

Ohio Street Bike Lanes Cornwall to Grant Street

Project Overview: ES-0491

To increase bicycle connections and improve pedestrian safety along Ohio Street, this project consists of adding bicycle lanes on both sides of the street from Cornwall to Grant Street and crosswalk improvements at Dean, Ellis, Franklin and Grant streets intersections. The width of the existing roadway requires removal of parking on the south side of Ohio Street. This project also includes pavement markings for 5 bike boulevards on 5 low volume neighborhood streets totaling approximately 6 miles. Funding for this project comes from Transportation Benefit District #1.

[Pre-design Comment Tracker as of 12-17-14](#)

[2014 Ohio Parking Study \(PDF\)](#)

Bicycle Boulevards

Bike boulevards, as identified in the Bicycle Master Plan, create key regional connections between destinations and between neighborhoods east and west of I-5. The following boulevards will be marked this summer.

- Texas St: Nevada to Michigan
Tier 1 bicycle boulevard providing a parallel route to Alabama with connections to Moore bike boulevard and Railroad Trail, and Michigan bike boulevard.
- Illinois St Bike Boulevard: Valencia to Sunset
Regional bicycle boulevard crossing of I-5 along Illinois Street from Valencia/Railroad Trail west over I-5 to Cornwall Avenue bike lanes into downtown Bellingham. Fourth highest scoring Tier 1 project connects to Undine, St. Paul, and Kentucky/Nevada bike boulevards.
- Grant Street Bike Boulevard: Illinois to N State
Tier 2 bicycle connection to Illinois bike boulevard, flashing crosswalk across Alabama, bike boulevard on Kentucky, bike lanes on Ohio and Meador, and planned climbing/shared lanes on Lincoln to Lakeway.
- Michigan Street Bike Boulevard: Illinois to Texas
Tier 2 bicycle connection to Texas bike boulevard via pedestrian hybrid beacon (HAWK) signal constructed at Alabama/Michigan in 2015.
- Ellis Street Bike Boulevard: Squalicum to Ohio
Completes Tier 2 bicycle connection to Illinois bike boulevard, flashing crosswalk constructed across Alabama in 2015, bike boulevard on Kentucky, bike lanes on Ohio, intersection improvements at Ohio/Ellis, and multiuse trail over Whatcom Creek.

Timeline of Events

Past Decisions

- 2005: Bicycle-Pedestrian Advisory Committee recommends bike lanes on Ohio Street
- 2006: Adopted Bellingham Comprehensive Plan recommends bike lanes for Ohio Street, as follows: "Improve bicycle safety and efficiency on Ohio between Cornwall and I-5, including bike lanes or shoulders."
- 2012: Pedestrian Master Plan identifies Ohio/Ellis intersection for crossing improvements
- 2013: Bellingham Transportation Commission recommends Bike lanes on Ohio Street
- 2013: Transportation Benefit District Board of Directors funds bike lanes on Ohio and intersection safety improvements at Ohio/Ellis, scheduled for 2014 design and construction, delayed to 2015 due to shortage of engineering staff
- 2014: Bicycle Master Plan identifies Ohio/Grant intersection for crossing improvements and parking removal recommended for Ohio Street in order to install bicycle lanes
- January 13, 2015: Transportation Commission passed a resolution to remove parking on the south side of Ohio Street in order to provide bike lanes between Cornwall Ave. and Grant St.
- February 9, 2015: City Council approved the removal of parking on the south side of Ohio Street to accommodate bike lanes between Cornwall Ave. and Grant St.

2014 Activities

- August-September 2014: Parking survey completed to document parking use rates before and after beginning of 2014-2015 Bellingham School District academic year
- October 30, 2014: Public Works letter mailed to all property owners and businesses along Ohio Street notifying them of a December 16, 2014 public Open House event and inviting them to meet with City staff and discuss the project proposal and their parking needs and/or concerns on Ohio Street
- November 2014: Public Works staff met with owners/representatives from seven individual businesses. No other businesses responded to October 30, 2014 letter.
- December 1, 2014: Public Works letter and Open House notice mailed to all property owners and businesses along Ohio Street encouraging them to attend December 16, 2014 Open House
- December 16, 2014: Ohio Corridor Public Open House, 5:30-7pm in the Bellingham High School cafeteria

Proposed 2015 Activities

- July - August 2015: Proposed construction of intersection crossing improvements at Ohio/Ellis and Ohio/Grant and installation of bike lanes along Ohio from Cornwall to State Street

Project Details

- Status - Complete
- Contract Awarded - June 15, 2015
- Contract Amount - \$419,313,10
- Contractor - Colacurcio Brothers

- Completion Date - 12/14/2015
- Final Contract Amount - \$464,474.96
- Vicinity Map

Affected Neighborhoods

- City Center
- Sunnyland

Participating Departments

- Public Works

contacts

Colleen Mitchell, P.E.

