AM	5	0	5	5	1	6	4	0	4	32	3	35	37	0	37	30	4	34	113	8	121	40
9:00 AM - 9:15 AM	3	0	3	2	0	2	3	0	3	40	7	47	37	2	39	34	2	36	119	11	130	43
9:15 AM - 9:30 AM	5	1	6	3	1	4	6	1	7	30	2	32	29	4	33	36	3	39	109	12	121	40
9:30 AM - 9:45 AM	4	2	6	8	1	9	6	2	8	36	4	40	32	2	34	27	3	30	113	14	127	42
9:45 AM - 10:00 AM	1	1	2	4	2	6	2	0	2	28	4	32	41	2	43	26	4	30	102	13	115	38
4:00 PM - 4:15 PM	2	11	13	3	8	11	0	7	7	10	35	45	3	24	27	10	34	44	28	119	147	49
4:15 PM - 4:30 PM	0	9	9	0	12	12	2	12	14	15	23	38	8	19	27	10	36	46	35	111	146	49
4:30 PM - 4:45 PM	0	14	14	0	13	13	1	18	19	16	28	44	24	36	60	19	24	43	60	133	193	64
4:45 PM - 5:00 PM	0	15	15	0	10	10	0	12	12	15	18	33	16	23	39	17	17	34	48	95	143	48
5:00 PM - 5:15 PM	0	17	17	1	16	17	1	8	9	12	42	54	11	31	42	15	30	45	40	144	184	61
5:15 PM - 5:30 PM	1	12	13	0	3	3	0	11	11	21	33	54	3	32	35	27	30	57	52	121	173	58
5:30 PM - 5:45 PM	0	8	8	0	8	8	0	4	4	19	22	41	13	23	36	25	26	51	57	91	148	49
5:45 PM - 6:00 PM	0	6	6	1	10	11	2	6	8	27	18	45	29	19	48	28	9	37	87	68	155	52
6:00 PM - 6:15 PM	1	5	6	0	7	7	0	2	2	33	27	60	19	14	33	36	19	55	89	74	163	54
6:15 PM - 6:30 PM	0	7	7	0	6	6	1	8	9	25	22	47	19	22	41	19	19	38	64	84	148	49
6:30 PM - 6:45 PM	0	4	4	1	1	2	0	0	0	9	21	30	7	7	14	10	14	24	27	47	74	25
6:45 PM - 7:00 PM	0	2	2	2	6	8	1	2	3	5	14	19	9	9	18	6	16	22	23	49	72	24
7:00 PM - 7:15 PM	0	15	15	1	4	5	1	4	5	1	14	15	7	7	14	4	11	15	14	55	69	23
7:15 PM - 7:30 PM	1	3	4	1	2	3	0	4	4	3	10	13	4	13	17	6	13	19	15	45	60	20
7:30 PM - 7:45 PM	2	3	5	1	3	4	0	5	5	1	12	13	0	16	16	5	20	25	9	59	68	23
7:45 PM - 8:00 PM	1	4	5	0	1	1	2	2	4	3	13	16	1	14	15	0	15	15	7	49	56	19
Total	67	152	219	67	128	195	69	129	198	710	403	1113	666	355	1021	734	390	1124	2313	1557	3870	1290
One Hour Volumes																						
6:00 AM - 7:00 AM	20	2	22	18	2	20	15	5	20	114	13	127	106	12	118	105	11	116	378	45	423	141
6:15 AM - 7:15 AM	17	3	20	20	6	26	18	10	28	133	12	145	126	15	141	139	13	152	453	59	512	171
6:30 AM - 7:30 AM	18	7	25	17	7	24	24	12	36	138	17	155	128	12	140	147	16	163	472	71	543	181
6:45 AM - 7:45 AM	20	7	27	13	7	20	19	12	31	127	14	141	120	12	132	143	18	161	442	70	512	171
7:00 AM - 8:00 AM	11	8	19	9	7	16	13	10	23	115	14	129	107	12	119	143	20	163	398	71	469	156
7:15 AM - 8:15 AM	10	8	18	9	3	12	10	8	18	109	14	123	113	9	122	126	18	144	377	60	437	146
7:30 AM - 8:30 AM	11	5	16	9	5	14	6	5	11	115	9	124	127	13	140	124	15	139	392	52	444	148
7:45 AM - 8:45 AM	13	5	18	11	4	15	9	7	16	126	9	135	131	14	145	130	14	144	420	53	473	158
8:00 AM - 9:00 AM	15	3	18	12	5	17	13	6	19	132	7	139	141	12	153	126	14	140	439	47	486	162
8:15 AM - 9:15 AM	17	2	19	10	5	15	15	3	18	138	13	151	138	11	149	130	13	143	448	47	495	165
8:30 AM - 9:30 AM	19	2	21	13	3	16	18	4	22	134	14	148	128	10	138	133	13	146	445	46	491	164
8:45 AM - 9:45 AM	17	3	20	18	3	21	19	3	22	138	16	154	135	8	143	127	12	139	454	45	499	166
9:00 AM - 10:00 AM	13	4	17	17	4	21	17	3	20	134	17	151	139	10	149	123	12	135	443	50	493	164
4:00 PM - 5:00 PM	2	49	51	3	43	46	3	49	52	56	104	160	51	102	153	56	111	167	171	458	629	210
4:15 PM - 5:15 PM	0	55	55	1	51	52	4	50	54	58	111	169	59	109	168	61	107	168	183	483	666	222
4:30 PM - 5:30 PM	1	58	59	1	42	43	2	49	51	64	121	185	54	122	176	78	101	179	200	493	693	231
4:45 PM - 5:45 PM	1	52	53	1	37	38	1	35	36	67	115	182	43	109	152	84	103	187	197	451	648	216
5:00 PM - 6:00 PM	1	43	44	2	37	39	3	29	32	79	115	194	56	105	161	95	95	190	236	424	660	220
5:15 PM - 6:15 PM	2	31	33	1	28	29	2	23	25	100	100	200	64	88	152	116	84	200	285	354	639	213
5:30 PM - 6:30 PM	1	26	27	1	31	32	3	20	23	104	89	193	80	78	158	108	73	181	297	317	614	205
5:45 PM - 6:45 PM	1	22	23	2	24	26	3	16	19	94	88	182	74	62	136	93	61	154	267	273	540	180
6:00 PM - 7:00 PM	1	18	19	3	20	23	2	12	14	72	84	156	54	52	106	71	68	139	203	254	457	152
6:15 PM - 7:15 PM	0	28	28	4	17	21	3	14	17	40	71	111	42	45	87	39	60	99	128	235	363	121
6:30 PM - 7:30 PM	1	24	25	5	13	18	2	10	12	18	59	77	27	36	63	26	54	80	79	196	275	92
6:45 PM - 7:45 PM	3	23	26	5	15	20	2	15	17	10	50	60	20	45	65	21	60	81	61	208	269	90
7:00 PM - 8:00 PM	4	25	29	3	10	13	3	15	18	8	49	57	12	50	62	15	59	74	45	208	253	84

2023 Georgetown University Fall Transportation Monitoring Study
Garage # 1
9/19/23-9/21/23
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					6	2	8	5	3	8	6	1	7	17	6	23	8	17	6	23	8
6:15 AM - 6:30 AM	x		0	x		0	x		0					6	0	6	6	2	8	9	0	9	21	2	23	8	21	2	23	8
6:30 AM - 6:45 AM	x		0	x		0	x		0					12	0	12	16	0	16	13	1	14	41	1	42	14	41	1	42	14
6:45 AM - 7:00 AM	x		0	x		0	x		0					18	2	20	20	0	20	15	2	17	53	4	57	19	53	4	57	19
7:00 AM - 7:15 AM	x		0	x		0	x		0					16	1	17	16	4	20	26	2	28	58	7	65	22	58	7	65	22
7:15 AM - 7:30 AM	x		0	x		0	x		0					19	5	24	23	3	26	23	2	25	65	10	75	25	65	10	75	25
7:30 AM - 7:45 AM	x		0	x		0	x		0					18	5	23	19	5	24	30	3	33	67	13	80	27	67	13	80	27
7:45 AM - 8:00 AM	x		0	x		0	x		0					29	4	33	32	6	38	25	3	28	86	13	99	33	86	13	99	33
8:00 AM - 8:15 AM	x													30	4	34	38	3	41	21	5	26	89	12	101	34	89	12	101	34
8:15 AM - 8:30 AM	x													31	7	38	36	6	42	25	9	34	92	22	114	38	92	22	114	38
8:30 AM - 8:45 AM	x													38	6	44	21	9	30	45	13	58	104	28	132	44	104	28	132	44
8:45 AM - 9:00 AM	x		0	x		0	x		0					40	9	49	57	9	66	39	17	56	136	35	171	57	136	35	171	57
9:00 AM - 9:15 AM	x		0	x		0	x		0					37	16	53	47	15	62	46	14	60	130	45	175	58	130	45	175	58
9:15 AM - 9:30 AM	x		0	x		0	x		0					52	14	66	47	19	66	52	11	63	151	44	195	65	151	44	195	65
9:30 AM - 9:45 AM	x		0	x		0	x		0					53	20	73	46	17	63	44	20	64	143	57	200	67	143	57	200	67
9:45 AM - 10:00 AM	x		0	x		0	x		0					54	25	79	45	22	67	35	15	50	134	62	196	65	134	62	196	65
4:00 PM - 4:15 PM	x		0	x		0	x		0					17	34	51	14	29	43	5	31	36	36	94	130	43	36	94	130	43
4:15 PM - 4:30 PM	x		0	x		0	x		0					7	45	52	6	27	33	13	34	47	26	106	132	44	26	106	132	44
4:30 PM - 4:45 PM	x		0	x		0	x		0					13	35	48	4	35	39	9	25	34	26	95	121	40	26	95	121	40
4:45 PM - 5:00 PM	x		0	x		0	x		0					15	36	51	2	33	35	9	26	35	26	95	121	40	26	95	121	40
5:00 PM - 5:15 PM	x		0	x		0	x		0					3	27	30	11	35	46	7	22	29	21	84	105	35	21	84	105	35
5:15 PM - 5:30 PM	x		0	x		0	x		0					9	22	31	10	29	39	5	32	37	24	83	107	36	24	83	107	36
5:30 PM - 5:45 PM	x		0	x		0	x		0					5	20	25	6	13	19	6	14	20	17	47	64	21	17	47	64	21
5:45 PM - 6:00 PM	x		0	x		0	x		0					5	12	17	14	8	22	2	16	18	21	36	57	19	21	36	57	19
6:00 PM - 6:15 PM	x		0	x		0	x		0					10	18	28	5	22	27	8	14	22	23	54	77	26	23	54	77	26
6:15 PM - 6:30 PM	x		0	x		0	x		0					11	17	28	6	13	19	5	11	16	22	41	63	21	22	41	63	21
6:30 PM - 6:45 PM	x		0	x		0	x		0					11	15	26	7	15	22	6	13	19	24	43	67	22	24	43	67	22
6:45 PM - 7:00 PM	x		0	x		0	x		0					6	13	19	5	14	19	8	12	20	19	39	58	19	19	39	58	19
7:00 PM - 7:15 PM	x		0	x		0	x		0					6	19	25	4	22	26	10	16	26	20	57	77	26	20	57	77	26
7:15 PM - 7:30 PM	x		0	x		0	x		0					7	12	19	5	10	15	9	6	15	21	28	49	16	21	28	49	16
7:30 PM - 7:45 PM	x		0	x		0	x		0					3	18	21	6	9	15	7	6	13	16	33	49	16	16	33	49	16
7:45 PM - 8:00 PM	x		0	x		0	x		0					7	18	25	4	9	13	7	14	21	18	41	59	20	18	41	59	20
Total	x	0	0	x	0	0	x	0	0					594	481	1075	583	446	1029	570	410	980	1747	1337	3084	1028	1747	1337	3084	1028
One Hour Volumes																														
6:00 AM - 7:00 AM	x	0	0	x	0	0	x	0	0					42	4	46	47	5	52	43	4	47	132	13	145	48	132	13	145	48
6:15 AM - 7:15 AM	x	0	0	x	0	0	x	0	0					52	3	55	58	6	64	63	5	68	173	14	187	62	173	14	187	62
6:30 AM - 7:30 AM	x	0	0	x	0	0	x	0	0					65	8	73	75	7	82	77	7	84	217	22	239	80	217	22	239	80
6:45 AM - 7:45 AM	x	0	0	x	0	0	x	0	0					71	13	84	78	12	90	94	9	103	243	34	277	92	243	34	277	92
7:00 AM - 8:00 AM	x	0	0	x	0	0	x	0	0					82	15	97	90	18	108	104	10	114	276	43	319	106	276	43	319	106
7:15 AM - 8:15 AM	x	0	0	x	0	0	x	0	0					96	18	114	112	17	129	99	13	112	307	48	355	118	307	48	355	118
7:30 AM - 8:30 AM	x	0	0	x	0	0	x	0	0					108	20	128	125	20	145	101	20	121	334	60	394	131	334	60	394	131
7:45 AM - 8:45 AM	x	0	0	x	0	0	x	0	0					128	21	149	127	24	151	116	30	146	371	75	446	149	371	75	446	149
8:00 AM - 9:00 AM	x	0	0	x	0	0	x	0	0					139	26	165	152	27	179	130	44	174	421	97	518	173	421	97	518	173
8:15 AM - 9:15 AM	x	0	0	x	0	0	x	0	0					146	38	184	161	39	200	155	53	208	462	130	592	197	462	130	592	197
8:30 AM - 9:30 AM	x	0	0	x	0	0	x	0	0					167	45	212	172	52	224	182	55	237	521	152	673	224	521	152	673	224
8:45 AM - 9:45 AM	x	0	0	x	0	0	x	0	0					182	59	241	197	60	257	181	62	243	560	181	741	247	560	181	741	247
9:00 AM - 10:00 AM	x	0	0	x	0	0	x	0	0					196	75	271	185	73	258	177	60	237	558	208	766	255	558	208	766	255
4:00 PM - 5:00 PM	x	0	0	x	0	0	x	0	0					52	150	202	26	124	150	36	116	152	114	390	504	168	114	390	504	168
4:15 PM - 5:15 PM	x	0	0	x	0	0	x	0	0					38	143	181	23	130	153	38	107	145	99	380	479	160	99	380	479	160
4:30 PM - 5:30 PM	x	0	0	x	0	0	x	0	0					40	120	160	27	132	159	30	105	135	97	357	454	151	97	357	454	151
4:45 PM - 5:45 PM	x	0	0	x	0	0	x	0	0					32	105	137	29	110	139	27	94	121	88	309	397	132	88	309	397	132
5:00 PM - 6:00 PM	x	0	0	x	0	0	x	0	0					22	81	103	41	85	126	20	84	104	83	250	333	111	83	250	333	111
5:15 PM - 6:15 PM	x	0	0	x	0	0	x	0	0					29	72	101	35	72	107	21	76	97	85	220	305	102	85	220	305	102
5:30 PM - 6:30 PM	x	0	0	x	0	0	x	0	0					31	67	98	31	56	87	21	55	76	83	178	261	87	83	178	261	87
5:45 PM - 6:45 PM	x	0	0	x	0	0	x	0	0					37	62	99	32	58	90	21	54	75	90	174	264	88	90	174	264	88
6:00 PM - 7:00 PM	x	0	0	x	0	0	x	0	0					38	63	101	23	64	87	27	50	77	88	177	265	88	88	177	265	88
6:15 PM - 7:15 PM	x	0	0	x	0	0	x	0	0					34	64	98	22	64	86	29	52	81	85	180	265	88	85	180	265	88
6:30 PM - 7:30 PM	x	0	0	x	0	0	x	0	0					30	59	89	21	61	82	33	47	80	84	167	251	84	84	167	251	84
6:45 PM - 7:45 PM	x	0	0	x	0	0	x	0	0					22	62	84	20	55	75	34	40	74	76	157	233	78	76	157	233	78
7:00 PM - 8:00 PM	x	0	0	x	0	0	x	0	0					23	67	90	19	50	69	33	42	75	75	159	234	78	75	159	234	78

Closed For 2023

2023 Georgetown University Fall Transportation Monitoring Study
Garage 2
9/19/23-9/21/23
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	35	2	37	33	2	35	36	0	36	0	1	1	0	0	0	0	0	0	104	5	109	36
6:15 AM - 6:30 AM	61	0	61	55	0	55	53	0	53	0	0	0	0	0	0	0	0	0	169	0	169	56
6:30 AM - 6:45 AM	102	2	104	119	4	123	103	4	107	0	2	2	0	3	3	0	1	1	324	16	340	113
6:45 AM - 7:00 AM	108	3	111	112	2	114	89	2	91	0	0	0	0	1	1	0	1	1	309	9	318	106
7:00 AM - 7:15 AM	48	5	53	46	2	48	55	2	57	0	2	2	0	0	0	0	1	1	149	12	161	54
7:15 AM - 7:30 AM	26	2	28	30	4	34	35	7	42	0	6	6	0	4	4	0	8	8	91	31	122	41
7:30 AM - 7:45 AM	27	33	60	29	40	69	31	28	59	0	15	15	0	23	23	0	17	17	87	156	243	81
7:45 AM - 8:00 AM	21	19	40	31	25	56	30	21	51	0	13	13	0	7	7	0	9	9	82	94	176	59
8:00 AM - 8:15 AM	27	10	37	26	10	36	21	13	34	0	10	10	0	4	4	0	8	8	74	55	129	43
8:15 AM - 8:30 AM	18	5	23	14	6	20	22	2	24	0	2	2	0	4	4	0	2	2	54	21	75	25
8:30 AM - 8:45 AM	17	2	19	15	2	17	29	3	32	0	1	1	0	0	0	0	3	3	61	11	72	24
8:45 AM - 9:00 AM	13	1	14	18	2	20	25	3	28	0	4	4	0	2	2	0	0	0	56	12	68	23
9:00 AM - 9:15 AM	14	3	17	18	5	23	17	3	20	0	1	1	0	1	1	0	0	0	49	13	62	21
9:15 AM - 9:30 AM	12	1	13	6	1	7	15	1	16	0	1	1	0	3	3	0	0	0	33	7	40	13
9:30 AM - 9:45 AM	8	1	9	12	0	12	10	1	11	0	1	1	0	2	2	0	0	0	30	5	35	12
9:45 AM - 10:00 AM	12	0	12	18	2	20	14	0	14	0	0	0	0	0	0	0	0	0	44	2	46	15
4:00 PM - 4:15 PM	1	6	7	0	10	10	0	10	10	0	19	19	0	22	22	0	18	18	1	85	86	29
4:15 PM - 4:30 PM	0	15	15	1	7	8	1	4	5	0	12	12	0	14	14	0	11	11	2	63	65	22
4:30 PM - 4:45 PM	1	14	15	0	13	13	0	10	10	0	23	23	0	19	19	0	17	17	1	96	97	32
4:45 PM - 5:00 PM	1	10	11	0	9	9	3	13	16	0	17	17	0	9	9	0	16	16	4	74	78	26
5:00 PM - 5:15 PM	0	11	11	1	14	15	2	23	25	0	14	14	0	12	12	0	16	16	3	90	93	31
5:15 PM - 5:30 PM	0	13	13	4	19	23	1	11	12	0	11	11	0	15	15	0	11	11	5	80	85	28
5:30 PM - 5:45 PM	7	9	16	2	11	13	0	6	6	0	19	19	0	17	17	0	20	20	9	82	91	30
5:45 PM - 6:00 PM	1	10	11	4	8	12	4	8	12	0	12	12	0	14	14	0	10	10	9	62	71	24
6:00 PM - 6:15 PM	2	9	11	2	7	9	5	11	16	0	7	7	0	11	11	0	8	8	9	53	62	21
6:15 PM - 6:30 PM	20	6	26	10	3	13	15	5	20	0	15	15	0	13	13	0	9	9	45	51	96	32
6:30 PM - 6:45 PM	43	11	54	43	9	52	36	7	43	0	7	7	0	13	13	0	13	13	122	60	182	61
6:45 PM - 7:00 PM	44	3	47	43	3	46	45	5	50	0	8	8	0	8	8	0	11	11	132	38	170	57
7:00 PM - 7:15 PM	7	3	10	6	5	11	15	12	27	0	13	13	0	9	9	0	4	4	28	46	74	25
7:15 PM - 7:30 PM	1	3	4	0	6	6	2	9	11	0	18	18	0	28	28	0	21	21	3	85	88	29
7:30 PM - 7:45 PM	0	13	13	0	25	25	0	29	29	0	47	47	0	52	52	0	42	42	0	208	208	69
7:45 PM - 8:00 PM	1	24	25	0	7	7	1	9	10	0	27	27	0	31	31	0	28	28	2	126	128	43
Total	678	249	927	698	263	961	715	262	977	0	328	328	0	341	341	0	305	305	2091	1748	3839	1280
One Hour Volumes																						
6:00 AM - 7:00 AM	306	7	313	319	8	327	281	6	287	0	3	3	0	4	4	0	2	2	906	30	936	312
6:15 AM - 7:15 AM	319	10	329	332	8	340	300	8	308	0	4	4	0	4	4	0	3	3	951	37	988	329
6:30 AM - 7:30 AM	284	12	296	307	12	319	282	15	297	0	10	10	0	8	8	0	11	11	873	68	941	314
6:45 AM - 7:45 AM	209	43	252	217	48	265	210	39	249	0	23	23	0	28	28	0	27	27	636	208	844	281
7:00 AM - 8:00 AM	122	59	181	136	71	207	151	58	209	0	36	36	0	34	34	0	35	35	409	293	702	234
7:15 AM - 8:15 AM	101	64	165	116	79	195	117	69	186	0	44	44	0	38	38	0	42	42	334	336	670	223
7:30 AM - 8:30 AM	93	67	160	100	81	181	104	64	168	0	40	40	0	38	38	0	36	36	297	326	623	208
7:45 AM - 8:45 AM	83	36	119	86	43	129	102	39	141	0	26	26	0	15	15	0	22	22	271	181	452	151
8:00 AM - 9:00 AM	75	18	93	73	20	93	97	21	118	0	17	17	0	10	10	0	13	13	245	99	344	115
8:15 AM - 9:15 AM	62	11	73	65	15	80	93	11	104	0	8	8	0	7	7	0	5	5	220	57	277	92
8:30 AM - 9:30 AM	56	7	63	57	10	67	86	10	96	0	7	7	0	6	6	0	3	3	199	43	242	81
8:45 AM - 9:45 AM	47	6	53	54	8	62	67	8	75	0	7	7	0	8	8	0	0	0	168	37	205	68
9:00 AM - 10:00 AM	46	5	51	54	8	62	56	5	61	0	3	3	0	6	6	0	0	0	156	27	183	61
4:00 PM - 5:00 PM	3	45	48	1	39	40	4	37	41	0	71	71	0	64	64	0	62	62	8	318	326	109
4:15 PM - 5:15 PM	2	50	52	2	43	45	6	50	56	0	66	66	0	54	54	0	60	60	10	323	333	111
4:30 PM - 5:30 PM	2	48	50	5	55	60	6	57	63	0	65	65	0	55	55	0	60	60	13	340	353	118
4:45 PM - 5:45 PM	8	43	51	7	53	60	6	53	59	0	61	61	0	53	53	0	63	63	21	326	347	116
5:00 PM - 6:00 PM	8	43	51	11	52	63	7	48	55	0	56	56	0	58	58	0	57	57	26	314	340	113
5:15 PM - 6:15 PM	10	41	51	12	45	57	10	36	46	0	49	49	0	57	57	0	49	49	32	277	309	103
5:30 PM - 6:30 PM	30	34	64	18	29	47	24	30	54	0	53	53	0	55	55	0	47	47	72	248	320	107
5:45 PM - 6:45 PM	66	36	102	59	27	86	60	31	91	0	41	41	0	51	51	0	40	40	185	226	411	137
6:00 PM - 7:00 PM	109	29	138	98	22	120	101	28	129	0	37	37	0	45	45	0	41	41	308	202	510	170
6:15 PM - 7:15 PM	114	23	137	102	20	122	111	29	140	0	43	43	0	43	43	0	37	37	327	195	522	174
6:30 PM - 7:30 PM	95	20	115	92	23	115	98	33	131	0	46	46	0	58	58	0	49	49	285	229	514	171
6:45 PM - 7:45 PM	52	22	74	49	39	88	62	55	117	0	86	86	0	97	97	0	78	78	163	377	540	180
7:00 PM - 8:00 PM	9	43	52	6	43	49	18	59	77	0	105	105	0	120	120	0	95	95	33	465	498	166

