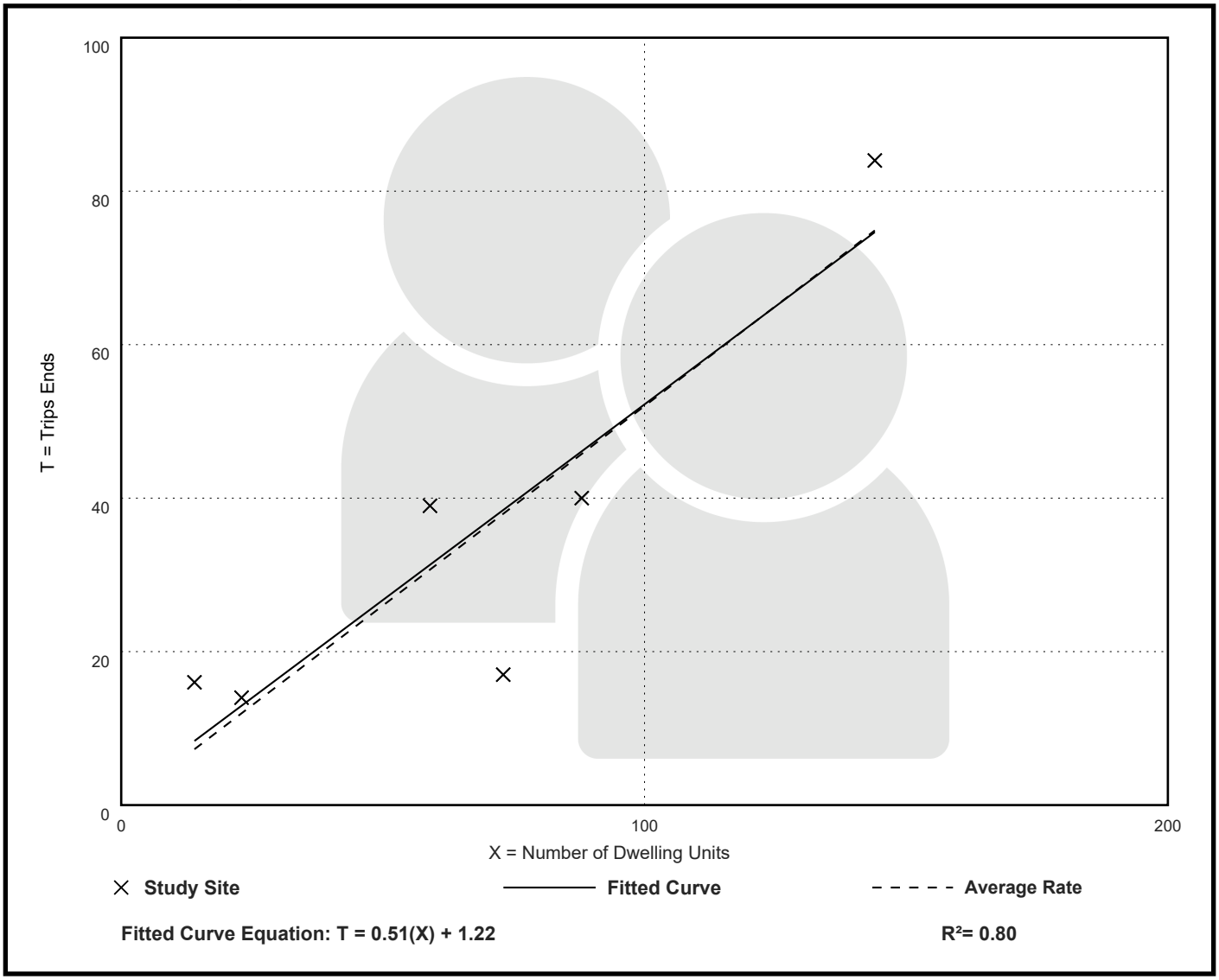
Single-Family Attached Housing
(215)

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: 75% entering, 25% 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



Fitted Curve Equation: T = 0.51(X) + 1.22

R^2= 0.80

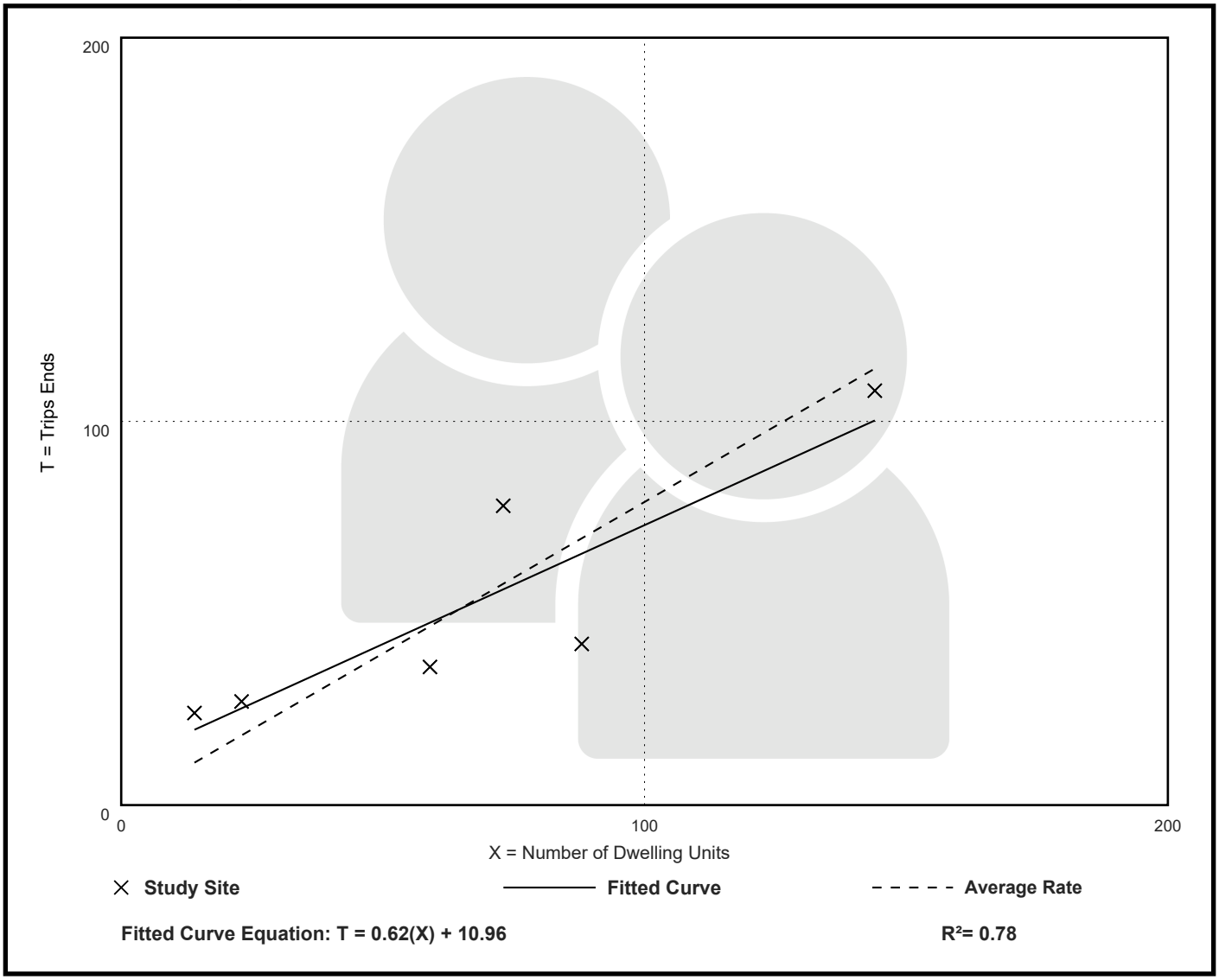
Single-Family Attached Housing
(215)

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: 43% entering, 57% 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



Fitted Curve Equation: T = 0.62(X) + 10.96

R^2= 0.78

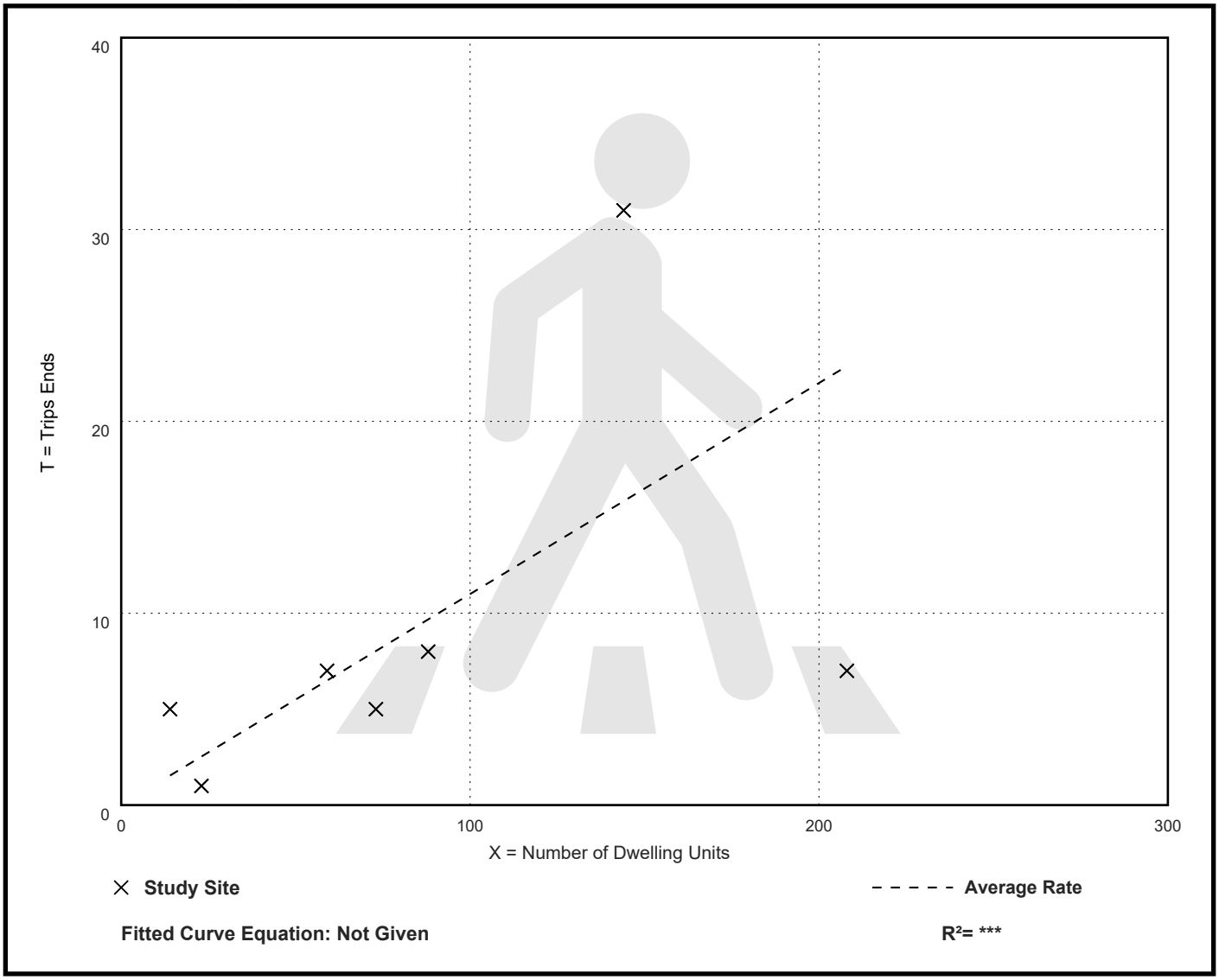
Single-Family Attached Housing
(215)

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: 79% entering, 21% 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



Fitted Curve Equation: Not Given

R^2= *

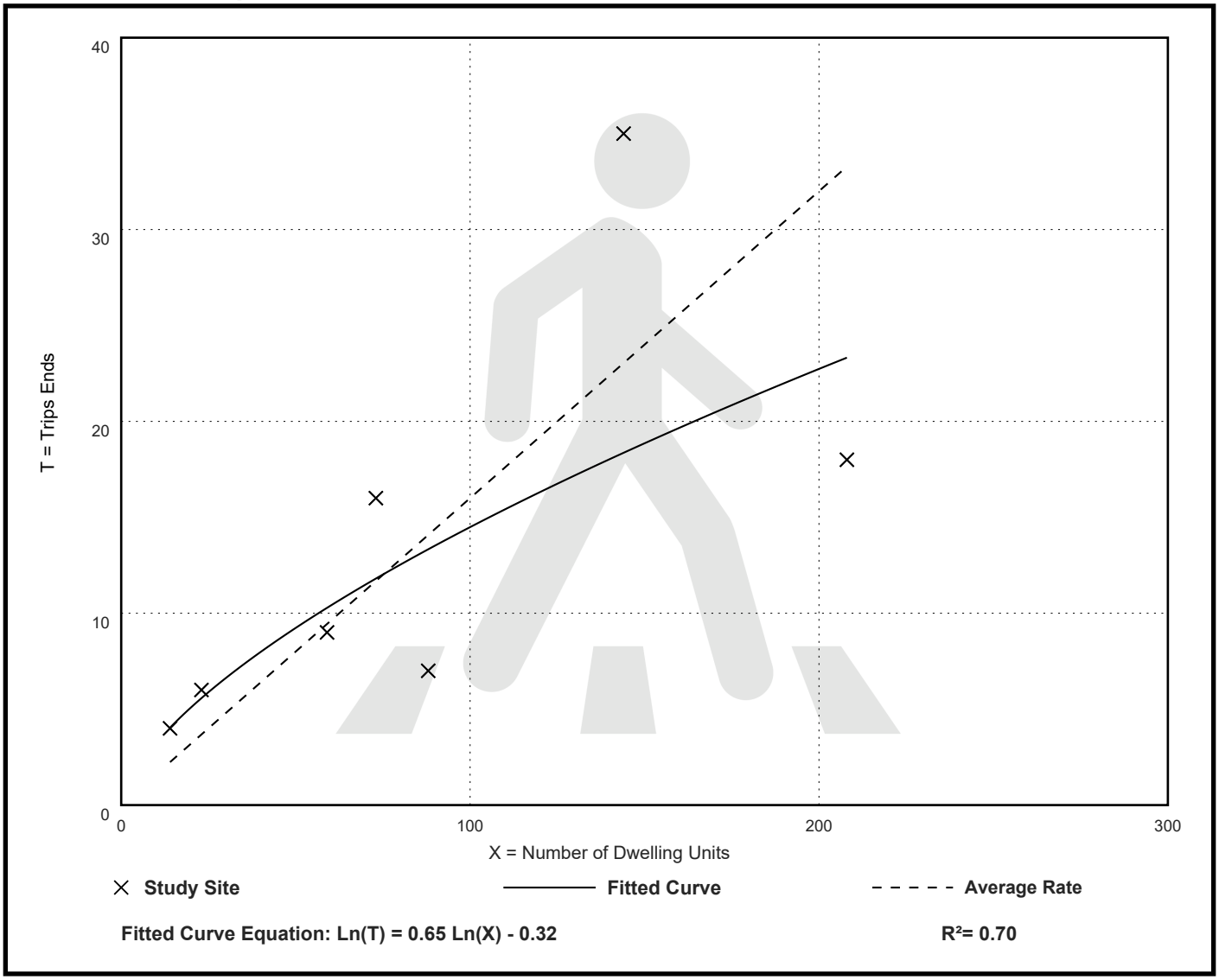
Single-Family Attached Housing
(215)

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: 34% entering, 66% 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



Fitted Curve Equation: Ln(T) = 0.65 Ln(X) - 0.32

R^2= 0.70

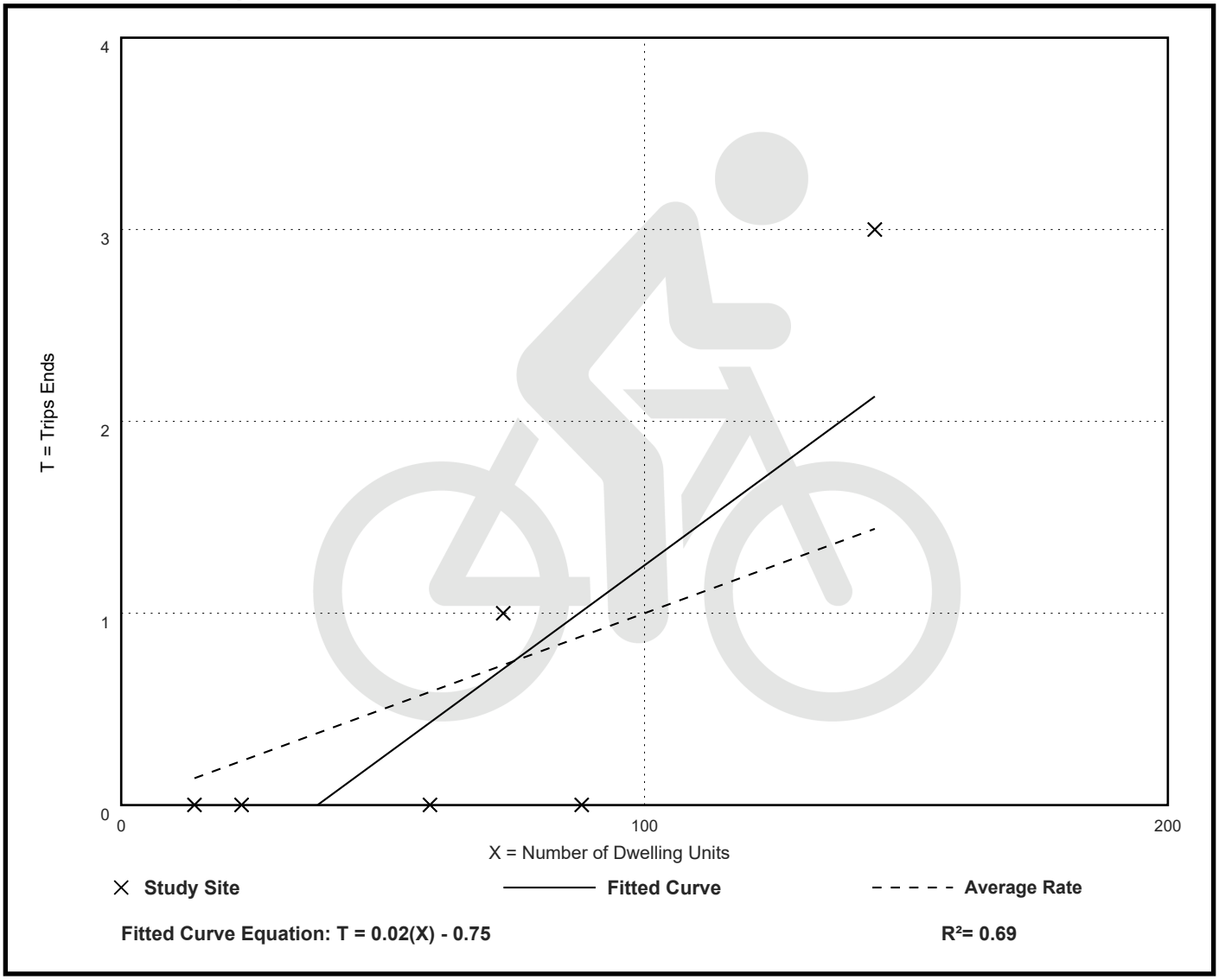
Single-Family Attached Housing
(215)

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: 25% entering, 75% 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



Fitted Curve Equation: T = 0.02(X) - 0.75

R^2= 0.69

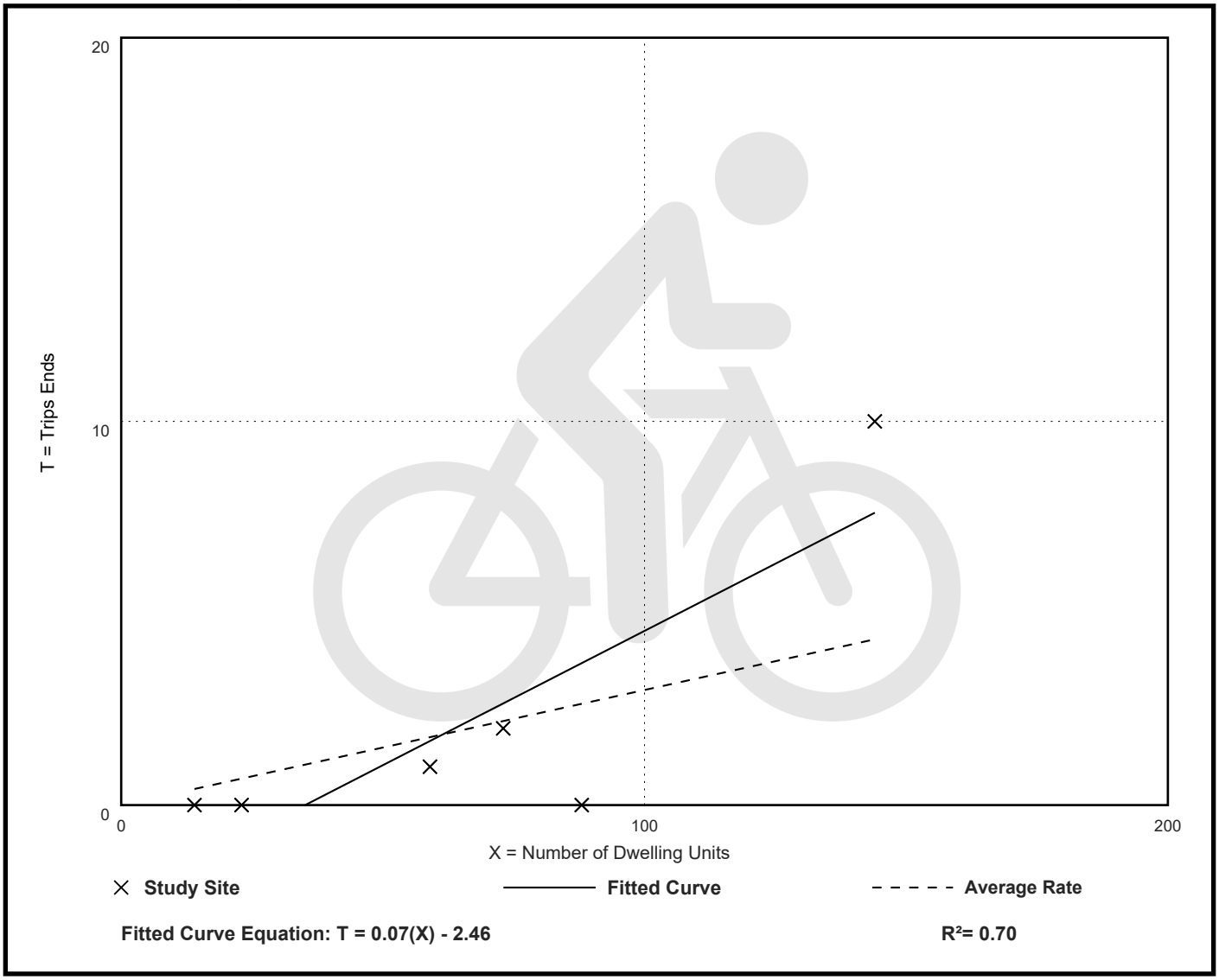
Single-Family Attached Housing
(215)

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: 62% entering, 38% 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



Fitted Curve Equation: T = 0.07(X) - 2.46

R^2= 0.70

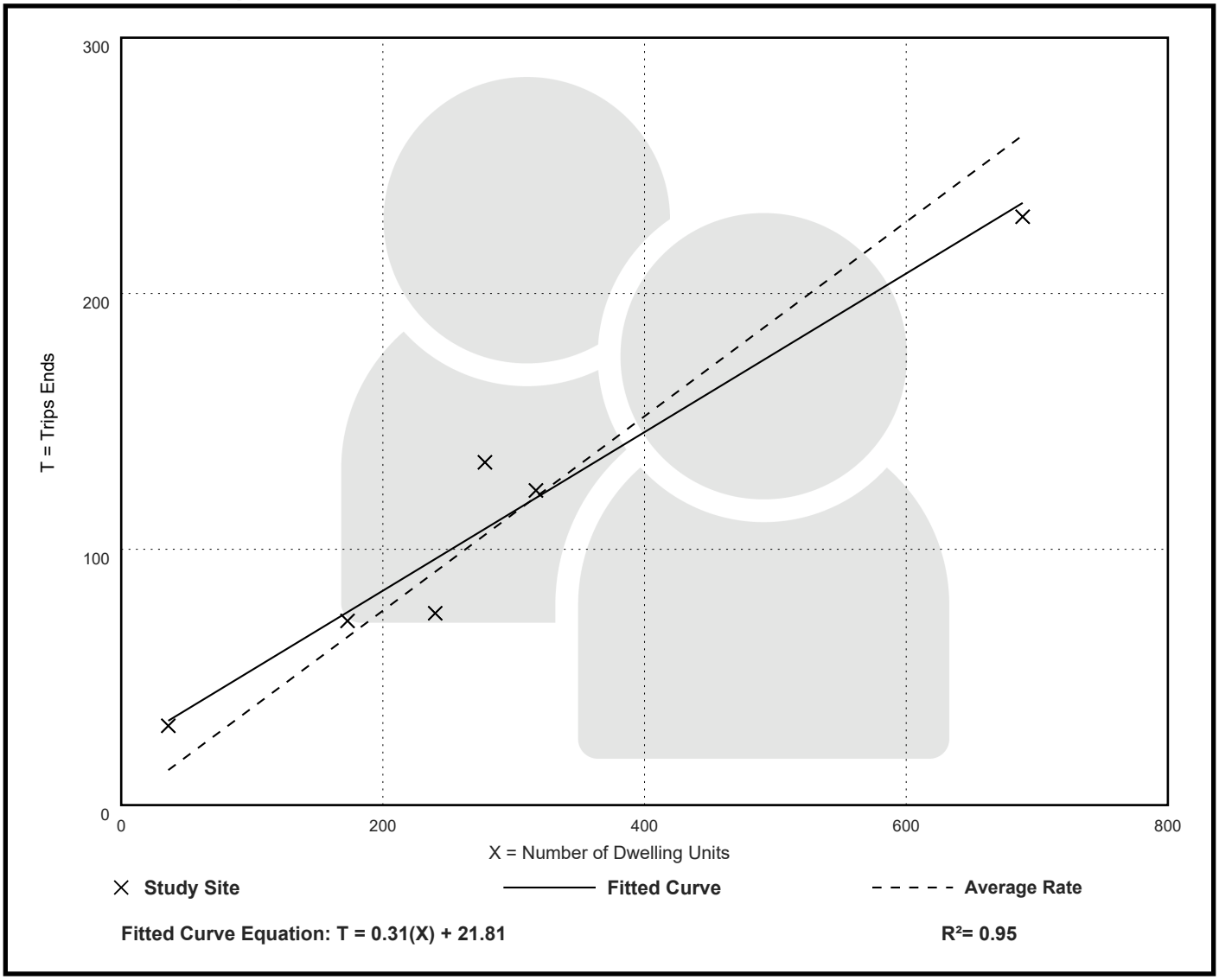
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Fitted Curve Equation: T = 0.31(X) + 21.81

R^2= 0.95

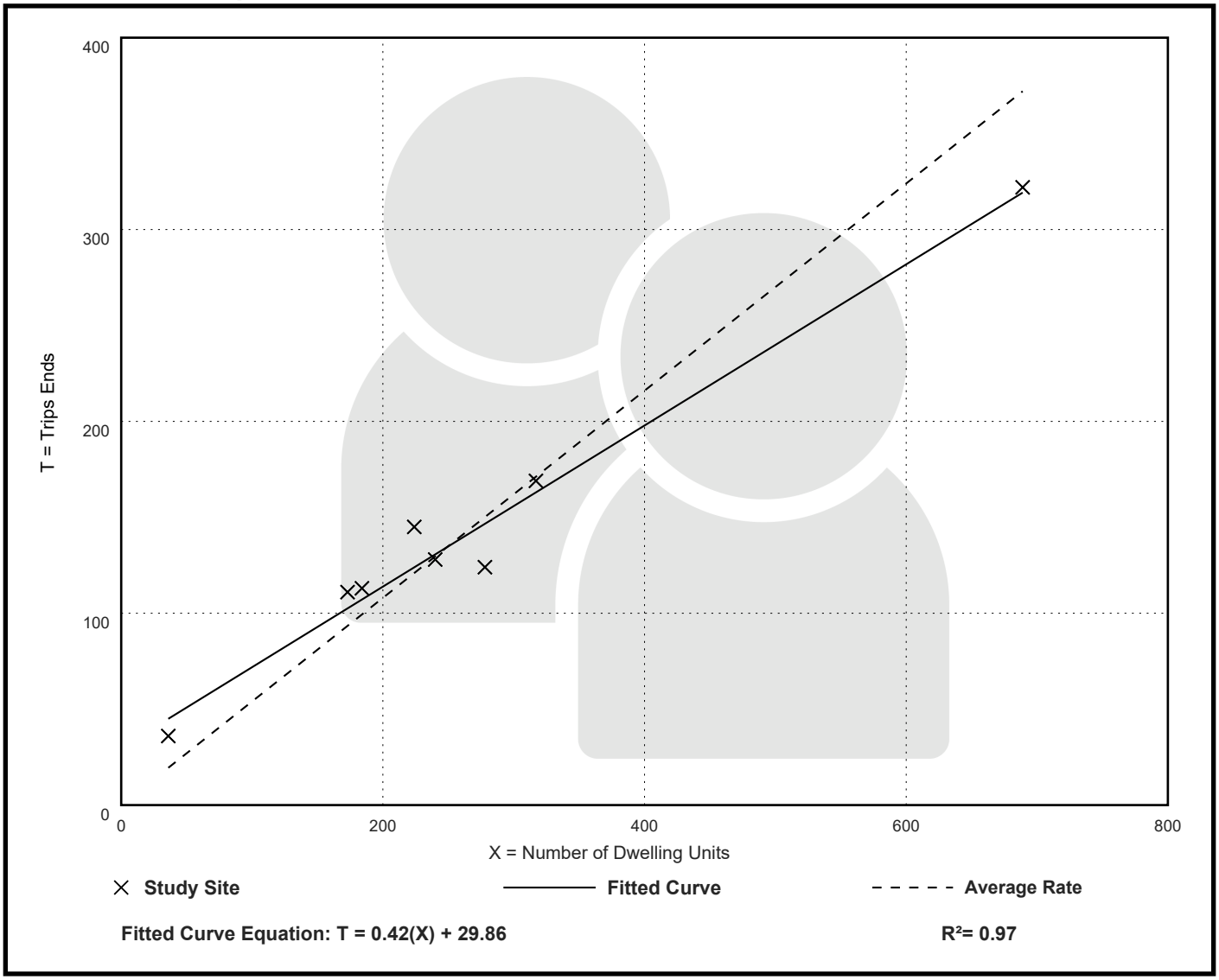
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Fitted Curve Equation: T = 0.42(X) + 29.86

R^2= 0.97

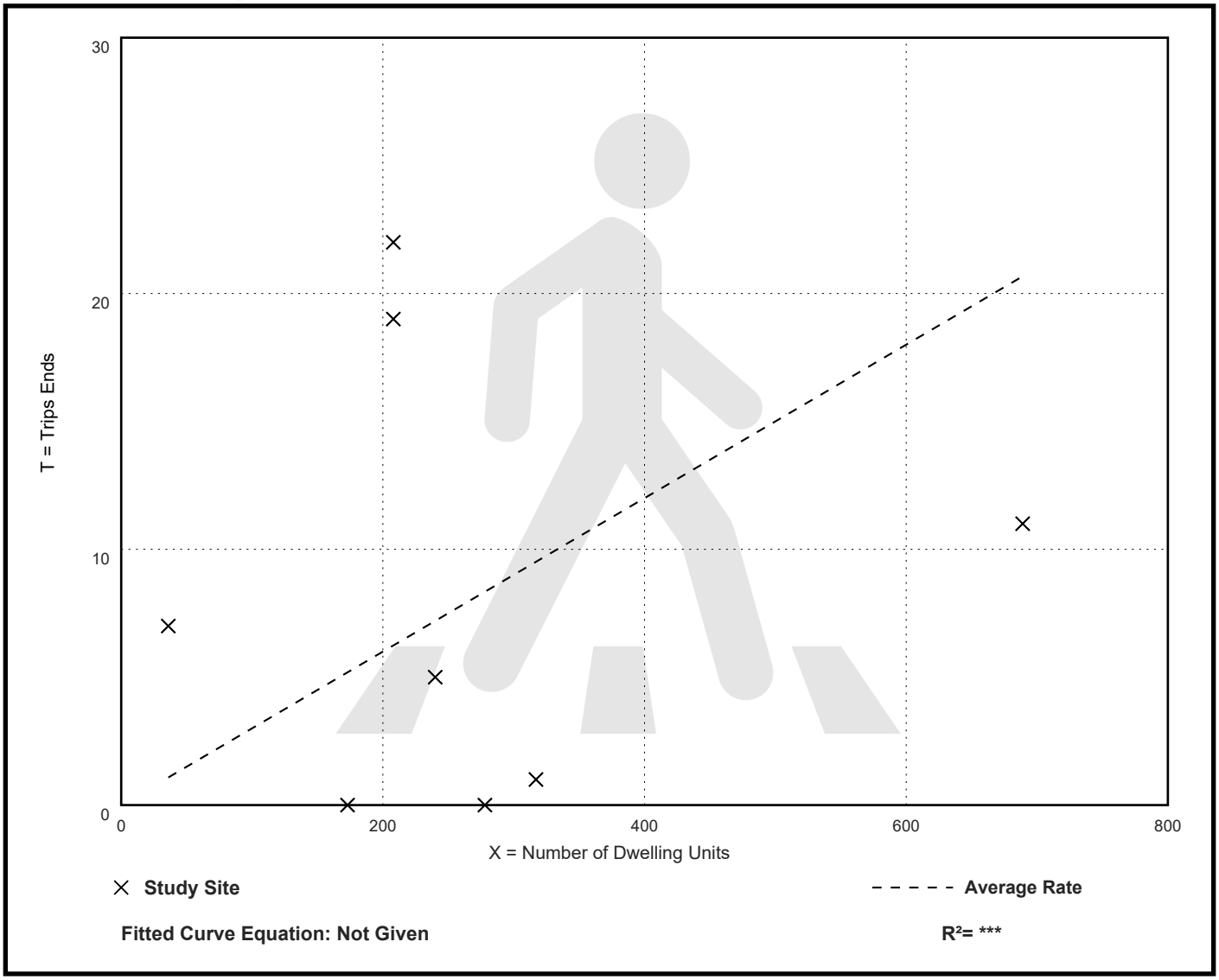
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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: 43% entering, 57% 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



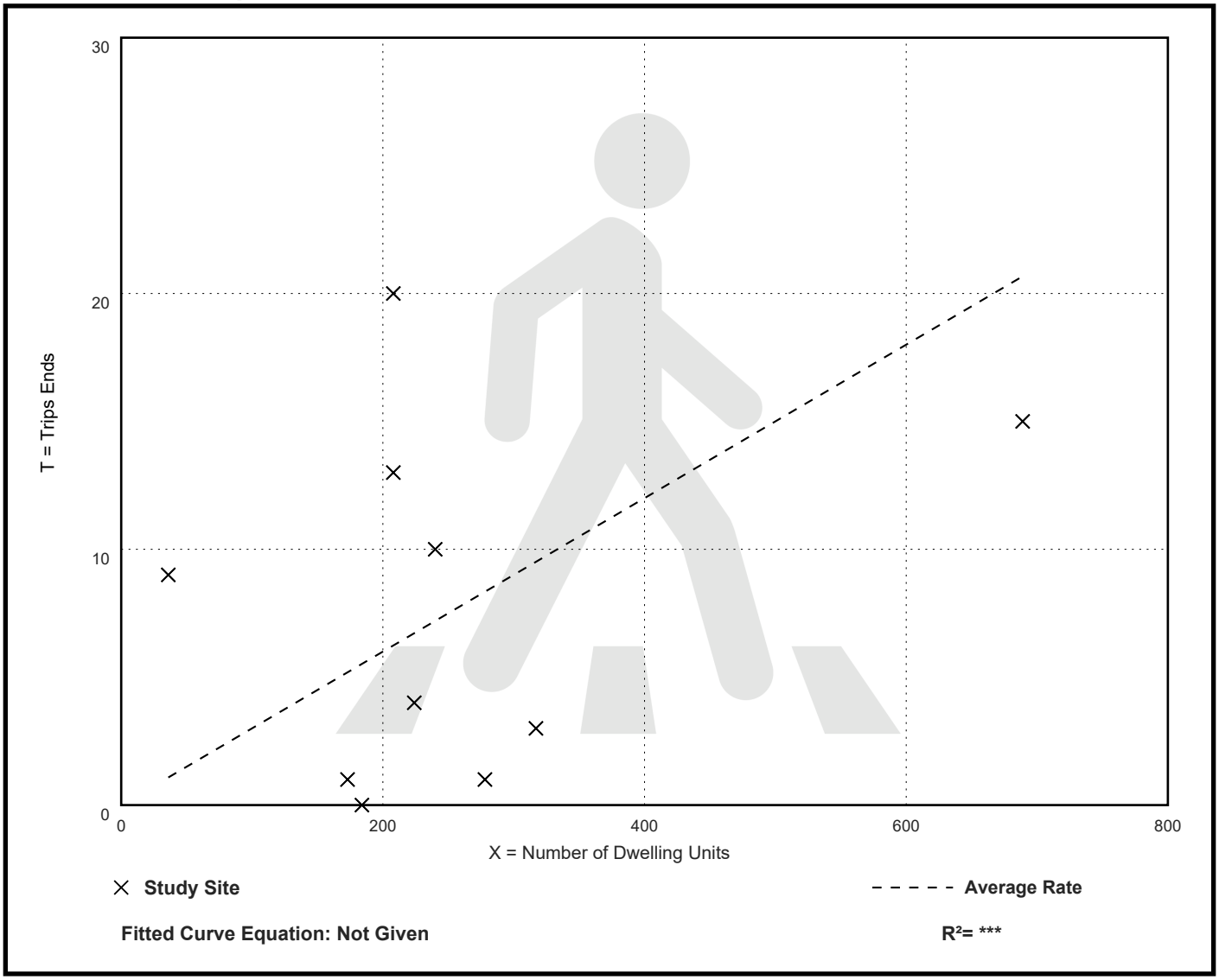
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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: 33% entering, 67% 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



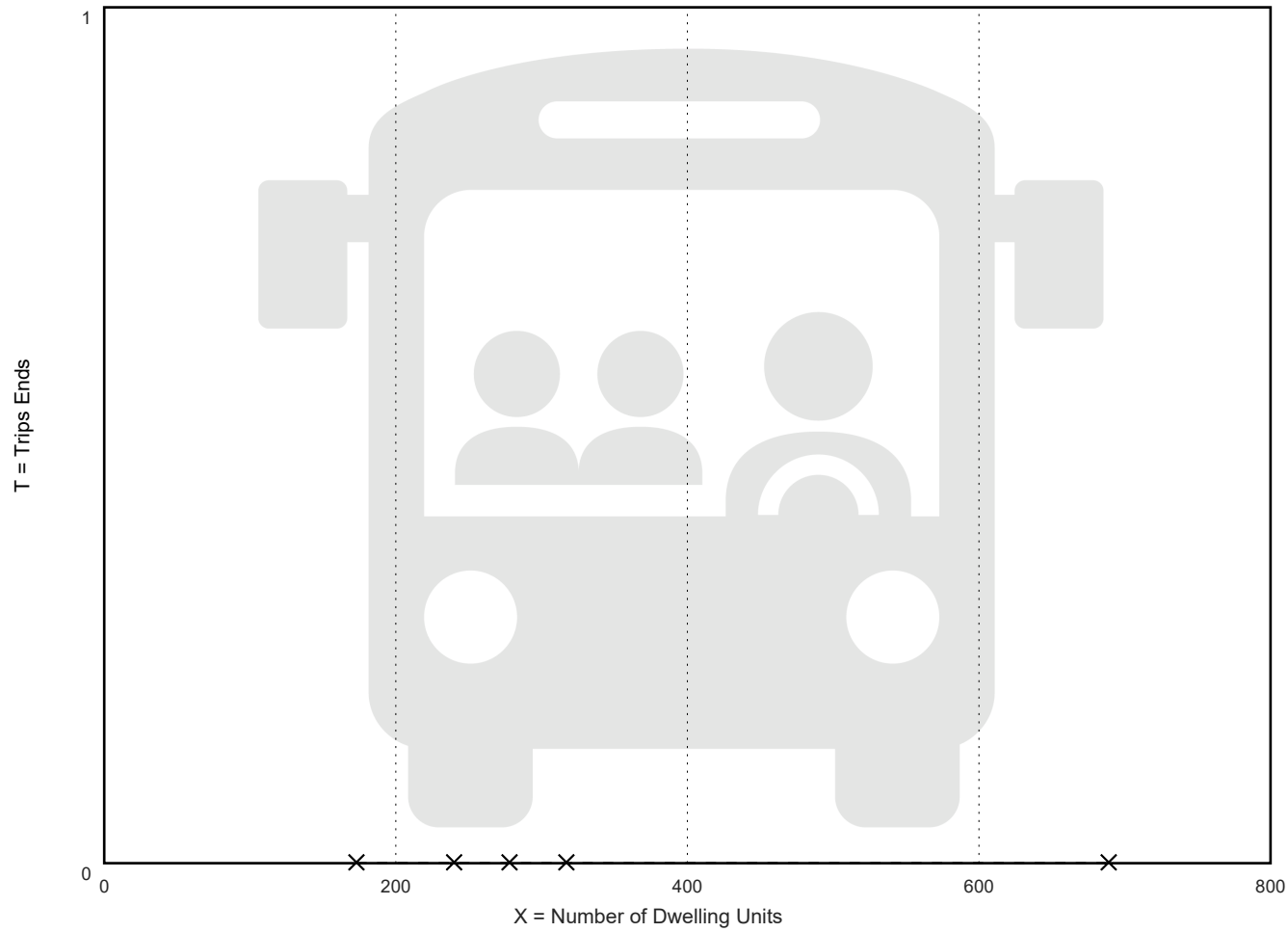
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Fitted Curve Equation: Not Given

R^2= ***

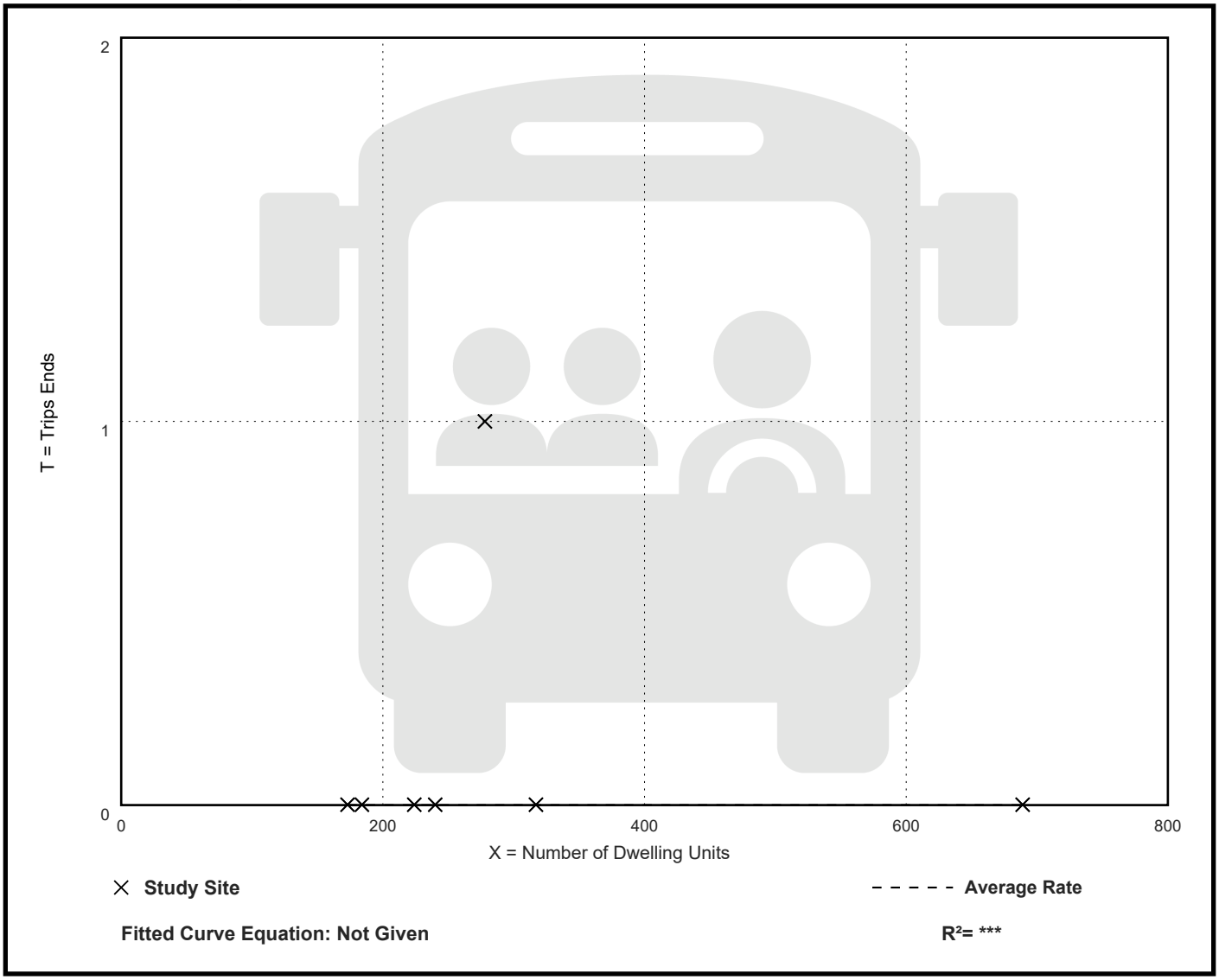
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Fitted Curve Equation: Not Given

R^2= ***

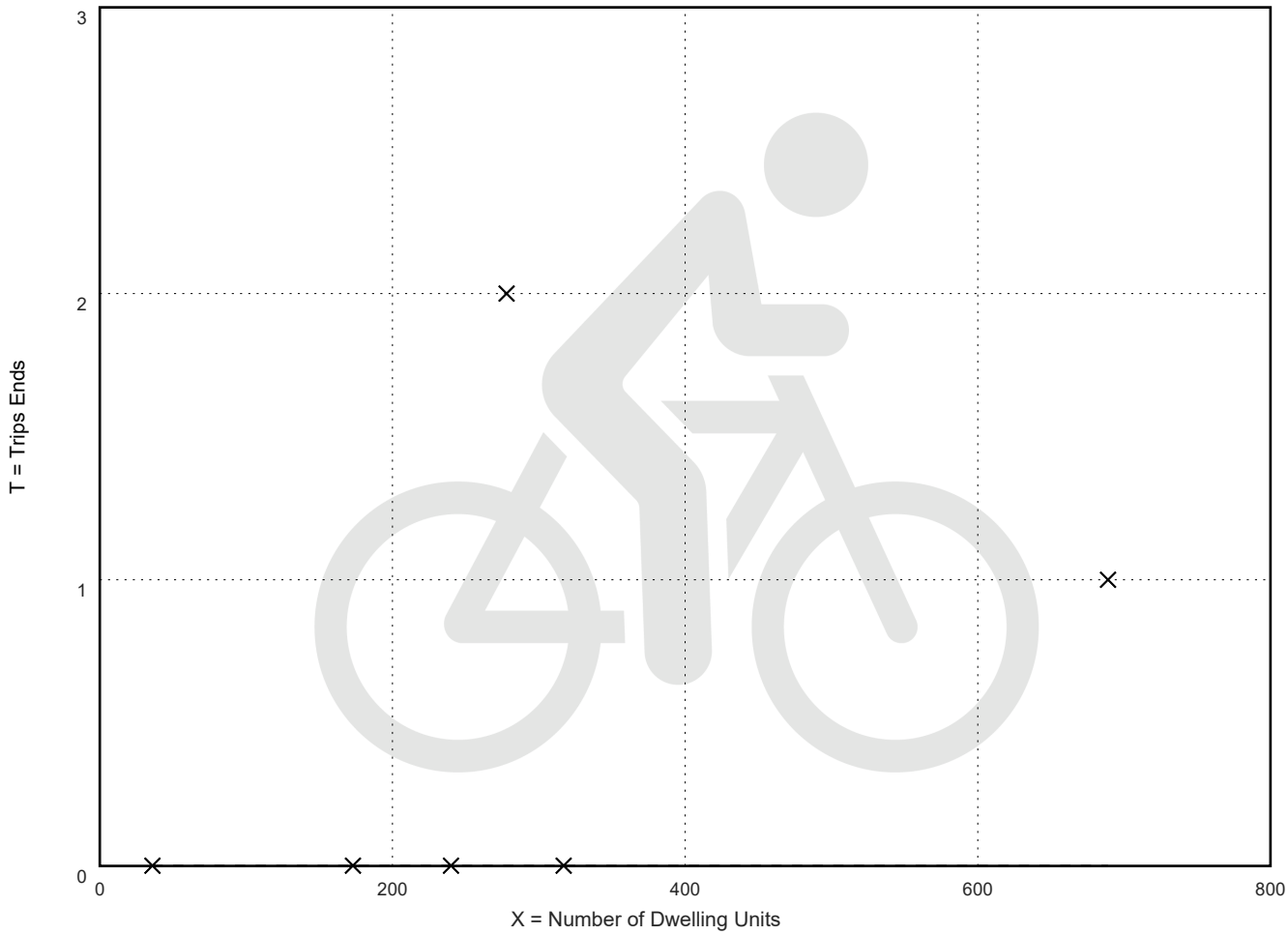
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



