

Single-Family Attached Housing (215)

Person Trip Ends vs: Dwelling Units

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

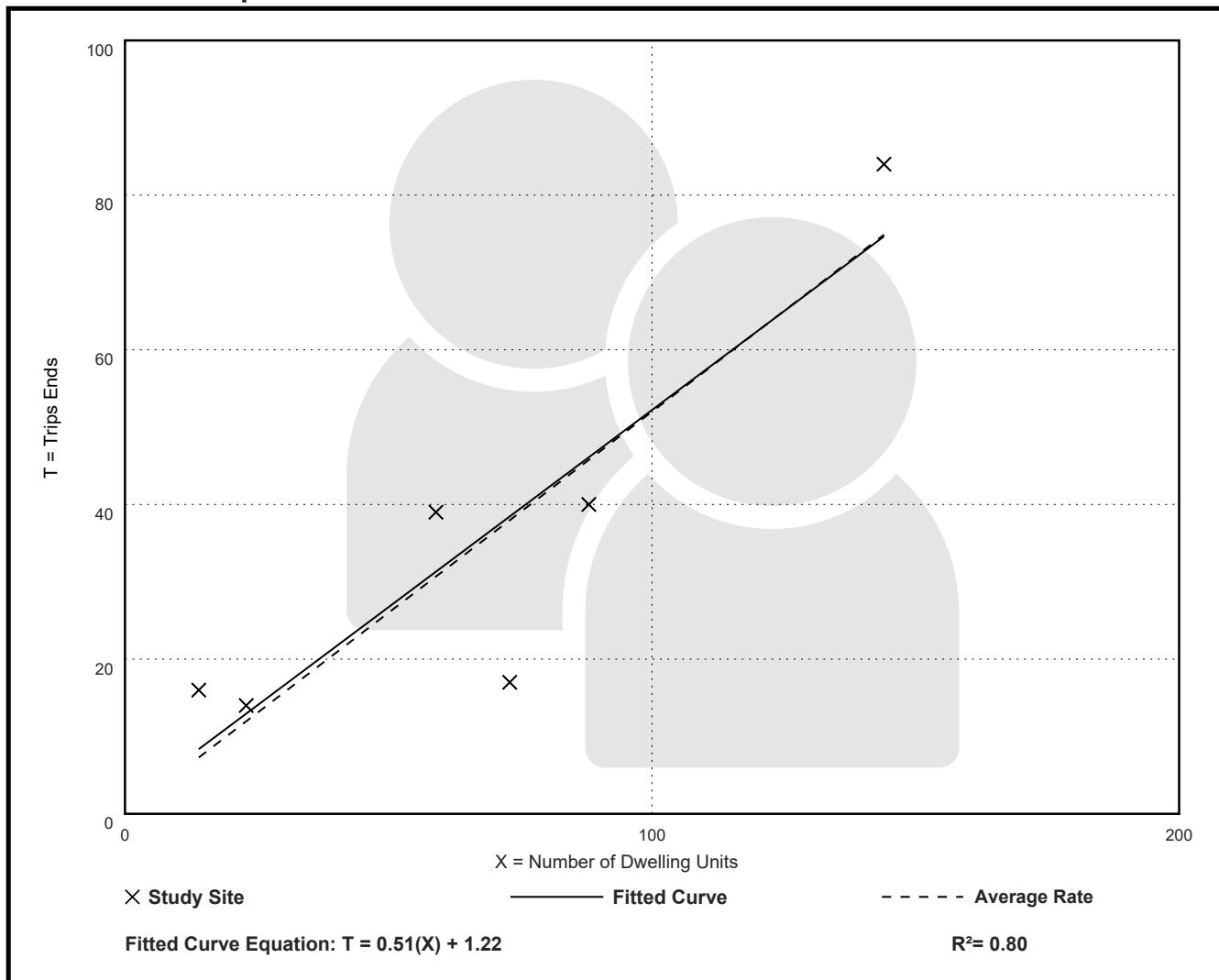
Avg. Num. of Dwelling Units: 67

Directional Distribution: 25% entering, 75% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.23 - 1.14	0.20

Data Plot and Equation



Single-Family Attached Housing (215)

Person Trip Ends vs: Dwelling Units

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

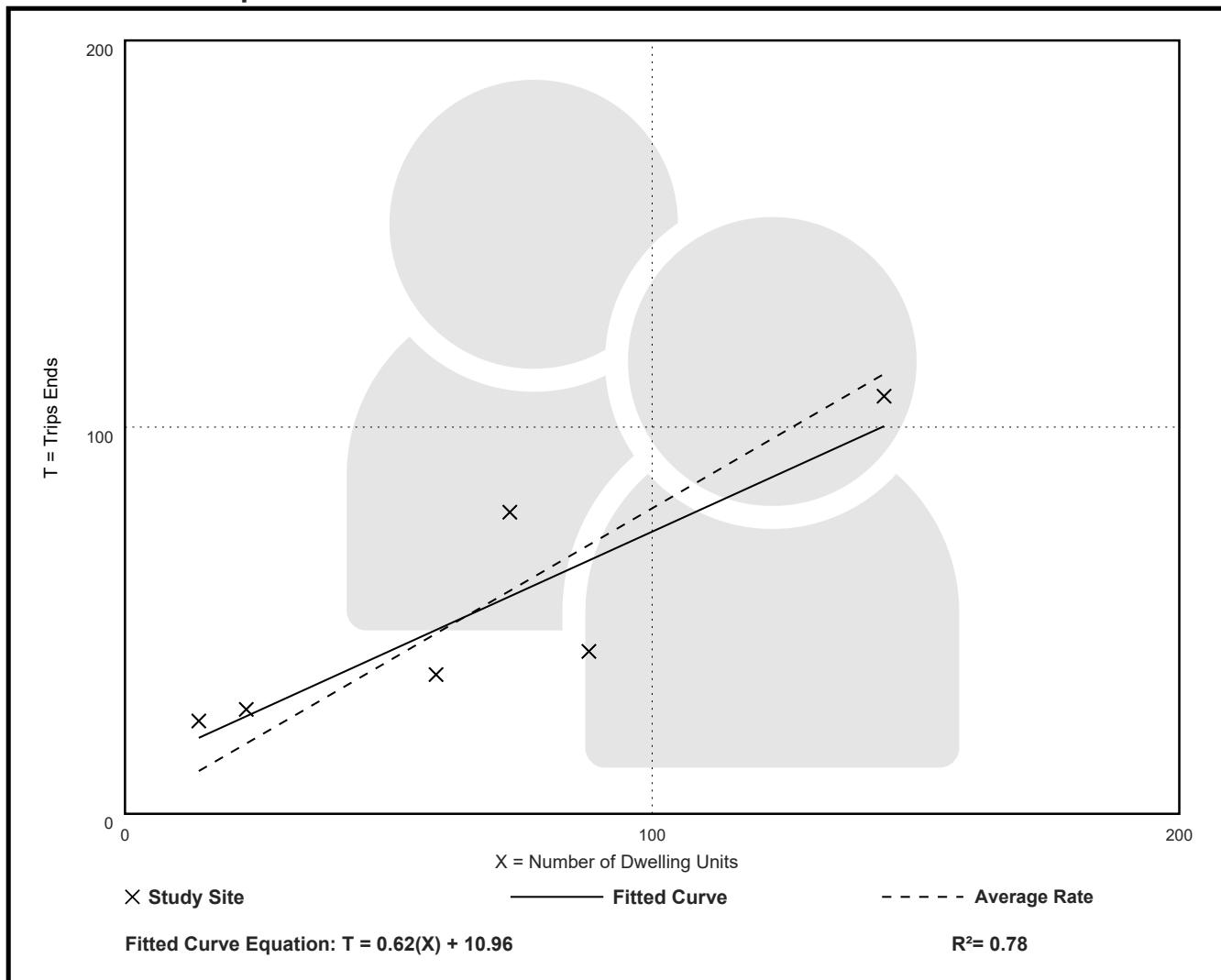
Avg. Num. of Dwelling Units: 67

Directional Distribution: 57% entering, 43% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.79	0.48 - 1.71	0.31

Data Plot and Equation



Single-Family Attached Housing (215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 7

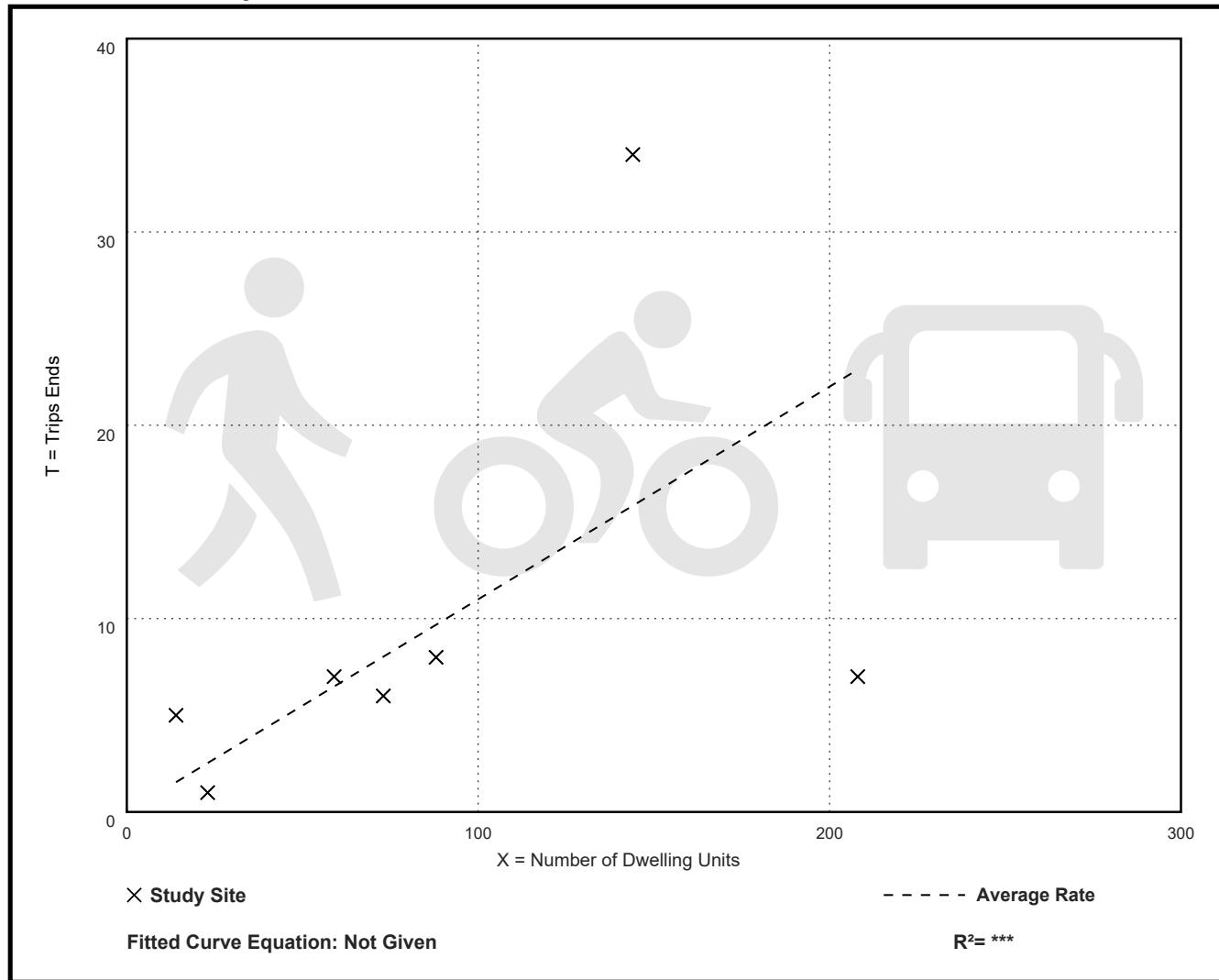
Avg. Num. of Dwelling Units: 87

Directional Distribution: 25% entering, 75% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.36	0.09

Data Plot and Equation



Single-Family Attached Housing (215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 7

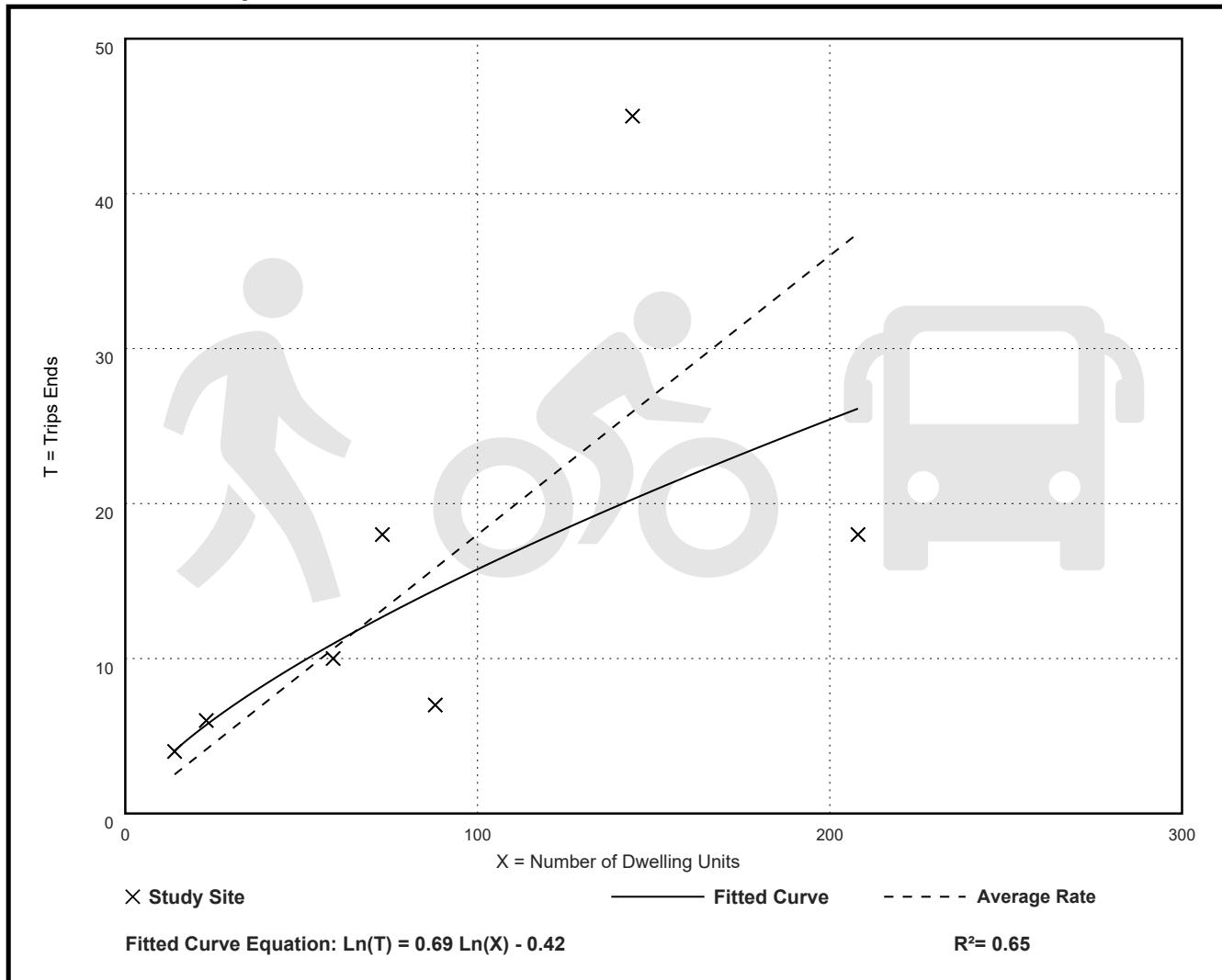
Avg. Num. of Dwelling Units: 87

Directional Distribution: 62% entering, 38% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.31	0.11

Data Plot and Equation



Single-Family Attached Housing (215)

Walk Trip Ends vs: Dwelling Units

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: 7

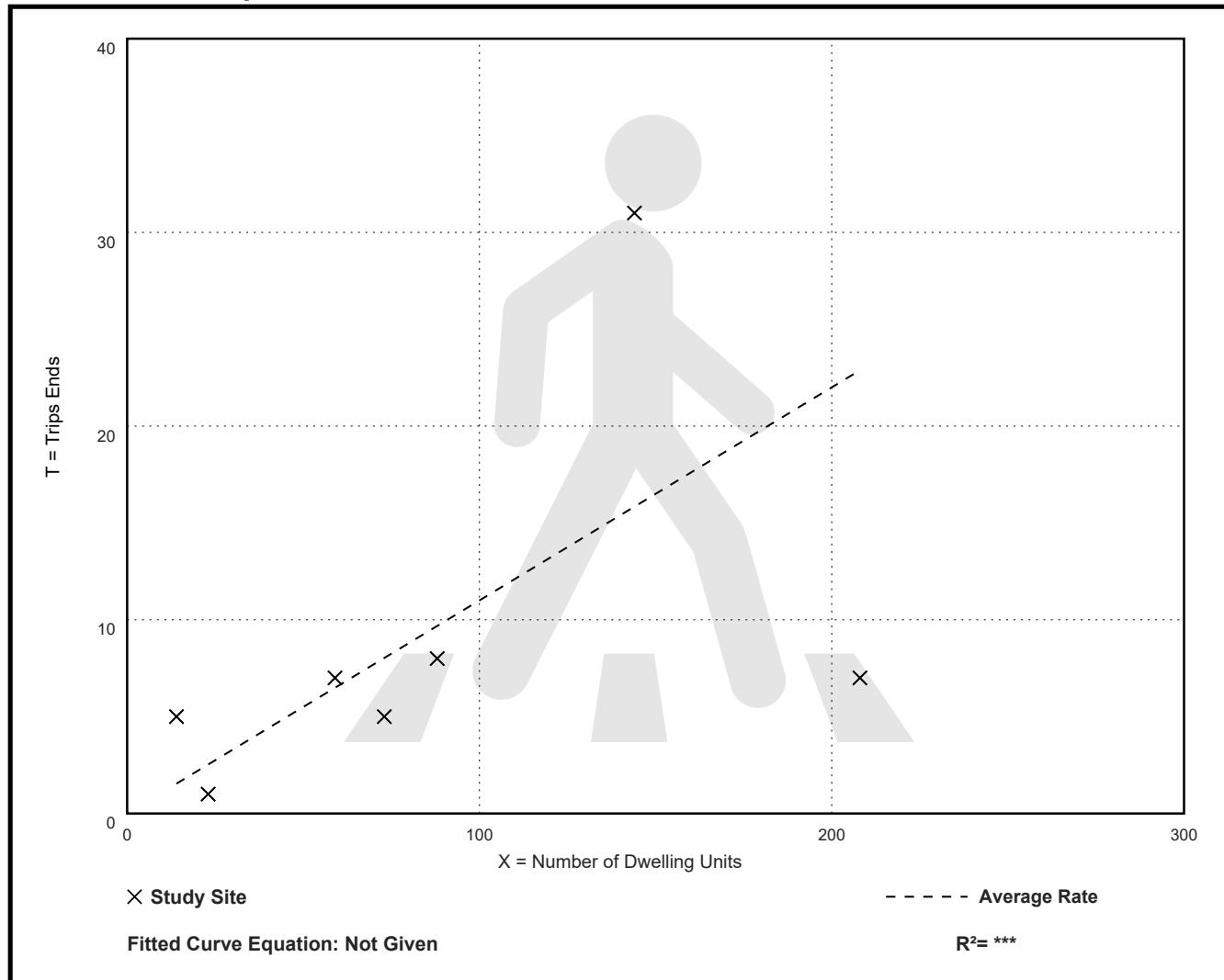
Avg. Num. of Dwelling Units: 87

Directional Distribution: 21% entering, 79% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.36	0.09

Data Plot and Equation



Single-Family Attached Housing (215)

Walk Trip Ends vs: Dwelling Units

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: 7

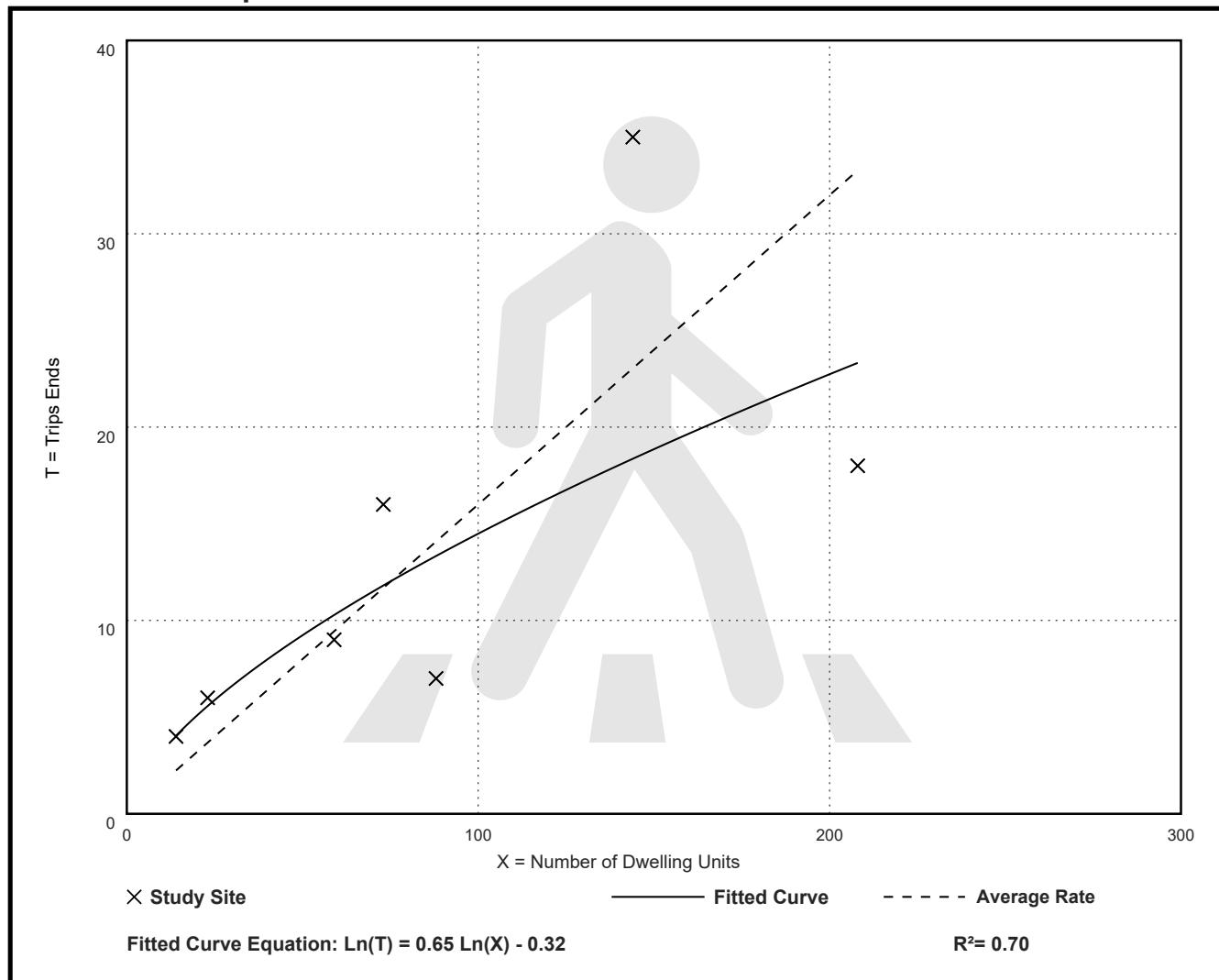
Avg. Num. of Dwelling Units: 87

Directional Distribution: 66% entering, 34% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.16	0.08 - 0.29	0.08

Data Plot and Equation



Single-Family Attached Housing (215)

Bicycle Trip Ends vs: Dwelling Units

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

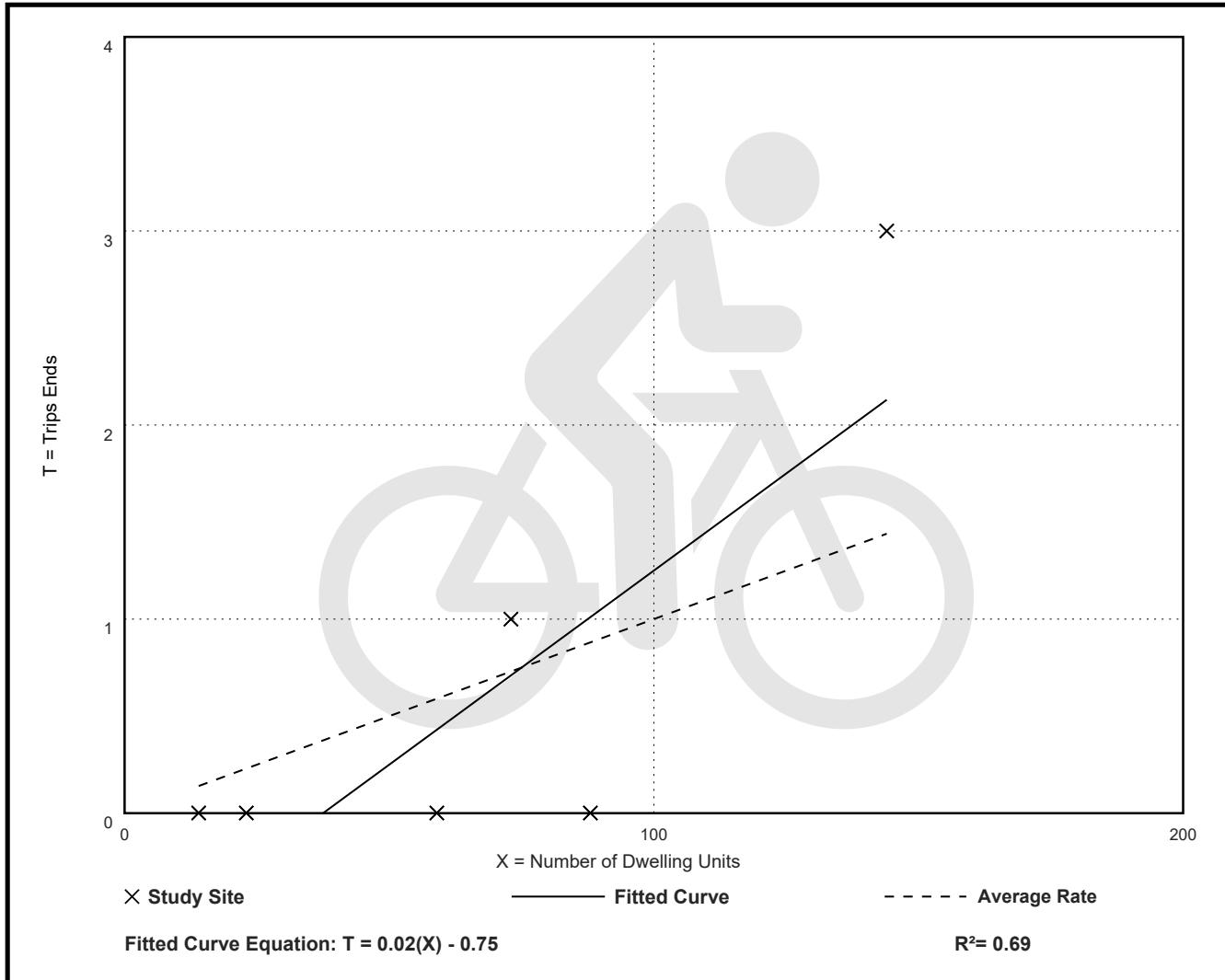
Avg. Num. of Dwelling Units: 67

Directional Distribution: 75% entering, 25% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.02	0.01

Data Plot and Equation



Single-Family Attached Housing (215)

Bicycle Trip Ends vs: Dwelling Units

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

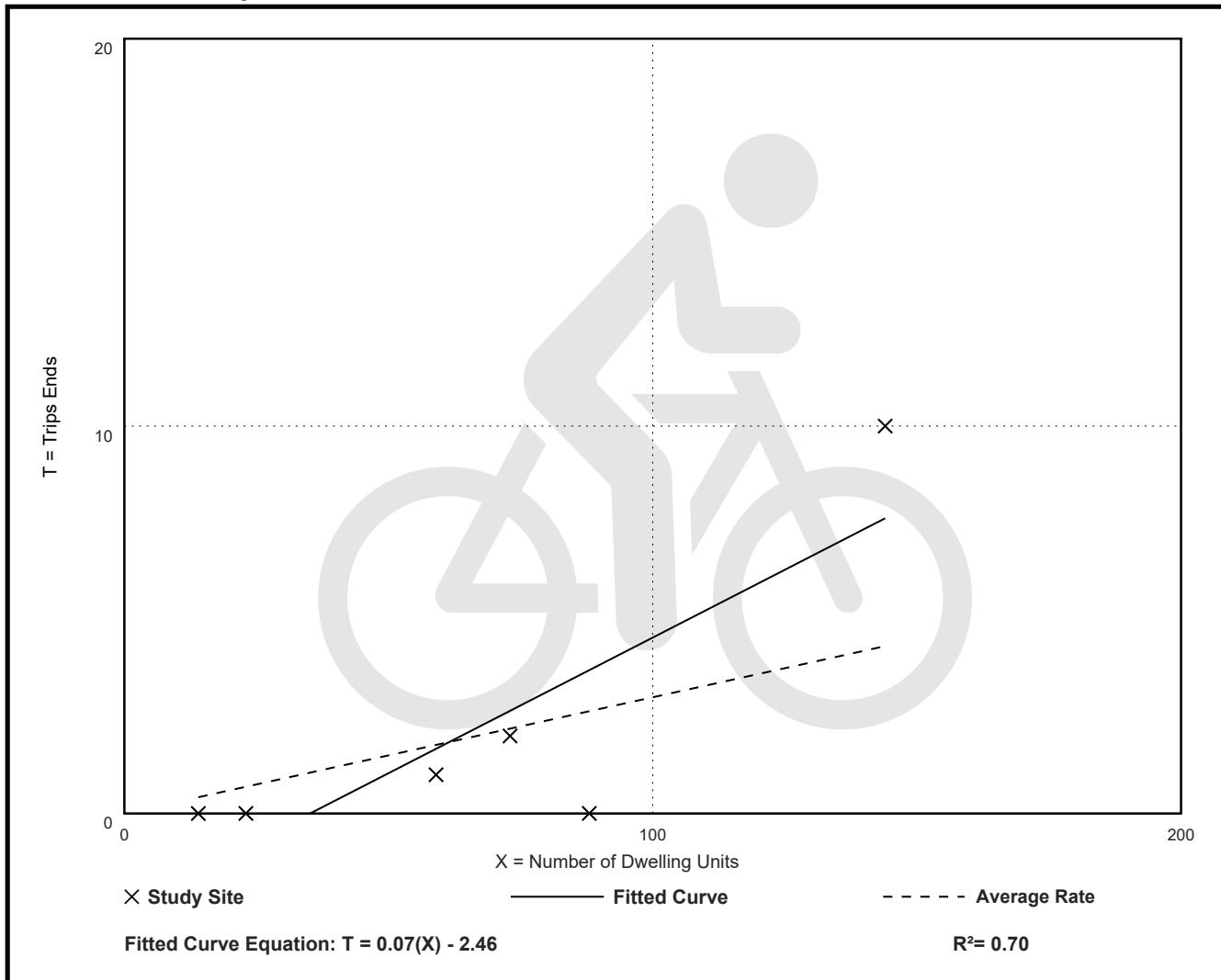
Avg. Num. of Dwelling Units: 67

Directional Distribution: 38% entering, 62% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.07	0.03

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Person Trip Ends vs: Dwelling Units

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

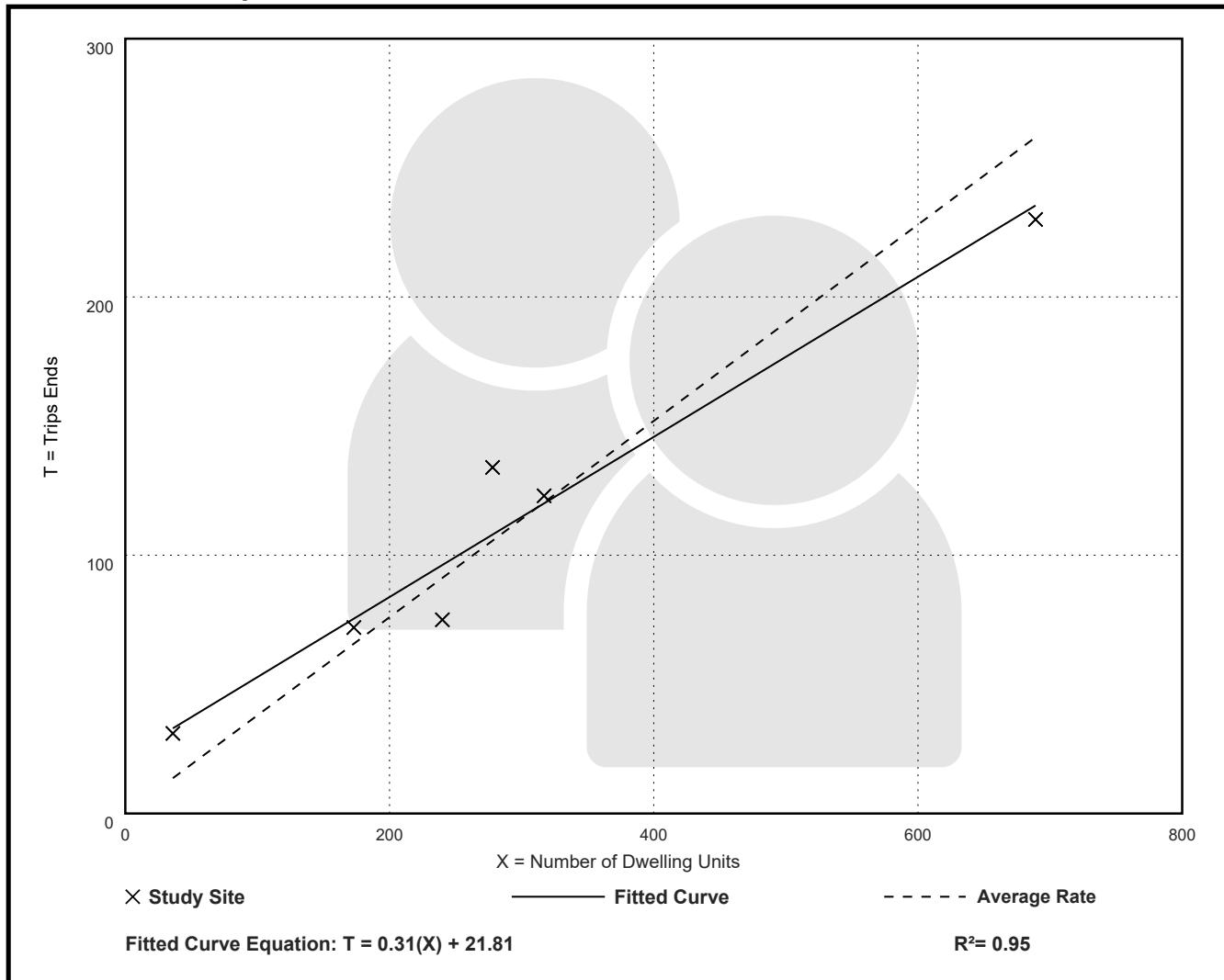
Avg. Num. of Dwelling Units: 289

Directional Distribution: 22% entering, 78% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.31 - 0.86	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Person Trip Ends vs: Dwelling Units

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: 8

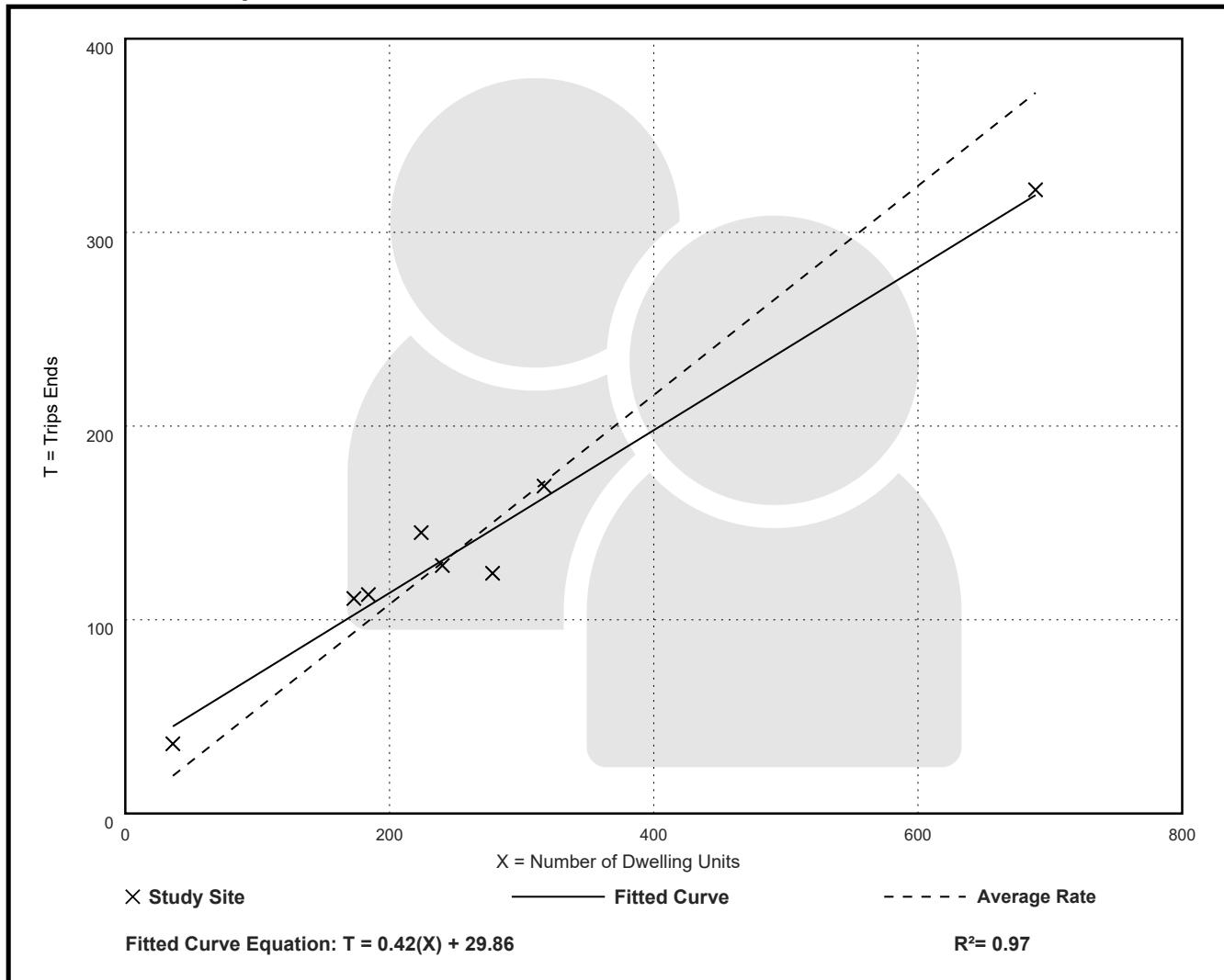
Avg. Num. of Dwelling Units: 268

Directional Distribution: 63% entering, 37% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.54	0.45 - 1.00	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 8

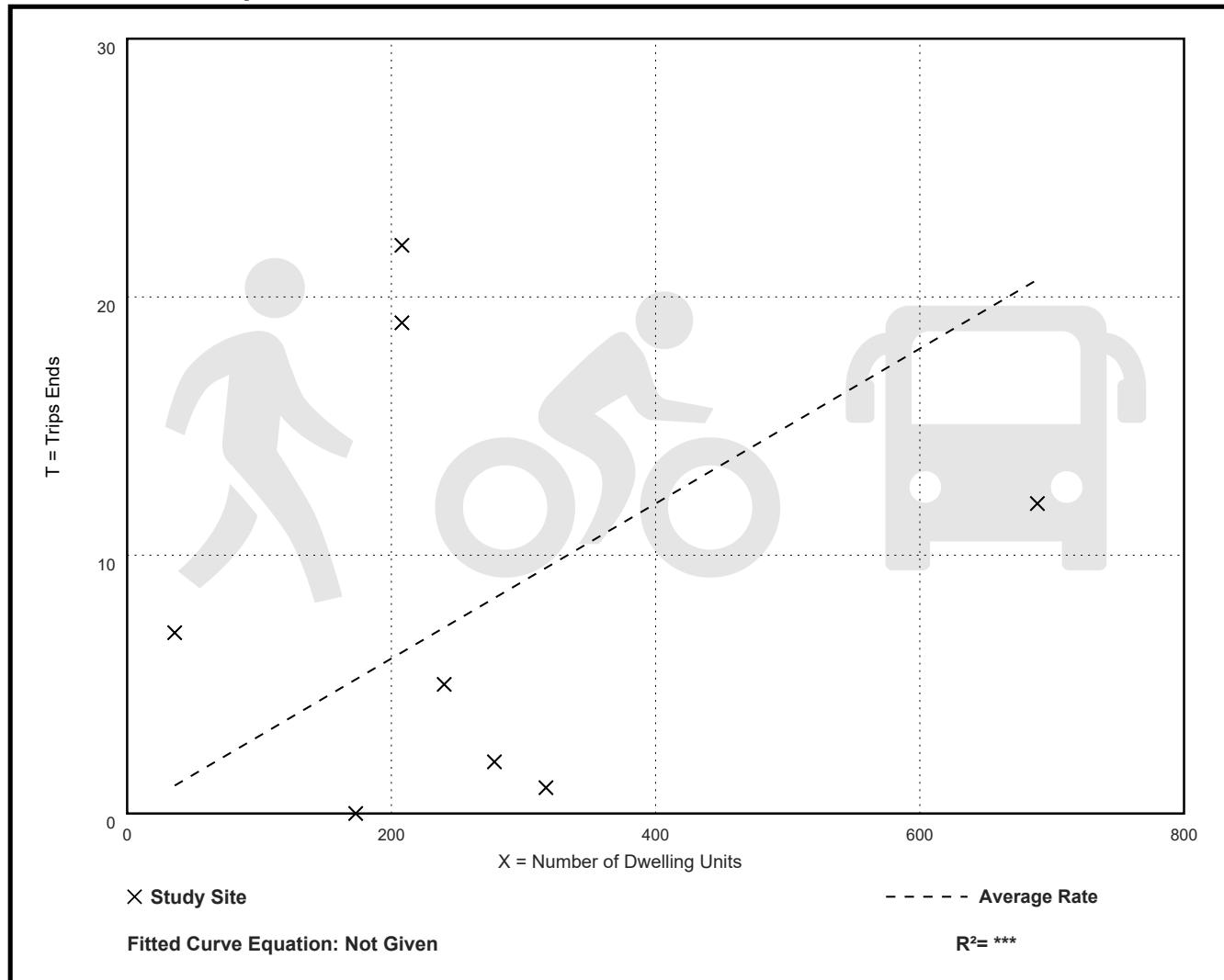
Avg. Num. of Dwelling Units: 269

Directional Distribution: 57% entering, 43% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.19	0.04

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 10

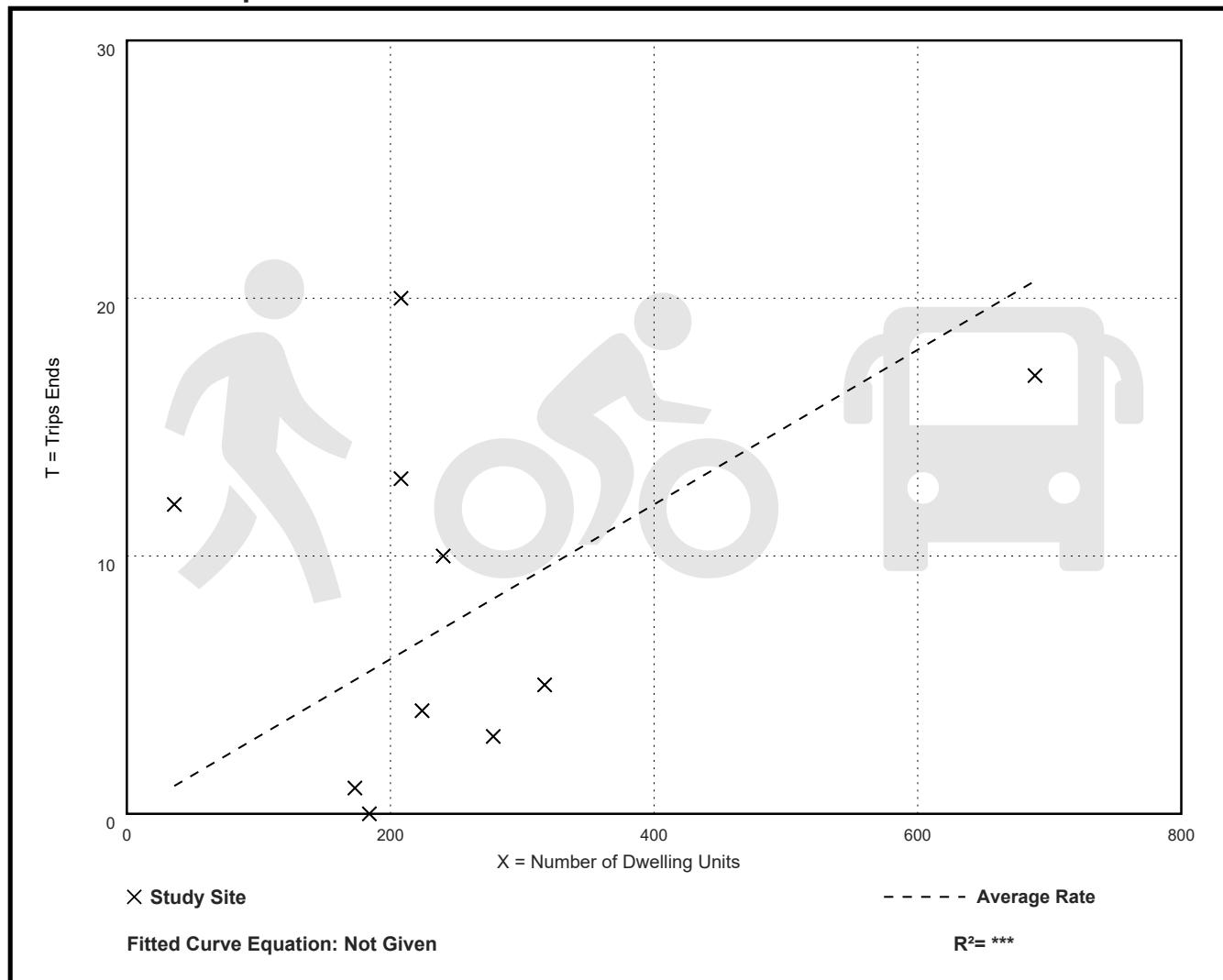
Avg. Num. of Dwelling Units: 256

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.33	0.05

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Walk Trip Ends vs: Dwelling Units

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: 8

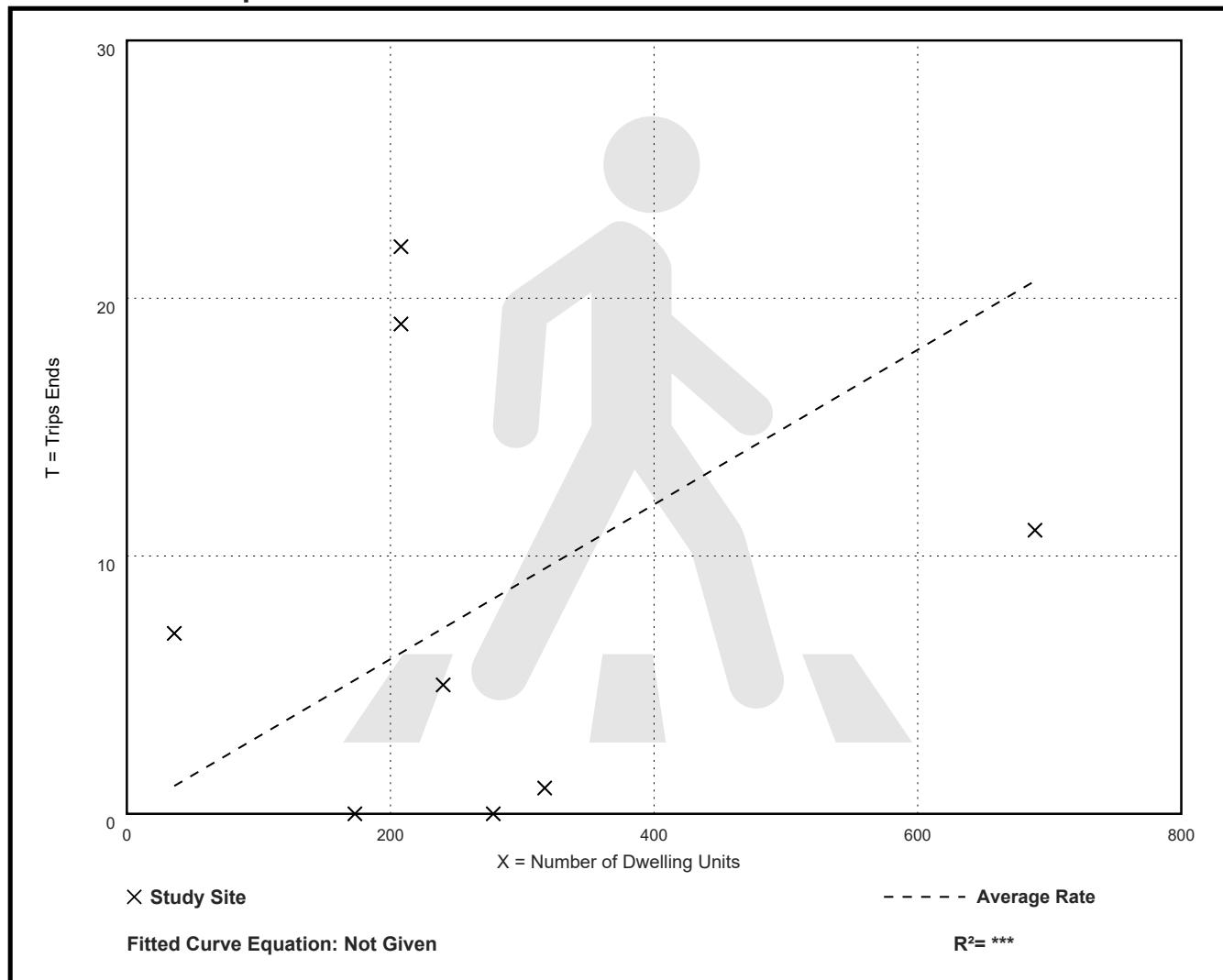
Avg. Num. of Dwelling Units: 269

Directional Distribution: 57% entering, 43% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.19	0.04

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Walk Trip Ends vs: Dwelling Units

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: 10

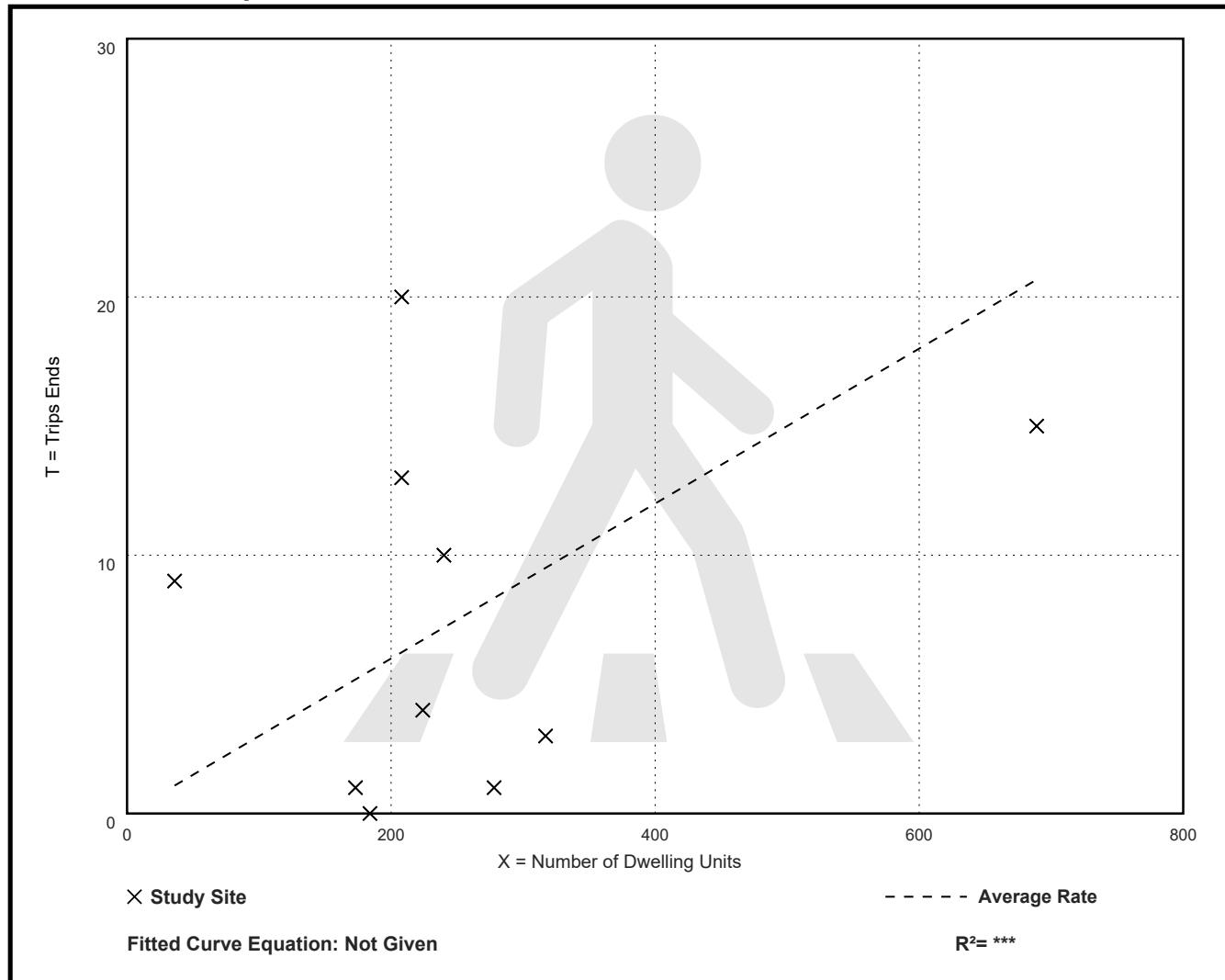
Avg. Num. of Dwelling Units: 256

Directional Distribution: 67% entering, 33% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.25	0.04

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Transit Trip Ends vs: Dwelling Units

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: 5

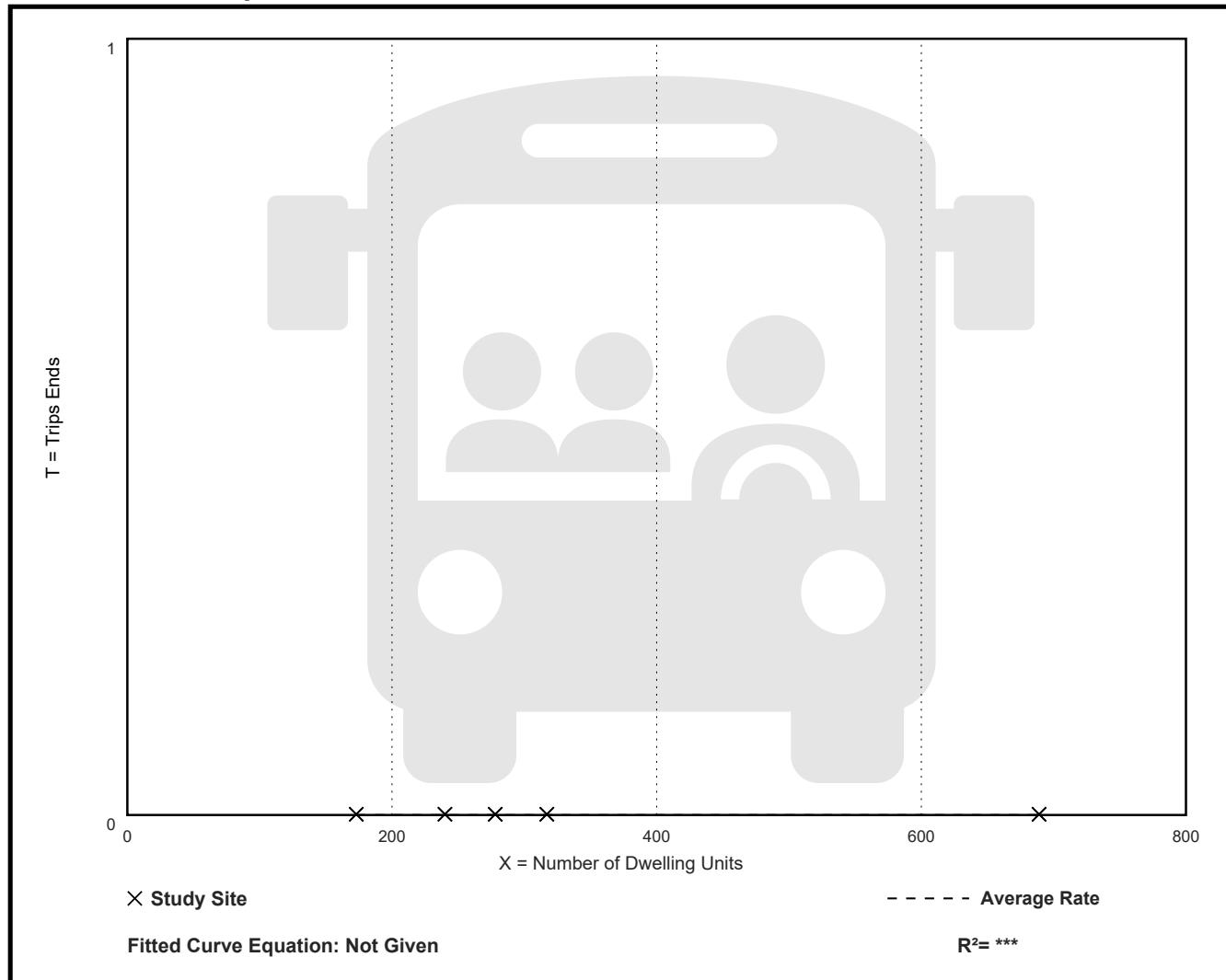
Avg. Num. of Dwelling Units: 339

Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Transit Trip Ends vs: Dwelling Units

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: 7

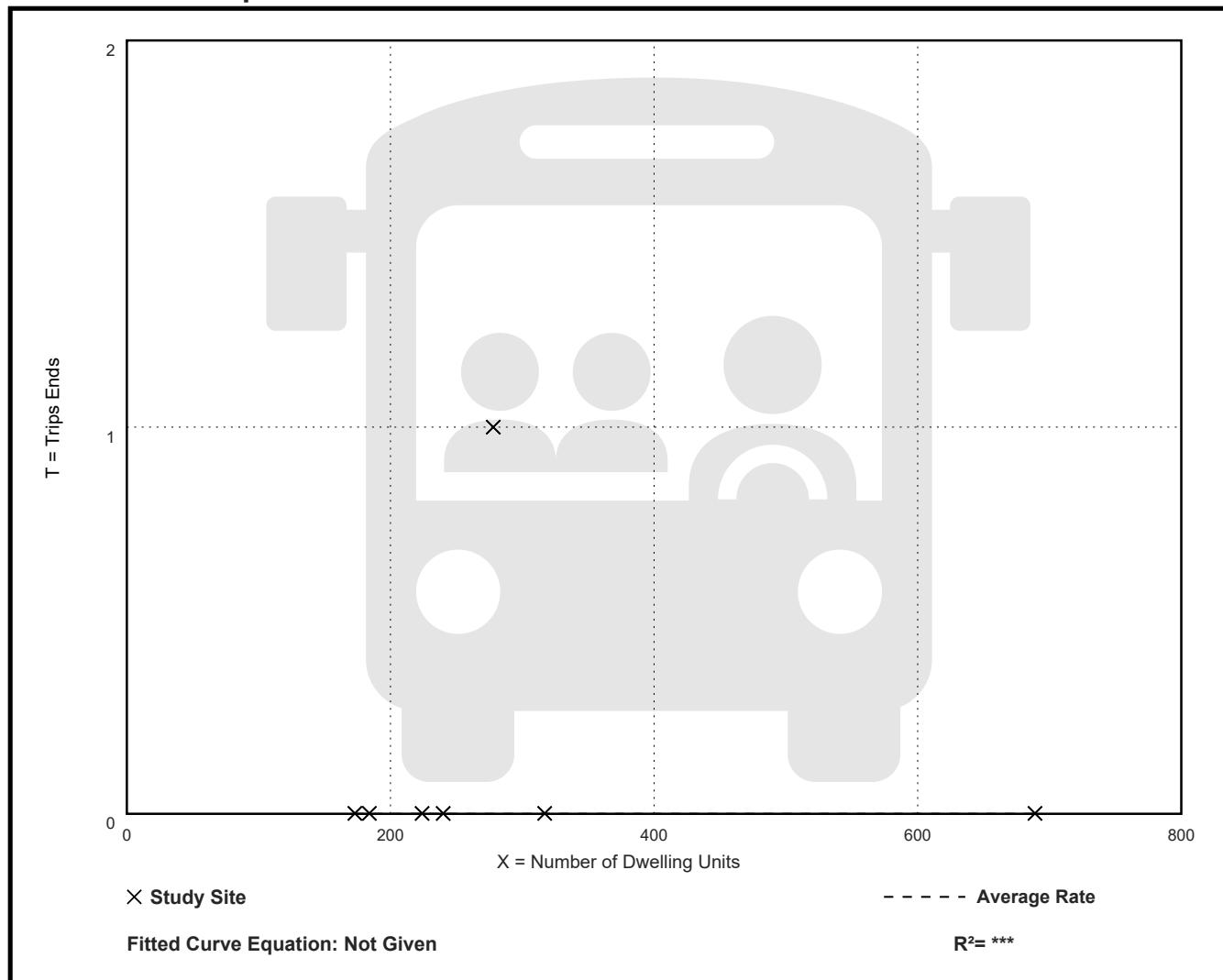
Avg. Num. of Dwelling Units: 301

Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Bicycle Trip Ends vs: Dwelling Units

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

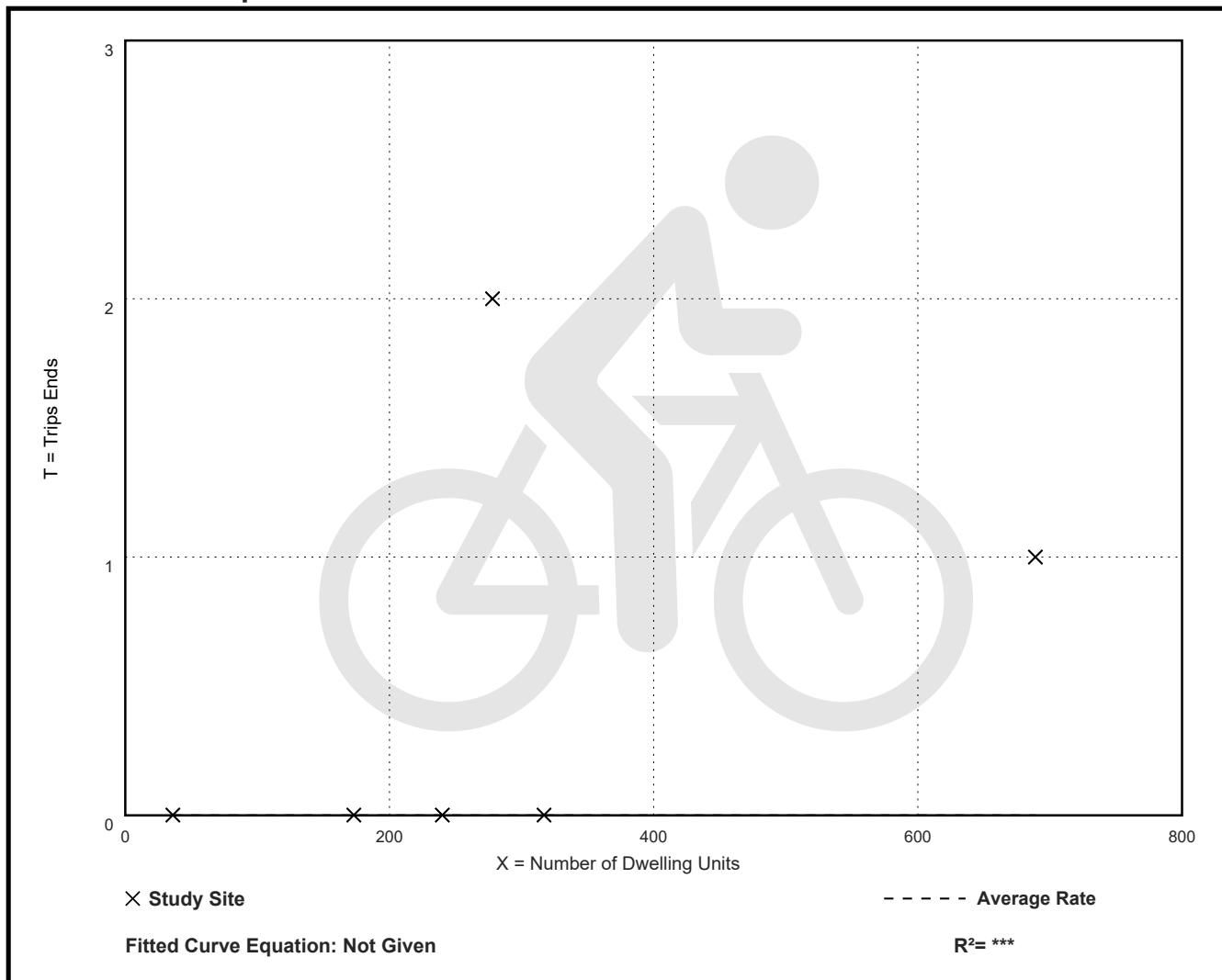
Avg. Num. of Dwelling Units: 289

Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.01	***

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Bicycle Trip Ends vs: Dwelling Units

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: 8

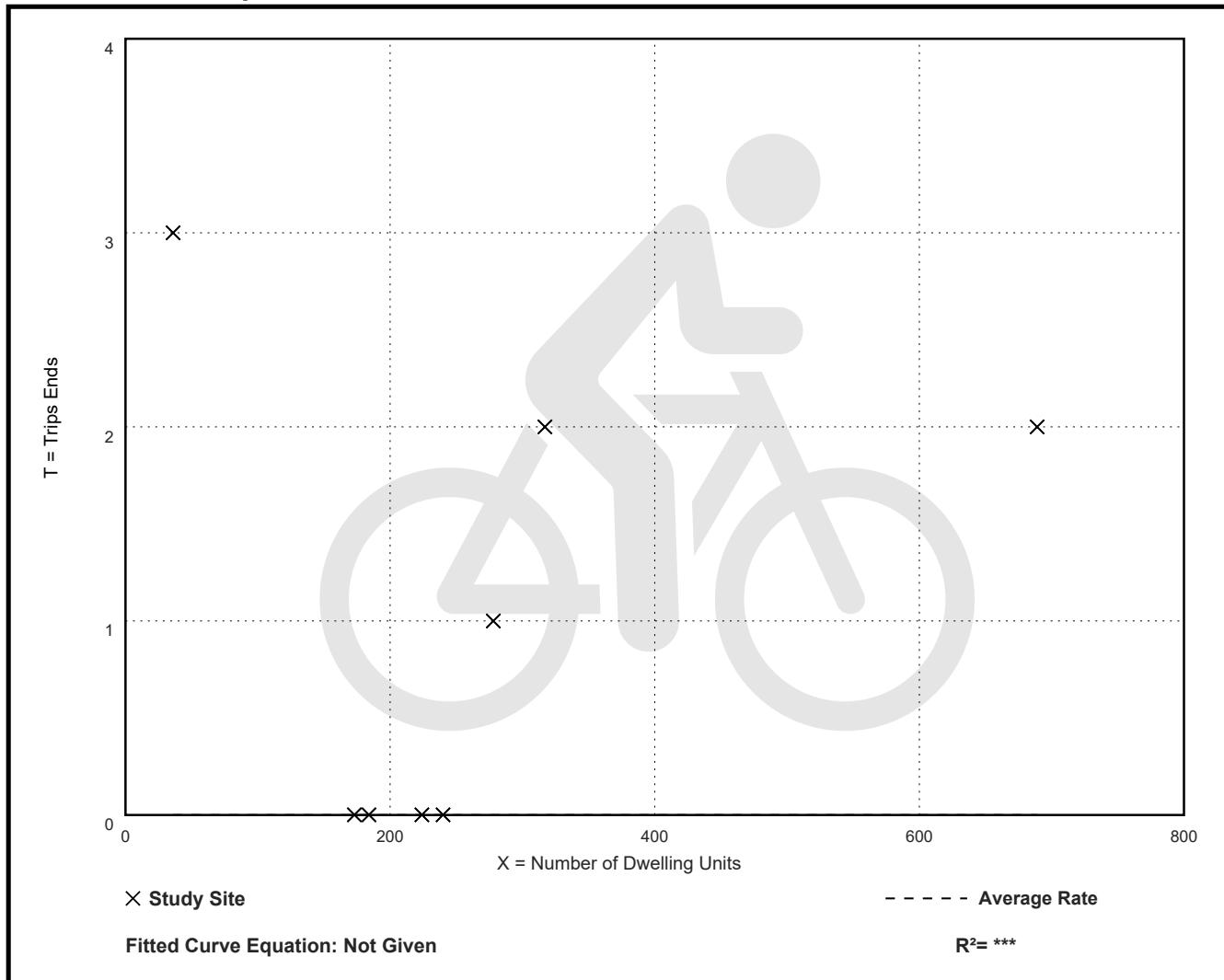
Avg. Num. of Dwelling Units: 268

Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.08	0.01

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 167

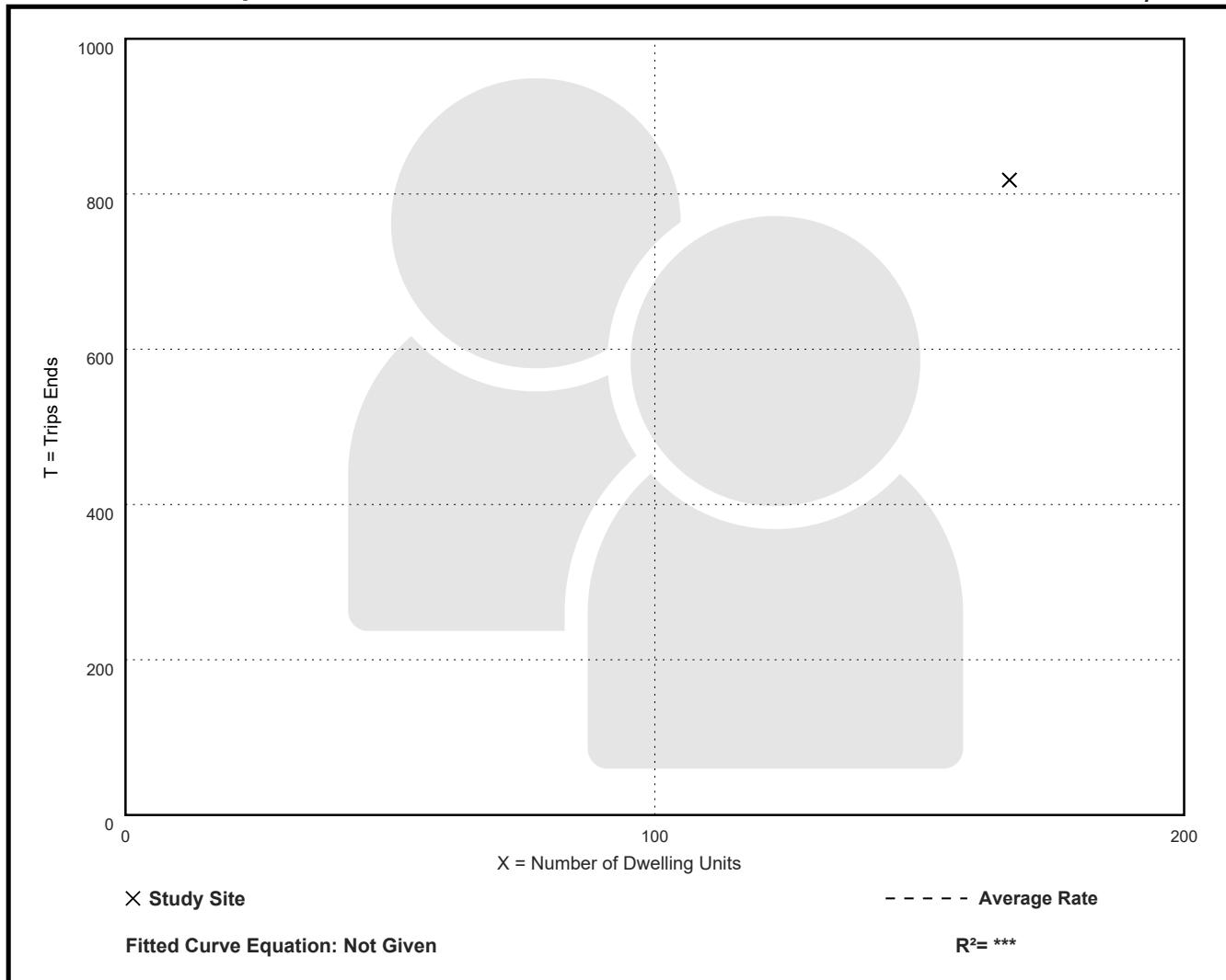
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.90	4.90 - 4.90	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units

