October 7, 2025

Long Bridge Marina Expansion
Long Bridge Land Holding Company, LLC
RP0023401002B0A
Trip Generation & Distribution Letter

This Trip Generation and Distribution Letter (TGDL) is provided to satisfy the requirements of Bonner County Revised Code (BCRC) and Section 9 of the 2019 Bonner County Road Standards Manual, in support of the Long Bridge Marina development.

Project Location:

The Long Bridge Marina development is located at 31 Lakeshore Drive, Parcel RP0023401002B0A, Section 34/35, Township 57 North, Range 2 West, Boise Meridian, Bonner County, Idaho. The project is bounded by Lake Pend Oreille to the north, US95 to the east, a commercial property to the west (RP0023401001C0A), and Lakeshore Drive to the south. The parcel is zoned as Recreation (Rec) and is bordered by Suburban zoning to the east, Rural Service Center to the south, and Rec to the west and north.

Project Action:

The current phase of the Long Bridge Marina Expansion will add 45 new slips to the 47 existing slips for a total of 92 marina slips. The marina expansion has been permited by the Idaho Department of Lands for up to 268 slips in the future. The existing structures on the property will continue to serve as a single-family residence, rental cabins, and a boat rental shack respectively. The total site area is 2.16 acres.

Trip Generation:

Trip generation and distribution have been determined using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition for Marina, Recreational Homes, and Single-Family Detached Housing, Land Use Code 420 (Marina), 260 (Recreational Homes), and 210 (Single-Family Detached Housing), respectively. The location definition within ITE that is most appropriate for this site is the General Urban/Suburban. The total number of both marina berths and dwelling units associated with this development fall below the data clusters provided. Therefore, the average rate was used for the Marina, Single-Family Detached Housing, and Recreational Home land uses. The respective trip generation tables can be found in Appendix B.

Number of Berths (X) Vs. Trip Ends (T)

Marina (420) - Existing	**X =**	**T =**
Weekday	47	113
Saturday	47	123
Saturday Peak Hour	47	10

Number of Berths (X) Vs. Trip Ends (T)

Marina (420) – Total (Existing + New)	**X =**	**T =**
Weekday	92	222
Saturday	92	240
Saturday Peak Hour	92	20

Number of Dwelling Units (X) Vs. Trip Ends (T)

Single-Family Detached Housing (210)	**X =**	**T =**
Weekday AM Peak Hour	1	1
Weekday PM Peak Hour	1	1
Saturday Peak Hour	1	1

Number of Dwelling Units (X) Vs. Trip Ends (T)

Recreational Homes (260)	**X =**	**T =**
Weekday AM Peak Hour	2	1
Weekday PM Peak Hour	2	1
Saturday Peak Hour	2	1

Vehicle Trip Rates for Land Use

	ITE Code	Quantity	Units	Trips	% Entering	% Exiting	Trips Entering	Trips Exiting
Saturday Peak Hour, Vehicle	420	92	Berths	20	44%	56%	9	11
Saturday Peak Hour, Vehicle	210/260	3	Dwelling Units	2	50%	50%	1	1
						TOTAL	10	12

The ITE Trip Generator does not provide weekday peak hour trip totals for the Marina (420) land use. Rather, Saturday peak hour is the statistically higher trip count. Per the ITE data, the Long Bridge Marina Expansion will experience the highest traffic during the Saturday peak hour with 22 vehicle trips, which is a 9-trip increase from the existing condition.

Traffic Plan:

Traffic will enter and exit the parking lot utilizing the existing permitted approach off Lakeshore Drive. The parking lot circulation pattern will allow for 2-way traffic down the center with one way counter-clockwise around the perimeter. Drive aisles meet industry standard widths and parking stalls are sized at 10-feet by 20-feet per BCRC.

Trip Distribution & Assignment:

Most vehicle trips to and from the site will be generated by marina patrons. Based on 2024 census data, 96% of the population in Bonner County resides north of the Long Bridge. Therefore, traffic is anticipated primarily on US95. The Idaho Transportation Department recently completed a "Median U-Turn" on US95 between Lakeshore Drive and Bottle Bay Road which allows northbound vehicles exiting Lakeshore Drive to enter US95 southbound, before completing a U-turn and travelling northbound across the Long Bridge. During peak hour traffic, it is assumed that 75% of drivers will utilize this solution with 25% choosing instead to make the left turn northbound from Lakeshore Drive instead.

There are four (4) buildings on the property, an existing single-family home, two (2) rental cabins, and a boat rental shack. Any usage associated with the boat rental shack is anticipated to be minimal and captured by the Marina usage. Trips generated by the residential structures are expected primarily transit to and from Sandpoint via US95.

Trip Assignment Saturday Peak

	Vehicle Trips Percentage	Vehicle Trips	Trips Parking	Trips Leaving
Marina Parking	90%	20	9	11
Residential Parking	10%	2	1	1

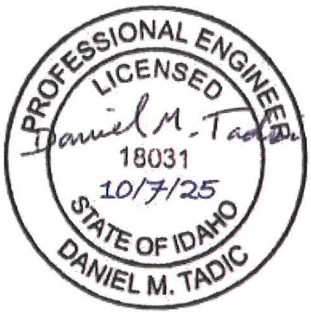
The total number of trips during the Saturday peak hour was determined to be 22, using the ITE Trip Generator. The trip percentages were also derived from ITE. It should be noted that traffic levels during the winter months will be substantially lower due to low lake levels making the marina unusable.

Conclusion:

Based on the above analysis, the proposed development will generate fewer than 50 peak hour trips (Bonner County Road Standards Manual, Section 9). In accordance with the Bonner County Road Standards Manual, it is recommended that a Traffic Impact Study is not required for the proposed development.

Please feel free to contact me if you need any additional information or clarifications.

Prepared By:



Dan Tadic, P.E.
HMH Engineering

HMH engineering

Appendix A
Site Plan

NOTE:

THE USGS LAKE PEND **OREILLE SUMMER POOL ELEVATION IS 2,062.5 FT-NGVD29.** THIS WAS CONVERTED **TO 2,066.37 FT-NAVD88 FOR USE AS THE ORDINARY HIGH** WATER (OHW).

THE USGS LAKE PEND **ORIELLE WINTER POOL ELEVATION IS 2,051.0 FT-NGVD29.** THIS WAS CONVERTED **TO 2,054.87 FT-NAVD88 FOR USE AS THE APPROXIMATE** LOW WATER.

92 SLIPS THIS PHASE. **ALL SLIPS MAY HAVE LIFTS AND COVERS.**

NO SIDE TIES ALONG **LITTORAL OFFSET ADJACENT TO THE LODGE.**

LEGEND

- PROPOSED DOCK
- EXISTING DOCK
- MOORING PILING

HMH engineering

476864 Highway 95, Suite 3
Ponderay, ID 83852
(208) 635-5825

LONG BRIDGE MARINA EXPANSION - 2026
DOCK PLAN

N

0 30 60
SCALE IN FEET

PRELIMINARY - NOT FOR CONSTRUCTION

Plot Date:9/26/2025 7:29 AM Plotted By: Destiny Hillyard
Path: Z:\DOCUMENTS\PROJECTS\2022\02201841 DEGREES SOUTH - MILBRATH\CAD\PLAN SHEETS\022018 MARINA DOCK PLAN.DWG

HMH engineering
476864 Highway 95, Suite 3
Ponderay, ID 83852
(208) 635-5825

LONG BRIDGE MARINA EXPANSION
PARKING PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

Plot Date: 9/30/2025 9:27 AM Plotted By: Destiny Hollyard
Path: Z:\DOCUMENTS\PROJECTS\2022\2022018 41 DEGREES SOUTH - MILLBATH\CAD\BASE FILES\2022018 CBASE.DWG

Appendix B
ITE Reference Material

Land Use: 420
Marina

Description

A marina is a public or private facility that provides docks and berths for boats and may include limited retail and restaurant space.

Additional Data

The sites were surveyed in the 1980s in Connecticut and Washington.

Source Numbers

123, 265

Marina
(420)

Vehicle Trip Ends vs: Berths
On a: Weekday

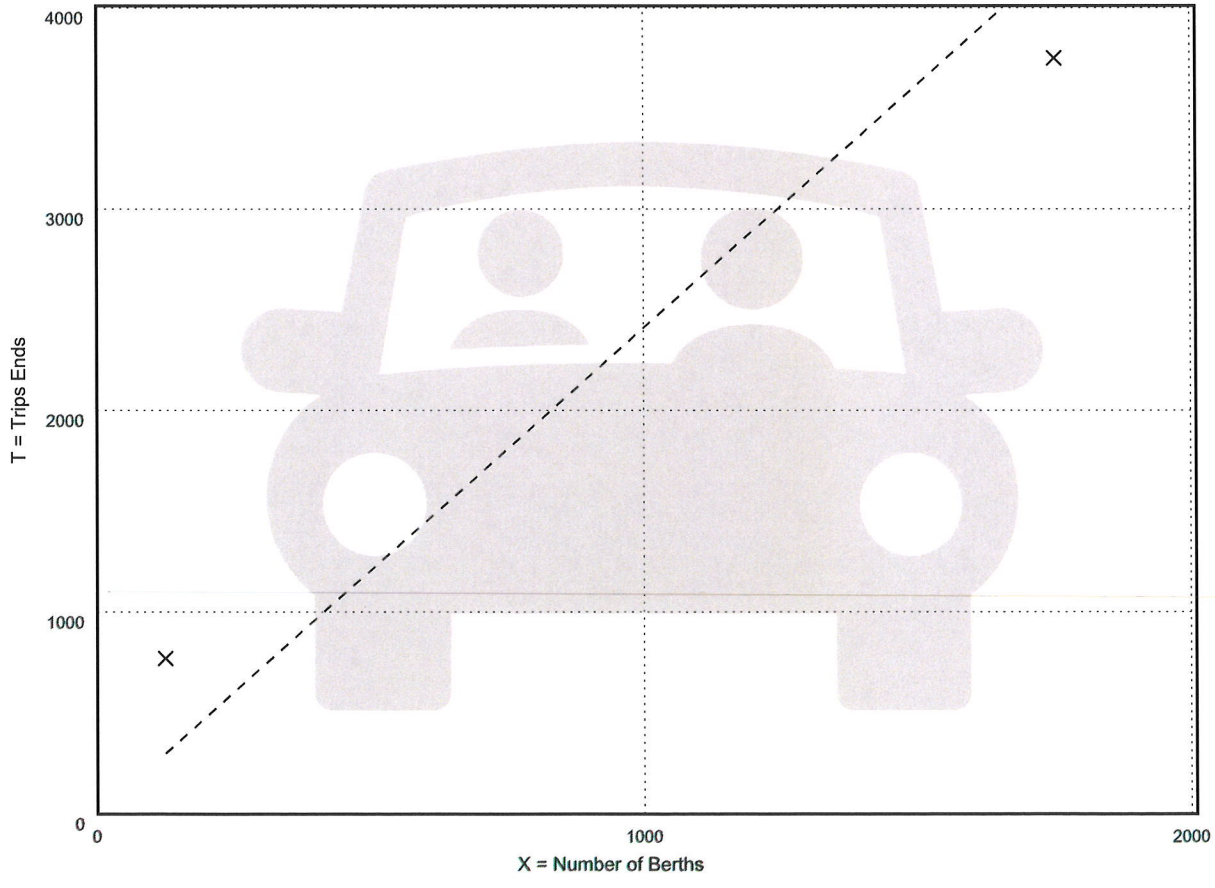
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Berths: 939
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
2.41	2.14 - 6.21	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Marina
(420)

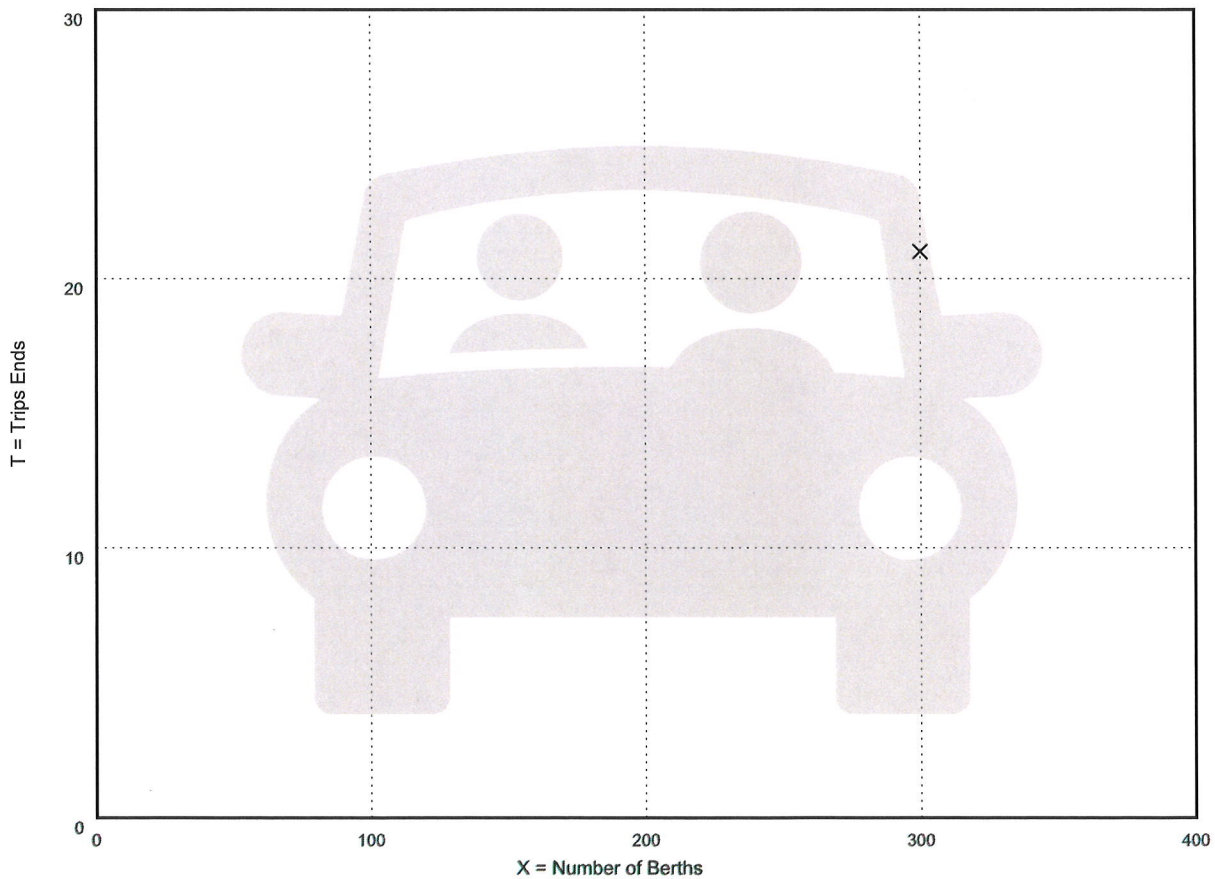
Vehicle Trip Ends vs: Berths
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Berths: 300
Directional Distribution: 33% entering, 67% exiting

Vehicle Trip Generation per Berth

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

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Marina
(420)

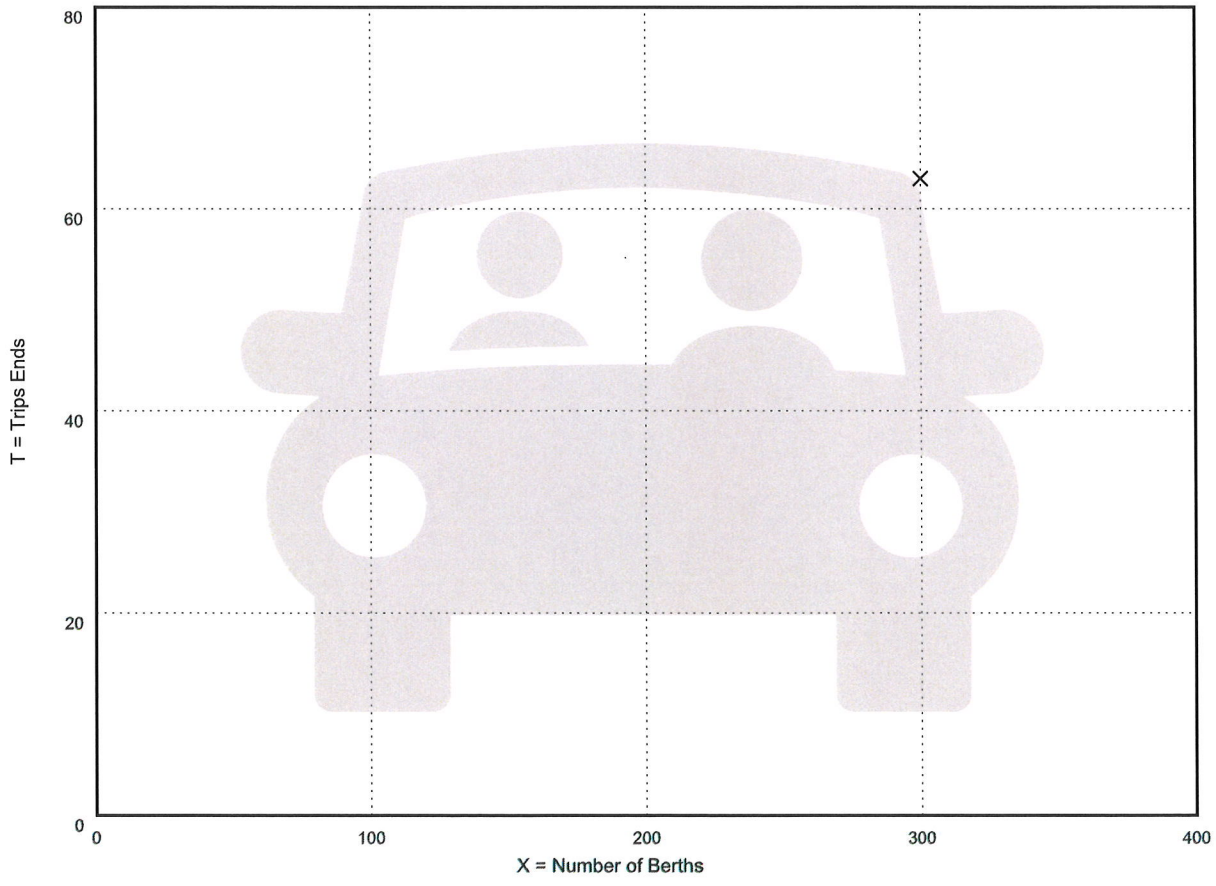
Vehicle Trip Ends vs: Berths
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Berths: 300
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.21	0.21 - 0.21	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Marina
(420)

