

Date: October 13, 2014

To: Randall Pozdena, Nick Popenuk - EcoNorthWest

From: Kim Sapunar, Mike Jaffe - MWVCOG

Subject: Information from Census CTPP data on Journey-to-Work

Introduction

The information in this memo uses data from the Census' American Community Survey (ACS) 5 year data. The focus is on journey-to-work (**JTW**) of workers coming from residences west of the Willamette River, primarily in west Salem and Polk County and likely to cross the Center Street Willamette River bridge for their journey to work (and logically, the Marion St. bridge for the journey back to home). The purpose of this analysis is compare the number of commuting trips from West Salem (which is part of the SKATS model) to commuting trips from other areas west of the SKATS area (and therefore unaffected by added travel time impedances added to bridges as part of the SKATS model).

The analysis used a combination of geographic data to tell the story of commute trips. Some of the journey-to-work data (Dallas, Independence, Monmouth, McMinnville) use Census Designated Places; West Salem used Census Tract level data; rural Polk County used special TAZs developed for Census Transportation Planning Package (CTPP).

Summary information from the CTPP data is shown in the tables. We were able to select census tracts (actually CTPP TAZs) for West Salem and find trips into East Salem-Keizer and North Marion County. The summaries for Dallas, Independence and Monmouth were left at the Census designated place geography, so some overall numbers are lower because it is not included the entire census tract. Expanding out the selection to CTPP TAZs in Polk County we also have an estimate including all of Dallas, Independence, Monmouth and some of the rural areas. We have included some screen shots from the online CTPP website JTW maps. We did not factor any of the margins of error into the calculations.

Analysis of the CTPP Journey to Work Data - Census Designated Places

There are approximately 13,695 workers who live in the Dallas-Independence-Monmouth CDP areas, of which 32% (4,325) commute into the Salem-Keizer area for work. Of these 4,014 (29% of all workers) cross into East Salem and Keizer¹. Another 2% of workers travel to Portland or North Marion County.

Table 1 - Workers from Dallas, Monmouth, Independence

Workers Living in Census Designated Place	Estimate	Margin of Error	Work in Salem-Keizer SKATS*	Percent of Workers	Work in Portland/ No. Marion	Percent of Workers
Dallas city, Oregon	5,845	365	1,820		100	
Independence city, Oregon	3,385	367	1,305		45	
Monmouth city, Oregon	4,465	430	1,200		100	
Total Dallas-Independ-Monmouth	13,695		4,325	32%	245	2%
(To East Salem/Keizer- subset across bridge)			4,014	29%		

¹ Some of the commuters from Independence and Monmouth likely use the Independence bridge (which goes from south of Independence to far south Salem and South River Road - see map in Appendix). 2012 ADT on this rural bridge is 4600. A three day count showed the eastbound A.M. traffic between 6:00 and 9:00 averaged about 128 vehicles/hour.

