# TRAFFIC CONCURRENCY REPORT

## for

## LA BRISA INN
**Motel Redevelopment**
**City of Parker, Florida**

The proposed development is to reconstruct an existing 94 room motel that sustained substantial damage during Hurricane Michael in the City of Parker, Florida. The parcel is approximately 1.89 acres and the proposed development shall consist of reconstructing the existing buildings without adding any additional units that were originally built in the early 1990's..

The projected number of trips generated by the proposed development is determined by the standard trip generation rates and equations from the Institute for Transportation Engineers (ITE) Trip Generation Manual, Eleventh Edition. Per the attached Bay County Concurrency Management System, SR30A (road segment id 99) is a 4 lane principal arterial divided roadway with a Level of Service (LOS) B with more than 17,000 vpd capacity. It is not anticipated that reconstruction of this development will generate any new trips since the number of rooms remains the same.

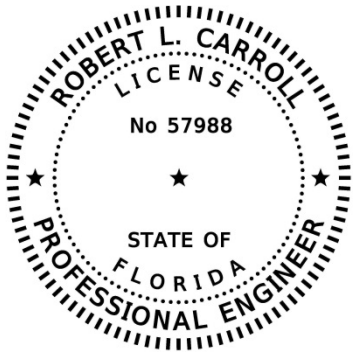
**Trip Generation**

The traffic demand from this project was derived from the ITE Trip Generation Manual, 11th Edition. Data in this report is presented in terms of PM Peak-Hour as well as Daily Volumes.

Description: Motel
ITE Code: 320 (Page: 568)
Unit Designation: Rooms
Expected Units: 94
Daily Trips: 311
PM Peak Trips: 39

**55% Enter PM Peak = 21 vph entering project**
**45% Exit PM Peak = 18 vph exiting project**

**Total New Trips = 0 vehicles / day and 0 pm peak hour**




Robert Carroll, P.E.
Fla. Reg. No. 57988
March 14, 2023

# BAY COUNTY CONCURRENCY MANAGEMENT SYSTEM - STATE ROADS

| ROAD | STATE ROAD AND SEGMENT | Road Segment ID | FUNC CLASS | NO. LNS | FACILITY TYPE | LOS AREA | # OF SIG | SEG. LTH | SIG/ MILE | LOS (STD) MAX VOL | COUNT STA # | 2018 AADT | AVG | CURRENT LOS | AVAILABLE CAPACITY (project trips not included) | 1% of capacity at adopted LOS AADT | 5% of capacity at adopted LOS AADT | 110% Maximum Volume at Adopted LOS | Trips Added to AADT | New AADT | New LOS | De minimus impact allowed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SR 20** | | | | | | | | | | | | | | | | | | | | | | |
| SR 20 (Segment is on the Intrastate System) | Washington Co. Line to SR 77 | 71 | Principal Arterial | 2 | Undivided | Trans. | 1 | 7.88 | 0.127 | ( C ) 14,100 | 249 | **3,800** | | **B** | 10,300 | 155 | 776 | 15,510 | | 3,800 | **B** | Yes |
| SR 20 (Segment is on the Intrastate System) | SR 77 to US 231 | 72 | Principal Arterial | 2 | Undivided | Trans. | 1 | 15.73 | 0.064 | ( C ) 14,100 | 192T | **2,621** | | **B** | 11,479 | 155 | 776 | 15,510 | 39 | 2,660 | **B** | Yes |
| SR 20 | US 231 to Calhoun Co. Line | 73 | Principal Arterial | 2 | Undivided | Trans. | 0 | 2.45 | 0 | (C) 14,100 | 1 | **5,000** | | **B** | 9,100 | 155 | 776 | 15,510 | | 5,000 | **B** | Yes |
| **SR 22** | | | | | | | | | | | | | | | | | | | | | | |
| SR 22 - 3rd St | East Ave to Bus 98 | 74 | Urban Collector | 2 | Undivided | Urbanized | 1 | 0.48 | 2.083 | (D) 15,200 | 1602 | **3,300** | | **C** | 11,900 | 167 | 836 | 16,720 | | 3,300 | **C** | Yes |
| SR 22 - 3rd St | Bus 98 to Transmitter Road/CR 2327 | 75 | Minor Arterial | 2 | Undivided | Urbanized | 1 | 0.56 | 1.786 | (D) 16,500 | 5016 | **11,000** | | **C** | 5,500 | 182 | 908 | 18,150 | | 11,000 | **C** | Yes |
| SR 22 | Transmitter Rd to Tyndall Pkwy | 76 | Minor Arterial | 2 | Undivided | Urbanized | 2 | 1 | 2.0 | (D) 15,200 | 5192<br>1601 | **10,000**<br>**11,300** | 10,650 | **D** | 15,200 | 167 | 836 | 16,720 | | 10,650 | **D** | Yes |
| SR 22 | Tyndall Pkwy to Star Ave | 77 | Minor Arterial | 2 | Undivided | Urbanized | 2 | 1.51 | 1.32 | (D) 16,500 | 5189<br>5195 | **15,000**<br>**19,000** | 17,000 | **F** | (500) | 182 | 908 | 18,150 | 2,099 | 19,099 | **F** | No |
| SR 22 (used by Co.) | Star Ave to CR 2297 | 78 | Minor Arterial | 2 | Undivided | Urbanized | 0 | 4.06 | 0 | (D) 16,500 | 1625 | **7,800** | | **B** | 8,700 | 182 | 908 | 18,150 | 3,115 | 10,915 | **C** | Yes |
| SR 22 (used by Co.) | CR 2297 to UB | 79 | Minor Arterial | 2 | Undivided | Urbanized | 0 | 0.52 | 0 | (D) 16,500 | 260 | **5,000** | | **B** | 11,500 | 182 | 908 | 18,150 | 461 | 5,461 | **B** | Yes |
| SR 22 (used in State CMS) | Star Ave to UB | 80 | Minor Arterial | 2 | Undivided | Trans. | 0 | 4.42 | 0 | (C) 14,100 | 260 | **5,000** | | **B** | 9,100 | 155 | 776 | 15,510 | 2,614 | 7,614 | **B** | Yes |
| SR 22 | UB to Gulf Co Ln | 81 | Minor Arterial | 2 | Undivided | Trans. | 0 | 6.2 | 0 | (C) 14,100 | 260 | **5,000** | | **B** | 9,100 | 155 | 776 | 15,510 | 461 | 5,461 | **B** | Yes |
| **SR 30A (US 98)** | | | | | | | | | | | | | | | | | | | | | | |
| SR 30A (US 98) | Walton Co Ln to Phillips Inlet (west approach) | 82 | Principal Arterial | 4 | Divided | Urbanized | 0 | 0.85 | 0 | (D) 64,300 | 284 | **26,000** | | **B** | 38,300 | 707 | 3,537 | 70,730 | 42 | 26,042 | **B** | Yes |
| SR 30A (US 98) | Phillips Inlet (west approach) to Front Beach Rd | 83 | Principal Arterial | 4 | Divided | Urbanized | 1 | 0.71 | 1.408 | (D) 36,700 | 284 | **26,000** | | **B** | 10,700 | 404 | 2,019 | 40,370 | 1,212 | 27,212 | **B** | Yes |
| SR 30A (US 98) | PCB Parkway- Front Beach Rd to Wisteria Ln | 84 | Principal Arterial | 4 | Divided | Urbanized | 0 | 2.3 | 0 | (D) 36,700 | 216 | **27,500** | | **B** | 9,200 | 404 | 2,019 | 40,370 | 4,029 | 31,529 | **C** | Yes |
| SR 30A (US 98) | Wisteria Ln to Cobb Rd | 85 | Principal Arterial | 4 | Divided | Urbanized | 0 | 2.5 | 0 | (D) 36,700 | 273 | **30,500** | | **C** | 6,200 | 404 | 2,019 | 40,370 | 445 | 30,945 | **C** | Yes |
| SR 30A (US 98) | Cobb Rd to SR 79 (6-lane starts/ends at Summer Breeze) | 86 | Principal Arterial | 6 | Divided | Urbanized | 1 | 0.95 | 1.053 | (D) 55,300 | 276 | **39,500** | | **B** | 15,800 | 608 | 3,042 | 60,830 | | 39,500 | **B** | Yes |
| SR 30A (US 98) | SR 79 to Mandy Ln | 87 | Principal Arterial | 6 | Divided | Urbanized | 0 | 0.7 | 0 | (D) 55,300 | 275 | **46,000** | | **C** | 9,300 | 608 | 3,042 | 60,830 | | 46,000 | **C** | Yes |
| SR 30A (US 98) | Mandy Ln to Beckrich Rd | 88 | Principal Arterial | 4 | Divided | Urbanized | 5 | 4.5 | 1.111 | (D) 36,700 | 277 | **51,000** | | **F** | (14,300) | 404 | 2,019 | 40,370 | 54 | 51,054 | **F** | No |
| SR 30A (US 98) | Beckrich Rd. to Flyover (west approach) | 89 | Principal Arterial | 4 | Divided | Urbanized | 1 | 2.93 | 0.341 | (D) 36,700 | 203 | **39,500** | | **F** | (2,800) | 404 | 2,019 | 40,370 | 86 | 39,586 | **F** | Yes |
| SR 30A (US 98) | Flyover (WA) to Hathaway Bridge (WA) | 90 | Principal Arterial | 6 | Divided | Urbanized | 0 | 0.71 | 0 | (D) 55,300 | 100 | **45,500** | | **C** | 9,800 | 608 | 3,042 | 60,830 | | 45,500 | **C** | Yes |
| SR 30A (US 98) | Hathaway Bridge (WA) to 23rd St | 91 | Principal Arterial | 6 | Divided | Urbanized | 2 | 1.39 | 1.439 | (D) 55,300 | 5221<br>1609 | **68,000** | | **B** | (12,700) | 608 | 3,042 | 60,830 | | 0 | **B** | Yes |
| SR 30A (US 98) | 23rd St to Beck Ave | 92 | Principal Arterial | 4 | Divided | Urbanized | 2 | 1.67 | 1.198 | (D) 36,700 | 5082 | **39,500** | | **F** | (2,800) | 404 | 2,019 | 40,370 | | 39,500 | **F** | Yes |
| SR 30A (US 98) | Beck Ave to Lisenby Ave | 93 | Principal Arterial | 4 | Divided | Urbanized | 2 | 1.13 | 1.77 | (D) 36,700 | 5043<br>5204 | **39,500**<br>**33,000** | 36,250 | **D** | 450 | 404 | 2,019 | 40,370 | | 36,250 | **D** | Yes |
| SR 30A (US 98) | Lisenby Ave to US 231/Harrison Ave | 94 | Principal Arterial | 4 | Divided | Urbanized | 4 | 1.41 | 2.837 | (D) 33,200 | 5142<br>1615<br>5131 | **36,000**<br>**33,000**<br>**32,500** | 33,833 | **E** | (633) | 365 | 1,826 | 36,520 | | 33,833 | **E** | Yes |
| SR 30A (US 98) | US 231/Harrison Ave to SR 77 | 95 | Principal Arterial | 4 | Divided | Urbanized | 1 | 0.6 | 1.667 | (D) 36,700 | 5040 | **22,500** | | **B** | 14,200 | 404 | 2,019 | 40,370 | | 22,500 | **B** | Yes |
| SR 30A (US 98) | SR 77 to Transmitter Rd | 96 | Principal Arterial | 4 | Divided | Urbanized | 3 | 2.54 | 1.181 | (D) 36,700 | 1620 | **27,500** | | **B** | 9,200 | 404 | 2,019 | 40,370 | 561 | 28,061 | **B** | Yes |
| SR 30A (US 98) | Transmitter Rd. to Wewa Highway/SR 22 | 97 | Principal Arterial | 4 | Divided | Urbanized | 2 | 2.33 | 0.858 | (D) 36,700 | 5161<br>5193 | **35,000**<br>**40,000** | 37,500 | **F** | (800) | 404 | 2,019 | 40,370 | | 37,500 | **F** | Yes |
| SR 30A (US 98) | SR 22 to Boat Race Rd. | 98 | Principal Arterial | 4 | Divided | Urbanized | 3 | 1.51 | 1.987 | (D) 36,700 | 5194 | **31,000** | | **C** | 5,700 | 404 | 2,019 | 40,370 | | 31,000 | **C** | Yes |
| SR 30A (US 98) | Boat Race Rd. to Du Pont Bridge (NA) | 99 | Principal Arterial | 4 | Divided | Urbanized | 2 | 1.92 | 1.042 | (D) 36,700 | 5181<br>5182 | **19,300** | | **B** | 17,400 | 404 | 2,019 | 40,370 | | 0 | **B** | Yes |
| SR 30A (US 98) | Du Pont Bridge (NA) to Main Gate Tyndall AFB | 100 | Principal Arterial | 4 | Divided | Urbanized | 2 | 2.22 | 0.901 | ( D ) 36,700 | 1624 | **19,600** | | **B** | 17,100 | 404 | 2,019 | 40,370 | | 19,600 | **B** | Yes |
| SR 30A (US 98) | Main Gate Tyndall AFB to Gulf Co Ln | 101 | Principal Arterial | 2 | Undivided | Trans. | 2 | 16.69 | 0.12 | ( C ) 14,100 | 214 | **6,700** | | **B** | 7,400 | 155 | 776 | 15,510 | | 6,700 | **B** | Yes |

