

Bell Road Corridor Parking Study

FINAL

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Prepared for:
City of Scottsdale



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INTRODUCTION

PROJECT PURPOSE

A Bell Road Corridor Market Feasibility Report was completed prepared by Gruen Gruen + Associates for the City of Scottsdale in May of 2015. This report recommended a parking study to:

- Assess large event parking needs
- Assess existing and potential adjacent property (non-event) parking needs
- Determine parking and shuttle supply alternatives to accommodate event parking demand
- Determine parking and shuttle supply alternatives to accommodate adjacent property parking demand

The report stated, “The Barrett-Jackson Collection Car Auction held in January each year at WestWorld is estimated to require 14,000 parking spaces. The Waste Management Phoenix Open which occurs at the beginning of February at TPC Scottsdale estimates the need for 25,000 parking spaces.

Commercial office buildings were developed with 3 to 1,000 square feet parking ratios, which are now requiring ratios approaching 7 to 1,000 square feet.”

The Market Feasibility Report identified the possibility to purchase an approximately 9.4-acre vacant Arizona State Land Department parcel that exists approximately 760 feet east of 94th Street and south of Bell Road. This parcel is currently utilized for event parking, and functions as a secondary entrance to WestWorld. This property provides flexibility to accommodate dynamic access and parking needs for large, concurrent events.

The Market Feasibility Report recommended funding sources beyond City subsidy be identified. This might include parking fee revenue dedicated to leasing land or building parking structures. Parking facilities developed for large events could be utilized on non-event days for private business parking needs on a leased or per car fee basis.

The objective of this Bell Road Corridor Parking Study is to determine current and future parking demand, alternatives for addressing projected needs, and to provide recommendations for future parking needs. Options for improving the operations of current and future parking resources and event shuttles will be provided.

STUDY AREA

The study area, identical to the study area of the Bell Road Corridor Market Feasibility Report, is bounded by Frank Lloyd Wright Boulevard and the Central Arizona Project (C.A.P. Canal) on the south, Scottsdale Road on the west, and Thompson Peak Parkway on both the east and north. This area equates to approximately 8.25 square miles. The TPC of Scottsdale golf course is located along the north side of Frank Lloyd Wright and the C.A.P. Canal, east of Scottsdale Road and west of the Loop 101. Westworld of Scottsdale is located north of the C.A.P. Canal, east of the Loop 101 and South of Bell Road. The study area is displayed in Figure 1.

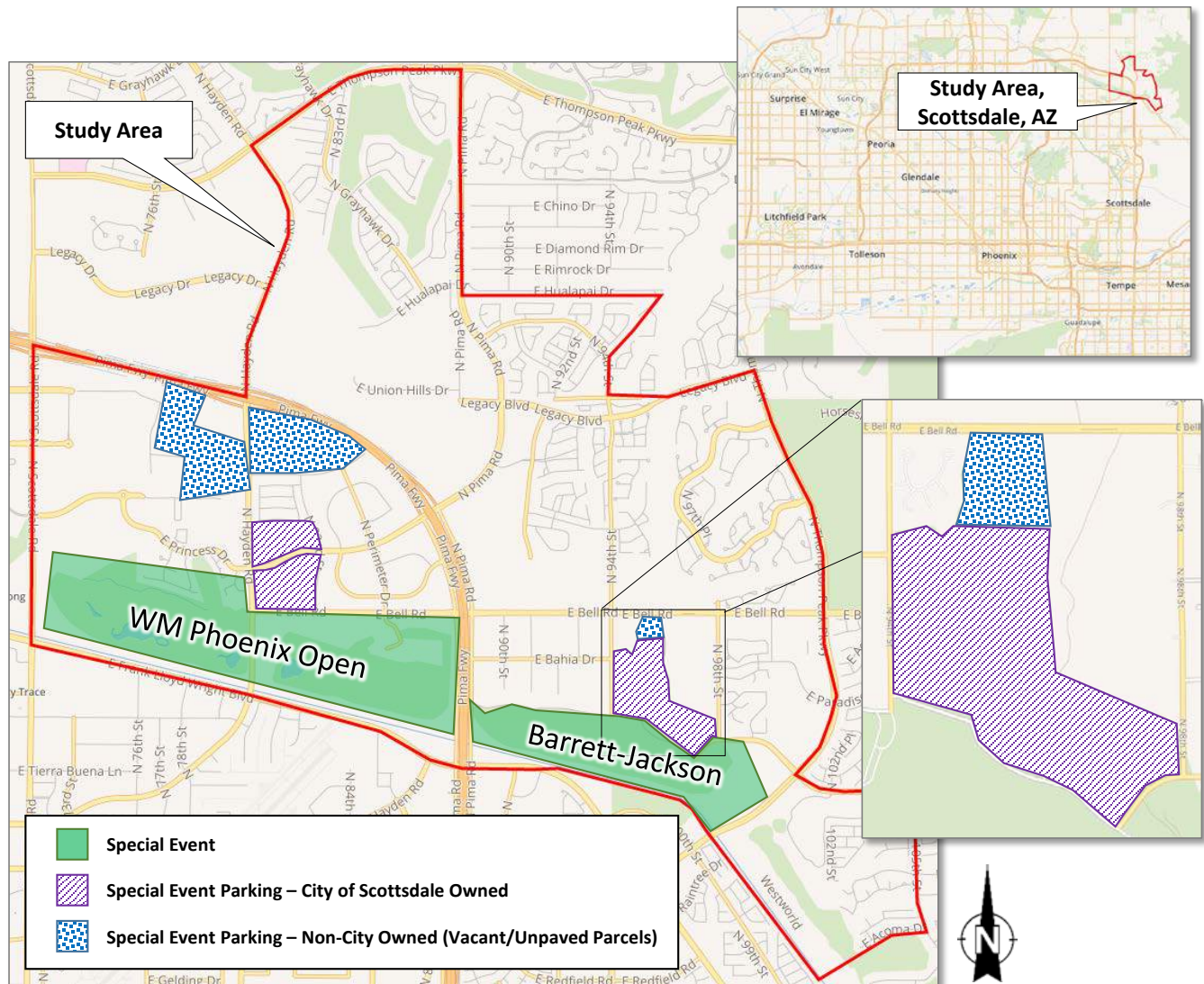


Figure 1 – Study Area

The two special events, the Waste Management Phoenix Open and the Barrett-Jackson Collection Car Auction, are shown in Figure 1 in green. The designated special event related parking areas are shown in blue and purple. The blue dotted lots are owned by the Arizona State Land Department (ASLD) and the purple cross-hatched lots are owned by the City of Scottsdale. All event related parking areas shown in Figure 1 consist of unpaved dirt lots, with the exception of the City-owned lots directly north of the WM Phoenix Open event area. These event parking areas are grass soccer fields during non-event operation, but are repurposed for parking during special events.

A substantial portion of the parking is private and use is restricted. This includes the many commercial office, light industrial, retail, and medical office parks. Many of the privately-owned office parks are within close proximity to the special events and the associated event parking lots. Residential and resort parking were not considered as part of this study.

BACKGROUND OF MAJOR SPECIAL EVENTS

The Waste Management (WM) Phoenix Open and the Barrett-Jackson Auction are annual events held in North Scottsdale, near Arizona State Route (Loop) 101 and Hayden Road. The Phoenix Open was moved from Phoenix to Scottsdale in 1986. Several reasons for the move included the limitations that the Open had in the original downtown Phoenix location. Traffic, parking, and the golf course could not provide capacity for the growing crowds. The Stadium Course at the TPC was designed for the specific purpose of supporting a more enjoyable and interactive event for fans. The WM Phoenix Open is held at the Tournament Players Club (TPC) of Scottsdale, and spans eight days in the beginning of February. In 2016, the WM Phoenix Open recorded 618,365 attendees throughout the week, with the largest daily attendance occurring on Saturday (201,003 attendees).

The Barrett-Jackson Auction has been held at Westworld of Scottsdale since 1971, and spans nine days in the month of January. The vast area available at Westworld allowed event organizers to grow their events without limitations of parking and traffic mobility. The Westworld upgrades have further enhanced the experience for Barrett-Jackson, the participants, and the general public that attends the event. In 2016, the Barrett-Jackson Auction recorded approximately 350,000 attendees during the event. The high attendance at these special events requires significant parking capacity in the surrounding area.

During both events in 2016, general parking associated with the events was available in nearby sports fields and vacant parcels. The study area of the parking evaluation will include the associated event lots, as well as adjacent (non-event) properties to understand how large events affect the surrounding area parking.

EXISTING LAND USE

The study area includes the Tournament Players Club (TPC) of Scottsdale and Westworld of Scottsdale's Equestrian Events Center and Special Events Facility. The areas north of both of these premier facilities include light industrial (I1 PCD), commercial business park and hotel/time share, (C2, C3 PCD), residential in environmentally sensitive land (R-5 ESL), and large vacant segments of State and City Land holdings. South of the study area, there are retail and residential communities in addition to the Scottsdale Airport.

For approximately nine months of the year, the study area functions as intended, as commercial, light industrial, some retail, and residential use. However, four months of the year, beginning in January the area plays host to several special events. These events impact the entire roadway circulation, capacity and parking requirements.

The events included are:

- The Barrett-Jackson Collector Car Auction
- The Arizona Sun Country Quarter Horse Show
- The Waste Management Phoenix Open Golf Tournament
- The Scottsdale Arabian Horse Show
- The Parada Del Sol Rodeo
- The Goodguys National Hot Rod Show
- A collection of other car shows, equestrian events, home improvement and craft shows

These events draw crowds that range from a few hundred at the equestrian events, to well over 500,000 at the Waste Management Open. The organizers of these special events and City of Scottsdale staff have spent countless hours planning on how to move hundreds of thousands of people to and from the events without incident. The two events that draw the largest crowds are Barrett-Jackson Classic Car Auction and the Waste Management Phoenix Open. Over the years, the City has upgraded and added new facilities to Westworld including the Tony Nelssen Equestrian Center (over 120,000 square feet) and the North Hall and South Hall (154,000 square feet) for additional climate controlled event space. A large polo field on the west end of the Westworld site is used for parking during the special events. Parking areas have expanded to handle the traffic generated by these temporary

events. A majority of the dirt parking areas have been treated with recycled asphalt, and water trucks consistently wet these areas to mitigate dust for all the events as part of normal operations. The once empty and undeveloped lot on the northeast corner of Hayden-Greenway and Bell Roads is now a world class soccer park with public restroom facilities and full lighting. This park was designed to take on a new function during these events as the primary parking area and shuttle bus facility.

The event organizers have remained the same for several years, which has provided continuity in the event planning efforts between the organizers, the city and the surrounding residential/business inhabitants. Most of the events moved to this area prior to the influx of business and residential construction. The Phoenix Open was moved from Phoenix to Scottsdale in 1986. The Thunderbirds have maintained the same parking consultant for 29 years, which adds to the continuity and success of the current parking efforts. That parking consultant was also responsible for the Barrett-Jackson Collector Car Auction until 11 years ago. Since then, a different parking consultant has been responsible for the Auction.

ASSESSMENT OF CURRENT PARKING CONDITIONS

Data collection for the parking study included an analysis of current special event parking management strategies, assessment of shuttle operation, field reviews, and parking occupancy using pneumatic tubes, video technology, and aerial imagery.

CURRENT SPECIAL EVENT PARKING MANAGEMENT STRATEGIES

Special event traffic is distributed onto alternate routes with the use of pre-event publicity, changeable message boards, and road closures. Shuttle buses carry large passenger loads from off-site parking areas to the events.



Figure 2: Changeable Message Sign used at the Barrett-Jackson Car Auction, Greenway Hayden Loop Northbound Approaching Frank Lloyd Wright

Traffic and parking was initially controlled and managed by the Scottsdale Police Department for all the events. The first year of the Phoenix Open required more than 50 uniformed officers to physically control traffic at signalized intersections, and other areas in and around the event. This personnel requirement was slowly eliminated with the development of the Scottsdale Traffic Management Center (TMC) where traffic monitoring, signal timing, and traffic control can be handled remotely. Ten years later, several Police Department officers were trained to manage traffic from Scottsdale's TMC. The added expertise of the Police personnel in the TMC brought a better understanding of traffic control, but at a larger scale. Incident response times were greatly reduced and crashes were removed from the roadways faster through the use of CCTV cameras at the TMC and the communication between the TMC and the responding public safety officials. Today, only a few roving officers are assigned to the events to handle minor traffic incidents and congestion issues, outside of the event grounds.

For the past 10 years, the use of ADOT's AZ511 public information system enhances the parking experience for the events. Scottsdale staff has remote access to the system to update drivers in real-time, with traffic back-ups, incidents, and general parking directions. The general message plays first when dialing 511, and subsequent messages can replace the general message if something occurs that would significantly delay traffic, over and above normal delays.

PARKING ASSIGNMENTS DURING SPECIAL EVENTS

BARRETT-JACKSON AUCTION

Parking options for the Barrett-Jackson Auction included general public parking, designated (pass only) parking, ADA parking areas, RV and valet parking areas. Shuttles were available to and from the public parking areas west of Pima Road from 8:00 AM to the close of the auction each day. Lots #1, 2, 3, 4, 5, and 6 required parking passes and were not accessible to the general attendee. The parking maps created by Barrett-Jackson event organizers are provided in *Figure 3* and *Figure 4*.

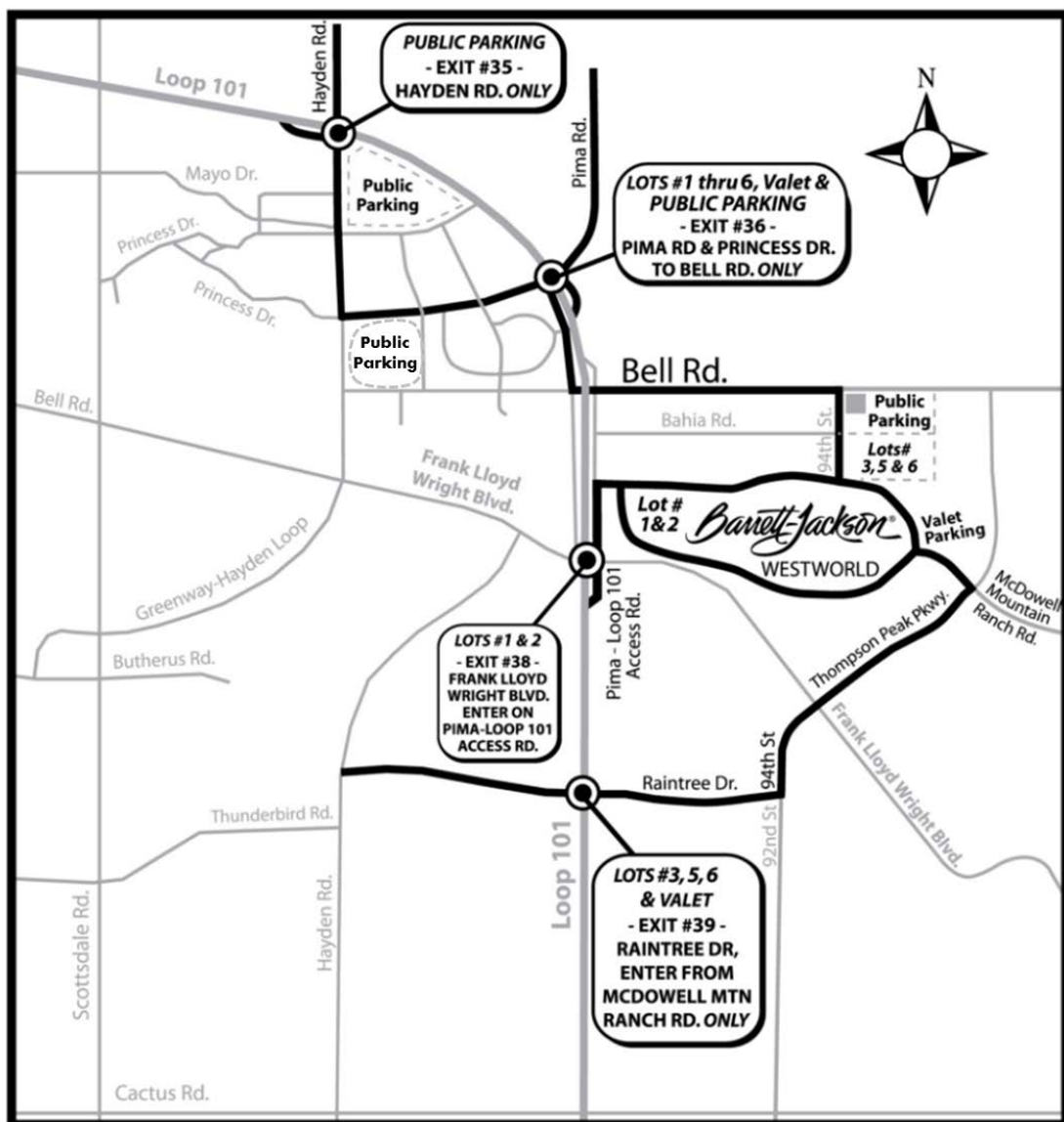


Figure 3: Barrett-Jackson Event Parking Map, for Public Distribution

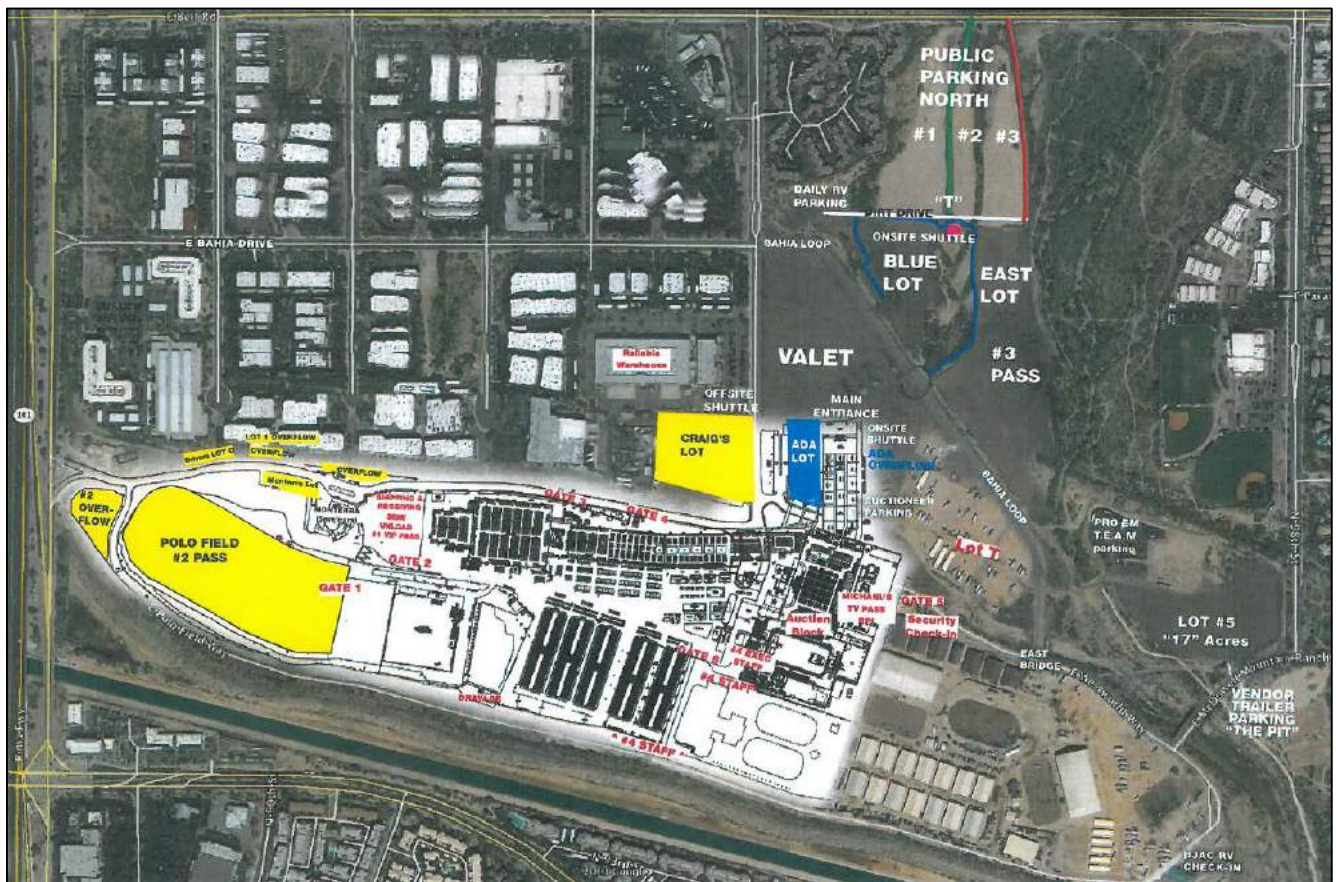


Figure 4: Barrett-Jackson Parking Map, for Event Organizers

WASTE MANAGEMENT PHOENIX OPEN

Parking options for the WM Phoenix Open included general public parking, designated (pass only) parking, ADA parking areas, as well as Uber and taxi holding lots. Shuttles were available to and from the public parking areas from 7:00 AM and 6:00 PM each day, with later operation available Wednesday-Sunday. Lots #3-9 required parking passes and were not accessible to the general public. Several city streets near the epicenter of the event are closed or restricted to specific passes. This allows shuttle buses and event traffic to flow more freely. The parking map created by event organizers is shown in *Figure 5*.



Figure 5: Waste Management Phoenix Open Event Parking Map

ASSESSMENT OF TRANSIT AND SHUTTLE OPERATIONS

Both events utilize shuttle buses to bring event attendees from their vehicles to the front doors of the events. Not only are the shuttles effective, but they reduce the conflicts between pedestrians and vehicles, and all other forms of transportation connected with the events.

Bus circulation has been changed over the years to not only make the shuttle routes effective and fast, but they also avoid many of the surface streets that are used by typical commuters and event traffic. Many of the riders of the shuttles have reported that parking in areas away from the events have proven to be more convenient, with less hassle and stress. They also mentioned that ingress and egress from these outlying parking areas are less congested than other parking lots located closer to the events.



Figure 6: Shuttle Buses Transporting Attendees from General Parking to Event Gate

Buses have become very popular as a means to get to these events. Many private citizens and businesses have chartered private vehicles, while tavern/restaurants, university clubs, and hotels use their owned or chartered shuttle buses to offer rides to and from their establishments. This further improves how people get to the events. However, it also creates other issues. These large vehicles are not part of the event planning process, and are not typically included in the route determinations or drop-off point discussions. They are currently offered on-street parking on roadway lanes that are closed as part of the special event traffic management.

Bicycle traffic to the events has increased, particularly for the Waste Management Open. The demographics of the area lends to more healthy alternatives to attending these events, not to mention the simplicity and ease of access. Of all the modal alternatives, bicycles provide the fastest way to the front gates from general parking “Lot H Hayden”. There are ample areas to lock up bikes, and provide the simplest way to exit the events. Enhancing the pedestrian and bicycle ingress/egress is something that should be explored in more detail by the event organizers.

ANALYSIS PARKING LOTS

The study area consisted of 28 specified lots, which included office parks, retail, sports fields, and vacant land. Figure 7 shows a map of the study area with the specified lots. In the figure, the red boundary represents the study area, the gold polygons represent the parking lots, and the green stars indicate the location of the access points (e.g., the location of the data collection devices).

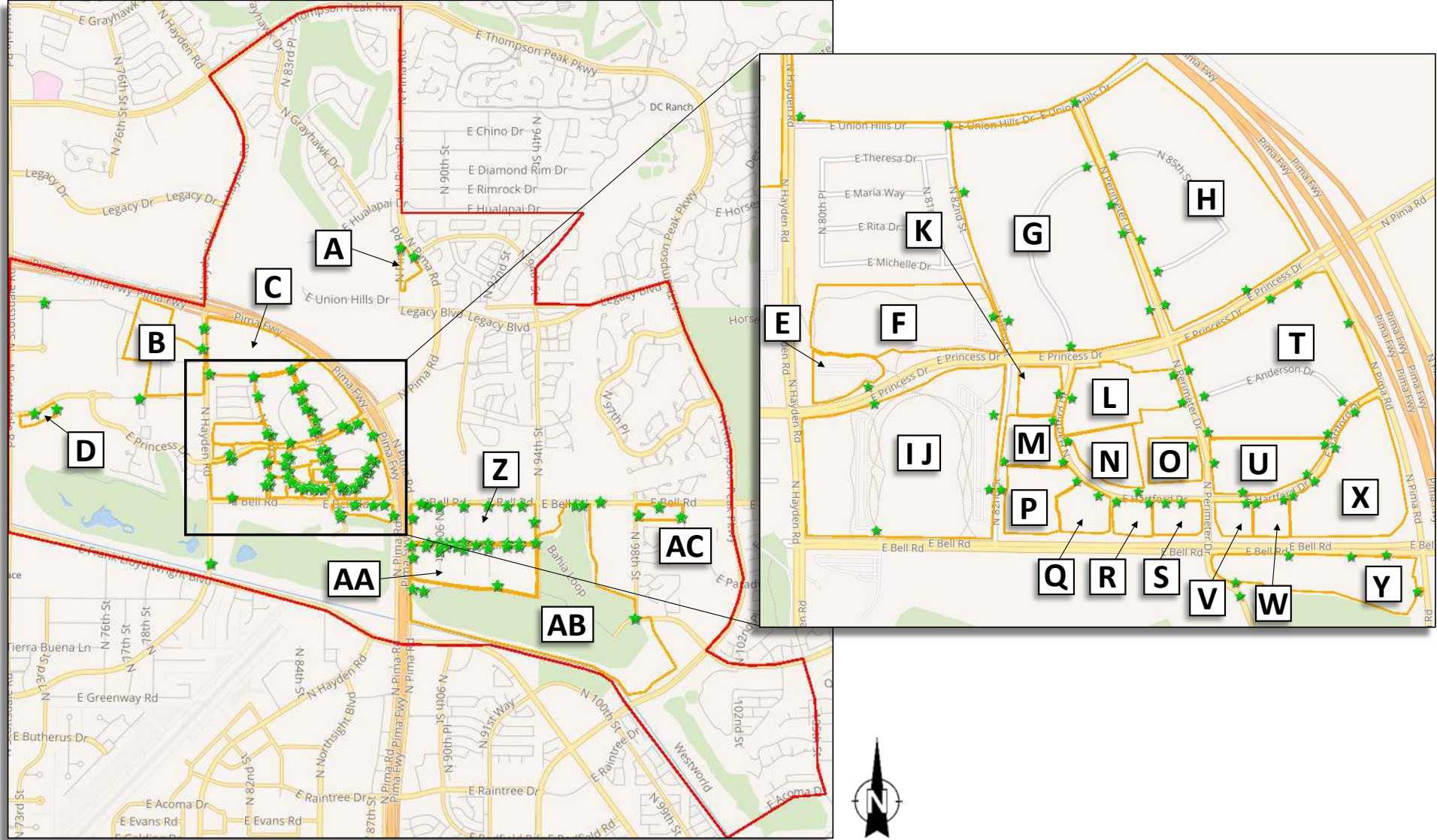


Figure 7: Analysis Parking Lots within the Study Area

CURRENT PARKING SUPPLY

An assessment of existing parking supply was conducted by reviewing aerial imagery of each lot. The following types of parking were included in the count: uncovered spaces, covered stall spaces, and accessible parking spaces. Motorcycle parking was not observed within the study area. Parking garages or underground parking were identified in Lot P, lot U, and Lot X. The parking structure in Lot U included roof surface spaces, which allowed for the rest of the two-floor garage to be estimated using the aerial imagery. Lot P and Lot X consist of covered underground parking structures; therefore, a site visit was needed to determine the total parking capacity. Further details on each lot, including the office park name, land uses, lot area, building count, building Gross Floor Area (GFA), number of driveways, and existing parking supply are listed in Table 1.

Table 1: Parking Lot Summary

Lot Name	Office Park Name*	Land Uses	Total Lot Area (SQ FT)	Number of Buildings	Gross Floor Area (SQ FT)	Number of Driveways / Access Points
A	La Curvata	Office (General), Retail	383,300	5	172,263	2
B	-	Vacant Land (ASLD)	3,475,600	0	-	4
C	-	Vacant Land (ASLD)	3,026,300	0	-	3
D	Scottsdale Office Center	Office (General)	325,000	3	117,141	2
E	-	Park	154,200	0	-	1
F	-	Park	794,700	0	-	1
G	Princess & Perimeter I & II	Office (General), Manufacturing and Industrial, Warehouse, Veterinary Services	2,162,600	9	393,680	9
H	Turnstone Office Park / Perimeter Center I & II Princess Drive	Office (General), Travel Accommodations	2,003,000	8	316,436	5
IJ	-	Park	1,831,700	0	-	4
K	-	Office (General)	120,000	1	25,365	1
L	Sonoran Corporate Center	Office (General), Hospital	398,300	7	88,268	3
M	-	Manufacturing and Industrial	166,600	2	45,332	3
N	-	Manufacturing and Industrial	195,700	1	66,200	2
O	-	Office (General)	154,900	1	43,831	1
P	Perimeter Parkview Corporate Center	Office (General)	253,500	3	158,264	2
Q	-	Vacant Land, Commercial	144,000	0	-	1
R	-	Office (General)	90,300	1	21,000	2
S	-	Office (General)	107,100	1	33,200	2
T	Princess Medical Center	Office (General and Medical/Dental), Manufacturing and Industrial	1,461,100	10	359,353	7
U	-	Office (General)	344,300	2	153,974	4
V	-	Office (General)	77,100	1	22,996	1
W	-	Office (General)	88,700	1	28,160	2
X	Perimeter Gateway I - V	Office (General)	663,800	5	372,691	4
Y	Desert Fairways	Office (General)	517,200	11	130,949	4
Z	Bell 101 / McDowell Mountain Business Park	Manufacturing and Industrial, Warehouse, Office (General)	3,454,800	41	537,981	17
AA	Bahia Corporate Center / Center at McDowell Mountain	Manufacturing and Industrial, Office (General), Warehouse, Church, High School	3,855,000	35	791,647	10
AB	-	Agricultural, Vacant Land	14,354,000	0	-	5
AC	Aquila McDowell Mountain	Office (General)	535,300	18	115,200	3

*Note: Office park names consistent with "Market Reconnaissance and Strategic Policy Recommendations for the Bell Road Corridor"

LAND USE ANALYSIS AND PARKING REQUIREMENTS

The land use was determined by the Maricopa County Assessor's Map, which includes parcel information, building square footage, and a land use designation. Additional property research was conducted for several parcels to supplement the data on the Maricopa County Assessor's Map.

PARKING STANDARDS AND GENERATORS

Sources of parking supply and potential demand includes the ITE Parking Generation Manual (4th Edition) and the City of Scottsdale Code of Ordinances (Appendix B – Basic Zoning Ordinance, Article IX. – Parking and Loading Requirements). These standards provide a minimum requirement for the quantity of parking spaces needed for a particular land use, based on the type and frequency of generated trips. A summary of parking requirements based on related land uses from the City of Scottsdale Code of Ordinances is shown in Table 2.

Table 2: Parking Requirements, City of Scottsdale Code of Ordinances

Land Use	Parking Requirement
Churches and Places of Worship	A. With fixed seating. One (1) space per four seats in main sanctuary, or auditorium, and c below; or
	B. Without fixed seating. One (1) space for every thirty (30) square feet of gross floor area in the main sanctuary and c below.
	C. One (1) space per each three hundred (300) square feet gross floor area of classrooms and other meeting areas.
Elementary Schools	One (1) parking space for each classroom plus one (1) parking space for each two hundred (200) square feet of gross floor area in office areas.
High Schools	One (1) parking space for each employee plus one (1) space for every six (6) students, based on projected maximum enrollment.
Hospitals	One and one half (1.5) parking spaces for each one (1) bed.
Manufacturing and Industrial Uses	One (1) parking space for each five hundred (500) square feet of gross floor area.
Mixed Use Commercial Centers	One (1) space per three hundred (300) square feet of gross floor area.
Offices (Government, medical/dental, and clinics)	One (1) space per two hundred fifty (250) square feet of gross floor area.
Offices (all other)	One (1) space per three hundred (300) square feet gross floor area.
Park	Three (3) parking spaces for each acre of park area.
Retail	One (1) space per two hundred fifty (250) square feet of gross floor area.
Travel Accommodations (Hotel)	One (1.25) parking spaces for each one (1) guest room or dwelling unit.
Veterinary Services	One (1) space per three hundred (300) square feet gross floor area.
Warehouses	One (1) parking space for each eight hundred (800) square feet of gross floor area

The ITE Parking Generation Manual (4th Edition) was used to supplement the City of Scottsdale Code of Ordinances, in areas where additional parking standards were needed. Table 3 documents the supplementary land use parking requirements from the ITE Parking Generation Manual.

Table 3: Supplementary Parking Requirements, ITE Parking Generation Manual, 4th Edition

Land Use (ITE Code)	Parking Requirement
Hospital (610)	One (1) parking space per four hundred (400) square feet of gross floor area
Church (560)	Eight (8.37) parking spaces per one thousand (1,000) square feet of gross floor area

CALCULATION OF PARKING REQUIREMENTS

The parking requirement generated by each lot was calculated to evaluate the adequacy of the existing parking supply. The parking lots were further subdivided to identify the land use of each building. The parking requirement was determined for each building using the Gross Floor Area (GFA) of the building (or land acreage for parks) and the land use parking requirements described in the previous section. The parking demand generated by the buildings were combined to determine the total parking requirement of each lot. An example of this process is shown in Table 4. The colors in the table are used to distinguish between multiple land uses within a certain lot. Additional parking requirement calculations of the other lots are provided in Appendix H.

Table 4: Parking Requirement Calculation by Land Use, Lot G Example

Lot Name	Building #	Building Addresses	City of Scottsdale Land Use Code	Gross Floor Area (SQ FT)	Parking Standards	Calculated Parking Requirement (# of Spaces)	
					1 Parking Space Required Per:	Per Building	Total (Per Lot)
G	1	8300 E Pacesetter Way	Manufacturing and Industrial	61,099	500 SQ FT	123	1171
	2	17470 Pacesetter Way	Office (General)	19,857	300 SQ FT	67	
	3	17770 Pacesetter Way	Office (General)	15,938	300 SQ FT	54	
	4	17700 Pacesetter Way	Office (General)	11,685	300 SQ FT	39	
	5	17550 Perimeter Drive	Office (General)	91,072	300 SQ FT	304	
	6	17600 Perimeter Drive	Office (General)	128,500	300 SQ FT	429	
	7	17785 Pacesetter Way	Office (General)	20,005	300 SQ FT	67	
	8	17800 Perimeter Drive	Warehouse	30,948	800 SQ FT	39	
	9	17477 N 82nd Street	Veterinary Services	14,576	300 SQ FT	49	

PARKING ADEQUACY

The parking requirement calculations were compared with the existing parking supply of each lot to determine the parking adequacy. A summary of the results are shown in Table 5, which includes the total parking requirement of each lot after the building land uses have been individually analyzed. Parking is considered adequate if the existing supply meets or exceeds the parking requirements.

According to information provided in the Market Feasibility Study, vacancy rates of the Bell Road Corridor study area were 15.7%.

Table 5: Parking Adequacy Summary

Lot Name	City of Scottsdale Land Use Code	Gross Floor Area (SQ FT)	Land Acreage (For Parks Only)	Calculated Parking Requirement (# of Spaces)	Existing Parking Supply (# of Spaces)	Adequate Parking?
A	Office (General), Retail	172,263	-	625	505	No
B	N/A (Vacant Land)	-	-	-	-	N/A
C	N/A (Vacant Land)	-	-	-	-	N/A
D	Office (General)	117,141	-	392	410	Yes
E	Park	-	5.3	6	136	Yes
F	Park	-	22.0	22	64	Yes
G	Office (General), Manufacturing and Industrial, Warehouse, Veterinary Services	393,680	-	1171	1432	Yes
H	Office (General), Travel Accommodations	316,436	-	938	1349	Yes
IJ	Park	-	42.5	43	399	Yes
K	Office (General)	25,365	-	85	85	Yes
L	Office (General), Hospital	88,268	-	266	419	Yes
M	Manufacturing and Industrial	45,332	-	91	147	Yes
N	Manufacturing and Industrial	66,200	-	133	226	Yes
O	Office (General)	43,831	-	147	167	Yes
P	Office (General)	158,264	-	528	545	Yes
Q	N/A (Vacant Land)	-	-	-	-	N/A
R	Office (General)	21,000	-	70	85	Yes
S	Office (General)	33,200	-	111	116	Yes
T	Office (General and Medical/Dental), Manufacturing and Industrial	359,353	-	1040	1356	Yes
U	Office (General)	153,974	-	514	593	Yes
V	Office (General)	22,996	-	77	87	Yes
W	Office (General)	28,160	-	94	116	Yes
X	Office (General)	372,691	-	1244	1226	No
Y	Office (General)	130,949	-	438	596	Yes
Z	Manufacturing and Industrial, Warehouse, Office (General)	537,981	-	1204	2582	Yes
AA	Manufacturing and Industrial, Office, Warehouse, Church, High School	791,647	-	2099	3072	Yes
AB	N/A (Vacant Land)	-	-	-	-	N/A
AC	Office (General)	115,200	-	384	381	No
Yes	The existing parking supply <u>meets or exceeds</u> the calculated parking requirement					
No	The existing parking supply <u>does not meet</u> the calculated parking requirement, but it is within 2% of the requirement					
No	The existing parking supply <u>does not meet</u> the calculated parking requirement					

The majority of parking lots have an existing parking supply that either meets or exceeds the calculated parking requirements. Three lots, however, did not meet the parking requirement. Based on the City of Scottsdale Code of Ordinances, 1244 spaces are required in Lot X while only 1226 exist. In Lot AC, 384 are required but only 381 exist. These cases are within 2% of the requirement, and therefore are considered to be adequate. This small margin could be attributed to the interpretation of building square footage or variation in manual counts. Lot A was the only lot that resulted in inadequate parking based on the land use analysis. Based on the Maricopa County Assessor's Map, two buildings within Lot A are designated for office use, and the other three buildings are designated for retail. The parking requirement, based on land use and GFA, was calculated to be 625 spaces, while there are only approximately 505 existing parking spaces. Based on this approach, the parking is inadequate. Two of the retail buildings in Lot A, however, are currently being used as a place of worship. An analysis and calculation of shared parking requirements (Office and Retail, Office and Church) are provided in Appendix I. The shared parking analyses did not resolve the discrepancy between the existing parking supply and the parking requirement. Further evaluation of the parking conditions within Lot A is recommended.

CURRENT PARKING DEMAND

Field data collection to determine the current parking demand in the study area was performed by Traffic Research and Analysis (TRA). Pneumatic tubes and Miovision video technology were used to count ingress and egress vehicles of major office park and special event lots within the study area on the following days:

- Barrett Jackson Weekday – Thursday, January 28, 2016
- Barrett Jackson Weekend – Saturday, January 30, 2016
- Phoenix Open Weekday – Thursday, February 4, 2016
- Phoenix Open Weekend – Saturday, February 6, 2016
- Non-Event Weekday – Thursday, February 25, 2016
- Non-Event Weekend – Saturday, February 27, 2016

AeroTech Mapping, Inc., a subconsultant, obtained aerial photographs of the events to allow for a spatial analysis of parking utilization. The photos were captured during an active period of a weekday during the Barrett-Jackson Auction and on the peak day, Saturday, of the Phoenix Open. On both days, images were captured at approximately 2:00 pm to capture the peak period. The aerial images were obtained to gain a spatial understanding of high parking occupancy locations, and to support the data collected by pneumatic tubes and Miovision technology. A summary of the data collection efforts are provided in Table 6.

Table 6: Field Data Collection Summary

Data Collection Event Name	Event Dates	Parking Data Collection (Pneumatic Tubes & Miovision)				Aerial Flight Imagery	
		Weekday		Saturday			
Barrett-Jackson Auction	Saturday, 1/23/16 - Sunday, 1/31/16	Thursday	1/28/16	Saturday	1/30/16	Thursday	1/28/16
Waste Management Phoenix Open	Monday, 2/1/16 - Monday, 2/8/16	Friday	2/4/16	Sunday	2/6/16	Saturday	2/6/16
Non-Event Operation	N/A	Saturday	2/25/16	Monday	2/27/16	N/A	

The Miovision video cameras and pneumatic tubes were temporarily deployed and removed for each of the three data collection periods. A total of 10 Miovision video cameras and 110 pneumatic tubes were deployed during each data collection effort. They were installed at each driveway, or access point, of each lot.

The six individual days of 24-hour ingress and egress counts at each driveway were analyzed to determine the parking inventory and occupancy of each lot during the data collection periods. To explain the analysis process, Lot C is described in this section to provide an example of the data collected for an individual lot. Lot C is a parcel of vacant land located directly south of Loop 101 (Pima Freeway) and is bordered by Hayden Road to the west and Mayo Boulevard to the south. During the WM Phoenix Open, Lot C was designated for Free General Admission parking. Lot C includes the following WM Phoenix Opening parking areas: "Lot 8" and "Lot 9" (lot names used in the WM Phoenix Open parking map). There were three access points to the site, one at the corner of Hayden Road and Mayo Boulevard, one at Mayo Boulevard and Perimeter Street, and one at Mayo Boulevard and 82nd Street. The ingress and egress movements of the three driveways are totaled and summarized in 30-minute intervals. Figure 8 shows the vehicle occupancy of Lot C during the Saturday of the WM Phoenix Open. The data collection was successful if the lot reached a reasonable level of equilibrium by the end of the day (i.e., balanced ingress and egress). During the Saturday of the WM Phoenix Open, Lot C had a maximum of 3027 vehicles on site, which occurred at 1:00 PM. The lot reached a reasonable level of equilibrium by the end of the day, with an imbalance

of only 2% of the total parking capacity. The plot within shows greater ingress during the morning and greater egress during the afternoon and evening. The time period with the most frequent arrivals was between 10:00 AM and 10:30 AM, with 396 arriving vehicles. The time period with the most frequent departures was between 4:30 PM and 5:00 PM, with 543 leaving vehicles. Parking occupancy data sheets for each day of data collection is provided in Appendix A through F.

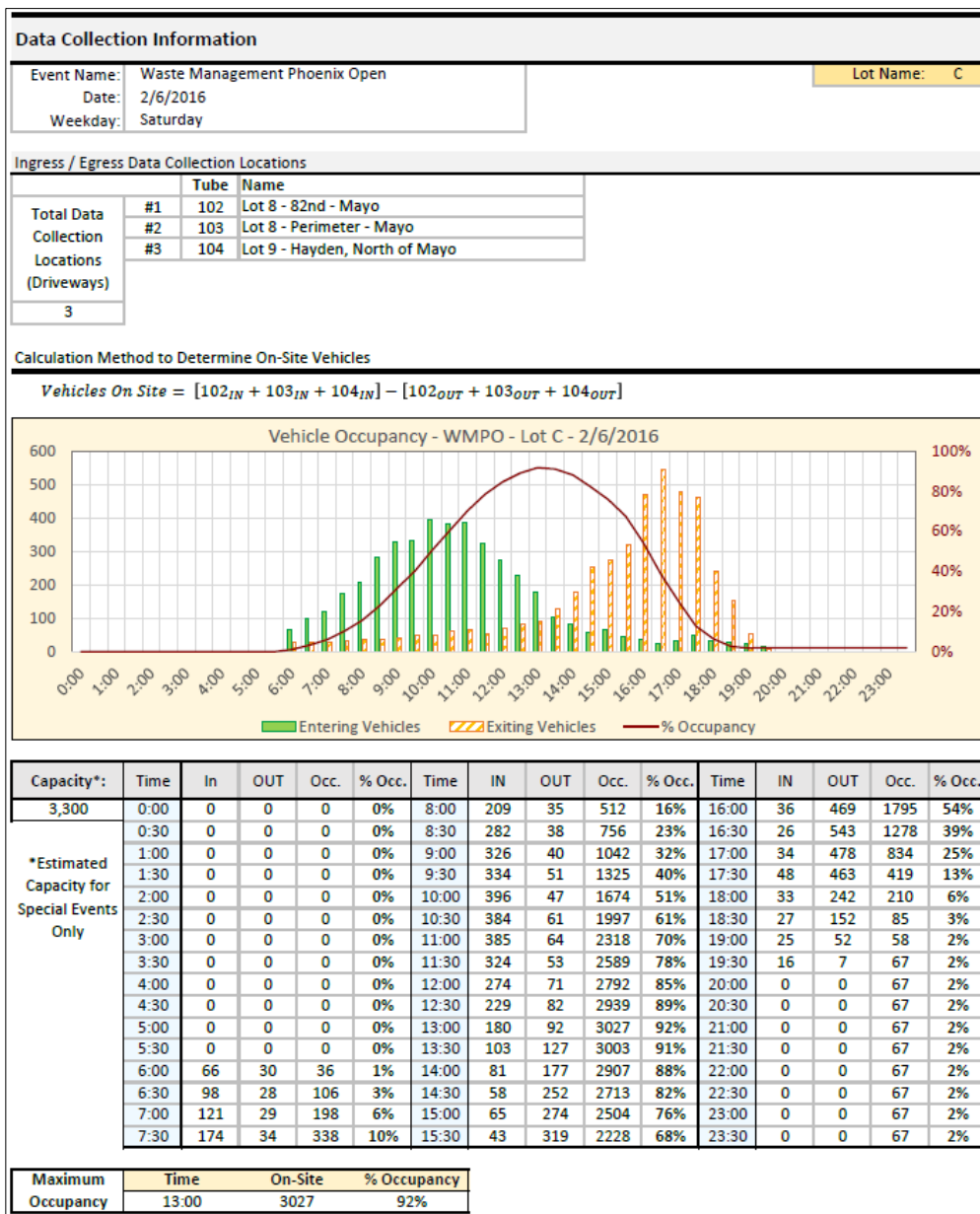


Figure 8: Parking Occupancy of Lot C during the WM Phoenix Open (Saturday)

PNEUMATIC TUBE COUNT VERIFICATION USING AERIAL IMAGERY

The aerial imagery collected by AeroTech Mapping and processed by BPG Designs to determine an aerial count of each lot during the Thursday of Barrett-Jackson and the Saturday of the WM Phoenix Open. The aerial flights captured the imagery at approximately 2:00 PM on both days. These aerial counts are compared to the field counts which were determined using the pneumatic tubes. The “on-site” vehicles at 2:00 PM are compared to the aerial counts in Table 7. In the table, grey shading indicates that covered parking exists within the lot, and caution should be used when comparing the aerial and pneumatic tube counts. The lots without covered spaces are highlighted in either green yellow, indicating the level of consistency between the data collection methods. The lots are colored green if they were within 20% difference (or otherwise reasonable, i.e., Lot F) between the pneumatic tube counts and the aerial counts. Uncovered lots were colored yellow if they were slightly greater than 20%. The analysis of uncovered lots resulted in an average percent difference of only 14.7% between pneumatic tube data and the aerial counts.

Table 7: Aerial Verification of Pneumatic Tube Data

Lot	Covered Parking	Barrett-Jackson Thursday, 1/28/16, at 2:00 PM			Waste Management Phoenix Open Saturday, 2/6/16, at 2:00 PM		
		Pneumatic Tube / Video Count	Aerial Count	Percent Difference	Pneumatic Tube / Video Count	Aerial Count	Percent Difference
A	Yes	232	81	96%	35	12	-98%
B	No	-	-	-	3328	3799	13%
C	No	-	-	-	2907	3063	5%
D	Yes	222	120	-60%	101	13	-154%
E	No	163	168	3%	105	153	37%
F	No	1	2	67%	516	803	43%
G	Yes	304	328	8%	255	114	-76%
H	Yes	643	444	-37%	236	116	-68%
IJ	No	1789	1981	10%	1774	2188	20%
K	Yes	-	-	-	-	-	-
L	Yes	90	83	-8%	-1	15	229%
M	No	61	83	31%	47	43	-9%
N	Yes	93	50	-60%	20	15	-29%
O	Yes	40	11	-114%	5	12	82%
P	Yes	151	84	-57%	153	164	7%
Q	No	-	-	-	58	57	-2%
R	Yes	-	-	-	-	-	-
S	Yes	39	22	-56%	29	25	-15%
T	Yes	287	333	15%	-	-	-
U	Yes	186	64	-98%	24	10	-82%
V	Yes	39	30	-26%	15	14	-7%
W	Yes	30	13	-79%	6	1	-143%
X	Yes	314	320	2%	31	27	-14%
Y	Yes	186	144	-25%	61	87	35%
Z	Yes	-	-	-	-	-	-
AA	Yes	1264	1186	-6%	74	289	118%
AB	No	5465	6700	20%	2404	2308	-4%
AC	Yes	238	107	-76%	28	14	-67%

Note: Grey shading indicates that covered parking exists within the lot, therefore caution should be used when interpreting the comparison between aerial counts and pneumatic tube counts.

Note: Values are considered to be reasonable if the pneumatic tube and aerial counts are within 20% difference, OR if the volumes are low and within 10 vehicles (e.g., Lot F during Barrett-Jackson).

The results of the verification analysis determined that the field data is reasonably consistent with the aerial imagery. Even in several lots with covered parking, the aerial counts were able to match closely with the field counts.

PARKING OCCUPANCY HEAT MAP CRITERIA

This process which was described for Lot C was completed for the other lots during for each day of data collection. The results of this analysis provided insight into the occupancy trends throughout the day and between various lots. In order to quantify the levels of maximum occupancy, the following criteria was developed:

Table 8: Occupancy Criteria

Maximum Occupancy	Determination
0% - 59%	Low Occupancy
60% - 79%	Moderate Occupancy
80% - 89%	High Occupancy
90% - 100%	Very High Occupancy

Parking lots are designed for high occupancy to maximize efficiency; vehicles should be adequately accommodated without overestimating the parking demand. The ITE Parking Generation Manual explains the importance of accurately estimating parking demand, as overestimation can have negative implications in terms of construction cost, land consumed, and ambient temperature. Underestimation can have negative implications on neighborhoods and businesses, and can cause increased “circle-by” traffic and congestion in the area while vehicles search for other parking options. The ITE Parking Generation Manual specifies high and low parking demand rates, which are defined using the 33rd percentile and 85th percentile, respectively. The occupancy criteria in Table 8 was developed using the 85th percentile concept from the manual and the commonly used 85th percentile design criteria in many traffic and highway applications. In this study, 85% occupancy is considered to be the desired or designed level, and is representative of efficient operation. Reaching above this level and over 90% occupancy on a regular basis may indicate need for further investigation into the types of parking generators or the level of parking supply.

PARKING OCCUPANCY RESULTS

The peak occupancy and time of day in which the peak occurred is summarized for each lot and day of data collection; Thursdays are listed in Table 9 and Saturdays are summarized in Table 10. These tables also include the non-event and special event parking capacities.

The majority of the lots on each day of data collection resulted in low peak occupancy, between 0% and 60%. The study area as a whole resulted in greater occupancy values on Thursday in comparison to Saturday due to the weekday operation at the industrial buildings and office parks. Several lots were not in use during data collection and several lots resulted in inconclusive data. Additional details on data processing and data challenges are provided in Appendix J.

Table 9: Peak Occupancy Summary, Thursdays

Lot Name	Typical Parking Capacity	Special Event Parking Capacity (Estimated)	Barrett Jackson Thursday 1/28/2016				WM Phoenix Open Thursday 2/4/2016				Non - Event Thursday 2/25/2016			
			Peak Ingress Time	Peak Egress Time	Peak Occupancy Time	Peak Occupancy (%)	Peak Ingress Time	Peak Egress Time	Peak Time	Peak Occupancy (%)	Peak Ingress Time	Peak Egress Time	Peak Time	Peak Occupancy (%)
A	505		7:30 AM	5:00 PM	10:30 AM	54%	7:30 AM	12:00 PM	9:30 AM	55%	7:30 AM	12:00 PM	10:30 AM	62%
B	0	3900				//			1:00 PM	79%				//
C	0	3300				//			1:30 PM	85%				//
D	410		1:00 PM	5:00 PM	1:30 PM	56%	8:00 AM	5:00 PM	2:00 PM	82%	8:00 AM	5:00 PM	2:30 PM	65%
E	136	170	1:30 PM	6:30 PM	2:30 PM	99%	7:30 AM	6:30 PM	5:30 PM	76%	11:00 AM	9:00 AM	11:00 AM	10%
F	64	900	9:00 AM	12:30 PM	9:00 AM	1%	7:00 PM	4:30 PM	3:30 PM	31%	1:00 PM	1:00 PM	8:30 PM	8%
G	1432		4:30 PM	6:00 PM	9:30 AM	24%	8:30 AM	4:30 PM	2:00 PM	42%	1:30 PM	12:30 PM	10:30 AM	9%
H	1349		5:30 AM	4:30 PM	2:00 PM	48%	5:30 AM	4:30 PM	1:00 PM	55%	5:30 AM	4:30 PM	10:00 AM	45%
IJ	399	2200	11:00 AM	5:00 PM	1:00 PM	89%	10:30 AM	5:30 PM	1:00 PM	77%	11:30 AM	2:00 PM	1:30 PM	16%
K	85					†				†				†
L	419		8:00 AM	4:00 PM	9:00 AM	36%	8:00 AM	5:00 PM	10:30 AM	33%	8:00 AM	4:30 PM	10:00 AM	71%
M	147		9:00 AM	6:00 PM	10:30 AM	53%	9:00 AM	6:00 PM	12:30 PM	50%	9:00 AM	2:30 PM	1:30 PM	59%
N	226		8:30 AM	11:00 AM	9:30 AM	81%	7:30 AM	5:00 PM	10:30 AM	60%	10:30 AM	10:30 AM	9:30 AM	81%
O	167		8:00 AM	5:00 PM	10:30 AM	29%	4:00 PM	5:00 PM	11:00 AM	40%	8:30 AM	11:30 AM	11:00 AM	66%
P	263*		8:00 AM	5:00 PM	9:30 AM	64%	11:30 AM	4:00 PM	1:30 PM	58%	8:00 AM	3:30 PM	10:30 AM	64%
Q	111					//	12:00 PM	4:00 PM	2:00 PM	52%				//
R	85					†				†	11:00 AM	11:00 AM	1:00 PM	44%
S	116		8:00 AM	4:30 PM	2:30 PM	35%	8:00 AM	4:00 PM	1:00 PM	51%	8:00 AM	4:00 PM	10:00 AM	17%
T	1356		8:30 AM	5:00 PM	9:30 AM	30%	8:30 AM	5:00 PM	9:00 AM	31%	9:00 AM	4:00 PM	4:30 PM	7%
U	593		8:00 AM	4:00 PM	10:00 AM	36%	8:00 AM	5:00 PM	1:00 PM	34%	8:00 AM	5:00 PM	10:30 AM	38%
V	87		12:30 PM	12:00 PM	11:00 AM	47%	8:00 AM	11:30 AM	11:00 AM	48%	7:30 AM	12:00 PM	1:30 PM	49%
W	116		8:30 AM	1:30 PM	10:30 AM	32%	8:30 AM	3:30 PM	12:30 PM	39%	8:30 AM	5:00 PM	9:30 AM	28%
X	609*		8:00 AM	5:00 PM	10:30 AM	54%	8:00 AM	5:00 PM	10:30 AM	54%	7:30 AM	5:00 PM	10:30 AM	58%
Y	596		12:30 PM	4:00 PM	9:30 AM	40%	8:00 AM	4:30 PM	10:30 AM	41%	12:30 PM	12:00 PM	10:00 AM	37%
Z	2582					†				†				†
AA	3072		7:30 AM	7:30 AM	10:30 AM	42%	7:30 AM	7:30 AM	10:30 AM	48%	8:00 AM	5:00 PM	10:00 AM	37%
AB	1684	6500 / 3100	10:00 AM	5:00 PM	1:00 PM	86%	10:00 AM	3:00 PM	1:30 PM	71%	6:00 PM	9:30 PM	7:30 PM	28%
AC	333		8:30 AM	5:00 PM	10:00 AM	80%	8:30 AM	5:00 PM	1:30 PM	66%	9:00 AM	5:00 PM	11:00 AM	79%

Notes:

*	This parking lot capacity includes surface and covered stall parking, but excludes parking structure spaces. The number provided is not the full capacity.
†	Inconclusive data; possible reasons include: pneumatic tube placement or device error, unintended access points to the lot
//	Lot not used in typical operation (i.e., vacant/dirt lots)

Heat maps, which describe the intensity of maximum parking occupancy, were created to provide spatial reference to the parking trends. Figures 7, 8, and 9 show the heat maps for the Thursday parking occupancy observed for the Barrett-Jackson, WM Phoenix Open, and during Non-Event operation, respectively.

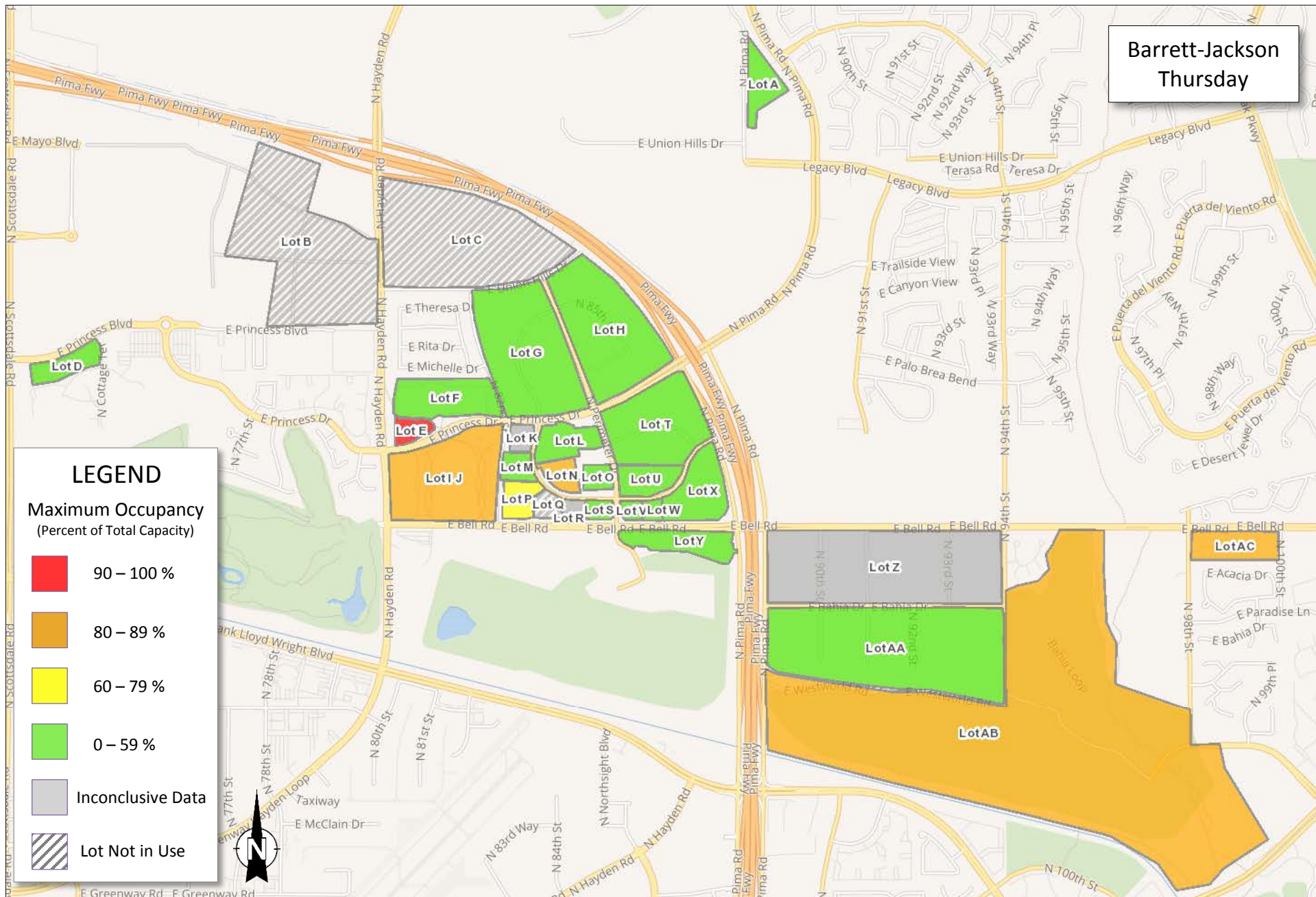


Figure 9: Maximum Occupancy Heat Map, Barrett-Jackson, Thursday

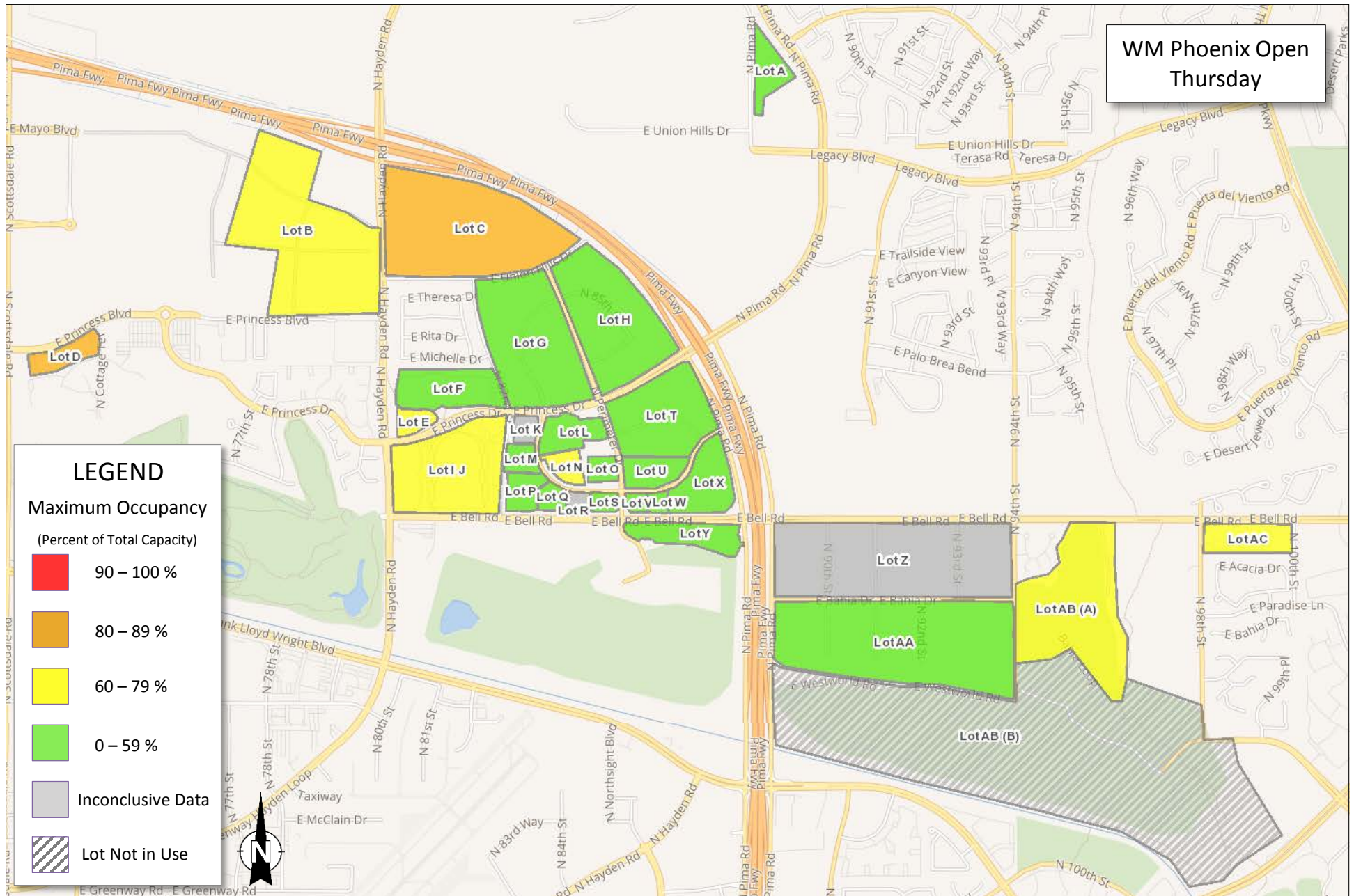


Figure 10: Maximum Occupancy Heat Map, WM Phoenix Open, Thursday

Table 10: Peak Occupancy Summary, Saturdays

			Barrett Jackson Saturday 1/30/2016				WM Phoenix Open Saturday 2/6/2016				Non - Event Saturday 2/27/2016			
Lot Name	Typical Parking Capacity	Special Event Parking Capacity (Estimated)	Peak Ingress Time	Peak Egress Time	Peak Time	Peak Occupancy (%)	Peak Ingress Time	Peak Egress Time	Peak Time	Peak Occupancy (%)	Peak Ingress Time	Peak Egress Time	Peak Time	Peak Occupancy (%)
A	505		4:00 PM	7:00 PM	5:00 PM	56%	4:00 PM	11:00 AM	4:30 PM	49%	4:00 PM	7:00 PM	5:00 PM	71%
B	0	3900				//	9:30 AM	4:30 PM	1:00 PM	93%				//
C	0	3300				//	10:00 AM	4:30 PM	1:00 PM	92%				//
D	410		7:00 AM	5:30 PM	2:00 PM	35%	10:30 AM	11:00 AM	8:30 PM	35%	7:30 AM	5:00 PM	11:30 AM	15%
E	136	170	10:00 AM	11:30 AM	11:00 AM	9%	10:00 PM	9:30 PM	6:00 PM	69%	4:00 PM	6:30 PM	5:00 PM	92%
F	64	900	8:00 AM	11:00 AM	4:00 PM	2%	6:30 PM	4:30 PM	3:00 PM	69%	4:00 PM	6:00 PM	5:00 PM	80%
G	1432		4:30 PM	6:00 PM	5:30 PM	13%	5:00 PM	6:30 PM	5:30 PM	26%	7:30 AM	12:00 PM	2:30 PM	15%
H	1349		10:00 AM	10:00 AM	7:00 AM	1%	10:30 AM	10:30 AM	10:30 PM	23%	5:30 AM	6:30 PM	10:30 AM	3%
IJ	399	2200	10:00 AM	5:00 PM	2:00 PM	74%	10:30 AM	4:00 PM	1:00 PM	86%	8:30 AM	2:00 PM	10:30 AM	66%
K	85		12:30 PM	12:30 PM	8:00 AM	6%				†	8:00 AM	8:00 AM	9:00 AM	8%
L	419		11:00 AM	11:00 AM	7:00 AM	1%	8:30 PM	8:30 PM	12:00 PM	1%	12:00 PM	11:00 AM	9:00 PM	8%
M	147		5:30 AM	2:30 PM	12:30 PM	12%	10:00 PM	10:30 PM	12:30 PM	33%	6:00 AM	2:00 PM	1:00 PM	11%
N	226		5:30 AM	2:00 PM	1:00 PM	11%	9:30 AM	3:30 PM	2:00 PM	9%	11:00 AM	12:00 PM	9:30 AM	2%
O	167					//	11:00 AM	4:00 PM	11:00 AM	8%	9:00 AM	12:30 PM	9:00 AM	4%
P	263*		8:00 AM	8:00 AM	8:00 AM	2%	11:30 AM	4:00 PM	1:30 PM	60%	9:00 AM	5:00 PM	9:00 AM	2%
Q	111		8:00 AM	9:30 AM	8:30 AM	13%	11:00 AM	4:00 PM	2:00 PM	52%				//
R	85					†				†	6:00 AM	9:30 AM	6:00 AM	1%
S	116		8:30 AM	2:30 PM	10:30 AM	3%	1:00 PM	4:30 PM	1:00 PM	28%	5:00 PM	5:00 PM	12:00 PM	2%
T	1356		10:00 AM	10:30 AM	10:00 AM	6%				†	8:30 AM	10:30 AM	10:00 AM	5%
U	593		10:30 AM	10:30 AM	2:30 PM	2%	12:00 PM	4:30 PM	1:30 PM	4%	6:00 AM	2:00 AM	3:00 PM	2%
V	87		8:00 AM	1:30 PM	12:30 PM	10%	12:30 PM	4:30 PM	1:00 PM	22%	8:30 AM	3:00 PM	12:00 PM	7%
W	116		11:30 AM	12:00 PM	11:30 AM	11%	8:30 AM	1:00 PM	11:30 AM	9%	8:30 AM	10:00 AM	8:30 AM	8%
X	609*		5:30 AM	5:00 PM	9:30 AM	7%	5:30 AM	5:00 PM	9:00 AM	7%	5:30 AM	10:00 AM	9:30 AM	9%
Y	596		11:30 AM	1:00 PM	11:30 AM	2%	4:30 PM	4:30 PM	12:30 PM	13%	11:30 AM	11:30 AM	12:00 PM	2%
Z	2582					†				†	10:30 AM	11:00 AM	9:30 AM	30%
AA	3072		12:30 PM	3:30 PM	2:30 PM	19%	8:30 AM	11:00 AM	11:00 AM	7%	8:30 AM	11:00 AM	10:00 AM	7%
AB	1684	6500 / 3100	10:30 AM	5:00 PM	12:00 PM	81%	9:30 AM	4:00 PM	1:00 PM	82%	6:30 PM	9:30 PM	8:00 PM	49%
AC	333		2:30 PM	3:00 PM	12:30 PM	12%	5:30 PM	9:00 PM	2:00 PM	8%	10:30 AM	11:00 AM	11:30 AM	13%

Notes:

*	This parking lot capacity includes surface and covered stall parking, but excludes parking structure spaces. The number provided is not the full capacity.
†	Inconclusive data; possible reasons: pneumatic tube placement or device error, unintended access points to the lot
//	Lot not used in typical operation (i.e., vacant/dirt lots)

The Saturday heat maps for the three data collection periods are shown in Figures 10, 11, and 12.

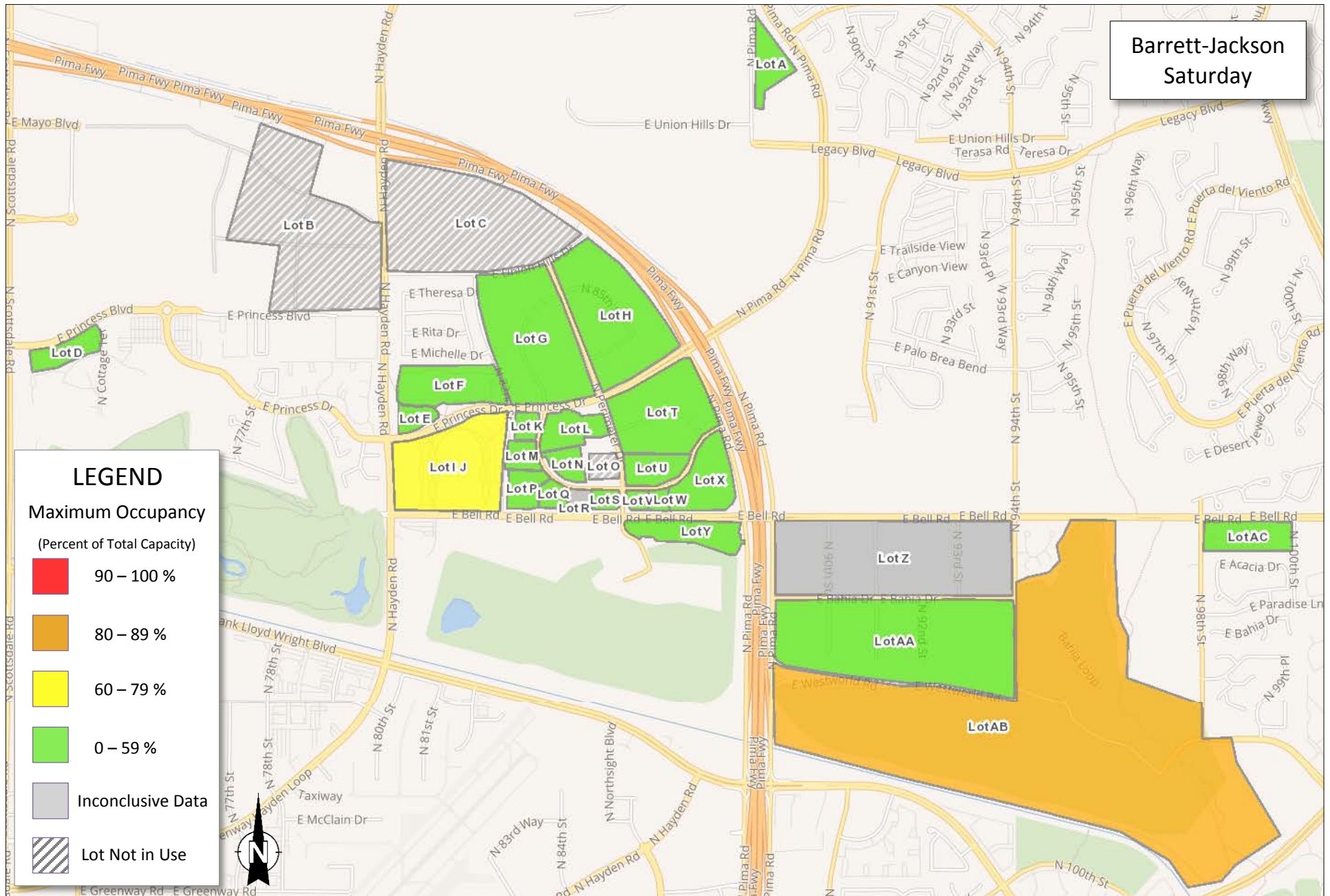


Figure 12: Maximum Occupancy Heat Map, Barrett-Jackson, Saturday

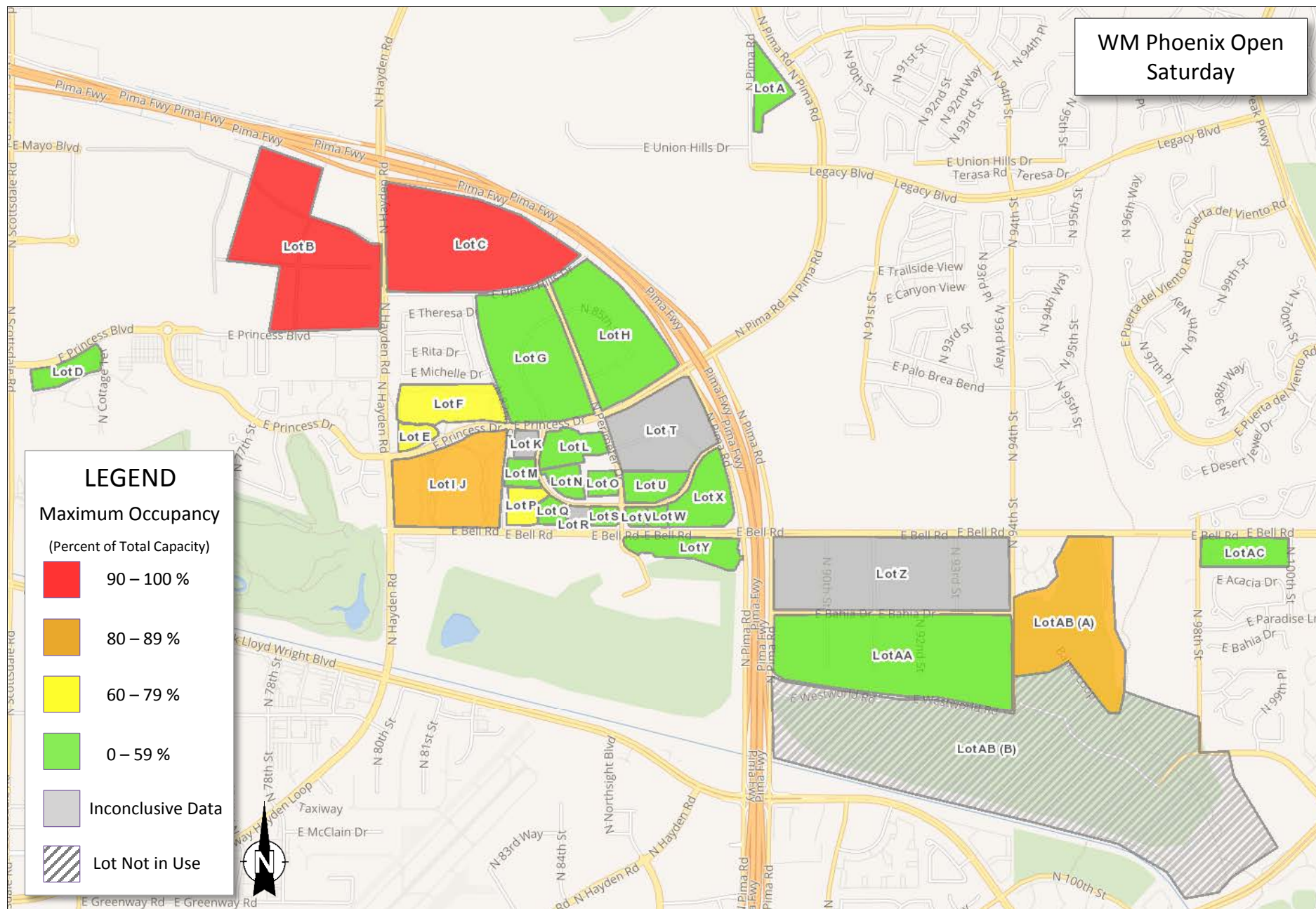


Figure 13: Maximum Occupancy Heat Map, WM Phoenix Open, Saturday

BARRETT-JACKSON, THURSDAY

The majority of parking lots on the Thursday of the Barrett-Jackson have a maximum parking occupancy of less than 60% (green). Lots I J, N, AB, and AC had a maximum peak occupancy which was between 80-90% (orange) and Lot E had a maximum occupancy which was greater than 90%. Lots B and C were not used for the Barrett-Jackson Event, and the data of Lots K, R, and Z were found to be inconclusive. The overall results of this day indicate that the event parking was focused within the designated areas (Lot E, Lot I J, and Lot AB). It is assumed that Lot E reached full capacity during the day. Based on the review of the other event days in comparison to the same operation on Saturdays, it seems that the occupancy in Lot AC is due to typical workweek volumes rather than special event parking. In general, it does not appear that event-related parking occurred within the restricted private parking lots. Lot F and Lot C were designated for overflow event parking and were not utilized on the Thursday of the Barrett-Jackson, indicating that parking does not constrain event attendance.

BARRETT-JACKSON, SATURDAY

Similarly to the Barrett Jackson Thursday operation, Saturday experienced greatest parking occupancy within the event lots (Lot I J and Lot AB). The private parking lots not associated with the special event were determined to have much lower parking volumes than Thursday, due to the absence of typical workweek operation. In general, it does not appear that event-related parking occurred within the restricted private parking lots. Lot F and Lot C were designated for overflow event parking and were not utilized on the Saturday of the Barrett-Jackson, indicating that parking does not constrain event attendance.

WM PHOENIX OPEN, THURSDAY

The parking intensity is focused in the event lots of B, C, E, I J, and AB. The greatest parking occupancy was reached in Lot C and Lot D, which were 85% and 82% full, respectively. These event lots did not reach maximum capacity, indicating that parking does not constrain event attendance on weekdays of the WM Phoenix Open. The greatest volumes of lot D were observed during this data collection day, which may indicate that several WM Phoenix Open attendees used this location to park and walk over to the golf course. This greater volume trend, however, was not observed during the Saturday of the WM Phoenix Open. The effective parking area of Lot AB (Westworld) is smaller for the WM Phoenix Open than it is for the Barrett-Jackson Auction. The WM Phoenix Open Thursday experienced the greatest volumes of the Thursday data collection days, as well as the Saturday data collection days. In general, it does not appear that event-related parking occurred within the restricted private parking lots.

WM PHOENIX OPEN, SATURDAY

Including all study area lots, the WM Phoenix Open Saturday experienced the greatest volumes of the three Saturday data collection days. Although this day recorded the greatest volume in special event attendance, the overall study area experienced greater volumes on all three Thursday data collection days simply due to the typical workweek operation. The designated event lots, however, had the greatest parking occupancy during the WM Phoenix Open Saturday than any of the other data collection days. Lots B and C experienced peak occupancies of 93% and 92%, respectively, while Lots I J and AB resulted in peak occupancies of 86% and 82%. The general parking lots B (Hayden) and AB (Westworld) neared capacity on the WM Phoenix Open Saturday; however, there have been increases in reported attendance on this day in past years, which indicates that the availability of parking does not constrain event attendance. It is possible that event-related parking occurred in Lot H, Lot M, Lot S, and Lot Y. The maximum parking occupancy of these four lots are still far below 60% occupied (green). Shared parking with the nearby office parks could be explored by event organizers to increase event parking for the Saturday of the WM Phoenix Open. This comes with the potential for event attendees to confuse the days allowed for access.

NON-EVENT OPERATION, THURSDAY

The Non-Event Thursday experienced the lowest volumes of all six data collection days. The majority of parking lots have a maximum parking occupancy of less than 60% (green). Lots A, D, L, O, P, and AC are between 60-80%, and Lot N is between 80-90% parking occupancy. The parking area in Lot AB (Westworld) during non-event operation is limited to the paved areas near the center of the site and near the Westworld structures.

NON-EVENT OPERATION, SATURDAY

The parking trends of Non-Event Saturday are slightly more varied than on the Non Event Thursday. All of the private (office, commercial) areas are less than 60% occupied, with the exception of Lot A (yellow). This is most likely due to the weekend operation associated with the church located within Lot A. The most noticeable trend in high parking density occurs within the city-owned sports complex at the northeast corner of Greenway Hayden Loop and Bell Roads. These soccer fields experience high parking occupancy on non-event weekends because they are popular for events and games over the weekend, especially during the season that the data was collected.

ESTIMATED FUTURE PARKING SUPPLY/DEMAND CONDITIONS

This study area is significantly different from others across the nation in regards to large events. Parking availability is ample in today's current configuration and a great deal of effort and planning has gone into each of the events in order to provide the best experience for the residents, the businesses, and the spectators of the special events. The event organizers, the City of Scottsdale, Public Safety, ADOT, and the State Land Department have developed agreements to secure parking, and mitigate traffic issues over the years. However, it is anticipated that the vacant land parcels will become developed in the near future due to their proximity and accessibility to the SR 101 freeway. In order to continue providing parking for these events the City of Scottsdale and the event organizers will need to seek alternate solutions for the parking capacities that are currently accommodated on non-City owned property (~7,900 spaces). A summary of parking occupancy by land ownership is provided in Table 11.

Special event parking is currently maximized by utilizing the polo field at Westworld (~1,400 spaces) and soccer fields at the Scottsdale Sports Complex (~3,200 spaces), however these areas were designed for water retention during rain to manage stormwater runoff and flooding. These grass fields are weather dependent and will flood during and after a rain event. During the Barrett-Jackson Auction the dirt lot area north of the Westworld facilities and on the southeast and southwest corners of Hayden Road and the Loop 101 would be utilized as alternate parking during flooding conditions. For the WM Phoenix Open Event, an uncovered, outdoor event, attendance would likely go down on rainy days; however, alternate parking areas should still be identified.

The Bell Road Corridor Market Feasibility Report identified the possibility to purchase an approximately 9.4-acre vacant Arizona State Land Department parcel that exists approximately 760 feet east of 94th Street and south of Bell Road. This parcel is currently utilized for event parking (~700 spaces), and functions as a secondary entrance to WestWorld. While the City could create parking elsewhere, the access and circulation provided by this parcel between Bell Road and Westworld is an integral component of special event circulation and this access should be maintained in the future, either through purchase or easement.

The analysis of the existing parking supply and the recent years of event attendance suggest that the current parking supply does not constrain attendance at the special events. The parking supply available to attendees has remained consistent, however, attendance continues to grow at the Barrett Jackson Auction and Waste Management Phoenix Open each year. Mobility service providers, including taxis, rideshare (Uber/Lyft), and private charters help reduce the parking demand. Event attendees also carpool. To plan for future years, event attendees could be surveyed to gain a better understanding of how attendees have travelled or wish to travel to the event. A Transportation Survey, created as a part of this parking study and provided in Appendix L, can be used to poll past attendees on their mode choice, travel behaviors, and give attendees an opportunity to provide suggestions and feedback.

Table 11: Parking Occupancy by Land Ownership

		City Owned Lots														
		Lot E			Lot F			Lot IJ			Lot AB (Without North Portion)			TOTAL CITY OWNED LOTS		
Data Collection Period	Peak 30 Minute Period	On-Site Vehicles	Parking Capacity	(%) Lot Occupancy	On-Site Vehicles	Parking Capacity	(%) Lot Occupancy	On-Site Vehicles	Parking Capacity	(%) Lot Occupancy	On-Site Vehicles	Parking Capacity	(%) Lot Occupancy	On-Site Vehicles	Parking Capacity	(%) Total Occupancy
B-J, Thursday	12:00 PM	5	170	3%	9	900	1%	1721	2200	78%	4953	5800	85%	6688	9070	74%
B-J, Saturday	1:00 PM	14	170	8%	11	900	1%	1515	2200	69%	4484	5800	77%	6024	9070	66%
WMPO, Thursday	2:00 PM	90	170	53%	191	900	21%	1628	2200	74%	2139	2400	89%	4048	5670	71%
WMPO, Saturday	1:00 PM	101	170	59%	383	900	43%	1902	2200	86%	2528	2400	105%	4914	5670	87%
Non-Event, Thursday	12:00 PM	9	136	7%	0	64	0%	52	399	13%	52	1684	3%	113	2283	5%
Non-Event, Saturday	12:00 PM	13	136	10%	4	64	6%	231	399	58%	244	1684	14%	492	2283	22%
		Non-City Owned Lots (Vacant/Unpaved Parcels)												Other (Private Parking)		
		Lot B			Lot C			Lot AB (North Portion Only)			TOTAL NON-CITY OWNED LOTS			Lots: A, D, G, H, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA,, AC		
Data Collection Period	Peak 30 Minute Period	On-Site Vehicles	Parking Capacity	(%) Lot Occupancy	On-Site Vehicles	Parking Capacity	(%) Lot Occupancy	On-Site Vehicles	Parking Capacity	(%) Lot Occupancy	On-Site Vehicles	Parking Capacity	(%) Lot Occupancy	On-Site Vehicles	Parking Capacity	(%) Total Occupancy
B-J, Thursday	12:00 PM	-	-	-	-	-	-	521	700	74%	521	700	74%	4084	12806	32%
B-J, Saturday	1:00 PM	-	-	-	-	-	-	542	700	77%	542	700	77%	363	12806	3%
WMPO, Thursday	2:00 PM	2767	3900	71%	2677	3300	81%	0	700	0%	5444	7900	69%	5135	12806	40%
WMPO, Saturday	1:00 PM	3618	3900	93%	3027	3300	92%	0	700	0%	6645	7900	84%	3123	12806	24%
Non-Event, Thursday	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	3701	12806	29%
Non-Event, Saturday	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	1100	12806	9%
Note: The overall peak 30 minute time period was calculated using special event related lots (B, C, E, F, I J, and AB).																

PARKING SUPPLY/DEMAND ALTERNATIVES

A single solution cannot replace the event parking that currently exists on non-City owned property (~7,900 spaces) and weather dependent parking (~4,600 spaces). It is recommended that the city utilize a combination of the alternatives described in this section. While all suggestions have the potential to improve parking supply, only the implementation of a combination of solutions has the potential for long-term effectiveness. If the Non-City owned lots were to be developed, this would create a need for approximately 8,000 to 12,000 parking spaces. This is difficult to achieve by selecting only one solution, unless parking is built comparable to:

- Disneyland – 10,225 parking spaces in a 3.8 million sq. ft. structure
- University of Phoenix (Arizona Cardinals) Stadium – 14,000 parking spaces on-site
- Sky Harbor Rental Car Center – 5,600 parking spaces in the largest parking structure in Arizona

The following parking supply alternatives are suggested to help meet anticipated future special event parking demands:

- a) The city could create additional parking spaces in existing unimproved areas to provide additional parking.
 - i. The City of Scottsdale owns a 78-acre vacant parcel, on the north side of Bell Road, within the study area, that may be viable for development into special event surface parking. Porous paving systems, for better drainage, should also be considered in the future development of dirt or grass lots.
 - ii. The City could purchase other vacant parcels in the Bell Road Corridor area. There are large parcels of State land on the northeast corner of Pima/Princess and the 101. There could be a possible grant availability to purchase the land and/or develop as a Park and Ride, while also having a secondary use of event parking when needed. There may also be parcels available west of Scottsdale Road in the City of Phoenix.
 - iii. The City could develop another multi-use, multi-sport complex, similar to the Scottsdale Sports Complex. McDowell Mountain Ranch Park is within the study area and could potentially be adapted for special event use. Any new facilities should be designed so that the fields could be used for parking in both dry and wet conditions (i.e., not as retention basins).
 - iv. Structured parking should not be seen as a solution to replace all event parking that currently exists on non-City owned property (~7,900 spaces). Structured parking is an option which provide efficiencies of between 300 and 350 square feet per parking stall that could provide special event visitors with more reasonable walking distances between the parking supply and their destination. A parking structure would also consolidate parking which would free other nearby surface parking lots for future economic development. Additionally, there are several examples of mixed-use, multi-story parking structures that integrate parking with civic space (rentable space, playgrounds, retail). The cost for providing structure parking is high (\$18,599 per space / \$55.66 per square foot¹) but could potentially be covered through parking user fees and/or event organizers through ticket sales.
- b) The city could require new developments or special event hosts in the Bell Road Corridor to provide sufficient parking. New developments would provide their own parking for employees and visitors. This would result in higher costs for developers and the overdevelopment of parking supplies (for portions of the year without special events). The type of development would need to be complementary to the special events in order to allow a portion of the parking to be taken over during special event weekday and weekends. Shopping could be complementary as businesses would welcome the influx of visitors or a concert event venue that could schedule around the week of the WM Phoenix Open or be used as the Birds Nest venue.

¹ <http://www.carlwalker.com/wp-content/uploads/2015/07/Carl-Walker-2015-Cost-Article.pdf>

- i. An alternative could be charging in-lieu fees or development fees to require developers to help fund needed public parking resources. Parking in-lieu fees encourage shared parking. As developers stop constructing small private parking facilities, parking is consolidated into larger public parking supplies.
- c) The city could work to reduce parking needs in the study area through the implementation of various transportation demand management and parking supply management strategies. These strategies would be geared toward reducing parking demands by encouraging the use of alternative modes of transportation and improving parking resource management. Encouraging the use of alternative modes of transportation could include providing adequate pedestrian and bicycle linkages, providing sufficient mass transit alternatives, encouraging the use of carpools/vanpools, and guaranteed ride home programs. Trip planning smartphone applications² could be developed to provide real-time traveler information to event attendees about all of these options.
 - i. Enhance the use of taxi, rideshare, charter, and use of other mobility service transportation providers by providing sufficient and convenient drop off and pick up zones.
 - ii. Improve and advertise the mass transit connections between the special events and destinations, such as hotels, Old Town, Talking Stick, and Kierland. City buses/shuttles could charge a minimal fee to run the service between downtown hotels and other shopping areas in north Scottsdale, and have preferential drop-off points at the special events.
 - iii. There may be further opportunity to develop a local “trolley” service within this northern area between the shopping malls, High Schools, Senior Centers and residential neighborhoods. With several destinations within the area that include the Ice Den, Movie Theaters, restaurants, and shopping, and no existing transit opportunities in this area, a full time trolley route could be an expansion of existing services. This same shuttle service could then become a free ride connection during the special events.³
 - iv. Display pedestrian routes, transit stops, transit routes, and their special event schedules on parking maps
 - v. Display bicycle routes and bicycle parking on parking maps
 - vi. Charge for parking to improve the utilization of parking supplies. This should be a pre-paid only option as on-site payment would significantly impair operations
 - vii. Provide additional remote parking options and promote park and ride alternatives or provide special event shuttles

REVENUE OPTIONS⁴

Revenue options to fund parking operations, management, and new facilities are listed below.

Pay Parking Revenues: Pay parking revenues would include monthly parking in public parking lots, as well as pay visitor parking.

Advertising Revenue: The parking system may be able to generate additional revenue through advertising local businesses and/or events on parking tickets or in/on parking facilities.

Parking In-Lieu Fees: The amount generated is typically set to cover at least the projected construction cost of new parking structures.

² Examples include: Destination Aggieldand, GoLA, and GoDenver. A journal article from *Parking Today Magazine* describing the Destination Aggieldand smartphone application is provided in Appendix K.

³ Discussions and data from Scottsdale Transit Coordinator, John Kelley and Senior Traffic Engineer, George Williams

⁴ Source: Downtown Chandler Parking Study prepared by Cark Walker, Inc.

Transfers from Other City Sources: The city may designate other funds to support the downtown parking system (e.g., other taxes or assessments).

Tax Increment Financing (TIF): If available in Arizona in the future, the city could explore opportunities to fund new parking construction using tax increment financing.

Bonds: The city could issue bonds backed by tax revenues or special assessments to finance parking facility construction. The bonds could be either tax-exempt or taxable. Tax-exempt bonds would cost less to repay (due to lower interest rates), but would limit how much of the parking could be reserved for specific land uses. Taxable bonds would be more expensive, but the city would have more flexibility in how the new parking is managed. Revenue bonds would not be an option as the parking system does not generate any revenue to cover bond debt. However, in the future, sufficient parking-related revenues could be generated to cover bond debts. Also, the city could pledge more than one revenue stream to repay revenue bonds (double-barreled bonds).

Federal/State Programs: If a new parking facility incorporates an alternative transportation component (e.g., bus transfer center), or is constructed to support an economic development initiative, federal or state funds may be available to support construction.

Public/Private Partnership: The formation of a public/private partnership in the construction of a parking facility could allow the city to construct a structure while minimizing funds needed. This option could work in a number of ways. First, the city and a private developer/organization could split the cost of the parking facility. This would allow the municipality to construct needed spaces while saving on design, equipment, and other consulting/environmental costs. Second, the city could offer land it owns for the construction of a private parking structure that would in turn provide some amount of public parking. In this instance, the city would have the parking spaces it needs without having to construct them. Finally, the city could incentivize private parking construction by providing a development with tax abatements or other development incentives. The developer would then be required to provide their own parking, with the municipality in effect subsidizing its construction.

PRINCIPAL FINDINGS

- The Barrett-Jackson Collector Car Auction and the Waste Management (WM) Phoenix Open provides event parking on vacant unpaved lots and soccer fields, some of which are owned by the City of Scottsdale. At their peak parking occupancies in 2016, Barrett-Jackson has 7,200 parked vehicles on Thursday and 6,600 on Saturday. WM Phoenix Open has 9,500 parked vehicles on Thursday and 11,600 on Saturday.
- Within Non-City Owned, vacant unpaved lots, approximately 7,900 and 700 parking spaces, respectively, are currently in use during the WM Phoenix Open and Barrett-Jackson Collector Car Auction. The event organizers, the City of Scottsdale, Public Safety, ADOT, and the State Land Department have developed agreements to secure this special event parking, and mitigate traffic issues over the years.
- Special event parking is well organized by private parking consultants at both the Barrett-Jackson Collector Car Auction and the Waste Management Phoenix Open. Both events operate well due to the continuity of knowledge. The Thunderbirds have maintained the same parking consultant for 29 years. Barrett-Jackson has maintained the same parking consultant for 11 years.
- Proximity parking is available for the special events to pass-holders only
- General (free) public parking is available off-site with shuttles that operate efficiently. Not only are the shuttles effective, but they reduce the conflicts between pedestrians and vehicles, and all other forms of transportation connected with the events.
- Special event traffic is distributed onto alternate routes with the use of pre-event publicity, changeable message boards, and road closures.

- The use of ADOT's AZ511 public information system enhances the parking experience for the events by providing messages when incidents occur that would significantly delay traffic occurs.
- Event lots are being efficiently utilized, ranging from 69% - 100% peak occupancy of total parking capacity
- Event lots did not reach maximum aggregate capacity, indicating that parking does not constrain event attendance
- In general, the special events did not have a noticeable impact on the parking occupancy of non-associated, private parking areas
- It is anticipated that the vacant land parcels used for special event parking will become developed in the near future, due to their proximity and accessibility to the SR 101 freeway. Many parking alternatives will need to be explored to meet the need for special event parking.
- Transportation demand management strategies are already in place, but have the opportunity to be enhanced with greater transit and multi-modal options and by providing larger, convenient pick-up and drop-off zones.

RECOMMENDATIONS

- Implement temporary capacity improvements such as left-turn and through movement restrictions and reversible lanes to improve the capacity of the roads used to access and exit the special event areas. This will require further evaluation by special event hosts and their parking consultants in collaboration with the City of Scottsdale for the following intersections and surrounding street network.
 - Hayden Road and Mayo Boulevard (WMPO)
 - 82nd Street and Princess Drive (WMPO)
 - 82nd Street and Mayo Boulevard (WMPO)
 - East Lot Access and Bahia Loop (Barrett-Jackson)
- Address unusual traffic demands through the implementation of the most beneficial signal timing plans as needed for the area around the event facility. This requires a TMC operator with extensive knowledge of signal timing plans available and when they should be implemented at specific signals.
- Special event hosts and their parking consultants should explore upgrading temporary traffic control equipment, such as changeable message signs, so that messages can be monitored and changed remotely, in real-time.
- City of Scottsdale, special event hosts, and their parking consultants should explore implementing a satellite traffic management center at the event sites.
- City of Scottsdale, special event hosts, and their parking consultants should disseminate parking, event transportation, and Real-Time Traveler Information through a smartphone application.
- City of Scottsdale, special event hosts, and their parking consultants should identify alternate special event parking for when the Scottsdale Sports Complex is flooded.
- As an integral component of special event circulation, City of Scottsdale should investigate the purchase of the 9.4-acre vacant Arizona State Land Department parcel that exists approximately 760 feet east of 94th Street and south of Bell Road.
- City of Scottsdale should explore and begin the process of preparing City-owned vacant parcels on the north side of Bell Road for special event parking or acquiring other parcels in close proximity to the study area.
- City of Scottsdale should explore development of a Park and Ride structure in the vicinity of Pima/Princess and SR 101.
- City of Scottsdale should explore upgrades to McDowell Mountain Ranch Park for special event parking use.

- City of Scottsdale and special event hosts should begin financial planning for a future parking facility by including in-lieu fees, instituting pay parking, and/or exploring options for special assessments and other revenue streams. The development of any parking structures will depend on the timing of future development projects.
- City of Scottsdale, special event hosts, and their parking consultants should enhance the use of taxi, rideshare, charter, and use of other transportation mobility service providers. This includes identifying additional convenient pick-up and drop-off locations within a ten-minute walking boundary.
- City of Scottsdale should provide service and special event hosts should advertise the mass transit connections between the special events and destinations, including hotels, shopping, and the casino. City of Scottsdale and special event hosts should develop partnerships with hotels and businesses to advertise and advocate use of transit. Data collected for this study can be utilized to provide better service at peak times of event ingress and egress, which can be in the early morning and late evening.
- City of Scottsdale should explore the opportunity to develop a local “trolley” service within the Bell Road Corridor Area. During special events, a spur route and addition of private charter buses could expand normal services.
- There are several options to further separate pedestrian, shuttle, and other traffic conflicts and congestion. These include shuttle route changes, moving taxi and rideshare (e.g., Uber, Lyft) drop-off points, and defining entrance and exit points for vehicular traffic that provides a buffer from the pedestrians walking through the parking lots.
- Continue working closely with event organizers to:
 - Provide up-to-date parking maps and traveler information on event websites and through smartphone applications
 - Show pedestrian routes, transit stops, transit routes, and their special event schedules on parking maps
 - Show bicycle routes and bicycle parking on parking maps
 - Charge for parking (pre-paid) to improve the utilization of parking supplies and provide funding for future parking facilities
 - Provide additional remote parking options similar to Lots B, C, and AB and promote park and ride alternatives or provide special event shuttles
 - Survey special event attendees on their transportation and parking experiences each year. An example survey is provided in Appendix L.