* This Salem, Keizer, Four Corners, Hayesville

** Census Designated Place roughly corresponds to city limit

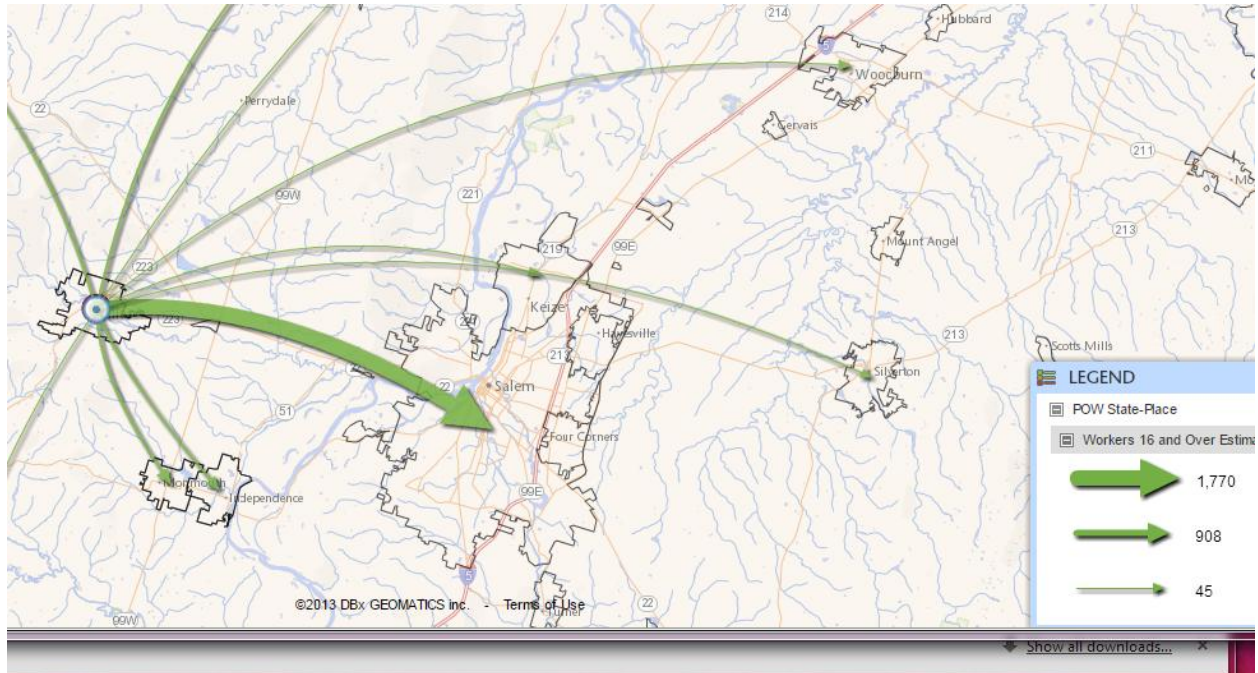


Figure 1 - Dallas Residents commute pattern

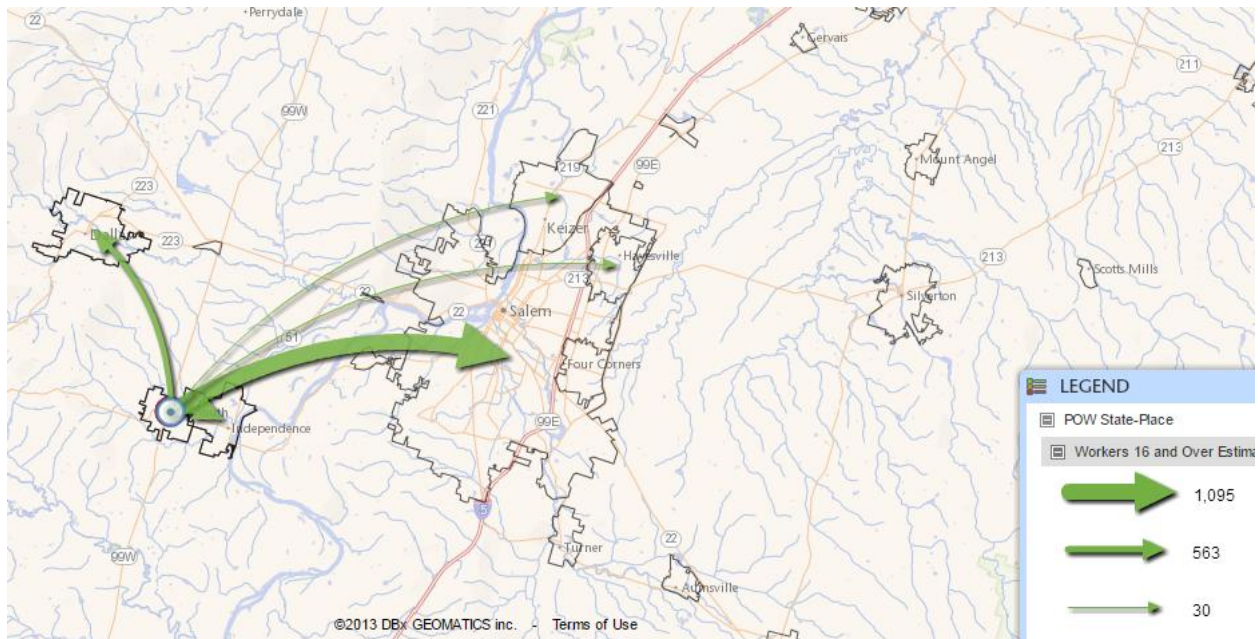


Figure 2 - Monmouth Residents commute pattern

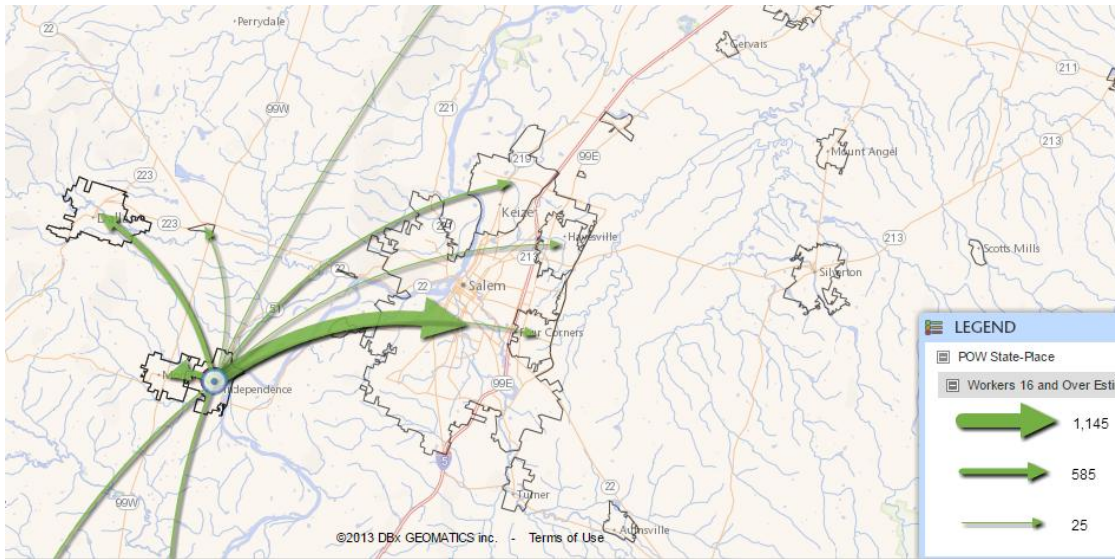


Figure 3 - Independence residents commute pattern

There are an estimated 3,385 workers who live in McMinnville, 13% (435) of whom commute to the Salem-Keizer area for work.

Table 2 - Commute trips from McMinnville

	Estimate	Margin of Error	Work in**	
			East Salem-Keizer	Percent of Workers
McMinnville city, Oregon	3,385	367	485	14%