2023 Georgetown University Fall Transportation Monitoring Study
Garage 4
9/19/23-9/21/23
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	2	0	2	1	1	2	3	1	4	6	2	8	3
6:15 AM - 6:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	0
6:30 AM - 6:45 AM	2	0	2	1	0	1	0	0	0	3	0	3	1
6:45 AM - 7:00 AM	2	1	3	0	1	1	1	2	3	3	4	7	2
7:00 AM - 7:15 AM	2	2	4	2	1	3	4	1	5	8	4	12	4
7:15 AM - 7:30 AM	6	0	6	4	0	4	0	0	0	10	0	10	3
7:30 AM - 7:45 AM	1	0	1	2	0	2	3	0	3	6	0	6	2
7:45 AM - 8:00 AM	4	0	4	5	0	5	3	0	3	12	0	12	4
8:00 AM - 8:15 AM	3	0	3	2	0	2	4	0	4	9	0	9	3
8:15 AM - 8:30 AM	4	0	4	5	0	5	3	0	3	12	0	12	4
8:30 AM - 8:45 AM	5	0	5	10	0	10	6	0	6	21	0	21	7
8:45 AM - 9:00 AM	4	0	4	3	1	4	6	1	7	13	2	15	5
9:00 AM - 9:15 AM	5	0	5	3	0	3	10	0	10	18	0	18	6
9:15 AM - 9:30 AM	8	0	8	9	0	9	8	0	8	25	0	25	8
9:30 AM - 9:45 AM	6	0	6	8	0	8	5	0	5	19	0	19	6
9:45 AM - 10:00 AM	8	0	8	6	0	6	9	1	10	23	1	24	8
4:00 PM - 4:15 PM	1	8	9	1	4	5	1	4	5	3	16	19	6
4:15 PM - 4:30 PM	1	5	6	0	7	7	0	4	4	1	16	17	6
4:30 PM - 4:45 PM	0	3	3	0	6	6	1	6	7	1	15	16	5
4:45 PM - 5:00 PM	0	4	4	2	5	7	0	6	6	2	15	17	6
5:00 PM - 5:15 PM	0	6	6	1	13	14	0	7	7	1	26	27	9
5:15 PM - 5:30 PM	0	3	3	0	3	3	1	5	6	1	11	12	4
5:30 PM - 5:45 PM	0	4	4	3	2	5	0	3	3	3	9	12	4
5:45 PM - 6:00 PM	0	4	4	0	12	12	0	1	1	0	17	17	6
6:00 PM - 6:15 PM	0	2	2	1	4	5	0	3	3	1	9	10	3
6:15 PM - 6:30 PM	0	4	4	0	3	3	0	2	2	0	9	9	3
6:30 PM - 6:45 PM	0	3	3	1	4	5	0	3	3	1	10	11	4
6:45 PM - 7:00 PM	1	1	2	0	2	2	0	2	2	1	5	6	2
7:00 PM - 7:15 PM	0	1	1	0	0	0	0	3	3	0	4	4	1
7:15 PM - 7:30 PM	0	2	2	0	1	1	0	1	1	0	4	4	1
7:30 PM - 7:45 PM	0	1	1	0	1	1	0	1	1	0	3	3	1
7:45 PM - 8:00 PM	0	2	2	0	2	2	0	0	0	0	4	4	1
Total	65	56	121	70	73	143	69	57	126	204	186	390	130
One Hour Volumes													
6:00 AM - 7:00 AM	6	1	7	2	2	4	5	3	8	13	6	19	6
6:15 AM - 7:15 AM	6	3	9	3	2	5	6	3	9	15	8	23	8
6:30 AM - 7:30 AM	12	3	15	7	2	9	5	3	8	24	8	32	11
6:45 AM - 7:45 AM	11	3	14	8	2	10	8	3	11	27	8	35	12
7:00 AM - 8:00 AM	13	2	15	13	1	14	10	1	11	36	4	40	13
7:15 AM - 8:15 AM	14	0	14	13	0	13	10	0	10	37	0	37	12
7:30 AM - 8:30 AM	12	0	12	14	0	14	13	0	13	39	0	39	13
7:45 AM - 8:45 AM	16	0	16	22	0	22	16	0	16	54	0	54	18
8:00 AM - 9:00 AM	16	0	16	20	1	21	19	1	20	55	2	57	19
8:15 AM - 9:15 AM	18	0	18	21	1	22	25	1	26	64	2	66	22
8:30 AM - 9:30 AM	22	0	22	25	1	26	30	1	31	77	2	79	26
8:45 AM - 9:45 AM	23	0	23	23	1	24	29	1	30	75	2	77	26
9:00 AM - 10:00 AM	27	0	27	26	0	26	32	1	33	85	1	86	29
4:00 PM - 5:00 PM	2	20	22	3	22	25	2	20	22	7	62	69	23
4:15 PM - 5:15 PM	1	18	19	3	31	34	1	23	24	5	72	77	26
4:30 PM - 5:30 PM	0	16	16	3	27	30	2	24	26	5	67	72	24
4:45 PM - 5:45 PM	0	17	17	6	23	29	1	21	22	7	61	68	23
5:00 PM - 6:00 PM	0	17	17	4	30	34	1	16	17	5	63	68	23
5:15 PM - 6:15 PM	0	13	13	4	21	25	1	12	13	5	46	51	17
5:30 PM - 6:30 PM	0	14	14	4	21	25	0	9	9	4	44	48	16
5:45 PM - 6:45 PM	0	13	13	2	23	25	0	9	9	2	45	47	16
6:00 PM - 7:00 PM	1	10	11	2	13	15	0	10	10	3	33	36	12
6:15 PM - 7:15 PM	1	9	10	1	9	10	0	10	10	2	28	30	10
6:30 PM - 7:30 PM	1	7	8	1	7	8	0	9	9	2	23	25	8
6:45 PM - 7:45 PM	1	5	6	0	4	4	0	7	7	1	16	17	6
7:00 PM - 8:00 PM	0	6	6	0	4	4	0	5	5	0	15	15	5

2023 Georgetown University Fall Transportation Monitoring Study
Lot E (Med/Dental)
9/19/23-9/21/23
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	1	1	2	1	0	1	2	1	3	1
6:15 AM - 6:30 AM	1	1	2	1	2	3	1	2	3	3	5	8	3
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	1	1	0	1	1	0
6:45 AM - 7:00 AM	2	2	4	1	3	4	1	1	2	4	6	10	3
7:00 AM - 7:15 AM	2	1	3	1	0	1	3	1	4	6	2	8	3
7:15 AM - 7:30 AM	2	1	3	2	0	2	0	0	0	4	1	5	2
7:30 AM - 7:45 AM	4	1	5	1	0	1	4	1	5	9	2	11	4
7:45 AM - 8:00 AM	2	1	3	2	1	3	2	2	4	6	4	10	3
8:00 AM - 8:15 AM	1	0	1	1	1	2	3	0	3	5	1	6	2
8:15 AM - 8:30 AM	6	2	8	0	0	0	5	0	5	11	2	13	4
8:30 AM - 8:45 AM	1	0	1	1	1	2	4	0	4	6	1	7	2
8:45 AM - 9:00 AM	4	2	6	7	2	9	2	2	4	13	6	19	6
9:00 AM - 9:15 AM	4	2	6	2	1	3	2	0	2	8	3	11	4
9:15 AM - 9:30 AM	3	1	4	6	0	6	1	2	3	10	3	13	4
9:30 AM - 9:45 AM	3	1	4	5	1	6	6	1	7	14	3	17	6
9:45 AM - 10:00 AM	8	5	13	7	0	7	4	4	8	19	9	28	9
4:00 PM - 4:15 PM	2	4	6	0	5	5	0	1	1	2	10	12	4
4:15 PM - 4:30 PM	0	1	1	2	3	5	3	6	9	5	10	15	5
4:30 PM - 4:45 PM	1	4	5	1	2	3	2	1	3	4	7	11	4
4:45 PM - 5:00 PM	0	4	4	1	1	2	0	4	4	1	9	10	3
5:00 PM - 5:15 PM	0	2	2	4	5	9	2	4	6	6	11	17	6
5:15 PM - 5:30 PM	1	0	1	2	8	10	3	9	12	6	17	23	8
5:30 PM - 5:45 PM	1	3	4	2	5	7	1	4	5	4	12	16	5
5:45 PM - 6:00 PM	3	0	3	3	0	3	1	1	2	7	1	8	3
6:00 PM - 6:15 PM	1	3	4	1	3	4	0	2	2	2	8	10	3
6:15 PM - 6:30 PM	0	2	2	0	0	0	0	0	0	0	2	2	1
6:30 PM - 6:45 PM	1	3	4	0	1	1	0	2	2	1	6	7	2
6:45 PM - 7:00 PM	0	0	0	0	1	1	1	2	3	1	3	4	1
7:00 PM - 7:15 PM	0	1	1	2	0	2	0	0	0	2	1	3	1
7:15 PM - 7:30 PM	1	2	3	0	2	2	1	1	2	2	5	7	2
7:30 PM - 7:45 PM	3	3	6	0	2	2	0	1	1	3	6	9	3
7:45 PM - 8:00 PM	0	0	0	1	0	1	2	3	5	3	3	6	2
Total	57	52	109	57	51	108	55	58	113	169	161	330	110
One Hour Volumes													
6:00 AM - 7:00 AM	3	3	6	3	6	9	3	4	7	9	13	22	7
6:15 AM - 7:15 AM	5	4	9	3	5	8	5	5	10	13	14	27	9
6:30 AM - 7:30 AM	6	4	10	4	3	7	4	3	7	14	10	24	8
6:45 AM - 7:45 AM	10	5	15	5	3	8	8	3	11	23	11	34	11
7:00 AM - 8:00 AM	10	4	14	6	1	7	9	4	13	25	9	34	11
7:15 AM - 8:15 AM	9	3	12	6	2	8	9	3	12	24	8	32	11
7:30 AM - 8:30 AM	13	4	17	4	2	6	14	3	17	31	9	40	13
7:45 AM - 8:45 AM	10	3	13	4	3	7	14	2	16	28	8	36	12
8:00 AM - 9:00 AM	12	4	16	9	4	13	14	2	16	35	10	45	15
8:15 AM - 9:15 AM	15	6	21	10	4	14	13	2	15	38	12	50	17
8:30 AM - 9:30 AM	12	5	17	16	4	20	9	4	13	37	13	50	17
8:45 AM - 9:45 AM	14	6	20	20	4	24	11	5	16	45	15	60	20
9:00 AM - 10:00 AM	18	9	27	20	2	22	13	7	20	51	18	69	23
4:00 PM - 5:00 PM	3	13	16	4	11	15	5	12	17	12	36	48	16
4:15 PM - 5:15 PM	1	11	12	8	11	19	7	15	22	16	37	53	18
4:30 PM - 5:30 PM	2	10	12	8	16	24	7	18	25	17	44	61	20
4:45 PM - 5:45 PM	2	9	11	9	19	28	6	21	27	17	49	66	22
5:00 PM - 6:00 PM	5	5	10	11	18	29	7	18	25	23	41	64	21
5:15 PM - 6:15 PM	6	6	12	8	16	24	5	16	21	19	38	57	19
5:30 PM - 6:30 PM	5	8	13	6	8	14	2	7	9	13	23	36	12
5:45 PM - 6:45 PM	5	8	13	4	4	8	1	5	6	10	17	27	9
6:00 PM - 7:00 PM	2	8	10	1	5	6	1	6	7	4	19	23	8
6:15 PM - 7:15 PM	1	6	7	2	2	4	1	4	5	4	12	16	5
6:30 PM - 7:30 PM	2	6	8	2	4	6	2	5	7	6	15	21	7
6:45 PM - 7:45 PM	4	6	10	2	5	7	2	4	6	8	15	23	8
7:00 PM - 8:00 PM	4	6	10	3	4	7	3	5	8	10	15	25	8

2023 Georgetown University Fall Transportation Monitoring Study
Lot G (New Research Bldg)
9/19/23-9/21/23
GU - Trip Gen

Time Period	Lot G Tuesday In	Tuesday Out	Tuesday Total	Wednesday In	Wednesday Out	Wednesday Total	Thursday In	Thursday Out	Thursday Total	Lot G Totals Week Totals In	Week Totals Out	Week Totals Total	Week Totals Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	0
6:15 AM - 6:30 AM	0	0	0	2	0	2	2	0	2	4	0	4	1
6:30 AM - 6:45 AM	3	1	4	1	2	3	1	1	2	5	4	9	3
6:45 AM - 7:00 AM	2	1	3	0	0	0	2	2	4	4	3	7	2
7:00 AM - 7:15 AM	1	1	2	0	0	0	0	1	1	1	2	3	1
7:15 AM - 7:30 AM	1	1	2	1	1	2	1	2	3	3	4	7	2
7:30 AM - 7:45 AM	2	2	4	1	2	3	3	3	6	6	7	13	4
7:45 AM - 8:00 AM	0	0	0	1	2	3	1	0	1	2	2	4	1
8:00 AM - 8:15 AM	0	0	0	1	1	2	3	3	6	4	4	8	3
8:15 AM - 8:30 AM	0	0	0	2	1	3	2	1	3	4	2	6	2
8:30 AM - 8:45 AM	2	0	2	1	1	2	0	1	1	3	2	5	2
8:45 AM - 9:00 AM	0	2	2	0	0	0	3	1	4	3	3	6	2
9:00 AM - 9:15 AM	1	1	2	1	0	1	1	3	4	3	4	7	2
9:15 AM - 9:30 AM	5	3	8	0	1	1	2	0	2	7	4	11	4
9:30 AM - 9:45 AM	1	2	3	0	0	0	5	4	9	6	6	12	4
9:45 AM - 10:00 AM	2	4	6	1	1	2	2	2	4	5	7	12	4
4:00 PM - 4:15 PM	3	2	5	1	2	3	0	1	1	4	5	9	3
4:15 PM - 4:30 PM	1	2	3	3	3	6	1	1	2	5	6	11	4
4:30 PM - 4:45 PM	1	1	2	1	1	2	1	1	2	3	3	6	2
4:45 PM - 5:00 PM	3	4	7	3	2	5	0	2	2	6	8	14	5
5:00 PM - 5:15 PM	4	7	11	2	1	3	0	0	0	6	8	14	5
5:15 PM - 5:30 PM	3	3	6	2	2	4	0	0	0	5	5	10	3
5:30 PM - 5:45 PM	0	1	1	0	1	1	1	2	3	1	4	5	2
5:45 PM - 6:00 PM	3	4	7	1	1	2	0	0	0	4	5	9	3
6:00 PM - 6:15 PM	0	1	1	0	0	0	3	2	5	3	3	6	2
6:15 PM - 6:30 PM	1	0	1	0	1	1	0	1	1	1	2	3	1
6:30 PM - 6:45 PM	1	0	1	3	2	5	2	2	4	6	4	10	3
6:45 PM - 7:00 PM	0	2	2	1	1	2	3	3	6	4	6	10	3
7:00 PM - 7:15 PM	0	0	0	1	2	3	1	0	1	2	2	4	1
7:15 PM - 7:30 PM	1	1	2	0	0	0	0	1	1	1	2	3	1
7:30 PM - 7:45 PM	1	1	2	1	1	2	1	1	2	3	3	6	2
7:45 PM - 8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	47	89	32	32	64	41	41	82	115	120	235	78
One Hour Volumes													
6:00 AM - 7:00 AM	5	2	7	4	2	6	5	3	8	14	7	21	7
6:15 AM - 7:15 AM	6	3	9	3	2	5	5	4	9	14	9	23	8
6:30 AM - 7:30 AM	7	4	11	2	3	5	4	6	10	13	13	26	9
6:45 AM - 7:45 AM	6	5	11	2	3	5	6	8	14	14	16	30	10
7:00 AM - 8:00 AM	4	4	8	3	5	8	5	6	11	12	15	27	9
7:15 AM - 8:15 AM	3	3	6	4	6	10	8	8	16	15	17	32	11
7:30 AM - 8:30 AM	2	2	4	5	6	11	9	7	16	16	15	31	10
7:45 AM - 8:45 AM	2	0	2	5	5	10	6	5	11	13	10	23	8
8:00 AM - 9:00 AM	2	2	4	4	3	7	8	6	14	14	11	25	8
8:15 AM - 9:15 AM	3	3	6	4	2	6	6	6	12	13	11	24	8
8:30 AM - 9:30 AM	8	6	14	2	2	4	6	5	11	16	13	29	10
8:45 AM - 9:45 AM	7	8	15	1	1	2	11	8	19	19	17	36	12
9:00 AM - 10:00 AM	9	10	19	2	2	4	10	9	19	21	21	42	14
4:00 PM - 5:00 PM	8	9	17	8	8	16	2	5	7	18	22	40	13
4:15 PM - 5:15 PM	9	14	23	9	7	16	2	4	6	20	25	45	15
4:30 PM - 5:30 PM	11	15	26	8	6	14	1	3	4	20	24	44	15
4:45 PM - 5:45 PM	10	15	25	7	6	13	1	4	5	18	25	43	14
5:00 PM - 6:00 PM	10	15	25	5	5	10	1	2	3	16	22	38	13
5:15 PM - 6:15 PM	6	9	15	3	4	7	4	4	8	13	17	30	10
5:30 PM - 6:30 PM	4	6	10	1	3	4	4	5	9	9	14	23	8
5:45 PM - 6:45 PM	5	5	10	4	4	8	5	5	10	14	14	28	9
6:00 PM - 7:00 PM	2	3	5	4	4	8	8	8	16	14	15	29	10
6:15 PM - 7:15 PM	2	2	4	5	6	11	6	6	12	13	14	27	9
6:30 PM - 7:30 PM	2	3	5	5	5	10	6	6	12	13	14	27	9
6:45 PM - 7:45 PM	2	4	6	3	4	7	5	5	10	10	13	23	8
7:00 PM - 8:00 PM	2	2	4	2	3	5	2	2	4	6	7	13	4

