

Appendix C: Mixed-Use Development (MXD) Trip Generation Model

The MXD trip generation model is based on data collection and research efforts conducted by leading travel researchers and published in the study *Traffic Generation by Mixed-Use Developments – a Six-Region Study Using Consistent Built Environmental Measures* (Ewing, Greenwald, Zhang, et.al., 2009). The research summarizes the data collection effort, the overall modeling methodology, and specifies an early version of the MXD model. Since the publishing of this research paper, a revised version of the MXD model has been developed. The revised model uses the same modeling techniques and data, but presents a new functional form of the equations that estimate internal trip capture, external walk trips, and external transit trips. The model is still under review by ITE and has not been adopted yet by any professional organizations or public agencies. It should still be considered an experimental tool at this point. However, the breadth and depth of the research presented in the paper is the most thorough examination to date of the effect of mixed-use characteristics on travel behavior. For this reason, the MXD model was used to help develop a trip reduction estimate for this Alternatives Analysis.

The input data and the MXD model calculations are presented on the next several pages. These model results are only meant as one input to informing the decision on a trip reduction factor to apply to the ITE-based vehicle trip generation estimates. More conventional methods, such as the ACCMA regional travel demand model, will be used to generate the vehicle trip generation of the preferred alternative and the future background traffic forecasts for the environmental analysis.

Existing Land Use Inventory

| Mixed-Use Development (MXD) Trip Generation Model | | | | | | | |
|---|----------------|----------------|------------------|----------------|------------------|----------------|------------------|
| Geographic Assumptions | | | | | | | |
| Measure | Units | Conversion | West | Central-West | Central-East | East | Total |
| Land Area | Acre | | 125.6 | 74.22 | 95.2 | 121 | 416.02 |
| Residential DUs | | | | | | | |
| Residential | DUs | | 2 | 116 | 54 | 4 | 176 |
| Condo | DUs | | 4 | 196 | 0 | 0 | 200 |
| Live/Work - Live | DUs | | 23 | 62 | 0 | 0 | 85 |
| Mixed-Use Res | DUs | | 60 | 0 | 0 | 0 | 60 |
| Total CEP | DUs | | 90 | 373 | 54 | 4 | 521 |
| Residential Population | | | | | | | |
| | | Pers/DU | | | | | |
| Residential | Persons | 2.82 | 6 | 326 | 153 | 11 | 496 |
| Condo | Persons | 1.85 | 8 | 362 | 0 | 0 | 370 |
| Live/Work - Live | Persons | 2.11 | 49 | 130 | 0 | 0 | 179 |
| Mixed-Use Res | Persons | 1.85 | 111 | 0 | 0 | 0 | 111 |
| Total CEP | Persons | | 174 | 818 | 153 | 11 | 1,157 |
| Non-Residential Building Area | | | | | | | |
| Retail/Commercial | | | | | | | |
| Retail | sf | | 68,504 | 25,336 | 200,100 | 5,366 | 299,305 |
| Industrial | | | | | | | |
| Heavy Industry | sf | | 224,414 | 0 | 852,649 | 51,322 | 1,128,385 |
| Light Industry | sf | | 87,990 | 179,653 | 99,994 | 179,653 | 547,290 |
| Warehouse/Industry | sf | | 1,015,889 | 414,241 | 267,056 | 448,743 | 2,145,928 |
| Office | | | | | | | |
| Office | sf | | 6,179 | 0 | 0 | 0 | 6,179 |
| Mixed-Use Office | sf | | 46,478 | 0 | 0 | 0 | 46,478 |
| Business Park | sf | | 0 | 0 | 0 | 0 | 0 |
| Industrial R&D | sf | | 0 | 0 | 0 | 0 | 0 |
| R&D Incubator | sf | | 0 | 0 | 0 | 0 | 0 |
| Public/Other | | | | | | | |
| Institutional | sf | | 0 | 28,566 | 0 | 0 | 28,566 |
| Publicly Owned | sf | | 105,081 | 61,811 | 0 | 28,110 | 195,002 |
| Utilities | sf | | 0 | 0 | 0 | 110,452 | 110,452 |
| Parking Lot | sf | | 0 | 0 | 0 | 0 | 0 |
| Circulation | sf | | 0 | 0 | 0 | 0 | 0 |
| Parks | sf | | 0 | 0 | 0 | 0 | 0 |
| Bay Trail | sf | | 0 | 0 | 0 | 0 | 0 |
| Total CEP | | | 1,554,534 | 709,607 | 1,419,798 | 823,645 | 4,507,585 |
| Non-Residential Employment | | | | | | | |
| Retail/Commercial | | | | | | | |
| | | GFA/emp | | | | | |
| Retail | emp | 500 | 137 | 51 | 400 | 11 | 599 |
| Industrial | | | | | | | |
| Heavy Industry | emp | 1000 | 224 | 0 | 853 | 51 | 1,128 |
| Light Industry | emp | 1000 | 88 | 180 | 100 | 180 | 547 |
| Warehouse/Industry | emp | 1500 | 677 | 276 | 178 | 299 | 1,431 |
| Office | | | | | | | |
| Office | emp | 300 | 21 | 0 | 0 | 0 | 21 |
| Mixed-Use Office | emp | 300 | 155 | 0 | 0 | 0 | 155 |
| Business Park | emp | 1000 | 0 | 0 | 0 | 0 | 0 |
| Industrial R&D | emp | 700 | 0 | 0 | 0 | 0 | 0 |
| R&D Incubator | emp | 500 | 0 | 0 | 0 | 0 | 0 |
| Public/Other | | | | | | | |
| Institutional | emp | 500 | 0 | 57 | 0 | 0 | 57 |
| Publicly Owned | emp | 500 | 210 | 124 | 0 | 56 | 390 |
| Utilities | emp | 500 | 0 | 0 | 0 | 221 | 221 |
| Parking Lot | - | - | 0 | 0 | 0 | 0 | 0 |
| Circulation | - | - | 0 | 0 | 0 | 0 | 0 |
| Parks | - | - | 0 | 0 | 0 | 0 | 0 |
| Bay Trail | - | - | 0 | 0 | 0 | 0 | 0 |
| Total CEP | emp | | 1,512 | 687 | 1,531 | 818 | 4,548 |

