

October 14, 2026

Attn: Mr. Jim Mulka, AIA Director of Facility Operations

West Herr Automotive Group
Corporate North Office
2635 Millersport Highway
Getzville, NY 14068

Re: 2545 Millersport Highway Development – Town of Amherst, NY
Traffic Generation and Distribution Assessment
Passero Project No: 20265373.0001



Dear Mr. Mulka:

This technical letter provides a trip generation and distribution assessment related to the proposed automotive service center development located at 2545 Millersport Highway in the Town of Amherst, NY to assess the possible traffic impacts resulting from the proposed project. This letter details the projected trip generation estimates, potential distribution of site trips at the proposed driveway intersections, and evaluates whether, applying industry standards, the results warrant completing a Traffic Impact Study (TIS). All supporting materials are included in the attachments. **Figure 1** illustrates the project site location and study area. Based on the results of the analysis, completion of a TIS is not warranted.

1. LOCATION & STUDY AREA

The proposed project site is located at 2545 Millersport Highway in the Town of Amherst, NY. The proposed project site, currently occupied by a vacant Rite Aid Pharmacy building, is bounded by a vacant commercial property to the north, a residential property to the east, a Burger King and residential property to the south, and Millersport Highway to the west. Land uses within the study area predominately consist of residential and commercial.

2. EXISTING ROADWAY CONDITIONS

The information outlined in **Table 1** provides a description of the existing roadway network adjacent to the project site. **Figure 2** illustrates the lane geometry and traffic controls at the assumed study intersections and the Annual ADT (AADT) volumes on the study roadways, if available. The AADTs, in vehicles per day (vpd), reflect the most recently collected data obtained from the New York State Department of Transportation (NYSDOT).

Functional classification of roadways is determined by the NYSDOT and the Federal Highway Administration (FHWA). Both the NYSDOT and FHWA groups roads, streets, and highways into different classes based on how they are used. This is called functional classification. Roads and streets do not work alone to move traffic. Instead, they form a network. Functional classification defines how each road or street fits into this network, how it provides access to nearby properties, and whether it is in an urban or rural area. Millersport Highway is classified as an Urban Principal Arterial (Class 14) in front of the site.

Table 1: Existing Highway System

Roadway	Class ¹	Agency ²	Speed	Typical Cross Section ³	AADT		
					Volume	Source	Year
Millersport Highway	14	NYSDOT	45 mph	2-lane undivided	9,530	NYSDOT	2025

1. Functional Classification.
2. Roadway ownership.
3. Excludes turning lanes at intersections.

3. PROJECT DESCRIPTION

The proposed project site is located at 2545 Millersport Highway in the Town of Amherst, NY. The project includes redeveloping the site for an automobile service center. The project will use the existing footprint of the parking lot and the existing $\pm 13,000$ square foot (SF) building, formerly a Rite Aid Pharmacy.

Access to the proposed development will be provided via the existing entrances along Millersport Highway. The proposed concept plan is included in the attachments.

4. TRIP GENERATION

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. *Trip Generation Manual (12th Edition)* published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land use, in this case, the weekday AM and PM peak hours, represent a more critical volume when analyzing the capacity of the system; that interval will provide the basis of this analysis. The trip generation volumes were estimated using the building size in square feet.

Table 2 shows the total site generated trips that are added to the existing highway system for full development of the project as well as a comparison to the site trips previously generated by the Rite Aid Pharmacy.

Table 2: Site Generated Trips

DESCRIPTION	SIZE	AM PEAK HOUR		PM PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Former Rite-Aid Pharmacy with Drive-thru (ITE LUC 881)	$\pm 13,000$ SF	26	24	67	67
West Herr Ford Service Center (ITE LUC 943)	$\pm 13,000$ SF	18	7	10	16
Difference in Driveway Trips		-8	-17	-57	-51

The proposed project is expected to generate approximately 18 entering/7 exiting vehicle trips during the AM peak hour and 10 entering/16 exiting vehicle trips during the PM peak hour. This equates to a decrease of 25 site generated trips during the AM peak hour and 108 site generated trips during the PM peak hour when compared to the Rite Aid Pharmacy use.

