# Downtown Platteville Parking and Traffic Flow Appendix



**Downtown Engineering** 

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Prepared for the city of Platteville Vol. 2 of 2



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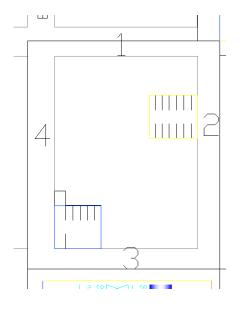
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#### A. APPENDIX

A diagram showing these labels provided in the table is shown below. The north street segment is 1, east street segment is 2, south street segment is 3, and west street segment is 4. Any parking lots inside of the block are also numbered.



The table below shows the inventory for specific sections of each block.

					Street				Off-St	reet							
	-					Publ	ic						Pul	olic			
Block	Facility Type	5 Min.	15 Min.	30 Min.	2 Hr.	4 Hr.	No 3-6 am	24 Hr.	48 Hr.	Motorcycle	Private	2 Hr.	No 3-6 am	24 Hr.	48 Hr.	Private	Total Stalls
1-1	Lot															18	18
2-1	Lot														7		7
3-2	Curb						2										2
4-5	Lot															7	7
4-6	Lot															8	8
5-2	Curb						10										10
5-3	Curb						4										4
5-4	Curb	5															5
5-5	Lot															35	35
6-3	Curb			2			8										10
6-5	Lot															10	10
6-6	Lot															9	9
7-2	Curb						5										5
7-3	Curb				4												4
7-5	Lot															19	19
8-2	Curb						5										5

 Table A.1: Detailed Downtown Parking Inventory by Block

8-3	Curb			4									4
8-4	Curb					7							7
8-5	Lot					,						4	4
8-6	Lot											23	23
8-7	Lot											23	2
9-3	Curb					8						2	8
9-4	Curb					9							9
10-3	Curb					,		20					20
10-5	Lot							20				5	5
11-3	Curb							4				5	4
13-2	Curb					5		4					5
13-2	Curb					5		2					2
14-2	Curb							2	4				4
14-3	Curb					2							2
14-4	Curb					3							3
15-1	Curb					18							18
15-2	Curb					5			5				10
15-3	Curb			16		5							16
15-4	Curb			10		11							11
16-2	Curb					11							11
17-1	Curb						<u> </u>	3					3
17-2	Curb					3							3
17-4	Curb					8							8
17-5	Lot											7	7
17-6	Lot											16	16
18-1	Curb					2							2
18-2	Curb					3							3
18-4	Curb			3									3
18-5	Curb			5									5
18-6	Curb				9								9
18-7	Lot											11	11
19-4	Curb							1					1
19-5	Lot											6	6
20-1	Curb								 4				4
20-2	Curb			8									8
20-3	Curb			5									5
20-4	Curb	4		5									9
20-5	Lot											7	7
21-1	Curb				4								4
21-3	Curb			4	<u> </u>								4
21-5	Lot									29	9	5	43
21-6	Lot											5	5
22-1	Curb			5									5
22-3	Curb			4									4
22-5	Lot				ļ							2	2
22-6	Lot											5	5

22-7	Lot								l					5	5
22-8	Lot										10			5	10
22-0	Curb				4						10				4
23-2	Curb				7										7
23-2	Curb				3										3
23-4	Curb				8										8
23-4	Lot				0		ł – –						ł – –	2	2
23-6	Lot						ł – –				10		11		21
23-0	Lot										10		11	6	6
						6								0	6
24-1	Curb				7	6									7
24-3	Curb				7										8
24-4	Curb				8									0	9
24-5	Lot													9	7
24-6	Lot													7	8
24-7	Lot													8	45
24-8	Lot							_						45	+3 7
25-2	Curb							7							12
25-3	Curb					12									3
25-5	Lot													3	27
25-6	Lot													27	14
25-7	Lot													14	8
26-4	Curb							8							8 10
27-2	Curb					10									4
28-1	Curb				4										
28-2	Curb				4										4
28-3	Curb				5										5 9
28-4	Curb				6	3									
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 8
46-2	Curb								8								
To	otals	12	2	2	220	13	190	0	160	5	15	45	29	46	7	1161	1907

Residen	tial Lot		2 Hour	Intervals									
1	Duration												
	Number	of Intervals	1	2	3	4	5	6					
	Number	of Vehicles	2	1	1	3	0	8					
				Accum	ulation								
	Time	e 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.2: Block 1 Weekday Parking Data

# Table A.3: Block 2 Weekday Parking Data

Residen	ntial Lot		2 Hour	Intervals								
1	Duration											
	Number	of Intervals	1	2	3	4	5	6				
	Number	of Vehicles	3	1	0	0	1	3				
				Accum	ulation							
	Time	e 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

Che	stnut St, Mi	ineral to Fu	rnace						
1		Duration							
2 Hours	Number o	f 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 Des	sign Lot		2 Hour	Intervals				
5				Dura	tion			
		iber of ervals	1	2	3	4	5	6
	Number of Vehicles		1	0	1	0	2	0
				Accumu	ulation			
	Time	Time of Day		10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM

		nber of hicles	1	3	2	3	3	2
		% Full	14%	43%	29%	43%	43%	29%
Churo	ch Lot		2 Hour	Intervals				
6				Dura	tion			
		Number of Intervals		2	3	4	5	6
	_	nber of hicles	1	0	0	1	0	0
				Accumu	ulation			
	Time	Time of Day		10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
		Number of Vehicles		2	1	1	0	0
		% Full	13%	25%	13%	13%	0%	0%

# Table A.6: Block 5 Weekday Parking Data

	ury Link Lot		2 Hour I	Intervals				
				Dura	tion			
	Number of	of Intervals	1	2	3	4	5	6
	Number of	of Vehicles	6	5	4	2	3	1
				Accum	ilation			
	Time	of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of	of Vehicles	8	10	11	11	13	4
		% Full	23%	29%	31%	31%	37%	11%
Miner	al St, Bonsc	on to Fourth						
				Dura	tion			
2 Hour s	Number of	of Intervals	1	2	3	4	5	6
	Number of	of Vehicles	1	0	1	3	0	0
				Accum	ilation		I	
	Time	of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of	of Vehicles	4	4	4	4	0	0
		% Full	100%	100%	100%	100%	0%	0%
Fourth	St, Mineral	l to Furnace						
	Duration							

					1					
2 Hour s	Number o	of Intervals	1	2	3	4	5	6		
	Number of	of Vehicles	3	2	3	0	1	0		
				Accum	ulation					
	Time	of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
	Number of	of Vehicles	3	3	4	6	5	0		
		% Full	30%	30%	40%	60%	50%	0%		
		L		L	I	L				
Bonso	n St, Minera	al to Market								
				Dura	tion					
1 hr	Number of	Number of Intervals		2	3	4	5	6		
	Number of	of Vehicles	4	0	0	0	0	0		
	Number o	of Intervals	7	8	9	10	11	12		
		Number of Vehicles		0	0	0	0	0		
		Number of Intervals Number of Vehicles		14	15	16	17			
				0	0	0	0			
		of Intervals	18	19	20	21	22			
		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	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	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	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	of Vehicles	0	0	0	0				
		% Full	0%	0%	0%	0%				

# Table A.7: Block 6 Weekday Parking Data

Ν	lineral St,Fourth and Thi	rd - 30 Min a	nd Handicapp	bed Angled S	Stalls						
3		Duration									
1 hr	Number of Intervals	Jumber of Intervals123456									
	Number of Vehicles	Number of Vehicles         1         0         0         1         0         0									
	Number of Intervals	7	8	9	10	11	12				
	Number of Vehicles	Number of Vehicles         0         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	0	0
		-	-				
	Number of Vehicles	0	0	0	0		
		ſ	Accun	nulation	1	1	
	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%		
Minera	l St, Fourth and Third						
3			Dur	ation			
2							
Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	1	0	0	0
		1	Accun	nulation	1	1	
	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 Del	bs and Milos	2 Hour In	tervals				
			Du	ation			
	Number of						
	Intervals	1	2	3	4	5	6
	Number of						
	Vehicles	22	4	4	4	0	1
	Accumulation						
		8:00	10:00	12:00			6:00
	Time of Day	AM	AM	PM	2:00 PM	4:00 PM	PM
	Number of						
	Vehicles	9	12	14	9	10	10
	% Full	47%	63%	74%	47%	53%	53%
Mineral St	, Second and Third						

			Du	ration			
	Number of					_	
1 hr	Intervals	1	2	3	4	5	6
	Number of	0				0	0
	Vehicles	8	1	0	1	0	0
			Accur	nulation		1	r
		8:00		10:00	11:00	12:00	1:00
	Time of Day	AM	9:00 AM	AM	AM	PM	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	
		2:00					
	Time of Day	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						
			Du	ration			
	Number of						
2 Hours	Intervals	1	2	3	4	5	6
	Number of						
	Vehicles	9	1	1	0	0	0
			Accur	nulation	-		
		8:00	10:00	12:00			6:00
	Time of Day	AM	AM	PM	2:00 PM	4:00 PM	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				Dura	ation					
	Num	ber of Intervals	1	2	3	4	5	6		
	Num	ber of Vehicles	1	0	0	0	0	1		
		Accumulation								
	Т	ime of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
	Num	ber of Vehicles	2	2	2	2	2	3		
		% Full	50%	50%	50%	50%	50%	75%		

VFW and	Jenor'	Tower Resid.	2 Hour	Intervals				
6					ation			
	Num	ber of Intervals	1	2	3	4	5	6
	Num	ber of Vehicles	22	6	2	2	0	6
				Accum	ulation			
	т	ime of Day	8:00	10:00	12:00	2:00 PM	4:00 PM	6:00
		÷	AM	AM	PM			PM
	Num	ber of Vehicles	14	13	15	14	10	18
		% Full	61%	57%	65%	61%	43%	78%
VFW Handicap	ped		2 Hour	Intervals				
7		<u> </u>		Dura	ation	1		
	Num	ber of Intervals	1	2	3	4	5	6
	Num	ber of Vehicles	4	1	0	0	0	0
				Accum	ulation			
	Т	ime of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Num	ber of Vehicles	1	1	1	1	2	0
		% Full	50%	50%	50%	50%	100%	0%
Secon	d St, N	Ineral and Furna	ace					
				Dura	ation			
2 Hours	Num	ber of Intervals	1	2	3	4	5	6
4	Num	ber of Vehicles	10	0	0	0	0	0
		Accumulation						
	Т	ime of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Num	ber of Vehicles	2	1	1	2	1	3
		% Full	29%	14%	14%	29%	14%	43%
	St, Oak	and Second						
3					ation			
1 Hour		ber of Intervals	1	2	3	4	5	6
	Num	ber of Vehicles	5	5	0	0	0	0
				Accum	ulation			
	Т	ime of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Num	ber of Vehicles	1	1	0	1	0	2
		% Full	25%	25%	0%	25%	0%	50%
	Num	ber of Intervals	7	8	9	10	11	
	Num	ber of Vehicles	0	0	0	0	0	
	Т	ime of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Num	ber of Vehicles	2	1	0	4	3	

		% Full	50%	25%	0%	100%	75%	
Oak, Mi	neral a	nd Furnace						
				Dura	ation			
2 Hour	Num	ber of Intervals	1	2	3	4	5	6
	Num	ber of Vehicles	5	3	0	0	0	1
				Accum	ulation			
	Т	ime of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Num	ber of Vehicles	1	2	1	3	1	3
		% Full	20%	40%	20%	60%	20%	60%

# Table A.10: Block 9 Weekday Parking Data

Oak, Mi	neral and Furnace						
4			Dura	tion			
2 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	7	2	0	0	0	1
			Accum	ulation			
	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			Dura	tion			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	9	1	1	0	0	0
			Accum	ulation			
	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			
		Durat	ion		

	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	0	0	1	1
			Accumu	ilation			
	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 S	St, Water and Co Rd B	2 Hour	Intervals				
			Durat	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	2	0	1	1	0
			Accumu	ilation			
	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%
Miner	al, Water and Co Rd B	2 Hour	Intervals				
			Durat	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0
			Accumu	ilation			
	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

Min	eral, V	Water and Co Rd B	2 Hour	Intervals				
	Duration							
	Nu	mber of Intervals	1	2	3	4	5	6
	Nu	mber of Vehicles	3	0	0	0	0	0
				Accumul	ation			
		Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Nu	mber of Vehicles	0 1 1 1 0					
		% Full	0%	5%	5%	5%	0%	0%

# Table A.13: Block 13 Weekday Parking Data

Che	stnut St, Mineral to Fu	rnace					
			Dura	tion			
2 Hours	Number of Intervals	1	2	3	4	5	6

Nu	mber 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
Nu	mber 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		1	Dura	ation	1					
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		1	Dura	ntion	1	1	I			
2 Hours	Number of Intervals	1	2	3	4	5	6			
	Number of Vehicles	1	1	0	0	0	0			
			Accum	ulation						
	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. N	lineral to Market									
2		I	Dura	ation						
2 Hours	Number of Intervals	1	2	3	4	5	6			
	Number of Vehicles	0	0	0	0	0	0			
			Accum	ulation						
	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			Dura	tion			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	1	1	0	0	0
			Accum	ulation			
	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 S	t, Bonson to Park							
1 Narket 5			Du	ation				
2 Hours	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	7	3	3	3	2	0	
			Accur	nulation				
	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	
			Accur	nulation				
	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%	
	, Mineral to Maket							
2			Dui	ation	•			
2 Hours	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	0	0	0	1	3	0	
			Accur	nulation				

	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		
1 hr	Number of Intervals	1	2	3	4	5	
	Number of Vehicles	14	5	1	1	0	
			Accumulat		I		
	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
			Accur	nulation	T		
	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%
	, Irving to Mineral			<i></i>			
2	Number of			ration			
1 hr	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	
			Accur	nulation	1	1	
	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%	

Elm St	, Mineral to Main										
		Duration									
2 Hours	Number of Intervals										
	Number of Vehicles	3	8	2	0	3	0				
			Accum	ulation							
	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.16: Block 16 Weekday Parking Data

Table A.17: Block 17 Weekday Parking Data

Livingston	St Bank as Public	2 Hour	Intervals				
6			Dura	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	2	1	0	5
			Accum	ulation			
	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			Dura	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	0	0	1	0	0
			Accum	ulation			
	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			Dura	tion			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	2	0	2	2	0
			Accum	ulation			
	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%
	ut Street, Mineral to N	Main					
2		1	Dura	tion		1	
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
			Accum	ulation			
	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%
	, Elm and Chestnut						
1		T	Dura	tion	1		[
2 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	0	0	1	0
			Accum	ulation			
	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

Livingsto	n State Bank Lot 2 Hour Intervals								
7			Du	ration					
	Number of Intervals	1	2	3	4	5	6		
	Number of 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	1	1	2	1	1	0		
	% Full	9%	9%	18%	9%	9%	0%		
	t, Park to Chestnut								
1			Du	ration	1	1 1			
2 Hours	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	0	0	0	1	0	0		
		I		nulation	I	1			
	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 S	t, Main to Mineral								
6	.,		Du	ration		<u> </u>			
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%		
	Irving to Mineral			<u> </u>					
2	NT 1 C		Du	ration		,			
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%		
	Chestnut to Court								
5		1	Du	ration	1	,			
1 hr	Number of Intervals	1	2	3	4	5	6		

		1					
	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	
			Accur	nulation	•		
	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 S	t, Irving to Main						
4			Du	ration			
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	
			Accur	nulation			
	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 Stre	eet, Irving to Main	, Irving to Main								
4			Dura	tion						
2 Hours	Number of Intervals	1	2	3	4	5	6			
	Number of 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	1	2	2	1	2	2
	% Full	50%	100%	100%	50%	100%	100%
Garvey		2 Hour	Intervals				
			Dura	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	3	0	1	2
			Accum	ulation			
	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 l	Lot	2 Hour	Intervals				
5	·		Du	ration	•		
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	2	1	1	0	2
			Accur	nulation			
	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						
4			Du	ration			
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	
			Accur	nulation			
	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%	
	St, Mineral to Irving						
4			Du	ration			
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		
	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 G	Doncor to E						
Main St	t, Bonson to Fourth			ration			
	Number of						
1 hr	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	
			Accu	mulation			
	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 S	St, Main to Mineral						
2			Du	ration		•	
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	
		7	Accu	mulation			
	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%	
Mine	eral St, Fourth to Bonson						
1	2011001	1	Du	ration	1	1	1
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	1	1	0
		·	Accur	mulation	·		
	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 Platte	ville		2 Hour	Intervals				
5					ration			
		Sumber of Intervals	1	2	3	4	5	6
		Number of Vehicles	1	0	0	1	0	2
				Accur	nulation			
	Ti	me 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 - N	No 3-		2 Hour	Intervals				
6			2 11041					
5	<b>N</b>	Jumber of		Du	ration			
		Intervals	1	2	3	4	5	6
		lumber of Vehicles	15	16	8	2	7	2
				Accur	nulation		•	
	Ti	me of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
		lumber of Vehicles	13	23	20	26	28	17
		% Full	45%	79%	69%	90%	97%	59%
Public 24 hr	Lot							
5				Du	ration			
2 Hours	Number of Intervals		1	2	3	4	5	6
		lumber of Vehicles	4	4	4	0	3	2
				Accur	nulation		•	
	Ti	me of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
		lumber of Vehicles	8	9	7	9	9	9
		% Full	89%	100%	78%	100%	100%	100%
Law Offic	ce		2 Hour	Intervals				
5		•	-	Du	ration	·	•	
		Number of Intervals	1	2	3	4	5	6

	Number of Vehicles	5	3	0	0	1	0
			Accur	nulation			
	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, F	ourth to Third St						
3		•	Du	ration	•	•	
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	
			Accur	nulation			
	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			Du	ration			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	1	1	1	1	0
			Accur	nulation			
	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						

	Time of	f Day	8:00	9:00 AM	10:00	11:00	12:00	1:00			
					nulation						
	Numb Vehic		0	0	0	0	0				
	Interv	vals	7	8	9	10	11				
	Numb Vehic Numb	cles	16	5	2	2	1	1			
	Number Interv	vals	1	2	3	4	5	6			
8	Numb	or of		Du	ration						
	cross From F	Players	1 Hour	Intervals							
					5070	0 /0	5070	5070			
	Vehic		0	0	1	0	1 50%	1 50%			
	Time of Numb	-	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM			
			Accumulation								
	Interv Number Vehice	er of	1	1	0	0	0	0			
	Numb		1	2	3	4	5	6			
5		Duration									
Aflac			2 Hour	Intervals							
		% Full	100%	100%	80%	60%	60%	100%			
	Time of Day Number of Vehicles		5	5	4	3	3	5			
			8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM			
			0.00		nulation		1	<i>c</i> 0.5			
	Number of Vehicles		3	5	2	0	0	1			
	Number Interv	vals	1	2	3	4	5	6			
6				Du	ration						
South F	Residential		2 Hour	Intervals							
		% Full	20%	40%	20%	20%	20%	20%			
	Time of Day Number of Vehicles		1	2	1	1	1	1			
			8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM			
			Accumulation								
	Number Vehic		1	0	2	0	0	0			
	Number of Intervals		1	2	3	4	5	6			