Alternative 1 Land Use Inputs

| Mixed-Use Development (MXD) Trip Generation Model | | | DELTA | | | | | ALT 1 TOTAL (EXISTING + DELTA) | | | | |
|---|----------------|----------------|-----------|--------------|--------------|------------|--------------|--------------------------------|----------------|----------------|----------------|------------------|
| Alternative 1 | | | West | Central-West | Central-East | East | Total | West | Central-West | Central-East | East | Total |
| Measure | Units | Conversion | | | | | | | | | | |
| Land Area | Acre | | | | | | 125.6 | 74.22 | 95.2 | 121 | | 416.02 |
| Residential DUs | | | | | | | | | | | | |
| Residential | DUs | | 0 | 0 | -7 | -4 | -11 | 2 | 116 | 47 | 0 | 165 |
| Condo | DUs | | 0 | 325 | 573 | 966 | 1,863 | 4 | 521 | 573 | 966 | 2,063 |
| Live/Work - Live | DUs | | 11 | 42 | 22 | 0 | 75 | 35 | 104 | 22 | 0 | 160 |
| Mixed-Use Res | DUs | | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 60 |
| Total CEP | DUs | | 11 | 367 | 587 | 962 | 1,928 | 101 | 740 | 642 | 966 | 2,449 |
| Residential Population | | | | | | | | | | | | |
| | | Pers/DU | | | | | | | | | | |
| Residential | Persons | 2.82 | | | | | | 6 | 326 | 133 | 0 | 465 |
| Condo | Persons | 1.85 | | | | | | 8 | 963 | 1,059 | 1,786 | 3,817 |
| Live/Work - Live | Persons | 2.11 | | | | | | 73 | 219 | 46 | 0 | 338 |
| Mixed-Use Res | Persons | 1.85 | | | | | | 111 | 0 | 0 | 0 | 111 |
| Total CEP | Persons | | | | | | | 198 | 1,508 | 1,239 | 1,786 | 4,731 |
| Non-Residential Building Area | | | | | | | | | | | | |
| Retail/Commercial | | | | | | | | | | | | |
| Retail | sf | | 0 | -6,211 | 10,324 | 439,678 | 443,791 | 68,504 | 19,126 | 210,423 | 445,043 | 743,097 |
| Industrial | | | | | | | | | | | | |
| Heavy Industry | sf | | 0 | 0 | -852,649 | -51,322 | -903,971 | 224,414 | 0 | 0 | 0 | 224,414 |
| Light Industry | sf | | 0 | -66,966 | -72,319 | -179,653 | -318,938 | 87,990 | 112,686 | 27,675 | 0 | 228,351 |
| Warehouse/Industry | sf | | 0 | -121,414 | -259,999 | -448,743 | -830,155 | 1,015,889 | 292,828 | 7,057 | 0 | 1,315,773 |
| Office | | | | | | | | | | | | |
| Office | sf | | 0 | 0 | 0 | 0 | 0 | 6,179 | 0 | 0 | 0 | 6,179 |
| Mixed-Use Office | sf | | 0 | 0 | 0 | 0 | 0 | 46,478 | 0 | 0 | 0 | 46,478 |
| Business Park | sf | | 0 | 0 | 549,205 | 0 | 549,205 | 0 | 0 | 549,205 | 0 | 549,205 |
| Industrial R&D | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| R&D Incubator | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Public/Other | | | | | | | | | | | | |
| Institutional | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 28,566 | 0 | 0 | 28,566 |
| Publicly Owned | sf | | 0 | 0 | 0 | -28,110 | -28,110 | 105,081 | 61,811 | 0 | 0 | 166,892 |
| Utilities | sf | | 0 | 995 | 0 | 0 | 995 | 0 | 995 | 0 | 110,452 | 111,447 |
| Parking Lot | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Circulation | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parks | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bay Trail | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total CEP | | | | | | | | 1,554,534 | 516,011 | 794,360 | 555,495 | 3,420,401 |
| Non-Residential Employment | | | | | | | | | | | | |
| Retail/Commercial | | | | | | | | | | | | |
| Retail | emp | 500 | | | | | | 137 | 38 | 421 | 890 | 1,486 |
| Industrial | | | | | | | | | | | | |
| Heavy Industry | emp | 1000 | | | | | | 224 | 0 | 0 | 0 | 224 |
| Light Industry | emp | 1000 | | | | | | 88 | 113 | 28 | 0 | 228 |
| Warehouse/Industry | emp | 1500 | | | | | | 677 | 195 | 5 | 0 | 877 |
| Office | | | | | | | | | | | | |
| Office | emp | 300 | | | | | | 21 | 0 | 0 | 0 | 21 |
| Mixed-Use Office | emp | 300 | | | | | | 155 | 0 | 0 | 0 | 155 |
| Business Park | emp | 1000 | | | | | | 0 | 0 | 549 | 0 | 549 |
| Industrial R&D | emp | 700 | | | | | | 0 | 0 | 0 | 0 | 0 |
| R&D Incubator | emp | 500 | | | | | | 0 | 0 | 0 | 0 | 0 |
| Public/Other | | | | | | | | | | | | |
| Institutional | emp | 500 | | | | | | 0 | 57 | 0 | 0 | 57 |
| Publicly Owned | emp | 500 | | | | | | 210 | 124 | 0 | 0 | 334 |
| Utilities | emp | 500 | | | | | | 0 | 2 | 0 | 221 | 223 |
| Parking Lot | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Circulation | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Parks | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Bay Trail | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Total CEP | emp | | | | | | | 1,512 | 529 | 1,002 | 1,111 | 4,155 |