Project Engineer

Phone: (360) 778-7921

[Public Works Contacts](#)

Public Comment Tracker for Ohio Street Corridor Improvements (Cornwall Avenue to State Street)

1. Accommodation of marked bike lanes on Ohio Street, which requires removal of parking on at least one side of the street
2. Intersection crossing improvements at Ohio/Ellis
3. Intersection crossing improvements at Ohio/Grant

Date submitted:	Submitted by:	Comments/Recommendations:	Staff comments:
11/4/14	Shane O'Connell – owner Alignment & Brakes Plus 300 Ohio St Bellingham, WA 98225 360.738.0659	Thank you Chris for reaching out to the local businesses along Ohio St which would be greatly impacted by the city's decision to improve the Pedestrian and Bicycle Traffic. While we agree improvements do need to be made there are issues we have with the removal of the on-street parking. We would love to invite a visit from the City to our place of business, we feel a Wednesday or Friday afternoon would be an ideal time for you to fully assess the parking situation on Ohio St. Please let me know what would be a good day and time.	<p style="color: red;">Meeting on-site with Mr. O'Connell Friday, Nov 21, 2014 from 3:00-4:00pm</p> Chris Comeau, Colleen Mitchell, Kim Brown, Chris Behee, and Heather Higgins attended meeting. Chris described events leading up to present and what purpose of project is. Mr. O'Connell expressed concern with current parking strains, and safety at both Ellis and Grant Street intersections, as well as Franklin. He also expressed concern about the amount of loose gravel from the adjacent gravel parking lot that makes its way into the roadway - he was concerned about this affecting bicyclists' safety in proposed bike lane.
11/4/14	Dawn Urness, VP Operations Erin Baker's Wholesome Baked Goods 427 Ohio Street Bellingham, WA 98225 360-714-9585	We received your notification of possible crossing improvements on Ohio Street and as mentioned in your letter would like to arrange a meeting to discuss. Meeting at our business would probably be best for us, please let me know when would be a good time!	<p style="color: red;">Meeting on-site confirmed for Friday, Nov 21, 2014 from 11:00am-12:00pm</p> <p style="color: red;">Chris Comeau, Colleen Mitchell, and Kim Brown attended meeting with Dawn Urness and Erin Baker.</p> Chris described events leading up to present and what purpose of project is. Dawn and Erin expressed support for the project, specifically safety improvements for pedestrians and bicyclists at the intersections of Ellis and Grant Streets with Ohio. They are able to plan for potential loss of revenue due to potential reduction in retail patrons during construction. They estimate current production to be at 25% capacity for facility, and anticipate a 10-15% growth in 2015. They expressed concerns with sight distance and safety at the Grant Ohio intersection.

