



## APPENDIX D

### TRIP GENERATION AND DISTRIBUTIONS

Trip Generation Table (EASTMAN)											
QUALITY RESTAURANT 1*											
Average Vehicle Trips vs SEATS											
<b>AM Peak (Weekday)</b>											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
1	Quality Restaurant	831	284 SEATS	284		0.03	9	50%	50%	4	4
Assumed Pass-By Percentage 26%											
<b>PM Peak (Weekday)</b>											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
1	Quality Restaurant	831	284 SEATS	284		0.26	74	67%	33%	49	24
ITE Pass-By Percentage 28%											

\*Quality Restaurant represents anticipated "Logans Roadhouse"

Trip Generation Table											
SPECIALTY RETAIL CENTER 1*											
Average Vehicle Trips vs GFA											
<b>AM Peak (Weekday)</b>											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
2	Specialty Retail Center	814	**11,272 SQ FT GFA	11.27		****Use 2.0 rate	23	48%	52%	11	12
*****Assumed Pass-By Percentage 34%											
<b>PM Peak (Weekday)</b>											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
2	Specialty Retail Center	814	**11,272 SQ FT GFA	11.27		***Use high range rate 5.16	58	43%	57%	25	33
*****Assumed Pass-By Percentage 34%											

\*Specialty Retail Center represents a small strip shopping center.

\*\*Six attached shops combine to equal 11,272 SQ FT.

AREA= 11272 SQ FT

\*\*\*The sample size was very small for the ITE ratios, so the high rate was justified by judgement.

\*\*\*\*The use of a rate 2.0 overrides the provided AM Peak range based on judgement. There should be fewer morning trips than evening trips.

\*\*\*\*\*Based on a similar shopping center ITE code 820

Trip Generation Table											
HARDWARE/PAINT STORE 1*											
Average Vehicle Trips vs GFA											
<b>AM Peak (Weekday)</b>											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
3	Hardware/Paint Store	816	22,792 SQ FT GFA	22.79		1.08	25	50%	50%	12	12
*****Assumed Pass-By Percentage 28%											
<b>PM Peak (Weekday)</b>											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
3	Hardware/Paint Store	816	22,792 SQ FT GFA	22.79		4.42	101	48%	52%	48	52
*****Assumed Pass-By Percentage 28%											

\*Hardware/Paint Store represents anticipated "Tractor Supply Co"

\*\*\*\*Based on a similar tire store ITE code 843

AM Total = 56 27 28  
PM Total = 233 123 110

Trip Generation Table (JOE MANN 1)											
SPECIALTY RETAIL CENTER 2*											
Average Vehicle Trips vs GFA											
AM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
4	Specialty Retail Center	814	**20,000 SQ FT GFA	20	****Use 2.0 rate		40	48%	52%	19	21
*****Assumed Pass-By Percentage 34%											
PM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
4	Specialty Retail Center	814	**20,000 SQ FT GFA	20	***Use high range rate 5.16		103	43%	57%	44	59
*****Assumed Pass-By Percentage 34%											

\*Specialty Retail Center represents a small strip shopping center next to "Best Buy".  
 \*\*Unknown number of attached shops combine to equal 20,000 SQ FT.  
 \*\*\*The sample size was very small for the ITE rates, so the high rate was justified by judgement.  
 \*\*\*\*The use of a rate 2.0 overrides the provided AM Peak range based on judgement. There should be fewer morning trips than evening trips.  
 \*\*\*\*\*Based on a similar shopping center ITE code 820

Trip Generation Table											
GASOLINE/SERVICE STATION 1*											
Average Vehicle Trips vs POSITIONS											
AM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
5	Gasoline/Service Station	837	8 POSITIONS	8		12.27	98	51%	49%	50	48
ITE Pass-By Percentage 58%											
PM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
5	Gasoline/Service Station	837	8 POSITIONS	8		14.56	116	51%	49%	59	57
ITE Pass-By Percentage 42%											

\*Gasoline/Service Station represents anticipated "Murphy Oil" at "Walmart"

