

Blanche Ely Property

Pompano Beach, Florida 33060

Trip Generation Statement



December 4, 2018



Prepared By:
Keith and Associates, Inc.
301 East Atlantic Boulevard
Pompano Beach, Florida 33060
Project No: 09506.00

Blanche Ely Property

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Trip Generation Statement

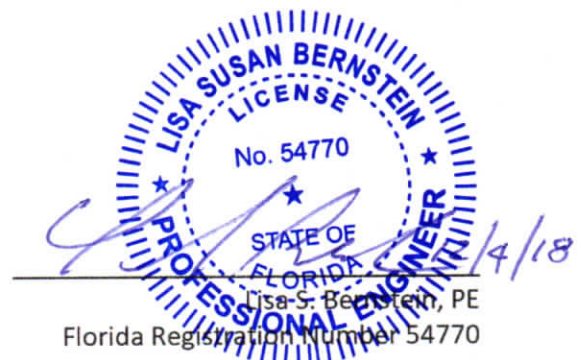
December 2018

Prepared For:

Housing Authority of Pompano Beach
321 West Atlantic Boulevard
Pompano Beach, Florida 33061

Prepared By:

Keith and Associates, Inc.
301 East Atlantic Boulevard
Pompano Beach, Florida 33060



TRIP GENERATION STATEMENT

Blanche Ely Plat

Pompano Beach, Florida 33060

Introduction

The Housing Authority of Pompano Beach is proposing to develop the Blanche Ely Property located at NW 6 Avenue and NW 16 Court. The Blanche Ely Plat being prepared for the property has a note restricting the development to 102 Duplex Units.

In addition to this project, Habitat for Humanity will be the developing a nearby parcel on NW 6 Avenue and NW 15 Street which will include 77 Single Family homes.

Trip generation is being requested for both projects that will access NW 6 Avenue.

Trip Generation

Per the Blanche Ely Plat, the property area is 19.697 acres and is restricted to 102 Duplex Units. The Habitat for Humanity project is 77 Single Family homes. Trip generation calculations for both types of residential units are based on trip generation rates and equations published in the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition. ITE Land Use Code (LUC) 220, Multifamily Housing (Low-Rise) is used for the Blanche Ely Plat and ITE Land Use Code (LUC) 210, Single-Family Detached Housing is used for the Habitat for Humanity project in the analysis. The results for both properties for Weekday (Daily), AM Peak Hour and PM Peak Hour are summarized in Tables 1, 2 and 3, respectively. The ITE Trip Generation data is included in Appendix A.

Table 1
Daily - Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Blanche Ely Plat Multifamily Housing (Low-Rise)	220	102 Dwelling Units	$T=7.56(X)-40.86$	50%	50%	365	365	730
Habitat For Humanity Single-Family Detached Housing	210	77 Dwelling Units	$\ln(T)=0.92\ln(X)+2.71$	50%	50%	409	409	818
Total New Trips (Both Sites)						774	774	1,548

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition

Table 2
AM Peak Hour - Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Blanche Ely Plat Multifamily Housing (Low-Rise)	220	102 Dwelling Units	$\ln(T)=0.95\ln(X)-0.51$	23%	77%	11	38	49
Habitat For Humanity Single-Family Detached Housing	210	77 Dwelling Units	$T=0.71(X)+4.80$	25%	75%	15	44	59
Total New Trips (Both Sites)						26	82	108

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition

Table 3
PM Peak Hour - Trip Generation

Land Use	ITE Code	Intensity	Trip Generation Rate	In	Out	Total Trips		
						In	Out	Total
Blanche Ely Plat Multifamily Housing (Low-Rise)	220	102 Dwelling Units	$\ln(T)=0.89\ln(X)-0.02$	63%	37%	38	22	60
Habitat For Humanity Single-Family Detached Housing	210	77 Dwelling Units	$\ln(T)=0.96\ln(X)+0.20$	63%	37%	50	29	79
Total New Trips (Both Sites)						88	51	139

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition

The Blanche Ely Plat will generate 730 Daily trips, 49 AM Peak Hour trips and 60 PM Peak Hour trips. During the AM Peak Hour, there will be 11 entering trips and 38 exiting trips. During the PM Peak Hour, there will be 38 entering trips and 22 exiting trips.

The Habitat for Humanity project will generate 818 Daily trips, 59 AM Peak Hour trips and 79 PM Peak Hour trips. During the AM Peak Hour, there will be 15 entering trips and 44 exiting trips. During the PM Peak Hour, there will be 50 entering trips and 29 exiting trips.

