



DUQUESNE UNIVERSITY  
2018 IMP

PARKING, TRAFFIC AND TRANSPORTATION  
DEMAND MANAGEMENT STRATEGIES  
TECHNICAL MEMORANDUM #2

Prepared for:  
DUQUESNE UNIVERSITY  
Pittsburgh, Pennsylvania

Prepared by:  
TRANS ASSOCIATES ENGINEERING CONSULTANTS, INC.  
Pittsburgh, Pennsylvania

December 10, 2018

# **PARKING ANALYSIS**



**TABLE 1 (Cont.)  
PARKING INVENTORY AND SPACE ALLOCATION  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Parking Facility	Number of Parking Spaces							
	Standard	Permit	ADA	Reserved	Van Pool	Hybrid	Loading	TOTAL
Bluff Street								
St. Martin Hall	--	6	--	--	--	--	--	6
Arthur J. Rooney Field	--	9	--	10	--	--	--	19
Richard King Mellon Hall of Science	--	10	6	3	--	--	--	19
Bayer Learning Center	--	10	--	--	--	--	--	10
<b>Subtotal, Bluff Street</b>	<b>0</b>	<b>35</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>
<b>McAnulty Drive</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
Boyd Street								
Eastside	--	9	--	--	--	--	--	9
Westside	--	4	4	2	--	--	--	10
<b>Subtotal, Boyd Street</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
Shingiss Street								
Eastside	--	--	1	2	--	--	--	3
Westside	--	9	--	3	--	--	--	12
<b>Subtotal, Shingiss Street</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
Locust Street								
Shingiss Street to Boyd Street	--	--	3	--	--	--	--	3
McAnulty Drive to Locust Street Garage, Northside	--	14	2	1	--	--	--	17
McAnulty Drive to Locust Street Garage, Southside	--	12	--	3	--	--	--	15
Seitz Street to Magee Street, Northside	--	10	--	--	--	--	--	10
Seitz Street to Magee Street, Southside	--	8	--	--	--	--	--	8
<b>Subtotal, Locust Street</b>	<b>0</b>	<b>44</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
<b>Brottier Hall Circle</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>Subtotal, On-Street</b>	<b>8</b>	<b>156</b>	<b>25</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230</b>
<b>TOTAL – All Parking Facilities</b>	<b>676</b>	<b>2,297</b>	<b>72</b>	<b>87</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3,142</b>

Source: Field Verified by Trans Associates during April 2018.

**TABLE 2**  
**PARKING INVENTORY AND ADA SPACE ALLOCATION - 2018**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

Parking Facility	Total Parking Spaces <sup>(1)</sup>	2018 Number of ADA Spaces <sup>(1)</sup>	% ADA Spaces	ADA Spaces Required by City Zoning Code
<b><i>Parking Garages</i></b>				
Forbes Avenue Garage	724	15	2.1%	14
Locust Street Garage	1,674	21	1.3%	27
Brottier Hall Garage	81	0	0.0%	4
<b>Subtotal, Parking Garages</b>	<b>2,479</b>	<b>36</b>	<b>1.5%</b>	<b>45</b>
<b><i>Parking Lots</i></b>				
Lot 1	46	2	0.0%	2
Under Locust Garage - Gibbon Street Near Magee Street	61	--	0.0%	3
Under Locust Garage - Middle of Gibbon Street	10	--	0.0%	1
Forbes Avenue Lot	139	5	3.6%	5
Upper Fisher Lot	19	2	10.5%	1
Lower Fisher Lot	19	--	0.0%	1
Stevenson Street/Des Place	12	--	0.0%	1
Stevenson Street/Public Safety Building	11	--	0.0%	1
Vickroy Street	47	--	0.0%	2
Duquesne Towers	7	--	0.0%	1
Bluff Street Lot	40	2	5.0%	2
Trinity Hall	22	--	0.0%	1
<b>Subtotal - Parking Lots</b>	<b>433</b>	<b>11</b>	<b>2.5%</b>	<b>21</b>
<b><i>On-Street Parking</i></b>				
Gibbon Street	31	--	0.0%	2
Magee Street (Locust Street to Forbes Avenue)	12	5	41.7%	1
Seitz Street	30	--	0.0%	2
Upper Magee Street	4	--	0.0%	1
Bluff Street	54	6	11.1%	3
McAnulty Drive	4	4	100.0%	1
Boyd Street	19	4	21.1%	1
Shingiss Street	15	1	6.7%	1
Locust Street	53	5	9.4%	3
Brottier Hall Circle	8	--	0.0%	1
<b>Subtotal - On-Street</b>	<b>230</b>	<b>25</b>	<b>10.9%</b>	<b>16</b>
<b>TOTAL</b>	<b>3,142</b>	<b>72</b>	<b>2.3%</b>	<b>82</b>

(1) Field verified by TA during April 2018



**TABLE 3  
PARKING ACCUMULATION COUNT SUMMARY - 2018  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Parking Facility	Parking Capacity <sup>(1)</sup>	Number of Parked Vehicles <sup>(2)</sup>														
		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
<i>Parking Garages</i>																
<b>Forbes Avenue Garage</b>																
Standard Spaces	668	162	250	535	663	668	671	667	632	584	488	388	377	322	271	122
Permit Spaces	25	7	11	16	17	14	15	15	15	12	8	3	3	1	1	1
ADA Spaces	15	12	12	14	8	12	13	12	8	6	4	4	2	2	1	0
Reserved Spaces	9	4	4	9	8	8	8	6	8	8	7	7	6	6	5	7
Van Pool Spaces	4	0	0	0	2	4	4	4	4	4	3	2	2	2	2	1
Hybrid Spaces	3	0	1	3	3	3	3	3	3	3	3	2	0	0	0	0
<b>Subtotal, Forbes Avenue Garage</b>	<b>724</b>	<b>185</b>	<b>278</b>	<b>577</b>	<b>701</b>	<b>709</b>	<b>714</b>	<b>707</b>	<b>670</b>	<b>617</b>	<b>513</b>	<b>406</b>	<b>390</b>	<b>333</b>	<b>280</b>	<b>131</b>
<b>Locust Street Garage</b>																
Permit Spaces	1,641	499	719	1,128	1,353	1,570	1,660	1,673	1,633	1,457	1,310	1,095	975	863	753	609
ADA Spaces	21	3	4	9	12	14	14	15	16	14	10	8	6	3	1	1
Reserved Spaces	12	5	5	6	7	7	8	7	7	7	7	6	4	3	3	5
<b>Subtotal, Locust Street Garage</b>	<b>1,674</b>	<b>507</b>	<b>728</b>	<b>1,143</b>	<b>1,372</b>	<b>1,591</b>	<b>1,682</b>	<b>1,695</b>	<b>1,656</b>	<b>1,478</b>	<b>1,327</b>	<b>1,109</b>	<b>985</b>	<b>869</b>	<b>757</b>	<b>615</b>
<b>Brottier Hall Garage</b>																
Permit Spaces <sup>(3)</sup>	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81
<b>Subtotal, Parking Garages</b>	<b>2,479</b>	<b>773</b>	<b>1,087</b>	<b>1,801</b>	<b>2,154</b>	<b>2,381</b>	<b>2,477</b>	<b>2,483</b>	<b>2,407</b>	<b>2,176</b>	<b>1,921</b>	<b>1,596</b>	<b>1,456</b>	<b>1,283</b>	<b>1,118</b>	<b>827</b>
<b>Percent Occupied, Parking Garages</b>	<b>--</b>	<b>31%</b>	<b>44%</b>	<b>73%</b>	<b>87%</b>	<b>96%</b>	<b>100%</b>	<b>100%</b>	<b>97%</b>	<b>88%</b>	<b>77%</b>	<b>64%</b>	<b>59%</b>	<b>52%</b>	<b>45%</b>	<b>33%</b>
<i>Parking Lots</i>																
<b>Lot 1</b>																
Permit Spaces	44	18	31	43	44	45	44	42	42	32	29	21	19	12	12	11
ADA Spaces	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal, Lot 1</b>	<b>46</b>	<b>18</b>	<b>31</b>	<b>43</b>	<b>44</b>	<b>45</b>	<b>44</b>	<b>42</b>	<b>42</b>	<b>32</b>	<b>29</b>	<b>21</b>	<b>19</b>	<b>12</b>	<b>12</b>	<b>11</b>
<b>Under Locust Garage - Gibbon Street Near Magee Street</b>																
Permit Spaces	57	50	52	55	57	57	57	57	57	51	53	54	55	53	54	53
Reserved Spaces	4	1	2	3	3	4	4	3	2	3	3	3	3	3	1	0
<b>Subtotal, Under Locust Garage - Gibbon Street Near Magee Street</b>	<b>61</b>	<b>51</b>	<b>54</b>	<b>58</b>	<b>60</b>	<b>61</b>	<b>61</b>	<b>60</b>	<b>59</b>	<b>54</b>	<b>56</b>	<b>57</b>	<b>58</b>	<b>56</b>	<b>55</b>	<b>53</b>
<b>Under Locust Garage - Middle of Gibbon Street</b>																
Permit Spaces	10	5	6	5	6	5	6	8	6	5	3	3	1	1	1	1
<b>Forbes Avenue Lot</b>																
Permit Spaces	134	34	54	95	118	125	129	131	129	101	83	68	52	41	31	25
ADA Spaces	5	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0
<b>Subtotal, Under Locust Garage - Gibbon Street Near Magee Street</b>	<b>139</b>	<b>34</b>	<b>54</b>	<b>95</b>	<b>118</b>	<b>125</b>	<b>130</b>	<b>132</b>	<b>130</b>	<b>102</b>	<b>84</b>	<b>68</b>	<b>52</b>	<b>41</b>	<b>31</b>	<b>25</b>
<b>Upper Fisher Lot</b>																
Permit Spaces	12	1	7	7	9	10	9	9	8	7	4	3	2	1	1	0
ADA Spaces	2	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0
Reserved Spaces	5	0	0	0	0	1	2	3	3	2	2	1	0	1	1	0
<b>Subtotal, Upper Fisher Lot</b>	<b>19</b>	<b>1</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>
<b>Lower Fisher Lot</b>																
Permit Spaces	18	10	12	13	13	14	14	12	14	10	9	6	4	1	1	0
Reserved Spaces	1	1	1	1	0	0	0	0	0	0	1	1	1	1	1	0
<b>Subtotal, Lower Fisher Lot</b>	<b>19</b>	<b>11</b>	<b>13</b>	<b>14</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>
<b>Stevenson Street/Des Place</b>																
Permit Spaces	10	10	10	10	10	10	12	9	9	4	4	3	3	3	3	3
Loading Dock	2	0	2	1	2	1	2	1	2	2	1	1	1	1	1	1
<b>Subtotal, Stevenson Street/Des Place</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>14</b>	<b>10</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>Stevenson Street/Public Safety Building</b>																
Permit Spaces	10	6	4	5	8	7	6	9	7	10	7	5	5	6	7	3
Loading Dock	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal, Stevenson Street/Public Safety Building</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>3</b>
<b>Vickroy Street</b>																
Permit Spaces	38	38	37	40	40	40	37	41	42	39	39	36	36	37	37	38
Reserved Spaces	9	9	9	9	9	9	9	9	9	8	7	7	7	8	8	9
<b>Subtotal, Vickroy Street</b>	<b>47</b>	<b>47</b>	<b>46</b>	<b>49</b>	<b>49</b>	<b>49</b>	<b>46</b>	<b>50</b>	<b>51</b>	<b>47</b>	<b>46</b>	<b>43</b>	<b>43</b>	<b>45</b>	<b>45</b>	<b>47</b>
<b>Duquesne Towers</b>																
Permit Spaces	7	8	8	9	9	9	9	9	8	8	7	9	6	6	8	7

**TABLE 3 (Cont.)  
PARKING ACCUMULATION COUNT SUMMARY - 2018  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Parking Facility	Parking Capacity <sup>(1)</sup>	Number of Parked Vehicles <sup>(2)</sup>														
		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
<b>Bluff Street Lot</b>																
Permit Spaces	32	2	10	23	25	25	26	22	25	25	21	4	2	2	2	1
ADA Spaces	2	0	1	2	2	2	2	2	2	2	1	0	0	0	0	0
Reserved Spaces	6	0	0	4	5	6	5	6	6	6	6	5	0	0	0	0
<b>Subtotal, Bluff Street Lot</b>	<b>40</b>	<b>2</b>	<b>11</b>	<b>29</b>	<b>32</b>	<b>33</b>	<b>33</b>	<b>30</b>	<b>33</b>	<b>33</b>	<b>28</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>
<b>Trinity Hall</b>																
Permit Spaces	22	15	16	16	14	15	15	16	15	14	14	14	15	15	13	13
<b>Subtotal, Parking Lots</b>	<b>433</b>	<b>209</b>	<b>263</b>	<b>342</b>	<b>374</b>	<b>386</b>	<b>390</b>	<b>392</b>	<b>389</b>	<b>331</b>	<b>296</b>	<b>244</b>	<b>212</b>	<b>192</b>	<b>182</b>	<b>165</b>
<b>Percent Occupied - Parking Lots</b>	<b>--</b>	<b>48%</b>	<b>61%</b>	<b>79%</b>	<b>86%</b>	<b>89%</b>	<b>90%</b>	<b>91%</b>	<b>90%</b>	<b>76%</b>	<b>68%</b>	<b>56%</b>	<b>49%</b>	<b>44%</b>	<b>42%</b>	<b>38%</b>
<i>On-Street Parking</i>																
<b>Gibbon Street</b>																
Permit Spaces	14	8	13	13	14	14	13	14	10	9	9	9	9	9	10	10
Reserved Spaces	17	10	13	14	14	14	13	15	13	10	11	12	15	15	13	12
<b>Subtotal, Gibbon Street</b>	<b>31</b>	<b>18</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>28</b>	<b>26</b>	<b>29</b>	<b>23</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>24</b>	<b>24</b>	<b>23</b>	<b>22</b>
<b>Magee Street (Locust Street to Forbes Avenue)</b>																
Permit Spaces	7	4	6	6	7	6	7	7	6	6	5	3	7	5	4	4
ADA Spaces	5	1	1	1	2	2	1	1	1	0	0	0	0	1	1	1
<b>Subtotal, Magee Street (Locust to Forbes Avenue)</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>5</b>
<b>Seitz Street</b>																
Permit Spaces	30	31	30	31	31	31	30	30	29	29	29	27	30	29	31	30
<b>Upper Magee Street</b>																
Permit Spaces	4	5	5	7	7	7	6	6	7	5	6	5	4	3	5	5
<b>Bluff Street</b>																
Permit Spaces	35	30	30	30	31	30	31	32	32	27	26	27	30	30	25	25
ADA Spaces	6	5	5	5	6	6	6	6	4	5	1	1	1	1	2	1
Reserved Spaces	13	13	16	15	14	16	16	14	13	14	11	12	16	15	16	15
<b>Subtotal, Bluff Street</b>	<b>54</b>	<b>48</b>	<b>51</b>	<b>50</b>	<b>51</b>	<b>52</b>	<b>53</b>	<b>52</b>	<b>49</b>	<b>46</b>	<b>38</b>	<b>40</b>	<b>47</b>	<b>46</b>	<b>43</b>	<b>41</b>
<b>McAnulty Drive</b>																
ADA Spaces	4	1	2	3	3	4	4	3	2	3	4	4	4	3	2	1
<b>Boyd Street</b>																
Permit Spaces	13	13	15	14	13	16	15	14	15	14	13	8	14	10	6	9
ADA Spaces	4	1	3	3	3	3	3	3	2	2	0	0	1	0	0	0
Reserved Spaces	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
<b>Subtotal, Boyd Street</b>	<b>19</b>	<b>15</b>	<b>19</b>	<b>18</b>	<b>17</b>	<b>20</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>10</b>
<b>Shingiss Street</b>																
Permit Spaces	9	4	9	9	11	10	8	12	10	8	6	8	9	10	5	4
ADA Spaces	1	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0
Reserved Spaces	5	1	1	1	2	3	2	2	4	3	3	2	2	2	1	1
<b>Subtotal, Shingiss Street</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>15</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>5</b>
<b>Locust Street</b>																
Permit Spaces	44	43	46	47	47	48	48	51	50	47	49	45	48	43	41	43
ADA Spaces	5	2	1	2	5	4	2	4	4	3	2	1	2	3	1	1
Reserved Spaces	4	0	1	1	3	3	2	3	3	3	2	3	2	1	1	0
<b>Subtotal, Locust Street</b>	<b>53</b>	<b>45</b>	<b>48</b>	<b>50</b>	<b>55</b>	<b>55</b>	<b>52</b>	<b>58</b>	<b>57</b>	<b>53</b>	<b>53</b>	<b>49</b>	<b>52</b>	<b>47</b>	<b>43</b>	<b>44</b>
<b>Brottier Hall Circle</b>																
Standard Spaces	8	1	2	0	2	5	5	6	3	3	6	4	6	1	5	2
<b>Subtotal, On-Street Parking</b>	<b>230</b>	<b>174</b>	<b>200</b>	<b>203</b>	<b>216</b>	<b>223</b>	<b>213</b>	<b>225</b>	<b>210</b>	<b>193</b>	<b>185</b>	<b>173</b>	<b>202</b>	<b>182</b>	<b>170</b>	<b>165</b>
<b>Percent Occupied - On-Street Parking</b>	<b>--</b>	<b>76%</b>	<b>87%</b>	<b>88%</b>	<b>94%</b>	<b>97%</b>	<b>93%</b>	<b>98%</b>	<b>91%</b>	<b>84%</b>	<b>80%</b>	<b>75%</b>	<b>88%</b>	<b>79%</b>	<b>74%</b>	<b>72%</b>
<i>TOTAL</i>																
<b>TOTAL, ALL PARKERS</b>	<b>3,142</b>	<b>1,156</b>	<b>1,550</b>	<b>2,346</b>	<b>2,744</b>	<b>2,990</b>	<b>3,080</b>	<b>3,100</b>	<b>3,006</b>	<b>2,700</b>	<b>2,402</b>	<b>2,013</b>	<b>1,870</b>	<b>1,657</b>	<b>1,470</b>	<b>1,157</b>
<b>Percent Occupied - All Campus Parking Facilities</b>	<b>--</b>	<b>37%</b>	<b>49%</b>	<b>75%</b>	<b>87%</b>	<b>95%</b>	<b>98%</b>	<b>99%</b>	<b>96%</b>	<b>86%</b>	<b>76%</b>	<b>64%</b>	<b>60%</b>	<b>53%</b>	<b>47%</b>	<b>37%</b>



**TABLE 3 (Cont.)  
PARKING ACCUMULATION COUNT SUMMARY - 2018  
DUQUESNE UNIVERSITY IMP  
Pittsburgh, Pennsylvania**

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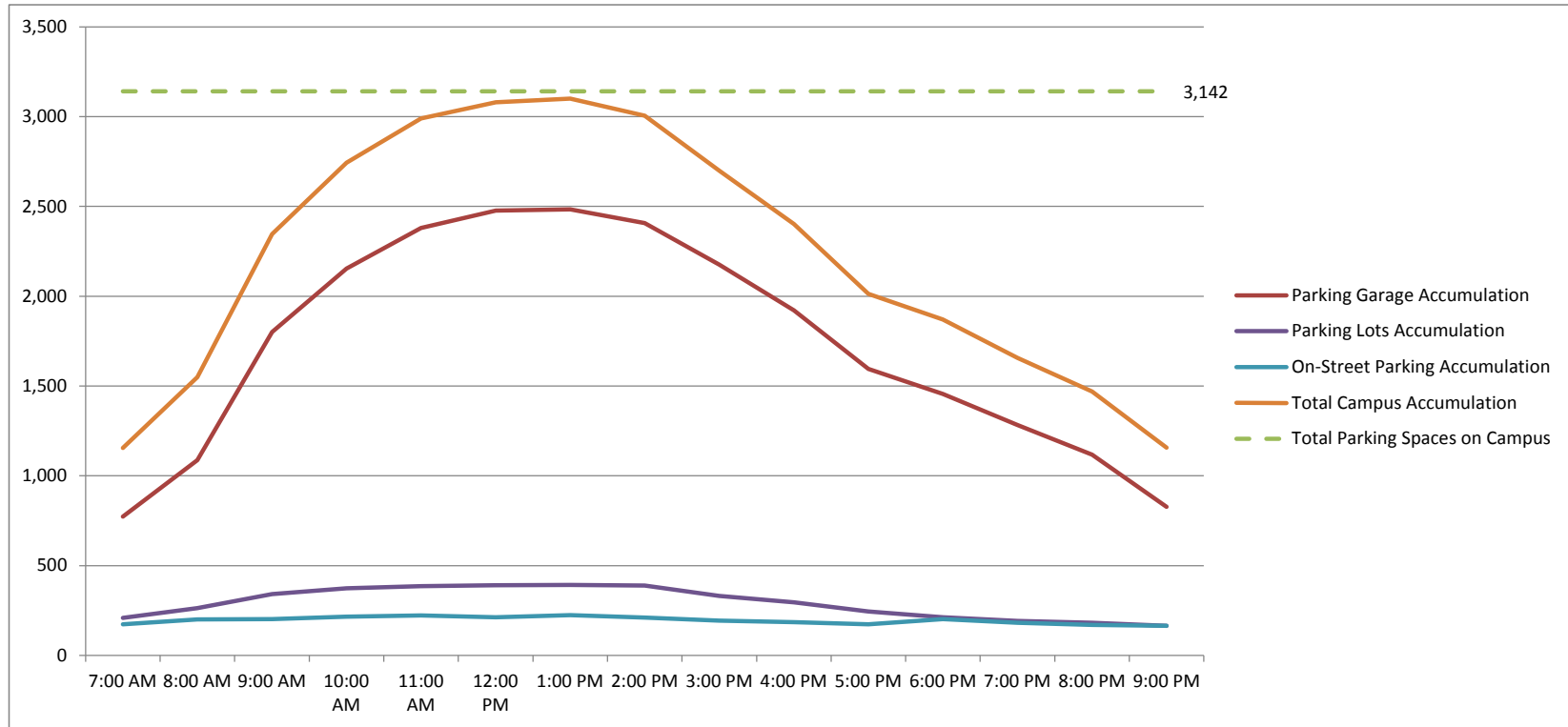
(1) From Table 1.

(2) Accumulation count was conducted on Thursday, April 12, 2018.

(3) Brottier Hall Garage assumed to be fully occupied by permit parkers at all times, based on information provided by Duquesne University..

Source: Summarized by Trans Associates.

**Figure 2**  
**PARKING ACCUMULATION COUNT SUMMARY GRAPH - 2018**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**



**TABLE 4  
MAXIMUM PARKING ACCUMULATION and SPACE AVAILABILITY - APRIL 12, 2018  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Parking Facility	Parking Capacity <sup>(1)</sup>	Maximum Parking Accumulation <sup>(2)</sup>	Available Spaces at Maximum Accumulation Time
<b>Parking Garages</b>			
<b>Forbes Avenue Garage</b>			
Standard Spaces	668	667	1
Permit Spaces	25	15	10
ADA Spaces	15	12	3
Reserved Spaces	9	6	3
Van Pool Spaces	4	4	0
Hybrid Spaces	3	3	0
<b>Subtotal, Forbes Avenue Garage</b>	<b>724</b>	<b>707</b>	<b>17</b>
<b>Locust Street Garage</b>			
Permit Spaces	1,641	1,673	-32
ADA Spaces	21	15	6
Reserved Spaces	12	7	5
<b>Subtotal, Locust Street Garage</b>	<b>1,674</b>	<b>1,695</b>	<b>-21</b>
<b>Brottler Hall Garage</b>			
Permit Spaces	81	81	0
<b>Subtotal, Parking Garages</b>	<b>2,479</b>	<b>2,483</b>	<b>-4</b>
<b>Parking Lots</b>			
<b>Lot 1</b>			
Permit Spaces	44	42	2
ADA Spaces	2	0	2
<b>Subtotal, Lot 1</b>	<b>46</b>	<b>42</b>	<b>4</b>
<b>Under Locust Garage - Gibbon Street Near Magee Street</b>			
Permit Spaces	57	57	0
Reserved Spaces	4	3	1
<b>Subtotal, Under Locust Garage - Gibbon Street Near Magee Street</b>	<b>61</b>	<b>60</b>	<b>1</b>
<b>Under Locust Garage - Middle of Gibbon Street</b>			
Permit Spaces	10	8	2
<b>Forbes Avenue Lot</b>			
Permit Spaces	134	131	3
ADA Spaces	5	1	4
<b>Subtotal, Under Locust Garage - Middle of Gibbon Street</b>	<b>139</b>	<b>132</b>	<b>7</b>
<b>Upper Fisher Lot</b>			
Permit Spaces	12	9	3
ADA Spaces	2	2	0
Reserved Spaces	5	3	2
<b>Subtotal, Upper Fisher Lot</b>	<b>19</b>	<b>14</b>	<b>5</b>
<b>Lower Fisher Lot</b>			
Permit Spaces	18	12	6
Reserved Spaces	1	0	1
<b>Subtotal, Lower Fisher Lot</b>	<b>19</b>	<b>12</b>	<b>7</b>
<b>Stevenson Street/Des Place</b>			
Permit Spaces	10	9	1
Loading Dock	2	1	1
<b>Subtotal, Stevenson Street/Des Place</b>	<b>12</b>	<b>10</b>	<b>2</b>
<b>Stevenson Street/Public Safety Building</b>			
Permit Spaces	10	9	1
Loading Dock	1	0	1
<b>Subtotal, Stevenson Street/Public Safety Building</b>	<b>11</b>	<b>9</b>	<b>2</b>
<b>Vickroy Street</b>			
Permit Spaces	38	41	-3
Reserved Spaces	9	9	0
<b>Subtotal, Vickroy Street</b>	<b>47</b>	<b>50</b>	<b>-3</b>
<b>Duquesne Towers</b>			
Permit Spaces	7	9	-2
<b>Bluff Street Lot</b>			
Permit Spaces	32	22	10
ADA Spaces	2	2	0
Reserved Spaces	6	6	0
<b>Subtotal, Bluff Street Lot</b>	<b>40</b>	<b>30</b>	<b>10</b>
<b>Trinity Hall</b>			
Permit Spaces	22	16	6
<b>Subtotal, Parking Lots</b>	<b>433</b>	<b>392</b>	<b>41</b>
<b>On-Street Parking</b>			
<b>Gibbon Street</b>			
Permit Spaces	14	14	0
Reserved Spaces	17	15	2
<b>Subtotal, Gibbon Street</b>	<b>31</b>	<b>29</b>	<b>2</b>
<b>Magee Street (Locust Street to Forbes Avenue)</b>			
Permit Spaces	7	7	0
ADA Spaces	5	1	4
<b>Subtotal, Magee Street (Locust to Forbes Avenue)</b>	<b>12</b>	<b>8</b>	<b>4</b>
<b>Seitz Street</b>			
Permit Spaces	30	30	0
<b>Upper Magee Street</b>			
Permit Spaces	4	6	-2
<b>Bluff Street</b>			
Permit Spaces	35	32	3
ADA Spaces	6	6	0
Reserved Spaces	13	14	-1
<b>Subtotal, Bluff Street</b>	<b>54</b>	<b>52</b>	<b>2</b>
<b>McAnulty Drive</b>			
ADA Spaces	4	3	1
<b>Boyd Street</b>			
Permit Spaces	13	14	-1
ADA Spaces	4	3	1
Reserved Spaces	2	1	1
<b>Subtotal, Boyd Street</b>	<b>19</b>	<b>18</b>	<b>1</b>
<b>Shingiss Street</b>			
Permit Spaces	9	12	-3
ADA Spaces	1	1	0
Reserved Spaces	5	2	3
<b>Subtotal, Shingiss Street</b>	<b>15</b>	<b>15</b>	<b>0</b>
<b>Locust Street</b>			
Permit Spaces	44	51	-7
ADA Spaces	5	4	1
Reserved Spaces	4	3	1
<b>Subtotal, Locust Street</b>	<b>53</b>	<b>58</b>	<b>-5</b>
<b>Brottler Hall Circle</b>			
Standard Spaces	8	6	2
<b>Subtotal, On-Street Parking</b>	<b>230</b>	<b>225</b>	<b>5</b>
<b>TOTAL</b>			
<b>TOTAL, ALL PARKERS</b>	<b>3,142</b>	<b>3,100</b>	<b>42</b>

(1) From Table 1.