Fitted Curve Equation: Not Given

R^2= ***

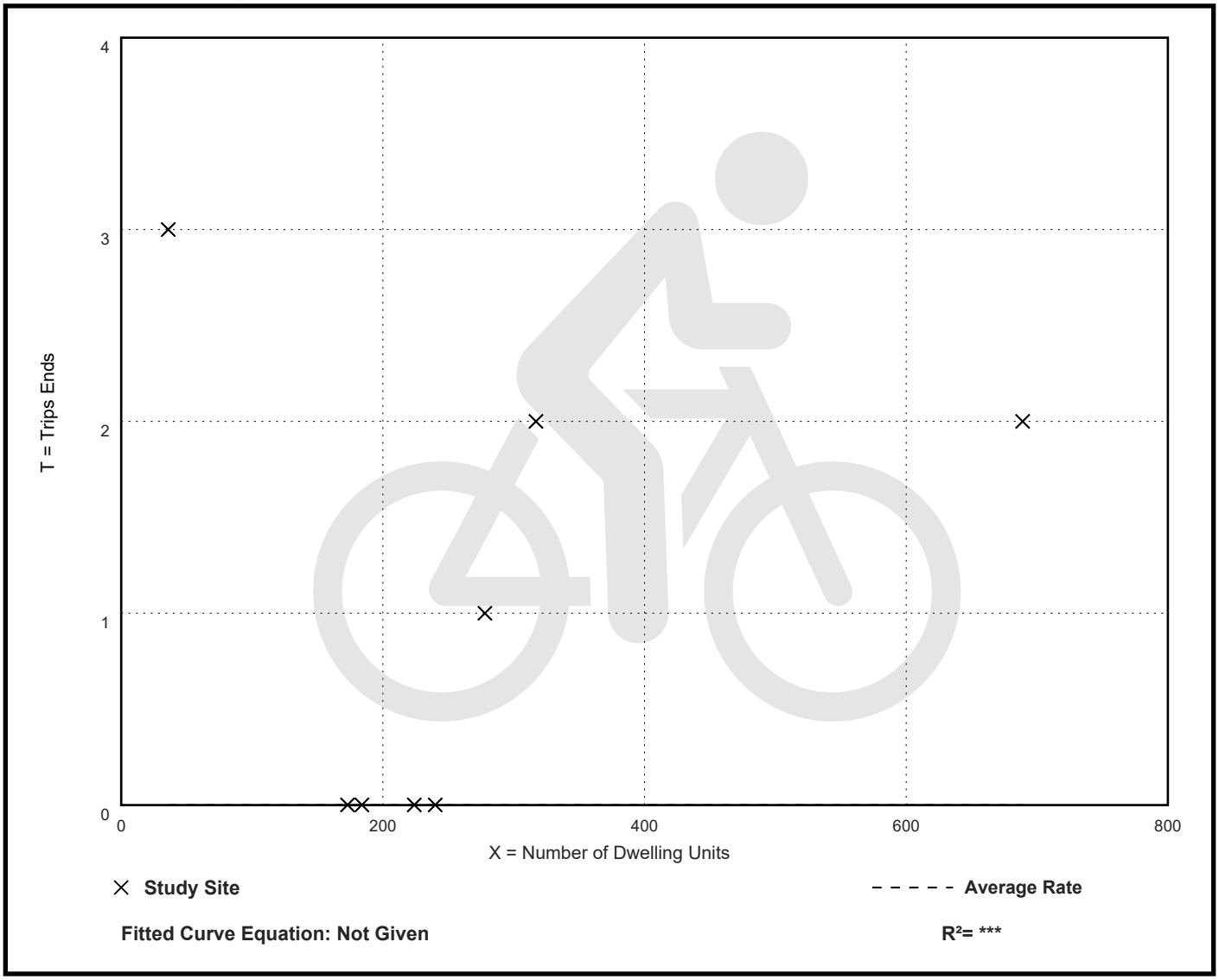
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



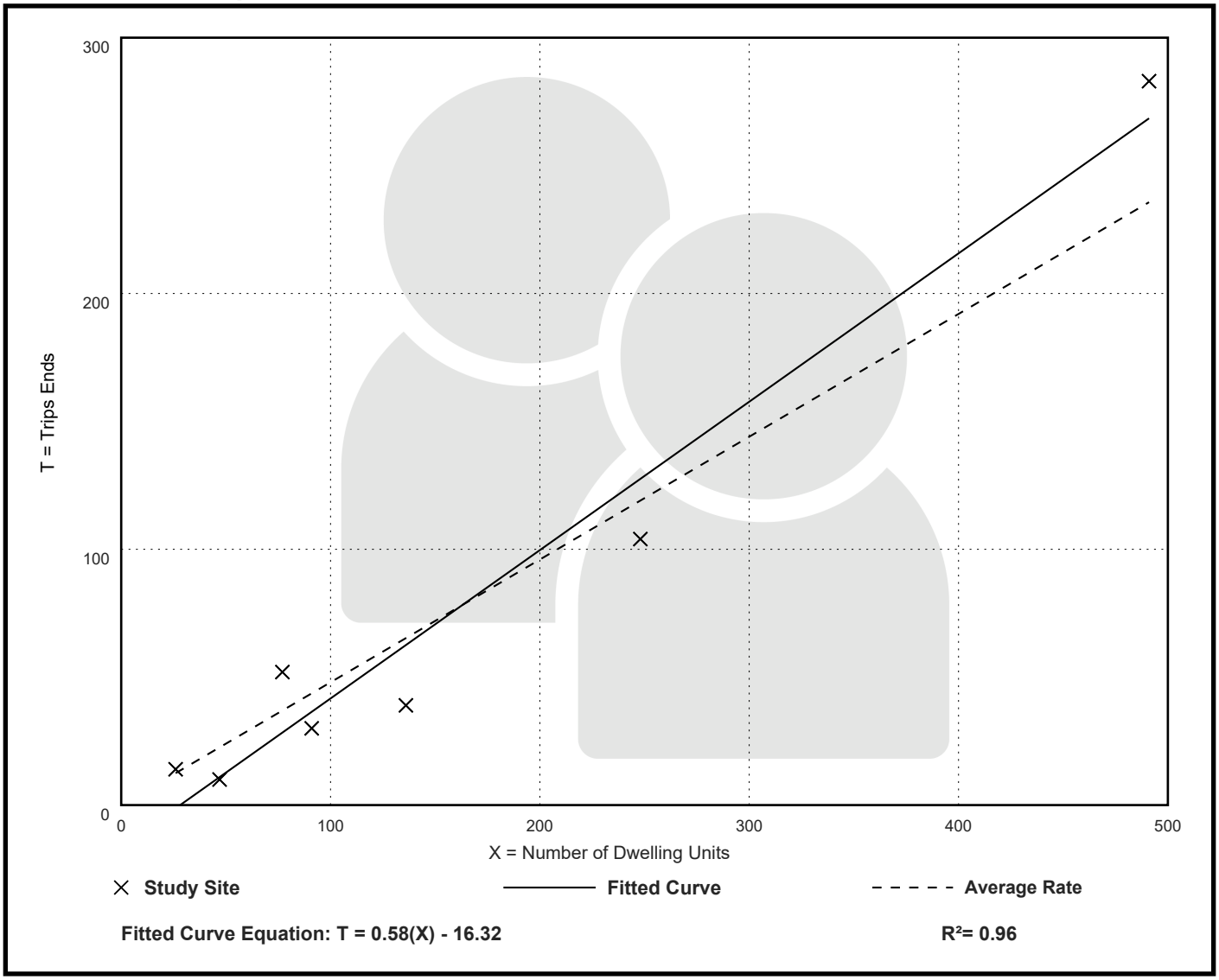
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Person Trip Ends vs: Dwelling Units
On a: Weekday,
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: 23% entering, 77% 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



Fitted Curve Equation: T = 0.58(X) - 16.32

R^2= 0.96

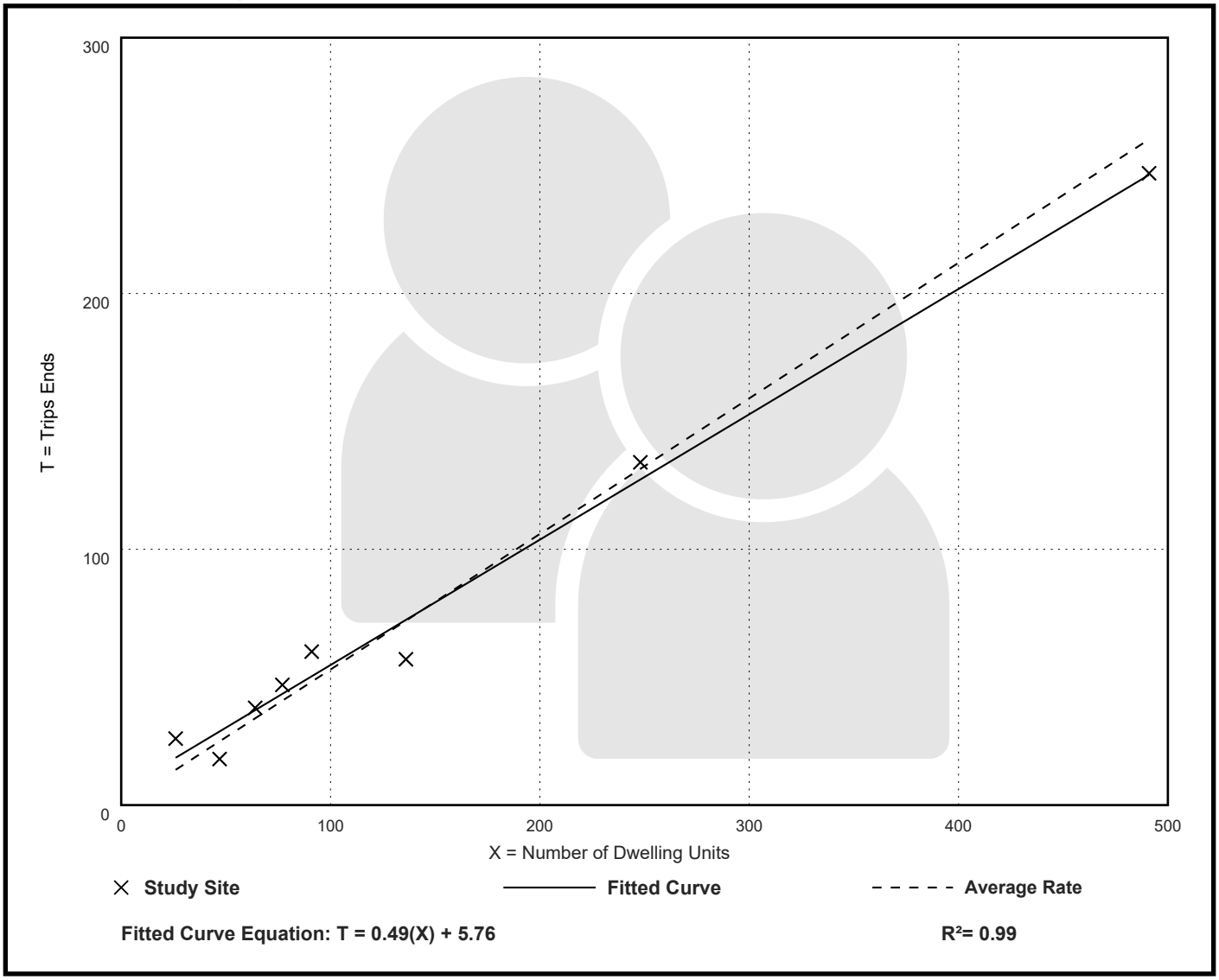
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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: 59% entering, 41% 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



Fitted Curve Equation: T = 0.49(X) + 5.76

R^2= 0.99

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

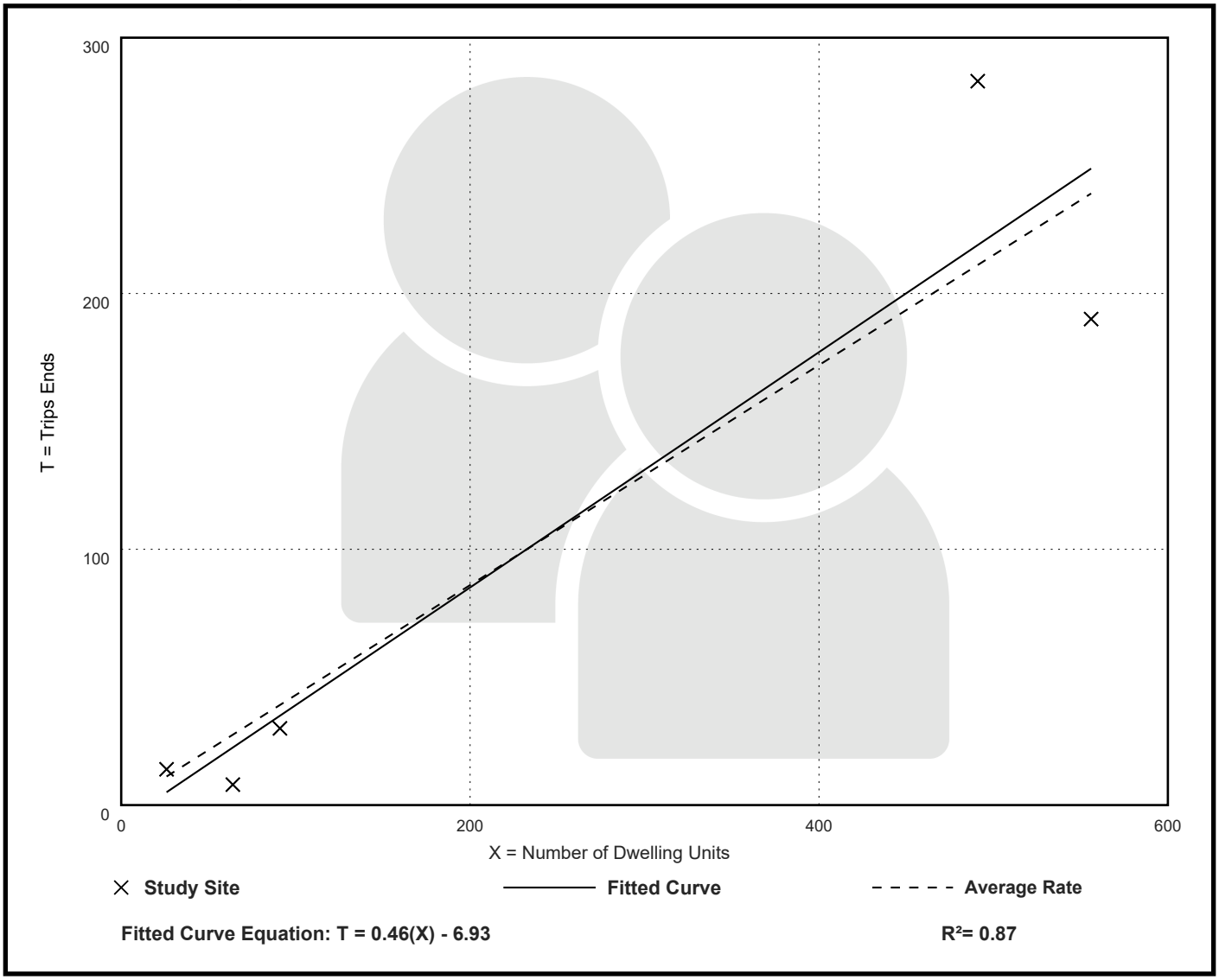
Person Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

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



Fitted Curve Equation: T = 0.46(X) - 6.93

R^2= 0.87

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

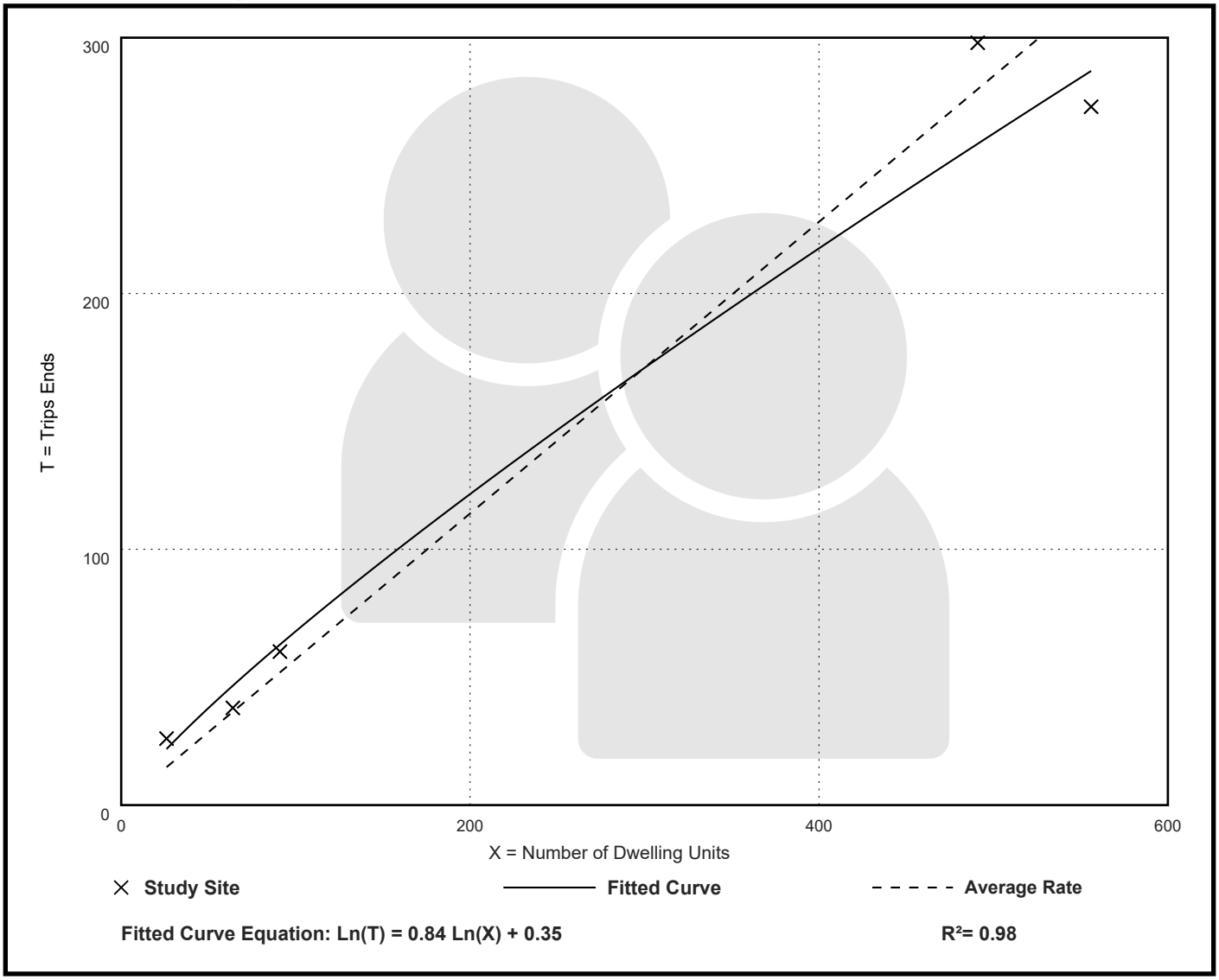
Person Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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



Fitted Curve Equation: Ln(T) = 0.84 Ln(X) + 0.35

R^2= 0.98

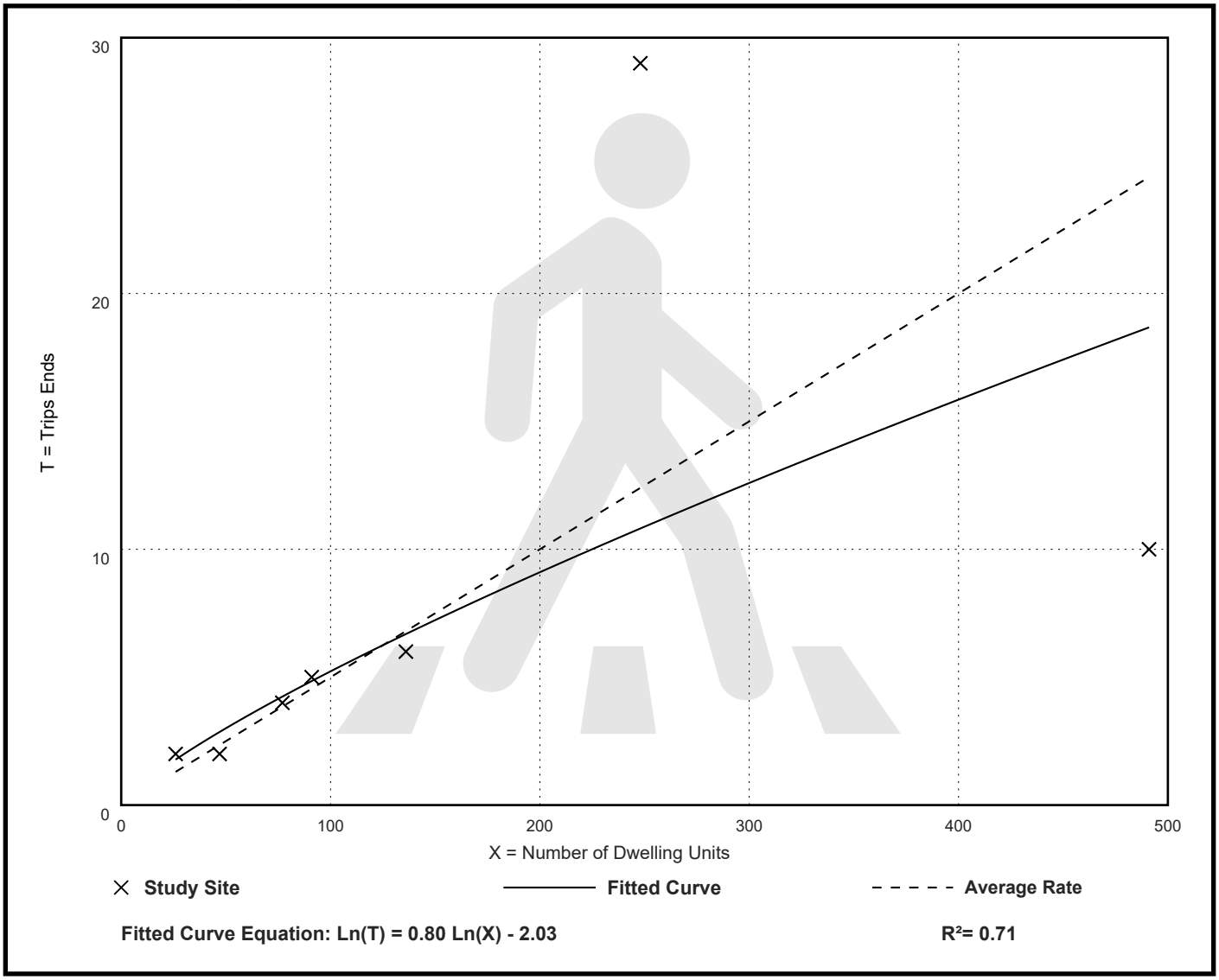
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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: 27% entering, 73% 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



Fitted Curve Equation: Ln(T) = 0.80 Ln(X) - 2.03

R^2= 0.71

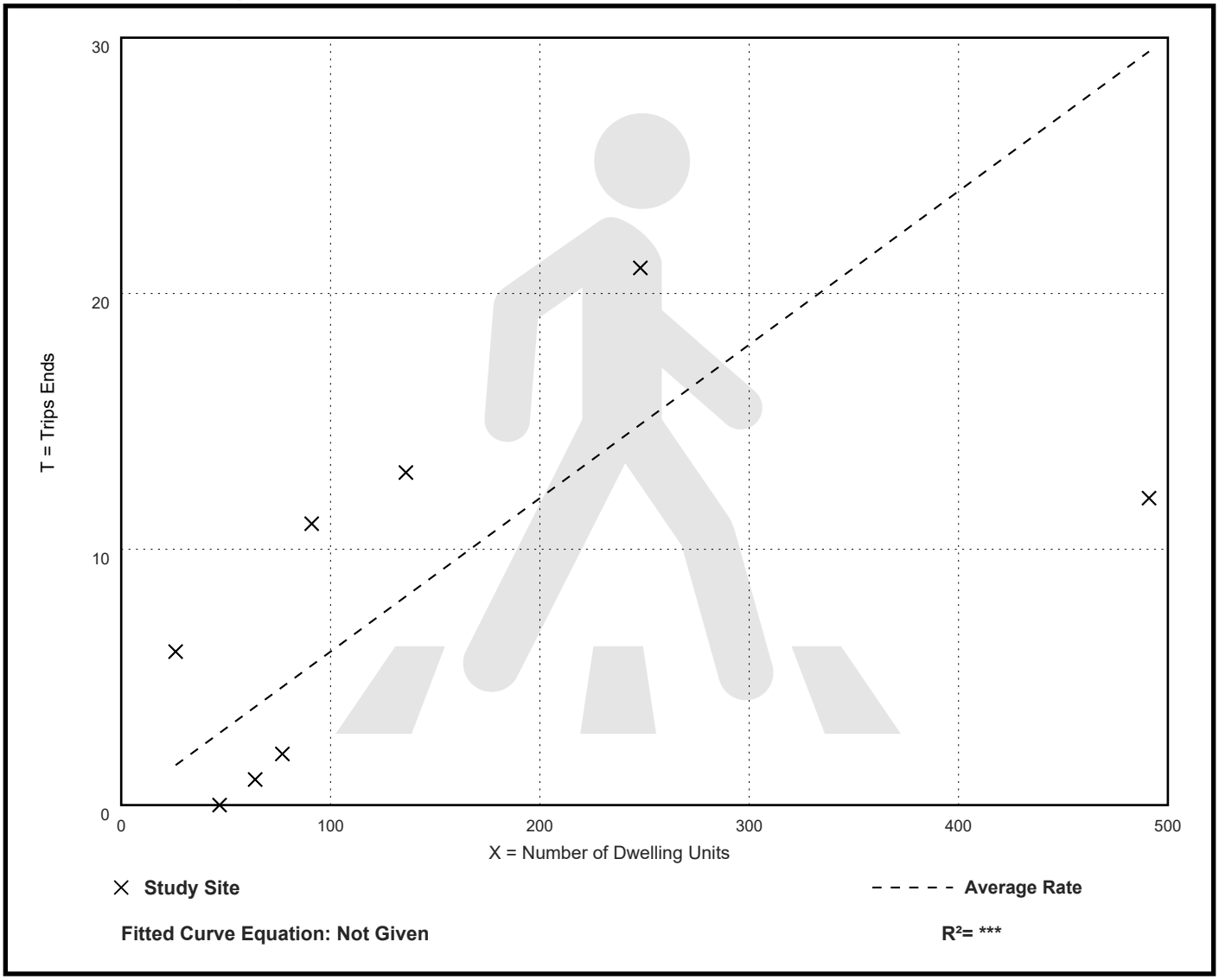
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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: 50% entering, 50% 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)

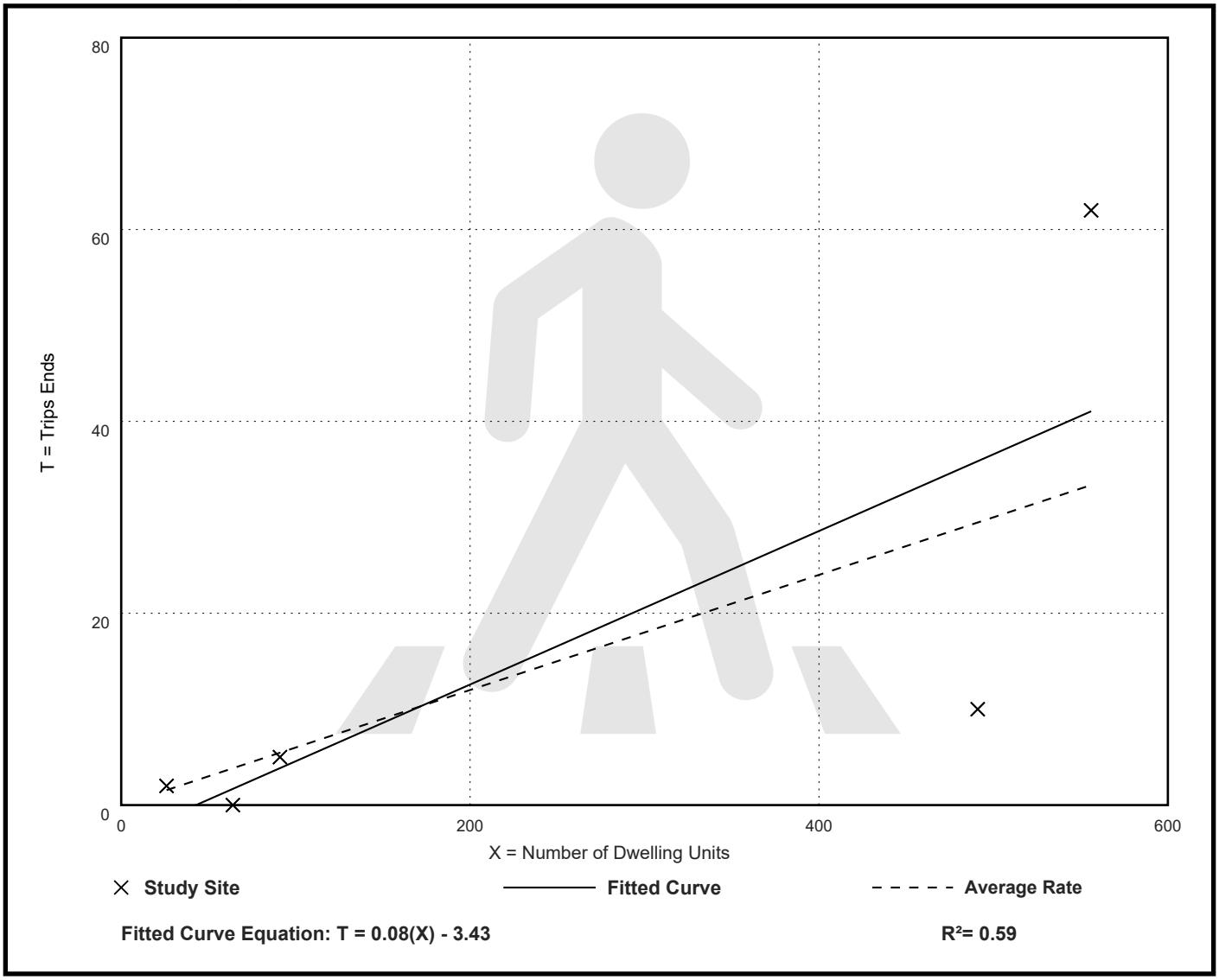
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

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



Fitted Curve Equation: T = 0.08(X) - 3.43

R^2= 0.59

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

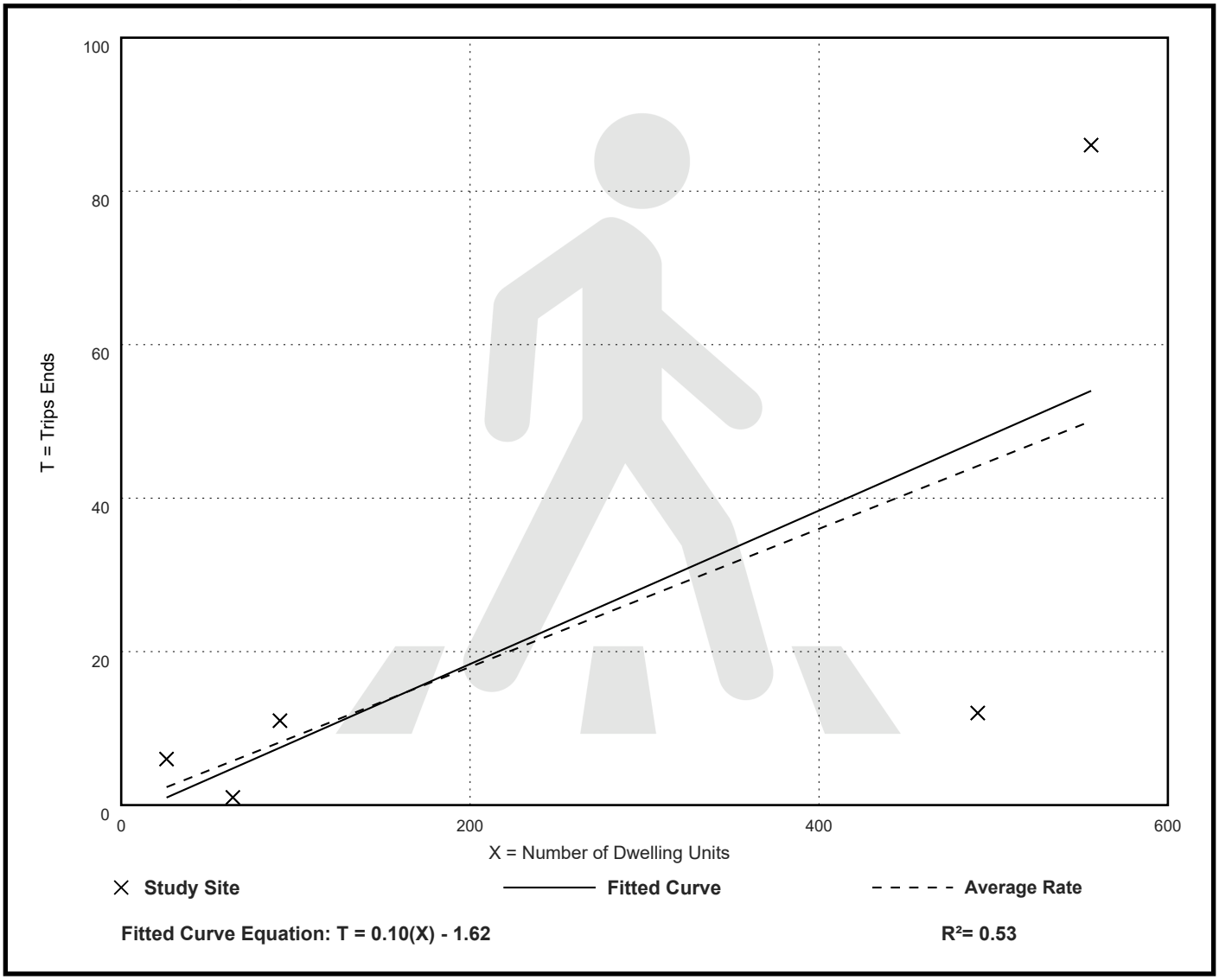
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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



Fitted Curve Equation: T = 0.10(X) - 1.62

R^2= 0.53

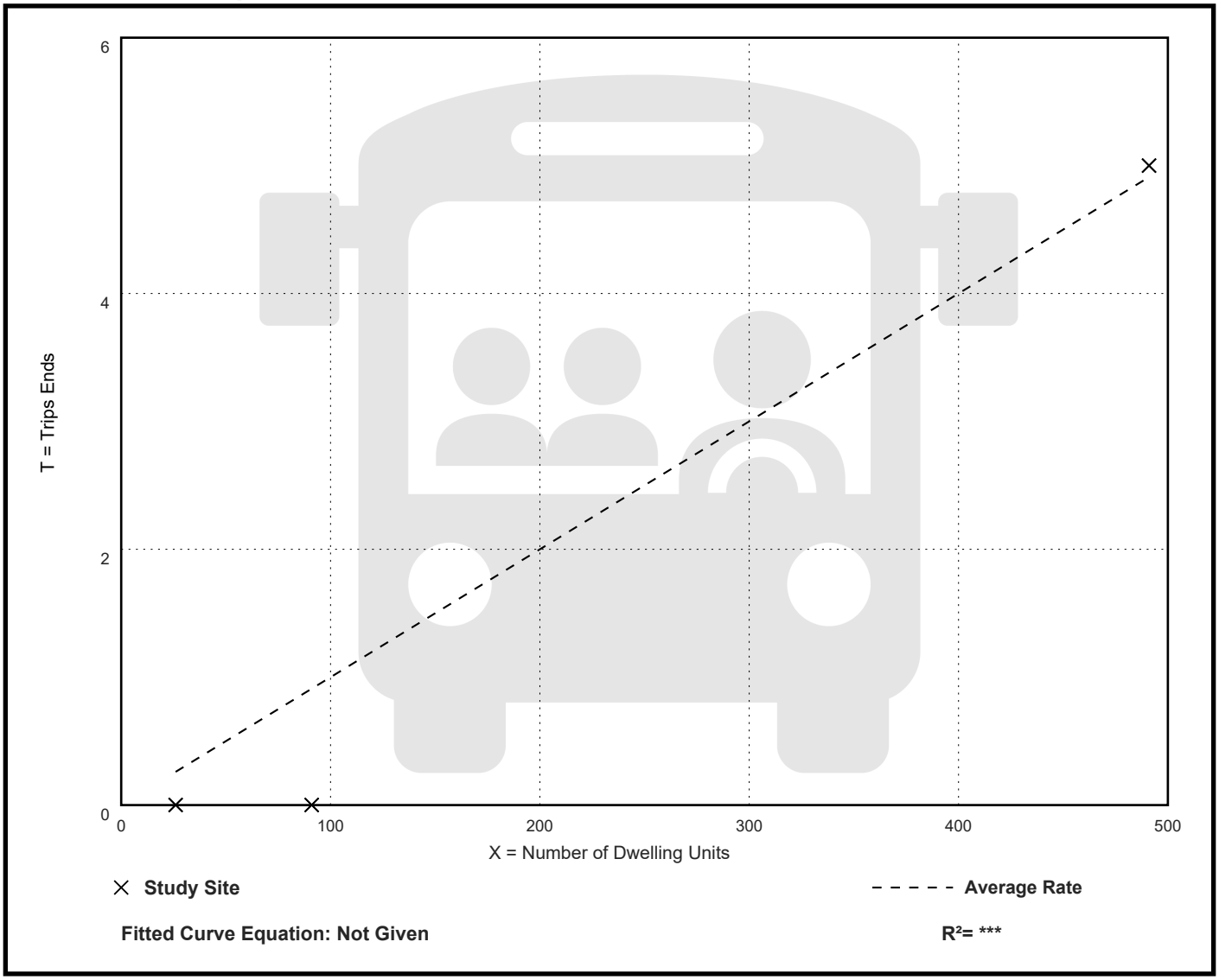
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



Fitted Curve Equation: Not Given

R^2= ***

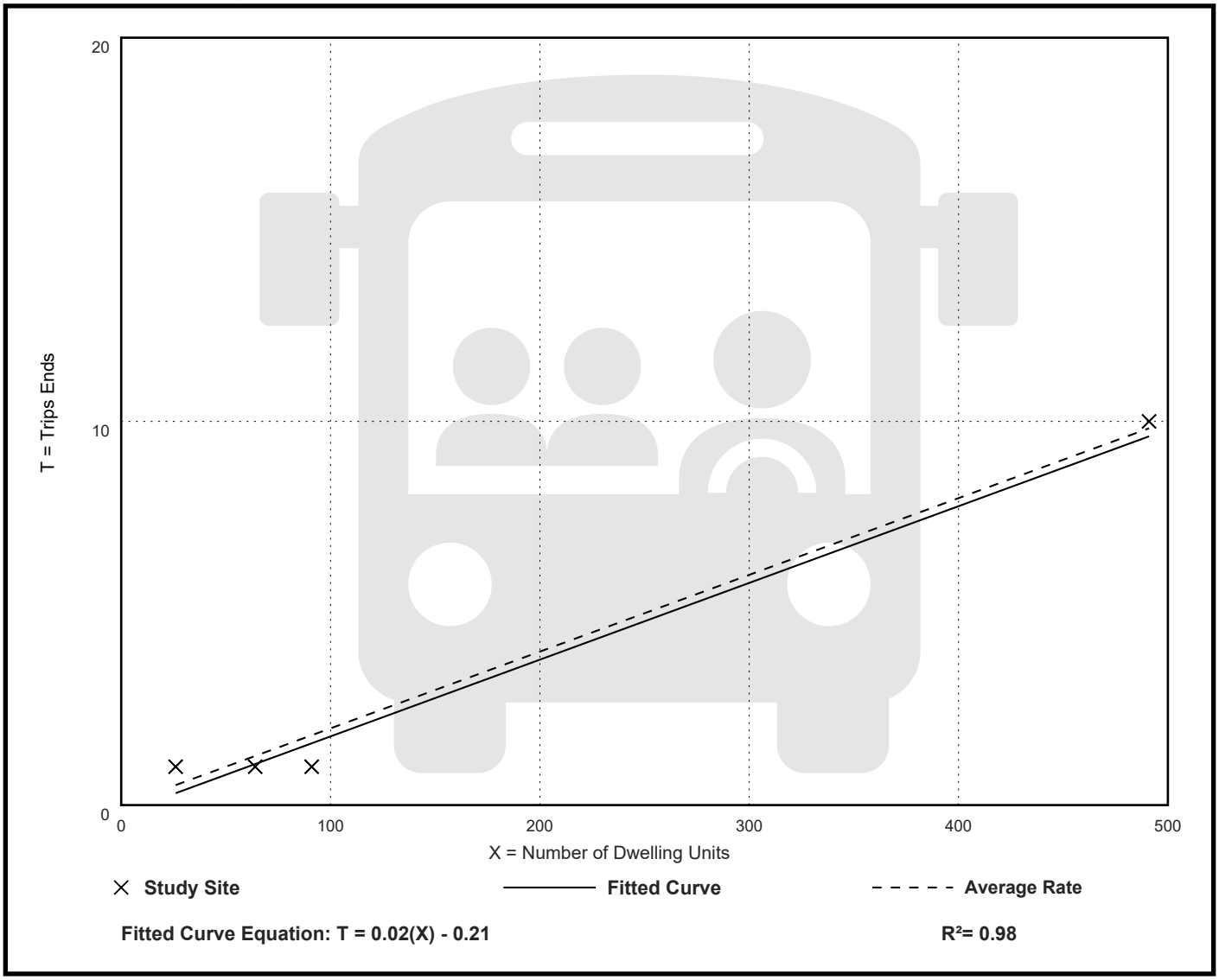
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



Fitted Curve Equation: T = 0.02(X) - 0.21

R^2= 0.98

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

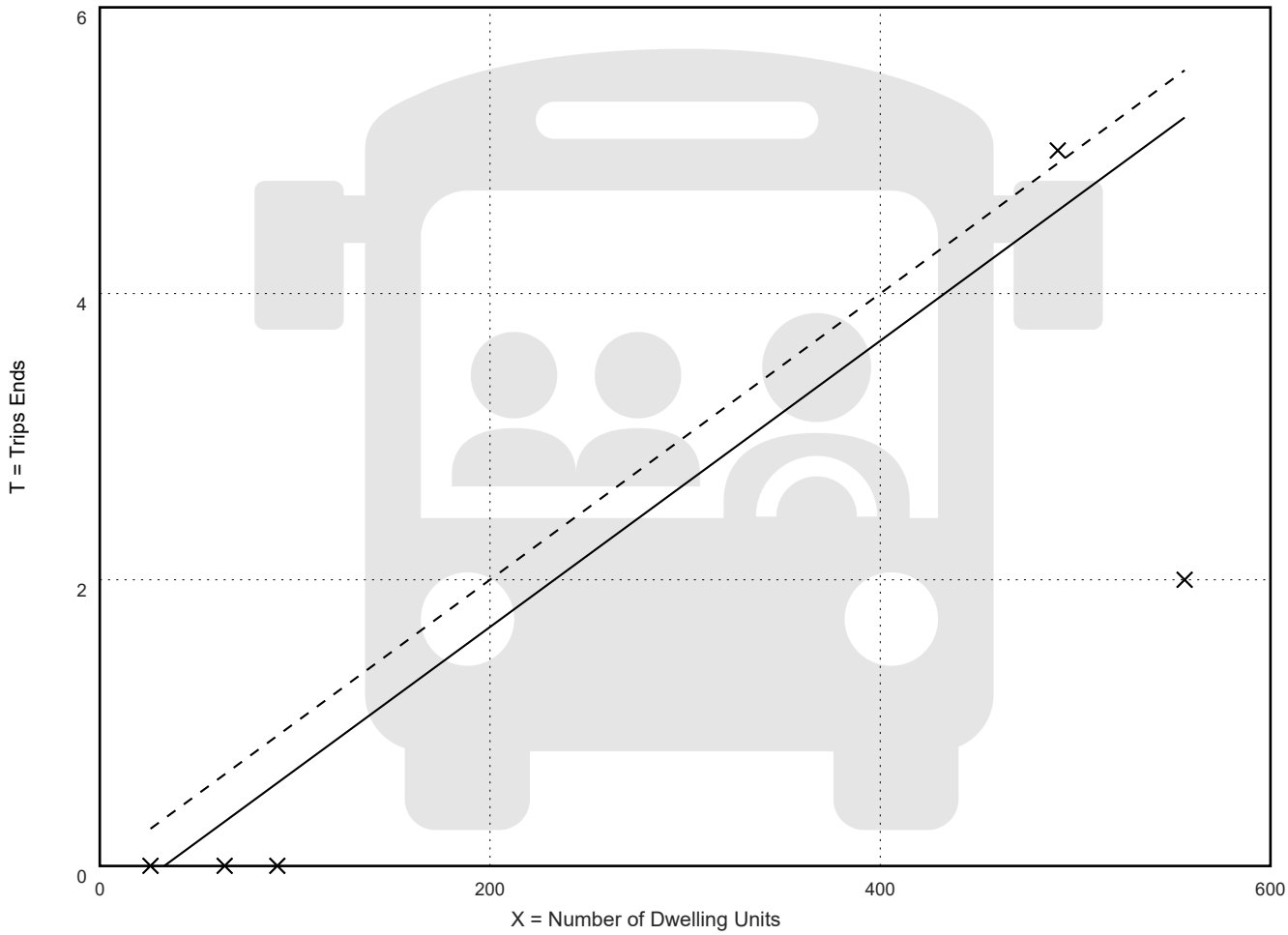
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

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



Fitted Curve Equation: T = 0.01(X) - 0.33

R^2= 0.68

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

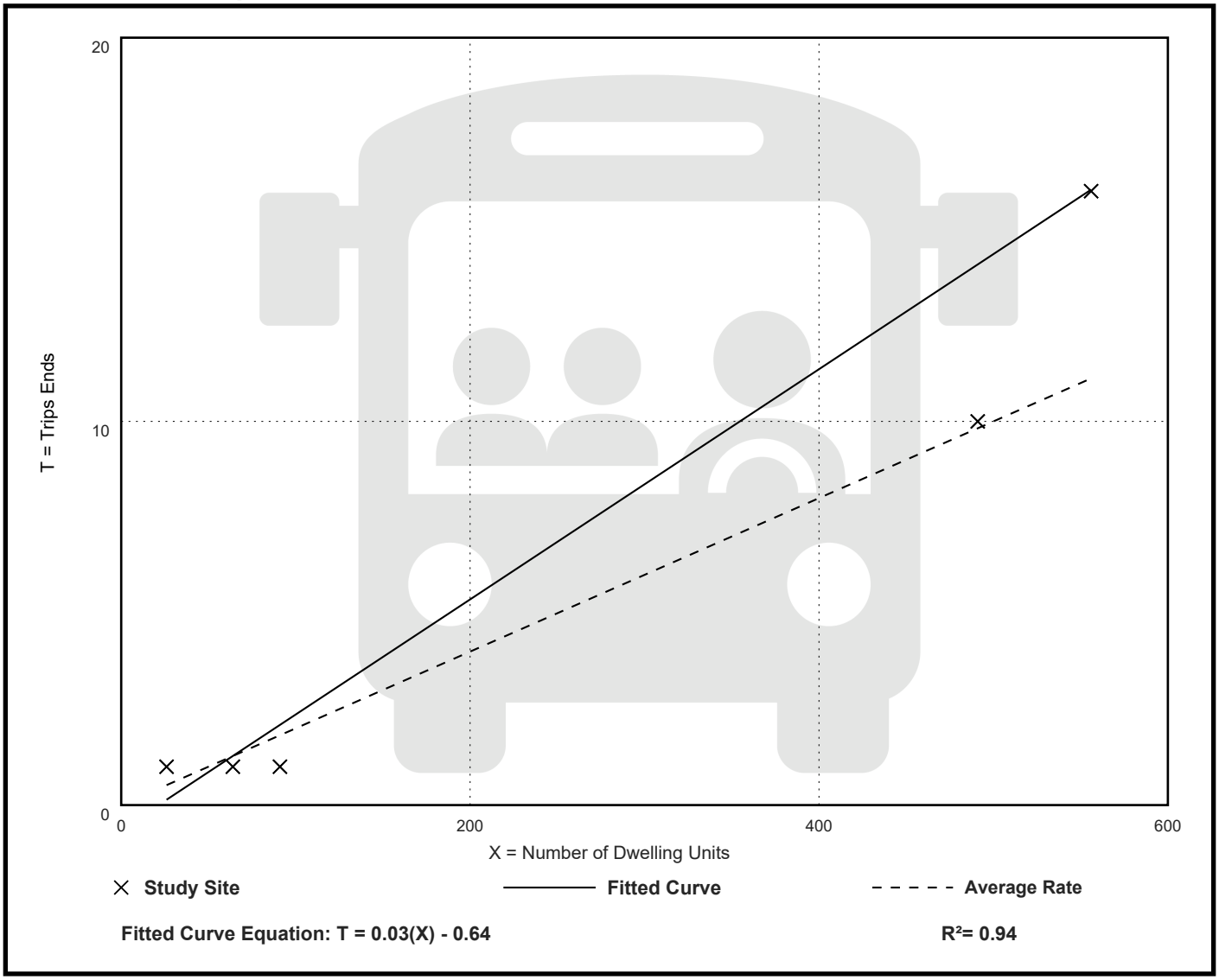
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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



Fitted Curve Equation: T = 0.03(X) - 0.64

R^2= 0.94

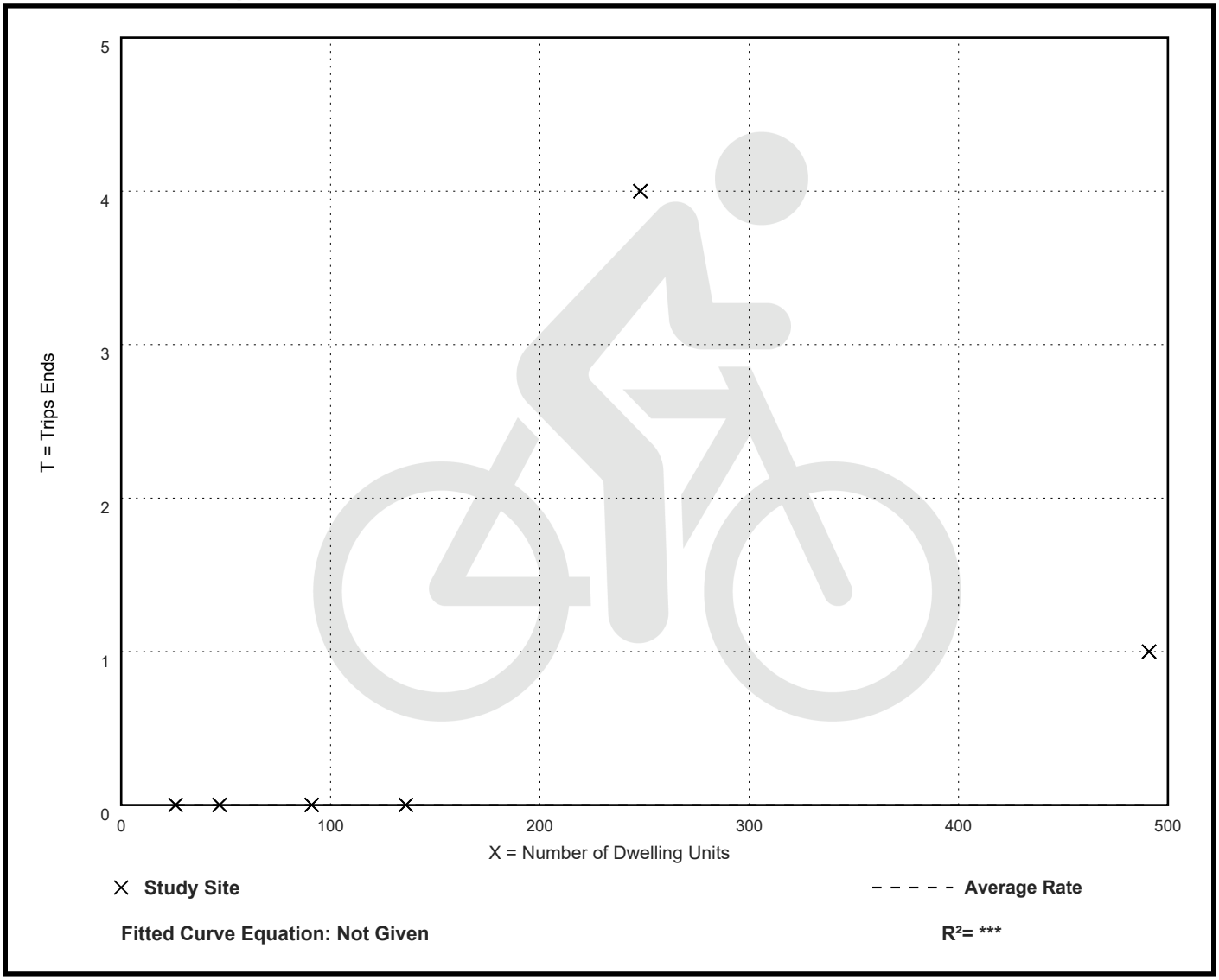
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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: 25% entering, 75% 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



