

Downtown Platteville Parking and Traffic Flow Appendix



Downtown Engineering

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Prepared for the city of
Platteville
Vol. 2 of 2



UNIVERSITY OF WISCONSIN
PLATTEVILLE

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22-7	Lot														5	5
22-8	Lot										10					10
23-1	Curb			4												4
23-2	Curb			7												7
23-3	Curb			3												3
23-4	Curb			8												8
23-5	Lot														2	2
23-6	Lot										10		11			21
23-7	Lot														6	6
24-1	Curb						6									6
24-3	Curb			7												7
24-4	Curb			8												8
24-5	Lot														9	9
24-6	Lot														7	7
24-7	Lot														8	8
24-8	Lot														45	45
25-2	Curb							7								7
25-3	Curb					12										12
25-5	Lot														3	3
25-6	Lot														27	27
25-7	Lot														14	14
26-4	Curb							8								8
27-2	Curb					10										10
28-1	Curb			4												4
28-2	Curb			4												4
28-3	Curb			5												5
28-4	Curb			6		3										9
28-5	Lot														8	8
28-6	Lot														12	12
28-7	Lot														12	12
28-8	Lot														6	6
28-9	Lot														16	16
29-1	Curb			6												6
29-2	Curb			10												10
29-5	Lot														29	29
29-6	Lot														26	26
29-7	Lot														6	6
30-1	Curb			2												2
30-2	Curb			11				1								12
30-4	Curb	3	1	6						2						12
30-5	Lot														4	4
30-6	Lot														5	5
31-1	Curb			5												5
31-2	Curb		1	5												6
31-5	Lot														19	19
31-6	Lot										25		26			51

32-1	Curb				4												4
32-5	Lot															14	14
32-6	Lot															5	5
32-7	Lot															32	32
33-1	Curb				3				1								4
33-2	Curb				8												8
33-4	Curb				10												10
33-5	Lot															2	2
33-6	Lot															21	21
34-1	Curb				4												4
34-2	Curb				17				3								20
34-5	Lot															5	5
34-6	Lot															8	8
35-1	Curb						5										5
35-4	Curb				10												10
35-5	Lot															4	4
35-6	Lot															22	22
35-7	Lot															18	18
35-8	Lot															9	9
35-9	Lot															3	3
36-5	Lot															20	20
36-6	Lot															25	25
37-1	Curb						5										5
37-5	Lot															6	6
37-6	Lot															9	9
37-7	Lot															5	5
38-1	Curb						15										15
38-4	Curb								6								6
38-5	Lot															6	6
39-1	Curb						5										5
40-2	Curb								8								8
41-2	Curb								12								12
41-5	Lot															7	7
42-2	Curb								15								15
42-4	Curb								11								11
42-5	Lot															24	24
43-4	Curb								45								45
43-5	Lot															342	342
43-6	Lot															19	19
43-7	Lot															26	26
44-5	Lot															42	42
44-6	Lot															14	14
45-2	Curb								10								10
46-2	Curb								8								8
Totals		12	2	2	220	13	190	0	160	5	15	45	29	46	7	1161	1907

Table A.2: Block 1 Weekday Parking Data

Residential Lot	2 Hour Intervals						
1	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	1	1	3	0	8
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	13	13	12	11	8	10
	% Full	72%	72%	67%	61%	44%	56%

Table A.3: Block 2 Weekday Parking Data

Residential Lot	2 Hour Intervals						
1	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	1	0	0	1	3
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	5	5	5	4	3
	% Full	86%	71%	71%	71%	57%	43%

Table A.4: Block 3 Weekday Parking Data

Chestnut St, Mineral to Furnace	2 Hour Intervals						
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Table A.5: Block 4 Weekday Parking Data

SW Design Lot	2 Hour Intervals						
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	1	0	2	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM

	Number of Vehicles	1	3	2	3	3	2
	% Full	14%	43%	29%	43%	43%	29%
Church Lot							
2 Hour Intervals							
6							
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	1	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	2	1	1	0	0
	% Full	13%	25%	13%	13%	0%	0%

Table A.6: Block 5 Weekday Parking Data

Century Link Lot		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	6	5	4	2	3	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	8	10	11	11	13	4
	% Full	23%	29%	31%	31%	37%	11%
Mineral St, Bonson to Fourth		2 Hour Intervals					
Duration							
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	1	3	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	4	4	4	0	0
	% Full	100%	100%	100%	100%	0%	0%
Fourth St, Mineral to Furnace		2 Hour Intervals					
Duration							

2 Hour s	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	2	3	0	1	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	3	4	6	5	0
	% Full	30%	30%	40%	60%	50%	0%
Bonson St, Mineral to Market							
Duration							
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	0	0	0	0	0
	Number of Intervals	7	8	9	10	11	12
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	13	14	15	16	17	
	Number of Vehicles	0	0	0	0	0	
	Number of Intervals	18	19	20	21	22	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
	Time of Day	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
	Number of Vehicles	0	0	1	0	0	0
	% Full	0%	0%	20%	0%	0%	0%
	Time of Day	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM
	Number of Vehicles	1	0	0	1	0	1
	% Full	20%	0%	0%	20%	0%	20%
	Time of Day	5:00 PM	5:30 PM	6:00 PM	6:30 PM		
	Number of Vehicles	0	0	0	0		
	% Full	0%	0%	0%	0%		

Table A.7: Block 6 Weekday Parking Data

Mineral St, Fourth and Third - 30 Min and Handicapped Angled Stalls							
3	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	1	0	0
	Number of Intervals	7	8	9	10	11	12
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	13	14	15	16	17	18

	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	19	20	21	22		
	Number of Vehicles	0	0	0	0		
Accumulation							
	Time of Day	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
	Time of Day	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
	Time of Day	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM
	Number of Vehicles	0	1	2	1	1	0
	% Full	0%	33%	67%	33%	33%	0%
	Time of Day	5:00 PM	5:30 PM	6:00 PM	6:30 PM		
	Number of Vehicles	0	0	0	0		
	% Full	0%	0%	0%	0%		
Mineral St, Fourth and Third							
3	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	1	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	1	1	1	2	1
	% Full	0%	14%	14%	14%	29%	14%

Table A.8: Block 7 Weekday Parking Data

Red 'N Debs and Milos	2 Hour Intervals						
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	22	4	4	4	0	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	9	12	14	9	10	10
	% Full	47%	63%	74%	47%	53%	53%
Mineral St, Second and Third							

	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	1	0	1	0	0
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	1	1	3	1
	% Full	0%	0%	25%	25%	75%	25%
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	2	0	1	3	2	
	% Full	50%	0%	25%	75%	50%	
Second St, Mineral and Furnace							
	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	9	1	1	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	2	2	2	3	3
	% Full	40%	40%	40%	40%	60%	60%

Table A.9: Block 8 Weekday Parking Data

Private		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	2	2	2	2	3
	% Full	50%	50%	50%	50%	50%	75%

VFW and Jenor Tower Resid.		2 Hour Intervals						
6	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	22	6	2	2	0	6	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	14	13	15	14	10	18	
	% Full	61%	57%	65%	61%	43%	78%	
VFW Handicapped		2 Hour Intervals						
7	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	4	1	0	0	0	0	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	1	1	1	1	2	0	
	% Full	50%	50%	50%	50%	100%	0%	
Second St, Mineral and Furnace								
	Duration							
2 Hours	Number of Intervals	1	2	3	4	5	6	
4	Number of Vehicles	10	0	0	0	0	0	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	2	1	1	2	1	3	
	% Full	29%	14%	14%	29%	14%	43%	
Mineral St, Oak and Second								
3	Duration							
1 Hour	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	5	5	0	0	0	0	
	Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	
	Number of Vehicles	1	1	0	1	0	2	
	% Full	25%	25%	0%	25%	0%	50%	
	Number of Intervals	7	8	9	10	11		
	Number of Vehicles	0	0	0	0	0		
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM		
	Number of Vehicles	2	1	0	4	3		

		% Full	50%	25%	0%	100%	75%	
Oak, Mineral and Furnace								
	Duration							
2 Hour	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	5	3	0	0	0	1	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	1	2	1	3	1	3	
		% Full	20%	40%	20%	60%	20%	60%

Table A.10: Block 9 Weekday Parking Data

Oak, Mineral and Furnace								
4	Duration							
2 Hour	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	7	2	0	0	0	1	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	1	3	3	2	2	5	
		% Full	11%	33%	33%	22%	22%	56%
Mineral St, Oak and Water								
3	Duration							
2 Hours	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	9	1	1	0	0	0	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	1	3	3	3	0	4	
		% Full	11%	33%	33%	33%	0%	44%

Table A.11: Block 10 Weekday Parking Data

Ebay		2 Hour Intervals				
	Duration					

	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	0	0	1	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	3	2	2	2	1
	% Full	60%	60%	40%	40%	40%	20%
Main St, Water and Co Rd B		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	2	0	1	1	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	4	4	4	4	2
	% Full	25%	33%	33%	33%	33%	17%
Mineral, Water and Co Rd B		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	1	0	0	0
	% Full	0%	0%	5%	0%	0%	0%

Table A.12: Block 11 Weekday Parking Data

Mineral, Water and Co Rd B		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	1	1	1	0	0
	% Full	0%	5%	5%	5%	0%	0%

Table A.13: Block 13 Weekday Parking Data

Chestnut St, Mineral to Furnace							
Duration							
2 Hours	Number of Intervals	1	2	3	4	5	6

	Number of Vehicles	0	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Table A.14: Block 14 Weekday Parking Data

Chestnut St, Mineral to Furnace							
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
Mineral St, Park to Chestnut							
3	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	0	1	0	0
	% Full	50%	50%	0%	50%	0%	0%
Park St, Mineral to Market							
2	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Market St, Park to Chestnut							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	1	1	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	2	2	0
	% Full	50%	50%	50%	100%	100%	0%

Table A.15: Block 15 Weekday Parking Data

Market St, Bonson to Park							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	7	3	3	3	2	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	8	8	11	10	6	2
	% Full	44%	44%	61%	56%	33%	11%
Park Pl, Market to Irving							
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	2	4	1	1	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	8	6	7	2	1
	% Full	36%	73%	55%	64%	18%	9%
Bonson St, Mineral to Maket							
2	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	1	3	0
Accumulation							

	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	3	4	4	4	2
	% Full	40%	60%	80%	80%	80%	40%
Irving St, Park to Bonson							
3	Duration						
1 hr	Number of Intervals	1	2	3	4	5	
	Number of Vehicles	14	5	1	1	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	
	Number of Vehicles	2	1	3	3	2	
	% Full	13%	6%	19%	19%	13%	
	Number of Intervals	6	7	8	9	10	11
	Number of Vehicles	0	0	0	0	1	0
Accumulation							
	Time of Day	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
	Number of Vehicles	2	2	5	7	6	8
	% Full	13%	13%	31%	44%	38%	50%
Bonson St, Irving to Mineral							
2	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	0	2	1	1
	% Full	0%	0%	0%	40%	20%	20%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	0	1	0	1	1	
	% Full	0%	20%	0%	20%	20%	

Table A.16: Block 16 Weekday Parking Data

Elm St, Mineral to Main							
	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	8	2	0	3	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	9	10	9	6	4	2
	% Full	82%	91%	82%	55%	36%	18%

Table A.17: Block 17 Weekday Parking Data

Livingston St Bank as Public		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	2	1	0	5
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	7	9	8	8	8	7
	% Full	44%	56%	50%	50%	50%	44%
Spirits		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	0	0	1	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	1	3	4	1
	% Full	0%	0%	14%	43%	57%	14%

Elm St, Mineral to Main							
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	2	0	2	2	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	6	4	6	3	0
	% Full	75%	75%	50%	75%	38%	0%
Chestnut Street, Mineral to Main							
2	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
Mineral St, Elm and Chestnut							
1	Duration						
2 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	0	0	1	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	2	1	1	1	0
	% Full	67%	67%	33%	33%	33%	0%

Table A.18: Lot 18 Weekday Parking Data

Livingston State Bank Lot							
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	1	0	0
Accumulation							

	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	2	1	1	0
	% Full	9%	9%	18%	9%	9%	0%
Mineral St, Park to Chestnut							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	1	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	1	0	0
	% Full	50%	50%	50%	50%	0%	0%
Chestnut St, Main to Mineral							
6	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	2
	% Full	0%	0%	0%	0%	0%	22%
Park Pl, Irving to Mineral							
2	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	1	0	1	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	2	2	1	1	0
	% Full	100%	67%	67%	33%	33%	0%
Main St, Chestnut to Court							
5	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6

	Number of Vehicles	3	5	1	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	0	1	2	0
	% Full	0%	0%	0%	20%	40%	0%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	1	2	4	5	
	% Full	20%	20%	40%	80%	100%	
Court St, Irving to Main							
4	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	7	2	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	0	0	1	3
	% Full	0%	0%	0%	0%	33%	100%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	0	1	2	3	
	% Full	33%	0%	33%	67%	100%	

Table A.19: Block 19 Weekday Parking Data

Court Street, Irving to Main							
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	2	0	0	1	0
Accumulation							

	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	2	2	1	2	2
	% Full	50%	100%	100%	50%	100%	100%
Garvey	2 Hour Intervals						
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	3	0	1	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	5	5	5	6	4
	% Full	83%	83%	83%	83%	100%	67%

Table A.20: Block 20 Weekday Parking Data

Private Lot	2 Hour Intervals						
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	2	1	1	0	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	4	6	5	5	3
	% Full	57%	57%	86%	71%	71%	43%
Bonson St, Main to Irving	2 Hour Intervals						
4	Duration						
1 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	7	5	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	1	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	2	1	3	3	2

	% Full	0%	40%	20%	60%	60%	40%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	2	3	4	3	4	
	% Full	40%	60%	80%	60%	80%	
Bonson St, Mineral to Irving							
4	Duration						
0.5 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	13	1	0	0	0	0
	Number of Intervals	7	8	9	10	11	12
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	13	14	15	16	17	18
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	19	20	21	22		
	Number of Vehicles	0	0	0	0		
Accumulation							
	Time of Day	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM
	Number of Vehicles	0	0	1	1	0	0
	% Full	0%	0%	25%	25%	0%	0%
	Time of Day	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
	Number of Vehicles	0	2	2	0	1	2
	% Full	0%	50%	50%	0%	25%	50%
	Time of Day	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM
	Number of Vehicles	0	0	2	1	3	0
	% Full	0%	0%	50%	25%	75%	0%
	Time of Day	5:00 PM	5:30 PM	6:00 PM	6:30 PM		
	Number of Vehicles	0	0	0	0		
	% Full	0%	0%	0%	0%		
Main St, Bonson to Fourth							
3	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of	25	4	2	0	0	0

	Vehicles						
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	3	3	5	3	5	2
	% Full	60%	60%	100%	60%	100%	40%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	4	4	4	4	2	
	% Full	80%	80%	80%	80%	40%	
	Fourth St, Main to Mineral						
2	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	11	7	3	1	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	1	3	4	3	2	2
	% Full	13%	38%	50%	38%	25%	25%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	2	5	6	4	6	
	% Full	25%	63%	75%	50%	75%	
	Mineral St, Fourth to Bonson						
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	1	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	2	2	3	2	0

	% Full	50%	50%	50%	75%	50%	0%
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Table A.21: Block 21 Weekday Parking Data

City of Platteville		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	1	0	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	2	3	3	3	3
	% Full	60%	40%	60%	60%	60%	60%
Public Lot - No 3-6		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	15	16	8	2	7	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	13	23	20	26	28	17
	% Full	45%	79%	69%	90%	97%	59%
Public 24 hr Lot		2 Hour Intervals					
5	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	4	4	0	3	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	8	9	7	9	9	9
	% Full	89%	100%	78%	100%	100%	100%
Law Office		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6

	Number of Vehicles	5	3	0	0	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	4	1	5	4	0
	% Full	40%	80%	20%	100%	80%	0%
Main St, Fourth to Third St							
3	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	15	3	2	1	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	3	2	3	4	3	3
	% Full	75%	50%	75%	100%	75%	75%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	4	2	3	2	2	
	% Full	100%	50%	75%	50%	50%	
Mineral St, Fourth to Thrid							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	1	1	1	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	3	3	3	4	1
	% Full	50%	75%	75%	75%	100%	25%

Table A.22: Block 22 Weekday Parking

North Residential		2 Hour Intervals				
7	Duration					

	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	2	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	2	1	1	1	1
	% Full	20%	40%	20%	20%	20%	20%
South Residential		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	5	2	0	0	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	5	4	3	3	5
	% Full	100%	100%	80%	60%	60%	100%
Aflac		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	1	0	1	1
	% Full	0%	0%	50%	0%	50%	50%
Lot Across From Players		1 Hour Intervals					
8	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	16	5	2	2	1	1
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00	9:00 AM	10:00	11:00	12:00	1:00

		AM		AM	AM	PM	PM
	Number of Vehicles	0	6	3	6	7	4
	% Full	0%	60%	30%	60%	70%	40%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	7	3	6	6	
	% Full	30%	70%	30%	60%	60%	
Main St, Second and Third							
3	Duration						
1 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	14	3	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	3	3	1	2
	% Full	0%	0%	100%	100%	33%	67%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	2	3	1	2	
	% Full	100%	67%	100%	33%	67%	
Mineral St, Second and Third							
1	Duration						
1 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	14	3	1	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	1	0	3	4	1
	% Full	0%	20%	0%	60%	80%	20%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of	2	3	2	3	4	

	Vehicles						
	% Full	40%	60%	40%	60%	80%	

Table A.23: Block 23 Weekday Parking Data

Chicago's Best		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	0	1	3
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	4	4	4	4	5
	% Full	67%	67%	67%	67%	67%	83%
Private	2 Hour Intervals						
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	1	1	1
	% Full	50%	50%	50%	50%	50%	50%
Public Lot - West	2 Hour Intervals						
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	6	2	3	2	3
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	11	12	11	9	11	10
	% Full	100%	109%	100%	82%	100%	91%
Public Lot - East	1 Hour Intervals						
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	4	1	3	1	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	1	1	0	0	0	
	Accumulation						

	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	2	2	2	3	4	8
	% Full	20%	20%	20%	30%	40%	80%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	7	4	5	8	5	
	% Full	70%	40%	50%	80%	50%	
Main St, Oak and Second							
3	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	10	1	1	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	1	2	1	2	3
	% Full	0%	33%	67%	33%	67%	100%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	0	1	0	2	
	% Full	100%	0%	33%	0%	67%	
Oak, Main and Mineral							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	6	1	2	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	
	Number of Vehicles	0	0	1	4	5	
	% Full	0%	0%	14%	57%	71%	
	Time of Day	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
	Number of Vehicles	5	3	0	1	6	6
	% Full	71%	43%	0%	14%	86%	86%
Mineral St, Oak and Second							

1		Duration					
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	10	3	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	0	1	3	3
	% Full	0%	0%	0%	25%	75%	75%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	0	0	2	4	3	
	% Full	0%	0%	50%	100%	75%	
Second St, Main and Mineral							
4		Duration					
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	22	10	1	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	2	0	4	7	6
	% Full	0%	25%	0%	50%	88%	75%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	6	4	6	8	
	% Full	38%	75%	50%	75%	100%	

Table A.24: Block 24 Weekday Parking Data

Jenor Tower - North Portion of Block		2 Hour Intervals					
5		Duration					
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	1	3	1	0	5
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	8	8	8	8	8	9

		% Full	89%	89%	89%	89%	89%	100%
Residential			2 Hour Intervals					
6	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	2	2	0	2	1	1	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	5	5	4	4	3	4	
	% Full	71%	71%	57%	57%	43%	57%	
Jenor Tower - South Portion of Block			2 Hour Intervals					
7	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	3	2	1	1	0	4	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	7	6	5	6	7	7	
	% Full	88%	75%	63%	75%	88%	88%	
Heiser			2 Hour Intervals					
8	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	11	8	3	0	2	2	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	11	15	8	13	12	3	
	% Full	24%	33%	18%	29%	27%	7%	
Oak, Main and Mineral								
4	Duration							
1 Hour	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	12	4	4	1	1	0	
	Number of Intervals	7	8	9	10	11		

	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	4	5	5	4	3
	% Full	0%	50%	63%	63%	50%	38%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	2	2	3	7	6	
	% Full	25%	25%	38%	88%	75%	
Main St, Oak and Water							
3	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	3	1	0	2	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	1	3	6	4	2
	% Full	0%	14%	43%	86%	57%	29%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	1	0	0	0	
	% Full	43%	14%	0%	0%	0%	
Mineral St, Oak and Water							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	7	1	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	4	3	4	3	4
	% Full	67%	67%	50%	67%	50%	67%

Table A.25: Block 25 Weekday Parking Data

Private 8550 ft ² + 3sp		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	0	1	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	2	2	2	2	2
	% Full	100%	67%	67%	67%	67%	67%
Residential		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	9	3	0	0	0	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	3	4	2	6	7
	% Full	19%	11%	15%	7%	22%	26%
Eastman Cartwright Lumber		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	2	0	1	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	3	1	2	2	0
	% Full	7%	21%	7%	14%	14%	0%
Main St, Water and Co Rd B		2 Hour Intervals					
3	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	2	0	1	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	4	4	4	4	2
	% Full	25%	33%	33%	33%	33%	17%
Co Rd B, Main and Mineral		2 Hour Intervals					
2	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	0	0	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM

	Number of Vehicles	1	1	2	2	1	0
	% Full	14%	14%	29%	29%	14%	0%

Table A.26: Block 26 Weekday Parking Data

Co Rd B, Main and Mineral		2 Hour Intervals					
2	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Table A.27: Block 27 Weekday Parking Data

Elm Street, Main to Pine							
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	5	2	1	2	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	1	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	1	5	8	4	6	7
	% Full	10%	50%	80%	40%	60%	70%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	7	7	5	2	5	
	% Full	70%	70%	50%	20%	50%	

Table A.28: Block 28 Weekday Parking Data

Block Apt. Residential Lot		2 Hour Intervals					
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of	1	1	0	3	1	3

Vehicles							
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	8	7	7	7	4	4
	% Full	100%	88%	88%	88%	50%	50%
Library		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	22	5	0	0	0	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	12	3	8	6	7
	% Full	17%	100%	25%	67%	50%	58%
Church and Library		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	6	1	0	3	1	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	6	4	6	6	3
	% Full	0%	38%	25%	38%	38%	19%
Bruce Realty		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	6	0	3	1	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	3	3	5	3	3
	% Full	30%	30%	30%	50%	30%	30%
Private Lot Next to Library		2 Hour Intervals					

	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	1	0	3
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	4	4	4	3	3
	% Full	80%	80%	80%	80%	60%	60%
Pine Street, Chestnut to Elm							
3	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	9	1	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	1	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	1	8	8	7	7
	% Full	0%	20%	160%	160%	140%	140%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	5	6	3	2	1	
	% Full	100%	120%	60%	40%	20%	
Elm Street, Main to Pine							
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	2	1	0	0	0
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	10	3	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	1	0	
	Accumulation						

	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	2	3	3	2	5	4
	% Full	22%	33%	33%	22%	56%	44%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	5	3	4	0	2	
	% Full	56%	33%	44%	0%	22%	
Main Street, Chestnut to Elm							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	9	2	1	2	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	2	4	4	2	1	2
	% Full	50%	100%	100%	50%	25%	50%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	2	2	1	3	
	% Full	25%	50%	50%	25%	75%	
Chestnut Street, Main to Pine							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	10	2	2	1	0	0
		7	8	9	10	11	
		0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	3	2	3	1	1	3
	% Full	75%	50%	75%	25%	25%	75%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	