Trip Generation Table											
WHOLESALE TIRE STORE 1*											
Average Vehicle Trips vs GFA											
AM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
6	Wholesale Tire Store	849	9,682 SQ FT GFA	9.682		1.34	13	65%	35%	8	5
Assumed Pass-By Percentage 28%											
PM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
6	Wholesale Tire Store	849	9,682 SQ FT GFA	9.682		2.11	20	47%	53%	10	11
ITE Pass-By Percentage 28%											

\*Wholesale Tire Store represents anticipated "Bell Tire"

Trip Generation Table											
AUTOMOBILE PARTS SALES 1*											
Average Vehicle Trips vs GFA											
AM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
7	Automobile Parts Sales	843	9,981 SQ FT GFA	9.981		2.21	22	50%	50%	11	11
Assumed Pass-By Percentage 43%											
PM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
7	Automobile Parts Sales	843	9,981 SQ FT GFA	9.981		5.98	60	49%	51%	29	30
ITE Pass-By Percentage 43%											

\*Automobile Parts Sales represents anticipated "Quality Truck & Automotive Accessories"

Trip Generation Table											
CHURCH 1*											
Average Vehicle Trips vs GFA											
AM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
8	Church	560	**100,000 SQ FT GFA	100	***Use low range rate 0.08		8	54%	46%	4	4
PM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
8	Church	560	**100,000 SQ FT GFA	100	***Use low range rate 0.40		40	54%	46%	22	18

\*Church represents existing "Midland Evangelical Free Church" which was not considered in previous traffic generation.  
 \*\*Measured building area 400' x 250' equal to 100000 SQ FT. AREA= 100000 SQ FT  
 \*\*\*Use low range rate based on judgement. The size of this church is beyond the limits of those surveyed for the ITE rates.

Trip Generation Table											
DRIVE-IN BANK 1											
Average Vehicle Trips vs GFA											
AM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
9	Drive-In Bank	912	**3,500 SQ FT GFA	3.5		12.63	44	56%	44%	25	19
Assumed Pass-By Percentage 47%											
PM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
9	Drive-In Bank	912	**3,500 SQ FT GFA	3.5		54.77	192	50%	50%	96	96
ITE Pass-By Percentage 47%											

\*\*Measured building area 50' x 70' equal to 3500 SQ FT. AREA= 3500 SQ FT

Trip Generation Table											
CONGREGATE CARE FACILITY 1											
Average Vehicle Trips vs GFA											
AM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
10	Congregate Care Facility	252	**26,136 SQ FT GFA	26.14	***Use near observation		5	61%	39%	3	2
PM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
10	Congregate Care Facility	252	**26,136 SQ FT GFA	26.14	***Use near observation		10	56%	44%	6	4

\*\*Building area reported as 0.60 acres equal to 26136 SQ FT. AREA= 26136 SQ FT  
 \*\*\*The sample size was very small for the ITE rates, so a near observation was used.

AM Total = 230 121 110  
 PM Total = 541 266 276

**Trip Generation Table (JOE MANN 2)**

**SHOPPING CENTER 1\***

Average Vehicle Trips vs GFA

**AM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
11	Shopping Center	820	**562,000 SQ FT GFA	562	$\ln(T) = 0.596 \ln(X) + 2.329$		447	61%	39%	273	174

Assumed Pass-By Percentage 20%

**PM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
11	Shopping Center	820	**562,000 SQ FT GFA	562	$\ln(T) = 0.596 \ln(X) + 2.329$		1962	48%	52%	942	1020

ITE Pass-By Percentage 20%

\*Shopping Center represents the "Carlson Site", a potential planned group of commercial retail developments south of the church on either side of Joe Mann.

\*\*Total vacant land area was measured from aerial photos. Available land area was reduced by 25% to account for wetlands. Of the remaining, 20% of the land area was assumed to be built out for GFA based a similar commercial site.

AREA= 562000 SQ FT

AM Total = 447 273 174  
 PM Total = 1962 942 1020

**Trip Generation Table (LETTS-COMMERCE)  
GENERAL LIGHT INDUSTRIAL 1\***

**Average Vehicle Trips vs GFA**

**AM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
12	General Light Industrial	110	**110 ACRES	110	$T = 3.763(X)+117.381$		532	85%	15%	452	80

\*\*\*\*\*Assumed Internal Trip Reduction 30%

**PM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
12	General Light Industrial	110	**110 ACRES	110	$T = 3.678(X)+116.823$		521	22%	78%	115	407

\*\*\*\*\*Assumed Internal Trip Reduction 30%

\*General Light Industrial represents potential light industrial development on vacant land along Commerce. The land use is currently zoned light industrial.

