



Memorandum

To: Jane Marshall, Forest City Ratner Companies
From: Daniel Schack, AICP, PTP
Date: June 7, 2013
Re: Barclays Center TDM Effectiveness in Meeting Mode Split Objectives
Project No: 12-01-3540

INTRODUCTION

At the request of Forest City Ratner Companies (FCRC), Sam Schwartz Engineering (SSE) has performed an evaluation of the effectiveness of the Barclays Center transportation demand management (TDM) plan at meeting specific objectives described in the Atlantic Yards Arena and Redevelopment Project Final Environmental Impact Statement (FEIS). The overall goals of the TDM plan are to minimize the number of vehicles that travel to the arena and to minimize the impact on the surrounding area from the patrons who insist on driving, regardless of the available alternatives.

These TDM plan goals are based on specific objectives to reduce the number of peak hour personal vehicle trips associated with arena operations. One specific objective of the TDM strategy was to reduce auto mode (i.e., personal vehicle) share projected in the FEIS Build 2010 Condition for Nets game attendees by 20% to achieve an average auto share¹ of 28.3% or less for weekday evening games and 32.0% or less for Saturday afternoon games. A second objective of the TDM plan was to reduce the volume of pre-game peak hour auto trips within ½ mile of the arena by 30% from the amounts projected in the FEIS.² For a weekday evening Nets game, this would correspond to a reduction from 1,979 to 1,395 pre-game peak hour auto trips and from 2,314 to 1,638 post-game peak hour auto trips. For a Saturday afternoon Nets game, this would correspond to a reduction from 1,944 to 1,367 pre-game peak hour auto trips and from 2,203 to 1,550 post-game peak hour auto trips.

To achieve the objectives specified above, a TDM plan (described in the “Proposed Transportation Demand Management Plan for Barclays Center,” prepared by SSE on August 15, 2012) has been in place for arena events since the venue opened on September 28, 2012. The TDM program includes a focus on marketing the robust transit service at the arena and strongly communicating the message that there is limited parking in the area. In addition, a host of other measures were implemented to minimize the number of vehicles traveling to the arena. In order to evaluate the program’s effectiveness, travel data for arena events was collected for comparison with FEIS project goals. The methodology and findings for the data collection and evaluation process are described in the following section.

¹ Indicates the average between the arrival and departure auto shares.

² Atlantic Yards FEIS, Page 19-35.

EVALUATION OF TDM EFFECTIVENESS

To assess fan travel patterns and establish typical mode splits for arena events, a series of travel surveys of arena patrons was conducted in early 2013 at a variety of arena events. These surveys collected data on patron origin, destination, travel mode, vehicle occupancy, parking location, and pre- and post-event activities. The results have been compared to the Atlantic Yards FEIS goals for auto mode share to assess the adequacy of the TDM program.

Methodology

The surveys were designed by SSE and Clarion Research, a professional market research firm, and implemented by Clarion Research. Surveys were conducted at thirteen arena events, from January to March 2013, that were selected to examine a variety of typical arena events. Eight of the surveyed events were Nets games (five weekday evening games and three weekend evening games). It should be noted that the FEIS auto share goals were specifically tied to weekday evening and Saturday afternoon Nets games; however, no Saturday afternoon Nets games were scheduled in 2013 so three weekend evening games were surveyed. The specific Nets games surveyed are listed below:

- I. Five weekday evening Nets games
 - a. Tuesday, January 15: Nets vs. Raptors
 - b. Wednesday, January 30: Nets vs. Heat
 - c. Tuesday, February 5: Nets vs. Lakers
 - d. Wednesday, February 13: Nets vs. Nuggets
 - e. Tuesday, February 19: Nets vs. Bucks
- II. Three weekend evening Nets games
 - a. Saturday, January 5: Nets vs. Kings
 - b. Sunday, January 13: Nets vs. Pacers
 - c. Sunday, February 24: Nets vs. Grizzlies

At surveyed events, patrons inside the arena were asked (via oral interviews using surveys programmed onto tablets) about their travel patterns to and from the venue; this included questions about travel mode, trip origin/destination, vehicle occupancy rates, parking locations, and other metrics. A staff of 11 to 17 interviewers and supervisors covered each event and conducted surveys from 30 to 60 minutes before event began to approximately two hours after each event began. Interviewers were dispersed across arena levels to obtain a representative sample of each arena seating area.

