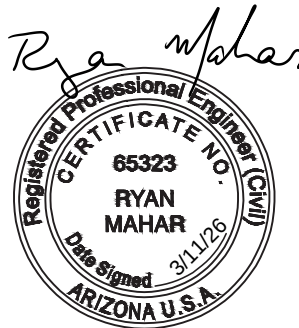


**TRAFFIC IMPACT ANALYSIS
FOR
HIDDEN HAVEN
COCONINO COUNTY, ARIZONA
APNs 105-05-001A, 105-05-002B, 105-05-002C, 105-05-002D**

Date:
March 10th, 2026

Owner:
Bostwick Enterprises LLC
4200 S Lake Mary Rd
Flagstaff, AZ 86001



Prepared by:



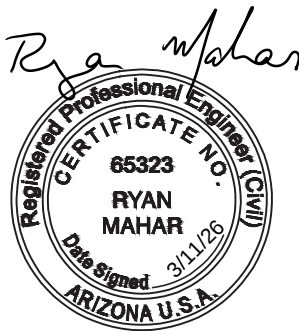
618 E Route 66, Flagstaff, Arizona 86001 • Telephone (928) 522-9287

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Hidden Haven
Traffic Impact Analysis
APNs 105-05-001A, 105-05-002B, 105-05-002C, 105-05-002D

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APPENDICES

- A. Existing Turn Volume Counts Map
- B. Proposed Turn Volume Counts Map
- C. Sight Distance Map
- D. Hand Calculations: Sight Distance
- E. Hand Calculations: 8 Hour Volumes
- F. Hand Calculations: Existing Trip Generation
- G. Hand Calculations: Proposed Trip Generation
- H. Table 1-1: Peak Hour Traffic Count
- I. Institute of Transportation Engineers Trip Generation Manual, 12th Edition – Land Use: 260 Recreational Homes
- J. Institute of Transportation Engineers Trip Generation Manual, 12th Edition – Land Use: 210 Single-Family Detached Housing



3. INTRODUCTION

The Hidden Haven Subdivision is a proposed 49 lot single family home subdivision located on Sioux Drive south of the intersection with Yaqui Drive. The project is located south of the Bow and Arrow neighborhood and approximately 700 feet east of Lake Mary Road. The development will have primary access off Sioux Dr. A proposed extension to Sioux Dr. through the subdivision will provide travel to the south and east edges of the property. Currently there is a business operating a short term residential rental business on the subject parcels consisting of the following APNs:

- 105-05-002A
- 105-05-002B
- 105-05-002C
- 105-05-002D

This report will utilize the *Institute of Transportation Engineers Trip Generation Manual, Twelfth Edition (ITE)* to analyze the existing condition, compare it to the proposed condition, and provide recommendations as to whether any improvements are necessary to support the Hidden Haven Subdivision.

4. EXISTING CONDITION

The traffic at the intersection of Sioux and Yaqui was counted in person between the hours of 4pm and 6pm on 9/25/2025 and 7am and 9am on 9/30/2025. The movements recorded at these times can be found in Appendix H.

Table 1. Existing Counts

Travel Direction	A.M. Peak Hour Trips XX (% of Total)	P.M. Peak Hour Trips XX (% of Total)
Entering Sioux	5 (36%)	17 (68%)
Exiting Sioux	9 (64%)	8 (32%)
Total	14	25

To calculate the proportion of the counted movement created by the existing short term rental business, the ITE Manual was used. ITE Land Use Code 260: Recreational Homes was used determining the trips generated by the existing project.

To calculate the existing traffic volumes, the *Institute of Transportation Engineers Trip Generation Manual, Twelfth Edition (ITE)*. ITE Land Use Code 260: Recreational Homes was used to calculate the existing traffic volumes for the existing facility; these were subtracted from the existing traffic count data at Sioux Dr. and Yaqui Dr. The total amount of turning movements at the intersection are organized in the table below.

Per the ITE, the existing development generates a total of 8 A.M. and 7 P.M. peak hour trips, and generates 86 average daily vehicle trip ends. The following table breaks this down into the percentage entering and exiting the existing business.

Table 2. Existing Peak Hour Trips Generated by the Existing Business

Travel Direction	A.M. Peak Hour Generator Existing Development Trips XX (% of Total)	P.M. Peak Hour Generator Existing Development Trips XX (% of Total)
Entering	3 (38%)	4 (57%)
Exiting	5 (62%)	3 (43%)
Total	8	7

The proportion of the existing turning movements created by the existing business can be removed to produce the following table.

Table 3. Existing Peak Hour Trips without Existing Business

Travel Direction	A.M. Peak Hour Trips XX (% of Total)	P.M. Peak Hour Trips XX (% of Total)
Entering	2 (33%)	13 (73%)
Exiting	4 (66%)	5 (27%)
Total	6	18

A map outlining the existing turn volume counts is included in Appendix ‘A’. Hand calculations for the traffic created by the existing business is shown in Appendix ‘F’. The charts and regression equations in their original format can be found in Appendix ‘I’. The Original traffic count data can be found in Appendix ‘H’. Hand calculations for the sight distance is shown in Appendix ‘D’

5. PROPOSED TRIP GENERATION

The average daily traffic volumes, including A.M. and P.M. peak hour trips, generated by the proposed project have been estimated using trip rates provided by the *Institute of Transportation Engineers Trip Generation Manual, Twelfth Edition (ITE)*. ITE Land Use Code 210: Single-Family Detached Housing was used for the single-family home development in determining the trips generated by this project.

Per the ITE, the proposed Single-Family Detached Housing development will generate a total of 44 A.M. and 54 P.M. peak hour trips, and will generate 661 average daily vehicle trip ends. A map outlining the proposed turn volume counts are included in Appendix ‘B’. The hand calculations for the traffic created by the proposed business is shown in Appendix ‘G’. The charts and regression equations in their original format can be found in Appendix ‘J’.

The proposed project creates the traffic shown in the table below.

Table 4. Traffic Created by the Proposed Development

Travel Direction	A.M. Peak Generator XX (% of Total)	P.M. Peak Generator XX (% of Total)
Entering	12 (27%)	34 (63%)
Exiting	32 (73%)	20 (37%)
Total	44	54

Table 5. Proposed Traffic Combined with Traffic Counts to Estimate Total Traffic

Travel Direction	A.M. Peak Hour Trips XX (% of Total)	P.M. Peak Hour Trips XX (% of Total)
Entering	44 (90%)	54 (5%)
Exiting	5 (10%)	18 (25%)
Total	49	72

6. STOP SIGN WARRANT PER MUTCD 2B.12

Section 2B.13 “All-Way Stop Control Warrant A: Crash Experience “of the MUTCD 11th edition, Revision 1 requires four or more crashes in the past twelve months at a three-leg intersection to require all-way stop control. This is not warranted because there have been 2 crashes at this intersection in the past 48 months.

Section 2B.14 “All-Way Stop Control Warrant B: Sight Distance “of the MUTCD 11th edition, Revision 1 requires all-way stop control if sight distance is not adequate. This is not warranted because sight distance on Sioux Dr. is uninterrupted for at least 240ft to the right and 280ft to the left. A Sight Distance Map is included in Appendix C.

Section 2B.15 “All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection.” MUTCD 11th edition, Revision 1. It is not required because the intersection does not meet interim measures.

Section 2B.16 “All-Way Stop Control Warrant D: 8 Hour Volume “of the MUTCD 11th edition, Revision 1. Requires stop control to be controlled if the combined motor vehicle, bicycle, and pedestrian entering the intersection is at least 300 per hour of the day. This is not warranted because the average hourly flow over 8 hours is 62. Calculations are provided in Appendix E.

Section 2B.17 “All-Way Stop Control Warrant E: Other Factors “of the MUTCD 11th edition, Revision 1. Is not met because the proposed number of average daily vehicle trip ends for the Single-Family Detached Housing development, not exceeding 100 trip ends per hour, will not cause left turn conflicts at a significantly greater amount than currently occurs.

7. CONCLUSION

Due to the number of average daily vehicle trip ends for the Single-Family Detached Housing development not exceeding 100 trips ends per hour, a Category 0 Traffic Impact Analysis is warranted per *City of Flagstaff 13-05-002-0003.3*. This report satisfies this requirement.

The largest turning movement at the intersection of Sioux and Yaqui is the right turn onto Sioux. This movement will be approximately 30 cars in the peak PM hour. That equates to approximately 1 turning movement every 2 minutes. This allows for sufficient time between movements to not require further improvements.

Per Section 2B.13, 2B.14, 2B.16 of MUTCD 11th Edition Revision 1, December 2025, no all-way stop control is necessary.

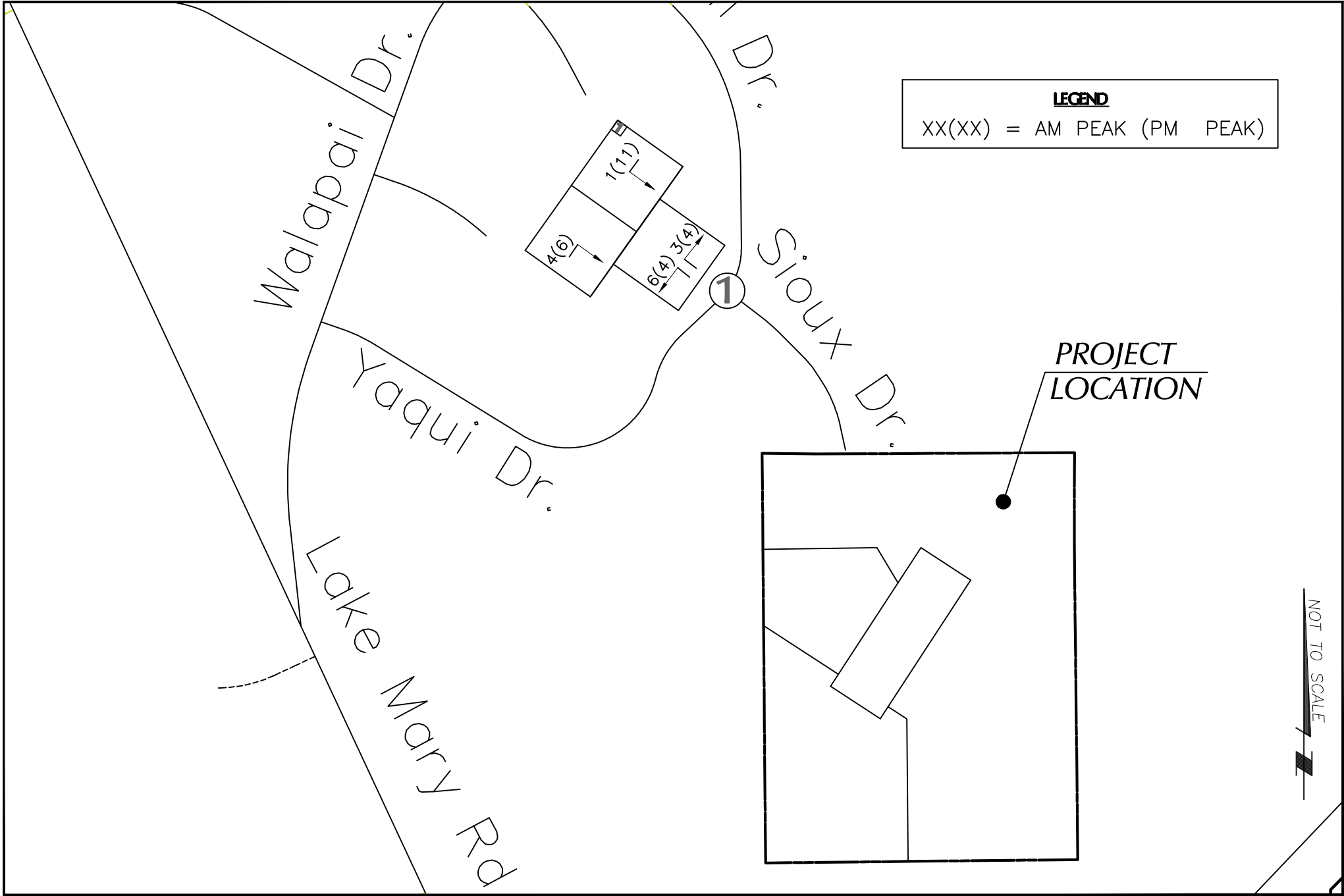
This proposed development will not require any off-site development changes due to the minimal increase in daily traffic.