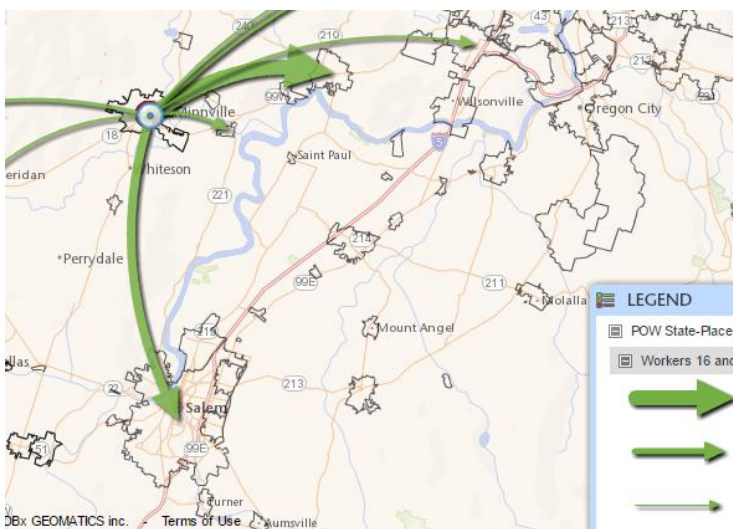


Figure 4 - McMinnville commuters in Salem

Analysis of the CTPP Journey to Work Data - CTPP TAZ for Polk County

Expanding the geographic area by selecting the CTPP TAZs in Polk county (roughly equal to census tracts) and excluding West Salem, there are an estimated 17,075 workers who live in the area, of which 4,942 work in East Salem or Keizer. See Figure 5 for a map of the selection area these numbers represent.

Table 3 - Workers from Rural Polk County including Dallas, Independence and Monmouth Urban areas

Workers Living in:	Estimate	Work in**	
		East Salem-Keizer	Percent of Workers
Total Dallas-Independence-Monmouth & Rural area	17,075	4,942	29%

** East Salem / Keizer

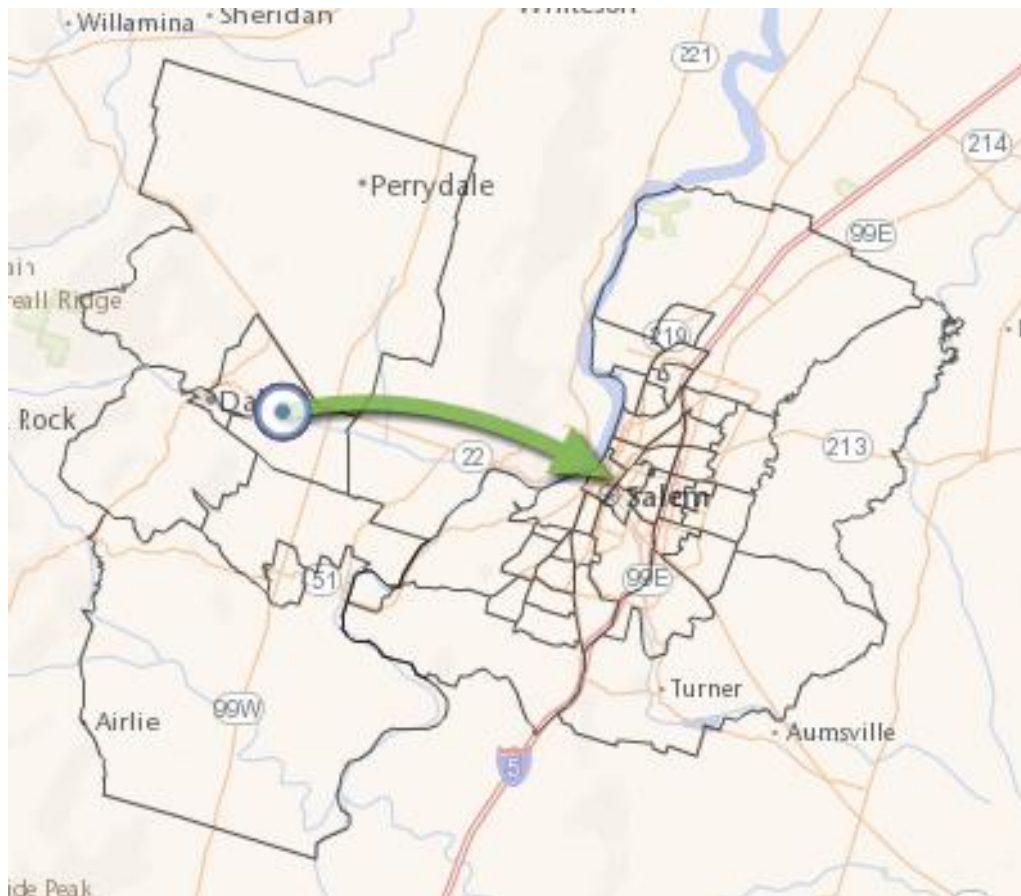


Figure 5 - Selected CTPP TAZs area of Rural Polk County

Analysis of the CTPP Journey to Work Data - CTPP TAZ for West Salem

There are an estimated 12,290 workers who live in West Salem (an area defined by the 4 census tracks west of the Willamette river and inside the SKATS area). Of these workers, 60% or approximately 7,353 commute to East Salem or Keizer, and an additional 5% commute to Portland or North Marion county.

Table 4 - Workers from West Salem

	Estimate	Margin of Error	Work in** East Salem-Keizer	Percent of Workers	Work in Portland/ No. Marion	Percent of Workers
Workers Living in West Salem*	12,290		7353	60%	655	5%

* The 4 Census tract in West Salem (51, 52.01, 51.02, 53)