# BAY COUNTY CONCURRENCY M

| ROAD | STATE ROAD AND SEGMENT | Road Segment ID | 2018 PEAK HOUR VOLUME | PEAK DIRECTION | "K100" Factor | "D100" Factor | "T" Factor | LOS (STD) MAX PEAK VOL | 2018 Peak Volume | CURRENT LOS | AVAILABLE CAPACITY (project trips not included) | 1% of capacity at adopted LOS Peak | 5% of capacity at adopted LOS Peak | 110% Maximum Volume at Adopted LOS | Trips Added Peak Hour | New Peak Volume | New LOS | De minimus impact allowed | AADT Service Volumes | | | | | | Peak Hour 2-way Service Volumes | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | A | B | C | D | E | F | A | B | C | D | E | F |
| **SR 20** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 20 (Segment is on the Intrastate System) | Washington Co. Line to SR 77 | 71 | 382 | 199 | 10.06 | 52 | 19.36 | (C) 1,370 | 382 | B | 988 | 15 | 75 | 1,507 | | 382 | **B** | Yes | | 8,900 | 14,100 | 15,200 | | | | 860 | 1,370 | 1,480 | | |
| SR 20 (Segment is on the Intrastate System) | SR 77 to US 231 | 72 | 261 | 155 | 9.95 | 59.38 | 11.42 | (C) 1,370 | 261 | B | 1,109 | 15 | 75 | 1,507 | 4 | 265 | **B** | Yes | | 8,900 | 14,100 | 15,200 | | | | 860 | 1,370 | 1,480 | | |
| SR 20 | US 231 to Calhoun Co. Line | 73 | 483 | 251 | 9.66 | 52.00 | 18.22 | (C) 1,370 | 483 | B | 887 | 15 | 75 | 1,507 | | 483 | **B** | Yes | | 8,900 | 14,100 | 15,200 | | | | 860 | 1,370 | 1,480 | | |
| **SR 22** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 22 - 3rd St | East Ave to Bus 98 | 74 | 336 | 175 | 10.19 | 52.00 | 6.17 | (D) 1,480 | 336 | C | 1,144 | 16 | 81 | 1,628 | | 336 | **C** | Yes | | | 10,500 | 15,200 | 16,200 | | | | 1,020 | 1,480 | 1,570 | |
| SR 22 - 3rd St | Bus 98 to Transmitter Road/CR 2327 | 75 | 1,121 | 583 | 10.19 | 52.00 | 6.17 | (D) 1,600 | 1,121 | C | 479 | 18 | 88 | 1,760 | | 1,121 | **C** | Yes | | 9,600 | 15,400 | 16,500 | | | | 930 | 1,500 | 1,600 | | |
| SR 22 | Transmitter Rd to Tyndall Pkwy | 76 | 1,085 | 564 | 10.19 | 52.00 | 6.17 | (D) 1,480 | 1,085 | D | 395 | 16 | 81 | 1,628 | | 1,085 | **D** | Yes | | | 10,500 | 15,200 | 16,200 | | | | 1,020 | 1,480 | 1,570 | |
| SR 22 | Tyndall Pkwy to Star Ave | 77 | 1,732 | 901 | 10.19 | 52.00 | 6.17 | (D) 1,600 | 1,732 | F | (132) | 18 | 88 | 1,760 | 211 | 1,943 | **F** | No | | 9,600 | 15,400 | 16,500 | | | | 930 | 1,500 | 1,600 | | |
| SR 22 (used by Co.) | Star Ave to CR 2297 | 78 | 795 | 413 | 10.19 | 52.00 | 6.56 | (D) 1,600 | 795 | B | 805 | 18 | 88 | 1,760 | 313 | 1,108 | **C** | Yes | | 9,600 | 15,400 | 16,500 | | | | 930 | 1,500 | 1,600 | | |
| SR 22 (used by Co.) | CR 2297 to UB | 79 | 483 | 251 | 9.66 | 52.00 | 6.17 | (D) 1,600 | 483 | B | 1,117 | 18 | 88 | 1,760 | 15 | 498 | **B** | Yes | | 9,600 | 15,400 | 16,500 | | | | 930 | 1,500 | 1,600 | | |
| SR 22 (used in State CMS) | Star Ave to UB | 80 | 483 | 251 | 9.66 | 52.00 | 6.17 | (C) 1,370 | 483 | B | 887 | 15 | 75 | 1,507 | | 180 | **B** | Yes | | 8,900 | 14,100 | 15,200 | | | 180 | 600 | 1,130 | 1,590 | 2,180 | |
| SR 22 | UB to Gulf Co Ln | 81 | 483 | 251 | 9.66 | 52.00 | 6.17 | (C) 1,370 | 483 | B | 887 | 15 | 75 | 1,507 | | 483 | **B** | Yes | | 8,900 | 14,100 | 15,200 | | | | 860 | 1,370 | 1,480 | | |
| **SR 30A (US 98)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 30A (US 98) | Walton Co Ln to Phillips Inlet (west approach) | 82 | 2,418 | 1,257 | 9.3 | 52.00 | 6.51 | (D) 6,040 | 2,418 | B | 3,622 | 66 | 332 | 6,644 | 12 | 2,430 | **B** | Yes | | 34,300 | 49,600 | 64,300 | 72,800 | | | 3,220 | 4,660 | 6,040 | 6,840 | |
| SR 30A (US 98) | Phillips Inlet (west approach) to Front Beach Rd | 83 | 2,418 | 1,257 | 9.3 | 52.00 | 6.51 | (D) 3,560 | 2,418 | B | 1,142 | 39 | 196 | 3,916 | 162 | 2,580 | **B** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | PCB Parkway- Front Beach Rd to Wisteria Ln | 84 | 2,558 | 1,330 | 9.3 | 52.00 | 6.92 | (D) 3,560 | 2,558 | B | 1,003 | 39 | 196 | 3,916 | 621 | 3,178 | **C** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Wisteria Ln to Cobb Rd | 85 | 2,837 | 1,475 | 9.3 | 52.00 | 6.34 | (D) 3,560 | 2,837 | B | 724 | 39 | 196 | 3,916 | 35 | 2,871 | **C** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Cobb Rd to SR 79 (6-lane starts/ends at Summer Breeze) | 86 | 3,674 | 1,910 | 9.3 | 52.00 | 6.34 | (D) 5,360 | 3,674 | B | 1,687 | 59 | 295 | 5,896 | | 3,674 | **B** | Yes | | 45,000 | 53,700 | 55,300 | | | | 4,370 | 5,200 | 5,360 | | |
| SR 30A (US 98) | SR 79 to Mandy Ln | 87 | 4,278 | 2,225 | 9.3 | 52.00 | 5.59 | (D) 5,360 | 4,278 | B | 1,082 | 59 | 295 | 5,896 | | 4,278 | **B** | Yes | | 45,000 | 53,700 | 55,300 | | | | 4,370 | 5,200 | 5,360 | | |
| SR 30A (US 98) | Mandy Ln to Beckrich Rd | 88 | 4,743 | 2,466 | 9.3 | 52.00 | 6.34 | (D) 3,560 | 4,743 | F | (1,183) | 39 | 196 | 3,916 | 107 | 4,850 | **F** | No | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Beckrich Rd. to Flyover (west approach) | 89 | 3,674 | 1,910 | 9.3 | 52.00 | 6.34 | (D) 3,560 | 3,674 | F | (114) | 39 | 196 | 3,916 | 41 | 3,715 | **F** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Flyover (WA) to Hathaway Bridge (WA) | 90 | 4,855 | 2,525 | 10.67 | 52.00 | 3.87 | (D) 5,360 | 4,855 | C | 505 | 59 | 295 | 5,896 | (36) | 4,819 | **C** | Yes | | 45,000 | 53,700 | 55,300 | | | | 4,370 | 5,200 | 5,360 | | |
| SR 30A (US 98) | Hathaway Bridge (WA) to 23rd St | 91 | 0 | 0 | 9.3 | 52.00 | 3.87 | (D) 5,360 | 0 | B | 5,360 | 59 | 295 | 5,896 | (22) | (22) | **A** | Yes | | 45,000 | 53,700 | 55,300 | | | | 4,370 | 5,200 | 5,360 | | |
| SR 30A (US 98) | 23rd St to Beck Ave | 92 | 3,674 | 1,910 | 9.3 | 52.00 | 3.87 | (D) 3,560 | 3,674 | F | (114) | 39 | 196 | 3,916 | | 3,674 | **F** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Beck Ave to Lisenby Ave | 93 | 3,371 | 1,753 | 9.3 | 52.00 | 4.06 | (D) 3,560 | 3,371 | C | 189 | 39 | 196 | 3,916 | | 3,371 | **C** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Lisenby Ave to US 231/Harrison Ave | 94 | 3,448 | 1,793 | 10.19 | 52.00 | 4.26 | (D) 3,400 | 3,448 | F | (48) | 37 | 187 | 3,740 | | 3,448 | **F** | Yes | | | 25,000 | 33,200 | 35,100 | | | 2,420 | 3,220 | 3,400 | | |
| SR 30A (US 98) | US 231/Harrison Ave to SR 77 | 95 | 2,293 | 1,192 | 10.19 | 52.00 | 4.76 | (D) 3,560 | 2,293 | B | 1,267 | 39 | 196 | 3,916 | | 2,293 | **B** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | SR 77 to Transmitter Rd | 96 | 2,802 | 1,457 | 10.19 | 52.00 | 4.47 | (D) 3,560 | 2,802 | B | 758 | 39 | 196 | 3,916 | 55 | 2,857 | **C** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Transmitter Rd. to Wewa Highway/SR 22 | 97 | 3,821 | 1,987 | 10.19 | 52.00 | 3.48 | (D) 3,560 | 3,821 | F | (261) | 39 | 196 | 3,916 | | 3,821 | **F** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | SR 22 to Boat Race Rd. | 98 | 3,159 | 1,643 | 10.19 | 52.00 | 3.48 | (D) 3,560 | 3,159 | C | 401 | 39 | 196 | 3,916 | | 3,159 | **C** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Boat Race Rd. to Du Pont Bridge (NA) | 99 | 0 | 0 | 10.19 | 52.00 | 4.41 | (D) 3,560 | 0 | B | 3,560 | 39 | 196 | 3,916 | | 0 | **B** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Du Pont Bridge (NA) to Main Gate Tyndall AFB | 100 | 1,997 | 1,039 | 10.19 | 52.00 | 4.92 | (D) 3,560 | 1,997 | B | 1,563 | 39 | 196 | 3,916 | 657 | 2,654 | **B** | Yes | | 29,300 | 35,500 | 36,700 | | | | 2,840 | 3,440 | 3,560 | | |
| SR 30A (US 98) | Main Gate Tyndall AFB to Gulf Co Ln | 101 | 647 | 337 | 9.66 | 52.00 | 8.65 | (C) 1,370 | 647 | B | 723 | 15 | 75 | 1,507 | 657 | 1,304 | **C** | Yes | | 8,900 | 14,100 | 15,200 | | | | 860 | 1,370 | 1,480 | | |

# Land Use: 320
# Motel

## Description

A motel is a place of lodging that provides sleeping accommodations and provides little or no meeting space and few supporting facilities. Exterior corridors accessing rooms (immediately adjacent to a parking lot) is common for a motel. Hotel (Land Use 310), all suites hotel (Land Use 311), business hotel (Land Use 312), and resort hotel (Land Use 330) are related uses.

## Additional Data

Sixteen studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Florida, Indiana, New Jersey, New York, Oregon, South Dakota, and Texas.

***For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.***

## Source Numbers

172, 187, 191, 277, 295, 300, 357, 439, 443, 598, 877, 915, 1046

# Motel
# (320)

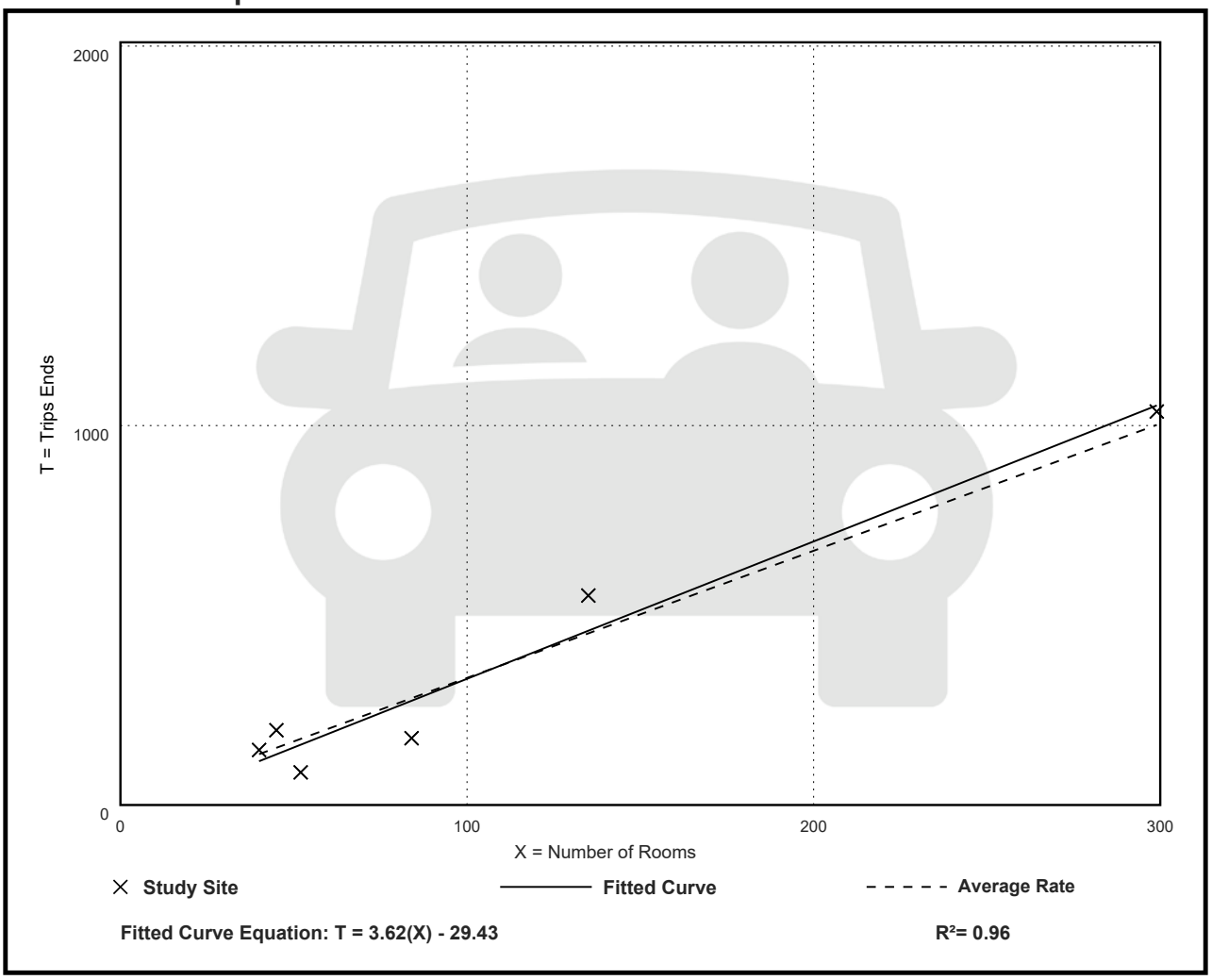
**Vehicle Trip Ends vs: Rooms**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Rooms: 109
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 3.35 | 1.65 - 4.38 | 0.87 |