<p>11/4/14</p>	<p>Jack D. Johnson, Owner Overhead Door Company 202 Ohio Street Bellingham, WA 98225 360-734-5960</p>	<p>Called to request a meeting with City staff.</p>	<p>Meeting held on-site with Mr. Johnson Tuesday, Nov 4, 2014 from 1:00-2:00pm Chris Comeau and Colleen Mitchell attended meeting. Comeau described events leading up to present and what purpose of project is.</p> <p>Mr. Johnson described his staff's and clients use and need for on-street curb side parking in front of his business. He also described issues that he had experienced with adjacent businesses encroaching into the area along the west side of his building that has historically been used for parking his business trucks. This is the unimproved Dean Avenue public right-of-way south of Ohio, which dead-ends at Whatcom Creek, but serves as the Overhead Door freight truck loading dock. Mr. Johnson mentioned that he had asked the City if he could pave the right-of-way at his own expense so he didn't have to continually fill the potholes with gravel and the City told him "no." He said he had inquired about purchasing the right-of-way and the City had also told him "no."</p> <p>Public Works staff said they would look into this issue to see if a resolution could be found regarding an easement, vacation of right-of-way, improvements, etc.</p>
<p>11/5/14</p>	<p>Kathy Lawrenson Operations Manager Sanderson Safety Supply Co. 355 Ohio Street Bellingham, WA 98225 360 734-1110</p>	<p>I recently received your letter re: the pending bike lanes on Ohio Street between State and Cornwall. Although I would welcome the idea of no parking along Ohio I do not think that is going to address the problems along this stretch of roadway.</p> <p>I have a few questions?</p> <p>Has there been a study on just how many bikes travel on Ohio? I have view from my office of the street and I really do not see that many bikes. Yes of course there are more in the summer and I imagine on the weekends.</p> <p>Last spring I did contact the City about painting yellow lines on the side of Cash & Carry that faces Ohio. That was done. Thank you very much. Because it has been extremely</p>	<p>Thank you for your comments regarding our study of how to accommodate bike lanes on Ohio Street. These will become part of the public record for this project and will help inform the recommendation that we will make to the Transportation Commission and City Council in January 2015.</p> <p>In answer to your questions below, yes we do have information on bicycle use, traffic volumes, traffic speeds, parking supply and usage, and all of this will also inform the recommendation that we will make to the Transportation Commission and City Council in January 2015.</p> <p>Do you have any interest in meeting with City staff to discuss your concerns on-site at your business? We can accommodate your schedule if you let us know a few dates/times that would be convenient for you. We will be meeting with businesses until the second week in December.</p> <p>Meeting with Kathy Lawrence on-site held Friday, Nov 7, 2014 at 2:00-3:00pm</p>

		<p>helpful attempting to turn left off of Franklin in order to head for I-5. However the traffic at 5:00 when the City and County get off work it is to the point it's almost ridiculous. Having to wait up to 10 minutes in order to make a left hand turn onto Ohio. The traffic can be backed up clear to Franklin and beyond. Has anyone been doing a study on the amount of traffic at that time of day? It is very dangerous.</p> <p>We also have a lot of people going well over the speed limit. With the high school at the end of the road well you know how kids are!!</p> <p>Also a consideration is the food bank and Peninsula trucking. I can't have people parking in my front parking lot that is for my customers.</p> <p>I would love to be able to see both ways when attempting to leave work.</p> <p>Traffic has increased so much. I have been sitting at the same desk in front of the same window for 24 plus years. So I have seen the changes.</p>	<p>Manager from "Cash & Carry" and owner of Benjamin's Salon (355 Ohio) also attended meeting</p> <p>Chris Comeau and Colleen Mitchell attended meeting.</p> <p>Comeau described events leading up to present and what purpose of project is.</p> <p>Sanderson Safety, Cash & Carry, and Benjamin's Salon said that they would be concerned about parking loss on north side of Ohio, but their employees are not encouraged to park along Ohio. All expressed support for bike lanes and intersection improvements along Ohio Street with parking retained on north side.</p>
<p>11/6/14</p>	<p>Mike Cohen, Executive Director mike@bellinghamfoodbank.org Bellingham Food Bank 1824 Ellis St. Bellingham, WA 98225 (ph) 360.676.0392 (fax) 360.676.0410 (cell) 360.296.4324</p>		<p>Meeting in PW Engineering Conference Room 4:00-5:00pm, Nov 6, 2014</p> <p>Chris Comeau, Colleen Mitchell, Chris Behee, and Heather Higgins attended meeting.</p> <p>Comeau described events leading up to present and what purpose of project is.</p> <p>Food Bank distributes food to clients on Mondays, Wednesdays, and Fridays. On peak demand days, the Food Bank serves about 12,000 clients per month.</p> <p>Food Bank clients currently park on Ellis, Kansas, and Ohio. If any parking is removed along Ohio Street it could impact the Food bank clients and it may also impact other businesses if Food Bank clients then go park in front of those</p>