(2) From Table 3. Maximum parking accumulation occurred at 1:00 PM.

**TABLE 5**  
**EXISTING 2018 PARKING SUPPLY/DEMAND COMPARISONS**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

Parking Supply	Number of Parking Spaces <sup>(1)</sup>	Maximum Observed Parking Demand <sup>(2)</sup>	Parking Surplus or (Deficit) <sup>(3)</sup>
100% Efficiency	3,142	3,100	42
90% Efficiency	2,828	3,100	(272)

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(1) From Table 1.

(2) Maximum demand from Table 3 occurred at 1:00 PM.

(3) Parking supply minus maximum observed parking demand = parking surplus or (deficit).

Source: Analysis by Trans Associates.

**TABLE 6**  
**MAXIMUM 2018 CONDITIONS PARKING SUPPLY/DEMAND COMPARISONS**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

Parking Supply	Number of Parking Spaces <sup>(1)</sup>	Maximum Observed Parking Demand <sup>(2)</sup>	Parking Surplus or (Deficit) <sup>(3)</sup>
100% Efficiency	3,142	3,240	(98)
90% Efficiency	2,828	3,240	(412)

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(1) From Table 1.

(2) Maximum 2018 conditions would occur during the Fall 2018 semester. Based on total numbers of students provided by Duquesne University, the Spring 2018 parking demand was increased by 4.5 percent. (Fall 2018 students = 9,344. Spring 2018 students = 8,941.)

Source: Analysis by Trans Associates.

**TABLE 7**  
**FALL 2018 CURRENT NUMBERS OF PERSONS**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

Personnel Category	Number of Persons - Fall 2018
<b>Employees</b>	
<b>Faculty</b>	
Full-time	504
Part-time	448
<b>Subtotal, Faculty</b>	<b>952</b>
<b>Staff (non-faculty)</b>	
Full-time	1,059
Part-time	183
<b>Subtotal, Staff</b>	<b>1,242</b>
<b>Subtotal, Employees</b>	<b>2,194</b>
<b>Students</b>	
<b>Undergraduate Students</b>	
Live on campus	3,786
Live off-campus	2,288
<i>Subtotal, Undergraduate Students</i>	<i>6,074</i>
<b>Graduate Students</b>	
Live on campus	104
Live off-campus	3,166
<i>Subtotal, Undergraduate Students</i>	<i>3,270</i>
<b>Subtotal, On-Campus Students</b>	<b>9,344</b>
<b>Telecommuting Students (100% online)</b>	<b>564</b>
<b>Subtotal, Students</b>	<b>9,908</b>
<b>TOTAL</b>	<b>12,102</b>

Source: Personnel and student numbers provided by Duquesne University.  
Summary by Trans Associates

**TABLE 8**  
**SUMMARY OF WEEKDAY SPECIAL EVENTS and AVAILABLE PARKING**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

<b>Parking Available - Weekday Evenings, Tuesdays through Fridays</b>			
<b>Time</b>	<b>Parking Capacity<sup>(1)</sup></b>	<b>Parking Accumulation<sup>(2)</sup></b>	<b>Spaces Available for Special Events</b>
6:00 PM	3,142	1,870	1,272
7:00 PM	3,142	1,657	1,485
8:00 PM	3,142	1,470	1,672
9:00 PM	3,142	1,157	1,985

<b>Spring 2018 Weekday Evening Special Events</b>		
<b>Event</b>	<b>Number of Attendees</b>	<b>Vehicles Parked or Permitted</b>
Friday, January 26 - Epic Bingo (9:00 PM - 11:00 PM)	500	0-Student Event
Wednesday, February 14 - 2018 Darwin Day Talk	500	No Arrangements Made
Friday, February 23 - Pike Event (3:00 PM - 5:30 PM)	500	No Arrangements Made
Friday, March 16 - Rooney Symposium (8:00 AM - 9:00 PM)	800	No Arrangements Made
Tuesday, April 3 - Immaculee Ilibagiza (8:00 AM - 9:00 PM)	1000	No Arrangements Made, Mostly Internal
Tuesday, April 10 - Greek Week 2018 Forum (8:00 PM - 11:00 PM)	700	0-Student Event
Friday, April 13 - Greek Week God and Goddess (7:00 PM - 10:00 PM)	700	0-Student Event

(1) From Table 1.

(2) From Table 3.

**TABLE 9**  
**STUDENT SPRING 2018 AND FALL 2018 PARKING PERMITS**  
**Duquesne University IMP**  
**City of Pittsburgh, Allegheny County, Pennsylvania**

<b>STUDENTS</b>	<b>Spring 2018 Total Permit Holders</b>	<b>Fall 2018 Total Permit Holders</b>	<b>Increase or (Decrease) in Permits from Spring to Fall</b>
Locust Commuter	843	1,024	181
Locust Residents	383	404	21
Forbes Garage Commuters	450	424	(26)
Surface Students	744	691	(53)
Evening Garage	95	74	(21)
Shuttle	135	158	23
<b>Totals</b>	2,650	2,775	125

Source: Trans Associates



**TABLE 10**  
**EMPLOYEE SPRING 2018 AND FALL 2018 PARKING PERMITS**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

<b>EMPLOYEES</b>	<b>SPRING 2018 PERMITS</b>	<b>FALL 2018 PERMITS</b>	<b>INCREASE OR (DECREASE IN PERMITS FROM SPRING TO FALL)</b>
Full Annual (12 month) Permit Holders	1,164	1,132	(32)
3 Day Annual (12 month) Permit Holders	59	67	8
Evening Only Annual (12 month) Permit Holders	9	10	1
Academic (9 month) Permit Holders	58	61	3
Academic (9 month) 3 Day Permit Holders	98	112	14
<b>TOTALS</b>	<b>1,388</b>	<b>1,382</b>	<b>(6)</b>

Source: Trans Associates

**TABLE 11**  
**PARKING RATES FOR PUBLIC PARKING IN ON-CAMPUS PARKING**  
**Duquesne University IMP**  
**City of Pittsburgh, Allegheny County, Pennsylvania**

Visitors' Parking Rate for Forbes Avenue Garage

Weekday Rate: Monday through Friday, 5:00 AM to 5:00 PM

- 0 - 1 hours - \$5.00
- 1 - 2 hours - \$7.00
- 2 - 4 hours - \$9.00
- Over 4 hours - \$12.00
- Lost Ticket - \$30.00

Weekend/Evening Rate: Saturday or Sunday and evening, 5:00 PM to 2:00 AM

- \$6.00 for weekend/evening
- Legal Surface Parking does not require a permit on Sundays. However, reserved spaces are enforced 24/7 and the University reserves the right to restrict parking during special events and/or other University activities.

**Table 12**  
**SURVEY PARTICIPANTS**  
**Duquesne University Transportation Survey Results**  
**Pittsburgh, Pennsylvania**

Status	Number <sup>(1)</sup>	Percentage
Employees	557	37.2%
Students		
Undergraduate, Full-Time	678	45.2%
Undergraduate, Part-Time	9	0.6%
Graduate Student, Daytime	153	10.2%
Graduate Student, Evening Program	69	4.6%
Other	33	2.2%
<i>Subtotal, Students</i>	<i>942</i>	<i>62.8%</i>
<b>Total</b>	<b>1,499</b>	<b>100.0%</b>

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(1) Data collected through survey performed by Duquesne University during October 2018.

Source: Analysis by Trans Associates.

**TABLE 13**  
**NUMBER OF DAYS EMPLOYEES COMMUTE PER WEEK**  
**Duquesne University Transportation Survey Results**  
**Pittsburgh, Pennsylvania**

<b>During a typical 5-day work week, how many days do you commute to work?</b>		
<b>Days Commuting Per Week</b>	<b>Number of Employees<sup>(1)</sup></b>	<b>Percentage of Employees</b>
1	14	2.5%
2	18	3.2%
3	51	9.2%
4	48	8.6%
5	426	76.5%
<b>Total</b>	<b>557</b>	<b>100.0%</b>
<b>Average Commute Days Per Week</b>	<b>4.5</b>	

<b>In a typical 5-day workweek, which transportation mode did you use most often for your commute?</b>		
<b>Transportation Mode</b>	<b>Number of Employees<sup>(1)</sup></b>	<b>Percentage of Employees</b>
Drive + Parked On-Campus	378	67.9%
Drive + Park in Private Lot/Garage (With Lease)	56	10.1%
Drive + Park in Private Lot/Garage (Without Lease - Paid Hourly or Daily Parking Rate)	12	2.2%
Ride Duquesne Shuttle from the South Side	1	0.2%
Transit (Bus or Light Rail)	74	13.3%
Registered Carpool or Vanpool	2	0.4%
Dropped Off/Picked Up by Friend, Relative, Uber/Lyft, etc.	14	2.5%
Walk	4	0.7%
Bike	5	0.9%
Telecommute/Telework (Work from Home)	1	0.2%
Other	10	1.8%
<b>Total</b>	<b>557</b>	<b>100.0%</b>

<b>Employees</b>		
<b>Parking Location</b>	<b>Number of Employees<sup>(1)</sup></b>	<b>Percentage of Employees</b>
Park in the South Side and Ride the Duquesne Shuttle	1	0.2%
Park On-Campus	378	84.6%
Park in Private Lot/Garage (with Lease)	56	12.5%
Park in Private Lot/Garage (without Lease - Paid Hourly or Daily Parking Rate)	12	2.7%
<b>Total</b>	<b>447</b>	<b>100.0%</b>

**TABLE 13**  
**NUMBER OF DAYS EMPLOYEES COMMUTE PER WEEK**  
**Duquesne University Transportation Survey Results**  
**Pittsburgh, Pennsylvania**

<b>How many additional adults, besides yourself, were usually in the car with you?</b>		
<b>Adult Passengers in Cars (Including Driver)</b>	<b>Number of Employees<sup>(1)</sup></b>	<b>Percentage of Employees</b>
1 person	401	89.9%
2 people	37	8.3%
3 people	8	1.8%
4 people	0	0.0%
5 people	0	0.0%
6 people	0	0.0%
<b>Total Number of Vehicles</b>	<b>446</b>	<b>100.0%</b>
<b>Total Number of Persons Transported</b>	<b>499</b>	<b>--</b>
<b>Average Auto Occupancy, persons per vehicle</b>	<b>1.1</b>	<b>--</b>

<b>What options are available to you to get to campus?</b>		
<b>Transportation Options - All Modes that Could be Used at Various Times by an Individual</b>	<b>Number of Responses<sup>(1)</sup></b>	<b>Percentage of Responses</b>
Walk	19	1.8%
Bike	54	5.2%
Transit	317	30.7%
Drive Alone	504	48.9%
Drive with Others	137	13.3%
<b>Total</b>	<b>1,031</b>	<b>100.0%</b>

<b>If walking or biking are not options available for you to get to campus, why?</b>		
<b>Transportation Mode</b>	<b>Number of Employees<sup>(1)</sup></b>	<b>Percentage of Employees</b>
Distance or Time (Too far away. It takes too long to travel.)	428	76.8%
Conditions of Sidewalks, City Steps, or Other Pedestrian Facilities	13	2.3%
Lack of Bicycle Parking or Bicycle Repair Stations	1	0.2%
No Bicycle Routes	31	5.6%
Walking or Biking Feels Unsafe	27	4.8%
Walking or Biking is Inconvenient	13	2.3%
Personal Health/Mobility Reasons	12	2.2%
Other	32	5.7%
<b>Total</b>	<b>557</b>	<b>100.0%</b>

**TABLE 13**  
**NUMBER OF DAYS EMPLOYEES COMMUTE PER WEEK**  
**Duquesne University Transportation Survey Results**  
**Pittsburgh, Pennsylvania**

<b>If you usually drive alone to Duquesne, what are the three most important reasons why?</b>	
<b>Reason for Driving Alone</b>	<b>Number of Employee Responses<sup>(1)</sup></b>
Other travel modes (bus, train, walk, or bike) are inconvenient or take too long	301
I like the convenience of having my car	305
My commute distance is too long	211
Family care or similar obligations	184
My schedule requires me to work hours when transit is infrequent or unreliable	148
My schedule requires me to work hours when walking to/from transit seems unsafe	61
I need more information on the cost, stop locations, service times, etc. of transit	41
Other	87
<b>Total</b>	<b>1,338</b>

<b>If your employer were to offer a transportation benefits program, what three features would you be most interested in?</b>	
<b>Transportation Mode</b>	<b>Number of Employee Responses<sup>(1)</sup></b>
Discounted Transit Fares if this Could be Negotiated by Duquesne with the Port Authority	408
Transit Screens which Display Real Time Bus Arrivals On-Campus or Through Student Web Portal or App	241
Bike Repair Stations, Bike Pump, Covered Bike Parking, and Bicycle Storage	88
Preferred Parking Space and/or Discounted Parking Lease for Registered Carpools or Vanpools	363
Ride Matching Service to Help me Find a Carpool or Vanpool	285
None of the Above	286
<b>Total</b>	<b>1,671</b>

**TABLE 14**  
**NUMBER OF DAYS STUDENTS ON CAMPUS PER WEEK**  
**Duquesne University Transportation Survey Results**  
**Pittsburgh, Pennsylvania**

<b>During a typical 5-day (Monday through Friday) week, how many days are you on campus?</b>		
<b>Days On-Campus Per Week</b>	<b>Number of Students<sup>(1)</sup></b>	<b>Percentage of Students</b>
1	18	1.9%
2	30	3.2%
3	58	6.2%
4	76	8.1%
5	760	80.7%
<b>Total</b>	<b>942</b>	<b>100.0%</b>
<b>Average Commute Days Per Week</b>	<b>4.6</b>	

<b>In a typical 5-day (Monday through Friday) week, which transportation mode did you use most often for your commute?</b>		
<b>Transportation Mode</b>	<b>Number of Students<sup>(1)</sup></b>	<b>Percentage of Students</b>
Live on Campus, Walk	302	32.1%
Live off Campus, Walk	76	8.1%
Drive + Parked On-Campus	236	25.1%
Drive + Park in Private Lot/Garage (With Lease)	111	11.8%
Drive + Park in Private Lot/Garage (Without Lease - Paid Hourly or Daily Parking Rate)	28	3.0%
Ride Duquesne Shuttle from the South Side	29	3.1%
Transit (Bus or Light Rail)	108	11.5%
Registered Carpool or Vanpool	0	0.0%
Dropped Off/Picked Up by Friend, Relative, Uber/Lyft, etc.	30	3.2%
Bike	6	0.6%
Telecommute/Telework (Attend Class from Home)	3	0.3%
Other	13	1.4%
<b>Total</b>	<b>942</b>	<b>100.0%</b>

<b>Parking Location</b>	<b>Number of Students<sup>(1)</sup></b>	<b>Percentage of Students</b>
Park in the South Side and Ride the Duquesne Shuttle	29	7.2%
Park On-Campus	236	58.4%
Park in Private Lot/Garage (with Lease)	111	27.5%
Park in Private Lot/Garage (without Lease - Paid Hourly or Daily Parking Rate)	28	6.9%
<b>Total</b>	<b>404</b>	<b>100.0%</b>

**TABLE 14**  
**NUMBER OF DAYS STUDENTS ON CAMPUS PER WEEK**  
**Duquesne University Transportation Survey Results**  
**Pittsburgh, Pennsylvania**

<b>How many additional adults, besides yourself, were usually in the car with you?</b>		
<b>Adult Passengers in Cars (Including Driver)</b>	<b>Number of Students<sup>(1)</sup></b>	<b>Percentage of Students</b>
1 person	300	80.0%
2 people	51	13.6%
3 people	19	5.1%
4 people	5	1.3%
5 people	0	0.0%
6 people	0	0.0%
<b>Total Number of Vehicles</b>	<b>375</b>	<b>100.0%</b>
<b>Total Number of Persons Transported</b>	<b>479</b>	<b>--</b>
<b>Average Auto Occupancy, persons per vehicle</b>	<b>1.3</b>	<b>--</b>

<b>What options are available to you to get to campus?</b>		
<b>Transportation Options - All Modes that Could be Used at Various Times by an Individual</b>	<b>Number of Responses<sup>(1)</sup></b>	<b>Percentage of Responses</b>
Walk	471	27.5%
Bike	102	6.0%
Transit	373	21.8%
Drive Alone	462	27.0%
Drive with Others	306	17.9%
<b>Total</b>	<b>1,714</b>	<b>100.0%</b>

<b>If walking or biking are not options for you to get to campus, why?</b>		
<b>Transportation Mode</b>	<b>Number of Students<sup>(1)</sup></b>	<b>Percentage of Students</b>
Distance or Time (Too far away. It takes too long to travel.)	436	64.8%
Conditions of Sidewalks, City Steps, or Other Pedestrian Facilities	30	4.5%
Lack of Bicycle Parking or Bicycle Repair Stations	11	1.6%
No Bicycle Routes	23	3.4%
Walking or Biking Feels Unsafe	86	12.8%
Walking or Biking is Inconvenient	50	7.4%
Personal Health/Mobility Reasons	7	1.0%
Other	30	4.5%
<b>Total</b>	<b>673</b>	<b>100.0%</b>



**TABLE 14**  
**NUMBER OF DAYS STUDENTS ON CAMPUS PER WEEK**  
**Duquesne University Transportation Survey Results**  
**Pittsburgh, Pennsylvania**

<b>If you drive alone to Duquesne, what are the three most important reasons why?</b>	
<b>Reason for Driving Alone</b>	<b>Number of Student Responses<sup>(1)</sup></b>
Other travel modes (bus, train, walk, or bike) are inconvenient or take too long	239
I like the convenience of having my car	274
My commute distance is too long	169
Family care or similar obligations	58
My schedule requires me to work hours when transit is infrequent or unreliable	157
My schedule requires me to work hours when walking to/from transit seems unsafe	136
I need more information on the cost, stop locations, service times, etc. of transit	34
Other	58
<b>Total</b>	<b>1,125</b>

<b>If Duquesne University were to offer a transportation benefits program, what three features would you be most interested in?</b>	
<b>Transportation Mode</b>	<b>Number of Student Responses<sup>(1)</sup></b>
Discounted Transit Fares if this Could be Negotiated by Duquesne with the Port Authority	776
Transit Screens which Display Real Time Bus Arrivals On-Campus or Through Student Web Portal or App	518
Bike Repair Stations, Bike Pump, Covered Bike Parking, and Bicycle Storage	89
Preferred Parking Space and/or Discounted Parking Lease for Registered Carpools or Vanpools	405
Ride Matching Service to Help me Find a Carpool or Vanpool	198
None of the Above	96
<b>Total</b>	<b>2,082</b>

Data collected through survey developed by TA, approved by the City of Pittsburgh and distributed during October 2018 by Duquesne University. Students could select multiple answers.

Source: Analysis by Trans Associates.

**TRANSPORTATION  
DEMAND MANAGEMENT**

## TDM Guidelines for New Developments

---

Transportation demand management (TDM) refers to the tools and strategies used to increase the efficiency of the transportation network by meeting the demand for travel through transportation options that do not contribute to peak hour vehicle congestion. The goal of TDM is to reduce single occupancy vehicle (SOV) trips by making it easier for travelers to utilize transit, biking, walking or other efficient travel options.

In Pittsburgh, land development proposals can mitigate their transportation impacts by developing a TDM plan that identifies physical improvements and programming strategies that shift vehicle trips to other modes or otherwise move trips outside the peak hours of congestion. TDM plans for new developments are identified during the Department of Mobility and Infrastructure (DOMI) transportation impact review process for development projects. This document provides guidance on the process for developing and submitting a TDM plan. The plan should identify a means of reporting to the city on progress (see monitoring section).

**A transportation demand management (TDM) plan may be required by the Department of Mobility and Infrastructure as a part of the transportation impact review process when any of the following criteria are met:**

- A. The development is expected to generate 1,500 or more average daily trips;
- B. During any one hour time period of any day of the week, the development is expected to generate 100 or more vehicle trips entering the development or 100 or more vehicle trips exiting the development;
- C. The development is required to submit a TDM plan consistent with the zoning district or plan area that the development is located within;
- D. The development requests reductions from parking minimums in excess of 20 spaces or when the number of proposed spaces are in excess of 10% of the zoning-required spaces;
- E. Necessary to demonstrate that adequate measures are taken to minimize vehicle congestion and adverse impacts to the bicycle, pedestrian and transit network;
- F. As a condition of a master plan or multi-phased development plan approval;
- G. Or in the opinion of the Department, the development may impact the operation, safety or efficiency of the transportation network even if above thresholds are not met.

*Note: for items a and b, trips are measured as the net difference between new and existing and trips.*

When any of criteria A-D are met, the TDM plan will be identified as a condition of the transportation review during the transportation impact study (TIS) scoping process. For conditions E-G, the TDM plan may be identified as a recommended improvement to address the transportation impact of the development and/or provide adequate multimodal transportation facilities. The TDM plan must be prepared by a qualified professional and sent to DOMI for review. The plan may be submitted as a part of the development TIS unless otherwise directed by the Department.

## Department of Mobility and Infrastructure (DOMI)

### Submission Criteria:

A robust TDM plan gives priority to multi-modal improvements and provides education, marketing and incentives for travelers to shift vehicle trips to other modes. To achieve this, the TDM plan should establish trip reduction goals appropriate to development use, context, and/or adopted policy such as neighborhood plans or citywide goals. The TDM plan should identify physical improvements to be installed by the applicant and programming features for when the site is occupied.

The following are components of the TDM plan:

1. **Development Description.** The description should include existing vehicle trips, mode-splits, development plan and phasing, land use/neighborhood context, and available bicycle, transit and pedestrian infrastructure. The source of the existing vehicle trips should be agreed upon by the Department and the applicant in the scoping process or before the TDM plan is submitted. Sources can include American Community Survey (ACS) data, Make my Trip Count Survey results, observations or survey of existing users.
2. **Vehicle Trip Reduction and Mode Split Goals.** Goals should be set based on decreasing the share of vehicle trips from existing mode splits and will be evaluated for appropriateness based on the use, context and transportation impact of the proposed development. Goals should be consistent with TDM policies or plans adopted by the city. Note: for multi-phased developments, Institutional Master Plans (IMP) or Specially Planned Districts (SP), TDM goals should be developed for the phasing of the development plan.
3. **Package of TDM strategies.** The package of TDM strategies should outline the physical and programmatic improvements proposed to achieve vehicle trip reduction goals. The package should include Improvements to be implemented by the developer in the public ROW or on private property to achieve TDM goals and/or justify trip removals (if applicable). See TDM Checklist, below.
4. **Monitoring.** Monitoring is a major component of a TDM program's success and is typically met through periodic travel surveys. DOMI is developing a TDM program that will establish regional and local TDM goals and develop a means for parties to monitor or report on the progress of goals. Until such a time that a monitoring system is developed, applicants will work with the Department to develop a means of reporting which can include:
  - Travel survey one year and three years after first occupancy, reported to DOMI
  - Participation in travel survey programs by others (including the Green Building Alliance or others), reported to DOMI;
  - For multi-phased developments, Institutional Master Plans (IMP) or Specially Planned Districts (SP), reporting will be established as a part of the transportation review process and should occur as the development advances to the final land development stage or periodically with amendments or updates; and/or
  - Physical improvements are to be reviewed as applicable during site plan review. Physical Improvements will be added to punch list of public improvement plan; a site visit may be requested/required prior to issuing Certificate of Occupancy.

## **Department of Mobility and Infrastructure (DOMI)**

### **Review**

DOMI will review TDM goals for appropriateness based on the use, justification/background data provided, neighborhood context (mix of uses), existing mode splits, and relevance of proposed strategies to achieve trip reductions or meet TDM goals. When approved, the TDM plan becomes part of the record of commitment to achieve mode goals and report on progress.

Physical improvements are to be reviewed during site plan review. Physical Improvements to the ROW will be added to the punch list of public improvements; a site visit may be requested/required prior to issuing Certificate of Occupancy to ensure that improvements are in place. Programming commitments will be reviewed as a part of monitoring.

### **Transportation Demand Management Strategies**

There is not a one size fits all strategy for TDM. To assist in the development of a TDM plan, DOMI has prepared a checklist intended to identify expected and optional aspects of a TDM plan submitted to the City. Applicants should work with a qualified transportation professional and DOMI to identify a mix of strategies which address transportation impacts, provide adequate multimodal transportation facilities and incentivize non-SOV trips appropriate to the context, scale and use of the proposed development.

No TDM Program is expected to incorporate all the strategies outlined in the checklist. Rather, the menu provides a framework of options from which developers can identify appropriate actions for their project. The checklist is not exhaustive and does not constitute a full TDM scope.

## Department of Mobility and Infrastructure (DOMI)

### TDM Package Checklist

Note: highlighted items are expected when applicable to the development site.

Programmatic Strategies
Meet with the Transportation Management Association (TMA): Downtown and Oakland only
Set mode split goals and commitment to survey. Goals should be consistent with relevant adopted neighborhood or master plans.
Identify responsible party or dedicated staff assigned to administer TDM program and report on progress (this can be specific to the tenant or property manager); for speculative developments, this can be a description of how potential tenant will be made aware of TDM requirements and the property owner or tenant requirement to maintain multi-modal facilities.
Hire TDM Coordination opt assign staff responsibility to administer a TDM program
Payback incentives for using non-motorized and carpool commuters
Provide transit passes or subsidies to employees or residents
Offer employees or residents free or discount bikeshare membership through the Healthy Ride Corporate Membership Program
Membership in the 2030 District
Parking policies that unbundle the cost of parking lease from rent
Promotion of SPC Commuter Connects programs
Flexible work hours and/or telecommute program
Real time transportation displays internal to the development.
Corporate carpool and/or ride partner programs

Site Plan Strategies
Adequate sidewalk widths and ADA ramps along all building frontages
Bicycle parking required by code. A mix of bicycle parking should include convenient short-term parking and secure, covered parking accessible from the ground floor (not through the driveway of a garage) for long-term bicycle parking or storage.
When impacting a bus stop: work with the City and Port Authority to relocate during construction and restore with amenities
When providing public easement or public access to privately owned open space: wayfinding
Upgrades and enhancements for pedestrian safety at site access and intersections
Consistency with improvements identified in City plans or policy
For master plan areas with very large existing parking structures (i.e., 500 or more parking spaces), identify how existing parking space can be repurposed as part of reducing SOV trips
Enhancements to pedestrian facilities that address the last mile problem from transit stops and desired pedestrian paths
Bicycle storage facilities that exceed Zoning code requirements.
Bikeshare station on site
Shower rooms or shower passes for employees who bike to work (office only)
Unbundled parking
Shared parking
Priority carpool parking
Dedicated car share parking

**Department of Mobility and Infrastructure (DOMI)**

Sponsored car share or bikeshare memberships for employees or residents (annual or intro membership)
Real time arrival transit screens in publicly accessible space
Transit station enhancements or improvements
Pedestrian enhancements between proposed buildings and nearby transit stations, such as adding pedestrian scale lighting, emergency call boxes, street trees, and seating
Sponsored car share or bikeshare memberships for employees or residents (annual or intro membership)
Real time arrival transit screens in publicly accessible space
Transit station enhancements or improvements

DRAFT

**TABLE 15**  
**CURRENT DUQUESNE UNIVERSITY TDM MEASURES**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

1. Contracts with ZipCar and Pittsburgh Transportation Group (South Side (managed by Auxiliary Services) and loop bus program (managed by Student Life).