		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 S	t, Second and Third										
3			Du	ration							
<u> </u>	Number of										
Hours	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%					
Manual											
	St, Second and Third										
<b>1</b>	Duration Number of										
Hours	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					
			Accur	nulation							
	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

icago's Best Number of Inter Number of Vehi Time of Day Number of Vehi	cles	1 2 8:00 AM 4 67%	Duratio 2 0 Accumula 10:00 AM 4 67%	3 0	4 0 2:00 PM 4 67%	5 1 4:00 PM 4	6 3 6:00 PM 5			
Number of Vehi Time of Day Number of Vehi	cles cles %	2 8:00 AM 4 67%	0 Accumula 10:00 AM 4	0 tion 12:00 PM 4	0 2:00 PM 4	1 4:00 PM 4	3 6:00 PM			
Time of Day Number of Vehi	cles %	8:00 AM 4 67%	Accumula 10:00 AM 4	tion 12:00 PM 4	2:00 PM 4	4:00 PM 4	6:00 PM			
Number of Vehi	cles %	AM 4 67%	10:00 AM 4	12:00 PM 4	4	4	PM			
Number of Vehi	cles %	AM 4 67%	AM 4	PM 4	4	4	PM			
	%	67%					5			
Number of Inter			67%	67%	67%					
Number of Inter		2 Hour				67%	83%			
Number of Inter		2 Hour								
Number of Inter		∠ nour	Intervals							
Number of Inter	Duration									
	1	2	3	4	5	6				
Number of Vehi	cles	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 Vehi	cles	1	1	1	1	1	1			
	% Full	50%	50%	50%	50%	50%	50%			
ic Lot West		2 Hour	Intervals							
ie Lot - west										
Number of Intervals		1			1	5	6			
							3			
Trumber of Veni										
Time of Day	7	8:00 AM	10:00	12:00	2:00 PM	4:00 PM	6:00 PM			
Number of Vehi	cles	11	12	11	9	11	10			
	% Full	100%	109%	100%	82%	100%	91%			
		1 **								
lic Lot - East		I Hour								
No. 1. CT.	1.	1			A	5	-			
							6			
							0			
					1					
Number of Vehi	cles	1		-	0	0				
	Number of Vehi Time of Day Number of Vehi ic Lot - West Number of Inter Number of Vehi Time of Day Number of Vehi lic Lot - East Number of Inter Number of Inter Number of Vehi	Number of Vehicles         %         Full         ic Lot - West         ic Lot - West         Number of Intervals         Number of Vehicles         Time of Day         Number of Vehicles         %         Full	Number of Vehicles0Time of Day $8:00$ AMNumber of Vehicles1 $\%$ Full $50\%$ ic Lot - West2 HourNumber of Intervals1Number of Vehicles4Time of Day $8:00$ AMNumber of Vehicles11 $\%$ Full100%Iic Lot - East1 HourNumber of Vehicles1Number of Intervals1 $1$ $\%$ FullNumber of Vehicles1 $1$ $100\%$ Iic Lot - East1 HourNumber of Intervals1Number of Vehicles8Number of Vehicles8Number of Intervals7	Number of Vehicles00Time of Day $\begin{array}{c} 8:00 \\ AM \end{array}$ $\begin{array}{c} 10:00 \\ AM \end{array}$ Number of Vehicles11 $\begin{array}{c} \% \\ Full \end{array}$ $50\%$ $50\%$ ic Lot - West2 Hour Intervalsic Lot - West2 Hour Intervals $\begin{array}{c} Number of Intervals \end{array}$ 1 $2$ Number of Vehicles46Number of Vehicles1112Number of Vehicles1112Time of Day $\begin{array}{c} 8:00 \\ AM \end{array}$ $10:00 \\ AM \end{array}$ Number of Vehicles1112 $\begin{array}{c} \% \\ Full \end{array}$ $100\%$ $109\%$ lic Lot - East1 Hour IntervalsDurationNumber of Intervals12Number of Intervals12Number of Vehicles11100%Ilic Lot - East1 Hour IntervalsNumber of Intervals12Number of Intervals12Number of Vehicles84Number of Vehicles11Number of Vehicles11	Number of Vehicles         0         0         0           Accumulation           Time of Day $\begin{array}{c} 8:00 \\ AM \\ AM \\ AM \\ AM \\ AM \\ PM \\ \end{array}$ Number of Vehicles         1         1         1 $\begin{array}{c} \% \\ Full \\ S0\% \\ Full \\ \end{array}$ 50% $\begin{array}{c} 50\% \\ 50\% \\ \hline 50\% \\ \end{array}$ 50% $\begin{array}{c} 50\% \\ 50\% \\ \hline 50\% \\ \end{array}$ ic Lot - West         2 Hour Intervals         0         0           Ic Lot - West         2 Hour Intervals         0         0           Number of Intervals         1         2         3           Number of Vehicles         4         6         2           Accumulation         0         12:00 \\ AM \\ AM \\ PM \\ Number of Vehicles         11         12         11 $\begin{array}{c} \% \\ Full \\ 100\% \\ Full \\ 100\% \\ Ilo 0\% \\ \hline 109\% \\ 100\% \\ Ilo 0\% \\ \hline 100\% \\ $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $			

					1			
	Time of Day	7	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Veh	icles	2	2	2	3	4	8
	% Full Time of Day Number of Vehicles		20%	20%	20%	30%	40%	80%
			2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
			7	4	5	8	5	
	% Full		70%	40%	50%	80%	50%	
Ma	ain St, Oak and Seco	nd						
3				Duratio	n	l		
1 Hour	Number of Intervals		1	2	3	4	5	б
	Number of Veh	icles	10	1	1	0	0	0
	Number of Inter	vals	7	8	9	10	11	
	Number of Veh	icles	0	0	0	0	0	
		1	Accumula	tion				
	Time of Day		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Veh	icles	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%	
0	ak, Main and Miner	al						
2				Duratio	n			
1 Hour	Number of Inter	vals	1	2	3	4	5	6
	Number of Veh	icles	8	6	1	2	0	0
	Number of Inter	vals	7	8	9	10	11	
	Number of Veh	icles	0	0	0	0	0	
				Accumula	tion			
	Time of Day	1	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	
	Number of Veh	icles	0	0	1	4	5	
	% Full		0%	0%	14%	57%	71%	
	Time of Day	1	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
	Number of Veh	icles	5	3	0	1	6	6
	% Full		71%	43%	0%	14%	86%	86%
Min	eral St, Oak and Sec	ond						
	, <b>and Soc</b>					1		

1			Duratio	n					
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%			
Seco	ond St, Main and Mineral								
4			Duratio	n					
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			
			Accumula						
	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			Du	ration							
	Number of Intervals	1	2	3	4	5	6				
	Number of Vehicles	2	2	0	2	1	1				
		-	Accur	nulation	-						
	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%				
	South Portion of lock	2 Hour	Intervals								
7			Du	ration							
	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				
				nulation							
	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%				
	and Mineral										
4		1	Du	ration							
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	
			Accur	nulation			
	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, C	Dak and Water						
3			Du	ration			
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	
			Accur	nulation			
	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			Du	ration			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	7	1	0	0	0
			Accur	nulation			
	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%

oto 854	50 ft2 + 3sp	2 Hour	Intervals						
	50  H2 + 58p	2 Hour							
N1.	on of Internals	1			4	5	6		
		-		-			6		
Numb	ber of Vehicles	2			0	1	1		
т.	(D	0.00.414			2 00 DV	4.00 DM	< 00 DM		
	-						6:00 PM		
Numb		-					2		
	% Full	100%	67%	67%	67%	67%	67%		
		0.11	τ. 1						
tial		2 Hour							
<u></u>		1				_			
							6		
Numb	ber of Vehicles	9			0	0	2		
		0.00.17-				4 0 0	< 00 TT -		
	-						6:00 PM		
Numb				4	2	6	7		
	% Full	19%	11%	15%	7%	22%	26%		
n Carty	wright Lumber	2 Hour							
					1	1	1		
							6		
Number of Vehicles		1		-	1	0	0		
				lation	r	ſ	T		
		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
Numb	er of Vehicles	1	3	1	2	2	0		
	% Full	7%	21%	7%	14%	14%	0%		
t, Wate	er and Co Rd B	2 Hour	Intervals						
			Durat	ion					
Numb	per of Intervals	1	2	3	4	5	6		
Numb	er of Vehicles	8	2	0	1	1	0		
			Accumu	lation					
Ti	me of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
Numb	ber of Vehicles	3	4	4	4	4	2		
	% Full	25%	33%	33%	33%	33%	17%		
B, Ma	in and Mineral	2 Hour	Intervals						
			Durat	ion					
Numb	per of Intervals	1	2	3	4	5	6		
Numb	per of Vehicles	0	1	0	0	1	0		
			Accumu	lation					
Ti	me of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
	Numb Numb Numb Numb tial Numb Numb Numb Numb Numb Numb Numb Numb	Number of Intervals         Number of Vehicles         Image: Ima	Number of Intervals1Number of Vehicles2Time of Day $8:00 \text{ AM}$ Number of Vehicles3 $\%$ Full $100\%$ tial2 HourNumber of Intervals1Number of Vehicles9Time of Day $8:00 \text{ AM}$ Number of Vehicles9 $\checkmark$ Mill $19\%$ $\square$ Number of Vehicles5 $\%$ Full $19\%$ Number of Intervals1Number of Vehicles5 $\%$ Full $19\%$ Number of Intervals1Number of Vehicles1Number of Vehicles1 $\neg$ Time of Day $8:00 \text{ AM}$ Number of Vehicles1 $\%$ Full $7\%$ $\checkmark$ Water and Co Rd B2 Hour $\neg$ Time of Day $8:00 \text{ AM}$ Number of Vehicles1 $\square$ $\%$ Full $7\%$ $\square$	Number of Intervals         1         2           Number of Vehicles         2         0           Accumu         Accumu           Time of Day         8:00 AM         10:00 AM           Number of Vehicles         3         2           % Full         100%         67%           1al         2 Hour Intervals         Durat           Number of Intervals         1         2           Number of Vehicles         9         3           Accumu         Time of Day         8:00 AM         10:00 AM           Number of Vehicles         5         3         Accumu           Time of Day         8:00 AM         10:00 AM         Number of Vehicles           1         2         Hour Intervals         Durat         Durat           Number of Intervals         1         2         Accumu           Time of Day         8:00 AM         10:00 AM         Mumber of Vehicles         1         2           Number of Vehicles         1         2         Accumu         Accumu           Time of Day         8:00 AM         10:00 AM         Mumber         Mumber         Accumu           Number of Intervals         1         2         Accumu	Image: Number of Intervals         1         2         3           Number of Vehicles         2         0         0           Time of Day         8:00 AM         10:00 AM         12:00 PM           Number of Vehicles         3         2         2           % Full         100%         67%         67%           1         2         100%         67%         67%           1         2         1         1         1         1           1         2         1         1         1         1         1           1         2         1         1         2         3         1           1         2         1         1         2         3         1	Duration           Number of Intervals         1         2         3         4           Number of Vehicles         2         0         0         0           Time of Day         8:00 AM         10:00 AM         12:00 PM         2:00 PM           Number of Vehicles         3         2         2         2           % Full         100%         67%         67%         67%           1         2         3         4         4           Number of Vehicles         3         2         3         4           Number of Intervals         1         2         3         4           Number of Vehicles         9         3         0         0           Accumulation         11%         15%         7%           1         10%         11%         15%         7%           1         10%         11%         15%         7%           1         2         3         4         2           1         10%         11%         15%         7%           1         2         3         4         2         1           1         2         3         4	Number of Intervals         1         2         3         4         5           Number of Vehicles         2         0         0         0         1           Accumulation           Time of Day         8:00 AM         10:00 AM         12:00 PM         2:00 PM         4:00 PM           Number of Vehicles         3         2         2         2         2           % Full         100%         67%         67%         67%         67%           itial         2 Hour Intervals         1         2         3         4         5           Number of Intervals         1         2         3         4         5           Number of Vehicles         9         3         0         0         0           Ouration           Turne of Day         8:00 AM         10:00 AM         12:00 PM         2:00 PM         4:00 PM           Number of Vehicles         5         3         4         2         6           % Full         19%         11%         15%         7%         22%           a         A         5         3         4         5           Number of Intervals         1 </th		

# Table A.25: Block 25 Weekday Parking Data

Nun	nber of Vehicles	1	1	2	2	1	0
	% Full	14%	14%	29%	29%	14%	0%

# Table A.26: Block 26 Weekday Parking Data

Co Ro	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 S	treet, Main to Pine										
4			Du	ration							
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%					

Block Ap	ock Apt. Residential Lot 2 Hour In		Intervals				
			Dur	ation			
	Number of Intervals	1	2	3	4	5	6
	Number of	1	1	0	3	1	3

	Vehicles											
		1	Accun	nulation	<u>.</u>	1						
	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									
	Nambanaf	T	Dur	ation	I							
	Number of Intervals	1	2	3	4	5	6					
	Number of Vehicles	22	5	0	0	0	1					
			Accun	nulation								
	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									
Druce Really		2 110 01		ation								
	Number of Intervals	1	2	3	4	5	6					
	Number of Vehicles	6	0	3	1	0	0					
		1	Accun	nulation	1	1						
	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 N	Next to Library	2 Hour	Intervals									