5. TRIP DISTRIBUTION

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the driveways serving the site. The proposed arrival/departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Site access locations.
- Existing traffic patterns.
- Existing traffic controls.
- Proximity to nearby highways

Figures 3a and 3b illustrate the anticipated trip distribution pattern percentages for the traffic from the proposed project for the AM and PM peak hour, respectively. **Figures 4a and 4b** illustrate the peak hour site generated traffic based on the percentages for the project's site generated trips shown in **Figures 3a and 3b**.

6. THRESHOLDS FOR THE REQUIREMENT OF A TRAFFIC IMPACT REPORT

Traffic reviewing professionals and government agencies, including the NYSDOT use guidelines in determining whether a project warrants the preparation of a TIS. The applicable guideline is that if a proposed project is projected to add 100 or more site generated vehicles per hour (vph) to an adjacent intersection during either peak study period, then that intersection should be studied for potential traffic impacts. If the proposed project is projected to add less than 100 site generated vph, a TIS is not warranted.

Based upon projected trip generation data and the resulting traffic assignment estimates shown in Figure 4, fewer than 20 peak hour trips are added to a single intersection during the peak hours studied. Therefore, the proposed project does not warrant a TIS.

7. CONCLUSIONS AND RECOMMENDATIONS

Given the projected site generated traffic, the projected site traffic distribution, the thresholds for completing a TIS, and the roadway characteristics previously described, a full TIS report is not warranted. The figures show that fewer than 20 peak hour trips are added to an adjacent intersection based on that analysis described above. Additionally, the proposed project generates significantly fewer peak hour trips than the previous Rite Aid Pharmacy land use. The proposed development will not have any significant adverse impacts on traffic operations within the general study area.

Please feel free to contact me directly with any questions.

Sincerely,



Amy C. Dake, P.E., PTOE
Senior Managing Traffic Engineer
adake@passero.com • 585-314-5078