At least 600 attendees, age 16 and over, were interviewed at each event to provide a robust, statistically significant sample that reflects as accurate a picture as possible of the travel patterns of the entire audience. This sample size provides a margin of error that is +/-4% per event. Survey results were then weighted to account for the actual distribution of attendees by broad seating sections based on ticket scan data and to account for children attending events, who were not eligible for the survey.

Survey findings for Nets games are included in the following section; findings for other events surveyed are included in **Appendix A**.

Findings – Nets Games

For weekday evening Nets games, the majority of patrons travel via transit with an average (between arrival and departure) transit share of 57.7%; the average auto share is 25.7%; the average walk share is 7.8%; the average taxi share is 5.4%; and the remaining patrons travel via other modes. For weekend evening Nets games, the average transit share is 49.8%; the average auto share is 31.9%; the average walk share is 9.6%; the average taxi share is 5.7%; and the remaining patrons travel via other modes. Specific arrival and departure travel modes for average weekday and weekend Nets games are shown in **Table 1**.

Table 1: Nets Weekday and Weekend Average Travel Modes

TRAVEL MODE	Nets Weekday Average		Nets Weekend Average	
	Arrival	Departure	Arrival	Departure
Transit	59.6%	55.9%	49.8%	49.7%
<i>Subway</i>	52.5%	47.5%	39.3%	40.0%
<i>LIRR</i>	6.0%	7.2%	8.8%	8.6%
<i>City Bus</i>	1.1%	1.2%	1.7%	1.2%
Charter Bus/School Bus	2.5%	2.3%	2.2%	2.2%
Barclays Center Shuttle	0.1%	0.0%	0.1%	0.0%
Auto	25.1%	26.3%	31.9%	31.9%
Taxi (Yellow Cab + Car Service)	5.1%	5.8%	6.4%	5.0%
Rented Limo/Luxury Vehicle	0.6%	0.7%	0.2%	0.3%
Walk	6.9%	8.8%	8.9%	10.3%
Bicycle	0.1%	0.1%	0.2%	0.3%
Other	0.1%	0.1%	0.2%	0.3%

Note: Totals may not equal 100% due to rounding.

VEHICLE OCCUPANCY	Arrival	Departure	Arrival	Departure
Auto	2.75	2.74	3.22	3.22
Taxi (Yellow Cab + Car Service)	2.41	2.50	2.82	2.66
Rented Limo/Luxury Vehicle	4.72	4.89	3.68	4.81

The surveys also questioned patrons about their geographic origins and destinations, and their pre- and post-game activities. For weekday Nets games, the largest share of fans originated in Manhattan (36.4%) before the games and remained in Brooklyn (36.9%) after the games. For weekend Nets games, the largest share of fans originated in Brooklyn (34.5%) before the games and remained in Brooklyn (34.5%) after the games. Additionally, for weekday Nets games, 5.4% of fans visited a nearby location (e.g., restaurant, bar, etc.) before the games and 11.9% visited one after the games. For weekend Nets games, 8.8% of fans visited a nearby business before the game and 14.6% visited a nearby location after the games. Details on pre- and post-game locations and activities are shown in **Table 2**.

Table 2: Nets Weekday and Weekend Average Origin/Destination and Pre-/Post-Game Locations

TRIP ORIGIN & DESTINATION	Nets Weekday Average		Nets Weekend Average	
	Origin	Destination	Origin	Destination
Brooklyn	31.6%	36.9%	34.5%	34.5%
Manhattan	36.4%	24.3%	21.7%	20.5%
Queens	6.2%	7.4%	7.5%	7.1%
Bronx	2.7%	2.4%	3.0%	3.4%
Staten Island	1.6%	1.9%	3.1%	3.3%
Nassau	5.5%	6.8%	7.8%	8.0%
Suffolk	2.8%	3.2%	4.8%	4.5%
Rockland	0.4%	0.6%	0.7%	0.7%
Westchester	1.9%	2.5%	2.9%	3.1%
Connecticut	1.8%	1.8%	2.0%	2.1%
New Jersey	8.3%	9.8%	9.6%	9.6%
Other	1.0%	2.5%	2.6%	3.2%

Note: Totals may not equal 100% due to rounding.