** The tracks within SKATS, east of the river

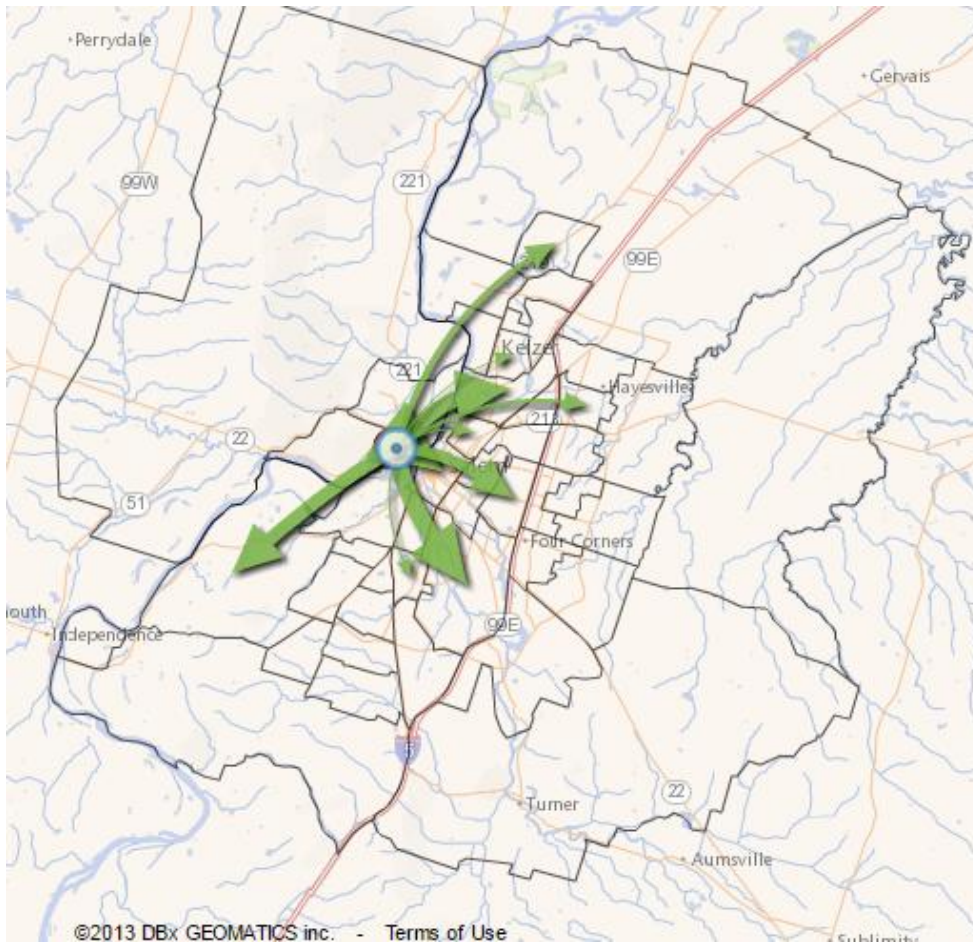


Figure 6 - West Salem commuting to East Salem and Keizer inside SKATS

Analysis of the CTPP Journey to Work Data - Westbound commute trips into Dallas, Independence, Monmouth

There are a small percentage workers that live in the Salem-Keizer area that work in the 3 cities in Polk County. An estimate 1.5% of workers who live in the entire Salem-Keizer are commute to Dallas, Independence and Monmouth.

Table 5 - Salem-Keizer workers commute to D-I-M

Workers Living in SKATS (census designated places)	Estimate	Margin of Error	Work in	
			Dallas-Ind Monmouth	Percent of Workers
Salem city, Oregon	65,045	1,430	1,105	2%
Keizer city, Oregon	16,250	587	115	1%
Brooks CDP, Oregon	120	86		
Four Corners CDP, Oregon	6,360	580		
Hayesville CDP, Oregon	8,735	645		
Turner city, Oregon	810	157		
Total	97,320			

Findings

- Traffic counts on the bridges are significantly higher on the bridges during the A.M peak and P.M. peak periods and show the affect of commuting trips (see figure A-1 in Appendix)
- The highest number of commuters that cross the bridge to work in Salem-Keizer (east of the river) or other parts of Marion county or the Portland area come from West Salem (about **8000** workers).
- A large number of commuters also crossing the bridge come from Dallas, Independence, Monmouth and rural Polk County (about **5000**). Some of these likely use the bridge between Independence and south Salem, but it is not possible to determine how many with the available data. (note: the ADT of the bridge is about 4600. See appendix for ADT and a 3 day classification count of traffic on this bridge. A estimate [based on the hourly count] is 200-400 commuters use this bridge to commute into Salem, but the confidence of that estimate is low.)
- About **500** workers from McMinnville (located in neighboring Yamhill county) commute into Salem-Keizer (east of the river)
- There is some unknown number commuters living in areas outside the CTPP TAZ for Polk County and the rural areas of Yamhill county
- There are commuters from other area (Corvallis, Newberg) that are not analyzed.

Conclusions

Not surprisingly, the biggest share of commuters over the bridges are workers that live in West Salem (about 8000 workers). However, there is also a very large share of workers living in the other cities and rural areas of Polk County (5000 workers) and the largest city in Yamhill County (McMinnville) of about 500 workers. It is likely that several hundred workers commute from other parts of Polk, Yamhill and

Benton counties into Salem and use the Willamette River bridges, although this analysis didn't look into those areas.