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: 7

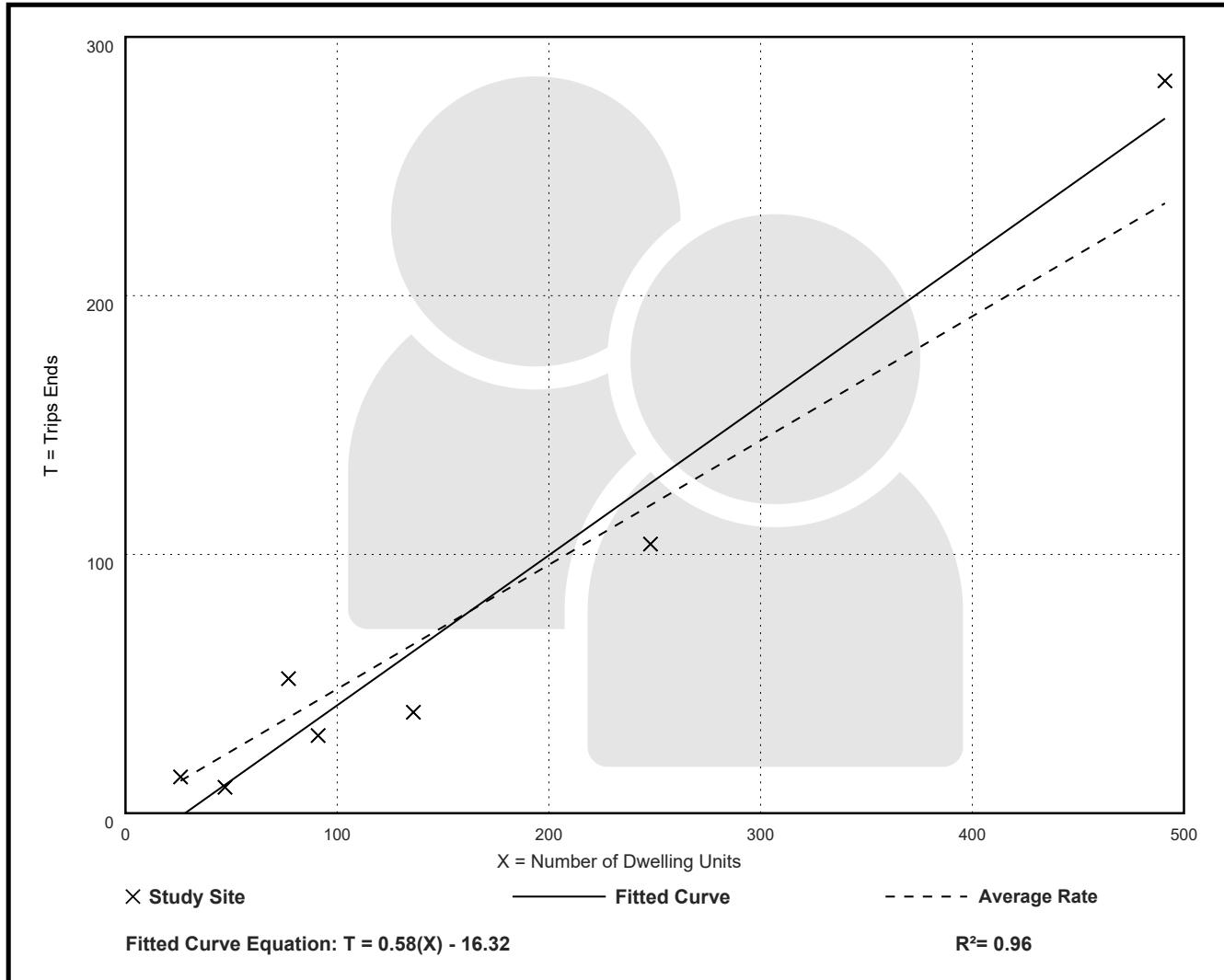
Avg. Num. of Dwelling Units: 159

Directional Distribution: 35% entering, 65% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.21 - 0.68	0.14

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units

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: 8

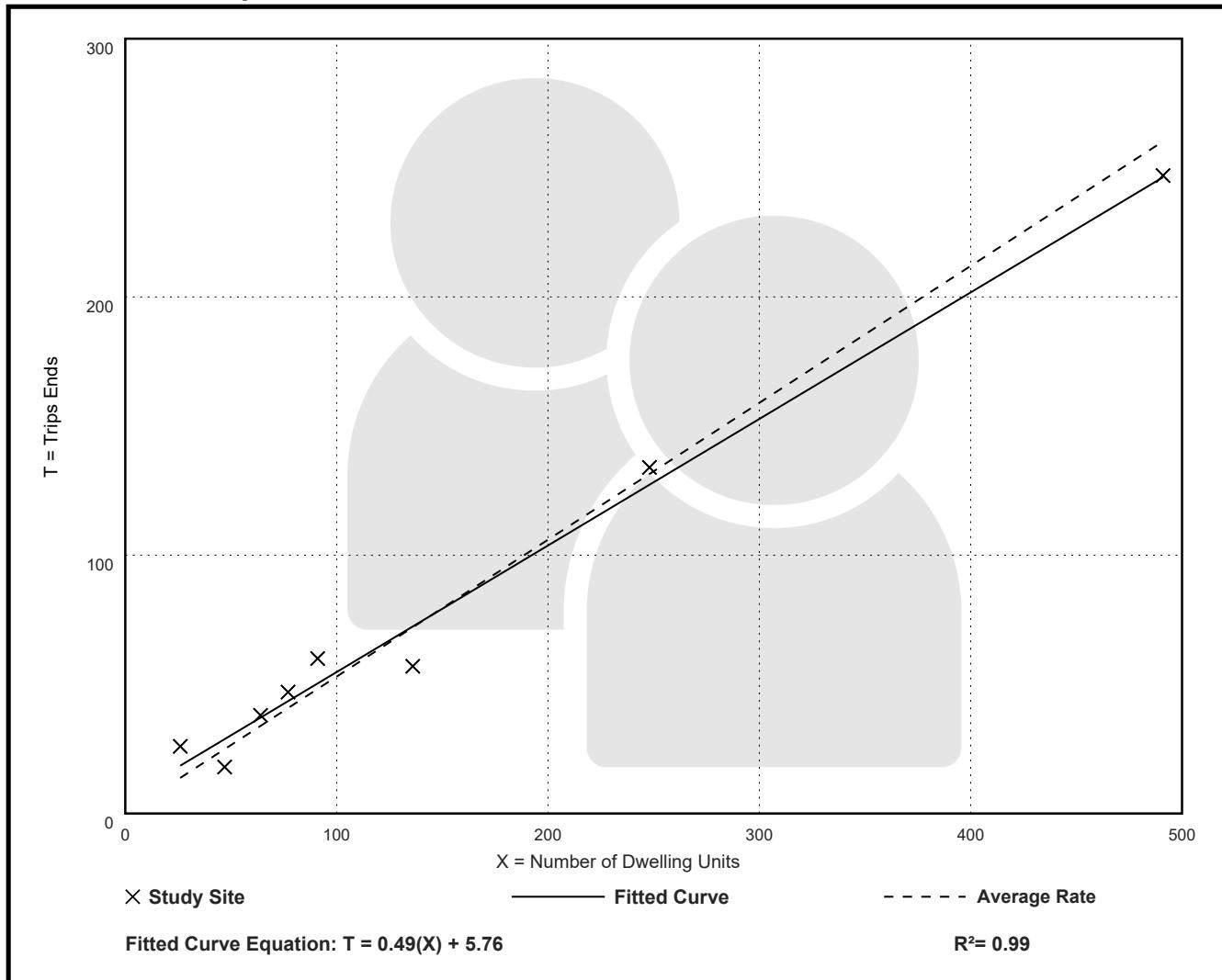
Avg. Num. of Dwelling Units: 148

Directional Distribution: 60% entering, 40% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.53	0.38 - 1.00	0.10

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

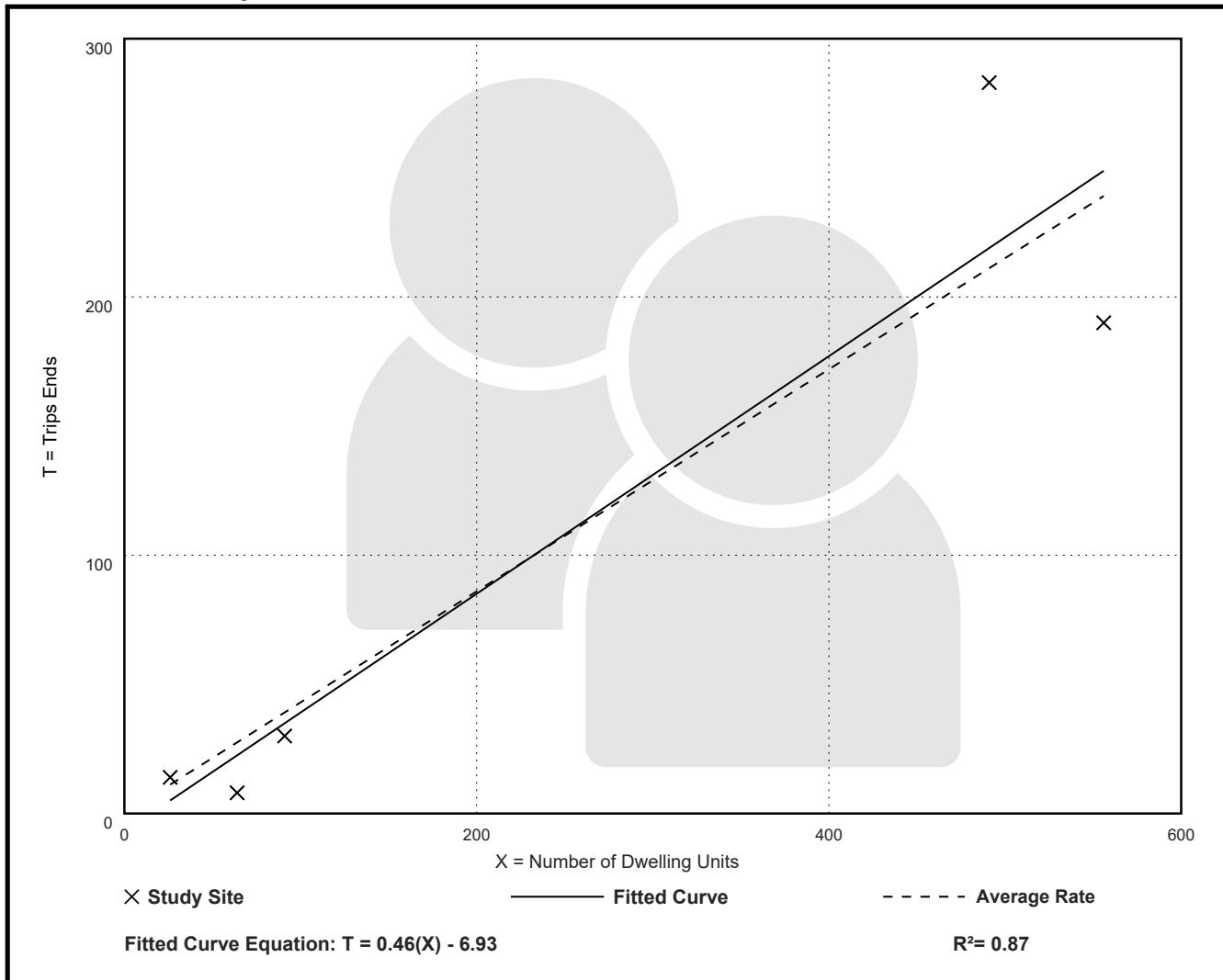
Avg. Num. of Dwelling Units: 246

Directional Distribution: 25% entering, 75% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.43	0.13 - 0.58	0.15

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

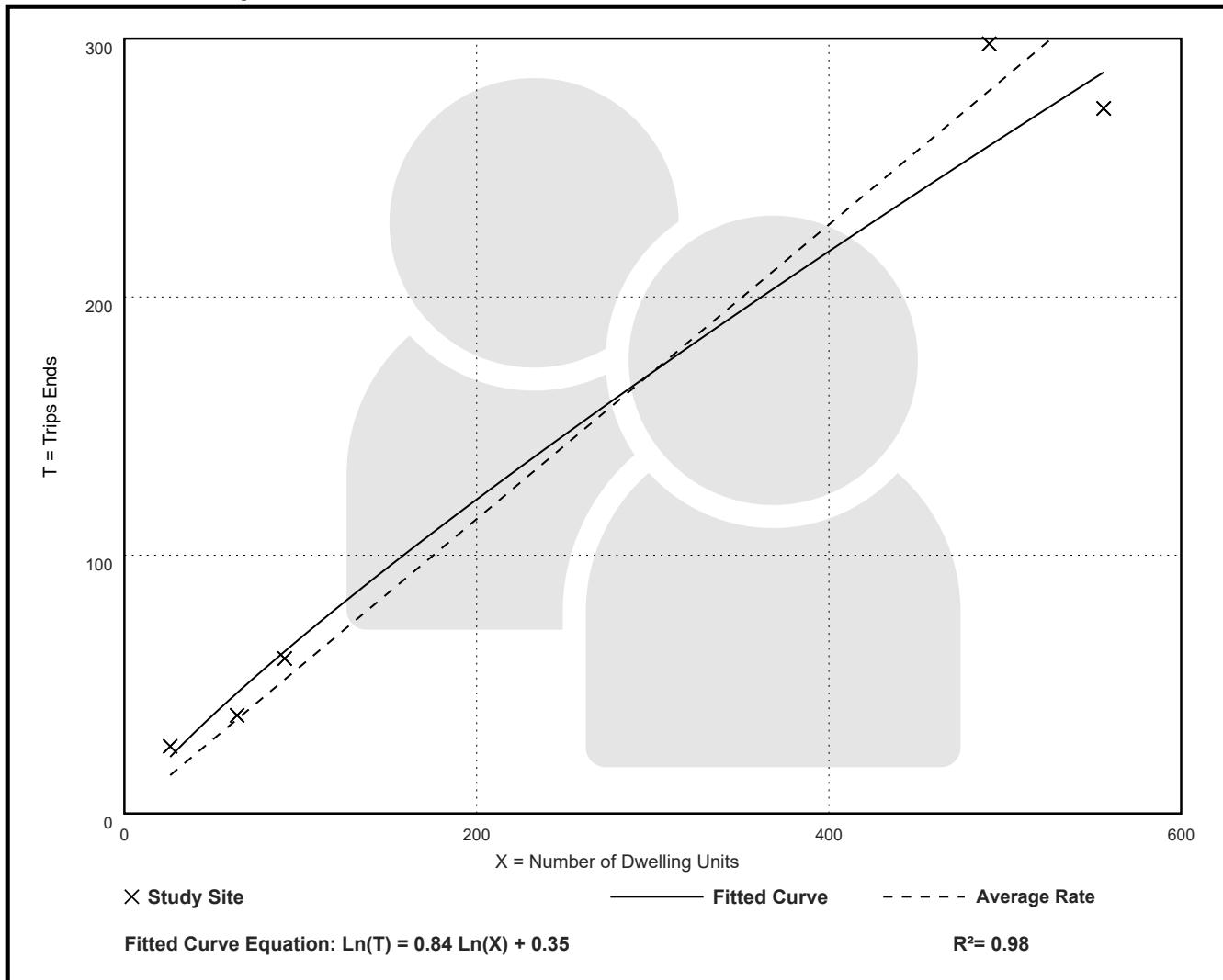
Avg. Num. of Dwelling Units: 246

Directional Distribution: 60% entering, 40% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.49 - 1.00	0.10

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 7

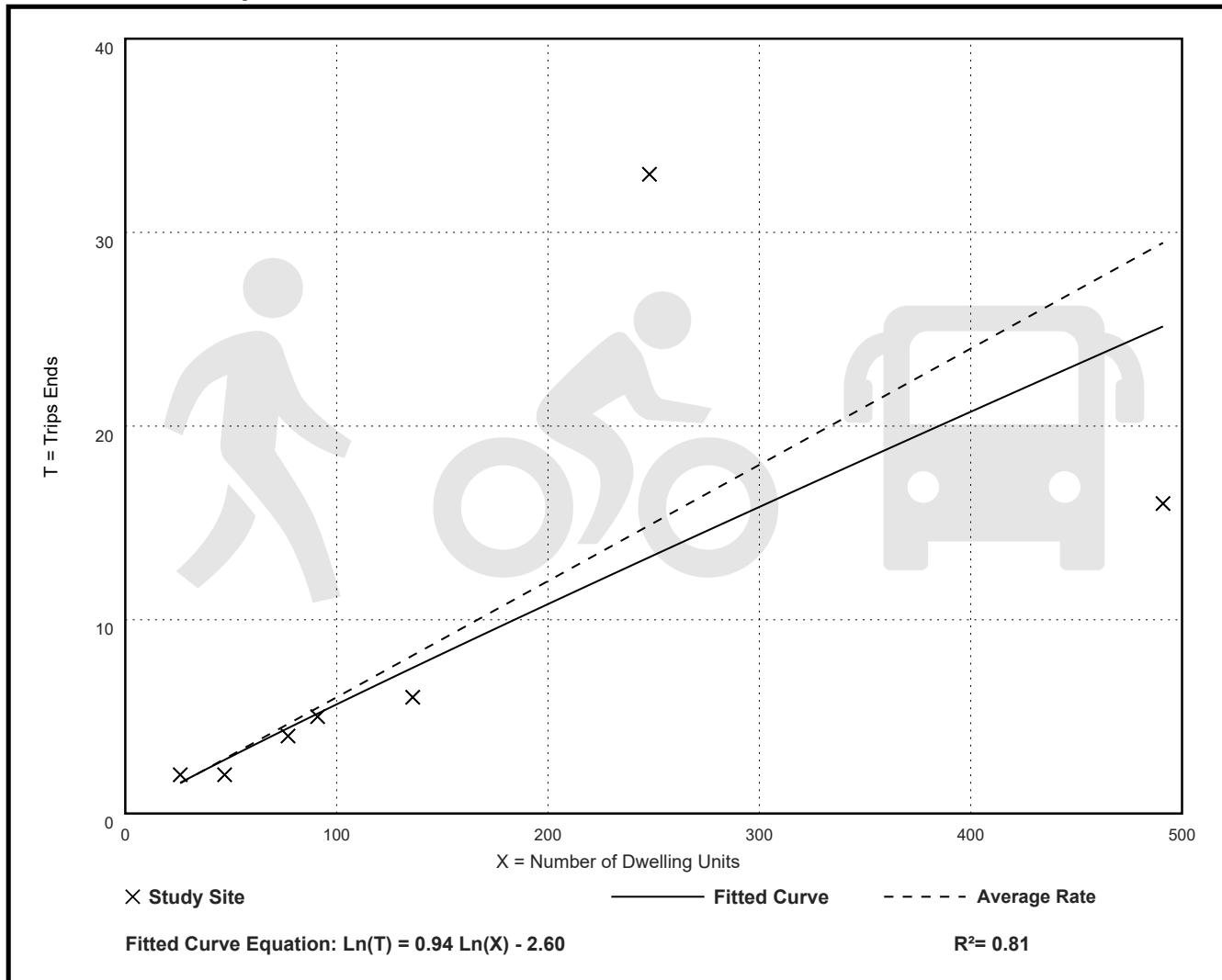
Avg. Num. of Dwelling Units: 159

Directional Distribution: 64% entering, 36% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.03 - 0.13	0.04

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 8

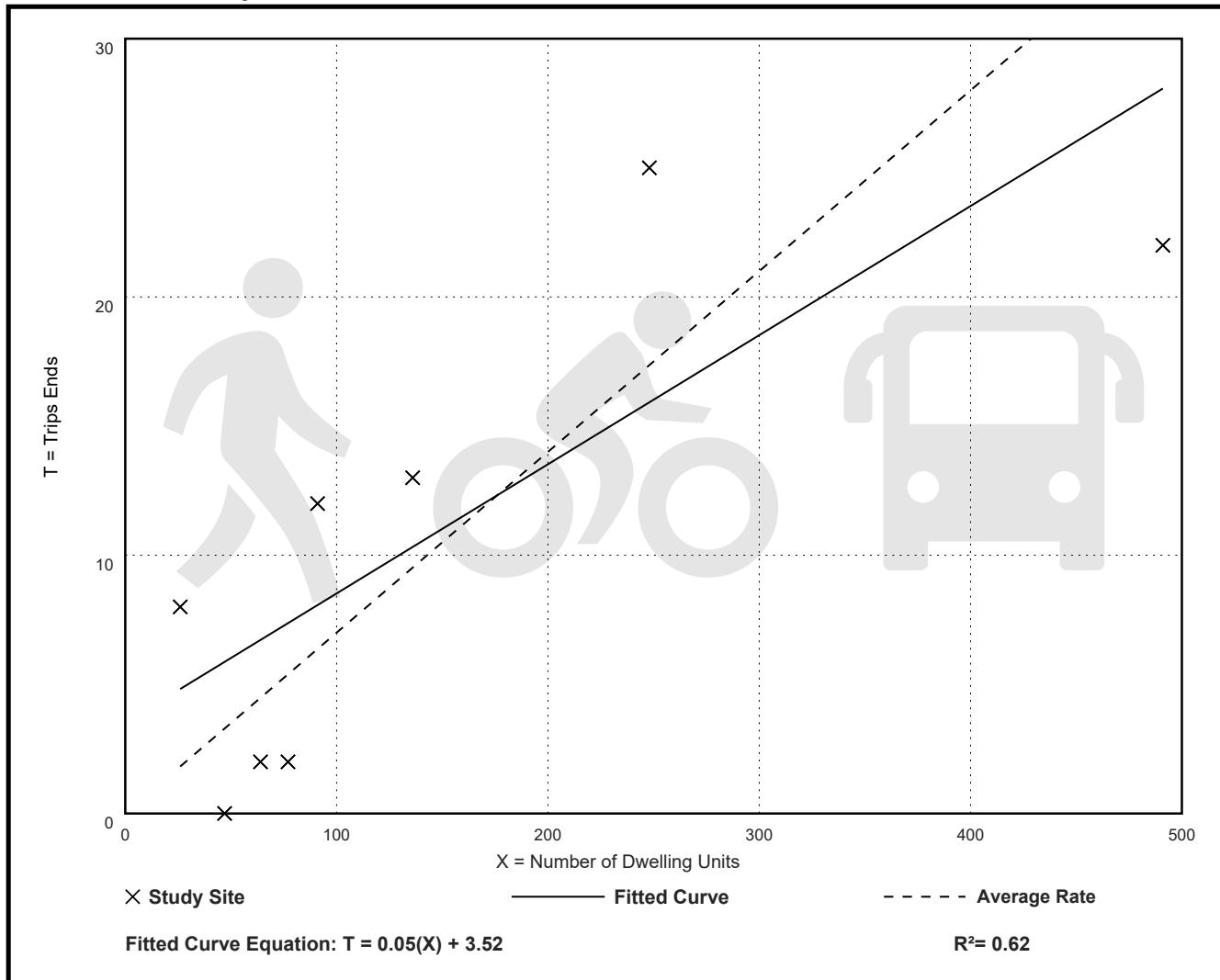
Avg. Num. of Dwelling Units: 148

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.31	0.05

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

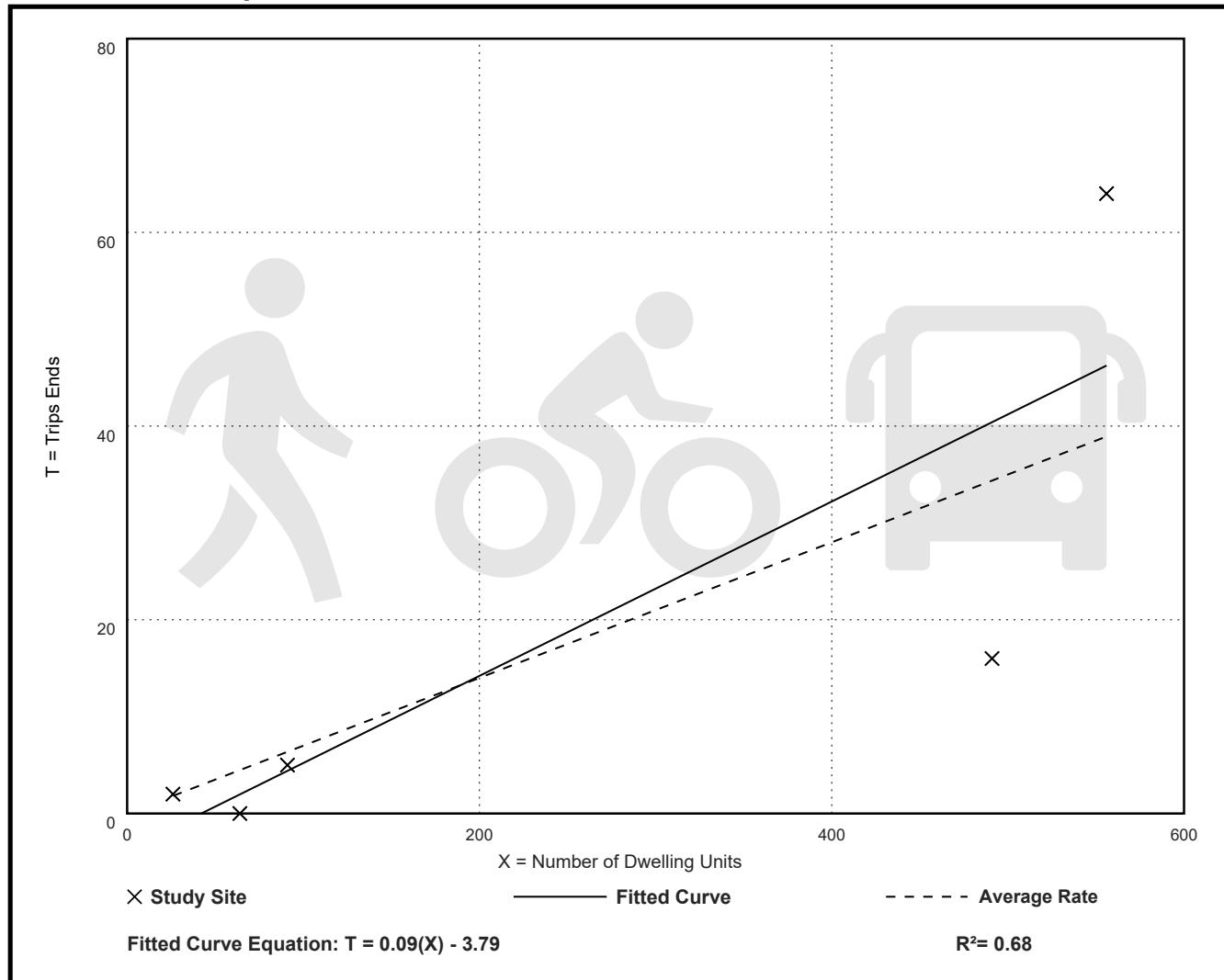
Avg. Num. of Dwelling Units: 246

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.12	0.05

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

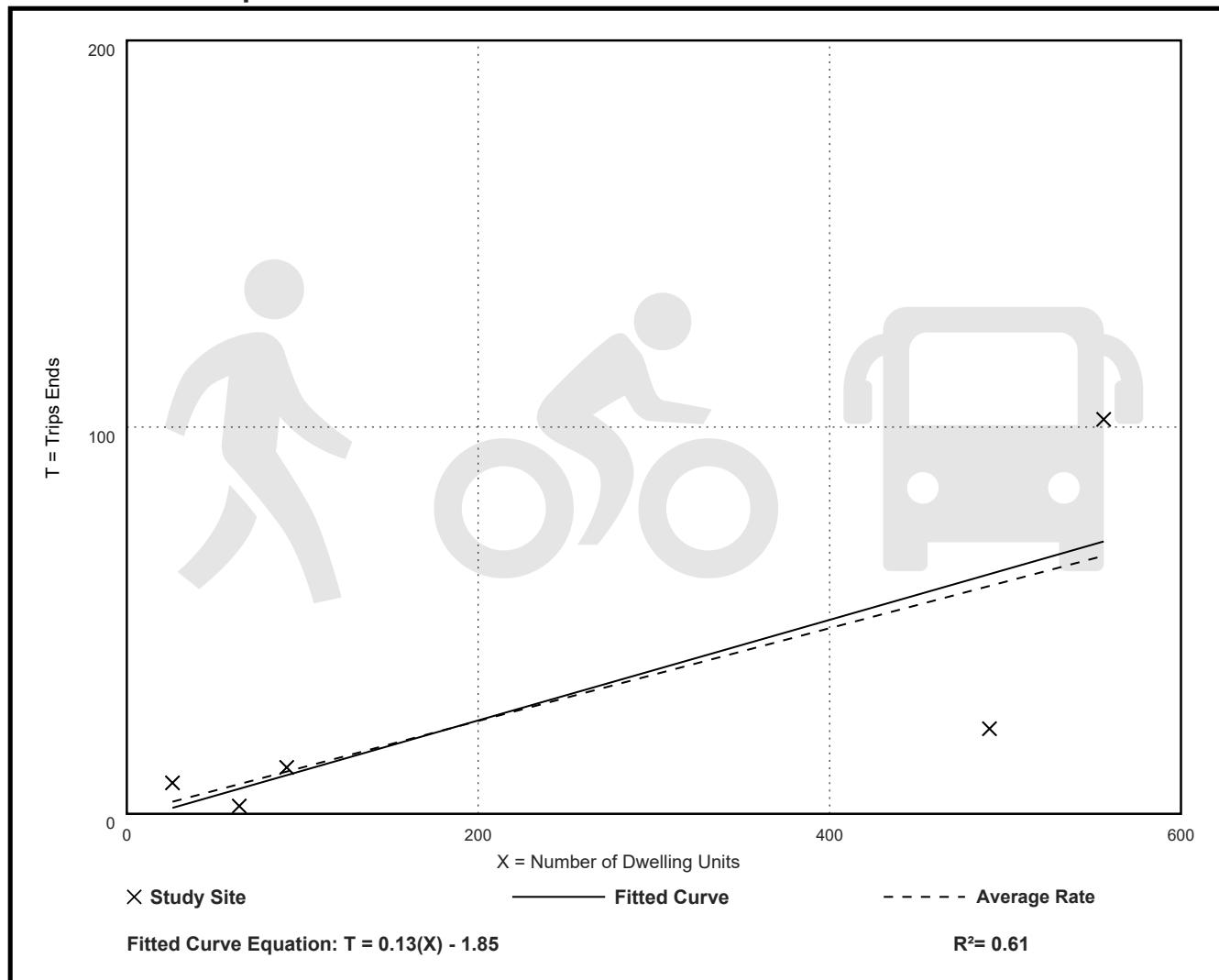
Avg. Num. of Dwelling Units: 246

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.12	0.03 - 0.31	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk Trip Ends vs: Dwelling Units

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: 7

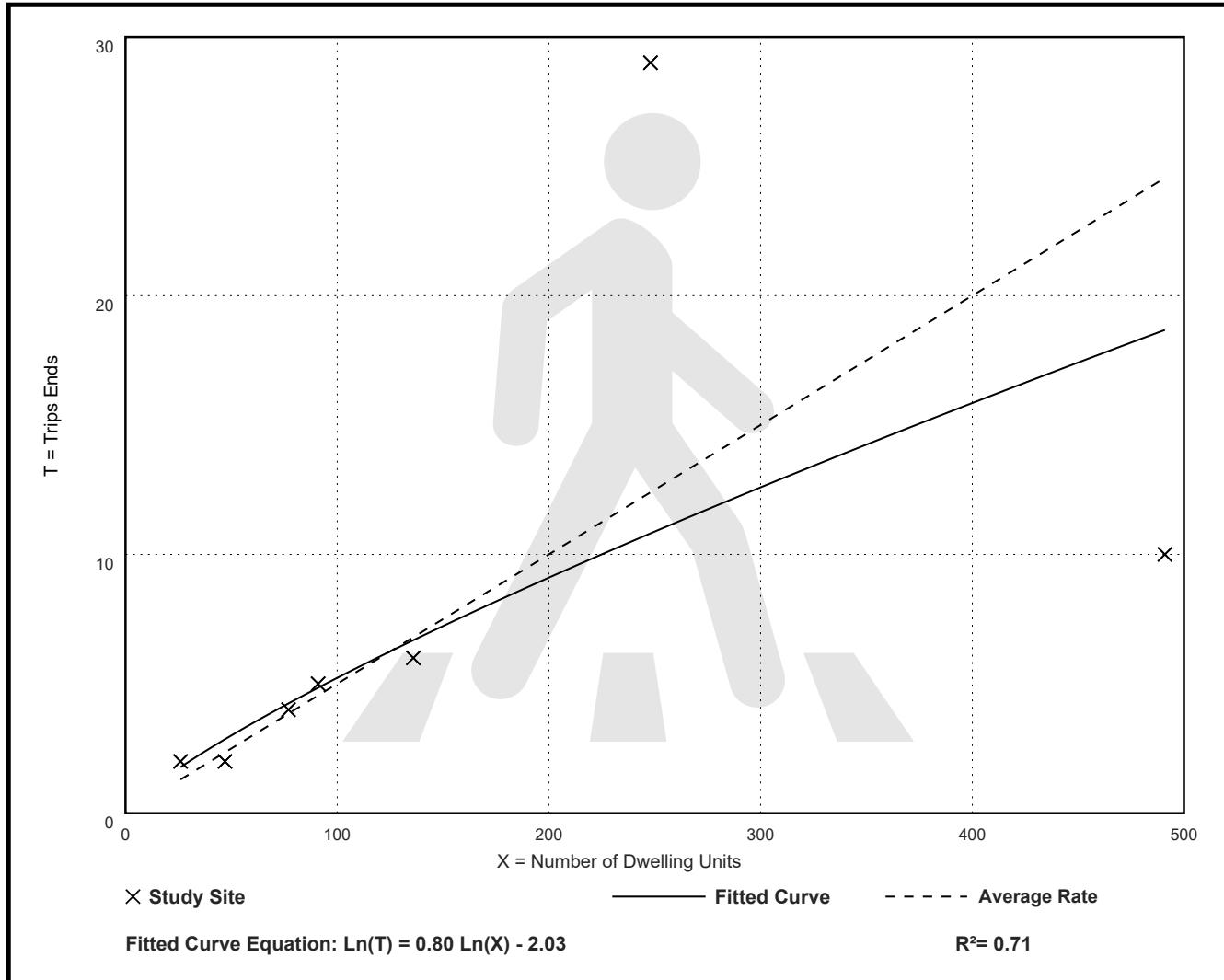
Avg. Num. of Dwelling Units: 159

Directional Distribution: 63% entering, 37% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.05	0.02 - 0.12	0.04

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk Trip Ends vs: Dwelling Units

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: 8

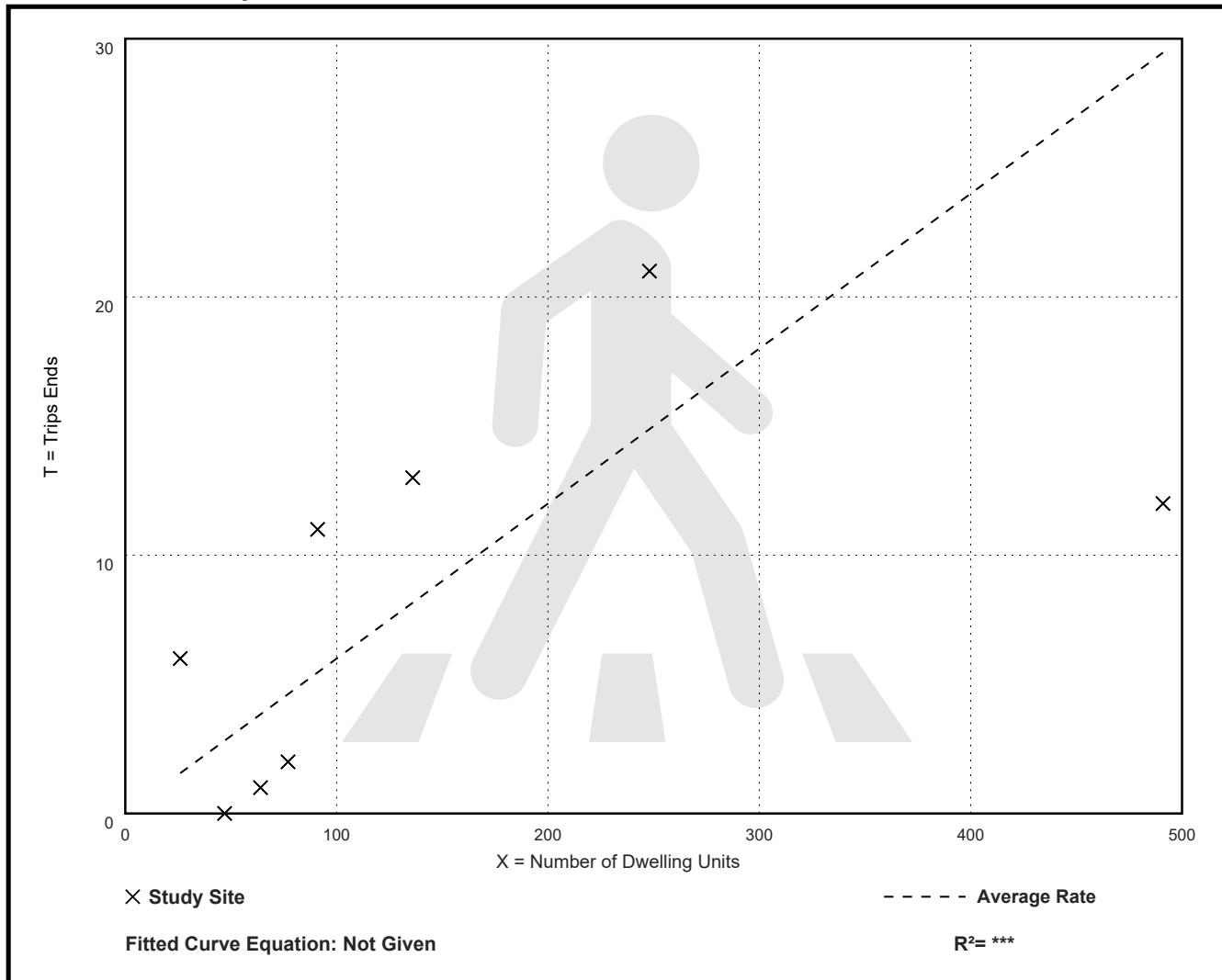
Avg. Num. of Dwelling Units: 148

Directional Distribution: 56% entering, 44% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.23	0.05

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Walk Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

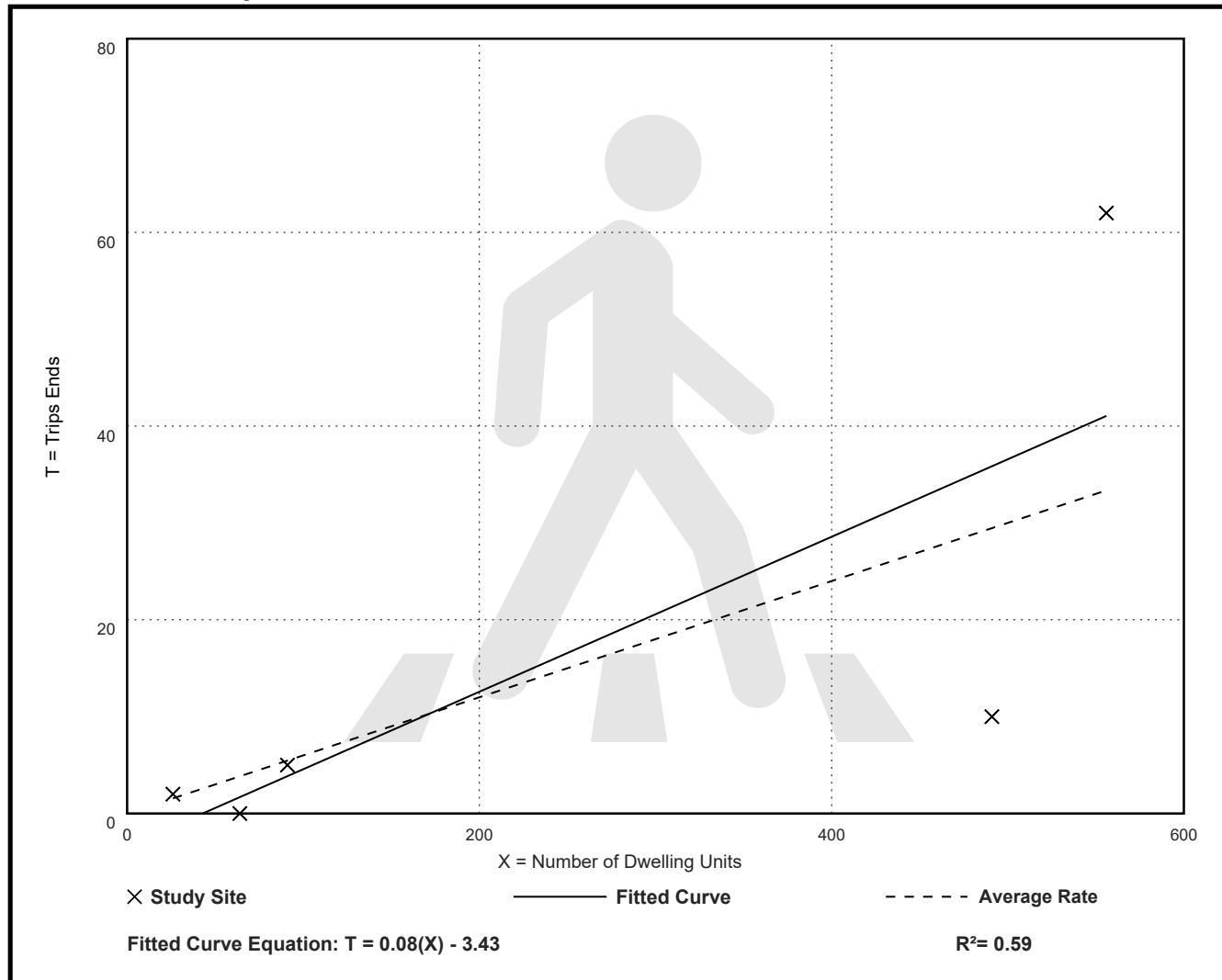
Avg. Num. of Dwelling Units: 246

Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.11	0.05

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

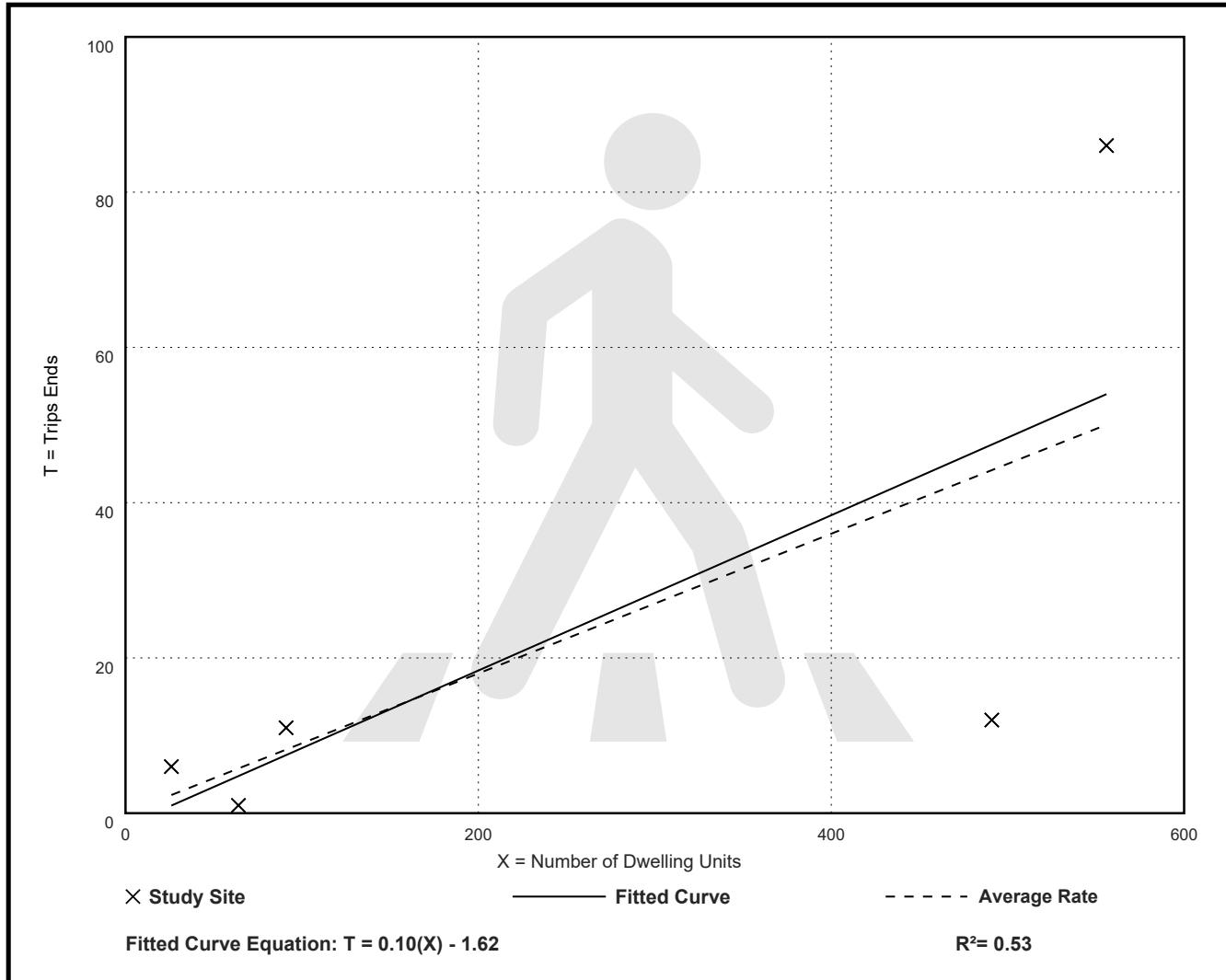
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 246
Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.09	0.02 - 0.23	0.07

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Transit Trip Ends vs: Dwelling Units

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: 3

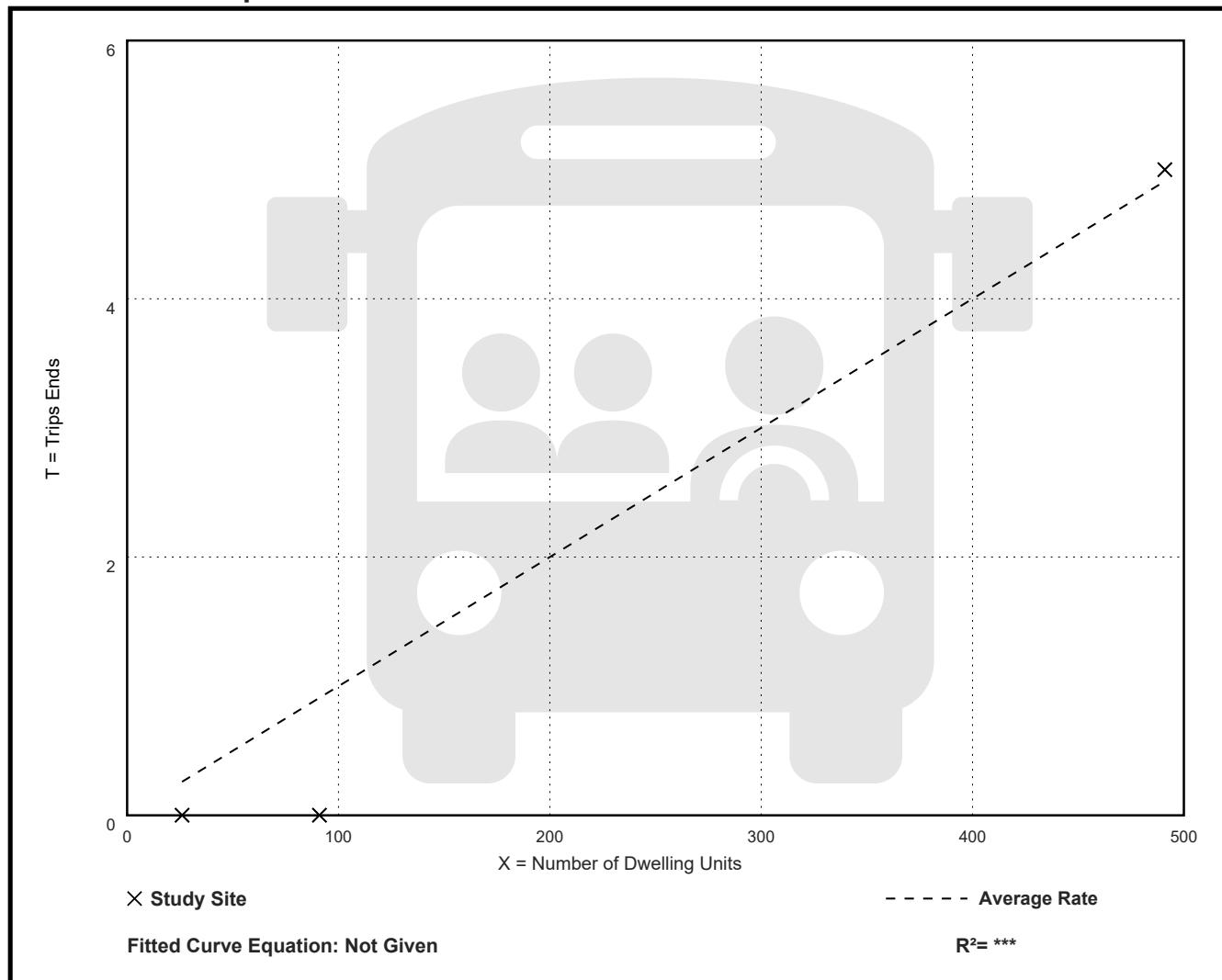
Avg. Num. of Dwelling Units: 203

Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.01	***

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Transit Trip Ends vs: Dwelling Units

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: 4

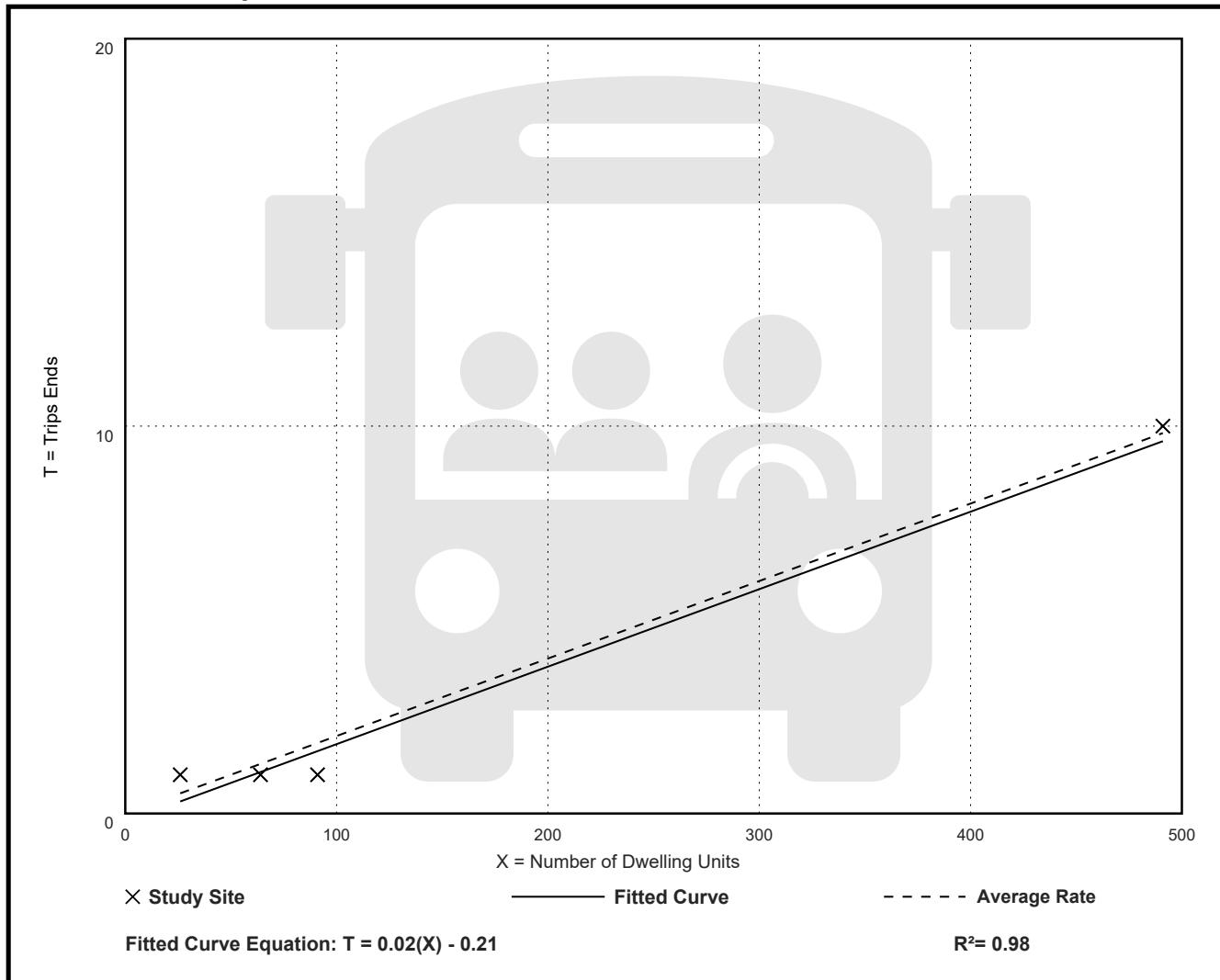
Avg. Num. of Dwelling Units: 168

Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.02	0.01 - 0.04	0.01

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

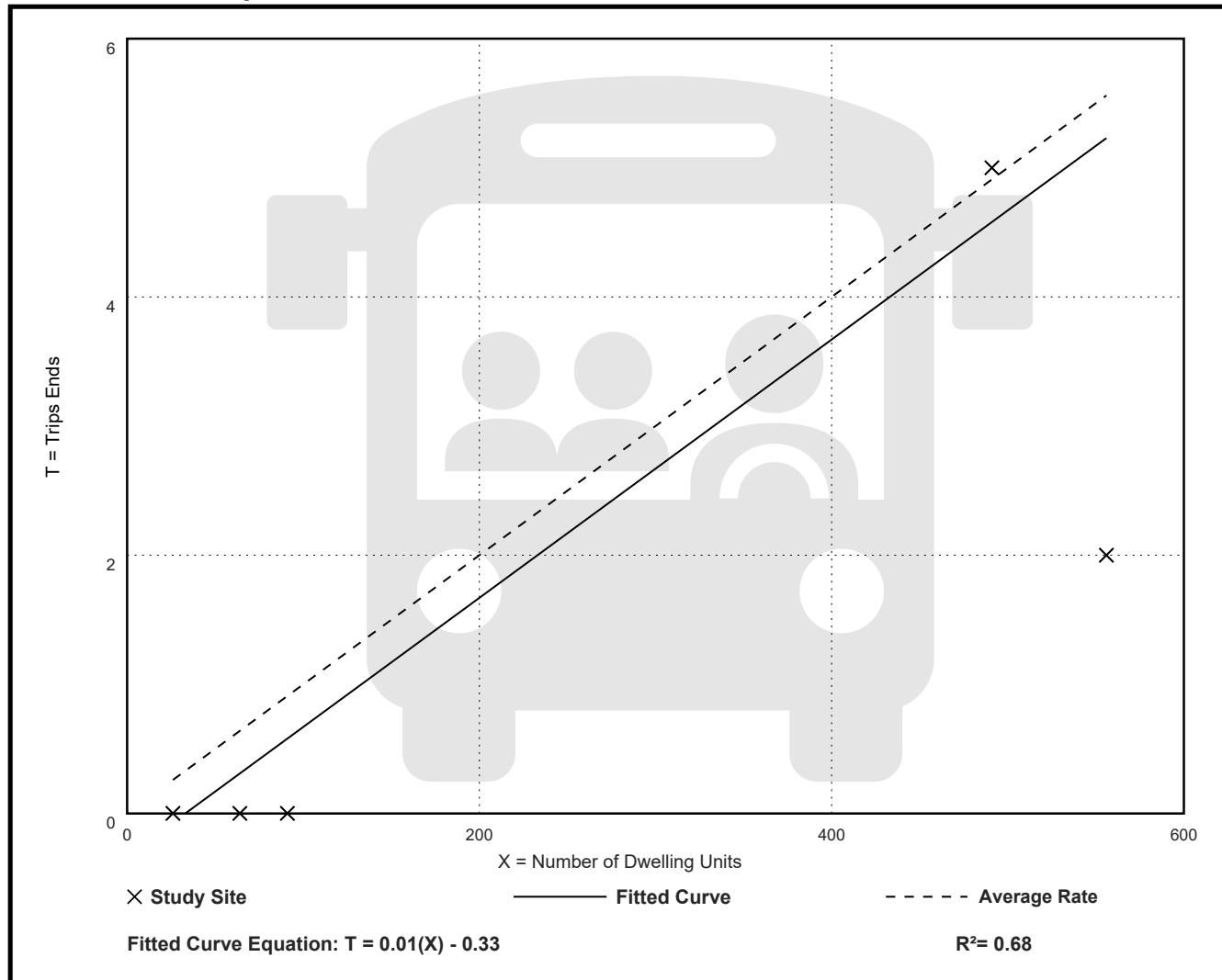
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 246
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.01	***

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

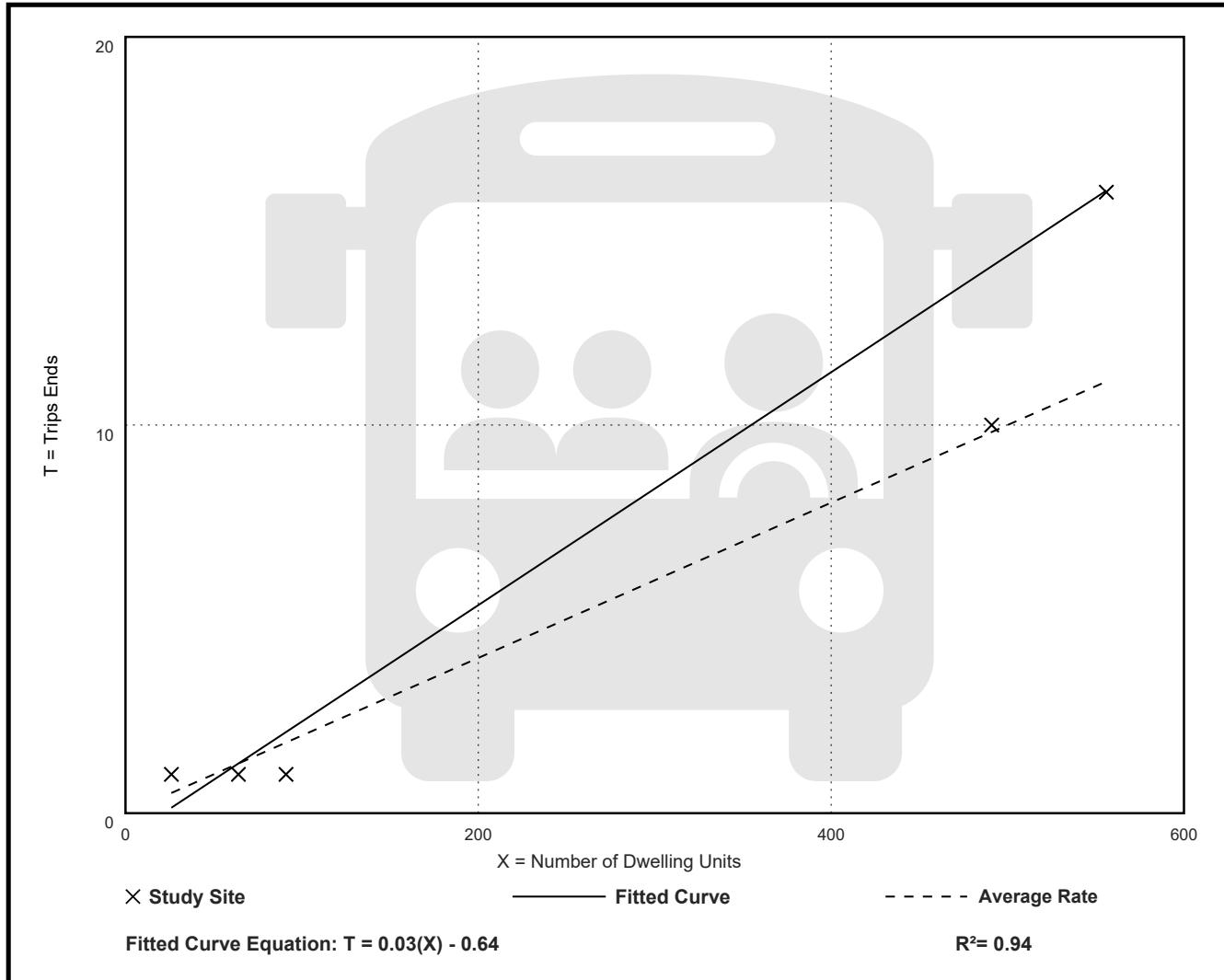
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 246
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.02	0.01 - 0.04	0.01

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Bicycle Trip Ends vs: Dwelling Units

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

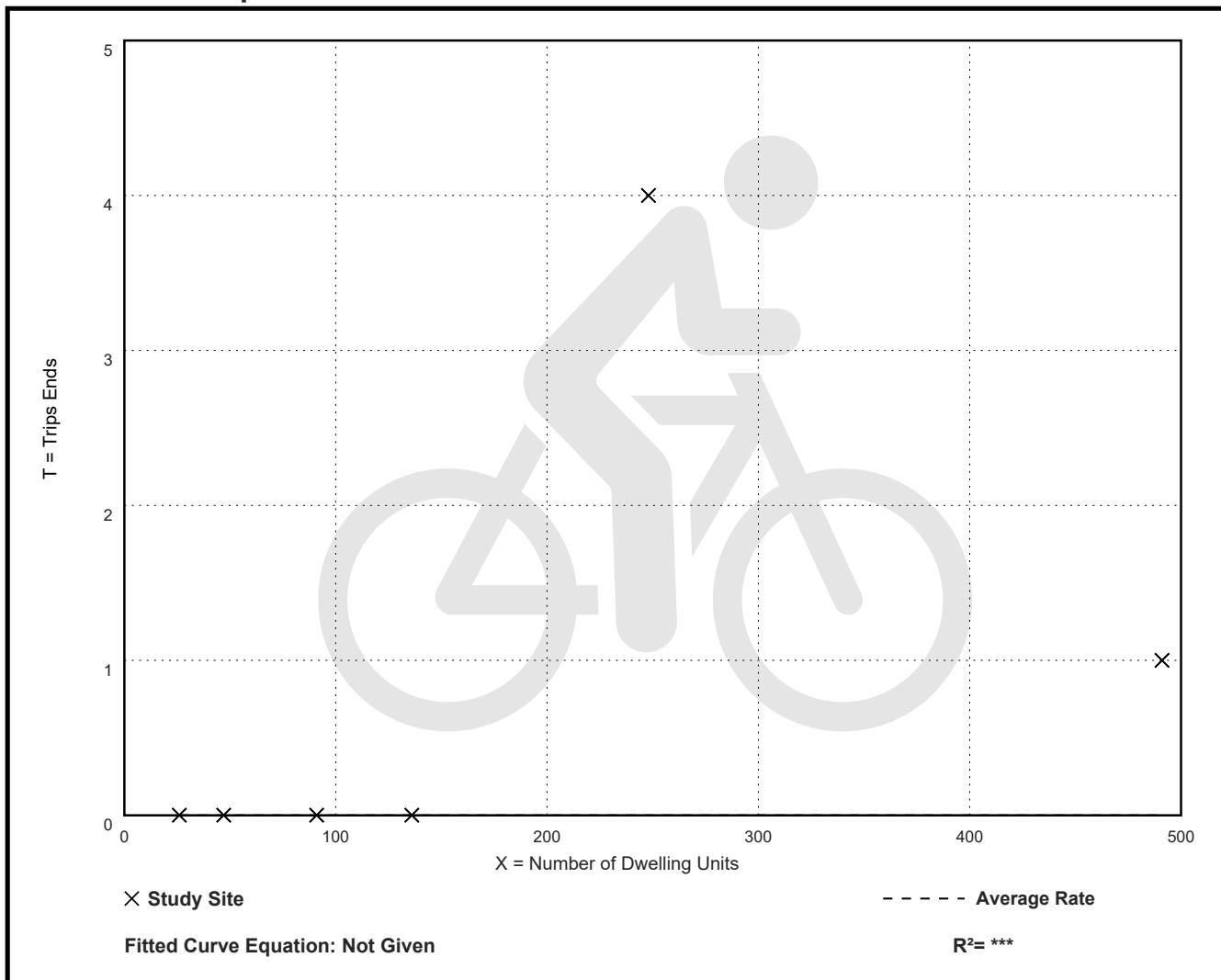
Avg. Num. of Dwelling Units: 173

Directional Distribution: 75% entering, 25% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.02	0.01

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Bicycle Trip Ends vs: Dwelling Units

