



Technical Memorandum

To: Dominik Jenson, Schafer Richardson
From: Jonah Finkelstein, PE
Max Moreland, PE, PTOE
Date: June 26, 2020
Re: Traffic Assessment – Mound Apartments

Purpose of Report and Study Objectives

A new 102-unit apartment is proposed at the northeast corner of Hennepin County State Aid Highway (CSAH) 15 and Commerce Boulevard in Mound, Minnesota. This development will replace an existing commercial strip mall.

This technical memorandum presents a high-level traffic and parking analysis of the proposed development. The primary purpose is to determine the amount of traffic to be generated by this development compared to the existing development and how that impacts surrounding intersections. The peak period parking demand for the development will also be forecast and compared to the proposed parking supply.

A site plan dated June 11, 2020 is attached for reference.

Conclusions

Using standard trip generation data for the proposed 102-unit multi-family housing development and comparing to the existing trips at the site, the expected weekday changes in traffic volumes are:

- A decrease in total daily trips by 126 trips.
- An increase in total a.m. peak hour trips by 18 trips.
- A decrease in total p.m. peak hour trips by 18 trips.

No significant operational impacts are anticipated for the surrounding roadways and intersections due to trips from this proposed redevelopment.

If the building was to remain retail land use and was redeveloped to new tenants, an increase of roughly 1,000 daily trips, 5 a.m. peak hour trips, and 108 p.m. peak hour trips would be expected.

The site is proposing to include 238 total parking stalls; 203 for the residential development and 35 for the existing bank. It is anticipated that the peak period parking demand for the development will be 177 parking stalls. This suggests the proposed parking supply for the site will be sufficient. Some or all of the western parking area may need to be used for shared parking between the bank and apartment to accommodate parking demands on site.

It is recommended bicycle parking be provided on site for residents and visitors. Additionally, the drive aisle widths will need to be checked within the parking area near the newly proposed ADA spaces.



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Site Characteristics

The redevelopment site is located on the north side of CSAH 15 east of Commerce Boulevard. The existing strip mall will be removed as part of this project and redeveloped into a three-story, 102-unit apartment building. There is an existing Wells Fargo Bank that will remain in the parking area for this site.

There are currently eight access points to the development:

- Two right-in/right-out accesses on CSAH 15
- One right-in/right-out access on Commerce Boulevard
- One enter only access for the bank drive-thru on Commerce Boulevard
- Three full accesses on Church Road
- One full access on Fern Lane

As part of this development, three accesses are proposed to be removed. This will leave:

- One right-in/right-out access on CSAH 15
- One right-in/right-out access on Commerce Boulevard
- One enter only access for the bank drive-thru on Commerce Boulevard
- Two full accesses on Church Road

There are 80 garage parking stalls proposed for the apartment with 188 surface parking stalls proposed. Of the surface parking stalls, 43 will be on the east side of the building exclusively for the apartment while the remaining 145 will be on the west side of the building. The spaces on the west side of the building will be available to both the apartment and bank. These parking spaces include 10 ADA accessible spaces in the surface parking on the west side of the building.

Trip Generation Forecasts

The traffic forecasts for the site are based on the data and methods published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. The *ITE Trip Generation Manual* is a compilation of traffic data for various land uses from existing developments throughout the United States. Additionally, locally collected trip generation data collected by Spack Solutions is also used for traffic forecasts. Table 1 presents the weekday trip generation with the bank and the proposed apartment.

Table 1 – Weekday Trip Generation

Source	Description (size)	Daily Trips		AM Peak Hour		PM Peak Hour	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
ITE 221	Multi-Family Mid-Rise Housing (102 Units)	277	277	10	27	27	18
ITE 912	Drive-in Bank (4 drive-in lanes)	250	250	22	14	53	55
ITE	Total Site Trips	527	527	32	41	80	73
Local	Apartments (102 Units)	224	224	5	27	29	15
Local	Drive-in Bank (4 drive-in lanes)	343	343	19	12	34	39
Local	Total Site Trips	567	567	24	39	63	54

As shown in Table 1, the trip generation based on ITE or local rates are relatively close. Based on best practices, the local rates are used in this analysis.

Existing Site Traffic

Counts were conducted at the existing eight site access points over a 48-hour period in February 2020. The counts from the two days were averaged to give typical volumes entering and exiting each site access. Daily, a.m. peak hour and p.m. peak hour volumes were determined at each access and for the entire site. Table 2 shows a summary of the averaged counts with the full count data attached.

Table 2 – Existing Site Trips

Period	Entering	Exiting
AM 8:00 – 9:00	29	16
PM 4:00 – 5:00	61	74
Daily	630	630

Changes in Site Traffic

Table 3 shows a comparison in the number of trips currently being generated by this site (from Table 2) and the number of trips forecast to be generated by this site (from Table 1).

Table 3 – Site Trips Comparison

Scenario	Daily Trips		AM Peak Hour		PM Peak Hour	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Existing	630	630	29	16	61	74
Forecasted	567	567	24	39	63	54
Difference	-63	-63	-5	23	2	-20

With the proposed site, the daily and p.m. peak hour site volume are forecast to be less than those generated by the existing site. The a.m. peak hour volumes are anticipated to be higher.

An additional review was completed comparing the trip generation of the proposed residential development to the trip generation of a fully utilized retail development. This comparison helps show if the proposed residential land use would generate more or less traffic than a redevelop retail development. It was assumed the existing retail development building’s square footage remained the same for the redeveloped retail building. Table 4, below, presents this comparison.