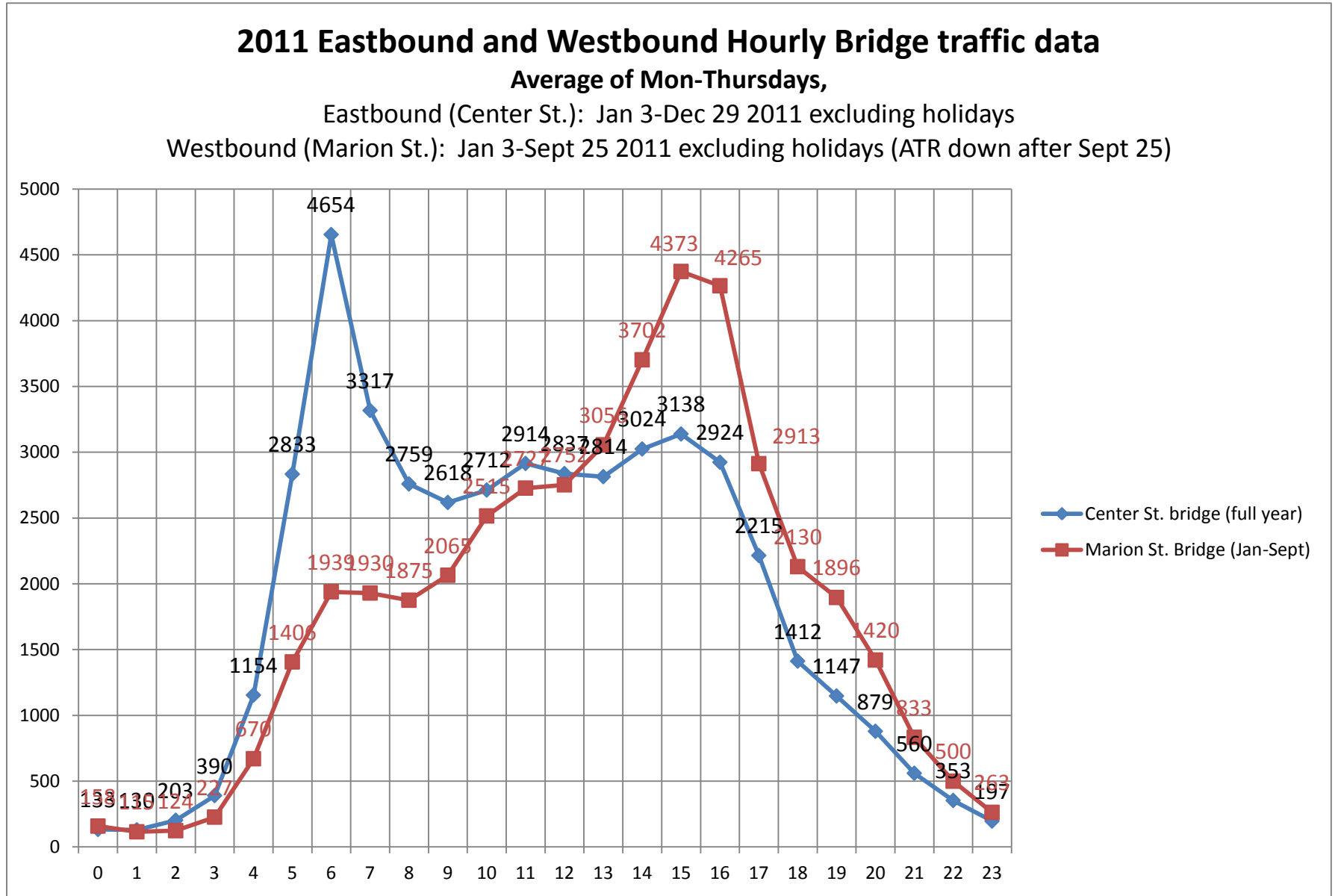
Table 6 Planning Level Comparison of Journey-to-Work Trips over the Willamette River bridges in Salem

West Salem commuters crossing the bridges	8000	58%
Polk County (excluding West Salem) commuters crossing the bridges *	5000	36%
McMinnville	500	4%
Other locations in Polk County, Yamhill County, Benton County not analyzed (educated estimate)	300	2%
Total	13,800	100%

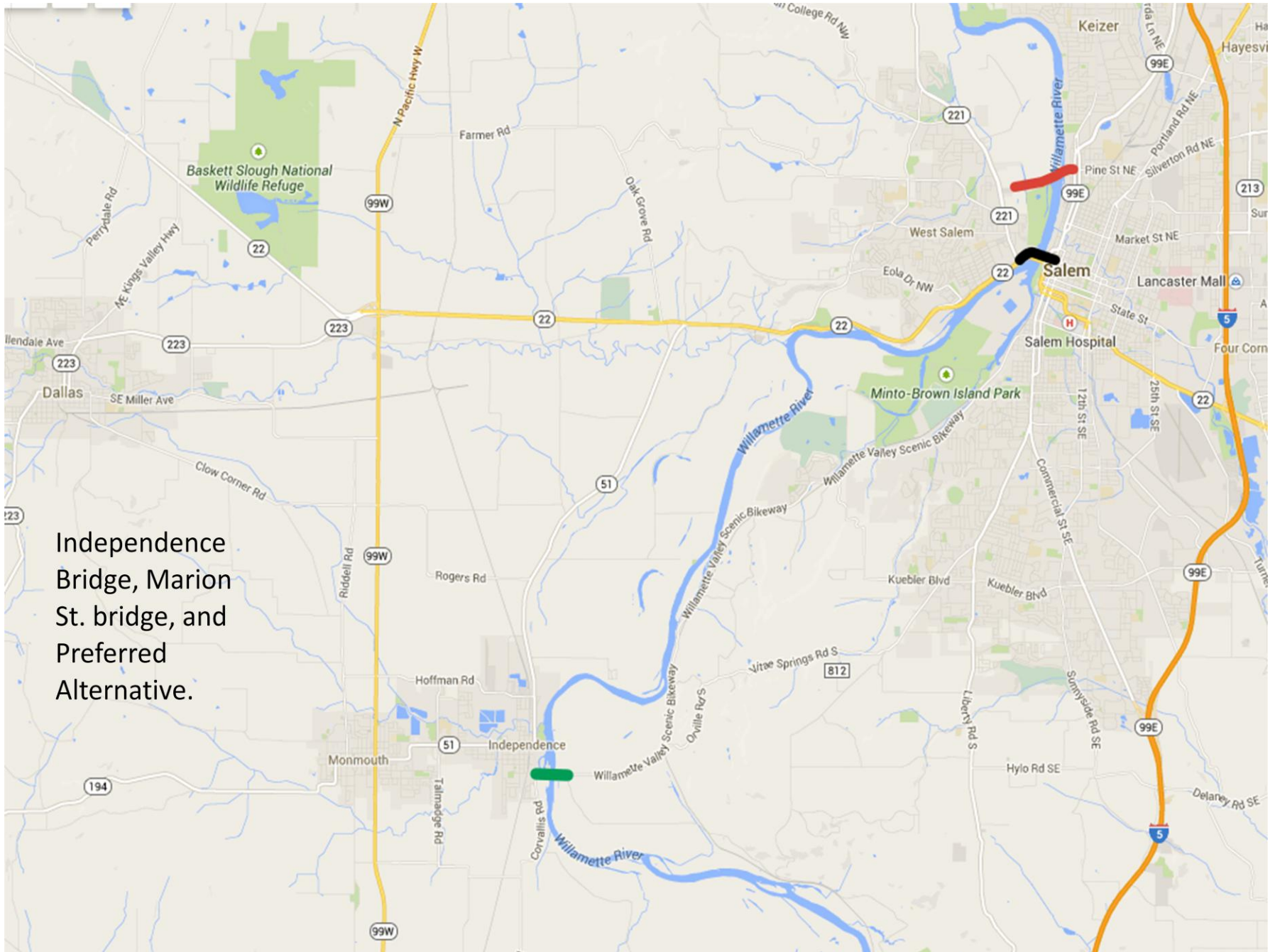
* this doesn't include some of more rural Polk County areas, and also doesn't subtract the unknown amount of commuters that use the Independence Bridge over the Willamette River