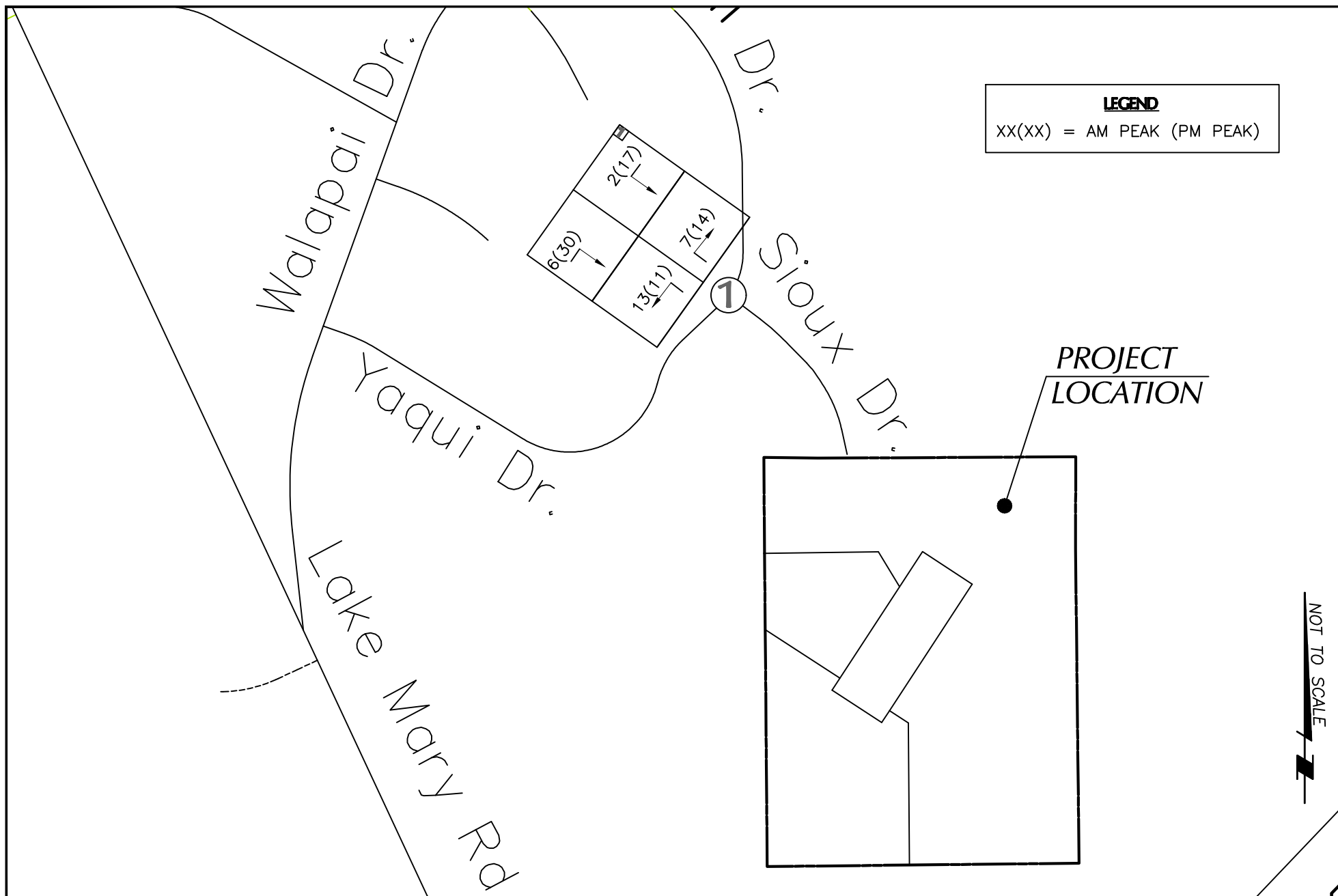
8. REFERENCES

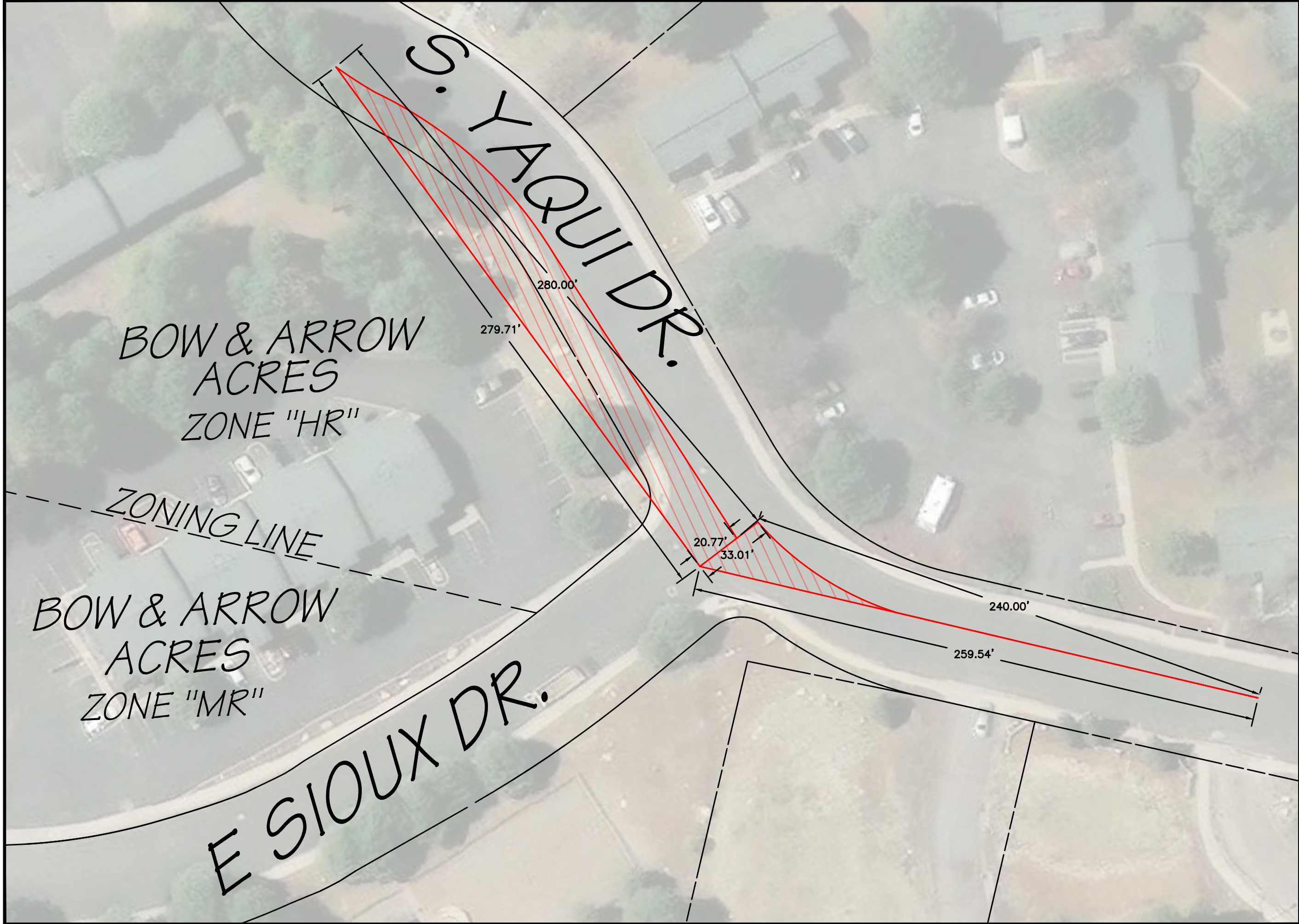
Institute of Transportation Engineers Trip Generation Manual, 12th Edition

“Impact Analyses” 13-05-002-0003.3, City of Flagstaff

MUTCD, 11th Edition Revision 1, December 2025







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proj. #: 25-069
drawn by: RM/LHT
checked by: RM
date: 03/10/2026

revisions:
date:
date:
date:

HAND CALCULATIONS: SIGHT DISTANCE

AASHTO Tables and Sight Distance Diagram. Appendix 16-1

Right Turn Sight Distance

$$ISD = 1.47Vt_g$$

$$V = 25\text{mph}$$

$$t_g = 6.5 \text{ seconds}$$

$$ISD = 1.47(25)(6.5)$$

$$ISD = 238$$

$$ISD = 240$$

Left Turn Sight Distance

$$ISD = 1.47Vt_g$$

$$V = 25\text{mph}$$

$$t_g = 7.5 \text{ seconds}$$

$$ISD = 1.47(25)(7.5)$$

$$ISD = 275.6$$

$$ISD = 280$$

HAND CALCULATIONS: 8-HOUR VOLUME

Table 1-1: Peak Hour Flow Count

Hourly Count

Saturday; Proposed Peak Hour Generator = 55

Saturday; Existing Peak Hour Generator = 8

Peak Hour Flow Count = 38 AM, 23 PM

$$55 * 8 \text{ Hours} = 440$$

$$8 * 8 \text{ Hours} = 64$$

$$(38 + 23) * 2 \text{ Hours} = 122$$

$$440 - 64 + 122 = 498$$

$$498 / 8 \text{ Hours} = 62 \text{ Trips per Hour}$$

- Peak Hour Flow count was multiplied by 2 because each study was 2 hours long (2 counts at 2 hours each = 4 hours, 4 hours * 2 = 8 hours).
- Saturday counts were used because they had the highest flow.

HAND CALCULATIONS: EXISTING TRIP GENERATION

Institute of Transportation Engineers Trip Generation Manual, 12th Edition - Land Use: 260
Recreational Homes

Average Vehicle Trip Ends: Weekday (20 Units)

$$\ln(T) = 0.96\ln(X) + 1.57$$

X = 20 Occupied Units

$$\ln(T) = 0.96\ln(20) + 1.57$$

$$T = 85.27$$

Average Vehicle Trip Ends: Weekday; Peak Hour of Adjacent Street Traffic One Hour Between
7 and 9 am (20 Units)

$$T = 0.25(X) - 12.88$$

X = 20 Occupied Units

$$T = 0.25(20) - 12.88$$

$$T = -7.88$$

Average Vehicle Trip Ends: Weekday; Peak Hour of Adjacent Street Traffic One Hour Between
4 and 6 pm (20 Units)

$$\ln(T) = 0.93\ln(X) - 0.77$$

X = 20 Occupied Units

$$\ln(T) = 0.93\ln(20) - 0.77$$

$$T = 7.51$$

Average Vehicle Trip Ends: Weekday, A.M. Peak Hour Generator (20 Units)

$$\ln(T) = 0.88\ln(X) - 0.48$$

X = 20 Occupied Units

$$\ln(T) = 0.88\ln(20) - 0.48$$

$$T = 8.63$$

Average Vehicle Trip Ends: Weekday, P.M. Peak Hour Generator (20 Units)

$$\ln(T) = 0.96\ln(X) - 0.92$$

X = 20 Occupied Units

$$\ln(T) = 0.96\ln(20) - 0.92$$

$$T = 7.07$$

Average Vehicle Trip Ends: Friday; Peak Hour of Adjacent Street Traffic One Hour Between 4
and 6 pm (20 Units)

$$T = \text{Avg.} * X$$

X = 20 Occupied Units

$$T = 1.11 * 20$$

$$T = 22.2$$

Average Vehicle Trip Ends: Friday, P.M. Peak Hour Generator (20 Units)

$$T = \text{Avg.} * X$$

$$X = 20 \text{ Occupied Units}$$

$$T = 1.18 * 20$$

$$T = 23.6$$

Average Vehicle Trip Ends: Saturday (20 Units)

$$T = \text{Avg.} * X$$

$$X = 20 \text{ Occupied Units}$$

$$T = 4.06 * 20$$

$$T = 81.2$$

Average Vehicle Trip Ends: Saturday, Peak Hour Generator (20 Units)

$$T = \text{Avg.} * X$$

$$X = 20 \text{ Occupied Units}$$

$$T = 0.40 * 20$$

$$T = 8.0$$

Average Vehicle Trip Ends: Sunday (20 Units)

$$T = \text{Avg.} * X$$

$$X = 20 \text{ Occupied Units}$$

$$T = 3.25 * 20$$

$$T = 65.0$$

Average Vehicle Trip Ends: Sunday, Peak Hour Generator (20 Units)

$$T = \text{Avg.} * X$$

$$X = 20 \text{ Occupied Units}$$

$$T = 0.77 * 20$$

$$T = 15.4$$

HAND CALCULATIONS: PROPOSED TRIP GENERATION

Institute of Transportation Engineers Trip Generation Manual, 12th Edition - Land Use: 210
Single-Family Detached Housing