PRE- & POST-GAME LOCATION	Pre-Game	Post-Game	Pre-Game	Post-Game
Home/Dorm	47.5%	77.0%	76.9%	75.5%
Work/School	39.9%	2.7%	4.0%	1.0%
Somewhere Else (beyond 1/2 mile)	7.2%	8.4%	10.3%	8.9%
Nearby Location (within 1/2 mile)	5.4%	11.9%	8.8%	14.6%
<i>Nearby Restaurant</i>	2.2%	2.7%	3.9%	4.4%
<i>Nearby Bar</i>	2.2%	8.5%	2.7%	8.8%
<i>Nearby Shopping</i>	0.6%	0.4%	0.8%	0.4%
<i>Other Nearby Location</i>	0.4%	0.4%	1.5%	1.0%

Note: Totals may not equal 100% due to rounding.

Comparison with FEIS Goals

The specific goal of the TDM program described in the FEIS was to reduce the auto mode share projected for the FEIS Build 2010 Condition by 20% to achieve an average (between arrival and departure) auto share of 28.3% for weekday evening Nets games and 32.0% for Saturday afternoon Nets games. The remote parking facilities were expected to further reduce the volume of vehicles within ½ mile of the arena by diverting an additional 250 autos, resulting in the equivalent of a 30% reduction in peak hour autos within ½ mile of the arena.

For weekday evening Nets games, the actual average auto share is 25.7%, compared to the FEIS goal of 28.3%. The specific goals of the FEIS for auto volume would correspond to 1,395 pre-game peak hour auto trips and 1,638 post-game peak hour auto trips within ½ mile of the arena. The patron travel surveys found that there are actually 782 pre-game peak hour auto trips (approximately 44% fewer auto trips than the FEIS goal) and 1,264 post-game peak hour trips (approximately 23% fewer auto trips than the FEIS goal) within ½ mile of the arena. An auto trip volume comparison is shown in **Table 3**.

Table 3: Weekday Evening Nets Game Peak Hour Auto Trip Comparison

	FEIS Build 2010 Condition ^A		FEIS Mitigated 2010 Condition ^B		2013 Patron Survey ^C	
	In	Out	In	Out	In	Out
Average Attendance	18,000		18,000		15,444	
Auto Share	34.8%	35.9%	27.8%	28.7%	25.1%	26.3%
Auto Occupancy	2.35	2.35	2.35	2.35	2.75	2.74
Total Auto Trips	2,666	2,750	2,132	2,200	1,409	1,483
Peak Hour Percentage	75.0%	85.0%	75.0%	85.0%	55.7%	85.5%
Peak Hour Auto Trips	1,979	2,314	1,583	1,851	785	1,268
Autos Diverted to Remote Parking			188	213	3	4
Peak Hour Auto Trips within 1/2 Mile of Arena	1,979	2,314	1,395	1,638	782	1,264

A. Atlantic Yards FEIS, Tables 12-10 and 12-14.

B. Calculated by SSE per assumptions in Atlantic Yards FEIS, Table 12-10 and Page 19-35.

C. The maximum capacity for Nets games is ~17,700; actual attendance is lower, with a typical “no show” rate of 10% even for sold out games. Attendance shown represents the average of the five weekday games surveyed. Values shown are rounded.

For weekend evening Nets games, the actual average auto share is 31.9%, compared to the FEIS goal of 32.0%. The specific goals of the FEIS for auto volume would correspond to 1,367 pre-game peak hour auto trips and 1,550 post-game peak hour auto trips within ½ mile of the arena. The patron travel surveys found that there are actually 789 pre-game peak hour auto trips (approximately 42% fewer auto trips than the FEIS goal) and 1,222 post-game peak hour trips (approximately 21% fewer auto trips than the FEIS goal) within ½ of the arena. An auto trip volume comparison is shown in **Table 4**.

Table 4: Weekend Nets Game Peak Hour Auto Trip Comparison

	FEIS Build 2010 Condition ^A		FEIS Mitigated 2010 Condition ^B		2013 Patron Survey ^C	
	In	Out	In	Out	In	Out
Average Attendance	18,000		18,000		14,836	
Auto Share	40.0%	40.0%	32.0%	32.0%	31.9%	31.9%
Auto Occupancy	2.75	2.75	2.75	2.75	3.22	3.22
Total Auto Trips	2,618	2,618	2,095	2,095	1,470	1,470
Peak Hour Arrivals/Departures	75.0%	85.0%	75.0%	85.0%	54.3%	83.9%
Peak Hour Auto Trips	1,944	2,203	1,555	1,763	798	1,232
Autos Diverted to Remote Parking			188	213	9	10
Peak Hour Auto Trips within 1/2 Mile	1,944	2,203	1,367	1,550	789	1,222

A. Atlantic Yards FEIS, Tables 12-10 and 12-14.

B. Calculated by SSE per assumptions in Atlantic Yards FEIS, Table 12-10 and Page 19-35.

C. The maximum capacity for Nets games is ~17,700; actual attendance is lower, with a typical “no show” rate of 10% even for sold out games. Attendance shown represents the average of the five weekday games surveyed. Values shown are rounded.