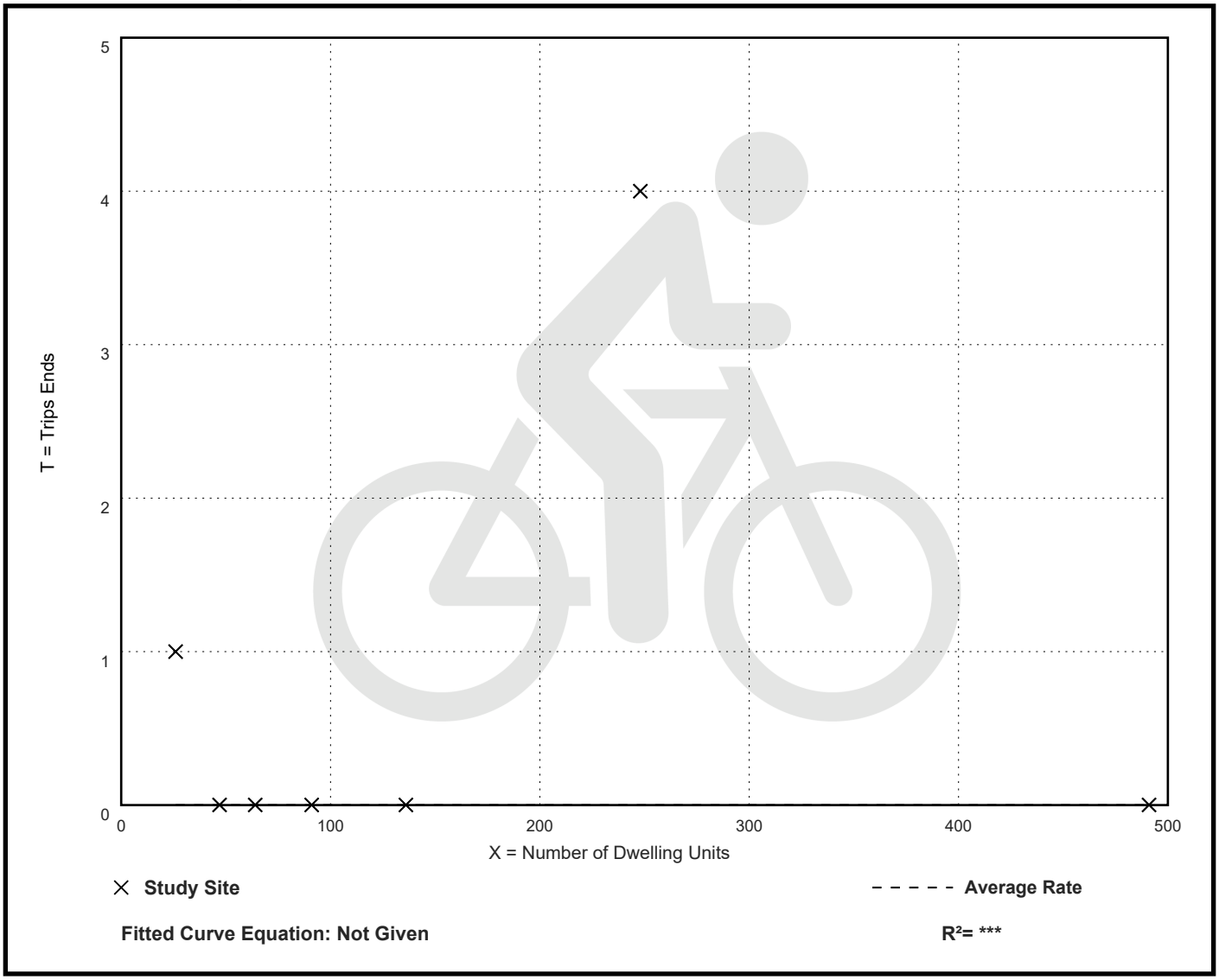
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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: 86% entering, 14% 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)

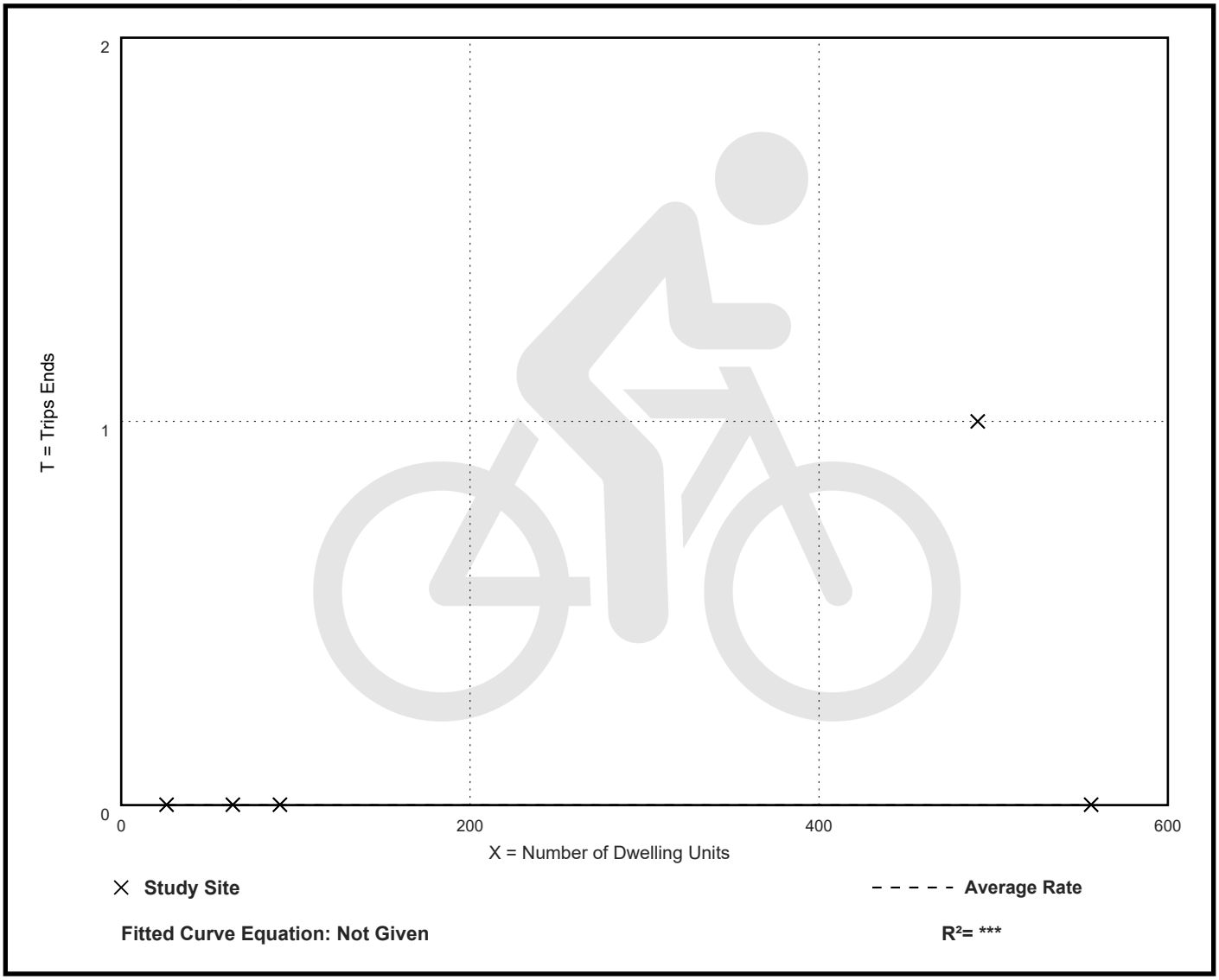
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

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



Fitted Curve Equation: Not Given

R^2= ***

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

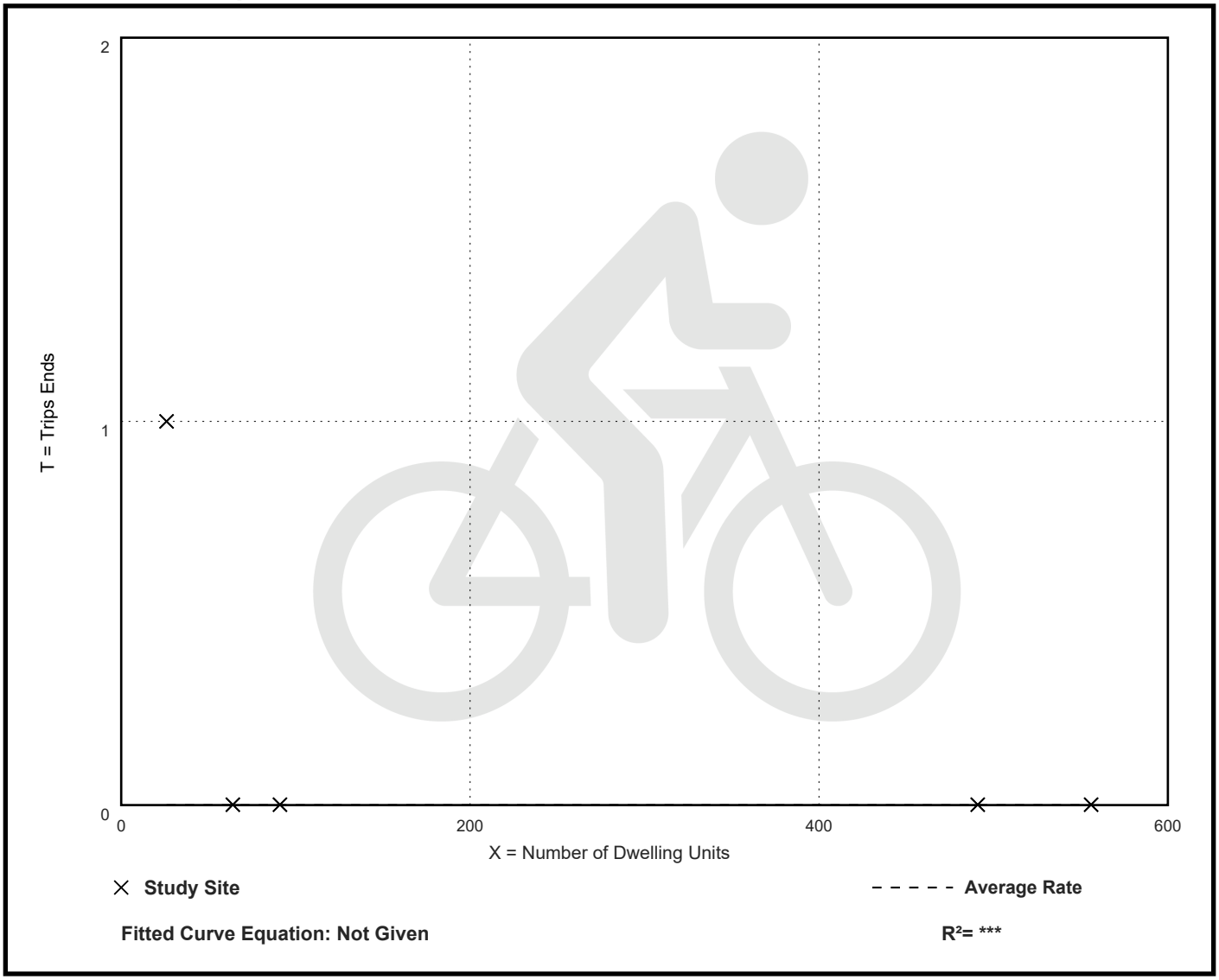
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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



Fitted Curve Equation: Not Given

R^2= *

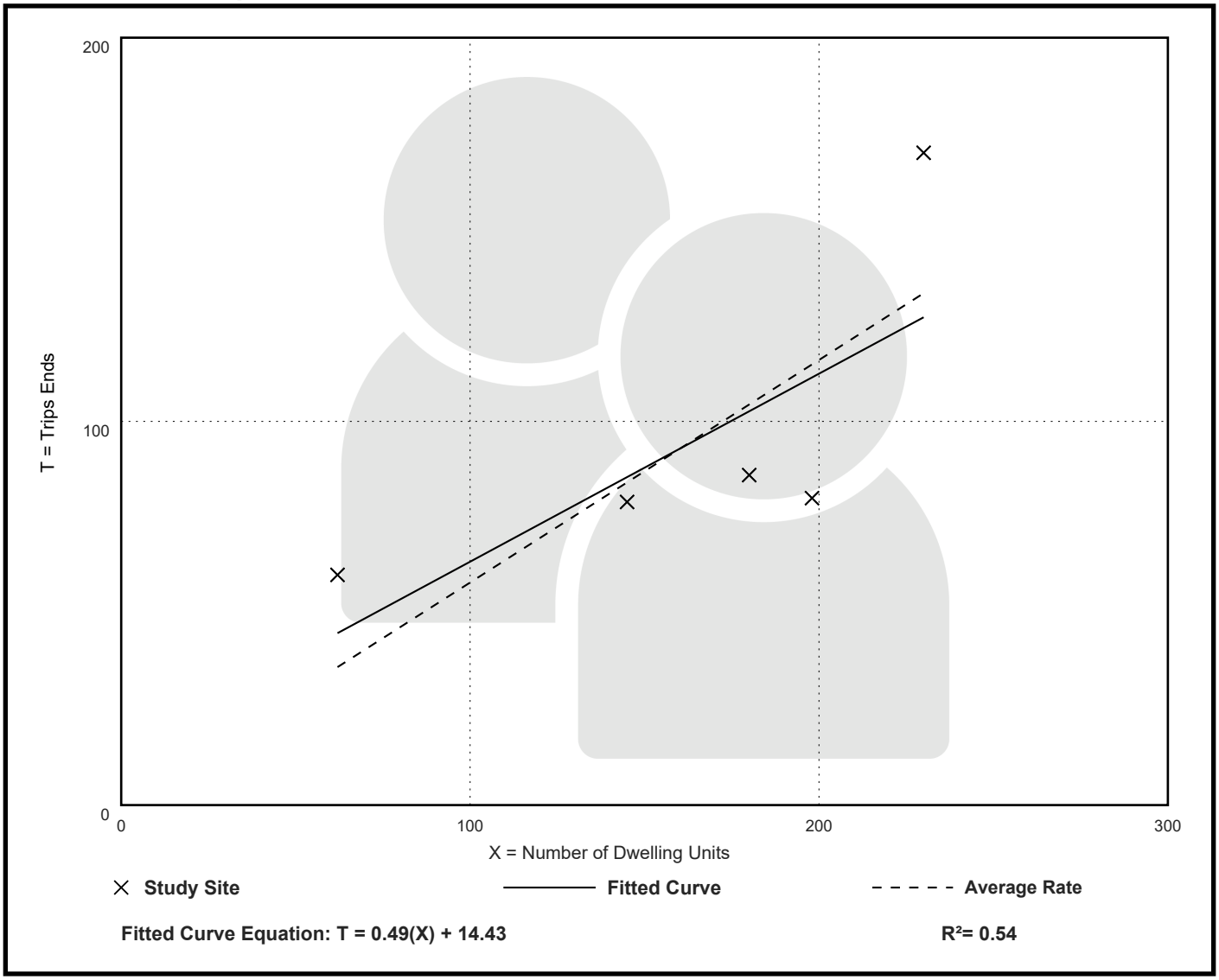
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

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: 50% entering, 50% 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



Fitted Curve Equation: T = 0.49(X) + 14.43

R^2= 0.54

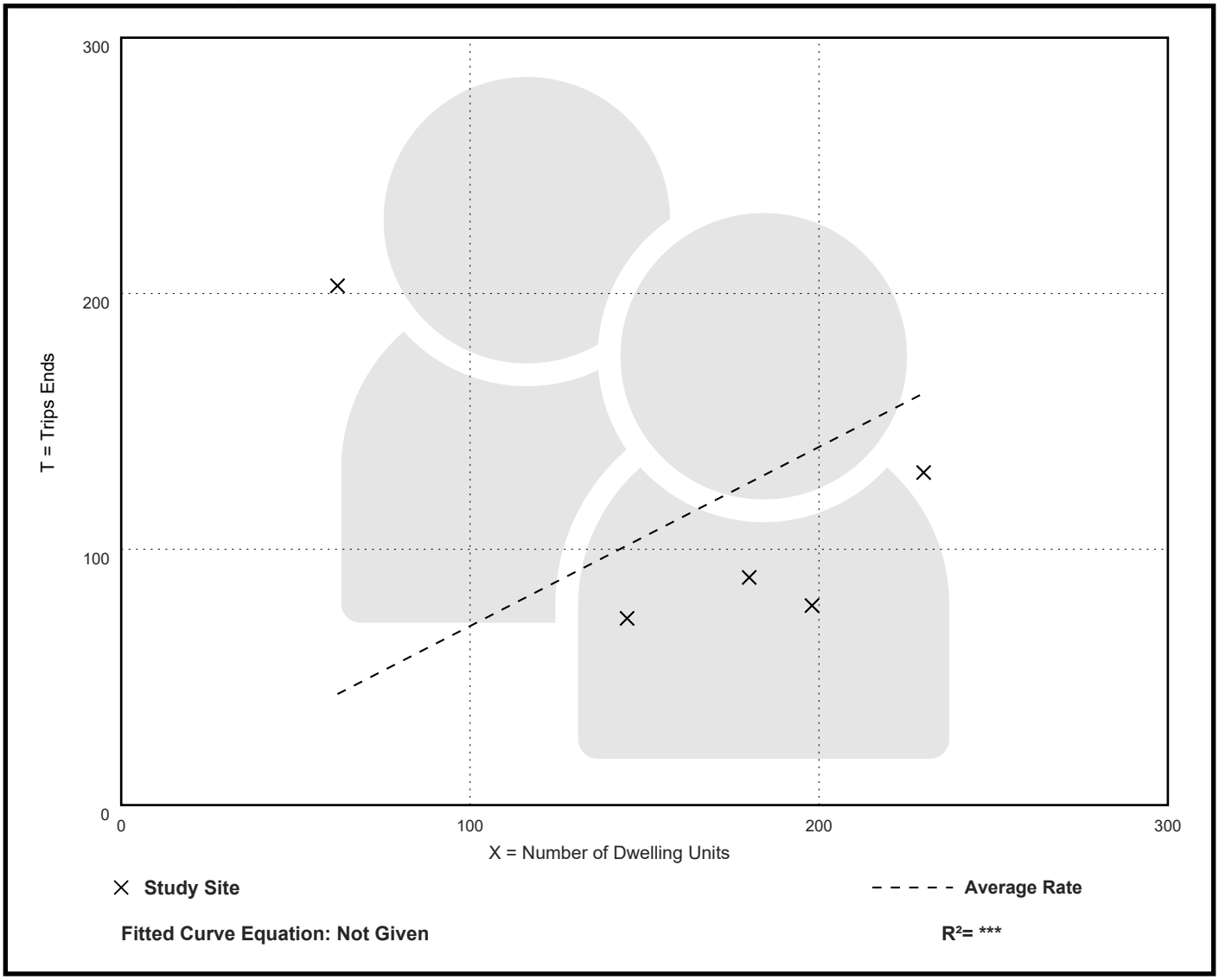
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

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: 31% entering, 69% 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

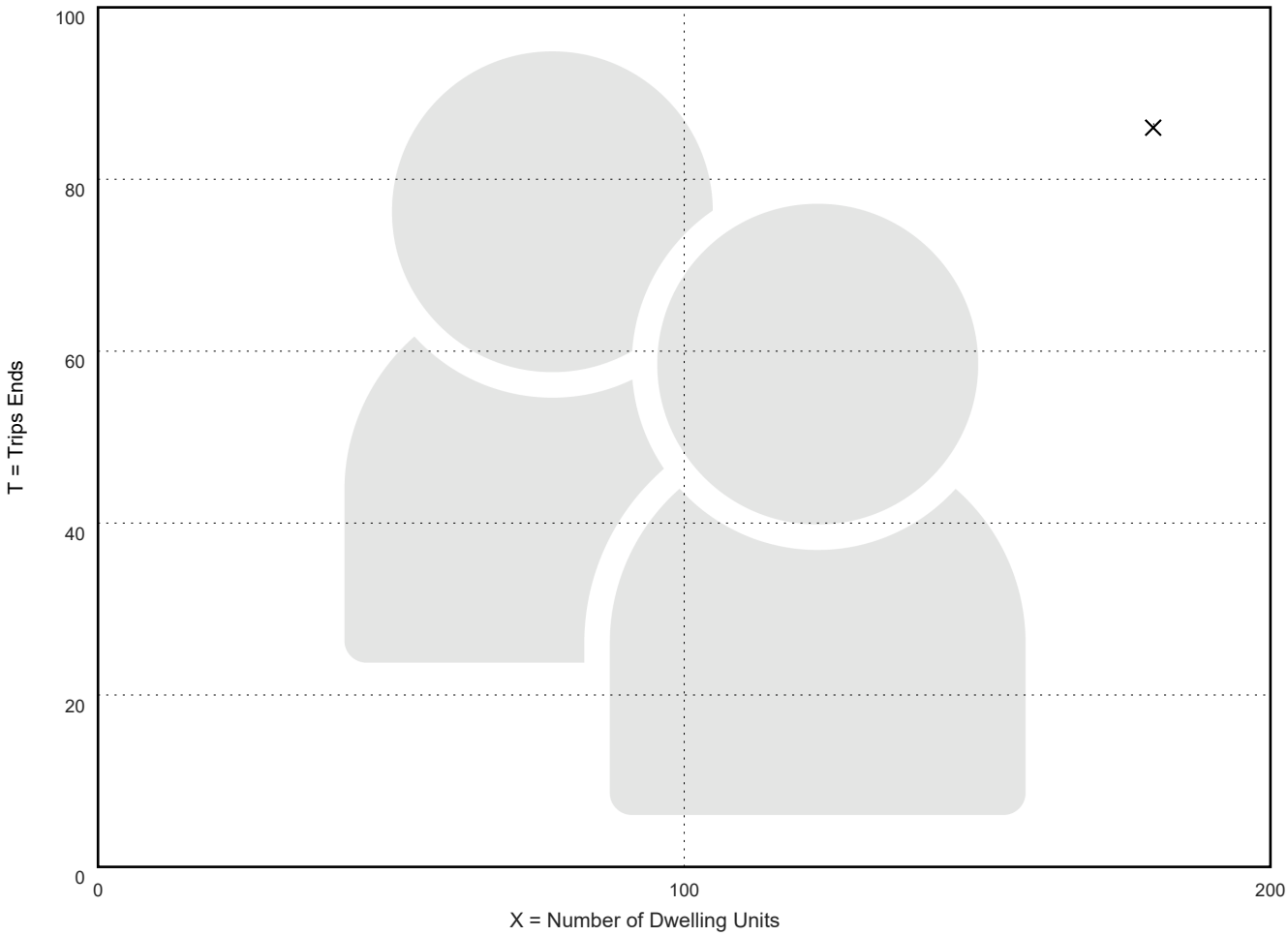
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: 22% entering, 78% exiting

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



Fitted Curve Equation: Not Given

R^2= *

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

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

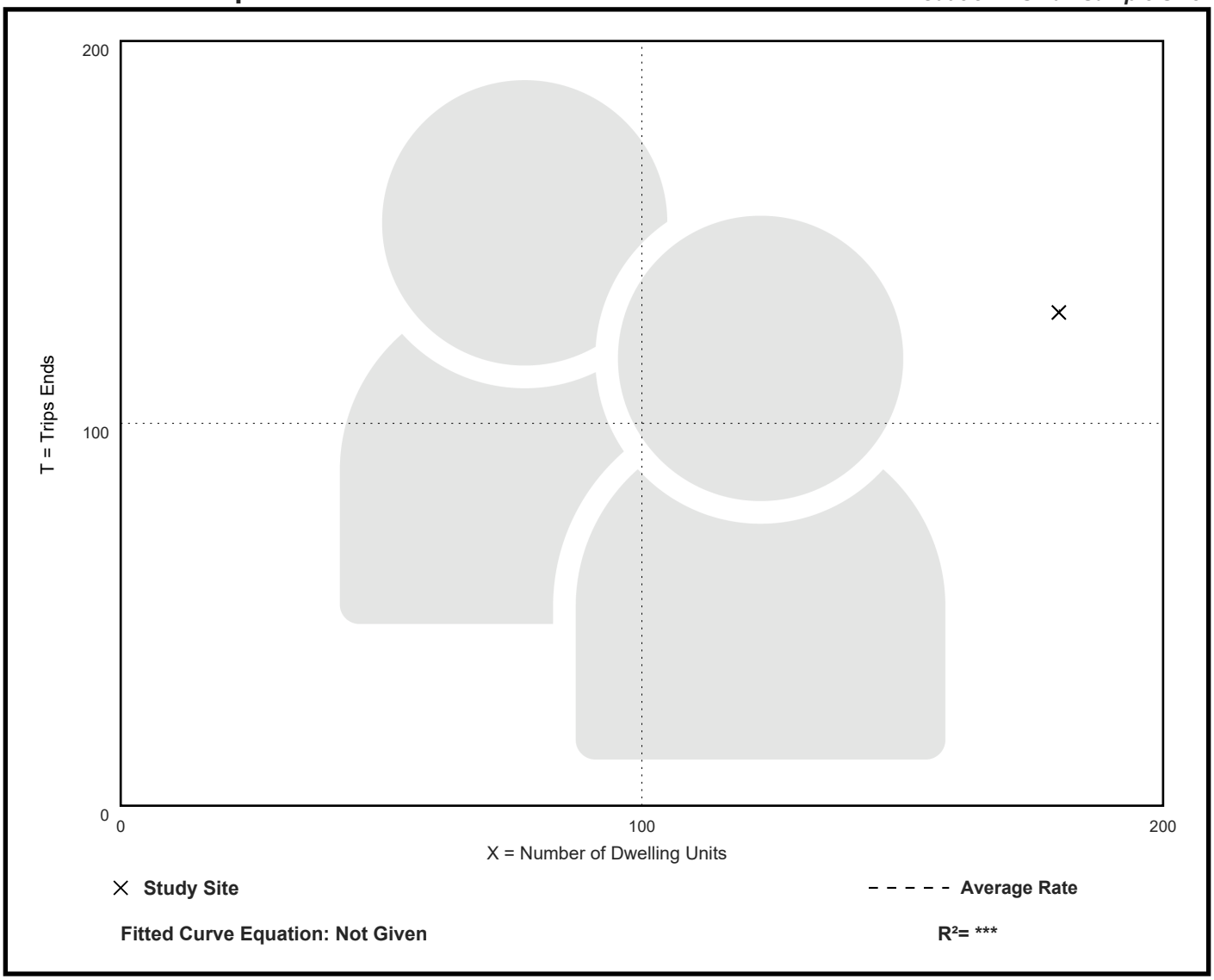
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: 68% entering, 32% exiting

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



Fitted Curve Equation: Not Given

R^2= *

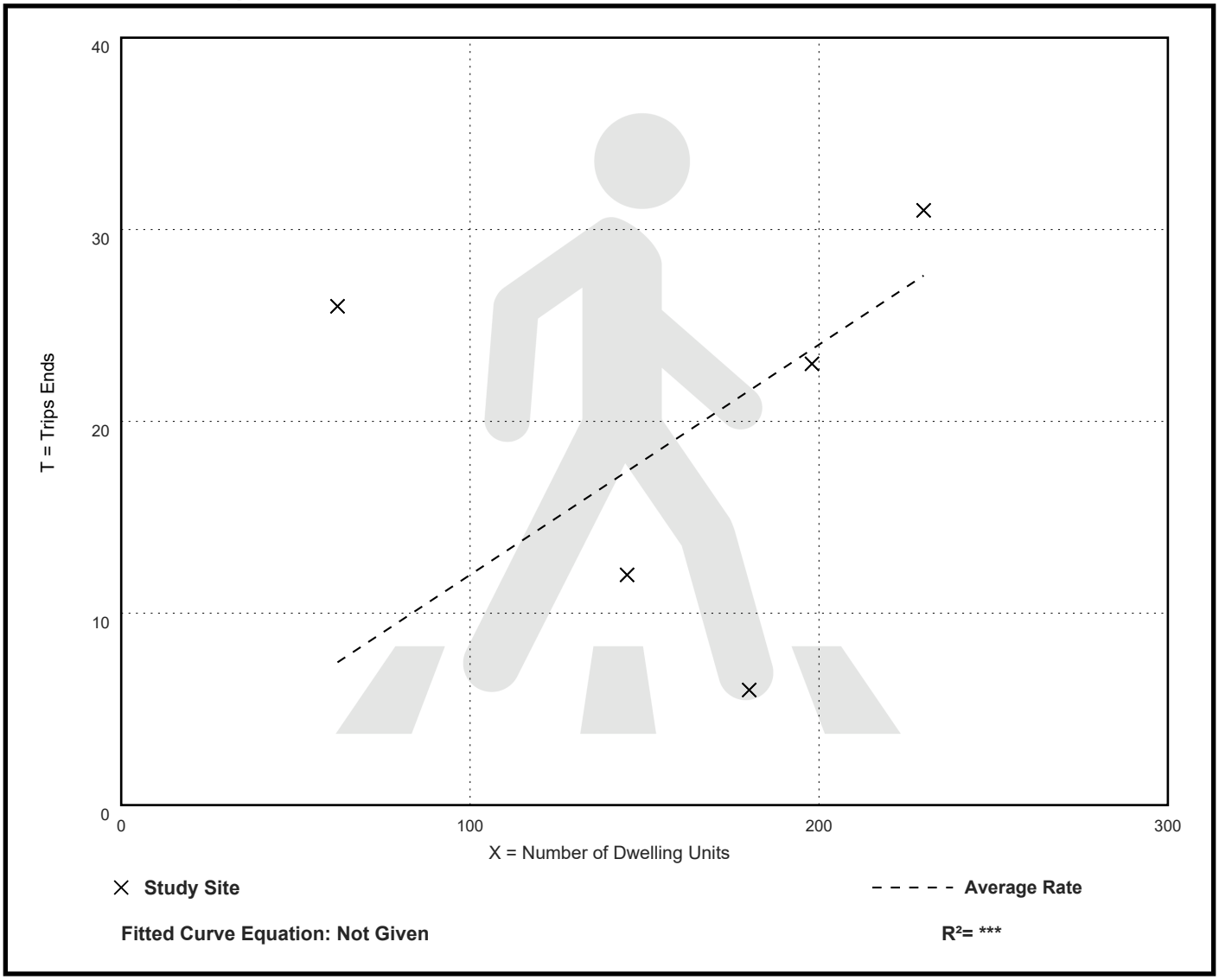
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

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: 57% entering, 43% 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



Fitted Curve Equation: Not Given

R^2= ***

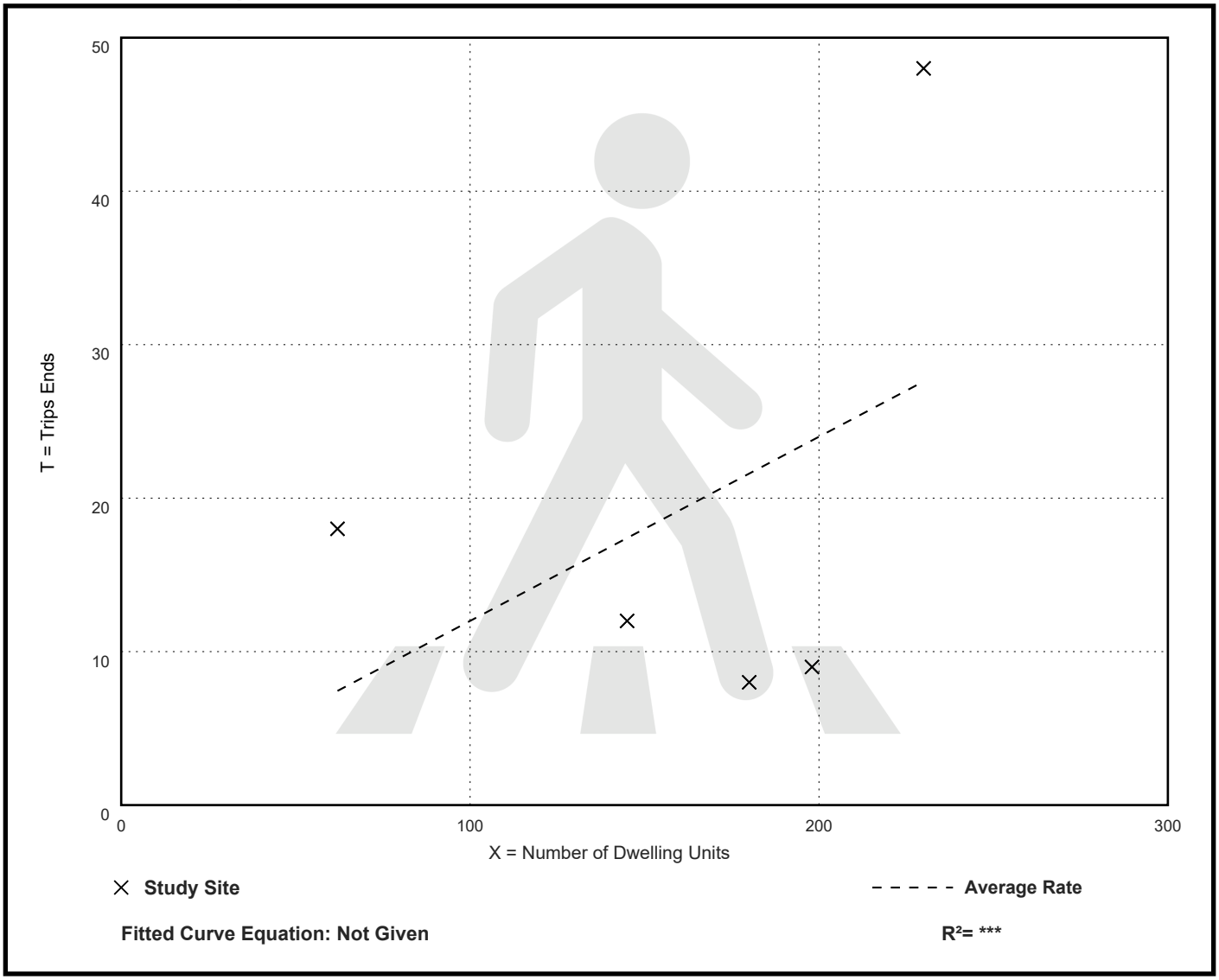
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

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: 41% entering, 59% 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



Fitted Curve Equation: Not Given

R^2= *

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

Fitted Curve Equation: Not Given

R^2= *

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

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

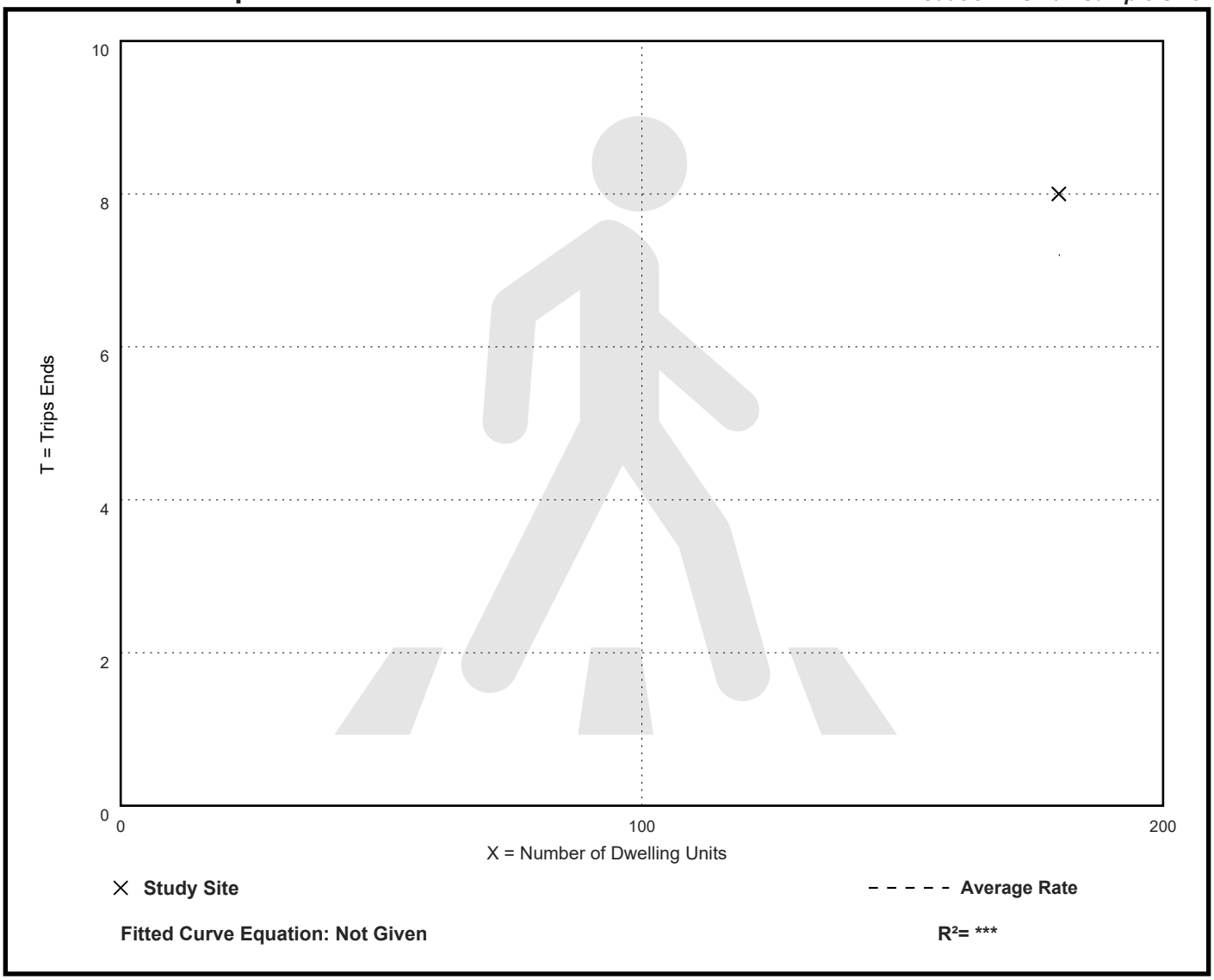
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

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

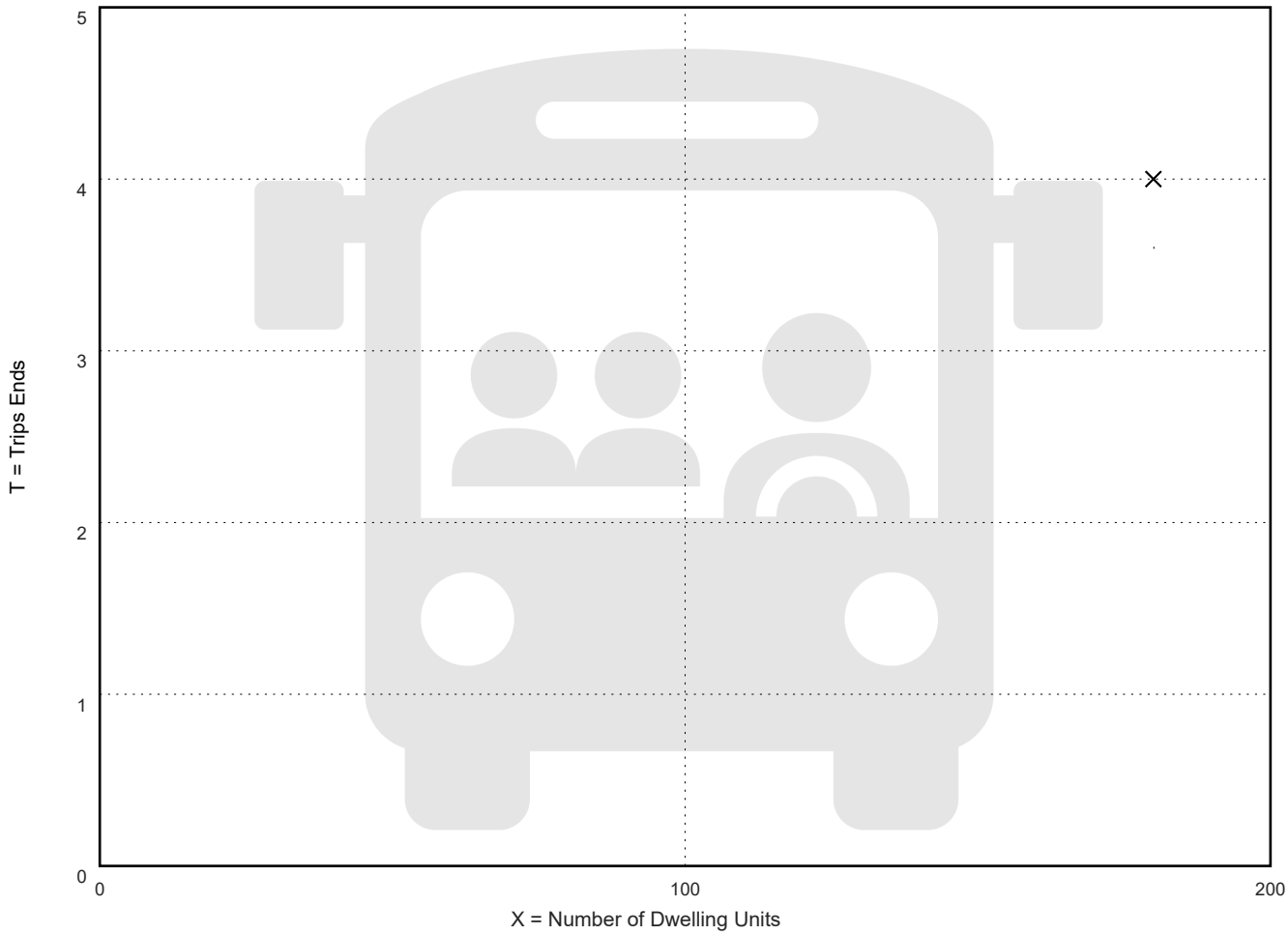
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

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



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

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

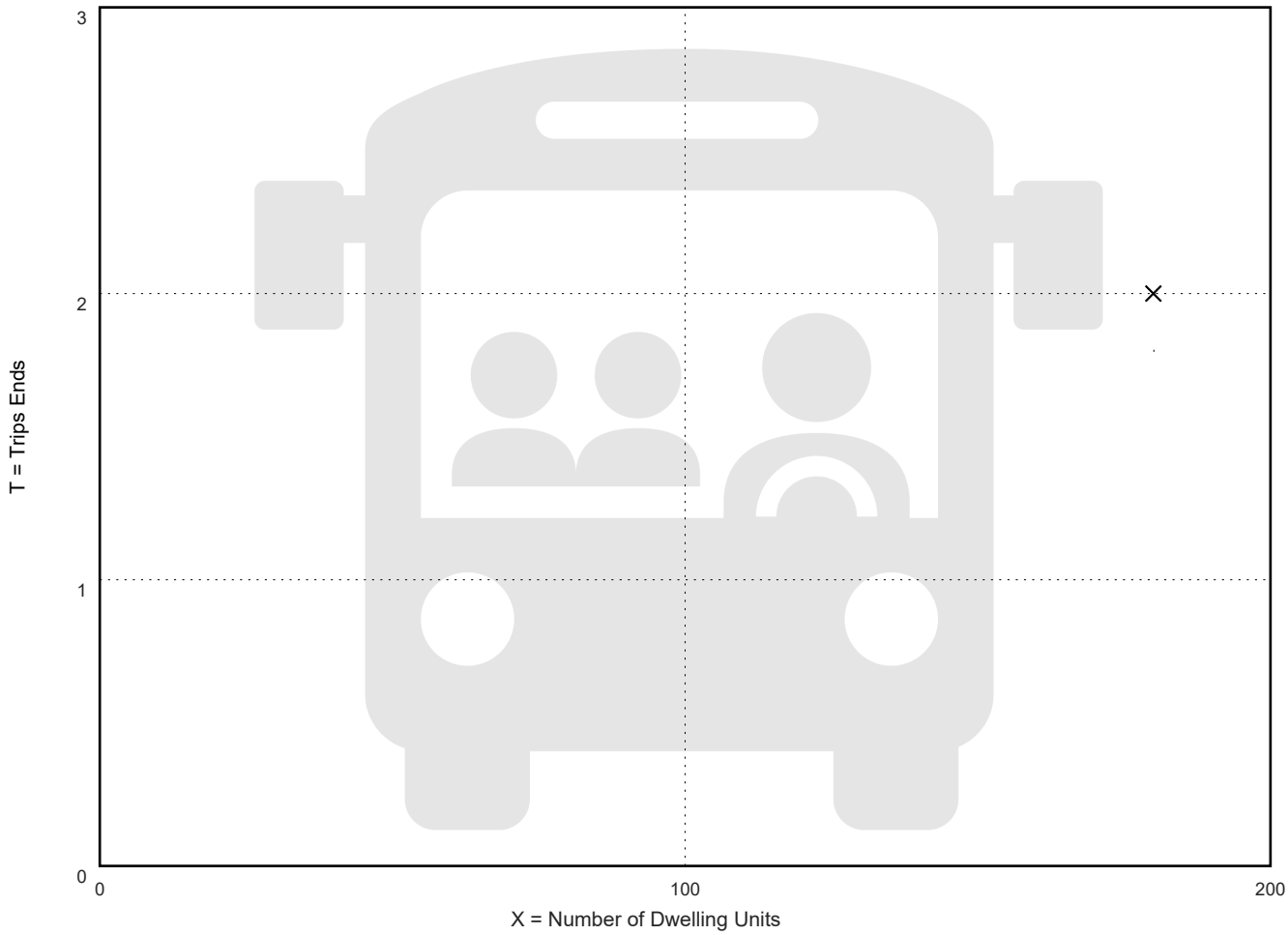
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

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

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

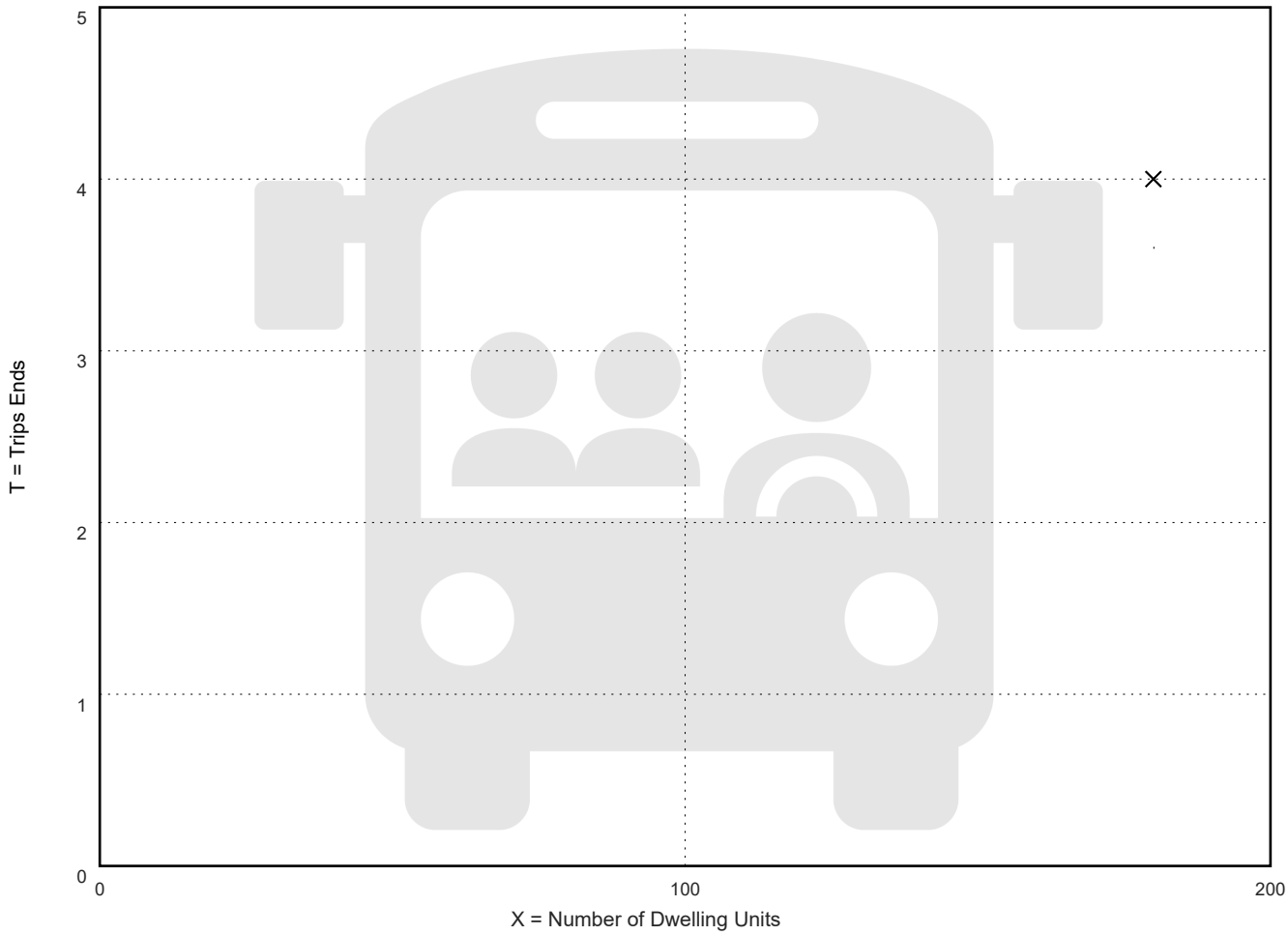
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