Dwelling Units Vehicle Trip Ends: Weekday (49 Units)

$$T = 8.07(X) + 265.45$$

$$X = 49 \text{ Occupied Units}$$

$$T = 8.07(49) + 265.45$$

$$T = 660.88$$

Dwelling Units Vehicle Trip Ends: Weekday; Peak Hour of Adjacent Street Traffic One Hour
Between 7 and 9 am (49 Units)

$$T = 0.67(X) + 5.59$$

$$X = 49 \text{ Occupied Units}$$

$$T = 0.67(49) + 5.59$$

$$T = 38.42$$

Dwelling Units Vehicle Trip Ends: Weekday; Peak Hour of Adjacent Street Traffic One Hour
Between 4 and 6 pm (49 Units)

$$\ln(T) = 0.92\ln(X) + 0.33$$

$$X = 49 \text{ Occupied Units}$$

$$\ln(T) = 0.92\ln(49) + 0.33$$

$$T = 49.92$$

Dwelling Units Vehicle Trip Ends: Weekday, A.M. Peak Hour Generator (49 Units)

$$T = 0.71(X) + 8.84$$

$$X = 49 \text{ Occupied Units}$$

$$T = 0.71(49) + 8.84$$

$$T = 43.63$$

Dwelling Units Vehicle Trip Ends: Weekday, P.M. Peak Hour Generator (49 Units)

$$\ln(T) = 0.90\ln(X) + 0.48$$

$$X = 49 \text{ Occupied Units}$$

$$\ln(T) = 0.90\ln(49) + 0.48$$

$$T = 53.65$$

Dwelling Units Vehicle Trip Ends: Saturday (49 Units)

$$T = 8.19(X) + 134.24$$

$$X = 49 \text{ Occupied Units}$$

$$T = 8.19(49) + 134.24$$

$$T = 535.55$$

Dwelling Units Vehicle Trip Ends: Saturday, Peak Hour Generator (49 Units)

$$T = 0.90(X) + 10.97$$

X = 49 Occupied Units

$$T = 0.90(49) + 10.97$$

$$T = 55.07$$

Dwelling Units Vehicle Trip Ends: Sunday (49 Units)

$$T = 8.80(X) - 63.18$$

X = 49 Occupied Units

$$T = 8.80(49) - 63.18$$

$$T = 368.02$$

Dwelling Units Vehicle Trip Ends: Sunday, Peak Hour Generator (49 Units)

$$T = 0.86(X) + 6.71$$

X = 49 Occupied Units

$$T = 0.86(49) + 6.71$$

$$T = 48.85$$

Dwelling Units Vehicle Trip Ends: Weekday, A.M. Peak Hour Generator (49 Units)- Existing Development

$$T = 43.63 + 5.37$$

$$T = 49$$

Dwelling Units Vehicle Trip Ends: Weekday, P.M. Peak Hour Generator (49 Units)- Existing Development

$$T = 53.65 + 17.93$$

$$T = 71.58$$

HAND COUNT: PEAK HOUR FLOW

This peak hour flow data was collected on 9/25/25 and 9/30/25 on the corner of Sioux Dr. and Yaqui Dr. in Flagstaff, Arizona.

9/25/2025	EAST TO SIOUX	WEST TO SIOUX	SIOUX TO WB	SIOUX TO EB	TOTAL
4:00-4:15	2	2	0	1	5
4:15-4:30	1	5	2	0	8
4:30-4:45	3	1	0	2	6
4:45-5:00	0	3	1	1	5
5:00-5:15	2	2	1	1	6
5:15-5:30	1	0	0	3	4
5:30-5:45	0	0	0	1	1
5:45-6:00		1	1	1	3
	9	14	5	10	38

9/30/2025	EAST TO SIOUX	WEST TO SIOUX	SIOUX TO WB	SIOUX TO EB	TOTAL
7:00-7:15	4	1	4	0	9
7:15-7:30	0	0	0	1	1
7:30-7:45	0	0	1	2	3
7:45-8:00	0	0	1	0	1
8:00-8:15	0	1	0	1	2
8:15-8:30	0	1	0	0	1
8:30-8:45	0	0	1	1	2
8:45-9:00	1	2	1		4
	5	5	8	5	23

Table 1-1: Peak Hour Flow Count

Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

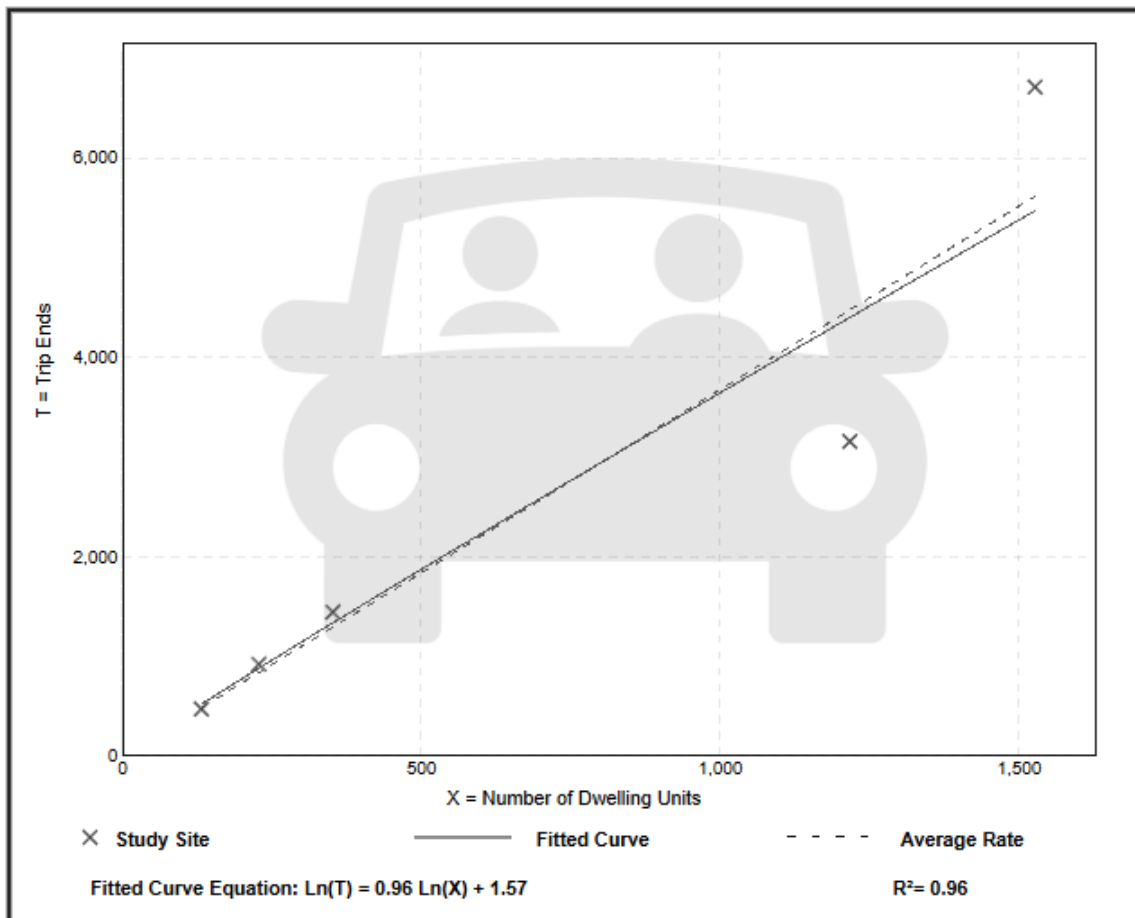
Setting/Location: Rural
Number of Studies: 5
Avg. Num. of Dwelling Units: 691
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.68	2.60 - 4.40	0.91

Data Plot and Equation

Caution – Small Sample Size



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: Rural

Number of Studies: 5

Avg. Num. of Dwelling Units: 691

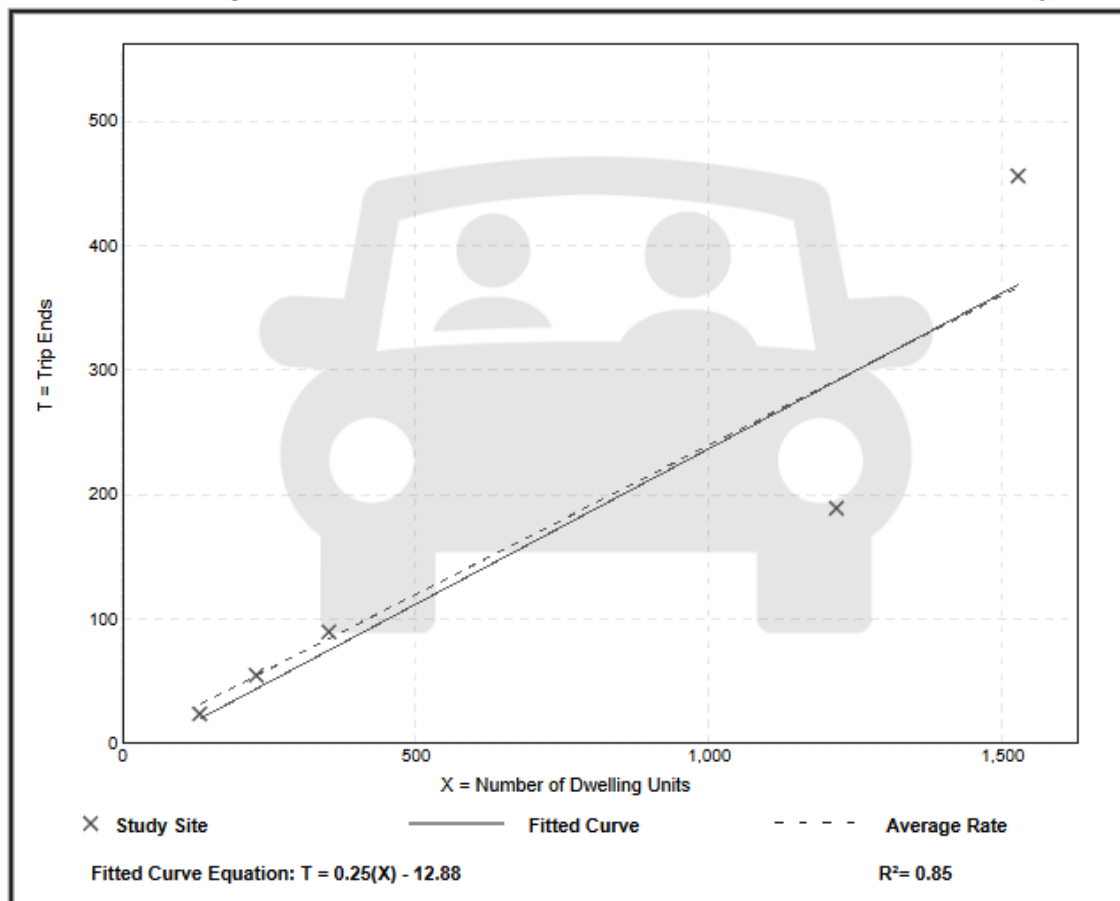
Directional Distribution: 35% entering, 65% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.16 - 0.30	0.07