Number of Intervals         1         2         3         4         5         6           Number of Vehicles         0         0         0         1         0         3           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%           1         2         3         4         5         6           Number of Vehicles         1         2         3         4         5         6           Number of Vehicles         9         1         0         0         0         0           Number of Vehicles         1         0         0         0         0         0           Number of Vehicles         1         0         0         0         0         0         0           Number of Vehicles         1         0         0         0         0         1:00         1:00           Number of Vehicles         0         1         8         8         7				Dur	ation			
Vehicles         0         0         0         1         0         3           Accumulation           Time of Day $\frac{8:00}{AM}$ $\frac{10:00}{PM}$ $\frac{2:00 PM}{PM}$ $\frac{4:00 PM}{PM}$ $\frac{6:00}{PM}$ Number of Vehicles         4         4         4         4         3         3 $^{\circ}$ SFull         80%         80%         80%         80%         60%         60% $^{\circ}$ SFull         80%         80%         80%         80%         60%         60% $^{\circ}$ SFull         80%         80%         80%         80%         60%         60% $^{\circ}$ SFull         9         1         0         0         0         0 $^{\circ}$ Hour         Number of Intervals         1         2         3         4         5         6 $^{\circ}$ Number of Vehicles         9         1         0         0         0         0 $^{\circ}$ Number of Vehicles         9         1         0         0         0         0         100         100         100         100         100         100         100         100         100         100			1	2	3	4	5	6
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              60%           1 Hour         Number of Intervals         1         2         3         4         5         6           Number of Vehicles         9         1         0         0         0         0           Number of Vehicles         7         8         9         10         11            Number of Vehicles         1         0         0         0         0         0           Time of Day         8:00 PM         9:00 AM         10:00 AM         11:00 AM         11:00 AM         12:00 AM         140%         140%           Vehicles         0         1         8         8         7         7           % Full         0%         20%         160%         160%         600 PM         100           Number of Vehicles			0	0	0	1	0	3
Imme of Day         AM         AM         PM $2:00$ PM $4:00$ PM         PM           Number of Vehicles         4         4         4         4         3         3           % Full         80%         80%         80%         80%         80%         60%         60%           Imme Street, Chestmut to Elm         Imme or Jate				Accun	nulation			
Vehicles         4         4         4         4         4         4         4         5         5           % Full         80%         80%         80%         80%         80%         60%         60%           Pine Street, Chestnut to Elm         I         2         3         4         5         6           3 $Uumber of$ 1         2         3         4         5         6           Number of Vehicles         9         1         0         0         0         0         0           Number of Vehicles         9         1         0         0         0         0         0         0           Number of Vehicles         7         8         9         10         11         10         0         0         0           Number of Vehicles         1         0         0         0         0         1100         1200         1200           Number of Vehicles         0         1         8         8         7         7           % Full         0%         200         160%         160%         140%         140%           Mumber of Vehicles         5         6         3		-				2:00 PM	4:00 PM	
Pine Street, Chestnut to Elm         Image: Chestnut			4	4	4	4	3	3
3         Duration           1 Hour         Number of Intervals         1         2         3         4         5         6           Number of Vehicles         9         1         0         0         0         0         0           Number of Intervals         7         8         9         10         11         1           Number of Intervals         7         8         9         10         11         1           Number of Vehicles         1         0         0         0         0         0           Time of Day $\frac{8:00}{AM}$ 9:00 AM $\frac{10:00}{AM}$ $\frac{11:00}{AM}$ $\frac{12:00}{PM}$ $\frac{10:00}{PM}$ Number of Vehicles         0         1         8         8         7         7           % Full         0%         20%         160%         160%         140%         140%           Time of Day $\frac{2:00}{PM}$ 3:00 PM         4:00 PM         5:00 PM         6:00 PM           Number of Vehicles         5         6         3         2         1         1           4         Duration         1         2         3         4         5         6<		% Full	80%	80%	80%	80%	60%	60%
3         Duration           1 Hour         Number of Intervals         1         2         3         4         5         6           Number of Vehicles         9         1         0         0         0         0         0           Number of Vehicles         7         8         9         10         11         1           Number of Vehicles         7         8         9         10         11         1           Number of Vehicles         1         0         0         0         0         0           Time of Day $\frac{8:00}{AM}$ 9:00 AM $\frac{10:00}{AM}$ $\frac{11:00}{AM}$ $\frac{12:00}{PM}$ $\frac{10:00}{PM}$ Number of Vehicles         0         1         8         8         7         7           % Full         0%         20%         160%         160%         140%         140%           Time of Day $\frac{2:00}{PM}$ 3:00 PM         4:00 PM         5:00 PM         6:00 PM           Number of Vehicles         5         6         3         2         1         1           4         Duration         1         2         3         4         5         6 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$		, Chestnut to Elm						
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	3		1	Dur	ation			
$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$	1 Hour	Intervals	1	2	3	4	5	б
Intervals         7         8         9         10         11           Number of Vehicles         1         0         0         0         0         0           Time of Day $\frac{8:00}{AM}$ 9:00 AM $\frac{10:00}{AM}$ $\frac{11:00}{AM}$ $\frac{12:00}{PM}$ $\frac{11:00}{PM}$ Number of Vehicles         0         1         8         8         7         7           % Full         0%         20%         160%         140%         140%           Time of Day $\frac{2:00}{PM}$ 3:00 PM         4:00 PM         5:00 PM         6:00 PM           Number of Vehicles         5         6         3         2         1         1           Number of Vehicles         100%         120%         60%         40%         20%         1           Image: Additional state of the s		Vehicles	9	1	0	0	0	0
Vehicles         I         0         0         0         0         0           Accumution           Time of Day $\frac{8:00}{AM}$ 9:00 AM $\frac{11:00}{AM}$ $\frac{11:00}{AM}$ $\frac{12:00}{PM}$ $\frac{11:00}{PM}$ Number of Vehicles         0         1         8         8         7         7           % Full         0%         20%         160%         160%         140%         140%           Time of Day $\frac{2:00}{PM}$ 3:00 PM         4:00 PM         5:00 PM         6:00 PM           Number of Vehicles         5         6         3         2         1         1           % Full         100%         120%         60%         40%         20%         1           % Full         100%         120%         60%         40%         20%         1           Elm Street, Main to Pine         1         2         3         4         5         6           Number of Intervals         1         2         3         4         5         6           Number of Vehicles         1         2         3         4         5         6           Number of Vehicles		Intervals	7	8	9	10	11	
Time of Day $\frac{8:00}{AM}$ 9:00 AM $\frac{10:00}{AM}$ $\frac{11:00}{AM}$ $\frac{12:00}{PM}$ $\frac{10:00}{PM}$ Number of Vehicles         0         1         8         8         7         7 $\%$ Full         0%         20%         160%         160%         140%         140%           Time of Day $\frac{2:00}{PM}$ 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%           % Full         100%         120%         60%         40%         20%           Elm Street, Main to Pine                4           1         2         3         4         5         6           Number of Intervals         1         2         2         1         0         0         0         0           1 Hour         Number of Intervals         1         2         3         4         5         6           Number of Vehicles         10         3         0<			1	0	0	0	0	
Ime of Day       AM       9:00 AM       AM       AM       AM       PM       PM         Number of Vehicles       0       1       8       8       7       7 $\%$ Full       0%       20%       160%       160%       140%       140% $\%$ Full       0%       20%       160%       160%       140%       140%         Time of Day $\frac{2:00}{PM}$ $3:00 PM$ $4:00 PM$ $5:00 PM$ $6:00 PM$ $140\%$ Number of Vehicles       5       6       3       2       1 $100\%$ 120%       60%       40%       20% $100\%$ $1$				Accun	nulation			
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         6:00 PM           Number of Vehicles         5         6         3         2         1         1 $\%$ Full         100%         120%         60%         40%         20%         1 $\%$ Full         100%         120%         60%         40%         20%         1         1 $\%$ Full         100%         120%         60%         40%         20%         1		Time of Day		9:00 AM				
$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$			0	1	8	8	7	7
Ime of Day         PM $3:00$ PM $4:00$ PM $5:00$ PM $6:00$ PM           Number of Vehicles         5         6         3         2         1 $\%$ Full $100\%$ $120\%$ $60\%$ $40\%$ $20\%$ $\%$ Full $100\%$ $120\%$ $60\%$ $40\%$ $20\%$ $\blacksquare$ $\blacksquare$ $\blacksquare$ $\blacksquare$ $\blacksquare$ $\blacksquare$ $\blacksquare$ Elm Street, Main to Pine $\blacksquare$ $\blacksquare$ $\blacksquare$ $\blacksquare$ $\blacksquare$ $\blacksquare$ 2 Hours         Number of Intervals $1$ $2$ $3$ $4$ $5$ $6$ $1$ Hour         Number of Vehicles $2$ $2$ $1$ $0$ $0$ $0$ $1$ Hour         Number of Intervals $1$ $2$ $3$ $4$ $5$ $6$ $1$ Hour         Number of Intervals $10$ $3$ $0$ $0$ $0$ $1$ Hour         Number of Intervals $10$ $3$ $0$ $0$ $0$ $1$ Hour		% Full	0%	20%	160%	160%	140%	140%
$ \begin{matrix} Vehicles \\ Vehicles \\ Number of \\ I Hour \\ Number of \\ Intervals \\ Number of \\ Intervals \\ I Hour \\ Number of \\ Intervals \\ I Hour \\ Number of \\ Intervals \\ I Hour \\ I Hour \\ Number of \\ I Hour \\ $		Time of Day		3:00 PM	4:00 PM	5:00 PM	6:00 PM	
Image: constraint of the systemImage: constraint of the systemImage: constraint of the systemImage: constraint of the system $I = I = I = I = I = I = I = I = I = I =$			5	6	3	2	1	
4Duration2 HoursNumber of Intervals123456Number of Vehicles2210001 HourNumber of Intervals123456Number of Vehicles1234561 HourNumber of Vehicles10300001 HourNumber of Intervals1030000Number of Intervals789101111		% Full	100%	120%	60%	40%	20%	
4Duration2 HoursNumber of Intervals123456Number of Vehicles2210001 HourNumber of Intervals123456Number of Vehicles1234561 HourNumber of Vehicles103000Number of Intervals10391011								
4Duration2 HoursNumber of Intervals123456Number of Vehicles2210001 HourNumber of Intervals123456Number of Vehicles1234561 HourNumber of Vehicles10300001 HourNumber of Intervals1030000Number of Intervals789101111								
2 HoursNumber of Intervals123456Number of Vehicles2210001 HourNumber of Intervals123456Number of Vehicles1030000Number of Vehicles1030011Number of Intervals7891011		et, Main to Pine			<u> </u>			
2 HoursIntervals123456Number of Vehicles2210001 HourNumber of Intervals123456Number of Vehicles1030000Number of Vehicles1030000Number of Intervals7891011	4	NL 1 C	1	Dur	ation	[		
Vehicles2210001 HourNumber of Intervals123456Number of Vehicles1030000Number of Intervals7891011	2 Hours	Intervals	1	2	3	4	5	6
I HourIntervalsI23456Number of Vehicles1030000Number of Intervals7891011		Vehicles	2	2	1	0	0	0
Vehicles1030000Number of Intervals7891011	1 Hour	Intervals	1	2	3	4	5	6
Intervals / 8 9 10 11			10	3	0	0	0	0
Number of			7	8	9	10	11	
Vehicles 0 0 0 1 0		Number of Vehicles	0	0	0	1	0	
Accumulation				Accun	nulation			

	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 Stree	t, Chestnut to Elm										
1			Dur	ation							
1 Hour	Number of Intervals	1	2	3	4	5	б				
	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 S	treet, Main to Pine										
2			Dur	ation							
1 Hour	Number of Intervals	1	2	3	4	5	б				
	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			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	14	1	3	0	0	0
			Accur	nulation			
	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%
Ancho Bank		2 Hour	Intervals				
7		I	Du	ration		11	
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	1	0	0	1	0
			Accur	nulation			
	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		2 11001		ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	20	0	4	0	0	0
				nulation			
	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 Tic	ket	2 Hour	Intervals				
5				ration		11	
	1						

	Number of		_	_	_	_	
	Intervals	1	2	3	4	5	6
	Number of Vehicles	4	0	0	0	0	2
			Accur	nulation			
	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%
	ntial Behind Steve's	2 Hour	Intervals				
5			Dui	ation	[		
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	0	0	1	1
				nulation			
	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%
Mai	in Street, Court to Che	stnut					
1		•	Dui	ation			
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	
		•	Accur	nulation			
	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 S	Street, Main to Pine						
2			Du	ation			
1 Hour	Number of	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	
		Accun	nulation			
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 Cent	er		2 Hour 1	Intervals				
5				Du	ration			
		Number of Intervals	1	2	3	4	5	6
	]	Number of Vehicles	1	3	0	0	0	0
				Accur	nulation			
	Т	ime 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	e		2 Hour	Intervals				
6			Duration					
	]	Number of Intervals	1	2	3	4	5	6
	]	Number of Vehicles	5	7	0	0	0	0
				Accur	nulation			
	Т	ime 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 Stre	et, M	fain to Pine						
4				Du	ration			

1 Hour	Number of	1	2	3	4	5	6
1 Hour	Intervals	1	2	5	4	5	0
	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			
				nulation			
	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%			
	~ -						
	t, Court to Bonson						
1	Number of		Du	ration			
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	
			Accur	nulation			
	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 St	reet, Main to Pine						
2			Du	ration			
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	
			Accur	nulation			
	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	e Lot, Momentum	2 Hour I	Intervals						
5			Du	uration					
	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	4	3	3	1	2	5		
			Accu	mulation					
	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 Offic	e Lot South Half	2 Hour I	Intervals				
6		-	Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	20	18	12	4	8	1
		<u>.</u>	Accur	mulation			
	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%
	e Lot North Half						
6			Du	ration			
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	13	10	12	2	б	2
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	2	0	0	
		1		mulation	r	ſ	
	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%	
M	na di Dana di						
	reet, Bonson to Fourth						
1		1	Du	ration			
1 Hour	Number of Intervals	1	2	3	4	5	б
	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	
			Acci	umulation			

	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 St	reet, Main to Pine						
2			Du	ration			
1 Hour	Number of Intervals	1	2	3	4	5	б
	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	б
	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			
		•		umulation			
	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 Lo	ot, West of Third	2 Hour	Intervals									
5		I	Dui	ation								
	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			Dui	ation								
	Number of Intervals	1	2	3	4	5	6					
	Number of Vehicles	4	1	0	0	0	1					
			Accur	nulation								
	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	y Bank Employees	2 Hour	Intervals									
7			Dui	ation								
	Number of Intervals	1	2	3	4	5	6					
	Number of Vehicles	9	17	7	4	10	0					
			Accur	nulation								
	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 Stree	et, Fourth to Third											

1			Dui	ration				
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		
			Accu	imulation				
	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 Lo	t, East of Third	2 Hour Int	ervals				
5		-	Dui	ation			
	Number of						
	Intervals	1	2	3	4	5	6
	Number of						
	Vehicles	0 0		0	1	0	0
			Accur	nulation			
		8:00	10:00	12:00			6:00
	Time of Day	AM	AM	PM	2:00 PM	4:00 PM	PM
	Number of						
	Vehicles	0	1	1	1	1	0
	% Full	0%	50%	50%	50%	50%	0%
Mound Cit	ty Bank, East of						
Third		2 Hour Int	ervals				
6			Dui	ation			
	Number of						
	Intervals	1	2	3	4	5	6
	Number of						
	Vehicles	6	2	2	2	0	0
			Accur	nulation			
		8:00	10:00	12:00			6:00
	Time of Day	AM	AM	PM	2:00 PM	4:00 PM	PM
	Number of						
	Vehicles	3	5	4	6	5	1
	% Full	12%	20%	16%	24%	20%	4%

Third Stree	et, Main to Pine											
4			Dur	ation								
4	Number of		Dui	ation								
1 Hour	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						
		I	Accun	nulation								
		8:00	0.00.134	10:00	11:00	12:00	1:00					
	Time of Day	AM	9:00 AM	AM	AM	PM	PM					
	Number of	5	C	7	C	C	7					
	Vehicles	5	6		6	6	-					
	% Full	50%	60%	70%	60%	60%	70%					
	Time of Da-	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6.00 DN /						
	Time of Day Number of	PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM						
	Vehicles	9	7	6	2	1						
	% Full	90%	70%	60%	20%	10%						
	70 Full	9070	7070	0070	2070	1070						
Main Stree	t, Third to Second	Duration										
1		1	Dur	ation								
1 Hour	Number of	1	2	3	1	5	6					
1 Hour	Intervals Number of	1	2	3	4	5	6					
	Vehicles	11	0	0	0	0	0					
	Number of	11	Ū									
	Intervals	7	8	9	10	11						
	Number of											
	Vehicles	0	0	0	0	0						
			Accun	nulation								
		8:00		10:00	11:00	12:00	1:00					
	Time of Day	AM	9:00 AM	AM	AM	PM	PM					
	Number of											
	Vehicles	0	0	1	0	2	1					
	% Full	0%	0%	25%	0%	50%	25%					
		2:00	2.00 53 6									
	Time of Day	PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM						
	Number of Vehicles	2	0	3	1	1						
	% Full											
	% r'uli	50%	0%	75%	25%	25%						
Second Str	eet, Main to Pine											
2			Dur	ation								

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							
		8:00		10:00	11:00	12:00	1:00			
	Time of Day	AM	9:00 AM	AM	AM	PM	PM			
	Number of									
	Vehicles	0	0	2	3	5	3			
	% Full	0%	0%	25%	38%	63%	38%			
		2:00								
	Time of Day	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 L	ot, East of Second	2 Hour	Intervals					
5			Du	ration				
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	1	3	2	0	0 1		
			Accur	nulation				
	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			Du	ration				
	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	3	2	0	0	0	0	
			Accur	nulation				
	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 S	t, Second to Oak							

1			Du	ration				
1 Hour	Number of Intervals	1	2	3	4	5	б	
	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		
			Accur	nulation				
	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		
			Accu	imulation				
	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	e Lot, East of Oak	2 Hour	Intervals				
5	5		Du	ration			
	Number of Intervals	1	2	3	4	5	6

	Number of Vehicles	4	0	2	0	1	0
			Accur	nulation			
	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%
Residen	tial Lot, South of Main	2 Hour	Intervals				
7		-	Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	3	2	0	2	1
			Accur	nulation			
	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%
Duine ( a I	- 4 Constle - 6 Main	2.11	T., (				
	ot, South of Main	2 Hour	Intervals	ration			
8	Number of		Du	ration			
	Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	1	0	0	2
				nulation			
	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		2 Hour	Intervals				
Shop		- 11001					
9	Number of		Du	ration			
	Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	0
		T		nulation	1	Π	
	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%

					[		
Oak Str	reet, Main to Pine						
4			Du	ration			
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	16	5	1	0	0	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	0	0	0	0	0	
			Accur	nulation			
	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	3	2	4
	% Full	10%	10%	0%	30%	20%	40%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	1	4	2	4	7	
	% Full	10%	40%	20%	40%	70%	
Main St	reet, Oak to Water	2 Hour	Intervals				
1		I	Du	ration	I		L
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	0	0	1	0	0
		•	Accur	nulation	•	•	•
	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	3	2	0
	% Full	0%	20%	40%	60%	40%	0%

# Table A.36: Block 36 Weekday Parking Data

Subway			2 Hour	Intervals				
5		•		Durat	tion			
	Nun	nber of Intervals	1	2	3	4	5	6
	Nun	nber of Vehicles	17	3	2	0	0	0
		Accumulation						
	r	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Nun	nber of Vehicles	2	3	7	3	9	5
		% Full	10%	15%	35%	15%	45%	25%

Fire Departme	Fire Department		2 Hour Intervals					
6				Durat	tion			
	Nun	nber of Intervals	1	2	3	4	5	6
	Nun	nber of Vehicles	9	0	0	0	1	0
				Accumu	lation			
	-	Time of Day	8:00	10:00	12:00	2:00	4:00	6:00
		Time of Day	AM	AM	PM	PM	PM	PM
	Nun	nber of Vehicles	3	1	2	5	3	0
		% Full	12%	4%	8%	20%	12%	0%

# Table A.37: Block 37 Weekday Parking Data

Beauty I	Boutique		2 Hour	Intervals					
5				Dura	tion				
		ber of ervals	1	2	3	4	5	6	
		ber of nicles	14	0	0	0	0	0	
				Accum	ulation				
	Time	of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
		ber of nicles	5	4	2	3	0	1	
		% Full	83%	67%	33%	50%	0%	17%	
Laund	romat		2 Hour	Intervals					
6			Duration						
	Number of Intervals		1	2	3	4	5	6	
		ber of nicles	3	7	1	1	1	2	
				Accum	ulation				
	Time	of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
		ber of nicles	6	8	6	6	7	8	
		% Full	67%	89%	67%	67%	78%	89%	
Reside	ential Laun	dromat	2 Hour	Intervals					
7				Dura	tion				
	Number of Intervals		1	2	3	4	5	6	
		Number of Vehicles		2	0	0	1	0	
				Accum	ulation				

	Time	of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM			
		nber of hicles	3	3	1	1	2	1			
	% Full		60%	60%	20%	20%	40%	20%			
Main Str	reet, Ellen	eet, Ellen to Virgin		Intervals							
1				Duration							
	Number of Intervals		1	2	3	4	5	6			
		nber of hicles	3	1	0	0	1	0			
				Accum	ulation						
	Time	Time of Day		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 Er	nployee		2 Hour	Intervals					
53				Dura	tion				
		nber of ervals	1	2	3	4	5	6	
		Number of Vehicles		0	0	0	0	1	
				Accum	ulation				
	Time	of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
		nber of hicles	1	1	1	1	1	1	
		% Full	17%	17%	17%	17%	17%	17%	
Virgin St	reet, Main	to Pine	2 Hour	Intervals					
4			Duration						
		nber of ervals	1	2	3	4	5	6	
		nber of hicles	2	0	0	0	0	0	
				Accum	ulation				
	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 Stre	et, 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 Stree	et, 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

Cou	rt Stre	et, Pine to Mitchell	2 Hour	Intervals						
	Duration									
	Nu	mber of Intervals	1	2	3	4	5	6		
	Number of Vehicles		2	2	0	5	0	0		
				Accumula	ation					
		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 Rea	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
				Accumu	lation			

	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		43%	43%	43%	14%	29%
Bayle	y Avenue, Mitchell		2 Hour	Intervals				
2				Durat	tion			
	Number	of Intervals	1	2	3	4	5	6
	Number	of Vehicles	5	1	0	1	3	2
				Accumu	lation			
	Time of Day		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number	Number of Vehicles		9	7	7	6	2
		% Full	92%	75%	58%	58%	50%	17%

 Table A.42: Block 42 Weekday Parking Data

Mound C	ity Bank		2 Hour	Intervals						
5				Dura	tion					
		ber of rvals	1	2	3	4	5	6		
		Number of Vehicles		7	0	0	0	0		
				Accum	ulation					
	Time	of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM		
		ber of nicles	8	11	4	7	8	1		
		% Full	33%	46%	17%	29%	33%	4%		
Rountree	Avenue, V	Vest Side	2 Hour	Intervals						
2			Duration							
		ber of rvals	1	2	3	4	5	6		
		ber of nicles	2	3	0	2	0	2		
				Accum	ulation					
	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, I Mitchell	Pine to	2 Hour	Intervals						