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: 7

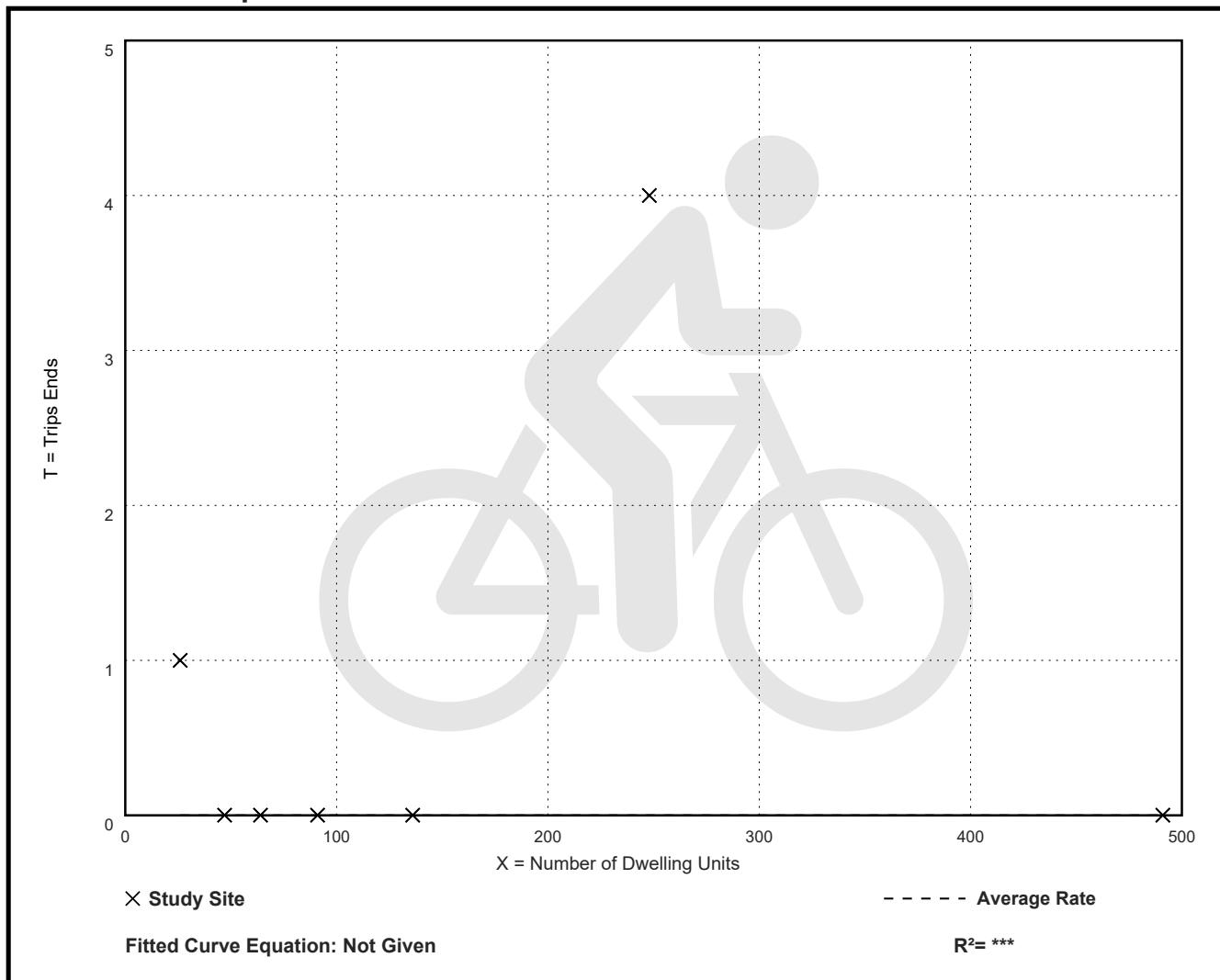
Avg. Num. of Dwelling Units: 158

Directional Distribution: 14% entering, 86% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.04	0.01

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

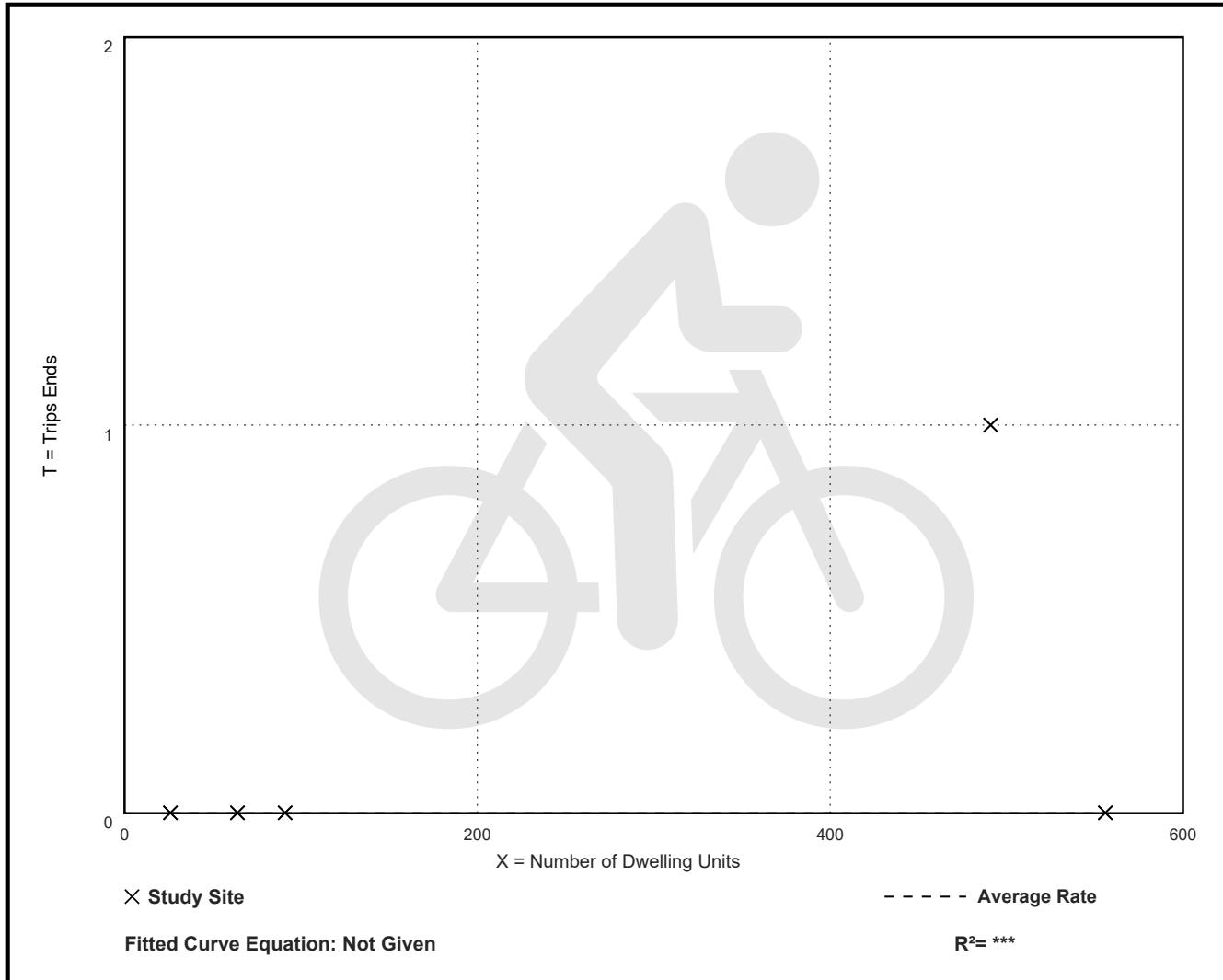
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 246
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

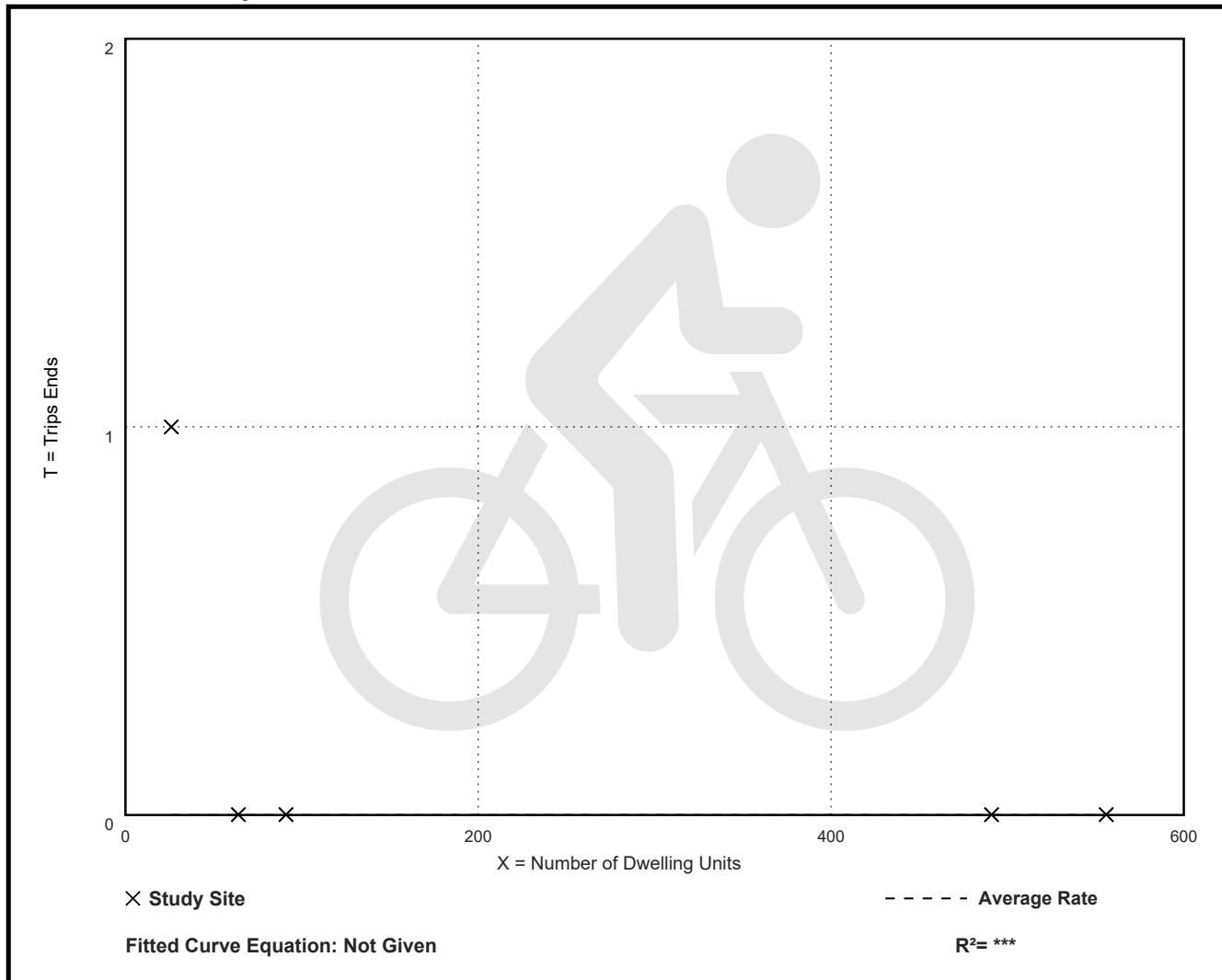
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 246
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.04	0.01

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units

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: 5

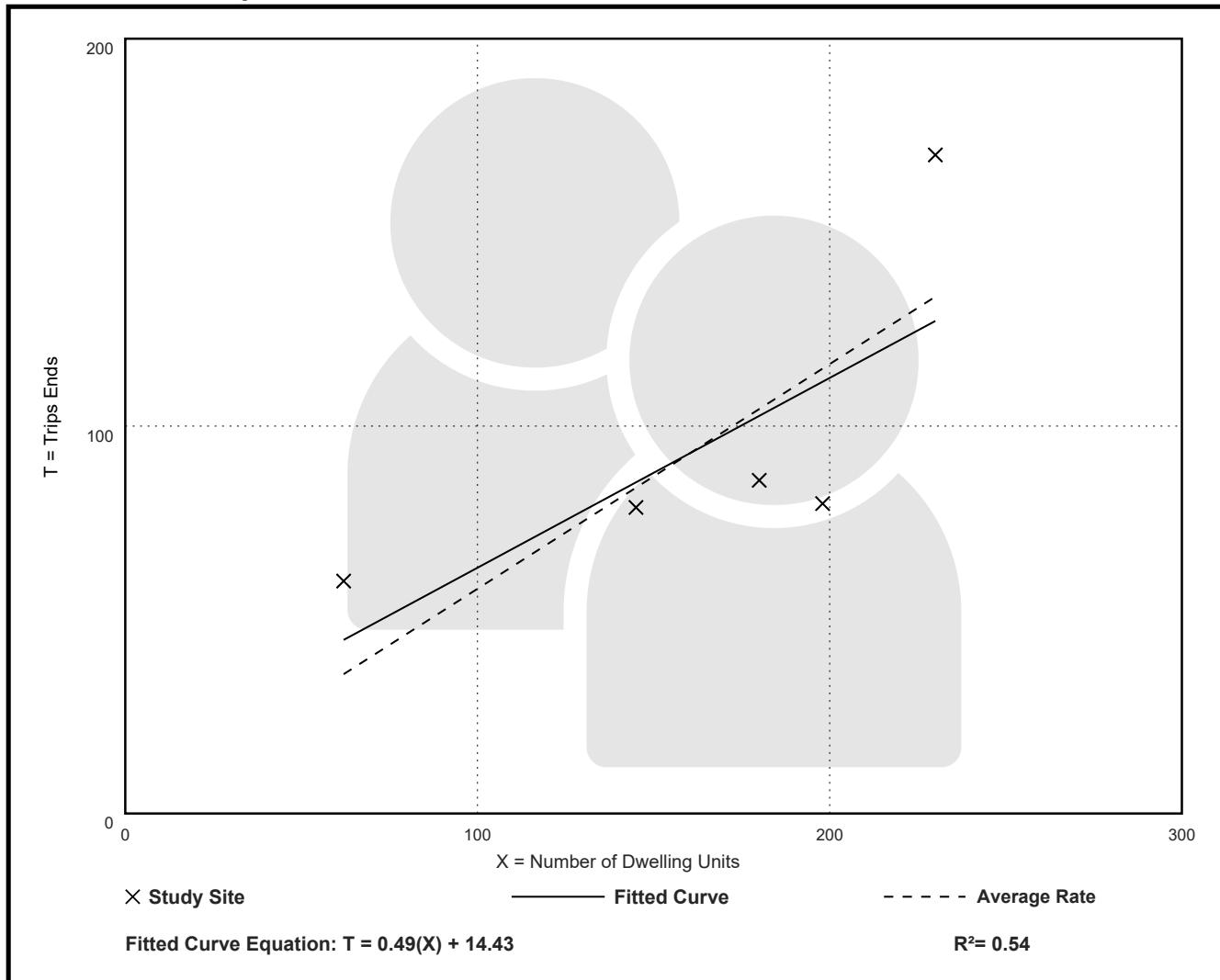
Avg. Num. of Dwelling Units: 163

Directional Distribution: 40% entering, 60% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.58	0.40 - 0.97	0.19

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units

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: 5

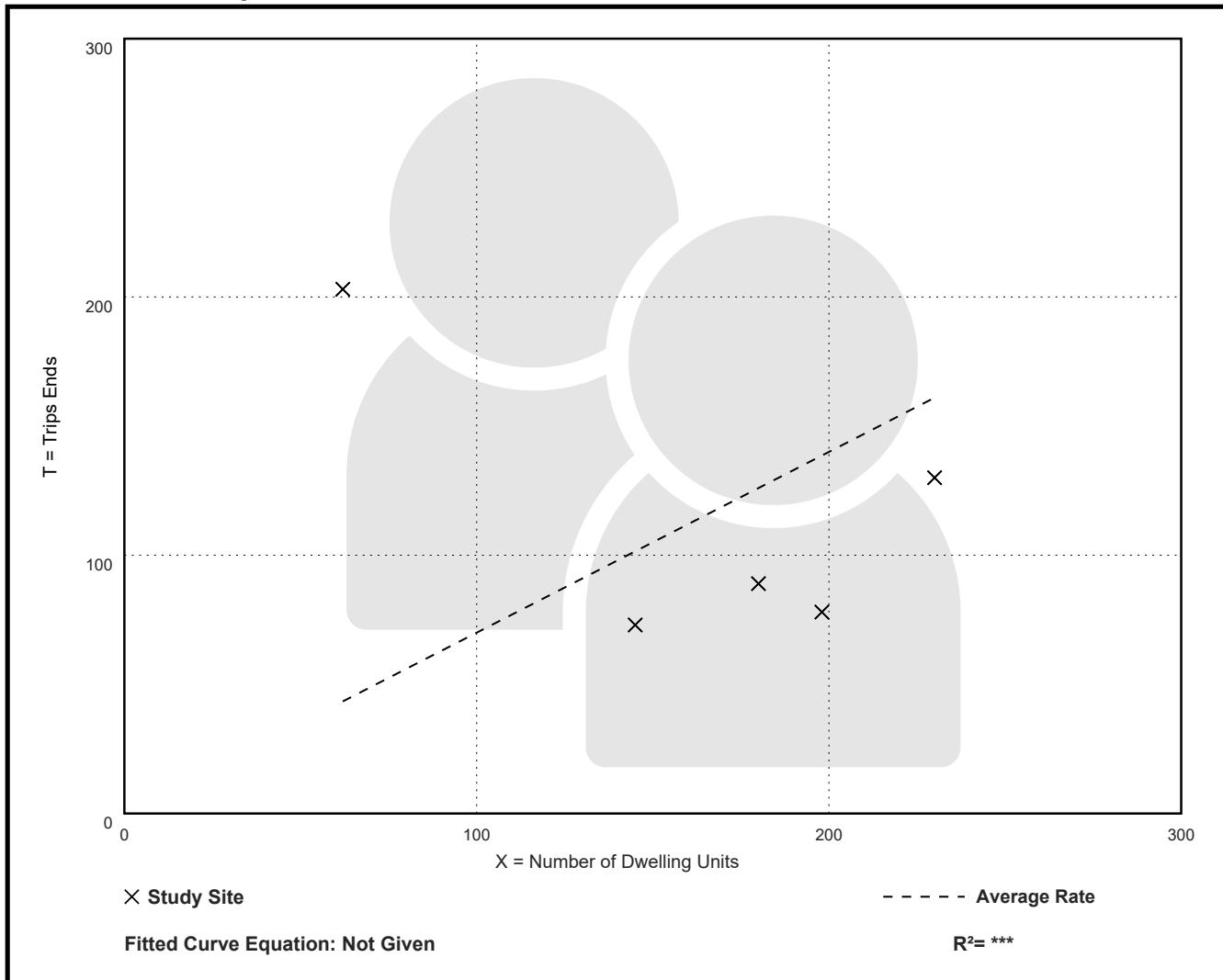
Avg. Num. of Dwelling Units: 163

Directional Distribution: 72% entering, 28% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.39 - 3.27	0.83

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

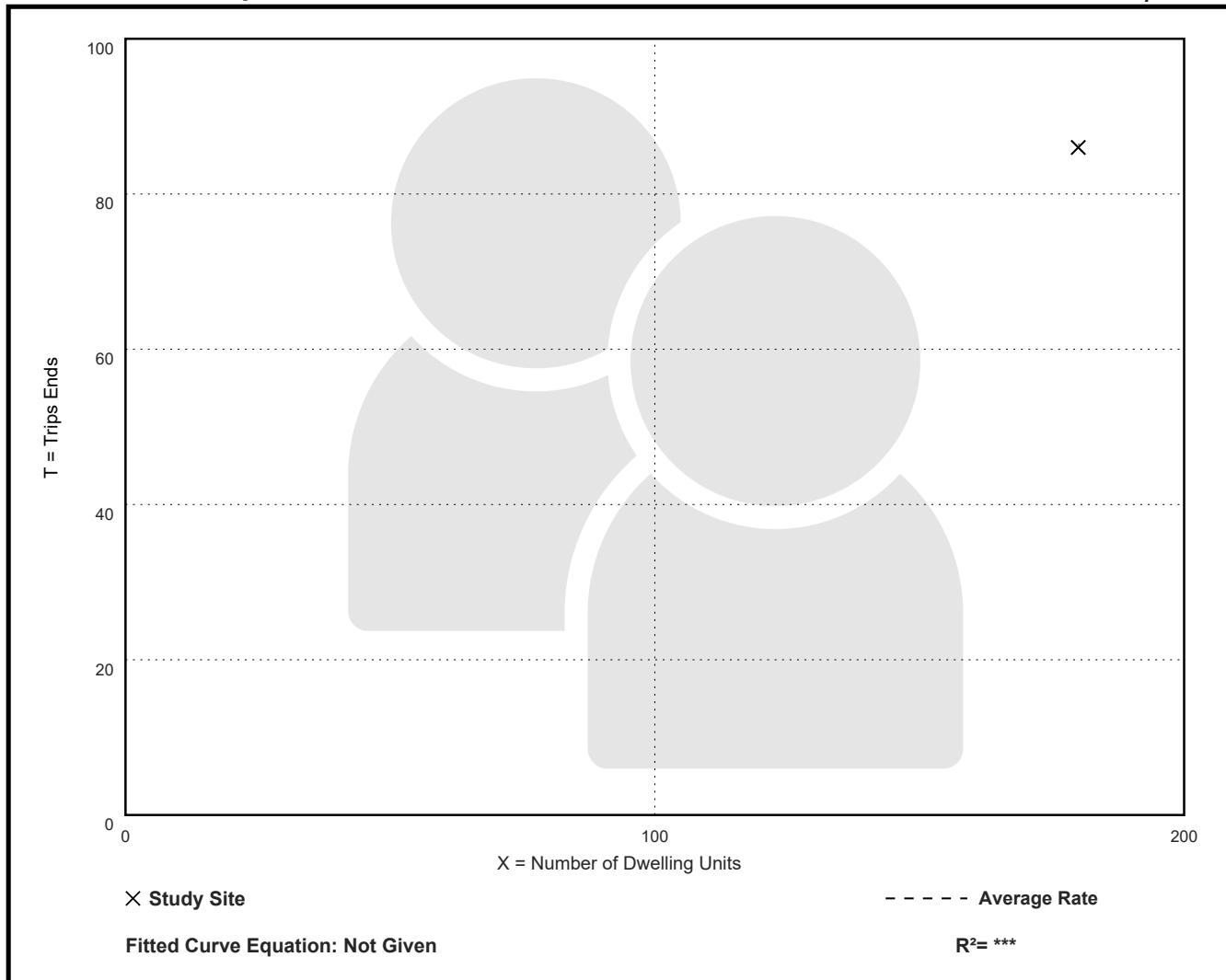
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: 22% entering, 78% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.48 - 0.48	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

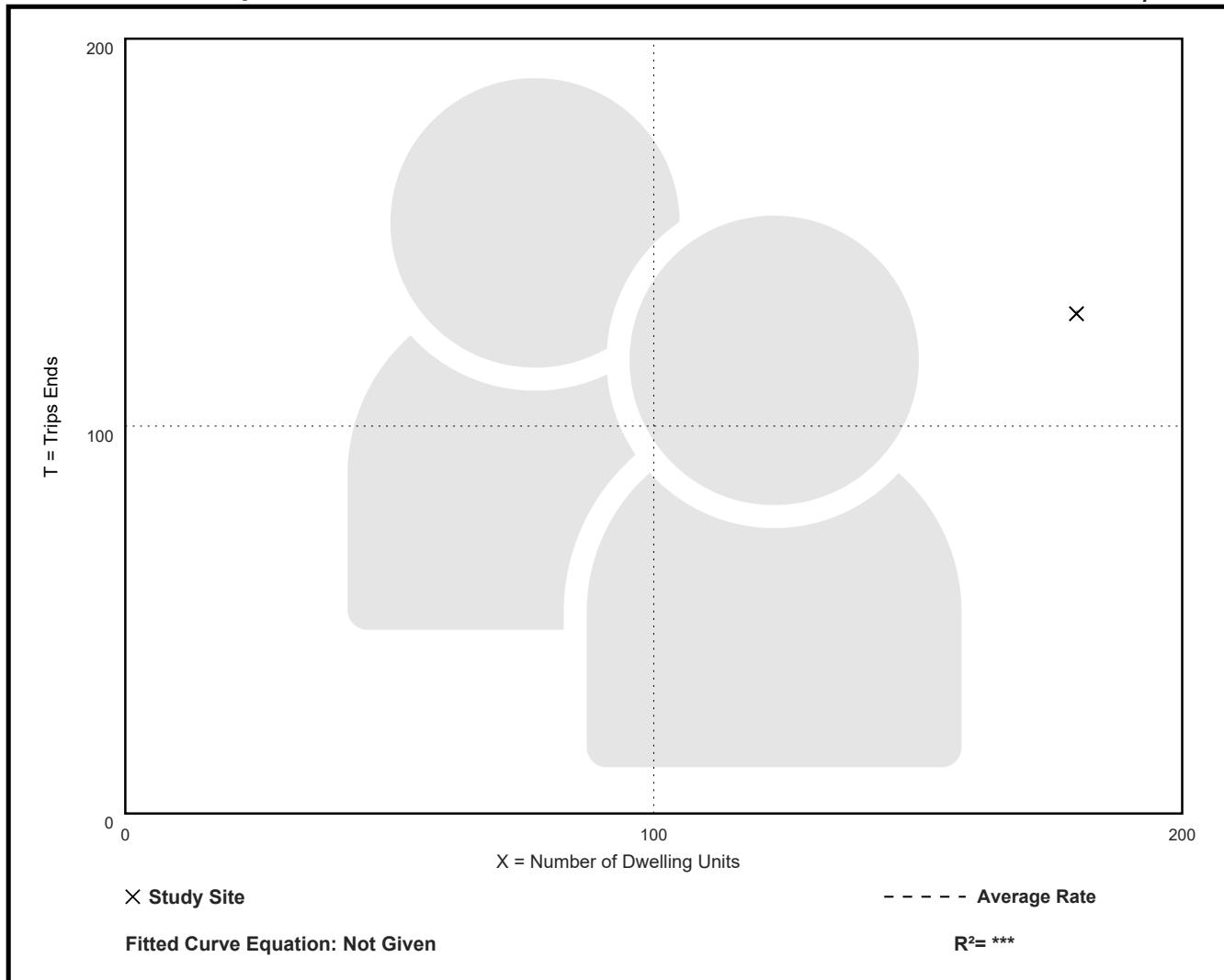
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: 68% entering, 32% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.72	0.72 - 0.72	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 5

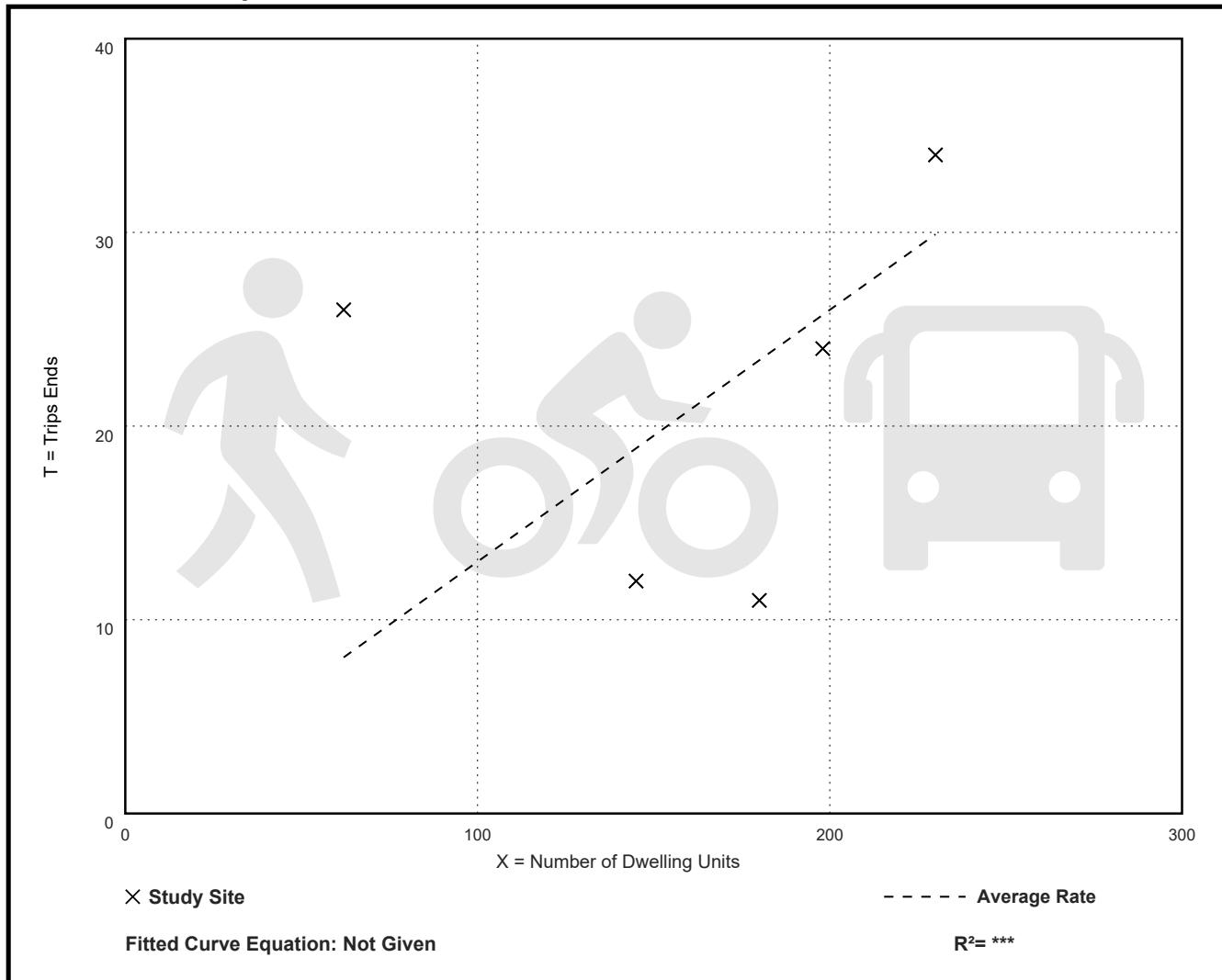
Avg. Num. of Dwelling Units: 163

Directional Distribution: 36% entering, 64% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.13	0.06 - 0.42	0.10

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 5

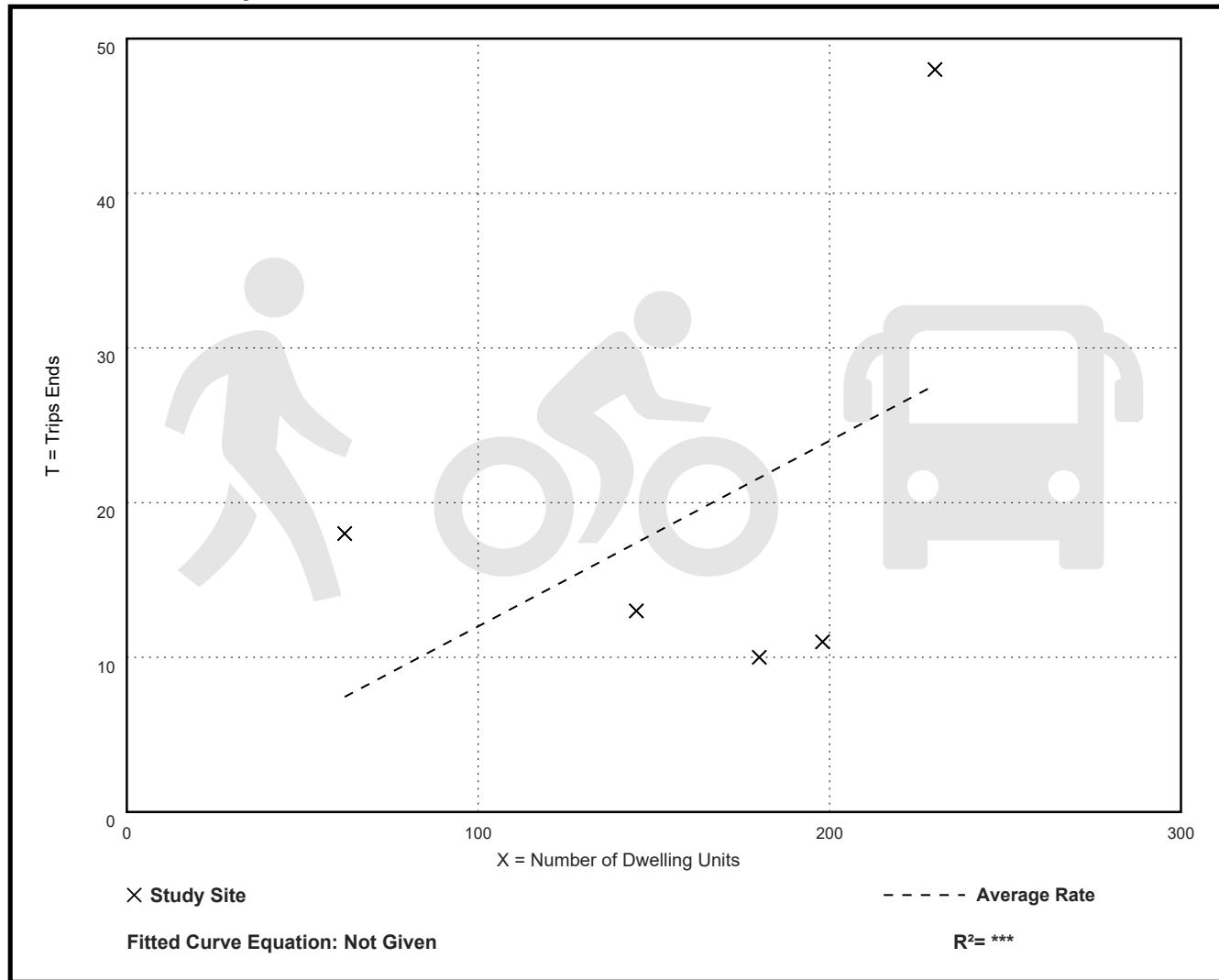
Avg. Num. of Dwelling Units: 163

Directional Distribution: 58% entering, 42% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.12	0.06 - 0.29	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 180

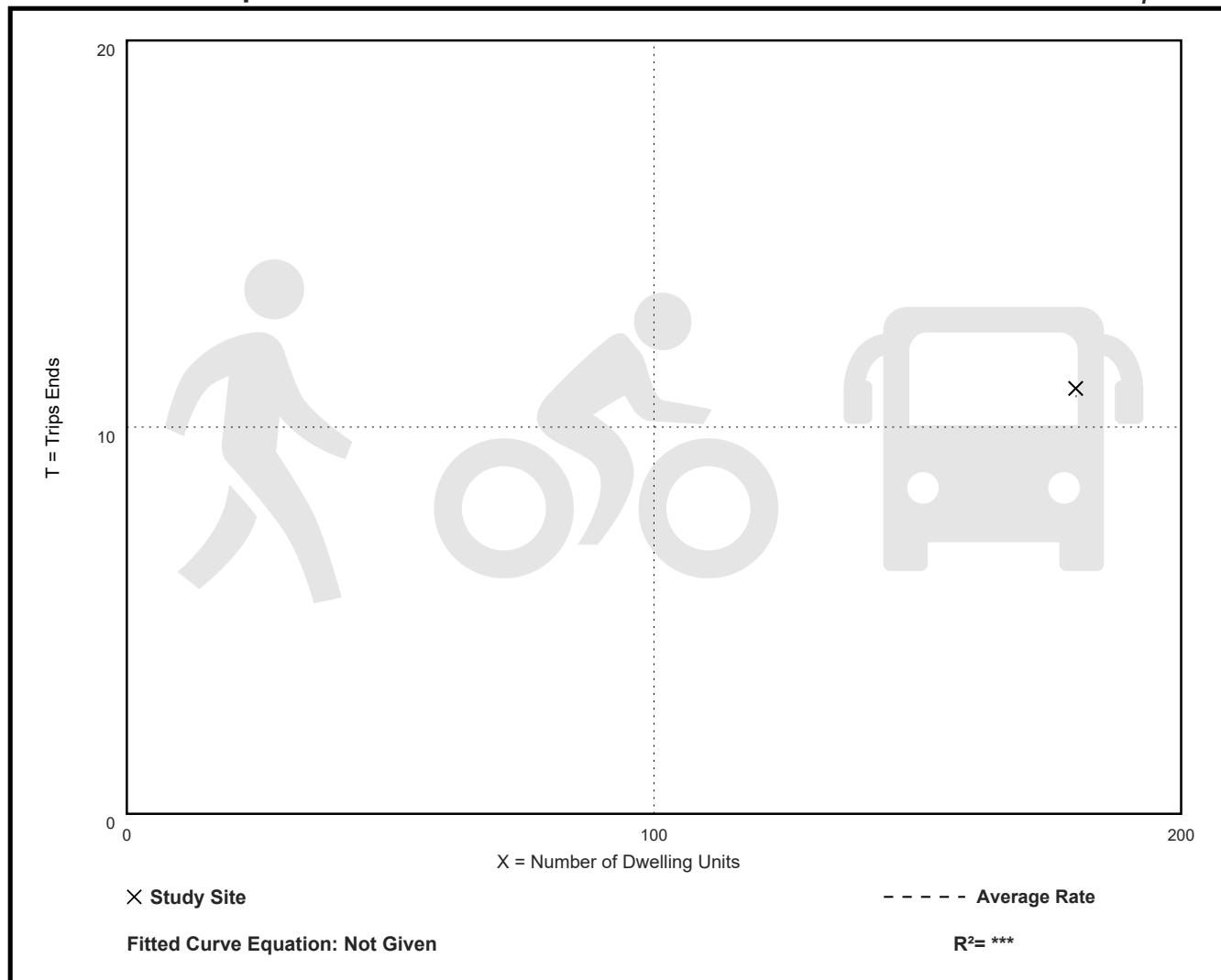
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.06 - 0.06	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 180

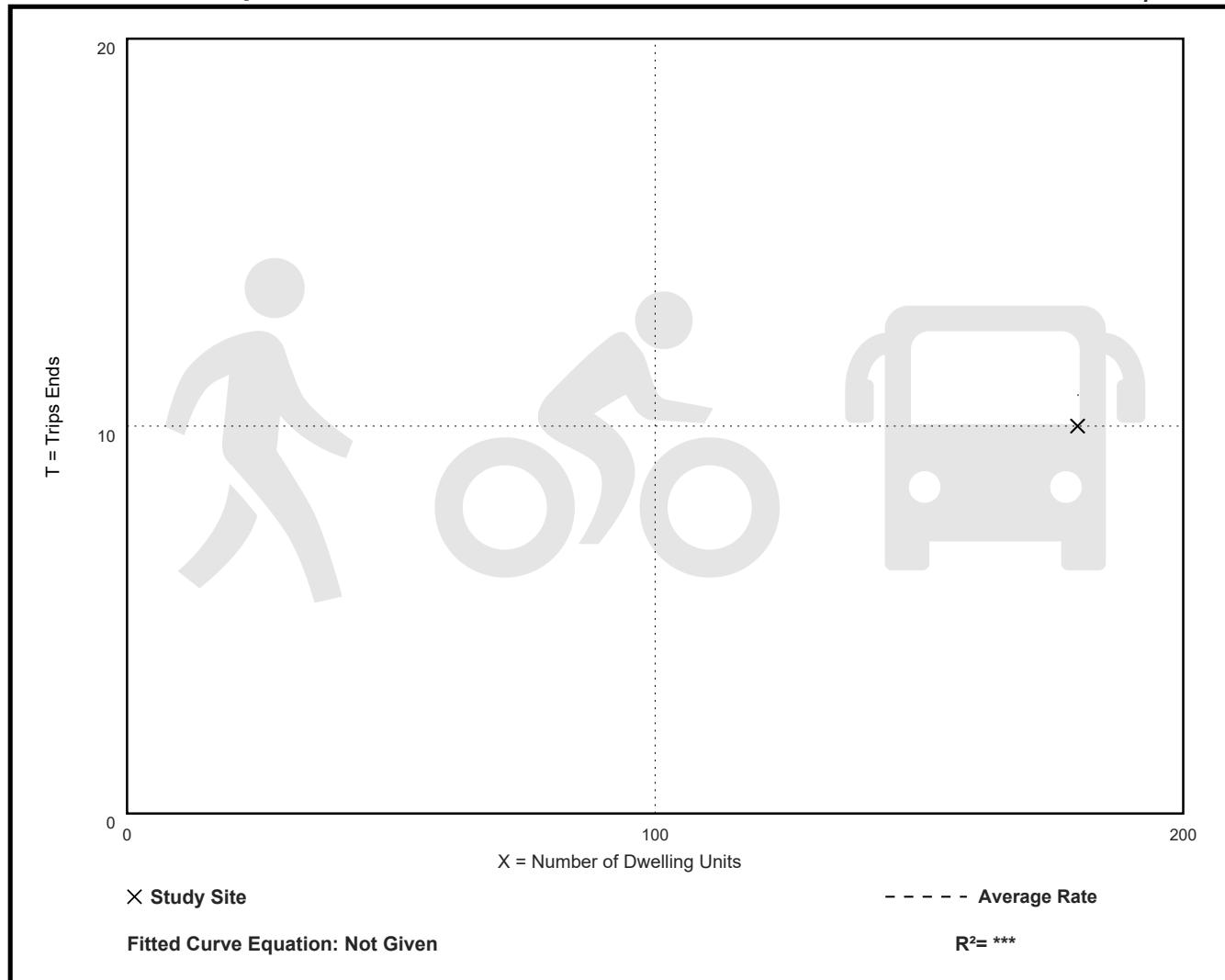
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.06 - 0.06	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk Trip Ends vs: Dwelling Units

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: 5

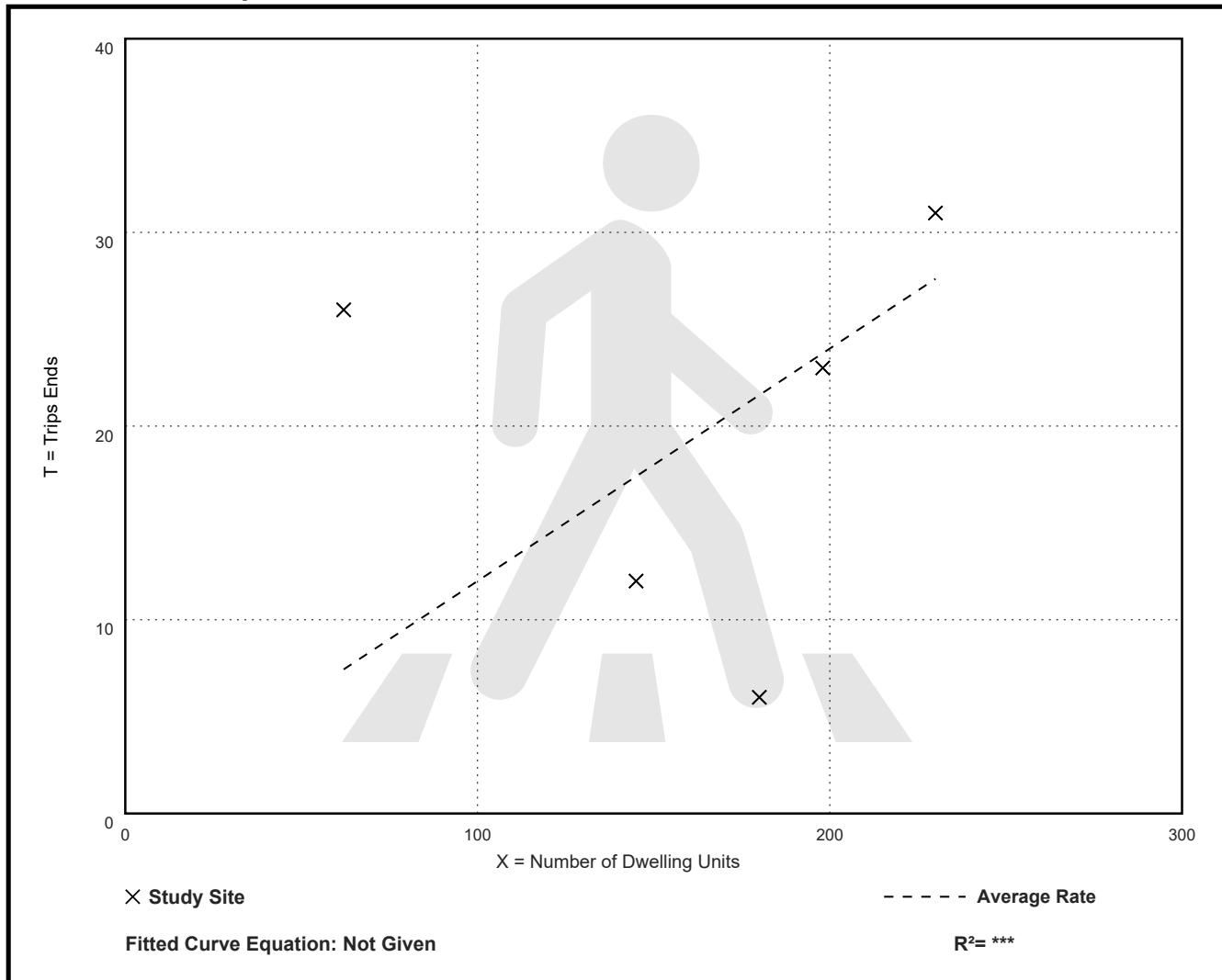
Avg. Num. of Dwelling Units: 163

Directional Distribution: 43% entering, 57% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.12	0.03 - 0.42	0.10

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk Trip Ends vs: Dwelling Units

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: 5

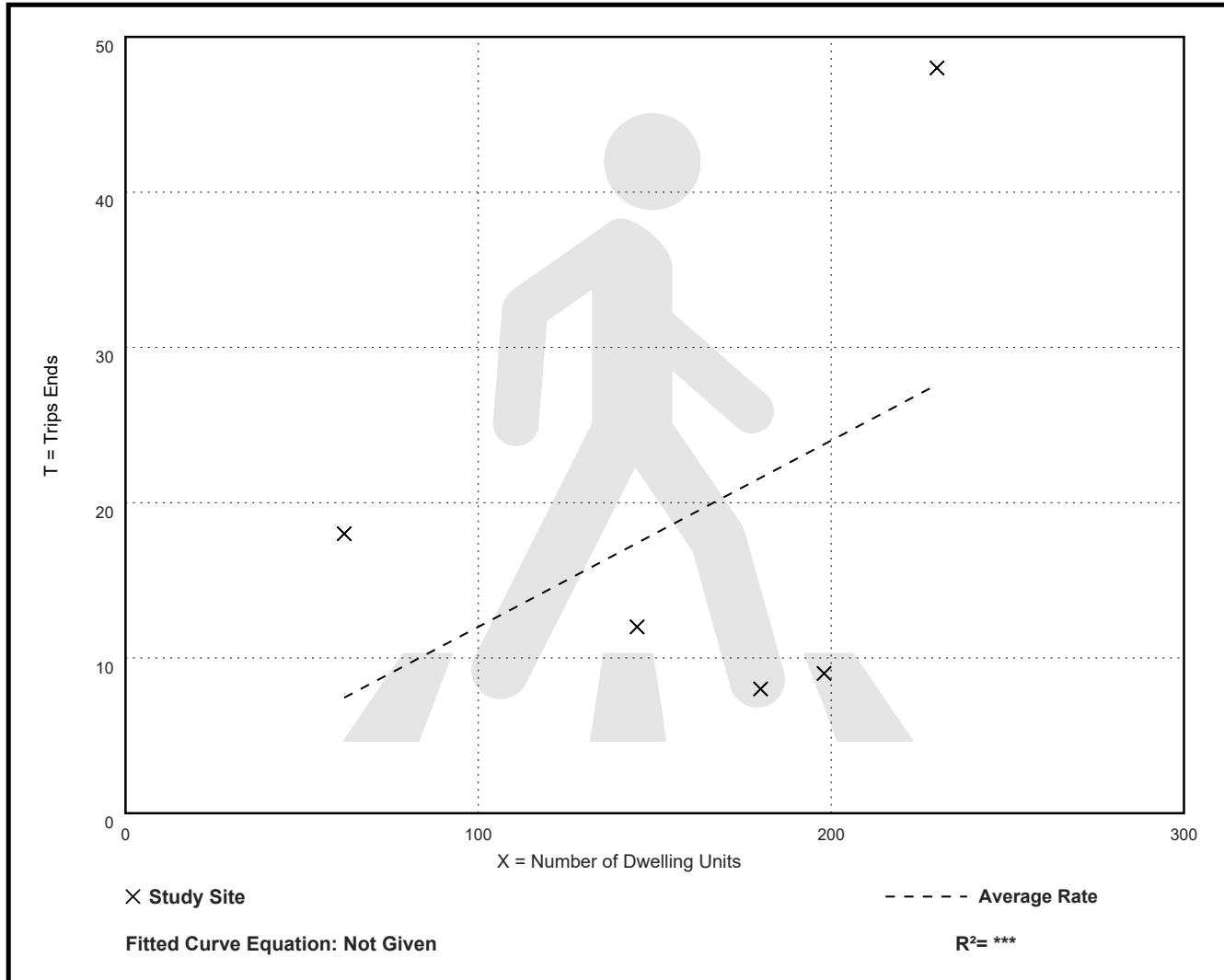
Avg. Num. of Dwelling Units: 163

Directional Distribution: 59% entering, 41% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.12	0.04 - 0.29	0.10

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 180

Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.03 - 0.03	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Walk Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 180

Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.04	0.04 - 0.04	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 180

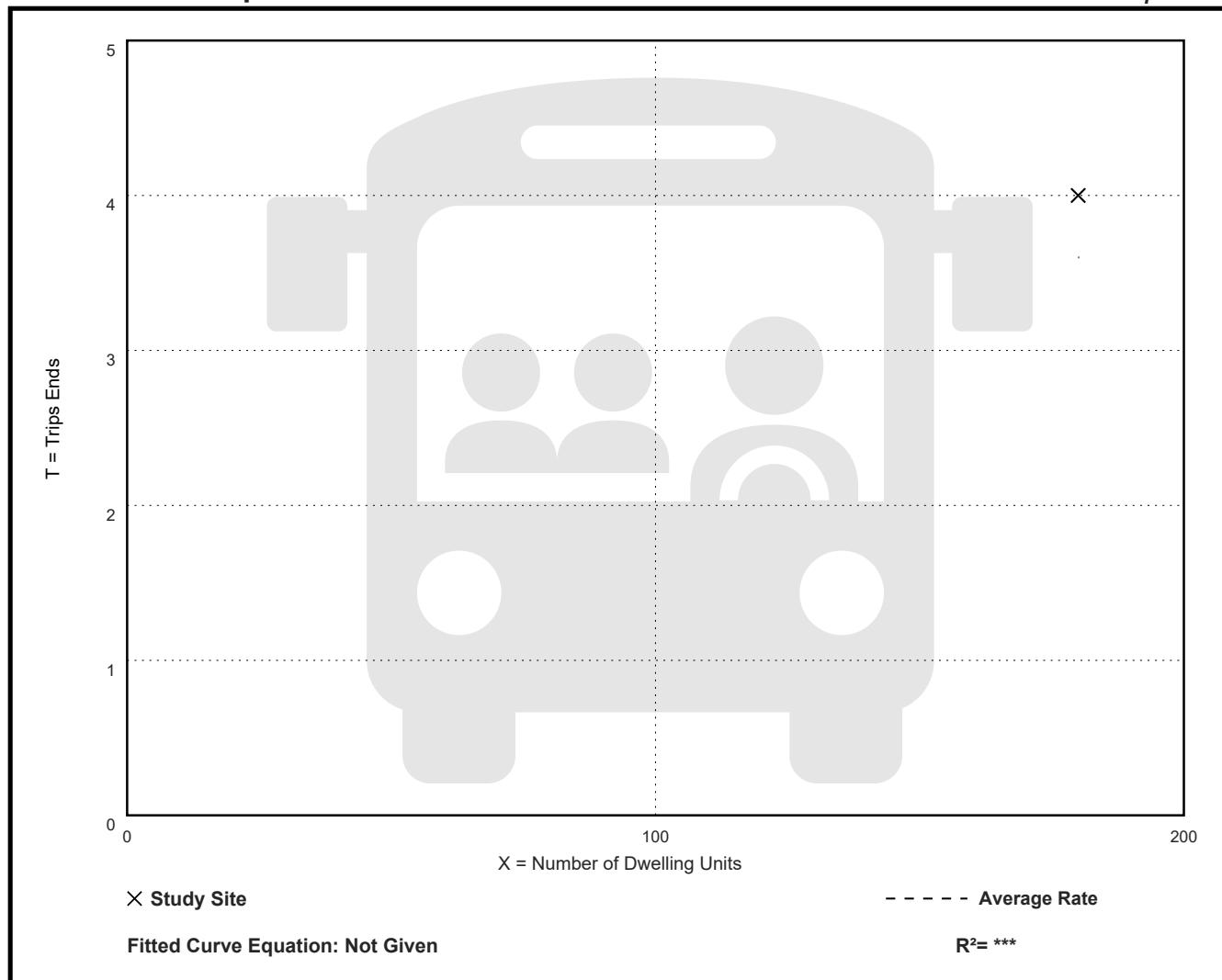
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.02	0.02 - 0.02	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 180

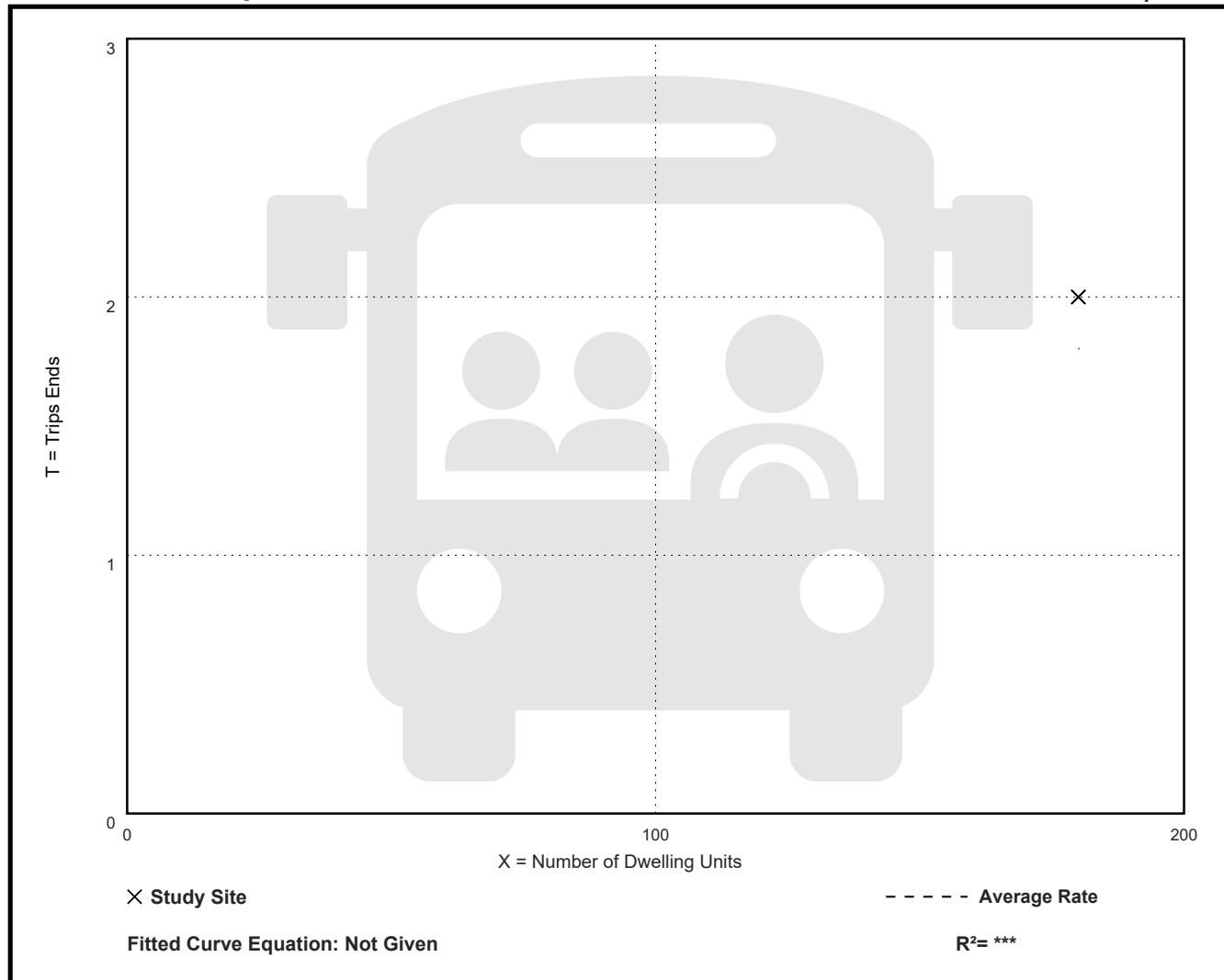
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.01 - 0.01	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Transit Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

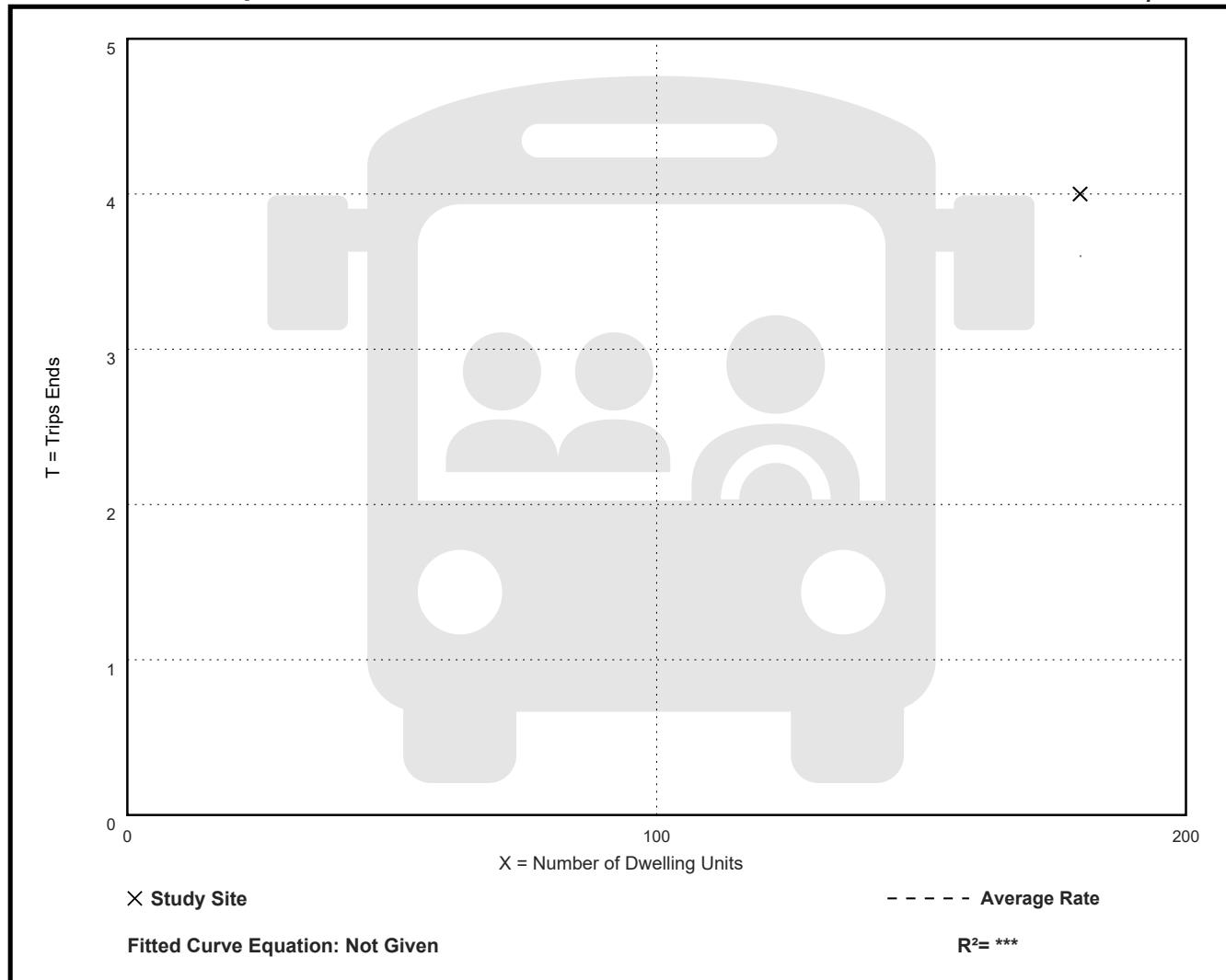
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.02	0.02 - 0.02	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

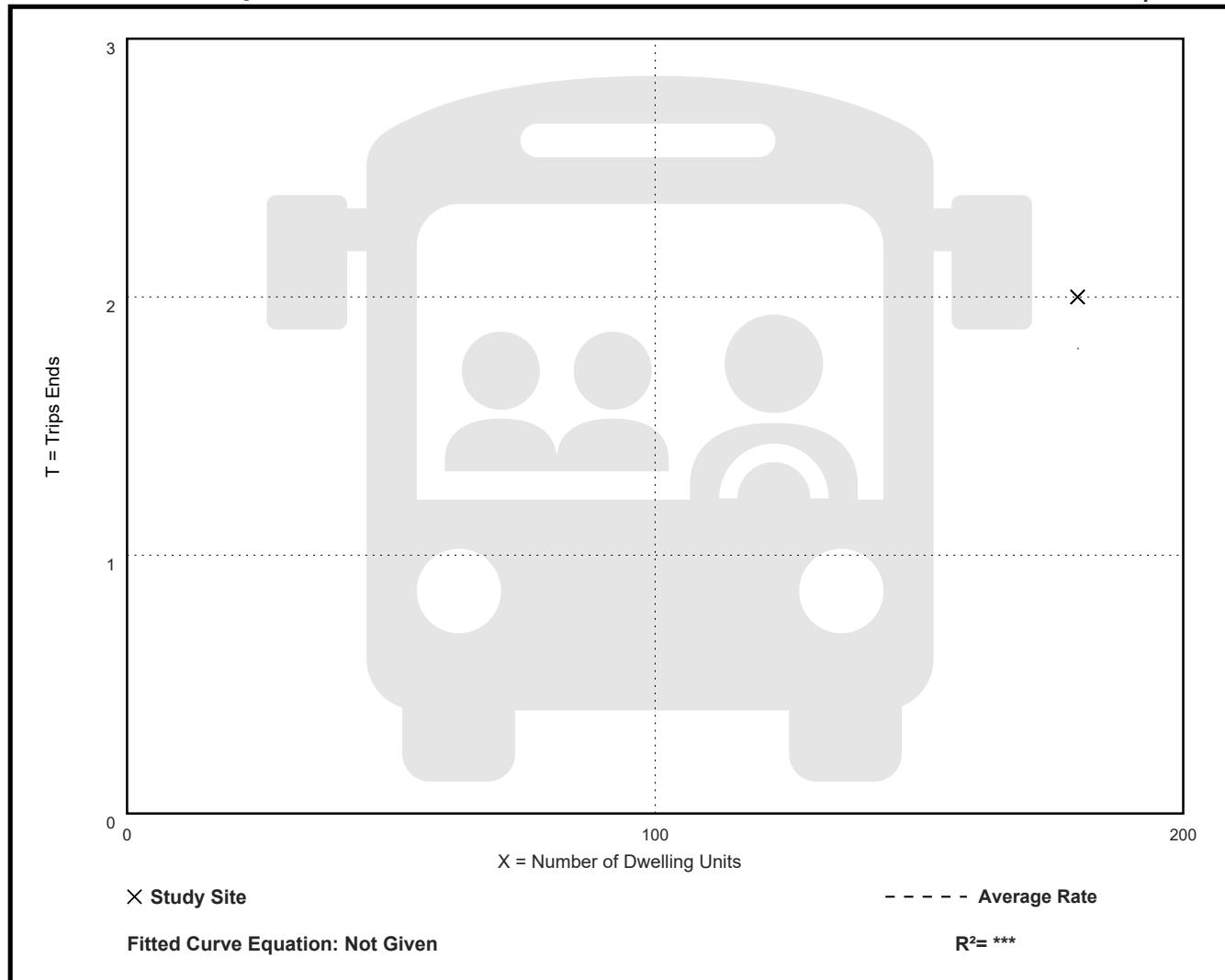
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.01 - 0.01	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Bicycle Trip Ends vs: Dwelling Units

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: 5

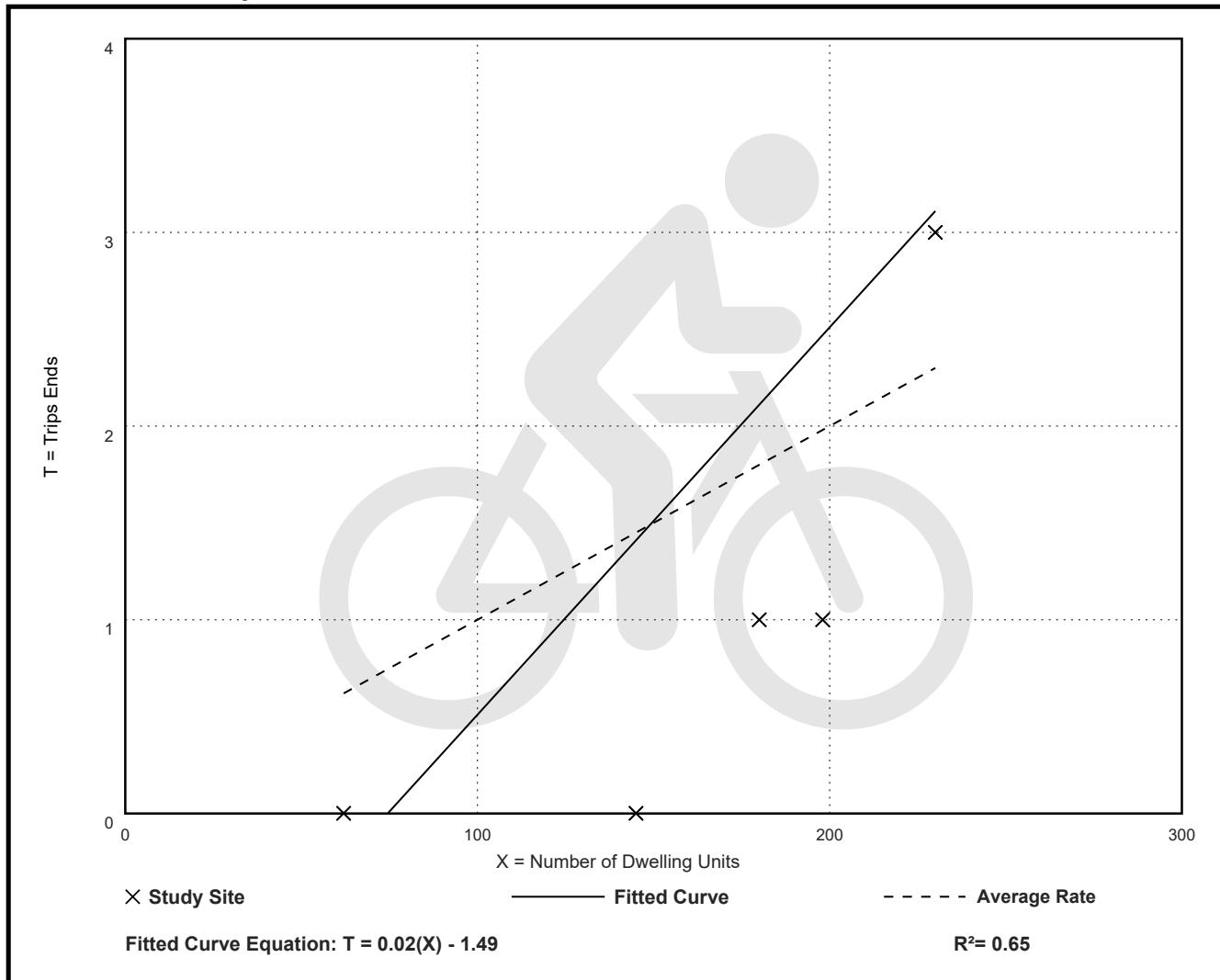
Avg. Num. of Dwelling Units: 163

Directional Distribution: 25% entering, 75% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.01	0.01

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Bicycle Trip Ends vs: Dwelling Units

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: 5

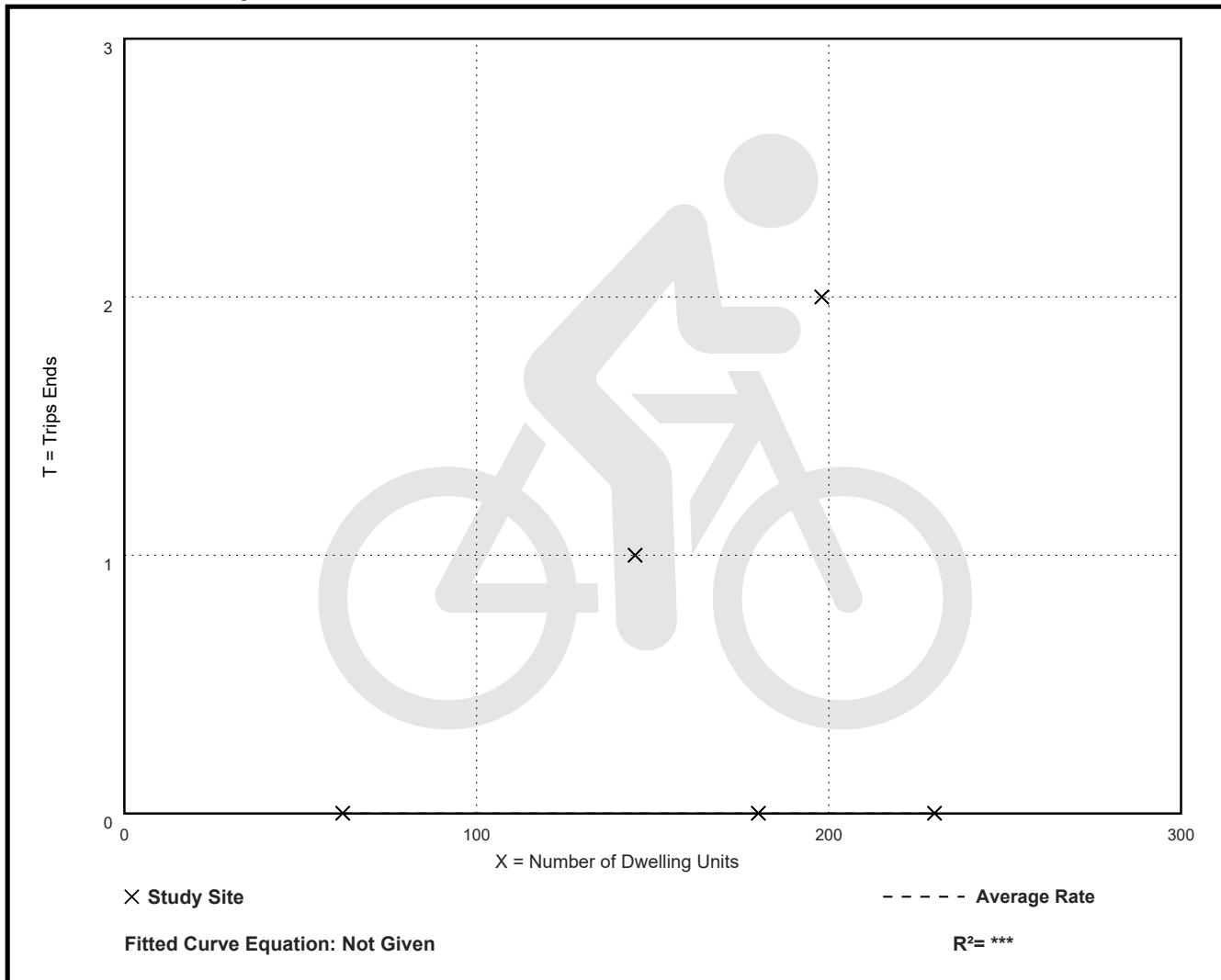
Avg. Num. of Dwelling Units: 163

Directional Distribution: 33% entering, 67% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.01	***