APPENDIX A

PARKING OCCUPANCY DATA SHEETS:

BARRETT-JACKSON, THURSDAY

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

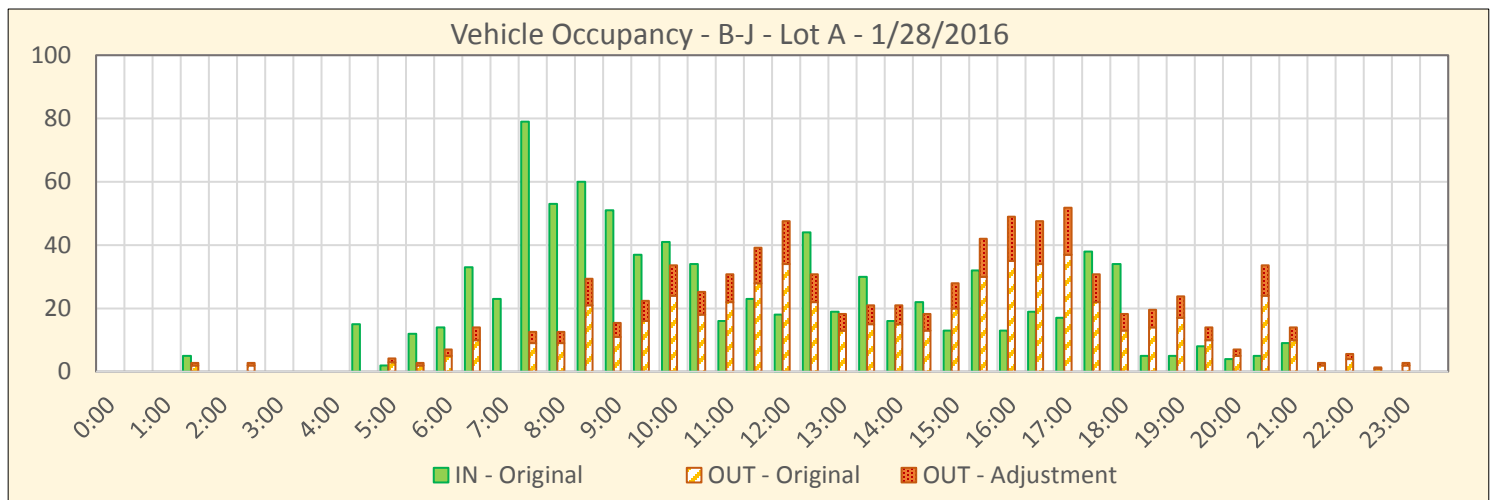
Lot Name: A

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	93 La Curvada 1
	#2	94 La Curvada 2
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [93_{IN} + 94_{IN}] - [93_{OUT} + 94_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
505	0:00	0	0	0	0%	8:00	53	13	177	35%	16:00	13	49	174	35%
	0:30	0	0	0	0%	8:30	60	29	208	41%	16:30	19	48	146	29%
	1:00	0	0	0	0%	9:00	51	15	243	48%	17:00	17	52	111	22%
	1:30	5	3	2	0%	9:30	37	22	258	51%	17:30	38	31	118	23%
	2:00	0	0	2	0%	10:00	41	34	265	53%	18:00	34	18	134	27%
	2:30	0	3	-1	0%	10:30	34	25	274	54%	18:30	5	20	119	24%
	3:00	0	0	-1	0%	11:00	16	31	259	51%	19:00	5	24	101	20%
	3:30	0	0	-1	0%	11:30	23	39	243	48%	19:30	8	14	95	19%
	4:00	0	0	-1	0%	12:00	18	48	214	42%	20:00	4	7	92	18%
	4:30	15	0	14	3%	12:30	44	31	227	45%	20:30	5	34	63	12%
	5:00	2	4	12	2%	13:00	19	18	228	45%	21:00	9	14	58	11%
	5:30	12	3	21	4%	13:30	30	21	237	47%	21:30	0	3	55	11%
	6:00	14	7	28	6%	14:00	16	21	232	46%	22:00	0	6	50	10%
	6:30	33	14	47	9%	14:30	22	18	235	47%	22:30	0	1	48	10%
	7:00	23	0	70	14%	15:00	13	28	220	44%	23:00	0	3	45	9%
	7:30	79	13	137	27%	15:30	32	42	210	42%	23:30	0	0	45	9%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	274	54%

Data Collection Information

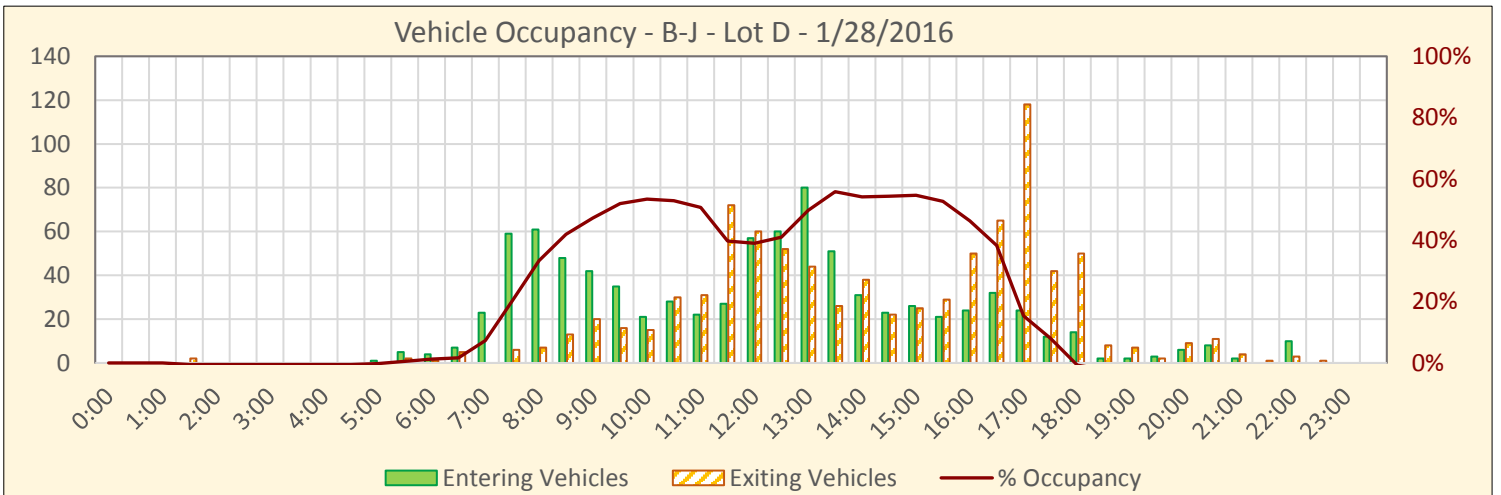
Event Name:	Barrett-Jackson	Lot Name:	D
Date:	1/28/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	91 Scottsdale Office Center 1
	#2	92 Scottsdale Office Center 2
		2

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [91_{IN} + 92_{IN}] - [91_{OUT} + 92_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
410	0:00	0	0	0	0%	8:00	61	7	137	33%	16:00	24	50	190	46%
	0:30	0	0	0	0%	8:30	48	13	172	42%	16:30	32	65	157	38%
	1:00	0	0	0	0%	9:00	42	20	194	47%	17:00	24	118	63	15%
	1:30	0	2	-2	0%	9:30	35	16	213	52%	17:30	12	42	33	8%
	2:00	0	0	-2	0%	10:00	21	15	219	53%	18:00	14	50	-3	-1%
	2:30	0	0	-2	0%	10:30	28	30	217	53%	18:30	2	8	-9	-2%
	3:00	0	0	-2	0%	11:00	22	31	208	51%	19:00	2	7	-14	-3%
	3:30	0	0	-2	0%	11:30	27	72	163	40%	19:30	3	2	-13	-3%
	4:00	0	0	-2	0%	12:00	57	60	160	39%	20:00	6	9	-16	-4%
	4:30	0	0	-2	0%	12:30	60	52	168	41%	20:30	8	11	-19	-5%
	5:00	1	0	-1	0%	13:00	80	44	204	50%	21:00	2	4	-21	-5%
	5:30	5	2	2	0%	13:30	51	26	229	56%	21:30	0	1	-22	-5%
	6:00	4	1	5	1%	14:00	31	38	222	54%	22:00	10	3	-15	-4%
	6:30	7	5	7	2%	14:30	23	22	223	54%	22:30	0	1	-16	-4%
	7:00	23	0	30	7%	15:00	26	25	224	55%	23:00	0	0	-16	-4%
	7:30	59	6	83	20%	15:30	21	29	216	53%	23:30	0	0	-16	-4%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	229	56%

Data Collection Information

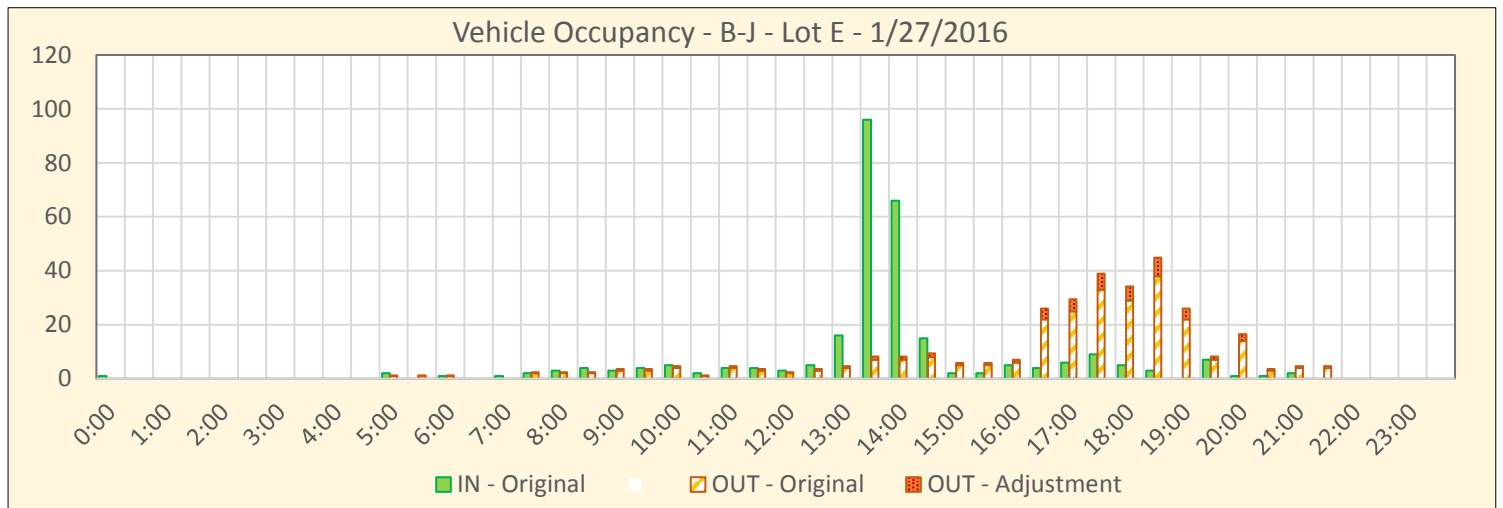
Event Name:	Barrett-Jackson	Lot Name:	E
Date:	1/27/2016		
Weekday:	Wednesday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)		39	Princess North
1			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [39_{IN}] - [39_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
170	0:00	1	0	1	1%	8:00	3	2	2	1%	16:00	5	7	159	93%
*Estimated Capacity for Special Events Only	0:30	0	0	1	1%	8:30	4	2	3	2%	16:30	4	26	137	80%
	1:00	0	0	1	1%	9:00	3	4	3	2%	17:00	6	30	113	67%
	1:30	0	0	1	1%	9:30	4	4	3	2%	17:30	9	39	83	49%
	2:00	0	0	1	1%	10:00	5	5	4	2%	18:00	5	34	54	32%
	2:30	0	0	1	1%	10:30	2	1	4	3%	18:30	3	45	12	7%
	3:00	0	0	1	1%	11:00	4	5	4	2%	19:00	0	26	-14	-8%
	3:30	0	0	1	1%	11:30	4	4	4	2%	19:30	7	8	-15	-9%
	4:00	0	0	1	1%	12:00	3	2	5	3%	20:00	1	17	-31	-18%
	4:30	0	0	1	1%	12:30	5	4	6	4%	20:30	1	4	-33	-19%
	5:00	2	1	2	1%	13:00	16	5	18	10%	21:00	2	5	-36	-21%
	5:30	0	1	1	0%	13:30	96	8	105	62%	21:30	0	5	-41	-24%
	6:00	1	1	0	0%	14:00	66	8	163	96%	22:00	0	0	-41	-24%
	6:30	0	0	0	0%	14:30	15	9	169	99%	22:30	0	0	-41	-24%
	7:00	1	0	1	1%	15:00	2	6	165	97%	23:00	0	0	-41	-24%
	7:30	2	2	1	1%	15:30	2	6	161	95%	23:30	0	0	-41	-24%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:30	169	99%

Data Collection Information

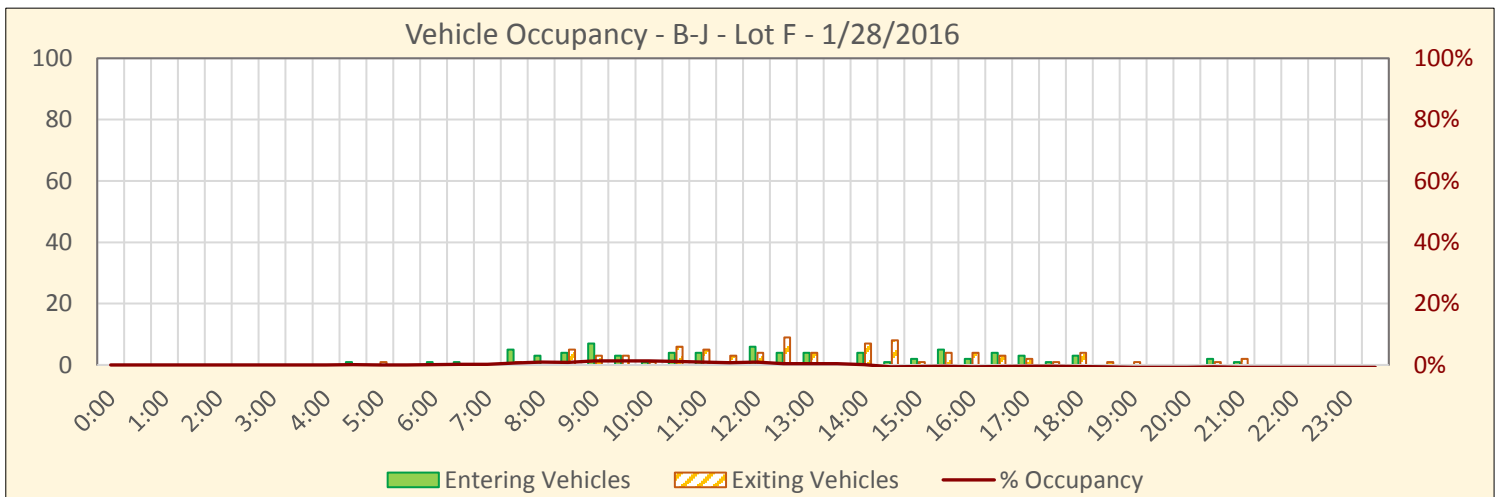
Event Name:	Barrett-Jackson	Lot Name:	F
Date:	1/28/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	32	82nd Street West 1

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [32_{IN}] - [32_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
900	0:00	0	0	0	0%	8:00	3	0	9	1%	16:00	2	4	-6	-1%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	4	5	8	1%	16:30	4	3	-5	-1%
	1:00	0	0	0	0%	9:00	7	3	12	1%	17:00	3	2	-4	0%
	1:30	0	0	0	0%	9:30	3	3	12	1%	17:30	1	1	-4	0%
	2:00	0	0	0	0%	10:00	1	1	12	1%	18:00	3	4	-5	-1%
	2:30	0	0	0	0%	10:30	4	6	10	1%	18:30	0	1	-6	-1%
	3:00	0	0	0	0%	11:00	4	5	9	1%	19:00	0	1	-7	-1%
	3:30	0	0	0	0%	11:30	1	3	7	1%	19:30	0	0	-7	-1%
	4:00	0	0	0	0%	12:00	6	4	9	1%	20:00	0	0	-7	-1%
	4:30	1	0	1	0%	12:30	4	9	4	0%	20:30	2	1	-6	-1%
	5:00	0	1	0	0%	13:00	4	4	4	0%	21:00	1	2	-7	-1%
	5:30	0	0	0	0%	13:30	0	0	4	0%	21:30	0	0	-7	-1%
	6:00	1	0	1	0%	14:00	4	7	1	0%	22:00	0	0	-7	-1%
	6:30	1	0	2	0%	14:30	1	8	-6	-1%	22:30	0	0	-7	-1%
	7:00	0	0	2	0%	15:00	2	1	-5	-1%	23:00	0	0	-7	-1%
	7:30	5	1	6	1%	15:30	5	4	-4	0%	23:30	0	0	-7	-1%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:00	12	1%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

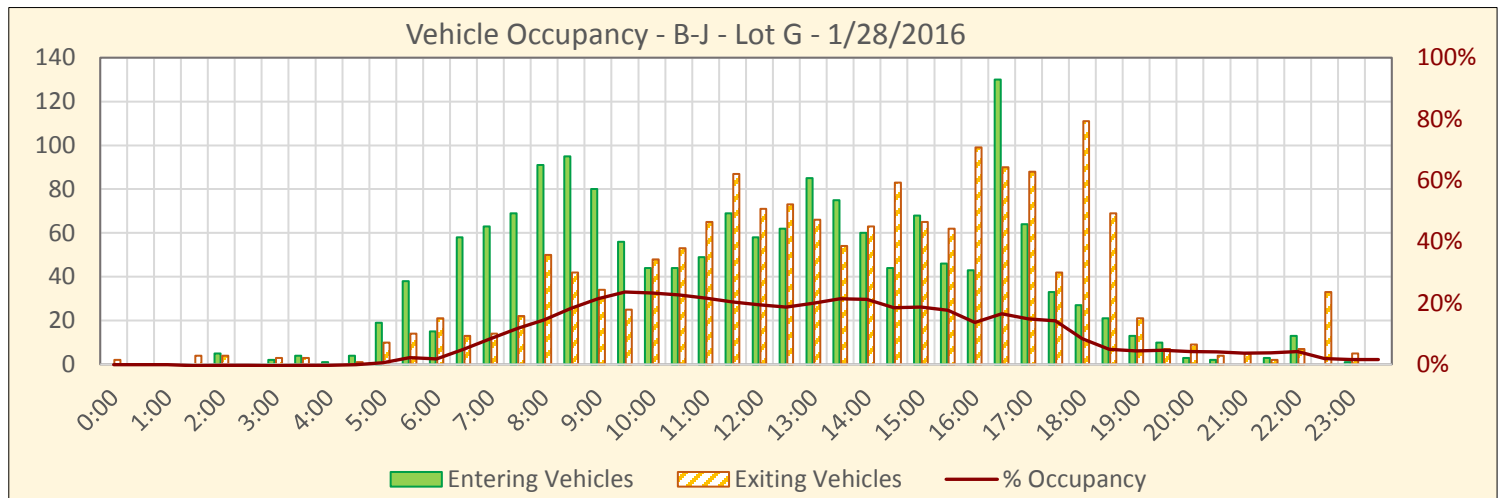
Lot Name: G

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	28	82nd Street East 1	#7	53	Perimeter West 3
	#2	29	82nd Street East 2			
	#3	41	83rd - Pacesetter North of Princess			
	#4	42	83rd - Pacesetter West of Princess			
	#5	51	Perimeter West 1			
6	#6	52	Perimeter West 2			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [28_{IN} + 29_{IN} + 41_{IN} + 42_{IN} + 51_{IN} + 52_{IN} + 53_{IN}] - [28_{OUT} + 29_{OUT} + 41_{OUT} + 42_{OUT} + 51_{OUT} + 52_{OUT} + 53_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,432	0:00	0	2	-2	0%	8:00	91	50	208	15%	16:00	43	99	196	14%
	0:30	0	0	-2	0%	8:30	95	42	261	18%	16:30	130	90	236	16%
	1:00	0	0	-2	0%	9:00	80	34	307	21%	17:00	64	88	212	15%
	1:30	0	4	-6	0%	9:30	56	25	338	24%	17:30	33	42	203	14%
	2:00	5	4	-5	0%	10:00	44	48	334	23%	18:00	27	111	119	8%
	2:30	0	0	-5	0%	10:30	44	53	325	23%	18:30	21	69	71	5%
	3:00	2	3	-6	0%	11:00	49	65	309	22%	19:00	13	21	63	4%
	3:30	4	3	-5	0%	11:30	69	87	291	20%	19:30	10	7	66	5%
	4:00	1	0	-4	0%	12:00	58	71	278	19%	20:00	3	9	60	4%
	4:30	4	1	-1	0%	12:30	62	73	267	19%	20:30	2	4	58	4%
	5:00	19	10	8	1%	13:00	85	66	286	20%	21:00	0	5	53	4%
	5:30	38	14	32	2%	13:30	75	54	307	21%	21:30	3	2	54	4%
	6:00	15	21	26	2%	14:00	60	63	304	21%	22:00	13	7	60	4%
	6:30	58	13	71	5%	14:30	44	83	265	19%	22:30	0	33	27	2%
	7:00	63	14	120	8%	15:00	68	65	268	19%	23:00	1	5	23	2%
	7:30	69	22	167	12%	15:30	46	62	252	18%	23:30	0	0	23	2%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	338	24%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

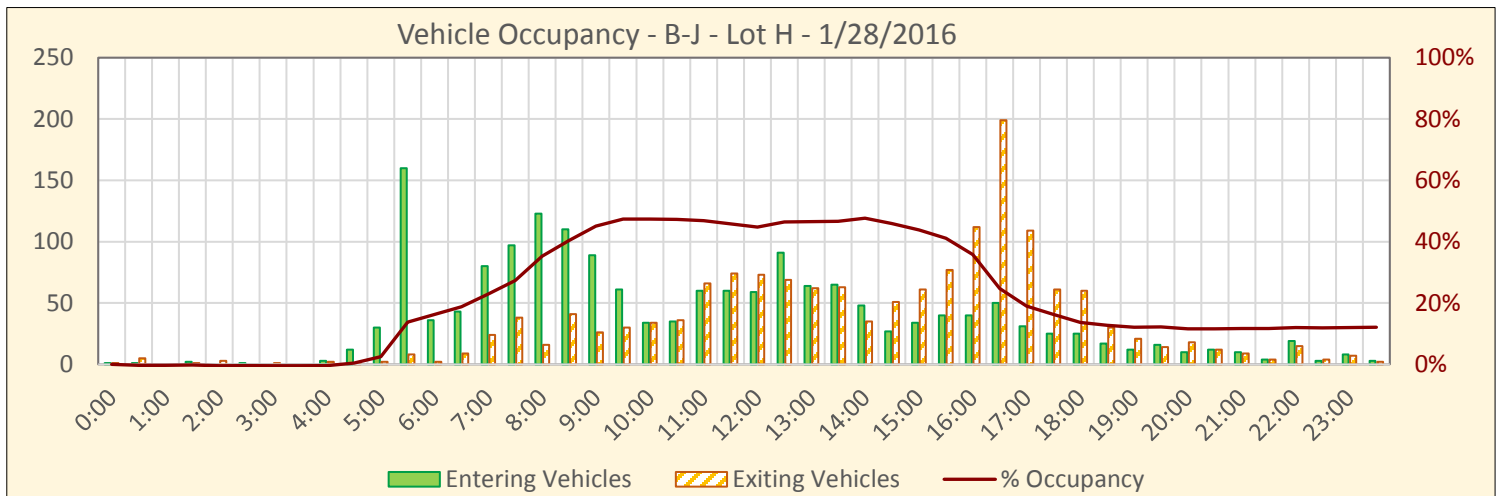
Lot Name: H

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	40 Princess North 2
	#2	43 85th East of Perimeter
	#3	44 St. John East of Perimeter
	#4	45 Perimeter East 1
	#5	46 Perimeter East 2
5		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [40_{IN} + 43_{IN} + 44_{IN} + 45_{IN} + 46_{IN}] - [40_{OUT} + 43_{OUT} + 44_{OUT} + 45_{OUT} + 46_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
1,349	0:00	1	1	0	0%	8:00	123	16	476	35%	16:00	40	112	483	36%
	0:30	1	5	-4	0%	8:30	110	41	545	40%	16:30	50	199	334	25%
	1:00	0	0	-4	0%	9:00	89	26	608	45%	17:00	31	109	256	19%
	1:30	2	1	-3	0%	9:30	61	30	639	47%	17:30	25	61	220	16%
	2:00	0	3	-6	0%	10:00	34	34	639	47%	18:00	25	60	185	14%
	2:30	1	0	-5	0%	10:30	35	36	638	47%	18:30	17	30	172	13%
	3:00	0	1	-6	0%	11:00	60	66	632	47%	19:00	12	21	163	12%
	3:30	0	0	-6	0%	11:30	60	74	618	46%	19:30	16	14	165	12%
	4:00	3	2	-5	0%	12:00	59	73	604	45%	20:00	10	18	157	12%
	4:30	12	1	6	0%	12:30	91	69	626	46%	20:30	12	12	157	12%
	5:00	30	2	34	3%	13:00	64	62	628	47%	21:00	10	9	158	12%
	5:30	160	8	186	14%	13:30	65	63	630	47%	21:30	4	4	158	12%
	6:00	36	2	220	16%	14:00	48	35	643	48%	22:00	19	15	162	12%
	6:30	43	9	254	19%	14:30	27	51	619	46%	22:30	3	4	161	12%
	7:00	80	24	310	23%	15:00	34	61	592	44%	23:00	8	7	162	12%
	7:30	97	38	369	27%	15:30	40	77	555	41%	23:30	3	2	163	12%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	643	48%

Data Collection Information

Event Name:	Barrett-Jackson	Lot Name:	I J
Date:	1/28/2016		
Weekday:	Thursday		

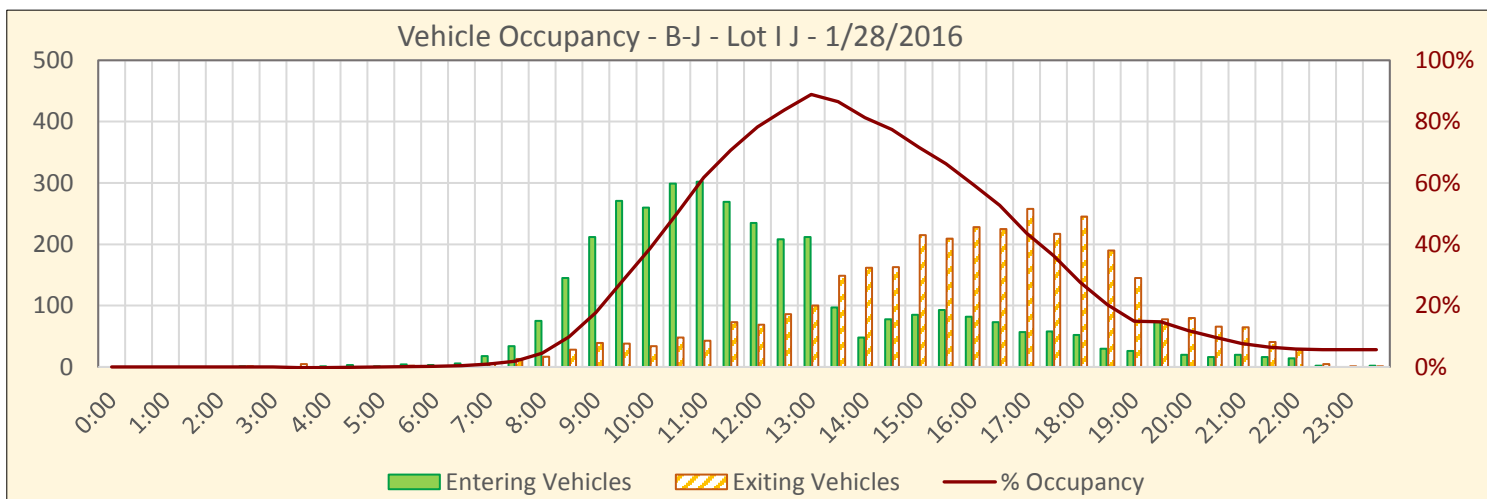
Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	33 82nd Street West 2
	#2	34 82nd Street West 3
	#3	37 Princess South 1
	#4	101 Bell North 1
	4	

Note: The driveway of Tube #33 was closed during data collection

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [33_{IN} + 34_{IN} + 37_{IN} + 101_{IN}] - [33_{OUT} + 34_{OUT} + 37_{OUT} + 101_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,200	0:00	0	0	0	0%	8:00	75	17	100	5%	16:00	82	228	1312	60%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	145	28	217	10%	16:30	73	225	1160	53%
	1:00	0	0	0	0%	9:00	212	39	390	18%	17:00	57	258	959	44%
	1:30	0	0	0	0%	9:30	271	38	623	28%	17:30	58	217	800	36%
	2:00	0	0	0	0%	10:00	260	34	849	39%	18:00	52	245	607	28%
	2:30	1	1	0	0%	10:30	299	48	1100	50%	18:30	30	190	447	20%
	3:00	0	0	0	0%	11:00	302	43	1359	62%	19:00	26	145	328	15%
	3:30	0	5	-5	0%	11:30	269	73	1555	71%	19:30	73	78	323	15%
	4:00	1	0	-4	0%	12:00	235	69	1721	78%	20:00	20	80	263	12%
	4:30	3	0	-1	0%	12:30	208	86	1843	84%	20:30	16	66	213	10%
	5:00	1	0	0	0%	13:00	212	100	1955	89%	21:00	20	65	168	8%
	5:30	4	2	2	0%	13:30	97	149	1903	87%	21:30	16	41	143	7%
	6:00	3	1	4	0%	14:00	48	162	1789	81%	22:00	14	29	128	6%
	6:30	6	1	9	0%	14:30	78	163	1704	77%	22:30	2	5	125	6%
	7:00	18	6	21	1%	15:00	85	215	1574	72%	23:00	0	1	124	6%
	7:30	34	13	42	2%	15:30	93	209	1458	66%	23:30	2	1	125	6%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	1955	89%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/29/2016
Weekday: Friday

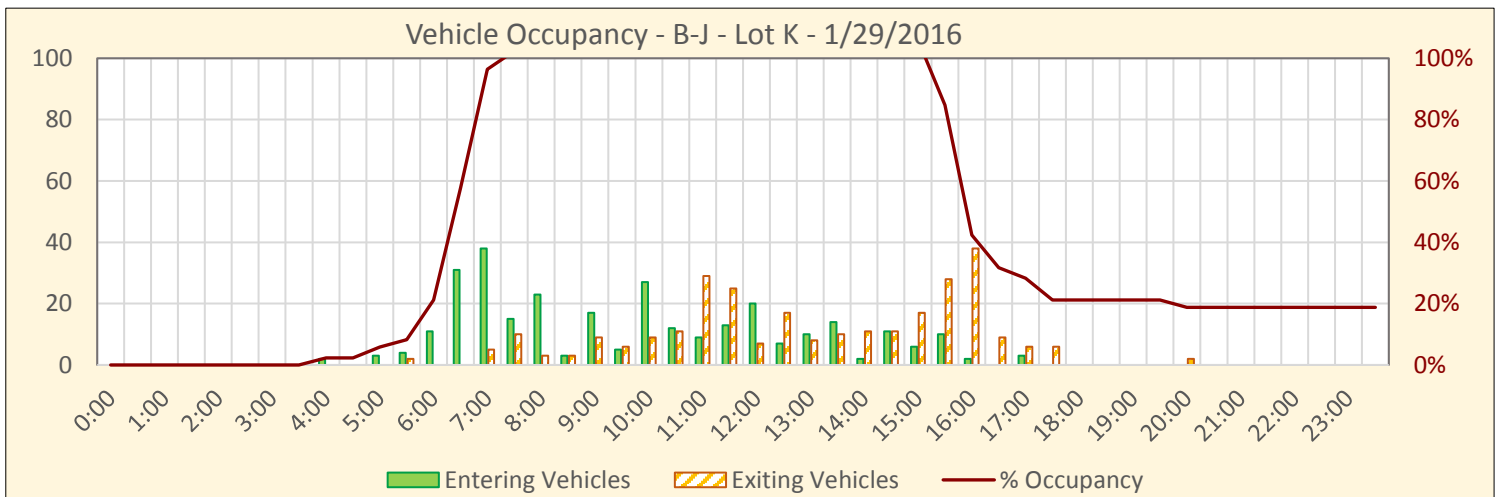
Lot Name: K

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	19	Hartford West 1

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [19_{IN}] - [19_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
85	0:00	0	0	0	0%	8:00	23	3	107	126%	16:00	2	38	36	42%
	0:30	0	0	0	0%	8:30	3	3	107	126%	16:30	0	9	27	32%
	1:00	0	0	0	0%	9:00	17	9	115	135%	17:00	3	6	24	28%
	1:30	0	0	0	0%	9:30	5	6	114	134%	17:30	0	6	18	21%
	2:00	0	0	0	0%	10:00	27	9	132	155%	18:00	0	0	18	21%
	2:30	0	0	0	0%	10:30	12	11	133	156%	18:30	0	0	18	21%
	3:00	0	0	0	0%	11:00	9	29	113	133%	19:00	0	0	18	21%
	3:30	0	0	0	0%	11:30	13	25	101	119%	19:30	0	0	18	21%
	4:00	2	0	2	2%	12:00	20	7	114	134%	20:00	0	2	16	19%
	4:30	0	0	2	2%	12:30	7	17	104	122%	20:30	0	0	16	19%
	5:00	3	0	5	6%	13:00	10	8	106	125%	21:00	0	0	16	19%
	5:30	4	2	7	8%	13:30	14	10	110	129%	21:30	0	0	16	19%
	6:00	11	0	18	21%	14:00	2	11	101	119%	22:00	0	0	16	19%
	6:30	31	0	49	58%	14:30	11	11	101	119%	22:30	0	0	16	19%
	7:00	38	5	82	96%	15:00	6	17	90	106%	23:00	0	0	16	19%
	7:30	15	10	87	102%	15:30	10	28	72	85%	23:30	0	0	16	19%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	133	156%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

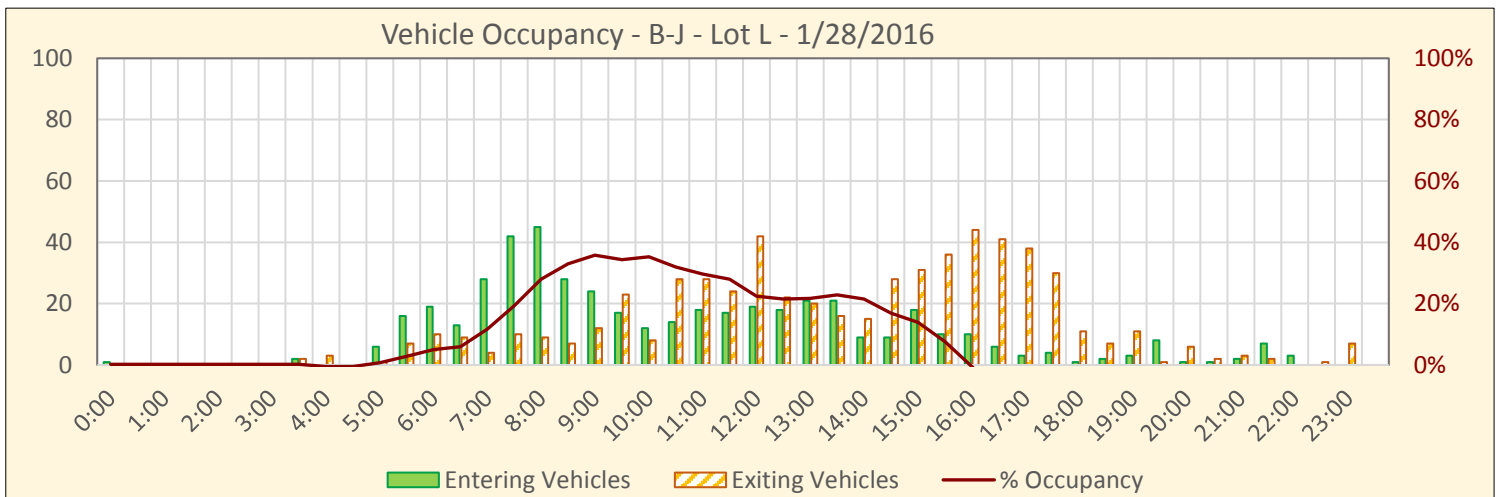
Lot Name: L

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	12 Hartford North 1
	#2	54 Perimeter West 4
	#3	55 Perimeter West 5
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [12_{IN} + 54_{IN} + 55_{IN}] - [12_{OUT} + 54_{OUT} + 55_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
419	0:00	1	0	1	0%	8:00	45	9	117	28%	16:00	10	44	-2	0%
	0:30	0	0	1	0%	8:30	28	7	138	33%	16:30	6	41	-37	-9%
	1:00	0	0	1	0%	9:00	24	12	150	36%	17:00	3	38	-72	-17%
	1:30	0	0	1	0%	9:30	17	23	144	34%	17:30	4	30	-98	-23%
	2:00	0	0	1	0%	10:00	12	8	148	35%	18:00	1	11	-108	-26%
	2:30	0	0	1	0%	10:30	14	28	134	32%	18:30	2	7	-113	-27%
	3:00	0	0	1	0%	11:00	18	28	124	30%	19:00	3	11	-121	-29%
	3:30	2	2	1	0%	11:30	17	24	117	28%	19:30	8	1	-114	-27%
	4:00	0	3	-2	0%	12:00	19	42	94	22%	20:00	1	6	-119	-28%
	4:30	0	0	-2	0%	12:30	18	22	90	21%	20:30	1	2	-120	-29%
	5:00	6	1	3	1%	13:00	21	20	91	22%	21:00	2	3	-121	-29%
	5:30	16	7	12	3%	13:30	21	16	96	23%	21:30	7	2	-116	-28%
	6:00	19	10	21	5%	14:00	9	15	90	21%	22:00	3	0	-113	-27%
	6:30	13	9	25	6%	14:30	9	28	71	17%	22:30	0	1	-114	-27%
	7:00	28	4	49	12%	15:00	18	31	58	14%	23:00	0	7	-121	-29%
	7:30	42	10	81	19%	15:30	10	36	32	8%	23:30	0	0	-121	-29%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:00	150	36%

Data Collection Information

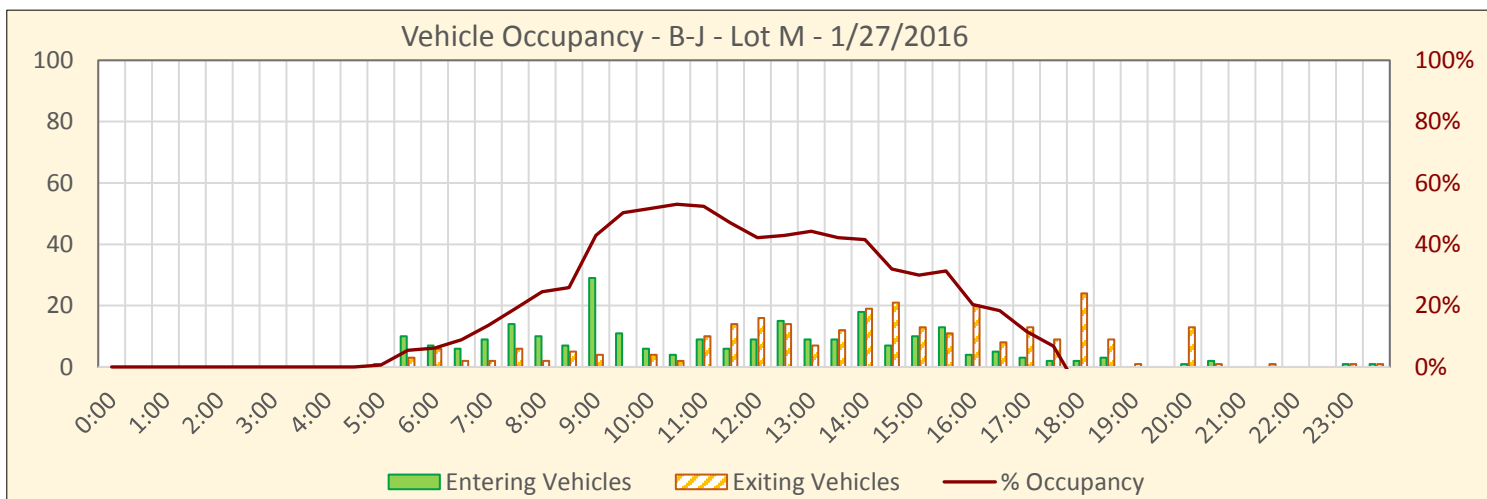
Event Name:	Barrett-Jackson	Lot Name:	M
Date:	1/27/2016		
Weekday:	Wednesday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	20 Hartford West 2
	#2	21 Hartford West 3
	#3	30 82nd Street East 3
	3	

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [20_{IN} + 21_{IN} + 30_{IN}] - [20_{OUT} + 21_{OUT} + 30_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
147	0:00	0	0	0	0%	8:00	10	2	36	24%	16:00	4	20	30	20%
	0:30	0	0	0	0%	8:30	7	5	38	26%	16:30	5	8	27	18%
	1:00	0	0	0	0%	9:00	29	4	63	43%	17:00	3	13	17	12%
	1:30	0	0	0	0%	9:30	11	0	74	50%	17:30	2	9	10	7%
	2:00	0	0	0	0%	10:00	6	4	76	52%	18:00	2	24	-12	-8%
	2:30	0	0	0	0%	10:30	4	2	78	53%	18:30	3	9	-18	-12%
	3:00	0	0	0	0%	11:00	9	10	77	52%	19:00	0	1	-19	-13%
	3:30	0	0	0	0%	11:30	6	14	69	47%	19:30	0	0	-19	-13%
	4:00	0	0	0	0%	12:00	9	16	62	42%	20:00	1	13	-31	-21%
	4:30	0	0	0	0%	12:30	15	14	63	43%	20:30	2	1	-30	-20%
	5:00	1	0	1	1%	13:00	9	7	65	44%	21:00	0	0	-30	-20%
	5:30	10	3	8	5%	13:30	9	12	62	42%	21:30	0	1	-31	-21%
	6:00	7	6	9	6%	14:00	18	19	61	41%	22:00	0	0	-31	-21%
	6:30	6	2	13	9%	14:30	7	21	47	32%	22:30	0	0	-31	-21%
	7:00	9	2	20	14%	15:00	10	13	44	30%	23:00	1	1	-31	-21%
	7:30	14	6	28	19%	15:30	13	11	46	31%	23:30	1	1	-31	-21%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	78	53%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

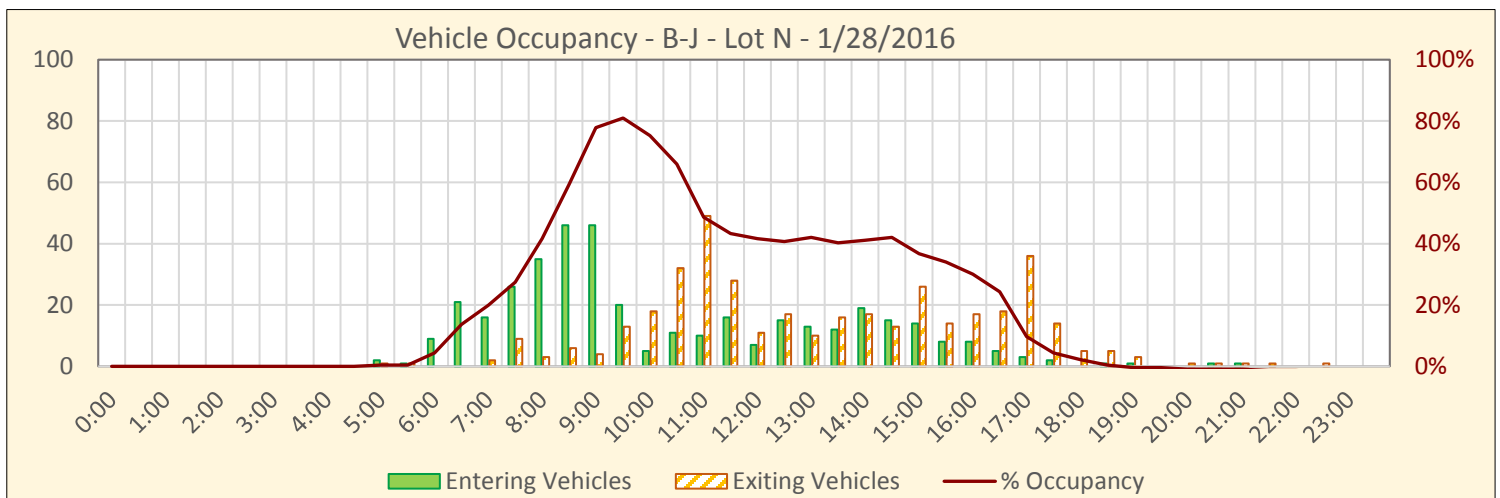
Lot Name: N

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	13 Hartford North 2
	#2	14 Hartford North 3
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [13_{IN} + 14_{IN}] - [13_{OUT} + 14_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
226	0:00	0	0	0	0%	8:00	35	3	94	42%	16:00	8	17	68	30%
	0:30	0	0	0	0%	8:30	46	6	134	59%	16:30	5	18	55	24%
	1:00	0	0	0	0%	9:00	46	4	176	78%	17:00	3	36	22	10%
	1:30	0	0	0	0%	9:30	20	13	183	81%	17:30	2	14	10	4%
	2:00	0	0	0	0%	10:00	5	18	170	75%	18:00	0	5	5	2%
	2:30	0	0	0	0%	10:30	11	32	149	66%	18:30	1	5	1	0%
	3:00	0	0	0	0%	11:00	10	49	110	49%	19:00	1	3	-1	0%
	3:30	0	0	0	0%	11:30	16	28	98	43%	19:30	0	0	-1	0%
	4:00	0	0	0	0%	12:00	7	11	94	42%	20:00	0	1	-2	-1%
	4:30	0	0	0	0%	12:30	15	17	92	41%	20:30	1	1	-2	-1%
	5:00	2	1	1	0%	13:00	13	10	95	42%	21:00	1	1	-2	-1%
	5:30	1	1	1	0%	13:30	12	16	91	40%	21:30	0	1	-3	-1%
	6:00	9	0	10	4%	14:00	19	17	93	41%	22:00	0	0	-3	-1%
	6:30	21	0	31	14%	14:30	15	13	95	42%	22:30	0	1	-4	-2%
	7:00	16	2	45	20%	15:00	14	26	83	37%	23:00	0	0	-4	-2%
	7:30	26	9	62	27%	15:30	8	14	77	34%	23:30	0	0	-4	-2%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	183	81%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

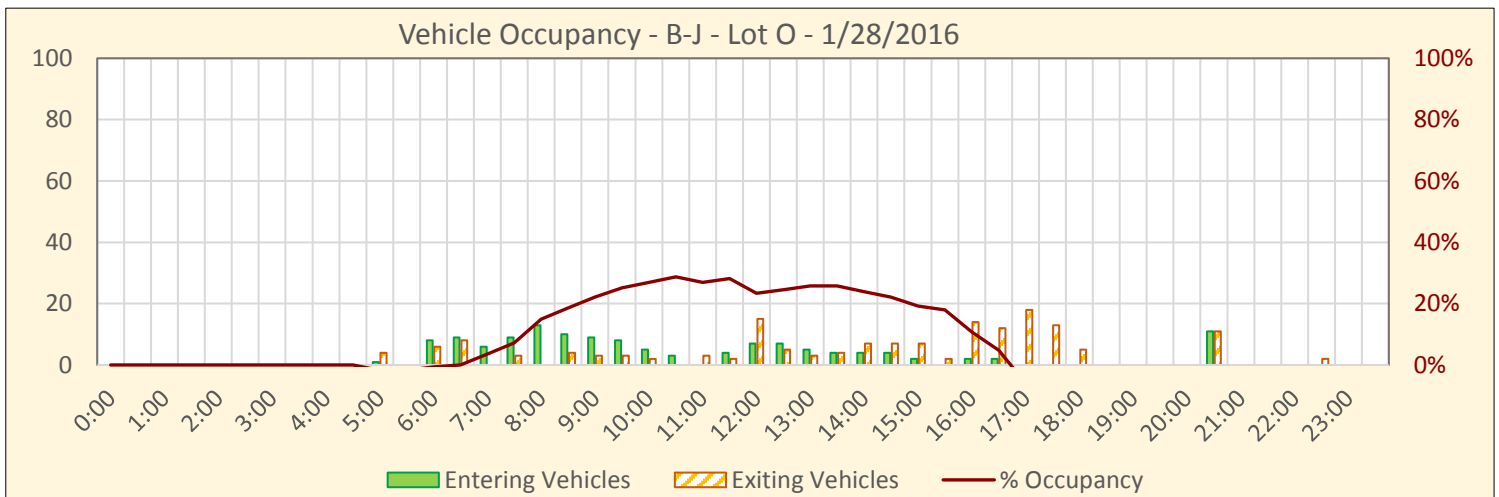
Lot Name: O

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	56	Perimeter West 6

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [56_{IN}] - [56_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
167	0:00	0	0	0	0%	8:00	13	0	25	15%	16:00	2	14	18	11%
	0:30	0	0	0	0%	8:30	10	4	31	19%	16:30	2	12	8	5%
	1:00	0	0	0	0%	9:00	9	3	37	22%	17:00	0	18	-10	-6%
	1:30	0	0	0	0%	9:30	8	3	42	25%	17:30	0	13	-23	-14%
	2:00	0	0	0	0%	10:00	5	2	45	27%	18:00	0	5	-28	-17%
	2:30	0	0	0	0%	10:30	3	0	48	29%	18:30	0	0	-28	-17%
	3:00	0	0	0	0%	11:00	0	3	45	27%	19:00	0	0	-28	-17%
	3:30	0	0	0	0%	11:30	4	2	47	28%	19:30	0	0	-28	-17%
	4:00	0	0	0	0%	12:00	7	15	39	23%	20:00	0	0	-28	-17%
	4:30	0	0	0	0%	12:30	7	5	41	25%	20:30	11	11	-28	-17%
	5:00	1	4	-3	-2%	13:00	5	3	43	26%	21:00	0	0	-28	-17%
	5:30	0	0	-3	-2%	13:30	4	4	43	26%	21:30	0	0	-28	-17%
	6:00	8	6	-1	-1%	14:00	4	7	40	24%	22:00	0	0	-28	-17%
	6:30	9	8	0	0%	14:30	4	7	37	22%	22:30	0	2	-30	-18%
	7:00	6	0	6	4%	15:00	2	7	32	19%	23:00	0	0	-30	-18%
	7:30	9	3	12	7%	15:30	0	2	30	18%	23:30	0	0	-30	-18%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	48	29%

Data Collection Information

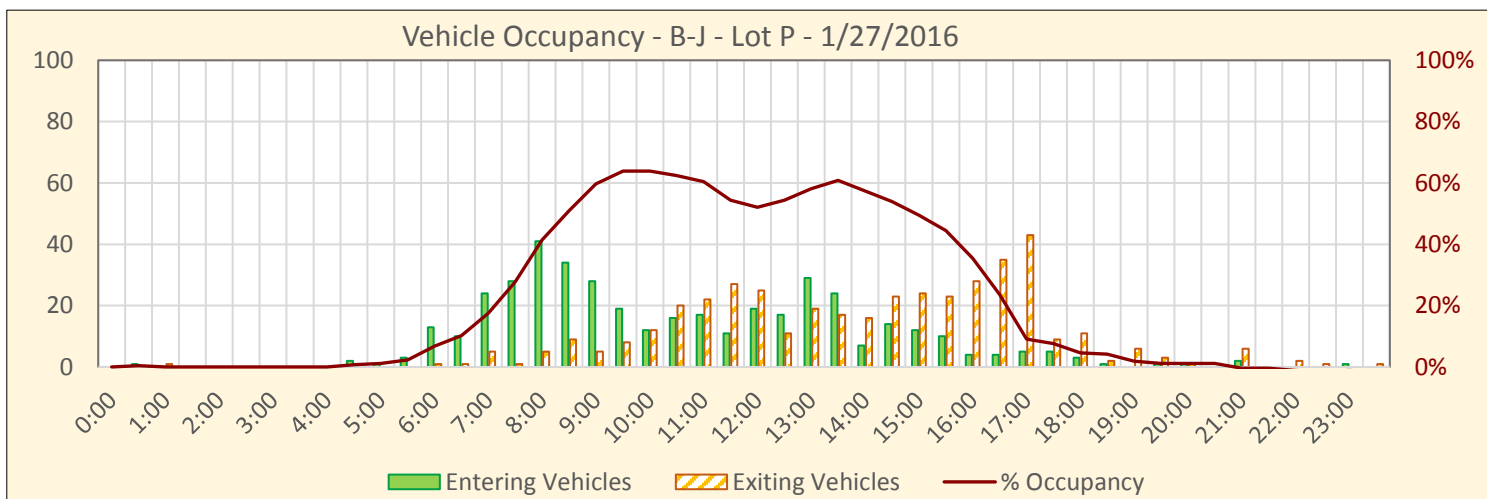
Event Name:	Barrett-Jackson	Lot Name:	P
Date:	1/27/2016		
Weekday:	Wednesday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	22 Hartford West 4
	#2	31 82nd Street East 4
		2

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [22_{IN} + 31_{IN}] - [22_{OUT} + 31_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
263	0:00	0	0	0	0%	8:00	41	5	109	41%	16:00	4	28	93	35%
	0:30	1	0	1	0%	8:30	34	9	134	51%	16:30	4	35	62	24%
	1:00	0	1	0	0%	9:00	28	5	157	60%	17:00	5	43	24	9%
	1:30	0	0	0	0%	9:30	19	8	168	64%	17:30	5	9	20	8%
	2:00	0	0	0	0%	10:00	12	12	168	64%	18:00	3	11	12	5%
	2:30	0	0	0	0%	10:30	16	20	164	62%	18:30	1	2	11	4%
	3:00	0	0	0	0%	11:00	17	22	159	60%	19:00	0	6	5	2%
	3:30	0	0	0	0%	11:30	11	27	143	54%	19:30	1	3	3	1%
	4:00	0	0	0	0%	12:00	19	25	137	52%	20:00	1	1	3	1%
	4:30	2	0	2	1%	12:30	17	11	143	54%	20:30	0	0	3	1%
	5:00	1	0	3	1%	13:00	29	19	153	58%	21:00	2	6	-1	0%
	5:30	3	0	6	2%	13:30	24	17	160	61%	21:30	0	0	-1	0%
	6:00	13	1	18	7%	14:00	7	16	151	57%	22:00	0	2	-3	-1%
	6:30	10	1	27	10%	14:30	14	23	142	54%	22:30	0	1	-4	-2%
	7:00	24	5	46	17%	15:00	12	24	130	49%	23:00	1	0	-3	-1%
	7:30	28	1	73	28%	15:30	10	23	117	44%	23:30	0	1	-4	-2%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	168	64%

Data Collection Information

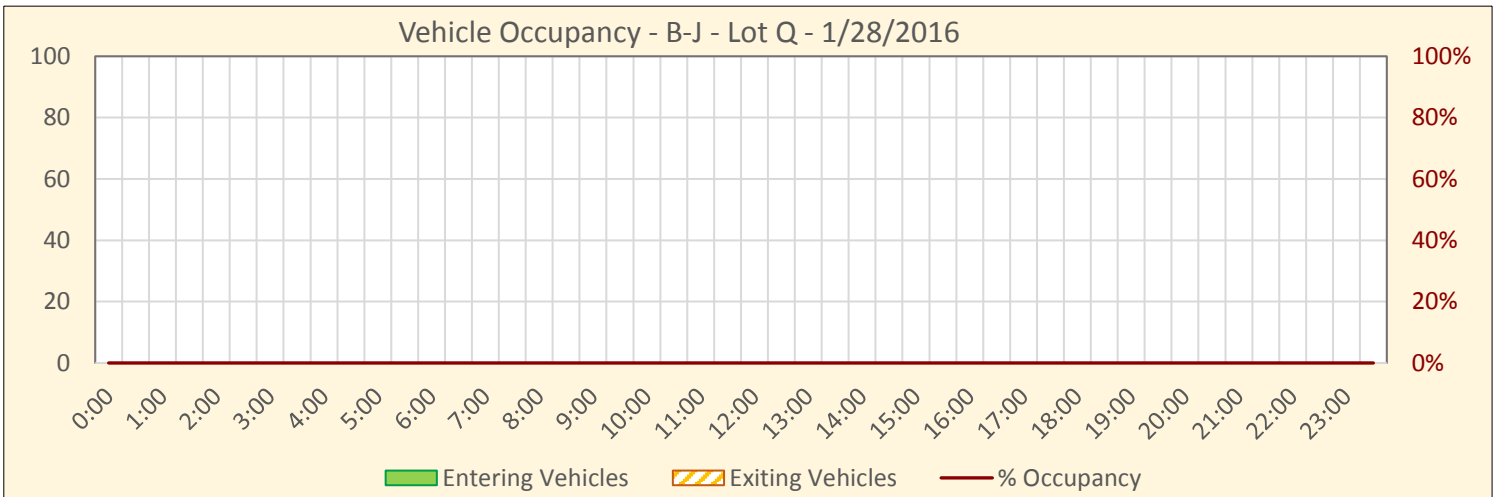
Event Name:	Barrett-Jackson	Lot Name:	Q
Date:	1/28/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	23	Hartford West 5

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [23_{IN}] - [23_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
111	0:00	0	0	0	0%	8:00	0	0	0	0%	16:00	0	0	0	0%
	0:30	0	0	0	0%	8:30	0	0	0	0%	16:30	0	0	0	0%
	1:00	0	0	0	0%	9:00	0	0	0	0%	17:00	0	0	0	0%
	1:30	0	0	0	0%	9:30	0	0	0	0%	17:30	0	0	0	0%
	2:00	0	0	0	0%	10:00	0	0	0	0%	18:00	0	0	0	0%
	2:30	0	0	0	0%	10:30	0	0	0	0%	18:30	0	0	0	0%
	3:00	0	0	0	0%	11:00	0	0	0	0%	19:00	0	0	0	0%
	3:30	0	0	0	0%	11:30	0	0	0	0%	19:30	0	0	0	0%
	4:00	0	0	0	0%	12:00	0	0	0	0%	20:00	0	0	0	0%
	4:30	0	0	0	0%	12:30	0	0	0	0%	20:30	0	0	0	0%
	5:00	0	0	0	0%	13:00	0	0	0	0%	21:00	0	0	0	0%
	5:30	0	0	0	0%	13:30	0	0	0	0%	21:30	0	0	0	0%
	6:00	0	0	0	0%	14:00	0	0	0	0%	22:00	0	0	0	0%
	6:30	0	0	0	0%	14:30	0	0	0	0%	22:30	0	0	0	0%
	7:00	0	0	0	0%	15:00	0	0	0	0%	23:00	0	0	0	0%
	7:30	0	0	0	0%	15:30	0	0	0	0%	23:30	0	0	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	0:00	0	0%

Data Collection Information

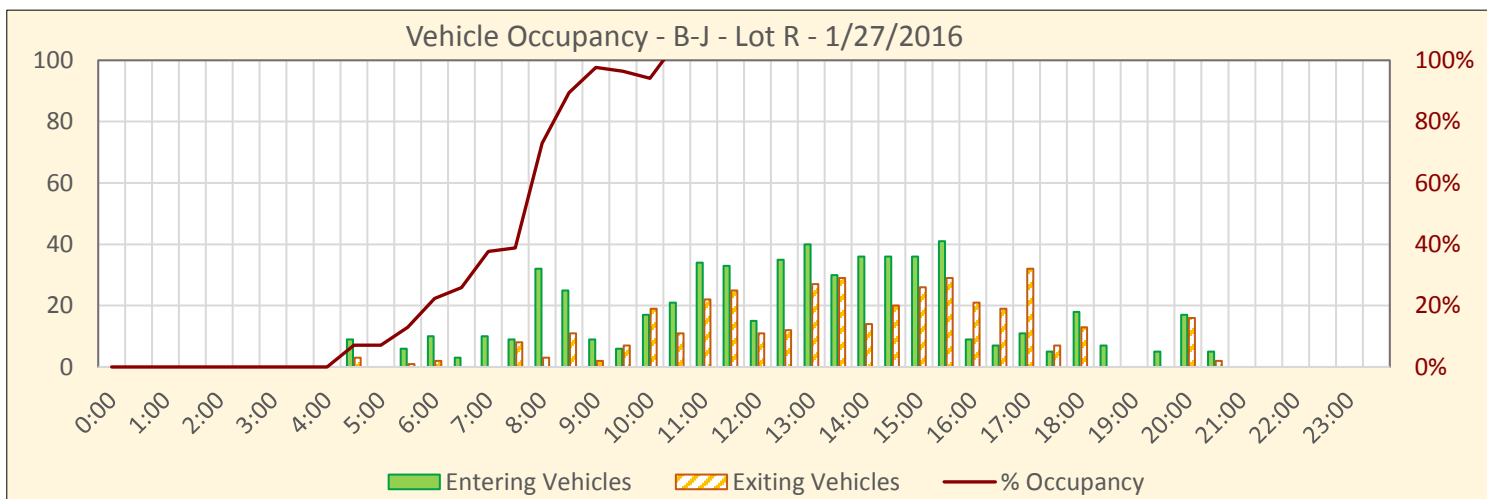
Event Name:	Barrett-Jackson	Lot Name:	R
Date:	1/27/2016		
Weekday:	Wednesday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	24	Hartford West 6
	#2	25	Hartford West 7
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [24_{IN} + 25_{IN}] - [24_{OUT} + 25_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
85	0:00	0	0	0	0%	8:00	32	3	62	73%	16:00	9	21	199	234%
	0:30	0	0	0	0%	8:30	25	11	76	89%	16:30	7	19	187	220%
	1:00	0	0	0	0%	9:00	9	2	83	98%	17:00	11	32	166	195%
	1:30	0	0	0	0%	9:30	6	7	82	96%	17:30	5	7	164	193%
	2:00	0	0	0	0%	10:00	17	19	80	94%	18:00	18	13	169	199%
	2:30	0	0	0	0%	10:30	21	11	90	106%	18:30	7	0	176	207%
	3:00	0	0	0	0%	11:00	34	22	102	120%	19:00	0	0	176	207%
	3:30	0	0	0	0%	11:30	33	25	110	129%	19:30	5	0	181	213%
	4:00	0	0	0	0%	12:00	15	11	114	134%	20:00	17	16	182	214%
	4:30	9	3	6	7%	12:30	35	12	137	161%	20:30	5	2	185	218%
	5:00	0	0	6	7%	13:00	40	27	150	176%	21:00	0	0	185	218%
	5:30	6	1	11	13%	13:30	30	29	151	178%	21:30	0	0	185	218%
	6:00	10	2	19	22%	14:00	36	14	173	204%	22:00	0	0	185	218%
	6:30	3	0	22	26%	14:30	36	20	189	222%	22:30	0	0	185	218%
	7:00	10	0	32	38%	15:00	36	26	199	234%	23:00	0	0	185	218%
7:30	9	8	33	39%	15:30	41	29	211	248%	23:30	0	0	185	218%	

Maximum Occupancy	Time	On-Site	% Occupancy
	15:30	211	248%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

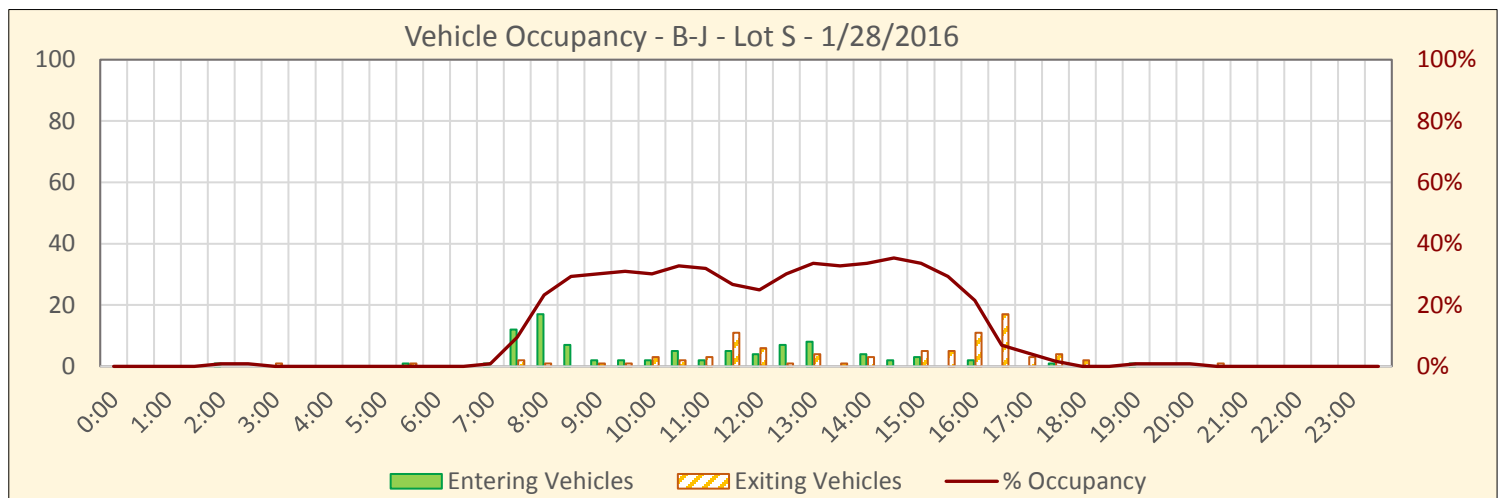
Lot Name: S

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	26 Hartford West 8
	#2	27 Hartford West 9
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [26_{IN} + 27_{IN}] - [26_{OUT} + 27_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	17	1	27	23%	16:00	2	11	25	22%
	0:30	0	0	0	0%	8:30	7	0	34	29%	16:30	0	17	8	7%
	1:00	0	0	0	0%	9:00	2	1	35	30%	17:00	0	3	5	4%
	1:30	0	0	0	0%	9:30	2	1	36	31%	17:30	1	4	2	2%
	2:00	1	0	1	1%	10:00	2	3	35	30%	18:00	0	2	0	0%
	2:30	0	0	1	1%	10:30	5	2	38	33%	18:30	0	0	0	0%
	3:00	0	1	0	0%	11:00	2	3	37	32%	19:00	1	0	1	1%
	3:30	0	0	0	0%	11:30	5	11	31	27%	19:30	0	0	1	1%
	4:00	0	0	0	0%	12:00	4	6	29	25%	20:00	0	0	1	1%
	4:30	0	0	0	0%	12:30	7	1	35	30%	20:30	0	1	0	0%
	5:00	0	0	0	0%	13:00	8	4	39	34%	21:00	0	0	0	0%
	5:30	1	1	0	0%	13:30	0	1	38	33%	21:30	0	0	0	0%
	6:00	0	0	0	0%	14:00	4	3	39	34%	22:00	0	0	0	0%
	6:30	0	0	0	0%	14:30	2	0	41	35%	22:30	0	0	0	0%
	7:00	1	0	1	1%	15:00	3	5	39	34%	23:00	0	0	0	0%
	7:30	12	2	11	9%	15:30	0	5	34	29%	23:30	0	0	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:30	41	35%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

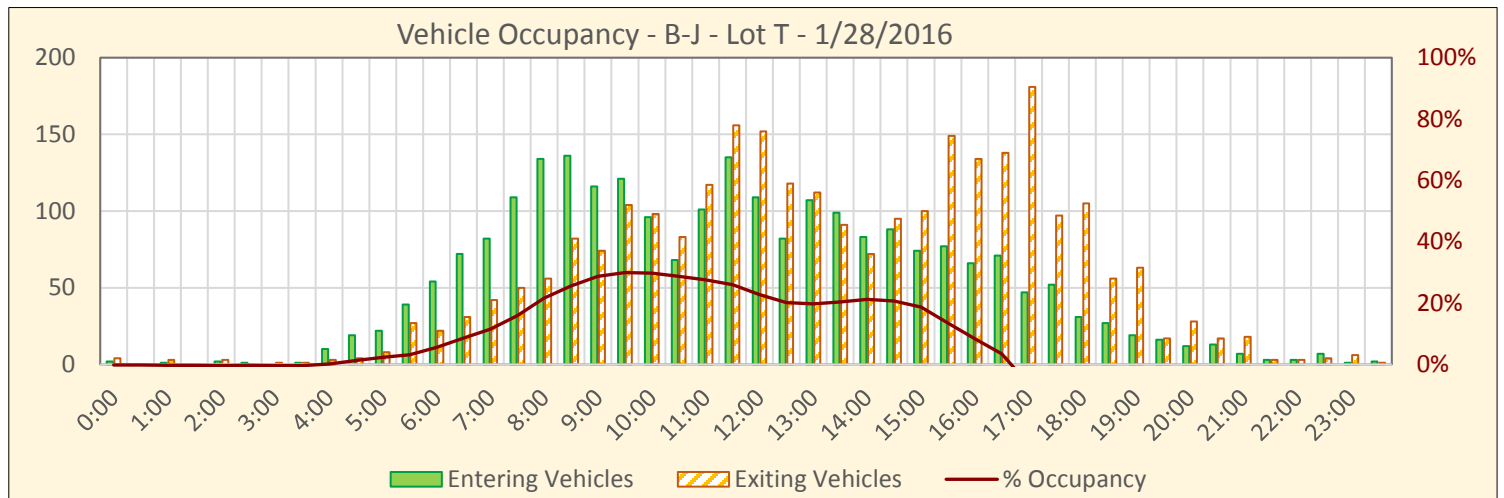
Lot Name: T

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	3 Pima Southbound 1	#7	48	Perimeter East 4
	#2	18 Hartford North 7			
	#3	35 Anderson East of Perimeter			
	#4	36 Anderson West of Hartford			
	#5	38 Princess South 2			
	#6	47 Perimeter East 3			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [3_{IN} + 18_{IN} + 35_{IN} + 36_{IN} + 38_{IN} + 47_{IN} + 48_{IN}] - [3_{OUT} + 18_{OUT} + 35_{OUT} + 36_{OUT} + 38_{OUT} + 47_{OUT} + 48_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,356	0:00	2	4	-2	0%	8:00	134	56	293	22%	16:00	66	134	114	8%
	0:30	0	0	-2	0%	8:30	136	82	347	26%	16:30	71	138	47	3%
	1:00	1	3	-4	0%	9:00	116	74	389	29%	17:00	47	181	-87	-6%
	1:30	0	0	-4	0%	9:30	121	104	406	30%	17:30	52	97	-132	-10%
	2:00	2	3	-5	0%	10:00	96	98	404	30%	18:00	31	105	-206	-15%
	2:30	1	0	-4	0%	10:30	68	83	389	29%	18:30	27	56	-235	-17%
	3:00	0	1	-5	0%	11:00	101	117	373	28%	19:00	19	63	-279	-21%
	3:30	1	1	-5	0%	11:30	135	156	352	26%	19:30	16	17	-280	-21%
	4:00	10	3	2	0%	12:00	109	152	309	23%	20:00	12	28	-296	-22%
	4:30	19	4	17	1%	12:30	82	118	273	20%	20:30	13	17	-300	-22%
	5:00	22	8	31	2%	13:00	107	112	268	20%	21:00	7	18	-311	-23%
	5:30	39	27	43	3%	13:30	99	91	276	20%	21:30	3	3	-311	-23%
	6:00	54	22	75	6%	14:00	83	72	287	21%	22:00	3	3	-311	-23%
	6:30	72	31	116	9%	14:30	88	95	280	21%	22:30	7	4	-308	-23%
	7:00	82	42	156	12%	15:00	74	100	254	19%	23:00	1	6	-313	-23%
	7:30	109	50	215	16%	15:30	77	149	182	13%	23:30	2	1	-312	-23%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	406	30%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

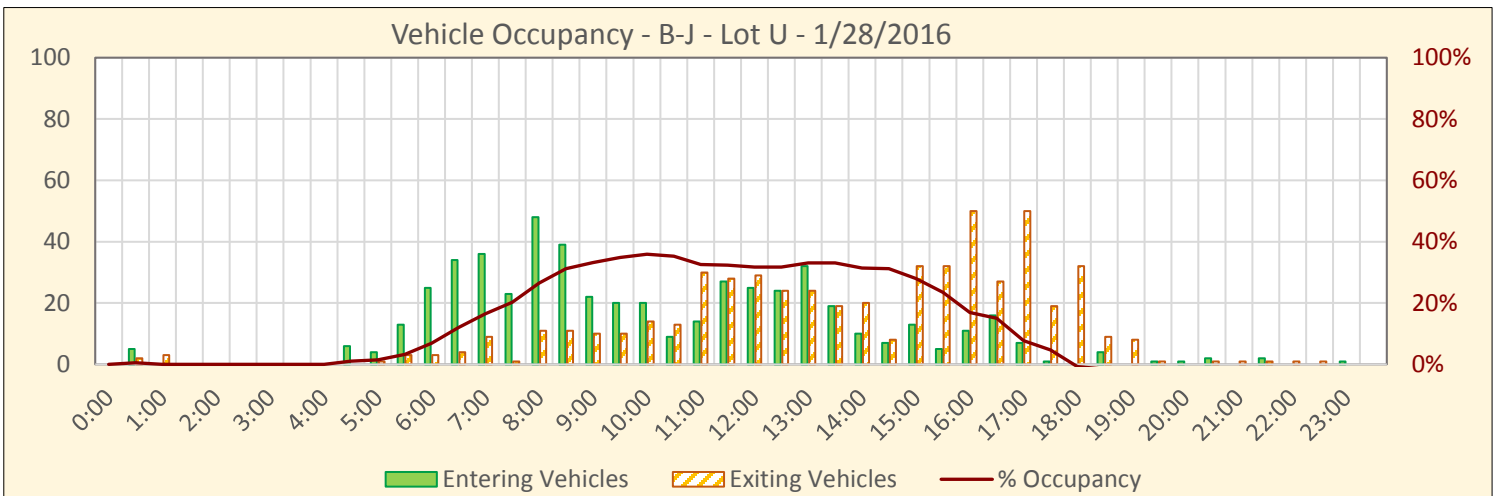
Lot Name: U

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	15 Hartford North 4
	#2	16 Hartford North 5
	#3	17 Hartford North 6
	#4	49 Perimeter East 5
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [15_{IN} + 16_{IN} + 17_{IN} + 49_{IN}] - [15_{OUT} + 16_{OUT} + 17_{OUT} + 49_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
593	0:00	0	0	0	0%	8:00	48	11	157	26%	16:00	11	50	100	17%
	0:30	5	2	3	1%	8:30	39	11	185	31%	16:30	16	27	89	15%
	1:00	0	3	0	0%	9:00	22	10	197	33%	17:00	7	50	46	8%
	1:30	0	0	0	0%	9:30	20	10	207	35%	17:30	1	19	28	5%
	2:00	0	0	0	0%	10:00	20	14	213	36%	18:00	0	32	-4	-1%
	2:30	0	0	0	0%	10:30	9	13	209	35%	18:30	4	9	-9	-2%
	3:00	0	0	0	0%	11:00	14	30	193	33%	19:00	0	8	-17	-3%
	3:30	0	0	0	0%	11:30	27	28	192	32%	19:30	1	1	-17	-3%
	4:00	0	0	0	0%	12:00	25	29	188	32%	20:00	1	0	-16	-3%
	4:30	6	0	6	1%	12:30	24	24	188	32%	20:30	2	1	-15	-3%
	5:00	4	1	9	2%	13:00	32	24	196	33%	21:00	0	1	-16	-3%
	5:30	13	3	19	3%	13:30	19	19	196	33%	21:30	2	1	-15	-3%
	6:00	25	3	41	7%	14:00	10	20	186	31%	22:00	0	1	-16	-3%
	6:30	34	4	71	12%	14:30	7	8	185	31%	22:30	0	1	-17	-3%
	7:00	36	9	98	17%	15:00	13	32	166	28%	23:00	1	0	-16	-3%
	7:30	23	1	120	20%	15:30	5	32	139	23%	23:30	0	0	-16	-3%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	213	36%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

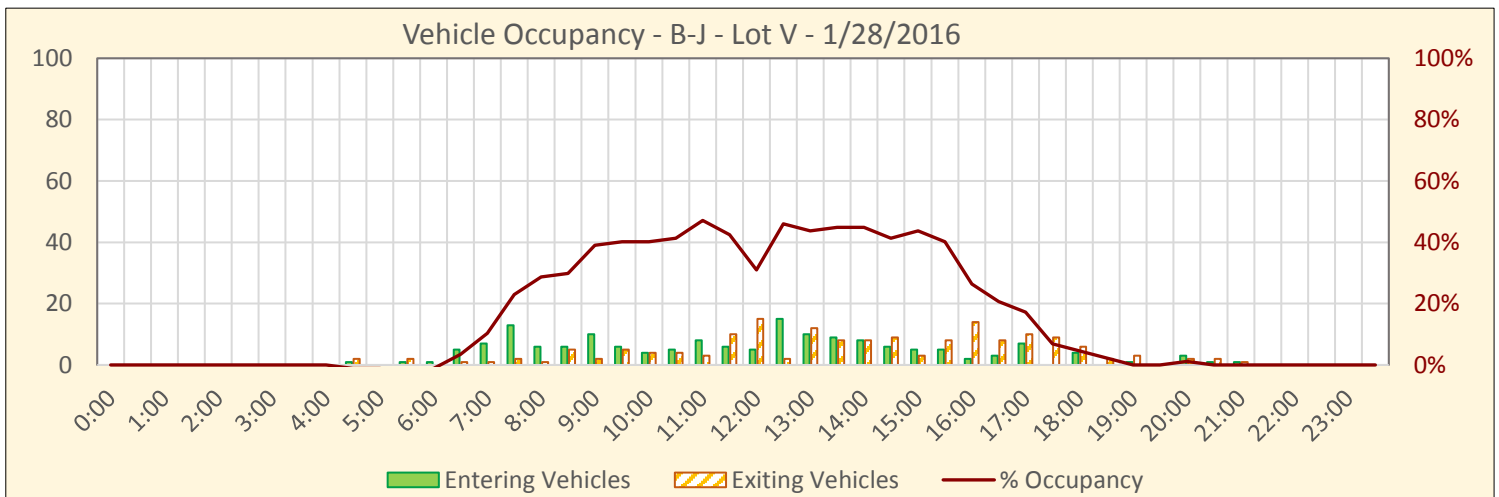
Lot Name: V

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	5	Hartford South

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [5_{IN}] - [5_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
87	0:00	0	0	0	0%	8:00	6	1	25	29%	16:00	2	14	23	26%
	0:30	0	0	0	0%	8:30	6	5	26	30%	16:30	3	8	18	21%
	1:00	0	0	0	0%	9:00	10	2	34	39%	17:00	7	10	15	17%
	1:30	0	0	0	0%	9:30	6	5	35	40%	17:30	0	9	6	7%
	2:00	0	0	0	0%	10:00	4	4	35	40%	18:00	4	6	4	5%
	2:30	0	0	0	0%	10:30	5	4	36	41%	18:30	0	2	2	2%
	3:00	0	0	0	0%	11:00	8	3	41	47%	19:00	1	3	0	0%
	3:30	0	0	0	0%	11:30	6	10	37	43%	19:30	0	0	0	0%
	4:00	0	0	0	0%	12:00	5	15	27	31%	20:00	3	2	1	1%
	4:30	1	2	-1	-1%	12:30	15	2	40	46%	20:30	1	2	0	0%
	5:00	0	0	-1	-1%	13:00	10	12	38	44%	21:00	1	1	0	0%
	5:30	1	2	-2	-2%	13:30	9	8	39	45%	21:30	0	0	0	0%
	6:00	1	0	-1	-1%	14:00	8	8	39	45%	22:00	0	0	0	0%
	6:30	5	1	3	3%	14:30	6	9	36	41%	22:30	0	0	0	0%
	7:00	7	1	9	10%	15:00	5	3	38	44%	23:00	0	0	0	0%
	7:30	13	2	20	23%	15:30	5	8	35	40%	23:30	0	0	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:00	41	47%

Data Collection Information

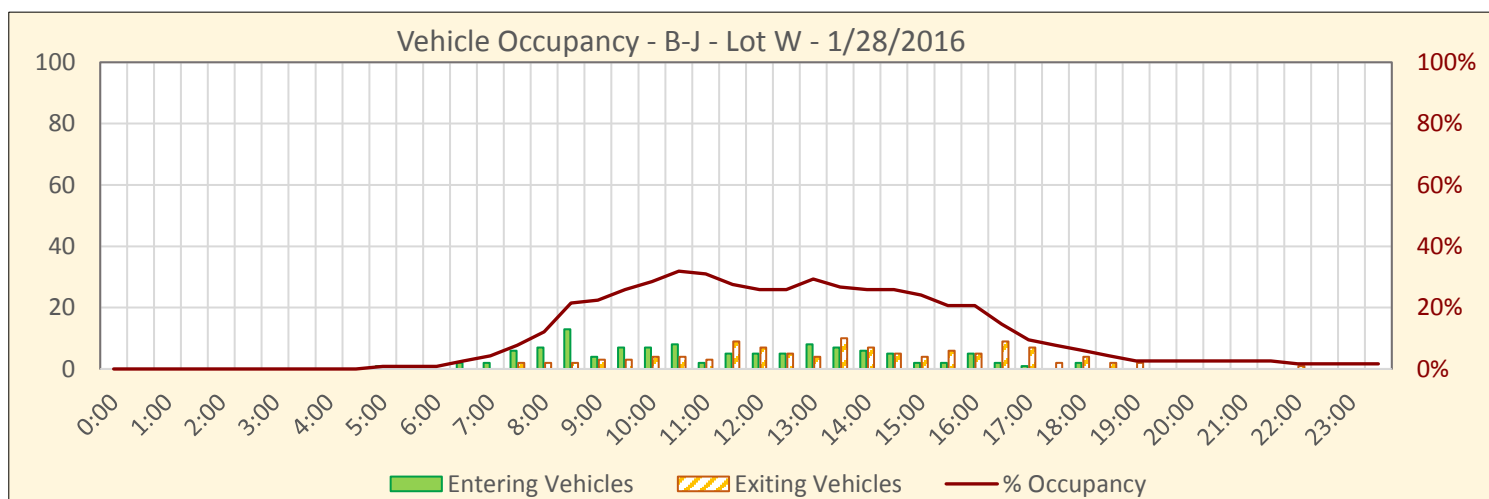
Event Name:	Barrett-Jackson	Lot Name:	W
Date:	1/28/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	6	Hartford South 2
	#2	7	Hartford South 3
2			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [6_{IN} + 7_{IN}] - [6_{OUT} + 7_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	7	2	14	12%	16:00	5	5	24	21%
	0:30	0	0	0	0%	8:30	13	2	25	22%	16:30	2	9	17	15%
	1:00	0	0	0	0%	9:00	4	3	26	22%	17:00	1	7	11	9%
	1:30	0	0	0	0%	9:30	7	3	30	26%	17:30	0	2	9	8%
	2:00	0	0	0	0%	10:00	7	4	33	28%	18:00	2	4	7	6%
	2:30	0	0	0	0%	10:30	8	4	37	32%	18:30	0	2	5	4%
	3:00	0	0	0	0%	11:00	2	3	36	31%	19:00	0	2	3	3%
	3:30	0	0	0	0%	11:30	5	9	32	28%	19:30	0	0	3	3%
	4:00	0	0	0	0%	12:00	5	7	30	26%	20:00	0	0	3	3%
	4:30	0	0	0	0%	12:30	5	5	30	26%	20:30	0	0	3	3%
	5:00	1	0	1	1%	13:00	8	4	34	29%	21:00	0	0	3	3%
	5:30	0	0	1	1%	13:30	7	10	31	27%	21:30	0	0	3	3%
	6:00	0	0	1	1%	14:00	6	7	30	26%	22:00	0	1	2	2%
	6:30	2	0	3	3%	14:30	5	5	30	26%	22:30	0	0	2	2%
	7:00	2	0	5	4%	15:00	2	4	28	24%	23:00	0	0	2	2%
	7:30	6	2	9	8%	15:30	2	6	24	21%	23:30	0	0	2	2%

Maximum	Time	On-Site	% Occupancy
Occupancy	10:30	37	32%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

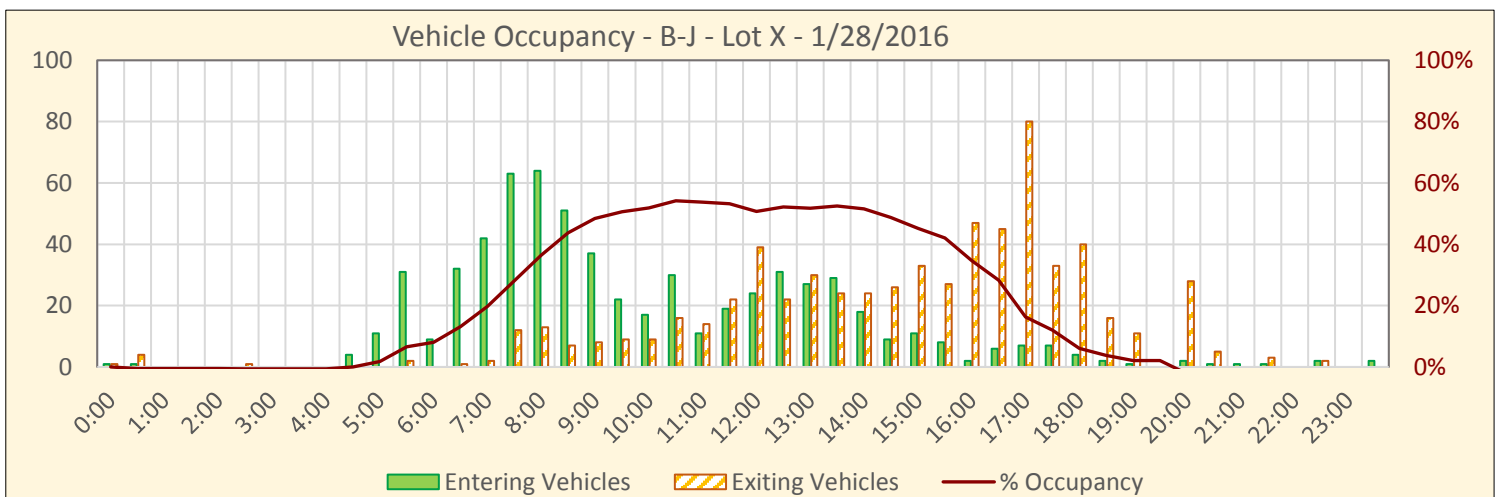
Lot Name: X

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	8 Hartford South 4
	#2	9 Hartford South 5
	#3	10 Hartford South 6
	#4	11 Hartford South 7
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [8_{IN} + 9_{IN} + 10_{IN} + 11_{IN}] - [8_{OUT} + 9_{OUT} + 10_{OUT} + 11_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
609	0:00	1	1	0	0%	8:00	64	13	222	36%	16:00	2	47	211	35%
*Excludes Garage Parking	0:30	1	4	-3	0%	8:30	51	7	266	44%	16:30	6	45	172	28%
	1:00	0	0	-3	0%	9:00	37	8	295	48%	17:00	7	80	99	16%
	1:30	0	0	-3	0%	9:30	22	9	308	51%	17:30	7	33	73	12%
	2:00	0	0	-3	0%	10:00	17	9	316	52%	18:00	4	40	37	6%
	2:30	0	1	-4	-1%	10:30	30	16	330	54%	18:30	2	16	23	4%
	3:00	0	0	-4	-1%	11:00	11	14	327	54%	19:00	1	11	13	2%
	3:30	0	0	-4	-1%	11:30	19	22	324	53%	19:30	0	0	13	2%
	4:00	0	0	-4	-1%	12:00	24	39	309	51%	20:00	2	28	-13	-2%
	4:30	4	0	0	0%	12:30	31	22	318	52%	20:30	1	5	-17	-3%
	5:00	11	0	11	2%	13:00	27	30	315	52%	21:00	1	0	-16	-3%
	5:30	31	2	40	7%	13:30	29	24	320	53%	21:30	1	3	-18	-3%
	6:00	9	0	49	8%	14:00	18	24	314	52%	22:00	0	0	-18	-3%
	6:30	32	1	80	13%	14:30	9	26	297	49%	22:30	2	2	-18	-3%
	7:00	42	2	120	20%	15:00	11	33	275	45%	23:00	0	0	-18	-3%
	7:30	63	12	171	28%	15:30	8	27	256	42%	23:30	2	0	-16	-3%

Maximum	Time	On-Site	% Occupancy
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Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

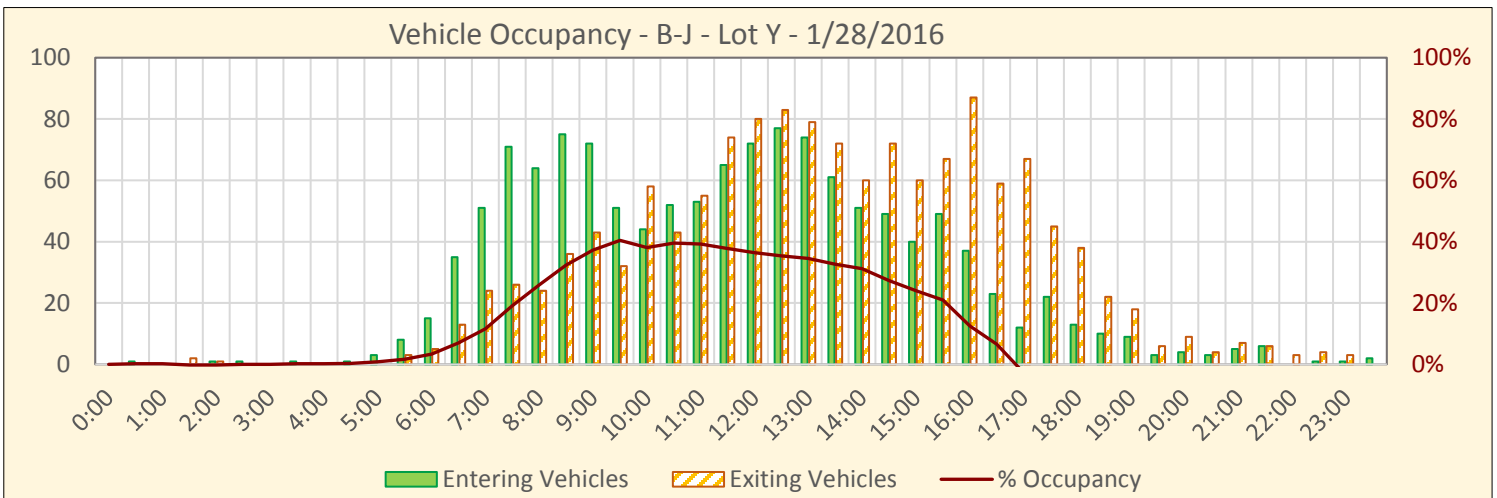
Lot Name: Y

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	1 Bell South 2
	#2	2 Bell South 1
	#3	4 Pima Southbound 2
	#4	50 Perimeter East 6
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [1_{IN} + 2_{IN} + 4_{IN} + 50_{IN}] - [1_{OUT} + 2_{OUT} + 4_{OUT} + 50_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
596	0:00	0	0	0	0%	8:00	64	24	154	26%	16:00	37	87	75	13%
	0:30	1	0	1	0%	8:30	75	36	193	32%	16:30	23	59	39	7%
	1:00	0	0	1	0%	9:00	72	43	222	37%	17:00	12	67	-16	-3%
	1:30	0	2	-1	0%	9:30	51	32	241	40%	17:30	22	45	-39	-7%
	2:00	1	1	-1	0%	10:00	44	58	227	38%	18:00	13	38	-64	-11%
	2:30	1	0	0	0%	10:30	52	43	236	40%	18:30	10	22	-76	-13%
	3:00	0	0	0	0%	11:00	53	55	234	39%	19:00	9	18	-85	-14%
	3:30	1	0	1	0%	11:30	65	74	225	38%	19:30	3	6	-88	-15%
	4:00	0	0	1	0%	12:00	72	80	217	36%	20:00	4	9	-93	-16%
	4:30	1	0	2	0%	12:30	77	83	211	35%	20:30	3	4	-94	-16%
	5:00	3	0	5	1%	13:00	74	79	206	35%	21:00	5	7	-96	-16%
	5:30	8	3	10	2%	13:30	61	72	195	33%	21:30	6	6	-96	-16%
	6:00	15	5	20	3%	14:00	51	60	186	31%	22:00	0	3	-99	-17%
	6:30	35	13	42	7%	14:30	49	72	163	27%	22:30	1	4	-102	-17%
	7:00	51	24	69	12%	15:00	40	60	143	24%	23:00	1	3	-104	-17%
	7:30	71	26	114	19%	15:30	49	67	125	21%	23:30	2	0	-102	-17%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	241	40%

Data Collection Information

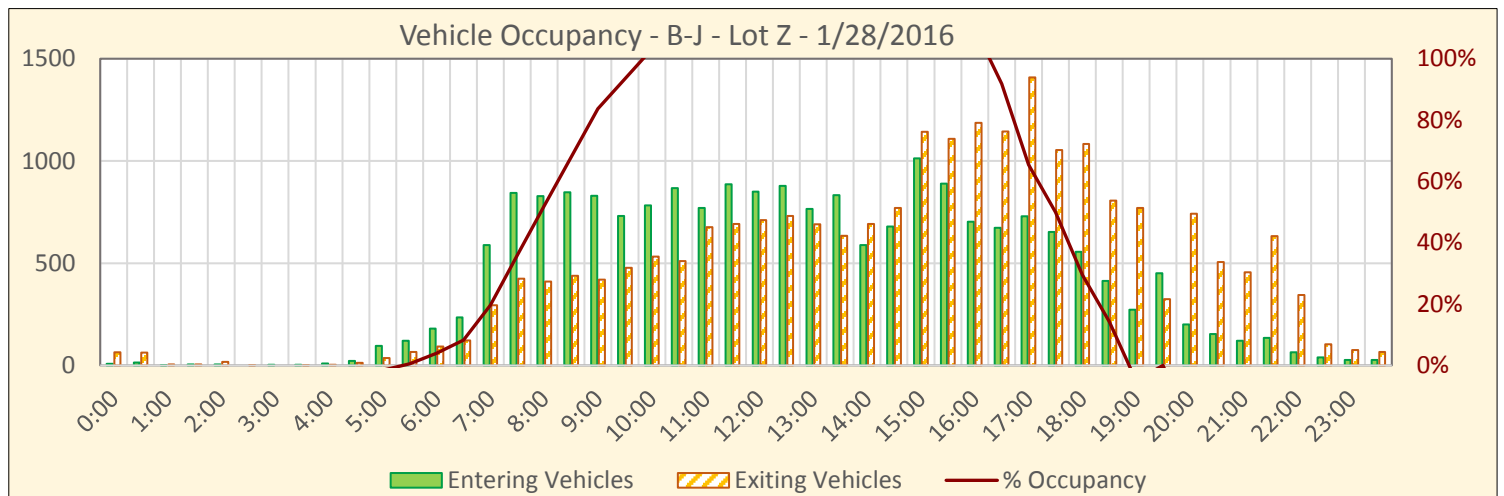
Event Name:	Barrett-Jackson	Lot Name:	Z
Date:	1/28/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	58 Pima Northbound 1	#10	71 Bell South 6	
	#2	60 90th North of Bahia	#11	73 Bahia North 1	
	#3	61 90th South of Bell	#12	74 Bahia North 2	
	#4	62 91st South of Bell	#13	75 Bahia North 3	
	#5	63 91st North of Bahia	#14	76 Bahia North and South 4	
	#6	64 94th West 1	#15	77 Bahia North 5	
	#7	68 Bell South 3	#16	78 Bahia North 6	
	#8	69 Bell South 4	#17	79 Bahia North 7	
	#9	70 Bell South 5			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [58_{IN} + 60_{IN} + 61_{IN} + 62_{IN} + 63_{IN} + 64_{IN} + 68_{IN} + 69_{IN} + 70_{IN} + 71_{IN} + 73_{IN} + 74_{IN} + 75_{IN} + 76_{IN} + 77_{IN} + 78_{IN} + 79_{IN}] - [58_{OUT} + 60_{OUT} + 61_{OUT} + 62_{OUT} + 63_{OUT} + 64_{OUT} + 68_{OUT} + 69_{OUT} + 70_{OUT} + 71_{OUT} + 73_{OUT} + 74_{OUT} + 75_{OUT} + 76_{OUT} + 77_{OUT} + 78_{OUT} + 79_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,582	0:00	8	64	-56	-2%	8:00	828	411	1343	52%	16:00	703	1187	2841	110%
	0:30	15	63	-104	-4%	8:30	847	438	1752	68%	16:30	673	1144	2370	92%
	1:00	2	5	-107	-4%	9:00	830	420	2162	84%	17:00	729	1409	1690	65%
	1:30	5	5	-107	-4%	9:30	731	478	2415	94%	17:30	653	1053	1290	50%
	2:00	5	17	-119	-5%	10:00	783	533	2665	103%	18:00	555	1083	762	30%
	2:30	0	2	-121	-5%	10:30	867	511	3021	117%	18:30	413	806	369	14%
	3:00	3	0	-118	-5%	11:00	770	677	3114	121%	19:00	273	770	-128	-5%
	3:30	3	1	-116	-4%	11:30	886	692	3308	128%	19:30	451	324	-1	0%
	4:00	10	3	-109	-4%	12:00	850	711	3447	134%	20:00	201	742	-542	-21%
	4:30	22	13	-100	-4%	12:30	878	731	3594	139%	20:30	154	505	-893	-35%
	5:00	96	36	-40	-2%	13:00	765	691	3668	142%	21:00	121	455	-1227	-48%
	5:30	121	66	15	1%	13:30	833	634	3867	150%	21:30	135	632	-1724	-67%
	6:00	180	93	102	4%	14:00	589	692	3764	146%	22:00	65	344	-2003	-78%
	6:30	235	123	214	8%	14:30	680	770	3674	142%	22:30	40	104	-2067	-80%
	7:00	588	295	507	20%	15:00	1013	1142	3545	137%	23:00	27	75	-2115	-82%
	7:30	844	425	926	36%	15:30	889	1109	3325	129%	23:30	27	66	-2154	-83%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	3867	150%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

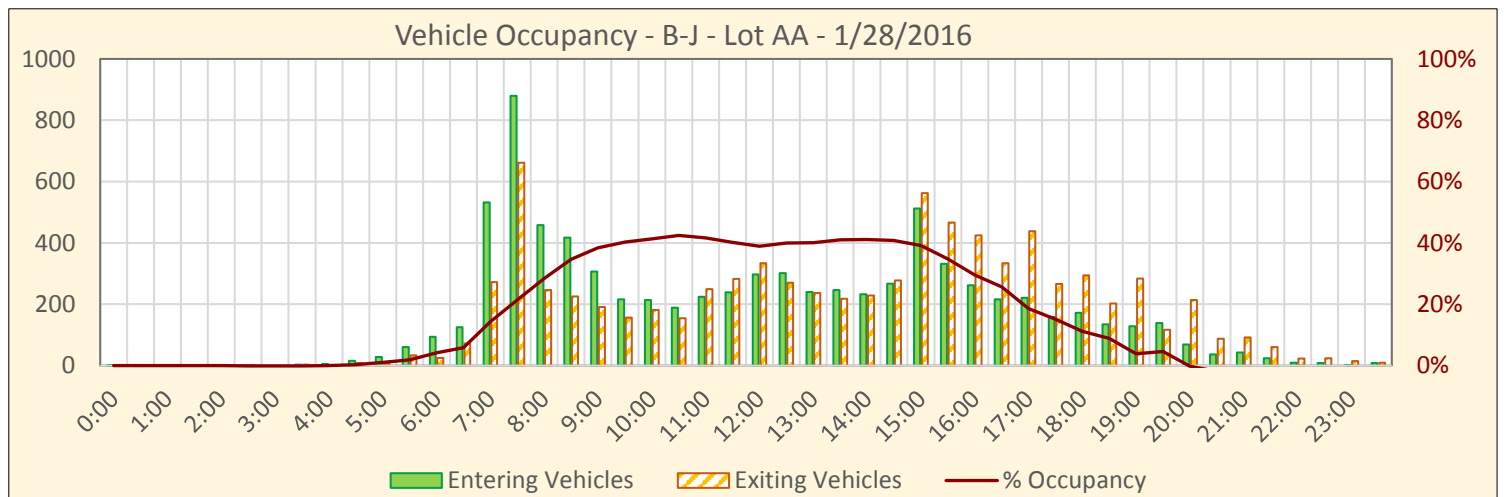
Lot Name: AA

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	59	Pima Northbound 2	#7	85	92nd South of Bahia
	#2	80	Bahia South 1	#8	86	91st South of Bahia
	#3	81	Bahia South 2	#9	87	90th South of Bahia
	#4	82	Bahia South 3	#10	88	Scottsdale Prep Academy (Pickup/Dropoff)
	#5	83	Bahia South 5	#11	76	Bahia North and South 4
11	#6	84	Bahia South 6			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [59_{IN} + 80_{IN} + 81_{IN} + 82_{IN} + 83_{IN} + 84_{IN} + 85_{IN} + 86_{IN} + 87_{IN} + 88_{IN} + 76_{IN}] - [59_{OUT} + 80_{OUT} + 81_{OUT} + 82_{OUT} + 83_{OUT} + 84_{OUT} + 85_{OUT} + 86_{OUT} + 87_{OUT} + 88_{OUT} + 76_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
3,072	0:00	1	1	0	0%	8:00	458	246	871	28%	16:00	262	425	906	29%
	0:30	0	0	0	0%	8:30	417	225	1063	35%	16:30	216	334	788	26%
	1:00	0	0	0	0%	9:00	307	191	1179	38%	17:00	221	438	571	19%
	1:30	0	0	0	0%	9:30	216	157	1238	40%	17:30	159	266	464	15%
	2:00	1	2	-1	0%	10:00	214	182	1270	41%	18:00	172	294	342	11%
	2:30	1	2	-2	0%	10:30	189	155	1304	42%	18:30	135	203	274	9%
	3:00	0	0	-2	0%	11:00	224	250	1278	42%	19:00	128	284	118	4%
	3:30	3	3	-2	0%	11:30	239	283	1234	40%	19:30	139	117	140	5%
	4:00	5	2	1	0%	12:00	297	334	1197	39%	20:00	69	214	-5	0%
	4:30	16	8	9	0%	12:30	302	270	1229	40%	20:30	37	88	-56	-2%
	5:00	28	5	32	1%	13:00	240	237	1232	40%	21:00	43	92	-105	-3%
	5:30	61	34	59	2%	13:30	246	218	1260	41%	21:30	24	61	-142	-5%
	6:00	94	25	128	4%	14:00	233	229	1264	41%	22:00	9	23	-156	-5%
	6:30	125	72	181	6%	14:30	267	278	1253	41%	22:30	8	24	-172	-6%
	7:00	532	272	441	14%	15:00	512	562	1203	39%	23:00	2	15	-185	-6%
	7:30	880	662	659	21%	15:30	332	466	1069	35%	23:30	8	10	-187	-6%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	1304	42%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

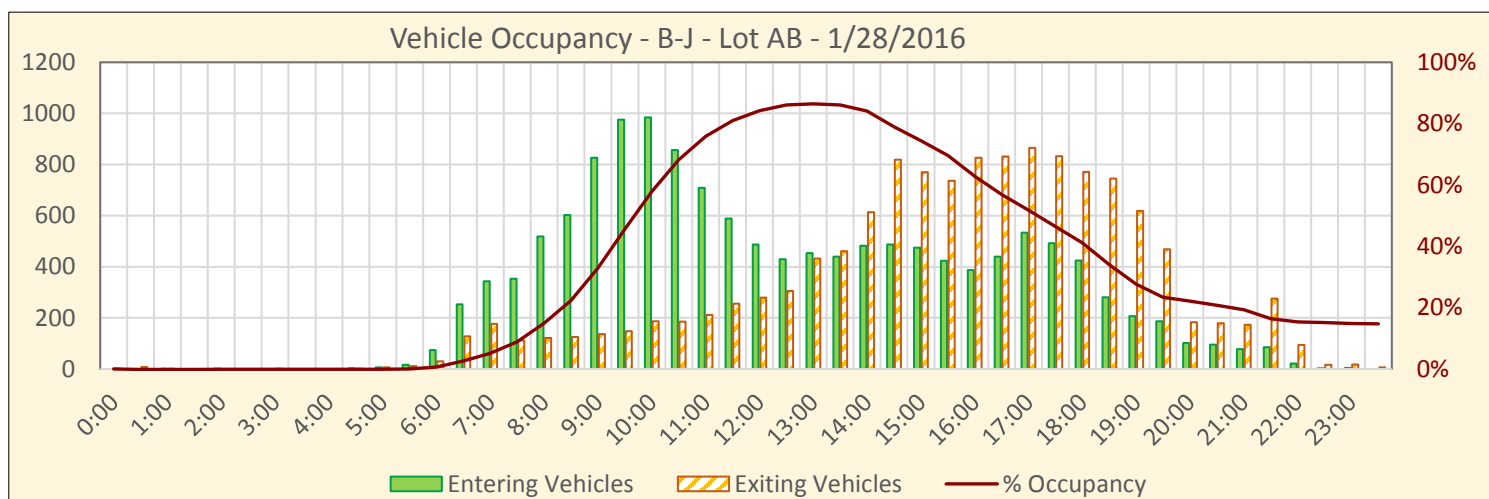
Lot Name: AB

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	66 94th West 3
	#2	67 94th West 4
	#3	56 94th Street at Bahia
	#4	56 94th Street at Bahia
	#5	98 98th and McDowell Mountain Ranch TMC
5		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [66_{IN} + 67_{IN} + 96_{IN} + 97_{IN} + 98_{IN}] - [66_{OUT} + 67_{OUT} + 96_{OUT} + 97_{OUT} + 98_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
6,500	0:00	0	2	-2	0%	8:00	519	122	972	15%	16:00	387	826	4086	63%
*Estimated Capacity for Barrett-Jackson Event Only	0:30	0	8	-10	0%	8:30	603	125	1450	22%	16:30	439	831	3694	57%
	1:00	1	1	-10	0%	9:00	827	137	2140	33%	17:00	533	865	3362	52%
	1:30	0	0	-10	0%	9:30	976	148	2968	46%	17:30	492	833	3021	46%
	2:00	2	0	-8	0%	10:00	984	187	3765	58%	18:00	425	772	2674	41%
	2:30	0	0	-8	0%	10:30	856	186	4435	68%	18:30	281	745	2210	34%
	3:00	0	1	-9	0%	11:00	709	212	4932	76%	19:00	207	619	1798	28%
	3:30	0	0	-9	0%	11:30	589	255	5266	81%	19:30	187	468	1517	23%
	4:00	0	0	-9	0%	12:00	487	279	5474	84%	20:00	102	183	1436	22%
	4:30	3	2	-8	0%	12:30	429	306	5597	86%	20:30	95	179	1352	21%
	5:00	7	6	-7	0%	13:00	454	432	5619	86%	21:00	78	173	1257	19%
	5:30	17	12	-2	0%	13:30	439	461	5597	86%	21:30	85	275	1067	16%
	6:00	74	30	42	1%	14:00	482	614	5465	84%	22:00	22	94	995	15%
	6:30	253	128	167	3%	14:30	487	819	5133	79%	22:30	3	17	981	15%
	7:00	343	177	333	5%	15:00	475	770	4838	74%	23:00	4	18	967	15%
	7:30	353	111	575	9%	15:30	423	736	4525	70%	23:30	0	7	960	15%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	5619	86%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/28/2016
Weekday: Thursday

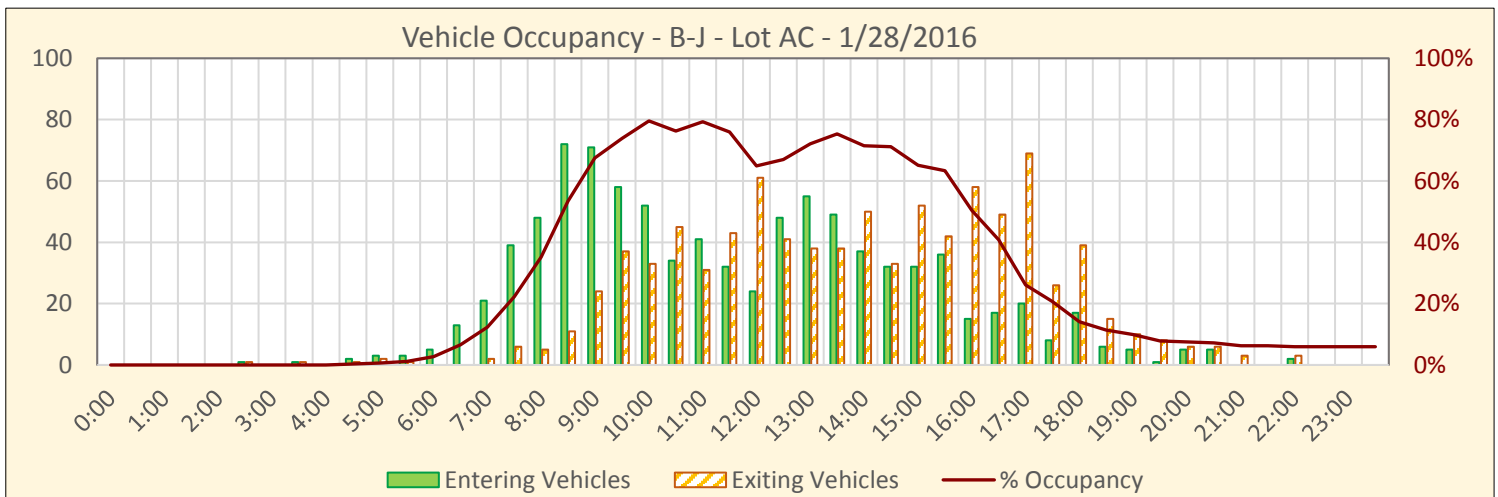
Lot Name: AC

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	72 Bell South 7
	#2	89 98th East 1
	#3	90 100th West 1
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [72_{IN} + 89_{IN} + 90_{IN}] - [72_{OUT} + 89_{OUT} + 90_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
333	0:00	0	0	0	0%	8:00	48	5	117	35%	16:00	15	58	168	50%
	0:30	0	0	0	0%	8:30	72	11	178	53%	16:30	17	49	136	41%
	1:00	0	0	0	0%	9:00	71	24	225	68%	17:00	20	69	87	26%
	1:30	0	0	0	0%	9:30	58	37	246	74%	17:30	8	26	69	21%
	2:00	0	0	0	0%	10:00	52	33	265	80%	18:00	17	39	47	14%
	2:30	1	1	0	0%	10:30	34	45	254	76%	18:30	6	15	38	11%
	3:00	0	0	0	0%	11:00	41	31	264	79%	19:00	5	10	33	10%
	3:30	1	1	0	0%	11:30	32	43	253	76%	19:30	1	8	26	8%
	4:00	0	0	0	0%	12:00	24	61	216	65%	20:00	5	6	25	8%
	4:30	2	1	1	0%	12:30	48	41	223	67%	20:30	5	6	24	7%
	5:00	3	2	2	1%	13:00	55	38	240	72%	21:00	0	3	21	6%
	5:30	3	1	4	1%	13:30	49	38	251	75%	21:30	0	0	21	6%
	6:00	5	0	9	3%	14:00	37	50	238	71%	22:00	2	3	20	6%
	6:30	13	0	22	7%	14:30	32	33	237	71%	22:30	0	0	20	6%
	7:00	21	2	41	12%	15:00	32	52	217	65%	23:00	0	0	20	6%
	7:30	39	6	74	22%	15:30	36	42	211	63%	23:30	0	0	20	6%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	265	80%

APPENDIX B

PARKING OCCUPANCY DATA SHEETS:

BARRETT-JACKSON, SATURDAY

Data Collection Information

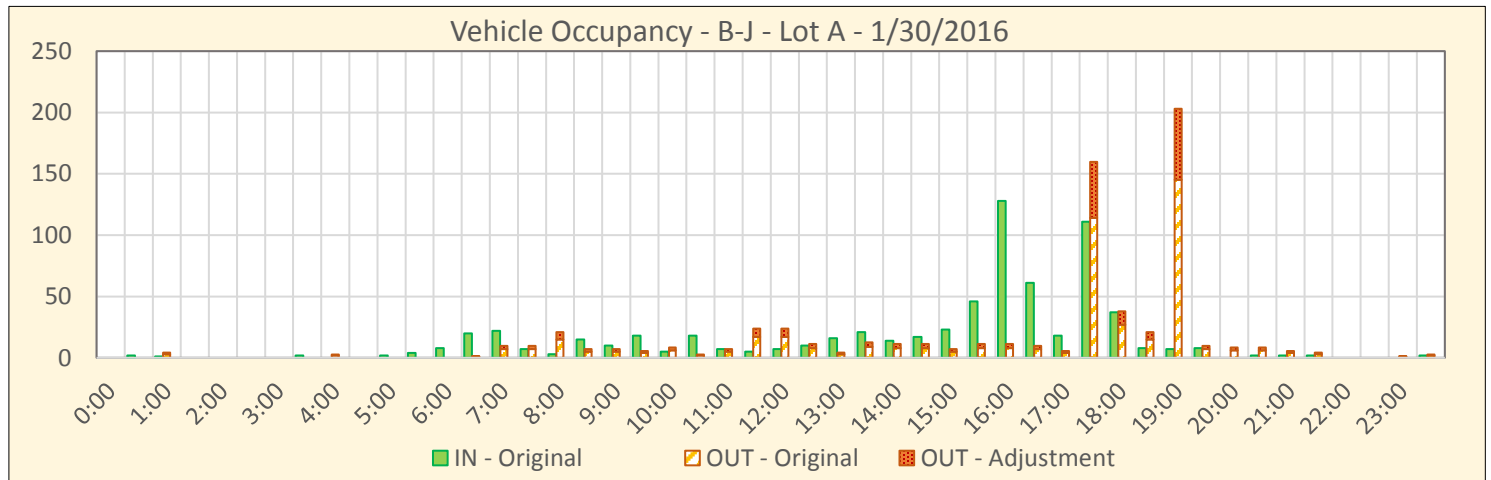
Event Name:	Barrett-Jackson	Lot Name:	A
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	93 La Curvada 1
	#2	94 La Curvada 2
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [93_{IN} + 94_{IN}] - [93_{OUT} + 94_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
505	0:00	0	0	0	0%	8:00	3	21	22	4%	16:00	128	11	217	43%
	0:30	2	0	2	0%	8:30	15	7	30	6%	16:30	61	10	268	53%
	1:00	1	4	-1	0%	9:00	10	7	33	7%	17:00	18	6	280	56%
	1:30	0	0	-1	0%	9:30	18	6	45	9%	17:30	111	160	232	46%
	2:00	0	0	-1	0%	10:00	5	8	42	8%	18:00	37	38	231	46%
	2:30	0	0	-1	0%	10:30	18	3	57	11%	18:30	8	21	218	43%
	3:00	0	0	-1	0%	11:00	7	7	57	11%	19:00	7	203	22	4%
	3:30	2	0	1	0%	11:30	5	24	38	8%	19:30	8	10	20	4%
	4:00	0	3	-2	0%	12:00	7	24	22	4%	20:00	0	8	12	2%
	4:30	0	0	-2	0%	12:30	10	11	20	4%	20:30	2	8	5	1%
	5:00	2	0	0	0%	13:00	16	4	32	6%	21:00	2	6	2	0%
	5:30	4	0	4	1%	13:30	21	13	41	8%	21:30	2	4	0	0%
	6:00	8	0	12	2%	14:00	14	11	43	9%	22:00	0	0	0	0%
	6:30	20	1	31	6%	14:30	17	11	49	10%	22:30	0	0	0	0%
	7:00	22	10	43	8%	15:00	23	7	65	13%	23:00	0	1	-2	0%
	7:30	7	10	40	8%	15:30	46	11	100	20%	23:30	2	3	-3	-1%

Maximum Occupancy	Time	On-Site	% Occupancy
	17:00	280	56%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/30/2016
Weekday: Saturday

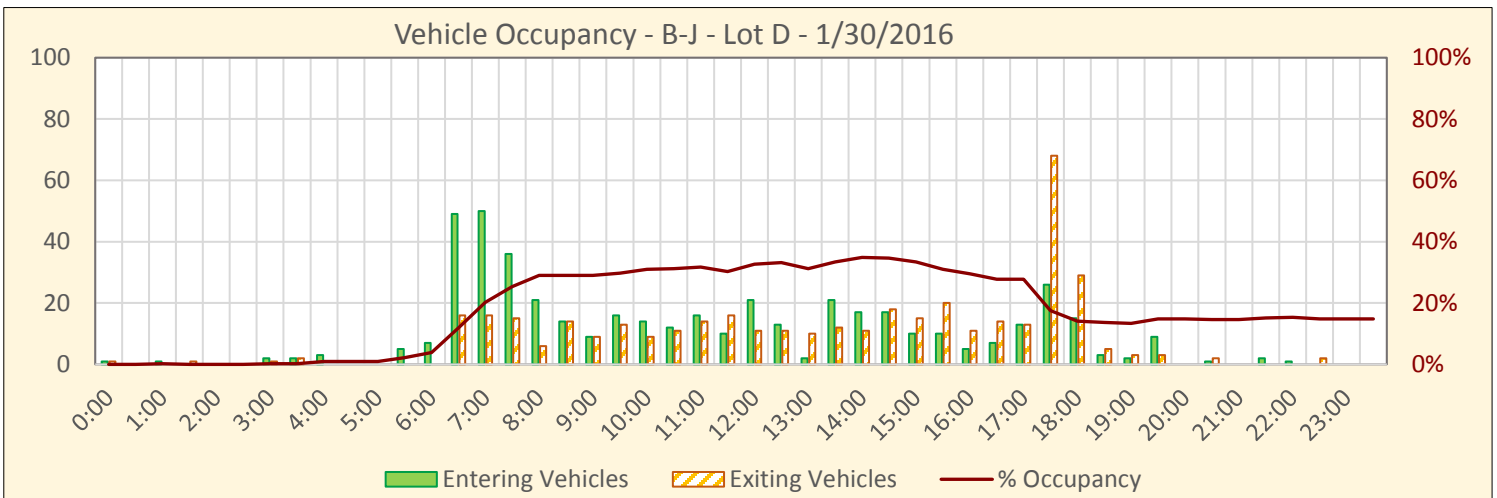
Lot Name: D

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	91 Scottsdale Office Center 1
	#2	92 Scottsdale Office Center 2
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [91_{IN} + 92_{IN}] - [91_{OUT} + 92_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
410	0:00	1	1	0	0%	8:00	21	6	119	29%	16:00	5	11	121	30%
	0:30	0	0	0	0%	8:30	14	14	119	29%	16:30	7	14	114	28%
	1:00	1	0	1	0%	9:00	9	9	119	29%	17:00	13	13	114	28%
	1:30	0	1	0	0%	9:30	16	13	122	30%	17:30	26	68	72	18%
	2:00	0	0	0	0%	10:00	14	9	127	31%	18:00	15	29	58	14%
	2:30	0	0	0	0%	10:30	12	11	128	31%	18:30	3	5	56	14%
	3:00	2	1	1	0%	11:00	16	14	130	32%	19:00	2	3	55	13%
	3:30	2	2	1	0%	11:30	10	16	124	30%	19:30	9	3	61	15%
	4:00	3	0	4	1%	12:00	21	11	134	33%	20:00	0	0	61	15%
	4:30	0	0	4	1%	12:30	13	11	136	33%	20:30	1	2	60	15%
	5:00	0	0	4	1%	13:00	2	10	128	31%	21:00	0	0	60	15%
	5:30	5	0	9	2%	13:30	21	12	137	33%	21:30	2	0	62	15%
	6:00	7	0	16	4%	14:00	17	11	143	35%	22:00	1	0	63	15%
	6:30	49	16	49	12%	14:30	17	18	142	35%	22:30	0	2	61	15%
	7:00	50	16	83	20%	15:00	10	15	137	33%	23:00	0	0	61	15%
	7:30	36	15	104	25%	15:30	10	20	127	31%	23:30	0	0	61	15%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	143	35%

Data Collection Information

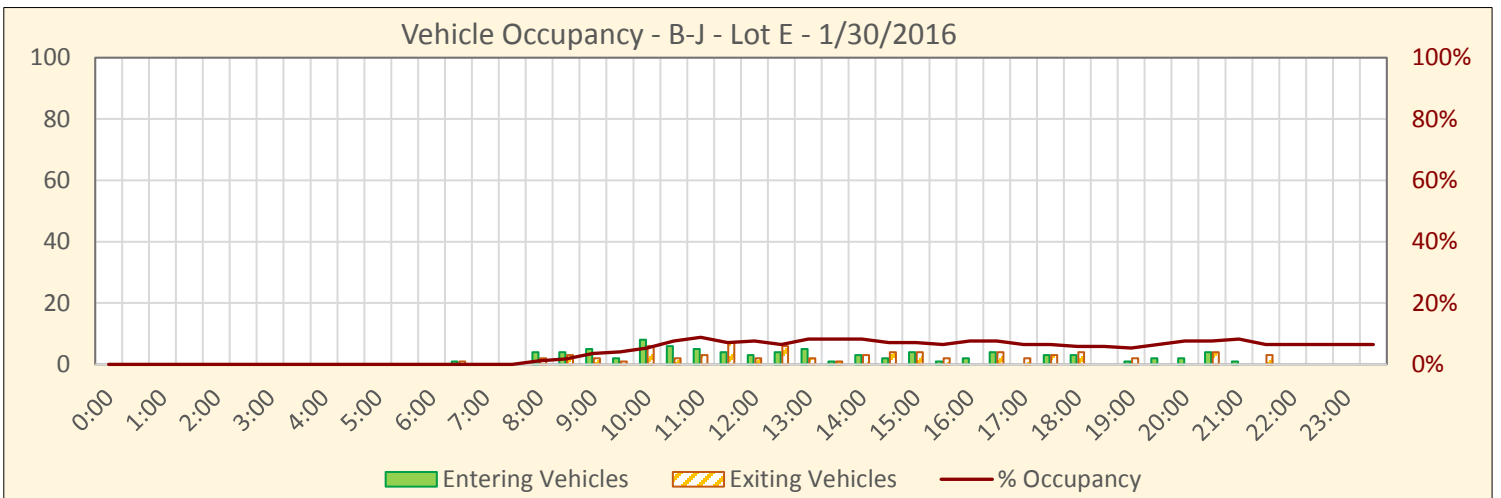
Event Name:	Barrett-Jackson	Lot Name:	E
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	39 Princess North
1		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [39_{IN}] - [39_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
170	0:00	0	0	0	0%	8:00	4	2	2	1%	16:00	2	0	13	8%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	4	3	3	2%	16:30	4	4	13	8%
	1:00	0	0	0	0%	9:00	5	2	6	4%	17:00	0	2	11	6%
	1:30	0	0	0	0%	9:30	2	1	7	4%	17:30	3	3	11	6%
	2:00	0	0	0	0%	10:00	8	6	9	5%	18:00	3	4	10	6%
	2:30	0	0	0	0%	10:30	6	2	13	8%	18:30	0	0	10	6%
	3:00	0	0	0	0%	11:00	5	3	15	9%	19:00	1	2	9	5%
	3:30	0	0	0	0%	11:30	4	7	12	7%	19:30	2	0	11	6%
	4:00	0	0	0	0%	12:00	3	2	13	8%	20:00	2	0	13	8%
	4:30	0	0	0	0%	12:30	4	6	11	6%	20:30	4	4	13	8%
	5:00	0	0	0	0%	13:00	5	2	14	8%	21:00	1	0	14	8%
	5:30	0	0	0	0%	13:30	1	1	14	8%	21:30	0	3	11	6%
	6:00	0	0	0	0%	14:00	3	3	14	8%	22:00	0	0	11	6%
	6:30	1	1	0	0%	14:30	2	4	12	7%	22:30	0	0	11	6%
	7:00	0	0	0	0%	15:00	4	4	12	7%	23:00	0	0	11	6%
	7:30	0	0	0	0%	15:30	1	2	11	6%	23:30	0	0	11	6%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:00	15	9%