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

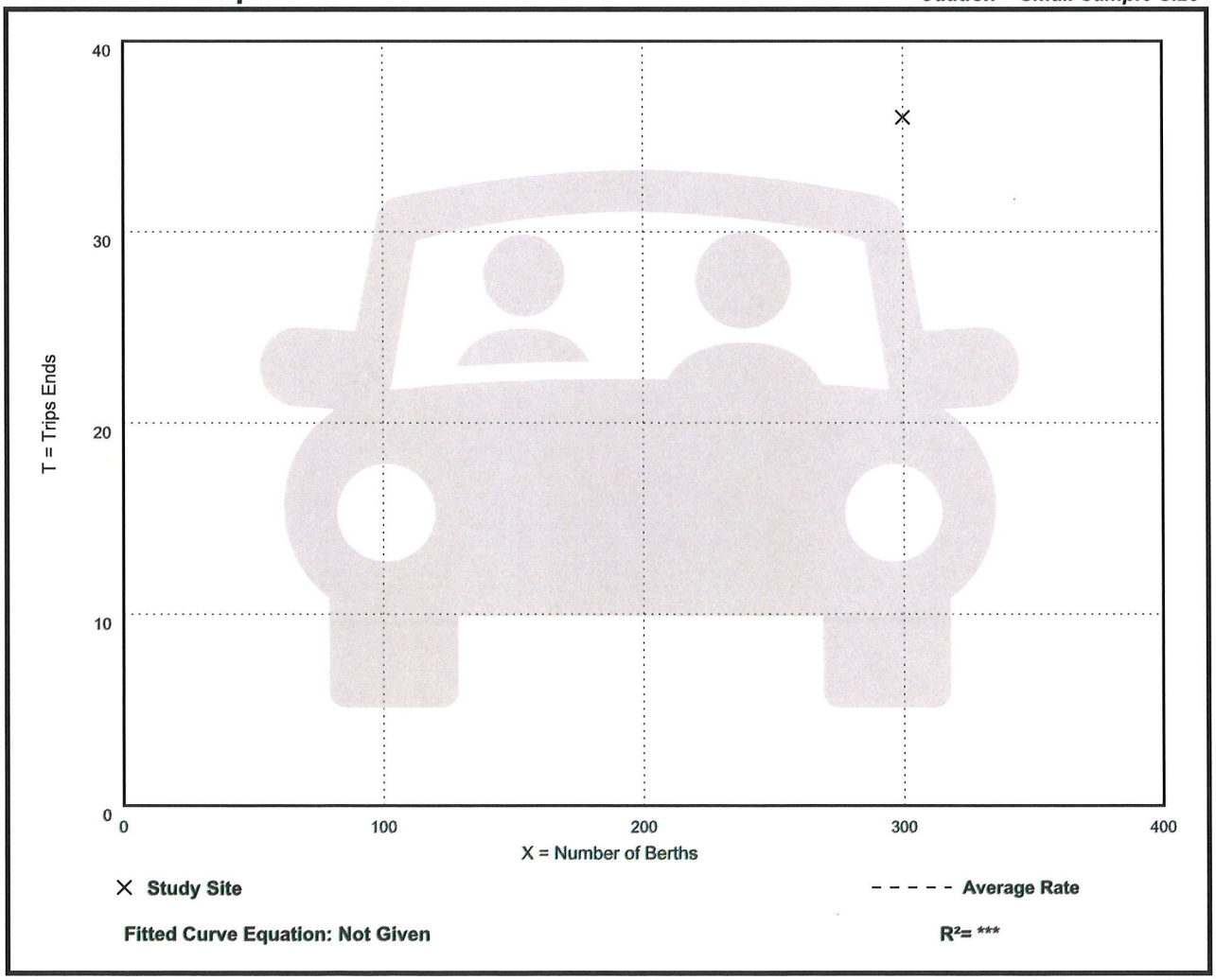
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Berths: 300
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.12	0.12 - 0.12	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Marina
(420)

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

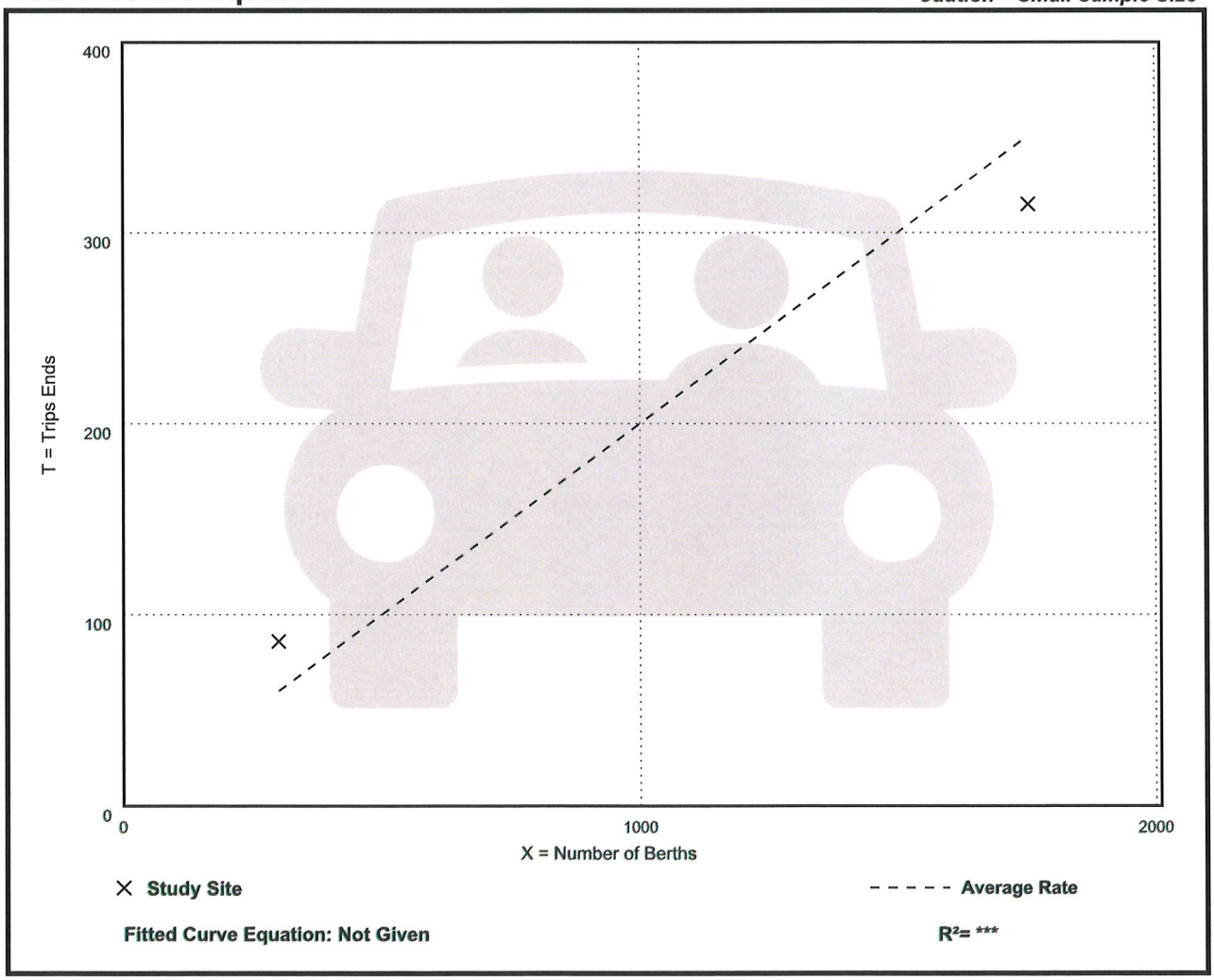
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Berths: 1027
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.20	0.18 - 0.29	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Marina
(420)

Vehicle Trip Ends vs: Berths
On a: Saturday

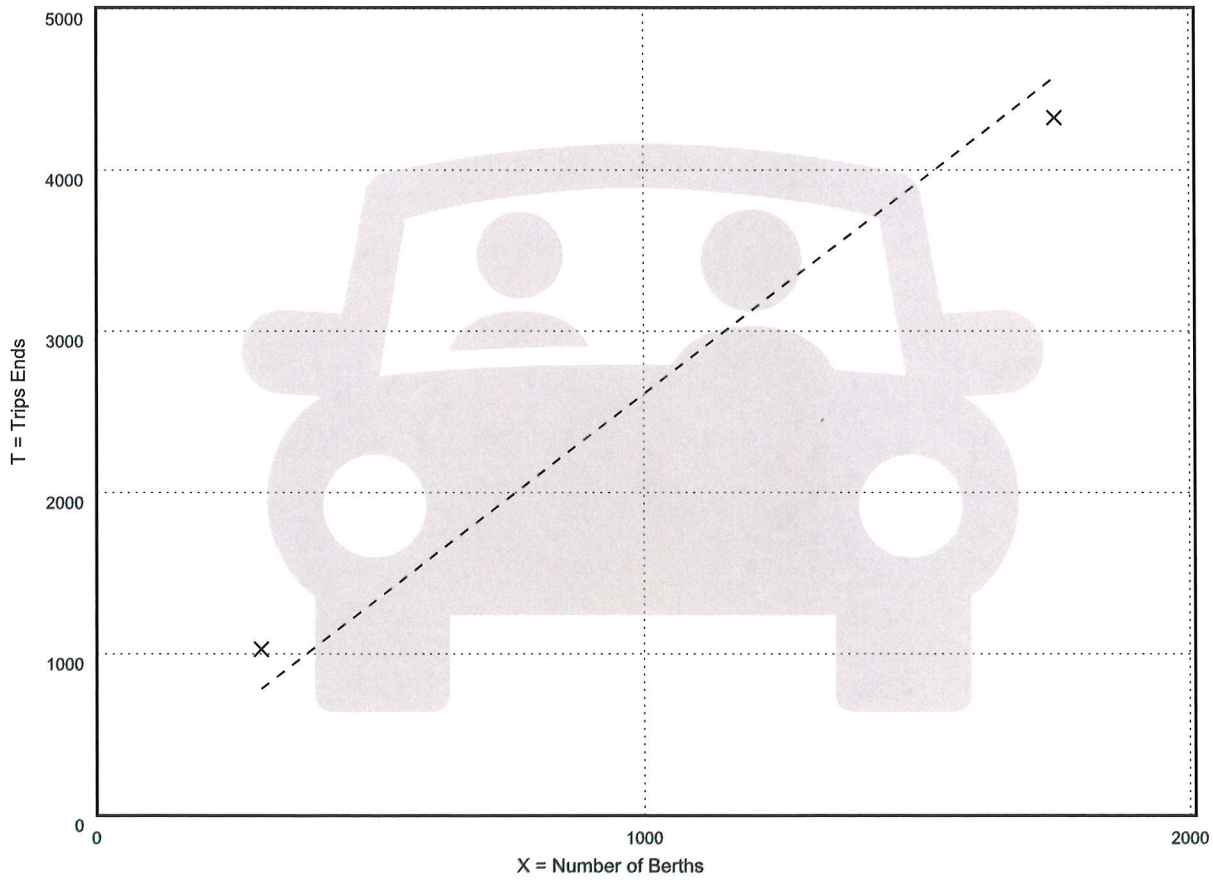
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Berths: 1027
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
2.61	2.47 - 3.43	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Marina
(420)

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

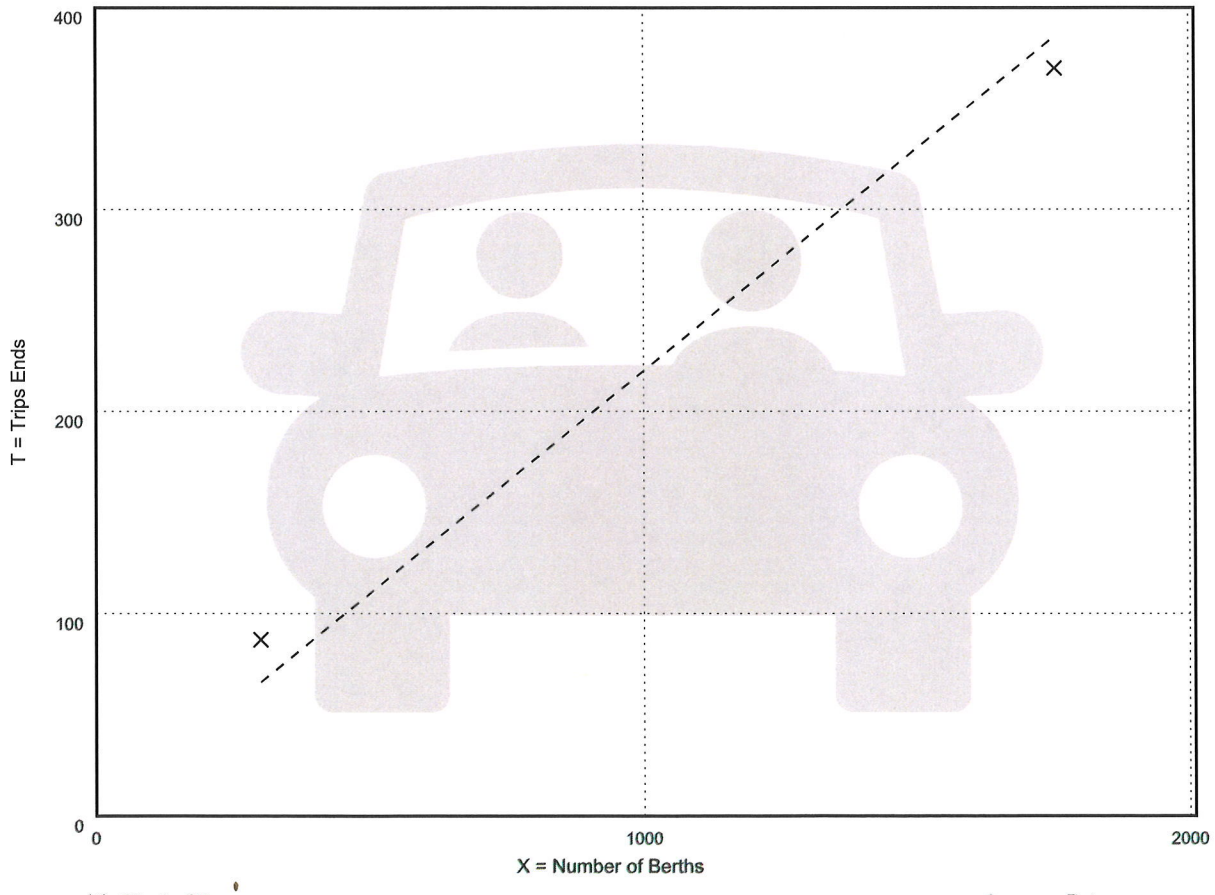
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Berths: 1027
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.22	0.21 - 0.29	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Marina
(420)

Vehicle Trip Ends vs: Berths
On a: Sunday

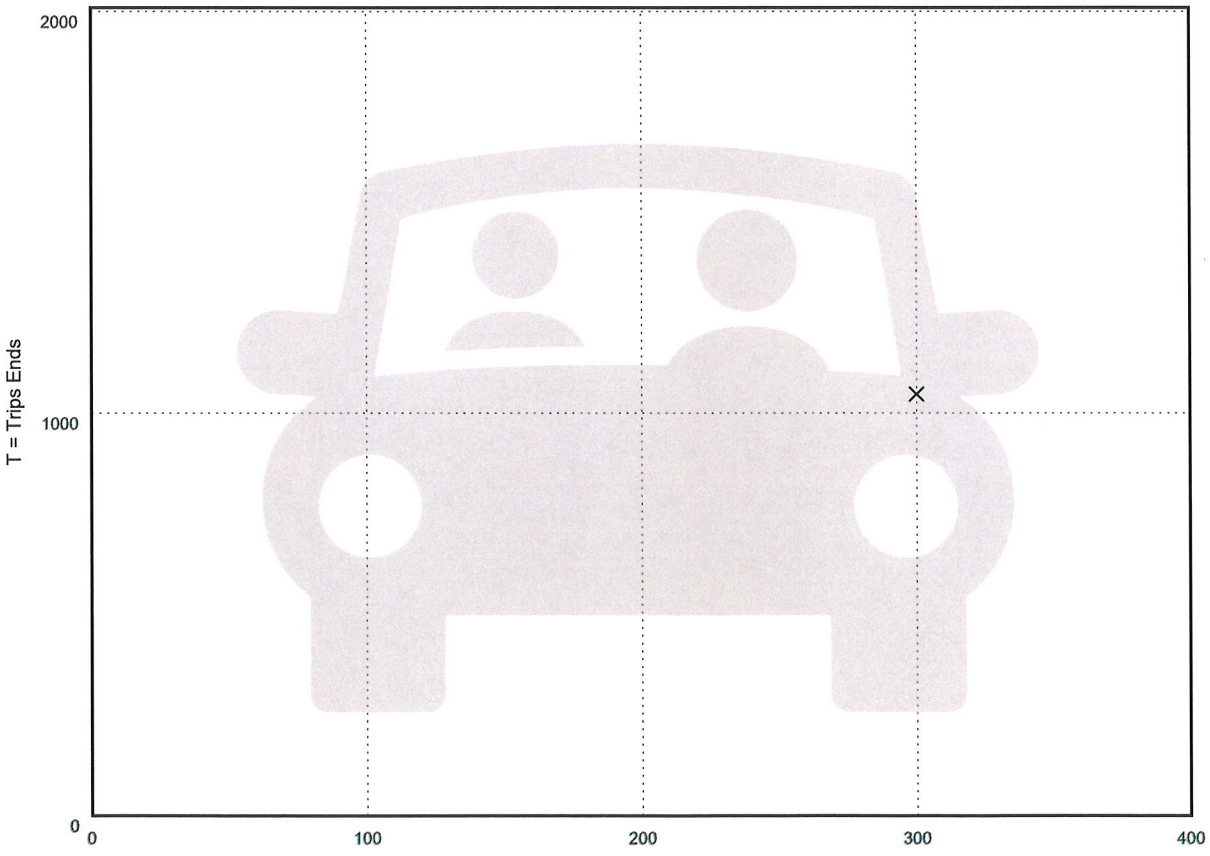
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Berths: 300
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
3.49	3.49 - 3.49	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Marina
(420)

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

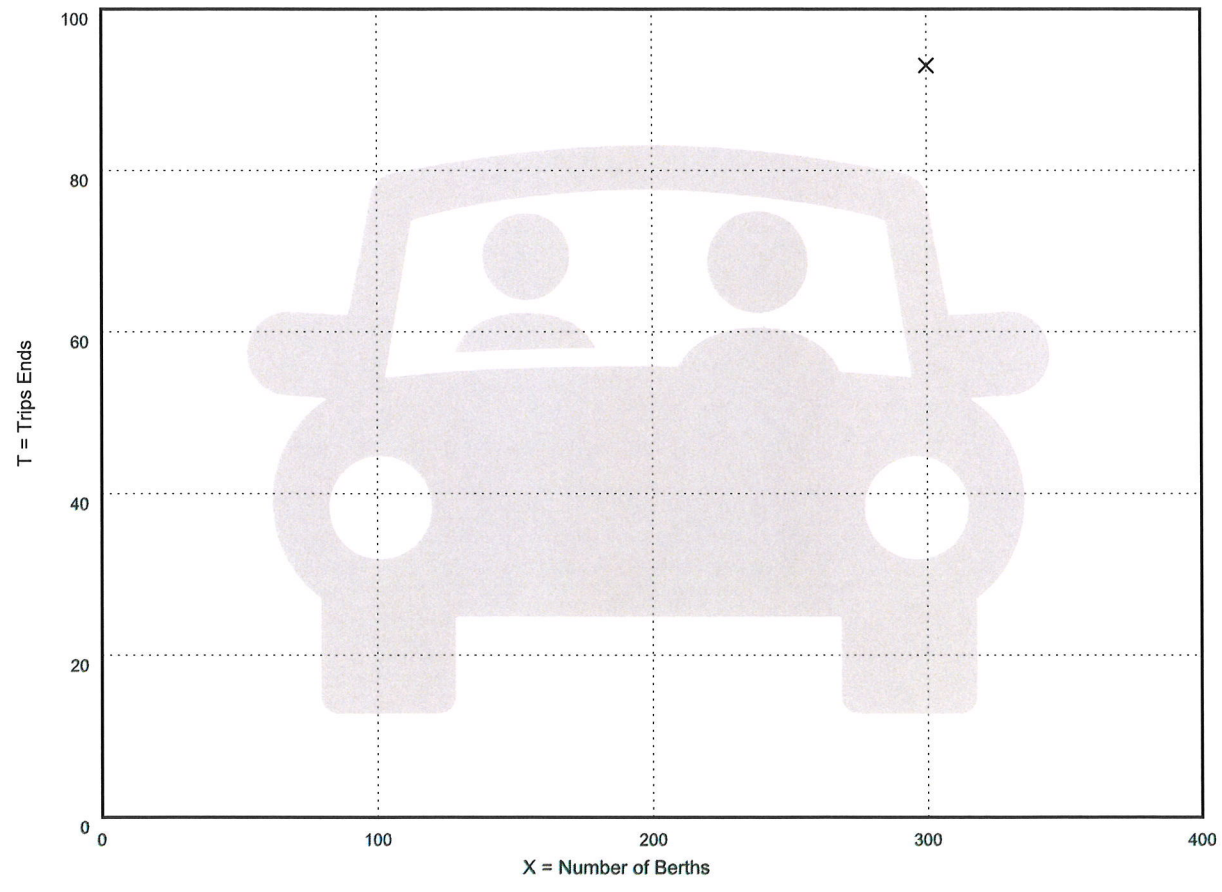
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Berths: 300
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.31	0.31 - 0.31	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