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

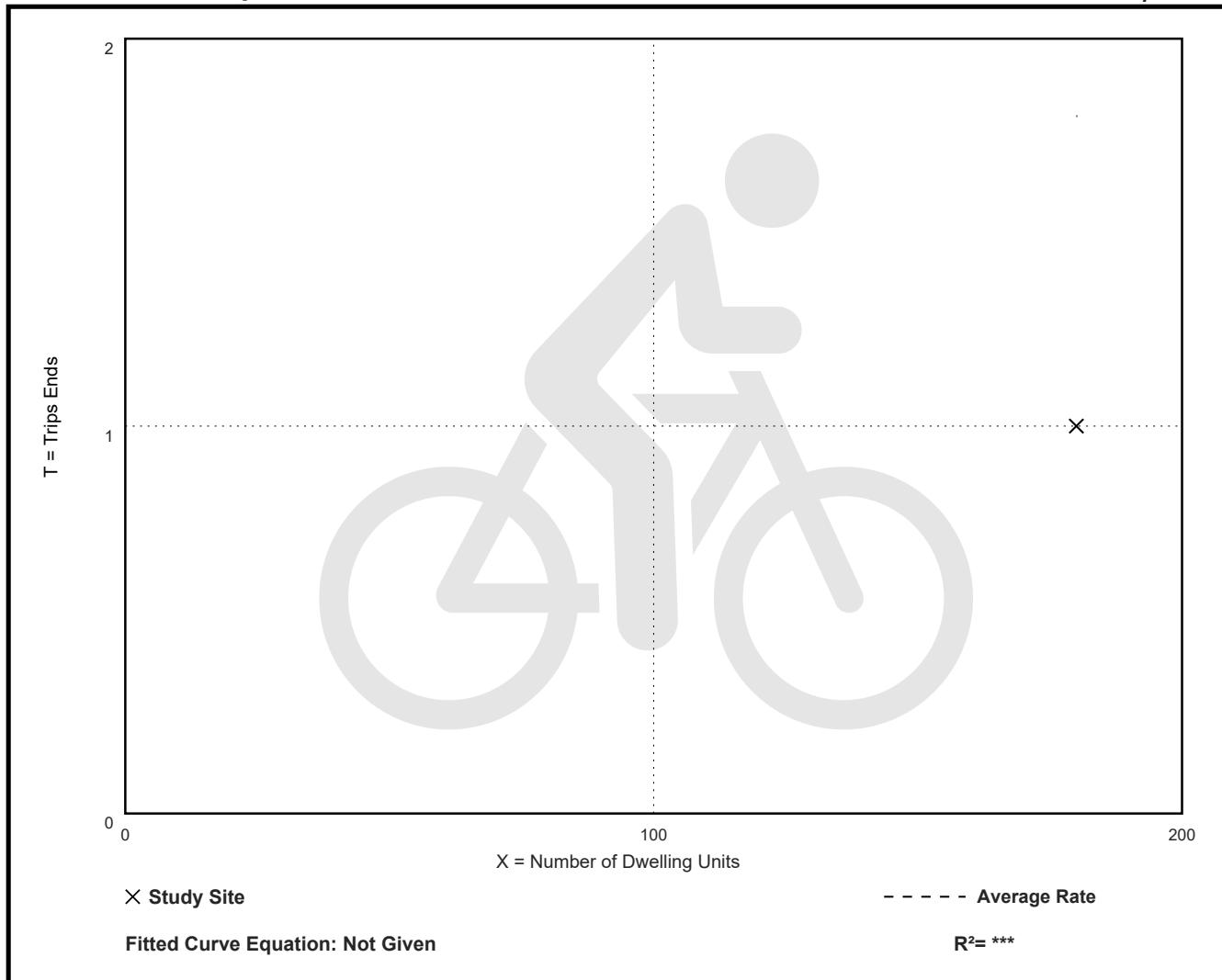
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.01 - 0.01	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

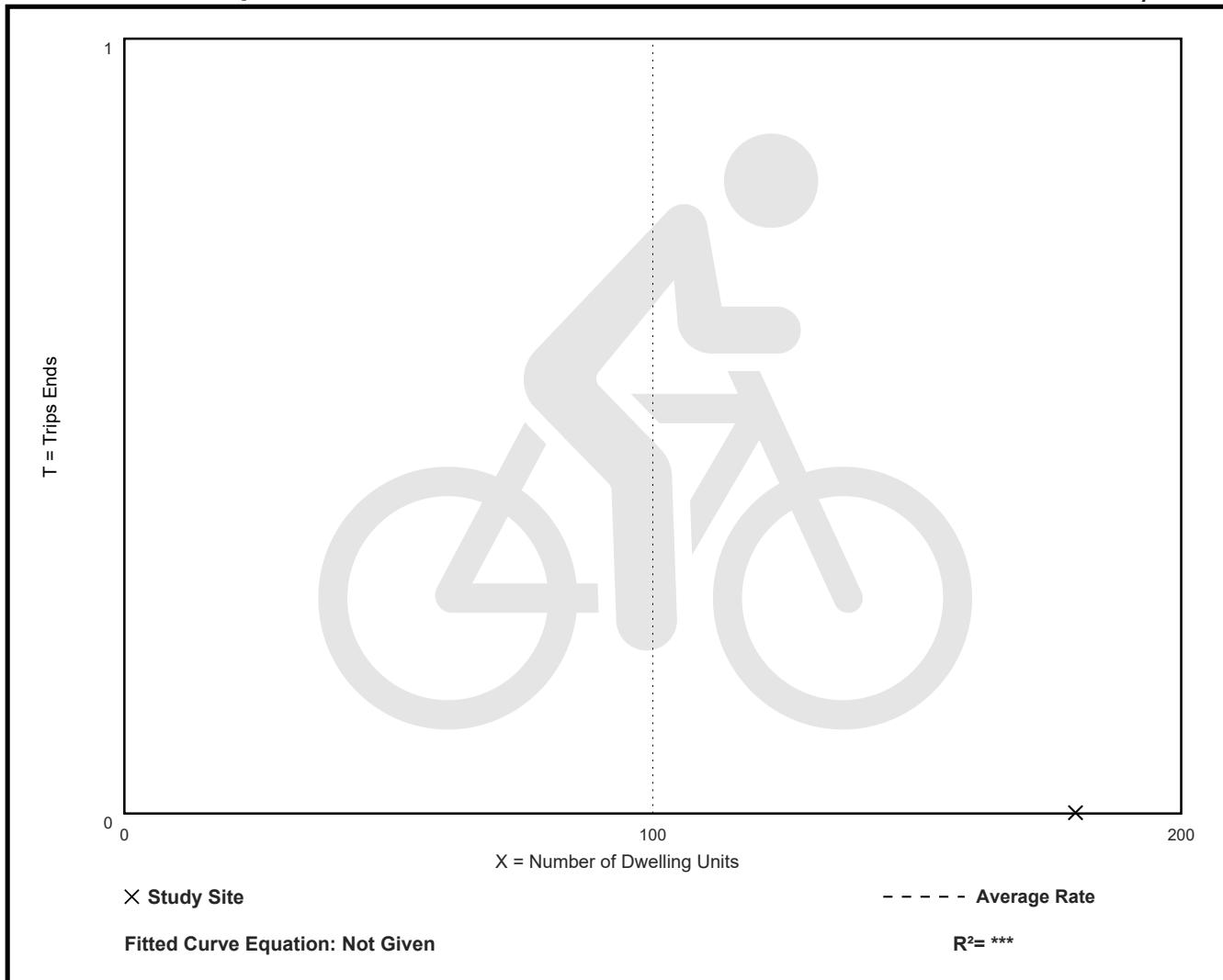
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Person Trip Ends vs: Dwelling Units

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

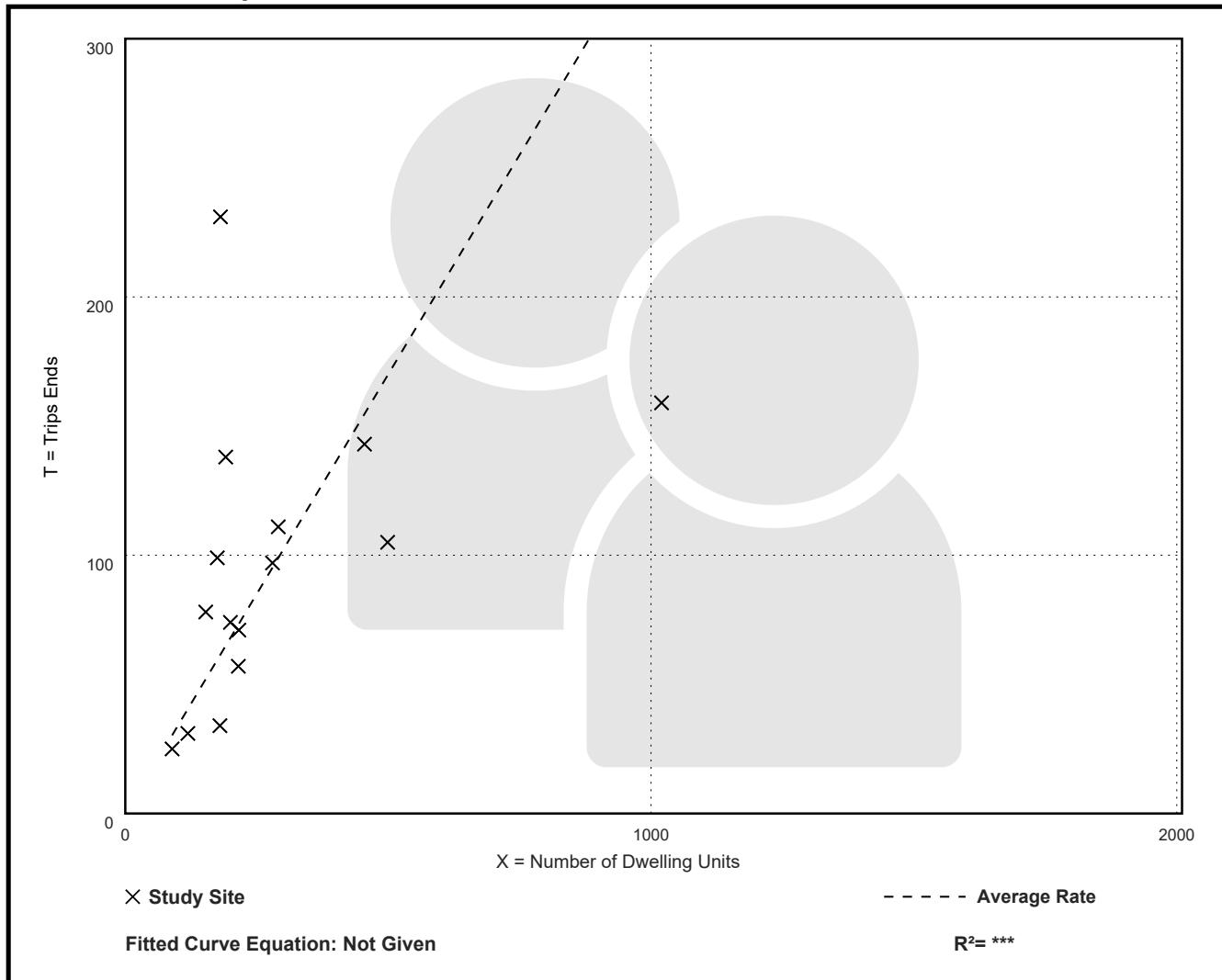
Avg. Num. of Dwelling Units: 284

Directional Distribution: 28% entering, 72% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.34	0.16 - 1.28	0.25

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Person Trip Ends vs: Dwelling Units

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: 15

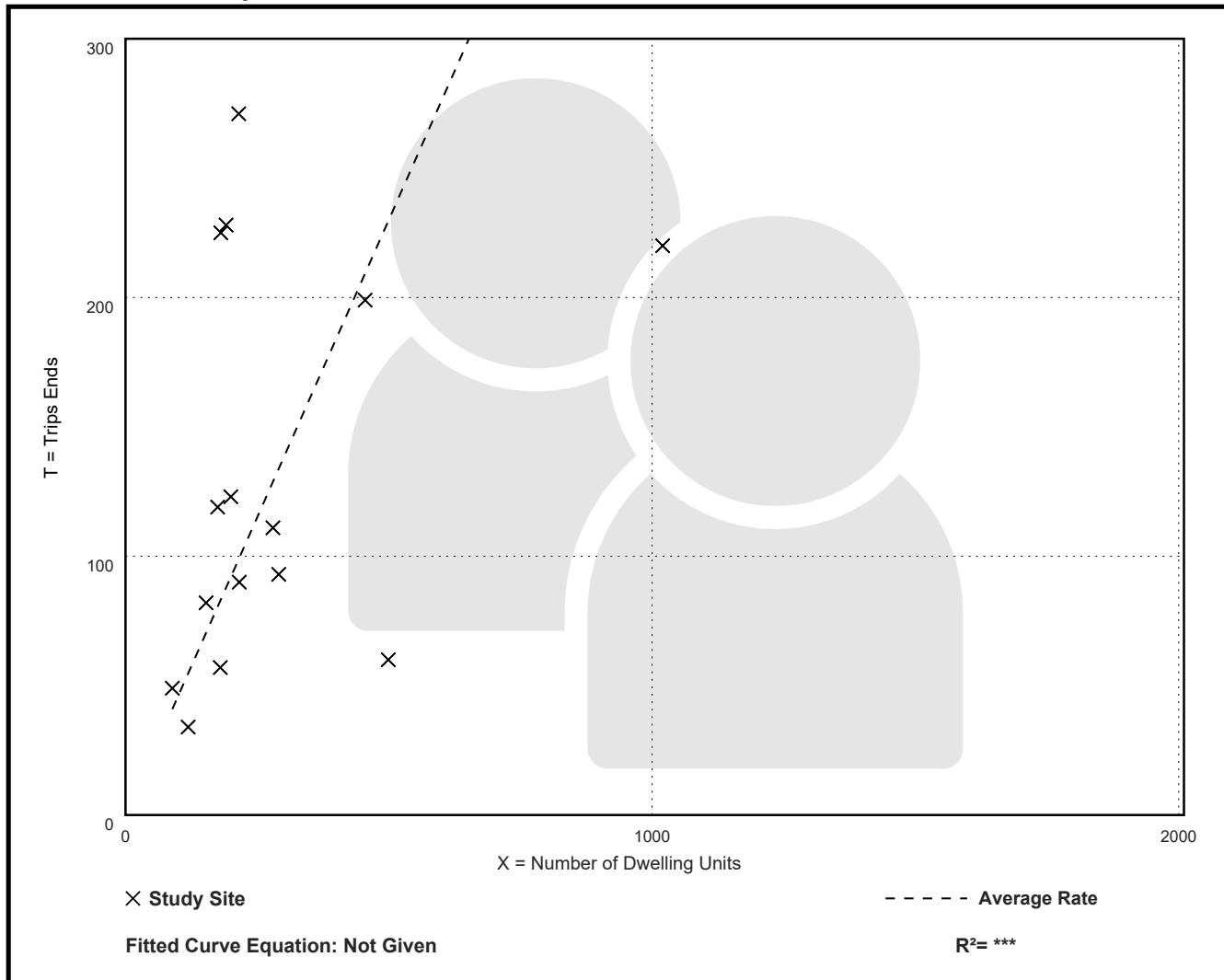
Avg. Num. of Dwelling Units: 284

Directional Distribution: 54% entering, 46% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.12 - 1.26	0.35

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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

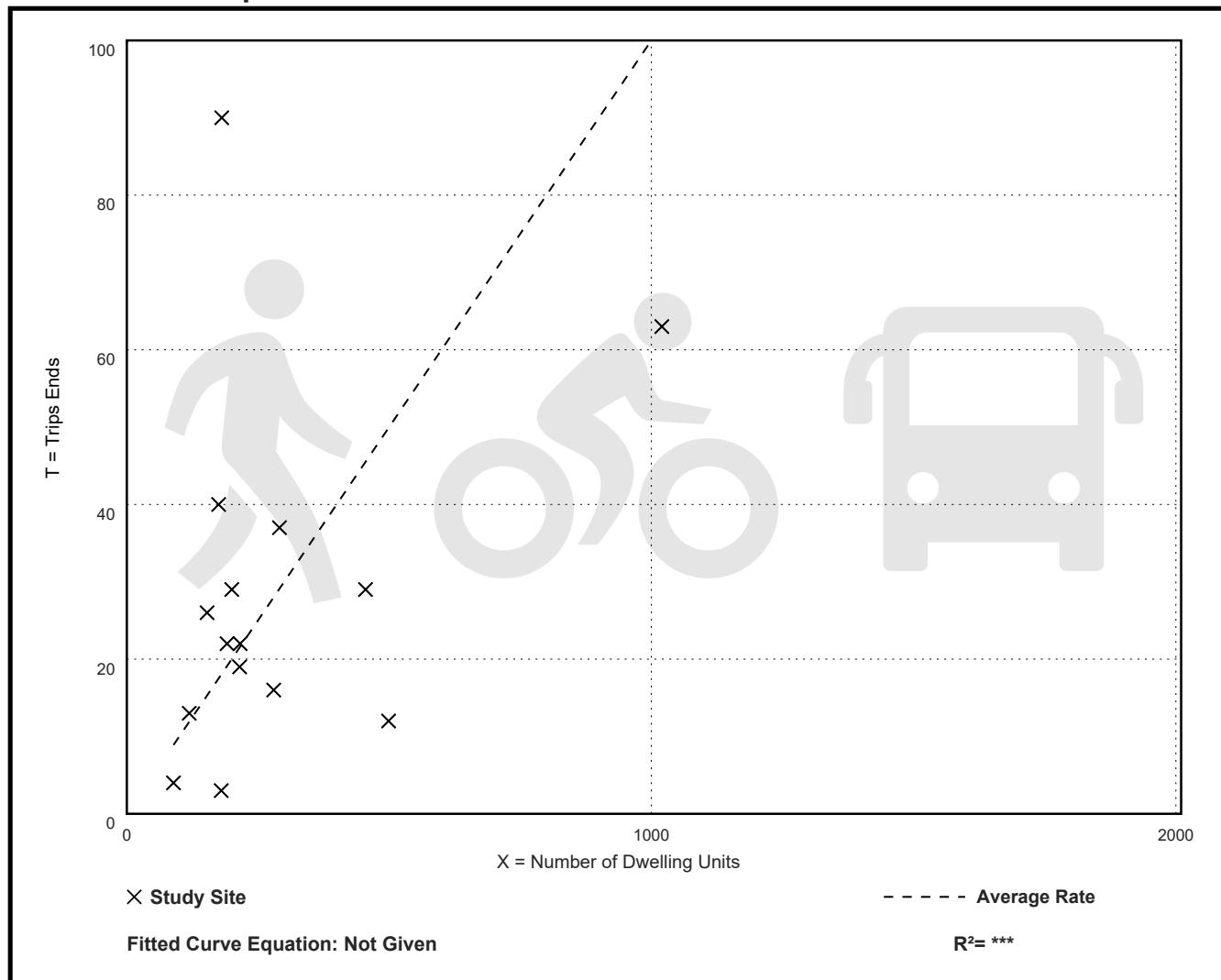
Avg. Num. of Dwelling Units: 284

Directional Distribution: 20% entering, 80% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.10	0.02 - 0.50	0.10

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 15

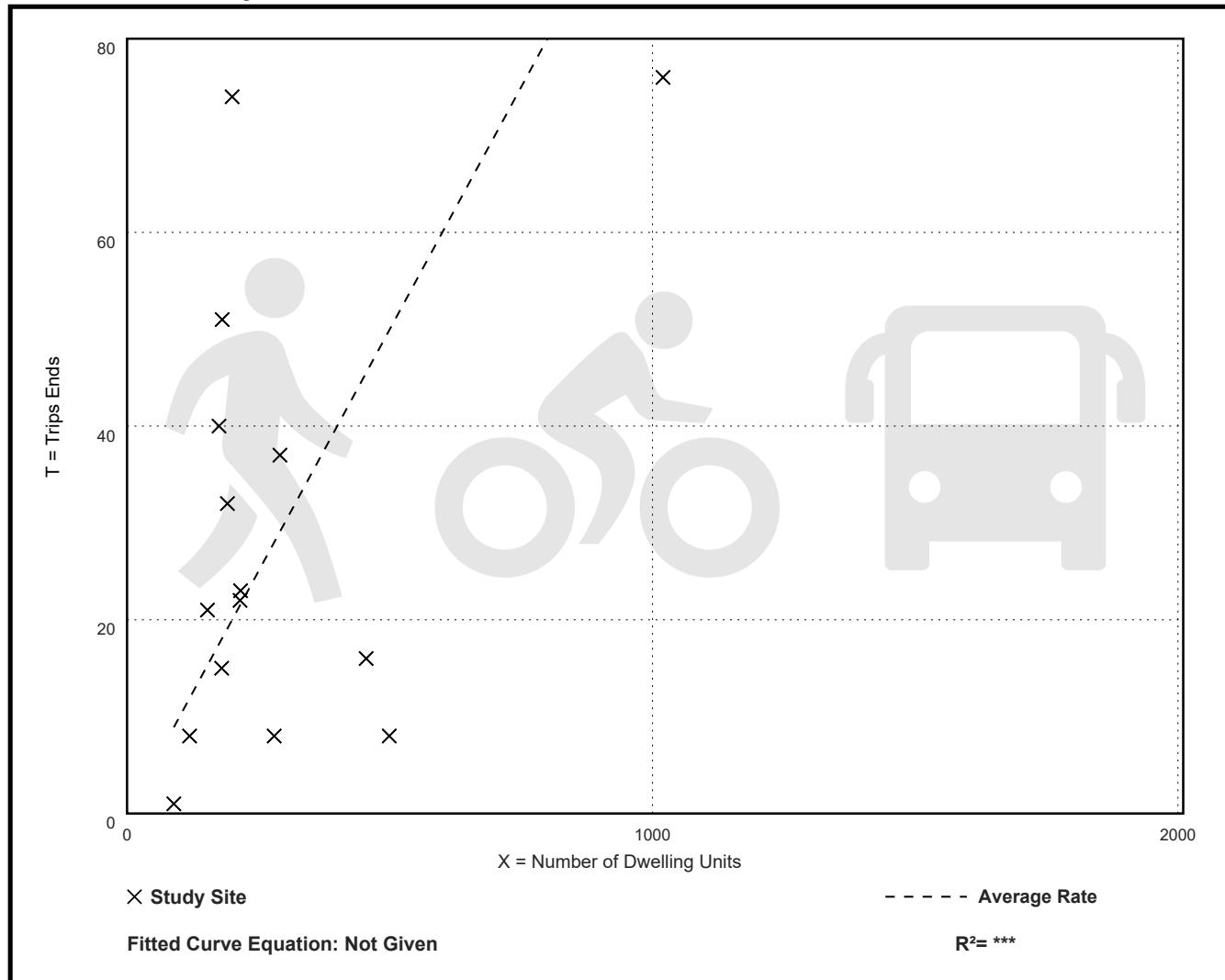
Avg. Num. of Dwelling Units: 284

Directional Distribution: 63% entering, 37% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.10	0.01 - 0.37	0.09

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Walk Trip Ends vs: Dwelling Units

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

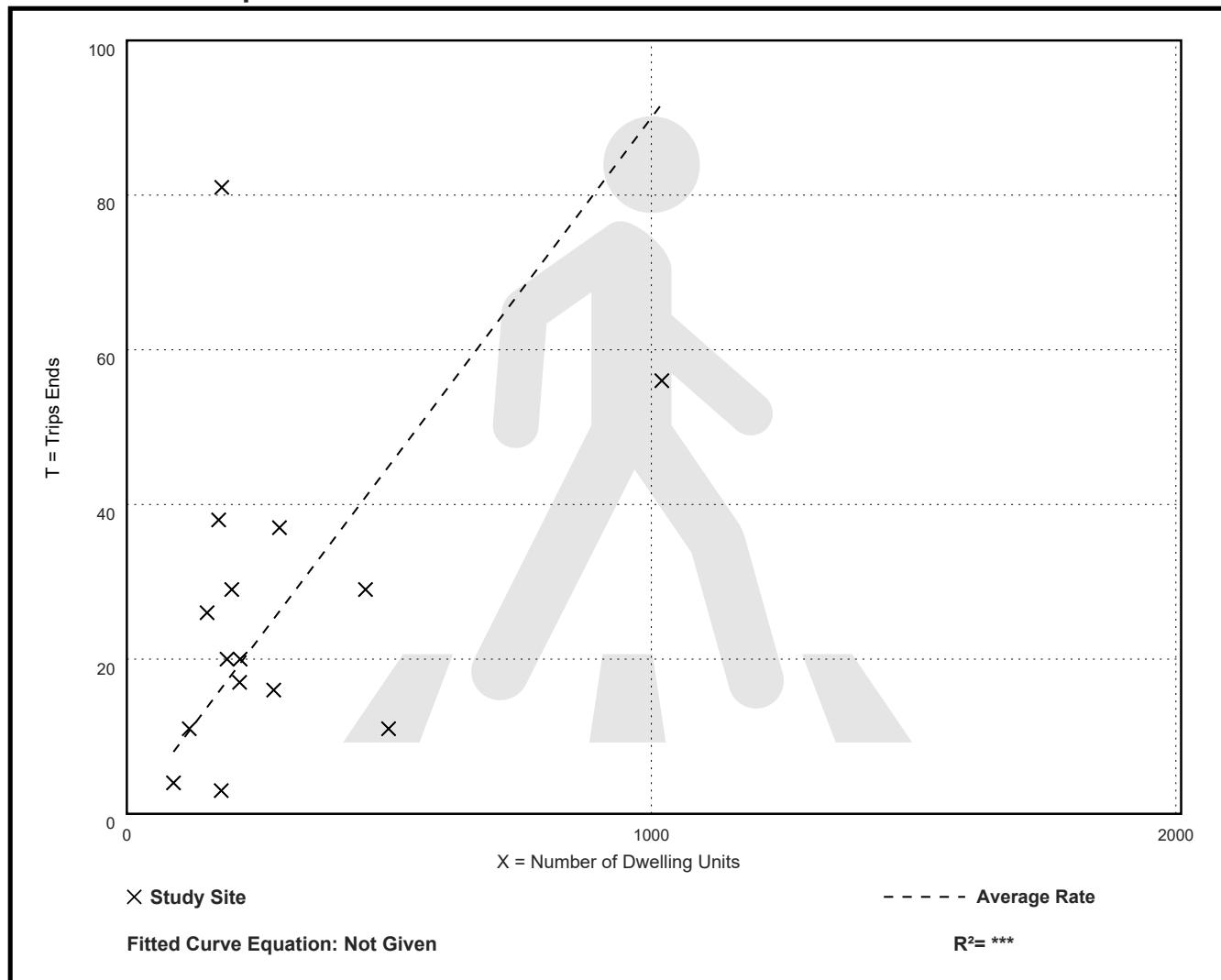
Avg. Num. of Dwelling Units: 284

Directional Distribution: 21% entering, 79% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.09	0.02 - 0.45	0.09

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Walk Trip Ends vs: Dwelling Units

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: 15

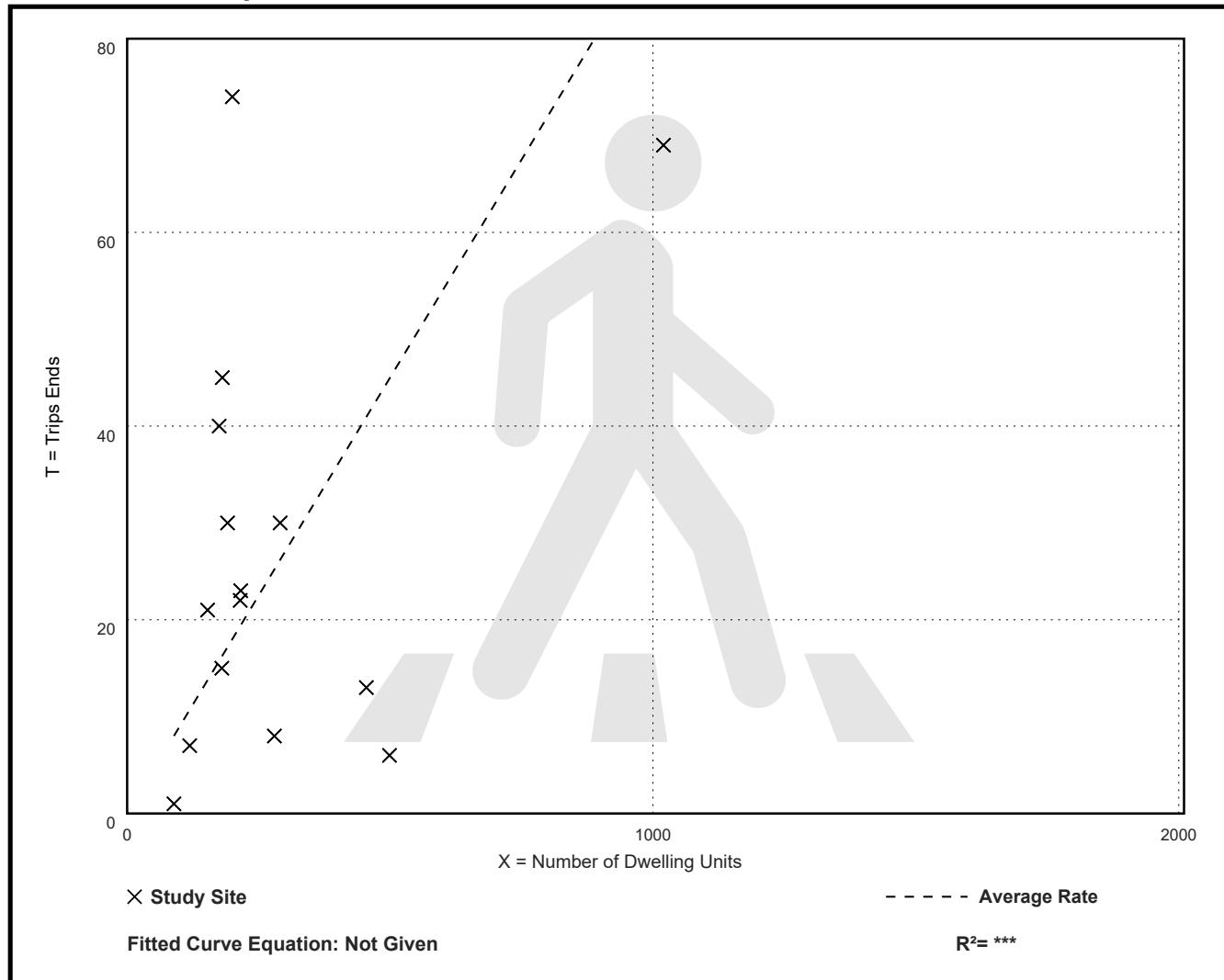
Avg. Num. of Dwelling Units: 284

Directional Distribution: 52% entering, 48% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.09	0.01 - 0.37	0.09

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Bicycle Trip Ends vs: Dwelling Units

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

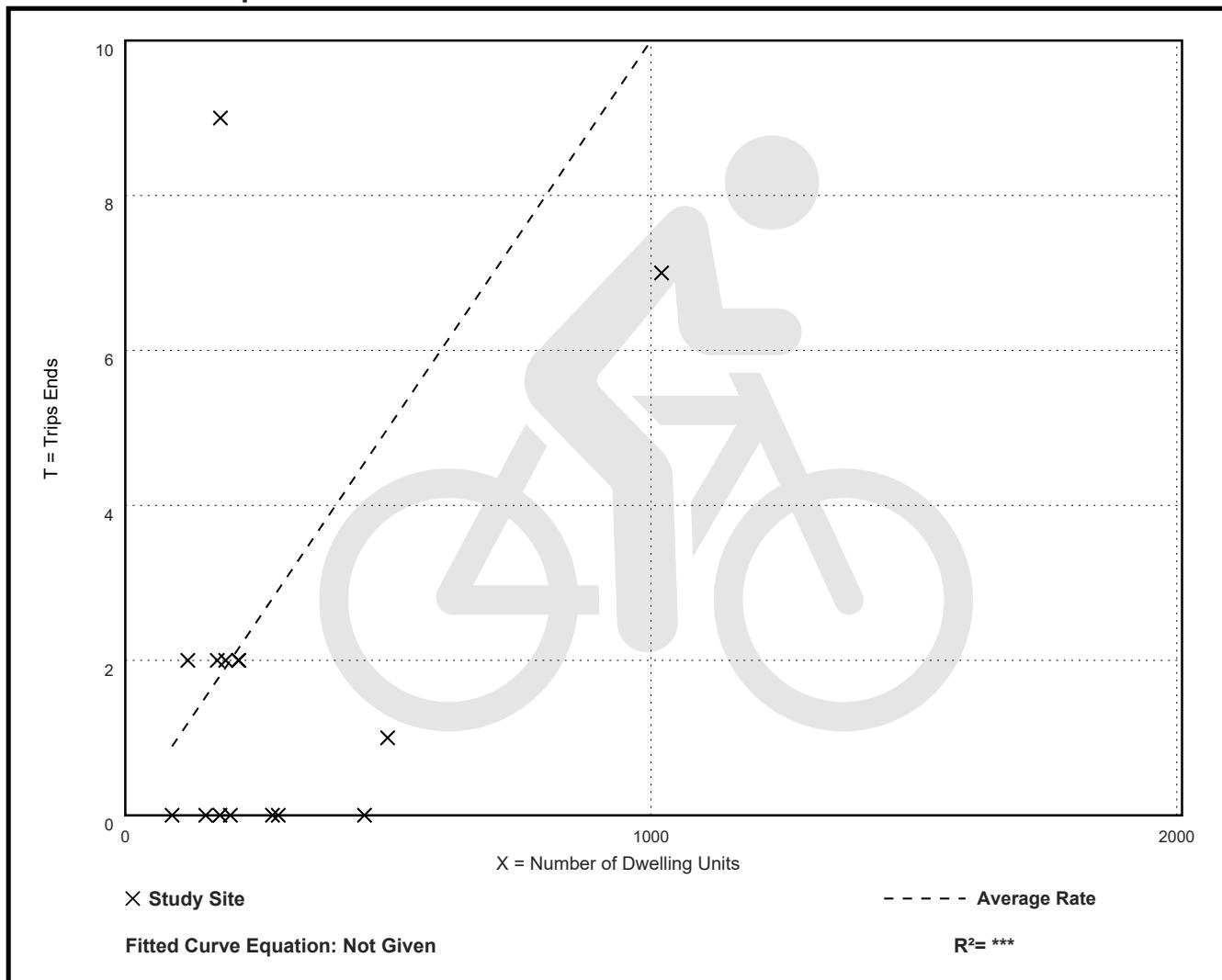
Avg. Num. of Dwelling Units: 284

Directional Distribution: 26% entering, 74% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.05	0.01

Data Plot and Equation



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Bicycle Trip Ends vs: Dwelling Units

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: 15

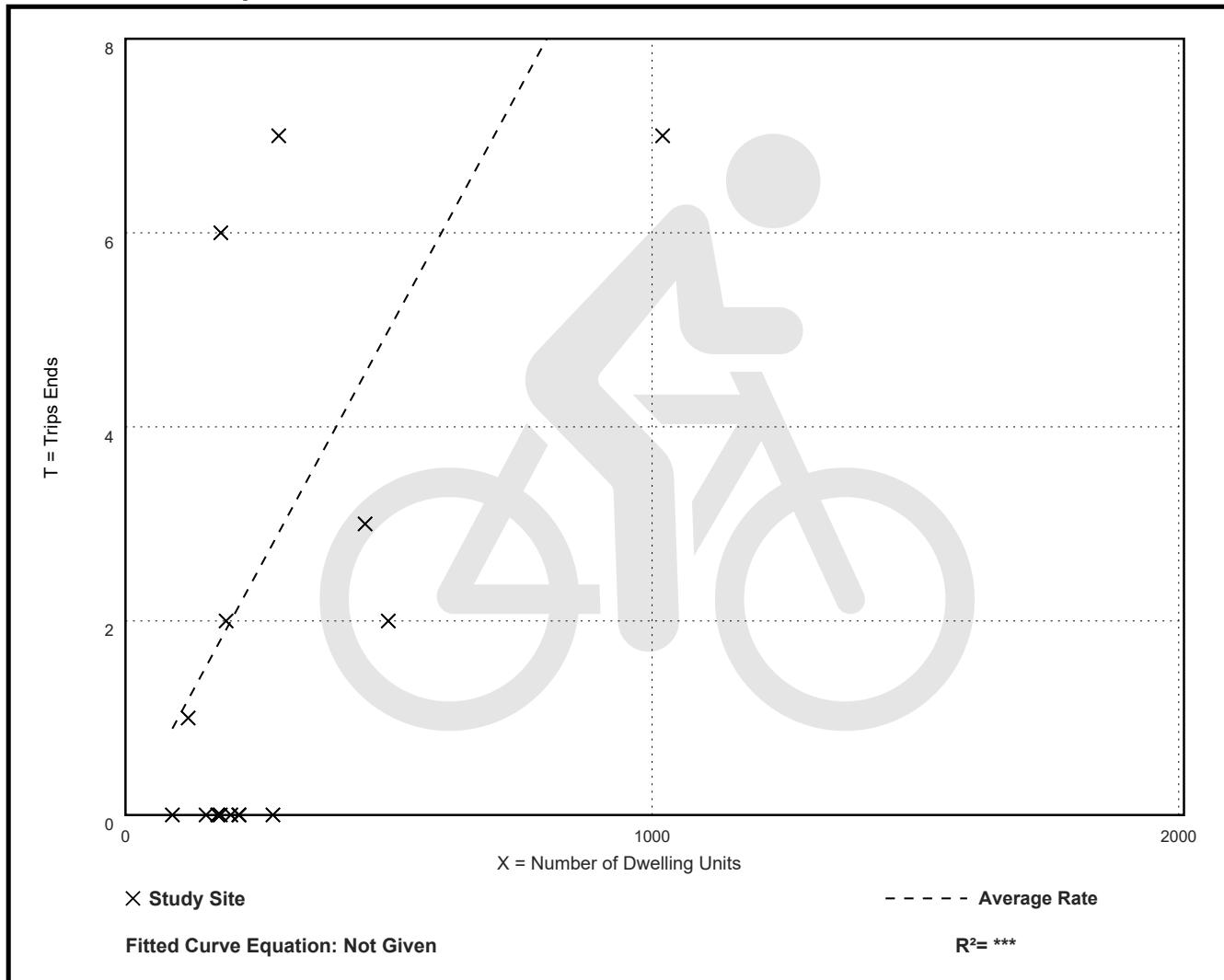
Avg. Num. of Dwelling Units: 284

Directional Distribution: 64% entering, 36% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.03	0.01

Data Plot and Equation



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Person Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 750

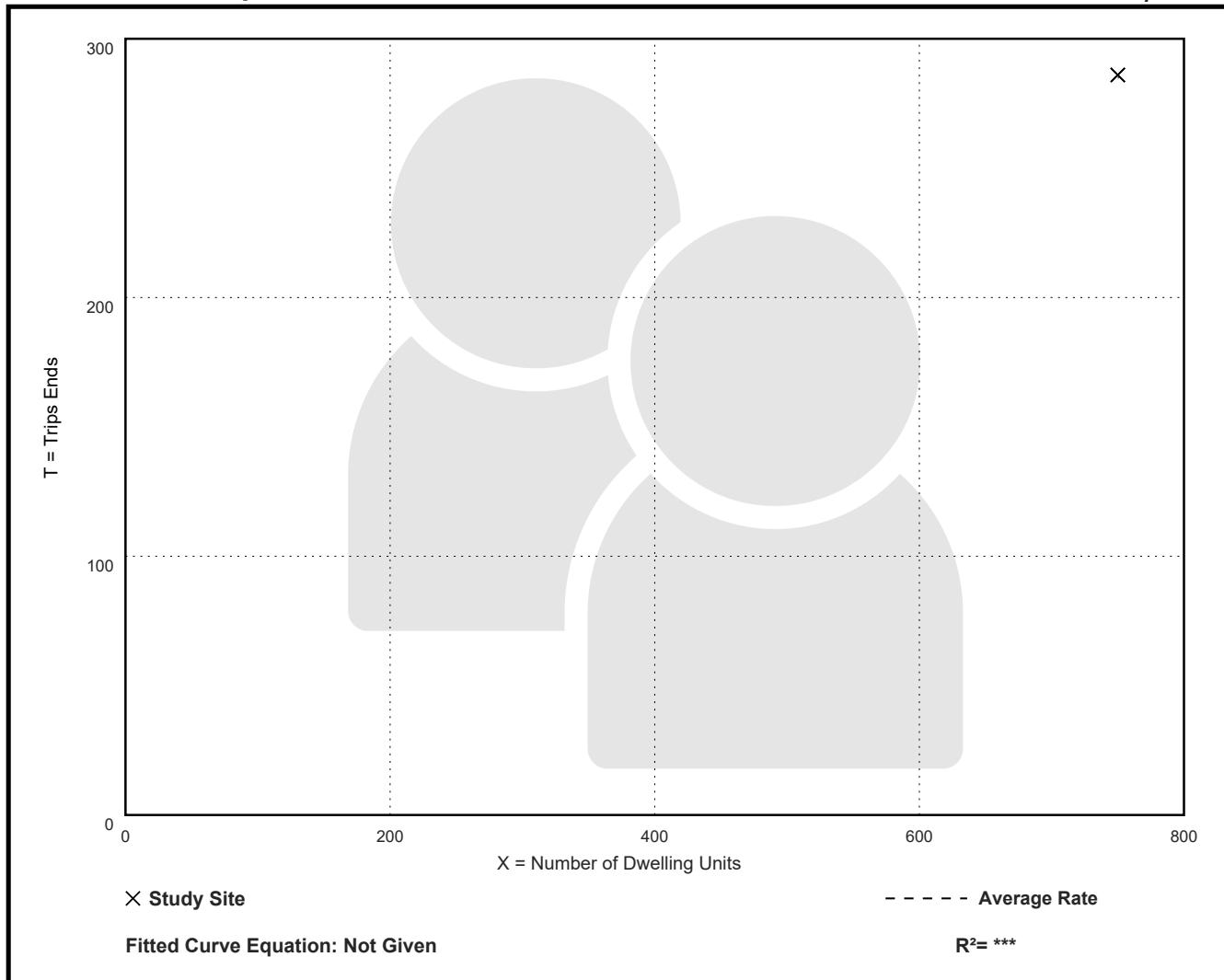
Directional Distribution: 21% entering, 79% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Person Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 750

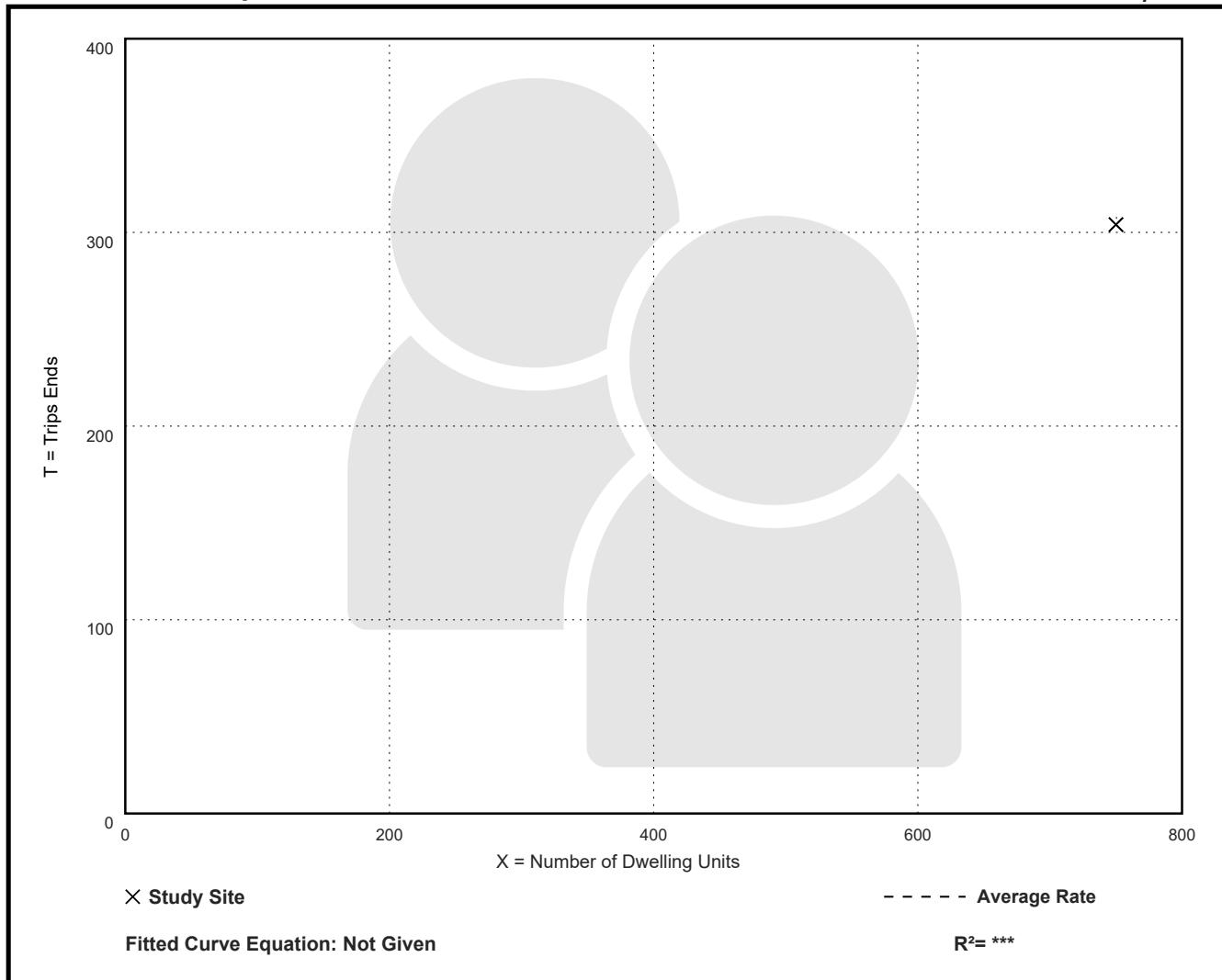
Directional Distribution: 58% entering, 42% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 750

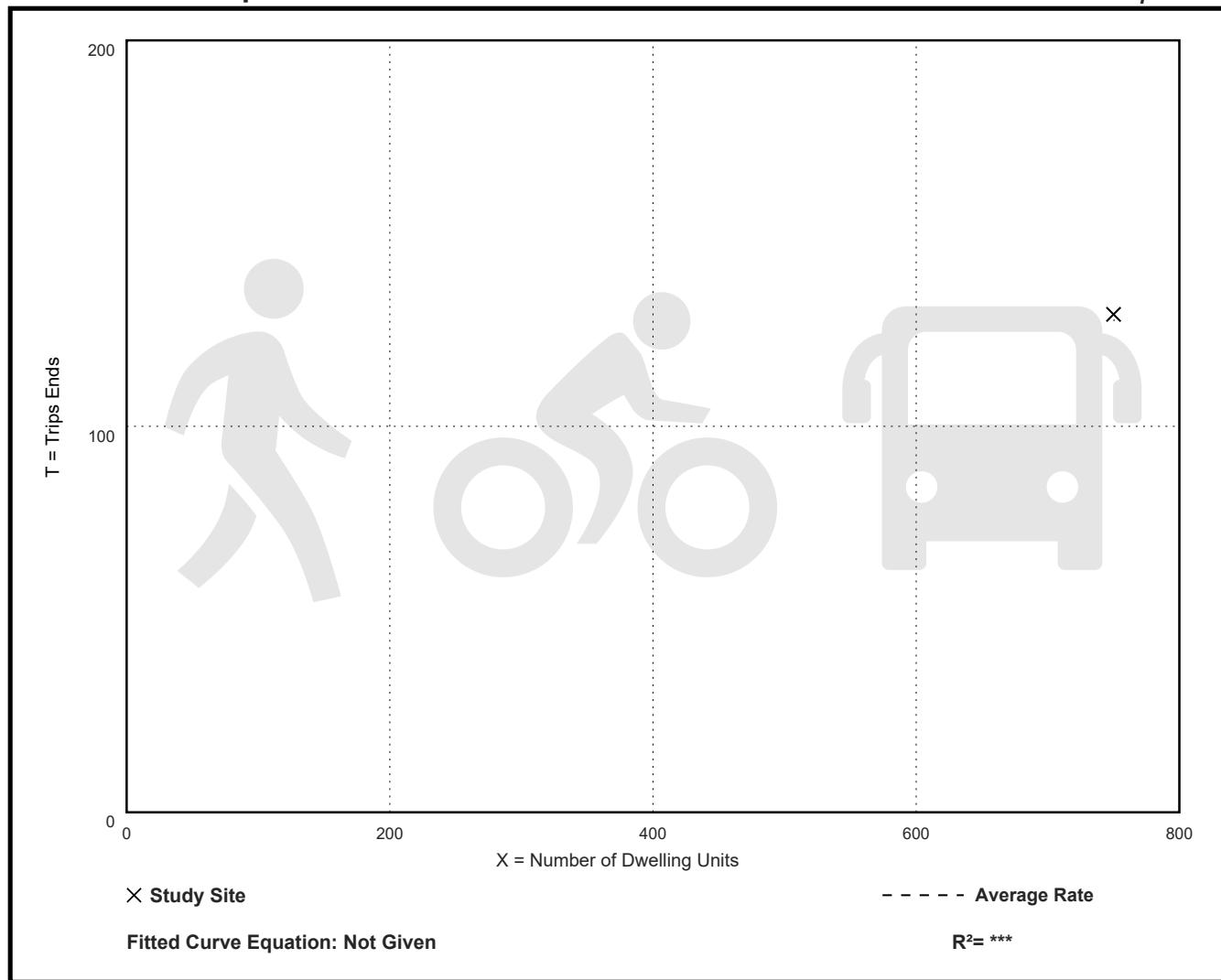
Directional Distribution: 11% entering, 89% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.17	0.17 - 0.17	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 750

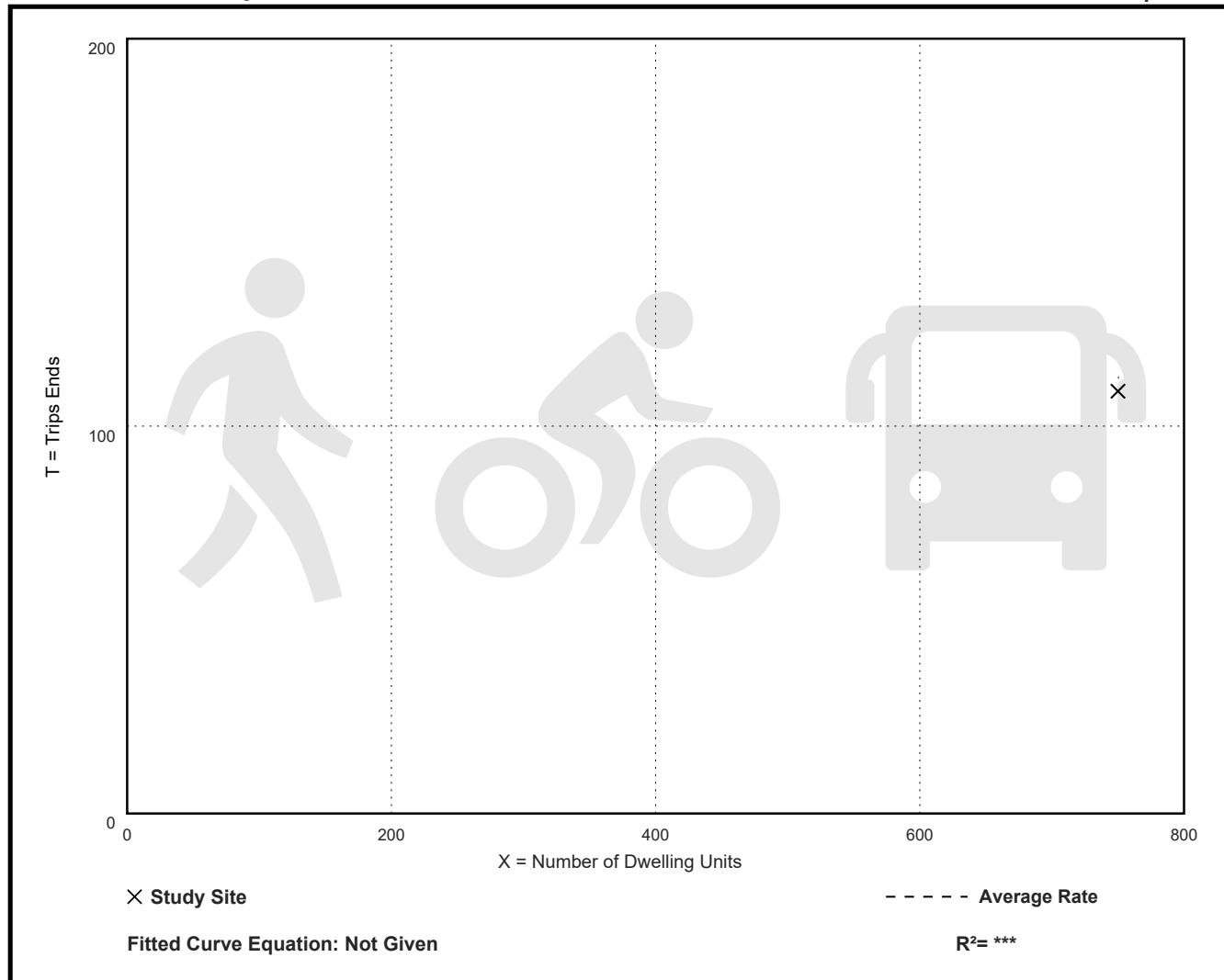
Directional Distribution: 66% entering, 34% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.15	0.15 - 0.15	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 750

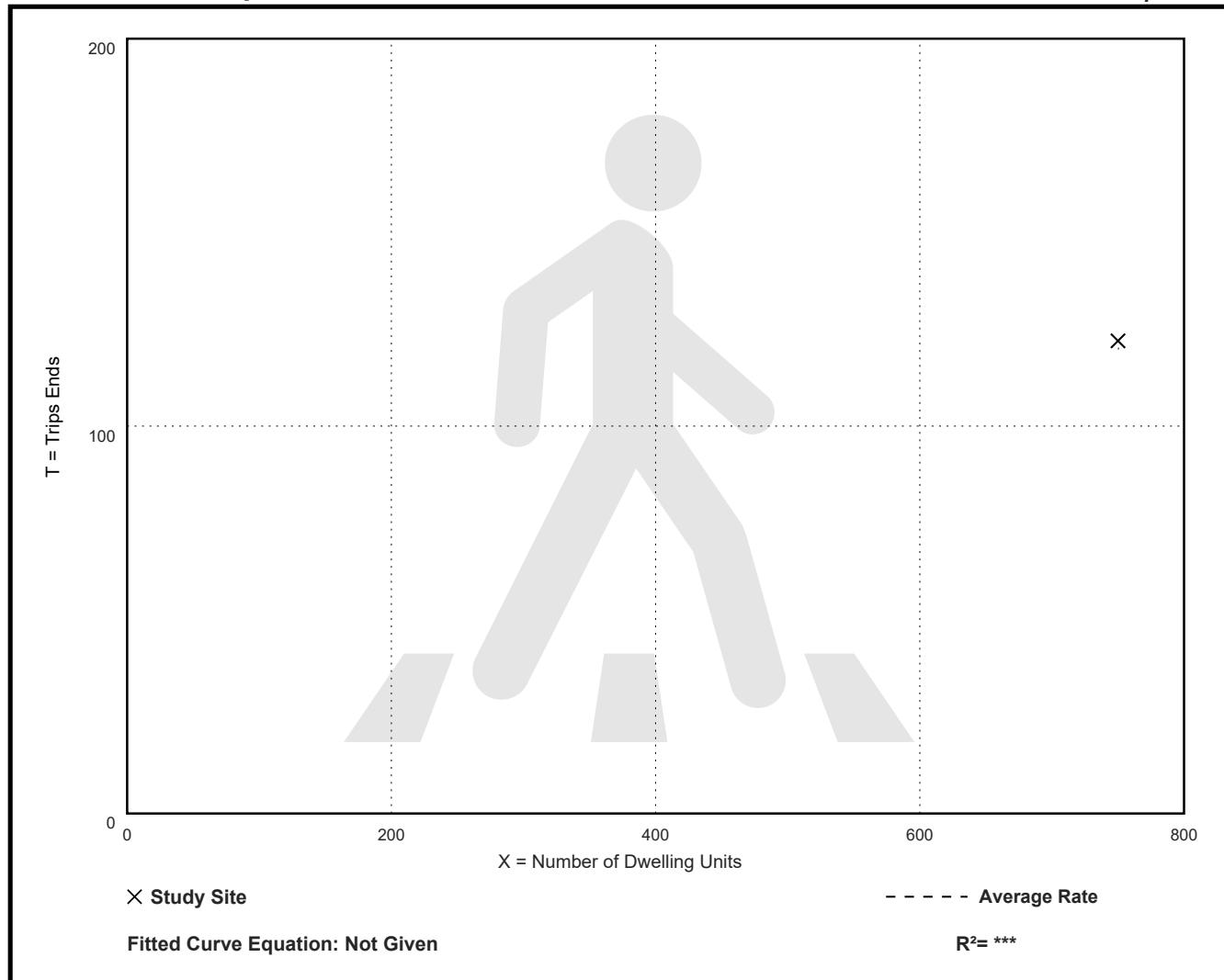
Directional Distribution: 10% entering, 90% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.16	0.16 - 0.16	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 750

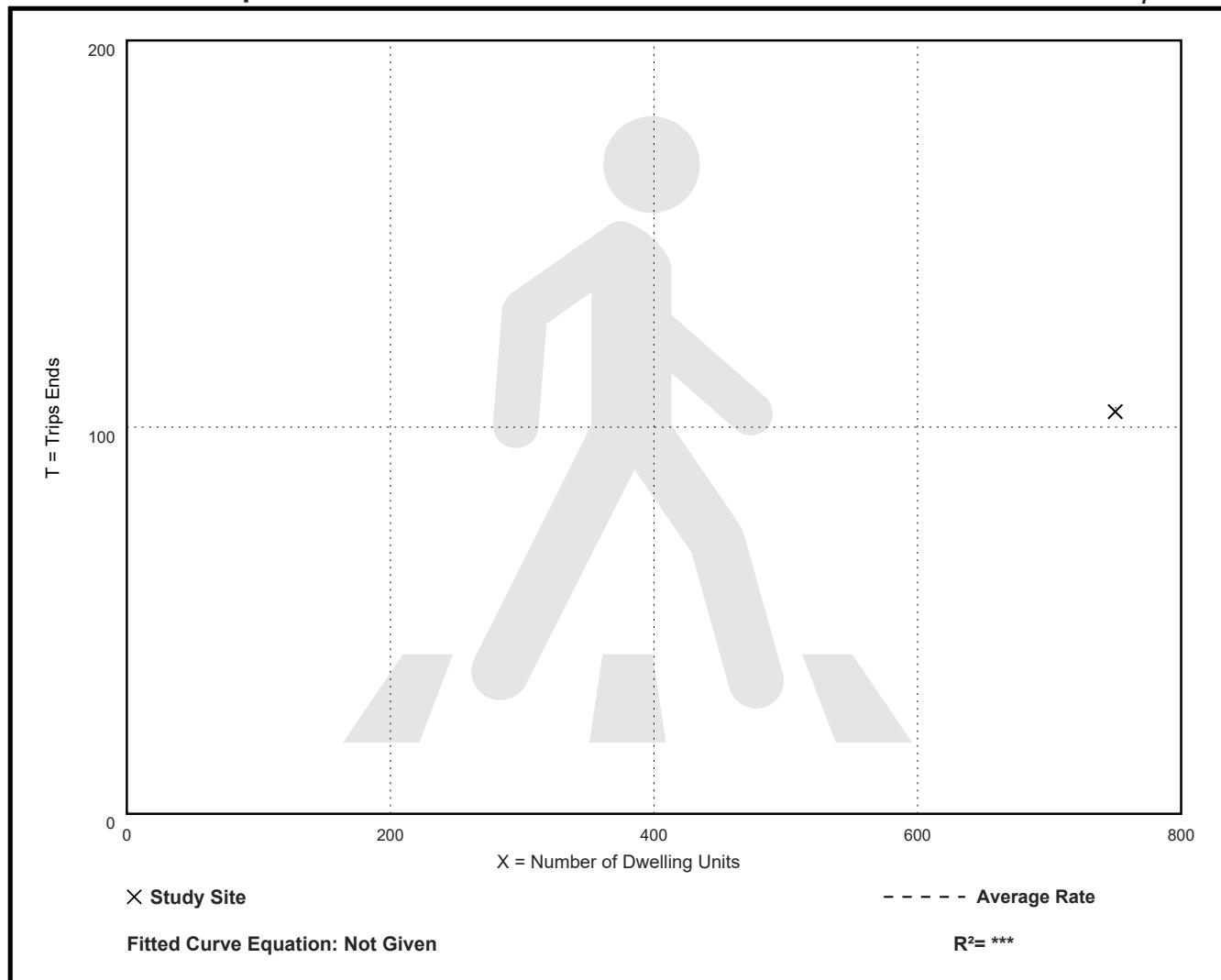
Directional Distribution: 68% entering, 32% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.14	0.14 - 0.14	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Bicycle Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 750

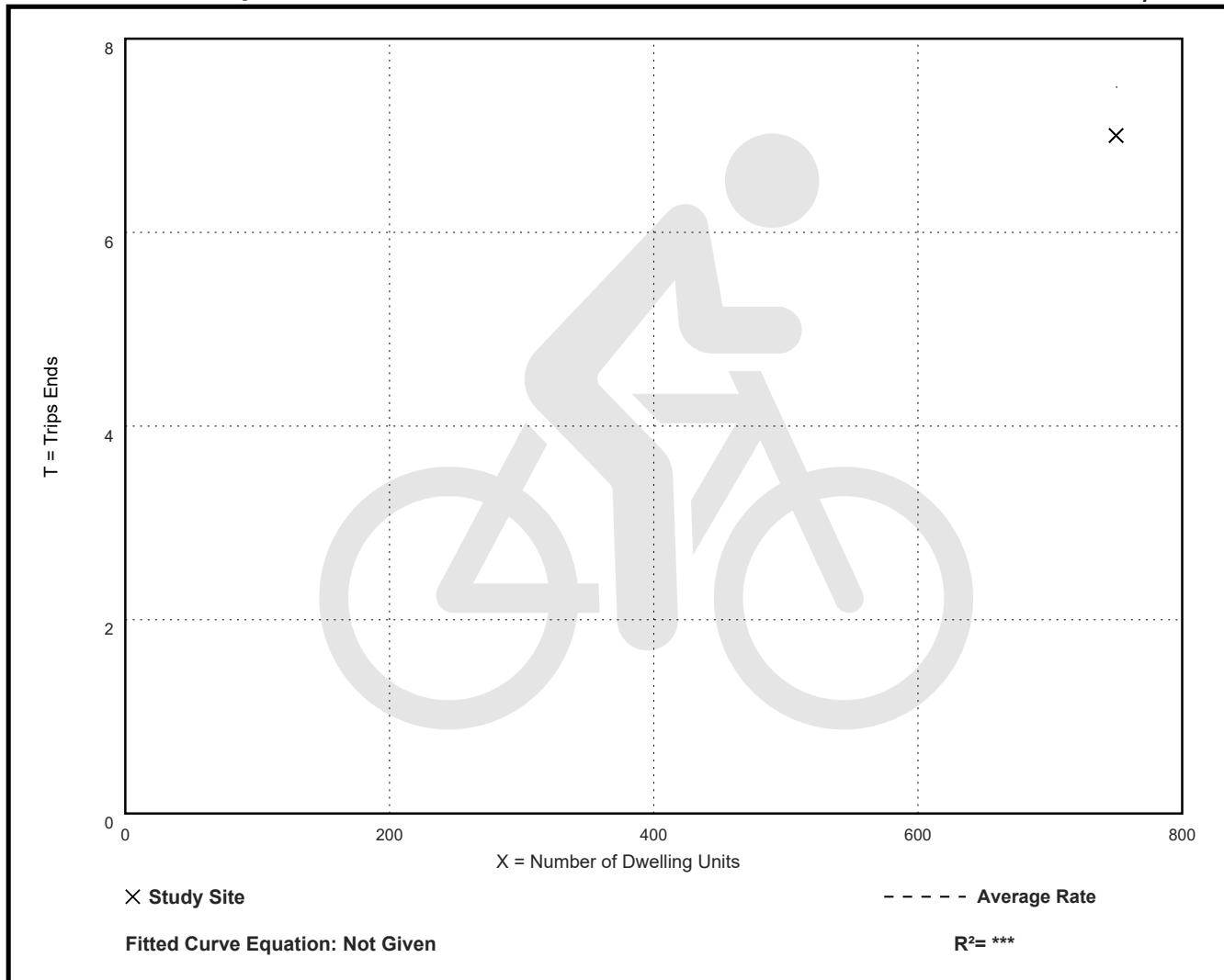
Directional Distribution: 29% entering, 71% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.01 - 0.01	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (High-Rise) Close to Rail Transit (222)

Bicycle Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 750

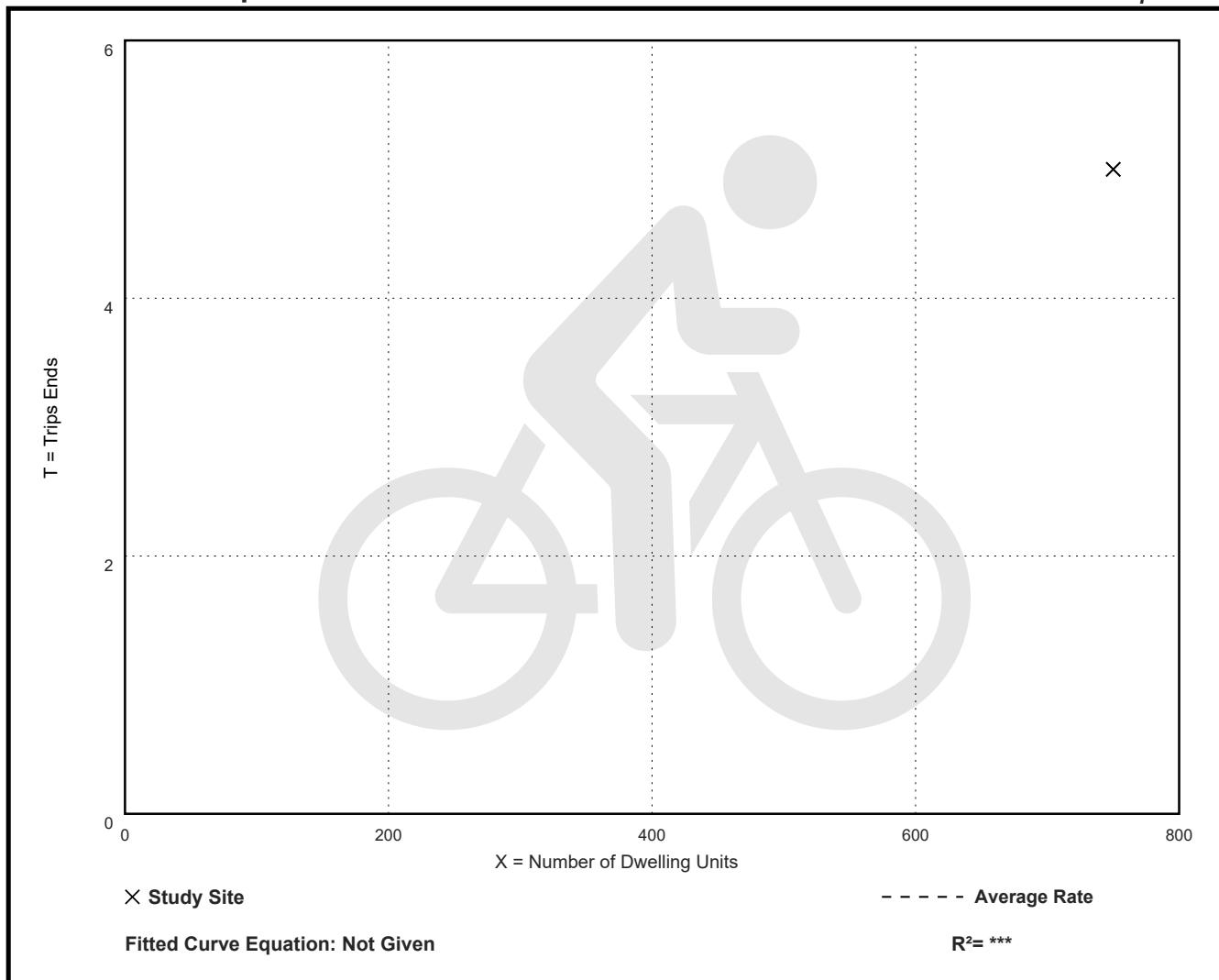
Directional Distribution: 20% entering, 80% exiting