Data Collection Information

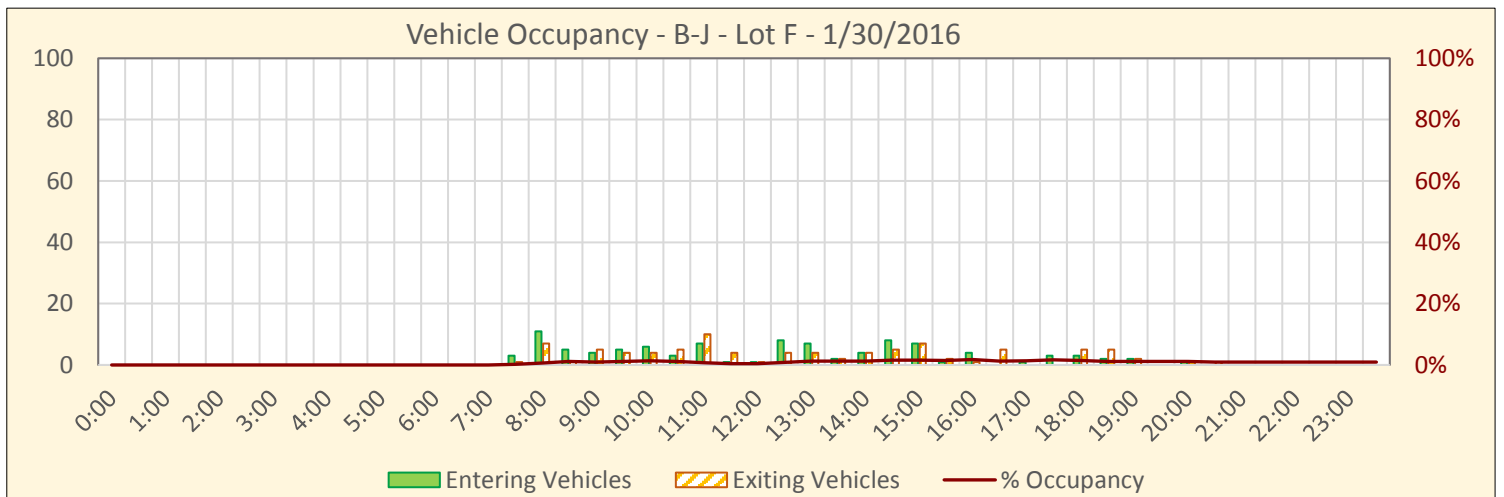
Event Name:	Barrett-Jackson	Lot Name:	F
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	32	82nd Street West 1

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [32_{IN}] - [32_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
900	0:00	0	0	0	0%	8:00	11	7	6	1%	16:00	4	1	16	2%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	5	1	10	1%	16:30	0	5	11	1%
	1:00	0	0	0	0%	9:00	4	5	9	1%	17:00	1	0	12	1%
	1:30	0	0	0	0%	9:30	5	4	10	1%	17:30	3	0	15	2%
	2:00	0	0	0	0%	10:00	6	4	12	1%	18:00	3	5	13	1%
	2:30	0	0	0	0%	10:30	3	5	10	1%	18:30	2	5	10	1%
	3:00	0	0	0	0%	11:00	7	10	7	1%	19:00	2	2	10	1%
	3:30	0	0	0	0%	11:30	1	4	4	0%	19:30	0	0	10	1%
	4:00	0	0	0	0%	12:00	1	1	4	0%	20:00	1	1	10	1%
	4:30	0	0	0	0%	12:30	8	4	8	1%	20:30	0	1	9	1%
	5:00	0	0	0	0%	13:00	7	4	11	1%	21:00	0	0	9	1%
	5:30	0	0	0	0%	13:30	2	2	11	1%	21:30	0	0	9	1%
	6:00	0	0	0	0%	14:00	4	4	11	1%	22:00	0	0	9	1%
	6:30	0	0	0	0%	14:30	8	5	14	2%	22:30	0	0	9	1%
	7:00	0	0	0	0%	15:00	7	7	14	2%	23:00	0	0	9	1%
	7:30	3	1	2	0%	15:30	1	2	13	1%	23:30	0	0	9	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	16:00	16	2%

Time	Location #1 (32)		
	IN	OUT	Δ
12:00 AM	0	0	0
12:30 AM	0	0	0
1:00 AM	0	0	0
1:30 AM	0	0	0
2:00 AM	0	0	0
2:30 AM	0	0	0
3:00 AM	0	0	0
3:30 AM	0	0	0
4:00 AM	0	0	0
4:30 AM	0	0	0
5:00 AM	0	0	0
5:30 AM	0	0	0
6:00 AM	0	0	0
6:30 AM	0	0	0
7:00 AM	0	0	0
7:30 AM	3	1	2
8:00 AM	11	7	6
8:30 AM	5	1	10
9:00 AM	4	5	9
9:30 AM	5	4	10
10:00 AM	6	4	12
10:30 AM	3	5	10
11:00 AM	7	10	7
11:30 AM	1	4	4
12:00 PM	1	1	4
12:30 PM	8	4	8
1:00 PM	7	4	11
1:30 PM	2	2	11
2:00 PM	4	4	11
2:30 PM	8	5	14
3:00 PM	7	7	14
3:30 PM	1	2	13
4:00 PM	4	1	16
4:30 PM	0	5	11
5:00 PM	1	0	12
5:30 PM	3	0	15
6:00 PM	3	5	13
6:30 PM	2	5	10
7:00 PM	2	2	10
7:30 PM	0	0	10
8:00 PM	1	1	10
8:30 PM	0	1	9
9:00 PM	0	0	9
9:30 PM	0	0	9
10:00 PM	0	0	9
10:30 PM	0	0	9
11:00 PM	0	0	9
11:30 PM	0	0	9
Total	99	90	

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/30/2016
Weekday: Saturday

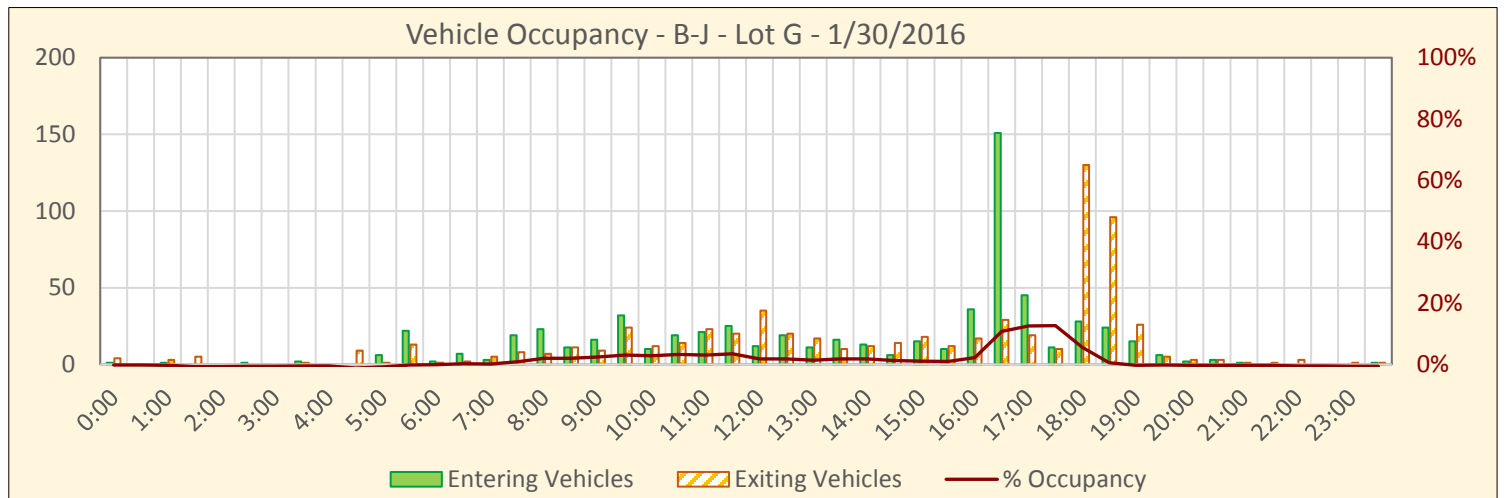
Lot Name: G

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	28	82nd Street East 1	#7	53	Perimeter West 3
	#2	29	82nd Street East 2			
	#3	41	83rd - Pacesetter North of Princess			
	#4	42	83rd - Pacesetter West of Princess			
	#5	51	Perimeter West 1			
6	#6	52	Perimeter West 2			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [28_{IN} + 29_{IN} + 41_{IN} + 42_{IN} + 51_{IN} + 52_{IN} + 53_{IN}] - [28_{OUT} + 29_{OUT} + 41_{OUT} + 42_{OUT} + 51_{OUT} + 52_{OUT} + 53_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,432	0:00	1	4	-3	0%	8:00	23	7	28	2%	16:00	36	17	32	2%
	0:30	0	0	-3	0%	8:30	11	11	28	2%	16:30	151	29	154	11%
	1:00	1	3	-5	0%	9:00	16	9	35	2%	17:00	45	19	180	13%
	1:30	0	5	-10	-1%	9:30	32	24	43	3%	17:30	11	10	181	13%
	2:00	0	0	-10	-1%	10:00	10	12	41	3%	18:00	28	130	79	6%
	2:30	1	0	-9	-1%	10:30	19	14	46	3%	18:30	24	96	7	0%
	3:00	0	0	-9	-1%	11:00	21	23	44	3%	19:00	15	26	-4	0%
	3:30	2	1	-8	-1%	11:30	25	20	49	3%	19:30	6	5	-3	0%
	4:00	0	0	-8	-1%	12:00	12	35	26	2%	20:00	2	3	-4	0%
	4:30	0	9	-17	-1%	12:30	19	20	25	2%	20:30	3	3	-4	0%
	5:00	6	1	-12	-1%	13:00	11	17	19	1%	21:00	1	1	-4	0%
	5:30	22	13	-3	0%	13:30	16	10	25	2%	21:30	0	1	-5	0%
	6:00	2	1	-2	0%	14:00	13	12	26	2%	22:00	0	3	-8	-1%
	6:30	7	2	3	0%	14:30	6	14	18	1%	22:30	0	0	-8	-1%
	7:00	3	5	1	0%	15:00	15	18	15	1%	23:00	0	1	-9	-1%
	7:30	19	8	12	1%	15:30	10	12	13	1%	23:30	1	1	-9	-1%

Maximum Occupancy	Time	On-Site	% Occupancy
	17:30	181	13%

Data Collection Information

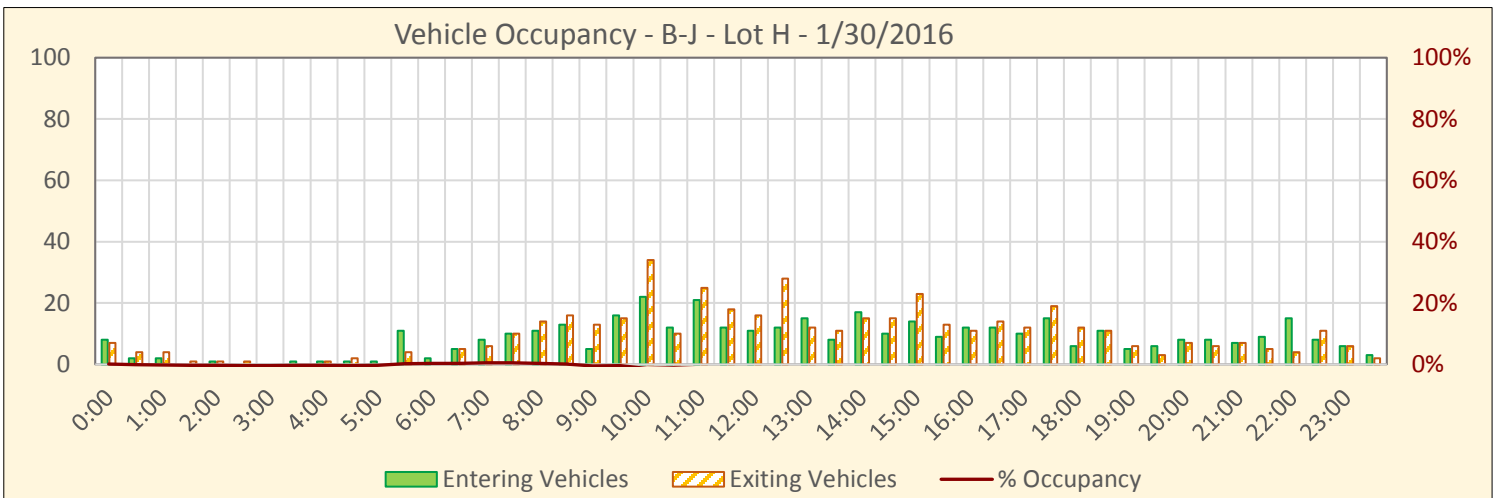
Event Name:	Barrett-Jackson	Lot Name:	H
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	40 Princess North 2
	#2	43 85th East of Perimeter
	#3	44 St. John East of Perimeter
	#4	45 Perimeter East 1
	#5	46 Perimeter East 2
5		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [40_{IN} + 43_{IN} + 44_{IN} + 45_{IN} + 46_{IN}] - [40_{OUT} + 43_{OUT} + 44_{OUT} + 45_{OUT} + 46_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
1,349	0:00	8	7	1	0%	8:00	11	14	4	0%	16:00	12	11	-62	-5%
	0:30	2	4	-1	0%	8:30	13	16	1	0%	16:30	12	14	-64	-5%
	1:00	2	4	-3	0%	9:00	5	13	-7	-1%	17:00	10	12	-66	-5%
	1:30	0	1	-4	0%	9:30	16	15	-6	0%	17:30	15	19	-70	-5%
	2:00	1	1	-4	0%	10:00	22	34	-18	-1%	18:00	6	12	-76	-6%
	2:30	0	1	-5	0%	10:30	12	10	-16	-1%	18:30	11	11	-76	-6%
	3:00	0	0	-5	0%	11:00	21	25	-20	-1%	19:00	5	6	-77	-6%
	3:30	1	0	-4	0%	11:30	12	18	-26	-2%	19:30	6	3	-74	-5%
	4:00	1	1	-4	0%	12:00	11	16	-31	-2%	20:00	8	7	-73	-5%
	4:30	1	2	-5	0%	12:30	12	28	-47	-3%	20:30	8	6	-71	-5%
	5:00	1	0	-4	0%	13:00	15	12	-44	-3%	21:00	7	7	-71	-5%
	5:30	11	4	3	0%	13:30	8	11	-47	-3%	21:30	9	5	-67	-5%
	6:00	2	0	5	0%	14:00	17	15	-45	-3%	22:00	15	4	-56	-4%
	6:30	5	5	5	0%	14:30	10	15	-50	-4%	22:30	8	11	-59	-4%
	7:00	8	6	7	1%	15:00	14	23	-59	-4%	23:00	6	6	-59	-4%
	7:30	10	10	7	1%	15:30	9	13	-63	-5%	23:30	3	2	-58	-4%

Maximum Occupancy	Time	On-Site	% Occupancy
	7:00	7	1%

Data Collection Information

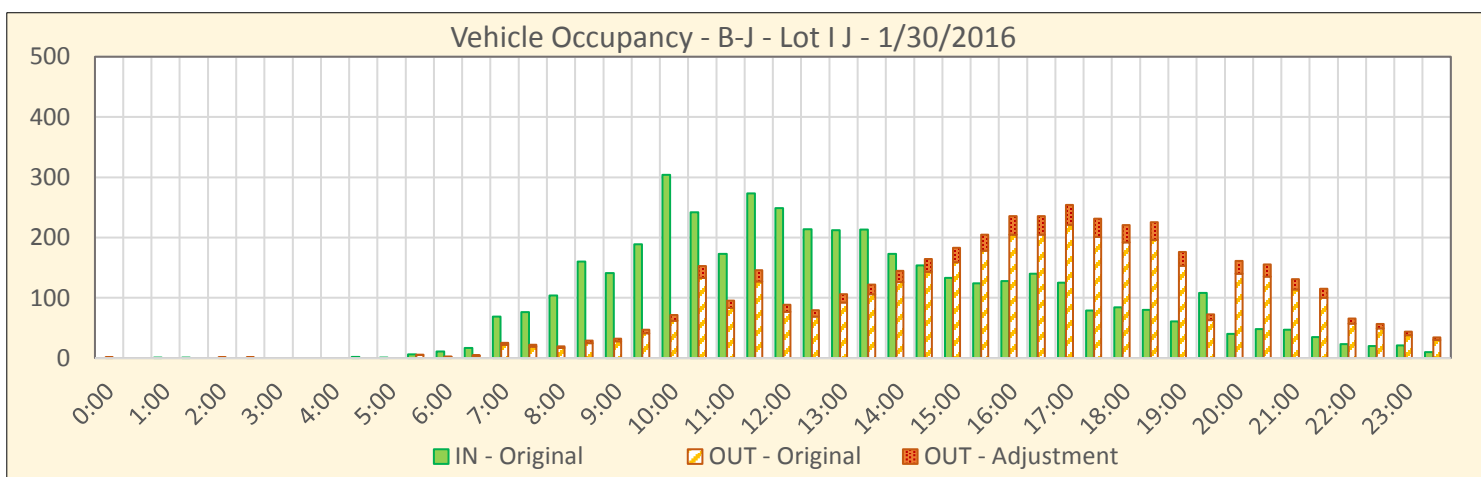
Event Name:	Barrett-Jackson	Lot Name:	I J
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	33 82nd Street West 2
	#2	34 82nd Street West 3
	#3	37 Princess South 1
	#4	101 Bell North 1
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [33_{IN} + 34_{IN} + 37_{IN} + 101_{IN}] - [33_{OUT} + 34_{OUT} + 37_{OUT} + 101_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,200	0:00	0	1	-1	0%	8:00	104	20	205	9%	16:00	128	236	1385	63%
*Estimated Capacity for Special Events Only	0:30	0	0	-1	0%	8:30	160	29	336	15%	16:30	140	236	1289	59%
	1:00	1	0	0	0%	9:00	141	32	445	20%	17:00	125	254	1160	53%
	1:30	1	0	1	0%	9:30	189	47	587	27%	17:30	79	231	1008	46%
	2:00	0	1	0	0%	10:00	304	71	820	37%	18:00	84	221	871	40%
	2:30	0	1	-1	0%	10:30	242	153	909	41%	18:30	80	225	726	33%
	3:00	0	0	-1	0%	11:00	173	95	986	45%	19:00	61	176	611	28%
	3:30	0	0	-1	0%	11:30	273	146	1113	51%	19:30	108	72	646	29%
	4:00	0	0	-1	0%	12:00	249	89	1274	58%	20:00	40	161	525	24%
	4:30	2	0	1	0%	12:30	214	79	1408	64%	20:30	48	155	418	19%
	5:00	1	0	2	0%	13:00	212	106	1515	69%	21:00	47	131	334	15%
	5:30	6	6	2	0%	13:30	213	122	1606	73%	21:30	35	115	254	12%
	6:00	11	2	11	0%	14:00	173	145	1634	74%	22:00	23	66	212	10%
	6:30	17	5	23	1%	14:30	154	164	1623	74%	22:30	20	56	175	8%
	7:00	69	25	67	3%	15:00	133	183	1574	72%	23:00	21	44	153	7%
	7:30	76	22	121	5%	15:30	124	205	1493	68%	23:30	10	35	128	6%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	1634	74%

Data Collection Information

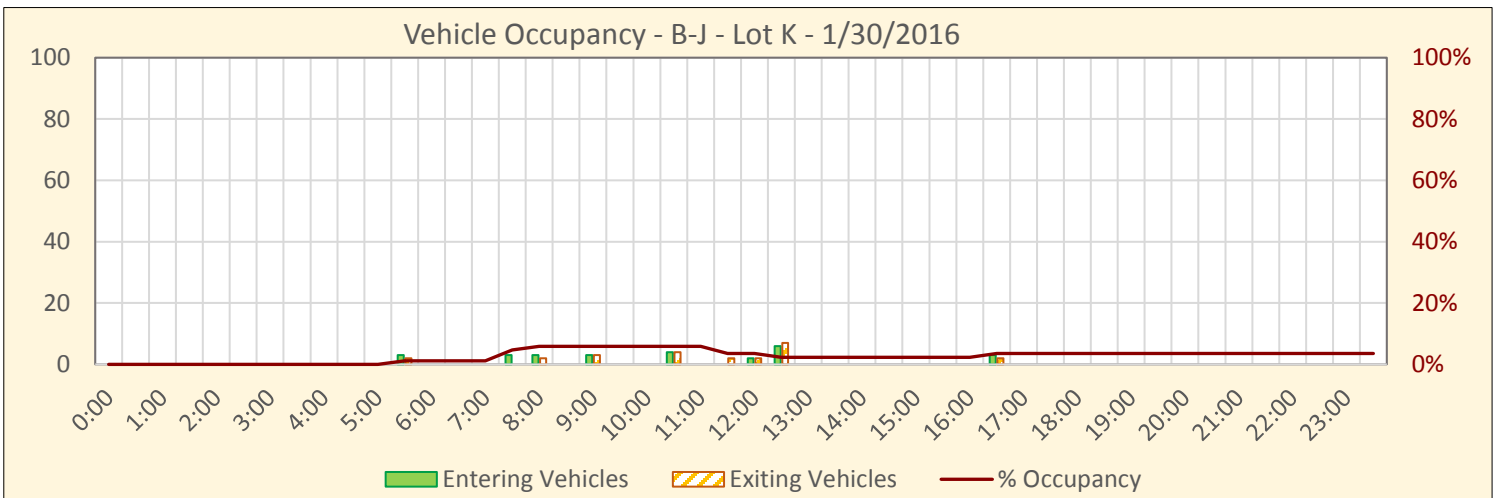
Event Name:	Barrett-Jackson	Lot Name:	K
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	19
		Hartford West 1
1		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [19_{IN}] - [19_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
85	0:00	0	0	0	0%	8:00	3	2	5	6%	16:00	0	0	2	2%
	0:30	0	0	0	0%	8:30	0	0	5	6%	16:30	3	2	3	4%
	1:00	0	0	0	0%	9:00	3	3	5	6%	17:00	0	0	3	4%
	1:30	0	0	0	0%	9:30	0	0	5	6%	17:30	0	0	3	4%
	2:00	0	0	0	0%	10:00	0	0	5	6%	18:00	0	0	3	4%
	2:30	0	0	0	0%	10:30	4	4	5	6%	18:30	0	0	3	4%
	3:00	0	0	0	0%	11:00	0	0	5	6%	19:00	0	0	3	4%
	3:30	0	0	0	0%	11:30	0	2	3	4%	19:30	0	0	3	4%
	4:00	0	0	0	0%	12:00	2	2	3	4%	20:00	0	0	3	4%
	4:30	0	0	0	0%	12:30	6	7	2	2%	20:30	0	0	3	4%
	5:00	0	0	0	0%	13:00	0	0	2	2%	21:00	0	0	3	4%
	5:30	3	2	1	1%	13:30	0	0	2	2%	21:30	0	0	3	4%
	6:00	0	0	1	1%	14:00	0	0	2	2%	22:00	0	0	3	4%
	6:30	0	0	1	1%	14:30	0	0	2	2%	22:30	0	0	3	4%
	7:00	0	0	1	1%	15:00	0	0	2	2%	23:00	0	0	3	4%
	7:30	3	0	4	5%	15:30	0	0	2	2%	23:30	0	0	3	4%

Maximum Occupancy	Time	On-Site	% Occupancy
	8:00	5	6%

Data Collection Information

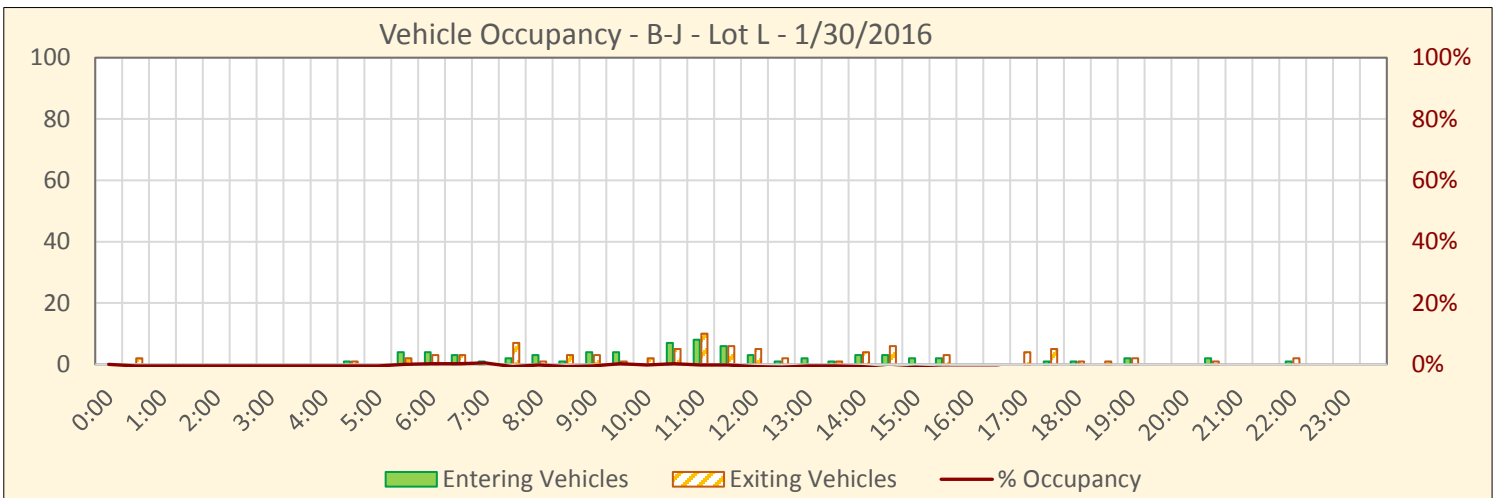
Event Name:	Barrett-Jackson	Lot Name:	L
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	12 Hartford North 1
	#2	54 Perimeter West 4
	#3	55 Perimeter West 5
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [12_{IN} + 54_{IN} + 55_{IN}] - [12_{OUT} + 54_{OUT} + 55_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
419	0:00	0	0	0	0%	8:00	3	1	-1	0%	16:00	0	0	-5	-1%
	0:30	0	2	-2	0%	8:30	1	3	-3	-1%	16:30	0	0	-5	-1%
	1:00	0	0	-2	0%	9:00	4	3	-2	0%	17:00	0	4	-9	-2%
	1:30	0	0	-2	0%	9:30	4	1	1	0%	17:30	1	5	-13	-3%
	2:00	0	0	-2	0%	10:00	0	2	-1	0%	18:00	1	1	-13	-3%
	2:30	0	0	-2	0%	10:30	7	5	1	0%	18:30	0	1	-14	-3%
	3:00	0	0	-2	0%	11:00	8	10	-1	0%	19:00	2	2	-14	-3%
	3:30	0	0	-2	0%	11:30	6	6	-1	0%	19:30	0	0	-14	-3%
	4:00	0	0	-2	0%	12:00	3	5	-3	-1%	20:00	0	0	-14	-3%
	4:30	1	1	-2	0%	12:30	1	2	-4	-1%	20:30	2	1	-13	-3%
	5:00	0	0	-2	0%	13:00	2	0	-2	0%	21:00	0	0	-13	-3%
	5:30	4	2	0	0%	13:30	1	1	-2	0%	21:30	0	0	-13	-3%
	6:00	4	3	1	0%	14:00	3	4	-3	-1%	22:00	1	2	-14	-3%
	6:30	3	3	1	0%	14:30	3	6	-6	-1%	22:30	0	0	-14	-3%
	7:00	1	0	2	0%	15:00	2	0	-4	-1%	23:00	0	0	-14	-3%
	7:30	2	7	-3	-1%	15:30	2	3	-5	-1%	23:30	0	0	-14	-3%

Maximum Occupancy	Time	On-Site	% Occupancy
	7:00	2	1%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/30/2016
Weekday: Saturday

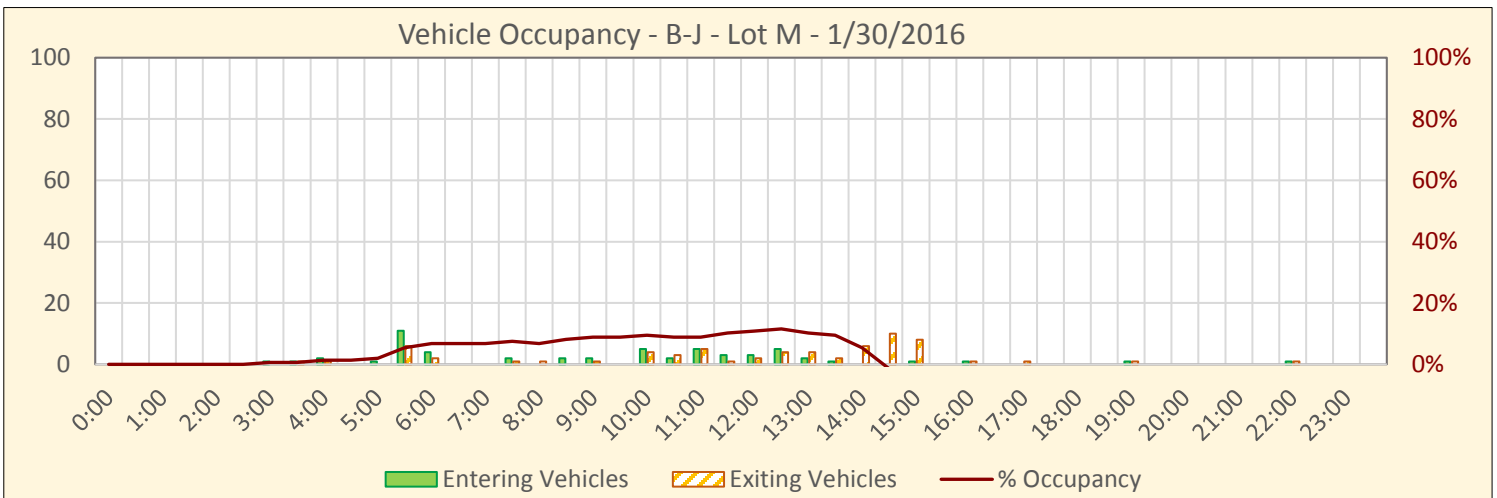
Lot Name: M

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	20 Hartford West 2
	#2	21 Hartford West 3
	#3	30 82nd Street East 3
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [20_{IN} + 21_{IN} + 30_{IN}] - [20_{OUT} + 21_{OUT} + 30_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
147	0:00	0	0	0	0%	8:00	0	1	10	7%	16:00	1	1	-9	-6%
	0:30	0	0	0	0%	8:30	2	0	12	8%	16:30	0	0	-9	-6%
	1:00	0	0	0	0%	9:00	2	1	13	9%	17:00	0	1	-10	-7%
	1:30	0	0	0	0%	9:30	0	0	13	9%	17:30	0	0	-10	-7%
	2:00	0	0	0	0%	10:00	5	4	14	10%	18:00	0	0	-10	-7%
	2:30	0	0	0	0%	10:30	2	3	13	9%	18:30	0	0	-10	-7%
	3:00	1	0	1	1%	11:00	5	5	13	9%	19:00	1	1	-10	-7%
	3:30	1	1	1	1%	11:30	3	1	15	10%	19:30	0	0	-10	-7%
	4:00	2	1	2	1%	12:00	3	2	16	11%	20:00	0	0	-10	-7%
	4:30	0	0	2	1%	12:30	5	4	17	12%	20:30	0	0	-10	-7%
	5:00	1	0	3	2%	13:00	2	4	15	10%	21:00	0	0	-10	-7%
	5:30	11	6	8	5%	13:30	1	2	14	10%	21:30	0	0	-10	-7%
	6:00	4	2	10	7%	14:00	0	6	8	5%	22:00	1	1	-10	-7%
	6:30	0	0	10	7%	14:30	0	10	-2	-1%	22:30	0	0	-10	-7%
	7:00	0	0	10	7%	15:00	1	8	-9	-6%	23:00	0	0	-10	-7%
	7:30	2	1	11	7%	15:30	0	0	-9	-6%	23:30	0	0	-10	-7%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:30	17	12%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/30/2016
Weekday: Saturday

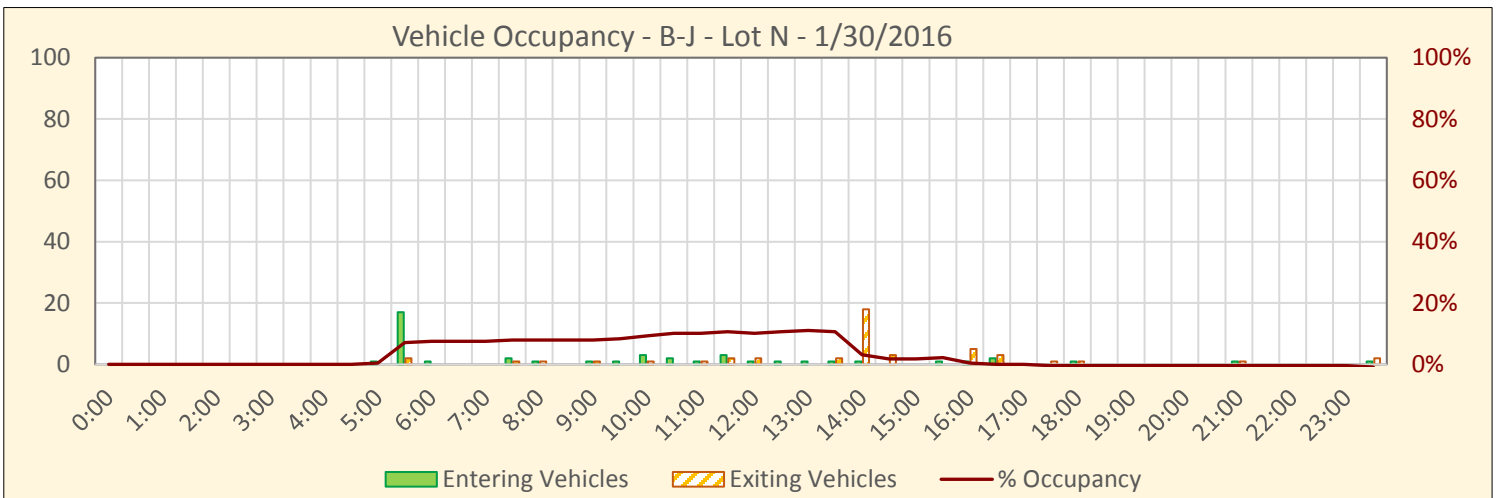
Lot Name: N

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	13 Hartford North 2
	#2	14 Hartford North 3
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [13_{IN} + 14_{IN}] - [13_{OUT} + 14_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
226	0:00	0	0	0	0%	8:00	1	1	18	8%	16:00	1	5	1	0%
	0:30	0	0	0	0%	8:30	0	0	18	8%	16:30	2	3	0	0%
	1:00	0	0	0	0%	9:00	1	1	18	8%	17:00	0	0	0	0%
	1:30	0	0	0	0%	9:30	1	0	19	8%	17:30	0	1	-1	0%
	2:00	0	0	0	0%	10:00	3	1	21	9%	18:00	1	1	-1	0%
	2:30	0	0	0	0%	10:30	2	0	23	10%	18:30	0	0	-1	0%
	3:00	0	0	0	0%	11:00	1	1	23	10%	19:00	0	0	-1	0%
	3:30	0	0	0	0%	11:30	3	2	24	11%	19:30	0	0	-1	0%
	4:00	0	0	0	0%	12:00	1	2	23	10%	20:00	0	0	-1	0%
	4:30	0	0	0	0%	12:30	1	0	24	11%	20:30	0	0	-1	0%
	5:00	1	0	1	0%	13:00	1	0	25	11%	21:00	1	1	-1	0%
	5:30	17	2	16	7%	13:30	1	2	24	11%	21:30	0	0	-1	0%
	6:00	1	0	17	8%	14:00	1	18	7	3%	22:00	0	0	-1	0%
	6:30	0	0	17	8%	14:30	0	3	4	2%	22:30	0	0	-1	0%
	7:00	0	0	17	8%	15:00	0	0	4	2%	23:00	0	0	-1	0%
	7:30	2	1	18	8%	15:30	1	0	5	2%	23:30	1	2	-2	-1%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	25	11%

Data Collection Information

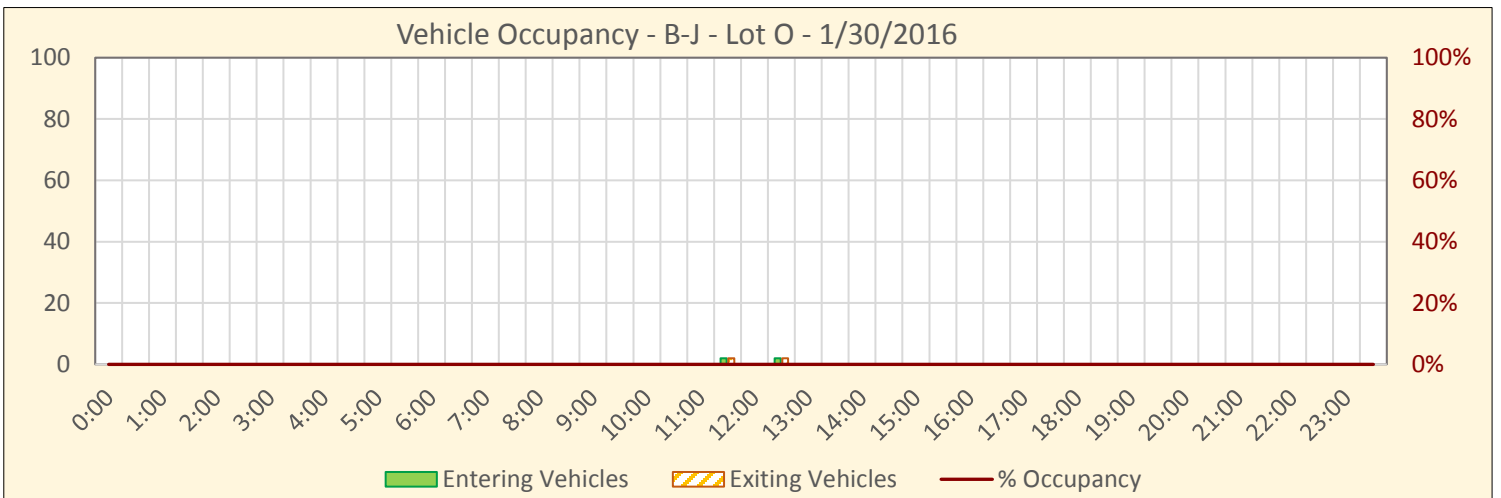
Event Name:	Barrett-Jackson	Lot Name:	O
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	56
		Perimeter West 6
1		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [56_{IN}] - [56_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
167	0:00	0	0	0	0%	8:00	0	0	0	0%	16:00	0	0	0	0%
	0:30	0	0	0	0%	8:30	0	0	0	0%	16:30	0	0	0	0%
	1:00	0	0	0	0%	9:00	0	0	0	0%	17:00	0	0	0	0%
	1:30	0	0	0	0%	9:30	0	0	0	0%	17:30	0	0	0	0%
	2:00	0	0	0	0%	10:00	0	0	0	0%	18:00	0	0	0	0%
	2:30	0	0	0	0%	10:30	0	0	0	0%	18:30	0	0	0	0%
	3:00	0	0	0	0%	11:00	0	0	0	0%	19:00	0	0	0	0%
	3:30	0	0	0	0%	11:30	2	2	0	0%	19:30	0	0	0	0%
	4:00	0	0	0	0%	12:00	0	0	0	0%	20:00	0	0	0	0%
	4:30	0	0	0	0%	12:30	2	2	0	0%	20:30	0	0	0	0%
	5:00	0	0	0	0%	13:00	0	0	0	0%	21:00	0	0	0	0%
	5:30	0	0	0	0%	13:30	0	0	0	0%	21:30	0	0	0	0%
	6:00	0	0	0	0%	14:00	0	0	0	0%	22:00	0	0	0	0%
	6:30	0	0	0	0%	14:30	0	0	0	0%	22:30	0	0	0	0%
	7:00	0	0	0	0%	15:00	0	0	0	0%	23:00	0	0	0	0%
	7:30	0	0	0	0%	15:30	0	0	0	0%	23:30	0	0	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	0:00	0	0%

Data Collection Information

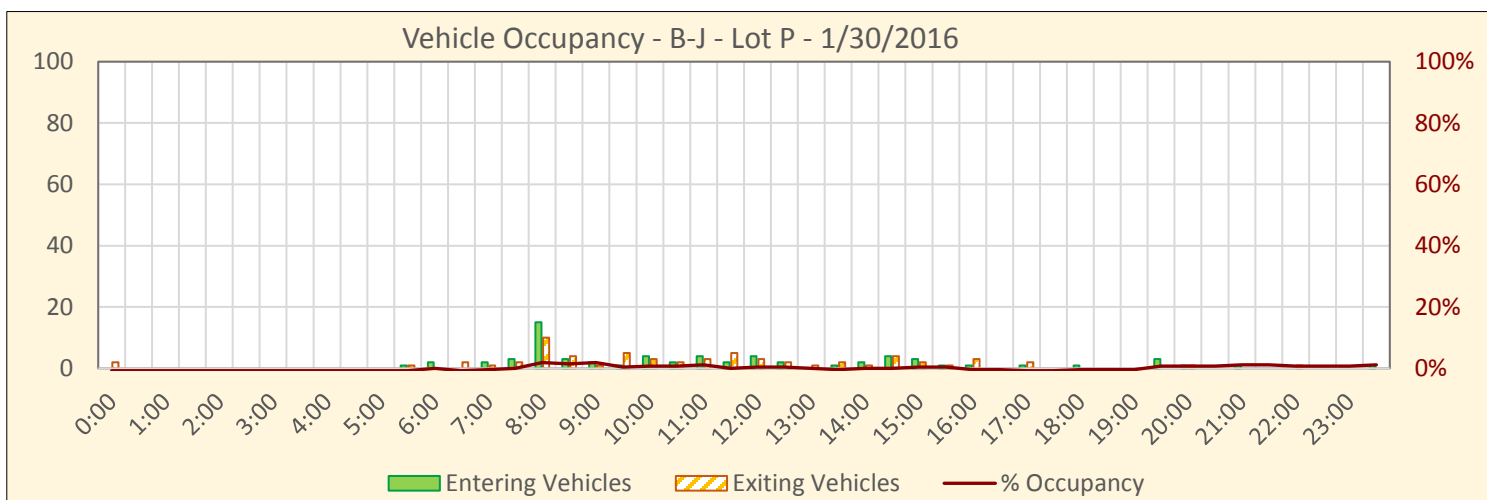
Event Name:	Barrett-Jackson	Lot Name:	P
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	22	Hartford West 4
	#2	31	82nd Street East 4
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [22_{IN} + 31_{IN}] - [22_{OUT} + 31_{OUT}]$$



Capacity*:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
263	0:00	0	2	-2	-1%	8:00	15	10	5	2%	16:00	1	3	-1	0%
*Excludes Garage Parking	0:30	0	0	-2	-1%	8:30	3	4	4	2%	16:30	0	0	-1	0%
	1:00	0	0	-2	-1%	9:00	2	1	5	2%	17:00	1	2	-2	-1%
	1:30	0	0	-2	-1%	9:30	1	5	1	0%	17:30	0	0	-2	-1%
	2:00	0	0	-2	-1%	10:00	4	3	2	1%	18:00	1	0	-1	0%
	2:30	0	0	-2	-1%	10:30	2	2	2	1%	18:30	0	0	-1	0%
	3:00	0	0	-2	-1%	11:00	4	3	3	1%	19:00	0	0	-1	0%
	3:30	0	0	-2	-1%	11:30	2	5	0	0%	19:30	3	0	2	1%
	4:00	0	0	-2	-1%	12:00	4	3	1	0%	20:00	1	1	2	1%
	4:30	0	0	-2	-1%	12:30	2	2	1	0%	20:30	0	0	2	1%
	5:00	0	0	-2	-1%	13:00	0	1	0	0%	21:00	1	0	3	1%
	5:30	1	1	-2	-1%	13:30	1	2	-1	0%	21:30	0	0	3	1%
	6:00	2	0	0	0%	14:00	2	1	0	0%	22:00	0	1	2	1%
	6:30	0	2	-2	-1%	14:30	4	4	0	0%	22:30	0	0	2	1%
	7:00	2	1	-1	0%	15:00	3	2	1	0%	23:00	0	0	2	1%
	7:30	3	2	0	0%	15:30	1	1	1	0%	23:30	1	0	3	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	8:00	5	2%

Data Collection Information

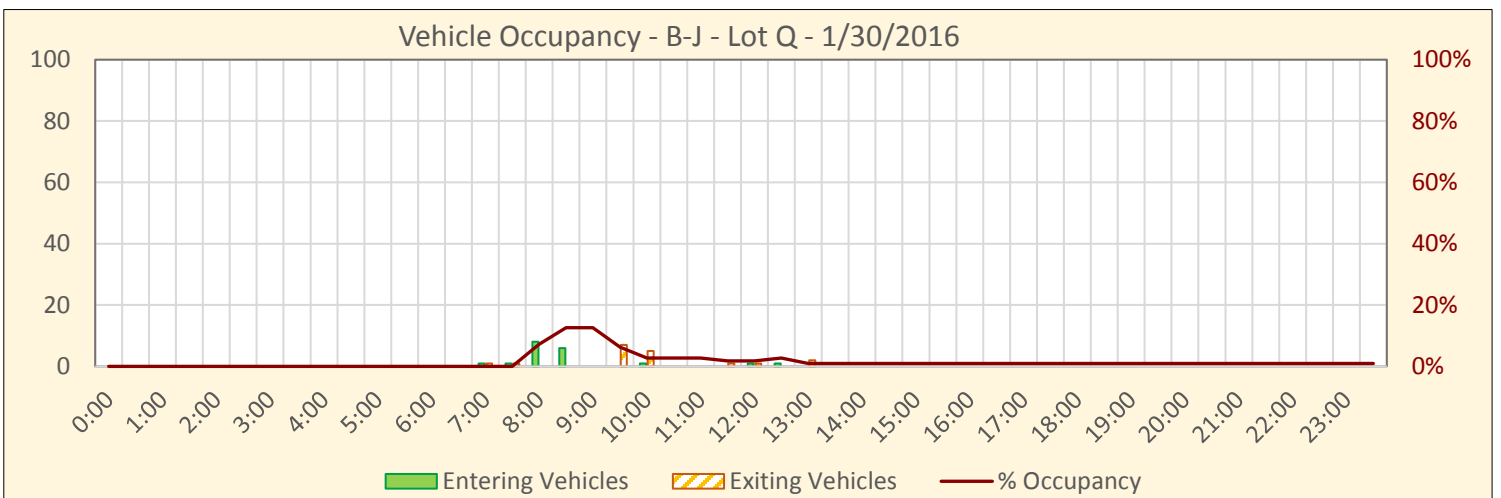
Event Name:	Barrett-Jackson	Lot Name:	Q
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	23
		Hartford West 5
1		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [23_{IN}] - [23_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
111	0:00	0	0	0	0%	8:00	8	0	8	7%	16:00	0	0	1	1%
	0:30	0	0	0	0%	8:30	6	0	14	13%	16:30	0	0	1	1%
	1:00	0	0	0	0%	9:00	0	0	14	13%	17:00	0	0	1	1%
	1:30	0	0	0	0%	9:30	0	7	7	6%	17:30	0	0	1	1%
	2:00	0	0	0	0%	10:00	1	5	3	3%	18:00	0	0	1	1%
	2:30	0	0	0	0%	10:30	0	0	3	3%	18:30	0	0	1	1%
	3:00	0	0	0	0%	11:00	0	0	3	3%	19:00	0	0	1	1%
	3:30	0	0	0	0%	11:30	0	1	2	2%	19:30	0	0	1	1%
	4:00	0	0	0	0%	12:00	1	1	2	2%	20:00	0	0	1	1%
	4:30	0	0	0	0%	12:30	1	0	3	3%	20:30	0	0	1	1%
	5:00	0	0	0	0%	13:00	0	2	1	1%	21:00	0	0	1	1%
	5:30	0	0	0	0%	13:30	0	0	1	1%	21:30	0	0	1	1%
	6:00	0	0	0	0%	14:00	0	0	1	1%	22:00	0	0	1	1%
	6:30	0	0	0	0%	14:30	0	0	1	1%	22:30	0	0	1	1%
	7:00	1	1	0	0%	15:00	0	0	1	1%	23:00	0	0	1	1%
	7:30	1	1	0	0%	15:30	0	0	1	1%	23:30	0	0	1	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	8:30	14	13%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/30/2016
Weekday: Saturday

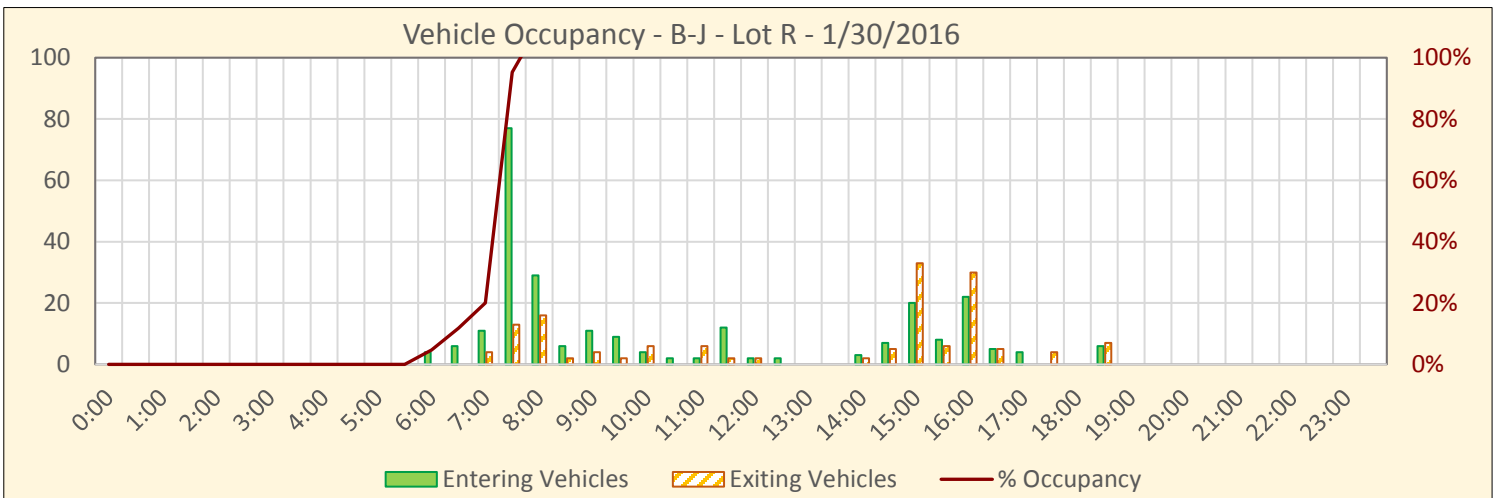
Lot Name: R

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	24 Hartford West 6
	#2	25 Hartford West 7
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [24_{IN} + 25_{IN}] - [24_{OUT} + 25_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
85	0:00	0	0	0	0%	8:00	29	16	94	111%	16:00	22	30	104	122%
	0:30	0	0	0	0%	8:30	6	2	98	115%	16:30	5	5	104	122%
	1:00	0	0	0	0%	9:00	11	4	105	124%	17:00	4	0	108	127%
	1:30	0	0	0	0%	9:30	9	2	112	132%	17:30	0	4	104	122%
	2:00	0	0	0	0%	10:00	4	6	110	129%	18:00	0	0	104	122%
	2:30	0	0	0	0%	10:30	2	0	112	132%	18:30	6	7	103	121%
	3:00	0	0	0	0%	11:00	2	6	108	127%	19:00	0	0	103	121%
	3:30	0	0	0	0%	11:30	12	2	118	139%	19:30	0	0	103	121%
	4:00	0	0	0	0%	12:00	2	2	118	139%	20:00	0	0	103	121%
	4:30	0	0	0	0%	12:30	2	0	120	141%	20:30	0	0	103	121%
	5:00	0	0	0	0%	13:00	0	0	120	141%	21:00	0	0	103	121%
	5:30	0	0	0	0%	13:30	0	0	120	141%	21:30	0	0	103	121%
	6:00	4	0	4	5%	14:00	3	2	121	142%	22:00	0	0	103	121%
	6:30	6	0	10	12%	14:30	7	5	123	145%	22:30	0	0	103	121%
	7:00	11	4	17	20%	15:00	20	33	110	129%	23:00	0	0	103	121%
	7:30	77	13	81	95%	15:30	8	6	112	132%	23:30	0	0	103	121%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:30	123	145%

Data Collection Information

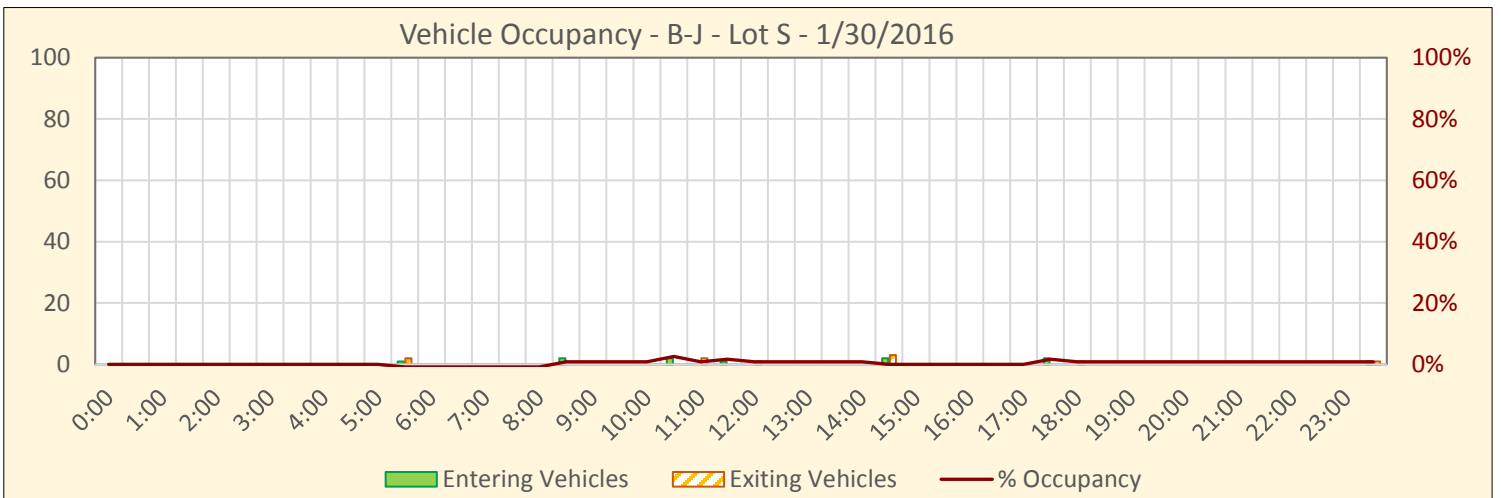
Event Name:	Barrett-Jackson	Lot Name:	S
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	26 Hartford West 8
	#2	27 Hartford West 9
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [26_{IN} + 27_{IN}] - [26_{OUT} + 27_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	0	0	-1	-1%	16:00	0	0	0	0%
	0:30	0	0	0	0%	8:30	2	0	1	1%	16:30	0	0	0	0%
	1:00	0	0	0	0%	9:00	0	0	1	1%	17:00	0	0	0	0%
	1:30	0	0	0	0%	9:30	0	0	1	1%	17:30	2	0	2	2%
	2:00	0	0	0	0%	10:00	0	0	1	1%	18:00	0	1	1	1%
	2:30	0	0	0	0%	10:30	2	0	3	3%	18:30	0	0	1	1%
	3:00	0	0	0	0%	11:00	0	2	1	1%	19:00	0	0	1	1%
	3:30	0	0	0	0%	11:30	1	0	2	2%	19:30	0	0	1	1%
	4:00	0	0	0	0%	12:00	0	1	1	1%	20:00	0	0	1	1%
	4:30	0	0	0	0%	12:30	0	0	1	1%	20:30	0	0	1	1%
	5:00	0	0	0	0%	13:00	0	0	1	1%	21:00	0	0	1	1%
	5:30	1	2	-1	-1%	13:30	0	0	1	1%	21:30	0	0	1	1%
	6:00	0	0	-1	-1%	14:00	0	0	1	1%	22:00	0	0	1	1%
	6:30	0	0	-1	-1%	14:30	2	3	0	0%	22:30	0	0	1	1%
	7:00	0	0	-1	-1%	15:00	0	0	0	0%	23:00	0	0	1	1%
	7:30	0	0	-1	-1%	15:30	0	0	0	0%	23:30	1	1	1	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	3	3%

Data Collection Information

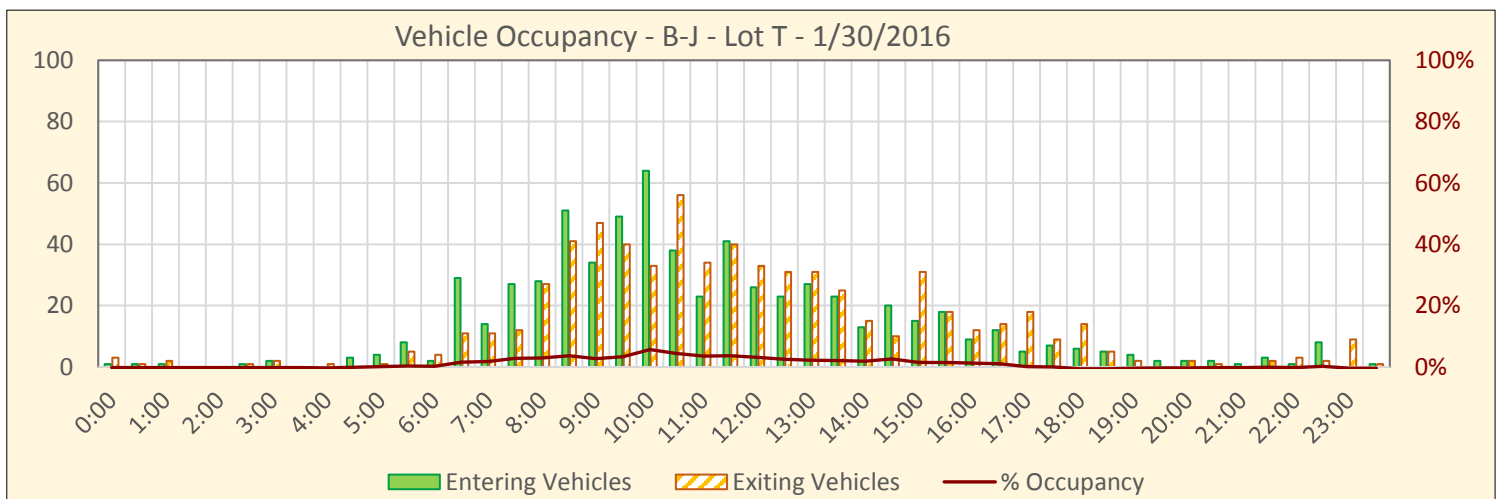
Event Name:	Barrett-Jackson	Lot Name:	T
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	3	Pima Southbound 1	#7	48	Perimeter East 4
	#2	18	Hartford North 7			
	#3	35	Anderson East of Perimeter			
	#4	36	Anderson West of Hartford			
	#5	38	Princess South 2			
6	#6	47	Perimeter East 3			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [3_{IN} + 18_{IN} + 35_{IN} + 36_{IN} + 38_{IN} + 47_{IN} + 48_{IN}] - [3_{OUT} + 18_{OUT} + 35_{OUT} + 36_{OUT} + 38_{OUT} + 47_{OUT} + 48_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,356	0:00	1	3	-2	0%	8:00	28	27	40	3%	16:00	9	12	17	1%
	0:30	1	1	-2	0%	8:30	51	41	50	4%	16:30	12	14	15	1%
	1:00	1	2	-3	0%	9:00	34	47	37	3%	17:00	5	18	2	0%
	1:30	0	0	-3	0%	9:30	49	40	46	3%	17:30	7	9	0	0%
	2:00	0	0	-3	0%	10:00	64	33	77	6%	18:00	6	14	-8	-1%
	2:30	1	1	-3	0%	10:30	38	56	59	4%	18:30	5	5	-8	-1%
	3:00	2	2	-3	0%	11:00	23	34	48	4%	19:00	4	2	-6	0%
	3:30	0	0	-3	0%	11:30	41	40	49	4%	19:30	2	0	-4	0%
	4:00	0	1	-4	0%	12:00	26	33	42	3%	20:00	2	2	-4	0%
	4:30	3	0	-1	0%	12:30	23	31	34	3%	20:30	2	1	-3	0%
	5:00	4	1	2	0%	13:00	27	31	30	2%	21:00	1	0	-2	0%
	5:30	8	5	5	0%	13:30	23	25	28	2%	21:30	3	2	-1	0%
	6:00	2	4	3	0%	14:00	13	15	26	2%	22:00	1	3	-3	0%
	6:30	29	11	21	2%	14:30	20	10	36	3%	22:30	8	2	3	0%
	7:00	14	11	24	2%	15:00	15	31	20	1%	23:00	0	9	-6	0%
	7:30	27	12	39	3%	15:30	18	18	20	1%	23:30	1	1	-6	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	77	6%

Data Collection Information

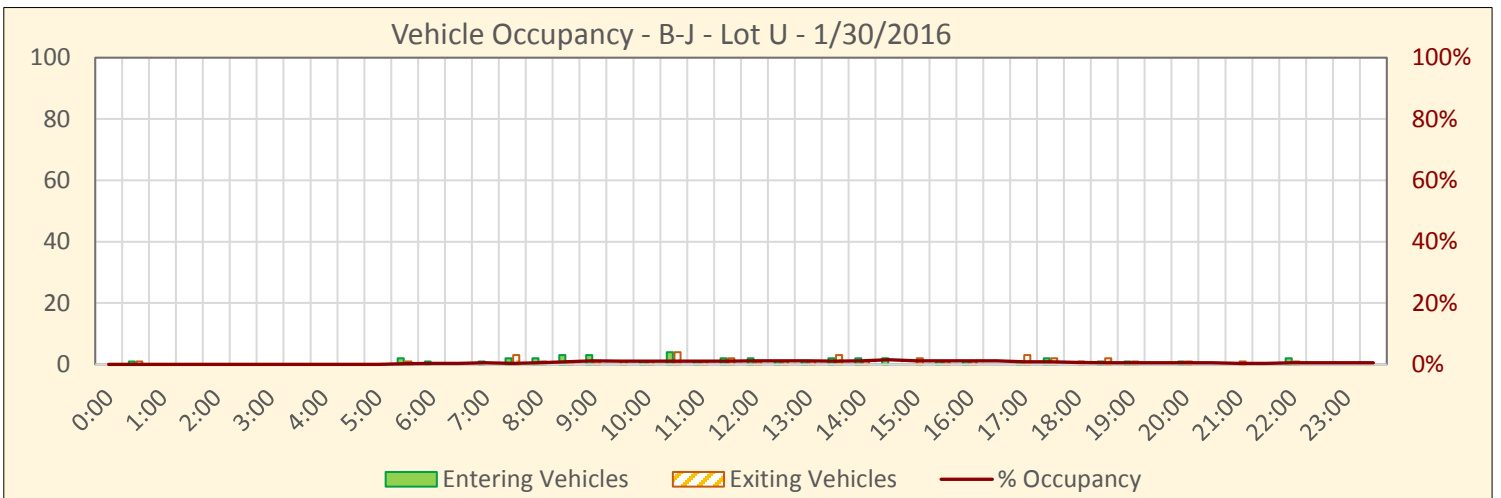
Event Name:	Barrett-Jackson	Lot Name:	U
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	15 Hartford North 4
	#2	16 Hartford North 5
	#3	17 Hartford North 6
	#4	49 Perimeter East 5
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [15_{IN} + 16_{IN} + 17_{IN} + 49_{IN}] - [15_{OUT} + 16_{OUT} + 17_{OUT} + 49_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
593	0:00	0	0	0	0%	8:00	2	1	3	1%	16:00	1	1	7	1%
	0:30	1	1	0	0%	8:30	3	1	5	1%	16:30	0	0	7	1%
	1:00	0	0	0	0%	9:00	3	1	7	1%	17:00	1	3	5	1%
	1:30	0	0	0	0%	9:30	0	1	6	1%	17:30	2	2	5	1%
	2:00	0	0	0	0%	10:00	1	1	6	1%	18:00	0	1	4	1%
	2:30	0	0	0	0%	10:30	4	4	6	1%	18:30	1	2	3	1%
	3:00	0	0	0	0%	11:00	1	1	6	1%	19:00	1	1	3	1%
	3:30	0	0	0	0%	11:30	2	2	6	1%	19:30	0	0	3	1%
	4:00	0	0	0	0%	12:00	2	1	7	1%	20:00	1	1	3	1%
	4:30	0	0	0	0%	12:30	1	1	7	1%	20:30	0	0	3	1%
	5:00	0	0	0	0%	13:00	1	1	7	1%	21:00	0	1	2	0%
	5:30	2	1	1	0%	13:30	2	3	6	1%	21:30	0	0	2	0%
	6:00	1	0	2	0%	14:00	2	1	7	1%	22:00	2	1	3	1%
	6:30	0	0	2	0%	14:30	2	0	9	2%	22:30	0	0	3	1%
	7:00	1	0	3	1%	15:00	0	2	7	1%	23:00	0	0	3	1%
	7:30	2	3	2	0%	15:30	1	1	7	1%	23:30	0	0	3	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:30	9	2%

Data Collection Information

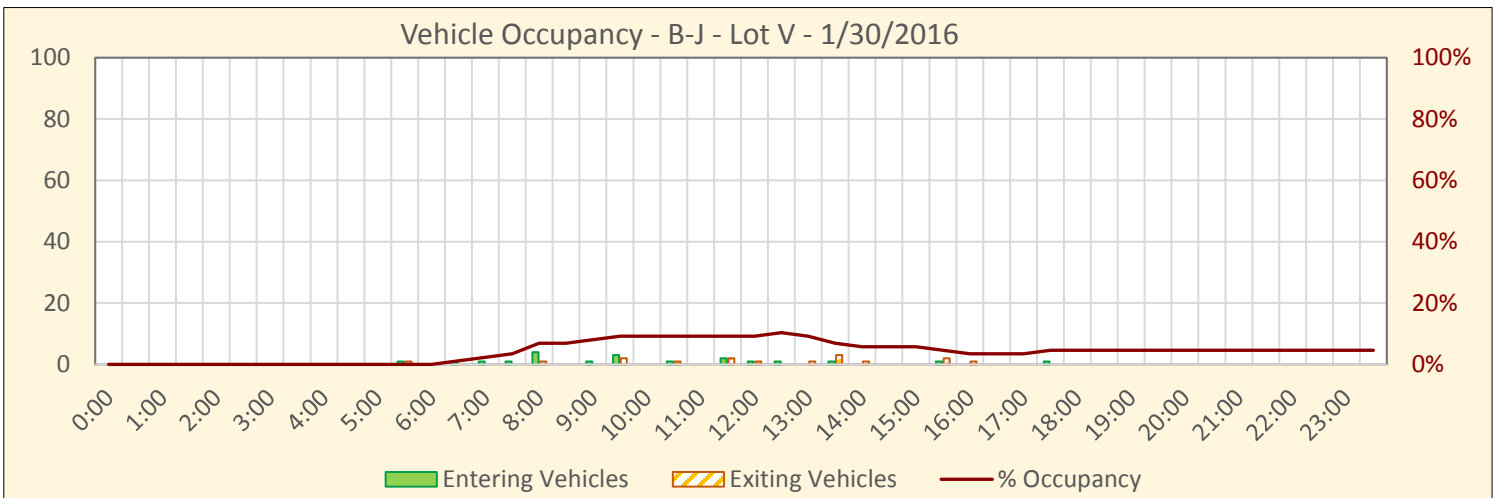
Event Name:	Barrett-Jackson	Lot Name:	V
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	5
		Hartford South
1		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [5_{IN}] - [5_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
87	0:00	0	0	0	0%	8:00	4	1	6	7%	16:00	0	1	3	3%
	0:30	0	0	0	0%	8:30	0	0	6	7%	16:30	0	0	3	3%
	1:00	0	0	0	0%	9:00	1	0	7	8%	17:00	0	0	3	3%
	1:30	0	0	0	0%	9:30	3	2	8	9%	17:30	1	0	4	5%
	2:00	0	0	0	0%	10:00	0	0	8	9%	18:00	0	0	4	5%
	2:30	0	0	0	0%	10:30	1	1	8	9%	18:30	0	0	4	5%
	3:00	0	0	0	0%	11:00	0	0	8	9%	19:00	0	0	4	5%
	3:30	0	0	0	0%	11:30	2	2	8	9%	19:30	0	0	4	5%
	4:00	0	0	0	0%	12:00	1	1	8	9%	20:00	0	0	4	5%
	4:30	0	0	0	0%	12:30	1	0	9	10%	20:30	0	0	4	5%
	5:00	0	0	0	0%	13:00	0	1	8	9%	21:00	0	0	4	5%
	5:30	1	1	0	0%	13:30	1	3	6	7%	21:30	0	0	4	5%
	6:00	0	0	0	0%	14:00	0	1	5	6%	22:00	0	0	4	5%
	6:30	1	0	1	1%	14:30	0	0	5	6%	22:30	0	0	4	5%
	7:00	1	0	2	2%	15:00	0	0	5	6%	23:00	0	0	4	5%
	7:30	1	0	3	3%	15:30	1	2	4	5%	23:30	0	0	4	5%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:30	9	10%

Data Collection Information

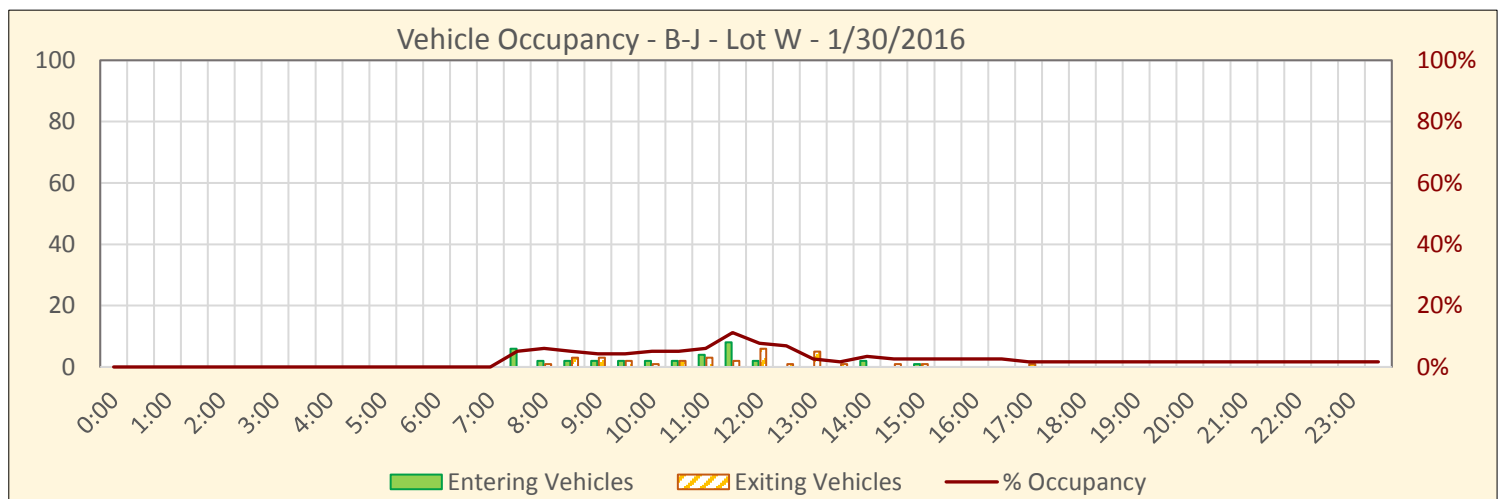
Event Name:	Barrett-Jackson	Lot Name:	W
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	6	Hartford South 2
	#2	7	Hartford South 3
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [6_{IN} + 7_{IN}] - [6_{OUT} + 7_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	2	1	7	6%	16:00	0	0	3	3%
	0:30	0	0	0	0%	8:30	2	3	6	5%	16:30	0	0	3	3%
	1:00	0	0	0	0%	9:00	2	3	5	4%	17:00	0	1	2	2%
	1:30	0	0	0	0%	9:30	2	2	5	4%	17:30	0	0	2	2%
	2:00	0	0	0	0%	10:00	2	1	6	5%	18:00	0	0	2	2%
	2:30	0	0	0	0%	10:30	2	2	6	5%	18:30	0	0	2	2%
	3:00	0	0	0	0%	11:00	4	3	7	6%	19:00	0	0	2	2%
	3:30	0	0	0	0%	11:30	8	2	13	11%	19:30	0	0	2	2%
	4:00	0	0	0	0%	12:00	2	6	9	8%	20:00	0	0	2	2%
	4:30	0	0	0	0%	12:30	0	1	8	7%	20:30	0	0	2	2%
	5:00	0	0	0	0%	13:00	0	5	3	3%	21:00	0	0	2	2%
	5:30	0	0	0	0%	13:30	0	1	2	2%	21:30	0	0	2	2%
	6:00	0	0	0	0%	14:00	2	0	4	3%	22:00	0	0	2	2%
	6:30	0	0	0	0%	14:30	0	1	3	3%	22:30	0	0	2	2%
	7:00	0	0	0	0%	15:00	1	1	3	3%	23:00	0	0	2	2%
	7:30	6	0	6	5%	15:30	0	0	3	3%	23:30	0	0	2	2%

Maximum	Time	On-Site	% Occupancy
Occupancy	11:30	13	11%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/30/2016
Weekday: Saturday

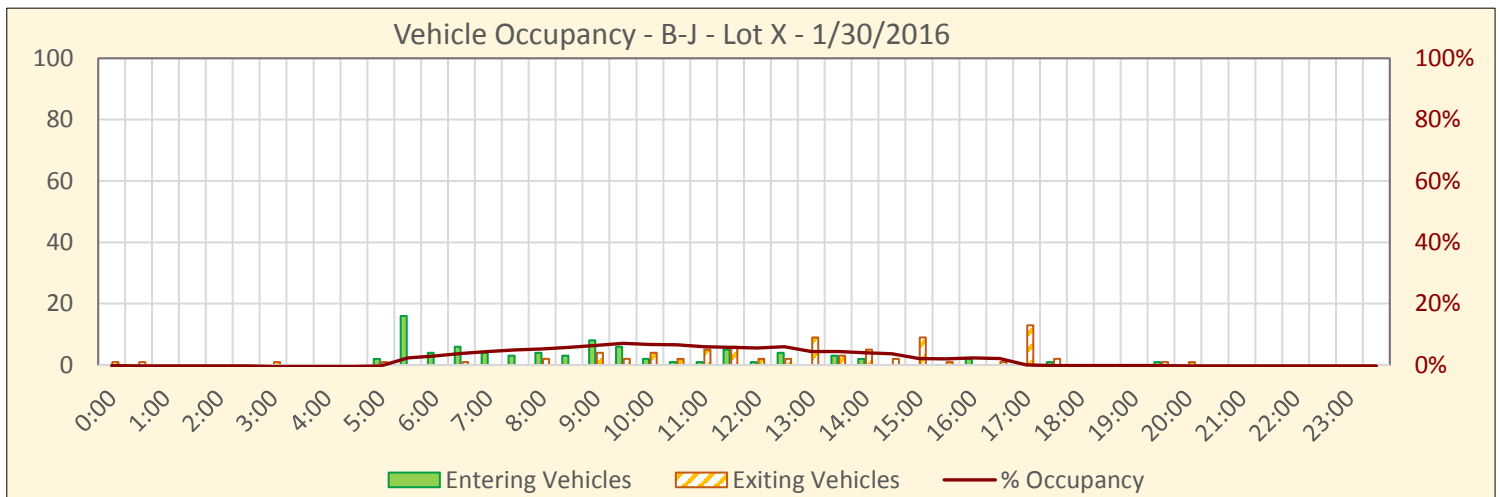
Lot Name: X

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	8 Hartford South 4
	#2	9 Hartford South 5
	#3	10 Hartford South 6
	#4	11 Hartford South 7
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [8_{IN} + 9_{IN} + 10_{IN} + 11_{IN}] - [8_{OUT} + 9_{OUT} + 10_{OUT} + 11_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
609	0:00	0	1	-1	0%	8:00	4	2	32	5%	16:00	2	0	14	2%
*Excludes Garage Parking	0:30	0	1	-2	0%	8:30	3	0	35	6%	16:30	0	1	13	2%
	1:00	0	0	-2	0%	9:00	8	4	39	6%	17:00	0	13	0	0%
	1:30	0	0	-2	0%	9:30	6	2	43	7%	17:30	1	2	-1	0%
	2:00	0	0	-2	0%	10:00	2	4	41	7%	18:00	0	0	-1	0%
	2:30	0	0	-2	0%	10:30	1	2	40	7%	18:30	0	0	-1	0%
	3:00	0	1	-3	0%	11:00	1	5	36	6%	19:00	0	0	-1	0%
	3:30	0	0	-3	0%	11:30	5	6	35	6%	19:30	1	1	-1	0%
	4:00	0	0	-3	0%	12:00	1	2	34	6%	20:00	0	1	-2	0%
	4:30	0	0	-3	0%	12:30	4	2	36	6%	20:30	0	0	-2	0%
	5:00	2	1	-2	0%	13:00	0	9	27	4%	21:00	0	0	-2	0%
	5:30	16	0	14	2%	13:30	3	3	27	4%	21:30	0	0	-2	0%
	6:00	4	0	18	3%	14:00	2	5	24	4%	22:00	0	0	-2	0%
	6:30	6	1	23	4%	14:30	0	2	22	4%	22:30	0	0	-2	0%
	7:00	4	0	27	4%	15:00	0	9	13	2%	23:00	0	0	-2	0%
	7:30	3	0	30	5%	15:30	0	1	12	2%	23:30	0	0	-2	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	43	7%

Data Collection Information

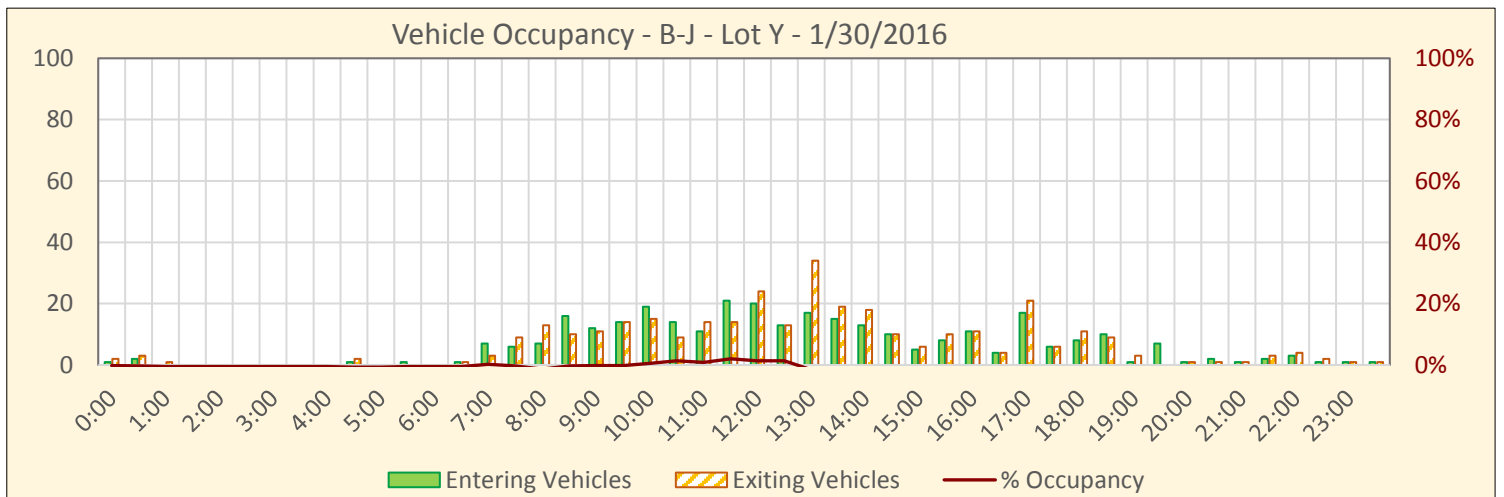
Event Name:	Barrett-Jackson	Lot Name:	Y
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	1 Bell South 2
	#2	2 Bell South 1
	#3	4 Pima Southbound 2
	#4	50 Perimeter East 6
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [1_{IN} + 2_{IN} + 4_{IN} + 50_{IN}] - [1_{OUT} + 2_{OUT} + 4_{OUT} + 50_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
596	0:00	1	2	-1	0%	8:00	7	13	-8	-1%	16:00	11	11	-21	-4%
	0:30	2	3	-2	0%	8:30	16	10	-2	0%	16:30	4	4	-21	-4%
	1:00	0	1	-3	-1%	9:00	12	11	-1	0%	17:00	17	21	-25	-4%
	1:30	0	0	-3	-1%	9:30	14	14	-1	0%	17:30	6	6	-25	-4%
	2:00	0	0	-3	-1%	10:00	19	15	3	1%	18:00	8	11	-28	-5%
	2:30	0	0	-3	-1%	10:30	14	9	8	1%	18:30	10	9	-27	-5%
	3:00	0	0	-3	-1%	11:00	11	14	5	1%	19:00	1	3	-29	-5%
	3:30	0	0	-3	-1%	11:30	21	14	12	2%	19:30	7	0	-22	-4%
	4:00	0	0	-3	-1%	12:00	20	24	8	1%	20:00	1	1	-22	-4%
	4:30	1	2	-4	-1%	12:30	13	13	8	1%	20:30	2	1	-21	-4%
	5:00	0	0	-4	-1%	13:00	17	34	-9	-2%	21:00	1	1	-21	-4%
	5:30	1	0	-3	-1%	13:30	15	19	-13	-2%	21:30	2	3	-22	-4%
	6:00	0	0	-3	-1%	14:00	13	18	-18	-3%	22:00	3	4	-23	-4%
	6:30	1	1	-3	-1%	14:30	10	10	-18	-3%	22:30	1	2	-24	-4%
	7:00	7	3	1	0%	15:00	5	6	-19	-3%	23:00	1	1	-24	-4%
	7:30	6	9	-2	0%	15:30	8	10	-21	-4%	23:30	1	1	-24	-4%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:30	12	2%

Data Collection Information

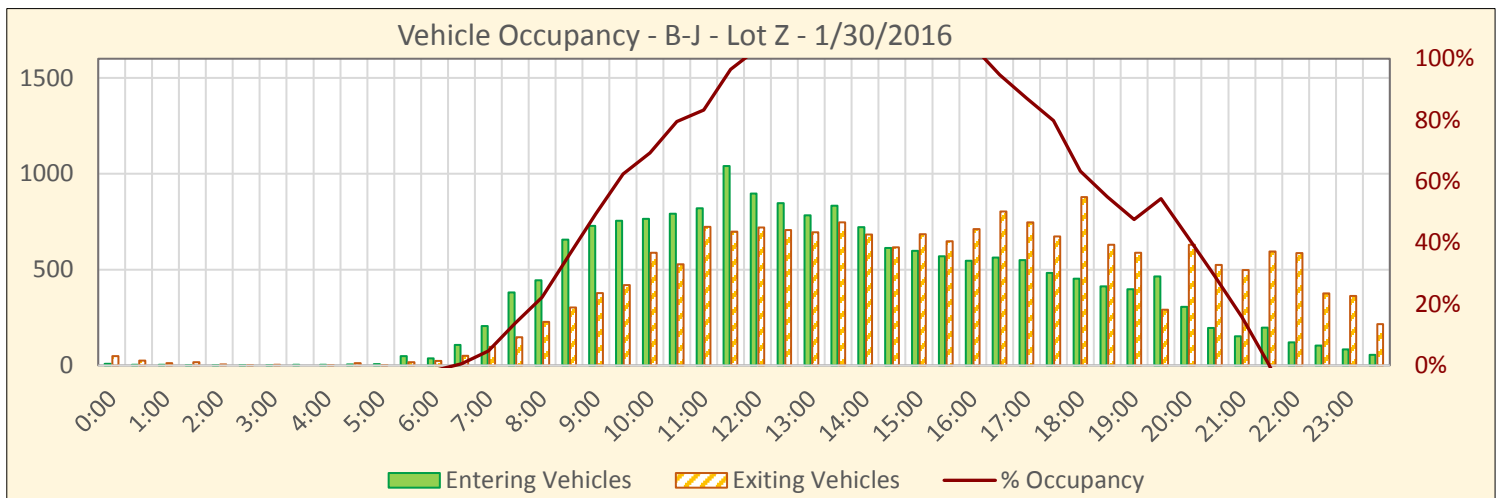
Event Name:	Barrett-Jackson	Lot Name:	Z
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	58 Pima Northbound 1	#10	71 Bell South 6	
	#2	60 90th North of Bahia	#11	73 Bahia North 1	
	#3	61 90th South of Bell	#12	74 Bahia North 2	
	#4	62 91st South of Bell	#13	75 Bahia North 3	
	#5	63 91st North of Bahia	#14	76 Bahia North and South 4	
	#6	64 94th West 1	#15	77 Bahia North 5	
	#7	68 Bell South 3	#16	78 Bahia North 6	
	#8	69 Bell South 4	#17	79 Bahia North 7	
	#9	70 Bell South 5			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [58_{IN} + 60_{IN} + 61_{IN} + 62_{IN} + 63_{IN} + 64_{IN} + 68_{IN} + 69_{IN} + 70_{IN} + 71_{IN} + 73_{IN} + 74_{IN} + 75_{IN} + 76_{IN} + 77_{IN} + 78_{IN} + 79_{IN}] - [58_{OUT} + 60_{OUT} + 61_{OUT} + 62_{OUT} + 63_{OUT} + 64_{OUT} + 68_{OUT} + 69_{OUT} + 70_{OUT} + 71_{OUT} + 73_{OUT} + 74_{OUT} + 75_{OUT} + 76_{OUT} + 77_{OUT} + 78_{OUT} + 79_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,582	0:00	8	48	-40	-2%	8:00	445	227	573	22%	16:00	546	711	2688	104%
	0:30	4	25	-61	-2%	8:30	656	303	926	36%	16:30	563	804	2447	95%
	1:00	4	12	-69	-3%	9:00	728	378	1276	49%	17:00	550	746	2251	87%
	1:30	2	17	-84	-3%	9:30	755	419	1612	62%	17:30	483	673	2061	80%
	2:00	2	6	-88	-3%	10:00	764	588	1788	69%	18:00	452	878	1635	63%
	2:30	1	2	-89	-3%	10:30	791	527	2052	79%	18:30	413	629	1419	55%
	3:00	1	4	-92	-4%	11:00	820	723	2149	83%	19:00	398	587	1230	48%
	3:30	4	0	-88	-3%	11:30	1040	698	2491	96%	19:30	465	291	1404	54%
	4:00	3	2	-87	-3%	12:00	897	720	2668	103%	20:00	306	629	1081	42%
	4:30	6	12	-93	-4%	12:30	846	706	2808	109%	20:30	195	525	751	29%
	5:00	7	2	-88	-3%	13:00	783	695	2896	112%	21:00	152	497	406	16%
	5:30	48	17	-57	-2%	13:30	834	747	2983	116%	21:30	197	595	8	0%
	6:00	37	23	-43	-2%	14:00	721	683	3021	117%	22:00	120	586	-458	-18%
	6:30	107	51	13	1%	14:30	613	616	3018	117%	22:30	103	375	-730	-28%
	7:00	205	97	121	5%	15:00	598	685	2931	114%	23:00	83	362	-1009	-39%
	7:30	381	147	355	14%	15:30	570	648	2853	110%	23:30	56	216	-1169	-45%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	3021	117%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/30/2016
Weekday: Saturday

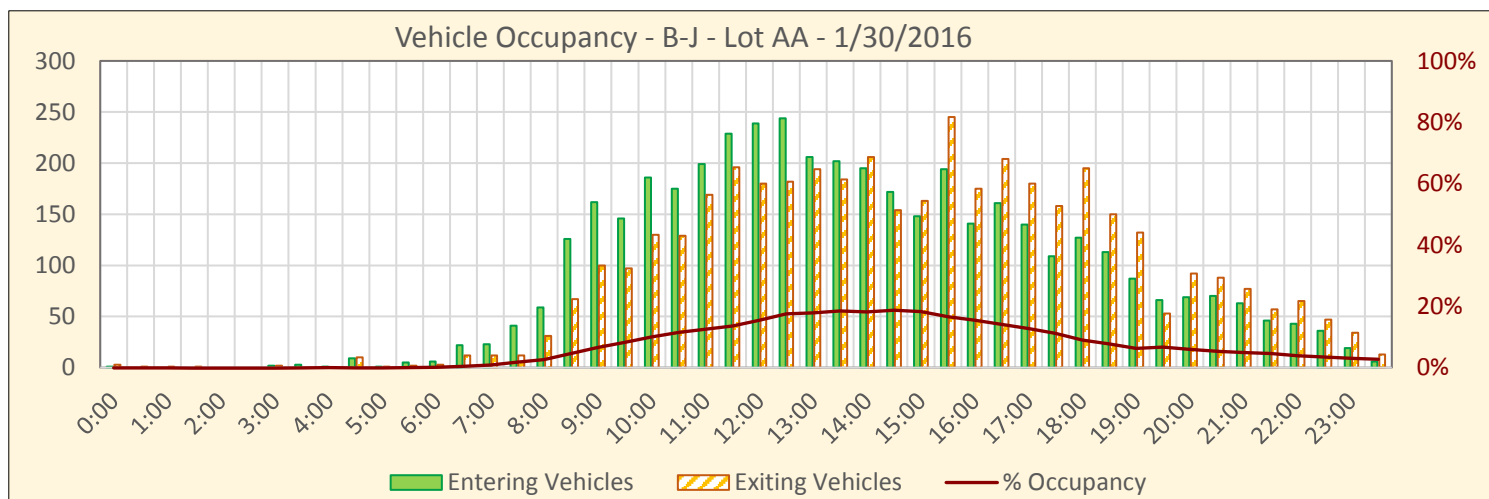
Lot Name: AA

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	59	Pima Northbound 2	#7	85	92nd South of Bahia
	#2	80	Bahia South 1	#8	86	91st South of Bahia
	#3	81	Bahia South 2	#9	87	90th South of Bahia
	#4	82	Bahia South 3	#10	88	Scottsdale Prep Academy (Pickup/Dropoff)
	#5	83	Bahia South 5	#11	76	Bahia North and South 4
11	#6	84	Bahia South 6			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [59_{IN} + 80_{IN} + 81_{IN} + 82_{IN} + 83_{IN} + 84_{IN} + 85_{IN} + 86_{IN} + 87_{IN} + 88_{IN} + 76_{IN}] - [59_{OUT} + 80_{OUT} + 81_{OUT} + 82_{OUT} + 83_{OUT} + 84_{OUT} + 85_{OUT} + 86_{OUT} + 87_{OUT} + 88_{OUT} + 76_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
3,072	0:00	1	3	-2	0%	8:00	59	31	82	3%	16:00	141	175	475	15%
	0:30	0	1	-3	0%	8:30	126	67	141	5%	16:30	161	204	432	14%
	1:00	0	1	-4	0%	9:00	162	100	203	7%	17:00	140	180	392	13%
	1:30	0	1	-5	0%	9:30	146	97	252	8%	17:30	109	158	343	11%
	2:00	0	0	-5	0%	10:00	186	130	308	10%	18:00	127	195	275	9%
	2:30	0	0	-5	0%	10:30	175	129	354	12%	18:30	113	150	238	8%
	3:00	2	2	-5	0%	11:00	199	169	384	13%	19:00	87	132	193	6%
	3:30	3	0	-2	0%	11:30	229	196	417	14%	19:30	66	53	206	7%
	4:00	1	0	-1	0%	12:00	239	180	476	15%	20:00	69	92	183	6%
	4:30	9	10	-2	0%	12:30	244	182	538	18%	20:30	70	88	165	5%
	5:00	1	1	-2	0%	13:00	206	194	550	18%	21:00	63	77	151	5%
	5:30	5	2	1	0%	13:30	202	184	568	18%	21:30	46	57	140	5%
	6:00	6	3	4	0%	14:00	195	206	557	18%	22:00	43	65	118	4%
	6:30	22	12	14	0%	14:30	172	154	575	19%	22:30	36	47	107	3%
	7:00	23	12	25	1%	15:00	148	163	560	18%	23:00	19	34	92	3%
	7:30	41	12	54	2%	15:30	194	245	509	17%	23:30	6	13	85	3%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:30	575	19%

Data Collection Information

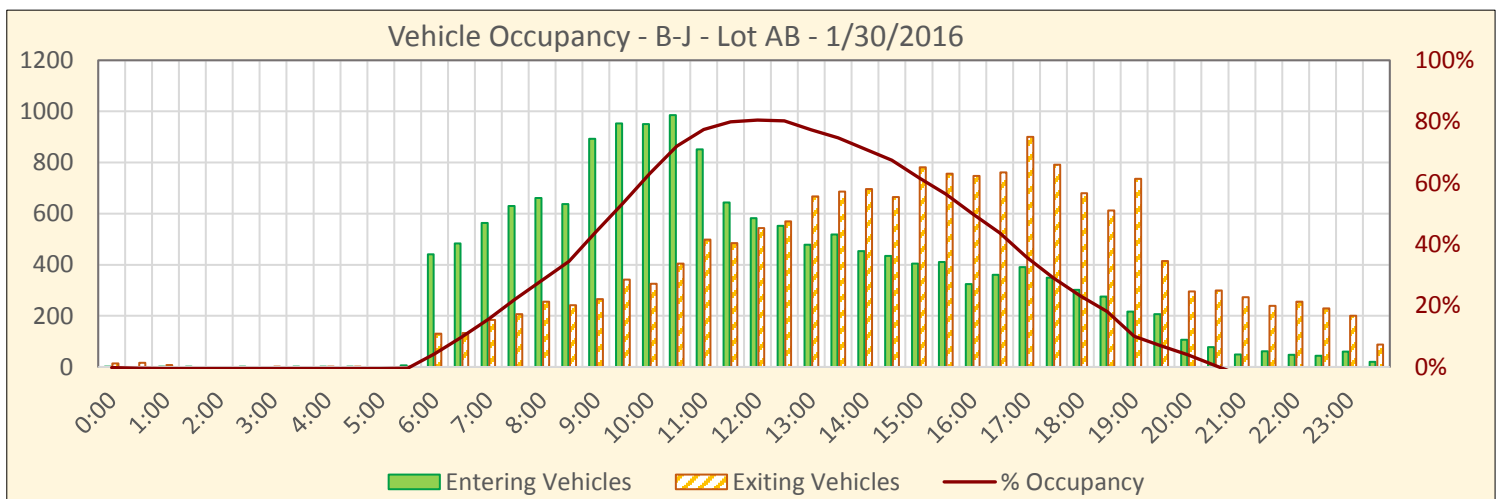
Event Name:	Barrett-Jackson	Lot Name:	AB
Date:	1/30/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection	#1	66 94th West 3
Locations	#2	67 94th West 4
(Driveways)	#3	56 94th Street at Bahia
	#4	97 Westworld Grass Field Parking Access
	#5	98 98th and McDowell Mountain Ranch TMC
5		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [66_{IN} + 67_{IN} + 96_{IN} + 97_{IN} + 98_{IN}] - [66_{OUT} + 67_{OUT} + 96_{OUT} + 97_{OUT} + 98_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
6,500	0:00	2	14	-12	0%	8:00	661	255	1842	28%	16:00	325	748	3240	50%
*Estimated Capacity for Barrett-Jackson Event Only	0:30	0	16	-28	0%	8:30	638	242	2238	34%	16:30	361	761	2840	44%
	1:00	2	8	-34	-1%	9:00	893	266	2865	44%	17:00	391	901	2330	36%
	1:30	1	0	-33	-1%	9:30	953	342	3476	53%	17:30	349	792	1887	29%
	2:00	0	0	-33	-1%	10:00	951	326	4101	63%	18:00	302	680	1509	23%
	2:30	1	0	-32	0%	10:30	986	405	4682	72%	18:30	276	612	1173	18%
	3:00	0	2	-34	-1%	11:00	851	498	5035	77%	19:00	217	736	654	10%
	3:30	2	0	-32	0%	11:30	644	485	5194	80%	19:30	207	415	446	7%
	4:00	1	2	-33	-1%	12:00	582	543	5233	81%	20:00	107	295	258	4%
	4:30	1	2	-34	-1%	12:30	552	570	5215	80%	20:30	78	299	37	1%
	5:00	0	0	-34	-1%	13:00	478	667	5026	77%	21:00	49	273	-187	-3%
	5:30	7	2	-29	0%	13:30	518	686	4858	75%	21:30	62	239	-364	-6%
	6:00	441	130	282	4%	14:00	454	696	4616	71%	22:00	48	255	-571	-9%
	6:30	484	133	633	10%	14:30	434	665	4385	67%	22:30	44	229	-756	-12%
	7:00	564	184	1013	16%	15:00	404	781	4008	62%	23:00	60	201	-897	-14%
	7:30	630	207	1436	22%	15:30	411	756	3663	56%	23:30	20	88	-965	-15%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:00	5233	81%

Data Collection Information

Event Name: Barrett-Jackson
Date: 1/30/2016
Weekday: Saturday

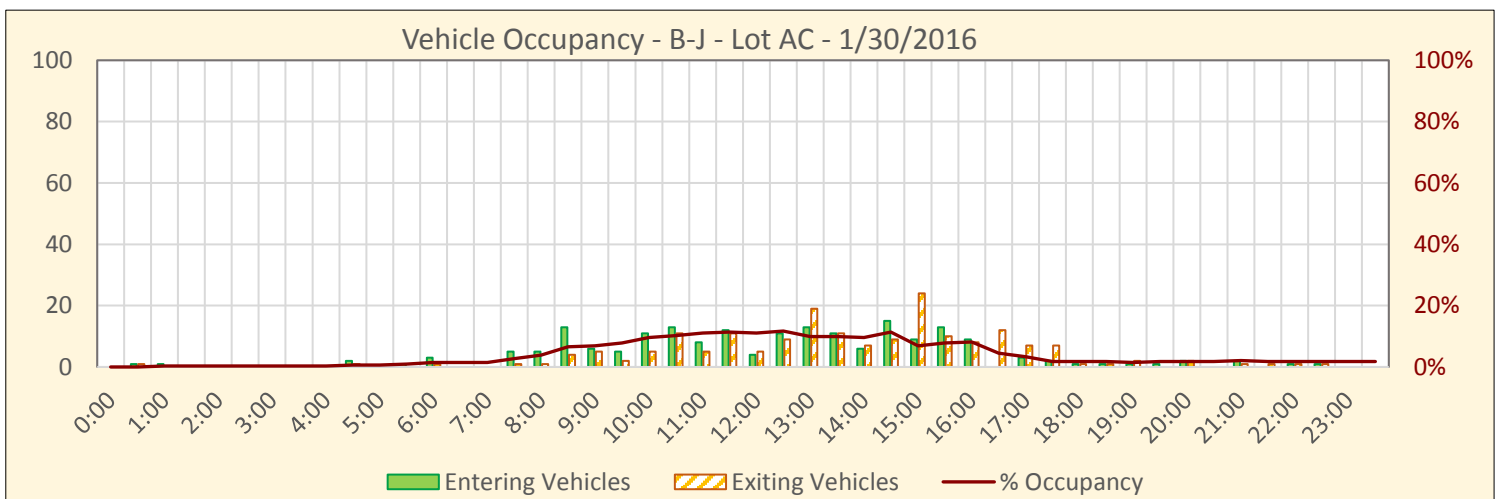
Lot Name: AC

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	72 Bell South 7
	#2	89 98th East 1
	#3	90 100th West 1
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [72_{IN} + 89_{IN} + 90_{IN}] - [72_{OUT} + 89_{OUT} + 90_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
333	0:00	0	0	0	0%	8:00	5	1	13	4%	16:00	9	8	27	8%
	0:30	1	1	0	0%	8:30	13	4	22	7%	16:30	0	12	15	5%
	1:00	1	0	1	0%	9:00	6	5	23	7%	17:00	3	7	11	3%
	1:30	0	0	1	0%	9:30	5	2	26	8%	17:30	2	7	6	2%
	2:00	0	0	1	0%	10:00	11	5	32	10%	18:00	1	1	6	2%
	2:30	0	0	1	0%	10:30	13	11	34	10%	18:30	1	1	6	2%
	3:00	0	0	1	0%	11:00	8	5	37	11%	19:00	1	2	5	2%
	3:30	0	0	1	0%	11:30	12	11	38	11%	19:30	1	0	6	2%
	4:00	0	0	1	0%	12:00	4	5	37	11%	20:00	2	2	6	2%
	4:30	2	1	2	1%	12:30	11	9	39	12%	20:30	0	0	6	2%
	5:00	0	0	2	1%	13:00	13	19	33	10%	21:00	2	1	7	2%
	5:30	1	0	3	1%	13:30	11	11	33	10%	21:30	0	1	6	2%
	6:00	3	1	5	2%	14:00	6	7	32	10%	22:00	1	1	6	2%
	6:30	0	0	5	2%	14:30	15	9	38	11%	22:30	1	1	6	2%
	7:00	0	0	5	2%	15:00	9	24	23	7%	23:00	0	0	6	2%
	7:30	5	1	9	3%	15:30	13	10	26	8%	23:30	0	0	6	2%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:30	39	12%

APPENDIX C

PARKING OCCUPANCY DATA SHEETS:

WM PHOENIX OPEN, THURSDAY

Data Collection Information

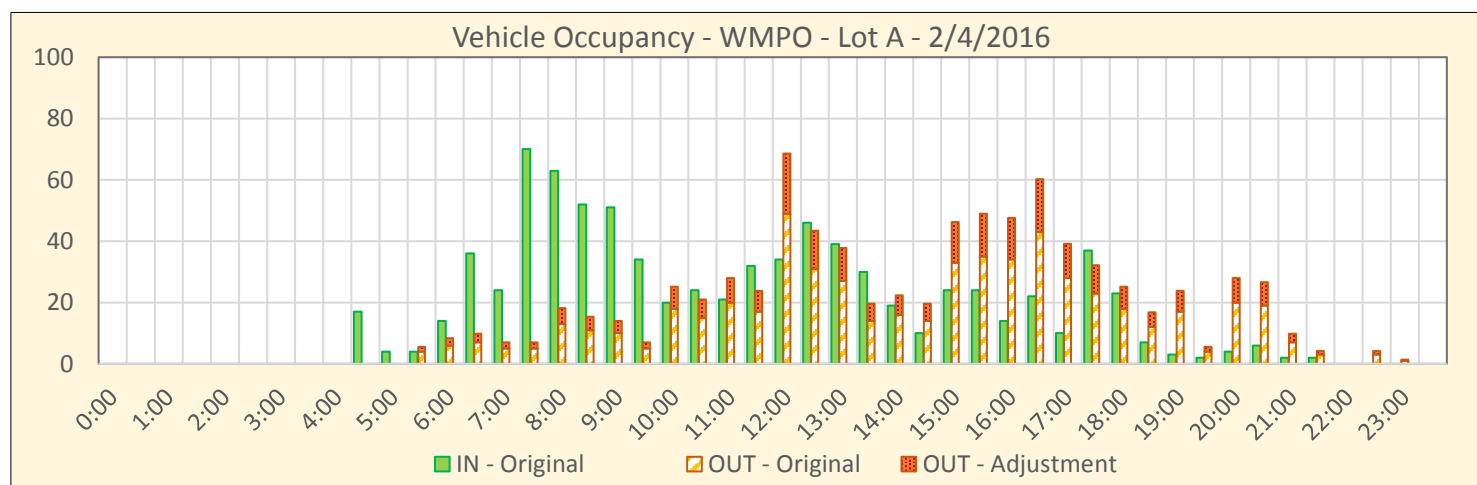
Event Name:	Waste Management Phoenix Open	Lot Name:	A
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	93	La Curvada 1
	#2	94	La Curvada 2
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [93_{IN} + 94_{IN}] - [93_{OUT} + 94_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
505	0:00	0	0	0	0%	8:00	63	18	176	35%	16:00	14	48	161	32%
	0:30	0	0	0	0%	8:30	52	15	213	42%	16:30	22	60	123	24%
	1:00	0	0	0	0%	9:00	51	14	250	49%	17:00	10	39	94	19%
	1:30	0	0	0	0%	9:30	34	7	277	55%	17:30	37	32	99	20%
	2:00	0	0	0	0%	10:00	20	25	271	54%	18:00	23	25	97	19%
	2:30	0	0	0	0%	10:30	24	21	274	54%	18:30	7	17	87	17%
	3:00	0	0	0	0%	11:00	21	28	267	53%	19:00	3	24	66	13%
	3:30	0	0	0	0%	11:30	32	24	276	55%	19:30	2	6	62	12%
	4:00	0	0	0	0%	12:00	34	69	241	48%	20:00	4	28	38	8%
	4:30	17	0	17	3%	12:30	46	43	244	48%	20:30	6	27	18	4%
	5:00	4	0	21	4%	13:00	39	38	245	48%	21:00	2	10	10	2%
	5:30	4	6	19	4%	13:30	30	20	255	51%	21:30	2	4	8	2%
	6:00	14	8	25	5%	14:00	19	22	252	50%	22:00	0	0	8	2%
	6:30	36	10	51	10%	14:30	10	20	242	48%	22:30	0	4	4	1%
	7:00	24	7	68	14%	15:00	24	46	220	44%	23:00	0	1	2	0%
	7:30	70	7	131	26%	15:30	24	49	195	39%	23:30	0	0	2	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	277	55%

Data Collection Information

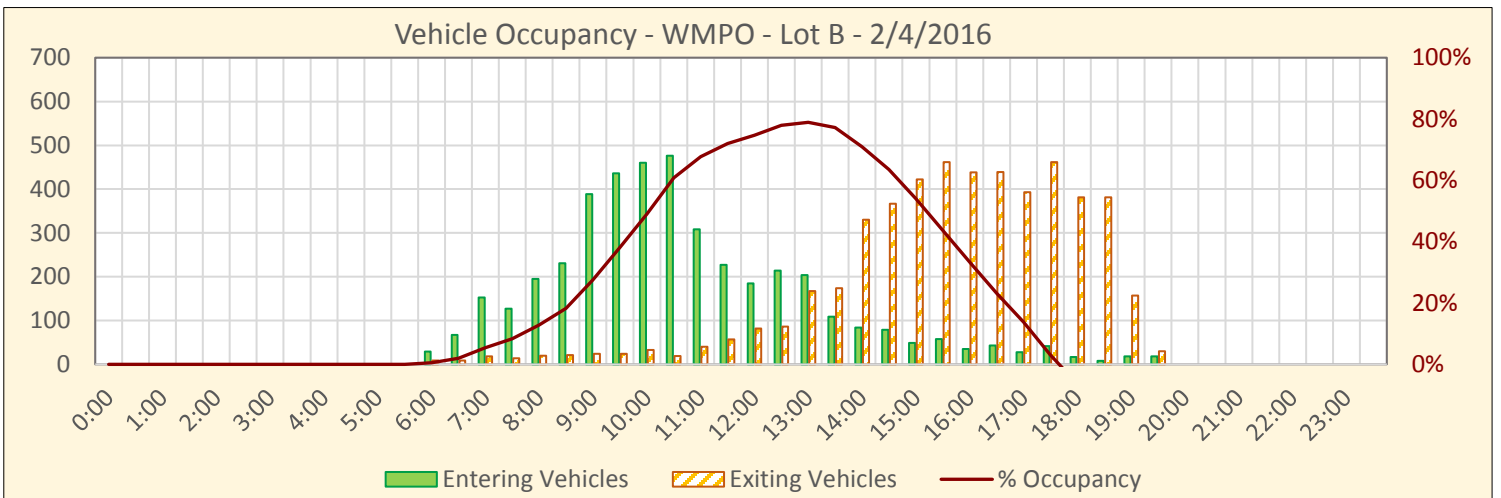
Event Name:	Waste Management Phoenix Open	Lot Name:	B
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	105 Lot H - Hayden
	#2	106 Lot H - Mayo Westside
	#3	107 Lot H - Princess
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [105_{IN} + 106_{IN} + 107_{IN}] - [105_{OUT} + 106_{OUT} + 107_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
3,900	0:00	0	0	0	0%	8:00	195	20	501	13%	16:00	35	438	1299	33%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	231	21	711	18%	16:30	43	439	903	23%
	1:00	0	0	0	0%	9:00	389	24	1076	28%	17:00	28	393	538	14%
	1:30	0	0	0	0%	9:30	436	24	1488	38%	17:30	42	462	118	3%
	2:00	0	0	0	0%	10:00	460	33	1915	49%	18:00	17	381	-246	-6%
	2:30	0	0	0	0%	10:30	476	19	2372	61%	18:30	8	381	-619	-16%
	3:00	0	0	0	0%	11:00	308	40	2640	68%	19:00	18	157	-758	-19%
	3:30	0	0	0	0%	11:30	227	57	2810	72%	19:30	18	30	-770	-20%
	4:00	0	0	0	0%	12:00	185	82	2913	75%	20:00	0	0	-770	-20%
	4:30	0	0	0	0%	12:30	214	86	3041	78%	20:30	0	0	-770	-20%
	5:00	0	0	0	0%	13:00	204	167	3078	79%	21:00	0	0	-770	-20%
	5:30	0	0	0	0%	13:30	109	174	3013	77%	21:30	0	0	-770	-20%
	6:00	29	9	20	1%	14:00	84	330	2767	71%	22:00	0	0	-770	-20%
	6:30	67	9	78	2%	14:30	79	367	2479	64%	22:30	0	0	-770	-20%
	7:00	153	18	213	5%	15:00	49	422	2106	54%	23:00	0	0	-770	-20%
	7:30	127	14	326	8%	15:30	58	462	1702	44%	23:30	0	0	-770	-20%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	3078	79%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/4/2016
Weekday: Thursday