Appendix

Figure A-1 - AM and PM peaks on Center St. and Marion St. bridges



Appendix



Independence
Bridge, Marion
St. bridge, and
Preferred
Alternative.

Appendix

Following is the historical traffic data for the count at the Polk County line (on the Independence bridge).

Milepost	ADT	Date	Source	Comments
0.25	4563	8/27/2012	Classifier	@ POLK COUNTY LINE
0.25	5155	6/18/2008	Classifier	@ POLK COUNTY LINE
0.25	5139	6/16/2004	Classifier	@ POLK COUNTY LINE
0.25	4700	10/1/2002	Estimated Volume	@ POLK COUNTY LINE
0.25	2403	6/26/1996	Classifier	@ POLK COUNTY LINE
0.25	4360	6/24/1996	Classifier	@ POLK COUNTY LINE
0.25	4424	9/11/1995	Classifier	@ POLK COUNTY LINE
0.25	4139	6/12/1995	Classifier	@ POLK COUNTY LINE
0.25	4116	3/15/1995	Classifier	@ POLK COUNTY LINE
0.25	4146	3/9/1995	Classifier	@ POLK COUNTY LINE
0.25	3856	1/3/1995	Classifier	@ POLK COUNTY LINE
0.25	4044	7/20/1992	Classifier	@ POLK COUNTY LINE
0.25	2293	3/28/1984	Hose Count	@ POLK COUNTY LINE

ADT for River Rd South (Marion County section)

Milepost	ADT	Date	Source	Comments
0.25	4563	8/27/2012	Classifier	@ POLK COUNTY LINE
0.49	5066	7/16/2014	Hose Count	E OF RIVERSIDE RD (CR 906)
2.03	3700	8/10/2012	Estimated Volume	S OF ORVILLE RD (CR 802)
2.05	2707	7/16/2012	Classifier	N OF ORVILLE RD (CR 802)
2.81	2800	8/10/2012	Estimated Volume	S OF VITAE SPRINGS RD (CR 805)
2.83	2951	7/31/2012	Hose Count	N OF VITAE SPRINGS RD (CR 805)
4.12	2100	8/10/2012	Estimated Volume	S OF SAWMILL RD (CR 801A)
4.14	2846	8/28/2012	Hose Count	N OF SAWMILL RD (CR 801A)
4.41	2000	8/10/2012	Estimated Volume	SW OF HALLS FERRY RD (CR 801B)
4.43	2100	8/10/2012	Estimated Volume	NE OF HALLS FERRY RD (CR 801B)
5.68	2600	8/10/2012	Estimated Volume	W OF RIVERDALE RD UNDERPASS #801C)
5.85	3186	7/16/2012	Classifier	@ SALEMCL (EOF RIVERDALE RR UNDRPASS)
6.8	5870	7/18/2012	Classifier	W OF RIVERDALERD(801)@ R/RTRKS&C.

On Road : River Rd S
 Crossing : @ Polk County Line
 Leg : N/A

Site: 21006004
 8/14/2012
 Tuesday

24 Hour Classification

Eastbound

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
1:00 PM	146	0	104	29	1	9	2	0	0	0	0	0	0	1
2:00 PM	134	0	91	33	1	6	2	0	0	0	0	0	0	1
3:00 PM	172	1	111	45	1	10	1	0	1	1	0	0	1	0
4:00 PM	183	3	120	38	2	19	0	0	1	0	0	0	0	0
5:00 PM	194	2	133	42	2	9	2	0	2	1	0	0	0	1
6:00 PM	131	1	89	24	1	11	1	0	1	2	1	0	0	0
7:00 PM	103	1	63	26	3	8	0	0	0	1	0	0	1	0
8:00 PM	68	1	43	21	0	2	0	0	1	0	0	0	0	0
9:00 PM	36	0	21	15	0	0	0	0	0	0	0	0	0	0
10:00 PM	29	0	23	4	0	0	0	0	2	0	0	0	0	0
11:00 PM	10	0	3	6	0	1	0	0	0	0	0	0	0	0
8/15/2012														
12:00 AM	2	0	1	0	0	1	0	0	0	0	0	0	0	0
1:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	9	0	6	1	0	2	0	0	0	0	0	0	0	0
5:00 AM	71	2	44	19	0	6	0	0	0	0	0	0	0	0
6:00 AM	143	1	98	39	1	4	0	0	0	0	0	0	0	0
7:00 AM	134	1	73	44	5	8	0	0	3	0	0	0	0	0
8:00 AM	141	0	85	42	2	10	0	0	1	0	0	0	0	1
9:00 AM	125	0	80	32	0	12	0	0	1	0	0	0	0	0
10:00 AM	129	0	86	26	0	11	0	0	3	0	1	0	0	2
11:00 AM	137	0	84	44	1	8	0	0	0	0	0	0	0	0
12:00 PM	133	1	89	35	0	7	0	0	0	0	0	0	1	0
Total	2241	14	1454	569	20	144	8	0	16	5	2	0	3	6
%		0.6	64.9	25.4	0.9	6.4	0.4	0.0	0.7	0.2	0.1	0.0	0.1	0.3