Table 4 – Retail v. Residential Land Use Comparison

Source	Description (size)	Daily Trips		AM Peak Hour		PM Peak Hour	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
Local	Apartments (102 Units)	224	224	5	27	29	15
Local	Drive-in Bank (4 drive-in lanes)	343	343	19	12	34	39
Total Site Trips		567	567	24	39	63	54
ITE	Shopping Center (39,800 SF)	751	751	23	14	73	79
Local	Drive-in Bank (4 drive-in lanes)	343	343	19	12	34	39
Total Site Trips		1,094	1,094	42	26	107	118
Retail – Residential		527	527	18	-13	44	64

As shown in Table 4, if the existing retail land use was redeveloped into a new retail development the daily trip generation would be roughly double of that projected by the residential development. Additionally, both a.m. and p.m. peak periods would see increases of trip generation with 5 additional a.m. trips and 108 additional p.m. trips. It is worth noting that ITE data was used for the retail portion of this analysis as the locally collected data focused more on larger shopping centers than smaller strip malls.

Intersection Impact Analysis

As mentioned, the overall number of trips to the site are anticipated to be lower with the redevelopment of the site. However, the impact of site trips on surrounding intersections is examined to confirm whether or not there may be significant impact in any specific areas. To do so, vehicles need to be distributed from the development throughout the roadway network. A trip distribution pattern for trips going to/from the proposed residential development was developed based on location and access to the surrounding region. That pattern is:

- 30% of the generated traffic to/from the east on CSAH 15
- 25% of the generated traffic to/from the south on Commerce Boulevard
- 15% of the generated traffic to/from the west on CSAH 15
- 30% of the generated traffic to/from the north on Commerce Boulevard

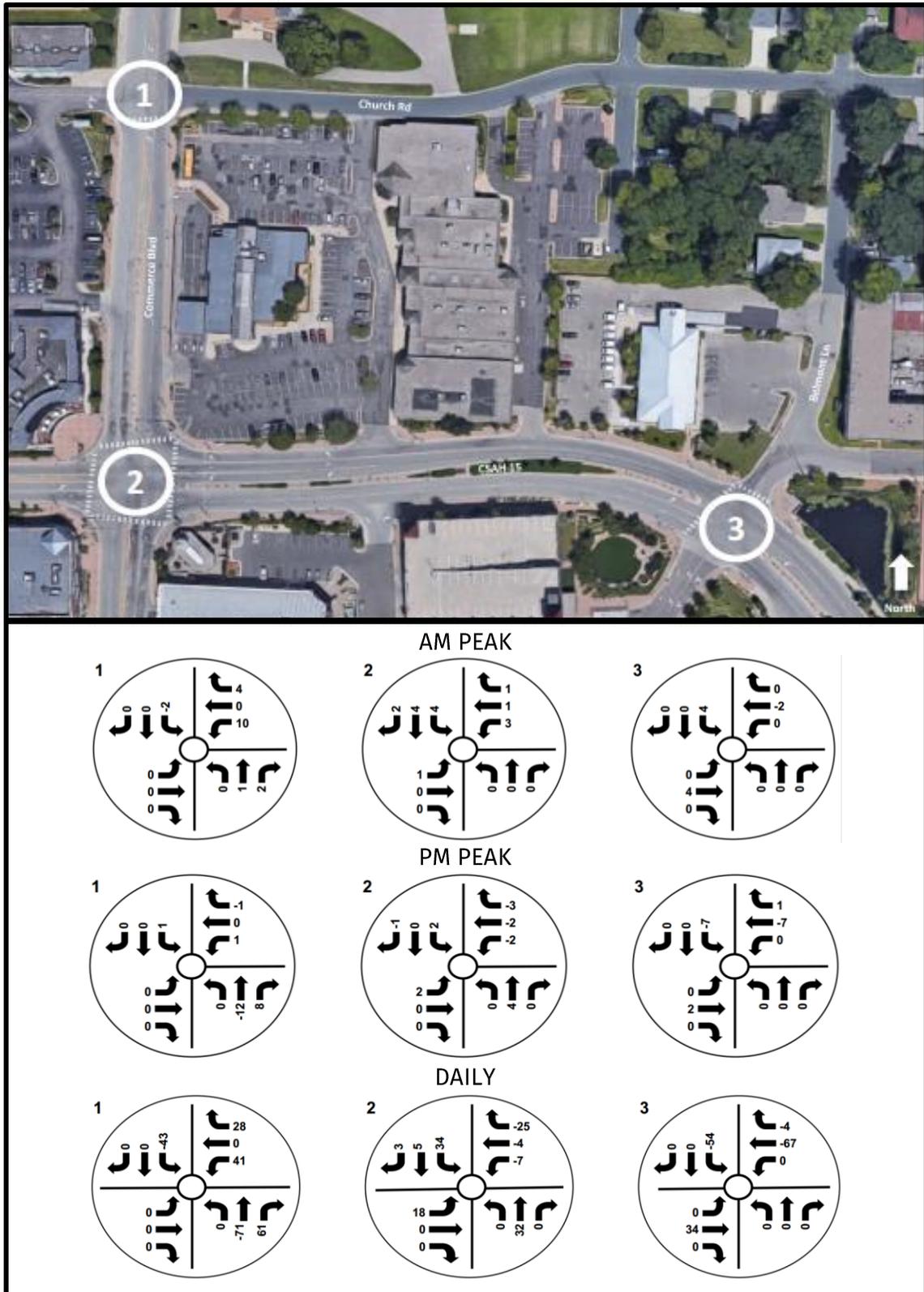
Using the trip generation and trip distribution, new trips for the residential development were routed through the following intersections:

- CSAH 15 & Commerce Boulevard
- CSAH 15 & Belmont Lane
- Commerce Boulevard & Church Road

The existing site traffic was directionally counted entering and exiting each site access. Those trips were then distributed through the public intersections. It is noted that approximately 30% of existing site trips leaving the site exit to the east on Church Road. While some of these trips are likely heading to the neighborhood east of the site, it is assumed a majority of these vehicles are destined to eastbound CSAH 15.