ZipCar has 3 vehicles on campus that students and employees can reserve.

2. South Side Shuttle runs a continuous loop through the South Side during the academic year that students can purchase a permit for at \$200/semester. Shuttle runs from 7:00 AM to 10:00 PM.

3. The SGA Loop Bus is free for all Duquesne students with a DU ID. The Loop Bus, provided by the SGA, runs Friday and Saturday nights starting this weekend. It is a FREE service to help transport you to grocery stores, restaurants and popular areas of the City. The following route options will be available this semester.

There are 3 loops that the busses follow:

Bus #1 South Side Loop (Departs every 60 minutes). Runs from 5:00 PM until 2:00 AM.

Bus #2 Oakland Loop (Departs every 30 minutes). Runs from 5:00 PM until 2:00 AM.

Bus #3 Waterfront Loop (Departs every 45 minutes). Runs from 5:00 PM until 2:00 AM.

4. Duquesne Bicycle Club is a bicycle advocacy group on campus committed to our Mission of creating and being nationally recognized by The League of American Bicyclists as a bike friendly campus.

5. Duquesne University offers valet service in the Locust garage as needed based on operational experience; need is monitored daily.

6. There is a bike room in Des Places Learning Center with space for 28 bicycles.

7. On the east side of College Hall, there is a bicycle repair station.

8. Duquesne University offers a safe ride home program for employees (See Appendix for details).

9. Duquesne University has an administrative policy for Telework (See Appendix for details).

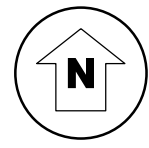




**DUQUESNE UNIVERSITY**

- |                  |                                     |                           |                       |                            |                       |
|------------------|-------------------------------------|---------------------------|-----------------------|----------------------------|-----------------------|
| 1 Libermann Hall | 10 Rangos School of Health Sciences | 18 Nigeria Building       | 28 Muldoon Building   | 38 Tobin Building          | 47 St. Martin Hall    |
| 2 Rockwell Hall  | 11 Duquesne Chapel Skywalk          | 19 Ghana Building         | 29 Hehir Building     | 39 Locust Garage           | 48 Public Safety      |
| 3 Trinity Hall   | 12 Admin. Bldg. ("Old Main")        | 20 Tribone Center         | 30 Duquesne Square    | 40 Genesius Theater        | 49 Des Places Hall    |
| 4 Lourdes Grotto | 13 Fisher Hall                      | 21 Cooper Building        | 31 Duquesne Union     | 41 Pappert School of Music | 50 St. Ann Hall       |
| 5 Koren Building | 14 Fisher Hall Skywalk              | 22 Wills Building         | 32 Power Center       | 42 Duquesne Towers         | 51 Assumption Commons |
| 6 Mendel Hall    | 15 Brotter Commons                  | 23 Murphy Building        | 33 Sklar Skywalk      | 43 Van Kaam Building       | 52 Assumption Hall    |
| 7 Clement Hall   | 16 Canevin Hall                     | 24 Gumberg Library        | 34 Forbes Garage      | 44 A. J. Palumbo Center    |                       |
| 8 Brotter Hall   | 17 Bayer Hall                       | 25 School of Law          | 35 College Hall       | 45 McCloskey Field         |                       |
|                  |                                     | 26 Laval House            | 36 Rooney Field       | 46 Vickroy Hall            |                       |
|                  |                                     | 27 Mellon Hall of Science | 37 Bushinski Building |                            |                       |

Bicycle Parking  
 EMERGENCY PHONES



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PROJECT NO. DUQUE00 - 18071

PROJECT: Duquesne University 2028 IMP  
 City of Pittsburgh, Allegheny County, Pennsylvania

TITLE: Existing Bike Rack Locations

FIGURE

2

D.B. AMK  
 C.B. CAJ  
 REV. \_\_\_\_\_

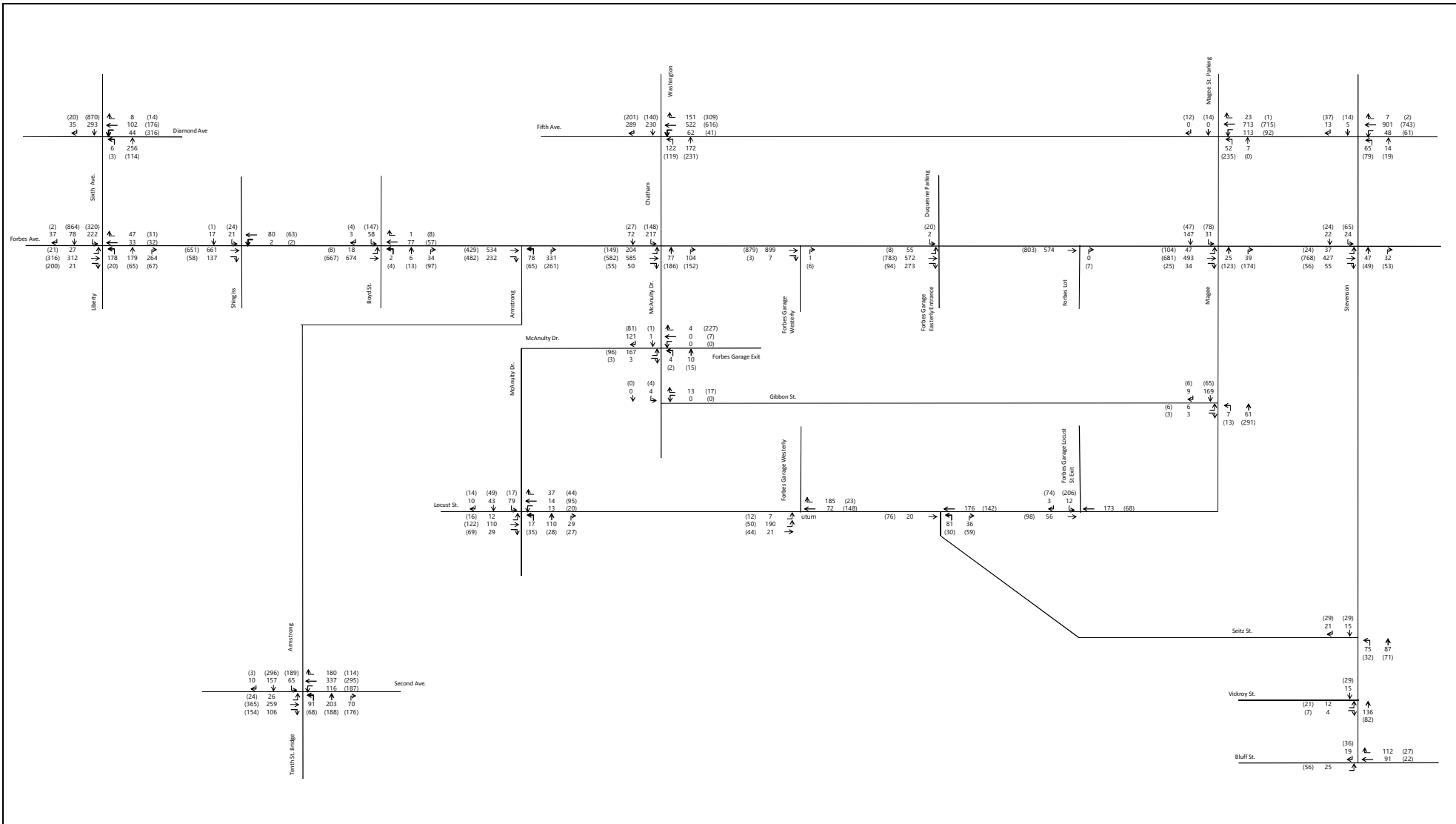
**TABLE 16**  
**DUQUESNE UNIVERSITY 2018 IMP**  
**DRAFT TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN**

1. Bicycle racks – consider installing additional bicycle spaces in the garages, with most located in a bicycle room. Bike room should have a work bench with a few tools, and air pump, and should lock with employee-only access via swipe or proximity card. Place outdoor bike racks proximate to building access points.
2. Provide shower and locker facilities accessible to employees and students who commute by bicycle for staff only in the Power Center and in the swim area for staff and students from 6:00 AM to 10:00 PM.
3. Healthy Ride stations near to the campus – consider adding more around the proposed Gateway Park and by the Power Center (Chatham/Watson).
4. Support existing bicycle lanes and additional bicycle lanes that the City may propose, particularly as part of the BRT plan.
5. Establish TDM goals for the next ten-year period.
6. Appoint a TDM coordinator whose responsibilities will include:
  - a. Provide education on TDM measures available to employees and students at:
    - i. New employee orientation
    - ii. New student orientation
    - iii. General employee meetings
    - iv. Meetings of the student body
    - v. Via employee email/newsletter/website
    - vi. Via student email/newsletter/website
  - b. Prepare reports for submission to the City documenting progress on reduction of single occupant vehicles used by employees and students and assessment of measures directed at both employees and students. These reports should be submitted every three to four years, and before and after any significant multi-modal changes in the area, such as the opening and of the BRT system.
  - c. Establish and maintain access via the Duquesne University website to provide information on TDM measures available to students and employees, such as advisory information on public transit, bicycling facilities, Uber etc.
  - d. Administer Guaranteed Ride Home program.

**TABLE 16 (Cont.)**  
**DUQUESNE UNIVERSITY 2018 IMP**  
**DRAFT TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN**

- e. Administer shuttle service.
  - f. Administer in-house Uber-type service or carpooling for students who must move between the Duquesne campus and other locations during the work day (Nursing, Pharmacy students).
7. Coordinate with the Southwestern Pennsylvania Commission (SPC) to promote employee and student participation in SPC's carpool and vanpool matching services.
  8. Continue to provide shuttle service between the Duquesne campus and the South Side. Promote this to employees and students. Evaluate price sensitivity for an introductory price for a short period to entice employees and students to try the service.
  9. Offer Guaranteed Ride Home program for employees and students who switch to non-single-occupant-vehicle modes of transportation.
  10. Look for opportunities to provide additional telecommuting options (policy already in place).
  11. Maximize use of Zoom-type meetings to decrease the need for employees and/or students to travel off campus for meetings.
  12. Investigate implementing a pre-tax payroll deduction for transit passes. A stored cash value program is also available from the Port Authority of Allegheny County.
  13. Consider subsidizing transit passes.
  14. Establish additional reserved spaces for drop-off and pick-up via Uber/Lyft.
  15. Offer electronic message boards in main lobbies detailing TDM strategies available for all, including real time bus arrival times adjacent to the University, bus stop locations and routes, location of bicycle parking, location of Uber/Lyft spaces.
  16. Consider creating a multi-modal hub connection for BRT, bike facilities and pedestrian connections to the campus.

# **TRAFFIC ANALYSIS**

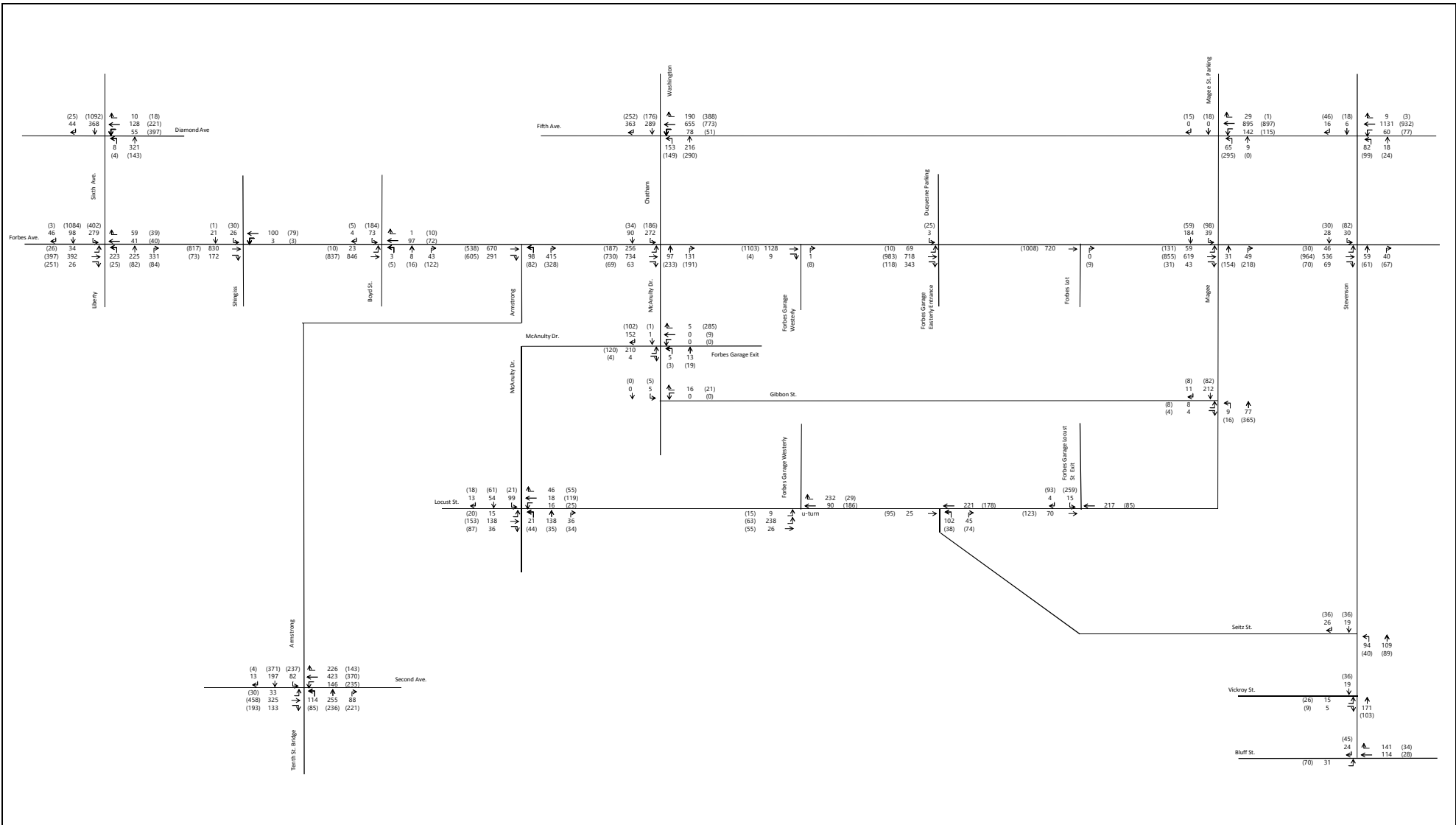


**Legend**  
 123 - AM Peak Hour Volumes (7:45 AM - 8:45 AM)  
 (123) - PM Peak Hour Volumes (4:30 PM - 5:30 PM)

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PROJECT NO.	DUQUEE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	2018 Existing AM and PM Peak Hour Traffic Volumes

**FIGURE**  
**3**  
 D.B. AMK  
 C.B. CAJ  
 REV.



**Legend**  
 123 - AM Peak Hour Volumes (7:45 AM - 8:45 AM)  
 (123) - PM Peak Hour Volumes (4:30 PM - 5:30 PM)

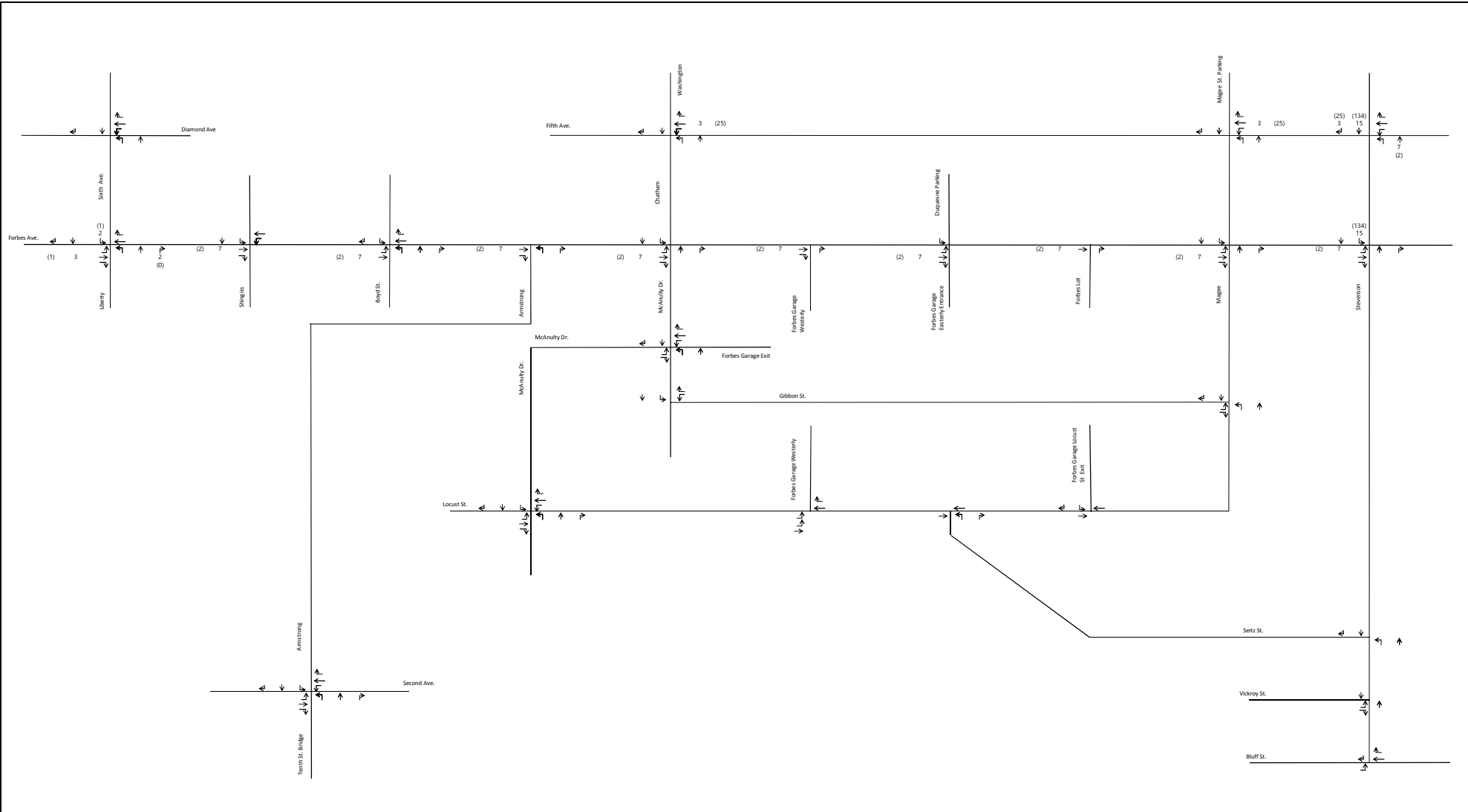
Growth Rate: 2.55%  
 Year: 10  
 Multiplier: 1.26

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PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	2028 Background AM and PM Peak Hour Traffic Volumes

FIGURE  
**4**  
 D.B. AMK  
 C.B. CAJ  
 REV.





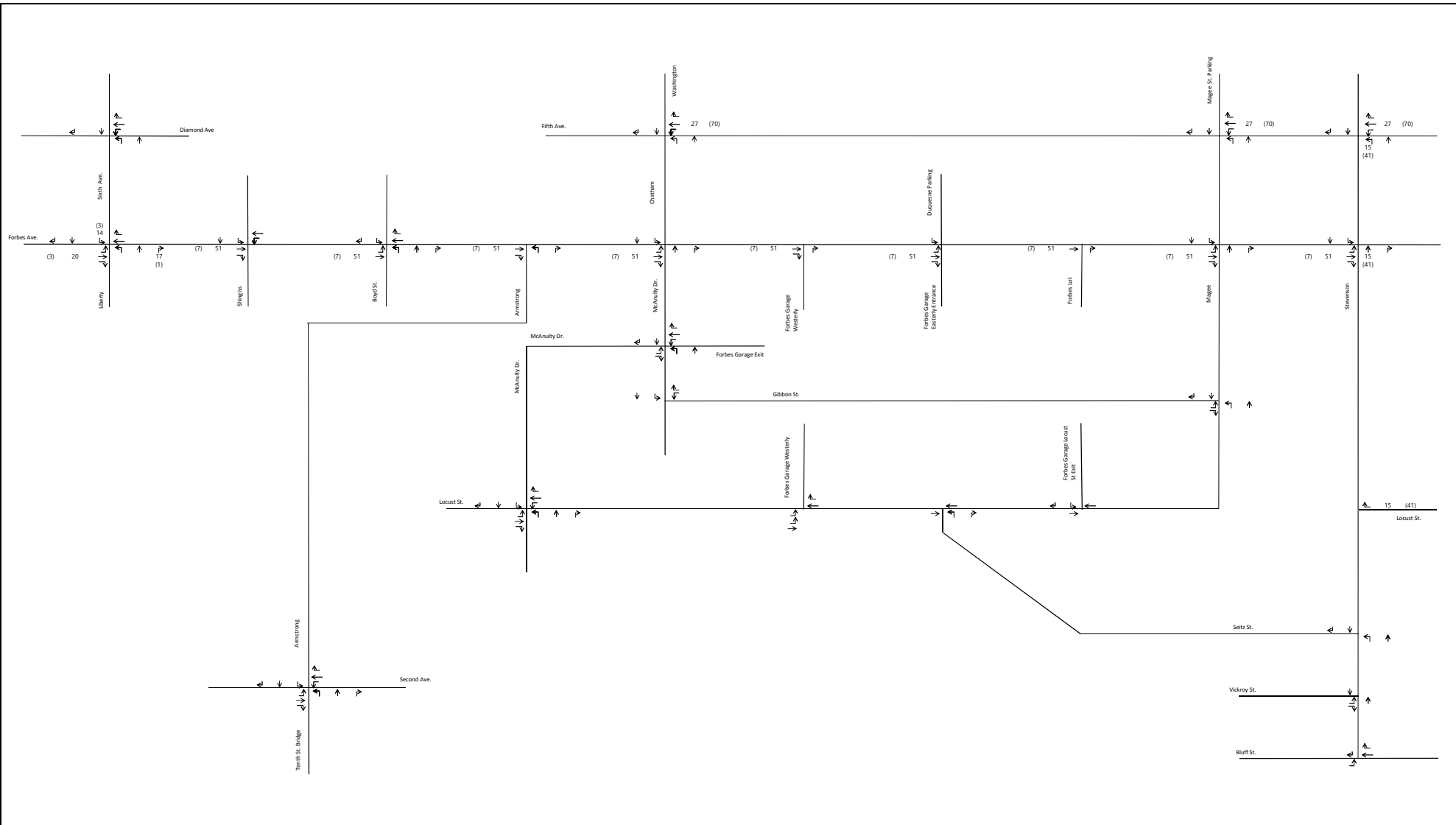
**Legend**  
 123 - AM Peak Hour Volumes (7:45 AM - 8:45 AM)  
 134 - PM Peak Hour Volumes (4:30 PM - 5:30 PM)

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PROJECT NO.	DuQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	City's Edge Site Traffic AM and PM Peak Hour Traffic Volumes

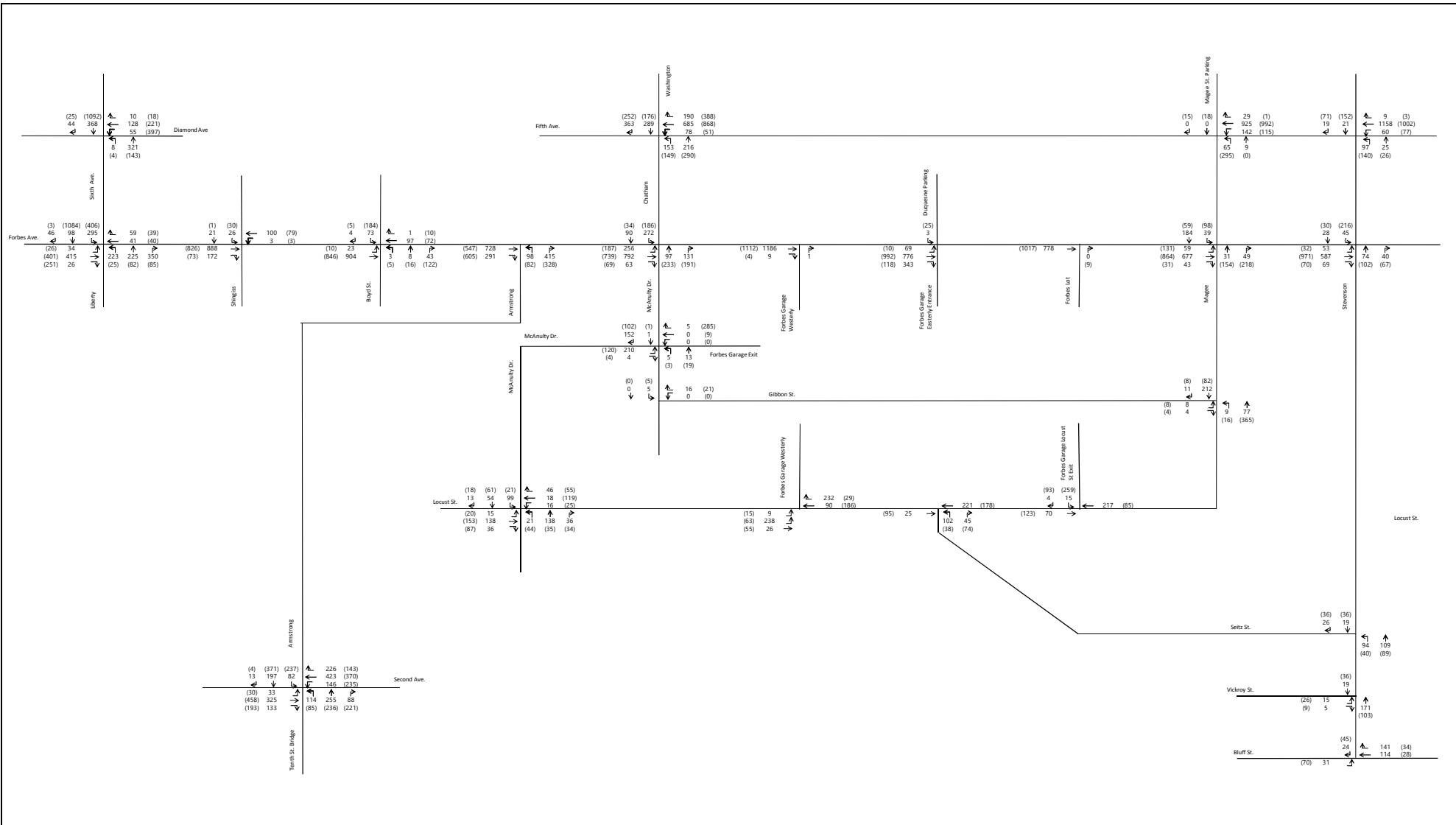
FIGURE  
**5A**  
 D.B. AMK  
 C.B. CAJ  
 REV.