Conclusions

The overall goal of the TDM program described in the FEIS was to reduce peak hour auto traffic within ½ mile of the arena projected in the FEIS 2010 Build Condition by approximately 30%, by reducing the overall auto mode share and diverting 250 total autos to remote parking. The volume of peak hour autos generated by the arena were found to meet these goals, with approximately 40% fewer autos in the pre-game peak hour and approximately 20% fewer in the post-game peak hour than projected in the FEIS 2010 Mitigated Condition.

Although surveys found that remote parking facilities are minimally used, the combination of lower than projected auto mode share, lower overall attendance than assumed in the FEIS (which conservatively assumed an attendance of 18,000), higher vehicle occupancy, and lower peak hour percentages results in surpassing the auto trip reduction goals described in the FEIS.

APPENDIX A – OTHER EVENTS

A variety of other, non-Nets events were also surveyed at the arena, including two weekday evening concerts, two weekend evening concerts, and three weekend family shows. The specific events surveyed are listed below:

- I. Two weekday evening concerts
 - a. Wednesday, February 6: Mumford & Sons concert
 - b. Monday, March 4: Swedish House Mafia concert
- II. Two weekend evening concerts
 - a. Saturday, February 16: Mark Anthony concert
 - b. Saturday, March 2: Swedish House Mafia concert
- III. One weekend family event day (three performances)
 - a. Saturday, January 26: Disney on Ice (11 AM, 3 PM, 7 PM shows)

The travel patterns were found to vary depending on the type of event, with the majority of patrons traveling via transit for the Mumford & Sons and Swedish House Mafia concerts, while a majority of patrons traveled via auto for the Marc Anthony concert and Disney on Ice shows. Event attendance, which is another factor in auto trip volumes, also varied. Specific travel modes, patron origin and destination, pre- and post-event locations, vehicle occupancy, and peak hour auto trip calculations for weekday concerts, weekend concerts, and the weekend Disney on Ice shows are shown in **Tables A1** through **Table A5**.

Table A1: Patron Travel Survey Results for Weekday Concerts

	Mumford & Sons Concert		Swedish House Mafia	
Date	Wednesday, 2/6/2013		Monday, 3/4/2013	
Scheduled Start	8:00 PM		8:00 PM	
TRAVEL MODE	Arrival	Departure	Arrival	Departure
Transit	69.2%	63.8%	56.9%	55.7%
<i>Subway</i>	60.2%	53.7%	48.8%	47.7%
<i>LIRR</i>	9.0%	10.0%	8.1%	8.1%
<i>City Bus</i>	0.0%	0.1%	0.0%	0.0%
Charter Bus/School Bus	0.0%	0.0%	0.7%	0.5%
Barclays Center Shuttle	0.0%	0.0%	0.1%	0.1%
Auto	18.0%	19.0%	28.2%	28.2%
Yellow Cab + Car Service	7.0%	10.4%	10.7%	11.7%
Rented Limo/Luxury Vehicle	1.0%	0.7%	1.1%	1.7%
Walk	4.7%	5.9%	2.2%	2.0%
Bicycle	0.1%	0.2%	0.1%	0.1%
Other	0.0%	0.0%	0.0%	0.0%

Note: Totals may not equal 100% due to rounding.

VEHICLE OCCUPANCY	Arrival	Departure	Arrival	Departure
Auto	2.49	2.59	3.34	3.40
Yellow Cab + Car Service	2.67	2.85	3.50	3.28
Rented Limo/Luxury Vehicle	8.05	9.21	9.93	7.97

TRIP ORIGIN & DESTINATION	Origin	Destination	Origin	Destination
Brooklyn	14.0%	15.7%	15.1%	15.6%
Manhattan	44.7%	34.3%	33.9%	30.5%
Queens	5.5%	7.1%	8.6%	10.1%
Bronx	2.0%	1.7%	1.9%	1.8%
Staten Island	1.0%	1.4%	3.4%	3.5%
Nassau	6.7%	8.0%	7.1%	8.1%
Suffolk	4.6%	5.4%	4.0%	3.5%
Rockland	1.0%	1.0%	0.3%	0.3%
Westchester	4.1%	4.5%	2.9%	2.8%
Connecticut	4.6%	5.3%	3.4%	2.8%
New Jersey	9.3%	11.6%	16.2%	17.2%
Other	2.5%	4.0%	3.2%	3.8%

Note: Totals may not equal 100% due to rounding.