ATTACHMENTS

October 14, 2026

Letter to
West Herr Automotive Group

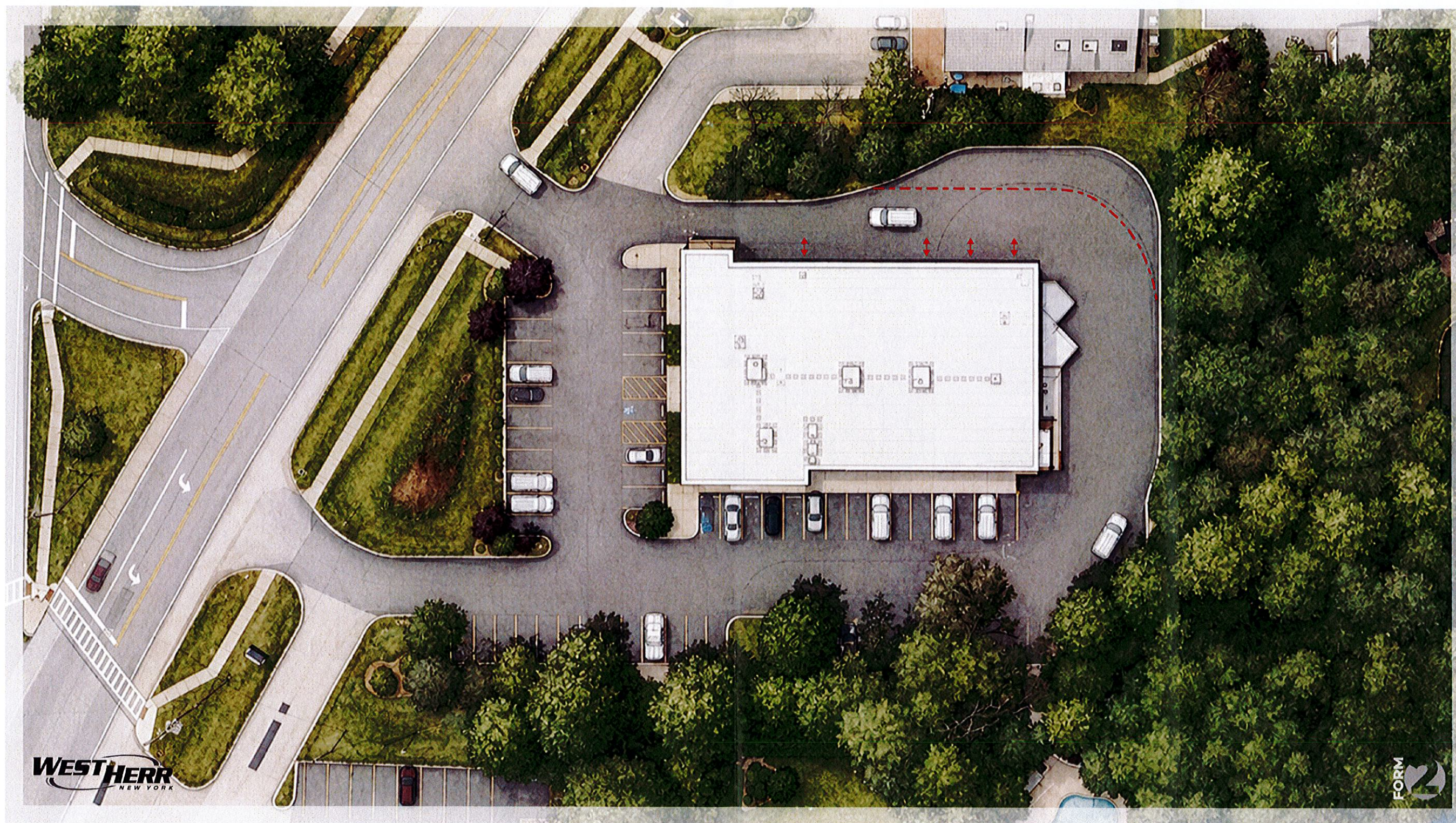
2545 Millersport Highway Development

Traffic Generation and Distribution Assessment

Town of Amherst
Eerie County, New York

PASSERO
engineering architecture

242 West Main Street, Suite 100 Rochester, NY 14614
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WEST HERR FORD SERVICE OF AMHERST