**Legend**  
 123 - AM Peak Hour Volumes (7:45 AM - 8:45 AM)  
 (123) - PM Peak Hour Volumes (4:30 PM - 5:30 PM)

 SCALE: N.T.S.	 <b>Trans</b> ASSOCIATES <small>Small Firm Client Experience, Big Firm Capabilities</small> Twin Towers Suite 400 / 4955 Steubenville Pike Pittsburgh, Pennsylvania 15205 / (412) 490-0630	PROJECT NO. DuQUE00-18071	<b>FIGURE</b>  <b>5B</b>  <small>D.B. AMK          C.B. CAJ          REV.</small>
		PROJECT: Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania	
		TITLE: UPMC Mercy IMP Site Traffic Peak Hour Traffic Volumes	





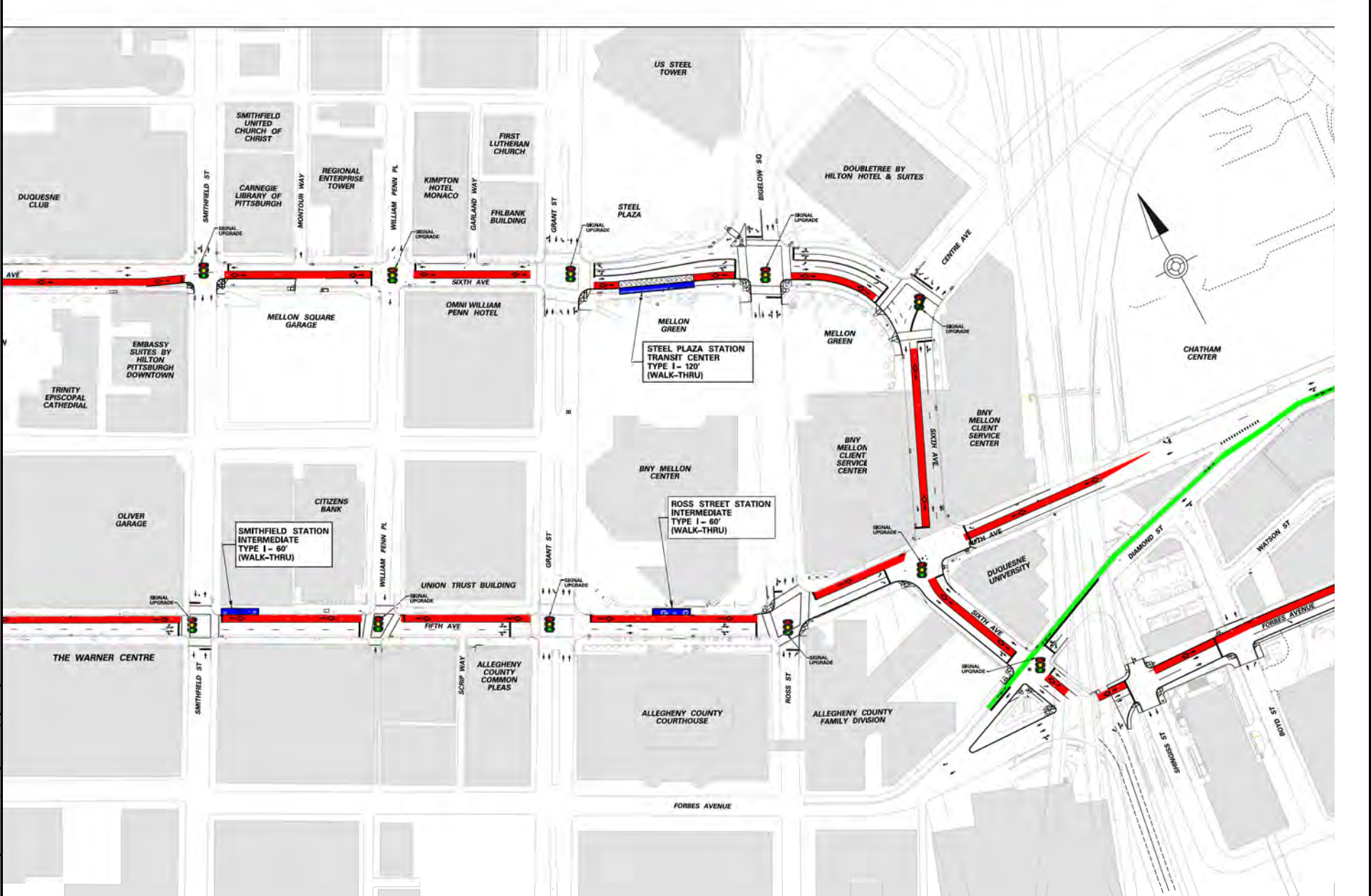
**Legend**  
 123 - AM Peak Hour Volumes (7:45 AM - 8:45 AM)  
 (123) - PM Peak Hour Volumes (4:30 PM - 5:30 PM)

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SCALE: N.T.S.

PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	2028 Peak Hour Traffic Volumes

FIGURE  
**6**  
 D.B. AMK  
 C.B. CAI  
 REV.

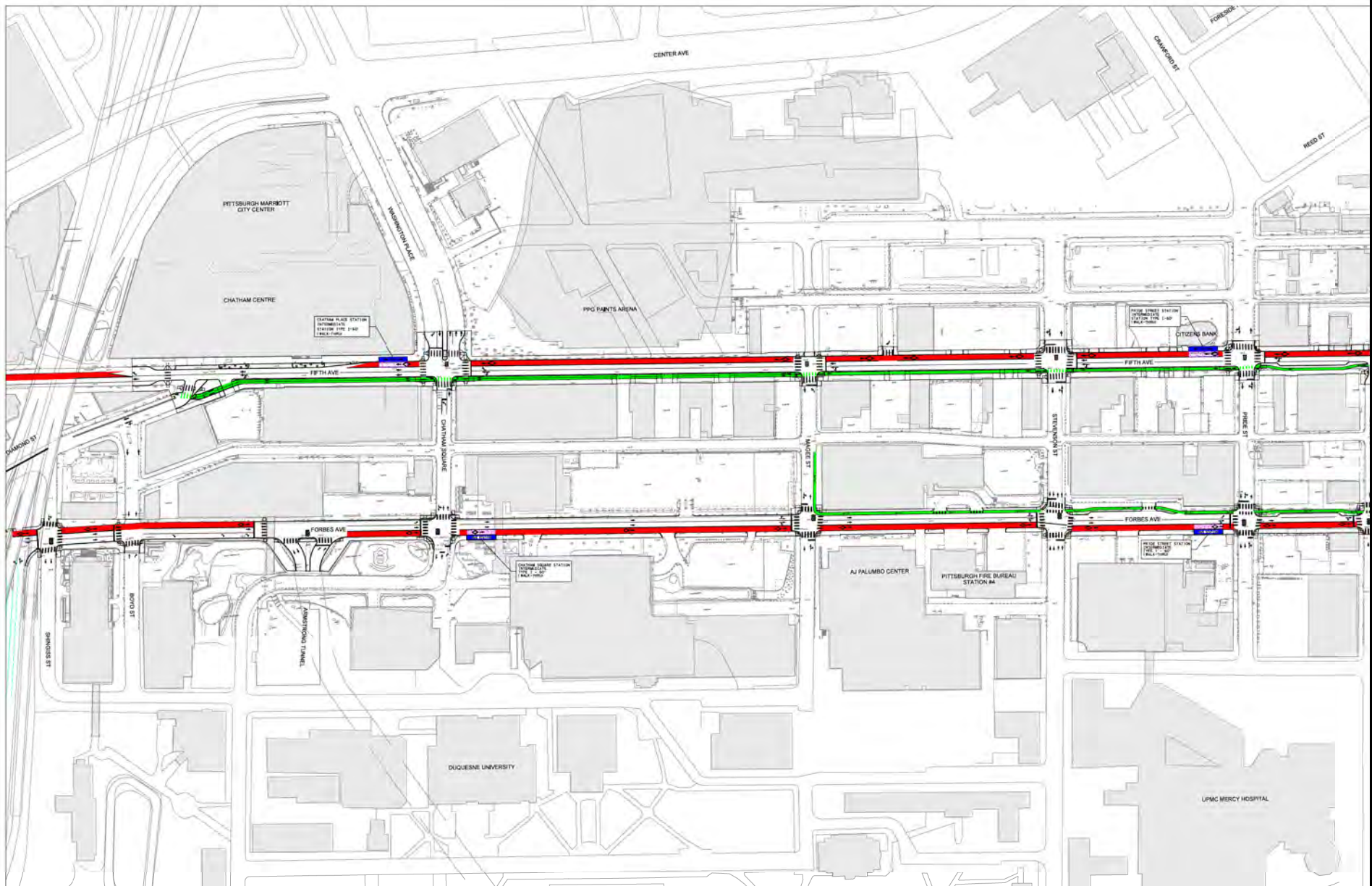


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PROJECT NO.	DUQUE00 - 18071	FIGURE	
PROJECT:	Duquesne University 2028 IMP City of Pittsburgh, Allegheny County, Pennsylvania	7A	
TITLE:	BRT Lane Arrangements from City of Pittsburgh		D.B. <u>AMK</u> C.B. <u>CAJ</u> REV. _____



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PROJECT NO. DUQUE00 - 18071

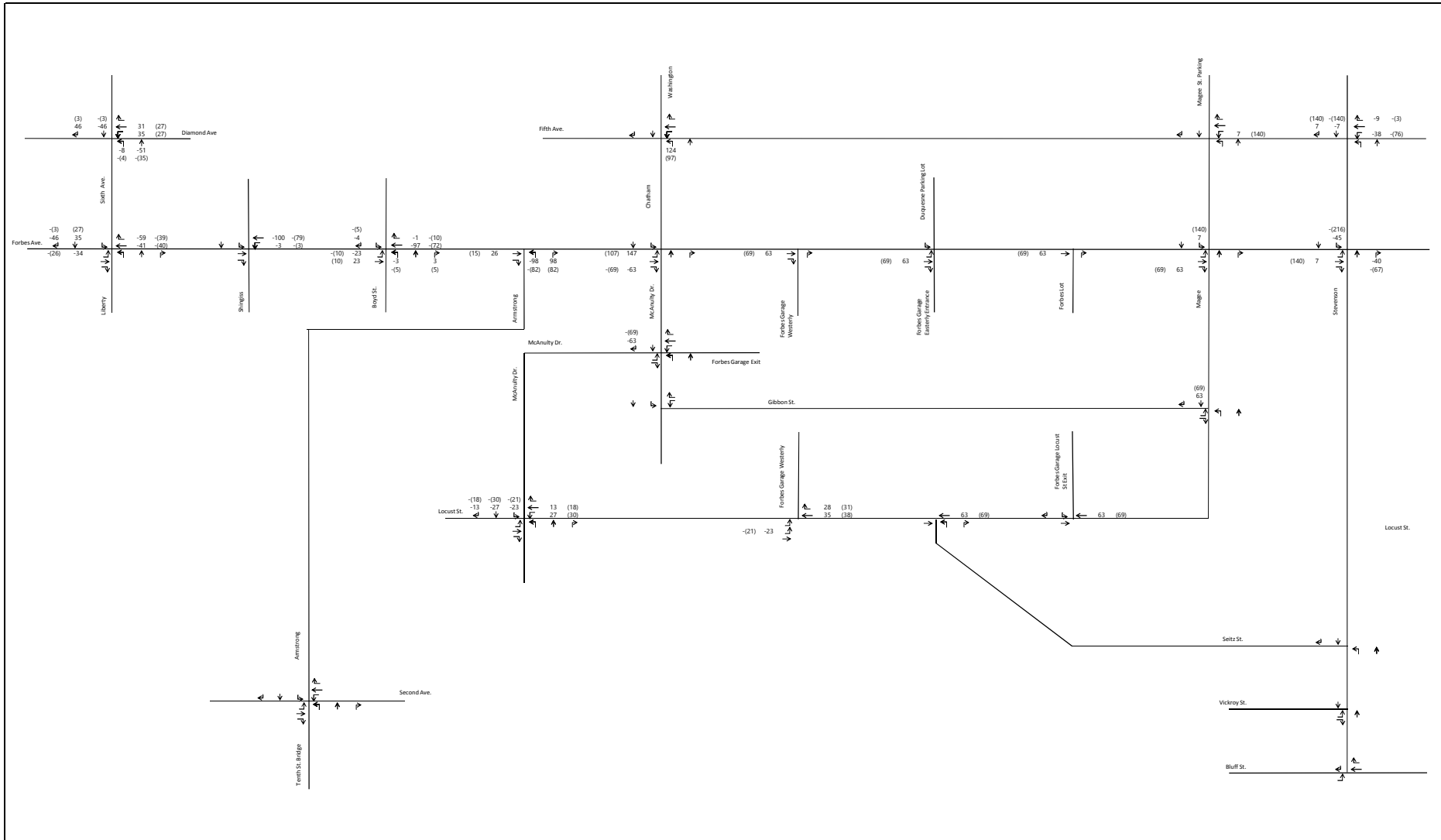
PROJECT: Duquesne University 2028 IMP  
City of Pittsburgh, Allegheny County, Pennsylvania

TITLE: BRT Lane Arrangements  
from City of Pittsburgh

FIGURE

# 7B

D.B. AMK  
C.B. CAJ  
REV. \_\_\_\_\_



**Legend**  
 123 - AM Peak Hour Volumes (7:45 AM - 8:45 AM)  
 (123) - PM Peak Hour Volumes (4:30 PM - 5:30 PM)

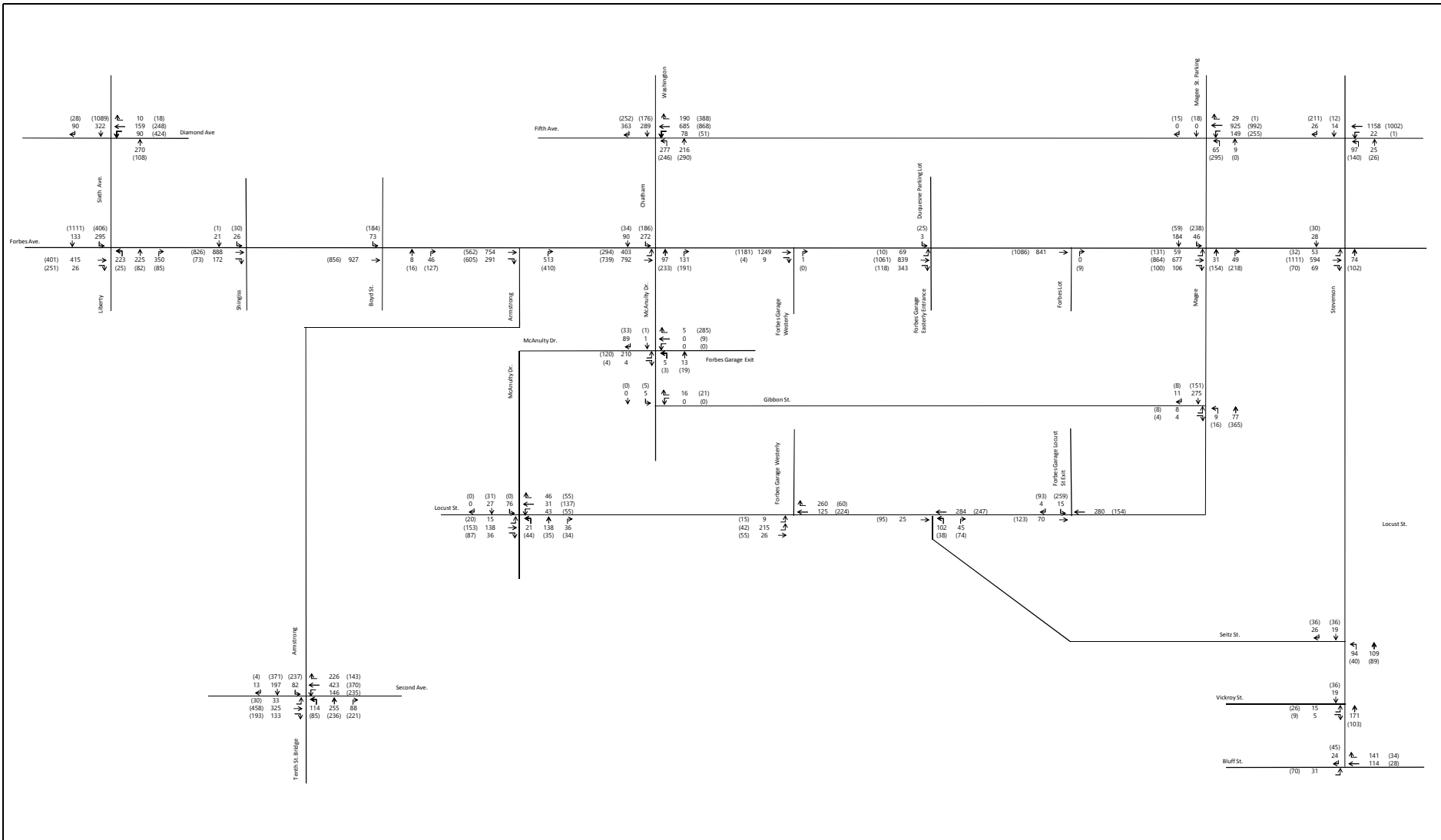


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SCALE: N.T.S.

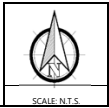
PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	Retouted Traffic Related to BRT AM and PM Peak Hour Volumes

FIGURE  
**8**  
 D.B. AMK  
 C.B. CAJ  
 REV.



Note: Traffic volumes without and with 2018 BMP projects are the same.

**Legend**  
 123 - AM Peak Hour Volumes (7:45 AM - 8:45 AM)  
 (123) - PM Peak Hour Volumes (4:30 PM - 5:30 PM)



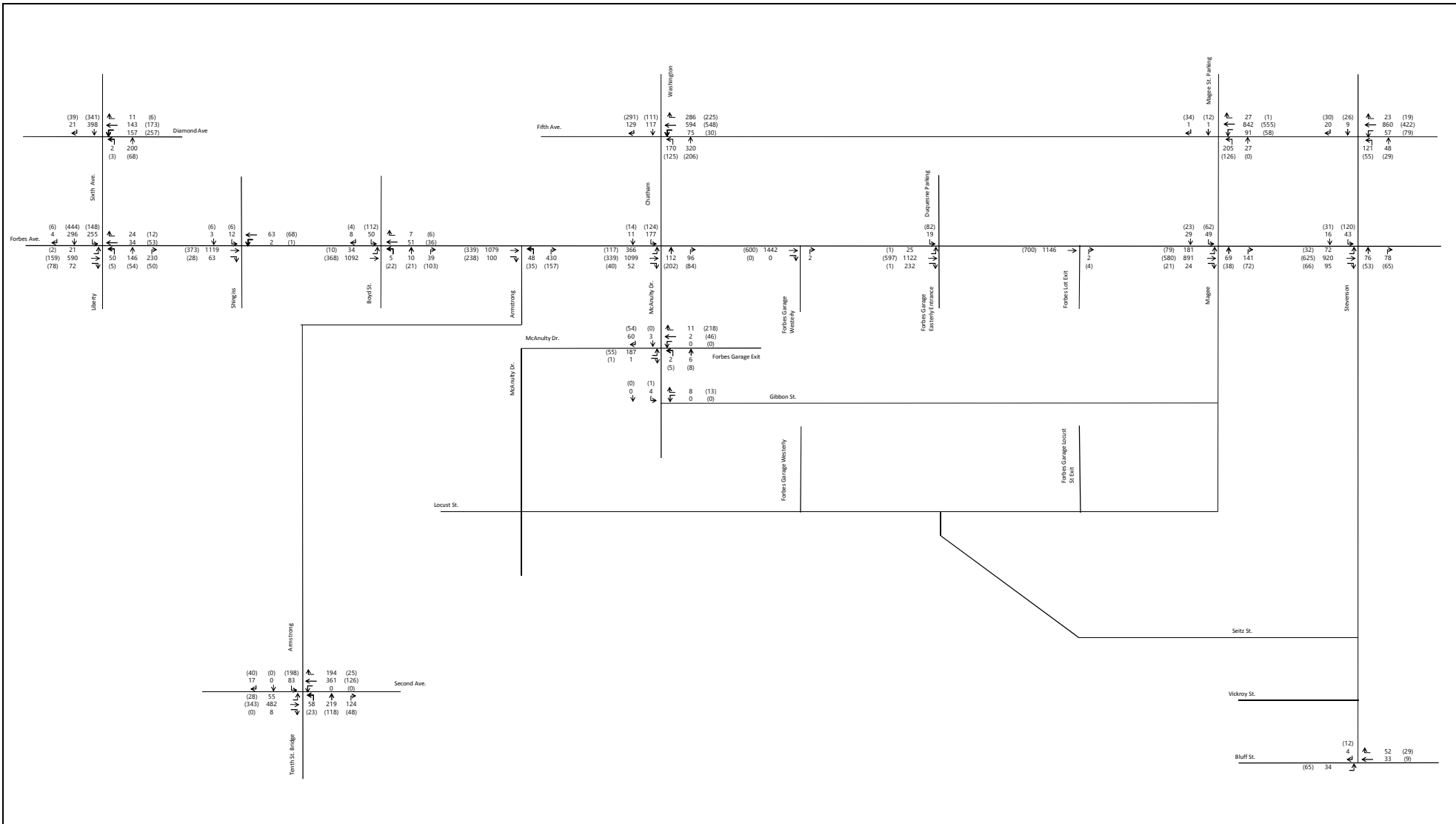
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PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	2028 with BRT AM and PM Peak Traffic Volumes

FIGURE  
**9**  
 D.B. AMK  
 C.B. CAJ  
 REV.







**Legend**

123 - Arrival Peak Hour Volumes (6:00 PM - 7:00 PM)  
 (123) - Departure Peak Hour Volumes (9:30 PM - 10:30 PM)

Growth Rate: 2.55%  
 Year: 10  
 Multiplier: 1.26

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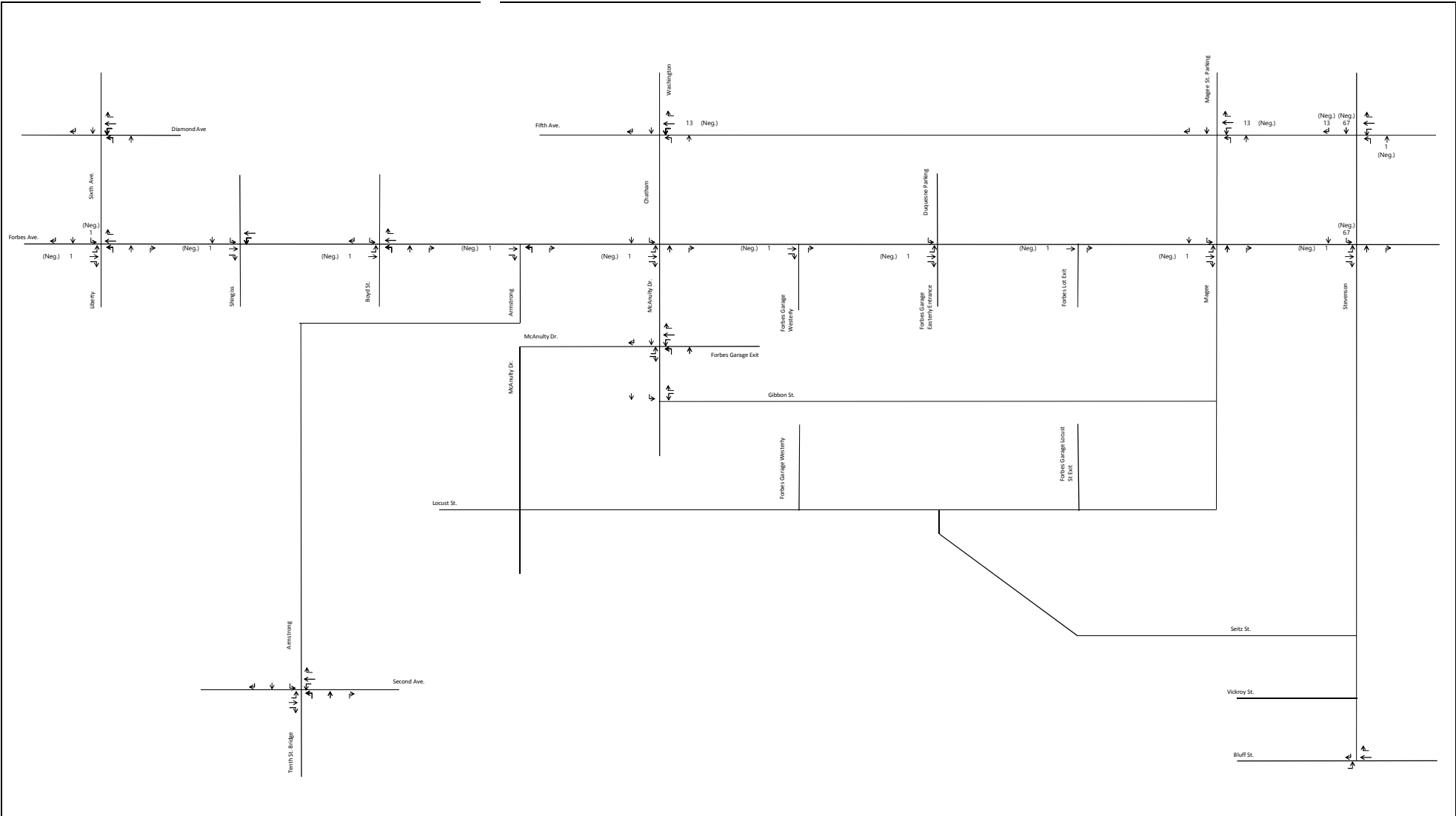
SCALE: N.T.S.

PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	2028 Pre and Post Event Background Traffic Volumes

FIGURE

**11**

D.B. AMK  
 C.B. CAJ  
 REV.



**Legend**  
 123 - Arrival Peak Hour Volumes (6:00 PM - 7:00 PM)  
 (123) - Departure Peak Hour Volumes (9:30 PM - 10:30 PM)

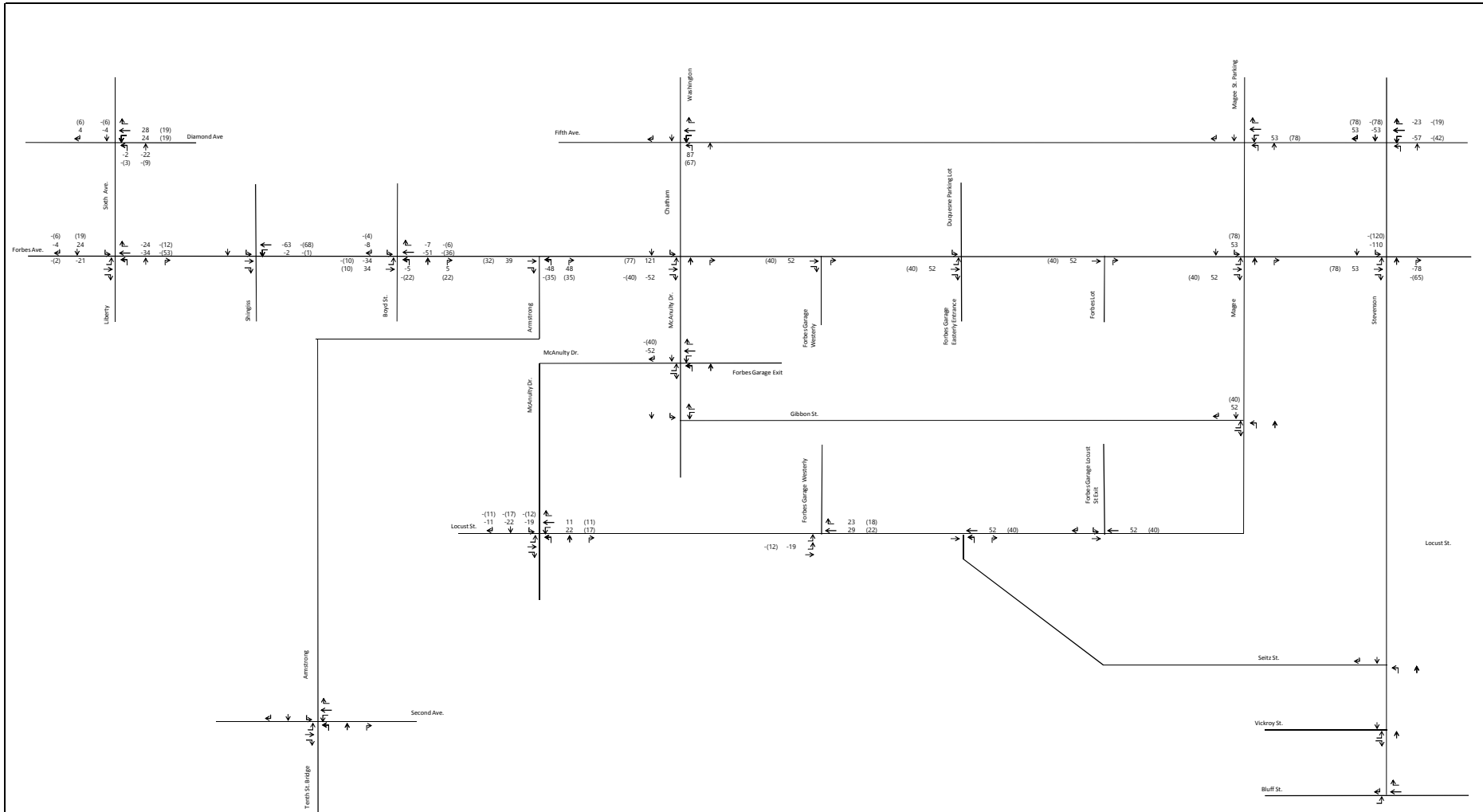
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PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	City's Edge Pre and Post Event Site Traffic Peak Hour Traffic Volumes

FIGURE  
**12**  
 D.B. AMK  
 C.B. CAJ  
 REV.







