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**MAG TRAFFIC GENERATOR STUDY:**

**SURVEY DATA FROM  
ARIZONA STATE UNIVERSITY**

Prepared for Barton-Aschman Associates, Inc.

December 1994

# TABLE OF CONTENTS

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## *List of Exhibits*

<b><u>1. INTRODUCTION</u></b>	<b>1</b>
<b><u>2. STUDY METHODOLOGY</u></b>	<b>2</b>
CORDON COUNT	2
PARKING LOT COUNT	4
VEHICLE OCCUPANCY COUNTS	6
<b><u>3. SURVEY FINDINGS</u></b>	<b>8</b>
VEHICLE-TRIPS	8
VEHICLE OCCUPANCY	11
PERSON-TRIPS	11
Temporal Distribution	12
Geographic Distribution	14
Modal Distribution	14
IMPACT OF PERIMETER PARKING	20
<b><u>APPENDIX: ADDITIONAL SURVEY DATA</u></b>	

## **LIST OF EXHIBITS**

<b>1. Study Area</b>	<b>3</b>
<b>2. Cordon Count Stations</b>	<b>5</b>
<b>3. Inbound Vehicles (7:00 AM - 7:00 PM)</b>	<b>9</b>
<b>4. Outbound Vehicles (7:00 AM - 7:00 PM)</b>	<b>10</b>
<b>5. Person-Trips by Time of Day</b>	<b>13</b>
<b>6. Inbound Person-Trips (7:00 AM - 7:00 PM)</b>	<b>15</b>
<b>7. Outbound Person-Trips (7:00 AM - 7:00 PM)</b>	<b>16</b>
<b>8. Inbound Person-Trips by Station (7:00 AM - 7:00 PM)</b>	<b>17</b>
<b>9. Outbound Person-Trips by Station (7:00 AM - 7:00 PM)</b>	<b>18</b>
<b>10. Person-Trips by Time of Day and Travel Mode</b>	<b>19</b>
<b>11. Modal Distribution: Central Campus Area</b>	<b>21</b>
<b>12. Estimated Mode of Travel to/from ASU</b>	<b>22</b>
<b>13. Parking Accumulation in Lots #59/#58</b>	<b>24</b>

# 1. INTRODUCTION

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The Maricopa Association of Governments (MAG) is responsible for the travel demand models used to forecast multi-modal travel behavior in the Phoenix metropolitan area. These models provide important input into long-range highway and transit planning programs, corridor and subarea studies, environmental impact assessments, air quality planning, traffic impact analyses for specific development proposals, roadway design projects, and many other studies. MAG is currently undertaking a number of steps to improve the general performance of these models, and this report documents part of one such effort.

The main campus of Arizona State University (ASU), located in Tempe, is one of the urban area's largest traffic generators. It has several unique characteristics that influence travel behavior: a large daytime (non-resident) population, a high percentage of pedestrian and bicycle trips, heavy use of perimeter parking facilities, and of course, "school" as the primary trip purpose for a large percentage of trips. Because travel to and from the ASU campus differs significantly from travel generated by other traffic analysis zones, it is treated as a "special generator" in the MAG models.

This report was prepared for Barton-Aschman Associates, Inc. and MAG to assist in the improvement of the ASU special generator model. It documents the results of extensive data collection activities conducted by Heffernan & Associates at the ASU main campus in April, 1994. The purpose of these traffic surveys was to collect relevant data on current trip-making behavior. Information on the total number and distribution of trips, travel modes, vehicle occupancy, and perimeter parking usage was recorded.

## 2. STUDY METHODOLOGY

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Traffic surveys were conducted on the Arizona State University campus during the first two weeks of April, 1994. These surveys covered a 12-hour period (7:00 AM - 7:00 PM) chosen to include the maximum percentage of campus-related travel. All data were collected during midweek, since Tuesdays, Wednesdays, and Thursdays are more representative of an "average" weekday than Mondays or Fridays. Three types of surveys were conducted:

- A *cordon count* recorded the number of persons and vehicles entering or exiting the central campus area by time of day and travel mode,
- A *parking lot survey* recorded the number of vehicles entering or exiting the primary perimeter parking area (Lots #59 and #58), as well as the number of persons using the tram service operated by ASU between Lot #59 and the central campus area, and
- *Vehicle occupancy counts* recorded the number of persons arriving or departing by vehicle at selected locations.

### CORDON COUNT

Arizona State University occupies several hundred acres of land adjacent to downtown Tempe. For the purposes of this study, the boundaries of the central campus area were roughly defined by University Drive (south curb) on the north, Rural Road (west curb) on the east, Apache Boulevard (north curb) on the south, and Mill Avenue (east curb) on the west. However, Tempe Center, a shopping center located on the southeast corner of Mill Avenue and University Drive, was excluded from the study area.

A cordon line, shown in Exhibit 1, was drawn around this central campus area. On the survey days, personnel recorded all persons and vehicles crossing this cordon line. Due to the high



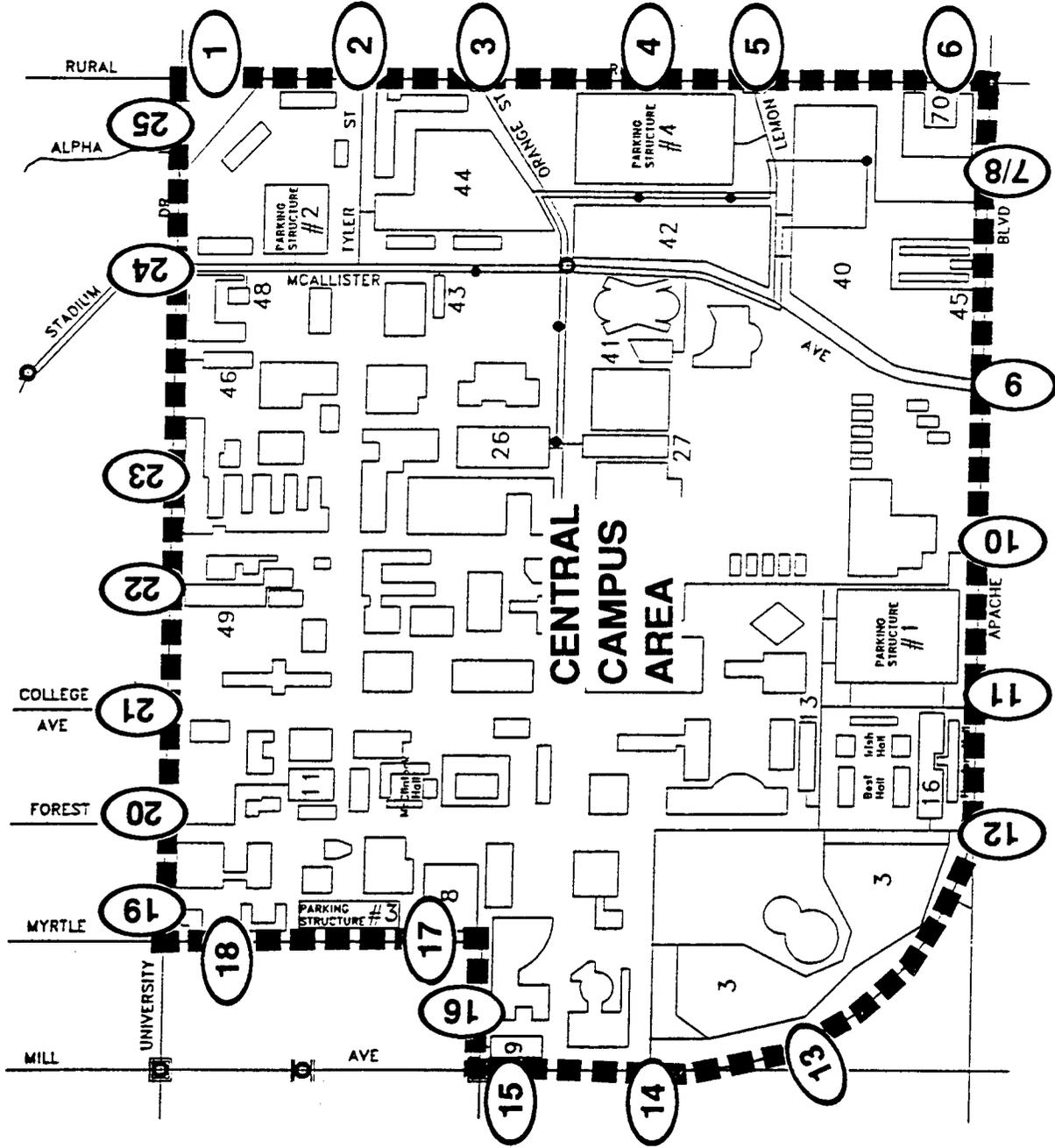
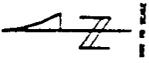
traffic volumes and the large number of locations where people can enter and exit the campus, it was not feasible to conduct a single-day cordon count. Instead, the cordon count was spread out over several days -- with approximately one side of the central campus area being surveyed each day. A total of 24 cordon count stations were established (see Exhibit 2), and the following survey schedule was followed:

- East side (Stations #1-6) -- Tuesday, April 5, 1994,
- South side (Stations #7-12) -- Wednesday, April 6, 1994,
- North side (Stations #21-25) -- Tuesday, April 12, 1994, and
- Remainder of north side (Stations #19-20), and the west side (Stations #13 - 18) -- Wednesday, April 13, 1994.

Using manual traffic counters, survey personnel recorded the number of motorcycles and other vehicles crossing the cordon line at each count station during the survey period. Persons entering and exiting the campus by other modes (pedestrian, bicycle, bus, or drop-off) were also recorded on the survey form *as they crossed the cordon line*. This distinction was important in order to avoid confusion and to have all surveyors record the information in a consistent manner. For example, a student who got off a westbound bus on the north side of University Drive and then walked across the street to enter campus would have been recorded as a pedestrian, because he or she was on foot as he crossed the south curb of University (the cordon line). However, a student on an eastbound bus would have been recorded as a bus passenger as he or she stepped off the bus onto the sidewalk on the south side of University.

## **PARKING LOT COUNT**

The central campus area contains only a limited amount of parking that cannot meet all the needs of ASU students, faculty, staff, and visitors, so parking restrictions and/or higher parking fees have been imposed for the prime on-campus parking spaces. ASU also provides several lower-cost perimeter parking facilities -- the largest of which is Lot #59, which wraps around the north and east sides of Sun Devil Stadium. Lot #59 contains 4,419 parking spaces.



**CORDON COUNT STATIONS**

**HEFFERNAN & ASSOCIATES**

Special counts were undertaken to collect additional data regarding the impact of perimeter parking on travel behavior. One such study involved the recording of all vehicles entering and exiting Lot #59 and #58 on Thursday, April 7, 1994. (Lot #58 is a 110-space lot which shares access and circulation with Lot #59). A count of all vehicles parked in these lots at the beginning and end of the survey period (7:00 AM and 7:00 PM, respectively) was also conducted in order to estimate parking usage throughout the day.

Because Lot #59 is located a considerable distance from the central campus area, ASU provides a free shuttle service. This tram has several designated stops within Lot #59 and in the central campus area, but none in between. In order to determine tram usage, a surveyor recorded the number of passengers on board each tram vehicle as it arrived at the first tram stop on campus or departed the last tram stop on campus. This information was collected on the same day as the parking lot count (Thursday, April 7).

## **VEHICLE OCCUPANCY COUNTS**

Due to the large volume of traffic entering and exiting the campus at most cordon count stations, it would have been cost-prohibitive to provide enough survey personnel to accurately count all person-trips directly. In order to keep study costs reasonable, surveyors recorded only the total number of vehicles crossing the cordon line. These vehicle-trips would then be converted to person-trips by applying an average vehicle occupancy factor.

Vehicle occupancy counts were conducted at several locations in order to derive an appropriate vehicle occupancy factor. These locations included all entrances and exits to Lot #59/#58, the Rural Road driveway for Garage #4, and the Apache Boulevard driveway for Garage #1. These particular locations were chosen because vehicle speeds were relatively low there (all vehicles were making a turn, rather than traveling straight through, allowing the surveyor more time to accurately identify the number of persons in the vehicle) and there was little or no non-vehicular traffic (allowing the surveyor to concentrate more fully on vehicle occupancy).

The vehicle occupancy counts were conducted as part of the cordon count and parking lot count. Using manual traffic counters, surveyors recorded each vehicle turning into or out of the parking facility at the count station. All vehicles were placed in the appropriate occupancy category: one person, two persons, three persons, or more than three persons.

### 3. SURVEY FINDINGS

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This chapter provides some basic analyses of the survey data, focusing on those factors most relevant to the purpose of this particular study – i.e., improving MAG’s special generator model for ASU. However, since much of the data collected might be useful to other MAG studies or to the planning efforts of ASU and the City of Tempe, additional summary tables are provided in the Appendix of this report.

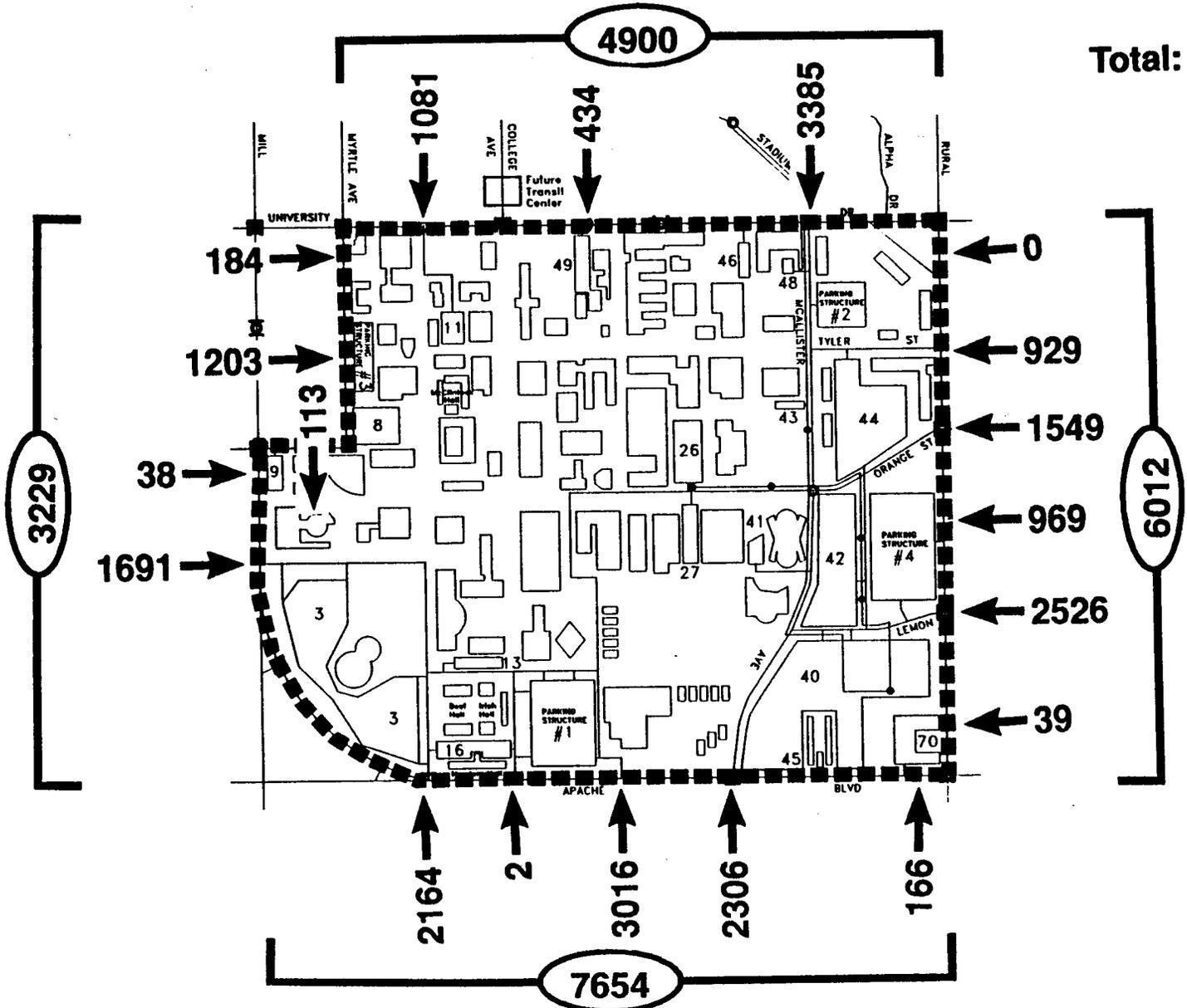
#### VEHICLE-TRIPS

On a typical weekday, over 41,000 vehicles enter and exit the central campus area during a 12-hour period (7:00 AM - 7:00 PM). A total of 41,355 vehicles (21,795 inbound and 19,560 outbound) were recorded crossing the cordon line during the survey period. Exhibits 3 and 4 show the entry and exit points, respectively, for these vehicle-trips. As expected, traffic was concentrated at those locations where primary access into the interior campus or major parking facilities are located. Volumes were substantially lower at driveways serving only small parking lots.

The highest vehicular volumes were observed along the southern and eastern edges of the central campus area. These two screen lines accounted for approximately 65 percent of the total vehicles entering and exiting campus, as shown in the following table:

Screen Line	Number of Vehicles	Percent of Total Vehicles
East	12,338	29.8 %
South	14,678	35.5
West/Northwest	5,769	14.0
North	8,570	20.7
Total	41,355	100.0 %

Motorcycles accounted for 917 (2.2 percent) of the total vehicles crossing the cordon line.



