www.vhb.com

June 28, 2022

Ref: 52916.00

Scott Letourneau
Slipknot Properties, LLC
26 Newmarket Road
Durham, NH 03824

Re: Trip-Generation Letter
Tideline Public House
Durham, New Hampshire

Dear Mr. Letourneau:

Vanasse Hangen Brustlin, Inc. (VHB) has prepared this letter to summarize the trip-generation estimates associated with the proposed Tideline Public House development to be located at 15 Newmarket Road in Durham, New Hampshire. The site currently consists of a 7,175 square foot structure that was formerly occupied by the Durham Town Hall, a 574 square foot salt shed that was previously used as salt and sand storage for Town operations, and an 816 square foot garage previously used for Town Hall operations. As proposed, the former Town Hall structure will be occupied with a 4,200 square foot restaurant, 1,600 square feet of mercantile space, and 2 overnight stay suites. In addition, there would be up to 8 food trucks located within the property, the storage salt shed will be renovated to a 574 square foot auxiliary bar, and the garage will be reused as a 272 square foot dishwashing area, a 272 square foot restroom, and 272 square feet of storage space. This letter summarizes the trip-generation estimates and methodologies associated with the proposed Tideline Public House development.

Trip Generation Methodology

To determine the vehicular trips that would be generated by the existing and proposed uses, trip-generation rates published by the Institute of Transportation Engineers (ITE)[1] were researched. The site currently consists of 8,565 square feet of space that was previously occupied by the Durham Town Hall and associated municipal services. As proposed the site would be re-occupied with food, retail, and overnight stay uses. As currently planned, the overnight stay suites would be the only proposed use that would be operational during the weekday AM commuting peak period (i.e., 7:00-9:00 AM).

[1] Trip Generation Manual. 11th ed. Washington, DC: Institute of Transportation Engineers, 2021.

Engineers | Scientists | Planners | Designers

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Based on the ITE Trip Generation Handbook,[2] studies have shown that for developments of mixed-use or multi-use sites, it is realistic to assume that there will be some internal trips within the site itself. This concept means that some of the patrons of the food trucks may also visit the bar or stay at the hotel. The volume of internal trips was determined based on ITE methodologies.

In addition, not all of the vehicle trips expected to be generated by the proposed development represent new trips on the study area roadway system. Based on data presented in the ITE Trip Generation Handbook, a portion of the vehicles visiting the proposed restaurant, food trucks, bar, and mercantile space may already be present in the adjacent passing traffic stream or are diverted from another route to the subject site. The volume of pass-by trips was determined based on ITE methodologies.

Table 1 summarizes the trip-generation characteristics of the proposed development. In addition, Table 2 shows a comparison of the new Tideline Public House development site trips to the trips associated with re-occupancy of the existing structures with a similar use (i.e., governmental office building). The trip-generation calculations are attached to this letter.

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2 Transportation Impact Analyses for Site Development: An ITE Proposed Recommended Practice. Washington, DC: Institute of Transportation Engineers, 2010.

Table 1 – Trip-Generation Characteristics Summary: Proposed Tideline Public House Development

Peak Hour/Direction	Total Trips [a]	Internal Trips [b]	External Trips [c]	Pass-By Trips [d]	New Trips [e]
Weekday AM [f]					
Enter	1	0	1	0	1
Exit	0	0	0	0	0
Total	1	0	1	0	1
Weekday PM					
Enter	65	15	50	19	31
Exit	51	17	34	19	15
Total	116	32	84	38	46

a Based on ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) for 4,200 sf, Land Use Code 814 (Variety Store) for 1,600 sf, Land Use Code 310 (Hotel) for 2 rooms, Land Use Code 975 (Drinking Place) for 1,390 sf (includes salt shed and garage), and Land Use Code 926 (Food Cart Pod) for 8 food trucks.
b Based on ITE Trip Generation Handbook and NCHRP 685 Internal Trip Capture Estimation Tool.
c Total Trips – Internal Trips.
d Per ITE Trip Generation Handbook: 43% of External Restaurant and Bar Trips (Land Use Code 932: High-Turnover [Sit-Down] Restaurant), 34% of External Retail Trips (Land Use Code 814: Variety Store), and 50% of External Food Truck Trips (Land Use Code 934: Fast-Food Restaurant with Drive-Through Window).
e External Trips – Pass-By Trips.
f Only the proposed hotel would be open during the weekday AM peak hour.