Alternative 2 Land Use Inputs

| Mixed-Use Development (MXD) Trip Generation Model | | | DELTA | | | | | ALT 2 TOTAL (EXISTING + DELTA) | | | | |
|---|----------------|----------------|--------------|--------------|--------------|-----------|--------------|--------------------------------|----------------|------------------|----------------|------------------|
| Alternative 2 | | | | | | | | | | | | |
| Measure | Units | Conversion | West | Central-West | Central-East | East | Total | West | Central-West | Central-East | East | Total |
| Land Area | Acre | | | | | | | 125.6 | 74.22 | 95.2 | 121 | 416.02 |
| Residential DUs | | | | | | | | | | | | |
| Residential | DUs | | 0 | 0 | -7 | -4 | -11 | 2 | 116 | 47 | 0 | 165 |
| Condo | DUs | | 805 | 169 | 0 | 0 | 975 | 810 | 365 | 0 | 0 | 1,175 |
| Live/Work - Live | DUs | | 92 | 42 | 22 | 0 | 156 | 115 | 104 | 22 | 0 | 241 |
| Mixed-Use Res | DUs | | 148 | 0 | 0 | 0 | 148 | 208 | 0 | 0 | 0 | 208 |
| Total CEP | DUs | | 1,045 | 211 | 15 | -4 | 1,267 | 1,134 | 584 | 69 | 0 | 1,788 |
| Residential Population | | | | | | | | | | | | |
| | | Pers/DU | | | | | | | | | | |
| Residential | Persons | 2.82 | | | | | | 6 | 326 | 133 | 0 | 465 |
| Condo | Persons | 1.85 | | | | | | 1,498 | 675 | 0 | 0 | 2,173 |
| Live/Work - Live | Persons | 2.11 | | | | | | 243 | 219 | 46 | 0 | 508 |
| Mixed-Use Res | Persons | 1.85 | | | | | | 384 | 0 | 0 | 0 | 384 |
| Total CEP | Persons | | | | | | | 2,130 | 1,220 | 179 | 0 | 3,530 |
| Non-Residential Building Area | | | | | | | | | | | | |
| Retail/Commercial | | | | | | | | | | | | |
| Retail | sf | | 2,864 | 0 | 10,324 | 0 | 13,187 | 71,368 | 25,336 | 210,423 | 5,366 | 312,493 |
| Industrial | | | | | | | | | | | | |
| Heavy Industry | sf | | -115,222 | 0 | -852,649 | -51,322 | -1,019,193 | 109,192 | 0 | 0 | 0 | 109,192 |
| Light Industry | sf | | -21,257 | -66,966 | 56,500 | 269,000 | 237,277 | 66,733 | 112,686 | 156,494 | 448,653 | 784,566 |
| Warehouse/Industry | sf | | -589,177 | -25,051 | -22,368 | -90,971 | -727,566 | 426,712 | 389,191 | 244,688 | 357,772 | 1,418,362 |
| Office | | | | | | | | | | | | |
| Office | sf | | 0 | 0 | 0 | 0 | 0 | 6,179 | 0 | 0 | 0 | 6,179 |
| Mixed-Use Office | sf | | 163,095 | 0 | 0 | 0 | 163,095 | 209,573 | 0 | 0 | 0 | 209,573 |
| Business Park | sf | | 0 | 0 | 549,205 | 0 | 549,205 | 0 | 0 | 549,205 | 0 | 549,205 |
| Industrial R&D | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| R&D Incubator | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Public/Other | | | | | | | | | | | | |
| Institutional | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 28,566 | 0 | 0 | 28,566 |
| Publicly Owned | sf | | 0 | 0 | 0 | -28,110 | -28,110 | 105,081 | 61,811 | 0 | 0 | 166,892 |
| Utilities | sf | | 0 | 0 | 0 | 12,958 | 12,958 | 0 | 0 | 0 | 123,409 | 123,409 |
| Parking Lot | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Circulation | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parks | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bay Trail | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total CEP | | | | | | | | 994,838 | 617,590 | 1,160,810 | 935,200 | 3,708,437 |
| Non-Residential Employment | | | | | | | | | | | | |
| Retail/Commercial | | | | | | | | | | | | |
| Retail | emp | 500 | | | | | | 143 | 51 | 421 | 11 | 625 |
| Industrial | | | | | | | | | | | | |
| Heavy Industry | emp | 1000 | | | | | | 109 | 0 | 0 | 0 | 109 |
| Light Industry | emp | 1000 | | | | | | 67 | 113 | 156 | 449 | 785 |
| Warehouse/Industry | emp | 1500 | | | | | | 284 | 259 | 163 | 239 | 946 |
| Office | | | | | | | | | | | | |
| Office | emp | 300 | | | | | | 21 | 0 | 0 | 0 | 21 |
| Mixed-Use Office | emp | 300 | | | | | | 699 | 0 | 0 | 0 | 699 |
| Business Park | emp | 1000 | | | | | | 0 | 0 | 549 | 0 | 549 |
| Industrial R&D | emp | 700 | | | | | | 0 | 0 | 0 | 0 | 0 |
| R&D Incubator | emp | 500 | | | | | | 0 | 0 | 0 | 0 | 0 |
| Public/Other | | | | | | | | | | | | |
| Institutional | emp | 500 | | | | | | 0 | 57 | 0 | 0 | 57 |
| Publicly Owned | emp | 500 | | | | | | 210 | 124 | 0 | 0 | 334 |
| Utilities | emp | 500 | | | | | | 0 | 0 | 0 | 247 | 247 |
| Parking Lot | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Circulation | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Parks | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Bay Trail | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Total CEP | emp | | | | | | | 1,532 | 604 | 1,290 | 945 | 4,370 |