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

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

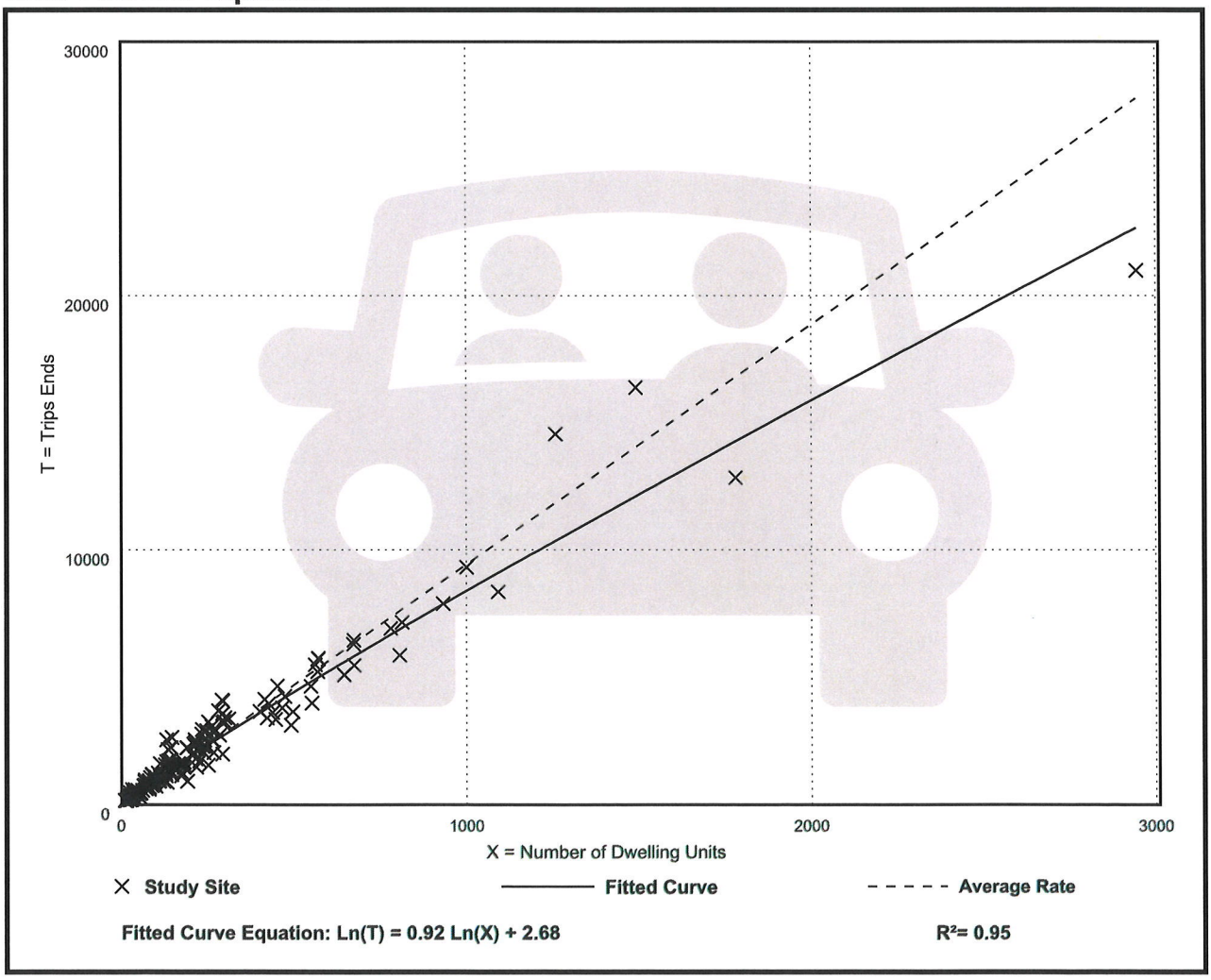
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



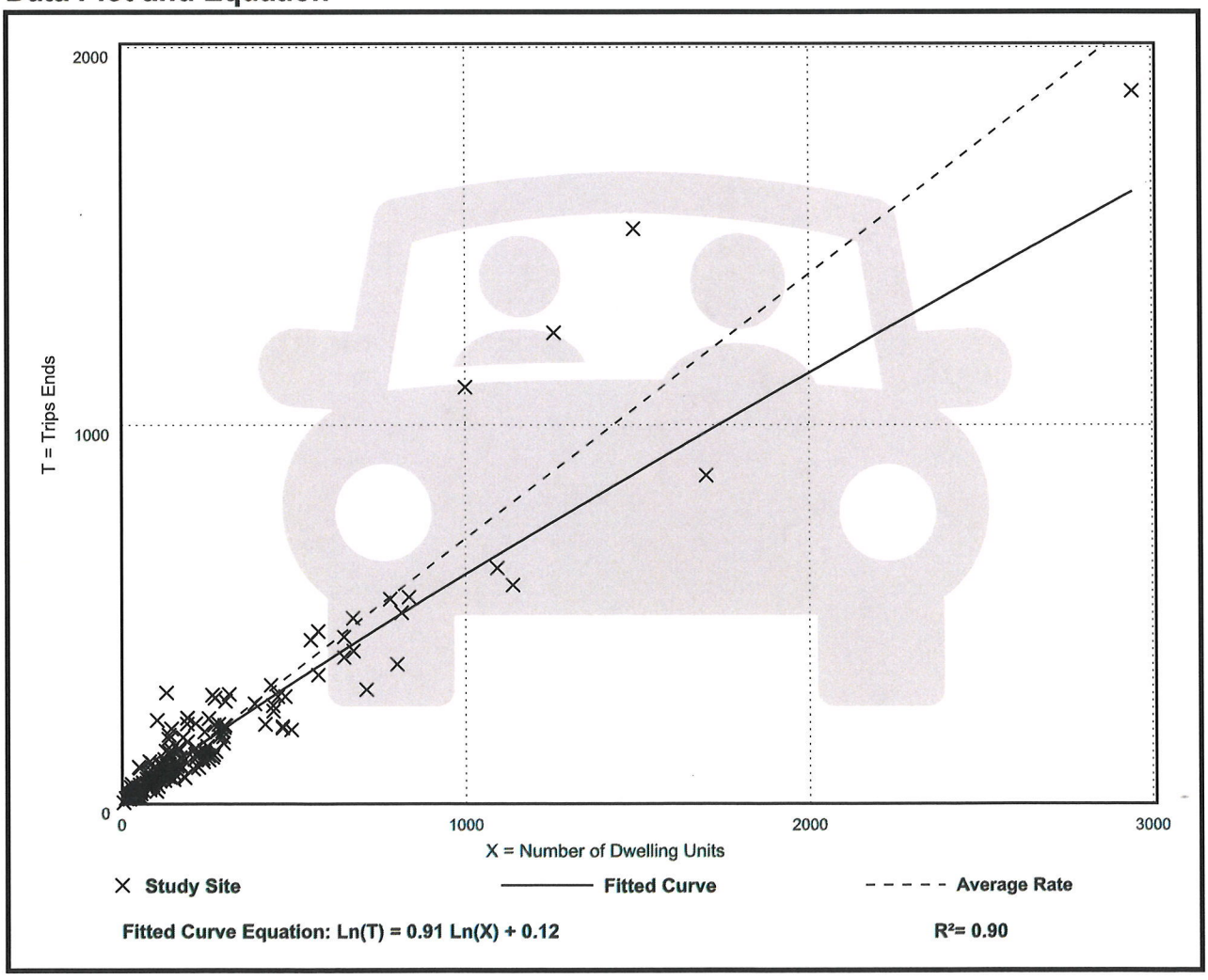
Single-Family Detached Housing
(210)

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: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12

R^2= 0.90

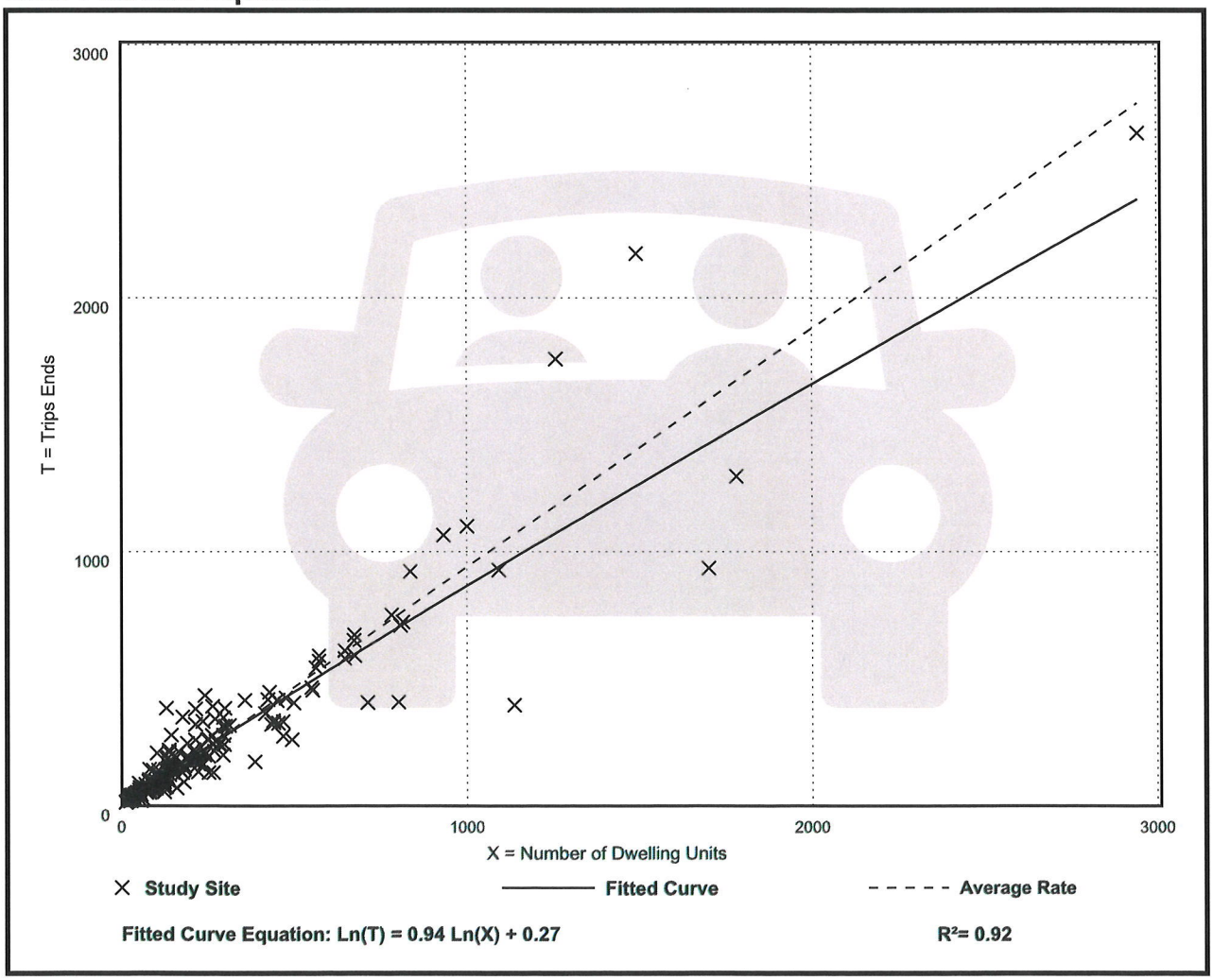
Single-Family Detached Housing
(210)

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: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Single-Family Detached Housing
(210)

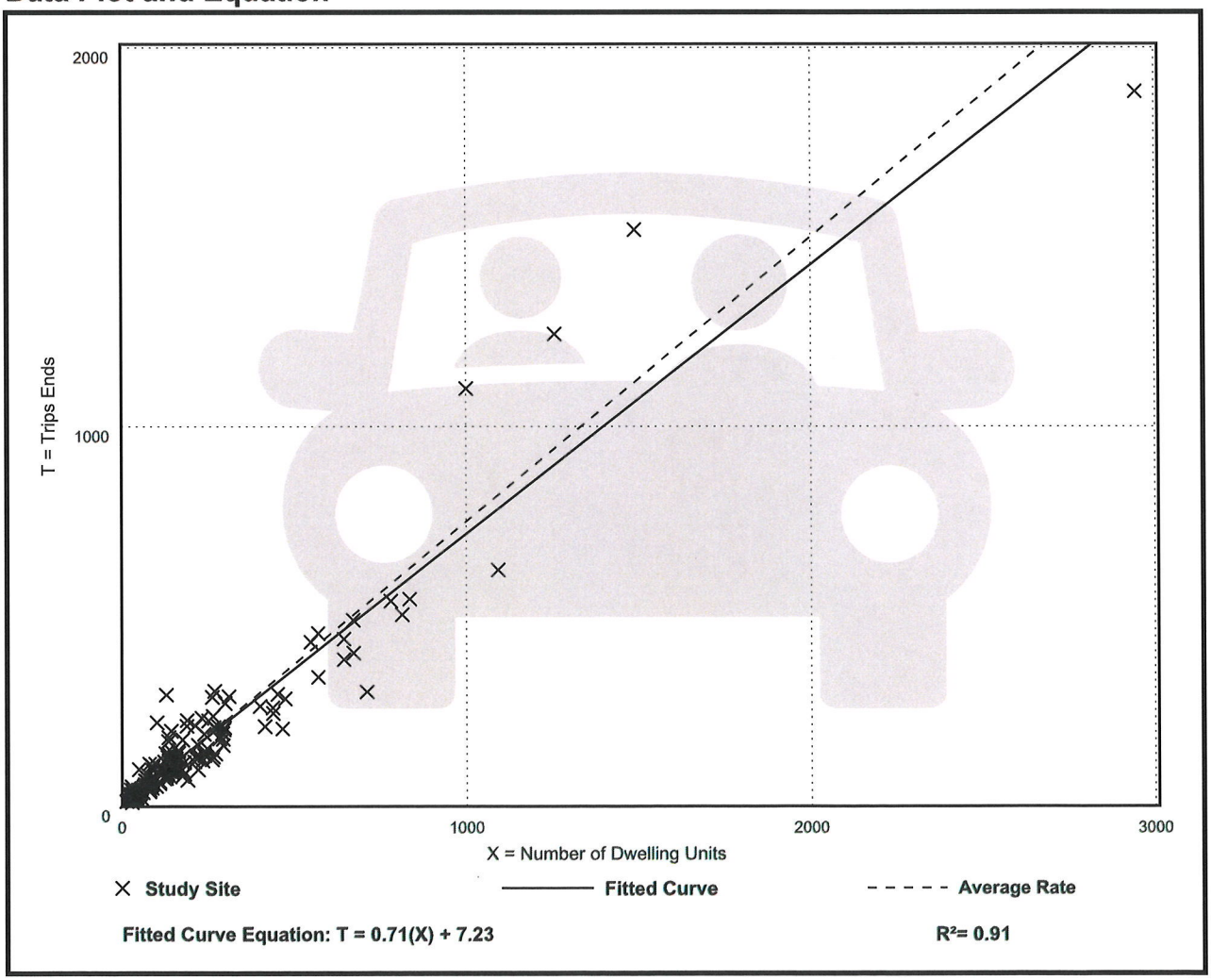
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 169
Avg. Num. of Dwelling Units: 217
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.34 - 2.27	0.25

Data Plot and Equation



Fitted Curve Equation: T = 0.71(X) + 7.23

R^2= 0.91

Single-Family Detached Housing
(210)

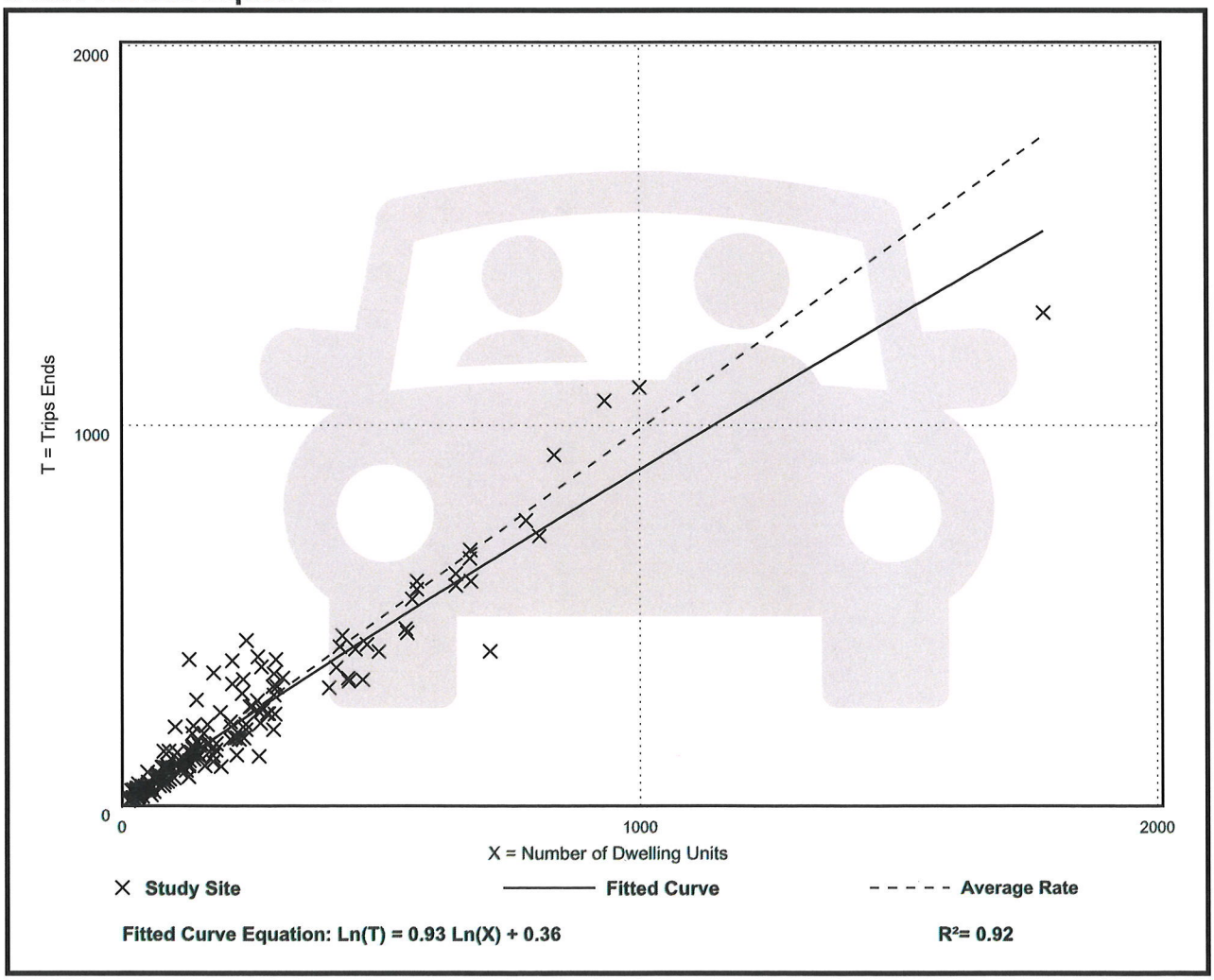
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 178
Avg. Num. of Dwelling Units: 203
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.49 - 2.98	0.28