	Number of Vehicles	0	1	4	2	4	
	% Full	0%	25%	100%	50%	100%	

Table A.29: Block 29 Weekday Data

Hartig		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	14	1	3	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	3	2	8	8	2
	% Full	8%	12%	8%	31%	31%	8%
Anchor Bank		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	1	0	0	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	2	2	2	1	1
	% Full	50%	33%	33%	33%	17%	17%
Steve's and Office Supply		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	20	0	4	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	5	5	4	3	14
	% Full	26%	26%	26%	21%	16%	74%
The Ticket		2 Hour Intervals					
5	Duration						

	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	0	0	0	0	2
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	2	3	2	3	4
	% Full	50%	50%	75%	50%	75%	100%
Residential Behind Steve's		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	0	0	1	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	2	2	3	3	4
	% Full	33%	33%	33%	50%	50%	67%
Main Street, Court to Chestnut							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	24	2	1	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	2	4	4	0	1
	% Full	0%	33%	67%	67%	0%	17%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	2	4	5	6	
	% Full	50%	33%	67%	83%	100%	
Court Street, Main to Pine							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6

	Number of Vehicles	30	6	1	1	0	3
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	3	5	6	6	9	5
	% Full	30%	50%	60%	60%	90%	50%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	9	6	6	6	6	
	% Full	90%	60%	60%	60%	60%	

Table A.30: Block 30 Weekday Parking Data

Senior Center		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	3	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	2	1	0	1	2
	% Full	25%	50%	25%	0%	25%	50%
Post Office Trucks		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	7	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	0	2	2	5	5
	% Full	100%	0%	40%	40%	100%	100%
Court Street, Main to Pine							
4	Duration						

1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	14	4	2	0	1	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
0.5 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	32	0	0	0	0	0
	Number of Intervals	7	8	9	10	11	12
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	13	14	15	16	17	18
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	19	20	21			
	Number of Vehicles	0	0	0			
	Accumulation						
	Time of Day	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM
	Number of Vehicles	2	3	3	3	6	3
	% Full	17%	25%	25%	25%	50%	25%
	Time of Day	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
	Number of Vehicles	6	5	7	5	6	5
	% Full	50%	42%	58%	42%	50%	42%
	Time of Day	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM
	Number of Vehicles	8	5	5	4	5	6
	% Full	67%	42%	42%	33%	42%	50%
	Time of Day	5:00 PM	5:30 PM	6:00 PM			
	Number of Vehicles	3	2	1			
	% Full	25%	17%	8%			
Main Street, Court to Bonson							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	13	0	0	0	0	0

	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	1	1	2	2
	% Full	0%	0%	50%	50%	100%	100%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	1	2	2	1	
	% Full	50%	50%	100%	100%	50%	
Bonson Street, Main to Pine							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	12	7	3	1	1	1
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	1	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	5	4	6	8	7	6
	% Full	42%	33%	50%	67%	58%	50%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	7	6	5	5	2	
	% Full	58%	50%	42%	42%	17%	

Table A.31: Block 31 Weekday Parking Data

Private Lot, Momentum		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	3	3	1	2	5
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	9	10	13	14	10	6

		% Full	47%	53%	68%	74%	53%	32%	
Post Office Lot South Half			2 Hour Intervals						
6	Duration								
	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	20	18	12	4	8	1		
Accumulation									
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
	Number of Vehicles	25	22	26	26	24	26		
	% Full	96%	85%	100%	100%	92%	100%		
Post Office Lot North Half									
6	Duration								
1 Hour	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	13	10	12	2	6	2		
	Number of Intervals	7	8	9	10	11			
	Number of Vehicles	0	0	2	0	0			
Accumulation									
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM		
	Number of Vehicles	6	8	13	12	17	18		
	% Full	24%	32%	52%	48%	68%	72%		
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM			
	Number of Vehicles	21	20	14	9	6			
	% Full	84%	80%	56%	36%	24%			
Main Street, Bonson to Fourth									
1	Duration								
1 Hour	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	21	4	2	0	0	0		
	Number of Intervals	7	8	9	10	11			
	Number of Vehicles	0	0	0	0	0			
Accumulation									

	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	
	Number of Vehicles	1	2	4	4	2	2	
	% Full	20%	40%	80%	80%	40%	40%	
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM		
	Number of Vehicles	4	3	5	5	3		
	% Full	80%	60%	100%	100%	60%		
Fourth Street, Main to Pine								
2	Duration							
1 Hour	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	8	1	1	1	1	1	
	Number of Intervals	7	8	9	10	11		
	Number of Vehicles	0	2	0	0	0		
0.5 Hours	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	11	1	0	0	0	0	
	Number of Intervals	7	8	9	10	11	12	
	Number of Vehicles	0	0	0	0	0	0	
	Number of Intervals	13	14	15	16	17	18	
	Number of Vehicles	0	0	0	0	0	0	
	Number of Intervals	19	20	21				
	Number of Vehicles	0	0	0				
Accumulation								
	Time of Day	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	
	Number of Vehicles	4	0	6	1	5	0	
	% Full	67%	0%	100%	17%	83%	0%	
	Time of Day	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	
	Number of Vehicles	6	1	6	0	0	0	
	% Full	100%	17%	100%	0%	0%	0%	
	Time of Day	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	
	Number of Vehicles	4	0	5	1	5	1	

	% Full	67%	0%	83%	17%	83%	17%	
	Time of Day	5:00 PM	5:30 PM	6:00 PM	6:30 PM			
	Number of Vehicles	4	1	2	1			
	% Full	67%	17%	33%	17%			

Table A.32: Block 32 Weekday Parking Data

Private Lot, West of Third		2 Hour Intervals						
5	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	10	1	3	3	4	1	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	9	10	13	13	10	6	
	% Full	64%	71%	93%	93%	71%	43%	
Cable Car		2 Hour Intervals						
6	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	4	1	0	0	0	1	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	2	2	3	1	2	2	
	% Full	40%	40%	60%	20%	40%	40%	
Mound City Bank Employees		2 Hour Intervals						
7	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	9	17	7	4	10	0	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	29	29	22	27	24	0	
	% Full	91%	91%	69%	84%	75%	0%	
Main Street, Fourth to Third								

1		Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	18	3	1	0	0	0	
	Number of Intervals	7	8	9	10	11		
	Number of Vehicles	0	1	0	0	0		
		Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	
	Number of Vehicles	3	3	3	4	3	2	
	% Full	75%	75%	75%	100%	75%	50%	
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM		
	Number of Vehicles	4	3	4	4	2		
	% Full	100%	75%	100%	100%	50%		

Table A.33: Block 33 Weekday Parking Data

Private Lot, East of Third		2 Hour Intervals						
5		Duration						
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	0	0	0	1	0	0	
		Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	0	1	1	1	1	0	
	% Full	0%	50%	50%	50%	50%	0%	
Mound City Bank, East of Third		2 Hour Intervals						
6		Duration						
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	6	2	2	2	0	0	
		Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	3	5	4	6	5	1	
	% Full	12%	20%	16%	24%	20%	4%	

Third Street, Main to Pine							
4	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	18	4	3	3	1	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	1	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	5	6	7	6	6	7
	% Full	50%	60%	70%	60%	60%	70%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	9	7	6	2	1	
	% Full	90%	70%	60%	20%	10%	
Main Street, Third to Second							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	11	0	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	1	0	2	1
	% Full	0%	0%	25%	0%	50%	25%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	2	0	3	1	1	
	% Full	50%	0%	75%	25%	25%	
Second Street, Main to Pine							
2	Duration						

1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	6	5	0	2	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	2	3	5	3
	% Full	0%	0%	25%	38%	63%	38%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	4	1	1	3	2	
	% Full	50%	13%	13%	38%	25%	

Table A.34: Block 34 Weekday Parking Data

Private Lot, East of Second		2 Hour Intervals						
5	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	1	3	2	0	0	1	
Accumulation								
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	3	2	2	2	5	5	
	% Full	60%	40%	40%	40%	100%	100%	
Elks		2 Hour Intervals						
6	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	3	2	0	0	0	0	
Accumulation								
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	0	0	0	0	2	5	
	% Full	0%	0%	0%	0%	25%	63%	
Main St, Second to Oak								

1		Duration					
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	17	3	2	1	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
		Accumulation					
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	3	2	2	2	4	3
	% Full	75%	50%	50%	50%	100%	75%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	4	3	3	4	3	
	% Full	100%	75%	75%	100%	75%	
Oak St, Main and Pine							
2		Duration					
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	13	4	0	0	1	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
		Accumulation					
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	1	3	3	4	1	3
	% Full	5%	15%	15%	20%	5%	15%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	0	1	0	2	8	
	% Full	0%	5%	0%	10%	40%	

Table A.35: Block 35 Weekday Parking Data

Private Lot, East of Oak		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6

	Number of Vehicles	4	0	2	0	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	2	3	3	2	2
	% Full	75%	50%	75%	75%	50%	50%
Residential Lot, South of Main		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	3	2	0	2	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	7	8	4	5	4
	% Full	22%	39%	44%	22%	28%	22%
Private Lot, South of Main		2 Hour Intervals					
8	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	1	0	0	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	3	5	3	2	2
	% Full	33%	33%	56%	33%	22%	22%
Antique Shop		2 Hour Intervals					
9	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Fire Department		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	9	0	0	0	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	1	2	5	3	0
	% Full	12%	4%	8%	20%	12%	0%

Table A.37: Block 37 Weekday Parking Data

Beauty Boutique		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	14	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	4	2	3	0	1
	% Full	83%	67%	33%	50%	0%	17%
Laundromat		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	7	1	1	1	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	8	6	6	7	8
	% Full	67%	89%	67%	67%	78%	89%
Residential Laundromat		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	2	0	0	1	0
	Accumulation						

	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	3	1	1	2	1
	% Full	60%	60%	20%	20%	40%	20%
Main Street, Ellen to Virgin		2 Hour Intervals					
1	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	1	0	0	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	3	2	2	1	0
	% Full	40%	60%	40%	40%	20%	0%

Table A.38: Block 38 Weekday Parking Data

Museum Employee		2 Hour Intervals					
53	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	1	1	1
	% Full	17%	17%	17%	17%	17%	17%
Virgin Street, Main to Pine		2 Hour Intervals					
4	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	0	0	0	0
	% Full	17%	17%	0%	0%	0%	0%
Main Street, Virgin to Cora		2 Hour Intervals					

1	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	1	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	3	2	1	1	2
	% Full	7%	20%	13%	7%	7%	13%

Table A.39: Block 39 Weekday Parking Data

Pine Street, Chestnut to Elm							
	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	2	1	1	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	5	5	4	1	0
	% Full	0%	100%	100%	80%	20%	0%

Table A.40: Block 40 Weekday Parking Data

Court Street, Pine to Mitchell							
	2 Hour Intervals						
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	2	0	5	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	6	6	6	3	0
	% Full	63%	75%	75%	75%	38%	0%

Table A.41: Block 41 Weekday Parking Data

Bell Real Estate							
	2 Hour Intervals						
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	0	0	0	6
	Accumulation						

Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		1	3	3	3	1	2
% Full		14%	43%	43%	43%	14%	29%
Bayley Avenue, Pine to Mitchell		2 Hour Intervals					
2	Duration						
Number of Intervals		1	2	3	4	5	6
Number of Vehicles		5	1	0	1	3	2
		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		11	9	7	7	6	2
% Full		92%	75%	58%	58%	50%	17%

Table A.42: Block 42 Weekday Parking Data

Mound City Bank		2 Hour Intervals					
5	Duration						
Number of Intervals		1	2	3	4	5	6
Number of Vehicles		25	7	0	0	0	0
		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		8	11	4	7	8	1
% Full		33%	46%	17%	29%	33%	4%
Rountree Avenue, West Side		2 Hour Intervals					
2	Duration						
Number of Intervals		1	2	3	4	5	6
Number of Vehicles		2	3	0	2	0	2
		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		8	6	4	5	3	2
% Full		53%	40%	27%	33%	20%	13%
Bayley Avenue, Pine to Mitchell		2 Hour Intervals					

4	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	4	1	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	4	4	4	4	5
	% Full	55%	36%	36%	36%	36%	45%

Table A.43: Block 43 Weekday Parking Data

Rountree Avenue, East Side		2 Hour Intervals					
4	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	2	3	4	14
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	26	24	24	21	17	17
	% Full	58%	53%	53%	47%	38%	38%
Private Lot, South of Pine		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	1
	% Full	0%	0%	0%	0%	0%	5%
Quizno's		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	11	5	1	0	1	0
	Accumulation						
	Time of Day	8:00	10:00	12:00	2:00	4:00	6:00

		AM	AM	PM	PM	PM	PM
	Number of Vehicles	5	5	7	5	4	3
	% Full	19%	19%	27%	19%	15%	12%

Table A.44: Block 44 Weekday Parking Data

Strip Mall		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	59	2	2	1	1	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	15	17	13	19	16
	% Full	10%	36%	40%	31%	45%	38%
Residential Behind Mall		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	2	3	2	2	5
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	13	11	11	12	10	9
	% Full	93%	79%	79%	86%	71%	64%

Table A.45: Block 45 Weekday Parking Data

Rountree Avenue, West Side		2 Hour Intervals					
2	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
	Accumulation						

	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Table A.46: Block 46 Weekday Parking Data

Rountree Avenue, West Side		2 Hour Intervals					
2	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Table A.47: Block 1 Weekend Parking Data

Residential Lot		2 Hour Intervals					
1	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	6	2	0	1	7
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	15	14	9	9	10	11
	% Full	83%	78%	50%	50%	56%	61%

Table A.48: Block 2 Weekend Parking Data

Residential Lot		2 Hour Intervals					
1	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	4	0	1	0	3
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	7	7	5	5	4	4
	% Full	100%	100%	71%	71%	57%	57%

Table A.49: Block 3 Weekend Parking Data

Chestnut St, Mineral to Furnace							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6

	Number of Vehicles	0	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Table A.50: Block 4 Weekend Parking Data

SW Design Lot		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	1	0	0	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	2	1	2	2	2
	% Full	29%	29%	14%	29%	29%	29%
Church Lot		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	2	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	2	0	0	0
	% Full	0%	0%	25%	0%	0%	0%

Table A.51: Block 5 Weekend Parking Data

Century Link Lot		2 Hour Intervals					
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	1	4
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	6	5	5	5	4
	% Full	14%	17%	14%	14%	14%	11%

Mineral St, Bonson to Fourth							
Duration							
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	1	0	0	0	0
	% Full	0%	25%	0%	0%	0%	0%
Fourth St, Mineral to Furnace							
Duration							
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	2	0	1	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	1	3	3	1	3
	% Full	20%	10%	30%	30%	10%	30%
Bonson St, Mineral to Maket							
Duration							
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	7	8	9	10	11	12
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	13	14	15	16	17	
	Number of Vehicles	0	0	0	0	0	
	Number of Intervals	18	19	20	21	22	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM
	Number of Vehicles	0	0	0	0	0	0

		% Full	0%	0%	0%	0%	0%	0%
		Time of Day	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
		Number of Vehicles	0	0	0	0	0	0
		% Full	0%	0%	0%	0%	0%	0%
		Time of Day	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM
		Number of Vehicles	0	0	0	0	0	0
		% Full	0%	0%	0%	0%	0%	0%
		Time of Day	5:00 PM	5:30 PM	6:00 PM	6:30 PM		
		Number of Vehicles	0	0	0	0		
		% Full	0%	0%	0%	0%		

Table A.52: Block 6 Weekend Parking Data

Mineral St,Fourth and Third - 30 Min and Handicapped Angled Stalls							
3	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0
	Number of Intervals	7	8	9	10	11	12
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	13	14	15	16	17	18
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	19	20	21	22		
	Number of Vehicles	0	0	0	0		
	Accumulation						
	Time of Day	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM
	Number of Vehicles	0	0	1	0	0	0
	% Full	0%	0%	33%	0%	0%	0%
	Time of Day	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
	Time of Day	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM
	Number of Vehicles	0	0	0	0	0	0

	% Full	0%	0%	0%	0%	0%	0%
	Time of Day	5:00 PM	5:30 PM	6:00 PM	6:30 PM		
	Number of Vehicles	0	0	0	0		
	% Full	0%	0%	0%	0%		
Mineral St, Fourth and Third							
3	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
		0	2	1	0	0	0
	% Full	0%	29%	14%	0%	0%	0%

Table A.53: Block 7 Weekend Parking Data

Red 'N Debs and Milos		2 Hour Intervals					
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	21	10	7	2	2	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	14	12	12	18	17	19
	% Full	74%	63%	63%	95%	89%	100%
Mineral St, Second and Third							
	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	12	1	1	1	0	0
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	2	3	3	2
	% Full	0%	0%	50%	75%	75%	50%
	Number of Intervals	7	8	9	10	11	
	Number of	0	0	0	0	0	

Vehicles							
Time of Day		2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
Number of Vehicles		2	2	3	3	1	
% Full		50%	50%	75%	75%	25%	
Second St, Mineral and Furnace							
Duration							
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	6	5	1	0	0	0
Accumulation							
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		1	1	3	5	5	4
% Full		20%	20%	60%	100%	100%	80%

Table A.54: Block 8 Weekend Parking Data

Private			2 Hour Intervals					
5	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	1	2	1	0	0	2	
Accumulation								
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
Number of Vehicles		4	4	2	3	3	4	
% Full		100%	100%	50%	75%	75%	100%	
VFW and Jenor Tower Resid.								
6	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	17	6	2	5	1	2	
Accumulation								
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
Number of Vehicles		16	12	12	10	11	11	
% Full		70%	52%	52%	43%	48%	48%	
VFW Handicapped								
7	Duration							
	Number of Intervals	1	2	3	4	5	6	

	Number of Vehicles	1	1	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	1	1	0	1
	% Full	0%	0%	50%	50%	0%	50%
Second St, Mineral and Furnace							
	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
4	Number of Vehicles	10	0	3	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	0	2	6	6	4
	% Full	14%	0%	29%	86%	86%	57%
Mineral St, Oak and Second							
3	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	10	4	0	1	1	0
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	3	2	0	0	2	4
	% Full	75%	50%	0%	0%	50%	100%
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	4	2	3	2	
	% Full	75%	100%	50%	75%	50%	
Oak, Mineral and Furnace							
	Duration						
2 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	2	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	1	0	2	5
	% Full	0%	0%	20%	0%	40%	100%

Table A.55: Block 9 Weekend Parking Data

Oak, Mineral and Furnace							
4	Duration						
2 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	0	0	0	3
	% Full	11%	11%	0%	0%	0%	33%
Mineral St, Oak and Water							
3	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	0	0	3
	% Full	11%	11%	11%	0%	0%	33%

Table A.56: Block 10 Weekend Parking Data

Ebay							
		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	0	0	2
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	2	2	3	2	2
	% Full	60%	40%	40%	60%	40%	40%
Mineral, Water and Co Rd B							
		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	1	1	1

Accumulation							
Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
Number of Vehicles	1	1	1	3	1	0	
% Full	5%	5%	5%	15%	5%	0%	

Table A.57: Block 11 Weekend Parking Data

Mineral, Water and Co Rd B		2 Hour Intervals					
Duration							
Number of Intervals	1	2	3	4	5	6	
Number of Vehicles	1	0	0	0	0	0	
Accumulation							
Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
Number of Vehicles	1	0	0	0	0	0	
% Full	5%	0%	0%	0%	0%	0%	

Table A.58: Block 13 Weekend Parking Data

Chestnut St, Mineral to Furnace		2 Hour Intervals					
Duration							
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
Accumulation							
Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
Number of Vehicles	0	0	0	0	0	0	
% Full	0%	0%	0%	0%	0%	0%	

Table A.59: Block 14 Weekend Parking Data

Chestnut St, Mineral to Furnace		2 Hour Intervals					
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
Accumulation							
Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
Number of Vehicles	0	0	0	0	0	0	
% Full	0%	0%	0%	0%	0%	0%	

Mineral St, Park to Chestnut							
3	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
Park St, Mineral to Market							
2	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
Market St, Park to Chestnut							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Table A.60: Block 15 Weekend Parking Data

Market St, Bonson to Park							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0

		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		0	0	1	0	0	0
% Full		0%	0%	6%	0%	0%	0%
Park Pl, Market to Irving							
4		Duration					
2 Hours	Number of Intervals	1	2	3	4	5	6
Number of Vehicles		5	3	0	0	0	1
		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		1	5	8	1	1	1
% Full		9%	45%	73%	9%	9%	9%
Bonson St, Mineral to Maket							
2		Duration					
2 Hours	Number of Intervals	1	2	3	4	5	6
Number of Vehicles		1	0	0	0	0	0
		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		0	0	0	0	0	1
% Full		0%	0%	0%	0%	0%	20%
Irving St, Park to Bonson							
3		Duration					
1 hr	Number of Intervals	1	2	3	4	5	
Number of Vehicles		21	6	5	1	0	
		Accumulation					
Time of Day		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	
Number of Vehicles		1	5	8	7	13	
% Full		6%	31%	50%	44%	81%	
Number of Intervals		6	7	8	9	10	11
Number of Vehicles		0	0	0	0	0	1

		Accumulation					
Time of Day		1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Number of Vehicles		12	9	9	6	8	6
% Full		75%	56%	56%	38%	50%	38%
Bonson St, Irving to Mineral							
2		Duration					
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	6	1	1	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
		Accumulation					
Time of Day		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
Number of Vehicles		0	0	0	2	2	3
% Full		0%	0%	0%	40%	40%	60%
Time of Day		2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
Number of Vehicles		2	1	0	0	0	
% Full		40%	20%	0%	0%	0%	

Table A.61: Block 16 Weekend Parking Data

Elm St, Mineral to Main							
		Duration					
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	0	0	0	0
		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		0	0	1	1	0	0
% Full		0%	0%	9%	9%	0%	0%

Table A.62: Block 17 Weekend Parking Data

Livingston St Bank as Public		2 Hour Intervals					
6		Duration					

	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	2	1	2	0	3
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	9	8	7	6	6
	% Full	38%	56%	50%	44%	38%	38%
Spirits		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	1	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	2	1	2	1	1
	% Full	0%	29%	14%	29%	14%	14%
Elm St, Mineral to Main							
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	1	0	1
	% Full	0%	0%	0%	13%	0%	13%
Chestnut Street, Mineral to Main							
2	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	1	0	2
	% Full	0%	0%	0%	33%	0%	67%

Mineral St, Elm and Chestnut							
1	Duration						
2 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	2	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	0	0	1	3
	% Full	33%	33%	0%	0%	33%	100%

Table A.63: Block 18 Weekend Parking Data

Livingston State Bank Lot		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	2	0	0	2
	% Full	0%	0%	18%	0%	0%	18%
Mineral St, Park to Chestnut							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
Chestnut St, Main to Mineral							
6	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	0	0	0	0	0

		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		0	0	0	0	0	5
% Full		0%	0%	0%	0%	0%	56%
Park Pl, Irving to Mineral							
2		Duration					
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	0	1	0	0	0
		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		0	0	2	1	1	3
% Full		0%	0%	67%	33%	33%	100%
Main St, Chestnut to Court							
5		Duration					
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	3	5	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
		Accumulation					
Time of Day		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
Number of Vehicles		0	1	2	3	3	4
% Full		0%	20%	40%	60%	60%	80%
Time of Day		2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
Number of Vehicles		0	0	5	5	5	
% Full		0%	0%	100%	100%	100%	
Court St, Irving to Main							
4		Duration					
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	1	0	1	0
	Number of	7	8	9	10	11	

	Intervals						
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	2	1	1	1	1	2
	% Full	67%	33%	33%	33%	33%	67%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	1	1	1	3	
	% Full	33%	33%	33%	33%	100%	

Table A.64: Block 19 Weekend Parking Data

Court Street, Irving to Main							
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	2	1	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	2	1	1	1	1
	% Full	100%	100%	50%	50%	50%	50%
Garvey	2 Hour Intervals						
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	2	0	0	0	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	2	2	4	4	2
	% Full	33%	33%	33%	67%	67%	33%