Alternative 3 Land Use Inputs

| Mixed-Use Development (MXD) Trip Generation Model | | | | | | | | | | | | |
|---|----------------|------------|------------|--------------|--------------|--------------|--------------------------------|----------------|----------------|----------------|------------------|------------------|
| Alternative 3 | | | | | | | | | | | | |
| | | | DELTA | | | | ALT 3 TOTAL (EXISTING + DELTA) | | | | | |
| Measure | Units | Conversion | West | Central-West | Central-East | East | Total | West | Central-West | Central-East | East | Total |
| Land Area | Acre | | | | | | | 125.6 | 74.22 | 95.2 | 121 | 416.02 |
| Residential DUs | | | | | | | | | | | | |
| Residential | DUs | | 0 | 127 | 0 | -4 | 123 | 2 | 243 | 54 | 0 | 299 |
| Condo | DUs | | 922 | 247 | 1,381 | 1,122 | 3,673 | 927 | 443 | 1,381 | 1,122 | 3,873 |
| Live/Work - Live | DUs | | 11 | 42 | 22 | 0 | 75 | 35 | 104 | 22 | 0 | 160 |
| Mixed-Use Res | DUs | | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 60 |
| Total CEP | DUs | | 934 | 417 | 1,403 | 1,118 | 3,871 | 1,023 | 790 | 1,457 | 1,122 | 4,392 |
| Residential Population | | | | | | | | | | | | |
| | | Pers/DU | | | | | | | | | | |
| Residential | Persons | 2.82 | | | | | | 6 | 685 | 153 | 0 | 844 |
| Condo | Persons | 1.85 | | | | | | 1,714 | 820 | 2,555 | 2,076 | 7,165 |
| Live/Work - Live | Persons | 2.11 | | | | | | 73 | 219 | 46 | 0 | 338 |
| Mixed-Use Res | Persons | 1.85 | | | | | | 111 | 0 | 0 | 0 | 111 |
| Total CEP | Persons | | | | | | | 1,904 | 1,724 | 2,754 | 2,076 | 8,458 |
| Non-Residential Building Area | | | | | | | | | | | | |
| Retail/Commercial | | | | | | | | | | | | |
| Retail | sf | | -36,493 | -6,211 | 75,093 | 5,000 | 37,389 | 32,011 | 19,126 | 275,192 | 10,366 | 336,694 |
| Industrial | | | | | | | | | | | | |
| Heavy Industry | sf | | -115,222 | 0 | -852,649 | -51,322 | -1,019,193 | 109,192 | 0 | 0 | 0 | 109,192 |
| Light Industry | sf | | -21,257 | -66,966 | -72,319 | 71,316 | -89,226 | 66,733 | 112,686 | 27,675 | 250,969 | 458,064 |
| Warehouse/Industry | sf | | -403,391 | -129,774 | -259,999 | -138,878 | -932,041 | 612,498 | 284,468 | 7,057 | 309,865 | 1,213,887 |
| Office | | | | | | | | | | | | |
| Office | sf | | 0 | 0 | 0 | 201,500 | 201,500 | 6,179 | 0 | 0 | 201,500 | 207,679 |
| Mixed-Use Office | sf | | 0 | 0 | 0 | 0 | 0 | 46,478 | 0 | 0 | 0 | 46,478 |
| Business Park | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Industrial R&D | sf | | 0 | 0 | 0 | 43,577 | 43,577 | 0 | 0 | 0 | 43,577 | 43,577 |
| R&D Incubator | sf | | 0 | 0 | 0 | 281,324 | 281,324 | 0 | 0 | 0 | 281,324 | 281,324 |
| Public/Other | | | | | | | | | | | | |
| Institutional | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 28,566 | 0 | 0 | 28,566 |
| Publicly Owned | sf | | 0 | -61,811 | 0 | -28,110 | -89,921 | 105,081 | 0 | 0 | 0 | 105,081 |
| Utilities | sf | | 0 | 0 | 0 | -97,494 | -97,494 | 0 | 0 | 0 | 12,958 | 12,958 |
| Parking Lot | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Circulation | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parks | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bay Trail | sf | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total CEP | | | | | | | | 978,172 | 444,846 | 309,924 | 1,110,558 | 2,843,499 |
| Non-Residential Employment | | | | | | | | | | | | |
| Retail/Commercial | | | | | | | | | | | | |
| Retail | emp | GFA/emp | | | | | | 64 | 38 | 550 | 21 | 673 |
| Industrial | | | | | | | | | | | | |
| Heavy Industry | emp | 1000 | | | | | | 109 | 0 | 0 | 0 | 109 |
| Light Industry | emp | 1000 | | | | | | 67 | 113 | 28 | 251 | 458 |
| Warehouse/Industry | emp | 1500 | | | | | | 408 | 190 | 5 | 207 | 809 |
| Office | | | | | | | | | | | | |
| Office | emp | 300 | | | | | | 21 | 0 | 0 | 672 | 692 |
| Mixed-Use Office | emp | 300 | | | | | | 155 | 0 | 0 | 0 | 155 |
| Business Park | emp | 1000 | | | | | | 0 | 0 | 0 | 0 | 0 |
| Industrial R&D | emp | 700 | | | | | | 0 | 0 | 0 | 62 | 62 |
| R&D Incubator | emp | 500 | | | | | | 0 | 0 | 0 | 563 | 563 |
| Public/Other | | | | | | | | | | | | |
| Institutional | emp | 500 | | | | | | 0 | 57 | 0 | 0 | 57 |
| Publicly Owned | emp | 500 | | | | | | 210 | 0 | 0 | 0 | 210 |
| Utilities | emp | 500 | | | | | | 0 | 0 | 0 | 26 | 26 |
| Parking Lot | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Circulation | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Parks | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Bay Trail | - | - | | | | | | 0 | 0 | 0 | 0 | 0 |
| Total CEP | emp | | | | | | | 1,034 | 398 | 583 | 1,801 | 3,815 |