4	Duration										
		ber of rvals	1	2	3	4	5	6			
		ber of ticles	3	0	4	1	0	1			
	Accumulation										
	Time	Time of Day		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			Dura	tion					
	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	5	1	2	3	4	14		
			Accum	ulation					
	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 L	ot, 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			Dura	tion					
	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	11	5	1	0	1	0		
			Accum	ulation					
	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			Dura	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	59	2	2	1	1	1
			Accum	ulation			
	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%
Reside	ntial Behind Mall	2 Hour	Intervals				
6			Dura	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	2	3	2	2	5
			Accum	ulation			
	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%

Rount	Rountree Avenue, West Side		2 Hour Intervals				
2			Durat	tion			
	Number of Intervals	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
Nu	mber of Vehicles	0	0	0	0	0	0
	% Full	0%	0%	0%	0%	0%	0%

### Table A.46: Block 46 Weekday Parking Data

Rount	ree A	venue, West Side	2 Hour Intervals					
2				ion				
	Nu	mber of Intervals	1	2	3	4	5	6
	Nu	mber of Vehicles	0	0	0	0	0	0
				Accumu	lation			
		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

Residen	tial Lot		2 Hour	Intervals				
1		Duration						
	Number	of Intervals	1	2	3	4	5	6
	Number	Number of Vehicles		6	2	0	1	7
				Accum	ulation			
	Time	e 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

Resider	ntial Lot		2 Hour	Intervals				
1	Duration							
	Number	of Intervals	1	2	3	4	5	6
	Number	of Vehicles	2	4	0	1	0	3
				Accum	ulation			
	Time	e 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

Che	stnut St, Mineral to Fu						
1			Dura	tion			
2 Hours	Number of Intervals	1	2	3	4	5	6

### Table A.50: Block 4 Weekend Parking Data

SW Des	sign Lot		2 Hour	Intervals				
5				Dura	tion			
	Number	of Intervals	1	2	3	4	5	6
	Number of Vehicles		0	1	1	0	0	1
				Accum	ulation			
	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%
Churc	h Lot		2 Hour	Intervals				
6				Dura	tion			
	Number	of Intervals	1	2	3	4	5	6
	Number	of Vehicles	0	2	0	0	0	0
				Accum	ulation			
	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 Lo	ot	2 Hour I	ntervals						
		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						
			Dui	ration			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0
			Accur	nulation			
	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, N	Mineral to Furnace						
			Du	ration			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	2	0	1	0	0
			Accur	nulation	-		-
	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%
Donson St	Mineral to Maket						
Donson St,			Dui	ration			
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	
			Accur	nulation		1	
	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%
Ti	me 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%
Ti	me 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%
Ti	me 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

Mine	ral St,Fourth and Th	ird - 30 Min a	and Handica	pped Angle	d Stalls				
3			Du	ration					
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			Du	ration			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
			Accur	nulation			
	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				
			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	21	10	7	2	2	2
			Accur	nulation			
	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 S	t, Second and Third						
			Du	ration	•	•	
1 hr	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	12	1	1	1	0	0
			Accur	nulation			
	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%	
Secor	nd St, Mineral and Fu	rnace					
			Du	ration			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	6	5	1	0	0	0
			Accur	nulation			
	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				Dura	ation			
	Num	ber of Intervals	1	2	3	4	5	6
	Num	ber of Vehicles	1	2	1	0	0	2
			Accumulation					
	Т	ime of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Num	Number of Vehicles		4	2	3	3	4
		% Full	100%	100%	50%	75%	75%	100%
VFW and	Jenor '	Tower Resid.	2 Hour	Intervals				
6				Dura	ation			
	Num	ber of Intervals	1	2	3	4	5	6
	Num	ber of Vehicles	17	6	2	5	1	2
			Accumulation					
	Т	ime of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Num	ber of Vehicles	16	12	12	10	11	11
		% Full	70%	52%	52%	43%	48%	48%
VFW Handicapj	ped		2 Hour	Intervals				
7				Dura	ation			
	Num	ber of Intervals	1	2	3	4	5	6

	Num	ber of Vehicles	1	1	0	0	0	0
				Accum	ulation			
	Т	ime of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Num	ber of Vehicles	0	0	1	1	0	1
		% Full	0%	0%	50%	50%	0%	50%
Secon	nd St, N	lineral and Furna	ace					
				Dura	ation			
2 Hours	Num	ber of Intervals	1	2	3	4	5	6
4	Num	ber of Vehicles	10	0	3	0	0	0
				Accum	ulation			
	Т	Time of Day		10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Num	ber of Vehicles	1	0	2	6	6	4
		% Full	14%	0%	29%	86%	86%	57%
Mineral S	St, Oak	and Second						
3				Dura	ation			
1 Hour	Num	ber of Intervals	1	2	3	4	5	6
	Num	ber of Vehicles	10	4	0	1	1	0
				Accum	ulation			
	Time of Day		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Num	ber of Vehicles	3	2	0	0	2	4
		% Full	75%	50%	0%	0%	50%	100%
	Num	ber of Intervals	7	8	9	10	11	
	Num	ber of Vehicles	0	0	0	0	0	
	Т	ime of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Num	ber of Vehicles	3	4	2	3	2	
		% Full	75%	100%	50%	75%	50%	
Oak, Mi	neral a	nd Furnace						
				Dura	ation			
2 Hour	Num	ber of Intervals	1	2	3	4	5	6
	Number of Vehicles		4	2	0	0	0	0
					ulation			
	Т	ime of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Num	ber of Vehicles	0	0	1	0	2	5
		% Full	0%	0%	20%	0%	40%	100%

Oak, Mi	neral and Furnace						
4			Dura	tion			
2 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	0	0	0	0	0
			Accum	ulation			
	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 S	St, Oak and Water						
3		-	Dura	tion		-	-
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	0	0	0	0
			Accum	ulation			
	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.55: Block 9 Weekend Parking Data

## Table A.56: Block 10 Weekend Parking Data

Ebay			2 Hour	Intervals						
	Duration									
	Nu	mber of Intervals	1	2	3	4	5	6		
	Nu	mber 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		
	Nu	mber of Vehicles	3	2	2	3	2	2		
		% Full	60%	40%	40%	60%	40%	40%		
Minera	al, W	ater and Co Rd B	2 Hour	Intervals						
				Durat	tion					
	Nu	mber of Intervals	1	2	3	4	5	6		
	Nu	mber 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

Min	eral, V	Water and Co Rd B	2 Hour	Intervals						
	Duration									
	Nu	mber of Intervals	1	2	3	4	5	6		
	Nu	mber 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

Che	Chestnut St, Mineral to Furnace								
		Duration							
2 Hours	Nur	nber of Intervals	1	2	3	4	5	6	
	Nur	nber of Vehicles	0	0	0	0	0	0	
				Accum	ulation				
		Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Nur	Number of Vehicles		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							
4			Dura	tion				
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			Dura	tion				
	Number of						_	
2 Hours	Intervals	1	2	3	4	5	6	
	Number of Vehicles	0	0	0	0	0	0	
			Accum	ulation				
	Times of Deer	8:00	10:00	12:00	2:00	4:00	6:00	
	Time of Day	AM	AM	PM	PM	PM	PM	
	Number of Vehicles	0	0	0	0	0	0	
	% Full	0%	0%	0%	0%	0%	0%	
Park St, M	lineral to Market							
2		·	Dura	tion				
2 Hours	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	0	0	0	0	0	0	
		•	Accumulation					
	<b>T</b> ' (D	8:00	10:00	12:00	2:00	4:00	6:00	
	Time of Day	AM	AM	PM	PM	PM	PM	
	Number of Vehicles	0	0	0	0	0	0	
	% Full	0%	0%	0%	0%	0%	0%	
Market St,	Park to Chestnut							
1			Dura	tion				
2 Hours	Number of Intervals	1	2	3	4	5	6	
	Number of Vehicles	0	0	0	0	0	0	
			Accum	ulation		•		
	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 S	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	

			Accur	nulation			
	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, 4	Market to Irving		Du	ration			
	Number of						
2 Hours	Intervals Number of	1	2	3	4	5	6
	Vehicles	5	3	0	0	0	1
			Accur	nulation			
	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%
	, Mineral to Maket						
2	Number of	Γ	Du	ration			[
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0
		1		nulation	I		
	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%
	, Park to Bonson		Derection				
3	Number of		Duration				
1 hr	Intervals	1	2	3	4	5	
	Number of Vehicles	21	6	5	1	0	
		•	Accumulat	ion	1	1	
	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

			Accur	nulation			
	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	t, Irving to Mineral						
2			Du	ration			
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	
			Accur	nulation			
	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						
			Dura	tion			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	1	0	0	0	0
			Accum	ulation			
	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	ivingston St Bank as Public 2 Hour Ir				
6		Dura	tion		

	Number of	1	2	2	4	~	C
	Intervals	1	2	3	4	5	6
	Number of Vehicles	3	2	1	2	0	3
		-	Accum	ulation		•	•
	Time of Day	8:00	10:00	12:00	2:00	4:00	6:00
	Number of	AM	AM	PM	PM	PM	PM
	Vehicles	6	9	8	7	6	6
	% Full	38%	56%	50%	44%	38%	38%
Coinita		2 11000	Intervals				
Spirits 5		2 Hour	Dura	tion			
5	Number of		Dura	lion			
	Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	1	0	0
			Accum				
	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, N	Ineral to Main						
4		-	Dura	tion	-	•	•
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	0	0	0	0	0
			Accum	ulation			
	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%
		1					
Chestnu	t Street, Mineral to N	Main					
2			Dura	tion			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
			Accum	ulation			
	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
	venicies						

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			
			Accum	ulation						
	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

Livingsto	on State Bank Lot	2 Hour	Intervals						
7			Du	ration					
	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 S	t, Park to Chestnut								
1			Du	ration					
2 Hours	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	0	0	0	0	0	0		
			Accur	nulation					
	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 S	St, Main to Mineral								
6		1	Du	ration	1	1			
2 Hours	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	5	0	0	0	0	0		

			Accur	nulation			
	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	ir ving to ivince at		Du	ration			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	0	1	0	0	0
				nulation			
	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 Nam St,		1	L Du	ration		1	
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	
			Accur	nulation	T		
	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%	
Corret C	t Inving to Main						
4	t, Irving to Main		l Du	ration			
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 Stre	et, Irving to Main										
4			Dura	tion							
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				
			Accum	ulation							
	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		Du	ration		

	Number of						
	Intervals	1	2	3	4	5	6
	Number of	3	1	0	1	0	3
	Vehicles	5			1	Ŭ	5
				mulation			
	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			Du	ration			
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	0	0	0	0	0	
	Vehicles		Alagua	mulation			
			Accu	10:00	11:00	12:00	
	Time of Day	8:00 AM	9:00 AM	AM	AM	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 S	St, Mineral to Irving						
4	8		Du	ration			
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	t, Bonson to Fourth											
3			Du	ration								
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						
			Accu	mulation								
	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		<u> </u>	וית	ration		<u> </u>	<u> </u>					
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	
		·	Accu	nulation			
	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%	
Mine	ral St, Fourth to Bonson						
1		·	Du	ration			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
		·	Accu	nulation			
	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 Platte	ville		2 Hour	Intervals				
5				Du	ration			
		lumber of Intervals	1	2	3	4	5	6
		lumber of Vehicles	3	1	0	0	0	2
				Accur	nulation			
	Ti	me 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 - N 6	No 3-		2 Hour	Intervals				
5				Du	ration			
		Number of Intervals	1	2	3	4	5	6
		Number of Vehicles	12	8	7	10	2	1

			Accur	nulation			
	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		 Du				
5	Number of			ration			
2 Hours	Intervals Number of	1	2	3	4	5	6
	Vehicles	4	1	2	1	2	4
			Accur	nulation			
	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 Offic	e	2 Hour	Intervals				
5	Number of		Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	2	2	0	0	0	0
		- [		nulation	1	1	<b>-</b>
	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%
	ourth to Third St			<u>.</u>			
3	Number of		Du	ration		1	
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	
			Accur	nulation			
	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			Du	ration			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	1	0	0
			Accur	nulation			
	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 R	Residential		2 Hour	Intervals				
7				Du	ration			
	Numbe Interv		1	2	3	4	5	6
	Numbe Vehic		5 0		0	0	0	1
				Accur	nulation			
	Time of	f Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Numbe Vehic		2	1	3	1	2	2
		% Full	40%	20%	60%	20%	40%	40%
South R	Residential		2 Hour	Intervals				
6				Du	ration			
	Numbe Interv		1	2	3	4	5	6
	Numbe Vehic		2	2	1	0	0	2
				Accur	nulation			
	Time of	f 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				Du	ration			
	Numbe Interv		1	2	3	4	5	6
	Numbe Vehic		2	0	1	0	0	0
			1	Accur	nulation	I		
	Time of	-	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Numbe Vehic		1	1	2	1	0	0
		% Full		50%	100%	50%	0%	0%
L ot Ac	cross From F	lavore	1 Hour	Intervals				
8	1088 110111	layers	1 Hour		ration			
	Numbe Interv		1	2	3	4	5	6
	Numbe Vehic	er of	13	9	2	0	0	0
	Interv	Number of Intervals		8	9	10	11	
		Number of Vehicles		0	0	0	0	
			1	Accur	nulation	1	1	
	Time of		8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Numbe Vehic		2	8	3	2	3	2
	% Fi		20%	80%	30%	20%	30%	20%
	Time of	-	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Numbe Vehic		3	5	1	4	4	
	% Fi	ull	30%	50%	10%	40%	40%	
Main S	t, Second an	d Third						
3			<u> </u>	L Du	ration	<u> </u>	1	
1	Numbe		1	2	3	4	5	6
Hours	Interv Numbe		1		5	+	5	0
	Numbe Vehic		8	3	1	0	1	0
	Numbe Interv		7	8	9	10	11	
	Numbe Vehic	er of	0	0	0	0	0	
				Accui	nulation			
	Time of	-	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Numbe Vehic		0	3	3	3	3	3

	% Fi	ull	0%	100%	100%	100%	100%	100%	
	Time of	f Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM		
	Numbe Vehic		3	2	0	0	2		
	% Fi	ull	100%	67%	0%	0%	67%		
Mineral	St, Second a	nd Third							
1	Duration								
1 Hours	Numbe Interv		1	2	3	4	5	6	
	Numbe Vehic		8	2	2	2	1	0	
	Numbe Interv		7	8	9	10	11		
	Numbe Vehic		0	0	0	0	0		
				Accumulation					
	Time of	f 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	
	% Fi	% Full		40%	20%	40%	60%	60%	
	Time of Day		2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM		
	Numbe Vehic		3	5	5	4	3		
	% Fi	ull	60%	100%	100%	80%	60%		

# Table A.68: Block 23 Weekend Parking Data

C	hicago's Best		2 Hour	Intervals				
7				Duratio	n			
	Number of Inter	vals	1	2	3	4	5	6
	Number of Vehi	icles	0	1	0	0	1	2
				Accumula	tion			
	Time of Day	7	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Veh	Number of Vehicles		3	3	3	4	4
		% Full		50%	50%	50%	67%	67%
Privat e			2 Hour	Intervals				
5				Duratio	n			
	Number of Inter	vals	1	2	3	4	5	6
	Number of Veh	Number of Vehicles		0	0	0	0	1
				Accumula	tion			
	Time of Day	1	8:00	10:00	12:00	2:00 PM	4:00 PM	6:00

			AM	AM	PM			PM
	Number of Vehi	cles	1	1	1	1	1	1
		% Full	50%	50%	50%	50%	50%	50%
Put	olic Lot - West		2 Hour	Intervals				
6			r	Duratio	1	ſ	T	
	Number of Inter		1	2	3	4	5	6
	Number of Vehi	cles	3	3	0	4	1	6
				Accumula		1	1	
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	
	Number of Vehi	cles	11 ANI	11 AM	11	11	11	11
	Trumber of Ven	% Full	100%	100%	100%	100%	100%	100%
		1 411						
Pu	blic Lot - East		1 Hour	Intervals				
6				Duratio	n			
-	Number of Inter	vals	1	2	3	4	5	6
	Number of Vehi		8	6	1	1	0	1
	Number of Inter		7	8	9	10	11	
	Number of Vehi		1	0	0	0	0	
				Accumula	tion			
	Time of Day	7	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehi	cles	2	2	3	5	3	4
	% Full		20%	20%	30%	50%	30%	40%
	Time of Day	7	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehi	cles	4	4	3	5	5	
	% Full		40%	40%	30%	50%	50%	
l l	in St, Oak and Seco	nd						
3			[	Duratio	n			
1 Hour	Number of Inter		1	2	3	4	5	б
	Number of Vehi		9	3	0	0	0	0
	Number of Inter		7	8	9	10	11	
	Number of Vehi	cles	0	0	0	0	0	
			0.00	Accumula		11.00	10.00	1.00
	Time of Day	7	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Number of Vehi	cles	AM 3	1	AM 2	AM 2	2 PM	1 PM
	% Full		100%	33%	67%	67%	67%	33%
	/0 1 111		100/0	5570	0770	0770	0770	3370

	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%	
O	ak, Main and Mineral						
2			Duratio	n	·		
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	
			Accumula		1		
	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%
1	eral St, Oak and Second						
1			Duratio	on			
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	
			Accumula				
	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%	
	nd St, Main and Mineral						
4			Duratio	n			
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

	North Portion of Block	2 Hour	Intervals				
5			Du	ration	•		
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	3	0	0	0	7
			Accur	nulation			
	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			Du	ration			
	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%
	South Portion of Slock	2 Hour	Intervals				
7			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	2	2	0	2
			Accur	nulation			
	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