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.01 - 0.01	***

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits (223)

Person Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 73

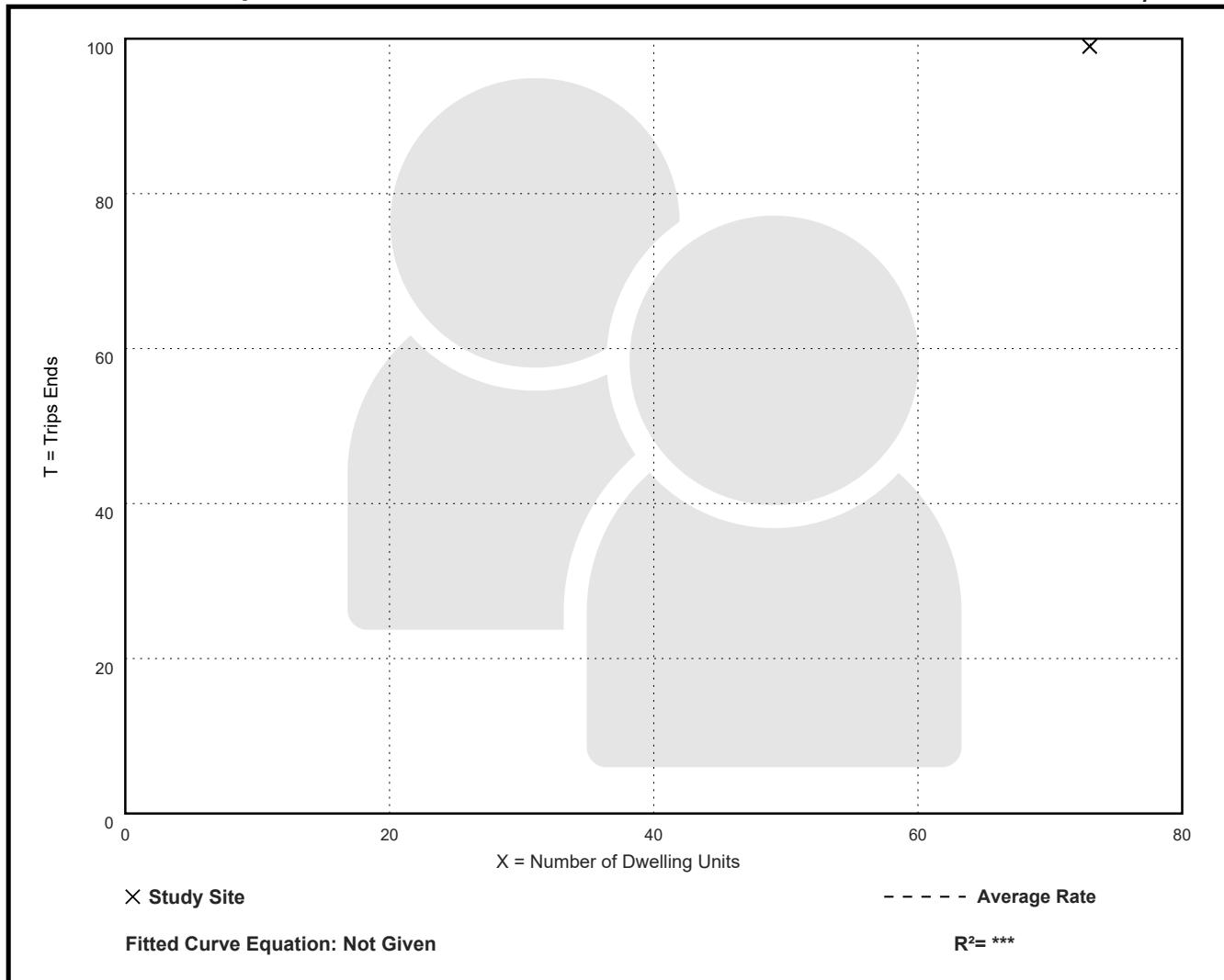
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.36	1.36 - 1.36	***

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits (223)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

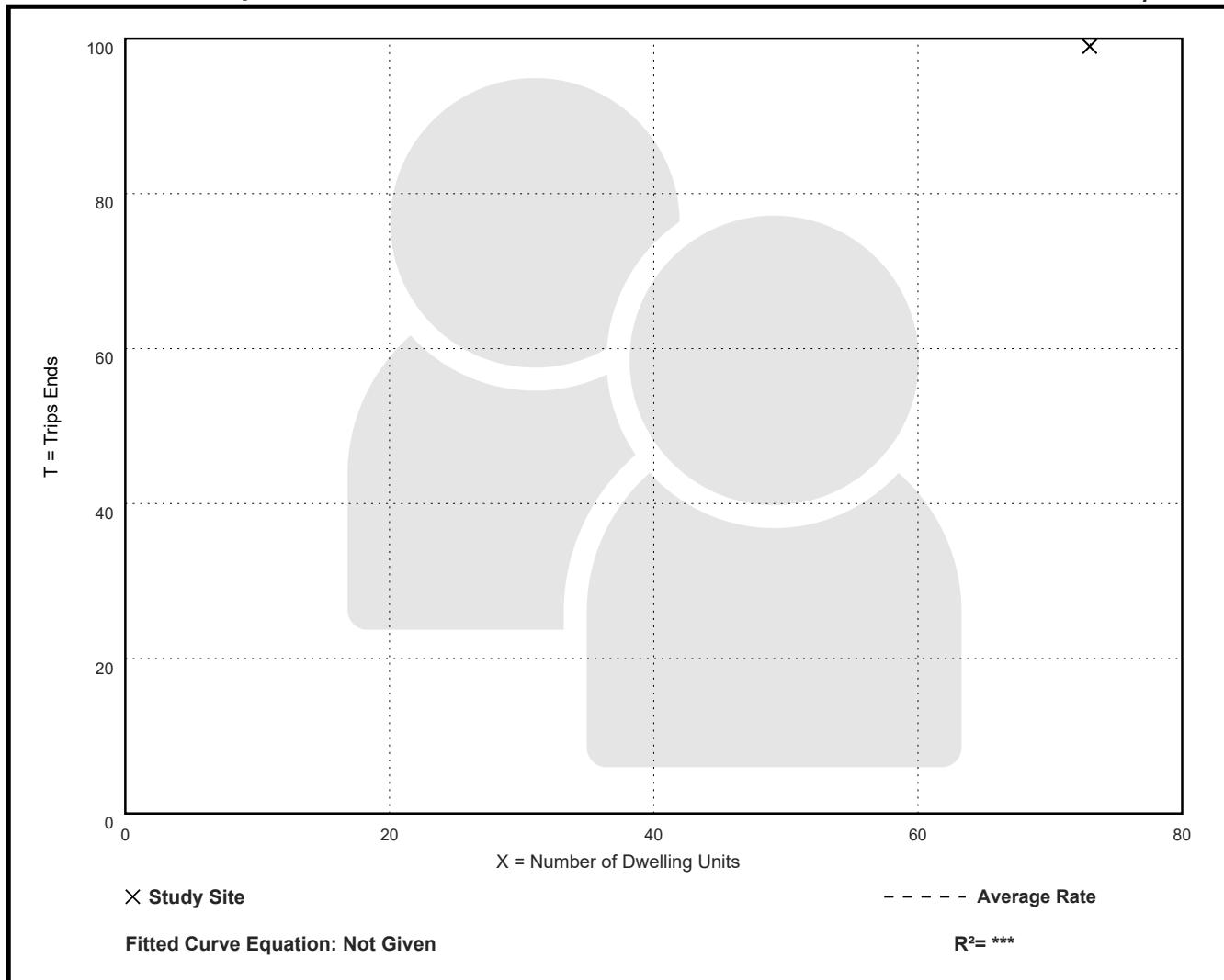
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 73
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.36	1.36 - 1.36	***

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits (223)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

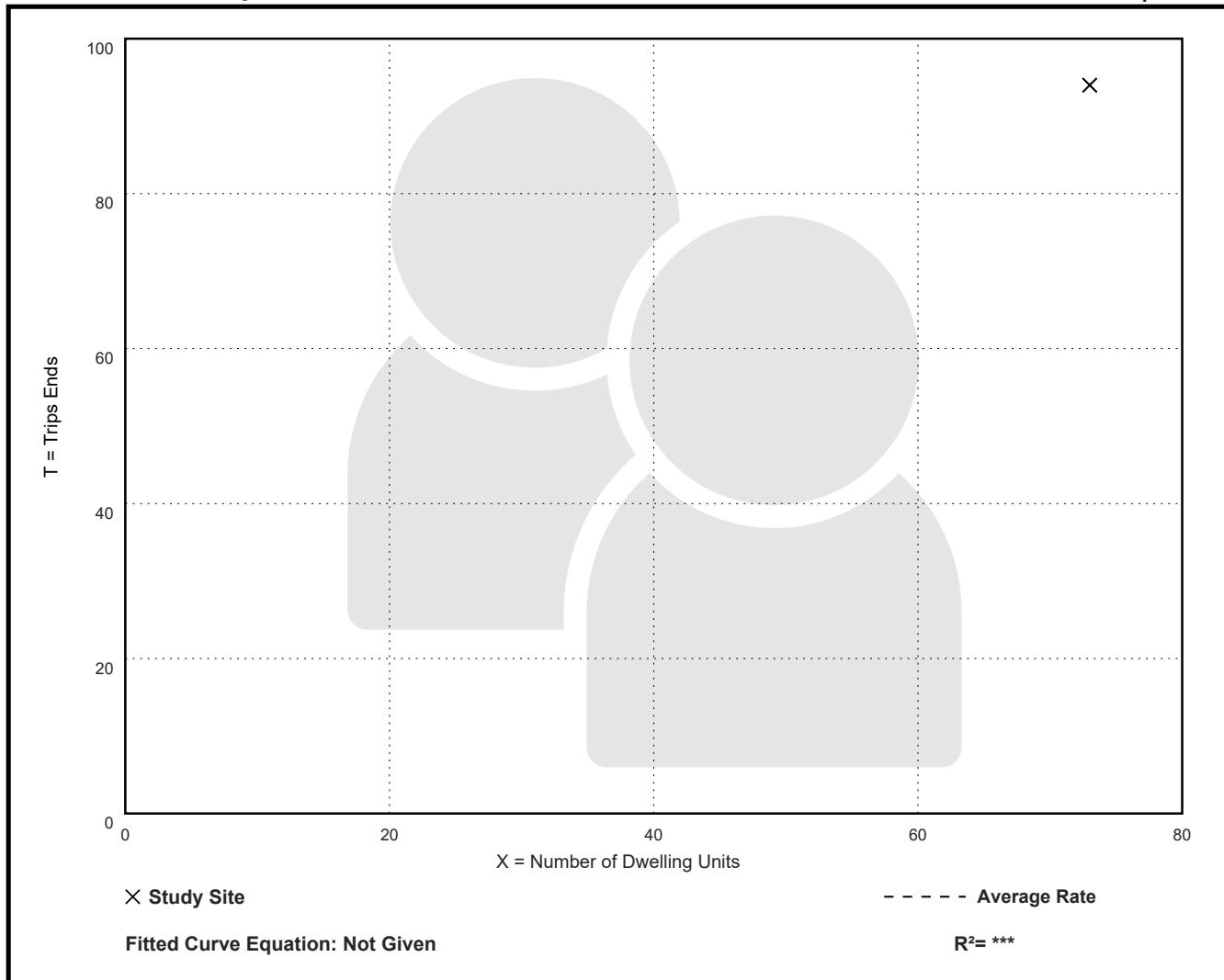
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 73
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.29	1.29 - 1.29	***

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits (223)

Person Trip Ends vs: Bedrooms

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: 2

Avg. Num. of Bedrooms: 219

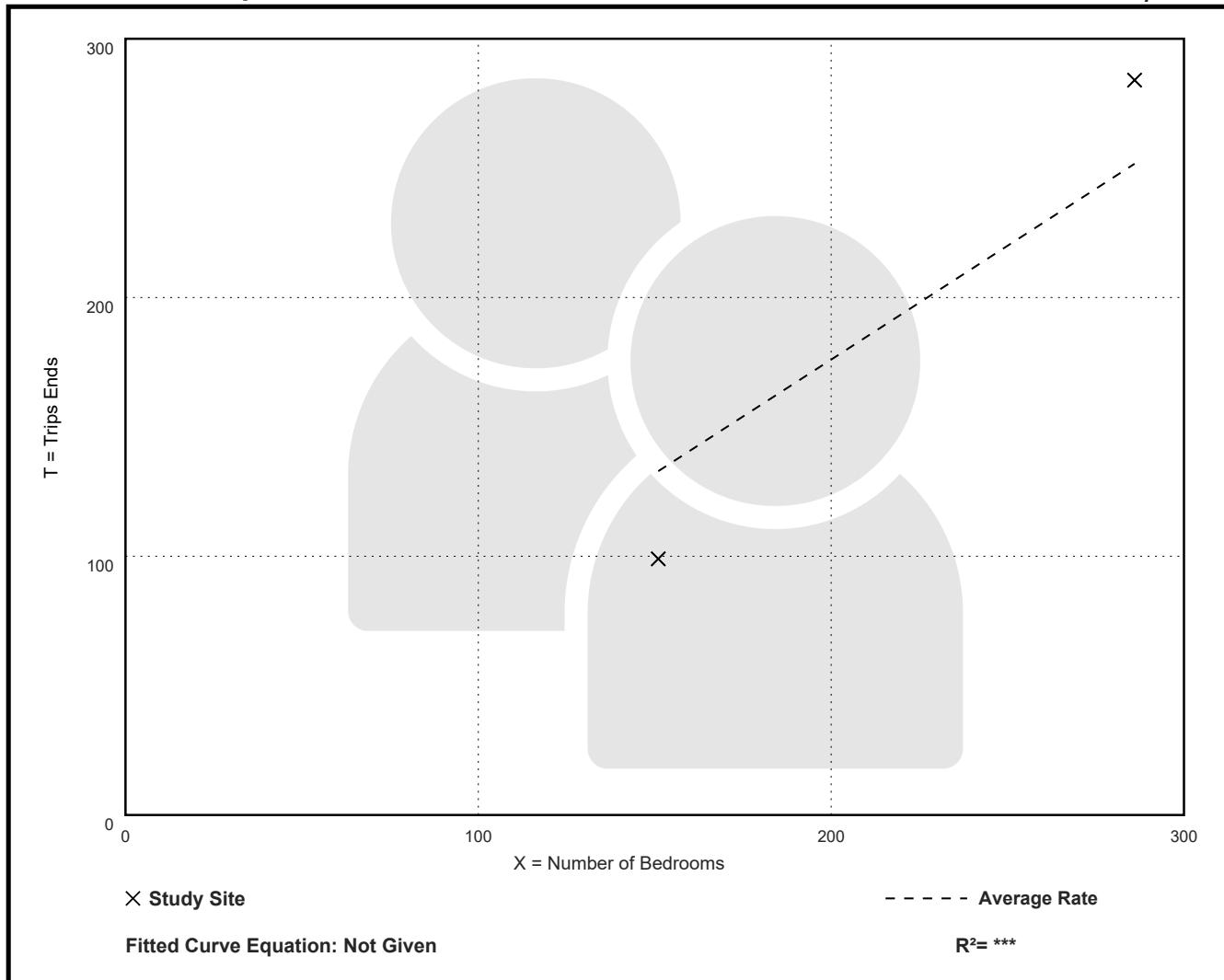
Directional Distribution: Not Available

Person Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.88	0.66 - 0.99	***

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits (223)

Person Trip Ends vs: Bedrooms
On a: Weekday,
AM Peak Hour of Generator

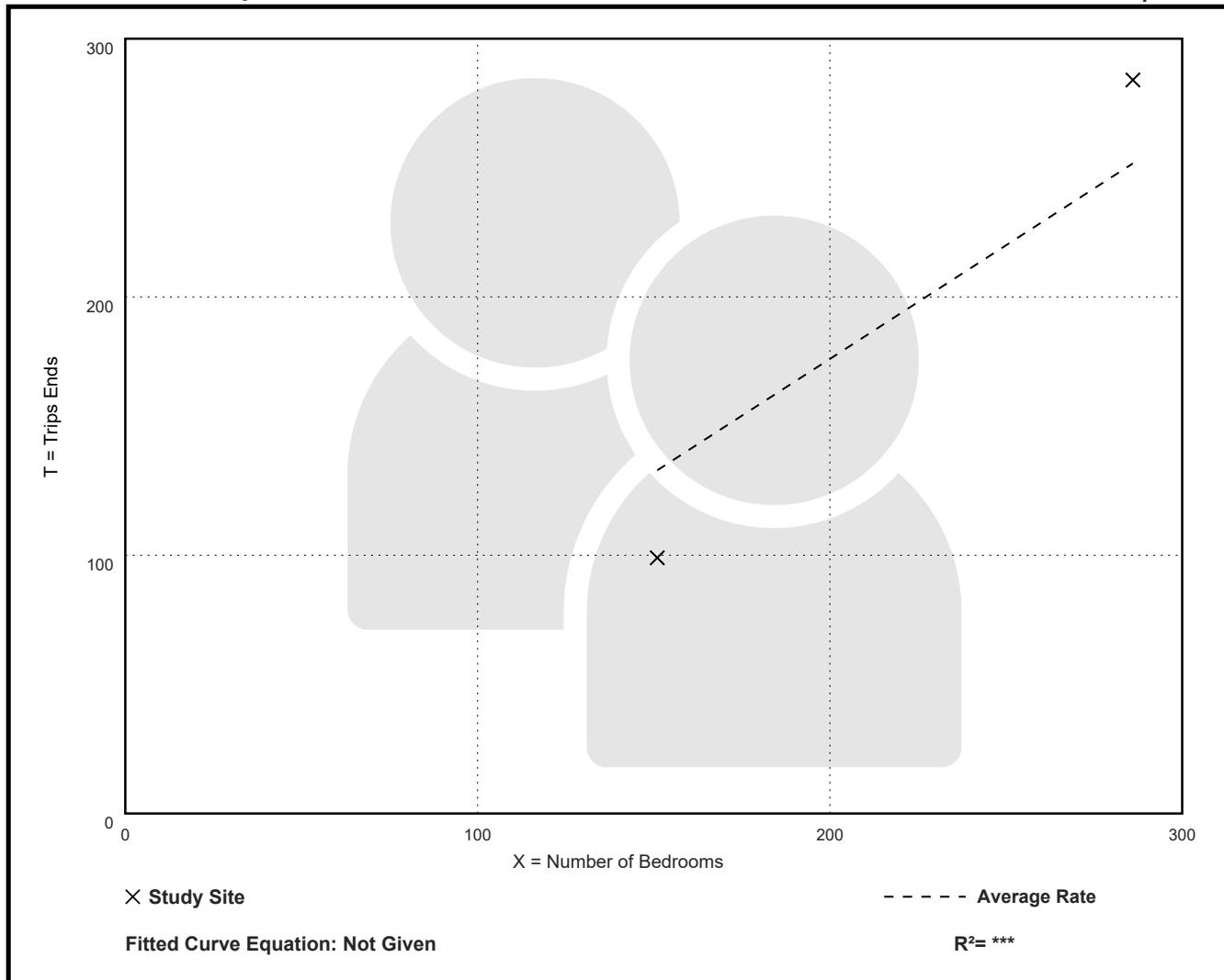
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Bedrooms: 219
Directional Distribution: Not Available

Person Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.88	0.66 - 0.99	***

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits (223)

Person Trip Ends vs: Bedrooms
On a: Weekday,
PM Peak Hour of Generator

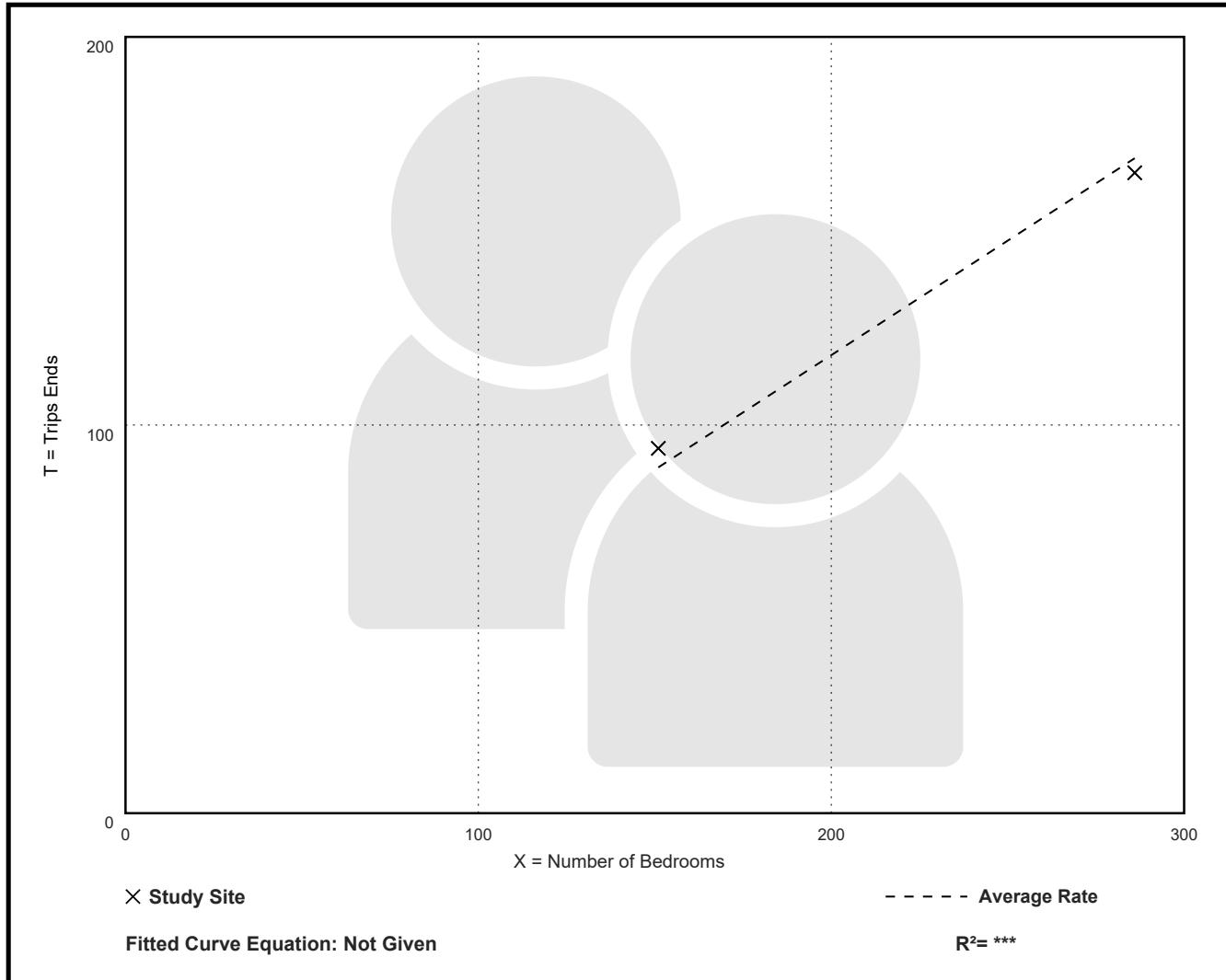
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Bedrooms: 219
Directional Distribution: Not Available

Person Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.59	0.58 - 0.62	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Low-Rise) Adjacent to Campus (225)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 55

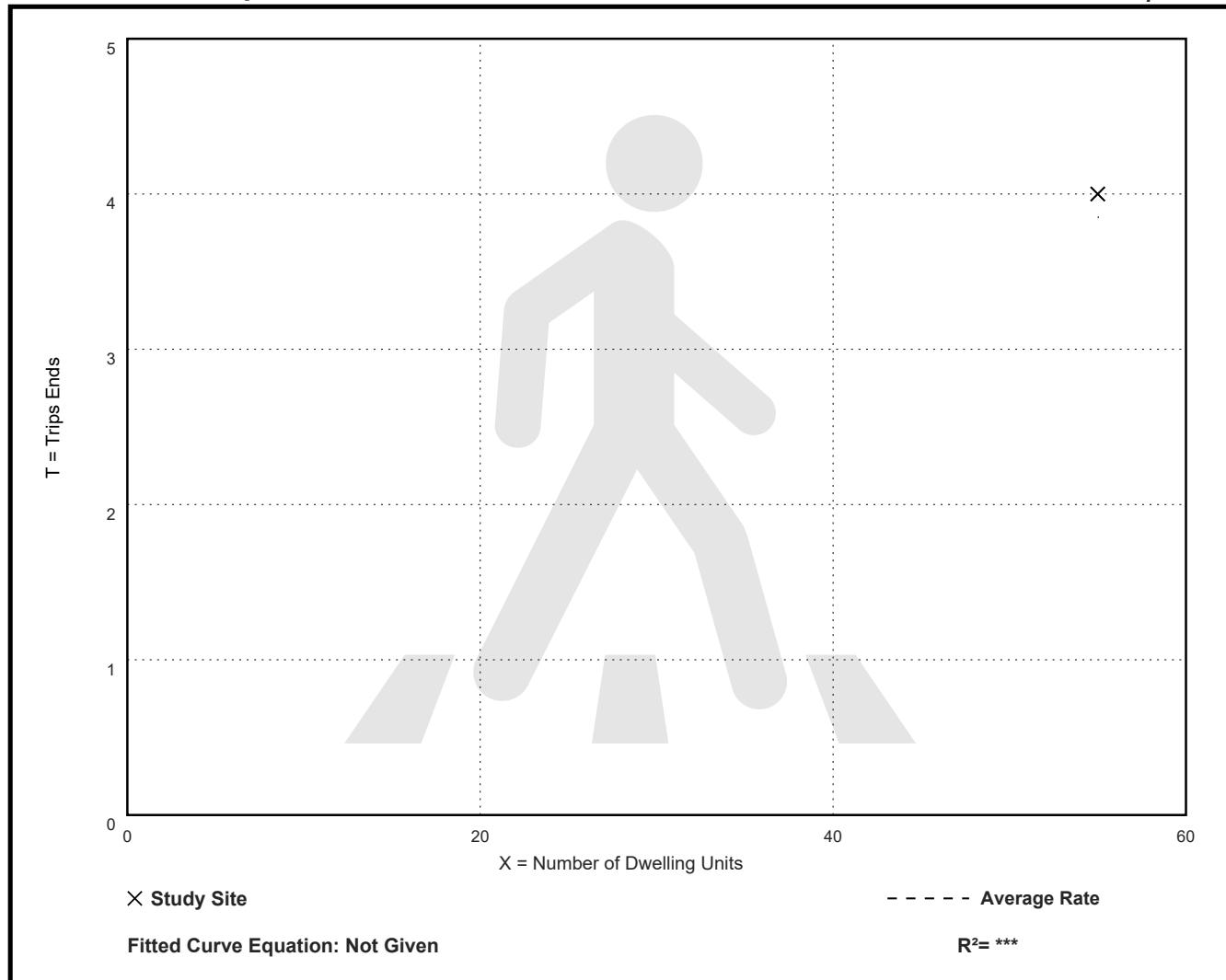
Directional Distribution: 25% entering, 75% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.07	0.07 - 0.07	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Low-Rise) Adjacent to Campus (225)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 55

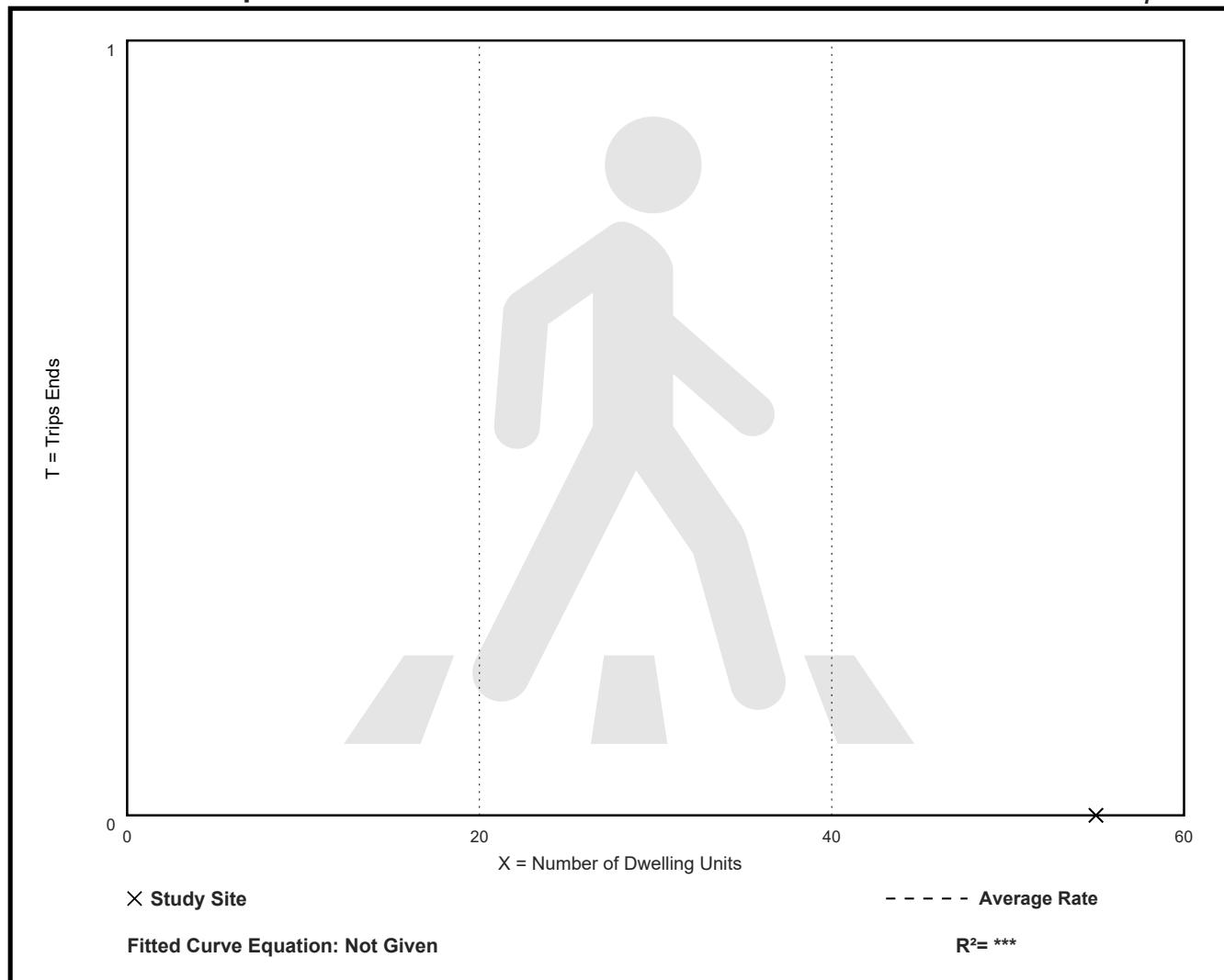
Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Low-Rise) Adjacent to Campus (225)

Walk Trip Ends vs: Bedrooms

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: 1

Avg. Num. of Bedrooms: 500

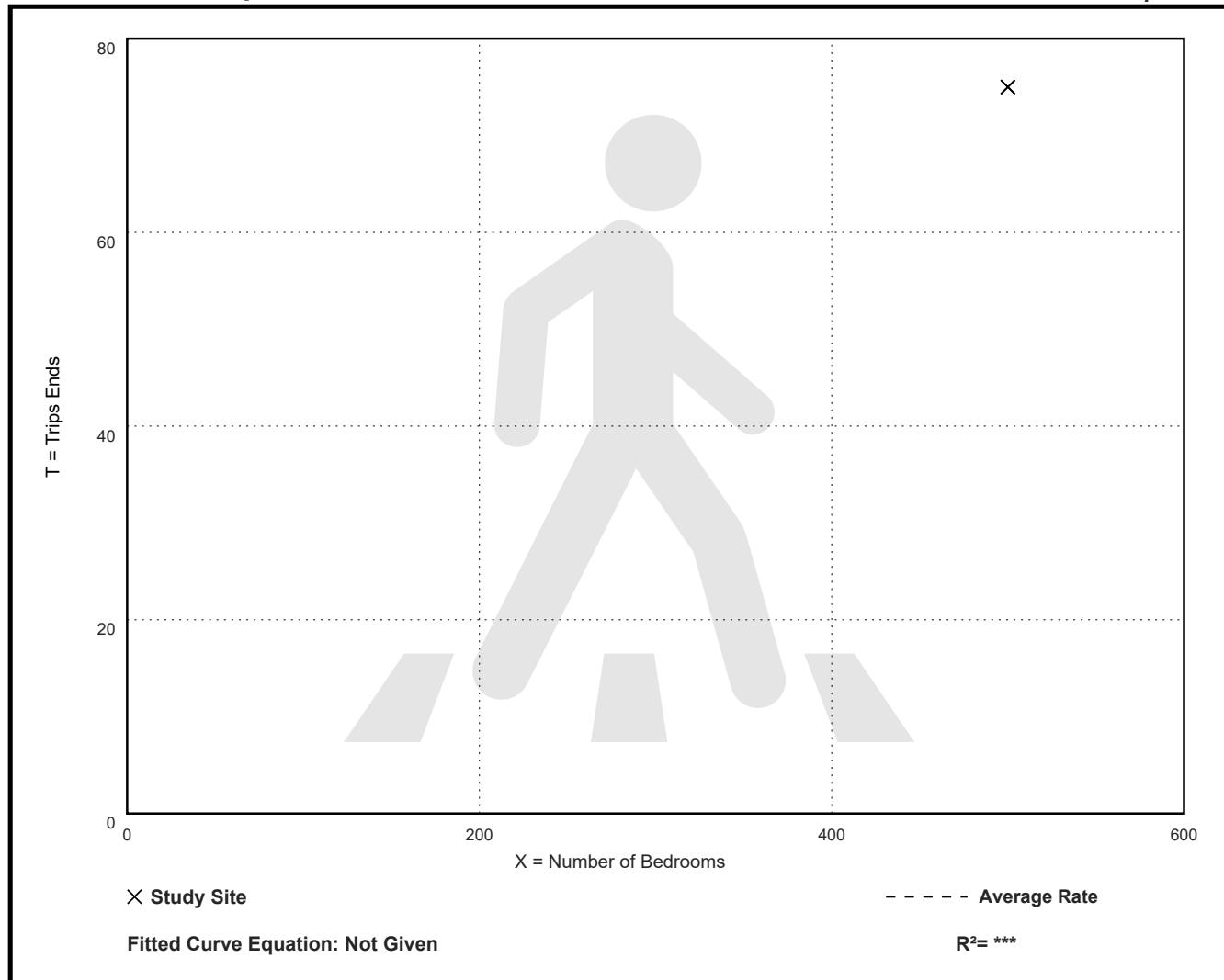
Directional Distribution: 19% entering, 81% exiting

Walk Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.15	0.15 - 0.15	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Low-Rise) Adjacent to Campus (225)

Walk Trip Ends vs: Bedrooms
On a: Weekday,
AM Peak Hour of Generator

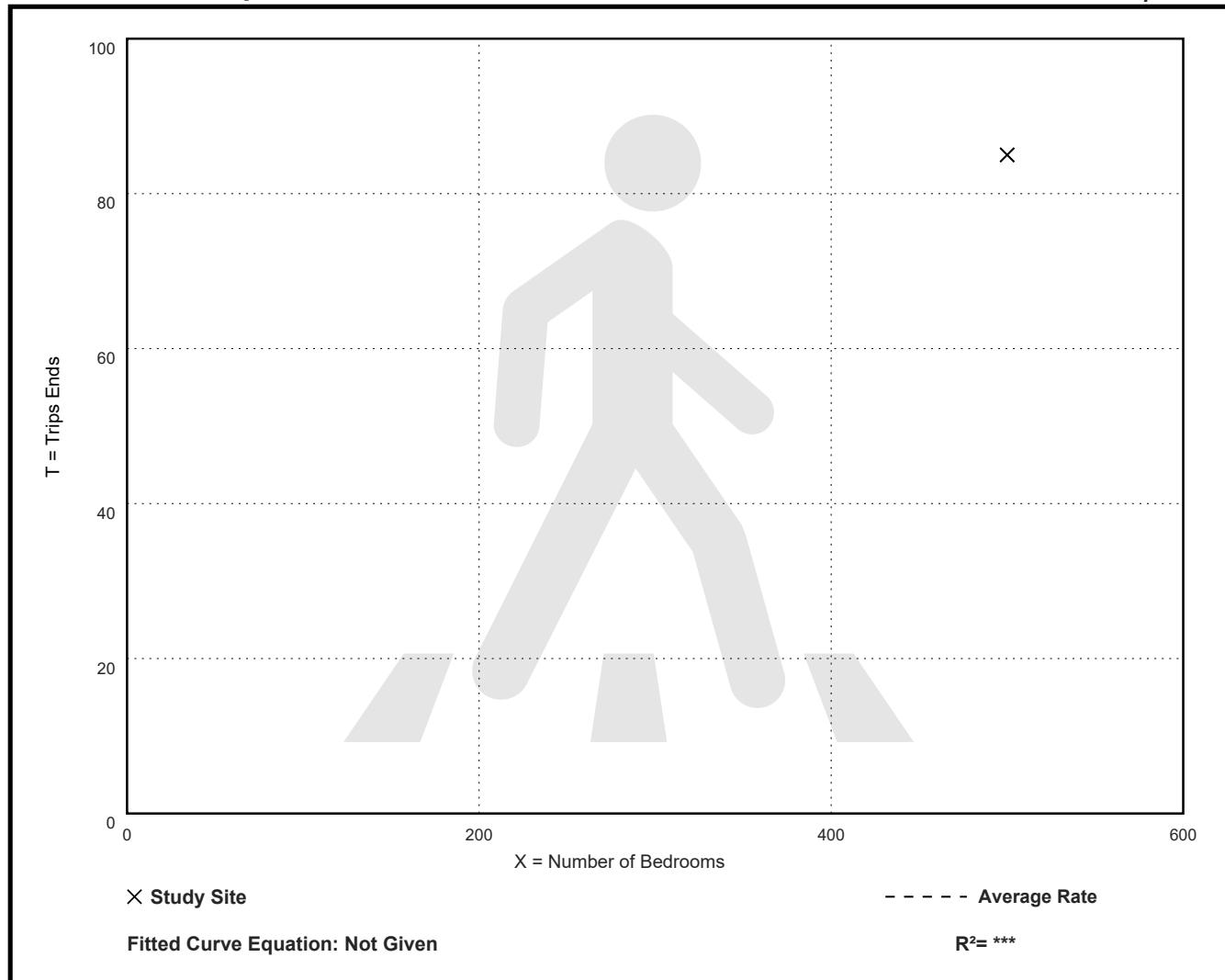
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 500
Directional Distribution: 36% entering, 64% exiting

Walk Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.17	0.17 - 0.17	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Low-Rise) Adjacent to Campus (225)

Walk Trip Ends vs: Bedrooms
On a: Weekday,
PM Peak Hour of Generator

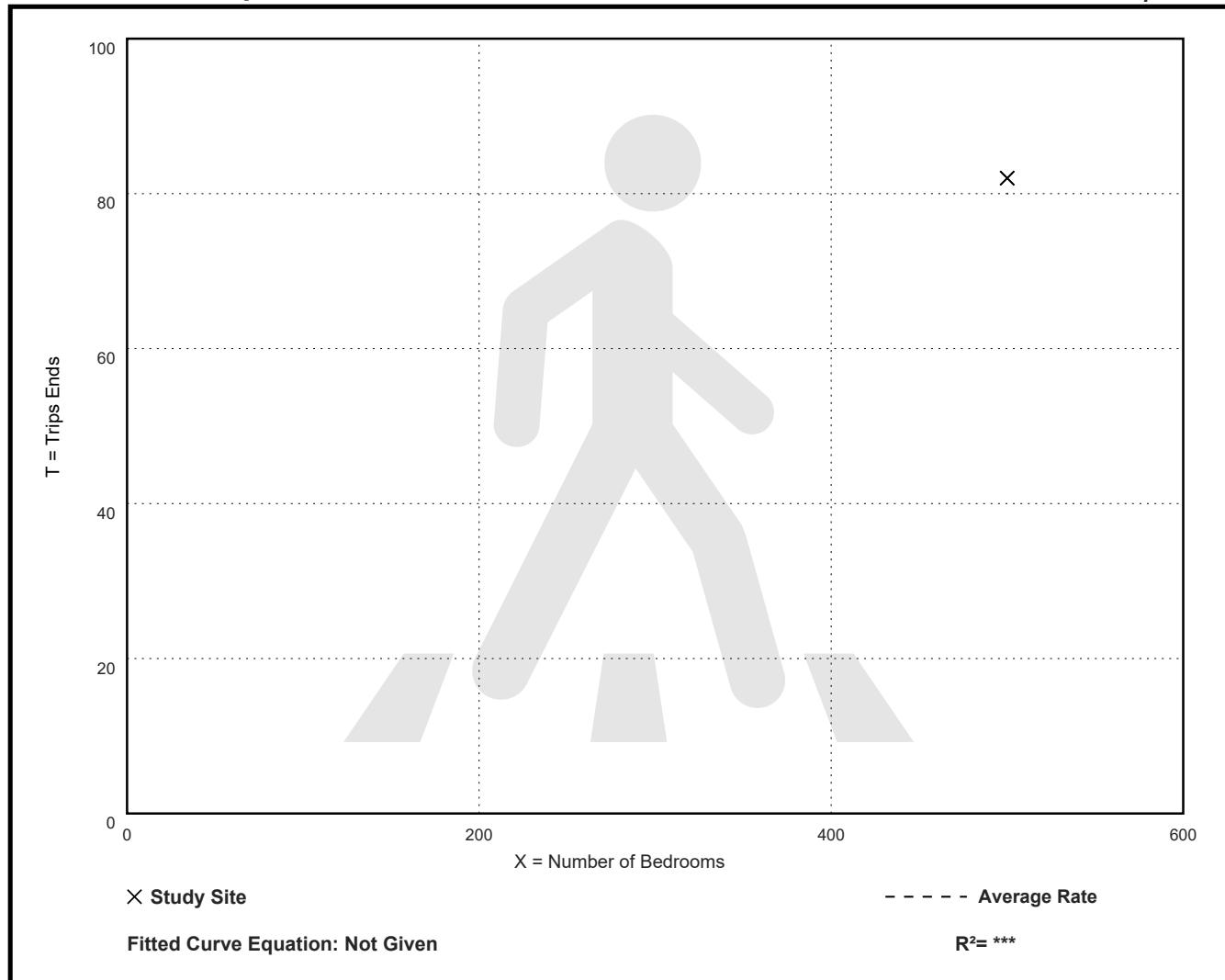
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 500
Directional Distribution: 66% entering, 34% exiting

Walk Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.16	0.16 - 0.16	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Low-Rise) Adjacent to Campus (225)

Walk Trip Ends vs: Bedrooms

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Bedrooms: 500

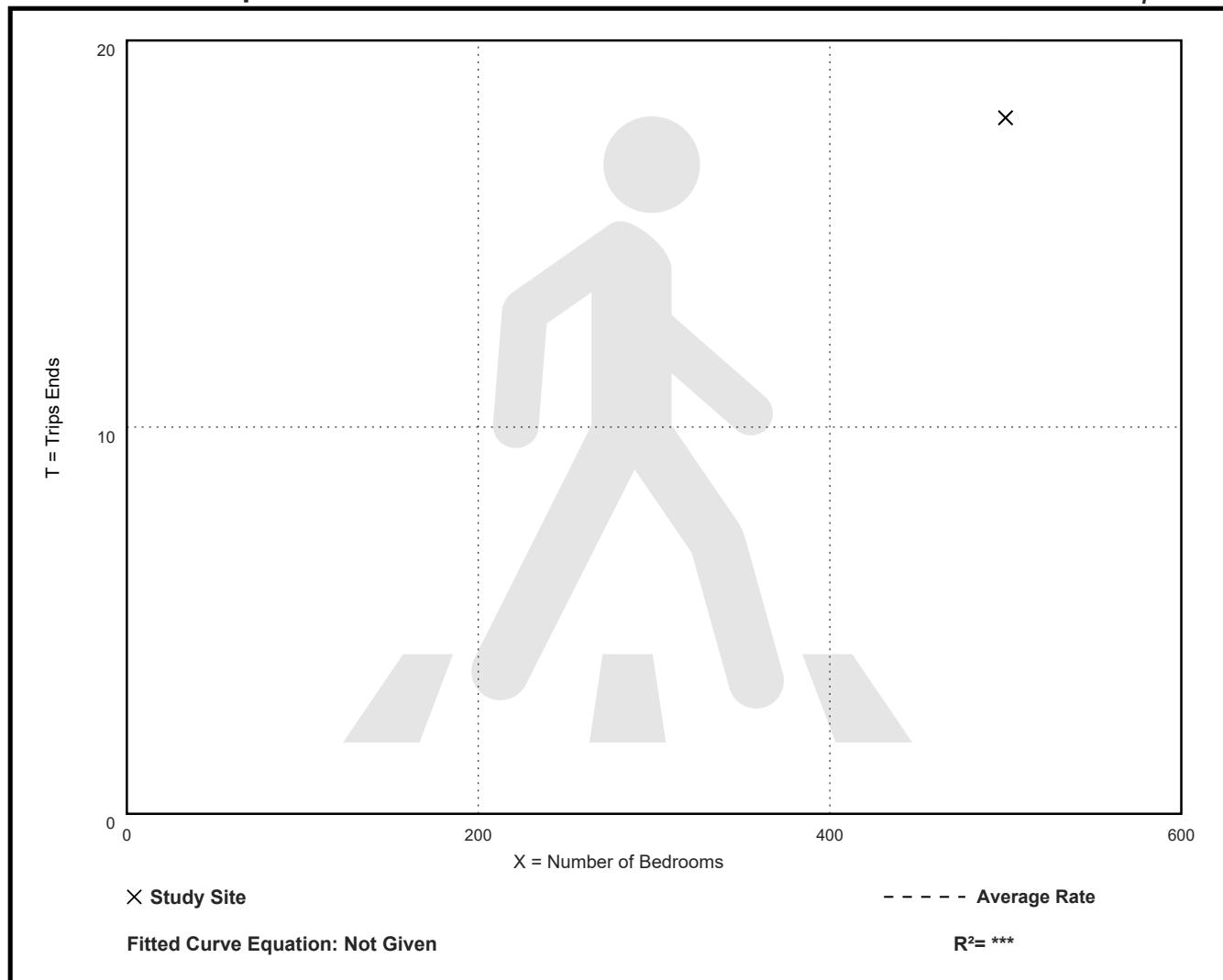
Directional Distribution: 17% entering, 83% exiting

Walk Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.04	0.04 - 0.04	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Mid-Rise) Adjacent to Campus (226)

Walk Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 175

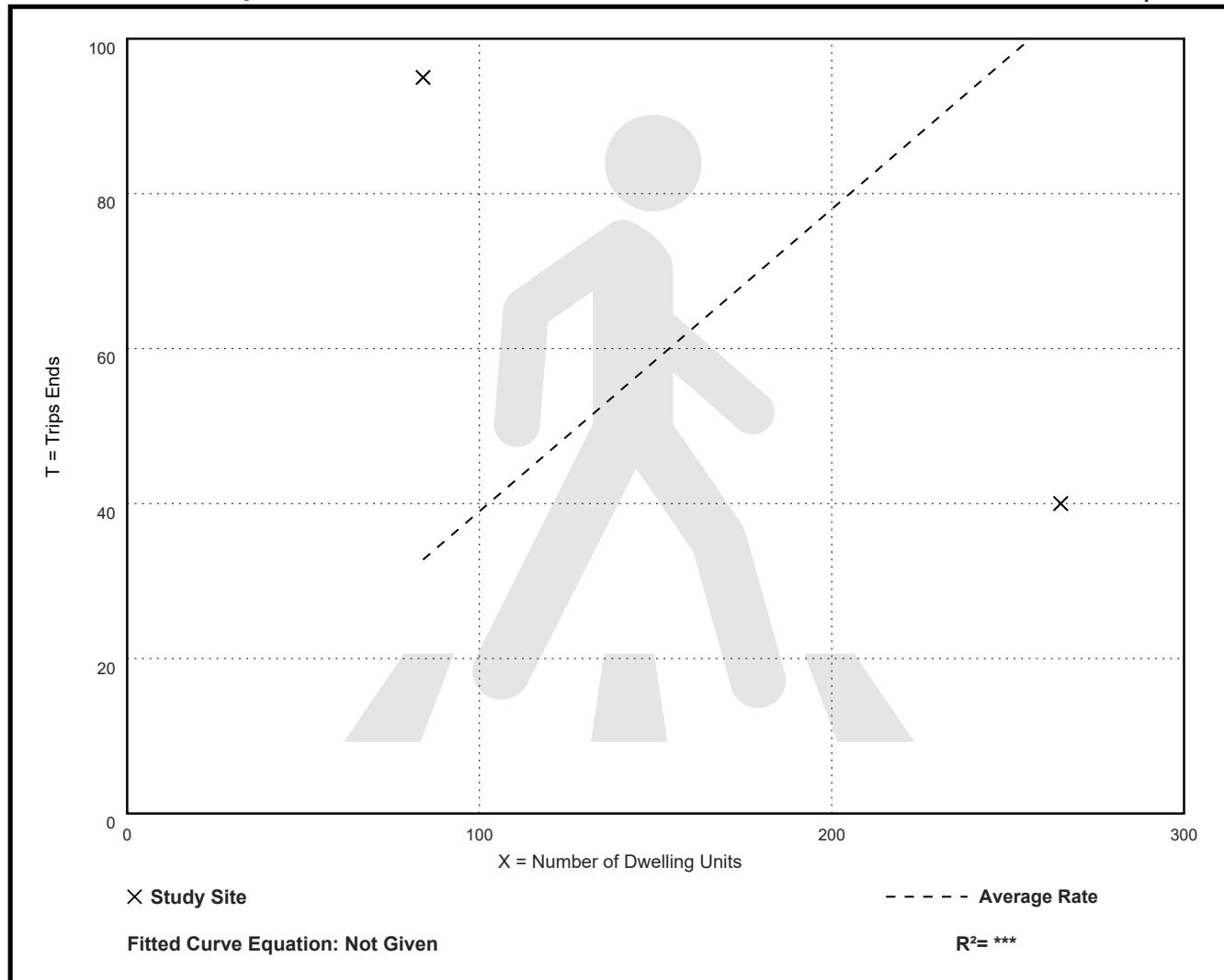
Directional Distribution: 43% entering, 57% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.15 - 1.13	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Mid-Rise) Adjacent to Campus (226)

Walk Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 265

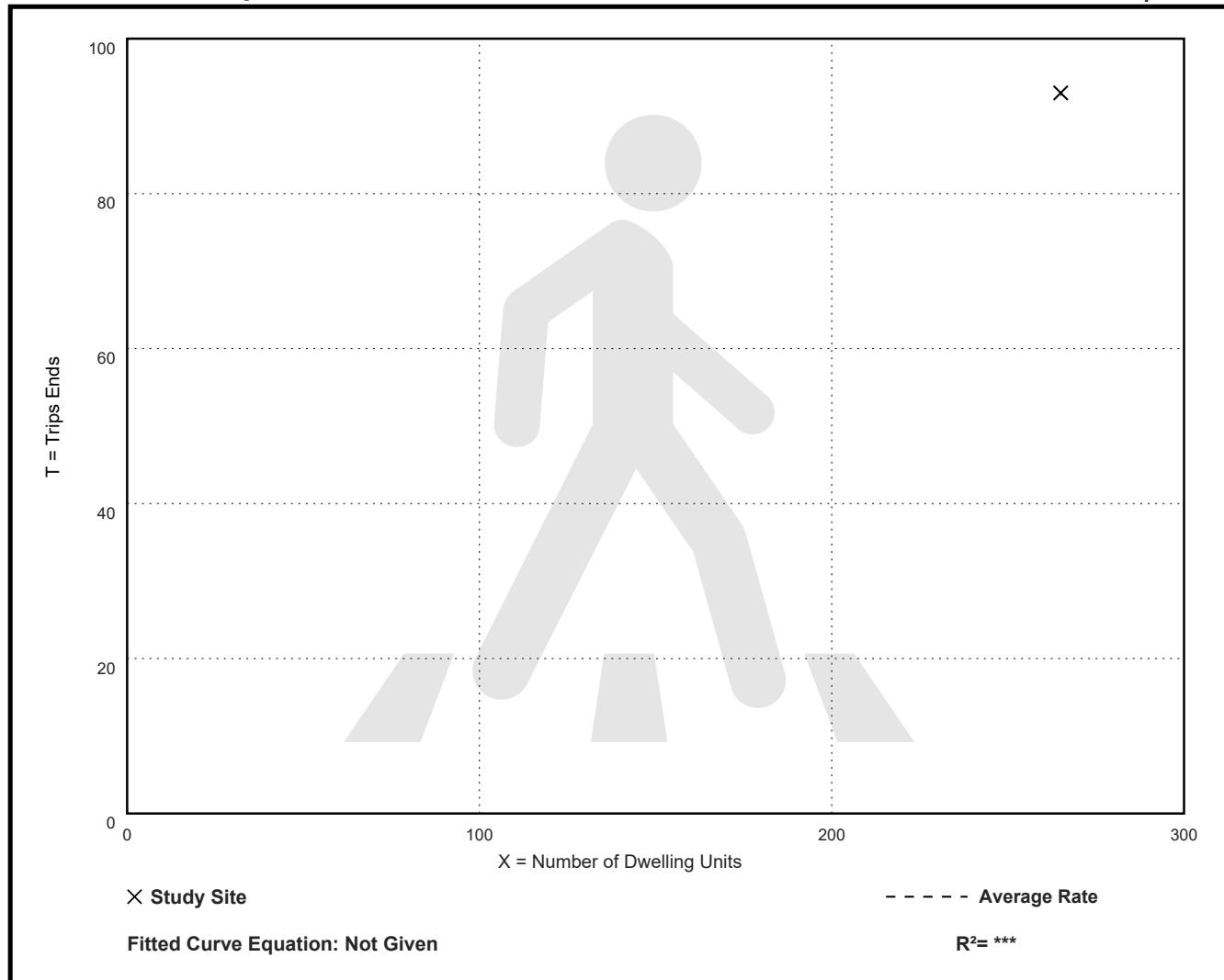
Directional Distribution: 69% entering, 31% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.35	0.35 - 0.35	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Mid-Rise) Adjacent to Campus (226)

Walk Trip Ends vs: Bedrooms

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: 1

Avg. Num. of Bedrooms: 920

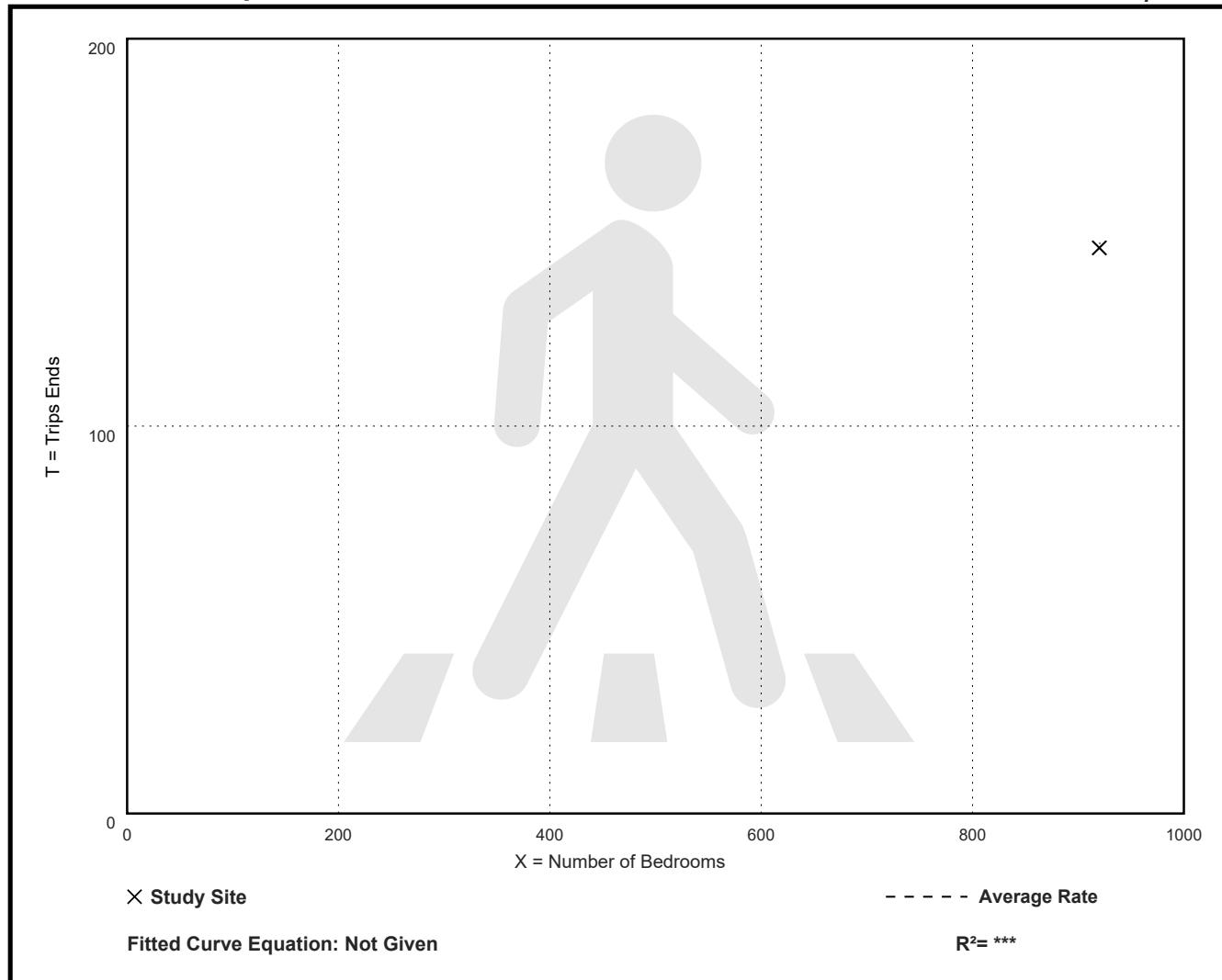
Directional Distribution: 12% entering, 88% exiting

Walk Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.16	0.16 - 0.16	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Mid-Rise) Adjacent to Campus (226)

Walk Trip Ends vs: Bedrooms

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: 1

Avg. Num. of Bedrooms: 920

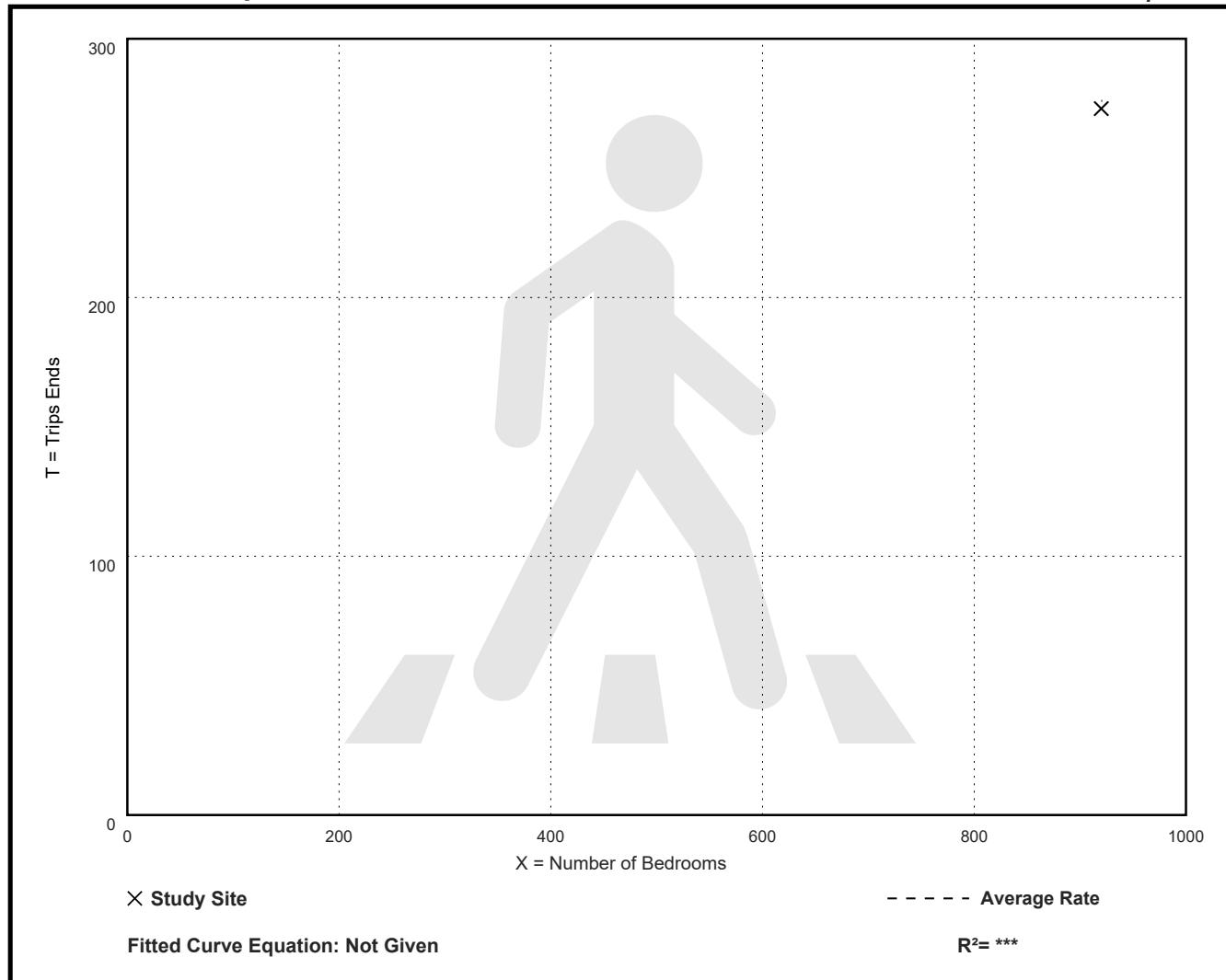
Directional Distribution: 51% entering, 49% exiting

Walk Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.30	0.30 - 0.30	***

Data Plot and Equation

Caution – Small Sample Size



Off-Campus Student Apartment (Mid-Rise) Adjacent to Campus (226)

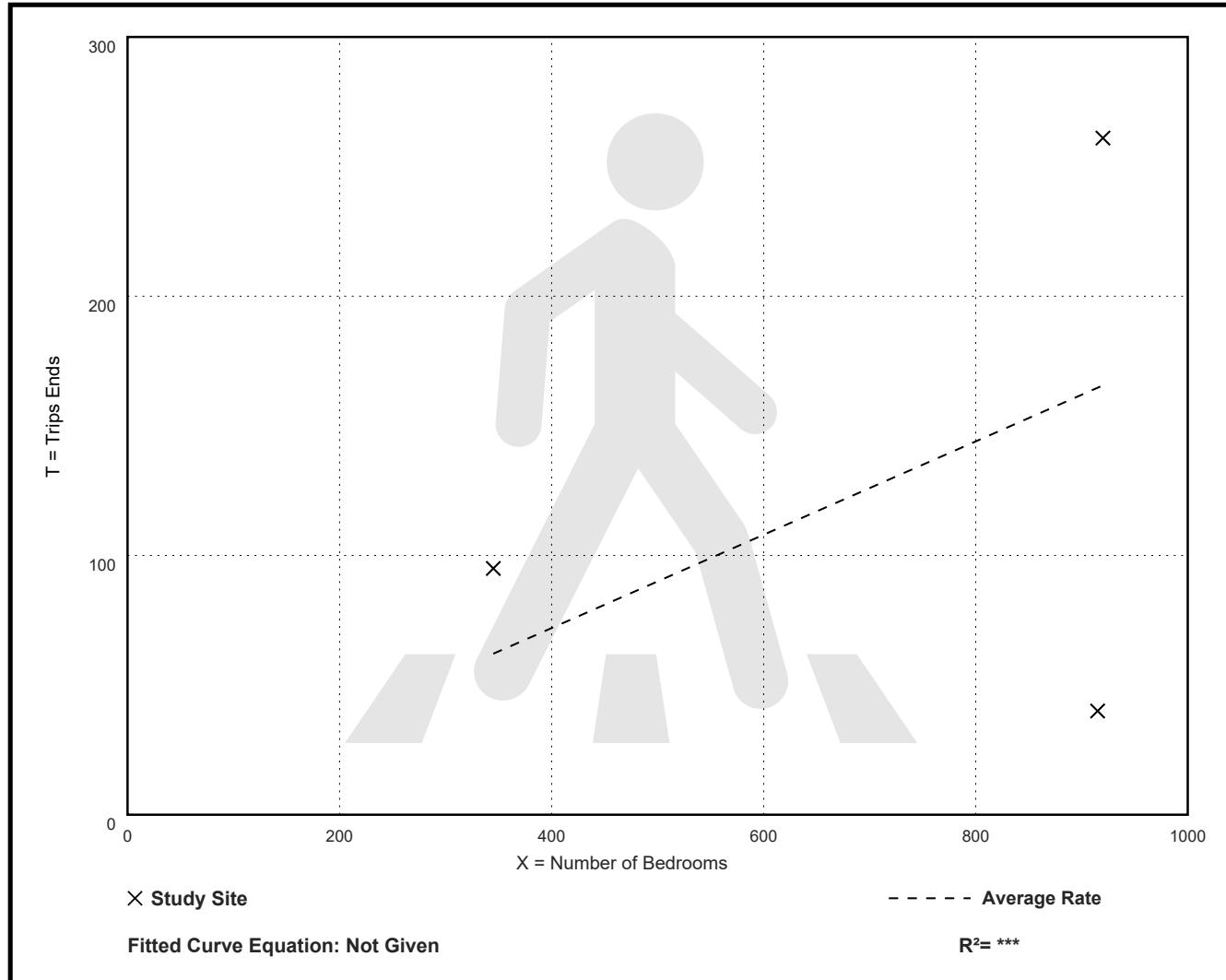
Walk Trip Ends vs: Bedrooms
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Bedrooms: 727
Directional Distribution: 37% entering, 63% exiting

Walk Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.18	0.04 - 0.28	0.14

Data Plot and Equation



Off-Campus Student Apartment (Mid-Rise) Adjacent to Campus (226)

Walk Trip Ends vs: Bedrooms
On a: Weekday,
PM Peak Hour of Generator

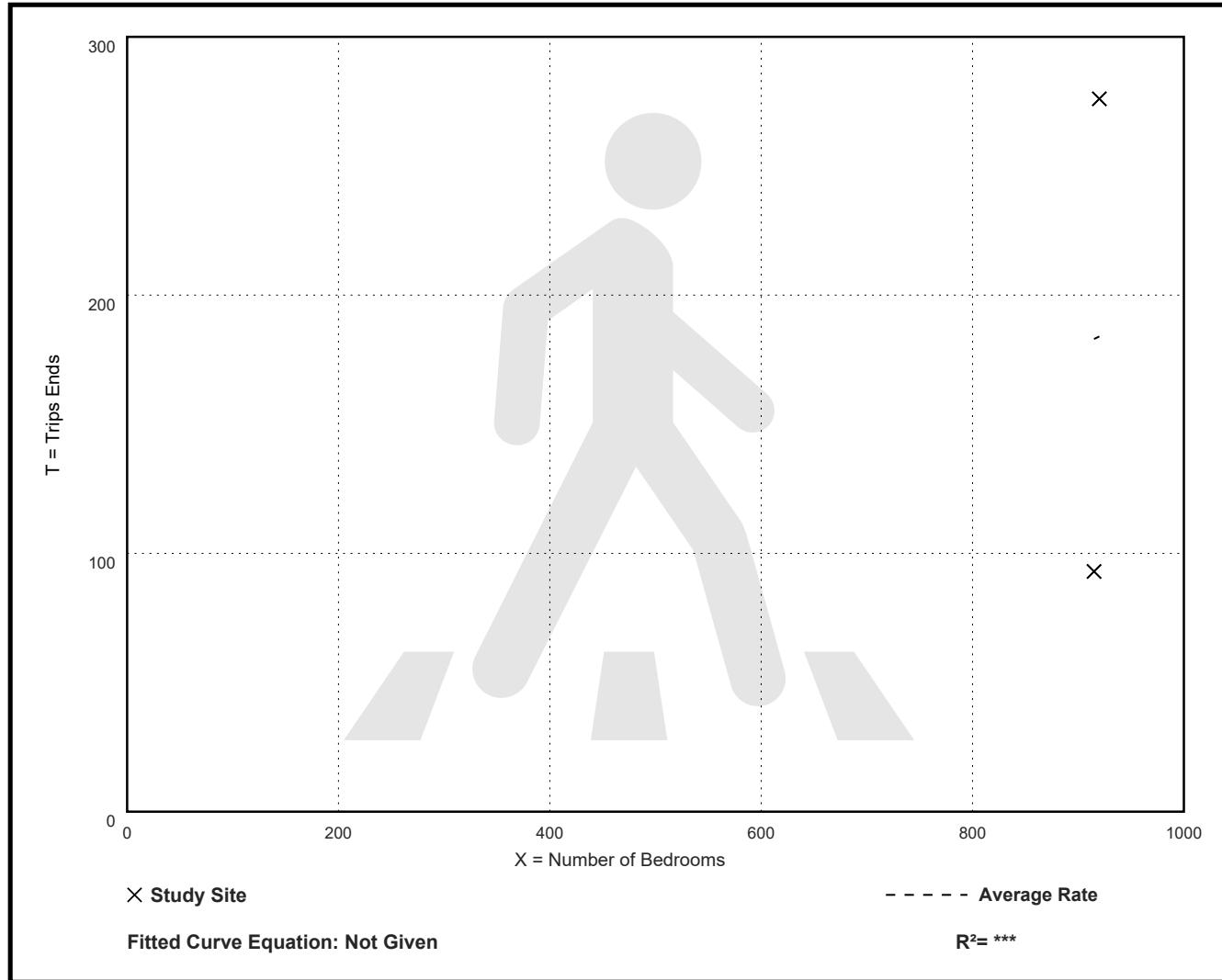
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Bedrooms: 918
Directional Distribution: 56% entering, 44% exiting