Data Plot and Equation

Caution – Small Sample Size



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

Setting/Location: Rural

Number of Studies: 5

Avg. Num. of Dwelling Units: 691

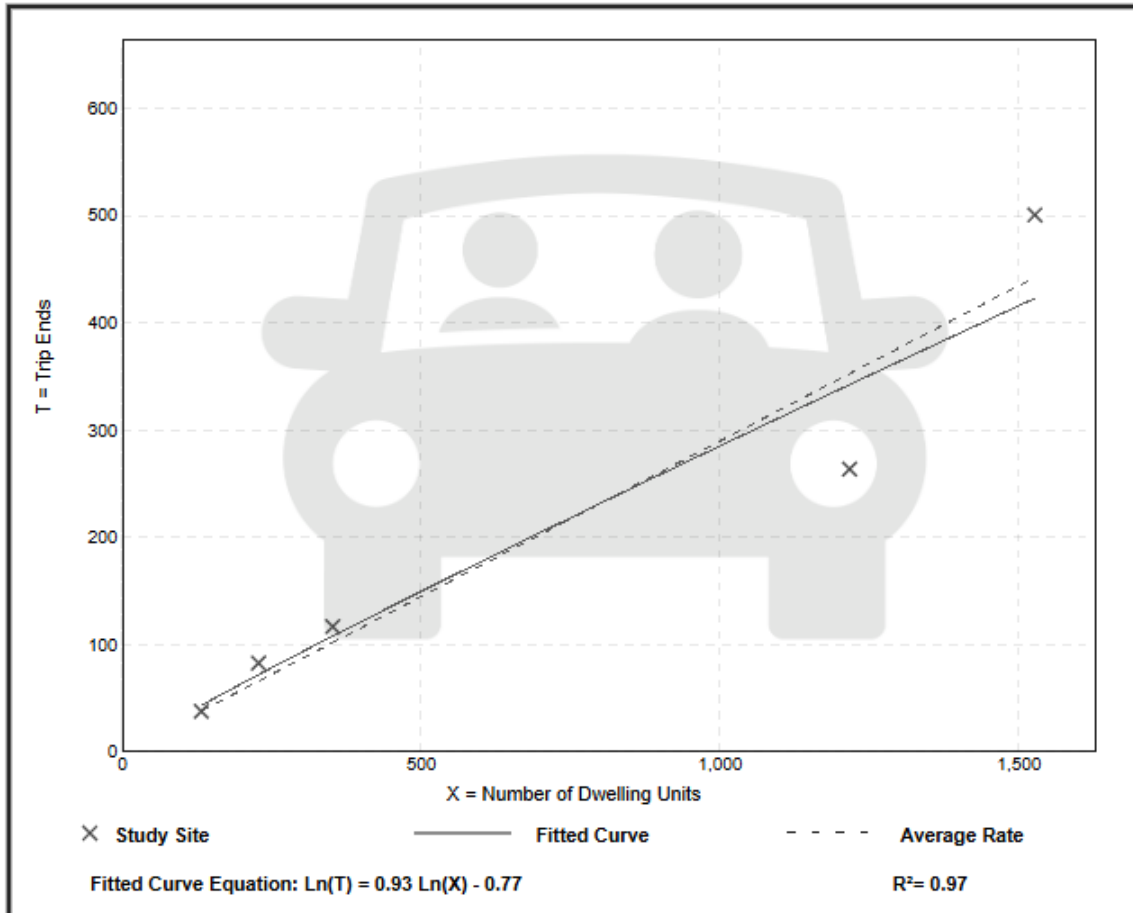
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.22 - 0.36	0.06

Data Plot and Equation

Caution – Small Sample Size



Recreational Homes (260)

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

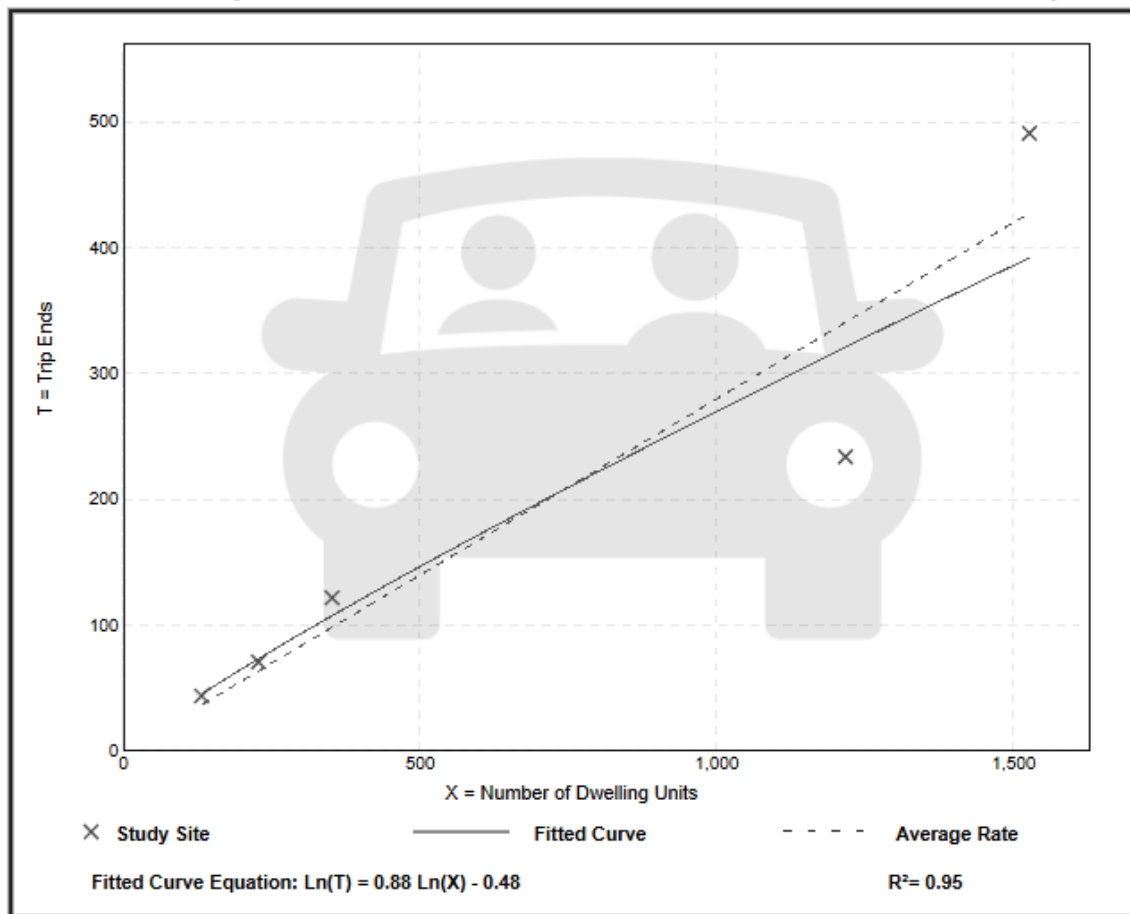
Setting/Location: Rural
 Number of Studies: 5
 Avg. Num. of Dwelling Units: 691
 Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.28	0.19 - 0.35	0.07

Data Plot and Equation

Caution – Small Sample Size



Recreational Homes (260)

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

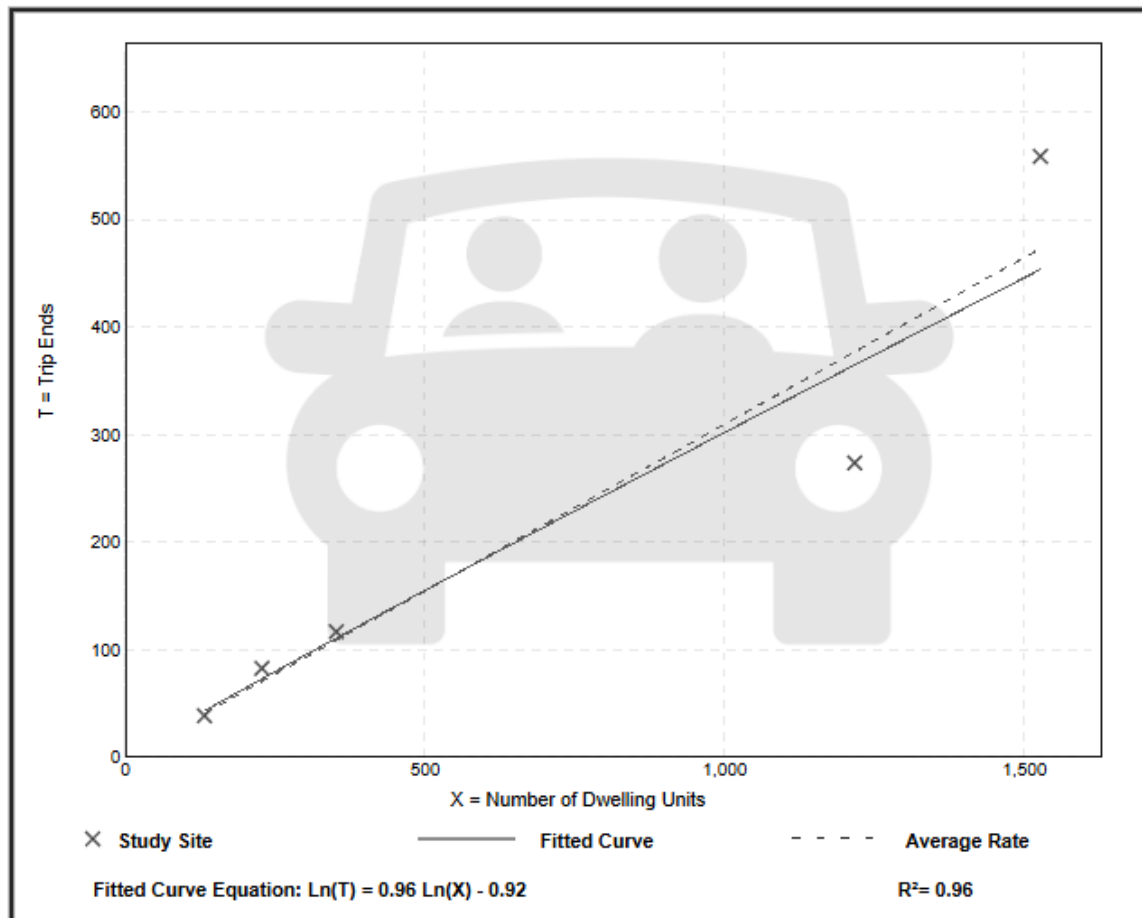
Setting/Location: Rural
 Number of Studies: 5
 Avg. Num. of Dwelling Units: 691
 Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.31	0.23 - 0.37	0.07

Data Plot and Equation

Caution – Small Sample Size



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Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