On Road : River Rd S
 Crossing : @ Polk County Line
 Leg : N/A

Site: 21006004
 8/15/2012
 Wednesday

24 Hour Classification

Eastbound

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
1:00 PM	134	2	90	29	3	8	0	0	2	0	0	0	0	0
2:00 PM	147	0	102	33	0	11	0	0	0	0	1	0	0	0
3:00 PM	166	0	120	34	1	8	1	0	0	1	1	0	0	0
4:00 PM	192	0	143	32	3	9	0	0	3	1	0	0	0	1
5:00 PM	181	3	126	32	1	16	0	0	2	0	0	0	1	0
6:00 PM	118	3	80	24	1	7	1	0	1	1	0	0	0	0
7:00 PM	95	1	65	20	0	8	0	0	1	0	0	0	0	0
8:00 PM	39	0	19	16	1	3	0	0	0	0	0	0	0	0
9:00 PM	57	0	39	16	0	2	0	0	0	0	0	0	0	0
10:00 PM	25	0	20	5	0	0	0	0	0	0	0	0	0	0
11:00 PM	9	0	6	2	0	1	0	0	0	0	0	0	0	0
8/16/2012														
12:00 AM	3	0	0	2	0	1	0	0	0	0	0	0	0	0
1:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	2	1	0	2	0	0	0	0	0	0	0	0
4:00 AM	13	0	7	4	0	2	0	0	0	0	0	0	0	0
5:00 AM	63	0	35	26	0	1	0	0	1	0	0	0	0	0
6:00 AM	120	1	63	45	2	8	0	0	1	0	0	0	0	0
7:00 AM	110	0	45	47	2	14	0	0	0	0	1	1	0	0
8:00 AM	114	1	61	38	0	10	2	1	1	0	0	0	0	0
9:00 AM	142	1	81	41	1	15	0	0	1	0	1	0	0	1
10:00 AM	128	0	79	35	0	9	1	0	2	1	1	0	0	0
11:00 AM	137	0	96	26	0	11	3	0	0	0	0	0	0	1
12:00 PM	130	0	90	22	3	9	2	0	1	1	1	0	0	1
Total	2132	12	1372	531	18	155	10	1	16	5	6	1	1	4
%		0.6	64.4	24.9	0.8	7.3	0.5	0.0	0.8	0.2	0.3	0.0	0.0	0.2

On Road : River Rd S
 Crossing : @ Polk County Line
 Leg : N/A

Site: 21006004
 8/16/2012
 Thursday

24 Hour Classification

Eastbound

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
1:00 PM	154	0	98	35	0	20	1	0	0	0	0	0	0	0
2:00 PM	159	0	104	42	0	12	0	0	1	0	0	0	0	0
3:00 PM	146	0	90	34	5	13	0	0	3	1	0	0	0	0
4:00 PM	175	2	124	40	0	8	1	0	0	0	0	0	0	0
5:00 PM	193	2	135	40	0	15	0	0	1	0	0	0	0	0
6:00 PM	123	1	87	28	2	5	0	0	0	0	0	0	0	0
7:00 PM	71	1	43	22	0	4	0	0	1	0	0	0	0	0
8:00 PM	32	0	14	15	1	2	0	0	0	0	0	0	0	0
9:00 PM	28	1	11	15	0	1	0	0	0	0	0	0	0	0
10:00 PM	24	0	12	12	0	0	0	0	0	0	0	0	0	0
11:00 PM	13	0	8	5	0	0	0	0	0	0	0	0	0	0
8/17/2012														
12:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	6	0	6	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	10	0	6	3	0	1	0	0	0	0	0	0	0	0
5:00 AM	77	1	54	17	0	5	0	0	0	0	0	0	0	0
6:00 AM	155	1	98	46	0	8	0	0	2	0	0	0	0	0
7:00 AM	130	0	60	55	3	10	2	0	0	0	0	0	0	0
8:00 AM	106	0	57	43	0	6	0	0	0	0	0	0	0	0
9:00 AM	129	0	76	38	1	11	2	0	0	1	0	0	0	0
Total	1742	9	1092	492	12	121	6	0	8	2	0	0	0	0
%		0.5	62.7	28.2	0.7	6.9	0.3	0.0	0.5	0.1	0.0	0.0	0.0	0.0

