55 E Lincoln Rd, Ste 101
Spokane, WA 99208
509-467-1550
May 5, 2026

TRIP GENERATION AND DISTRIBUTION LETTER

The Moose Mountain development is proposing a two-lot short plat located north of Highway 2 along Moose Mountain Road in Priest River, Idaho (Parcel Number RP56N04W338250A). The site is currently undeveloped forest land zoned Rural Residential – 5. Each proposed lot is approximately 5.1 acres and will be accessed via an existing public road (Moose Mountain) and a proposed shared driveway. There are currently 12 existing parcels that have access off of Moose Mountain Road.

The parent parcel has previously been platted and permitted for one single-family home. The proposed two-lot short plat would create one additional lot, allowing for the construction of a second single-family home. The intent of this letter is to identify the trips generated by an additional single-family home proposed as part of this development.

For the proposed development, Land Use Code 210 for Single-Family Detached Housing from the Trip Generation Manual (ITE, 11th Edition, 2021) was used to determine the new trips generated by the additional residence at this site. Based on Section 4.4 of the Trip Generation Handbook, the fitted curve equation was used with the number of dwelling units represented by "X". For this project, only one dwelling unit was analyzed.

The following table provides a breakdown of the daily and peak hour trips, the fitted curve equation, and the directional distribution. Pass-by trips, diverted trips, and shared trips are not anticipated for this development.

Table 1: Trip Generation and Distribution Summary

	Fitted Curve Equation	Trips Generated	Entering	Exiting
Daily	Ln(T) = 0.92 Ln(X) + 2.68	15	8 (50%)	7 (50%)
AM Peak	T = 0.71 (X) + 7.23	8	2 (26%)	6 (74%)
PM Peak	Ln(T) = 0.93 Ln(X) + 0.36	2	1 (64%)	1 (36%)

Moose Mountain Road is accessed from Wells Road and terminates at 1434 Moose Mountain Road, forming a dead-end. As a result, all trips generated by the proposed development will travel along both Moose Mountain Road and Wells Road. Because all traffic flow will follow this single route, and the overall trip generation is minimal, the trip distribution for the Moose Mountain/Wells Road connection was not analyzed. Given the low traffic volumes associated with the addition of one single-family home, no measurable impacts to Moose Mountain Road, Wells Road, or the surrounding transportation system are anticipated.

Sincerely, s

Ross Anderson, PE

SynTier Engineering, Inc.

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APPENDIX

Single-Family Detached Housing
(210)

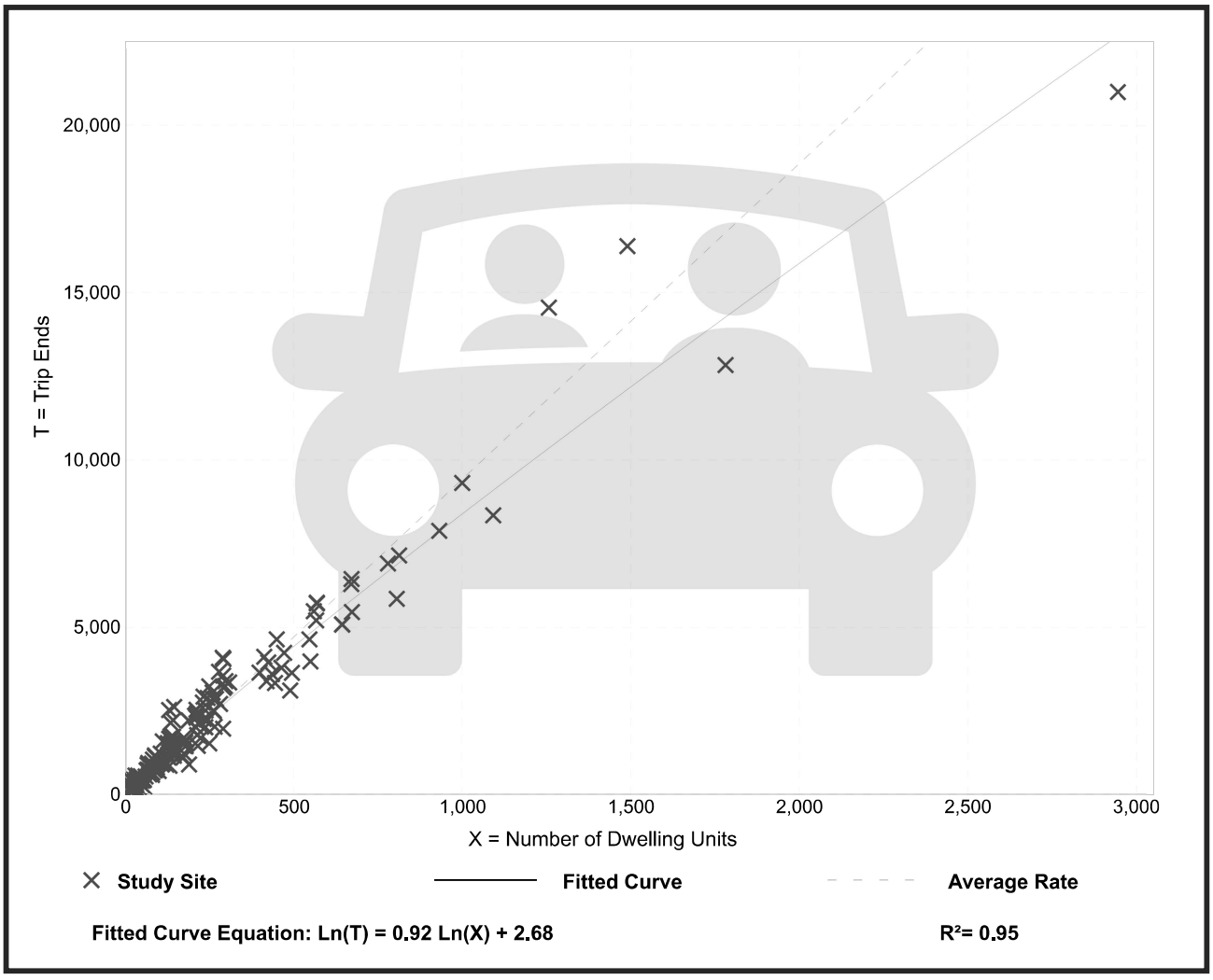
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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