**On a: Friday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: Rural

Number of Studies: 9

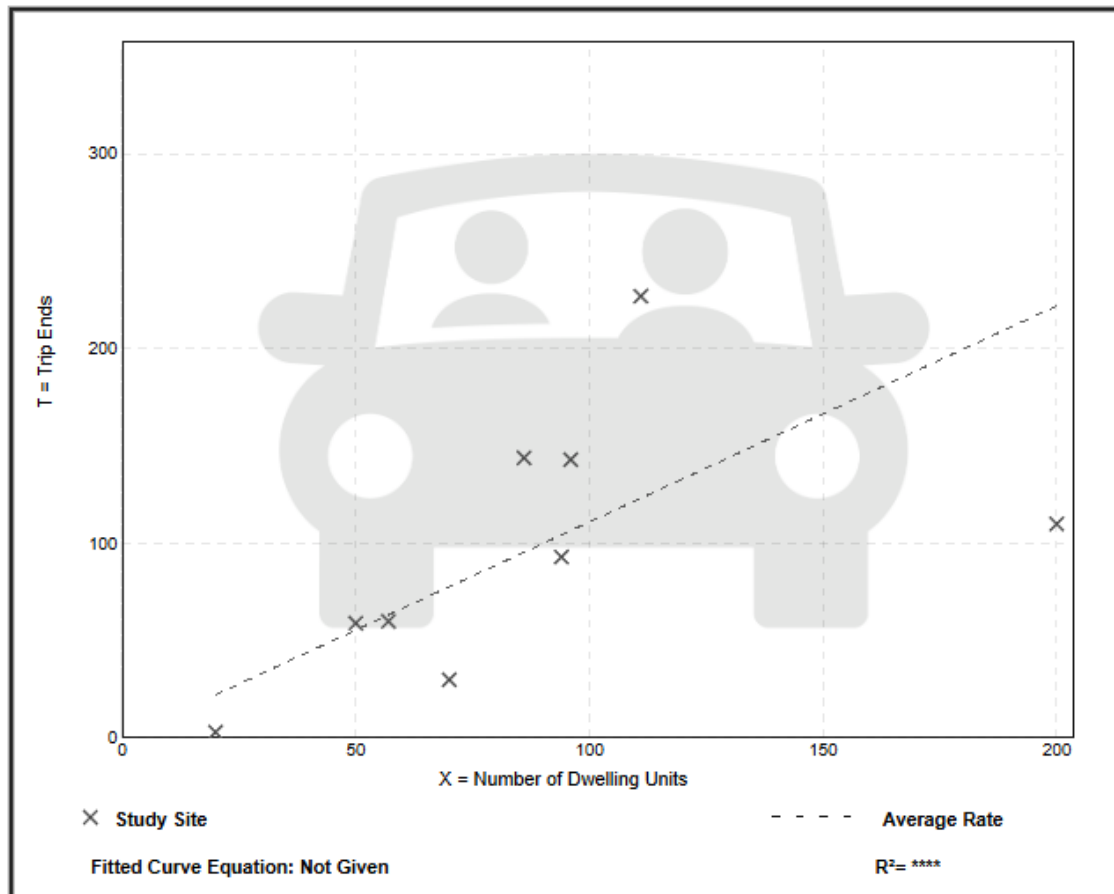
Avg. Num. of Dwelling Units: 87

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.11	0.15 - 2.05	0.60

Data Plot and Equation



Recreational Homes (260)

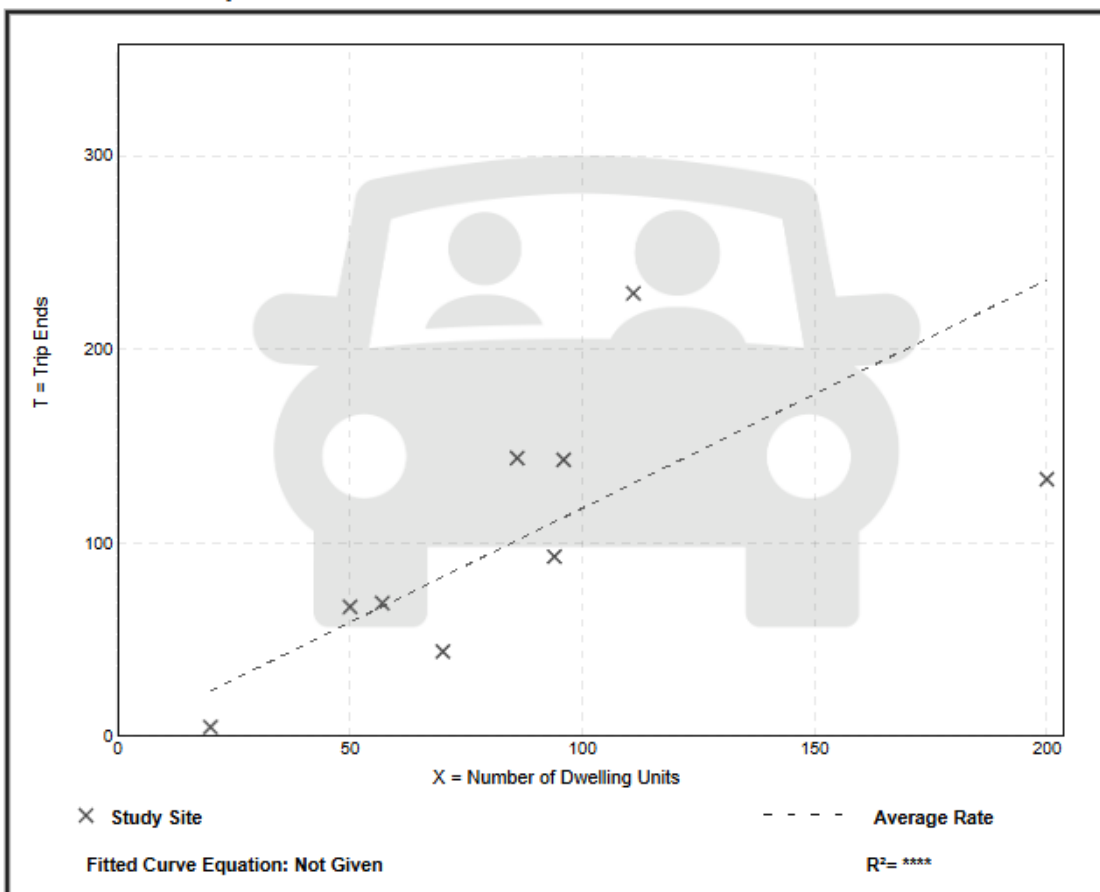
Vehicle Trip Ends vs: Dwelling Units
On a: Friday,
PM Peak Hour of Generator

Setting/Location: Rural
 Number of Studies: 9
 Avg. Num. of Dwelling Units: 87
 Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.18	0.25 - 2.06	0.55

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

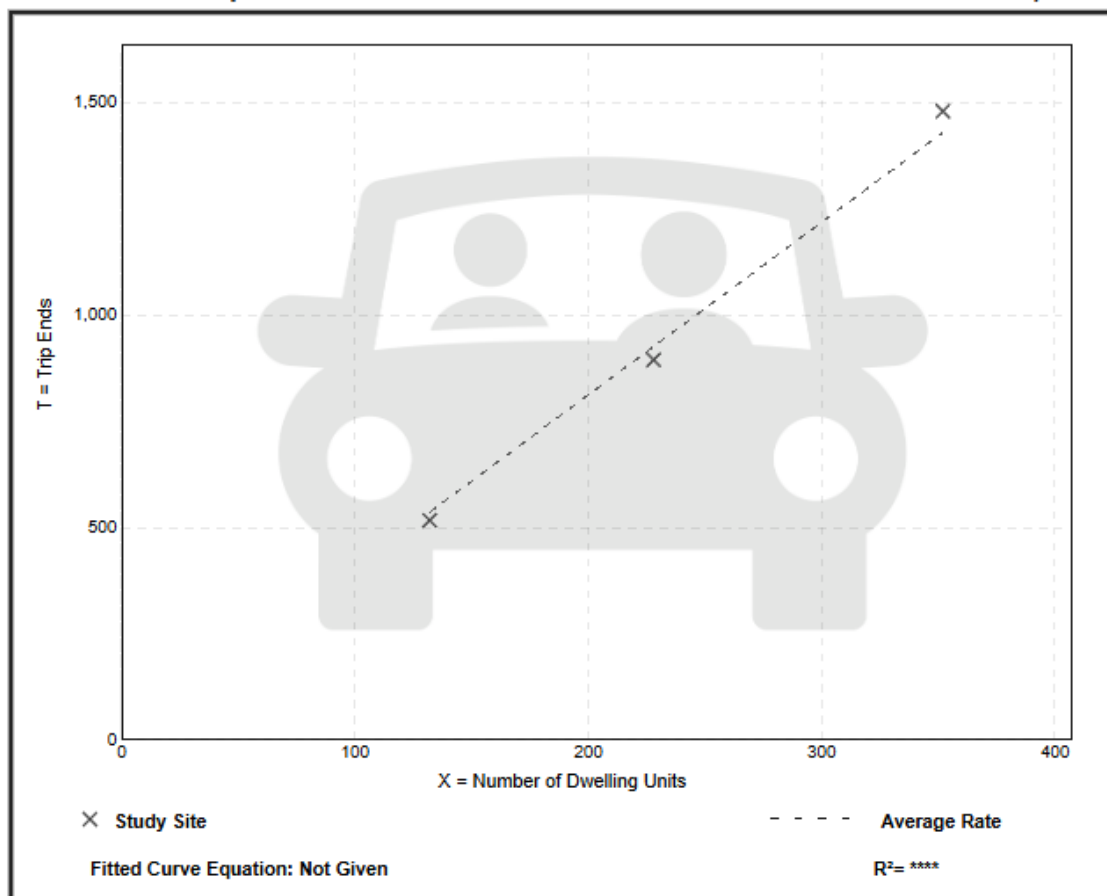
Setting/Location: Rural
Number of Studies: 3
Avg. Num. of Dwelling Units: 237
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.06	3.92 - 4.20	0.17

Data Plot and Equation

Caution – Small Sample Size



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Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

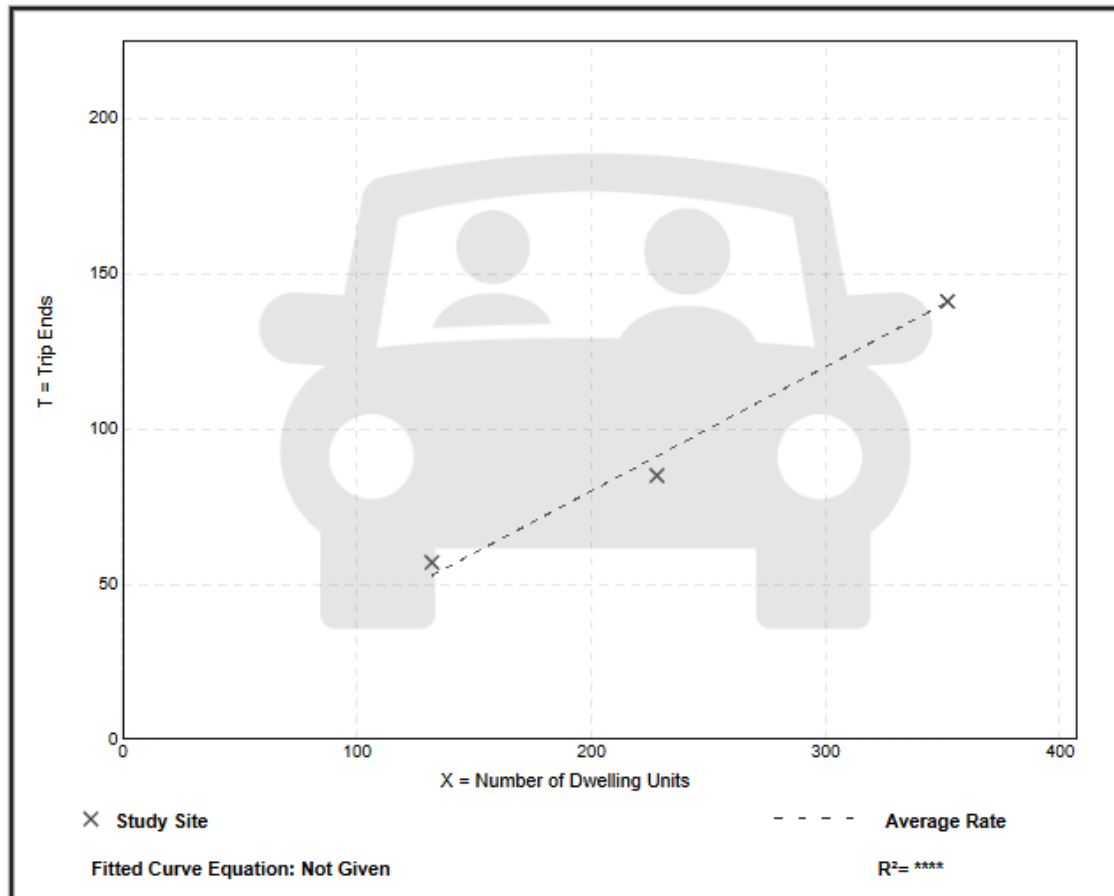
Setting/Location: Rural
Number of Studies: 3
Avg. Num. of Dwelling Units: 237
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.37 - 0.43	0.03