2023 Georgetown University Fall Transportation Monitoring Study
Lot Y (Yates)
9/19/23-9/21/23
GU - Trip Gen

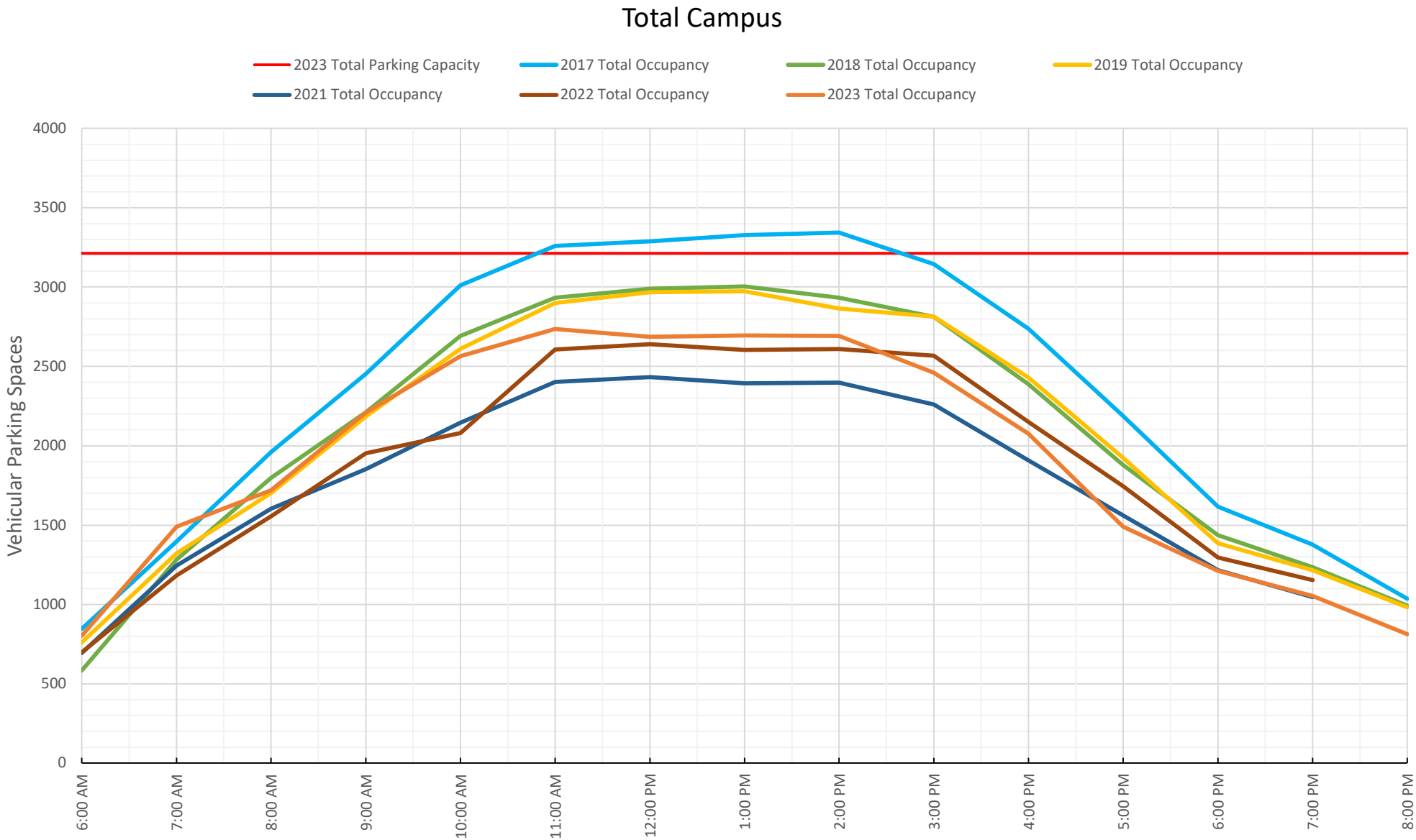
Time Period	Lot Y (Yates) Tuesday In	Out	Total	Wednesday In	Out	Total	Thursday In	Out	Total	Lot Y Totals Week Totals In	Out	Total	Avg/Day
15 Minute Volumes													
6:00 AM - 6:15 AM	1	0	1	2	0	2	1	0	1	4	0	4	1
6:15 AM - 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM - 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	1	1	2	1	0	1	3	1	4	1
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	1	0	1	0	0	0	0	0	0	1	0	1	0
7:45 AM - 8:00 AM	1	0	1	2	0	2	0	0	0	3	0	3	1
8:00 AM - 8:15 AM	0	0	0	0	1	1	0	1	1	0	2	2	1
8:15 AM - 8:30 AM	0	1	1	1	1	2	1	0	1	2	2	4	1
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	1	1	0	0	0	0	0	0	0	1	1	0
9:00 AM - 9:15 AM	0	1	1	1	3	4	3	0	3	4	4	8	3
9:15 AM - 9:30 AM	0	0	0	0	1	1	1	0	1	1	1	2	1
9:30 AM - 9:45 AM	1	1	2	3	0	3	0	0	0	4	1	5	2
9:45 AM - 10:00 AM	4	1	5	5	4	9	4	0	4	13	5	18	6
4:00 PM - 4:15 PM	2	1	3	3	2	5	2	0	2	7	3	10	3
4:15 PM - 4:30 PM	5	2	7	2	3	5	3	0	3	10	5	15	5
4:30 PM - 4:45 PM	0	2	2	2	0	2	0	0	0	2	2	4	1
4:45 PM - 5:00 PM	1	1	2	10	9	19	9	0	9	20	10	30	10
5:00 PM - 5:15 PM	4	2	6	1	3	4	3	0	3	8	5	13	4
5:15 PM - 5:30 PM	3	5	8	3	4	7	4	0	4	10	9	19	6
5:30 PM - 5:45 PM	1	3	4	1	0	1	0	0	0	2	3	5	2
5:45 PM - 6:00 PM	7	4	11	7	5	12	5	0	5	19	9	28	9
6:00 PM - 6:15 PM	1	4	5	1	2	3	2	0	2	4	6	10	3
6:15 PM - 6:30 PM	4	4	8	2	1	3	1	0	1	7	5	12	4
6:30 PM - 6:45 PM	0	0	0	6	6	12	6	0	6	12	6	18	6
6:45 PM - 7:00 PM	0	0	0	2	2	4	1	1	2	3	3	6	2
7:00 PM - 7:15 PM	4	3	7	2	1	3	1	0	1	7	4	11	4
7:15 PM - 7:30 PM	1	0	1	1	1	2	1	0	1	3	1	4	1
7:30 PM - 7:45 PM	2	3	5	0	0	0	0	0	0	2	3	5	2
7:45 PM - 8:00 PM	0	2	2	1	2	3	2	0	2	3	4	7	2
Total	44	41	85	59	52	111	51	2	53	154	95	249	83
One Hour Volumes													
6:00 AM - 7:00 AM	1	0	1	2	0	2	1	0	1	4	0	4	1
6:15 AM - 7:15 AM	1	0	1	1	1	2	1	0	1	3	1	4	1
6:30 AM - 7:30 AM	1	0	1	1	1	2	1	0	1	3	1	4	1
6:45 AM - 7:45 AM	2	0	2	1	1	2	1	0	1	4	1	5	2
7:00 AM - 8:00 AM	3	0	3	3	1	4	1	0	1	7	1	8	3
7:15 AM - 8:15 AM	2	0	2	2	1	3	0	1	1	4	2	6	2
7:30 AM - 8:30 AM	2	1	3	3	2	5	1	1	2	6	4	10	3
7:45 AM - 8:45 AM	1	1	2	3	2	5	1	1	2	5	4	9	3
8:00 AM - 9:00 AM	0	2	2	1	2	3	1	1	2	2	5	7	2
8:15 AM - 9:15 AM	0	3	3	2	4	6	4	0	4	6	7	13	4
8:30 AM - 9:30 AM	0	2	2	1	4	5	4	0	4	5	6	11	4
8:45 AM - 9:45 AM	1	3	4	4	4	8	4	0	4	9	7	16	5
9:00 AM - 10:00 AM	5	3	8	9	8	17	8	0	8	22	11	33	11
4:00 PM - 5:00 PM	8	6	14	17	14	31	14	0	14	39	20	59	20
4:15 PM - 5:15 PM	10	7	17	15	15	30	15	0	15	40	22	62	21
4:30 PM - 5:30 PM	8	10	18	16	16	32	16	0	16	40	26	66	22
4:45 PM - 5:45 PM	9	11	20	15	16	31	16	0	16	40	27	67	22
5:00 PM - 6:00 PM	15	14	29	12	12	24	12	0	12	39	26	65	22
5:15 PM - 6:15 PM	12	16	28	12	11	23	11	0	11	35	27	62	21
5:30 PM - 6:30 PM	13	15	28	11	8	19	8	0	8	32	23	55	18
5:45 PM - 6:45 PM	12	12	24	16	14	30	14	0	14	42	26	68	23
6:00 PM - 7:00 PM	5	8	13	11	11	22	10	1	11	26	20	46	15
6:15 PM - 7:15 PM	8	7	15	12	10	22	9	1	10	29	18	47	16
6:30 PM - 7:30 PM	5	3	8	11	10	21	9	1	10	25	14	39	13
6:45 PM - 7:45 PM	7	6	13	5	4	9	3	1	4	15	11	26	9
7:00 PM - 8:00 PM	7	8	15	4	4	8	4	0	4	15	12	27	9

ATTACHMENT E
Leavey Survey Data

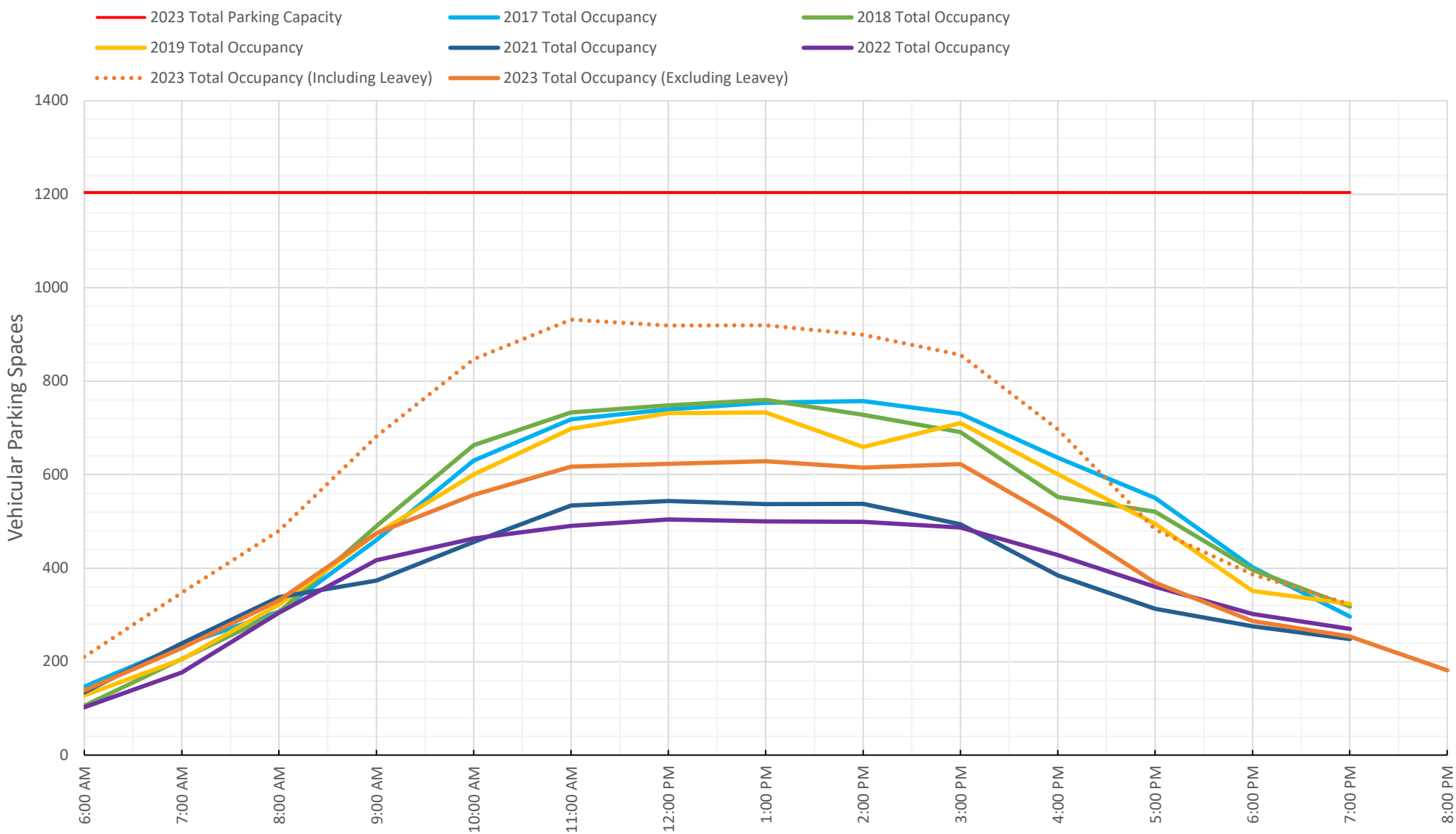
2023 Georgetown University Fall Transportation Monitoring Study
Results of Leavey Survey
9/19/23-9/21/23

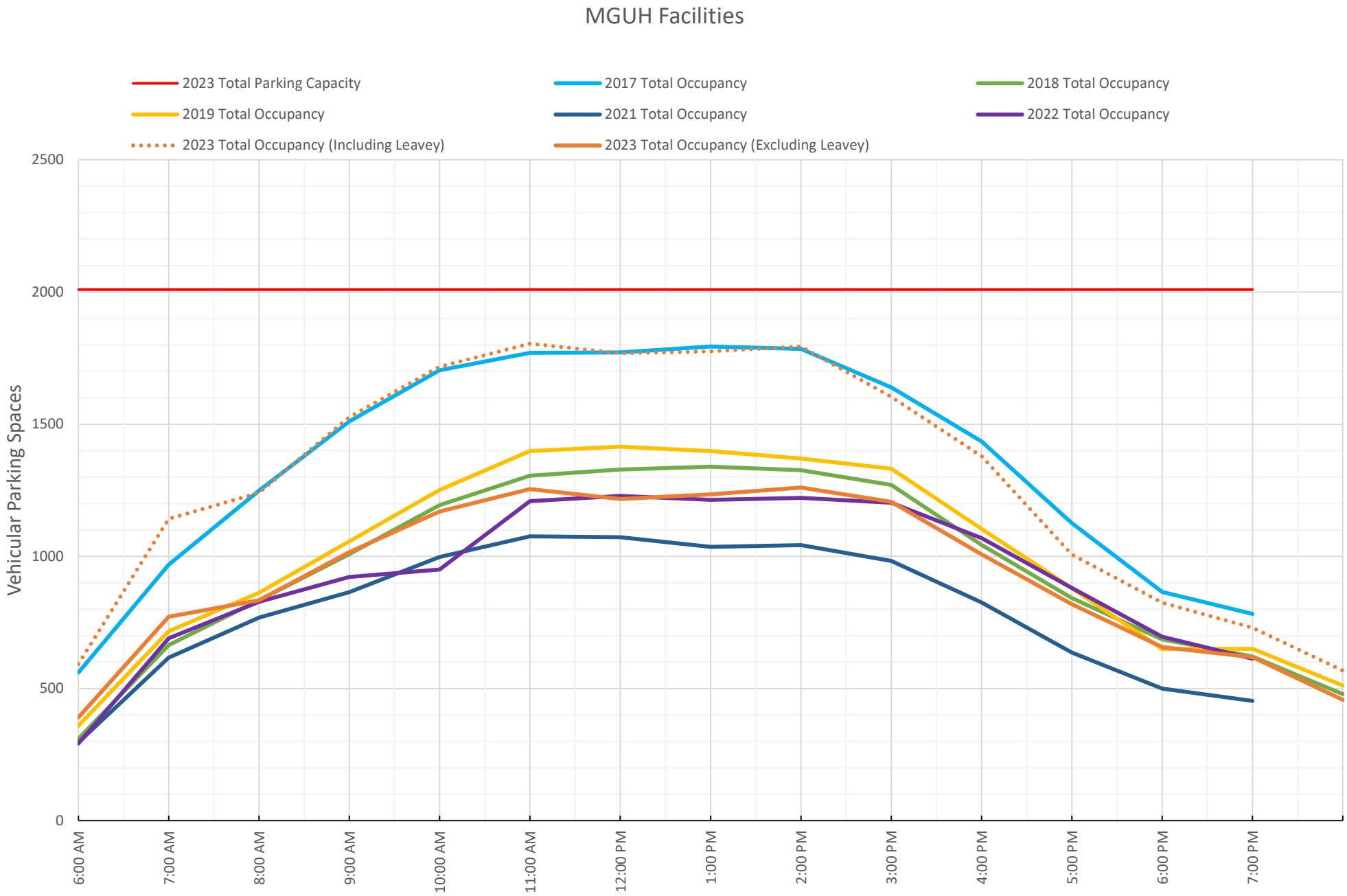
	Leavey Garage South Entrance															Leavey Garage East Entrance												
Time	Tuesday			Wednesday			Thursday			Week Totals					Tuesday			Wednesday			Thursday			Week Totals				
Period	GU	MGUH	Total	GU	MGUH	Total	GU	MGUH	Total	GU	MGUH	Total	GU %	MGUH %	GU	MGUH	Total	GU	MGUH	Total	GU	MGUH	Total	GU	MGUH	Total	GU %	MGUH %
15 Minute Volumes																												
6:00 AM - 6:15 AM	4	14	18	5	15	20	5	13	18	14	42	56	25%	75%	3	18	21	3	17	20	5	12	17	11	47	58	19%	81%
6:15 AM - 6:30 AM	4	17	21	4	20	24	9	31	40	17	68	85	20%	80%	2	12	14	5	18	23	3	8	11	10	38	48	21%	79%
6:30 AM - 6:45 AM	7	23	30	4	31	35	8	16	24	19	70	89	21%	79%	8	16	24	8	22	30	8	11	19	24	49	73	33%	67%
6:45 AM - 7:00 AM	5	40	45	14	52	66	12	29	41	31	121	152	20%	80%	11	16	27	16	31	47	11	21	32	38	68	106	36%	64%
7:00 AM - 7:15 AM	12	42	54	6	36	42	21	36	57	39	114	153	25%	75%	16	18	34	18	33	51	26	22	48	60	73	133	45%	55%
7:15 AM - 7:30 AM	11	24	35	11	26	37	15	42	57	37	92	129	29%	71%	8	24	32	5	24	29	7	21	28	20	69	89	22%	78%
7:30 AM - 7:45 AM	6	25	31	9	21	30	17	32	49	32	78	110	29%	71%	6	22	28	5	24	29	10	42	52	21	88	109	19%	81%
7:45 AM - 8:00 AM	12	38	50	15	48	63	14	33	47	41	119	160	26%	74%	10	14	24	6	31	37	6	9	15	22	54	76	29%	71%
8:00 AM - 8:15 AM	8	31	39	14	26	40	18	22	40	40	79	119	34%	66%	2	10	12	6	19	25	4	15	19	12	44	56	21%	79%
8:15 AM - 8:30 AM	13	36	49	16	32	48	11	31	42	40	99	139	29%	71%	1	1	2	8	10	18	3	9	12	12	20	32	38%	63%
8:30 AM - 8:45 AM	10	28	38	18	25	43	20	21	41	48	74	122	39%	61%	1	1	2	11	18	29	9	20	29	21	39	60	35%	65%
8:45 AM - 9:00 AM	17	18	35	12	30	42	20	20	40	49	68	117	42%	58%	3	7	10	13	6	19	4	12	16	20	25	45	44%	56%
9:00 AM - 9:15 AM	10	21	31	15	24	39	22	25	47	47	70	117	40%	60%	3	12	15	9	20	29	9	17	26	21	49	70	30%	70%
9:15 AM - 9:30 AM	19	18	37	18	19	37	22	28	50	59	65	124	48%	52%	3	11	14	10	10	20	8	19	27	21	40	61	34%	66%
9:30 AM - 9:45 AM	13	16	29	23	15	38	27	14	41	63	45	108	58%	42%	0	13	13	5	6	11	13	26	39	18	45	63	29%	71%
9:45 AM - 10:00 AM	11	14	25	22	14	36	23	8	31	56	36	92	61%	39%	1	13	14	0	0	0	5	12	17	6	25	31	19%	81%
4:00 PM - 4:15 PM	6	14	20	17	9	26	19	14	33	42	37	79	53%	47%	9	18	27	13	18	31	11	21	32	33	57	90	37%	63%
4:15 PM - 4:30 PM	21	19	40	14	13	27	10	24	34	45	56	101	45%	55%	16	18	34	16	13	29	7	14	21	39	45	84	46%	54%
4:30 PM - 4:45 PM	8	30	38	20	15	35	16	20	36	44	65	109	40%	60%	14	10	24	13	17	30	9	24	33	36	51	87	41%	59%
4:45 PM - 5:00 PM	12	29	41	21	23	44	11	28	39	44	80	124	35%	65%	10	15	25	10	16	26	8	23	31	28	54	82	34%	66%
5:00 PM - 5:15 PM	15	34	49	15	37	52	11	26	37	41	97	138	30%	70%	12	20	32	17	31	48	4	29	33	33	80	113	29%	71%
5:15 PM - 5:30 PM	18	30	48	8	21	29	14	21	35	40	72	112	36%	64%	9	24	33	8	25	33	7	32	39	24	81	105	23%	77%
5:30 PM - 5:45 PM	12	24	36	17	26	43	15	26	41	44	76	120	37%	63%	8	16	24	5	18	23	20	23	43	33	57	90	37%	63%
5:45 PM - 6:00 PM	15	18	33	9	26	35	18	20	38	42	64	106	40%	60%	12	23	35	9	17	26	12	19	31	33	59	92	36%	64%
6:00 PM - 6:15 PM	9	15	24	10	28	38	15	17	32	34	60	94	36%	64%	13	6	19	14	16	30	2	25	27	29	47	76	38%	62%
6:15 PM - 6:30 PM	8	22	30	7	16	23	12	9	21	27	47	74	36%	64%	6	14	20	5	18	23	6	19	25	17	51	68	25%	75%
6:30 PM - 6:45 PM	8	23	31	9	17	26	12	14	26	29	54	83	35%	65%	4	11	15	10	13	23	6	14	20	20	38	58	34%	66%
6:45 PM - 7:00 PM	11	10	21	7	11	18	8	7	15	26	28	54	48%	52%	11	21	32	4	13	17	10	13	23	25	47	72	35%	65%
7:00 PM - 7:15 PM	9	17	26	9	16	25	5	13	18	23	46	69	33%	67%	3	12	15	7	15	22	4	19	23	14	46	60	23%	77%
7:15 PM - 7:30 PM	4	11	15	5	5	10	4	9	13	13	25	38	34%	66%	2	3	5	5	12	17	7	11	18	14	26	40	35%	65%
7:30 PM - 7:45 PM	7	5	12	3	4	7	4	5	9	14	14	28	50%	50%	4	4	8	4	6	10	3	14	17	11	24	35	31%	69%
7:45 PM - 8:00 PM	4	6	10	8	5	13	4	8	12	16	19	35	46%	54%	4	2	6	3	4	7	4	3	7	11	9	20	55%	45%
Total	329	712	1041	385	706	1091	442	662	1104	1156	2080	3236	36%	64%	215	425	640	271	541	812	251	579	830	737	1545	5518	13%	28%
One Hour Volumes																												
6:00 AM - 7:00 AM	20	94	114	27	118	145	34	89	123	81	301	382	21%	79%	24	62	86	32	88	120	27	52	79	83	202	285	29%	71%
6:15 AM - 7:15 AM	28	122	150	28	139	167	50	112	162	106	373	479	22%	78%	37	62	99	47	104	151	48	62	110	132	228	360	37%	63%
6:30 AM - 7:30 AM	35	129	164	35	145	180	56	123	179	126	397	523	24%	76%	43	74	117	47	110	157	52	75	127	142	259	401	35%	65%
6:45 AM - 7:45 AM	34	131	165	40	135	175	65	139	204	139	405	544	26%	74%	41	80	121	44	112	156	54	106	160	139	298	437	32%	68%
7:00 AM - 8:00 AM	41	129	170	41	131	172	67	143	210	149	403	552	27%	73%	40	78	118	34	112	146	49	94	143	123	284	407	30%	70%
7:15 AM - 8:15 AM	37	118	155	49	121	170	64	129	193	150	368	518	29%	71%	26	70	96	22	98	120	27	87	114	75	255	330	23%	77%
7:30 AM - 8:30 AM	39	130	169	54	127	181	60	118	178	153	375	528	29%	71%	19	47	66	25	84	109	23	75	98	67	206	273	25%	75%
7:45 AM - 8:45 AM	43	133	176	63	131	194	63	107	170	169	371	540	31%	69%	14	26	40	31	78	109	22	53	75	67	157	224	30%	70%
8:00 AM - 9:00 AM	48	113	161	60	113	173	69	94	163	177	320	497	36%	64%	7	19	26	38	53	91	20	56	76	65	128	193	34%	66%
8:15 AM - 9:15 AM	50	103	153	61	111	172	73	97	170	184	311	495	37%	63%	8	21	29	41	54	95	25	58	83	74	133	207	36%	64%
8:30 AM - 9:30 AM	56	85	141	63	98	161	84	94	178	203	277	480	42%	58%	10	31	41	43	54	97	30	68	98	83	153	236	35%	65%
8:45 AM - 9:45 AM	59	73	132	68	88	156	91	87	178	218	248	466	47%	53%	9	43	52	37	42	79	34	74	108	80	159	239	33%	67%
9:00 AM - 10:00 AM	53	69	122	78	72	150	94	75	169	225	216	441	51%	49%	7	49	56	24	36	60	35	74	109	66	159	225	29%	71%
4:00 PM - 5:00 PM	47	92	139	72	60	132	56	86	142	161	118	279	58%	42%	49	61	110	52	64	116	35	82	117	136	207	343	40%	60%
4:15 PM - 5:15 PM	56	112	168	70	88	158	48	98	146	143	129	272	53%	47%	52	63	115	56	77	133	28	90	118	136	230	366	37%	63%
4:30 PM - 5:30 PM	53	123	176	64	96	160	52	95	147	131	158	289	45%	55%	45	69	114	48	89	137	28	108	136	121	266	387	31%	69%
4:45 PM - 5:45 PM	57	117	174	61	107	168	51	101	152	175	238	413	42%	58%	39	75	114	40	90	130	39	107	146	118	272	390	30%	70%
5:00 PM - 6:00 PM	60	106	166	49	110	159	58	93	151	174	298	472	37%	63%	41	83	124	39	91	130	43	103	146	123	277	400	31%	69%
5:15 PM - 6:15 PM	54	87	141	44	101	145	62	84	146	169	314	483	35%	65%	42	69	111	36	76	112	41	99	140	119	244	363	33%	67%
5:30 PM - 6:30 PM	44	79	123	43	96	139	60	72	132	169	325	494	34%	66%	39	59	98	33	69	102	40	86	126	112	214	326	34%	66%
5:45 PM - 6:45 PM	40	78	118	35	87	122	57	60	117	167	309	476	35%	65%	35	54	89	38	64	102	26	77	103	99	195	294	34%	66%
6:00 PM - 7:00 PM	36	70	106	33	72	105	47	47	94	160	272	432	37%	63%	34	52	86	33	60	93	24	71	95	91	183	274	33%	67%
6:15 PM - 7:15 PM	36	72	108	32	60	92	37	43	80	147	247	394	37%	63%	24	58	82	26	59	85	26	65	91	76	182	258	29%	71%
6:30 PM - 7:30 PM	32	61	93	30	49	79	29	43	72	132	225	357	37%	63%	20	47	67	26	53	79	27	57	84	73	157	230	32%	68%
6:45 PM - 7:45 PM	31	43	74	24	36	60	21	34	55	116	189	305	38%	62%	20	40	60	20	46	66	24	57	81	64	143	207	31%	69%
7:00 PM - 8:00 PM	24	39	63	25	30	55	17	35	52	105	175	280	38%	63%	13	21	34	19	37	56	18	47	65	50	105	155	32%	68%