Table A.65: Block 20 Weekend Parking Data

Private Lot	2 Hour Intervals					
5	Duration					

	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	1	0	1	0	3
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	4	4	5	5	5
	% Full	57%	57%	57%	71%	71%	71%
Bonson St, Main to Irving							
4	Duration						
1 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	7	3	3	1	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	2	3	4	3	2	1
	% Full	40%	60%	80%	60%	40%	20%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	4	2	2	1	1	
	% Full	80%	40%	40%	20%	20%	
Bonson St, Mineral to Irving							
4	Duration						
0.5 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	0	0	0
	Number of Intervals	7	8	9	10	11	12
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	13	14	15	16	17	18
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	19	20	21	22		
	Number of Vehicles	0	0	0	0		

		Accumulation					
Time of Day		8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM
Number of Vehicles		0	0	1	0	0	0
% Full		0%	0%	25%	0%	0%	0%
Time of Day		11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
Number of Vehicles		0	0	0	1	0	0
% Full		0%	0%	0%	25%	0%	0%
Time of Day		2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM
Number of Vehicles		0	0	0	0	0	0
% Full		0%	0%	0%	0%	0%	0%
Time of Day		5:00 PM	5:30 PM	6:00 PM	6:30 PM		
Number of Vehicles		0	0	0	0		
% Full		0%	0%	0%	0%		
Main St, Bonson to Fourth							
3	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	14	7	1	2	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
		Accumulation					
Time of Day		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
Number of Vehicles		1	4	5	5	4	5
% Full		20%	80%	100%	100%	80%	100%
Time of Day		2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
Number of Vehicles		3	3	3	3	3	
% Full		60%	60%	60%	60%	60%	
Fourth St, Main to Mineral							
2	Duration						
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	16	7	0	1	1	0
	Number of Intervals	7	8	9	10	11	

	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	2	3	5	3	3
	% Full	0%	25%	38%	63%	38%	38%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	6	4	5	5	
	% Full	38%	75%	50%	63%	63%	
Mineral St, Fourth to Bonson							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	3
	% Full	0%	0%	0%	0%	0%	75%

Table A.66: Block 21 Weekend Parking Data

City of Platteville		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	1	0	0	0	2
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	4	2	2	3	3
	% Full	60%	80%	40%	40%	60%	60%
Public Lot - No 3-6		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	12	8	7	10	2	1

		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		8	23	22	21	22	10
% Full		28%	79%	76%	72%	76%	34%
Public 24 hr Lot							
5		Duration					
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	1	2	1	2	4
		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		9	8	8	9	9	7
% Full		100%	89%	89%	100%	100%	78%
Law Office		2 Hour Intervals					
5		Duration					
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	2	0	0	0	0
		Accumulation					
Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
Number of Vehicles		1	2	1	0	0	2
% Full		20%	40%	20%	0%	0%	40%
Main St, Fourth to Third St							
3		Duration					
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	22	2	1	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
		Accumulation					
Time of Day		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
Number of Vehicles		1	4	4	3	4	3
% Full		25%	100%	100%	75%	100%	75%

	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	4	1	1	1	
	% Full	75%	100%	25%	25%	25%	
Mineral St, Fourth to Thrid							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	1	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	1	1	1	3	1
	% Full	0%	25%	25%	25%	75%	25%

Table A.67: Block 22 Weekend Parking Data

North Residential		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	0	0	0	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	1	3	1	2	2
	% Full	40%	20%	60%	20%	40%	40%
South Residential		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	2	1	0	0	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	4	3	3	3	4
	% Full	80%	80%	60%	60%	60%	80%
Aflac		2 Hour Intervals					

5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	1	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	2	1	0	0
	% Full	50%	50%	100%	50%	0%	0%
	Lot Across From Players	1 Hour Intervals					
8	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	13	9	2	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	2	8	3	2	3	2
	% Full	20%	80%	30%	20%	30%	20%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	5	1	4	4	
	% Full	30%	50%	10%	40%	40%	
	Main St, Second and Third						
3	Duration						
1 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	3	1	0	1	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	3	3	3	3	3

	% Full	0%	100%	100%	100%	100%	100%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	2	0	0	2	
	% Full	100%	67%	0%	0%	67%	
Mineral St, Second and Third							
1	Duration						
1 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	2	2	2	1	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	2	1	2	3	3
	% Full	0%	40%	20%	40%	60%	60%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	5	5	4	3	
	% Full	60%	100%	100%	80%	60%	

Table A.68: Block 23 Weekend Parking Data

Chicago's Best		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	0	0	1	2
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	3	3	3	4	4
	% Full	33%	50%	50%	50%	67%	67%
Private	2 Hour Intervals						
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	1
Accumulation							
	Time of Day	8:00	10:00	12:00	2:00 PM	4:00 PM	6:00

	Time of Day		2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles		0	2	1	1	1	
	% Full		0%	67%	33%	33%	33%	
Oak, Main and Mineral								
2	Duration							
1 Hour	Number of Intervals		1	2	3	4	5	6
	Number of Vehicles		3	4	1	1	0	0
	Number of Intervals		7	8	9	10	11	
	Number of Vehicles		0	1	1	0	0	
Accumulation								
	Time of Day		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	
	Number of Vehicles		0	2	3	5	4	
	% Full		0%	29%	43%	71%	57%	
	Time of Day		1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
	Number of Vehicles		4	3	4	4	3	3
	% Full		57%	43%	57%	57%	43%	43%
Mineral St, Oak and Second								
1	Duration							
1 Hour	Number of Intervals		1	2	3	4	5	6
	Number of Vehicles		7	6	1	0	0	0
	Number of Intervals		7	8	9	10	11	
	Number of Vehicles		0	0	0	0	0	
Accumulation								
	Time of Day		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles		1	0	1	2	4	3
	% Full		25%	0%	25%	50%	100%	75%
	Time of Day		2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles		1	2	2	4	4	
	% Full		25%	50%	50%	100%	100%	
Second St, Main and Mineral								
4	Duration							
1 Hour	Number of Intervals		1	2	3	4	5	6
	Number of Vehicles		25	6	4	2	0	0
	Number of Intervals		7	8	9	10	11	
	Number of Vehicles		0	0	0	0	0	

		Accumulation					
Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	
Number of Vehicles	3	1	4	4	6	7	
% Full	38%	13%	50%	50%	75%	88%	
Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM		
Number of Vehicles	3	8	7	8	7		
% Full	38%	100%	88%	100%	88%		

Table A.69: Block 24 Weekend Parking Data

Jenor Tower - North Portion of Block		2 Hour Intervals					
5	Duration						
Number of Intervals	1	2	3	4	5	6	
Number of Vehicles	0	3	0	0	0	7	
Accumulation							
Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
Number of Vehicles	9	9	7	7	8	8	
% Full	100%	100%	78%	78%	89%	89%	
Residential		2 Hour Intervals					
6	Duration						
Number of Intervals	1	2	3	4	5	6	
Number of Vehicles	1	1	3	0	0	1	
Accumulation							
Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
Number of Vehicles	4	4	3	1	1	2	
% Full	57%	57%	43%	14%	14%	29%	
Jenor Tower - South Portion of Block		2 Hour Intervals					
7	Duration						
Number of Intervals	1	2	3	4	5	6	
Number of Vehicles	3	0	2	2	0	2	
Accumulation							
Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
Number of Vehicles	5	4	6	5	4	5	

		% Full	63%	50%	75%	63%	50%	63%
Heiser			2 Hour Intervals					
8	Duration							
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	12	5	3	3	0	4	
	Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehicles	13	17	12	11	8	8	
	% Full	29%	38%	27%	24%	18%	18%	
Oak, Main and Mineral								
4	Duration							
1 Hour	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	2	5	4	0	0	2	
	Number of Intervals	7	8	9	10	11		
	Number of Vehicles	0	0	0	0	2		
	Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	
	Number of Vehicles	3	3	3	4	6	7	
	% Full	38%	38%	38%	50%	75%	88%	
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM		
	Number of Vehicles	5	5	7	7	8		
	% Full	63%	63%	88%	88%	100%		
Main St, Oak and Water								
3	Duration							
1 Hour	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	4	0	1	0	0	0	
	Number of Intervals	7	8	9	10	11		
	Number of Vehicles	0	0	0	0	0		
	Accumulation							

	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	1	1	2	2
	% Full	0%	0%	14%	14%	29%	29%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	0	0	0	0	1	
	% Full	0%	0%	0%	0%	14%	
Mineral St, Oak and Water							
1	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	1	0	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	2	2	3	3	3
	% Full	17%	33%	33%	50%	50%	50%

Table A.70: Block 25 Weekend Parking Data

Private 8550 ft2 + 3sp		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
Residential		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	9	6	6	1	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	10	8	6	8	6	11
	% Full	37%	30%	22%	30%	22%	41%
Eastman Cartwright Lumber		2 Hour Intervals					
7	Duration						

	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	2	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	4	0	2	0	0
	% Full	14%	29%	0%	14%	0%	0%
Main St, Water and Co Rd B		2 Hour Intervals					
3	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	0	0	1	0	1
	% Full	8%	0%	0%	8%	0%	8%
Co Rd B, Main and Mineral		2 Hour Intervals					
2	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	1	1	2	0
	% Full	0%	0%	14%	14%	29%	0%

Table A.71: Block 26 Weekend Parking Data

Co Rd B, Main and Mineral		2 Hour Intervals					
2	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	0	0	0	0	0
	% Full	13%	0%	0%	0%	0%	0%

Table A.72: Block 27 Weekend Parking Data

Elm Street, Main to Pine							
4	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	12	0	0	0	0	0
	Accumulation						

	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	2	1	5	4	0
	% Full	0%	20%	10%	50%	40%	0%

Table A.73: Block 28 Weekend Parking Data

Block Apt. Residential Lot		2 Hour Intervals					
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	0	0	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	2	1	3	3	3
	% Full	38%	25%	13%	38%	38%	38%
Library	2 Hour Intervals						
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	12	1	3	0	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	5	6	9	7	0
	% Full	8%	42%	50%	75%	58%	0%
Church and Library	2 Hour Intervals						
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	5	0	1	1	6
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	5	4	7	7	4
	% Full	19%	31%	25%	44%	44%	25%
Bruce Realty	2 Hour Intervals						
	Duration						

	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	2	3	1	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	9	5	4	3	3	2
	% Full	90%	50%	40%	30%	30%	20%
Private Lot Next to Library		2 Hour Intervals					
Duration							
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	3	1	1	0	4
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	6	6	5	7	7
	% Full	120%	120%	120%	100%	140%	140%
Pine Street, Chestnut to Elm							
3	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	1	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	0	1	0	1	2	
	% Full	0%	20%	0%	20%	40%	
Elm Street, Main to Pine							
4	Duration						

2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	19	0	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	3	1	2	1	4
	% Full	0%	33%	11%	22%	11%	44%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	3	4	0	0	
	% Full	11%	33%	44%	0%	0%	
Main Street, Chestnut to Elm							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	1	1	1	1
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	0	1	2	2
	% Full	0%	0%	0%	25%	50%	50%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	3	3	3	3	
	% Full	75%	75%	75%	75%	75%	
Chestnut Street, Main to Pine							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6

	Number of Vehicles	0	2	3	0	0	0
		7	8	9	10	11	
		0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	0	1	1	0
	% Full	0%	0%	0%	25%	25%	0%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	0	0	3	4	4	
	% Full	0%	0%	75%	100%	100%	

Table A.74: Block 29 Weekend Parking Data

Hartig		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	21	4	2	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	6	4	5	7	11
	% Full	8%	23%	15%	19%	27%	42%
Anchor Bank		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	11	0	1	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	1	5	5
	% Full	17%	17%	17%	17%	83%	83%
Steve's and Office Supply		2 Hour Intervals					
5	Duration						
	Number of	1	2	3	4	5	6

	Intervals						
	Number of Vehicles	17	7	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	0	0	10	19
	% Full	5%	5%	0%	0%	53%	100%
The Ticket		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	2	1	1	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	3	3	2	4	4
	% Full	100%	75%	75%	50%	100%	100%
Residential Behind Steve's		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	1	0	1	1	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	4	4	3	2	4
	% Full	67%	67%	67%	50%	33%	67%
Main Street, Court to Chestnut							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	10	7	0	4	1	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM

	Number of Vehicles	2	4	5	2	4	3
	% Full	33%	67%	83%	33%	67%	50%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	4	6	6	6	
	% Full	50%	67%	100%	100%	100%	
Court Street, Main to Pine							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	40	12	1	1	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
Accumulation							
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	4	5	7	8	8	5
	% Full	40%	50%	70%	80%	80%	50%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	4	5	9	7	9	
	% Full	40%	50%	90%	70%	90%	

Table A.75: Block 30 Weekend Parking Data

Senior Center		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	1	1	1
	% Full	25%	25%	25%	25%	25%	25%
Post Office Trucks		2 Hour Intervals					
6	Duration						
	Number of	1	2	3	4	5	6

	Intervals						
	Number of Vehicles	5	4	0	0	0	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	1	2	1	5	5
	% Full	100%	20%	40%	20%	100%	100%
Court Street, Main to Pine							
4	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	14	11	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
0.5 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	25	0	0	0	0	0
	Number of Intervals	7	8	9	10	11	12
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	13	14	15	16	17	18
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	19	20	21			
	Number of Vehicles	0	0	0			
Accumulation							
	Time of Day	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM
	Number of Vehicles	2	0	8	2	5	1
	% Full	17%	0%	67%	17%	42%	8%
	Time of Day	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
	Number of Vehicles	7	3	5	0	6	1
	% Full	58%	25%	42%	0%	50%	8%
	Time of Day	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM
	Number of Vehicles	2	0	5	6	1	7

	% Full	17%	0%	42%	50%	8%	58%
	Time of Day	5:00 PM	5:30 PM	6:00 PM			
	Number of Vehicles	0	0	9			
	% Full	0%	0%	75%			
Main Street, Court to Bonson							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	11	1	0	1	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	2	1	2	1	2
	% Full	0%	100%	50%	100%	50%	100%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	2	2	2	2	
	% Full	50%	100%	100%	100%	100%	
Bonson Street, Main to Pine							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	13	4	5	2	2	1
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	5	3	3	5	3	5
	% Full	42%	25%	25%	42%	25%	42%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	10	7	10	7	3	
	% Full	83%	58%	83%	58%	25%	

Main Street, Bonson to Fourth							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	21	6	2	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	1	3	2	5	3	5
	% Full	20%	60%	40%	100%	60%	100%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	4	5	4	4	3	
	% Full	80%	100%	80%	80%	60%	
Fourth Street, Main to Pine							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	11	5	1	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	2	0	0	0	
0.5 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
	Number of Intervals	7	8	9	10	11	12
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	13	14	15	16	17	18
	Number of Vehicles	0	0	0	0	0	0
	Number of Intervals	19	20	21			
	Number of Vehicles	0	0	0			
	Time of Day	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM

	Number of Vehicles	0	0	0	0	3	0
	% Full	0%	0%	0%	0%	50%	0%
	Time of Day	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
	Number of Vehicles	6	0	4	0	3	1
	% Full	100%	0%	67%	0%	50%	17%
	Time of Day	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM
	Number of Vehicles	4	1	4	1	2	1
	% Full	67%	17%	67%	17%	33%	17%
	Time of Day	5:00 PM	5:30 PM	6:00 PM	6:30 PM		
	Number of Vehicles	2	1	3	1		
	% Full	33%	17%	50%	17%		

Table A.77: Block 31 Weekend Parking Data

Private Lot, West of Third		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	3	1	2	2	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	5	7	6	7	7
	% Full	43%	36%	50%	43%	50%	50%
Cable Car		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	1	1	1
	% Full	20%	20%	20%	20%	20%	20%
Mound City Bank Employees		2 Hour Intervals					
7	Duration						
	Number of	1	2	3	4	5	6

	Intervals						
	Number of Vehicles	0	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%
Main Street, Fourth to Third							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	16	6	1	0	0	1
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	1	4	4	4	3	4
	% Full	25%	100%	100%	100%	75%	100%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	4	3	3	4	3	
	% Full	100%	75%	75%	100%	75%	

Table A.78: Block 33 Weekend Parking Data

Private Lot, East of Third		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	0	1	0	0
	% Full	50%	50%	0%	50%	0%	0%
Mound City Bank, East of Third		2 Hour Intervals					

6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	6	1	1	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	9	7	2	1	1
	% Full	24%	36%	28%	8%	4%	4%
Third Street, Main to Pine							
4	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	16	2	1	1	0	1
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	1	4	5	7	4	4
	% Full	10%	40%	50%	70%	40%	40%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	4	1	0	0	
	% Full	30%	40%	10%	0%	0%	
Main Street, Third to Second							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	10	2	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	0	0	0	1	2	1
	% Full	0%	0%	0%	25%	50%	25%

	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	1	0	1	2	
	% Full	25%	25%	0%	25%	50%	
Second Street, Main to Pine							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	3	3	1	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	1	1	1	2	1	0
	% Full	13%	13%	13%	25%	13%	0%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	3	5	4	5	
	% Full	13%	38%	63%	50%	63%	

Table A.79: Block 34 Weekend Parking Data

Private Lot, East of Second		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	2	0	2	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	3	3	5	3	3
	% Full	60%	60%	60%	100%	60%	60%
Elks		2 Hour Intervals					
6	Duration						
	Number of	1	2	3	4	5	6

	Intervals						
	Number of Vehicles	5	5	1	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	2	2	1	5	8
	% Full	13%	25%	25%	13%	63%	100%
Main St, Second to Oak							
1	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	20	4	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	2	0	3	3	3	3
	% Full	50%	0%	75%	75%	75%	75%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	3	3	2	2	4	
	% Full	75%	75%	50%	50%	100%	
Oak St, Main and Pine							
2	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	17	11	0	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	1	2	4	4	4	3
	% Full	5%	10%	20%	20%	20%	15%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	

	Number of Vehicles	3	3	1	9	15	
	% Full	15%	15%	5%	45%	75%	

Table A.80: Block 35 Weekend Parking Data

Private Lot, East of Oak		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	2	0	1	0	2
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	4	4	3	3	3	4
	% Full	100%	100%	75%	75%	75%	100%
Residential Lot, South of Main		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	2	0	1	1	3
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	7	8	6	5	4
	% Full	28%	39%	44%	33%	28%	22%
Private Lot, South of Main		2 Hour Intervals					
8	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	0	0	0	1
	% Full	11%	11%	0%	0%	0%	11%

Antique Shop		2 Hour Intervals					
9	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	2	0	1	0	0
	% Full	0%	67%	0%	33%	0%	0%
Oak Street, Main to Pine							
4	Duration						
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	1	3	1	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
	Accumulation						
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehicles	1	1	3	4	2	0
	% Full	10%	10%	30%	40%	20%	0%
		2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
		0	1	1	3	7	
		0%	10%	10%	30%	70%	
Main Street, Oak to Water							
	2 Hour Intervals						
1	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	2	1	0	1
	% Full	0%	0%	40%	20%	0%	20%

Table A.81: Block 36 Weekend Parking Data

Subway		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	22	1	1	1	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	6	11	4	10	4
	% Full	10%	30%	55%	20%	50%	20%
Fire Department		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	5	0	1	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	10	6	5	2	2	3
	% Full	40%	24%	20%	8%	8%	12%

Table A.82: Block 37 Weekend Parking Data

Beauty Boutique		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	1	1	1
	% Full	17%	17%	17%	17%	17%	17%
Laundromat		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	6	3	1	0	0	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM

	Number of Vehicles	5	4	4	2	7	5
	% Full	56%	44%	44%	22%	78%	56%
Residential Laundromat		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	3	1	1	0	2
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	5	5	4	3	4	4
	% Full	100%	100%	80%	60%	80%	80%
Main Street, Ellen to Virgin		2 Hour Intervals					
1	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	2	1	0	0	0
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	2	3	1	1	0	0
	% Full	40%	60%	20%	20%	0%	0%

Table A.83: Block 38 Weekend Parking Data

Museum Employee		2 Hour Intervals					
53	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	1
Accumulation							
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	1	1	1	1	1
	% Full	17%	17%	17%	17%	17%	17%
Virgin Street, Main to Pine		2 Hour Intervals					
4	Duration						
	Number of	1	2	3	4	5	6

	Intervals						
	Number of Vehicles	3	1	0	1	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	1	2	1	3	2
	% Full	0%	17%	33%	17%	50%	33%
Main Street, Virgin to Cora		2 Hour Intervals					
1	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	2	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	1	1	1	1
	% Full	0%	0%	7%	7%	7%	7%

Table A.84: Block 39 Weekend Parking Data

Pine Street, Chestnut to Elm							
	Duration						
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	1	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	1	1	1	1	1
	% Full	0%	20%	20%	20%	20%	20%

Table A.85: Block 40 Weekend Parking Data

Court Street, Pine to Mitchell		2 Hour Intervals					
	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	3	1	3	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	6	4	5	1	2

		% Full	75%	75%	50%	63%	13%	25%
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Table A.86: Block 41 Weekend Parking Data

Bell Real Estate		2 Hour Intervals							
5	Duration								
	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	4	1	1	1	0	0		
Accumulation									
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
	Number of Vehicles	1	2	4	2	2	2		
	% Full	14%	29%	57%	29%	29%	29%		
Bayley Avenue, Pine to Mitchell		2 Hour Intervals							
2	Duration								
	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	1	0	2	0	0	1		
Accumulation									
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
	Number of Vehicles	4	3	3	1	1	1		
	% Full	33%	25%	25%	8%	8%	8%		

Table A.87: Block 42 Weekend Parking Data

Mound City Bank		2 Hour Intervals							
5	Duration								
	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	0	2	0	0	0	0		
Accumulation									
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
	Number of Vehicles	0	1	2	1	0	0		
	% Full	0%	4%	8%	4%	0%	0%		
Rountree Avenue, West Side		2 Hour Intervals							

	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	1	0	0	0	0
	% Full	0%	5%	0%	0%	0%	0%
Quizno's		2 Hour Intervals					
7	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	19	1	0	0	1	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	1	2	12	2	2	7
	% Full	4%	8%	46%	8%	8%	27%

Table A.89: Block 44 Weekend Parking Data

Strip Mall		2 Hour Intervals					
5	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	37	1	1	3	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	6	14	9	9	10	6
	% Full	14%	33%	21%	21%	24%	14%
Residential Behind Mall		2 Hour Intervals					
6	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	7	0	1	3	1	1
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	3	3	7	6	5	9
	% Full	21%	21%	50%	43%	36%	64%

Table A.90: Block 45 Weekend Parking Data

Rountree Avenue, West Side		2 Hour Intervals					
2	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

Table A.91: Block 46 Weekend Parking Data

Rountree Avenue, West Side		2 Hour Intervals					
2	Duration						
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
	Accumulation						
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