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



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

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

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

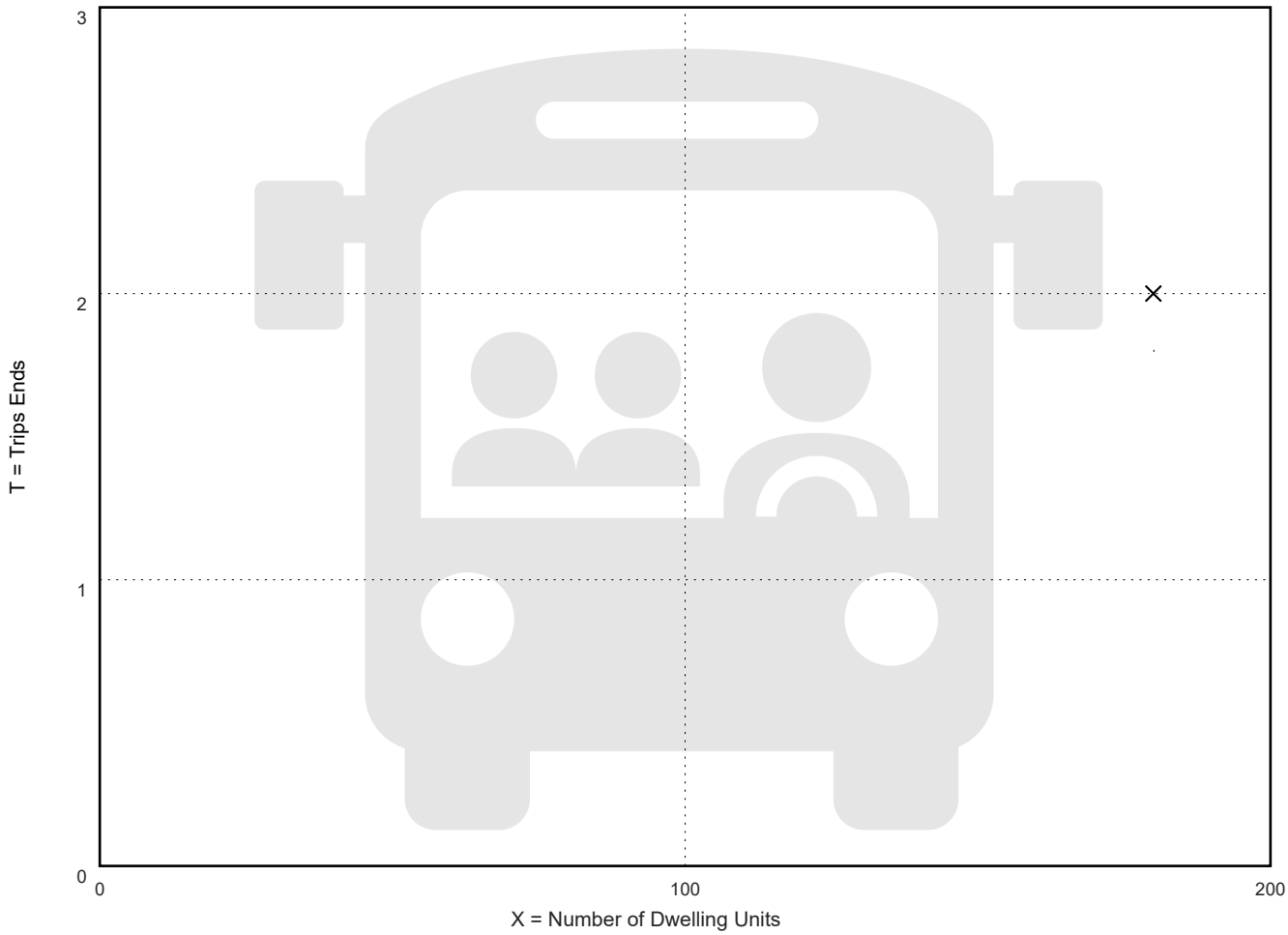
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

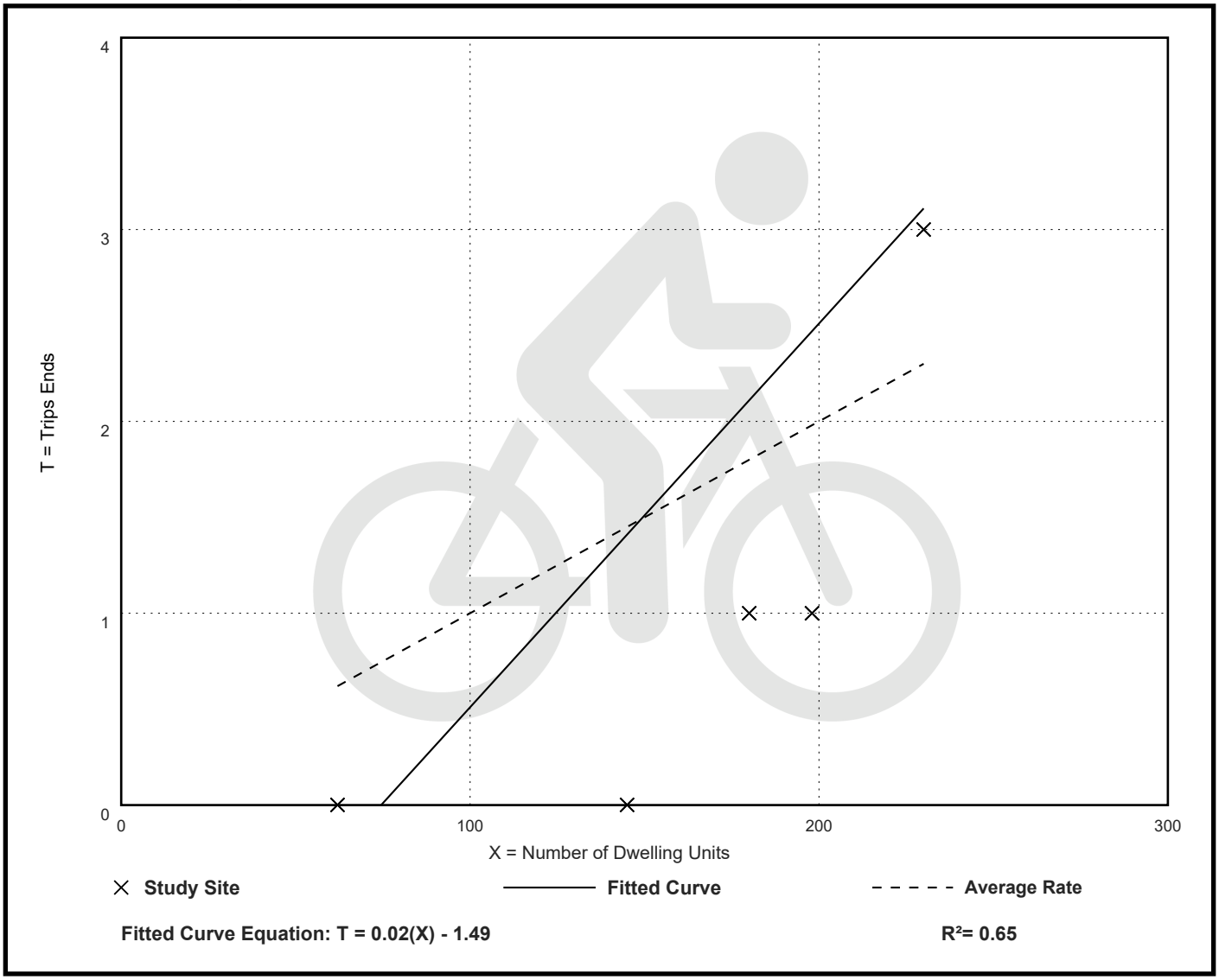
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

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: 75% entering, 25% 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



Fitted Curve Equation: T = 0.02(X) - 1.49

R^2= 0.65

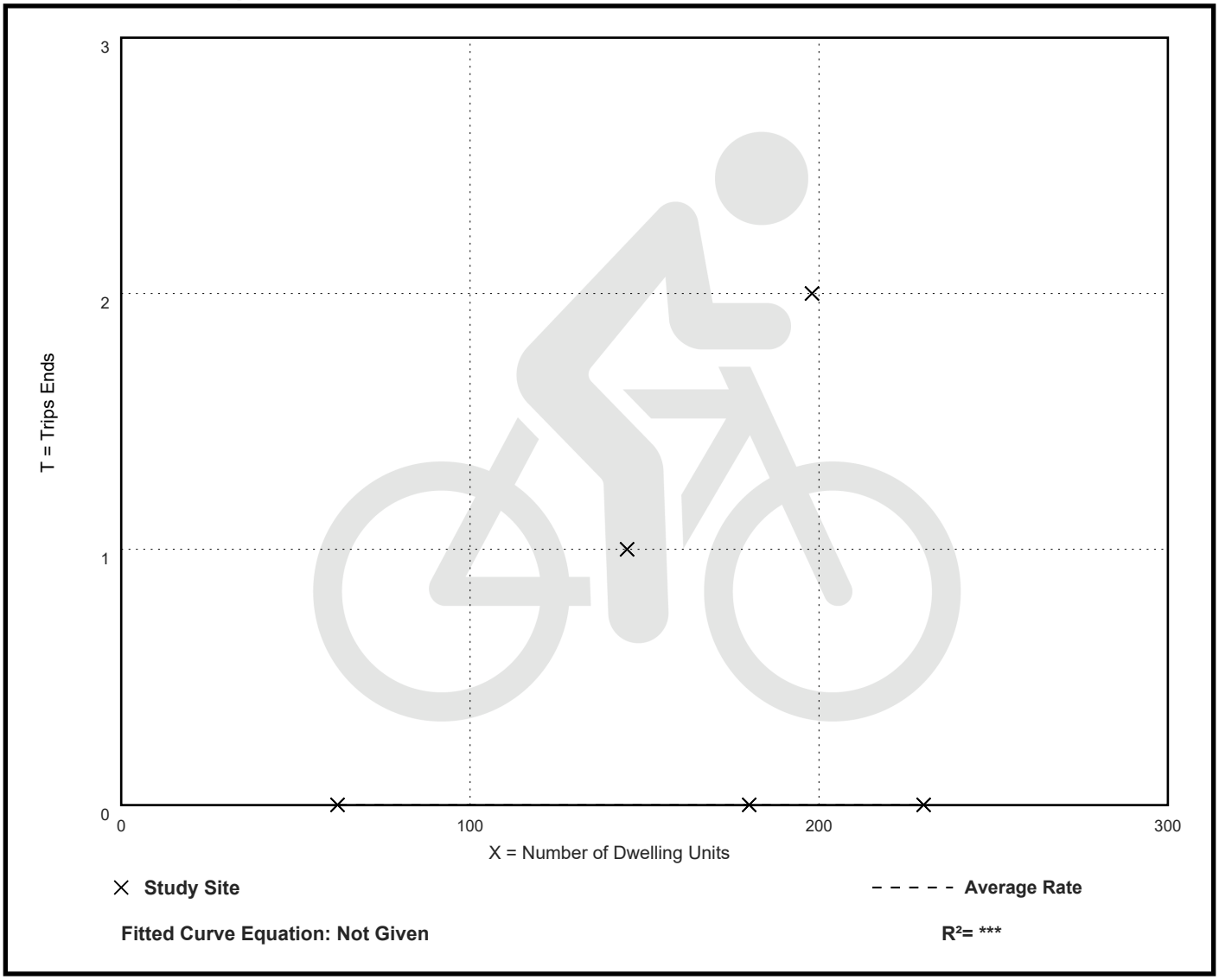
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

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: 67% entering, 33% exiting

Bicycle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

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

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

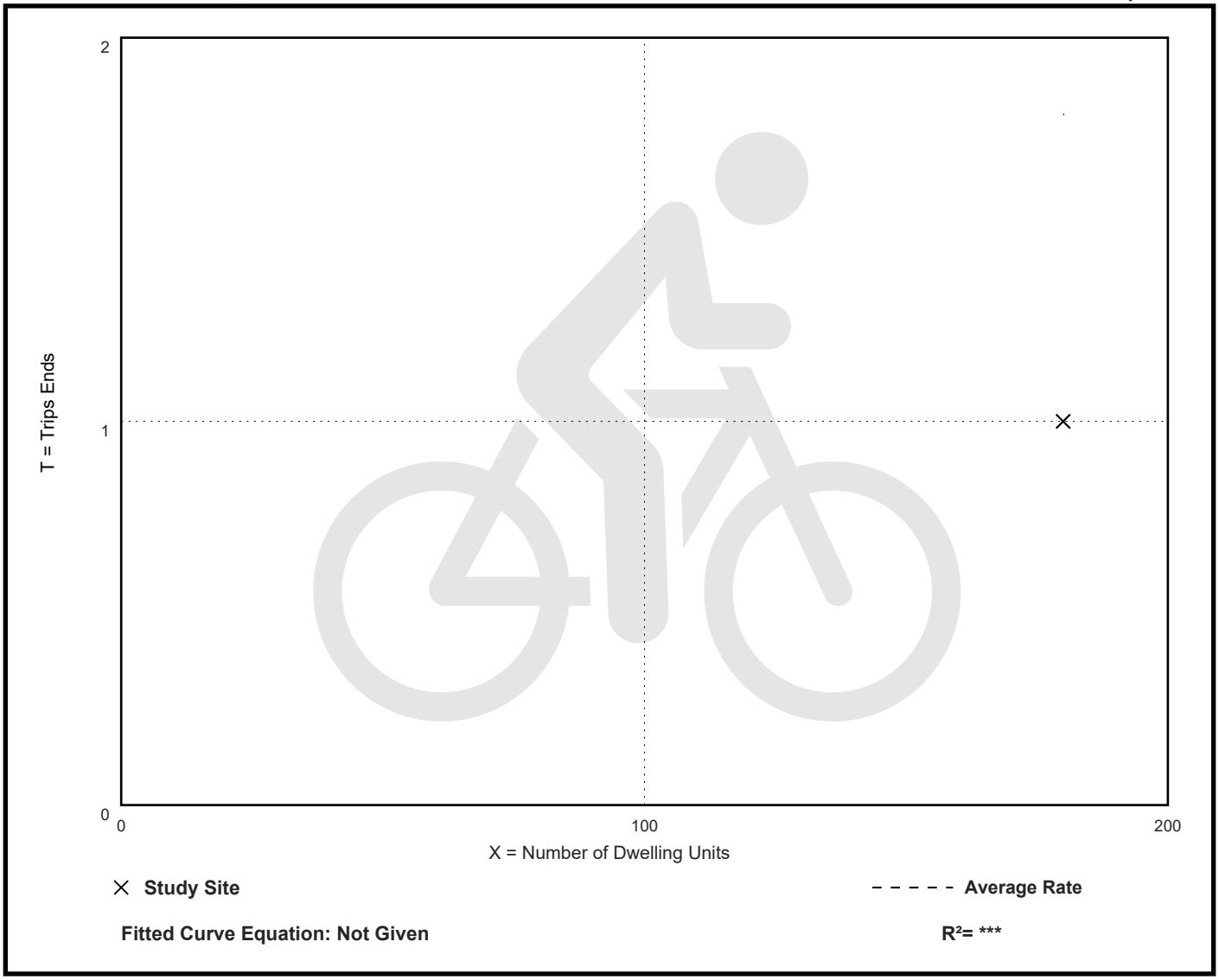
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

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

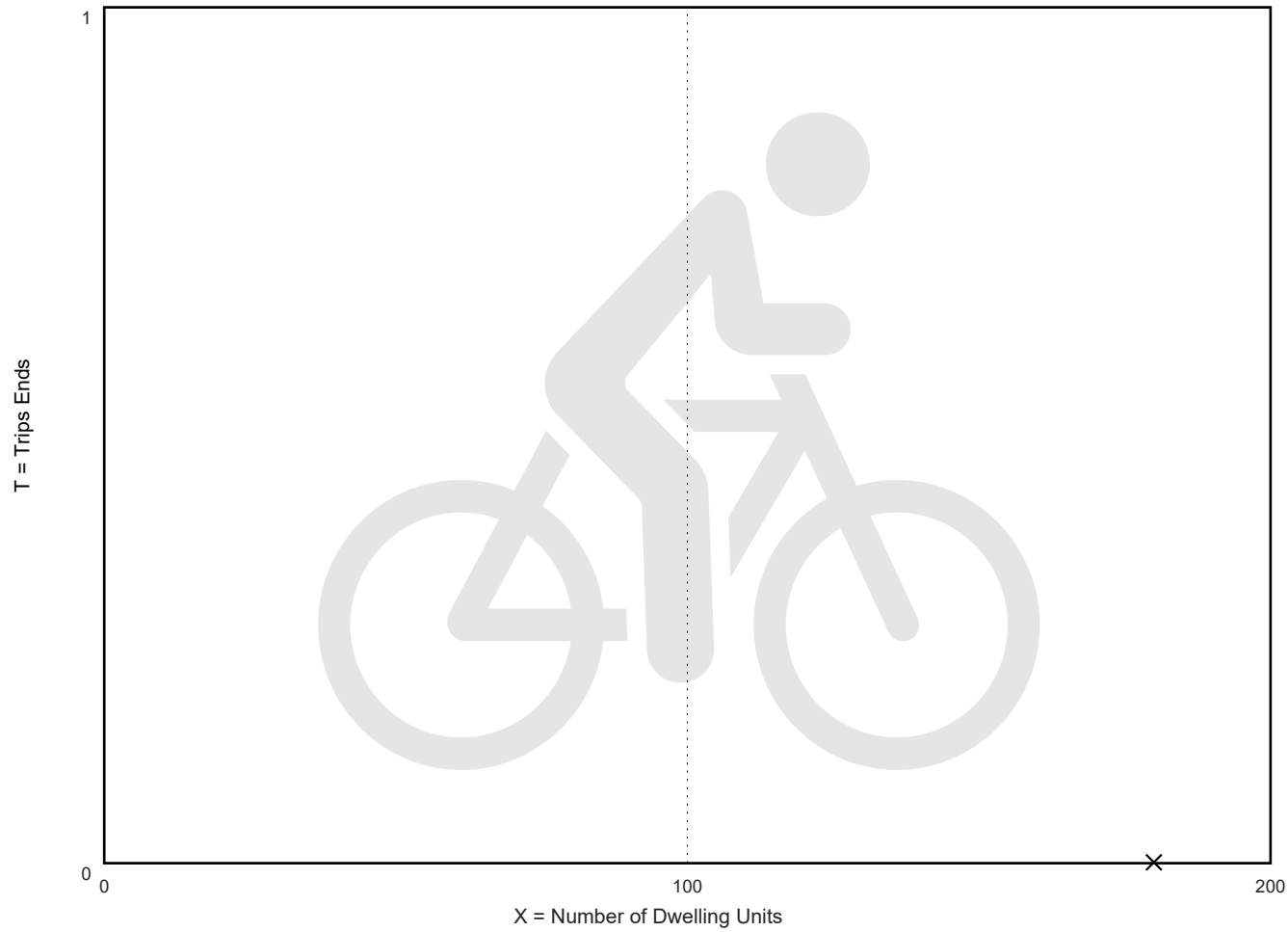
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

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



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= *

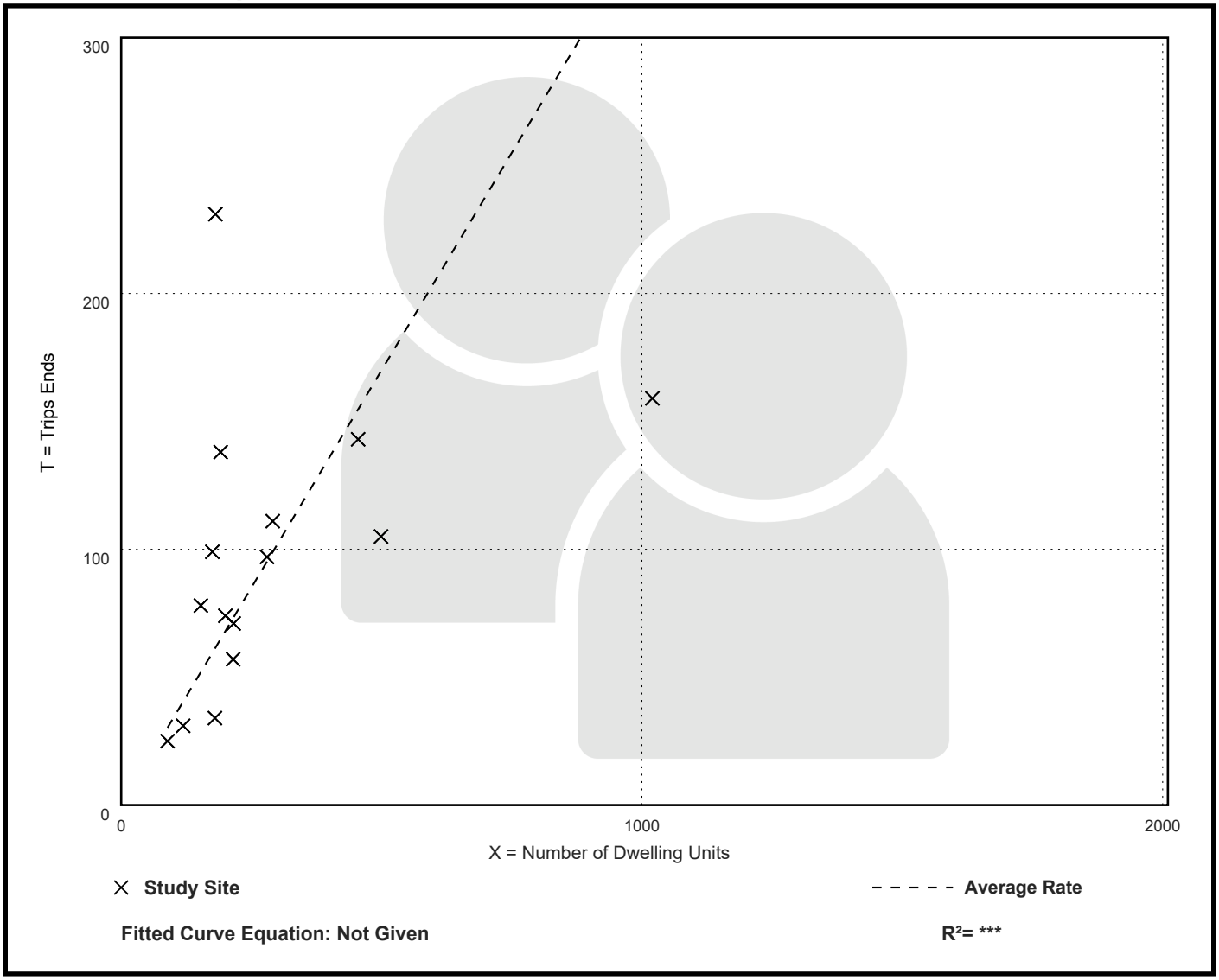
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

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: 72% entering, 28% 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



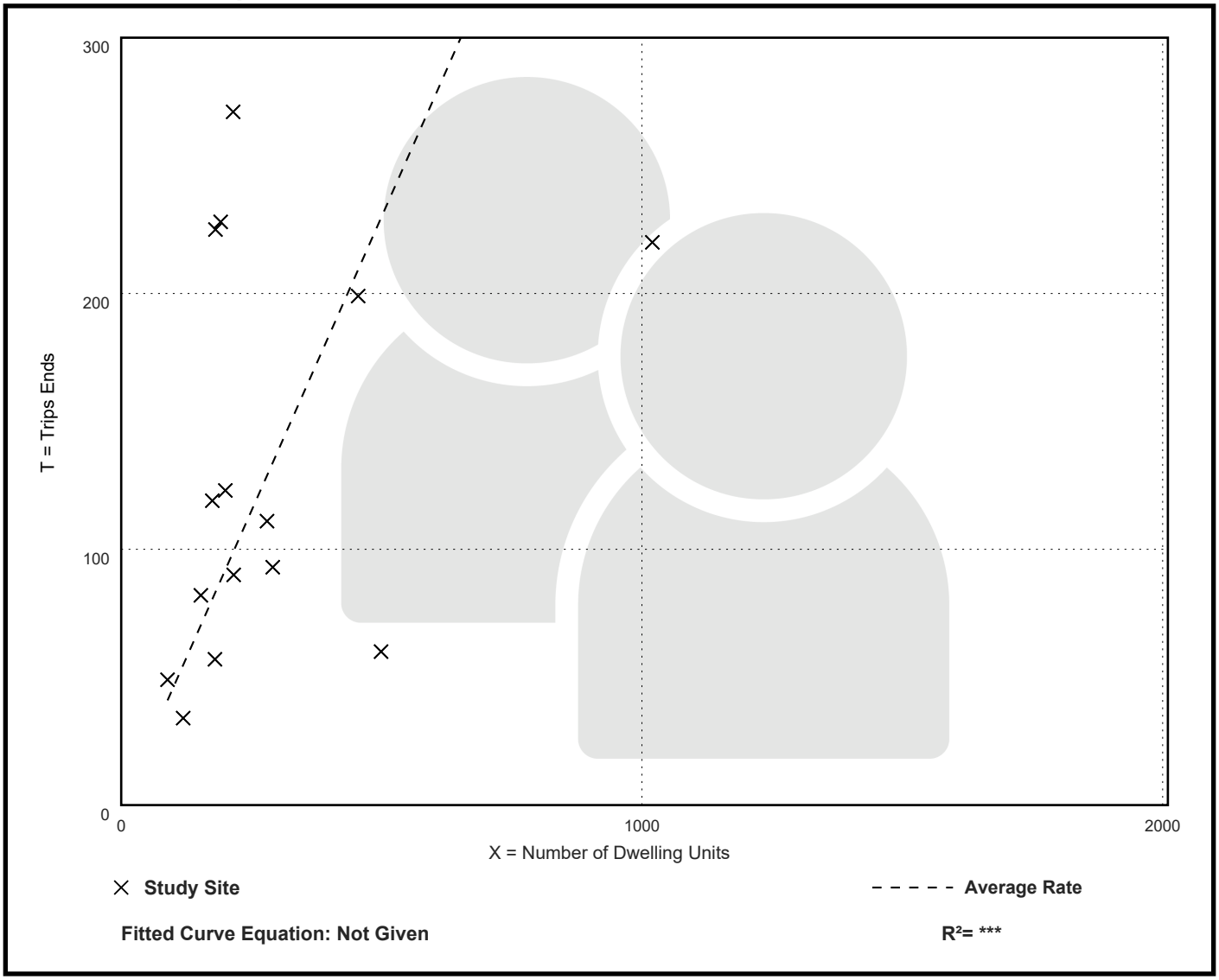
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

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: 46% entering, 54% 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



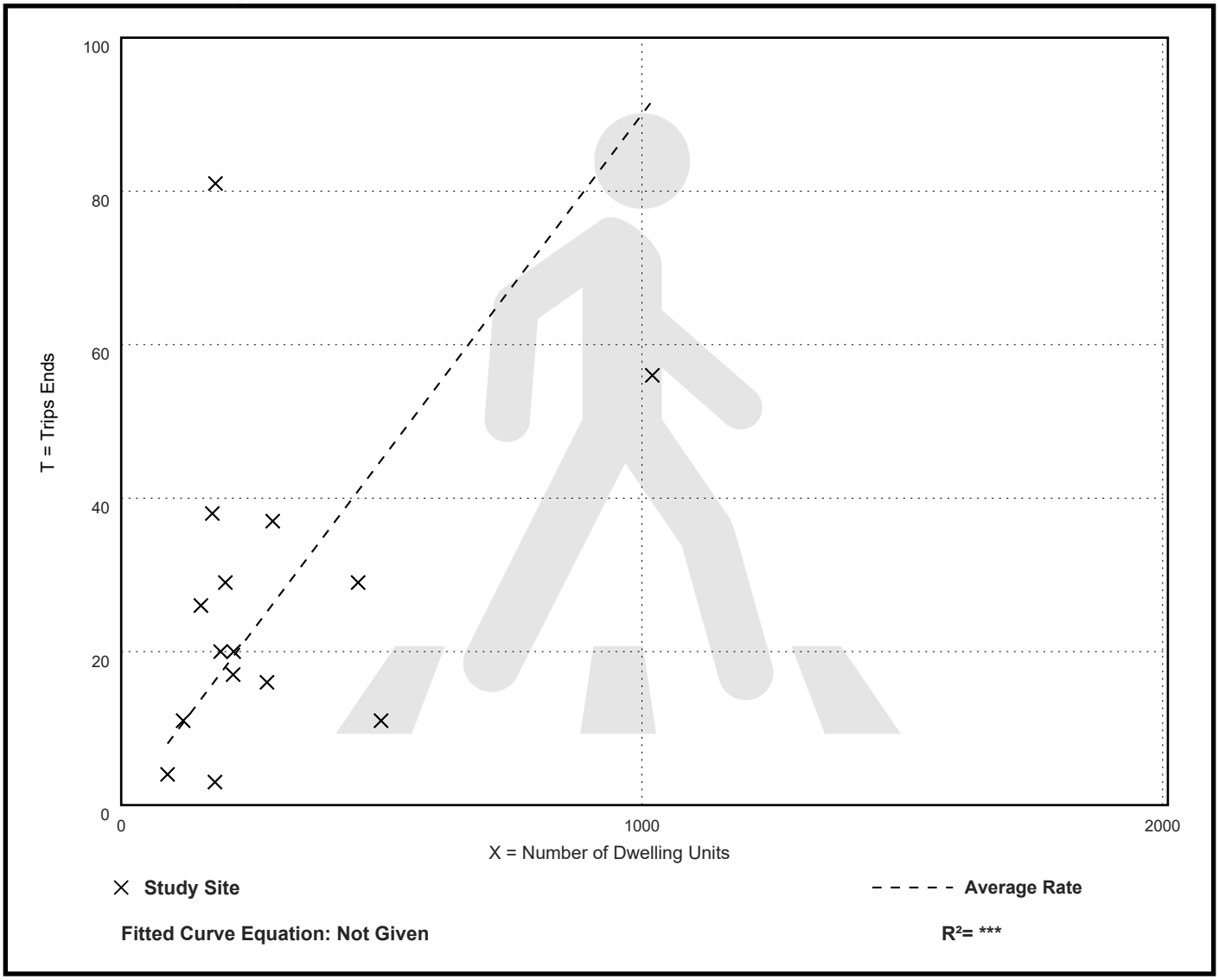
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

Walk 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: 79% entering, 21% 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



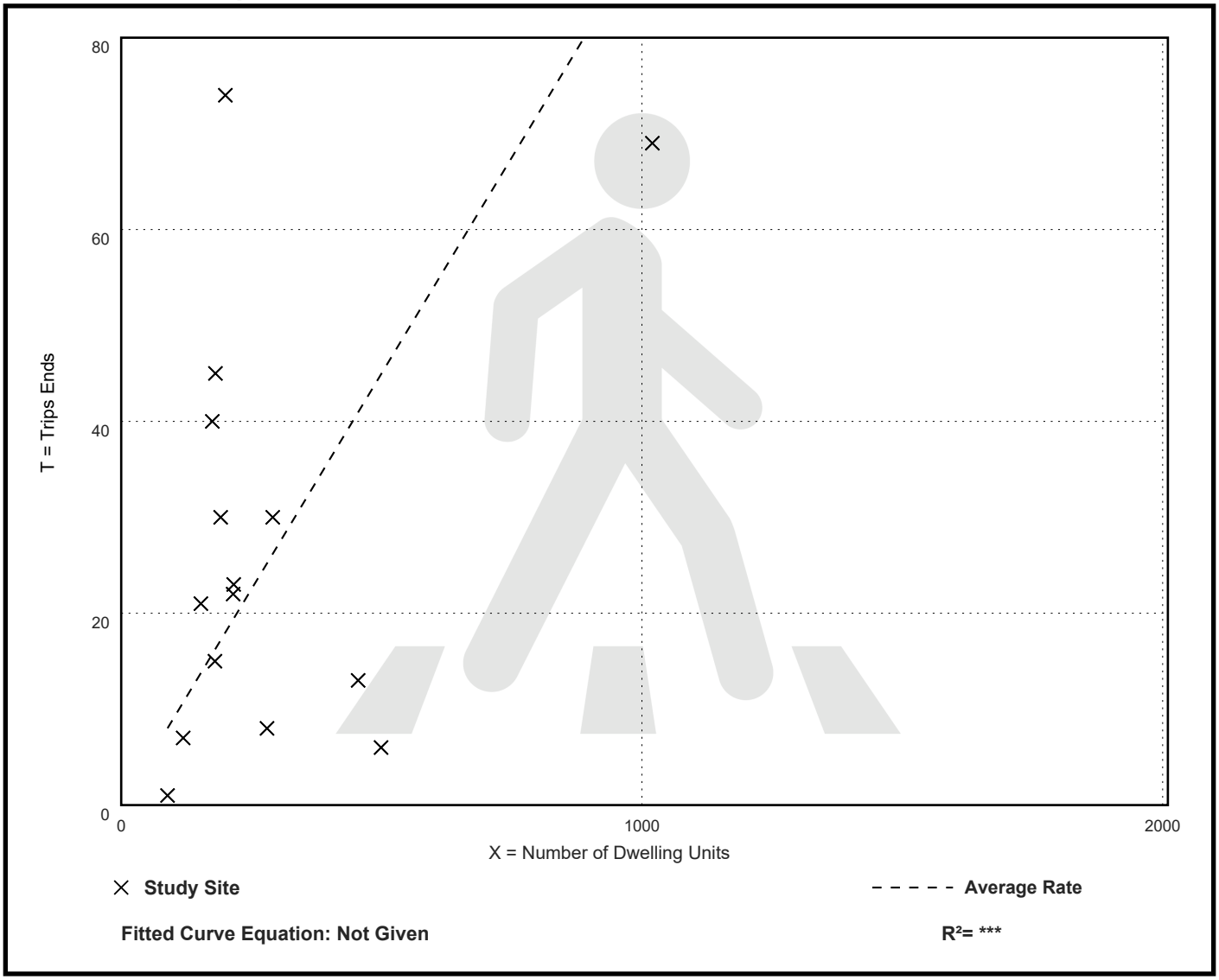
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

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: 48% entering, 52% 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



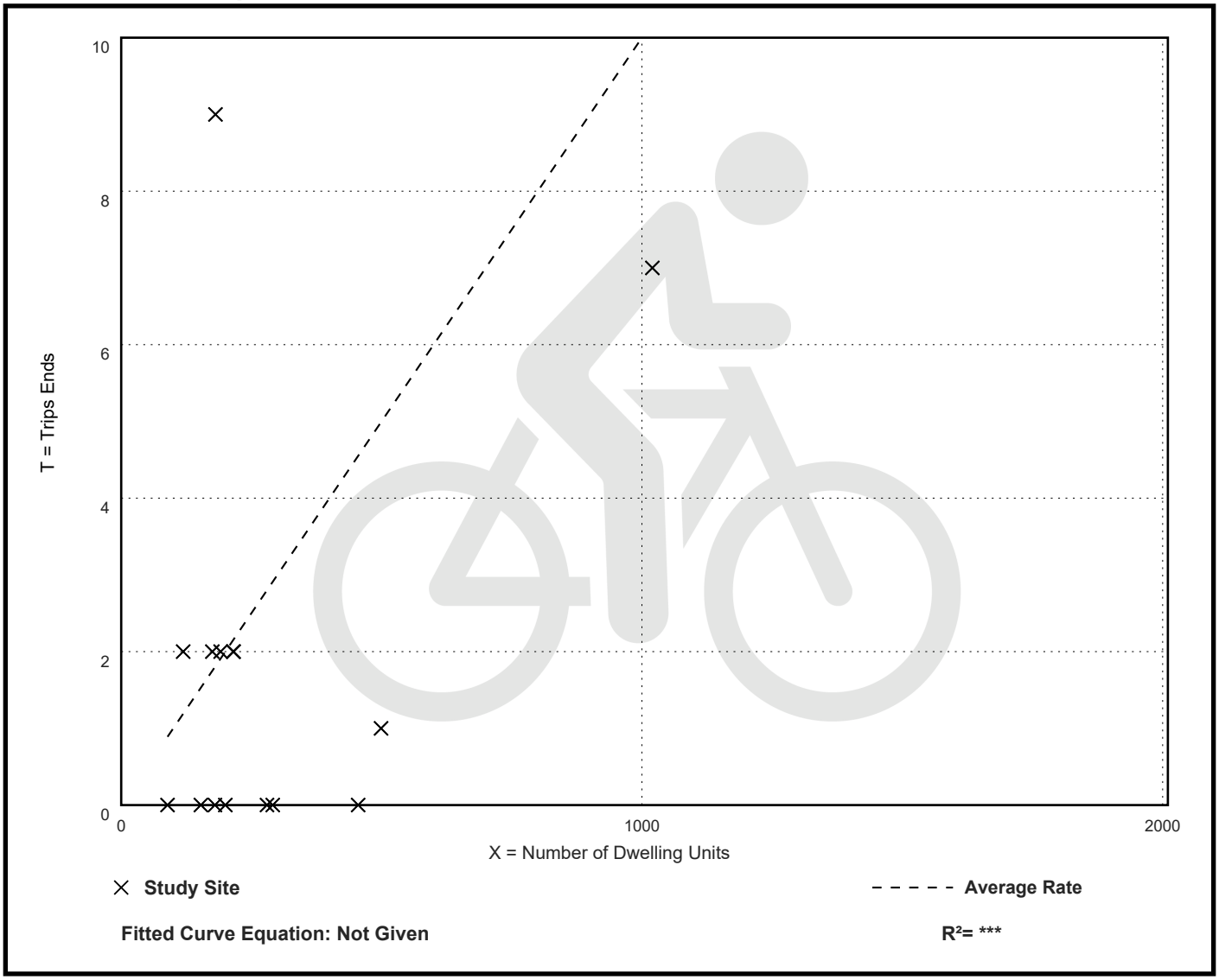
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

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: 74% entering, 26% 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



Fitted Curve Equation: Not Given

R^2= *

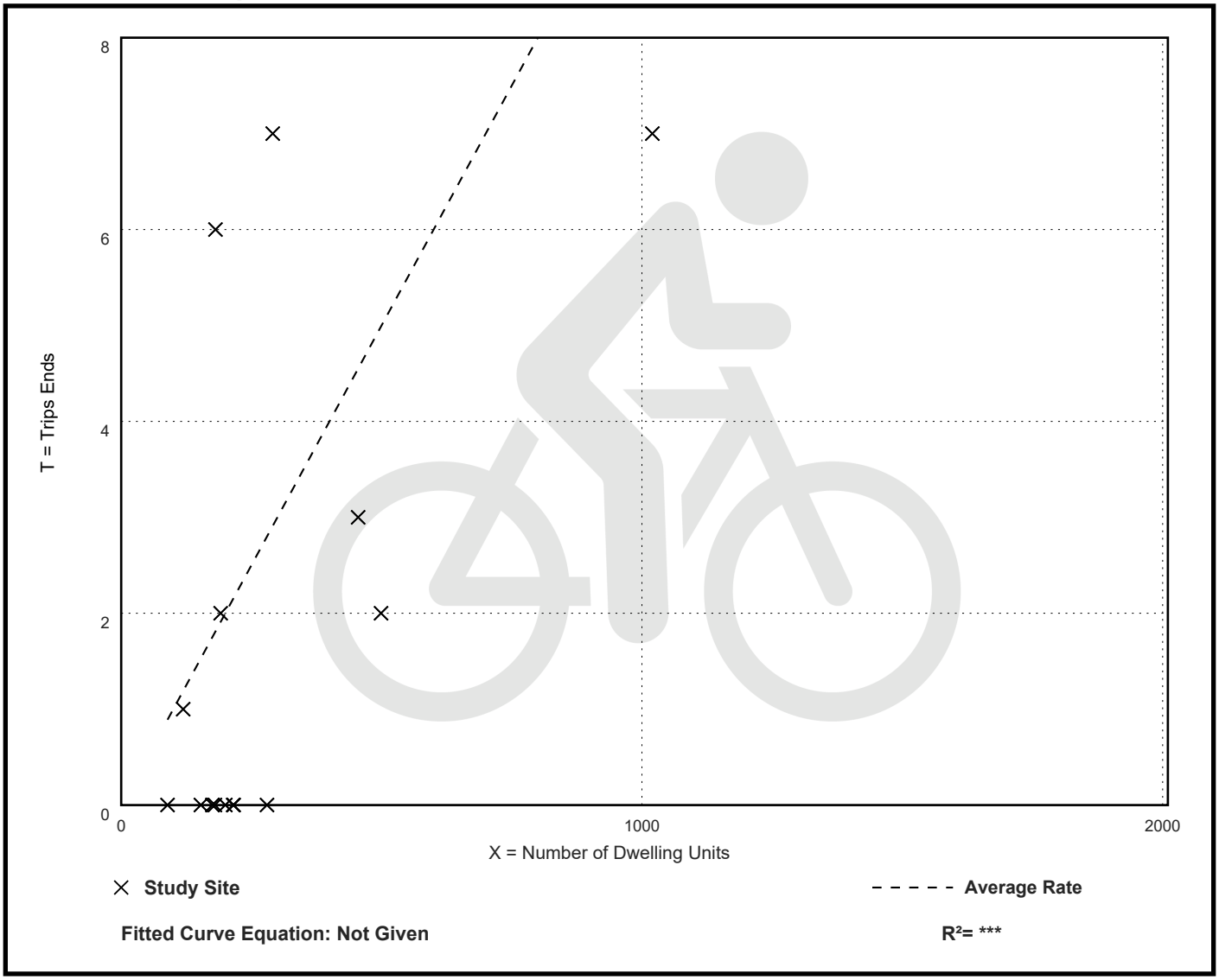
Multifamily Housing (High-Rise)
Not Close to Rail Transit (222)

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: 36% entering, 64% 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)

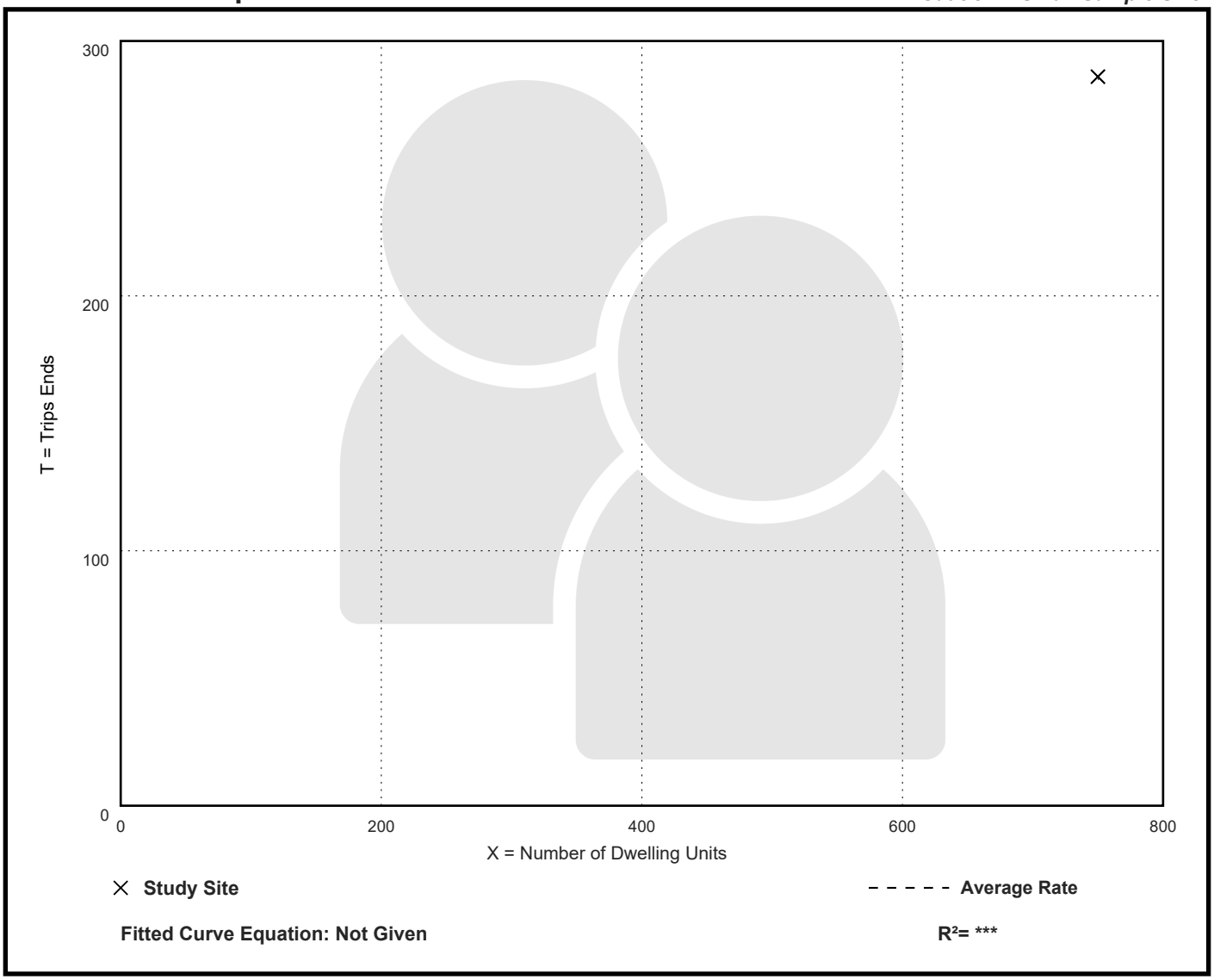
Person Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Dwelling Units: 750
Directional Distribution: 79% entering, 21% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

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

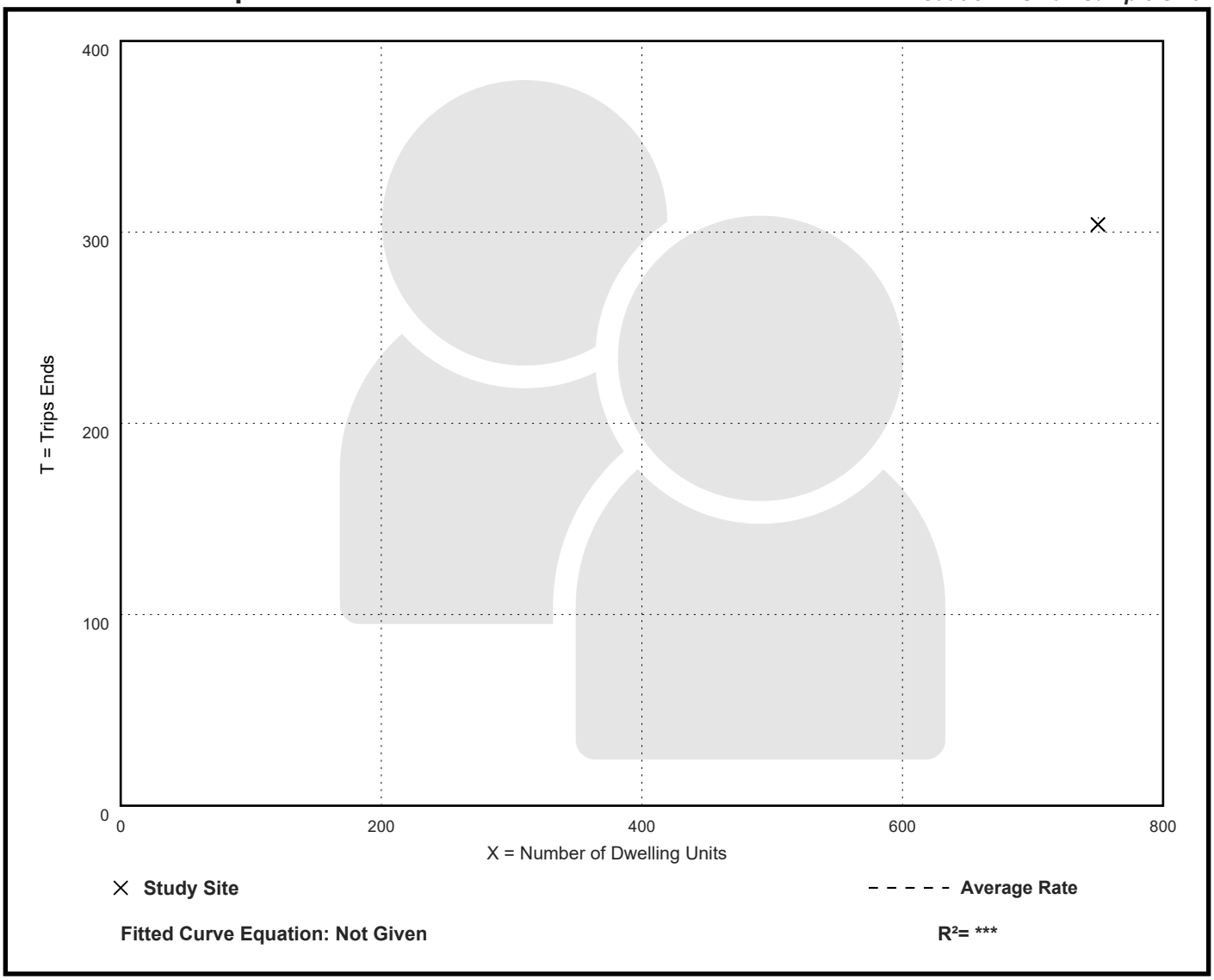
Person Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Dwelling Units: 750
Directional Distribution: 42% entering, 58% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

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

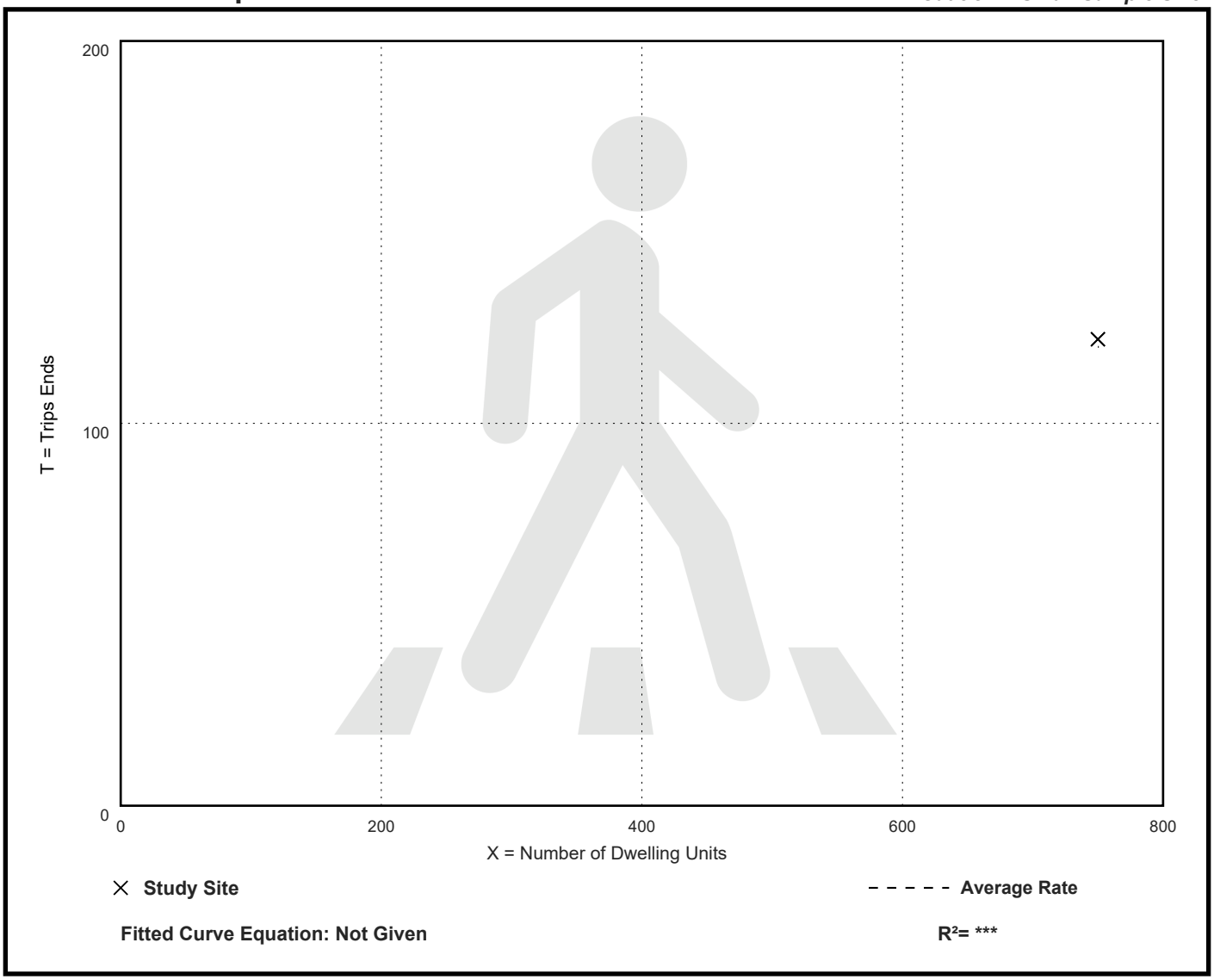
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 750
Directional Distribution: 90% entering, 10% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