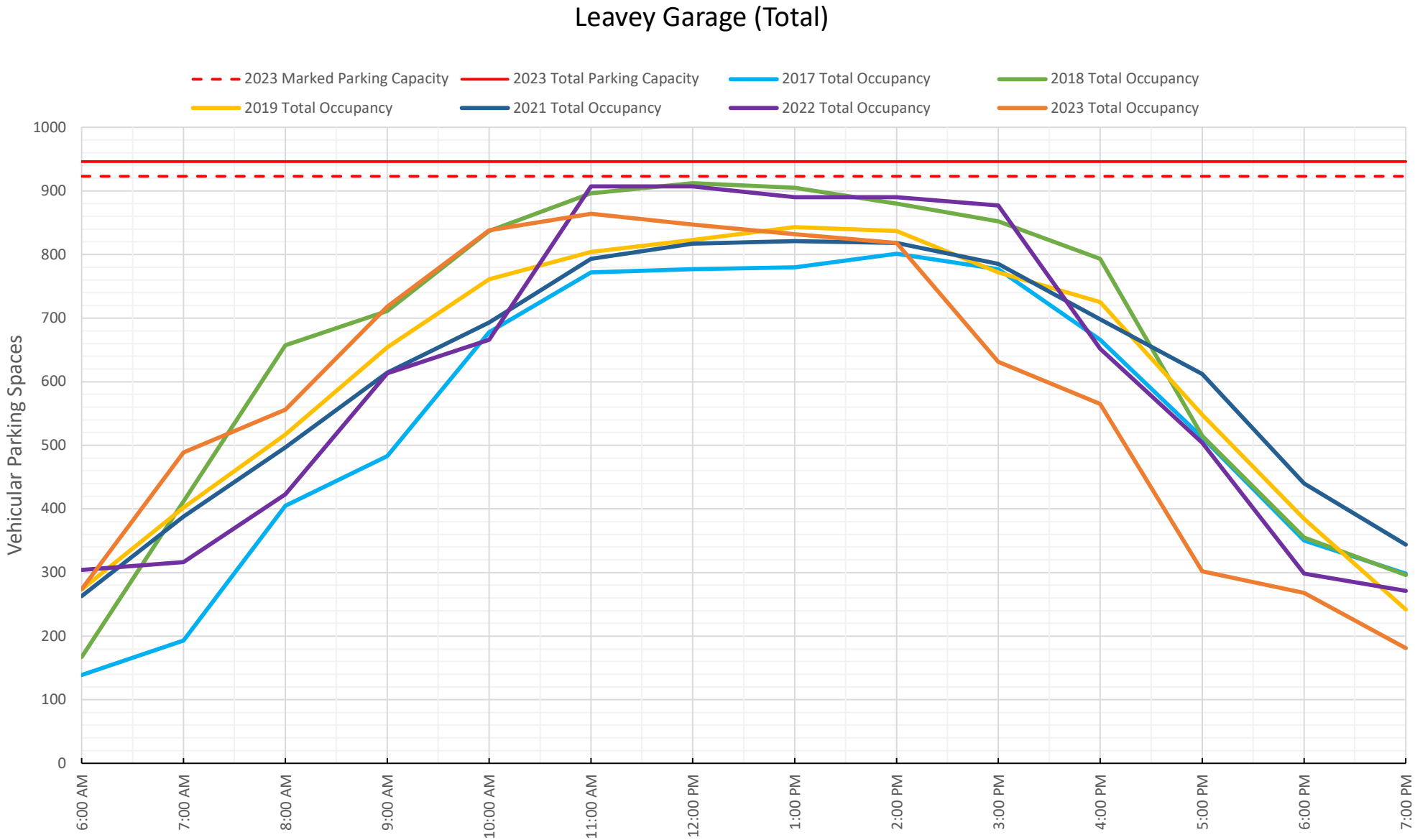
ATTACHMENT F
Parking Occupancy Data


Total Campus
2023 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
2022 Total Occupancy
2023 Total Occupancy
Vehicular Parking Spaces
4000
3500
3000
2500
2000
1500
1000
500
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM

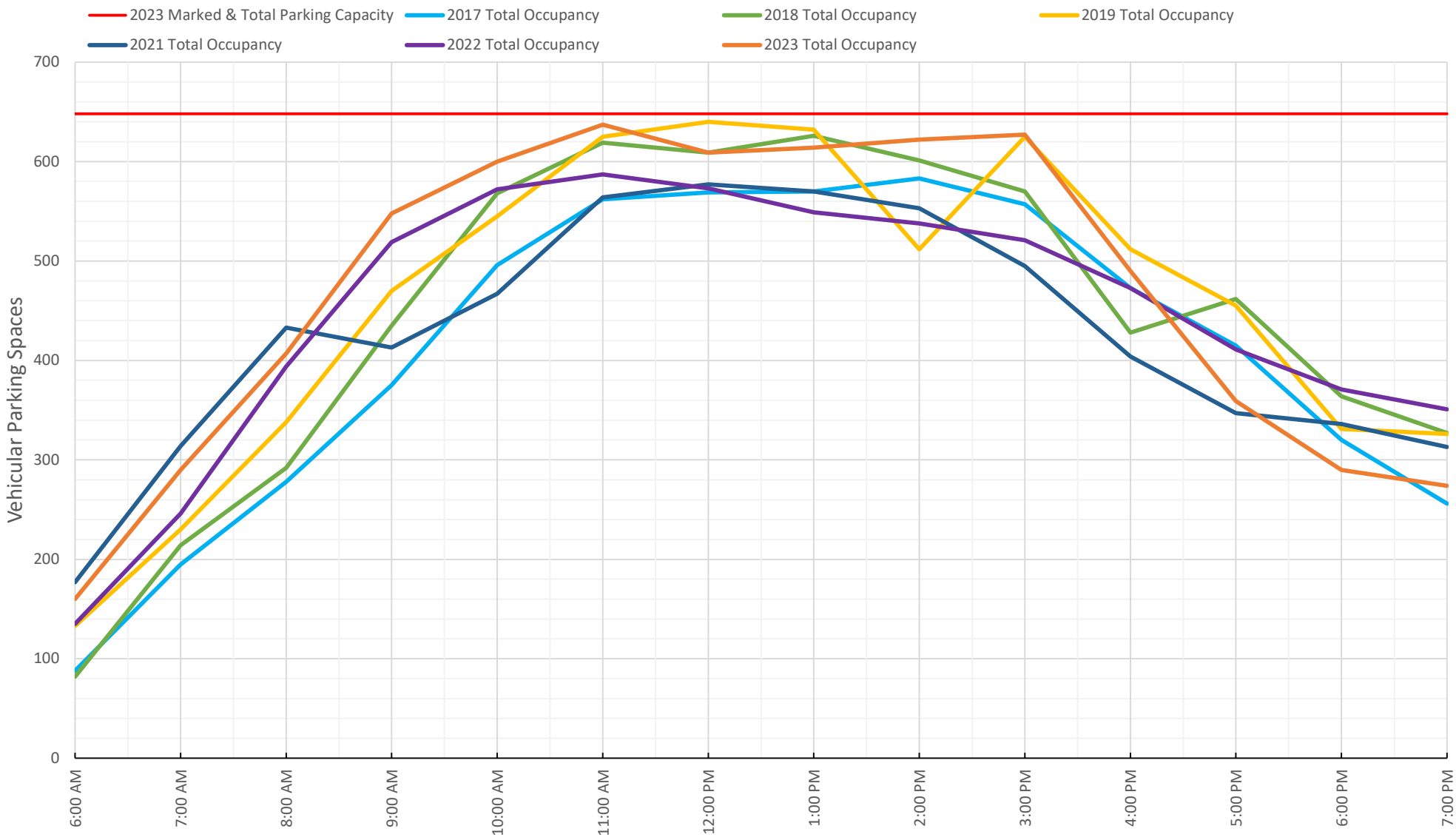
GU Facilities



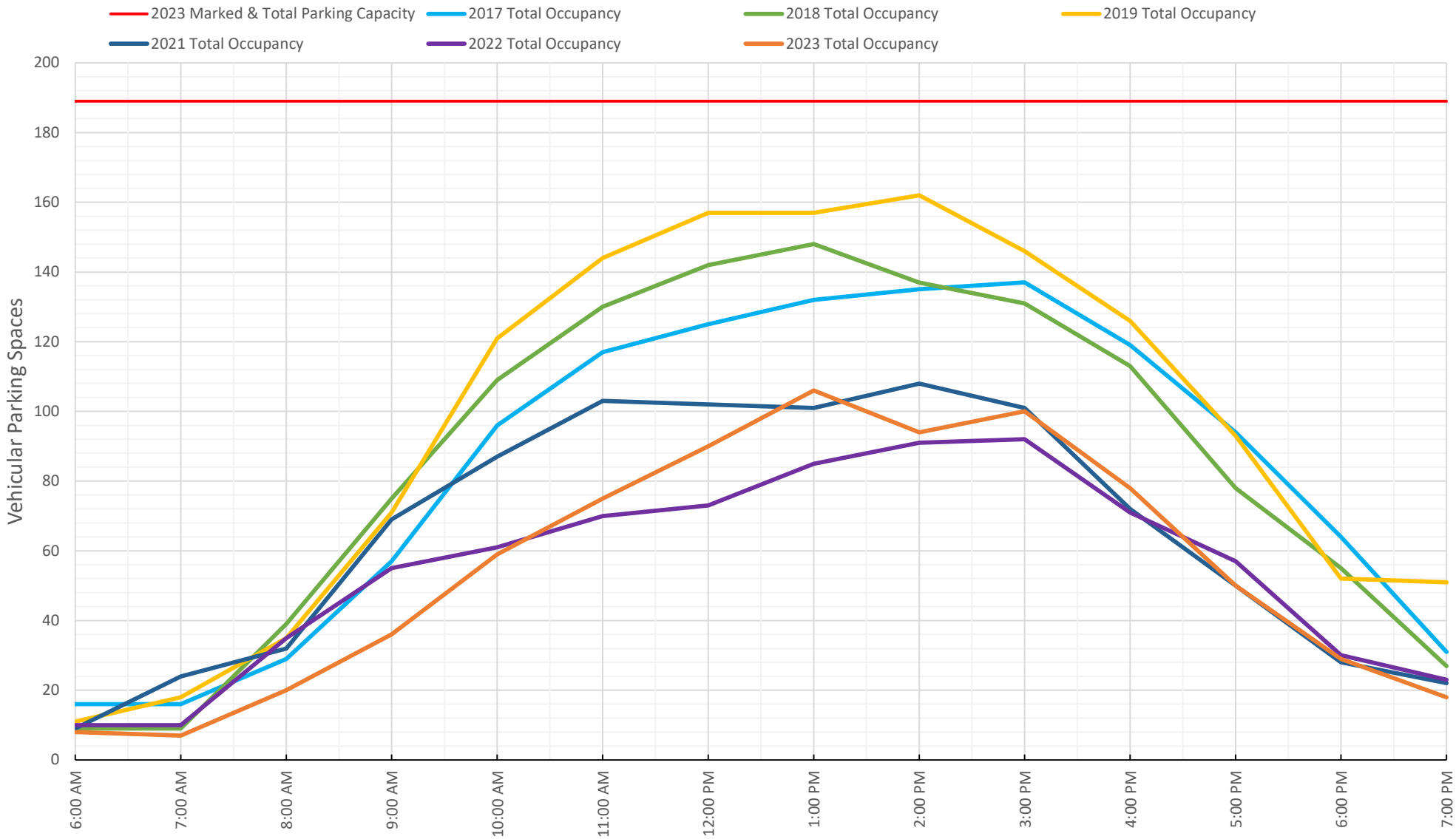

MGUH Facilities
2023 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
2022 Total Occupancy
2023 Total Occupancy (Including Leavey)
2023 Total Occupancy (Excluding Leavey)
Vehicular Parking Spaces
2500
2000
1500
1000
500
0
6:00 AM
7:00 AM
8:00 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


Leavey Garage (Total)
2023 Marked Parking Capacity
2023 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
2022 Total Occupancy
2023 Total Occupancy
Vehicular Parking Spaces
1000
900
800
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

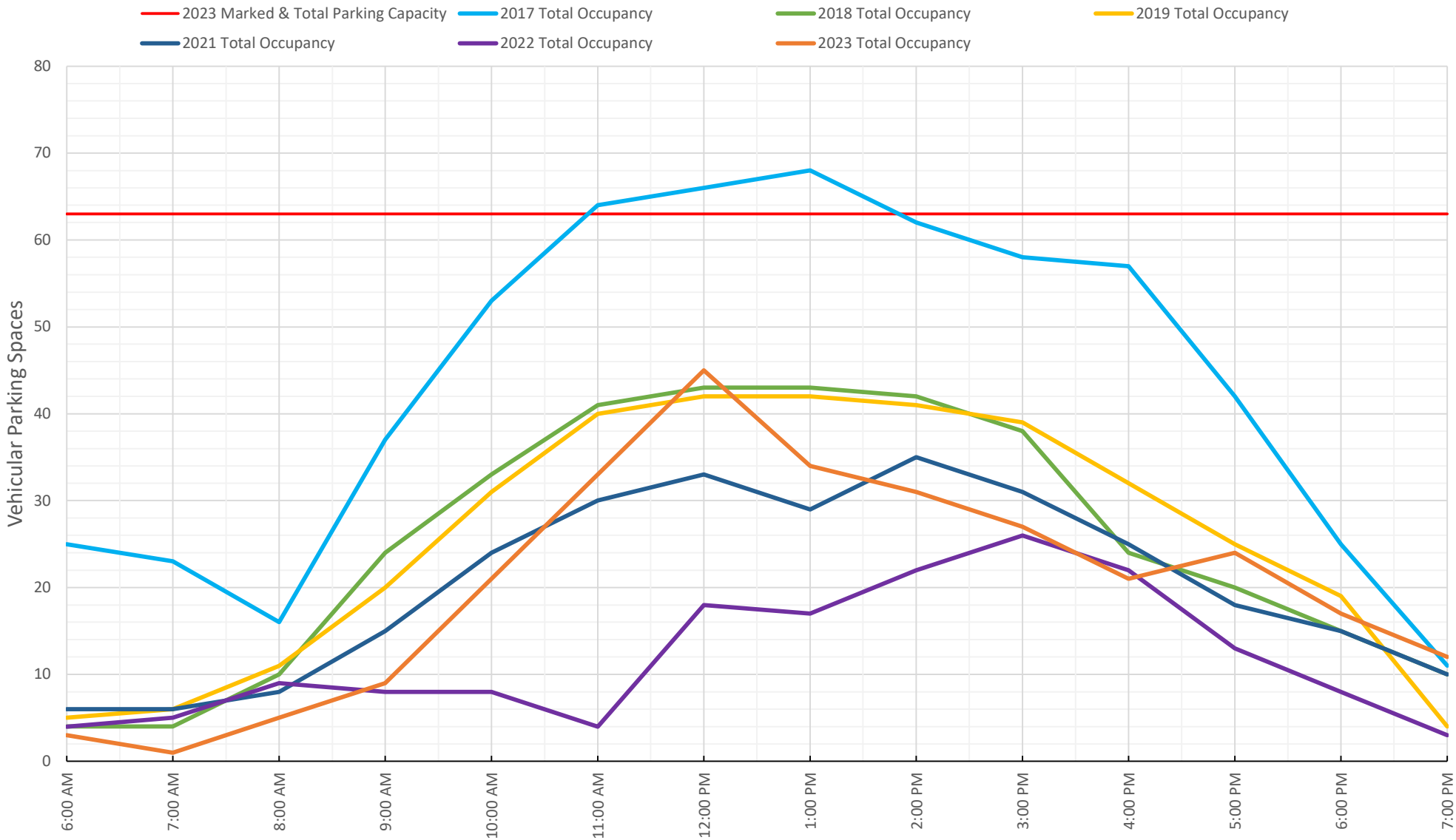
Southwest Garage (Total)



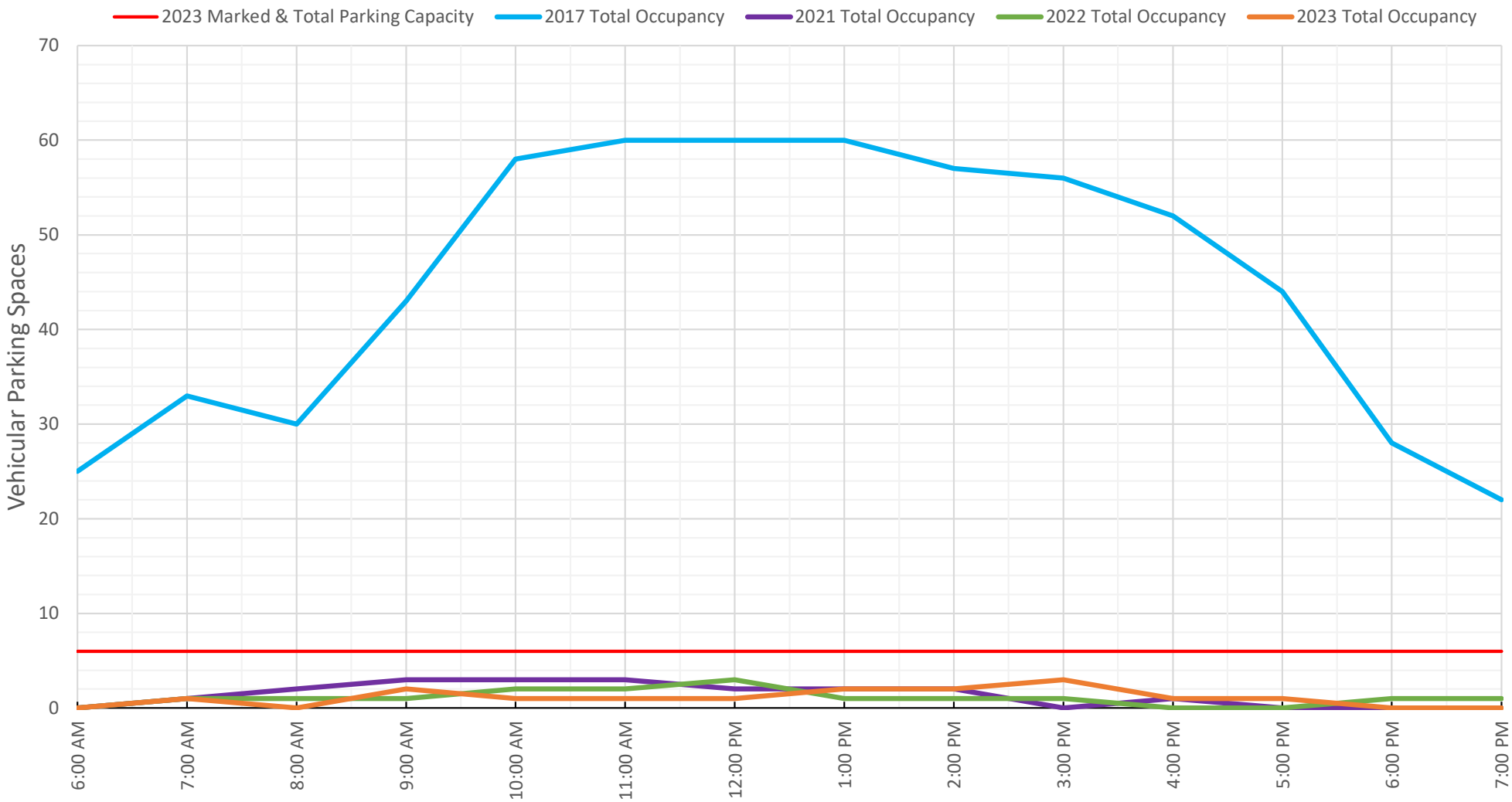
Garage 4


2023 Marked & Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
2022 Total Occupancy
2023 Total Occupancy
Vehicular Parking Spaces
0
20
40
60
80
100
120
140
160
180
200
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