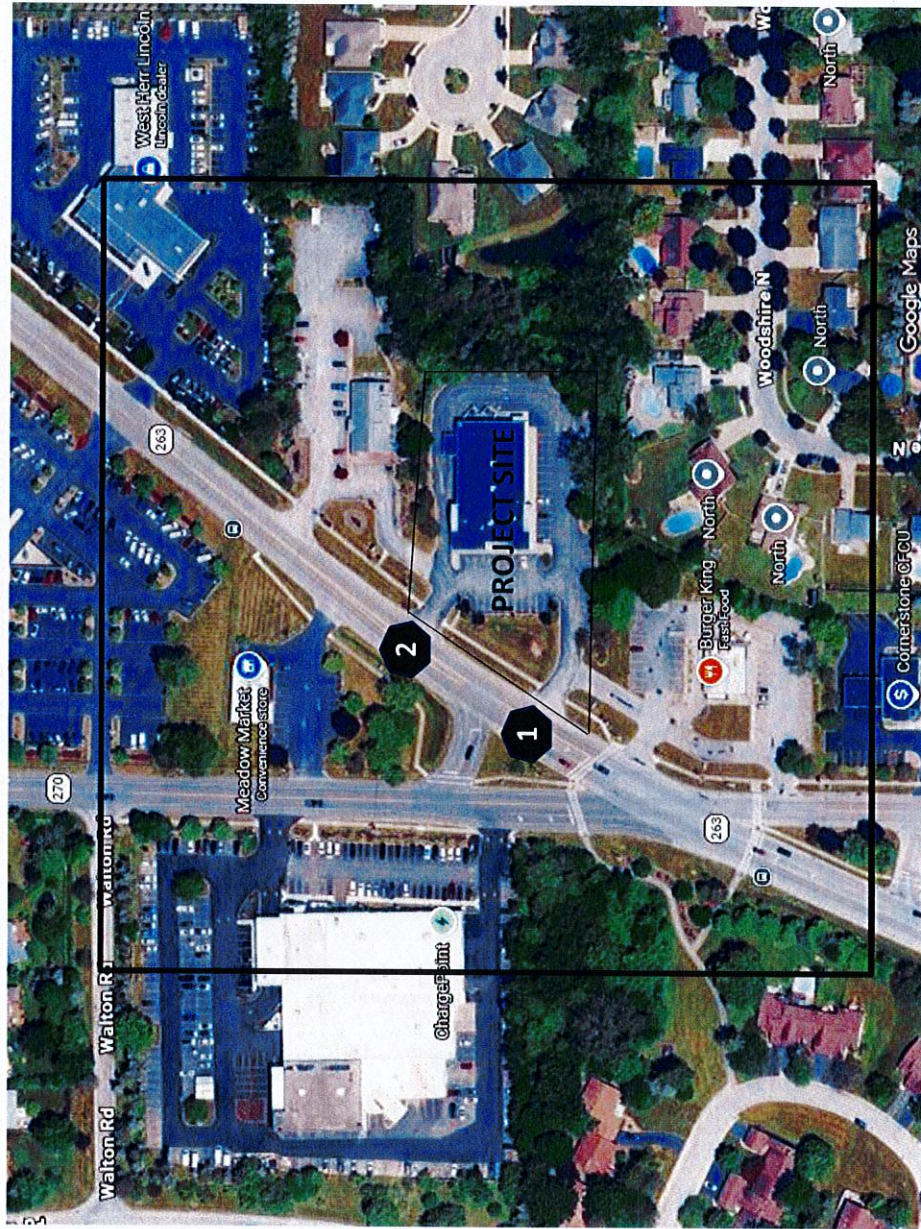
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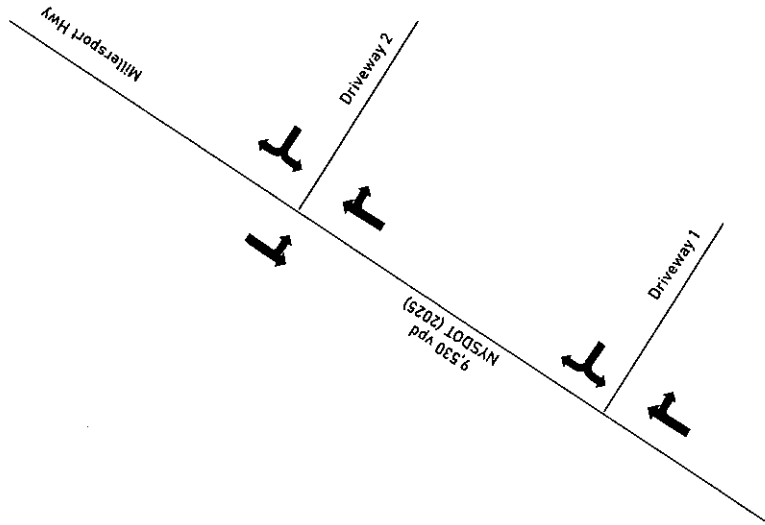
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WEST HERR FORD SERVICE OF AMHERST



PASSERO engineering architecture 242 West Main Street, Suite 100 Rochester, NY 14614	Site Location & Study Area 2545 Millersport Highway Development Amherst, NY	Key:  Study Intersection Study Area	 Figure 1 PN: 20265373.0001
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Lane Geometry and Average Daily Traffic