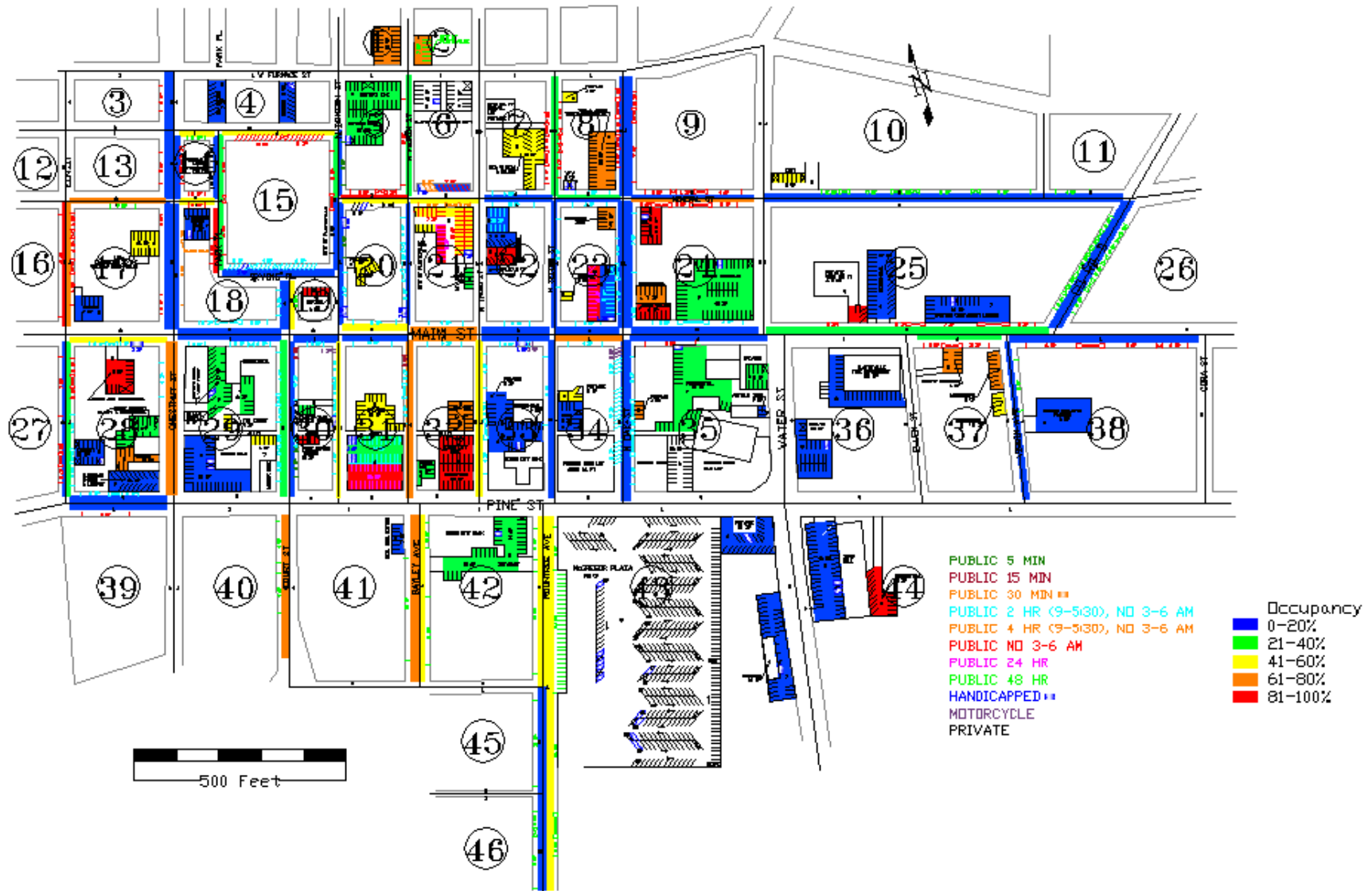


Figure A.1: 8 AM Weekday Parking Occupancy

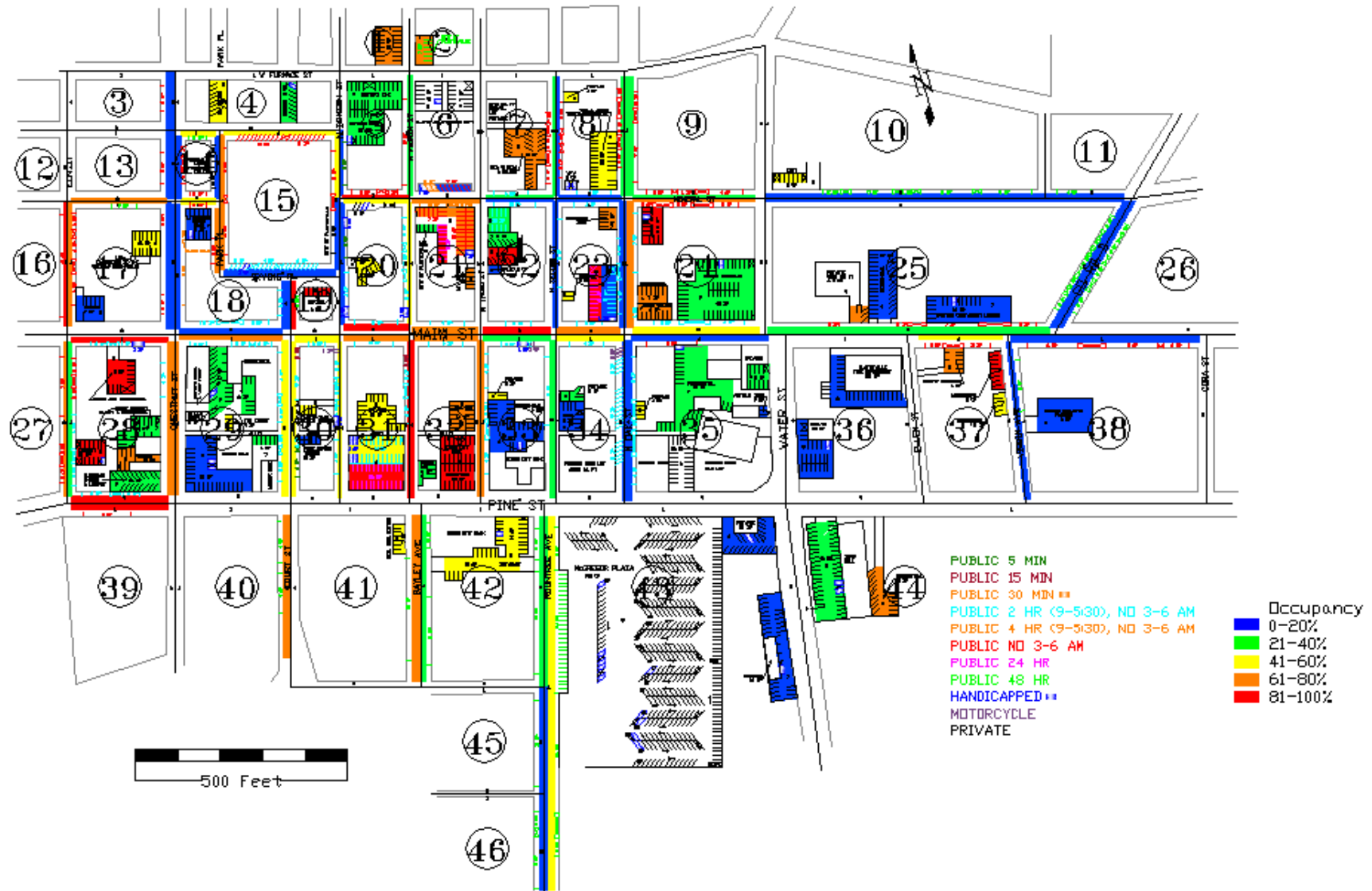


Figure A.2: 10 AM Weekday Parking Usages

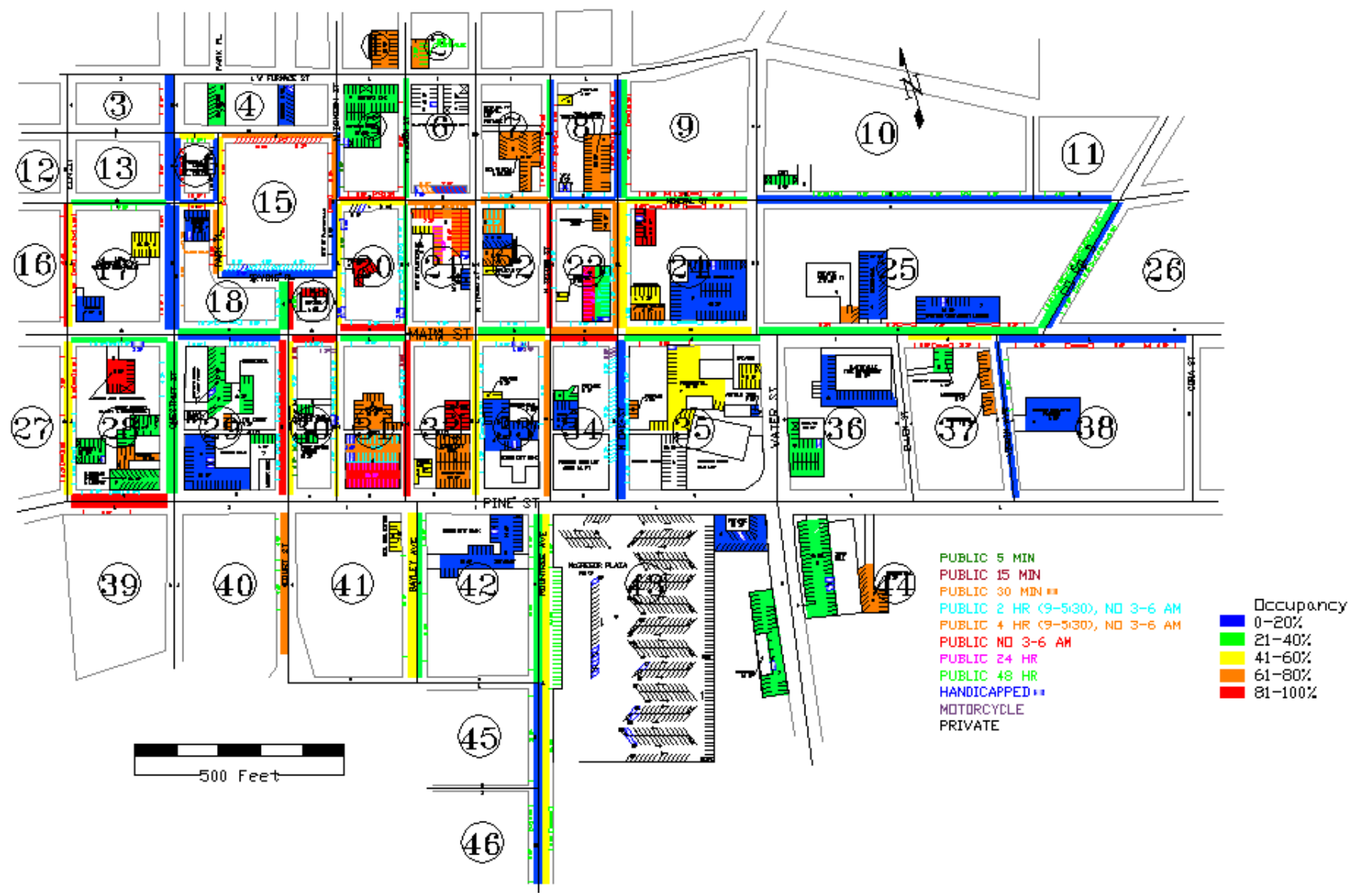


Figure A.3: 12 PM Weekday Parking Usages

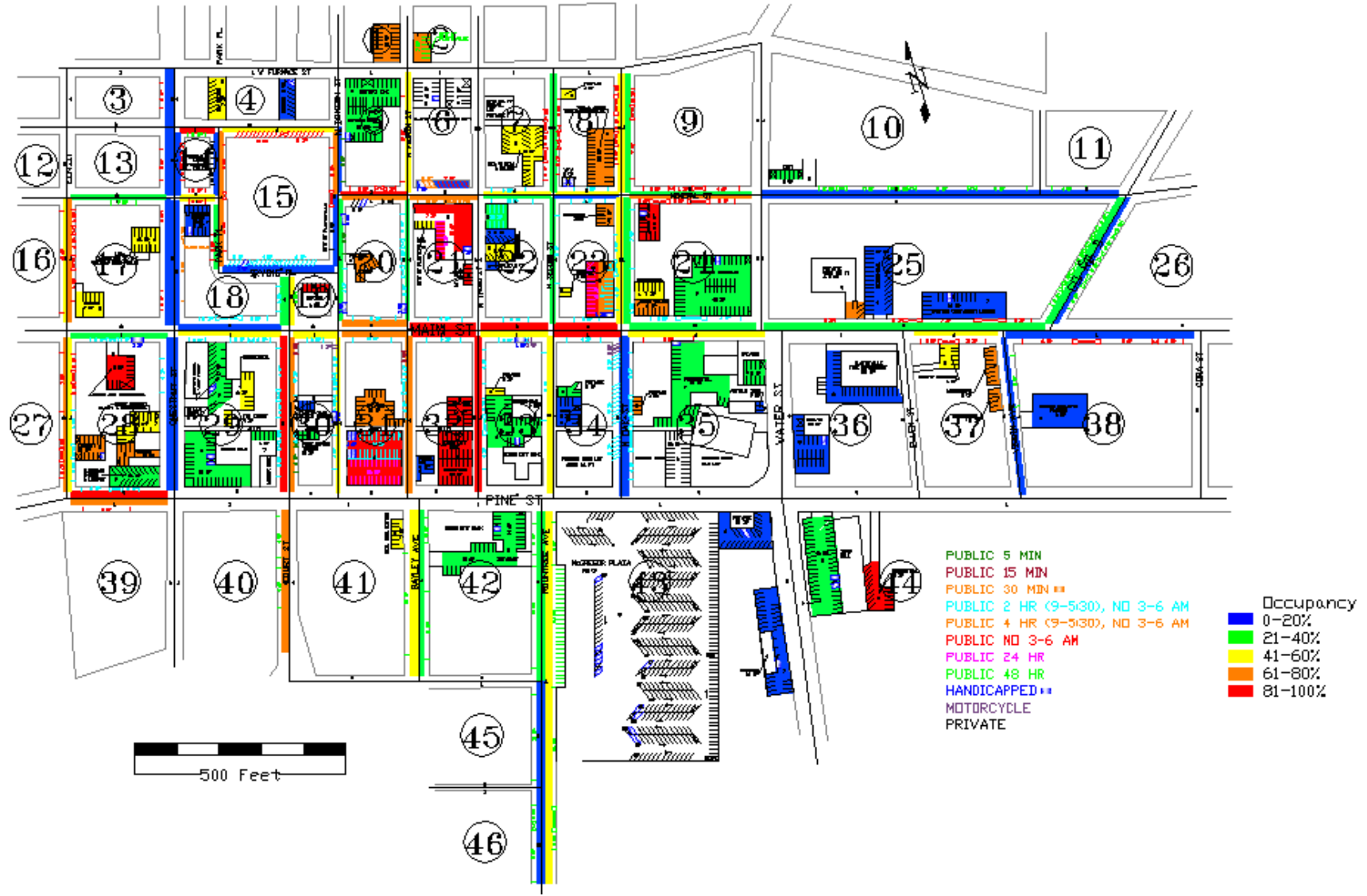


Figure A.4: 2 PM Weekday Parking Usages

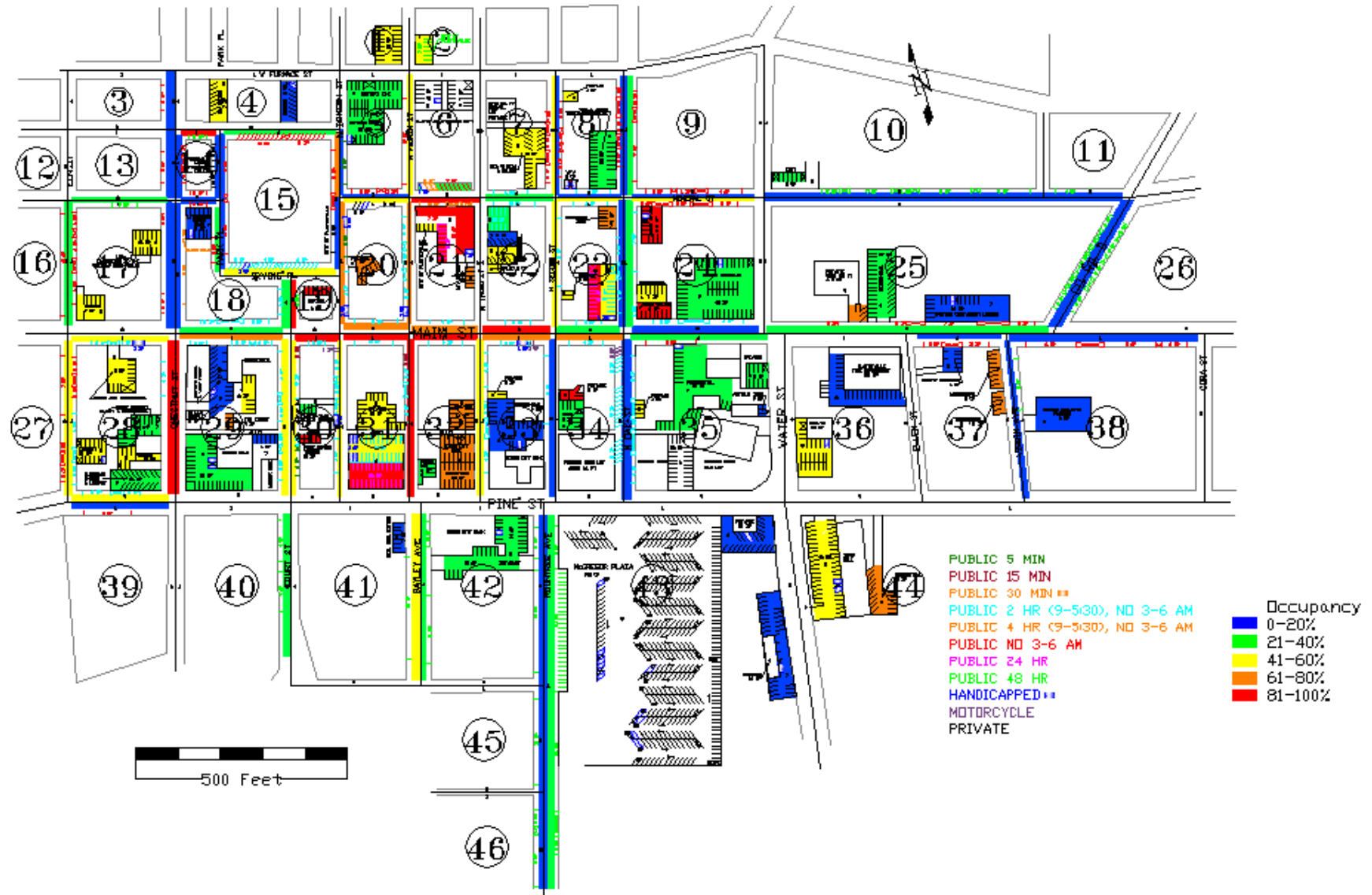


Figure A.5: 4 PM Weekday Parking Usages

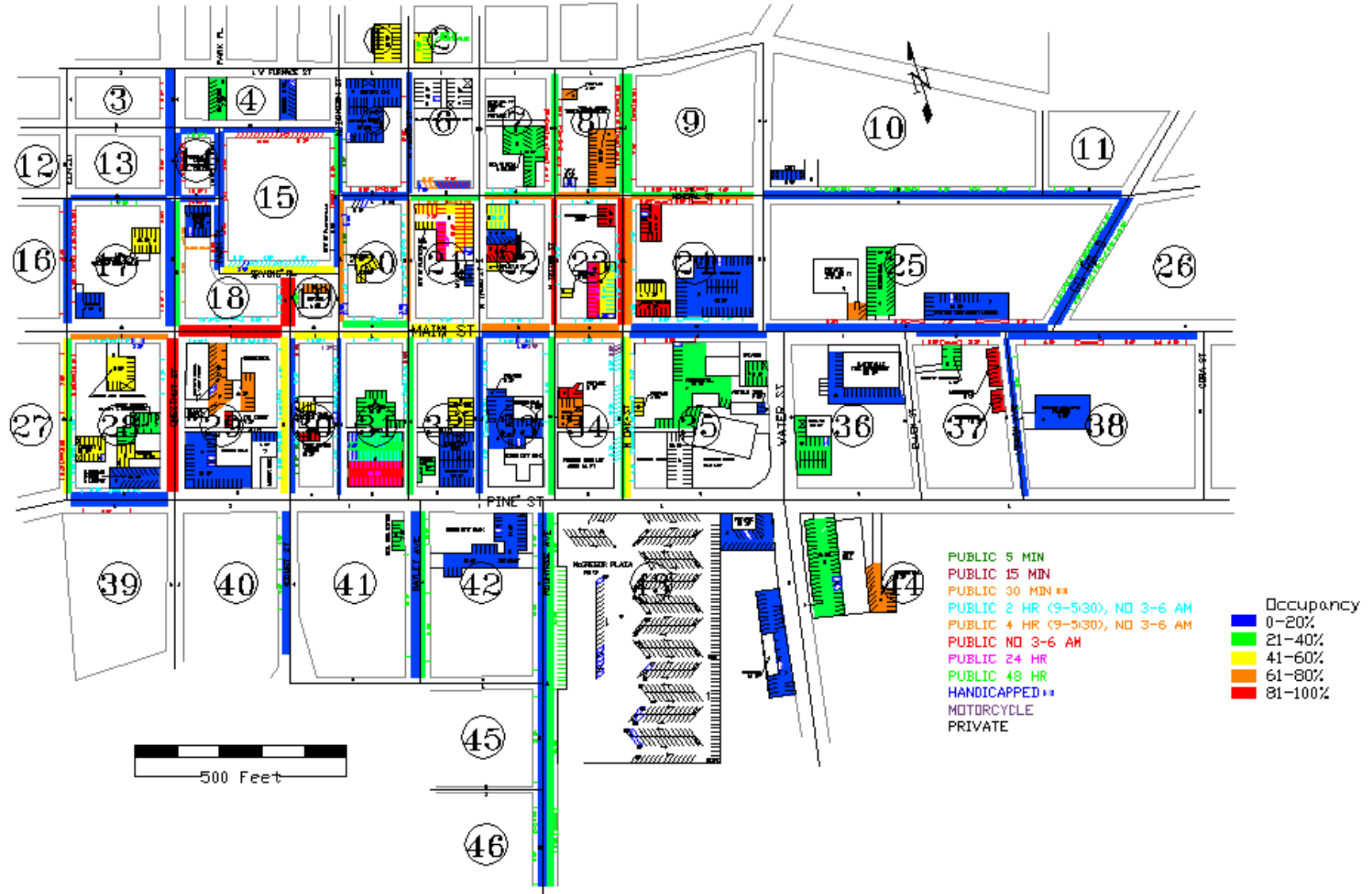


Figure A.6: 6 PM Weekday Parking Usages

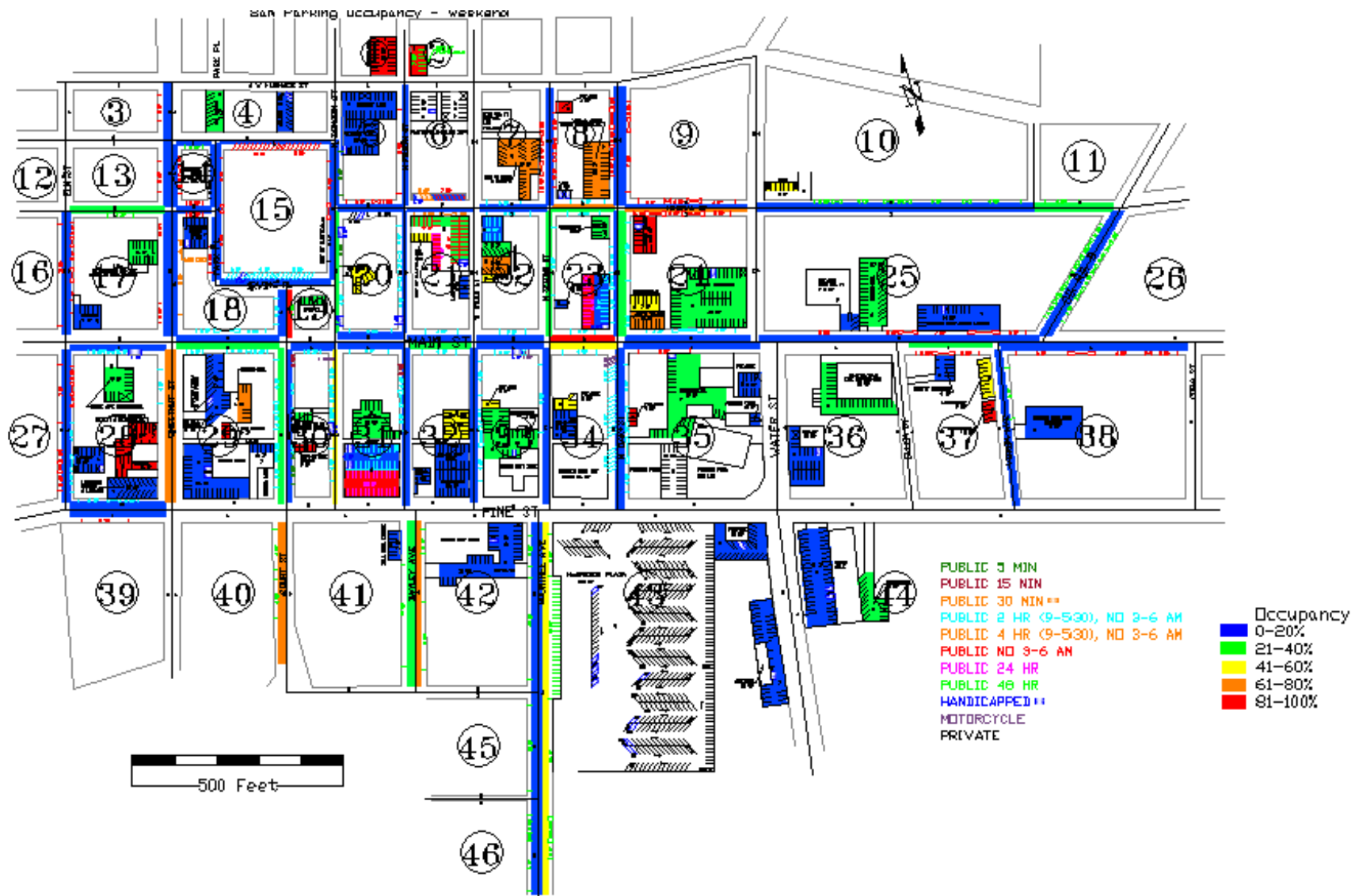


Figure A.7: 8 AM Weekend Parking Usages

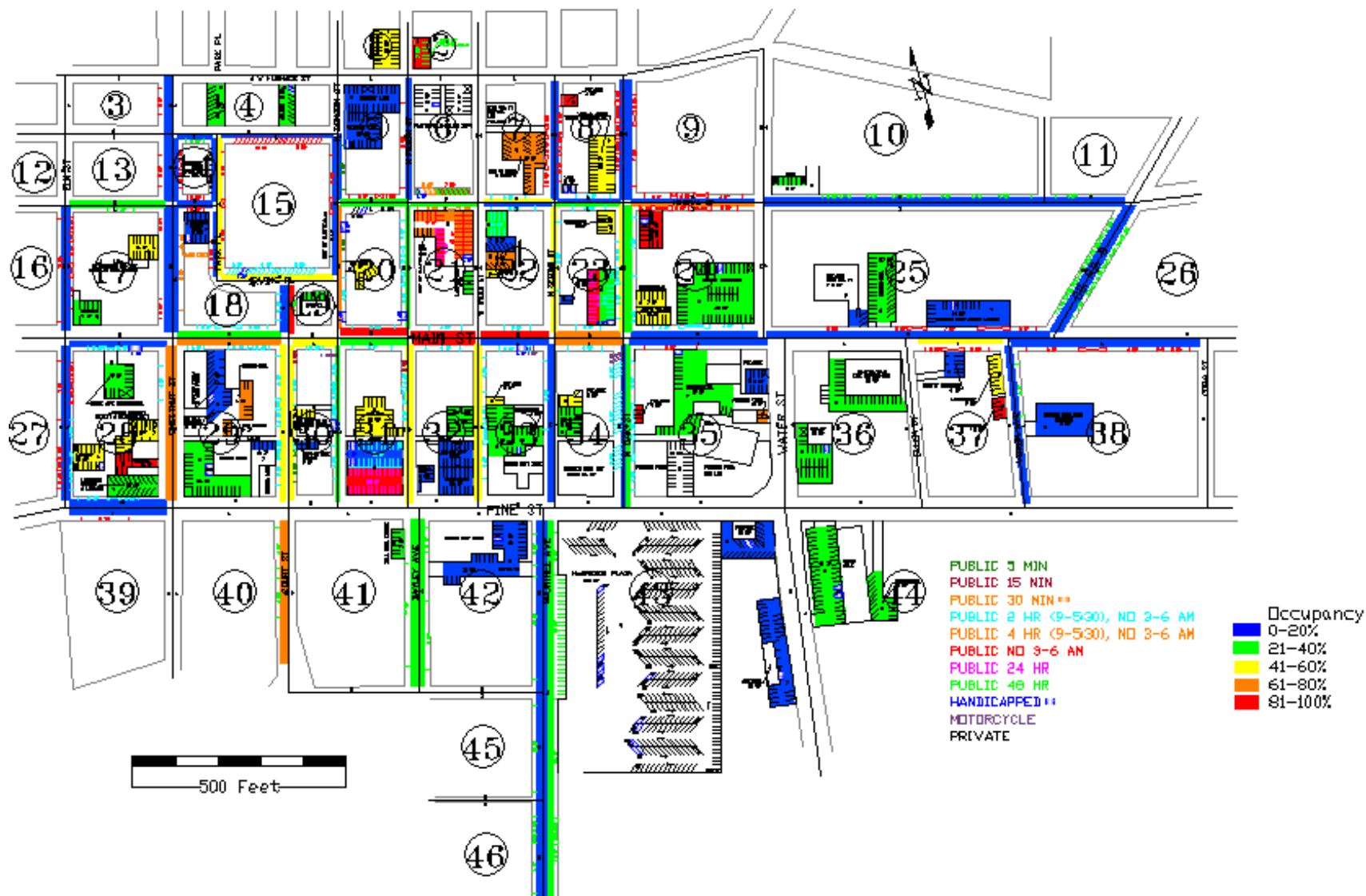


Figure A.8: 10 AM Weekend Parking Usages

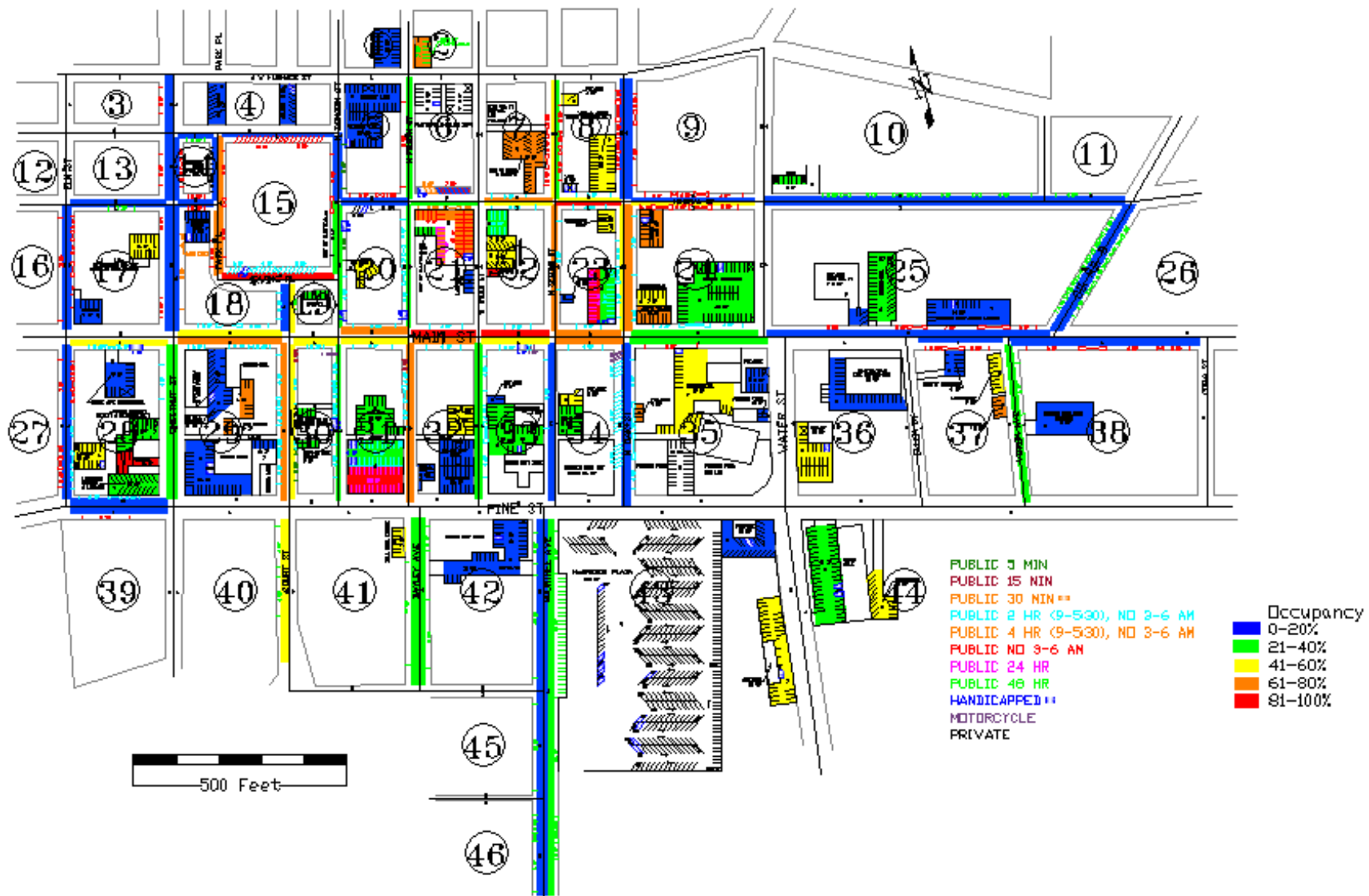


Figure A.9: 12 PM Weekend Parking Usages

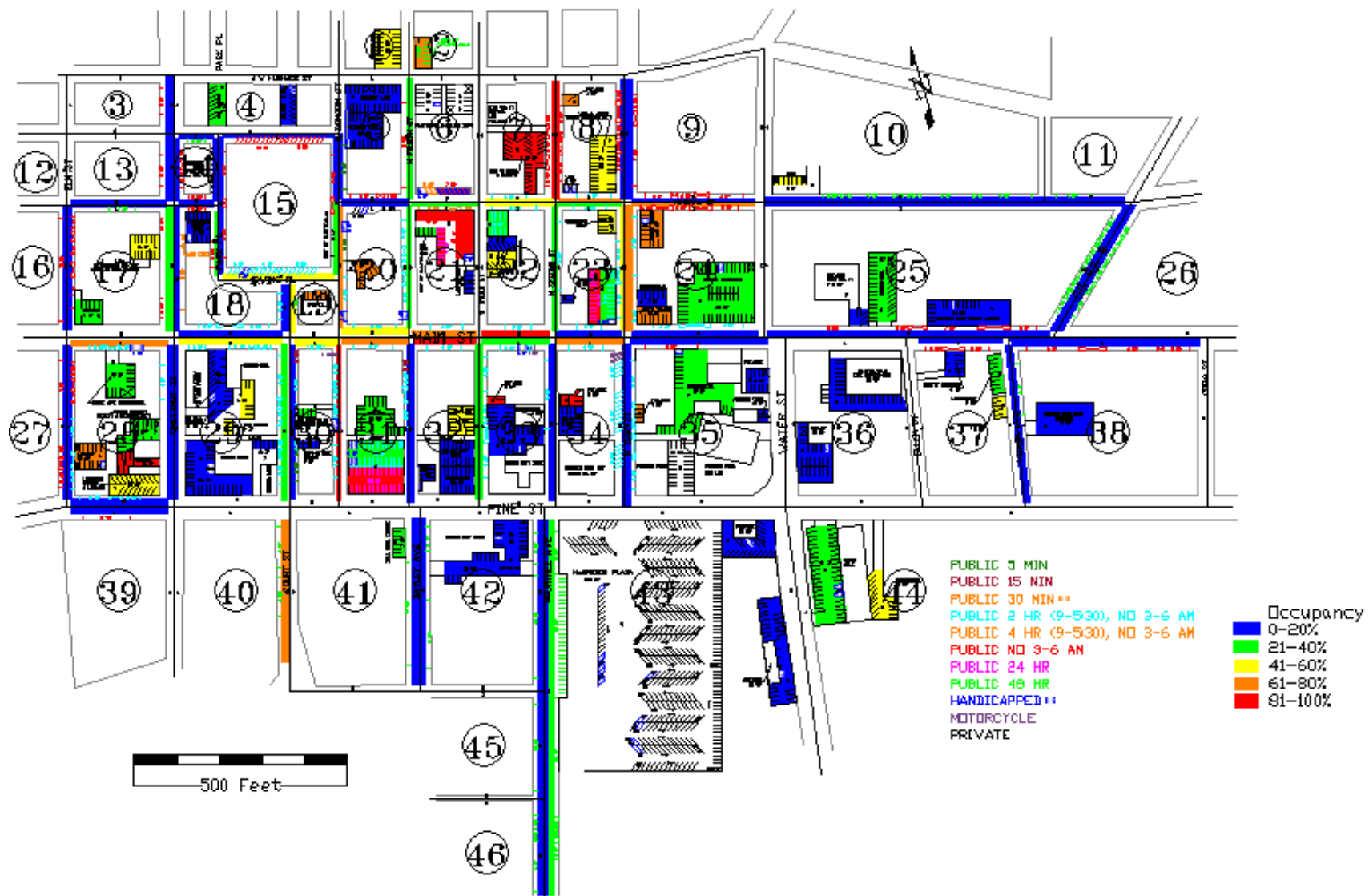


Figure A.10: 2 PM Weekend Parking Usages

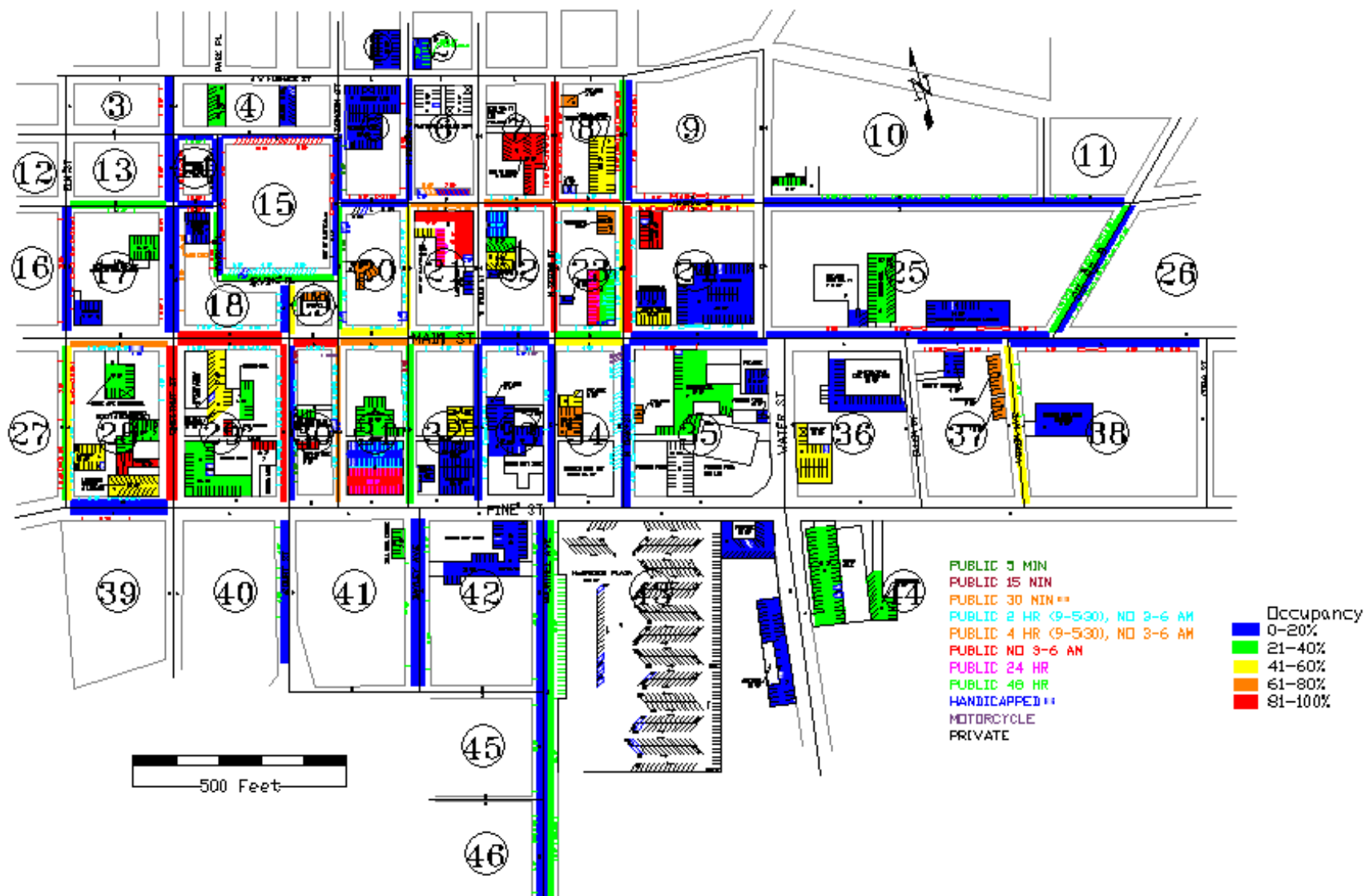


Figure A.11: 4 PM Weekend Parking Usages

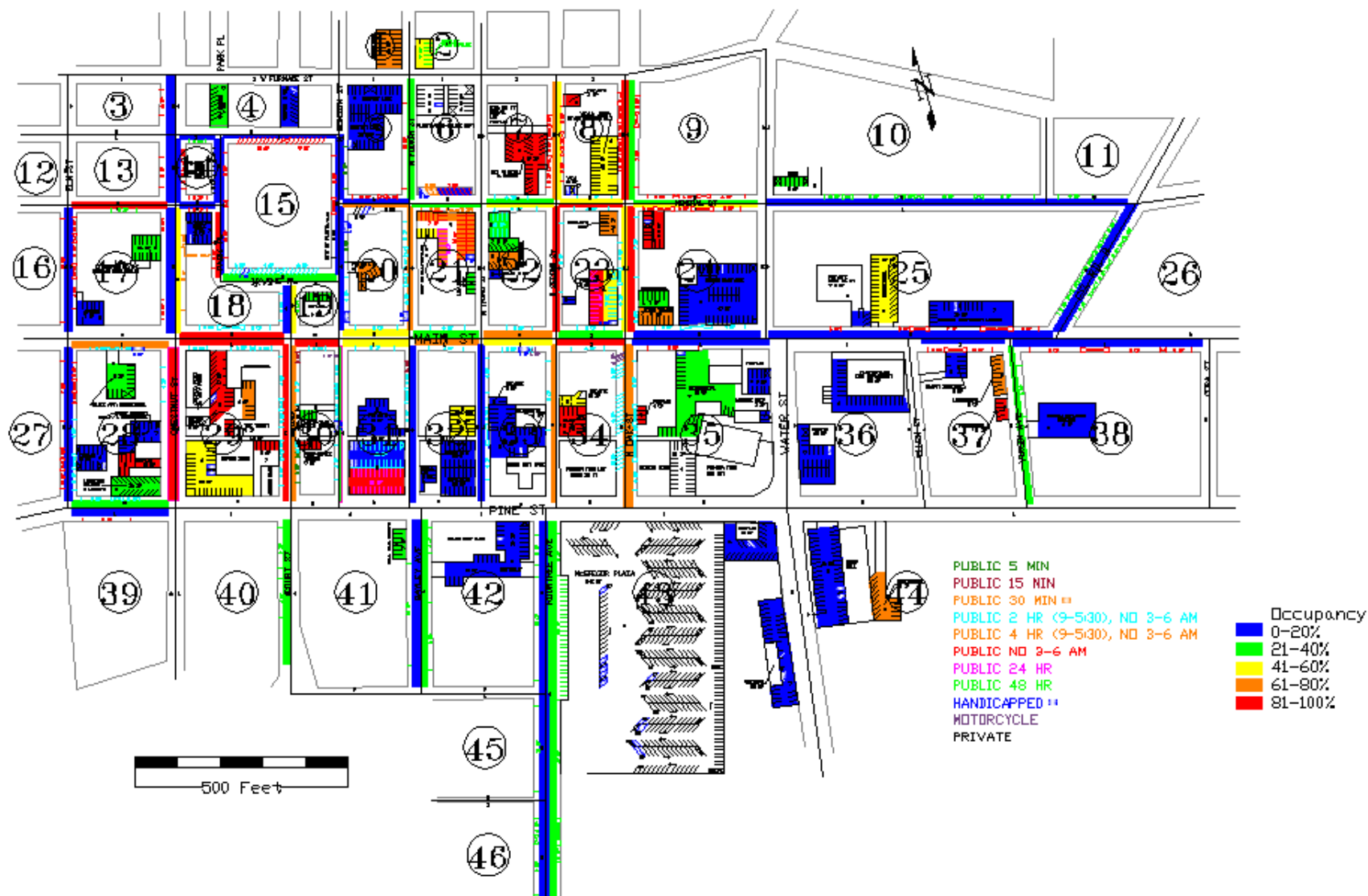


Figure A.12: 6 PM Weekend Parking Usages