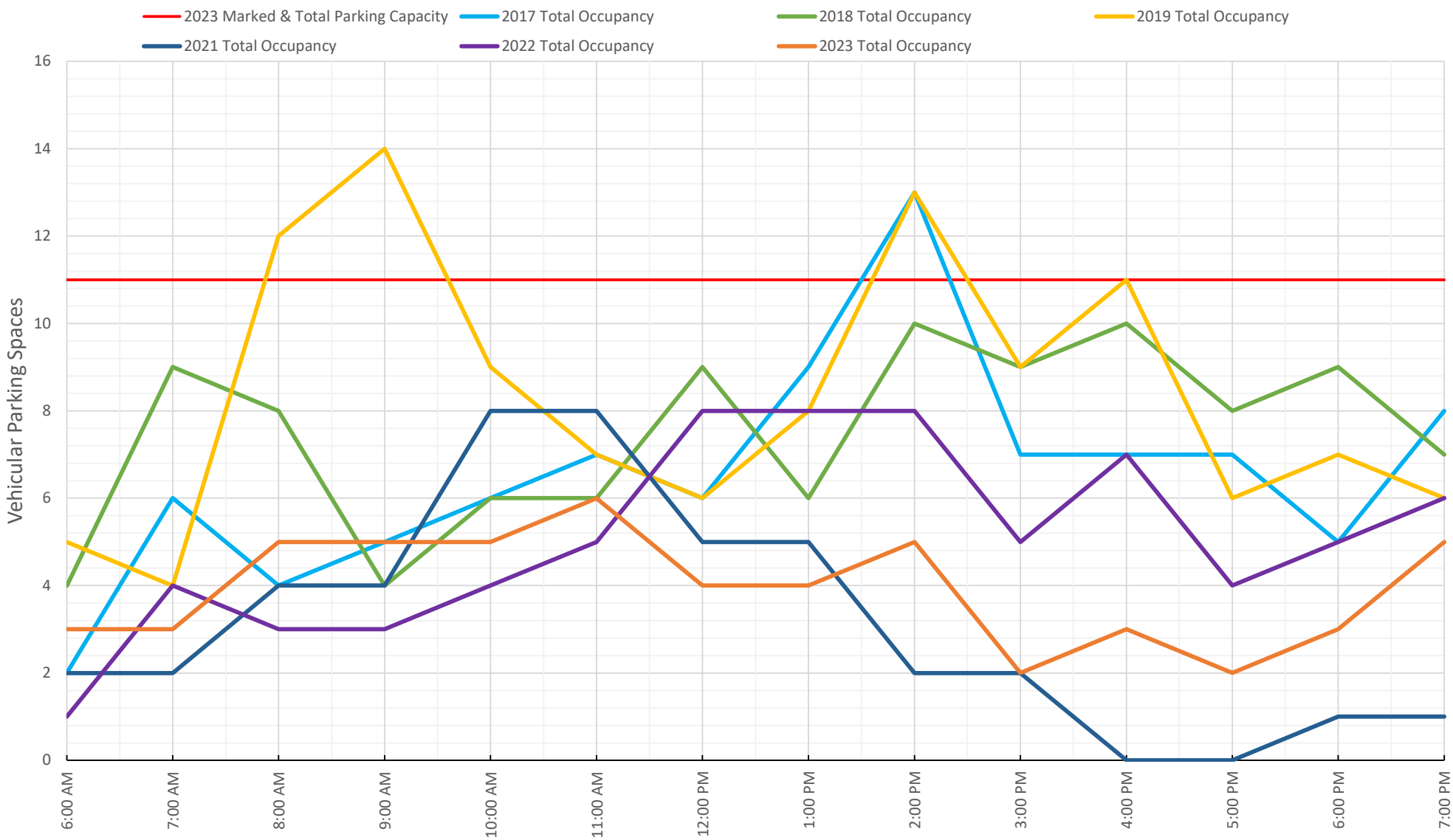
Lot E (Med/Dental)



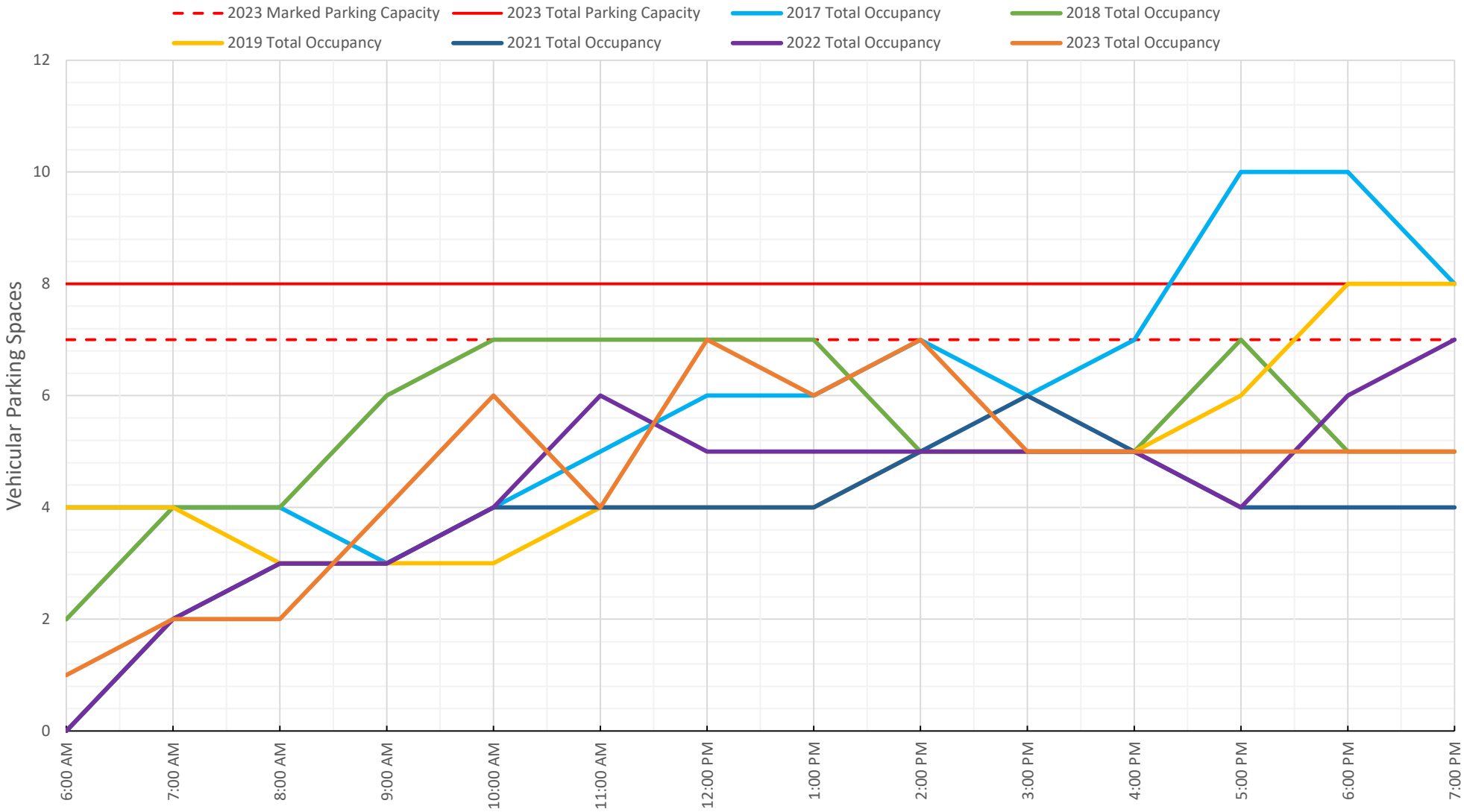
Lot G (New Research)



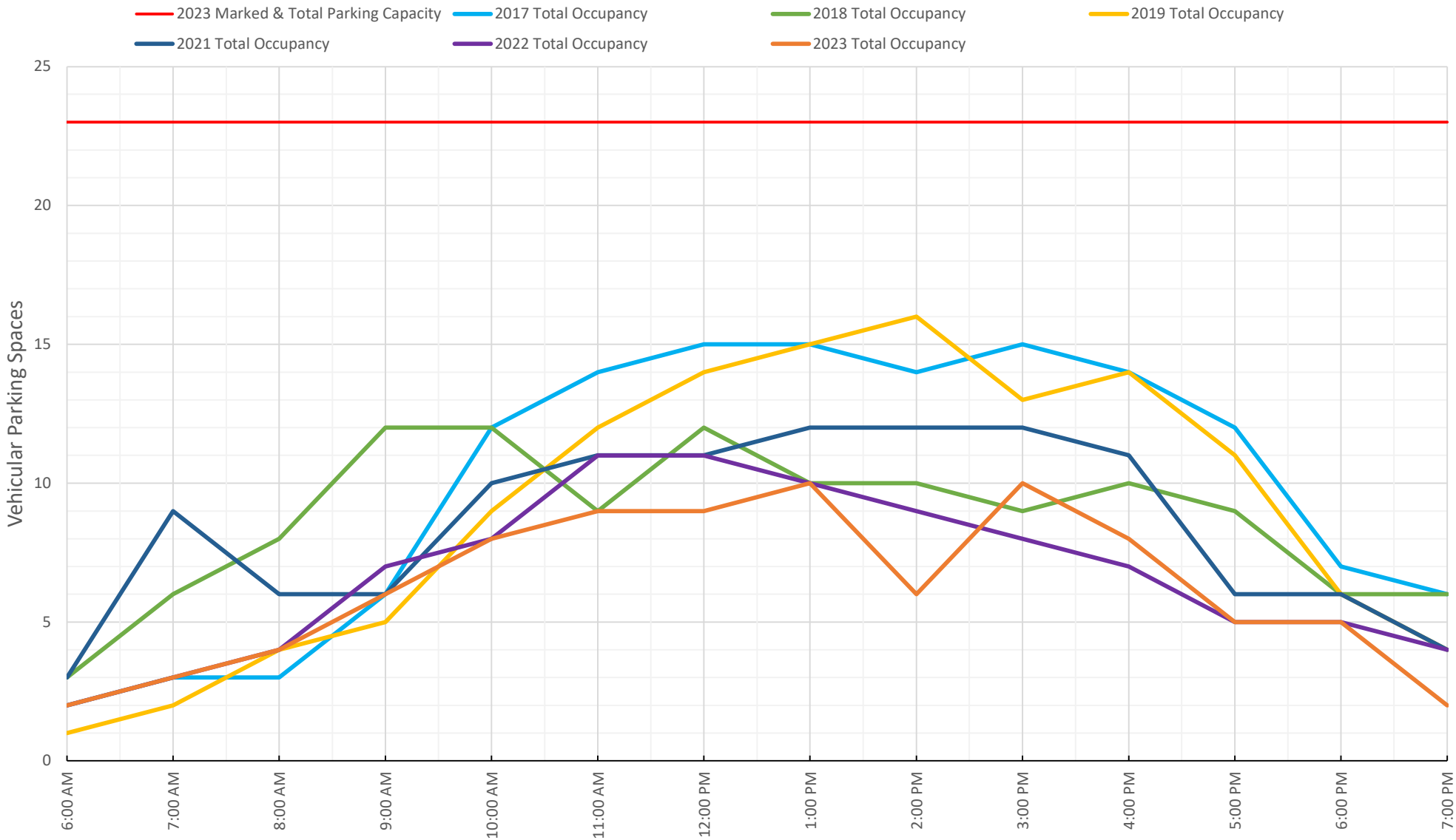
Lot Y (Yates)


2023 Marked & Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
2022 Total Occupancy
2023 Total Occupancy
Vehicular Parking Spaces
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
5:00 PM
6:00 PM
7:00 PM

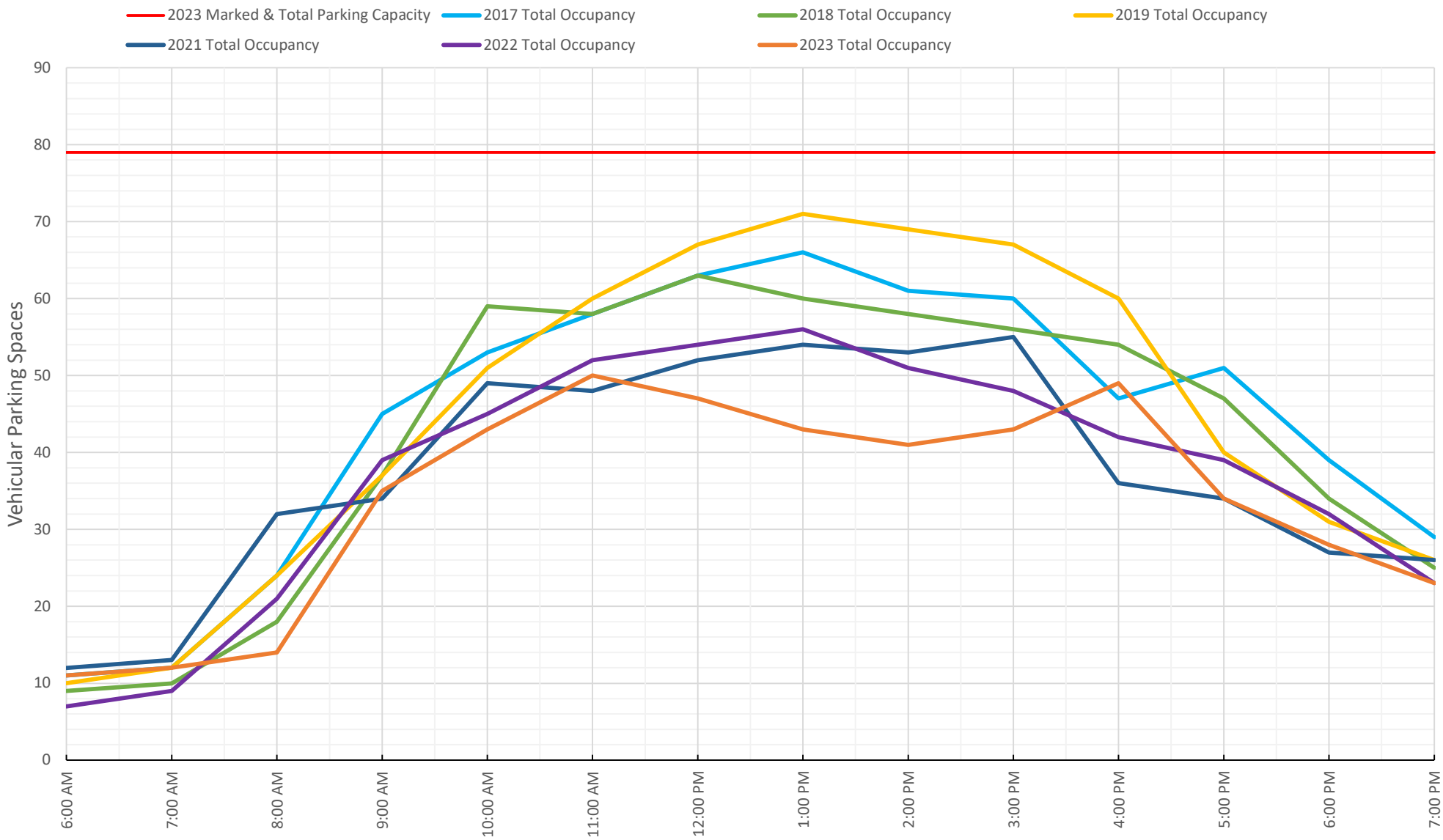
Lot WM


2023 Marked Parking Capacity
2023 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
2022 Total Occupancy
2023 Total Occupancy
Vehicular Parking Spaces
0
2
4
6
8
10
12
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

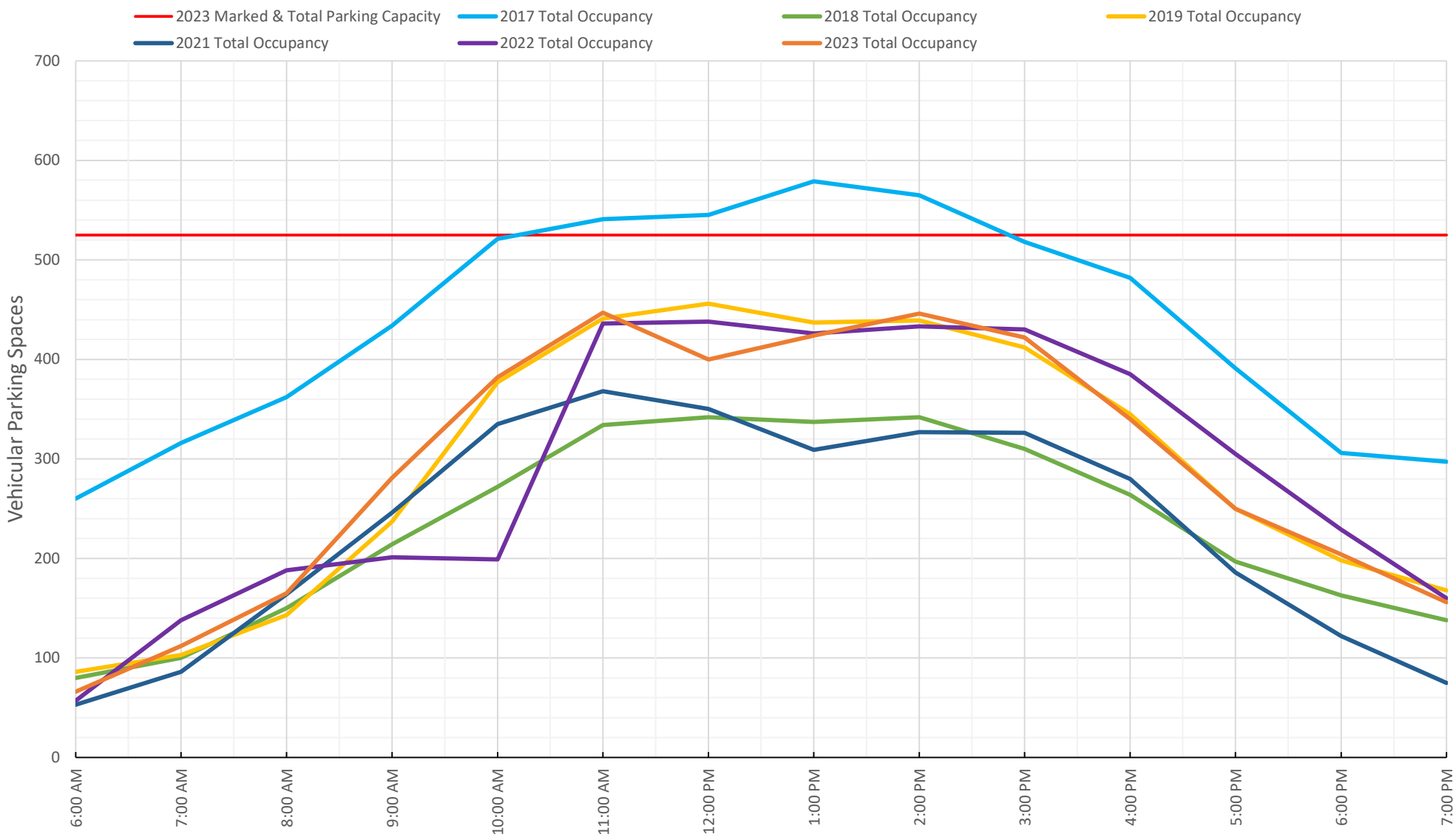
Lot 6 (Poulton)



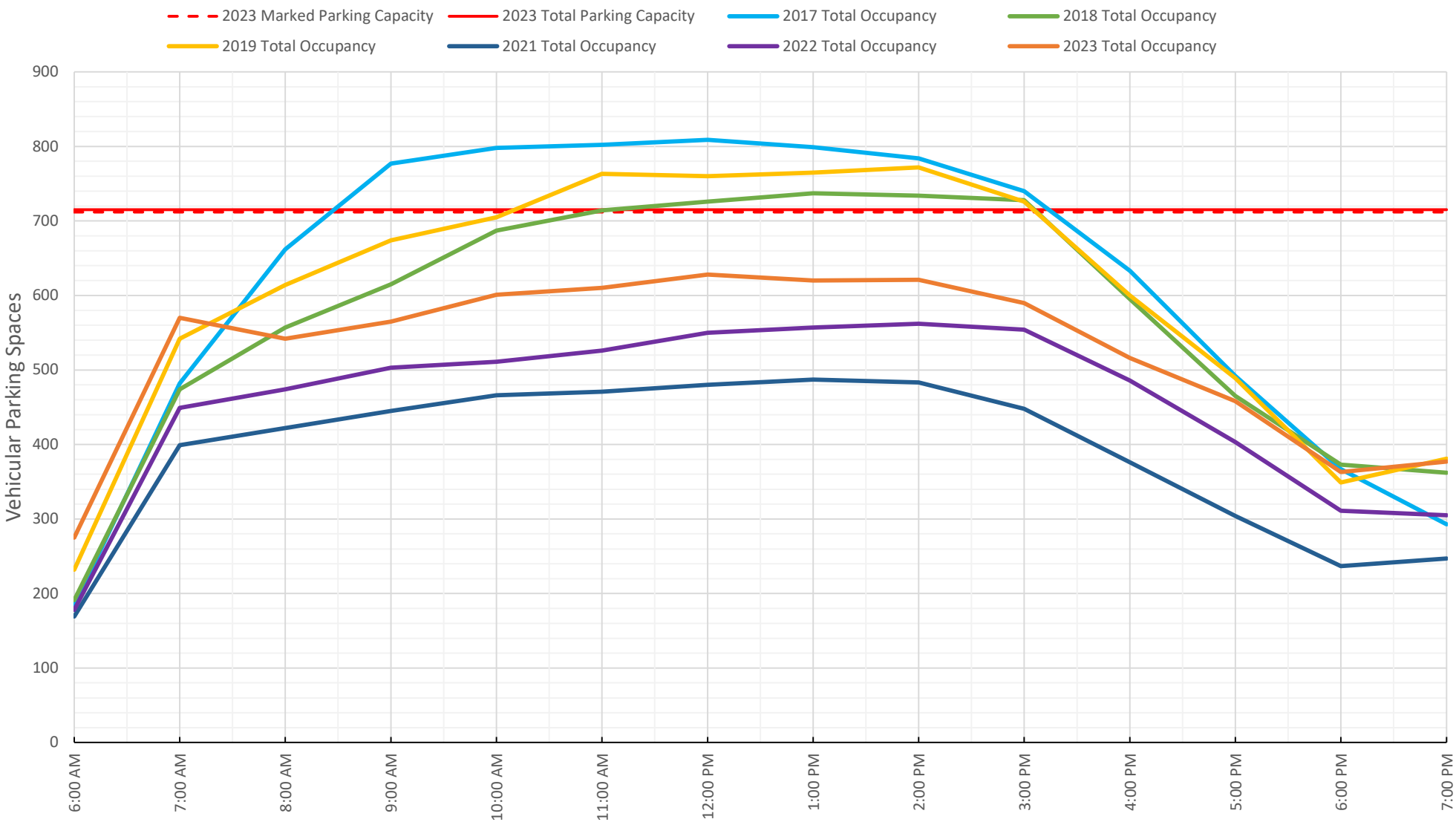
Lot 9 (Library)