			<p>businesses. At the same time, Mr. Cohen also recognizes the issues and needs on Ohio, Ellis, and Grant and generally supports new bicycle and pedestrian improvements in these locations. Mr. Cohen expressed preference for parking to remain on at least one side of Ohio.</p> <p>Food Bank currently provides 8 carts for clients to wheel groceries to parked cars. When asked about possible shared parking arrangements, Mr. Cohen described past conflicts with Platt Electric and Labor and Industries that the Food Bank had to work out with its clients. Public Works staff discussed the possibility of revisiting the under-utilized parking situation with Labor and Industries, which is two blocks south of the Food Bank.</p>
11/17/14	<p>David Hawkins Carlson Steelworks 2001 Grant Street 360-734-1100</p>	<p>Chris, in response to your letter about parking and bicycle lanes on Ohio Street, Paul Carlson and I would love to meet with you at our office to discuss street parking. Here are a few pictures attached with mobile living and companies that park on Grant St. on a regular basis. We definitely have concerns we would like to discuss that maybe you could assist with. Thanks.</p>	<p>Meeting on-site confirmed for Friday, Nov 21, 2014 from 9:30am-10:30am</p> <p>Chris Comeau, Colleen Mitchell, Kim Brown, Chris Behee, and Heather Higgins attended meeting.</p> <p>Comeau described events leading up to present and what purpose of project is. Carlson expressed concern about transient parking on Grant Street, as well as the over-abundance of parked cars for those attending Alcoholics Anonymous meetings in the adjacent building.</p>
12/3/14	<p>Bay Engraving Ohio/Humboldt</p>	<p>A woman called and left voicemail, but no name and number, saying that they cannot attend the December 16 Open House, but they are sure that we will do the best thing for the public.</p>	
12/8/14	<p>Bellingham Police Department</p>		<p>Staff met with Sergeant Dennis James and discussed issues reported by business owners along Ohio Street. While there does not appear to be a speeding issue on Ohio Street, there have been collisions along Ohio, some due to poor sight distance at driveways and intersections. Illegal parking, including vehicles parked for multiple days can sometimes be a problem, but City allows 72 hours for vehicles to park in one place on public streets. Parking enforcement for this is complaint-driven so business owners must continue to complain if they want Police to enforce.</p>

<p>12/9/2014</p>	<p>Jack D. Johnson Owner/President Overhead Door of Bellingham</p> <p>Phone: (360) 734-5960 Toll Free: (800) 562-8814 Fax: 360-647-7673 jack@ohdbellingham.com www.ohdbellingham.com</p>	<p>Chris, Thank you for meeting with me a few weeks back in regards to our concerns. First of all I like to bike and love the out doors so please don't think I dislike bikers. My biggest concern if a bike lane went in is loosing more parking for our customers. My neighboring business's lost street parking when they put a turn lane in for the high school which forced some of them to park on whats left over on my side on property and in front on the street. And I get concerned if the corners get bumped out further it will impact the maneuvering of the semis that deliver to My location and adjoining business's. For a business that has been in downtown Bellingham since 1959 and has been paying B&O taxes for all these yrs I don't feel like it is right for business that pay B&O taxes and wants to maintain a Downtown presence loose parking for customers. If we all start to loose parking spots for customers then I need to ask myself why should I keep my business in Bellingham. We need to have convenient parking for the customers to draw them downtown and not go elsewhere.. Best to you and you team on your decisions. Respectfully, Jack D. Johnson Owner/President Overhead Door of Bellingham</p>	
<p>12/13/2014</p>	<p>jsgsecure@gmail.com</p>	<p>Greetings: Ohio Street Bike Lanes Cornwall to State Street. Yes, just do it. That is a dangerous stretch for cyclists now.</p>	
<p>12/15/2014</p>	<p>Wayne and Marylynn Weed 360-961-1234</p>	<p>Atten: Chris Comeau and Colleen Mitchell</p>	

		<p>My wife and I own property located at the corner of Cornwall and Ohio and are weary of the City taking more parking away.</p> <p>The last project removed a significant amount of parking off of Cornwall Avenue for a bike lane. This has had a very negative effect on our property.</p> <p>It has caused more non-patrons to park on the property causing a great deal of grief for the business owners there. Policing this has become a growing problem and will be more so should you continue with this project.</p> <p>I have seen over the last 35 years more and more difficulties for business in the downtown area due to parking. It is hard to understand with the concept of reducing sprawl that little bits of nourishment seem to disappear from the heart of the City every few years.</p> <p>I do think any parking taken away that parking should be developed elsewhere.</p> <p>Also note, I am a bicyclist and ride weekly with thousands of urban miles. My personal opinion is that bike lanes are nice, but have had no obvious overall positive safety effect on my routes. Automobile drivers and bikers still do the same stupid things. I believe money would be better spent in auto/bike education and auto/bike rule enforcement.</p> <p>Also, I believe that all designated bike routes should be taken off of main streets creating safer routes on lesser traveled streets.</p> <p>Please take all this into consideration as you move forward.</p> <p>Thank you, Wayne and Marylynn Weed 360-961-1234</p>	
<p>12/17/14 Open House</p>			