## Data Plot and Equation




**Fitted Curve Equation: T = 3.62(X) - 29.43**

**$R^2$= 0.96**

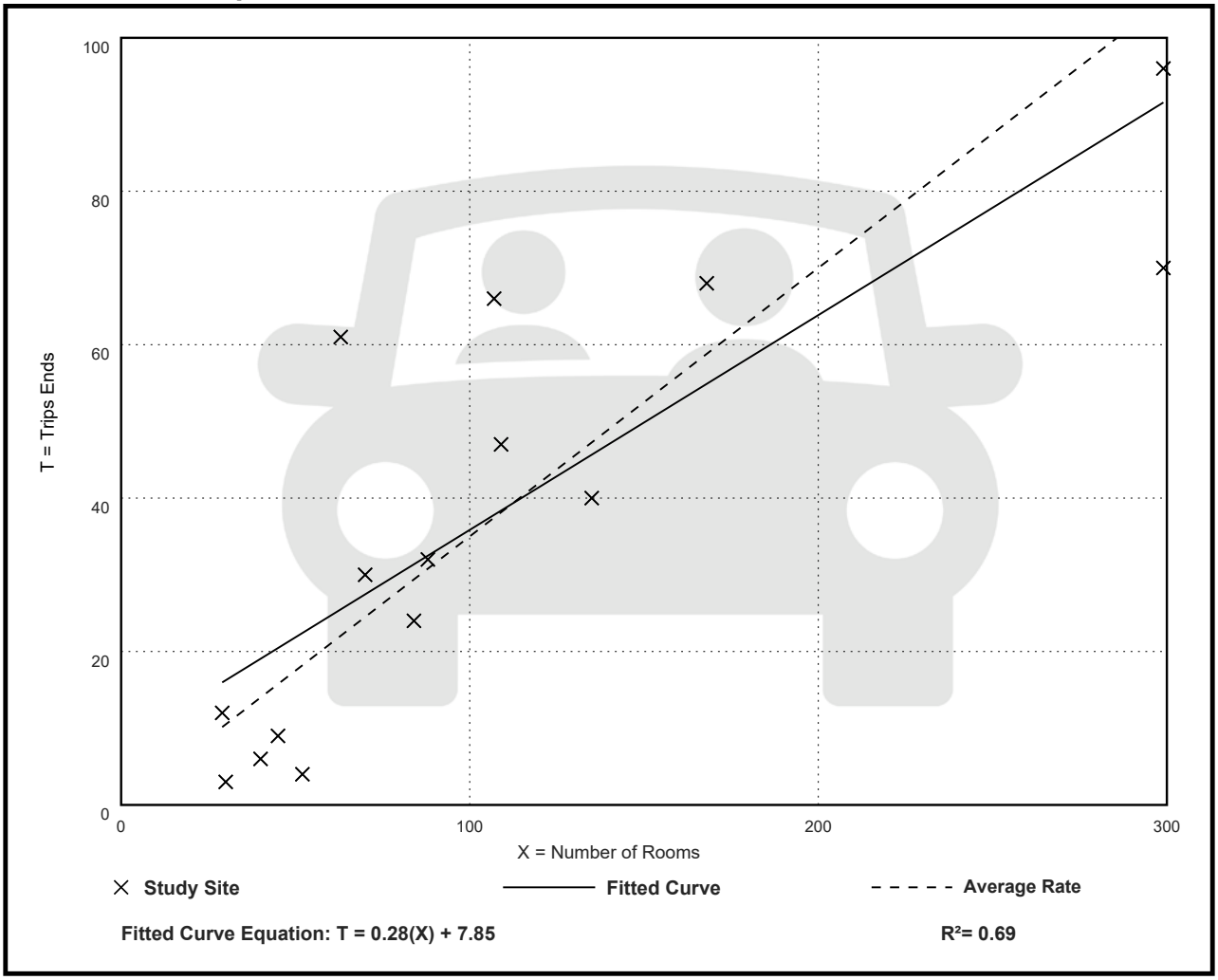
# Motel
# (320)

**Vehicle Trip Ends vs: Rooms**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 15
Avg. Num. of Rooms: 108
Directional Distribution: 37% entering, 63% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.35 | 0.08 - 0.97 | 0.18 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.28(X) + 7.85**

**$R^2$= 0.69**

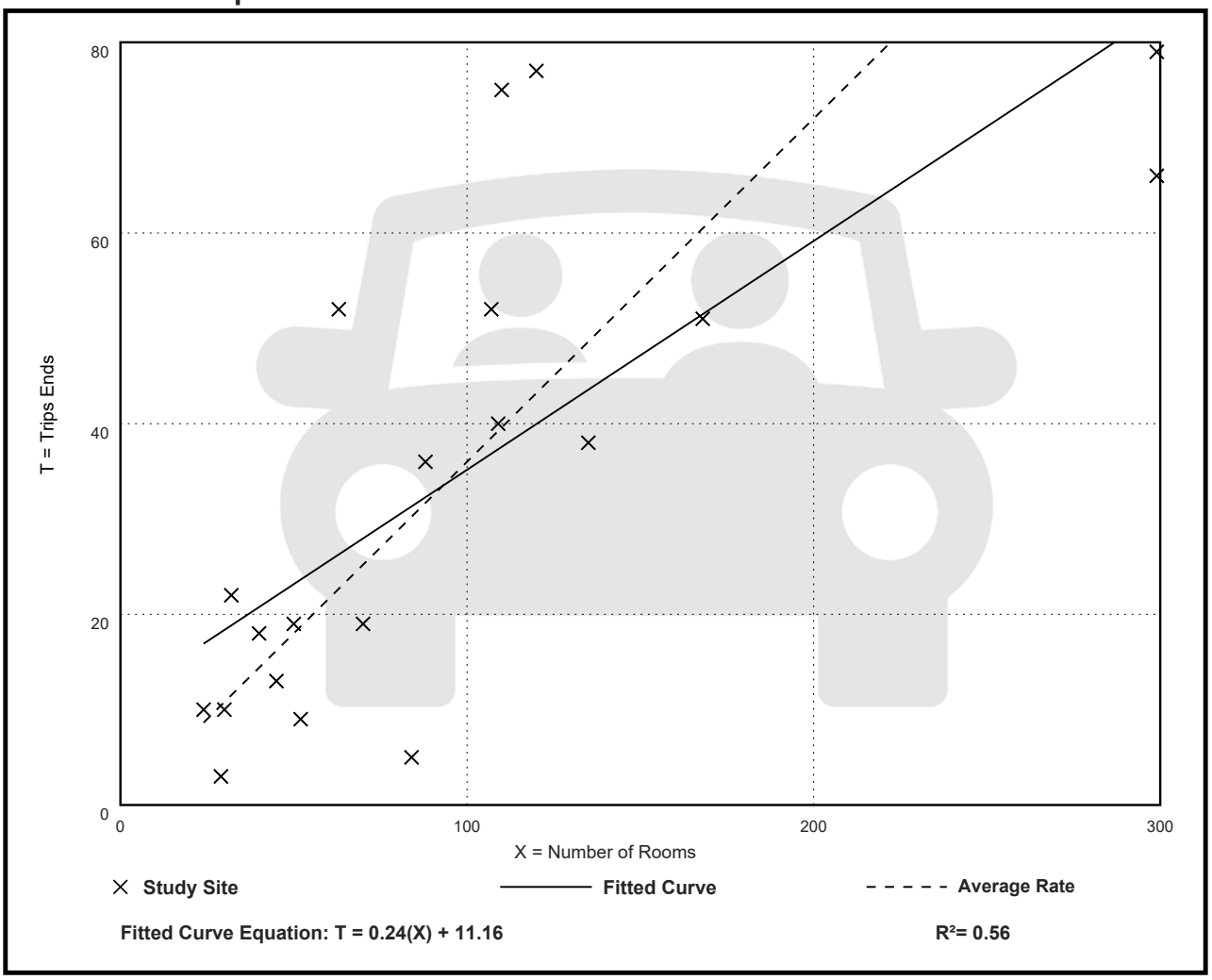
# Motel
# (320)

**Vehicle Trip Ends vs: Rooms**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 20
Avg. Num. of Rooms: 98
Directional Distribution: 54% entering, 46% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.36 | 0.06 - 0.83 | 0.18 |

## Data Plot and Equation



# Motel
# (320)

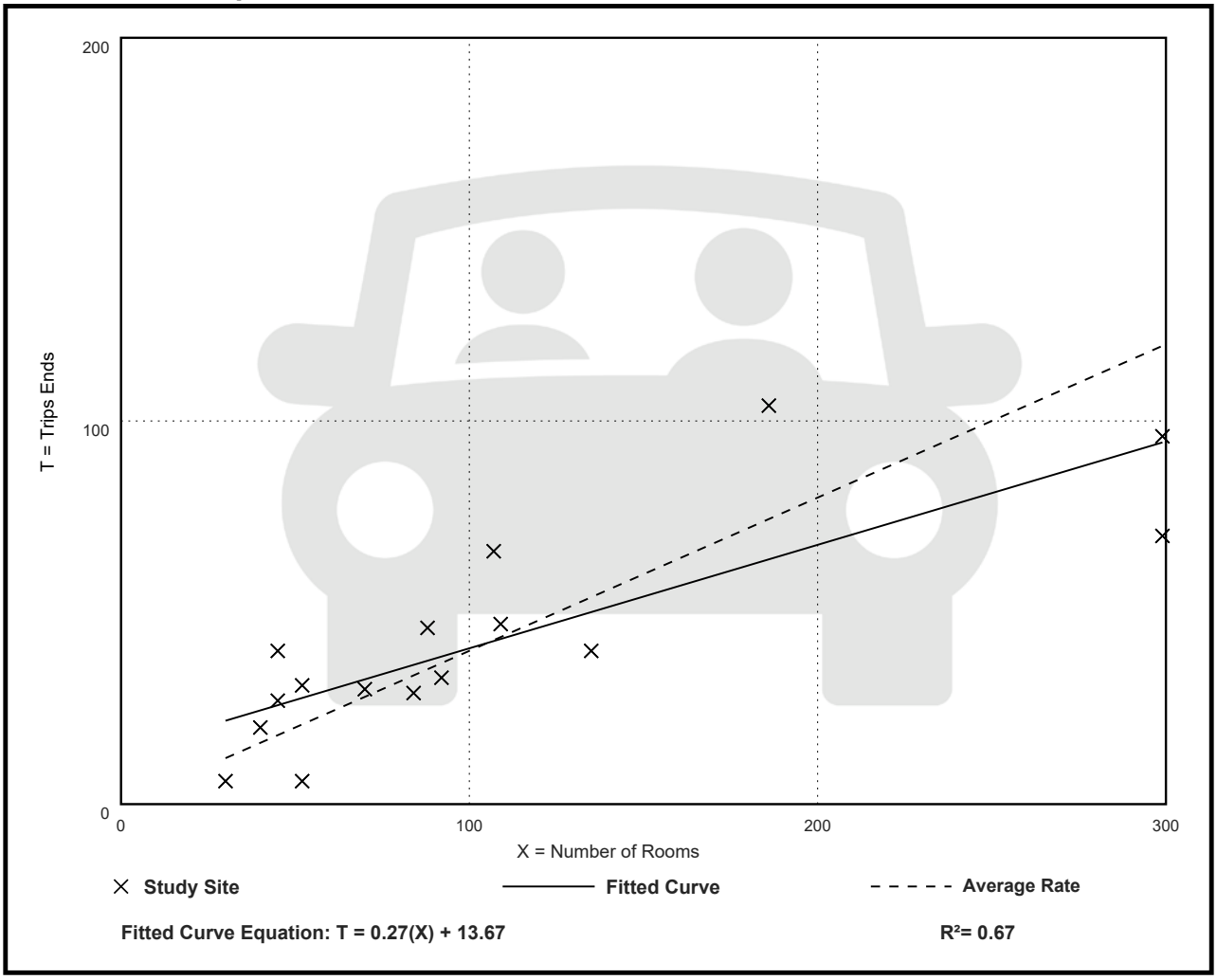
**Vehicle Trip Ends vs: Rooms**
**On a: Weekday,**
**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 16
Avg. Num. of Rooms: 108
Directional Distribution: 41% entering, 59% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.40 | 0.12 - 0.89 | 0.16 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.27(X) + 13.67**

**$R^2$= 0.67**

# Motel
# (320)

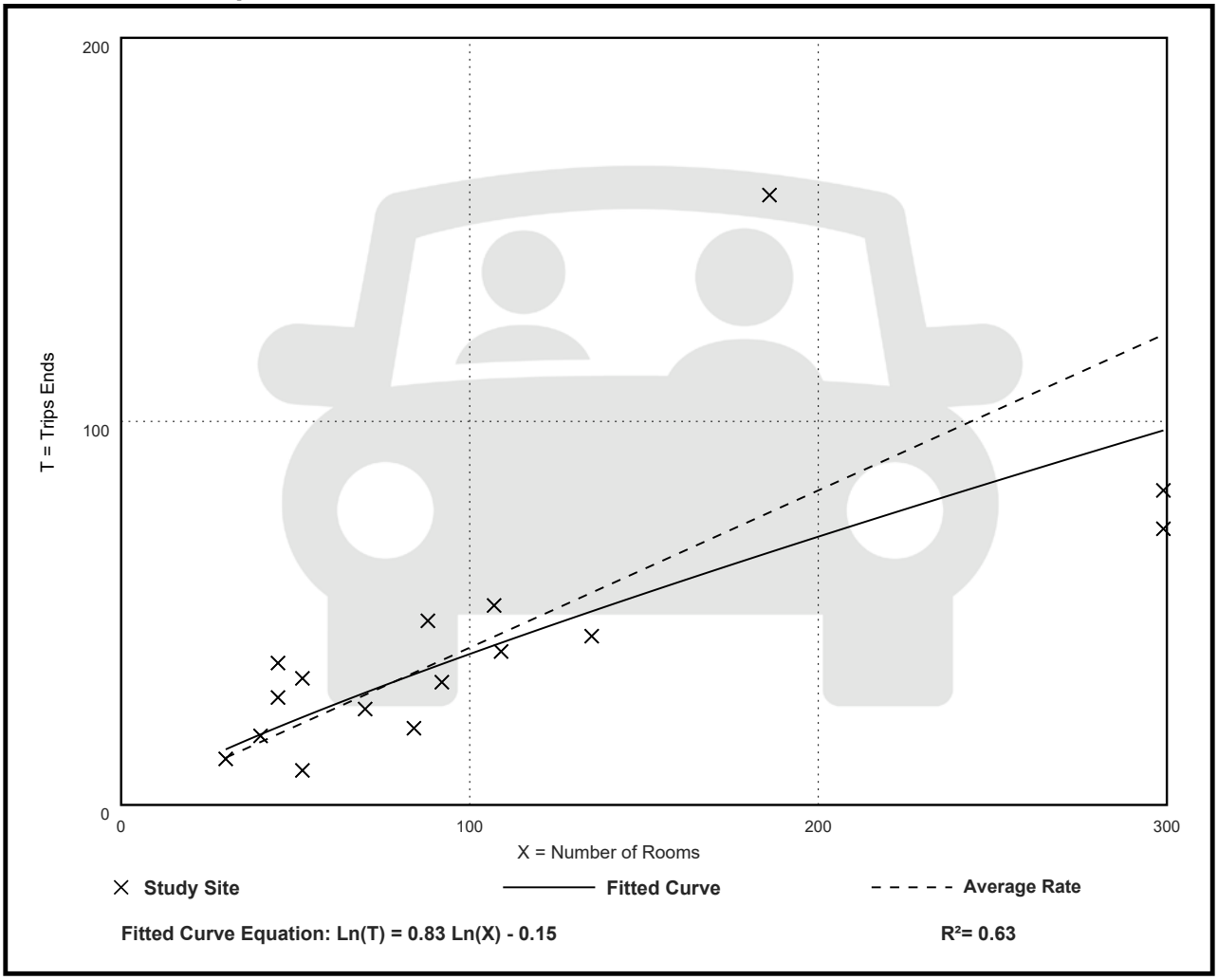
**Vehicle Trip Ends vs: Rooms**
**On a: Weekday,**
**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 16
Avg. Num. of Rooms: 108
Directional Distribution: 55% entering, 45% exiting