On Road : River Rd S
 Crossing : @ Polk County Line
 Leg : N/A

Site: 21006004
 8/14/2012
 Tuesday

24 Hour Classification

Westbound

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
1:00 PM	126	1	86	22	3	8	1	0	3	1	0	0	0	1	
2:00 PM	146	2	109	19	8	6	1	0	1	0	0	0	0	0	
3:00 PM	198	1	139	36	4	15	3	0	0	0	0	0	0	0	
4:00 PM	282	7	202	53	2	15	0	0	1	0	0	0	2	0	
5:00 PM	280	11	202	45	7	11	0	0	3	1	0	0	0	0	
6:00 PM	175	6	128	33	2	5	0	0	0	0	0	0	1	0	
7:00 PM	137	4	104	23	2	3	0	0	0	0	0	0	0	1	
8:00 PM	123	0	101	20	0	1	0	0	0	0	0	0	1	0	
9:00 PM	86	2	70	11	0	3	0	0	0	0	0	0	0	0	
10:00 PM	44	0	38	5	0	1	0	0	0	0	0	0	0	0	
11:00 PM	29	0	25	2	0	2	0	0	0	0	0	0	0	0	
8/15/2012															
12:00 AM	15	0	12	2	0	1	0	0	0	0	0	0	0	0	
1:00 AM	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
2:00 AM	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
3:00 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
4:00 AM	13	1	10	1	0	1	0	0	0	0	0	0	0	0	
5:00 AM	33	1	18	9	0	4	1	0	0	0	0	0	0	0	
6:00 AM	80	2	57	12	0	8	0	0	0	1	0	0	0	0	
7:00 AM	144	3	108	27	1	3	0	0	2	0	0	0	0	0	
8:00 AM	131	3	91	26	1	8	0	0	1	0	1	0	0	0	
9:00 AM	96	0	65	20	2	6	0	0	2	0	0	0	0	1	
10:00 AM	119	2	67	40	0	9	0	0	1	0	0	0	0	0	
11:00 AM	111	3	64	30	1	9	1	0	1	1	0	0	0	1	
12:00 PM	134	2	107	18	0	3	0	0	3	0	1	0	0	0	
Total	2522	51	1818	459	33	122	7	0	18	4	2	0	4	4	
%		2.0	72.1	18.2	1.3	4.8	0.3	0.0	0.7	0.2	0.1	0.0	0.2	0.2	

On Road : River Rd S
 Crossing : @ Polk County Line
 Leg : N/A

Site: 21006004
 8/15/2012
 Wednesday

24 Hour Classification

Westbound

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
1:00 PM	112	1	85	17	1	7	1	0	0	0	0	0	0	0
2:00 PM	147	4	101	32	0	8	0	0	1	0	1	0	0	0
3:00 PM	219	2	149	49	4	12	1	0	2	0	0	0	0	0
4:00 PM	272	3	200	49	1	17	0	0	1	1	0	0	0	0
5:00 PM	320	10	249	50	3	5	0	0	1	0	1	0	0	1
6:00 PM	189	4	141	34	1	6	0	0	1	1	0	0	0	1
7:00 PM	116	3	87	21	0	5	0	0	0	0	0	0	0	0
8:00 PM	113	0	99	11	0	3	0	0	0	0	0	0	0	0
9:00 PM	75	0	67	7	0	1	0	0	0	0	0	0	0	0
10:00 PM	49	0	40	8	0	1	0	0	0	0	0	0	0	0
11:00 PM	24	0	21	2	0	1	0	0	0	0	0	0	0	0
8/16/2012														
12:00 AM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	8	0	6	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	7	2	3	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	20	0	14	3	0	3	0	0	0	0	0	0	0	0
5:00 AM	28	0	17	8	0	3	0	0	0	0	0	0	0	0
6:00 AM	69	0	54	11	0	4	0	0	0	0	0	0	0	0
7:00 AM	147	1	109	26	3	7	0	0	1	0	0	0	0	0
8:00 AM	124	3	78	27	0	12	2	0	0	0	1	0	0	1
9:00 AM	89	5	56	21	0	4	1	0	1	0	1	0	0	0
10:00 AM	136	5	95	17	2	15	0	0	2	0	0	0	0	0
11:00 AM	109	2	72	25	0	3	1	0	3	1	1	0	0	1
12:00 PM	163	2	118	31	0	7	3	0	1	1	0	0	0	0
Total	2549	47	1873	454	15	124	9	0	14	4	5	0	0	4
%		1.8	73.5	17.8	0.6	4.9	0.4	0.0	0.5	0.2	0.2	0.0	0.0	0.2

On Road : River Rd S
 Crossing : @ Polk County Line
 Leg : N/A

Site: 21006004
 8/16/2012
 Thursday

24 Hour Classification

Westbound

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
1:00 PM	142	3	101	28	0	8	1	0	0	0	0	0	0	1
2:00 PM	169	3	121	33	1	10	0	0	1	0	0	0	0	0
3:00 PM	211	6	162	31	2	9	0	0	0	0	1	0	0	0
4:00 PM	254	2	189	46	4	12	0	0	1	0	0	0	0	0
5:00 PM	280	4	219	46	1	8	0	0	2	0	0	0	0	0
6:00 PM	163	10	126	22	2	3	0	0	0	0	0	0	0	0
7:00 PM	129	5	100	22	0	2	0	0	0	0	0	0	0	0
8:00 PM	121	0	105	13	1	1	0	0	1	0	0	0	0	0
9:00 PM	83	0	65	12	0	5	0	0	1	0	0	0	0	0
10:00 PM	50	1	43	5	0	1	0	0	0	0	0	0	0	0
11:00 PM	34	0	31	2	0	1	0	0	0	0	0	0	0	0
8/17/2012														
12:00 AM	15	0	10	4	0	0	0	0	1	0	0	0	0	0
1:00 AM	14	0	11	3	0	0	0	0	0	0	0	0	0	0
2:00 AM	6	0	5	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	7	1	5	0	0	1	0	0	0	0	0	0	0	0
4:00 AM	16	0	12	3	0	1	0	0	0	0	0	0	0	0
5:00 AM	30	0	23	6	0	1	0	0	0	0	0	0	0	0
6:00 AM	71	0	48	15	1	6	0	0	1	0	0	0	0	0
7:00 AM	147	3	108	28	1	5	1	0	1	0	0	0	0	0
8:00 AM	102	0	79	13	0	8	0	0	2	0	0	0	0	0
9:00 AM	114	2	75	23	2	7	1	0	4	0	0	0	0	0
Total	2158	40	1638	356	15	89	3	0	15	0	1	0	0	1
%		1.9	75.9	16.5	0.7	4.1	0.1	0.0	0.7	0.0	0.0	0.0	0.0	0.0