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

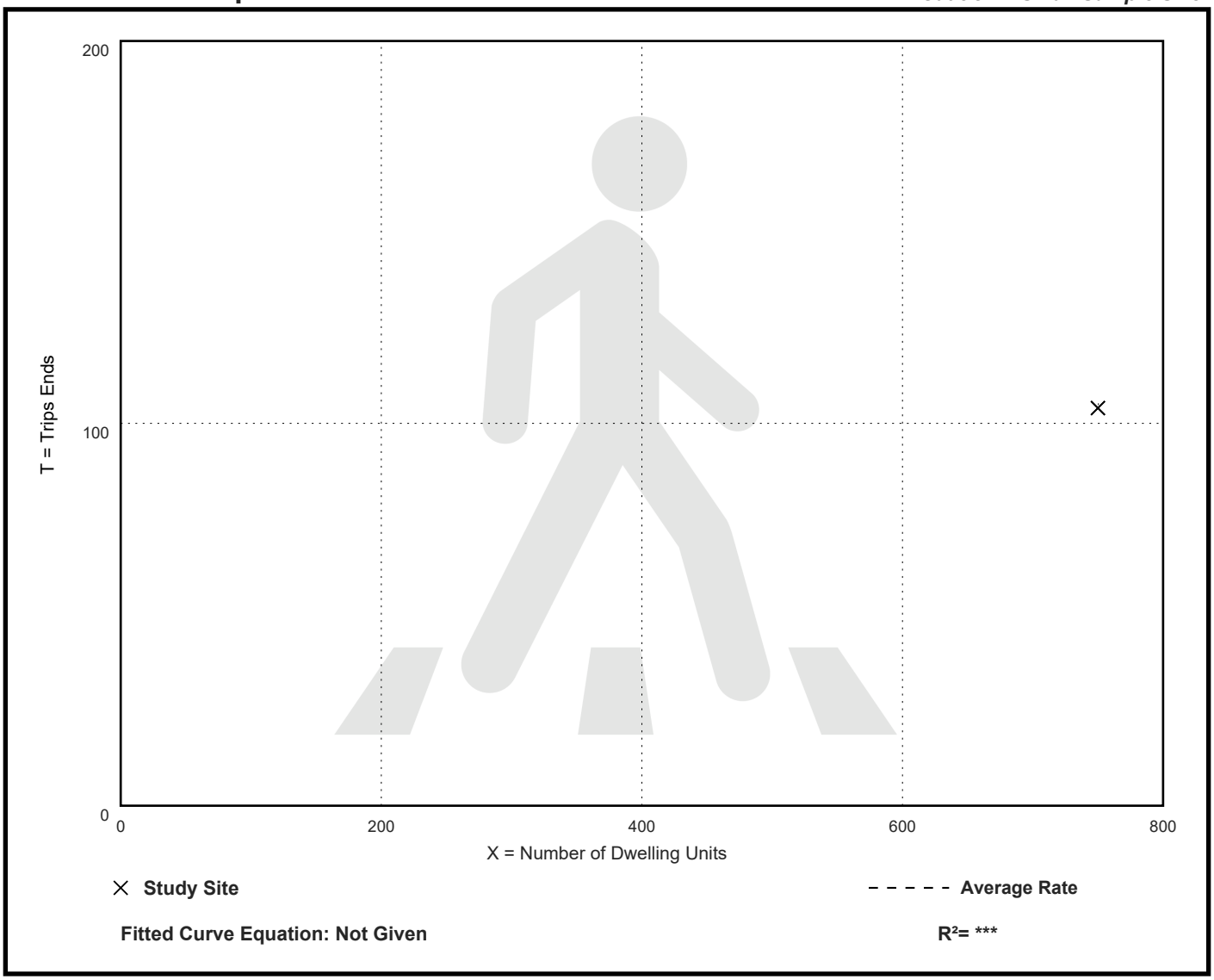
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 750
Directional Distribution: 32% entering, 68% exiting

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



Fitted Curve Equation: Not Given

R^2= *

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

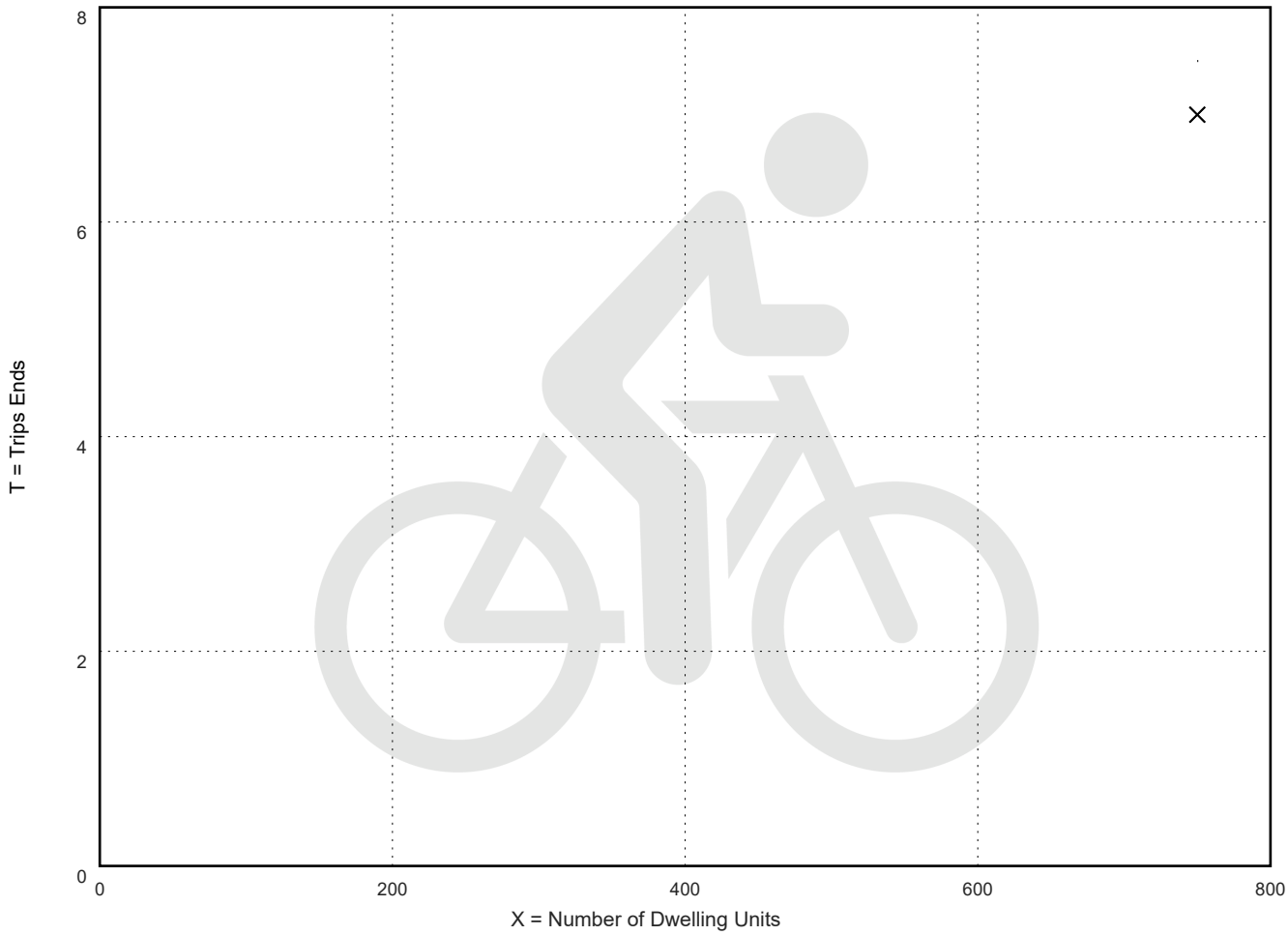
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 750
Directional Distribution: 71% entering, 29% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

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

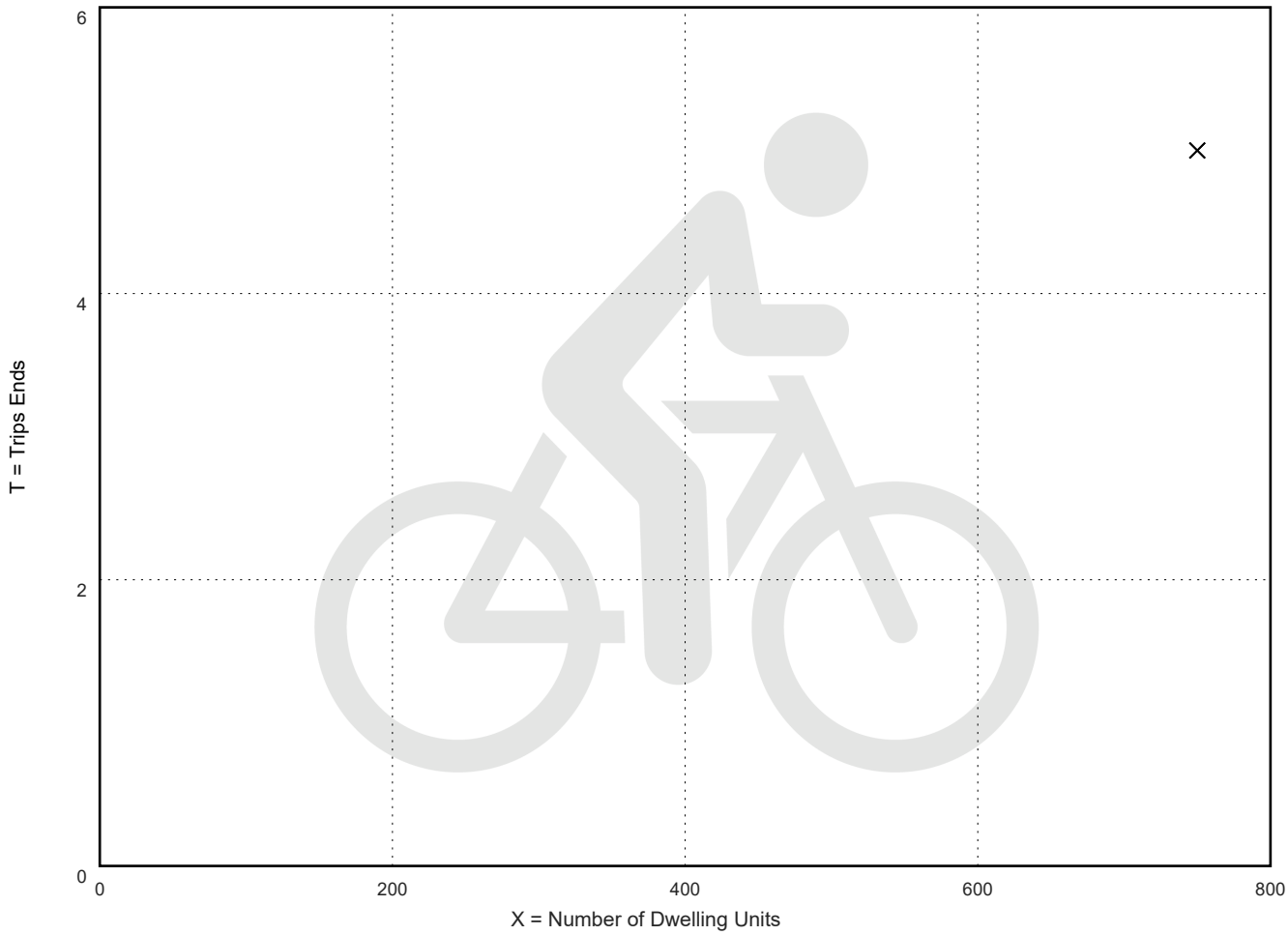
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 750
Directional Distribution: 80% entering, 20% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

Affordable Housing - Income Limits (223)

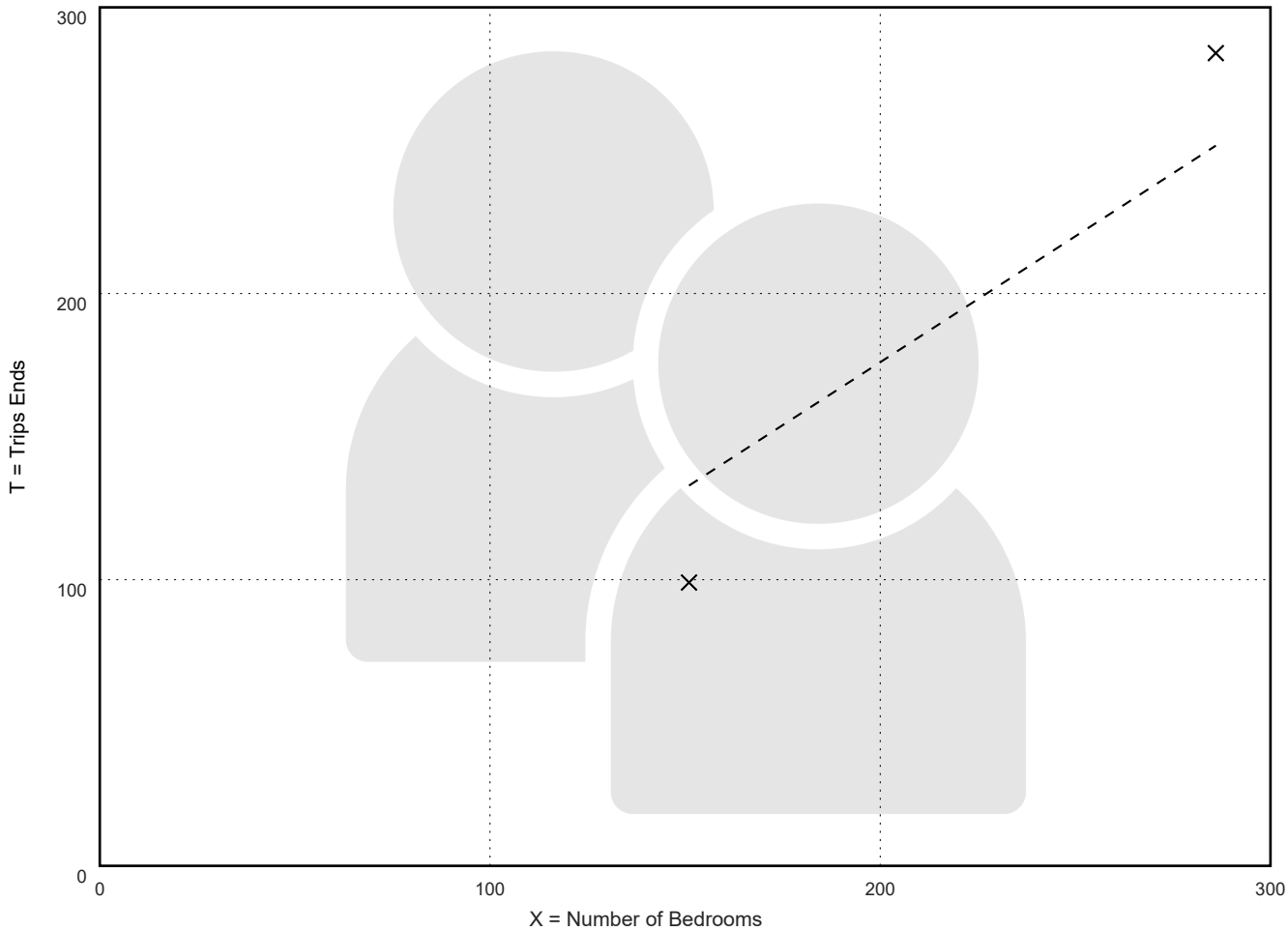
Person Trip Ends vs: Bedrooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Bedrooms: 219
Directional Distribution: Not Available

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



× **Study Site** ----- **Average Rate**

Fitted Curve Equation: Not Given **R^2= ***

Affordable Housing - Income Limits (223)

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

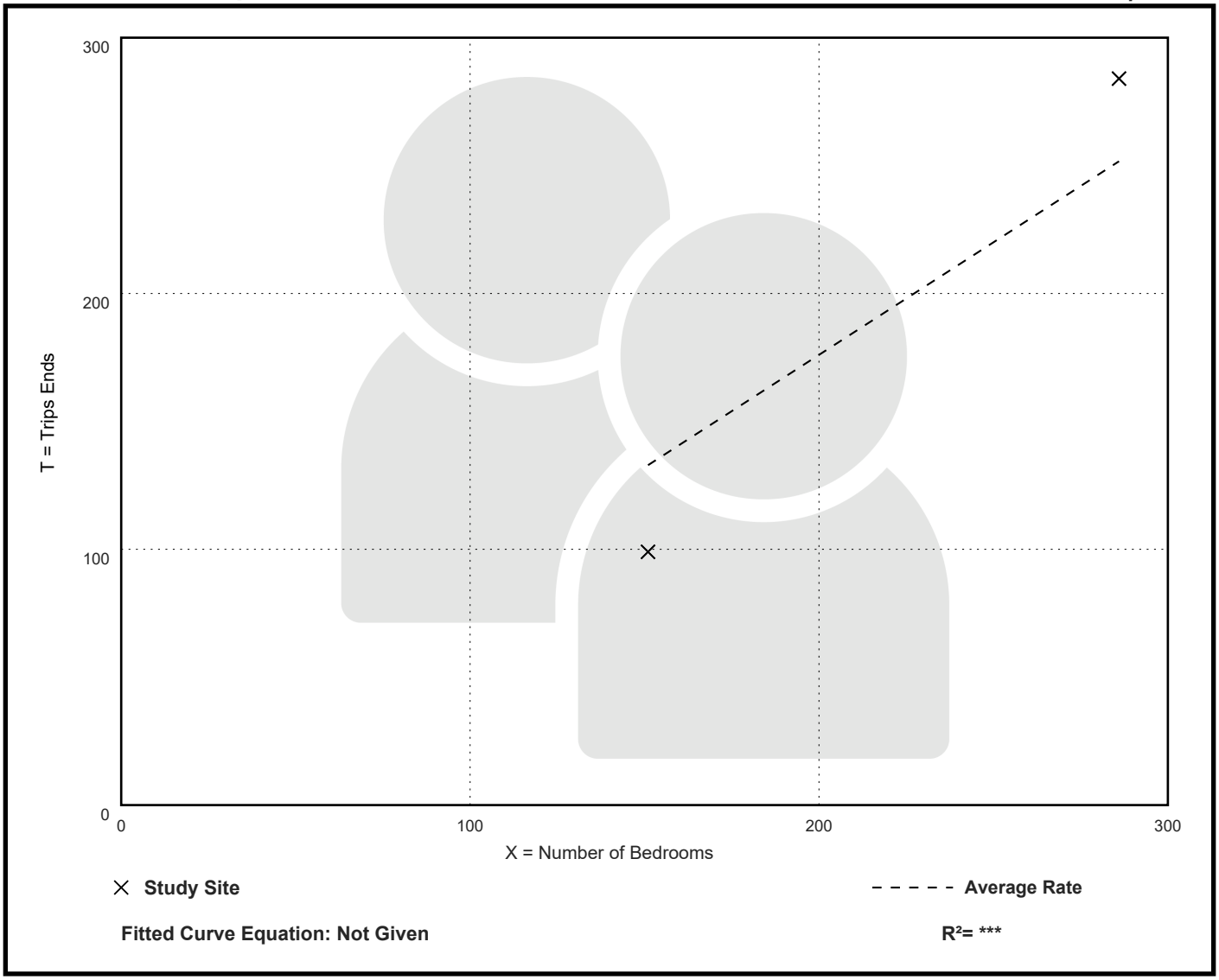
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Bedrooms: 219
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

Affordable Housing - Income Limits (223)

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

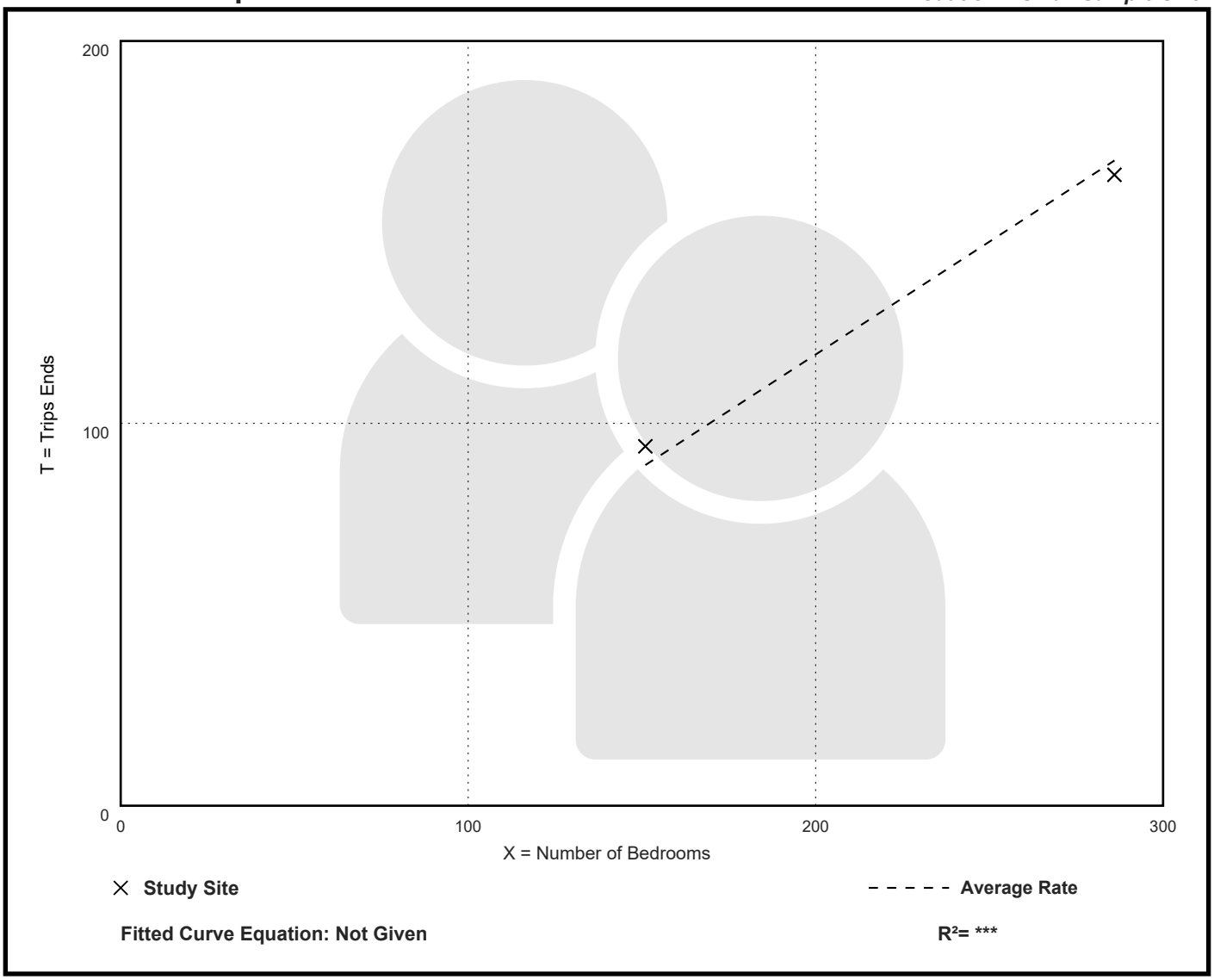
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Bedrooms: 219
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

Affordable Housing - Income Limits (223)

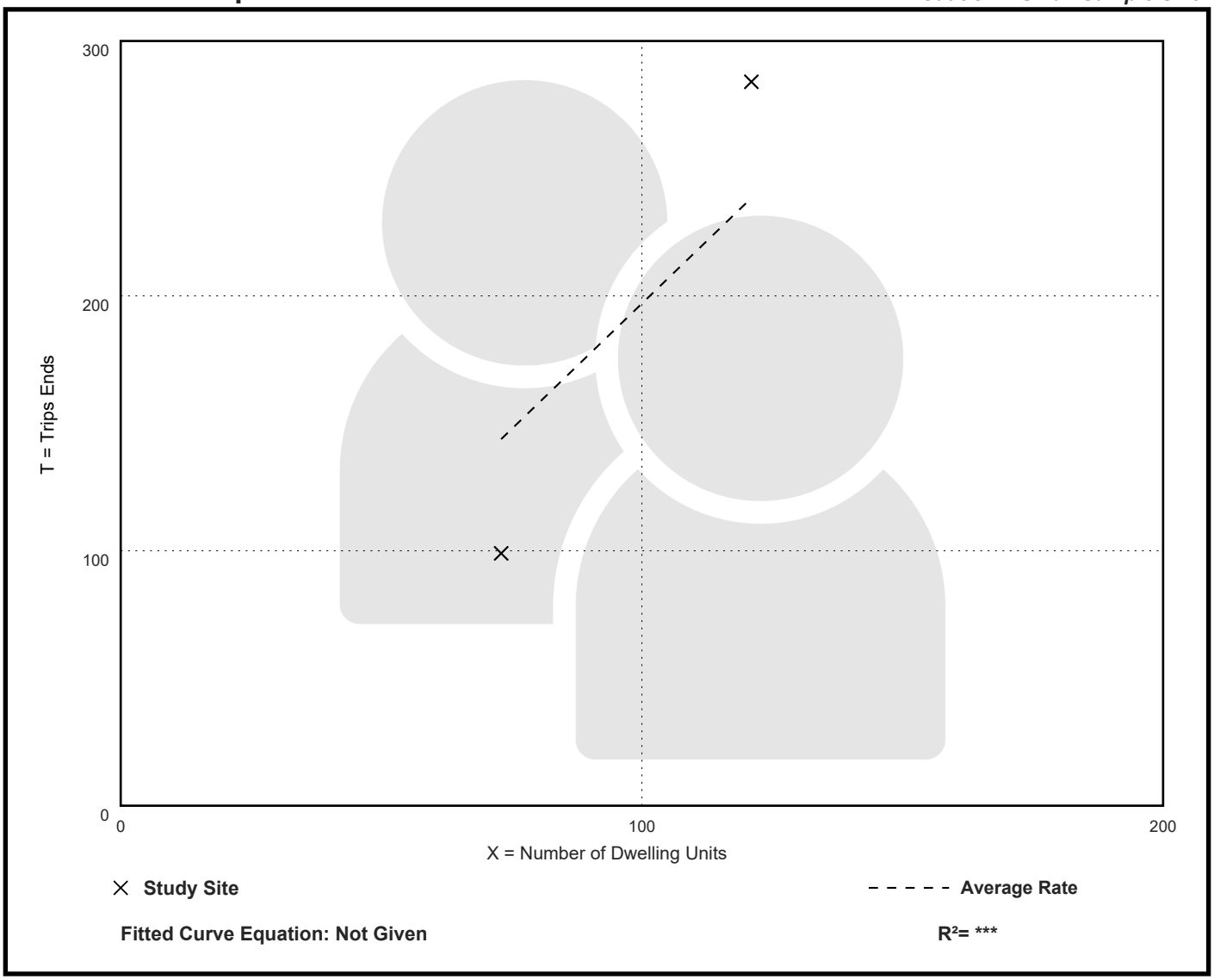
Person Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 97
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.97	1.36 - 2.35	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Affordable Housing - Income Limits (223)

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

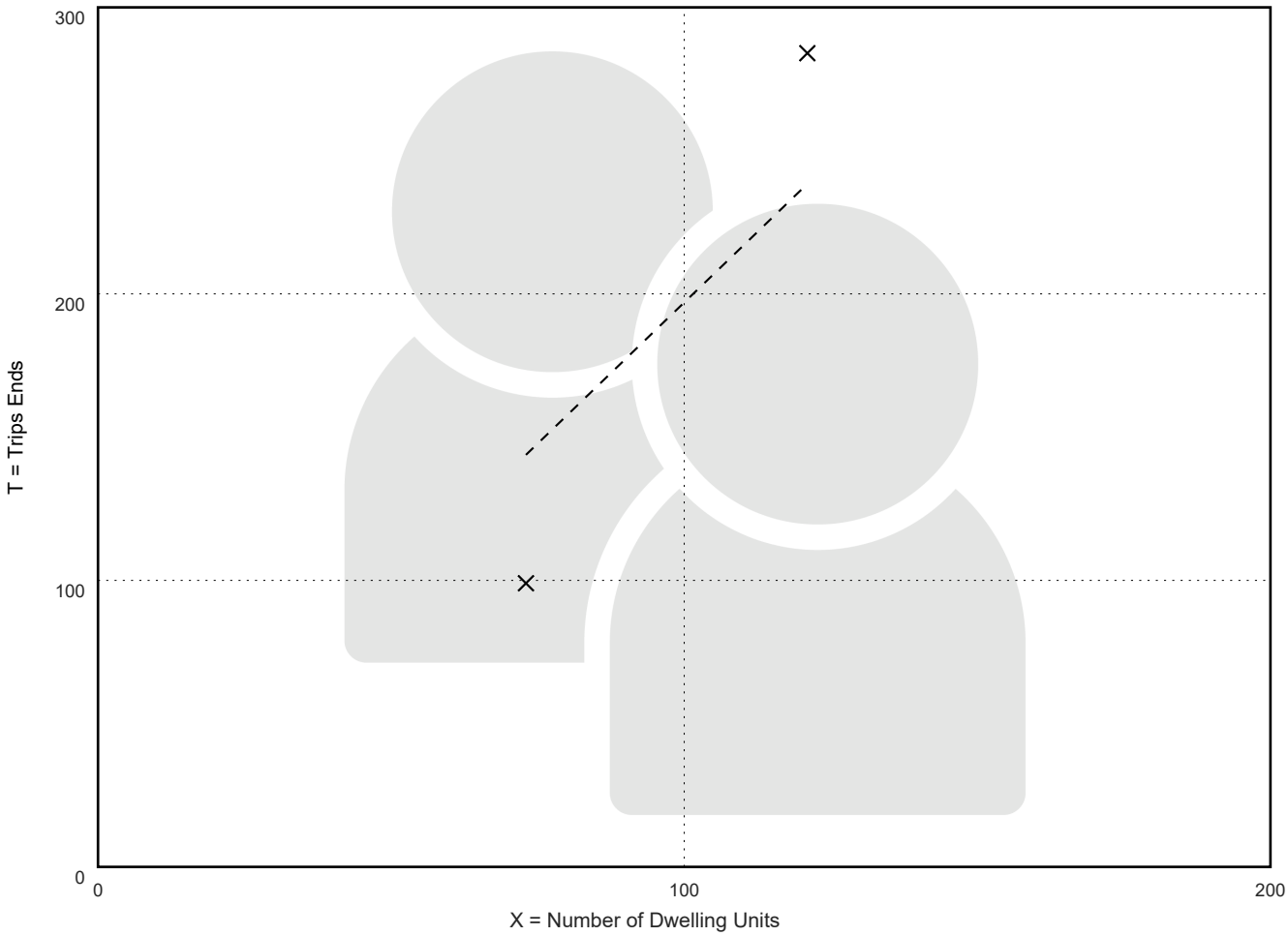
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 97
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.97	1.36 - 2.35	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Affordable Housing - Income Limits (223)

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

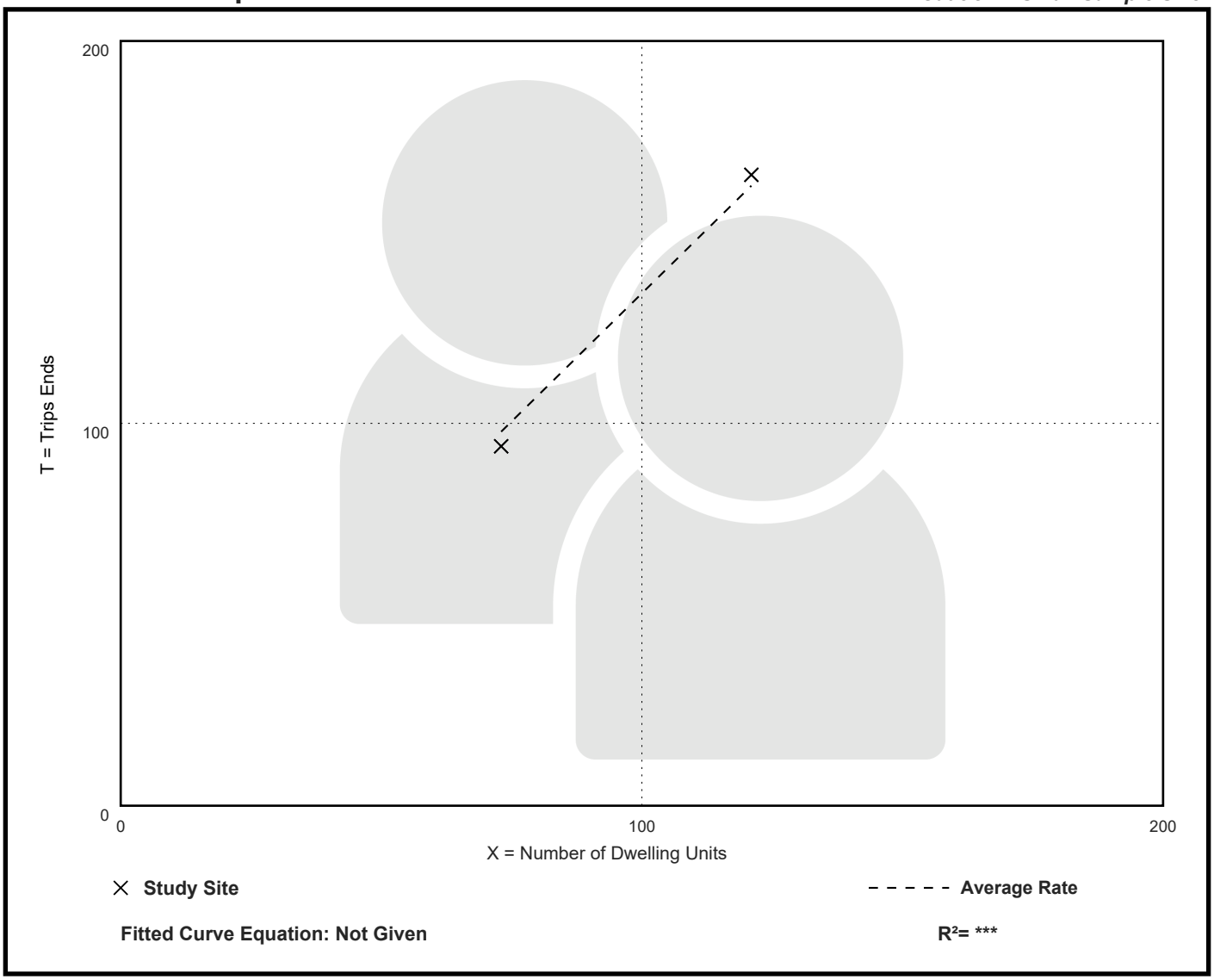
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 97
Directional Distribution: Not Available

Person Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.34	1.29 - 1.36	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

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

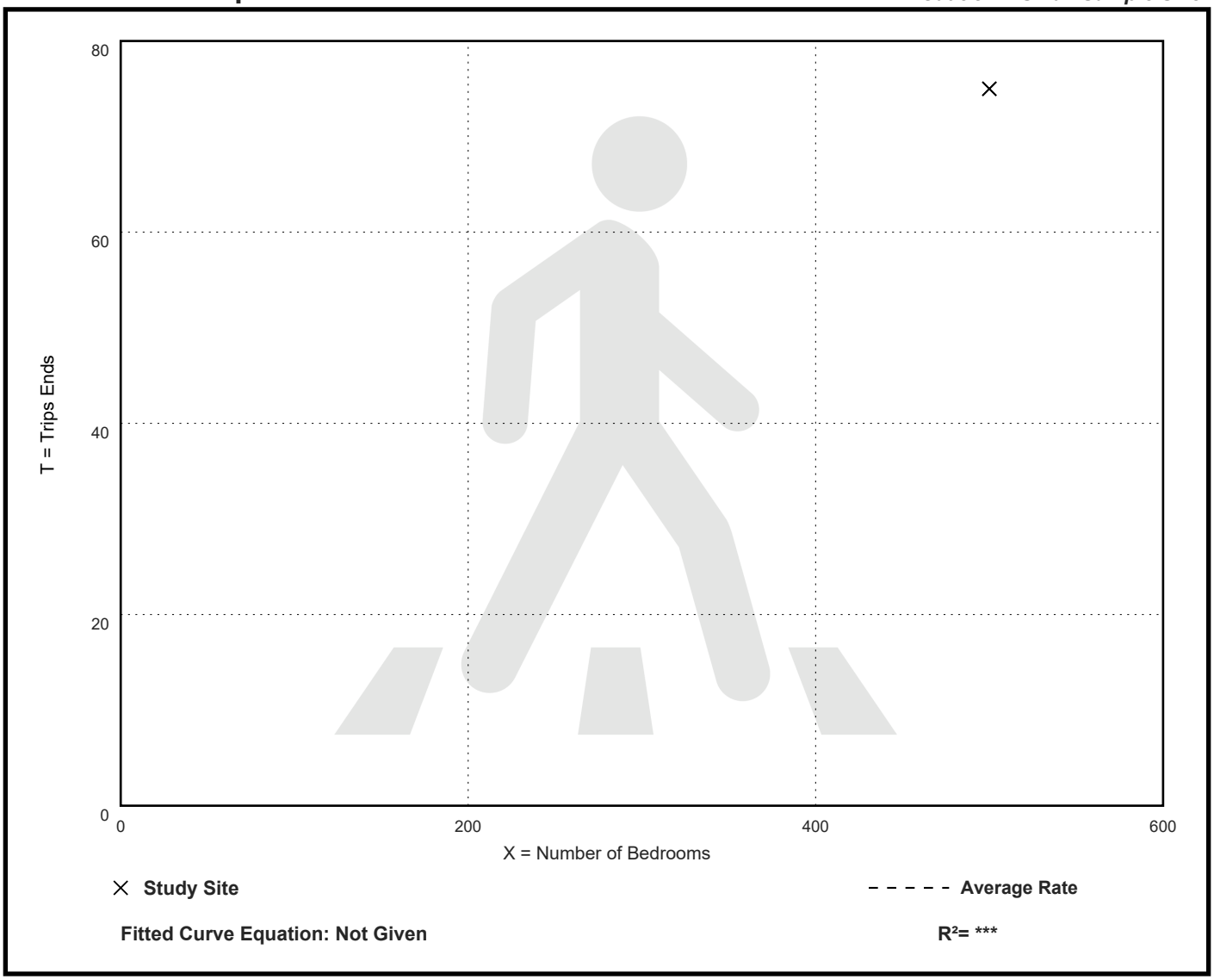
Walk Trip Ends vs: Bedrooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 500
Directional Distribution: 19% entering, 81% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

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

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

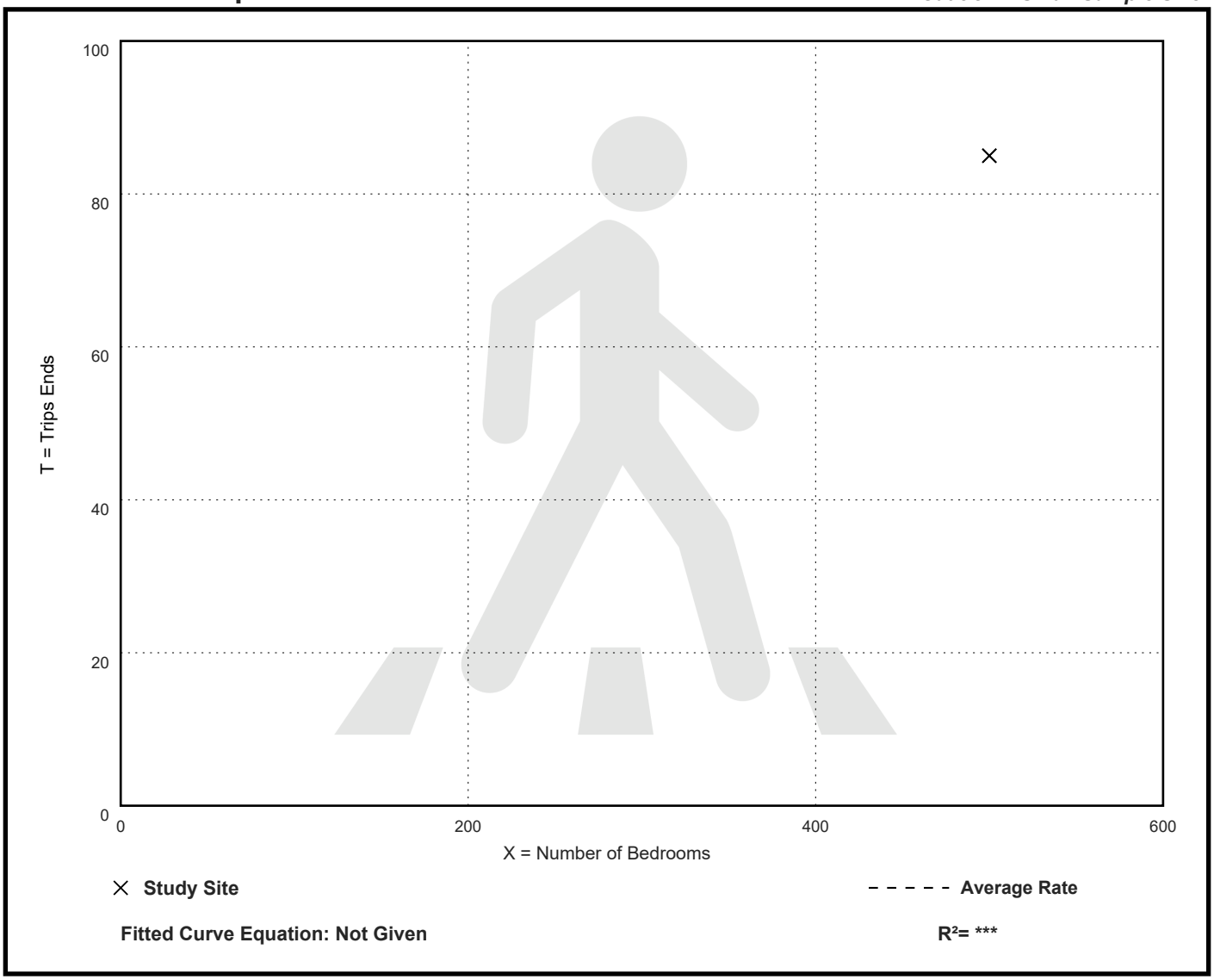
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 500
Directional Distribution: 36% entering, 64% exiting

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



Fitted Curve Equation: Not Given

R^2= *

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

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

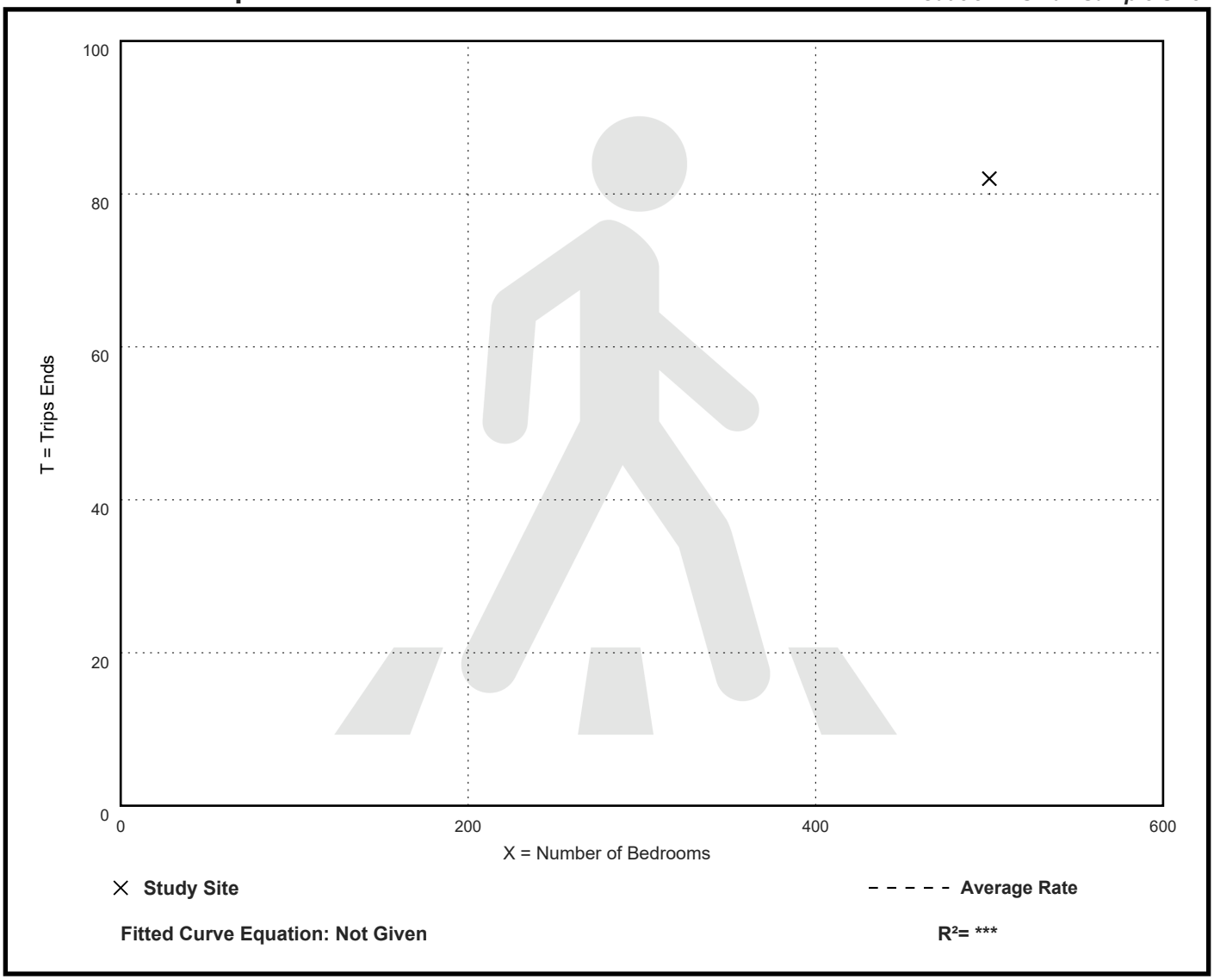
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 500
Directional Distribution: 66% entering, 34% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

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

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

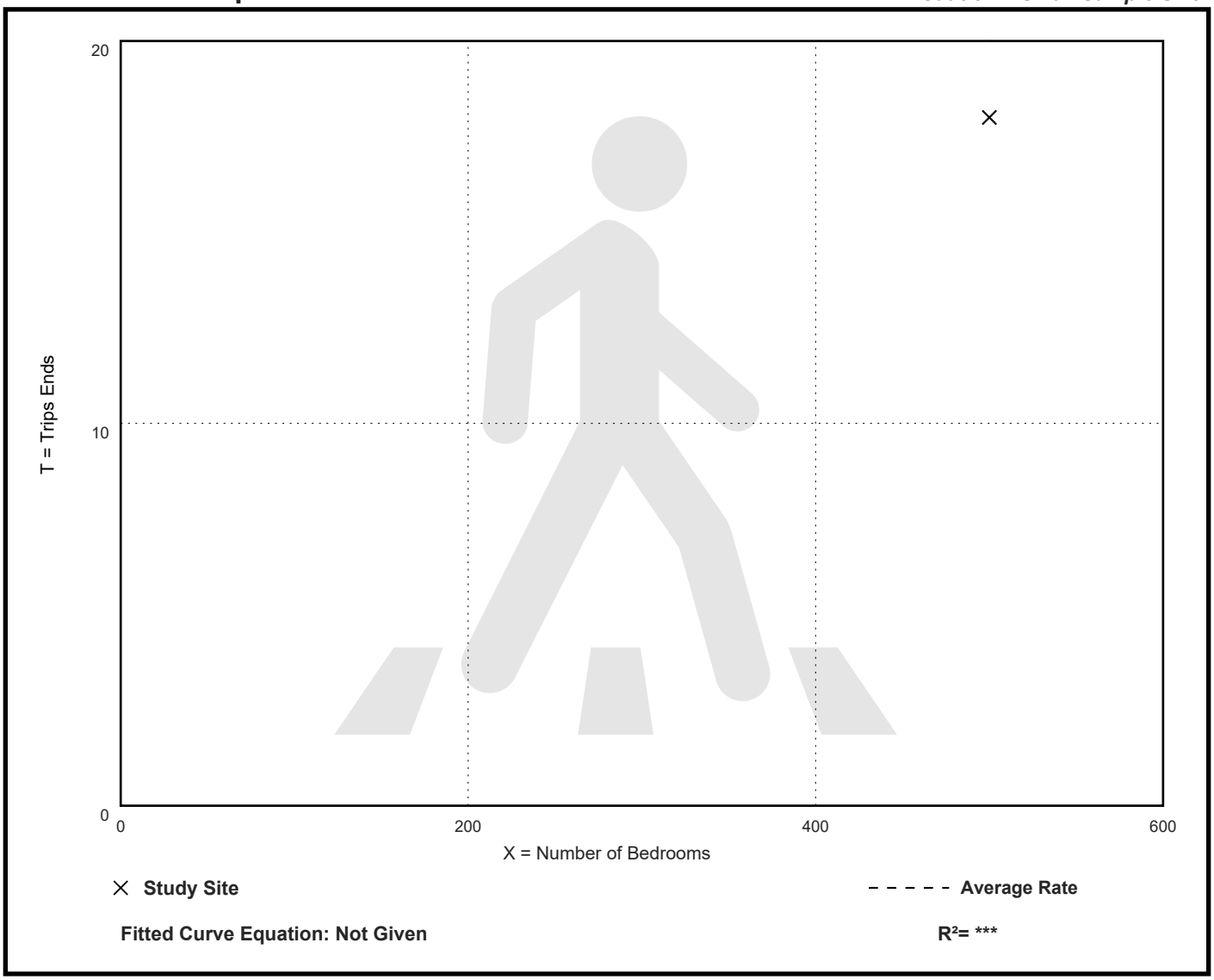
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 500
Directional Distribution: 17% entering, 83% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