Table A.92: McGregor Plaza Weekday Parking Distribution Data

	Number of Intervals Parked (2hrs)							
	1	2	3	4	5	6	7	8
Row 1	0	0	0	0	0	0	0	0
Row 2	1	0	0	0	0	0	0	0
Row 3	1	0	1	0	2	0	0	0
Row 4	0	3	1	1	4	0	0	0
Row 5	1	1	0	0	0	0	0	0
Row 6	0	0	0	1	1	0	0	0
Row 7	0	0	0	0	0	0	0	0
Row 8	0	0	0	0	0	0	0	0
Row 9	0	0	1	0	0	0	0	0
Row 10	5	0	4	1	0	0	0	0
Row 11	4	0	0	2	1	0	0	0
Row 12	15	0	1	1	1	0	0	0
Row 13	10	1	1	0	1	0	0	0
Row 14	16	2	0	0	0	1	0	0
Row 15	9	0	1	4	0	0	0	0
Row 16	9	2	0	0	0	0	0	0
Row 17	6	0	0	0	0	0	0	0
Row 18	17	1	2	0	0	0	0	0
Row 19	22	0	0	0	0	0	0	0
Row 20	13	2	0	0	0	0	0	0
Row 21	22	1	0	0	0	0	0	0
Row 22	28	1	0	0	0	0	0	0
Row 23	36	0	0	0	0	0	0	0
Row 24	9	2	1	0	0	0	0	0
Row 25	7	4	4	3	5	0	0	0
Row 26	0	1	1	2	2	0	0	0
Row 27	57	0	0	0	0	0	0	0
TOTAL	288	21	18	15	17	1	0	0
R25 Illegal	0	0	0	1	0	0	0	0

Table A.93: McGregor Plaza Weekday Parking Accumulation Data

Time of Day	Total Cars in Lot	Illegally Parked
6:00 AM	16	0
8:00 AM	51	0
10:00 AM	75	0
12:00 PM	90	0
2:00 PM	89	2
4:00 PM	103	1
6:00 PM	63	1
8:00 PM	41	1