Data Plot and Equation

Caution – Small Sample Size



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

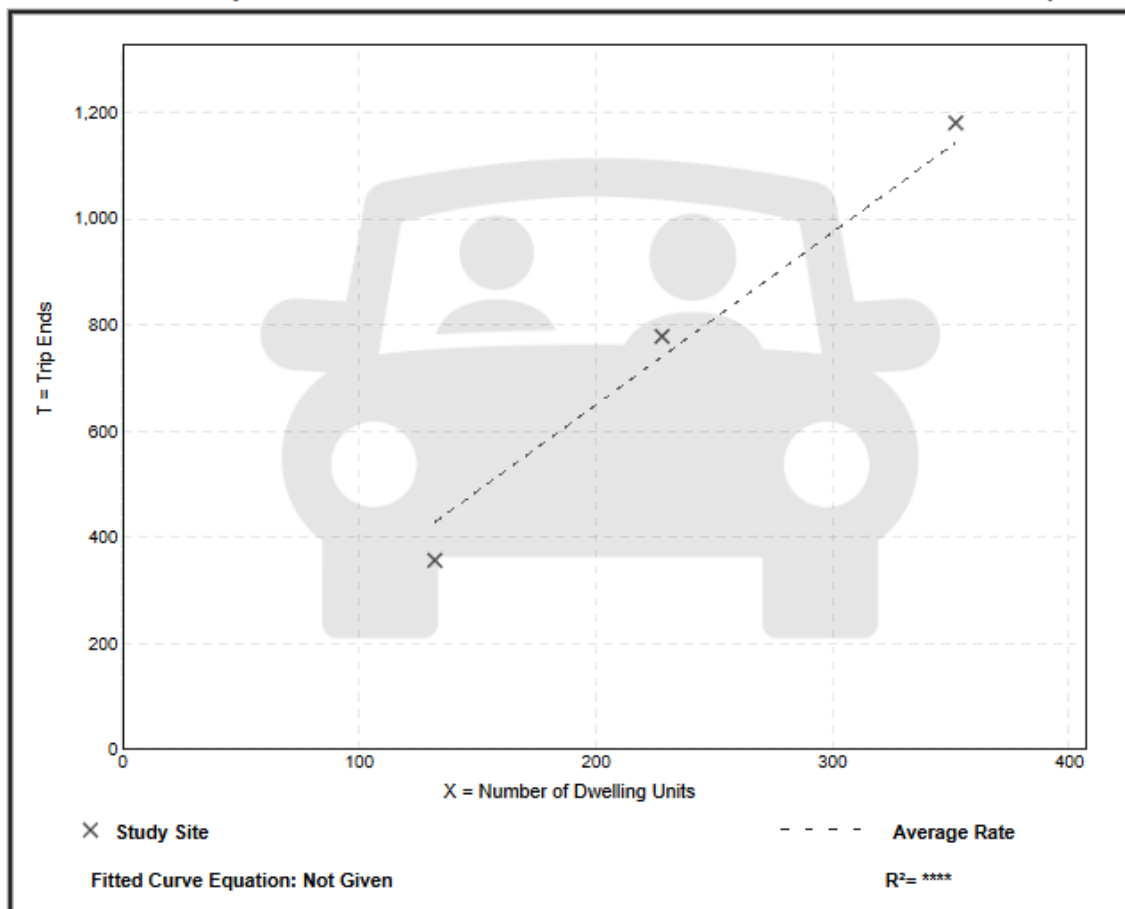
Setting/Location: Rural
Number of Studies: 3
Avg. Num. of Dwelling Units: 237
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.25	2.70 - 3.42	0.32

Data Plot and Equation

Caution – Small Sample Size



Recreational Homes (260)

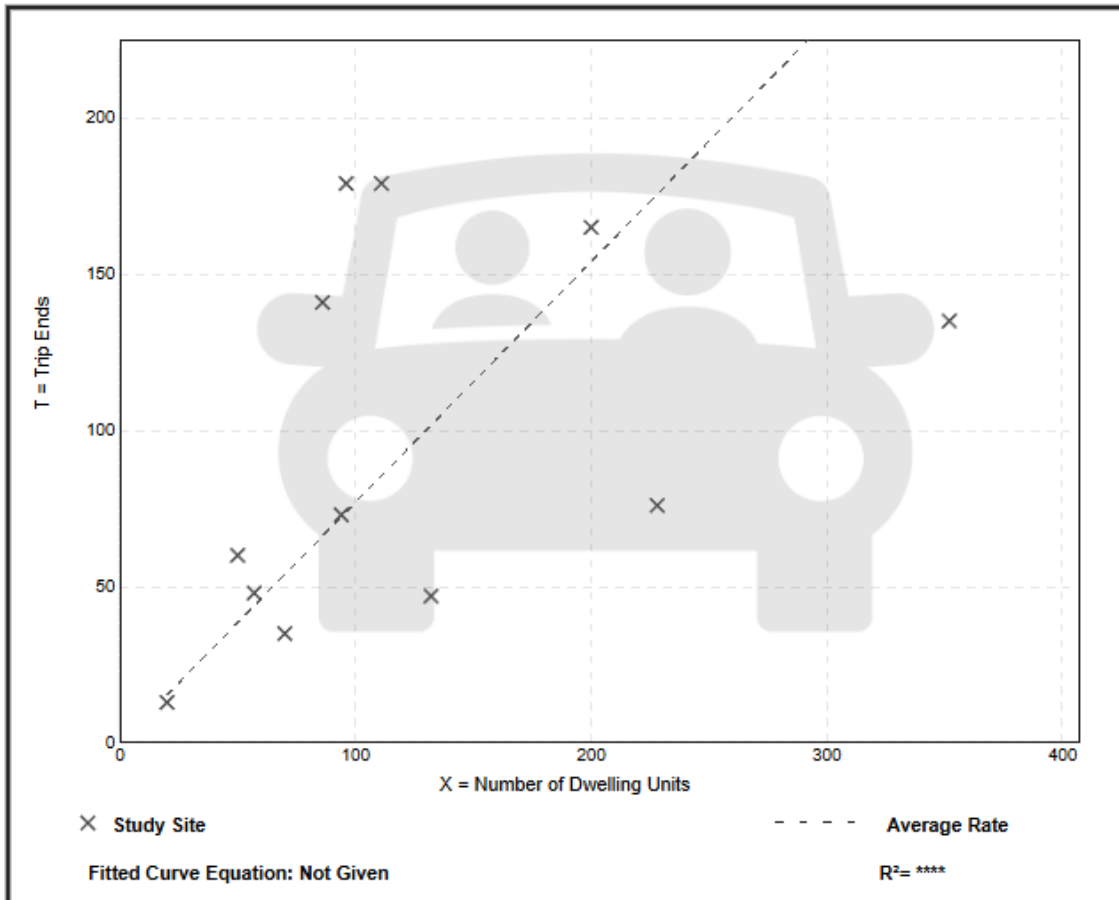
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: Rural
Number of Studies: 12
Avg. Num. of Dwelling Units: 125
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.77	0.33 - 1.86	0.54

Data Plot and Equation



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Single-Family Detached Housing (210)

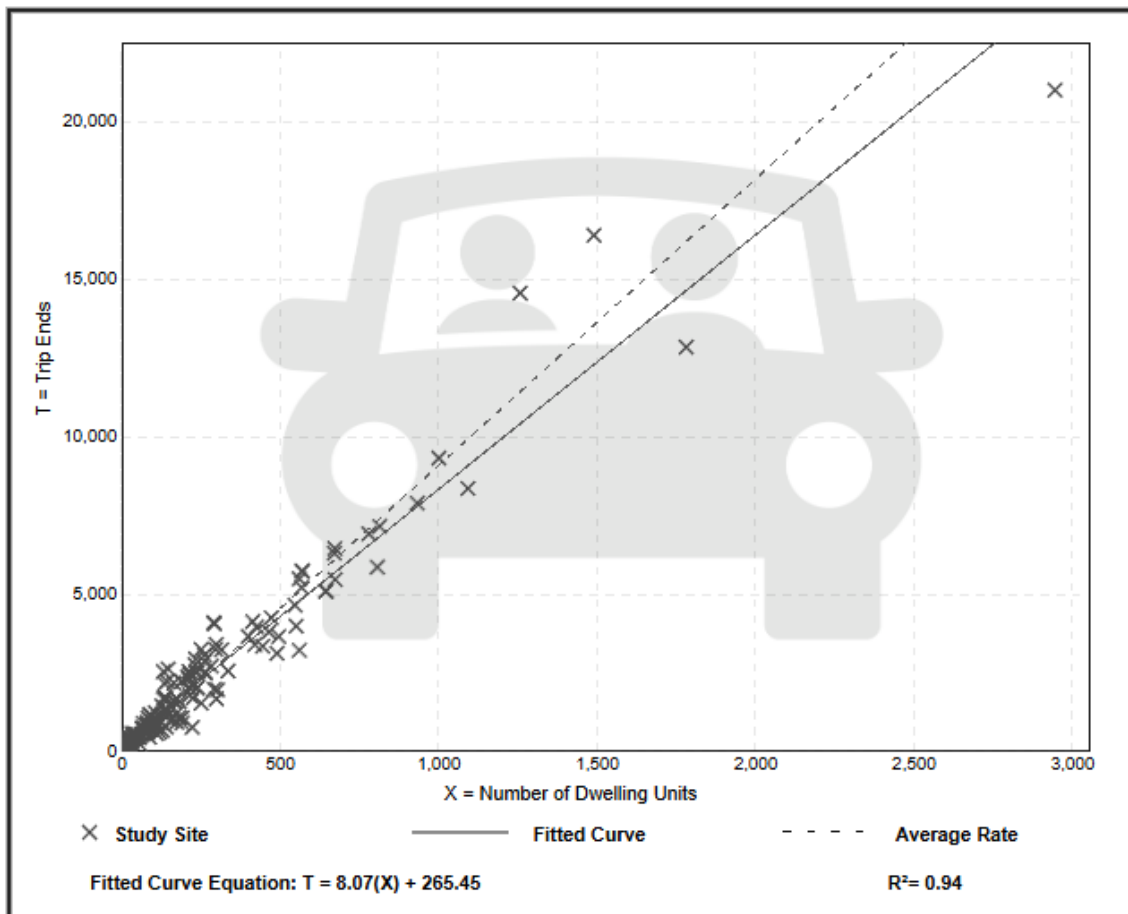
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Trip Gen Manual, 12th Edition

• Institute of Transportation Engineers

Single-Family Detached Housing (210)