PRE- & POST-EVENT LOCATION	Pre-Event	Post-Event	Pre-Event	Post-Event
Home/Dorm	40.4%	80.1%	55.3%	68.7%
Work/School	28.1%	0.8%	25.0%	1.5%
Somewhere Else (beyond 1/2 mile)	12.0%	9.2%	13.5%	17.3%
Nearby Location (within 1/2 mile)	19.5%	9.9%	6.2%	12.4%
<i>Nearby Restaurant</i>	11.4%	1.6%	3.2%	1.8%
<i>Nearby Bar</i>	7.0%	8.2%	2.6%	9.6%
<i>Nearby Shopping</i>	0.1%	0.0%	0.4%	0.3%
<i>Other Nearby Location</i>	1.0%	0.1%	0.0%	0.7%

Note: Totals may not equal 100% due to rounding.

Table A2: Patron Travel Survey Results for Weekend Concerts

	Marc Anthony		Swedish House Mafia	
Date	Saturday, 2/16/2013		Saturday, 3/2/2013	
Scheduled Start	8:00 PM		8:00 PM	
TRAVEL MODE	Arrival	Departure	Arrival	Departure
Transit	35.1%	33.4%	55.2%	52.8%
<i>Subway</i>	26.6%	25.9%	43.7%	43.4%
<i>LIRR</i>	8.1%	6.1%	11.2%	9.3%
<i>City Bus</i>	0.4%	1.4%	0.4%	0.1%
Charter Bus/School Bus	0.0%	0.0%	0.6%	0.2%
Barclays Center Shuttle	0.1%	0.0%	0.0%	0.0%
Auto	50.6%	50.9%	23.9%	24.2%
Yellow Cab + Car Service	10.9%	12.0%	16.2%	17.9%
Rented Limo/Luxury Vehicle	1.4%	1.3%	2.1%	2.4%
Walk	2.0%	2.2%	2.0%	2.5%
Bicycle	0.0%	0.2%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	0.0%

Note: Totals may not equal 100% due to rounding.

VEHICLE OCCUPANCY	Arrival	Departure	Arrival	Departure
Auto	2.93	2.93	3.40	3.34
Yellow Cab + Car Service	3.99	3.77	3.59	4.01
Rented Limo/Luxury Vehicle	3.87	3.62	10.30	9.39

TRIP ORIGIN & DESTINATION	Origin	Destination	Origin	Destination
Brooklyn	22.0%	21.3%	15.8%	15.5%
Manhattan	15.7%	18.3%	34.5%	42.1%
Queens	15.2%	16.1%	6.1%	4.2%
Bronx	12.0%	12.2%	2.0%	1.1%
Staten Island	3.8%	3.4%	3.0%	2.3%
Nassau	4.7%	4.1%	10.3%	7.4%
Suffolk	3.8%	3.1%	5.1%	5.0%
Rockland	0.5%	0.4%	0.6%	0.7%
Westchester	3.4%	2.9%	2.9%	2.5%
Connecticut	1.7%	1.8%	1.2%	1.7%
New Jersey	15.5%	13.6%	15.4%	13.5%
Other	1.6%	2.9%	3.0%	4.0%

Note: Totals may not equal 100% due to rounding.

PRE- & POST-EVENT LOCATION	Pre-Event	Post-Event	Pre-Event	Post-Event
Home/Dorm	75.4%	54.7%	70.9%	45.5%
Work/School	5.8%	0.2%	3.2%	0.3%
Somewhere Else (beyond 1/2 mile)	10.6%	19.9%	18.0%	32.5%
Nearby Location (within 1/2 mile)	8.2%	25.2%	7.9%	21.6%
<i>Nearby Restaurant</i>	7.0%	7.4%	3.4%	2.2%
<i>Nearby Bar</i>	0.3%	17.0%	2.8%	18.0%
<i>Nearby Shopping</i>	0.5%	0.0%	0.4%	0.3%
<i>Other Nearby Location</i>	0.4%	0.8%	1.2%	1.1%

Note: Totals may not equal 100% due to rounding.