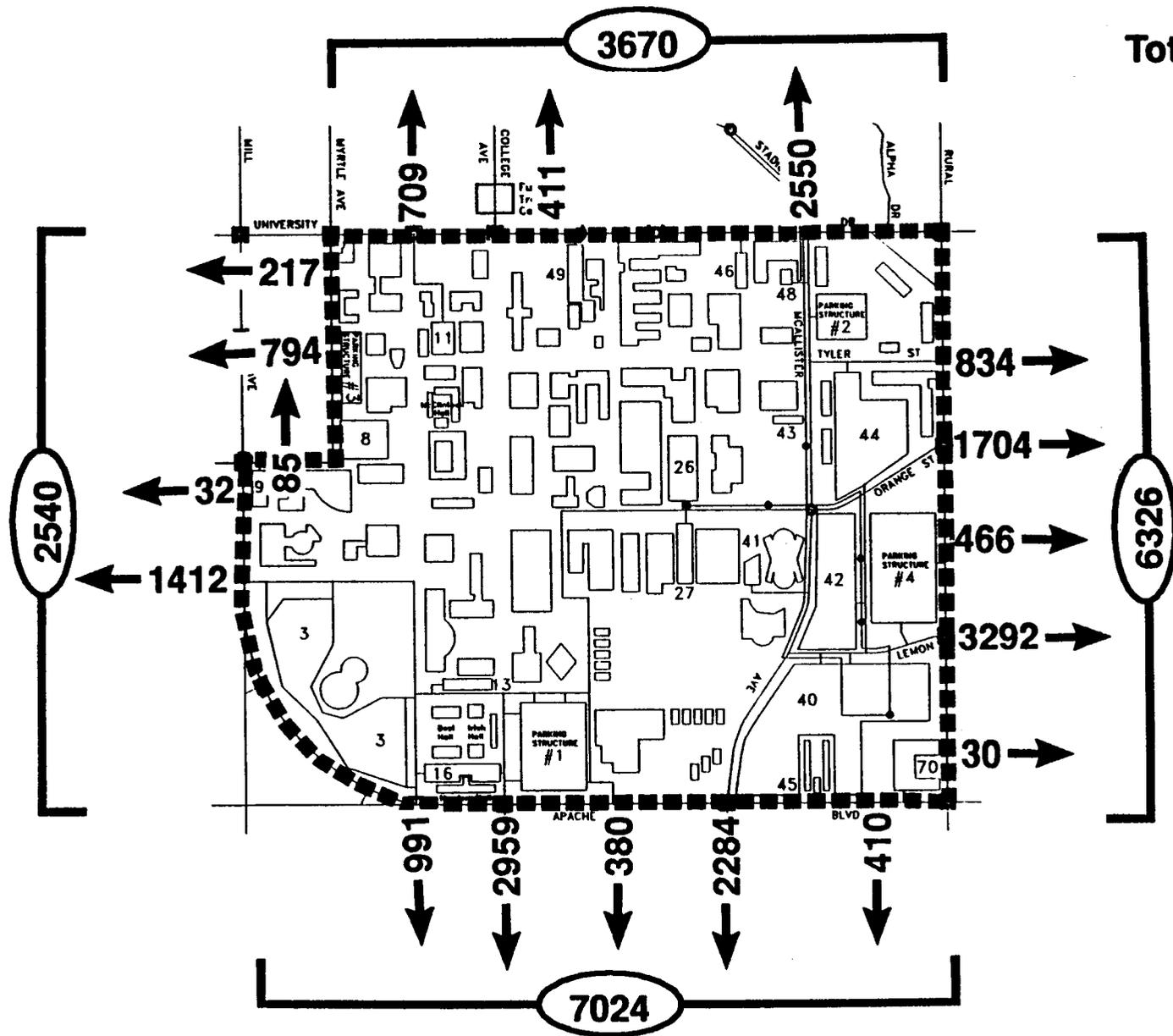
**INBOUND VEHICLES (7:00 AM - 7:00 PM)**

**HEFFERNAN & ASSOCIATES**

**Exhibit**

**3**

Total: 19,560



OUTBOUND VEHICLES (7:00 AM - 7:00 PM)

HEFFERNAN & ASSOCIATES

Exhibit

4

## VEHICLE OCCUPANCY

As part of the cordon count, the number of persons in each vehicle was recorded at two count stations. At Station #4 (the Rural Road driveway for Garage #4), approximately 86 percent of the 1,435 vehicles crossing the cordon line during the survey period were single-occupancy vehicles. An average occupancy of 1.09 persons per vehicle was calculated from the survey data collected at this station. At Station #10 (the Apache Boulevard driveway for Garage #1), single-occupancy vehicles accounted for 82 percent of the 3,396 vehicles crossing the cordon line; the average occupancy was 1.21 persons per vehicle at this location.

Vehicle occupancy was also recorded for all vehicles entering and exiting Lot #59/#58. A total of 8,885 vehicles were observed; 88 percent had a single occupant. An average occupancy was 1.15 persons per vehicle was calculated from the survey data collected at this location.

Overall, 87 percent of the vehicles sampled were single-occupancy vehicles. The weighted average for all three locations was 1.16 persons per vehicle, as shown in the following summary table:

Location	Inbound	Outbound	Total Vehicles
Garage #4	1.08	1.09	1.09
Garage #1	1.19	1.33	1.21
Lots #59/#58	1.16	1.15	1.15
<i>Average Occupancy Factor (Weighted)</i>	1.16	1.15	1.16

## PERSON-TRIPS

During the cordon count, surveyors recorded all persons entering or exiting the central campus on foot, on bicycle, by bus, or who were dropped off or picked up by a motorist at the cordon line. A separate count was also made of persons riding the tram between Lot #59 and the central campus. However, due to the large volumes and relatively high vehicle speeds at some cordon count stations, it was not possible to count the number of persons arriving or departing by vehicles (other than motorcycles) directly. Therefore, surveyors counted the number of

motorcycles and vehicles crossing the cordon line, rather than the number of occupants in each vehicle, at all count stations, except the three cited in the previous section of this report. To obtain an estimate of the total number of person-trips generated by the central campus area, vehicle-trips recorded during the cordon count were converted to person-trips by applying the average occupancy factor of 1.16 persons per vehicle; the resulting volumes were then added to the other person-trips recorded during the survey period.

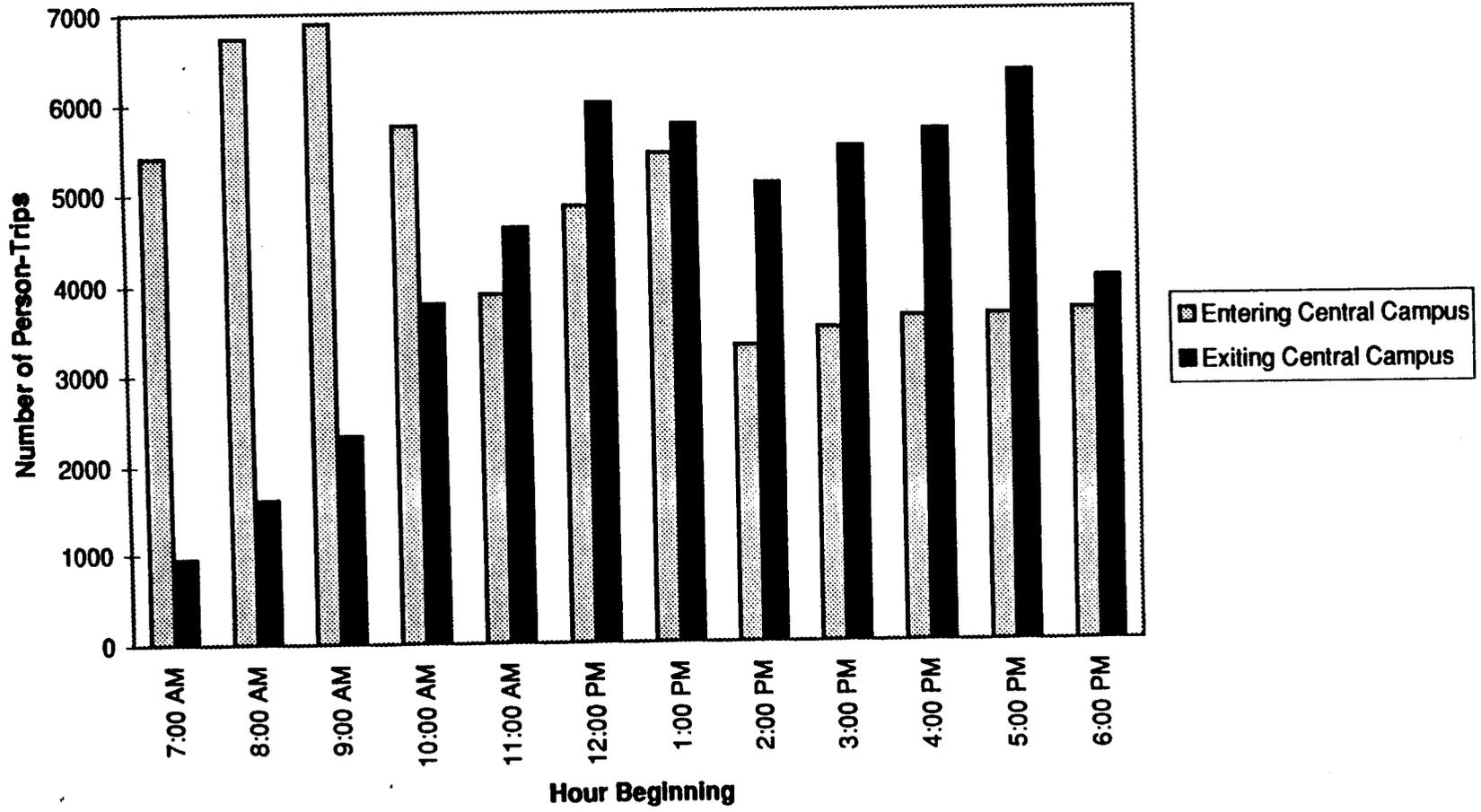
## Temporal Distribution

The total number of person-trips crossing the cordon line during the 12-hour survey period was 108,362 – 56,698 persons entered the central campus area, and 51,664 persons exited.

The distribution of person-trips by time of day is provided in the following table and presented graphically in Exhibit 5:

Time Period	Inbound	Outbound	Total Person-Trips
7:00 AM - 8:00 AM	5,406	946	6,352
8:00 AM - 9:00 AM	6,729	1,617	8,346
9:00 AM - 10:00 AM	6,896	2,334	9,230
10:00 AM - 11:00 AM	5,754	3,792	9,546
11:00 AM - 12:00 PM	3,897	4,629	8,526
12:00 PM - 1:00 PM	4,858	6,000	10,858
1:00 PM - 2:00 PM	5,426	5,749	11,175
2:00 PM - 3:00 PM	3,297	5,090	8,387
3:00 PM - 4:00 PM	3,495	5,485	8,980
4:00 PM - 5:00 PM	3,619	5,674	9,293
5:00 PM - 6:00 PM	3,633	6,312	9,945
6:00 PM - 7:00 PM	3,689	4,037	7,726
Total	56,699	51,665	108,364

Peak inbound volumes were observed between 9:00 and 10:00 AM, when nearly 6,900 persons entered the central campus area, and only slightly fewer (6,700) persons entered during the hour before (8:00 - 9:00 AM). In general, the highest inbound volumes were observed between 7:00 AM and 2:00 PM, although there was a noticeable drop around lunch time (11:00 AM -



**PERSON-TRIPS BY TIME OF DAY**

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**Exhibit**

**5**

1:00 PM). After 2:00 PM, inbound volumes remained fairly consistent at 3,300 - 3,600 persons per hour through the end of the survey period.

Outbound hourly volumes built up gradually until approximately 2:00 PM, when there was a slight drop. Outbound volumes continued to increase each hour during the afternoon, until the maximum outbound volume (6,300 persons) was recorded between 5:00 and 6:00 PM. There was a significant drop in outbound person-trips during the last hour of the survey period (6:00 - 7:00 PM), when only 4,000 persons exited.

## **Geographic Distribution**

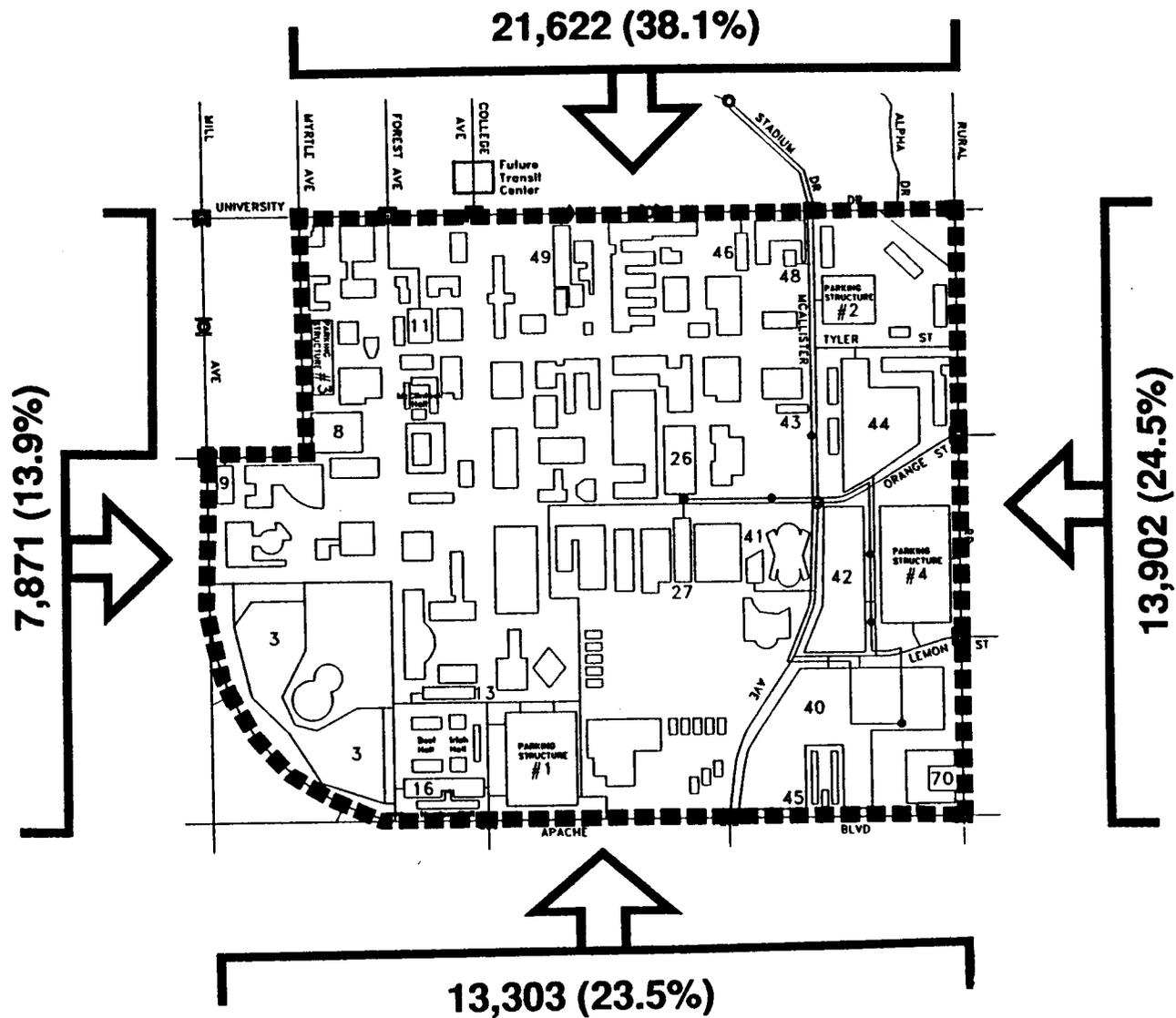
As shown in Exhibit 6, inbound person-trips were not evenly distributed around the cordoned area. Although the east and south cordon lines each accounted for approximately one-quarter of the inbound traffic, significantly more persons entered on the north side (38 percent) and significantly fewer entered on the west side (14 percent).

A similar distribution pattern also appeared for outbound person-trips (see Exhibit 7). Approximately 38 percent of all persons leaving the central campus area crossed the north cordon line and 12 percent crossed the west cordon line. Both the east and south cordon lines accounted for 25 percent of the outbound person-trips recorded during the survey period.

A more detailed look at the distribution of person-trips by individual count stations is presented in Exhibit 8 (inbound trips) and Exhibit 9 (outbound trips).