Table A.94: McGregor Plaza Weekend Parking Distribution Data

	Number of Intervals Parked (2hrs)							
	1	2	3	4	5	6	7	8
Row 1	0	0	0	0	0	0	0	0
Row 2	1	0	0	0	0	0	0	0
Row 3	3	0	1	0	0	0	0	0
Row 4	1	0	3	0	0	0	0	0
Row 5	1	1	1	0	0	0	0	0
Row 6	0	2	0	0	0	0	0	0
Row 7	0	0	0	0	0	0	0	0
Row 8	0	0	0	0	0	0	0	0
Row 9	0	0	0	0	0	0	0	0
Row 10	2	0	2	3	0	0	0	0
Row 11	1	0	0	0	2	0	0	0
Row 12	2	0	0	0	2	0	0	0
Row 13	3	0	0	0	0	0	0	0
Row 14	10	0	0	1	0	0	0	0
Row 15	3	2	0	0	0	0	0	0
Row 16	4	0	1	0	1	0	0	0
Row 17	5	1	3	1	0	0	0	0
Row 18	10	0	1	0	0	0	0	0
Row 19	19	0	0	0	0	0	0	0

Row 20	17	0	0	0	1	0	0	0
Row 21	19	0	1	0	0	0	0	0
Row 22	33	0	0	0	0	0	0	0
Row 23	37	2	0	0	0	0	0	0
Row 24	23	1	0	0	0	0	0	0
Row 25	11	4	4	6	3	0	0	0
Row 26	2	3	1	2	2	0	0	0
Row 27	45	1	0	0	0	0	0	0
TOTAL	252	17	18	13	11	0	0	0
R25 Illegal	1	0	0	0	0	1	0	0

Table A.95: McGregor Plaza Weekend Parking Accumulation Data

Time of Day	Total Cars in Lot	Illegally Parked
6:00 AM	11	0
8:00 AM	41	0
10:00 AM	71	1
12:00 PM	85	1
2:00 PM	78	1
4:00 PM	61	1
6:00 PM	54	1
8:00 PM	35	1

Table A.96: Bike Distribution Data

Hours Parked	Total # Bikes
2	3
4	0
6	1
8	0
10	0
12	5
Total Bikes Observed	9

Table A.97: Bike Accumulation Data

Time of Day	Private
8:00 AM	6
10:00 AM	6
12:00 PM	6
2:00 PM	6
4:00 PM	6
6:00 PM	6

Table A.98: Business Owner Interview Data

Business Owners Questions	Responses		
Do people complain about parking?	Yes	26	55%
	No	14	30%
	Sometimes	7	15%
If yes/sometimes, what about specifically?	Not Enough	23	49%
	Too Far Away	15	32%
	Too Little Time	6	13%
	Too Much Time	1	2%
	Lack of Enforcement of Time Limits	2	4%
What is business' perception of parking for business?	Great	2	5%
	Acceptable	13	33%
	Insufficient	24	60%
	Horrible	1	3%
How many employees on a given day?	1 to 5	38	81%
	6 to 10	6	13%
	11 +	3	6%
Where do employees park?	Street	15	28%
	Private Lot	19	35%
	Public Lot	15	28%
	Walk	5	9%
If city would lease parking for employees, how much would business/employees be willing to pay?	No/\$0	26	72%
	\$1-\$10		0%
	\$11-\$20		0%
	\$21-\$30		0%

	\$31-\$40	1	3%
	\$41-\$50		0%
	\$51+	2	6%
	Yes, Amount not known	7	19%
Suggestions to Improve	Permit Issuing	2	3%
	Parking Ramp	25	39%
	More Street Parking	8	13%
	Incorporate Parking into new buildings	5	8%
	Improve pavement marking, spacing	1	2%
	More Enforcement	3	5%
	More Long-Term parking	5	8%
	More Short-Term Parking	1	2%
	3 Hour Parking	1	2%
	More handicapped parking	1	2%
	Improve visibility	1	2%
	1-Way Main St.	1	2%
	None	10	16%
	In Favor of Pioneer Ford Lot as a Ramp?	Yes	6
No		5	45%
Metered Parking	Yes	13	27%
	No	27	55%
	Maybe	3	6%
	No Opinion	6	12%

Table A.99: Customer Interview Data

Customer Interview Questions	Responses		
Age	< 18	1	2%
	18-21	14	28%
	22-30	13	26%
	31-40	6	12%
	41-50	7	14%
	51-60	3	6%
	60+	6	12%
How far away did you have to park ?	Walked/No Vehicle	10	20%
	Less than 1 block	24	47%
	1-2 blocks	11	22%
	3 blocks	6	12%

How long do you typically leave car parked?	Less then 30 Min	8	17%
	30 Min-1 Hr	10	21%
	1-2 Hrs	16	33%
	2-3 Hrs	7	15%
	3-4 Hrs	1	2%
	4+ Hrs	6	13%
Come alone or car pool?	Alone	28	57%
	Others/Carpool	21	43%
Typically combine errands?	Yes	32	67%
	No	16	33%
How many trips Downtown?	1 - 2 Trips/Week	14	30%
	3 - 4 Trips/Week	5	11%
	5 - 6 Trips/ Week	1	2%
	Daily	14	30%
	1-2 Trips/Month	6	13%
	3 - 4 Trips/Month	6	13%
Perception of Parking Downtown?	Great	1	2%
	Acceptable	22	44%
	Insufficient	18	36%
	Horrible	9	18%
Recommendations	Parking Ramp	23	43%
	None	10	19%
	Other	4	7%
	More Overnight Parking	17	31%
Metered Parking	Yes	10	20%
	No	40	80%

Table A.100: Intersection of Pine Street and Water Street Turning Movement Counts

AM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
21-Feb	71	5.8%	235	2.5%	0	0.0%	2	0.0%	18	0.0%	2	0.0%	
22-Feb	62	2.2%	243	2.8%	2	0.0%	1	0.0%	17	0.0%	1	0.0%	
23-Feb	68	2.7%	254	3.2%	0	0.0%	2	0.0%	9	1.5%	5	0.0%	
Average	67.0	3.6%	244.0	2.8%	0.7	0.0%	1.7	0.0%	14.7	0.5%	2.7	0.0%	
PM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
21-Feb	72	0.0%	296	1.7%	5	0.0%	4	0.0%	20	0.0%	4	0.0%	
22-Feb	90	2.2%	295	2.8%	5	0.0%	5	0.0%	13	0.0%	3	0.0%	
23-Feb	67	2.7%	262	3.2%	10	0.0%	3	0.0%	21	1.5%	4	0.0%	
Average	76.3	1.6%	284.3	2.6%	6.7	0.0%	4.0	0.0%	18.0	0.5%	3.7	0.0%	
	From South						From West						
AM	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
21-Feb	5	16.7%	168	3.2%	163	5.1%	195	6.3%	12	0.0%	25	2.3%	7:30-8:30
22-Feb	4	0.0%	170	2.2%	169	3.7%	214	3.2%	18	2.1%	28	1.6%	7:30-8:30
23-Feb	3	0.0%	144	2.7%	137	4.9%	184	3.0%	15	1.6%	31	3.1%	7:15-8:15
Average	4.0	5.6%	160.7	2.7%	156.3	4.6%	197.7	4.2%	15.0	1.2%	28.0	2.3%	
PM	From South						From West						
PM	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
21-Feb	10	4.8%	266	1.6%	252	2.3%	286	1.6%	39	0.0%	78	1.5%	4:15-5:15
22-Feb	7	0.0%	264	2.2%	244	3.7%	280	3.2%	43	2.1%	91	1.6%	4:15-5:15
23-Feb	6	0.0%	308	2.7%	235	4.9%	268	3.0%	46	1.6%	87	3.1%	4:00-5:00
Average	7.7	1.6%	279.3	2.2%	243.7	3.6%	278.0	2.6%	42.7	1.2%	85.3	2.1%	

Table A.101: Intersection of Furnace Street and Water Street Turning Movements

AM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
21-Feb	53	4.7%	256	1.9%	7	0.0%	4	0.0%	29	0.0%	3	0.0%	
29-Feb	43	2.7%	265	1.9%	7	0.0%	3	0.0%	25	0.0%	6	0.0%	
1-Mar	49	4.1%	277	3.4%	8	0.0%	2	0.0%	28	1.9%	2	0.0%	
Average	48.3	3.8%	266.0	2.4%	7.3	0.0%	3.0	0.0%	27.3	0.6%	3.7	0.0%	
PM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
29-Feb	26	0.0%	223	60.0%	6	0	4	0.0%	39	0.0%	4	0	
1-Mar	24	0.0%	247	0.8%	7	0.0%	12	0.0%	42	0.0%	4	0.0%	
6-Mar	33	2.7%	235	1.2%	6	0.0%	8	0.0%	31	0.0%	10	6.7%	
Average	28.5	1.4%	241.0	1.0%	6.5	0.0%	10.0	0.0%	36.5	0.0%	7.0	3.4%	
AM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
21-Feb	2	0.0%	163	2.8%	24	0.0%	57	0.0%	56	0.0%	15	0.0%	7:30-8:30
29-Feb	4	0.0%	140	4.7%	32	4.4%	44	1.2%	53	0.0%	12	8.0%	7:30-8:30
1-Mar	5	12.5%	156	6.9%	26	4.7%	52	1.1%	57	1.2%	13	11.5%	7:15-8:15
Average	3.7	4.2%	153.0	4.8%	27.3	3.0%	51.0	0.8%	55.3	0.4%	13.3	6.5%	
PM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
29-Feb	2	0.0%	258	80.0%	63	0	30	0.0%	34	1.4%	35	0.0%	4:30-5:30
1-Mar	7	0.0%	315	1.5%	68	0.0%	55	0.0%	30	0.0%	34	1.6%	4:30-5:30
6-Mar	3	0.0%	302	0.7%	63	0.0%	49	3.0%	37	2.4%	30	1.6%	4:30-5:30
Average	5.0	0.0%	308.5	1.1%	65.5	0.0%	52.0	1.5%	33.5	1.2%	32.0	1.6%	

Table A.102: Intersection of Main Street and Chestnut Street Turning Movements

AM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
14-Feb	36	0.0%	244	5.2%	44	1.3%	24	0.0%	160	8.0%	11	4.5%	
15-Feb	35	0.0%	233	4.8%	29	5.5%	24	2.6%	154	0.4%	9	0.0%	
16-Feb	22	0.0%	242	3.9%	25	2.1%	29	0.0%	136	1.4%	8	0.0%	
Average	31.0	0.0%	239.7	4.6%	32.7	3.0%	25.7	0.9%	150.0	3.3%	9.3	1.5%	
PM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
14-Feb	24	1.2%	248	2.9%	42	0.0%	49	0.0%	174	1.0%	24	0.0%	
23-Feb	33	0.0%	232	2.4%	39	0.0%	35	0.8%	132	0.0%	14	0.0%	
16-Feb	24	0.0%	239	3.2%	50	0.9%	48	0.0%	149	0.8%	16	0.0%	
Average	27.0	0.4%	239.7	2.8%	43.7	0.3%	44.0	0.3%	151.7	0.6%	18.0	0.0%	
AM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
14-Feb	23	0.0%	153	9.2%	32	4.8%	36	5.7%	124	1.4%	5	0.0%	7:30-8:30
15-Feb	18	2.9%	137	9.6%	24	10.2%	44	4.3%	103	0.6%	14	4.5%	7:30-8:30
16-Feb	17	0.0%	152	7.7%	37	12.7%	36	4.3%	95	0.7%	14	0.0%	7:30-8:30
Average	19.3	1.0%	147.3	8.8%	31.0	9.2%	38.7	4.8%	107.3	0.9%	11.0	1.5%	
PM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
14-Feb	43	0.9%	291	1.9%	72	0.5%	58	0.6%	196	0.9%	13	2.0%	4:30-5:30
23-Feb	37	0.0%	304	1.7%	55	0.8%	48	0.0%	176	0.8%	26	0.0%	5:00-6:00
16-Feb	39	0.0%	259	1.6%	66	1.4%	50	0.0%	188	1.1%	19	2.3%	4:00-5:00
Average	39.7	0.3%	284.7	1.7%	64.3	0.9%	52.0	0.2%	186.7	0.9%	19.3	1.4%	

Table A.103: Intersection of Pine Street and Chestnut Street Turning Movements

AM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
21-Feb	9	0.0%	82	2.3%	170	6.6%	99	6.8%	83	0.0%	18	0.0%	
22-Feb	13	0.0%	92	4.3%	199	6.0%	111	11.1%	98	0.0%	20	0.0%	
23-Feb	15	4.8%	85	2.8%	180	3.5%	94	13.5%	87	1.4%	7	0.0%	
Average	12.3	1.6%	86.3	3.1%	183.0	5.4%	101.3	10.5%	89.3	0.5%	15.0	0.0%	
PM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
21-Feb	12	0.0%	77	1.4%	209	2.2%	219	2.2%	112	0.4%	30	0.0%	
22-Feb	16	0.0%	79	0.0%	216	2.1%	203	2.0%	102	0.4%	23	0.0%	
23-Feb	15	0.0%	85	1.5%	229	3.0%	204	2.9%	110	0.8%	28	2.1%	
Average	14.3	0.0%	80.3	1.0%	218.0	2.4%	208.7	2.4%	108.0	0.5%	27.0	0.7%	
AM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
21-Feb	12	0.0%	76	1.6%	4	0.0%	9	5.6%	43	0.0%	4	0.0%	7:30-8:30
22-Feb	8	0.0%	102	5.8%	5	7.7%	7	0.0%	34	3.0%	1	0.0%	7:15-8:15
23-Feb	11	5.9%	86	3.6%	5	0.0%	13	0.0%	35	3.3%	4	0.0%	7:30-8:30
Average	10.3	2.0%	88.0	3.7%	4.7	2.6%	9.7	1.9%	37.3	2.1%	3.0	0.0%	
PM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
21-Feb	26	0.0%	103	0.8%	7	0.0%	16	0.0%	124	0.4%	24	0.0%	4:15-5:15
22-Feb	24	0.0%	112	1.1%	15	0.0%	13	0.0%	126	1.3%	11	0.0%	4:30-5:30
23-Feb	12	2.9%	115	1.0%	9	0.0%	17	0.0%	138	0.7%	8	0.0%	4:00-5:00
Average	20.7	1.0%	110.0	1.0%	10.3	0.0%	15.3	0.0%	129.3	0.8%	14.3	0.0%	

Table A.104: Intersection of Main Street and Water Street Turning Movements

AM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
14-Feb	58	3.1%	210	2.7%	14	3.4%	21	3.0%	96	0.7%	68	4.3%	
15-Feb	53	0.0%	222	1.3%	11	4.2%	15	3.7%	86	0.0%	61	7.7%	
22-Feb	55	1.1%	229	2.1%	12	5.6%	14	14.3%	71	0.8%	59	5.9%	
Average	55.3	1.4%	220.3	2.0%	12.3	4.4%	16.7	7.0%	84.3	0.5%	62.7	6.0%	
PM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
14-Feb	43	1.0%	212	3.1%	10	11.1%	25	0.0%	95	1.1%	77	0.6%	
15-Feb	48	0.0%	214	2.0%	7	0.0%	22	1.7%	98	0.4%	63	0.7%	
16-Feb	46	1.0%	219	0.9%	15	2.3%	23	0.0%	81	0.0%	63	0.7%	
Average	45.7	0.7%	215.0	2.0%	10.7	4.5%	23.3	0.6%	91.3	0.5%	67.7	0.7%	
AM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
14-Feb	32	7.8%	151	7.0%	56	0.0%	45	0.0%	81	0.0%	31	0.0%	7:45-8:45
15-Feb	18	6.2%	108	6.6%	50	2.1%	33	2.8%	68	0.0%	35	0.0%	7:15-8:15
22-Feb	20	10.0%	129	3.3%	48	2.4%	34	1.3%	82	0.8%	34	0.0%	7:15-8:15
Average	23.3	8.0%	129.3	5.6%	51.3	1.5%	37.3	1.4%	77.0	0.3%	33.3	0.0%	
PM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
14-Feb	39	0.9%	221	1.6%	103	2.1%	127	0.6%	103	1.5%	44	2.0%	4:30-5:30
15-Feb	36	0.9%	219	0.7%	81	0.5%	103	0.0%	109	0.8%	61	0.0%	3:45-4:45
16-Feb	33	1.0%	212	1.4%	78	0.5%	117	0.0%	112	0.4%	65	0.0%	3:45-4:45
Average	36.0	0.9%	217.3	1.2%	87.3	1.0%	115.7	0.2%	108.0	0.9%	56.7	0.7%	

Table A.105: Intersection of Furnace Street and Chestnut Street Turning Movements

AM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
27-Mar	0	0.0%	264	3.6%	80	0.0%	42	4.3%	8	0.0%	60	0.0%	
28-Mar	2	33.3%	266	3.3%	78	1.6%	33	3.0%	16	4.2%	38	0.0%	
29-Mar	0	0.0%	267	6.4%	85	1.6%	36	4.8%	9	0.0%	55	0.0%	
Average	0.7	11.1%	265.7	4.4%	81.0	1.1%	37.0	4.0%	11.0	1.4%	51.0	0.0%	
PM	From North						From East						
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
27-Mar	3	0.0%	275	4.3%	51	5.3%	91	2.4%	10	0.0%	43	0.0%	
28-Mar	2	0.0%	273	5.0%	35	2.4%	82	1.5%	13	0.0%	28	0.0%	
29-Mar	2	0.0%	284	3.4%	32	1.1%	96	0.0%	11	0.0%	26	1.2%	
Average	2.3	0.0%	277.3	4.2%	39.3	2.9%	89.7	1.3%	11.3	0.0%	32.3	0.4%	
AM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
27-Mar	20	0.0%	165	7.7%	0	0.0%	1	0.0%	8	0.0%	0	0.0%	7:45-8:45
28-Mar	26	18.9%	163	6.3%	1	0.0%	0	100.0%	4	0.0%	0	100.0%	7:15-8:15
29-Mar	24	3.1%	172	6.9%	1	0.0%	0	0.0%	8	0.0%	0	0.0%	7:45-8:45
Average	23.3	7.3%	166.7	7.0%	0.7	0.0%	0.3	33.3%	6.7	0.0%	0.0	33.3%	
PM	From South						From West						Peak Hour
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	
27-Mar	35	1.8%	328	1.7%	2	0.0%	2	0.0%	10	0.0%	1	0.0%	4:15-5:15
28-Mar	38	0.0%	335	2.3%	4	0.0%	1	0.0%	11	0.0%	1	0.0%	4:30-5:30
29-Mar	29	0.0%	316	1.9%	2	0.0%	4	0.0%	14	0.0%	1	0.0%	4:15-5:15
Average	34.0	0.6%	326.3	2.0%	2.7	0.0%	2.3	0.0%	11.7	0.0%	1.0	0.0%	

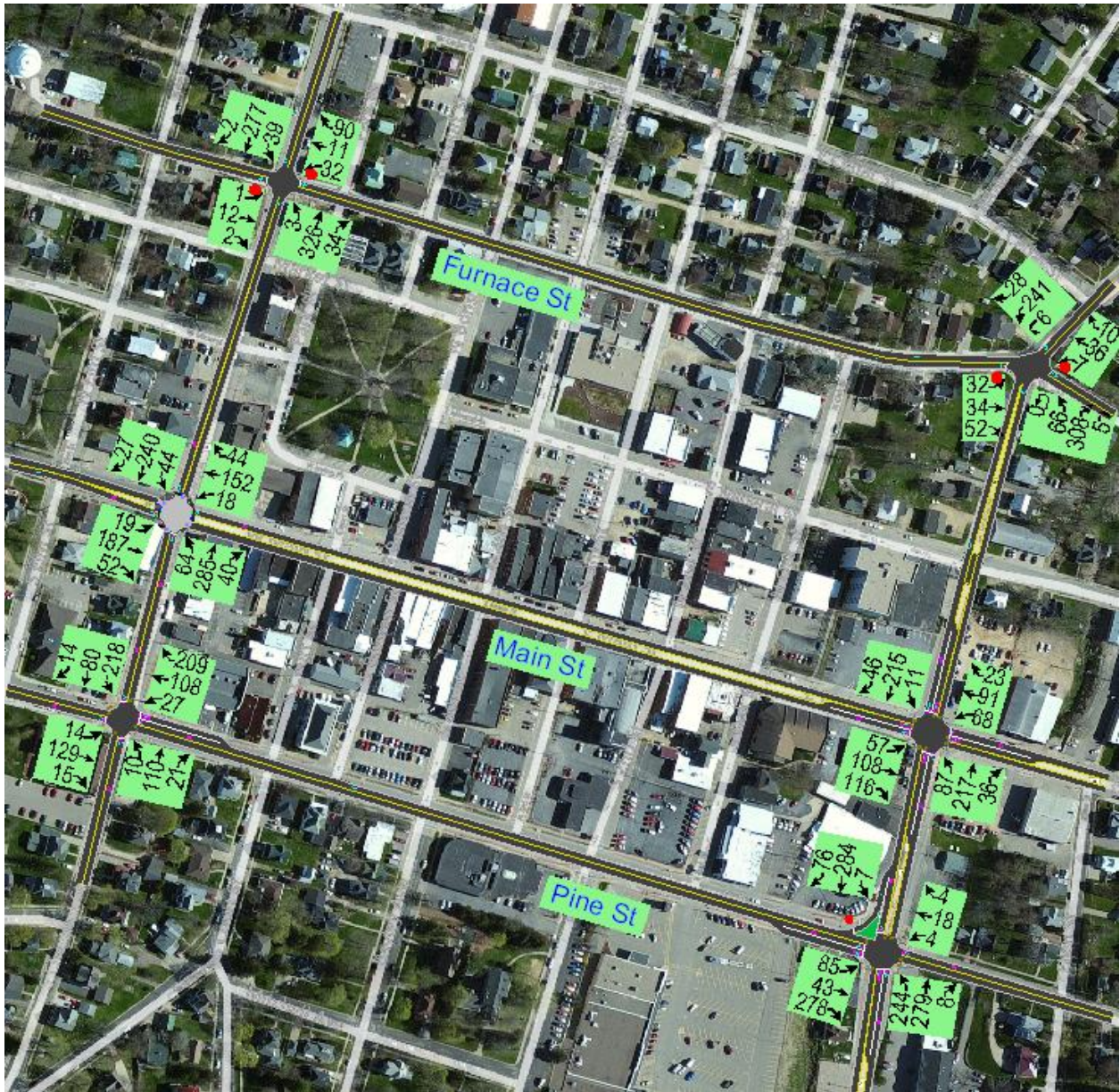


Figure A.13: Current Afternoon Peak Hour Following the Addition of a Signal at the Intersection of Main Street and Water Street