Walk Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.20	0.10 - 0.30	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Person Trip Ends vs: Dwelling Units
On a: Weekday

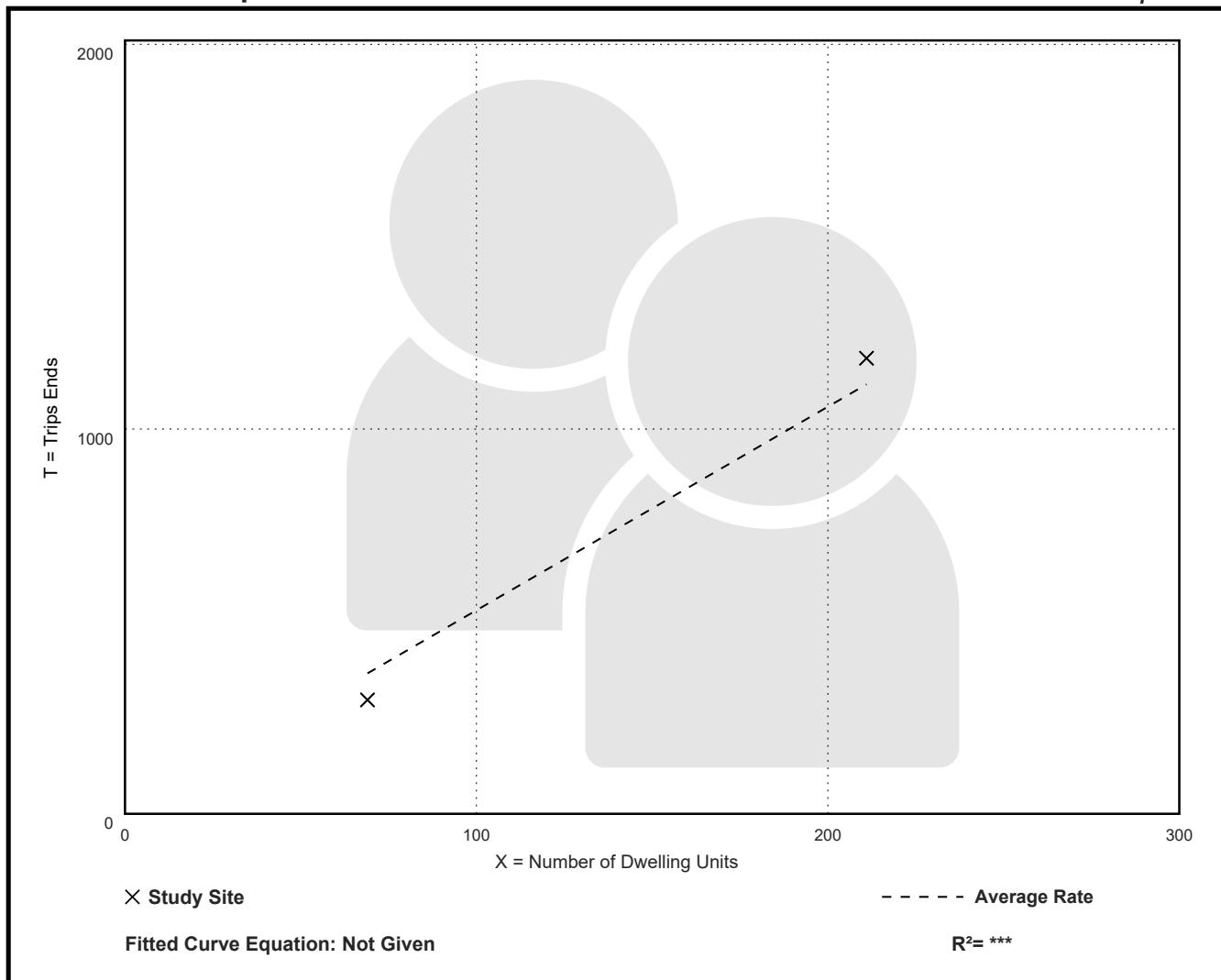
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 140
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.29	4.29 - 5.61	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Person Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

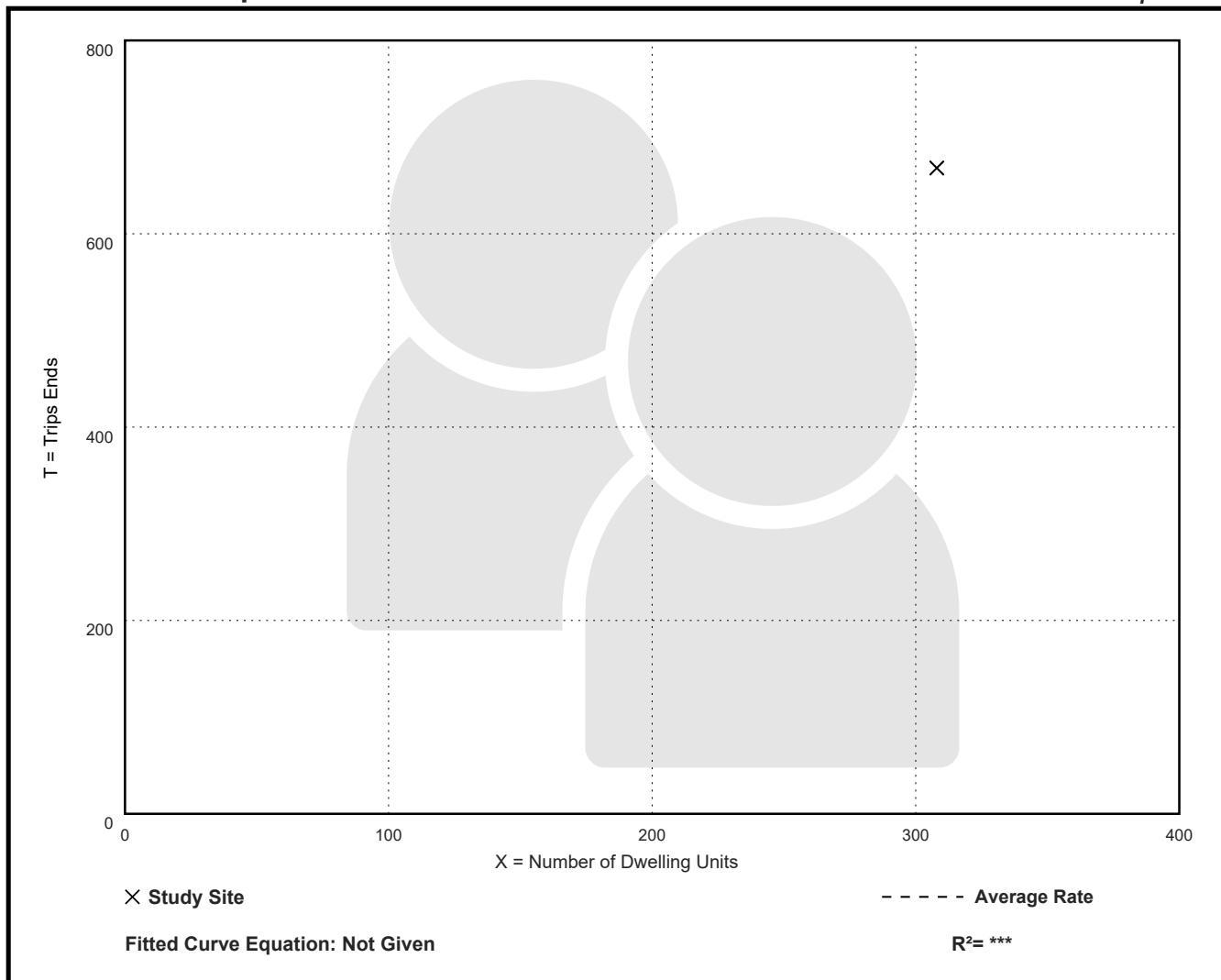
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.17	2.17 - 2.17	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Person Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

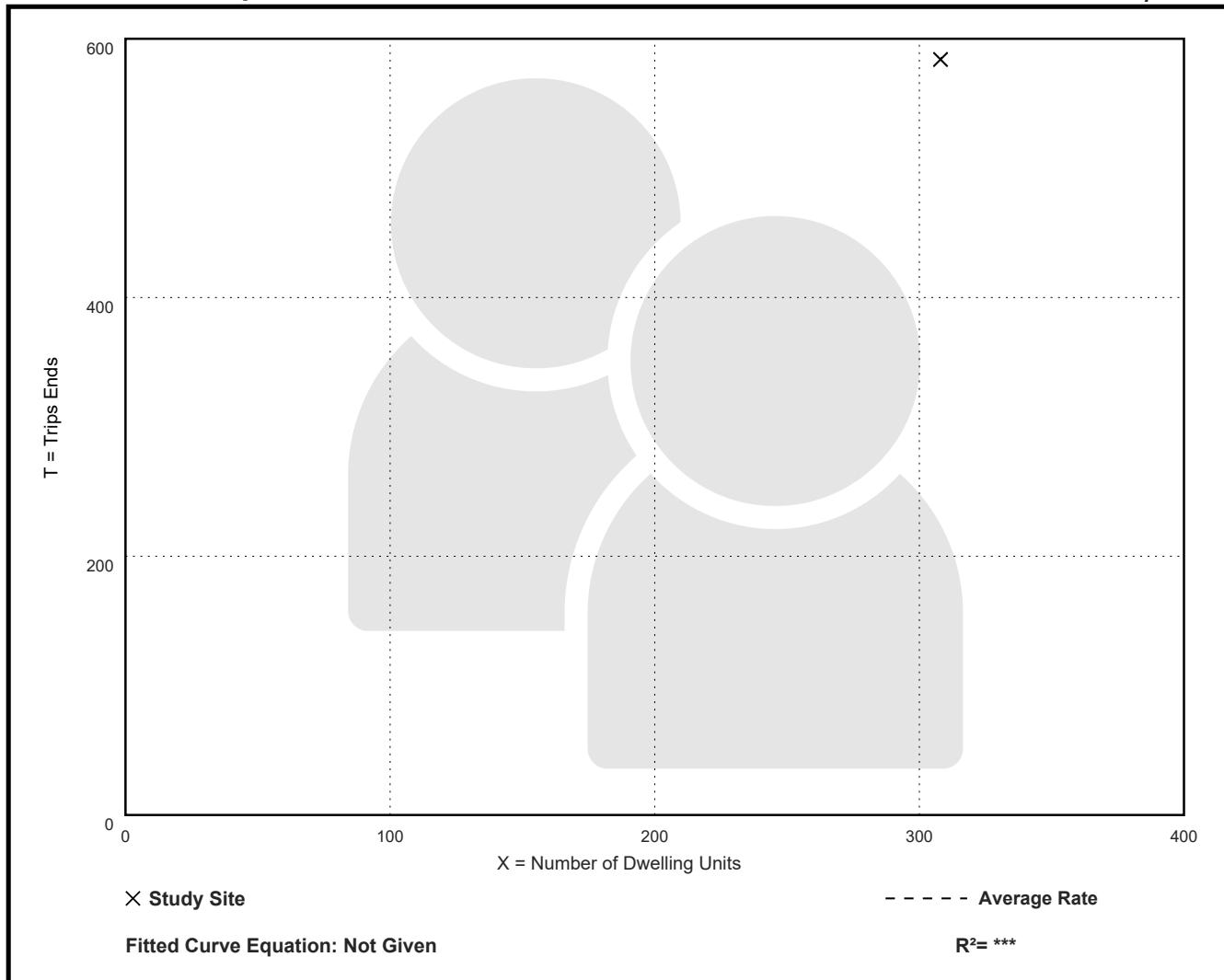
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.90	1.90 - 1.90	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

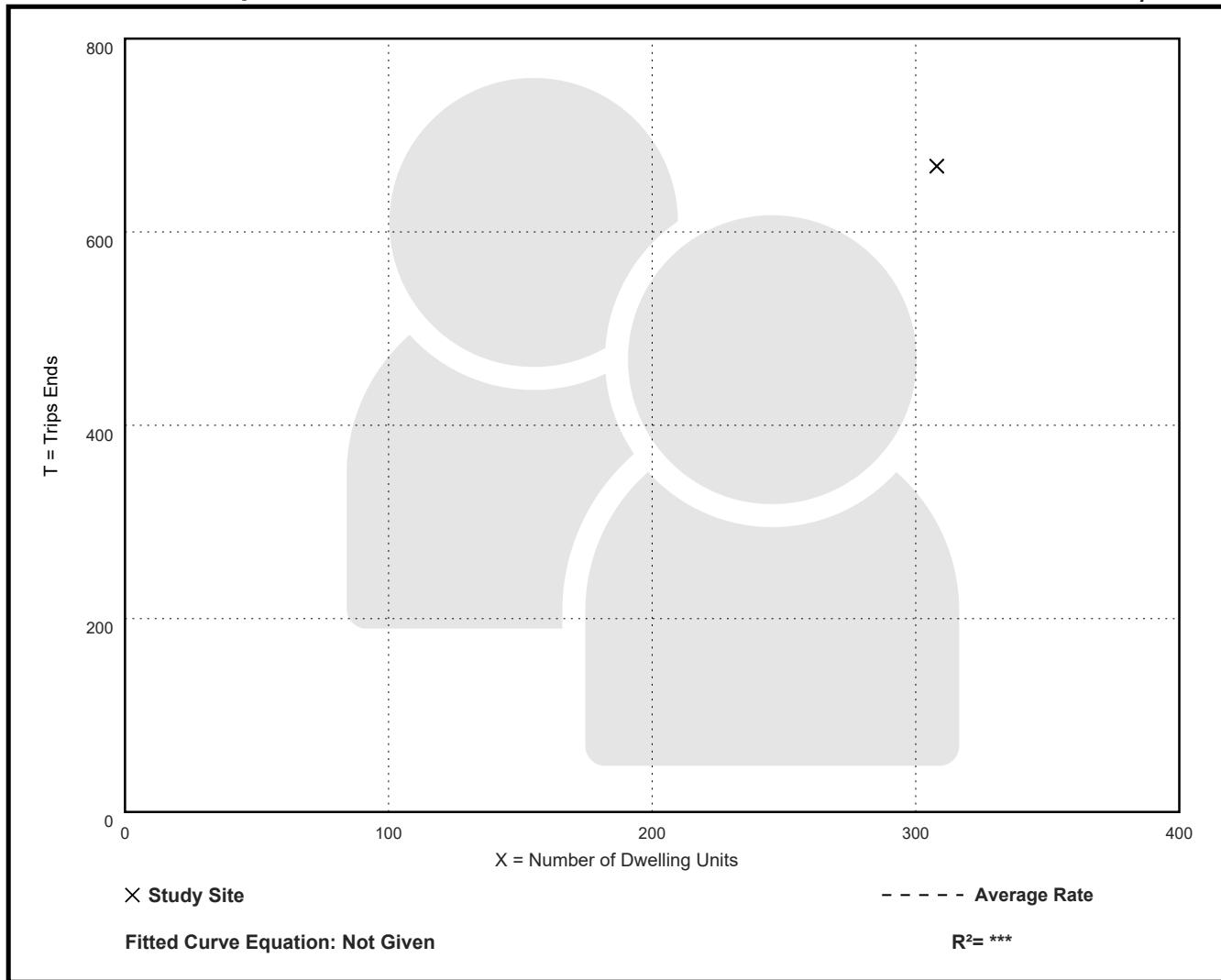
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.17	2.17 - 2.17	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

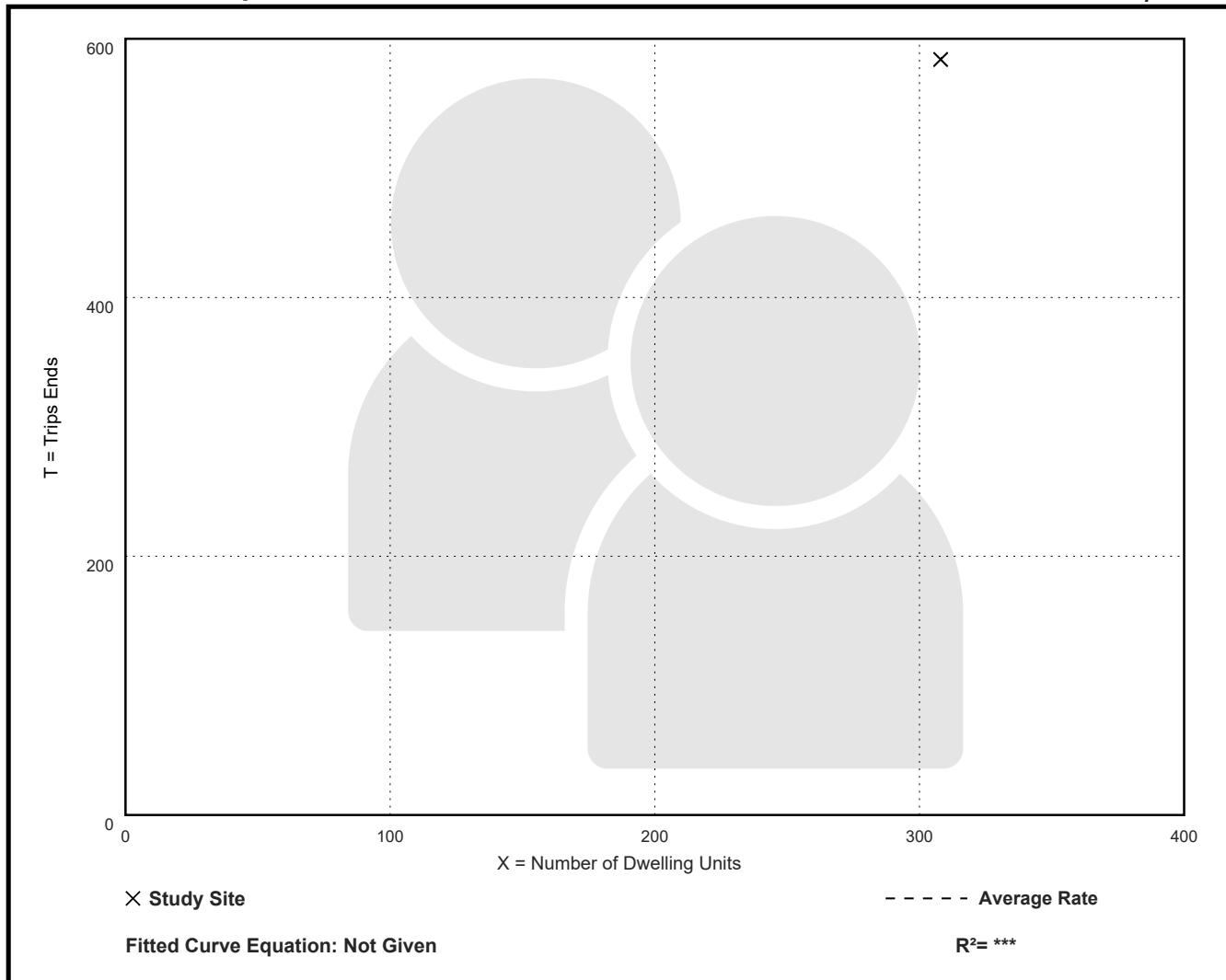
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.90	1.90 - 1.90	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

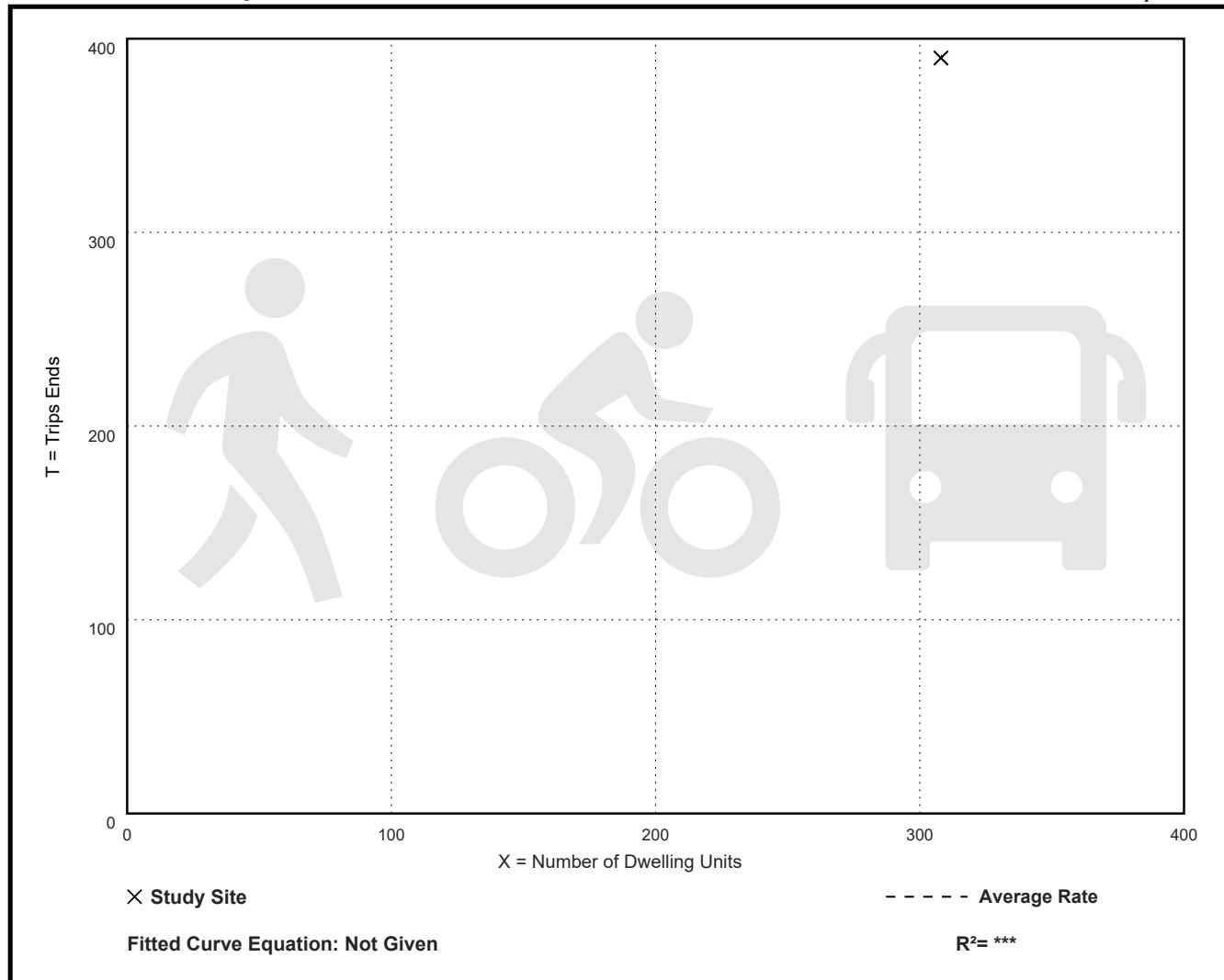
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.27	1.27 - 1.27	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial

GFA (1-25k) (230)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

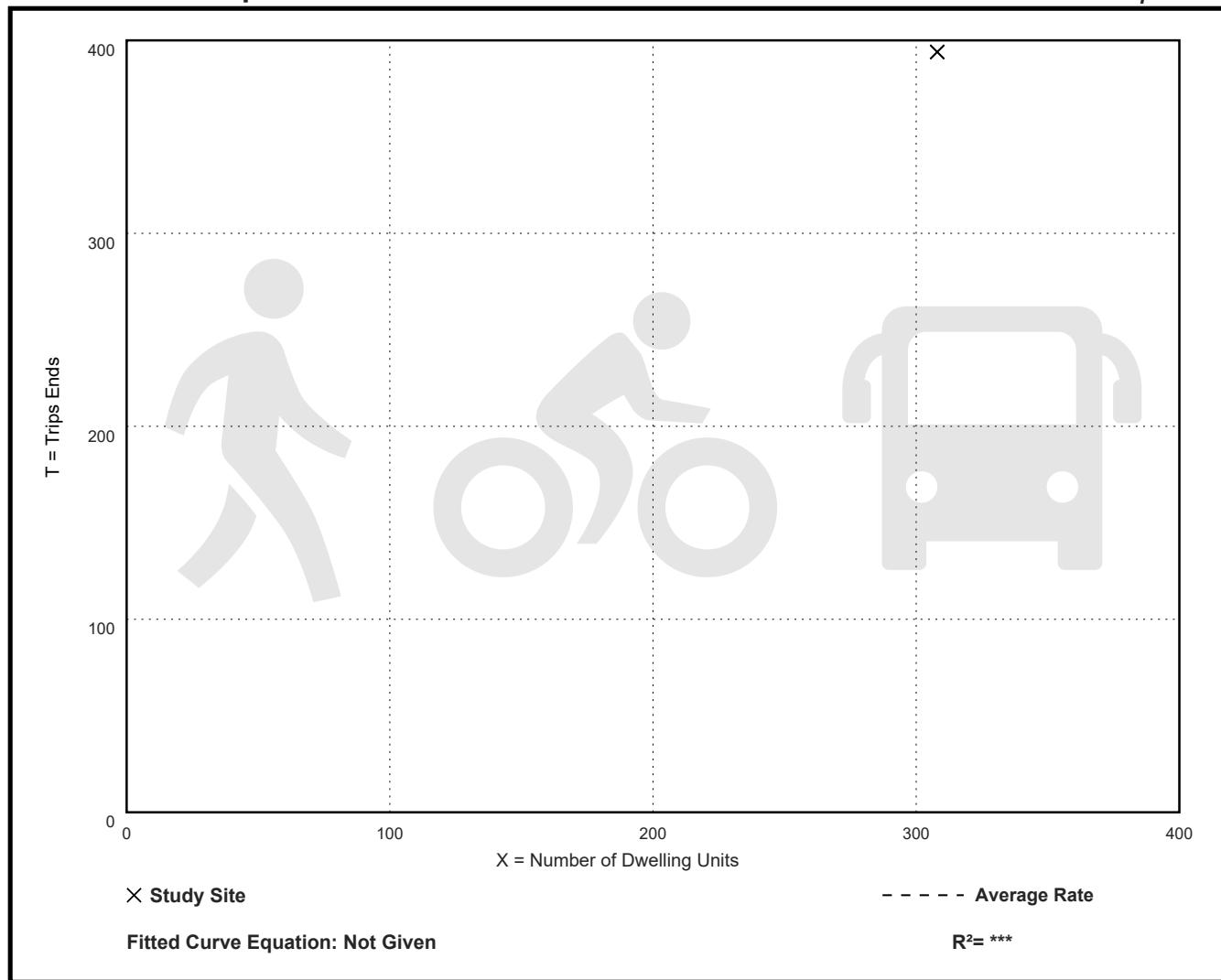
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.28	1.28 - 1.28	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 308

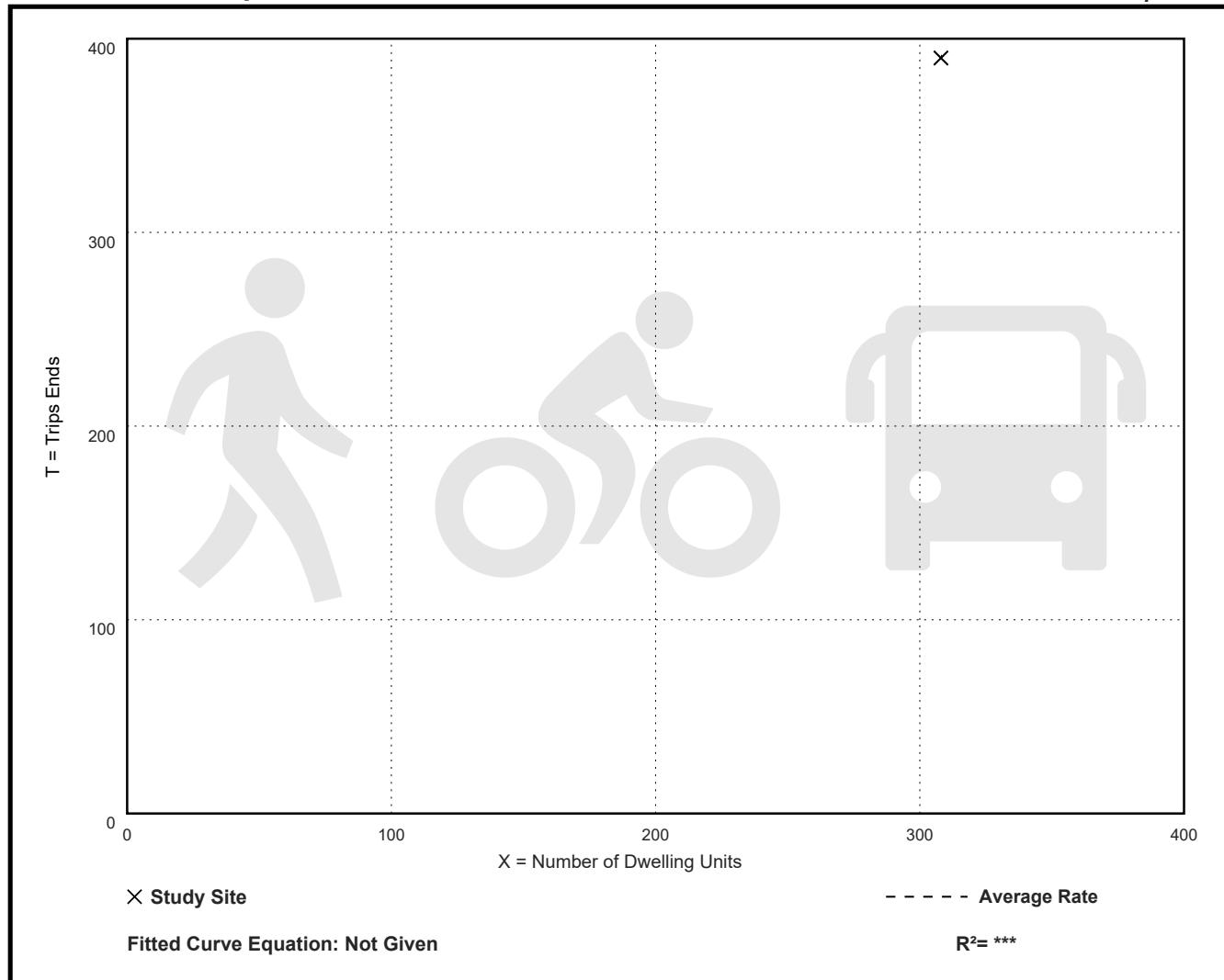
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.27	1.27 - 1.27	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 308

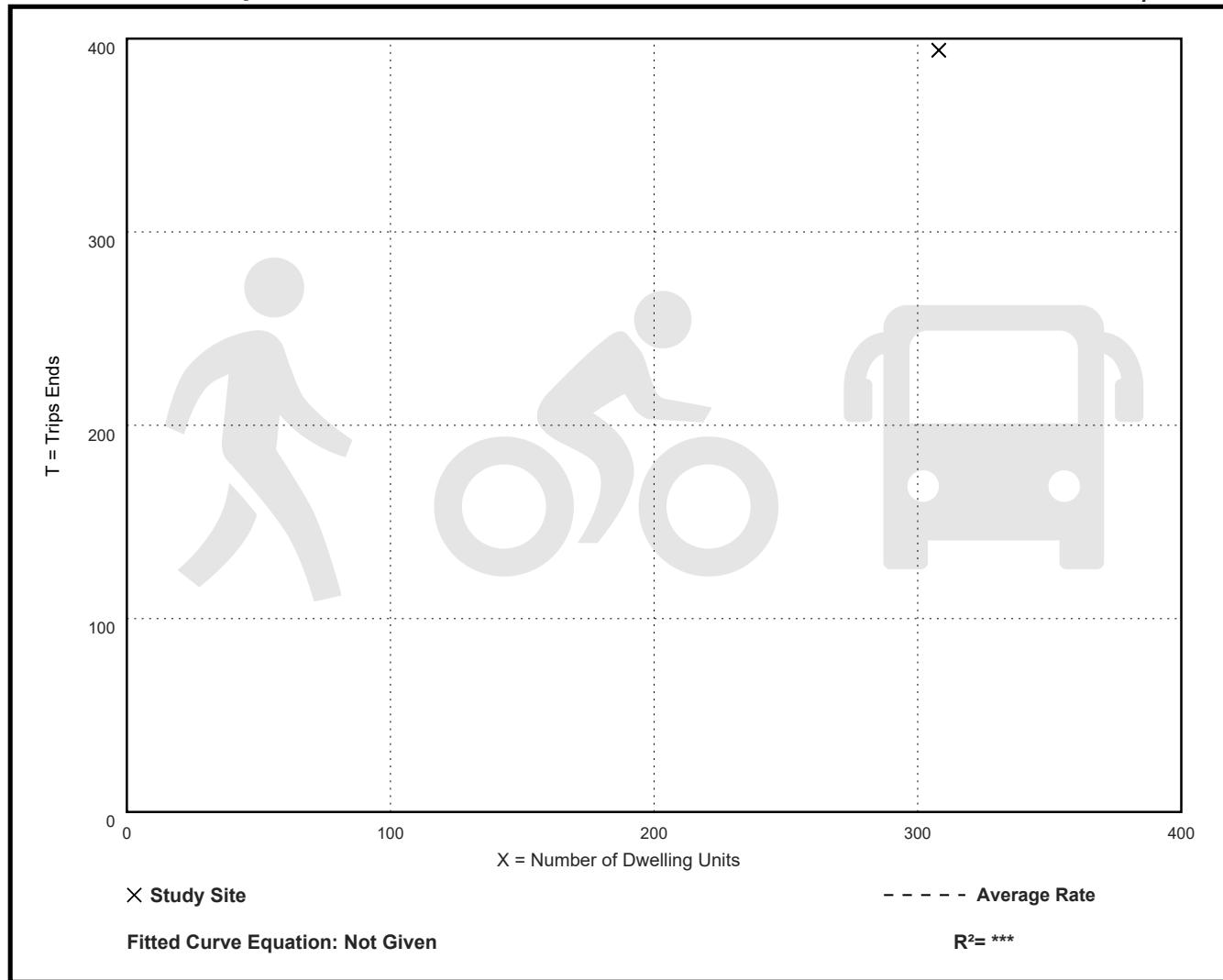
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.28	1.28 - 1.28	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

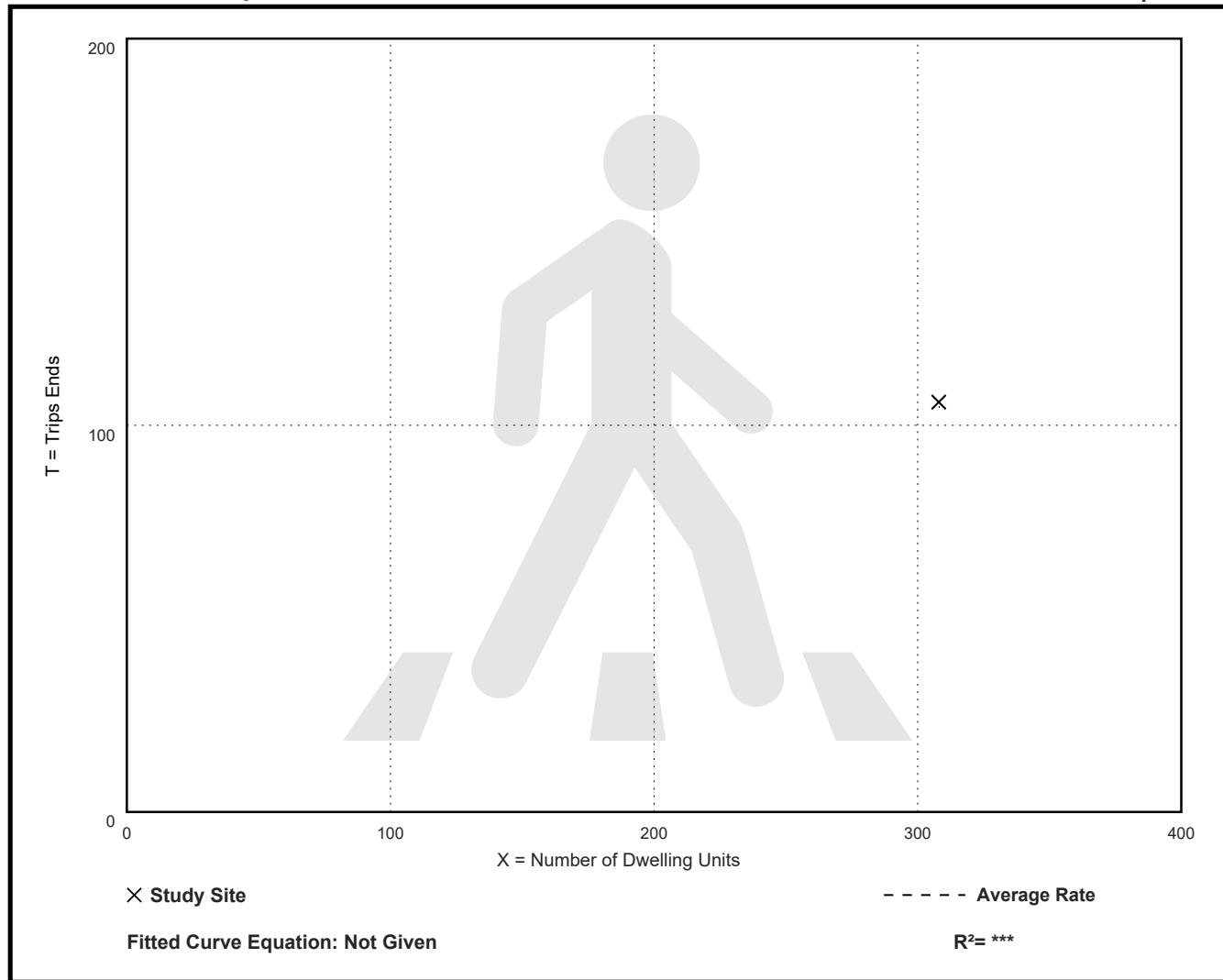
Directional Distribution: 41% entering, 59% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.34	0.34 - 0.34	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

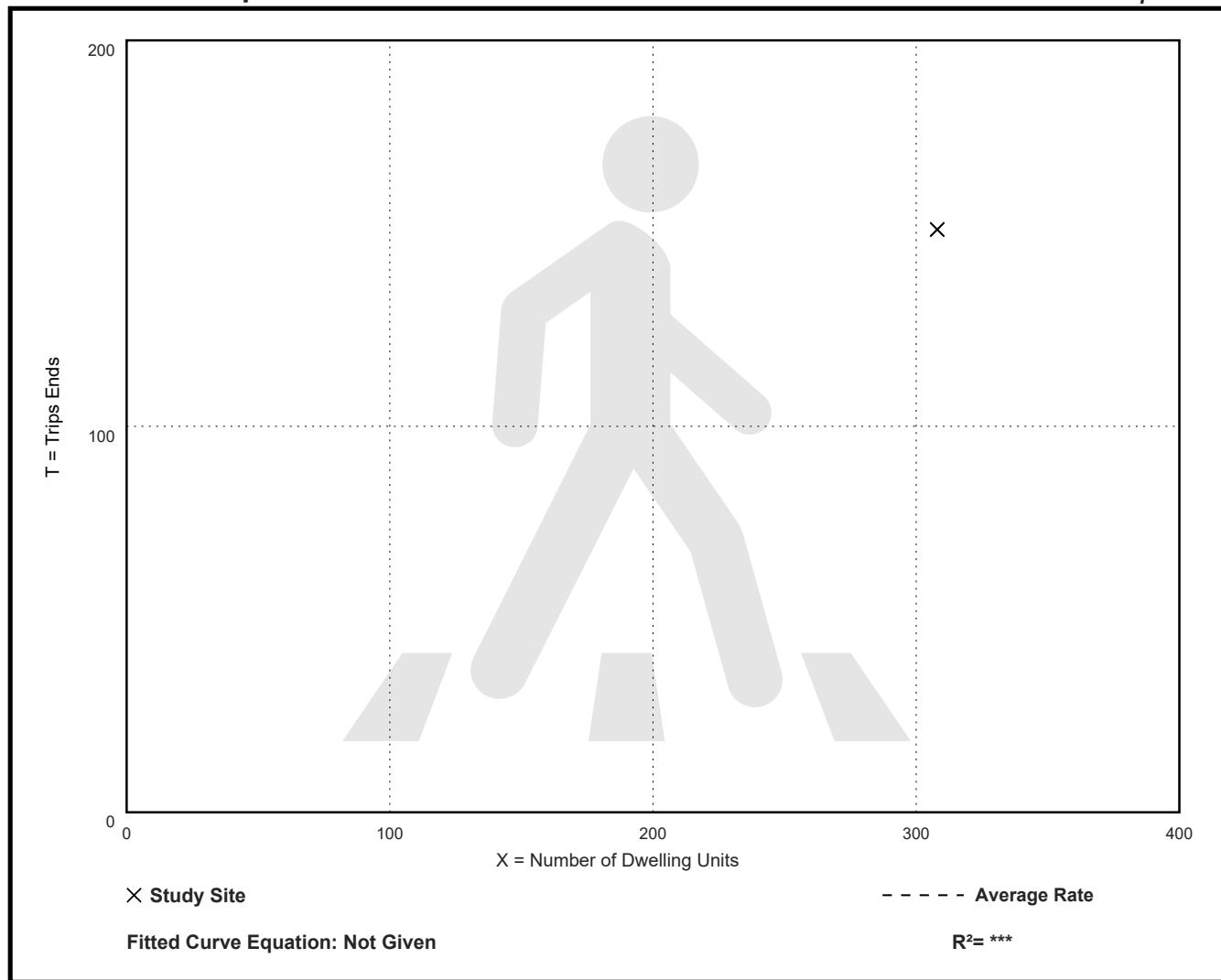
Directional Distribution: 55% entering, 45% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.49	0.49 - 0.49	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Walk Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 308

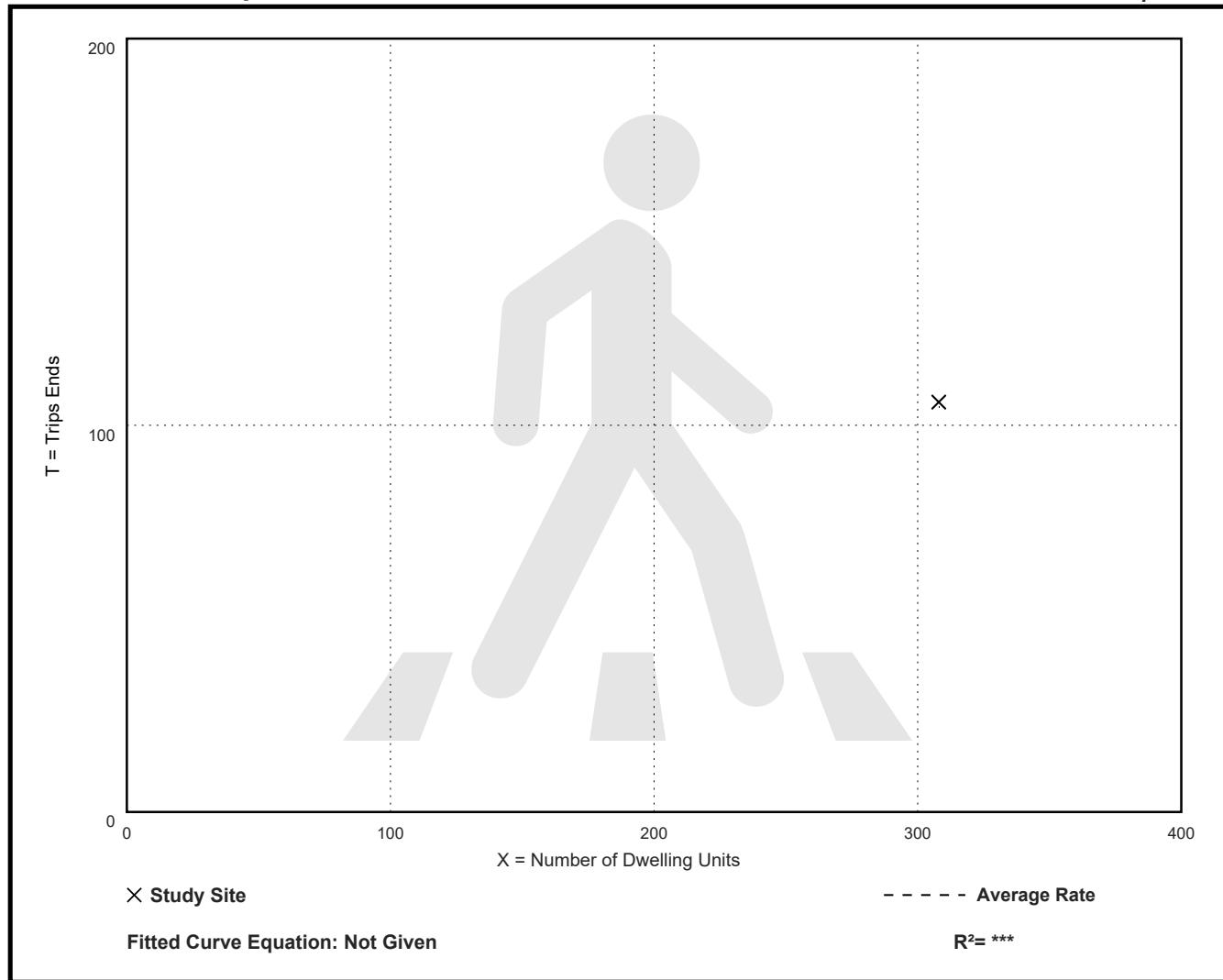
Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.34	0.34 - 0.34	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Walk Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

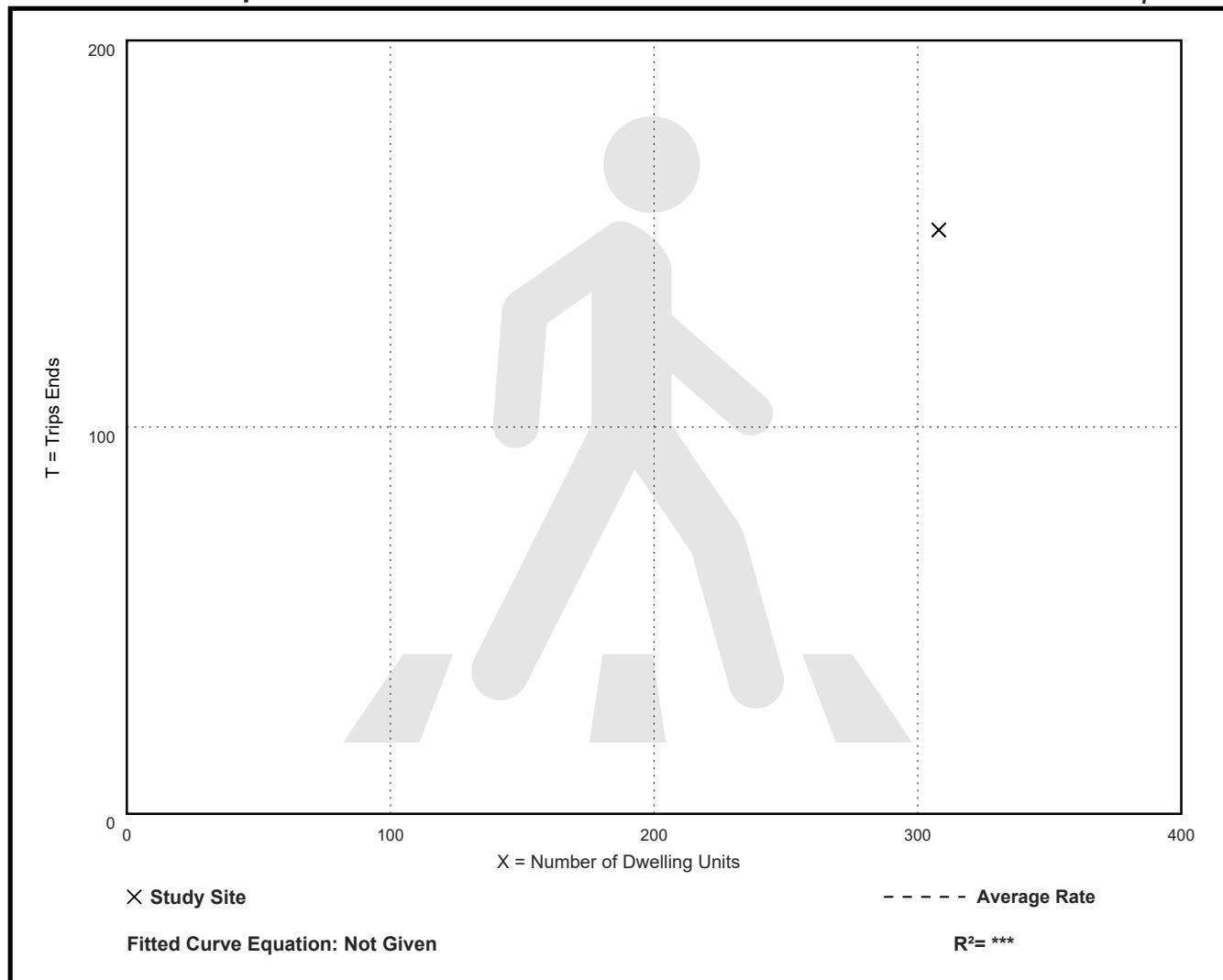
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.49	0.49 - 0.49	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

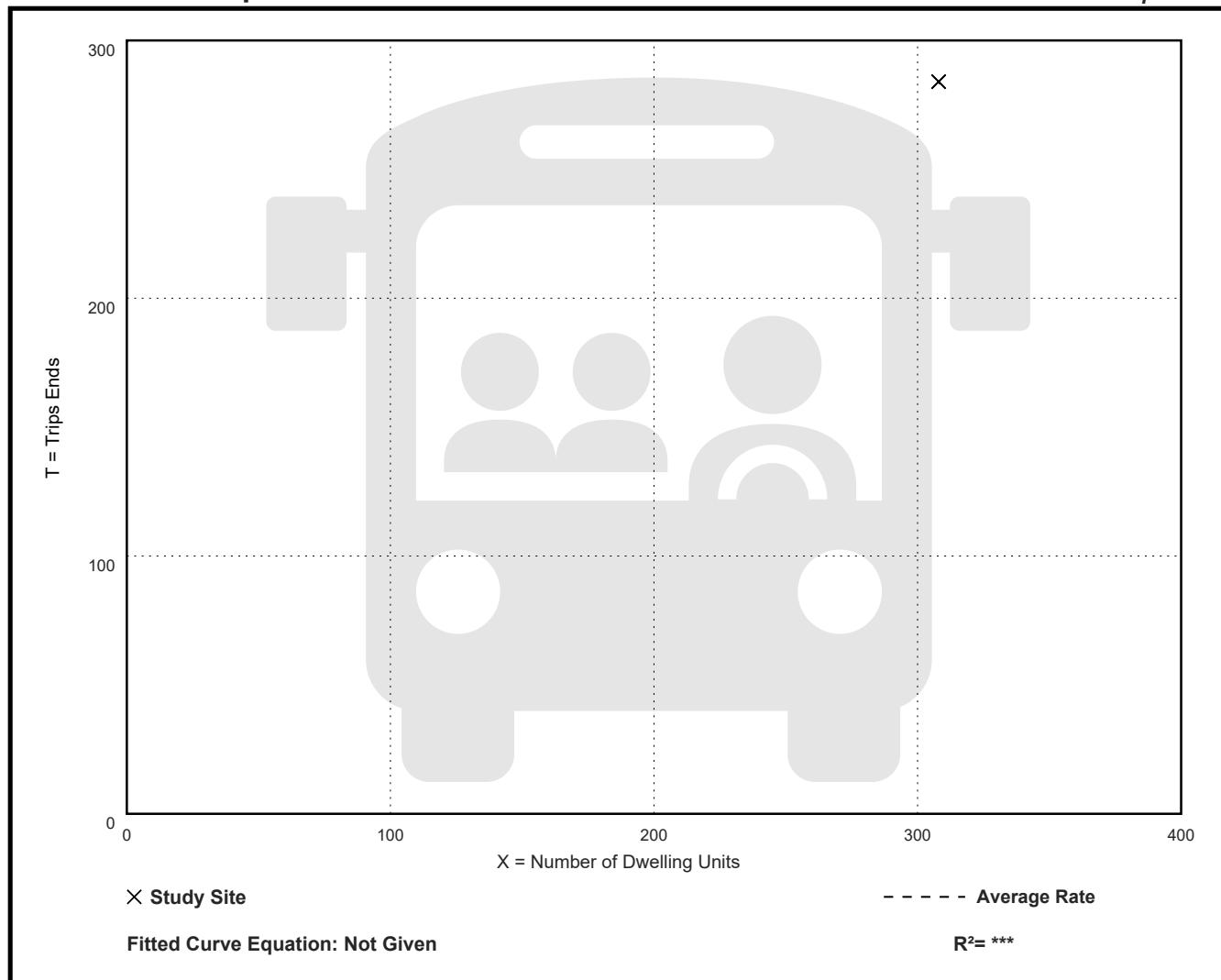
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.92	0.92 - 0.92	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

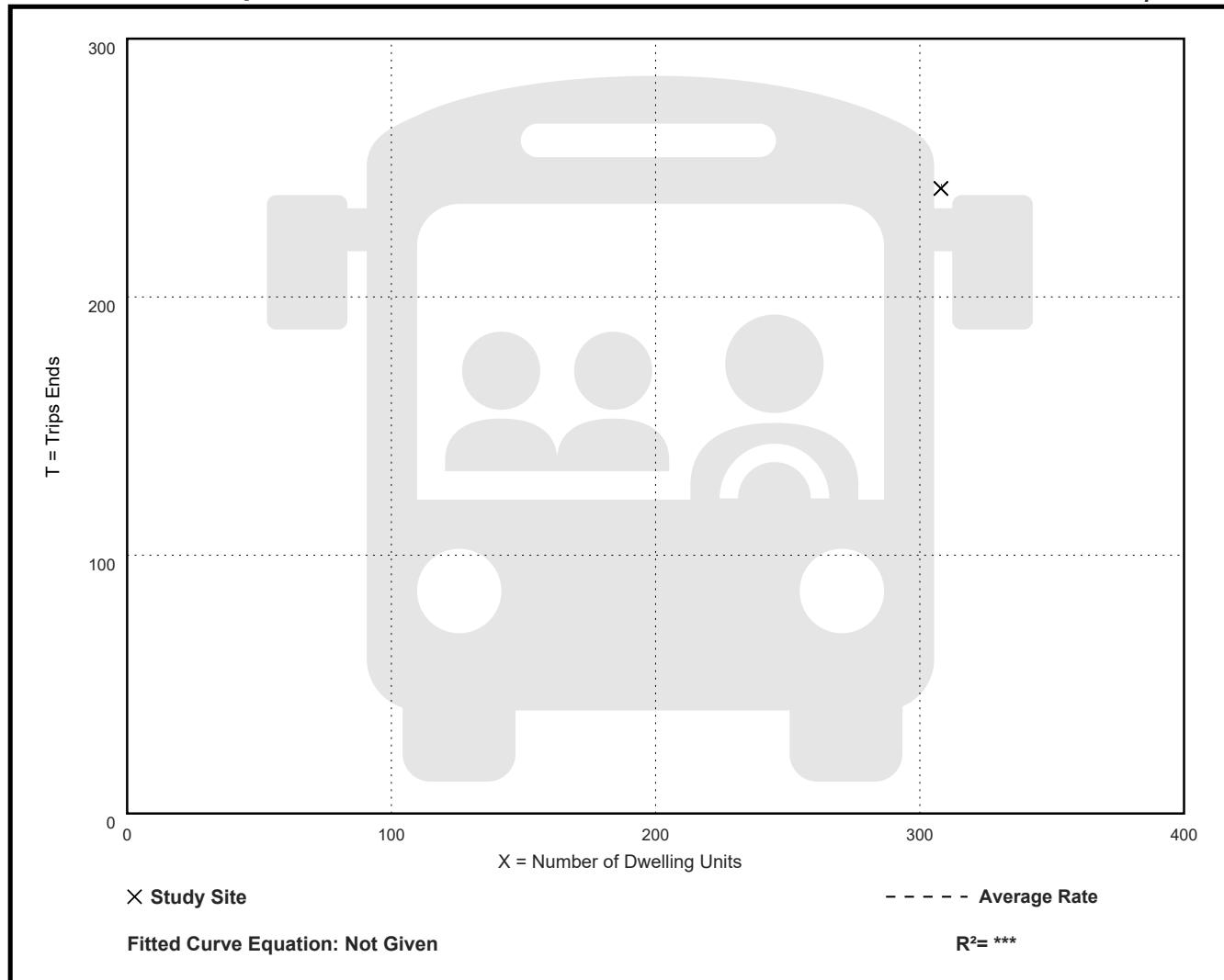
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.79	0.79 - 0.79	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Transit Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

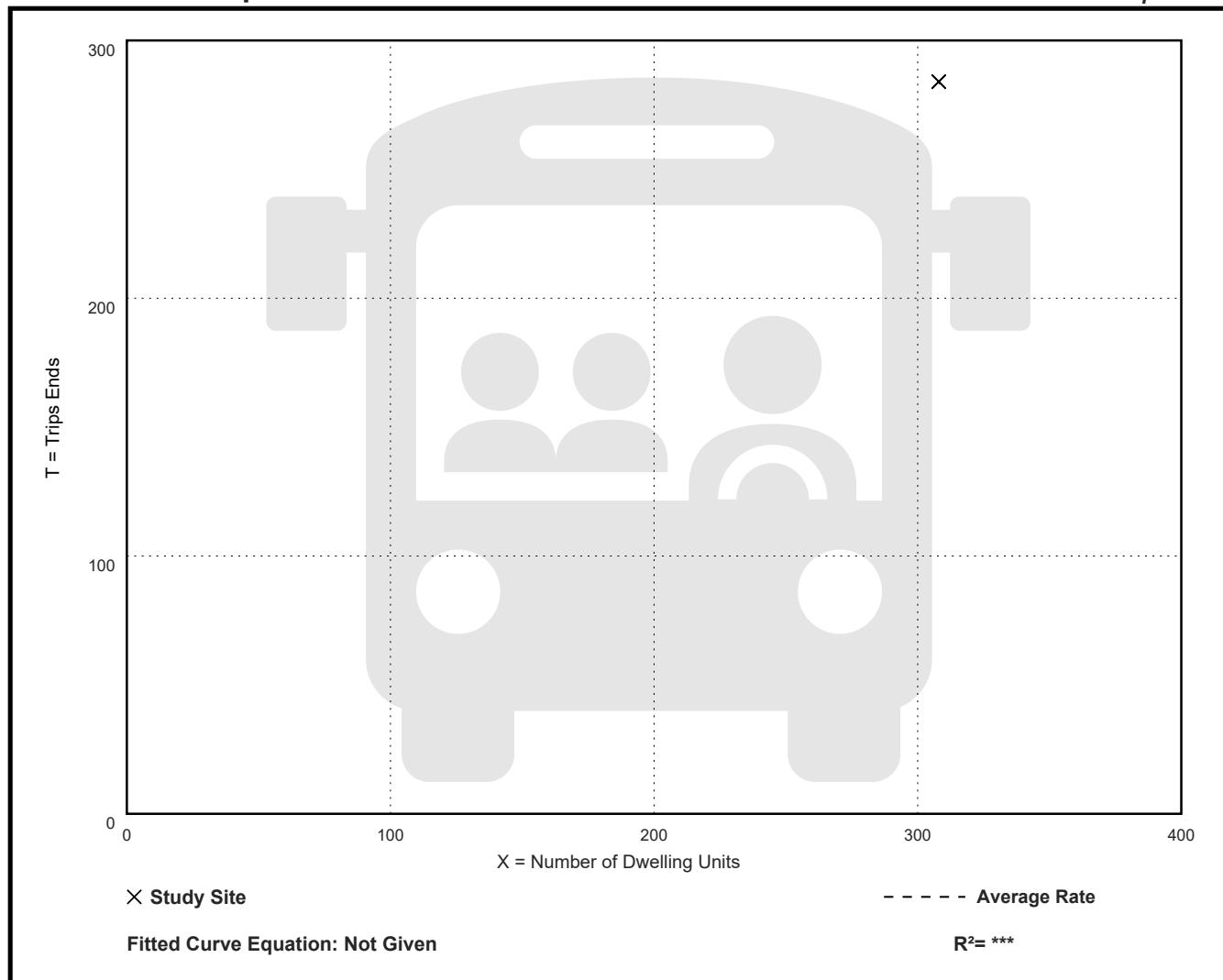
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.92	0.92 - 0.92	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

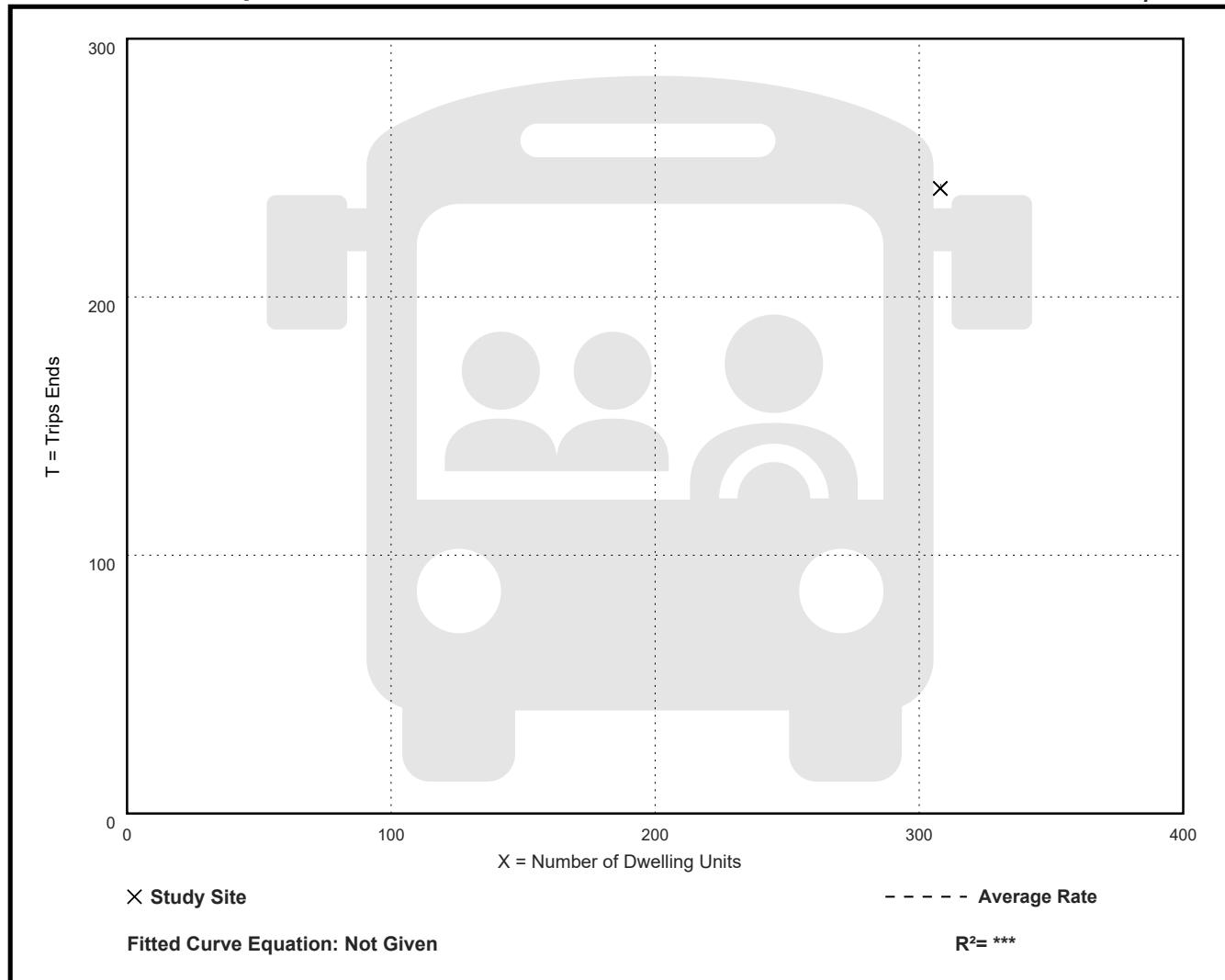
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.79	0.79 - 0.79	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Bicycle Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

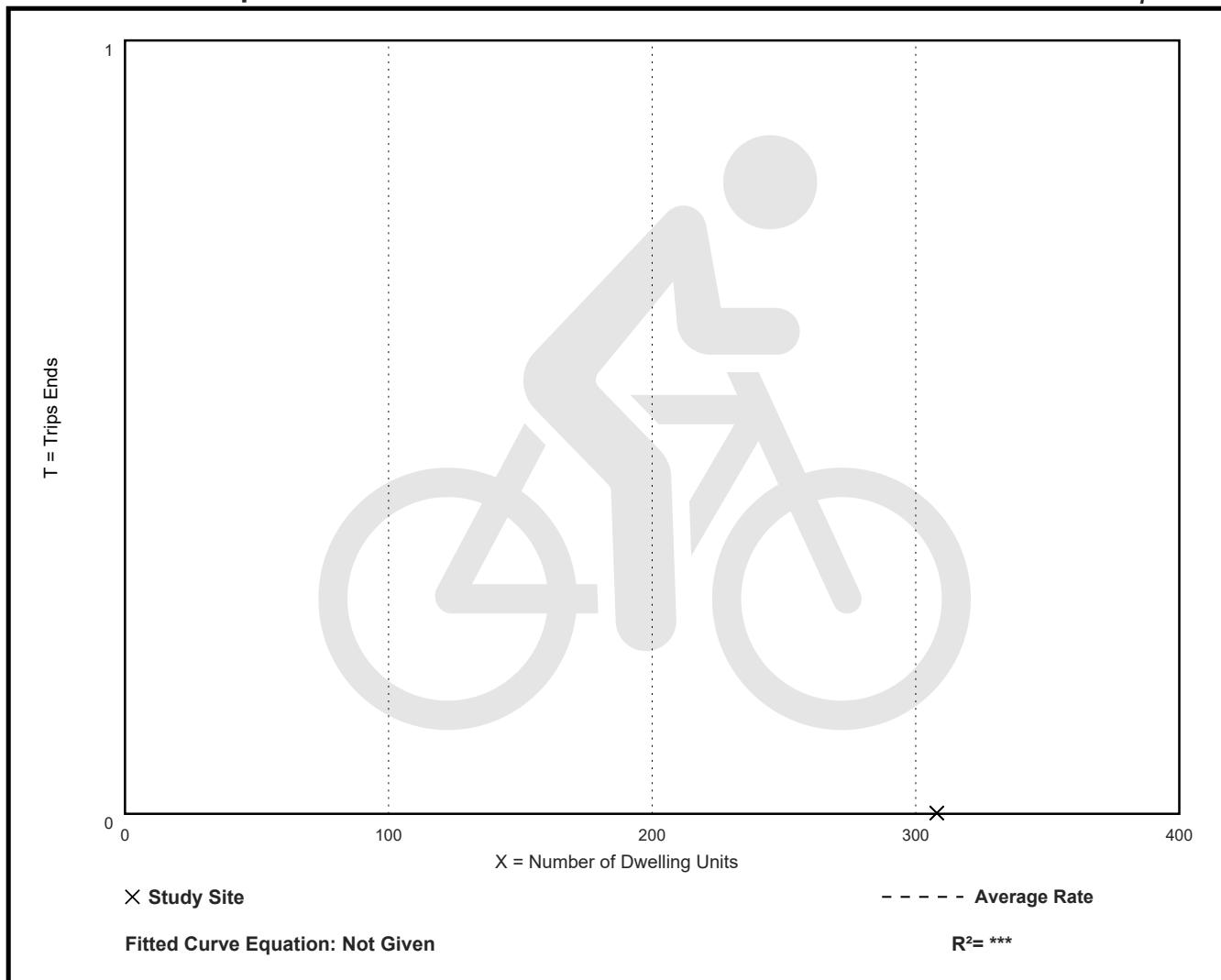
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Bicycle Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 308