## Vehicle Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.41 | 0.17 - 0.85 | 0.21 |

## Data Plot and Equation



# Motel
# (320)

**Vehicle Trip Ends vs: Occupied Rooms**
**On a: Weekday**

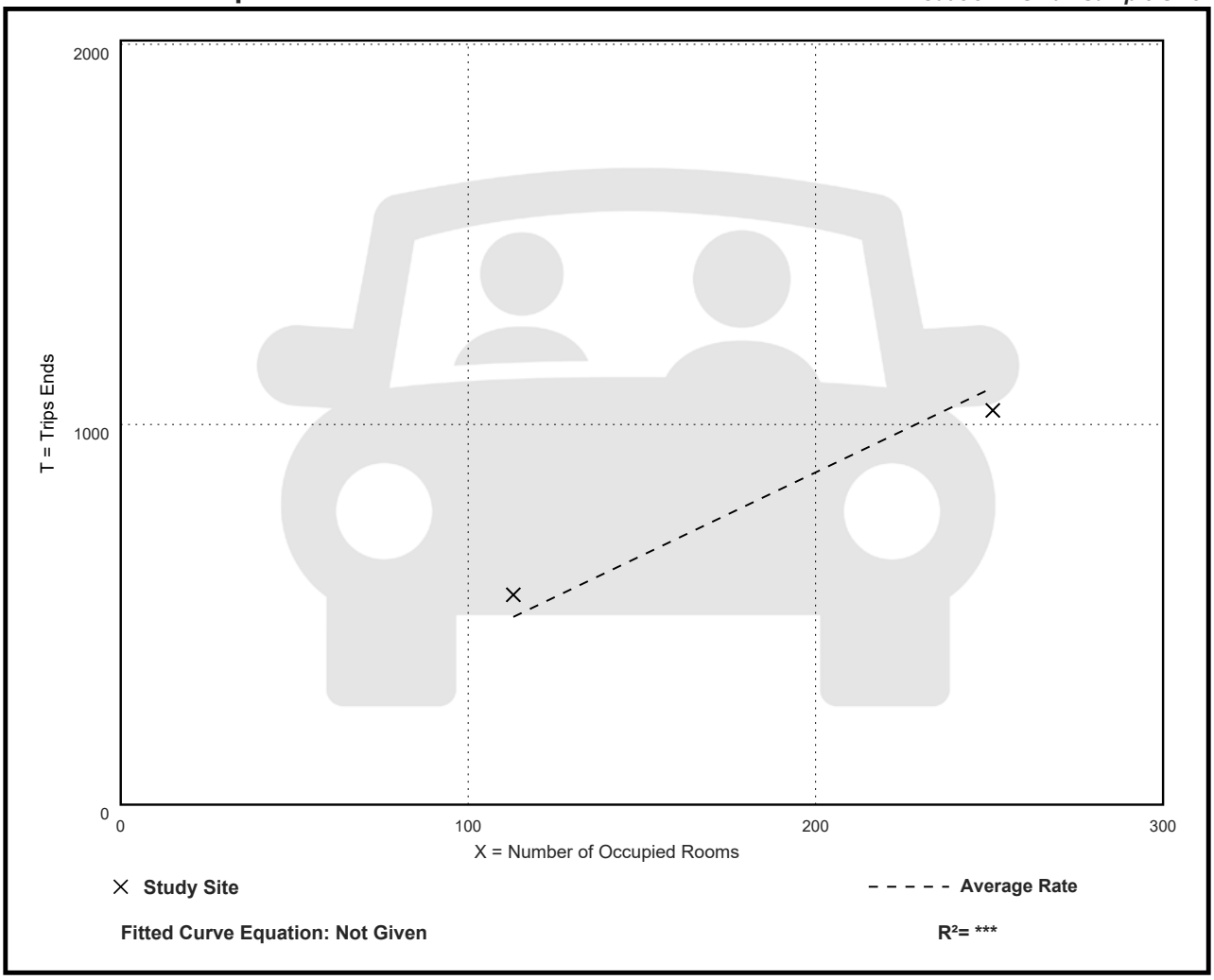
**Setting/Location: General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Occupied Rooms: 182
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 4.37 | 4.13 - 4.88 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= ***

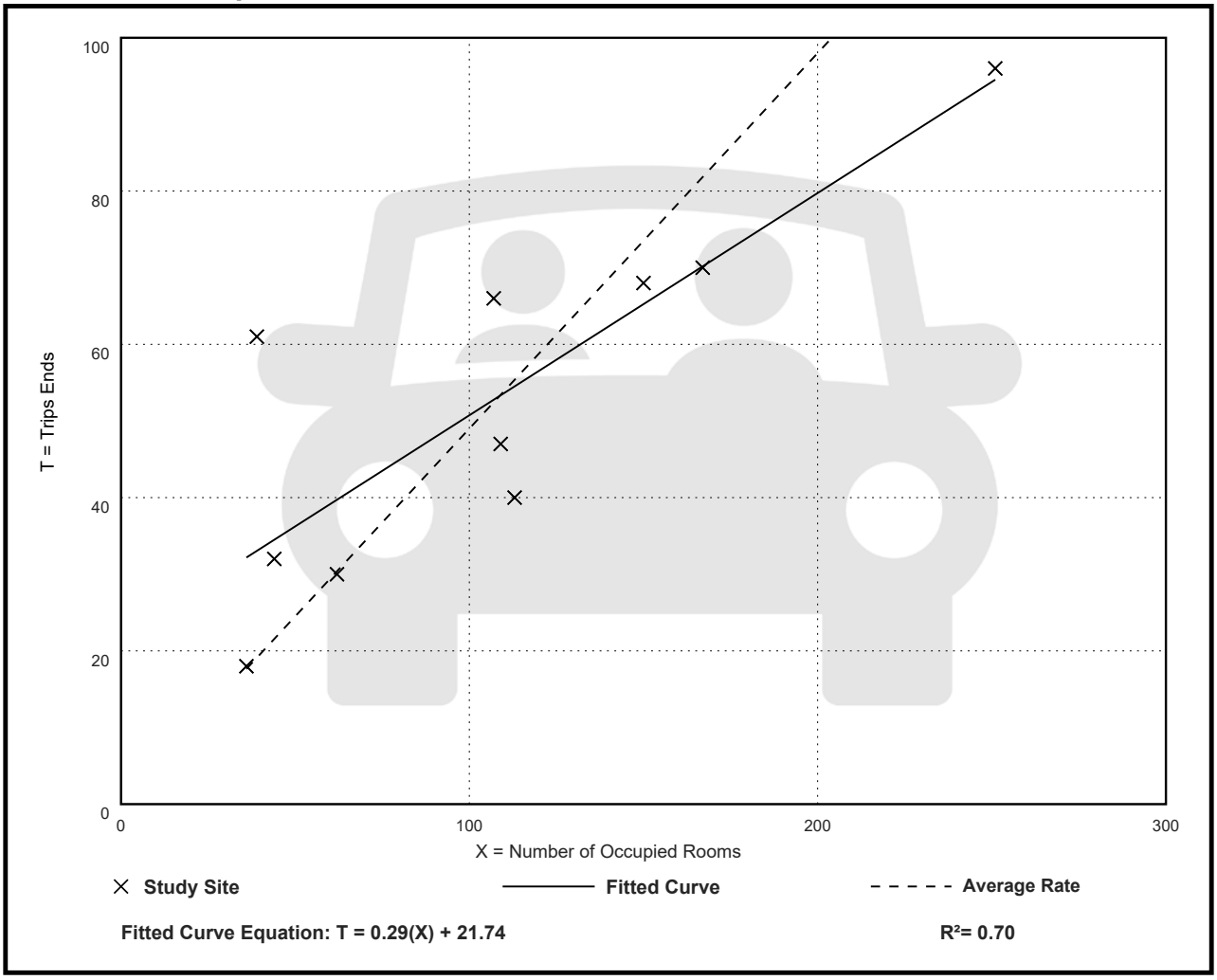
# Motel
# (320)

**Vehicle Trip Ends vs: Occupied Rooms**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 10
Avg. Num. of Occupied Rooms: 108
Directional Distribution: 36% entering, 64% exiting

## Vehicle Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.49 | 0.35 - 1.56 | 0.24 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.29(X) + 21.74**

**$R^2$= 0.70**

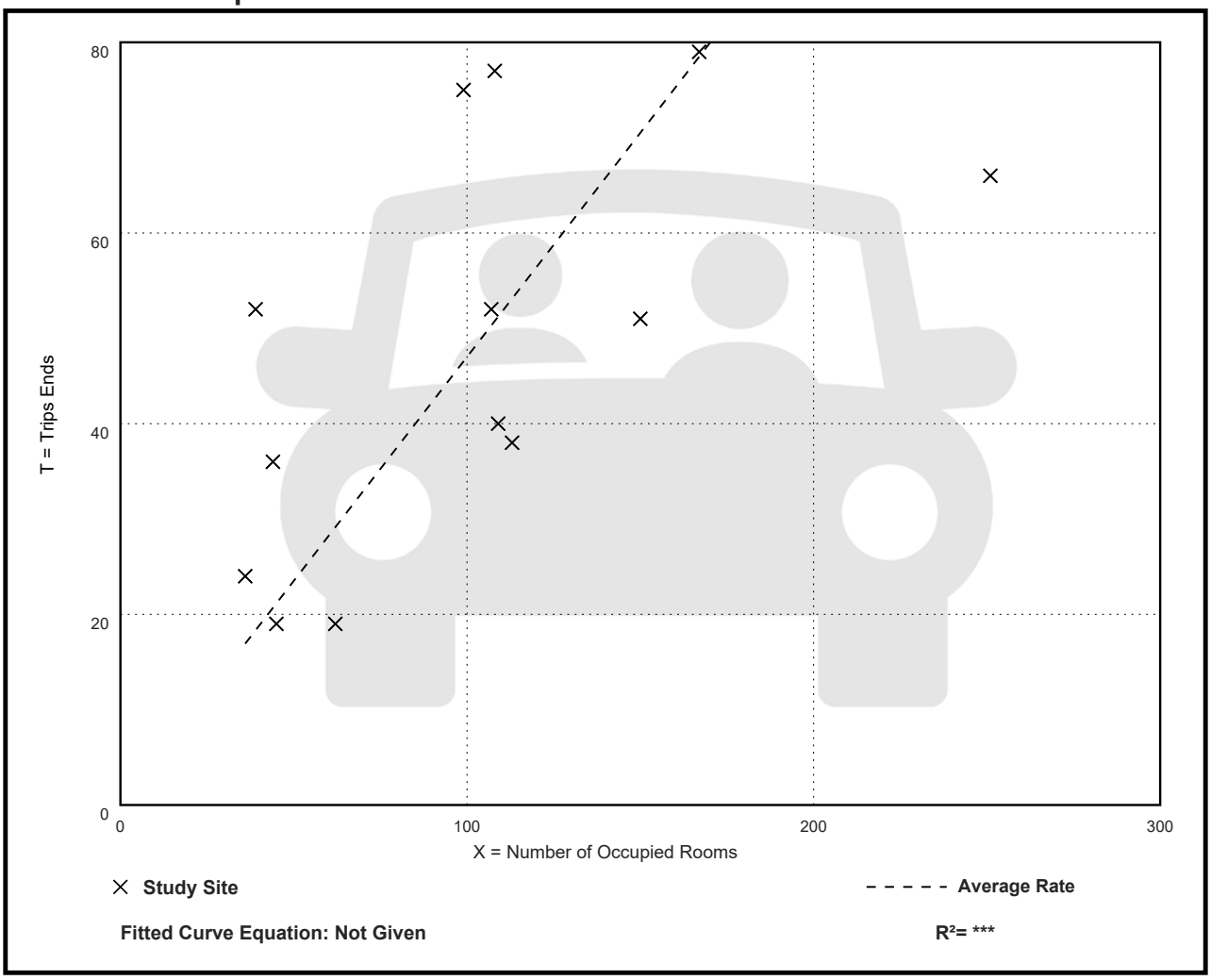
# Motel
# (320)

**Vehicle Trip Ends vs: Occupied Rooms**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 13
Avg. Num. of Occupied Rooms: 102
Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.47 | 0.26 - 1.33 | 0.24 |