Heiser		2 Hour	Intervals				
8			Du	ration	1		
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	12	5	3	3	0	4
			Accur	nulation			
	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%
	n and Mineral						
4			Du	ration			
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	
			Accur	nulation			
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM
	Time of Day Number of Vehicles					PM 6	
	Number of	AM 3 38%	9:00 AM	AM	AM	PM	PM
	Number of Vehicles % Full Time of Day	AM 3	9:00 AM 3	AM 3	AM 4	PM 6	<u>РМ</u> 7
	Number of Vehicles % Full Time of Day Number of Vehicles	AM 3 38% 2:00	9:00 AM 3 38% 3:00 PM 5	AM 3 38% 4:00 PM 7	AM 4 50%	PM 6 75%	<u>РМ</u> 7
	Number of Vehicles % Full Time of Day Number of	AM 3 38% 2:00 PM	9:00 AM 3 38% 3:00 PM	AM 3 38% 4:00 PM	AM 4 50% 5:00 PM	PM 6 75% 6:00 PM	<u>РМ</u> 7
	Number of Vehicles % Full Time of Day Number of Vehicles % Full	AM 3 38% 2:00 PM 5	9:00 AM 3 38% 3:00 PM 5	AM 3 38% 4:00 PM 7	AM 4 50% 5:00 PM 7	PM 6 75% 6:00 PM 8	<u>РМ</u> 7
	Number of Vehicles % Full Time of Day Number of Vehicles	AM 3 38% 2:00 PM 5	9:00 AM 3 38% 3:00 PM 5 63%	AM 3 38% 4:00 PM 7 88%	AM 4 50% 5:00 PM 7	PM 6 75% 6:00 PM 8	<u>РМ</u> 7
Main St, C	Number of Vehicles % Full Time of Day Number of Vehicles % Full Dak and Water	AM 3 38% 2:00 PM 5	9:00 AM 3 38% 3:00 PM 5 63%	AM 3 38% 4:00 PM 7	AM 4 50% 5:00 PM 7	PM 6 75% 6:00 PM 8	<u>РМ</u> 7
	Number of Vehicles % Full Time of Day Number of Vehicles % Full Dak and Water Number of Intervals	AM 3 38% 2:00 PM 5	9:00 AM 3 38% 3:00 PM 5 63%	AM 3 38% 4:00 PM 7 88%	AM 4 50% 5:00 PM 7	PM 6 75% 6:00 PM 8	<u>РМ</u> 7
3	Number of Vehicles % Full Time of Day Number of Vehicles % Full Dak and Water Number of Intervals Number of Vehicles	AM 3 38% 2:00 PM 5 63%	9:00 AM 3 38% 3:00 PM 5 63% Dur	AM 3 38% 4:00 PM 7 88% ration	AM 4 50% 5:00 PM 7 88%	PM 6 75% 6:00 PM 8 100%	PM 7 88%
3	Number of Vehicles % Full Time of Day Number of Vehicles % Full Dak and Water Number of Intervals Number of Vehicles Number of Intervals	AM 3 38% 2:00 PM 5 63% 1	9:00 AM 3 38% 3:00 PM 5 63% Dur 2	AM 3 38% 4:00 PM 7 88% ration 3	AM 4 50% 5:00 PM 7 88%	PM 6 75% 6:00 PM 8 100% 5	PM 7 88%
3	Number of         Vehicles         % Full         Time of Day         Number of         Vehicles         % Full         Dak and Water         Number of         Intervals         Number of         Vehicles	AM 3 38% 2:00 PM 5 63% 1 1 4	9:00 AM 3 38% 3:00 PM 5 63% Dur 2 0	AM 3 38% 4:00 PM 7 88% ration 3 1	AM 4 50% 5:00 PM 7 88% 4 0	PM 6 75% 6:00 PM 8 100% 5 0	PM 7 88%

	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 AM	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			Dui	ation			
2 Hours	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	1	0	1	0
			Accur	nulation			
	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

Pri	vate 8	550 ft2 + 3sp	2 Hour	Intervals				
5				Durat	ion			
	Nun	nber of Intervals	1	2	3	4	5	6
	Nun	nber of Vehicles	0	0	0	0	0	0
				Accumu	lation			
	Time of Day 8:00 AM 10:00 AM				12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Nun	nber of Vehicles	0	0	0	0	0	0
		% Full	0%	0%	0%	0%	0%	0%
Reside	ential		2 Hour	Intervals				
6				Durat	ion			
	Nun	nber of Intervals	1	2	3	4	5	6
	Nun	nber of Vehicles	9	6	6	1	0	1
				Accumu	lation			
	r	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Nun	nber of Vehicles	10	8	6	8	6	11
		% Full	37%	30%	22%	30%	22%	41%
Eastm	an Ca	rtwright Lumber	Intervals					
7				Durat	ion			

	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	2	0	0	0	0
			Accumu	lation			
	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			Durat	ion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
			Accumu	lation		-	
	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 Ro	d B, Main and Mineral	2 Hour	Intervals				
2			Durat	ion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	0	0	0	0
			Accumu	lation		-	
	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 Ro	1 B, N	Main and Mineral	2 Hour	Intervals				
2		Duration						
	Nu	mber of Intervals	1	2	3	4	5	6
	Nu	mber of Vehicles	1	0	0	0	0	0
				Accumu	ilation			
		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         0							0
		% Full	13%	0%	0%	0%	0%	0%

## Table A.72: Block 27 Weekend Parking Data

Elm S	n Street, Main to Pine						
4		Duration					
2 Hours	Number of Intervals	Number of Intervals123456					
	Number of Vehicles	Number of Vehicles         12         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	2	1	5	4	0
% Full	0%	20%	10%	50%	40%	0%

## Table A.73: Block 28 Weekend Parking Data

Block Apt. R	esidential Lot	2 Hour	Intervals				
			Dur	ation			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	1	0	0	0	1
			Accun	nulation			
	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				
		1	Dur	ation	1	1	
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	12	1	3	0	1	0
			Accun	nulation			
	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				
		-	Dur	ation			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	5	0	1	1	6
		<u>.</u>		nulation		<u>.</u>	
	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				
	1		Dur	ation			

	Number of Intervals	1	2	3	4	5	6			
	Number of Vehicles	8	2	3	1	0	0			
	v enicies		Accun	nulation						
	<b>T</b> . (D	8:00	10:00	12:00	2 00 DV	4.00 DV	6:00			
	Time of Day	AM	AM	PM	2:00 PM	4:00 PM	PM			
	Number of Vehicles	9	5	4	3	3	2			
	% Full	90%	50%	40%	30%	30%	20%			
Driveto I o	ot Next to Library	2 Hour	Intervals							
	I NEXT to LIDIALY	2 11001		ation						
	Number of		Dur							
	Intervals	1	2	3	4	5	6			
	Number of Vehicles	0	3	1	1	0	4			
			Accun	nulation						
	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				
	venicles		Accun	nulation						
	Time of Day	8:00	9:00 AM	10:00	11:00	12:00	1:00			
	Number of	AM 0	0	AM 0	AM 0	РМ 0	<u>РМ</u> 0			
	Vehicles % Full	0%	0%	0%	0%	0%	0%			
		2:00					0%			
	Time of Day	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%				
	et, Main to Pine									
4			Dur	ation						

	1		ī	r			
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	
	venicies		Accun	nulation			
	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 Stree	t, Chestnut to Elm						
1			Dur	ation			
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	
			Accun	nulation			
	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%	
			1				
Chestnut St	treet, Main to Pine						
Chestnut St 2			Dur	ation			

Number of Vehicles	0	2	3	0	0	0
	7	8	9	10	11	
	0	0	0	0	0	
		Accun	nulation			
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			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	21	4	2	0	0	0
			Accur	nulation			
	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					
7			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	11	0	1	0	0	0
			Accur	nulation			
	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%
	and Office Supply	2 Hour	Intervals				
5		I		ration		1	
	Number of	1	2	3	4	5	6

	Intervals								
	Number of Vehicles	17	7	0	0	0	0		
			Accur	mulation					
	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%		
<b>T</b> T1 <b>T</b> T.	1 /	0.11	T / 1						
The Tic	ket	2 Hour	Intervals						
5			Dui	ation					
	Number of Intervals	1	2	3	4	5	6		
	Number of Vehicles	3	2	1	1	0	1		
			Accur	nulation					
	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%		
Reside	ntial Behind Steve's	2 Hour	Intervals						
5				ation					
	Number of	1			4	_	6		
	Intervals	1	2	3	4	5	6		
	Number of Vehicles	4	1	0	1	1	1		
			Accur	nulation					
	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%		
Ma	in Street, Court to Che	stnut							
1			Du	ation					
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			
	. 0110100		Accur	nulation					
	<b>T</b> ' ( <b>D</b>	8:00		10:00	11:00	12:00	1:00		
	Time of Day	AM	9:00 AM	AM	AM	PM	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%	
	Street, Main to Pine						
2			Dur	ation			
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	
			Accur	nulation			
	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 Cen	iter		2 Hour I	Intervals				
5				Du	ation			
	I	Number of Intervals	1	2	3	4	5	6
	l	Number of Vehicles	0	0	0	0	0	1
		Accumulation						
	Т	ime of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	l	Number of Vehicles	1	1	1	1	1	1
		% Full	25%	25%	25%	25%	25%	25%
Post Offic Trucks	ce	2 Hour Intervals						
6				Du	ation			
	l	Number of	1	2	3	4	5	6

	Intervals						
	Number of Vehicles	5	4	0	0	0	1
			Accur	nulation			
	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 Stre	eet, Main to Pine						
4			Du	ration			
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			
			Accur	nulation			
	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 Stree	t, Court to Bonson						
1			Du	ration			
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	
			Accur	nulation			
	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%	
	reet, Main to Pine						
2		Г	Du	ration			
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	
			Accur	nulation			
	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%	

				1	1		1
	Lot, Momentum	2 Hour	Intervals				
5			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	6	5	2	1	0	1
			Accu	mulation		•	
	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	5	4	4	3
	% Full	37%	47%	26%	21%	21%	16%
Post Offi	ce Lot South Half	2 Hour	Intervals				
6			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	11	9	10	2	2	11
			Accu	mulation			
	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	25	21	26	25	26
	% Full	96%	96%	81%	100%	96%	100%
Post Offi	ce Lot North Half						
6			Du	ration			
1 Hour	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	16	4	3	0	1	0
	Number of Intervals	7	8	9	10	11	
	Number of Vehicles	1	1	0	0	0	
			Accu	mulation			
	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	4	5	7	8	5
	% Full	12%	16%	20%	28%	32%	20%
	Time of Day	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
	Number of Vehicles	6	6	4	3	2	
	% Full	24%	24%	16%	12%	8%	

# Table A.76: Block 31 Weekend Parking Data

Main Stree	t, Bonson to Fourth						
1		1	Du	ration			
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 St	reet, Main to Pine						
2			Du	ration			
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 L	ot, West of Third	2 Hour	Intervals				
5			Du	ation			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	5	3	1	2	2	1
			Accur	nulation			
	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			Du	ation	<u>.</u>	•	
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	0	0	0	0	0	1
			Accur	nulation	<u>.</u>	•	
	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 Cit	y Bank Employees	2 Hour	Intervals				
7			Du	ation	•		
	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 Stree	et, Fourth to Third									
1			Du	ration						
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				
			Accur	nulation						
	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

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Private	Lot, East of Third	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			
			Accur	nulation	•					
	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%			
	reet, Main to Pine									
4	Number of	1	Du	ration						
1 Hour	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%				
	et, Third to Second			<u> </u>						
1	Number of		Du	ration						
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				
		1	Accur	nulation		1				
	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 S	Street, Main to Pine						
2		I	Du	ration	L	1	
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	
			Accur	nulation			
	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 L	ot, East of Second	2 Hour	Intervals						
5			Du	ration					
	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			Du	ration					
	Number of	1	2	3	4	5	6		

	Intervals						
	Number of Vehicles	5	5	1	0	0	0
				nulation			
	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 S	t, Second to Oak						
1			Du	ration			
1 Hour	Number of Intervals	1	2	3	4	5	б
	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	
			Accur	nulation			
	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	,		Du	ration			
1 Hour	Number of Intervals	1	2	3	4	5	б
	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	
			Accur	nulation			
	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

		1		1	1	1	
Private	e Lot, East of Oak	2 Hour	Intervals				
5			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	2	0	1	0	2
			Accur	nulation			
	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%
Resider	ntial Lot, South of Main	2 Hour	Intervals				
7			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	2	0	1	1	3
			Accur	nulation			
	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			Du	ration			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	1	0	0	0	0
			Accur	nulation			
	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		•	Du	ration		0 0% 5 0 11 0 11 0 12:00 PM 2 20% 1 6:00 PM 2 20% 1 6:00 PM 5 0 1 5 0	
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	3	0	0	0	0	0
				nulation			
	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
	% Full	0%	67%	0%	33%	0%	0%
Oak Str	eet, Main to Pine						
4		1	Du	ration			
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	
		1	Accur	nulation	1	1	
	Time of Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM		1:00 PM
	Number of Vehicles	1	1	3	4		0
	% Full	10%	10%	30%	40%	20%	0%
		2:00 PM	3:00 PM	4:00 PM	5:00 PM		
		0	1	1	3	7	
		0%	10%	10%	30%	70%	
	eet, Oak to Water	2 Hour	Intervals				
1			Du	ration		1	
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	4	0	0	0	0	0
		I		nulation	Γ	1	
	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%

Subway			2 Hour	Intervals				
5				Durat	tion			
	Nun	nber of Intervals	1	2	3	4	5	6
	Nun	nber of Vehicles	22	1	1	1	1	0
				Accumu	ilation			
	,	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Nun	nber of Vehicles	2	6	11	4	10	4
		% Full	10%	30%	55%	20%	50%	20%
Fire Departme	ent		2 Hour	Intervals				
6				Durat	tion			
	Nun	nber of Intervals	1	2	3	4	5	6
	Nun	nber of Vehicles	8	5	0	1	1	0
				Accumu	ilation			
	,	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Nun	nber of Vehicles	10	6	5	2	2	3
		% Full	40%	24%	20%	8%	8%	12%

## Table A.81: Block 36 Weekend Parking Data

### Table A.82: Block 37 Weekend Parking Data

Beauty B	Boutique		2 Hour	Intervals				
5				Dura	tion			
		ber of ervals	1	2	3	4	5	6
		ber of hicles	0	0	0	0	0	1
				Accum	ulation			
	Time	Time of Day		10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
		Number of Vehicles		1	1	1	1	1
		% Full		17%	17%	17%	17%	17%
Laund	romat		2 Hour	Intervals				
6				Dura	tion			
		ber of ervals	1	2	3	4	5	6
		Number of Vehicles		3	1	0	0	1
				Accum	ulation			
	Time	of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM

			5	4	4	2	7	5
		% Full	56%	44%	44%	22%	78%	56%
Reside	ential Laun	dromat	2 Hour	Intervals				
7				Dura	tion			
			1	2	3	4	5	6
			0	3	1	1	0	2
		Vehicles     Image: Constraint of the second s						
	Time	of Day						6:00
		Number of Vehicles		AM	PM	PM	PM	PM
				5	4	3	4	4
		% Full	100%	100%	80%	60%	80%	80%
Main St	reet, Ellen	to Virgin	2 Hour	Intervals				
1				Dura	tion		5 0 4:00 PM 4 80% 5 0 4:00 PM 0	
			1	2	3	4	5	6
			0	2	1	0	0	0
				Accum	ulation			
	Time	of Day						6:00 PM
			2	3	1	1	0	0
		% Full	40%	60%	20%	20%	0%	0%

### Table A.83: Block 38 Weekend Parking Data

Museum Er	nployee		2 Hour	Intervals				
53				Dura	tion			
		nber of ervals	1	2	3	4	5	6
		nber of hicles	0	0	0	0	0	1
				Accum	ulation			
	Time	Time of Day		10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
		nber of hicles	1	1	1	1	1	1
		% Full	17%	17%	17%	17%	17%	17%
Virgin St	reet, Main	to Pine	2 Hour	Intervals				
4		Duration						
	Nun	nber of	1	2	3	4	5	6

	Inte	ervals						
		nber of hicles	3	1	0	1	0	0
		Venicles         Accumulation           Time of Day $\frac{8:00}{AM}$ $10:00$ $12:00$ $2:00$ $4:00$ Number of Vehicles         0         1         2         1         3 $Vehicles$ 0         1         2         1         3 $Vehicles$ 0         17%         33%         17%         50%           Virgin to Cora         2 Hour Intervals         1         2         3         4         5           Number of Intervals         1         2         3         4         5           Number of Vehicles         0         2         0         0         0						
	Time	of Day						6:00 PM
			0	1	2	1	3	2
		% Full	0%	17%	33%	17%	50%	33%
Main Stre	et, Virgin	to Cora	2 Hour	Intervals				
1	Duration							
			1	2	3	4	5	6
			0	2	0	0	0	0
				Accum	ulation			
	Time	Time of Day		10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
		nber of hicles	0	0	1	1	1	1
		% Full	0%	0%	7%	7%	7%	7%

#### Table A.84: Block 39 Weekend Parking Data

Pine Stree	et, Chestnut to Elm								
			Dura	tion					
2 Hours	DurationNumber of Intervals12345Number of Vehicles31000Accumulation		6						
		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

Cour	rt 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		
			Accumul	ation					
	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%

### Table A.86: Block 41 Weekend Parking Data

Bell Rea	al Estate		2 Hour	Intervals				
5				Durat	ion			
	Number	of Intervals	1	2	3	4	5	6
	Number	of Vehicles	4	1	1	1	0	0
				Accumu	lation			
	Time	e 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%
Bayle	Bayley Avenue, Pine to Mitchell			Intervals				
2				Durat	ion			
	Number	of Intervals	1	2	3	4	5	6
	Number	of Vehicles	1	0	2	0	0	1
				Accumu	lation			
	Time	Time of Day		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 C	ity Bank		2 Hour	Intervals				
5				Dura	tion			
		ber of rvals	1	2	3	4	5	6
		ber of nicles	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
		ber of nicles	0	1	2	1	0	0
		% Full	0%	4%	8%	4%	0%	0%
Rountree	Avenue, V	Vest Side	2 Hour	Intervals				

2				Dura	tion			
			1	2	3	4	5	6
			4	0	1	1	0	0
				Accum	ulation			
	Time	Number of IntervalsNumber of VehiclesTime of DayTime of DayNumber of Vehicles $\%$ Fullenue, Pine to chellNumber of IntervalsNumber of VehiclesTime of DayTime of DayTime of DayVehicles $\%$ Full $\%$ Full	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
			3	2	2	1	2	1
		% Full	20%	13%	13%	7%	13%	7%
Bayley	Avenue, I Mitchell	Pine to	2 Hour	Intervals				
4			Duration					
			1	2	3	4	5	6
			8	3	2	1	0	0
				Accum	ulation			
	Time	Time of Day		10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
			9	4	4	2	2	4
		% Full	82%	36%	36%	18%	18%	36%

### Table A.88: Block 43 Weekend Parking Data

Rountree	Avenue, East Side	2 Hour	Intervals				
4			Dura	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	8	8	3	5	1	5
			Accum	ulation			
	Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Number of Vehicles	21	16	13	12	12	14
	% Full	47%	36%	29%	27%	27%	31%
Private L	ot, South of Pine	2 Hour	Intervals				
6			Dura	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	1	0	0	0	0	0
			Accum	ulation			