Table 2 – Trip-Generation Comparison Summary: External New Site Trips

Peak Hour/Direction	Existing Trips [a]	Proposed Trips [b]	Additional Trips [c]
Weekday AM			
Enter	22	1	(21)
Exit	7	0	(7)
Total	29	1	(28)
Weekday PM			
Enter	4	31	27
Exit	11	15	4
Total	15	46	31

a ITE Land Use Code 730 (Government Office Building) for 8,565 sf.
b From Table 1.
c Proposed Trips minus Existing Trips.

Table 2 summarizes the additional site trips that would be new to the area (i.e., destination trips that are not already present along the adjacent roadway network). As shown, the proposed Tideline Public House development is estimated to generate less site trips during the weekday AM peak hour than re-occupancy of the existing structures. During the weekday PM peak hour, the proposed development is projected to generate 31 more new trips (27 entering and 4 exiting). This comparison does not account for the bus stop or pedestrian facilities which would reduce the traffic impacts along the adjacent roadway network.

In accordance with common traffic engineering practice, a development may have a noticeable impact if the addition of peak hour site trips would increase traffic volumes on an intersection approach by 100 vehicles or more.[3] In addition, New Hampshire Department of Transportation (NHDOT) guidance[4] suggests that a development estimated to generate 100 vehicles per hour or more (total of entering and exiting trips) through an intersection may result in a change in vehicular operations (i.e., noticeably drop level of service or increase volume-to-capacity [v/c] ratios). In general, traffic increases less than these thresholds could be attributed to the fluctuation of vehicles due to driver patterns that occur during the day, on different days of a week, or different months of a year. As shown in Tables 1 and 2, the proposed Tideline Public House development is not anticipated to exceed these thresholds (i.e., entering trips <100 vehicles per hour, and exiting trips <100 vehicle per hour).

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3 Transportation Impact Analyses for Site Development: An ITE Proposed Recommended Practice. Washington, DC: Institute of Transportation Engineers, 2010.

4 Bollinger, Robert E. Inter-Department Communication. New Hampshire Department of Transportation, Bureau of Traffic. 17 Feb. 2010.

Conclusion

In summary, ITE and NHDOT methodologies suggest that a development may have a noticeable impact if the addition of site trips increases traffic volumes on an intersection approach or at an intersection by 100 vehicles per hour or more. Based on the findings of this trip-generation letter, the site trips for the proposed Tideline Public House development do not trigger these thresholds even at the site driveway along Schoolhouse Lane. In addition, the methodologies used within this letter present a conservative (worse-case) scenario as trip reductions were not taken for patrons using the nearby bus stops or the existing pedestrian facilities. Therefore, the proposed Tideline Public House development is anticipated to result in minimal impacts to the adjacent roadway network.

Sincerely,

VHB

Jason R. Plourde, PE, PTP
Transportation Systems Team Leader
JPlourde@vhb.com

Attachments

Trip-Generation Calculations: Proposed Uses
Trip-Generation Calculations: Multi-Use Trips
Trip-Generation Calculations: Re-Occupied Use