2545 Millersport Highway Development

Amherst, NY

Notes:

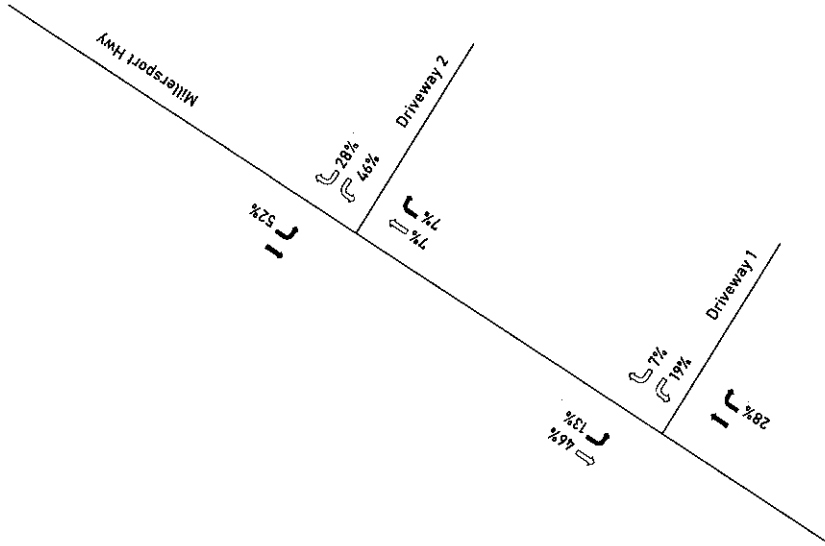


Figure 2

PN: 20266373.0001

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Rochester, NY 14614



Notes:

Trip Distribution - Weekday AM Peak Hour

2545 Millersport Highway Development

Amherst, NY

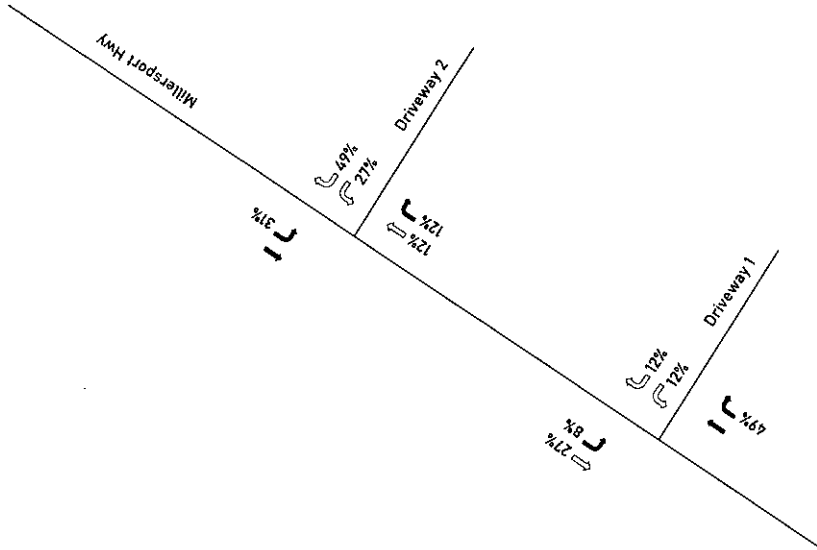


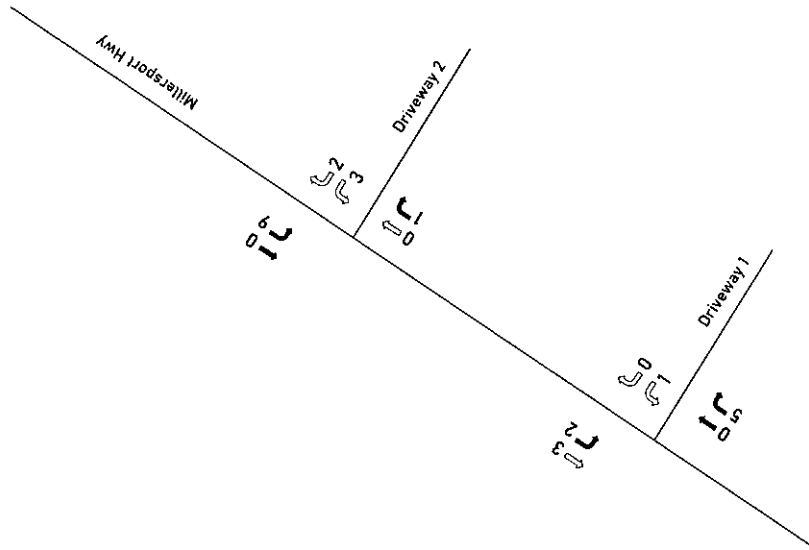
Figure 3a

PN: 2026573.0001

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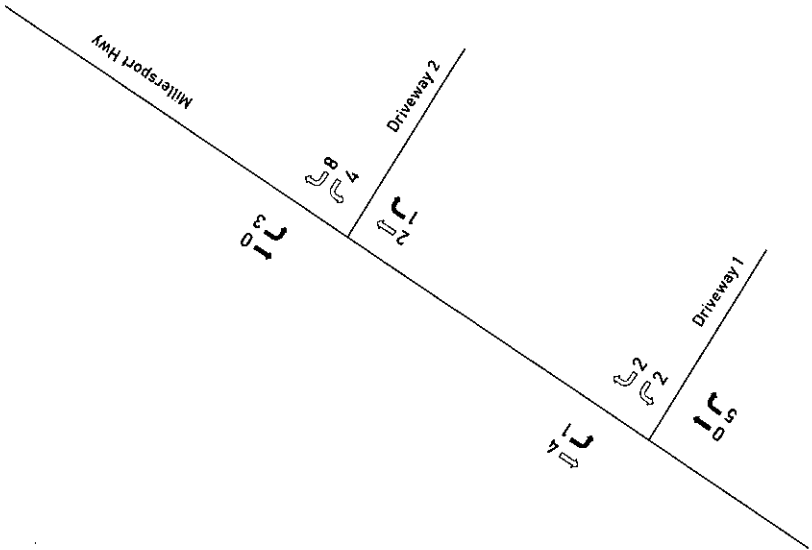
Total Site Trip Assignment - Weekday AM Peak Hour
2545 Millersport Highway Development
Amherst, NY

Notes:



Figure 4a

PN: 2026S373.0001



PROJECT DETAILS	
Project Name:	2545 Millersport - Rite Aid
Project No:	
Country:	
Analyst Name:	Amy Dake
Date:	9/22/2026
State/Province:	
Analysis Region:	
Type of Project:	
City:	
Built-up Area(Sq.ft):	
Clients Name:	
ZIP/Postal Code:	
No. of Scenarios:	2
SCENARIO SUMMARY	

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak Hour	1	1	0		26	24	50
Scenario - 1	PM Peak Hour	1	1	0		67	67	134

Scenario - 1

Scenario Name: AM Peak Hour
Dev. phase: 1
Analyst Note:
User Group:
No. of Years to Project: 0
Traffic:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
881 - Pharmacy/Drugstore with Drive-Through	General	1000 Sq. Ft. GFA	13	Weekday, Peak Hour of	Rate/Equation	Split%	Split%	
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic	Average	26	24	50
					3.83	52%	48%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
881 - Pharmacy/Drugstore with Drive-Through Window	100	100	1	1	52	48

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
881 - Pharmacy/Drugstore with Drive-Through Window	26	24	0	0	26	24
	50		0		50	

Scenario - 2

Scenario Name: PM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project: 0

Analyst Note:

Traffic:

Warning:

VEHICLE TRIPS BEFORE REDUCTION									
Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total	
881 - Pharmacy/Drugstore with Drive-Through Data Source: Trip Generation Manual, 12th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	13	Weekday, Peak Hour of Adjacent Street Traffic,	Average 10.24	67 50%	67 50%	134	

VEHICLE TO PERSON TRIP CONVERSION									
BASELINE SITE VEHICLE CHARACTERISTICS:									
Land Use	Baseline Site Vehicle Mode Share			Baseline Site Vehicle Occupancy			Baseline Site Vehicle Directional Split		
881 - Pharmacy/Drugstore with Drive-Through Window	Entry (%)	Exit (%)	100	Entry	Exit	1	Entry (%)	Exit (%)	50
ESTIMATED BASELINE SITE PERSON TRIPS:									
Land Use	Baseline Site Vehicle Mode Share			Baseline Site Vehicle Occupancy			Baseline Site Vehicle Directional Split		
881 - Pharmacy/Drugstore with Drive-Through Window	Entry (%)	Exit (%)	134	Entry	Exit	0	Entry (%)	Exit (%)	134
	67	67		0	0		67	67	

PROJECT DETAILS	
Project Name:	2545 Millersport - West Herr Ford Service
Project No:	Type of Project:
Country:	City:
Analyst Name:	Built-up Area(Sq.ft):
Date:	Clients Name:
State/Province:	ZIP/Postal Code:
Analysis Region:	No. of Scenarios: 2
SCENARIO SUMMARY	

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	Estimated New Vehicle Trips			
					User Group	Entry	Exit	Total
Scenario - 1	AM Peak Hour	1	1	0		18	7	25
	PM Peak Hour	1	1	0		10	16	26

Scenario - 1

Scenario Name: AM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic:

Warning:

VEHICLE TRIPS BEFORE REDUCTION									
Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry Split%		Total
					Rate/Equation	Average	18	72%	
943 - Automobile Parts and Service Center	General		13	Weekday, Peak Hour of					
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban	1000 Sq. Ft. GFA		Adjacent Street Traffic,	1.91				25
								28%	

VEHICLE TO PERSON TRIP CONVERSION									
BASELINE SITE VEHICLE CHARACTERISTICS:									
Land Use	Baseline Site Vehicle Mode Share	Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split					
		Entry (%)	Exit (%)		Entry	Exit	Entry (%)	Exit (%)	
943 - Automobile Parts and Service Center	100	100	100		1	1	72	28	
ESTIMATED BASELINE SITE PERSON TRIPS:									
Land Use	Baseline Site Vehicle Mode Share	Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split					
		Entry (%)	Exit (%)		Entry	Exit	Entry (%)	Exit (%)	
943 - Automobile Parts and Service Center	18	18	7		0	0	18	7	
	25				0			25	

Scenario - 2

Scenario Name: PM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic:

Warning:

VEHICLE TRIPS BEFORE REDUCTION									
Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation Average	Entry Split%	Exit Split%	Total	
943 - Automobile Parts and Service Center Data Source: Trip Generation Manual, 12th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	13	Weekday, Peak Hour of Adjacent Street Traffic,	2.06	10	16	61%	
						39%	61%	26	

VEHICLE TO PERSON TRIP CONVERSION									
BASELINE SITE VEHICLE CHARACTERISTICS:									
Land Use	Baseline Site Vehicle Mode Share			Baseline Site Vehicle Occupancy			Baseline Site Vehicle Directional Split		
	Entry (%)	Exit (%)		Entry	Exit		Entry (%)	Exit (%)	
943 - Automobile Parts and Service Center	100	100		1	1		39	61	
ESTIMATED BASELINE SITE PERSON TRIPS:									
Land Use	Baseline Site Vehicle Mode Share			Baseline Site Vehicle Occupancy			Baseline Site Vehicle Directional Split		
	Entry (%)	Exit (%)		Entry	Exit		Entry (%)	Exit (%)	
943 - Automobile Parts and Service Center	10	16	26	0	0		10	16	26