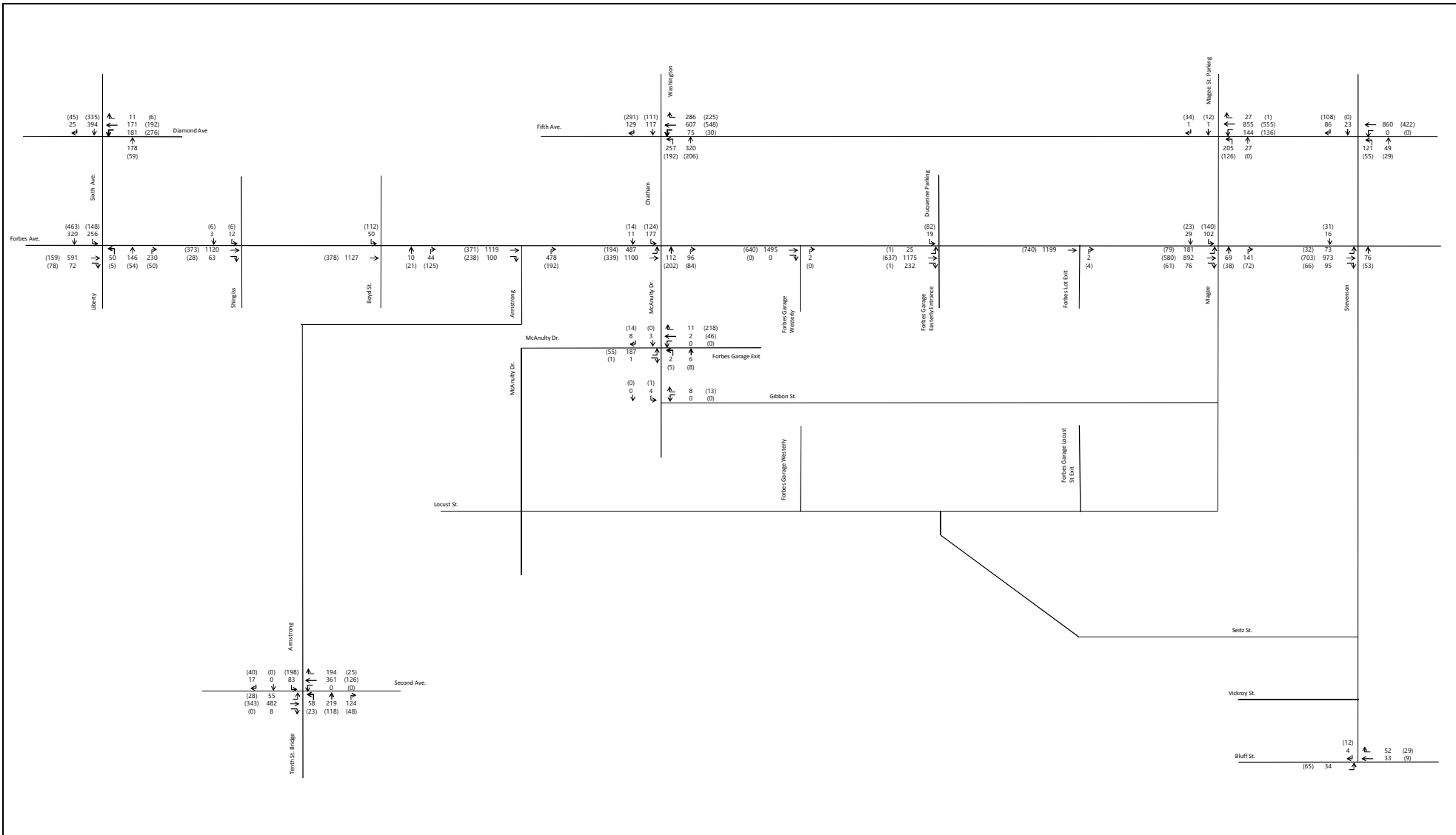
**Legend**  
 123 - Arrival Peak Hour Volumes (6:00 PM - 7:00 PM)  
 (123) - Departure Peak Hour Volumes (9:30 PM - 10:30 PM)

**Trans ASSOCIATES**  
 Small Firm Client Experience. Big Firm Capabilities  
 Twin Towers Suite 400 / 4935 Striberwille Pike  
 Pittsburgh, Pennsylvania 15205 / (412) 490-0630

SCALE: N.T.S.

PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	Pre and Post Event Rerouted Traffic Related to BRT

**FIGURE**  
**14**  
 D.B. AMK  
 C.B. CAJ  
 REV.



**Legend**  
 123 - Arrival Peak Hour Volumes (6:00 PM - 7:00 PM)  
 (123) - Departure Peak Hour Volumes (9:30 PM - 10:30 PM)

Note: Traffic volumes without and with 2018 IMP projects are the same.

**Trans ASSOCIATES**  
 Small Firm Client Experience. Big Firm Capabilities  
 Twin Towers Suite 400 / 4955 Spidersville Pike  
 Pittsburgh, Pennsylvania / 5205 / (412) 490-0630

PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	2028 Pre and Post Event with BRT Peak Hour Traffic Volumes

FIGURE  
**15**  
 D.B. AMK  
 C.B. CAJ  
 REV.

**TABLE 17  
CAPACITY ANALYSIS SUMMARY  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Level of Service (Delay in Seconds)							
		AM Peak Hour <sup>(1)</sup>		PM Peak Hour <sup>(2)</sup>		Event Arrival Peak Hour <sup>(3)</sup>		Event Departure Peak Hour <sup>(4)</sup>	
		2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FIFTH AVENUE AND CHATHAM SQUARE/WASHINGTON PLACE<sup>(5)</sup></b>									
<b>FIFTH AVENUE Westbound</b>	<b>Left/Through</b>	C (26.4)	D (48.5)	C (30.1)	F (55.8)	C (28.7)	C (29.5)	C (28.9)	C (30.4)
	<b>Through/Right</b>	C (25.6)	N/A	C (29.1)	N/A	E (72.3)	N/A	D (45.1)	N/A
	<b>Right</b>	N/A	C (22.4)	N/A	C (25.3)	N/A	D (40.2)	N/A	C (32.1)
	<b>Approach</b>	C (26.0)	D (43.5)	C (29.7)	D (46.8)	D (43.7)	C (32.6)	C (34.1)	C (30.8)
<b>CHATHAM SQUARE Northbound</b>	<b>Left</b>	C (31.6)	F (134.4)	C (25.2)	D (49.1)	C (25.7)	C (30.9)	C (27.1)	D (40.4)
	<b>Through</b>	C (20.5)	C (20.5)	C (21.3)	C (25.2)	C (22.8)	C (24.0)	C (21.5)	C (24.2)
	<b>Approach</b>	C (25.1)	F (84.5)	C (22.6)	D (36.2)	C (23.8)	C (27.1)	C (23.6)	C (32.0)
<b>WASHINGTON PLACE Southbound</b>	<b>Through</b>	C (22.0)	C (23.6)	B (19.8)	C (23.1)	B (19.4)	C (21.8)	B (19.6)	C (22.0)
	<b>Right</b>	C (20.8)	C (32.4)	B (19.8)	C (30.1)	B (18.9)	C (23.4)	C (21.2)	D (35.1)
	<b>Approach</b>	C (21.3)	C (28.5)	B (19.8)	C (27.2)	B (19.1)	C (22.6)	C (20.8)	C (31.5)
<b>OVERALL</b>		<b>C (24.3)</b>	<b>D (48.5)</b>	<b>C (26.2)</b>	<b>D (40.6)</b>	<b>C (33.6)</b>	<b>C (29.5)</b>	<b>C (27.9)</b>	<b>C (31.3)</b>
<b>FIFTH AVENUE AND MAGEE STREET/MAGEE STREET PARKING<sup>(5)</sup></b>									
<b>FIFTH AVENUE Westbound</b>	<b>Left/Through</b>	C (21.5)	C (24.2)	C (20.4)	C (31.1)	B (19.8)	C (29.9)	B (17.9)	C (25.5)
	<b>Through/Right</b>	C (20.6)	C (22.8)	B (19.6)	C (28.8)	B (19.1)	C (28.4)	B (17.4)	C (24.5)
	<b>Approach</b>	C (21.1)	C (23.6)	B (20.0)	C (30.0)	B (19.5)	C (29.2)	B (17.7)	C (25.0)
<b>MAGEE STREET Northbound</b>	<b>Approach</b>	C (23.3)	C (24.6)	C (30.2)	C (27.1)	D (39.0)	C (21.3)	D (36.9)	C (23.6)
<b>MAGEE STREET PARKING Southbound</b>	<b>Approach</b>	A (0.0)	A (0.0)	C (22.4)	B (18.1)	C (21.8)	B (15.0)	C (25.0)	B (17.7)
<b>OVERALL</b>		<b>C (21.2)</b>	<b>C (23.6)</b>	<b>C (22.3)</b>	<b>C (29.2)</b>	<b>C (23.9)</b>	<b>C (27.7)</b>	<b>C (21.8)</b>	<b>C (24.4)</b>

**Table 17 (Cont.)  
CAPACITY ANALYSIS SUMMARY  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Level of Service (Delay in Seconds)							
		AM Peak Hour <sup>(1)</sup>		PM Peak Hour <sup>(2)</sup>		Event Arrival Peak Hour <sup>(3)</sup>		Event Departure Peak Hour <sup>(4)</sup>	
		2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FIFTH AVENUE AND STEVENSON STREET<sup>(5)</sup></b>									
<b>FIFTH AVENUE Westbound</b>	<b>Left/Through</b>	B (11.9)	B (13.6)	B (12.3)	B (18.3)	B (14.4)	A (0.0)	B (12.7)	A (0.0)
	<b>Through</b>	N/A	B (12.5)	N/A	B (17.0)	N/A	B (13.5)	N/A	B (14.0)
	<b>Through/Right</b>	B (11.2)	N/A	B (11.7)	N/A	B (13.8)	N/A	B (12.4)	N/A
	<b>Approach</b>	B (11.6)	B (13.1)	B (12.0)	B (17.7)	B (14.1)	B (13.5)	B (12.6)	B (14.0)
<b>Stevenson Street Northbound</b>	<b>Approach</b>	C (33.9)	C (33.5)	C (33.8)	C (33.5)	C (30.6)	C (33.5)	C (28.5)	C (31.3)
<b>STEVENSON STREET Southbound</b>	<b>Approach</b>	C (31.3)	C (29.3)	C (30.4)	C (24.2)	C (26.3)	C (27.3)	C (26.3)	C (28.6)
<b>OVERALL</b>		<b>B (13.6)</b>	<b>B (15.4)</b>	<b>B (15.2)</b>	<b>C (20.6)</b>	<b>B (17.4)</b>	<b>B (17.8)</b>	<b>B (16.2)</b>	<b>B (18.9)</b>
<b>DIAMOND STREET AND SIXTH STREET<sup>(6)</sup></b>									
<b>DIAMOND STREET Westbound</b>	<b>Left</b>	C (29.7)	D (45.1)	D (46.4)	F (93.9)	D (44.2)	F (85.6)	F (297.3)	F (131.0)
	<b>Through</b>	C (31.5)	N/A	C (33.7)	N/A	C (32.0)	N/A	D (38.2)	N/A
	<b>Through/Right</b>	N/A	E (56.2)	N/A	D (41.0)	N/A	D (45.5)	N/A	C (26.8)
	<b>Right</b>	C (28.3)	N/A	C (28.6)	N/A	C (28.7)	N/A	C (28.4)	N/A
	<b>Approach</b>	C (30.9)	D (52.3)	D (41.5)	E (73.5)	D (38.7)	E (65.5)	F (191.0)	F (87.5)
<b>SIXTH STREET Northbound</b>	<b>Approach</b>	A (3.9)	A (2.5)	A (1.0)	A (2.9)	A (2.6)	A (3.7)	A (1.3)	A (3.5)
<b>SIXTH STREET Southbound</b>	<b>Approach</b>	A (9.3)	A (7.1)	B (11.6)	E (57.4)	A (9.7)	A (9.5)	A (10.0)	C (23.9)
<b>OVERALL</b>		<b>B (11.8)</b>	<b>B (18.3)</b>	<b>C (20.8)</b>	<b>E (60.1)</b>	<b>B (17.8)</b>	<b>C (29.6)</b>	<b>F (99.8)</b>	<b>E (55.6)</b>

**Table 17 (Cont.)  
CAPACITY ANALYSIS SUMMARY  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Level of Service (Delay in Seconds)							
		AM Peak Hour <sup>(1)</sup>		PM Peak Hour <sup>(2)</sup>		Event Arrival Peak Hour <sup>(3)</sup>		Event Departure Peak Hour <sup>(4)</sup>	
		2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FORBES AVENUE AND LIBERTY BRIDGE/SIXTH AVENUE<sup>(6)</sup></b>									
FORBES AVENUE Eastbound	Approach	D (41.7)	D (54.1)	D (53.3)	F (109.5)	E (68.2)	E (56.1)	D (37.9)	D (45.7)
FORBES AVENUE Westbound	Approach	A (1.2)	N/A	A (1.0)	N/A	A (1.0)	N/A	A (4.7)	N/A
LIBERTY BRIDGE Northbound	Left	N/A	C (28.7)	N/A	D (47.8)	N/A	D (35.9)	N/A	D (39.1)
	Through/Right	N/A	D (54.8)	N/A	D (38.2)	N/A	E (70.0)	N/A	D (48.4)
	Approach	F (127.6)	D (47.5)	C (34.4)	D (39.4)	D (47.7)	E (66.0)	C (33.5)	D (47.9)
SIXTH AVENUE Southbound	Left	N/A	C (31.3)	N/A	A (9.1)	N/A	B (19.5)	N/A	A (8.0)
	Through	N/A	A (5.7)	N/A	B (13.1)	N/A	B (11.0)	N/A	A (8.4)
	Approach	B (18.0)	C (23.1)	C (20.4)	B (12.0)	B (16.0)	B (14.8)	B (14.6)	A (8.3)
<b>OVERALL</b>		<b>E (71.9)</b>	<b>D (42.9)</b>	<b>C (30.0)</b>	<b>D (41.1)</b>	<b>D (42.3)</b>	<b>D (44.3)</b>	<b>C (21.0)</b>	<b>C (22.1)</b>
<b>FORBES AVENUE AND SHINGISS STREET<sup>(6)</sup></b>									
FORBES AVENUE Eastbound	Approach	A (2.5)	A (3.9)	A (4.8)	A (5.1)	A (3.2)	A (5.0)	A (5.1)	A (6.9)
FORBES AVENUE Westbound	Approach	D (36.5)	N/A	D (35.8)	N/A	D (35.3)	N/A	D (35.8)	N/A
SHINGISS STREET Southbound	Approach	C (29.2)	D (37.0)	C (28.8)	C (29.0)	C (28.4)	C (32.6)	C (28.3)	C (20.0)
<b>OVERALL</b>		<b>A (6.6)</b>	<b>A (5.3)</b>	<b>A (8.1)</b>	<b>A (5.9)</b>	<b>A (5.2)</b>	<b>A (5.3)</b>	<b>B (10.1)</b>	<b>A (7.2)</b>
<b>FORBES AVENUE AND BOYD STREET<sup>(5)</sup></b>									
FORBES STREET Eastbound	Approach	A (0.3)	A (0.0)	A (0.1)	A (0.0)	A (0.5)	A (0.0)	A (0.2)	A (0.0)
FORBES STREET Westbound	Approach	A (0.0)	N/A	A (0.0)	N/A	A (0.0)	N/A	A (0.0)	N/A
BOYD STREET Northbound	Approach	B (12.5)	B (12.8)	B (11.6)	B (12.3)	B (11.7)	B (12.6)	B (10.1)	B (10.7)
BOYD STREET Southbound	Approach	D (30.9)	D (31.6)	E (35.5)	E (47.1)	D (30.4)	D (26.6)	C (19.8)	C (18.4)
<b>OVERALL</b>		<b>A (3.0)</b>	<b>A (2.8)</b>	<b>A (6.7)</b>	<b>A (8.8)</b>	<b>A (2.7)</b>	<b>A (1.6)</b>	<b>A (6.4)</b>	<b>A (5.7)</b>

**Table 17 (Cont.)  
CAPACITY ANALYSIS SUMMARY  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Level of Service (Delay in Seconds)							
		AM Peak Hour <sup>(1)</sup>		PM Peak Hour <sup>(2)</sup>		Event Arrival Peak Hour <sup>(3)</sup>		Event Departure Peak Hour <sup>(4)</sup>	
		2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FORBES AVENUE AND ARMSTRONG TUNNEL <sup>(6)</sup></b>									
FORBES AVENUE Eastbound	Through	N/A	B (18.9)	N/A	A (8.2)	N/A	D (38.0)	N/A	A (5.3)
	Right	N/A	A (9.0)	N/A	B (12.2)	N/A	A (5.5)	N/A	A (5.4)
	Approach	A (7.9)	B (16.2)	A (6.4)	B (10.2)	A (8.1)	D (35.3)	A (4.3)	A (5.3)
ARMSTRONG TUNNEL Northbound	Left/Right	C (32.7)	N/A	C (33.9)	N/A	C (34.4)	N/A	C (33.9)	N/A
	Right	D (35.1)	N/A	D (35.0)	N/A	D (35.6)	N/A	C (34.7)	N/A
	Approach	C (33.9)	D (39.8)	C (34.5)	D (35.8)	C (35.0)	D (39.7)	C (34.3)	C (33.4)
<b>OVERALL</b>		<b>B (17.0)</b>	<b>C (24.0)</b>	<b>B (13.8)</b>	<b>B (16.9)</b>	<b>B (17.0)</b>	<b>D (36.6)</b>	<b>B (12.5)</b>	<b>B (12.0)</b>
<b>FORBES AVENUE AND McANULTY DRIVE/CHATHAM PLACE <sup>(6)</sup></b>									
FORBES AVENUE Eastbound	Left	C (26.7)	E (77.5)	C (26.8)	D (49.3)	D (51.3)	F (122.8)	C (27.1)	C (23.4)
	Through/Right	A (9.4)	C (26.5)	A (5.9)	B (15.7)	A (9.4)	D (45.1)	A (4.5)	A (8.9)
	Approach	B (13.6)	D (43.7)	A (9.9)	C (25.2)	C (21.2)	E (69.0)	B (10.7)	B (14.2)
LIBERTY BRIDGE Northbound	Through	C (20.7)	C (20.2)	C (26.6)	C (23.2)	C (23.8)	C (23.8)	C (25.6)	C (24.7)
	Right	C (21.8)	C (21.7)	C (27.2)	C (23.8)	C (25.1)	C (25.1)	C (25.0)	C (24.2)
	Approach	C (21.3)	C (21.1)	C (26.9)	C (23.5)	C (24.4)	C (24.4)	C (25.4)	C (24.6)
CHATHAM PLACE Southbound	Approach	D (54.9)	F (143.9)	D (48.4)	F (83.4)	E (63.4)	E (77.2)	E (74.5)	E (57.4)
<b>OVERALL</b>		<b>C (23.8)</b>	<b>E (61.2)</b>	<b>B (19.5)</b>	<b>C (32.4)</b>	<b>C (26.3)</b>	<b>E (65.1)</b>	<b>C (25.9)</b>	<b>C (23.5)</b>
<b>FORBES AVENUE AND FORBES GARAGE WESTERLY <sup>(5)</sup></b>									
FORBES AVENUE Eastbound	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
FORBES GARAGE WESTERLY Northbound	Approach	B (14.2)	C (18.4)	C (20.1)	A (0.0)	C (17.8)	C (21.8)	A (0.0)	A (0.0)
<b>OVERALL</b>		<b>A (0.0)</b>	<b>A (0.0)</b>	<b>A (0.1)</b>	<b>A (0.0)</b>	<b>A (0.0)</b>	<b>A (0.0)</b>	<b>A (0.0)</b>	<b>A (0.0)</b>

**Table 17 (Cont.)  
CAPACITY ANALYSIS SUMMARY  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Level of Service (Delay in Seconds)							
		AM Peak Hour <sup>(1)</sup>		PM Peak Hour <sup>(2)</sup>		Event Arrival Peak Hour <sup>(3)</sup>		Event Departure Peak Hour <sup>(4)</sup>	
		2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FORBES AVENUE AND FORBES GARAGE EASTERLY EXIT/DUQUESNE PARKING LOT<sup>(5)</sup></b>									
FORBES AVENUE Eastbound	Left/Through	A (7.4)	A (7.4)	A (7.5)	A (7.5)	A (7.6)	A (7.6)	A (7.4)	A (7.4)
	Through/Right	A (0.3)	A (0.6)	A (0.1)	A (0.3)	A (0.2)	A (0.5)	A (0.0)	A (0.0)
	Approach	A (0.6)	A (0.8)	A (0.2)	A (0.3)	A (0.3)	A (0.5)	A (0.0)	A (0.0)
DUQUESNE PARKING LOT Southbound	Approach	B (13.3)	C (17.5)	C (16.0)	C (21.6)	C (17.3)	C (22.5)	B (12.9)	B (14.4)
<b>OVERALL</b>		<b>A (0.6)</b>	<b>A (0.8)</b>	<b>A (0.5)</b>	<b>A (0.7)</b>	<b>A (0.6)</b>	<b>A (0.8)</b>	<b>A (1.9)</b>	<b>A (1.6)</b>
<b>FORBES AVENUE AND FORBES LOT EXIT<sup>(5)</sup></b>									
FORBES AVENUE Eastbound	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
FORBES LOT EXIT Northbound	Approach	A (0.0)	A (0.0)	C (17.9)	D (26.9)	C (16.8)	C (22.8)	B (10.2)	B (11.0)
<b>OVERALL</b>		<b>A (0.0)</b>	<b>A (0.0)</b>	<b>A (0.2)</b>	<b>A (0.2)</b>	<b>A (0.0)</b>	<b>A (0.0)</b>	<b>A (0.1)</b>	<b>A (0.1)</b>
<b>FORBES AVENUE AND MAGEE STREET<sup>(5)</sup></b>									
FORBES AVENUE Eastbound	Left/Through	A (4.7)	A (7.3)	B (10.0)	D (35.4)	A (8.0)	B (12.1)	A (6.8)	B (10.2)
	Through/Right	A (4.6)	A (7.0)	A (9.6)	C (29.7)	A (7.6)	B (11.2)	A (6.5)	A (9.8)
	Approach	A (4.7)	A (7.2)	A (9.8)	C (32.8)	A (7.8)	B (11.6)	A (6.6)	B (10.0)
MAGEE STREET Northbound	Approach	C (30.0)	C (27.6)	C (30.1)	B (15.6)	C (31.6)	C (26.7)	C (27.8)	C (23.6)
MAGEE STREET Southbound	Approach	C (27.2)	D (37.3)	D (35.8)	D (37.3)	C (32.6)	C (34.3)	C (31.8)	C (32.4)
<b>OVERALL</b>		<b>B (11.6)</b>	<b>B (14.6)</b>	<b>B (17.4)</b>	<b>C (29.9)</b>	<b>B (13.6)</b>	<b>B (15.8)</b>	<b>B (12.5)</b>	<b>B (15.2)</b>



**Table 17 (Cont.)  
CAPACITY ANALYSIS SUMMARY  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Level of Service (Delay in Seconds)							
		AM Peak Hour <sup>(1)</sup>		PM Peak Hour <sup>(2)</sup>		Event Arrival Peak Hour <sup>(3)</sup>		Event Departure Peak Hour <sup>(4)</sup>	
		2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FORBES AVENUE AND STEVENSON STREET<sup>(5)</sup></b>									
FORBES AVENUE Eastbound	Left/Through	C (21.1)	B (19.4)	C (25.0)	C (22.8)	C (25.1)	C (22.4)	C (23.3)	C (21.9)
	Through/Right	C (20.6)	B (18.7)	C (24.0)	C (21.5)	C (24.5)	C (21.2)	C (22.6)	C (20.9)
	Approach	C (20.9)	B (19.1)	C (24.5)	C (22.2)	C (25.1)	C (21.8)	C (23.0)	C (21.4)
STEVENSON STREET Northbound	Approach	B (19.0)	C (23.2)	B (19.5)	C (25.2)	C (20.7)	C (24.8)	C (20.7)	C (23.1)
STEVENSON STREET Southbound	Approach	B (18.4)	C (22.8)	C (21.3)	C (24.3)	C (21.2)	C (24.2)	C (27.9)	C (22.8)
<b>OVERALL</b>		<b>C (20.5)</b>	<b>B (19.6)</b>	<b>C (23.8)</b>	<b>C (22.5)</b>	<b>C (24.2)</b>	<b>C (22.1)</b>	<b>C (23.5)</b>	<b>C (21.5)</b>
<b>McANULTY DRIVE AND GIBBON STREET/FORBES GARAGE EXIT<sup>(5)</sup></b>									
McANULTY DRIVE Eastbound	Approach	B (11.4)	B (13.1)	A (9.1)	A (9.3)	A (9.6)	A (9.3)	A (7.9)	A (7.8)
FORBES GARAGE EXIT Westbound	Approach	A (7.4)	A (7.4)	A (9.4)	B (10.2)	A (7.0)	A (6.8)	A (8.2)	A (8.0)
GIBBON STREET Northbound	Approach	A (8.8)	A (9.1)	A (8.4)	A (8.7)	A (7.9)	A (7.7)	A (7.9)	A (7.8)
McANULTY DRIVE Southbound	Approach	A (8.9)	A (8.7)	A (8.3)	A (8.1)	A (7.6)	A (7.3)	A (7.4)	A (7.1)
<b>OVERALL</b>		<b>B (10.2)</b>	<b>B (11.6)</b>	<b>A (9.1)</b>	<b>A (9.7)</b>	<b>A (9.0)</b>	<b>A (9.0)</b>	<b>A (8.0)</b>	<b>A (7.9)</b>
<b>GIBBON STREET AND MAGEE STREET<sup>(5)(7)</sup></b>									
GIBBON STREET Eastbound	Approach	B (10.1)	B (11.1)	B (11.4)	B (13.3)	--	--	--	--
MAGEE STREET Northbound	Approach	A (0.8)	A (0.8)	A (0.3)	A (0.3)	--	--	--	--
MAGEE DRIVE Southbound	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	--	--	--	--
<b>OVERALL</b>		<b>A (0.6)</b>	<b>A (0.5)</b>	<b>A (0.5)</b>	<b>A (0.5)</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>