The forecast change in site trips at the surrounding intersections with the redevelopment of the site are shown in Figure 1.

Figure 1 – Net Change in Site Trips



As seen in Figure 1, the highest hourly volume increase for any intersection is ten vehicles, which occurs for the westbound left turning movement at Commerce Boulevard & Church Road during the a.m. peak hour. That equates to an increase of approximately one vehicle every six minutes for that movement. Based on these volumes, none of the surrounding intersections are anticipated to be significantly impacted by redevelopment site traffic.

Site Plan Review

The proposed concept site plan was reviewed from a transportation perspective to determine if the plan provides appropriate circulation and minimizes conflicts. The following are key transportation elements of the concept site plan. The site plan is attached.

- **Car Circulation:** Cars will be able to enter and exit this site at five different access points allowing for full circulation to and from the site. Based on the site plan, the drive aisle west of the newly proposed ADA parking stalls appears to be too narrow for two-way traffic in a parking lot with 90-degree parking spaces. This area is shown below. To make the drive aisle wide enough (approximately 24 feet), one of the parking rows on either side of the aisle will need to be removed, or the green space bump out will need to be cut back.



- **Truck Circulation:** A move-in area is designated on the northwest side of the proposed building. With multiple access points, trucks will be able to pull through the western side of the site without needing to back up other than getting into the loading area. Trash/recycling collection areas will need to be designated on site in an area accessible to garbage trucks with minimal impact to vehicle circulation.
- **Bicycle Stalls:** No bicycle parking is shown in the attached site plan. It is recommended secure bicycle parking areas be provided for residents and visitors. This includes long-term bicycle parking within the building for residents and short-term outdoor bicycle parking for visitors.
- **Parking Layout:** Parking aisles are laid out in a way that pedestrians do not need to walk through parked cars to get to/from the building.
- **Walking Paths:** Connections are made from this site to the surrounding sidewalks along CSAH 15 and Commerce Boulevard.
- **ADA Parking:** Four ADA parking spaces are proposed near the front entry of the apartment building. Six ADA spaces are shown elsewhere in the parking area with two

near the front of the bank and four more towards the middle of the parking area. Those four spaces near the middle of the parking area currently serve the commercial building that will be replaced by the apartment. With additional ADA spaces planned for the apartment, the need and location of those ADA spaces could be reconsidered.

Parking Generation

The Institute of Transportation Engineers (ITE) has put together a document, *ITE Parking Generation, 5th Edition*, that compiled parking demand data from different land uses. Using that data, weekday peak period parking demands were calculated for each land use of this redevelopment. Those peak period parking demands are summarized in Table 5 along with the proposed parking supply. The site is proposed to include 238 total parking stalls with 203 flagged on the attached site plan for apartment use. The developer also has 28 additional stalls worth of space set aside on the northeast corner in proof of parking as shown in the site plan.