Tideline Public House Development

Time Period/Direction	Restaurant [a]	Retail [b]	Hotel [c]	Bar [d]	Food Trucks [e]	Total Trips [f]	Internal Trips [g]	External Trips [i]	Pass-By Trips [j]	New Trips [k]
Weekday Daily:										
Enter	226	51	8	--	--	--	--	--	--	--
Exit	226	51	8	--	--	--	--	--	--	--
Total	452	102	16	--	--	--	--	--	--	--
Weekday AM Peak Hour:										
Enter	0	0	1	0	0	1	0	1	0	1
Exit	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	1	0	1	0	1
Weekday PM Peak Hour:										
Enter	23	5	1	11	25	65	15	50	19	31
Exit	15	5	1	5	25	51	17	34	19	15
Total	38	10	2	16	50	116	32	84	38	46
Saturday Daily:										
Enter	516	--	9	--	--	--	--	--	--	--
Exit	516	--	9	--	--	--	--	--	--	--
Total	1032	--	18	--	--	--	--	--	--	--
Saturday Peak Hour:										
Enter	24	9	1	--	--	--	--	--	--	--
Exit	23	9	1	--	--	--	--	--	--	--
Total	47	18	2	--	--	--	--	--	--	--

[a] ITE LUC 932 (High-Turnover [Sit-Down] Restaurant) for 4,200 sf.

[b] ITE LUC 814 (Variety Store) for 1,600 sf.

[c] ITE LUC 310 (Hotel) for 2 rooms.

[d] ITE LUC 975 (Drinking Place) for 1,390 sf (salt shed + garage).

[e] ITE LUC 926 (Food Cart Pod) for 8 food trucks.

[f] Weekday AM Peak Hour = Hotel Trips, Weekday PM Peak Hour = Restaurant Trips + Retail Trips + Hotel Trips + Bar Trips + Food Truck Trips.

[g] Based on ITE Trip Generation Handbook and NCHRP 685 Internal Trip Capture Estimation Tool.

[f] Total Trips - Internal Trips.

[g] Per ITE Trip Generation Handbook: 43% of External Restaurant and Bar Trips (LUC 932: High-Turnover [Sit-Down] Restaurant), 34% of External Retail Trips (LUC 814: Variety Store), and 50% of External Food Truck Trips (LUC 934: Fast-Food Restaurant with Drive-Through Window).

[h] External Trips - Pass-By Trips.

ITE TRIP GENERATION WORKSHEET

(11th Edition, Updated 2021)

LANDUSE: High-Turnover (Sit-Down) Restaurant
LANDUSE CODE: 932 Independent Variable --- 1,000 square feet of GFA
SETTING/LOCATION:
JOB NAME: **FLOOR AREA (KSF):** 4.200
JOB NUMBER:

WEEKDAY

RATES:			Total Trip Ends			Independent Variable Range			Directional Distribution	
	# Studies	R^2	Average	Low	High	Average	Low	High	Enter	Exit
DAILY	50	--	107.20	13.04	742.41	5	0.89	11.00	50%	50%
AM PEAK OF GENERATOR	58	--	13.68	1.74	112.49	6	0.89	11.00	57%	43%
PM PEAK OF GENERATOR	58	--	16.35	3.04	89.99	5	0.89	11.00	51%	49%
AM PEAK (ADJACENT ST)	37	--	9.57	0.76	102.39	5	0.89	11.00	55%	45%
PM PEAK (ADJACENT ST)	104	--	9.05	0.92	62.00	6	0.77	14.00	61%	39%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	452	226	226	--	--	--
AM PEAK OF GENERATOR	57	33	25	--	--	--
PM PEAK OF GENERATOR	69	35	34	--	--	--
AM PEAK (ADJACENT ST)	40	22	18	--	--	--
PM PEAK (ADJACENT ST)	38	23	15	--	--	--

SATURDAY

RATES:			Total Trip Ends			Independent Variable Range			Directional Distribution	
	# Studies	R^2	Average	Low	High	Average	Low	High	Enter	Exit
DAILY	3	--	122.40	101.99	173.07	6	4.79	8.54	50%	50%
PEAK OF GENERATOR	22	--	11.19	1.63	50.40	5	2.50	12.00	51%	49%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	516	258	258	--	--	--
PEAK OF GENERATOR	47	24	23	--	--	--