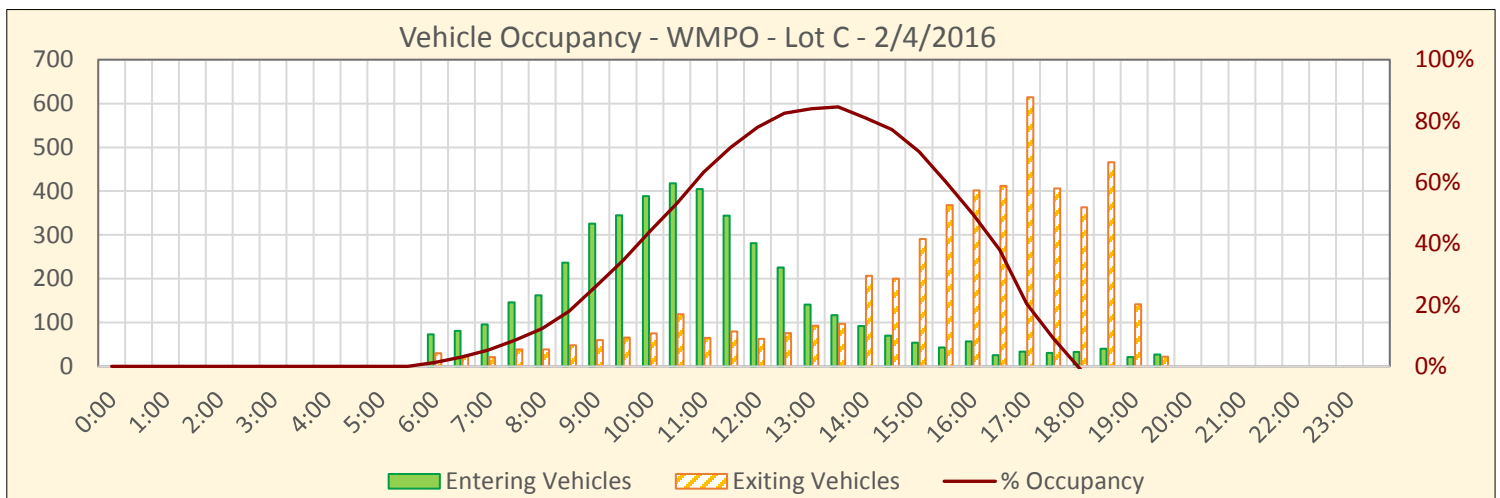
Lot Name: C

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	102 Lot 8 - 82nd - Mayo
	#2	103 Lot 8 - Perimeter - Mayo
	#3	104 Lot 9 - Hayden, North of Mayo
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [102_{IN} + 103_{IN} + 104_{IN}] - [102_{OUT} + 103_{OUT} + 104_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
3,300	0:00	0	0	0	0%	8:00	162	39	405	12%	16:00	57	402	1640	50%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	237	48	594	18%	16:30	26	412	1254	38%
	1:00	0	0	0	0%	9:00	326	60	860	26%	17:00	34	614	674	20%
	1:30	0	0	0	0%	9:30	345	66	1139	35%	17:30	31	406	299	9%
	2:00	0	0	0	0%	10:00	389	75	1453	44%	18:00	33	363	-31	-1%
	2:30	0	0	0	0%	10:30	418	119	1752	53%	18:30	40	466	-457	-14%
	3:00	0	0	0	0%	11:00	405	65	2092	63%	19:00	21	142	-578	-18%
	3:30	0	0	0	0%	11:30	344	80	2356	71%	19:30	27	22	-573	-17%
	4:00	0	0	0	0%	12:00	281	63	2574	78%	20:00	0	0	-573	-17%
	4:30	0	0	0	0%	12:30	226	76	2724	83%	20:30	0	0	-573	-17%
	5:00	0	0	0	0%	13:00	141	93	2772	84%	21:00	0	0	-573	-17%
	5:30	0	0	0	0%	13:30	117	97	2792	85%	21:30	0	0	-573	-17%
	6:00	73	30	43	1%	14:00	92	207	2677	81%	22:00	0	0	-573	-17%
	6:30	81	24	100	3%	14:30	70	200	2547	77%	22:30	0	0	-573	-17%
	7:00	96	21	175	5%	15:00	54	291	2310	70%	23:00	0	0	-573	-17%
	7:30	146	39	282	9%	15:30	43	368	1985	60%	23:30	0	0	-573	-17%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	2792	85%

Data Collection Information

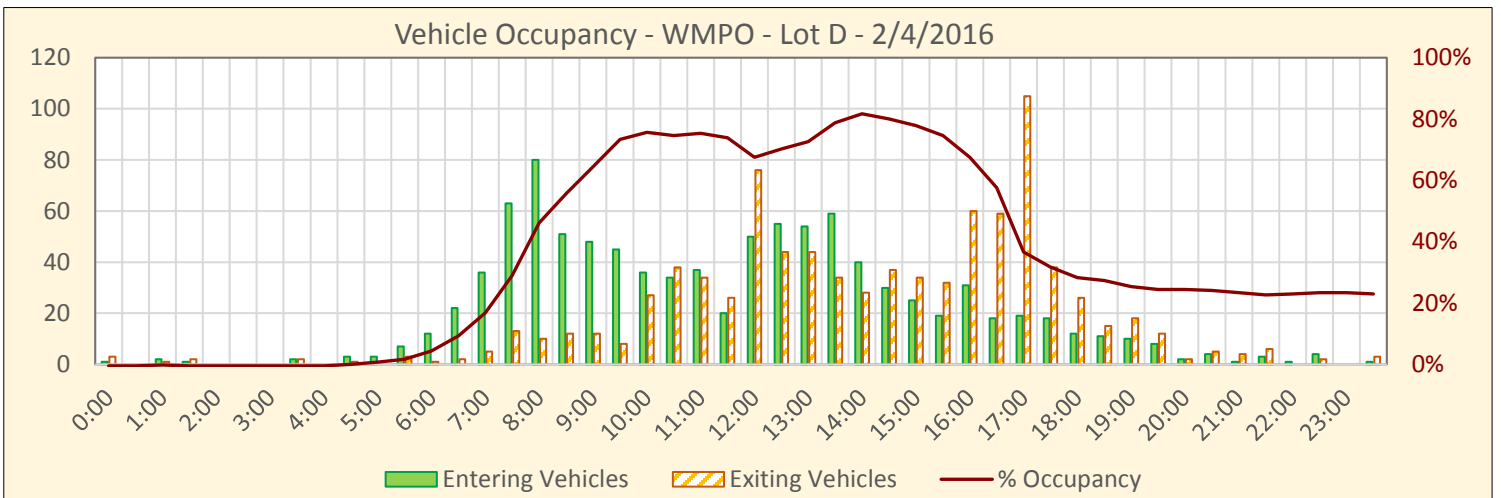
Event Name:	Waste Management Phoenix Open	Lot Name:	D
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	91 Scottsdale Office Center 1
	#2	92 Scottsdale Office Center 2
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [91_{IN} + 92_{IN}] - [91_{OUT} + 92_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
410	0:00	1	3	-2	0%	8:00	80	10	189	46%	16:00	31	60	277	68%
	0:30	0	0	-2	0%	8:30	51	12	228	56%	16:30	18	59	236	58%
	1:00	2	1	-1	0%	9:00	48	12	264	64%	17:00	19	105	150	37%
	1:30	1	2	-2	0%	9:30	45	8	301	73%	17:30	18	38	130	32%
	2:00	0	0	-2	0%	10:00	36	27	310	76%	18:00	12	26	116	28%
	2:30	0	0	-2	0%	10:30	34	38	306	75%	18:30	11	15	112	27%
	3:00	0	0	-2	0%	11:00	37	34	309	75%	19:00	10	18	104	25%
	3:30	2	2	-2	0%	11:30	20	26	303	74%	19:30	8	12	100	24%
	4:00	0	0	-2	0%	12:00	50	76	277	68%	20:00	2	2	100	24%
	4:30	3	1	0	0%	12:30	55	44	288	70%	20:30	4	5	99	24%
	5:00	3	0	3	1%	13:00	54	44	298	73%	21:00	1	4	96	23%
	5:30	7	3	7	2%	13:30	59	34	323	79%	21:30	3	6	93	23%
	6:00	12	1	18	4%	14:00	40	28	335	82%	22:00	1	0	94	23%
	6:30	22	2	38	9%	14:30	30	37	328	80%	22:30	4	2	96	23%
	7:00	36	5	69	17%	15:00	25	34	319	78%	23:00	0	0	96	23%
	7:30	63	13	119	29%	15:30	19	32	306	75%	23:30	1	3	94	23%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	335	82%

Data Collection Information

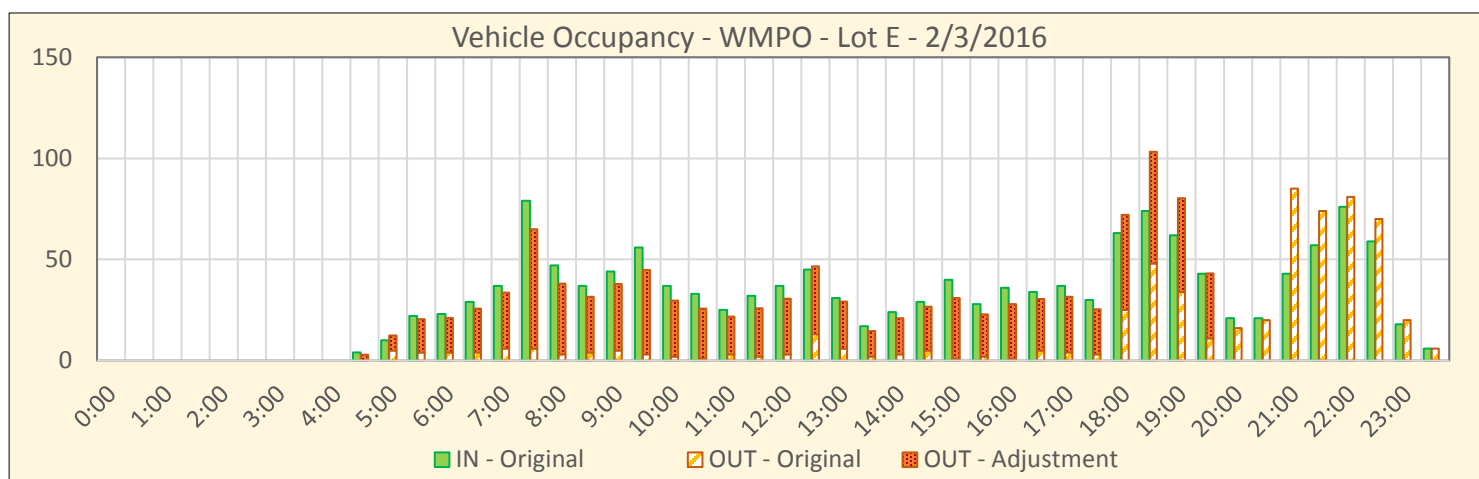
Event Name:	Waste Management Phoenix Open	Lot Name:	E
Date:	2/3/2016		
Weekday:	Wednesday		

Ingress / Egress Data Collection Locations

	Tube	Name	Note: For the majority of the day, vehicles exited this lot using an unintended access point, a multi-use path on the southwest side. Based on the results, it appears that this path access was closed around 18:00 (6 PM). The OUT volumes from 0:00 - 19:30 were adjusted based on the late evening trends. Lot E was a designated taxi lot for the WMPO.
Total Data Collection Locations (Driveways)	#1	39	
		Princess North	
1			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [39_{IN}] - [39_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
170	0:00	0	0	0	0%	8:00	47	38	32	19%	16:00	36	28	115	68%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	37	32	37	22%	16:30	34	30	119	70%
	1:00	0	0	0	0%	9:00	44	38	43	25%	17:00	37	32	124	73%
	1:30	0	0	0	0%	9:30	56	45	54	32%	17:30	30	25	128	76%
	2:00	0	0	0	0%	10:00	37	30	62	36%	18:00	63	72	119	70%
	2:30	0	0	0	0%	10:30	33	26	69	41%	18:30	74	103	90	53%
	3:00	0	0	0	0%	11:00	25	22	72	42%	19:00	62	80	72	42%
	3:30	0	0	0	0%	11:30	32	26	78	46%	19:30	43	43	72	42%
	4:00	0	0	0	0%	12:00	37	31	85	50%	20:00	21	16	77	45%
	4:30	4	3	1	1%	12:30	45	47	83	49%	20:30	21	20	78	46%
	5:00	10	12	-1	-1%	13:00	31	29	85	50%	21:00	43	85	36	21%
	5:30	22	20	0	0%	13:30	17	15	87	51%	21:30	57	74	19	11%
	6:00	23	21	2	1%	14:00	24	21	90	53%	22:00	76	81	14	8%
	6:30	29	26	5	3%	14:30	29	27	93	54%	22:30	59	70	3	2%
	7:00	37	34	9	5%	15:00	40	31	102	60%	23:00	18	20	1	0%
	7:30	79	65	23	13%	15:30	28	23	107	63%	23:30	6	6	1	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	17:30	128	76%

Data Collection Information

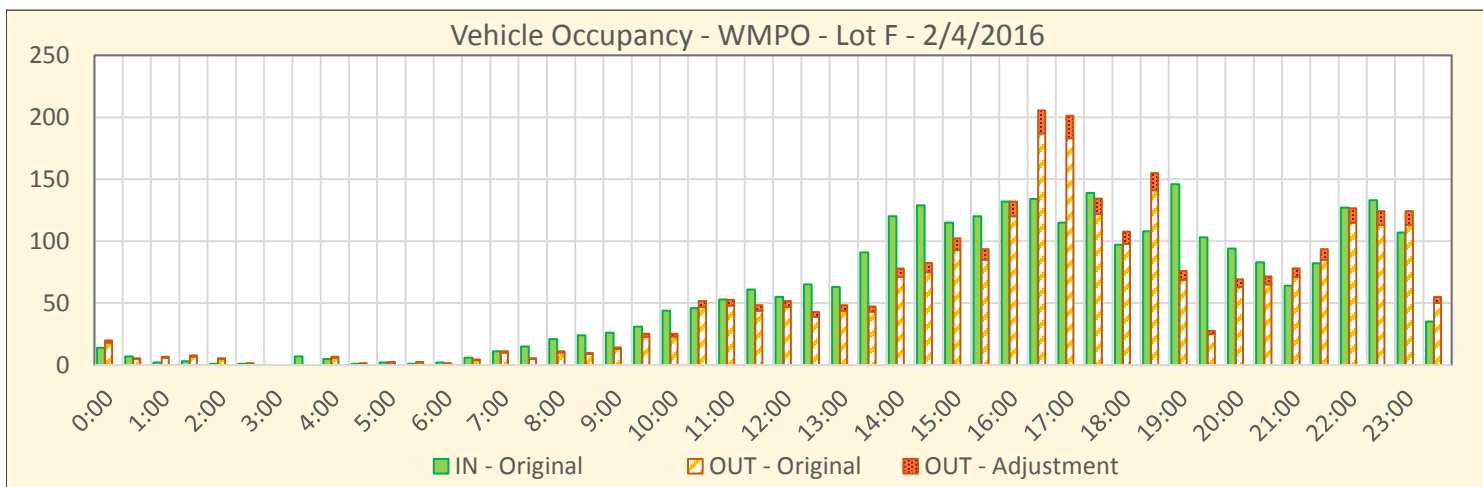
Event Name:	Waste Management Phoenix Open	Lot Name:	F
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	32	82nd Street West 1

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [32_{IN}] - [32_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
900	0:00	14	20	-6	-1%	8:00	21	11	8	1%	16:00	132	132	276	31%
*Estimated Capacity for Special Events Only	0:30	7	6	-4	0%	8:30	24	10	22	2%	16:30	134	206	205	23%
	1:00	2	7	-9	-1%	9:00	26	14	34	4%	17:00	115	201	118	13%
	1:30	3	8	-14	-2%	9:30	31	25	39	4%	17:30	139	134	123	14%
	2:00	1	6	-18	-2%	10:00	44	25	58	6%	18:00	97	108	112	12%
	2:30	1	1	-18	-2%	10:30	46	52	52	6%	18:30	108	155	65	7%
	3:00	0	0	-18	-2%	11:00	53	53	52	6%	19:00	146	76	135	15%
	3:30	7	0	-11	-1%	11:30	61	48	65	7%	19:30	103	28	211	23%
	4:00	5	7	-13	-1%	12:00	55	52	68	8%	20:00	94	69	236	26%
	4:30	1	1	-13	-1%	12:30	65	43	90	10%	20:30	83	72	247	27%
	5:00	2	2	-13	-1%	13:00	63	48	105	12%	21:00	64	78	233	26%
	5:30	1	2	-14	-2%	13:30	91	47	149	17%	21:30	82	94	221	25%
	6:00	2	1	-13	-1%	14:00	120	78	191	21%	22:00	127	127	222	25%
	6:30	6	4	-12	-1%	14:30	129	83	237	26%	22:30	133	124	231	26%
	7:00	11	11	-12	-1%	15:00	115	102	250	28%	23:00	107	124	213	24%
	7:30	15	6	-2	0%	15:30	120	94	276	31%	23:30	35	55	193	21%

Maximum Occupancy	Time	On-Site	% Occupancy
	15:30	276	31%

Data Collection Information

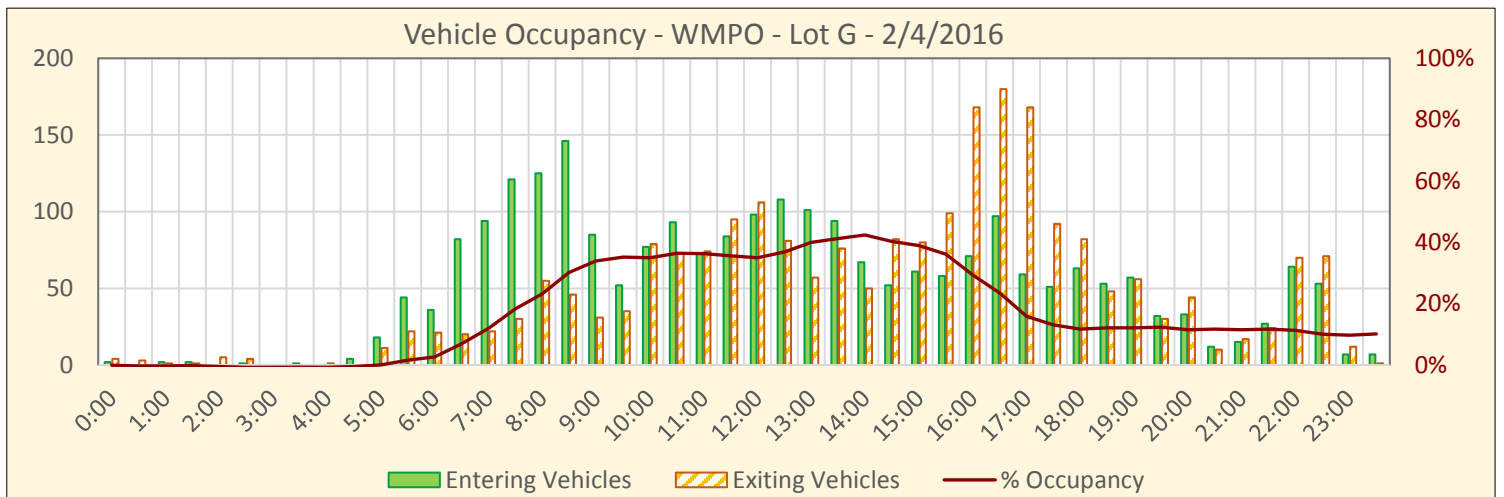
Event Name:	Waste Management Phoenix Open	Lot Name:	G
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	28	82nd Street East 1	#7	53	Perimeter West 3
	#2	29	82nd Street East 2			
	#3	41	83rd - Pacesetter North of Princess			
	#4	42	83rd - Pacesetter West of Princess			
	#5	51	Perimeter West 1			
6	#6	52	Perimeter West 2			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [28_{IN} + 29_{IN} + 41_{IN} + 42_{IN} + 51_{IN} + 52_{IN} + 53_{IN}] - [28_{OUT} + 29_{OUT} + 41_{OUT} + 42_{OUT} + 51_{OUT} + 52_{OUT} + 53_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,432	0:00	2	4	-2	0%	8:00	125	55	332	23%	16:00	71	168	420	29%
	0:30	0	3	-5	0%	8:30	146	46	432	30%	16:30	97	180	337	24%
	1:00	2	1	-4	0%	9:00	85	31	486	34%	17:00	59	168	228	16%
	1:30	2	1	-3	0%	9:30	52	35	503	35%	17:30	51	92	187	13%
	2:00	0	5	-8	-1%	10:00	77	79	501	35%	18:00	63	82	168	12%
	2:30	1	4	-11	-1%	10:30	93	73	521	36%	18:30	53	48	173	12%
	3:00	0	0	-11	-1%	11:00	73	74	520	36%	19:00	57	56	174	12%
	3:30	1	0	-10	-1%	11:30	84	95	509	36%	19:30	32	30	176	12%
	4:00	0	1	-11	-1%	12:00	98	106	501	35%	20:00	33	44	165	12%
	4:30	4	0	-7	0%	12:30	108	81	528	37%	20:30	12	10	167	12%
	5:00	18	11	0	0%	13:00	101	57	572	40%	21:00	15	17	165	12%
	5:30	44	22	22	2%	13:30	94	76	590	41%	21:30	27	24	168	12%
	6:00	36	21	37	3%	14:00	67	50	607	42%	22:00	64	70	162	11%
	6:30	82	20	99	7%	14:30	52	82	577	40%	22:30	53	71	144	10%
	7:00	94	22	171	12%	15:00	61	80	558	39%	23:00	7	12	139	10%
	7:30	121	30	262	18%	15:30	58	99	517	36%	23:30	7	1	145	10%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	607	42%

Data Collection Information

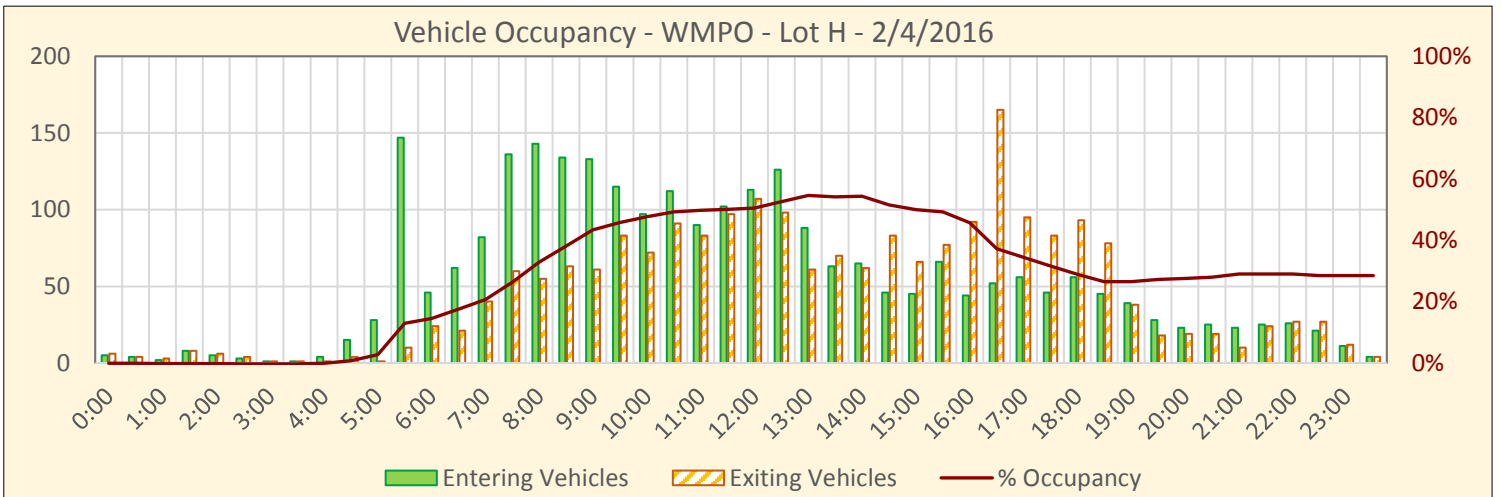
Event Name:	Waste Management Phoenix Open	Lot Name:	H
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	40 Princess North 2
	#2	43 85th East of Perimeter
	#3	44 St. John East of Perimeter
	#4	45 Perimeter East 1
	#5	46 Perimeter East 2
5		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [40_{IN} + 43_{IN} + 44_{IN} + 45_{IN} + 46_{IN}] - [40_{OUT} + 43_{OUT} + 44_{OUT} + 45_{OUT} + 46_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
1,349	0:00	5	6	-1	0%	8:00	143	55	443	33%	16:00	44	92	616	46%
	0:30	4	4	-1	0%	8:30	134	63	514	38%	16:30	52	165	503	37%
	1:00	2	3	-2	0%	9:00	133	61	586	43%	17:00	56	95	464	34%
	1:30	8	8	-2	0%	9:30	115	83	618	46%	17:30	46	83	427	32%
	2:00	5	6	-3	0%	10:00	97	72	643	48%	18:00	56	93	390	29%
	2:30	3	4	-4	0%	10:30	112	91	664	49%	18:30	45	78	357	26%
	3:00	1	1	-4	0%	11:00	90	83	671	50%	19:00	39	38	358	27%
	3:30	1	1	-4	0%	11:30	102	97	676	50%	19:30	28	18	368	27%
	4:00	4	1	-1	0%	12:00	113	107	682	51%	20:00	23	19	372	28%
	4:30	15	4	10	1%	12:30	126	98	710	53%	20:30	25	19	378	28%
	5:00	28	1	37	3%	13:00	88	61	737	55%	21:00	23	10	391	29%
	5:30	147	10	174	13%	13:30	63	70	730	54%	21:30	25	24	392	29%
	6:00	46	24	196	15%	14:00	65	62	733	54%	22:00	26	27	391	29%
	6:30	62	21	237	18%	14:30	46	83	696	52%	22:30	21	27	385	29%
	7:00	82	40	279	21%	15:00	45	66	675	50%	23:00	11	12	384	28%
	7:30	136	60	355	26%	15:30	66	77	664	49%	23:30	4	4	384	28%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	737	55%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/3/2016
Weekday: Wednesday

Lot Name: I J

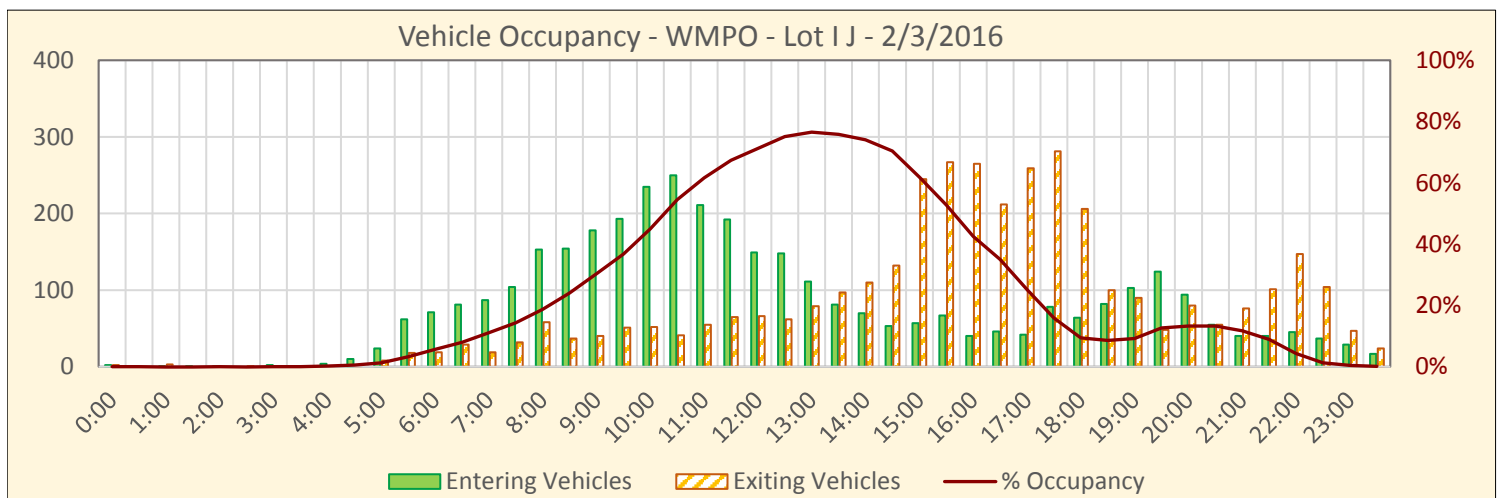
Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	33 82nd Street West 2
	#2	34 82nd Street West 3
	#3	37 Princess South 1
	#4	101 Bell North 1
4		

Note: Tube 33 and 34 were excluded from the analysis because they were access points for shuttles and event trailers, not for personal parked vehicles.

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [33_{IN} + 34_{IN} + 37_{IN} + 101_{IN}] - [33_{OUT} + 34_{OUT} + 37_{OUT} + 101_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,200	0:00	2	2	0	0%	8:00	153	58	411	19%	16:00	40	265	936	43%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	154	37	528	24%	16:30	46	212	770	35%
	1:00	1	3	-2	0%	9:00	178	40	666	30%	17:00	42	259	553	25%
	1:30	1	0	-1	0%	9:30	193	51	808	37%	17:30	78	281	350	16%
	2:00	1	0	0	0%	10:00	235	52	991	45%	18:00	64	206	208	9%
	2:30	0	1	-1	0%	10:30	250	41	1200	55%	18:30	82	100	190	9%
	3:00	2	0	1	0%	11:00	211	55	1356	62%	19:00	103	90	203	9%
	3:30	0	0	1	0%	11:30	192	65	1483	67%	19:30	124	48	279	13%
	4:00	4	1	4	0%	12:00	149	66	1566	71%	20:00	94	80	293	13%
	4:30	10	2	12	1%	12:30	148	62	1652	75%	20:30	55	55	293	13%
	5:00	24	8	28	1%	13:00	111	79	1684	77%	21:00	40	76	257	12%
	5:30	62	18	72	3%	13:30	81	97	1668	76%	21:30	40	101	196	9%
	6:00	71	19	124	6%	14:00	70	110	1628	74%	22:00	45	147	94	4%
	6:30	81	29	176	8%	14:30	53	132	1549	70%	22:30	37	104	27	1%
	7:00	87	19	244	11%	15:00	57	245	1361	62%	23:00	29	47	9	0%
	7:30	104	32	316	14%	15:30	67	267	1161	53%	23:30	17	24	2	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	1684	77%

Data Collection Information

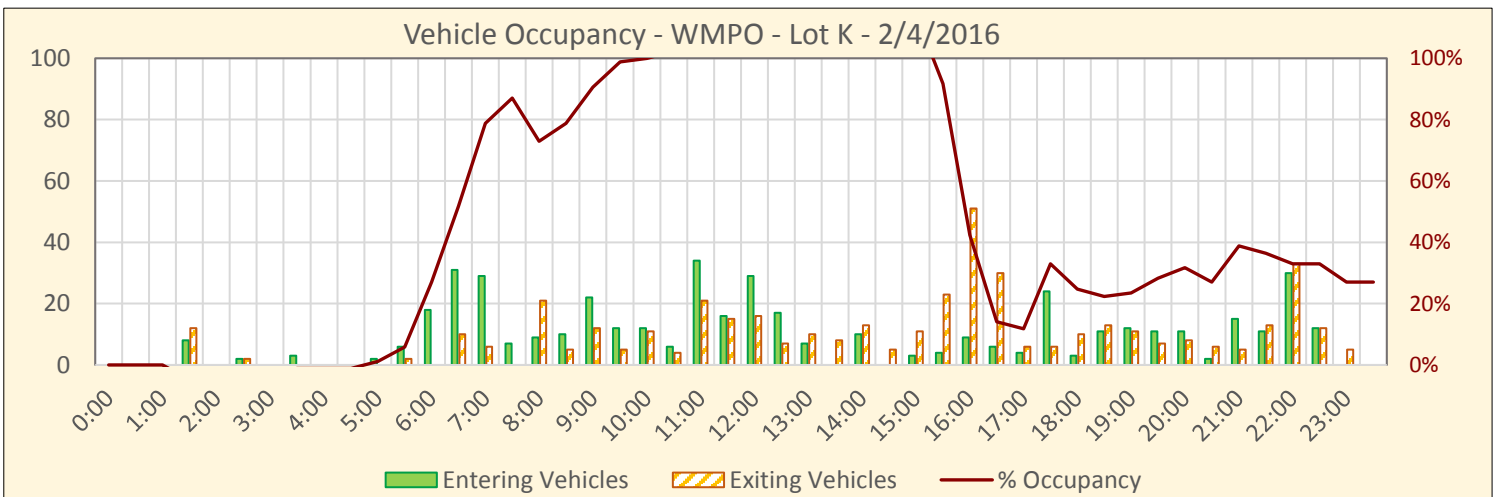
Event Name:	Waste Management Phoenix Open	Lot Name:	K
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	19	Hartford West 1

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [19_{IN}] - [19_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
85	0:00	0	0	0	0%	8:00	9	21	62	73%	16:00	9	51	36	42%
	0:30	0	0	0	0%	8:30	10	5	67	79%	16:30	6	30	12	14%
	1:00	0	0	0	0%	9:00	22	12	77	91%	17:00	4	6	10	12%
	1:30	8	12	-4	-5%	9:30	12	5	84	99%	17:30	24	6	28	33%
	2:00	0	0	-4	-5%	10:00	12	11	85	100%	18:00	3	10	21	25%
	2:30	2	2	-4	-5%	10:30	6	4	87	102%	18:30	11	13	19	22%
	3:00	0	0	-4	-5%	11:00	34	21	100	118%	19:00	12	11	20	24%
	3:30	3	0	-1	-1%	11:30	16	15	101	119%	19:30	11	7	24	28%
	4:00	0	0	-1	-1%	12:00	29	16	114	134%	20:00	11	8	27	32%
	4:30	0	0	-1	-1%	12:30	17	7	124	146%	20:30	2	6	23	27%
	5:00	2	0	1	1%	13:00	7	10	121	142%	21:00	15	5	33	39%
	5:30	6	2	5	6%	13:30	0	8	113	133%	21:30	11	13	31	36%
	6:00	18	0	23	27%	14:00	10	13	110	129%	22:00	30	33	28	33%
	6:30	31	10	44	52%	14:30	0	5	105	124%	22:30	12	12	28	33%
	7:00	29	6	67	79%	15:00	3	11	97	114%	23:00	0	5	23	27%
	7:30	7	0	74	87%	15:30	4	23	78	92%	23:30	0	0	23	27%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:30	124	146%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/5/2016
Weekday: Friday

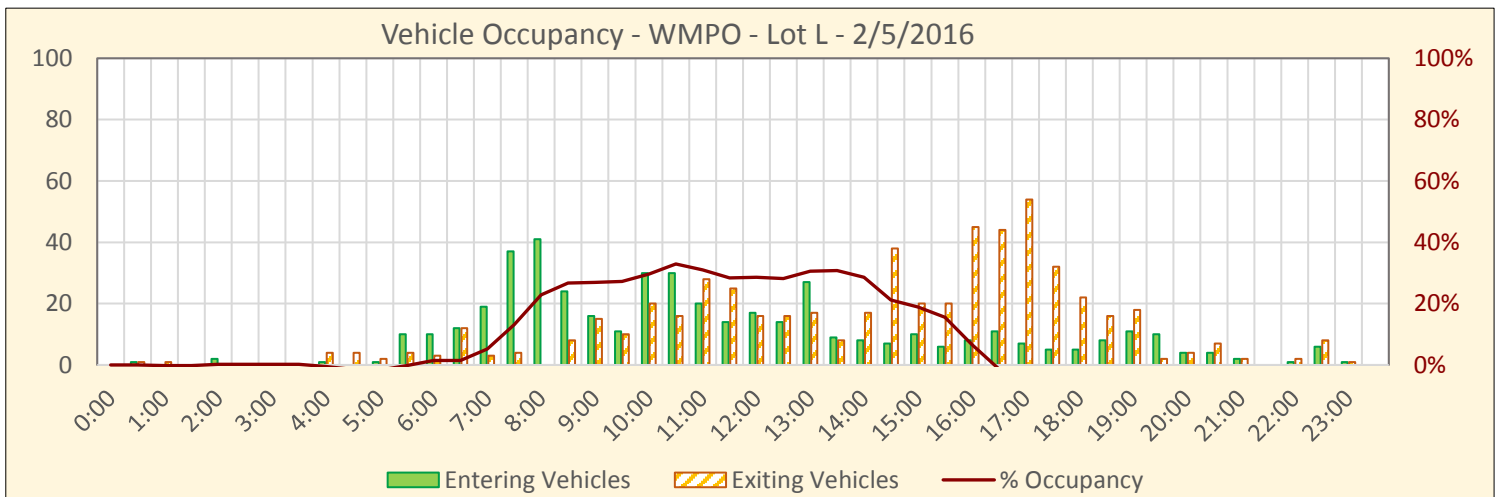
Lot Name: L

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	12 Hartford North 1
	#2	54 Perimeter West 4
	#3	55 Perimeter West 5
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [12_{IN} + 54_{IN} + 55_{IN}] - [12_{OUT} + 54_{OUT} + 55_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
419	0:00	0	0	0	0%	8:00	41	0	96	23%	16:00	8	45	28	7%
	0:30	1	1	0	0%	8:30	24	8	112	27%	16:30	11	44	-5	-1%
	1:00	0	1	-1	0%	9:00	16	15	113	27%	17:00	7	54	-52	-12%
	1:30	0	0	-1	0%	9:30	11	10	114	27%	17:30	5	32	-79	-19%
	2:00	2	0	1	0%	10:00	30	20	124	30%	18:00	5	22	-96	-23%
	2:30	0	0	1	0%	10:30	30	16	138	33%	18:30	8	16	-104	-25%
	3:00	0	0	1	0%	11:00	20	28	130	31%	19:00	11	18	-111	-26%
	3:30	0	0	1	0%	11:30	14	25	119	28%	19:30	10	2	-103	-25%
	4:00	1	4	-2	0%	12:00	17	16	120	29%	20:00	4	4	-103	-25%
	4:30	0	4	-6	-1%	12:30	14	16	118	28%	20:30	4	7	-106	-25%
	5:00	1	2	-7	-2%	13:00	27	17	128	31%	21:00	2	2	-106	-25%
	5:30	10	4	-1	0%	13:30	9	8	129	31%	21:30	0	0	-106	-25%
	6:00	10	3	6	1%	14:00	8	17	120	29%	22:00	1	2	-107	-26%
	6:30	12	12	6	1%	14:30	7	38	89	21%	22:30	6	8	-109	-26%
	7:00	19	3	22	5%	15:00	10	20	79	19%	23:00	1	1	-109	-26%
	7:30	37	4	55	13%	15:30	6	20	65	16%	23:30	0	0	-109	-26%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	138	33%

Data Collection Information

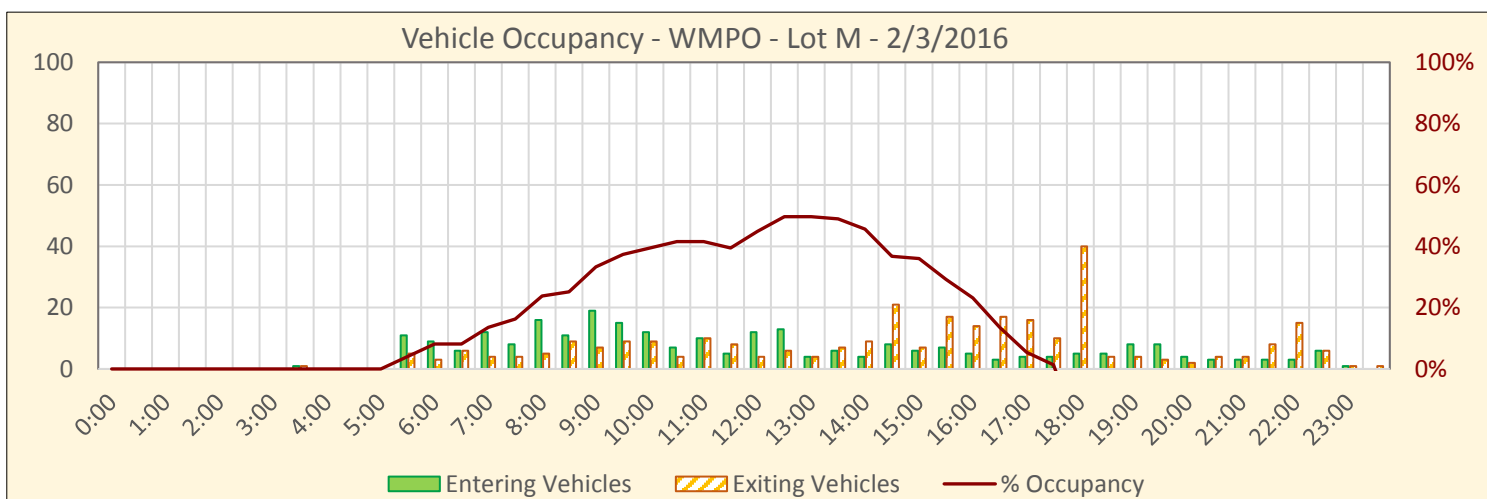
Event Name:	Waste Management Phoenix Open	Lot Name:	M
Date:	2/3/2016		
Weekday:	Wednesday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	20 Hartford West 2
	#2	21 Hartford West 3
	#3	30 82nd Street East 3
	3	

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [20_{IN} + 21_{IN} + 30_{IN}] - [20_{OUT} + 21_{OUT} + 30_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
147	0:00	0	0	0	0%	8:00	16	5	35	24%	16:00	5	14	34	23%
	0:30	0	0	0	0%	8:30	11	9	37	25%	16:30	3	17	20	14%
	1:00	0	0	0	0%	9:00	19	7	49	33%	17:00	4	16	8	5%
	1:30	0	0	0	0%	9:30	15	9	55	37%	17:30	4	10	2	1%
	2:00	0	0	0	0%	10:00	12	9	58	39%	18:00	5	40	-33	-22%
	2:30	0	0	0	0%	10:30	7	4	61	41%	18:30	5	4	-32	-22%
	3:00	0	0	0	0%	11:00	10	10	61	41%	19:00	8	4	-28	-19%
	3:30	1	1	0	0%	11:30	5	8	58	39%	19:30	8	3	-23	-16%
	4:00	0	0	0	0%	12:00	12	4	66	45%	20:00	4	2	-21	-14%
	4:30	0	0	0	0%	12:30	13	6	73	50%	20:30	3	4	-22	-15%
	5:00	0	0	0	0%	13:00	4	4	73	50%	21:00	3	4	-23	-16%
	5:30	11	5	6	4%	13:30	6	7	72	49%	21:30	3	8	-28	-19%
	6:00	9	3	12	8%	14:00	4	9	67	46%	22:00	3	15	-40	-27%
	6:30	6	6	12	8%	14:30	8	21	54	37%	22:30	6	6	-40	-27%
	7:00	12	4	20	14%	15:00	6	7	53	36%	23:00	1	1	-40	-27%
	7:30	8	4	24	16%	15:30	7	17	43	29%	23:30	0	1	-41	-28%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:30	73	50%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/4/2016
Weekday: Thursday

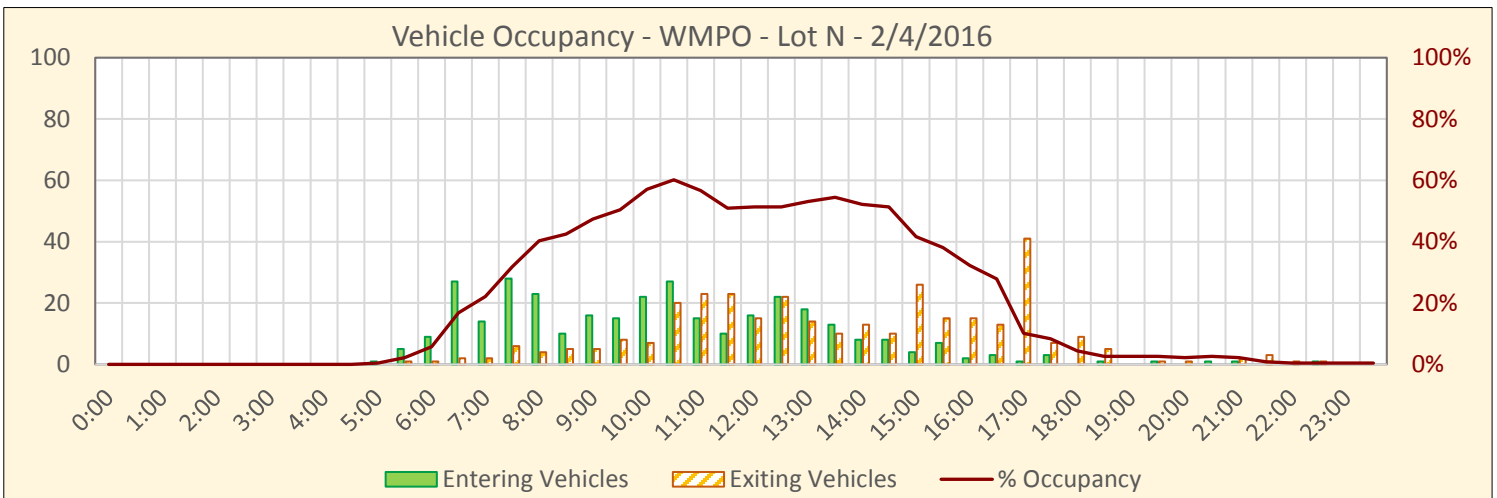
Lot Name: N

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	13 Hartford North 2
	#2	14 Hartford North 3
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [13_{IN} + 14_{IN}] - [13_{OUT} + 14_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
226	0:00	0	0	0	0%	8:00	23	4	91	40%	16:00	2	15	73	32%
	0:30	0	0	0	0%	8:30	10	5	96	42%	16:30	3	13	63	28%
	1:00	0	0	0	0%	9:00	16	5	107	47%	17:00	1	41	23	10%
	1:30	0	0	0	0%	9:30	15	8	114	50%	17:30	3	7	19	8%
	2:00	0	0	0	0%	10:00	22	7	129	57%	18:00	0	9	10	4%
	2:30	0	0	0	0%	10:30	27	20	136	60%	18:30	1	5	6	3%
	3:00	0	0	0	0%	11:00	15	23	128	57%	19:00	0	0	6	3%
	3:30	0	0	0	0%	11:30	10	23	115	51%	19:30	1	1	6	3%
	4:00	0	0	0	0%	12:00	16	15	116	51%	20:00	0	1	5	2%
	4:30	0	0	0	0%	12:30	22	22	116	51%	20:30	1	0	6	3%
	5:00	1	0	1	0%	13:00	18	14	120	53%	21:00	1	2	5	2%
	5:30	5	1	5	2%	13:30	13	10	123	54%	21:30	0	3	2	1%
	6:00	9	1	13	6%	14:00	8	13	118	52%	22:00	0	1	1	0%
	6:30	27	2	38	17%	14:30	8	10	116	51%	22:30	1	1	1	0%
	7:00	14	2	50	22%	15:00	4	26	94	42%	23:00	0	0	1	0%
	7:30	28	6	72	32%	15:30	7	15	86	38%	23:30	0	0	1	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	136	60%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/3/2016
Weekday: Wednesday

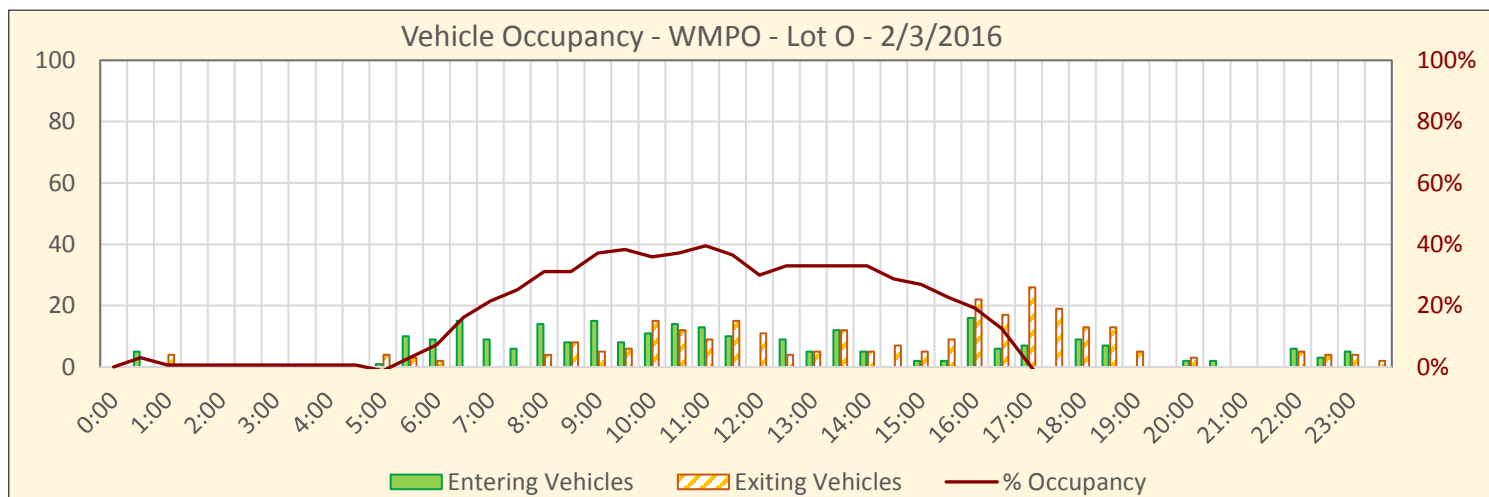
Lot Name: O

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	56	Perimeter West 6

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [56_{IN}] - [56_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
167	0:00	0	0	0	0%	8:00	14	4	52	31%	16:00	16	22	32	19%
	0:30	5	0	5	3%	8:30	8	8	52	31%	16:30	6	17	21	13%
	1:00	0	4	1	1%	9:00	15	5	62	37%	17:00	7	26	2	1%
	1:30	0	0	1	1%	9:30	8	6	64	38%	17:30	0	19	-17	-10%
	2:00	0	0	1	1%	10:00	11	15	60	36%	18:00	9	13	-21	-13%
	2:30	0	0	1	1%	10:30	14	12	62	37%	18:30	7	13	-27	-16%
	3:00	0	0	1	1%	11:00	13	9	66	40%	19:00	0	5	-32	-19%
	3:30	0	0	1	1%	11:30	10	15	61	37%	19:30	0	0	-32	-19%
	4:00	0	0	1	1%	12:00	0	11	50	30%	20:00	2	3	-33	-20%
	4:30	0	0	1	1%	12:30	9	4	55	33%	20:30	2	0	-31	-19%
	5:00	1	4	-2	-1%	13:00	5	5	55	33%	21:00	0	0	-31	-19%
	5:30	10	3	5	3%	13:30	12	12	55	33%	21:30	0	0	-31	-19%
	6:00	9	2	12	7%	14:00	5	5	55	33%	22:00	6	5	-30	-18%
	6:30	15	0	27	16%	14:30	0	7	48	29%	22:30	3	4	-31	-19%
	7:00	9	0	36	22%	15:00	2	5	45	27%	23:00	5	4	-30	-18%
	7:30	6	0	42	25%	15:30	2	9	38	23%	23:30	0	2	-32	-19%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:00	66	40%

Data Collection Information

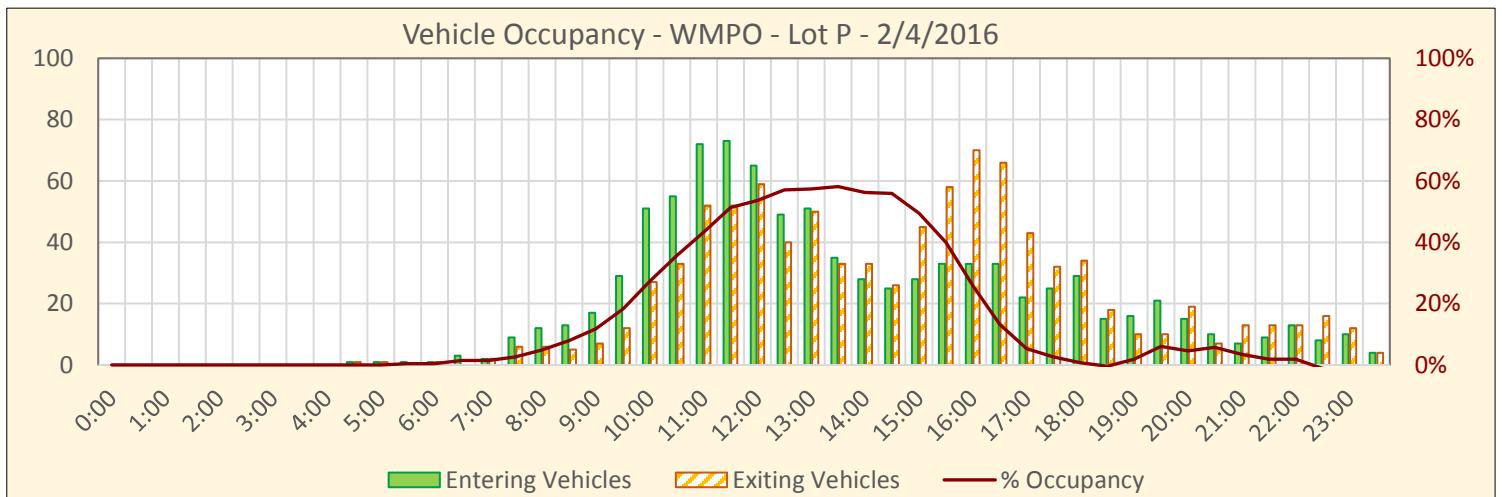
Event Name:	Waste Management Phoenix Open	Lot Name:	P
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	22 Hartford West 4
	#2	31 82nd Street East 4
		2

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [22_{IN} + 31_{IN}] - [22_{OUT} + 31_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
263	0:00	0	0	0	0%	8:00	12	6	13	5%	16:00	33	70	68	26%
	0:30	0	0	0	0%	8:30	13	5	21	8%	16:30	33	66	35	13%
	1:00	0	0	0	0%	9:00	17	7	31	12%	17:00	22	43	14	5%
	1:30	0	0	0	0%	9:30	29	12	48	18%	17:30	25	32	7	3%
	2:00	0	0	0	0%	10:00	51	27	72	27%	18:00	29	34	2	1%
	2:30	0	0	0	0%	10:30	55	33	94	36%	18:30	15	18	-1	0%
	3:00	0	0	0	0%	11:00	72	52	114	43%	19:00	16	10	5	2%
	3:30	0	0	0	0%	11:30	73	52	135	51%	19:30	21	10	16	6%
	4:00	0	0	0	0%	12:00	65	59	141	54%	20:00	15	19	12	5%
	4:30	1	1	0	0%	12:30	49	40	150	57%	20:30	10	7	15	6%
	5:00	1	1	0	0%	13:00	51	50	151	57%	21:00	7	13	9	3%
	5:30	1	0	1	0%	13:30	35	33	153	58%	21:30	9	13	5	2%
	6:00	1	1	1	0%	14:00	28	33	148	56%	22:00	13	13	5	2%
	6:30	3	0	4	2%	14:30	25	26	147	56%	22:30	8	16	-3	-1%
	7:00	2	2	4	2%	15:00	28	45	130	49%	23:00	10	12	-5	-2%
	7:30	9	6	7	3%	15:30	33	58	105	40%	23:30	4	4	-5	-2%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	153	58%

Data Collection Information

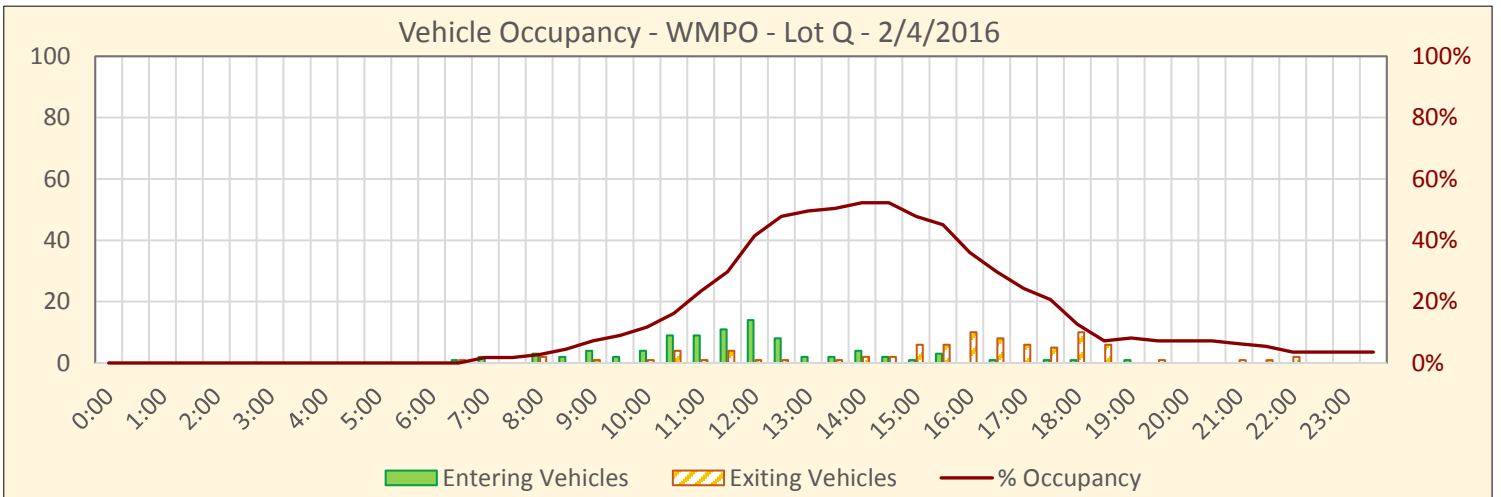
Event Name:	Waste Management Phoenix Open	Lot Name:	Q
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	23	Hartford West 5

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [23_{IN}] - [23_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
111	0:00	0	0	0	0%	8:00	3	2	3	3%	16:00	0	10	40	36%
	0:30	0	0	0	0%	8:30	2	0	5	5%	16:30	1	8	33	30%
	1:00	0	0	0	0%	9:00	4	1	8	7%	17:00	0	6	27	24%
	1:30	0	0	0	0%	9:30	2	0	10	9%	17:30	1	5	23	21%
	2:00	0	0	0	0%	10:00	4	1	13	12%	18:00	1	10	14	13%
	2:30	0	0	0	0%	10:30	9	4	18	16%	18:30	0	6	8	7%
	3:00	0	0	0	0%	11:00	9	1	26	23%	19:00	1	0	9	8%
	3:30	0	0	0	0%	11:30	11	4	33	30%	19:30	0	1	8	7%
	4:00	0	0	0	0%	12:00	14	1	46	41%	20:00	0	0	8	7%
	4:30	0	0	0	0%	12:30	8	1	53	48%	20:30	0	0	8	7%
	5:00	0	0	0	0%	13:00	2	0	55	50%	21:00	0	1	7	6%
	5:30	0	0	0	0%	13:30	2	1	56	50%	21:30	0	1	6	5%
	6:00	0	0	0	0%	14:00	4	2	58	52%	22:00	0	2	4	4%
	6:30	1	1	0	0%	14:30	2	2	58	52%	22:30	0	0	4	4%
	7:00	2	0	2	2%	15:00	1	6	53	48%	23:00	0	0	4	4%
	7:30	0	0	2	2%	15:30	3	6	50	45%	23:30	0	0	4	4%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	58	52%

Data Collection Information

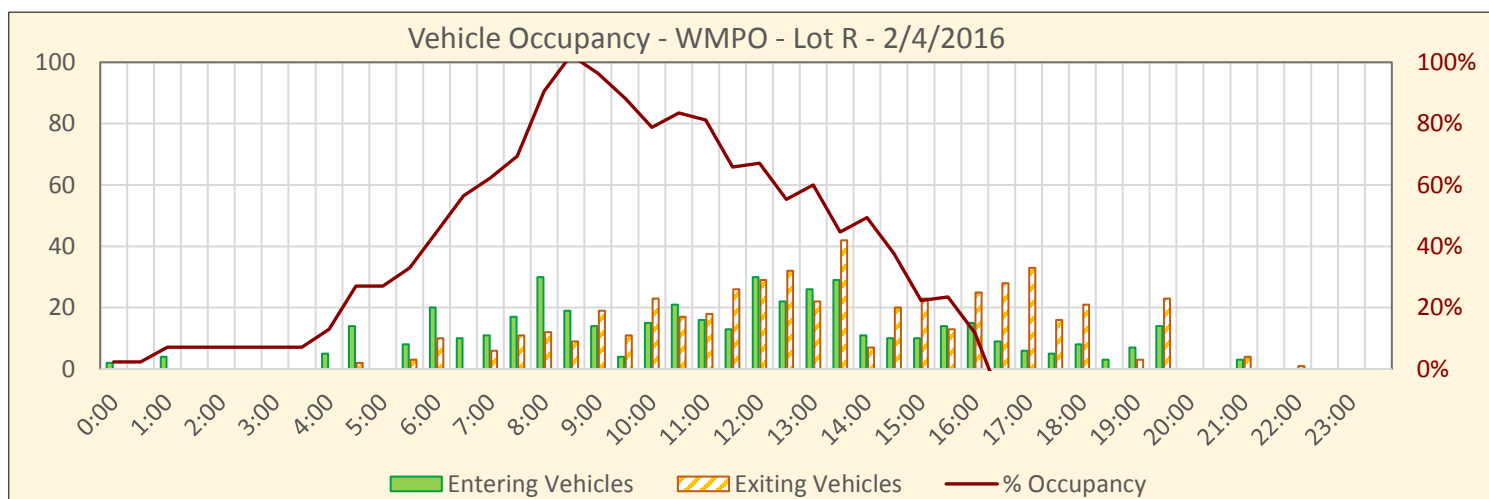
Event Name:	Waste Management Phoenix Open	Lot Name:	R
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	24	Hartford West 6
	#2	25	Hartford West 7
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [24_{IN} + 25_{IN}] - [24_{OUT} + 25_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
85	0:00	2	0	2	2%	8:00	30	12	77	91%	16:00	15	25	10	12%
	0:30	0	0	2	2%	8:30	19	9	87	102%	16:30	9	28	-9	-11%
	1:00	4	0	6	7%	9:00	14	19	82	96%	17:00	6	33	-36	-42%
	1:30	0	0	6	7%	9:30	4	11	75	88%	17:30	5	16	-47	-55%
	2:00	0	0	6	7%	10:00	15	23	67	79%	18:00	8	21	-60	-71%
	2:30	0	0	6	7%	10:30	21	17	71	84%	18:30	3	0	-57	-67%
	3:00	0	0	6	7%	11:00	16	18	69	81%	19:00	7	3	-53	-62%
	3:30	0	0	6	7%	11:30	13	26	56	66%	19:30	14	23	-62	-73%
	4:00	5	0	11	13%	12:00	30	29	57	67%	20:00	0	0	-62	-73%
	4:30	14	2	23	27%	12:30	22	32	47	55%	20:30	0	0	-62	-73%
	5:00	0	0	23	27%	13:00	26	22	51	60%	21:00	3	4	-63	-74%
	5:30	8	3	28	33%	13:30	29	42	38	45%	21:30	0	0	-63	-74%
	6:00	20	10	38	45%	14:00	11	7	42	49%	22:00	0	1	-64	-75%
	6:30	10	0	48	56%	14:30	10	20	32	38%	22:30	0	0	-64	-75%
	7:00	11	6	53	62%	15:00	10	23	19	22%	23:00	0	0	-64	-75%
	7:30	17	11	59	69%	15:30	14	13	20	24%	23:30	0	0	-64	-75%

Maximum Occupancy	Time	On-Site	% Occupancy
	8:30	87	102%

Data Collection Information

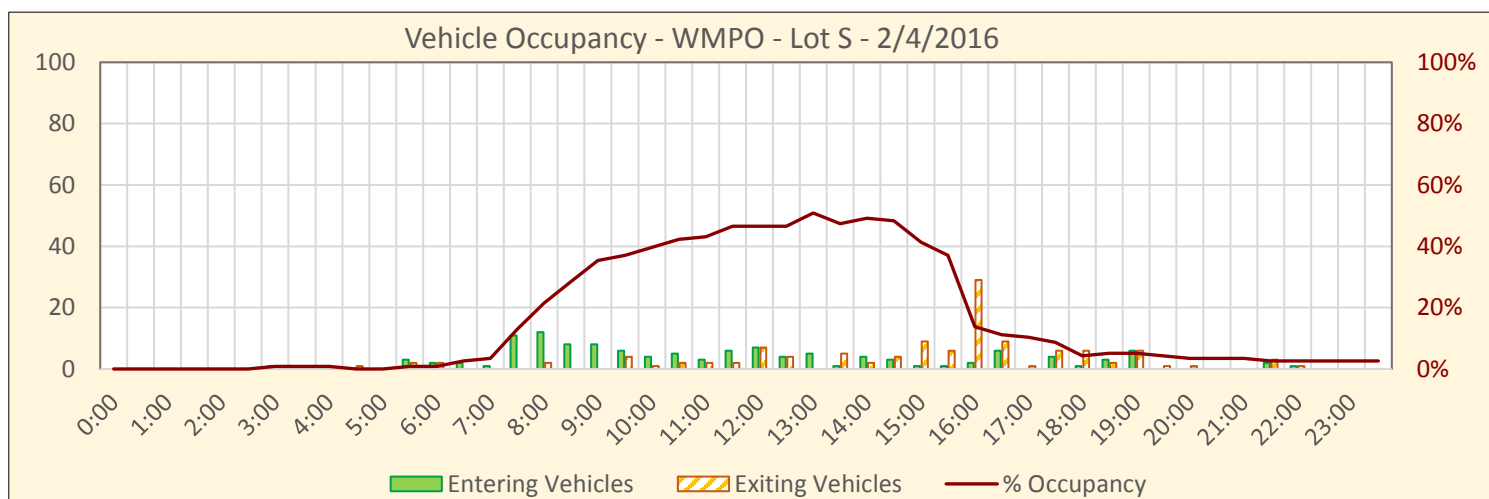
Event Name:	Waste Management Phoenix Open	Lot Name:	S
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	26	Hartford West 8
	#2	27	Hartford West 9
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [26_{IN} + 27_{IN}] - [26_{OUT} + 27_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	12	2	25	22%	16:00	2	29	16	14%
	0:30	0	0	0	0%	8:30	8	0	33	28%	16:30	6	9	13	11%
	1:00	0	0	0	0%	9:00	8	0	41	35%	17:00	0	1	12	10%
	1:30	0	0	0	0%	9:30	6	4	43	37%	17:30	4	6	10	9%
	2:00	0	0	0	0%	10:00	4	1	46	40%	18:00	1	6	5	4%
	2:30	0	0	0	0%	10:30	5	2	49	42%	18:30	3	2	6	5%
	3:00	1	0	1	1%	11:00	3	2	50	43%	19:00	6	6	6	5%
	3:30	0	0	1	1%	11:30	6	2	54	47%	19:30	0	1	5	4%
	4:00	0	0	1	1%	12:00	7	7	54	47%	20:00	0	1	4	3%
	4:30	0	1	0	0%	12:30	4	4	54	47%	20:30	0	0	4	3%
	5:00	0	0	0	0%	13:00	5	0	59	51%	21:00	0	0	4	3%
	5:30	3	2	1	1%	13:30	1	5	55	47%	21:30	2	3	3	3%
	6:00	2	2	1	1%	14:00	4	2	57	49%	22:00	1	1	3	3%
	6:30	2	0	3	3%	14:30	3	4	56	48%	22:30	0	0	3	3%
	7:00	1	0	4	3%	15:00	1	9	48	41%	23:00	0	0	3	3%
	7:30	11	0	15	13%	15:30	1	6	43	37%	23:30	0	0	3	3%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	59	51%

Data Collection Information

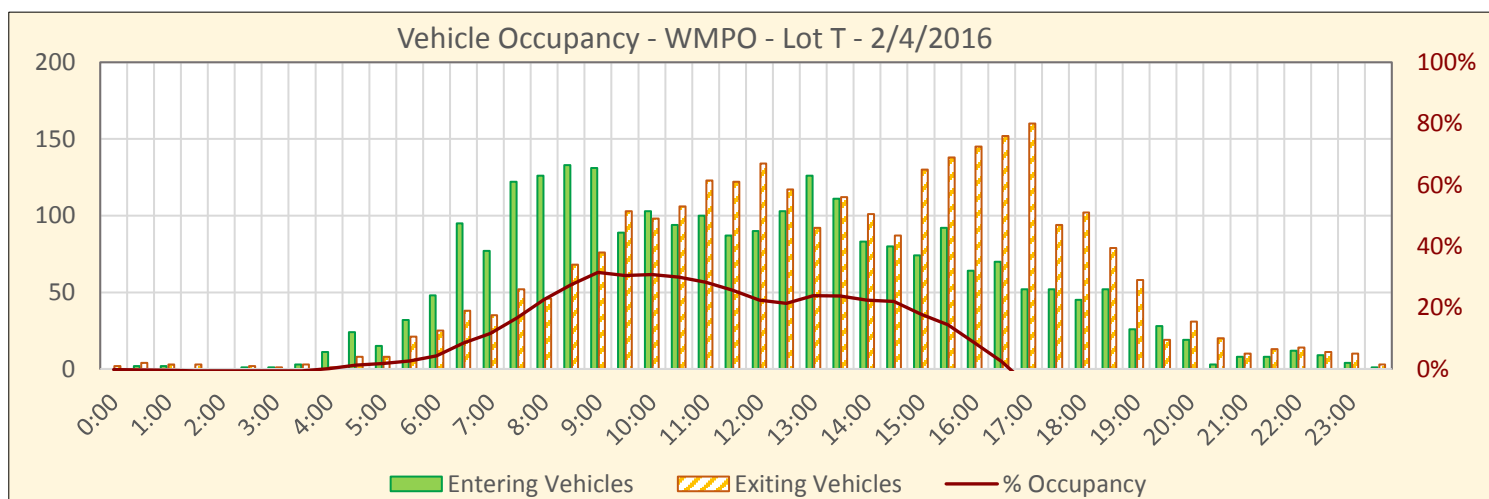
Event Name:	Waste Management Phoenix Open	Lot Name:	T
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	3 Pima Southbound 1	#7	48	Perimeter East 4
	#2	18 Hartford North 7			
	#3	35 Anderson East of Perimeter			
	#4	36 Anderson West of Hartford			
	#5	38 Princess South 2			
6	#6	47 Perimeter East 3			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [3_{IN} + 18_{IN} + 35_{IN} + 36_{IN} + 38_{IN} + 47_{IN} + 48_{IN}] - [3_{OUT} + 18_{OUT} + 35_{OUT} + 36_{OUT} + 38_{OUT} + 47_{OUT} + 48_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,356	0:00	0	2	-2	0%	8:00	126	46	307	23%	16:00	64	145	115	8%
	0:30	2	4	-4	0%	8:30	133	68	372	27%	16:30	70	152	33	2%
	1:00	2	3	-5	0%	9:00	131	76	427	31%	17:00	52	160	-75	-6%
	1:30	0	3	-8	-1%	9:30	89	103	413	30%	17:30	52	94	-117	-9%
	2:00	0	0	-8	-1%	10:00	103	98	418	31%	18:00	45	102	-174	-13%
	2:30	1	2	-9	-1%	10:30	94	106	406	30%	18:30	52	79	-201	-15%
	3:00	1	1	-9	-1%	11:00	100	123	383	28%	19:00	26	58	-233	-17%
	3:30	3	3	-9	-1%	11:30	87	122	348	26%	19:30	28	19	-224	-17%
	4:00	11	1	1	0%	12:00	90	134	304	22%	20:00	19	31	-236	-17%
	4:30	24	8	17	1%	12:30	103	117	290	21%	20:30	3	20	-253	-19%
	5:00	15	8	24	2%	13:00	126	92	324	24%	21:00	8	10	-255	-19%
	5:30	32	21	35	3%	13:30	111	112	323	24%	21:30	8	13	-260	-19%
	6:00	48	25	58	4%	14:00	83	101	305	22%	22:00	12	14	-262	-19%
	6:30	95	38	115	8%	14:30	80	87	298	22%	22:30	9	11	-264	-19%
	7:00	77	35	157	12%	15:00	74	130	242	18%	23:00	4	10	-270	-20%
	7:30	122	52	227	17%	15:30	92	138	196	14%	23:30	1	3	-272	-20%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:00	427	31%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/4/2016
Weekday: Thursday

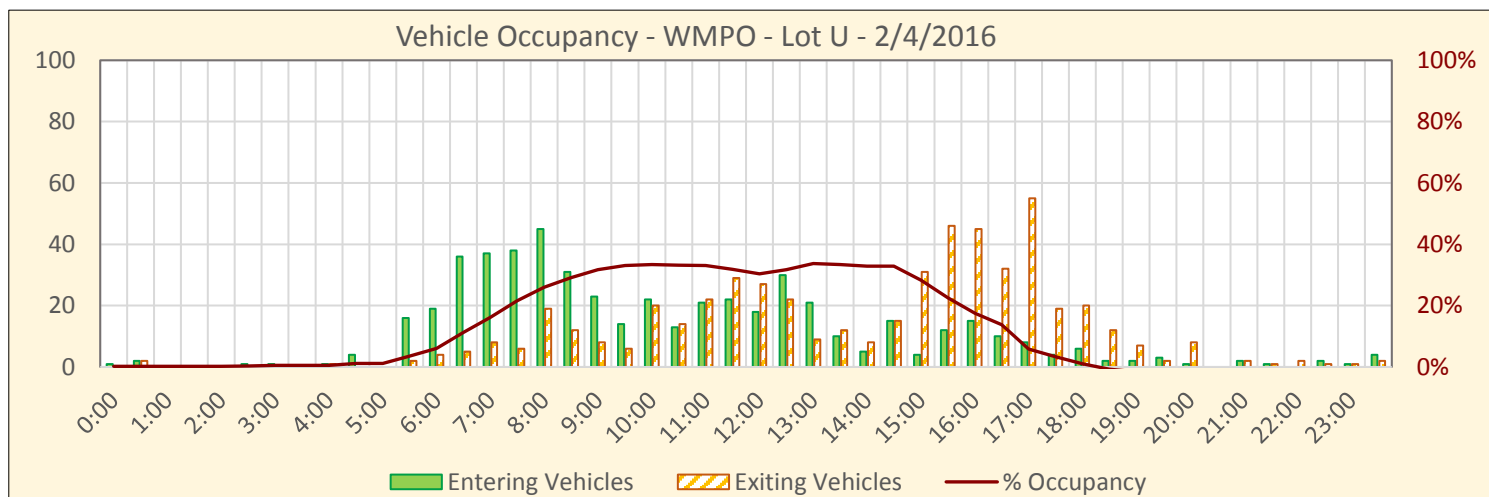
Lot Name: U

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	15 Hartford North 4
	#2	16 Hartford North 5
	#3	17 Hartford North 6
	#4	49 Perimeter East 5
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [15_{IN} + 16_{IN} + 17_{IN} + 49_{IN}] - [15_{OUT} + 16_{OUT} + 17_{OUT} + 49_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
593	0:00	1	0	1	0%	8:00	45	19	154	26%	16:00	15	45	104	18%
	0:30	2	2	1	0%	8:30	31	12	173	29%	16:30	10	32	82	14%
	1:00	0	0	1	0%	9:00	23	8	188	32%	17:00	8	55	35	6%
	1:30	0	0	1	0%	9:30	14	6	196	33%	17:30	4	19	20	3%
	2:00	0	0	1	0%	10:00	22	20	198	33%	18:00	6	20	6	1%
	2:30	1	0	2	0%	10:30	13	14	197	33%	18:30	2	12	-4	-1%
	3:00	1	0	3	1%	11:00	21	22	196	33%	19:00	2	7	-9	-2%
	3:30	0	0	3	1%	11:30	22	29	189	32%	19:30	3	2	-8	-1%
	4:00	1	1	3	1%	12:00	18	27	180	30%	20:00	1	8	-15	-3%
	4:30	4	0	7	1%	12:30	30	22	188	32%	20:30	0	0	-15	-3%
	5:00	0	0	7	1%	13:00	21	9	200	34%	21:00	2	2	-15	-3%
	5:30	16	2	21	4%	13:30	10	12	198	33%	21:30	1	1	-15	-3%
	6:00	19	4	36	6%	14:00	5	8	195	33%	22:00	0	2	-17	-3%
	6:30	36	5	67	11%	14:30	15	15	195	33%	22:30	2	1	-16	-3%
	7:00	37	8	96	16%	15:00	4	31	168	28%	23:00	1	1	-16	-3%
	7:30	38	6	128	22%	15:30	12	46	134	23%	23:30	4	2	-14	-2%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	200	34%

Data Collection Information

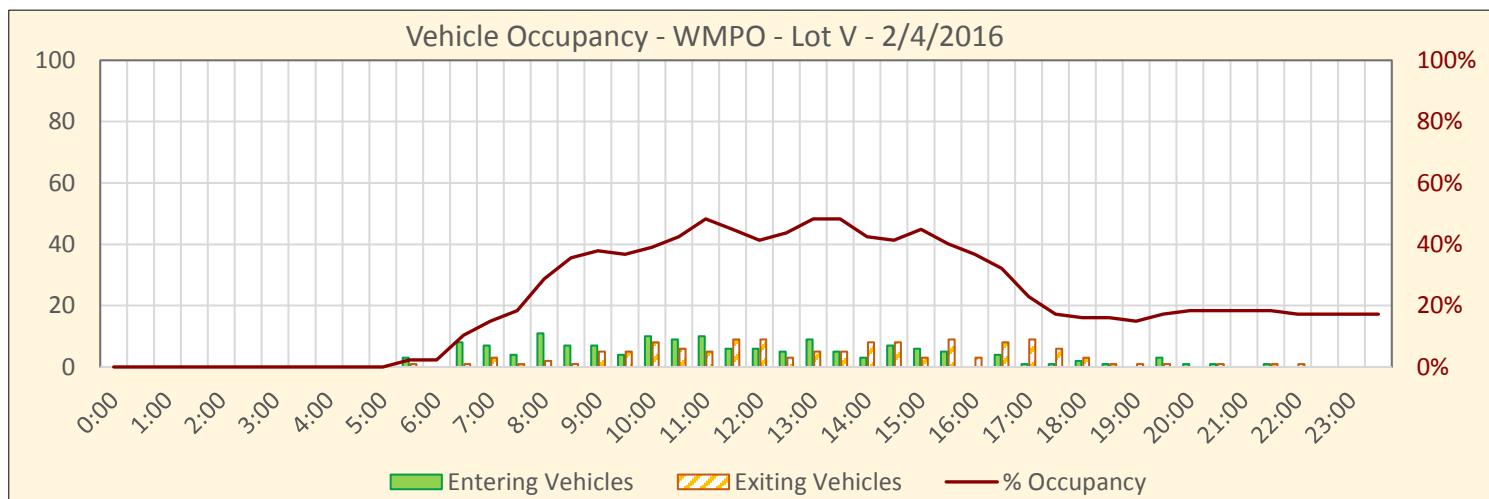
Event Name:	Waste Management Phoenix Open	Lot Name:	V
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	5	Hartford South

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [5_{IN}] - [5_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
87	0:00	0	0	0	0%	8:00	11	2	25	29%	16:00	0	3	32	37%
	0:30	0	0	0	0%	8:30	7	1	31	36%	16:30	4	8	28	32%
	1:00	0	0	0	0%	9:00	7	5	33	38%	17:00	1	9	20	23%
	1:30	0	0	0	0%	9:30	4	5	32	37%	17:30	1	6	15	17%
	2:00	0	0	0	0%	10:00	10	8	34	39%	18:00	2	3	14	16%
	2:30	0	0	0	0%	10:30	9	6	37	43%	18:30	1	1	14	16%
	3:00	0	0	0	0%	11:00	10	5	42	48%	19:00	0	1	13	15%
	3:30	0	0	0	0%	11:30	6	9	39	45%	19:30	3	1	15	17%
	4:00	0	0	0	0%	12:00	6	9	36	41%	20:00	1	0	16	18%
	4:30	0	0	0	0%	12:30	5	3	38	44%	20:30	1	1	16	18%
	5:00	0	0	0	0%	13:00	9	5	42	48%	21:00	0	0	16	18%
	5:30	3	1	2	2%	13:30	5	5	42	48%	21:30	1	1	16	18%
	6:00	0	0	2	2%	14:00	3	8	37	43%	22:00	0	1	15	17%
	6:30	8	1	9	10%	14:30	7	8	36	41%	22:30	0	0	15	17%
	7:00	7	3	13	15%	15:00	6	3	39	45%	23:00	0	0	15	17%
	7:30	4	1	16	18%	15:30	5	9	35	40%	23:30	0	0	15	17%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:00	42	48%

Data Collection Information

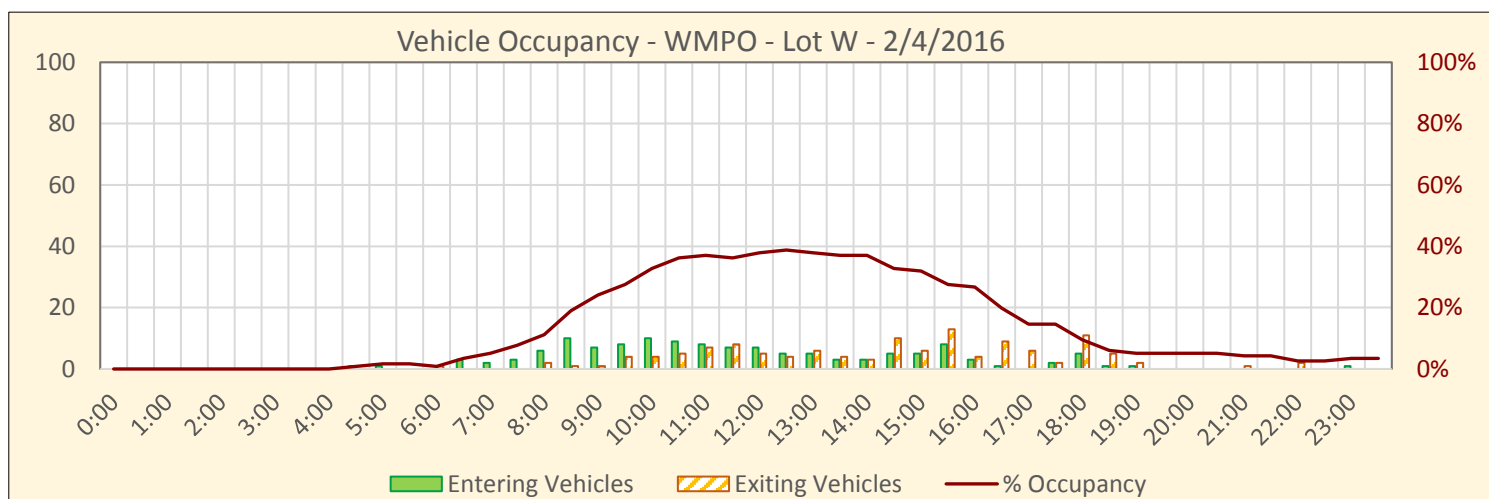
Event Name:	Waste Management Phoenix Open	Lot Name:	W
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	6	Hartford South 2
	#2	7	Hartford South 3
2			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [6_{IN} + 7_{IN}] - [6_{OUT} + 7_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	6	2	13	11%	16:00	3	4	31	27%
	0:30	0	0	0	0%	8:30	10	1	22	19%	16:30	1	9	23	20%
	1:00	0	0	0	0%	9:00	7	1	28	24%	17:00	0	6	17	15%
	1:30	0	0	0	0%	9:30	8	4	32	28%	17:30	2	2	17	15%
	2:00	0	0	0	0%	10:00	10	4	38	33%	18:00	5	11	11	9%
	2:30	0	0	0	0%	10:30	9	5	42	36%	18:30	1	5	7	6%
	3:00	0	0	0	0%	11:00	8	7	43	37%	19:00	1	2	6	5%
	3:30	0	0	0	0%	11:30	7	8	42	36%	19:30	0	0	6	5%
	4:00	0	0	0	0%	12:00	7	5	44	38%	20:00	0	0	6	5%
	4:30	1	0	1	1%	12:30	5	4	45	39%	20:30	0	0	6	5%
	5:00	1	0	2	2%	13:00	5	6	44	38%	21:00	0	1	5	4%
	5:30	0	0	2	2%	13:30	3	4	43	37%	21:30	0	0	5	4%
	6:00	0	1	1	1%	14:00	3	3	43	37%	22:00	0	2	3	3%
	6:30	3	0	4	3%	14:30	5	10	38	33%	22:30	0	0	3	3%
	7:00	2	0	6	5%	15:00	5	6	37	32%	23:00	1	0	4	3%
	7:30	3	0	9	8%	15:30	8	13	32	28%	23:30	0	0	4	3%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:30	45	39%

Data Collection Information

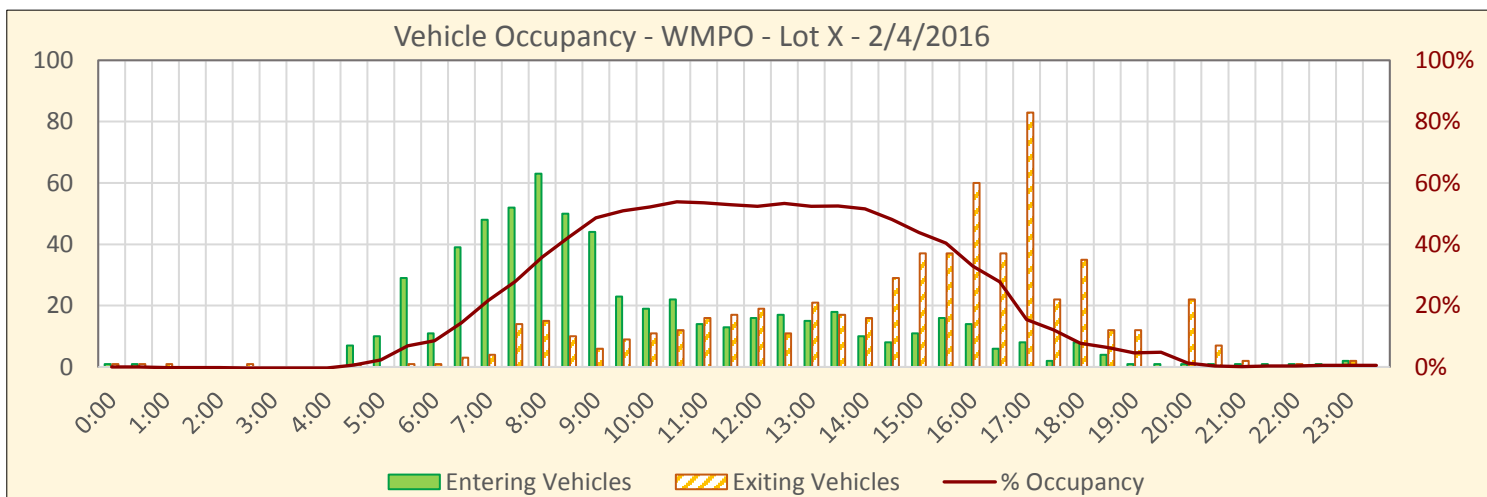
Event Name:	Waste Management Phoenix Open	Lot Name:	X
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	8 Hartford South 4
	#2	9 Hartford South 5
	#3	10 Hartford South 6
	#4	11 Hartford South 7
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [8_{IN} + 9_{IN} + 10_{IN} + 11_{IN}] - [8_{OUT} + 9_{OUT} + 10_{OUT} + 11_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
609	0:00	1	1	0	0%	8:00	63	15	218	36%	16:00	14	60	200	33%
*Excludes Garage Parking	0:30	1	1	0	0%	8:30	50	10	258	42%	16:30	6	37	169	28%
	1:00	0	1	-1	0%	9:00	44	6	296	49%	17:00	8	83	94	15%
	1:30	0	0	-1	0%	9:30	23	9	310	51%	17:30	2	22	74	12%
	2:00	0	0	-1	0%	10:00	19	11	318	52%	18:00	8	35	47	8%
	2:30	0	1	-2	0%	10:30	22	12	328	54%	18:30	4	12	39	6%
	3:00	0	0	-2	0%	11:00	14	16	326	54%	19:00	1	12	28	5%
	3:30	0	0	-2	0%	11:30	13	17	322	53%	19:30	1	0	29	5%
	4:00	0	0	-2	0%	12:00	16	19	319	52%	20:00	1	22	8	1%
	4:30	7	1	4	1%	12:30	17	11	325	53%	20:30	1	7	2	0%
	5:00	10	0	14	2%	13:00	15	21	319	52%	21:00	1	2	1	0%
	5:30	29	1	42	7%	13:30	18	17	320	53%	21:30	1	0	2	0%
	6:00	11	1	52	9%	14:00	10	16	314	52%	22:00	1	1	2	0%
	6:30	39	3	88	14%	14:30	8	29	293	48%	22:30	1	0	3	0%
	7:00	48	4	132	22%	15:00	11	37	267	44%	23:00	2	2	3	0%
	7:30	52	14	170	28%	15:30	16	37	246	40%	23:30	0	0	3	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	328	54%

Data Collection Information

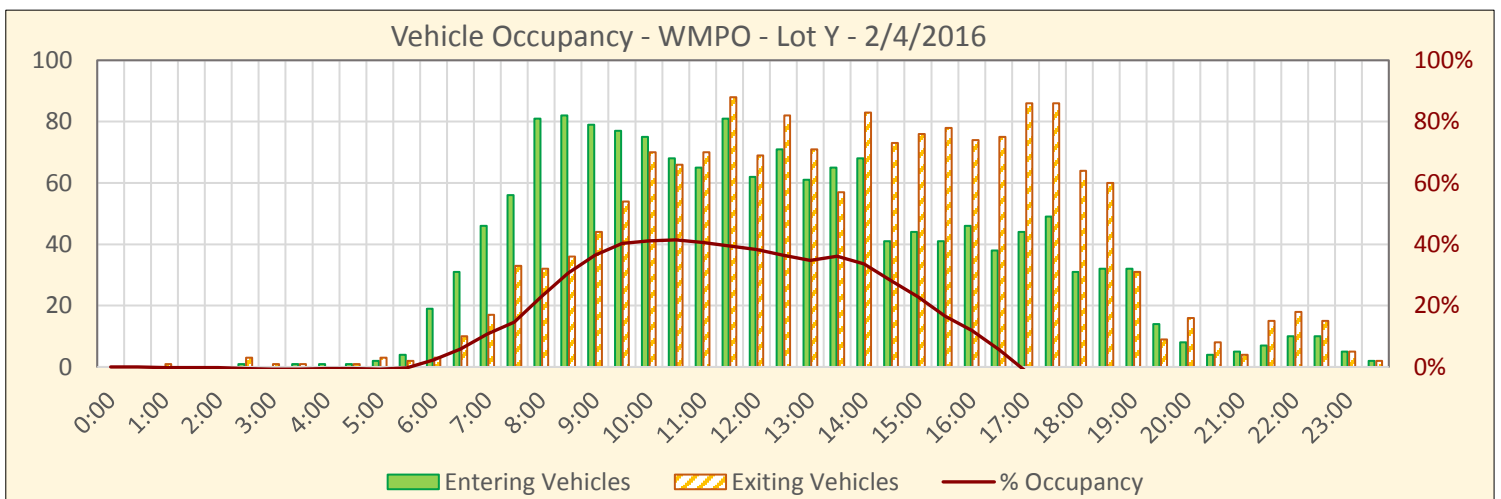
Event Name:	Waste Management Phoenix Open	Lot Name:	Y
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	1 Bell South 2
	#2	2 Bell South 1
	#3	4 Pima Southbound 2
	#4	50 Perimeter East 6
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [1_{IN} + 2_{IN} + 4_{IN} + 50_{IN}] - [1_{OUT} + 2_{OUT} + 4_{OUT} + 50_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
596	0:00	0	0	0	0%	8:00	81	32	136	23%	16:00	46	74	71	12%
	0:30	0	0	0	0%	8:30	82	36	182	31%	16:30	38	75	34	6%
	1:00	0	1	-1	0%	9:00	79	44	217	36%	17:00	44	86	-8	-1%
	1:30	0	0	-1	0%	9:30	77	54	240	40%	17:30	49	86	-45	-8%
	2:00	0	0	-1	0%	10:00	75	70	245	41%	18:00	31	64	-78	-13%
	2:30	1	3	-3	-1%	10:30	68	66	247	41%	18:30	32	60	-106	-18%
	3:00	0	1	-4	-1%	11:00	65	70	242	41%	19:00	32	31	-105	-18%
	3:30	1	1	-4	-1%	11:30	81	88	235	39%	19:30	14	9	-100	-17%
	4:00	1	0	-3	-1%	12:00	62	69	228	38%	20:00	8	16	-108	-18%
	4:30	1	1	-3	-1%	12:30	71	82	217	36%	20:30	4	8	-112	-19%
	5:00	2	3	-4	-1%	13:00	61	71	207	35%	21:00	5	4	-111	-19%
	5:30	4	2	-2	0%	13:30	65	57	215	36%	21:30	7	15	-119	-20%
	6:00	19	3	14	2%	14:00	68	83	200	34%	22:00	10	18	-127	-21%
	6:30	31	10	35	6%	14:30	41	73	168	28%	22:30	10	15	-132	-22%
	7:00	46	17	64	11%	15:00	44	76	136	23%	23:00	5	5	-132	-22%
	7:30	56	33	87	15%	15:30	41	78	99	17%	23:30	2	2	-132	-22%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	247	41%

Data Collection Information

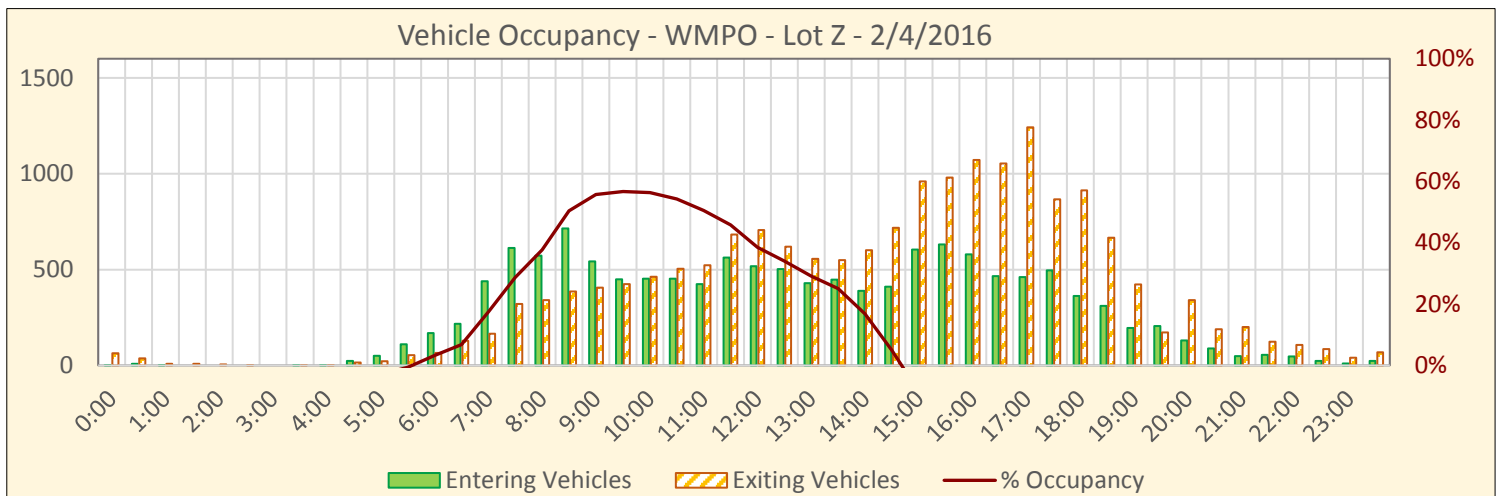
Event Name:	Waste Management Phoenix Open	Lot Name:	Z
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	58 Pima Northbound 1	#10	71 Bell South 6	
	#2	60 90th North of Bahia	#11	73 Bahia North 1	
	#3	61 90th South of Bell	#12	74 Bahia North 2	
	#4	62 91st South of Bell	#13	75 Bahia North 3	
	#5	63 91st North of Bahia	#14	76 Bahia North and South 4	
	#6	64 94th West 1	#15	77 Bahia North 5	
	#7	68 Bell South 3	#16	78 Bahia North 6	
	#8	69 Bell South 4	#17	79 Bahia North 7	
	#9	70 Bell South 5			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [58_{IN} + 60_{IN} + 61_{IN} + 62_{IN} + 63_{IN} + 64_{IN} + 68_{IN} + 69_{IN} + 70_{IN} + 71_{IN} + 73_{IN} + 74_{IN} + 75_{IN} + 76_{IN} + 77_{IN} + 78_{IN} + 79_{IN}] - [58_{OUT} + 60_{OUT} + 61_{OUT} + 62_{OUT} + 63_{OUT} + 64_{OUT} + 68_{OUT} + 69_{OUT} + 70_{OUT} + 71_{OUT} + 73_{OUT} + 74_{OUT} + 75_{OUT} + 76_{OUT} + 77_{OUT} + 78_{OUT} + 79_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,582	0:00	2	64	-62	-2%	8:00	572	341	972	38%	16:00	580	1072	-1068	-41%
	0:30	9	37	-90	-3%	8:30	715	385	1302	50%	16:30	466	1054	-1656	-64%
	1:00	2	8	-96	-4%	9:00	543	406	1439	56%	17:00	461	1242	-2437	-94%
	1:30	0	8	-104	-4%	9:30	449	424	1464	57%	17:30	496	867	-2808	-109%
	2:00	0	5	-109	-4%	10:00	453	463	1454	56%	18:00	363	913	-3358	-130%
	2:30	0	2	-111	-4%	10:30	453	505	1402	54%	18:30	311	667	-3714	-144%
	3:00	0	0	-111	-4%	11:00	424	523	1303	50%	19:00	196	422	-3940	-153%
	3:30	2	2	-111	-4%	11:30	562	683	1182	46%	19:30	205	172	-3907	-151%
	4:00	2	2	-111	-4%	12:00	518	706	994	38%	20:00	131	340	-4116	-159%
	4:30	24	16	-103	-4%	12:30	503	619	878	34%	20:30	89	189	-4216	-163%
	5:00	51	22	-74	-3%	13:00	429	556	751	29%	21:00	48	200	-4368	-169%
	5:30	111	54	-17	-1%	13:30	447	550	648	25%	21:30	55	123	-4436	-172%
	6:00	168	66	85	3%	14:00	389	602	435	17%	22:00	47	107	-4496	-174%
	6:30	218	128	175	7%	14:30	411	718	128	5%	22:30	24	85	-4557	-176%
	7:00	439	165	449	17%	15:00	605	960	-227	-9%	23:00	10	41	-4588	-178%
	7:30	613	321	741	29%	15:30	631	980	-576	-22%	23:30	23	69	-4634	-179%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	1464	57%

Data Collection Information

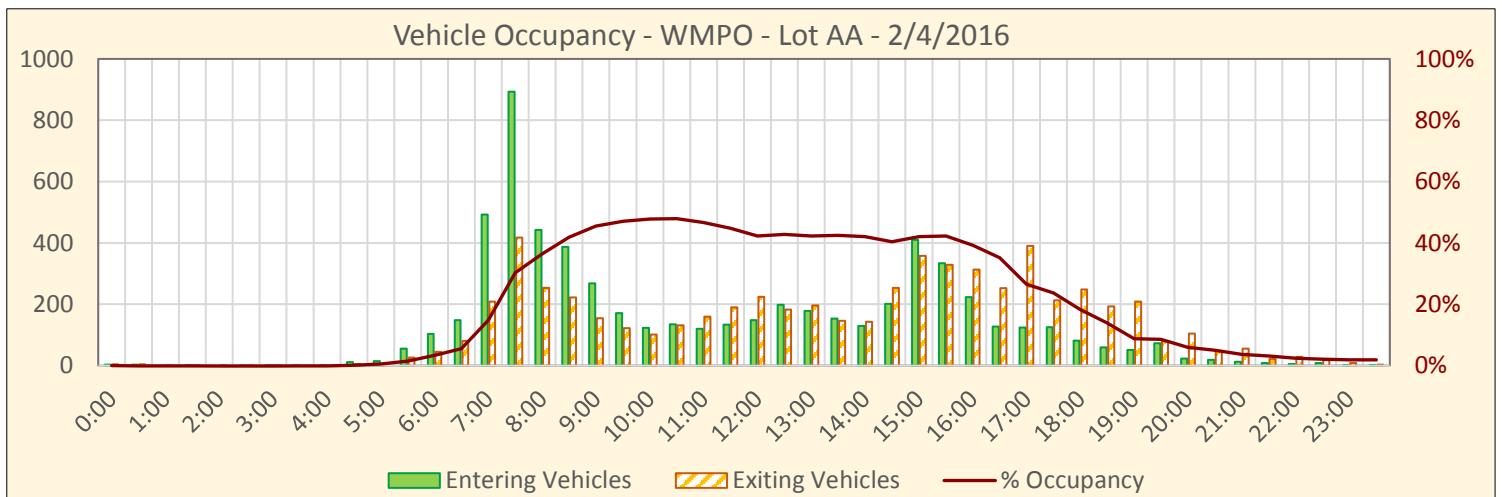
Event Name:	Waste Management Phoenix Open	Lot Name:	AA
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	59	Pima Northbound 2	#7	85	92nd South of Bahia
	#2	80	Bahia South 1	#8	86	91st South of Bahia
	#3	81	Bahia South 2	#9	87	90th South of Bahia
	#4	82	Bahia South 3	#10	88	Scottsdale Prep Academy (Pickup/Dropoff)
	#5	83	Bahia South 5	#11	76	Bahia North and South 4
11	#6	84	Bahia South 6			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [59_{IN} + 80_{IN} + 81_{IN} + 82_{IN} + 83_{IN} + 84_{IN} + 85_{IN} + 86_{IN} + 87_{IN} + 88_{IN} + 76_{IN}] - [59_{OUT} + 80_{OUT} + 81_{OUT} + 82_{OUT} + 83_{OUT} + 84_{OUT} + 85_{OUT} + 86_{OUT} + 87_{OUT} + 88_{OUT} + 76_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
3,072	0:00	3	4	-1	0%	8:00	443	254	1120	36%	16:00	223	313	1207	39%
	0:30	3	4	-2	0%	8:30	387	222	1285	42%	16:30	127	253	1081	35%
	1:00	0	1	-3	0%	9:00	268	155	1398	46%	17:00	124	390	815	27%
	1:30	1	1	-3	0%	9:30	171	122	1447	47%	17:30	125	213	727	24%
	2:00	0	1	-4	0%	10:00	123	101	1469	48%	18:00	82	248	561	18%
	2:30	1	1	-4	0%	10:30	135	132	1472	48%	18:30	60	193	428	14%
	3:00	2	2	-4	0%	11:00	120	160	1432	47%	19:00	51	209	270	9%
	3:30	1	0	-3	0%	11:30	134	190	1376	45%	19:30	73	79	264	9%
	4:00	1	0	-2	0%	12:00	148	224	1300	42%	20:00	23	104	183	6%
	4:30	12	5	5	0%	12:30	198	183	1315	43%	20:30	19	48	154	5%
	5:00	15	4	16	1%	13:00	179	196	1298	42%	21:00	13	55	112	4%
	5:30	55	26	45	1%	13:30	154	146	1306	43%	21:30	8	22	98	3%
	6:00	103	45	103	3%	14:00	130	143	1293	42%	22:00	5	28	75	2%
	6:30	148	80	171	6%	14:30	201	254	1240	40%	22:30	8	18	65	2%
	7:00	493	209	455	15%	15:00	410	358	1292	42%	23:00	1	8	58	2%
	7:30	893	417	931	30%	15:30	334	329	1297	42%	23:30	2	3	57	2%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	1472	48%

Data Collection Information

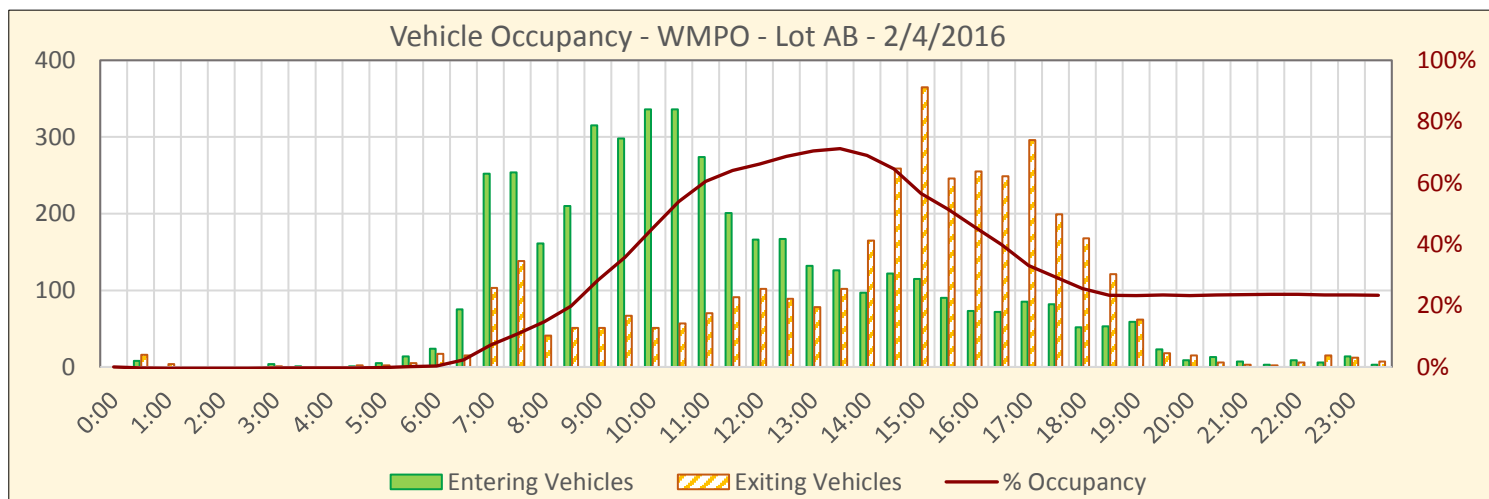
Event Name:	Waste Management Phoenix Open	Lot Name:	AB
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection	#1	66 94th West 3
Locations	#2	67 94th West 4
(Driveways)	#3	96 Westworld EB East of Pima
	#4	97 Westworld Grass Field Parking Access
	#5	98th and McDowell Mountain Ranch TMC
5		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [66_{IN} + 67_{IN} + 96_{IN} + 97_{IN} + 98_{IN}] - [66_{OUT} + 67_{OUT} + 96_{OUT} + 97_{OUT} + 98_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
3,100	0:00	0	0	0	0%	8:00	161	41	455	15%	16:00	73	255	1414	46%
*Estimated Capacity for WM Phoenix Open Event Only	0:30	8	16	-8	0%	8:30	210	51	614	20%	16:30	72	249	1237	40%
	1:00	0	4	-12	0%	9:00	315	51	878	28%	17:00	85	296	1026	33%
	1:30	0	0	-12	0%	9:30	298	67	1109	36%	17:30	82	199	909	29%
	2:00	0	0	-12	0%	10:00	336	51	1394	45%	18:00	52	168	793	26%
	2:30	0	0	-12	0%	10:30	336	57	1673	54%	18:30	53	121	725	23%
	3:00	4	1	-9	0%	11:00	274	70	1877	61%	19:00	59	62	722	23%
	3:30	1	0	-8	0%	11:30	201	91	1987	64%	19:30	23	18	727	23%
	4:00	0	0	-8	0%	12:00	166	102	2051	66%	20:00	9	15	721	23%
	4:30	1	2	-9	0%	12:30	167	89	2129	69%	20:30	13	6	728	23%
	5:00	5	2	-6	0%	13:00	132	78	2183	70%	21:00	7	3	732	24%
	5:30	14	5	3	0%	13:30	126	102	2207	71%	21:30	3	2	733	24%
	6:00	24	17	10	0%	14:00	97	165	2139	69%	22:00	9	6	736	24%
	6:30	75	15	70	2%	14:30	122	259	2002	65%	22:30	6	15	727	23%
	7:00	252	103	219	7%	15:00	115	365	1752	57%	23:00	14	12	729	24%
	7:30	254	138	335	11%	15:30	90	246	1596	51%	23:30	3	7	725	23%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	2207	71%

Data Collection Information

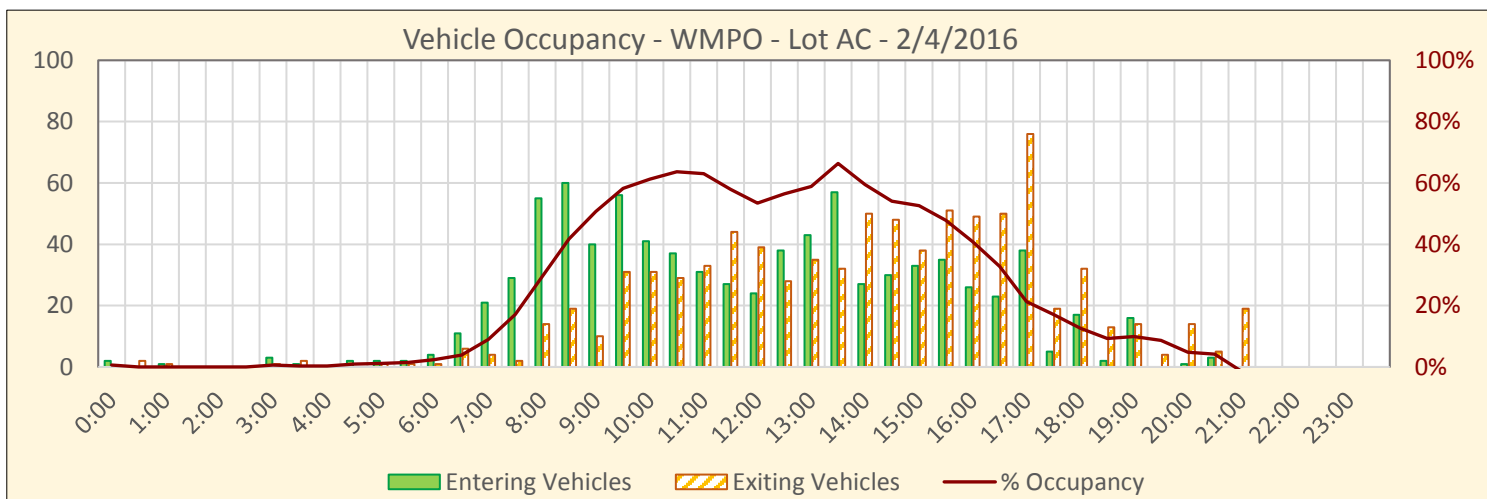
Event Name:	Waste Management Phoenix Open	Lot Name:	AC
Date:	2/4/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	72 Bell South 7
	#2	89 98th East 1
	#3	90 100th West 1
	3	