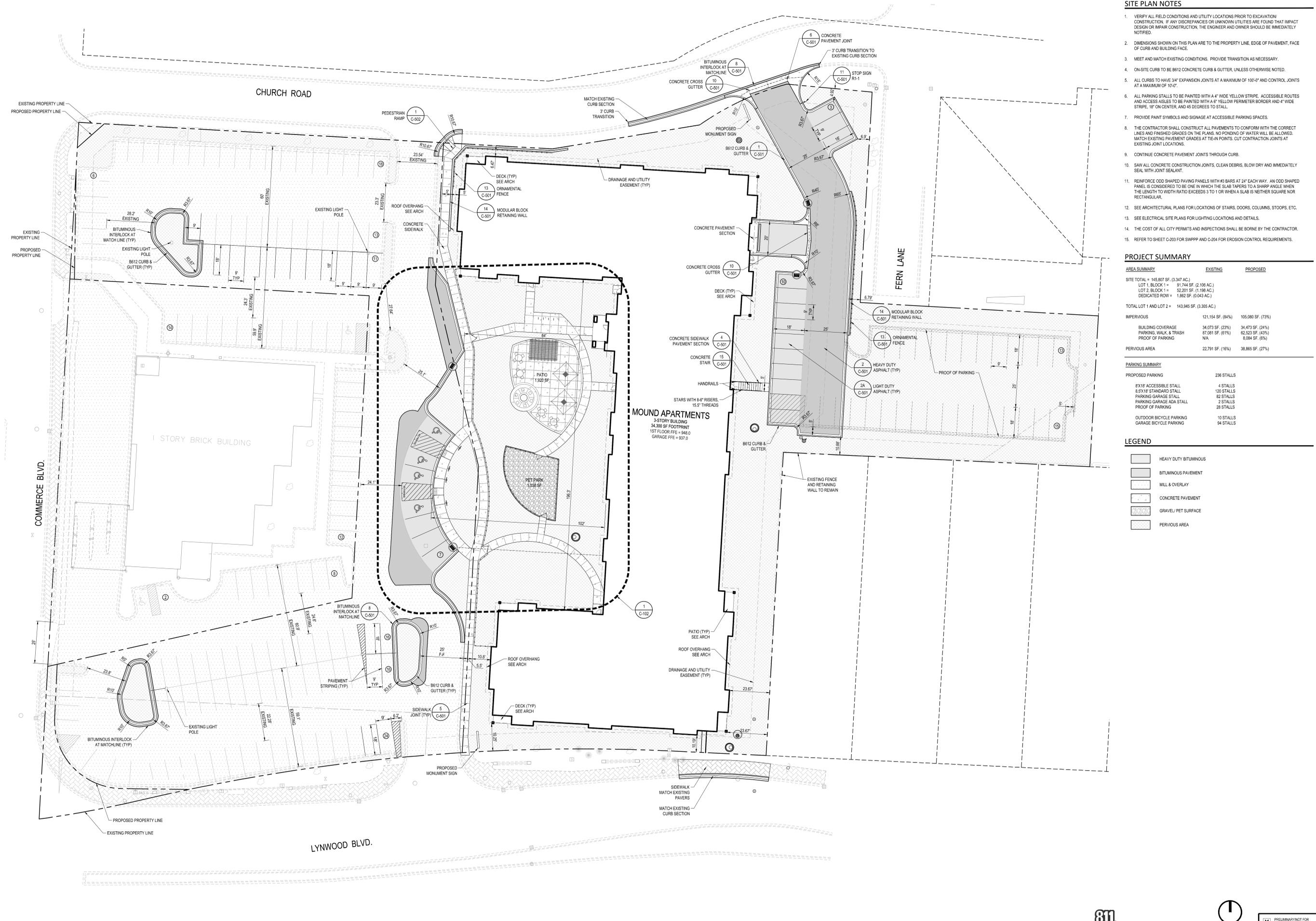
Table 5 – Peak Period Parking Demands

Land Use	Weekday Peak Period Parking Demand	Proposed Parking Supply
Multi-Family Mid-Rise Housing 102 Units (ITE 221)	134	203
Drive-in Bank 12,000 square feet (ITE 912)	45	35
Total Site	179	238

As shown in Table 5, the peak period parking demand for the entire site is forecast to be well within the proposed parking supply for the site without the inclusion of the proof of parking spaces. This suggests the proposed parking supply for the site will be sufficient. The bank portion of the site may have a higher parking demand than 35 spaces, but with the excess apartment parking spaces, some or all of the western parking area can be used for shared parking between the two land uses to accommodate the total site parking demands.

Attachments

- Concept Site Plan
- Existing Count Data



SITE PLAN NOTES

- VERIFY ALL FIELD CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/ CONSTRUCTION. IF ANY DISCREPANCIES OR UNKNOWN UTILITIES ARE FOUND THAT IMPACT DESIGN OR IMPAIR CONSTRUCTION, THE ENGINEER AND OWNER SHOULD BE IMMEDIATELY NOTIFIED.
- DIMENSIONS SHOWN ON THIS PLAN ARE TO THE PROPERTY LINE, EDGE OF PAVEMENT, FACE OF CURB AND BUILDING FACE.
- MEET AND MATCH EXISTING CONDITIONS. PROVIDE TRANSITION AS NECESSARY.
- ON-SITE CURB TO BE B612 CONCRETE CURB & GUTTER, UNLESS OTHERWISE NOTED.
- ALL CURBS TO HAVE 3/4" EXPANSION JOINTS AT A MAXIMUM OF 100'-0" AND CONTROL JOINTS AT A MAXIMUM OF 10'-0".
- ALL PARKING STALLS TO BE PAINTED WITH A 4" WIDE YELLOW STRIPE. ACCESSIBLE ROUTES AND ACCESS AISLES TO BE PAINTED WITH A 6" YELLOW PERIMETER BORDER AND 4" WIDE STRIPE, 18" ON CENTER, AND 45 DEGREES TO STALL.
- PROVIDE PAINT SYMBOLS AND SIGNAGE AT ACCESSIBLE PARKING SPACES.
- THE CONTRACTOR SHALL CONSTRUCT ALL PAVEMENTS TO CONFORM WITH THE CORRECT LINES AND FINISHED GRADES ON THE PLANS. NO PONDING OF WATER WILL BE ALLOWED; MATCH EXISTING PAVEMENT GRADES AT TEI-POINTS. CUT CONTRACTION JOINTS AT EXISTING JOINT LOCATIONS.
- CONTINUE CONCRETE PAVEMENT JOINTS THROUGH CURB.
- SAW ALL CONCRETE CONSTRUCTION JOINTS, CLEAN DEBRIS, BLOW DRY AND IMMEDIATELY SEAL WITH JOINT SEALANT.
- REINFORCE ODD SHAPED PANELS WITH #8 BARS AT 24" EACH WAY. AN ODD SHAPED PANEL IS CONSIDERED TO BE ONE IN WHICH THE SLAB TAPERES TO A SHARP ANGLE WHEN THE LENGTH TO WIDTH RATIO EXCEEDS 3 TO 1 OR WHEN A SLAB IS NEITHER SQUARE NOR RECTANGULAR.
- SEE ARCHITECTURAL PLANS FOR LOCATIONS OF STAIRS, DOORS, COLUMNS, STOOPS, ETC.
- SEE ELECTRICAL SITE PLANS FOR LIGHTING LOCATIONS AND DETAILS.
- THE COST OF ALL CITY PERMITS AND INSPECTIONS SHALL BE BORNE BY THE CONTRACTOR.
- REFER TO SHEET C-203 FOR SWPPP AND C-204 FOR EROSION CONTROL REQUIREMENTS.