## **Modal Distribution**

Exhibit 10 provides a breakdown of all person-trips for the seven travel modes used in the traffic surveys – pedestrian, bicycle, transit, tram (the shuttle service operated by ASU between Lot #59 and the central campus area), drop-off (by taxi or other vehicle), motorcycle, and auto (which includes all motorized vehicles other than motorcycles and trams). Approximately 46,900 persons crossing the cordon line traveled by auto. Pedestrians and bicycles also

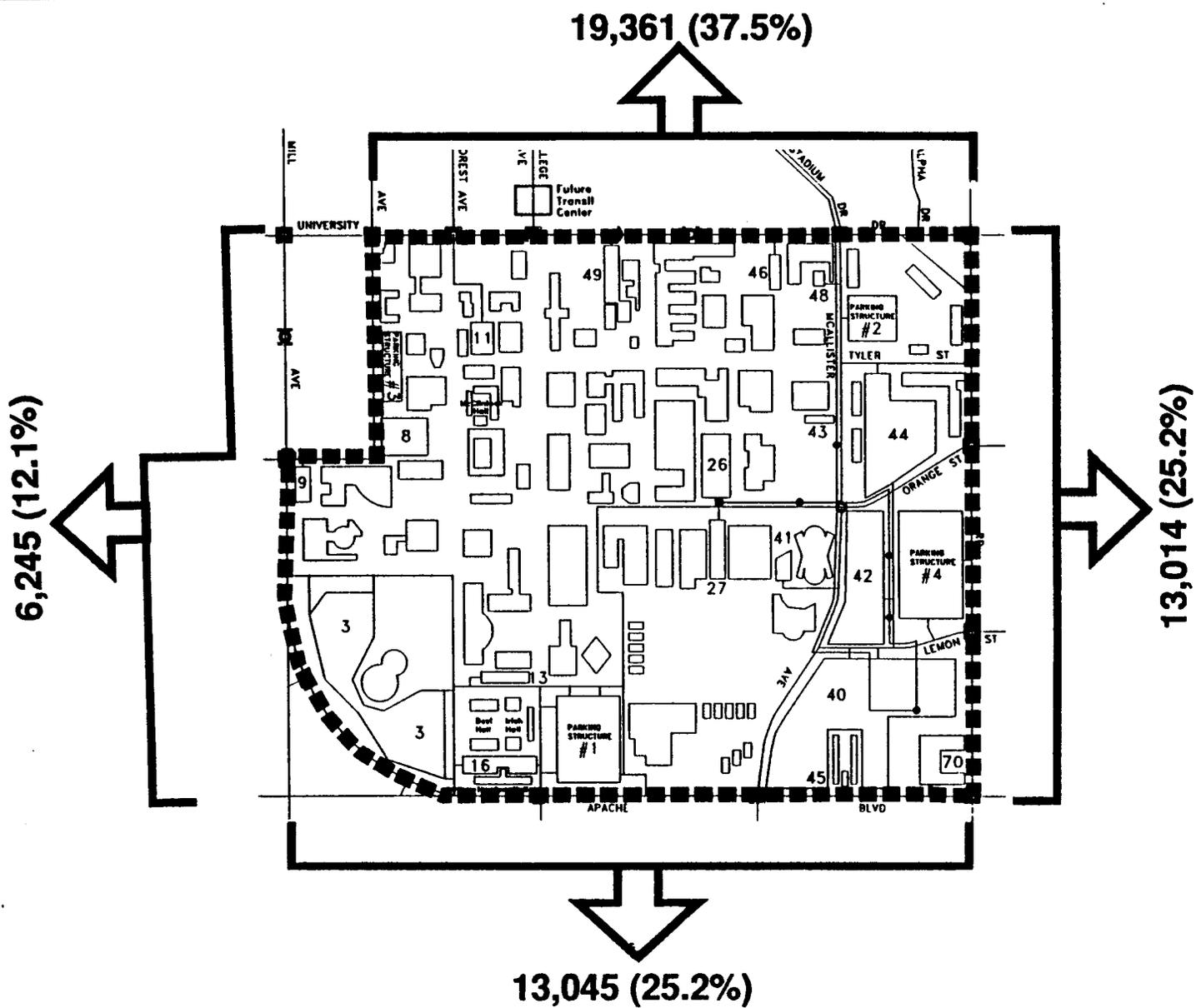


**INBOUND PERSON-TRIPS (7:00 AM - 7:00 PM)**

**HEFFERNAN & ASSOCIATES**

**Exhibit**

**6**

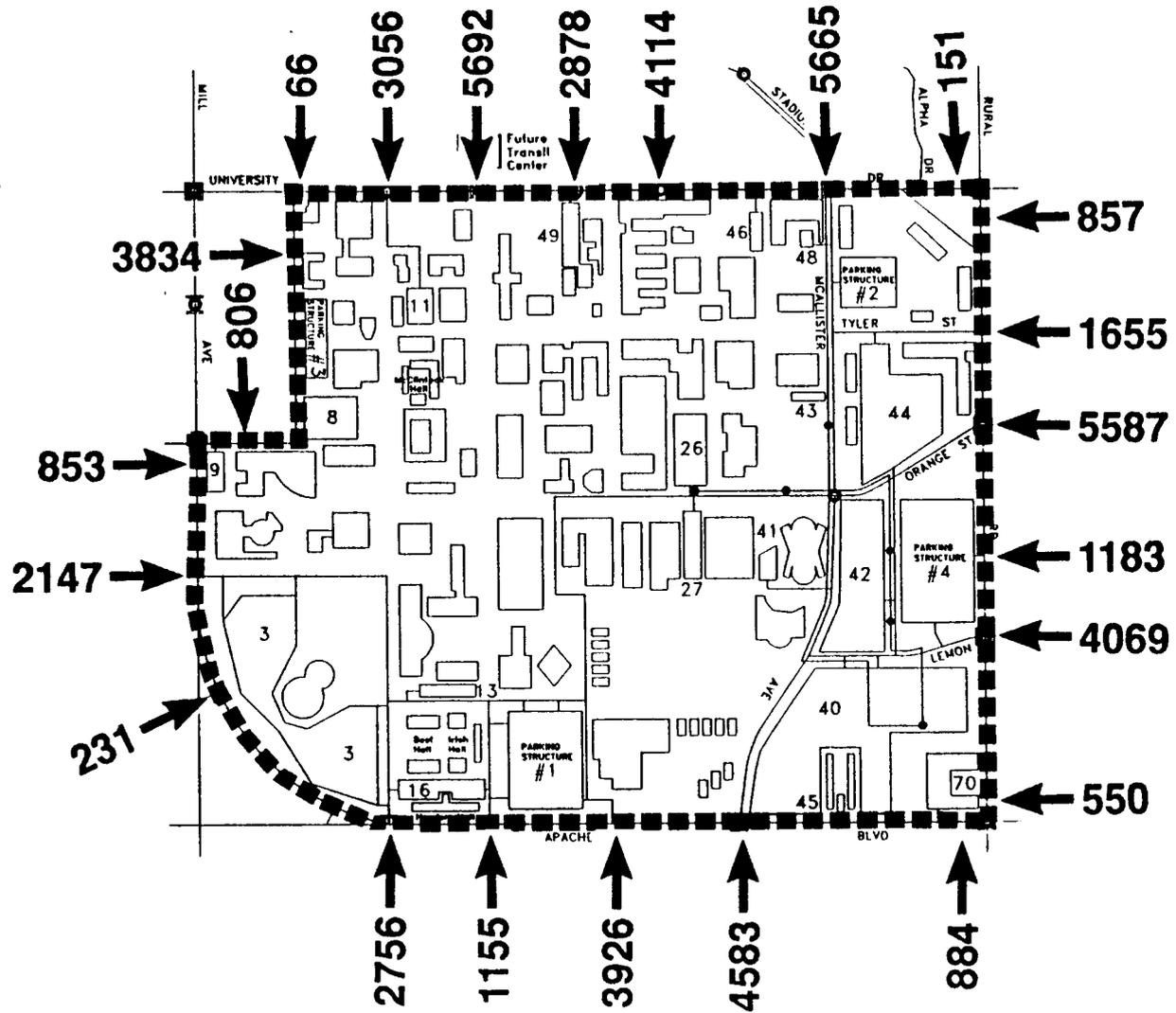


**OUTBOUND PERSON-TRIPS (7:00 AM - 7:00 PM)**

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Exhibit

7



**INBOUND PERSON-TRIPS BY STATION (7:00 AM - 7:00 PM)**



ENTERING CENTRAL CAMPUS:

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	1,590	813	80	176	27	29	2,691	5,406
8:00 AM - 9:00 AM	2,069	1,141	78	234	11	44	3,152	6,729
9:00 AM - 10:00 AM	2,565	1,648	41	335	7	68	2,232	6,896
10:00 AM - 11:00 AM	2,233	1,190	38	260	10	51	1,972	5,754
11:00 AM - 12:00 PM	1,567	614	24	127	7	31	1,527	3,897
12:00 PM - 1:00 PM	2,102	784	42	121	6	26	1,777	4,858
1:00 PM - 2:00 PM	2,366	975	31	110	2	47	1,895	5,426
2:00 PM - 3:00 PM	1,158	591	32	66	7	35	1,408	3,297
3:00 PM - 4:00 PM	1,058	562	35	12	4	29	1,795	3,495
4:00 PM - 5:00 PM	1,029	493	28	2	14	30	2,023	3,619
5:00 PM - 6:00 PM	892	540	21	4	7	23	2,146	3,633
6:00 PM - 7:00 PM	1,028	452	24	1	2	23	2,159	3,689
<b>Total</b>	<b>19,657</b>	<b>9,803</b>	<b>474</b>	<b>1,448</b>	<b>104</b>	<b>436</b>	<b>24,776</b>	<b>56,698</b>
Percent by Mode	34.7%	17.3%	0.8%	2.6%	0.2%	0.8%	43.7%	100.1%

EXITING CENTRAL CAMPUS:

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	140	99	23	0	1	11	672	946
8:00 AM - 9:00 AM	479	200	22	7	3	12	894	1,617
9:00 AM - 10:00 AM	744	391	9	28	4	21	1,137	2,334
10:00 AM - 11:00 AM	1,525	599	16	119	8	40	1,485	3,792
11:00 AM - 12:00 PM	1,920	739	19	101	3	48	1,799	4,629
12:00 PM - 1:00 PM	2,629	928	39	147	5	65	2,187	6,000
1:00 PM - 2:00 PM	2,403	933	34	185	0	45	2,149	5,749
2:00 PM - 3:00 PM	2,010	871	31	137	3	59	1,979	5,090
3:00 PM - 4:00 PM	1,997	966	38	206	2	46	2,230	5,485
4:00 PM - 5:00 PM	2,015	1,022	37	113	4	50	2,433	5,674
5:00 PM - 6:00 PM	1,877	1,000	19	68	2	49	3,297	6,312
6:00 PM - 7:00 PM	1,207	855	37	30	2	35	1,871	4,037
<b>Total</b>	<b>18,946</b>	<b>8,603</b>	<b>324</b>	<b>1,141</b>	<b>37</b>	<b>481</b>	<b>22,132</b>	<b>51,664</b>
Percent by Mode	36.7%	16.7%	0.6%	2.2%	0.1%	0.9%	42.8%	100.0%

TOTAL:

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	1,730	912	103	176	28	40	3,363	6,352
8:00 AM - 9:00 AM	2,548	1,341	100	241	14	56	4,046	8,346
9:00 AM - 10:00 AM	3,309	2,039	50	363	11	89	3,369	9,230
10:00 AM - 11:00 AM	3,758	1,789	54	379	18	91	3,457	9,546
11:00 AM - 12:00 PM	3,487	1,353	43	228	10	79	3,326	8,526
12:00 PM - 1:00 PM	4,731	1,712	81	268	11	91	3,964	10,858
1:00 PM - 2:00 PM	4,769	1,908	65	295	2	92	4,045	11,176
2:00 PM - 3:00 PM	3,168	1,462	63	203	10	94	3,387	8,387
3:00 PM - 4:00 PM	3,055	1,528	73	218	6	75	4,024	8,979
4:00 PM - 5:00 PM	3,044	1,515	65	115	18	80	4,456	9,293
5:00 PM - 6:00 PM	2,769	1,540	40	72	9	72	5,443	9,945
6:00 PM - 7:00 PM	2,235	1,307	61	31	4	58	4,030	7,726
<b>Total</b>	<b>38,603</b>	<b>18,406</b>	<b>798</b>	<b>2,589</b>	<b>141</b>	<b>917</b>	<b>46,908</b>	<b>108,362</b>
Percent by Mode	35.6%	17.0%	0.7%	2.4%	0.1%	0.8%	43.3%	100.0%

Some totals may not add to 100.0% due to rounding.

accounted for significant numbers – 38,600 and 18,400 trips, respectively. Exhibit 11 puts these numbers in perspective by showing the percentage of all travel into and out of the central campus area for the various travel modes.

