Single-Family Detached Housing
(210)

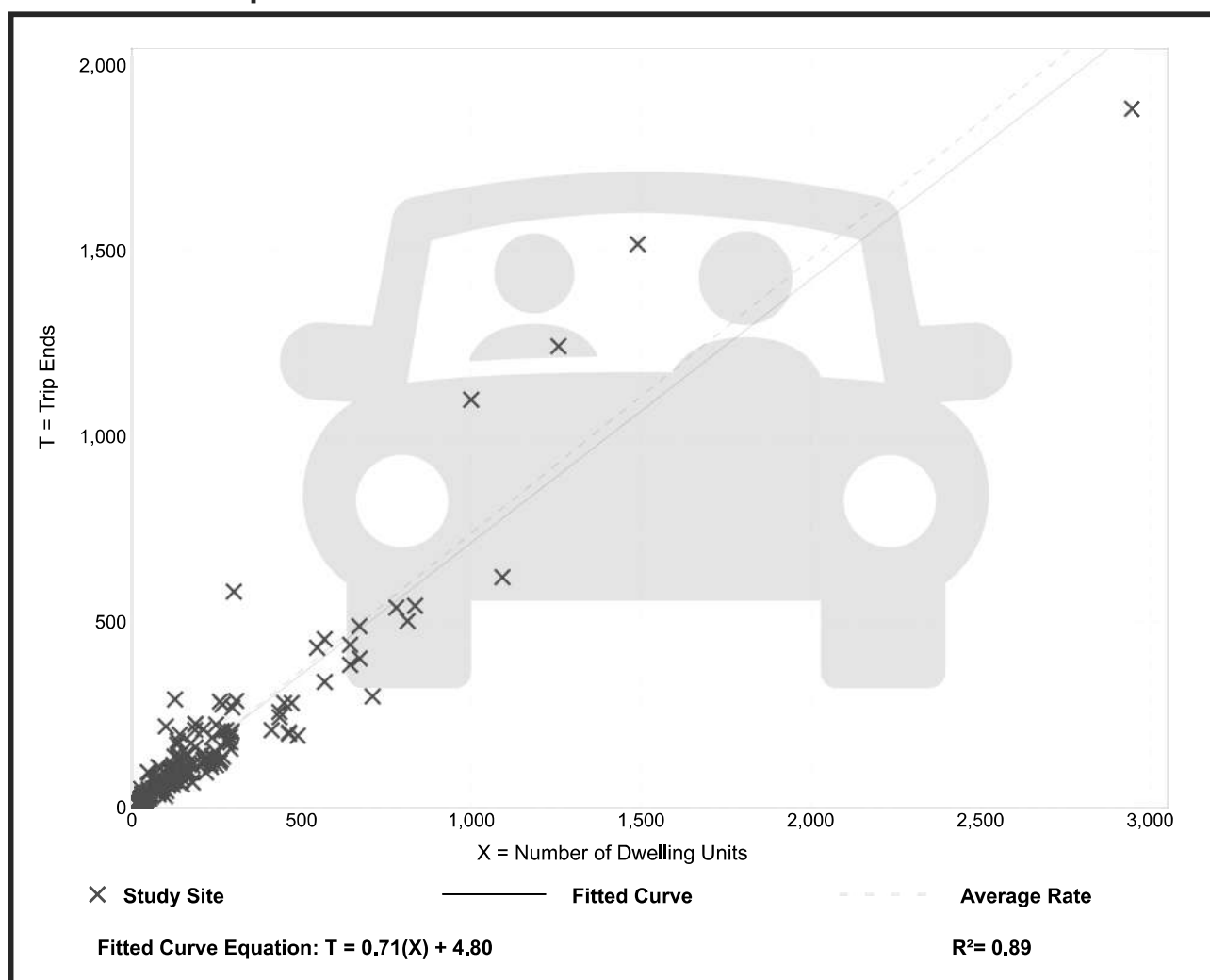|	
Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	173
Avg. Num. of Dwelling Units:	219
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