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.93 Ln(X) + 0.36

R^2= 0.92

Single-Family Detached Housing
(210)

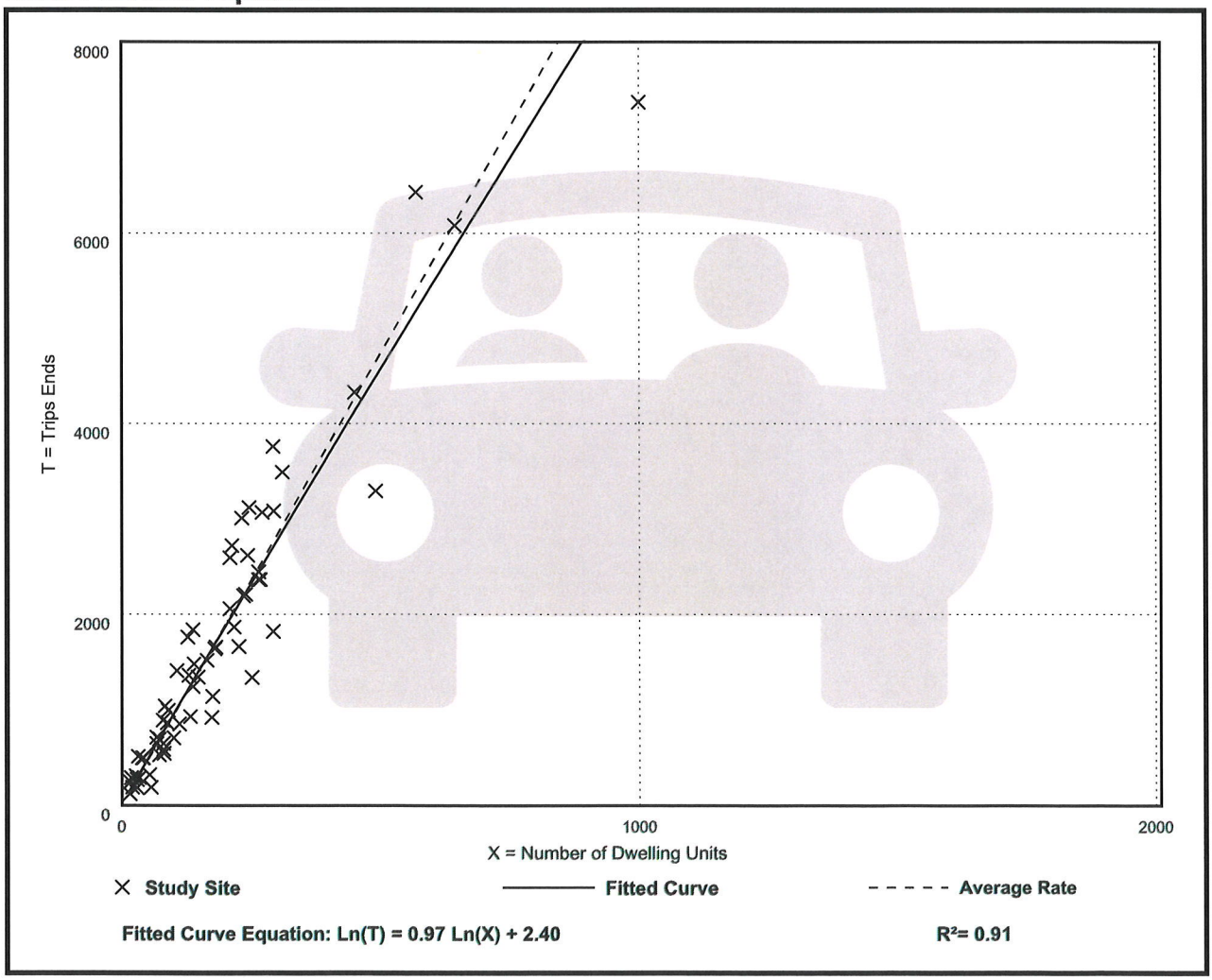
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 63
Avg. Num. of Dwelling Units: 179
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.48	3.36 - 16.52	2.26

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 2.40

R^2= 0.91

Single-Family Detached Housing
(210)

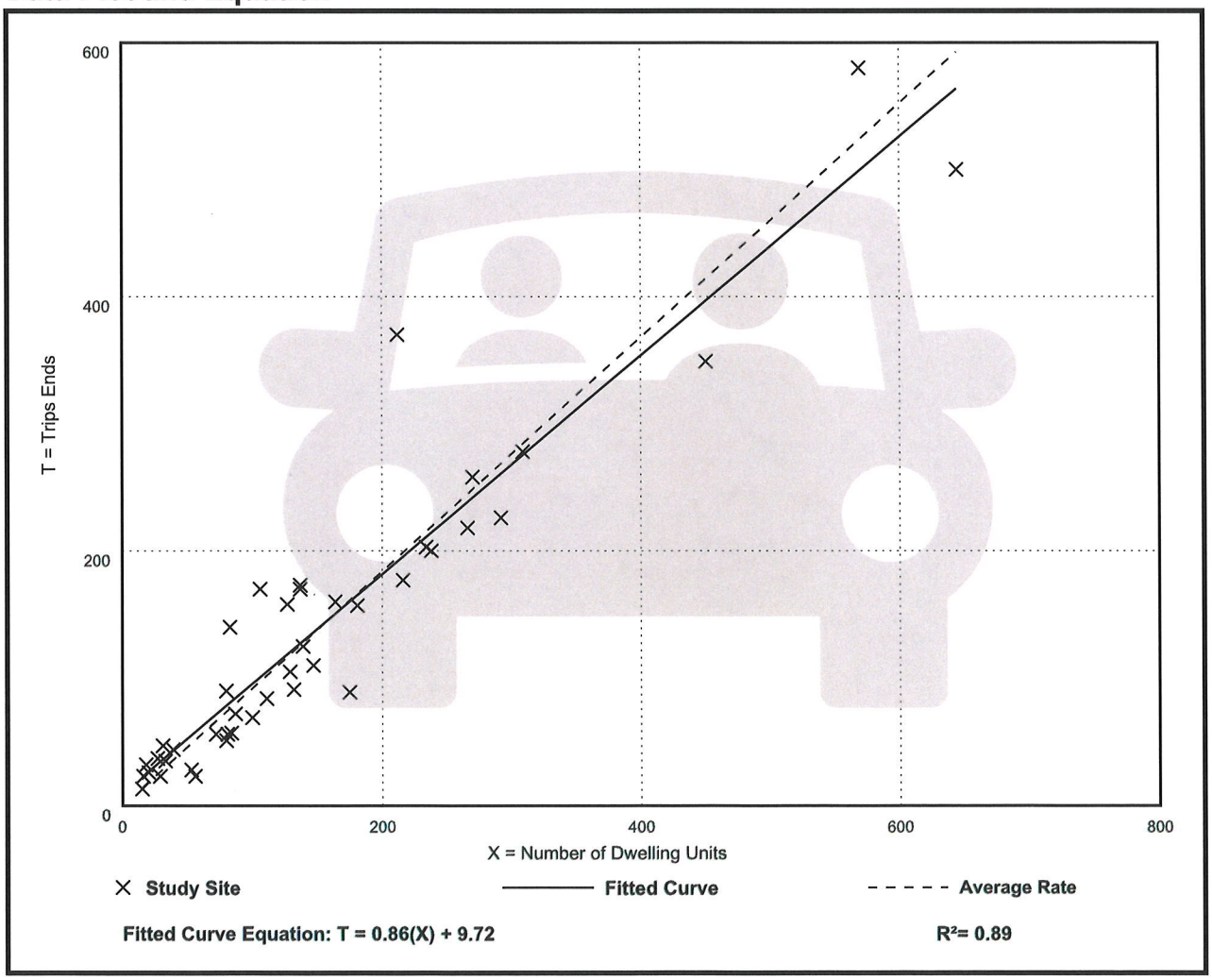
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Dwelling Units: 152
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.92	0.41 - 1.78	0.27

Data Plot and Equation



Fitted Curve Equation: T = 0.86(X) + 9.72

R^2= 0.89

Single-Family Detached Housing
(210)

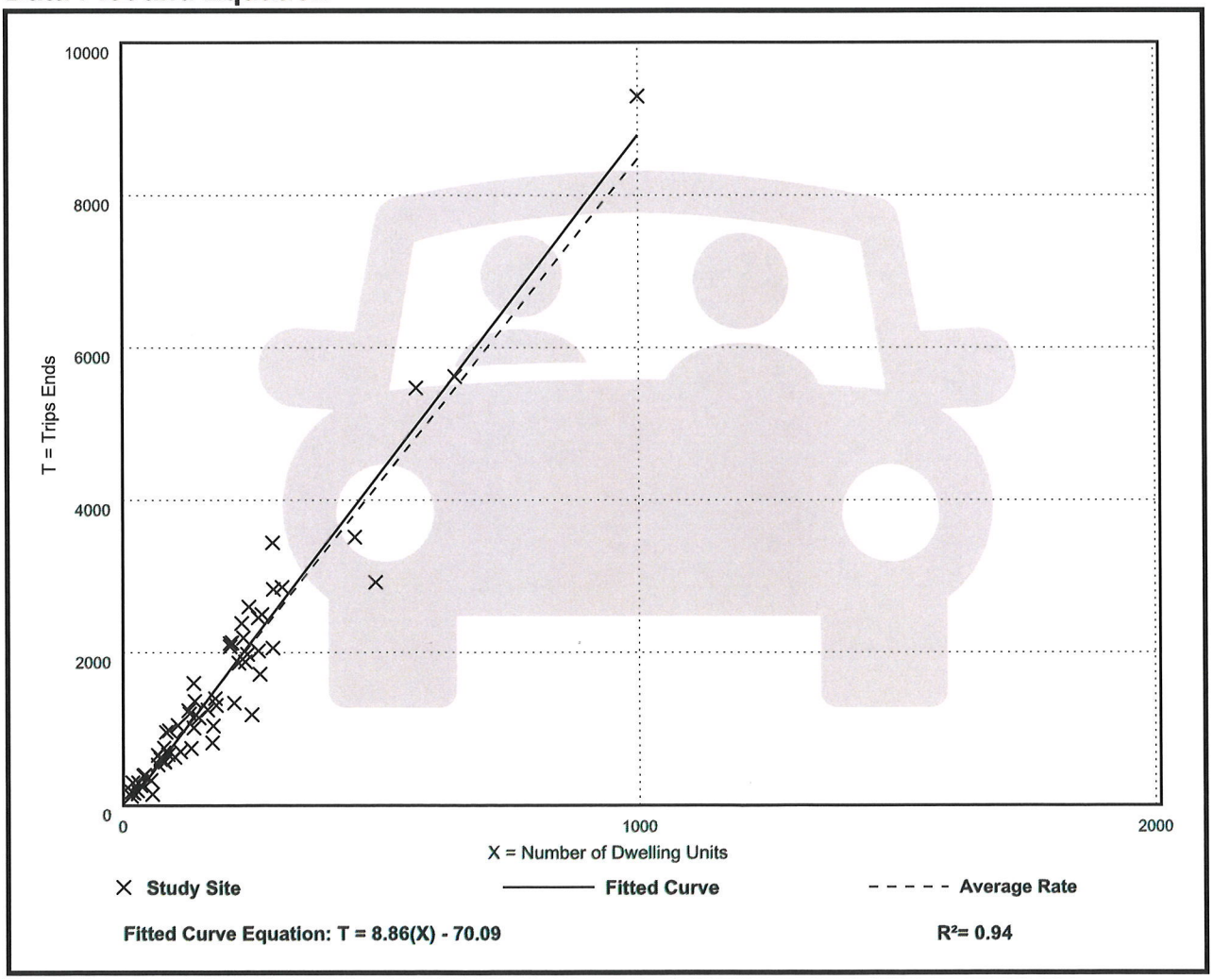
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 60
Avg. Num. of Dwelling Units: 186
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
8.48	2.61 - 16.44	1.74

Data Plot and Equation



Fitted Curve Equation: T = 8.86(X) - 70.09

R^2= 0.94

Single-Family Detached Housing
(210)

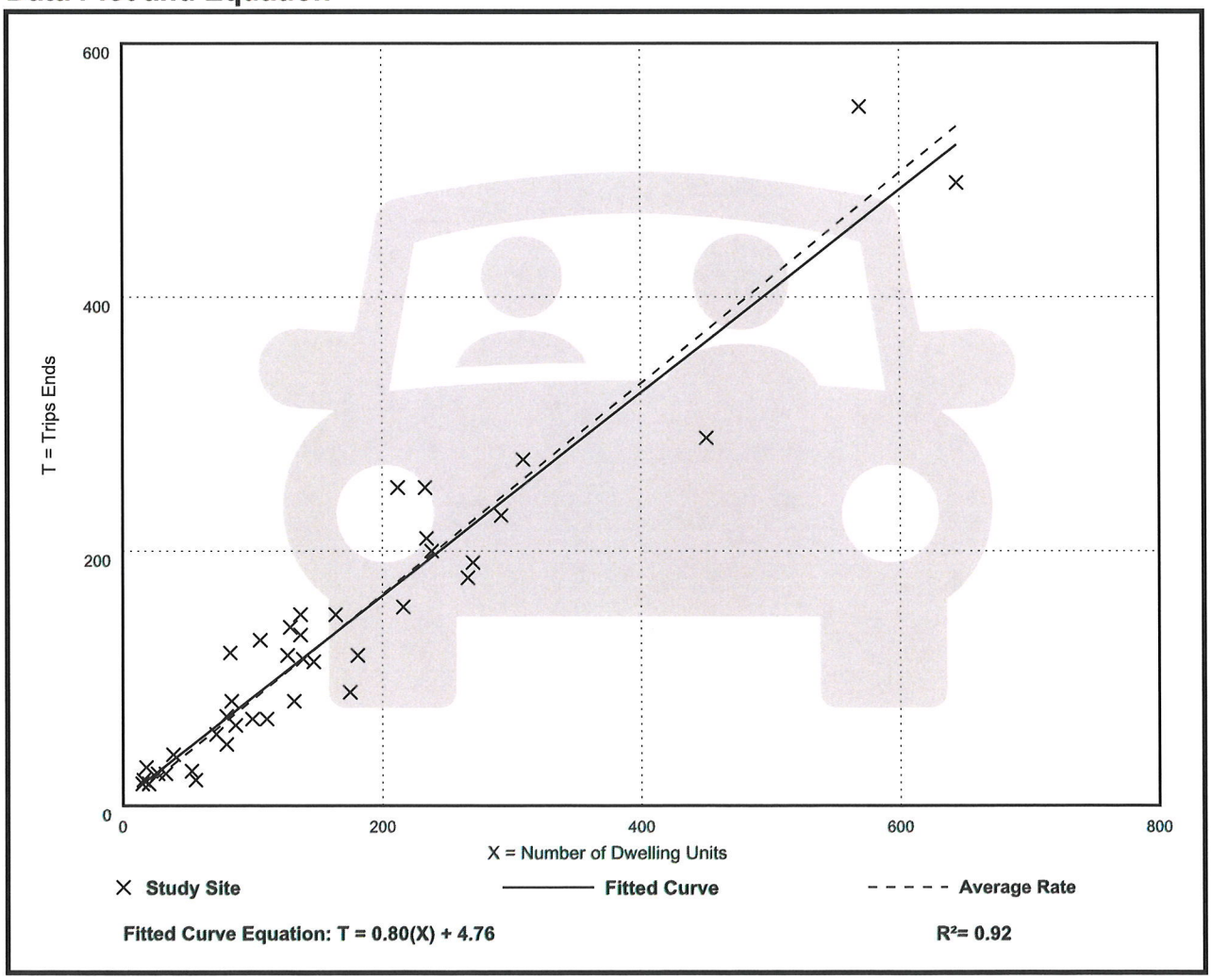
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. Num. of Dwelling Units: 162
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.83	0.36 - 1.67	0.19

Data Plot and Equation



Fitted Curve Equation: T = 0.80(X) + 4.76

R^2= 0.92

Single-Family Detached Housing
(210)