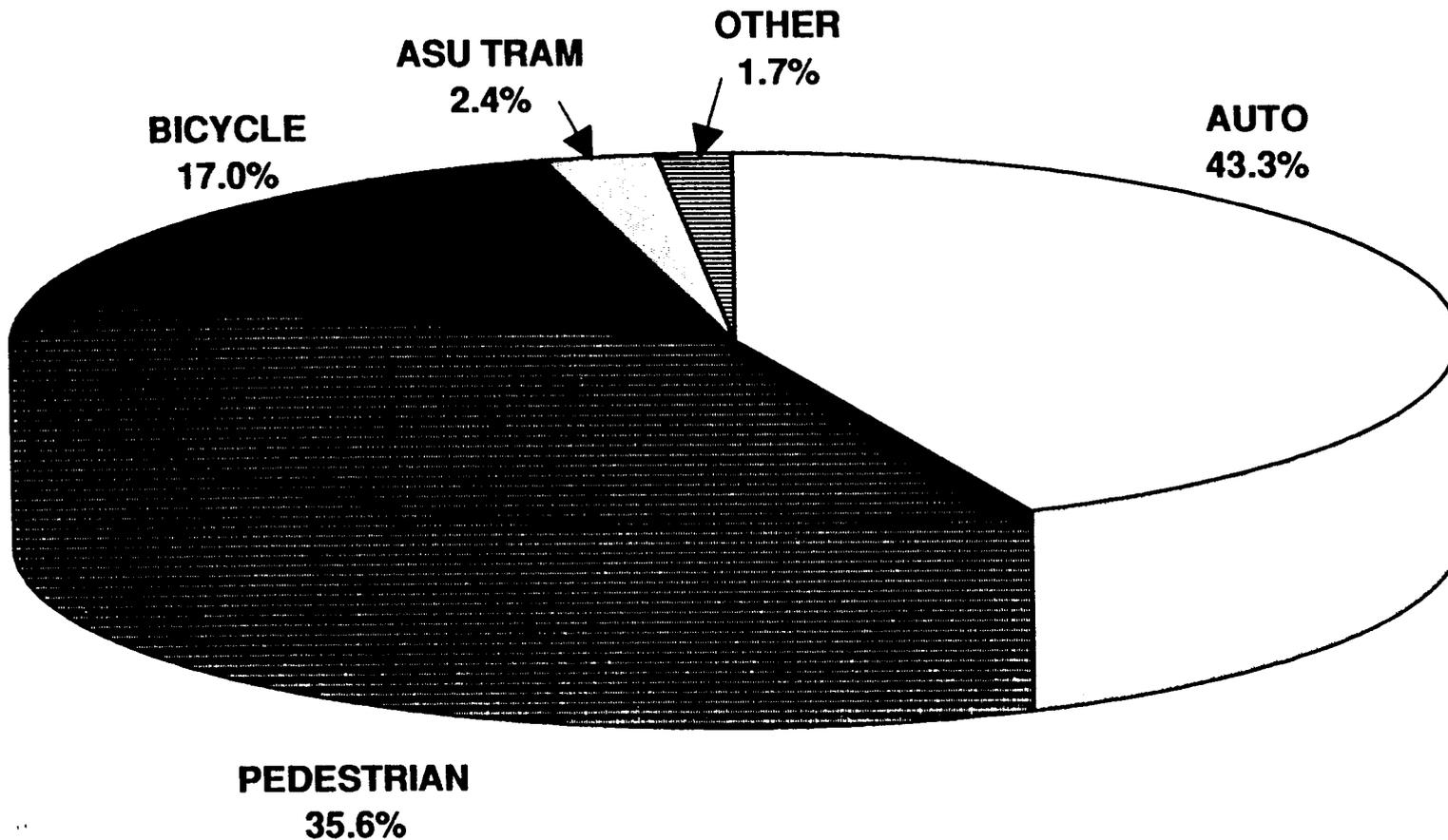
## **IMPACT OF PERIMETER PARKING**

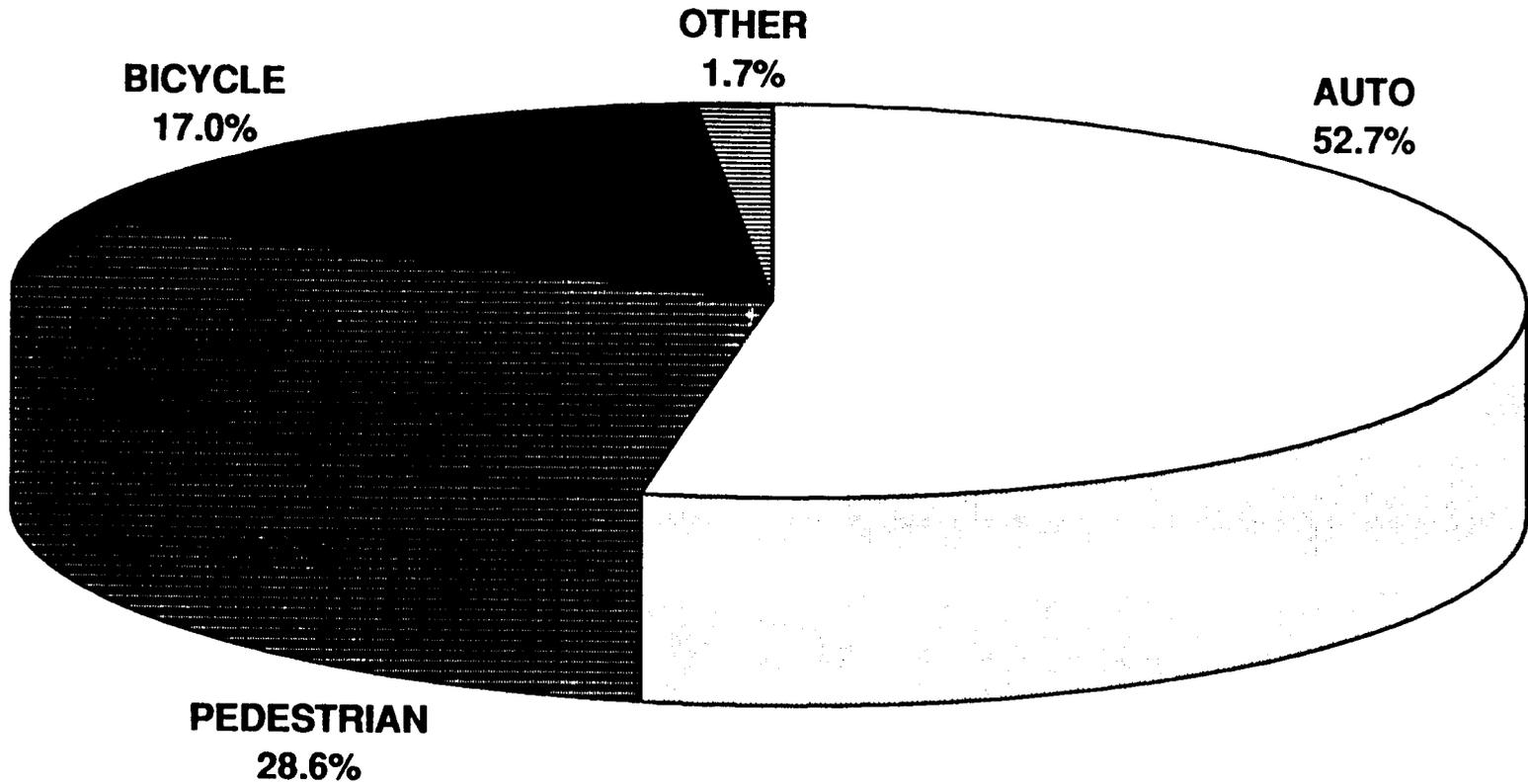
Additional analyses were conducted to determine the potential impact which the large amount of peripheral parking located north of University Drive might have on the cordon count results. These analyses were based on survey data collected at Lot #59/58, where over 4,500 peripheral parking spaces are provided.

During the vehicle occupancy survey, a total of 5,187 persons were observed entering Lots #59 and #58 during the 12-hour survey period, and a total of 5,042 persons were observed exiting the area. During the same period, a total of 2,589 persons rode the ASU tram into and out of the central campus area. Therefore, the tram service was utilized by approximately 25 percent of all persons parking in those two lots.

If one assumes that all persons parking in Lot #59/#58 are actually going to the central campus, then the 75 percent not on the tram (7,640 person-trips) would have been recorded as pedestrians crossing the north cordon line. Lot #59/#58 users would then account for one-quarter of all person-trips entering the north side of the central campus, or 31 percent of the total pedestrian trips crossing University Drive. If the cordon count volumes were adjusted to transfer these “pedestrians” and “tram riders” to the “auto” category, the overall modal distribution would change significantly. The adjusted distribution, which is more representative of how people travel between the central campus area and their actual trip origin/destination is shown in Exhibit 12. Approximately half of all persons entering and exiting the cordon area traveled by auto for at least a portion of their trip.

Similar adjustments could be made to extend this analysis to include other perimeter parking areas located north of the cordon area. Lots #59/#58 account for two-thirds (4,529) of the 6,800 non-resident parking spaces provided by ASU on the north side of the cordon area. If the

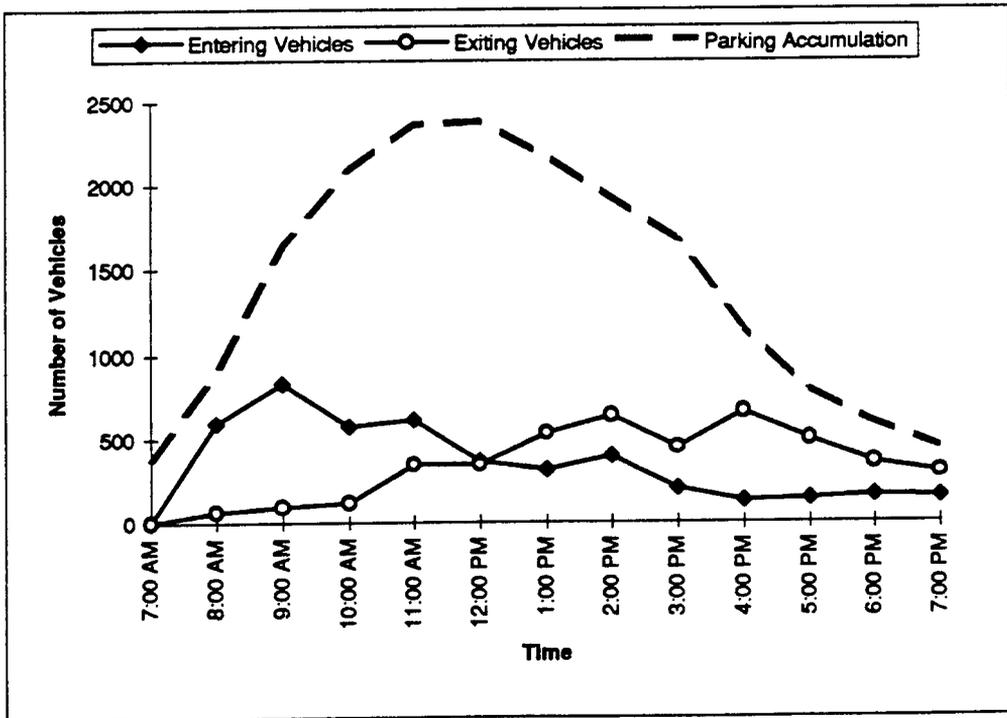




parking utilization pattern observed at these two lots is assumed to hold true for all perimeter parking, the other 2,300 non-resident spaces located north of University Drive would be expected to generate approximately 5,100 pedestrian trips into and out of the central campus (again assuming that all persons using these parking facilities are going to and from the central campus area). If these trips were moved from the "pedestrian" to the "auto user" category, the resulting modal distribution would be: 57% auto user, 24% pedestrian, 17% bicycle, and 2% other. However, these values are presented only as a ballpark estimate, and should be used with great caution, since they are based on a very specific set of assumptions that may or may not be true.

Data collected during this study also provides some other useful information regarding the usage of Lots #59/#58. The vehicle occupancy count provides the total number of vehicles entering and exiting these lots during each hour of the survey period. Since the number of vehicles parked in these lots at the beginning of the survey was also recorded, a parking accumulation curve can be derived from the survey data. Exhibit 13 shows the estimated number of vehicles parked in Lot #59/#58 at different times of the day. The peak demand occurred around 12:00 noon, when approximately 2,400 spaces were occupied. The number of parked vehicles was also manually counted at 1:00 PM and at 7:30 PM as a check on the reasonableness of the survey data. The midday manual count (2,048) was very close to the estimate derived from the parking accumulation curve (2,169). At 7:30 PM, a total of 268 vehicles remained in Lots #59 and #58.

Time	Entering Vehicles	Exiting Vehicles	No. of Parked Vehicles
7:00 AM	-	-	368
8:00 AM	595	64	899
9:00 AM	833	94	1638
10:00 AM	577	118	2097
11:00 AM	614	346	2365
12:00 PM	366	347	2384
1:00 PM	316	531	2169
2:00 PM	395	639	1925
3:00 PM	203	447	1681
4:00 PM	129	661	1149
5:00 PM	141	499	791
6:00 PM	160	358	593
7:00 PM	153	299	447



**APPENDIX:**  
**ADDITIONAL SURVEY DATA**

## **LIST OF APPENDIX TABLES**

- A1. Inbound Cordon Counts by Station**
- A2. Inbound Cordon Counts: East Side**
- A3. Inbound Cordon Counts: South Side**
- A4. Inbound Cordon Counts: West Side**
- A5. Inbound Cordon Counts: North Side**
- A6. Outbound Cordon Counts by Station**
- A7. Outbound Cordon Counts: East Side**
- A8. Outbound Cordon Counts: South Side**
- A9. Outbound Cordon Counts: West Side**
- A10. Outbound Cordon Counts: North Side**
- A11. Vehicle Occupancies Observed at Garage #4 (Rural Road)**
- A12. Vehicle Occupancies Observed at Garage #1 (Apache Boulevard)**
- A13. Vehicle Occupancies Observed at Lots #59/#58**
- A14. ASU Tram Usage**
- A15. Inbound Person-Trips by Station**
- A16. Outbound Person-Trips by Station**
- A17. Inbound Person-Trips by Direction and Mode**
- A18. Outbound Person-Trips by Direction and Mode**

Table A1

# INBOUND CORDON COUNTS BY STATION

Station	Location	Date	Day	EndingHour	Pedestrian	Bicycle	BusPassenger	DropOff	Motorcycle	OtherVehicle
1	Rural Rd. & University Dr.	4/5/94	Tues.	8	14	26	3	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	9	37	25	4	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	10	39	50	0	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	11	43	44	0	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	12	43	27	1	1	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	13	39	38	7	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	14	55	49	2	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	15	32	28	0	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	16	25	47	1	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	17	27	39	3	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	18	32	28	6	0	0	0
1	Rural Rd. & University Dr.	4/5/94	Tues.	19	30	11	1	0	0	0
<b>1 Total</b>					<b>416</b>	<b>412</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>
2	Rural Rd. & Tyler St.	4/5/94	Tues.	8	32	50	0	0	4	157
2	Rural Rd. & Tyler St.	4/5/94	Tues.	9	33	21	0	0	2	145
2	Rural Rd. & Tyler St.	4/5/94	Tues.	10	47	57	0	0	0	113
2	Rural Rd. & Tyler St.	4/5/94	Tues.	11	40	34	0	0	4	71
2	Rural Rd. & Tyler St.	4/5/94	Tues.	12	23	14	0	0	2	56
2	Rural Rd. & Tyler St.	4/5/94	Tues.	13	51	17	0	0	0	84
2	Rural Rd. & Tyler St.	4/5/94	Tues.	14	33	32	0	0	1	49
2	Rural Rd. & Tyler St.	4/5/94	Tues.	15	11	7	0	0	1	49
2	Rural Rd. & Tyler St.	4/5/94	Tues.	16	13	5	1	0	2	45
2	Rural Rd. & Tyler St.	4/5/94	Tues.	17	11	5	0	1	2	56
2	Rural Rd. & Tyler St.	4/5/94	Tues.	18	17	10	1	1	3	32
2	Rural Rd. & Tyler St.	4/5/94	Tues.	19	7	7	0	0	0	51
<b>2 Total</b>					<b>318</b>	<b>259</b>	<b>2</b>	<b>2</b>	<b>21</b>	<b>908</b>
3	Rural Rd. & Orange St.	4/5/94	Tues.	8	129	220	0	1	7	230
3	Rural Rd. & Orange St.	4/5/94	Tues.	9	158	256	0	2	6	128
3	Rural Rd. & Orange St.	4/5/94	Tues.	10	247	512	3	0	17	144
3	Rural Rd. & Orange St.	4/5/94	Tues.	11	180	383	0	0	14	103
3	Rural Rd. & Orange St.	4/5/94	Tues.	12	93	134	0	0	8	99
3	Rural Rd. & Orange St.	4/5/94	Tues.	13	155	213	6	2	4	122
3	Rural Rd. & Orange St.	4/5/94	Tues.	14	93	243	1	0	3	115
3	Rural Rd. & Orange St.	4/5/94	Tues.	15	64	149	0	0	4	92
3	Rural Rd. & Orange St.	4/5/94	Tues.	16	29	106	0	0	0	83
3	Rural Rd. & Orange St.	4/5/94	Tues.	17	50	94	0	0	6	130
3	Rural Rd. & Orange St.	4/5/94	Tues.	18	52	104	0	0	4	103
3	Rural Rd. & Orange St.	4/5/94	Tues.	19	53	71	0	0	5	122
<b>3 Total</b>					<b>1303</b>	<b>2485</b>	<b>10</b>	<b>5</b>	<b>78</b>	<b>1471</b>