ITE Gross Vehicle Trip Analysis

| Mixed-Use Development (MXD) Trip Generation Model | | | | | | | | |
|---|---------------------|--------------------|-------------|---------------------------|---------------------|---------------------|-------------|---------------------|
| ITE Raw Trip Generation Estimate | | | | | | | | |
| Land Use | ITE Land Use | Rate | Units | Daily Vehicle Trip Totals | | | | CEP Site Ttl |
| | | | | West | Central-West | Central-East | East | |
| Residential | 230 | 5.81 | DU | | | | | |
| Alt 1 | | | | 587 | 4,300 | 3,729 | 5,610 | 14,226 |
| Alt 2 | | | | 6,590 | 3,396 | 402 | 0 | 10,388 |
| Alt 3 | | | | 5,946 | 4,589 | 8,466 | 6,519 | 25,520 |
| Retail | 820 | 42.94 | ksf | | | | | |
| Alt 1 | | | | 2,942 | 821 | 9,036 | 19,110 | 31,909 |
| Alt 2 | | | | 3,065 | 1,088 | 9,036 | 230 | 13,418 |
| Alt 3 | | | | 1,375 | 821 | 11,817 | 445 | 14,458 |
| Industrial | 110 | 6.97 | ksf | | | | | |
| Alt 1 | | | | 9,258 | 2,826 | 242 | 0 | 12,327 |
| Alt 2 | | | | 4,200 | 3,498 | 2,796 | 5,621 | 16,115 |
| Alt 3 | | | | 5,495 | 2,768 | 242 | 3,909 | 12,415 |
| Office | 710 | 11.01 | ksf | | | | | |
| Alt 1 | | | | 580 | 0 | 6,047 | 0 | 6,626 |
| Alt 2 | | | | 2,375 | 0 | 6,047 | 0 | 8,422 |
| Alt 3 | | | | 580 | 0 | 0 | 5,796 | 6,375 |
| Public/Institutional | 710 | 11.01 | ksf | | | | | |
| Alt 1 | | | | 1,157 | 1,006 | 0 | 1,216 | 3,379 |
| Alt 2 | | | | 1,157 | 995 | 0 | 1,359 | 3,511 |
| Alt 3 | | | | 1,157 | 315 | 0 | 143 | 1,614 |
| Total ITE Raw Trips | | | | West | Central-West | Central-East | East | CEP Site Ttl |
| Alt 1 | | | | 14,524 | 8,954 | 19,053 | 25,936 | 68,467 |
| Alt 2 | | | | 17,388 | 8,977 | 18,280 | 7,210 | 51,855 |
| Alt 3 | | | | 14,553 | 8,493 | 20,525 | 16,811 | 60,382 |
| Land Use % Trips By Purpose | | | | | | | | |
| | | Percentages | | | | | | |
| | | HBW | HBO | NHB | | | | |
| | All Purposes | 0.23 | 0.65 | 0.12 | | | | |
| Alt 1 | 68,467 | 15,747 | 44,503 | 8,216 | | | | |
| Alt 2 | 51,855 | 11,927 | 33,705 | 6,223 | | | | |
| Alt 3 | 60,382 | 13,888 | 39,248 | 7,246 | | | | |

Other Land Use and Plan Area Assumptions

| Mixed-Use Development (MXD) Trip Generation Model | | | | | | |
|---|-------|-------|--------------|--------------|------|----------------|
| Other Assumptions | | | | | | |
| Measure | Units | West | Central-West | Central-East | East | CEP Site Ttl |
| Land Area | Acre | 125.6 | 74.22 | 95.2 | 121 | 416.02 |
| Intersection Counts | | | | | | |
| Ex # of Intersections | # | 20 | 25 | 15 | 15 | 75 |
| Change with Alt 1 | # | 0 | 0 | 10 | 15 | 25 |
| Change with Alt 2 | # | 10 | 0 | 5 | 5 | 20 |
| Change with Alt 3 | # | 7 | 5 | 20 | 20 | 52 |
| Total Alt 1 | # | 20 | 20 | 30 | 35 | 105 |
| Total Alt 2 | # | 30 | 20 | 25 | 25 | 100 |
| Total Alt 3 | # | 27 | 25 | 40 | 40 | 132 |
| Bus Stops | | | | | | |
| Existing # of Stops | # | 2 | 2 | 1 | 1 | 6 |
| Change with Alt 1 | # | 1 | 1 | 3 | 8 | 13 |
| Change with Alt 2 | # | 8 | 1 | 1 | 3 | 13 |
| Change with Alt 3 | # | 5 | 1 | 8 | 20 | 34 |
| Total Alt 1 | # | 3 | 3 | 5 | 10 | 21 |
| Total Alt 2 | # | 10 | 3 | 3 | 5 | 21 |
| Total Alt 3 | # | 7 | 3 | 10 | 22 | 42 |
| Rail Stops | | | | | | |
| | | | | | | 1 |
| Emp within one-mile | # | | | | | 50,000 |
| Emp with a 30-min Transit Trip | # | | | | | 500,000 |
| Avg Veh Owned / DU | # | | | | | 1.5 |
| Alt 1 Non-Res %s | | | | | | |
| Non-Retail | | | | | | 69.3% |
| Retail | | | | | | 21.7% |
| Public/Institutional/Other | | | | | | 9.0% |
| Total | | | | | | |
| Alt 2 Non-Res %s | | | | | | |
| Non-Retail | | | | | | 83.0% |
| Retail | | | | | | 8.4% |
| Public/Institutional/Other | | | | | | 8.6% |
| Total | | | | | | |
| Alt 3 Non-Res %s | | | | | | |
| Non-Retail | | | | | | 83.0% |
| Retail | | | | | | 11.8% |
| Public/Institutional/Other | | | | | | 5.2% |
| Total | | | | | | |
| Jobs diversity in ABAG Region | | | | | | |
| | | | | | | 0.53 |
| Alt 1 Jobs/Pop Diversity | | | | | | |
| a = (EMP - a*POP) | | | | | | 2,873 |
| b = (EMP + a*POP) | | | | | | 7,889 |
| JOBSPOP = 1-(abs(a/b)) | | | | | | 0.64 |
| Alt 2 Jobs/Pop Diversity | | | | | | |
| a = (EMP - a*POP) | | | | | | 3,879 |
| b = (EMP + a*POP) | | | | | | 7,622 |
| JOBSPOP = 1-(abs(a/b)) | | | | | | 0.49 |
| Alt 3 Jobs/Pop Diversity | | | | | | |
| a = (EMP - a*POP) | | | | | | 1,244 |
| b = (EMP + a*POP) | | | | | | 10,209 |
| JOBSPOP = 1-(abs(a/b)) | | | | | | 0.88 |
| Retail Jobs diversity in ABAG | | | | | | |
| | | | | | | 0.05 |
| Alt 1 Retail Jobs/Pop Diversity | | | | | | |
| RET EMP | POP | a | b | | | |
| a = (EMP - a*POP) | 1,486 | 4,731 | | | | 1,242 |
| b = (EMP + a*POP) | | | | | | 1,731 |
| JOBSPOP = 1-(abs(a/b)) | | | | | | 0.28 |
| Alt 2 Retail Jobs/Pop Diversity | | | | | | |
| a = (EMP - a*POP) | | | | | | 442 |
| b = (EMP + a*POP) | | | | | | 808 |
| JOBSPOP = 1-(abs(a/b)) | | | | | | 0.45 |
| Alt 3 Retail Jobs/Pop Diversity | | | | | | |
| a = (EMP - a*POP) | | | | | | 236 |
| b = (EMP + a*POP) | | | | | | 1,111 |
| JOBSPOP = 1-(abs(a/b)) | | | | | | 0.79 |