Garage 1


2023 Marked & Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
2022 Total Occupancy
2023 Total Occupancy
Vehicular Parking Spaces
0
100
200
300
400
500
600
700
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

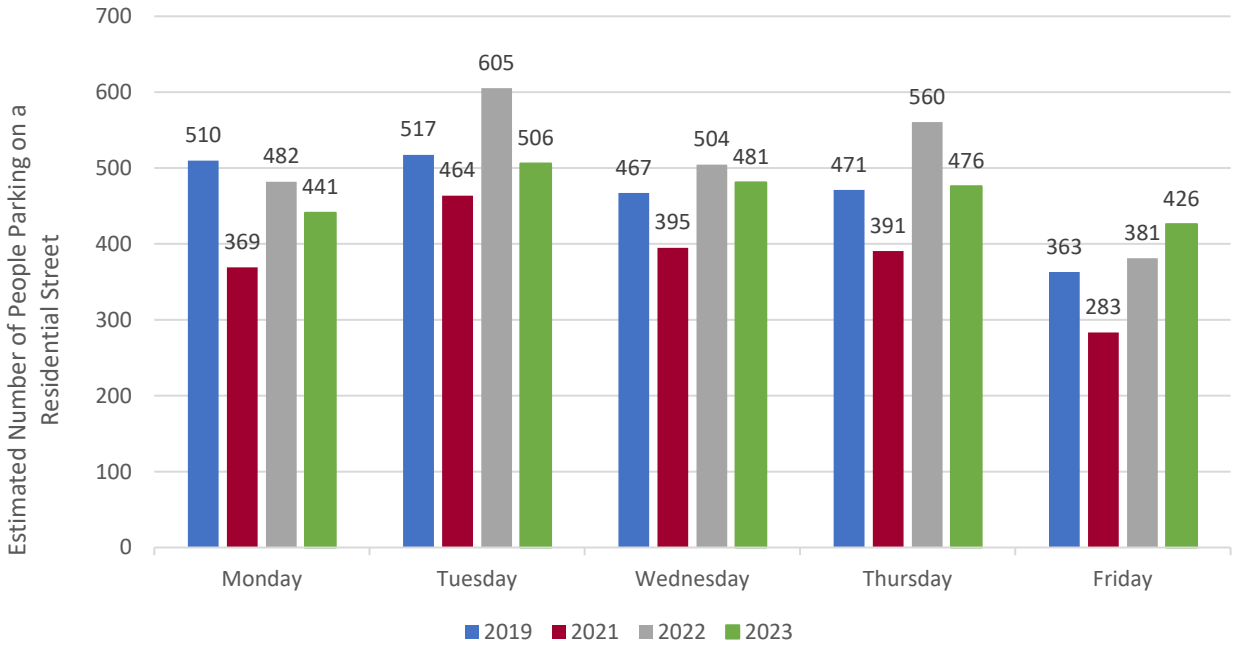

2023 Marked Parking Capacity
2023 Total Parking Capacity
2017 Total Occupancy
2018 Total Occupancy
2019 Total Occupancy
2021 Total Occupancy
2022 Total Occupancy
2023 Total Occupancy
Vehicular Parking Spaces
900
800
700
600
500
400
300
200
100
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM

ATTACHMENT G
On-Street Parking Analysis

University On-Street Parking

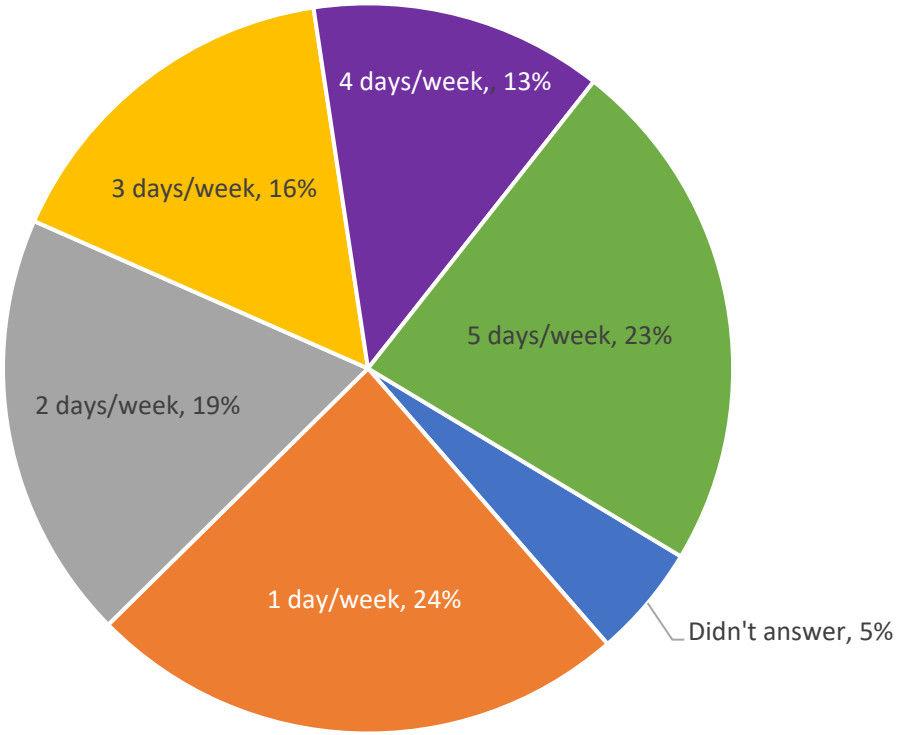
Chart 3 summarizes the estimated number of university-affiliated drivers who park on the street by day of week. For comparative purposes, data for 2019, 2021, and 2022 are provided alongside the 2023 data. As shown in Chart 3, compared to last year, the number of university-affiliated people parking on-street decreased by five to 16 percent Monday through Thursday and increased by 12 percent on Friday.

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



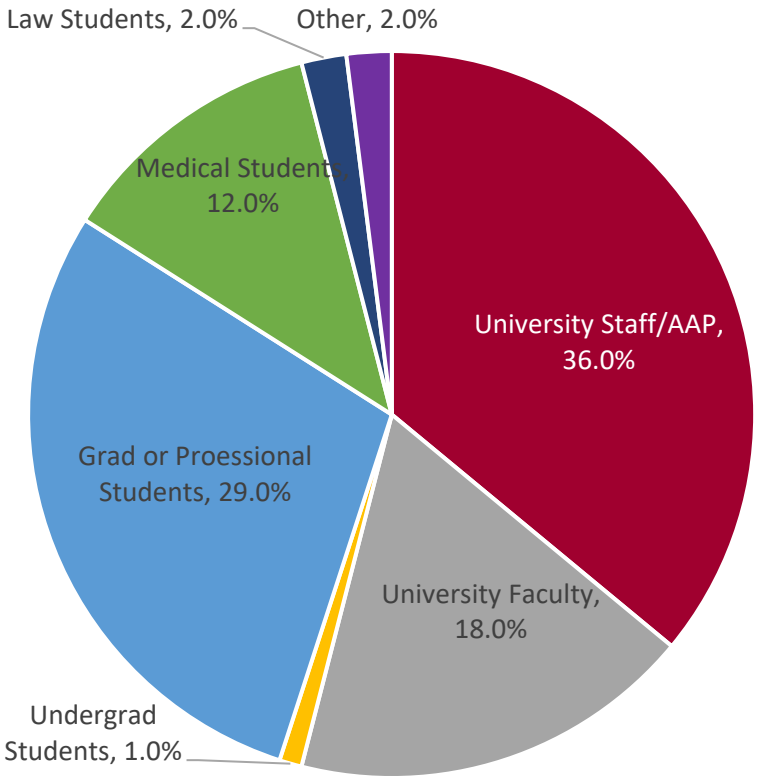
Everyone who parks on a residential street does not park on a residential street every day, nor do they necessarily park on a residential street for an entire day. Chart 4 illustrates the breakdown of on-street university-affiliated parkers by number of days parked. As shown, 49 percent of respondents who parked on a residential street, did so four or five days per week. Fifty-nine percent of the on-street parkers, parked on a residential street three days per week or fewer. The results are indicative of the University's hybrid-work schedule where not all employees are required to be on campus five days per week.

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



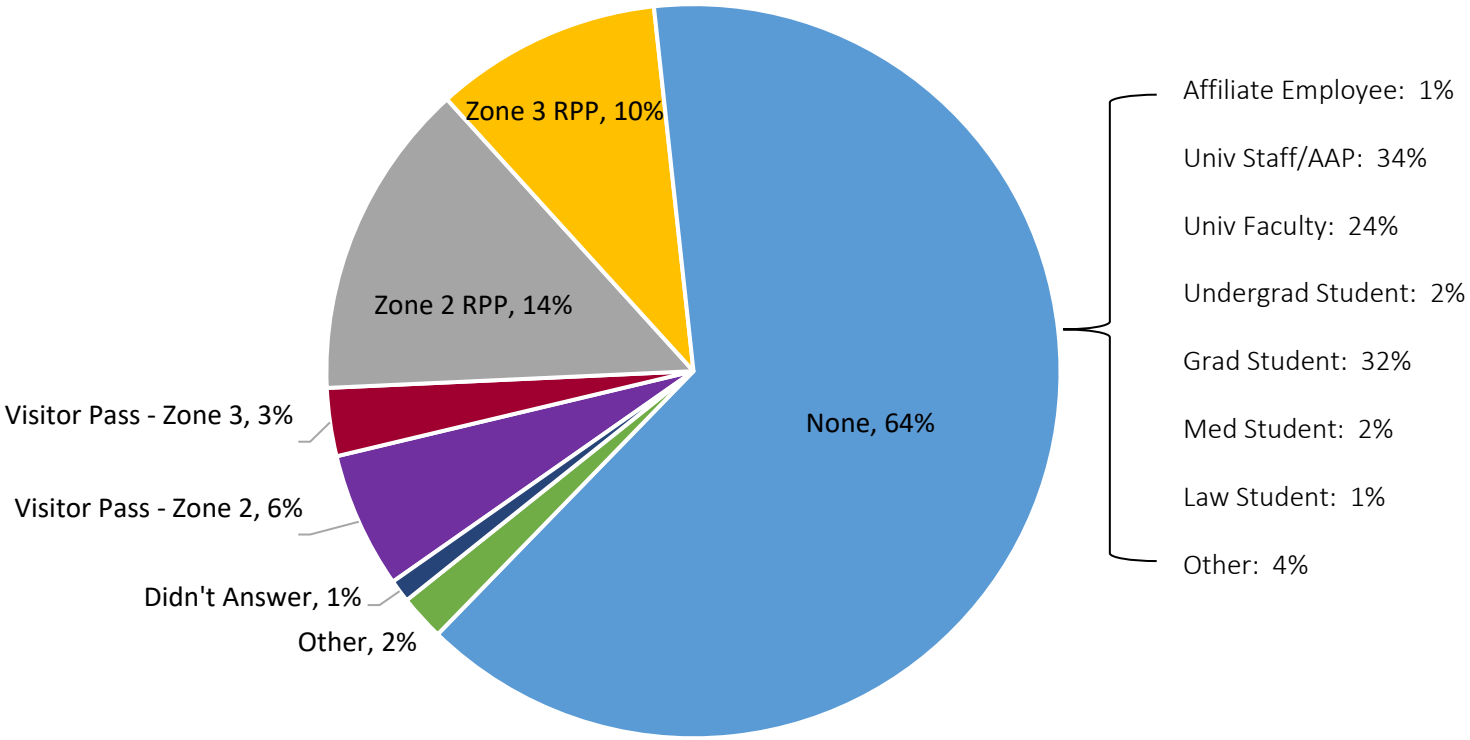
As shown on Chart 5, over half (54 percent) of respondents who indicated they parked on a residential street are University Staff/Academic Administrative Professionals or University Faculty. Twenty-nine percent are graduate students, and 14 percent are medical or law students.

Chart G-3
Residential Street Parking by University Affiliation



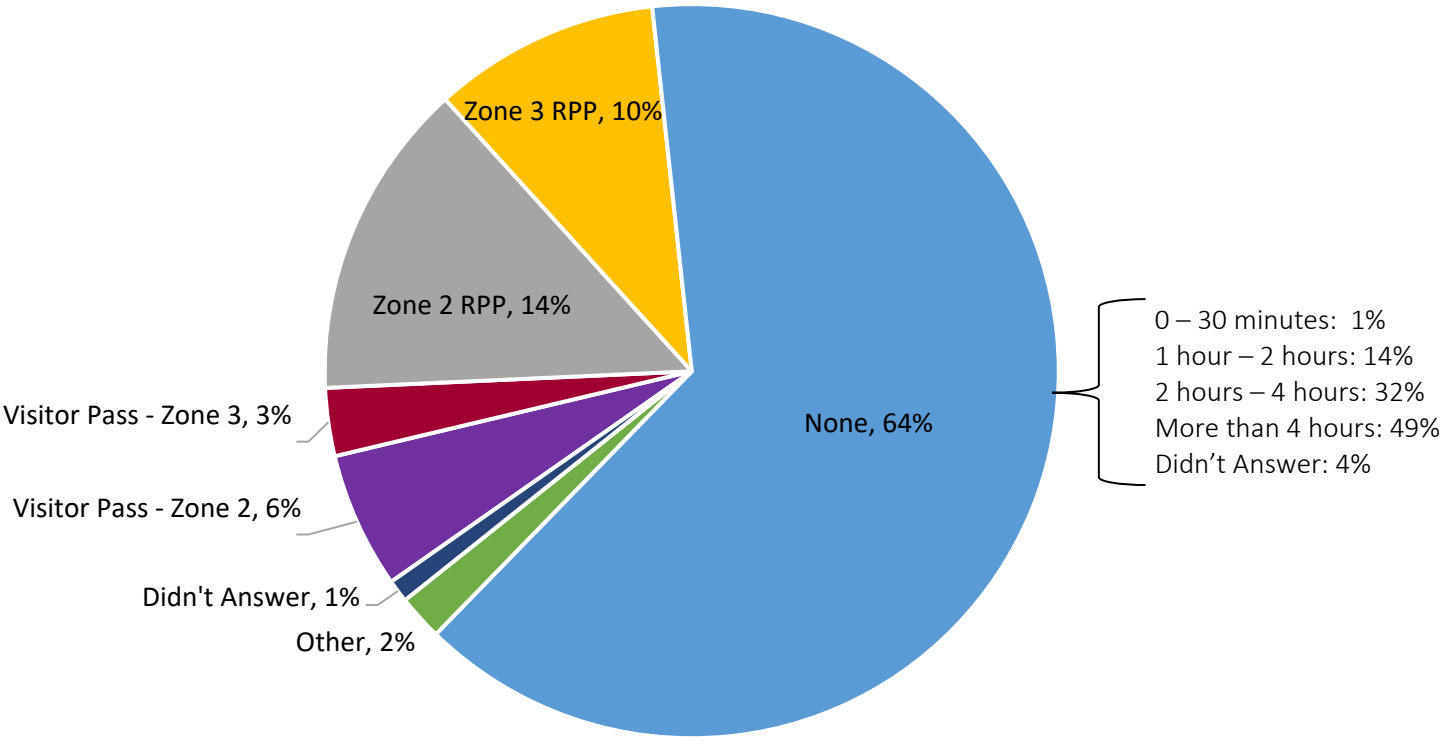
As shown on Chart 6, 64 percent of respondents who parked on a residential street did not have a Residential Parking Permit (RPP) or Visitor Pass. Nine percent had a Zone 2 or Zone 3 Visitor Pass. Twenty-four percent had a Zone 2 or Zone 3 RPP. Of those without an RPP, 59 percent are University employees, 37 percent are University students, and four percent identified their affiliation as "other."

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



Legally, parking on residential streets in the neighborhoods adjacent to Georgetown University is permitted for up to two hours between 7:00 AM and 8:30 PM (no time limit is imposed after 8:30 PM). As shown in Chart 7, 81 percent of respondents who indicated they did not have an RPP also indicated they parked on a residential street for more than the allowable two hours.

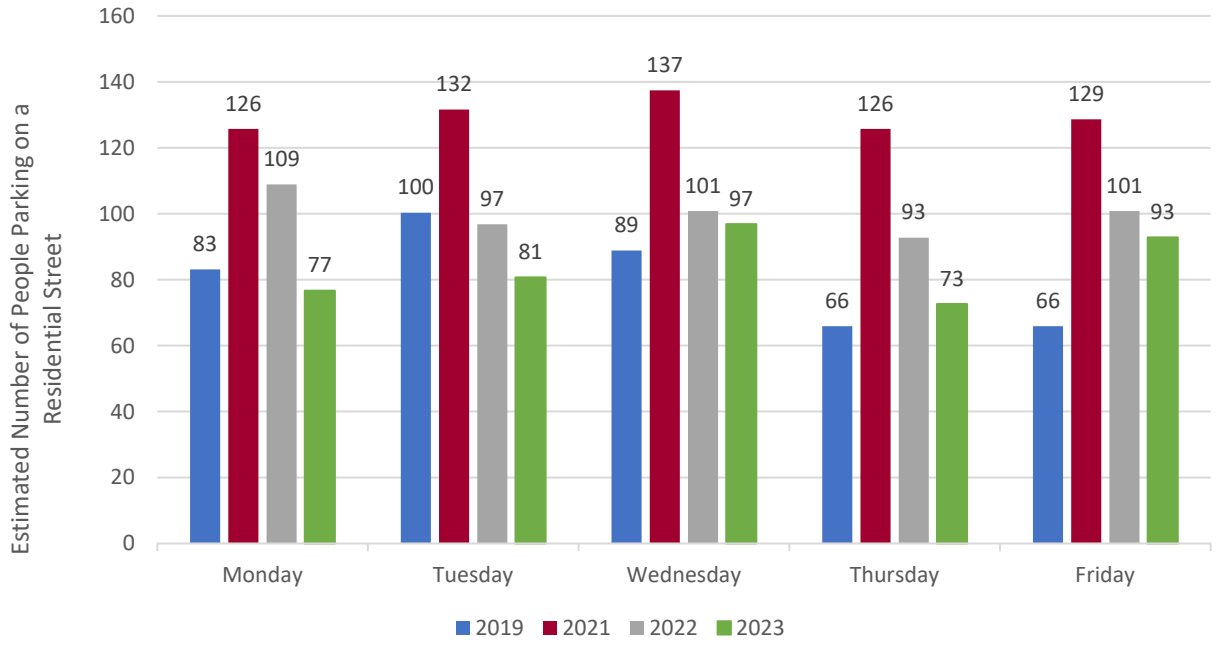
Chart G-5
University-Affiliated On-Street Parkers by Permit Status and Duration



Hospital On-Street Parking

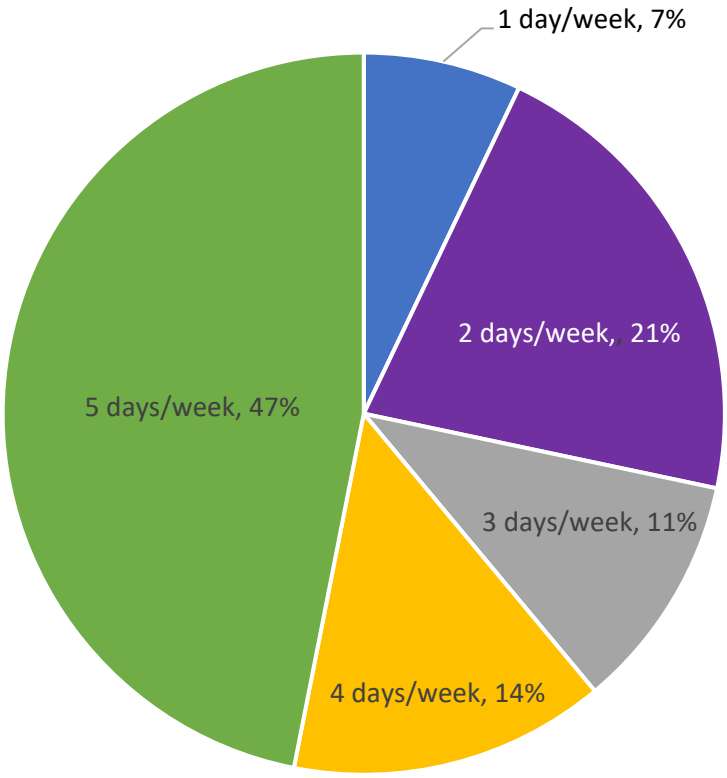
Chart 8 summarizes the estimated number of hospital-affiliated drivers who park on the street by day of week. For comparative purposes, data for 2019, 2021, and 2022 are provided alongside the 2023 data. As shown in Chart 8, compared to last year, the number of hospital-affiliated people parking on-street decreased by eight to 30 percent on weekdays.