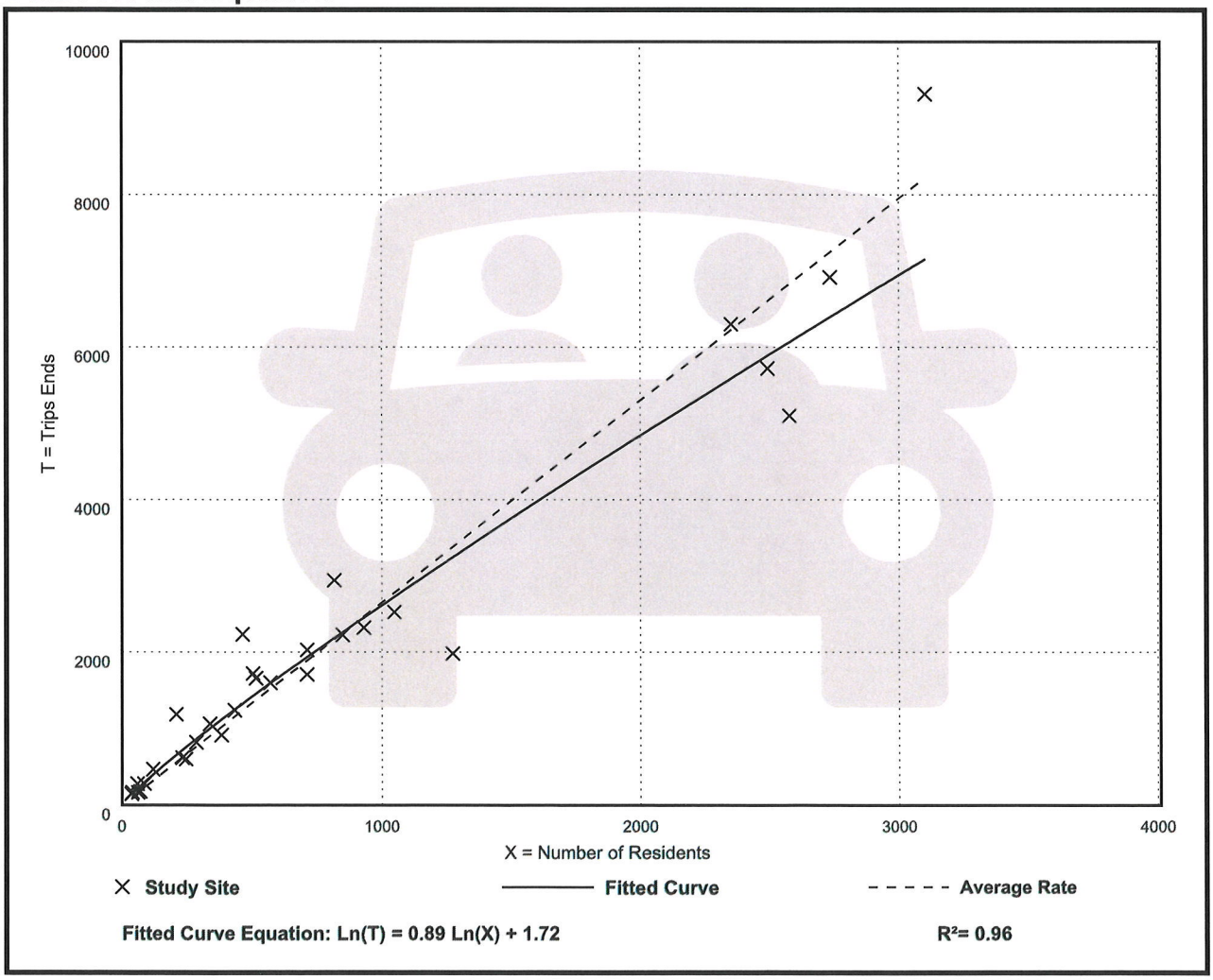
Vehicle Trip Ends vs: Residents
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Residents: 810
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
2.65	1.56 - 5.62	0.64

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.89 Ln(X) + 1.72

R^2= 0.96

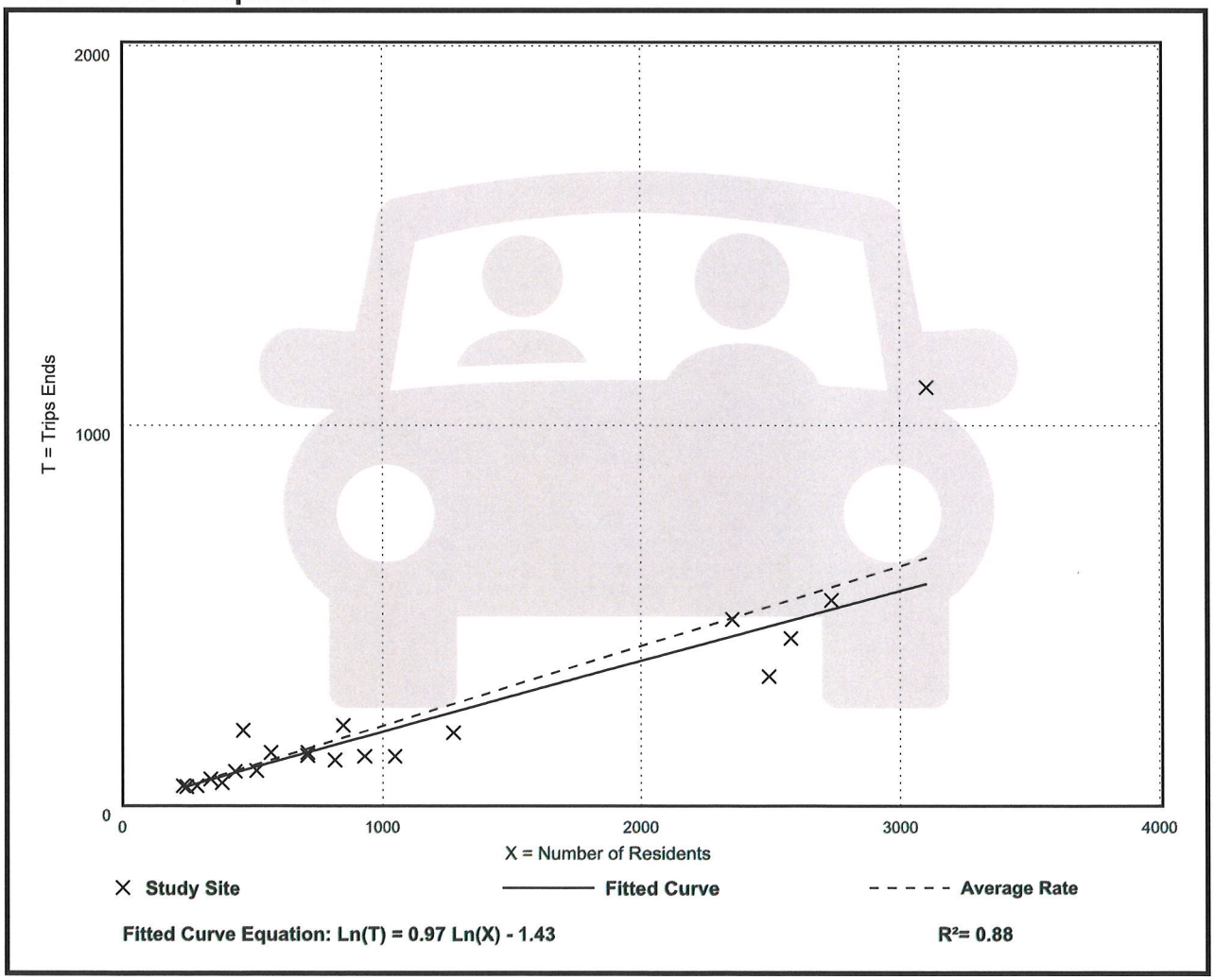
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Residents
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: 21
Avg. Num. of Residents: 1100
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.21	0.12 - 0.42	0.08

Data Plot and Equation



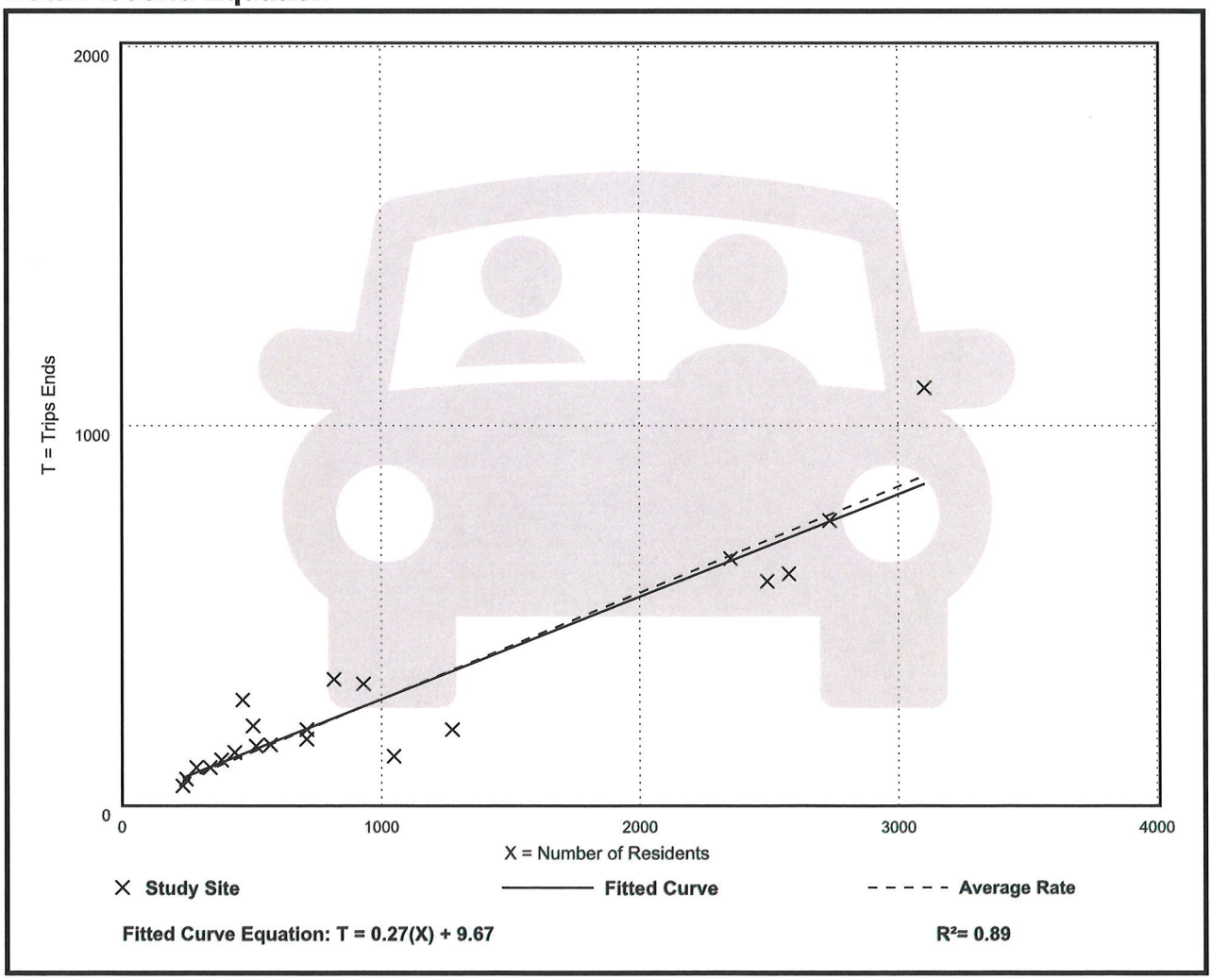
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Residents
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: 21
Avg. Num. of Residents: 1083
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.28	0.12 - 0.60	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.27(X) + 9.67

R^2= 0.89

Single-Family Detached Housing
(210)

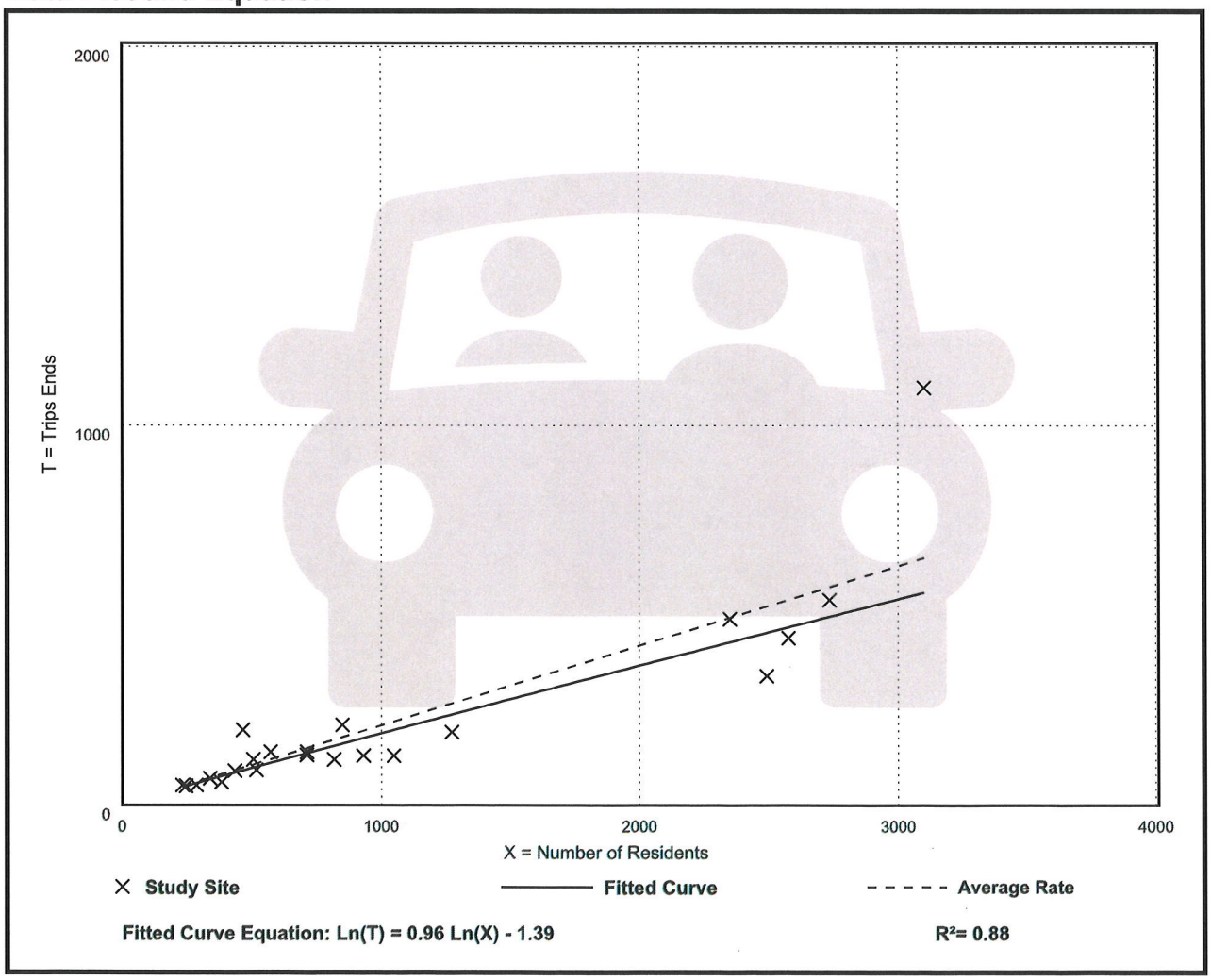
Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Residents: 1073
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.21	0.12 - 0.42	0.08

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.96 Ln(X) - 1.39

R^2= 0.88

Single-Family Detached Housing
(210)

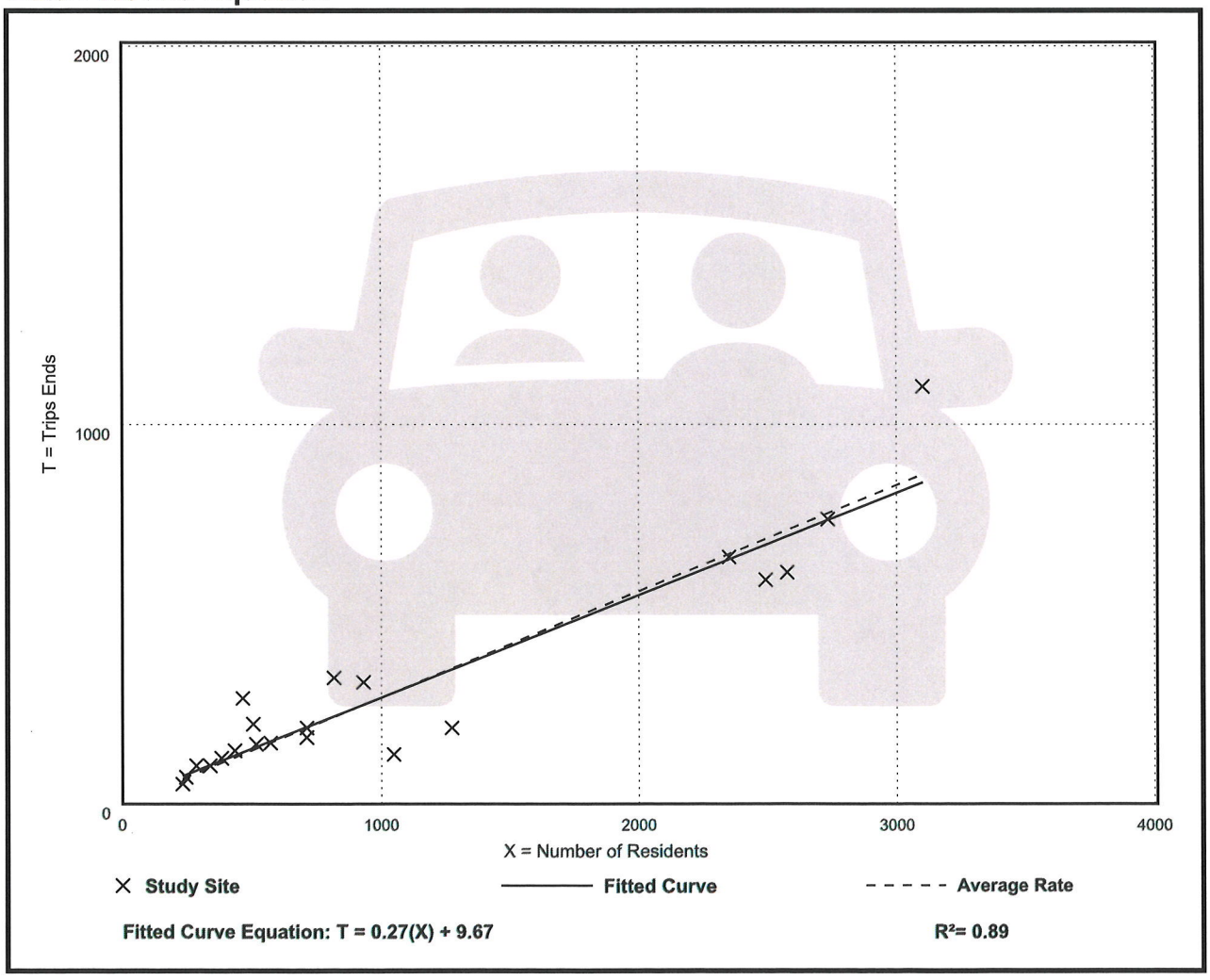
Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. Num. of Residents: 1083
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.28	0.12 - 0.60	0.08

Data Plot and Equation



Single-Family Detached Housing
(210)