## Data Plot and Equation



# Motel
# (320)

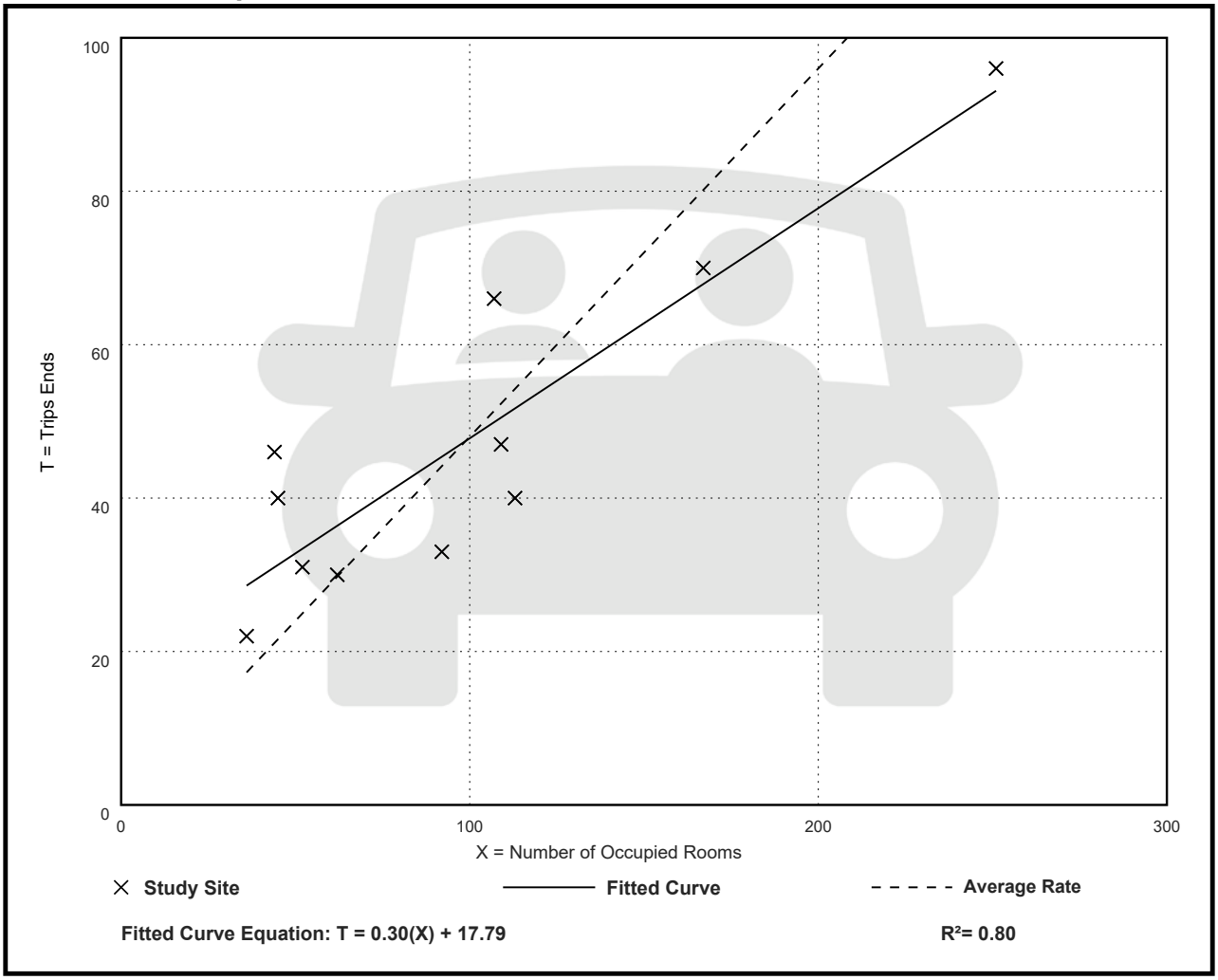
**Vehicle Trip Ends vs: Occupied Rooms**
**On a: Weekday,**
**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Occupied Rooms: 98
Directional Distribution: 39% entering, 61% exiting

## Vehicle Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.48 | 0.35 - 1.05 | 0.18 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.30(X) + 17.79**

**$R^2$= 0.80**

# Motel
# (320)

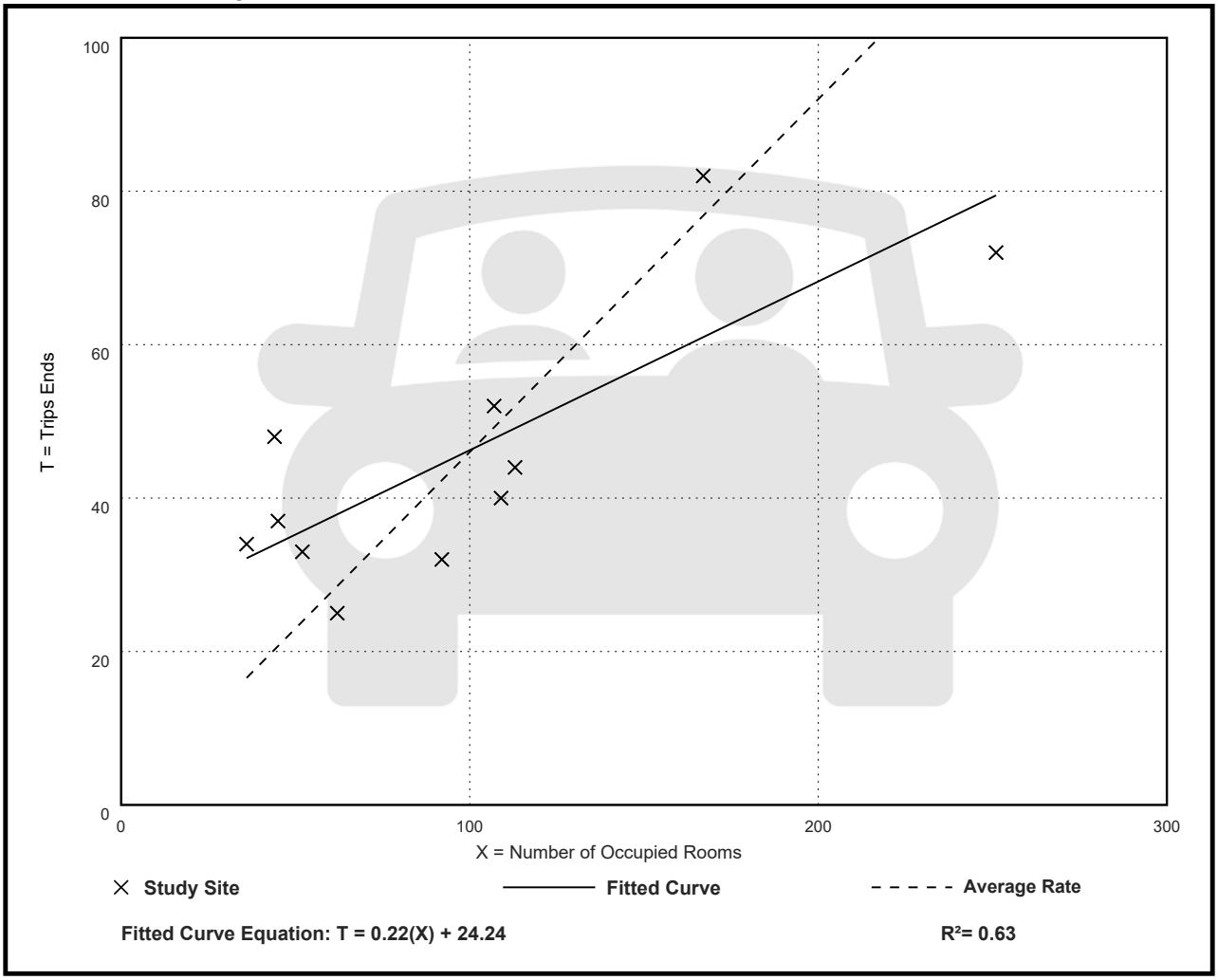
**Vehicle Trip Ends vs: Occupied Rooms**
**On a: Weekday,**
**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Occupied Rooms: 98
Directional Distribution: 54% entering, 46% exiting

## Vehicle Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.46 | 0.29 - 1.09 | 0.21 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.22(X) + 24.24**

**$R^2$= 0.63**

# Motel
# (320)

**Vehicle Trip Ends vs: Occupied Rooms**
**On a: Saturday**

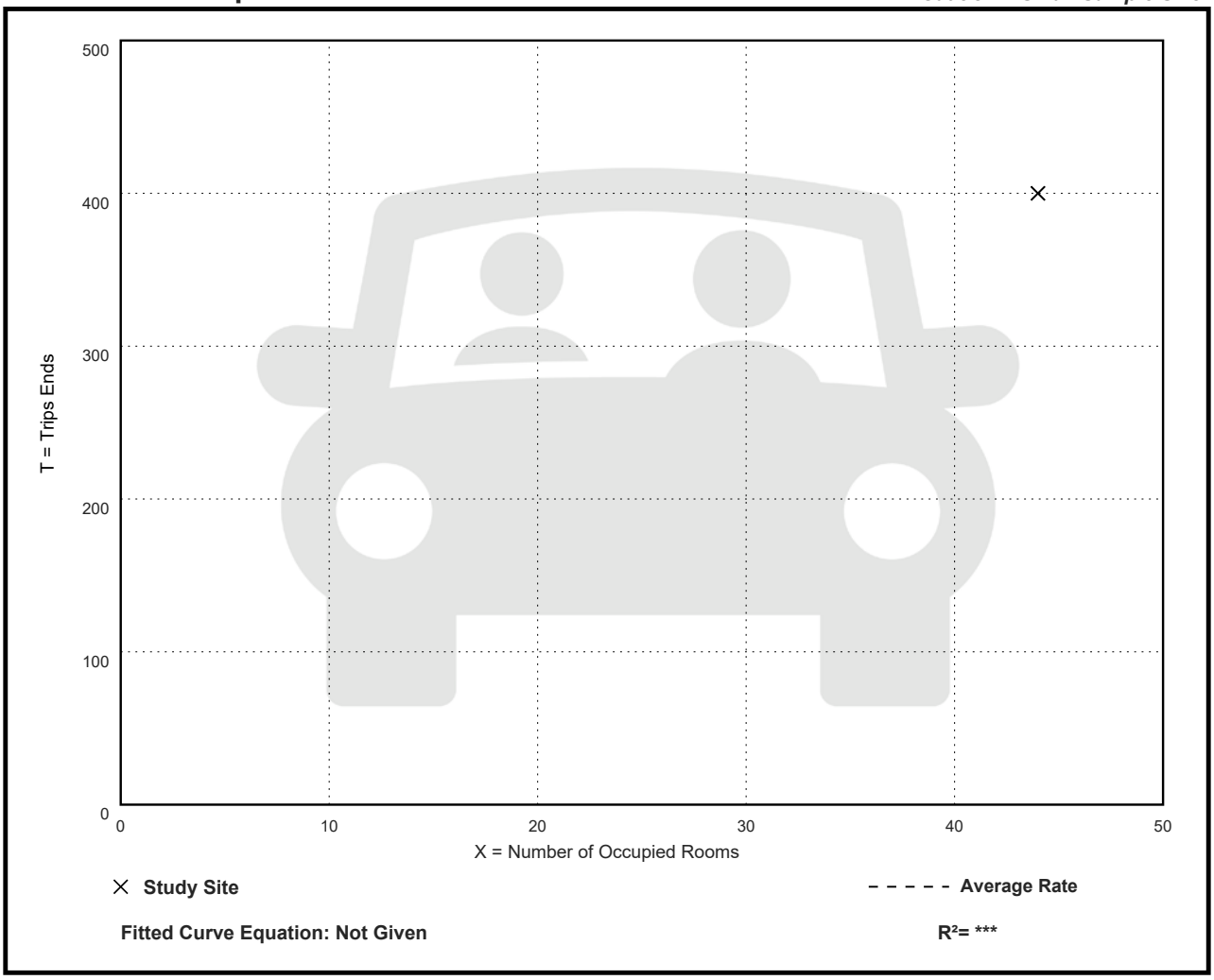
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Occupied Rooms: 44
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 9.09 | 9.09 - 9.09 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***



# Motel
# (320)

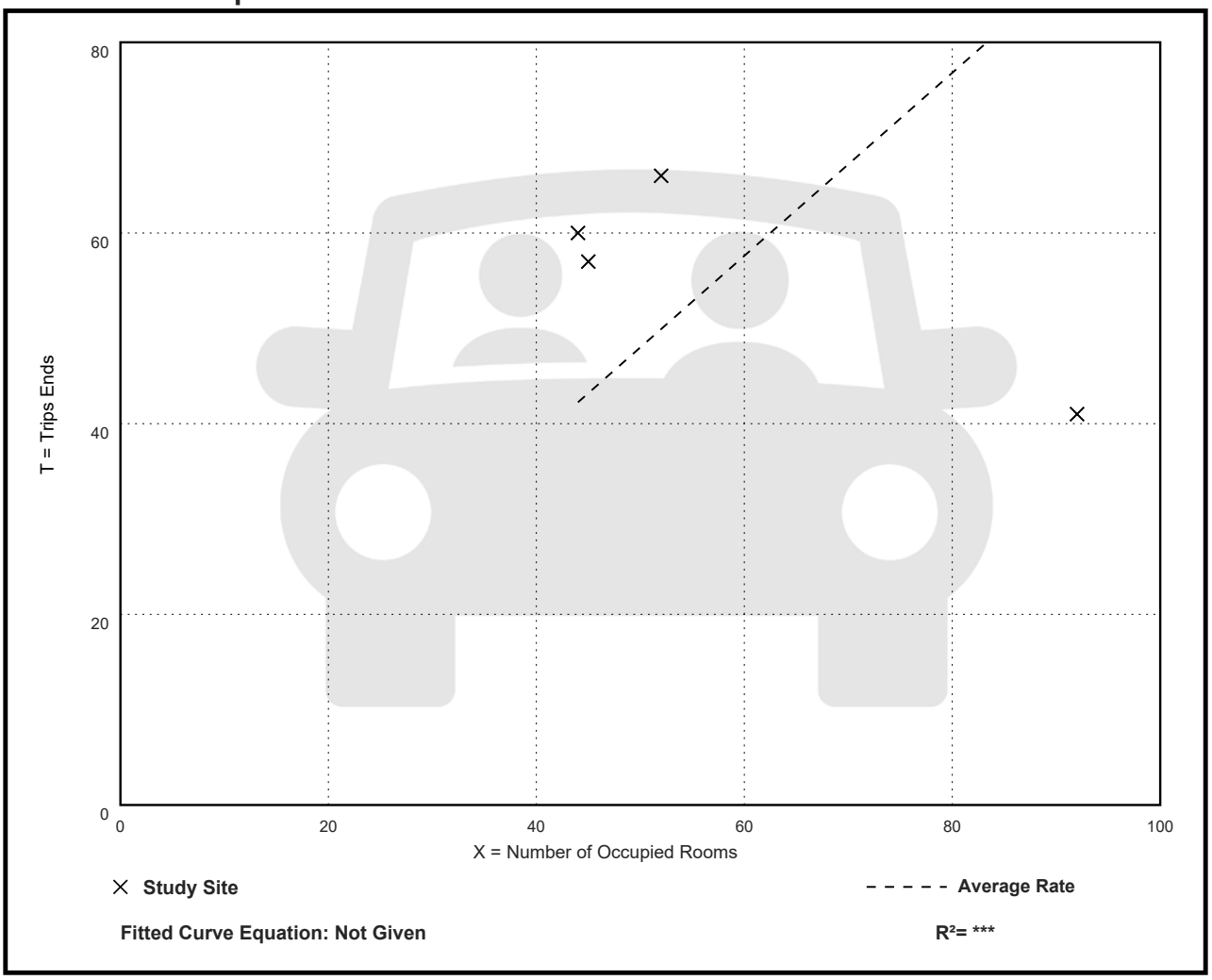
**Vehicle Trip Ends vs: Occupied Rooms**
**On a: Saturday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Occupied Rooms: 58
Directional Distribution: 45% entering, 55% exiting