\*\*Total vacant land area was measured from aerial photos.

AREA=

110 ACRES

\*\*\*\*\*Internal trip reduction of 30% accounts that 30% of the trips generated have already been generated to the other retail developments to the south. An internal trip reduction is commonly made for mixed use developments. Based on the character of the retail developments to the south (restaurant, grocery, shopping center), it is reasonable to assume that work trips to light industrial will have also been generated to retail developments to the south.

Reduced AM Total =	372	316	56
Reduced PM Total =	365	80	285

**Trip Generation Table (ELISENAL)**  
**NEW CAR SALES 1\***  
**Average Vehicle Trips vs GFA**

**AM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
13	New Car Sales	841	**30,000 SQ FT GFA	30		2.21	66	73%	27%	48	18

\*\*\*\*\*Assumed Pass-By Percentage 28%

**PM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
13	New Car Sales	841	**30,000 SQ FT GFA	30		2.8	84	40%	60%	34	50

\*\*\*\*\*Assumed Pass-By Percentage 28%

\*New Car Sales represents an unknown development north of Joe Mann  
 \*\*Average size of New Car Sales based on ITE surveyed sites.

\*\*\*\*\*Based on a similar tire store ITE code 843

**Trip Generation Table**  
**SPECIALTY RETAIL CENTER 3\***  
**Average Vehicle Trips vs GFA**

**AM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
14	Specialty Retail Center	814	**14,500 SQ FT GFA	14.5		***Use 2.0 rate	29	48%	52%	14	15

\*\*\*\*\*Assumed Pass-By Percentage 34%

**PM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
14	Specialty Retail Center	814	**14,500 SQ FT GFA	14.5		2.59	38	43%	57%	16	21

\*\*\*\*\*Assumed Pass-By Percentage 34%

\*Specialty Retail Center represents a small strip shopping center.  
 \*\*Unknown number of attached shops combine to equal 14,500 SQ FT. AREA= 14500 SQ FT

\*\*\*\*The use of a rate 2.0 overrides the provided AM Peak range based on judgement. There should be fewer morning trips than evening trips.  
 \*\*\*\*\*Based on a similar shopping center ITE code 820

**Trip Generation Table**  
**SELF-SERVICE CAR WASH 1**  
**Average Vehicle Trips vs STALLS**

**AM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
15	Self-Service Car Wash	847	7 STALLS	7		****Use 2.0 rate	14	50%	50%	7	7

\*\*\*\*\*Assumed Pass-By Percentage 62%

**PM Peak (Weekday)**

Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
15	Self-Service Car Wash	847	7 STALLS	7		5.79	41	52%	48%	21	19

\*\*\*\*\*Assumed Pass-By Percentage 56%

\*\*Average size 7 stalls based on ITE surveyed sites. Estimated area for this development of 3,500 sq ft.

\*\*\*\*The use of a rate 2.0 overrides the provided AM Peak rate based on judgement and the small sample size for ITE rates. There should be fewer morning trips than evening trips.  
 \*\*\*\*\*Based on a similar gasoline/service station ITE code 945

AM Total =	109	69	40
PM Total =	162	71	91

Trip Generation Table (JEFFERSON)											
Trip Generation Table											
MEDICAL-DENTAL OFFICE BUILDING 1											
Average Vehicle Trips vs GFA											
AM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
16	Medical-Dental Office Building	720	**30,000 SQ FT GFA	30		2.43	73	48%	52%	35	38
*****Assumed Internal Trip Reduction 23%											
PM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
16	Medical-Dental Office Building	720	**30,000 SQ FT GFA	30		3.66	110	43%	57%	47	63
*****Assumed Internal Trip Reduction 23%											

\*\*Average size of Medical-Dental Office based on ITE surveyed sites.