PROJECT SUMMARY

AREA SUMMARY	EXISTING	PROPOSED
SITE TOTAL =	145,807 SF. (3.347 AC.)	
LOT 1, BLOCK 1 =	91,744 SF. (2.106 AC.)	
LOT 2, BLOCK 1 =	52,201 SF. (1.196 AC.)	
DEDICATED ROW =	1,862 SF. (0.043 AC.)	
TOTAL LOT 1 AND LOT 2 =	143,945 SF. (3.205 AC.)	
IMPERVIOUS	121,154 SF. (84%)	105,080 SF. (73%)
BUILDING COVERAGE	34,073 SF. (23%)	34,473 SF. (24%)
PARKING, WALK, & TRASH	97,981 SF. (61%)	62,523 SF. (43%)
PROOF OF PARKING	N/A	8,084 SF. (5%)
PERVIOUS AREA	22,791 SF. (16%)	38,885 SF. (27%)

PARKING SUMMARY

PROPOSED PARKING	208 STALLS
8'X18' ACCESSIBLE STALL	4 STALLS
8'X18' STANDARD STALL	120 STALLS
PARKING GARAGE STALL	82 STALLS
PARKING GARAGE ADA STALL	2 STALLS
PROOF OF PARKING	28 STALLS
OUTDOOR BICYCLE PARKING	10 STALLS
GARAGE BICYCLE PARKING	14 STALLS

LEGEND

- HEAVY DUTY BITUMINOUS
- BITUMINOUS PAVEMENT
- MILL & OVERLAY
- CONCRETE PAVEMENT
- GRAVEL/ PET SURFACE
- PERVIOUS AREA



DESIGN
901 N. 314 STREET, SUITE 120
MINNEAPOLIS, MN 55401
PHONE: 612.979.9900
FAX: 612.979.9901

CERTIFICATION
CONSTRUCTION
DESIGN
06/11/2020
DATE

AMCON CONSULTING
1815 HENRY AVENUE
MINNEAPOLIS, MN 55403
PHONE: 612.979.9900
FAX: 612.979.9901

PROPOSED APARTMENTS:
MOUND APARTMENTS
2200 COMMERCE BLVD., MOUND, MINNESOTA

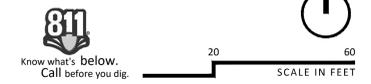
ISSUES/REVISIONS:

NO.	DESCRIPTION	DATE
CITY SUBMITTAL #1		04.24.2020
CITY SUBMITTAL #2		06.11.2020

DATE
06-11-20

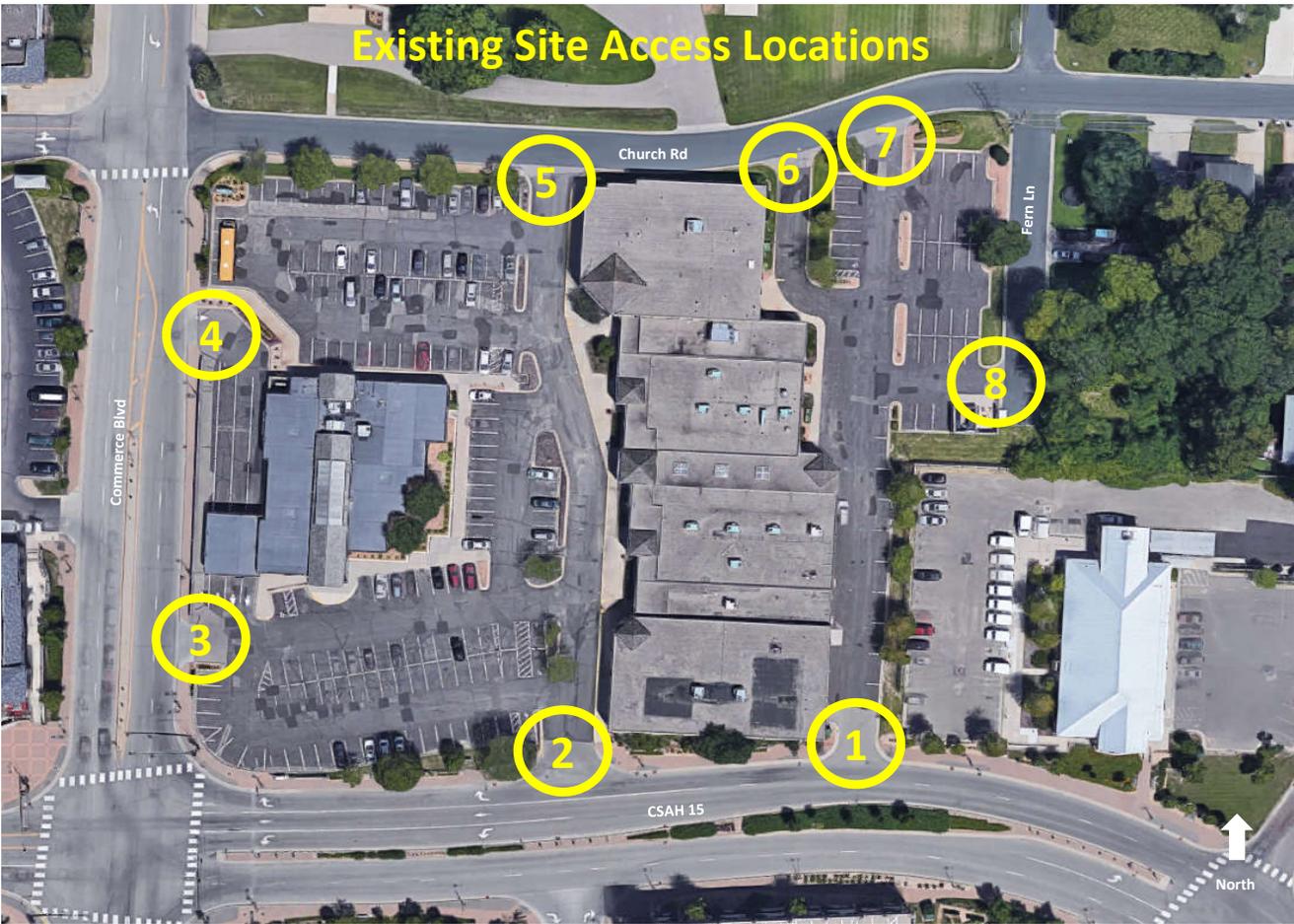
PROJECT NO.
SRM20002

SITE PLAN



- PRELIMINARY/NOT FOR CONSTRUCTION
- PERMITTED SET
- CONSTRUCTION SET
- AS-BUILT SET
- NOT TO SCALE

Existing Count Data



Existing Count Data

1 - Lynwood/Eastern Access				
Time	Feb 12, 2020		Feb 11/13, 2020	
	Ins	Outs	Ins	Outs
0:00	0	0	0	0
0:15	0	0	0	0
0:30	0	0	0	0
0:45	0	0	0	0
1:00	0	0	0	0
1:15	0	0	0	0
1:30	0	0	0	0
1:45	0	0	0	0
2:00	0	0	0	0
2:15	0	0	0	0
2:30	0	0	0	0
2:45	0	0	0	0
3:00	0	0	0	0
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4:00	0	0	0	0
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7:00	0	0	0	0
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11:30	1	0	0	0
11:45	1	0	0	1
12:00	0	1	0	0
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12:30	0	0	0	0
12:45	0	1	0	0
13:00	1	1	3	0
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13:30	0	0	0	0
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15:15	0	0	0	0
15:30	0	0	1	0
15:45	1	0	1	1
16:00	0	0	2	2
16:15	0	0	0	0
16:30	0	0	2	0
16:45	1	1	0	0
17:00	1	0	1	0
17:15	0	0	0	1
17:30	3	1	1	0
17:45	1	0	0	2
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18:15	0	1	0	0
18:30	0	0	0	1
18:45	1	1	0	0
19:00	0	0	0	0
19:15	0	0	0	0
19:30	0	0	0	0
19:45	0	0	0	0
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22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
Daily	12	9	13	8

2 - Lynwood/Western Access				
Time	Feb 12, 2020		Feb 11/13, 2020	
	Ins	Outs	Ins	Outs
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0:15	0	0	0	0
0:30	0	1	0	0
0:45	0	0	0	0
1:00	0	0	0	0
1:15	0	0	0	0
1:30	0	0	0	0
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3:30	0	0	0	0
3:45	0	0	0	0
4:00	0	0	0	0
4:15	0	0	0	0
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4:45	2	0	0	0
5:00	2	1	1	1
5:15	5	2	2	1
5:30	0	0	1	1
5:45	1	0	0	0
6:00	2	3	0	1
6:15	1	3	1	1
6:30	1	0	1	1
6:45	0	1	0	0
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7:30	0	2	4	2
7:45	1	1	3	2
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8:15	4	0	1	1
8:30	2	0	2	1
8:45	2	5	0	2
9:00	3	0	5	4
9:15	2	8	3	2
9:30	7	3	4	2
9:45	3	7	7	7
10:00	5	4	1	5
10:15	6	6	4	3
10:30	4	2	3	4
10:45	5	3	5	1
11:00	7	4	4	5
11:15	1	5	1	5
11:30	2	4	5	3
11:45	8	5	5	0
12:00	2	3	3	3
12:15	5	4	4	4
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13:00	2	7	9	6
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13:30	8	3	4	3
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14:00	3	3	3	8
14:15	2	2	4	11
14:30	3	0	5	3
14:45	3	2	1	2
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15:15	2	6	5	5
15:30	6	7	6	4
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17:15	8	11	10	8
17:30	3	3	7	2
17:45	2	1	5	6
18:00	5	4	5	2
18:15	1	3	0	2
18:30	4	0	3	0
18:45	2	3	1	0
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19:30	2	0	3	2
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20:00	1	1	1	0
20:15	1	3	1	0
20:30	1	2	0	2
20:45	0	0	1	2
21:00	3	0	1	1
21:15	0	1	0	0
21:30	0	0	1	2
21:45	0	0	0	0
22:00	1	0	2	0
22:15	0	0	0	0
22:30	1	0	1	0
22:45	0	1	0	0
23:00	0	0	1	1
23:15	0	1	0	0
23:30	0	0	0	0
23:45	0	1	0	0
Daily	212	209	211	201