Station	Location	Date	Day	EndingHour	Pedestrian	Bicycle	BusPassenger	DropOff	Motorcycle	OtherVehicle
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	8	4	2	3	0	0	148
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	9	7	2	0	0	0	229
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	10	2	0	2	0	0	177
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	11	0	1	2	0	0	140
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	12	1	0	0	1	0	55
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	13	2	1	2	1	0	71
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	14	2	0	2	0	0	55
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	15	3	1	2	0	0	32
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	16	3	1	3	1	0	23
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	17	3	0	2	0	0	13
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	18	1	0	0	0	0	12
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	19	2	0	0	0	0	14
<b>4 Total</b>					<b>30</b>	<b>8</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>969</b>
5	Rural Rd. & Lemon St.	4/5/94	Tues.	8	24	65	0	0	3	406
5	Rural Rd. & Lemon St.	4/5/94	Tues.	9	58	88	0	0	3	437
5	Rural Rd. & Lemon St.	4/5/94	Tues.	10	54	112	0	0	1	290
5	Rural Rd. & Lemon St.	4/5/94	Tues.	11	68	81	0	0	2	285
5	Rural Rd. & Lemon St.	4/5/94	Tues.	12	29	45	0	0	1	174
5	Rural Rd. & Lemon St.	4/5/94	Tues.	13	69	58	0	0	1	174
5	Rural Rd. & Lemon St.	4/5/94	Tues.	14	43	57	0	0	3	236
5	Rural Rd. & Lemon St.	4/5/94	Tues.	15	24	22	0	1	1	90
5	Rural Rd. & Lemon St.	4/5/94	Tues.	16	32	46	0	1	2	96
5	Rural Rd. & Lemon St.	4/5/94	Tues.	17	12	33	0	0	0	109
5	Rural Rd. & Lemon St.	4/5/94	Tues.	18	33	40	0	0	0	108
5	Rural Rd. & Lemon St.	4/5/94	Tues.	19	24	23	0	0	0	104
<b>5 Total</b>					<b>470</b>	<b>670</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>2509</b>
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	8	7	31	0	0	0	4
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	9	20	48	0	0	0	7
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	10	19	54	0	0	0	9
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	11	17	59	0	0	0	1
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	12	21	23	0	0	0	1
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	13	11	24	0	0	0	3
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	14	15	27	0	0	0	6
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	15	11	16	0	0	0	2
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	16	18	16	0	0	0	1
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	17	7	12	0	0	0	0
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	18	10	14	0	0	0	4
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	19	13	12	0	0	0	1
<b>6 Total</b>					<b>169</b>	<b>336</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>Motorcycle</u>	<u>OtherVehicle</u>
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	8	25	13	1	0	0	16
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	9	42	40	9	0	0	17
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	10	35	49	3	0	0	15
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	11	35	31	0	0	0	13
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	12	25	23	5	0	0	14
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	13	17	25	6	0	0	15
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	14	24	32	8	0	0	18
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	15	25	27	2	0	0	16
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	16	16	28	8	0	0	19
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	17	23	23	5	0	0	16
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	18	16	16	7	0	0	3
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	19	17	22	8	0	0	4
<b>7 Total</b>					<b>300</b>	<b>329</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>166</b>
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	8	45	72	7	5	5	237
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	9	157	174	16	1	5	347
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	10	170	170	4	2	6	228
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	11	51	145	2	0	6	165
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	12	65	75	0	1	3	156
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	13	50	81	0	0	3	147
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	14	75	89	0	0	8	198
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	15	46	58	0	1	7	142
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	16	59	44	0	0	6	152
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	17	35	41	2	0	4	151
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	18	50	55	1	0	3	169
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	19	23	39	6	0	3	155
<b>9 Total</b>					<b>826</b>	<b>1043</b>	<b>38</b>	<b>10</b>	<b>59</b>	<b>2247</b>
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	8	17	24	1	1	0	351
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	9	41	19	0	1	0	425
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	10	24	15	0	0	0	227
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	11	38	9	0	0	0	190
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	12	28	9	0	0	0	116
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	13	29	6	0	0	0	149
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	14	24	4	0	0	0	204
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	15	23	2	0	0	0	128
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	16	14	6	0	0	0	306
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	17	21	9	0	5	0	278
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	18	27	2	0	0	0	413
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	19	25	3	0	0	0	229
<b>10 Total</b>					<b>311</b>	<b>108</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>3016</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>Motorcycle</u>	<u>OtherVehicle</u>
11	Apache Blvd. & College Ave.	4/6/94	Wed.	8	58	78	15	0	0	0
11	Apache Blvd. & College Ave.	4/6/94	Wed.	9	97	120	15	0	0	0
11	Apache Blvd. & College Ave.	4/6/94	Wed.	10	59	109	9	0	0	0
11	Apache Blvd. & College Ave.	4/6/94	Wed.	11	35	76	6	2	0	0
11	Apache Blvd. & College Ave.	4/6/94	Wed.	12	33	35	2	0	0	0
11	Apache Blvd. & College Ave.	4/6/94	Wed.	13	37	44	3	0	0	1
11	Apache Blvd. & College Ave.	4/6/94	Wed.	14	45	48	3	0	0	1
11	Apache Blvd. & College Ave.	4/6/94	Wed.	15	10	38	0	0	0	0
11	Apache Blvd. & College Ave.	4/6/94	Wed.	16	19	20	0	0	0	0
11	Apache Blvd. & College Ave.	4/6/94	Wed.	17	20	23	2	1	0	0
11	Apache Blvd. & College Ave.	4/6/94	Wed.	18	18	34	0	0	0	0
11	Apache Blvd. & College Ave.	4/6/94	Wed.	19	19	20	0	0	0	0
<b>11 Total</b>					<b>450</b>	<b>645</b>	<b>55</b>	<b>3</b>	<b>0</b>	<b>2</b>
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	8	18	8	0	0	2	184
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	9	17	25	0	0	12	236
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	10	14	21	0	0	15	196
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	11	10	10	0	1	5	168
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	12	5	9	0	0	5	168
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	13	18	6	0	0	2	175
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	14	13	7	0	0	7	182
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	15	5	4	0	0	3	164
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	16	11	6	0	0	5	161
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	17	9	4	0	0	2	167
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	18	11	7	0	1	4	159
12	Apache Blvd. & Forest Ave.	4/6/94	Wed.	19	15	1	0	0	2	140
<b>12 Total</b>					<b>146</b>	<b>108</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>2100</b>
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	8	12	3	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	9	25	13	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	10	35	5	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	11	25	5	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	12	19	3	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	13	11	4	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	14	11	6	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	15	15	8	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	16	4	7	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	17	8	1	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	18	3	3	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	19	3	2	0	0	0	0
<b>13 Total</b>					<b>171</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>Motorcycle</u>	<u>OtherVehicle</u>	
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	8	8	6	7	18	4	1	85
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	9	9	5	14	6	0	5	193
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	10	10	5	7	0	0	4	164
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	11	11	3	8	7	1	3	99
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	12	12	1	4	1	0	0	129
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	13	13	6	4	1	0	2	161
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	14	14	3	6	4	0	6	135
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	15	15	10	6	7	1	4	119
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	16	16	3	9	2	0	1	129
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	17	17	6	1	2	0	3	180
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	18	18	3	8	1	0	1	144
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	19	19	5	5	0	1	2	121
<b>14 Total</b>						<b>56</b>	<b>79</b>	<b>49</b>	<b>7</b>	<b>32</b>	<b>1659</b>
15	Mill Ave. & 10th St.	4/13/94	Wed.	8	8	12	32	2	0	0	3
15	Mill Ave. & 10th St.	4/13/94	Wed.	9	9	52	19	7	1	0	11
15	Mill Ave. & 10th St.	4/13/94	Wed.	10	10	34	188	0	0	0	4
15	Mill Ave. & 10th St.	4/13/94	Wed.	11	11	23	31	2	0	0	8
15	Mill Ave. & 10th St.	4/13/94	Wed.	12	12	22	32	2	0	0	5
15	Mill Ave. & 10th St.	4/13/94	Wed.	13	13	29	34	4	0	0	4
15	Mill Ave. & 10th St.	4/13/94	Wed.	14	14	22	65	1	0	0	0
15	Mill Ave. & 10th St.	4/13/94	Wed.	15	15	11	23	2	0	0	2
15	Mill Ave. & 10th St.	4/13/94	Wed.	16	16	10	16	0	0	0	0
15	Mill Ave. & 10th St.	4/13/94	Wed.	17	17	14	23	0	0	0	0
15	Mill Ave. & 10th St.	4/13/94	Wed.	18	18	18	25	0	0	0	1
15	Mill Ave. & 10th St.	4/13/94	Wed.	19	19	14	39	0	0	0	0
<b>15 Total</b>						<b>261</b>	<b>527</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>38</b>
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	8	8	31	9	1	0	0	0
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	9	9	46	24	0	0	0	11
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	10	10	34	22	1	0	0	15
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	11	11	54	15	1	0	0	11
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	12	12	58	22	1	0	0	4
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	13	13	69	28	0	0	0	12
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	14	14	59	9	5	0	0	14
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	15	15	24	8	15	0	0	7
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	16	16	17	5	5	0	0	10
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	17	17	25	4	2	0	0	13
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	18	18	13	10	0	0	0	3
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	19	19	49	8	1	0	0	13
<b>16 Total</b>						<b>479</b>	<b>164</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>113</b>

Station	Location	Date	Day	EndingHour	Pedestrian	Bicycle	BusPassenger	DropOff	Motorcycle	OtherVehicle
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	8	42	22	0	6	0	185
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	9	65	36	0	2	0	192
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	10	39	37	0	1	1	30
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	11	49	17	0	1	0	44
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	12	38	9	0	0	0	25
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	13	97	10	0	0	0	34
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	14	176	66	0	0	0	38
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	15	110	28	0	0	0	31
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	16	65	23	0	1	1	145
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	17	85	47	0	3	2	197
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	18	90	28	0	4	0	143
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	19	127	48	0	0	0	135
<b>17 Total</b>					<b>983</b>	<b>371</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>1199</b>
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	8	33	11	0	0	2	9
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	9	54	33	1	0	2	13
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	10	45	19	0	0	10	9
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	11	74	32	0	0	1	30
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	12	38	19	0	2	2	5
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	13	81	23	1	1	4	9
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	14	125	15	0	0	5	11
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	15	56	10	0	0	2	10
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	16	38	13	0	0	0	19
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	17	33	13	0	0	2	22
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	18	33	10	0	0	0	10
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	19	40	5	0	0	0	7
<b>18 Total</b>					<b>650</b>	<b>203</b>	<b>2</b>	<b>3</b>	<b>30</b>	<b>154</b>
19	University Dr. & Myrtle St.	4/13/94	Wed.	8	1	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	9	4	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	10	9	5	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	11	5	1	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	12	11	3	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	13	2	1	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	14	3	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	15	3	1	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	16	4	2	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	17	5	2	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	18	2	1	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	19	1	0	0	0	0	0
<b>19 Total</b>					<b>50</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>Motorcycle</u>	<u>OtherVehicle</u>	
20	University Dr. & Forest St.	4/13/94	Wed.	8	2	5	10	1	1	37	
20	University Dr. & Forest St.	4/13/94	Wed.	9	99	37	11	0	5	51	
20	University Dr. & Forest St.	4/13/94	Wed.	10	147	32	8	0	7	37	
20	University Dr. & Forest St.	4/13/94	Wed.	11	175	44	8	1	7	54	
20	University Dr. & Forest St.	4/13/94	Wed.	12	130	52	1	0	7	58	
20	University Dr. & Forest St.	4/13/94	Wed.	13	195	22	5	1	4	49	
20	University Dr. & Forest St.	4/13/94	Wed.	14	183	46	1	0	4	40	
20	University Dr. & Forest St.	4/13/94	Wed.	15	123	36	1	0	0	40	
20	University Dr. & Forest St.	4/13/94	Wed.	16	90	35	4	0	2	49	
20	University Dr. & Forest St.	4/13/94	Wed.	17	92	28	5	0	1	63	
20	University Dr. & Forest St.	4/13/94	Wed.	18	73	21	4	0	1	53	
20	University Dr. & Forest St.	4/13/94	Wed.	19	65	15	1	0	3	508	
<b>20 Total</b>						<b>1374</b>	<b>373</b>	<b>59</b>	<b>3</b>	<b>42</b>	<b>1039</b>
21	University Dr. & College Ave.	4/12/94	Tues.	8	405	42	7	7	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	9	442	46	9	4	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	10	694	81	4	1	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	11	614	76	1	3	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	12	303	40	4	0	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	13	612	71	1	0	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	14	605	51	1	0	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	15	266	48	0	1	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	16	292	39	10	0	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	17	305	31	0	0	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	18	192	45	0	1	0	0	
21	University Dr. & College Ave.	4/12/94	Tues.	19	291	44	2	1	0	0	
<b>21 Total</b>						<b>5021</b>	<b>614</b>	<b>39</b>	<b>18</b>	<b>0</b>	<b>0</b>
22	University Dr. @ Overpass	4/12/94	Tues.	8	200	18	12	2	0	46	
22	University Dr. @ Overpass	4/12/94	Tues.	9	132	24	0	0	1	50	
22	University Dr. @ Overpass	4/12/94	Tues.	10	191	0	7	2	0	32	
22	University Dr. @ Overpass	4/12/94	Tues.	11	132	4	9	1	2	49	
22	University Dr. @ Overpass	4/12/94	Tues.	12	347	1	7	0	2	62	
22	University Dr. @ Overpass	4/12/94	Tues.	13	178	9	6	1	3	55	
22	University Dr. @ Overpass	4/12/94	Tues.	14	318	30	2	0	0	31	
22	University Dr. @ Overpass	4/12/94	Tues.	15	156	20	2	2	0	16	
22	University Dr. @ Overpass	4/12/94	Tues.	16	153	23	0	0	0	21	
22	University Dr. @ Overpass	4/12/94	Tues.	17	134	19	2	2	3	18	
22	University Dr. @ Overpass	4/12/94	Tues.	18	103	24	0	0	0	27	
22	University Dr. @ Overpass	4/12/94	Tues.	19	87	16	0	0	1	15	
<b>22 Total</b>						<b>2131</b>	<b>188</b>	<b>47</b>	<b>10</b>	<b>12</b>	<b>422</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>Motorcycle</u>	<u>OtherVehicle</u>
23	University Dr. @ Midblock Signal	4/12/94	Tues.	8	458	54	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	9	466	54	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	10	586	76	0	1	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	11	543	60	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	12	222	24	0	1	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	13	324	45	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	14	421	67	0	2	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	15	120	35	0	1	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	16	123	48	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	17	90	22	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	18	84	35	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	19	110	42	0	0	0	0
<b>23 Total</b>					<b>3547</b>	<b>562</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>
24	University Dr. & McAllister Ave.	4/12/94	Tues.	8	14	12	0	0	4	222
24	University Dr. & McAllister Ave.	4/12/94	Tues.	9	7	14	0	0	3	225
24	University Dr. & McAllister Ave.	4/12/94	Tues.	10	32	18	0	0	7	234
24	University Dr. & McAllister Ave.	4/12/94	Tues.	11	17	21	0	0	7	269
24	University Dr. & McAllister Ave.	4/12/94	Tues.	12	7	7	0	1	1	189
24	University Dr. & McAllister Ave.	4/12/94	Tues.	13	13	13	0	0	3	267
24	University Dr. & McAllister Ave.	4/12/94	Tues.	14	13	14	0	0	10	301
24	University Dr. & McAllister Ave.	4/12/94	Tues.	15	10	11	0	0	13	274
24	University Dr. & McAllister Ave.	4/12/94	Tues.	16	13	10	1	1	10	288
24	University Dr. & McAllister Ave.	4/12/94	Tues.	17	5	12	1	2	5	331
24	University Dr. & McAllister Ave.	4/12/94	Tues.	18	4	12	1	0	7	466
24	University Dr. & McAllister Ave.	4/12/94	Tues.	19	5	12	0	0	7	242
<b>24 Total</b>					<b>140</b>	<b>156</b>	<b>3</b>	<b>4</b>	<b>77</b>	<b>3308</b>
25	University Dr. & Rural Rd.	4/12/94	Tues.	8	1	9	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	9	5	9	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	10	4	9	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	11	2	3	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	12	5	4	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	13	7	7	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	14	5	12	1	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	15	0	5	1	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	16	7	7	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	17	9	7	2	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	18	7	8	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	19	3	7	5	0	0	0
<b>25 Total</b>					<b>55</b>	<b>87</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>					<b>19657</b>	<b>9803</b>	<b>474</b>	<b>104</b>	<b>436</b>	<b>21359</b>

**Table A2**

**INBOUND CORDON COUNTS: EAST SIDE**

Time	Pedestrian	Bicycle	Bus Passenger	Drop Off	Motorcycle	Other Vehicle
7:00 AM - 8:00 AM	210	394	6	1	14	945
8:00 AM - 9:00 AM	313	440	4	2	11	946
9:00 AM - 10:00 AM	408	785	5	0	18	733
10:00 AM - 11:00 AM	348	602	2	0	20	600
11:00 AM - 12:00 PM	210	243	1	2	11	385
12:00 PM - 1:00 PM	327	351	15	3	5	454
1:00 PM - 2:00 PM	241	408	5	0	7	461
2:00 PM - 3:00 PM	145	223	2	1	6	265
3:00 PM - 4:00 PM	120	221	5	2	4	248
4:00 PM - 5:00 PM	110	183	5	1	8	308
5:00 PM - 6:00 PM	145	196	7	1	7	259
6:00 PM - 7:00 PM	129	124	1	0	5	292
<b>TOTAL</b>	<b>2706</b>	<b>4170</b>	<b>58</b>	<b>13</b>	<b>116</b>	<b>5896</b>

**Table A3****INBOUND CORDON COUNTS: SOUTH SIDE**

Time	Pedestrian	Bicycle	Bus Passenger	Drop Off	Motorcycle	Other Vehicle
7:00 AM - 8:00 AM	163	195	24	6	7	788
8:00 AM - 9:00 AM	354	378	40	2	17	1025
9:00 AM - 10:00 AM	302	364	16	2	21	666
10:00 AM - 11:00 AM	169	271	8	3	11	536
11:00 AM - 12:00 PM	156	151	7	1	8	454
12:00 PM - 1:00 PM	151	162	9	0	5	487
1:00 PM - 2:00 PM	181	180	11	0	15	603
2:00 PM - 3:00 PM	109	129	2	1	10	450
3:00 PM - 4:00 PM	119	104	8	0	11	638
4:00 PM - 5:00 PM	108	100	9	6	6	612
5:00 PM - 6:00 PM	122	114	8	1	7	744
6:00 PM - 7:00 PM	99	85	14	0	5	528
<b>TOTAL</b>	<b>2033</b>	<b>2233</b>	<b>156</b>	<b>22</b>	<b>123</b>	<b>7531</b>

**Table A4**

**INBOUND CORDON COUNTS: WEST SIDE**

Time	Pedestrian	Bicycle	BusPassenger	DropOff	Motorcycle	OtherVehicle
7:00 AM - 8:00 AM	136	84	21	10	3	282
8:00 AM - 9:00 AM	247	139	14	3	7	420
9:00 AM - 10:00 AM	192	278	1	1	15	222
10:00 AM - 11:00 AM	228	108	10	2	4	192
11:00 AM - 12:00 PM	176	89	4	2	2	168
12:00 PM - 1:00 PM	293	103	6	1	6	220
1:00 PM - 2:00 PM	396	167	10	0	11	198
2:00 PM - 3:00 PM	226	83	24	1	6	169
3:00 PM - 4:00 PM	137	73	7	1	2	303
4:00 PM - 5:00 PM	171	89	4	3	7	412
5:00 PM - 6:00 PM	160	84	1	4	1	301
6:00 PM - 7:00 PM	238	107	1	1	2	276
<b>TOTAL</b>	<b>2600</b>	<b>1404</b>	<b>103</b>	<b>29</b>	<b>66</b>	<b>3163</b>

**Table A5****INBOUND CORDON COUNTS: NORTH SIDE**

Time	Pedestrian	Bicycle	BusPassenger	DropOff	Motorcycle	OtherVehicle
7:00 AM - 8:00 AM	1081	140	29	10	5	305
8:00 AM - 9:00 AM	1155	184	20	4	9	326
9:00 AM - 10:00 AM	1663	221	19	4	14	303
10:00 AM - 11:00 AM	1488	209	18	5	16	372
11:00 AM - 12:00 PM	1025	131	12	2	10	309
12:00 PM - 1:00 PM	1331	168	12	2	10	371
1:00 PM - 2:00 PM	1548	220	5	2	14	372
2:00 PM - 3:00 PM	678	156	4	4	13	330
3:00 PM - 4:00 PM	682	164	15	1	12	358
4:00 PM - 5:00 PM	640	121	10	4	9	412
5:00 PM - 6:00 PM	465	146	5	1	8	546
6:00 PM - 7:00 PM	562	136	8	1	11	765
TOTAL	12318	1996	157	40	131	4769