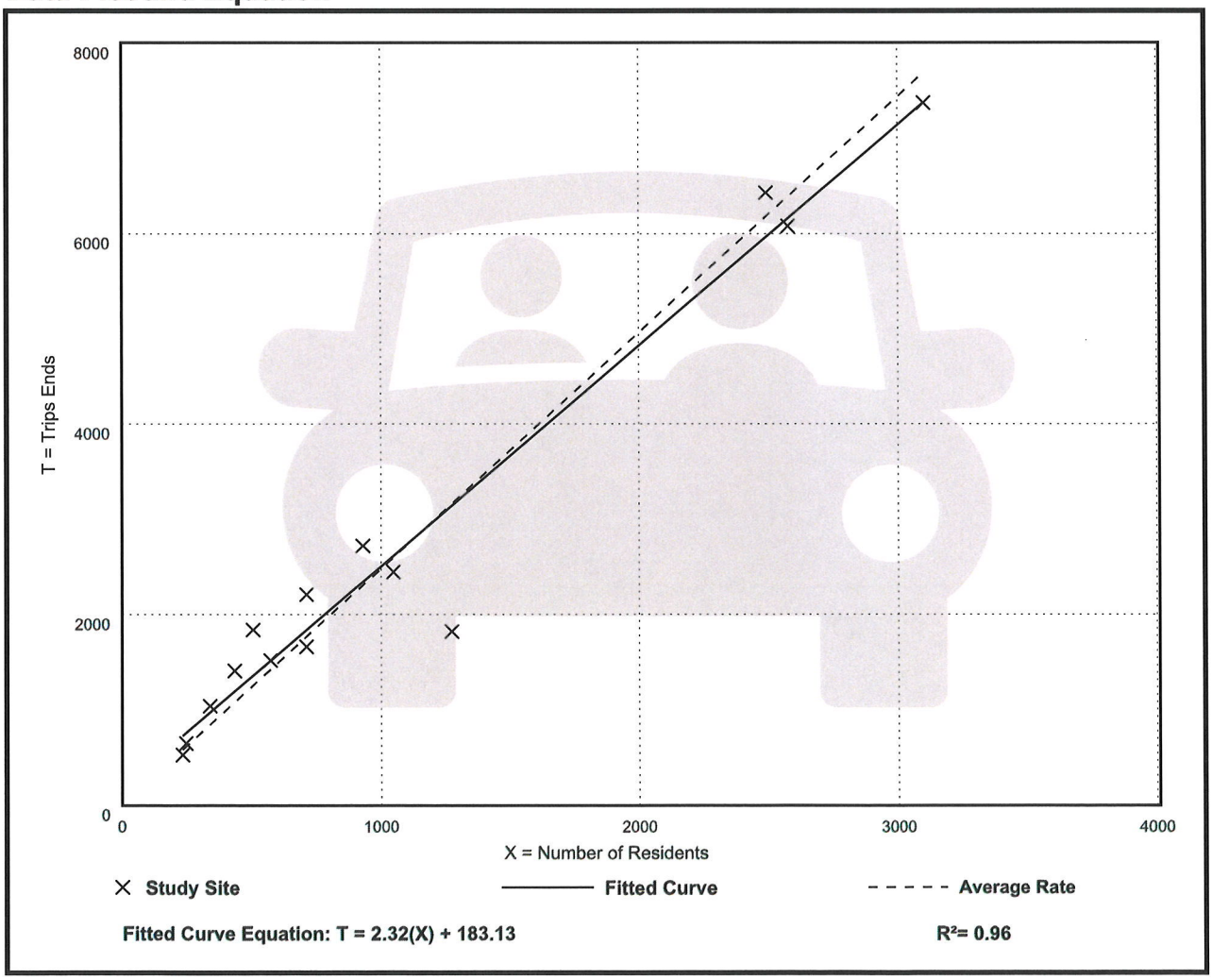
Vehicle Trip Ends vs: Residents
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Residents: 1085
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
2.48	1.43 - 3.63	0.46

Data Plot and Equation



Fitted Curve Equation: T = 2.32(X) + 183.13

R^2= 0.96

Single-Family Detached Housing
(210)

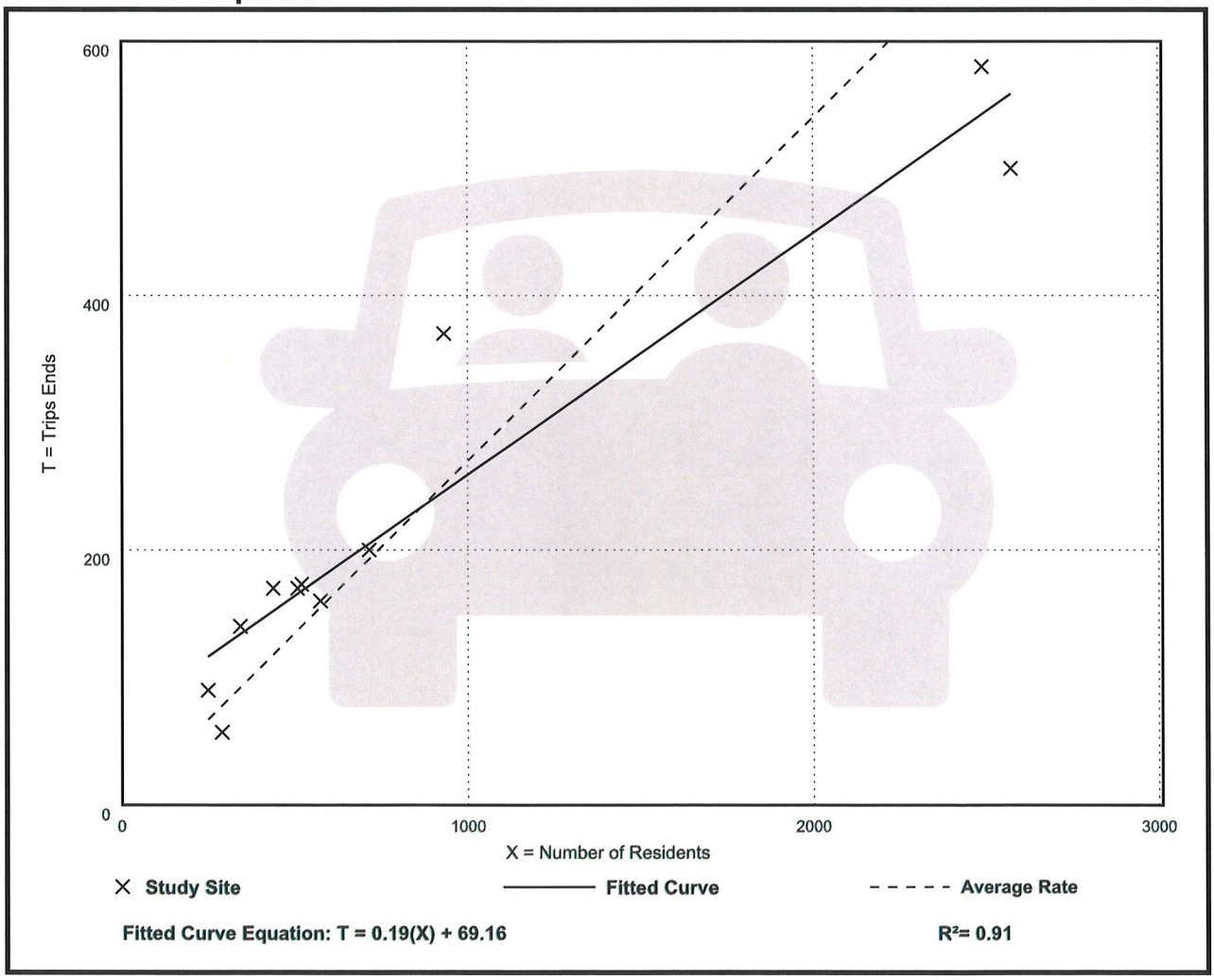
Vehicle Trip Ends vs: Residents
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Residents: 875
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.27	0.19 - 0.41	0.08

Data Plot and Equation



Single-Family Detached Housing
(210)

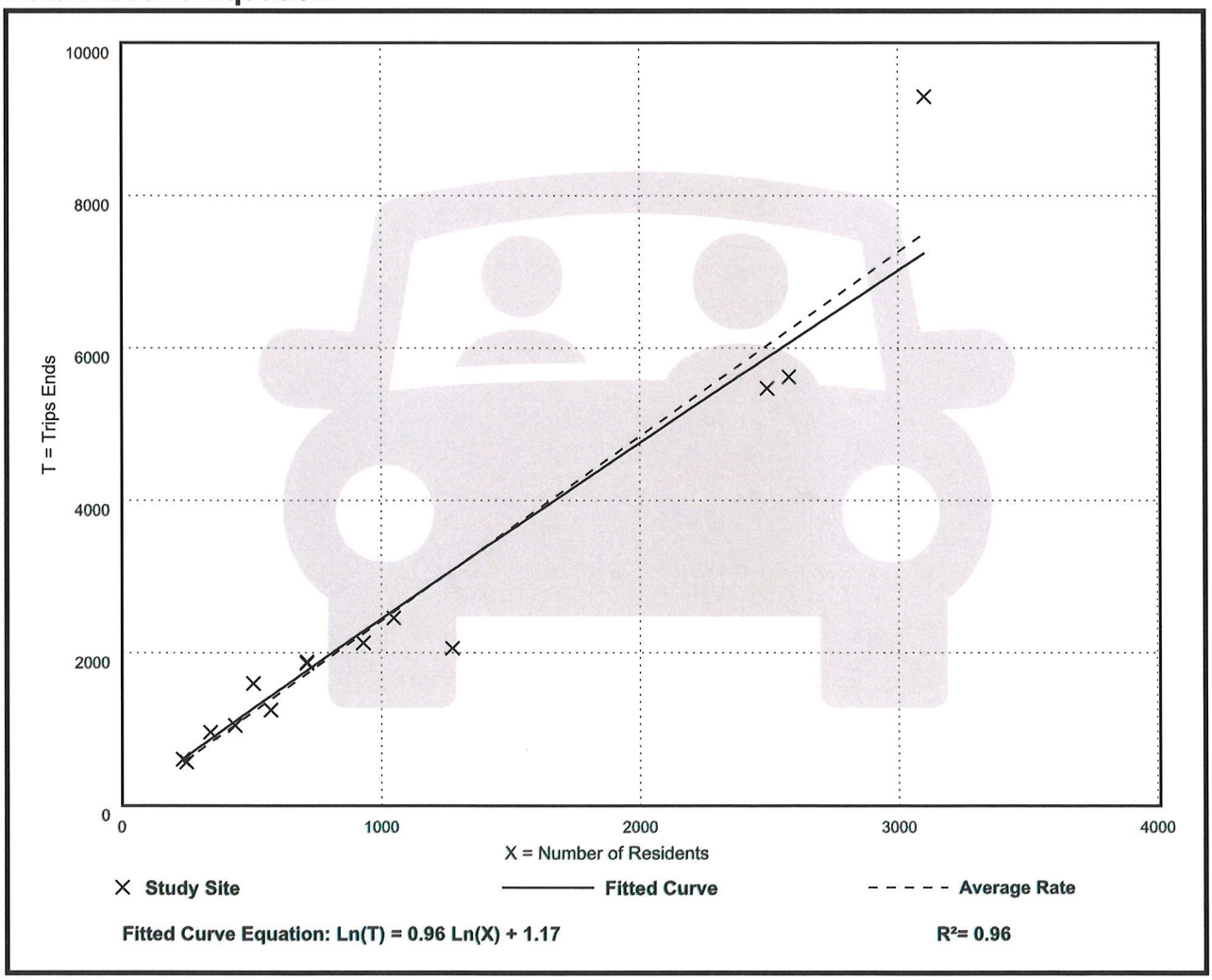
Vehicle Trip Ends vs: Residents
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Residents: 1085
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
2.42	1.62 - 3.16	0.43

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.96 Ln(X) + 1.17

R^2= 0.96

Single-Family Detached Housing
(210)

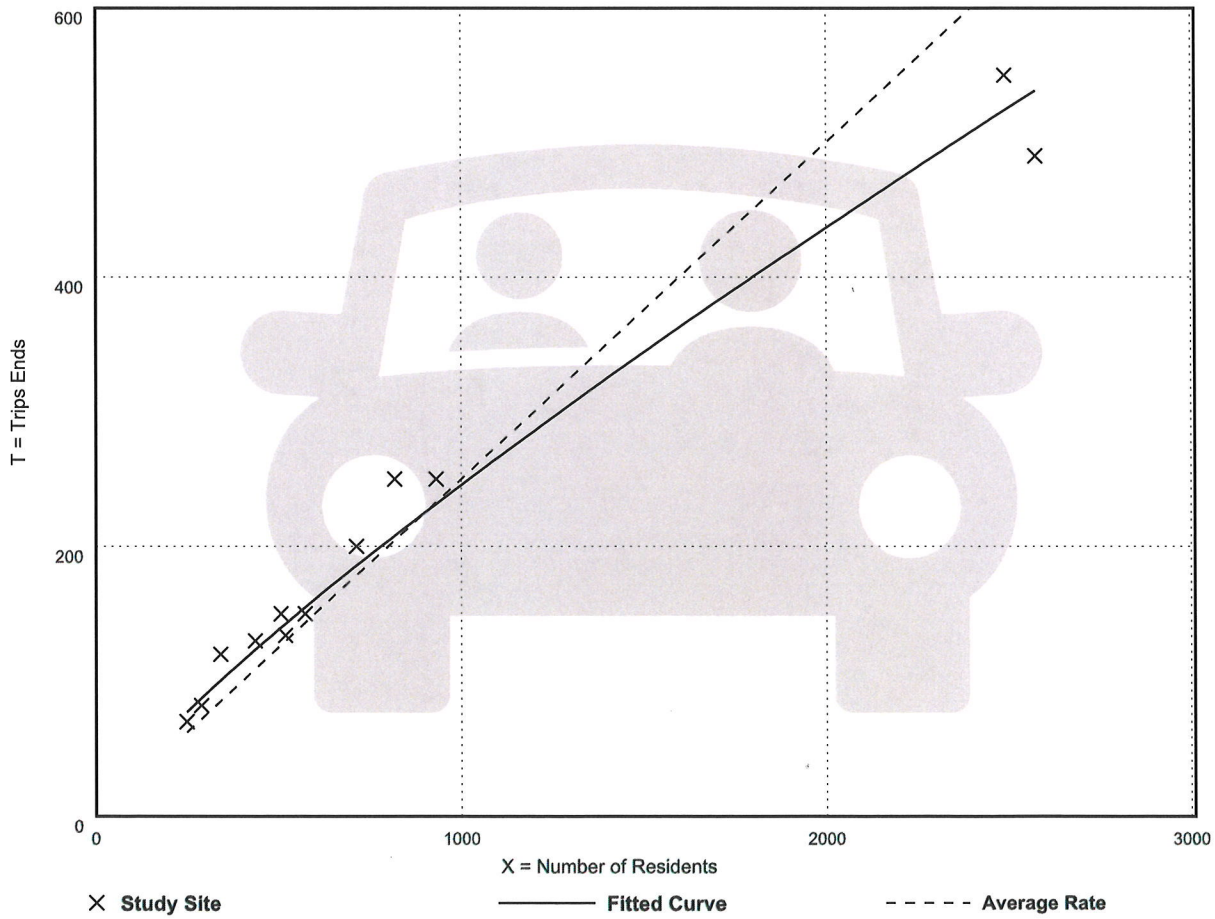
Vehicle Trip Ends vs: Residents
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. Num. of Residents: 870
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.25	0.19 - 0.35	0.05

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) - 0.23

R^2= 0.98

Land Use: 260
Recreational Homes

Description

A recreational home is either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis. Some sites in the database are located within a resort that contains local services and complete recreational facilities. Timeshare (Land Use 265) is a related land use.

Additional Data

A large number of internal trips are made for recreational purposes in resort communities containing recreational homes.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, New York, and Oregon.

Source Numbers

187, 901, 968, 1046

Recreational Homes
(260)

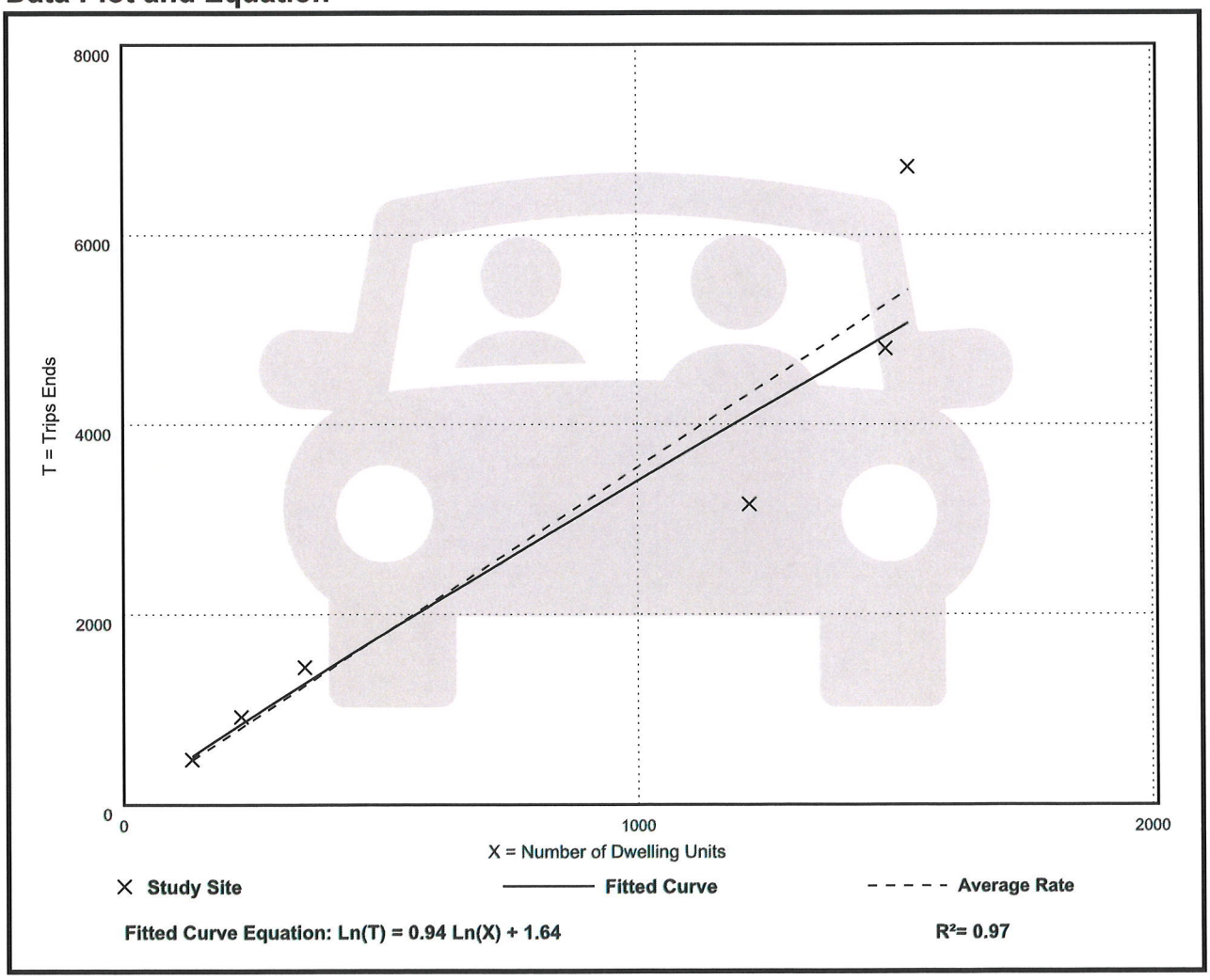
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: Rural
Number of Studies: 6
Avg. Num. of Dwelling Units: 823
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.55	2.60 - 4.40	0.78