Alternative 1 MXD Model Calculation

| Mixed-Use Development (MXD) Trip Generation Model | | | | | | | | | |
|--|----------------|------------------|--------------------------|-------------------------------|------------------------------|---------------|--------------|---------------|--------------------|
| Central Estuary Plan | | | | | | | | | |
| ALTERNATIVE 1 | | | | | | | | | |
| <i>Internal Capture Probability Model</i> | | | | | | | | | |
| Variable | Measured Value | Log ¹ | Mean of Log ² | Normalized Value ³ | Probability Model by Purpose | | | | |
| | | | | | HBW | HBO | NHB | | |
| Constant | 1 | | | 1 | -3.62 | -2.68 | -1.87 | | |
| Emp in MXD | 5,381 | 8.59 | 6.7 | 1.89 | | | 0.208 | | |
| MXD Area in sq mi | 0.65 | -0.43 | -1.59 | 1.16 | | 0.486 | 0.468 | | |
| Jobs / Pop Diversity in MXD | 0.64 | -0.45 | -1.44 | 0.99 | 0.389 | | 0.399 | | |
| # Intersections per sq mi in MXD | 161.53 | 5.08 | 5.31 | -0.23 | | 0.385 | 0.638 | | |
| Avg HH Size in MXD | 1.93 | 0.66 | 0.85 | -0.19 | -1.33 | -0.867 | -0.237 | | |
| Vehicles Owned per Capita in MXD | 0.78 | -0.25 | -0.28 | 0.03 | -0.99 | -0.59 | -0.163 | | |
| LOG ODDS | | | | | -3.01 | -1.66 | -1.04 | | |
| ODDS | | | | | 0.05 | 0.19 | 0.35 | | |
| Predicted Internal Capture Probability (Applied to Raw ITE Trips by Purpose) | | | | | 4.7% | 16.0% | 26.2% | | |
| <i>External Walking Trip Probability Model</i> | | | | | | | | | |
| Variable | Measured Value | Log ¹ | Mean of Log ² | Normalized Value ³ | Probability Model by Purpose | | | | |
| | | | | | HBW | HBO | NHB | | |
| Constant | 1 | | | 1 | -3.98 | -3.41 | -3.63 | | |
| MXD Area in sq mi | 0.65 | -0.43 | -1.59 | 1.16 | | -0.391 | | | |
| Pop + Emp in MXD | 10,112 | 9.22 | 9.28 | -0.06 | | 0.329 | 0.377 | | |
| Jobs / Pop Diversity in MXD | 0.64 | -0.45 | -1.44 | 0.99 | 0.266 | | | | |
| Retail Jobs / Pop Diversity in MXD | 0.28 | -1.26 | -1.43 | 0.17 | | 0.205 | | | |
| # Intersections per sq mi in MXD | 161.53 | 5.08 | 5.31 | -0.23 | | | 0.803 | | |
| Emp (000s) within 1-mi of MXD (outside MXD) | 50 | 3.91 | 2.44 | 1.47 | 0.385 | 0.444 | 0.44 | | |
| Avg HH Size in MXD | 1.93 | 0.66 | 0.85 | -0.19 | -1.57 | -0.487 | -0.281 | | |
| Vehicles Owned per Capita in MXD | 0.78 | -0.25 | -0.28 | 0.03 | -1.84 | -0.767 | -0.242 | | |
| LOG ODDS | | | | | -2.90 | -3.12 | -3.14 | | |
| ODDS | | | | | 0.06 | 0.04 | 0.04 | | |
| Predicted External Walk Trip Probability (Applied to Raw ITE Trips by Purpose) | | | | | 5.2% | 4.2% | 4.2% | | |
| <i>External Transit Trip Probability Model</i> | | | | | | | | | |
| Variable | Measured Value | Log ¹ | Mean of Log ² | Normalized Value ³ | Probability Model by Purpose | | | | |
| | | | | | HBW | HBO | NHB | | |
| Constant | 1 | | | 1 | -4.23 | -4.97 | -4.4 | | |
| Emp in MXD | 5,381 | 8.59 | 6.7 | 1.89 | 0.246 | | | | |
| # of Intersections in MXD | 161.53 | 5.08 | 5.31 | -0.23 | 1.34 | | | | |
| Emp within a 30-min transit trip of MXD | 500,000 | 13.12 | 8.41 | 4.71 | 0.16 | 0.294 | 0.249 | | |
| Avg HH Size in MXD | 1.93 | 0.66 | 0.85 | -0.19 | -1.15 | -1.04 | | | |
| Vehicles Owned per Capita in MXD | 0.78 | -0.25 | -0.28 | 0.03 | -1.68 | -1.05 | -0.276 | | |
| LOG ODDS | | | | | -3.14 | -3.41 | -3.23 | | |
| ODDS | | | | | 0.04 | 0.03 | 0.04 | | |
| Predicted External Transit Trip Probability (Applied to Raw ITE Trips by Purpose) | | | | | 4.2% | 3.2% | 3.8% | | |
| | | | | Final Trips | HBW | HBO | NHB | Total | Calculated% |
| | | | | Vehicle Trips | 15,747 | 44,503 | 8,216 | 68,467 | |
| | | | | Internal % | 4.7% | 16.0% | 26.2% | | |
| | | | | External Walk % | 5.2% | 4.2% | 4.2% | | |
| | | | | External Transit % | 15.0% | 3.2% | 3.8% | | |
| | | | | Internal Trips | 741 | 7,113 | 2,150 | 10,005 | 14.61% |
| | | | | Walk Trips | 822 | 1,878 | 342 | 3,041 | 4.44% |
| | | | | Transit Trips | 2,362 | 1,418 | 311 | 4,092 | 5.98% |
| | | | | Total Reduction | 3,925 | 10,410 | 2,803 | 17,138 | 25.03% |