Table A6

## OUTBOUND CORDON COUNTS BY STATION

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>MotorCycle</u>	<u>OtherVehicle</u>
1	Rural Road & University Dr.	4/5/94	Tues.	8	1	6	1	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	9	7	6	0	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	10	11	12	2	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	11	16	25	0	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	12	20	31	0	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	13	26	44	0	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	14	27	56	1	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	15	35	52	0	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	16	43	52	0	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	17	38	65	5	1	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	18	38	55	1	0	0	0
1	Rural Road & University Dr.	4/5/94	Tues.	19	30	42	0	0	0	0
<b>1 Total</b>					<b>292</b>	<b>446</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>
2	Rural Rd. & Tyler St.	4/5/94	Tues.	8	3	4	0	0	1	18
2	Rural Rd. & Tyler St.	4/5/94	Tues.	9	7	6	0	1	1	23
2	Rural Rd. & Tyler St.	4/5/94	Tues.	10	20	11	1	1	0	24
2	Rural Rd. & Tyler St.	4/5/94	Tues.	11	24	25	1	0	2	43
2	Rural Rd. & Tyler St.	4/5/94	Tues.	12	42	13	1	0	0	44
2	Rural Rd. & Tyler St.	4/5/94	Tues.	13	51	31	0	0	1	70
2	Rural Rd. & Tyler St.	4/5/94	Tues.	14	50	26	0	0	1	80
2	Rural Rd. & Tyler St.	4/5/94	Tues.	15	32	19	0	0	1	47
2	Rural Rd. & Tyler St.	4/5/94	Tues.	16	27	24	1	0	1	80
2	Rural Rd. & Tyler St.	4/5/94	Tues.	17	35	33	0	0	0	109
2	Rural Rd. & Tyler St.	4/5/94	Tues.	18	27	16	0	0	6	178
2	Rural Rd. & Tyler St.	4/5/94	Tues.	19	23	18	0	0	2	102
<b>2 Total</b>					<b>341</b>	<b>226</b>	<b>4</b>	<b>2</b>	<b>16</b>	<b>818</b>
3	Rural Rd. & Orange St.	4/5/94	Tues.	8	6	10	0	0	5	47
3	Rural Rd. & Orange St.	4/5/94	Tues.	9	18	34	0	0	3	81
3	Rural Rd. & Orange St.	4/5/94	Tues.	10	32	78	0	0	4	103
3	Rural Rd. & Orange St.	4/5/94	Tues.	11	76	146	3	6	7	121
3	Rural Rd. & Orange St.	4/5/94	Tues.	12	117	158	0	0	11	146
3	Rural Rd. & Orange St.	4/5/94	Tues.	13	162	235	2	1	16	183
3	Rural Rd. & Orange St.	4/5/94	Tues.	14	130	158	1	0	6	184
3	Rural Rd. & Orange St.	4/5/94	Tues.	15	111	173	1	1	8	123
3	Rural Rd. & Orange St.	4/5/94	Tues.	16	125	202	0	1	13	134
3	Rural Rd. & Orange St.	4/5/94	Tues.	17	168	228	2	0	12	142
3	Rural Rd. & Orange St.	4/5/94	Tues.	18	193	241	2	0	12	206
3	Rural Rd. & Orange St.	4/5/94	Tues.	19	142	144	3	0	4	133
<b>3 Total</b>					<b>1280</b>	<b>1807</b>	<b>14</b>	<b>9</b>	<b>101</b>	<b>1603</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>MotorCycle</u>	<u>OtherVehicle</u>
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	8	0	0	7	0	0	1
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	9	1	0	3	0	0	1
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	10	1	0	4	0	0	16
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	11	3	0	3	0	0	37
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	12	2	1	3	0	0	42
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	13	2	0	6	0	0	64
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	14	2	0	2	0	0	56
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	15	2	0	4	0	0	66
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	16	7	0	1	0	0	69
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	17	2	1	0	0	0	50
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	18	2	0	2	0	0	40
4	Rural Rd. @ ASU Garage #4	4/5/94	Tues.	19	0	1	0	0	0	24
<b>4 Total</b>					<b>24</b>	<b>3</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>466</b>
5	Rural Rd. & Lemon St.	4/5/94	Tues.	8	6	2	0	0	0	9
5	Rural Rd. & Lemon St.	4/5/94	Tues.	9	10	15	0	0	0	41
5	Rural Rd. & Lemon St.	4/5/94	Tues.	10	19	25	0	0	1	94
5	Rural Rd. & Lemon St.	4/5/94	Tues.	11	37	29	0	0	0	191
5	Rural Rd. & Lemon St.	4/5/94	Tues.	12	32	52	0	0	3	225
5	Rural Rd. & Lemon St.	4/5/94	Tues.	13	49	54	0	0	2	325
5	Rural Rd. & Lemon St.	4/5/94	Tues.	14	41	73	0	0	4	410
5	Rural Rd. & Lemon St.	4/5/94	Tues.	15	37	52	0	0	1	350
5	Rural Rd. & Lemon St.	4/5/94	Tues.	16	38	59	0	0	1	419
5	Rural Rd. & Lemon St.	4/5/94	Tues.	17	50	81	0	0	2	486
5	Rural Rd. & Lemon St.	4/5/94	Tues.	18	46	68	0	0	8	503
5	Rural Rd. & Lemon St.	4/5/94	Tues.	19	51	62	0	0	1	216
<b>5 Total</b>					<b>416</b>	<b>572</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>3269</b>
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	8	7	2	0	0	0	0
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	9	6	1	0	0	0	0
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	10	1	1	0	0	0	1
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	11	8	3	0	0	0	5
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	12	17	10	0	0	0	2
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	13	8	8	0	0	0	2
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	14	15	10	0	0	0	2
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	15	13	4	0	0	0	1
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	16	23	19	0	0	0	4
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	17	12	8	0	0	0	3
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	18	18	8	0	0	0	9
6	Rural Rd. & Apache Blvd.	4/5/94	Tues.	19	10	4	0	0	0	1
<b>6 Total</b>					<b>138</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>MotorCycle</u>	<u>OtherVehicle</u>	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	8	4	4	1	0	0	12	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	9	6	4	3	0	0	9	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	10	6	8	0	0	0	21	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	11	12	14	2	0	0	23	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	12	31	22	4	0	0	41	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	13	27	23	3	0	0	46	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	14	14	20	5	0	0	62	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	15	40	26	6	0	0	35	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	16	29	34	11	0	0	57	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	17	30	37	8	0	0	45	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	18	34	52	6	0	0	38	
7	Apache Blvd. & Rural Rd.	4/6/94	Wed.	19	19	25	10	0	0	21	
<b>7 Total</b>						<b>252</b>	<b>269</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>410</b>
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	8	7	10	0	0	1	70	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	9	14	15	2	0	3	111	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	10	50	61	1	1	4	136	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	11	59	88	0	0	6	114	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	12	174	128	0	0	13	189	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	13	178	149	2	1	12	220	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	14	102	141	0	0	3	199	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	15	127	141	0	0	8	214	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	16	147	160	1	0	3	279	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	17	112	121	0	0	9	183	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	18	150	142	1	0	2	328	
9	Apache Blvd. & McAllister Ave.	4/6/94	Wed.	19	4	107	0	0	8	169	
<b>9 Total</b>						<b>1124</b>	<b>1263</b>	<b>7</b>	<b>2</b>	<b>72</b>	<b>2212</b>
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	8	4	0	0	0	0	7	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	9	2	3	0	0	0	9	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	10	13	5	0	0	0	16	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	11	29	9	0	0	0	17	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	12	36	4	0	2	0	30	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	13	35	6	0	0	0	27	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	14	35	14	0	0	0	31	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	15	29	6	0	0	0	40	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	16	29	12	0	0	0	49	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	17	27	21	0	0	0	57	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	18	36	9	0	0	0	55	
10	Apache Blvd. @ ASU Garage #1	4/6/94	Wed.	19	27	5	0	1	0	42	
<b>10 Total</b>						<b>302</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>380</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>MotorCycle</u>	<u>OtherVehicle</u>
11	Apache Blvd. & College Ave.	4/6/94	Wed.	8	7	5	0	0	0	68
11	Apache Blvd. & College Ave.	4/6/94	Wed.	9	12	11	1	0	1	68
11	Apache Blvd. & College Ave.	4/6/94	Wed.	10	28	33	0	0	2	120
11	Apache Blvd. & College Ave.	4/6/94	Wed.	11	26	31	0	1	5	134
11	Apache Blvd. & College Ave.	4/6/94	Wed.	12	28	66	0	0	6	227
11	Apache Blvd. & College Ave.	4/6/94	Wed.	13	61	68	0	0	11	232
11	Apache Blvd. & College Ave.	4/6/94	Wed.	14	59	82	5	0	9	177
11	Apache Blvd. & College Ave.	4/6/94	Wed.	15	61	71	0	0	6	237
11	Apache Blvd. & College Ave.	4/6/94	Wed.	16	52	93	0	0	9	286
11	Apache Blvd. & College Ave.	4/6/94	Wed.	17	56	106	0	2	7	351
11	Apache Blvd. & College Ave.	4/6/94	Wed.	18	107	113	0	0	10	680
11	Apache Blvd. & College Ave.	4/6/94	Wed.	19	55	95	0	0	10	303
<b>11 Total</b>					<b>552</b>	<b>774</b>	<b>6</b>	<b>3</b>	<b>76</b>	<b>2883</b>
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	8	0	1	0	0	0	20
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	9	4	1	0	0	1	45
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	10	5	7	0	0	3	73
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	11	1	6	0	0	1	95
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	12	8	12	0	0	2	120
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	13	9	9	0	0	5	105
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	14	14	14	0	0	1	95
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	15	15	10	0	0	2	79
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	16	17	14	0	0	4	106
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	17	7	14	0	0	1	74
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	18	19	10	0	0	1	94
12	Apache Blvd & Forest Ave.	4/6/94	Wed.	19	9	8	0	0	1	63
<b>12 Total</b>					<b>108</b>	<b>106</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>969</b>
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	8	0	0	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	9	1	1	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	10	4	3	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	11	9	2	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	12	13	10	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	13	21	8	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	14	16	7	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	15	28	9	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	16	16	7	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	17	14	11	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	18	19	7	0	0	0	0
13	Mill Ave. & Apache Blvd.	4/13/94	Wed.	19	11	13	0	0	0	0
<b>13 Total</b>					<b>152</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	8	0	1	2	0	0	47
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	9	0	2	1	0	1	72
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	10	0	3	0	0	0	103
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	11	0	7	0	0	2	118
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	12	0	2	1	0	3	133
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	13	4	9	3	0	1	155
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	14	4	12	1	0	3	142
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	15	11	11	2	1	8	123
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	16	8	13	4	0	5	137
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	17	8	12	3	0	3	146
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	18	12	16	0	1	3	123
14	Mill Ave. & Gammage Pkwy.	4/13/94	Wed.	19	2	12	1	0	1	83
<b>14 Total</b>					<b>49</b>	<b>100</b>	<b>18</b>	<b>2</b>	<b>30</b>	<b>1382</b>
15	Mill Ave. & 10th St.	4/13/94	Wed.	8	3	2	5	0	0	3
15	Mill Ave. & 10th St.	4/13/94	Wed.	9	4	1	7	1	0	6
15	Mill Ave. & 10th St.	4/13/94	Wed.	10	7	1	0	1	0	6
15	Mill Ave. & 10th St.	4/13/94	Wed.	11	8	7	2	0	0	6
15	Mill Ave. & 10th St.	4/13/94	Wed.	12	25	18	7	0	0	3
15	Mill Ave. & 10th St.	4/13/94	Wed.	13	5	6	7	0	0	1
15	Mill Ave. & 10th St.	4/13/94	Wed.	14	12	5	4	0	0	2
15	Mill Ave. & 10th St.	4/13/94	Wed.	15	20	9	6	0	0	2
15	Mill Ave. & 10th St.	4/13/94	Wed.	16	21	4	9	0	0	2
15	Mill Ave. & 10th St.	4/13/94	Wed.	17	28	9	9	0	0	0
15	Mill Ave. & 10th St.	4/13/94	Wed.	18	30	6	2	0	0	1
15	Mill Ave. & 10th St.	4/13/94	Wed.	19	17	9	7	0	0	0
<b>15 Total</b>					<b>180</b>	<b>77</b>	<b>65</b>	<b>2</b>	<b>0</b>	<b>32</b>
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	8	13	14	4	0	0	0
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	9	18	23	1	1	0	4
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	10	23	21	1	0	0	13
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	11	50	26	0	0	0	4
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	12	33	20	0	0	0	6
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	13	63	28	1	2	0	8
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	14	50	7	6	0	0	11
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	15	15	6	9	1	0	6
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	16	23	7	7	0	0	14
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	17	19	8	1	0	0	13
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	18	19	9	1	0	0	4
16	10th St. (Between Mill Ave. & Myrtle St.)	4/13/94	Wed.	19	51	20	5	0	0	2
<b>16 Total</b>					<b>377</b>	<b>189</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>85</b>

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17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	8	18	5	0	0	0	11
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	9	18	9	0	0	0	16
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	10	67	32	0	0	1	35
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	11	46	13	0	1	0	26
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	12	50	20	0	1	1	31
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	13	118	23	0	0	0	44
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	14	94	53	0	0	0	25
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	15	93	45	0	0	0	51
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	16	88	47	0	0	0	90
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	17	97	49	0	0	2	142
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	18	97	43	0	1	1	169
17	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	19	89	44	0	0	0	149
<b>17 Total</b>					<b>875</b>	<b>383</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>789</b>
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	8	3	3	0	0	2	8
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	9	13	7	0	0	0	10
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	10	22	7	0	0	1	9
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	11	46	25	0	0	3	36
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	12	58	27	0	0	0	12
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	13	100	29	0	0	7	9
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	14	57	27	0	0	3	22
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	15	50	18	0	0	2	13
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	16	51	30	0	1	5	27
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	17	56	18	0	0	2	23
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	18	33	16	0	0	1	18
18	Myrtle St. (Between University Dr. & 10th St.)	4/13/94	Wed.	19	17	4	0	0	0	4
<b>18 Total</b>					<b>506</b>	<b>211</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>191</b>
19	University Dr. & Myrtle St.	4/13/94	Wed.	8	0	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	9	1	3	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	10	4	1	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	11	4	1	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	12	8	1	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	13	7	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	14	5	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	15	6	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	16	4	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	17	5	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	18	3	0	0	0	0	0
19	University Dr. & Myrtle St.	4/13/94	Wed.	19	7	0	0	0	0	0
<b>19 Total</b>					<b>54</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>MotorCycle</u>	<u>OtherVehicle</u>
20	University Dr. & Forest St.	4/13/94	Wed.	8	8	3	1	0	0	38
20	University Dr. & Forest St.	4/13/94	Wed.	9	29	10	0	0	0	66
20	University Dr. & Forest St.	4/13/94	Wed.	10	88	18	0	0	4	43
20	University Dr. & Forest St.	4/13/94	Wed.	11	86	29	0	0	10	57
20	University Dr. & Forest St.	4/13/94	Wed.	12	168	33	1	0	9	59
20	University Dr. & Forest St.	4/13/94	Wed.	13	75	22	1	1	7	63
20	University Dr. & Forest St.	4/13/94	Wed.	14	121	34	0	0	8	43
20	University Dr. & Forest St.	4/13/94	Wed.	15	100	33	0	0	11	56
20	University Dr. & Forest St.	4/13/94	Wed.	16	90	28	0	0	1	64
20	University Dr. & Forest St.	4/13/94	Wed.	17	149	39	2	1	2	60
20	University Dr. & Forest St.	4/13/94	Wed.	18	95	36	1	0	1	71
20	University Dr. & Forest St.	4/13/94	Wed.	19	73	27	0	0	1	35
<b>20 Total</b>					<b>1082</b>	<b>312</b>	<b>6</b>	<b>2</b>	<b>54</b>	<b>655</b>
21	University Dr. & College Ave.	4/12/94	Tues.	8	20	6	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	9	152	14	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	10	196	23	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	11	522	61	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	12	447	57	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	13	1036	93	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	14	890	79	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	15	501	81	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	16	565	63	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	17	551	61	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	18	469	68	0	0	0	0
21	University Dr. & College Ave.	4/12/94	Tues.	19	266	50	0	1	0	0
<b>21 Total</b>					<b>5615</b>	<b>656</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
22	University Dr. @ Overpass	4/12/94	Tues.	8	15	6	2	0	0	41
22	University Dr. @ Overpass	4/12/94	Tues.	9	82	15	3	0	0	42
22	University Dr. @ Overpass	4/12/94	Tues.	10	24	0	0	0	0	51
22	University Dr. @ Overpass	4/12/94	Tues.	11	169	4	4	0	0	56
22	University Dr. @ Overpass	4/12/94	Tues.	12	303	4	2	0	0	61
22	University Dr. @ Overpass	4/12/94	Tues.	13	177	8	14	0	1	73
22	University Dr. @ Overpass	4/12/94	Tues.	14	160	20	7	0	0	33
22	University Dr. @ Overpass	4/12/94	Tues.	15	177	18	1	0	0	9
22	University Dr. @ Overpass	4/12/94	Tues.	16	183	12	3	0	0	11
22	University Dr. @ Overpass	4/12/94	Tues.	17	177	29	7	0	1	9
22	University Dr. @ Overpass	4/12/94	Tues.	18	184	20	2	0	0	14
22	University Dr. @ Overpass	4/12/94	Tues.	19	116	131	10	0	0	9
<b>22 Total</b>					<b>1767</b>	<b>267</b>	<b>55</b>	<b>0</b>	<b>2</b>	<b>409</b>