Chart G-6
Hospital-Affiliated Residential Street Parking by Day of Week



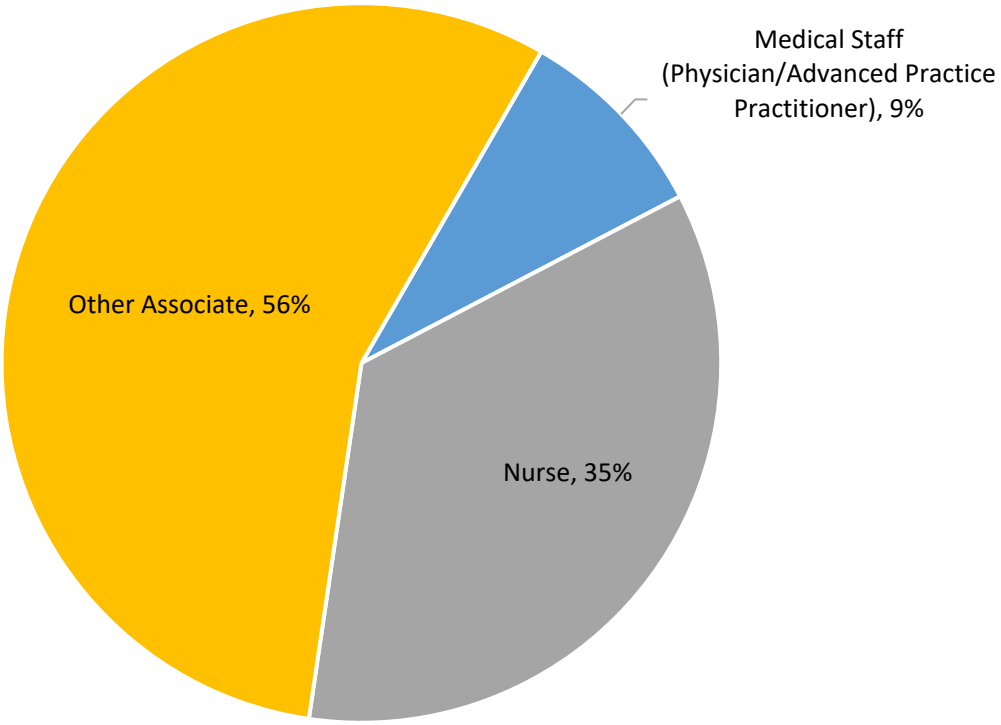
Everyone who parks on a residential street does not park on a residential street every day, nor do they necessarily park on a residential street for an entire day. Chart 9 illustrates the breakdown of on-street hospital-affiliated parkers by number of days parked. As shown, 47 percent of respondents who parked on a residential street, did so five days per week.

Chart G-7
Hospital-Affiliated Residential Street Parking by Number of Days Parked



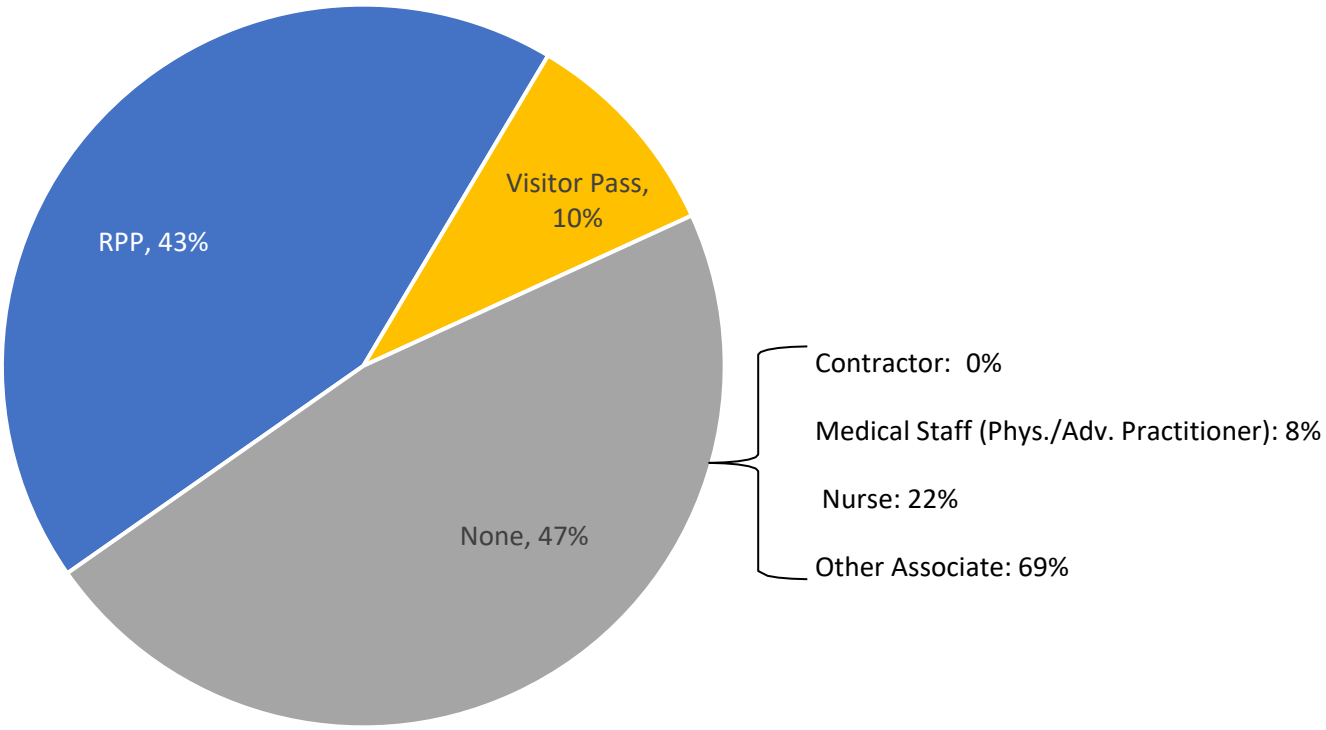
As shown on Chart 10, over half (56 percent) of respondents who indicated they parked on a residential street identified themselves as “Other Associates”. Thirty-five percent are nurses, and nine percent are medical staff (physicians and advanced practice practitioners).

Chart G-8
Residential Street Parking by Hospital Affiliation

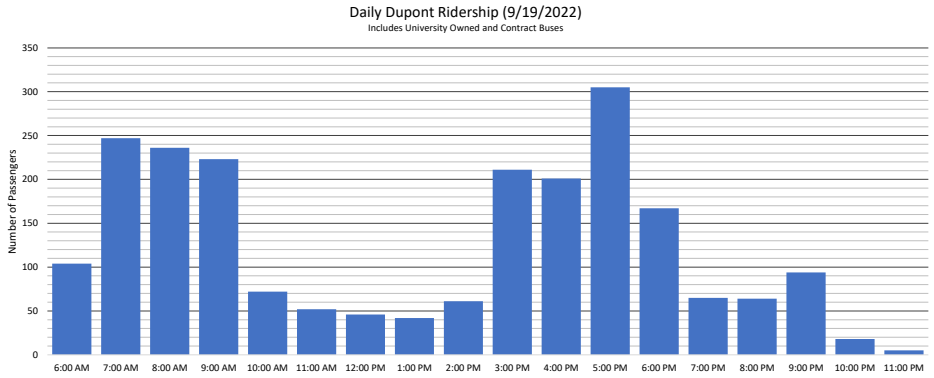


As shown on Chart 11, 47 percent of respondents who parked on a residential street did not have a Zone 2 or Zone 3 RPP, while 43 percent did. Ten percent had a Visitor Pass. Of those without an RPP, 69 percent are "Other Associates," 22 percent are Nurses, and eight percent are Physicians or Advanced Practice Practitioners.

Chart G-9
Hospital-Affiliated On-Street Parkers by Permit Status and Affiliation



ATTACHMENT H
GUTS Ridership Data


Daily Dupont Ridership (9/19/2022)
Includes University Owned and Contract Buses
Number of Passengers
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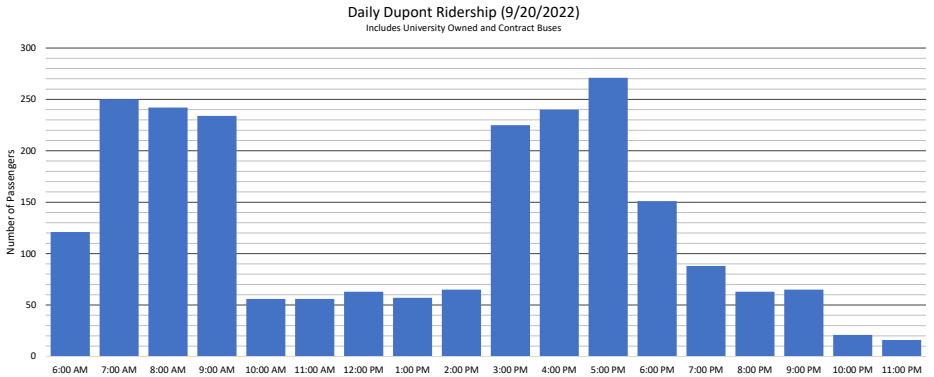
Daily Dupont Ridership (9/20/2022)
Includes University Owned and Contract Buses
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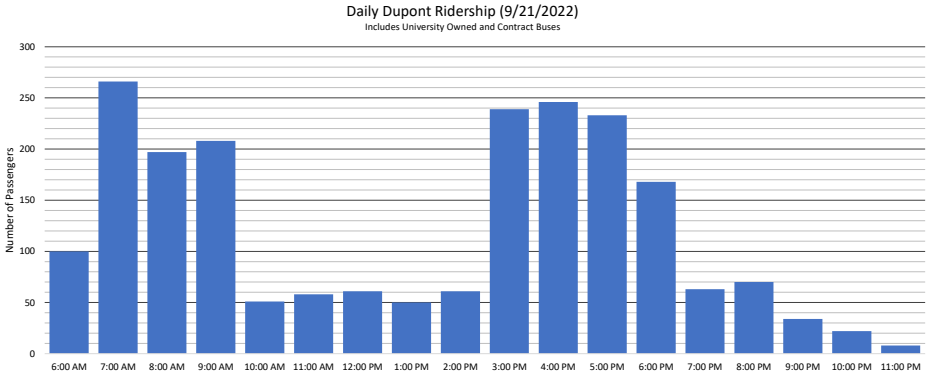
Daily Dupont Ridership (9/21/2022)
Includes University Owned and Contract Buses
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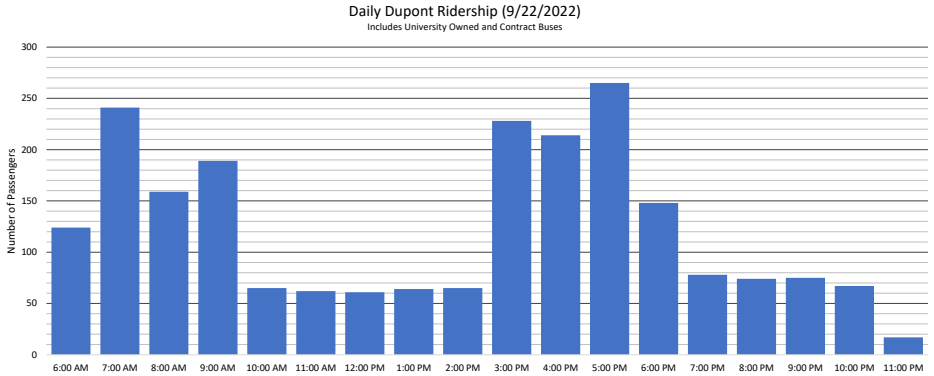
Daily Dupont Ridership (9/22/2022)
Includes University Owned and Contract Buses
Number of Passengers
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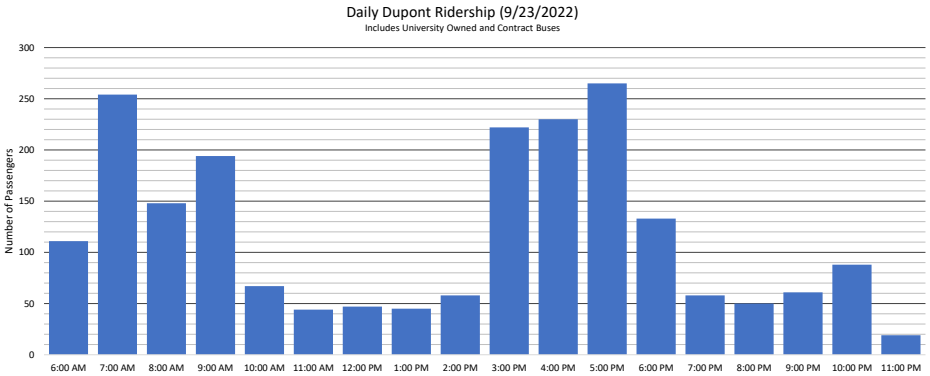
Daily Dupont Ridership (9/23/2022)
Includes University Owned and Contract Buses
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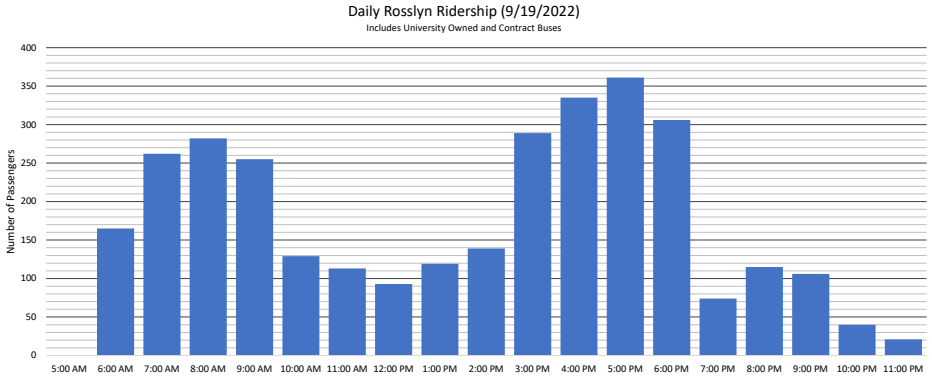
Daily Rosslyn Ridership (9/19/2022)
Includes University Owned and Contract Buses
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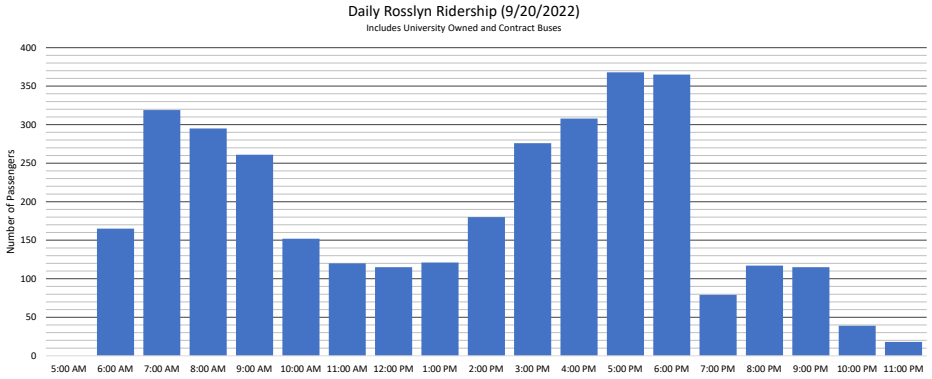
Daily Rosslyn Ridership (9/20/2022)
Includes University Owned and Contract Buses
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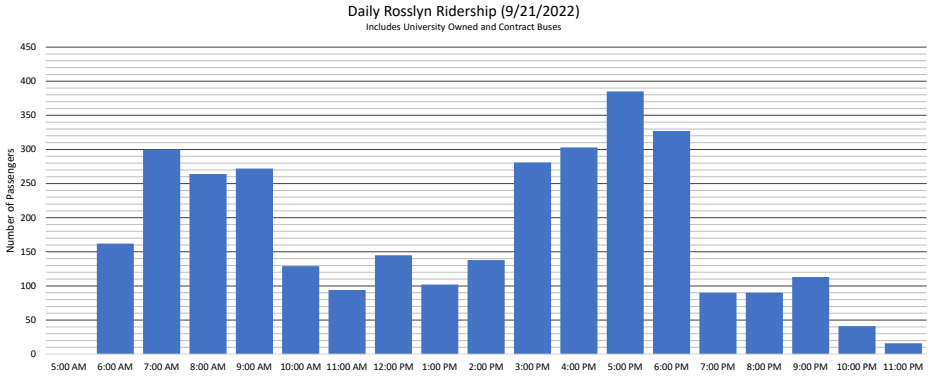
Daily Rosslyn Ridership (9/21/2022)
Includes University Owned and Contract Buses
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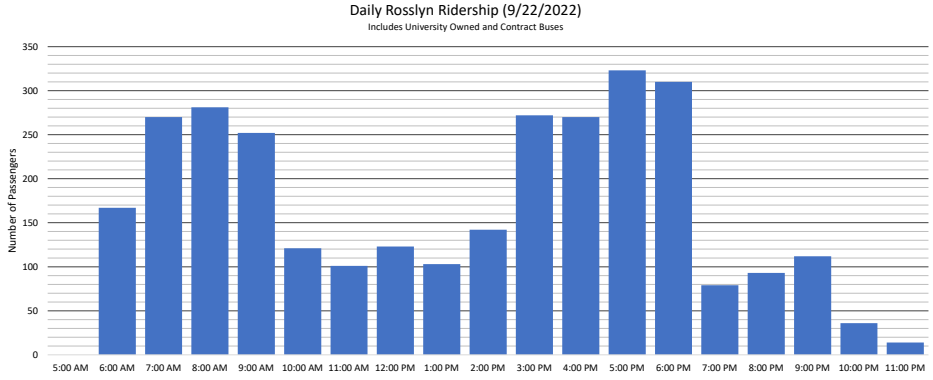
Daily Rosslyn Ridership (9/22/2022)
Includes University Owned and Contract Buses
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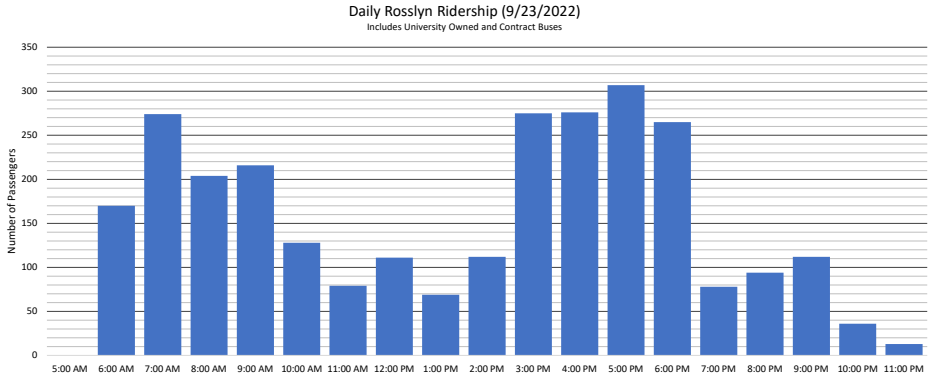
Daily Rosslyn Ridership (9/23/2022)
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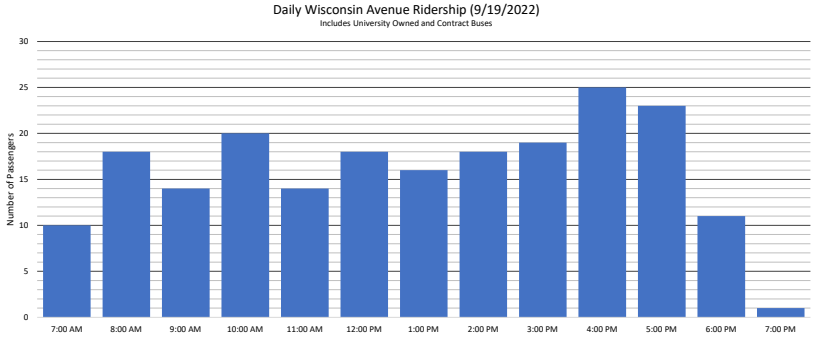
Daily Wisconsin Avenue Ridership (9/19/2022)
Includes University Owned and Contract Buses
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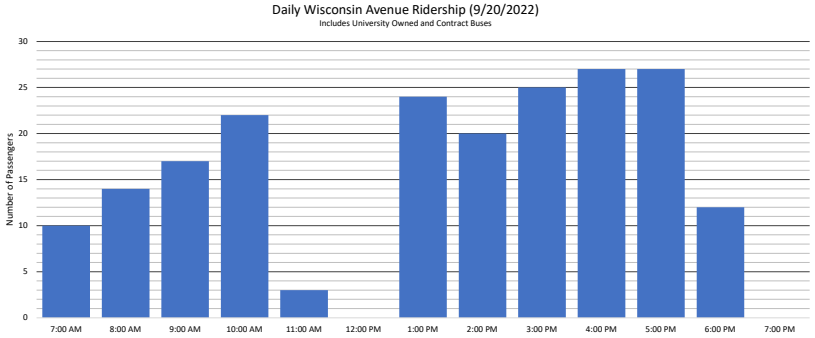
Daily Wisconsin Avenue Ridership (9/20/2022)
Includes University Owned and Contract Buses
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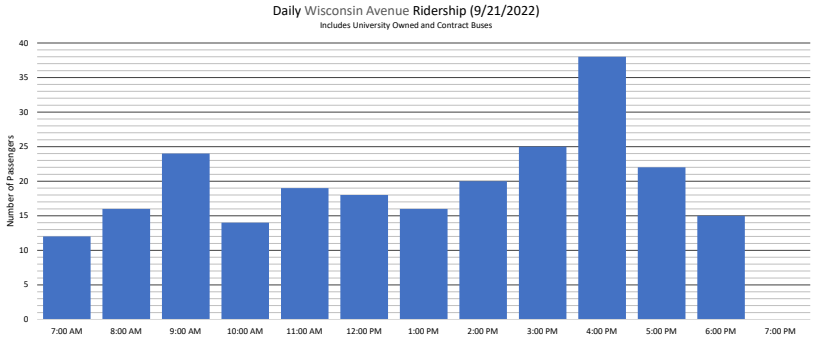
Daily Wisconsin Avenue Ridership (9/21/2022)
Includes University Owned and Contract Buses
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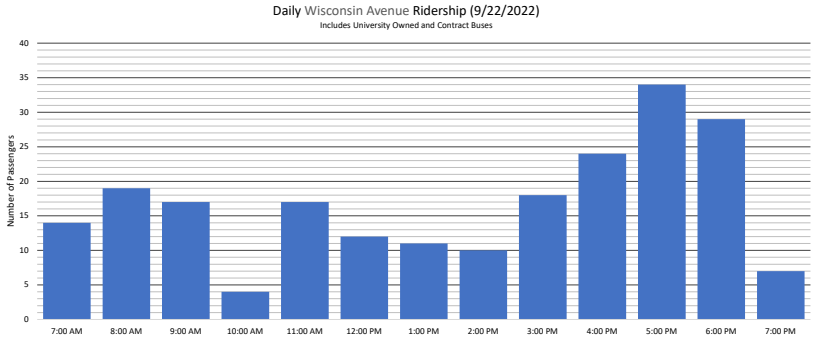
Daily Wisconsin Avenue Ridership (9/22/2022)
Includes University Owned and Contract Buses
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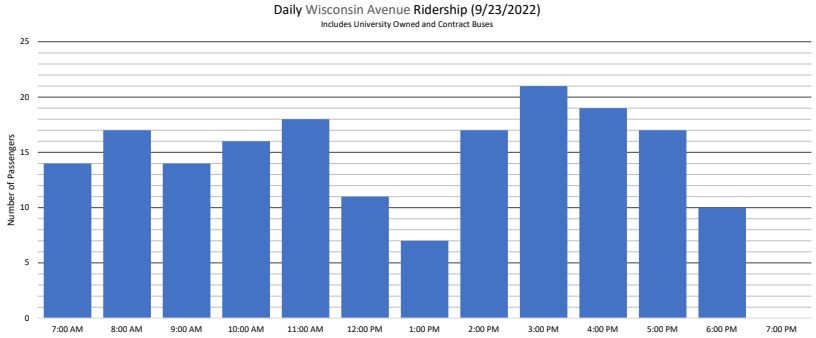
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Includes University Owned and Contract Buses
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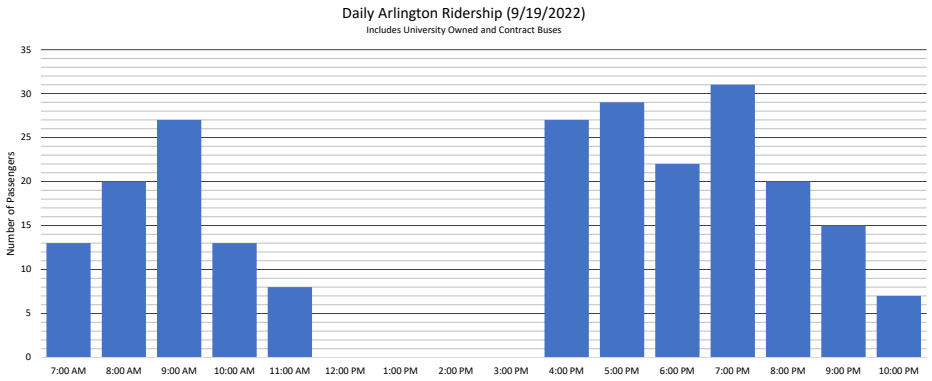
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Includes University Owned and Contract Buses
Number of Passengers
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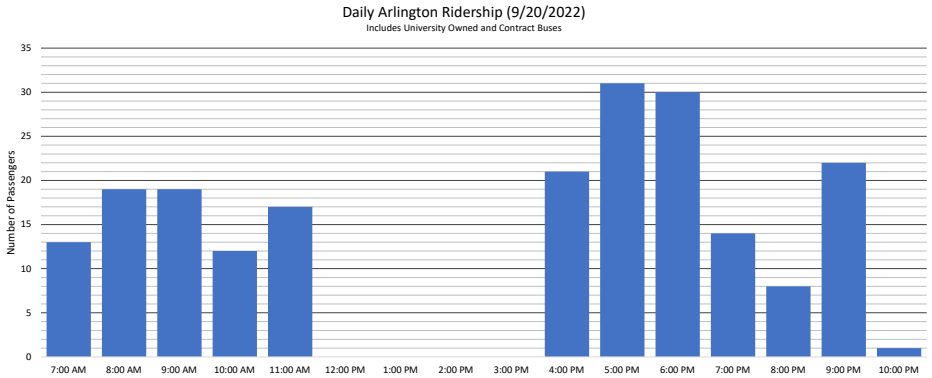
Daily Arlington Ridership (9/20/2022)
Includes University Owned and Contract Buses
Number of Passengers
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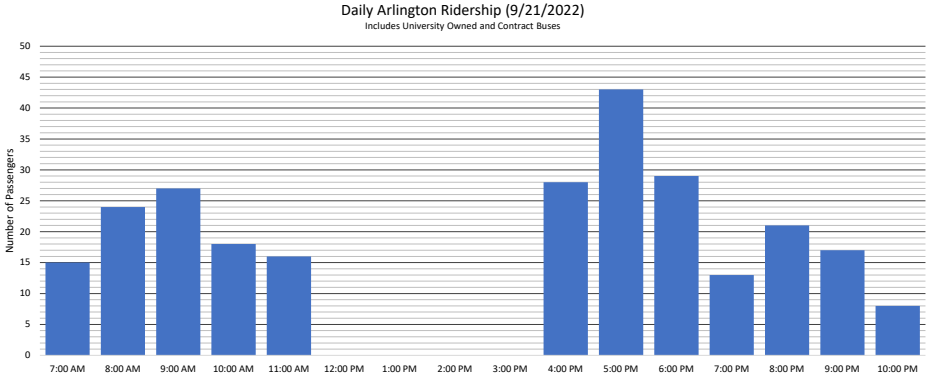
Daily Arlington Ridership (9/21/2022)
Includes University Owned and Contract Buses
Number of Passengers
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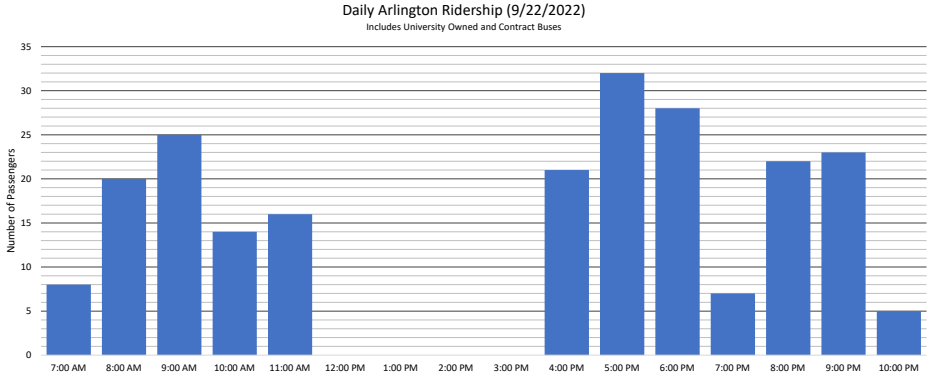
Daily Arlington Ridership (9/22/2022)
Includes University Owned and Contract Buses
Number of Passengers
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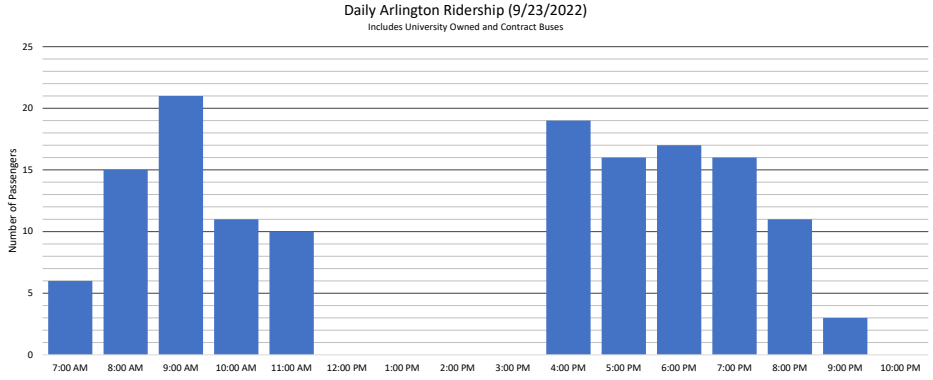
Daily Arlington Ridership (9/23/2022)
Includes University Owned and Contract Buses
Number of Passengers
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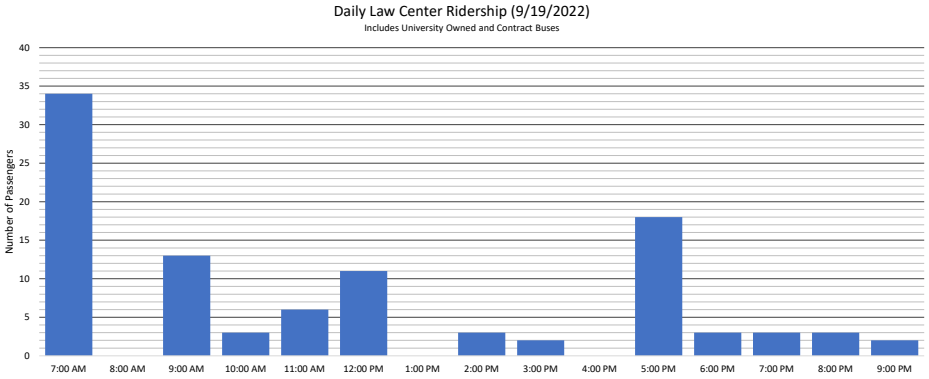
Daily Law Center Ridership (9/19/2022)
Includes University Owned and Contract Buses
Number of Passengers
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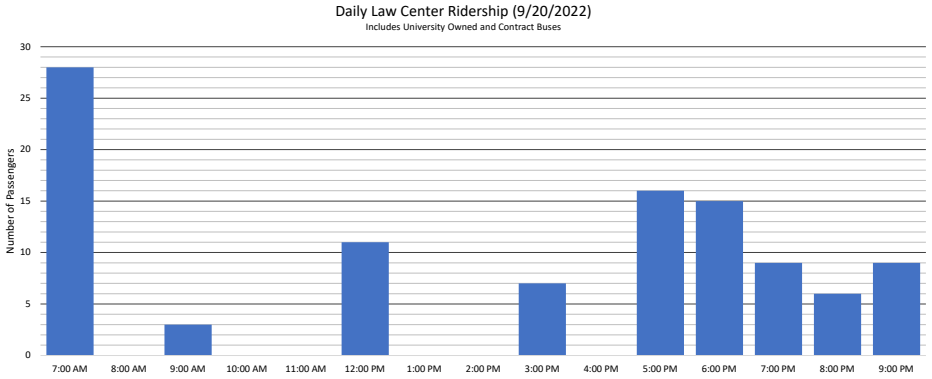
Daily Law Center Ridership (9/20/2022)
Includes University Owned and Contract Buses
Number of Passengers
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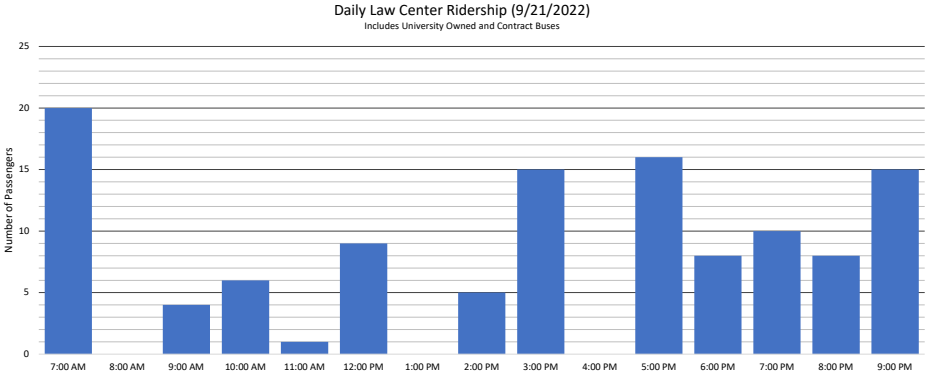
Daily Law Center Ridership (9/21/2022)
Includes University Owned and Contract Buses
Number of Passengers
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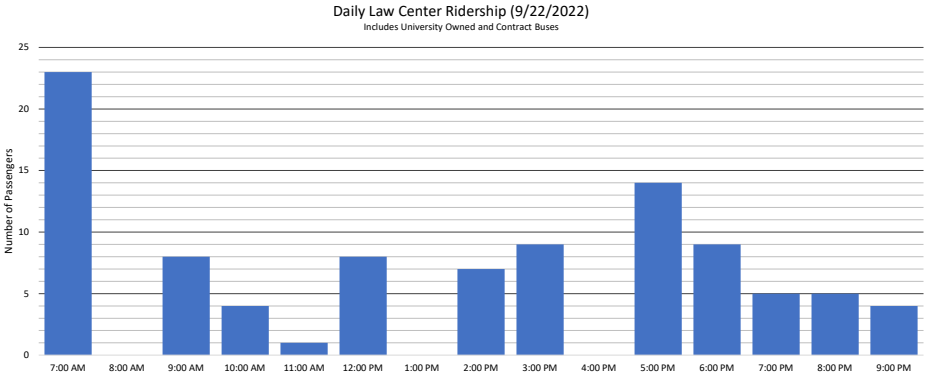
Daily Law Center Ridership (9/22/2022)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
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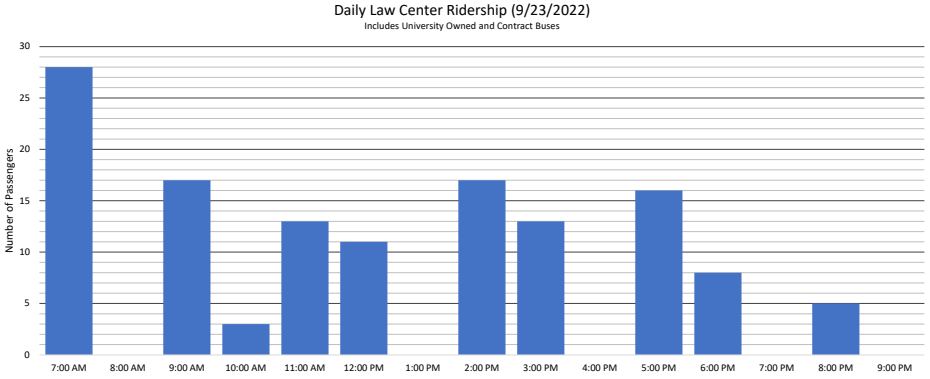
9:00 PM