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

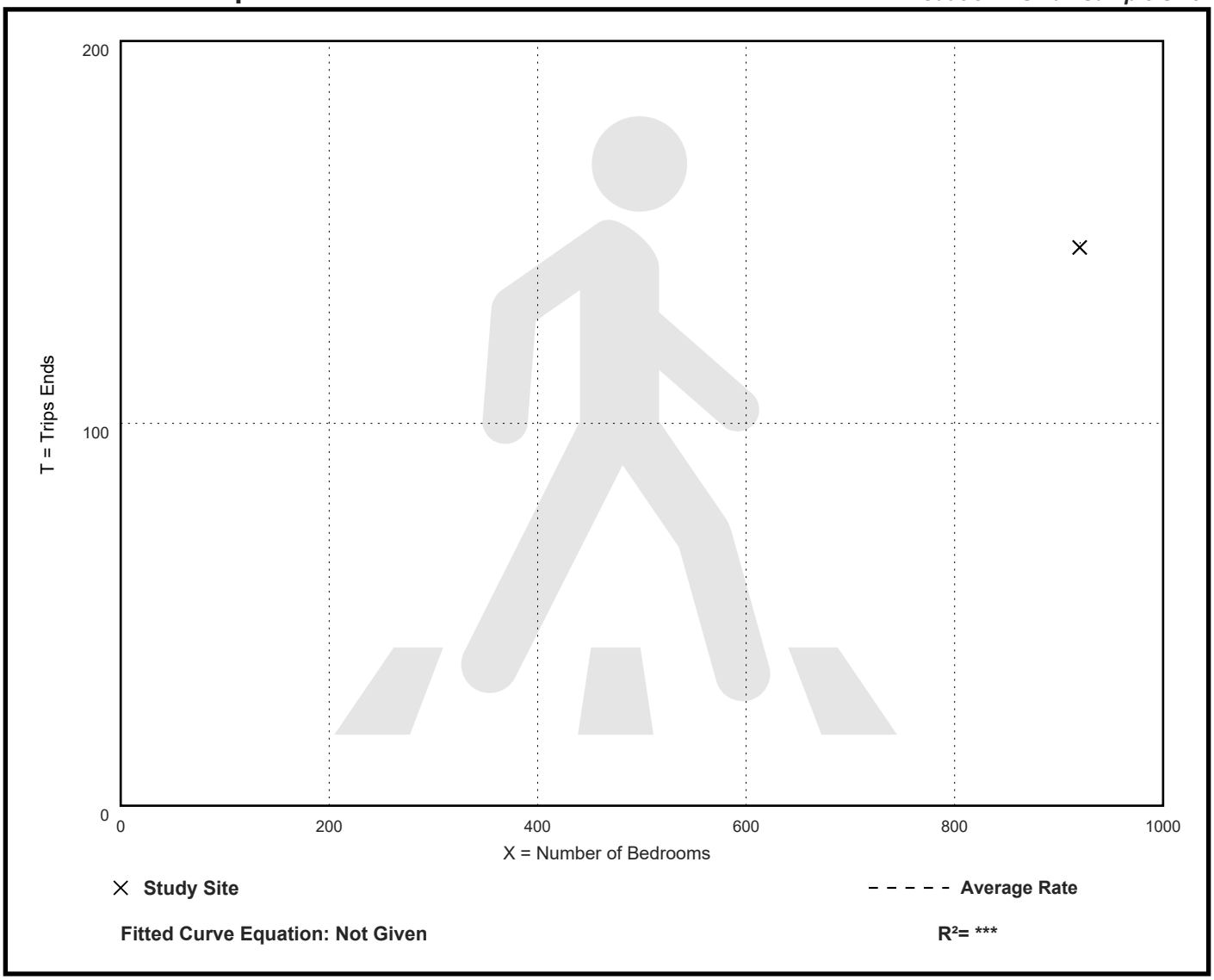
Walk Trip Ends vs: Bedrooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 920
Directional Distribution: 12% entering, 88% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

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

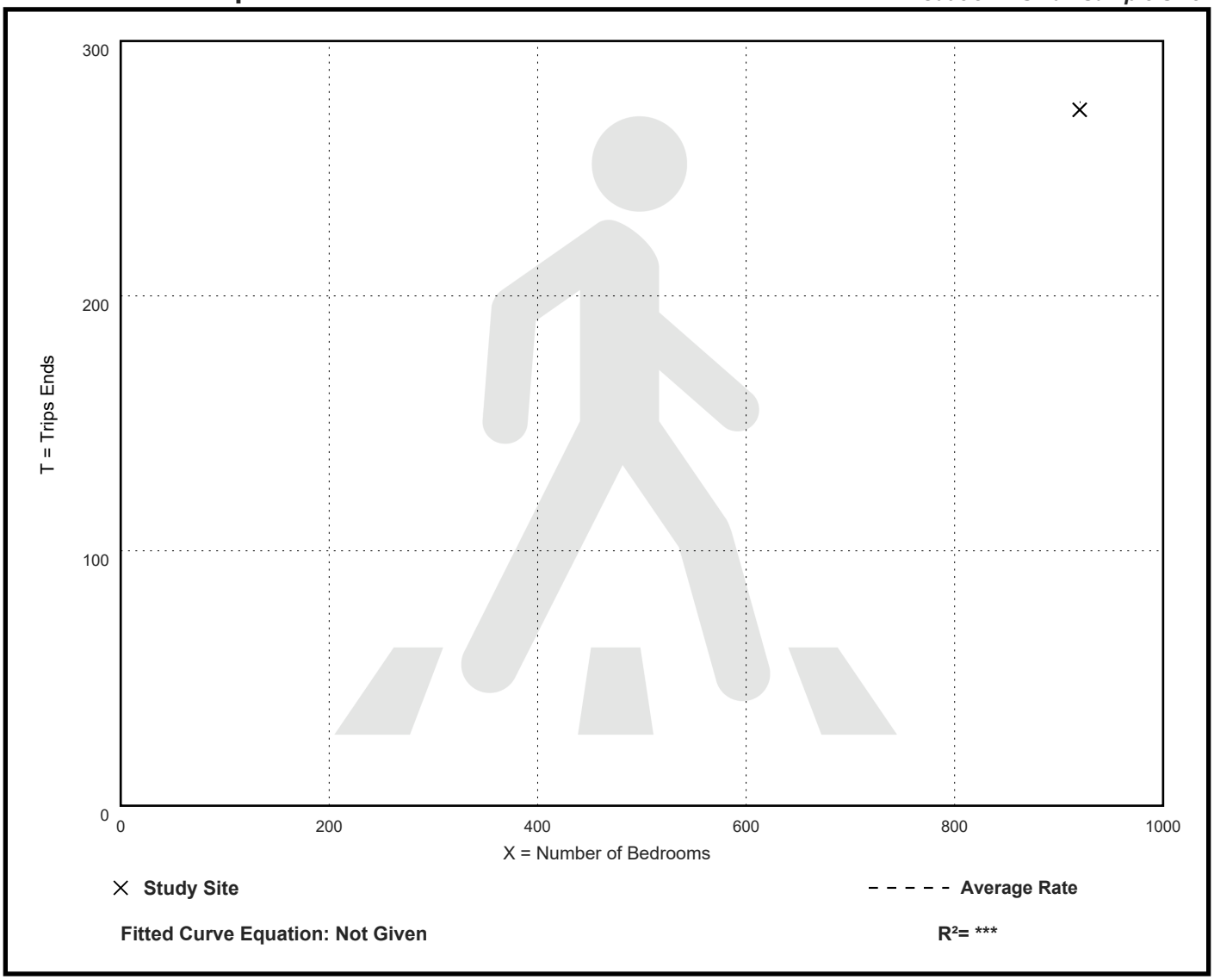
Walk Trip Ends vs: Bedrooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 920
Directional Distribution: 51% entering, 49% exiting

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



Fitted Curve Equation: Not Given

R^2= *

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

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

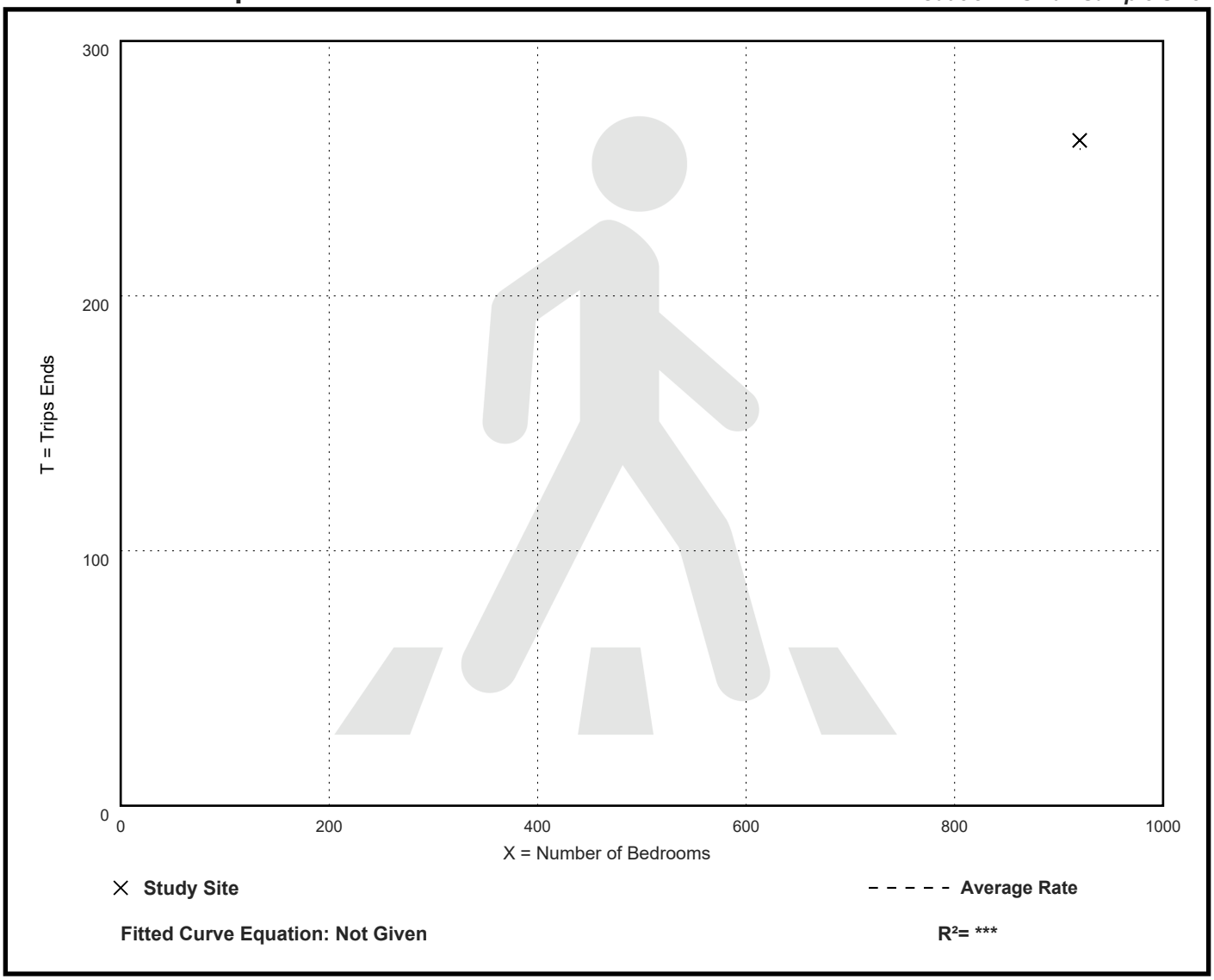
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 920
Directional Distribution: 34% entering, 66% exiting

Walk Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.28	0.28 - 0.28	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

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

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

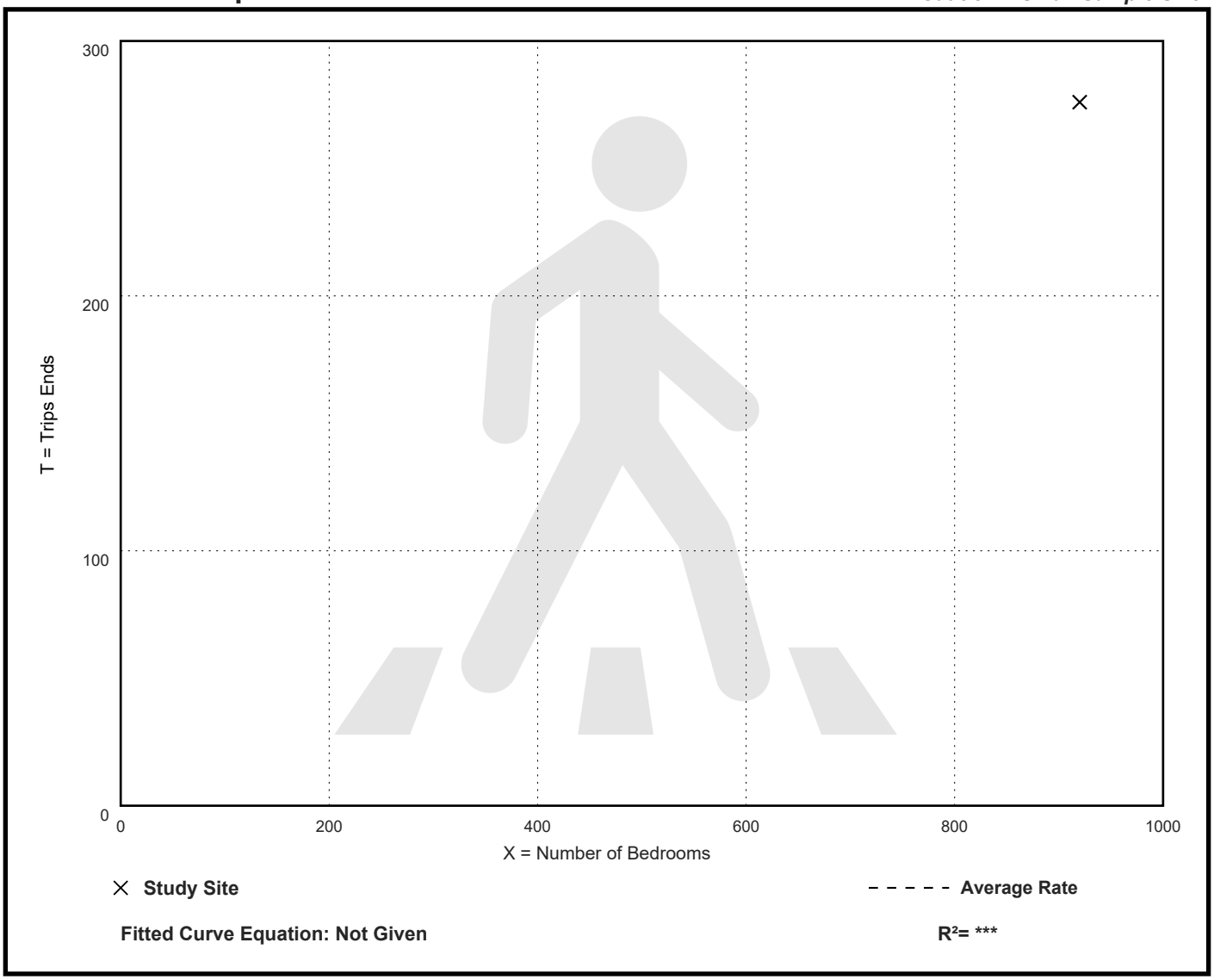
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Bedrooms: 920
Directional Distribution: 51% entering, 49% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

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

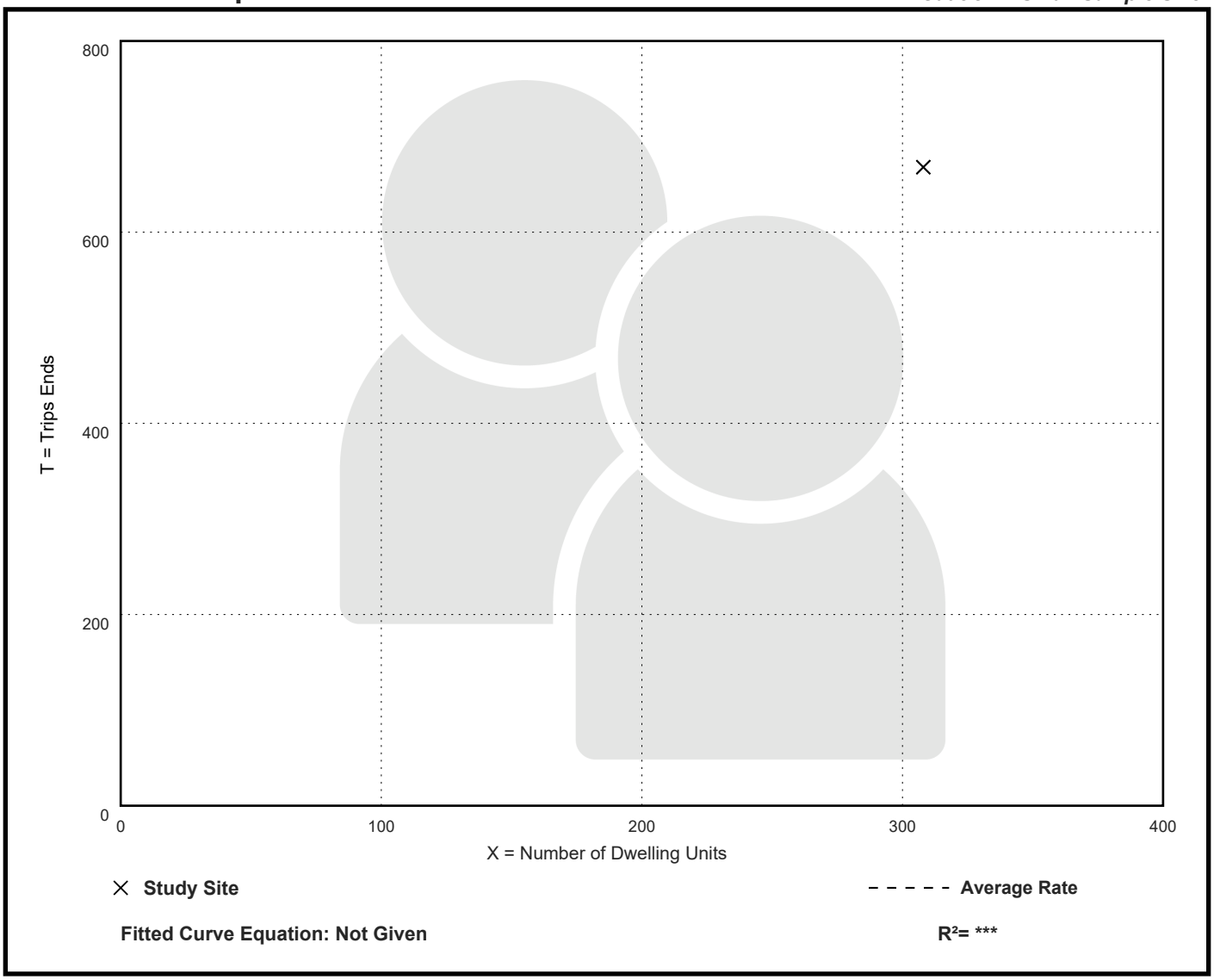
Person Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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)

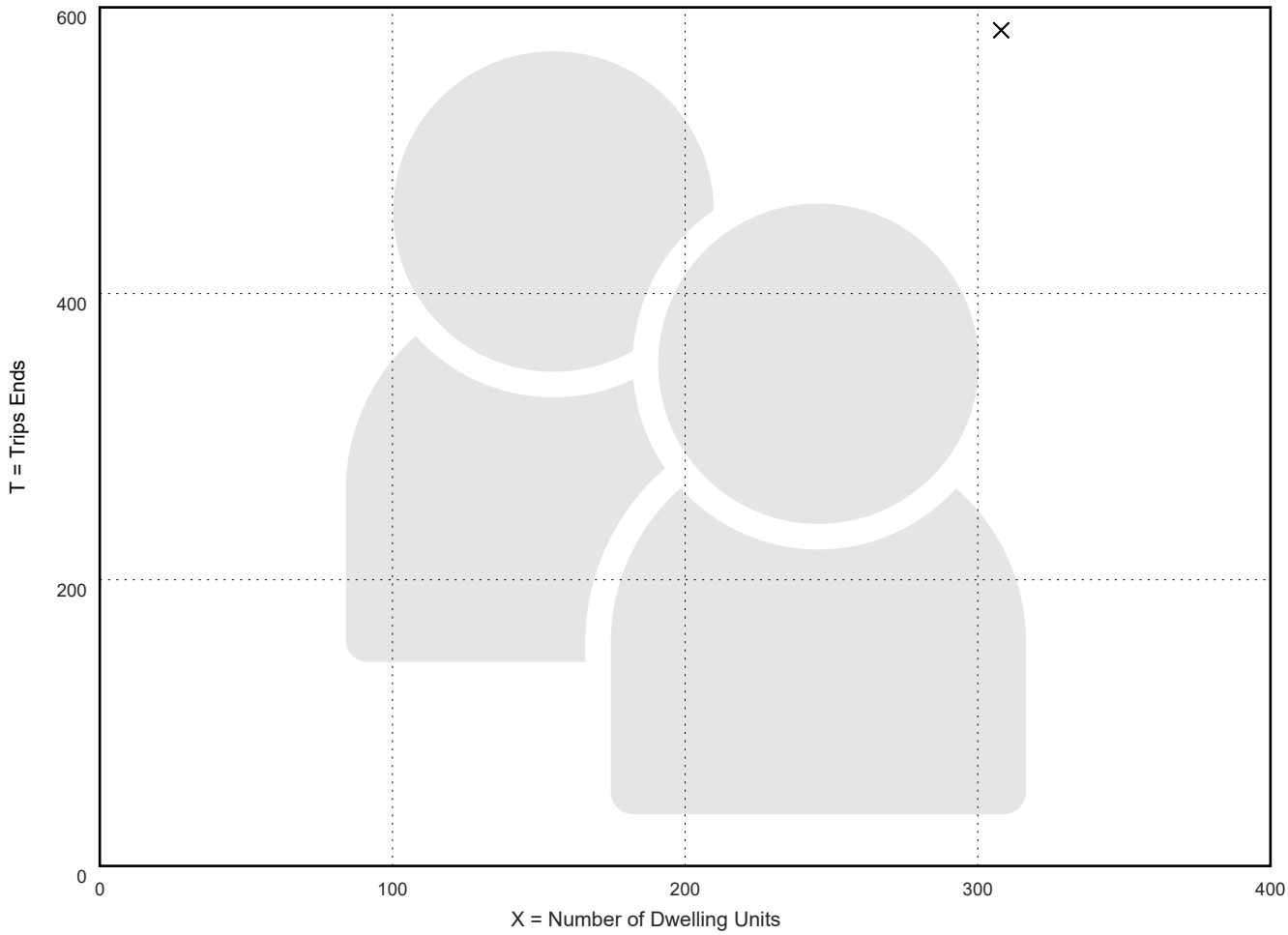
Person Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

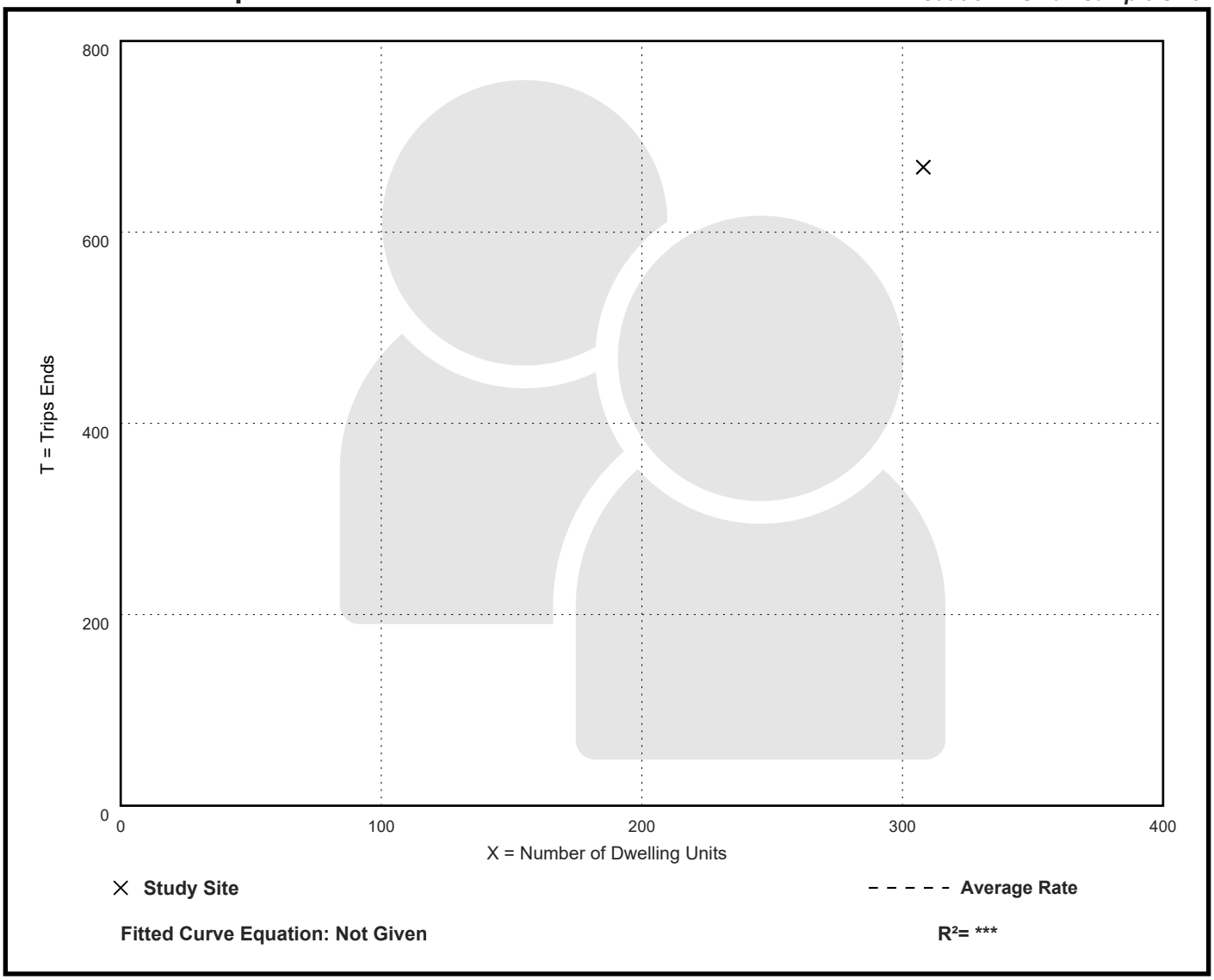
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

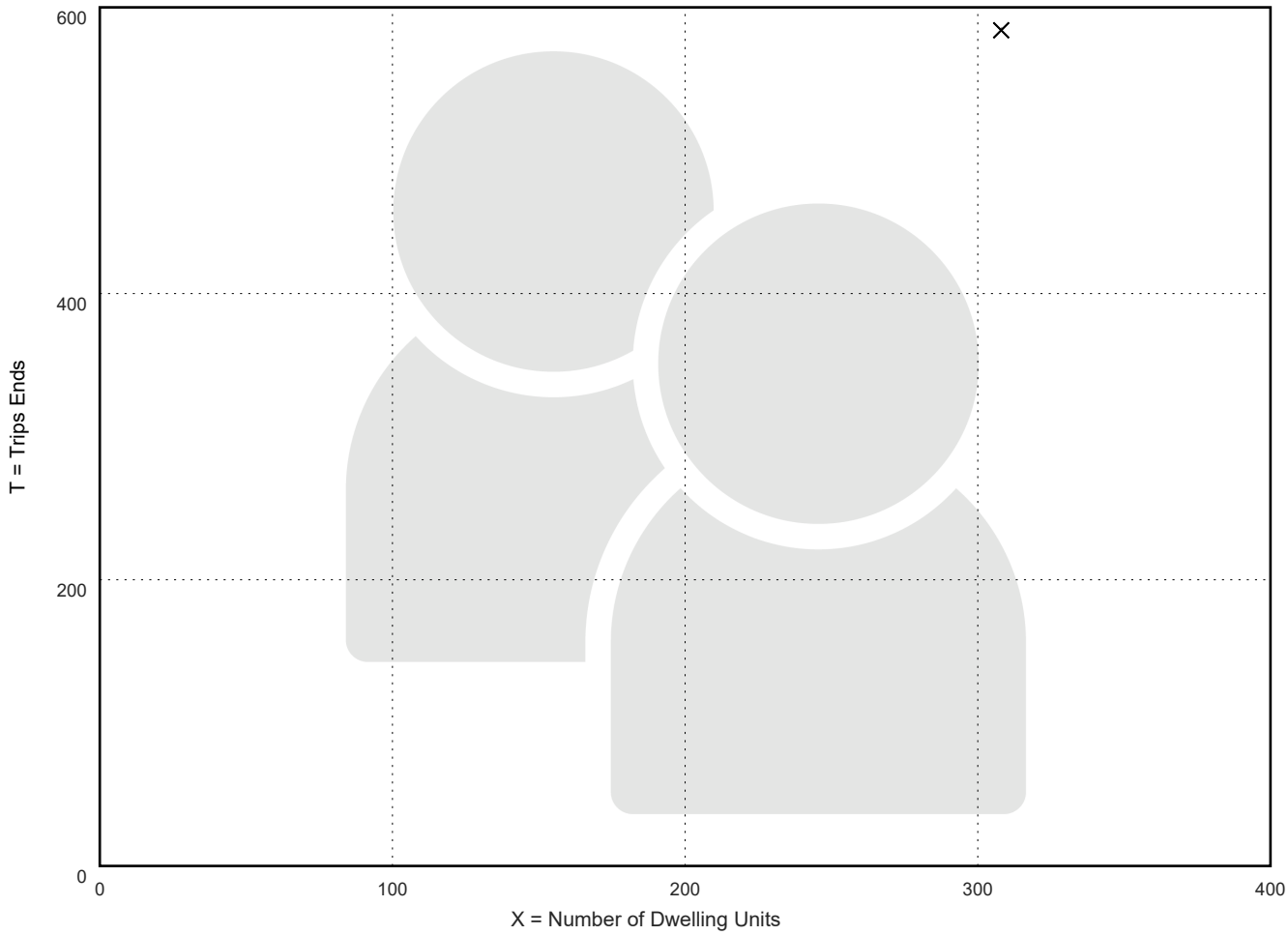
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

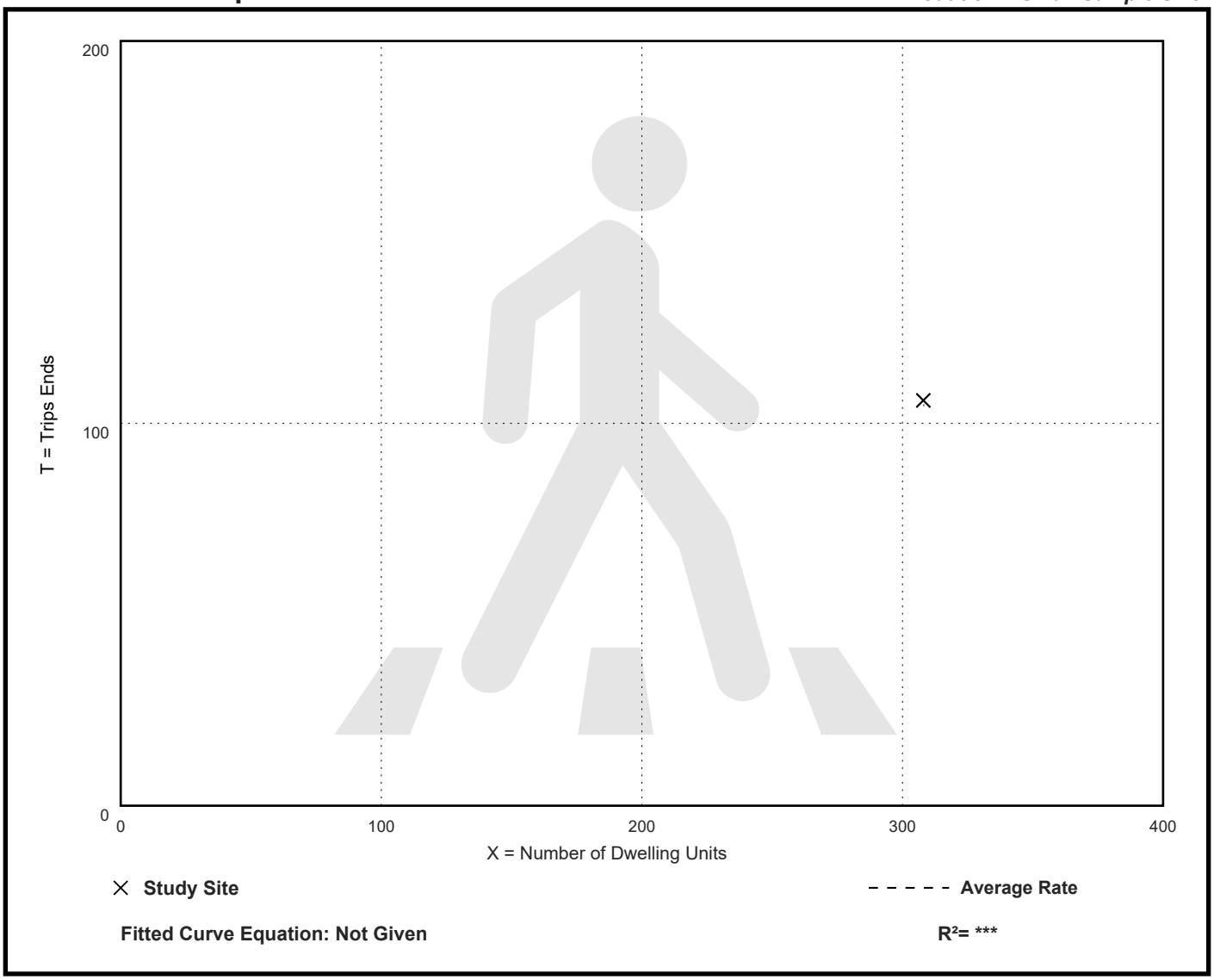
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

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: 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

Fitted Curve Equation: Not Given

R^2= *

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

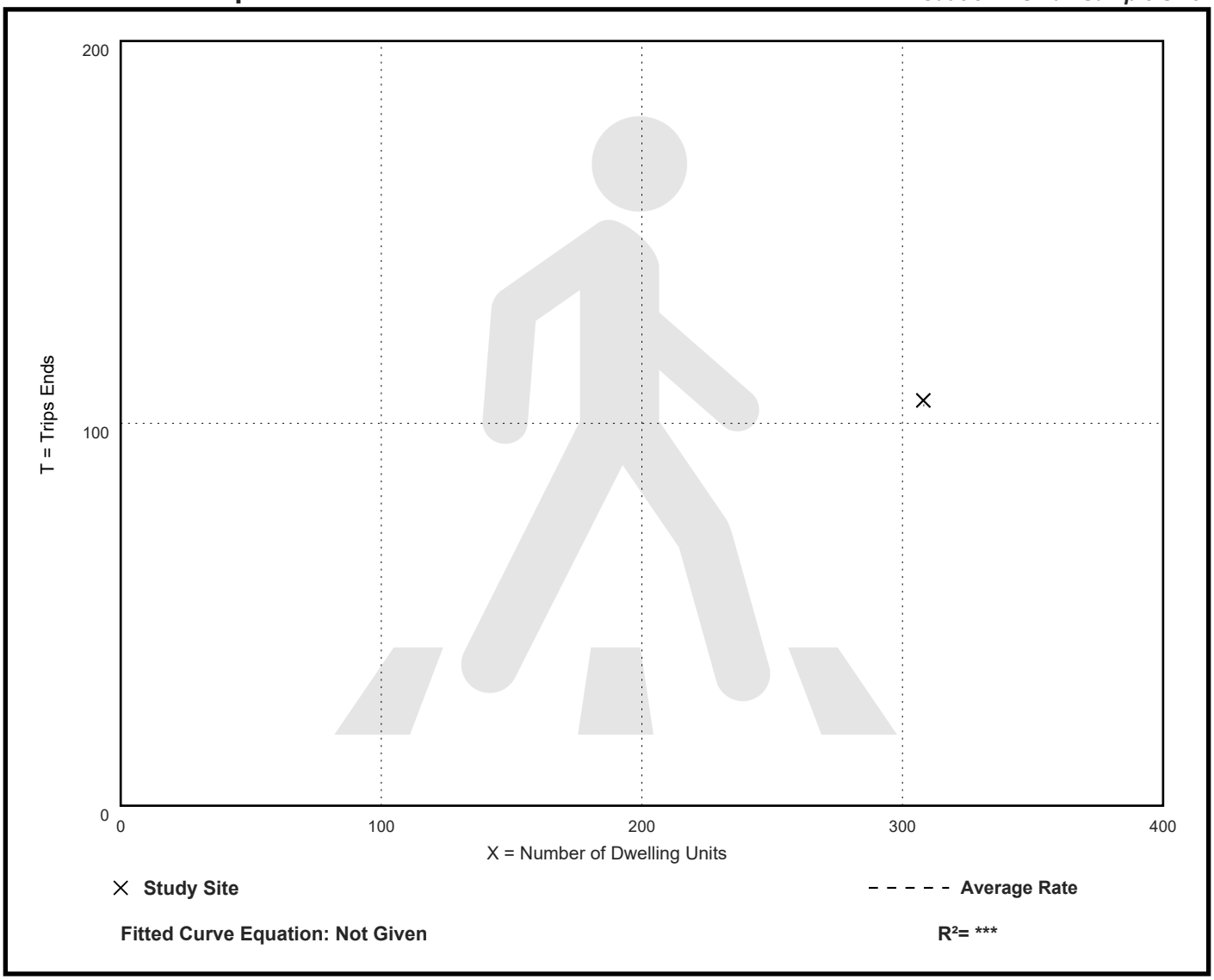
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

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

Fitted Curve Equation: Not Given

R^2= *

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

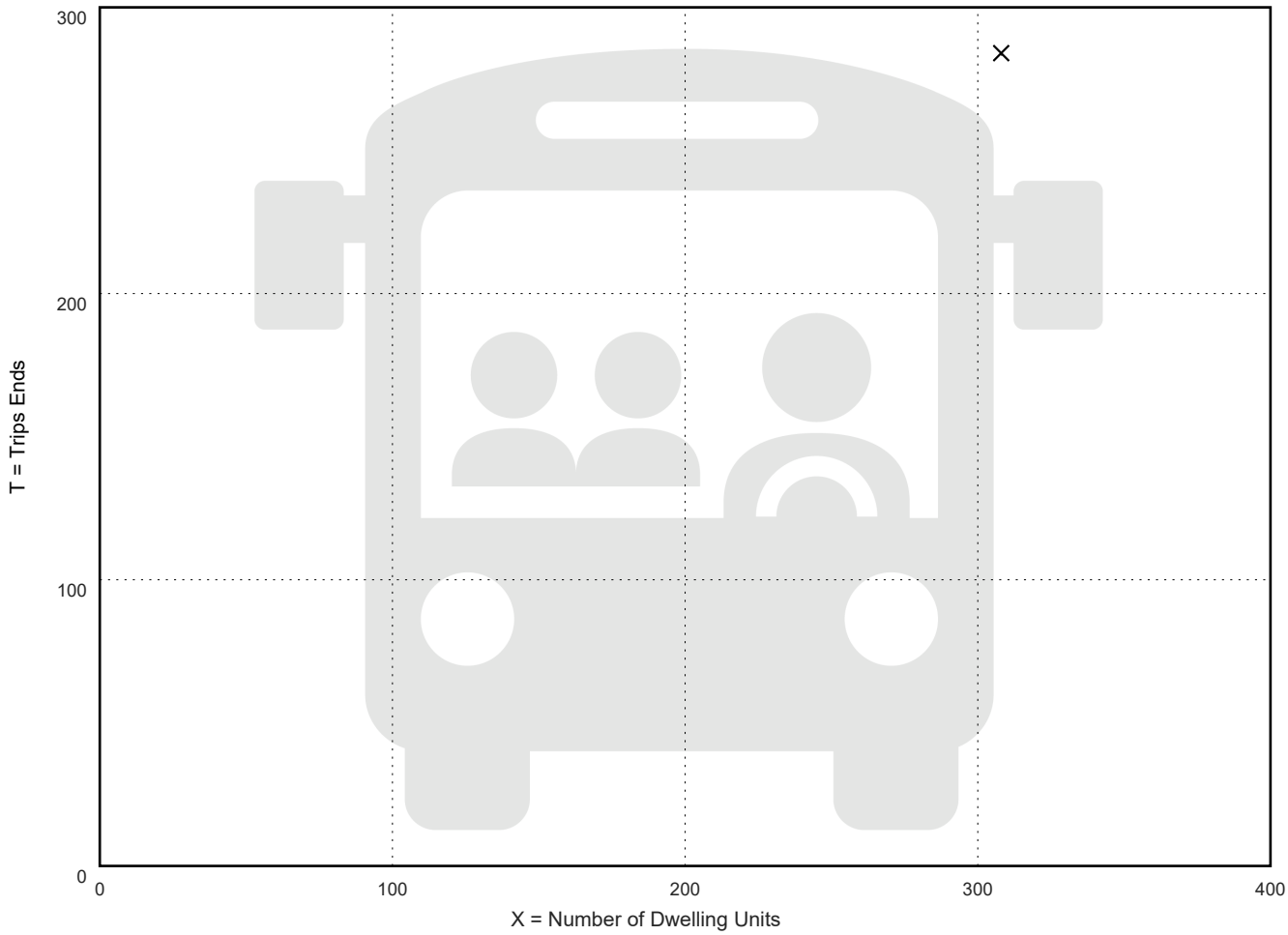
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

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

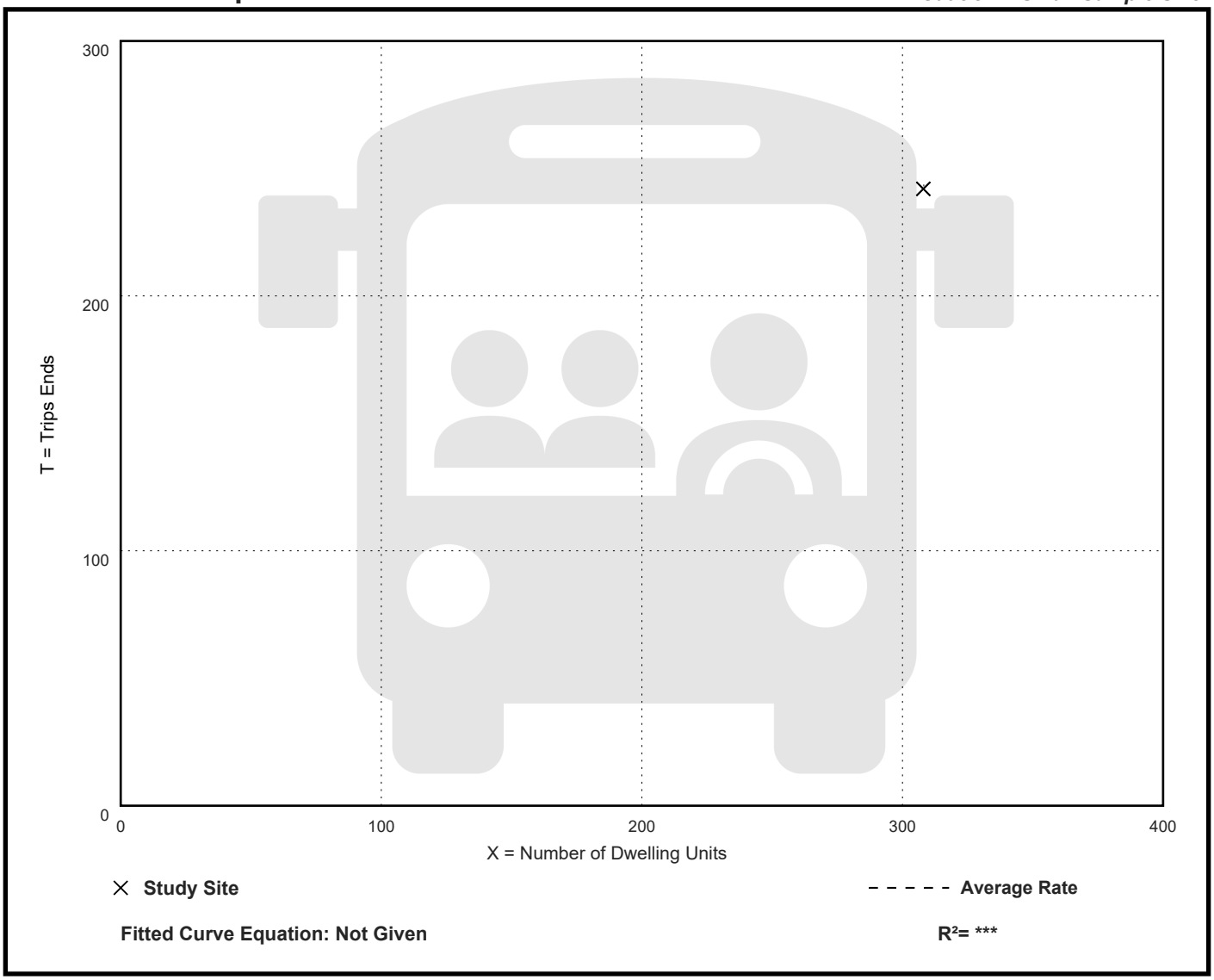
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

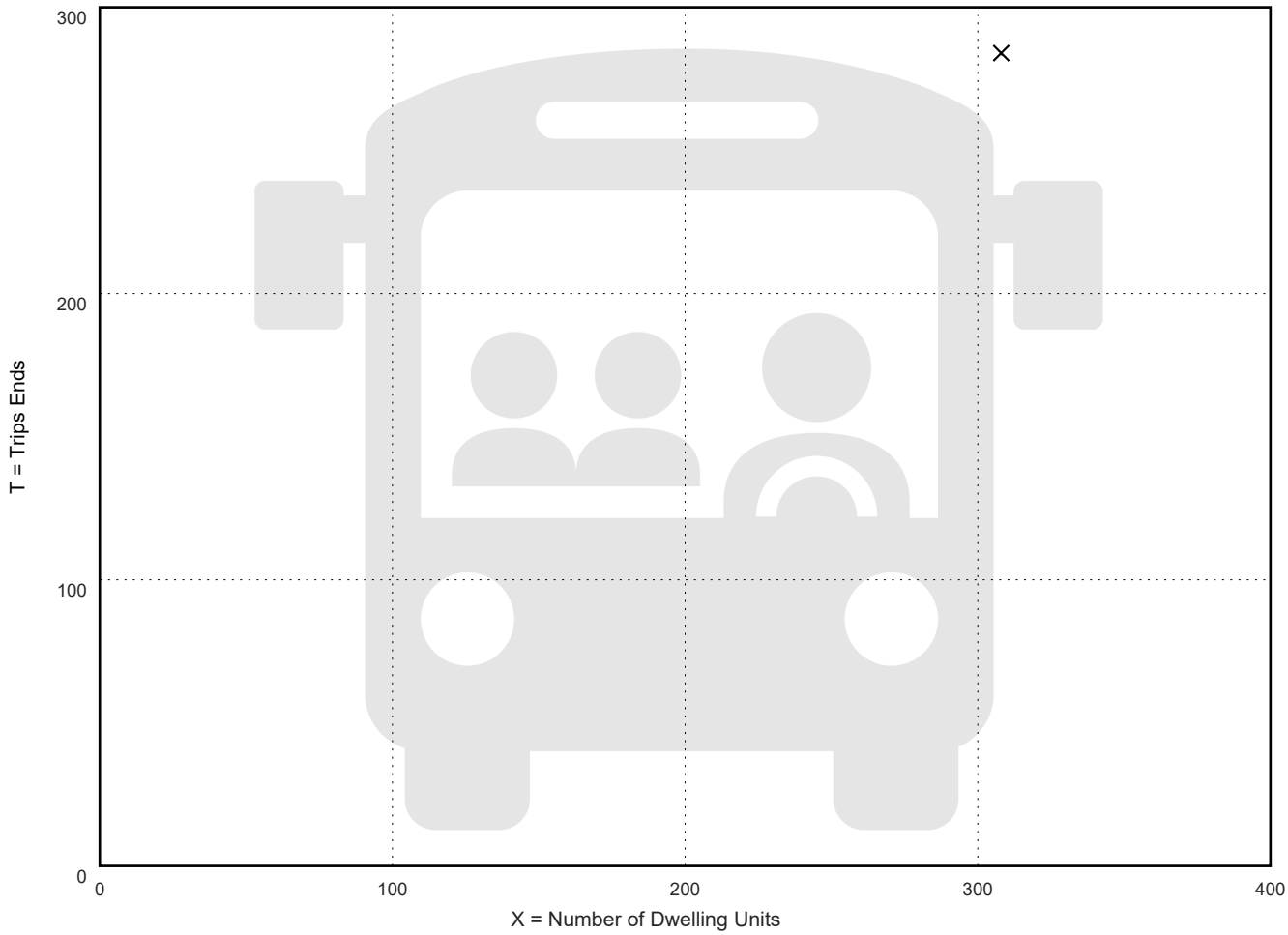
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= *

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

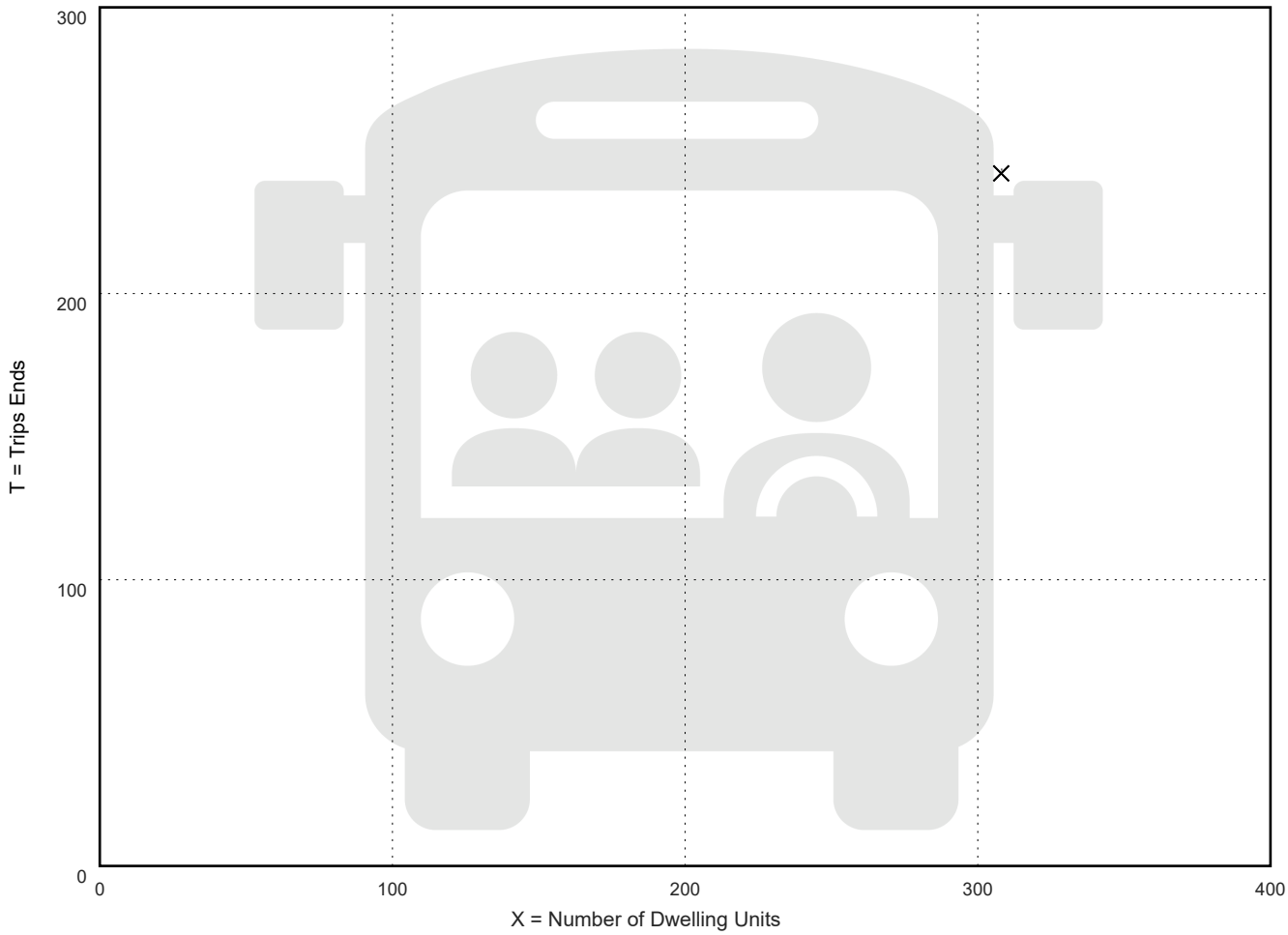
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