## Vehicle Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.96 | 0.45 - 1.36 | 0.48 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= *****

# Motel
# (320)

**Vehicle Trip Ends vs: Occupied Rooms**
**On a: Sunday**

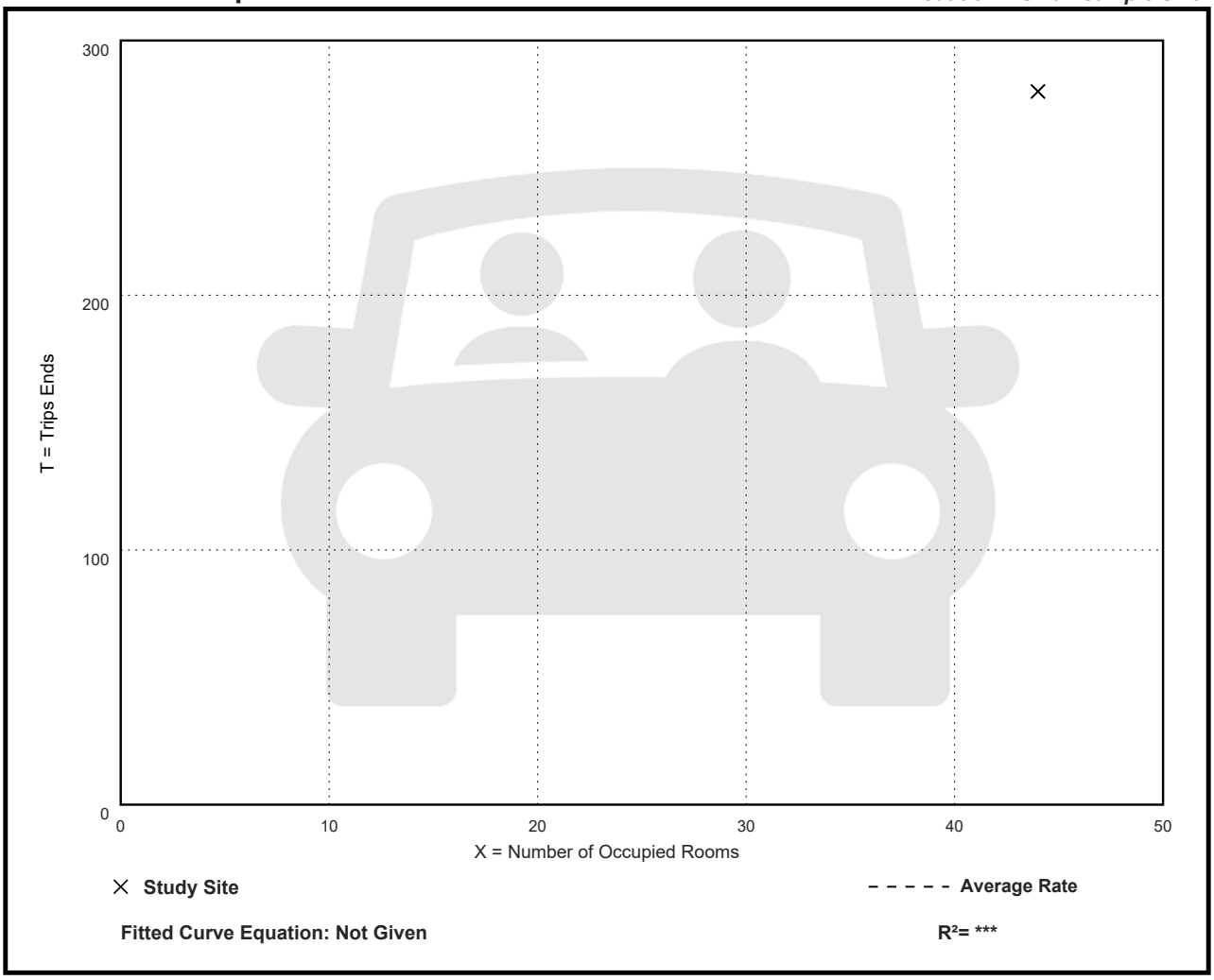
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Occupied Rooms: 44
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 6.36 | 6.36 - 6.36 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***



# Motel
# (320)

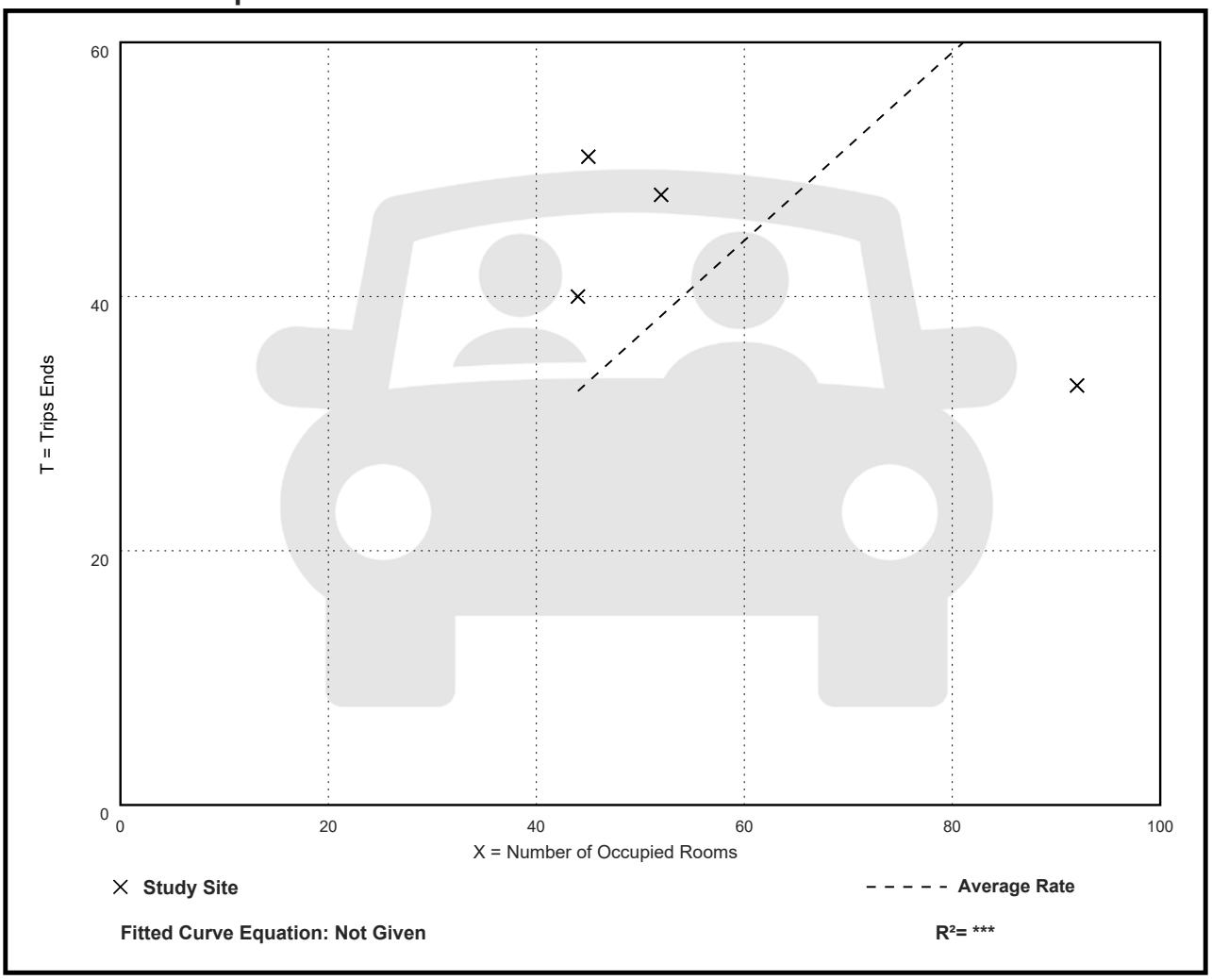
**Vehicle Trip Ends vs: Occupied Rooms**
**On a: Sunday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Occupied Rooms: 58
Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.74 | 0.36 - 1.13 | 0.37 |

## Data Plot and Equation



# Motel
# (320)

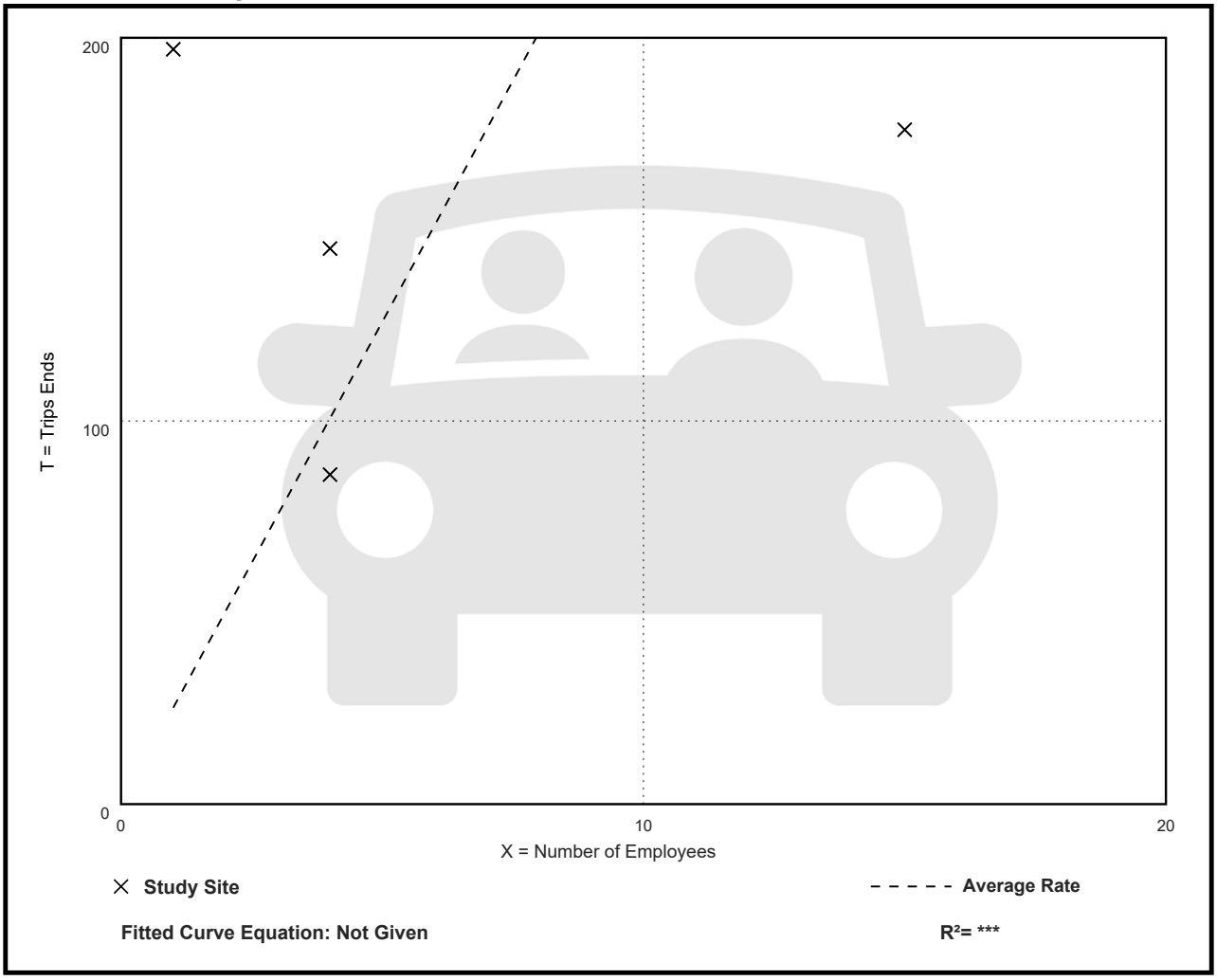
**Vehicle Trip Ends vs: Employees**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Employees: 6
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 25.17 | 11.73 - 197.00 | 42.67 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= *****

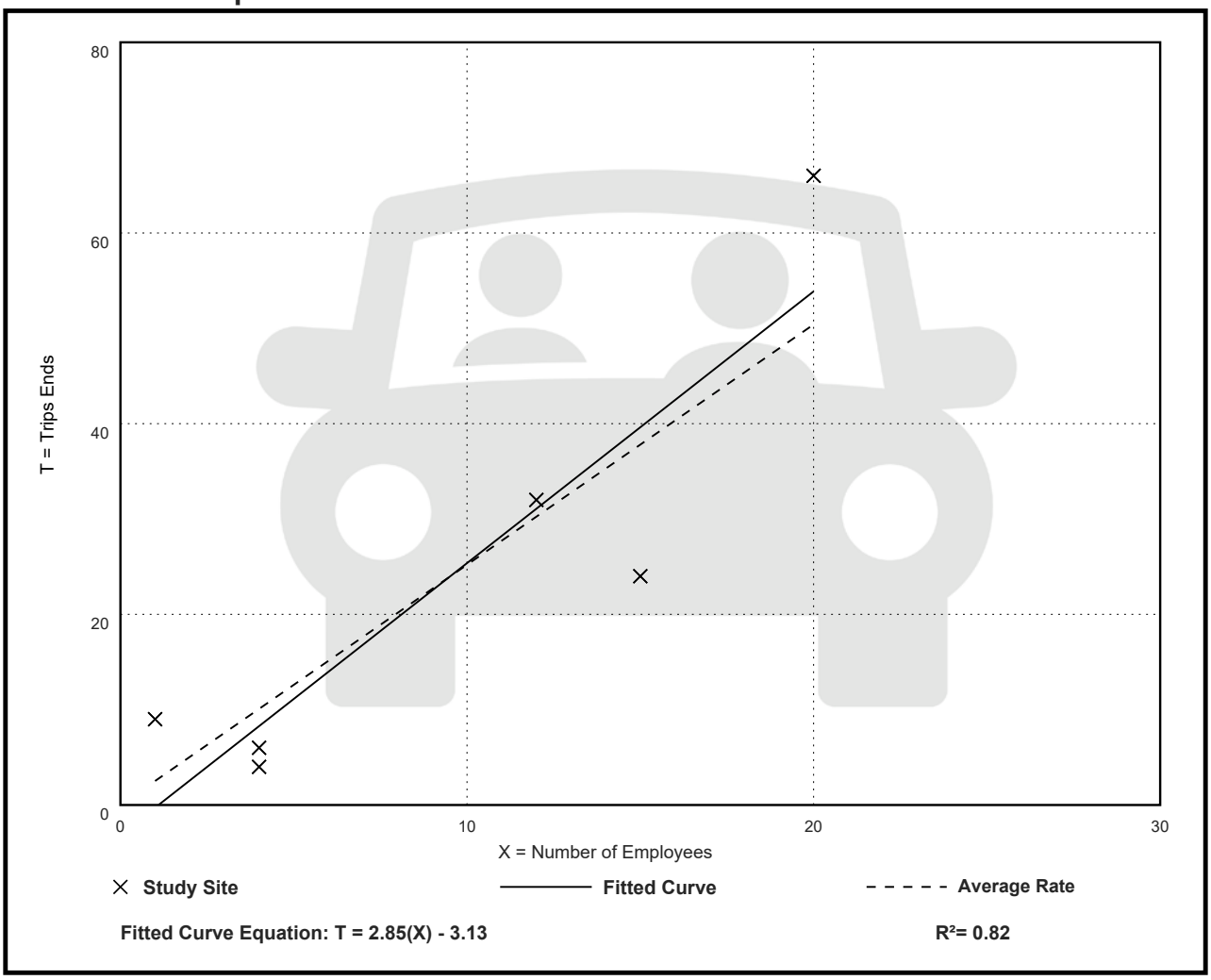
# Motel
# (320)