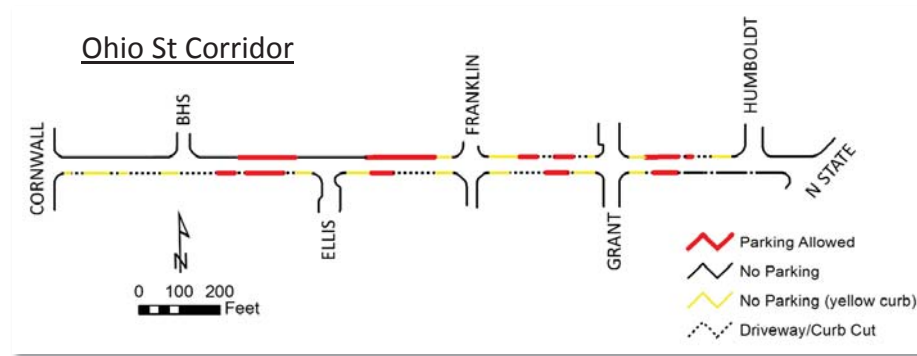
12/17/14	Bruce Cox 1831 N State St Bellingham	I bike Ohio St daily & year-round. It has never occurred to me that bike lanes are needed. In addition to calm traffic flow, there are level and smooth sidewalks on both sides of the street. There is very little pedestrian traffic and bikes are allowed on the sidewalks in this neighborhood. I also own real estate and a business in this neighborhood. There is too little parking already. The businesses that generate substantial tax revenue should not be penalized for something that is not needed. When customers cannot find parking, they go somewhere else. The traffic "calming", bumped out curbs are a bicyclist's worst nightmare. Whoever thought of these obviously has never ridden a bike where they are used.	
12/17/14	Charlene Law - Charles Law 1519 Valhalla St Bellingham, WA 98226	I like concept C. The businesses have parking lots, there's no need for parking on the street. We need to encourage walking, biking & buses - not more cars!! Have time limits for parking during food bank operations.	
12/17/14	Shane Oconnell 300 Ohio St Bellingham, WA 98225 shanepo@comcast.net	I really do not see the need for bike lanes on Ohio. The crossing improvements are needed, but I see this bike lane as a low priority and feel that there are other areas in the City that could better benefit from these resources. As a bicyclist myself, I am very comfortable using the sidewalks on Ohio and the connecting trails and side streets. I personally feel safer on the back streets and trails for my commutes. If the lanes were installed the parking should be retained on the north so more spaces can be kept.	
12/17/14	Jonathan Looper Liquidation Car Co. Inc. F.A.S.T Towing Inc 506 Ohio St Bellingham, WA 98225	Semi-trucks turn from Grant to Ohio and from Ohio to Grant St all day, every day. Any curb extension whatsoever would make it difficult if not impossible to turn on this corner. We have trouble finding parking as it is. Not a day goes by that I don't see vehicles on Ohio St parked in the fire lane. Our customers usually have to park in the loading zone across the street or in a neighbors' parking lot. Almost all the businesses on Ohio St have frequent vehicles coming	