	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
			Accum	ulation			
	Time of Day	8:00	10:00	12:00	2:00	4:00	6:00
		AM	AM	PM	PM	PM	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			Dura	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	37	1	1	3	0	0
			Accum	ulation			
	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%
Reside	ntial Behind Mall	2 Hour	Intervals				
6			Dura	tion			
	Number of Intervals	1	2	3	4	5	6
	Number of Vehicles	7	0	1	3	1	1
			Accum	ulation			
	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%

Rount	ree A	venue, West Side	2 Hour Intervals					
2				Durat	ion			
	Nu	mber of Intervals	1	2	3	4	5	6
	Nu	mber of Vehicles	0	0	0	0	0	0
				Accumu	lation			
		Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Nu	mber of Vehicles	0	0	0	0	0	0
		% Full	0%	0%	0%	0%	0%	0%

## Table A.90: Block 45 Weekend Parking Data

## Table A.91: Block 46 Weekend Parking Data

Rount	ree A	venue, West Side	2 Hour Intervals					
2				Durat	ion			
	Nu	mber of Intervals	1	2	3	4	5	6
	Nu	mber of Vehicles	0	0	0	0	0	0
				Accumu	lation			
		Time of Day	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM
	Nu	mber of Vehicles	0	0	0	0	0	0
		% Full	0%	0%	0%	0%	0%	0%

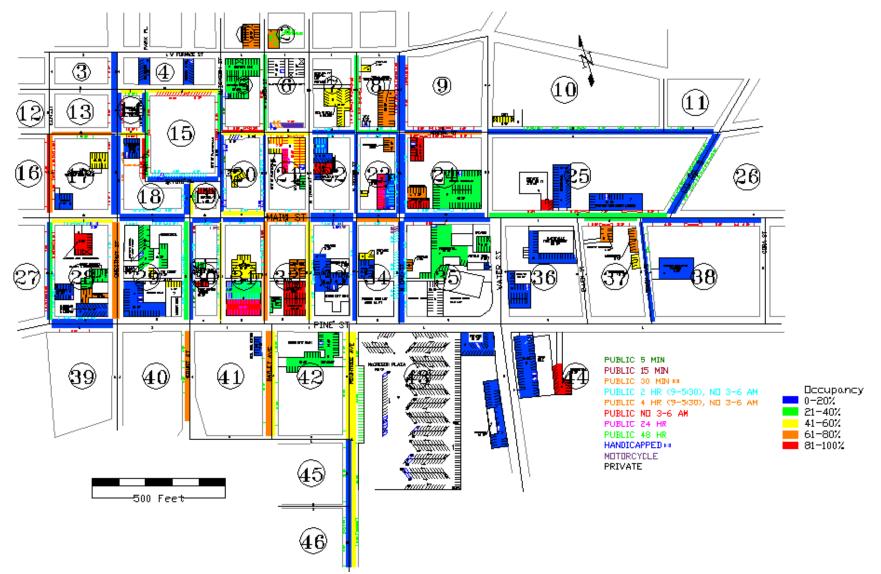


Figure A.1: 8 AM Weekday Parking Occupancy

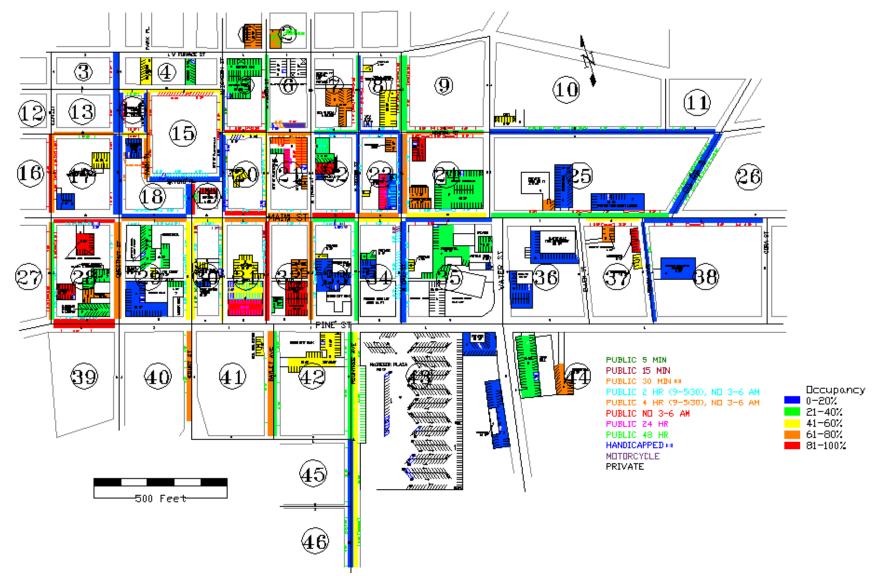


Figure A.2: 10 AM Weekday Parking Usages

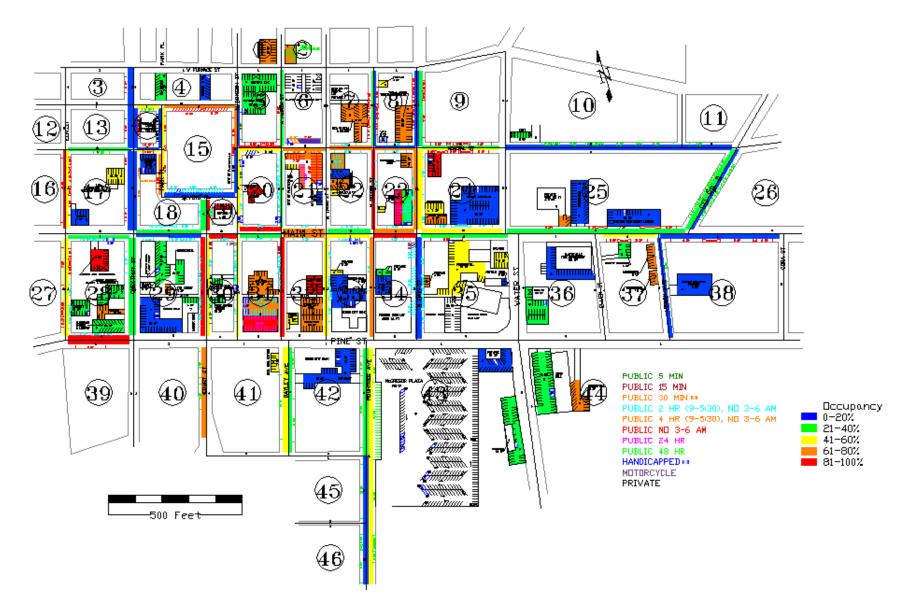


Figure A.3: 12 PM Weekday Parking Usages

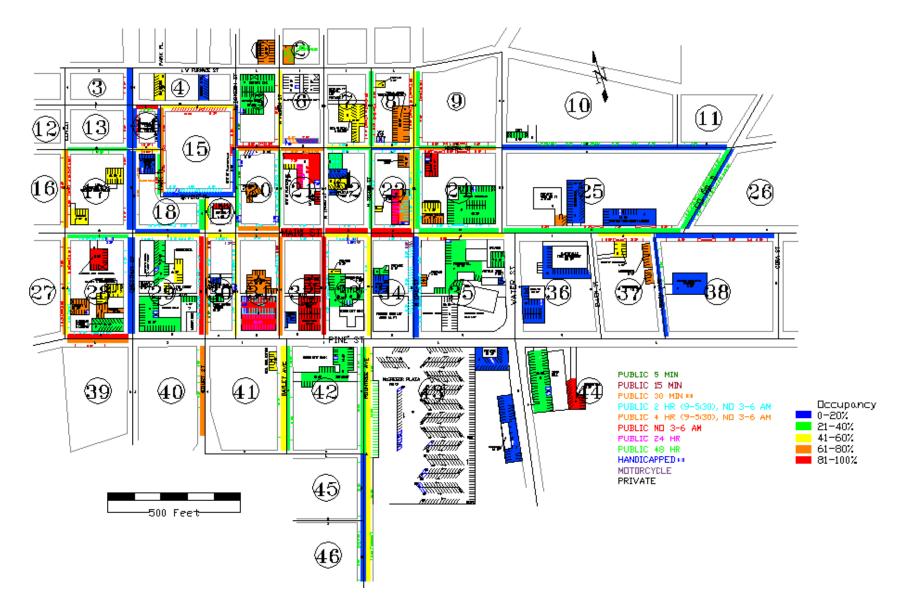


Figure A.4: 2 PM Weekday Parking Usages

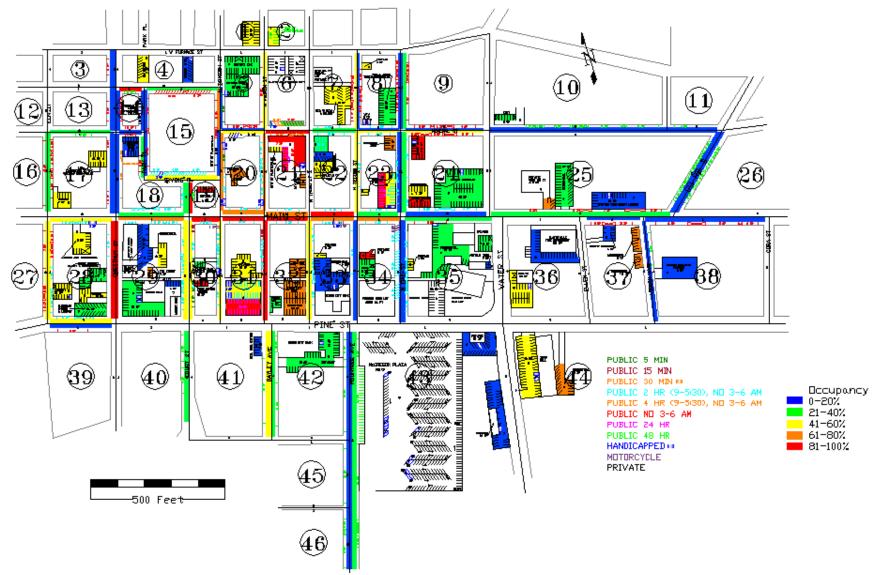


Figure A.5: 4 PM Weekday Parking Usages

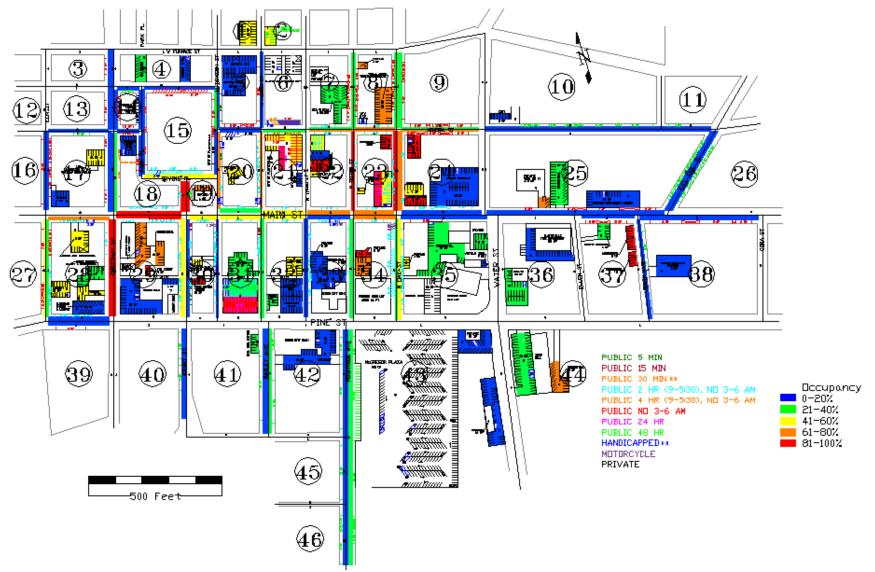


Figure A.6: 6 PM Weekday Parking Usages

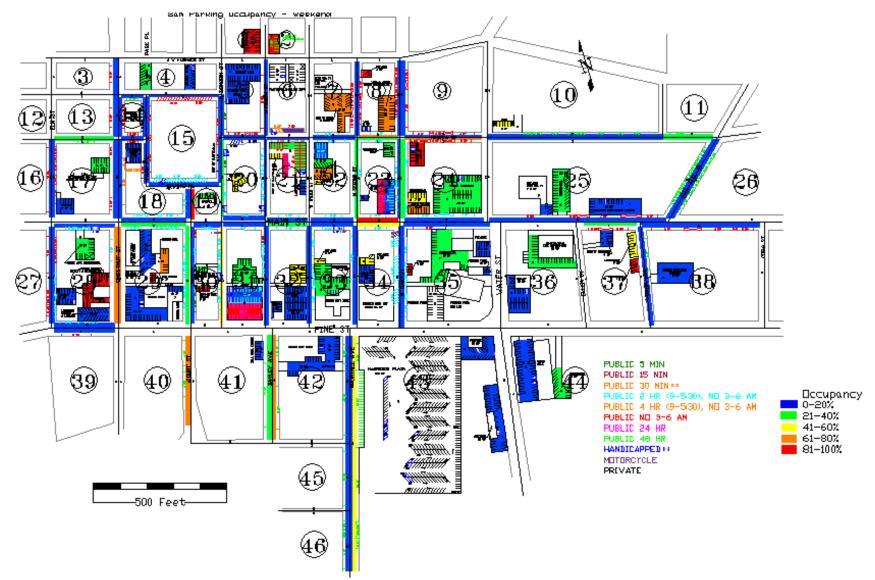


Figure A.7: 8 AM Weekend Parking Usages

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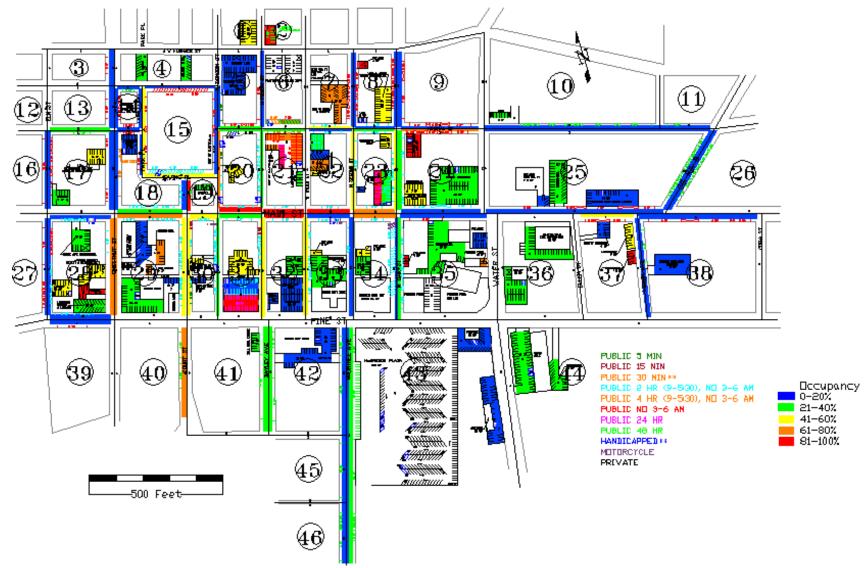


Figure A.8: 10 AM Weekend Parking Usages

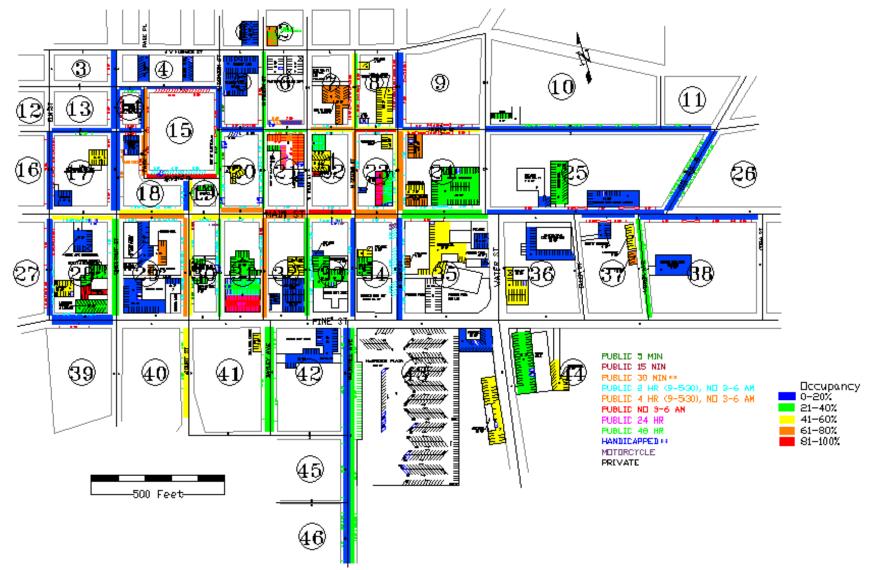


Figure A.9: 12 PM Weekend Parking Usages

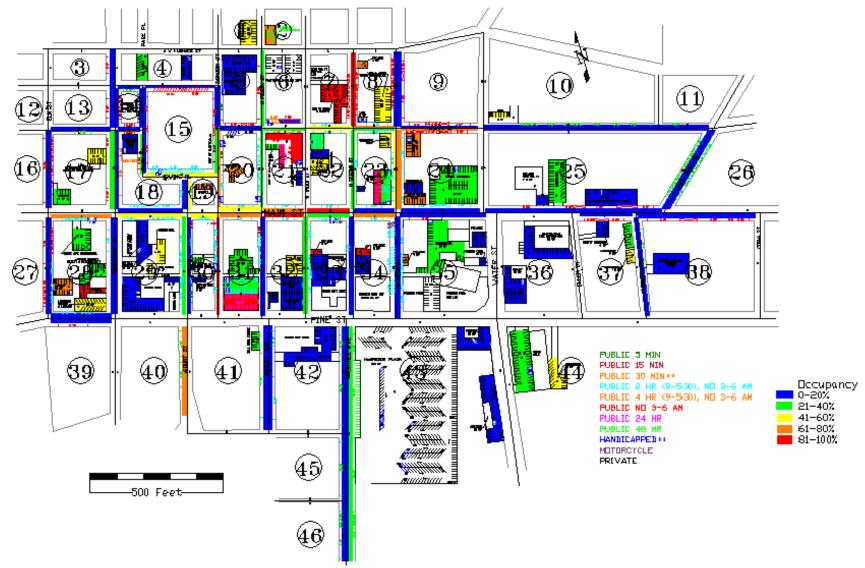


Figure A.10: 2 PM Weekend Parking Usages

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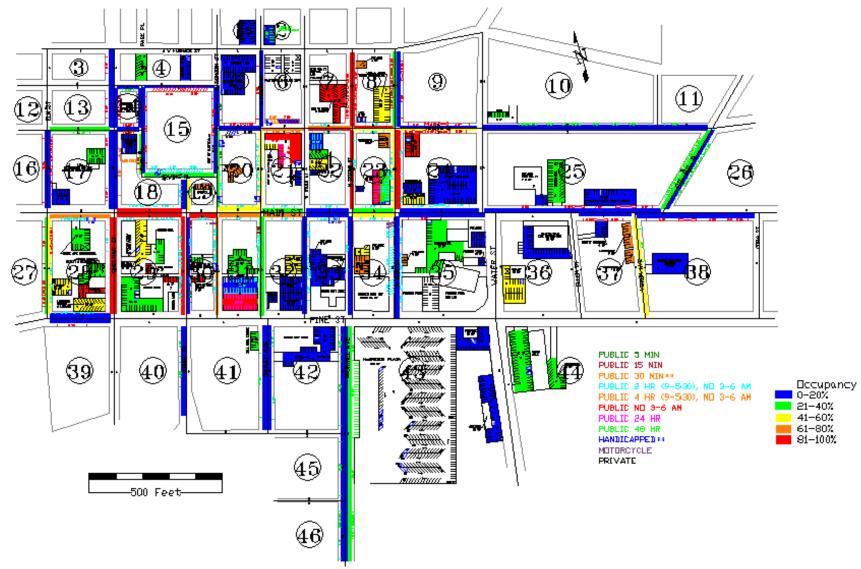