<u>Station</u>	<u>Location</u>	<u>Date</u>	<u>Day</u>	<u>EndingHour</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>BusPassenger</u>	<u>DropOff</u>	<u>MotorCycle</u>	<u>OtherVehicle</u>
23	University Dr. @ Midblock Signal	4/12/94	Tues.	8	11	5	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	9	66	14	1	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	10	104	20	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	11	276	37	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	12	286	33	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	13	404	58	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	14	481	64	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	15	489	67	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	16	404	76	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	17	361	63	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	18	228	54	0	0	0	0
23	University Dr. @ Midblock Signal	4/12/94	Tues.	19	181	31	0	0	0	0
<b>23 Total</b>					<b>3291</b>	<b>522</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
24	University Dr. & McAllister Ave.	4/12/94	Tues.	8	3	8	0	0	2	179
24	University Dr. & McAllister Ave.	4/12/94	Tues.	9	7	4	0	0	2	167
24	University Dr. & McAllister Ave.	4/12/94	Tues.	10	17	14	0	0	1	116
24	University Dr. & McAllister Ave.	4/12/94	Tues.	11	16	8	0	0	4	197
24	University Dr. & McAllister Ave.	4/12/94	Tues.	12	9	12	0	0	0	180
24	University Dr. & McAllister Ave.	4/12/94	Tues.	13	7	13	0	0	2	258
24	University Dr. & McAllister Ave.	4/12/94	Tues.	14	17	27	2	0	7	279
24	University Dr. & McAllister Ave.	4/12/94	Tues.	15	16	15	2	0	12	254
24	University Dr. & McAllister Ave.	4/12/94	Tues.	16	1	5	1	0	4	94
24	University Dr. & McAllister Ave.	4/12/94	Tues.	17	7	4	0	0	9	204
24	University Dr. & McAllister Ave.	4/12/94	Tues.	18	12	6	1	0	4	311
24	University Dr. & McAllister Ave.	4/12/94	Tues.	19	1	1	1	0	7	257
<b>24 Total</b>					<b>113</b>	<b>117</b>	<b>7</b>	<b>0</b>	<b>54</b>	<b>2496</b>
25	University Dr. & Rural Rd.	4/12/94	Tues.	8	1	2	0	1	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	9	1	1	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	10	2	7	0	1	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	11	2	3	1	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	12	13	5	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	13	4	4	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	14	7	4	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	15	2	5	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	16	6	5	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	17	6	4	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	18	6	5	0	0	0	0
25	University Dr. & Rural Rd.	4/12/94	Tues.	19	6	2	0	0	0	0
<b>25 Total</b>					<b>56</b>	<b>47</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>					<b>18946</b>	<b>8603</b>	<b>324</b>	<b>37</b>	<b>481</b>	<b>19079</b>

**Table A7****OUTBOUND CORDON COUNTS: EAST SIDE**

Time	Pedestrian	Bicycle	BusPassenger	DropOff	MotorCycle	OtherVehicle
7:00 AM - 8:00 AM	23	24	8	0	6	75
8:00 AM - 9:00 AM	49	62	3	1	4	146
9:00 AM - 10:00 AM	84	127	7	1	5	238
10:00 AM - 11:00 AM	164	228	7	6	9	397
11:00 AM - 12:00 PM	230	265	4	0	14	459
12:00 PM - 1:00 PM	298	372	8	1	19	644
1:00 PM - 2:00 PM	265	323	4	0	11	732
2:00 PM - 3:00 PM	230	300	5	1	10	587
3:00 PM - 4:00 PM	263	356	2	1	15	706
4:00 PM - 5:00 PM	305	416	7	1	14	790
5:00 PM - 6:00 PM	324	388	5	0	26	936
6:00 PM - 7:00 PM	256	271	3	0	7	476
<b>TOTAL</b>	<b>2491</b>	<b>3132</b>	<b>63</b>	<b>12</b>	<b>140</b>	<b>6186</b>

**Table A8**

**OUTBOUND CORDON COUNTS: SOUTH SIDE**

Time	Pedestrian	Bicycle	BusPassenger	DropOff	MotorCycle	OtherVehicle
7:00 AM - 8:00 AM	22	20	1	0	1	177
8:00 AM - 9:00 AM	38	34	6	0	5	242
9:00 AM - 10:00 AM	102	114	1	1	9	366
10:00 AM - 11:00 AM	127	148	2	1	12	383
11:00 AM - 12:00 PM	277	232	4	2	21	607
12:00 PM - 1:00 PM	310	255	5	1	28	630
1:00 PM - 2:00 PM	224	271	10	0	13	564
2:00 PM - 3:00 PM	272	254	6	0	16	605
3:00 PM - 4:00 PM	274	313	12	0	16	777
4:00 PM - 5:00 PM	232	299	8	2	17	710
5:00 PM - 6:00 PM	346	326	7	0	13	1195
6:00 PM - 7:00 PM	114	240	10	1	19	598
<b>TOTAL</b>	<b>2338</b>	<b>2506</b>	<b>72</b>	<b>8</b>	<b>170</b>	<b>6854</b>

**Table A9**

**OUTBOUND CORDON COUNTS: WEST SIDE**

Time	Pedestrian	Bicycle	BusPassenger	DropOff	MotorCycle	OtherVehicle
7:00 AM - 8:00 AM	37	25	11	0	2	69
8:00 AM - 9:00 AM	54	43	9	2	1	108
9:00 AM - 10:00 AM	123	67	1	1	2	166
10:00 AM - 11:00 AM	159	80	2	1	5	190
11:00 AM - 12:00 PM	179	97	8	1	4	185
12:00 PM - 1:00 PM	311	103	11	2	8	217
1:00 PM - 2:00 PM	233	111	11	0	6	202
2:00 PM - 3:00 PM	217	98	17	2	10	195
3:00 PM - 4:00 PM	207	108	20	1	10	270
4:00 PM - 5:00 PM	222	107	13	0	7	324
5:00 PM - 6:00 PM	210	97	3	2	5	315
6:00 PM - 7:00 PM	187	102	13	0	1	238
<b>TOTAL</b>	<b>2139</b>	<b>1038</b>	<b>119</b>	<b>12</b>	<b>61</b>	<b>2479</b>

**Table A10**

**OUTBOUND CORDON COUNTS: NORTH SIDE**

Time	Pedestrian	Bicycle	BusPassenger	DropOff	Motorcycle	OtherVehicle
7:00 AM - 8:00 AM	58	30	3	1	2	258
8:00 AM - 9:00 AM	338	61	4	0	2	275
9:00 AM - 10:00 AM	435	83	0	1	5	210
10:00 AM - 11:00 AM	1075	143	5	0	14	310
11:00 AM - 12:00 PM	1234	145	3	0	9	300
12:00 PM - 1:00 PM	1710	198	15	1	10	394
1:00 PM - 2:00 PM	1681	228	9	0	15	355
2:00 PM - 3:00 PM	1291	219	3	0	23	319
3:00 PM - 4:00 PM	1253	189	4	0	5	169
4:00 PM - 5:00 PM	1256	200	9	1	12	273
5:00 PM - 6:00 PM	997	189	4	0	5	396
6:00 PM - 7:00 PM	650	242	11	1	8	301
<b>TOTAL</b>	<b>11978</b>	<b>1927</b>	<b>70</b>	<b>5</b>	<b>110</b>	<b>3560</b>

**Table A11**

**VEHICLE OCCUPANCIES OBSERVED AT GARAGE #4 (RURAL ROAD)**

Time	Entering Vehicles					Exiting Vehicles				
	1 Person	2 Persons	3 Persons	3+ Persons	Total	1 Person	2 Persons	3 Persons	3+ Persons	Total
7:00 AM - 8:00 AM	135	12	1	0	148	1	0	0	0	1
8:00 AM - 9:00 AM	218	10	1	0	229	1	0	0	0	1
9:00 AM - 10:00 AM	166	11	0	0	177	16	0	0	0	16
10:00 AM - 11:00 AM	133	7	0	0	140	36	1	0	0	37
11:00 AM - 12:00 PM	54	1	0	0	55	39	3	0	0	42
12:00 PM - 1:00 PM	66	5	0	0	71	56	7	1	0	64
1:00 PM - 2:00 PM	48	6	0	1	55	50	4	1	1	56
2:00 PM - 3:00 PM	27	2	1	2	32	64	0	0	2	66
3:00 PM - 4:00 PM	23	0	0	0	23	67	2	0	0	69
4:00 PM - 5:00 PM	12	1	0	0	13	45	5	0	0	50
5:00 PM - 6:00 PM	9	2	0	1	12	35	4	1	0	40
6:00 PM - 7:00 PM	9	4	1	0	14	23	0	0	1	24
<b>Grand Total</b>	<b>900</b>	<b>61</b>	<b>4</b>	<b>4</b>	<b>969</b>	<b>433</b>	<b>26</b>	<b>3</b>	<b>4</b>	<b>466</b>
<b>Average Occupancy</b>	1.084					1.094				
	1.087									

Table A12

# VEHICLE OCCUPANCIES OBSERVED AT GARAGE #1 (APACHE BOULEVARD)

Time	Entering Vehicles					Exiting Vehicles				
	1 Person	2 Persons	3 Persons	3+ Persons	Total	1 Person	2 Persons	3 Persons	3+ Persons	Total
7:00 AM - 8:00 AM	294	51	6	0	351	5	1	0	1	7
8:00 AM - 9:00 AM	345	76	2	2	425	6	2	1	0	9
9:00 AM - 10:00 AM	184	40	3	0	227	15	1	0	0	16
10:00 AM - 11:00 AM	147	41	2	0	190	13	3	0	1	17
11:00 AM - 12:00 PM	98	13	4	1	116	20	8	2	0	30
12:00 PM - 1:00 PM	119	25	4	1	149	20	6	0	1	27
1:00 PM - 2:00 PM	169	34	1	0	204	19	5	5	2	31
2:00 PM - 3:00 PM	103	24	0	1	128	29	5	4	2	40
3:00 PM - 4:00 PM	256	42	4	4	306	38	10	1	0	49
4:00 PM - 5:00 PM	233	42	2	1	278	46	10	1	0	57
5:00 PM - 6:00 PM	362	46	5	0	413	45	9	0	1	55
6:00 PM - 7:00 PM	189	37	2	1	229	31	10	0	1	42
<b>Grand Total</b>	<b>2499</b>	<b>471</b>	<b>35</b>	<b>11</b>	<b>3016</b>	<b>287</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>380</b>
<b>Average Occupancy</b>	<b>1.190</b>					<b>1.329</b>				
	<b>1.206</b>									

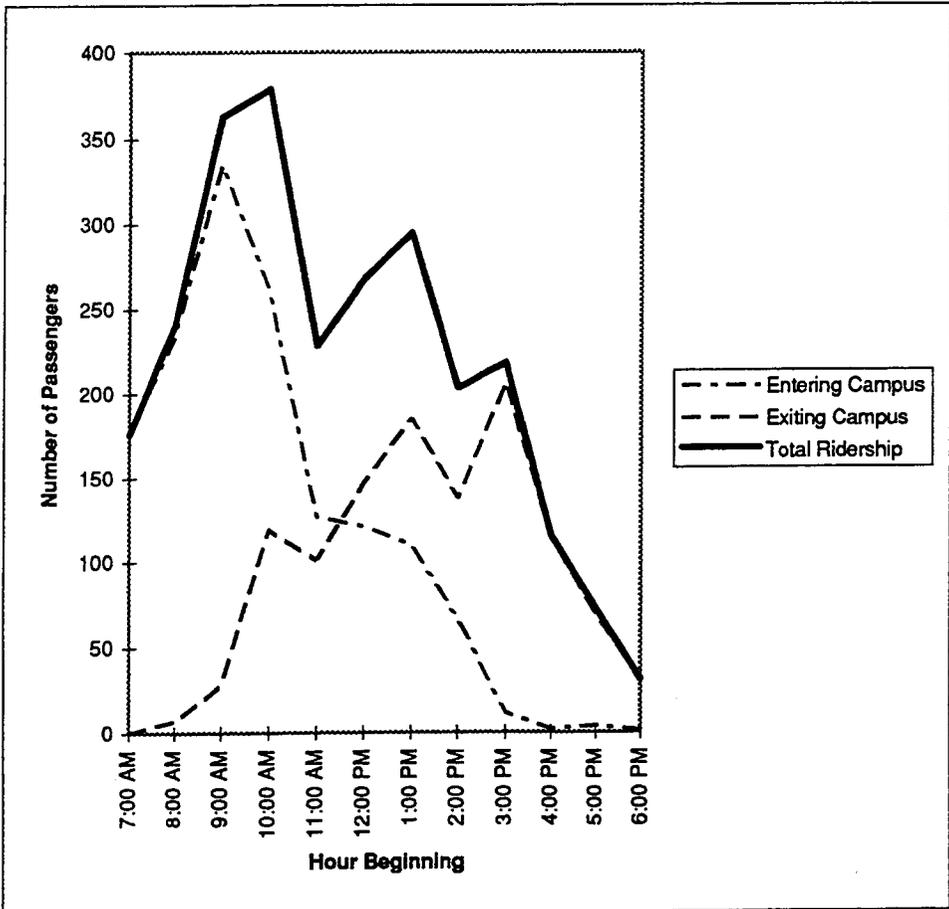
**Table A13**

**VEHICLE OCCUPANCIES OBSERVED AT LOTS #59/58**

Time	Entering Vehicles					Exiting Vehicles				
	1 Person	2 Persons	3 Persons	3+ Persons	Total	1 Person	2 Persons	3 Persons	3+ Persons	Total
7:00 AM - 8:00 AM	551	41	0	3	595	40	20	3	1	64
8:00 AM - 9:00 AM	802	29	1	1	833	79	13	0	2	94
9:00 AM - 10:00 AM	527	31	2	17	577	105	10	2	1	118
10:00 AM - 11:00 AM	595	18	1	0	614	307	35	1	3	346
11:00 AM - 12:00 PM	342	22	1	1	366	311	30	2	4	347
12:00 PM - 1:00 PM	268	42	1	5	316	486	41	4	0	531
1:00 PM - 2:00 PM	345	40	8	2	395	567	61	5	6	639
2:00 PM - 3:00 PM	161	29	11	2	203	408	27	8	4	447
3:00 PM - 4:00 PM	92	28	5	4	129	594	52	9	6	661
4:00 PM - 5:00 PM	95	36	6	4	141	434	52	10	3	499
5:00 PM - 6:00 PM	100	45	10	5	160	317	35	3	3	358
6:00 PM - 7:00 PM	76	49	13	15	153	241	50	4	4	299
<b>Grand Total</b>	<b>3954</b>	<b>410</b>	<b>59</b>	<b>59</b>	<b>4482</b>	<b>3889</b>	<b>426</b>	<b>51</b>	<b>37</b>	<b>4403</b>
<b>Average Occupancy</b>	1.157					1.145				
	1.151									

**Table A14**  
**ASU TRAM USAGE**

Time	Number of Passengers		
	Entering Campus	Exiting Campus	Total
7:00 AM - 8:00 AM	176	0	176
8:00 AM - 9:00 AM	234	7	241
9:00 AM - 10:00 AM	335	28	363
10:00 AM - 11:00 AM	260	119	379
11:00 AM - 12:00 PM	127	101	228
12:00 PM - 1:00 PM	121	147	268
1:00 PM - 2:00 PM	110	185	295
2:00 PM - 3:00 PM	66	137	203
3:00 PM - 4:00 PM	12	206	218
4:00 PM - 5:00 PM	2	113	115
5:00 PM - 6:00 PM	4	68	72
6:00 PM - 7:00 PM	1	30	31
<b>Total</b>	<b>1448</b>	<b>1141</b>	<b>2589</b>



**Table A15**

**INBOUND PERSON-TRIPS BY STATION**

Station	Pedestrian	Bicycle	Bus Passenger	Drop Off	Motorcycle	Auto User	Tram	Total
1. Rural Rd. & University Dr.	416	412	28	1	0	0	0	857
2. Rural Rd. & Tyler St.	318	259	2	2	21	1053	0	1655
3. Rural Rd. & Orange St.	1303	2485	10	5	78	1706	0	5587
4. Rural Rd. @ ASU Garage #4	30	8	18	3	0	1124	0	1183
5. Rural Rd. & Lemon St.	470	670	0	2	17	2910	0	4069
6. Rural Rd. & Apache Blvd.	169	336	0	0	0	45	0	550
7. Apache Blvd. & Rural Rd.	300	329	62	0	0	193	0	884
9. Apache Blvd. & McAllister Ave.	826	1043	38	10	59	2607	0	4583
10. Apache Blvd. @ ASU Garage #1	311	108	1	7	0	3499	0	3926
11. Apache Blvd. & College Ave.	450	645	55	3	0	2	0	1155
12. Apache Blvd. & Forest Ave.	146	108	0	2	64	2436	0	2756
13. Mill Ave. & Apache Blvd.	171	60	0	0	0	0	0	231
14. Mill Ave. & Gammage Pkwy.	56	79	49	7	32	1924	0	2147
15. Mill Ave. & 10th St.	261	527	20	1	0	44	0	853
16. 10th St. (between Mill Ave. & Myrtle St.)	479	164	32	0	0	131	0	806
17. Myrtle St. (between University Dr. & 10th St.)	983	371	0	18	4	1391	0	2767
18. Myrtle St. (between University Dr. & 10th St.)	650	203	2	3	30	179	0	1067
19. University Dr. & Myrtle St.	50	16	0	0	0	0	0	66
20. University Dr. & Forest St.	1374	373	59	3	42	1205	0	3056
21. University Dr. & College Ave.	5021	614	39	18	0	0	0	5692
22. University @ Overpass	2131	188	47	10	12	490	0	2878
23. University Dr. @ Midblock Signal	3547	562	0	5	0	0	0	4114
24. University Dr. & McAllister Ave.	140	156	3	4	77	3837	1448	5665
25. University Dr. & Rural Rd.	55	87	9	0	0	0	0	151
<b>TOTAL</b>	<b>19657</b>	<b>9803</b>	<b>474</b>	<b>104</b>	<b>436</b>	<b>24776</b>	<b>1448</b>	<b>56698</b>