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 1.64

R^2= 0.97

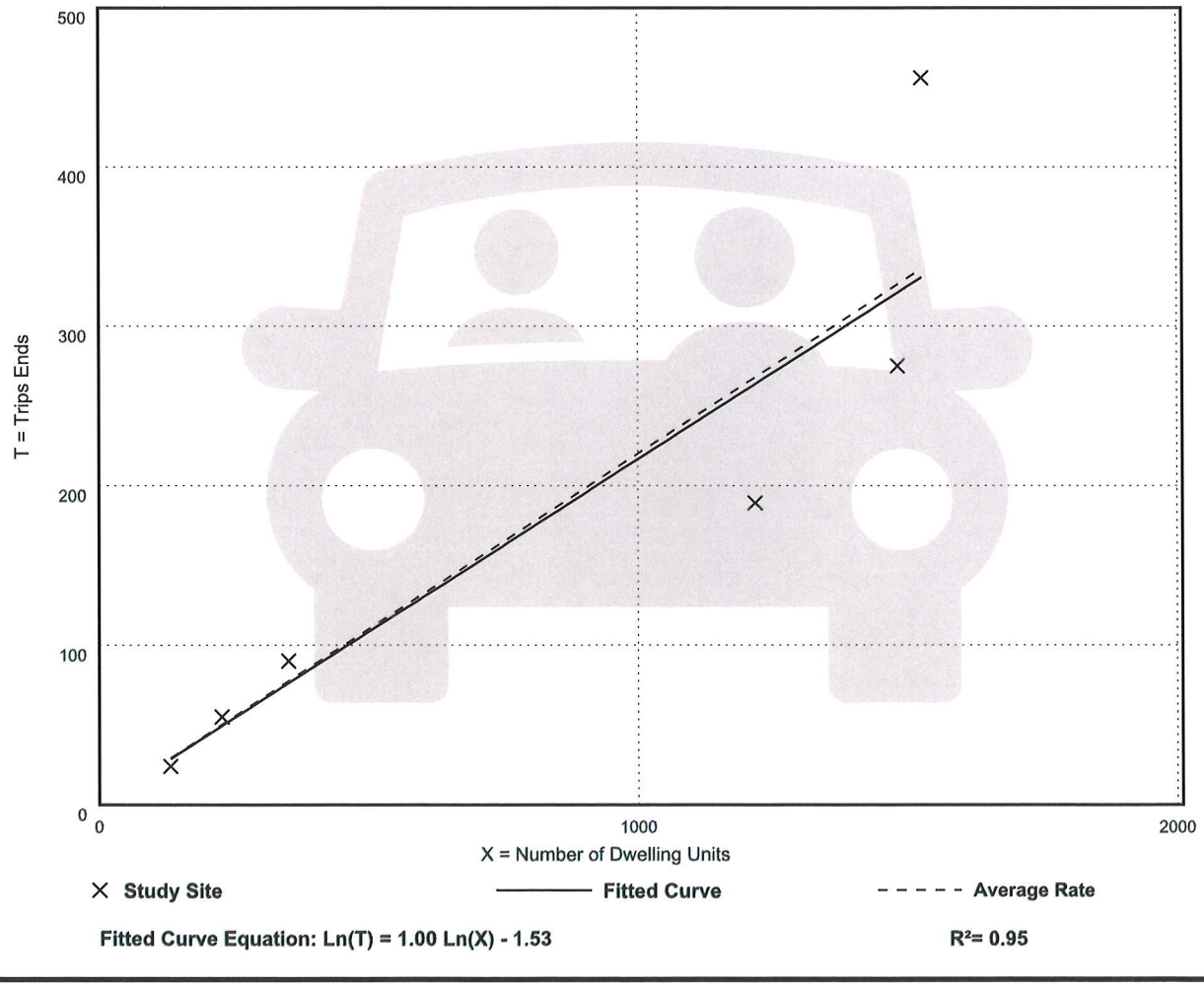
Recreational Homes
(260)

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: 6
Avg. Num. of Dwelling Units: 823
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.22	0.16 - 0.30	0.06

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.00 Ln(X) - 1.53

R^2= 0.95

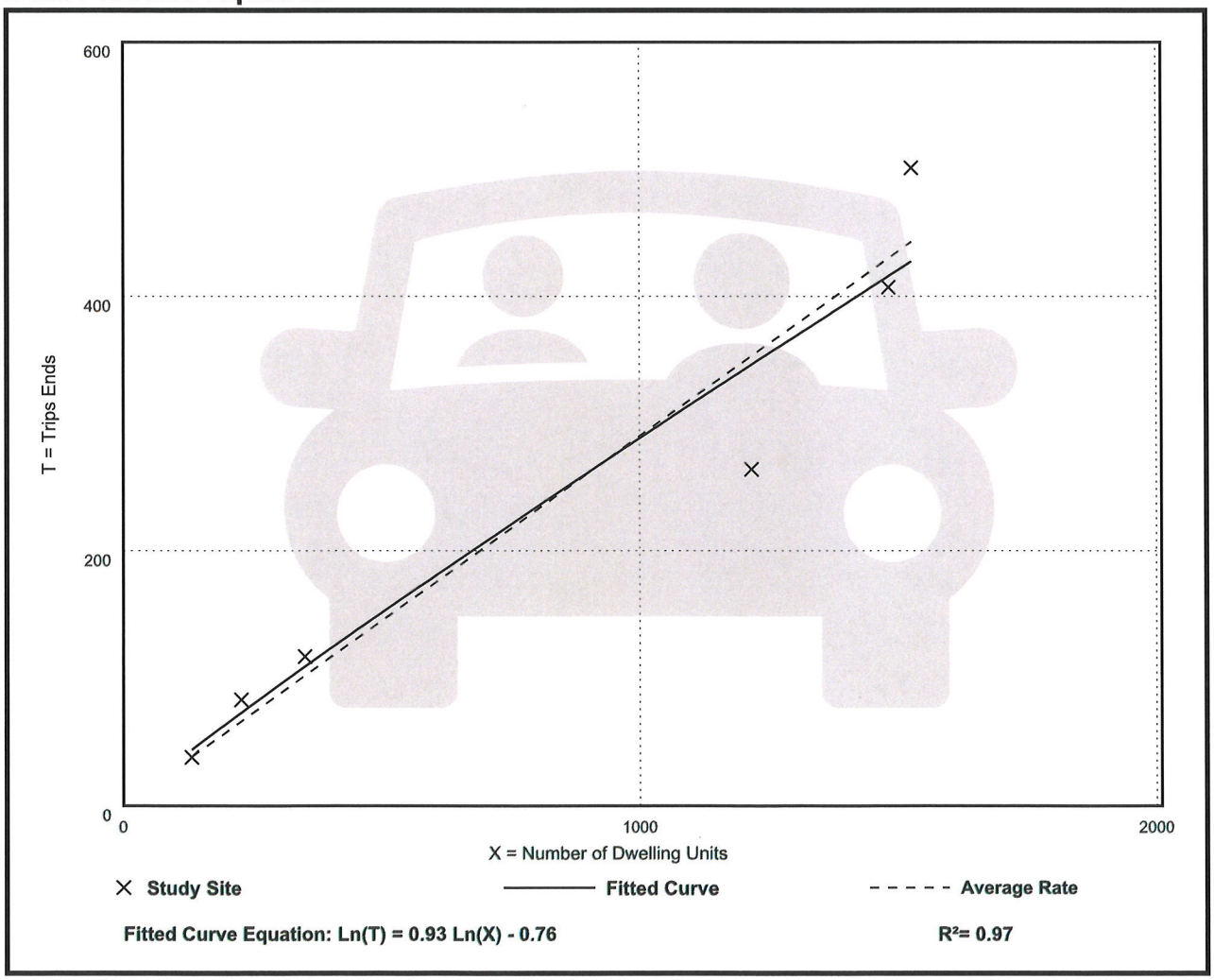
Recreational Homes
(260)

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: 6
Avg. Num. of Dwelling Units: 823
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.22 - 0.36	0.05

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.93 Ln(X) - 0.76

R^2= 0.97

Recreational Homes
(260)

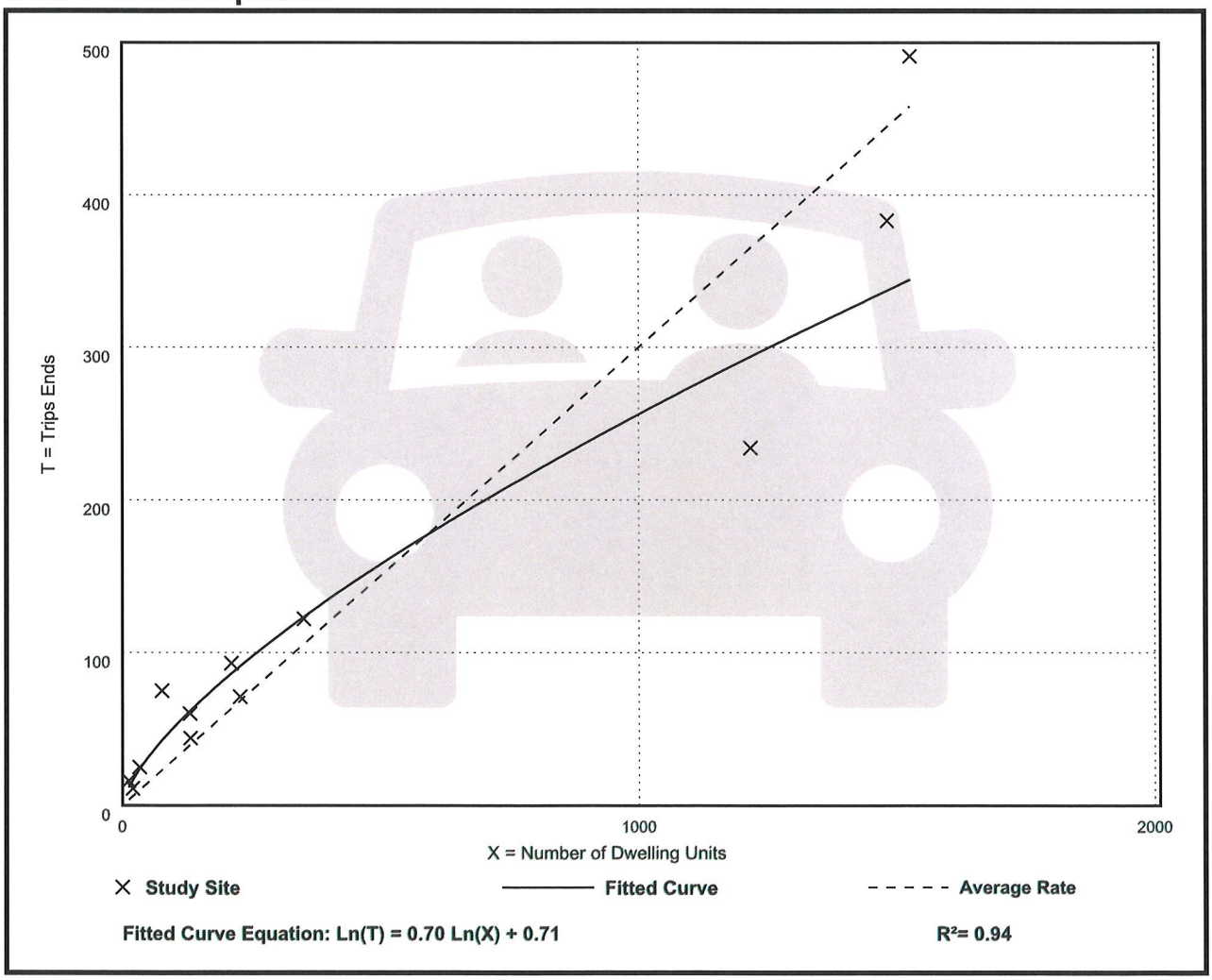
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: Rural
Number of Studies: 12
Avg. Num. of Dwelling Units: 452
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.19 - 1.33	0.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.70 Ln(X) + 0.71

R^2= 0.94

Recreational Homes
(260)

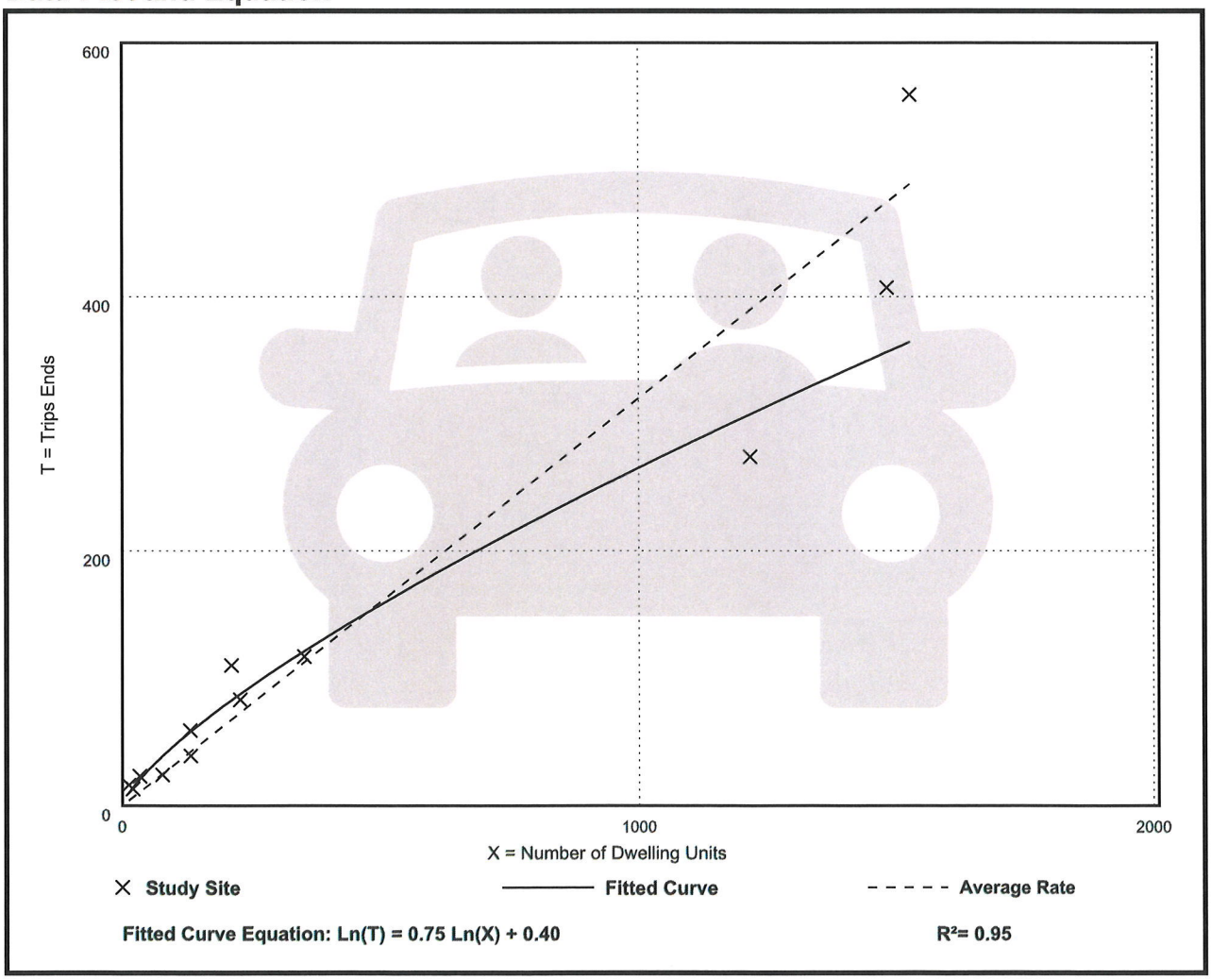
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: Rural
Number of Studies: 12
Avg. Num. of Dwelling Units: 452
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.23 - 1.33	0.10

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.75 Ln(X) + 0.40

R^2= 0.95

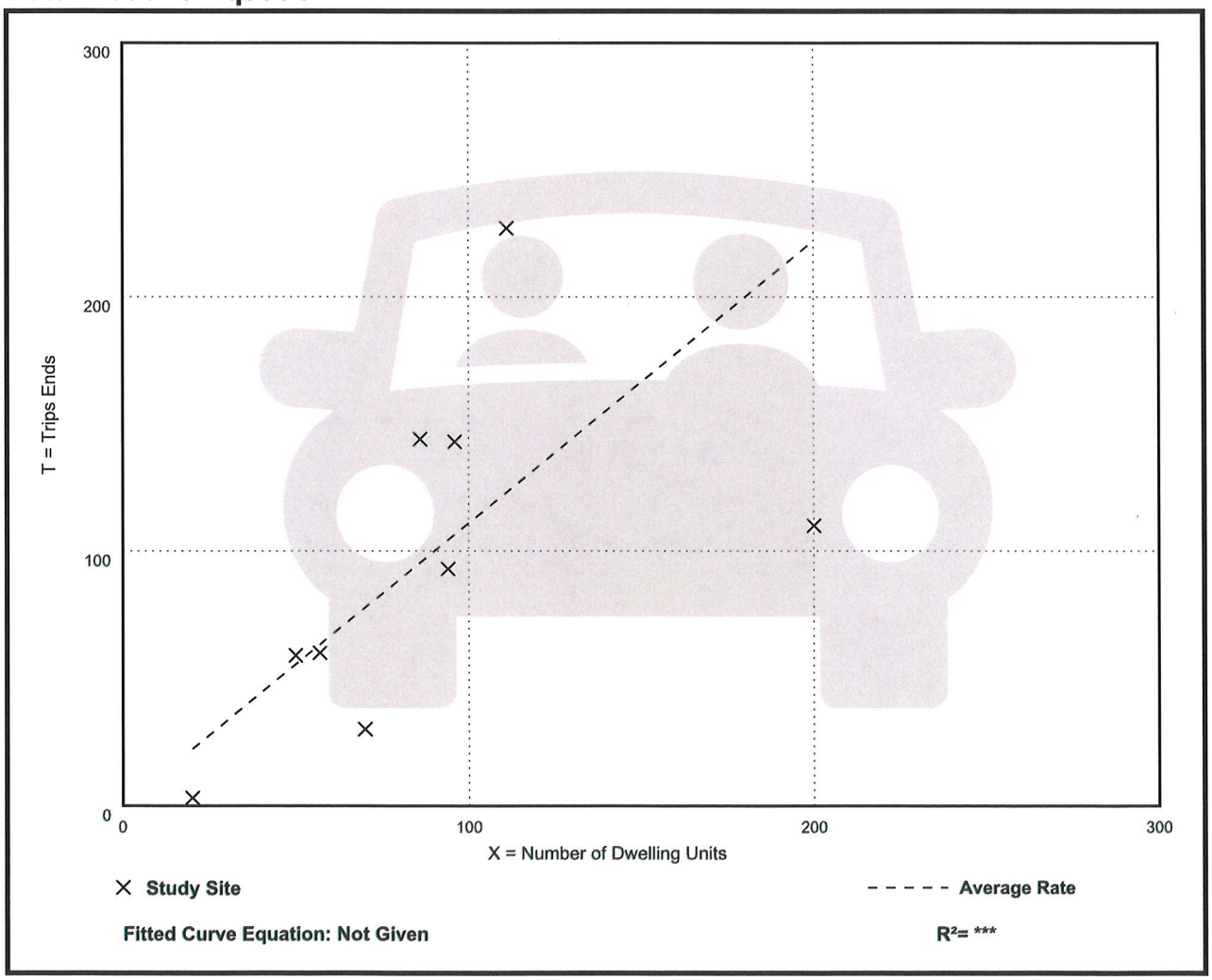
Recreational Homes
(260)

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



Fitted Curve Equation: Not Given

R^2= ***

Recreational Homes
(260)