3 - Commerce/Southern Access				
Time	Feb 12, 2020		Feb 11/13, 2020	
	Ins	Outs	Ins	Outs
0:00	0	0	0	0
0:15	0	0	0	0
0:30	1	0	0	0
0:45	0	1	0	0
1:00	0	0	0	0
1:15	0	0	0	0
1:30	0	0	0	0
1:45	0	0	0	0
2:00	0	0	0	0
2:15	0	0	0	0
2:30	0	0	0	0
2:45	0	0	0	0
3:00	0	0	0	0
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9:30	3	2	0	0
9:45	3	4	1	3
10:00	1	3	2	0
10:15	1	4	2	1
10:30	1	4	1	1
10:45	3	1	1	0
11:00	1	5	4	1
11:15	2	2	5	3
11:30	3	2	0	0
11:45	3	2	0	0
12:00	2	2	3	2
12:15	1	6	2	3
12:30	4	1	0	2
12:45	0	4	0	2
13:00	2	3	4	2
13:15	0	2	2	3
13:30	3	3	0	1
13:45	3	3	5	0
14:00	1	0	0	2
14:15	1	3	2	0
14:30	0	4	2	0
14:45	2	0	3	8
15:00	3	5	0	0
15:15	4	1	0	2
15:30	1	2	1	1
15:45	3	3	2	1
16:00	5	15	3	2
16:15	1	2	0	2
16:30	5	2	0	3
16:45	3	6	1	3
17:00	1	3	1	3
17:15	1	2	0	2
17:30	3	6	0	2
17:45	2	3	0	1
18:00	0	1	2	4
18:15	1	1	1	1
18:30	0	1	0	0
18:45	0	1	0	1
19:00	3	1	1	0
19:15	0	2	0	1
19:30	0	0	0	1
19:45	0	1	1	1
20:00	1	1	1	1
20:15	0	2	0	0
20:30	0	0	0	0
20:45	0	0	2	0
21:00	0	0	0	0
21:15	0	0	0	1
21:30	0	0	0	1
21:45	0	0	1	1
22:00	0	0	0	1
22:15	0	0	0	1
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
Daily	90	136	68	75

4 - Commerce/Northern Bank Access				
Time	Feb 12, 2020		Feb 11/13, 2020	
	Ins	Outs	Ins	Outs
0:00	0	0	0	0
0:15	0	0	0	0
0:30	0	0	0	0
0:45	1	0	0	0
1:00	0	0	0	0
1:15	0	0	0	0
1:30	0	0	0	0
1:45	0	0	0	0
2:00	0	0	0	0
2:15	0	0	0	0
2:30	0	0	0	0

Existing Count Data

Time	5 - Church/Western Access			
	Feb 12, 2020		Feb 11/13, 2020	
	Ins	Outs	Ins	Outs
0:00	0	0	0	1
0:15	0	0	0	0
0:30	0	0	0	0
0:45	0	0	0	0
1:00	0	1	0	0
1:15	0	0	0	0
1:30	0	0	0	0
1:45	0	0	0	0
2:00	0	0	0	0
2:15	0	0	0	0
2:30	0	0	0	0
2:45	0	0	0	0
3:00	0	0	0	0
3:15	0	0	1	0
3:30	0	0	0	0
3:45	0	0	0	0
4:00	0	0	0	0
4:15	1	0	1	0
4:30	2	0	2	0
4:45	1	0	0	0
5:00	5	1	2	1
5:15	5	1	1	1
5:30	0	1	1	0
5:45	0	2	2	1
6:00	0	5	2	1
6:15	8	5	0	2
6:30	0	2	0	2
6:45	1	2	0	1
7:00	0	2	1	0
7:15	2	4	1	2
7:30	0	3	0	0
7:45	2	2	2	2
8:00	6	3	1	2
8:15	5	3	6	2
8:30	3	0	1	0
8:45	5	3	2	1
9:00	7	6	9	4
9:15	10	10	4	11
9:30	4	5	1	4
9:45	2	1	4	6
10:00	5	4	1	6
10:15	5	7	4	4
10:30	1	6	5	6
10:45	2	3	0	3
11:00	4	7	3	7
11:15	3	3	3	2
11:30	7	3	6	2
11:45	6	8	8	8
12:00	0	2	2	3
12:15	0	3	3	6
12:30	7	5	1	4
12:45	2	6	5	7
13:00	7	12	7	7
13:15	4	3	7	8
13:30	3	7	2	12
13:45	1	7	4	8
14:00	4	5	9	7
14:15	1	3	7	2
14:30	4	5	3	9
14:45	3	1	8	7
15:00	7	7	6	6
15:15	5	3	5	8
15:30	6	5	5	4
15:45	4	11	11	9
16:00	6	5	8	6
16:15	4	7	1	10
16:30	5	10	6	9
16:45	2	9	1	9
17:00	4	5	9	4
17:15	7	8	5	7
17:30	8	6	4	7
17:45	8	1	11	5
18:00	2	4	3	8
18:15	7	4	1	7
18:30	2	4	0	1
18:45	5	7	2	2
19:00	2	5	2	13
19:15	2	5	4	4
19:30	1	6	1	2
19:45	3	4	1	1
20:00	2	2	0	1
20:15	2	2	1	2
20:30	2	1	3	3
20:45	0	1	2	4
21:00	1	0	0	0
21:15	0	2	1	3
21:30	0	1	0	2
21:45	1	0	0	0
22:00	0	2	0	1
22:15	0	1	3	0
22:30	1	1	0	1
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	2
23:30	0	0	0	0
23:45	0	0	0	1
Daily	237	291	228	304