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [72_{IN} + 89_{IN} + 90_{IN}] - [72_{OUT} + 89_{OUT} + 90_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
333	0:00	2	0	2	1%	8:00	55	14	98	29%	16:00	26	49	136	41%
	0:30	0	2	0	0%	8:30	60	19	139	42%	16:30	23	50	109	33%
	1:00	1	1	0	0%	9:00	40	10	169	51%	17:00	38	76	71	21%
	1:30	0	0	0	0%	9:30	56	31	194	58%	17:30	5	19	57	17%
	2:00	0	0	0	0%	10:00	41	31	204	61%	18:00	17	32	42	13%
	2:30	0	0	0	0%	10:30	37	29	212	64%	18:30	2	13	31	9%
	3:00	3	1	2	1%	11:00	31	33	210	63%	19:00	16	14	33	10%
	3:30	1	2	1	0%	11:30	27	44	193	58%	19:30	0	4	29	9%
	4:00	0	0	1	0%	12:00	24	39	178	53%	20:00	1	14	16	5%
	4:30	2	0	3	1%	12:30	38	28	188	56%	20:30	3	5	14	4%
	5:00	2	1	4	1%	13:00	43	35	196	59%	21:00	0	19	-5	-2%
	5:30	2	1	5	2%	13:30	57	32	221	66%	21:30	0	0	-5	-2%
	6:00	4	1	8	2%	14:00	27	50	198	59%	22:00	0	0	-5	-2%
	6:30	11	6	13	4%	14:30	30	48	180	54%	22:30	0	0	-5	-2%
	7:00	21	4	30	9%	15:00	33	38	175	53%	23:00	0	0	-5	-2%
	7:30	29	2	57	17%	15:30	35	51	159	48%	23:30	0	0	-5	-2%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	221	66%

APPENDIX D

PARKING OCCUPANCY DATA SHEETS:

WM PHOENIX OPEN, SATURDAY

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

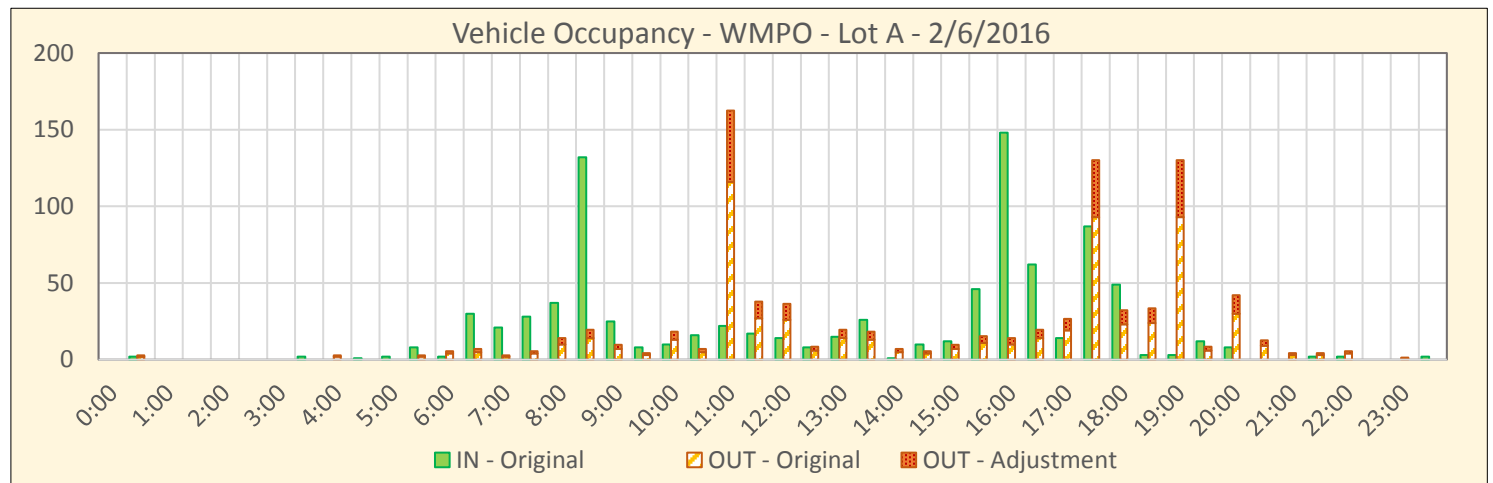
Lot Name: A

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	93 La Curvada 1
	#2	94 La Curvada 2
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [93_{IN} + 94_{IN}] - [93_{OUT} + 94_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
505	0:00	0	0	0	0%	8:00	37	14	90	18%	16:00	148	14	206	41%
	0:30	2	3	-1	0%	8:30	132	20	202	40%	16:30	62	20	249	49%
	1:00	0	0	-1	0%	9:00	25	10	217	43%	17:00	14	27	236	47%
	1:30	0	0	-1	0%	9:30	8	4	221	44%	17:30	87	130	193	38%
	2:00	0	0	-1	0%	10:00	10	18	213	42%	18:00	49	32	210	42%
	2:30	0	0	-1	0%	10:30	16	7	222	44%	18:30	3	34	179	35%
	3:00	0	0	-1	0%	11:00	22	162	81	16%	19:00	3	130	52	10%
	3:30	2	0	1	0%	11:30	17	38	61	12%	19:30	12	8	55	11%
	4:00	0	3	-2	0%	12:00	14	36	38	8%	20:00	8	42	21	4%
	4:30	1	0	-1	0%	12:30	8	8	38	7%	20:30	0	13	9	2%
	5:00	2	0	1	0%	13:00	15	20	33	7%	21:00	0	4	5	1%
	5:30	8	3	7	1%	13:30	26	18	41	8%	21:30	2	4	2	0%
	6:00	2	6	3	1%	14:00	1	7	35	7%	22:00	2	6	-1	0%
	6:30	30	7	26	5%	14:30	10	6	39	8%	22:30	0	0	-1	0%
	7:00	21	3	44	9%	15:00	12	10	42	8%	23:00	0	1	-3	-1%
	7:30	28	6	67	13%	15:30	46	15	72	14%	23:30	2	0	-1	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	16:30	249	49%

Data Collection Information

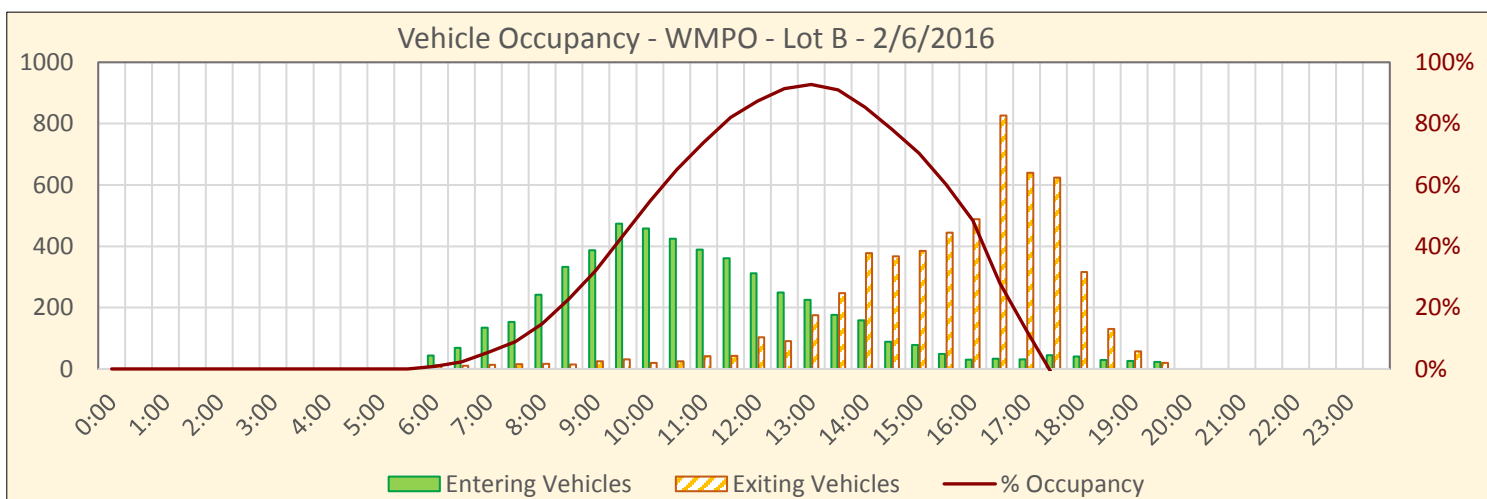
Event Name:	Waste Management Phoenix Open	Lot Name:	B
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	105 Lot H - Hayden
	#2	106 Lot H - Mayo Westside
	#3	107 Lot H - Princess
	3	

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [105_{IN} + 106_{IN} + 107_{IN}] - [105_{OUT} + 106_{OUT} + 107_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
3,900	0:00	0	0	0	0%	8:00	242	17	573	15%	16:00	30	488	1889	48%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	333	15	891	23%	16:30	33	826	1096	28%
	1:00	0	0	0	0%	9:00	387	25	1253	32%	17:00	31	640	487	12%
	1:30	0	0	0	0%	9:30	474	31	1696	43%	17:30	45	624	-92	-2%
	2:00	0	0	0	0%	10:00	458	20	2134	55%	18:00	41	316	-367	-9%
	2:30	0	0	0	0%	10:30	425	25	2534	65%	18:30	29	131	-469	-12%
	3:00	0	0	0	0%	11:00	389	42	2881	74%	19:00	26	57	-500	-13%
	3:30	0	0	0	0%	11:30	361	43	3199	82%	19:30	23	20	-497	-13%
	4:00	0	0	0	0%	12:00	312	103	3408	87%	20:00	0	0	-497	-13%
	4:30	0	0	0	0%	12:30	250	91	3567	91%	20:30	0	0	-497	-13%
	5:00	0	0	0	0%	13:00	226	175	3618	93%	21:00	0	0	-497	-13%
	5:30	0	0	0	0%	13:30	176	247	3547	91%	21:30	0	0	-497	-13%
	6:00	44	13	31	1%	14:00	159	378	3328	85%	22:00	0	0	-497	-13%
	6:30	69	11	89	2%	14:30	89	367	3050	78%	22:30	0	0	-497	-13%
	7:00	135	14	210	5%	15:00	78	385	2743	70%	23:00	0	0	-497	-13%
	7:30	154	16	348	9%	15:30	49	445	2347	60%	23:30	0	0	-497	-13%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	3618	93%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

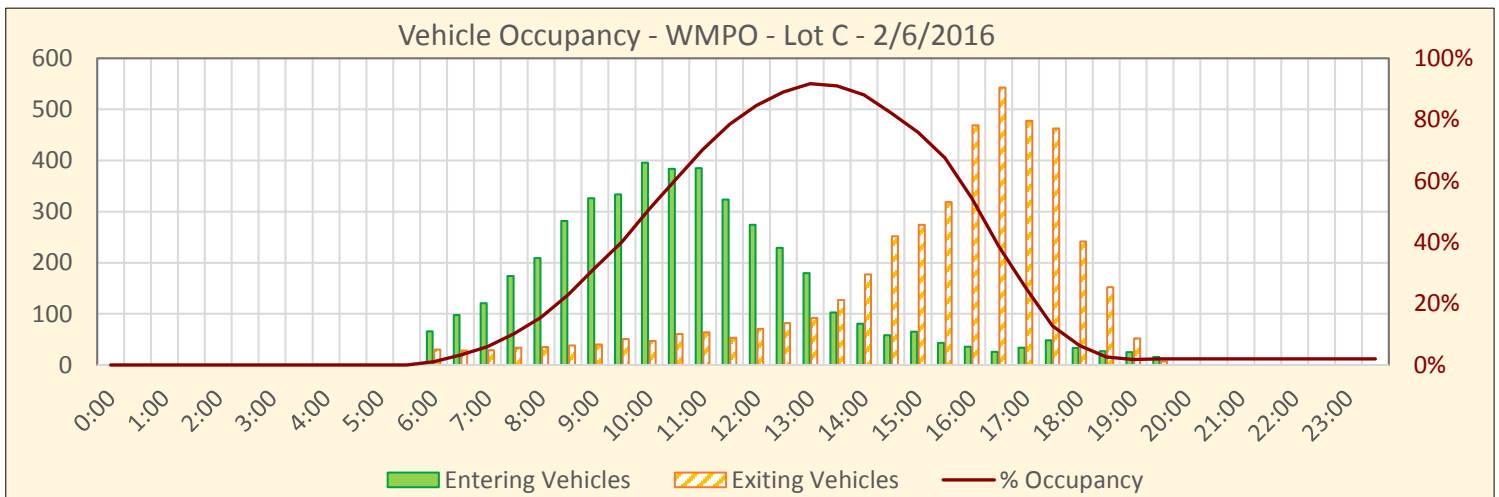
Lot Name: C

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	102 Lot 8 - 82nd - Mayo
	#2	103 Lot 8 - Perimeter - Mayo
	#3	104 Lot 9 - Hayden, North of Mayo
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [102_{IN} + 103_{IN} + 104_{IN}] - [102_{OUT} + 103_{OUT} + 104_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
3,300	0:00	0	0	0	0%	8:00	209	35	512	16%	16:00	36	469	1795	54%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	282	38	756	23%	16:30	26	543	1278	39%
	1:00	0	0	0	0%	9:00	326	40	1042	32%	17:00	34	478	834	25%
	1:30	0	0	0	0%	9:30	334	51	1325	40%	17:30	48	463	419	13%
	2:00	0	0	0	0%	10:00	396	47	1674	51%	18:00	33	242	210	6%
	2:30	0	0	0	0%	10:30	384	61	1997	61%	18:30	27	152	85	3%
	3:00	0	0	0	0%	11:00	385	64	2318	70%	19:00	25	52	58	2%
	3:30	0	0	0	0%	11:30	324	53	2589	78%	19:30	16	7	67	2%
	4:00	0	0	0	0%	12:00	274	71	2792	85%	20:00	0	0	67	2%
	4:30	0	0	0	0%	12:30	229	82	2939	89%	20:30	0	0	67	2%
	5:00	0	0	0	0%	13:00	180	92	3027	92%	21:00	0	0	67	2%
	5:30	0	0	0	0%	13:30	103	127	3003	91%	21:30	0	0	67	2%
	6:00	66	30	36	1%	14:00	81	177	2907	88%	22:00	0	0	67	2%
	6:30	98	28	106	3%	14:30	58	252	2713	82%	22:30	0	0	67	2%
	7:00	121	29	198	6%	15:00	65	274	2504	76%	23:00	0	0	67	2%
	7:30	174	34	338	10%	15:30	43	319	2228	68%	23:30	0	0	67	2%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	3027	92%

Data Collection Information

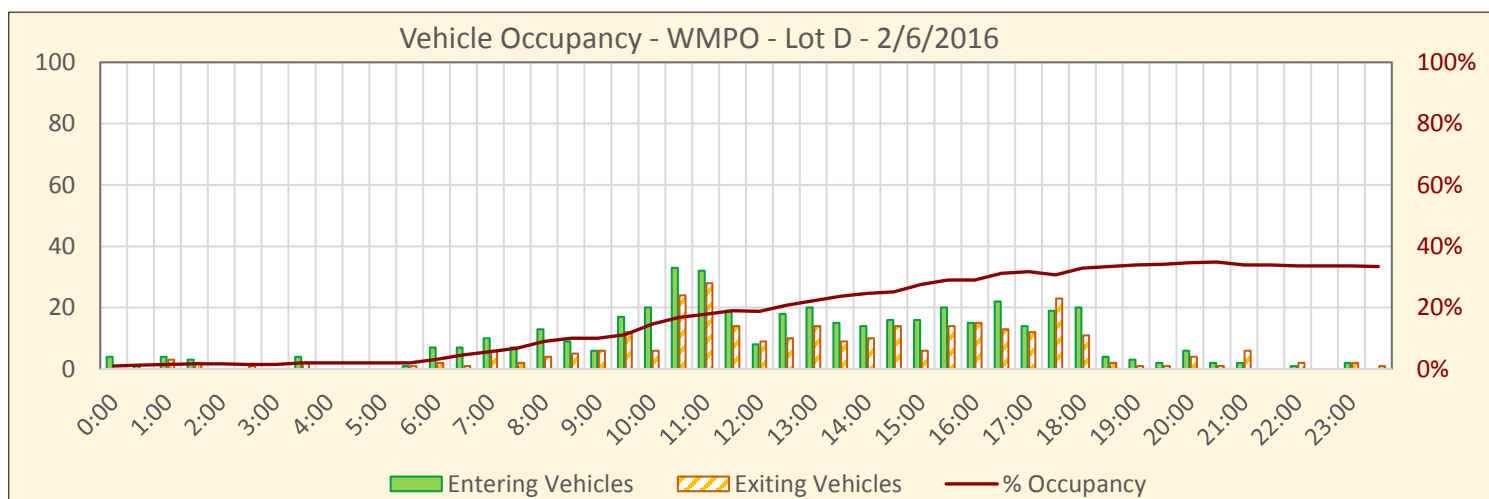
Event Name:	Waste Management Phoenix Open	Lot Name:	D
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	91	Scottsdale Office Center 1
	#2	92	Scottsdale Office Center 2
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [91_{IN} + 92_{IN}] - [91_{OUT} + 92_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
410	0:00	4	0	4	1%	8:00	13	4	37	9%	16:00	15	15	119	29%
	0:30	1	0	5	1%	8:30	9	5	41	10%	16:30	22	13	128	31%
	1:00	4	3	6	1%	9:00	6	6	41	10%	17:00	14	12	130	32%
	1:30	3	2	7	2%	9:30	17	12	46	11%	17:30	19	23	126	31%
	2:00	0	0	7	2%	10:00	20	6	60	15%	18:00	20	11	135	33%
	2:30	0	1	6	1%	10:30	33	24	69	17%	18:30	4	2	137	33%
	3:00	0	0	6	1%	11:00	32	28	73	18%	19:00	3	1	139	34%
	3:30	4	2	8	2%	11:30	19	14	78	19%	19:30	2	1	140	34%
	4:00	0	0	8	2%	12:00	8	9	77	19%	20:00	6	4	142	35%
	4:30	0	0	8	2%	12:30	18	10	85	21%	20:30	2	1	143	35%
	5:00	0	0	8	2%	13:00	20	14	91	22%	21:00	2	6	139	34%
	5:30	1	1	8	2%	13:30	15	9	97	24%	21:30	0	0	139	34%
	6:00	7	2	13	3%	14:00	14	10	101	25%	22:00	1	2	138	34%
	6:30	7	1	19	5%	14:30	16	14	103	25%	22:30	0	0	138	34%
	7:00	10	6	23	6%	15:00	16	6	113	28%	23:00	2	2	138	34%
	7:30	7	2	28	7%	15:30	20	14	119	29%	23:30	0	1	137	33%

Maximum	Time	On-Site	% Occupancy
Occupancy	20:30	143	35%

Data Collection Information

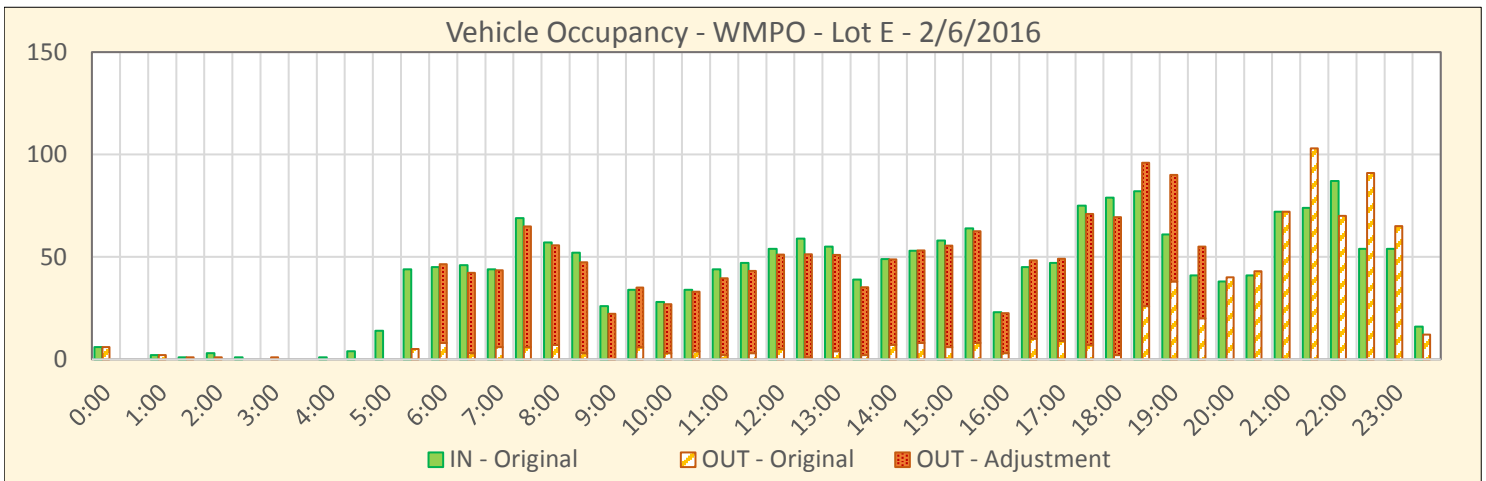
Event Name:	Waste Management Phoenix Open	Lot Name:	E
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name	Note: For the majority of the day, vehicles exited this lot using an unintended access point, a multi-use path on the southwest side. Based on the results, it appears that this path access was closed around 18:30 (6 PM). The OUT volumes from 0:00 - 19:30 were adjusted based on the late evening trends. Lot E was a designated taxi lot for the WMPO.
Total Data Collection Locations (Driveways)		39	Princess North	
1				

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [39_{IN}] - [39_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
170	0:00	6	6	0	0%	8:00	57	56	68	40%	16:00	23	23	109	64%
*Estimated Capacity for Special Events Only	0:30	0	0	0	0%	8:30	52	47	73	43%	16:30	45	48	106	62%
	1:00	2	2	0	0%	9:00	26	22	77	45%	17:00	47	49	104	61%
	1:30	1	1	0	0%	9:30	34	35	76	45%	17:30	75	71	108	63%
	2:00	3	1	2	1%	10:00	28	27	77	45%	18:00	79	69	117	69%
	2:30	1	0	3	2%	10:30	34	33	78	46%	18:30	82	96	103	61%
	3:00	0	1	2	1%	11:00	44	40	82	48%	19:00	61	90	74	44%
	3:30	0	0	2	1%	11:30	47	43	86	51%	19:30	41	55	60	35%
	4:00	1	0	3	2%	12:00	54	51	89	53%	20:00	38	40	58	34%
	4:30	4	0	7	4%	12:30	59	51	97	57%	20:30	41	43	56	33%
	5:00	14	0	21	12%	13:00	55	51	101	59%	21:00	72	72	56	33%
	5:30	44	5	60	35%	13:30	39	35	105	62%	21:30	74	103	27	16%
	6:00	45	46	59	34%	14:00	49	49	105	62%	22:00	87	70	44	26%
	6:30	46	42	62	37%	14:30	53	53	105	62%	22:30	54	91	7	4%
	7:00	44	44	63	37%	15:00	58	55	107	63%	23:00	54	65	-4	-2%
	7:30	69	65	67	39%	15:30	64	63	109	64%	23:30	16	12	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	18:00	117	69%

Data Collection Information

Event Name:	Waste Management Phoenix Open	Lot Name:	F
Date:	2/6/2016		
Weekday:	Saturday		

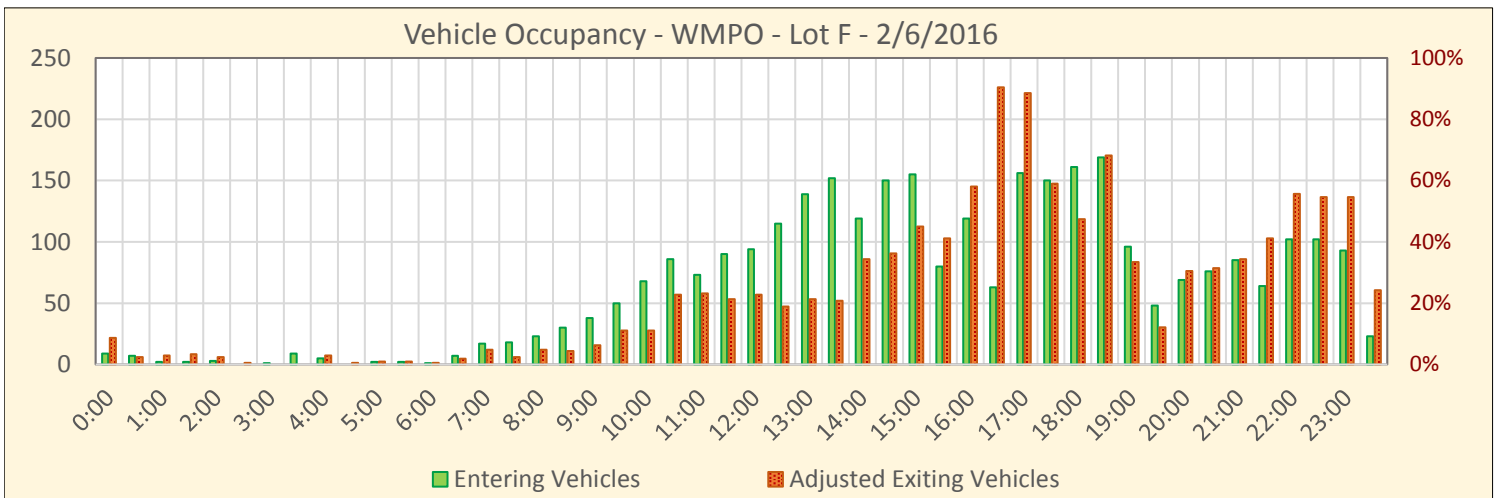
Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	32	82nd Street West 1

Note: The exiting volume was adjusted using the exiting vehicle distribution of the WM Phoenix Open Thursday (Lot F).

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [32_{IN}] - [32_{OUT}]$$



Capacity*:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
900	0:00	9	22	-13	-1%	8:00	23	12	8	1%	16:00	119	145	569	63%
*Estimated Capacity for Special Events Only	0:30	7	6	-12	-1%	8:30	30	11	27	3%	16:30	63	226	406	45%
	1:00	2	7	-17	-2%	9:00	38	16	49	5%	17:00	156	221	341	38%
	1:30	2	8	-24	-3%	9:30	50	28	71	8%	17:30	150	148	343	38%
	2:00	3	6	-27	-3%	10:00	68	28	111	12%	18:00	161	119	386	43%
	2:30	0	1	-28	-3%	10:30	86	57	141	16%	18:30	169	170	384	43%
	3:00	1	0	-27	-3%	11:00	73	58	156	17%	19:00	96	83	397	44%
	3:30	9	0	-18	-2%	11:30	90	53	192	21%	19:30	48	30	415	46%
	4:00	5	7	-20	-2%	12:00	94	57	230	26%	20:00	69	76	408	45%
	4:30	0	1	-21	-2%	12:30	115	47	297	33%	20:30	76	79	405	45%
	5:00	2	2	-22	-2%	13:00	139	53	383	43%	21:00	85	86	404	45%
	5:30	2	2	-22	-2%	13:30	152	52	483	54%	21:30	64	103	365	41%
	6:00	1	1	-22	-2%	14:00	119	86	516	57%	22:00	102	139	328	36%
	6:30	7	5	-20	-2%	14:30	150	91	576	64%	22:30	102	137	294	33%
	7:00	17	12	-15	-2%	15:00	155	112	618	69%	23:00	93	137	250	28%
	7:30	18	6	-3	0%	15:30	80	103	595	66%	23:30	23	60	212	24%

Maximum Occupancy	Time	On-Site	% Occupancy
	15:00	618	69%

Data Collection Information

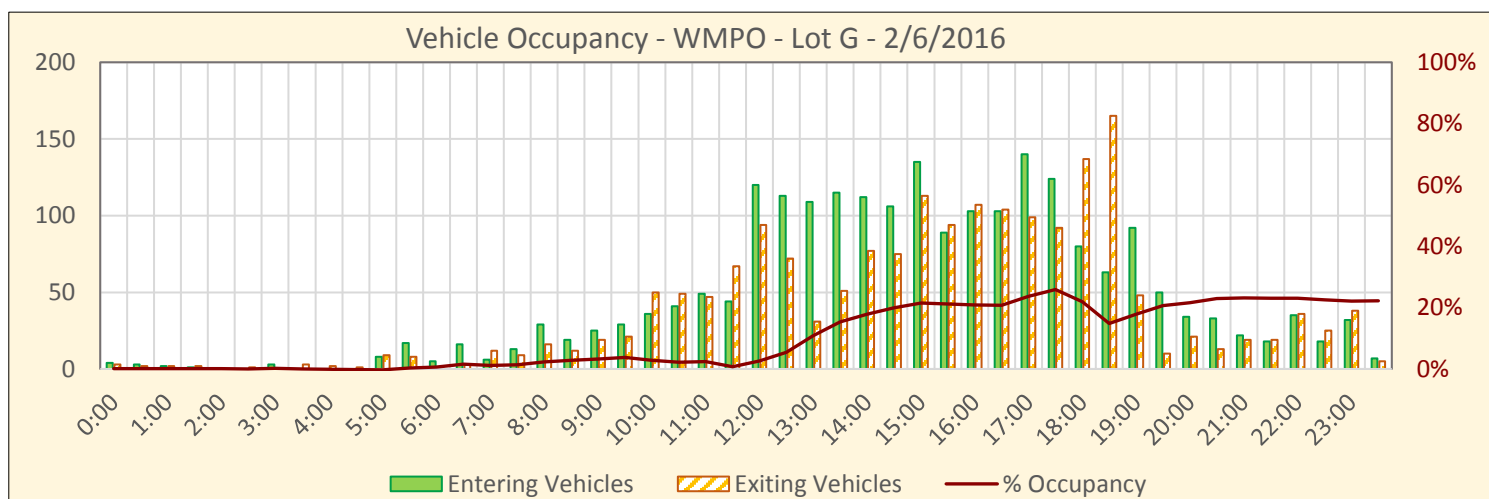
Event Name:	Waste Management Phoenix Open	Lot Name:	G
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	28	82nd Street East 1	#7	53	Perimeter West 3
	#2	29	82nd Street East 2			
	#3	41	83rd - Pacesetter North of Princess			
	#4	42	83rd - Pacesetter West of Princess			
	#5	51	Perimeter West 1			
6	#6	52	Perimeter West 2			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [28_{IN} + 29_{IN} + 41_{IN} + 42_{IN} + 51_{IN} + 52_{IN} + 53_{IN}] - [28_{OUT} + 29_{OUT} + 41_{OUT} + 42_{OUT} + 51_{OUT} + 52_{OUT} + 53_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,432	0:00	4	3	1	0%	8:00	29	16	33	2%	16:00	103	107	299	21%
	0:30	3	2	2	0%	8:30	19	12	40	3%	16:30	103	104	298	21%
	1:00	2	2	2	0%	9:00	25	19	46	3%	17:00	140	99	339	24%
	1:30	1	2	1	0%	9:30	29	21	54	4%	17:30	124	92	371	26%
	2:00	0	0	1	0%	10:00	36	50	40	3%	18:00	80	137	314	22%
	2:30	0	1	0	0%	10:30	41	49	32	2%	18:30	63	165	212	15%
	3:00	3	0	3	0%	11:00	49	47	34	2%	19:00	92	48	256	18%
	3:30	0	3	0	0%	11:30	44	67	11	1%	19:30	50	10	296	21%
	4:00	0	2	-2	0%	12:00	120	94	37	3%	20:00	34	21	309	22%
	4:30	0	1	-3	0%	12:30	113	72	78	5%	20:30	33	13	329	23%
	5:00	8	9	-4	0%	13:00	109	31	156	11%	21:00	22	19	332	23%
	5:30	17	8	5	0%	13:30	115	51	220	15%	21:30	18	19	331	23%
	6:00	5	1	9	1%	14:00	112	77	255	18%	22:00	35	36	330	23%
	6:30	16	3	22	2%	14:30	106	75	286	20%	22:30	18	25	323	23%
	7:00	6	12	16	1%	15:00	135	113	308	22%	23:00	32	38	317	22%
	7:30	13	9	20	1%	15:30	89	94	303	21%	23:30	7	5	319	22%

Maximum Occupancy	Time	On-Site	% Occupancy
	17:30	371	26%

Data Collection Information

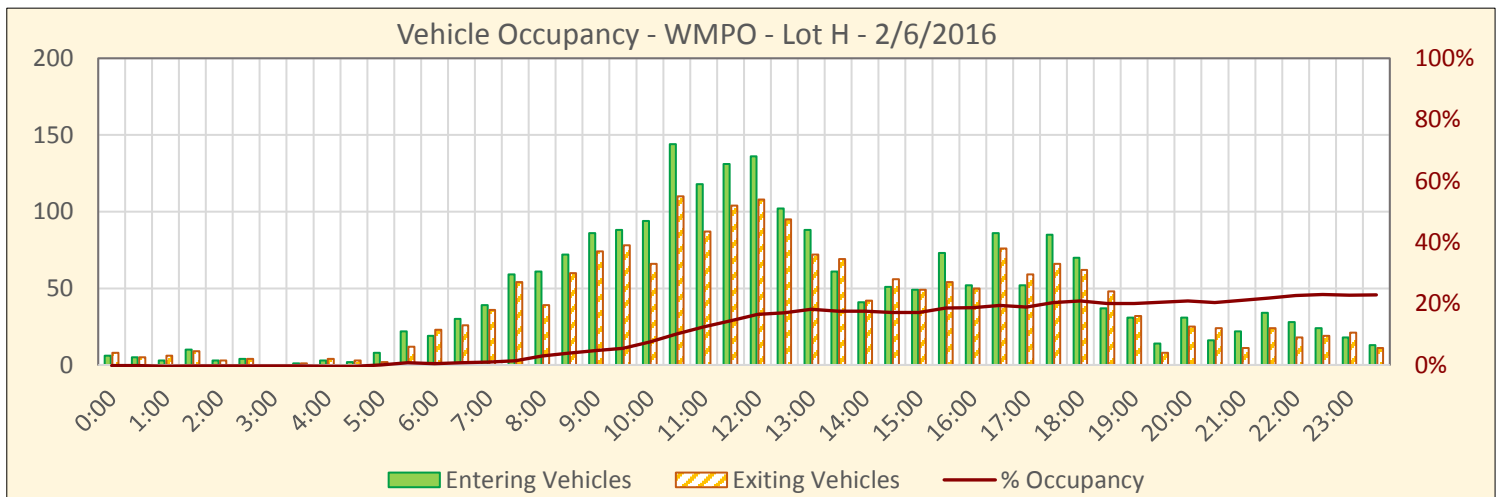
Event Name:	Waste Management Phoenix Open	Lot Name:	H
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	40 Princess North 2
	#2	43 85th East of Perimeter
	#3	44 St. John East of Perimeter
	#4	45 Perimeter East 1
	#5	46 Perimeter East 2
5		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [40_{IN} + 43_{IN} + 44_{IN} + 45_{IN} + 46_{IN}] - [40_{OUT} + 43_{OUT} + 44_{OUT} + 45_{OUT} + 46_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
1,349	0:00	6	8	-2	0%	8:00	61	39	40	3%	16:00	52	50	252	19%
	0:30	5	5	-2	0%	8:30	72	60	52	4%	16:30	86	76	262	19%
	1:00	3	6	-5	0%	9:00	86	74	64	5%	17:00	52	59	255	19%
	1:30	10	9	-4	0%	9:30	88	78	74	5%	17:30	85	66	274	20%
	2:00	3	3	-4	0%	10:00	94	66	102	8%	18:00	70	62	282	21%
	2:30	4	4	-4	0%	10:30	144	110	136	10%	18:30	37	48	271	20%
	3:00	0	0	-4	0%	11:00	118	87	167	12%	19:00	31	32	270	20%
	3:30	1	1	-4	0%	11:30	131	104	194	14%	19:30	14	8	276	20%
	4:00	3	4	-5	0%	12:00	136	108	222	16%	20:00	31	25	282	21%
	4:30	2	3	-6	0%	12:30	102	95	229	17%	20:30	16	24	274	20%
	5:00	8	2	0	0%	13:00	88	72	245	18%	21:00	22	11	285	21%
	5:30	22	12	10	1%	13:30	61	69	237	18%	21:30	34	24	295	22%
	6:00	19	23	6	0%	14:00	41	42	236	17%	22:00	28	18	305	23%
	6:30	30	26	10	1%	14:30	51	56	231	17%	22:30	24	19	310	23%
	7:00	39	36	13	1%	15:00	49	49	231	17%	23:00	18	21	307	23%
	7:30	59	54	18	1%	15:30	73	54	250	19%	23:30	13	11	309	23%

Maximum Occupancy	Time	On-Site	% Occupancy
	22:30	310	23%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

Lot Name: I J

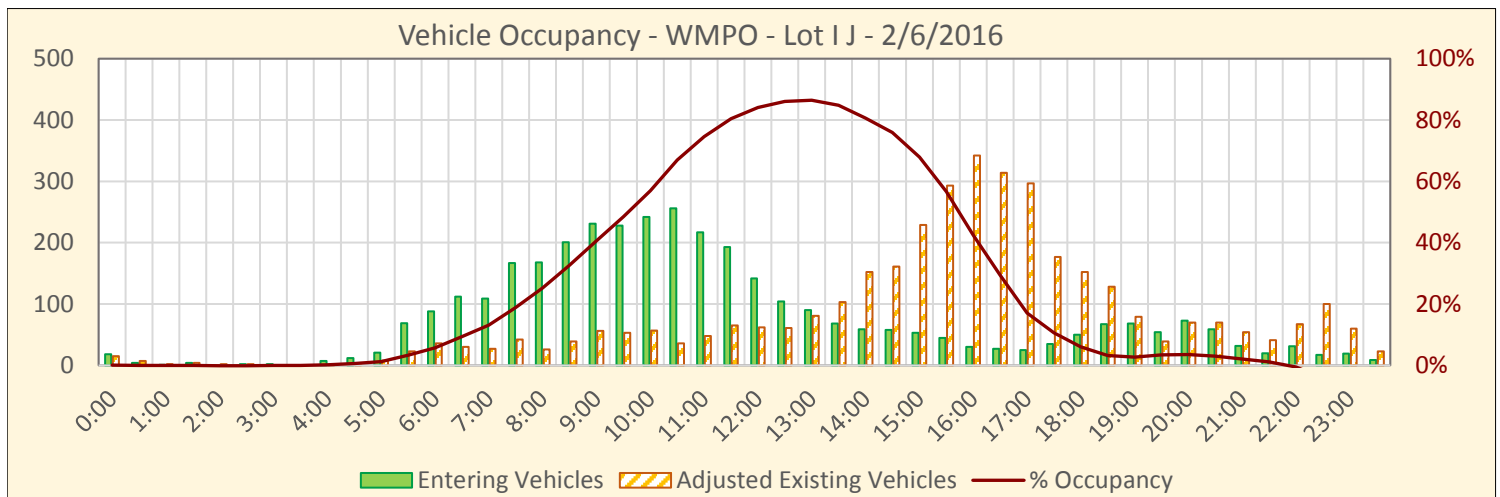
Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	33 82nd Street West 2
	#2	34 82nd Street West 3
	#3	37 Princess South 1
	#4	101 Bell North 1
4		

Note: Tube 33 and 34 were excluded from the analysis because they were access points for shuttles and event trailers, not for personal parked vehicles.

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [33_{IN} + 34_{IN} + 37_{IN} + 101_{IN}] - [33_{OUT} + 34_{OUT} + 37_{OUT} + 101_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,200	0:00	18	15	3	0%	8:00	168	26	556	25%	16:00	30	342	935	43%
*Estimated Capacity for Special Events Only	0:30	4	7	0	0%	8:30	201	39	718	33%	16:30	27	314	648	29%
	1:00	1	2	-1	0%	9:00	231	56	893	41%	17:00	25	297	376	17%
	1:30	4	4	-1	0%	9:30	228	53	1068	49%	17:30	35	177	234	11%
	2:00	0	2	-3	0%	10:00	242	57	1253	57%	18:00	50	152	132	6%
	2:30	2	2	-3	0%	10:30	256	36	1473	67%	18:30	67	128	71	3%
	3:00	2	0	-1	0%	11:00	217	48	1642	75%	19:00	68	79	60	3%
	3:30	0	0	-1	0%	11:30	193	65	1770	80%	19:30	54	39	75	3%
	4:00	7	1	5	0%	12:00	142	62	1850	84%	20:00	73	70	78	4%
	4:30	12	3	14	1%	12:30	104	61	1893	86%	20:30	59	70	67	3%
	5:00	21	8	27	1%	13:00	90	81	1902	86%	21:00	32	54	45	2%
	5:30	69	23	73	3%	13:30	68	103	1867	85%	21:30	20	41	24	1%
	6:00	88	36	125	6%	14:00	59	152	1774	81%	22:00	31	67	-12	-1%
	6:30	112	30	207	9%	14:30	58	161	1671	76%	22:30	17	100	-95	-4%
	7:00	109	27	289	13%	15:00	53	229	1495	68%	23:00	19	60	-136	-6%
	7:30	167	42	414	19%	15:30	45	293	1247	57%	23:30	9	23	-150	-7%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	1902	86%

Data Collection Information

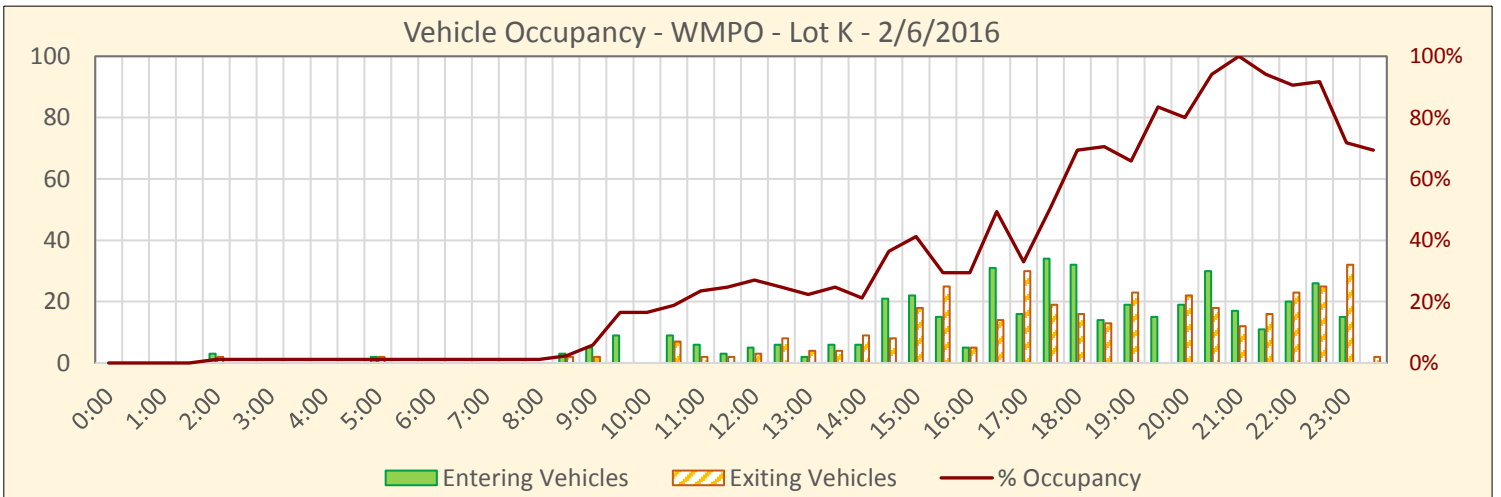
Event Name:	Waste Management Phoenix Open	Lot Name:	K
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	19	Hartford West 1

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [19_{IN}] - [19_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
85	0:00	0	0	0	0%	8:00	0	0	1	1%	16:00	5	5	25	29%
	0:30	0	0	0	0%	8:30	3	2	2	2%	16:30	31	14	42	49%
	1:00	0	0	0	0%	9:00	5	2	5	6%	17:00	16	30	28	33%
	1:30	0	0	0	0%	9:30	9	0	14	16%	17:30	34	19	43	51%
	2:00	3	2	1	1%	10:00	0	0	14	16%	18:00	32	16	59	69%
	2:30	0	0	1	1%	10:30	9	7	16	19%	18:30	14	13	60	71%
	3:00	0	0	1	1%	11:00	6	2	20	24%	19:00	19	23	56	66%
	3:30	0	0	1	1%	11:30	3	2	21	25%	19:30	15	0	71	84%
	4:00	0	0	1	1%	12:00	5	3	23	27%	20:00	19	22	68	80%
	4:30	0	0	1	1%	12:30	6	8	21	25%	20:30	30	18	80	94%
	5:00	2	2	1	1%	13:00	2	4	19	22%	21:00	17	12	85	100%
	5:30	0	0	1	1%	13:30	6	4	21	25%	21:30	11	16	80	94%
	6:00	0	0	1	1%	14:00	6	9	18	21%	22:00	20	23	77	91%
	6:30	0	0	1	1%	14:30	21	8	31	36%	22:30	26	25	78	92%
	7:00	0	0	1	1%	15:00	22	18	35	41%	23:00	15	32	61	72%
	7:30	0	0	1	1%	15:30	15	25	25	29%	23:30	0	2	59	69%

Maximum Occupancy	Time	On-Site	% Occupancy
	21:00	85	100%

Data Collection Information

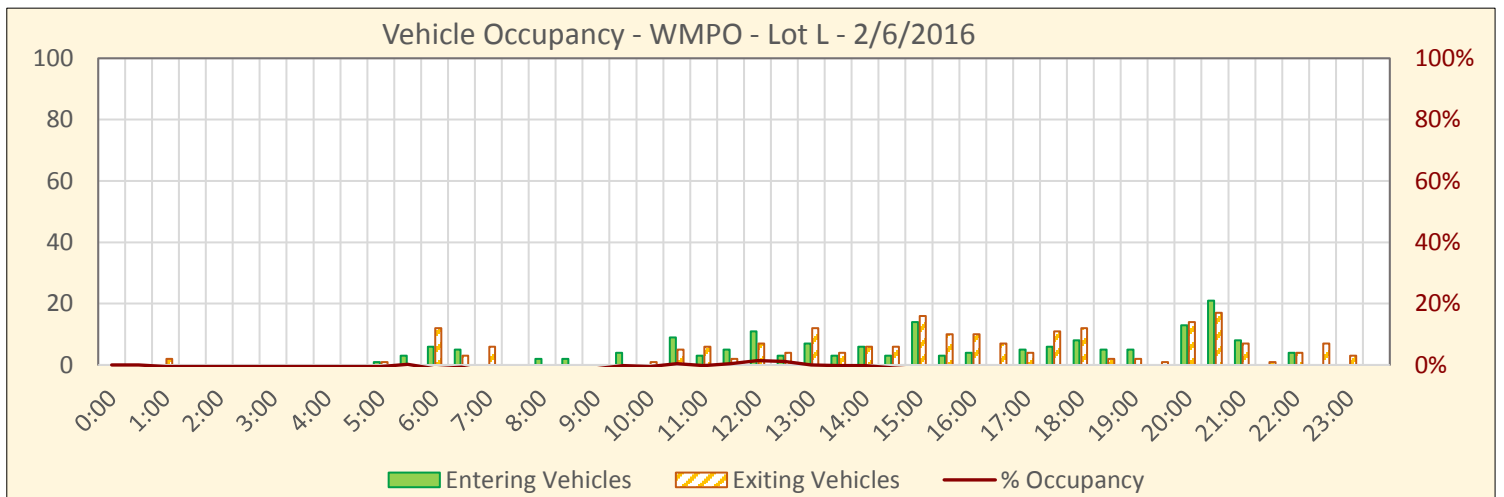
Event Name:	Waste Management Phoenix Open	Lot Name:	L
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	12 Hartford North 1
	#2	54 Perimeter West 4
	#3	55 Perimeter West 5
	3	

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [12_{IN} + 54_{IN} + 55_{IN}] - [12_{OUT} + 54_{OUT} + 55_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
419	0:00	0	0	0	0%	8:00	2	0	-7	-2%	16:00	4	10	-19	-5%
	0:30	0	0	0	0%	8:30	2	0	-5	-1%	16:30	0	7	-26	-6%
	1:00	0	2	-2	0%	9:00	0	0	-5	-1%	17:00	5	4	-25	-6%
	1:30	0	0	-2	0%	9:30	4	0	-1	0%	17:30	6	11	-30	-7%
	2:00	0	0	-2	0%	10:00	0	1	-2	0%	18:00	8	12	-34	-8%
	2:30	0	0	-2	0%	10:30	9	5	2	0%	18:30	5	2	-31	-7%
	3:00	0	0	-2	0%	11:00	3	6	-1	0%	19:00	5	2	-28	-7%
	3:30	0	0	-2	0%	11:30	5	2	2	0%	19:30	0	1	-29	-7%
	4:00	0	0	-2	0%	12:00	11	7	6	1%	20:00	13	14	-30	-7%
	4:30	0	0	-2	0%	12:30	3	4	5	1%	20:30	21	17	-26	-6%
	5:00	1	1	-2	0%	13:00	7	12	0	0%	21:00	8	7	-25	-6%
	5:30	3	0	1	0%	13:30	3	4	-1	0%	21:30	0	1	-26	-6%
	6:00	6	12	-5	-1%	14:00	6	6	-1	0%	22:00	4	4	-26	-6%
	6:30	5	3	-3	-1%	14:30	3	6	-4	-1%	22:30	0	7	-33	-8%
	7:00	0	6	-9	-2%	15:00	14	16	-6	-1%	23:00	0	3	-36	-9%
	7:30	0	0	-9	-2%	15:30	3	10	-13	-3%	23:30	0	0	-36	-9%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:00	6	1%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

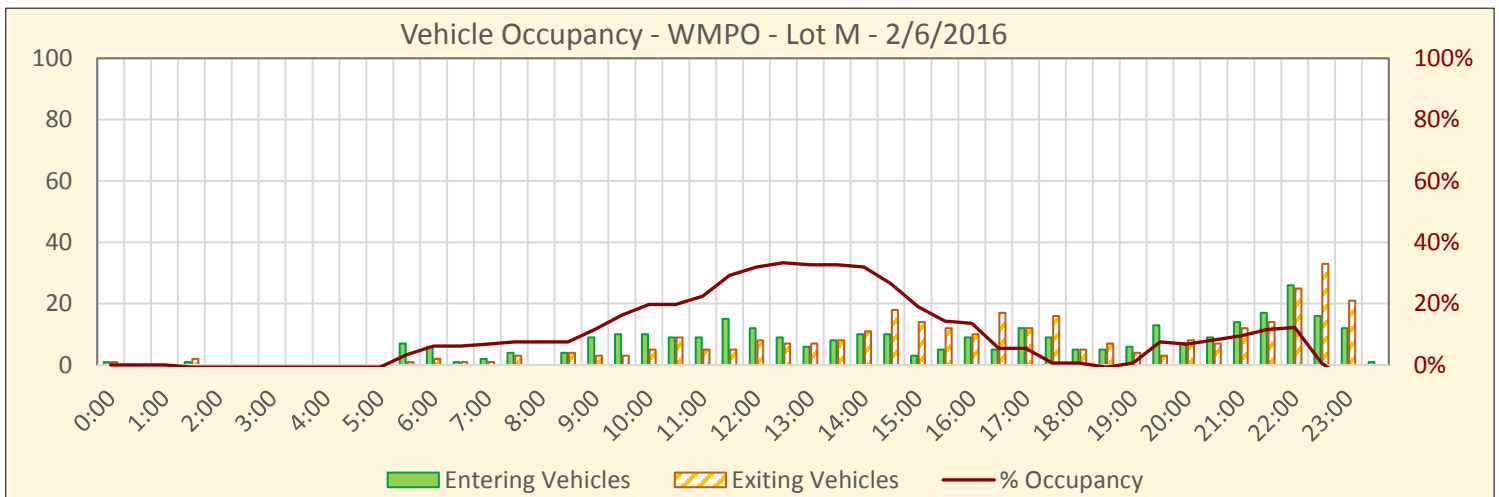
Lot Name: M

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	20 Hartford West 2
	#2	21 Hartford West 3
	#3	30 82nd Street East 3
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [20_{IN} + 21_{IN} + 30_{IN}] - [20_{OUT} + 21_{OUT} + 30_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
147	0:00	1	1	0	0%	8:00	0	0	11	7%	16:00	9	10	20	14%
	0:30	0	0	0	0%	8:30	4	4	11	7%	16:30	5	17	8	5%
	1:00	0	0	0	0%	9:00	9	3	17	12%	17:00	12	12	8	5%
	1:30	1	2	-1	-1%	9:30	10	3	24	16%	17:30	9	16	1	1%
	2:00	0	0	-1	-1%	10:00	10	5	29	20%	18:00	5	5	1	1%
	2:30	0	0	-1	-1%	10:30	9	9	29	20%	18:30	5	7	-1	-1%
	3:00	0	0	-1	-1%	11:00	9	5	33	22%	19:00	6	4	1	1%
	3:30	0	0	-1	-1%	11:30	15	5	43	29%	19:30	13	3	11	7%
	4:00	0	0	-1	-1%	12:00	12	8	47	32%	20:00	7	8	10	7%
	4:30	0	0	-1	-1%	12:30	9	7	49	33%	20:30	9	7	12	8%
	5:00	0	0	-1	-1%	13:00	6	7	48	33%	21:00	14	12	14	10%
	5:30	7	1	5	3%	13:30	8	8	48	33%	21:30	17	14	17	12%
	6:00	6	2	9	6%	14:00	10	11	47	32%	22:00	26	25	18	12%
	6:30	1	1	9	6%	14:30	10	18	39	27%	22:30	16	33	1	1%
	7:00	2	1	10	7%	15:00	3	14	28	19%	23:00	12	21	-8	-5%
	7:30	4	3	11	7%	15:30	5	12	21	14%	23:30	1	0	-7	-5%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:30	49	33%

Data Collection Information

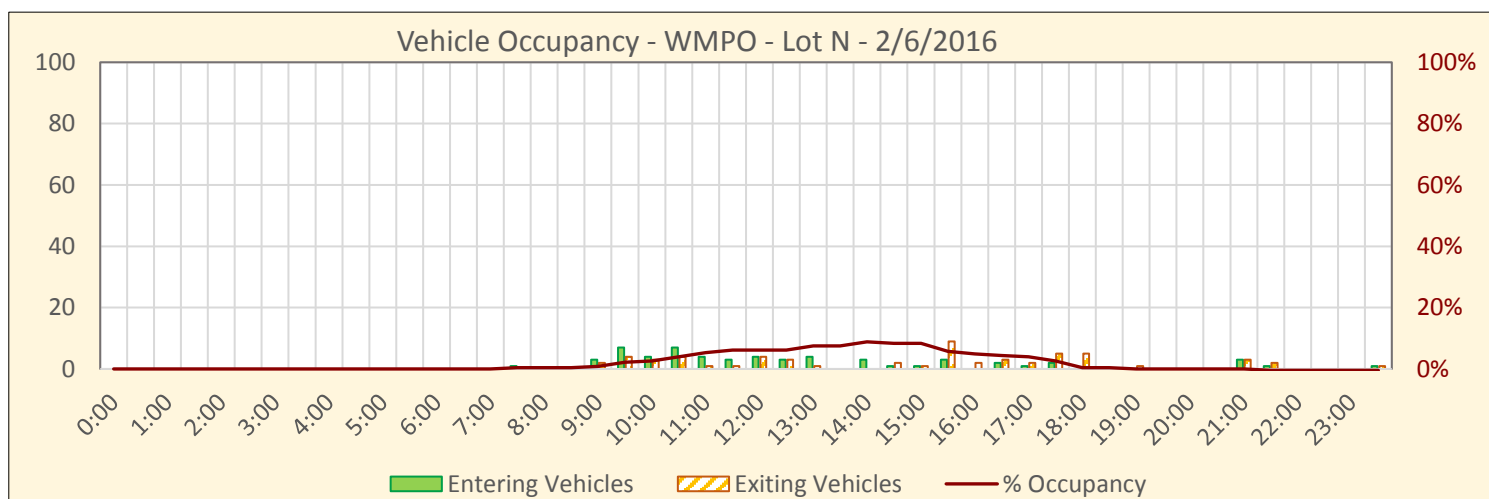
Event Name:	Waste Management Phoenix Open	Lot Name:	N
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	13	Hartford North 2
	#2	14	Hartford North 3
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [13_{IN} + 14_{IN}] - [13_{OUT} + 14_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
226	0:00	0	0	0	0%	8:00	0	0	1	0%	16:00	0	2	11	5%
	0:30	0	0	0	0%	8:30	0	0	1	0%	16:30	2	3	10	4%
	1:00	0	0	0	0%	9:00	3	2	2	1%	17:00	1	2	9	4%
	1:30	0	0	0	0%	9:30	7	4	5	2%	17:30	2	5	6	3%
	2:00	0	0	0	0%	10:00	4	3	6	3%	18:00	0	5	1	0%
	2:30	0	0	0	0%	10:30	7	4	9	4%	18:30	0	0	1	0%
	3:00	0	0	0	0%	11:00	4	1	12	5%	19:00	0	1	0	0%
	3:30	0	0	0	0%	11:30	3	1	14	6%	19:30	0	0	0	0%
	4:00	0	0	0	0%	12:00	4	4	14	6%	20:00	0	0	0	0%
	4:30	0	0	0	0%	12:30	3	3	14	6%	20:30	0	0	0	0%
	5:00	0	0	0	0%	13:00	4	1	17	8%	21:00	3	3	0	0%
	5:30	0	0	0	0%	13:30	0	0	17	8%	21:30	1	2	-1	0%
	6:00	0	0	0	0%	14:00	3	0	20	9%	22:00	0	0	-1	0%
	6:30	0	0	0	0%	14:30	1	2	19	8%	22:30	0	0	-1	0%
	7:00	0	0	0	0%	15:00	1	1	19	8%	23:00	0	0	-1	0%
	7:30	1	0	1	0%	15:30	3	9	13	6%	23:30	1	1	-1	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	20	9%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

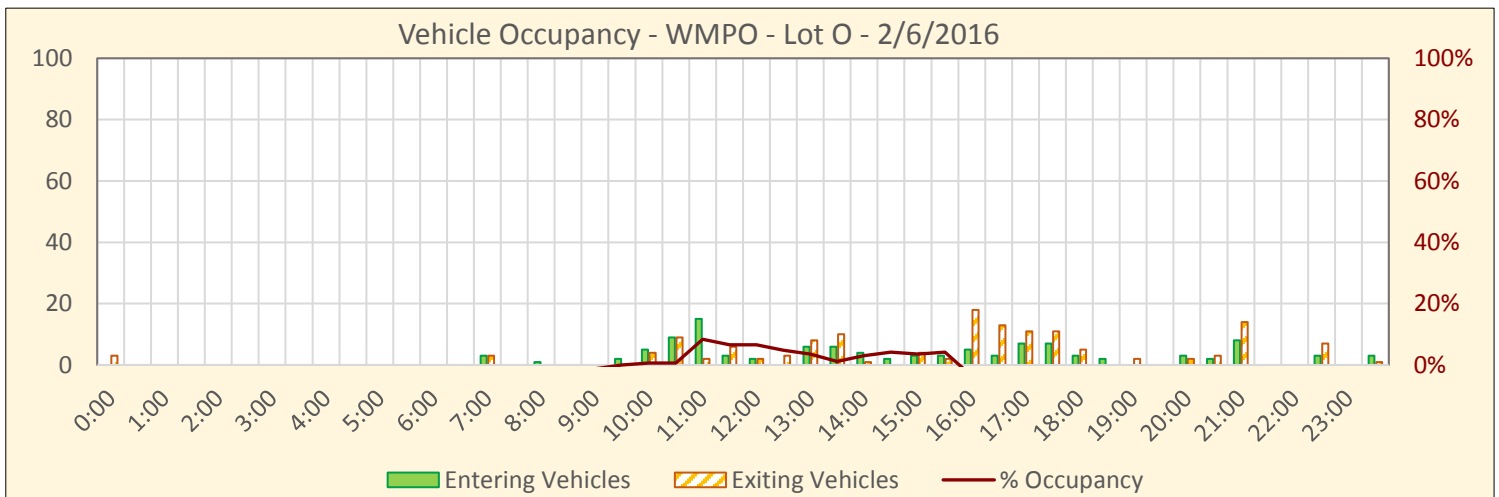
Lot Name: O

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	56	Perimeter West 6

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [56_{IN}] - [56_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
167	0:00	0	3	-3	-2%	8:00	1	0	-2	-1%	16:00	5	18	-6	-4%
	0:30	0	0	-3	-2%	8:30	0	0	-2	-1%	16:30	3	13	-16	-10%
	1:00	0	0	-3	-2%	9:00	0	0	-2	-1%	17:00	7	11	-20	-12%
	1:30	0	0	-3	-2%	9:30	2	0	0	0%	17:30	7	11	-24	-14%
	2:00	0	0	-3	-2%	10:00	5	4	1	1%	18:00	3	5	-26	-16%
	2:30	0	0	-3	-2%	10:30	9	9	1	1%	18:30	2	0	-24	-14%
	3:00	0	0	-3	-2%	11:00	15	2	14	8%	19:00	0	2	-26	-16%
	3:30	0	0	-3	-2%	11:30	3	6	11	7%	19:30	0	0	-26	-16%
	4:00	0	0	-3	-2%	12:00	2	2	11	7%	20:00	3	2	-25	-15%
	4:30	0	0	-3	-2%	12:30	0	3	8	5%	20:30	2	3	-26	-16%
	5:00	0	0	-3	-2%	13:00	6	8	6	4%	21:00	8	14	-32	-19%
	5:30	0	0	-3	-2%	13:30	6	10	2	1%	21:30	0	0	-32	-19%
	6:00	0	0	-3	-2%	14:00	4	1	5	3%	22:00	0	0	-32	-19%
	6:30	0	0	-3	-2%	14:30	2	0	7	4%	22:30	3	7	-36	-22%
	7:00	3	3	-3	-2%	15:00	3	4	6	4%	23:00	0	0	-36	-22%
	7:30	0	0	-3	-2%	15:30	3	2	7	4%	23:30	3	1	-34	-20%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:00	14	8%

Data Collection Information

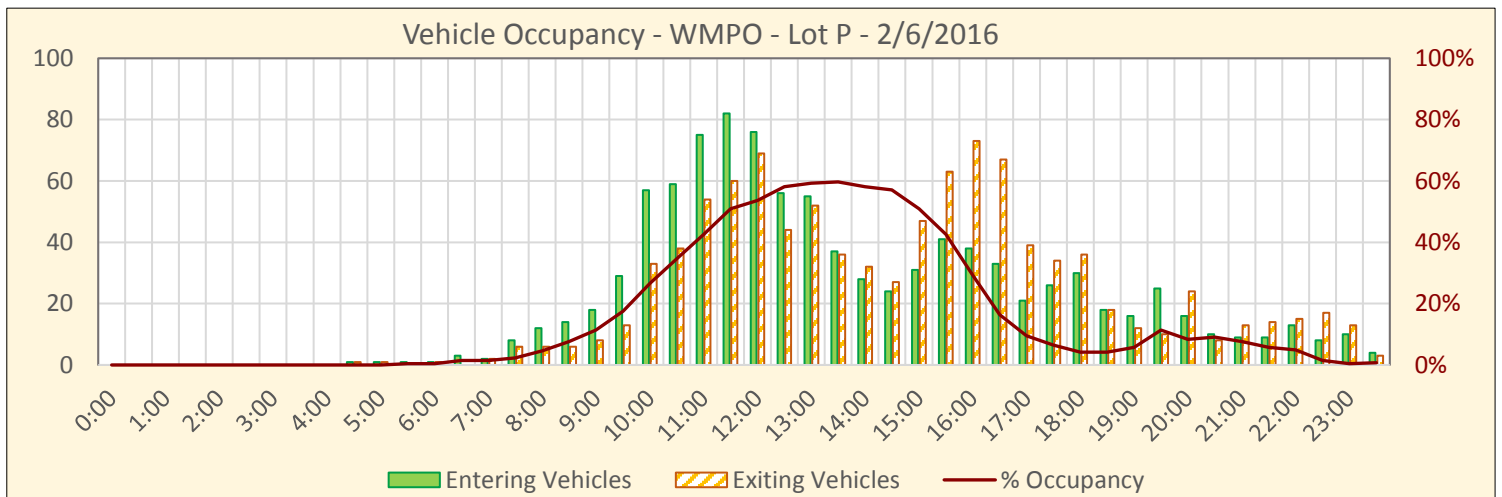
Event Name:	Waste Management Phoenix Open	Lot Name:	P
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	22 Hartford West 4
	#2	31 82nd Street East 4
		2

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [22_{IN} + 31_{IN}] - [22_{OUT} + 31_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
263	0:00	0	0	0	0%	8:00	12	6	12	5%	16:00	38	73	77	29%
	0:30	0	0	0	0%	8:30	14	6	20	8%	16:30	33	67	43	16%
	1:00	0	0	0	0%	9:00	18	8	30	11%	17:00	21	39	25	10%
	1:30	0	0	0	0%	9:30	29	13	46	17%	17:30	26	34	17	6%
	2:00	0	0	0	0%	10:00	57	33	70	27%	18:00	30	36	11	4%
	2:30	0	0	0	0%	10:30	59	38	91	35%	18:30	18	18	11	4%
	3:00	0	0	0	0%	11:00	75	54	112	43%	19:00	16	12	15	6%
	3:30	0	0	0	0%	11:30	82	60	134	51%	19:30	25	10	30	11%
	4:00	0	0	0	0%	12:00	76	69	141	54%	20:00	16	24	22	8%
	4:30	1	1	0	0%	12:30	56	44	153	58%	20:30	10	8	24	9%
	5:00	1	1	0	0%	13:00	55	52	156	59%	21:00	9	13	20	8%
	5:30	1	0	1	0%	13:30	37	36	157	60%	21:30	9	14	15	6%
	6:00	1	1	1	0%	14:00	28	32	153	58%	22:00	13	15	13	5%
	6:30	3	0	4	2%	14:30	24	27	150	57%	22:30	8	17	4	2%
	7:00	2	2	4	2%	15:00	31	47	134	51%	23:00	10	13	1	0%
	7:30	8	6	6	2%	15:30	41	63	112	43%	23:30	4	3	2	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	157	60%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

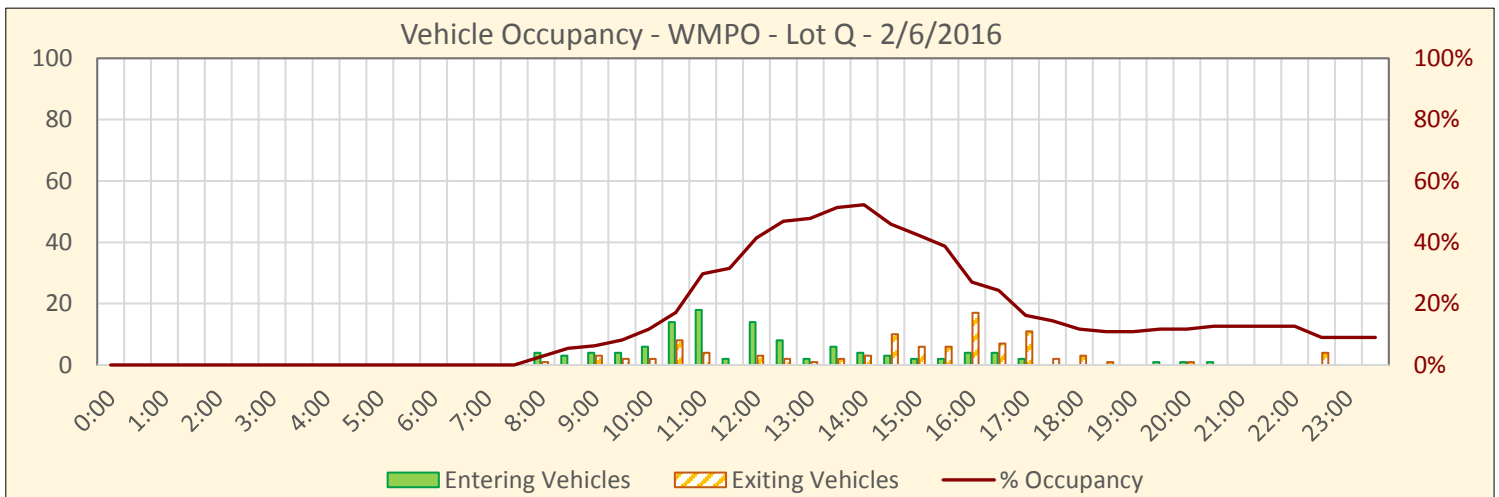
Lot Name: Q

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	23	Hartford West 5

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [23_{IN}] - [23_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
111	0:00	0	0	0	0%	8:00	4	1	3	3%	16:00	4	17	30	27%
	0:30	0	0	0	0%	8:30	3	0	6	5%	16:30	4	7	27	24%
	1:00	0	0	0	0%	9:00	4	3	7	6%	17:00	2	11	18	16%
	1:30	0	0	0	0%	9:30	4	2	9	8%	17:30	0	2	16	14%
	2:00	0	0	0	0%	10:00	6	2	13	12%	18:00	0	3	13	12%
	2:30	0	0	0	0%	10:30	14	8	19	17%	18:30	0	1	12	11%
	3:00	0	0	0	0%	11:00	18	4	33	30%	19:00	0	0	12	11%
	3:30	0	0	0	0%	11:30	2	0	35	32%	19:30	1	0	13	12%
	4:00	0	0	0	0%	12:00	14	3	46	41%	20:00	1	1	13	12%
	4:30	0	0	0	0%	12:30	8	2	52	47%	20:30	1	0	14	13%
	5:00	0	0	0	0%	13:00	2	1	53	48%	21:00	0	0	14	13%
	5:30	0	0	0	0%	13:30	6	2	57	51%	21:30	0	0	14	13%
	6:00	0	0	0	0%	14:00	4	3	58	52%	22:00	0	0	14	13%
	6:30	0	0	0	0%	14:30	3	10	51	46%	22:30	0	4	10	9%
	7:00	0	0	0	0%	15:00	2	6	47	42%	23:00	0	0	10	9%
	7:30	0	0	0	0%	15:30	2	6	43	39%	23:30	0	0	10	9%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	58	52%

Data Collection Information

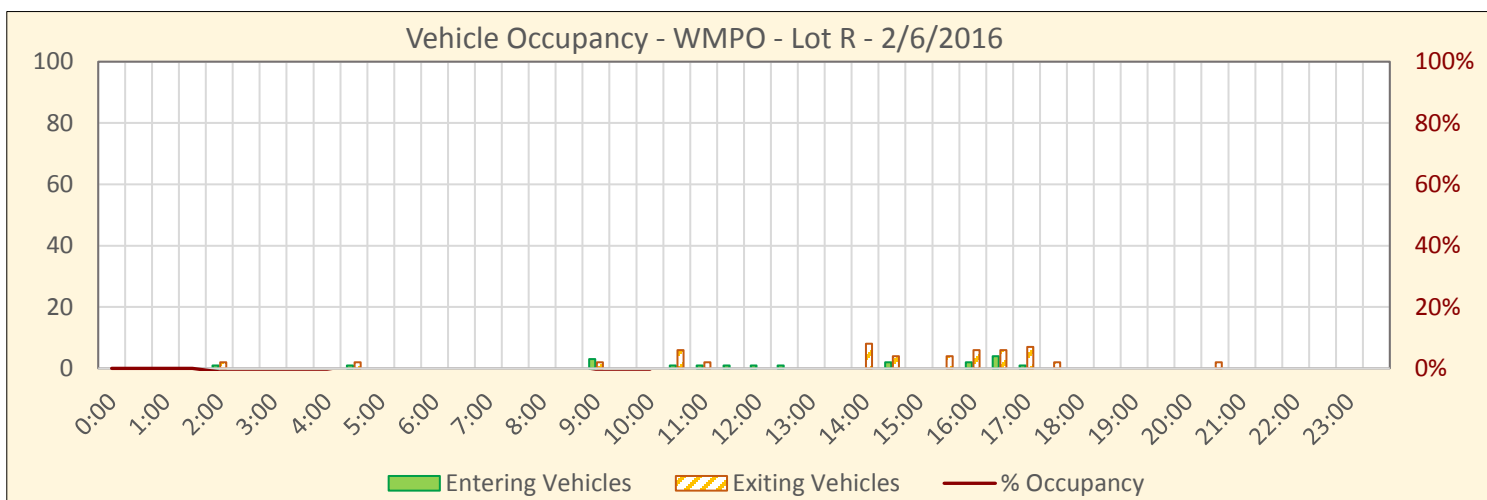
Event Name:	Waste Management Phoenix Open	Lot Name:	R
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	24	Hartford West 6
	#2	25	Hartford West 7
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [24_{IN} + 25_{IN}] - [24_{OUT} + 25_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
85	0:00	0	0	0	0%	8:00	0	0	-2	-2%	16:00	2	6	-22	-26%
	0:30	0	0	0	0%	8:30	0	0	-2	-2%	16:30	4	6	-24	-28%
	1:00	0	0	0	0%	9:00	3	2	-1	-1%	17:00	1	7	-30	-35%
	1:30	0	0	0	0%	9:30	0	0	-1	-1%	17:30	0	2	-32	-38%
	2:00	1	2	-1	-1%	10:00	0	0	-1	-1%	18:00	0	0	-32	-38%
	2:30	0	0	-1	-1%	10:30	1	6	-6	-7%	18:30	0	0	-32	-38%
	3:00	0	0	-1	-1%	11:00	1	2	-7	-8%	19:00	0	0	-32	-38%
	3:30	0	0	-1	-1%	11:30	1	0	-6	-7%	19:30	0	0	-32	-38%
	4:00	0	0	-1	-1%	12:00	1	0	-5	-6%	20:00	0	0	-32	-38%
	4:30	1	2	-2	-2%	12:30	1	0	-4	-5%	20:30	0	2	-34	-40%
	5:00	0	0	-2	-2%	13:00	0	0	-4	-5%	21:00	0	0	-34	-40%
	5:30	0	0	-2	-2%	13:30	0	0	-4	-5%	21:30	0	0	-34	-40%
	6:00	0	0	-2	-2%	14:00	0	8	-12	-14%	22:00	0	0	-34	-40%
	6:30	0	0	-2	-2%	14:30	2	4	-14	-16%	22:30	0	0	-34	-40%
	7:00	0	0	-2	-2%	15:00	0	0	-14	-16%	23:00	0	0	-34	-40%
	7:30	0	0	-2	-2%	15:30	0	4	-18	-21%	23:30	0	0	-34	-40%

Maximum Occupancy	Time	On-Site	% Occupancy
	0:00	0	0%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

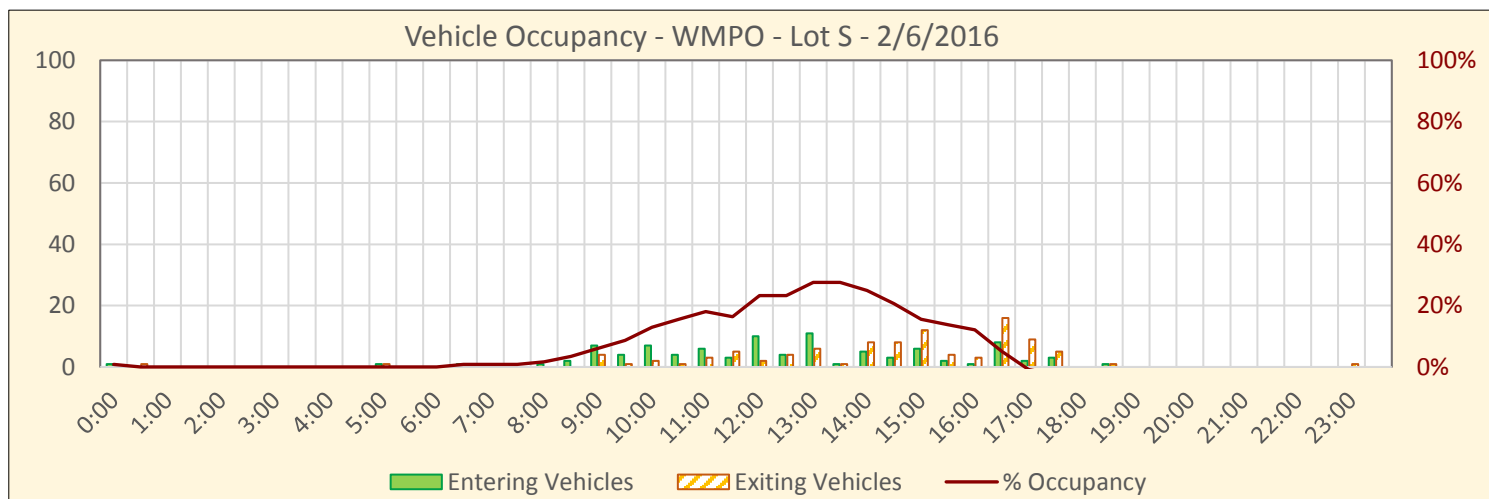
Lot Name: S

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	26 Hartford West 8
	#2	27 Hartford West 9
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [26_{IN} + 27_{IN}] - [26_{OUT} + 27_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	1	0	1	1%	8:00	1	0	2	2%	16:00	1	3	14	12%
	0:30	0	1	0	0%	8:30	2	0	4	3%	16:30	8	16	6	5%
	1:00	0	0	0	0%	9:00	7	4	7	6%	17:00	2	9	-1	-1%
	1:30	0	0	0	0%	9:30	4	1	10	9%	17:30	3	5	-3	-3%
	2:00	0	0	0	0%	10:00	7	2	15	13%	18:00	0	0	-3	-3%
	2:30	0	0	0	0%	10:30	4	1	18	16%	18:30	1	1	-3	-3%
	3:00	0	0	0	0%	11:00	6	3	21	18%	19:00	0	0	-3	-3%
	3:30	0	0	0	0%	11:30	3	5	19	16%	19:30	0	0	-3	-3%
	4:00	0	0	0	0%	12:00	10	2	27	23%	20:00	0	0	-3	-3%
	4:30	0	0	0	0%	12:30	4	4	27	23%	20:30	0	0	-3	-3%
	5:00	1	1	0	0%	13:00	11	6	32	28%	21:00	0	0	-3	-3%
	5:30	0	0	0	0%	13:30	1	1	32	28%	21:30	0	0	-3	-3%
	6:00	0	0	0	0%	14:00	5	8	29	25%	22:00	0	0	-3	-3%
	6:30	1	0	1	1%	14:30	3	8	24	21%	22:30	0	0	-3	-3%
	7:00	0	0	1	1%	15:00	6	12	18	16%	23:00	0	1	-4	-3%
	7:30	0	0	1	1%	15:30	2	4	16	14%	23:30	0	0	-4	-3%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	32	28%

Data Collection Information

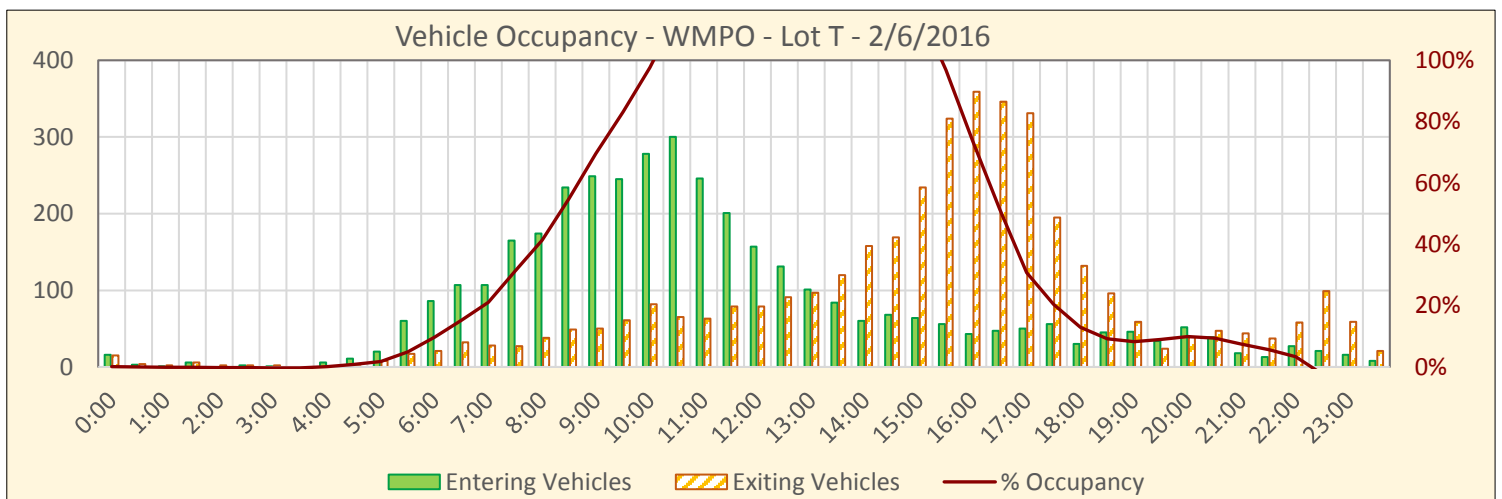
Event Name:	Waste Management Phoenix Open	Lot Name:	T
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	3 Pima Southbound 1	#7	48	Perimeter East 4
	#2	18 Hartford North 7			
	#3	35 Anderson East of Perimeter			
	#4	36 Anderson West of Hartford			
	#5	38 Princess South 2			
6	#6	47 Perimeter East 3			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [3_{IN} + 18_{IN} + 35_{IN} + 36_{IN} + 38_{IN} + 47_{IN} + 48_{IN}] - [3_{OUT} + 18_{OUT} + 35_{OUT} + 36_{OUT} + 38_{OUT} + 47_{OUT} + 48_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,356	0:00	16	15	1	0%	8:00	174	38	560	41%	16:00	43	359	997	74%
	0:30	3	4	0	0%	8:30	234	49	745	55%	16:30	47	346	698	51%
	1:00	1	2	-1	0%	9:00	249	50	944	70%	17:00	50	331	417	31%
	1:30	6	6	-1	0%	9:30	245	61	1128	83%	17:30	56	195	278	21%
	2:00	0	2	-3	0%	10:00	278	82	1324	98%	18:00	30	132	176	13%
	2:30	2	2	-3	0%	10:30	300	65	1559	115%	18:30	45	96	125	9%
	3:00	1	2	-4	0%	11:00	246	63	1742	128%	19:00	46	59	112	8%
	3:30	0	0	-4	0%	11:30	201	79	1864	137%	19:30	34	24	122	9%
	4:00	6	0	2	0%	12:00	157	79	1942	143%	20:00	52	39	135	10%
	4:30	11	1	12	1%	12:30	131	91	1982	146%	20:30	39	47	127	9%
	5:00	20	8	24	2%	13:00	101	97	1986	146%	21:00	18	44	101	7%
	5:30	60	17	67	5%	13:30	84	120	1950	144%	21:30	13	37	77	6%
	6:00	86	21	132	10%	14:00	60	158	1852	137%	22:00	27	58	46	3%
	6:30	107	32	207	15%	14:30	68	169	1751	129%	22:30	21	99	-32	-2%
	7:00	107	28	286	21%	15:00	64	234	1581	117%	23:00	16	59	-75	-6%
	7:30	165	27	424	31%	15:30	56	324	1313	97%	23:30	8	21	-88	-6%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	1986	146%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

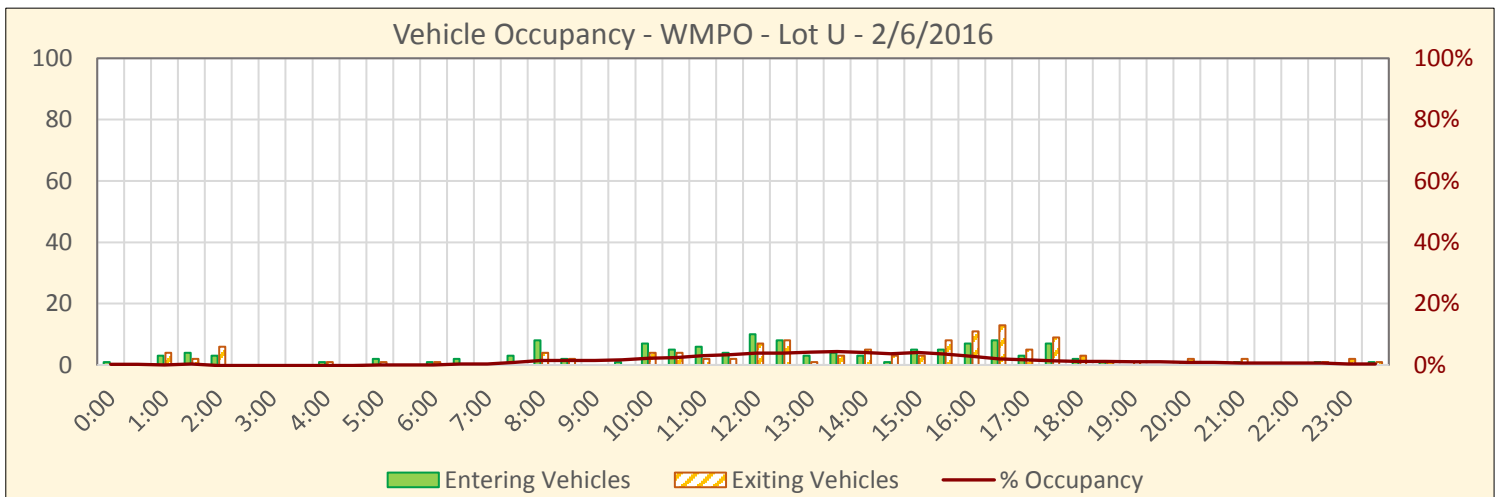
Lot Name: U

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	15 Hartford North 4
	#2	16 Hartford North 5
	#3	17 Hartford North 6
	#4	49 Perimeter East 5
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [15_{IN} + 16_{IN} + 17_{IN} + 49_{IN}] - [15_{OUT} + 16_{OUT} + 17_{OUT} + 49_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
593	0:00	1	0	1	0%	8:00	8	4	9	2%	16:00	7	11	17	3%
	0:30	0	0	1	0%	8:30	2	2	9	2%	16:30	8	13	12	2%
	1:00	3	4	0	0%	9:00	0	0	9	2%	17:00	3	5	10	2%
	1:30	4	2	2	0%	9:30	1	0	10	2%	17:30	7	9	8	1%
	2:00	3	6	-1	0%	10:00	7	4	13	2%	18:00	2	3	7	1%
	2:30	0	0	-1	0%	10:30	5	4	14	2%	18:30	1	1	7	1%
	3:00	0	0	-1	0%	11:00	6	2	18	3%	19:00	0	1	6	1%
	3:30	0	0	-1	0%	11:30	4	2	20	3%	19:30	0	0	6	1%
	4:00	1	1	-1	0%	12:00	10	7	23	4%	20:00	1	2	5	1%
	4:30	0	0	-1	0%	12:30	8	8	23	4%	20:30	0	0	5	1%
	5:00	2	1	0	0%	13:00	3	1	25	4%	21:00	1	2	4	1%
	5:30	0	0	0	0%	13:30	4	3	26	4%	21:30	0	0	4	1%
	6:00	1	1	0	0%	14:00	3	5	24	4%	22:00	0	0	4	1%
	6:30	2	0	2	0%	14:30	1	3	22	4%	22:30	1	1	4	1%
	7:00	0	0	2	0%	15:00	5	3	24	4%	23:00	0	2	2	0%
	7:30	3	0	5	1%	15:30	5	8	21	4%	23:30	1	1	2	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	26	4%

Data Collection Information

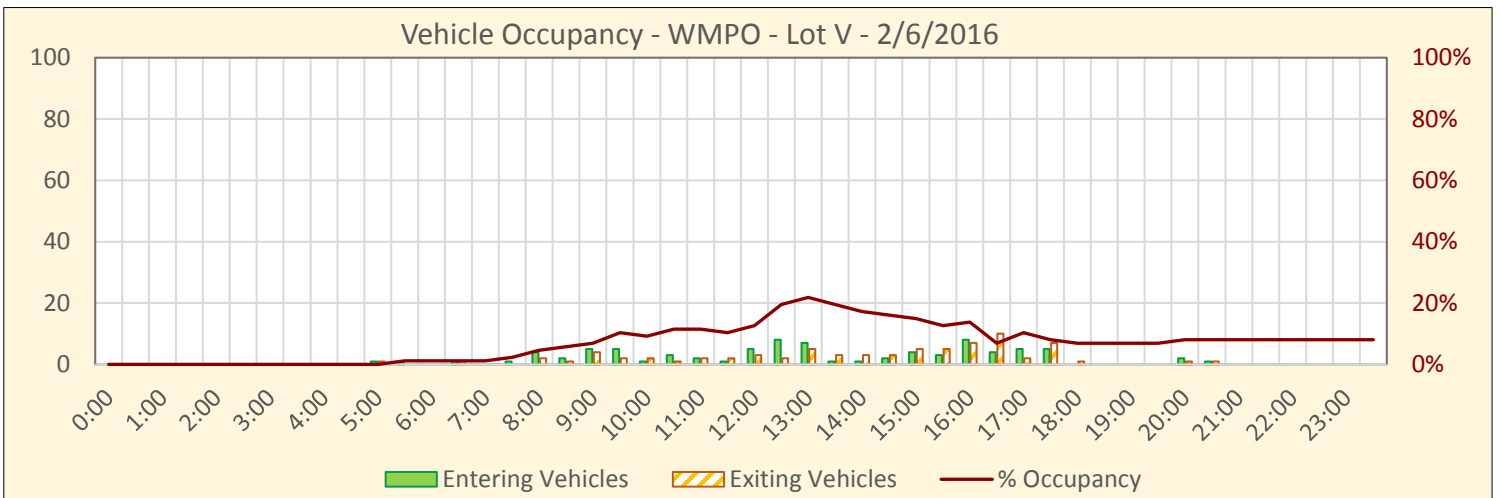
Event Name:	Waste Management Phoenix Open	Lot Name:	V
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	5
		Hartford South
1		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [5_{IN}] - [5_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
87	0:00	0	0	0	0%	8:00	4	2	4	5%	16:00	8	7	12	14%
	0:30	0	0	0	0%	8:30	2	1	5	6%	16:30	4	10	6	7%
	1:00	0	0	0	0%	9:00	5	4	6	7%	17:00	5	2	9	10%
	1:30	0	0	0	0%	9:30	5	2	9	10%	17:30	5	7	7	8%
	2:00	0	0	0	0%	10:00	1	2	8	9%	18:00	0	1	6	7%
	2:30	0	0	0	0%	10:30	3	1	10	11%	18:30	0	0	6	7%
	3:00	0	0	0	0%	11:00	2	2	10	11%	19:00	0	0	6	7%
	3:30	0	0	0	0%	11:30	1	2	9	10%	19:30	0	0	6	7%
	4:00	0	0	0	0%	12:00	5	3	11	13%	20:00	2	1	7	8%
	4:30	0	0	0	0%	12:30	8	2	17	20%	20:30	1	1	7	8%
	5:00	1	1	0	0%	13:00	7	5	19	22%	21:00	0	0	7	8%
	5:30	1	0	1	1%	13:30	1	3	17	20%	21:30	0	0	7	8%
	6:00	0	0	1	1%	14:00	1	3	15	17%	22:00	0	0	7	8%
	6:30	1	1	1	1%	14:30	2	3	14	16%	22:30	0	0	7	8%
	7:00	0	0	1	1%	15:00	4	5	13	15%	23:00	0	0	7	8%
	7:30	1	0	2	2%	15:30	3	5	11	13%	23:30	0	0	7	8%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	19	22%

Data Collection Information

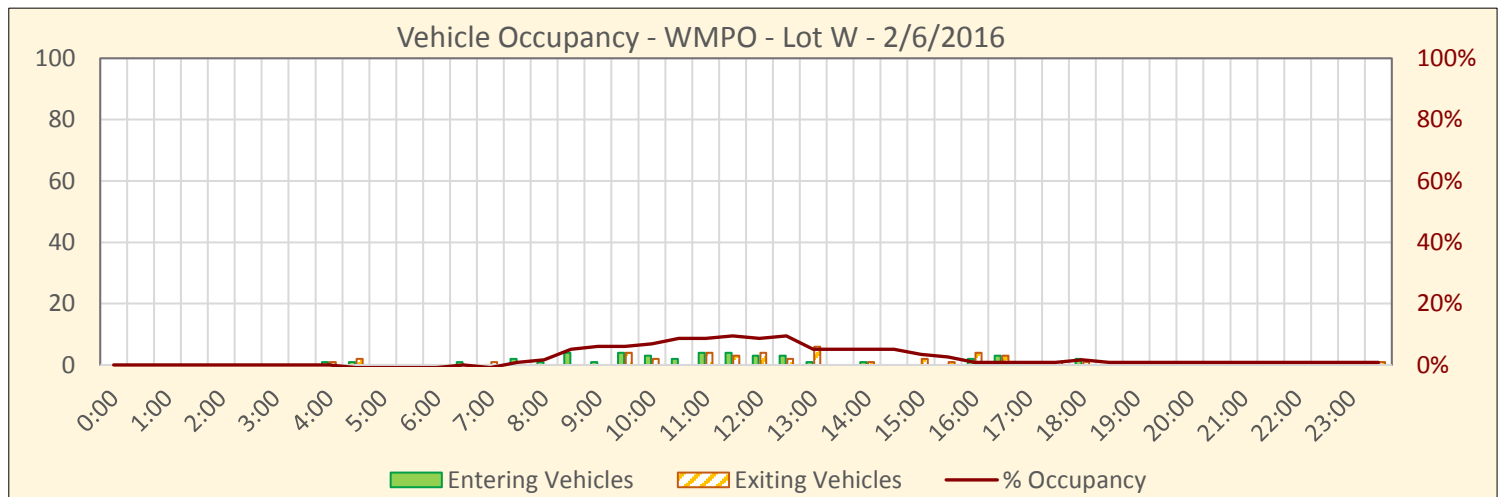
Event Name:	Waste Management Phoenix Open	Lot Name:	W
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	6	Hartford South 2
	#2	7	Hartford South 3
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [6_{IN} + 7_{IN}] - [6_{OUT} + 7_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	1	0	2	2%	16:00	2	4	1	1%
	0:30	0	0	0	0%	8:30	4	0	6	5%	16:30	3	3	1	1%
	1:00	0	0	0	0%	9:00	1	0	7	6%	17:00	0	0	1	1%
	1:30	0	0	0	0%	9:30	4	4	7	6%	17:30	1	1	1	1%
	2:00	0	0	0	0%	10:00	3	2	8	7%	18:00	2	1	2	2%
	2:30	0	0	0	0%	10:30	2	0	10	9%	18:30	0	1	1	1%
	3:00	0	0	0	0%	11:00	4	4	10	9%	19:00	0	0	1	1%
	3:30	0	0	0	0%	11:30	4	3	11	9%	19:30	0	0	1	1%
	4:00	1	1	0	0%	12:00	3	4	10	9%	20:00	0	0	1	1%
	4:30	1	2	-1	-1%	12:30	3	2	11	9%	20:30	0	0	1	1%
	5:00	0	0	-1	-1%	13:00	1	6	6	5%	21:00	0	0	1	1%
	5:30	0	0	-1	-1%	13:30	0	0	6	5%	21:30	0	0	1	1%
	6:00	0	0	-1	-1%	14:00	1	1	6	5%	22:00	0	0	1	1%
	6:30	1	0	0	0%	14:30	0	0	6	5%	22:30	0	0	1	1%
	7:00	0	1	-1	-1%	15:00	0	2	4	3%	23:00	0	0	1	1%
	7:30	2	0	1	1%	15:30	0	1	3	3%	23:30	1	1	1	1%

Maximum	Time	On-Site	% Occupancy
Occupancy	11:30	11	9%

Data Collection Information

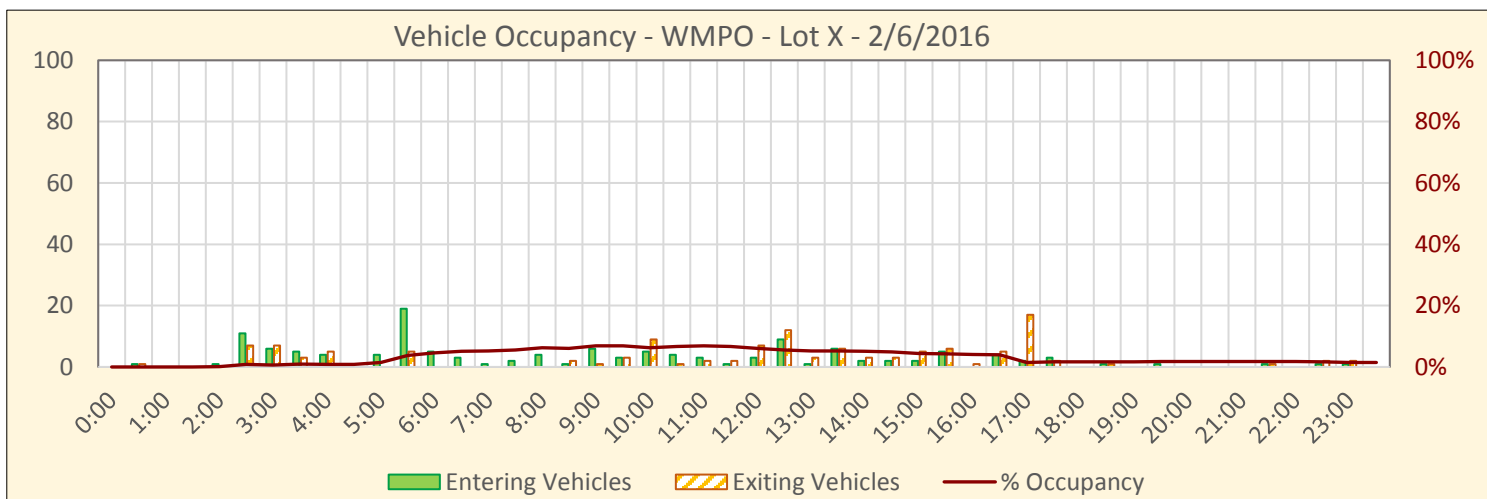
Event Name:	Waste Management Phoenix Open	Lot Name:	X
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	8 Hartford South 4
	#2	9 Hartford South 5
	#3	10 Hartford South 6
	#4	11 Hartford South 7
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [8_{IN} + 9_{IN} + 10_{IN} + 11_{IN}] - [8_{OUT} + 9_{OUT} + 10_{OUT} + 11_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
609	0:00	0	0	0	0%	8:00	4	0	38	6%	16:00	0	1	25	4%
*Excludes Garage Parking	0:30	1	1	0	0%	8:30	1	2	37	6%	16:30	4	5	24	4%
	1:00	0	0	0	0%	9:00	6	1	42	7%	17:00	2	17	9	1%
	1:30	0	0	0	0%	9:30	3	3	42	7%	17:30	3	2	10	2%
	2:00	1	0	1	0%	10:00	5	9	38	6%	18:00	0	0	10	2%
	2:30	11	7	5	1%	10:30	4	1	41	7%	18:30	1	1	10	2%
	3:00	6	7	4	1%	11:00	3	2	42	7%	19:00	0	0	10	2%
	3:30	5	3	6	1%	11:30	1	2	41	7%	19:30	1	0	11	2%
	4:00	4	5	5	1%	12:00	3	7	37	6%	20:00	0	0	11	2%
	4:30	0	0	5	1%	12:30	9	12	34	6%	20:30	0	0	11	2%
	5:00	4	0	9	1%	13:00	1	3	32	5%	21:00	0	0	11	2%
	5:30	19	5	23	4%	13:30	6	6	32	5%	21:30	1	1	11	2%
	6:00	5	0	28	5%	14:00	2	3	31	5%	22:00	0	0	11	2%
	6:30	3	0	31	5%	14:30	2	3	30	5%	22:30	1	2	10	2%
	7:00	1	0	32	5%	15:00	2	5	27	4%	23:00	1	2	9	1%
	7:30	2	0	34	6%	15:30	5	6	26	4%	23:30	0	0	9	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:00	42	7%

Data Collection Information

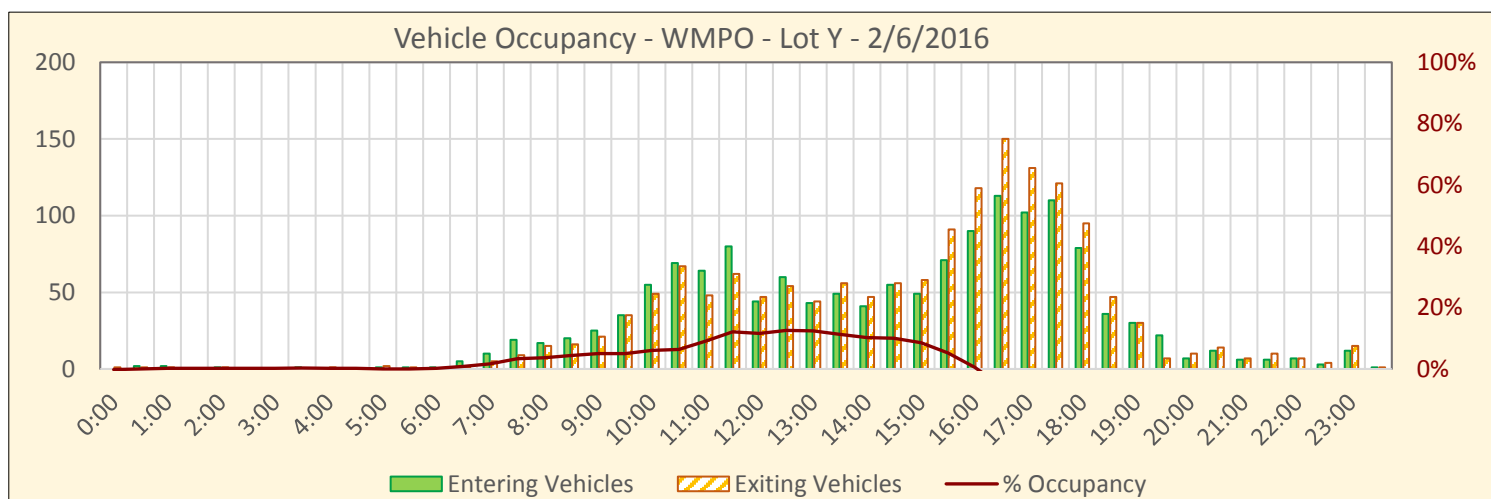
Event Name:	Waste Management Phoenix Open	Lot Name:	Y
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	1 Bell South 2
	#2	2 Bell South 1
	#3	4 Pima Southbound 2
	#4	50 Perimeter East 6
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [1_{IN} + 2_{IN} + 4_{IN} + 50_{IN}] - [1_{OUT} + 2_{OUT} + 4_{OUT} + 50_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
596	0:00	0	1	-1	0%	8:00	17	15	22	4%	16:00	90	118	3	1%
	0:30	2	1	0	0%	8:30	20	16	26	4%	16:30	113	150	-34	-6%
	1:00	2	1	1	0%	9:00	25	21	30	5%	17:00	102	131	-63	-11%
	1:30	0	0	1	0%	9:30	35	35	30	5%	17:30	110	121	-74	-12%
	2:00	1	1	1	0%	10:00	55	49	36	6%	18:00	79	95	-90	-15%
	2:30	0	0	1	0%	10:30	69	67	38	6%	18:30	36	47	-101	-17%
	3:00	0	0	1	0%	11:00	64	48	54	9%	19:00	30	30	-101	-17%
	3:30	1	0	2	0%	11:30	80	62	72	12%	19:30	22	7	-86	-14%
	4:00	0	1	1	0%	12:00	44	47	69	12%	20:00	7	10	-89	-15%
	4:30	0	0	1	0%	12:30	60	54	75	13%	20:30	12	14	-91	-15%
	5:00	1	2	0	0%	13:00	43	44	74	12%	21:00	6	7	-92	-15%
	5:30	1	1	0	0%	13:30	49	56	67	11%	21:30	6	10	-96	-16%
	6:00	1	0	1	0%	14:00	41	47	61	10%	22:00	7	7	-96	-16%
	6:30	5	1	5	1%	14:30	55	56	60	10%	22:30	3	4	-97	-16%
	7:00	10	5	10	2%	15:00	49	58	51	9%	23:00	12	15	-100	-17%
	7:30	19	9	20	3%	15:30	71	91	31	5%	23:30	1	1	-100	-17%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:30	75	13%

Data Collection Information

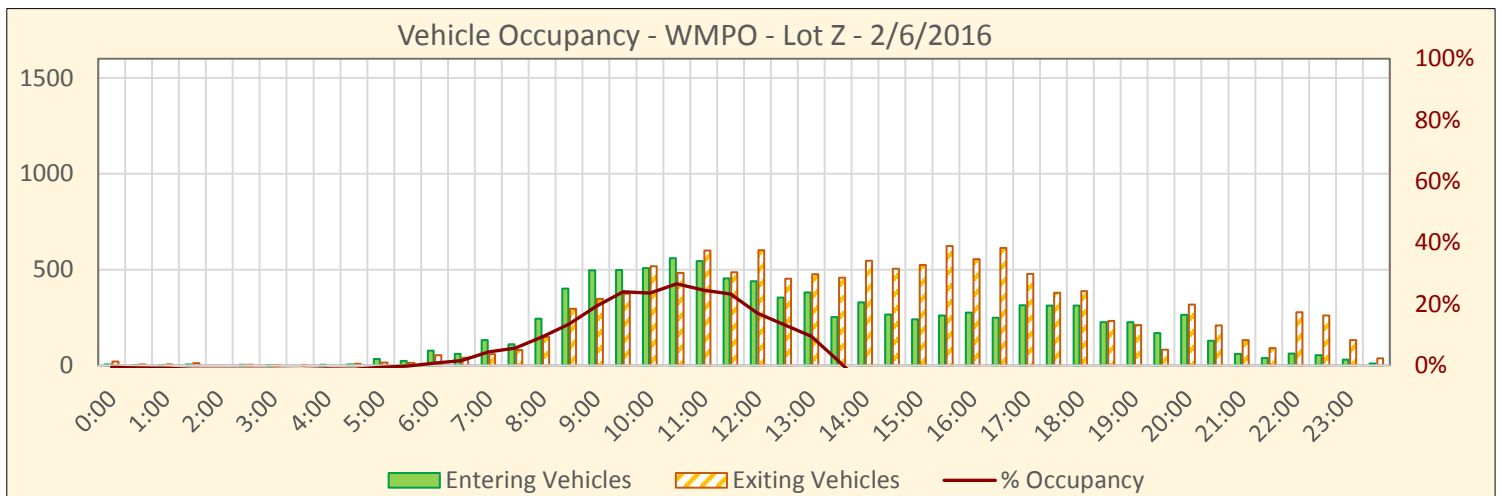
Event Name:	Waste Management Phoenix Open	Lot Name:	Z
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	58 Pima Northbound 1	#10	71 Bell South 6	
	#2	60 90th North of Bahia	#11	73 Bahia North 1	
	#3	61 90th South of Bell	#12	74 Bahia North 2	
	#4	62 91st South of Bell	#13	75 Bahia North 3	
	#5	63 91st North of Bahia	#14	76 Bahia North and South 4	
	#6	64 94th West 1	#15	77 Bahia North 5	
	#7	68 Bell South 3	#16	78 Bahia North 6	
	#8	69 Bell South 4	#17	79 Bahia North 7	
	#9	70 Bell South 5			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [58_{IN} + 60_{IN} + 61_{IN} + 62_{IN} + 63_{IN} + 64_{IN} + 68_{IN} + 69_{IN} + 70_{IN} + 71_{IN} + 73_{IN} + 74_{IN} + 75_{IN} + 76_{IN} + 77_{IN} + 78_{IN} + 79_{IN}] - [58_{OUT} + 60_{OUT} + 61_{OUT} + 62_{OUT} + 63_{OUT} + 64_{OUT} + 68_{OUT} + 69_{OUT} + 70_{OUT} + 71_{OUT} + 73_{OUT} + 74_{OUT} + 75_{OUT} + 76_{OUT} + 77_{OUT} + 78_{OUT} + 79_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,582	0:00	6	21	-15	-1%	8:00	244	148	241	9%	16:00	275	555	-1341	-52%
	0:30	1	6	-20	-1%	8:30	401	295	347	13%	16:30	249	613	-1705	-66%
	1:00	1	6	-25	-1%	9:00	496	347	496	19%	17:00	314	477	-1868	-72%
	1:30	5	12	-32	-1%	9:30	497	374	619	24%	17:30	312	379	-1935	-75%
	2:00	0	0	-32	-1%	10:00	507	517	609	24%	18:00	312	387	-2010	-78%
	2:30	3	3	-32	-1%	10:30	560	482	687	27%	18:30	225	233	-2018	-78%
	3:00	1	2	-33	-1%	11:00	545	599	633	25%	19:00	226	211	-2003	-78%
	3:30	0	1	-34	-1%	11:30	455	486	602	23%	19:30	168	82	-1917	-74%
	4:00	4	0	-30	-1%	12:00	439	601	440	17%	20:00	264	318	-1971	-76%
	4:30	6	9	-33	-1%	12:30	354	452	342	13%	20:30	129	209	-2051	-79%
	5:00	34	16	-15	-1%	13:00	380	476	246	10%	21:00	60	132	-2123	-82%
	5:30	23	13	-5	0%	13:30	253	457	42	2%	21:30	39	90	-2174	-84%
	6:00	77	53	19	1%	14:00	329	546	-175	-7%	22:00	62	277	-2389	-93%
	6:30	61	40	40	2%	14:30	266	505	-414	-16%	22:30	53	261	-2597	-101%
	7:00	132	58	114	4%	15:00	240	524	-698	-27%	23:00	30	132	-2699	-105%
	7:30	111	80	145	6%	15:30	260	623	-1061	-41%	23:30	10	37	-2726	-106%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	619	24%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