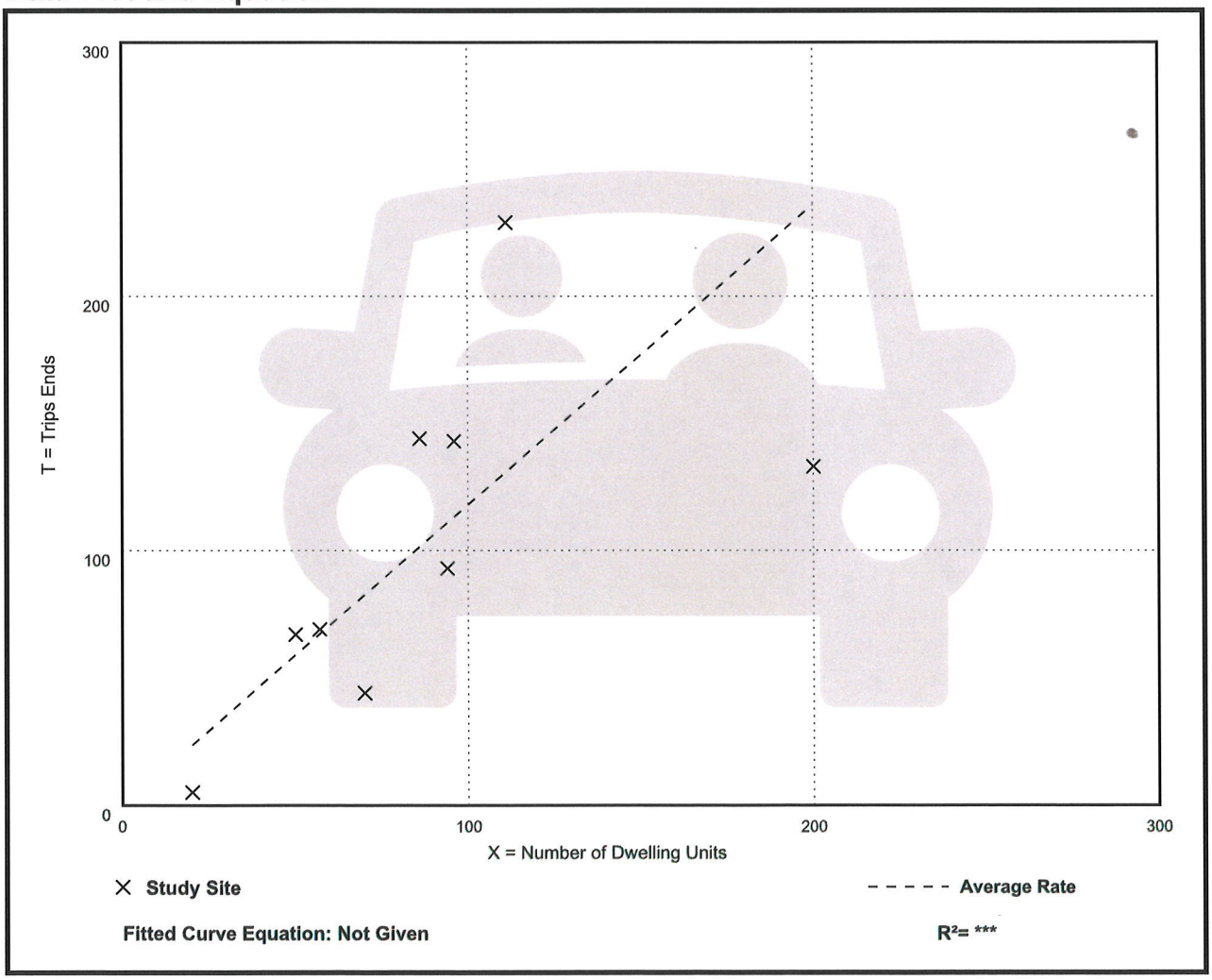
Vehicle Trip Ends vs: Dwelling Units
On a: Friday,
PM Peak Hour of Generator

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)

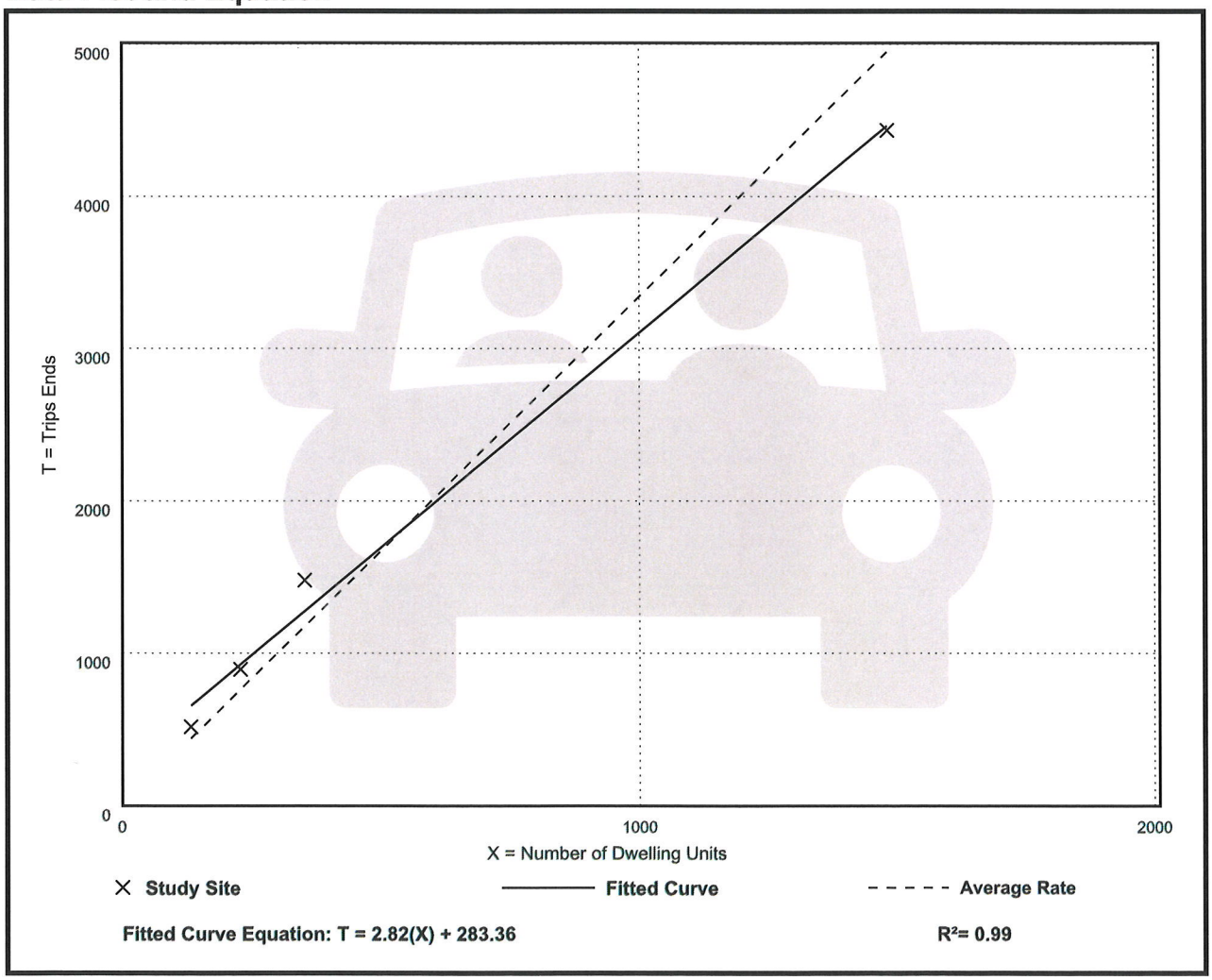
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: Rural
Number of Studies: 4
Avg. Num. of Dwelling Units: 549
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.34	2.99 - 4.20	0.58

Data Plot and Equation



Fitted Curve Equation: T = 2.82(X) + 283.36

R^2= 0.99

Recreational Homes
(260)

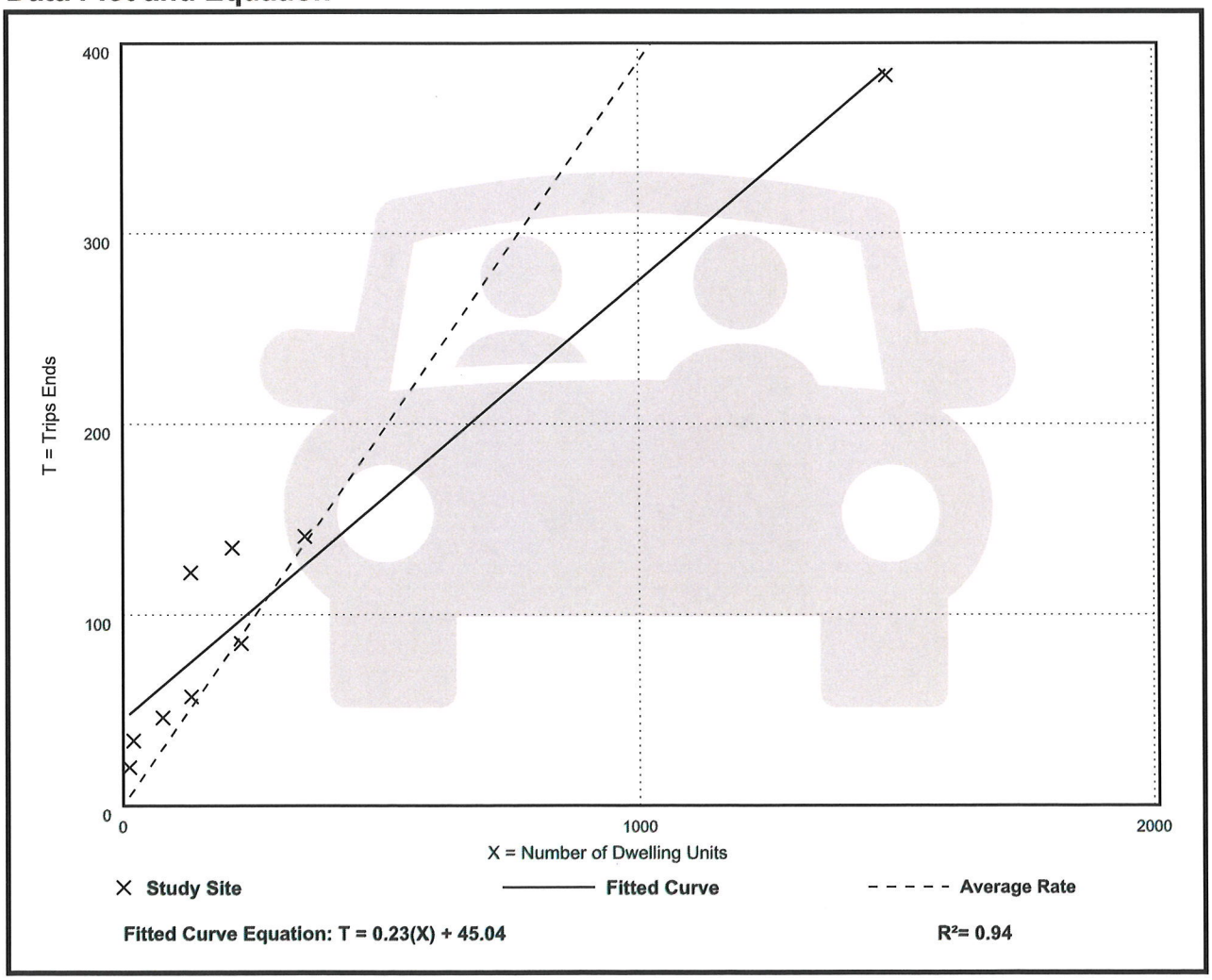
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: Rural
Number of Studies: 9
Avg. Num. of Dwelling Units: 294
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.26 - 1.70	0.24

Data Plot and Equation



Fitted Curve Equation: T = 0.23(X) + 45.04

R^2= 0.94

Recreational Homes
(260)

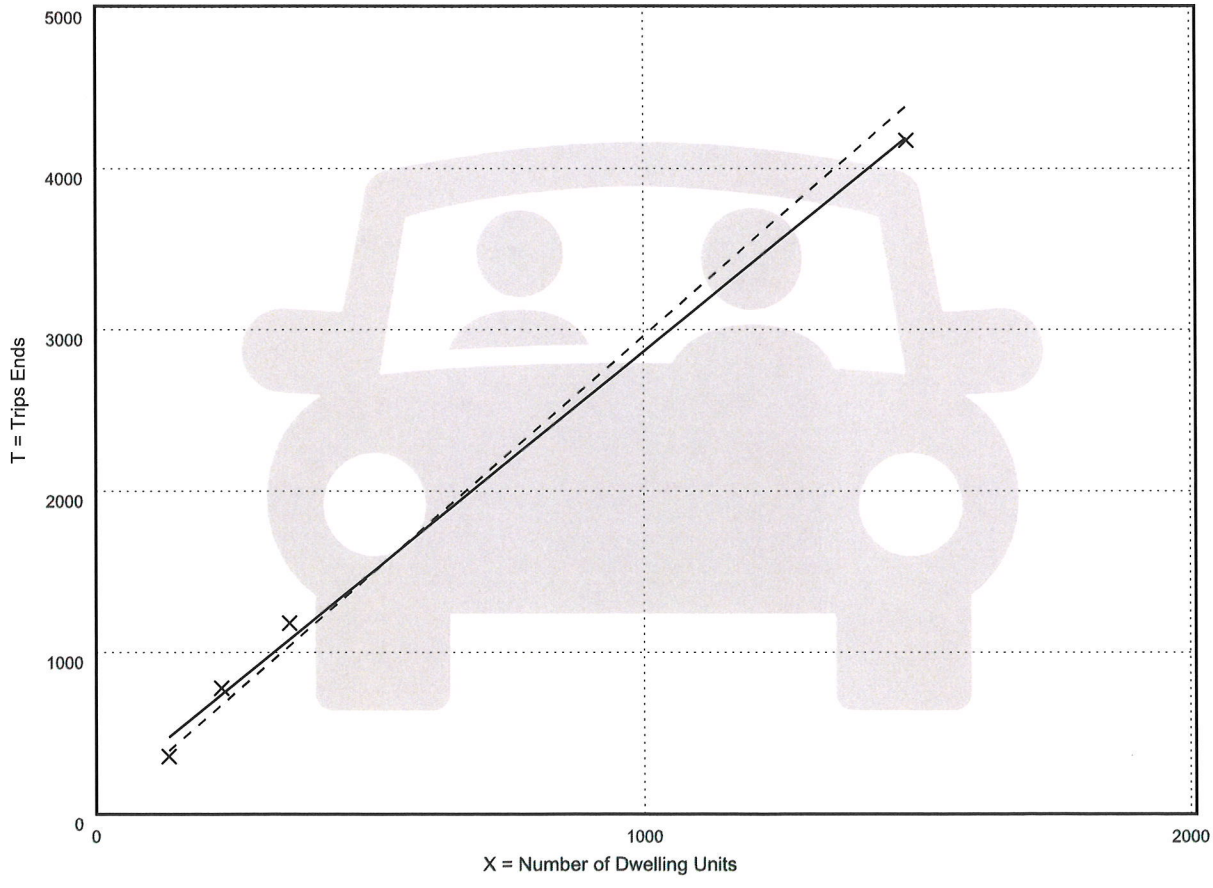
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: Rural
Number of Studies: 4
Avg. Num. of Dwelling Units: 549
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.96	2.70 - 3.42	0.29

Data Plot and Equation



Fitted Curve Equation: T = 2.75(X) + 112.58

R^2= 1.00

Recreational Homes
(260)

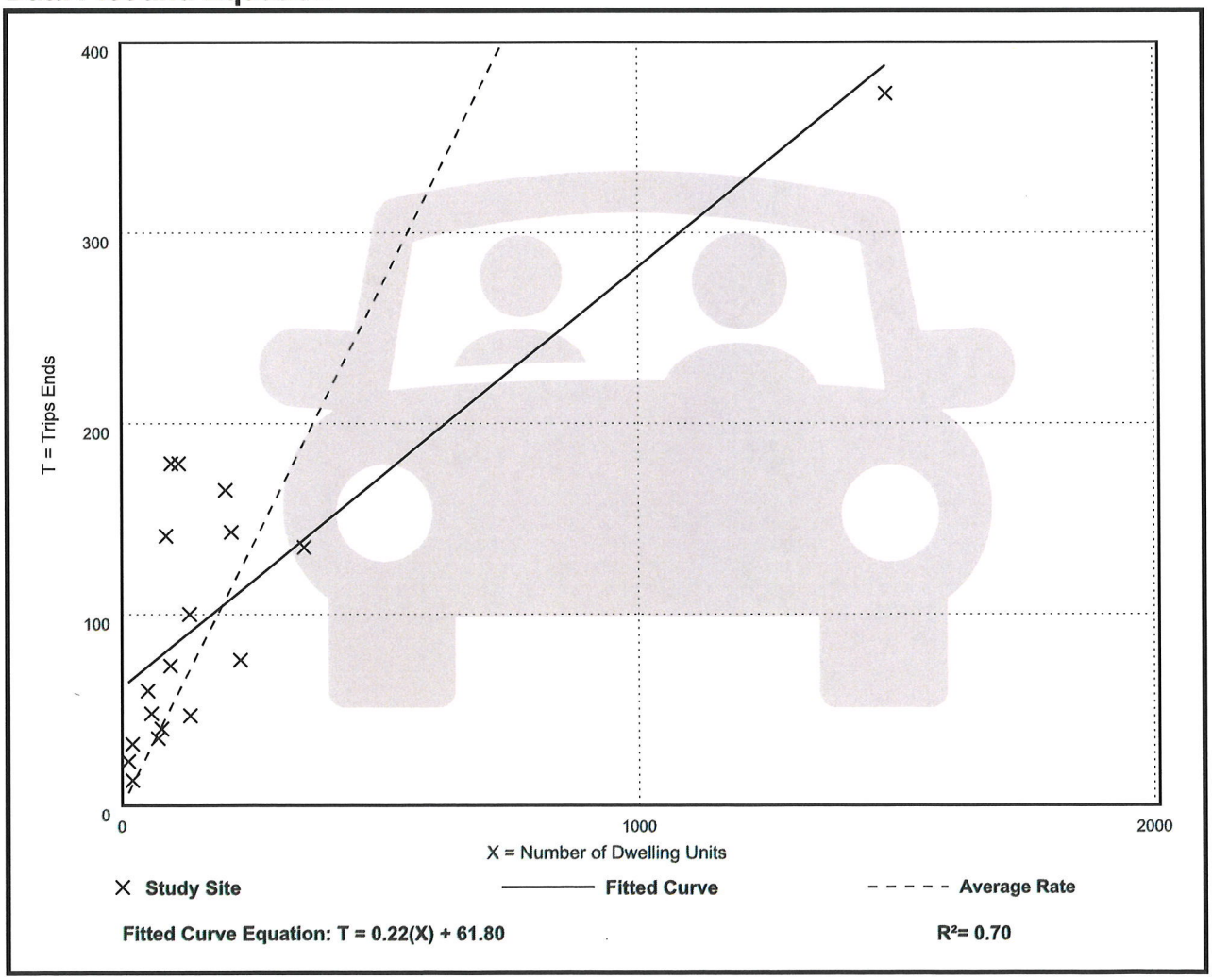
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: Rural
Number of Studies: 18
Avg. Num. of Dwelling Units: 191
Directional Distribution: 42% entering, 58% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.54	0.25 - 1.92	0.45

Data Plot and Equation



Fitted Curve Equation: T = 0.22(X) + 61.80

R^2= 0.70