		and going out of their lots. This would endanger bike riders. Most businesses on Ohio St are automotive related and are not related to people riding bikes. There are plenty of residential streets to put bike lanes in that are safer for bikers and drivers. Putting bike lanes on Ohio St will cause a loss of business revenues. Loss of revenues means a loss in tax dollars paid.	
12/17/14	Nate White 2301 H St Bellingham, WA 98225	On my bike, I use Ohio St often to connect to the Whatcom Creek Trail on the other side of James St. I believe removing parking on both sides of Ohio St would improve the safety & visibility of cyclists, especially as pictured in Concept C with protected bikes separated from traffic. It has been well documented that buffers from flowing traffic improve cyclist's safety & makes it less stressful to ride. I appreciate that the bike lanes extend to all the intersections, though I'd discourage the use of "sharrows" as much as possible, because they are not effective. If Bellingham wants to truly be the most bike-friendly city in WA, it must take bold action, like separated bike lanes, to make the vision a reality. In this case, it seems removing parking on both sides of Ohio will make separated bike lanes happen.	
12/17/14	Carol Berry 1007 E Maple St Bellingham, WA 98225 carol.berry@wwu.edu	Adding bike lanes and pedestrian curb extensions to Ohio Street is a good idea. Removing all parking - both sides of street - would remove danger of being doored. Street parking on side streets and business parking lots should be sufficient. Curb extensions, lane markings, crossings and other facilities improvements would help to slow traffic. Any of the options would be good! Thanks.	
12/17/14	Michael Lilliquist 98225 mlilliquist@cob.org	<u>LOVE</u> the buffered bike lanes in concept "C", with space between vehicle lane & bike lane. But, don't like having to sacrifice all the parking. Can we preserve some parking and separate bicycle & vehicle lanes? Suggestion: try using parking strip as the buffer - flip the bike and parking lane. Right now, parking/re-entering	

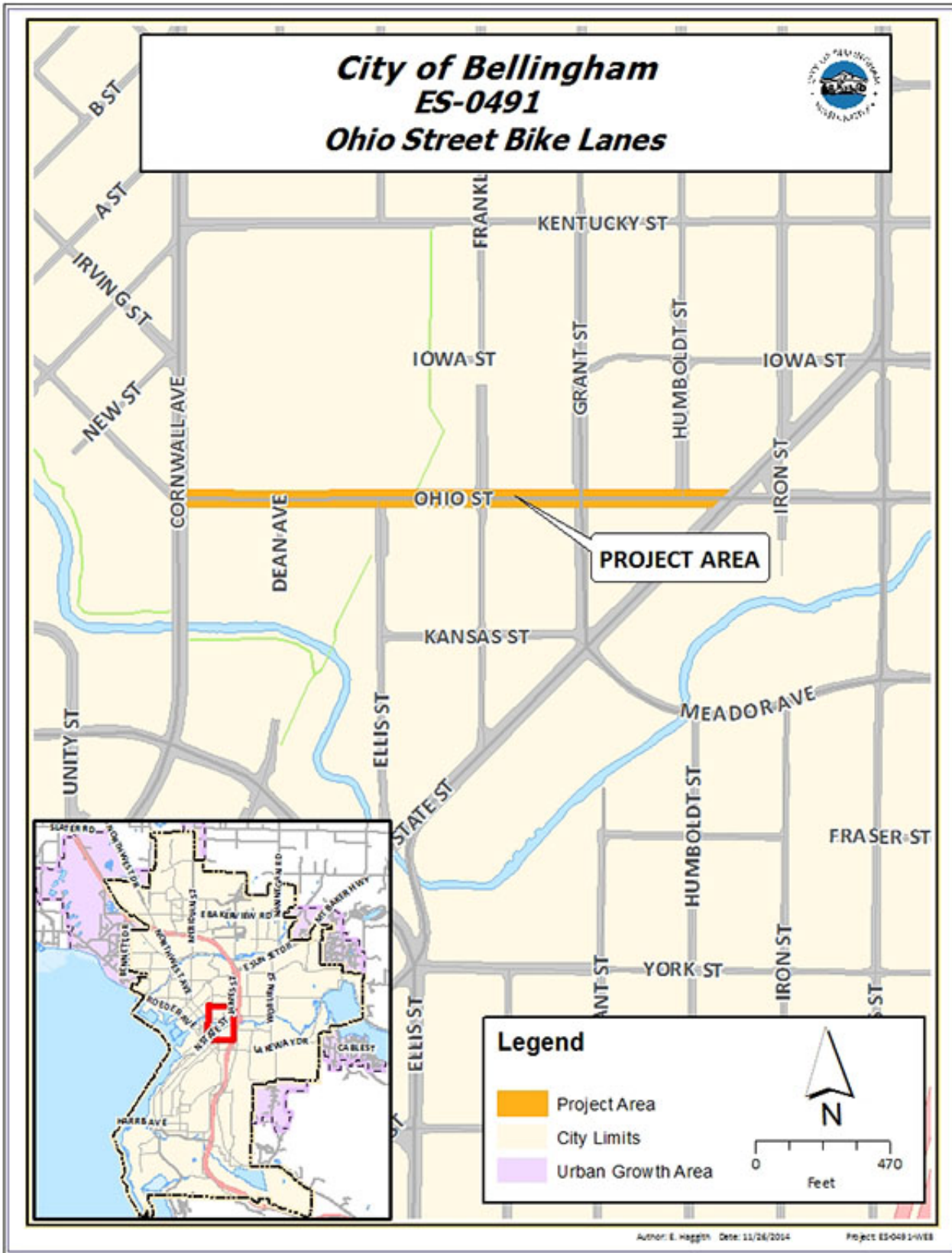
		requires a conflict with bicycles. Flip the location, so parking/re-entering not in conflict. Bike lane between parked cars & pedestrian sidewalk.	
12/17/14	Christ Trent 506 Ohio St Bellingham, WA 98225	We (Liquidation Car Company) are located at the corner of Grant and Ohio. My primary concern is the affect this will have on our client flow. Parking is limited currently, thus removing the few spots that are there is going to severely hinder our business. This is a commercial area, and customer parking is essential to a thriving business. Please, don't eliminate our customer base for the sake of a bike lane.	