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Single-Family Detached Housing
(210)

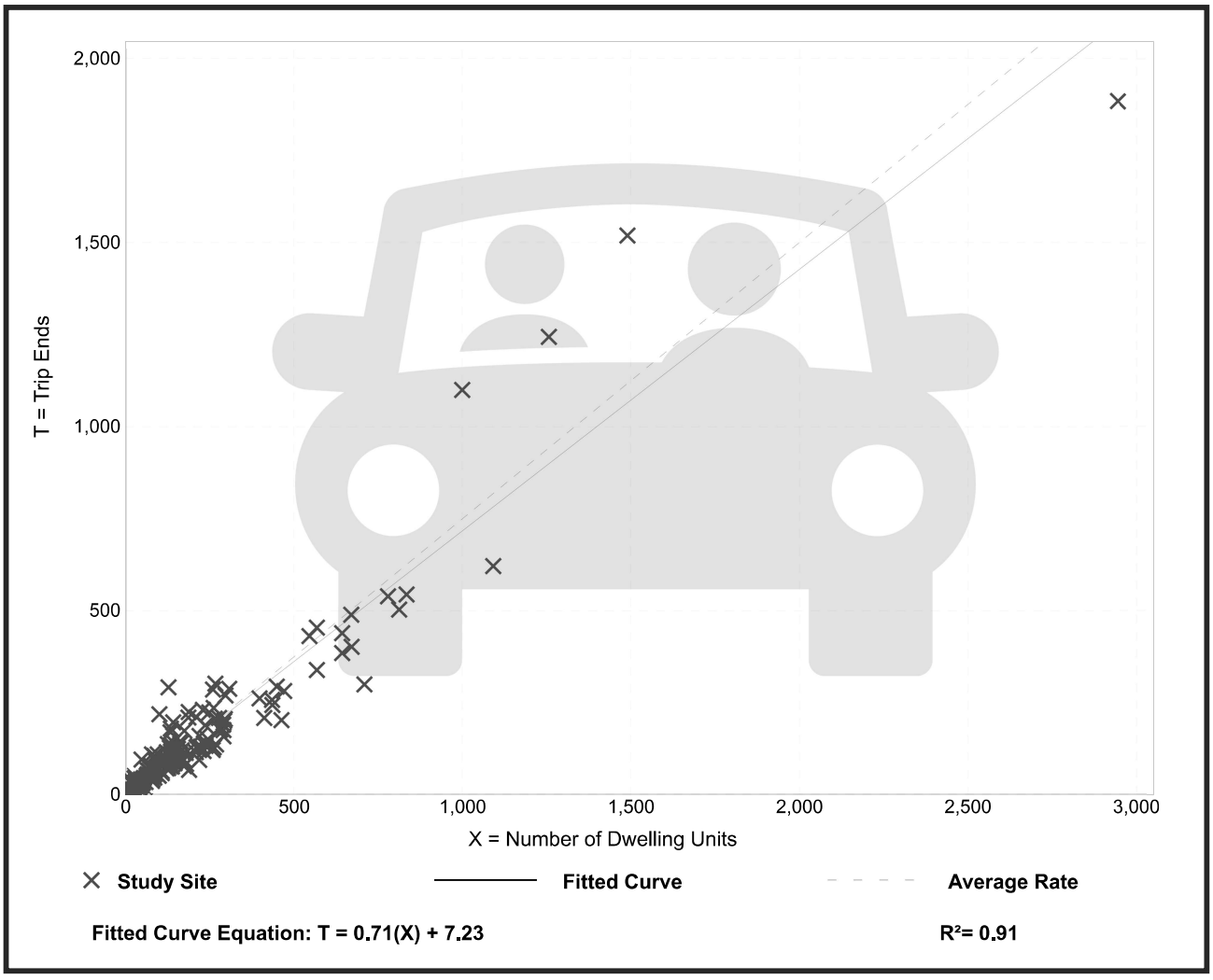
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