SUNDAY

RATES:			Total Trip Ends			Independent Variable Range			Directional Distribution	
	# Studies	R^2	Average	Low	High	Average	Low	High	Enter	Exit
DAILY	2	--	142.64	119.62	164.43	5	4.79	5.06	50%	50%
PEAK OF GENERATOR	3	--	25.83	9.81	43.20	4	2.50	5.06	55%	45%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	600	300	300	--	--	--
PEAK OF GENERATOR	108	60	49	--	--	--

ITE TRIP GENERATION WORKSHEET
(11th Edition, Updated 2021)

LAND USE: Variety Store
LAND USE CODE: 814
SETTING/LOCATION: General Urban/Suburban
JOB NAME:
JOB NUMBER:

Independent Variable ---
GROSS FLOOR AREA (KSF): 1.600

WEEKDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Low	High	Independent Variable Range Average	Low	High	Directional Distribution Enter	Exit
DAILY	29	--	63.66	20.51	133.68	9.00	6.74	17.00	50%	50%
AM PEAK OF GENERATOR	29	--	4.51	1.68	11.87	9.00	7.76	17.00	50%	50%
PM PEAK OF GENERATOR	25	--	7.42	2.54	13.95	9.00	6.74	17.00	50%	50%
AM PEAK (ADJACENT ST)	29	--	3.04	0.50	11.87	9.00	6.74	17.00	55%	45%
PM PEAK (ADJACENT ST)	29	--	6.70	1.22	13.95	9.00	6.74	17.00	51%	49%

TRIPS:

	BY AVERAGE Total	Enter	Exit	BY REGRESSION Total	Enter	Exit
DAILY	102	51	51	--	--	--
AM PEAK OF GENERATOR	8	4	4	--	--	--
PM PEAK OF GENERATOR	12	6	6	--	--	--
AM PEAK (ADJACENT ST)	5	3	2	--	--	--
PM PEAK (ADJACENT ST)	11	5	5	--	--	--

SATURDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Low	High	Independent Variable Range Average	Low	High	Directional Distribution Enter	Exit
DAILY	--	--	--	--	--	--	--	--	--	--
PEAK OF GENERATOR	6	--	11.00	1.42	10.23	11.00	8.03	17.00	48%	52%

TRIPS:

	BY AVERAGE Total	Enter	Exit	BY REGRESSION Total	Enter	Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	18	8	9	--	--	--

Walk+Bike+ Transit

SUNDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Low	High	Independent Variable Range Average	Low	High	Directional Distribution Enter	Exit
DAILY	--	--	--	--	--	--	--	--	--	--
PEAK OF GENERATOR	6	--	11.00	0.78	10.92	11.00	8.03	17.00	51%	49%

TRIPS:

	BY AVERAGE Total	Enter	Exit	BY REGRESSION Total	Enter	Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	18	9	9	--	--	--

Walk+Bike+ Transit

ITE TRIP GENERATION WORKSHEET
(11th Edition, Updated 2021)

LANDUSE: Hotel
LANDUSE CODE: 310
SETTING/LOCATION: General Urban/Suburban
JOB NAME:
JOB NUMBER:

Independent Variable --- Number of Rooms

2 rooms

WEEKDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Low	High	Independent Variable Range Average	Low	High	Directional Distribution Enter	Exit
DAILY	7	0.85	7.99	5.31	9.53	148	100	260	50%	50%
AM PEAK OF GENERATOR	33	0.64	0.53	0.25	1.42	282	86	575	53%	47%
PM PEAK OF GENERATOR	32	0.69	0.60	0.22	0.97	285	86	575	58%	42%
AM PEAK (ADJACENT ST)	28	0.84	0.46	0.20	0.84	182	74	426	56%	44%
PM PEAK (ADJACENT ST)	31	0.78	0.59	0.26	1.06	186	74	426	51%	49%

TRIPS:

	BY AVERAGE Total	Enter	Exit	BY REGRESSION Total	Enter	Exit
DAILY	16	8	8	-402	-201	-201
AM PEAK OF GENERATOR	1	1	0	2	1	1
PM PEAK OF GENERATOR	1	1	1	1	1	1
AM PEAK (ADJACENT ST)	1	1	0	-6	-4	-3
PM PEAK (ADJACENT ST)	1	1	1	-26	-13	-13

SATURDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Low	High	Independent Variable Range Average	Low	High	Directional Distribution Enter	Exit
DAILY	9	0.93	8.07	6.35	9.79	202	100	355	50%	50%
PEAK OF GENERATOR	10	0.80	0.72	0.49	1.23	192	100	355	56%	44%

TRIPS:

	BY AVERAGE Total	Enter	Exit	BY REGRESSION Total	Enter	Exit
DAILY	18	9	9	-308	-154	-154
PEAK OF GENERATOR	2	1	1	7	4	3

SUNDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Low	High	Independent Variable Range Average	Low	High	Directional Distribution Enter	Exit
DAILY	9	0.90	5.94	4.01	8.48	202	100	355	50%	50%
PEAK OF GENERATOR	9	0.86	0.57	0.39	0.72	202	100	355	48%	52%

TRIPS:

	BY AVERAGE Total	Enter	Exit	BY REGRESSION Total	Enter	Exit
DAILY	12	6	6	-506	-253	-253
PEAK OF GENERATOR	1	1	1	-22	-11	-12

ITE TRIP GENERATION WORKSHEET

(11th Edition, Updated 2021)

LANDUSE: Drinking Place
LANDUSE CODE: 975
SETTING/LOCATION: General Urban/Suburban
JOB NAME:
JOB NUMBER:

Independent Variable --- 1,000 Sq. Feet Gross Floor Area

FLOOR AREA (KSF): 1.390

WEEKDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Total Trip Ends Low	Total Trip Ends High	Independent Variable Range Average	Independent Variable Range Low	Independent Variable Range High	Directional Distribution Enter	Directional Distribution Exit
DAILY	--	--	--	--	--	--	--	--	--	--
AM PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--
PM PEAK OF GENERATOR	8	--	15.53	3.74	30.09	3.00	1.13	5.35	68%	32%
AM PEAK (ADJACENT ST)	--	--	--	--	--	--	--	--	--	--
PM PEAK (ADJACENT ST)	12	--	11.36	3.74	30.09	4.00	1.13	6.39	66%	34%

TRIPS:

	BY AVERAGE Total	BY AVERAGE Enter	BY AVERAGE Exit	BY REGRESSION Total	BY REGRESSION Enter	BY REGRESSION Exit
DAILY	--	--	--	--	--	--
AM PEAK OF GENERATOR	--	--	--	--	--	--
PM PEAK OF GENERATOR	22	15	7	--	--	--
AM PEAK (ADJACENT ST)	--	--	--	--	--	--
PM PEAK (ADJACENT ST)	16	11	5	--	--	--

SATURDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Total Trip Ends Low	Total Trip Ends High	Independent Variable Range Average	Independent Variable Range Low	Independent Variable Range High	Directional Distribution Enter	Directional Distribution Exit
DAILY	--	--	--	--	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--

TRIPS:

	BY AVERAGE Total	BY AVERAGE Enter	BY AVERAGE Exit	BY REGRESSION Total	BY REGRESSION Enter	BY REGRESSION Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--

SUNDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Total Trip Ends Low	Total Trip Ends High	Independent Variable Range Average	Independent Variable Range Low	Independent Variable Range High	Directional Distribution Enter	Directional Distribution Exit
DAILY	--	--	--	--	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--

TRIPS:

	BY AVERAGE Total	BY AVERAGE Enter	BY AVERAGE Exit	BY REGRESSION Total	BY REGRESSION Enter	BY REGRESSION Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--

ITE TRIP GENERATION WORKSHEET

(11th Edition, Updated 2021)

LANDUSE: Food Cart Pod
LANDUSE CODE: 926
SETTING/LOCATION: General Urban/Suburban
JOB NAME:
JOB NUMBER:

Independent Variable --- Food Carts

NO. FOOD CARTS: 8

WEEKDAY

RATES:

	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	--	--	--	--	--	--	--	--	--	--
AM PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--
PM PEAK OF GENERATOR	8	0.69	10.38	7.00	54.00	9	1	21	50%	50%
AM PEAK (ADJACENT ST)	--	--	--	--	--	--	--	--	--	--
PM PEAK (ADJACENT ST)	4	0.97	6.16	4.29	6.86	9	4	19	50%	50%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	--	--	--	--	--	--
AM PEAK OF GENERATOR	--	--	--	--	--	--
PM PEAK OF GENERATOR	84	42	42	85	43	43
AM PEAK (ADJACENT ST)	--	--	--	--	--	--
PM PEAK (ADJACENT ST)	50	25	25	50	25	25

SATURDAY

RATES:

	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	--	--	--	--	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--

SUNDAY

RATES:

	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	--	--	--	--	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--

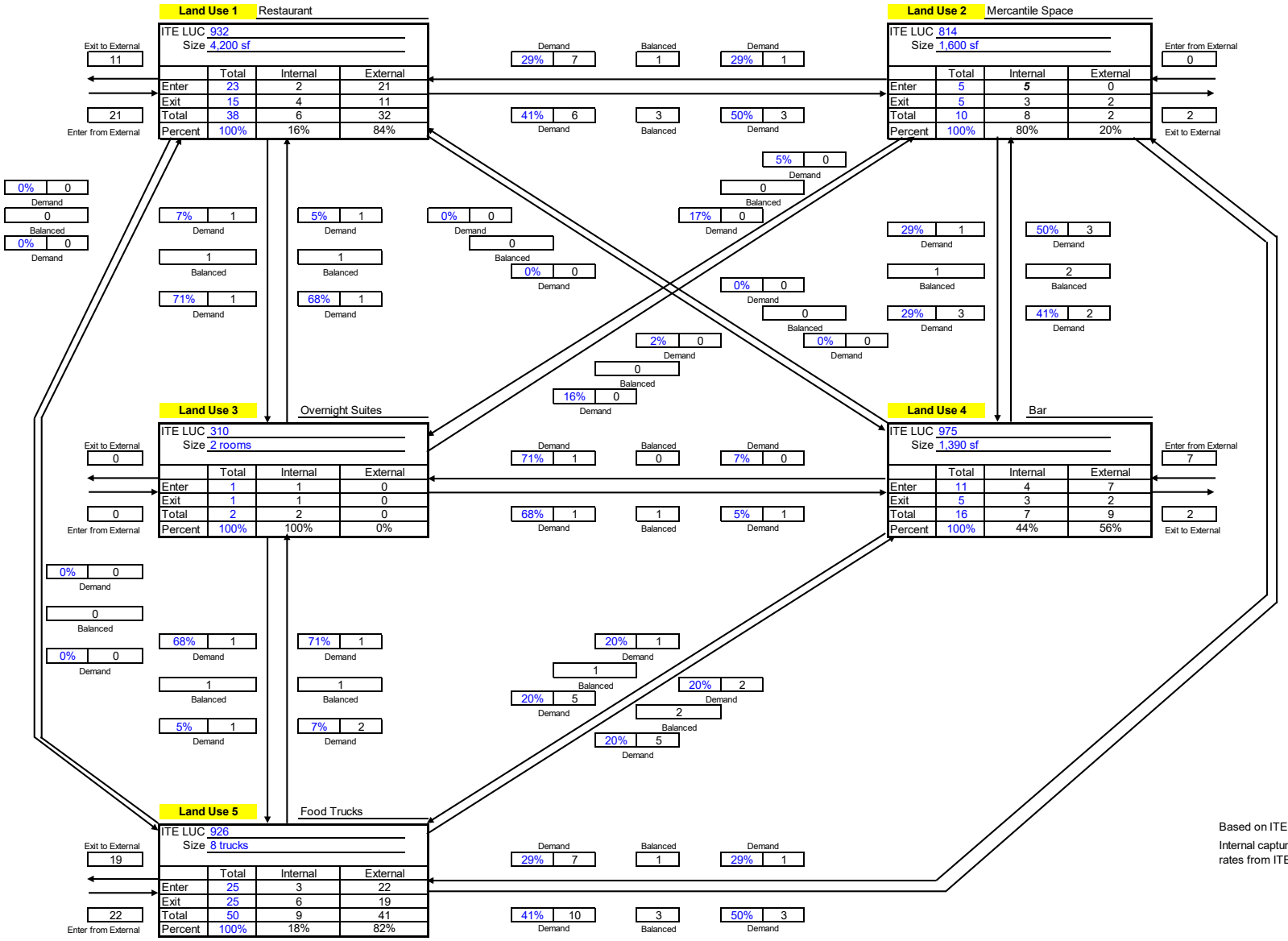
TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--

Analyst: Jason Plourde
Date: 6/24/2022

TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: Tideline Public House
Time Period: Weekday PM Peak Hour



Net External Trips for Multi-Use Development

	Enter	Exit	Total	Single-Use Trip Gen Est.
Section 1	21	11	32	38
Section 2	0	2	2	10
Section 3	0	0	0	2
Section 4	7	2	9	16
Section 5	22	19	41	50
TOTAL	50	34	84	116
			Internal Capture	**28%**

Based on ITE Trip Generation Handbook 3rd Edition, September 2017.

Internal capture rates between Food Trucks and Bar based on retail-to-retail rates from ITE Trip Generation Handbook 2nd Edition, June 2004.

ITE TRIP GENERATION WORKSHEET
(11th Edition, Updated 2021)

LANDUSE: Government Office Building
LANDUSE CODE: 730
SETTING/LOCATION: General Urban/Suburban
JOB NAME:
JOB NUMBER:

Independent Variable --- 1,000 Sq. Feet Gross Floor Area

FLOOR AREA (KSF): 8.565

WEEKDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Low	High	Independent Variable Range Average	Low	High	Directional Distribution Enter	Exit
DAILY	7	--	22.59	0.71	59.66	11.000	3.657	21.000	50%	50%
AM PEAK OF GENERATOR	7	--	3.69	0.45	8.62	11.000	3.657	79.000	55%	45%
PM PEAK OF GENERATOR	6	--	3.19	1.66	6.77	11.000	3.657	21.000	43%	57%
AM PEAK (ADJACENT ST)	7	--	3.34	0.45	7.38	11.000	3.657	21.000	75%	25%
PM PEAK (ADJACENT ST)	8	0.73	1.71	1.09	6.19	22.000	3.657	76.000	25%	75%

TRIPS:

	BY AVERAGE Total	Enter	Exit	BY REGRESSION Total	Enter	Exit
DAILY	194	97	97	--	--	--
AM PEAK OF GENERATOR	--	--	--	--	--	--
PM PEAK OF GENERATOR	--	--	--	--	--	--
AM PEAK (ADJACENT ST)	29	21	7	--	--	--
PM PEAK (ADJACENT ST)	15	4	11	15	4	11

SATURDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Low	High	Independent Variable Range Average	Low	High	Directional Distribution Enter	Exit
DAILY	--	--	--	--	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--

TRIPS:

	BY AVERAGE Total	Enter	Exit	BY REGRESSION Total	Enter	Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--

SUNDAY

RATES:

	# Studies	R^2	Total Trip Ends Average	Low	High	Independent Variable Range Average	Low	High	Directional Distribution Enter	Exit
DAILY	--	--	--	--	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--

TRIPS:

	BY AVERAGE Total	Enter	Exit	BY REGRESSION Total	Enter	Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--