Alternative 2 MXD Model Calculation

| Mixed-Use Development (MXD) Trip Generation Model | | | | | | | | | |
|--|----------------|------------------|--------------------------|-------------------------------|------------------------------|--------------|--------------|---------------|--------------------|
| Central Estuary Plan | | | | | | | | | |
| ALTERNATIVE 2 | | | | | | | | | |
| Internal Capture Probability Model | | | | | | | | | |
| Variable | Measured Value | Log ¹ | Mean of Log ² | Normalized Value ³ | Probability Model by Purpose | | | | |
| | | | | | HBW | HBO | NHB | | |
| Constant | 1 | | | 1 | -3.62 | -2.68 | -1.87 | | |
| Emp in MXD | 5,751 | 8.66 | 6.7 | 1.96 | | | 0.208 | | |
| MXD Area in sq mi | 0.65 | -0.43 | -1.59 | 1.16 | | 0.486 | 0.468 | | |
| Jobs / Pop Diversity in MXD | 0.49 | -0.71 | -1.44 | 0.73 | 0.389 | 0.399 | | | |
| # Intersections per sq mi in MXD | 153.84 | 5.04 | 5.31 | -0.27 | | 0.385 | 0.638 | | |
| Avg HH Size in MXD | 1.97 | 0.68 | 0.85 | -0.17 | -1.33 | -0.867 | -0.237 | | |
| Vehicles Owned per Capita in MXD | 0.76 | -0.27 | -0.28 | 0.01 | -0.99 | -0.59 | -0.163 | | |
| LOG ODDS | | | | | -3.12 | -1.79 | -1.06 | | |
| ODDS | | | | | 0.04 | 0.17 | 0.35 | | |
| Predicted Internal Capture Probability (Applied to Raw ITE Trips by Purpose) | | | | | 4.2% | 14.3% | 25.8% | | |
| External Walking Trip Probability Model | | | | | | | | | |
| Variable | Measured Value | Log ¹ | Mean of Log ² | Normalized Value ³ | Probability Model by Purpose | | | | |
| | | | | | HBW | HBO | NHB | | |
| Constant | 1 | | | 1 | -3.98 | -3.41 | -3.63 | | |
| MXD Area in sq mi | 0.65 | -0.43 | -1.59 | 1.16 | | -0.391 | | | |
| Pop + Emp in MXD | 9,281 | 9.14 | 9.28 | -0.14 | | 0.329 | 0.377 | | |
| Jobs / Pop Diversity in MXD | 0.49 | -0.71 | -1.44 | 0.73 | 0.266 | | | | |
| Retail Jobs / Pop Diversity in MXD | 0.45 | -0.79 | -1.43 | 0.64 | | 0.205 | | | |
| # Intersections per sq mi in MXD | 153.84 | 5.04 | 5.31 | -0.27 | | | 0.803 | | |
| Emp (000s) within 1-mi of MXD (outside MXD) | 50 | 3.91 | 2.44 | 1.47 | 0.385 | 0.444 | 0.44 | | |
| Avg HH Size in MXD | 1.97 | 0.68 | 0.85 | -0.17 | -1.57 | -0.487 | -0.281 | | |
| Vehicles Owned per Capita in MXD | 0.76 | -0.27 | -0.28 | 0.01 | -1.84 | -0.767 | -0.242 | | |
| LOG ODDS | | | | | -2.96 | -3.05 | -3.21 | | |
| ODDS | | | | | 0.05 | 0.05 | 0.04 | | |
| Predicted External Walk Trip Probability (Applied to Raw ITE Trips by Purpose) | | | | | 4.9% | 4.5% | 3.9% | | |
| External Transit Trip Probability Model | | | | | | | | | |
| Variable | Measured Value | Log ¹ | Mean of Log ² | Normalized Value ³ | Probability Model by Purpose | | | | |
| | | | | | HBW | HBO | NHB | | |
| Constant | 1 | | | 1 | -4.23 | -4.97 | -4.4 | | |
| Emp in MXD | 5,751 | 8.66 | 6.7 | 1.96 | 0.246 | | | | |
| # of Intersections in MXD | 153.84 | 5.04 | 5.31 | -0.27 | 1.34 | | | | |
| Emp within a 30-min transit trip of MXD | 500,000 | 13.12 | 8.41 | 4.71 | 0.16 | 0.294 | 0.249 | | |
| Avg HH Size in MXD | 1.97 | 0.68 | 0.85 | -0.17 | -1.15 | -1.04 | | | |
| Vehicles Owned per Capita in MXD | 0.76 | -0.27 | -0.28 | 0.01 | -1.68 | -1.05 | -0.276 | | |
| LOG ODDS | | | | | -3.18 | -3.41 | -3.23 | | |
| ODDS | | | | | 0.04 | 0.03 | 0.04 | | |
| Predicted External Transit Trip Probability (Applied to Raw ITE Trips by Purpose) | | | | | 4.0% | 3.2% | 3.8% | | |
| | | | | Final Trips | HBW | HBO | NHB | Total | Calculated% |
| | | | | Vehicle Trips | 11,927 | 33,705 | 6,223 | 51,855 | |
| | | | | Internal % | 4.2% | 14.3% | 25.8% | | |
| | | | | External Walk % | 4.9% | 4.5% | 3.9% | | |
| | | | | External Transit % | 15.0% | 3.2% | 3.8% | | |
| | | | | Internal Trips | 505 | 4,833 | 1,606 | 6,946 | 13.39% |
| | | | | Walk Trips | 586 | 1,527 | 241 | 2,354 | 4.54% |
| | | | | Transit Trips | 1,789 | 1,074 | 237 | 3,101 | 5.98% |
| | | | | Total Reduction | 2,881 | 7,435 | 2,085 | 12,401 | 23.91% |