Data Plot and Equation

Legend: ✕ **Study Site**   ———— **Fitted Curve**   - - - - **Average Rate**

X-axis: X = Number of Dwelling Units
Y-axis: T = Trip Ends

Fitted Curve Equation: T = 0.71(X) + 4.80   **R^2= 0.89**

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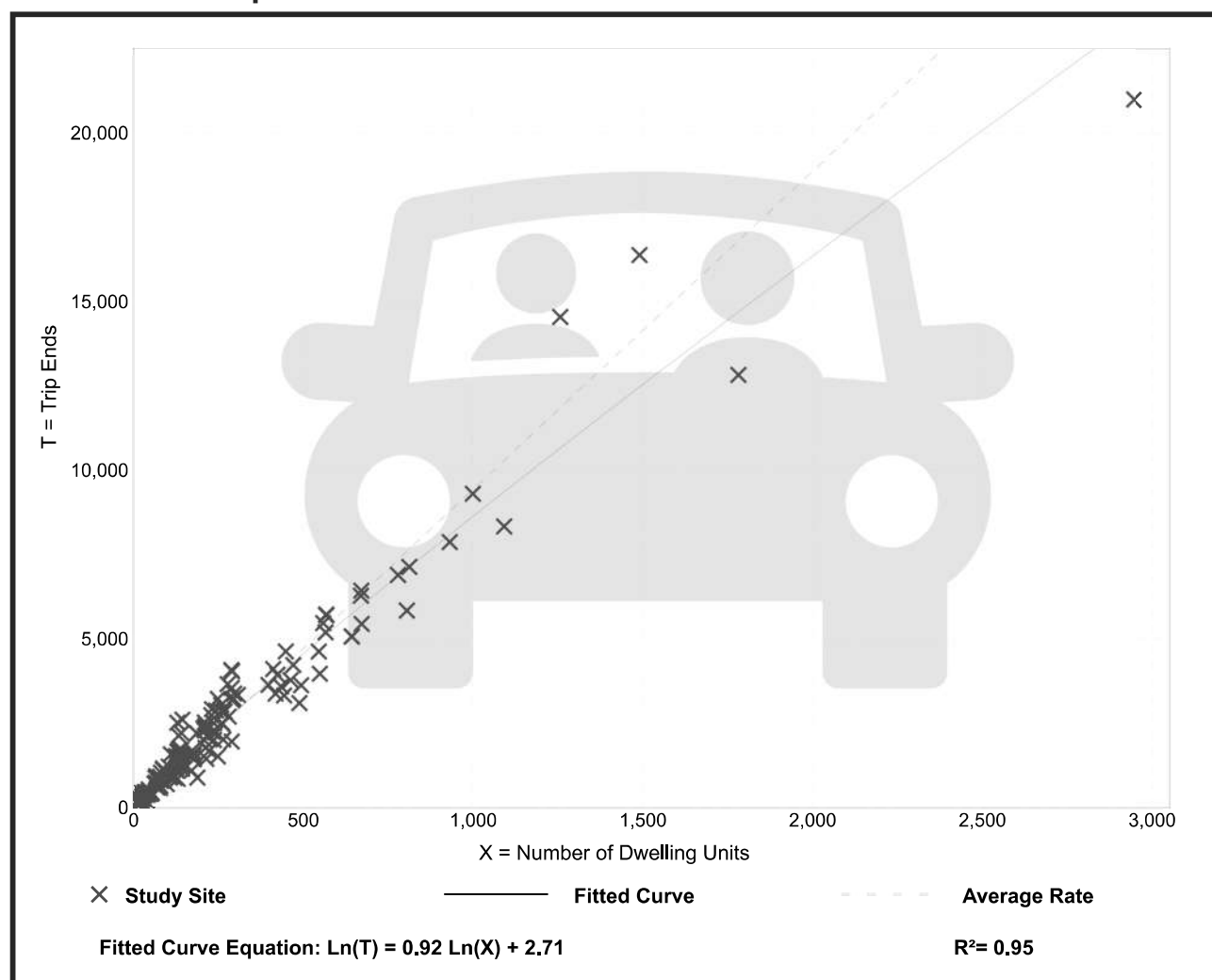# Single-Family Detached Housing
(210)

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

Setting/Location: **General Urban/Suburban**
Number of Studies: 159
Avg. Num. of Dwelling Units: 264
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation

✕ **Study Site**	——— **Fitted Curve**	‑ ‑ ‑ **Average Rate**

Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.71　　　　　　　　**R²= 0.95**

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Single-Family Detached Housing
(210)