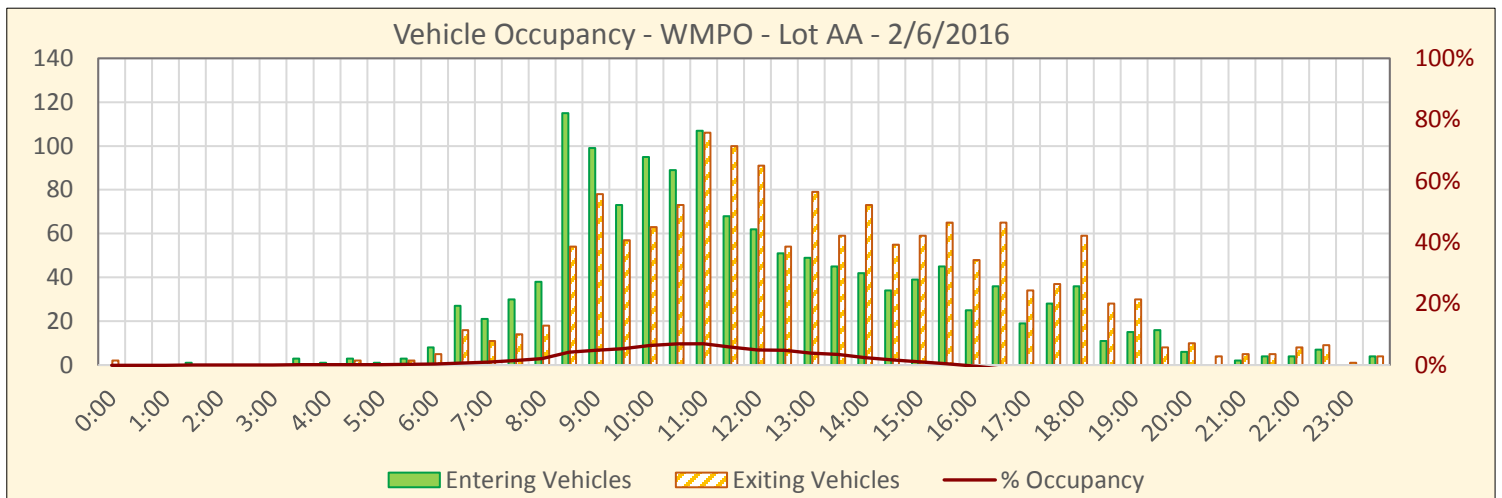
Lot Name: AA

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	59	Pima Northbound 2	#7	85	92nd South of Bahia
	#2	80	Bahia South 1	#8	86	91st South of Bahia
	#3	81	Bahia South 2	#9	87	90th South of Bahia
	#4	82	Bahia South 3	#10	88	Scottsdale Prep Academy (Pickup/Dropoff)
	#5	83	Bahia South 5	#11	76	Bahia North and South 4
11	#6	84	Bahia South 6			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [59_{IN} + 80_{IN} + 81_{IN} + 82_{IN} + 83_{IN} + 84_{IN} + 85_{IN} + 86_{IN} + 87_{IN} + 88_{IN} + 76_{IN}] - [59_{OUT} + 80_{OUT} + 81_{OUT} + 82_{OUT} + 83_{OUT} + 84_{OUT} + 85_{OUT} + 86_{OUT} + 87_{OUT} + 88_{OUT} + 76_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
3,072	0:00	0	2	-2	0%	8:00	38	18	66	2%	16:00	25	48	-10	0%
	0:30	0	0	-2	0%	8:30	115	54	127	4%	16:30	36	65	-39	-1%
	1:00	0	0	-2	0%	9:00	99	78	148	5%	17:00	19	34	-54	-2%
	1:30	1	0	-1	0%	9:30	73	57	164	5%	17:30	28	37	-63	-2%
	2:00	0	0	-1	0%	10:00	95	63	196	6%	18:00	36	59	-86	-3%
	2:30	0	0	-1	0%	10:30	89	73	212	7%	18:30	11	28	-103	-3%
	3:00	0	0	-1	0%	11:00	107	106	213	7%	19:00	15	30	-118	-4%
	3:30	3	0	2	0%	11:30	68	100	181	6%	19:30	16	8	-110	-4%
	4:00	1	0	3	0%	12:00	62	91	152	5%	20:00	6	10	-114	-4%
	4:30	3	2	4	0%	12:30	51	54	149	5%	20:30	0	4	-118	-4%
	5:00	1	0	5	0%	13:00	49	79	119	4%	21:00	2	5	-121	-4%
	5:30	3	2	6	0%	13:30	45	59	105	3%	21:30	4	5	-122	-4%
	6:00	8	5	9	0%	14:00	42	73	74	2%	22:00	4	8	-126	-4%
	6:30	27	16	20	1%	14:30	34	55	53	2%	22:30	7	9	-128	-4%
	7:00	21	11	30	1%	15:00	39	59	33	1%	23:00	0	1	-129	-4%
	7:30	30	14	46	1%	15:30	45	65	13	0%	23:30	4	4	-129	-4%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:00	213	7%

Data Collection Information

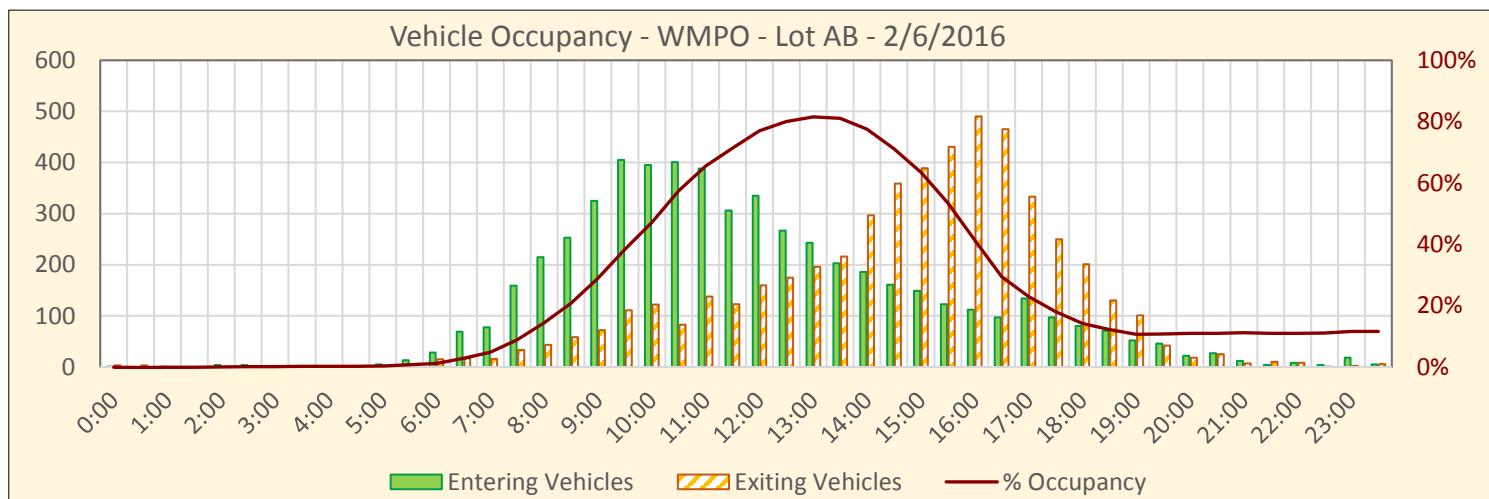
Event Name:	Waste Management Phoenix Open	Lot Name:	AB
Date:	2/6/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data	#1	66 94th West 3
Collection	#2	67 94th West 4
Locations	#3	96 Westworld EB East of Pima
(Driveways)	#4	97 Westworld Grass Field Parking Access
	#5	98 98th and McDowell Mountain Ranch TMC
6	#6	56 94th Street at Bahia

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [66_{IN} + 67_{IN} + 96_{IN} + 97_{IN} + 98_{IN}] - [66_{OUT} + 67_{OUT} + 96_{OUT} + 97_{OUT} + 98_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
3,100	0:00	1	3	-2	0%	8:00	215	43	448	14%	16:00	112	490	1280	41%
*Estimated Capacity for Special Events Only	0:30	0	3	-5	0%	8:30	253	58	643	21%	16:30	97	465	912	29%
	1:00	1	0	-4	0%	9:00	325	72	896	29%	17:00	134	333	713	23%
	1:30	0	0	-4	0%	9:30	405	111	1190	38%	17:30	97	250	560	18%
	2:00	4	0	0	0%	10:00	395	122	1463	47%	18:00	80	201	439	14%
	2:30	4	0	4	0%	10:30	401	83	1781	57%	18:30	71	130	380	12%
	3:00	0	0	4	0%	11:00	388	138	2031	66%	19:00	52	101	331	11%
	3:30	2	0	6	0%	11:30	306	123	2214	71%	19:30	46	42	335	11%
	4:00	0	0	6	0%	12:00	335	160	2389	77%	20:00	22	18	339	11%
	4:30	0	0	6	0%	12:30	267	175	2481	80%	20:30	27	25	341	11%
	5:00	5	0	11	0%	13:00	243	196	2528	82%	21:00	12	7	346	11%
	5:30	13	1	23	1%	13:30	203	216	2515	81%	21:30	4	10	340	11%
	6:00	28	15	36	1%	14:00	186	297	2404	78%	22:00	8	8	340	11%
	6:30	69	17	88	3%	14:30	161	359	2206	71%	22:30	4	1	343	11%
	7:00	78	16	150	5%	15:00	149	389	1966	63%	23:00	18	2	359	12%
	7:30	159	33	276	9%	15:30	123	431	1658	53%	23:30	5	6	358	12%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	2528	82%

Data Collection Information

Event Name: Waste Management Phoenix Open
Date: 2/6/2016
Weekday: Saturday

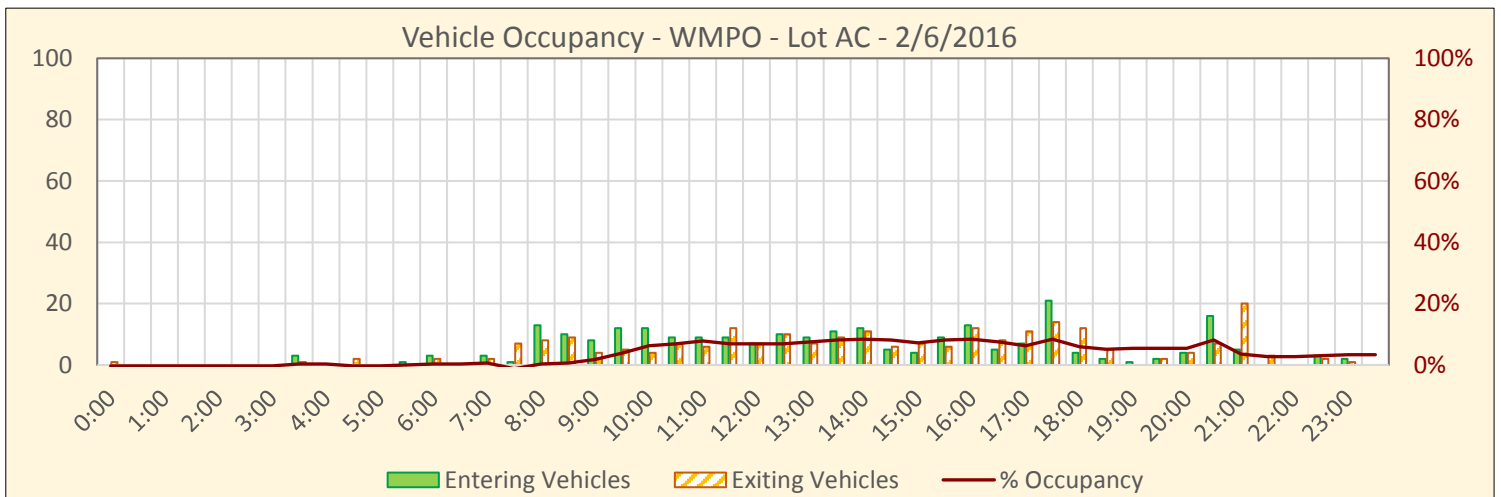
Lot Name: AC

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	72 Bell South 7
	#2	89 98th East 1
	#3	90 100th West 1
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [72_{IN} + 89_{IN} + 90_{IN}] - [72_{OUT} + 89_{OUT} + 90_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
333	0:00	0	1	-1	0%	8:00	13	8	1	0%	16:00	13	12	28	8%
	0:30	0	0	-1	0%	8:30	10	9	2	1%	16:30	5	8	25	8%
	1:00	0	0	-1	0%	9:00	8	4	6	2%	17:00	7	11	21	6%
	1:30	0	0	-1	0%	9:30	12	5	13	4%	17:30	21	14	28	8%
	2:00	0	0	-1	0%	10:00	12	4	21	6%	18:00	4	12	20	6%
	2:30	0	0	-1	0%	10:30	9	7	23	7%	18:30	2	5	17	5%
	3:00	0	0	-1	0%	11:00	9	6	26	8%	19:00	1	0	18	5%
	3:30	3	1	1	0%	11:30	9	12	23	7%	19:30	2	2	18	5%
	4:00	0	0	1	0%	12:00	7	7	23	7%	20:00	4	4	18	5%
	4:30	0	2	-1	0%	12:30	10	10	23	7%	20:30	16	7	27	8%
	5:00	0	0	-1	0%	13:00	9	7	25	8%	21:00	5	20	12	4%
	5:30	1	0	0	0%	13:30	11	9	27	8%	21:30	0	3	9	3%
	6:00	3	2	1	0%	14:00	12	11	28	8%	22:00	0	0	9	3%
	6:30	0	0	1	0%	14:30	5	6	27	8%	22:30	3	2	10	3%
	7:00	3	2	2	1%	15:00	4	7	24	7%	23:00	2	1	11	3%
	7:30	1	7	-4	-1%	15:30	9	6	27	8%	23:30	0	0	11	3%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:00	28	8%

APPENDIX E

PARKING OCCUPANCY DATA SHEETS:

NON-EVENT OPERATION, THURSDAY

Data Collection Information

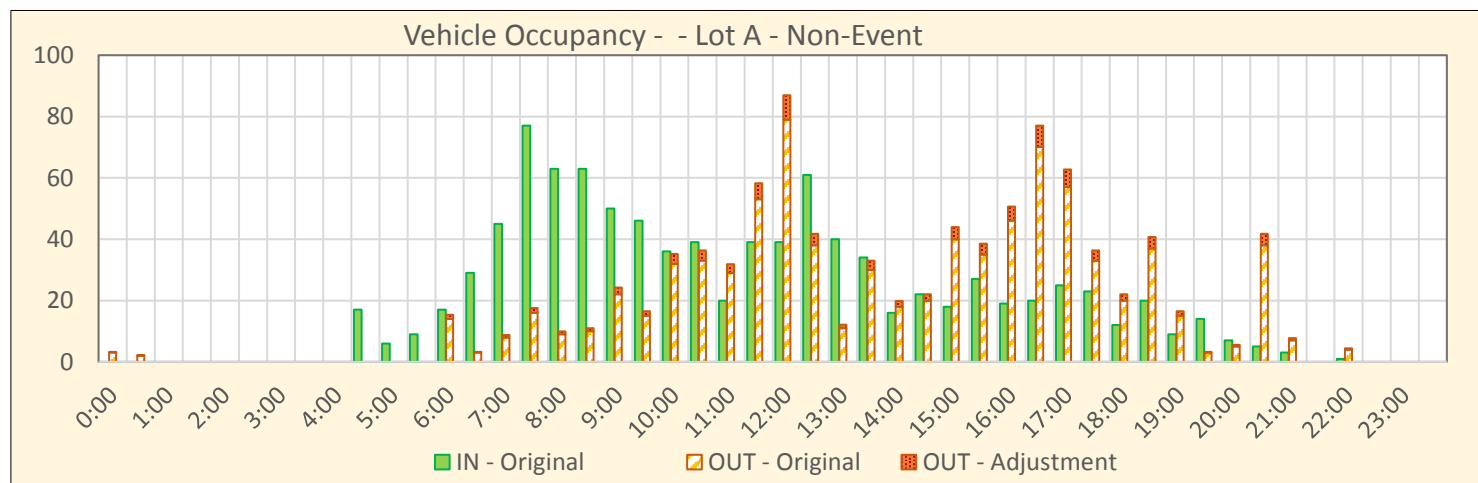
Event Name:	Non-Event	Lot Name:	A
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	93	La Curvada 1
	#2	94	La Curvada 2
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [93_{IN} + 94_{IN}] - [93_{OUT} + 94_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
505	0:00	0	3	-3	-1%	8:00	63	10	203	40%	16:00	19	51	209	41%
	0:30	0	2	-6	-1%	8:30	63	11	255	50%	16:30	20	77	152	30%
	1:00	0	0	-6	-1%	9:00	50	24	280	56%	17:00	25	63	115	23%
	1:30	0	0	-6	-1%	9:30	46	17	310	61%	17:30	23	36	101	20%
	2:00	0	0	-6	-1%	10:00	36	35	311	62%	18:00	12	22	91	18%
	2:30	0	0	-6	-1%	10:30	39	36	313	62%	18:30	20	41	71	14%
	3:00	0	0	-6	-1%	11:00	20	32	301	60%	19:00	9	17	63	13%
	3:30	0	0	-6	-1%	11:30	39	58	282	56%	19:30	14	3	74	15%
	4:00	0	0	-6	-1%	12:00	39	87	234	46%	20:00	7	6	75	15%
	4:30	17	0	12	2%	12:30	61	42	253	50%	20:30	5	42	39	8%
	5:00	6	0	18	3%	13:00	40	12	281	56%	21:00	3	8	34	7%
	5:30	9	0	27	5%	13:30	34	33	282	56%	21:30	0	0	34	7%
	6:00	17	15	28	6%	14:00	16	20	279	55%	22:00	1	4	31	6%
	6:30	29	3	54	11%	14:30	22	22	279	55%	22:30	0	0	31	6%
	7:00	45	9	90	18%	15:00	18	44	253	50%	23:00	0	0	31	6%
	7:30	77	18	149	30%	15:30	27	39	241	48%	23:30	0	0	31	6%

Maximum	Time	On-Site	% Occupancy
Occupancy	10:30	313	62%

Data Collection Information

Event Name: Non-Event
Date: 2/25/2016
Weekday: Thursday

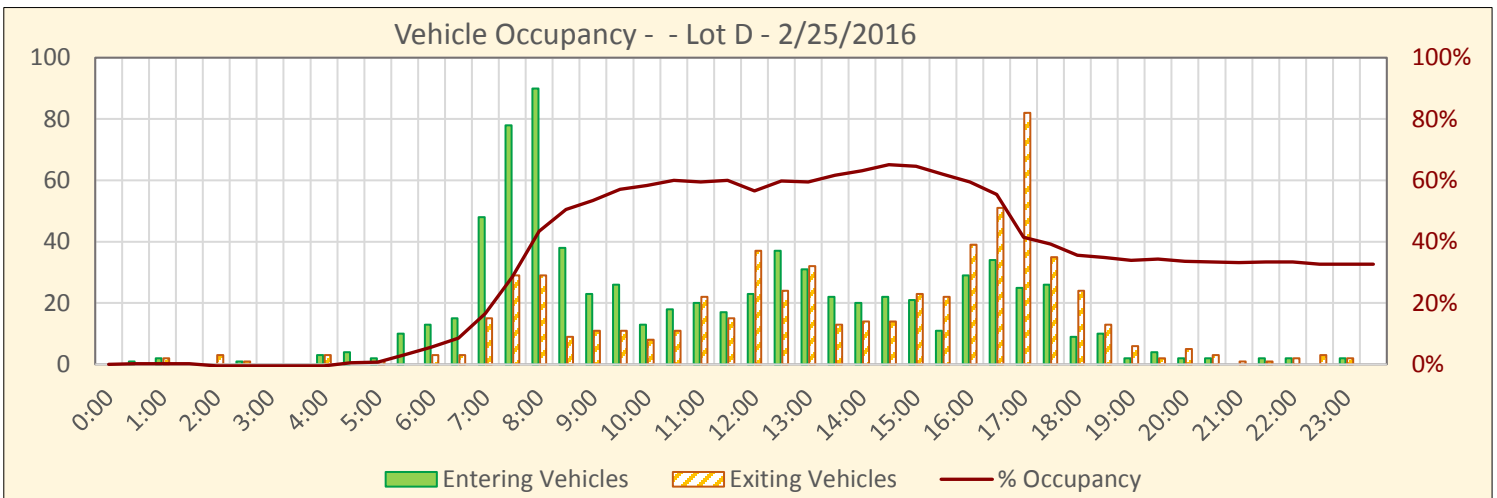
Lot Name: D

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	91 Scottsdale Office Center 1
	#2	92 Scottsdale Office Center 2
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [91_{IN} + 92_{IN}] - [91_{OUT} + 92_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
410	0:00	0	0	0	0%	8:00	90	29	178	43%	16:00	29	39	244	60%
	0:30	1	0	1	0%	8:30	38	9	207	50%	16:30	34	51	227	55%
	1:00	2	2	1	0%	9:00	23	11	219	53%	17:00	25	82	170	41%
	1:30	0	0	1	0%	9:30	26	11	234	57%	17:30	26	35	161	39%
	2:00	0	3	-2	0%	10:00	13	8	239	58%	18:00	9	24	146	36%
	2:30	1	1	-2	0%	10:30	18	11	246	60%	18:30	10	13	143	35%
	3:00	0	0	-2	0%	11:00	20	22	244	60%	19:00	2	6	139	34%
	3:30	0	0	-2	0%	11:30	17	15	246	60%	19:30	4	2	141	34%
	4:00	3	3	-2	0%	12:00	23	37	232	57%	20:00	2	5	138	34%
	4:30	4	0	2	0%	12:30	37	24	245	60%	20:30	2	3	137	33%
	5:00	2	1	3	1%	13:00	31	32	244	60%	21:00	0	1	136	33%
	5:30	10	0	13	3%	13:30	22	13	253	62%	21:30	2	1	137	33%
	6:00	13	3	23	6%	14:00	20	14	259	63%	22:00	2	2	137	33%
	6:30	15	3	35	9%	14:30	22	14	267	65%	22:30	0	3	134	33%
	7:00	48	15	68	17%	15:00	21	23	265	65%	23:00	2	2	134	33%
	7:30	78	29	117	29%	15:30	11	22	254	62%	23:30	0	0	134	33%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:30	267	65%

Data Collection Information

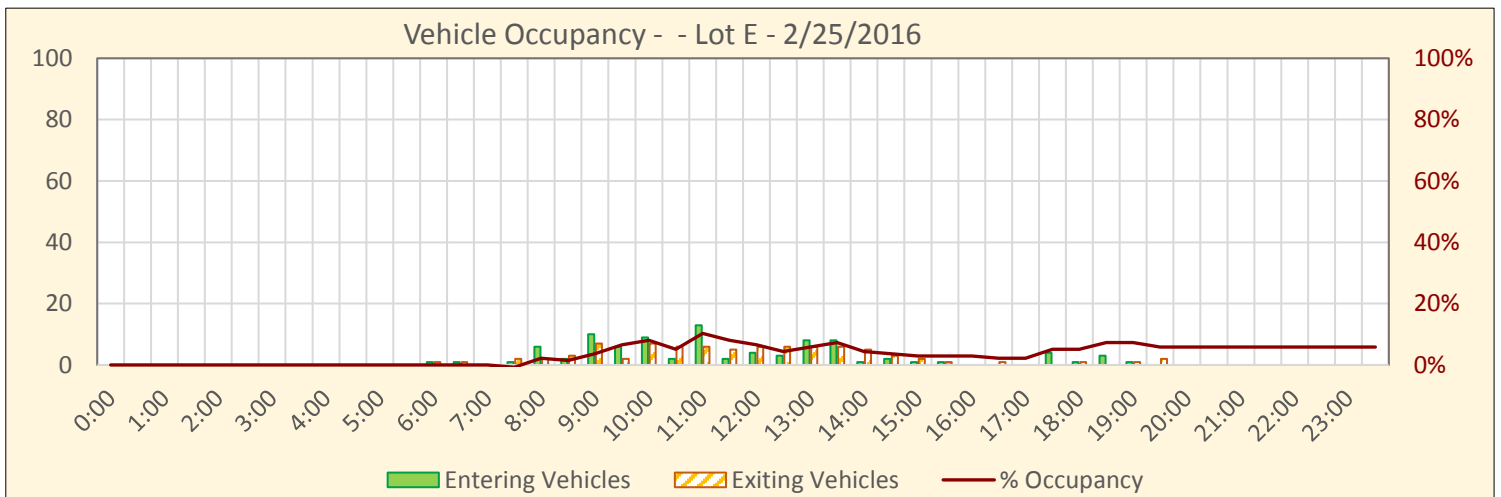
Event Name:	Non-Event	Lot Name:	E
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	39	Princess North

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [39_{IN}] - [39_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
136	0:00	0	0	0	0%	8:00	6	2	3	2%	16:00	0	0	4	3%
	0:30	0	0	0	0%	8:30	2	3	2	1%	16:30	0	1	3	2%
	1:00	0	0	0	0%	9:00	10	7	5	4%	17:00	0	0	3	2%
	1:30	0	0	0	0%	9:30	6	2	9	7%	17:30	4	0	7	5%
	2:00	0	0	0	0%	10:00	9	7	11	8%	18:00	1	1	7	5%
	2:30	0	0	0	0%	10:30	2	6	7	5%	18:30	3	0	10	7%
	3:00	0	0	0	0%	11:00	13	6	14	10%	19:00	1	1	10	7%
	3:30	0	0	0	0%	11:30	2	5	11	8%	19:30	0	2	8	6%
	4:00	0	0	0	0%	12:00	4	6	9	7%	20:00	0	0	8	6%
	4:30	0	0	0	0%	12:30	3	6	6	4%	20:30	0	0	8	6%
	5:00	0	0	0	0%	13:00	8	6	8	6%	21:00	0	0	8	6%
	5:30	0	0	0	0%	13:30	8	6	10	7%	21:30	0	0	8	6%
	6:00	1	1	0	0%	14:00	1	5	6	4%	22:00	0	0	8	6%
	6:30	1	1	0	0%	14:30	2	3	5	4%	22:30	0	0	8	6%
	7:00	0	0	0	0%	15:00	1	2	4	3%	23:00	0	0	8	6%
	7:30	1	2	-1	-1%	15:30	1	1	4	3%	23:30	0	0	8	6%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:00	14	10%

Data Collection Information

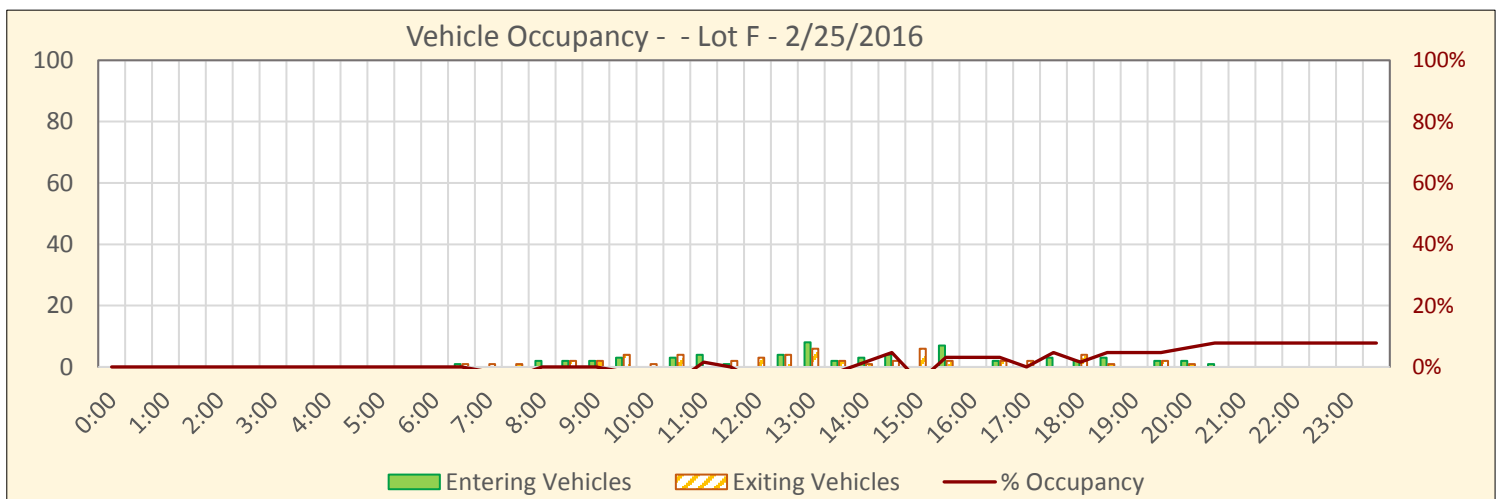
Event Name:	Non-Event	Lot Name:	F
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	32	82nd Street West 1

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [32_{IN}] - [32_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
64	0:00	0	0	0	0%	8:00	2	0	0	0%	16:00	0	0	2	3%
	0:30	0	0	0	0%	8:30	2	2	0	0%	16:30	2	2	2	3%
	1:00	0	0	0	0%	9:00	2	2	0	0%	17:00	0	2	0	0%
	1:30	0	0	0	0%	9:30	3	4	-1	-2%	17:30	3	0	3	5%
	2:00	0	0	0	0%	10:00	0	1	-2	-3%	18:00	2	4	1	2%
	2:30	0	0	0	0%	10:30	3	4	-3	-5%	18:30	3	1	3	5%
	3:00	0	0	0	0%	11:00	4	0	1	2%	19:00	0	0	3	5%
	3:30	0	0	0	0%	11:30	1	2	0	0%	19:30	2	2	3	5%
	4:00	0	0	0	0%	12:00	0	3	-3	-5%	20:00	2	1	4	6%
	4:30	0	0	0	0%	12:30	4	4	-3	-5%	20:30	1	0	5	8%
	5:00	0	0	0	0%	13:00	8	6	-1	-2%	21:00	0	0	5	8%
	5:30	0	0	0	0%	13:30	2	2	-1	-2%	21:30	0	0	5	8%
	6:00	0	0	0	0%	14:00	3	1	1	2%	22:00	0	0	5	8%
	6:30	1	1	0	0%	14:30	4	2	3	5%	22:30	0	0	5	8%
	7:00	0	1	-1	-2%	15:00	0	6	-3	-5%	23:00	0	0	5	8%
	7:30	0	1	-2	-3%	15:30	7	2	2	3%	23:30	0	0	5	8%

Maximum Occupancy	Time	On-Site	% Occupancy
	20:30	5	8%

Data Collection Information

Event Name: Non-Event
Date: 2/25/2016
Weekday: Thursday

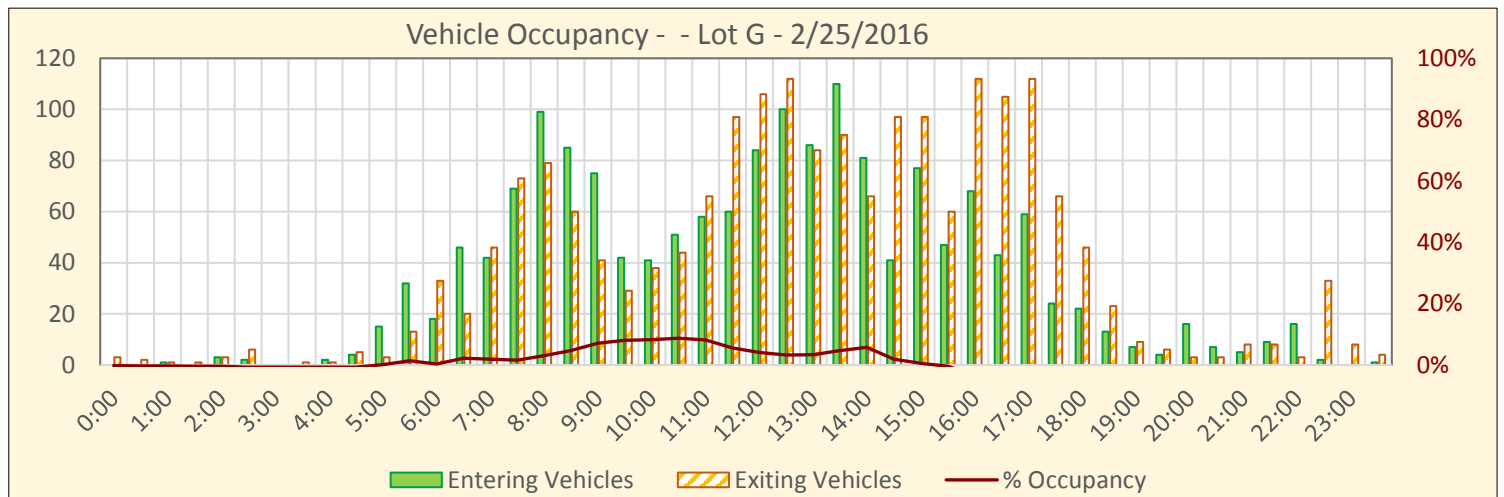
Lot Name: G

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	28 82nd Street East 1	#7	53	Perimeter West 3
	#2	29 82nd Street East 2			
	#3	41 83rd - Pacesetter North of Princess			
	#4	42 83rd - Pacesetter West of Princess			
	#5	51 Perimeter West 1			
	#6	52 Perimeter West 2			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [28_{IN} + 29_{IN} + 41_{IN} + 42_{IN} + 51_{IN} + 52_{IN} + 53_{IN}] - [28_{OUT} + 29_{OUT} + 41_{OUT} + 42_{OUT} + 51_{OUT} + 52_{OUT} + 53_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,432	0:00	0	3	-3	0%	8:00	99	79	43	3%	16:00	68	112	-50	-3%
	0:30	0	2	-5	0%	8:30	85	60	68	5%	16:30	43	105	-112	-8%
	1:00	1	1	-5	0%	9:00	75	41	102	7%	17:00	59	112	-165	-12%
	1:30	0	1	-6	0%	9:30	42	29	115	8%	17:30	24	66	-207	-14%
	2:00	3	3	-6	0%	10:00	41	38	118	8%	18:00	22	46	-231	-16%
	2:30	2	6	-10	-1%	10:30	51	44	125	9%	18:30	13	23	-241	-17%
	3:00	0	0	-10	-1%	11:00	58	66	117	8%	19:00	7	9	-243	-17%
	3:30	0	1	-11	-1%	11:30	60	97	80	6%	19:30	4	6	-245	-17%
	4:00	2	1	-10	-1%	12:00	84	106	58	4%	20:00	16	3	-232	-16%
	4:30	4	5	-11	-1%	12:30	100	112	46	3%	20:30	7	3	-228	-16%
	5:00	15	3	1	0%	13:00	86	84	48	3%	21:00	5	8	-231	-16%
	5:30	32	13	20	1%	13:30	110	90	68	5%	21:30	9	8	-230	-16%
	6:00	18	33	5	0%	14:00	81	66	83	6%	22:00	16	3	-217	-15%
	6:30	46	20	31	2%	14:30	41	97	27	2%	22:30	2	33	-248	-17%
	7:00	42	46	27	2%	15:00	77	97	7	0%	23:00	0	8	-256	-18%
	7:30	69	73	23	2%	15:30	47	60	-6	0%	23:30	1	4	-259	-18%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	125	9%

Data Collection Information

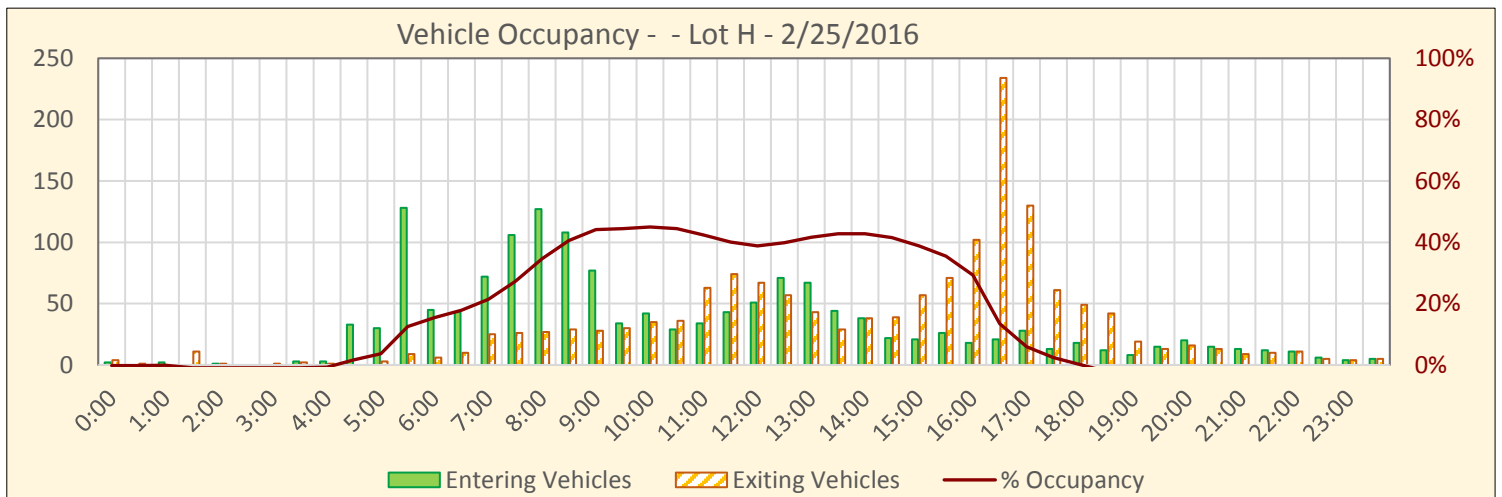
Event Name:	Non-Event	Lot Name:	H
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	40 Princess North 2
	#2	43 85th East of Perimeter
	#3	44 St. John East of Perimeter
	#4	45 Perimeter East 1
	#5	46 Perimeter East 2
5		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [40_{IN} + 43_{IN} + 44_{IN} + 45_{IN} + 46_{IN}] - [40_{OUT} + 43_{OUT} + 44_{OUT} + 45_{OUT} + 46_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
1,349	0:00	2	4	-2	0%	8:00	127	27	468	35%	16:00	18	102	395	29%
	0:30	0	1	-3	0%	8:30	108	29	547	41%	16:30	21	234	182	13%
	1:00	2	0	-1	0%	9:00	77	28	596	44%	17:00	28	130	80	6%
	1:30	0	11	-12	-1%	9:30	34	30	600	44%	17:30	13	61	32	2%
	2:00	1	1	-12	-1%	10:00	42	35	607	45%	18:00	18	49	1	0%
	2:30	0	0	-12	-1%	10:30	29	36	600	44%	18:30	12	42	-29	-2%
	3:00	0	1	-13	-1%	11:00	34	63	571	42%	19:00	8	19	-40	-3%
	3:30	3	2	-12	-1%	11:30	43	74	540	40%	19:30	15	13	-38	-3%
	4:00	3	1	-10	-1%	12:00	51	67	524	39%	20:00	20	16	-34	-3%
	4:30	33	0	23	2%	12:30	71	57	538	40%	20:30	15	13	-32	-2%
	5:00	30	3	50	4%	13:00	67	43	562	42%	21:00	13	9	-28	-2%
	5:30	128	9	169	13%	13:30	44	29	577	43%	21:30	12	10	-26	-2%
	6:00	45	6	208	15%	14:00	38	38	577	43%	22:00	11	11	-26	-2%
	6:30	43	10	241	18%	14:30	22	39	560	42%	22:30	6	5	-25	-2%
	7:00	72	25	288	21%	15:00	21	57	524	39%	23:00	4	4	-25	-2%
	7:30	106	26	368	27%	15:30	26	71	479	36%	23:30	5	5	-25	-2%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	607	45%

Data Collection Information

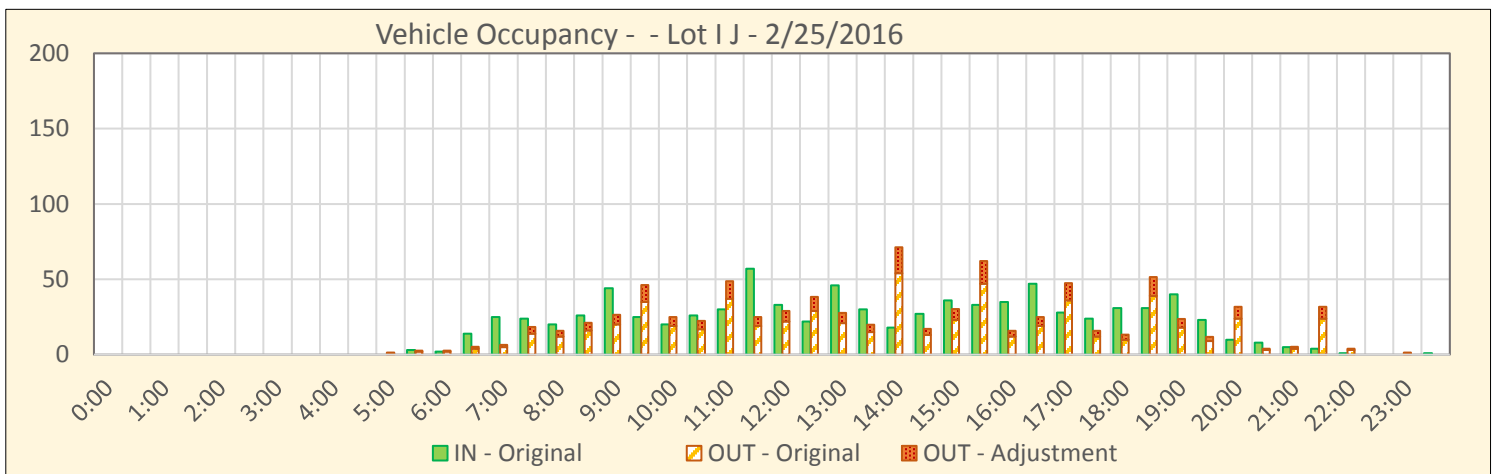
Event Name:	Non-Event	Lot Name:	I J
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	33 82nd Street West 2
	#2	34 82nd Street West 3
	#3	37 Princess South 1
	#4	101 Bell North 1
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [33_{IN} + 34_{IN} + 37_{IN} + 101_{IN}] - [33_{OUT} + 34_{OUT} + 37_{OUT} + 101_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
399	0:00	0	0	0	0%	8:00	20	16	35	9%	16:00	35	16	17	4%
	0:30	0	0	0	0%	8:30	26	21	40	10%	16:30	47	25	38	10%
	1:00	0	0	0	0%	9:00	44	26	58	14%	17:00	28	48	19	5%
	1:30	0	0	0	0%	9:30	25	46	36	9%	17:30	24	16	27	7%
	2:00	0	0	0	0%	10:00	20	25	31	8%	18:00	31	13	45	11%
	2:30	0	0	0	0%	10:30	26	22	35	9%	18:30	31	51	24	6%
	3:00	0	0	0	0%	11:00	30	49	16	4%	19:00	40	24	41	10%
	3:30	0	0	0	0%	11:30	57	25	48	12%	19:30	23	12	52	13%
	4:00	0	0	0	0%	12:00	33	29	52	13%	20:00	10	32	30	8%
	4:30	0	0	0	0%	12:30	22	38	36	9%	20:30	8	4	34	9%
	5:00	0	1	-1	0%	13:00	46	28	54	14%	21:00	5	5	34	8%
	5:30	3	3	-1	0%	13:30	30	20	64	16%	21:30	4	32	6	2%
	6:00	2	3	-2	0%	14:00	18	71	11	3%	22:00	1	4	3	1%
	6:30	14	5	7	2%	14:30	27	17	21	5%	22:30	0	0	3	1%
	7:00	25	7	26	6%	15:00	36	30	26	7%	23:00	0	1	2	0%
	7:30	24	18	31	8%	15:30	33	62	-3	-1%	23:30	1	0	3	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	64	16%

Data Collection Information

Event Name: Non-Event
Date: 2/25/2016
Weekday: Thursday

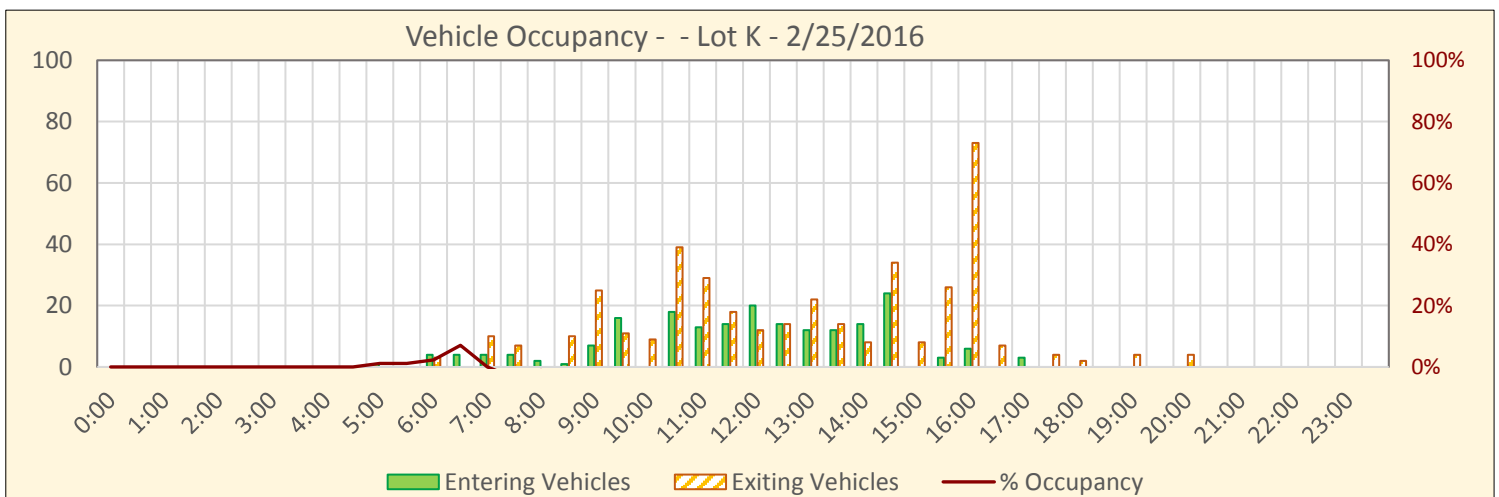
Lot Name: K

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	19
		Hartford West 1
1		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [19_{IN}] - [19_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
85	0:00	0	0	0	0%	8:00	2	0	-1	-1%	16:00	6	73	-179	-211%
	0:30	0	0	0	0%	8:30	1	10	-10	-12%	16:30	0	7	-186	-219%
	1:00	0	0	0	0%	9:00	7	25	-28	-33%	17:00	3	0	-183	-215%
	1:30	0	0	0	0%	9:30	16	11	-23	-27%	17:30	0	4	-187	-220%
	2:00	0	0	0	0%	10:00	0	9	-32	-38%	18:00	0	2	-189	-222%
	2:30	0	0	0	0%	10:30	18	39	-53	-62%	18:30	0	0	-189	-222%
	3:00	0	0	0	0%	11:00	13	29	-69	-81%	19:00	0	4	-193	-227%
	3:30	0	0	0	0%	11:30	14	18	-73	-86%	19:30	0	0	-193	-227%
	4:00	0	0	0	0%	12:00	20	12	-65	-76%	20:00	0	4	-197	-232%
	4:30	0	0	0	0%	12:30	14	14	-65	-76%	20:30	0	0	-197	-232%
	5:00	1	0	1	1%	13:00	12	22	-75	-88%	21:00	0	0	-197	-232%
	5:30	0	0	1	1%	13:30	12	14	-77	-91%	21:30	0	0	-197	-232%
	6:00	4	3	2	2%	14:00	14	8	-71	-84%	22:00	0	0	-197	-232%
	6:30	4	0	6	7%	14:30	24	34	-81	-95%	22:30	0	0	-197	-232%
	7:00	4	10	0	0%	15:00	0	8	-89	-105%	23:00	0	0	-197	-232%
	7:30	4	7	-3	-4%	15:30	3	26	-112	-132%	23:30	0	0	-197	-232%

Maximum Occupancy	Time	On-Site	% Occupancy
	6:30	6	7%

Data Collection Information

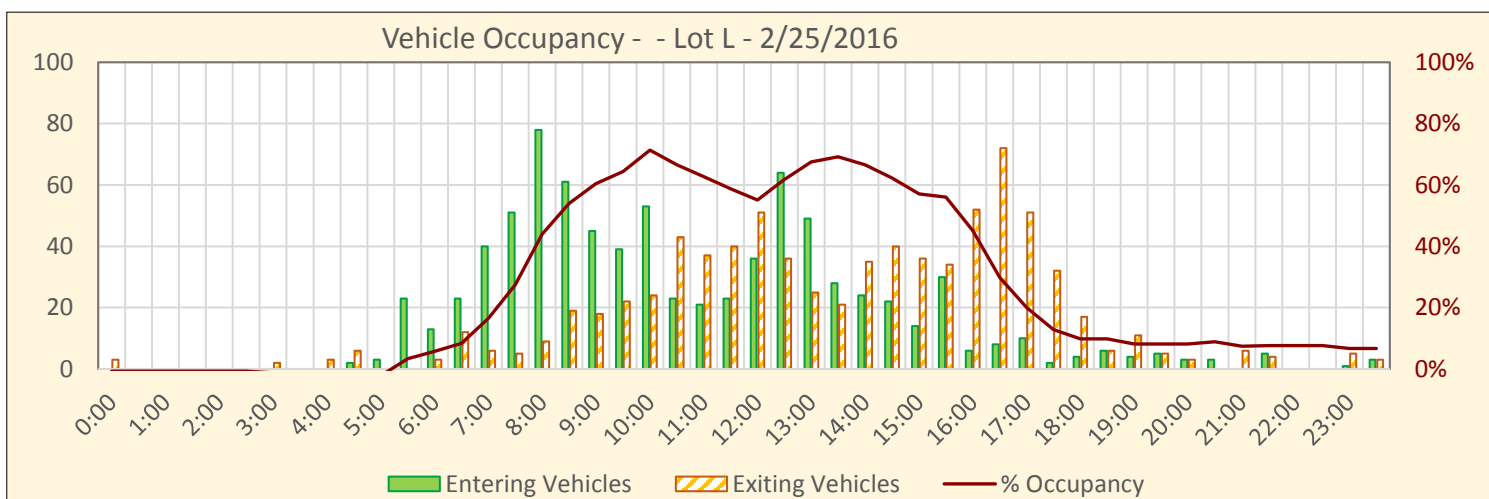
Event Name:	Non-Event	Lot Name:	L
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	12 Hartford North 1
	#2	54 Perimeter West 4
	#3	55 Perimeter West 5
	3	

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [12_{IN} + 54_{IN} + 55_{IN}] - [12_{OUT} + 54_{OUT} + 55_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
419	0:00	0	3	-3	-1%	8:00	78	9	184	44%	16:00	6	52	189	45%
	0:30	0	0	-3	-1%	8:30	61	19	226	54%	16:30	8	72	125	30%
	1:00	0	0	-3	-1%	9:00	45	18	253	60%	17:00	10	51	84	20%
	1:30	0	0	-3	-1%	9:30	39	22	270	64%	17:30	2	32	54	13%
	2:00	0	0	-3	-1%	10:00	53	24	299	71%	18:00	4	17	41	10%
	2:30	0	0	-3	-1%	10:30	23	43	279	67%	18:30	6	6	41	10%
	3:00	0	2	-5	-1%	11:00	21	37	263	63%	19:00	4	11	34	8%
	3:30	0	0	-5	-1%	11:30	23	40	246	59%	19:30	5	5	34	8%
	4:00	0	3	-8	-2%	12:00	36	51	231	55%	20:00	3	3	34	8%
	4:30	2	6	-12	-3%	12:30	64	36	259	62%	20:30	3	0	37	9%
	5:00	3	0	-9	-2%	13:00	49	25	283	68%	21:00	0	6	31	7%
	5:30	23	0	14	3%	13:30	28	21	290	69%	21:30	5	4	32	8%
	6:00	13	3	24	6%	14:00	24	35	279	67%	22:00	0	0	32	8%
	6:30	23	12	35	8%	14:30	22	40	261	62%	22:30	0	0	32	8%
	7:00	40	6	69	16%	15:00	14	36	239	57%	23:00	1	5	28	7%
	7:30	51	5	115	27%	15:30	30	34	235	56%	23:30	3	3	28	7%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	299	71%

Data Collection Information

Event Name: Non-Event
Date: 2/25/2016
Weekday: Thursday

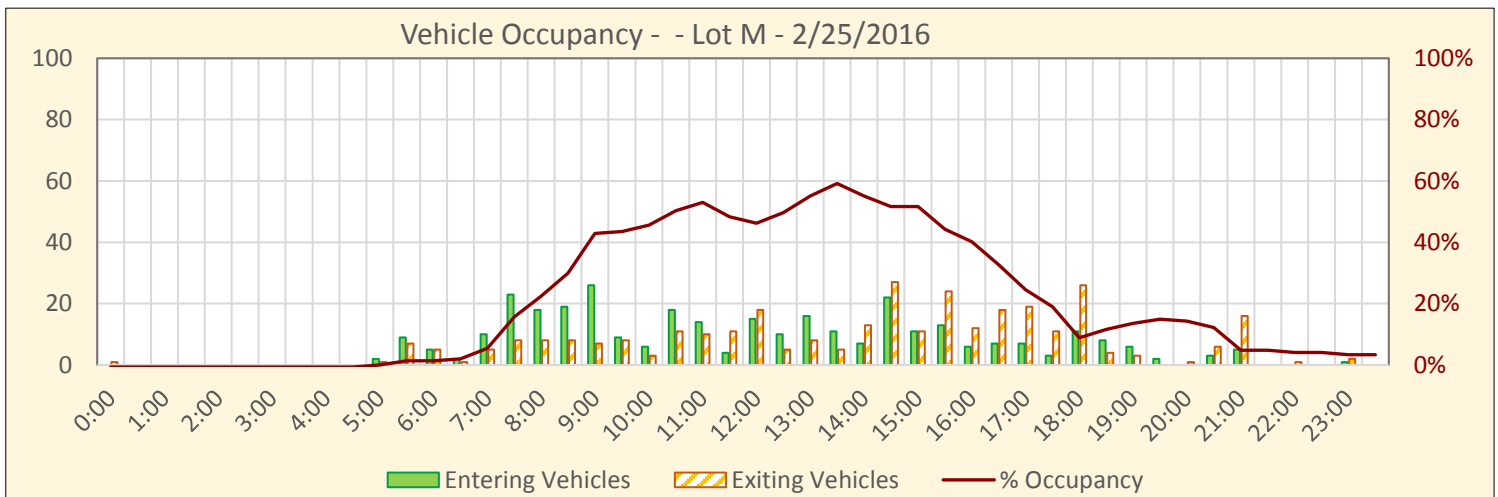
Lot Name: M

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	20 Hartford West 2
	#2	21 Hartford West 3
	#3	30 82nd Street East 3
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [20_{IN} + 21_{IN} + 30_{IN}] - [20_{OUT} + 21_{OUT} + 30_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
147	0:00	0	1	-1	-1%	8:00	18	8	33	22%	16:00	6	12	59	40%
	0:30	0	0	-1	-1%	8:30	19	8	44	30%	16:30	7	18	48	33%
	1:00	0	0	-1	-1%	9:00	26	7	63	43%	17:00	7	19	36	24%
	1:30	0	0	-1	-1%	9:30	9	8	64	44%	17:30	3	11	28	19%
	2:00	0	0	-1	-1%	10:00	6	3	67	46%	18:00	11	26	13	9%
	2:30	0	0	-1	-1%	10:30	18	11	74	50%	18:30	8	4	17	12%
	3:00	0	0	-1	-1%	11:00	14	10	78	53%	19:00	6	3	20	14%
	3:30	0	0	-1	-1%	11:30	4	11	71	48%	19:30	2	0	22	15%
	4:00	0	0	-1	-1%	12:00	15	18	68	46%	20:00	0	1	21	14%
	4:30	0	0	-1	-1%	12:30	10	5	73	50%	20:30	3	6	18	12%
	5:00	2	1	0	0%	13:00	16	8	81	55%	21:00	5	16	7	5%
	5:30	9	7	2	1%	13:30	11	5	87	59%	21:30	0	0	7	5%
	6:00	5	5	2	1%	14:00	7	13	81	55%	22:00	0	1	6	4%
	6:30	2	1	3	2%	14:30	22	27	76	52%	22:30	0	0	6	4%
	7:00	10	5	8	5%	15:00	11	11	76	52%	23:00	1	2	5	3%
	7:30	23	8	23	16%	15:30	13	24	65	44%	23:30	0	0	5	3%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	87	59%

Data Collection Information

Event Name: Non-Event
Date: 2/25/2016
Weekday: Thursday

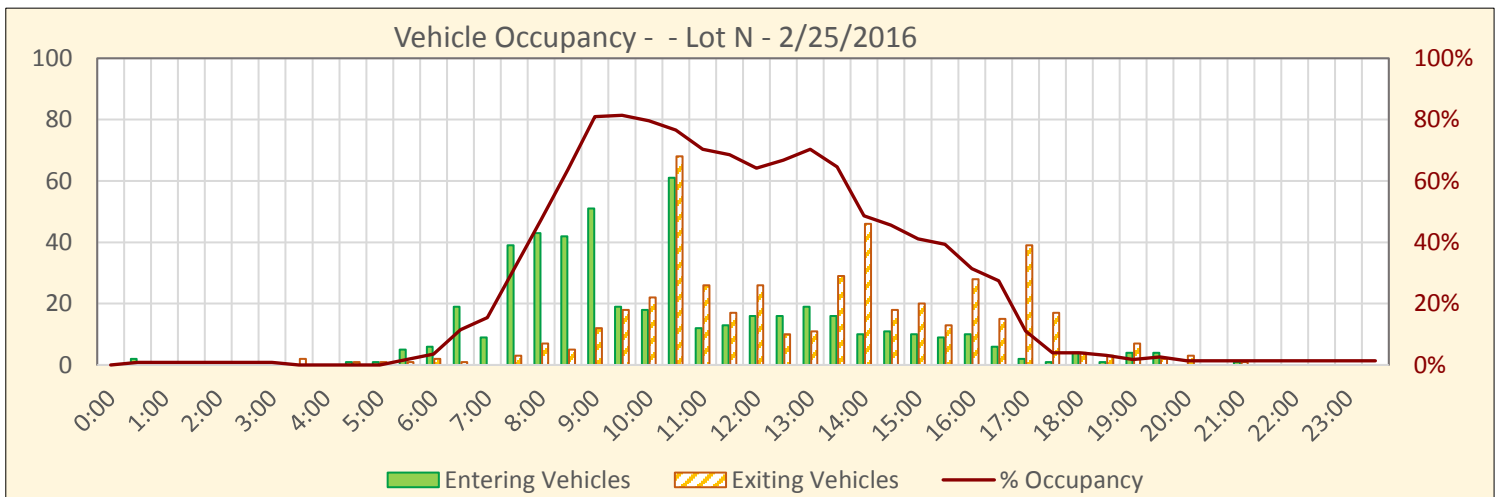
Lot Name: N

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	13 Hartford North 2
	#2	14 Hartford North 3
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [13_{IN} + 14_{IN}] - [13_{OUT} + 14_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
226	0:00	0	0	0	0%	8:00	43	7	107	47%	16:00	10	28	71	31%
	0:30	2	0	2	1%	8:30	42	5	144	64%	16:30	6	15	62	27%
	1:00	0	0	2	1%	9:00	51	12	183	81%	17:00	2	39	25	11%
	1:30	0	0	2	1%	9:30	19	18	184	81%	17:30	1	17	9	4%
	2:00	0	0	2	1%	10:00	18	22	180	80%	18:00	4	4	9	4%
	2:30	0	0	2	1%	10:30	61	68	173	77%	18:30	1	3	7	3%
	3:00	0	0	2	1%	11:00	12	26	159	70%	19:00	4	7	4	2%
	3:30	0	2	0	0%	11:30	13	17	155	69%	19:30	4	2	6	3%
	4:00	0	0	0	0%	12:00	16	26	145	64%	20:00	0	3	3	1%
	4:30	1	1	0	0%	12:30	16	10	151	67%	20:30	0	0	3	1%
	5:00	1	1	0	0%	13:00	19	11	159	70%	21:00	1	1	3	1%
	5:30	5	1	4	2%	13:30	16	29	146	65%	21:30	0	0	3	1%
	6:00	6	2	8	4%	14:00	10	46	110	49%	22:00	0	0	3	1%
	6:30	19	1	26	12%	14:30	11	18	103	46%	22:30	0	0	3	1%
	7:00	9	0	35	15%	15:00	10	20	93	41%	23:00	0	0	3	1%
	7:30	39	3	71	31%	15:30	9	13	89	39%	23:30	0	0	3	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	184	81%

Data Collection Information

Event Name: Non-Event
Date: 2/24/2016
Weekday: Wednesday

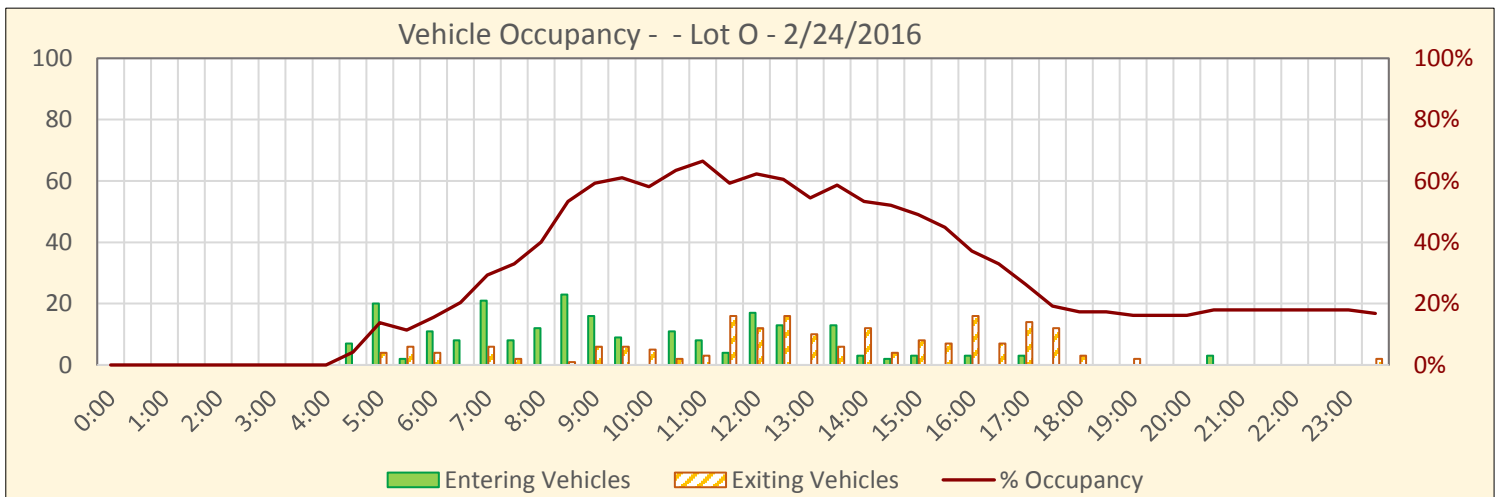
Lot Name: O

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	56	Perimeter West 6

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [56_{IN}] - [56_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
167	0:00	0	0	0	0%	8:00	12	0	67	40%	16:00	3	16	62	37%
	0:30	0	0	0	0%	8:30	23	1	89	53%	16:30	0	7	55	33%
	1:00	0	0	0	0%	9:00	16	6	99	59%	17:00	3	14	44	26%
	1:30	0	0	0	0%	9:30	9	6	102	61%	17:30	0	12	32	19%
	2:00	0	0	0	0%	10:00	0	5	97	58%	18:00	0	3	29	17%
	2:30	0	0	0	0%	10:30	11	2	106	63%	18:30	0	0	29	17%
	3:00	0	0	0	0%	11:00	8	3	111	66%	19:00	0	2	27	16%
	3:30	0	0	0	0%	11:30	4	16	99	59%	19:30	0	0	27	16%
	4:00	0	0	0	0%	12:00	17	12	104	62%	20:00	0	0	27	16%
	4:30	7	0	7	4%	12:30	13	16	101	60%	20:30	3	0	30	18%
	5:00	20	4	23	14%	13:00	0	10	91	54%	21:00	0	0	30	18%
	5:30	2	6	19	11%	13:30	13	6	98	59%	21:30	0	0	30	18%
	6:00	11	4	26	16%	14:00	3	12	89	53%	22:00	0	0	30	18%
	6:30	8	0	34	20%	14:30	2	4	87	52%	22:30	0	0	30	18%
	7:00	21	6	49	29%	15:00	3	8	82	49%	23:00	0	0	30	18%
	7:30	8	2	55	33%	15:30	0	7	75	45%	23:30	0	2	28	17%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:00	111	66%

Data Collection Information

Event Name: Non-Event
Date: 2/25/2016
Weekday: Thursday

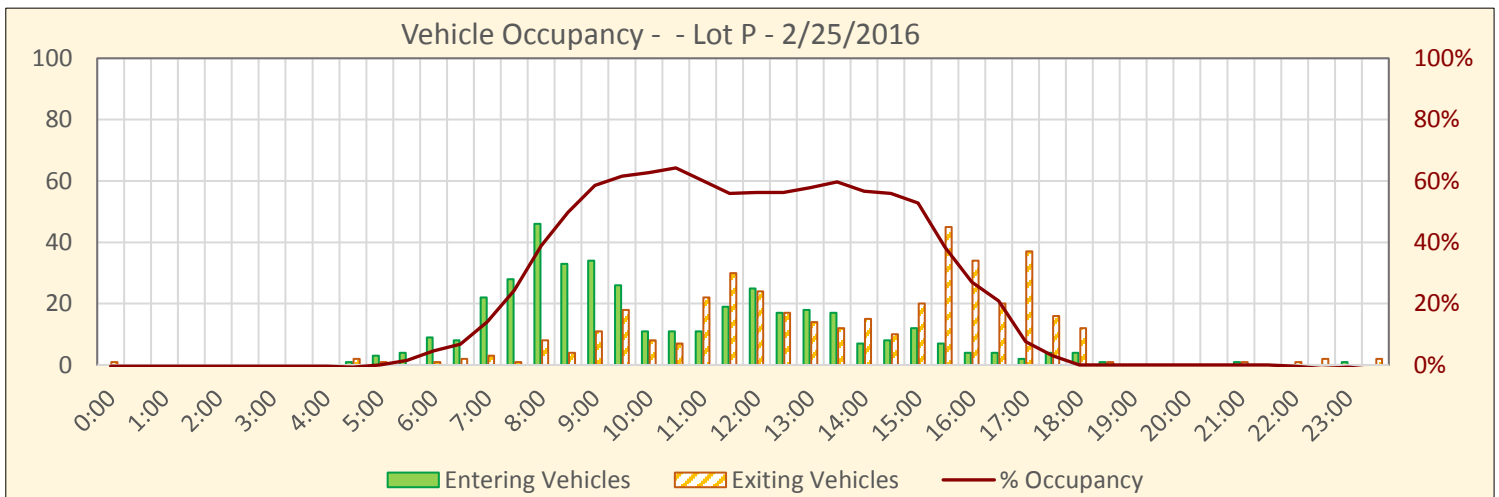
Lot Name: P

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	22 Hartford West 4
	#2	31 82nd Street East 4
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [22_{IN} + 31_{IN}] - [22_{OUT} + 31_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
263	0:00	0	1	-1	0%	8:00	46	8	102	39%	16:00	4	34	71	27%
*Excludes Garage Parking	0:30	0	0	-1	0%	8:30	33	4	131	50%	16:30	4	20	55	21%
	1:00	0	0	-1	0%	9:00	34	11	154	59%	17:00	2	37	20	8%
	1:30	0	0	-1	0%	9:30	26	18	162	62%	17:30	4	16	8	3%
	2:00	0	0	-1	0%	10:00	11	8	165	63%	18:00	4	12	0	0%
	2:30	0	0	-1	0%	10:30	11	7	169	64%	18:30	1	1	0	0%
	3:00	0	0	-1	0%	11:00	11	22	158	60%	19:00	0	0	0	0%
	3:30	0	0	-1	0%	11:30	19	30	147	56%	19:30	0	0	0	0%
	4:00	0	0	-1	0%	12:00	25	24	148	56%	20:00	0	0	0	0%
	4:30	1	2	-2	-1%	12:30	17	17	148	56%	20:30	0	0	0	0%
	5:00	3	1	0	0%	13:00	18	14	152	58%	21:00	1	1	0	0%
	5:30	4	0	4	2%	13:30	17	12	157	60%	21:30	0	0	0	0%
	6:00	9	1	12	5%	14:00	7	15	149	57%	22:00	0	1	-1	0%
	6:30	8	2	18	7%	14:30	8	10	147	56%	22:30	0	2	-3	-1%
	7:00	22	3	37	14%	15:00	12	20	139	53%	23:00	1	0	-2	-1%
	7:30	28	1	64	24%	15:30	7	45	101	38%	23:30	0	2	-4	-2%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	169	64%

Data Collection Information

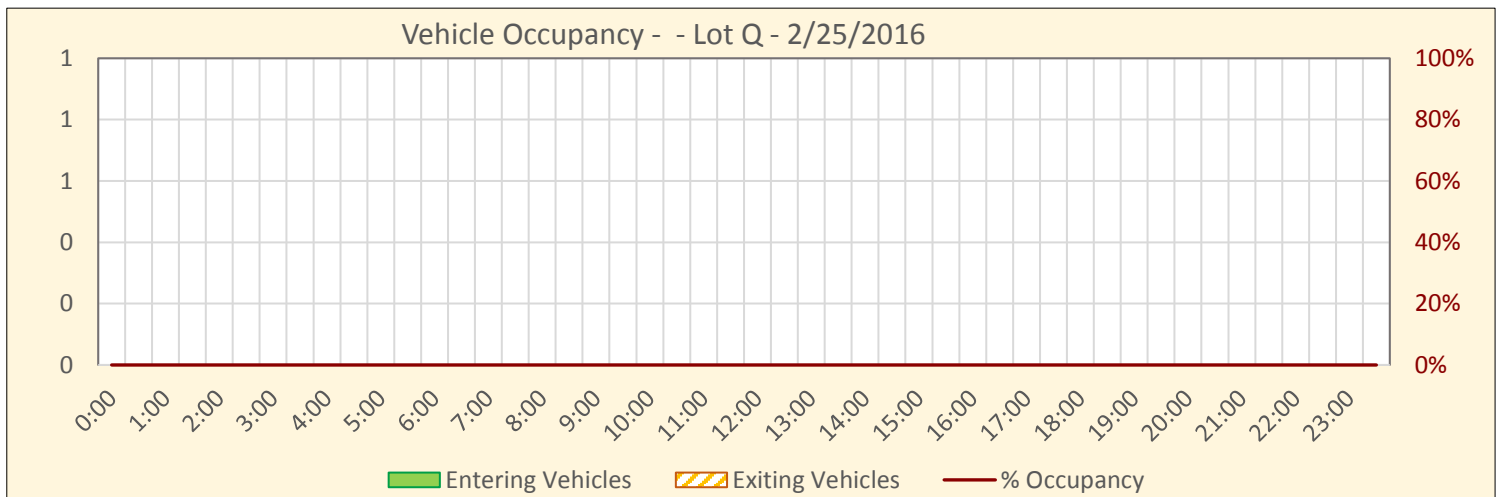
Event Name:	Non-Event	Lot Name:	Q
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	23	Hartford West 5

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [23_{IN}] - [23_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
111	0:00	0	0	0	0%	8:00	0	0	0	0%	16:00	0	0	0	0%
	0:30	0	0	0	0%	8:30	0	0	0	0%	16:30	0	0	0	0%
	1:00	0	0	0	0%	9:00	0	0	0	0%	17:00	0	0	0	0%
	1:30	0	0	0	0%	9:30	0	0	0	0%	17:30	0	0	0	0%
	2:00	0	0	0	0%	10:00	0	0	0	0%	18:00	0	0	0	0%
	2:30	0	0	0	0%	10:30	0	0	0	0%	18:30	0	0	0	0%
	3:00	0	0	0	0%	11:00	0	0	0	0%	19:00	0	0	0	0%
	3:30	0	0	0	0%	11:30	0	0	0	0%	19:30	0	0	0	0%
	4:00	0	0	0	0%	12:00	0	0	0	0%	20:00	0	0	0	0%
	4:30	0	0	0	0%	12:30	0	0	0	0%	20:30	0	0	0	0%
	5:00	0	0	0	0%	13:00	0	0	0	0%	21:00	0	0	0	0%
	5:30	0	0	0	0%	13:30	0	0	0	0%	21:30	0	0	0	0%
	6:00	0	0	0	0%	14:00	0	0	0	0%	22:00	0	0	0	0%
	6:30	0	0	0	0%	14:30	0	0	0	0%	22:30	0	0	0	0%
	7:00	0	0	0	0%	15:00	0	0	0	0%	23:00	0	0	0	0%
	7:30	0	0	0	0%	15:30	0	0	0	0%	23:30	0	0	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	0:00	0	0%

Data Collection Information

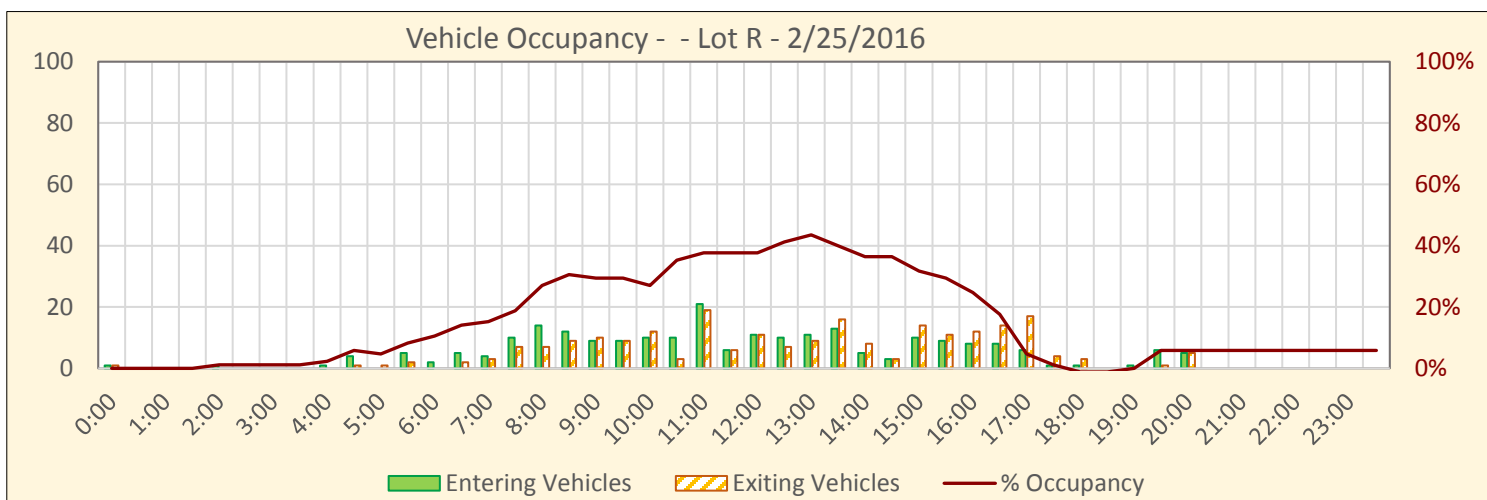
Event Name:	Non-Event	Lot Name:	R
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	24	Hartford West 6
	#2	25	Hartford West 7
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [24_{IN} + 25_{IN}] - [24_{OUT} + 25_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
85	0:00	1	1	0	0%	8:00	14	7	23	27%	16:00	8	12	21	25%
	0:30	0	0	0	0%	8:30	12	9	26	31%	16:30	8	14	15	18%
	1:00	0	0	0	0%	9:00	9	10	25	29%	17:00	6	17	4	5%
	1:30	0	0	0	0%	9:30	9	9	25	29%	17:30	1	4	1	1%
	2:00	1	0	1	1%	10:00	10	12	23	27%	18:00	1	3	-1	-1%
	2:30	0	0	1	1%	10:30	10	3	30	35%	18:30	0	0	-1	-1%
	3:00	0	0	1	1%	11:00	21	19	32	38%	19:00	1	0	0	0%
	3:30	0	0	1	1%	11:30	6	6	32	38%	19:30	6	1	5	6%
	4:00	1	0	2	2%	12:00	11	11	32	38%	20:00	5	5	5	6%
	4:30	4	1	5	6%	12:30	10	7	35	41%	20:30	0	0	5	6%
	5:00	0	1	4	5%	13:00	11	9	37	44%	21:00	0	0	5	6%
	5:30	5	2	7	8%	13:30	13	16	34	40%	21:30	0	0	5	6%
	6:00	2	0	9	11%	14:00	5	8	31	36%	22:00	0	0	5	6%
	6:30	5	2	12	14%	14:30	3	3	31	36%	22:30	0	0	5	6%
	7:00	4	3	13	15%	15:00	10	14	27	32%	23:00	0	0	5	6%
	7:30	10	7	16	19%	15:30	9	11	25	29%	23:30	0	0	5	6%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	37	44%

Data Collection Information

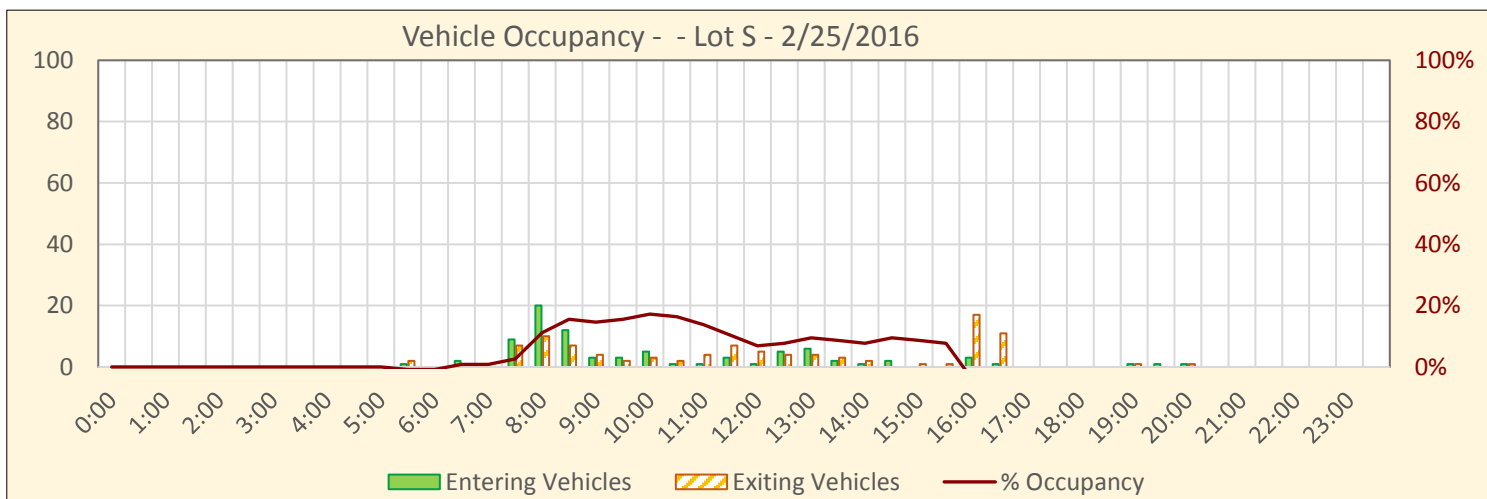
Event Name:	Non-Event		Lot Name:	S
Date:	2/25/2016			
Weekday:	Thursday			

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	26	Hartford West 8
	#2	27	Hartford West 9
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [26_{IN} + 27_{IN}] - [26_{OUT} + 27_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	20	10	13	11%	16:00	3	17	-5	-4%
	0:30	0	0	0	0%	8:30	12	7	18	16%	16:30	1	11	-15	-13%
	1:00	0	0	0	0%	9:00	3	4	17	15%	17:00	0	0	-15	-13%
	1:30	0	0	0	0%	9:30	3	2	18	16%	17:30	0	0	-15	-13%
	2:00	0	0	0	0%	10:00	5	3	20	17%	18:00	0	0	-15	-13%
	2:30	0	0	0	0%	10:30	1	2	19	16%	18:30	0	0	-15	-13%
	3:00	0	0	0	0%	11:00	1	4	16	14%	19:00	1	1	-15	-13%
	3:30	0	0	0	0%	11:30	3	7	12	10%	19:30	1	0	-14	-12%
	4:00	0	0	0	0%	12:00	1	5	8	7%	20:00	1	1	-14	-12%
	4:30	0	0	0	0%	12:30	5	4	9	8%	20:30	0	0	-14	-12%
	5:00	0	0	0	0%	13:00	6	4	11	9%	21:00	0	0	-14	-12%
	5:30	1	2	-1	-1%	13:30	2	3	10	9%	21:30	0	0	-14	-12%
	6:00	0	0	-1	-1%	14:00	1	2	9	8%	22:00	0	0	-14	-12%
	6:30	2	0	1	1%	14:30	2	0	11	9%	22:30	0	0	-14	-12%
	7:00	0	0	1	1%	15:00	0	1	10	9%	23:00	0	0	-14	-12%
7:30	9	7	3	3%	15:30	0	1	9	8%	23:30	0	0	-14	-12%	

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	20	17%

Data Collection Information

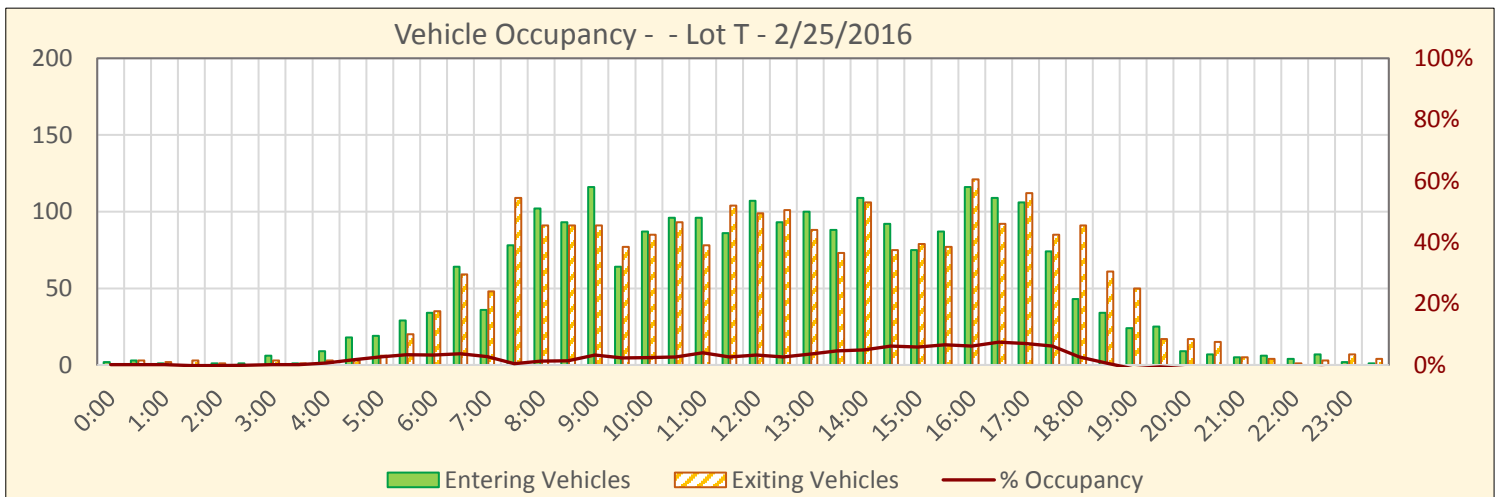
Event Name:	Non-Event	Lot Name:	T
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	3	Pima Southbound 1	#7	48	Perimeter East 4
	#2	18	Hartford North 7			
	#3	35	Anderson East of Perimeter			
	#4	36	Anderson West of Hartford			
	#5	38	Princess South 2			
6	#6	47	Perimeter East 3			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [3_{IN} + 18_{IN} + 35_{IN} + 36_{IN} + 38_{IN} + 47_{IN} + 48_{IN}] - [3_{OUT} + 18_{OUT} + 35_{OUT} + 36_{OUT} + 38_{OUT} + 47_{OUT} + 48_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,356	0:00	2	0	2	0%	8:00	102	91	17	1%	16:00	116	121	84	6%
	0:30	3	3	2	0%	8:30	93	91	19	1%	16:30	109	92	101	7%
	1:00	1	2	1	0%	9:00	116	91	44	3%	17:00	106	112	95	7%
	1:30	0	3	-2	0%	9:30	64	77	31	2%	17:30	74	85	84	6%
	2:00	1	1	-2	0%	10:00	87	85	33	2%	18:00	43	91	36	3%
	2:30	1	0	-1	0%	10:30	96	93	36	3%	18:30	34	61	9	1%
	3:00	6	3	2	0%	11:00	96	78	54	4%	19:00	24	50	-17	-1%
	3:30	1	1	2	0%	11:30	86	104	36	3%	19:30	25	17	-9	-1%
	4:00	9	3	8	1%	12:00	107	99	44	3%	20:00	9	17	-17	-1%
	4:30	18	3	23	2%	12:30	93	101	36	3%	20:30	7	15	-25	-2%
	5:00	19	6	36	3%	13:00	100	88	48	4%	21:00	5	5	-25	-2%
	5:30	29	20	45	3%	13:30	88	73	63	5%	21:30	6	4	-23	-2%
	6:00	34	35	44	3%	14:00	109	106	66	5%	22:00	4	1	-20	-1%
	6:30	64	59	49	4%	14:30	92	75	83	6%	22:30	7	3	-16	-1%
	7:00	36	48	37	3%	15:00	75	79	79	6%	23:00	2	7	-21	-2%
	7:30	78	109	6	0%	15:30	87	77	89	7%	23:30	1	4	-24	-2%

Maximum Occupancy	Time	On-Site	% Occupancy
	16:30	101	7%

Data Collection Information

Event Name: Non-Event
Date: 2/25/2016
Weekday: Thursday

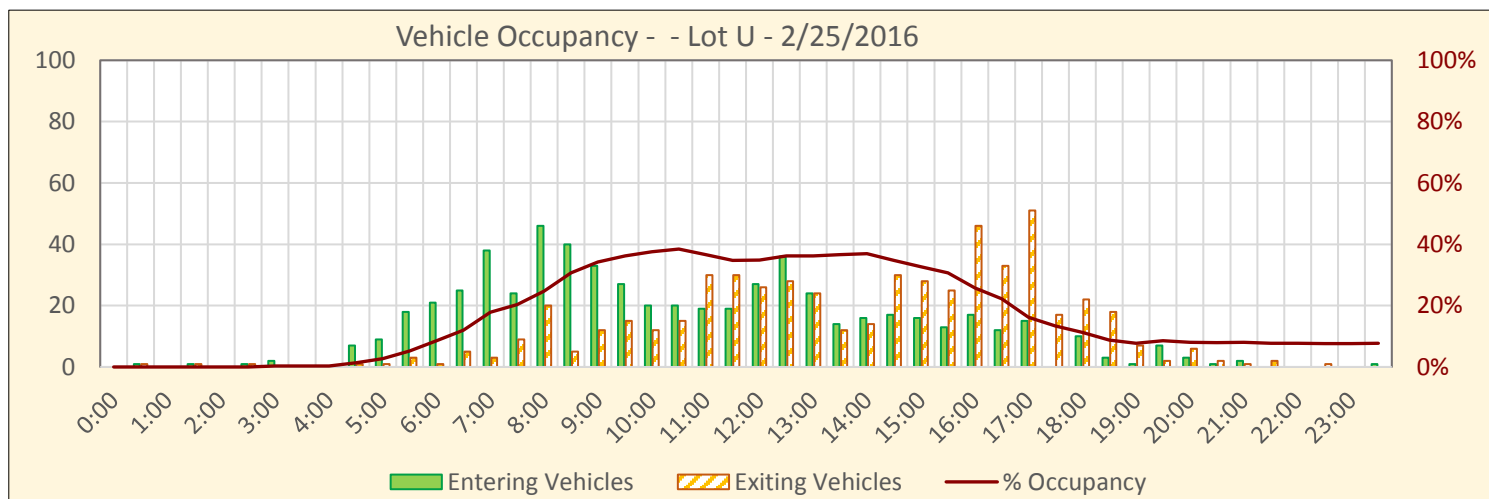
Lot Name: U

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	15 Hartford North 4
	#2	16 Hartford North 5
	#3	17 Hartford North 6
	#4	49 Perimeter East 5
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [15_{IN} + 16_{IN} + 17_{IN} + 49_{IN}] - [15_{OUT} + 16_{OUT} + 17_{OUT} + 49_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
593	0:00	0	0	0	0%	8:00	46	20	147	25%	16:00	17	46	153	26%
	0:30	1	1	0	0%	8:30	40	5	182	31%	16:30	12	33	132	22%
	1:00	0	0	0	0%	9:00	33	12	203	34%	17:00	15	51	96	16%
	1:30	1	1	0	0%	9:30	27	15	215	36%	17:30	0	17	79	13%
	2:00	0	0	0	0%	10:00	20	12	223	38%	18:00	10	22	67	11%
	2:30	1	1	0	0%	10:30	20	15	228	38%	18:30	3	18	52	9%
	3:00	2	0	2	0%	11:00	19	30	217	37%	19:00	1	7	46	8%
	3:30	0	0	2	0%	11:30	19	30	206	35%	19:30	7	2	51	9%
	4:00	0	0	2	0%	12:00	27	26	207	35%	20:00	3	6	48	8%
	4:30	7	1	8	1%	12:30	36	28	215	36%	20:30	1	2	47	8%
	5:00	9	1	16	3%	13:00	24	24	215	36%	21:00	2	1	48	8%
	5:30	18	3	31	5%	13:30	14	12	217	37%	21:30	0	2	46	8%
	6:00	21	1	51	9%	14:00	16	14	219	37%	22:00	0	0	46	8%
	6:30	25	5	71	12%	14:30	17	30	206	35%	22:30	0	1	45	8%
	7:00	38	3	106	18%	15:00	16	28	194	33%	23:00	0	0	45	8%
	7:30	24	9	121	20%	15:30	13	25	182	31%	23:30	1	0	46	8%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	228	38%

Data Collection Information

Event Name: Non-Event
Date: 2/25/2016
Weekday: Thursday

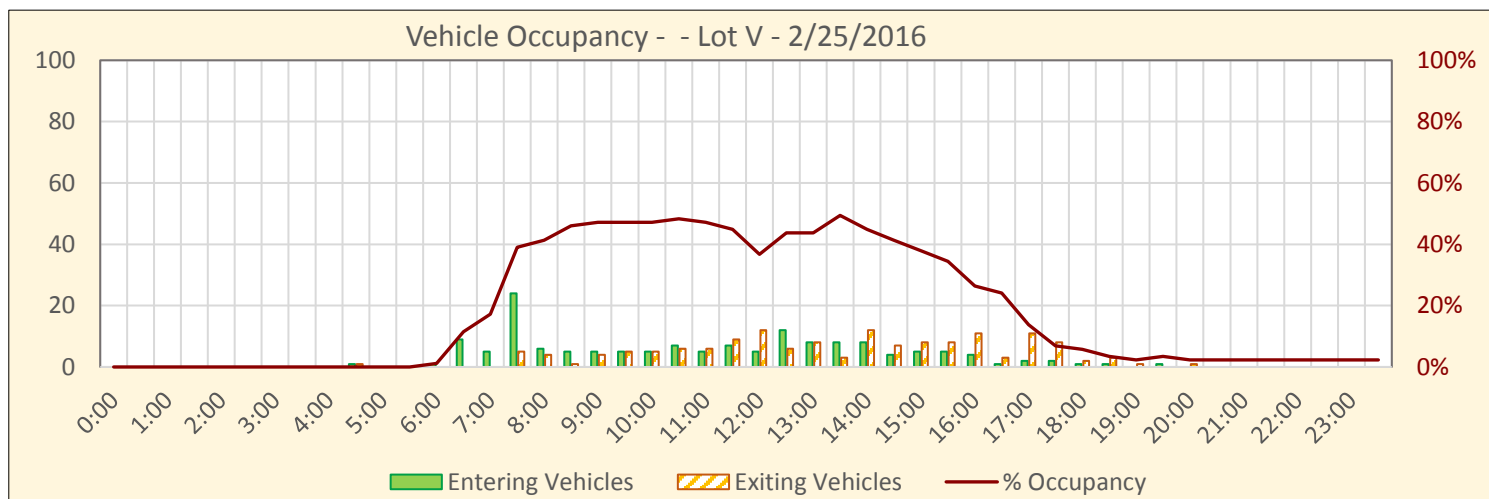
Lot Name: V

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	5	Hartford South

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [5_{IN}] - [5_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
87	0:00	0	0	0	0%	8:00	6	4	36	41%	16:00	4	11	23	26%
	0:30	0	0	0	0%	8:30	5	1	40	46%	16:30	1	3	21	24%
	1:00	0	0	0	0%	9:00	5	4	41	47%	17:00	2	11	12	14%
	1:30	0	0	0	0%	9:30	5	5	41	47%	17:30	2	8	6	7%
	2:00	0	0	0	0%	10:00	5	5	41	47%	18:00	1	2	5	6%
	2:30	0	0	0	0%	10:30	7	6	42	48%	18:30	1	3	3	3%
	3:00	0	0	0	0%	11:00	5	6	41	47%	19:00	0	1	2	2%
	3:30	0	0	0	0%	11:30	7	9	39	45%	19:30	1	0	3	3%
	4:00	0	0	0	0%	12:00	5	12	32	37%	20:00	0	1	2	2%
	4:30	1	1	0	0%	12:30	12	6	38	44%	20:30	0	0	2	2%
	5:00	0	0	0	0%	13:00	8	8	38	44%	21:00	0	0	2	2%
	5:30	0	0	0	0%	13:30	8	3	43	49%	21:30	0	0	2	2%
	6:00	1	0	1	1%	14:00	8	12	39	45%	22:00	0	0	2	2%
	6:30	9	0	10	11%	14:30	4	7	36	41%	22:30	0	0	2	2%
	7:00	5	0	15	17%	15:00	5	8	33	38%	23:00	0	0	2	2%
	7:30	24	5	34	39%	15:30	5	8	30	34%	23:30	0	0	2	2%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:30	43	49%

Data Collection Information

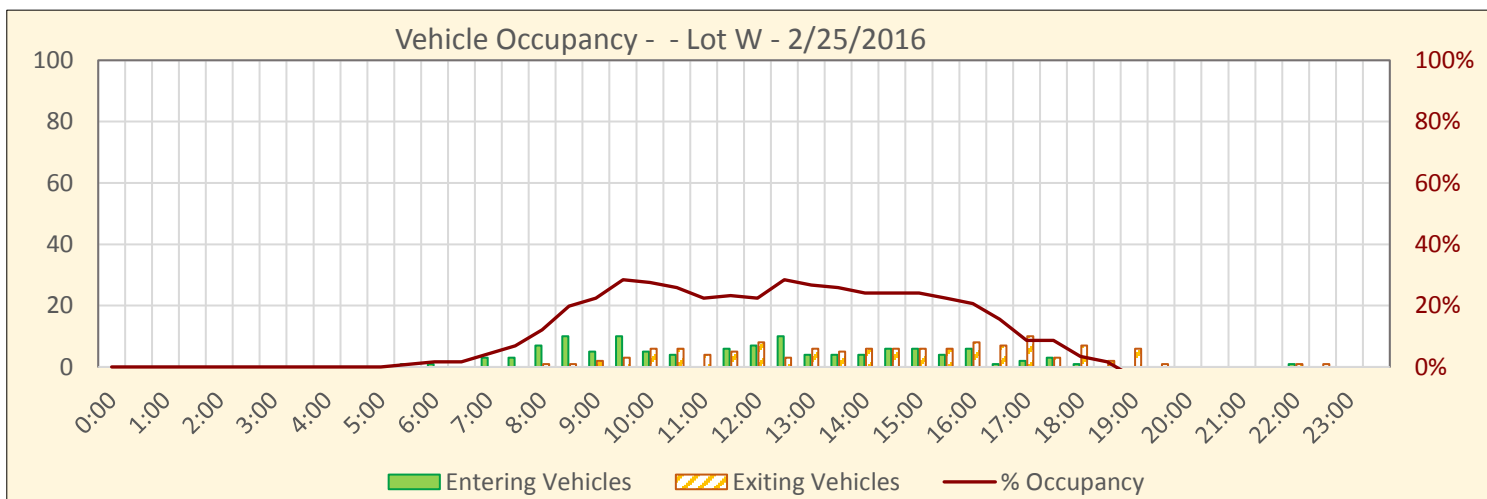
Event Name:	Non-Event		Lot Name:	W
Date:	2/25/2016			
Weekday:	Thursday			

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	6	Hartford South 2
	#2	7	Hartford South 3
2			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [6_{IN} + 7_{IN}] - [6_{OUT} + 7_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	7	1	14	12%	16:00	6	8	24	21%
	0:30	0	0	0	0%	8:30	10	1	23	20%	16:30	1	7	18	16%
	1:00	0	0	0	0%	9:00	5	2	26	22%	17:00	2	10	10	9%
	1:30	0	0	0	0%	9:30	10	3	33	28%	17:30	3	3	10	9%
	2:00	0	0	0	0%	10:00	5	6	32	28%	18:00	1	7	4	3%
	2:30	0	0	0	0%	10:30	4	6	30	26%	18:30	0	2	2	2%
	3:00	0	0	0	0%	11:00	0	4	26	22%	19:00	0	6	-4	-3%
	3:30	0	0	0	0%	11:30	6	5	27	23%	19:30	0	1	-5	-4%
	4:00	0	0	0	0%	12:00	7	8	26	22%	20:00	0	0	-5	-4%
	4:30	0	0	0	0%	12:30	10	3	33	28%	20:30	0	0	-5	-4%
	5:00	0	0	0	0%	13:00	4	6	31	27%	21:00	0	0	-5	-4%
	5:30	1	0	1	1%	13:30	4	5	30	26%	21:30	0	0	-5	-4%
	6:00	1	0	2	2%	14:00	4	6	28	24%	22:00	1	1	-5	-4%
	6:30	0	0	2	2%	14:30	6	6	28	24%	22:30	0	1	-6	-5%
	7:00	3	0	5	4%	15:00	6	6	28	24%	23:00	0	0	-6	-5%
7:30	3	0	8	7%	15:30	4	6	26	22%	23:30	0	0	-6	-5%	

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	33	28%

Data Collection Information

Event Name: Non-Event
Date: 2/25/2016
Weekday: Thursday

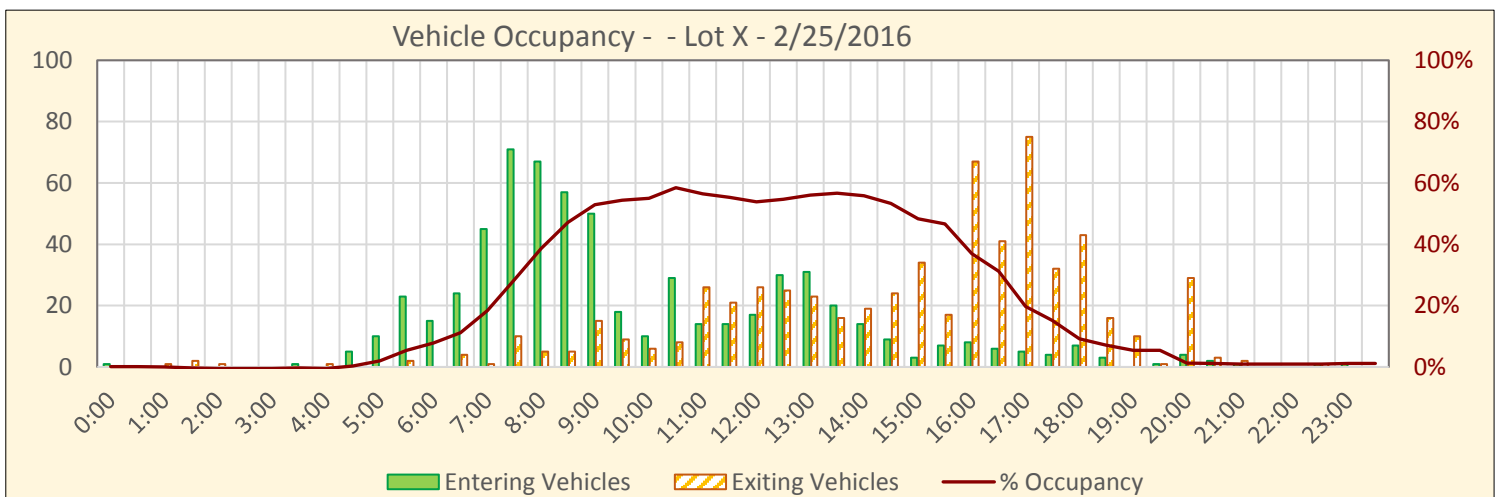
Lot Name: X

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	8 Hartford South 4
	#2	9 Hartford South 5
	#3	10 Hartford South 6
	#4	11 Hartford South 7
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [8_{IN} + 9_{IN} + 10_{IN} + 11_{IN}] - [8_{OUT} + 9_{OUT} + 10_{OUT} + 11_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
609	0:00	1	0	1	0%	8:00	67	5	235	39%	16:00	8	67	225	37%
*Excludes Garage Parking	0:30	0	0	1	0%	8:30	57	5	287	47%	16:30	6	41	190	31%
	1:00	0	1	0	0%	9:00	50	15	322	53%	17:00	5	75	120	20%
	1:30	0	2	-2	0%	9:30	18	9	331	54%	17:30	4	32	92	15%
	2:00	0	1	-3	0%	10:00	10	6	335	55%	18:00	7	43	56	9%
	2:30	0	0	-3	0%	10:30	29	8	356	58%	18:30	3	16	43	7%
	3:00	0	0	-3	0%	11:00	14	26	344	56%	19:00	0	10	33	5%
	3:30	1	0	-2	0%	11:30	14	21	337	55%	19:30	1	1	33	5%
	4:00	0	1	-3	0%	12:00	17	26	328	54%	20:00	4	29	8	1%
	4:30	5	0	2	0%	12:30	30	25	333	55%	20:30	2	3	7	1%
	5:00	10	0	12	2%	13:00	31	23	341	56%	21:00	1	2	6	1%
	5:30	23	2	33	5%	13:30	20	16	345	57%	21:30	0	0	6	1%
	6:00	15	0	48	8%	14:00	14	19	340	56%	22:00	0	0	6	1%
	6:30	24	4	68	11%	14:30	9	24	325	53%	22:30	1	1	6	1%
	7:00	45	1	112	18%	15:00	3	34	294	48%	23:00	1	0	7	1%
	7:30	71	10	173	28%	15:30	7	17	284	47%	23:30	0	0	7	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	356	58%

Data Collection Information

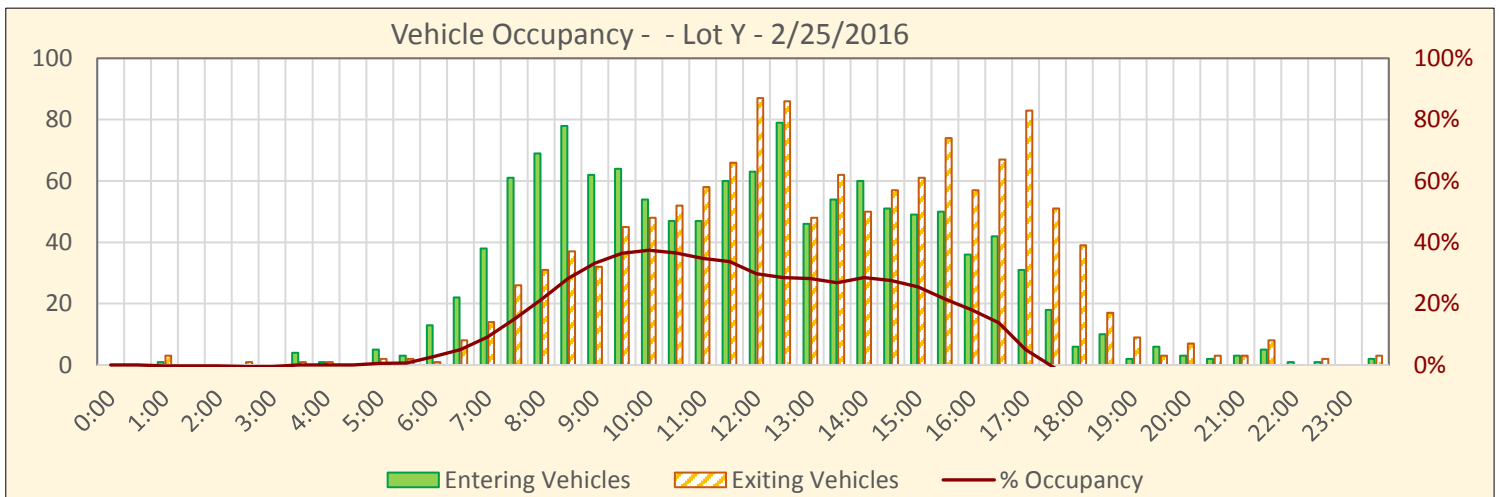
Event Name:	Non-Event	Lot Name:	Y
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	1 Bell South 2
	#2	2 Bell South 1
	#3	4 Pima Southbound 2
	#4	50 Perimeter East 6
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [1_{IN} + 2_{IN} + 4_{IN} + 50_{IN}] - [1_{OUT} + 2_{OUT} + 4_{OUT} + 50_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
596	0:00	0	0	0	0%	8:00	69	31	127	21%	16:00	36	57	107	18%
	0:30	0	0	0	0%	8:30	78	37	168	28%	16:30	42	67	82	14%
	1:00	1	3	-2	0%	9:00	62	32	198	33%	17:00	31	83	30	5%
	1:30	0	0	-2	0%	9:30	64	45	217	36%	17:30	18	51	-3	-1%
	2:00	0	0	-2	0%	10:00	54	48	223	37%	18:00	6	39	-36	-6%
	2:30	0	1	-3	-1%	10:30	47	52	218	37%	18:30	10	17	-43	-7%
	3:00	0	0	-3	-1%	11:00	47	58	207	35%	19:00	2	9	-50	-8%
	3:30	4	1	0	0%	11:30	60	66	201	34%	19:30	6	3	-47	-8%
	4:00	1	1	0	0%	12:00	63	87	177	30%	20:00	3	7	-51	-9%
	4:30	0	0	0	0%	12:30	79	86	170	29%	20:30	2	3	-52	-9%
	5:00	5	2	3	1%	13:00	46	48	168	28%	21:00	3	3	-52	-9%
	5:30	3	2	4	1%	13:30	54	62	160	27%	21:30	5	8	-55	-9%
	6:00	13	1	16	3%	14:00	60	50	170	29%	22:00	1	0	-54	-9%
	6:30	22	8	30	5%	14:30	51	57	164	28%	22:30	1	2	-55	-9%
	7:00	38	14	54	9%	15:00	49	61	152	26%	23:00	0	0	-55	-9%
	7:30	61	26	89	15%	15:30	50	74	128	21%	23:30	2	3	-56	-9%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	223	37%

Data Collection Information

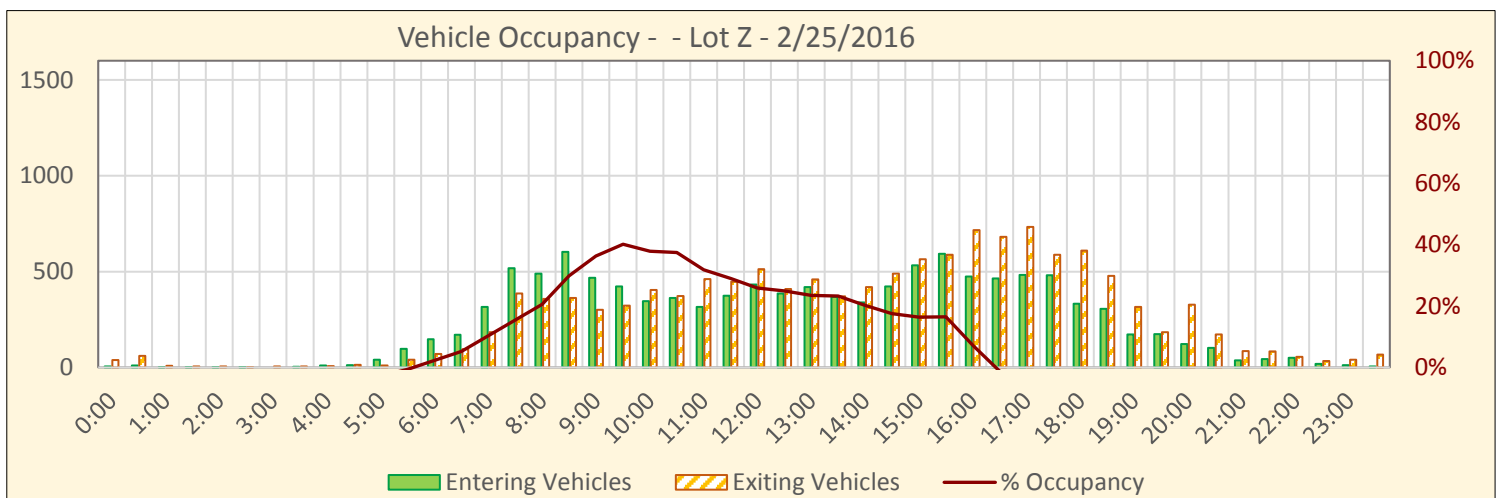
Event Name:	Non-Event	Lot Name:	Z
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	58 Pima Northbound 1	#10	71 Bell South 6	
	#2	60 90th North of Bahia	#11	73 Bahia North 1	
	#3	61 90th South of Bell	#12	74 Bahia North 2	
	#4	62 91st South of Bell	#13	75 Bahia North 3	
	#5	63 91st North of Bahia	#14	76 Bahia North and South 4	
	#6	64 94th West 1	#15	77 Bahia North 5	
	#7	68 Bell South 3	#16	78 Bahia North 6	
	#8	69 Bell South 4	#17	79 Bahia North 7	
	#9	70 Bell South 5			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [58_{IN} + 60_{IN} + 61_{IN} + 62_{IN} + 63_{IN} + 64_{IN} + 68_{IN} + 69_{IN} + 70_{IN} + 71_{IN} + 73_{IN} + 74_{IN} + 75_{IN} + 76_{IN} + 77_{IN} + 78_{IN} + 79_{IN}] - [58_{OUT} + 60_{OUT} + 61_{OUT} + 62_{OUT} + 63_{OUT} + 64_{OUT} + 68_{OUT} + 69_{OUT} + 70_{OUT} + 71_{OUT} + 73_{OUT} + 74_{OUT} + 75_{OUT} + 76_{OUT} + 77_{OUT} + 78_{OUT} + 79_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,582	0:00	5	39	-34	-1%	8:00	489	357	531	21%	16:00	474	716	185	7%
	0:30	10	61	-85	-3%	8:30	603	363	771	30%	16:30	465	682	-32	-1%
	1:00	2	9	-92	-4%	9:00	467	301	937	36%	17:00	482	733	-283	-11%
	1:30	2	5	-95	-4%	9:30	422	322	1037	40%	17:30	481	587	-389	-15%
	2:00	2	6	-99	-4%	10:00	346	405	978	38%	18:00	333	609	-665	-26%
	2:30	2	2	-99	-4%	10:30	363	373	968	37%	18:30	305	477	-837	-32%
	3:00	0	6	-105	-4%	11:00	315	461	822	32%	19:00	172	315	-980	-38%
	3:30	4	5	-106	-4%	11:30	374	448	748	29%	19:30	173	183	-990	-38%
	4:00	10	7	-103	-4%	12:00	433	512	669	26%	20:00	122	328	-1196	-46%
	4:30	12	13	-104	-4%	12:30	386	410	645	25%	20:30	102	172	-1266	-49%
	5:00	41	10	-73	-3%	13:00	420	459	606	23%	21:00	37	86	-1315	-51%
	5:30	97	41	-17	-1%	13:30	367	371	602	23%	21:30	43	83	-1355	-52%
	6:00	147	71	59	2%	14:00	339	419	522	20%	22:00	50	56	-1361	-53%
	6:30	171	95	135	5%	14:30	422	490	454	18%	22:30	19	34	-1376	-53%
	7:00	316	183	268	10%	15:00	532	564	422	16%	23:00	12	41	-1405	-54%
	7:30	517	386	399	15%	15:30	592	587	427	17%	23:30	6	67	-1466	-57%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	1037	40%