AREA= 30000 SQ FT

Reduced for internal trips 36 48

\*\*\*\*\*Internal trip reduction of 23% accounts that 23% of the trips generated have already been generated to the other retail developments in the area. An internal trip reduction is commonly made for mixed use developments. ITE recommends a 23% reduction for internal trips between office and retail land uses.

Trip Generation Table											
SPECIALTY RETAIL CENTER 4*											
Average Vehicle Trips vs GFA											
AM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
17	Specialty Retail Center	814	**15,500 SQ FT GFA	15.5		***Use 2.0 rate	31	48%	52%	15	16
*****Assumed Pass-By Percentage 34%											
PM Peak (Weekday)											
Item	Land Use	ITE Land Use Code	Independent Variable		Peak Hour Trips Generated per Independent Variable Unit		Trips Generated per Hour	% of Total Site Trips		Total Trips	
			Description	Value	Fitted Curve Equation	Avg. Rate		Entering	Exiting	Entering	Exiting
17	Specialty Retail Center	814	**15,500 SQ FT GFA	15.5		2.59	40	43%	57%	17	23
*****Assumed Pass-By Percentage 34%											

\*Specialty Retail Center represents a small strip shopping center.

\*\*Unknown number of attached shops combine to equal 15,500 SQ FT.

AREA= 15500 SQ FT

\*\*\*The use of a rate 2.0 overrides the provided AM Peak range based on judgement. There should be fewer morning trips than evening trips.

\*\*\*\*Based on a similar shopping center ITE code 820

Reduced AM Total = 87 42 45  
 Reduced PM Total = 125 54 71

## Assumptions:

### Joe Mann Blvd.

60% of development traffic along Joe Mann Blvd goes to Eastman Ave.

40% of development traffic along Joe Mann Blvd goes to Jefferson Ave.

### Eastman Ave.

20% of development traffic coming from Joe Mann Blvd. goes North

80% of development traffic coming from Joe Mann Blvd. goes South

Of the traffic going south on Eastman Ave., 9% goes west on Airport Rd based on the forecasted turning movements in the previous study. The remaining 91% continues south to the next intersection.

Of the traffic going south on Eastman Ave., 20% goes west to US-10 on the US-10 WB entrance ramp based on the previous study. The remaining 80% continues south.

Of the traffic going south on Eastman Ave., 19% turns to the west on Wackerly Street

Of the traffic going south on Eastman Ave., 8% turns to the east on Wackerly Street

Of the traffic going south on Eastman Ave., 73% goes south on Eastman Ave. past Wackerly Street

All of the above based on forecasted turning movement in the previous study.

None of the trips generated from developments along Eastman Ave. or Jefferson Ave. turn onto Joe Mann.

### Elisenal

80% of the development traffic along Elisenal goes south, the remaining amount goes north. At the next opportunity, this traffic goes 60% towards Eastman and 40% towards Jefferson and continues in the original direction.

### Letts-Commerce

60% of development traffic along Commerce goes to Eastman Ave.

40% of development traffic along Commerce goes to Jefferson Ave.

### Jefferson Ave.

80% of development traffic coming from Joe Mann Blvd. goes South

20% of development traffic coming from Joe Mann Blvd. goes North

Of the traffic going south on Jefferson, 60% goes west on Wackerly and therefore passes through the intersection at Eastman and Wackerly.

### Trips Attracted to the Developments

The distribution of trips attracted to the developments is assumed to come from the same direction as the trips generated leaving the developments.

## Instructions for Spreadsheet:

Entering and Exiting volume is a direct input from the Trip Generation spreadsheet.

Distribution percentages described in the assumptions are contained in equations in the shaded cells.

Pass-By reduction is considered for all through street volumes. There is no reduction however at the destination driveway.

The trip distribution for pass-by trips was assumed to be the same as that described above (ie 60% to Eastman Ave).

Entering volume remains the same regardless of pass-by. Exiting volume is equal to the sum of non-pass-by trips in the original direction (ie 60% to Eastman Ave) plus pass-by trips from the opposite direction (ie 40% to Jefferson).

Through volumes are adjusted to reduce by the number of pass-by trips since they would otherwise be double counted.