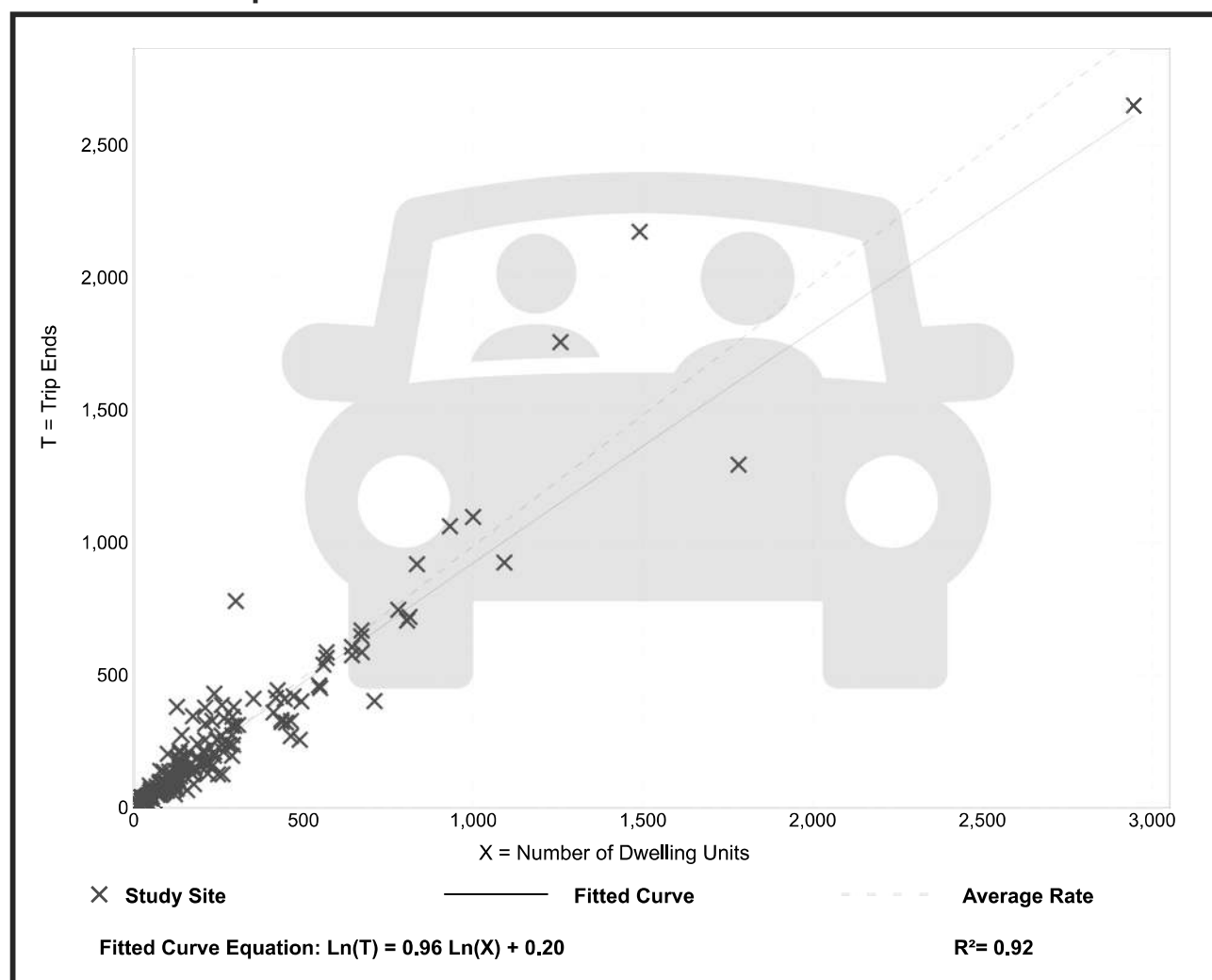|	
Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	190
Avg. Num. of Dwelling Units:	242
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

Data Plot and Equation

X **Study Site**   ———— **Fitted Curve**   – – – **Average Rate**

Fitted Curve Equation: Ln(T) = 0.96 Ln(X) + 0.20   **R²= 0.92**

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