Summary Statistics

Total Observations Completed	63
Overall Vehicle Parking Capacity	35.40
Avg Before School Started (Sept 2nd)	12.45
Avg After School Started (Sept 2nd)	13.00
Overall Average Parked Vehicles	12.83
Overall Percent Utilization	34.9%
Overall Northside Pct Utilization	39.4%
Overall Southside Pct Utilization	31.0%



Parking Supply/Demand Study: Ohio Street - N. State to Cornwall (August 19th -September 19th 2014)										Totals (Avg = 12.83) [Green < Avg] [Red > Avg]	Percent Utilization (Max capacity = 35.4 vehicles assuming 22' stall length)	Food Bank Pick-Up Days	
Date	Humboldt to Grant		Grant to Franklin		Franklin to Ellis		Ellis to BHS						
	North	South	North	South	North	South	North	South					
8/19/2014													
7:30am-8:30am	1	0	1	0	2	0	0	0	4	11.3%			
11:30am-1:00pm	2	0	3	1	5	2	0	3	16	45.2%			
4:30pm-6:00pm	2	0	2	0	2	0	0	2	8	22.6%			
8/20/2014													
7:30am-8:30am	0	0	1	0	2	1	0	0	4	11.3%	YES		
11:30am-1:00pm	1	0	1	0	7	2	3	4	18	50.8%	YES		
8/21/2014													
7:30am-8:30am	1	0	1	0	2	0	0	2	6	16.9%			
4:30pm-6:00pm	1	0	1	0	6	1	2	0	11	31.1%			
8/26/2014													
7:30am-8:30am	1	0	1	0	2	0	0	0	4	11.3%			
11:30am-1:00pm	2	0	2	0	5	3	0	2	14	39.5%			
4:30pm-6:00pm	1	0	1	0	5	2	0	2	11	31.1%			
8/27/2014													
7:30am-8:30am	1	0	2	0	4	1	0	1	9	25.4%	YES		
11:30am-1:00pm	2	0	1	0	10	2	5	6	26	73.4%	YES		
4:30pm-6:00pm	0	0	2	0	7	3	0	3	15	42.4%	YES		
8/28/2014													
7:30am-8:30am	1	0	1	0	2	2	0	1	7	19.8%			
11:30am-1:00pm	2	0	1	0	7	0	0	4	14	39.5%			
4:30pm-6:00pm	1	0	2	0	4	2	0	1	10	28.2%			
8/29/2014													
7:30am-8:30am	2	0	5	2	11	3	5	5	33	93.2%	YES		
11:30am-1:00pm	1	0	3	0	7	2	4	4	21	59.3%	YES		
4:30pm-6:00pm	1	0	2	0	4	2	0	1	10	28.2%	YES		
8/31/2014													
11:30am-1:00pm	1	0	1	0	4	2	0	0	8	22.6%			
9/2/2014	FIRST DAY OF SCHOOL - BELLINGHAM SCHOOL DISTRICT												
7:30am-8:30am	2	0	2	0	2	2	0	0	8	22.6%			
11:30am-1:00pm	1	0	3	0	4	2	0	3	13	36.7%			
4:30pm-6:00pm	0	0	1	0	2	2	0	2	7	19.8%			
9/3/2014													
7:30am-8:30am	2	0	2	1	8	2	0	3	18	50.8%	YES		