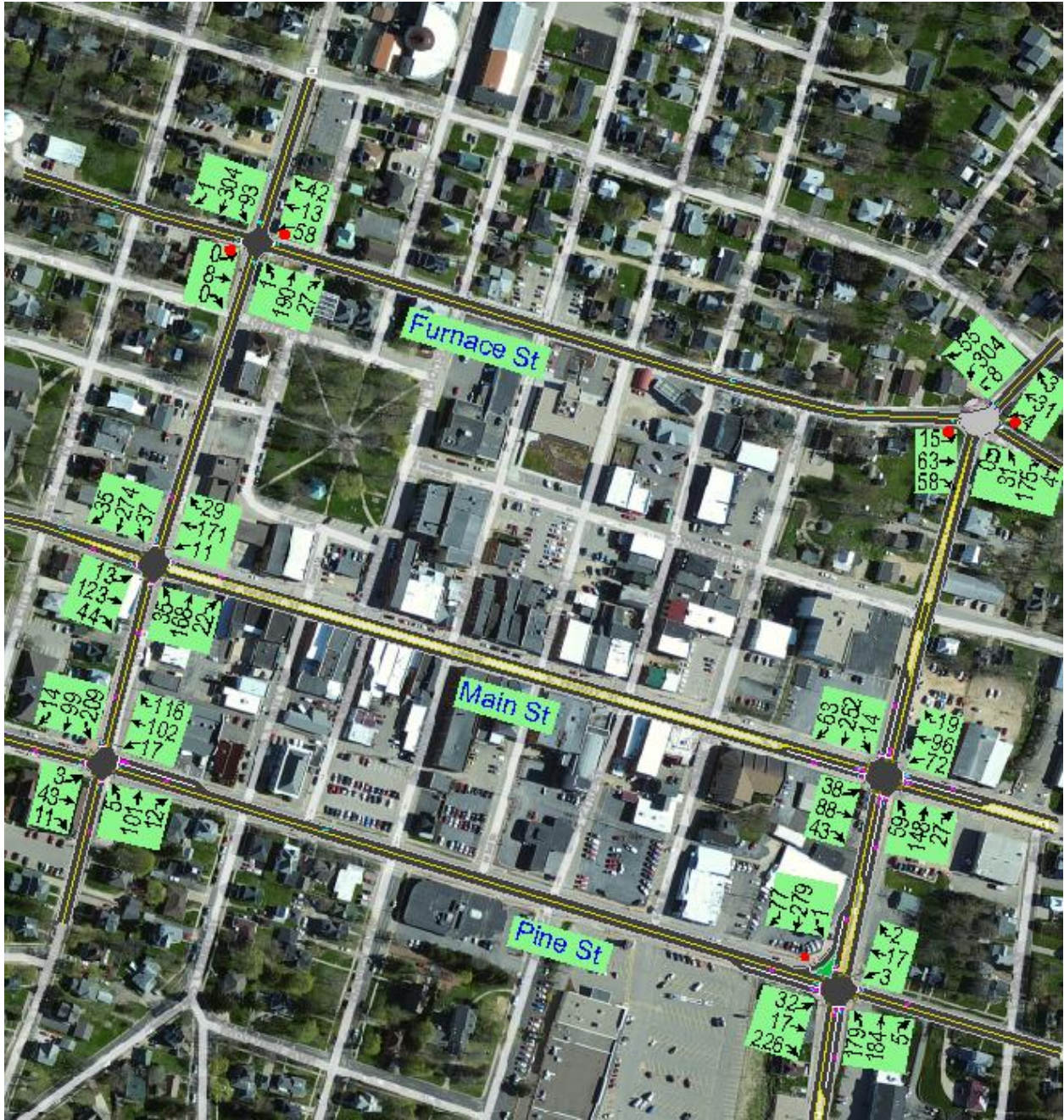


Figure A.14: 5 Year Projected Morning Peak Hour



Figure A.15: 5 Year Projected Afternoon Peak Hour

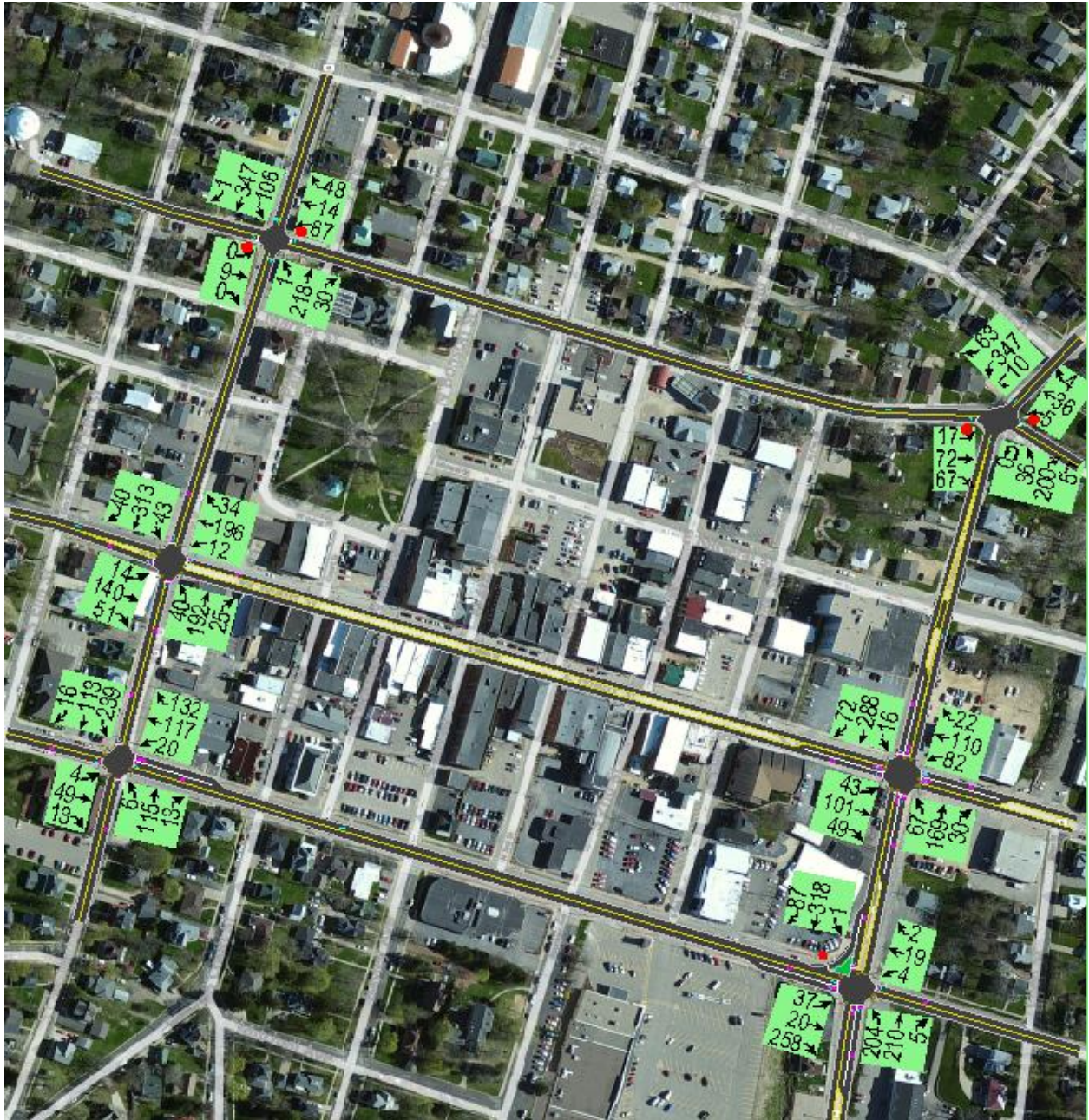


Figure A.16: 10 Year Projected Morning Peak Hour

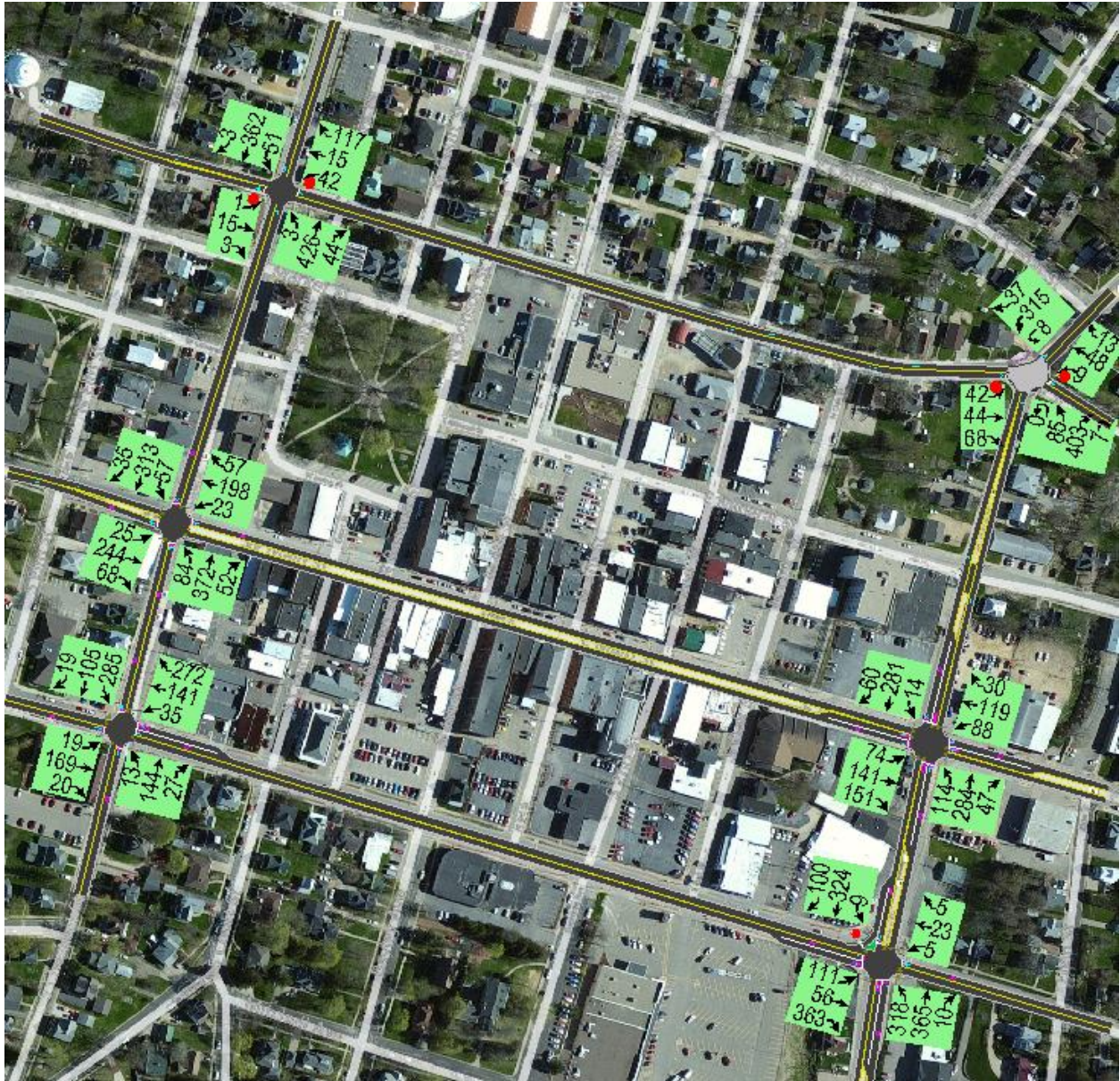


Figure A.17: 10 Year Project Afternoon Peak Hour

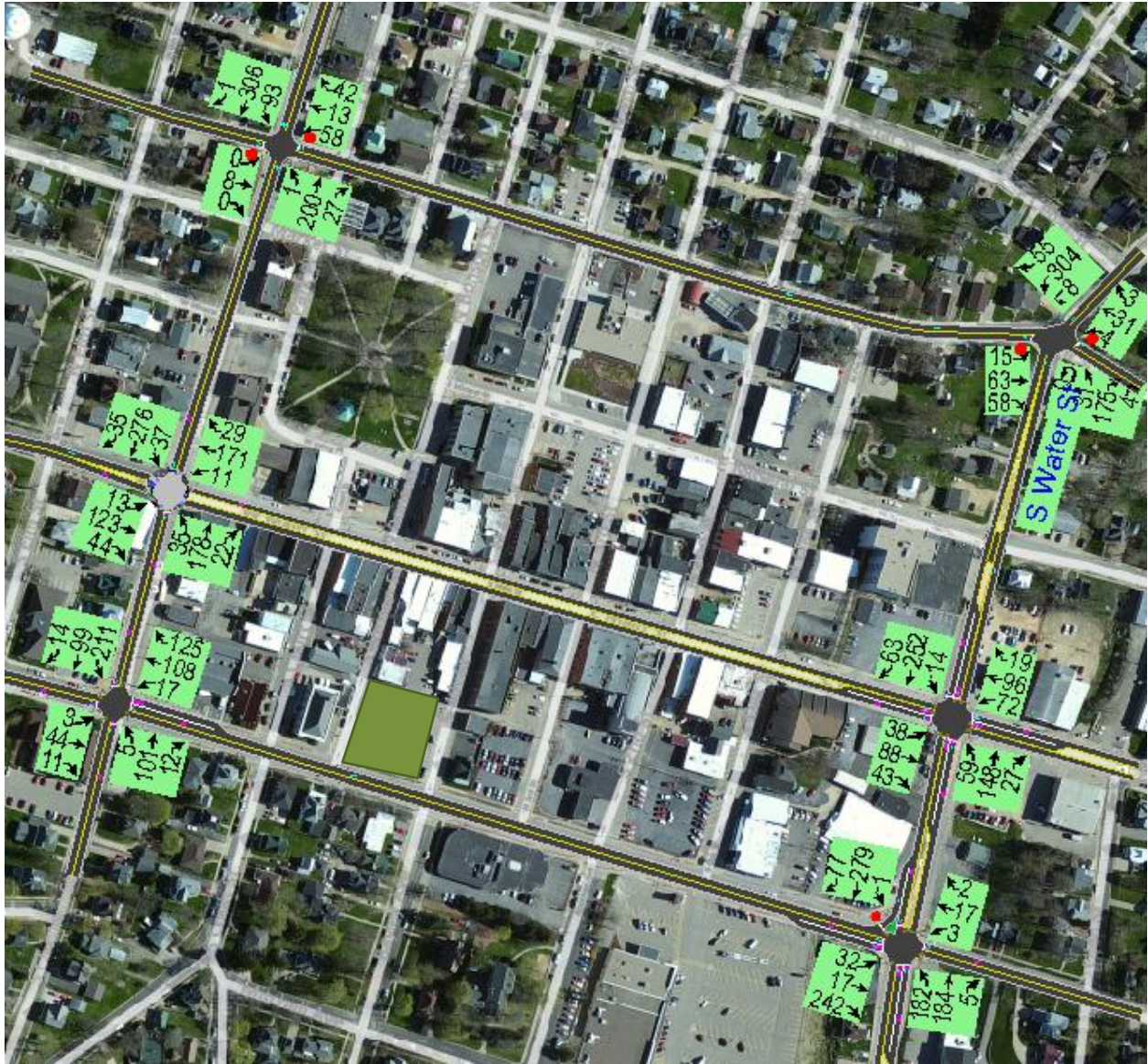


Figure A.18: 5 Year Projected Morning Peak Hour with Development Effects

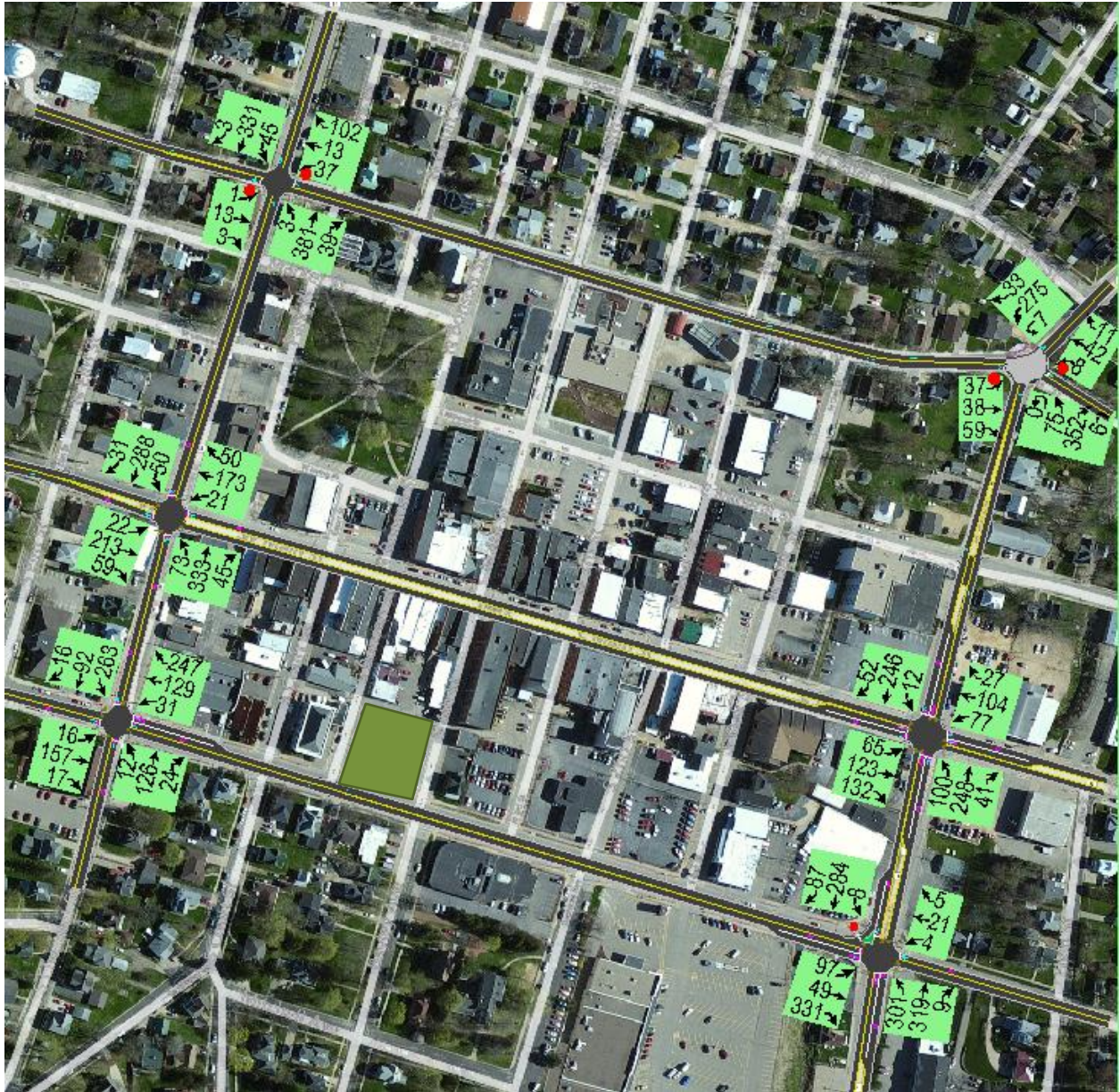


Figure A.19: 5 Year Projected Afternoon Peak Hour with Development Effects



Figure A.20: 10 Year Projected Morning Peak Hour with Development Effects



Figure A.21: 10 Year Projected Afternoon Peak Hour with Development Effects

Table A.106: Intersection of Main Street and Water Street Performance Measures

Present day													
AM	Main Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.21	0.21	0.06	0.29	0.29	0.29	0.34	0.34	0.34	0.45	0.45	0.45	0.45
Total Delay	9.9	9.9	7.7	11.2	11.2	11.2	11.2	11.2	11.2	12.4	12.4	12.4	11.3
LOS	A	A	A	B	B	B	B	B	B	B	B	B	B
Approach LOS	A			A			B			B			
PM	Main Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.36	0.36	0.22	0.38	0.38	0.38	0.63	0.63	0.63	0.51	0.51	0.51	0.63
Total Delay	13.1	13.1	9.9	13.9	13.9	13.9	19.1	19.1	19.1	15.7	15.7	15.7	15.4
LOS	B	B	A	B	B	B	C	C	C	C	C	C	C
Approach LOS	B			B			C			C			
Following signal installation													
AM													
	Main Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.15	0.35		0.31	0.32		0.08	0.14		0.02	0.25		0.35
Total Delay	15.8	13.8		19	15.6		5.1	4.5		4.8	4.9		9

LOS	B	B	B	B	A	A	A	A	A
Queue Length 50th (ft)	8	19	16	21	5	12	1	25	
Queue Length 95th (ft)	23	48	38	48	19	38	7	67	
Approach LOS	B		B		A		A		
PM									
	Main Street				Water Street				
	East Bound		West Bound		North Bound		South Bound		Intersection
	Left	Through	Left	Through	Left	Through	Left	Through	
v/c	0.23	0.52	0.32	0.3	0.15	0.26	0.02	0.27	0.52
Total Delay	14.9	11.3	17.2	12.9	7.1	6.5	6.5	6.5	9.4
LOS	B	B	B	B	A	A	A	A	A
Queue Length 50th (ft)	14	27	17	22	9	25	1	26	
Queue Length 95th (ft)	30	59	35	44	36	80	8	81	
Approach LOS	B		B		A		A		
5 years from present									
AM									
	Main Street				Water Street				
	East Bound		West Bound		North Bound		South Bound		Intersection
	Left	Through	Left	Through	Left	Through	Left	Through	
v/c	0.17	0.38	0.35	0.35	0.09	0.16	0.02	0.28	0.38
Total Delay	15.7	13.7	19.4	15.5	5.5	4.8	5.1	5.4	9.3
LOS	B	B	B	B	A	A	A	A	A
Queue Length 50th (ft)	9	22	18	24	6	16	1	32	
Queue Length 95th (ft)	25	52	42	52	22	45	8	81	
Approach LOS	B		B		A		A		
PM									

	Main Street				Water Street				
	East Bound		West Bound		North Bound		South Bound		Intersection
	Left	Through	Left	Through	Left	Through	Left	Through	
v/c	0.24	0.55	0.38	0.32	0.19	0.31	0.02	0.32	0.55
Total Delay	14.3	11.6	17.8	12.2	8	7.5	7	7.4	9.9
LOS	B	B	B	B	A	A	A	A	A
Queue Length 50th (ft)	15	32	18	24	12	34	1	35	
Queue Length 95th (ft)	33	67	40	48	42	95	9	97	
Approach LOS	B		B		A		A		
10 years from present									
AM									
	Main Street				Water Street				
	East Bound		West Bound		North Bound		South Bound		Intersection
	Left	Through	Left	Through	Left	Through	Left	Through	
v/c	0.19	0.4	0.38	0.37	0.11	0.19	0.02	0.33	0.4
Total Delay	15.2	13.3	19.2	15	6.2	5.4	5.6	6.3	9.6
LOS	B	B	B	B	A	A	A	A	A
Queue Length 50th (ft)	10	25	20	27	7	19	2	39	
Queue Length 95th (ft)	26	55	44	55	27	56	9	105	
Approach LOS	B		B		A		A		
PM									
	Main Street				Water Street				
	East Bound		West Bound		North Bound		South Bound		Intersection
	Left	Through	Left	Through	Left	Through	Left	Through	
v/c	0.25	0.58	0.42	0.33	0.25	0.41	0.03	0.4	0.58
Total Delay	13	11.6	17.7	11.1	9.3	9.1	7.4	8.8	10.5

LOS	B	B	C	B	A	A	A	A	B
Queue Length 50th (ft)	14	33	17	22	14	42	2	42	
Queue Length 95th (ft)	36	81	46	53	49	113	10	113	
Approach LOS	B		B		A		A		
5 years from present with Post Office Development									
AM									
No additional traffic	Main Street				Water Street				
	East Bound		West Bound		North Bound		South Bound		Intersection
	Left	Through	Left	Through	Left	Through	Left	Through	
v/c	0.17	0.38	0.35	0.35	0.09	0.16	0.02	0.28	0.38
Total Delay	15.7	13.7	19.4	15.5	5.5	4.8	5.1	5.4	9.3
LOS	B	B	B	B	A	A	A	A	A
Queue Length 50th (ft)	9	22	18	24	6	16	1	32	
Queue Length 95th (ft)	33	52	42	52	22	45	8	81	
Approach LOS	B		B		A		A		
PM									
	Main Street				Water Street				
	East Bound		West Bound		North Bound		South Bound		Intersection
	Left	Through	Left	Through	Left	Through	Left	Through	
v/c	0.24	0.55	0.38	0.32	0.19	0.31	0.02	0.32	0.55
Total Delay	14.3	11.6	17.8	12.2	8	7.5	7	7.4	9.9
LOS	B	B	B	B	A	A	A	A	A
Queue Length 50th (ft)	15	32	18	24	12	34	1	35	
Queue Length 95th (ft)	33	67	40	48	42	95	9	97	
Approach LOS	B		B		A		A		