Vehicle 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: 153

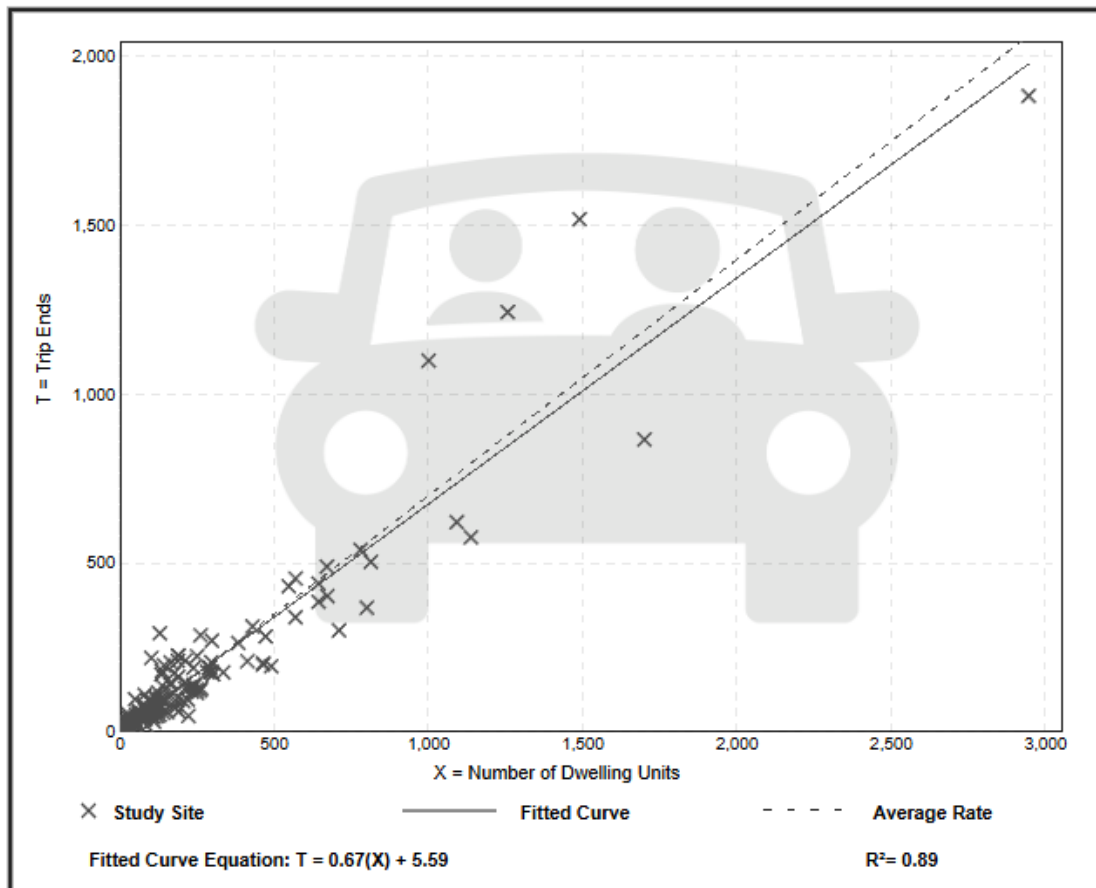
Avg. Num. of Dwelling Units: 239

Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



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Single-Family Detached Housing (210)

Vehicle 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: 166

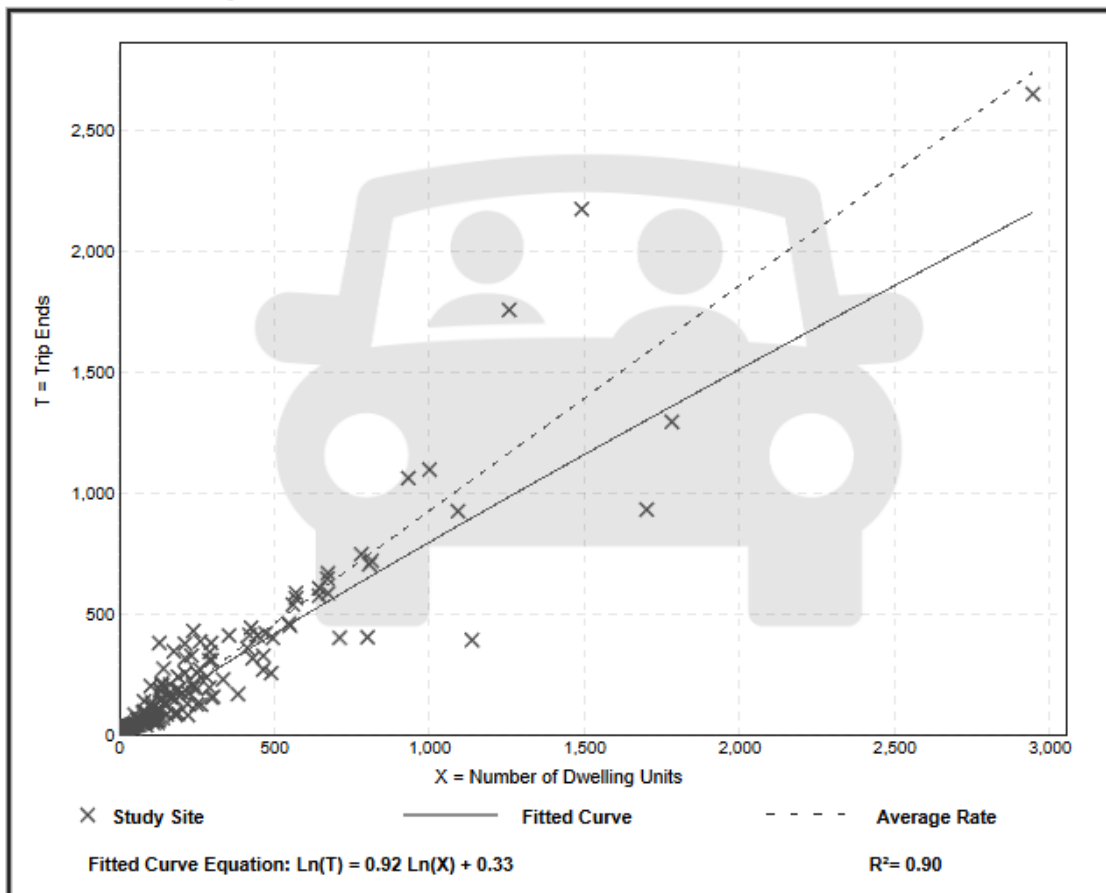
Avg. Num. of Dwelling Units: 266

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Single-Family Detached Housing (210)

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

Setting/Location: General Urban/Suburban

Number of Studies: 132

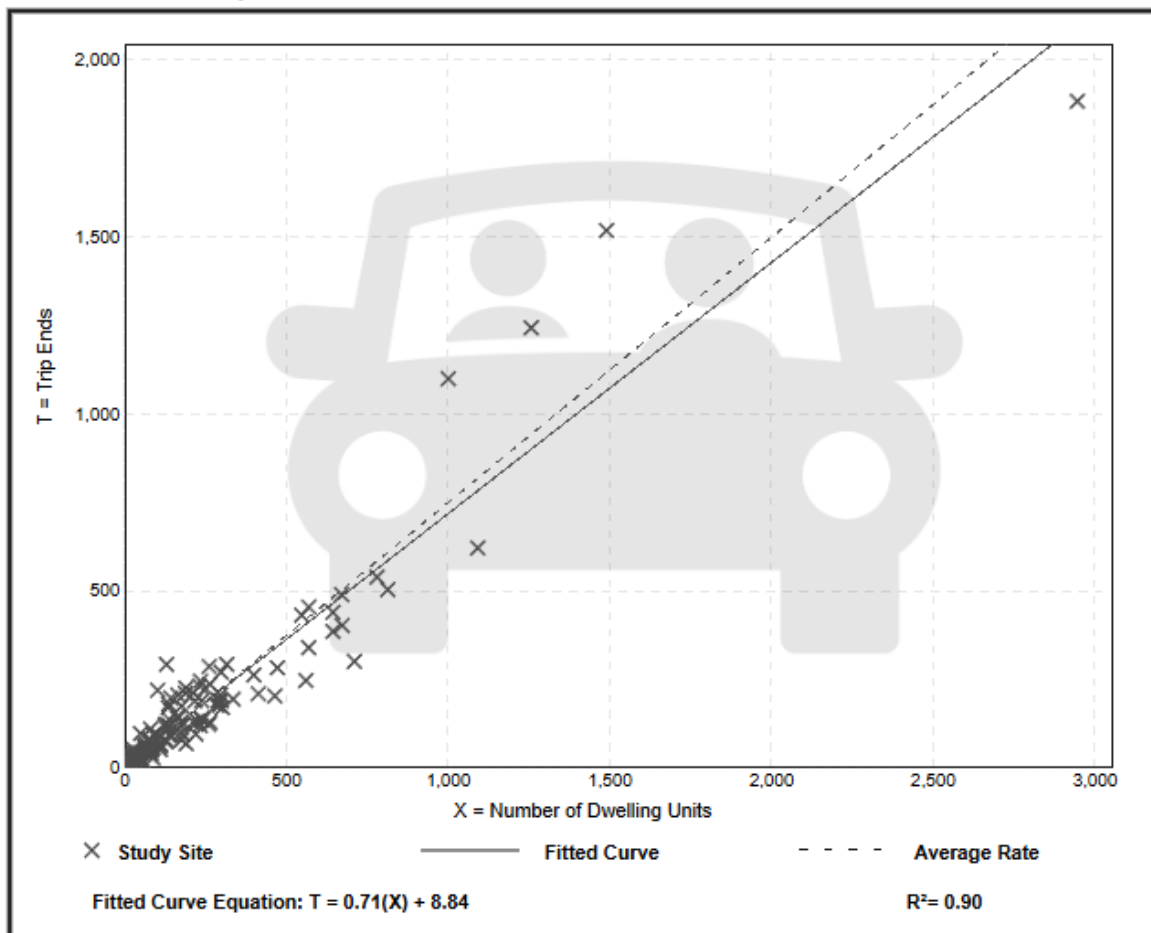
Avg. Num. of Dwelling Units: 232

Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.32 - 2.27	0.26

Data Plot and Equation



Single-Family Detached Housing (210)

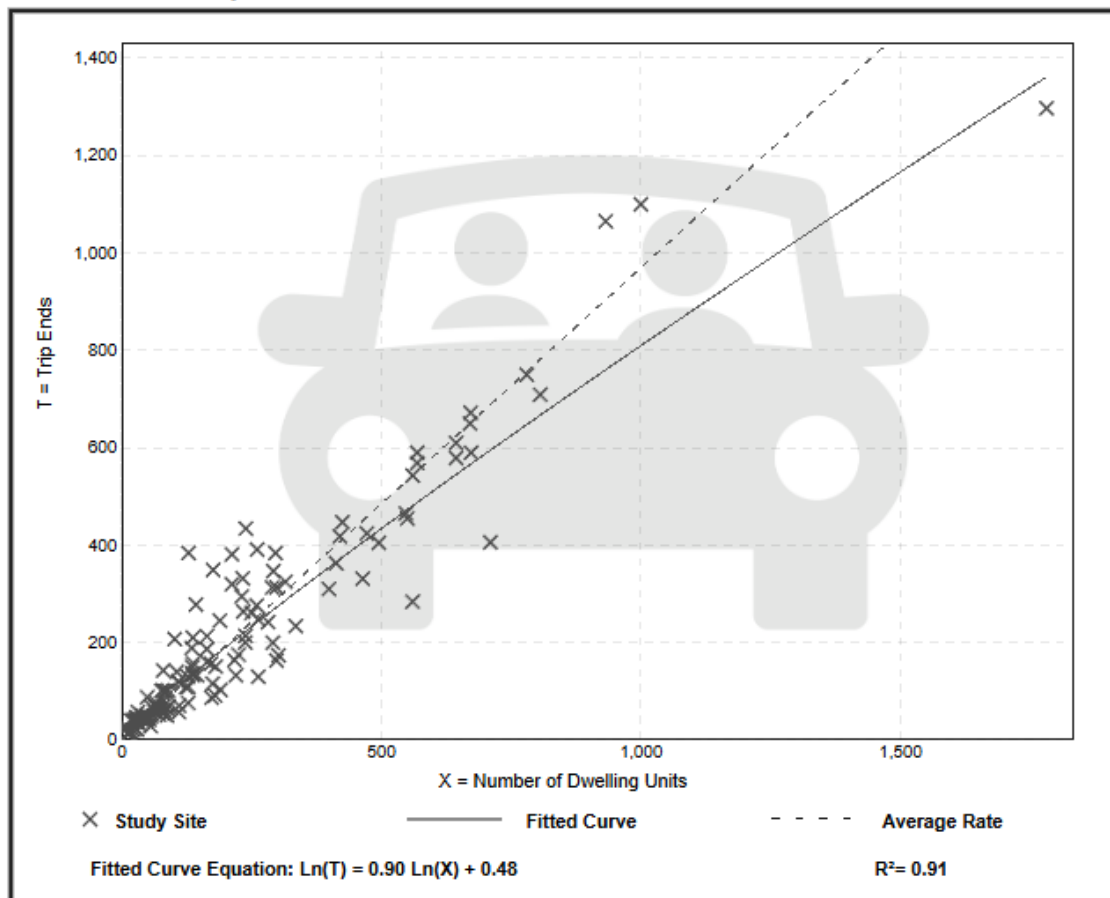
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 138
Avg. Num. of Dwelling Units: 214
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.97	0.49 - 2.98	0.32