11:30am-1:00pm	2	0	2	0	7	2	8	6	27	76.3%	YES		
4:30pm-6:00pm	1	0	1	0	7	2	1	2	14	39.5%	YES		
9/4/2014													
7:30am-8:30am	2	0	1	0	4	2	0	4	13	36.7%			
11:30am-1:00pm	2	0	2	0	7	3	0	4	18	50.8%			
4:30pm-6:00pm	1	0	3	0	6	2	0	2	14	39.5%			
9/5/2014													
7:30am-8:30am	1	0	2	0	2	2	0	0	7	19.8%	YES		
11:30am-1:00pm	2	0	3	0	10	4	4	6	29	81.9%	YES		
4:30pm-6:00pm	1	0	2	0	3	2	1	2	11	31.1%	YES		
9/6/2014													
10:30am	1	0	1	0	3	2	1	0	8	22.6%			
9/7/2014													
10:00am	1	0	2	0	5	1	2	0	11	31.1%			
9/8/2014													
7:30am-8:30am	0	0	2	0	6	2	0	0	10	28.2%	YES		
11:30am-1:00pm	0	0	3	0	8	3	0	3	17	48.0%	YES		
4:30pm-6:00pm	0	0	2	0	7	3	0	1	13	36.7%	YES		
9/9/2014													
7:30am-8:30am	1	0	1	0	3	2	0	0	7	19.8%			
11:30am-1:00pm	1	0	2	0	6	3	0	2	14	39.5%			
4:30pm-6:00pm	0	0	2	1	6	3	0	0	12	33.9%			
9/10/2014													
7:30am-8:30am	1	0	2	0	7	3	0	1	14	39.5%	YES		
11:30am-1:00pm	1	0	2	0	8	3	2	5	21	59.3%	YES		
4:30pm-6:00pm	1	0	2	0	8	2	0	4	17	48.0%	YES		
9/11/2014													
7:30am-8:30am	1	0	2	0	3	2	0	0	8	22.6%			
11:30am-1:00pm	1	0	2	0	8	3	1	0	15	42.4%			
4:30pm-6:00pm	1	0	1	0	5	2	1	0	10	28.2%			
9/12/2014													
7:30am-8:30am	1	0	2	0	2	2	0	0	7	19.8%	YES		
11:30am-1:00pm	1	0	2	0	8	3	1	6	21	59.3%	YES		
9/15/2014													
7:30am-8:30am	1	0	0	1	5	1	0	2	10	28.2%	YES		
11:30am-1:00pm	2	0	0	0	7	2	2	5	18	50.8%	YES		
4:30pm-6:00pm	1	0	0	0	3	0	0	2	6	16.9%	YES		
9/16/2014													
7:30am-8:30am	2	0	0	0	4	0	0	2	8	22.6%			
11:30am-1:00pm	1	0	1	0	6	1	1	0	10	28.2%			
4:30pm-6:00pm	0	0	1	0	4	1	0	0	6	16.9%			
9/17/2014													
7:30am-8:30am	2	0	1	0	2	1	0	1	7	19.8%	YES		
11:30am-1:00pm	1	0	2	0	8	3	3	6	23	65.0%	YES		
4:30pm-6:00pm	1	0	0	0	5	2	1	5	14	39.5%	YES		
9/18/2014													
7:30am-8:30am	2	0	0	0	2	2	0	1	7	19.8%			
11:30am-1:00pm	1	0	2	1	6	2	0	3	15	42.4%			
4:30pm-6:00pm	1	0	0	0	4	1	0	3	9	25.4%			
9/19/2014													
7:30am-8:30am	2	0	2	0	2	2	0	1	9	25.4%	YES		
11:30am-1:00pm	1	0	1	0	7	2	5	5	21	59.3%	YES		
4:30pm-6:00pm	1	0	1	0	5	2	1	2	12	33.9%	YES		







AUG/18/2015