10 years from present with both developments									
AM									
No additional traffic	Main Street				Water Street				Intersection
	East Bound		West Bound		North Bound		South Bound		
	Left	Through	Left	Through	Left	Through	Left	Through	
v/c	0.19	0.4	0.38	0.37	0.11	0.19	0.02	0.33	0.4
Total Delay	15.2	13.3	19.2	15	6.2	5.4	5.6	6.3	9.6
LOS	B	B	B	B	A	A	A	A	A
Queue Length 50th (ft)	10	25	20	27	7	19	2	39	
Queue Length 95th (ft)	26	55	44	55	27	56	9	105	
Approach LOS	B		B		A		A		
PM									
	Main Street				Water Street				Intersection
	East Bound		West Bound		North Bound		South Bound		
	Left	Through	Left	Through	Left	Through	Left	Through	
v/c	0.26	0.6	0.49	0.35	0.24	0.38	0.03	0.38	0.6
Total Delay	14.2	12.9	21.7	12.1	8.9	8.6	7.3	8.3	10.9
LOS	B	B	C	B	A	A	A	A	B
Queue Length 50th (ft)	17	40	21	27	15	44	2	44	
Queue Length 95th (ft)	36	81	47	53	49	113	10	113	
Approach LOS	B		B		A		A		

Table A.107: Intersection of Furnace Street and Chestnut Street Performance Measures

Present day													
AM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	-	0.02	-	0.24	0.24	0.24	0	0	0	0.06	0.06	0.06	0.24
Total Delay	-	15.4	-	15.5	15.5	15.5	0	0	0	0.6	2.3	2.3	3.8
LOS	-	C	-	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	-	2	-	23	23	23	0	0	0	5	5	5	
Approach LOS	C			C			-			-			
PM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.05	0.05	0.05	0.3	0.3	0.3	0	0	0	0.04	0.04	0.04	0.3
Total Delay	16.5	16.5	16.5	15.6	15.6	15.6	0	0.1	0.1	0.4	1.3	1.3	3.3
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	4	4	4	31	31	31	0	0	0	3	3	3	
Approach LOS	C			C			-			-			
Following signal installation													
No Change													
5 years from present													

AM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	-	0.03	-	0.31	0.31	0.31	0	0	0	0.08	0.08	0.08	0.31
Total Delay	-	17	-	18.2	18.2	18.2	0	0	0	0.7	2.4	2.4	4.3
LOS	-	C	-	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	-	2	-	33	33	33	0	0	0	6	6	6	
Approach LOS	C			C			-			-			
PM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.06	0.06	0.06	0.39	0.39	0.39	0	0	0	0.4	0.4	0.4	0.39
Total Delay	18.3	18.3	18.3	18.8	18.8	18.8	0	0.1	0.1	0.5	1.4	1.4	3.9
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	5	5	5	45	45	45	0	0	0	3	3	3	
Approach LOS	C			C			-			-			
10 years from present													
AM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	

v/c	-	0.04	-	0.42	0.42	0.42	0	0	0	0.09	0.09	0.09	0.42
Total Delay	-	19.3	-	23.1	23.1	23.1	0	0	0	0.9	2.6	2.6	5.2
LOS	-	C	-	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	-	3	-	50	50	50	0	0	0	7	7	7	
Approach LOS	C			C			-			-			
PM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.09	0.09	0.09	0.52	0.52	0.52	0	0	0	0.05	0.05	0.05	0.52
Total Delay	22.2	22.2	22.2	25.3	25.3	25.3	0	0.1	0.1	0.6	1.6	1.6	5.1
LOS	C	C	C	D	D	D	A	A	A	A	A	A	A
Queue Length 95th (ft)	7	7	7	72	72	72	0	0	0	4	4	4	
Approach LOS	C			D			-			-			
5 years from present with Post Office Development													
AM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	-	0.03	-	0.32	0.32	0.32	0	0	0	0.08	0.08	0.08	0.32
Total Delay	-	17.3	-	18.6	18.6	18.6	0	0	0	0.8	2.4	2.4	4.3
LOS	-	C	-	C	C	C	A	A	A	A	A	A	A
Queue Length	-	2	-	34	34	34	0	0	0	6	6	6	

95th (ft)													
Approach LOS	C			C			-			-			
PM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.07	0.07	0.07	0.4	0.4	0.4	0	0	0	0.4	0.4	0.4	0.4
Total Delay	18.8	18.8	18.8	19.4	19.4	19.4	0	0.1	0.1	0.5	1.4	1.4	4
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	5	5	5	47	47	47	0	0	0	3	3	3	
Approach LOS	C			C			-			-			
10 years from present with both developments													
AM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	-	0.04	-	0.48	0.48	0.48	0	0	0	0.09	0.09	0.09	4.8
Total Delay	-	21.4	-	28.2	28.2	28.2	0	0	0	1	2.5	2.5	5.5
LOS	-	C	-	D	D	D	A	A	A	A	A	A	A
Queue Length 95th (ft)	-	3	-	61	61	61	0	0	0	8	8	8	
Approach	C			D			-			-			

LOS													
PM													
	Furnace Street						Chestnut Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.1	0.1	0.1	0.58	0.58	0.58	0	0	0	0.06	0.06	0.06	0.58
Total Delay	25	25	25	30.4	30.4	30.4	0	0.1	0.1	0.7	1.6	1.6	5.6
LOS	C	C	C	D	D	D	A	A	A	A	A	A	A
Queue Length 95th (ft)	8	8	8	87	87	87	0	0	0	4	4	4	
Approach LOS	C			D			-			-			

Table A.108: Intersection of Furnace Street and Water Street Performance Measures

Present day													
AM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.25	0.25	0.25	0.09	0.09	0.09	0.02	0.02	0.02	0.01	0.01	0.01	0.25
Total Delay	14.4	14.4	14.4	14.5	14.5	14.5	0.2	1.4	1.4	0.1	0.2	0.2	3.8
LOS	B	B	B	B	B	B	A	A	A	A	A	A	A
Queue Length 95th (ft)	25	25	25	7	7	7	2	2	2	0	0	0	
Approach LOS	B			B			-			-			

PM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.33	0.33	0.33	0.18	0.18	0.18	0.06	0.06	0.06	0.01	0.01	0.01	0.33
Total Delay	18.7	18.7	18.7	18.4	18.4	18.4	0.6	1.9	1.9	0.1	0.2	0.2	4.8
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	35	35	35	16	16	16	4	4	4	0	0	0	
Approach LOS	C			C			-			-			
Following signal installation No Change													
5 years from present													
AM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.32	0.32	0.32	0.11	0.11	0.11	0.03	0.03	0.03	0.01	0.01	0.01	0.32
Total Delay	16.4	16.4	16.4	16	16	16	0.3	1.4	1.4	0.1	0.2	0.2	4.3
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	34	34	34	9	9	9	2	2	2	0	0	0	
Approach LOS	C			C			-			-			
PM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	

v/c	0.44	0.44	0.44	0.24	0.24	0.24	0.07	0.07	0.07	0.01	0.01	0.01	0.44
Total Delay	24.5	24.5	24.5	22.3	22.3	22.3	0.7	2	2	0.1	0.2	0.2	5.9
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	55	55	55	23	23	23	5	5	5	0	0	0	
Approach LOS	C			C			-			-			
10 years from present													
AM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.41	0.41	0.41	0.15	0.15	0.15	0.04	0.04	0.04	0.01	0.01	0.01	0.41
Total Delay	19.8	19.8	19.8	18.5	18.5	18.5	0.3	1.5	1.5	0.1	0.3	0.3	5.1
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	50	50	50	14	14	14	3	3	3	1	1	1	
Approach LOS	C			C			-			-			
PM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.63	0.63	0.63	0.34	0.34	0.34	0.08	0.08	0.08	0.01	0.01	0.01	0.63
Total Delay	38.7	38.7	38.7	29.1	29.1	29.1	0.9	2.2	2.2	0.1	0.3	0.3	8.5
LOS	E	E	E	D	D	D	A	A	A	A	A	A	A
Queue Length 95th (ft)	96	96	96	36	36	36	6	6	6	1	1	1	
Approach LOS	E			D			-			-			
5 years from present with Post Office Development													

AM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.32	0.32	0.32	0.11	0.11	0.11	0.03	0.03	0.03	0.01	0.01	0.01	0.32
Total Delay	16.4	16.4	16.4	16	16	16	0.3	1.4	1.4	0.1	0.2	0.2	4.3
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	34	34	34	9	9	9	2	2	2	0	0	0	
Approach LOS	C			C			-			-			
PM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.44	0.44	0.44	0.24	0.24	0.24	0.07	0.07	0.07	0.01	0.01	0.01	0.44
Total Delay	24.5	24.5	24.5	22.3	22.3	22.3	0.7	2	2	0.1	0.2	0.2	5.9
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A
Queue Length 95th (ft)	55	55	55	23	23	23	5	5	5	0	0	0	
Approach LOS	C			C			-			-			
10 years from present with both developments													
AM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.41	0.41	0.41	0.15	0.15	0.15	0.04	0.04	0.04	0.01	0.01	0.01	0.41
Total Delay	19.8	19.8	19.8	18.5	18.5	18.5	0.3	1.5	1.5	0.1	0.3	0.3	5.1
LOS	C	C	C	C	C	C	A	A	A	A	A	A	A

Queue Length 95th (ft)	50	50	50	14	14	14	3	3	3	1	1	1	
Approach LOS	C			C			-			-			
PM													
	Furnace Street						Water Street						
	East Bound			West Bound			North Bound			South Bound			Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
v/c	0.63	0.63	0.63	0.34	0.34	0.34	0.08	0.08	0.08	0.01	0.01	0.01	0.63
Total Delay	38.7	38.7	38.7	29.1	29.1	29.1	0.9	2.2	2.2	0.1	0.3	0.3	8.5
LOS	E	E	E	D	D	D	A	A	A	A	A	A	A
Queue Length 95th (ft)	96	96	96	36	36	36	6	6	6	1	1	1	
Approach LOS	E			D			-			-			

Table A.109: Intersection of Pine Street and Water Street Performance Measures

Present Day								
AM								
	Pine Street			Water Street				Intersection
	East Bound		West Bound	North Bound		South Bound		
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.14	0.42	0.05	0.25	0.16	0.34	0.1	0.42
Total Delay	18.5	6.2	16.4	5.3	5.4	13.8	4.2	8.6
LOS	B	A	B	A	A	B	A	A
Queue Length 50th (ft)	12	0	5	19	22	59	0	
Queue Length 95th (ft)	34	44	19	39	44	118	21	
Approach LOS	A		B	A		B		
PM								
	Pine Street			Water Street				Intersection
	East Bound		West Bound	North Bound		South Bound		
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.41	0.49	0.08	0.44	0.3	0.47	0.13	0.49
Total Delay	21.2	5.4	14.1	8.2	7.5	17	4.5	10.5
LOS	C	A	B	A	A	B	A	B
Queue Length 50th (ft)	40	0	6	32	42	77	0	
Queue Length 95th (ft)	73	45	20	79	99	146	23	
Approach LOS	B		B	A		B		
Following signal installation								
AM								
	Pine Street			Water Street				Intersection
	East Bound		West Bound	North Bound		South Bound		
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.14	0.42	0.05	0.25	0.16	0.34	0.1	0.42
Total Delay	18.5	6.2	16.4	5.3	5.4	13.8	4.2	8.6
LOS	B	A	B	A	A	B	A	A
Queue Length 50th (ft)	12	0	5	19	22	59	0	
Queue Length 95th (ft)	34	44	19	39	44	118	21	
Approach LOS	A		B	A				
PM								
	Pine Street			Water Street				Intersection
	East Bound		West Bound	North Bound		South Bound		
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.41	0.49	0.08	0.44	0.3	0.47	0.13	0.49
Total Delay	21.2	5.4	14.1	8.2	7.5	17	4.5	10.5

LOS	C	A	B	A	A	B	A	B
Queue Length 50th (ft)	40	0	6	32	42	77	0	
Queue Length 95th (ft)	73	45	20	79	99	146	23	
Approach LOS	B		B	A		B		
5 years from present								
AM								
	Pine Street			Water Street				
	East Bound		West Bound	North Bound		South Bound		Intersection
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.16	0.46	0.06	0.3	0.19	0.4	0.12	0.46
Total Delay	18.5	6.2	16.2	5.8	5.7	14.8	4.2	9
LOS	B	A	B	A	A	B	A	A
Queue Length 50th (ft)	14	0	6	22	26	70	0	
Queue Length 95th (ft)	37	46	20	46	52	139	23	
Approach LOS	A		B	A		B		
PM								
	Pine Street			Water Street				
	East Bound		West Bound	North Bound		South Bound		Intersection
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.46	0.53	0.09	0.51	0.35	0.49	0.15	0.53
Total Delay	21.7	5.4	13.7	9.6	8.2	17.3	4.4	10.9
LOS	C	A	B	A	A	B	A	B
Queue Length 50th (ft)	46	0	7	37	50	80	0	
Queue Length 95th (ft)	83	48	22	90	115	147	25	
Approach LOS	B		B	A		B		
10 years from present								
AM								
	Pine Street			Water Street				
	East Bound		West Bound	North Bound		South Bound		Intersection
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.18	0.49	0.07	0.37	0.22	0.5	0.15	0.5
Total Delay	18.3	6.1	15.9	6.7	8.5	18.7	4.3	9.8
LOS	B	A	B	A	A	B	A	A
Queue Length 50th (ft)	17	0	7	26	30	84	0	
Queue Length 95th (ft)	40	47	21	57	64	161	25	
Approach LOS	A		B	A		B		
PM								
	Pine Street			Water Street				

	East Bound		West Bound	North Bound		South Bound		Intersection
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.49	0.57	0.08	0.63	0.39	0.57	0.18	0.63
Total Delay	22	5.8	13.4	14.1	8.7	19.2	4.3	12.3
LOS	C	A	B	B	A	B	A	B
Queue Length 50th (ft)	52	0	8	46	62	96	0	
Queue Length 95th (ft)	93	51	23	131	134	170	26	
Approach LOS	B		B	B		B		
5 years from present with Post Office Development								
AM								
	Pine Street			Water Street				
	East Bound		West Bound	North Bound		South Bound		Intersection
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.11	0.4	0.04	0.39	0.22	0.48	0.14	0.48
Total Delay	14.4	4.4	12.9	9.2	8.2	17.4	4.4	10.1
LOS	B	A	B	A	A	B	A	B
Queue Length 50th (ft)	12	0	5	30	33	76	0	
Queue Length 95th (ft)	36	34	16	59	64	137	23	
Approach LOS	A		B	A		B		
PM								
	Pine Street			Water Street				
	East Bound		West Bound	North Bound		South Bound		Intersection
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.46	0.54	0.08	0.55	0.35	0.49	0.15	0.55
Total Delay	21.7	5.5	13.6	10.6	8.2	17.7	4.4	11.1
LOS	C	A	B	A	A	B	A	B
Queue Length 50th (ft)	45	0	7	41	50	82	0	
Queue Length 95th (ft)	83	48	22	99	115	147	25	
Approach LOS	B		B	A		B		
10 years from present with both developments								
AM								
	Pine Street			Water Street				
	East Bound		West Bound	North Bound		South Bound		Intersection
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.18	0.55	0.06	0.5	0.22	0.52	0.15	0.55
Total Delay	17.9	6.2	15.4	8.5	6.3	17.9	4.4	10.2
LOS	B	A	B	A	A	B	A	B
Queue Length 50th (ft)	17	0	7	36	30	87	0	

Queue Length 95th (ft)	39	50	21	82	68	161	25	
Approach LOS	A		B	A		B		
PM								
	Pine Street			Water Street				
	East Bound		West Bound	North Bound		South Bound		Intersection
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.48	0.63	0.08	0.77	0.4	0.6	0.19	0.77
Total Delay	21.4	6.2	13.1	22.7	9	20.3	4.3	14.2
LOS	C	A	B	C	A	C	A	B
Queue Length 50th (ft)	51	1	8	64	65	96	0	
Queue Length 95th (ft)	93	56	23	211	134	170	26	
Approach LOS	B		B	B		B		

Table A.110: Intersection of Pine Street and Chestnut Street Performance Measures

Present day						
AM						
	Pine Street			Chestnut Street		
	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.17	0.36	0.32	0.08	0.3	0.36
Total Delay	20.4	27	8.2	3.4	4.6	9.9
LOS	C	C	A	A	A	A
Queue Length 50th (ft)	15	40	0	10	36	
Queue Length 95th (ft)	41	80	36	26	75	
Approach LOS	C	B		A	A	
PM						
	Pine Street			Chestnut Street		
	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.48	0.43	0.47	0.13	0.38	0.49
Total Delay	26.7	26.7	6.9	4.2	6.5	12.7
LOS	C	C	A	A	A	B
Queue Length 50th (ft)	60	53	0	15	42	
Queue Length 95th (ft)	102	92	47	41	108	
Approach LOS	C	B		A	A	
Following signal installation						
No Change						

5 years from present						
AM						
	Pine Street			Chestnut Street		
	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.19	0.39	0.34	0.1	0.35	0.39
Total Delay	20.1	27.1	7.8	3.7	5.3	10.1
LOS	C	C	A	A	A	B
Queue Length 50th (ft)	17	46	0	12	44	
Queue Length 95th (ft)	43	86	37	32	99	
Approach LOS	C	C		A	A	
PM						
	Pine Street			Chestnut Street		
	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.53	0.48	0.49	0.15	0.46	0.53
Total Delay	27.1	27.2	6.6	4.7	7.9	13
LOS	C	C	A	A	A	B
Queue Length 50th (ft)	69	61	0	18	55	
Queue Length 95th (ft)	113	102	48	49	141	
Approach LOS	C	B		A	A	
10 years from present						
AM						
	Pine Street			Chestnut Street		
	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.21	0.44	0.37	0.12	0.45	0.45
Total Delay	19.8	27.5	7.4	4.1	7	11
LOS	B	C	A	A	A	B
Queue Length 50th (ft)	20	54	0	14	53	
Queue Length 95th (ft)	47	95	39	38	129	
Approach LOS	B	B		A	A	
PM						
	Pine Street			Chestnut Street		
	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.6	0.54	0.55	0.18	0.55	0.6
Total Delay	28.7	28.1	7	5.1	10.3	14.4

LOS	C	C	A	A	B	B
Queue Length 50th (ft)	80	69	0	23	75	
Queue Length 95th (ft)	130	114	51	57	185	
Approach LOS	C	C		A	B	
5 years from present with Post Office Development						
AM						
	Pine Street			Chestnut Street		
	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.24	0.52	0.42	0.09	0.35	0.52
Total Delay	30.4	42.8	10.3	3.2	5.8	14.2
LOS	C	D	B	A	A	B
Queue Length 50th (ft)	26	73	0	14	47	
Queue Length 95th (ft)	60	124	48	33	101	
Approach LOS	C	C		A	A	
PM						
	Pine Street			Chestnut Street		
	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.53	0.49	0.5	0.15	0.48	0.55
Total Delay	27.6	27.3	6.5	4.8	8.3	13.3
LOS	C	C	A	A	A	B
Queue Length 50th (ft)	72	63	0	19	60	
Queue Length 95th (ft)	119	105	49	49	151	
Approach LOS	C	B		A	A	
10 years from present with both developments						
AM						
	Pine Street			Chestnut Street		
	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.4	0.59	0.35	0.13	0.5	0.59
Total Delay	23.3	28.8	6.3	5.1	9.1	14.2
LOS	C	C	A	A	A	B
Queue Length 50th (ft)	48	84	0	17	68	
Queue Length 95th (ft)	87	135	38	44	161	
Approach LOS	C	B		A	A	
PM						
	Pine Street			Chestnut Street		

	East Bound	West Bound		North Bound	South Bound	Intersection
	Through	Through	Right	Through	Through	
v/c	0.74	0.59	0.52	0.18	0.61	0.74
Total Delay	33.8	27.9	6.3	5.8	12.4	17
LOS	C	C	A	A	B	B
Queue Length 50th (ft)	108	80	0	28	98	
Queue Length 95th (ft)	182	140	52	57	204	
Approach LOS	D	B		A	A	

Table A.111: Intersection of Main Street and Chestnut Street Performance Measures

Present day					
AM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.43	0.52	0.21	0.3	0.52
Total Delay	17.7	22.1	5.2	5.8	11.4
LOS	B	C	A	A	B
Queue Length 50th (ft)	39	54	22	36	
Queue Length 95th (ft)	76	96	57	89	
Approach LOS	B	C	A	A	
PM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.61	0.51	0.42	0.34	0.61
Total Delay	21.8	18.9	8.4	7.5	13
LOS	C	B	A	A	B
Queue Length 50th (ft)	74	58	59	44	
Queue Length 95th (ft)	118	96	147	112	
Approach LOS	C	B	A	A	
Following signal installation					
AM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.43	0.52	0.21	0.3	0.52
Total Delay	17.7	22.1	5.2	5.8	11.4

LOS	B	C	A	A	B
Queue Length 50th (ft)	39	54	22	36	
Queue Length 95th (ft)	76	96	57	89	
Approach LOS	B	C	A	A	
PM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.61	0.51	0.42	0.34	0.61
Total Delay	21.8	18.9	8.4	7.5	13
LOS	C	B	A	A	B
Queue Length 50th (ft)	74	58	59	44	
Queue Length 95th (ft)	118	96	147	112	
Approach LOS	C	B	A	A	
5 years from present					
AM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.43	0.61	0.25	0.36	0.61
Total Delay	16.5	23.4	6.7	7.6	12.5
LOS	B	C	A	A	B
Queue Length 50th (ft)	45	62	30	50	
Queue Length 95th (ft)	79	105	78	122	
Approach LOS	B	C	A	A	
PM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.65	0.54	0.5	0.4	0.65
Total Delay	22.2	18.9	10.2	8.9	14.1
LOS	C	B	B	A	B
Queue Length 50th (ft)	85	66	77	57	
Queue Length 95th (ft)	130	106	189	140	
Approach LOS	C	B	B	A	
10 years from present					
AM					
	Main Street		Chestnut Street		

	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.46	0.65	0.3	0.43	0.65
Total Delay	16.3	23.9	7.8	9	13.4
LOS	B	C	A	A	B
Queue Length 50th (ft)	50	71	37	64	
Queue Length 95th (ft)	86	116	96	155	
Approach LOS	B	C	A	A	
PM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.7	0.68	0.65	0.49	0.7
Total Delay	22.8	22.9	15.4	11	17.2
LOS	C	C	B	B	B
Queue Length 50th (ft)	97	78	108	75	
Queue Length 95th (ft)	150	129	301	174	
Approach LOS	C	C	B	B	
5 years from present with Post Office Development					
AM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.43	0.6	0.27	0.37	0.6
Total Delay	16.2	23	6.9	7.8	12.4
LOS	B	C	A	A	B
Queue Length 50th (ft)	45	62	31	50	
Queue Length 95th (ft)	78	102	84	127	
Approach LOS	B	C	A	A	
PM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.65	0.54	0.51	0.42	0.65
Total Delay	22.2	18.9	10.4	9.1	14.2
LOS	C	B	B	A	B
Queue Length 50th (ft)	85	66	80	60	
Queue Length 95th (ft)	130	106	194	147	
Approach LOS	C	B	B	A	

10 years from present with both developments					
AM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.5	0.65	0.34	0.48	0.65
Total Delay	17.5	23.9	8.1	9.7	13.6
LOS	B	C	A	A	B
Queue Length 50th (ft)	56	71	44	76	
Queue Length 95th (ft)	93	116	109	181	
Approach LOS	B	C	A	A	
PM					
	Main Street		Chestnut Street		
	East Bound	West Bound	North Bound	South Bound	Intersection
	Through	Through	Through	Through	
v/c	0.72	0.66	0.7	0.54	0.72
Total Delay	23.8	22.2	17.1	11.9	18
LOS	C	C	B	B	B
Queue Length 50th (ft)	100	76	123	88	
Queue Length 95th (ft)	158	129	327	196	
Approach LOS	C	C	B	B	