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

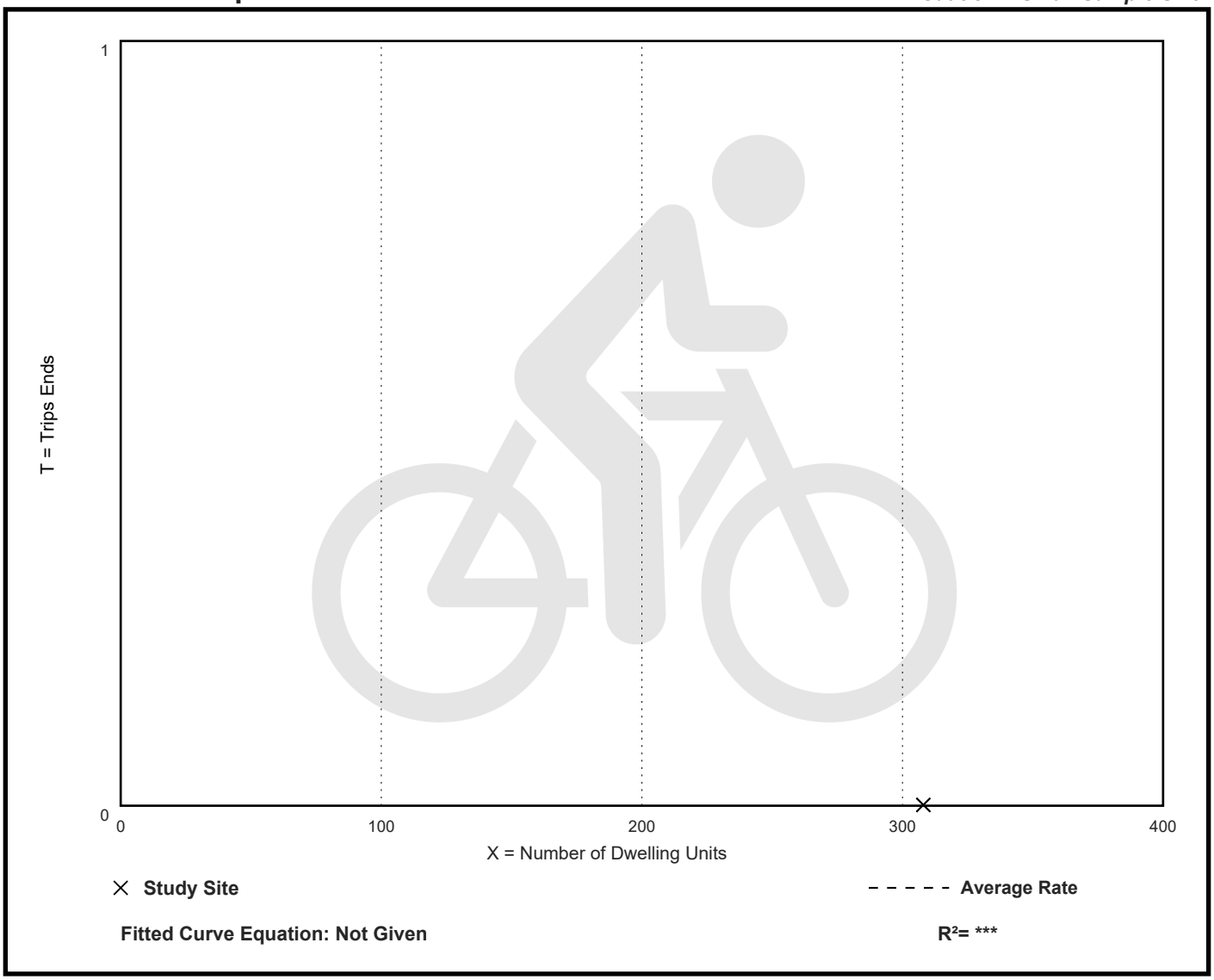
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

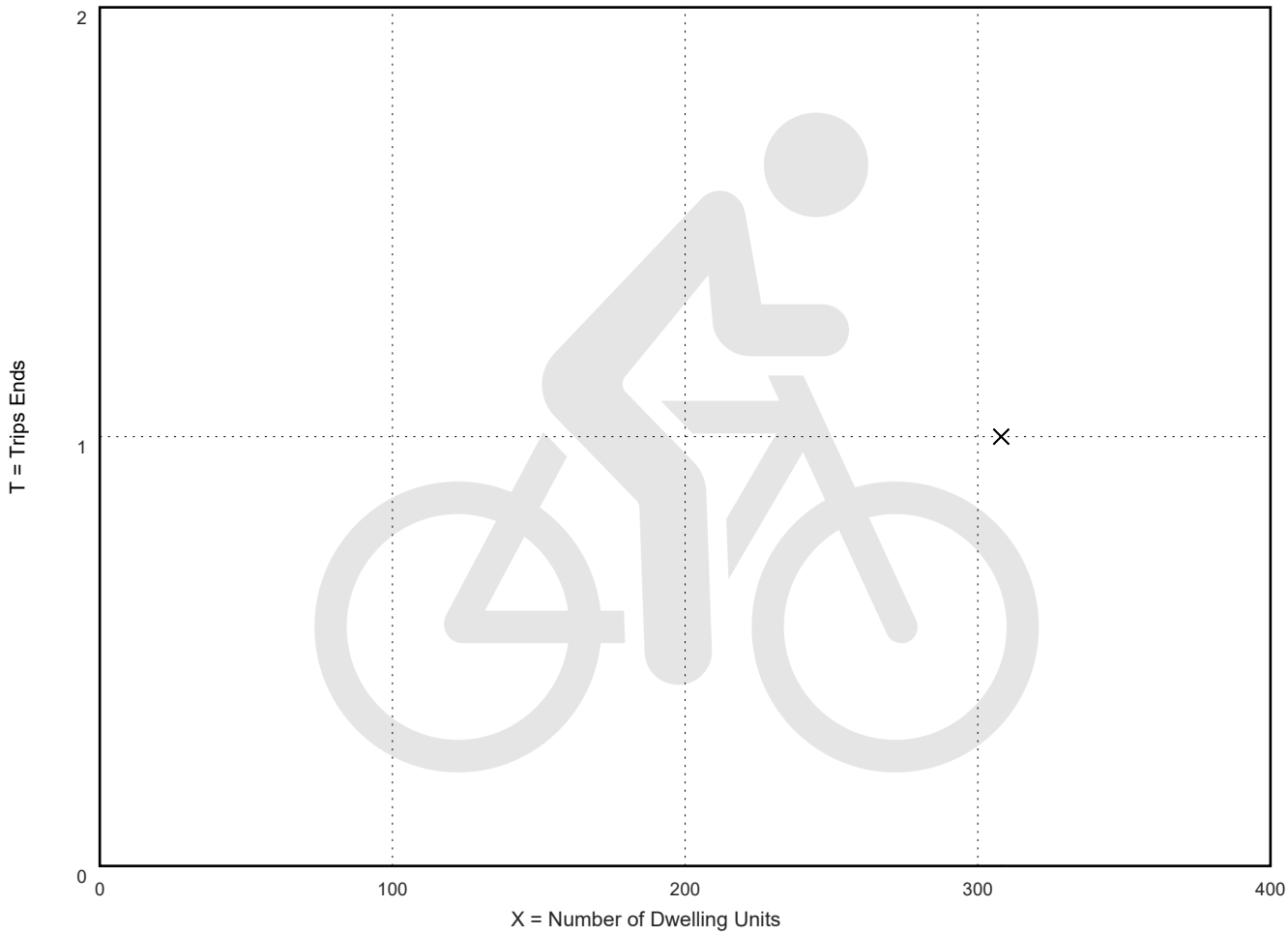
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

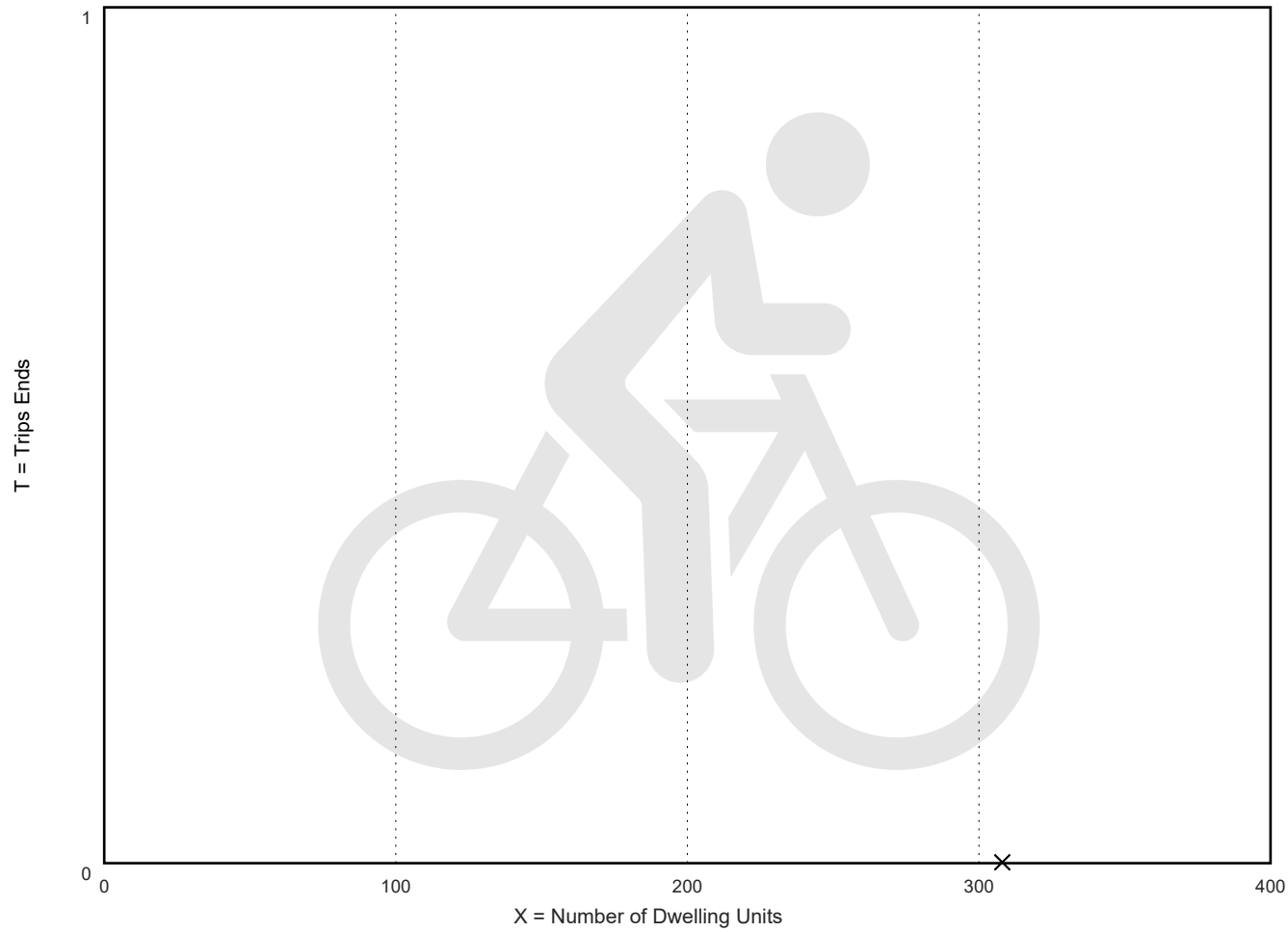
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

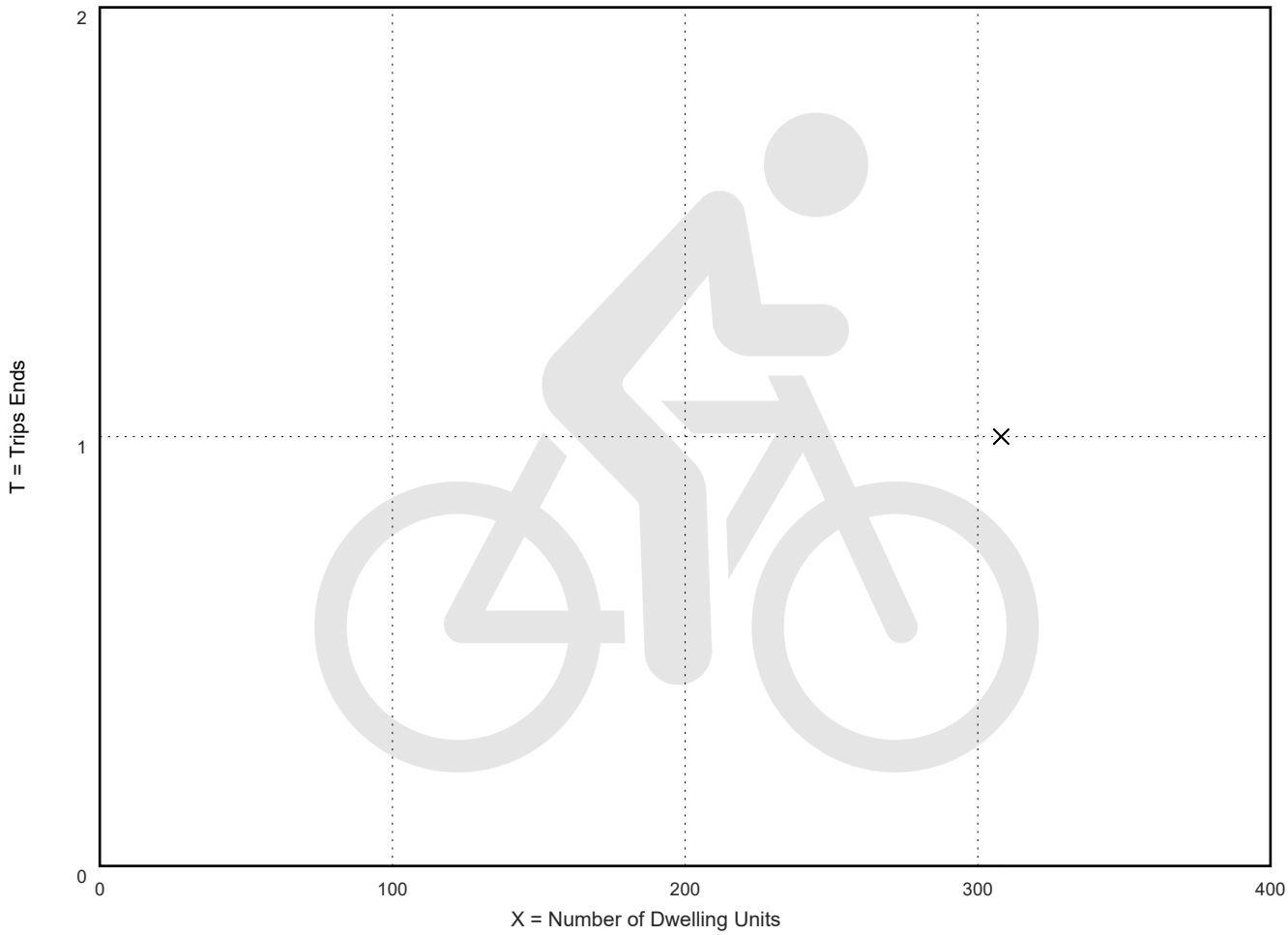
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

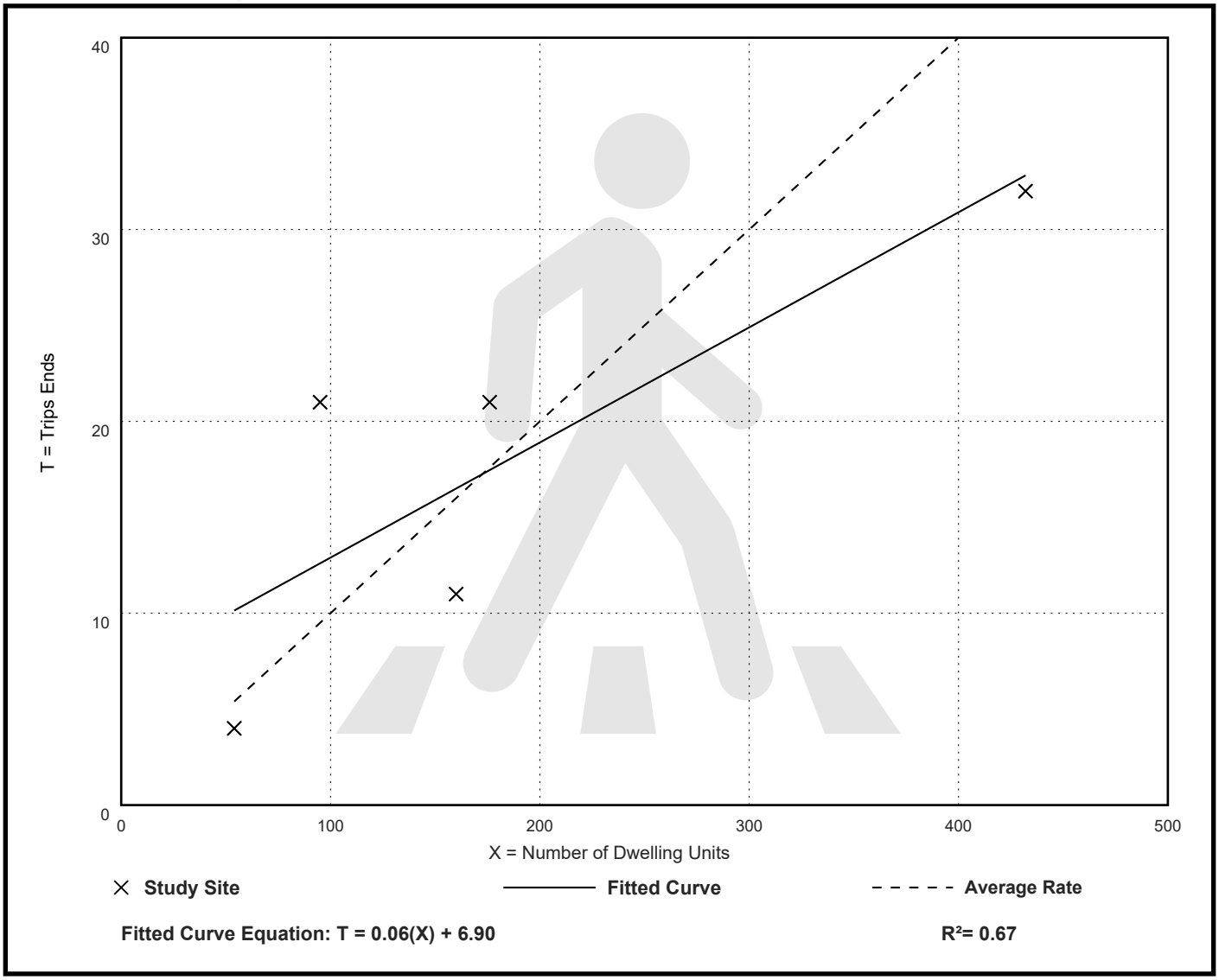
Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

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: 5
Avg. Num. of Dwelling Units: 183
Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.10	0.07 - 0.22	0.05

Data Plot and Equation



Fitted Curve Equation: T = 0.06(X) + 6.90

R^2= 0.67

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

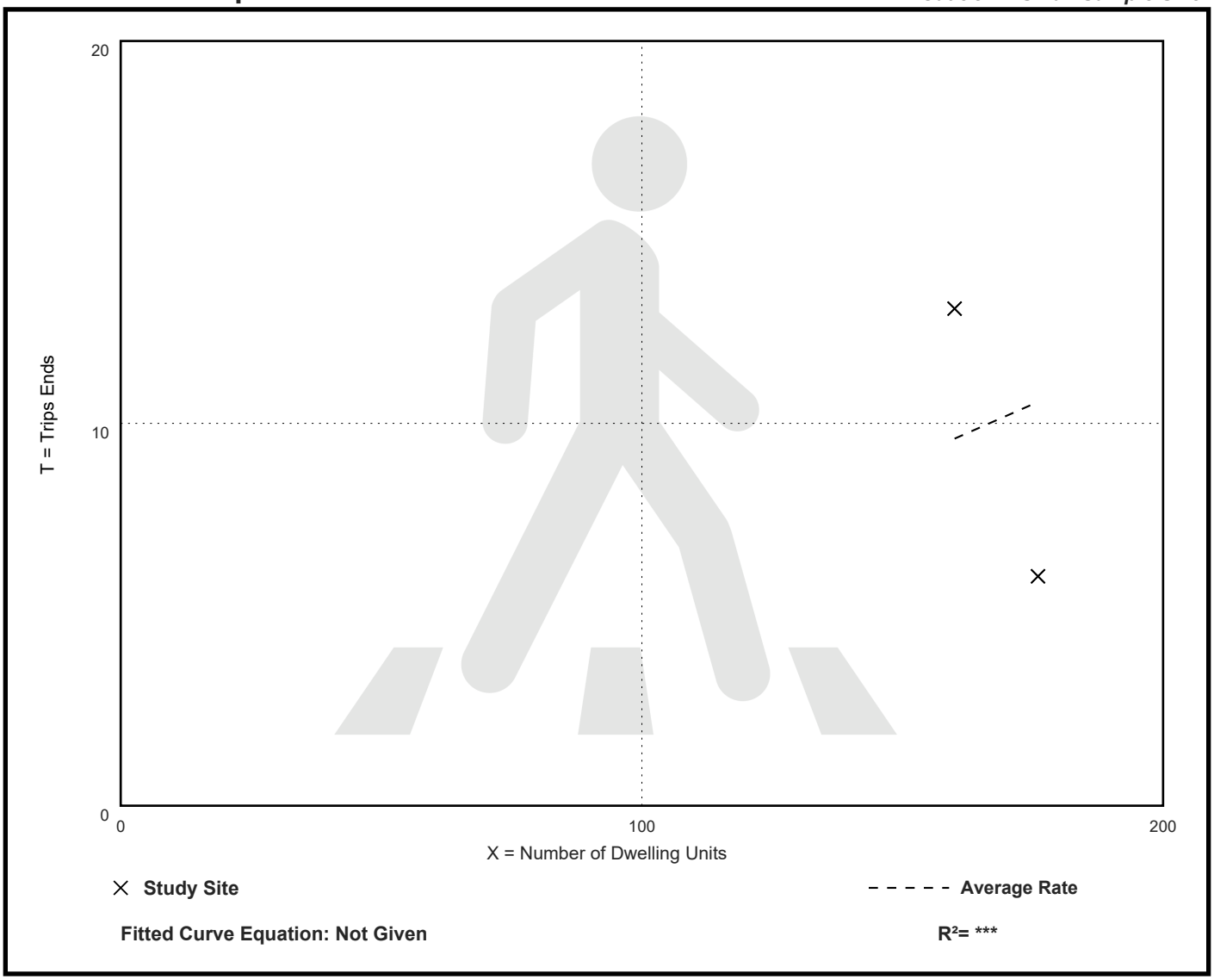
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 168
Directional Distribution: Not Available

Walk Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.03 - 0.08	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

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

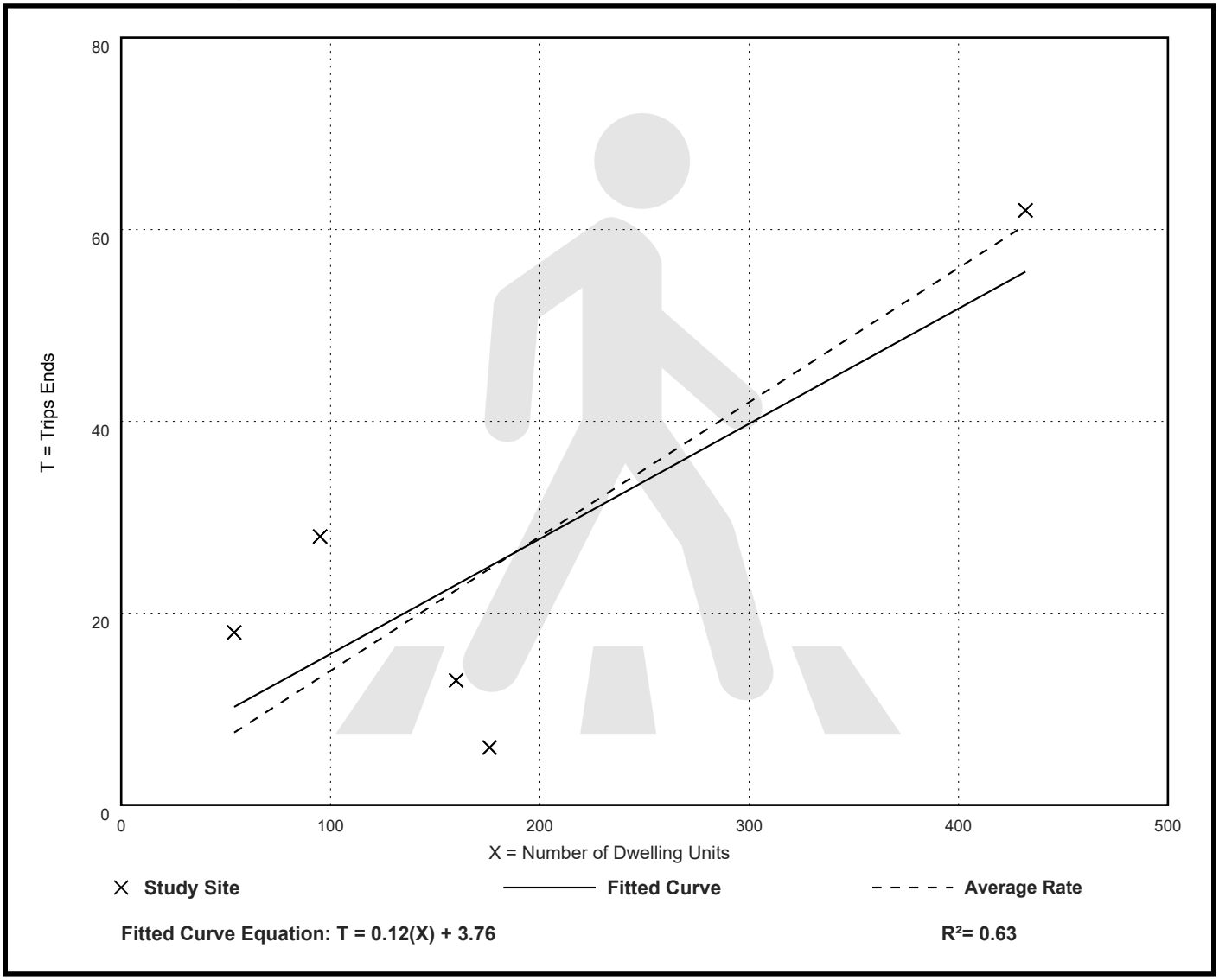
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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



Fitted Curve Equation: T = 0.12(X) + 3.76

R^2= 0.63

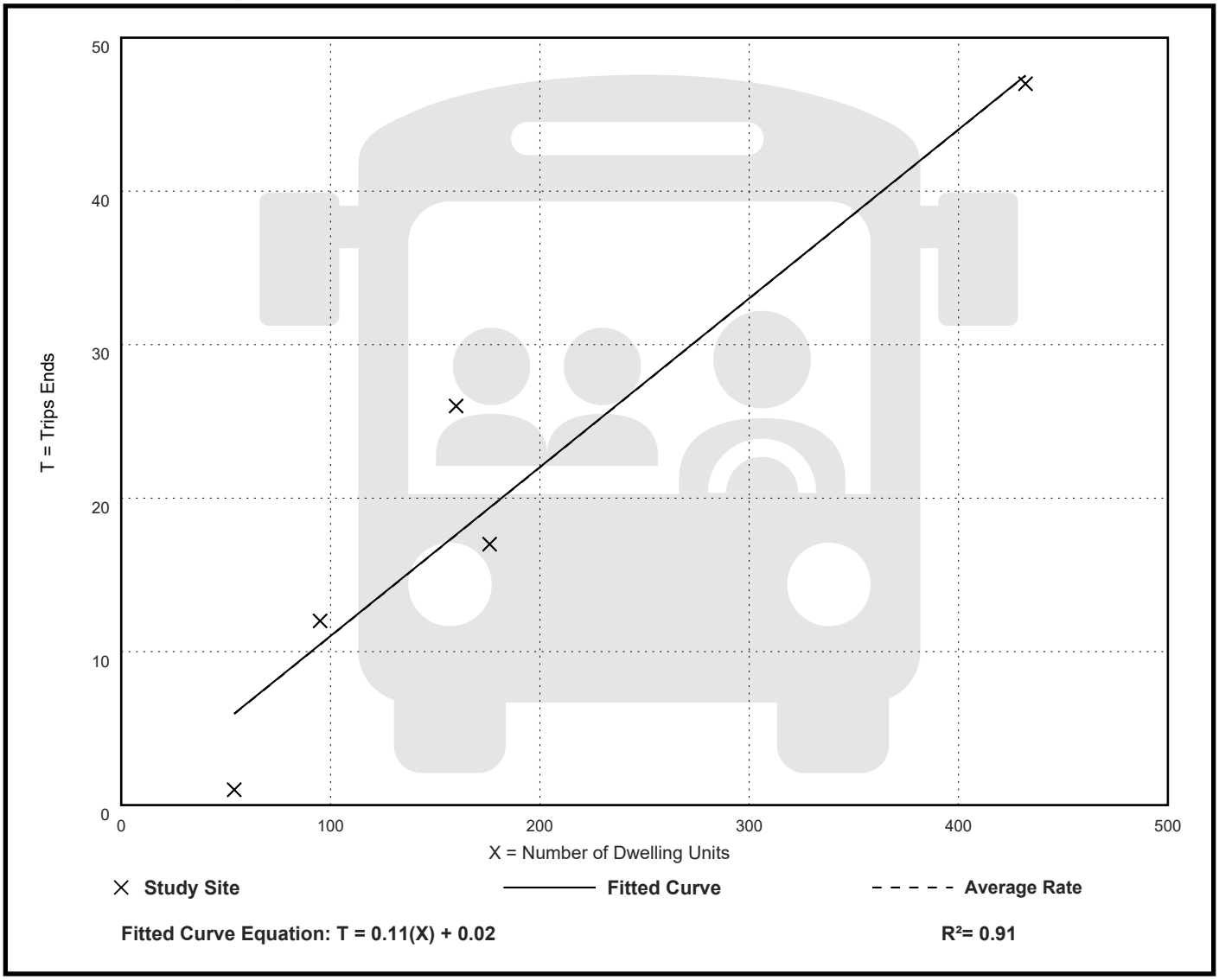
Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

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



Fitted Curve Equation: T = 0.11(X) + 0.02

R^2= 0.91

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

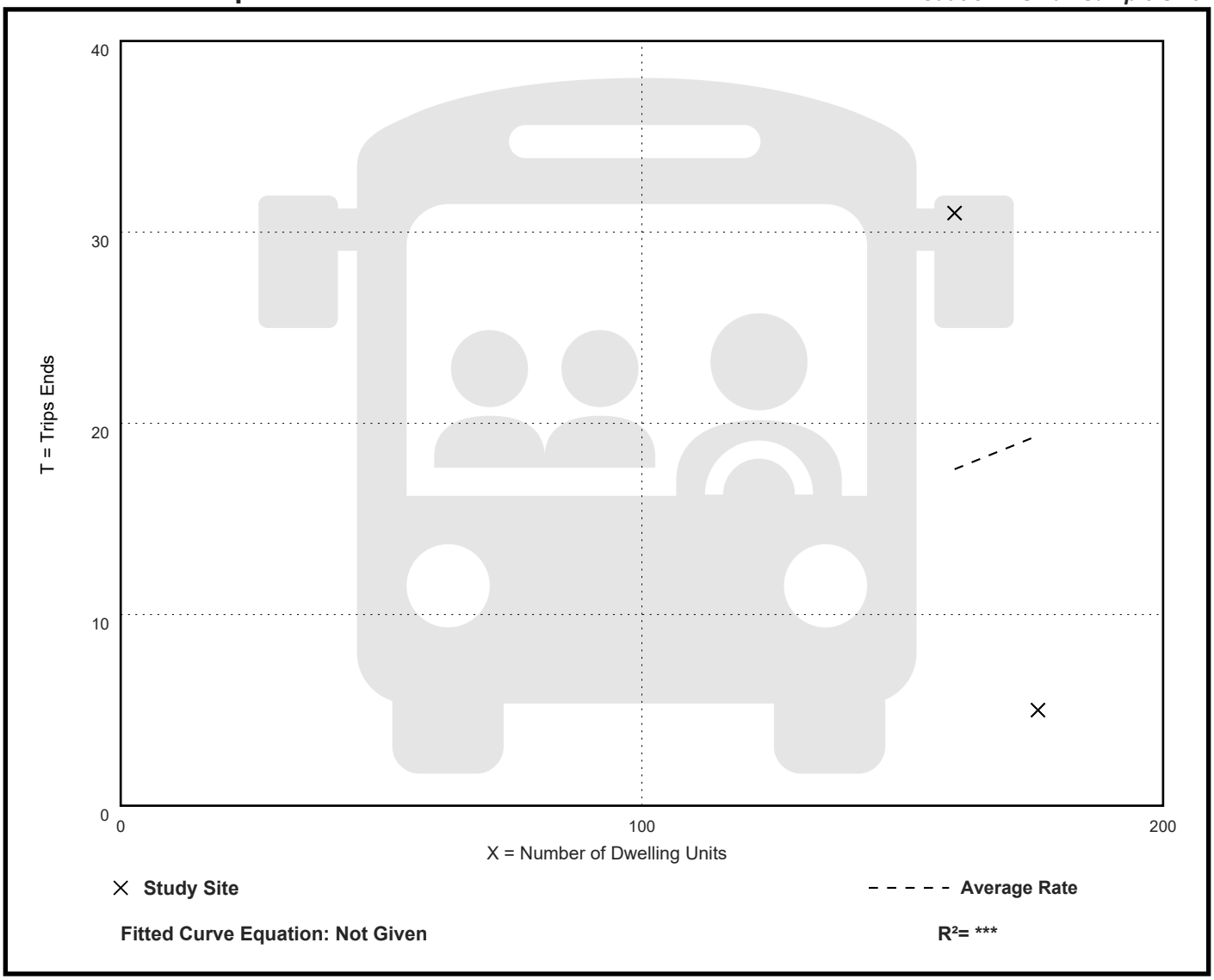
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 168
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

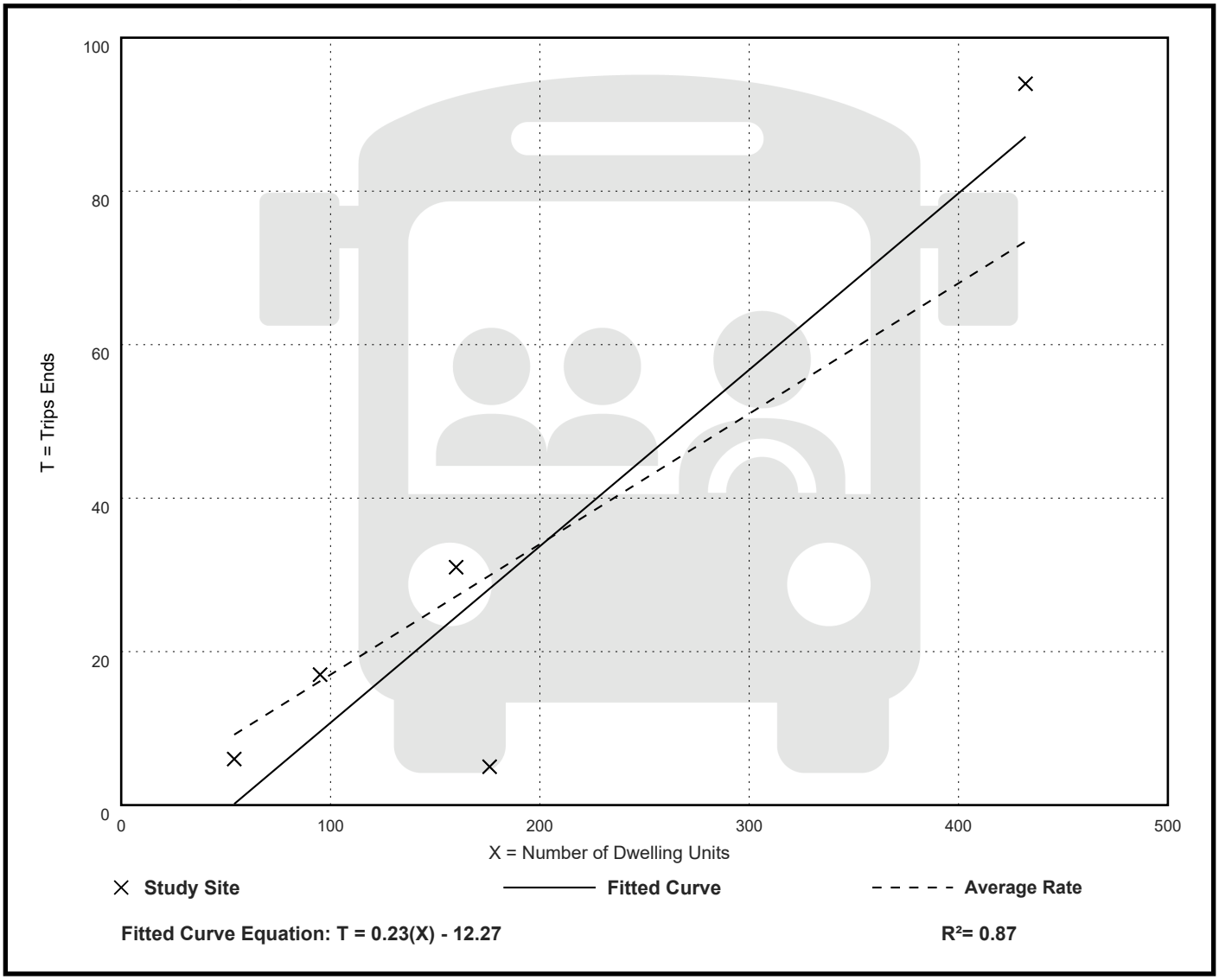
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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



Fitted Curve Equation: T = 0.23(X) - 12.27

R^2= 0.87

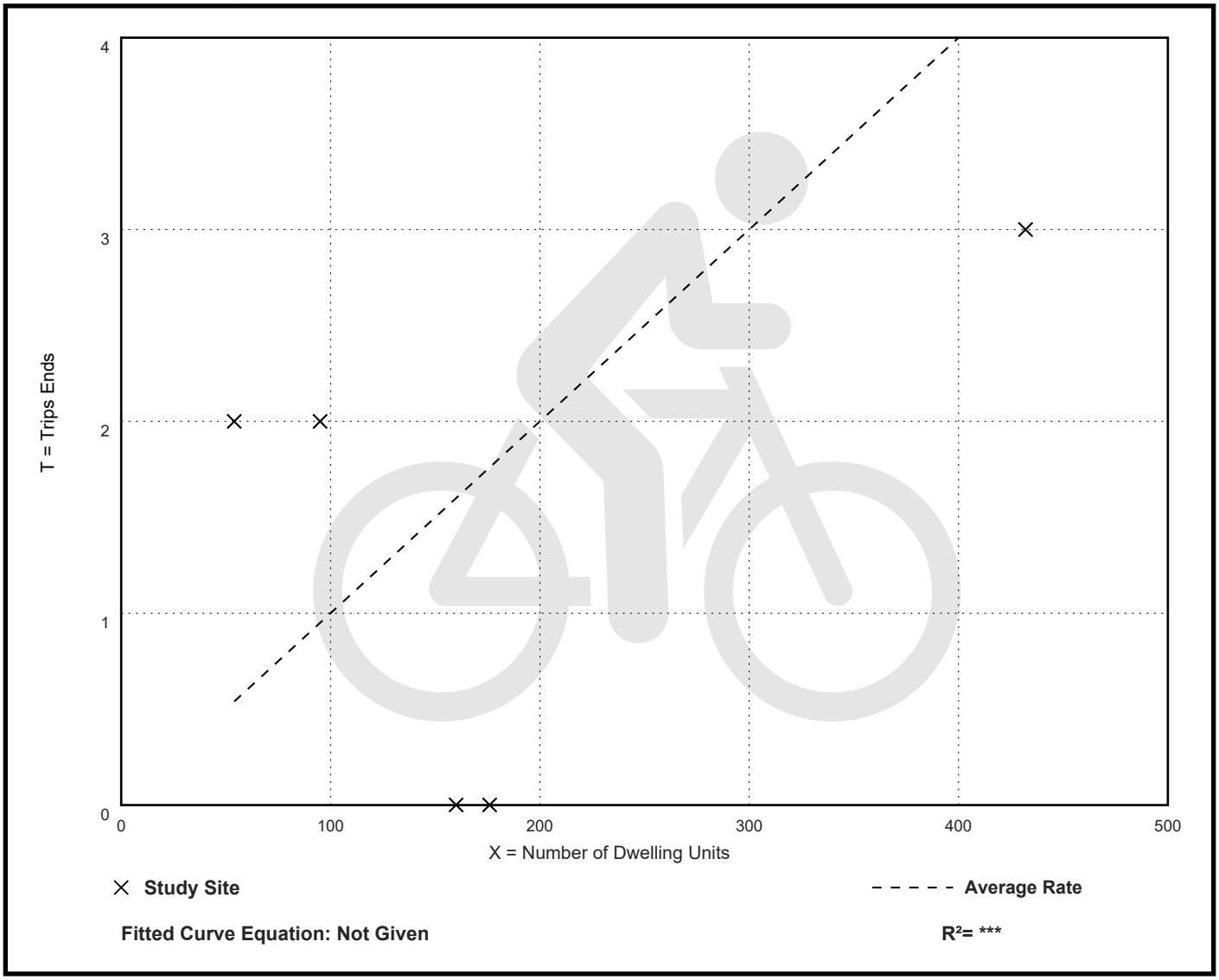
Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

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)

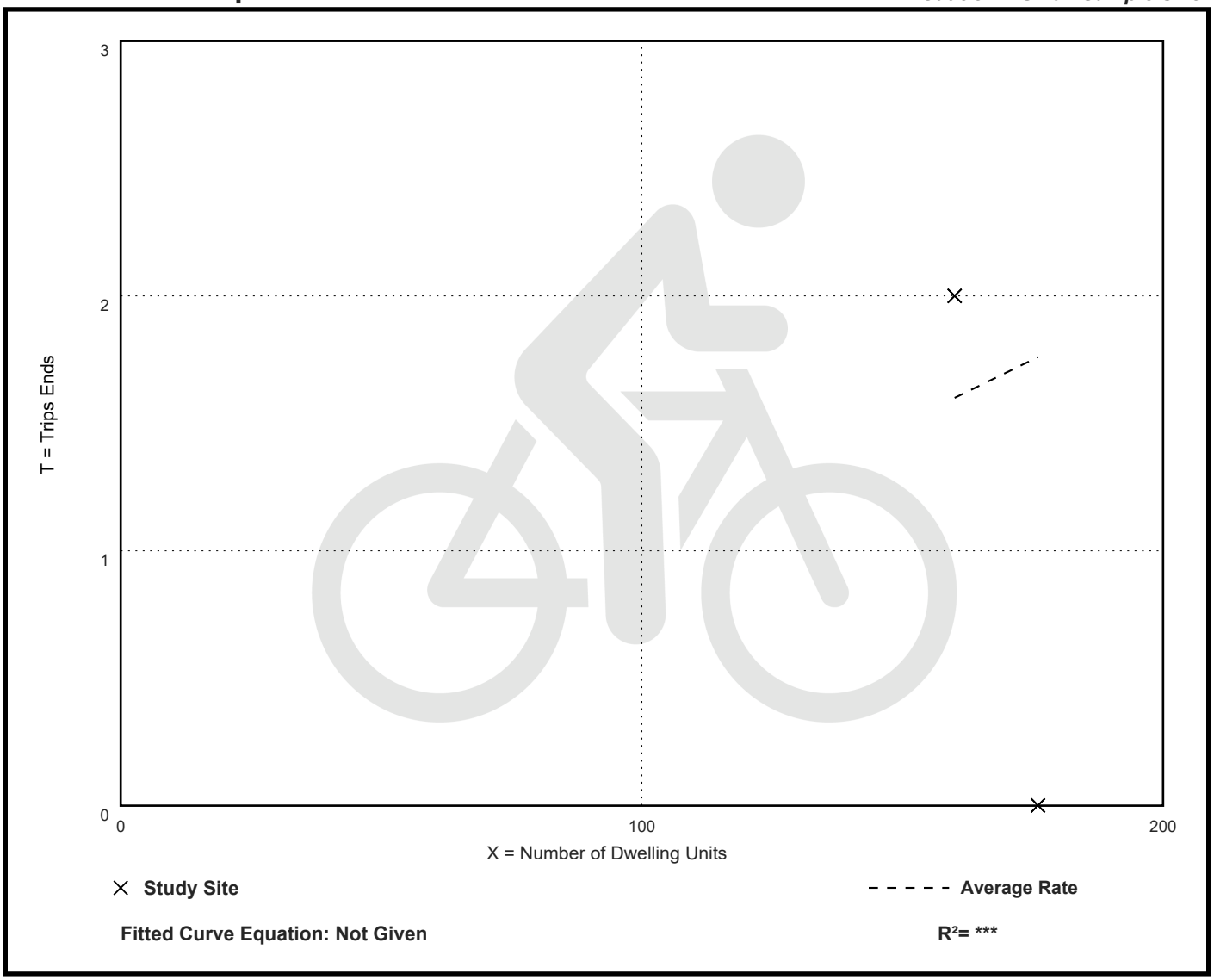
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 168
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

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

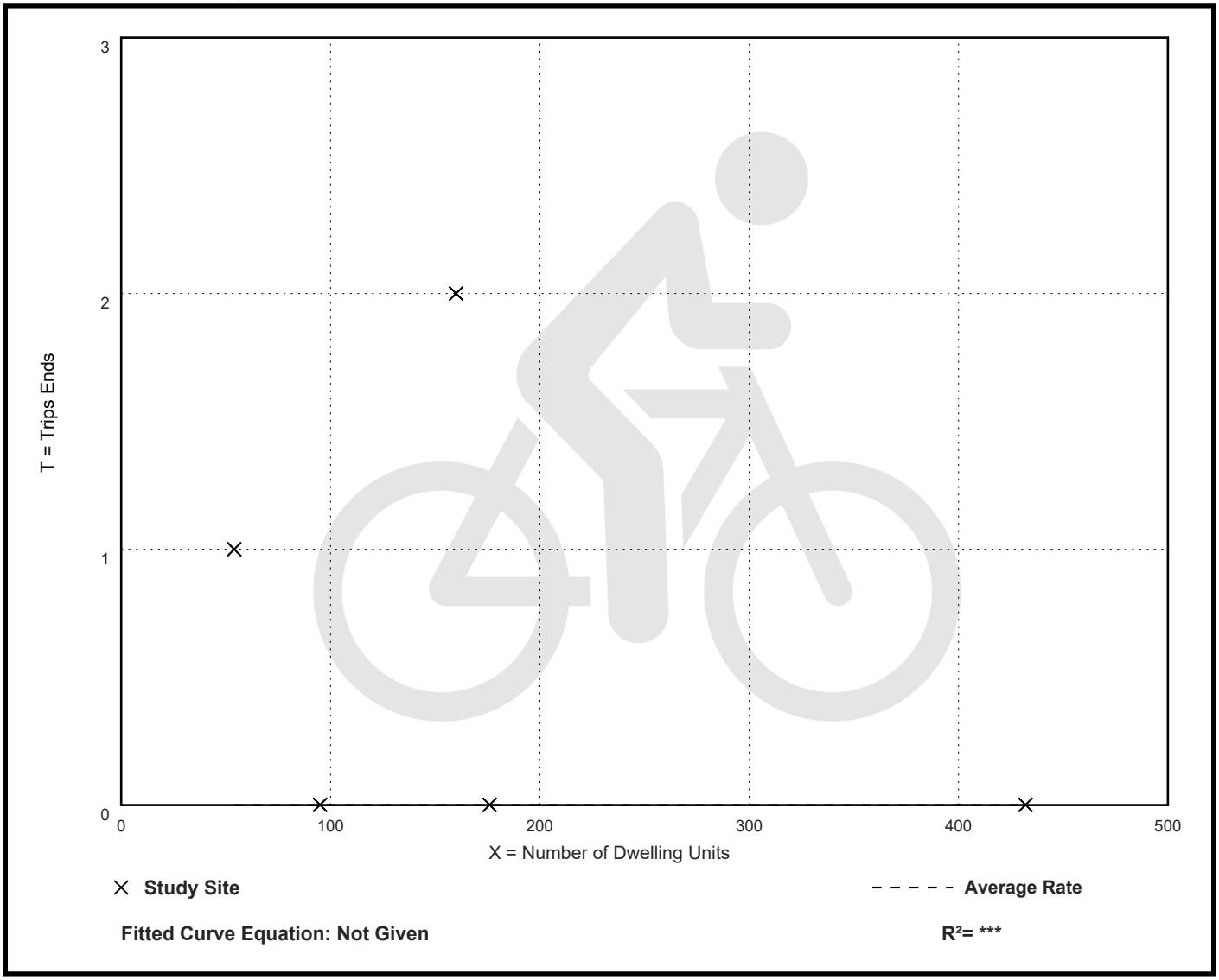
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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



Fitted Curve Equation: Not Given

R^2= *

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

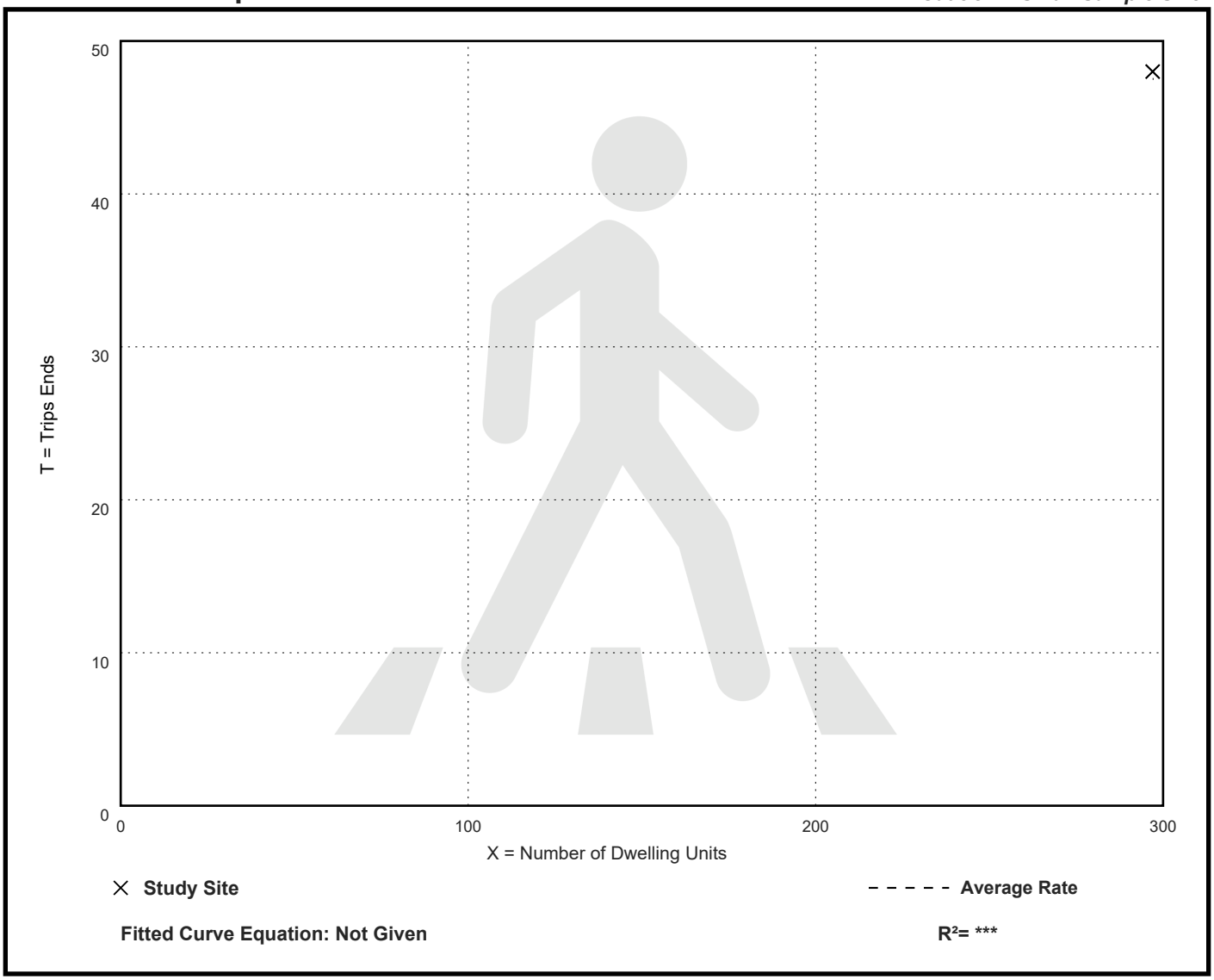
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