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



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Single-Family Detached Housing
(210)

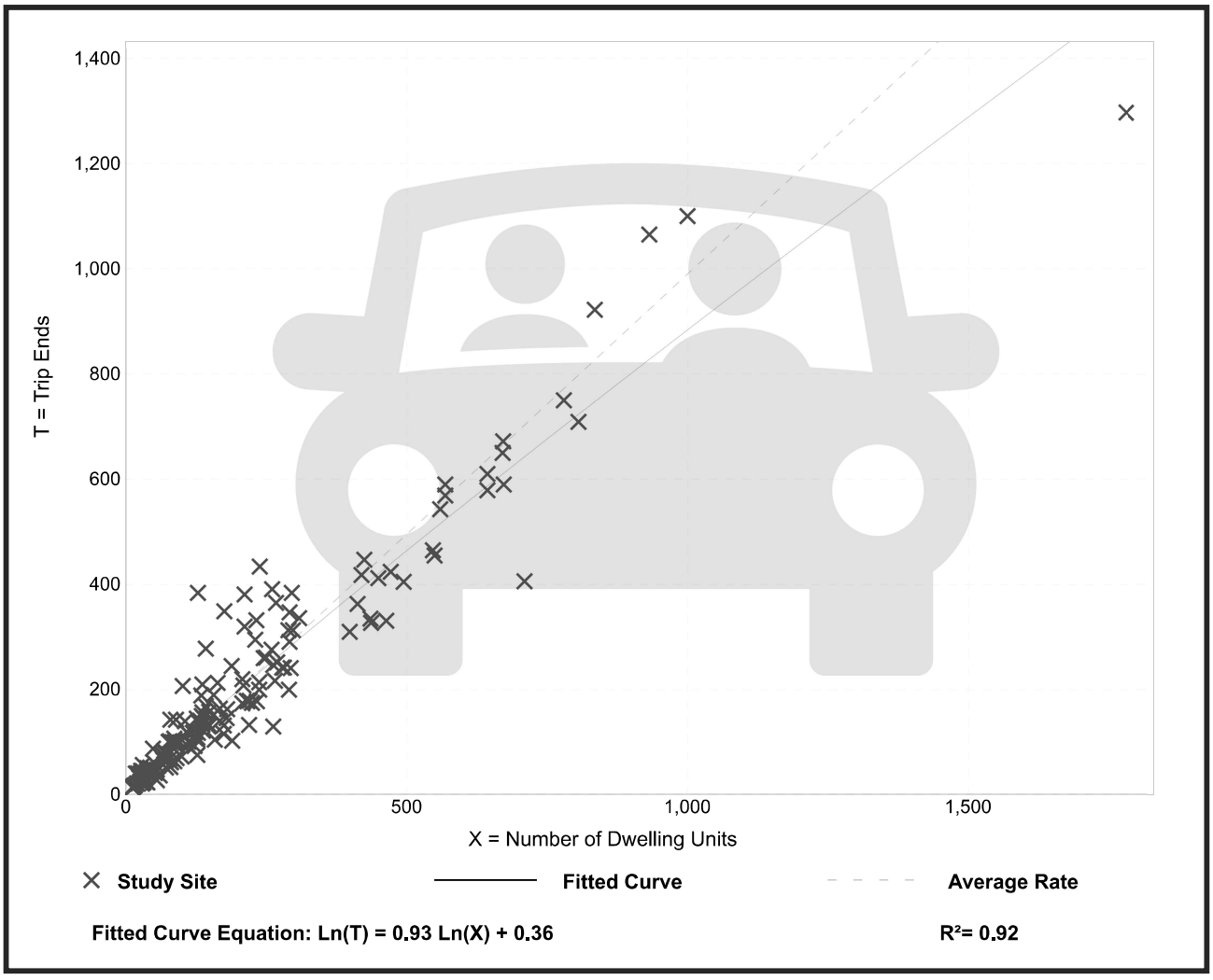
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

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



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