Table A3: Patron Travel Survey Results for Weekend Disney on Ice Shows

		Disney on Ice	
Date		Saturday, 1/26/2013	
Scheduled Start		11:00 AM; 3:00 PM; 7:00 PM	
TRAVEL MODE		Arrival	Departure
Transit		37.9%	40.2%
<i>Subway</i>		30.9%	31.7%
<i>LIRR</i>		4.2%	4.7%
<i>City Bus</i>		2.8%	3.9%
Charter Bus/School Bus		0.2%	0.2%
Barclays Center Shuttle		0.0%	0.0%
Auto		51.2%	50.7%
Yellow Cab + Car Service		6.6%	5.6%
Rented Limo/Luxury Vehicle		0.7%	0.7%
Walk		2.9%	2.4%
Bicycle		0.0%	0.0%
Other		0.4%	0.2%

Note: Totals may not equal 100% due to rounding.

VEHICLE OCCUPANCY	Arrival	Departure
Auto	4.15	4.20
Yellow Cab + Car Service	3.59	3.59
Rented Limo/Luxury Vehicle	14.35	14.35

TRIP ORIGIN & DESTINATION	Origin	Destination
Brooklyn	46.6%	46.4%
Manhattan	10.6%	9.8%
Queens	15.1%	15.7%
Bronx	6.1%	6.2%
Staten Island	3.3%	3.4%
Nassau	4.3%	4.3%
Suffolk	2.0%	2.0%
Rockland	0.3%	0.3%
Westchester	3.1%	2.8%
Connecticut	0.8%	0.6%
New Jersey	7.4%	7.3%
Other	0.4%	1.0%

Note: Totals may not equal 100% due to rounding.

PRE- & POST-EVENT LOCATION	Pre-Event	Post-Event
Home/Dorm	88.0%	65.4%
Work/School	3.5%	1.6%
Somewhere Else (beyond 1/2 mile)	5.3%	5.9%
Nearby Location (within 1/2 mile)	3.2%	27.2%
<i>Nearby Restaurant</i>	2.0%	19.1%
<i>Nearby Bar</i>	0.0%	0.2%
<i>Nearby Shopping</i>	0.6%	7.2%
<i>Other Nearby Location</i>	0.6%	0.6%

Note: Totals may not equal 100% due to rounding.

Table A4: Peak Hour Auto Trips for Other Weekday Events

	Mumford & Sons Concert		Swedish House Mafia	
Date	Wednesday, 2/6/2013		Monday, 3/4/2013	
Scheduled Start	8:00 PM		8:00 PM	
	In	Out	In	Out
Attendance	15,761		14,929	
Auto Share	18.0%	19.0%	28.2%	28.2%
Auto Occupancy	2.49	2.59	3.34	3.40
Total Auto Trips	1,138	1,156	1,259	1,237
Peak Hour Arrivals/Departures	49.1%	87.5%	59.6%	86.0%
Peak Hour Auto Trips	559	1,012	750	1,064
Autos Diverted to Remote Parking	0	0	4	5
Peak Hour Auto Trips within 1/2 Mile	559	1,012	746	1,059

Note: Values shown are rounded.

Table A5: Peak Hour Auto Trips for Other Weekend Events

	Marc Anthony		Swedish House Mafia		Disney on Ice	
Date	Saturday, 2/16/2013		Saturday, 3/2/2013		Saturday, 1/26/2013	
Scheduled Start	8:00 PM		8:00 PM		11:00 AM, 3:00 PM, 7:00 PM	
	In	Out	In	Out	In	Out
Attendance	14,064		15,354		5,399 (average)	
Auto Share	50.6%	50.9%	23.9%	24.2%	51.2%	50.7%
Auto Occupancy	2.93	2.93	3.40	3.34	4.15	4.20
Total Auto Trips	2,430	2,442	1,081	1,112	666	651
Peak Hour Arrivals/Departures	51.3%	79.8%	71.9%	85.2%	66.4%	78.8%
Peak Hour Auto Trips	1,247	1,948	777	947	442	513
Autos Diverted to Remote Parking	17	18	12	14	0	0
Peak Hour Auto Trips within 1/2 Mile	1,229	1,930	765	932	442	513

Note: Values shown are rounded.