**Vehicle Trip Ends vs: Employees**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Employees: 9
Directional Distribution: 54% entering, 46% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 2.52 | 1.00 - 9.00 | 1.31 |

## Data Plot and Equation



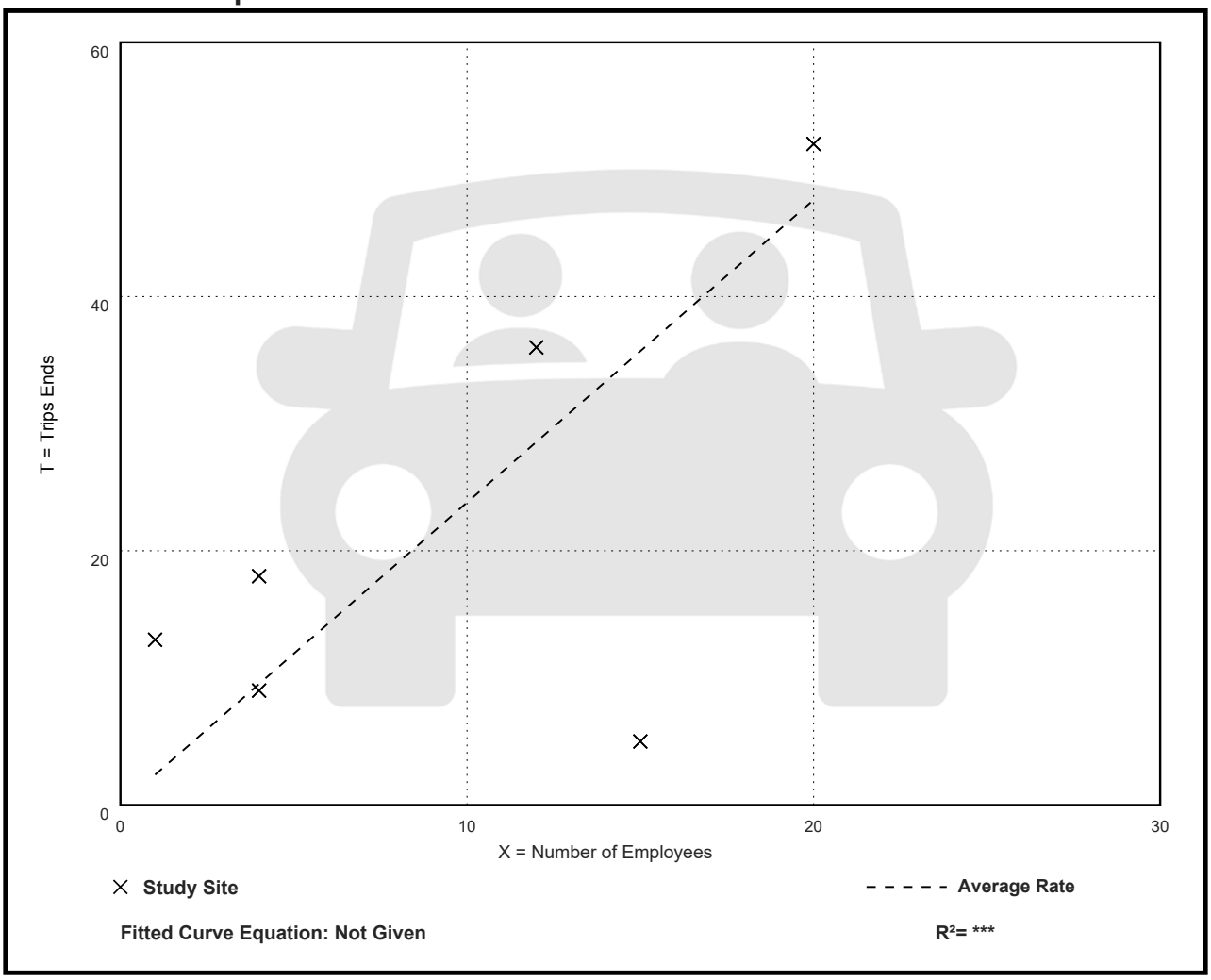
# Motel
# (320)

**Vehicle Trip Ends vs: Employees**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Employees: 9
Directional Distribution: 56% entering, 44% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 2.38 | 0.33 - 13.00 | 2.07 |

## Data Plot and Equation



# Motel
# (320)

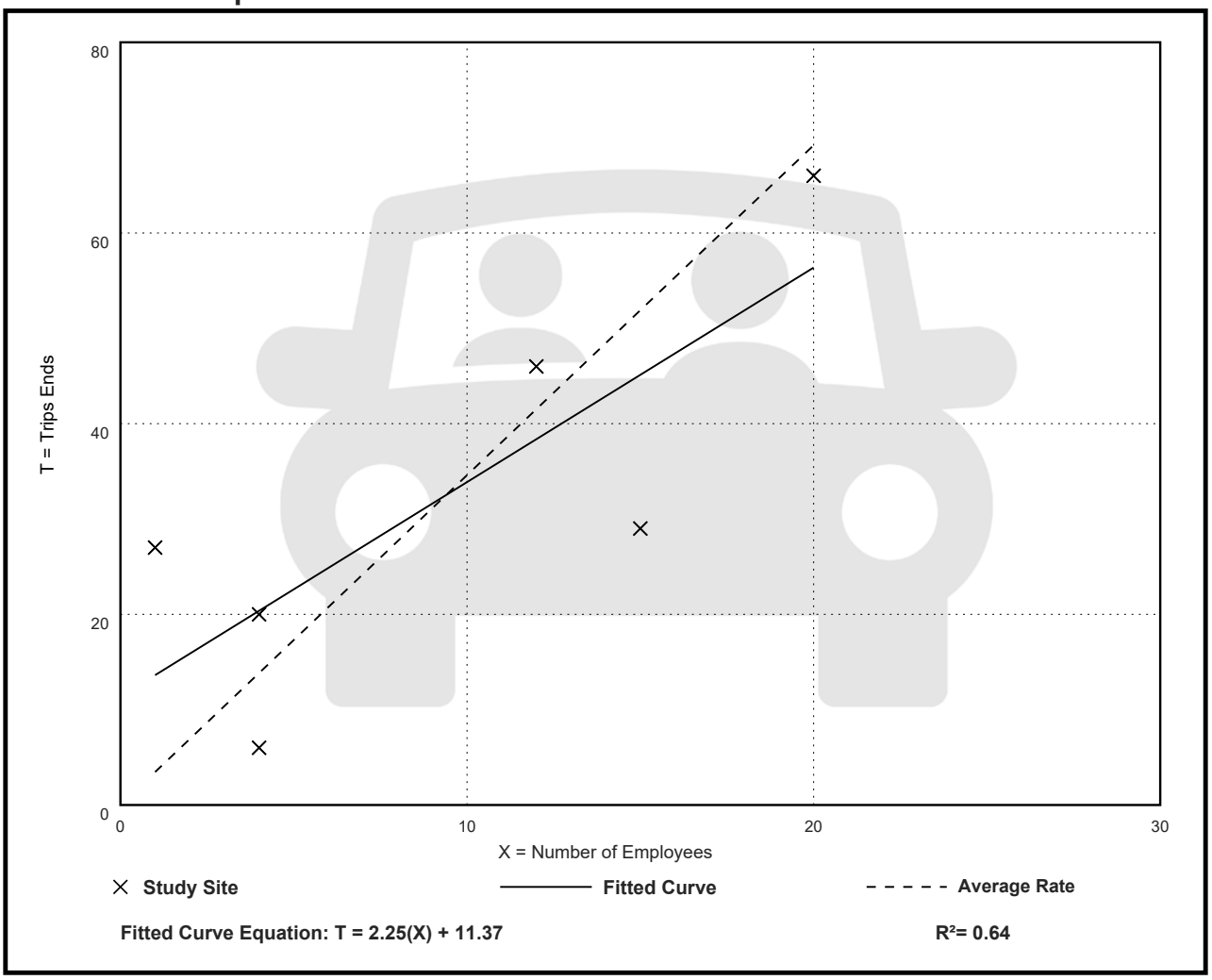
**Vehicle Trip Ends vs: Employees**
**On a: Weekday,**
**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Employees: 9
Directional Distribution: 45% entering, 55% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 3.46 | 1.50 - 27.00 | 3.63 |

## Data Plot and Equation




**Fitted Curve Equation: T = 2.25(X) + 11.37**

**$R^2$= 0.64**

# Motel
# (320)

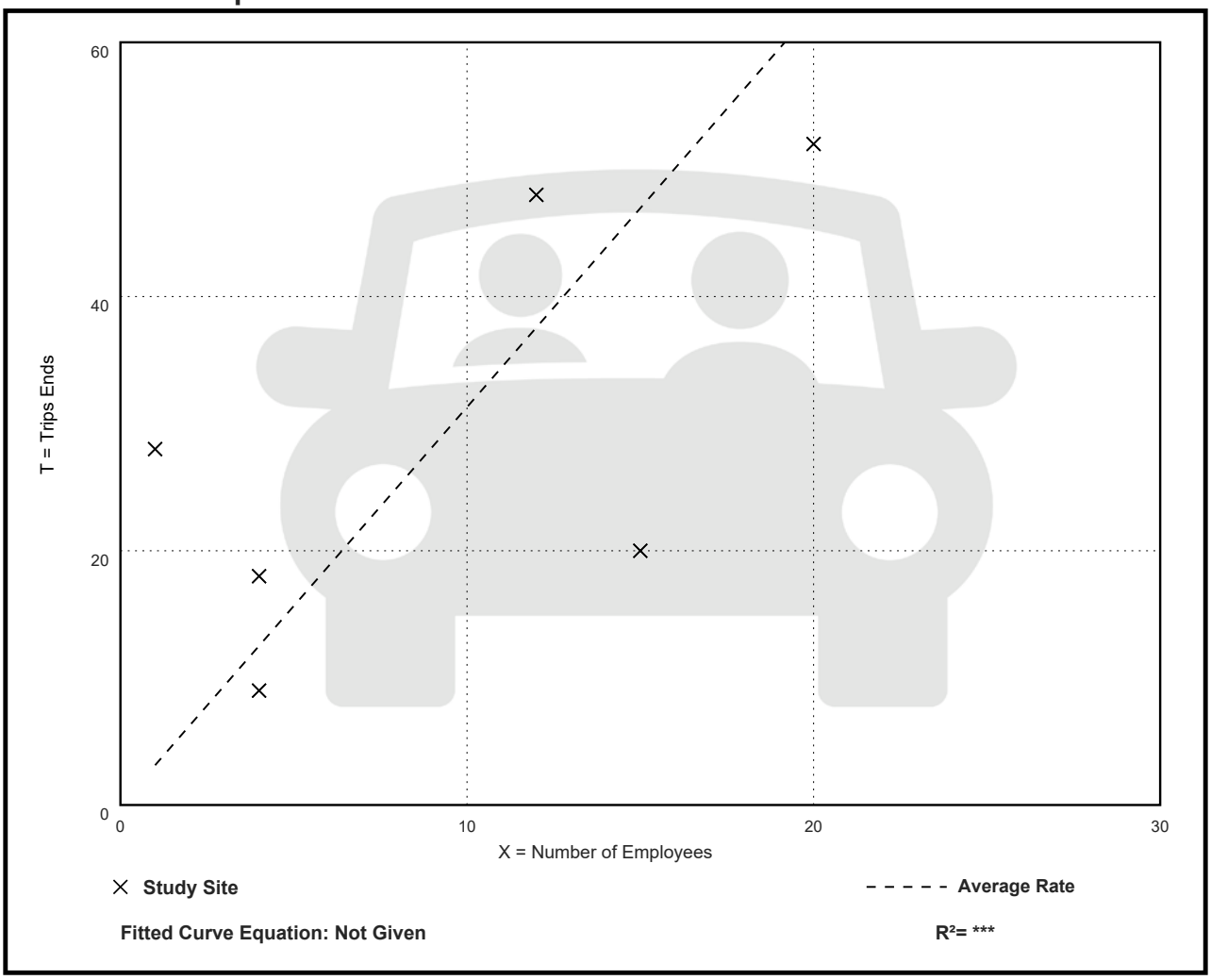
**Vehicle Trip Ends vs: Employees**
**On a: Weekday,**
**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Employees: 9
Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 3.13 | 1.33 - 28.00 | 3.85 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= *****