Table A16

## OUTBOUND PERSON-TRIPS BY STATION

Station	Pedestrian	Bicycle	Bus Passenger	Drop Off	Motor Cycle	Auto User	Tram	Total
1. Rural Rd. & University Dr.	292	446	10	1	0	0	0	749
2. Rural Rd. & Tyler St.	341	226	4	2	16	949	0	1538
3. Rural Rd. & Orange St.	1280	1807	14	9	101	1859	0	5070
4. Rural Rd. @ ASU Garage #4	24	3	35	0	0	541	0	603
5. Rural Rd. & Lemon St.	416	572	0	0	23	3792	0	4803
6. Rural Rd. & Apache Blvd.	138	78	0	0	0	35	0	251
7. Apache Blvd. & Rural Rd.	252	269	59	0	0	476	0	1056
9. Apache Blvd. & McAllister Ave.	1124	1263	7	2	72	2566	0	5034
10. Apache Blvd. @ ASU Garage #1	302	94	0	3	0	441	0	840
11. Apache Blvd. & College Ave.	552	774	6	3	76	3344	0	4755
12. Apache Blvd. & Forest Ave.	108	106	0	0	22	1124	0	1360
13. Mill Ave. & Apache Blvd.	152	78	0	0	0	0	0	230
14. Mill Ave. & Gammage Pkwy.	49	100	18	2	30	1603	0	1802
15. Mill Ave. & 10th St.	180	77	65	2	0	37	0	361
16. 10th St. (between Mill Ave. & Myrtle St.)	377	189	36	4	0	99	0	705
17. Myrtle St. (between University Dr. & 10th St.)	875	383	0	3	5	915	0	2181
18. Myrtle St. (between University Dr. & 10th St.)	506	211	0	1	26	222	0	966
19. University Dr. & Myrtle St.	54	6	0	0	0	0	0	60
20. University Dr. & Forest St.	1082	312	6	2	54	760	0	2216
21. University Dr. & College Ave.	5615	656	0	1	0	0	0	6272
22. University @ Overpass	1767	267	55	0	2	474	0	2565
23. University Dr. @ Midblock Signal	3291	522	1	0	0	0	0	3814
24. University Dr. & McAllister Ave.	113	117	7	0	54	2895	1141	4327
25. University Dr. & Rural Rd.	56	47	1	2	0	0	0	106
<b>TOTAL</b>	<b>18946</b>	<b>8603</b>	<b>324</b>	<b>37</b>	<b>481</b>	<b>22132</b>	<b>1141</b>	<b>51664</b>

Table A17

# INBOUND PERSON-TRIPS BY DIRECTION AND MODE

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	210	394	6	0	1	14	1096	1721
8:00 AM - 9:00 AM	313	440	4	0	2	11	1097	1867
9:00 AM - 10:00 AM	408	785	5	0	0	18	850	2066
10:00 AM - 11:00 AM	348	602	2	0	0	20	696	1668
11:00 AM - 12:00 PM	210	243	1	0	2	11	447	914
12:00 PM - 1:00 PM	327	351	15	0	3	5	527	1228
1:00 PM - 2:00 PM	241	408	5	0	0	7	535	1196
2:00 PM - 3:00 PM	145	223	2	0	1	6	307	684
3:00 PM - 4:00 PM	120	221	5	0	2	4	288	640
4:00 PM - 5:00 PM	110	183	5	0	1	8	357	664
5:00 PM - 6:00 PM	145	196	7	0	1	7	300	656
6:00 PM - 7:00 PM	129	124	1	0	0	5	339	598
<b>Total</b>	<b>2706</b>	<b>4170</b>	<b>58</b>	<b>0</b>	<b>13</b>	<b>116</b>	<b>6839</b>	<b>13902</b>
<b>Percent by Mode</b>	<b>19.5 %</b>	<b>30.0 %</b>	<b>0.4 %</b>	<b>0.0 %</b>	<b>0.1 %</b>	<b>0.8 %</b>	<b>49.2 %</b>	<b>100.0 %</b>

EAST

(24.5%)

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	163	195	24	0	6	7	914	1309
8:00 AM - 9:00 AM	354	378	40	0	2	17	1189	1980
9:00 AM - 10:00 AM	302	364	16	0	2	21	773	1478
10:00 AM - 11:00 AM	169	271	8	0	3	11	622	1084
11:00 AM - 12:00 PM	156	151	7	0	1	8	527	850
12:00 PM - 1:00 PM	151	162	9	0	0	5	565	892
1:00 PM - 2:00 PM	181	180	11	0	0	15	699	1086
2:00 PM - 3:00 PM	109	129	2	0	1	10	522	773
3:00 PM - 4:00 PM	119	104	8	0	0	11	740	982
4:00 PM - 5:00 PM	108	100	9	0	6	6	710	939
5:00 PM - 6:00 PM	122	114	8	0	1	7	863	1115
6:00 PM - 7:00 PM	99	85	14	0	0	5	612	815
<b>Total</b>	<b>2033</b>	<b>2233</b>	<b>156</b>	<b>0</b>	<b>22</b>	<b>123</b>	<b>8736</b>	<b>13303</b>
<b>Percent by Mode</b>	<b>15.3 %</b>	<b>16.8 %</b>	<b>1.2 %</b>	<b>0.0 %</b>	<b>0.2 %</b>	<b>0.9 %</b>	<b>65.7 %</b>	<b>100.0 %</b>

SOUTH

(23.5%)

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	136	84	21	0	10	3	327	581
8:00 AM - 9:00 AM	247	139	14	0	3	7	487	897
9:00 AM - 10:00 AM	192	278	1	0	1	15	258	745
10:00 AM - 11:00 AM	228	108	10	0	2	4	223	575
11:00 AM - 12:00 PM	176	89	4	0	2	2	195	468
12:00 PM - 1:00 PM	293	103	6	0	1	6	255	664
1:00 PM - 2:00 PM	396	167	10	0	0	11	230	814
2:00 PM - 3:00 PM	226	83	24	0	1	6	196	536
3:00 PM - 4:00 PM	137	73	7	0	1	2	351	571
4:00 PM - 5:00 PM	171	89	4	0	3	7	478	752
5:00 PM - 6:00 PM	160	84	1	0	4	1	349	599
6:00 PM - 7:00 PM	238	107	1	0	1	2	320	669
<b>Total</b>	<b>2600</b>	<b>1404</b>	<b>103</b>	<b>0</b>	<b>29</b>	<b>66</b>	<b>3669</b>	<b>7871</b>
<b>Percent by Mode</b>	<b>35.6 %</b>	<b>16.0 %</b>	<b>0.1 %</b>	<b>0.0 %</b>	<b>0.1 %</b>	<b>0.3 %</b>	<b>47.8 %</b>	<b>100.0 %</b>

**WEST**  
**(13.9%)**

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	1081	140	29	176	10	5	354	1795
8:00 AM - 9:00 AM	1155	184	20	234	4	9	378	1984
9:00 AM - 10:00 AM	1663	221	19	335	4	14	351	2607
10:00 AM - 11:00 AM	1488	209	18	260	5	16	432	2428
11:00 AM - 12:00 PM	1025	131	12	127	2	10	358	1665
12:00 PM - 1:00 PM	1331	168	12	121	2	10	430	2074
1:00 PM - 2:00 PM	1548	220	5	110	2	14	432	2331
2:00 PM - 3:00 PM	678	156	4	66	4	13	383	1304
3:00 PM - 4:00 PM	682	164	15	12	1	12	415	1301
4:00 PM - 5:00 PM	640	121	10	2	4	9	478	1264
5:00 PM - 6:00 PM	465	146	5	4	1	8	633	1262
6:00 PM - 7:00 PM	562	136	8	1	1	11	887	1606
<b>Total</b>	<b>12318</b>	<b>1996</b>	<b>157</b>	<b>1448</b>	<b>40</b>	<b>131</b>	<b>5532</b>	<b>21622</b>
<b>Percent by Mode</b>	<b>57.0 %</b>	<b>9.2 %</b>	<b>0.7 %</b>	<b>6.7 %</b>	<b>0.2 %</b>	<b>0.6 %</b>	<b>25.6 %</b>	<b>100.0 %</b>

**NORTH**  
**(38.1%)**

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	1590	813	80	176	27	29	2691	5406
8:00 AM - 9:00 AM	2069	1141	78	234	11	44	3152	6729
9:00 AM - 10:00 AM	2565	1648	41	335	7	68	2232	6896
10:00 AM - 11:00 AM	2233	1190	38	260	10	51	1972	5754
11:00 AM - 12:00 PM	1567	614	24	127	7	31	1527	3897
12:00 PM - 1:00 PM	2102	784	42	121	6	26	1777	4858
1:00 PM - 2:00 PM	2366	975	31	110	2	47	1895	5426
2:00 PM - 3:00 PM	1158	591	32	66	7	35	1408	3297
3:00 PM - 4:00 PM	1058	562	35	12	4	29	1795	3495
4:00 PM - 5:00 PM	1029	493	28	2	14	30	2023	3619
5:00 PM - 6:00 PM	892	540	21	4	7	23	2146	3633
6:00 PM - 7:00 PM	1028	452	24	1	2	23	2159	3689
<b>Total</b>	<b>19657</b>	<b>9803</b>	<b>474</b>	<b>1448</b>	<b>104</b>	<b>436</b>	<b>24776</b>	<b>56698</b>
<b>Percent by Mode</b>	<b>34.7 %</b>	<b>17.3 %</b>	<b>0.8 %</b>	<b>2.6 %</b>	<b>0.2 %</b>	<b>0.8 %</b>	<b>43.7 %</b>	<b>100.0 %</b>

**TOTAL  
CORDON**

**(100.0%)**

*SOME TOTALS MAY NOT ADD TO 100.0% DUE TO ROUNDING.*

**Table A18**

**OUTBOUND PERSON-TRIPS BY DIRECTION AND MODE**

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	23	24	8	0	0	6	87	148
8:00 AM - 9:00 AM	49	62	3	0	1	4	169	288
9:00 AM - 10:00 AM	84	127	7	0	1	5	276	500
10:00 AM - 11:00 AM	164	228	7	0	6	9	461	875
11:00 AM - 12:00 PM	230	265	4	0	0	14	532	1045
12:00 PM - 1:00 PM	298	372	8	0	1	19	747	1445
1:00 PM - 2:00 PM	265	323	4	0	0	11	849	1452
2:00 PM - 3:00 PM	230	300	5	0	1	10	681	1227
3:00 PM - 4:00 PM	263	356	2	0	1	15	819	1456
4:00 PM - 5:00 PM	305	416	7	0	1	14	916	1659
5:00 PM - 6:00 PM	324	388	5	0	0	26	1086	1829
6:00 PM - 7:00 PM	256	271	3	0	0	7	552	1089
<b>Total</b>	<b>2491</b>	<b>3132</b>	<b>63</b>	<b>0</b>	<b>12</b>	<b>140</b>	<b>7176</b>	<b>13014</b>
<b>Percent by Mode</b>	<b>19.1 %</b>	<b>24.1 %</b>	<b>0.5 %</b>	<b>0.0 %</b>	<b>0.1 %</b>	<b>1.1 %</b>	<b>55.1 %</b>	<b>100.0 %</b>

**EAST**  
*(25.2%)*

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	22	20	1	0	0	1	205	249
8:00 AM - 9:00 AM	38	34	6	0	0	5	281	364
9:00 AM - 10:00 AM	102	114	1	0	1	9	425	652
10:00 AM - 11:00 AM	127	148	2	0	1	12	444	734
11:00 AM - 12:00 PM	277	232	4	0	2	21	704	1240
12:00 PM - 1:00 PM	310	255	5	0	1	28	731	1330
1:00 PM - 2:00 PM	224	271	10	0	0	13	654	1172
2:00 PM - 3:00 PM	272	254	6	0	0	16	702	1250
3:00 PM - 4:00 PM	274	313	12	0	0	16	901	1516
4:00 PM - 5:00 PM	232	299	8	0	2	17	824	1382
5:00 PM - 6:00 PM	346	326	7	0	0	13	1386	2078
6:00 PM - 7:00 PM	114	240	10	0	1	19	694	1078
<b>Total</b>	<b>2338</b>	<b>2506</b>	<b>72</b>	<b>0</b>	<b>8</b>	<b>170</b>	<b>7951</b>	<b>13045</b>
<b>Percent by Mode</b>	<b>17.9 %</b>	<b>19.2 %</b>	<b>0.6 %</b>	<b>0.0 %</b>	<b>0.1 %</b>	<b>1.3 %</b>	<b>60.9 %</b>	<b>100.0 %</b>

**SOUTH**  
*(25.2%)*

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	37	25	11	0	0	2	80	155
8:00 AM - 9:00 AM	54	43	9	0	2	1	125	234
9:00 AM - 10:00 AM	123	67	1	0	1	2	193	387
10:00 AM - 11:00 AM	159	80	2	0	1	5	220	467
11:00 AM - 12:00 PM	179	97	8	0	1	4	215	504
12:00 PM - 1:00 PM	311	103	11	0	2	8	252	687
1:00 PM - 2:00 PM	233	111	11	0	0	6	234	595
2:00 PM - 3:00 PM	217	98	17	0	2	10	226	570
3:00 PM - 4:00 PM	207	108	20	0	1	10	313	659
4:00 PM - 5:00 PM	222	107	13	0	0	7	376	725
5:00 PM - 6:00 PM	210	97	3	0	2	5	365	682
6:00 PM - 7:00 PM	187	102	13	0	0	1	276	579
<b>Total</b>	<b>2139</b>	<b>1038</b>	<b>119</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>2876</b>	<b>6245</b>
<b>Percent by Mode</b>	<b>34.3 %</b>	<b>16.6 %</b>	<b>1.9 %</b>	<b>0.0 %</b>	<b>0.2 %</b>	<b>1.0 %</b>	<b>46.0 %</b>	<b>100.0 %</b>

**WEST**  
**(12.1%)**

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	58	30	3	0	1	2	299	393
8:00 AM - 9:00 AM	338	61	4	7	0	2	319	731
9:00 AM - 10:00 AM	435	83	0	28	1	5	244	796
10:00 AM - 11:00 AM	1075	143	5	119	0	14	360	1716
11:00 AM - 12:00 PM	1234	145	3	101	0	9	348	1840
12:00 PM - 1:00 PM	1710	198	15	147	1	10	457	2538
1:00 PM - 2:00 PM	1681	228	9	185	0	15	412	2530
2:00 PM - 3:00 PM	1291	219	3	137	0	23	370	2043
3:00 PM - 4:00 PM	1253	189	4	206	0	5	196	1853
4:00 PM - 5:00 PM	1256	200	9	113	1	12	317	1908
5:00 PM - 6:00 PM	997	189	4	68	0	5	459	1722
6:00 PM - 7:00 PM	650	242	11	30	1	8	349	1291
<b>Total</b>	<b>11978</b>	<b>1927</b>	<b>70</b>	<b>1141</b>	<b>5</b>	<b>110</b>	<b>4130</b>	<b>19361</b>
<b>Percent by Mode</b>	<b>61.9 %</b>	<b>10.0 %</b>	<b>0.4 %</b>	<b>5.9 %</b>	<b>0.0 %</b>	<b>0.6 %</b>	<b>21.3 %</b>	<b>100.0 %</b>

**NORTH**  
**(37.5%)**

Time Period	Pedestrian	Bicycle	Transit	ASU Tram	Drop-Off	Motorcycle	Auto	Total
7:00 AM - 8:00 AM	140	99	23	0	1	11	672	946
8:00 AM - 9:00 AM	479	200	22	7	3	12	894	1617
9:00 AM - 10:00 AM	744	391	9	28	4	21	1137	2334
10:00 AM - 11:00 AM	1525	599	16	119	8	40	1485	3792
11:00 AM - 12:00 PM	1920	739	19	101	3	48	1799	4629
12:00 PM - 1:00 PM	2629	928	39	147	5	65	2187	6000
1:00 PM - 2:00 PM	2403	933	34	185	0	45	2149	5749
2:00 PM - 3:00 PM	2010	871	31	137	3	59	1979	5090
3:00 PM - 4:00 PM	1997	966	38	206	2	46	2230	5485
4:00 PM - 5:00 PM	2015	1022	37	113	4	50	2433	5674
5:00 PM - 6:00 PM	1877	1000	19	68	2	49	3297	6312
6:00 PM - 7:00 PM	1207	855	37	30	2	35	1871	4037
<b>Total</b>	<b>18946</b>	<b>8603</b>	<b>324</b>	<b>1141</b>	<b>37</b>	<b>481</b>	<b>22132</b>	<b>51664</b>
<b>Percent by Mode</b>	<b>36.7 %</b>	<b>16.7 %</b>	<b>0.6 %</b>	<b>2.2 %</b>	<b>0.1 %</b>	<b>0.9 %</b>	<b>42.8 %</b>	<b>100.0 %</b>

**TOTAL  
CORDON**

*(100.0%)*

*SOME TOTALS MAY NOT ADD TO 100.0% DUE TO ROUNDING.*