**Table 17 (Cont.)  
CAPACITY ANALYSIS SUMMARY  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Level of Service (Delay in Seconds)							
		AM Peak Hour <sup>(1)</sup>		PM Peak Hour <sup>(2)</sup>		Event Arrival Peak Hour <sup>(3)</sup>		Event Departure Peak Hour <sup>(4)</sup>	
		2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>LOCUST STREET AND McANULTY DRIVE<sup>(5)(7)</sup></b>									
LOCUST STREET Eastbound	Approach	A (9.1)	A (9.9)	A (9.4)	B (10.3)	--	--	--	--
LOCUST STREET Westbound	Approach	A (8.8)	A (9.9)	A (9.0)	B (10.4)	--	--	--	--
McANULTY DRIVE Northbound	Approach	A (8.9)	A (9.8)	A (8.8)	A (9.5)	--	--	--	--
McANULTY DRIVE Southbound	Approach	A (8.9)	A (9.3)	A (8.7)	A (8.8)	--	--	--	--
<b>OVERALL</b>		<b>A (8.9)</b>	<b>A (9.8)</b>	<b>A (9.1)</b>	<b>B (10.1)</b>	--	--	--	--
<b>LOCUST STREET AND SEITZ STREET<sup>(5)(7)</sup></b>									
LOCUST STREET Eastbound	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	--	--	--	--
LOCUST STREET Westbound	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	--	--	--	--
SEITZ STREET Northbound	Approach	B (11.9)	B (14.0)	B (10.7)	B (12.0)	--	--	--	--
<b>OVERALL</b>		<b>A (4.4)</b>	<b>A (4.5)</b>	<b>A (3.1)</b>	<b>A (3.0)</b>	--	--	--	--
<b>LOCUST STREET AND FORBES GARAGE LOCUST STREET EXIT<sup>(5)(7)</sup></b>									
LOCUST STREET Eastbound	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	--	--	--	--
LOCUST STREET Westbound	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	--	--	--	--
FORBES GARAGE LOCUST STREET EXIT Southbound	Approach	B (10.2)	B (11.5)	C (15.0)	D (33.4)	--	--	--	--
<b>OVERALL</b>		<b>A (0.6)</b>	<b>A (0.6)</b>	<b>A (9.4)</b>	<b>C (18.7)</b>	--	--	--	--

**Table 17 (Cont.)**  
**CAPACITY ANALYSIS SUMMARY**  
**Duquesne University IMP**  
**City of Pittsburgh, Allegheny County, Pennsylvania**

Direction	Approach / Movement	Level of Service (Delay in Seconds)							
		AM Peak Hour <sup>(1)</sup>		PM Peak Hour <sup>(2)</sup>		Event Arrival Peak Hour <sup>(3)</sup>		Event Departure Peak Hour <sup>(4)</sup>	
		2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>VICKROY STREET AND STEVENSON STREET<sup>(5)(7)</sup></b>									
VICKROY STREET Eastbound	Approach	A (9.3)	A (9.5)	A (9.1)	A (9.3)	--	--	--	--
STEVENSON STREET Northbound	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	--	--	--	--
STEVENSON STREET Southbound	Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)	--	--	--	--
<b>OVERALL</b>		<b>A (0.9)</b>	<b>A (0.9)</b>	<b>A (1.8)</b>	<b>A (1.9)</b>	--	--	--	--
<b>BLUFF STREET AND STEVENSON STREET<sup>(5)(7)</sup></b>									
BLUFF STREET Eastbound	Approach	A (7.8)	A (7.9)	A (7.6)	A (7.8)	A (7.4)	A (7.4)	A (7.7)	A (7.7)
BLUFF STREET Eastbound	Approach	A (7.8)	A (8.2)	A (7.0)	A (7.1)	A (7.0)	A (7.0)	A (6.8)	A (6.8)
STEVENSON STREET Southbound	Approach	A (6.9)	A (7.1)	A (6.7)	A (6.9)	A (6.6)	A (6.6)	A (6.7)	A (6.7)
<b>OVERALL</b>		<b>A (7.7)</b>	<b>A (8.1)</b>	<b>A (7.2)</b>	<b>A (7.3)</b>	<b>A (7.1)</b>	<b>A (7.1)</b>	<b>A (7.3)</b>	<b>A (7.3)</b>

**Table 17 (Cont.)**  
**CAPACITY ANALYSIS SUMMARY**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Level of Service (Delay in Seconds)							
		AM Peak Hour <sup>(1)</sup>		PM Peak Hour <sup>(2)</sup>		Event Arrival Peak Hour <sup>(3)</sup>		Event Departure Peak Hour <sup>(4)</sup>	
		2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>SECOND AVENUE AND TENTH STREET BRIDGE/ARMSTRONG TUNNEL<sup>(6)</sup></b>									
<b>SECOND AVENUE Eastbound</b>	<b>Approach</b>	C (20.3)	C (22.6)	C (27.2)	C (32.3)	C (22.7)	C (26.2)	C (21.9)	C (22.9)
<b>SECOND AVENUE Westbound</b>	<b>Approach</b>	C (26.5)	D (35.3)	D (37.0)	E (62.4)	B (19.9)	C (21.8)	B (18.6)	B (18.8)
<b>TENTH STREET BRIDGE Northbound</b>	<b>Approach</b>	D (41.5)	E (59.5)	D (52.1)	F (82.7)	B (13.5)	B (15.6)	C (28.4)	C (31.3)
<b>ARMSTRONG TUNNEL Southbound</b>	<b>Approach</b>	D (43.1)	E (57.3)	D (48.8)	E (75.3)	B (12.2)	B (13.7)	C (27.0)	C (30.0)
<b>OVERALL</b>		<b>C (30.7)</b>	<b>D (40.8)</b>	<b>D (40.4)</b>	<b>E (61.8)</b>	<b>B (18.5)</b>	<b>C (21.2)</b>	<b>C (24.2)</b>	<b>C (25.7)</b>

(1) 7:45 AM to 8:45 AM

(2) 4:30 PM to 5:30 PM

(3) 6:00 PM to 7:00 PM

(4) 9:30 PM to 10:30 PM

(5) Level of Service (LOS) and vehicular delay calculated using methodologies published in the [Highway Capacity Manual 2010](#), published by the Transportation Research Board, 2010.

(6) Level of Service (LOS) and vehicular delay calculated using the methodologies published in [Highway Capacity Manual 2000](#), published by the Transportation Research Board, 2000.

(7) This intersection was not analyzed for Event peaks.

Source: Analysis Performed by Trans Associates

**Table 18  
 QUEUEING ANALYSIS SUMMARY  
 Duquesne University IMP  
 Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Storage (ft.)	95th Percentile Queue Length (ft.) <sup>(1)</sup>							
			AM Peak Hour <sup>(2)</sup>		PM Peak Hour <sup>(3)</sup>		Event Arrival Peak Hour <sup>(4)</sup>		Event Departure Peak Hour <sup>(5)</sup>	
			2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FIFTH AVENUE AND CHATHAM SQUARE/WASHINGTON PLACE</b>										
FIFTH AVENUE Westbound	Left/Through	> 1000	N/A	638	N/A	756	N/A	134	N/A	168
	Right		N/A	43	N/A	120	N/A	299	N/A	220
	Approach		105	N/A	171	N/A	180	N/A	123	N/A
CHATHAM SQUARE Northbound	Left	250	55	185	60	97	98	27	57	104
	Through		77	25	100	98	177	33	84	111
WASHINGTON PLACE Southbound	Through	515	92	193	93	122	82	87	80	85
	Right		64	305	70	190	48	99	103	229
<b>FIFTH AVENUE AND MAGEE STREET/MAGEE STREET PARKING</b>										
FIFTH AVENUE Westbound	Approach	445	75	58	83	149	79	135	72	140
MAGEE STREET Northbound	Approach	250	55	65	180	249	248	182	118	105
MAGEE STREET PARKING Southbound	Approach	--	0	0	25	25	6	5	46	40
<b>FIFTH AVENUE AND STEVENSON STREET</b>										
FIFTH AVENUE Westbound	Approach	325	142	237	131	265	143	168	65	64
Stevenson Street Northbound	Approach	255	82	114	101	71	148	145	88	42
STEVENSON STREET Southbound	Approach	225	19	29	35	134	23	79	53	79
<b>DIAMOND STREET AND SIXTH STREET</b>										
DIAMOND STREET Westbound	Left	465	54	114	333	523	171	249	352	308
	Through		108	N/A	167	N/A	77	N/A	161	N/A
	Through/Right		N/A	210	N/A	259	N/A	194	N/A	153
	Right		17	N/A	24	N/A	21	N/A	12	N/A
SIXTH AVENUE Northbound	Approach	25	14	31	2	15	12	29	1	10
SIXTH AVENUE Southbound	Approach	190	74	156	208	1117	92	181	80	246

**Table 18  
 QUEUEING ANALYSIS SUMMARY  
 Duquesne University IMP  
 Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Storage (ft.)	95th Percentile Queue Length (ft.) <sup>(1)</sup>							
			AM Peak Hour <sup>(2)</sup>		PM Peak Hour <sup>(3)</sup>		Event Arrival Peak Hour <sup>(4)</sup>		Event Departure Peak Hour <sup>(5)</sup>	
			2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FORBES AVENUE AND LIBERTY BRIDGE/SIXTH AVENUE</b>										
FORBES AVENUE Eastbound	Approach	410	168	231	251	356	331	363	64	96
FORBES AVENUE Westbound	Approach	115	2	N/A	0	N/A	0	N/A	4	N/A
LIBERTY BRIDGE Northbound	Left	> 1000	N/A	194	N/A	46	N/A	68	N/A	14
	Through/Right		N/A	604	N/A	168	N/A	466	N/A	117
	Approach		385	N/A	77	N/A	210	N/A	51	N/A
SIXTH AVENUE Southbound	Left	30	N/A	134	N/A	92	N/A	129	N/A	39
	Through		N/A	64	N/A	554	N/A	163	N/A	161
	Approach		101	N/A	343	N/A	151	N/A	113	N/A
<b>FORBES AVENUE AND SHINGISS STREET</b>										
FORBES AVENUE Eastbound	Approach	5	32	87	70	84	47	99	40	50
FORBES AVENUE Westbound	Approach	115	93	N/A	77	N/A	67	N/A	67	N/A
SHINGISS STREET Southbound	Approach	125	48	0	35	0	25	0	21	0
<b>FORBES AVENUE AND BOYD STREET</b>										
FORBES AVENUE Eastbound	Approach	115	0	0	0	0	3	0	0	0
FORBES AVENUE Westbound	Approach	220	0	N/A	0	N/A	0	N/A	0	N/A
BOYD STREET Northbound	Approach	290	5	8	13	20	5	8	15	20
BOYD STREET Southbound	Approach	170	35	40	85	125	30	23	48	43
<b>FORBES AVENUE AND ARMSTRONG TUNNEL</b>										
FORBES AVENUE Eastbound	Through	220	N/A	522	N/A	214	N/A	877	N/A	119
	Right		N/A	127	N/A	311	N/A	37	N/A	82
	Approach		181	N/A	172	N/A	212	N/A	76	N/A
ARMSTRONG TUNNEL Northbound	Right	> 1000	155	239	132	165	178	221	88	84
	Left		163	N/A	133	N/A	185	N/A	90	N/A

**Table 18**  
**QUEUEING ANALYSIS SUMMARY**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Storage (ft.)	95th Percentile Queue Length (ft.) <sup>(1)</sup>							
			AM Peak Hour <sup>(2)</sup>		PM Peak Hour <sup>(3)</sup>		Event Arrival Peak Hour <sup>(4)</sup>		Event Departure Peak Hour <sup>(5)</sup>	
			2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FORBES AVENUE AND McANULTY DRIVE/CHATHAM PLACE</b>										
FORBES AVENUE Eastbound	Left	160	163	338	123	276	354	372	102	155
	Through		147	624	103	464	212	730	34	140
McNaulty Drive Northbound	Through	665	64	75	138	162	90	90	157	145
	Right		85	103	121	144	87	87	80	74
CHATHAM PLACE Southbound	Approach	250	320	392	190	223	210	201	184	158
<b>FORBES AVENUE AND FORBES GARAGE WESTERLY</b>										
FORBES AVENUE Eastbound	Approach	135	0	0	0	0	0	0	0	0
FORBES GARAGE WESTERLY Northbound	Approach	--	0	0	5	0	0	0	0	0
<b>FORBES AVENUE AND FORBES GARAGE EASTERLY EXIT/DUQUESNE PARKING LOT</b>										
FORBES AVENUE Eastbound	Approach	560	3	5	0	0	3	3	0	0
DUQUESNE PARKING LOT Southbound	Approach	--	0	0	5	10	5	8	15	18
<b>FORBES AVENUE AND FORBES LOT EXIT</b>										
FORBES AVENUE Eastbound	Approach	735	0	0	0	0	0	0	0	0
FORBES LOT EXIT Northbound	Approach	--	0	0	5	10	0	3	0	0
<b>FORBES AVENUE AND MAGEE STREET</b>										
FORBES AVENUE Eastbound	Approach	690	51	164	144	418	101	209	46	130
MAGEE STREET Northbound	Approach	645	42	45	186	198	109	118	51	41
MAGEE STREET Southbound	Approach	250	167	161	177	227	105	107	84	154

**Table 18  
 QUEUEING ANALYSIS SUMMARY  
 Duquesne University IMP  
 Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Storage (ft.)	95th Percentile Queue Length (ft.) <sup>(1)</sup>							
			AM Peak Hour <sup>(2)</sup>		PM Peak Hour <sup>(3)</sup>		Event Arrival Peak Hour <sup>(4)</sup>		Event Departure Peak Hour <sup>(5)</sup>	
			2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>FORBES AVENUE AND STEVENSON STREET</b>										
FORBES AVENUE Eastbound	Approach	420	97	29	227	118	195	83	156	91
STEVENSON STREET Northbound	Approach	250	47	32	52	44	77	16	50	25
STEVENSON STREET Southbound	Approach	255	42	12	73	15	64	0	104	17
<b>McANULTY DRIVE AND GIBBON STREET/FORBES GARAGE EXIT</b>										
McANULTY DRIVE Eastbound	Approach	570	58	85	20	25	40	38	8	8
FORBES GARAGE EXIT Westbound	Approach	--	0	0	48	65	3	3	33	30
GIBBON STREET Northbound	Approach	795	3	5	3	5	0	0	3	3
McANULTY DRIVE Southbound	Approach	55	38	20	15	5	10	3	5	3
<b>GIBBON STREET AND MAGEE STREET</b>										
GIBBON STREET Eastbound	Approach	795	0	3	3	3	--	--	--	--
MAGEE STREET Northbound	Approach	490	0	0	0	0	--	--	--	--
MAGEE STREET Southbound	Approach	140	0	0	0	0	--	--	--	--
<b>LOCUST STREET AND McANULTY DRIVE<sup>(6)</sup></b>										
LOCUST STREET Eastbound	Approach	660	20	30	33	45	--	--	--	--
LOCUST STREET Westbound	Approach	440	8	18	23	43	--	--	--	--
McANULTY DRIVE Northbound	Approach	525	20	30	13	18	--	--	--	--
McANULTY DRIVE Southbound	Approach	645	18	15	10	5	--	--	--	--



**Table 18**  
**QUEUEING ANALYSIS SUMMARY**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Storage (ft.)	95th Percentile Queue Length (ft.) <sup>(1)</sup>							
			AM Peak Hour <sup>(2)</sup>		PM Peak Hour <sup>(3)</sup>		Event Arrival Peak Hour <sup>(4)</sup>		Event Departure Peak Hour <sup>(5)</sup>	
			2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>LOCUST STREET AND SEITZ STREET<sup>(6)</sup></b>										
LOCUST STREET Eastbound	Approach	225	0	0	0	0	--	--	--	--
LOCUST STREET Westbound	Approach	295	0	0	0	0	--	--	--	--
SEITZ STREET Northbound	Approach	880	20	33	13	20	--	--	--	--
<b>LOCUST STREET AND FORBES GARAGE LOCUST STREET EXIT<sup>(6)</sup></b>										
LOCUST STREET Eastbound	Approach	120	0	0	0	0	--	--	--	--
LOCUST STREET Westbound	Approach	140	0	0	0	0	--	--	--	--
FORBES GARAGE LOCUST STREET EXIT Southbound	Approach	--	3	5	88	243	--	--	--	--
<b>VICKROY STREET AND STEVENSON STREET<sup>(6)</sup></b>										
VICKROY STREET Eastbound	Approach	--	3	3	3	3	--	--	--	--
STEVENSON STREET Northbound	Approach	225	0	0	0	0	--	--	--	--
STEVENSON STREET Southbound	Approach	135	0	0	0	0	--	--	--	--
<b>BLUFF STREET AND STEVENSON STREET</b>										
BLUFF STREET Eastbound	Approach	375	3	3	8	8	3	3	10	10
BLUFF STREET Westbound	Approach	> 1000	23	30	5	8	8	8	5	5
STEVENSON STREET Southbound	Approach	390	3	3	3	5	0	0	3	3

**Table 18  
 QUEUEING ANALYSIS SUMMARY  
 Duquesne University IMP  
 Pittsburgh, Pennsylvania**

Direction	Approach / Movement	Storage (ft.)	95th Percentile Queue Length (ft.) <sup>(1)</sup>							
			AM Peak Hour <sup>(2)</sup>		PM Peak Hour <sup>(3)</sup>		Event Arrival Peak Hour <sup>(4)</sup>		Event Departure Peak Hour <sup>(5)</sup>	
			2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT	2018 Existing	2028 Build with BRT
<b>SECOND AVENUE AND TENTH STREET BRIDGE/ARMSTRONG TUNNEL</b>										
<b>SECOND AVENUE Eastbound</b>	<b>Approach</b>	<b>&gt; 1000</b>	161	202	242	332	167	194	110	140
<b>SECOND AVENUE Westbound</b>	<b>Approach</b>	<b>&gt; 1000</b>	306	432	338	550	117	147	43	54
<b>TENTH STREET BRIDGE Northbound</b>	<b>Approach</b>	<b>&gt; 1000</b>	244	318	284	417	213	279	80	95
<b>ARMSTRONG TUNNEL Southbound</b>	<b>Approach</b>	<b>&gt; 1000</b>	167	202	307	447	36	40	101	112

(1) 95th percentile queue length determined through the use of Synchro Traffic Software, Version 10.

(2) 7:45 AM to 8:45 AM

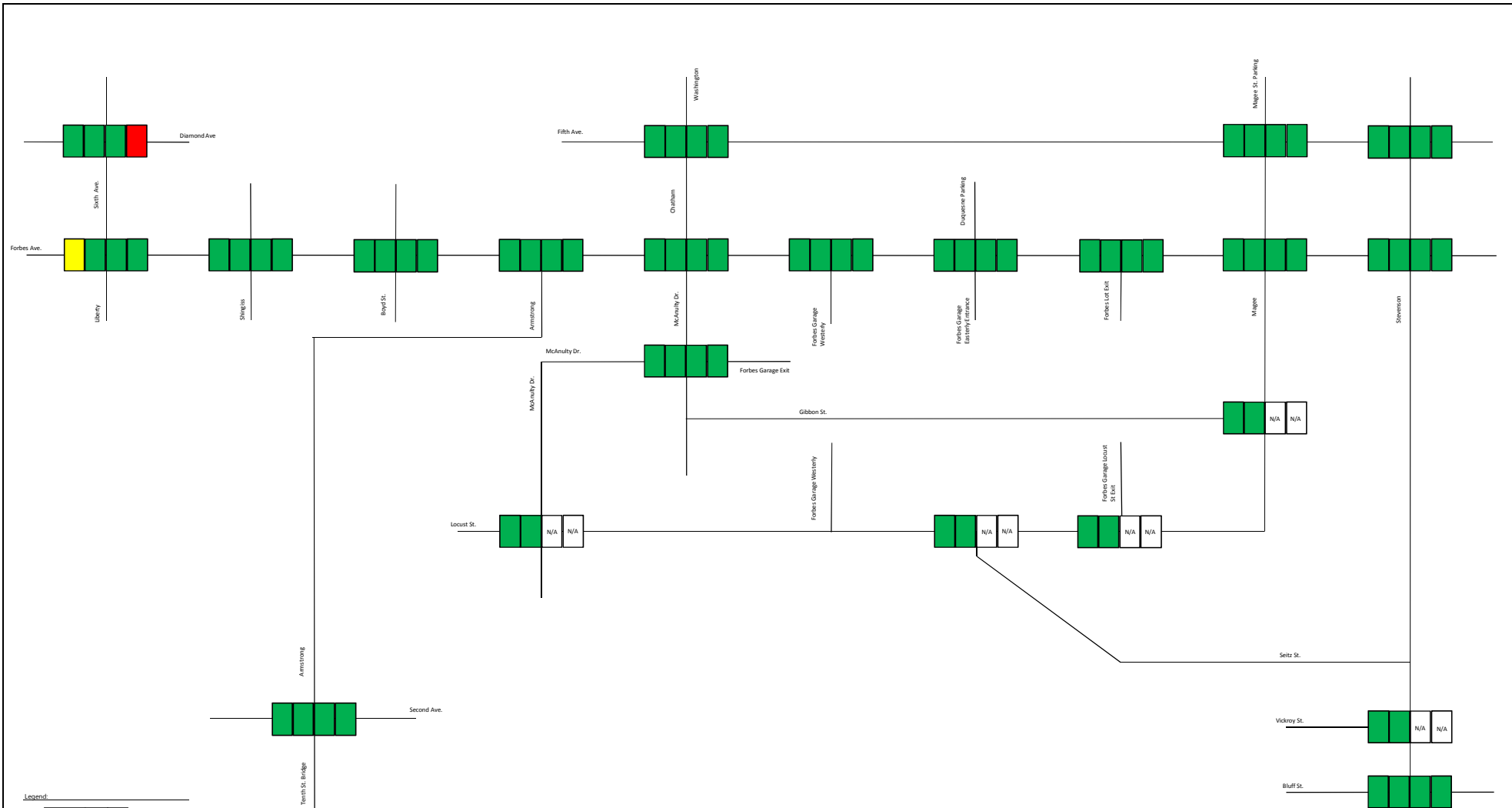
(3) 4:30 PM to 5:30 PM

(4) 6:00 PM to 7:00 PM

(5) 9:30 PM to 10:30 PM

(7) This intersection was not analyzed for Event peaks.

Source: Analysis Performed by Trans Associates



Legend:

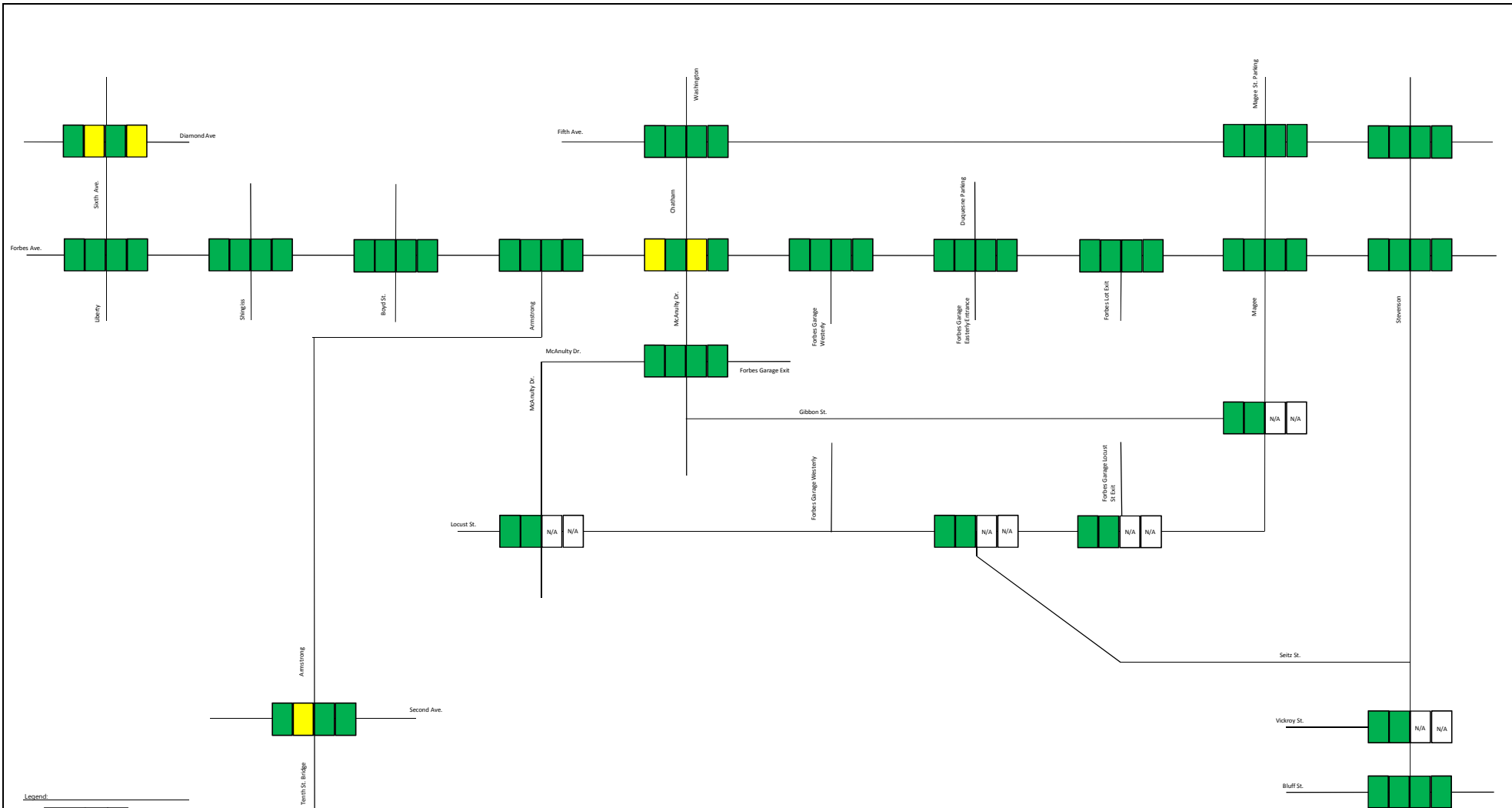
AM	PM	Peak	Off-Peak	Overall
Overall Intersection LOS A, B, C, and D				
Overall Intersection LOS E				
Overall Intersections LOS F				



**Trans**  
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Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	Level of Service 2018 Existing

FIGURE  
**16**  
D.B. AMK  
C.B. CAJ  
REV.