# Motel
# (320)

**Vehicle Trip Ends vs: Employees**
**On a: Saturday**

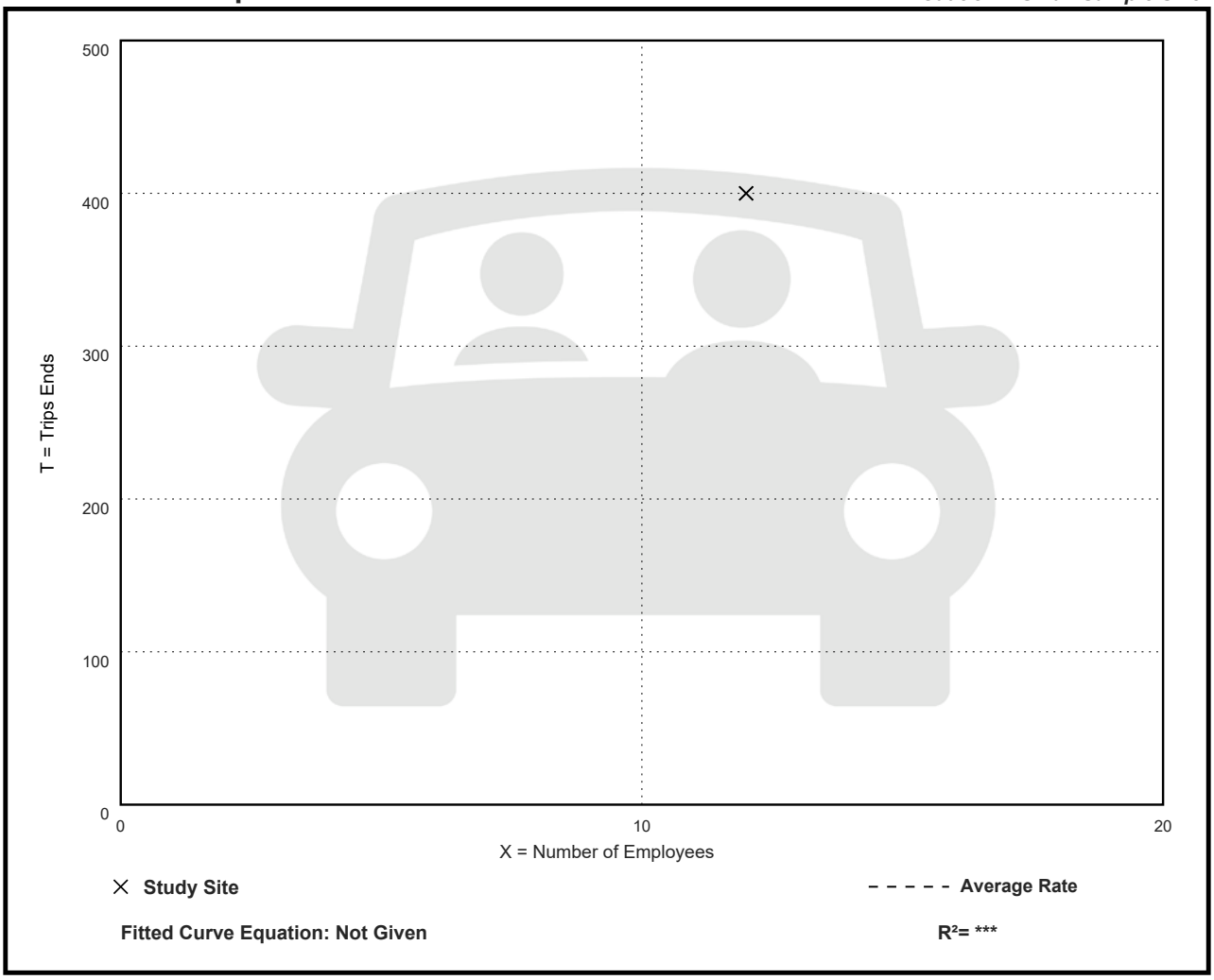
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Employees: 12
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 33.33 | 33.33 - 33.33 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= ***

# Motel
# (320)

**Vehicle Trip Ends vs: Employees**
**On a: Saturday, Peak Hour of Generator**

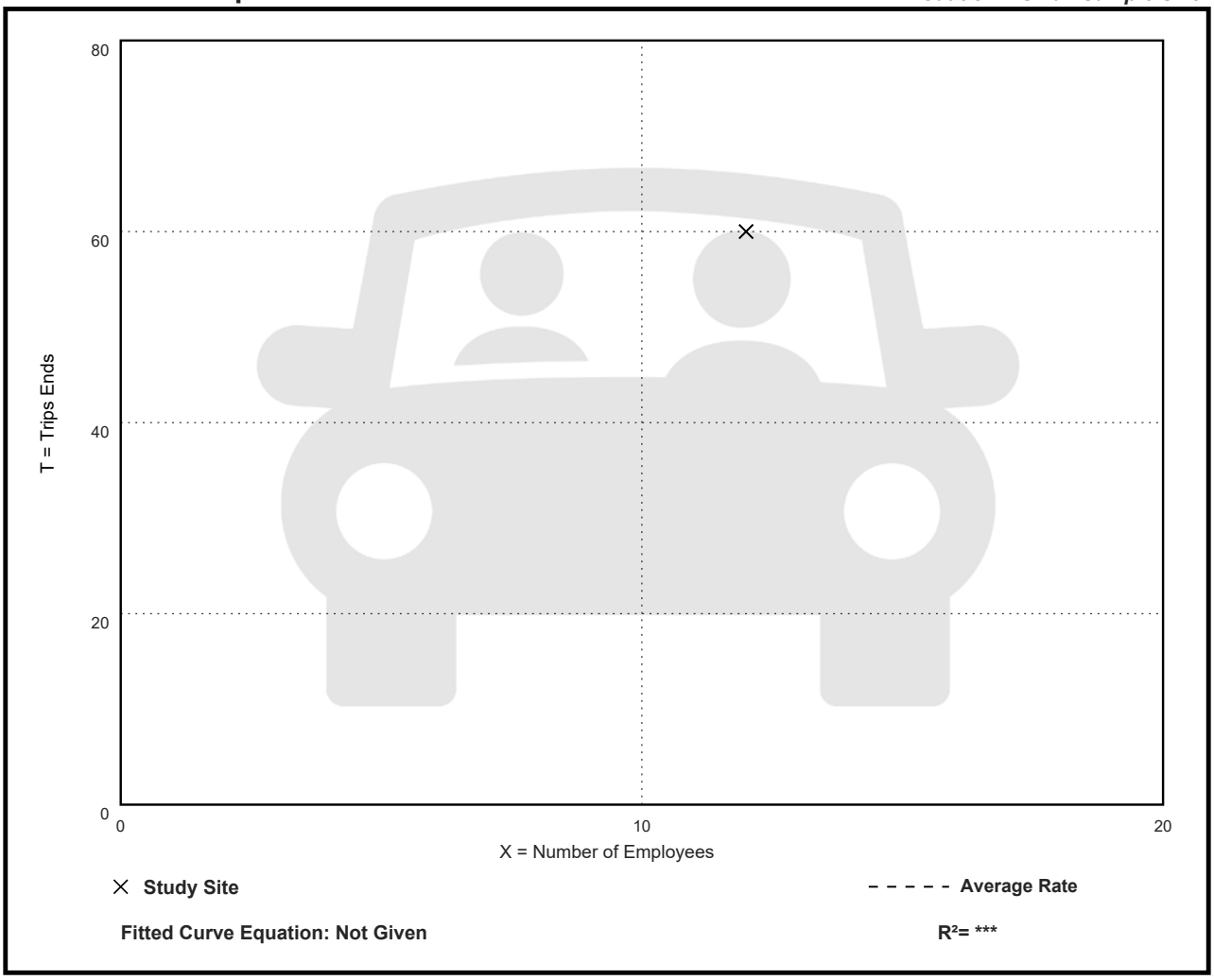
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Employees: 12
Directional Distribution: 38% entering, 62% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 5.00 | 5.00 - 5.00 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= *****

# Motel
# (320)

**Vehicle Trip Ends vs: Employees**
**On a: Sunday**

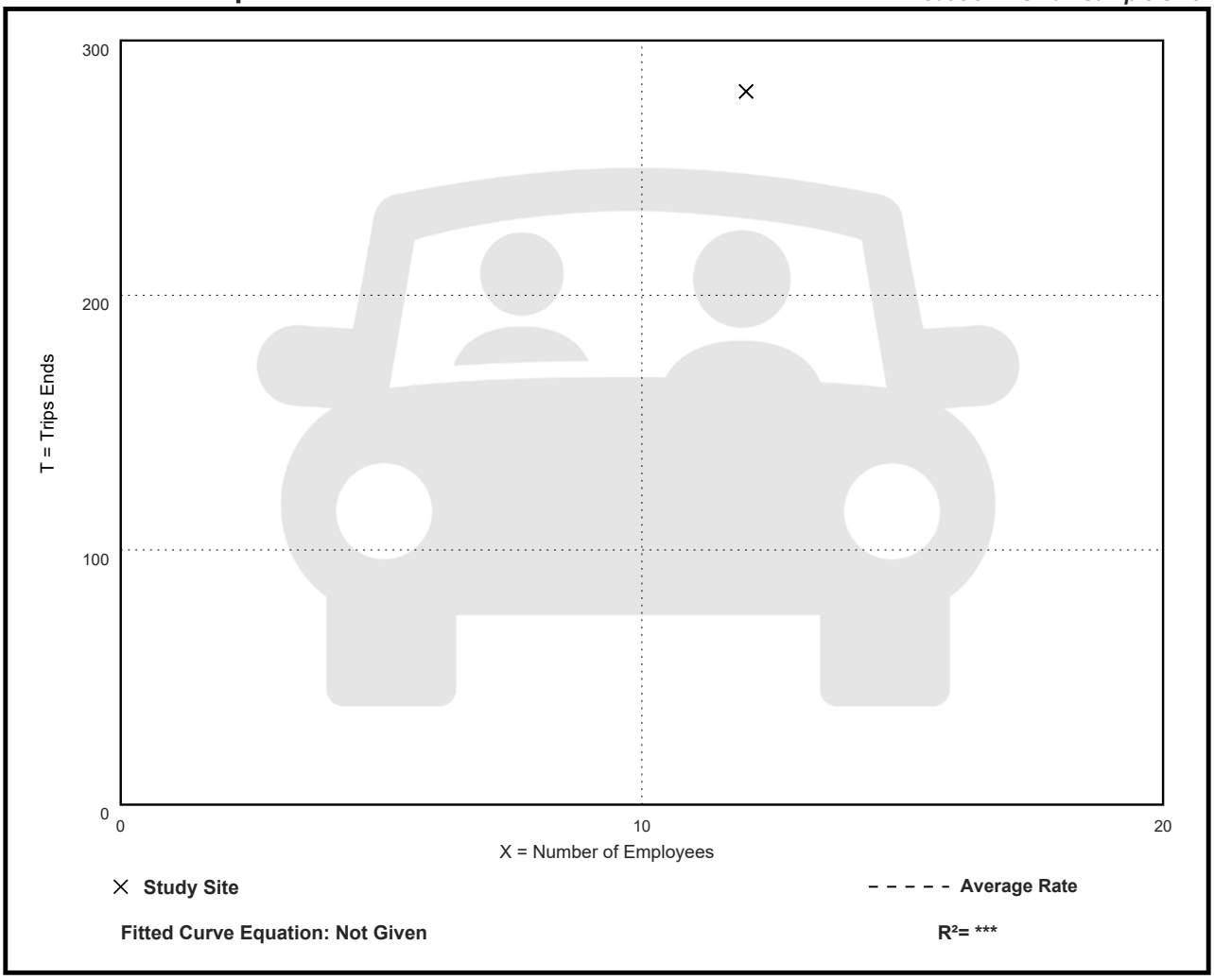
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Employees: 12
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 23.33 | 23.33 - 23.33 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= *****

# Motel
# (320)

**Vehicle Trip Ends vs: Employees**
**On a: Sunday, Peak Hour of Generator**

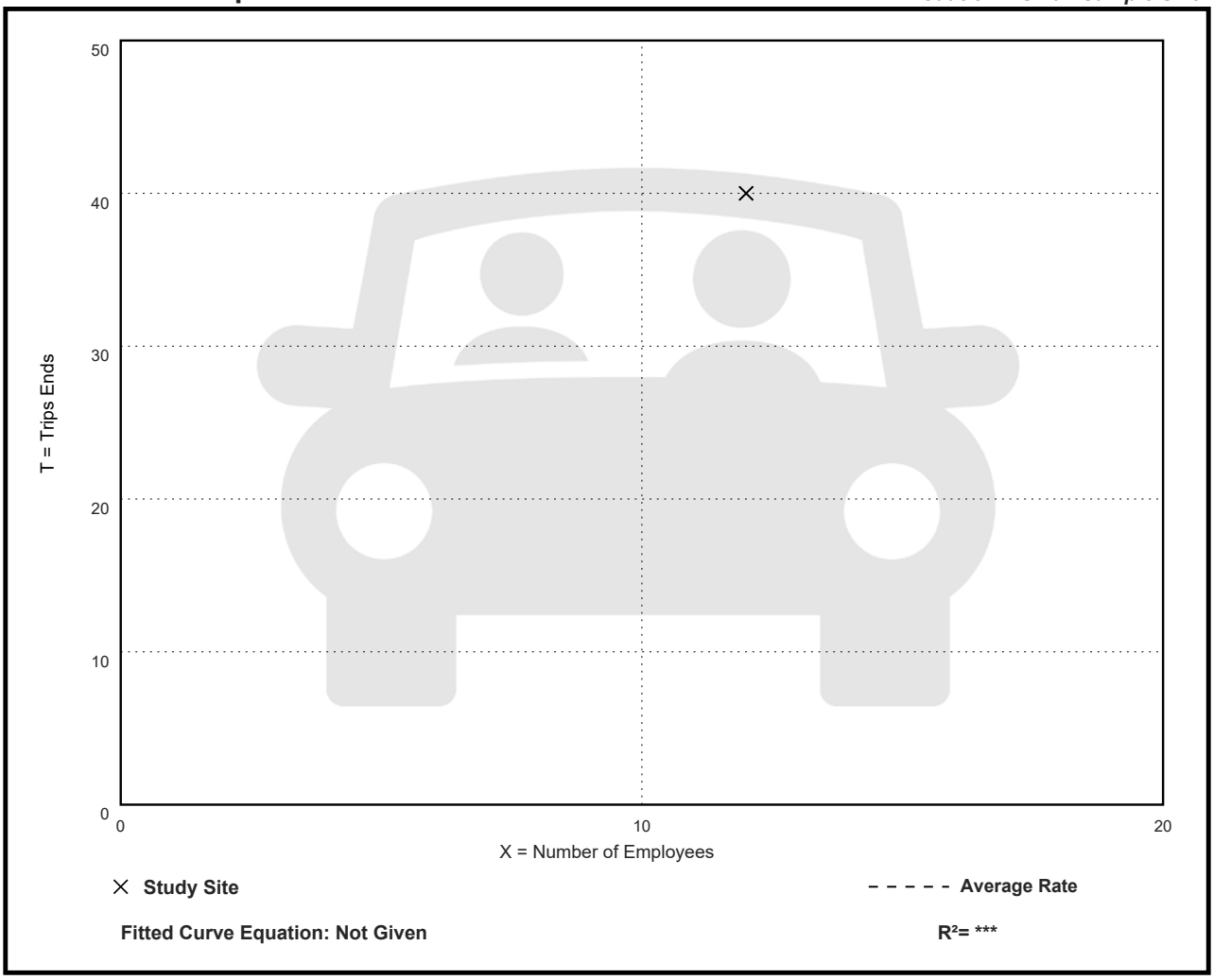
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Employees: 12
Directional Distribution: 54% entering, 46% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 3.33 | 3.33 - 3.33 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= ***