Daily Law Center Ridership (9/23/2022)
Includes University Owned and Contract Buses
Number of Passengers
0
5
10
15
20
25
30
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
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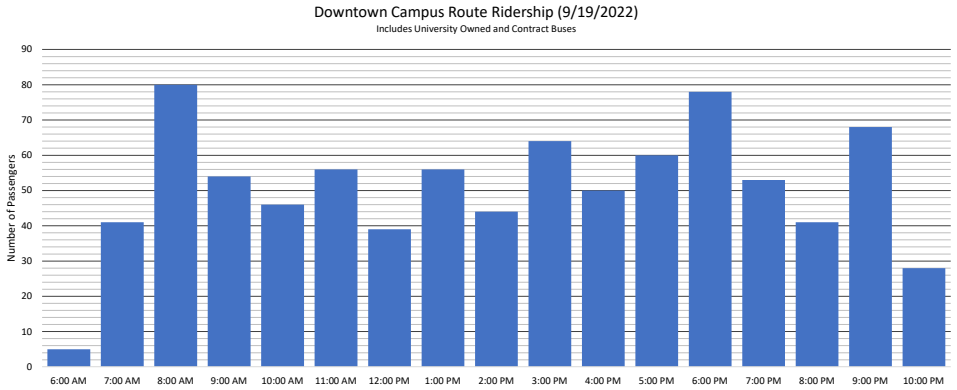
Downtown Campus Route Ridership (9/19/2022)
Includes University Owned and Contract Buses
Number of Passengers
0
10
20
30
40
50
60
70
80
90
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
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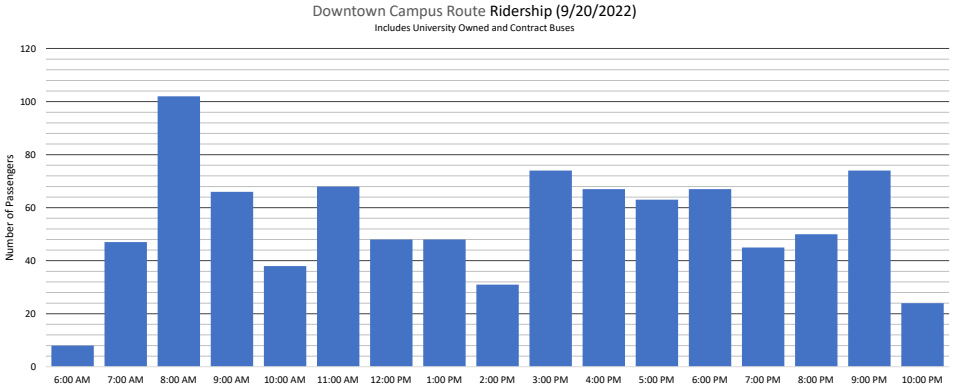
Downtown Campus Route Ridership (9/20/2022)
Includes University Owned and Contract Buses
Number of Passengers
0
20
40
60
80
100
120
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
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4:00 PM
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6:00 PM
7:00 PM
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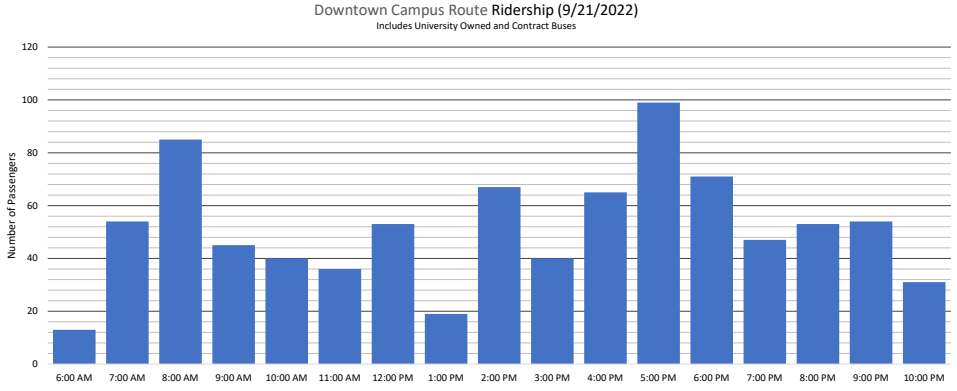
Downtown Campus Route Ridership (9/21/2022)
Includes University Owned and Contract Buses
Number of Passengers
0
20
40
60
80
100
120
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
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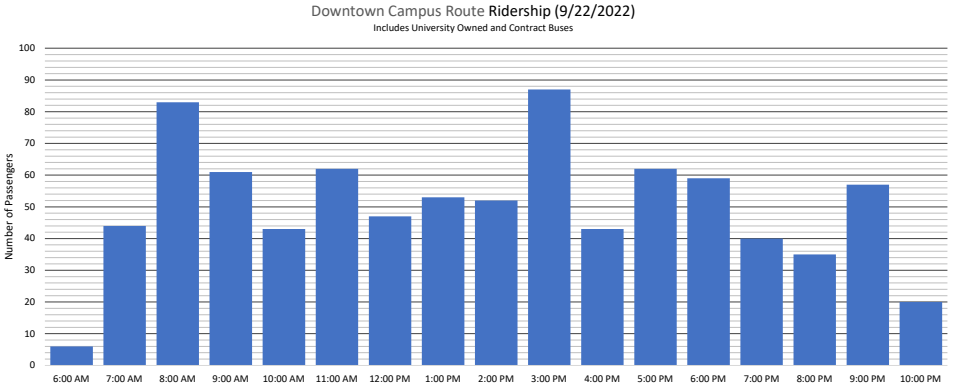
Downtown Campus Route Ridership (9/22/2022)
Includes University Owned and Contract Buses
Number of Passengers
0
10
20
30
40
50
60
70
80
90
100
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
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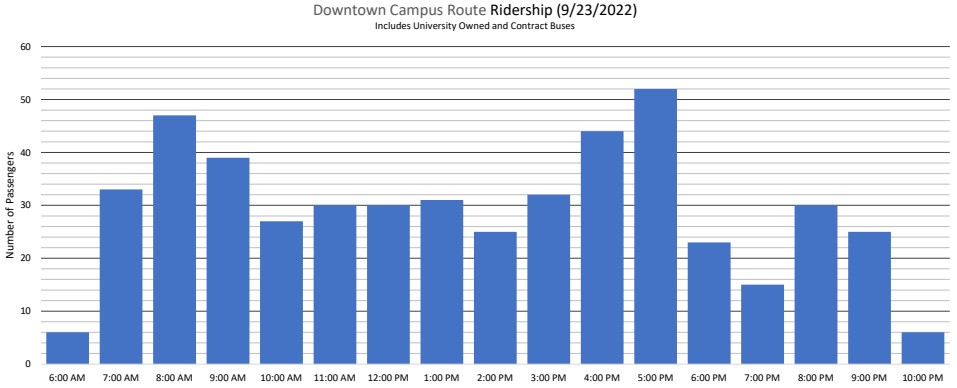
Downtown Campus Route Ridership (9/23/2022)
Includes University Owned and Contract Buses
Number of Passengers
0
10
20
30
40
50
60
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
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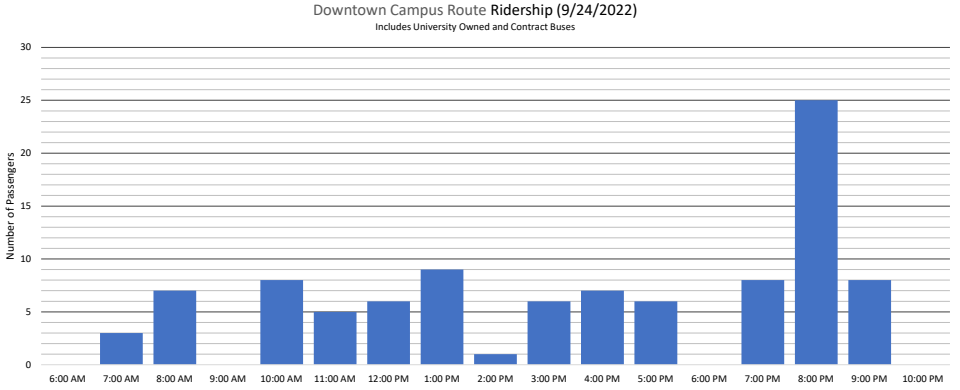
Downtown Campus Route Ridership (9/24/2022)
Includes University Owned and Contract Buses
Number of Passengers
0
5
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20
25
30
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
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