Alternative 3 MXD Model Calculation

| Mixed-Use Development (MXD) Trip Generation Model | | | | | | | | | |
|--|----------------|------------------|--------------------------|-------------------------------|------------------------------|---------------|--------------|---------------|--------------------|
| Central Estuary Plan | | | | | | | | | |
| ALTERNATIVE 3 | | | | | | | | | |
| Internal Capture Probability Model | | | | | | | | | |
| Variable | Measured Value | Log ¹ | Mean of Log ² | Normalized Value ³ | Probability Model by Purpose | | | | |
| | | | | | HBW | HBO | NHB | | |
| Constant | 1 | | | 1 | -3.62 | -2.68 | -1.87 | | |
| Emp in MXD | 5,727 | 8.65 | 6.7 | 1.95 | | | 0.208 | | |
| MXD Area in sq mi | 0.65 | -0.43 | -1.59 | 1.16 | | 0.486 | 0.468 | | |
| Jobs / Pop Diversity in MXD | 0.88 | -0.13 | -1.44 | 1.31 | 0.389 | | 0.399 | | |
| # Intersections per sq mi in MXD | 203.07 | 5.31 | 5.31 | 0.00 | | 0.385 | 0.638 | | |
| Avg HH Size in MXD | 1.93 | 0.66 | 0.85 | -0.19 | -1.33 | -0.867 | -0.237 | | |
| Vehicles Owned per Capita in MXD | 0.78 | -0.25 | -0.28 | 0.03 | -0.99 | -0.59 | -0.163 | | |
| LOG ODDS | | | | | -2.88 | -1.44 | -0.88 | | |
| ODDS | | | | | 0.06 | 0.24 | 0.42 | | |
| Predicted Internal Capture Probability (Applied to Raw ITE Trips by Purpose) | | | | | 5.3% | 19.1% | 29.4% | | |
| External Walking Trip Probability Model | | | | | | | | | |
| Variable | Measured Value | Log ¹ | Mean of Log ² | Normalized Value ³ | Probability Model by Purpose | | | | |
| | | | | | HBW | HBO | NHB | | |
| Constant | 1 | | | 1 | -3.98 | -3.41 | -3.63 | | |
| MXD Area in sq mi | 0.65 | -0.43 | -1.59 | 1.16 | | -0.391 | | | |
| Pop + Emp in MXD | 14,185 | 9.56 | 9.28 | 0.28 | | 0.329 | 0.377 | | |
| Jobs / Pop Diversity in MXD | 0.88 | -0.13 | -1.44 | 1.31 | 0.266 | | | | |
| Retail Jobs / Pop Diversity in MXD | 0.79 | -0.24 | -1.43 | 1.19 | | 0.205 | | | |
| # Intersections per sq mi in MXD | 203.07 | 5.31 | 5.31 | 0.00 | | | 0.803 | | |
| Emp (000s) within 1-mi of MXD (outside MXD) | 50 | 3.91 | 2.44 | 1.47 | 0.385 | 0.444 | 0.44 | | |
| Avg HH Size in MXD | 1.93 | 0.66 | 0.85 | -0.19 | -1.57 | -0.487 | -0.281 | | |
| Vehicles Owned per Capita in MXD | 0.78 | -0.25 | -0.28 | 0.03 | -1.84 | -0.767 | -0.242 | | |
| LOG ODDS | | | | | -2.81 | -2.80 | -2.83 | | |
| ODDS | | | | | 0.06 | 0.06 | 0.06 | | |
| Predicted External Walk Trip Probability (Applied to Raw ITE Trips by Purpose) | | | | | 5.7% | 5.7% | 5.6% | | |
| External Transit Trip Probability Model | | | | | | | | | |
| Variable | Measured Value | Log ¹ | Mean of Log ² | Normalized Value ³ | Probability Model by Purpose | | | | |
| | | | | | HBW | HBO | NHB | | |
| Constant | 1 | | | 1 | -4.23 | -4.97 | -4.4 | | |
| Emp in MXD | 5,727 | 8.65 | 6.7 | 1.95 | 0.246 | | | | |
| # of Intersections in MXD | 203.07 | 5.31 | 5.31 | 0.00 | 1.34 | | | | |
| Emp within a 30-min transit trip of MXD | 500,000 | 13.12 | 8.41 | 4.71 | 0.16 | 0.294 | 0.249 | | |
| Avg HH Size in MXD | 1.93 | 0.66 | 0.85 | -0.19 | -1.15 | -1.04 | | | |
| Vehicles Owned per Capita in MXD | 0.78 | -0.25 | -0.28 | 0.03 | -1.68 | -1.05 | -0.276 | | |
| LOG ODDS | | | | | -2.82 | -3.41 | -3.23 | | |
| ODDS | | | | | 0.06 | 0.03 | 0.04 | | |
| Predicted External Transit Trip Probability (Applied to Raw ITE Trips by Purpose) | | | | | 5.6% | 3.2% | 3.8% | | |
| | | | | Final Trips | HBW | HBO | NHB | Total | Calculated% |
| | | | | Vehicle Trips | 13,888 | 39,248 | 7,246 | 60,382 | |
| | | | | Internal % | 5.3% | 19.1% | 29.4% | | |
| | | | | External Walk % | 5.7% | 5.7% | 5.6% | | |
| | | | | External Transit % | 15.0% | 3.2% | 3.8% | | |
| | | | | Internal Trips | 737 | 7,509 | 2,128 | 10,374 | 17.18% |
| | | | | Walk Trips | 785 | 2,246 | 405 | 3,436 | 5.69% |
| | | | | Transit Trips | 2,083 | 1,251 | 274 | 3,608 | 5.98% |
| | | | | Total Reduction | 3,606 | 11,006 | 2,807 | 17,418 | 28.85% |