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

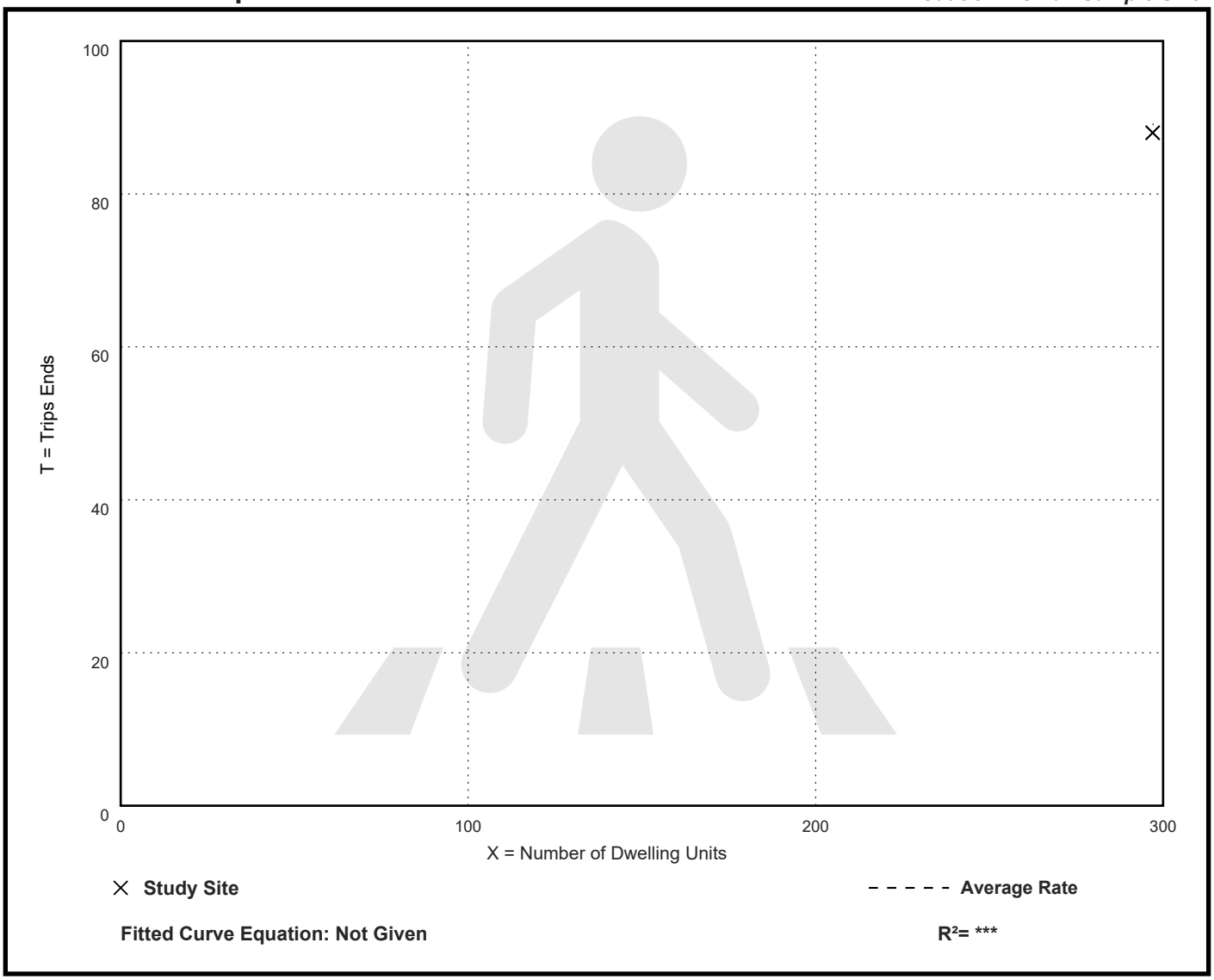
Walk Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

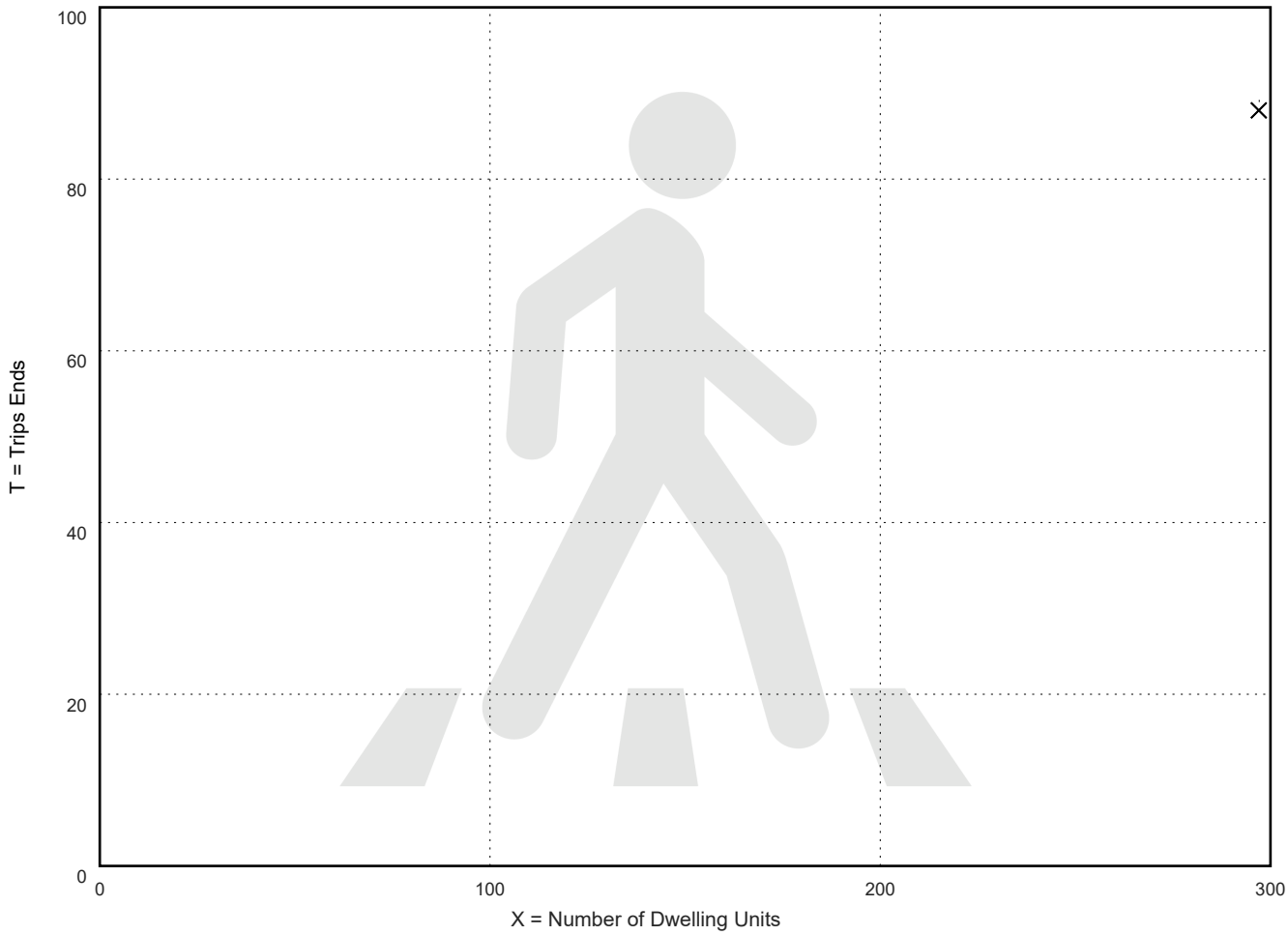
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

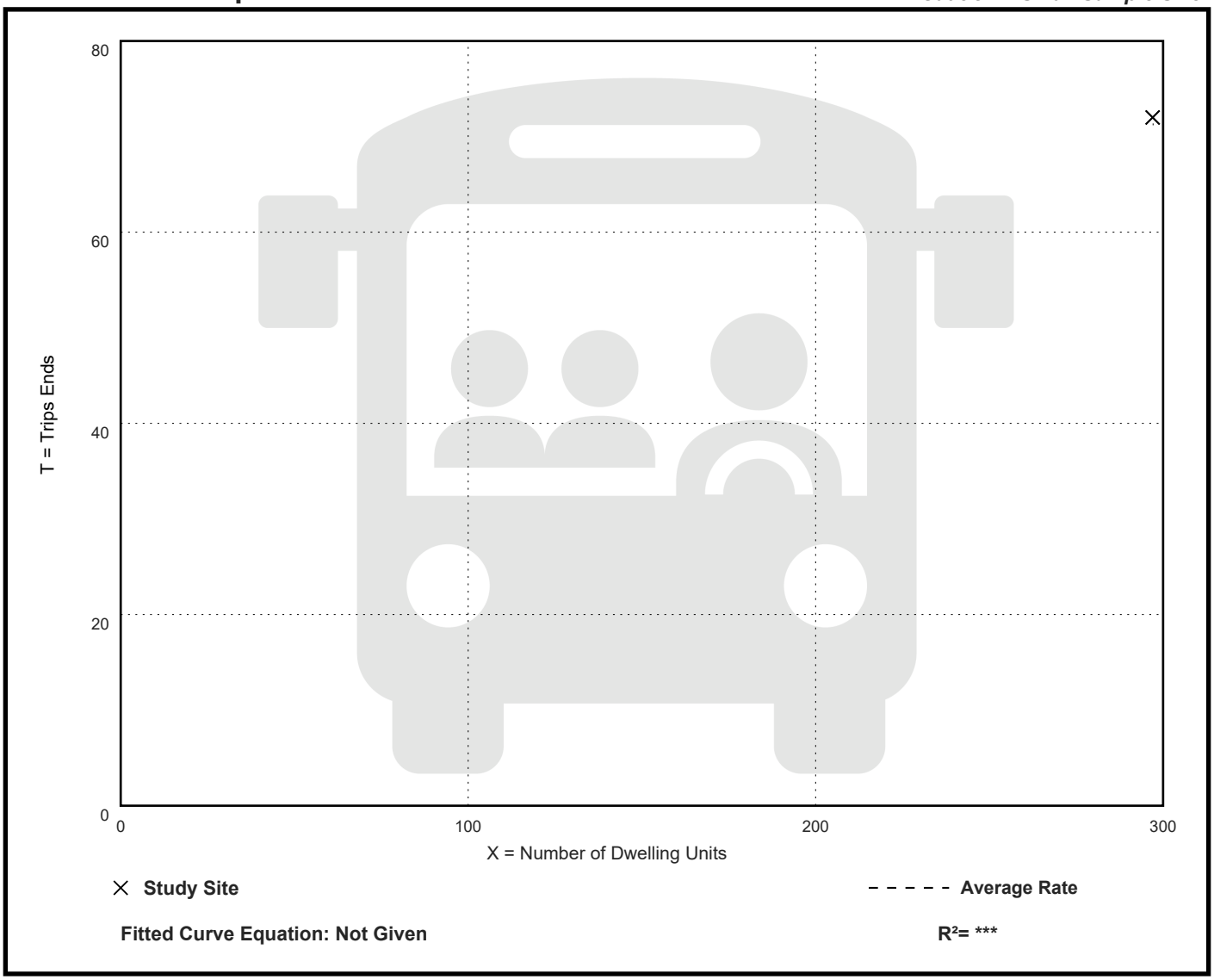
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

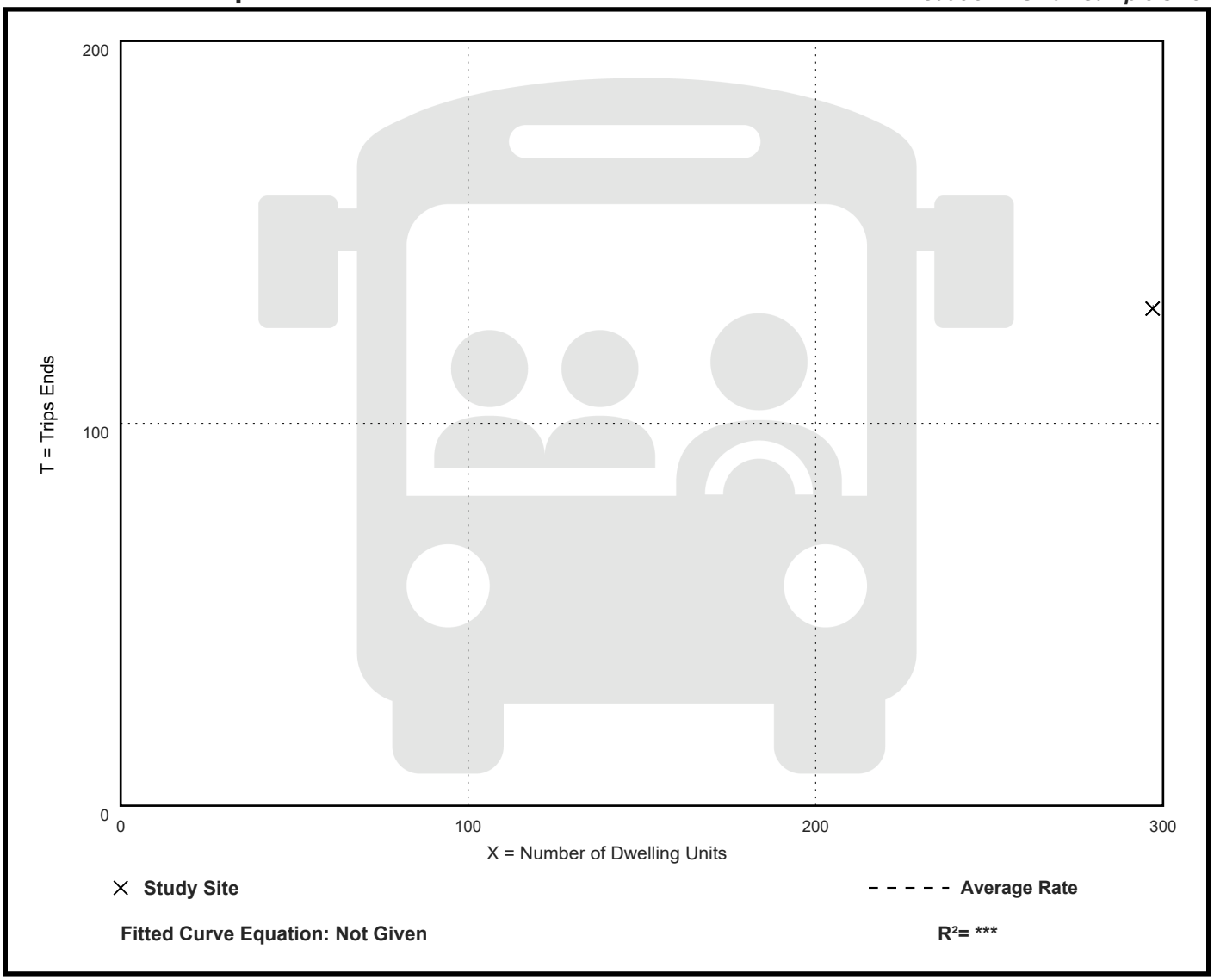
Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

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

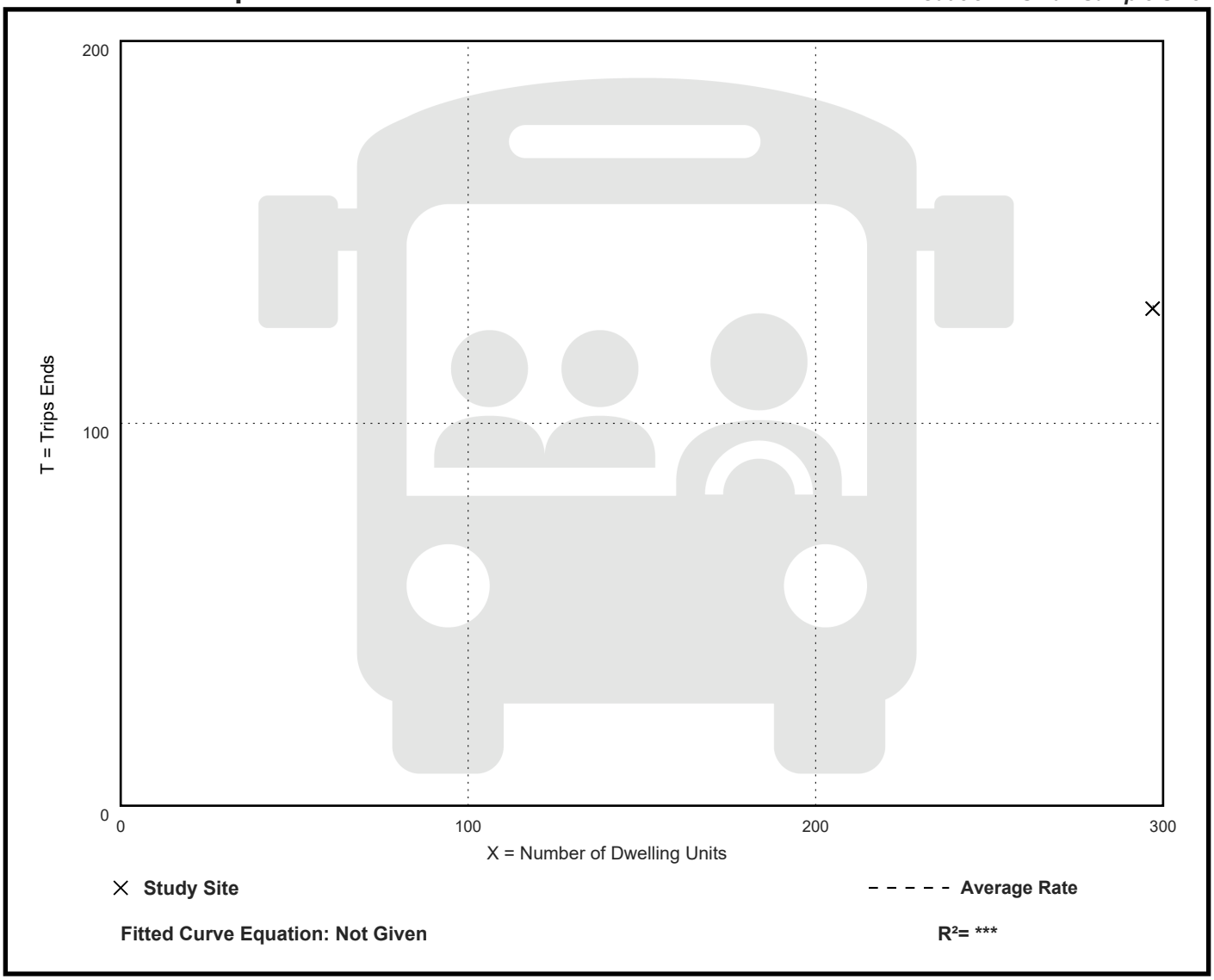
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

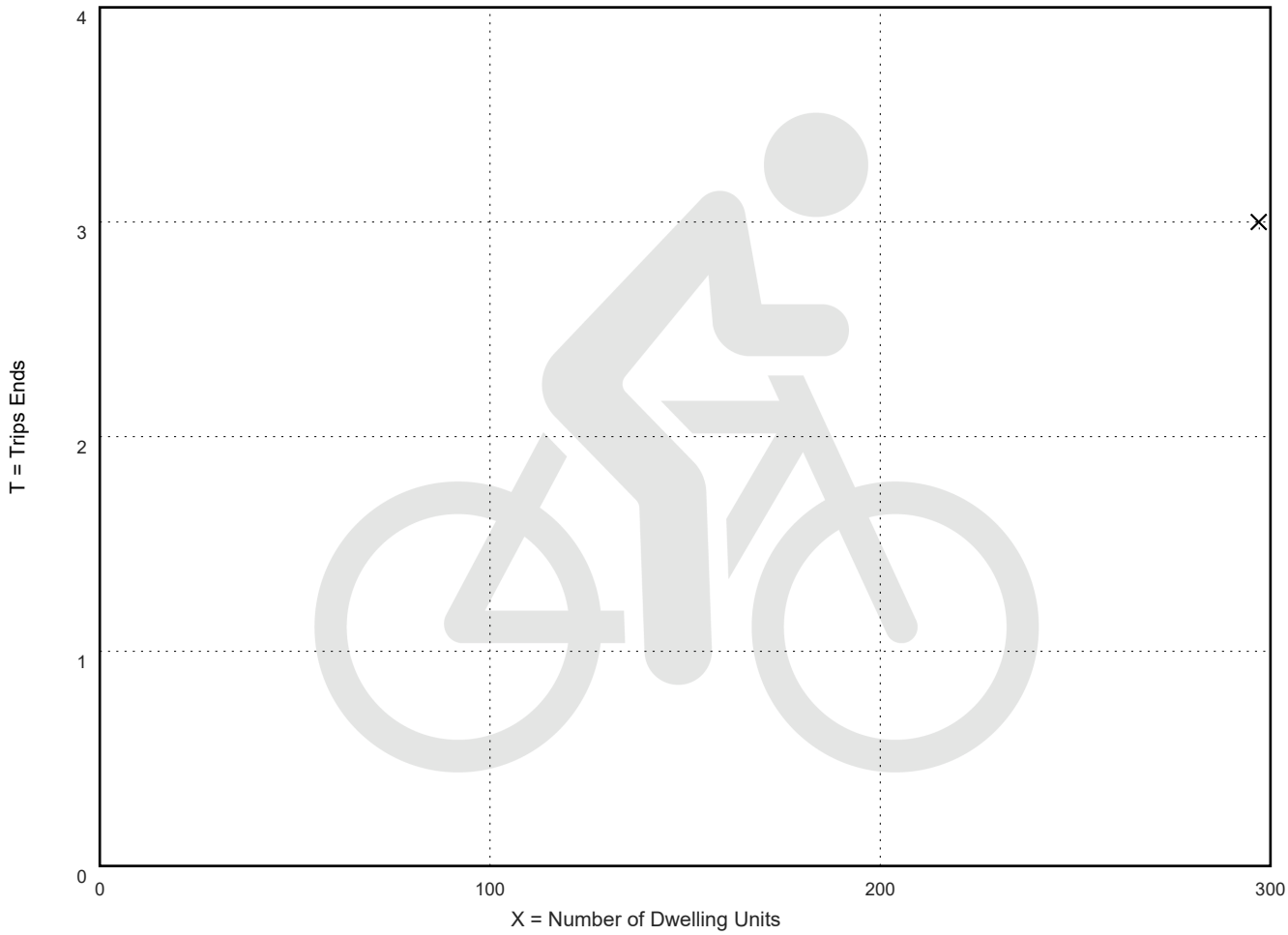
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= ***

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

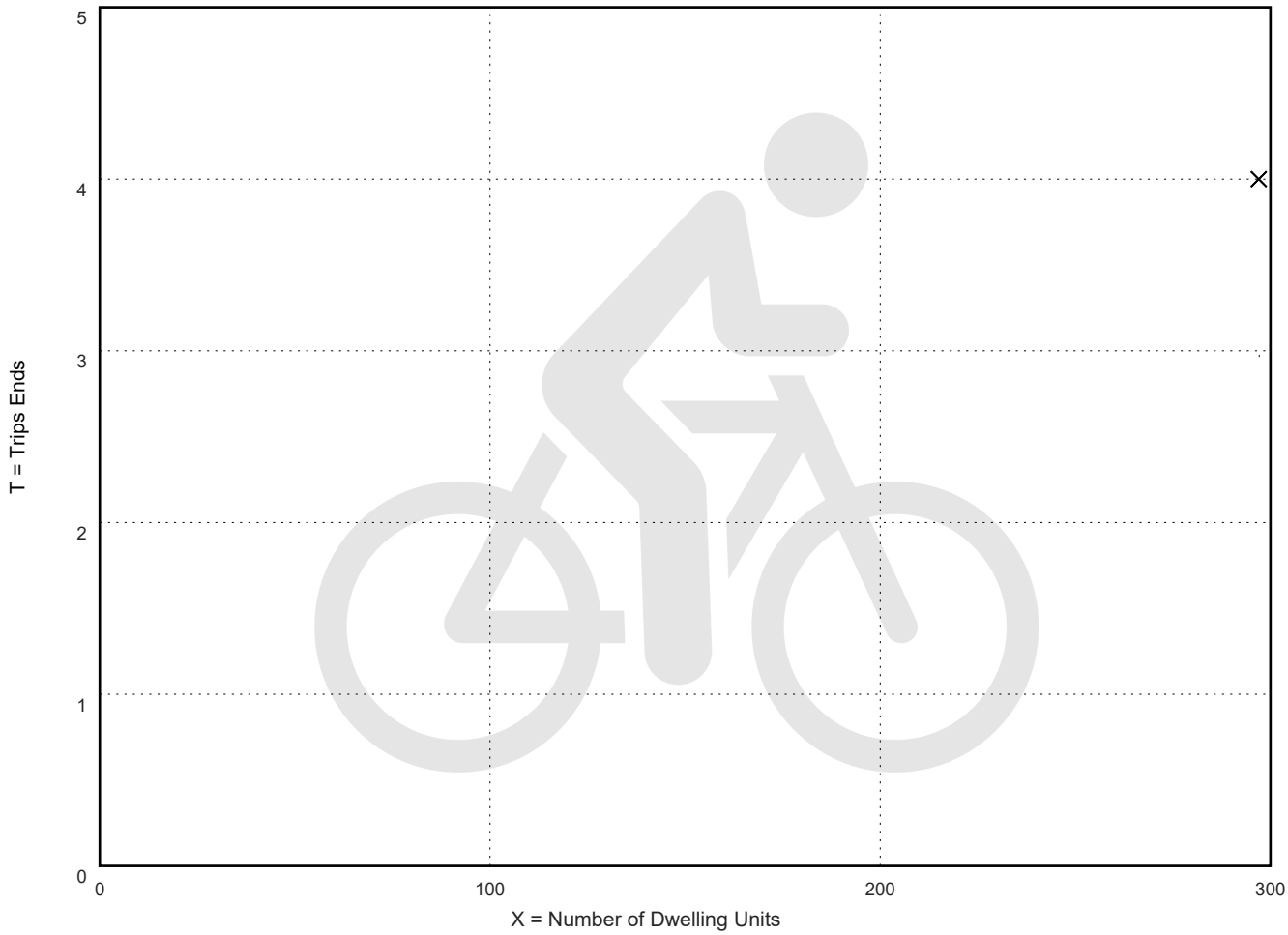
Bicycle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

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

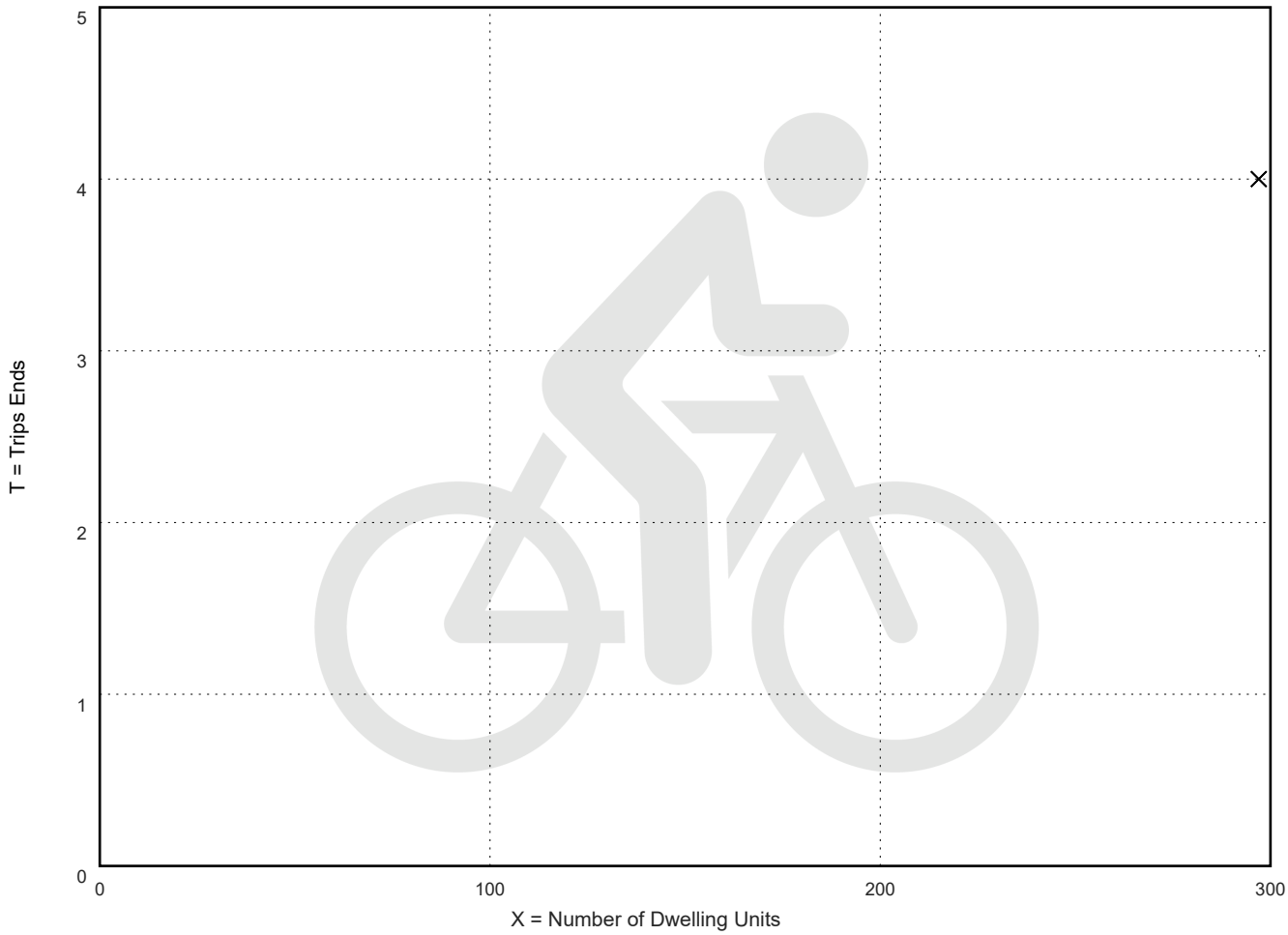
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 297
Directional Distribution: Not Available

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



Fitted Curve Equation: Not Given

R^2= *

Senior Adult Housing - Multifamily (252)

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

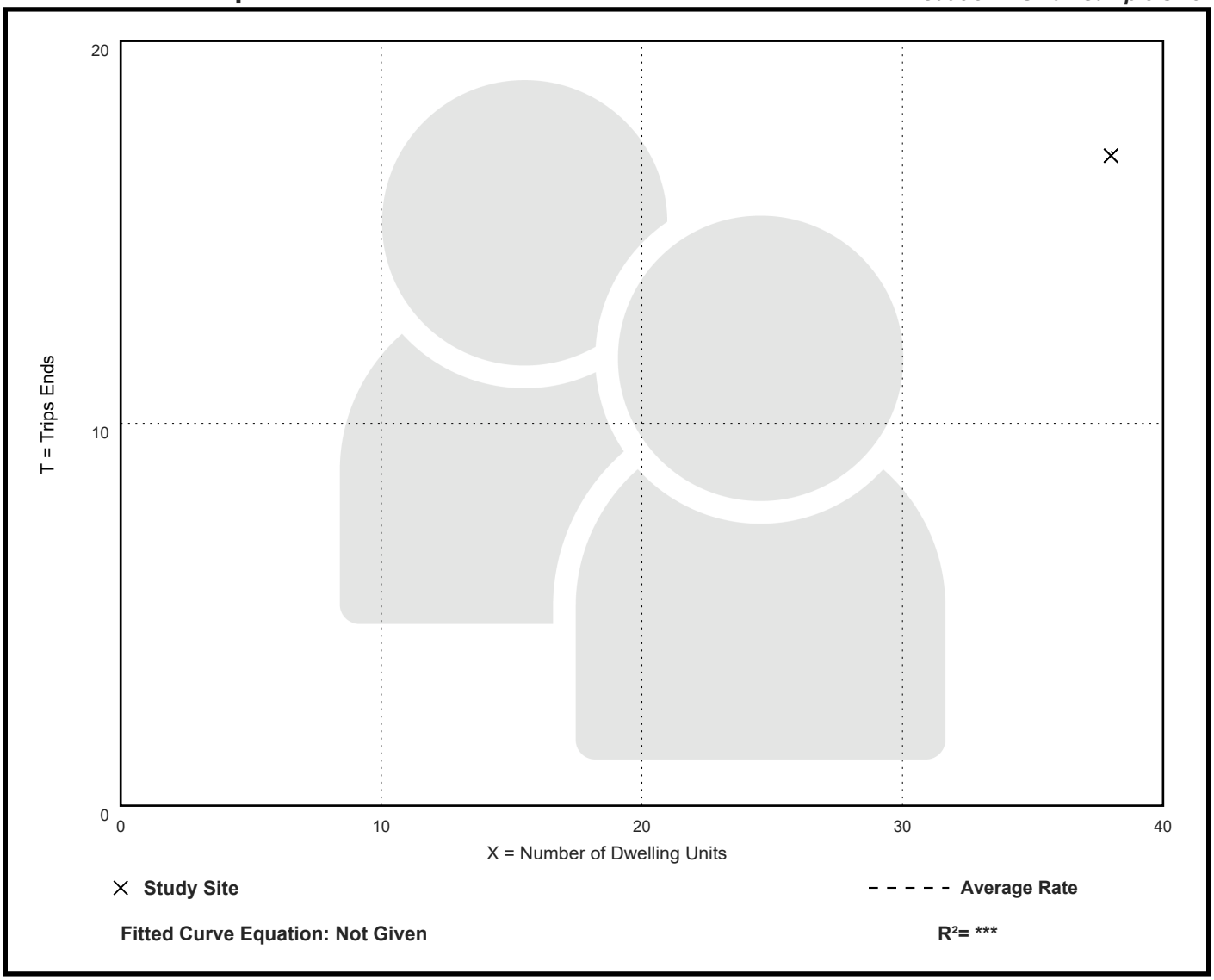
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 38
Directional Distribution: 47% entering, 53% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

Senior Adult Housing - Multifamily (252)

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

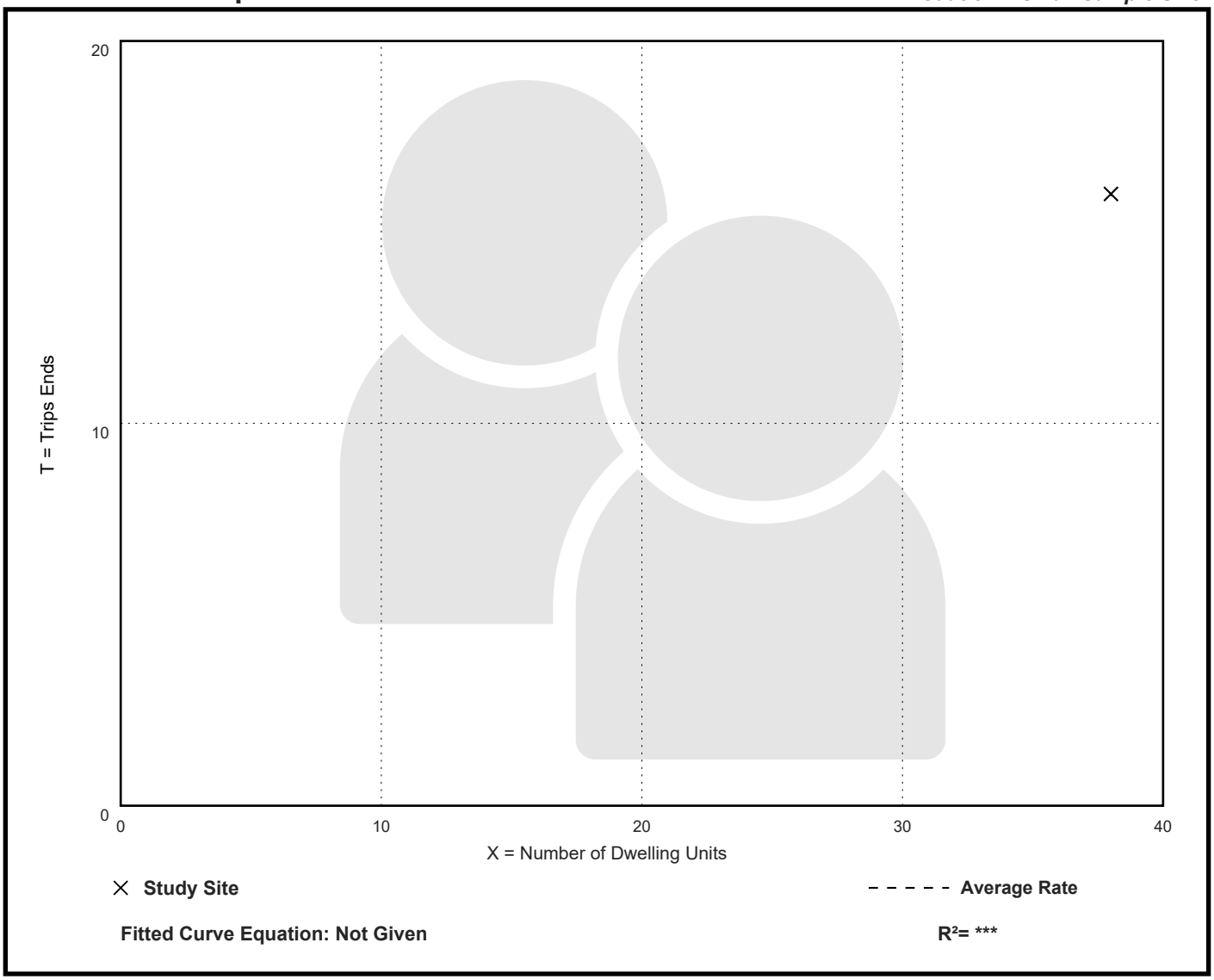
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 38
Directional Distribution: 38% entering, 62% exiting

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



Fitted Curve Equation: Not Given

R^2= ***

Congregate Care Facility
(253)

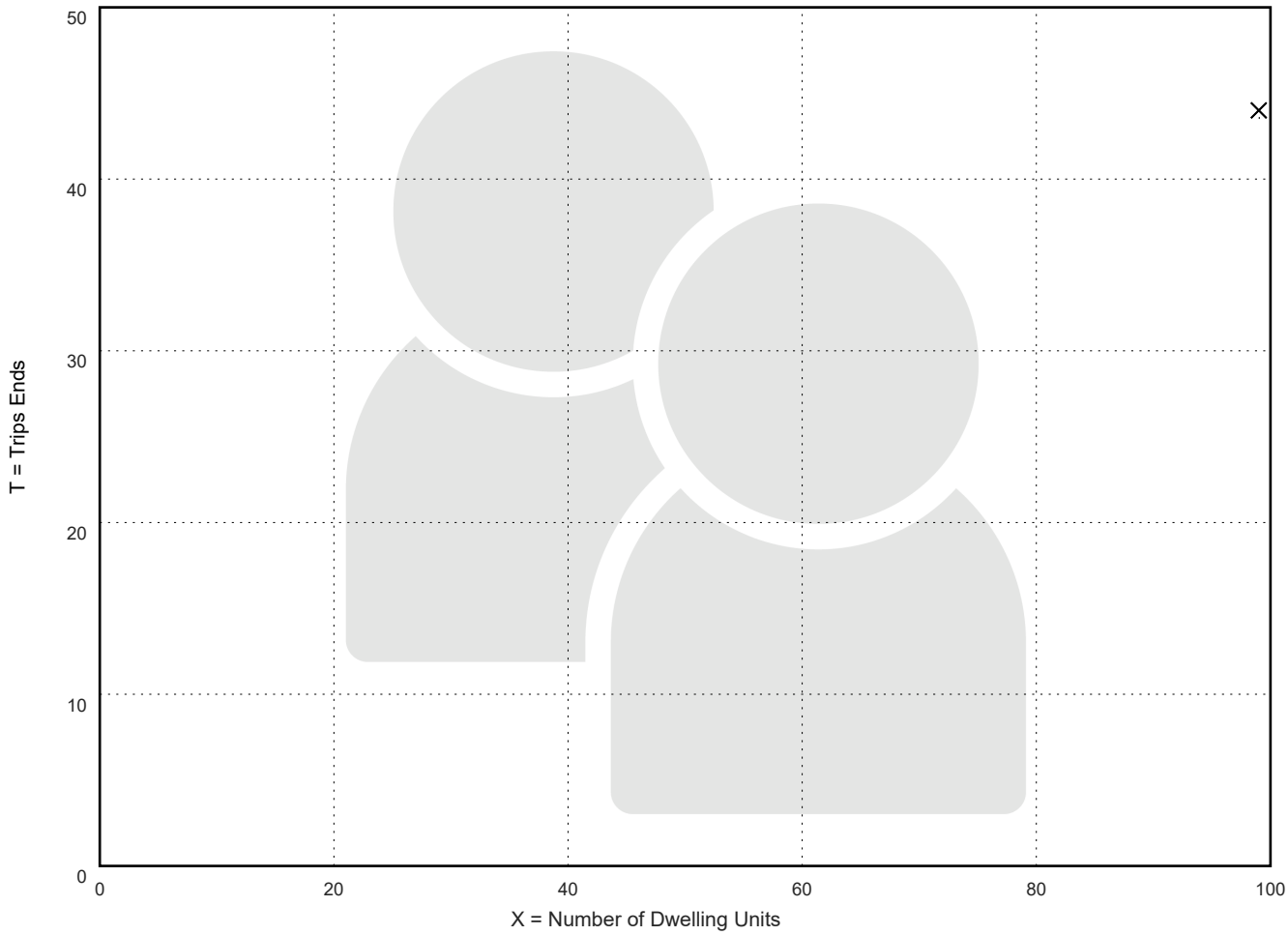
Person Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 99
Directional Distribution: 61% entering, 39% exiting

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



Fitted Curve Equation: Not Given

R^2= *

Congregate Care Facility
(253)

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

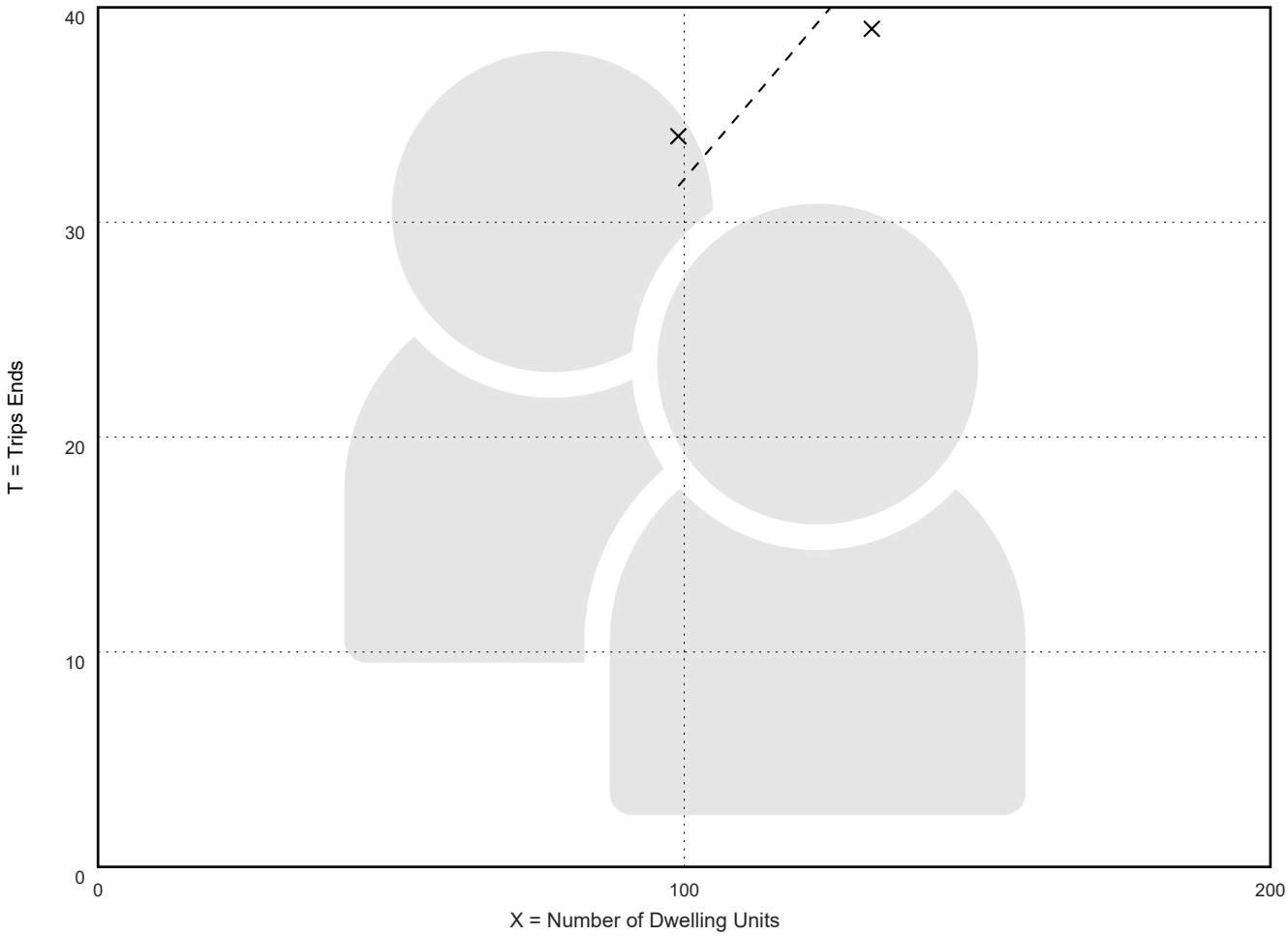
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 116
Directional Distribution: 48% entering, 52% exiting

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



Fitted Curve Equation: Not Given

R^2= *

Congregate Care Facility
(253)

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

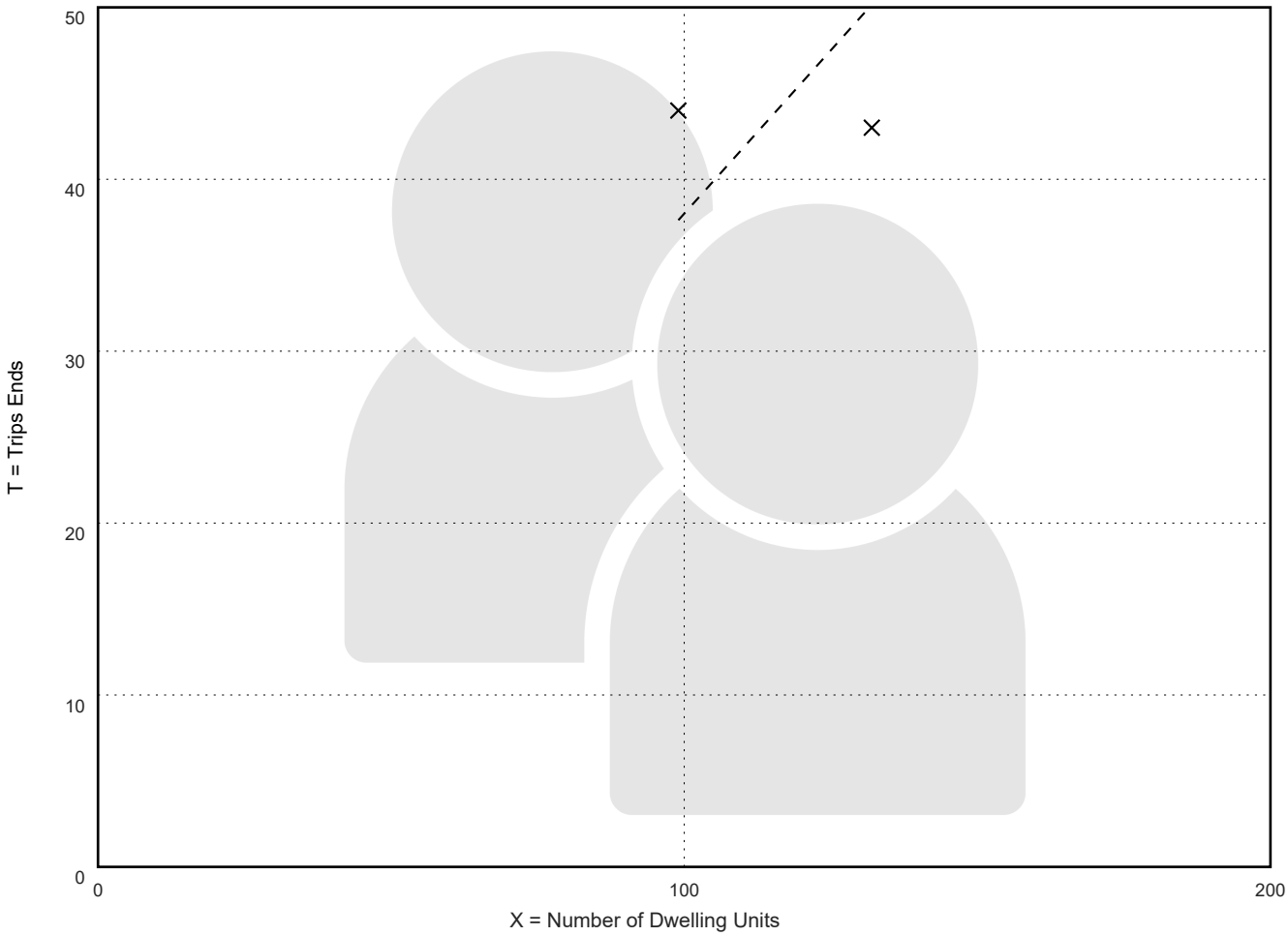
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 116
Directional Distribution: 53% entering, 47% exiting

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



Fitted Curve Equation: Not Given

R^2= ***