**Legend:**

AM	PM	Week Days	Week Evenings
----	----	--------------	------------------

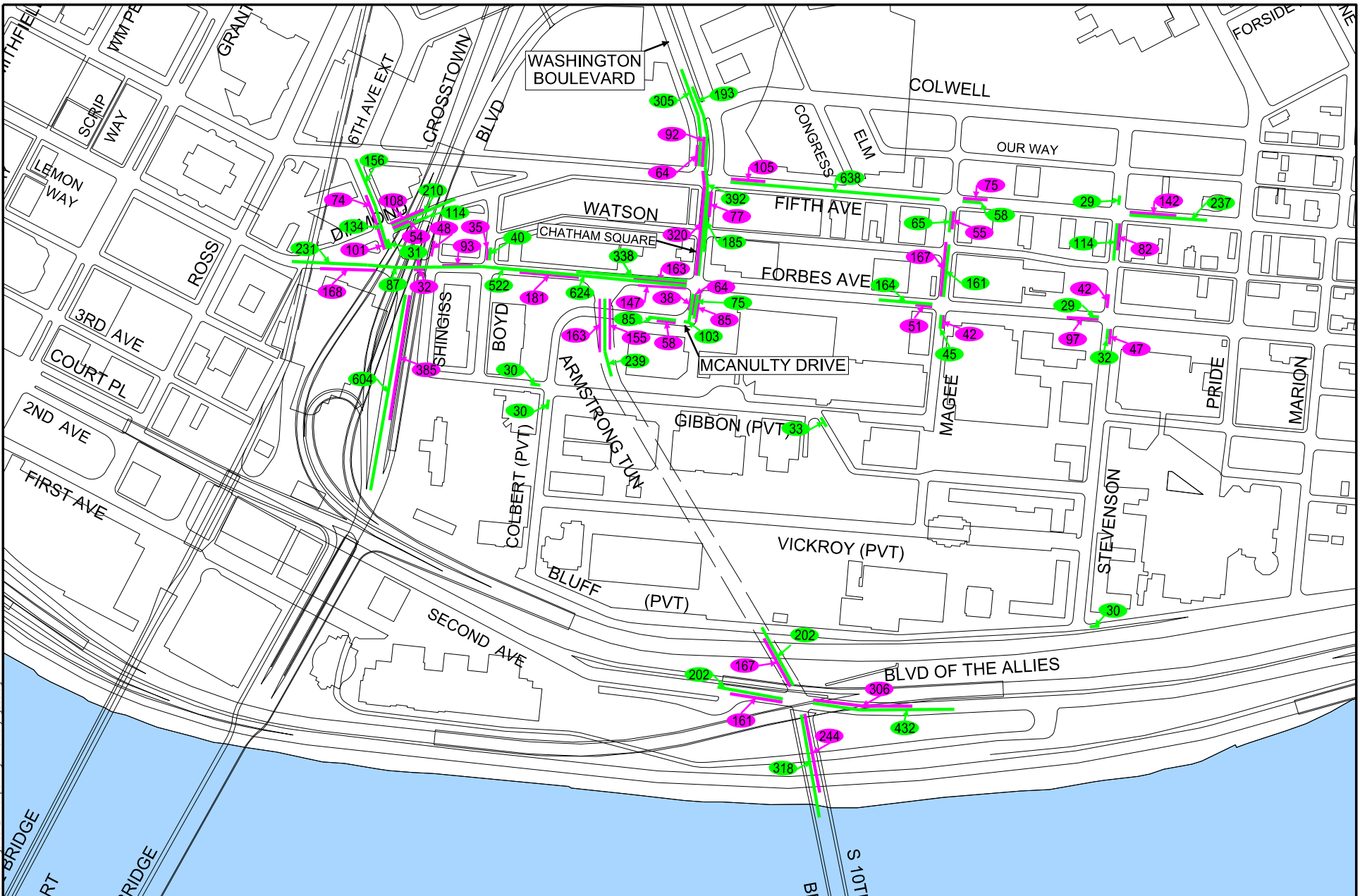
Overall LOS A,B,C, and D  
 Overall Intersection LOS E  
 Overall Intersection LOS F

**Trans ASSOCIATES**  
 Small Firm Client Experience. Big Firm Capabilities  
 Twin Towers Suite 400 / 4955 Spuhlerville Pike  
 Pittsburgh, Pennsylvania 15205 / (412) 490-0630

SCALE: N.T.S.

PROJECT NO.	DUQUE00-18071
PROJECT:	Duquesne University IMP City of Pittsburgh, Allegheny County, Pennsylvania
TITLE:	Level of Service 2026 with BRT

FIGURE  
**17**  
D.B. AMK  
C.B. CAJ  
REV.



**Legend:**

- 123 - AM 2018 Existing Queue Length (FT)
- 123 - AM 2028 with BRT Queue Length (FT)



SCALE: N.T.S.



Small Firm Client Experience, Big Firm Capabilities  
 4955 Steubenville Pike, Twin Towers Suite 400  
 Pittsburgh, Pennsylvania 15205, 412-490-0630

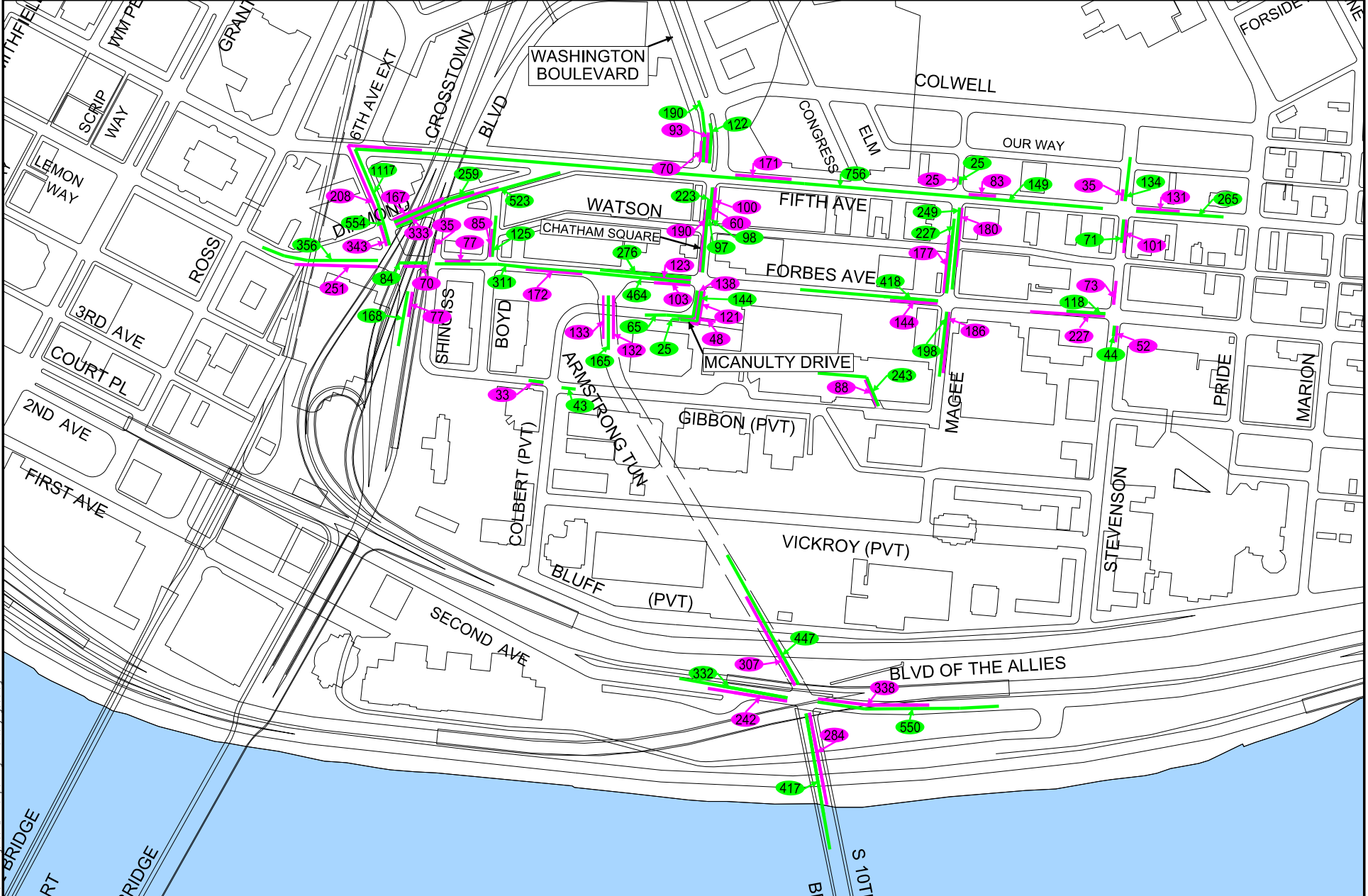
PROJECT NO. DUQUE00 - 18071  
 PROJECT: Duquesne University 2018 IMP  
 City of Pittsburgh, Allegheny County, Pennsylvania

TITLE: Queue Length AM Peak Hour

FIGURE

18

D.B. AMK  
 C.B. CAJ  
 REV. \_\_\_\_\_



**Legend:**

- 123 - PM 2018 Existing Queue Length (FT)
- 123 - PM 2028 with BRT Queue Length (FT)



SCALE: N.T.S.



Small Firm Client Experience, Big Firm Capabilities  
 4955 Steubenville Pike, Twin Towers Suite 400  
 Pittsburgh, Pennsylvania 15205, 412-490-0630

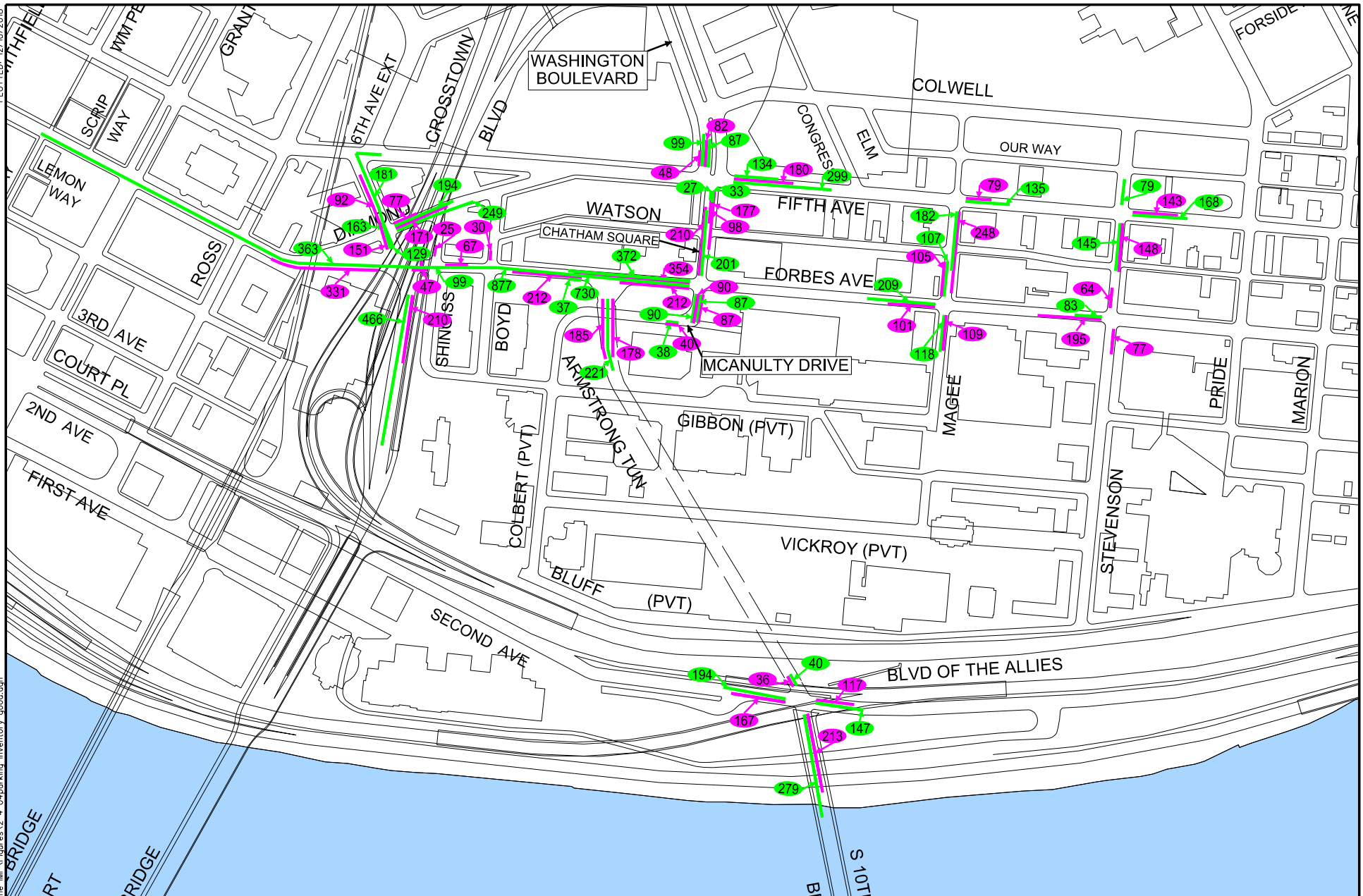
PROJECT NO. DUQUE00 - 18071  
 PROJECT: Duquesne University 2018 IMP  
 City of Pittsburgh, Allegheny County, Pennsylvania

TITLE: Queue Length PM Peak Hour

FIGURE

19

D.B. AMK  
 C.B. CAJ  
 REV. \_\_\_\_\_



**Legend:**

- 123 - Event Arrival 2018 Existing Queue Length (FT)
- 123 - Event Arrival 2022 with BRT Queue Length (FT)



SCALE: N.T.S.



Small Firm Client Experience, Big Firm Capabilities  
 4955 Steubenville Pike, Twin Towers Suite 400  
 Pittsburgh, Pennsylvania 15205, 412-490-0630

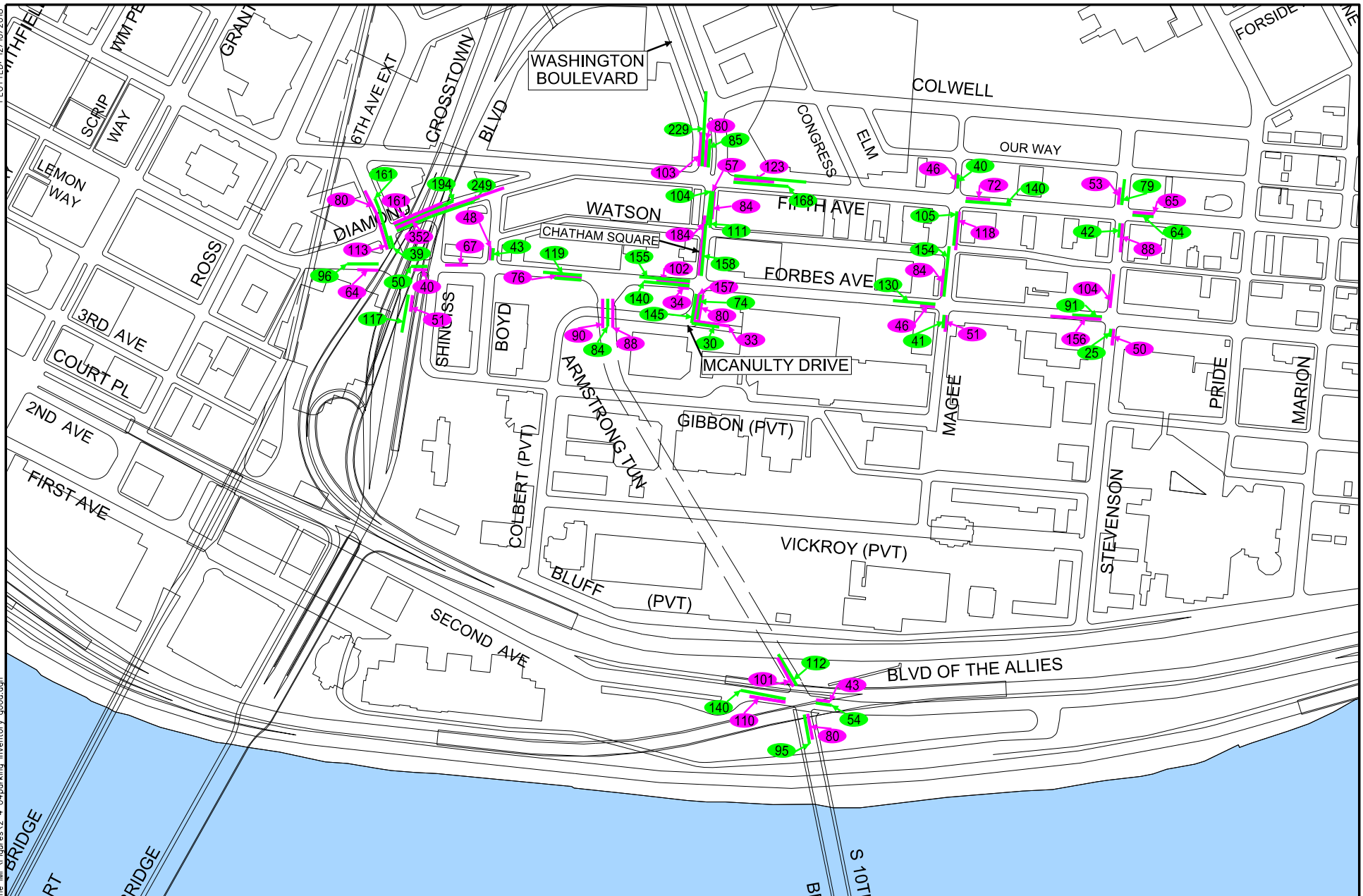
PROJECT NO. DUQUE00 - 18071  
 PROJECT: Duquesne University 2018 IMP  
 City of Pittsburgh, Allegheny County, Pennsylvania  
 TITLE: Queue Length Event Arrival Peak Hour

FIGURE

20

D.B. AMK  
 C.B. CAJ  
 REV. \_\_\_\_\_





**Legend:**

- 123 - Event Departure 2018 Existing Queue Length (FT)
- 123 - Event Departure 2028 with BRT Queue Length (FT)



SCALE: N.T.S.



ASSOCIATES

Small Firm Client Experience, Big Firm Capabilities  
 4955 Steubenville Pike, Twin Towers Suite 400  
 Pittsburgh, Pennsylvania 15205, 412-490-0630

PROJECT NO. DUQUE00 - 18071  
 PROJECT: Duquesne University 2018 IMP  
 City of Pittsburgh, Allegheny County, Pennsylvania  
 TITLE: Queue Length Event Departure Peak Hour

FIGURE

21

D.B. AMK  
 C.B. CAJ  
 REV. \_\_\_\_\_



**Table 19**  
**REPORTABLE CRASH SUMMARY**  
**Duquesne University IMP**  
**Pittsburgh, Pennsylvania**

Date	Crash Type	Direction of Travel - Primary	Direction of Travel - Secondary	Direction of Travel - Tertiary	Comments
Fifth Avenue and Chatham Square/Washington Place					
1/1/2014	Head-On	NB	WB	N/A	Primary vehicle going straight and struck secondary vehicle due to failure to respond to traffic control device.
1/2/2014	Rear-End	SB	SB	SB	Primary vehicle struck secondary vehicle due to slippery conditions. Impact caused secondary vehicle to hit tertiary vehicle.
4/17/2014	Rear-End	WB	WB	WB	Primary vehicle did not slow and stop in time and struck secondary vehicle. Impact caused secondary vehicle to hit tertiary vehicle.
5/18/2015	Same Direction Sideswipe	WB	WB	N/A	Primary vehicle (pedalcycle) merged into traffic way and struck non moving secondary vehicle.
8/15/2015	Angle	NB	WB	N/A	Primary vehicle traveling northbound struck secondary vehicle traveling westbound.
1/30/2017	Hit Fixed Object	SB	N/A	N/A	Primary vehicle in right lane turning right under compensated curve and struck utility pole.
Forbes Avenue and Chatham Square/McAnulty Street					
7/28/2013	Same Direction Sideswipe	EB	SB	N/A	Primary vehicle heading eastbound and turning right struck by secondary vehicle going straight heading southbound.
12/16/2013	Angle	NB	NB	N/A	Primary vehicle turning right from right lane and struck by secondary vehicle turning from incorrect lane.
4/16/2014	Pedestrian	SB	N/A	N/A	Primary vehicle struck pedestrian when turning left.
5/6/2014	Same Direction Sideswipe	EB	EB	N/A	Primary vehicle was turning left from the improper lane and struck secondary vehicle turning from left turn lane.
9/27/2014	Rear-End	EB	EB	EB	Primary vehicle driving too fast and struck secondary vehicle. Impact caused the secondary vehicle to strike tertiary vehicle.
9/30/2014	Angle	SB	EB	N/A	Primary vehicle ran red light and struck secondary vehicle.
10/18/2014	Hit Fixed Object	EB	N/A	N/A	Primary vehicle was distracted and struck utility pole.
12/29/2014	Same Direction Sideswipe	NB	NB	N/A	Primary vehicle turning left overcompensated curve and stuck secondary vehicle.
3/20/2015	Pedestrian	NB	N/A	N/A	Primary vehicle turned right on red and struck pedestrian.
4/9/2015	Angle	NB	SB	N/A	Primary vehicle going straight struck by secondary vehicle making improper turn.
7/12/2015	Hit Fixed Object	EB	N/A	N/A	Primary vehicle distracted by cell phone and struck fixed object.
6/9/2016	Pedestrian	EB	N/A	N/A	Primary vehicle in left turn lane struck pedestrian.
10/14/2016	Angle	SB	NB	N/A	Primary vehicle improperly turning left struck secondary vehicle going straight.
11/26/2016	Pedestrian	NB	N/A	N/A	Primary vehicle turning left struck pedestrian.
10/18/2017	Pedestrian	EB	N/A	N/A	Primary vehicle turning left struck pedestrian.
10/23/2017	Pedestrian	EB	N/A	N/A	Primary vehicle turning left failed to respond to TCD and struck pedestrian.
12/15/2017	Pedestrian	EB	N/A	N/A	Primary vehicle turning left struck pedestrian.
1/27/2018	Head-On	EB	NB	N/A	Primary vehicle turning left improperly struck secondary vehicle going straight.

**Table 19 (Cont.)  
REPORTABLE CRASH SUMMARY  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

Date	Crash Type	Direction of Travel - Primary	Direction of Travel - Secondary	Direction of Travel - Tertiary	Comments
Forbes Avenue and Boyd Street					
4/11/2013	Angle	EB	EB	EB	Primary vehicle was distracted and struck secondary vehicle. Impact caused secondary vehicle to strike tertiary vehicle.
7/29/2013	Angle	NB	WB	N/A	Primary vehicle struck by secondary vehicle making improper turn.
9/8/2015	Hit Fixed Object	WB	N/A	N/A	Primary vehicle going straight was distracted and struck fire hydrant.
11/4/2016	Pedestrian	EB	N/A	N/A	Primary vehicle turning left did not yield and struck pedestrian.
2/8/2017	Hit Fixed Object	NB	N/A	N/A	Primary vehicle going straight struck fence or wall.
3/1/2017	Pedestrian	NB	N/A	N/A	Primary vehicle making left turn did not yield and struck pedestrian.
4/17/2017	Head-On	NB	EB	N/A	Primary vehicle proceeded without clearance and struck secondary vehicle.
5/19/2017	Hit Fixed Object	EB	N/A	N/A	Primary vehicle distracted and struck utility pole.
Forbes Avenue and Shingiss Street					
1/15/2013	Rear-End	SB	SB	N/A	Primary vehicle slowed and struck by secondary vehicle who was distracted.
6/1/2013	Hit Fixed Object	NB	N/A	N/A	Primary vehicle negotiated curve improperly and struck concrete barrier.
6/11/2013	Hit Fixed Object	NB	N/A	N/A	Primary vehicle changing lanes and struck guard rail.
10/22/2013	Opposing Direction Sideswipe	EB	NB	N/A	Primary vehicle ran red light and struck secondary vehicle.
2/1/2014	Hit Fixed Object	SB	N/A	N/A	Primary vehicle changing lanes and struck guard rail.
1/17/2015	Angle	SB	EB	N/A	Primary Vehicle stopped in traffic and struck by secondary vehicle.
6/24/2015	Rear-End	SB	SB	N/A	Primary vehicle distracted and struck secondary vehicle.
10/29/2015	Rear-End	EB	EB	EB	Primary vehicle merged improperly causing secondary vehicle to hit primary vehicle. Impact causes primary vehicle to strike tertiary vehicle.
11/28/2015	Hit Fixed Object	WB	N/A	N/A	Primary vehicle distracted and struck concrete barrier.
5/10/2016	Hit Fixed Object	NB	N/A	N/A	Primary vehicle overcompensated curve and struck concrete barrier.
5/12/2016	Head-On	EB	SB	N/A	Primary vehicle ran red light and struck secondary vehicle.
5/12/2016	Rear End	SB	SB	SB	Primary vehicle distracted and struck secondary vehicle. Impact caused secondary vehicle to strike tertiary vehicle.
2/10/2017	Rear-End	EB	EB	N/A	Primary vehicle distracted and struck secondary vehicle.
5/5/2017	Hit Fixed Object	NB	N/A	N/A	Primary vehicle distracted and struck guard rail.
11/4/2017	Rear-End	NB	NB	N/A	Primary vehicle distracted and struck secondary vehicle.
12/18/2017	Angle	NB	SB	N/A	Primary vehicle turning left improperly struck secondary vehicle turning right.

**Table 19 (Cont.)  
REPORTABLE CRASH SUMMARY  
Duquesne University IMP  
Pittsburgh, Pennsylvania**

<b>Date</b>	<b>Crash Type</b>	<b>Direction of Travel - Primary</b>	<b>Direction of Travel - Secondary</b>	<b>Direction of Travel - Tertiary</b>	<b>Comments</b>
Forbes Avenue and Armstrong Tunnel					
2/8/2013	Rear-End	SB	SB	SB	Primary vehicle distracted and struck secondary vehicle. Impact caused secondary vehicle to hit tertiary vehicle.
3/16/2013	Angle	EB	NB	N/A	Primary vehicle speeding light and struck secondary vehicle.
5/11/2013	Hit Fixed Object	EB	N/A	N/A	Primary vehicle driver had physical condition causing to hit guard rail.
7/20/2013	Hit Fixed Object	NB	N/A	N/A	Primary vehicle driver inexperienced and hit wall.
5/11/2014	Hit Fixed Object	NB	N/A	N/A	Primary vehicle driving too fast for conditions and hit a tree.
8/7/2014	Hit Fixed Object	NB	N/A	N/A	Primary vehicle hit utility pole.
6/15/2015	Angle	EB	NB	N/A	Primary vehicle struck by secondary vehicle making an improper turn.
8/30/2016	Hit Fixed Object	EB	N/A	N/A	Primary vehicle speeding and hit a fence.
3/24/2017	Rear-End	NB	NB	NB	Primary vehicle driving too fast for conditions and struck secondary vehicle. Impact caused secondary vehicle to strike tertiary vehicle.
8/16/2017	Rear-End	EB	EB	N/A	Primary vehicle slowing and struck by secondary vehicle.

Source: Trans Associates

## **APPENDIX**

Duquesne University  
Fall 2018  
Hourly Registrations by Weekday

	Monday	Tuesday	Wednesday	Thursday	Friday
6 AM - 7 AM	61	244	158	126	78
7 AM - 8 AM	118	169	10	132	92
8 AM - 9 AM	1,086	1,161	1,100	1,337	1,220
9 AM - 10 AM	2,258	3,002	2,394	3,168	2,514
10 AM - 11 AM	2,693	3,693	2,891	3,839	2,249
11 AM - 12 PM	2,796	111	2,782	115	2,957
12 PM - 1 PM	2,203	2,572	2,233	2,526	1,769
1 PM - 2 PM	2,783	3,155	2,514	3,405	1,763
2 PM - 3 PM	1,411	255	1,653	142	1,289
3 PM - 4 PM	1,497	2,658	1,475	2,037	405
4 PM - 5 PM	518	808	472	724	919
5 PM - 6 PM	240	183	297	345	144
6 PM - 7 PM	3,029	1,412	1,282	1,380	1
7 PM - 8 PM	47	68	53	30	0
8 PM - 9 PM	0	0	13	0	0

MAXIMUM REGISTRATIONS OCCUR ON THURSDAYS  
FROM 1:00 PM - 2:00 PM.

THIS CORRESPONDS TO THE MAXIMUM  
OBSERVED PARKING ACCUMULATION COUNTED ON  
THURSDAY, APRIL 12, 2018, WHICH OCCURRED  
AT 1:00 PM.