Figure A.11: 4 PM Weekend Parking Usages

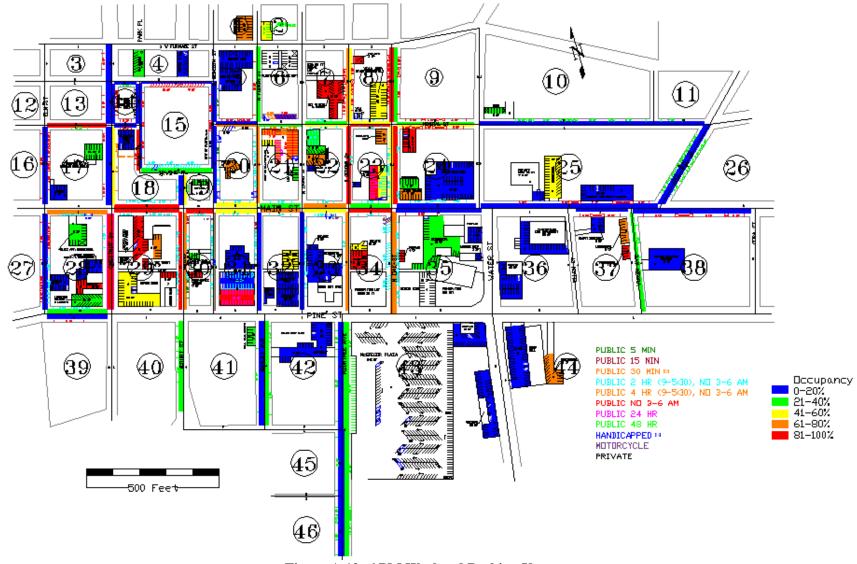


Figure A.12: 6 PM Weekend Parking Usages

		Nu	mber of Inte	rvals 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.92: McGregor Plaza Weekday Parking Distribution Data

Time of	Total Cars in	Illegally
Day	Lot	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.93: McGregor Plaza Weekday Parking Accumulation Data

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

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.97: Bike Accumulation Data

#### Table A.98: Business Owner Interview Data

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

	\$31-\$40	1	3%
	\$41-\$50		0%
	\$51+	2	6%
	Yes, Amount not known	7	19%
	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%
Suggestions to Improve	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	55%
In Favor of Fioneer Ford Lot as a Kallip?	No	5	45%
	Yes	13	27%
Matarad Darking	No	27	55%
Metered Parking	Maybe	3	6%
	No Opinion	6	12%

#### **Table A.99: Customer Interview Data**

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

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

AM			Fro	m North					Fre	om 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			Fro	m North					Fre	om 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%	
			Fro	m South					Fre	om 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			Fro	m South					Fre	om 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.100: Intersection of Pine Street and Water Street Turning Movement Counts

AM			Fro	om North					Fı	rom 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			Fro	om North					Fi	rom 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			Fro	om South					Fr	om West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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			Fro	om South					Fr	om West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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.101: Intersection of Furnace Street and Water Street Turning Movements

AM			Fro	m North					Fre	om 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	m North					Fro	om 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	m South					Fro	m West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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	m South					Fro	m West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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.102: Intersection of Main Street and Chestnut Street Turning Movements

AM			Fror	n North					Fro	om 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			Fror	n North					Fro	om 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			Fror	n South					Fro	m West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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			Fror	n South					Fro	m West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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.103: Intersection of Pine Street and Chestnut Street Turning Movements

AM			Fror	n North					Fro	om 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			Fror	n North					Fro	om 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			Fror	n South					Fro	m West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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			Fror	n South					Fro	m West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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.104: Intersection of Main Street and Water Street Turning Movements

AM			From	n North					Fre	om 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	n North					Fro	om 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	n South					Fro	m West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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	n South					Fro	m West			
	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Right	% Heavy	Thru	% Heavy	Left	% Heavy	Peak Hour
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%	

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

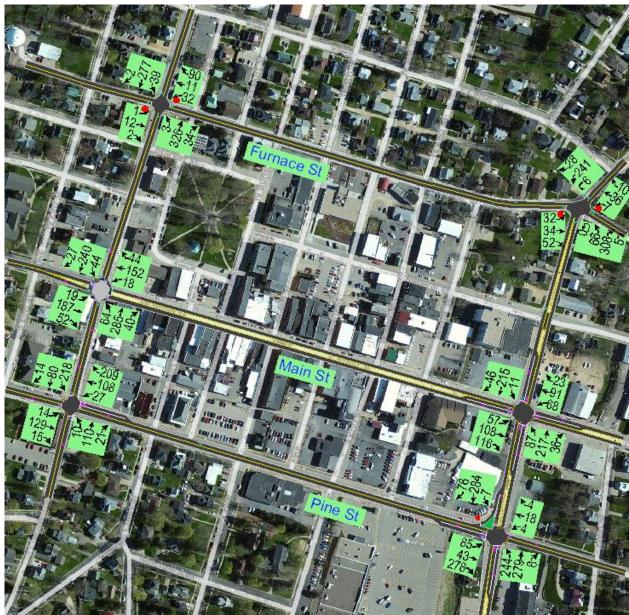


Figure A.13: Current Afternoon Peak Hour Following the Addition of a Signal at the Intersection of Main Street and Water Street

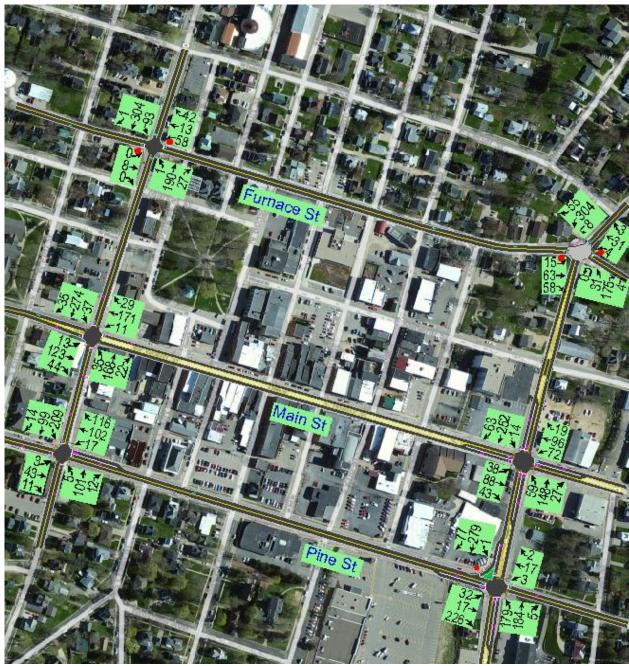


Figure A.14: 5 Year Projected Morning Peak Hour

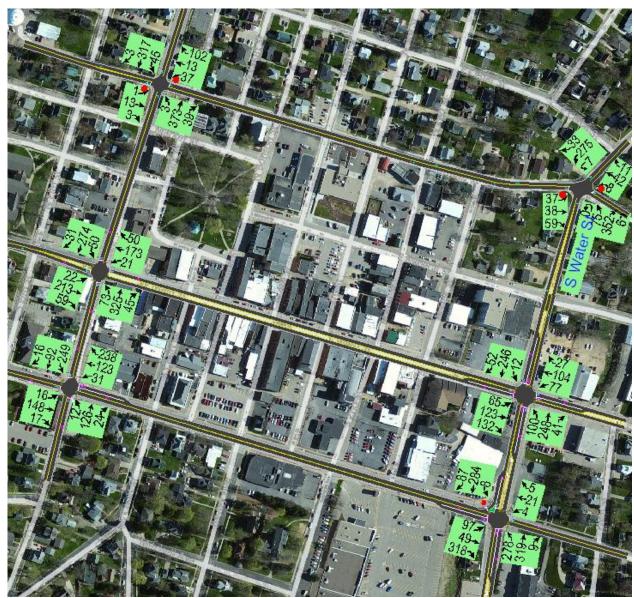


Figure A.15: 5 Year Projected Afternoon Peak Hour

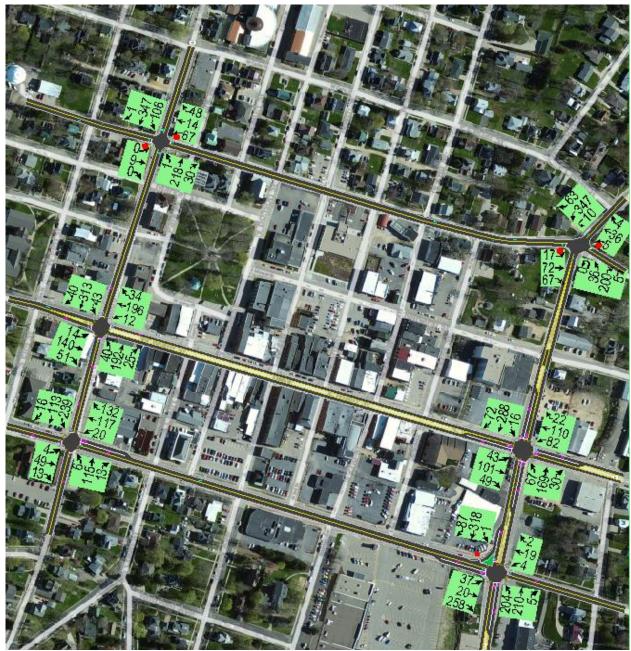


Figure A.16: 10 Year Projected Morning Peak Hour

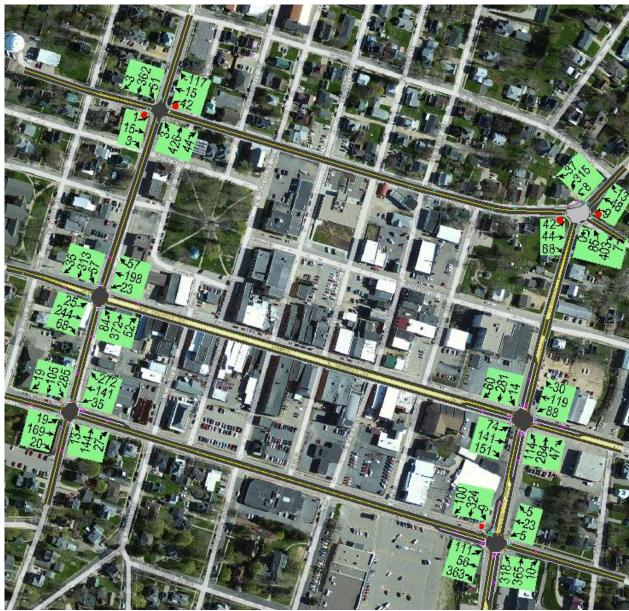


Figure A.17: 10 Year Project Afternoon Peak Hour

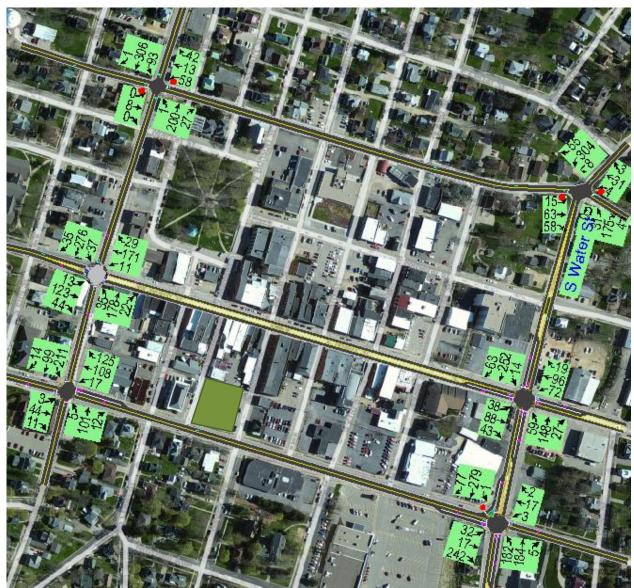


Figure A.18: 5 Year Projected Morning Peak Hour with Development Effects

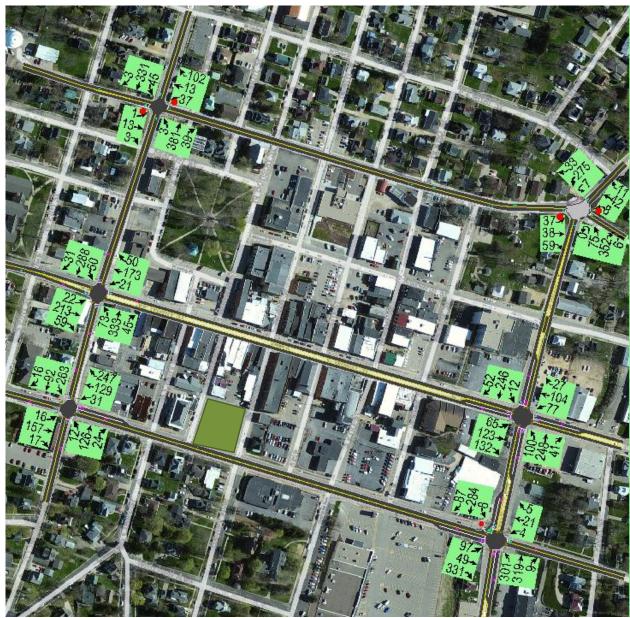


Figure A.19: 5 Year Projected Afternoon Peak Hour with Development Effects



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

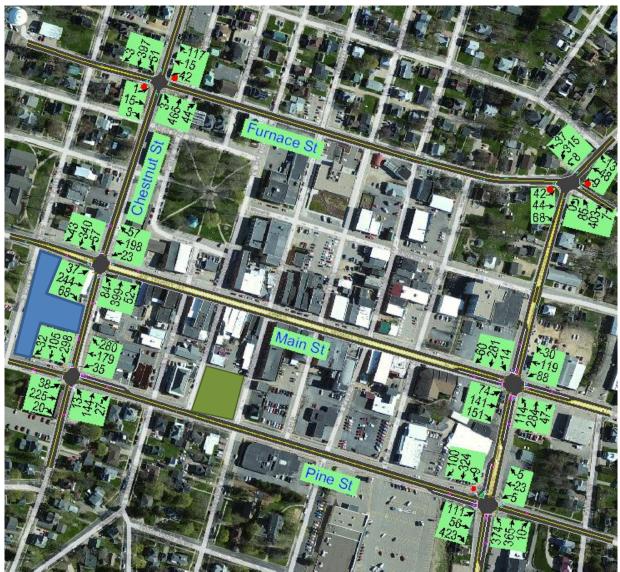


Figure A.21: 10 Year Projected Afternoon Peak Hour with Development Effects

						Present	t day						
AM			Main	Street					Wate	r Street			
	-	East Bound	l		West Bound	d		North Bou	ınd		South Boun	d	Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	n 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	Α	А	А	В	В	В	В	В	В	В	В	В	В
Approach LOS		А			А			В	·		В		
PM			Main	Street					Wate	r Street			
		East Bound	l	,	West Bound	d		North Bou	ınd		South Boun	d	Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	n 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	В	В	А	В	В	В	С	C	С	C	С	C	С
Approach LOS		В			В			С			С		
					Follow	ing signa	al instal	lation					
						AN	1						
				Main	Street				Water	Street			
		Eas	t Bound		West	t Bound		North B	ound	South	Bound	Int	tersection
		Left	Th	rough	Left	Thro	ugh	Left Tl	nrough	Left	Through		
v/c		0.15	0	.35	0.31	0.3	32	0.08	0.14	0.02	0.25		0.35
Total Del	ay	15.8	1	3.8	19	15	.6	5.1	4.5	4.8	4.9		9

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

LOS	В	В	В	В	Α	А	А	А	А
Queue Length 50th (ft)	8	19	16	21	5	12	1	25	Π
Queue Length 95th (ft)	23	48	38	48	19	38	7	67	
Approach LOS	B	-	50	B 40	1)	A		A	
Approach LOS				PM		A		<b>A</b>	
		М.:	n Street	PIM	1	XV-4	er Street		
	E ( D			( D 1	N			D 1	Tuda was adia w
	East B			t Bound		th Bound		Bound	Intersection
,	Left	Through	Left	Through	Left	Through	Left	Through	0.70
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	В	В	В	В	Α	А	А	А	А
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	В			В		А		A	
			5 у	ears from prese	ent				
				AM					
		Mai	n Street			Wate	er Street		
	East B	ound	Wes	t Bound	Nort	th 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	В	В	В	В	Α	А	А	А	А
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	В			В		А		A	
				PM	•				

		Main	n Street			Wate	er Street		
	East B	Bound	West	t Bound	Nort	h 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	В	В	В	В	Α	А	А	А	А
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	В	}		В		А		A	
								·	
			10	years from pres	ent				
				AM					
		Main	n Street			Wate	er Street		
	East B	Bound	West	t Bound	Nort	h 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	В	В	В	В	Α	А	А	A	А
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	В	3		В		А		A	
				PM				·	
		Main	n Street			Wate	er Street		
	East B	Bound	West	t Bound	Nort	h 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	В	В	С	В	Α	А	А	А	В
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	I	3		В		А		A	
						1			
		5 year	s from prese	nt with Post O	ffice De	velopment			
			~	AM	1		~		
No additional traffic			n Street				er Street		
	East H	-		t Bound		h Bound		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	В	В	В	В	А	А	А	А	А
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	Ε	3		В		А		A	
				PM					
		Maii	n Street			Wate	er Street		
	East H	Bound	Wes	t Bound	Nort	h 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	В	В	В	В	Α	А	А	А	А
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	I	3		В		А		A	