Data Plot and Equation



Single-Family Detached Housing (210)

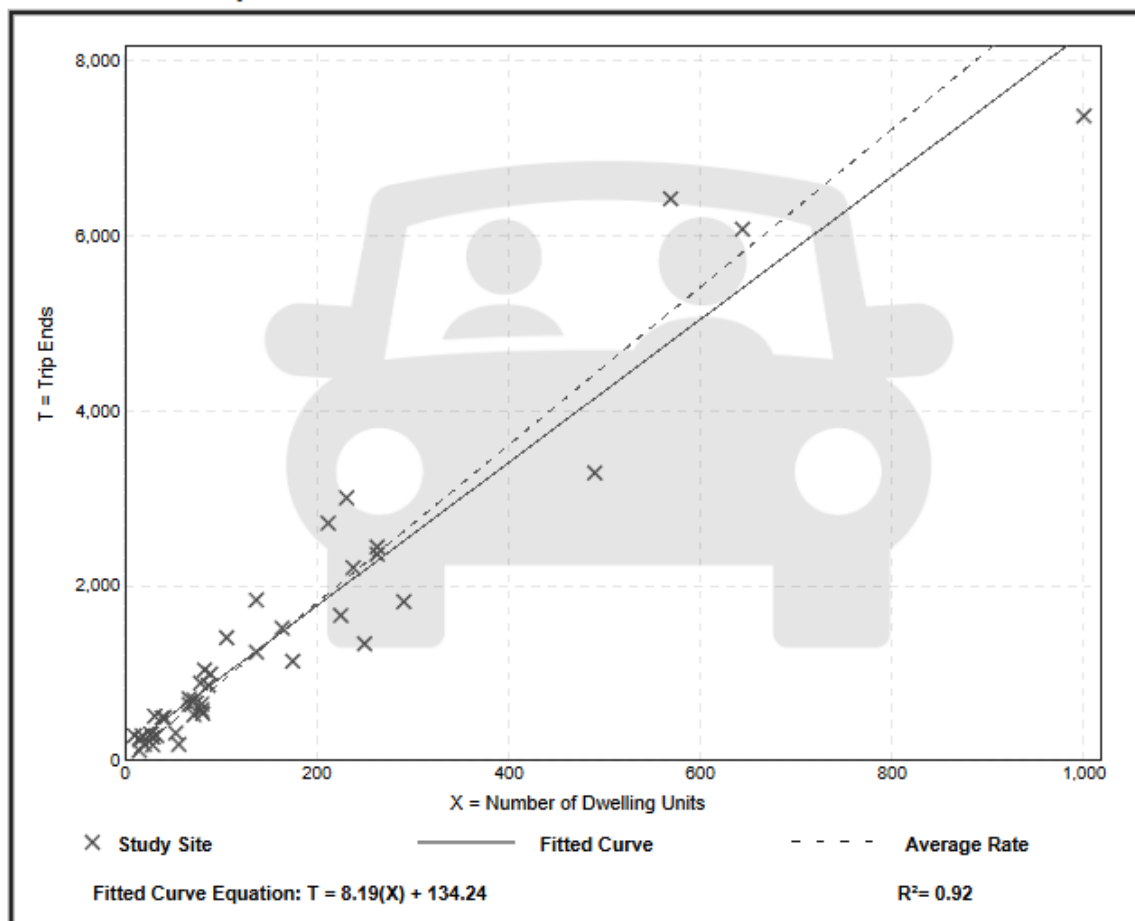
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Dwelling Units: 159
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.03	3.36 - 28.90	2.51

Data Plot and Equation



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Single-Family Detached Housing (210)

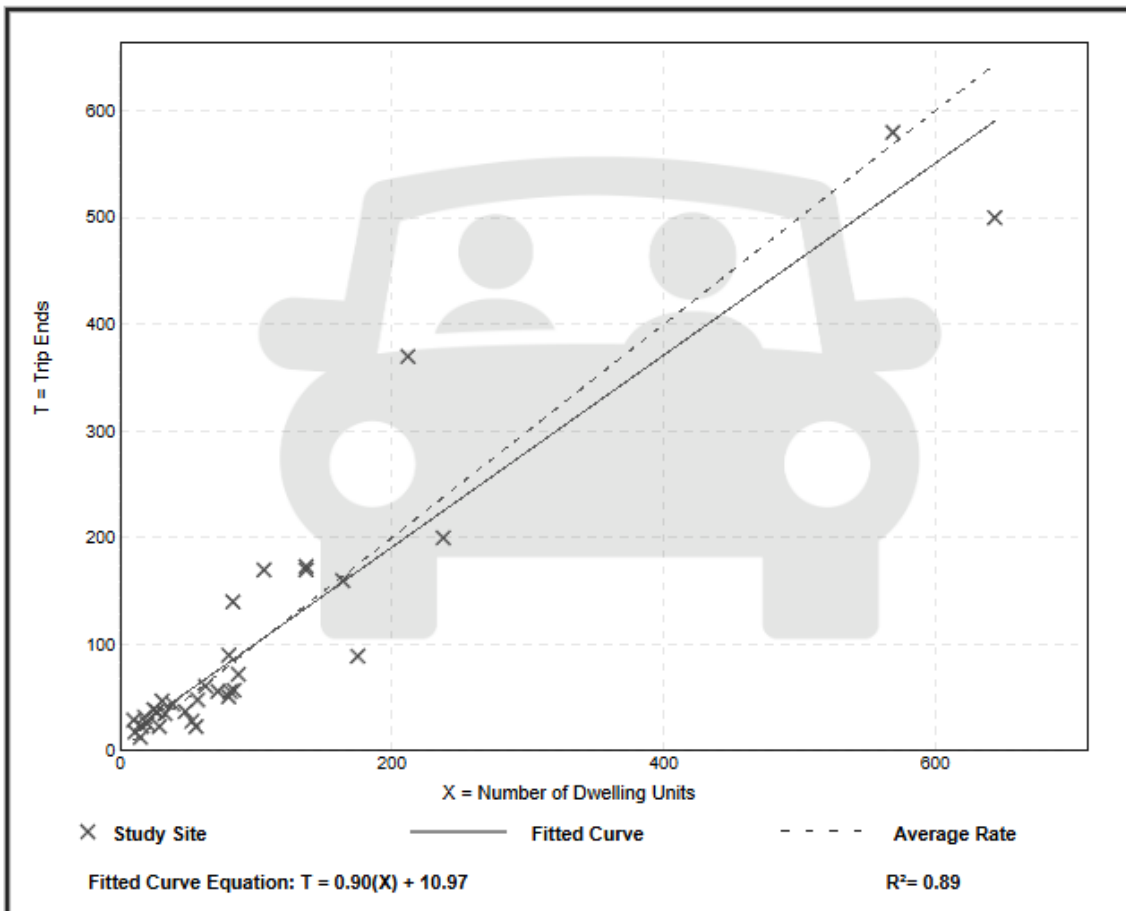
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 33
Avg. Num. of Dwelling Units: 106
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.00	0.41 - 2.90	0.36

Data Plot and Equation



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Single-Family Detached Housing (210)

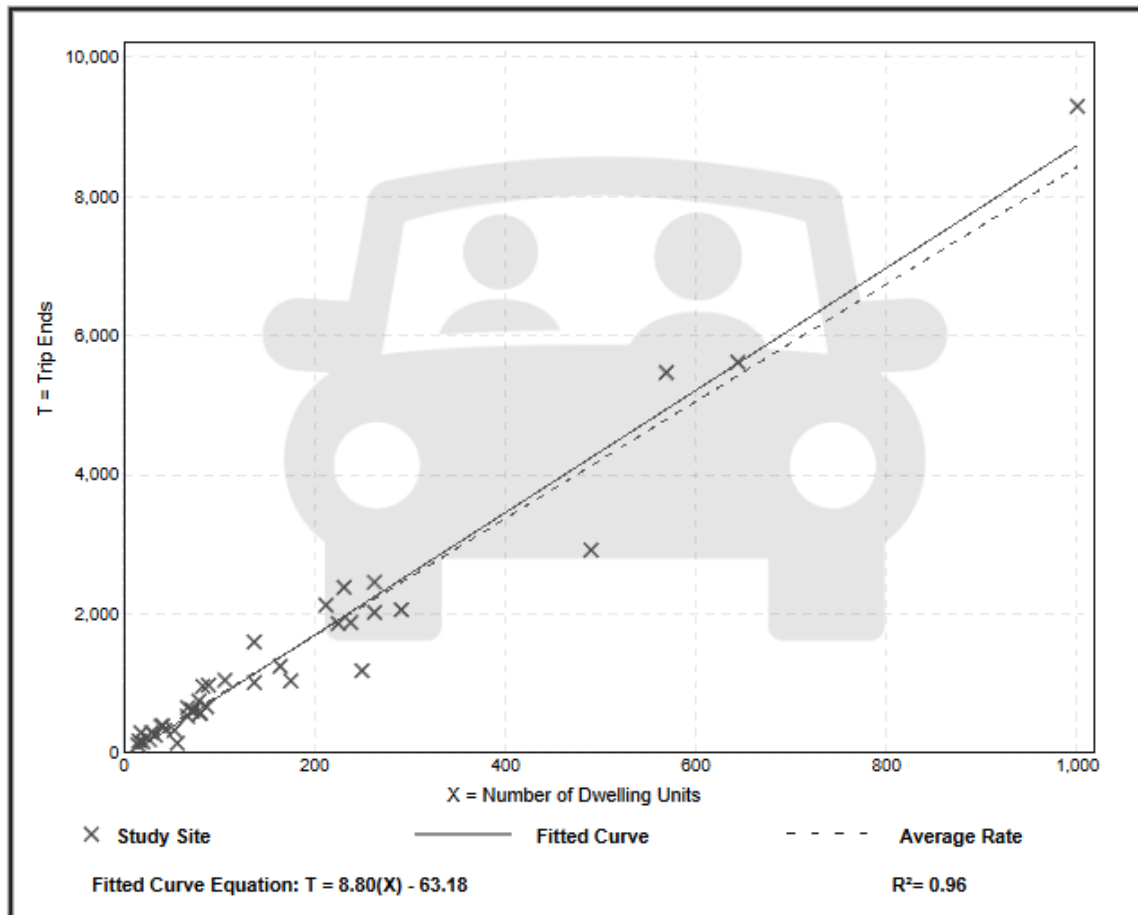
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 38
Avg. Num. of Dwelling Units: 172
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
8.43	2.61 - 16.44	1.73

Data Plot and Equation



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Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 26
Avg. Num. of Dwelling Units: 130
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.91	0.36 - 2.15	0.23

Data Plot and Equation