SOURCE: DUQUESNE UNIVERSITY

# Aug 1 2017 - May 31 2018

# Reservations by Date

## Tuesday, Aug 15 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:00 AM 10:00 PM	8:00 AM 10:00 PM	ASSUMPTION COMMONS	1000	Freshmen Move In	Orientation

## Wednesday, Aug 16 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:00 AM 1:00 PM	10:00 AM 1:00 PM	UNION BALLROOM	600	Orientation Parent's Welcome	Orientation
1:00 PM 2:00 PM	1:00 PM 2:00 PM	UNION BALLROOM	600	Freshmen Development Overview	Orientation
2:00 PM 7:00 PM	5:30 PM 7:00 PM	UNION BALLROOM	600	Parent's Dinner	Orientation
9:00 PM 11:55 PM	9:00 PM 11:55 PM	UNION BALLROOM	1000	Graffiti Dance	Orientation

## Thursday, Aug 17 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:45 AM 11:00 AM	8:45 AM 11:00 AM	UNION BALLROOM	800	Provost/Dr. Frizzell	Orientation
1:00 PM 5:00 PM	2:30 PM 4:15 PM	UNION BALLROOM	800	Title IX Session	Orientation
8:00 PM 11:00 PM	8:00 PM 11:00 PM	UNION BALLROOM	800	Comedian/Mentalist	Orientation

## Friday, Aug 18 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
9:00 AM 11:00 AM	9:00 AM 11:00 AM	UNION BALLROOM	800	Public Safety/CARES Presentation	Orientation
11:00 AM 11:30 PM	7:30 PM 11:30 PM	UNION BALLROOM	600	Talent Show/Dueling Piano	Orientation

## Sunday, Aug 20 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
10:30 AM 11:30 PM	1:30 PM 5:30 PM	UNION BALLROOM	800	Burgh Buck Auction	Orientation

## Friday, Sep 15 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:00 AM	contd	AWALK A	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	contd	AWALK B	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	contd	AWALK C	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	contd	AWALK CLOCK PLAZA	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	contd	COLLGH LAWN	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	contd	MELLON LAWN	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	contd	MELLON PATIO AW	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	contd	MELLON PATIO AW 2	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	contd	MELLON PATIO BLUFF	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	contd	MELLON PATIO ROONEY	1000	Fall Open House 2017	Undergraduate Admissions
5:00 PM 11:59 PM	9:00 PM 11:00 PM	UNION BALLROOM	500	Epic Bingo	DPC

## Saturday, Sep 16 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
contd	contd	AWALK A	1000	Fall Open House 2017	Undergraduate Admissions

# Aug 1 2017 - May 31 2018

# Reservations by Date

## Saturday, Sep 16 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
contd	contd	contd	contd	AWALK B	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	contd	contd	AWALK C	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	contd	contd	AWALK CLOCK PLAZA	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	contd	contd	COLLGH LAWN	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	contd	contd	MELLON LAWN	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	contd	contd	MELLON PATIO AW	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	contd	contd	MELLON PATIO AW 2	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	contd	contd	MELLON PATIO BLUFF	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	contd	contd	MELLON PATIO ROONEY	1000	Fall Open House 2017	Undergraduate Admissions

## Sunday, Sep 17 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
contd	contd	8:00 AM	10:00 PM	AWALK A	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	8:00 AM	10:00 PM	AWALK B	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	8:00 AM	10:00 PM	AWALK C	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	8:00 AM	10:00 PM	AWALK CLOCK PLAZA	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	8:00 AM	10:00 PM	COLLGH LAWN	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	8:00 AM	10:00 PM	MELLON LAWN	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	8:00 AM	10:00 PM	MELLON PATIO AW	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	8:00 AM	10:00 PM	MELLON PATIO AW 2	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	8:00 AM	10:00 PM	MELLON PATIO BLUFF	1000	Fall Open House 2017	Undergraduate Admissions
contd	contd	8:00 AM	10:00 PM	MELLON PATIO ROONEY	1000	Fall Open House 2017	Undergraduate Admissions
6:30 AM	8:00 PM	10:30 AM	2:00 PM	DOUGHERTY BALLROOM	1000	Fall Open House 2017	Undergraduate Admissions
6:30 AM	8:00 PM	10:30 AM	2:00 PM	DOUGHERTY SHEPPERSON SUITE	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	*UNION 608	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	*UNION 609	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	BAYER ROTUNDA	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	MELLON LOBBY LAUR	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	MELLON LOBBY MAUR	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	UNION 607	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	UNION 610	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	UNION 613	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	UNION AFRICA ROOM	1000	Fall Open House 2017	Undergraduate Admissions
8:00 AM	2:00 PM	8:00 AM	2:00 PM	UNION BALLROOM	1000	Fall Open House 2017	Undergraduate Admissions

## Monday, Sep 18 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
contd	10:00 PM	contd	contd	AWALK A	1000	Fall Open House 2017	Undergraduate Admissions
contd	10:00 PM	contd	contd	AWALK B	1000	Fall Open House 2017	Undergraduate Admissions
contd	10:00 PM	contd	contd	AWALK C	1000	Fall Open House 2017	Undergraduate Admissions
contd	10:00 PM	contd	contd	AWALK CLOCK PLAZA	1000	Fall Open House 2017	Undergraduate Admissions
contd	10:00 PM	contd	contd	COLLGH LAWN	1000	Fall Open House 2017	Undergraduate Admissions
contd	10:00 PM	contd	contd	MELLON LAWN	1000	Fall Open House 2017	Undergraduate Admissions

# Aug 1 2017 - May 31 2018

# Reservations by Date

## Monday, Sep 18 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
contd	10:00 PM	contd	contd	MELLON PATIO AW	1000	Fall Open House 2017	Undergraduate Admissions
contd	10:00 PM	contd	contd	MELLON PATIO AW 2	1000	Fall Open House 2017	Undergraduate Admissions
contd	10:00 PM	contd	contd	MELLON PATIO BLUFF	1000	Fall Open House 2017	Undergraduate Admissions
contd	10:00 PM	contd	contd	MELLON PATIO ROONEY	1000	Fall Open House 2017	Undergraduate Admissions
4:00 PM	11:00 PM	8:00 PM	11:00 PM	UNION BALLROOM	500	Greek Life Bid Night	Greek Life

## Thursday, Sep 28 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
1:00 PM	11:30 PM	5:00 PM	7:30 PM	UNION BALLROOM	500	East of Liberty: A Story of Good Intenti	English

## Saturday, Oct 21 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
10:30 AM	2:00 PM	11:30 AM	1:00 PM	AWALK A	550	Tailgate Lunch-Family Weekend	Freshman Development
10:30 AM	2:00 PM	11:30 AM	1:00 PM	AWALK B	550	Tailgate Lunch-Family Weekend	Freshman Development
10:30 AM	2:00 PM	11:30 AM	1:00 PM	AWALK C	550	Tailgate Lunch-Family Weekend	Freshman Development
10:30 AM	2:00 PM	11:30 AM	1:00 PM	MELLON LAWN	550	Tailgate Lunch-Family Weekend	Freshman Development
10:30 AM	2:00 PM	11:30 AM	1:00 PM	MELLON PATIO AW	550	Tailgate Lunch-Family Weekend	Freshman Development
10:30 AM	2:00 PM	11:30 AM	1:00 PM	MELLON PATIO AW 2	550	Tailgate Lunch-Family Weekend	Freshman Development
10:30 AM	2:00 PM	11:30 AM	1:00 PM	MELLON PATIO BLUFF	550	Tailgate Lunch-Family Weekend	Freshman Development

## Monday, Oct 30 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
9:00 AM	10:30 PM	7:30 PM	9:00 PM	DOUGHERTY BALLROOM	500	Music School Concerts	School of Music
9:00 AM	10:30 PM	7:30 PM	9:00 PM	DOUGHERTY SHEPPERSON SUITE	500	Music School Concerts	School of Music

## Saturday, Nov 04 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
12:00 PM	11:00 PM	7:00 PM	10:00 PM	UNION BALLROOM	500	AST Miss Duq	Alpha Sigma Tau

## Friday, Nov 10 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
8:00 AM	11:00 PM	8:00 AM	11:00 PM	UNION BALLROOM	700	Veterans Day Setup	External - Other

## Saturday, Nov 11 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization		
4:30 AM	2:00 PM	7:30 AM	10:00 AM	UNION 607	1	Veterans Day Breakfast	External - Other
4:30 AM	2:00 PM	7:30 AM	10:00 AM	UNION ATRIUM 1	680	Veterans Day Breakfast	External - Other



Saturday, Nov 11 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
4:30 AM 2:00 PM	7:30 AM 10:00 AM	UNION ATRIUM 2	680	Veterans Day Breakfast	External - Other
4:30 AM 2:00 PM	7:30 AM 10:00 AM	UNION ATRIUM 5	1	Veterans Day Breakfast	External - Other
4:30 AM 2:00 PM	7:30 AM 10:00 AM	UNION BALLROOM	680	Veterans Day Breakfast	External - Other

Monday, Nov 20 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:50 AM 2:40 PM	9:00 AM 2:30 PM	BAYER PAPT	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	BAYER WOLF	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 104	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 105	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 220	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 222	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 223	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 225	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 346	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 351	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 447	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 449	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 548	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 552	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 553	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 640	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 642	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 644	500	Expo of Excellence - 2017	Undergraduate Admissions

Tuesday, Nov 21 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:50 AM 2:40 PM	9:00 AM 2:30 PM	BAYER PAPT	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	BAYER WOLF	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 104	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 105	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 220	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 222	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 223	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 225	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 346	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 351	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 447	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 449	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 548	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 552	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 553	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 640	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 642	500	Expo of Excellence - 2017	Undergraduate Admissions
8:50 AM 2:40 PM	9:00 AM 2:30 PM	COLLGH 644	500	Expo of Excellence - 2017	Undergraduate Admissions

# Aug 1 2017 - May 31 2018

# Reservations by Date

## Wednesday, Nov 29 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:00 AM 11:30 PM	4:00 PM 7:30 PM	AWALK A	500	Night of Lights 2017	Student Government Association
8:00 AM 11:30 PM	4:00 PM 7:30 PM	AWALK B	500	Night of Lights 2017	Student Government Association
8:00 AM 11:30 PM	4:00 PM 7:30 PM	AWALK C	500	Night of Lights 2017	Student Government Association
8:00 AM 11:30 PM	4:00 PM 7:30 PM	UNION 3RD FL CONC FRONT	500	Night of Lights 2017	Student Government Association
8:00 AM 11:30 PM	4:00 PM 7:30 PM	UNION AFRICA ROOM	200	Night of Lights 2017	Student Government Association
8:00 AM 11:30 PM	4:00 PM 7:30 PM	UNION BALLROOM	500	Night of Lights 2017	Student Government Association
8:00 AM 11:30 PM	4:00 PM 7:30 PM	UNION PERRON LOW	500	Night of Lights 2017	Student Government Association
8:00 AM 11:30 PM	4:00 PM 7:30 PM	UNION PERRON UP	500	Night of Lights 2017	Student Government Association

## Sunday, Dec 03 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
9:00 AM 10:30 PM	7:30 PM 9:00 PM	DOUGHERTY BALLROOM	500	Music School Concerts	School of Music
9:00 AM 10:30 PM	7:30 PM 9:00 PM	DOUGHERTY SHEPPERSON SUITE	500	Music School Concerts	School of Music

## Tuesday, Dec 05 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:30 AM 11:00 PM	5:00 PM 7:30 PM	UNION BALLROOM	500	School of Music Concert	School of Music

## Friday, Dec 08 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
7:00 AM 10:30 PM	12:00 PM 6:30 PM	UNION BALLROOM	500	UPMC All HR Meeting	UPMC

## Thursday, Dec 21 2017

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
9:00 AM 5:00 PM	12:00 PM 2:00 PM	UNION BALLROOM	700	Staff Awards/Christmas Reception	President's Office
9:00 AM 5:00 PM	12:00 PM 2:00 PM	UNION OPTIONS	700	Staff Awards/Christmas Reception	President's Office
9:00 AM 5:00 PM	12:00 PM 2:00 PM	UNION OPTIONS A	700	Staff Awards/Christmas Reception	President's Office
9:00 AM 5:00 PM	12:00 PM 2:00 PM	UNION OPTIONS B	700	Staff Awards/Christmas Reception	President's Office

## Friday, Jan 26 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
5:00 PM 11:59 PM	9:00 PM 11:00 PM	UNION BALLROOM	500	Epic Bingo	DPC

## Sunday, Jan 28 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
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# Aug 1 2017 - May 31 2018

# Reservations by Date

## Sunday, Jan 28 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
10:00 AM contd	9:00 PM 11:00 PM	UNION BALLROOM	800	Sorority Bid Night	Greek Life

## Saturday, Feb 03 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
6:00 AM 6:00 PM	7:30 AM 1:00 PM	UNION ATRIUM 1	500	PJAS Registration	PA Junior Academy of Science
6:00 AM 6:00 PM	7:30 AM 1:00 PM	UNION ATRIUM 2	500	PJAS Registration	PA Junior Academy of Science
6:00 AM 6:00 PM	7:30 AM 1:00 PM	UNION ATRIUM 3	500	PJAS Registration	PA Junior Academy of Science
6:00 AM 6:00 PM	7:30 AM 1:00 PM	UNION ATRIUM 4	500	PJAS Registration	PA Junior Academy of Science
6:00 AM 6:00 PM	7:30 AM 1:00 PM	UNION ATRIUM 5	500	PJAS Registration	PA Junior Academy of Science
6:00 AM 10:00 PM	1:00 PM 7:00 PM	UNION BALLROOM	850	PJAS Awards Ceremony	Chemistry & Biochemistry
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 220	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 222	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 223	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 225	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 346	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 351	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 449	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 548	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 552	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 553	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 640	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 642	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	COLLGH 644	800	PJAS - College Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	FISHER 324	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	FISHER 325	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	FISHER 336	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	FISHER 552	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	FISHER 554	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	FISHER 555	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	FISHER 607	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	FISHER 609	800	PJAS - Fisher Hall	PA Junior Academy of Science

# Aug 1 2017 - May 31 2018

# Reservations by Date

Saturday, Feb 03 2018

Reservation Times		Event Times		Location	Head Count	Event/Reservation	Organization
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 611	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 617	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 618	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 625	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 628	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 629	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 631	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 6TH FL LOBBY	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 704	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 705	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 706	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 707	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 709	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 713	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 714	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 716	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 719	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 722	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 723	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	FISHER 725	800	PJAS - Fisher Hall	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	ROCKWL 301	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	ROCKWL 302	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	ROCKWL 303	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	ROCKWL 304	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	ROCKWL 305	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	ROCKWL 306	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	ROCKWL 307	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	ROCKWL 308	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM	6:00 PM	7:00 AM	6:00 PM	ROCKWL 309	800	PJAS - Rockwell	PA Junior Academy of Science

# Aug 1 2017 - May 31 2018

# Reservations by Date

## Saturday, Feb 03 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
7:00 AM 6:00 PM	7:00 AM 6:00 PM	ROCKWL 310	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	ROCKWL 501	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	ROCKWL 503	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	ROCKWL 504	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	ROCKWL 506	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	ROCKWL 507	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	ROCKWL LEC1	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	ROCKWL LEC2	800	PJAS - Rockwell	PA Junior Academy of Science
7:00 AM 6:00 PM	7:00 AM 6:00 PM	ROCKWL LEC3	800	PJAS - Rockwell	PA Junior Academy of Science
10:00 AM 11:30 PM	6:00 PM 10:30 PM	DOUGHERTY BALLROOM	500	Thomas Jefferson High School Dance	Thomas Jefferson High School
10:00 AM 11:30 PM	6:00 PM 10:30 PM	DOUGHERTY SHEPPERSON SUITE	500	Thomas Jefferson High School Dance	Thomas Jefferson High School

## Wednesday, Feb 14 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
7:00 AM 4:00 PM	8:00 AM 3:00 PM	UNION BALLROOM	800	Spring Job Fair	Center for Career Development
12:30 PM 10:30 PM	7:00 PM 9:30 PM	DOUGHERTY BALLROOM	500	2018 Darwin Day Talk	Bayer School
12:30 PM 10:30 PM	7:00 PM 9:30 PM	DOUGHERTY SHEPPERSON SUITE	500	2018 Darwin Day Talk	Bayer School

## Sunday, Feb 18 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
4:30 AM 8:30 PM	8:30 AM 11:30 AM	DOUGHERTY SHEPPERSON SUITE	600	Pharmacy Preview Day	School of Pharmacy
6:00 AM 8:30 PM	8:30 AM 11:30 AM	DOUGHERTY BALLROOM	600	Pharmacy Preview Day	School of Pharmacy
6:30 AM 11:30 PM	10:30 AM 2:30 PM	UNION BALLROOM	600	Pharmacy Preview Day - Union Ballroom	School of Pharmacy

## Friday, Feb 23 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:30 AM 9:30 PM	3:00 PM 5:30 PM	UNION BALLROOM	500	Pike Event	School of Business

## Saturday, Feb 24 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
6:00 AM 7:00 PM	8:30 AM 1:00 PM	DOUGHERTY BALLROOM	500	Nursing Preview Day 2018	School of Nursing
6:00 AM 7:00 PM	8:30 AM 1:00 PM	DOUGHERTY SHEPPERSON SUITE	500	Nursing Preview Day 2018	School of Nursing

## Friday, Mar 16 2018

# Aug 1 2017 - May 31 2018

# Reservations by Date

## Friday, Mar 16 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:00 AM 9:00 PM	8:00 AM 9:00 PM	UNION BALLROOM	800	Rooney Symposium	Conference & Event Services

## Saturday, Mar 17 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:30 AM 11:30 PM	8:30 AM 11:30 PM	UNION BALLROOM	700	Hold for President	President's Office

## Wednesday, Mar 21 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:00 AM 11:00 PM	12:00 PM 11:00 PM	UNION BALLROOM	600	ORL Room Selection	Residence Life

## Saturday, Mar 24 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
12:00 PM 11:00 PM	6:00 PM 8:00 PM	UNION BALLROOM	600	Senior Celebration	Commuter Affairs

## Sunday, Mar 25 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
6:45 AM 4:45 PM	9:15 AM 10:45 AM	DOUGHERTY BALLROOM	500	Health Sciences Preview Day	Health Sciences
6:45 AM 4:45 PM	9:15 AM 10:45 AM	DOUGHERTY SHEPPERSON SUITE	500	Health Sciences Preview Day	Health Sciences
8:30 AM 2:00 PM	8:30 AM 2:00 PM	UNION BALLROOM	500	Health Science Preview Day	Health Sciences
11:00 AM 2:00 PM	11:00 AM 2:00 PM	UNION OPTIONS	500	Health Sciences Preview Day Luncheon	Health Sciences
11:00 AM 2:00 PM	11:00 AM 2:00 PM	UNION OPTIONS A	500	Health Sciences Preview Day Luncheon	Health Sciences
11:00 AM 2:00 PM	11:00 AM 2:00 PM	UNION OPTIONS B	500	Health Sciences Preview Day Luncheon	Health Sciences

## Tuesday, Apr 03 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
12:00 PM 11:45 PM	7:00 PM 9:00 PM	UNION BALLROOM	1000	Immaculee Ilibagiza	African Studies

## Tuesday, Apr 10 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
3:00 PM 11:00 PM	8:00 PM 11:00 PM	UNION BALLROOM	700	Greek Week 2018 Forum	Greek Life

## Wednesday, Apr 11 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
10:00 AM 4:00 PM	11:00 AM 4:00 PM	UNION BALLROOM	700	Greek Week Canstruction	Greek Life

## Friday, Apr 13 2018

## Aug 1 2017 - May 31 2018

## Reservations by Date

### Friday, Apr 13 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
6:00 PM 10:00 PM	7:00 PM 10:00 PM	UNION BALLROOM	700	Greek Week Greek God & Goddess	Greek Life

### Wednesday, Apr 18 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
6:00 AM 3:00 PM	9:00 AM 2:00 PM	DOUGHERTY BALLROOM	600	Benefits Fair 2018	Human Resources
6:00 AM 3:00 PM	9:00 AM 2:00 PM	DOUGHERTY SHEPPERSON SUITE	600	Benefits Fair 2018	Human Resources

### Thursday, May 10 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:00 AM 5:30 PM	8:00 AM 4:00 PM	UNION BALLROOM	200	English Festival	Conference & Event Services

### Saturday, May 19 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
8:00 AM 3:00 PM	8:00 AM 3:00 PM	UNION BALLROOM	700	Pharmacy Grad. Breakfast/Rec. 2018	School of Pharmacy

### Friday, May 25 2018

Reservation Times	Event Times	Location	Head Count	Event/Reservation	Organization
9:30 AM 6:00 PM	12:30 PM 3:00 PM	UNION BALLROOM	1000	Law School Commencement Reception	School of Law

## Home Safe

Reimbursement up to \$25 for cab fare home if you have been out drinking and need a safe ride home.

- Offered 7 days a week
- 365 days a year
- Reimbursement provided up to 3 times a year, when submitted within 30 days of safe ride home.



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# The Administrative Policies

## TAP NO. 54: TELEWORK

### Scope

This policy applies to regular, full-time, non-union, administrative/professional and support staff employees who live within daily commuting distance of our campus location in Pittsburgh, PA.

### Purpose

The purpose of this policy is to provide guidance on telework to employees and managers in establishing alternate work arrangements for qualifying employees whose responsibilities can be performed outside the customary/traditional office setting during part or all of the week. This policy addresses regular, on-going arrangements and are not meant for sporadic or infrequent occurrences, such as working from home for a day or two at a time due to unique or unforeseen circumstances with supervisory permission. Regular seasonal arrangements, such as telework schedules for summer months, are within the scope and intended purpose of this policy.

In appropriate circumstances, and with authorized approvals, Duquesne University allows teleworking where such arrangements are consistent with departmental goals and business operational requirements. Teleworking arrangements must be approved and managed on a consistent basis and may not adversely affect departmental operations or productivity.

## POLICY

### I. Definitions

"Telework" is an approved ongoing, regularly scheduled work arrangement that allows an employee to perform work during any part of the employee's regular work hours at an approved alternative worksite such as an employee's home or other approved location. This definition of telework includes what is sometimes referred to as working remotely. The definition of telework does not include any work done while on official travel or work that is approved on a case-by-case basis, where the hours worked remotely were not part of a previously approved, ongoing and regular telework schedule (e.g. for inclement weather, doctor appointment, or special work assignments).

### II. Request and Approval

Requests for a regular telework arrangement may be initiated by an employee or a supervisor.

An employee or a supervisor may submit a Telework Application. The employee, the supervisor, Dean/senior department head, and Human Resources must sign an approved Telework Agreement. The Telework Agreement must also be approved and signed by the appropriate Vice President. Direct reports to the President must have his/her approval. The Telework Agreement will specify the terms and

conditions of the employee's off-site work, as outlined in the policy. Agreements will be reviewed by Human Resources on an annual basis. The Telework Agreement will become part of the employee's personnel file. A Telework Agreement is mandatory in order for an employee to participate in telework.

The ability to telework is a privilege and not an entitlement, and is granted at the discretion of the University. The determination of whether an employee is eligible to participate and will be approved for telework, will be made in accordance with this policy and the department's business needs. The supervisor, in concurrence with the senior department head, Vice President and Human Resources, is ultimately responsible for any decision to start or discontinue a telework arrangement. Final approval and arrangements for situations covered by this policy are at the discretion of the University.

### **A. Job criteria**

Whether some amount of telework is permissible depends first and foremost upon the nature of the position involved. Not all positions are suitable for telework. Following a discussion with the supervisor and the employee, Human Resources will review the position description with the supervisor to determine the suitability of the position for teleworking. Jobs best suited for telework are those that require independent work and little direct, face-to-face interaction, and result in a specific, measurable work product. Other factors that may be considered in connection with a Telework Application include, without limitation: potential impact on co-workers; whether the employee works with restricted data; financial or other possible burdens to the department; consistency with other requests; and, the number of other existing approved telework arrangements.

Jobs that require direct face-to-face interactions with students, faculty, staff, vendors and/or campus visitors in the provision of services and/or support are not suited for telework. Jobs involving performance of discrete, measurable tasks that can be effectively accomplished without face-to-face contact are more likely to be suitable.

Telework is not to be used as a substitute for leave for personal matters or dependent care including, but not limited to, child care or elder care.

### **B. Employee criteria**

Employees requesting a telework arrangement must have been employed for a minimum of six months, must be performing at a satisfactory level in the judgment of their supervisor, must not have a recent annual performance appraisal with one or more ratings below successful performance, and must not have any active informal or formal disciplinary actions.

### **C. Schedules**

The supervisor will approve the number of days of telework allowed each week, and the daily work schedule the employee will maintain. Teleworkers and supervisors are expected to establish work practices that make working remotely as seamless as possible to colleagues and clients. If so requested by the supervisor, the employee will be required to report to work on campus on a regularly scheduled telework day.

### **D. Work Area and Equipment**

The employee must establish an appropriate, work-conducive and safe work environment consistent with the guidelines outlined in the telework agreement. Teleworkers are expected to ensure that the expectations for information security are met and that University property is secured the way it is for

employees working at the office. The University assumes no responsibility for the teleworker's expenses related to internet access, heating, electricity, water, security, insurance for personal property, including but not limited to homeowners or renters insurance, and space usage.

The standard arrangement shall be that the employee will be issued a University laptop for use at work and at home when teleworking. If this is not feasible, the department may agree that the employee may use his/her own equipment so long as the employee brings the equipment to campus and CTS approves its usage, with such software modifications as CTS deems appropriate. In all cases, the employee must sign an Information Security Requirements for Remote Access agreement. Generally, the University will be responsible for the service and maintenance of University-owned equipment and an individual teleworker will be responsible for the cost, repair and replacement of his or her own personal equipment.

The supervisor may make an on-site visit to the teleworker's remote work site during the employee's scheduled telework hours for the purposes of verifying that the employee is teleworking as scheduled, determining that the site is safe and free from hazards and to maintain, repair, inspect or retrieve University property.

### **E. Management and Supervision**

Supervisors are responsible for managing the telework arrangement and work product with the employee, and along with the employee must ensure that departmental needs are met and all work is accomplished at or above existing levels absent the telework arrangement. Supervisors must approve the mechanism for accurately tracking the number of hours worked remotely (non-exempt employees) or to confirm adherence to the work schedule (exempt employees) and the effectiveness of such work. Supervisors and teleworkers shall maintain regular and necessary communications, and the teleworker is to be included as appropriate in meetings and other interactions.

Prior to the commencement of an approved telework arrangement, the employee, supervisor and a representative of the Office of Human Resources will meet to review the arrangement and confirm respective responsibilities for successful implementation.

### **F. Compliance**

The teleworking employee must comply with all University and departmental policies and procedures. The teleworking employee's compensation, benefits, work status, work responsibilities, and all other conditions of employment with Duquesne University remain the same.

### **G. Evaluation and Discontinuation**

Telework arrangements will be periodically assessed for their effectiveness by the supervisor and will be reviewed for renewal on an annual basis by departmental management. The University has the right to terminate a teleworking arrangement at any time at the discretion of the supervisor. Any performance issue shall be just cause for ending the telework arrangement. Where practicable, employees will be given a two-week notice regarding the termination of the telework agreement, so all arrangements may be appropriately concluded.

## **III. Responsibility**

While employees are accountable for complying with the Telework Agreement and this policy, Supervisors are also responsible for ensuring that employees follow the procedures in accordance with the policies and abide by the Telework Agreement.

#### **IV. Related Information**

[Telework Application \(https://duq.edu:443/assets/Documents/hr/\\_pdf/DU Telework Application\\_writeablePDF.pdf\)](https://duq.edu:443/assets/Documents/hr/_pdf/DU%20Telework%20Application_writeablePDF.pdf)

[Information Security Requirements for Remote Access \(https://duq.edu:443/assets/Documents/hr/\\_pdf/Remote Access Info Security Agreement\\_writeablePDF.pdf\)](https://duq.edu:443/assets/Documents/hr/_pdf/Remote%20Access%20Info%20Security%20Agreement_writeablePDF.pdf)

[Telework FAQ's \(https://duq.edu:443/assets/Documents/hr/\\_pdf/Telework FAQ - PDF.pdf\)](https://duq.edu:443/assets/Documents/hr/_pdf/Telework%20FAQ%20-%20PDF.pdf)

#### **V. Violations**

Violations of this policy will be reviewed on a case-by-case basis and are subject to formal disciplinary action up to and including termination of employment.

#### **VI. History**

Date of most recent revision: January 1, 2018.

#### **VII. Ownership of Policy**

Questions related to this policy should be directed to the Office of Human Resources.