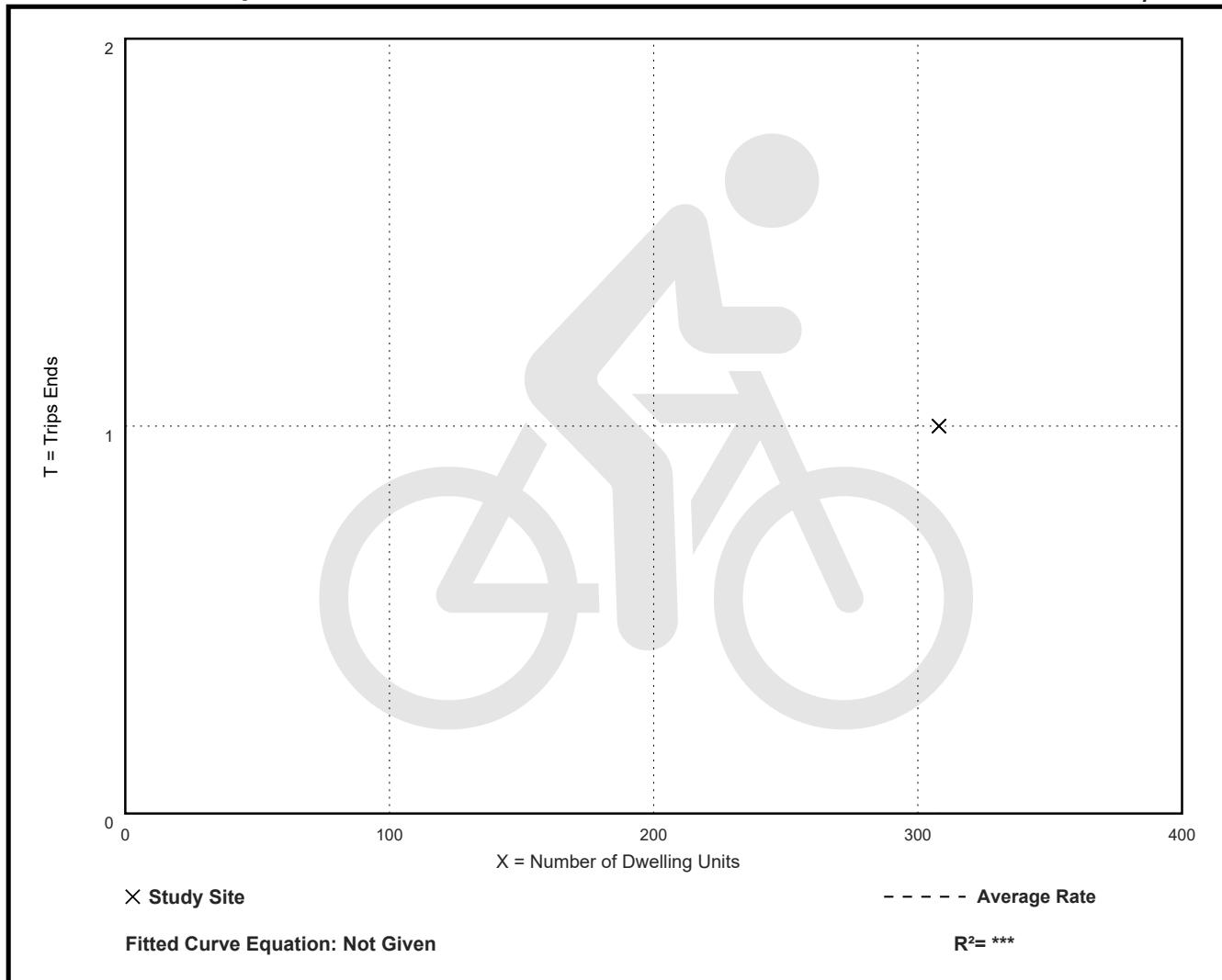
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

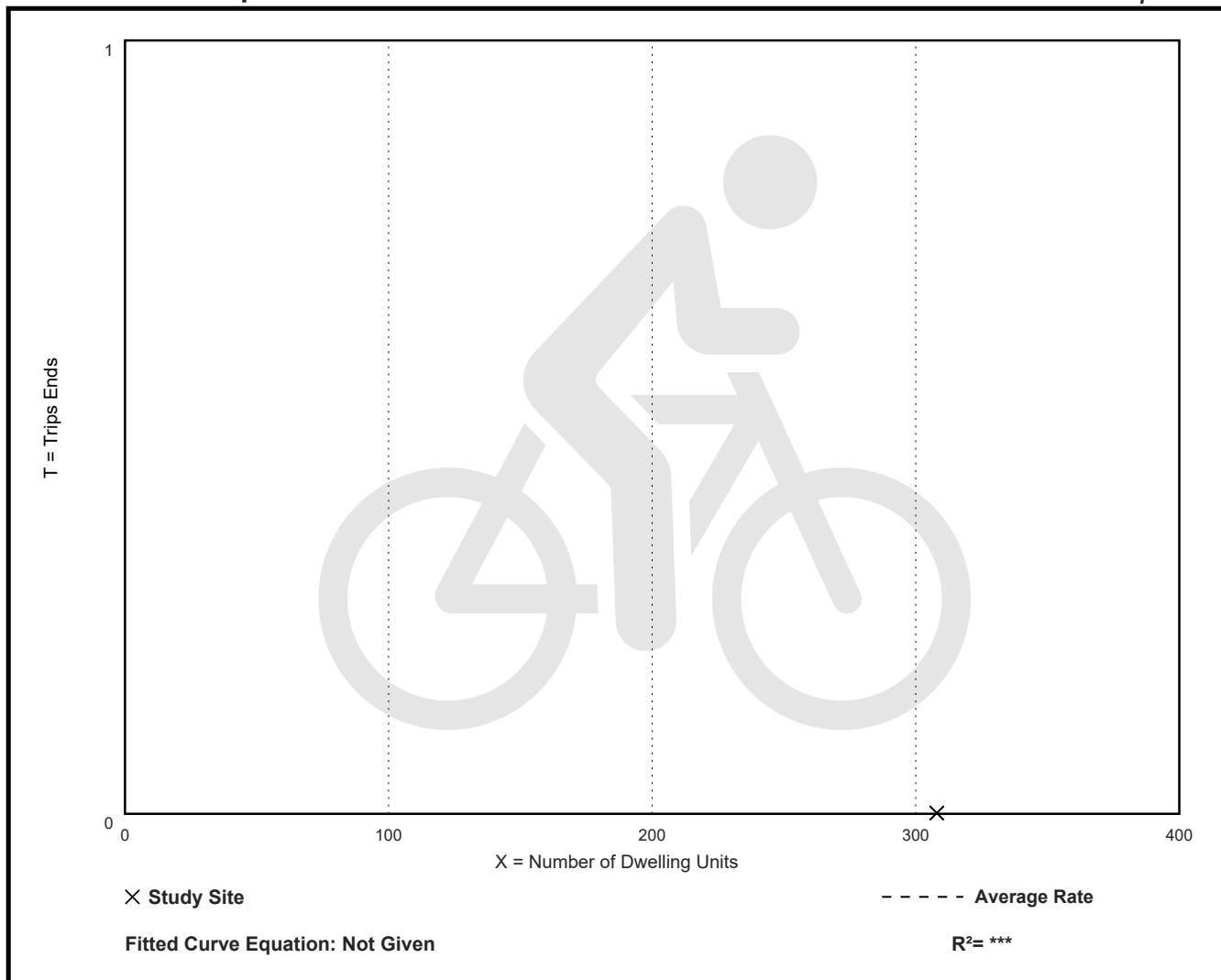
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Bicycle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 308

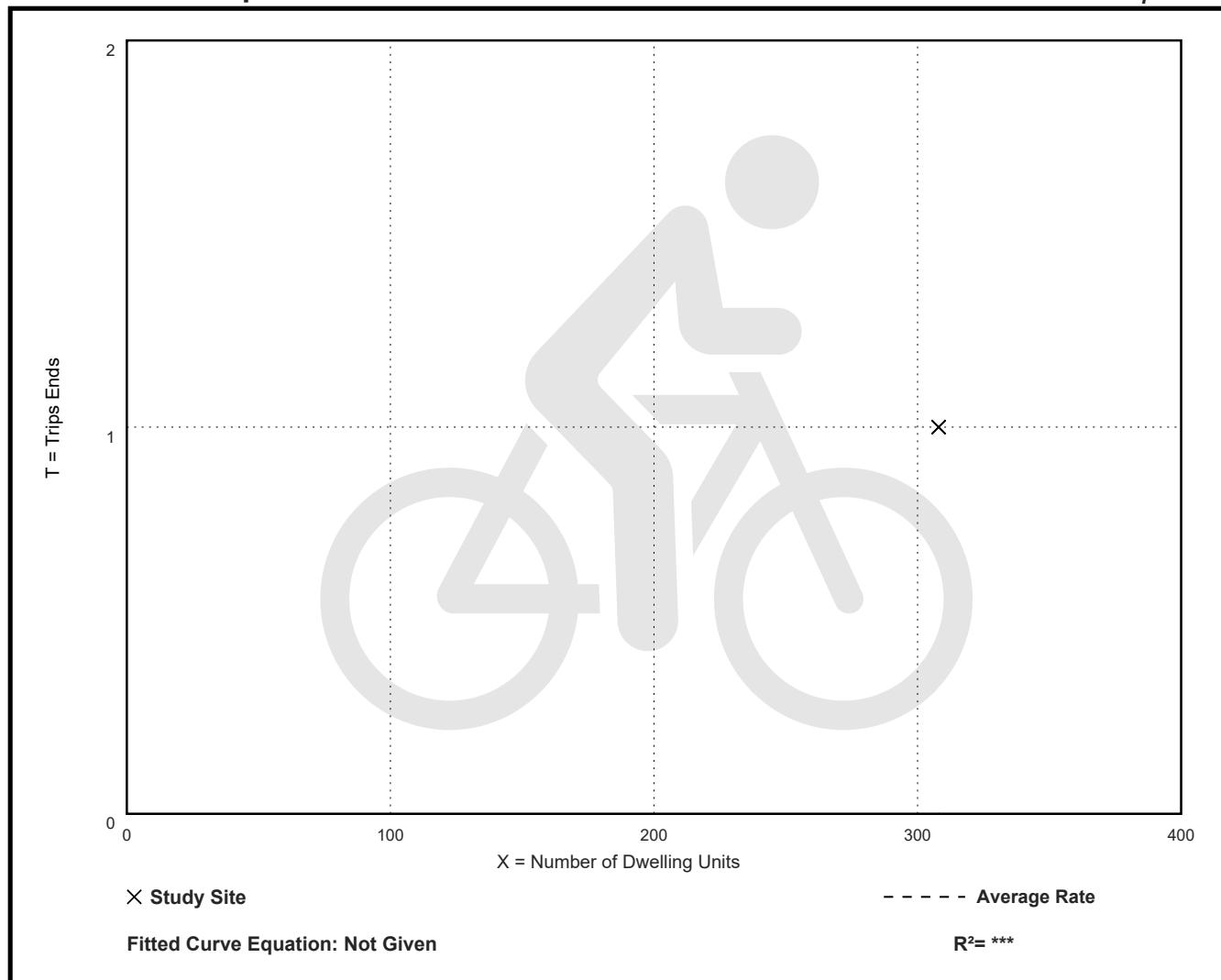
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (25-65k) (230)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 104

Directional Distribution: 41% entering, 59% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.33	0.33 - 0.33	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (25-65k) (230)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 104

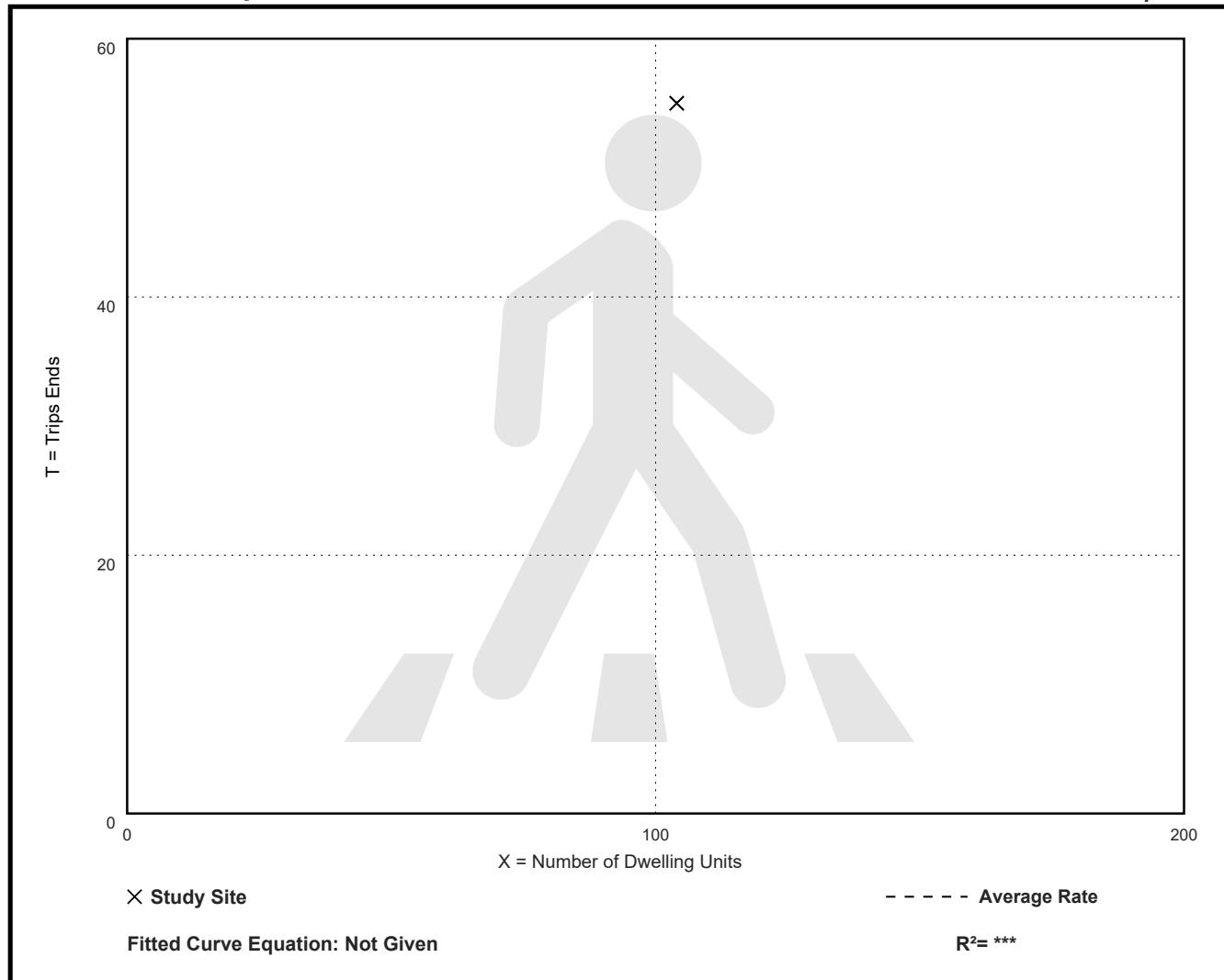
Directional Distribution: 55% entering, 45% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.53	0.53 - 0.53	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial

GFA (1-25k) (231)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 5

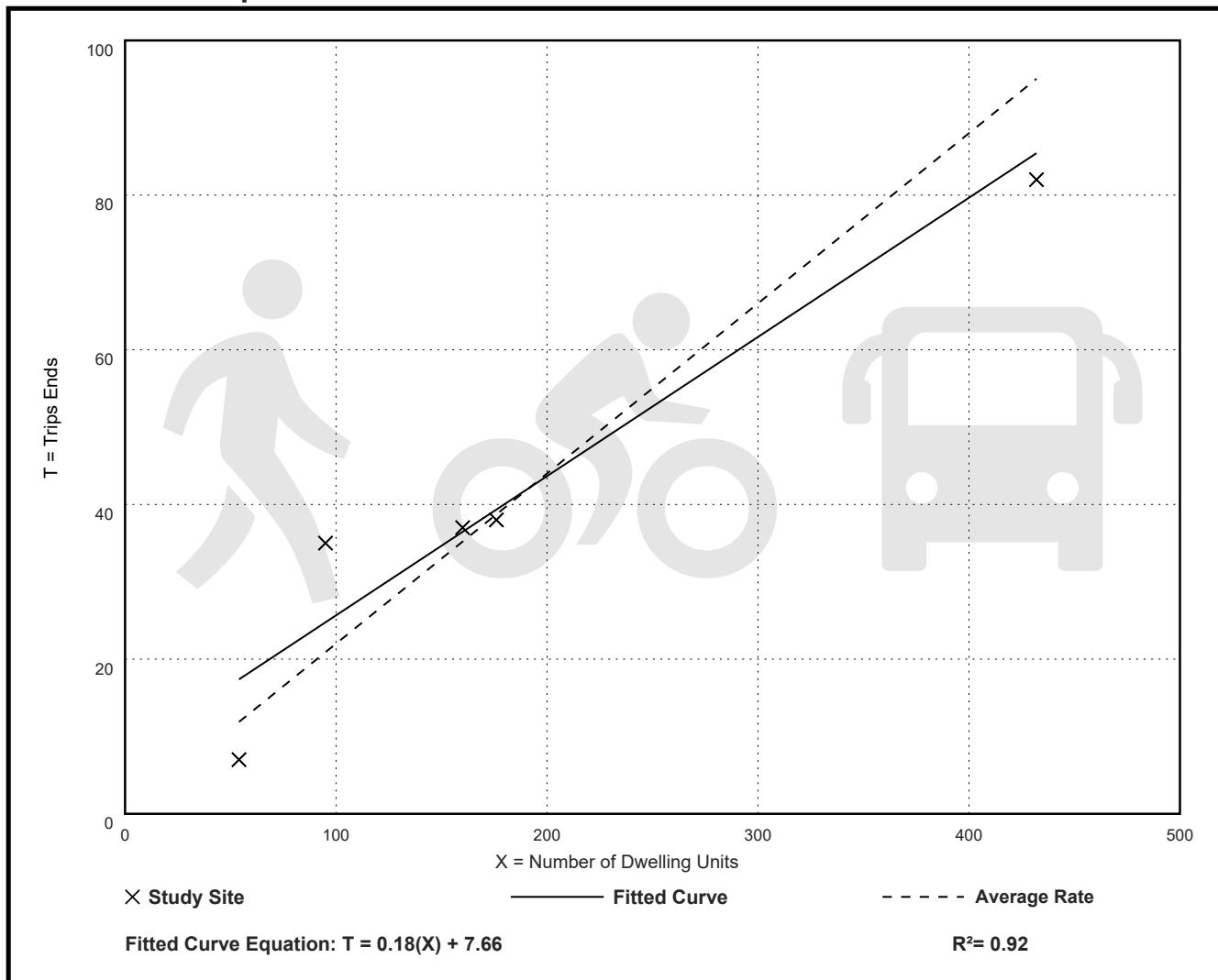
Avg. Num. of Dwelling Units: 183

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.22	0.13 - 0.37	0.06

Data Plot and Equation



Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 2

Avg. Num. of Dwelling Units: 168

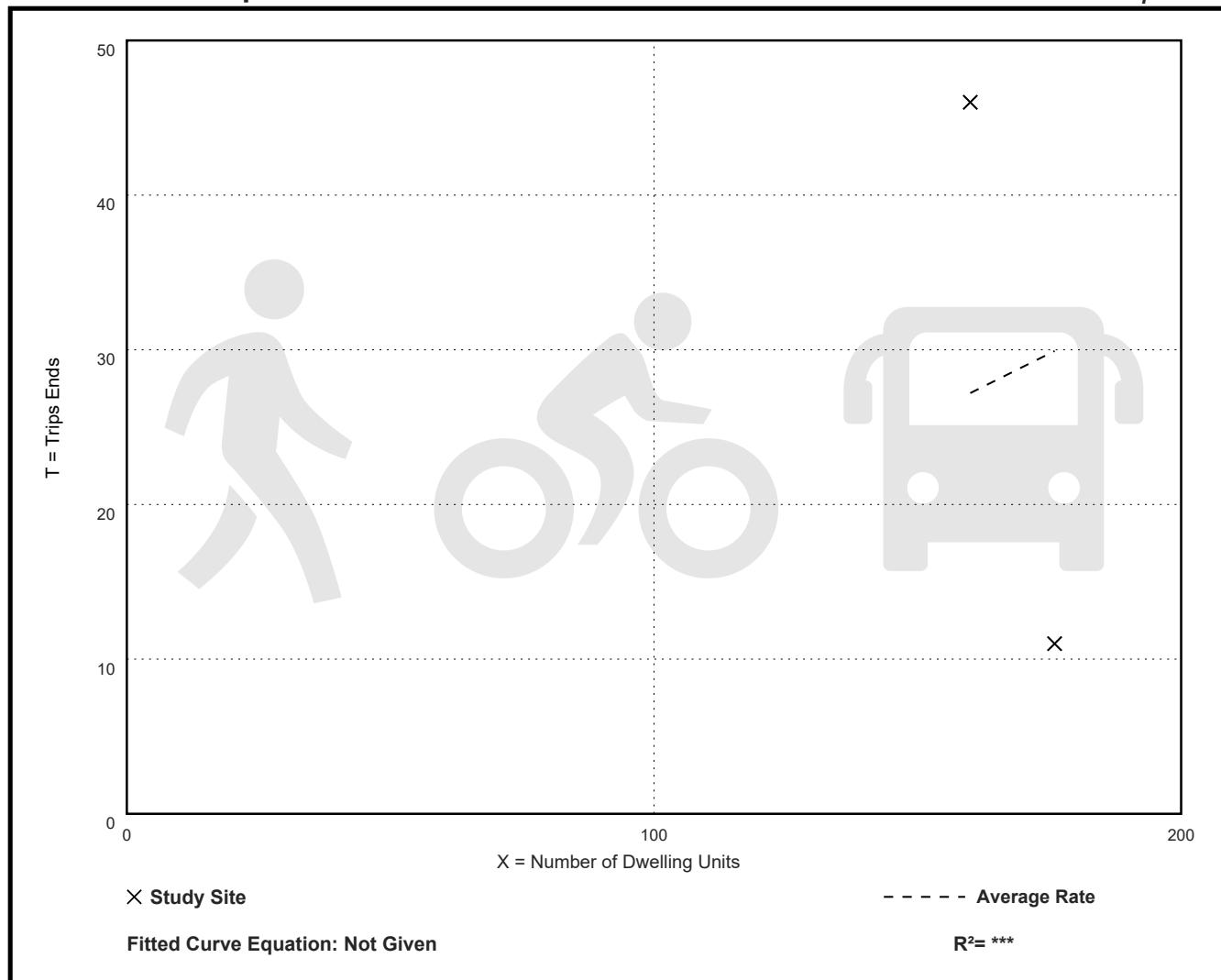
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.17	0.06 - 0.29	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial

GFA (1-25k) (231)

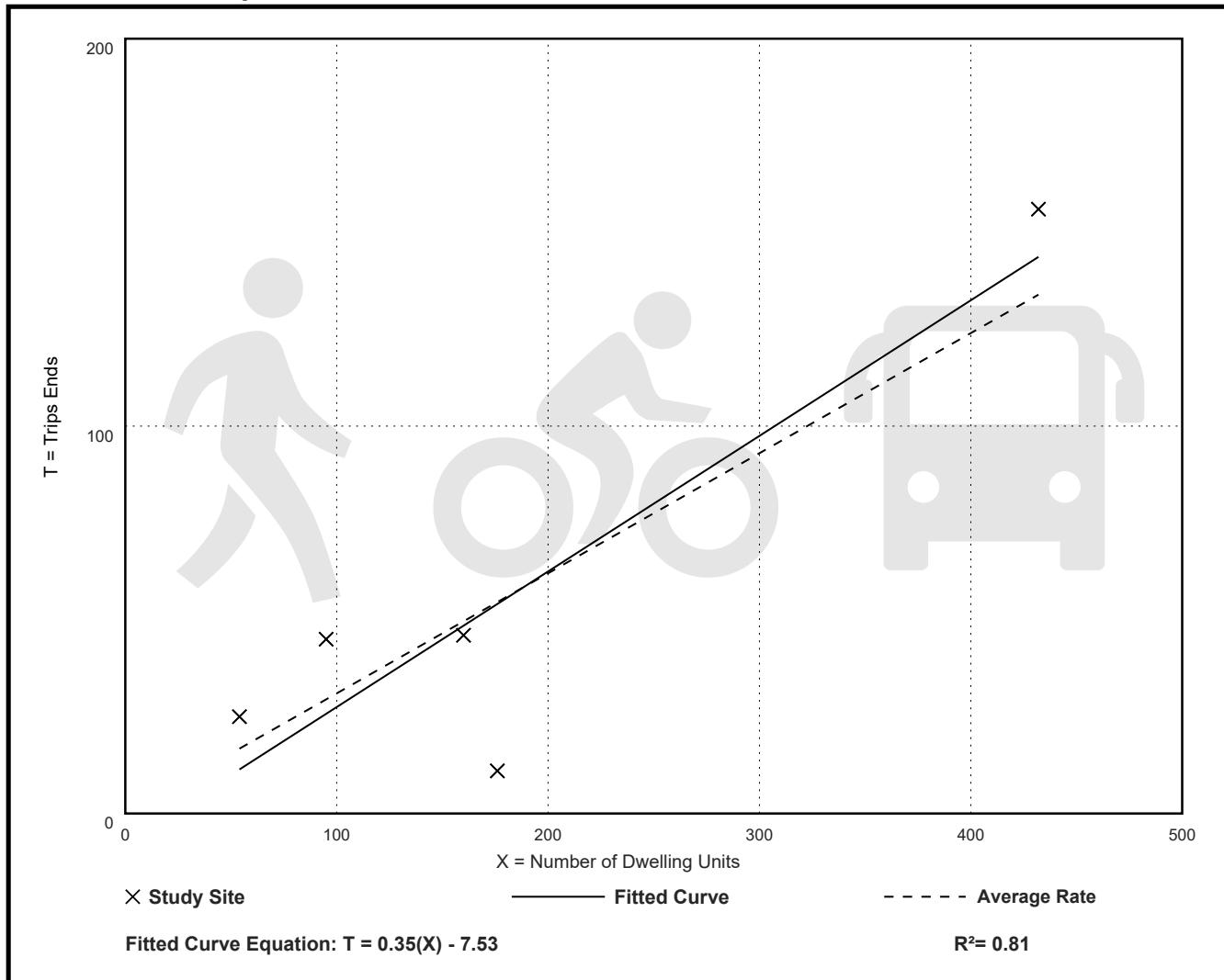
Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 183
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.31	0.06 - 0.47	0.15

Data Plot and Equation



Mid-Rise Residential with Ground-Floor Commercial

GFA (1-25k) (231)

Walk Trip Ends vs: Dwelling Units

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: 7

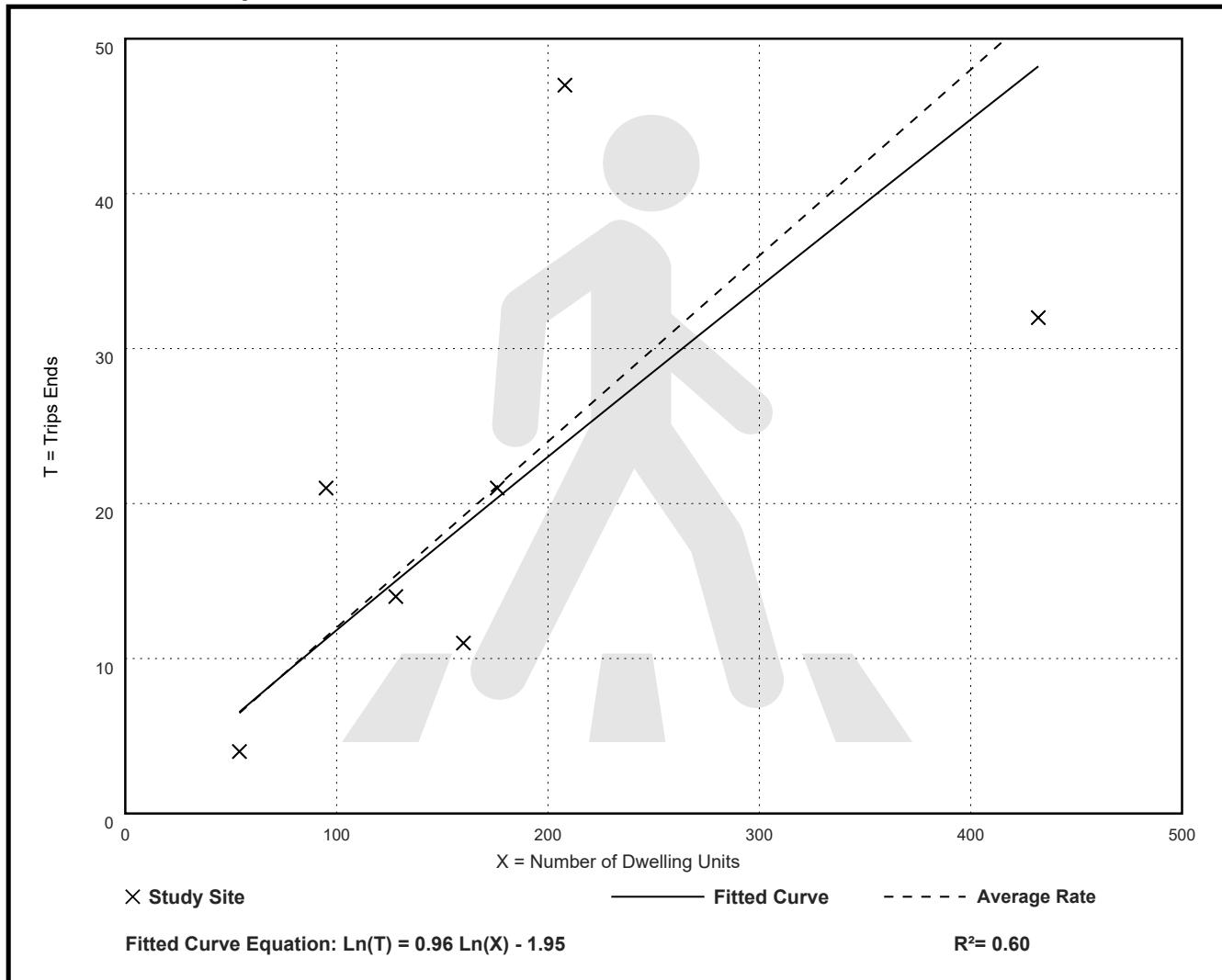
Avg. Num. of Dwelling Units: 179

Directional Distribution: 31% entering, 69% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.12	0.07 - 0.23	0.07

Data Plot and Equation



Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

Walk Trip Ends vs: Dwelling Units

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: 4

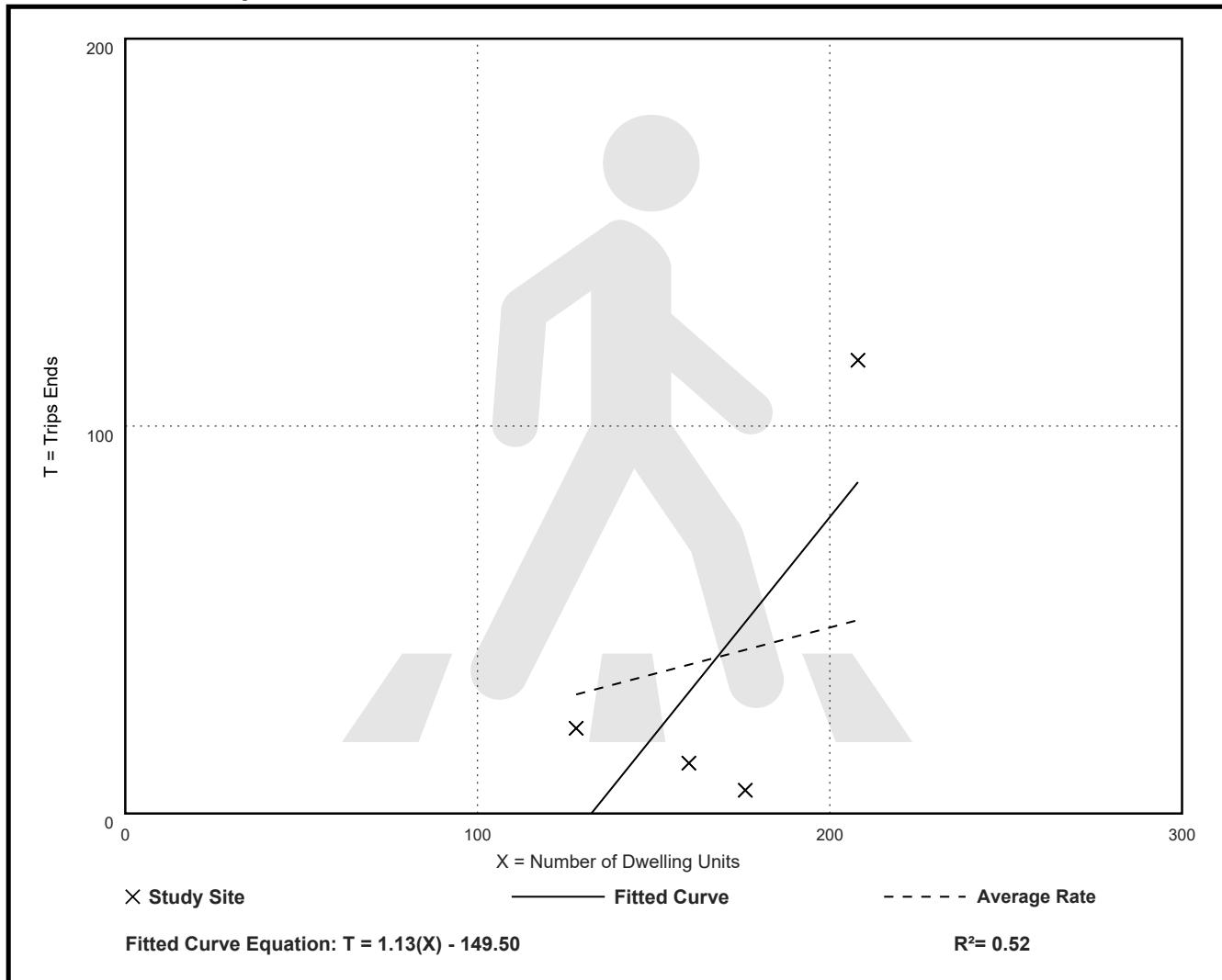
Avg. Num. of Dwelling Units: 168

Directional Distribution: 59% entering, 41% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.03 - 0.56	0.26

Data Plot and Equation



Mid-Rise Residential with Ground-Floor Commercial

GFA (1-25k) (231)

Walk Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

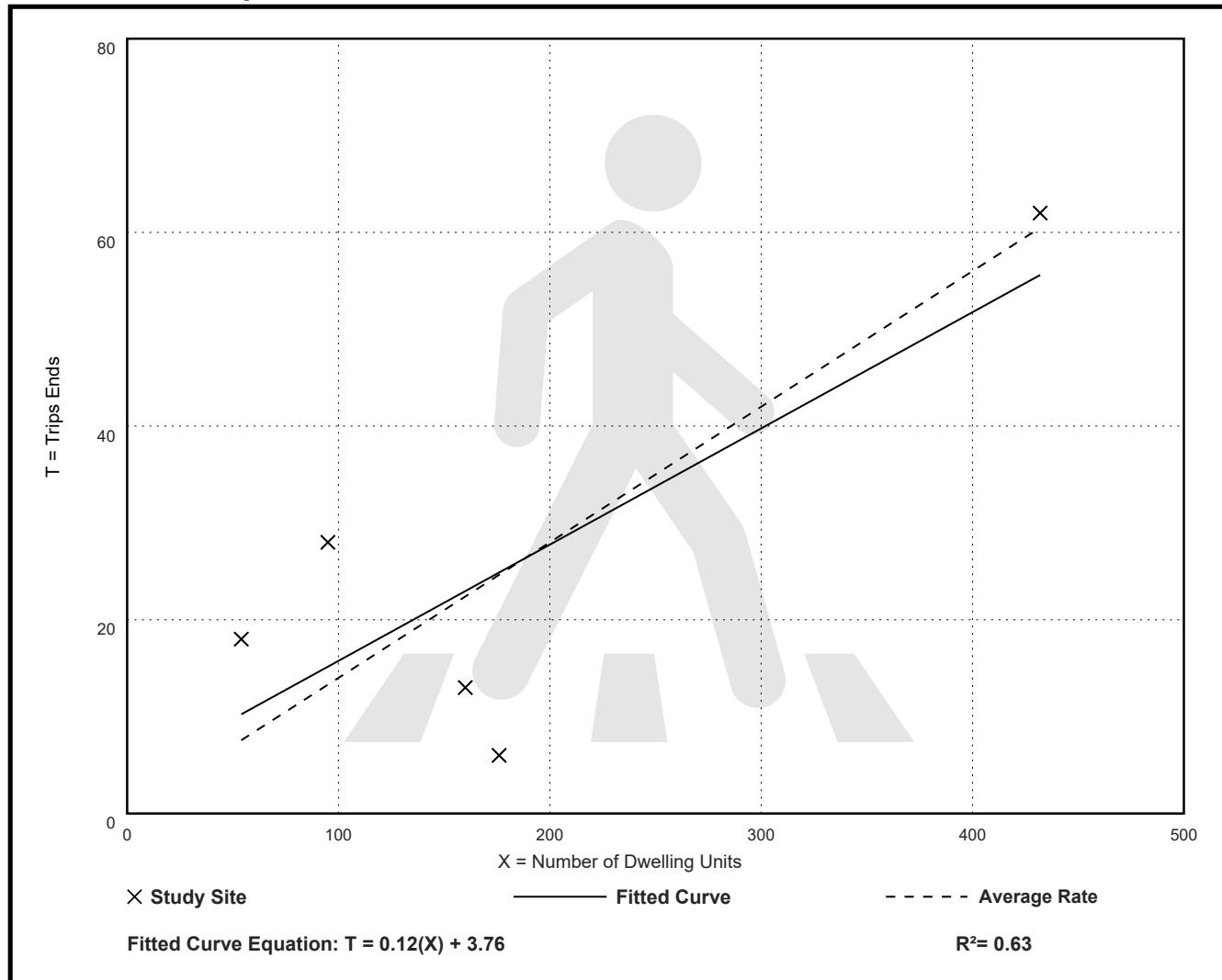
Avg. Num. of Dwelling Units: 183

Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.14	0.03 - 0.33	0.10

Data Plot and Equation



Mid-Rise Residential with Ground-Floor Commercial

GFA (1-25k) (231)

Transit Trip Ends vs: Dwelling Units

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: 5

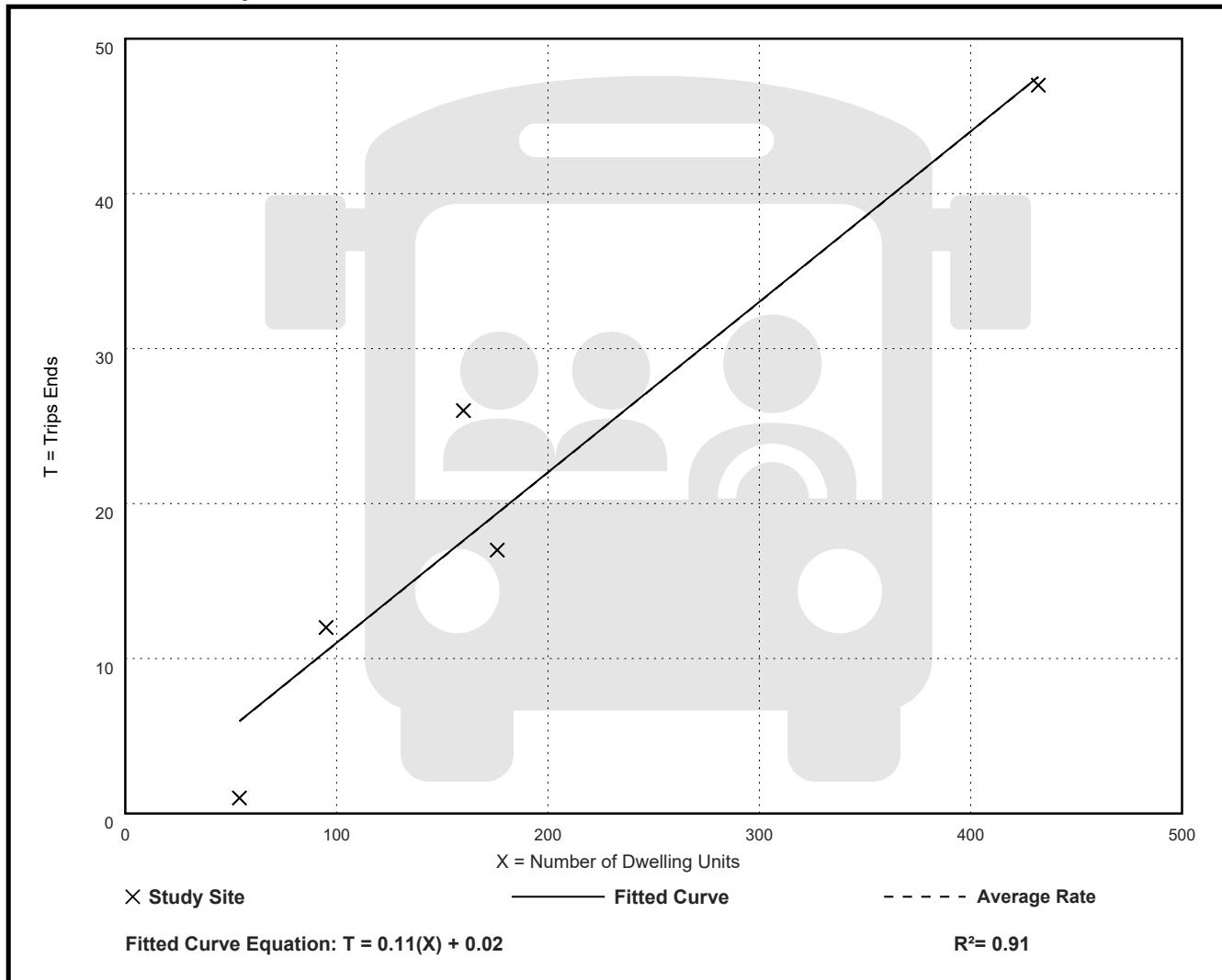
Avg. Num. of Dwelling Units: 183

Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.02 - 0.16	0.04

Data Plot and Equation



Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

Transit Trip Ends vs: Dwelling Units

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: 2

Avg. Num. of Dwelling Units: 168

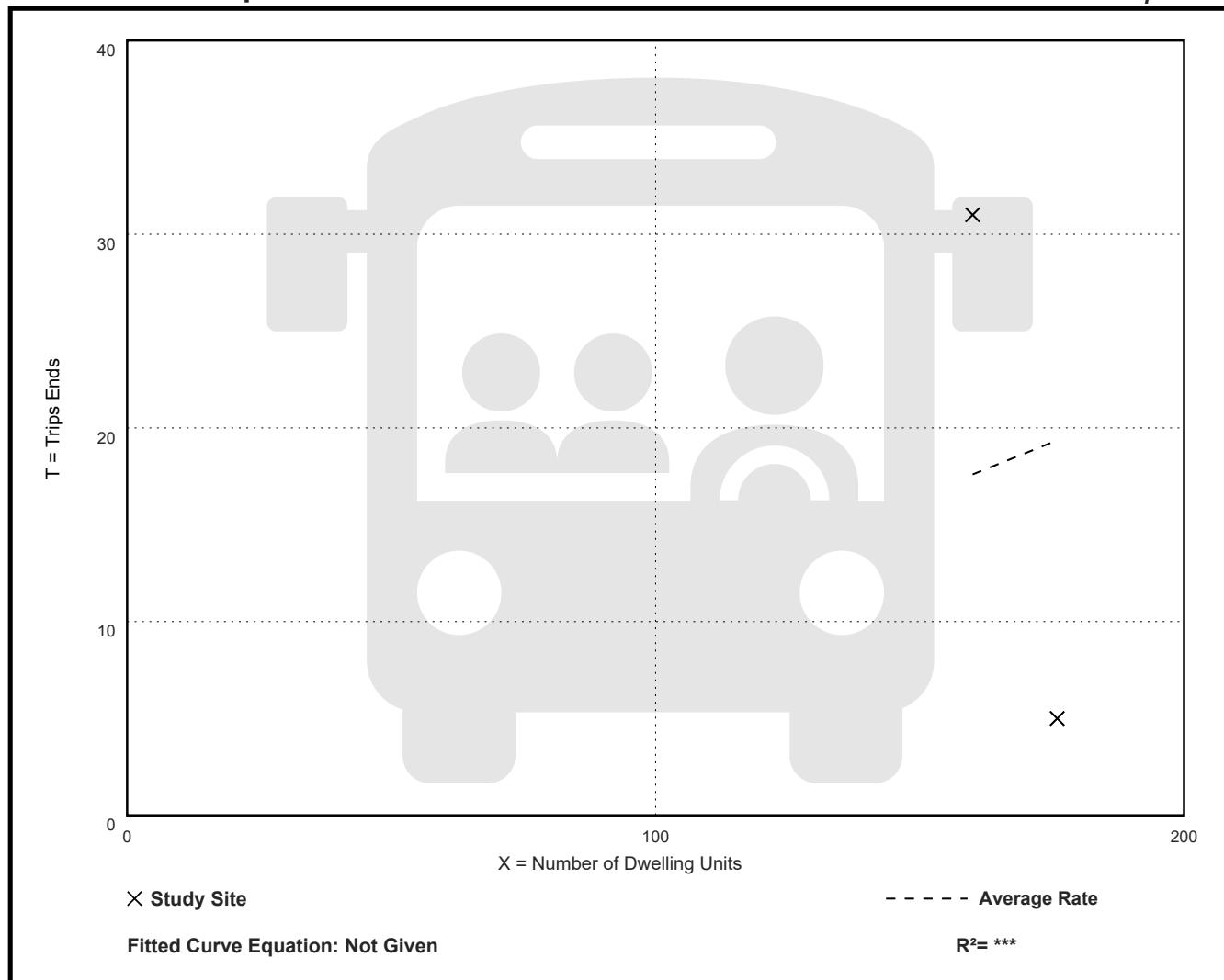
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.19	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial

GFA (1-25k) (231)

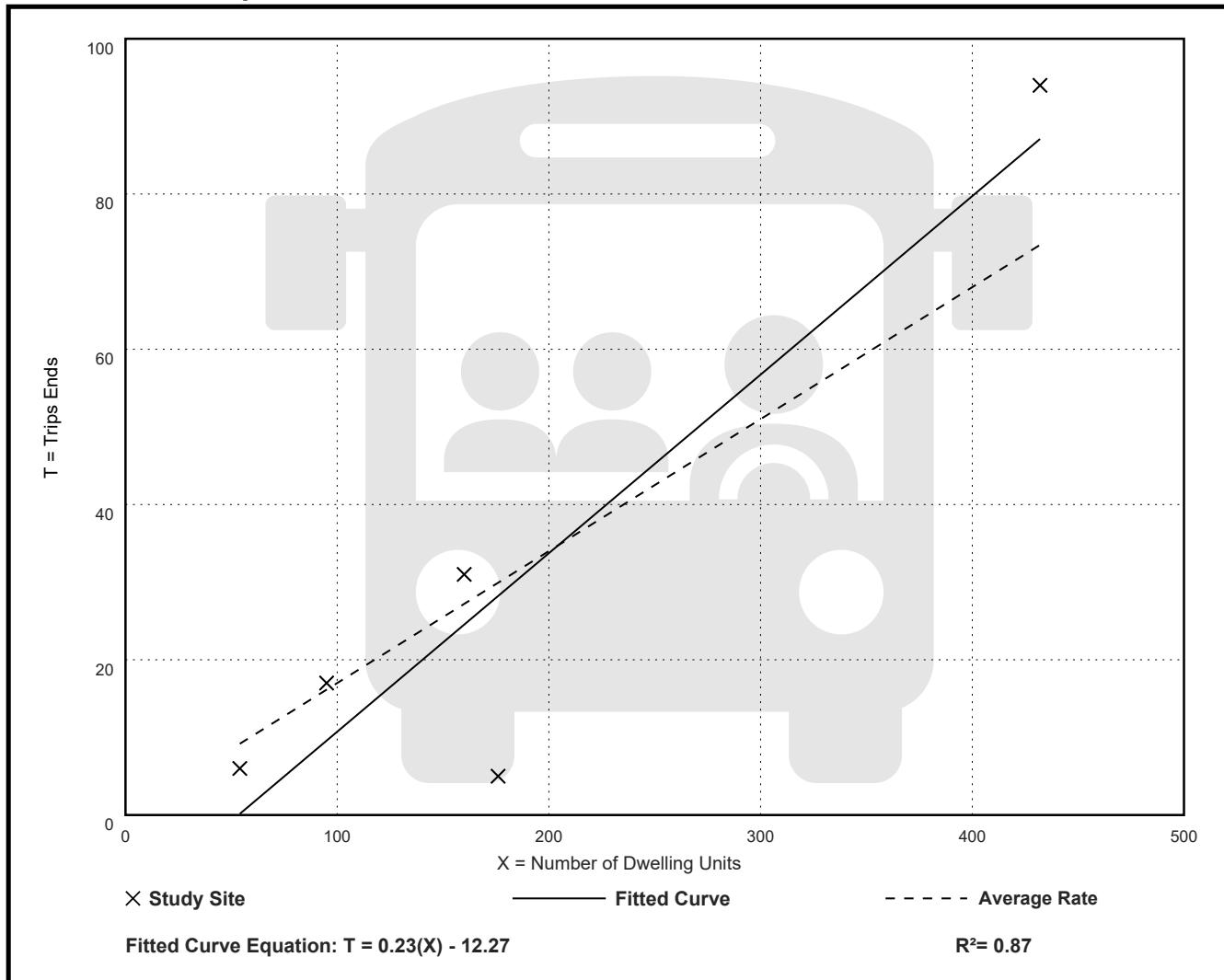
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 183
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.17	0.03 - 0.22	0.08

Data Plot and Equation



Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

Bicycle Trip Ends vs: Dwelling Units

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: 5

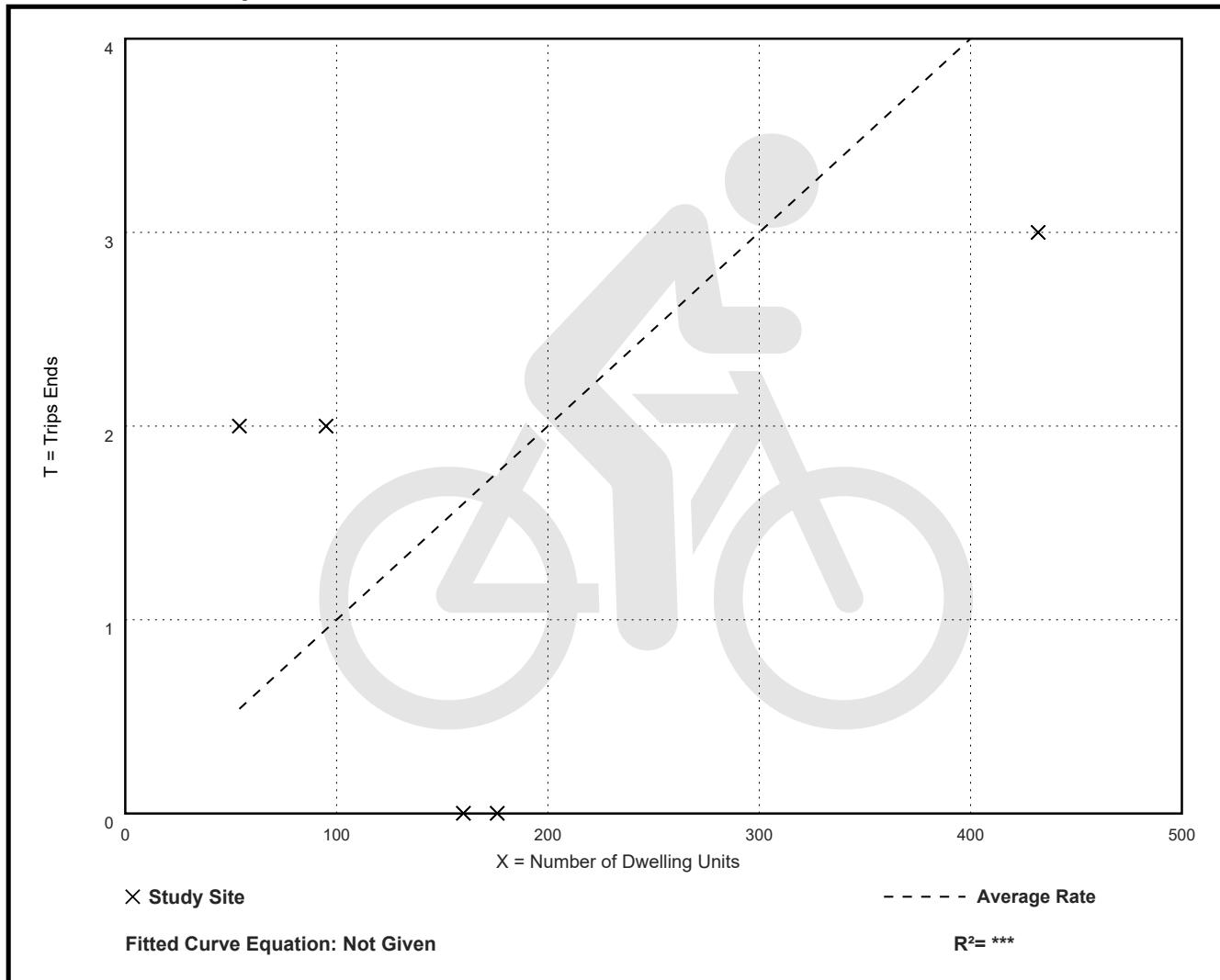
Avg. Num. of Dwelling Units: 183

Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.04	0.01

Data Plot and Equation



Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

Bicycle Trip Ends vs: Dwelling Units

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: 2

Avg. Num. of Dwelling Units: 168

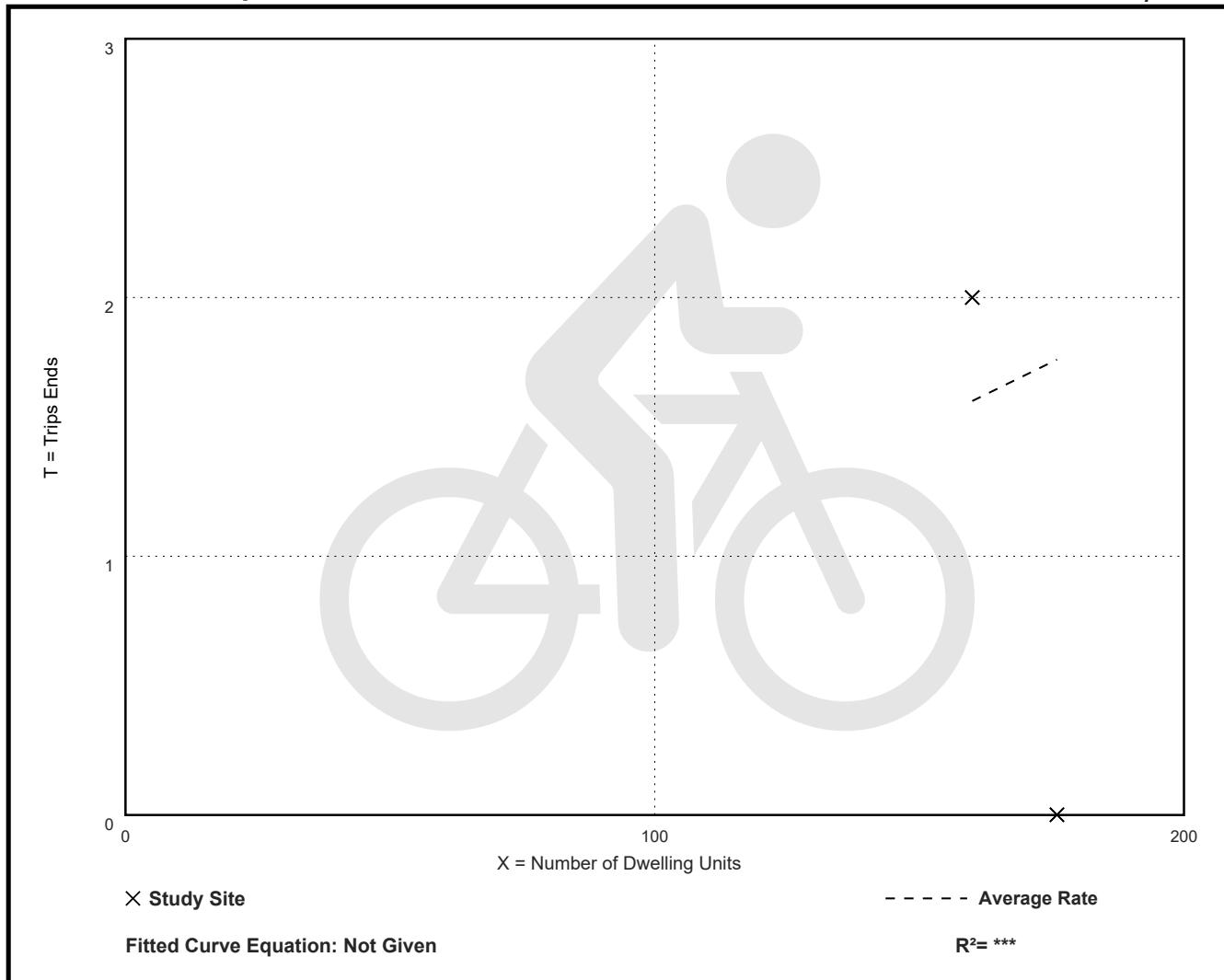
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.01	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

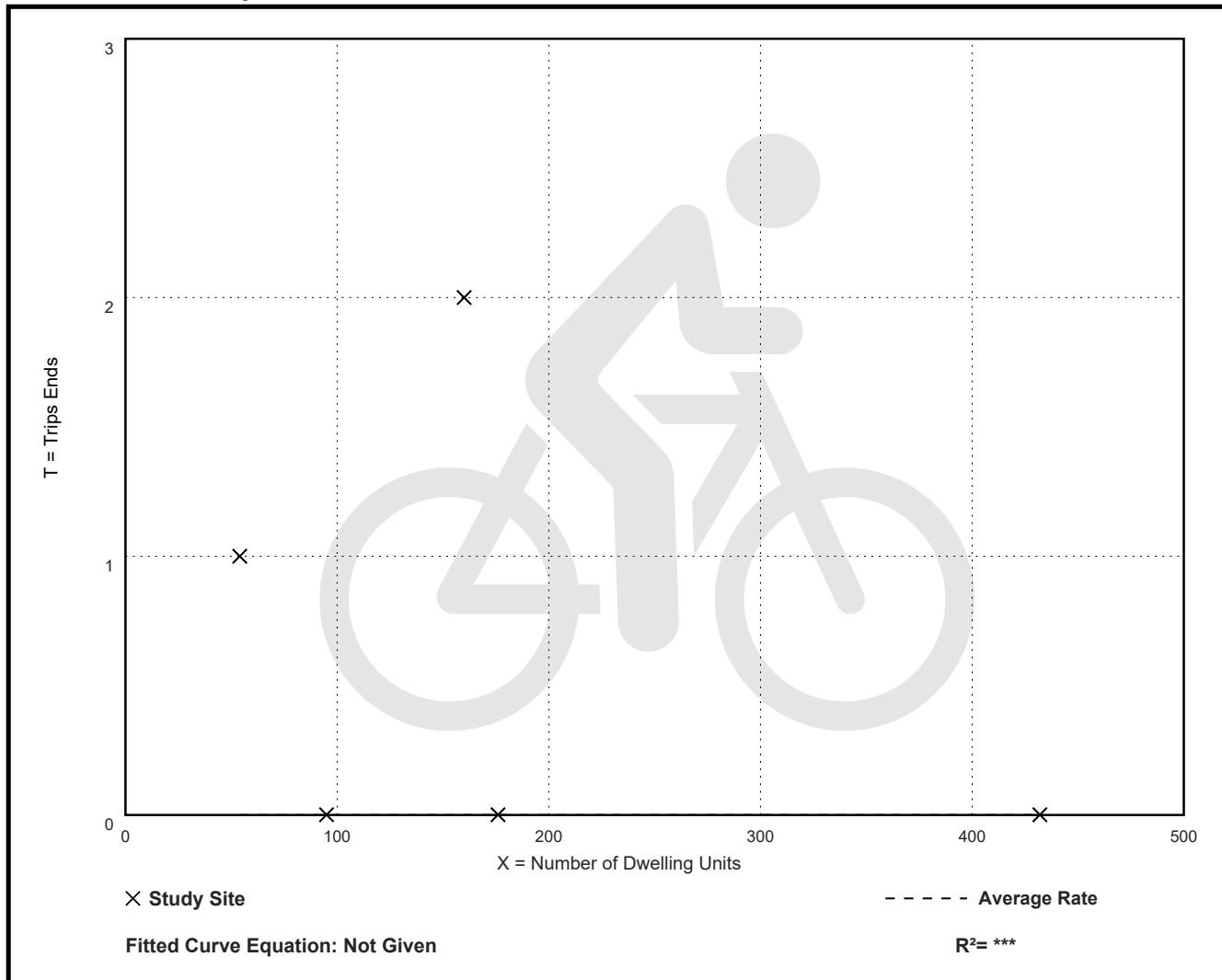
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 183
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.02	0.01

Data Plot and Equation



Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 297

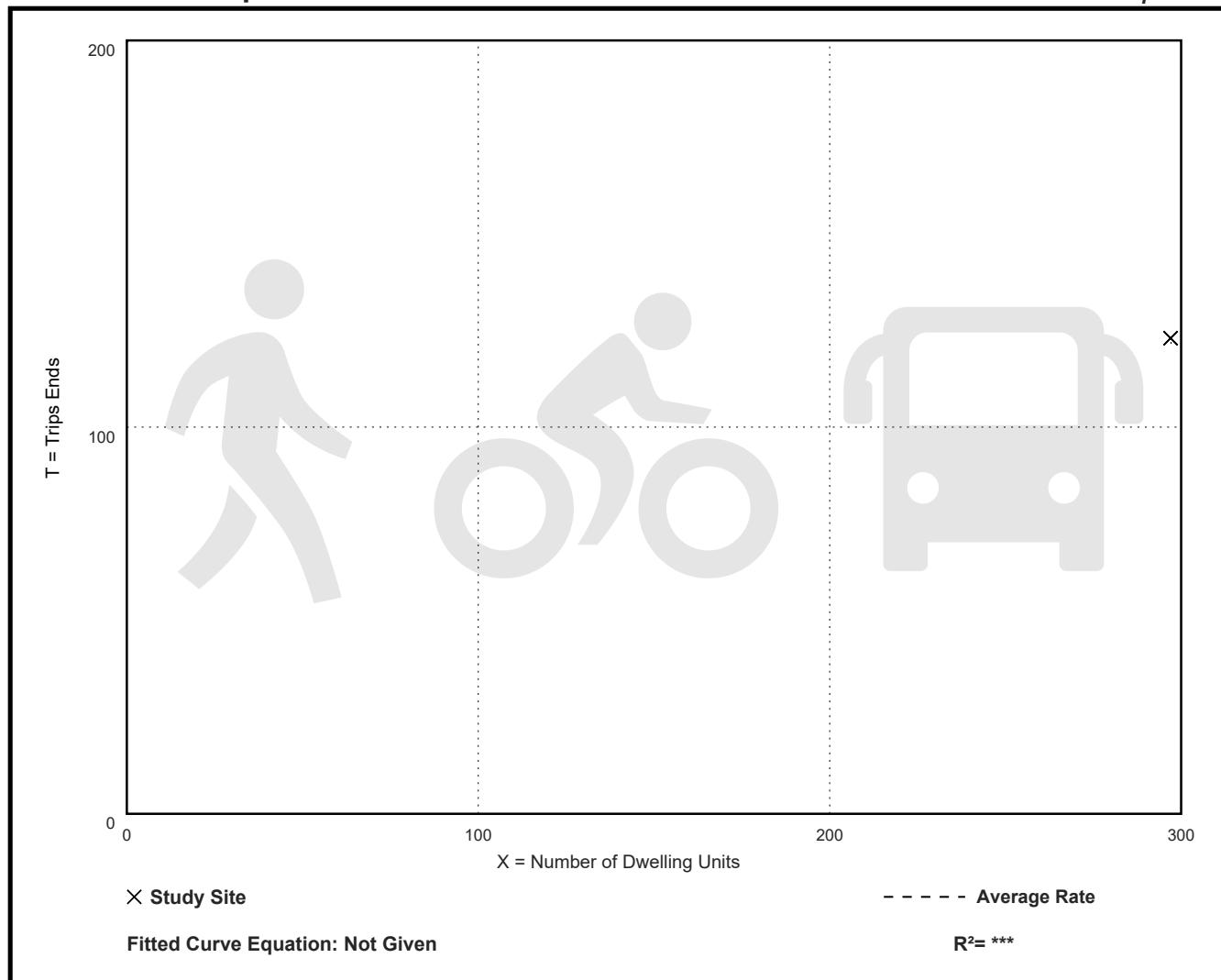
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 297

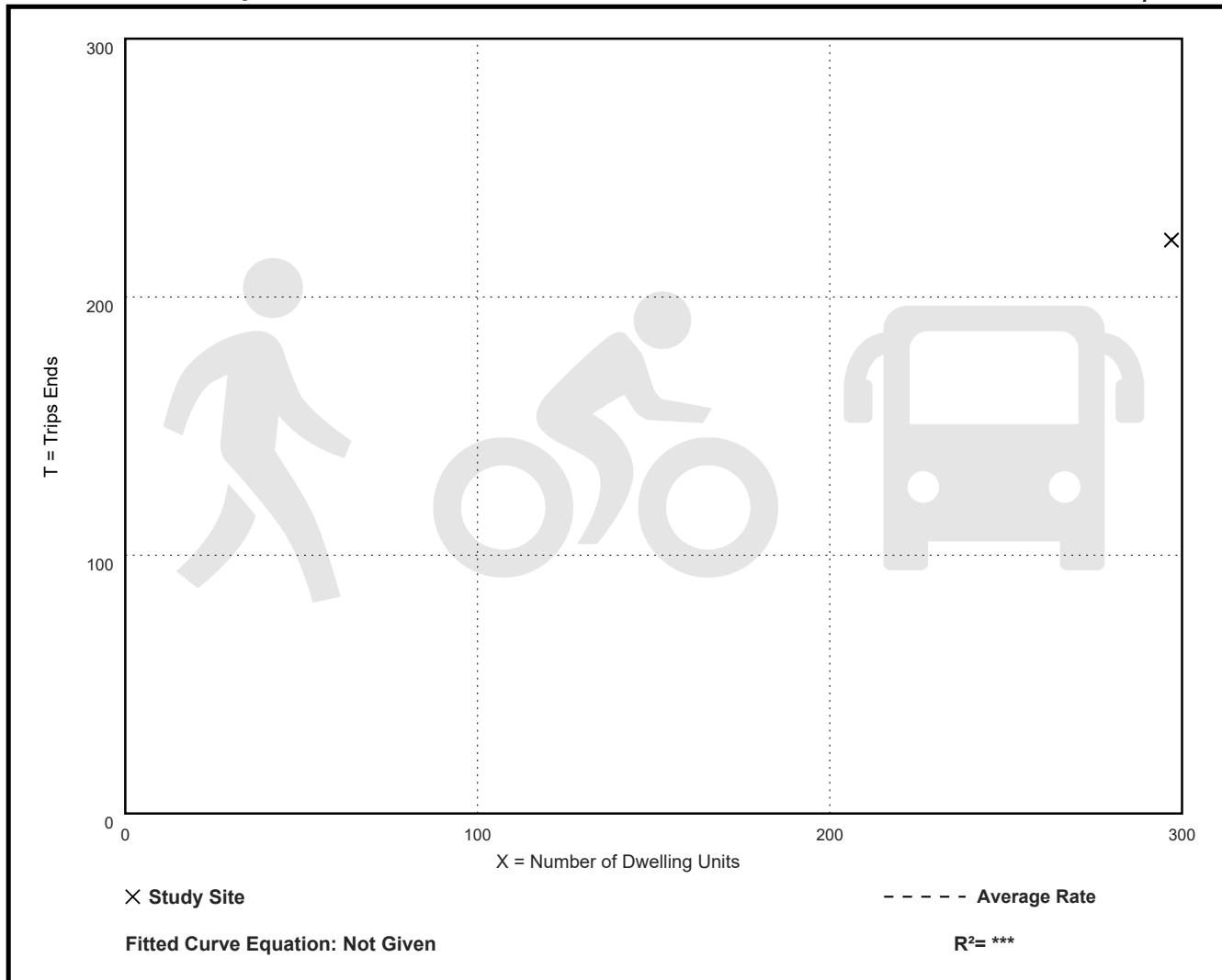
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.75 - 0.75	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial

GFA (25-65k) (231)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 297

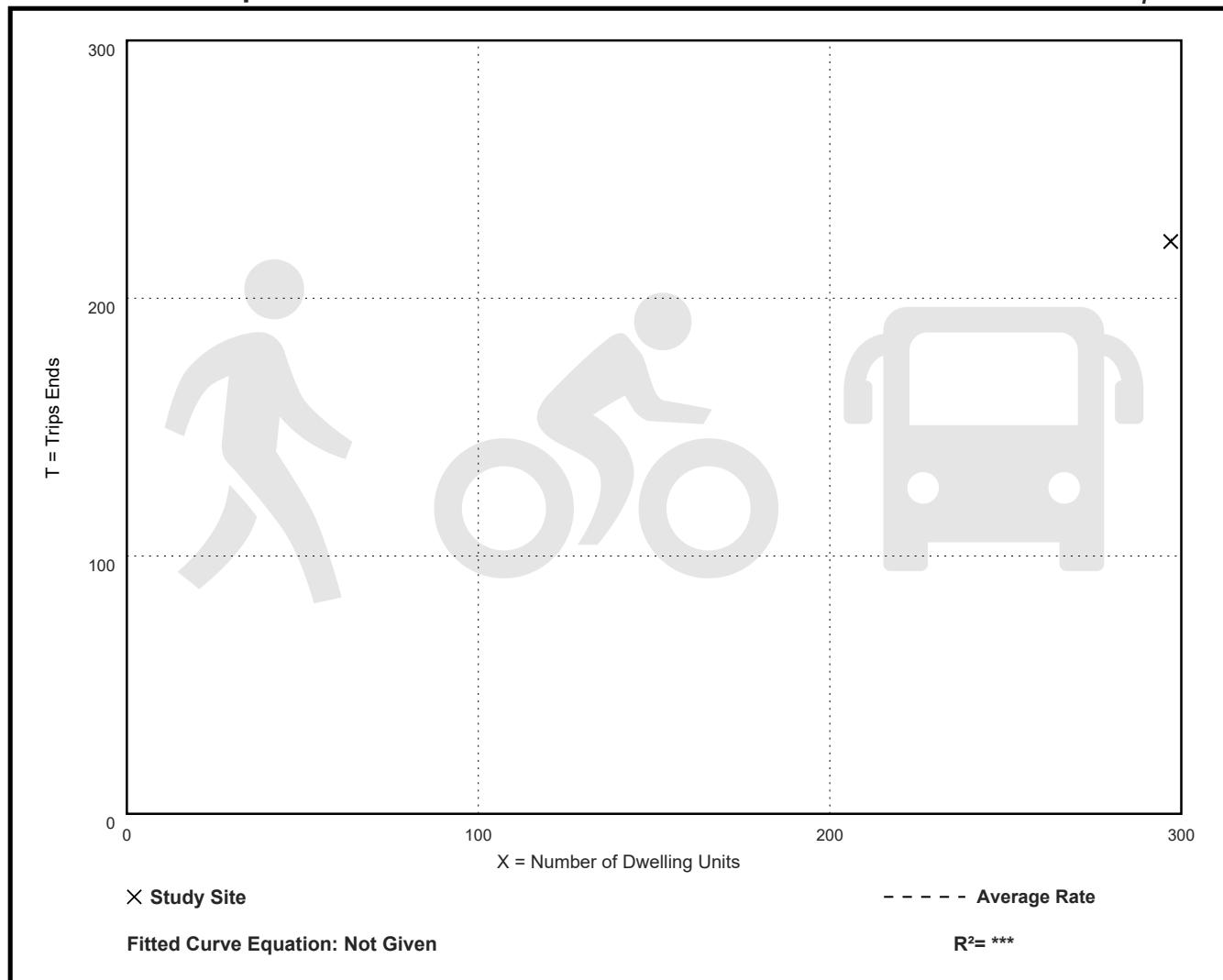
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.75 - 0.75	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 297

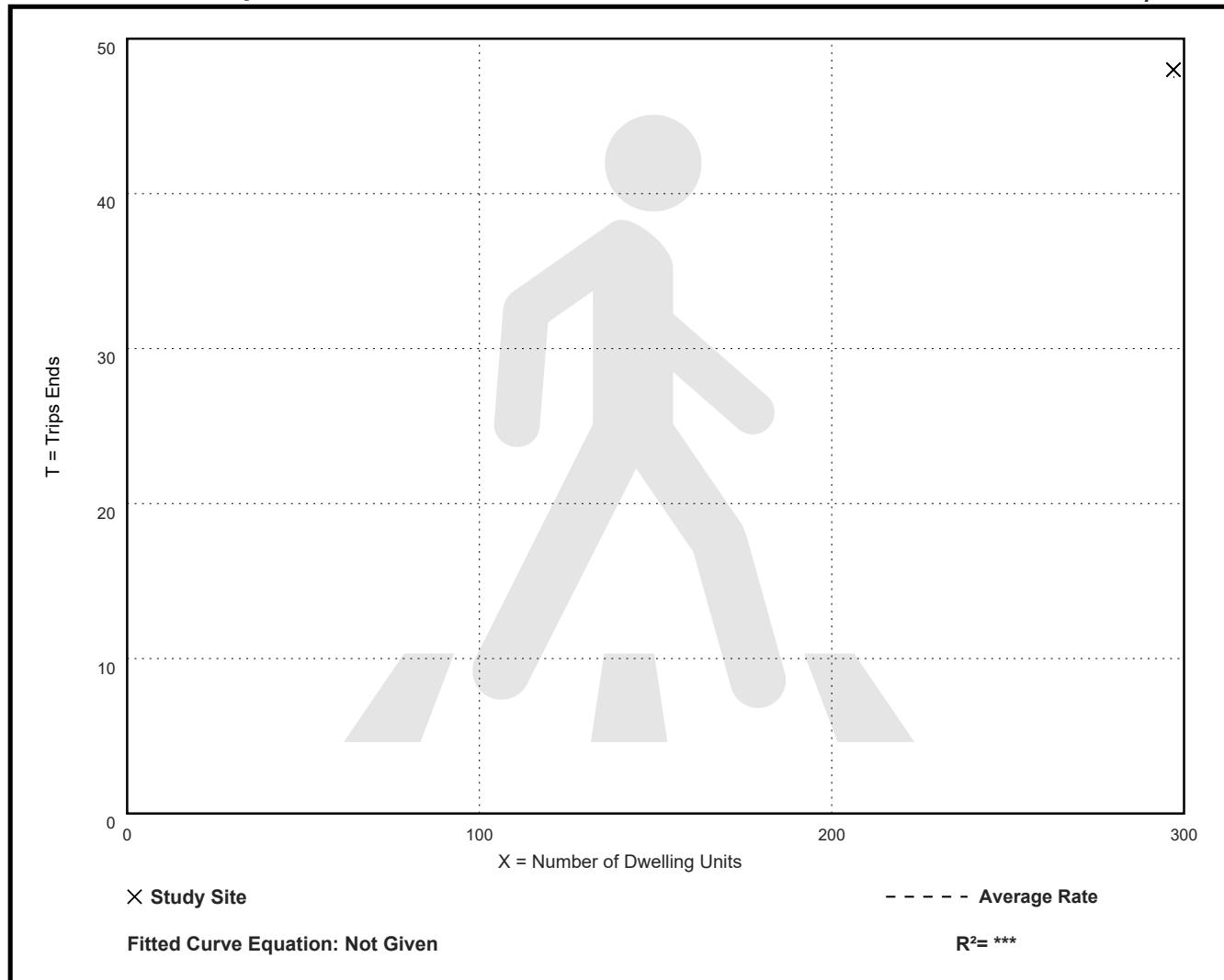
Directional Distribution: 31% entering, 69% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.16	0.16 - 0.16	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial

GFA (25-65k) (231)

Walk Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 297

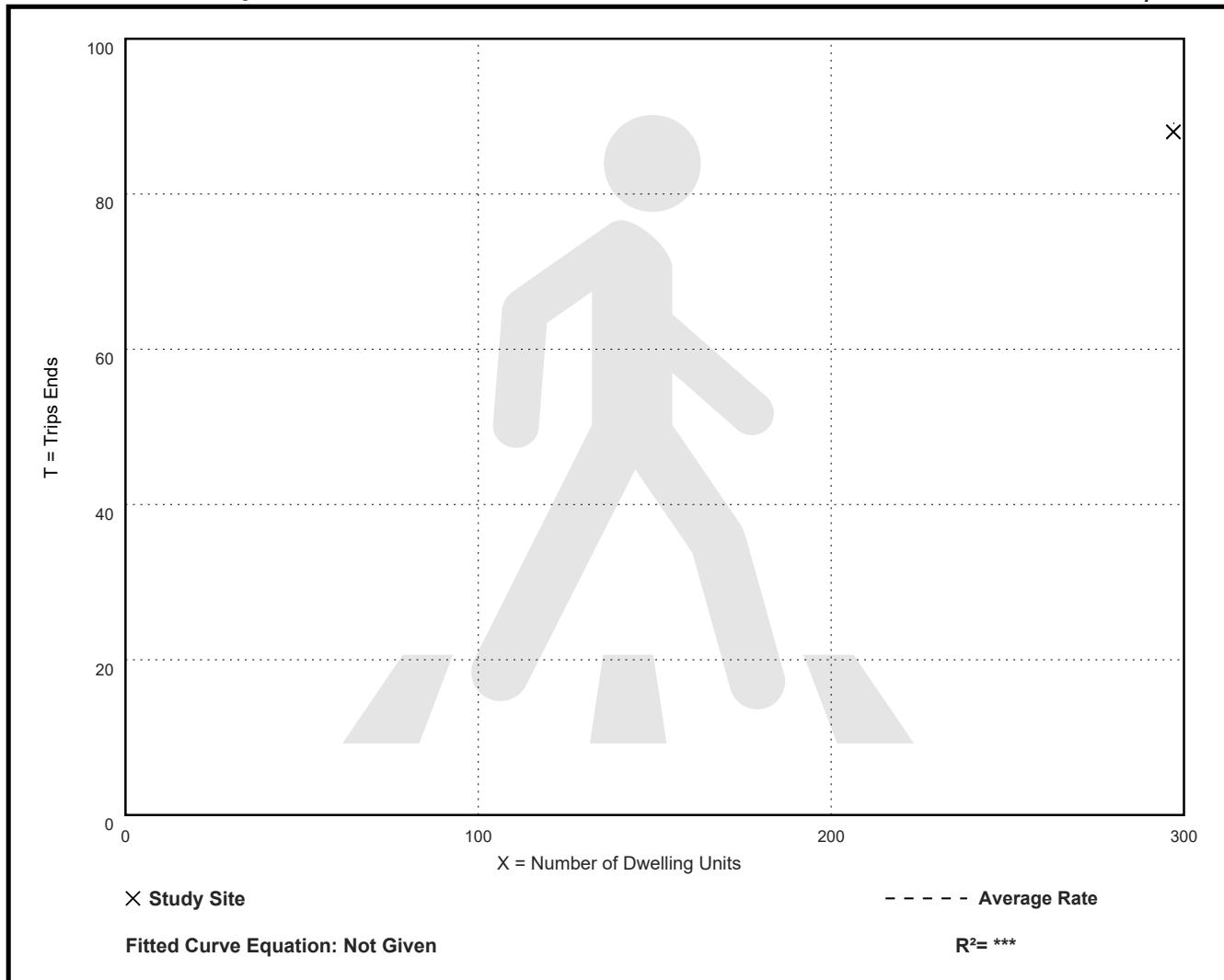
Directional Distribution: 59% entering, 41% exiting

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.30 - 0.30	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial

GFA (25-65k) (231)

Walk Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

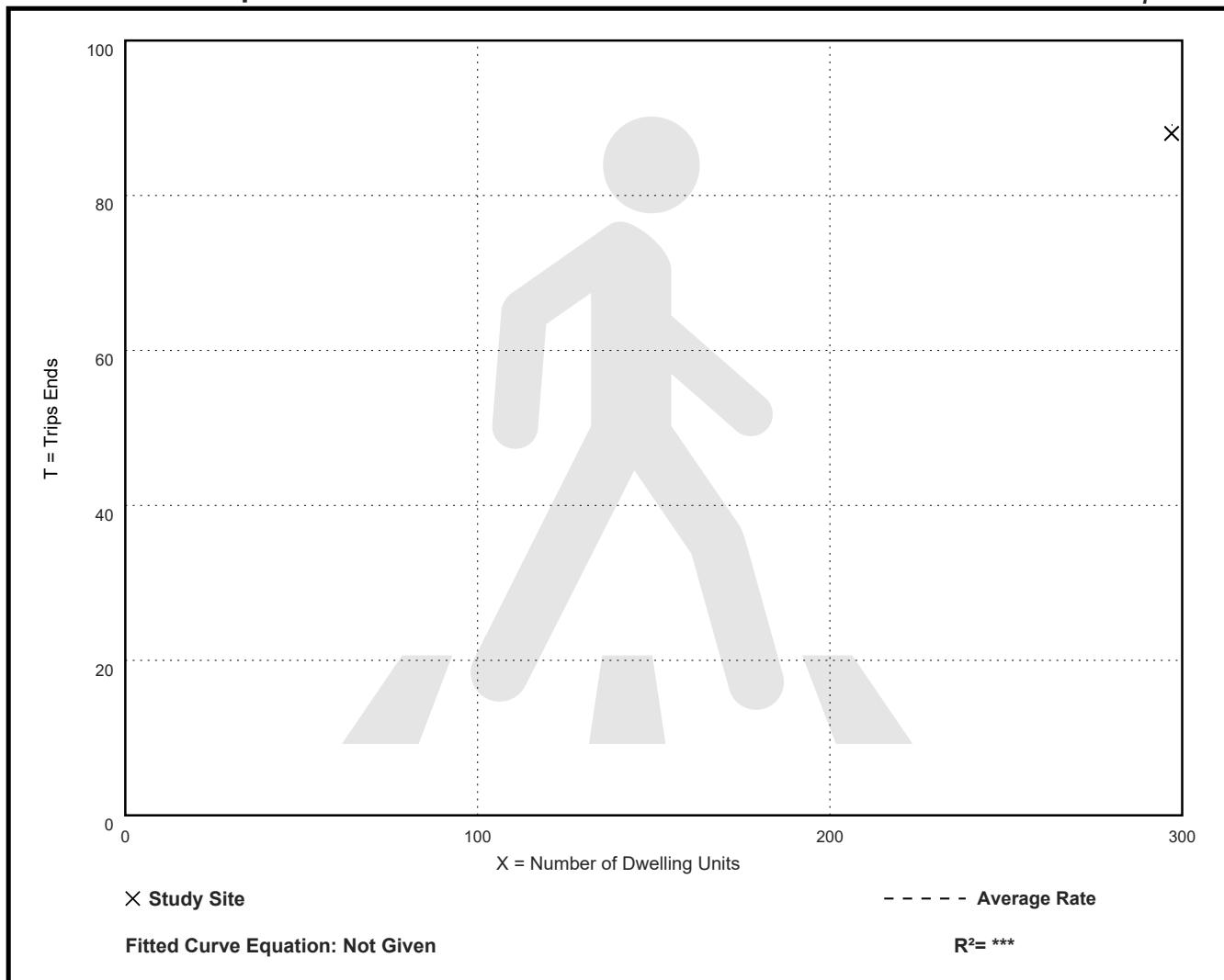
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.30 - 0.30	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 297

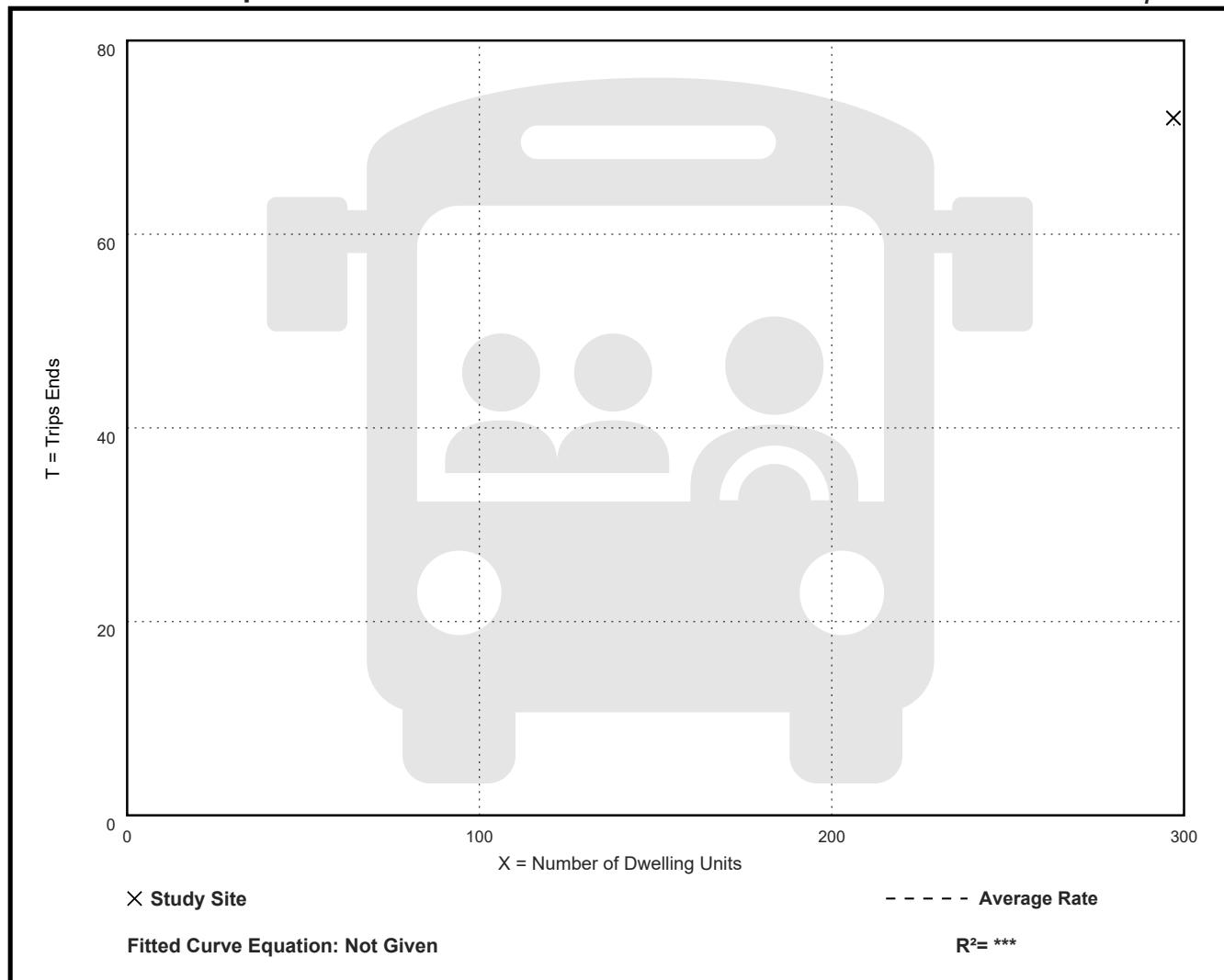
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.24 - 0.24	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 297

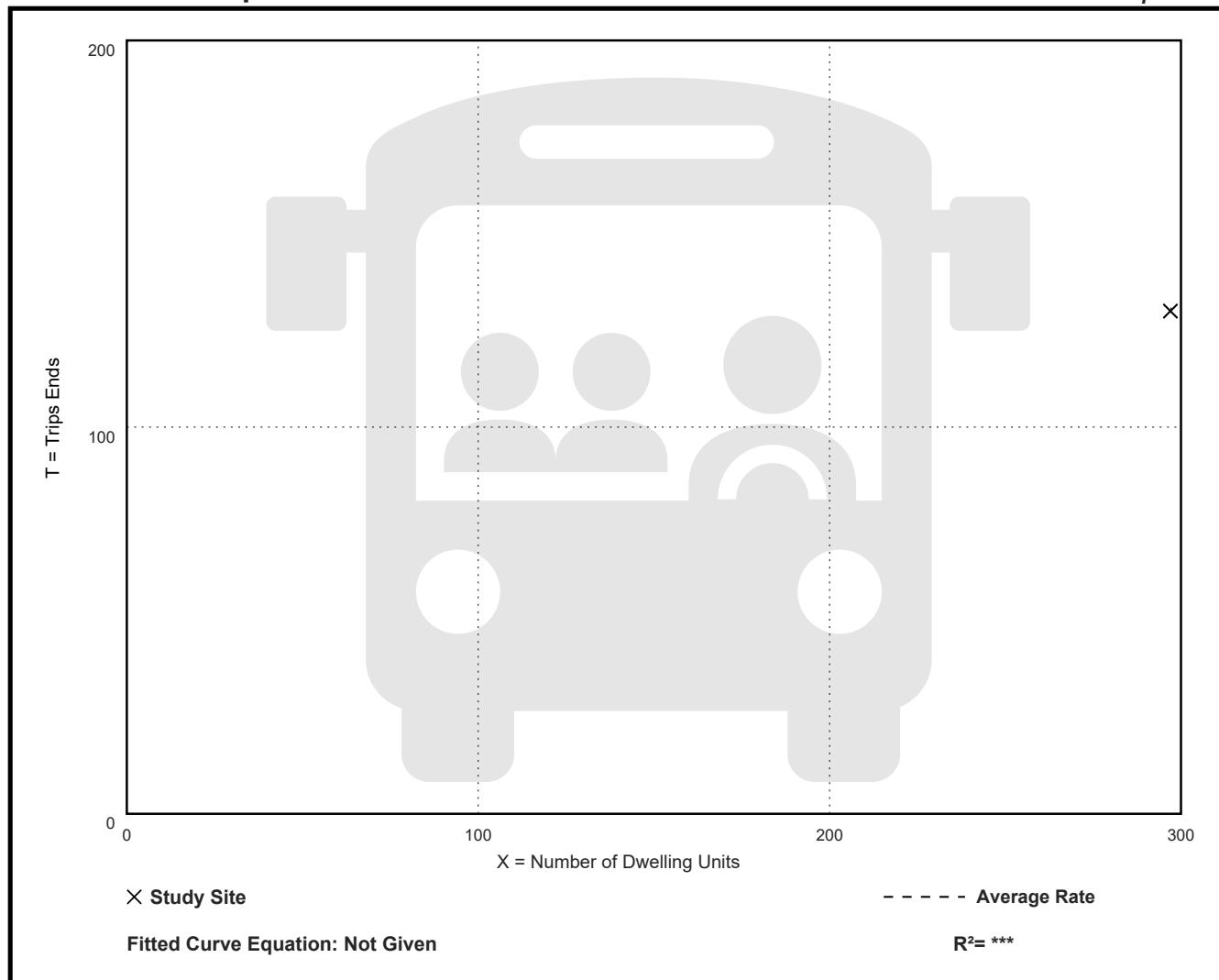
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.44 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

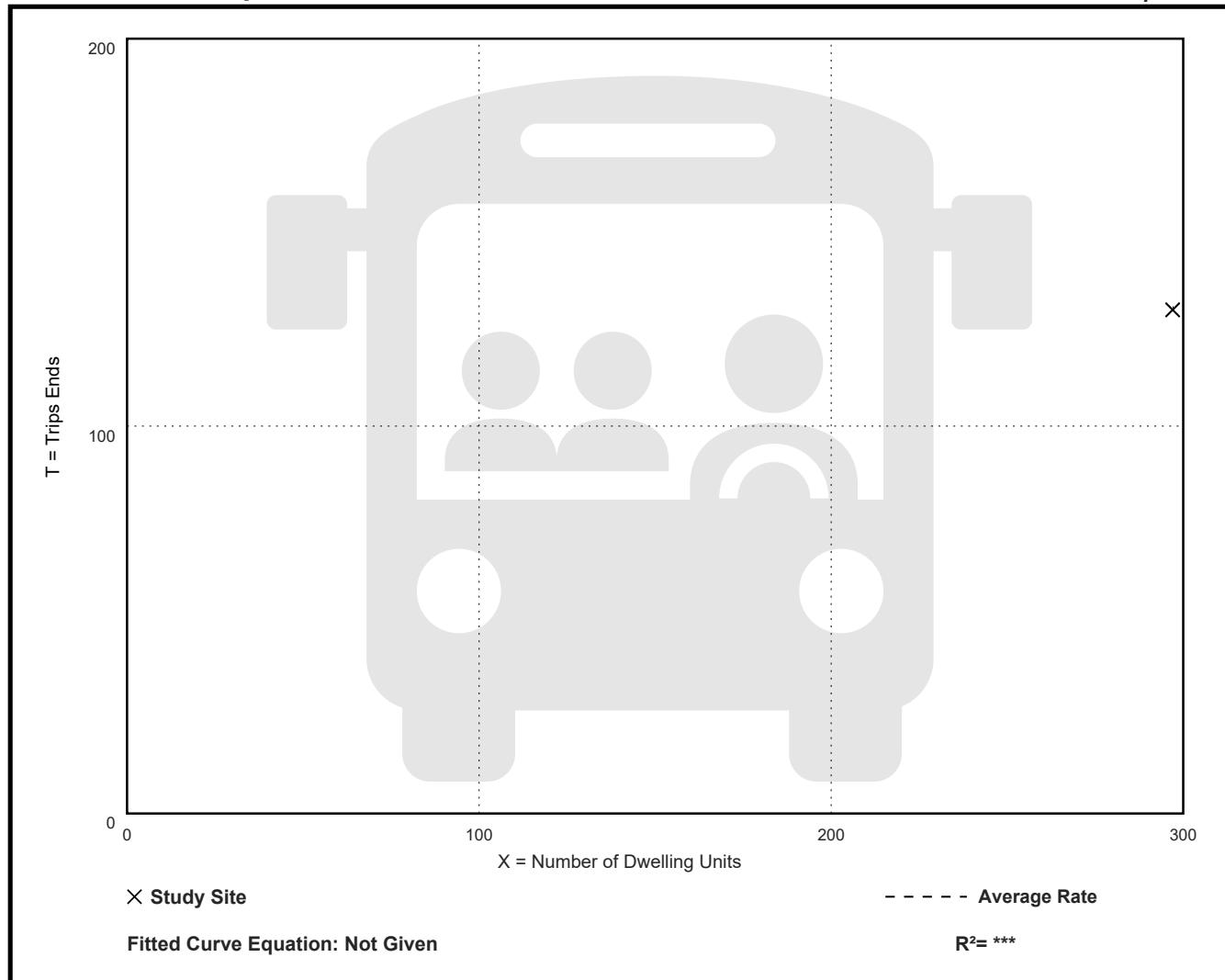
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.44 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Bicycle Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 297

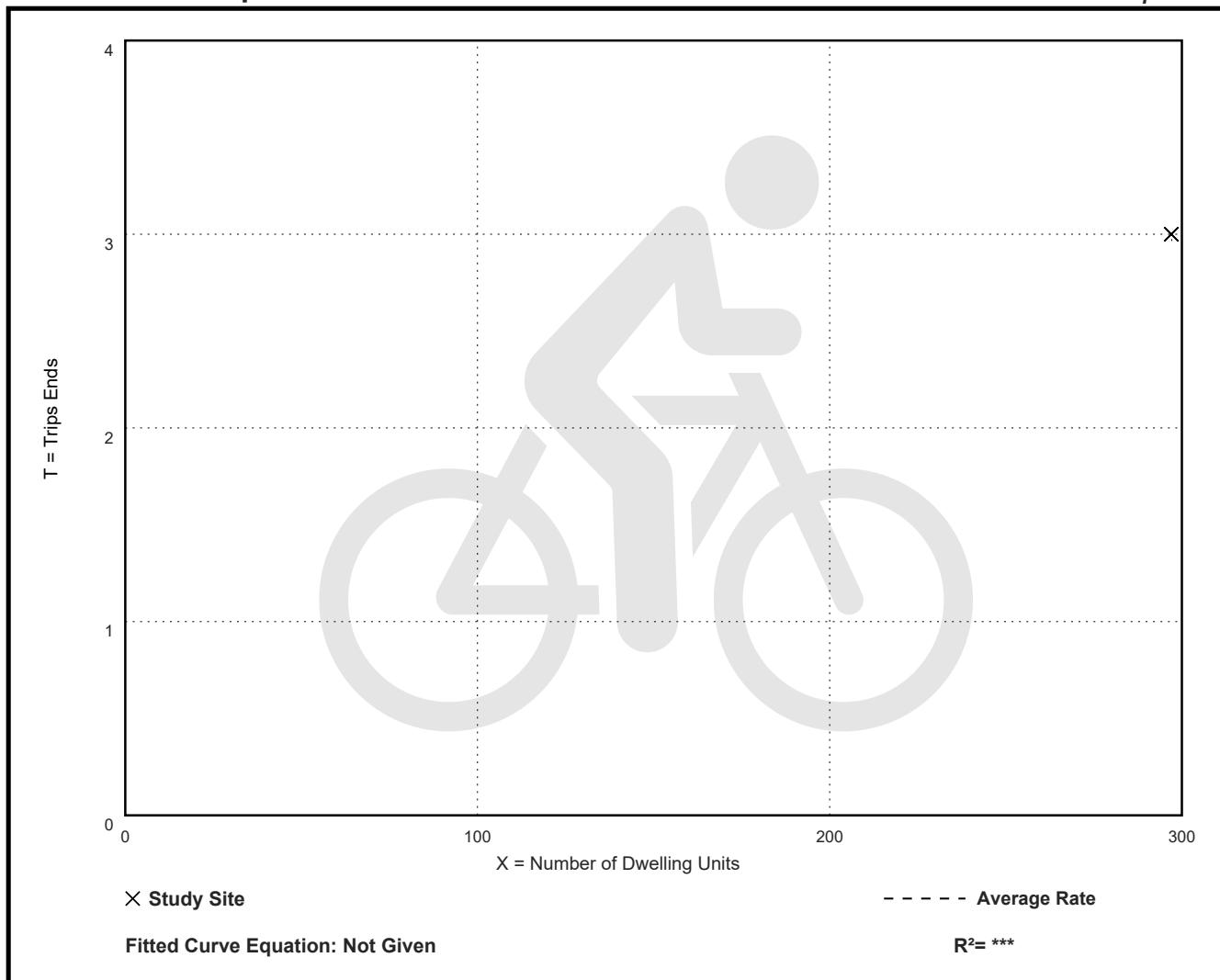
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.01 - 0.01	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Bicycle Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 297

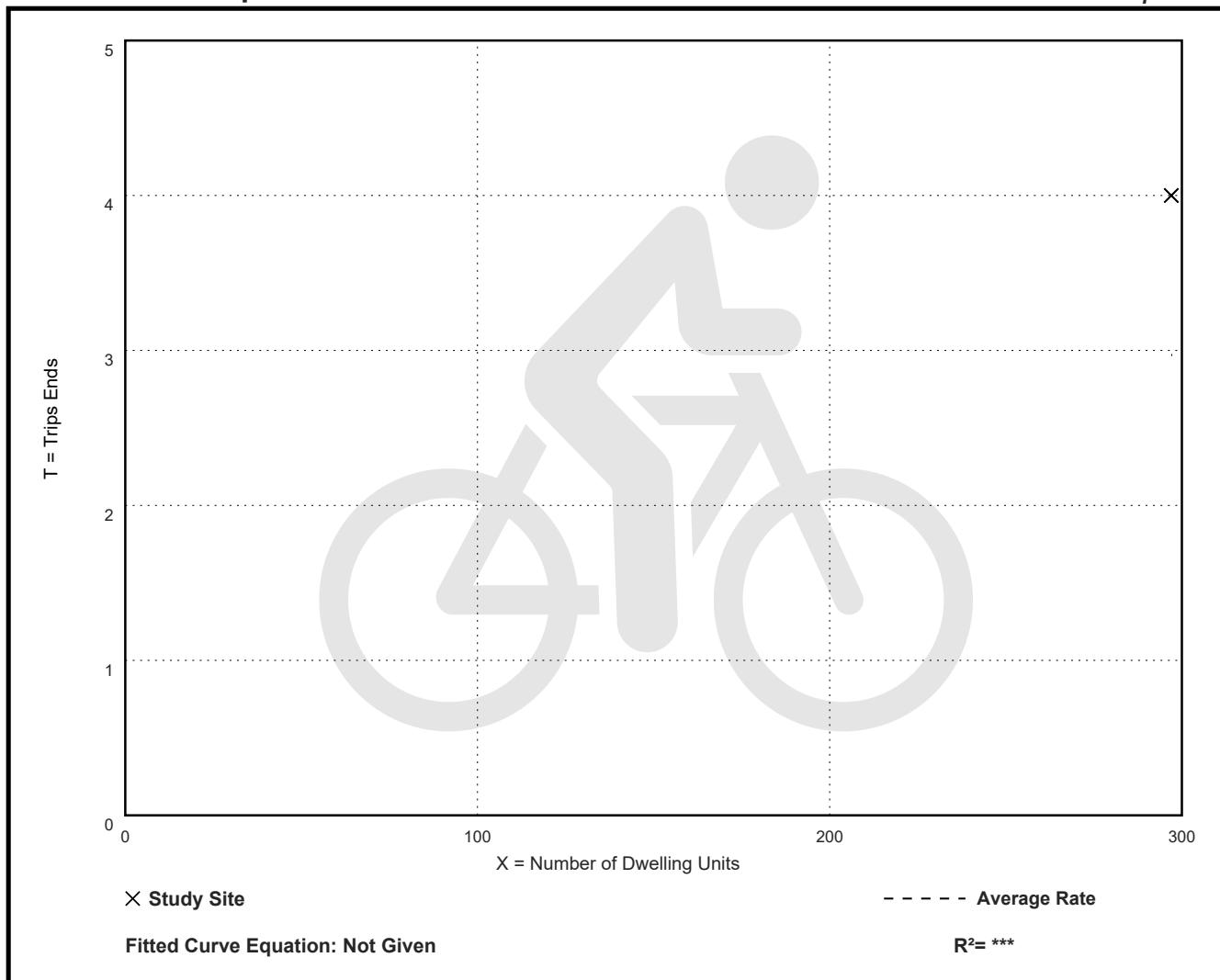
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.01 - 0.01	***

Data Plot and Equation

Caution – Small Sample Size



Mid-Rise Residential with Ground-Floor Commercial

GFA (25-65k) (231)

Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

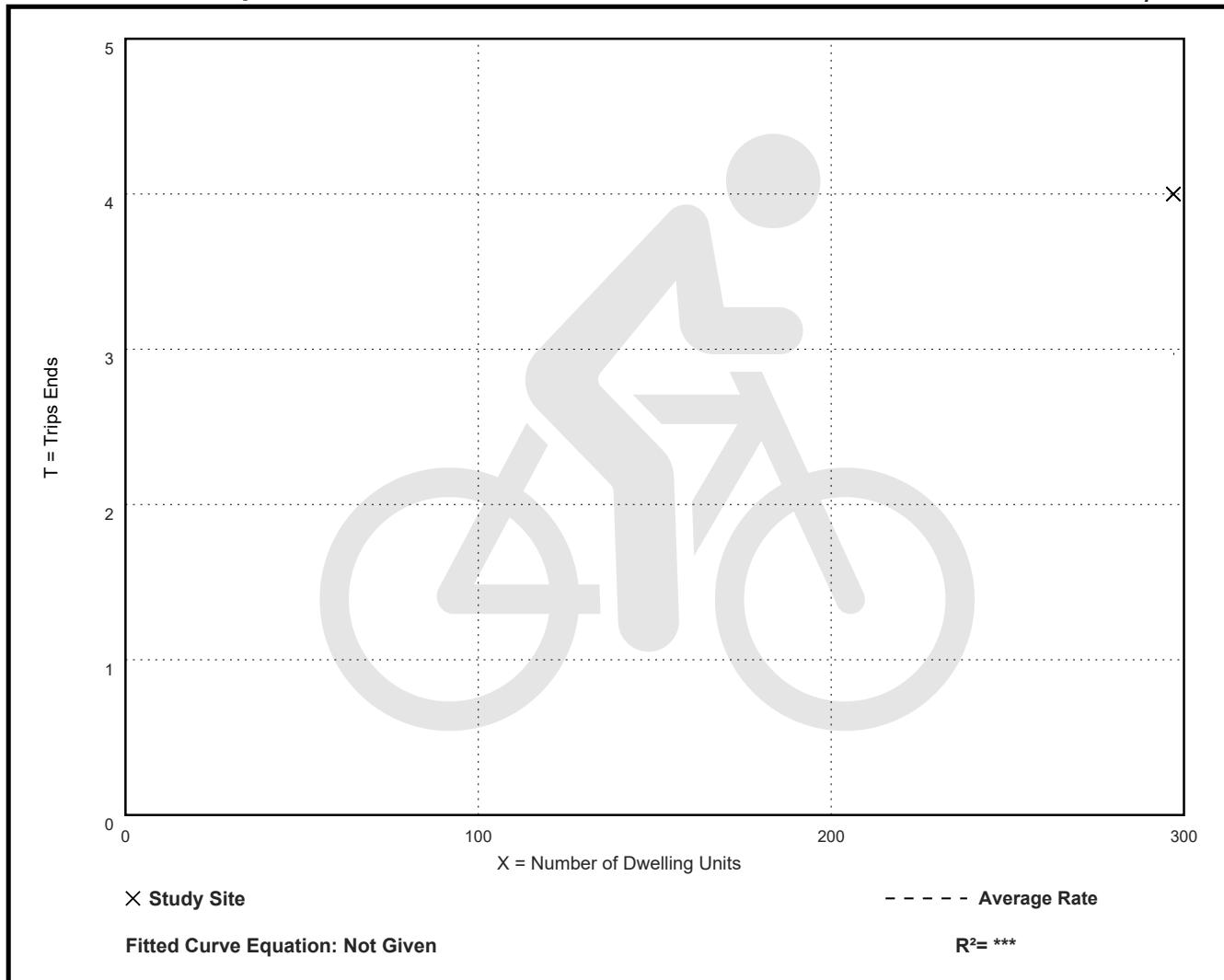
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

Bicycle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.01 - 0.01	***

Data Plot and Equation

Caution – Small Sample Size



Senior Adult Housing—Multifamily (252)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

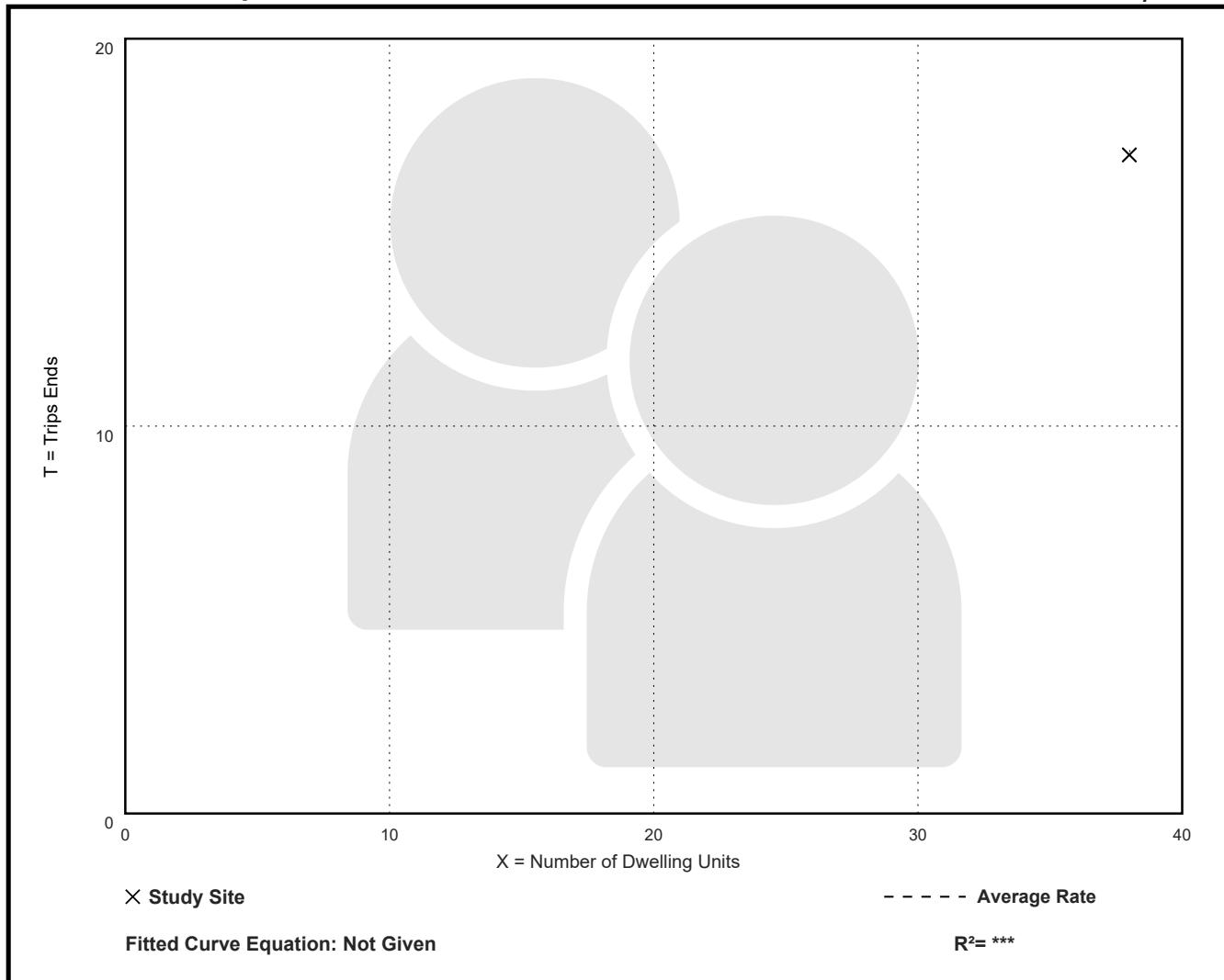
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 38
Directional Distribution: 47% entering, 53% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.45	0.45 - 0.45	***

Data Plot and Equation

Caution – Small Sample Size



Senior Adult Housing—Multifamily (252)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

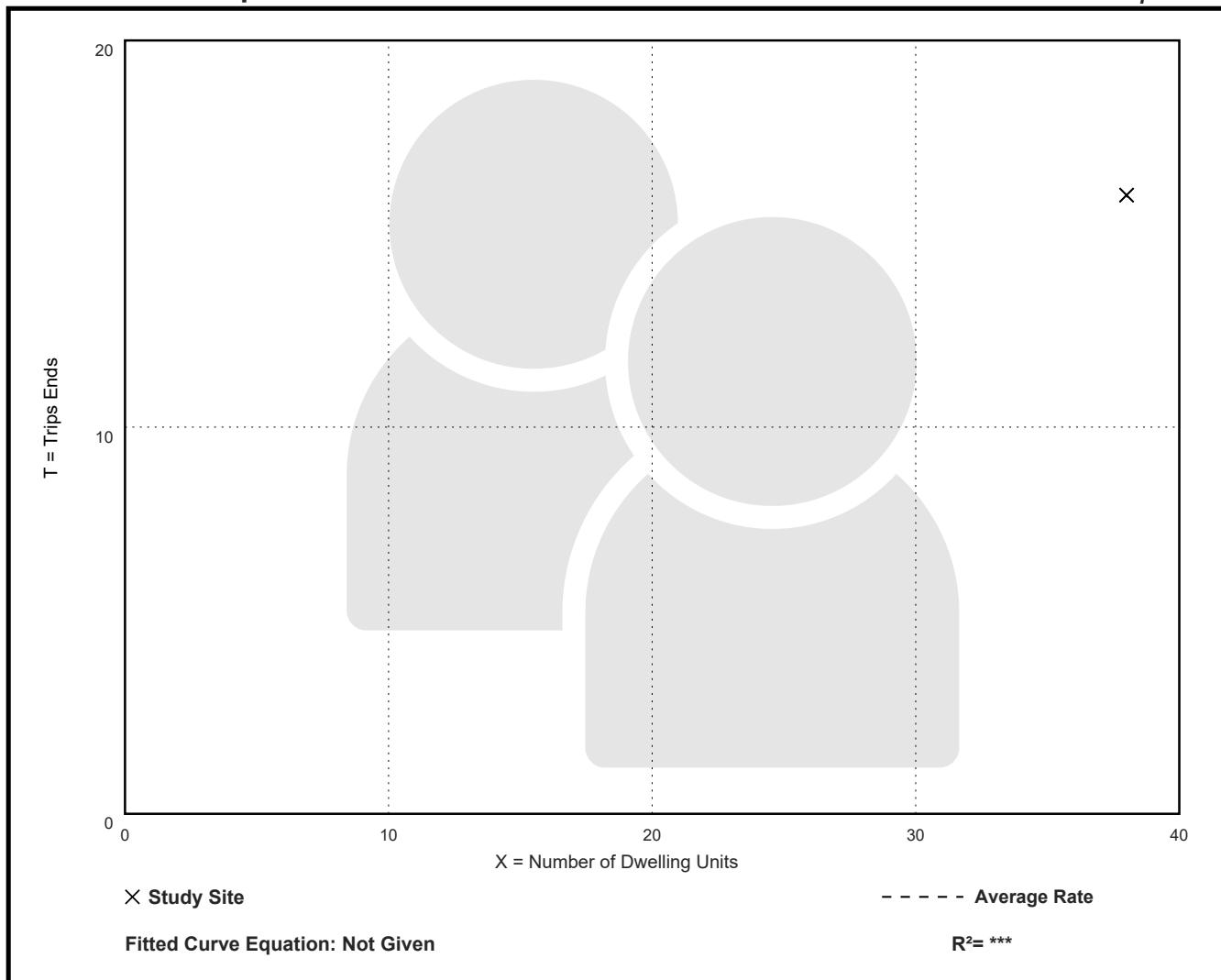
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 38
Directional Distribution: 38% entering, 62% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.42	0.42 - 0.42	***

Data Plot and Equation

Caution – Small Sample Size



Senior Adult Housing—Multifamily (252)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 38

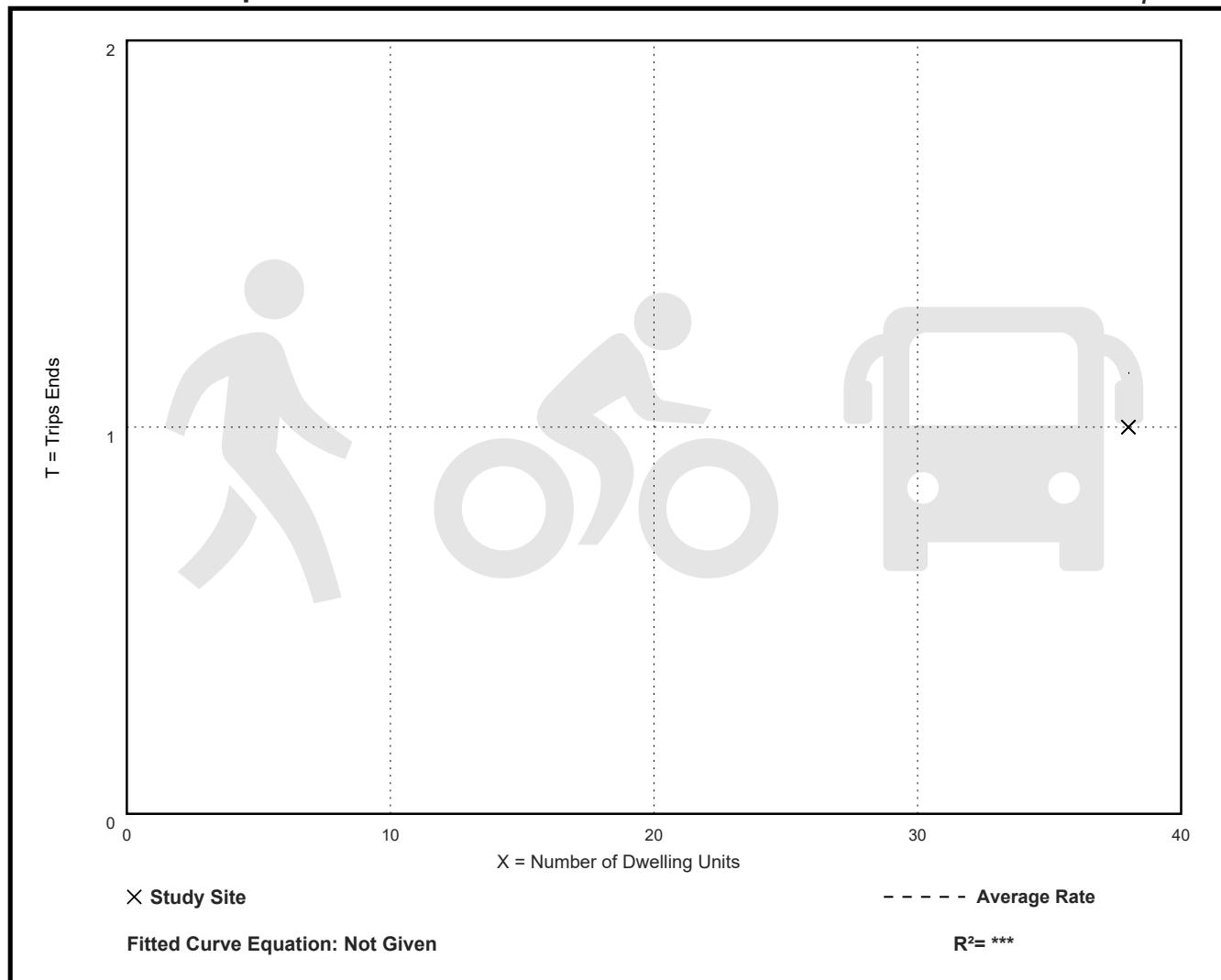
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.03 - 0.03	***

Data Plot and Equation

Caution – Small Sample Size



Senior Adult Housing—Multifamily (252)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

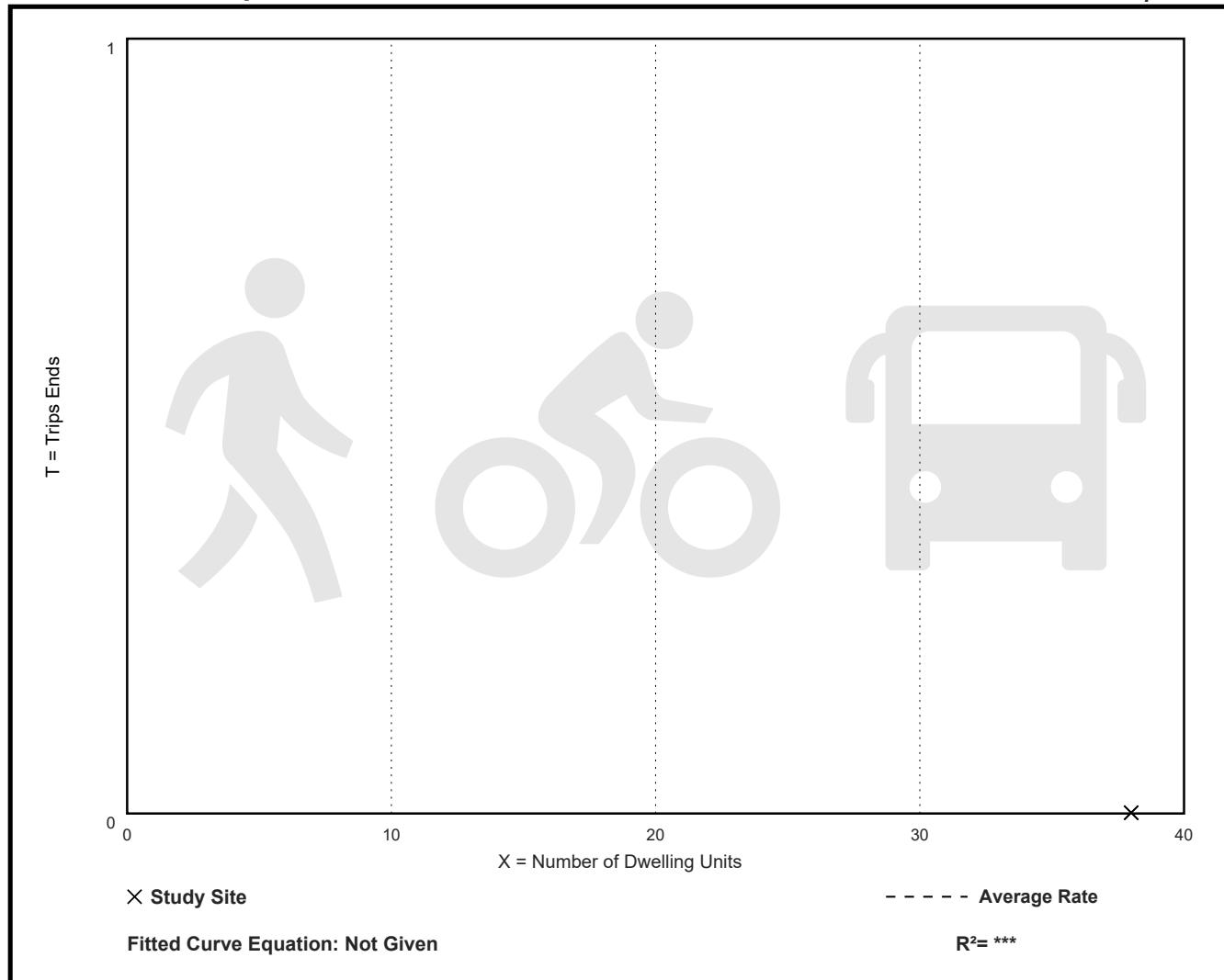
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 38
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Congregate Care Facility (253)

Person Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 99

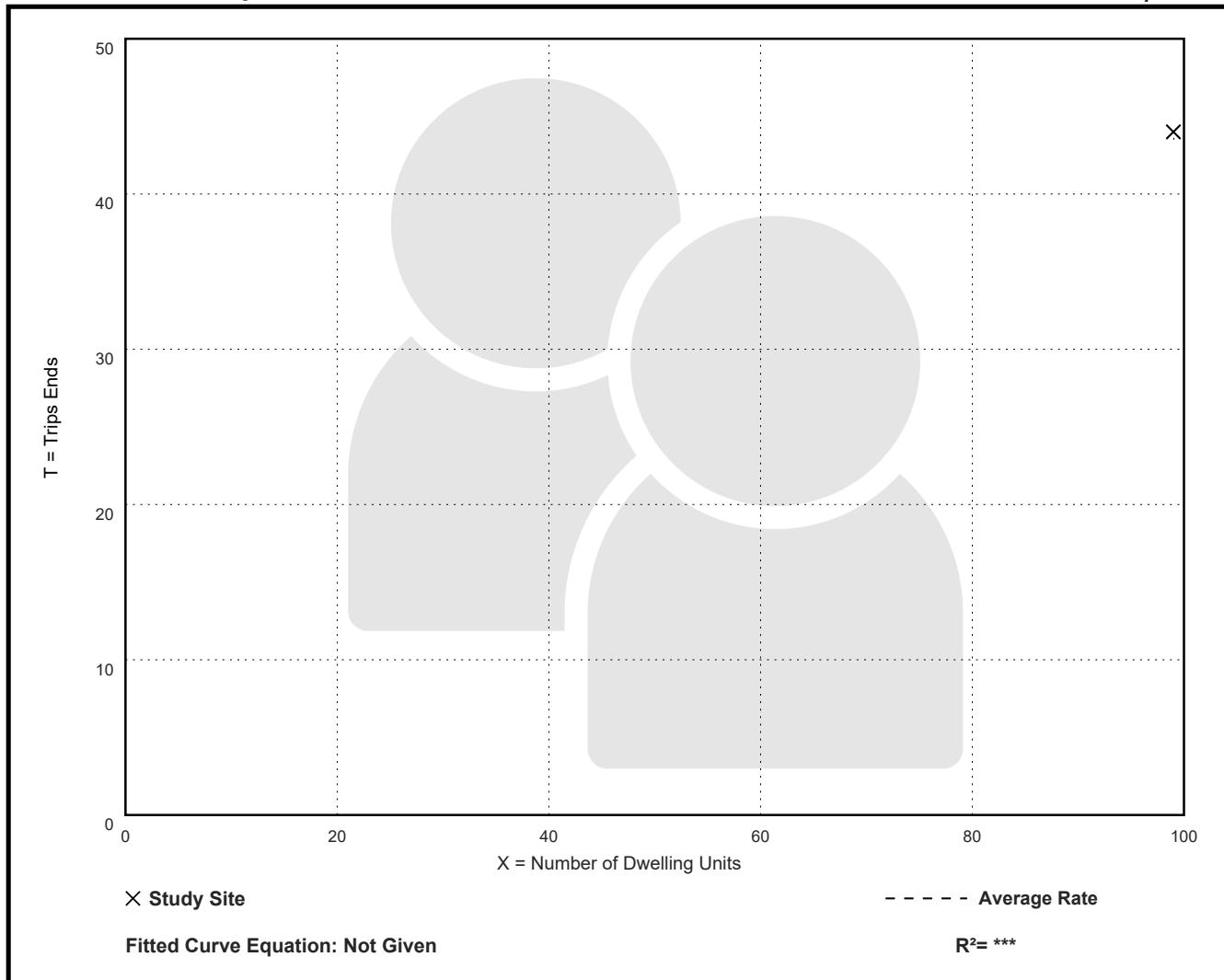
Directional Distribution: 61% entering, 39% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.44 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Congregate Care Facility (253)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

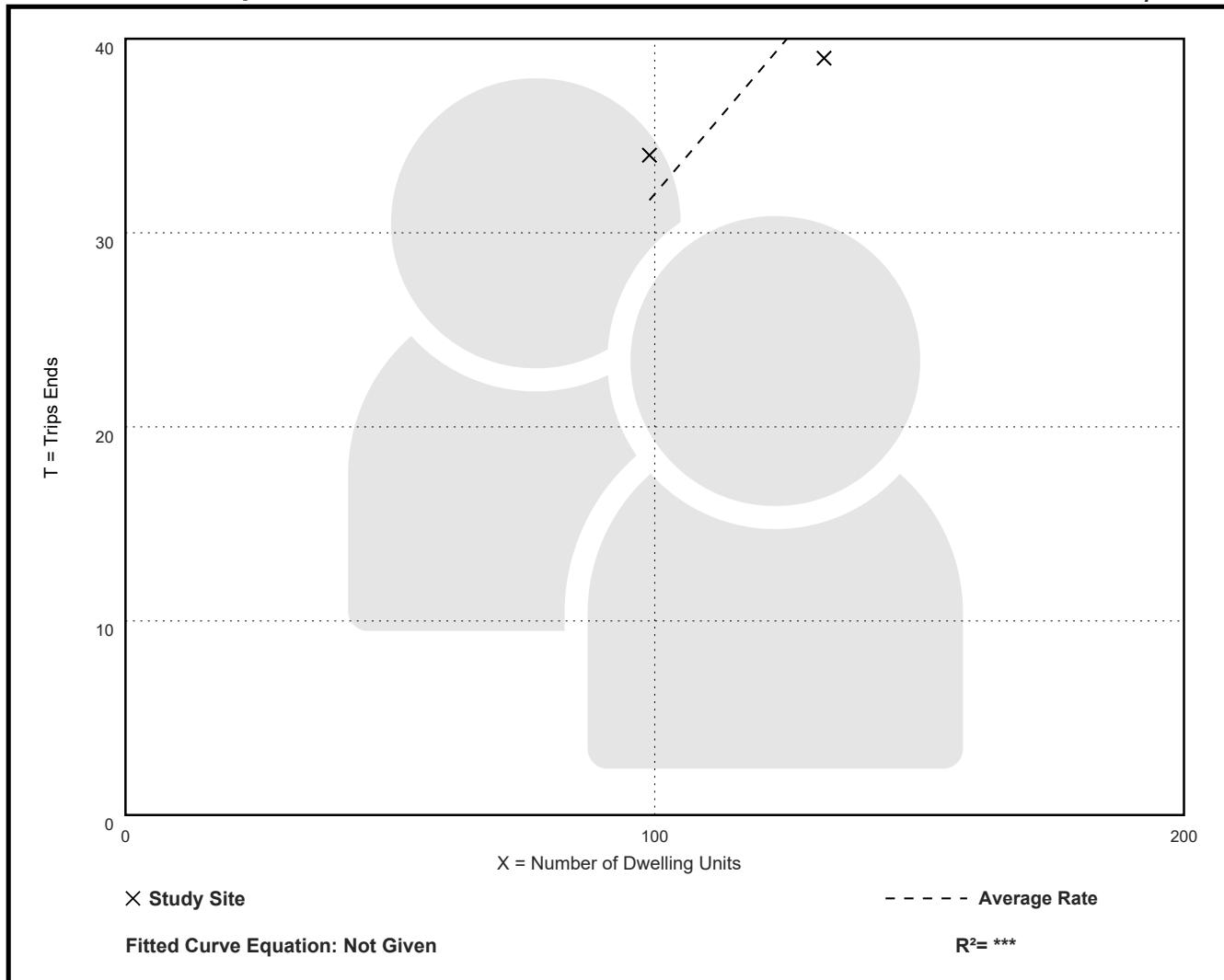
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 116
Directional Distribution: 48% entering, 52% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.30 - 0.34	***

Data Plot and Equation

Caution – Small Sample Size



Congregate Care Facility (253)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 116

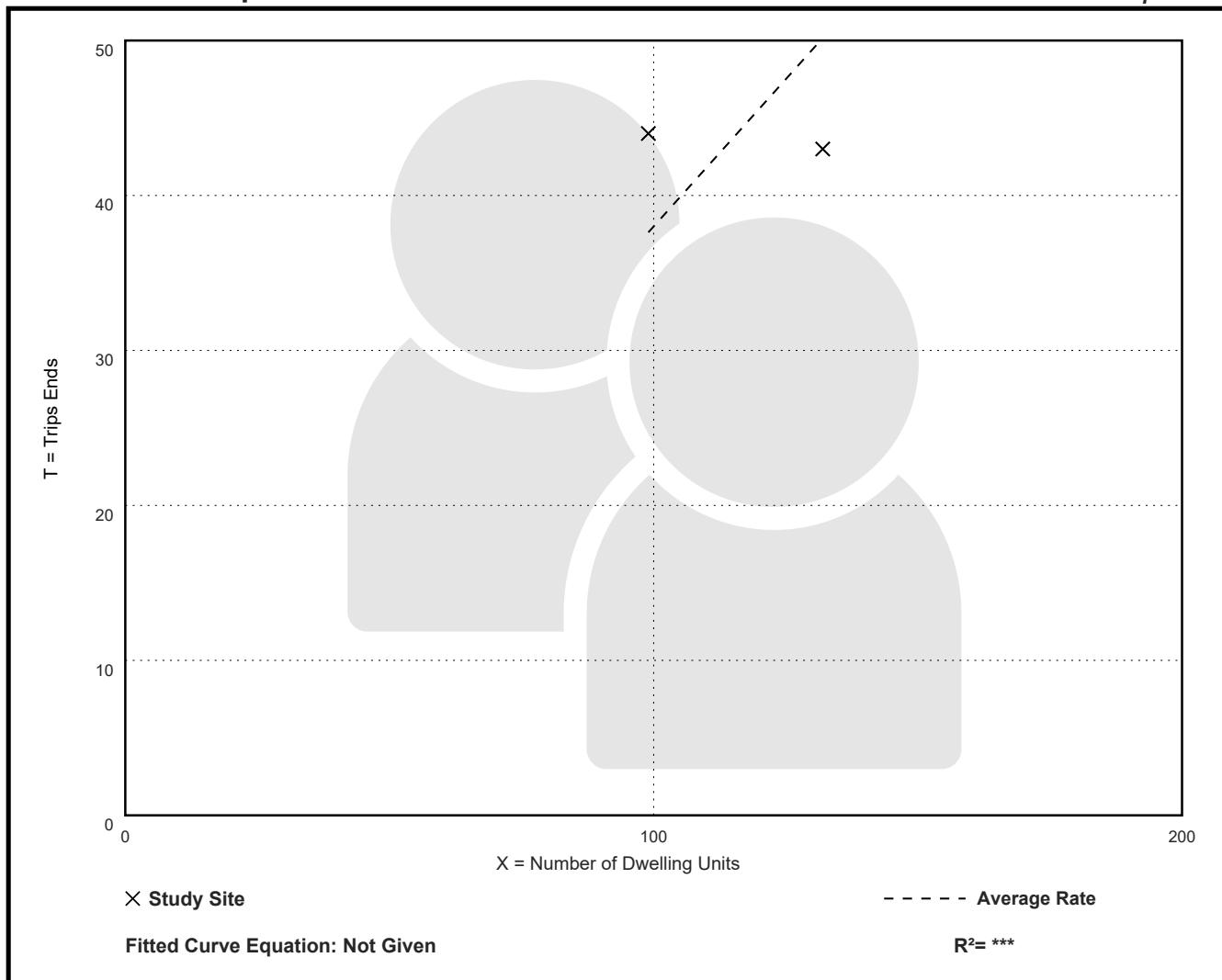
Directional Distribution: 53% entering, 47% exiting

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.33 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Congregate Care Facility (253)

Walk+Bike+Transit Trip Ends vs: Dwelling Units

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: 1

Avg. Num. of Dwelling Units: 99

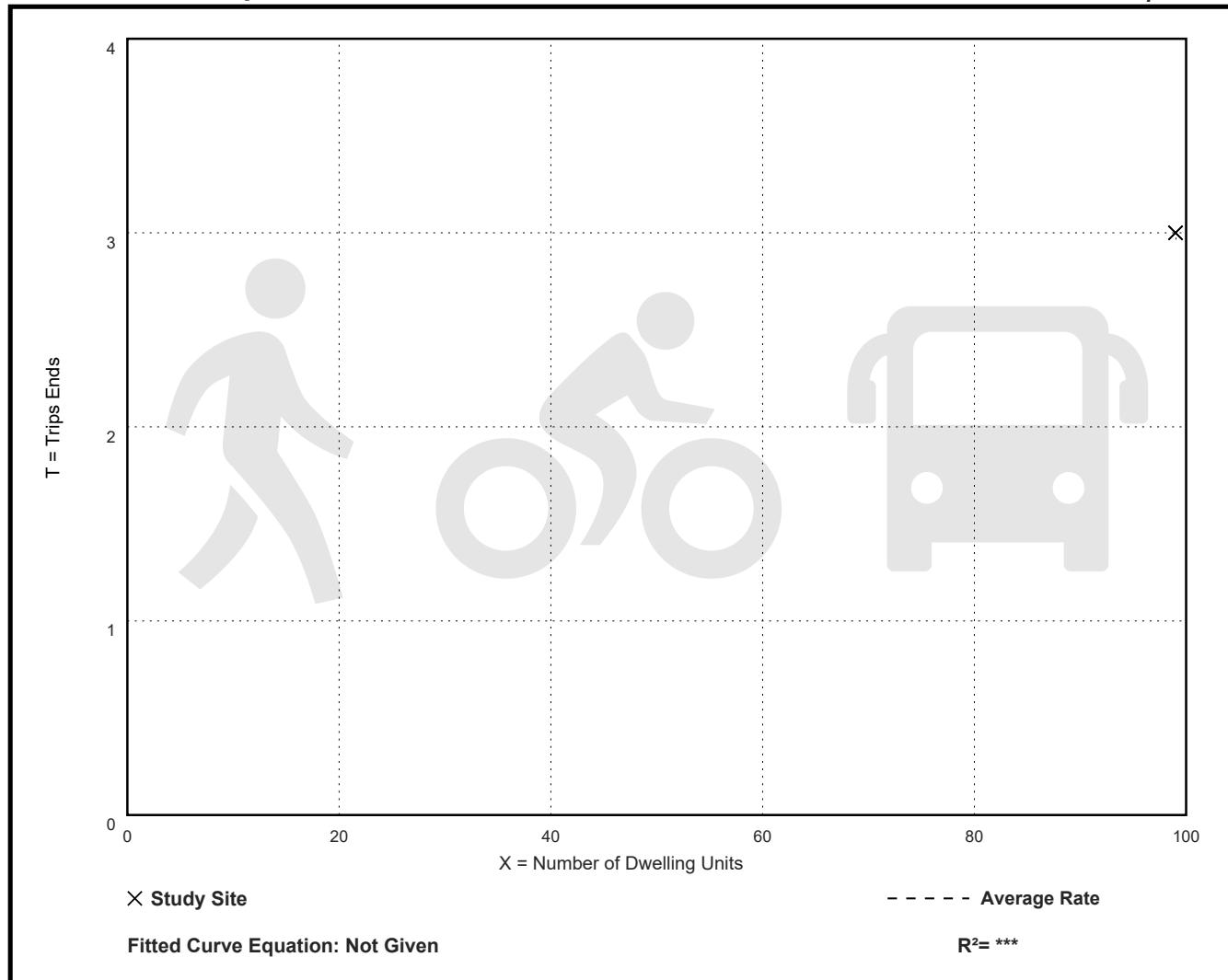
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.03 - 0.03	***

Data Plot and Equation

Caution – Small Sample Size



Congregate Care Facility (253)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

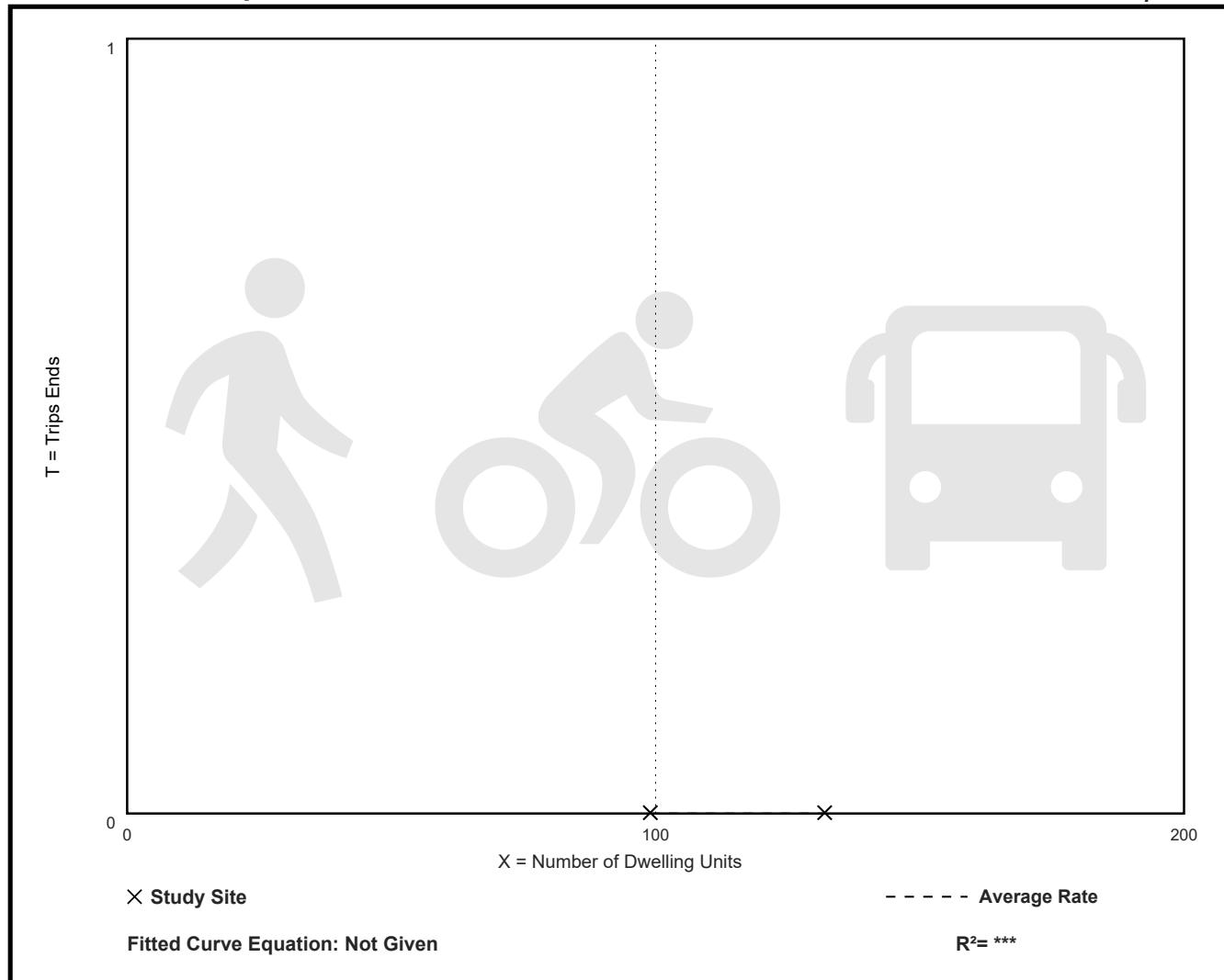
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 116
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Congregate Care Facility (253)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 116
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.03	***

Data Plot and Equation

Caution – Small Sample Size