Data Collection Information

Event Name: Non-Event
Date: 2/24/2016
Weekday: Wednesday

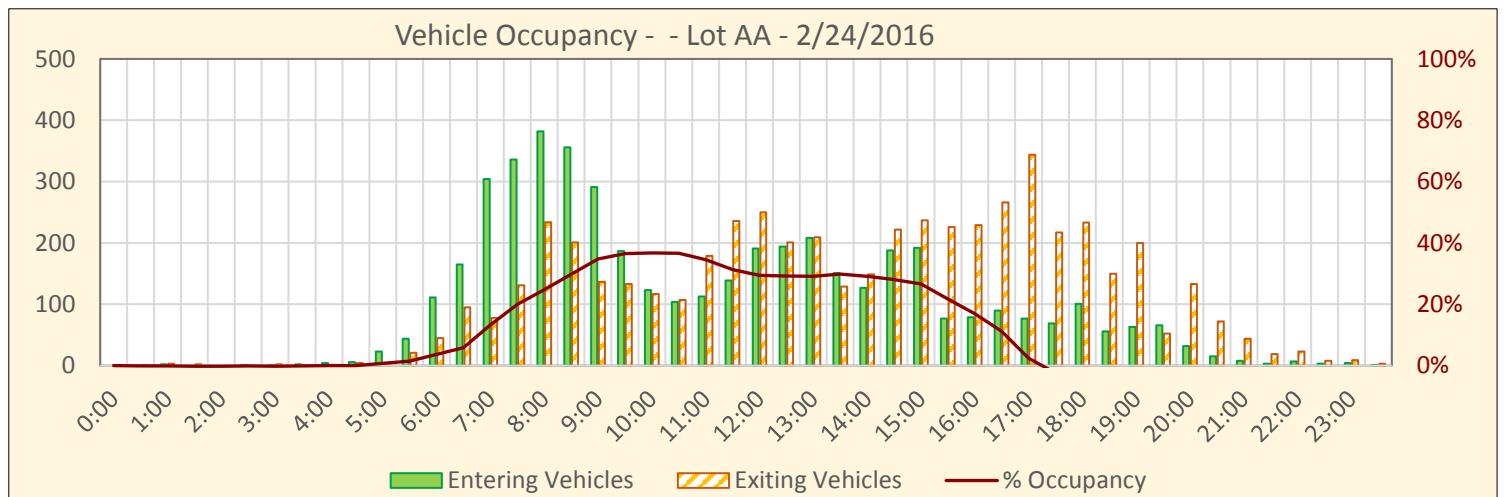
Lot Name: AA

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	59	Pima Northbound 2	#7	85	92nd South of Bahia
	#2	80	Bahia South 1	#8	86	91st South of Bahia
	#3	81	Bahia South 2	#9	87	90th South of Bahia
	#4	82	Bahia South 3	#10	88	Scottsdale Prep Academy (Pickup/Dropoff)
	#5	83	Bahia South 5	#11	76	Bahia North and South 4
11	#6	84	Bahia South 6			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [59_{IN} + 80_{IN} + 81_{IN} + 82_{IN} + 83_{IN} + 84_{IN} + 85_{IN} + 86_{IN} + 87_{IN} + 88_{IN} + 76_{IN}] - [59_{OUT} + 80_{OUT} + 81_{OUT} + 82_{OUT} + 83_{OUT} + 84_{OUT} + 85_{OUT} + 86_{OUT} + 87_{OUT} + 88_{OUT} + 76_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
3,072	0:00	0	1	-1	0%	8:00	382	234	760	25%	16:00	79	229	518	17%
	0:30	0	1	-2	0%	8:30	356	201	915	30%	16:30	90	266	342	11%
	1:00	2	3	-3	0%	9:00	291	137	1069	35%	17:00	77	344	75	2%
	1:30	0	2	-5	0%	9:30	187	133	1123	37%	17:30	69	217	-73	-2%
	2:00	0	0	-5	0%	10:00	123	117	1129	37%	18:00	101	233	-205	-7%
	2:30	1	0	-4	0%	10:30	104	107	1126	37%	18:30	56	150	-299	-10%
	3:00	1	2	-5	0%	11:00	113	179	1060	35%	19:00	63	200	-436	-14%
	3:30	2	1	-4	0%	11:30	139	236	963	31%	19:30	66	52	-422	-14%
	4:00	4	1	-1	0%	12:00	191	250	904	29%	20:00	32	133	-523	-17%
	4:30	6	4	1	0%	12:30	194	201	897	29%	20:30	15	72	-580	-19%
	5:00	23	2	22	1%	13:00	208	209	896	29%	21:00	8	44	-616	-20%
	5:30	44	21	45	1%	13:30	151	129	918	30%	21:30	3	19	-632	-21%
	6:00	111	45	111	4%	14:00	127	149	896	29%	22:00	7	23	-648	-21%
	6:30	165	95	181	6%	14:30	188	222	862	28%	22:30	3	8	-653	-21%
	7:00	304	78	407	13%	15:00	192	237	817	27%	23:00	4	9	-658	-21%
	7:30	336	131	612	20%	15:30	77	226	668	22%	23:30	1	3	-660	-21%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	1129	37%

Data Collection Information

Event Name:	Non-Event	Lot Name:	AB
Date:	2/25/2016		
Weekday:	Thursday		

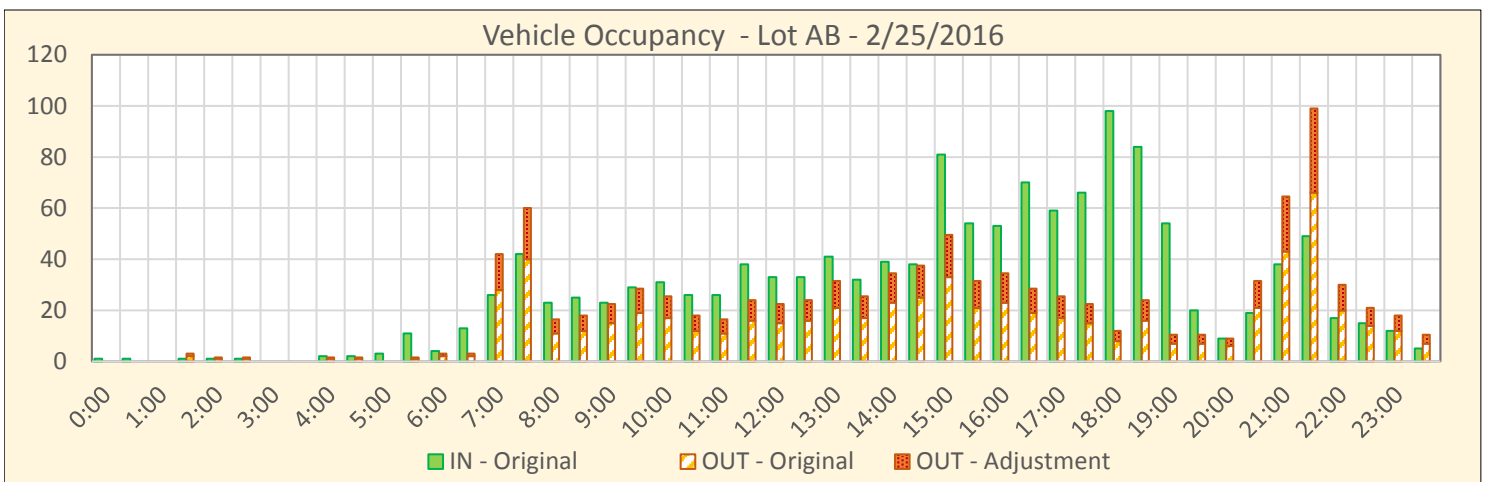
Ingress / Egress Data Collection Locations

	Tube	Name
Total Data	#1	66 94th West 3
Collection	#2	67 94th West 4
Locations	#3	96 Westworld EB East of Pima
(Driveways)	#4	97 Westworld Grass Field Parking Access
	#5	98 98th and McDowell Mountain Ranch TMC
6	#6	56 94th Street at Bahia

Note:
Data not available for
Tube 66, 67, and 98

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [66_{IN} + 67_{IN} + 96_{IN} + 97_{IN} + 98_{IN}] - [66_{OUT} + 67_{OUT} + 96_{OUT} + 97_{OUT} + 98_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,684	0:00	1	0	1	0%	8:00	23	17	-4	0%	16:00	53	35	154	9%
	0:30	1	0	2	0%	8:30	25	18	3	0%	16:30	70	29	196	12%
	1:00	0	0	2	0%	9:00	23	23	4	0%	17:00	59	26	229	14%
	1:30	1	3	0	0%	9:30	29	29	4	0%	17:30	66	23	273	16%
	2:00	1	2	-1	0%	10:00	31	26	10	1%	18:00	98	12	359	21%
	2:30	1	2	-1	0%	10:30	26	18	18	1%	18:30	84	24	419	25%
	3:00	0	0	-1	0%	11:00	26	17	27	2%	19:00	54	11	462	27%
	3:30	0	0	-1	0%	11:30	38	24	41	2%	19:30	20	11	472	28%
	4:00	2	2	-1	0%	12:00	33	23	52	3%	20:00	9	9	472	28%
	4:30	2	2	0	0%	12:30	33	24	61	4%	20:30	19	32	459	27%
	5:00	3	0	3	0%	13:00	41	32	70	4%	21:00	38	65	433	26%
	5:30	11	2	13	1%	13:30	32	26	77	5%	21:30	49	99	383	23%
	6:00	4	3	14	1%	14:00	39	35	81	5%	22:00	17	30	370	22%
	6:30	13	3	24	1%	14:30	38	38	82	5%	22:30	15	21	364	22%
	7:00	26	42	8	0%	15:00	81	50	113	7%	23:00	12	18	358	21%
	7:30	42	60	-11	-1%	15:30	54	32	136	8%	23:30	5	11	352	21%

Maximum Occupancy	Time	On-Site	% Occupancy
	19:30	472	28%

Data Collection Information

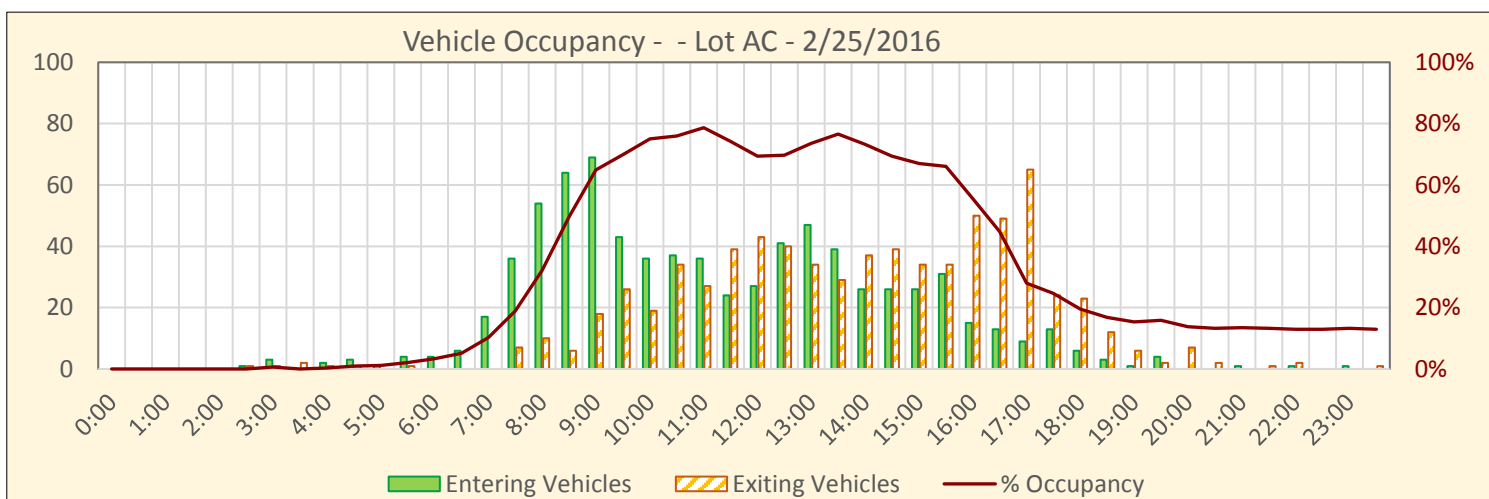
Event Name:	Non-Event	Lot Name:	AC
Date:	2/25/2016		
Weekday:	Thursday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	72 Bell South 7
	#2	89 98th East 1
	#3	90 100th West 1
	3	

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [72_{IN} + 89_{IN} + 90_{IN}] - [72_{OUT} + 89_{OUT} + 90_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
333	0:00	0	0	0	0%	8:00	54	10	107	32%	16:00	15	50	185	56%
	0:30	0	0	0	0%	8:30	64	6	165	50%	16:30	13	49	149	45%
	1:00	0	0	0	0%	9:00	69	18	216	65%	17:00	9	65	93	28%
	1:30	0	0	0	0%	9:30	43	26	233	70%	17:30	13	24	82	25%
	2:00	0	0	0	0%	10:00	36	19	250	75%	18:00	6	23	65	20%
	2:30	1	1	0	0%	10:30	37	34	253	76%	18:30	3	12	56	17%
	3:00	3	1	2	1%	11:00	36	27	262	79%	19:00	1	6	51	15%
	3:30	0	2	0	0%	11:30	24	39	247	74%	19:30	4	2	53	16%
	4:00	2	1	1	0%	12:00	27	43	231	69%	20:00	0	7	46	14%
	4:30	3	1	3	1%	12:30	41	40	232	70%	20:30	0	2	44	13%
	5:00	1	0	4	1%	13:00	47	34	245	74%	21:00	1	0	45	14%
	5:30	4	1	7	2%	13:30	39	29	255	77%	21:30	0	1	44	13%
	6:00	4	0	11	3%	14:00	26	37	244	73%	22:00	1	2	43	13%
	6:30	6	0	17	5%	14:30	26	39	231	69%	22:30	0	0	43	13%
	7:00	17	0	34	10%	15:00	26	34	223	67%	23:00	1	0	44	13%
	7:30	36	7	63	19%	15:30	31	34	220	66%	23:30	0	1	43	13%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:00	262	79%

APPENDIX F

PARKING OCCUPANCY DATA SHEETS:

NON-EVENT OPERATION, SATURDAY

Data Collection Information

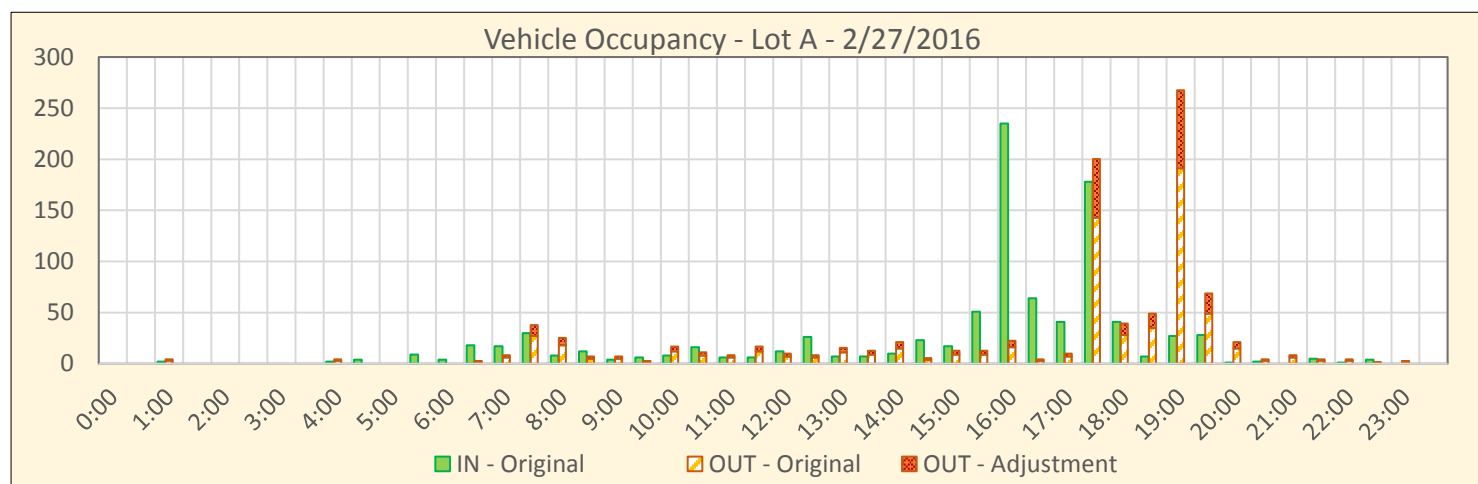
Event Name:	Non-Event		Lot Name:	A
Date:	2/27/2016			
Weekday:	Saturday			

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	93	La Curvada 1
	#2	94	La Curvada 2
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [93_{IN} + 94_{IN}] - [93_{OUT} + 94_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
505	0:00	0	0	0	0%	8:00	8	25	11	2%	16:00	235	22	267	53%
	0:30	0	0	0	0%	8:30	12	7	16	3%	16:30	64	4	327	65%
	1:00	2	4	-2	0%	9:00	4	7	13	3%	17:00	41	10	358	71%
	1:30	0	0	-2	0%	9:30	6	3	17	3%	17:30	178	200	336	66%
	2:00	0	0	-2	0%	10:00	8	17	8	2%	18:00	41	39	338	67%
	2:30	0	0	-2	0%	10:30	16	11	13	2%	18:30	7	49	296	59%
	3:00	0	0	-2	0%	11:00	6	8	10	2%	19:00	27	267	55	11%
	3:30	0	0	-2	0%	11:30	6	17	-1	0%	19:30	28	69	15	3%
	4:00	2	4	-4	-1%	12:00	12	10	2	0%	20:00	1	21	-5	-1%
	4:30	4	0	0	0%	12:30	26	8	19	4%	20:30	2	4	-8	-2%
	5:00	0	0	0	0%	13:00	7	15	11	2%	21:00	0	8	-16	-3%
	5:30	9	0	9	2%	13:30	7	13	5	1%	21:30	5	4	-15	-3%
	6:00	4	0	13	2%	14:00	10	21	-6	-1%	22:00	1	4	-18	-4%
	6:30	18	3	28	6%	14:30	23	6	12	2%	22:30	4	1	-16	-3%
	7:00	17	8	36	7%	15:00	17	13	16	3%	23:00	0	3	-19	-4%
	7:30	30	38	29	6%	15:30	51	13	54	11%	23:30	0	0	-19	-4%

Maximum Occupancy	Time	On-Site	% Occupancy
	17:00	358	71%

Data Collection Information

Event Name: Non-Event
Date: 2/27/2016
Weekday: Saturday

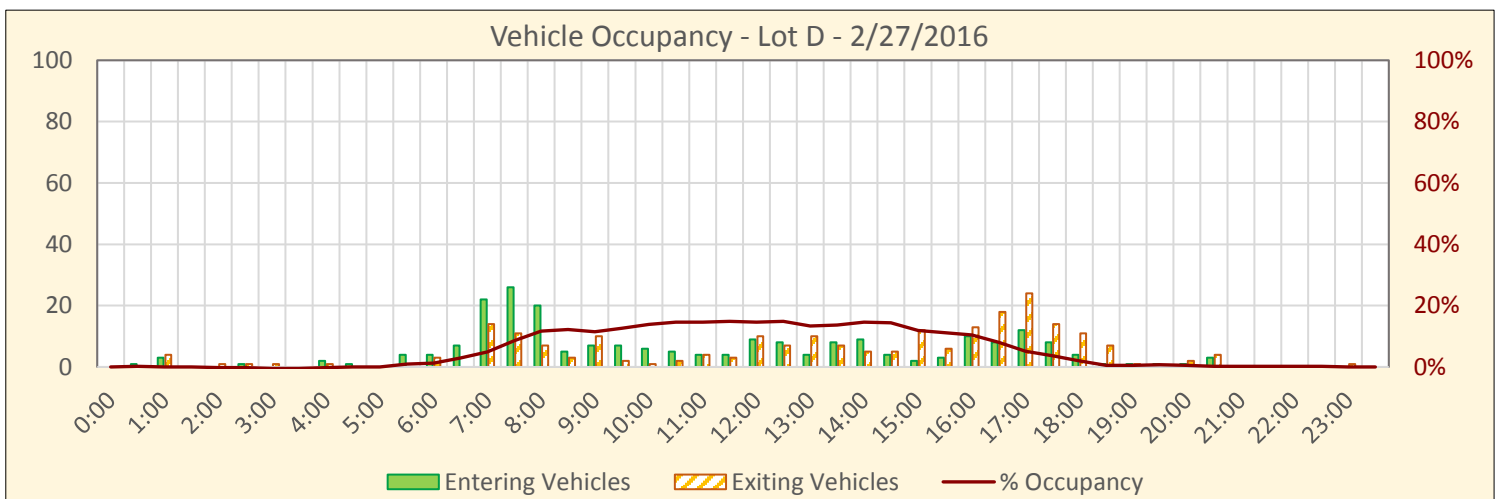
Lot Name: D

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	91 Scottsdale Office Center 1
	#2	92 Scottsdale Office Center 2
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [91_{IN} + 92_{IN}] - [91_{OUT} + 92_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
410	0:00	0	0	0	0%	8:00	20	7	48	12%	16:00	10	13	43	10%
	0:30	1	0	1	0%	8:30	5	3	50	12%	16:30	8	18	33	8%
	1:00	3	4	0	0%	9:00	7	10	47	11%	17:00	12	24	21	5%
	1:30	0	0	0	0%	9:30	7	2	52	13%	17:30	8	14	15	4%
	2:00	0	1	-1	0%	10:00	6	1	57	14%	18:00	4	11	8	2%
	2:30	1	1	-1	0%	10:30	5	2	60	15%	18:30	1	7	2	0%
	3:00	0	1	-2	0%	11:00	4	4	60	15%	19:00	1	1	2	0%
	3:30	0	0	-2	0%	11:30	4	3	61	15%	19:30	1	0	3	1%
	4:00	2	1	-1	0%	12:00	9	10	60	15%	20:00	1	2	2	0%
	4:30	1	0	0	0%	12:30	8	7	61	15%	20:30	3	4	1	0%
	5:00	0	0	0	0%	13:00	4	10	55	13%	21:00	0	0	1	0%
	5:30	4	0	4	1%	13:30	8	7	56	14%	21:30	0	0	1	0%
	6:00	4	3	5	1%	14:00	9	5	60	15%	22:00	0	0	1	0%
	6:30	7	0	12	3%	14:30	4	5	59	14%	22:30	0	0	1	0%
	7:00	22	14	20	5%	15:00	2	12	49	12%	23:00	0	1	0	0%
	7:30	26	11	35	9%	15:30	3	6	46	11%	23:30	0	0	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:30	61	15%

Data Collection Information

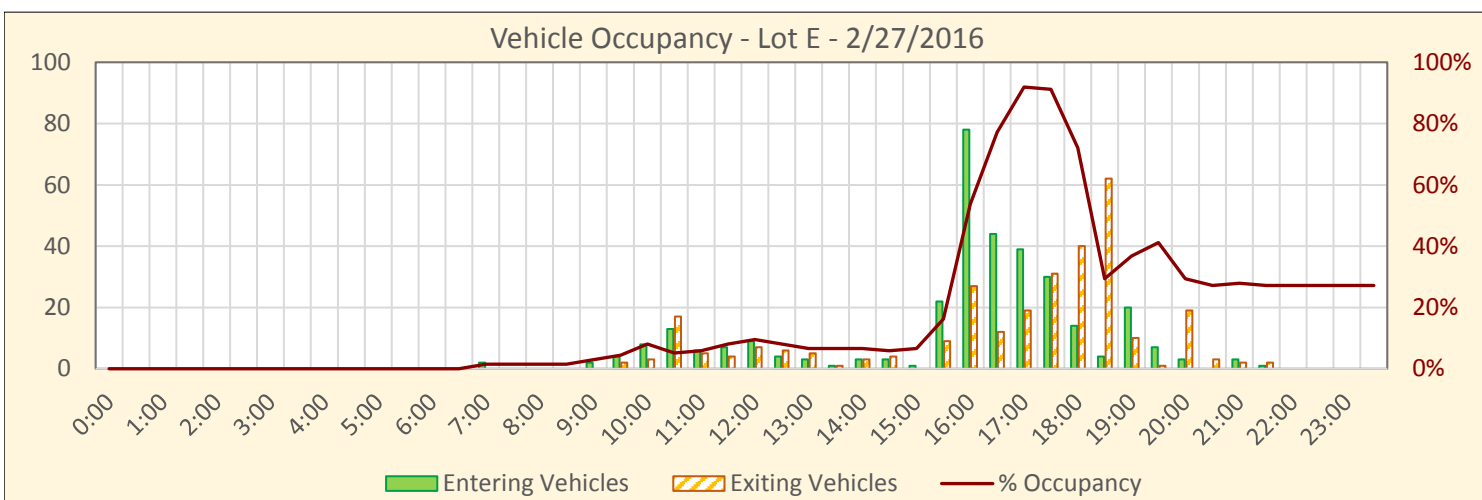
Event Name:	Non-Event	Lot Name:	E
Date:	2/26/2016		
Weekday:	Friday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)		39	Princess North
1			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [39_{IN}] - [39_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
136	0:00	0	0	0	0%	8:00	0	0	2	1%	16:00	78	27	73	54%
	0:30	0	0	0	0%	8:30	0	0	2	1%	16:30	44	12	105	77%
	1:00	0	0	0	0%	9:00	2	0	4	3%	17:00	39	19	125	92%
	1:30	0	0	0	0%	9:30	4	2	6	4%	17:30	30	31	124	91%
	2:00	0	0	0	0%	10:00	8	3	11	8%	18:00	14	40	98	72%
	2:30	0	0	0	0%	10:30	13	17	7	5%	18:30	4	62	40	29%
	3:00	0	0	0	0%	11:00	6	5	8	6%	19:00	20	10	50	37%
	3:30	0	0	0	0%	11:30	7	4	11	8%	19:30	7	1	56	41%
	4:00	0	0	0	0%	12:00	9	7	13	10%	20:00	3	19	40	29%
	4:30	0	0	0	0%	12:30	4	6	11	8%	20:30	0	3	37	27%
	5:00	0	0	0	0%	13:00	3	5	9	7%	21:00	3	2	38	28%
	5:30	0	0	0	0%	13:30	1	1	9	7%	21:30	1	2	37	27%
	6:00	0	0	0	0%	14:00	3	3	9	7%	22:00	0	0	37	27%
	6:30	0	0	0	0%	14:30	3	4	8	6%	22:30	0	0	37	27%
	7:00	2	0	2	1%	15:00	1	0	9	7%	23:00	0	0	37	27%
	7:30	0	0	2	1%	15:30	22	9	22	16%	23:30	0	0	37	27%

Maximum Occupancy	Time	On-Site	% Occupancy
	17:00	125	92%

Data Collection Information

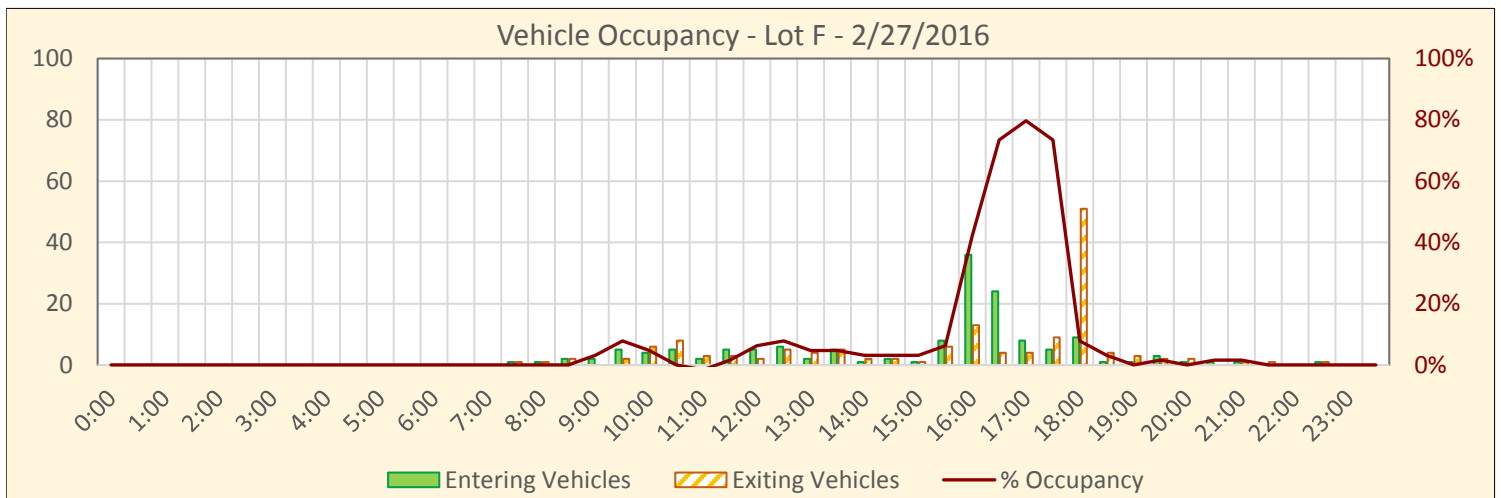
Event Name:	Non-Event	Lot Name:	F
Date:	2/26/2016		
Weekday:	Friday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	32	82nd Street West 1

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [32_{IN}] - [32_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
64	0:00	0	0	0	0%	8:00	1	1	0	0%	16:00	36	13	27	42%
	0:30	0	0	0	0%	8:30	2	2	0	0%	16:30	24	4	47	73%
	1:00	0	0	0	0%	9:00	2	0	2	3%	17:00	8	4	51	80%
	1:30	0	0	0	0%	9:30	5	2	5	8%	17:30	5	9	47	73%
	2:00	0	0	0	0%	10:00	4	6	3	5%	18:00	9	51	5	8%
	2:30	0	0	0	0%	10:30	5	8	0	0%	18:30	1	4	2	3%
	3:00	0	0	0	0%	11:00	2	3	-1	-2%	19:00	1	3	0	0%
	3:30	0	0	0	0%	11:30	5	3	1	2%	19:30	3	2	1	2%
	4:00	0	0	0	0%	12:00	5	2	4	6%	20:00	1	2	0	0%
	4:30	0	0	0	0%	12:30	6	5	5	8%	20:30	1	0	1	2%
	5:00	0	0	0	0%	13:00	2	4	3	5%	21:00	1	1	1	2%
	5:30	0	0	0	0%	13:30	5	5	3	5%	21:30	0	1	0	0%
	6:00	0	0	0	0%	14:00	1	2	2	3%	22:00	0	0	0	0%
	6:30	0	0	0	0%	14:30	2	2	2	3%	22:30	1	1	0	0%
	7:00	0	0	0	0%	15:00	1	1	2	3%	23:00	0	0	0	0%
	7:30	1	1	0	0%	15:30	8	6	4	6%	23:30	0	0	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	17:00	51	80%

Data Collection Information

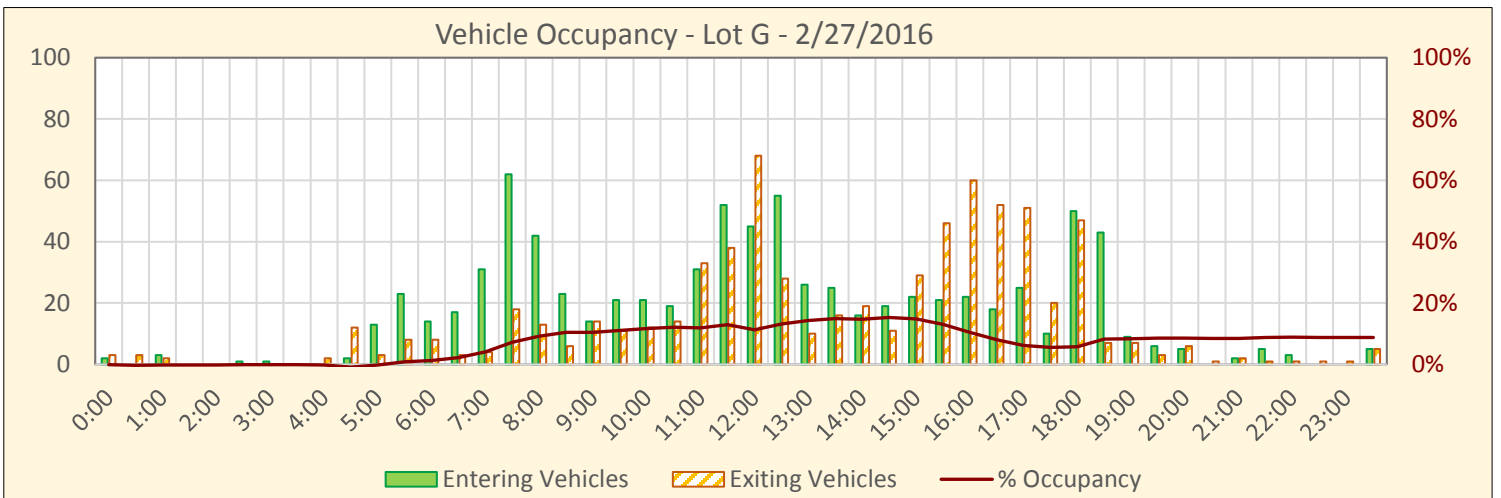
Event Name:	Non-Event	Lot Name:	G
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	28	82nd Street East 1	#7	53	Perimeter West 3
	#2	29	82nd Street East 2			
	#3	41	83rd - Pacesetter North of Princess			
	#4	42	83rd - Pacesetter West of Princess			
	#5	51	Perimeter West 1			
7	#6	52	Perimeter West 2			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [28_{IN} + 29_{IN} + 41_{IN} + 42_{IN} + 51_{IN} + 52_{IN} + 53_{IN}] - [28_{OUT} + 29_{OUT} + 41_{OUT} + 42_{OUT} + 51_{OUT} + 52_{OUT} + 53_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,432	0:00	2	3	-1	0%	8:00	42	13	132	9%	16:00	22	60	149	10%
	0:30	0	3	-4	0%	8:30	23	6	149	10%	16:30	18	52	115	8%
	1:00	3	2	-3	0%	9:00	14	14	149	10%	17:00	25	51	89	6%
	1:30	0	0	-3	0%	9:30	21	11	159	11%	17:30	10	20	79	6%
	2:00	0	0	-3	0%	10:00	21	12	168	12%	18:00	50	47	82	6%
	2:30	1	0	-2	0%	10:30	19	14	173	12%	18:30	43	7	118	8%
	3:00	1	0	-1	0%	11:00	31	33	171	12%	19:00	9	7	120	8%
	3:30	0	0	-1	0%	11:30	52	38	185	13%	19:30	6	3	123	9%
	4:00	0	2	-3	0%	12:00	45	68	162	11%	20:00	5	6	122	9%
	4:30	2	12	-13	-1%	12:30	55	28	189	13%	20:30	0	1	121	8%
	5:00	13	3	-3	0%	13:00	26	10	205	14%	21:00	2	2	121	8%
	5:30	23	8	12	1%	13:30	25	16	214	15%	21:30	5	1	125	9%
	6:00	14	8	18	1%	14:00	16	19	211	15%	22:00	3	1	127	9%
	6:30	17	3	32	2%	14:30	19	11	219	15%	22:30	0	1	126	9%
	7:00	31	4	59	4%	15:00	22	29	212	15%	23:00	0	1	125	9%
	7:30	62	18	103	7%	15:30	21	46	187	13%	23:30	5	5	125	9%

Maximum Occupancy	Time	On-Site	% Occupancy
	14:30	219	15%

Data Collection Information

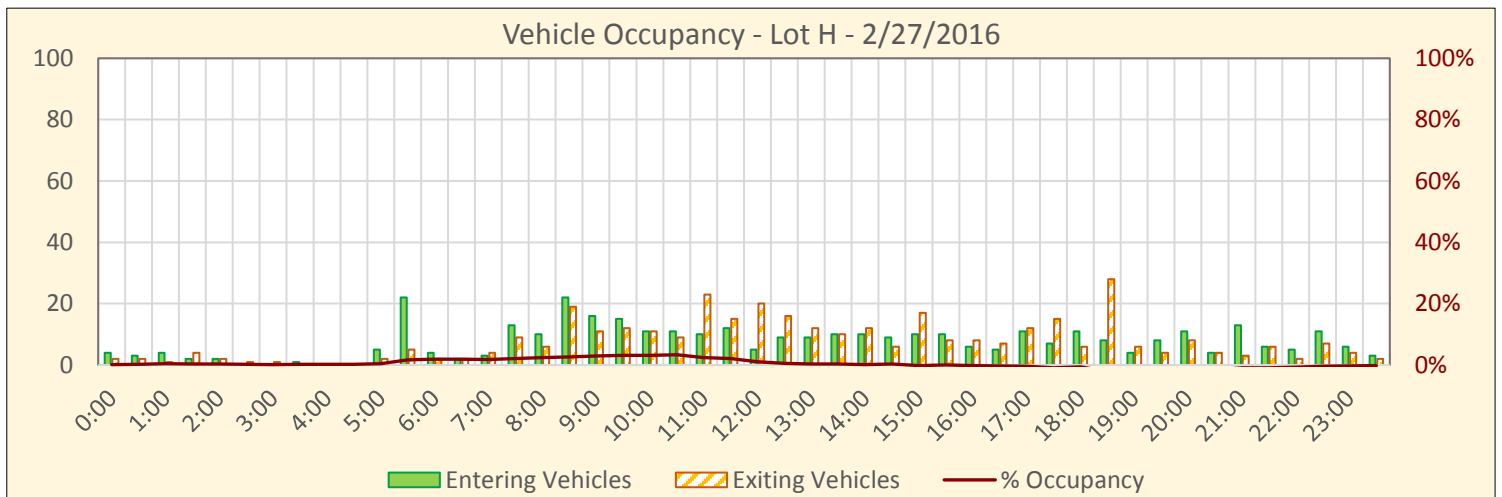
Event Name:	Non-Event	Lot Name:	H
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	40 Princess North 2
	#2	43 85th East of Perimeter
	#3	44 St. John East of Perimeter
	#4	45 Perimeter East 1
	#5	46 Perimeter East 2
5		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [40_{IN} + 43_{IN} + 44_{IN} + 45_{IN} + 46_{IN}] - [40_{OUT} + 43_{OUT} + 44_{OUT} + 45_{OUT} + 46_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
1,349	0:00	4	2	2	0%	8:00	10	6	32	2%	16:00	6	8	-2	0%
	0:30	3	2	3	0%	8:30	22	19	35	3%	16:30	5	7	-4	0%
	1:00	4	1	6	0%	9:00	16	11	40	3%	17:00	11	12	-5	0%
	1:30	2	4	4	0%	9:30	15	12	43	3%	17:30	7	15	-13	-1%
	2:00	2	2	4	0%	10:00	11	11	43	3%	18:00	11	6	-8	-1%
	2:30	0	1	3	0%	10:30	11	9	45	3%	18:30	8	28	-28	-2%
	3:00	0	1	2	0%	11:00	10	23	32	2%	19:00	4	6	-30	-2%
	3:30	1	0	3	0%	11:30	12	15	29	2%	19:30	8	4	-26	-2%
	4:00	0	0	3	0%	12:00	5	20	14	1%	20:00	11	8	-23	-2%
	4:30	0	0	3	0%	12:30	9	16	7	1%	20:30	4	4	-23	-2%
	5:00	5	2	6	0%	13:00	9	12	4	0%	21:00	13	3	-13	-1%
	5:30	22	5	23	2%	13:30	10	10	4	0%	21:30	6	6	-13	-1%
	6:00	4	2	25	2%	14:00	10	12	2	0%	22:00	5	2	-10	-1%
	6:30	2	2	25	2%	14:30	9	6	5	0%	22:30	11	7	-6	0%
	7:00	3	4	24	2%	15:00	10	17	-2	0%	23:00	6	4	-4	0%
	7:30	13	9	28	2%	15:30	10	8	0	0%	23:30	3	2	-3	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	45	3%

Data Collection Information

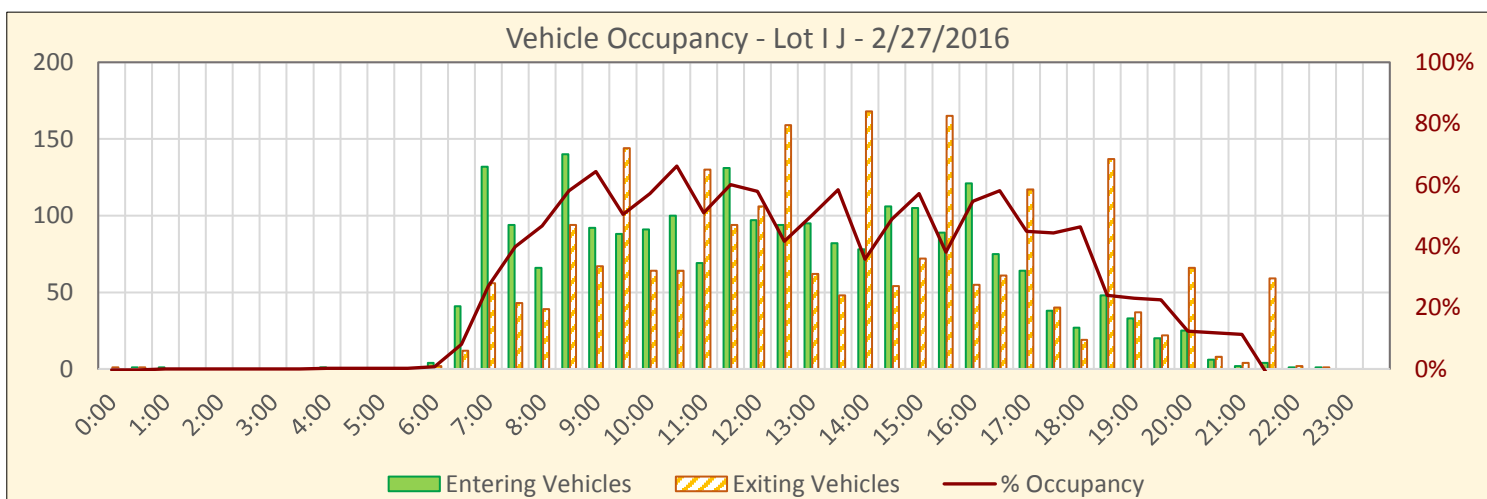
Event Name:	Non-Event	Lot Name:	I J
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	33 82nd Street West 2
	#2	34 82nd Street West 3
	#3	37 Princess South 1
	#4	101 Bell North 1
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [33_{IN} + 34_{IN} + 37_{IN} + 101_{IN}] - [33_{OUT} + 34_{OUT} + 37_{OUT} + 101_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
399	0:00	0	1	-1	0%	8:00	66	39	186	47%	16:00	121	55	218	55%
	0:30	1	1	-1	0%	8:30	140	94	232	58%	16:30	75	61	232	58%
	1:00	1	0	0	0%	9:00	92	67	257	64%	17:00	64	117	179	45%
	1:30	0	0	0	0%	9:30	88	144	201	50%	17:30	38	40	177	44%
	2:00	0	0	0	0%	10:00	91	64	228	57%	18:00	27	19	185	46%
	2:30	0	0	0	0%	10:30	100	64	264	66%	18:30	48	137	96	24%
	3:00	0	0	0	0%	11:00	69	130	203	51%	19:00	33	37	92	23%
	3:30	0	0	0	0%	11:30	131	94	240	60%	19:30	20	22	90	23%
	4:00	1	0	1	0%	12:00	97	106	231	58%	20:00	25	66	49	12%
	4:30	0	0	1	0%	12:30	94	159	166	42%	20:30	6	8	47	12%
	5:00	0	0	1	0%	13:00	95	62	199	50%	21:00	2	4	45	11%
	5:30	0	0	1	0%	13:30	82	48	233	58%	21:30	4	59	-10	-3%
	6:00	4	2	3	1%	14:00	78	168	143	36%	22:00	1	2	-11	-3%
	6:30	41	12	32	8%	14:30	106	54	195	49%	22:30	1	1	-11	-3%
	7:00	132	56	108	27%	15:00	105	72	228	57%	23:00	0	0	-11	-3%
	7:30	94	43	159	40%	15:30	89	165	152	38%	23:30	0	0	-11	-3%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:30	264	66%

Data Collection Information

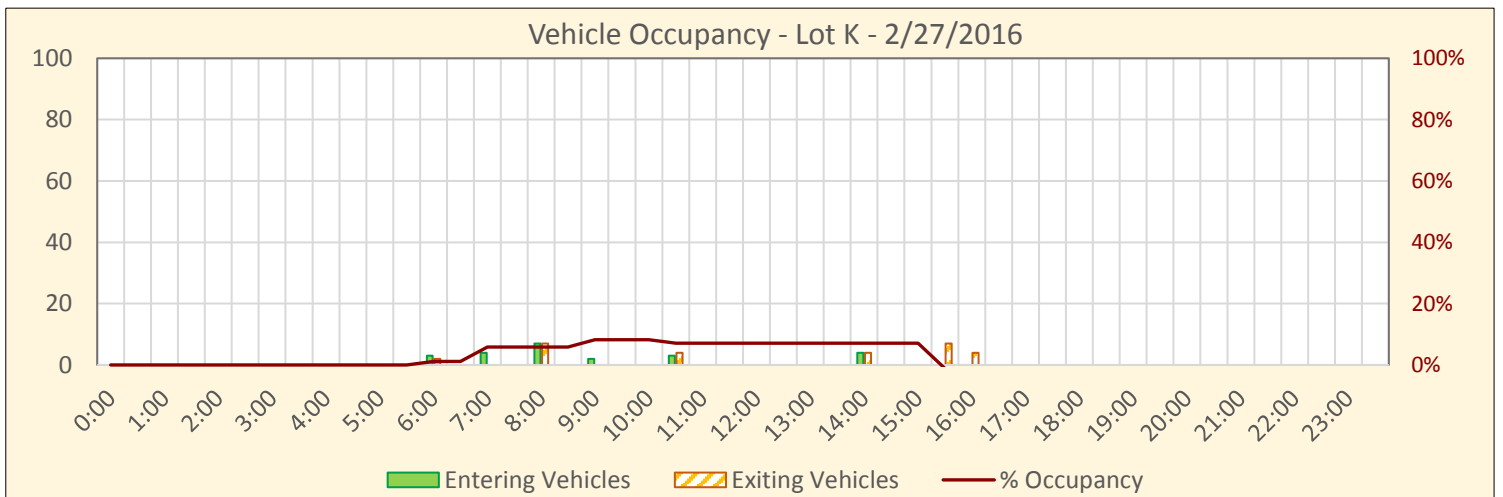
Event Name:	Non-Event	Lot Name:	K
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	19	Hartford West 1

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [19_{IN}] - [19_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
85	0:00	0	0	0	0%	8:00	7	7	5	6%	16:00	0	4	-5	-6%
	0:30	0	0	0	0%	8:30	0	0	5	6%	16:30	0	0	-5	-6%
	1:00	0	0	0	0%	9:00	2	0	7	8%	17:00	0	0	-5	-6%
	1:30	0	0	0	0%	9:30	0	0	7	8%	17:30	0	0	-5	-6%
	2:00	0	0	0	0%	10:00	0	0	7	8%	18:00	0	0	-5	-6%
	2:30	0	0	0	0%	10:30	3	4	6	7%	18:30	0	0	-5	-6%
	3:00	0	0	0	0%	11:00	0	0	6	7%	19:00	0	0	-5	-6%
	3:30	0	0	0	0%	11:30	0	0	6	7%	19:30	0	0	-5	-6%
	4:00	0	0	0	0%	12:00	0	0	6	7%	20:00	0	0	-5	-6%
	4:30	0	0	0	0%	12:30	0	0	6	7%	20:30	0	0	-5	-6%
	5:00	0	0	0	0%	13:00	0	0	6	7%	21:00	0	0	-5	-6%
	5:30	0	0	0	0%	13:30	0	0	6	7%	21:30	0	0	-5	-6%
	6:00	3	2	1	1%	14:00	4	4	6	7%	22:00	0	0	-5	-6%
	6:30	0	0	1	1%	14:30	0	0	6	7%	22:30	0	0	-5	-6%
	7:00	4	0	5	6%	15:00	0	0	6	7%	23:00	0	0	-5	-6%
	7:30	0	0	5	6%	15:30	0	7	-1	-1%	23:30	0	0	-5	-6%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:00	7	8%

Data Collection Information

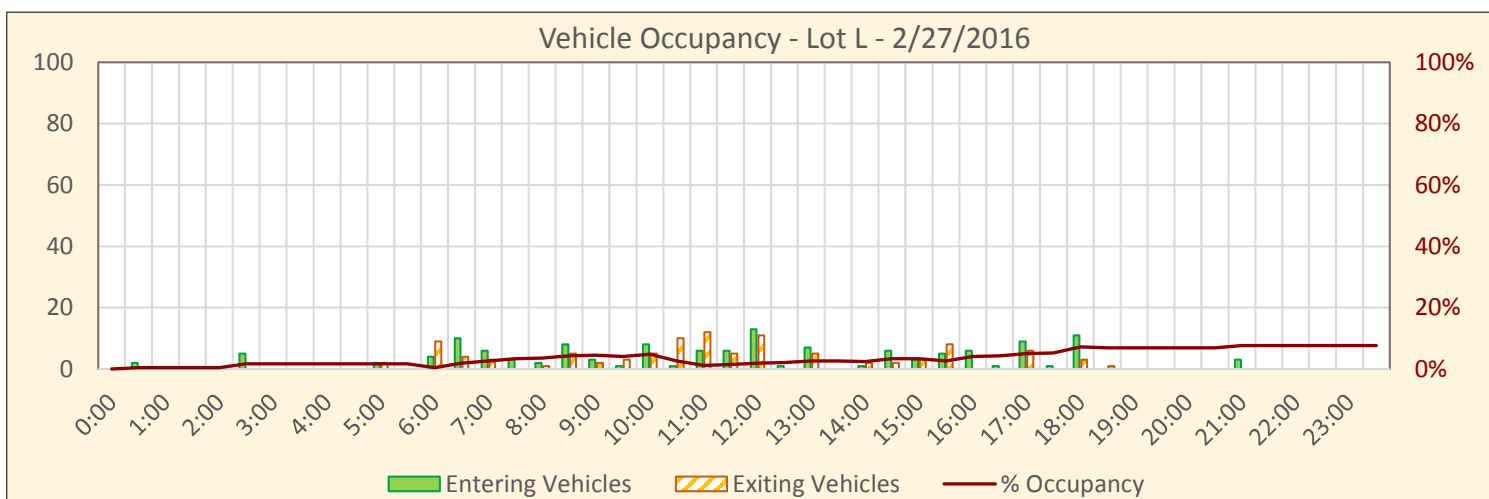
Event Name:	Non-Event	Lot Name:	L
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	12 Hartford North 1
	#2	54 Perimeter West 4
	#3	55 Perimeter West 5
	3	

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [12_{IN} + 54_{IN} + 55_{IN}] - [12_{OUT} + 54_{OUT} + 55_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
419	0:00	0	0	0	0%	8:00	2	1	15	4%	16:00	6	0	17	4%
	0:30	2	0	2	0%	8:30	8	5	18	4%	16:30	1	0	18	4%
	1:00	0	0	2	0%	9:00	3	2	19	5%	17:00	9	6	21	5%
	1:30	0	0	2	0%	9:30	1	3	17	4%	17:30	1	0	22	5%
	2:00	0	0	2	0%	10:00	8	5	20	5%	18:00	11	3	30	7%
	2:30	5	0	7	2%	10:30	1	10	11	3%	18:30	0	1	29	7%
	3:00	0	0	7	2%	11:00	6	12	5	1%	19:00	0	0	29	7%
	3:30	0	0	7	2%	11:30	6	5	6	1%	19:30	0	0	29	7%
	4:00	0	0	7	2%	12:00	13	11	8	2%	20:00	0	0	29	7%
	4:30	0	0	7	2%	12:30	1	0	9	2%	20:30	0	0	29	7%
	5:00	2	2	7	2%	13:00	7	5	11	3%	21:00	3	0	32	8%
	5:30	0	0	7	2%	13:30	0	0	11	3%	21:30	0	0	32	8%
	6:00	4	9	2	0%	14:00	1	2	10	2%	22:00	0	0	32	8%
	6:30	10	4	8	2%	14:30	6	2	14	3%	22:30	0	0	32	8%
	7:00	6	3	11	3%	15:00	3	3	14	3%	23:00	0	0	32	8%
	7:30	3	0	14	3%	15:30	5	8	11	3%	23:30	0	0	32	8%

Maximum Occupancy	Time	On-Site	% Occupancy
	21:00	32	8%

Data Collection Information

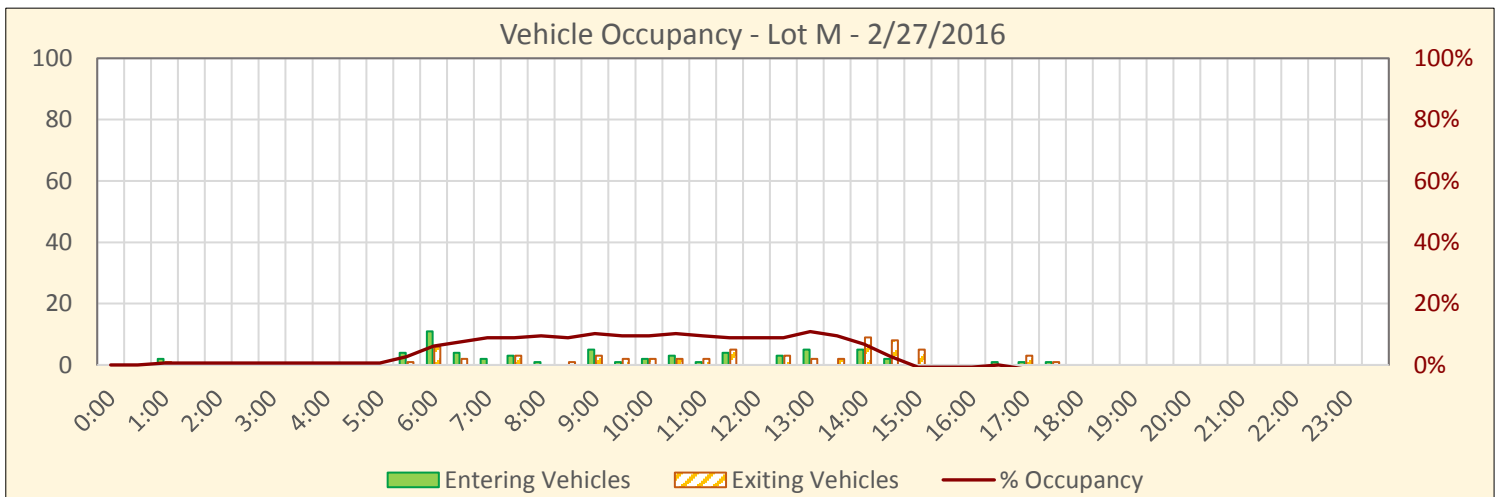
Event Name:	Non-Event	Lot Name:	M
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	20 Hartford West 2
	#2	21 Hartford West 3
	#3	30 82nd Street East 3
	3	

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [20_{IN} + 21_{IN} + 30_{IN}] - [20_{OUT} + 21_{OUT} + 30_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
147	0:00	0	0	0	0%	8:00	1	0	14	10%	16:00	0	0	-1	-1%
	0:30	0	0	0	0%	8:30	0	1	13	9%	16:30	1	0	0	0%
	1:00	2	1	1	1%	9:00	5	3	15	10%	17:00	1	3	-2	-1%
	1:30	0	0	1	1%	9:30	1	2	14	10%	17:30	1	1	-2	-1%
	2:00	0	0	1	1%	10:00	2	2	14	10%	18:00	0	0	-2	-1%
	2:30	0	0	1	1%	10:30	3	2	15	10%	18:30	0	0	-2	-1%
	3:00	0	0	1	1%	11:00	1	2	14	10%	19:00	0	0	-2	-1%
	3:30	0	0	1	1%	11:30	4	5	13	9%	19:30	0	0	-2	-1%
	4:00	0	0	1	1%	12:00	0	0	13	9%	20:00	0	0	-2	-1%
	4:30	0	0	1	1%	12:30	3	3	13	9%	20:30	0	0	-2	-1%
	5:00	0	0	1	1%	13:00	5	2	16	11%	21:00	0	0	-2	-1%
	5:30	4	1	4	3%	13:30	0	2	14	10%	21:30	0	0	-2	-1%
	6:00	11	6	9	6%	14:00	5	9	10	7%	22:00	0	0	-2	-1%
	6:30	4	2	11	7%	14:30	2	8	4	3%	22:30	0	0	-2	-1%
	7:00	2	0	13	9%	15:00	0	5	-1	-1%	23:00	0	0	-2	-1%
	7:30	3	3	13	9%	15:30	0	0	-1	-1%	23:30	0	0	-2	-1%

Maximum Occupancy	Time	On-Site	% Occupancy
	13:00	16	11%

Data Collection Information

Event Name: Non-Event
Date: 2/27/2016
Weekday: Saturday

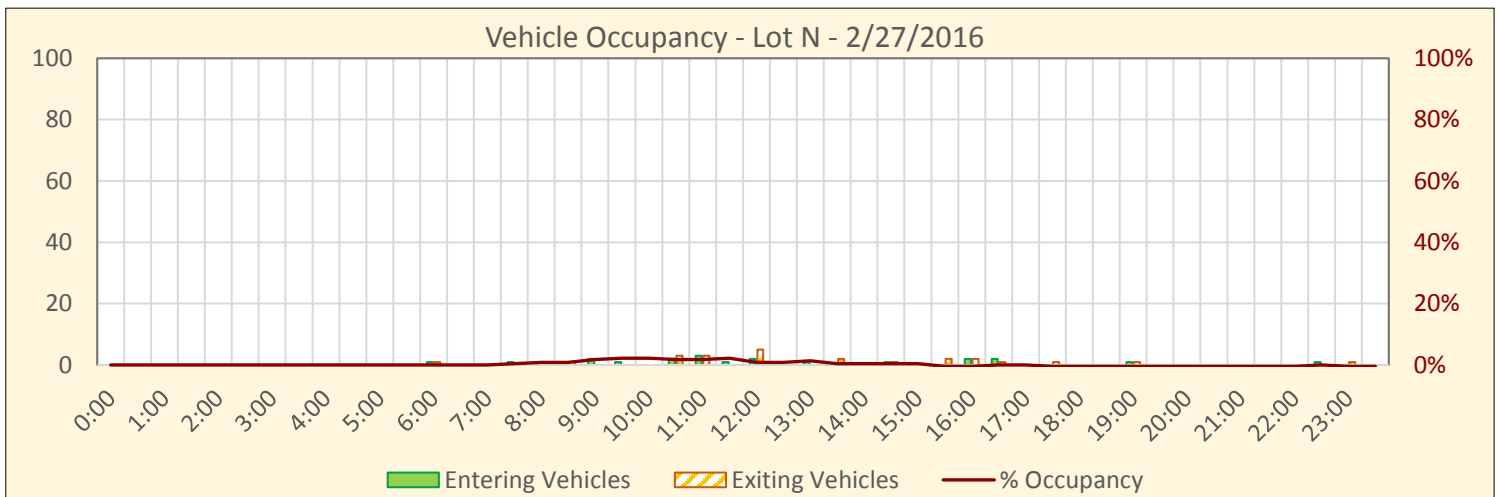
Lot Name: N

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	13 Hartford North 2
	#2	14 Hartford North 3
2		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [13_{IN} + 14_{IN}] - [13_{OUT} + 14_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
226	0:00	0	0	0	0%	8:00	1	0	2	1%	16:00	2	2	-1	0%
	0:30	0	0	0	0%	8:30	1	1	2	1%	16:30	2	1	0	0%
	1:00	0	0	0	0%	9:00	2	0	4	2%	17:00	0	0	0	0%
	1:30	0	0	0	0%	9:30	1	0	5	2%	17:30	0	1	-1	0%
	2:00	0	0	0	0%	10:00	0	0	5	2%	18:00	0	0	-1	0%
	2:30	0	0	0	0%	10:30	2	3	4	2%	18:30	0	0	-1	0%
	3:00	0	0	0	0%	11:00	3	3	4	2%	19:00	1	1	-1	0%
	3:30	0	0	0	0%	11:30	1	0	5	2%	19:30	0	0	-1	0%
	4:00	0	0	0	0%	12:00	2	5	2	1%	20:00	0	0	-1	0%
	4:30	0	0	0	0%	12:30	0	0	2	1%	20:30	0	0	-1	0%
	5:00	0	0	0	0%	13:00	1	0	3	1%	21:00	0	0	-1	0%
	5:30	0	0	0	0%	13:30	0	2	1	0%	21:30	0	0	-1	0%
	6:00	1	1	0	0%	14:00	0	0	1	0%	22:00	0	0	-1	0%
	6:30	0	0	0	0%	14:30	1	1	1	0%	22:30	1	0	0	0%
	7:00	0	0	0	0%	15:00	0	0	1	0%	23:00	0	1	-1	0%
	7:30	1	0	1	0%	15:30	0	2	-1	0%	23:30	0	0	-1	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	5	2%

Data Collection Information

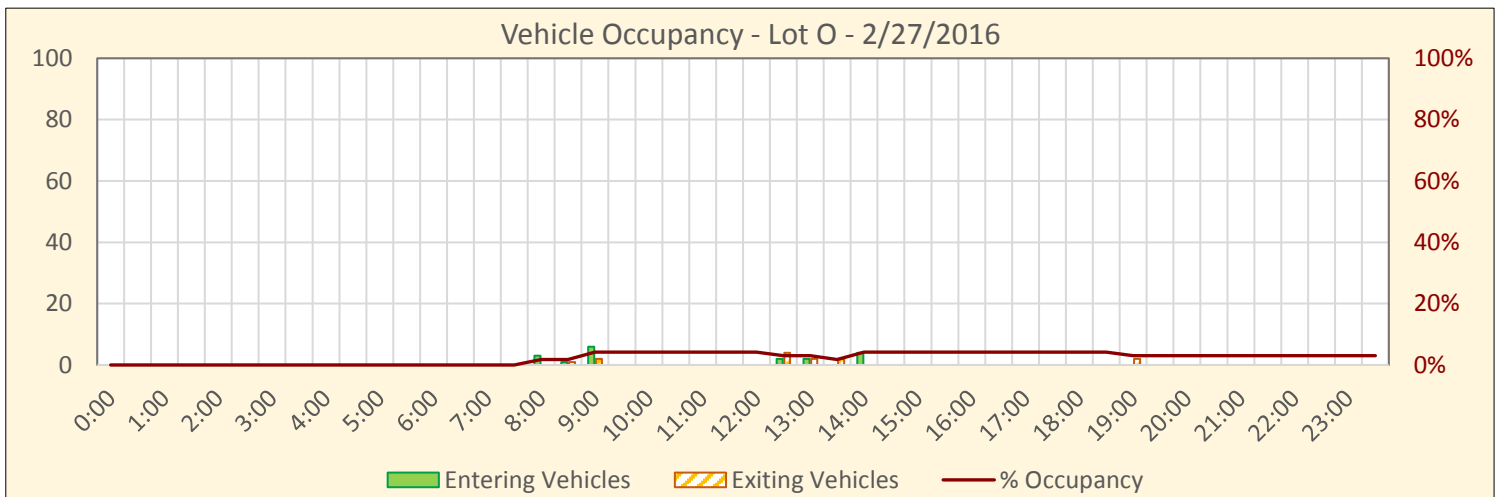
Event Name:	Non-Event	Lot Name:	O
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	56	Perimeter West 6

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [56_{IN}] - [56_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
167	0:00	0	0	0	0%	8:00	3	0	3	2%	16:00	0	0	7	4%
	0:30	0	0	0	0%	8:30	1	1	3	2%	16:30	0	0	7	4%
	1:00	0	0	0	0%	9:00	6	2	7	4%	17:00	0	0	7	4%
	1:30	0	0	0	0%	9:30	0	0	7	4%	17:30	0	0	7	4%
	2:00	0	0	0	0%	10:00	0	0	7	4%	18:00	0	0	7	4%
	2:30	0	0	0	0%	10:30	0	0	7	4%	18:30	0	0	7	4%
	3:00	0	0	0	0%	11:00	0	0	7	4%	19:00	0	2	5	3%
	3:30	0	0	0	0%	11:30	0	0	7	4%	19:30	0	0	5	3%
	4:00	0	0	0	0%	12:00	0	0	7	4%	20:00	0	0	5	3%
	4:30	0	0	0	0%	12:30	2	4	5	3%	20:30	0	0	5	3%
	5:00	0	0	0	0%	13:00	2	2	5	3%	21:00	0	0	5	3%
	5:30	0	0	0	0%	13:30	0	2	3	2%	21:30	0	0	5	3%
	6:00	0	0	0	0%	14:00	4	0	7	4%	22:00	0	0	5	3%
	6:30	0	0	0	0%	14:30	0	0	7	4%	22:30	0	0	5	3%
	7:00	0	0	0	0%	15:00	0	0	7	4%	23:00	0	0	5	3%
	7:30	0	0	0	0%	15:30	0	0	7	4%	23:30	0	0	5	3%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:00	7	4%

Data Collection Information

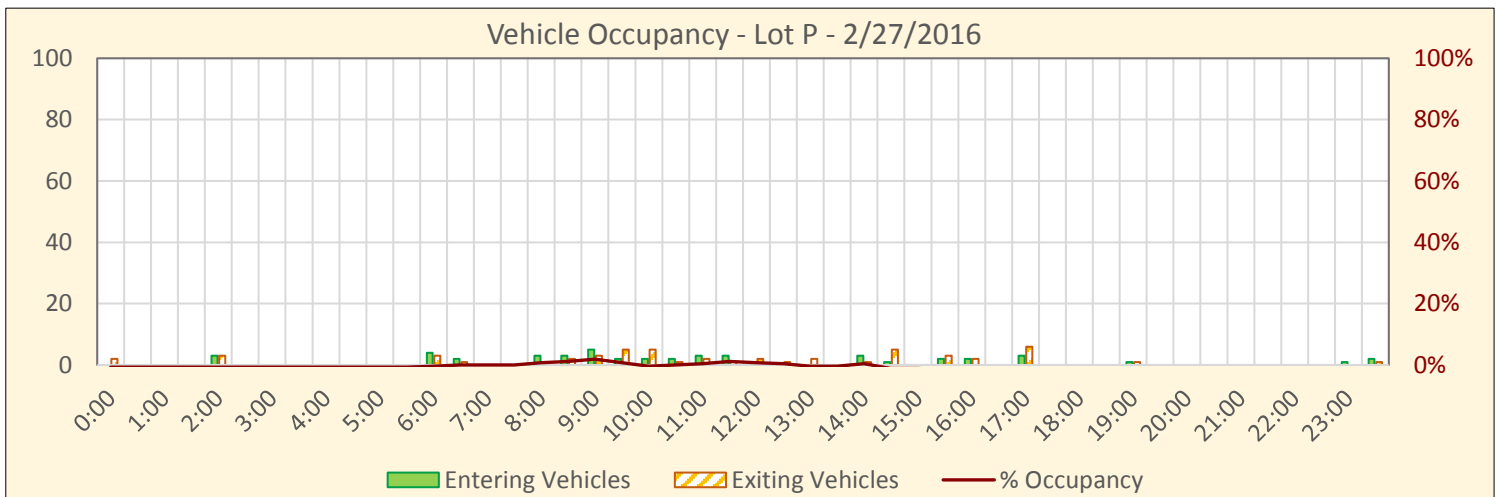
Event Name:	Non-Event	Lot Name:	P
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	22 Hartford West 4
	#2	31 82nd Street East 4
		2

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [22_{IN} + 31_{IN}] - [22_{OUT} + 31_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
263	0:00	0	2	-2	-1%	8:00	3	1	2	1%	16:00	2	2	-4	-2%
*Excludes Garage Parking	0:30	0	0	-2	-1%	8:30	3	2	3	1%	16:30	0	0	-4	-2%
	1:00	0	0	-2	-1%	9:00	5	3	5	2%	17:00	3	6	-7	-3%
	1:30	0	0	-2	-1%	9:30	2	5	2	1%	17:30	0	0	-7	-3%
	2:00	3	3	-2	-1%	10:00	2	5	-1	0%	18:00	0	0	-7	-3%
	2:30	0	0	-2	-1%	10:30	2	1	0	0%	18:30	0	0	-7	-3%
	3:00	0	0	-2	-1%	11:00	3	2	1	0%	19:00	1	1	-7	-3%
	3:30	0	0	-2	-1%	11:30	3	1	3	1%	19:30	0	0	-7	-3%
	4:00	0	0	-2	-1%	12:00	1	2	2	1%	20:00	0	0	-7	-3%
	4:30	0	0	-2	-1%	12:30	0	1	1	0%	20:30	0	0	-7	-3%
	5:00	0	0	-2	-1%	13:00	0	2	-1	0%	21:00	0	0	-7	-3%
	5:30	0	0	-2	-1%	13:30	0	0	-1	0%	21:30	0	0	-7	-3%
	6:00	4	3	-1	0%	14:00	3	1	1	0%	22:00	0	0	-7	-3%
	6:30	2	1	0	0%	14:30	1	5	-3	-1%	22:30	0	0	-7	-3%
	7:00	0	0	0	0%	15:00	0	0	-3	-1%	23:00	1	0	-6	-2%
	7:30	0	0	0	0%	15:30	2	3	-4	-2%	23:30	2	1	-5	-2%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:00	5	2%

Data Collection Information

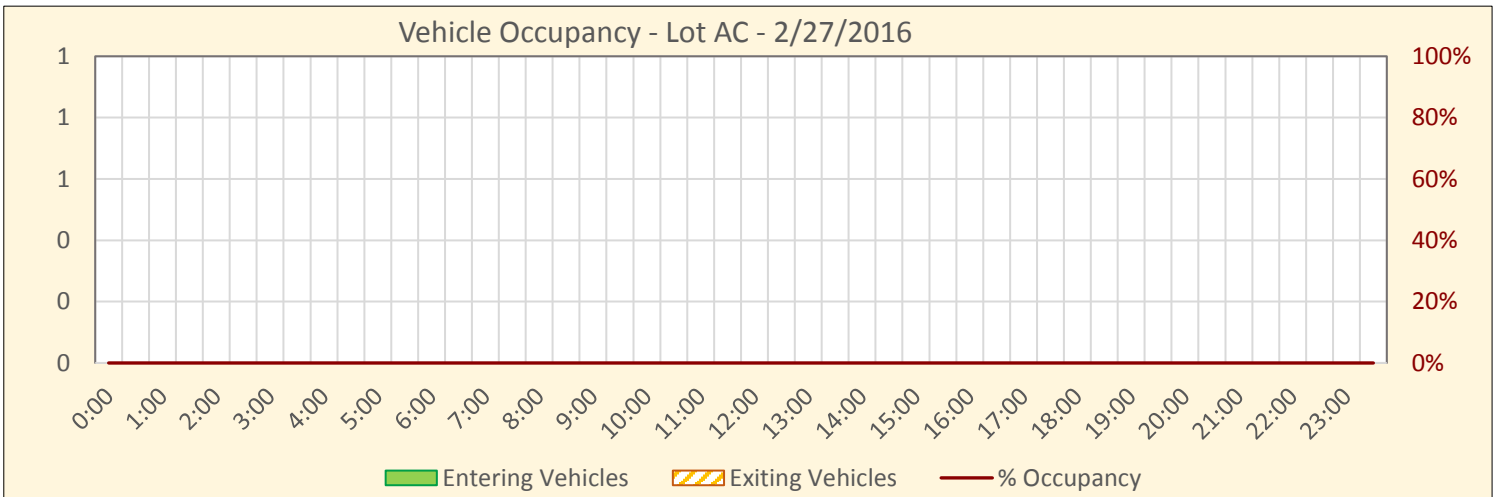
Event Name:	Non-Event	Lot Name:	Q
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	23	Hartford West 5

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [23_{IN}] - [23_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
111	0:00	0	0	0	0%	8:00	0	0	0	0%	16:00	0	0	0	0%
	0:30	0	0	0	0%	8:30	0	0	0	0%	16:30	0	0	0	0%
	1:00	0	0	0	0%	9:00	0	0	0	0%	17:00	0	0	0	0%
	1:30	0	0	0	0%	9:30	0	0	0	0%	17:30	0	0	0	0%
	2:00	0	0	0	0%	10:00	0	0	0	0%	18:00	0	0	0	0%
	2:30	0	0	0	0%	10:30	0	0	0	0%	18:30	0	0	0	0%
	3:00	0	0	0	0%	11:00	0	0	0	0%	19:00	0	0	0	0%
	3:30	0	0	0	0%	11:30	0	0	0	0%	19:30	0	0	0	0%
	4:00	0	0	0	0%	12:00	0	0	0	0%	20:00	0	0	0	0%
	4:30	0	0	0	0%	12:30	0	0	0	0%	20:30	0	0	0	0%
	5:00	0	0	0	0%	13:00	0	0	0	0%	21:00	0	0	0	0%
	5:30	0	0	0	0%	13:30	0	0	0	0%	21:30	0	0	0	0%
	6:00	0	0	0	0%	14:00	0	0	0	0%	22:00	0	0	0	0%
	6:30	0	0	0	0%	14:30	0	0	0	0%	22:30	0	0	0	0%
	7:00	0	0	0	0%	15:00	0	0	0	0%	23:00	0	0	0	0%
	7:30	0	0	0	0%	15:30	0	0	0	0%	23:30	0	0	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	0:00	0	0%

Data Collection Information

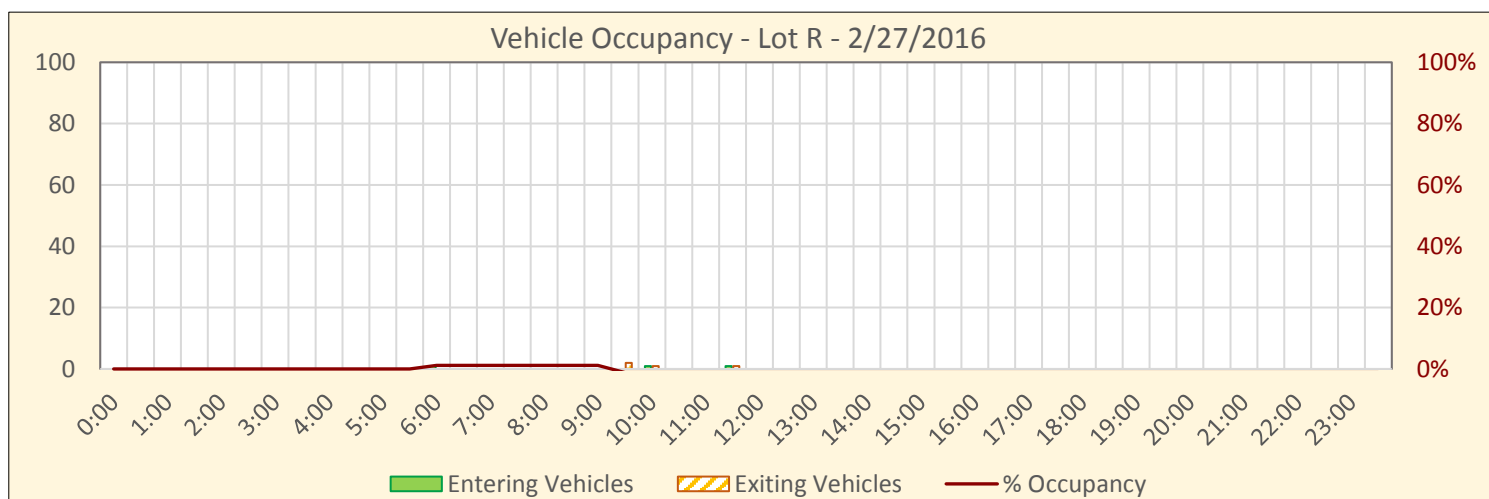
Event Name:	Non-Event		Lot Name:	R
Date:	2/27/2016			
Weekday:	Saturday			

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	24	Hartford West 6
	#2	25	Hartford West 7
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [24_{IN} + 25_{IN}] - [24_{OUT} + 25_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
85	0:00	0	0	0	0%	8:00	0	0	1	1%	16:00	0	0	-1	-1%
	0:30	0	0	0	0%	8:30	0	0	1	1%	16:30	0	0	-1	-1%
	1:00	0	0	0	0%	9:00	0	0	1	1%	17:00	0	0	-1	-1%
	1:30	0	0	0	0%	9:30	0	2	-1	-1%	17:30	0	0	-1	-1%
	2:00	0	0	0	0%	10:00	1	1	-1	-1%	18:00	0	0	-1	-1%
	2:30	0	0	0	0%	10:30	0	0	-1	-1%	18:30	0	0	-1	-1%
	3:00	0	0	0	0%	11:00	0	0	-1	-1%	19:00	0	0	-1	-1%
	3:30	0	0	0	0%	11:30	1	1	-1	-1%	19:30	0	0	-1	-1%
	4:00	0	0	0	0%	12:00	0	0	-1	-1%	20:00	0	0	-1	-1%
	4:30	0	0	0	0%	12:30	0	0	-1	-1%	20:30	0	0	-1	-1%
	5:00	0	0	0	0%	13:00	0	0	-1	-1%	21:00	0	0	-1	-1%
	5:30	0	0	0	0%	13:30	0	0	-1	-1%	21:30	0	0	-1	-1%
	6:00	1	0	1	1%	14:00	0	0	-1	-1%	22:00	0	0	-1	-1%
	6:30	0	0	1	1%	14:30	0	0	-1	-1%	22:30	0	0	-1	-1%
	7:00	0	0	1	1%	15:00	0	0	-1	-1%	23:00	0	0	-1	-1%
	7:30	0	0	1	1%	15:30	0	0	-1	-1%	23:30	0	0	-1	-1%

Maximum Occupancy	Time	On-Site	% Occupancy
	6:00	1	1%

Data Collection Information

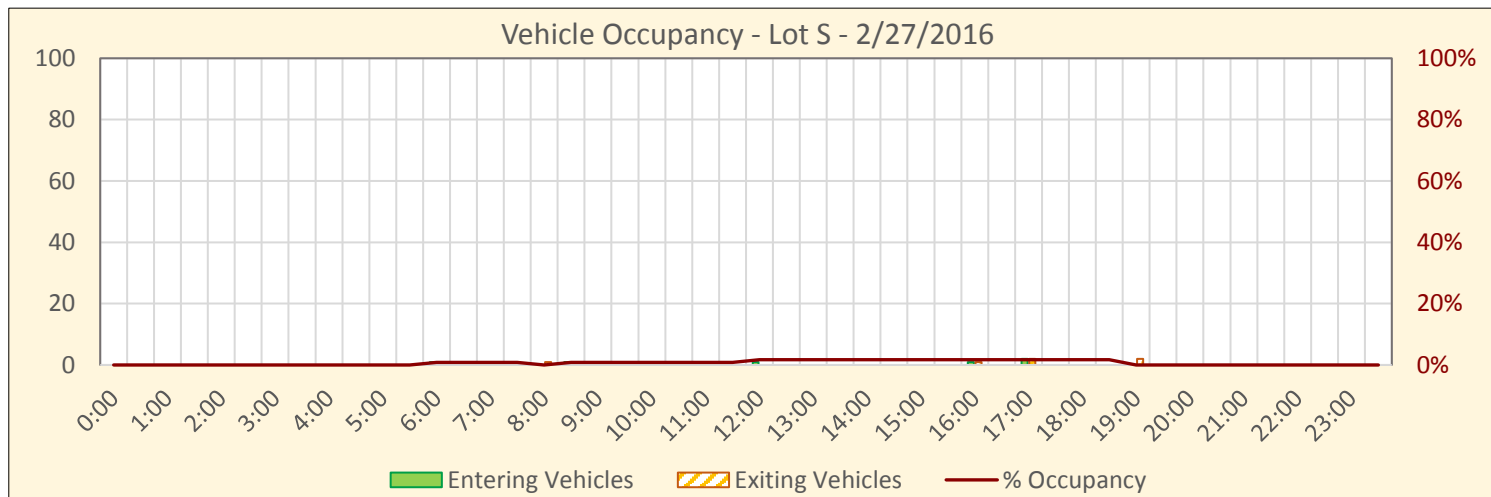
Event Name:	Non-Event	Lot Name:	S
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	26	Hartford West 8
	#2	27	Hartford West 9
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [26_{IN} + 27_{IN}] - [26_{OUT} + 27_{OUT}]$$



Capacity:	Time	IN	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	0	1	0	0%	16:00	1	1	2	2%
	0:30	0	0	0	0%	8:30	1	0	1	1%	16:30	0	0	2	2%
	1:00	0	0	0	0%	9:00	0	0	1	1%	17:00	2	2	2	2%
	1:30	0	0	0	0%	9:30	0	0	1	1%	17:30	0	0	2	2%
	2:00	0	0	0	0%	10:00	0	0	1	1%	18:00	0	0	2	2%
	2:30	0	0	0	0%	10:30	0	0	1	1%	18:30	0	0	2	2%
	3:00	0	0	0	0%	11:00	0	0	1	1%	19:00	0	2	0	0%
	3:30	0	0	0	0%	11:30	0	0	1	1%	19:30	0	0	0	0%
	4:00	0	0	0	0%	12:00	1	0	2	2%	20:00	0	0	0	0%
	4:30	0	0	0	0%	12:30	0	0	2	2%	20:30	0	0	0	0%
	5:00	0	0	0	0%	13:00	0	0	2	2%	21:00	0	0	0	0%
	5:30	0	0	0	0%	13:30	0	0	2	2%	21:30	0	0	0	0%
	6:00	1	0	1	1%	14:00	0	0	2	2%	22:00	0	0	0	0%
	6:30	0	0	1	1%	14:30	0	0	2	2%	22:30	0	0	0	0%
	7:00	0	0	1	1%	15:00	0	0	2	2%	23:00	0	0	0	0%
	7:30	0	0	1	1%	15:30	0	0	2	2%	23:30	0	0	0	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:00	2	2%

Data Collection Information

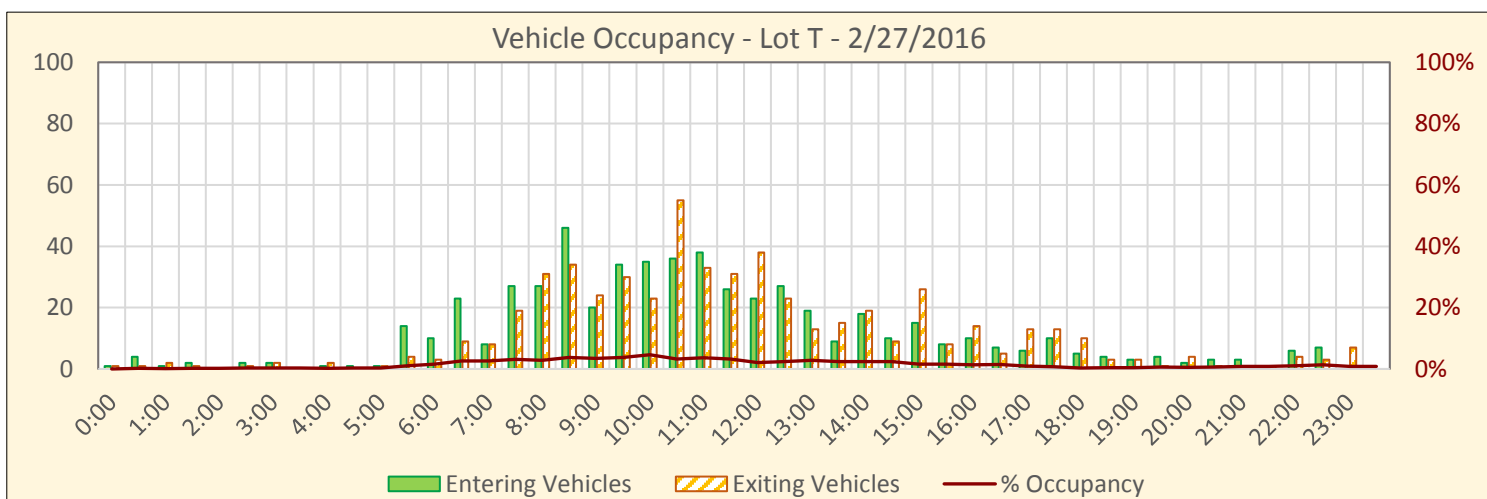
Event Name:	Non-Event	Lot Name:	T
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	3 Pima Southbound 1	#7	48	Perimeter East 4
	#2	18 Hartford North 7			
	#3	35 Anderson East of Perimeter			
	#4	36 Anderson West of Hartford			
	#5	38 Princess South 2			
6	#6	47 Perimeter East 3			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [3_{IN} + 18_{IN} + 35_{IN} + 36_{IN} + 38_{IN} + 47_{IN} + 48_{IN}] - [3_{OUT} + 18_{OUT} + 35_{OUT} + 36_{OUT} + 38_{OUT} + 47_{OUT} + 48_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,356	0:00	1	1	0	0%	8:00	27	31	39	3%	16:00	10	14	18	1%
	0:30	4	1	3	0%	8:30	46	34	51	4%	16:30	7	5	20	1%
	1:00	1	2	2	0%	9:00	20	24	47	3%	17:00	6	13	13	1%
	1:30	2	1	3	0%	9:30	34	30	51	4%	17:30	10	13	10	1%
	2:00	0	0	3	0%	10:00	35	23	63	5%	18:00	5	10	5	0%
	2:30	2	1	4	0%	10:30	36	55	44	3%	18:30	4	3	6	0%
	3:00	2	2	4	0%	11:00	38	33	49	4%	19:00	3	3	6	0%
	3:30	0	0	4	0%	11:30	26	31	44	3%	19:30	4	1	9	1%
	4:00	1	2	3	0%	12:00	23	38	29	2%	20:00	2	4	7	1%
	4:30	1	0	4	0%	12:30	27	23	33	2%	20:30	3	1	9	1%
	5:00	1	1	4	0%	13:00	19	13	39	3%	21:00	3	0	12	1%
	5:30	14	4	14	1%	13:30	9	15	33	2%	21:30	1	1	12	1%
	6:00	10	3	21	2%	14:00	18	19	32	2%	22:00	6	4	14	1%
	6:30	23	9	35	3%	14:30	10	9	33	2%	22:30	7	3	18	1%
	7:00	8	8	35	3%	15:00	15	26	22	2%	23:00	0	7	11	1%
	7:30	27	19	43	3%	15:30	8	8	22	2%	23:30	1	0	12	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	63	5%

Data Collection Information

Event Name: Non-Event
Date: 2/27/2016
Weekday: Saturday

Lot Name: U

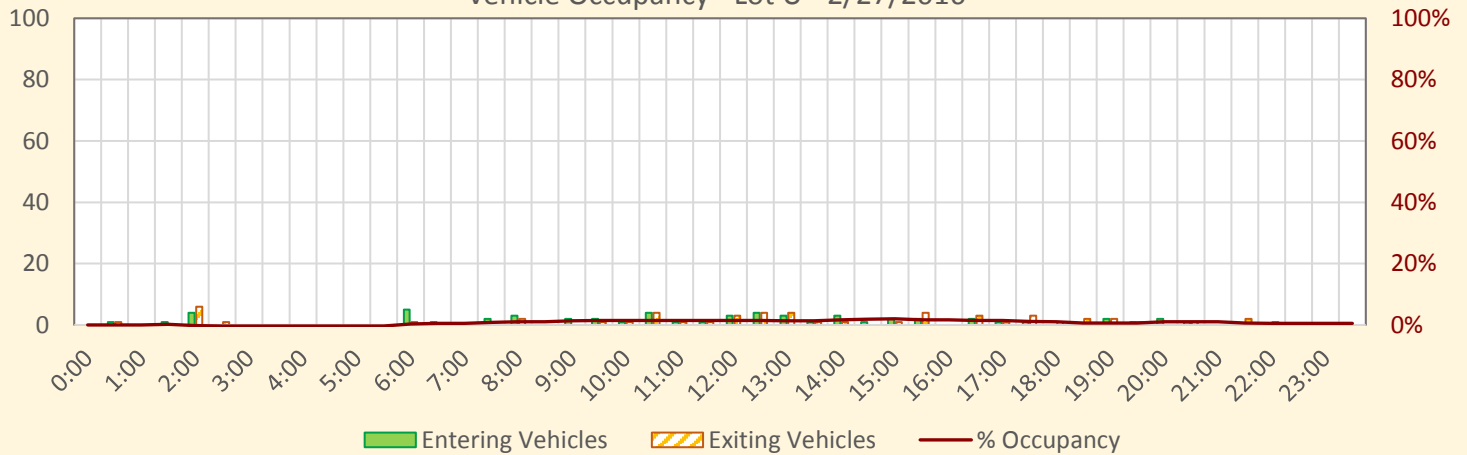
Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	15 Hartford North 4
	#2	16 Hartford North 5
	#3	17 Hartford North 6
	#4	49 Perimeter East 5
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [15_{IN} + 16_{IN} + 17_{IN} + 49_{IN}] - [15_{OUT} + 16_{OUT} + 17_{OUT} + 49_{OUT}]$$

Vehicle Occupancy - Lot U - 2/27/2016



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
593	0:00	0	0	0	0%	8:00	3	2	6	1%	16:00	0	0	10	2%
	0:30	1	1	0	0%	8:30	0	0	6	1%	16:30	2	3	9	2%
	1:00	0	0	0	0%	9:00	2	0	8	1%	17:00	1	1	9	2%
	1:30	1	0	1	0%	9:30	2	1	9	2%	17:30	1	3	7	1%
	2:00	4	6	-1	0%	10:00	1	1	9	2%	18:00	0	1	6	1%
	2:30	0	1	-2	0%	10:30	4	4	9	2%	18:30	0	2	4	1%
	3:00	0	0	-2	0%	11:00	1	1	9	2%	19:00	2	2	4	1%
	3:30	0	0	-2	0%	11:30	1	1	9	2%	19:30	1	1	4	1%
	4:00	0	0	-2	0%	12:00	3	3	9	2%	20:00	2	0	6	1%
	4:30	0	0	-2	0%	12:30	4	4	9	2%	20:30	1	1	6	1%
	5:00	0	0	-2	0%	13:00	3	4	8	1%	21:00	0	0	6	1%
	5:30	0	0	-2	0%	13:30	1	1	8	1%	21:30	0	2	4	1%
	6:00	5	1	2	0%	14:00	3	1	10	2%	22:00	0	1	3	1%
	6:30	1	0	3	1%	14:30	1	0	11	2%	22:30	0	0	3	1%
	7:00	0	0	3	1%	15:00	2	1	12	2%	23:00	0	0	3	1%
	7:30	2	0	5	1%	15:30	2	4	10	2%	23:30	0	0	3	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	15:00	12	2%

Data Collection Information

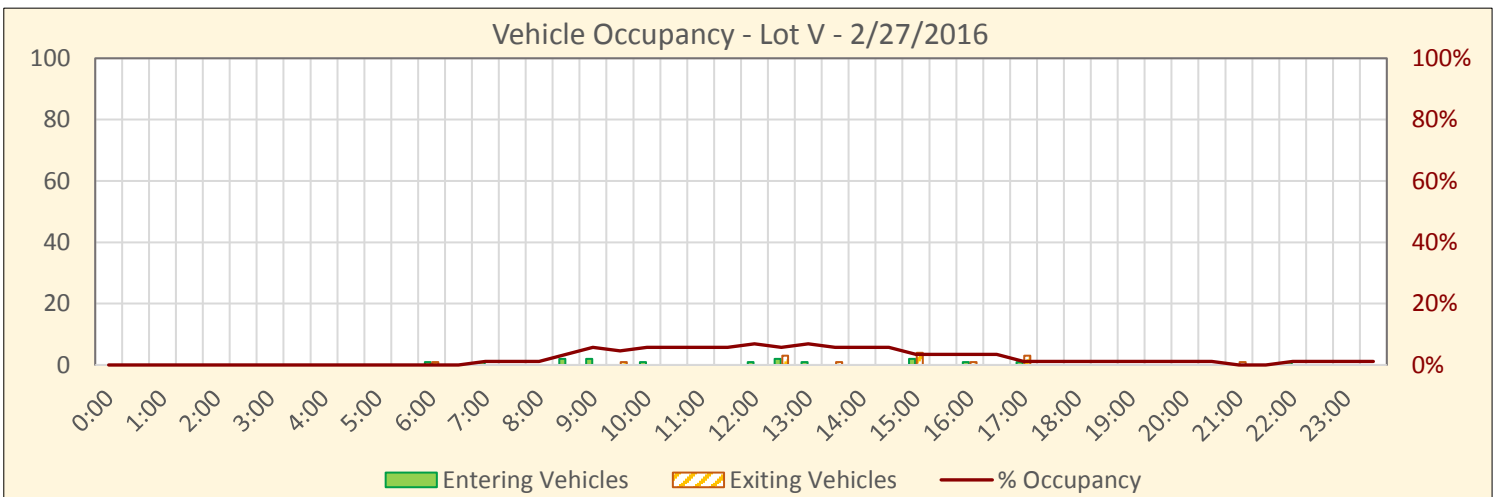
Event Name:	Non-Event	Lot Name:	V
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	#1	Tube	Name
Total Data Collection Locations (Driveways)	1	5	Hartford South

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [5_{IN}] - [5_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
87	0:00	0	0	0	0%	8:00	0	0	1	1%	16:00	1	1	3	3%
	0:30	0	0	0	0%	8:30	2	0	3	3%	16:30	0	0	3	3%
	1:00	0	0	0	0%	9:00	2	0	5	6%	17:00	1	3	1	1%
	1:30	0	0	0	0%	9:30	0	1	4	5%	17:30	0	0	1	1%
	2:00	0	0	0	0%	10:00	1	0	5	6%	18:00	0	0	1	1%
	2:30	0	0	0	0%	10:30	0	0	5	6%	18:30	0	0	1	1%
	3:00	0	0	0	0%	11:00	0	0	5	6%	19:00	0	0	1	1%
	3:30	0	0	0	0%	11:30	0	0	5	6%	19:30	0	0	1	1%
	4:00	0	0	0	0%	12:00	1	0	6	7%	20:00	0	0	1	1%
	4:30	0	0	0	0%	12:30	2	3	5	6%	20:30	0	0	1	1%
	5:00	0	0	0	0%	13:00	1	0	6	7%	21:00	0	1	0	0%
	5:30	0	0	0	0%	13:30	0	1	5	6%	21:30	0	0	0	0%
	6:00	1	1	0	0%	14:00	0	0	5	6%	22:00	1	0	1	1%
	6:30	0	0	0	0%	14:30	0	0	5	6%	22:30	0	0	1	1%
	7:00	1	0	1	1%	15:00	2	4	3	3%	23:00	0	0	1	1%
	7:30	0	0	1	1%	15:30	0	0	3	3%	23:30	0	0	1	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:00	6	7%

Data Collection Information

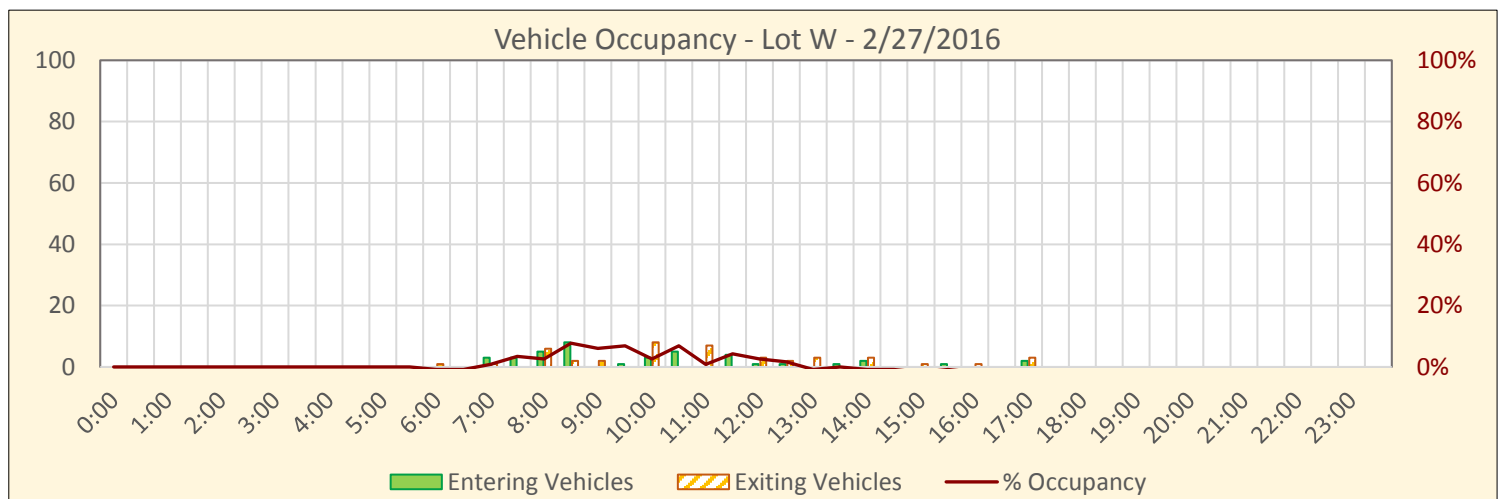
Event Name:	Non-Event		Lot Name: W
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name
Total Data Collection Locations (Driveways)	#1	6	Hartford South 2
	#2	7	Hartford South 3
2			

Calculation Method to Determine On-Site Vehicles

$$Vehicles\ On\ Site = [6_{IN} + 7_{IN}] - [6_{OUT} + 7_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
116	0:00	0	0	0	0%	8:00	5	6	3	3%	16:00	0	1	-2	-2%
	0:30	0	0	0	0%	8:30	8	2	9	8%	16:30	0	0	-2	-2%
	1:00	0	0	0	0%	9:00	0	2	7	6%	17:00	2	3	-3	-3%
	1:30	0	0	0	0%	9:30	1	0	8	7%	17:30	0	0	-3	-3%
	2:00	0	0	0	0%	10:00	3	8	3	3%	18:00	0	0	-3	-3%
	2:30	0	0	0	0%	10:30	5	0	8	7%	18:30	0	0	-3	-3%
	3:00	0	0	0	0%	11:00	0	7	1	1%	19:00	0	0	-3	-3%
	3:30	0	0	0	0%	11:30	4	0	5	4%	19:30	0	0	-3	-3%
	4:00	0	0	0	0%	12:00	1	3	3	3%	20:00	0	0	-3	-3%
	4:30	0	0	0	0%	12:30	1	2	2	2%	20:30	0	0	-3	-3%
	5:00	0	0	0	0%	13:00	0	3	-1	-1%	21:00	0	0	-3	-3%
	5:30	0	0	0	0%	13:30	1	0	0	0%	21:30	0	0	-3	-3%
	6:00	0	1	-1	-1%	14:00	2	3	-1	-1%	22:00	0	0	-3	-3%
	6:30	0	0	-1	-1%	14:30	0	0	-1	-1%	22:30	0	0	-3	-3%
	7:00	3	1	1	1%	15:00	0	1	-2	-2%	23:00	0	0	-3	-3%
	7:30	3	0	4	3%	15:30	1	0	-1	-1%	23:30	0	0	-3	-3%

Maximum Occupancy	Time	On-Site	% Occupancy
	8:30	9	8%

Data Collection Information

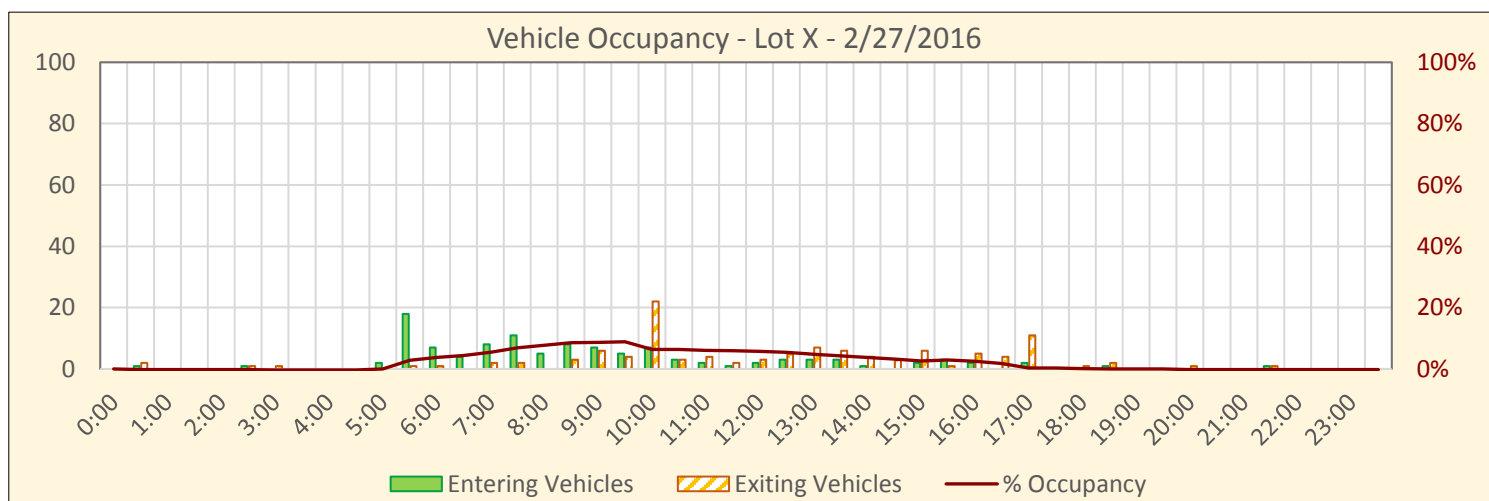
Event Name:	Non-Event	Lot Name:	X
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	8 Hartford South 4
	#2	9 Hartford South 5
	#3	10 Hartford South 6
	#4	11 Hartford South 7
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [8_{IN} + 9_{IN} + 10_{IN} + 11_{IN}] - [8_{OUT} + 9_{OUT} + 10_{OUT} + 11_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
609	0:00	0	0	0	0%	8:00	5	0	47	8%	16:00	2	5	15	2%
*Excludes Garage Parking	0:30	1	2	-1	0%	8:30	8	3	52	9%	16:30	0	4	11	2%
	1:00	0	0	-1	0%	9:00	7	6	53	9%	17:00	2	11	2	0%
	1:30	0	0	-1	0%	9:30	5	4	54	9%	17:30	0	0	2	0%
	2:00	0	0	-1	0%	10:00	7	22	39	6%	18:00	0	1	1	0%
	2:30	1	1	-1	0%	10:30	3	3	39	6%	18:30	1	2	0	0%
	3:00	0	1	-2	0%	11:00	2	4	37	6%	19:00	0	0	0	0%
	3:30	0	0	-2	0%	11:30	1	2	36	6%	19:30	0	0	0	0%
	4:00	0	0	-2	0%	12:00	2	3	35	6%	20:00	0	1	-1	0%
	4:30	0	0	-2	0%	12:30	3	5	33	5%	20:30	0	0	-1	0%
	5:00	2	0	0	0%	13:00	3	7	29	5%	21:00	0	0	-1	0%
	5:30	18	1	17	3%	13:30	3	6	26	4%	21:30	1	1	-1	0%
	6:00	7	1	23	4%	14:00	1	4	23	4%	22:00	0	0	-1	0%
	6:30	4	0	27	4%	14:30	0	3	20	3%	22:30	0	0	-1	0%
	7:00	8	2	33	5%	15:00	2	6	16	3%	23:00	0	0	-1	0%
	7:30	11	2	42	7%	15:30	3	1	18	3%	23:30	0	0	-1	0%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	54	9%

Data Collection Information

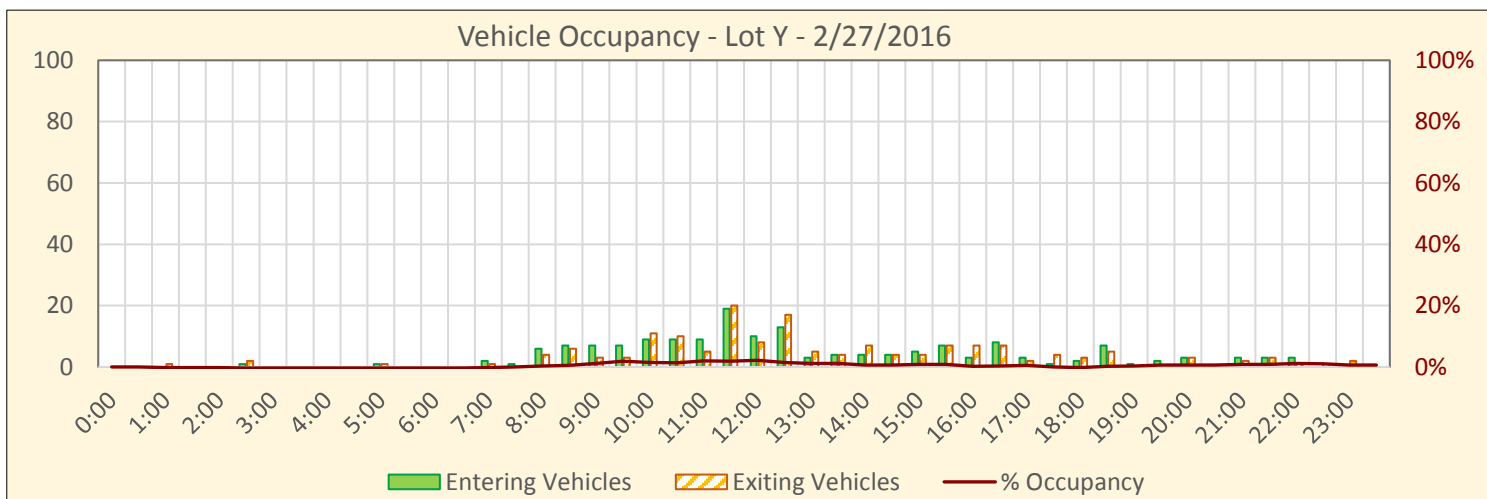
Event Name:	Non-Event	Lot Name:	Y
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	1 Bell South 2
	#2	2 Bell South 1
	#3	4 Pima Southbound 2
	#4	50 Perimeter East 6
4		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [1_{IN} + 2_{IN} + 4_{IN} + 50_{IN}] - [1_{OUT} + 2_{OUT} + 4_{OUT} + 50_{OUT}]$$



Capacity:	Time	In	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.	Time	IN	OUT	Occ.	% Occ.
596	0:00	0	0	0	0%	8:00	6	4	2	0%	16:00	3	7	1	0%
	0:30	0	0	0	0%	8:30	7	6	3	1%	16:30	8	7	2	0%
	1:00	0	1	-1	0%	9:00	7	3	7	1%	17:00	3	2	3	1%
	1:30	0	0	-1	0%	9:30	7	3	11	2%	17:30	1	4	0	0%
	2:00	0	0	-1	0%	10:00	9	11	9	2%	18:00	2	3	-1	0%
	2:30	1	2	-2	0%	10:30	9	10	8	1%	18:30	7	5	1	0%
	3:00	0	0	-2	0%	11:00	9	5	12	2%	19:00	1	0	2	0%
	3:30	0	0	-2	0%	11:30	19	20	11	2%	19:30	2	0	4	1%
	4:00	0	0	-2	0%	12:00	10	8	13	2%	20:00	3	3	4	1%
	4:30	0	0	-2	0%	12:30	13	17	9	2%	20:30	0	0	4	1%
	5:00	1	1	-2	0%	13:00	3	5	7	1%	21:00	3	2	5	1%
	5:30	0	0	-2	0%	13:30	4	4	7	1%	21:30	3	3	5	1%
	6:00	0	0	-2	0%	14:00	4	7	4	1%	22:00	3	1	7	1%
	6:30	0	0	-2	0%	14:30	4	4	4	1%	22:30	0	1	6	1%
	7:00	2	1	-1	0%	15:00	5	4	5	1%	23:00	0	2	4	1%
	7:30	1	0	0	0%	15:30	7	7	5	1%	23:30	0	0	4	1%

Maximum Occupancy	Time	On-Site	% Occupancy
	12:00	13	2%

Data Collection Information

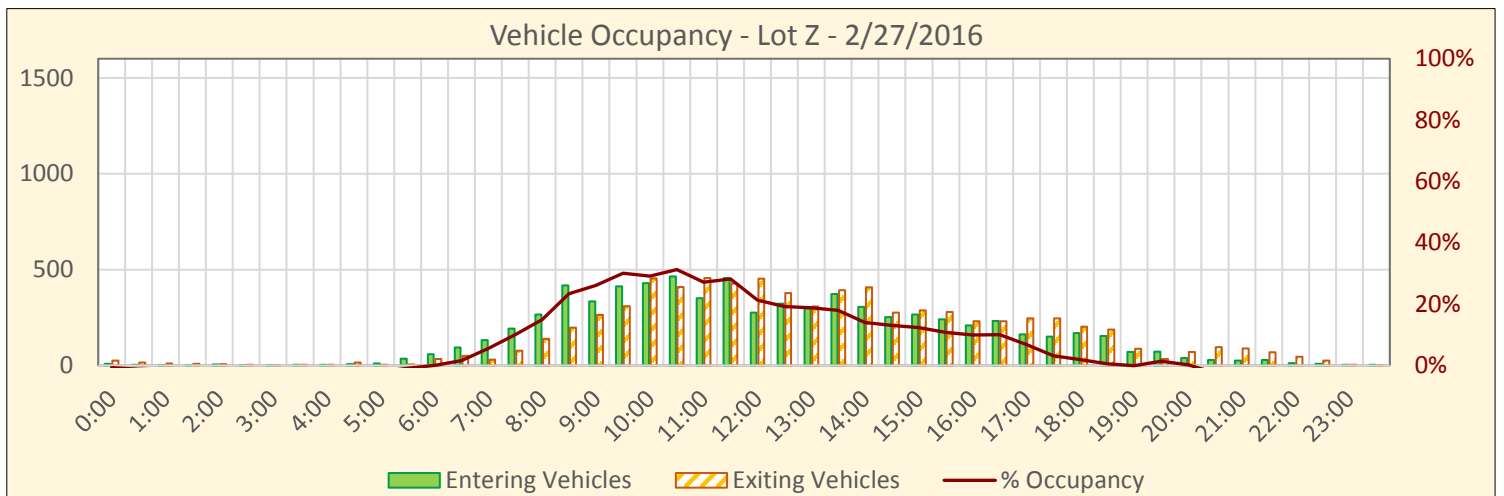
Event Name:	Non-Event	Lot Name:	Z
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

	Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	58 Pima Northbound 1	#10	71 Bell South 6	
	#2	60 90th North of Bahia	#11	73 Bahia North 1	
	#3	61 90th South of Bell	#12	74 Bahia North 2	
	#4	62 91st South of Bell	#13	75 Bahia North 3	
	#5	63 91st North of Bahia	#14	76 Bahia North and South 4	
	#6	64 94th West 1	#15	77 Bahia North 5	
	#7	68 Bell South 3	#16	78 Bahia North 6	
	#8	69 Bell South 4	#17	79 Bahia North 7	
	#9	70 Bell South 5			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [58_{IN} + 60_{IN} + 61_{IN} + 62_{IN} + 63_{IN} + 64_{IN} + 68_{IN} + 69_{IN} + 70_{IN} + 71_{IN} + 73_{IN} + 74_{IN} + 75_{IN} + 76_{IN} + 77_{IN} + 78_{IN} + 79_{IN}] - [58_{OUT} + 60_{OUT} + 61_{OUT} + 62_{OUT} + 63_{OUT} + 64_{OUT} + 68_{OUT} + 69_{OUT} + 70_{OUT} + 71_{OUT} + 73_{OUT} + 74_{OUT} + 75_{OUT} + 76_{OUT} + 77_{OUT} + 78_{OUT} + 79_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
2,582	0:00	8	26	-18	-1%	8:00	266	139	385	15%	16:00	209	230	257	10%
	0:30	3	16	-31	-1%	8:30	417	198	604	23%	16:30	233	230	260	10%
	1:00	2	10	-39	-2%	9:00	334	264	674	26%	17:00	162	246	176	7%
	1:30	1	9	-47	-2%	9:30	412	309	777	30%	17:30	150	245	81	3%
	2:00	5	7	-49	-2%	10:00	429	454	752	29%	18:00	169	202	48	2%
	2:30	1	3	-51	-2%	10:30	464	409	807	31%	18:30	153	187	14	1%
	3:00	1	1	-51	-2%	11:00	350	456	701	27%	19:00	71	87	-2	0%
	3:30	3	4	-52	-2%	11:30	456	428	729	28%	19:30	72	34	36	1%
	4:00	4	3	-51	-2%	12:00	275	453	551	21%	20:00	39	70	5	0%
	4:30	7	16	-60	-2%	12:30	322	378	495	19%	20:30	28	96	-63	-2%
	5:00	11	4	-53	-2%	13:00	297	308	484	19%	21:00	26	88	-125	-5%
	5:30	35	6	-24	-1%	13:30	372	393	463	18%	21:30	28	68	-165	-6%
	6:00	58	34	0	0%	14:00	305	407	361	14%	22:00	12	46	-199	-8%
	6:30	93	51	42	2%	14:30	253	276	338	13%	22:30	9	25	-215	-8%
	7:00	132	31	143	6%	15:00	266	287	317	12%	23:00	4	3	-214	-8%
	7:30	192	77	258	10%	15:30	240	279	278	11%	23:30	4	2	-212	-8%

Maximum Occupancy	Time	On-Site	% Occupancy
	9:30	777	30%

Data Collection Information

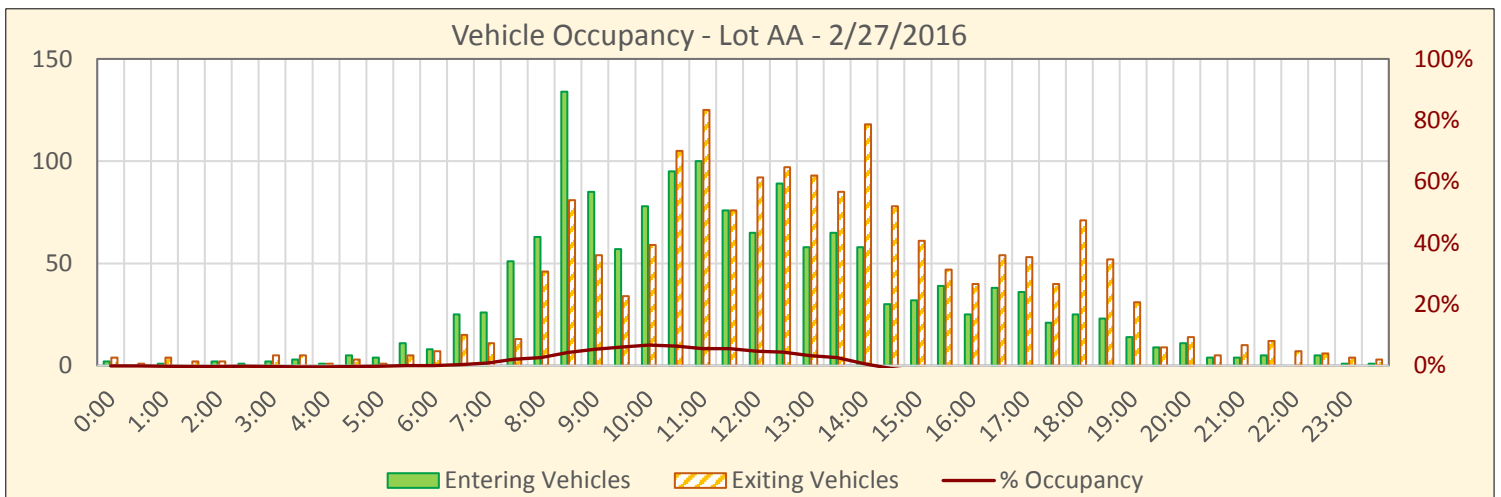
Event Name:	Non-Event	Lot Name:	AA
Date:	2/27/2016		
Weekday:	Saturday		

Ingress / Egress Data Collection Locations

		Tube	Name		Tube	Name
Total Data Collection Locations (Driveways)	#1	59	Pima Northbound 2	#7	85	92nd South of Bahia
	#2	80	Bahia South 1	#8	86	91st South of Bahia
	#3	81	Bahia South 2	#9	87	90th South of Bahia
	#4	82	Bahia South 3	#10	88	Scottsdale Prep Academy (Pickup/Dropoff)
	#5	83	Bahia South 5	#11	76	Bahia North and South 4
11	#6	84	Bahia South 6			

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [59_{IN} + 80_{IN} + 81_{IN} + 82_{IN} + 83_{IN} + 84_{IN} + 85_{IN} + 86_{IN} + 87_{IN} + 88_{IN} + 76_{IN}] - [59_{OUT} + 80_{OUT} + 81_{OUT} + 82_{OUT} + 83_{OUT} + 84_{OUT} + 85_{OUT} + 86_{OUT} + 87_{OUT} + 88_{OUT} + 76_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
3,072	0:00	2	4	-2	0%	8:00	63	46	80	3%	16:00	25	40	-79	-3%
	0:30	0	1	-3	0%	8:30	134	81	133	4%	16:30	38	54	-95	-3%
	1:00	1	4	-6	0%	9:00	85	54	164	5%	17:00	36	53	-112	-4%
	1:30	0	2	-8	0%	9:30	57	34	187	6%	17:30	21	40	-131	-4%
	2:00	2	2	-8	0%	10:00	78	59	206	7%	18:00	25	71	-177	-6%
	2:30	1	0	-7	0%	10:30	95	105	196	6%	18:30	23	52	-206	-7%
	3:00	2	5	-10	0%	11:00	100	125	171	6%	19:00	14	31	-223	-7%
	3:30	3	5	-12	0%	11:30	76	76	171	6%	19:30	9	9	-223	-7%
	4:00	1	1	-12	0%	12:00	65	92	144	5%	20:00	11	14	-226	-7%
	4:30	5	3	-10	0%	12:30	89	97	136	4%	20:30	4	5	-227	-7%
	5:00	4	1	-7	0%	13:00	58	93	101	3%	21:00	4	10	-233	-8%
	5:30	11	5	-1	0%	13:30	65	85	81	3%	21:30	5	12	-240	-8%
	6:00	8	7	0	0%	14:00	58	118	21	1%	22:00	0	7	-247	-8%
	6:30	25	15	10	0%	14:30	30	78	-27	-1%	22:30	5	6	-248	-8%
	7:00	26	11	25	1%	15:00	32	61	-56	-2%	23:00	1	4	-251	-8%
	7:30	51	13	63	2%	15:30	39	47	-64	-2%	23:30	1	3	-253	-8%

Maximum Occupancy	Time	On-Site	% Occupancy
	10:00	206	7%

Data Collection Information

Event Name:	Non-Event	Lot Name:	AB
Date:	2/27/2016		
Weekday:	Saturday		

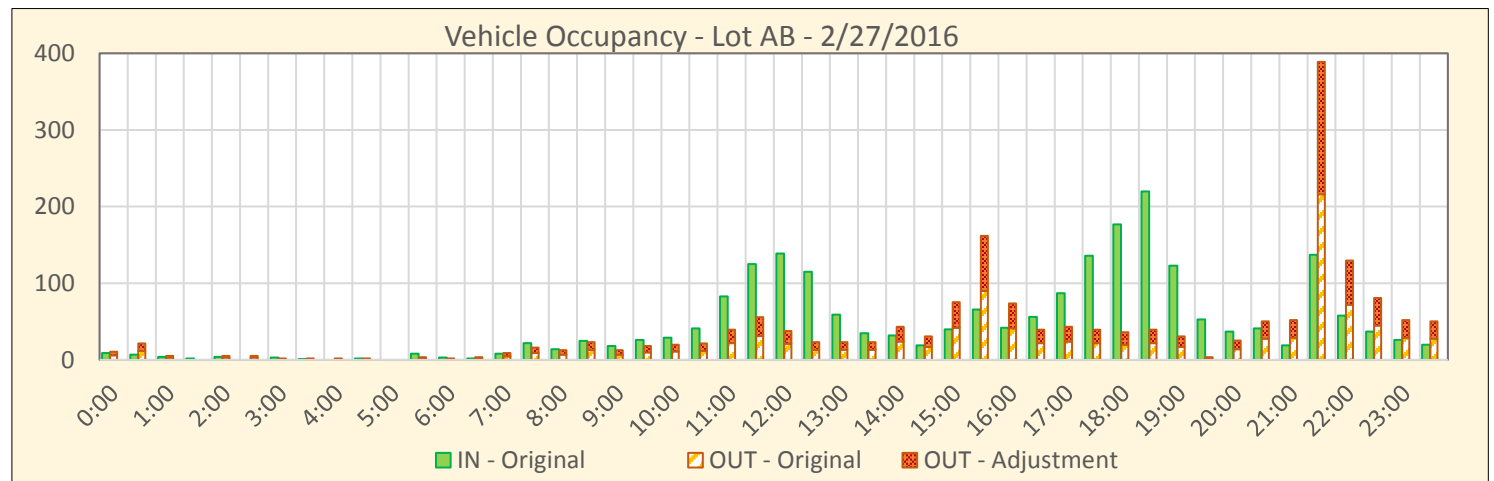
Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	66 94th West 3
	#2	67 94th West 4
	#3	96 Westworld EB East of Pima
	#4	97 Westworld Grass Field Parking Access
	#5	98 98th and McDowell Mountain Ranch TMC
6	#6	56 94th Street at Bahia

Note:
Data not available for
Tube 66, 67, and 98

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [66_{IN} + 67_{IN} + 96_{IN} + 97_{IN} + 98_{IN}] - [66_{OUT} + 67_{OUT} + 96_{OUT} + 97_{OUT} + 98_{OUT}]$$



Capacity*:	Time	In	OUT	On-Site	% Occ.	Time	IN	On-Site	Occ.	% Occ.	Time	IN	OUT	On-Site	% Occ.
1,684	0:00	9	11	-2	0%	8:00	14	13	-14	-1%	16:00	42	74	196	12%
*Estimated Capacity for Special Events Only	0:30	7	22	-16	-1%	8:30	25	23	-12	-1%	16:30	56	40	213	13%
	1:00	4	5	-18	-1%	9:00	18	13	-7	0%	17:00	87	43	257	15%
	1:30	2	0	-16	-1%	9:30	26	18	1	0%	17:30	136	40	353	21%
	2:00	4	5	-17	-1%	10:00	29	20	11	1%	18:00	177	36	494	29%
	2:30	0	5	-23	-1%	10:30	41	22	30	2%	18:30	220	40	674	40%
	3:00	3	2	-21	-1%	11:00	83	40	73	4%	19:00	123	31	767	46%
	3:30	1	2	-22	-1%	11:30	125	56	143	8%	19:30	53	4	816	48%
	4:00	0	2	-24	-1%	12:00	139	38	244	14%	20:00	37	25	828	49%
	4:30	2	2	-24	-1%	12:30	115	23	335	20%	20:30	41	50	819	49%
	5:00	0	0	-24	-1%	13:00	59	23	371	22%	21:00	19	52	785	47%
	5:30	8	4	-19	-1%	13:30	35	23	383	23%	21:30	137	389	534	32%
	6:00	3	2	-18	-1%	14:00	32	43	371	22%	22:00	58	130	462	27%
	6:30	2	4	-20	-1%	14:30	19	31	360	21%	22:30	37	81	418	25%
	7:00	8	9	-21	-1%	15:00	40	76	324	19%	23:00	26	52	392	23%
	7:30	22	16	-15	-1%	15:30	66	162	228	14%	23:30	20	50	361	21%

Maximum Occupancy	Time	On-Site	% Occupancy
	20:00	828	49%

Data Collection Information

Event Name: Non-Event
Date: 2/27/2016
Weekday: Saturday

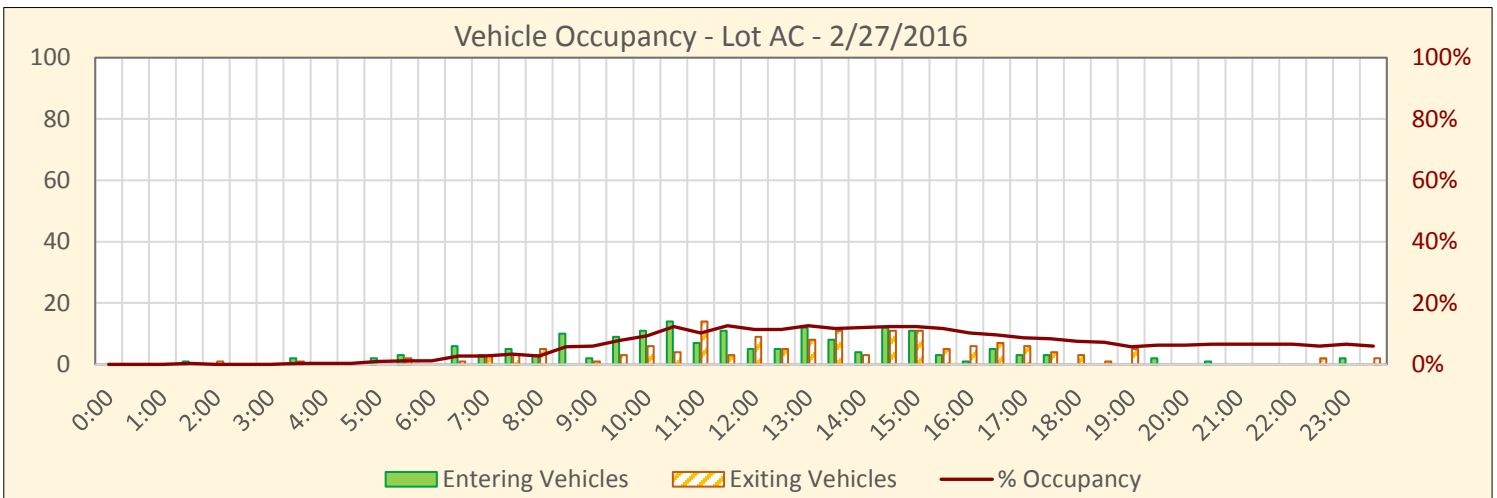
Lot Name: AC

Ingress / Egress Data Collection Locations

	Tube	Name
Total Data Collection Locations (Driveways)	#1	72 Bell South 7
	#2	89 98th East 1
	#3	90 100th West 1
3		

Calculation Method to Determine On-Site Vehicles

$$\text{Vehicles On Site} = [72_{IN} + 89_{IN} + 90_{IN}] - [72_{OUT} + 89_{OUT} + 90_{OUT}]$$



Capacity:	Time	In	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.	Time	IN	OUT	On-Site	% Occ.
333	0:00	0	0	0	0%	8:00	3	5	9	3%	16:00	1	6	34	10%
	0:30	0	0	0	0%	8:30	10	0	19	6%	16:30	5	7	32	10%
	1:00	0	0	0	0%	9:00	2	1	20	6%	17:00	3	6	29	9%
	1:30	1	0	1	0%	9:30	9	3	26	8%	17:30	3	4	28	8%
	2:00	0	1	0	0%	10:00	11	6	31	9%	18:00	0	3	25	8%
	2:30	0	0	0	0%	10:30	14	4	41	12%	18:30	0	1	24	7%
	3:00	0	0	0	0%	11:00	7	14	34	10%	19:00	0	5	19	6%
	3:30	2	1	1	0%	11:30	11	3	42	13%	19:30	2	0	21	6%
	4:00	0	0	1	0%	12:00	5	9	38	11%	20:00	0	0	21	6%
	4:30	0	0	1	0%	12:30	5	5	38	11%	20:30	1	0	22	7%
	5:00	2	0	3	1%	13:00	12	8	42	13%	21:00	0	0	22	7%
	5:30	3	2	4	1%	13:30	8	11	39	12%	21:30	0	0	22	7%
	6:00	0	0	4	1%	14:00	4	3	40	12%	22:00	0	0	22	7%
	6:30	6	1	9	3%	14:30	12	11	41	12%	22:30	0	2	20	6%
	7:00	3	3	9	3%	15:00	11	11	41	12%	23:00	2	0	22	7%
	7:30	5	3	11	3%	15:30	3	5	39	12%	23:30	0	2	20	6%

Maximum Occupancy	Time	On-Site	% Occupancy
	11:30	42	13%

APPENDIX G

CITY OF SCOTTSDALE PARKING GUIDELINES

Sec. 9.103. - Parking requirements.

- A. *General requirement.* Except as provided in Sections 9.103.B, 9.104, 9.107, and 9.108, and subsections therein, each use of land shall provide the number of parking spaces indicated for that use in Table 9.103.A. and Section 9.105.
- B. *Requirement in the Downtown Area.* Except as provided in Sections 9.104, 9.107, and 9.108, and subsections therein each use of land in the Downtown Area shall provide the number of parking spaces indicated for that use in Table 9.103.b. and Section 9.105. Those uses that are not specifically listed in Table 9.103.B. shall provide the number of parking spaces indicated for that use in Table 9.103.A.
- C. *Required bicycle parking.* Every principal and accessory use of land which is required to provide at least forty (40) vehicular parking spaces shall be required to provide bicycle parking spaces at a rate of one (1) bicycle parking space per every ten (10) required vehicular parking spaces; and after July 9, 2010, new development shall provide, at a minimum, two (2) bicycle parking spaces. No use shall be required to provide more than one hundred (100) bicycle parking spaces.
1. Subject to the approval of the Zoning Administrator, in the Downtown Area, bicycle parking spaces may be provided within a common location that is obvious and convenient for the bicyclist, does not encroach into adjacent pedestrian pathways or landscape areas, and the location shall be open to view for natural surveillance by pedestrians. Such common bicycle parking areas shall be subject to the approval of the Zoning Administrator.
- D. *Bicycle parking facilities design.* Required bicycle parking facilities shall, at a minimum, provide a stationary object to which the bicyclist can lock the bicycle frame and both wheels with a user provided U-shaped lock or cable and lock. The stationary object shall generally conform to the Design Standards & Policies Manual. The Zoning Administrator may approve alternative designs. Bicycle lockers and other high security bicycle parking facilities, if provided, may be granted parking credits pursuant to Section 9.104.C., Credit for bicycle parking facilities.
- E. *Calculating required parking for transportation facilities.* Required parking for park and ride lots and major transfer centers shall be determined by the Zoning Administrator. Subject to the Design Standards & Policies Manual and the following criteria:
1. Goals of the City with regard to transit ridership along the route on which the transportation facility is located.
 2. Distance from other transportation facilities with parking.
- F. *Fractions shall be rounded.*
1. When any calculation for the required parking results in a fraction of a parking space, the fraction shall be rounded up to the next greater whole number.
 2. When any calculation for the provided parking results in a fraction of a parking space, the fraction shall be rounded down to the next greater whole number.
 3. When any calculation of a Parking P-3 District credit, improvement district credit, or in-lieu parking credit results in a fraction of a credit, the fraction shall not be rounded.
- G. *Interpreting requirements for analogous uses.* The Zoning Administrator shall determine the number of spaces required for analogous uses. In making this determination, the Zoning Administrator shall consider the following:
1. The number of parking spaces required for a use listed in Table 9.103.A., or Table 9.103.B., that is similar to the proposed use;
 2. An appropriate variable by which to calculate parking for the proposed use; for example, building square footage or number of employees;
 3. Parking data from the same use on a different site or from a similar use on a similar site;
 4. Parking data from professional publications such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI);
- H. *Additional requirements for company vehicles.* When parking spaces are used for the storage of vehicles or equipment used for delivery, service and repair, or other such use, such parking spaces shall be provided in addition to those otherwise required by this Zoning Ordinance. Before a building permit is issued the number of spaces to be used for vehicle storage shall be shown on the plans. Unless additional spaces are provided in excess of the required number of spaces, no vehicles in addition to that number shall be stored on the site.
- I. *Special events parking.* Parking for special events shall be provided as per Section 7.900.

Table 9.103.A. Schedule of Parking Requirements

Amusement parks	Three (3) spaces per hole for any miniature golf course, plus one (1) space per three thousand (3,000) square feet of outdoor active recreation space, plus any additional spaces required for ancillary uses such as but not limited to game centers and pool halls.
Arts festivals, seasonal	A. One (1) space for each two hundred (200) square feet of indoor public floor area, other than public restaurant space. B. Restaurant at seasonal arts festivals shall be provided parking in accordance with table 9.103.a.
Banks/financial institutions	One (1) space per two hundred fifty (250) square feet gross floor area.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	A. One (1) space per sixty (60) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	A. One (1) space per eighty (80) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.

Boardinghouses, lodging houses, and other such uses	One (1) parking space for each one (1) guest room or dwelling unit.
Bowling alleys	Four (4) parking spaces for each lane, plus two (2) parking spaces for any pool table, plus one (1) parking space for every five (5) audience seats.
Carwash	Four (4) spaces per bay or stall plus one (1) space per employee plus ten (10) stacking spaces.
Churches and places of worship	<p>A. With fixed seating. One (1) space per four (4) seats in main sanctuary, or auditorium, and c below; or</p> <p>B. Without fixed seating. One (1) space for each thirty (30) square feet of gross floor area in main sanctuary and c below.</p> <p>C. One (1) space per each three hundred (300) square feet gross floor area of classrooms and other meeting areas.</p>
Club/lodge, civic and social organizations	One (1) space per two hundred fifty (250) square feet gross floor area.
College/university	One (1) space per two (2) employees plus one (1) space per four (4) students, based on projected maximum enrollment.
Community or recreation buildings	One (1) parking space for each two hundred (200) square feet of gross floor area.
Conference and meeting facilities, or similar facilities	<p>A. One (1) parking space for every five (5) seats, if seats are fixed, and/or</p> <p>B. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area.</p>
Cultural institutions and museums	One (1) space per three hundred (300) square feet gross floor area.
Dance halls, skating rinks, and similar indoor recreational uses	One (1) parking space for each three hundred (300) square feet of gross floor area in the building.
Dance/music/and professional schools	One (1) space per two hundred (200) square feet of gross floor area classroom area.
Day care center	One (1) parking space for each employee; plus one (1) space for every fifteen (15) students, plus one (1) space for each company vehicle as per Section 9.103.H., additional requirements for company vehicles.
Dry cleaners	One (1) space per two hundred fifty (250) square feet gross floor area.
Dwellings, multiple-family	<p>Parking spaces per dwelling unit at the rate of:</p> <p>efficiency units 1.25</p> <p>one-bedroom 1.3</p> <p>two-bedrooms 1.7</p> <p>three (3) or more bedrooms 1.9</p>
Dwellings, single- and two-family and townhouses	Two (2) spaces per unit.
Elementary schools	One (1) parking space for each classroom plus one (1) parking space for each two hundred (200) square feet of gross floor area in office areas.
Funeral homes and funeral services	<p>A. One (1) parking space for every two (2) permanent seats provided in the main auditorium; and</p> <p>B. One (1) parking space for every thirty (30) square feet of gross floor area public assembly area.</p>

Furniture, home improvement, and appliance stores	<p>A. Uses up to fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet gross floor area; or</p> <p>B. Uses over fifteen thousand (15,000) square feet of gross floor area. One (1) space per five hundred (500) square feet for the first fifteen thousand (15,000) square feet of gross floor area, and one (1) space per eight hundred (800) square feet area over the first fifteen thousand (15,000) square feet of gross floor area</p>
Galleries	One (1) space per five hundred (500) square feet of gross floor area.
Game centers	One (1) space per one hundred (100) square feet gross floor area.
Gas station	Three (3) spaces per service bay and one (1) space per 250 square feet of accessory retail sales gross floor area. Each service bay counts for one (1) of the required parking spaces.
Golf course	One (1) parking space for each two hundred (200) square feet of gross floor area in any main building plus one (1) space for every two (2) practice tees in the driving range, plus four (4) parking spaces for each green in the playing area.
Grocery or supermarket	One (1) space per three hundred (300) square feet gross floor area.
Health or fitness studio, and indoor recreational uses	<p>A. Building area less than, or equal to, 3,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p> <p>B. Building area greater than 3,000 square feet of gross floor area, and less than 10,000 square feet of gross floor area: one space per 150 square feet of gross floor area.</p> <p>C. Building areas equal to, or greater than, 10,000 square feet of gross floor area, and less than 20,000 square feet of gross floor area: one space per 200 square feet of gross floor area.</p> <p>D. Building areas equal to, or greater than, 20,000 square feet of gross floor area: one space per 250 square feet of gross floor area.</p>
High schools	One (1) parking space for each employee plus one (1) space for every six (6) students, based on projected maximum enrollment.
Hospitals	One and one half (1.5) parking spaces for each one (1) bed.
Internalized community storage	One (1) parking space for each two thousand five hundred (2,500) square feet of gross floor area.
Library	One (1) space per three hundred (300) square feet gross floor area.
Live entertainment (not including bars, restaurants, and performing arts theaters)	<p>A. With fixed seating. One (1) parking space for two and one-half (2.5) seats.</p> <p>B. Without fixed seating. One (1) parking space for every sixty (60) square feet of gross floor area of an establishment that does not contain fixed seating.</p>
Manufactured home park	One and one-half parking spaces per manufactured home space.
Manufacturing and industrial uses	One (1) parking space for each five hundred (500) square feet of gross floor area.
Mixed-use commercial centers In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 250 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.	One (1) space per three hundred (300) square feet of gross floor area.

Mixed-use developments	<p>A. One (1) space per three hundred twenty-five (325) square feet of gross floor area of nonresidential area;</p> <p>B. Multiple-family residential uses shall be parked at the ratios of the dwellings, multiple-family in other districts requirements, herein.</p>
Office, all other	One (1) space per three hundred (300) square feet gross floor area.
Offices (government, medical/dental and clinics)	One (1) space per two hundred fifty (250) square feet of gross floor area.
Parks	Three (3) parking spaces for each acre of park area.
Personal care services	One (1) space per two hundred fifty (250) square feet gross floor area.
Plant nurseries, building materials yards, equipment rental or sales yards and similar uses	One (1) parking space for each three hundred (300) square feet gross site area of sales and display area.
Pool hall	Two (2) spaces per pool table.
Postal station(s)	One (1) parking space for each two hundred (200) square feet of gross floor area.
Radio/TV/studio	One (1) space per five hundred (500) square feet gross floor area, plus one (1) space per company vehicle, as per Section 9.103.H., additional requirements for company vehicles.
Ranches	One (1) space per every two (2) horse stalls.
Residential health care facilities	<p>A. Specialized care facilities—0.7 parking space for each bed.</p> <p>B. Minimal care facilities—1.25 parking spaces for each dwelling unit.</p>
Restaurants with live entertainment	<p>A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded.</p> <p>C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per sixty (60) square feet of gross floor area, plus patio requirements above.</p>
Restaurants	<p>A. One (1) parking space per one hundred twenty (120) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area, excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) square gross feet of outdoor patio area is excluded.</p>
Retail	One (1) space per two hundred fifty (250) square feet of gross floor area.
Retail, in a PCoC zoning district without arterial street frontage	One (1) space per three hundred (300) square feet gross floor area.

Stables, commercial	Adequate parking for daily activities shall be provided as determined by the Zoning Administrator. Additional parking, improved as determined by the Zoning Administrator, shall be provided for shows or other special events pursuant to <u>Section 7.900</u> , Special Events.
Swimming pool or natatorium	One (1) space per one thousand (1,000) square feet gross floor area.
Tennis clubs	One (1) parking space per each two hundred (200) square feet of gross floor area, excluding court area, plus three (3) parking spaces per each court. The property owner shall provide additional parking spaces as necessary for tournaments, shows or special events.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in PNC, PCC, PCP, PRC, or PUD zoning districts	One (1) space per ten (10) seats.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly in other districts	One (1) parking space per four (4) seats.
Trailhead - gateway	Five hundred (500) to six hundred (600) spaces, including those for tour buses and horse trailers.
Trailhead - local	None required.
Trailhead - major community	Two hundred (200) to three hundred (300) spaces, including those for horse trailers.
Trailhead - minor community	Fifty (50) to one hundred (100) spaces.
Transportation facilities	Required parking shall be determined by the Zoning Administrator per Section 9.103.E., Calculating required parking for transportation facilities.
Transportation uses	Parking spaces required shall be determined by the Zoning Administrator.
Travel accommodations	One (1.25) parking spaces for each one (1) guest room or dwelling unit.
Travel accommodations with conference and meeting facilities, or similar facilities	The travel accommodation requirements above. A. Travel accommodations with auxiliary commercial uses (free standing buildings) requirements above. B. One (1) parking space for every five (5) seats, if seats are fixed, and/or C. One (1) parking space for fifty (50) square feet of gross floor area of conference/meeting area.
Travel accommodations, with auxiliary commercial uses (free standing buildings)	A. The travel accommodation requirements above. B. Bar, cocktail lounge, tavern, after hours, restaurants, and live entertainment uses shall provide parking in accordance uses parking requirements herein this table. C. All other free standing commercial uses. One (1) parking space for every four hundred (400) square feet of gross floor area.
Vehicle leasing, rental, or sales (parking plans submitted for vehicle sales shall illustrate the parking spaces allocated for each of A, B, and C.)	A. One employee parking space per 200 square feet of gross floor area, B. One employee parking space per 20 outdoor vehicular display spaces, and C. One patron parking space per 20 outdoor vehicular display spaces.
Veterinary services	One (1) space per three hundred (300) square feet gross floor area.

Warehouses, mini	One (1) space per three hundred (300) square feet of gross floor area of administrative office space, plus one (1) space per each fifty (50) storage spaces.
Warehousing, wholesaling establishments, or separate storage buildings.	One (1) parking space for each eight hundred (800) square feet of gross floor area.
Western theme park	Total of all spaces required for the various uses of the theme park, may apply for a reduction in required parking per <u>Section 9.104</u> , Programs and incentives to reduce parking requirements.

Table 9.103.B. Schedule of Parking Requirements in the Downtown Area	
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery with live entertainment	A. One (1) space per eighty (80) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Bars, cocktail lounges, taverns, afterhours or micro-brewery/distillery	A. One (1) space per one-hundred twenty (120) square feet of gross floor area; and B. One (1) space per two hundred (200) gross square feet of outdoor patio area, excluding the first two hundred (200) gross square feet.
Dwellings, multi-family	A. One parking space per dwelling unit for units with one bedroom or less. B. Two parking spaces per dwelling unit, for units with more than one bedroom.
Financial intuitions	A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.
Fitness studio (no larger than 3,000 gross square feet)	A. One (1) space per three hundred (300) square feet of gross floor area. B. A fitness studio larger than 3,000 gross square feet shall comply with Table 9.103.a.
Galleries	One (1) space per three hundred (500) square feet of gross floor area.
Live entertainment (not including bars, restaurants, and performing arts theaters)	A. With fixed seating. One (1) parking space for two and one-half (2.5) seats. B. Without fixed seating. One (1) parking space for every eighty (80) square feet of gross floor area of an establishment that does not contain fixed seating.
Medical and diagnostic laboratories	One (1) space per three hundred (300) square feet of gross floor area.
Mixed-use commercial centers In mixed-use commercial centers with less than 20,000 square feet of gross floor area, land uses (with parking requirements of one space per 300 square feet or fewer spaces) shall occupy at least 60 percent of gross floor area.	One (1) space per three hundred fifty (350) square feet of gross floor area.
Mixed-use developments	A. One space per 350 square feet of gross floor area of nonresidential area; plus B. Parking spaces required for multiple-family dwellings as shown in this table, except as provided in Section 9.104.H.3.d.

Office, including government and medical/dental offices and clinics	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>
Performing arts theaters	One (1) parking space per ten (10) seats.
Restaurants that serve breakfast and/or lunch only, or the primary business is desserts, bakeries, and/or coffee/tea or non-alcoholic beverage	<p>A. One (1) parking space for each four hundred (400) square feet of gross floor area; and</p> <p>B. One (1) space for each three hundred fifty (350) gross square feet of outdoor public floor area. Excluding the first three hundred fifty (350) gross square feet of outdoor public floor area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor public floor area is excluded.</p>
Restaurants, including restaurants with a micro-brewery/distillery as an accessory use.	<p>A. One (1) parking space per three hundred (300) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor patio area. Excluding the first three hundred fifty (350) gross square feet of outdoor patio area, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor public floor area is excluded.</p>
Restaurants, including restaurants with a micro-brewery/distillery as an accessory use, and with live entertainment	<p>A. When live entertainment limited to the hours that a full menu is available, and the area of live entertainment is less than fifteen (15) percent of the gross floor area, one (1) parking space per three hundred (300) square feet of gross floor area; and</p> <p>B. One (1) parking space for each three hundred fifty (350) gross square feet of outdoor public floor area. Excluding the first three hundred fifty (350) gross square feet of outdoor patio, unless the space is located next to and oriented toward a publicly owned walkway or street, in which case the first five hundred (500) gross square feet of outdoor patio area is excluded.</p> <p>C. When live entertainment is not limited to the hours that a full menu is available, and/or the area of live entertainment is greater than fifteen (15) percent of the gross floor area, one (1) parking space per one hundred twenty (120) square feet of gross floor area, plus patio requirements above at all times.</p>
Retail, personal care services, dry cleaners, and tattoo parlors	<p>A. In a Type 1 area, one (1) space per five hundred (500) square feet of gross floor area; or</p> <p>B. In a Type 2 area, all other lot widths, one (1) space per three hundred (300) square feet of gross floor area.</p>
Work/live	<p>A. The required parking shall be based on the area of commercial uses, per Table 9.103.B and when applicable, Table 9.103.A.</p> <p>B. In addition to the parking requirement for the commercial area, parking shall be provide in accordance with the dwellings, multi-family and co-housing parking requirement for developments containing more than one (1) dwelling unit, excluding the first unit (except as provided in Section 9.104.H.3.d).</p>
All other uses	As specified Table 9.103.A.

Note: 1. Type 1 and Type 2 Areas are locations of the Downtown Area described by the Downtown Plan.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3048, § 2, 10-7-97; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3879, § 1(Exh. § 26), 3-2-10; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3899, § 1(Res. No. 8342, Exh. A, §§ 18, 19), 8-30-10; Ord. No. 3920, § 1(Exh. §§ 104—109), 11-9-10; Ord. No. 3926, § 1(Exh. § 13), 2-15-11; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 46), 12-6-11; Ord. No. 3992, § 1(Res. No. 8922, Exh. A, § 17), 1-24-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 17—23), 6-18-13; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, §§ 96—98), 11-19-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, §§ 246—249), 5-6-14)

Sec. 9.107. - Remote parking.

- A. *Remote parking.* Parking off a development site is permitted under the following procedures.
- B. *Remote parking agreement.* The remote parking agreement shall be subject to approval by the Zoning Administrator and City Attorney. The document shall contain the following and be recorded against the properties where the parking and served use are located.
 - 1. A term of at least five (5) years, to protect the city's interests in providing long-term, stable parking for the served use.
 - 2. Discontinuation of the served use if the remote parking becomes unavailable.
 - 3. Maintenance requirements.
 - 4. Termination, violations and enforcement provisions.
- C. *Zoning Administrator review.* The Zoning Administrator shall consider whether the remote parking:
 - 1. Is within six hundred (600) feet of the property line of the served use.
 - 2. Is accessible to the served use by a direct, safe, continuous pedestrian way.
 - 3. Serves the purposes of this Zoning Ordinance.

(Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 29), 6-18-13)

Editor's note— Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 29), adopted June 18, 2013, repealed and reenacted § 9.107 in its entirety to read as herein set out. Prior to inclusion of said ordinance, said provisions pertained to locating required parking relative to the use served. See also the Code Comparative Table.

Sec. 9.108. - Special parking requirements in districts.

- A. *Planned Regional Center (PRC).* The provisions of Article IX shall apply with the following exceptions:
 - 1. There shall be no parking required for courtyards or other open spaces, except that those portions thereof used for sales or service activities shall provide parking as specified elsewhere by this Zoning Ordinance.
 - 2. Parking for dwellings shall be covered.
- B. *Theme Park District (WP).* The provisions of Article IX shall apply with the following exceptions:
 - 1. The number of spaces required in Table 9.103.A. may be proportionately reduced by the provision of bus parking. Bus parking provided in lieu of automobile parking spaces may account for a maximum reduction of fifty (50) percent of the spaces required in Table 9.103.A.
 - 2. If any bus parking is provided in lieu of automobile parking spaces, one (1) overflow automobile parking space shall be provided for each twenty-five (25) persons for whom seating is provided as indicated on the approved development plan.
- C. *Downtown.* In Type 1 Areas of the Downtown Area, all parking shall be accessed from an alley or a street adjacent to a side yard. Unless approved by the Development Review Board, there shall be no curb cuts on streets abutting a front yard within any Type 1 Area.
- D. *In-lieu parking program in the Downtown Overlay District (DO) and the Downtown District (D).*
 - 1. *Purpose.* The purpose of the in-lieu parking program is to assist the property owners of small properties to reinvest, develop, and redevelop to the highest and best use of the property, and to accommodate different land uses throughout the life span of a development. In addition, the purpose of the in-lieu parking program is to foster a pedestrian-oriented environment with a sustainable urban design and character for all properties in the Downtown Area, by reducing the total number of physical parking spaces on a property. Also, as specified below, fees associated lieu parking program shall be utilized for the downtown parking program and downtown tram service.
 - 2. *Parking requirements.* A property owner may satisfy a property's nonresidential parking requirement through the City's in-lieu parking program by an in-lieu parking payment(s) made to the City's downtown parking program enhancement account for in-lieu parking credits. The regulations of the in-lieu parking program shall not be eligible for a variance. The City shall not be obligated to approve a property owner's request to participate in the in-lieu parking program.
 - 3. *Approvals required.*
 - a. The City Council shall determine whether or not to allow a property owner to participate in the in-lieu parking program based on the following considerations:
 - i. New development, reinvestment, or redevelopment of the property;
 - ii. The use of the property fosters a pedestrian-oriented environment with an urban design and character, and the use of public transit or the downtown tram service;
 - iii. Property size and configuration;
 - iv. The amount of public parking available to the area;
 - v. The future opportunity to provide public parking in the area; or
 - vi. Open space and public realm areas are maintained and/or parking lots convert into open space and public realm.
 - b. The Zoning Administrator may administratively approve participation in the in-lieu parking program for up to, and including five (5) in-lieu parking credits, provided that the allowance is based on the City Council considerations of Section 9.108.D.3.a. The Zoning Administrator approval shall not exceed a total of five (5) in-lieu parking credits per lot.
 - i. An appeal of the Zoning Administrator's, denial for participation in-lieu parking program shall be heard by City Council.
 - (1) Appeals must be filed with the City Clerk no later than thirty (30) days after the Zoning Administrator issues any written denial for participation in-lieu parking program.
 - ii. The City Council shall evaluate an appeal, and may approve or deny participation in-lieu parking program based on the considerations specified in Section 9.108.D.3.a.
 - 4. *In-lieu parking credit fees.* The amount of the in-lieu parking credit fee(s) shall be established by the City Council, and may include penalty fees for late payment, legal fees, administrative fees, an interest rate to account for the time value of money for the in-lieu parking installment purchase option, and any other fee the City Council deems necessary to implement the in-lieu parking program.
 - 5. *Use of in-lieu parking fees.* The use of the in-lieu parking fees paid to the City shall be used for the operation of a downtown parking program which may include, but is not limited to, the provision and maintenance of public parking spaces, the operation of tram shuttle services linking public parking facilities and downtown activity centers, and services related to the management and regulations of public parking.
 - 6. *In-lieu parking payments.* Fractional parking requirements may be paid for on a pro-rata basis. The property owner may purchase, or the City Council may require in-lieu parking credits to be purchased, either as permanent parking credits or as term parking credits in accordance with the following:
 - a. *Permanent in-lieu parking credits.* Parking space credits purchased under this permanent in-lieu option shall be permanently credited to the property. These parking credits may be purchased either by installment payments to the City over a fixed period of time, or by payment of a lump sum fee.
 - i. Under the lump sum purchase option, purchase shall be made by the property owner through payment of the total fee, in accordance with the

procedures adopted by the Zoning Administrator and a written agreement, satisfactory to the City, with the property owner.

- ii. The installment purchase option shall require an initial cash deposit and a written agreement, satisfactory to the City, binding the property owner to make subsequent monthly installment payments. The installment purchase agreement shall not create a payment term longer than fifteen (15) years, and shall include, but not limited to, payment procedures approved by the Zoning Administrator. Payment of the lump sum in-lieu fee, or payment of the installment purchase deposit and execution by both parties of the installment purchase agreement, shall be completed prior to the issuance of a building permit if a building permit is required, or to the issuance of a certificate of occupancy.
- b. *Monthly term in-lieu parking credits:* Parking credits obtained by payment of a monthly in-lieu fee under this option are only for the term of the activity requiring the parking and are not permanently credited to the property. A monthly term in-lieu parking credit(s) requires a written agreement, satisfactory to the City, binding the property owner to make subsequent monthly payments. The agreement shall include, but not limited to payment procedures approved by the Zoning Administrator. The first monthly payment shall be made in accordance with the agreement.
- c. *Evening-use term in-lieu parking credits.* Parking credits obtained by payment of a monthly in-lieu fee under this option are only for the term of the activity requiring the parking, limited to uses only open for business between the hours of 5:00 p.m. and 3:00 a.m., and are not permanently credited to the property. An evening-use term in-lieu parking credit requires a written agreement satisfactory to the City binding the property owner to make monthly payments. The agreement shall include, but not limited to payment procedures approved by the Zoning Administrator. The first monthly payment shall be made in accordance with agreement.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3520, § 1, 7-1-03; Ord. No. 3543, § 1(Exh. 1), 12-9-03; Ord. No. 3662, § 2, 2-7-06; Ord. No. 3879, § 1 (Exh. § 27), 3-2-10; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 119), 11-9-10; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 30), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 263), 5-6-14)

Sec. 9.104. - Programs and incentives to reduce parking requirements.

The following programs and incentives are provided to permit reduced parking requirements in the locations and situations outlined herein where the basic parking requirements of this Zoning Ordinance would be excessive or detrimental to goals and policies of the city relating to mass transit and other alternative modes of transportation.

- A. *Administration of parking reductions.* Programs and incentives which reduce parking requirements may be applied individually or jointly to properties and developments. Where reductions are allowed, the number of required parking spaces which are eliminated shall be accounted for both in total and by the program, incentive or credit which is applied. The record of such reductions shall be kept on the site plan within the project review file. Additionally, the reductions and manner in which they were applied shall be transmitted in writing to the property owner.
- B. *Credit for on-street parking.* Wherever on-street angle parking is provided in the improvement of a street, credit toward on-site parking requirements shall be granted at the rate of one (1) on-site space per every twenty-five (25) feet of frontage, excluding the following:
 1. Frontage on an arterial, major arterial or expressway as designated in the Transportation Master Plan.
 2. Frontage on a street that is planned to be less than fifty-five (55) feet wide curb-to-curb.
 3. Frontage within twenty (20) feet of a corner.
 4. Frontage within ten (10) feet of each side of a driveway or alley.
 5. Frontage within a fire hydrant zone or other emergency access zone.
 6. Locations within the Downtown Area.
- C. *Credit for bicycle parking facilities.*
 1. *Purpose.* The City of Scottsdale, in keeping with the federal and Maricopa County Clean Air Acts, wishes to encourage the use of alternative transportation modes such as the bicycle instead of the private vehicle. Reducing the number of vehicular parking spaces in favor of bicycle parking spaces helps to attain the standards of the Clean Air Act, to reduce impervious surfaces, and to save on land and development costs.
 2. *Performance standards.* The Zoning Administrator may authorize credit towards on-site parking requirements for all uses except residential uses, for the provision of bicycle facilities beyond those required by this Zoning Ordinance, subject to the following guidelines:
 - a. Wherever bicycle parking is provided beyond the amount required per Section 9.103.C., required bicycle parking, credit toward required on-site vehicular parking may be granted pursuant to the following:
 - i. Downtown Area: one (1) vehicular space per eight (8) bicycle spaces.
 - ii. All other zoning districts: one (1) vehicular space per ten (10) bicycle spaces.
 - b. Wherever bicycle parking facilities exceed the minimum security level required per Section 9.103.D., required bicycle parking, credit towards required onsite vehicular parking may be granted at a rate of one (1) vehicular space per every four (4) high-security bicycle spaces.
High-security bicycle spaces shall include those which protect against the theft of the entire bicycle and of its components and accessories by enclosure through the use of bicycle lockers, check-in facilities, monitored parking areas, or other means which provide the above level of security as approved by the Zoning Administrator.
 - c. Wherever shower and changing facilities for bicyclists are provided, credit towards required on-site vehicular parking may be granted at the rate of two (2) vehicular spaces per one (1) shower.
 - d. The number of vehicular spaces required Table 9.103.A., or when applicable Table 9.103.B., shall not be reduced by more than five (5) percent or ten (10) spaces, whichever is less.
- D. *Credit for participation in a joint parking improvement project.* After April 7, 1995, no new joint parking improvement projects shall be designated in the City of Scottsdale. Existing joint parking improvement projects may continue to exist, subject to the standards under which they were established.
The joint parking improvement project was a program through which a group of property owners with mixed land uses including an area of more than three (3) blocks and at least six (6) separate ownerships could join together on a voluntary basis to form a parking improvement district, providing parking spaces equal to a minimum of thirty (30) percent of their combined requirements according to the ordinance under which they were established. Each participant property could have received credit for one and one-half (1½) times his proportioned share of the parking spaces provided. The project required that a statement be filed with the superintendent of buildings stating the number of spaces assigned to each participating property. No adjustments were to be permitted subsequent to the filing of this statement.
- E. *Mixed-use shared parking programs.*
 1. *Purpose.* A mixed-use shared parking program is an option to reduce the total required parking in large mixed-use commercial centers and mixed-use developments in which the uses operate at different times throughout the day. The city recognizes that strict application of the required parking ratios may result in excessive parking spaces. This results in excessive pavement and impermeable surfaces and discourages the use of alternate transportation modes.
 2. *Applicability.* A mixed-use shared parking program is an alternative to a parking master plan.
 3. *Procedure.*
 - a. A mixed-use shared parking program may be proposed at the time a parking plan is required.
 - b. The mixed-use shared parking program may also be requested exclusive of any other site plan review or permitting procedure.
 - c. Mixed-use shared parking plans shall be reviewed by, and are subject to the approval of, the Zoning Administrator.
 - d. Alternatively, the applicant may elect to have the shared parking plan reviewed by, and subject to the approval of, the City Council in a public hearing.
 - e. For changes of use in mixed-use projects, the parking necessary for the new mix of uses shall not exceed the parking required by the previous mix of uses.
 4. *Limitations on mixed-use shared parking.*
 - a. The total number parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.
 - b. The total number of parking spaces required by Table 9.103.A. shall not be reduced by more than twenty (20) percent.
 5. *Performance standards.* The Zoning Administrator may authorize a reduction in the total number of required parking spaces for two (2) or more uses jointly providing on-site parking subject to the following criteria:
 - a.

The respective hours of operation of the uses do not overlap, as demonstrated by the application on Table 9.104.A., Schedule of Shared Parking Calculations. If one (1) or all of the land uses proposing to use joint parking facilities do not conform to one (1) of the general land use classifications in Table 9.104.A., Schedule of Shared Parking Calculations, data shall indicate there is not substantial conflict in the principal operating hours of the uses. Such data may include information from a professional publication such as those published by the Institute of Transportation Engineers (ITE) or the Urban Land Institute (ULI), or by a professionally prepared parking study.

- b. A parking plan shall be submitted for approval which shall show the layout of proposed parking.
- c. The property owners involved in the joint use of on-site parking facilities shall submit a written agreement subject to City approval requiring that the parking spaces shall be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article. Such written agreement shall be recorded by the property owner with the Maricopa County Recorder's Office prior to the issuance of a building permit, and a copy filed in the project review file.

Table 9.104.A Schedule of Shared Parking Calculations

General Land Use Classification	Weekdays			Weekends		
	12:00 a.m.— 7:00 a.m.	7:00 a.m.— 6:00 p.m.	6:00 p.m.— 12:00 a.m.	12:00 a.m.— 7:00 a.m.	7:00 a.m.— 6:00 p.m.	6:00 p.m.— 12:00 a.m.
Office and industrial	5%	100%	5%	0%	60%	10%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Restaurant and bars	50%	70%	100%	45%	70%	100%
Hotel	100%	65%	90%	100%	65%	80%
Churches and places of worship	0%	10%	30%	0%	100%	30%
Cinema/theater, and live entertainment	0%	70%	100%	5%	70%	100%

How to use the schedule of shared parking. Calculate the number of parking spaces required by Table 9.103.A. for each use as if that use were free-standing (the total number of parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area, or a development that is defined as mixed-use development or mixed-use commercial center not in Downtown Area.)

Applying the applicable general land use category to each proposed use, use the percentages to calculate the number of spaces required for each time period, (six (6) time periods per use). Add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. Select the time period with the highest total parking requirement and use that total as your shared parking requirement.

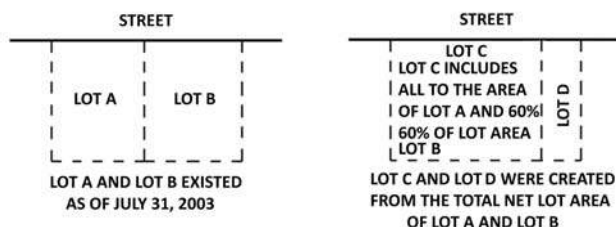
F. Parking master plan.

1. *Purpose.* A parking master plan is presented as an option to promote the safe and efficient design of parking facilities for sites larger than two (2) acres or those sites in the Downtown Type 1 Area as designated by the Downtown Plan larger than sixty thousand (60,000) square feet. The city recognizes that strict application of the required parking standards or ratios may result in the provision of parking facilities of excessive size or numbers of parking spaces. This results in excessive pavement and impermeable surfaces and may discourage the use of alternate transportation modes. A parking master plan provides more efficient parking through the following requirements.
2. *Applicability.* The parking master plan is appropriate to alleviate problems of reuse and is also applicable as an alternative to the above mixed-use shared parking programs.
3. *Procedure.*
 - a. A parking master plan may be proposed at the time a parking plan is required.
 - b. The parking master plan may also be requested exclusive of any other site plan review or permitting procedure.
 - c. Parking master plans shall be reviewed by, and are subject to the approval of, the Zoning Administrator.
 - d. For changes of use in mixed-use projects, the parking necessary for the new mix of uses shall not exceed the parking required by the previous mix of uses.
4. *Limitations on parking master plans.*
 - a. The total number parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.
 - b. The Zoning Administrator shall only permit reductions of up to twenty (20) percent of the total parking required per Table 9.103.A.
 - c. Reductions of more than twenty (20) percent of required parking shall be subject to approval by the City Council.
5. *Elements of a parking master plan.* The contents of the parking master plan shall include:

- a. A plan, which graphically depicts where the spaces and parking structures are to be located.
 - b. A report, which demonstrates how everything shown on the plan complies with or varies from applicable standards and procedures of the City.
 - c. The plan shall show all entrances and exits for any structured parking and the relationship between parking lots or structures and the circulation master plan.
 - d. The plan, supported by the report, shall show the use, number, location, and typical dimensions of parking for various vehicle types including passenger vehicles, trucks, vehicles for mobility impaired persons, buses, other transit vehicles and bicycles.
 - e. The plan, supported by the report, shall include phasing plans for the construction of parking facilities and any interim facilities planned.
 - f. Whenever a reduction in the number of required parking spaces is requested, the required report shall be prepared by a registered civil engineer licensed to practice in the State of Arizona and shall document how any reductions were calculated and upon what assumptions such calculations were based.
 - g. Parking ratios used within the report shall be based upon uses or categories of uses already listed within Table 9.103.A., Schedule Of Parking Requirements (the total number of parking spaces required by Table 9.103.B. and the total number of parking spaces required for a mixed-use commercial center and mixed-use development indicated in Table 9.103.A. shall not be used to reduce the required parking in the Downtown Area or a development that is defined as mixed-use development or mixed-use commercial center not in the Downtown Area.)
 - h. Such other information as is determined by the reviewing authority to be necessary to process the parking master plan.
6. *Performance standards.* Parking shall comply with the requirements of the Zoning Ordinance as amended except where application of the following criteria can show that a modification of the standards is warranted. This shall be determined by the Zoning Administrator pending review of the materials described in Subsection 5. above.
- a. The parking master plan shall provide sufficient number and types of spaces to serve the uses identified on the site.
 - b. Adequate provisions shall be made for the safety of all parking facility users, including motorists, bicyclists and pedestrians.
 - c. Parking master plans shall be designed to minimize or alleviate traffic problems.
 - d. Parking spaces shall be located near the uses they are intended to serve.
 - e. Adequate on-site parking shall be provided during each phase of development of the district.
 - f. The plan shall provide opportunities for shared parking or for other reductions in trip generation through the adoption of Transportation Demand Management (TDM) techniques to reduce trip generation, such as car pools, van pools, bicycles, employer transit subsidies, compressed work hours, and High Occupancy Vehicle (HOV) parking preference.
 - g. Surfacing of the lot shall be dust-proof, as provided by Section 9.106.C.1.
 - h. The parking master plan shall attempt to reduce environmental problems and to further the City's compliance with the federal Clean Air Act amendments of 1990 through appropriate site planning techniques, such as but not limited to reduced impervious surfaces and pedestrian connections.
 - i. Compliance with the federal Clean Air Act amendments of 1990 shall be considered.
 - j. Reductions in the number of parking spaces should be related to significant factors such as, but not limited to:
 - i. Shared parking opportunities;
 - ii. Hours of operation;
 - iii. The availability and incorporation of transit services and facilities;
 - iv. Opportunities for reduced trip generation through pedestrian circulation between mixed-uses;
 - v. Off-site traffic mitigation measures;
 - vi. Recognized variations in standards due to the scale of the facilities;
 - vii. Parking demand for a specified use; and
 - viii. The provisions of accessible parking spaces beyond those required per Section 9.105.
 - k. Reductions in the number of parking spaces for neighborhood-oriented uses may be granted at a rate of one (1) space for every existing or planned residential unit located within two (2) blocks of the proposed use, and one-half (0.5) space for every existing or planned residential unit located within four (4) blocks of the proposed use.
7. *Approval.* The property owner involved in the parking master plan shall submit a written agreement, subject to City approval, requiring that the parking facility and any associated Transportation Demand Management (TDM) techniques shall be maintained without alteration unless such alteration is authorized by the Zoning Administrator. Such written agreement shall be recorded by the property owner with the Maricopa County Recorder's Office prior to the issuance of a building permit, and a copy filed in the project review file.
- G. *Reserved.*
- H. *Downtown Overlay District Program.*
- 1. *Purpose.* This parking program will ease the process of calculating parking supply for new buildings, remodels, or for buildings with new tenants or new building area.
This parking program consists of two (2) elements: Parking required and parking waiver.
 - 2. *Parking required.* The amount of parking required shall be:
 - a. *If there is no change of parking intensity.*
 - i. If there is no change of parking intensity of the land use on any lot that has a legal land use existing as of July 31, 2003, no additional parking shall be required.
 - b. *Parking credits.*
 - i. Parking credits under this program shall be only for: parking improvement districts, permanent parking in-lieu credits, approved zoning variances for on-site parking requirements - unless the Zoning Administrator finds that the justification for the parking variance no-longer exists, and Parking P-3 District, except as provided in Section 9.104.H.2.b.i.(1). Only these parking credits shall carry forward with any lot that has parking credits as of July 31, 2003.
 - (1) Parking credits associated with the Parking P-3 District shall continue to apply, unless the Parking P-3 District is removed from the property.
 - ii. The Downtown Overlay District does not void public agreements for parking payments of any type of parking program.
 - iii. Any parking improvement district credit(s) or permanent parking in-lieu credit(s) that the lot has that are in excess of the current parking

- demand shall remain with the lot.
- iv. Property owners are still required to pay for any program that allowed them to meet the parking requirements.
- c. *Increase in parking.*
- i. When a property's parking requirements increase above the parking requirements on July 31, 2003, the new parking requirement is calculated as follows:
- $$(N - O) + T = \text{number of parking spaces required}$$
- N = new (increased) parking requirement
- O = old parking requirement (on July 31, 2003)
- T = total of on-site and any remote parking spaces, plus any parking credits required on July 31, 2003 to meet the old parking requirement (excluding excess on-site and remote parking spaces and any excess parking credits).
- ii. As applicable, Table 9.103.A. Table 9.103.B. shall be used to calculate N and O.
- iii. A waiver to this requirement is in Section 9.104.H.3.
3. *Parking waiver within the Downtown Overlay District.*
- a. *Purpose.* This parking waiver is designed to act as an incentive for new buildings, and for building area expansions of downtown businesses, which the expansion will have a minimal impact on parking demand.
- b. *Applicability.* Upon application, property owners may have parking requirements waived if they meet both the following criteria:
- i. Are within the Downtown Overlay District, and/or the Downtown District; and
- ii. The new building or the new area of a building expansion is used for retail, office, restaurant or personal care services uses allowed in the underlying district.
- c. *Limitations on this parking waiver.*
- i. Can be used only once per lot existing as of July 31, 2003.
- ii. Can be used for retail, office, restaurant or personal care services uses allowed in the underlying district at a ratio of one (1) space per three hundred (300) gross square feet.
- iii. Is limited to a maximum of two thousand (2,000) gross square feet of new building, or building area expansion. The two thousand (2,000) gross square feet per lot of new building, or building area expansion may be used incrementally, but shall not exceed two thousand (2,000) gross square feet of the building size of each lot existing as of July 31, 2003.
- (1) Except as provided in Section 9.104.H.3.c.iii.(1), a lot that is created after July 31, 2003 from more than one (1) lot that existed as of July 31, 2003 shall be allowed to utilize parking waiver as cumulative total of all lots that were incorporated into one (1) lot.
- (2) A lot(s) that is created after July 31, 2003 from a portion of a lot(s) that existed as of July 31, 2003 shall be entitled to a waiver of area, as described in section 9.104.H.3.c.iii., based on the pro-rata portion of the net lot that was split from the existing lot(s) and incorporated into the new lot(s). For example:
- As shown in Figure 9.104.A., Lot A and Lot B are reconfigured into two (2) new lot configurations, Lot C and Lot D. Lot C now includes all of the net lot area of Lot A and sixty (60) percent of the net lot area of Lot B. Lot C is entitled to the all of the waiver of Lot A and sixty (60) percent of the waiver of Lot B. Lot D is entitled only to forty (40) percent of the waiver of Lot B.

FIGURE 9.104.A.

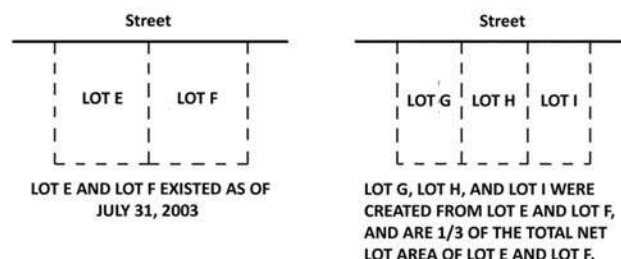


Therefore, Lot C's waiver would be three thousand two hundred (3,200) square feet of new building, or building area expansion; and Lot D's waiver would be eight hundred (800) square feet of new building, or building area expansion.

Another example may be:

As shown in Figure 9.104.B., Lot E and Lot F are reconfigured into three (3) new lots, Lot G, Lot H, and Lot I. Lot G, Lot H, and Lot I are each equal to one-third (1/3) of the total net lot area of Lot E and Lot F. therefore, Lot G, Lot H, AND Lot I each are entitled to one-third (1/3) of the total waiver that is allowed for Lot E and Lot F.

FIGURE 9.104.B.



Therefore, Lot G's, Lot H's, and Lot I's waiver each would be one thousand three hundred thirty-three and one-third (1,333.33) square feet of new building, or building area expansion.

- iv. Cannot be used on land that issued to meet a property's current parking requirement unless the same number of physical parking spaces are replaced elsewhere on site, or through the purchase of permanent in-lieu parking credits.
- d. *Residential addition parking waiver.* No additional parking is required for up to four new dwelling units that are added to a development as part of a 2,000 square foot (or smaller) nonresidential gross floor area expansion.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3520, § 1, 7-1-03; Ord. No. 3543, § 1(Exh. 1), 12-9-03; Ord. No. 3774, § 2, 3-18-08; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. §§ 110—114), 11-9-10; Ord. No. 3980, § 1(Res. 8895, § 1, Exh. A, § 47), 12-6-11; Ord. No. 4005, § 1(Res. No. 8947, Exh. A, § 199, 200), 4-3-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 24, 25), 6-18-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, §§ 250—261), 5-6-14)

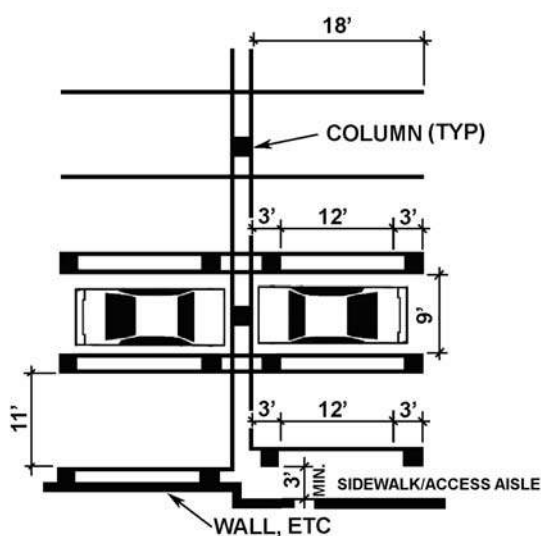
Sec. 9.106. - Design standards for public and private on-site ingress, egress, maneuvering and parking areas.

A. *Standard Parking space dimension.*

1. *Vehicular.*

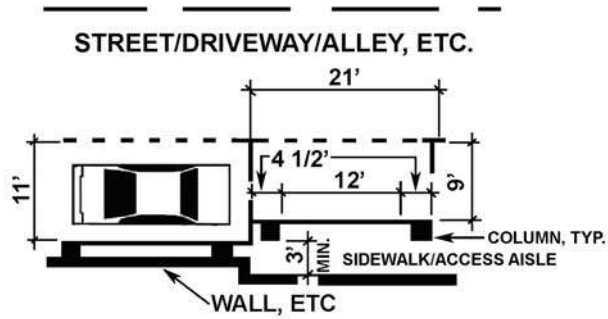
- a. Except for parallel parking spaces, as indicated below, and in Table 9.106.A. parking spaces shall have a minimum width of nine (9) feet and a minimum length of eighteen (18) feet. Parallel parking spaces shall have a minimum width of nine (9) feet and a minimum length of twenty-one (21) feet.
- i. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parking space is adjacent to a wall, column, or other obstruction, except as provided in Sections 9.106.A.1.a.ii. and 9.106.A.1.a.iii., that is taller than six (6) inches, and where a minimum three-foot wide unobstructed pedestrian access aisle is not provided between the wall, column, or other obstruction and the parking spaces, the width of the parking space shall be increased by two (2) feet on the obstructed side, as illustrated by Figure 9.106.A.
 - (1). The entire required width and length of a parking space(s) shall not be obstructed by a column, or obstruction that is greater than six (6) inches in height, as illustrated by Figure 9.106.A.
- ii. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parking space, excluding a parallel parking space, that is adjacent to a column that is taller than six (6) inches, the obstructed side shall be unobstructed for a minimum of twelve (12) feet, which is between the front three (3) feet and rear three (3) feet of the parking space, as further illustrated by Figure 9.106.A.

FIGURE 9.106.A. Column, etc. Obstructions



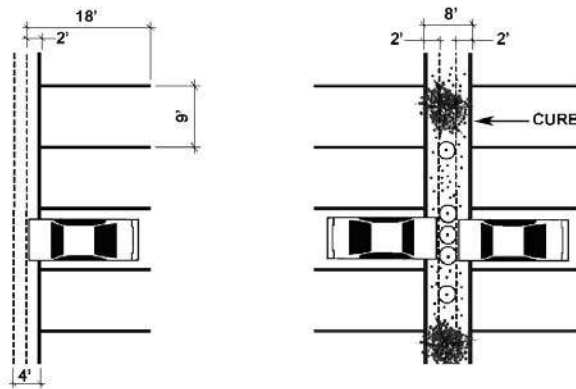
- iii. For new development and/or redevelopment constructed after July 9, 2010, when a side of a parallel parking space that is adjacent to a wall, column, or other obstruction that is taller than six (6) inches, the obstructed side shall be unobstructed for a minimum of twelve (12) feet, which is between the front four and one-half (4½) feet and rear four and one-half (4½) feet of the parking space, as further delineated by Figure 9.106.B.

Figure 9.106.B. Parallel Parking Space Side Obstructions



- b. As illustrated in Figure 9.106.C., the front length of the space may over-hang a curb or low planter of a maximum height of six (6) inches and a maximum depth of two (2) feet which may not be calculated as required open space, or required parking lot landscaping. If a low planter is utilized the following conditions shall be met:
- Where the front of a parking stall overhangs a curb or planter on one (1) side only, the minimum width of the planter shall be four (4) feet.
 - Where the front of a parking stall overhangs a curb or planter on both sides, the minimum width of the planter shall be eight (8) feet.

Figure 9.106.C. Parking Stall Overhangs



- c. Where special circumstances exist, such as, but not limited to, a lot size, the Development Review Board may approve parking space sizes different from the requirements of the sections of 9.106.A.1. and Table 9.106.A.; but may not approve aisle sizes different from the requirements of Table 9.106.A.
2. *Bicycle.* Bicycle parking spaces shall have a minimum width of two (2) feet and a minimum length of six (6) feet, unless the spaces are provided by a pre-manufactured bicycle rack or locker which differ from this dimension, in which case the dimension of the pre-manufactured rack or locker shall suffice.
- B. *Parking layout.* Minimum layout dimensions are established in Table 9.106.A. and Figure 9.106.D. which shall apply to all off-street parking areas with the exception that parking spaces accessed by an alley shall require a minimum of ten (10) feet from the back of the space to the alley centerline.

Table 9.106.A. On-Site Parking Dimensions

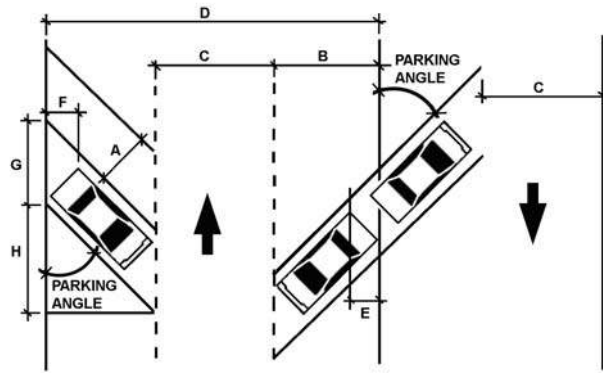
Angle	Stall Width (A) ^{1, 3}	Vehicle Projection (B) ¹	Aisle (C)* ^{1, 2}	Typical Module (D) ¹	Interlock Reduction (E) ¹	Overhang (F) ¹	Curb Length (G) ¹	End of Row Waste (H) ¹
0°	21	9.0	12.0	40.0	0	0	21.0	—
45°	9.0	19.1	12.0	50.2	6.4	1.4	12.7	19.1
50°	9.0	19.6	14.5	53.7	5.8	1.5	11.7	16.4
55°	9.0	19.9	16.0	55.8	5.2	1.6	11.0	13.9
60°	9.0	20.1	18.0	58.2	4.5	1.7	10.4	11.6
65°	9.0	20.1	20.0	60.2	3.8	1.8	9.9	9.4
70°	9.0	20.0	22.0	62.0	3.1	1.9	9.6	7.3
75°	9.0	19.7	24.0	63.4	2.3	1.9	9.3	5.3

90°	9.0	18.0	24.0	60.0	0	2.0	9.0	0
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Note:

1. All measurements are in feet.
2. No two-way drive aisle shall be less than twenty-four (24) feet in width.
3. An accessible parking stall width and access aisle shall comply with Section 9.105.E.

Figure 9.106.D.



C. Design and improvement standards.

1. Vehicular.

- a. Residential uses with up to four (4) units: parking, maneuvering, ingress and egress areas, for residential uses, with a total area of three thousand (3,000) square feet or greater, shall be improved in compliance with the Design Standards & Policies Manual and thereafter maintained by surfacing, to prevent emanation of dust, with (1) concrete, asphalt, cement or sealed aggregate pavement; (2) three (3) inches deep crushed rock completely contained in a permanent border; or (3) another stabilization material approved by Maricopa County.
- b. Nonresidential uses and residential uses with more than four (4) units: parking, maneuvering, ingress and egress areas for (1) industrial, commercial, and nonresidential uses, and (2) residential uses with more than four (4) units shall be improved in compliance with the Design Standards & Policies Manual and thereafter maintained with regard to:
 - i. Grading and drainage.
 - ii. Surfacing, to prevent emanation of dust, with (1) concrete, asphalt, cement or sealed aggregate pavement; (2) three (3) inches deep crushed rock completely contained in a permanent border; or (3) another stabilization material approved by Maricopa County.
 - iii. Parking stall layout and markings.
 - iv. Protective pipes at driveway entrances.
 - v. Curbs, barriers and wheel stops. This requirement shall not apply within the taxilane safety area.
 - vi. Directional signs.
- c. Nonresidential uses and residential uses with more than four (4) units: parking areas for (1) industrial, commercial, and nonresidential uses, and (2) residential uses with more than four (4) units shall meet the following standards:
 - i. The parking lot shall be designed so that vehicles exiting therefrom will not be required to back out across any sidewalk or street.
 - ii. Except as permitted in Section 9.106.C.1.c.ii.(1). All required on-site parking spaces shall be accessed directly from a drive aisle, alley or driveway. All on-site parking facilities shall be provided with appropriate means of vehicular access to a public street.
 - (1) Residential parking space may be provided in a two (2) parking space tandem configuration if the tandem spaces are allocated to the same residential dwelling. Tandem parking spaces shall be accessed directly from a drive aisle, alley or driveway.
 - iii. All parking lots shall be illuminated in accordance with Section 7.600, Outdoor Lighting, or as determined by the Development Review Board.
 - iv. Illumination of an on-site parking area shall be arranged so as not to reflect direct rays of light into adjacent residential districts and streets. In no case shall such lighting cause more than one (1) footcandle of light to fall on adjacent properties as measured horizontally at the lot line, or as approved by the Development Review Board. Shields shall be used where necessary to prevent exposure of adjacent properties.
 - v. Any wall, fence or landscaping provided shall be adequately protected from damage by vehicles using the parking lot and shall be properly maintained and kept in good repair at all times.
- d. The effective dates for the improvement standards regarding surfacing set forth in this section shall be:
 - i. October 1, 2008 for parking, maneuvering, ingress and egress areas for industrial, commercial, and nonresidential uses, and residential uses with more than four (4) units; and
 - ii. October 1, 2009 for parking, maneuvering, ingress and egress areas, for residential uses, with a total area of three thousand (3,000) square feet or greater.

2. Bicycle.

- a. The type of bicycle parking facility provided shall be determined according to the requirements of Section 9.103.C., Required bicycle parking, and Section 9.104.C, Credit for bicycle parking facilities.
- b. Bicycle facilities shall be located on the same site as the generating land use and within fifty (50) feet of the building entrance in a location which does not extend into pedestrian sidewalks or vehicular traffic lanes.

- c. Lighting shall be provided along the access route from the bicycle facility to the building if the route is not completely visible from lighting on the adjacent sidewalks or vehicular parking facilities. Such lighting shall be provided in accordance with Section 7.600, Outdoor Lighting, or as determined by the Development Review Board.
 - 3. *Covered parking.*
 - a. No covered parking shall be allowed in a required yard or building setback.
 - D. *Driveway parking prohibited except in residential districts.* Except in residential districts, parking in driveways connecting the public right-of-way with a parking area or garage shall not be permitted on or adjacent to the driveway.
 - E. *Landscape design.*
 - 1. Parking lot landscaping and landscape islands shall be provided in accordance with Article X.
 - 2. Parking structures fronting on a public street shall include pedestrian-related amenities such as sitting areas, planters, and visually-interesting wall surfaces at the street level along the street frontage, subject to design approval by the Development Review Board.
 - F. *Screening.*
 - 1. Parking lot areas and on-site vehicular circulation (including drive-throughs and drive-ins, but excluding access driveways to streets and alleys) shall be screened from all streets and alleys by a three-foot tall masonry wall or berm and/or opaque landscape materials, subject to design approval by the Development Review Board.
 - 2. Outdoor vehicle display areas shall be screened, subject to design approval by the Development Review Board.
- (Ord. No. 2736, § 1, 3-7-95; Ord. No. 2887, § 1, 3-19-96; Ord. No. 2977, § 1, 12-17-96; Ord. No. 3225, § 1, 5-4-99; Ord. No. 3274, § 2, 12-7-99; Ord. No. 3774, § 3, 3-18-08; Ord. No. 3896, § 1(Exh. § 6), 6-8-10; Ord. No. 3920, § 1(Exh. § 116), 11-9-10; Ord. No. 4005, § 1(Res. No. 8947, Exh. A, § 201), 4-3-12; Ord. No. 4099, § 1(Res. No. 9439, Exh. A, §§ 26—28), 6-18-13; Ord. No. 4117, § 1(Res. No. 9563, Exh. A, § 100), 11-19-13; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, § 262), 5-6-14)
- Sec. 9.107. - Remote parking.
- A. *Remote parking.* Parking off a development site is permitted under the following procedures.
 - B. *Remote parking agreement.* The remote parking agreement shall be subject to approval by the Zoning Administrator and City Attorney. The document shall contain the following and be recorded against the properties where the parking and served use are located.
 - 1. A term of at least five (5) years, to protect the city's interests in providing long-term, stable parking for the served use.
 - 2. Discontinuation of the served use if the remote parking becomes unavailable.
 - 3. Maintenance requirements.
 - 4. Termination, violations and enforcement provisions.
 - C. *Zoning Administrator review.* The Zoning Administrator shall consider whether the remote parking:
 - 1. Is within six hundred (600) feet of the property line of the served use.
 - 2. Is accessible to the served use by a direct, safe, continuous pedestrian way.
 - 3. Serves the purposes of this Zoning Ordinance.
- (Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 29), 6-18-13)

Editor's note— Ord. No. 4099, § 1(Res. No. 9439, Exh. A, § 29), adopted June 18, 2013, repealed and reenacted § 9.107 in its entirety to read as herein set out. Prior to inclusion of said ordinance, said provisions pertained to locating required parking relative to the use served. See also the Code Comparative Table.

APPENDIX H

LAND USE AND PARKING ADEQUACY ANALYSIS

Lot Name	Building #	Building Address	City of Scottsdale Land Use Code	Gross Floor Area (SQ FT)	Land Acreage (For Parks Only)	Parking Requirement	Calculated Parking Demand (# of Spaces)		Existing Parking Supply (Per Lot)	Adequate Parking?
							Per Building	Total (Per Lot)		
A	1	18940 N Pima	Office (General)	50,167	-	1 parking space per 300 SQ FT	168	625	505	No
	2	18940 N Pima	Office (General)	50,164	-	1 parking space per 300 SQ FT	168			
	3	18940 N Pima	Retail	19,533	-	1 parking space per 250 SQ FT	79			
	4	18940 N Pima	Retail	19,483	-	1 parking space per 250 SQ FT	78			
	5	19120 N Pima	Retail	32,916	-	1 parking space per 250 SQ FT	132			
B	N/A	State Plat No. 16 Core South (West of Hayden)	N/A (Vacant Land)	-						N/A
C	N/A	State Plat No. 16 Core South (East of Hayden)	N/A (Vacant Land)	-						N/A
D	1	7201 E Princess Dr	Office (General)	58,020	-	1 parking space per 300 SQ FT	194	392	410	Yes
	2	7221 E Princess Dr	Office (General)	33,563	-	1 parking space per 300 SQ FT	112			
	3	7231 E Princess Dr	Office (General)	25,558	-	1 parking space per 300 SQ FT	86			
E	N/A	8082 E Princess Dr	Park	-	5.3	1 parking space for each acre of park area	6		136	Yes
F	N/A	8082 E Princess Dr	Park	-	22.0	1 parking space for each acre of park area	22		64	Yes
G	1	8300 E Pacesetter Way	Manufacturing and Industrial	61,099	-	1 parking space per 500 SQ FT	123	1171	1432	Yes
	2	17470 Pacesetter Way	Office (General)	19,857	-	1 parking space per 300 SQ FT	67			
	3	17770 Pacesetter Way	Office (General)	15,938	-	1 parking space per 300 SQ FT	54			
	4	17700 Pacesetter Way	Office (General)	11,685	-	1 parking space per 300 SQ FT	39			
	5	17550 Perimeter Dr	Office (General)	91,072	-	1 parking space per 300 SQ FT	304			
	6	17600 Perimeter Dr	Office (General)	128,500	-	1 parking space per 300 SQ FT	429			
	7	17785 Pacesetter Way	Office (General)	20,005	-	1 parking space per 300 SQ FT	67			
	8	17800 Perimeter Dr	Warehouse	30,948	-	1 parking space per 800 SQ FT	39			
	9	17477 N 82nd St	Veterinary Services	14,576	-	1 parking space per 300 SQ FT	49			
H	1	8502 Princess Dr	Office (General)	49,174	-	1 parking space per 300 SQ FT	164	938	1349	Yes
	2	8550 Princess Dr	Travel Accommodations	68,097	-	1.25 parking spaces per guest room	107			
	3	17797 N Perimeter	Office (General)	12,186	-	1 parking space per 300 SQ FT	41			
	4	17797 N Perimeter	Office (General)	20,550	-	1 parking space per 300 SQ FT	69			
	5	17797 N Perimeter	Office (General)	20,550	-	1 parking space per 300 SQ FT	69			
	6	17797 N Perimeter	Office (General)	12,186	-	1 parking space per 300 SQ FT	41			
	7	17800 N 85th St	Office (General)	36,488	-	1 parking space per 300 SQ FT	122			
	8	17851 N 85th St	Office (General)	97,205	-	1 parking space per 300 SQ FT	325			
IJ	N/A	8081 E Princess Dr	Park	-	42.5	1 parking space for each acre of park area	43		399	Yes

Note: The N/A notation with an asterisk (N/A) refers to a parking lot with covered/garage parking that was not able to be reasonably estimated using aerial imagery. Parking adequacy was not determined for these parking lots.

Lot Name	Building #	Building Address	City of Scottsdale Land Use Code	Gross Floor Area (SQ FT)	Land Acreage (For Parks Only)	Parking Requirement	Calculated Parking Demand (# of Spaces)		Existing Parking Supply (Per Lot)	Adequate Parking?
							Per Building	Total (Per Lot)		
K	1	17350 Hartford	Office (General)	25,365	-	1 parking space per 300 SQ FT	85		85	Yes
L	1	8318 - 8330 Hartford Dr	Office (General)	52,568	-	1 parking space per 300 SQ FT	176	266	419	Yes
	2	17500 N Perimeter	Hospital	35,700	-	1 parking space per 400 SQ FT	90			
M	1	17250 Hartford Dr	Manufacturing and Industrial	45,332	-	1 parking space per 500 SQ FT	91		147	Yes
N	1	8388 Hartford Dr	Manufacturing and Industrial	66,200	-	1 parking space per 500 SQ FT	133		226	Yes
O	1	17200 N Perimeter	Office (General)	43,831	-	1 parking space per 300 SQ FT	147		167	Yes
P	1	8333 Hartford Dr	Office (General)	25,800	-	1 parking space per 300 SQ FT	86	528	N/A*	N/A*
	2	8355 Hartford Dr	Office (General)	25,484	-	1 parking space per 300 SQ FT	85			
	3	8377 Hartford Dr	Office (General)	106,980	-	1 parking space per 300 SQ FT	357			
Q	1	8377-8383 Hartford Area	N/A (Vacant Parcel)	-						N/A
R	1	8445 Hartford Dr	Office (General)	21,000	-	1 parking space per 300 SQ FT	70		85	Yes
S	1	8475 Hartford Dr	Office (General)	33,200	-	1 parking space per 300 SQ FT	111		116	Yes
T	1	8501 Princess Dr	Office (General)	38,700	-	1 parking space per 300 SQ FT	129	1040	1356	Yes
	2	8521 Princess Dr	Manufacturing and Industrial	73,835	-	1 parking space per 500 SQ FT	148			
	3	8573 / 8575 Princess Dr	Office (Medical/Dental)	75,280	-	1 parking space per 250 SQ FT	302			
	4	8515 E Anderson Dr	Office (General)	53,086	-	1 parking space per 300 SQ FT	177			
	5	8561 E Anderson Dr	Manufacturing and Industrial	84,542	-	1 parking space per 500 SQ FT	170			
	6	8600 Anderson Dr	Office (General)	33,910	-	1 parking space per 300 SQ FT	114			
U	1	17207 N Perimeter	Office (General)	67,403	-	1 parking space per 300 SQ FT	225	514	593	Yes
	2	8660 E Hartford	Office (General)	86,571	-	1 parking space per 300 SQ FT	289			
V	1	8535 E Hartford	Office (General)	22,996	-	1 parking space per 300 SQ FT	77		87	Yes
W	1	8585 E Hartford	Office (General)	28,160	-	1 parking space per 300 SQ FT	94		116	Yes
X	1	8665 E Hartford	Office (General)	65,239	-	1 parking space per 300 SQ FT	218	1244	N/A*	N/A*
	2	8701 E Hartford	Office (General)	225,440	-	1 parking space per 300 SQ FT	752			
	3	8777 E Hartford	Office (General)	82,012	-	1 parking space per 300 SQ FT	274			
Y	1	8595-8589 E Bell	Office (General)	38,110	-	1 parking space per 300 SQ FT	128	438	596	Yes
	2	8753-8765 E Bell	Office (General)	92,839	-	1 parking space per 300 SQ FT	310			

Note: The N/A notation with an asterisk (N/A) refers to a parking lot with covered/garage parking that was not able to be reasonably estimated using aerial imagery. Parking adequacy was not determined for these parking lots.

Lot Name	Building #	Building Address	City of Scottsdale Land Use Code	Gross Floor Area (SQ FT)	Land Acreage (For Parks Only)	Parking Requirement	Calculated Parking Demand (# of Spaces)		Existing Parking Supply (Per Lot)	Adequate Parking?
							Per Building	Total (Per Lot)		
Z	1	16601 N 90th St	Warehouse	9,716	-	1 parking space per 800 SQ FT	13	1204	2582	Yes
	2	16624 N 90th St	Office (General)	10,021	-	1 parking space per 300 SQ FT	34			
	3	16638 N 90th St	Office (General)	10,232	-	1 parking space per 300 SQ FT	35			
	4	16653 N 90th St	Manufacturing and Industrial	11,381	-	1 parking space per 500 SQ FT	23			
	5	16701 N 90th St	Office (General)	13,024	-	1 parking space per 300 SQ FT	44			
	6	16679 N 90th St	Manufacturing and Industrial	14,241	-	1 parking space per 500 SQ FT	29			
	7	16801 N 90th St	Warehouse	13,028	-	1 parking space per 800 SQ FT	17			
	8	16611 N 91st St	Manufacturing and Industrial	21,062	-	1 parking space per 500 SQ FT	43			
	9	16621 N 91st St	Warehouse	17,350	-	1 parking space per 800 SQ FT	22			
	10	16622 N 91st St	Manufacturing and Industrial	13,300	-	1 parking space per 500 SQ FT	27			
	11	16631 N 91st St	Warehouse	15,050	-	1 parking space per 800 SQ FT	19			
	12	16641 N 91st St	Manufacturing and Industrial	34,757	-	1 parking space per 500 SQ FT	70			
	13	16650 N 91st St	Manufacturing and Industrial	15,750	-	1 parking space per 500 SQ FT	32			
	14	16674 N 91st St	Manufacturing and Industrial	13,875	-	1 parking space per 500 SQ FT	28			
	15	8970 Bahia Dr	Warehouse	31,607	-	1 parking space per 800 SQ FT	40			
	16	9024 E Bahia Dr	Manufacturing and Industrial	10,978	-	1 parking space per 500 SQ FT	22			
	17	9096 E Bahia Dr	Manufacturing and Industrial	18,000	-	1 parking space per 500 SQ FT	36			
	18	9160 E Bahia Dr	Manufacturing and Industrial	34,194	-	1 parking space per 500 SQ FT	69			
	19	9170 E Bahia Dr	Manufacturing and Industrial	27,945	-	1 parking space per 500 SQ FT	56			
	20	9378 E Bahia Dr	Manufacturing and Industrial	9,450	-	1 parking space per 500 SQ FT	19			
	21	9382 E Bahia Dr	Manufacturing and Industrial	48,698	-	1 parking space per 500 SQ FT	98			
	22	9776 E Bahia Dr	Manufacturing and Industrial	19,975	-	1 parking space per 500 SQ FT	40			
	23	8817-8985 Bell	Office (General)	78,320	-	1 parking space per 300 SQ FT	262			
	24	9151-9155 E Bell	Office (General)	24,620	-	1 parking space per 300 SQ FT	83			
	25	9171 E Bell	Manufacturing and Industrial	21,407	-	1 parking space per 500 SQ FT	43			

Note: The N/A notation with an asterisk (N/A) refers to a parking lot with covered/garage parking that was not able to be reasonably estimated using aerial imagery. Parking adequacy was not determined for these parking lots.

Lot Name	Building #	Building Address	City of Scottsdale Land Use Code	Gross Floor Area (SQ FT)	Land Acreage (For Parks Only)	Parking Requirement	Calculated Parking Demand (# of Spaces)		Existing Parking Supply (Per Lot)	Adequate Parking?
							Per Building	Total (Per Lot)		
AA	1	16415 N 90th St	Churches / Places of Worship	16,000	-	1 space/30 SQ FT Sanctuary/Worship Room + 1 space/300 SQ FT Classrooms/ Office	134	2029	3072	Yes
	2	16421 N 90TH St	Manufacturing and Industrial	12,686	-	1 parking space per 500 SQ FT	26			
	3	16431 N 90TH St	Manufacturing and Industrial	9,145	-	1 parking space per 500 SQ FT	19			
	4	16441 N 90TH St	Warehouse	6,604	-	1 parking space per 800 SQ FT	9			
	5	16451 N 90TH St	Manufacturing and Industrial	8,091	-	1 parking space per 500 SQ FT	17			
	6	16552 N 90TH St	Office (General)	131,347	-	1 parking space per 300 SQ FT	438			
	7	16410 N 91st St	Manufacturing and Industrial	25,658	-	1 parking space per 500 SQ FT	52			
	8	16413 N 91ST St	Manufacturing and Industrial	21,000	-	1 parking space per 500 SQ FT	42			
	9	16414 N 91ST St	Office (General)	22,880	-	1 parking space per 300 SQ FT	77			
	10	16419 N 91st St	Manufacturing and Industrial	19,000	-	1 parking space per 500 SQ FT	38			
	11	16424 N 91ST St	Manufacturing and Industrial	11,929	-	1 parking space per 500 SQ FT	24			
	12	16441 N 91ST St	Manufacturing and Industrial	7,000	-	1 parking space per 500 SQ FT	14			
	13	16443 N 91ST St	Office (General)	12,834	-	1 parking space per 300 SQ FT	43			
	14	16444 N 91ST St	Office (General)	3,600	-	1 parking space per 300 SQ FT	12			
	15	16445 N 91st St	Office (General)	13,680	-	1 parking space per 300 SQ FT	46			
	16	16447 N 91ST St	Manufacturing and Industrial	20,015	-	1 parking space per 500 SQ FT	41			
	17	16454 N 91ST St	Manufacturing and Industrial	7,000	-	1 parking space per 500 SQ FT	14			
	18	16460 N 91ST St	Warehouse	9,530	-	1 parking space per 800 SQ FT	12			
	19	16412 N 92ND St	Manufacturing and Industrial	19,920	-	1 parking space per 500 SQ FT	40			
	20	16416 N 92ND St	Manufacturing and Industrial	13,120	-	1 parking space per 500 SQ FT	27			
	21	16420 N 92nd St	Office (General)	10,000	-	1 parking space per 300 SQ FT	34			
	22	16431 N 92st St	Manufacturing and Industrial	11,929	-	1 parking space per 500 SQ FT	24			
	23	16537 N 92ndSt	High School	59,800	-	1 space/employee + 1/6 all students	183			
	24	16559 92nd St Area	Manufacturing and Industrial	40,332	-	1 parking space per 500 SQ FT	81			
	25	16573 N 92ND St	Manufacturing and Industrial	27,040	-	1 parking space per 500 SQ FT	55			
	26	16597 E 92nd St	Manufacturing and Industrial	52,256	-	1 parking space per 500 SQ FT	105			
	27	16648 N 94th St	Warehouse	101,128	-	1 parking space per 800 SQ FT	127			
	28	9019 E Bahia Dr	Manufacturing and Industrial	3,750	-	1 parking space per 500 SQ FT	8			
	29	9059 E Bahia Dr	Manufacturing and Industrial	7,050	-	1 parking space per 500 SQ FT	15			
	30	9089 E Bahia Dr	Manufacturing and Industrial	16,000	-	1 parking space per 500 SQ FT	32			
	31	9323 E Bahia Dr	Office (General)	13,807	-	1 parking space per 300 SQ FT	47			
	32	9343 E Bahia Dr	Office (General)	13,807	-	1 parking space per 300 SQ FT	47			
	33	9363 E Bahia Dr	Office (General)	18,528	-	1 parking space per 300 SQ FT	62			
	34	9383 E Bahia Dr	Office (General)	25,181	-	1 parking space per 300 SQ FT	84			

Note: The N/A notation with an asterisk (N/A) refers to a parking lot with covered/garage parking that was not able to be reasonably estimated using aerial imagery. Parking adequacy was not determined for these parking lots.

Lot Name	Building #	Building Address	City of Scottsdale Land Use Code	Gross Floor Area (SQ FT)	Land Acreage (For Parks Only)	Parking Requirement	Calculated Parking Demand (# of Spaces)		Existing Parking Supply (Per Lot)	Adequate Parking?
							Per Building	Total (Per Lot)		
AB	N/A	16601 N Pima Rd	N/A (Vacant Land)	-						N/A
AC	1-18	9821 E Bell Road	Office (General)	115,200	-	1 parking space per 300 SQ FT	384		373	Yes

**Note: The N/A notation with an asterisk (N/A*) refers to a parking lot with covered/garage parking that was not able to be reasonably estimated using aerial imagery. Parking adequacy was not determined for these parking lots.*

APPENDIX I

SHARED PARKING ANALYSIS OF LOT A

Shared Parking Analysis of Lot A

If the parking requirement was calculated using the church designation rather than retail, 793 parking spaces would be needed. In each scenario, the existing supply does not meet the calculated parking requirement. The City of Scottsdale Code of Ordinances also includes a schedule of shared parking calculations, to acknowledge the levels of occupancy of various land uses during various times of the week. Parking spaces may be shared if the parking requirement of the various land uses occurs at opposite times. For example, a sports arena will reach peak occupancy on weekday evenings and on weekends, while an office building will reach peak occupancy on weekdays from 8:00 AM – 6:00 PM. If these land uses are to share a parking lot, it is understood that periods of high occupancy will be offset, and the parking spaces can be used for multiple purposes, which would call for a reduced total requirement. The City of Scottsdale occupancy schedule for the land uses of Lot A is provided in **Error! Reference source not found..**

City of Scottsdale Shared Parking Schedule

	Weekdays			Weekends		
	12:00 AM -	7:00 AM -	6:00 PM -	12:00 AM -	7:00 AM -	6:00 PM -
	7:00 AM	6:00 PM	12:00 AM	7:00 AM	6:00 PM	12:00 AM
Office and Industrial	5%	100%	5%	0%	60%	10%
Retail	0%	100%	80%	0%	100%	60%
Churches and Places of Worship	0%	10%	30%	0%	100%	30%

A shared use parking analysis was completed for Lot A to further investigate parking adequacy. This analysis was first completed using the Maricopa County Assessor land use designations and next completed using the appropriate code based on current operation. Two peak periods were analyzed; the weekday peak period and the weekend peak period. The greater value between the two is determined to be the shared parking requirement of lot A.

Shared Parking Calculations, Lot A

	Shared Parking Analysis #1: Based on Maricopa County Assessor Designation						
	Retail		Office		Church		Total
No. of Buildings	3		2		0		5
GFA	71,932		100,331		0		172,263
	Percentage	Parking	Percentage	Parking	Percentage	Parking	Shared Parking Requirement
Shared Parking Percentage, Weekdays 7:00 AM - 6:00 PM	100%	289	100%	336	10%	0	625
Shared Parking Percentage, Weekends 7:00 AM - 6:00 PM	100%	289	60%	201	100%	0	491
	Shared Parking Analysis #2: Based on Current Use						
	Retail		Office		Church		Total
No. of Buildings	1		2		2		5
GFA	32,916		100,331		39,016		172,263
	Percentage	Parking	Percentage	Parking	Percentage	Parking	Shared Parking Requirement
Shared Parking Percentage, Weekdays 7:00 AM - 6:00 PM	100%	132	100%	336	10%	33	501
Shared Parking Percentage, Weekends 7:00 AM - 6:00 PM	100%	132	60%	202	100%	327	661

In both scenarios, the shared parking calculation reduced the total parking requirement. If the two buildings are considered to be of retail land use, the shared parking requirement is 625 spaces, and if they are considered to be a place of worship, the shared parking requirement is 661 spaces. In both cases, the shared parking requirement exceeds the existing parking supply of 505 spaces. Further evaluation of the parking conditions within Lot A is recommended.

APPENDIX J

PROCESSING DATA AND IDENTIFYING ISSUES

Processing Data and Identifying Issues

The data of several lots were excluded from the peak occupancy summary tables, as shown in Tables 9 and 10 within the report. This was due to one of two factors; either the lot was not in use during data collection, or the data results of a particular lot were inconclusive. The data of a lot was determined to be inconclusive if the ingress and egress of a particular lot did not reach a reasonable end-of-day equilibrium, or if the occupancy clearly surpassed capacity (100% occupancy). These cases suggest either an error in the placement of the pneumatic tubes, equipment malfunction, missing data, or an unintended (and unmeasured) access point. Pneumatic tubes can result in invalid vehicle counts; and is affected by tube placement, vehicle speed and delay, multiple lanes of measurement, and the orientation of vehicles as they pass over the tubes. There were also several cases of unintended (measured) access points, primarily in the vacant/dirt lot parcels. In lots E, F, and IJ, vehicles were found to have exited using multi-use paths, which are typically blocked to motor vehicles using removable bollards during non-event operation.

Figure I provides an example of vehicles exiting Lot E and Lot F using a multi-use path towards the south of Lot E. The planned access points are represented in the figure by green stars, two driveways accessing Lot F and one accessing Lot E. The use of the unintended access point resulted in a large discrepancy of ingress and egress vehicles, as a majority of leaving vehicles were not recorded. The results of the data incorrectly indicated that hundreds of vehicles were still remaining on the site at the end of the day, due to the use of the path.



Figure I: Example of an Unintended Access Point, Lots E and F

This data was reconciled by applying a uniform percent increase on the egress volume throughout the day. This adjustment factor accounted for vehicles which were measured during entry but were not measured as they exited the lot. During the WM Phoenix Open, Lot E served as a taxi lot. Taxi vehicles would enter through the southeast driveway (with data collection equipment) and exit using the multi-use path on the southwest corner. The lack of egress vehicles, or “OUT – Original” vehicles, measured by the driveway is shown in Figure II below. Based on aerial observation and data review, it is assumed that the parking attendant who was regulating vehicles

at the multi-use path closed this access point at approximately 6:00 PM. After this time, all vehicles were restricted to using only the southeastern measured driveway for both ingress and egress. As Figure II shows, the in and out volumes are fairly balanced after 6:00 PM. Egress volumes between 12:00 AM and 7:30 PM were adjusted based on late evening trends.

Figure II: Data Reconciling of Lot E during the WM Phoenix Open, Saturday

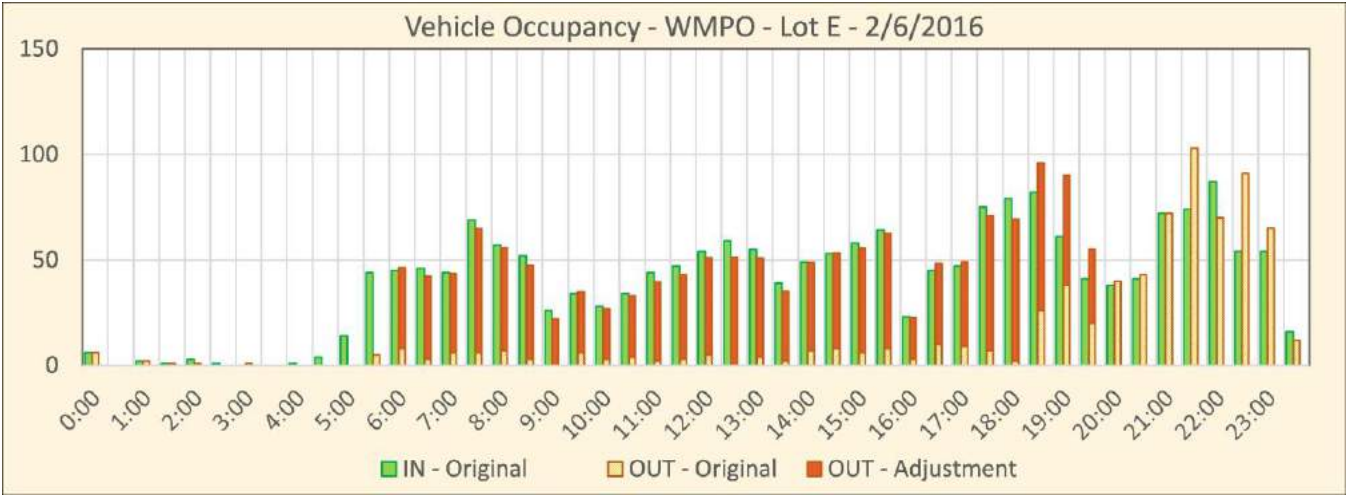
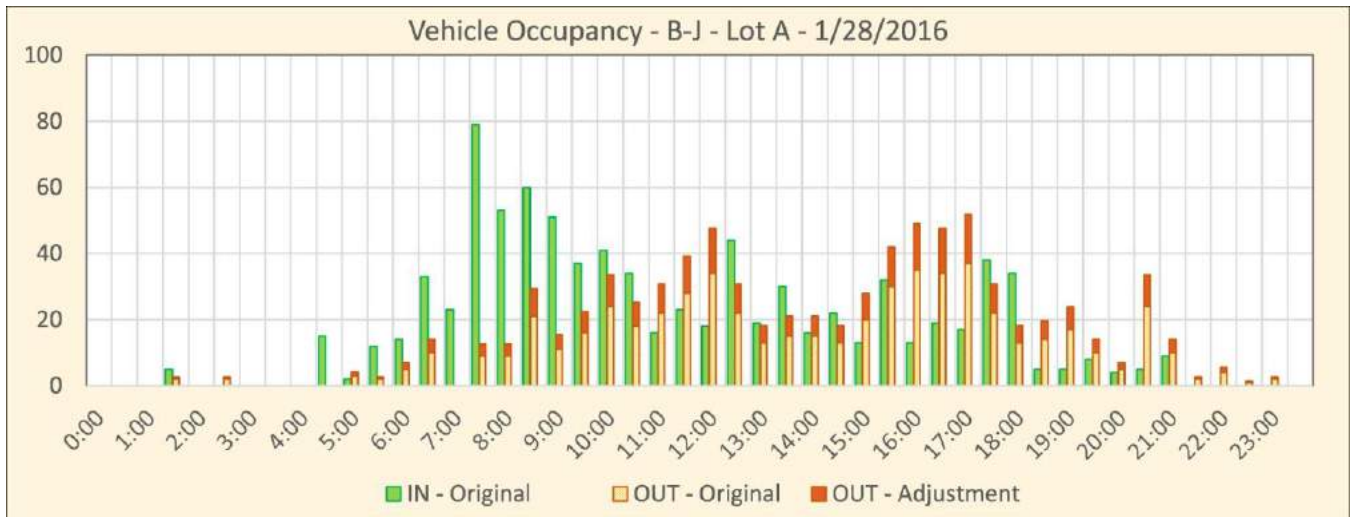


Figure III: Access Points of Lot A

In several other lots, the egress vehicles were not detected as accurately as ingress vehicles. Lot A is an example of this type of imbalance, and is shown in Figure III. A greater volume of vehicles was measured to be entering the site than exiting the site. This trend was observed during each day and each deployment of the data collection equipment in Lot A. There are only two driveways which access lot A, and vehicles did not use any unintended access points. To reconcile the Lot A data, a uniform factor was applied to the measured egress volumes. For the various data collection days of Lot A, the egress volumes were increased by a factor that ranged from 1.1 to 1.4. The egress volume adjustment of Lot A during the Thursday of the Barrett-Jackson is shown in Figure IV.

The majority of lots did not require a data adjustment.

Figure IV: Data Reconciling of Lot A during Barrett- Jackson, Thursday



APPENDIX K

“DESTINATION AGGIELAND” ARTICLE

TAMU Football is Big! Its Parking App is Bigger

By Debbie Hoffmann and June Hood

Texas A&M University has long had home football game traditions worth writing about, as *Sports Illustrated** noted a few years ago. And its Department of Transportation Services has devoted countless hours, year after year, putting into action a successful game-day parking operation. SEC fans** called it the second-best part of the Aggie game-day experience behind the incomparable Fightin’ Texas Aggie Band.

This year, the Chancellor of the Texas A&M University System, set a goal to develop the best overall transportation plan *and* the best game-day experience for fans attending football games at Kyle Field in College Station.

With renovations and expansion of the stadium underway to increase capacity to 106,000 seats this season (final capacity of 102,512 in 2015), the cities of College Station and Bryan and the TAMU campus will be handling crowds that are 25% larger than last year.

“We are committed to having the best overall game-day experience in the country,” Chancellor John Sharp said, “and I know that the Texas A&M

Transportation Institute’s ‘Destination Aggieland’ will be a major contributor to the plan. [Its] history of innovation in traffic safety and management is a tremendous asset.

“While we know 2014 will be a transition year in terms of technology, in 2015, we will have one of the finest traffic management systems in college sports,” Sharp said.

To prepare for the influx of more fans staying, eating, shopping, playing and tailgating at venues in the community and on campus, the Texas A&M Transportation Institute (TTI) was called on to bring together the university’s Transportation Services, Athletics Department, 12th Man Foundation, Police Department, Environmental Health and Safety Office, the two sister cities of College Station and Bryan, and the Texas Department of Transportation to develop a transportation component of a comprehensive game-weekend experience.

In addition to improving the fan experience, the partners set a goal of clearing traffic for the now larger game-day crowd in no more time than it has taken in previous years – from 2 to 2.5 hours. As Tim Lomax, Senior Research Engineer and Regent’s Fellow with TTI, who heads up the project, likes to say, “Give us a couple of hours and we will give you your town back.”

Lomax uses this statement to encourage the local communities to have patience with and tolerance of “contraflow” traffic lanes and limited turning

options at key intersections near the campus during the initial exodus of fans from campus.

Each entity responsible for a portion of the game-day experience in Aggieland is known for working diligently to make their operations run smoothly. The cities implemented a plan to improve city traffic, TAMU enacted a plan to improve university traffic, and the transit operation worked hard to plan routes to avoid the traffic.

Athletics put measures in place to ensure a safe and fun event, and the athletic association worked to ensure that their donors have a

premium experience. Local hotels, restaurants and venues hope fans will patronize their businesses. All the while, the focus of each of these plans – the fans – want an easy way to get to and from the game, and to have a great time in between.

There has always been cooperation between the all entities in the past, but the new game-day plan institutes a much more holistic approach.

Having that great experience boils down to having timely and accurate information about what is happening, when and how to most easily get to all the fun. In today’s world, fast and accurate game-day information means a smartphone app.

TTI, along with app provider CrowdTorch by Cvent, are pulling together data from all the partners to a new app, which will enhance the entire Aggie game-day experience. “Destination Aggieland” will provide real-time parking options and traffic information, shuttle locations and routes, event schedules and ticket sales, as well as local dining and entertainment options.

The following communication tools have also been enhanced:

- Coordinated websites, with more partners coordinating game-day travel communications.
- Ticket sales inserts

Having that great experience boils down to having timely and accurate information about what is happening, when and how to most easily get to all the fun.



The Destination Aggieland app provides many options for fans coming to the school’s athletic events.

- Messages added to the bus annunciators; print ads included inside buses.
- Wayfinding signs and maps, with the addition of directional “razor” flag signs for parking and shuttle stops.
- In-stadium displays and communication.
- Traditional and social media.
- Face-to-face meetings, including Coaches’ Tour and A&M Clubs throughout Texas.

Communication about Destination Aggieland will be targeted to ticketholders, tailgaters and the local community. Some of the key messages of the campaign include:

- “Download before you go” – reminder to download the app before leaving home.

- “Discover what’s different” – traffic/pedestrian flow changes, safety measures, new stadium seating, new parking operations.
- “Learn your route” – find your very best parking and shuttle options for getting to and leaving from your seat.
- “Arrive Early, Stay Late” – learn about community dining, hotel and entertainment venues, campus tailgating, etc.

Debbie Hoffmann is Associate Director of TAMU Transportation Services and June Hood is its Marketing and Communications Manager. Contact them at dhoffmann@tamu.edu or june@tamu.edu.

** Texas A&M University was rated as the top college football game-day environment in the 2011 preseason edition of Sports Illustrated, with Fox Sports chiming in by listing the school’s Kyle Field as one of the nation’s 10 best college football stadiums.*

*** website <http://texags.com/Stories/13548>*



APPENDIX L

SPECIAL EVENT PARKING SURVEY



ARIZONA
TEXAS
NEW MEXICO
OKLAHOMA

Transportation Survey

Special Event Attendees (Barrett-Jackson/Waste Management Phoenix Open)

Please take a moment to provide feedback on your experience arriving at and leaving from the special event. Your participation in this survey is greatly appreciated, your feedback and comments will be used to improve future operation at the event. The survey should take about 3 minutes to complete.

PART I: General Feedback

1. Which of the following best describes your activity at the Special Event?
☐ Attending the Special Event
☐ Working at the Special Event
2. What is your home zip code? _____
3. On the day you traveled to the Special Event, where did your trip originate? Please provide the nearest cross-streets: _____
4. What was your mode of transportation on your trip TO the Special Event?

<input type="checkbox"/> Walk Only	<input type="checkbox"/> Personal Vehicle + Walk/Bike to Event
<input type="checkbox"/> Bike Only	<input type="checkbox"/> Personal Vehicle + Event Shuttle
<input type="checkbox"/> Hotel Shuttle	<input type="checkbox"/> Taxi/Rideshare/Drop Off by Personal Vehicle
	<input type="checkbox"/> Privately Chartered Vehicle (e.g., Limousine, Party Bus)
5. What was your primary mode of transportation on your trip FROM the Special Event?

<input type="checkbox"/> Walk Only	<input type="checkbox"/> Walk/Bike from Event + Personal Vehicle
<input type="checkbox"/> Bike Only	<input type="checkbox"/> Event Shuttle + Personal Vehicle
<input type="checkbox"/> Hotel Shuttle	<input type="checkbox"/> Taxi/Rideshare/Pick Up by Personal Vehicle
	<input type="checkbox"/> Privately Chartered Vehicle (e.g., Limousine, Party Bus)
6. How easy was it to get in and out of the Special Event?
☐ Very Easy; I didn't experience any problems or delay
☐ Somewhat Easy; I got in and out of the event area relatively quickly
☐ Average; it was what I would expect at a large event
☐ Somewhat Difficult; the in/out process could have been more smooth
☐ Very Difficult; experienced major issues or long delay

7. Please explain your experience entering and exiting the event and any issues you encountered:

****Please skip ahead to Question 14 if your arrival vehicle was not parked during the Special Event ****

PART II: Parking Feedback

8. What time did you arrive at your parking location?

- ☐ Before 6:30 AM
☐ Between 6:30 – 7:30 AM
☐ Between 7:30 – 8:30 AM
☐ Between 8:30 – 9:30 AM
☐ Between 9:30 – 10:30 AM
☐ After 10:30 AM

9. Including yourself, how many people were in the vehicle?

- ☐ 1 ☐ 2 – 4 ☐ 4+

10. When you returned to your parked vehicle after the event, did you experience delay when leaving the lot?

- ☐ No Delay – I was able to leave right away
☐ Some Delay – I had to wait, but it was 5-10 minutes or less
☐ Significant Delay – I was waiting to leave the lot for more than 10 minutes

10. What category best describes your parking location?

- ☐ Pre-paid Parking Pass (Included in event admission cost)
☐ Valet Parking
☐ General Parking (Free)
☐ Nearby Parking (Free, Not Associated with Special Event)
☐ Nearly Paid Parking (Private Lot, Not Associated with Special Event)

11. If you parked in General Parking (Free), how willing would you be in future years to pay a nominal fee (ex: \$5/vehicle) for parking?

- ☐ Willing to pay for parking
☐ Willing – But unhappy with the increase
☐ Neutral / No Opinion
☐ Unwilling – I would park further away at another not associated with the Special Event
☐ Unwilling – This would persuade me not to attend Special Event
☐ This parking scenario would not apply to me

12. In the future, if there were parking costs associated with all lots, would you prefer to pay for parking as part of your Special Event admission ticket?
- ☐ I'd prefer to add this cost to the admission ticket and pay all at once
- ☐ I'd prefer to pay for parking when I arrive (per vehicle cost)
- ☐ I'd prefer to pay for parking when I arrive (per person cost)
13. If parking availability became more limited or the cost of event parking increased, would you be willing to park at a lot further away and take an event shuttle?
- ☐ Willing to take the event shuttle
- ☐ Willing to the event shuttle – But unhappy with the change
- ☐ Neutral / No Opinion
- ☐ Unwilling to take the shuttle – I would rather pay more for the limited parking
- ☐ Unwilling to take the shuttle – This would persuade me not to attend the Special Event

PART III: Future Transit Feedback

14. If available, would you use a shuttle service from your hotel?
- ☐ Yes ☐ No ☐ I live nearby; I am not likely to stay at a hotel

If you answered "Yes", would you be willing to pay a nominal fee for the hotel shuttle service?
(Leave this equation blank if you did not answer "Yes" to the previous question)

☐ Yes ☐ No – only if it was free

15. Did you know there was a free trolley to and from the Phoenix Open/Barrett Jackson from Old Town Scottsdale?

☐ Yes ☐ No

In future years, would you be interested in using the free trolley service from Old Town Scottsdale?

- ☐ Very interested – I would have used it this year if I had known about it
- ☐ Somewhat Interested – Only if is convenient
- ☐ No Opinion / Unsure
- ☐ Seems like a good service, but I probably wouldn't use it
- ☐ Not Interested

PART IV: Open Feedback

16. If you would like to share any additional comments about your experience or suggestions for future improvement, please provide them below:
