

**LAKE COUNTY
DOWNTOWN TRIP CHARACTERISTICS STUDY**

FINAL SUMMARY REPORT



February 3, 2009

Prepared for:

LAKE COUNTY
315 West Main St.
Tavares, Florida 32778

Prepared by:

Tindale-Oliver & Associates, Inc.
1000 N. Ashley Dr., #100
Tampa, Florida, 33602
ph (813) 224-8862, fax (813) 226-2106
166047-00.08



Tindale-Oliver & Associates, Inc.
Planning and Engineering

February 3, 2009

Ms. Lori Barnes, AICP
Senior Planner
Lake County Department of Economic Growth & Redevelopment
315 West Main Street
Tavares, Florida 32778

RE: Lake Downtown Trip Characteristics Study – Final Report

Dear Ms. Barnes:

Enclosed final report provides a summary and detailed data tables of the trip characteristics study completed for downtown retail and restaurant land uses. The report also includes demand component input variables (trip generation rate, trip length, and percent new trips) that can be used to calculate a transportation impact fee rate for these land uses. If you should have any questions, please do not hesitate to contact me or Marlo Chavarria.

It has been our pleasure to have worked with County staff on this important project.

Sincerely,

Tindale-Oliver & Associates, Inc.

Steven A. Tindale, P.E., AICP
President

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LAKE COUNTY
DOWNTOWN TRIP CHARACTERISTICS STUDY

Table of Contents

1.0	INTRODUCTION.....	1
2.0	SITE SELECTION	1
	2.1 Retail Land Use	2
	2.2 Restaurant Land Use	2
3.0	TRIP CHARACTERISTICS RESULTS.....	3
	3.1 Trip Generation Rate.....	3
	3.2 Percent New Trips.....	4
	3.3 Trip Length	5
	3.4 VMT Comparison	6

APPENDIX A – Lake County Downtown Trip Characteristics Study Data

1.0 INTRODUCTION

Lake County retained Tindale-Oliver & Associates, Inc. (TOA) to provide training for conducting a trip characteristics survey for downtown land uses and process the data collected. The results of this study can be used as an input to the County's impact fee calculation for retail and restaurant sites located in the downtown areas of cities in Lake County. Based on discussion with County staff and consistent with the County's economic development objectives, the following land uses were studied as part of the local trip characteristics data collection:

- Retail Land Use
- Restaurant Land Use

This summary report presents the results of the trip data collected and analyzed for two land uses in the downtown areas of the City of Eustis and the City of Leesburg within Lake County. Included in this document is a summary of the trip characteristics study results, as well as the necessary support material utilized in the development of the summary statistics.

Trip characteristics are inputs to the demand component of the Lake County transportation impact fee equation that measures the demand for travel placed on the transportation system per unit of development. This travel demand is usually expressed in terms of vehicle miles of travel or lane miles of roadway capacity consumed. In particular, the three variables needed to obtain the measure of vehicle miles traveled (VMT) in Lake County for any given land use are:

- Number of daily trips generated, or the trip rate;
- Length of those trips; and
- Proportion of travel that is new travel, rather than travel that is estimated to have already been on the road system, referred to as percent new trips.

2.0 SITE SELECTION

The study site selection process examined potential study sites with respect to several factors such as age of development, occupancy level, location relative to other land uses in the downtown area (to evaluate the potential for linked trips), availability of parking, and number of access points. Another important characteristic of all study sites is the similarity of the development with respect to what is expected of future development. This section summarizes the characteristics of the study sites.

2.1 Retail Land Use

After an examination of multiple potential study sites and the surrounding conditions, two retail land use sites were selected.

- Alada's is located in downtown area of the City of Leesburg, on the corner of Main Street and 5th Street and selected because it is considered to be typical of downtown retail developments. The site also offers on-street parking only, which promotes linked trips in the downtown area.
- Peddler's Wagon is located in downtown area of the City of Eustis, on the corner of Bay Street and Magnolia Avenue. This site is also considered to be typical of future development. The site also offers on-street parking only.

2.2 Restaurant Land Use

Two restaurant land use sites were studied in downtown areas of Lake County.

- Wildflower Café is located in downtown area of the City of Eustis, on the corner of Eustis Street and Orange Avenue. This site is considered to be typical of future restaurant developments in the downtown area and offers on-street parking only.
- Sinfully Sweets is a restaurant located in downtown area of the City of Leesburg, on the corner of Main Street and 5th Street. The site also offers on-street parking only.

3.0 TRIP CHARACTERISTICS RESULTS

The results of the trip characteristics study are summarized in three tables. These tables provide information regarding the trip generation, percent new trips, and trip lengths for each of the two land uses previously referenced, and includes all four study sites. Data resulting from the trip characteristics surveys are included in Appendix A of this report and, as previously mentioned, are used to develop the demand component of the transportation impact fee calculation for the two land uses.

3.1 Trip Generation Rate

The first variable of the demand component is the trip generation rate. The daily trip rate for the downtown study sites is obtained by counting the persons in the restaurant/retail shops and dividing by the average vehicle occupancy to estimate total vehicle trips. For the land uses studied, the daily trip rate is obtained by dividing the daily vehicle trips by the square footage of the study sites, expressed in terms of 1,000 square feet.

Table 1 presents the findings of the vehicle counts that were obtained for all four study sites and the resulting trip generation rates that have been calculated for each. The resulting weighted average trip generation rate for the retail land use is 23.35 daily trips per 1,000 square feet. The weighted average trip generation rate for the restaurant land use is 83.81 daily trips per 1,000 square feet. The current Lake County impact fee schedule estimates 111.82 daily trips per 1,000 square feet for the retail land use and 89.95 daily trips per 1,000 square feet for the restaurant land use. As such, the results of this study indicate that the trip generation rate for the restaurant land use is fairly consistent with the rate in the adopted fee schedule, while the retail trip generation rate is significantly lower than the rate in the adopted fee schedule.

Table 1
Trip Generation Rate Summary

Category	Retail			Restaurant		
	Alada's	Peddler's Wagon	Weighted	Wildflower Café	Sinfully Sweets	Weighted
Persons in Vehicles Count ⁽¹⁾	89	130	219	178	269	447
Average Vehicle Occupancy ⁽²⁾	1.08	1.08	1.08	1.08	1.08	1.08
Average Daily Vehicle Trips ⁽³⁾	82	120	202	165	249	414
Building Size (1,000 Sq. Ft.) ⁽⁴⁾	2.65	6.00	8.65	1.44	3.50	4.94
Vehicle Trips per 1,000 Sq. Ft.⁽⁵⁾	30.94	20.00	23.35	114.58	71.14	83.81

(1) Source: Counts obtained from on-site surveys collected in November 18th – 21st, 2008

(2) Source: US Census data for the State of Florida

(3) Persons in vehicles count (Item 1) divided by average vehicle occupancy (Item 2)

(4) Source: Lake County Economic Re-Development Department

(5) Average daily vehicle trips (Item 3) divided by building size per 1,000 sq. ft. (Item 4)

3.2 Percent New Trips

The percentage of new trips is the second variable computed from the survey data collected. For each land use, the weighted average percent new trip is obtained by weighting the percent new trips of each site by the number of surveys used. For each site, the percent new trips is calculated by first classifying all trips as either a captured trip, primary trip, diverted trip, or secondary trip. The percentage of the combined primary, diverted, and secondary trips of the total trips classified is the percent new trips. This methodology for classifying trips was published by Bill Oliver (TOA Senior Vice President) in the ITE article Measuring Travel Characteristics for Transportation Impact Fees, in April, 1991.

The results indicated that the percent new trips to retail land uses ranged from 11 percent to 26 percent, and the restaurant percent new trips ranged from 15 percent to 45 percent. As shown in Table 2, the resulting weighted average percent new trips to retail land uses is 21 percent and 24 percent for the restaurant land use. The results show a significant reduction from the current percent new trips values in the adopted transportation impact fee schedule of 54 percent for retail and 77 percent for restaurant land uses respectively. The survey results confirm that there are a significant number of linked trips in downtown areas, and thus, a higher rate of capture providing a lower percentage of new trips.

Table 2
Percent New Trips Summary ⁽¹⁾

Retail Land Use			
Site Name	% New Trips	Size (sq. ft.)	Weighted % New Trips
Alada's	11%	2,650	292
Peddler's Wagon	26%	6,000	1560
		8,650	1,852
Weighted Average % New Trips:			21%

Restaurant Land Use			
Site Name	% New Trips	Size (sq. ft.)	Weighted % New Trips
Wildflower Café	45%	1,440	648
Sinfully Sweets	15%	3,500	525
		4,940	1,173
Weighted Average % New Trips:			24%

(1) Source: Origin-Destination surveys conducted in the Lake County, November 18th – 21st, 2008

3.3 Trip Length

The final variable obtained from the trip characteristics study is trip length. To calculate the weighted average trip length, the average trip length for each site is weighted by the number of assessable trip ends obtained from the surveys collected at the study site.

Table 3 presents the weighted average trip length obtained from the collected survey data. As shown, the retail land use trip lengths range from 2.86 miles to 2.89 miles. Similarly, for the restaurant land use, the range is from 1.82 miles to 2.48 miles. As shown in Table 3, the resulting weighted average trip length for the retail land use is 2.88 miles and 2.01 miles for the restaurant land use.

The results of the data reduction process are presented in detail in Appendix A, including survey number, trip type, inbound and outbound trip lengths, and assessable trip length that assesses all data plus or minus three standard deviations of the mean and excluding resulting data that lie outside this range. Note that trip type is denoted as “C” for captured, “P” for primary, “D” for diverted, and “S” for secondary. Also note that a trip cap was applied to trips longer than the tenth highest percentile trip length.

As shown in Appendix A, Tables A-1 through A-2 present the findings of the retail land use sites studied, including Alada's and Peddler's Wagon study site locations. Table A-3 and Table A-4 show the data obtained from the restaurant land use sites, specifically Wildflower Café and Sinfully Sweets.

Table 3
Trip Length Summary⁽¹⁾

Retail Land Use			
Site Name	Average Assessable Trip Length	Size (sq. ft.)	Weighted Trip Lengths
Alada's	2.86	2,650	7,579.0
Peddler's Wagon	2.89	6,000	17,340.0
		8,650	24,919.0
Weighted Average Trip Length:			2.88

Restaurant Land Use			
Site Name	Average Assessable Trip Length	Size (sq. ft.)	Weighted Trip Lengths
Wildflower Café	2.48	1,440	3,571.20
Sinfully Sweets	1.82	3,500	6,370.00
		4,940	9,941.20
Weighted Average Trip Length:			2.01

(1) Source: Origin-Destination surveys conducted in the Lake County, November 18th to 21st, 2008

3.4 VMT Comparison

As discussed previously, the results of the trip characteristics studies for the retail and restaurant land use present the three variables (trip generation rate, percent new trips, and trip length) needed to obtain a measure of vehicle miles traveled (VMT) per unit of development in Lake County. Tables 4 and 5 present a comparison of the VMT in the adopted impact fee schedule for the retail less than 50,000 (LUC 820) gross square feet and the quality restaurant land use (LUC 831) to the results of the downtown trip characteristics study. The table shows a significant difference in VMT (primarily driven by the percent new trips variable) showing that downtown retail and restaurant sites generate less traffic per unit of development than non-downtown retail and restaurant sites. These results indicate that patrons tend to link trips in the downtown area given the mixture of land uses, which results in a higher capture rate (lower percent new trips).

Table 4
Retail VMT Comparison

Variable	Current	Eustis Site (Peddler's)	Leesburg Site (Aladas)	Combined Sites	% Difference
Trip Generation Rate ⁽¹⁾	111.82	20.00	30.94	23.35	-79%
Trip Length ⁽²⁾	2.40	2.89	2.86	2.88	20%
Percent New Trips ⁽³⁾	54%	26%	11%	21%	-61%
VMT⁽⁴⁾	144.92	15.03	9.73	14.12	-90%
Impact Fee VMT⁽⁵⁾	72.46	7.52	4.87	7.06	-90%

- (1) Source: 2001 Lake County Transportation Impact Fee Study for Current and Table 1 for local sites
- (2) Source: Lake County Transportation Impact Fee Study for current variables and Table 3 for local sites
- (3) Source: Lake County Transportation Impact Fee Study for current variables and Table 2 for local sites
- (4) VMT is calculated by multiplying the trip generation rate by the trip length and by the percent new trips variables for each respective land use studied.
- (5) To allocate the assessment for a trip evenly between origin-end development and destination-end development, the VMT (Item 4) is divided in half.

Table 5
Restaurant VMT Comparison

Variable	Current	Eustis Site (Wildflower)	Leesburg Site (Sweets)	Combined Sites	% Difference
Trip Generation Rate ⁽¹⁾	89.95	114.58	71.14	83.81	-7%
Trip Length ⁽²⁾	4.37	2.48	1.82	2.01	-54%
Percent New Trips ⁽³⁾	77%	45%	15%	24%	-69%
VMT⁽⁴⁾	302.67	127.87	19.42	40.43	-87%
Impact Fee VMT⁽⁵⁾	151.34	63.94	9.71	20.22	-87%

- (1) Source: 2001 Lake County Transportation Impact Fee Study for Current and Table 1 for local sites
- (2) Source: Lake County Transportation Impact Fee Study for current variables and Table 3 for local sites
- (3) Source: Lake County Transportation Impact Fee Study for current variables and Table 2 for local sites
- (4) VMT is calculated by multiplying the trip generation rate by the trip length and by the percent new trips variables for each respective land use studied.
- (5) To allocate the assessment for a trip evenly between origin-end development and destination-end development, the VMT (Item 4) is divided in half.

APPENDIX A
Lake County
Downtown Trip Characteristics Study Data

Table A-1
Trip Length and Percent New Trips Statistical Analysis
Retail Land Use – Alada’s

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
3-2	C	-	-
3-3	C	-	-
3-4	C	-	-
3-5	D	1.2	1.2
3-6	C	-	-
3-7	C	-	-
3-8	C	-	-
3-9	C	-	-
3-10	C	-	-
3-12	C	-	-
3-13	C	-	-
3-14	C	-	-
3-15	P	0.4	0.4
3-16	C	-	-
3-17	D	0.8	0.8
3-18	C	-	-
3-20	C	-	-
3-21	C	-	-
3-22	C	-	-
3-23	C	-	-
3-25	C	-	-
3-26	C	-	-
3-27	C	-	-
3-28	C	-	-
3-29	C	-	-
3-30	C	-	-
3-31	C	-	-
3-32	P	11.5	11.5
3-33	C	-	-
3-34	C	-	-
3-35	C	-	-
3-36	C	-	-
3-37	C	-	-
3-38	C	-	-
3-39	C	-	-
3-40	C	-	-
3-41	C	-	-
3-42	C	-	-
3-43	C	-	-

Table A-1 (Continued)

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
3-44	C	-	-
3-45	D	0.4	0.4
3-46	C	-	-
3-47	C	-	-
3-48	C	-	-
3-49	C	-	-
3-50	C	-	-
3-51	C	-	-

Trip Length Summary:

Assessable Trip Length	
Average	2.86
Standard Deviation	4.56
Average + 3s	16.55
Coefficient of Variation	1.596
Count of Assessable Trip Ends	10

Trip Type Summary:

Trip Type	Count	% of Total
Primary Trips	2	4%
Diverted Trips	3	6%
Secondary Trips	0	0%
Captured Trips	42	89%
Total Surveys:	47	-
% New Trips of Total Surveys:		11%

Table A-2
Trip Length and Percent New Trips Statistical Analysis
Retail Land Use – Peddler’s Wagon

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
2-1	C	-	-
2-2	D	0.2	0.2
2-4	C	-	-
2-5	S	5.9	3
2-6	P	2.2	2.2
2-9	D	0.4	0.4
2-10	D	0.2	0.2
2-11	C	-	-
2-12	C	-	-
2-14	P	1.7	1.7
2-15	P	2	2
2-16	P	3.8	3.8
2-17	C	-	-
2-18	S	3.4	3.3
2-20	S	2.8	2.9
2-22	C	-	-
2-23	C	-	-
2-24	C	-	-
2-25	C	-	-
2-26	C	-	-
2-27	C	-	-
2-28	C	-	-
2-30	C	-	-
2-31	C	-	-
2-32	C	-	-
2-34	C	-	-
2-35	D	3.2	3.2
2-36	C	-	-
2-37	C	-	-
2-38	C	-	-
2-39	C	-	-
2-41	C	-	-
2-42	C	-	-
2-44	D	3.6	3.6
2-45	P	7.2	7.2
2-46	C	-	-
2-48	C	-	-
2-49	C	-	-
2-50	C	-	-
2-51	C	-	-
2-52	C	-	-
2-53	C	-	-
2-54	S	0.4	0.3
2-55	C	-	-

Table A-2 (Continued)

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
2-56	D	0.6	0.6
2-57	D	0.2	0.2
2-58	C	-	-
2-60	C	-	-
2-61	C	-	-
2-62	C	-	-
2-63	C	-	-
2-64	C	-	-
2-65	C	-	-
2-66	C	-	-
2-67	P	7.2	7.2
2-68	C	-	-
2-69	C	-	-
2-70	C	-	-
2-71	C	-	-
2-72	C	-	-
2-74	C	-	-
2-75	D	0.2	0.2
2-76	D	0.2	0.2
2-78	C	-	-
2-79	C	-	-
2-80	C	-	-
2-81	D	5.4	5.4
2-82	C	-	-
2-83	P	4.9	4.9
2-84	C	-	-
2-85	C	-	-
2-86	C	-	-
2-87	P	3.3	3.3
2-88	C	-	-
2-89	C	-	-
2-90	C	-	-
2-92	C	-	-
2-93	C	-	-
2-94	C	-	-
2-96	C	-	-
2-97	C	-	-
2-98	C	-	-
2-99	C	-	-
2-101	C	-	-
2-102	C	-	-
2-104	D	7.2	7.2
2-105	C	-	-
2-106	C	-	-

Table A-2 (Continued)

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
2-107	D	4.6	4.6
2-108	C	-	-
2-110	C	-	-
2-111	C	-	-
2-112	C	-	-

Trip Length Summary:

Assessable Trip Length	
Average	2.89
Standard Deviation	2.37
Average + 3s	10.00
Coefficient of Variation	0.820
Count of Assessable Trip Ends	48

Trip Type Summary:

Trip Type	Count	% of Total
Primary Trips	8	9%
Diverted Trips	12	13%
Secondary Trips	4	4%
Captured Trips	69	74%
Total Surveys:	93	-
% New Trips of Total Surveys:		26%

Table A-3
Trip Length and Percent New Trips Statistical Analysis
Restaurant Land Use – Wildflower Café

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
1-3	P	1.9	1.9
1-4	C	-	-
1-5	C	-	-
1-7	P	4.2	4.2
1-11	C	-	-
1-12	C	-	-
1-14	C	-	-
1-15	P	0.6	0.6
1-16	P	3.5	3.5
1-17	C	-	-
1-19	C	-	-
1-20	C	-	-
1-21	D	0.2	0.2
1-22	P	1.7	1.7
1-24	P	1.7	1.7
1-25	C	-	-
1-28	D	0.6	0.6
1-29	C	-	-
1-30	D	4.4	4.4
1-31	C	-	-
1-32	C	-	-
1-34	D	4.2	4.2
1-35	C	-	-
1-36	C	-	-
1-37	C	-	-
1-39	C	-	-
1-40	P	2.7	2.7
1-42	C	-	-
1-43	S	2.4	3.1
1-44	P	2.9	2.9
1-45	C	-	-
1-46	D	0.6	0.6
1-47	C	-	-
1-48	P	0.7	0.7
1-49	C	-	-
1-52	C	-	-
1-54	S	5.3	3.1
1-55	C	-	-
1-57	C	-	-
1-58	C	-	-
1-59	C	-	-
1-64	C	-	-
1-66	D	1	1

Table A-3 (Continued)

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
1-67	P	5.3	5.3
1-69	S	1.9	1.8
1-71	P	4.2	4.2
1-72	S	5.3	5.3
1-73	P	1.8	1.8
1-75	C	-	-
1-76	P	2	2
1-78	C	-	-
1-80	S	4.8	1.7
1-81	D	0.4	0.4
1-83	C	-	-
1-84	C	-	-
1-86	C	-	-

Trip Length Summary:

Assessable Trip Length	
Average	2.48
Standard Deviation	1.63
Average + 3s	7.37
Average - 3s	0.00
Coefficient of Variation	0.658
Count of Assessable Trip Ends	50

Trip Type Summary:

Trip Type	Count	% of Total
Primary Trips	13	23%
Diverted Trips	7	13%
Secondary Trips	5	9%
Captured Trips	31	55%
Total Surveys:	56	-
% New Trips of Total Surveys:		45%

Table A-4
Trip Length and Percent New Trips Statistical Analysis
Restaurant Land Use – Sinfully Sweets

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
4-1	C	-	-
4-2	C	-	-
4-3	C	-	-
4-4	C	-	-
4-5	C	-	-
4-6	C	-	-
4-7	S	0.9	1.7
4-8	P	0.6	0.6
4-9	C	-	-
4-10	C	-	-
4-11	C	-	-
4-12	C	-	-
4-13	C	-	-
4-14	C	-	-
4-15	C	-	-
4-16	C	-	-
4-17	C	-	-
4-18	C	-	-
4-19	C	-	-
4-20	C	-	-
4-21	C	-	-
4-22	D	0.4	0.4
4-24	C	-	-
4-25	P	1.2	1.2
4-26	P	1.2	1.2
4-27	C	-	-
4-28	C	-	-
4-29	C	-	-
4-30	C	-	-
4-31	C	-	-
4-32	C	-	-
4-33	C	-	-
4-34	C	-	-
4-35	C	-	-
4-36	C	-	-
4-37	C	-	-
4-38	C	-	-
4-39	C	-	-
4-40	P	0.9	0.9
4-41	C	-	-
4-42	C	-	-
4-43	C	-	-
4-44	C	-	-
4-45	P	0.5	0.5

Table A-4 (Continued)

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
4-46	C	-	-
4-47	C	-	-
4-49	C	-	-
4-50	C	-	-
4-51	C	-	-
4-52	C	-	-
4-53	C	-	-
4-54	C	-	-
4-55	C	-	-
4-56	C	-	-
4-57	C	-	-
4-58	C	-	-
4-59	C	-	-
4-60	C	-	-
4-61	C	-	-
4-62	C	-	-
4-63	C	-	-
4-64	C	-	-
4-65	C	-	-
4-66	C	-	-
4-67	C	-	-
4-68	C	-	-
4-69	C	-	-
4-70	C	-	-
4-71	C	-	-
4-72	C	-	-
4-73	C	-	-
4-74	C	-	-
4-75	C	-	-
4-76	C	-	-
4-78	C	-	-
4-79	C	-	-
4-80	C	-	-
4-81	P	2.2	2.2
4-82	C	-	-
4-83	C	-	-
4-84	C	-	-
4-85	C	-	-
4-86	C	-	-
4-87	C	-	-
4-88	C	-	-
4-90	C	-	-
4-91	C	-	-
4-92	C	-	-
4-93	P	4.2	4.2

Table A-4 (Continued)

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
4-94	C	-	-
4-95	C	-	-
4-96	C	-	-
4-97	C	-	-
4-98	C	-	-
4-99	C	-	-
4-100	C	-	-
4-101	C	-	-
4-102	C	-	-
4-103	C	-	-
4-104	C	-	-
4-105	C	-	-
4-106	C	-	-
4-107	C	-	-
4-108	P	2.9	2.9
4-109	D	1.2	1.2
4-111	C	-	-
4-112	D	0.2	0.2
4-113	P	5.9	5.9
4-114	C	-	-
4-115	D	1.2	1.2
4-116	C	-	-
4-117	C	-	-
4-118	P	0.7	0.7
4-119	P	4.2	4.2
4-120	C	-	-
4-121	P	0.9	0.9
4-122	C	-	-
4-123	C	-	-
4-124	P	0.9	0.9
4-126	C	-	-
4-127	C	-	-
4-128	C	-	-
4-129	C	-	-
4-130	C	-	-
4-132	D	5.9	5.9
4-133	C	-	-
4-134	C	-	-
4-135	C	-	-
4-136	D	2	2
4-137	C	-	-
4-138	P	0.9	0.9
4-139	D	0.6	0.6
4-140	C	-	-
4-141	C	-	-
4-142	C	-	-

Table A-4 (Continued)

Survey #	Trip Type (P,C,D,S)	Inbound Assessable Trip Length	Outbound Assessable Trip Length
4-143	C	-	-
4-144	C	-	-
4-145	C	-	-
4-146	C	-	-
4-147	C	-	-
4-148	C	-	-
4-149	C	-	-
4-150	C	-	-
4-151	C	-	-
4-152	C	-	-
4-153	C	-	-
4-154	C	-	-

Trip Length Summary:

Assessable Trip Length	
Average	1.82
Standard Deviation	1.70
Average + 3s	6.91
Coefficient of Variation	0.933
Count of Assessable Trip Ends	44

Trip Type Summary:

Trip Type	Count	% of Total
Primary Trips	14	10%
Diverted Trips	7	5%
Secondary Trips	1	1%
Captured Trips	125	85%
Total Surveys:	147	-
% New Trips of Total Surveys:		15%