Time	6/7 - Church/Eastern Accesses			
	Feb 12, 2020		Feb 11/13, 2020	
	Ins	Outs	Ins	Outs
0:00	0	0	0	0
0:15	0	0	0	0
0:30	0	0	0	0
0:45	0	0	0	0
1:00	0	0	0	0
1:15	0	0	0	0
1:30	0	0	0	0
1:45	0	0	0	0
2:00	0	0	0	0
2:15	0	0	0	0
2:30	0	0	0	0
2:45	0	0	0	0
3:00	0	0	0	0
3:15	0	0	0	0
3:30	0	0	0	0
3:45	0	0	0	0
4:00	0	0	0	0
4:15	0	0	0	0
4:30	0	0	0	0
4:45	0	0	0	0
5:00	0	0	0	0
5:15	0	0	0	0
5:30	0	0	0	0
5:45	0	0	0	0
6:00	1	1	0	0
6:15	0	0	0	0
6:30	0	0	0	1
6:45	0	0	0	0
7:00	0	0	0	0
7:15	1	0	0	0
7:30	0	0	0	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	0
9:00	0	0	0	0
9:15	0	0	0	0
9:30	0	0	0	1
9:45	0	0	0	0
10:00	0	0	0	0
10:15	1	0	2	0
10:30	1	0	0	0
10:45	0	0	0	0
11:00	0	0	1	1
11:15	1	0	0	0
11:30	0	1	1	0
11:45	1	1	0	1
12:00	1	1	0	0
12:15	0	0	1	0
12:30	0	0	0	0
12:45	1	0	1	1
13:00	0	0	0	1
13:15	0	1	1	1
13:30	0	0	0	0
13:45	0	0	0	0
14:00	1	1	0	0
14:15	0	0	0	0
14:30	0	0	0	0
14:45	0	0	0	1
15:00	0	0	0	0
15:15	0	0	0	0
15:30	0	0	0	1
15:45	0	0	1	0
16:00	0	0	0	0
16:15	0	0	0	0
16:30	0	0	0	1
16:45	0	0	0	1
17:00	0	0	0	0
17:15	0	0	1	0
17:30	0	0	0	0
17:45	0	3	1	1
18:00	1	0	0	0
18:15	1	0	0	0
18:30	0	1	1	0
18:45	1	1	0	0
19:00	0	0	0	0
19:15	0	0	0	0
19:30	0	0	0	0
19:45	0	1	0	0
20:00	0	0	0	0
20:15	0	0	0	0
20:30	0	0	0	0
20:45	0	1	0	0
21:00	0	0	0	0
21:15	0	0	0	1
21:30	0	0	0	0
21:45	0	1	0	0
22:00	0	0	0	0
22:15	0	0	0	0
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
Daily	12	14	11	13

Time	8 - Fern/Access			
	Feb 12, 2020		Feb 11/13, 2020	
	Ins	Outs	Ins	Outs
0:00	0	0	0	0
0:15	0	0	0	0
0:30	0	0	0	0
0:45	0	0	0	0
1:00	0	0	0	0
1:15	0	0	0	0
1:30	0	0	0	0
1:45	0	0	0	0
2:00	0	0	0	0
2:15	0	0	0	0
2:30	0	0	0	0
2:45	0	0	0	0
3:00	0	0	0	0
3:15	0	0	0	0
3:30	0	0	0	0
3:45	0	0	0	0
4:00	0	0	0	0
4:15	0	0	0	0
4:30	0	0	0	0
4:45	0	0	0	0
5:00	0	0	0	0
5:15	0	0	0	0
5:30	0	0	0	0
5:45	0	0	0	0
6:00	0	0	0	0
6:15	0	0	0	0
6:30	0	0	1	0
6:45	0	0	0	0
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	0
9:00	0	0	0	0
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0
10:00	0	0	0	0
10:15	0	0	0	0
10:30	0	0	0	0
10:45	1	1	0	0
11:00	0	0	0	0
11:15	0	0	0	0
11:30	0	0	0	0
11:45	0	0	0	0
12:00	0	0	0	0
12:15	0	0	0	0
12:30	0	0	0	0
12:45	0	0	0	0
13:00	0	0	0	1
13:15	0	0	0	0
13:30	0	0	0	1
13:45	0	0	0	0
14:00	0	0	0	0
14:15	0	0	0	0
14:30	0	0	0	0
14:45	0	0	0	0
15:00	0	0	0	0
15:15	0	0	0	0
15:30	0	0	0	0
15:45	0	0	0	0
16:00	0	0	0	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	0	0	0	0
17:00	0	1	0	1
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	1	0	0	0
18:15	0	0	0	0
18:30	0	0	0	0
18:45	0	0	0	0
19:00	0	0	0	0
19:15	0	0	0	0
19:30	0	0	0	0
19:45	0	0	0	0
20:00	0	0	0	0
20:15	0	0	0	0
20:30	0	0	0	0
20:45	0	1	0	0
21:00	0	0	0	0
21:15	0	0	0	0
21:30	0	0	0	0
21:45	0	0	0	0
22:00	0	0	0	0
22:15	0	0	0	0
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
Daily	2	3	1	3