		10 y	years from p	resent with bot	h develo	opments			
				AM					
No additional traffic		Main	n Street			Wate	er Street		
	East B	ound	West	Bound	Nort	h 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	В	В	В	В	А	А	А	А	А
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	В			В		А		A	
				PM					
		Main	n Street			Wate	er Street		
	East B	ound	West	t Bound	Nort	h Bound	South	Bound	Intersection
	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	В	В	С	В	А	А	А	А	В
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	В			В		А		A	

						Presen	t day								
						AN	1								
			Furnace	e Street					Chestnu	ut Street					
		East Bound	[	,	West Bound	1	1	North Boun	d	5	South Boun	d	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	-	С	-	С	С	С	А	А	Α	А	А	А	А		
Queue Length 95th (ft)	-	2	-	23	23	23	0	0	0	5	5	5			
Approach LOS		C C													
						PN	1								
	PM     Furnace Street   Chestnut Street														
		East Bound	l	Y	West Bound	1	1	North Boun	d	S	South Boun	d	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	С	С	C	С	А	А	Α	Α	А	А	А		
Queue Length 95th (ft)	4	4	4	31	31	31	0	0	0	3	3	3			
Approach LOS		С			С			-			-				
					Fol	lowing	signal in	stallation							
						No Ch	ange								
						5 years	from pr	resent							

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

						AN	1						
			Furnace	e Street					Chestnu	it Street			
		East Bound	l		West Bound	1	1	North Boun	d	S	South Boun	d	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	С	А	А	А	А	A	А	А
Queue Length 95th (ft)	-	2	-	33	33	33	0	0	0	6	6	6	
Approach LOS		С			С			-			-		
	PM												
			Furnace	e Street					Chestnu	it Street			
		East Bound	l		West Bound	ł	1	North Boun	d	S	South Boun	d	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	С	C	С	С	C	С	А	А	Α	А	А	А	А
Queue Length 95th (ft)	5	5	5	45	45	45	0	0	0	3	3	3	
Approach LOS		С			С			-			-		
					10 y	ears fro	m prese	nt					
	1					AN	1						
			Furnace							it Street			
		East Bound			West Bound			North Bound			South Boun		Intersection
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	

	1		1	1	1	1	1		1				
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	С	С	Α	А	Α	А	А	Α	А
Queue Length 95th (ft)	-	3	-	50	50	50	0	0	0	7	7	7	
Approach LOS		С			С			-			-		
						PN	1						
			Furnace	e Street					Chestnu	it Street			
		East Bound	1	, v	West Bound	đ	1	North Boun	d	S	South Boun	d	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	С	С	С	D	D	D	Α	А	А	А	А	А	А
Queue Length 95th (ft)	7	7	7	72	72	72	0	0	0	4	4	4	
Approach LOS		С			D			-			-	•	
				5 ye	ears from p	resent w	ith Post	Office Dev	elopmer	nt			
						AN	1						
			Furnace	e Street					Chestnu	it Street			
		East Bound	1	N N	West Bound	d	1	North Boun	d	S	South Boun	d	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	-	С	-	С	С	С	А	А	А	А	А	А	А
Queue Length	-	2	-	34	34	34	0	0	0	6	6	6	

95th (ft)													
Approach LOS		С			С	<u> </u>		_			-	<u> </u>	
						PN	I						
			Furnace	e Street					Chestnu	it Street			
	-	East Bound	l	,	West Bound	d	١	North Boun	d	S	South Boun	d	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	С	С	C	C	А	А	А	А	А	Α	А
Queue Length 95th (ft)	5	5	5	47	47	47	0	0	0	3	3	3	
Approach LOS		С			С			-			-		
				1	10 years fro	m preser		ooth develop	pments				
			Furnace	e Street					Chestnu	it Street			
	-	East Bound	l		West Bound	b	N	North Boun	d	S	South Bound	d	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	-	С	-	D	D	D	А	A	A	А	A	А	А
Queue Length 95th (ft)	-	3	-	61	61	61	0	0	0	8	8	8	
		С			D								

LOS													
						PM	1						
			Furnac	e Street					Chestnu	ut Street			
		East Bound	l		West Bound	d	1	North Boun	d	S	South Boun	d	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					D	D	A	A	A	A	A	A	А
Queue Length 95th (ft)	8	8	8	87	87	87	0	0	0	4	4	4	
Approach LOS		С			D			-			-		

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

					Pre	sent day	7							
	AM													
	Furnace Street Water Street													
		East Bound	d		West Boun	d	]	North Bour	ıd		South Bour	nd	Intersection	
	Left Through Right Left Through Right Left Through Right Left Through Right 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	В	В	В	В	В	В	Α	А	А	А	А	Α	А	
Queue Length 95th (ft)         25         25         7         7         7         2         2         2         0         0         0														
Approach LOS		В			В			-			-			

						PM							
			Furnac	e Stree	t				Water	Street			
		East Bound	ł		West Boun	d	]	North Bour	nd		South Bour	nd	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	С	С	С	С	C	С	Α	А	А	Α	А	А	А
Queue Length 95th (ft)	35	35	35	16	16	16	4	4	4	0	0	0	
Approach LOS		С			С			-			-		
				]	Following s			on					
						No Ch	ange						
					5 ve	ears fror	n prese	nt					
						AM	r						[
			Furnac	r						Street			
		East Bound			West Boun			North Bour			South Bour	-	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	С	С	С	С	С	С	Α	А	Α	Α	А	Α	А
Queue Length 95th (ft)	34	34	34	9	9	9	2	2	2	0	0	0	
Approach LOS		С			С			-			-		
						PM							
			Furnac	e Stree	t				Water	Street			
		East Bound	t		West Boun	d	]	North Bour	nd		South Bour	nd	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	С	С	С	С	С	С	А	А	А	А	А	Α	А
Queue Length 95th (ft)	55	55	55	23	23	23	5	5	5	0	0	0	
Approach LOS		C C -					-						
					10 y	ears fro	m prese	ent					
						AM							
		Furnace Street Water Street											
		East Bound	d		West Boun	d	]	North Bour	nd		South Bour	nd	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	С	С	С	С	С	С	А	А	А	А	А	Α	А
Queue Length 95th (ft)	50	50	50	14	14	14	3	3	3	1	1	1	
Approach LOS		С			С			-			-		
						PM							
			Furnac	e Stree	t				Water	Street			
		East Bound	d		West Boun	d	]	North Bour	nd		South Bour	nd	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	Е	Е	Е	D	D	D	Α	А	А	А	А	А	А
Queue Length 95th (ft)	96	96	96	36	36	36	6	6	6	1	1	1	
Approach LOS		Е			D			-			-		
			5	Veare	from preser	nt with I	Post Of	fice Develo	nment				
			3	years	nom preser	11 WIUI I	USI UI		pinent				

						AM							
			Furnac	e Stree	t				Water	Street			
		East Bound	1		West Boun	d	]	North Bour	ıd		South Bour	nd	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	С	С	С	С	С	С	А	А	А	А	А	А	А
Queue Length 95th (ft)	34	34	34	9	9	9	2	2	2	0	0	0	
Approach LOS		С			С			-			-		
PM													
	Furnace Street Water Street												
		East Bound	l		West Boun	d	]	North Bour	ıd		South Bour	nd	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	С	С	С	С	С	С	А	А	А	А	А	А	А
Queue Length 95th (ft)	55	55	55	23	23	23	5	5	5	0	0	0	
Approach LOS		С			С			-			-		
				10 ye	ars from pr	esent wi	th both	n developm	ents				
						AM							
			Furnac	e Street	t				Water	Street			
		East Bound	ł		West Boun	d	]	North Bour	ıd		South Bour	nd	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	С	С	С	С	С	С	А	А	А	А	А	Α	А

Queue Length 95th (ft)	50	50	50	14	14	14	3	3	3	1	1	1	
Approach LOS		С			С			-			-		
PM													
		Furnace Street							Water	Street			
		East Bound	b		West Boun	d	]	North Bour	ıd		South Bour	nd	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	Е	Е	Е	D	D	D	Α	А	А	Α	А	А	А
Queue Length 95th (ft)	96	96	96	36	36	36	6	6	6	1	1	1	
Approach LOS		Е			D			-			-		

			Present D	ay				
			AM	-				
		Pine Str	reet		Water	r Street		
	East Bo	ound	West Bound	Nort	h Bound	South B	ound	Intersection
	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	В	Α	В	Α	А	В	Α	А
Queue Length 50th (ft)	12	0	5	19	22	59	0	
Queue Length 95th (ft)	34	44	19	39	44	118	21	
Approach LOS	А		В		А	В		
			PM					
		Pine Sta	reet		Water	r Street		
	East Bo	ound	West Bound	Nort	h Bound	South B	ound	Intersection
	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	С	Α	В	Α	А	В	Α	В
Queue Length 50th (ft)	40	0	6	32	42	77	0	
Queue Length 95th (ft)	73	45	20	79	99	146	23	
Approach LOS	В		В		А	В		
		Fol	lowing signal i	nstalla	tion			
	[		AM	1				
		Pine St				r Street		
	East Bo		West Bound		h Bound	South B	1	Intersection
	Through	Right	Through	Left	Through	Through	Right	
v/c	0.14	0.42	0.05	0.25		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	В	A	В	A	A	В	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	Α		В		А			
	r		PM	1				
	Pine Street					r Street		
		East Bound We		North Bound				Intersection
	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

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

LOS	C	٨	D	٨	•	D	•	D
Queue Length 50th (ft)	C 40	A 0	В 6	A 32	A 42	B 77	A 0	В
_	73	45	20	52 79	42 99	146	23	
Queue Length 95th (ft)		43		19			25	
Approach LOS	В		В		A	В		
			5 6					
			5 years from p	resent				
		<b>D</b> ' <b>C</b> (	AM	[	<b>XX</b> 7 (	<u> </u>		
		Pine St	1			r Street	1	<b>T</b>
	East Bo		West Bound		th Bound	South B		Intersection
,	Through	Right	Through	Left	Through	Through	Right	0.14
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	В	A	В	A	A	В	A	А
Queue Length 50th (ft)	14	0	6	22	26	70	0	
Queue Length 95th (ft)	37	46	20	46	52	139	23	
Approach LOS	Α	A B A B						
			PM	r				
		Pine St	reet		Wate	r Street		
	East Bo	ound	West Bound	Nort	th Bound	South B	ound	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	С	А	В	Α	А	В	А	В
Queue Length 50th (ft)	46	0	7	37	50	80	0	
Queue Length 95th (ft)	83	48	22	90	115	147	25	
Approach LOS	В		В		А	В		
			10 years from	present	-			
			AM					
		Pine St	reet		Wate	r Street		
	East Bo	ound	West Bound	Nort	th Bound	South B	ound	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	В	А	В	А	А	В	А	А
Queue Length 50th (ft)	17	0	7	26	30	84	0	
Queue Length 95th (ft)	40	47	21	57	64	161	25	
Approach LOS	А		В		А	В	1	
**			PM	1		1		1
		Pine St		Water Street				
					.,	~~~~		

	East Bo	ound	West Bound	Nort	th Bound	South B	ound	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	С	Α	В	В	А	В	Α	В	
Queue Length 50th (ft)	52	0	8	46	62	96	0		
Queue Length 95th (ft)	93	51	23	131	134	170	26		
Approach LOS	В		В		В	В			
	5 years	from p	resent with Pos	t Offic	e Developn	nent			
		_	AM		_				
		Pine St	reet		Water	r Street			
	East Bo	East Bound W		Nort	th Bound	South B	ound	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	В	А	В	Α	А	В	А	В	
Queue Length 50th (ft)	12	0	5	30	33	76	0		
Queue Length 95th (ft)	36	34	16	59	64	137	23		
Approach LOS	А		В		А	В			
PM									
		Pine St	reet		Water	r Street			
	East Bo	ound	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	С	А	В	Α	Α	В	А	В	
Queue Length 50th (ft)	45	0	7	41	50	82	0		
Queue Length 95th (ft)	83	48	22	99	115	147	25		
Approach LOS	В	1	В		А	В			
	10 y	ears fro	m present with	both d	evelopment	ts			
			AM						
		Pine St				r Street			
	East Bo	1	West Bound		th Bound	South B		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	В	
Queue Length 50th (ft)	17	0	7	36	30	87	0		

Queue Length 95th (ft)	39	50	21	82	68	161	25		
Approach LOS	А		В	А		В			
PM									
		Pine Str	reet		Water				
	East Bound		West Bound	Nort	h 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	С	А	В	С	А	С	А	В	
Queue Length 50th (ft)	51	1	8	64	65	96	0		
Queue Length 95th (ft)	93	56	23	211	134	170	26		
Approach LOS	В		В		В	В			

		Pres	ent day							
		1	AM							
	Pir	ne Street		Chestnu	ıt Street					
	East Bound	West B	ound	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	С	С	А	А	А	А				
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										
	Pir	Pine Street Chestnut Street								
	East Bound	West B	ound	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	С	С	А	А	А	В				
Queue Length 50th (ft)	60	53	0	15	42					
Queue Length 95th (ft)	102	92	47	41	108					
Approach LOS	С	В		А	А					
	Following signal installation									
No Change										

		5 yea	ars from	present							
		1	AM								
	Pir	ne Street		Chestnu	ut Street						
	East Bound	West B	ound	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	С	С	А	А	А	В					
Queue Length 50th (ft)	17	46	0	12	44						
Queue Length 95th (ft)	43	86	37	32	99						
Approach LOS	С	C		А	А						
		]	PM								
Pine Street Chestnut Street											
	East Bound	ast 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	С	С	А	А	А	В					
Queue Length 50th (ft)	69	61	0	18	55						
Queue Length 95th (ft)	113	102	48	49	141						
Approach LOS	С	В		А	А						
		10 ye	ars fron	n present							
		1	AM								
	Pir	ne Street		Chestnu	ut Street						
	East Bound	West B	ound	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	В	С	А	А	А	В					
Queue Length 50th (ft)	20	54	0	14	53						
Queue Length 95th (ft)	47	95	39	38	129						
Approach LOS	В	В		А	А						
PM											
	Pine Street Chestnut Street										
	East Bound	West B	ound	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	С	С	А	А	В	В		
Queue Length 50th (ft)	80	69	0	23	75	D		
Queue Length 95th (ft)	130	114	51	57	185			
Approach LOS	C	C	51	A	B			
Approach LOS	C	C		Α	В			
	5 years fr	_		ost Office Devel	opment			
	<b>D</b> :		AM					
		e Street			it Street	<b>.</b> .		
	East Bound         West Bound         North Bound         South Bound           Through         Through         Dight         Through         Through				Intersection			
	Through	Through	Right	Through	Through	0.50		
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	С	D	B	A	A	В		
Queue Length 50th (ft)	26	73	0	14	47			
Queue Length 95th (ft)	60	124	48	33	101			
Approach LOS	С	C		A	А			
		]	PM	1				
Pine Street Chestnut Street								
	East Bound	West B	ound	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	С	С	Α	А	А	В		
Queue Length 50th (ft)	72	63	0	19	60			
Queue Length 95th (ft)	119	105	49	49	151			
Approach LOS	С	В		А	А			
	10 yea	rs from pre	sent wit	h both developr	nents			
		1	AM					
	Pir	ne Street		Chestnu	it Street			
	East Bound	West B	ound	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	С	С	А	А	А	В		
Queue Length 50th (ft)	48	84	0	17	68			
Queue Length 95th (ft)	87	135	38	44	161			
Approach LOS	С	В		А	A			
**		]	PM	l	l	1		
	Pir	e Street		Chestnu	ıt Street			

	East Bound	West B	ound	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	С	С	А	А	В	В
Queue Length 50th (ft)	108	80	0	28	98	
Queue Length 95th (ft)	182	140	52	57	204	
Approach LOS	D	В		А	А	

## 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	В	С	А	А	В	
Queue Length 50th (ft)	39	54	22	36		
Queue Length 95th (ft)	76	96	57	89		
Approach LOS	В	С	А	А		
		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	С	В	А	А	В	
Queue Length 50th (ft)	74	58	59	44		
Queue Length 95th (ft)	118	96	147	112		
Approach LOS	С	В	А	А		
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	В	С	A	A	В	
Queue Length 50th (ft)	39	54	22	36		
Queue Length 95th (ft)	76	96	57	89		
Approach LOS	В	С	А	А		
		PM				
	Main	Street	Chestnu	ut 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	С	В	А	А	В	
Queue Length 50th (ft)	74	58	59	44		
Queue Length 95th (ft)	118	96	147	112		
Approach LOS	С	В	А	А		
5 years from present AM						
	Main		Chestru	it Street		
	Main Street East Bound West Bound		Chestnut Street North Bound South Bound		Intersection	
	Through	Through	Through	Through	Intersection	
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 7.0	B	
Queue Length 50th (ft)	45	62	30	50	В	
Queue Length 95th (ft)	79	105	78	122		
	B	C				
	Main	PM	Chaster	t Street		
	East Bound	Street	North Bound	It Street	Internetion	
		West Bound		South Bound	Intersection	
	Through	Through	Through	Through	0.65	
V/C	0.65	0.54	0.5	0.4	0.65	
Total Delay	22.2 C		10.2 P	8.9	14.1 P	
LOS		B	B	A 57	В	
Queue Length 50th (ft)	85	66	190	57		
Queue Length 95th (ft)	130	106	189 B	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	В	С	А	А	В		
Queue Length 50th (ft)	50	71	37	64			
Queue Length 95th (ft)	86	116	96	155			
Approach LOS	В	С	А	Α			
		PM	I				
	Main	Street	Chestnu	ut 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	С	С	В	В	В		
Queue Length 50th (ft)	97	78	108	75			
Queue Length 95th (ft)	150	129	301	174			
Approach LOS	С	С	В	В			
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	В	С	А	А	В		
Queue Length 50th (ft)	45	62	31	50			
Queue Length 95th (ft)	78	102	84	127			
Approach LOS	В	С	А	А			
PM							
	Main	Street	Chestnu				
	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	С	В	В	А	В		
Queue Length 50th (ft)	85	66	80	60			
Queue Length 95th (ft)	130	106	194	147			
Approach LOS	С	В	В	А			

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	В	С	А	А	В	
Queue Length 50th (ft)	56	71	44	76		
Queue Length 95th (ft)	93	116	109	181		
Approach LOS	В	С	А	А		
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	С	С	В	В	В	
Queue Length 50th (ft)	100	76	123	88		
Queue Length 95th (ft)	158	129	327	196		
Approach LOS	С	С	В	В		