Together, both projects will generate 1,548 Daily trips, 108 AM Peak Hour trips and 139 PM Peak Hour trips. During the AM Peak Hour, there will be 26 entering trips and 82 exiting trips. During the PM Peak Hour, there will be 88 entering trips and 51 exiting trips.

Appendix A

Trip Generation Data

Multifamily Housing (Low-Rise) (220)

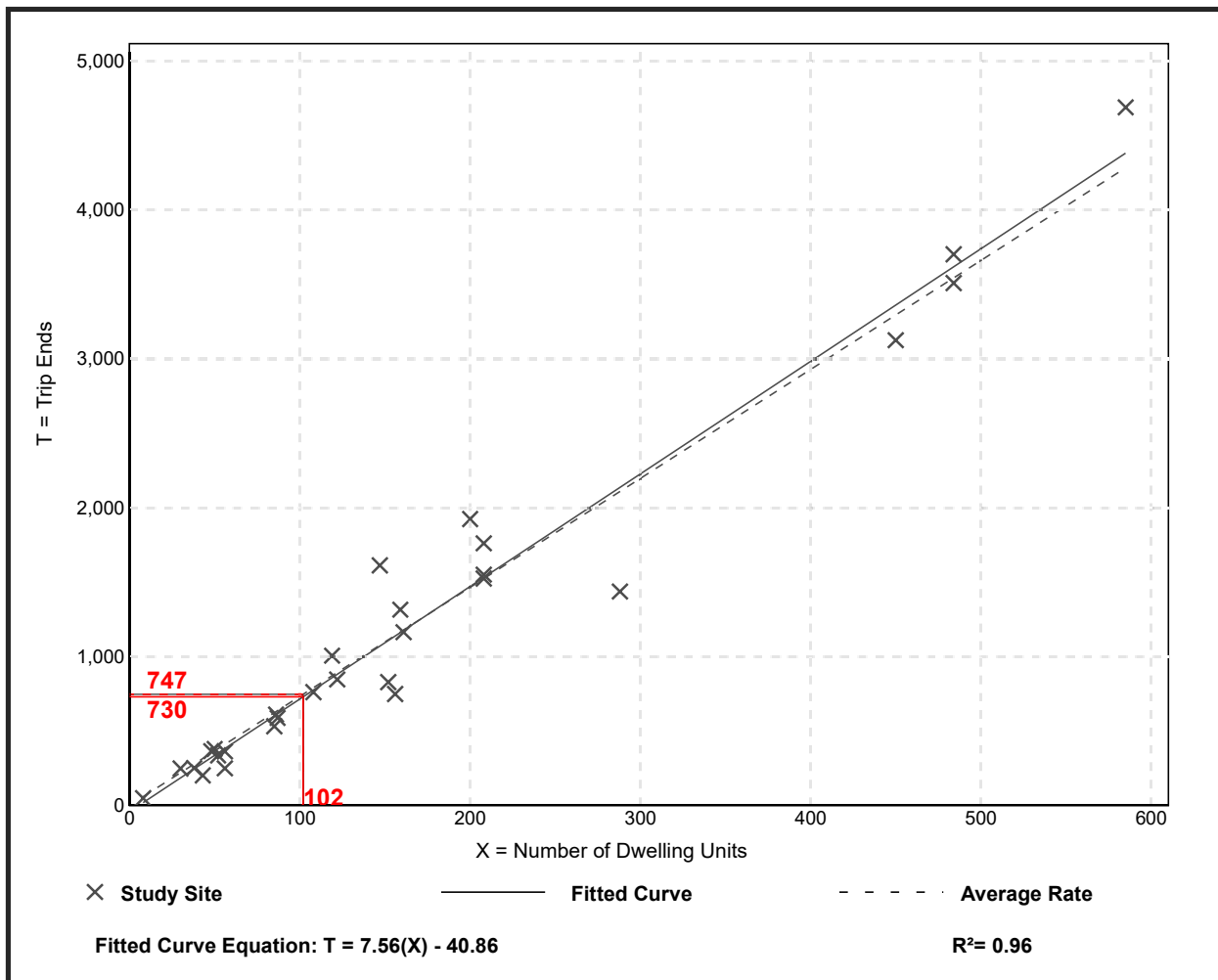
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

Multifamily Housing (Low-Rise) (220)

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: 42

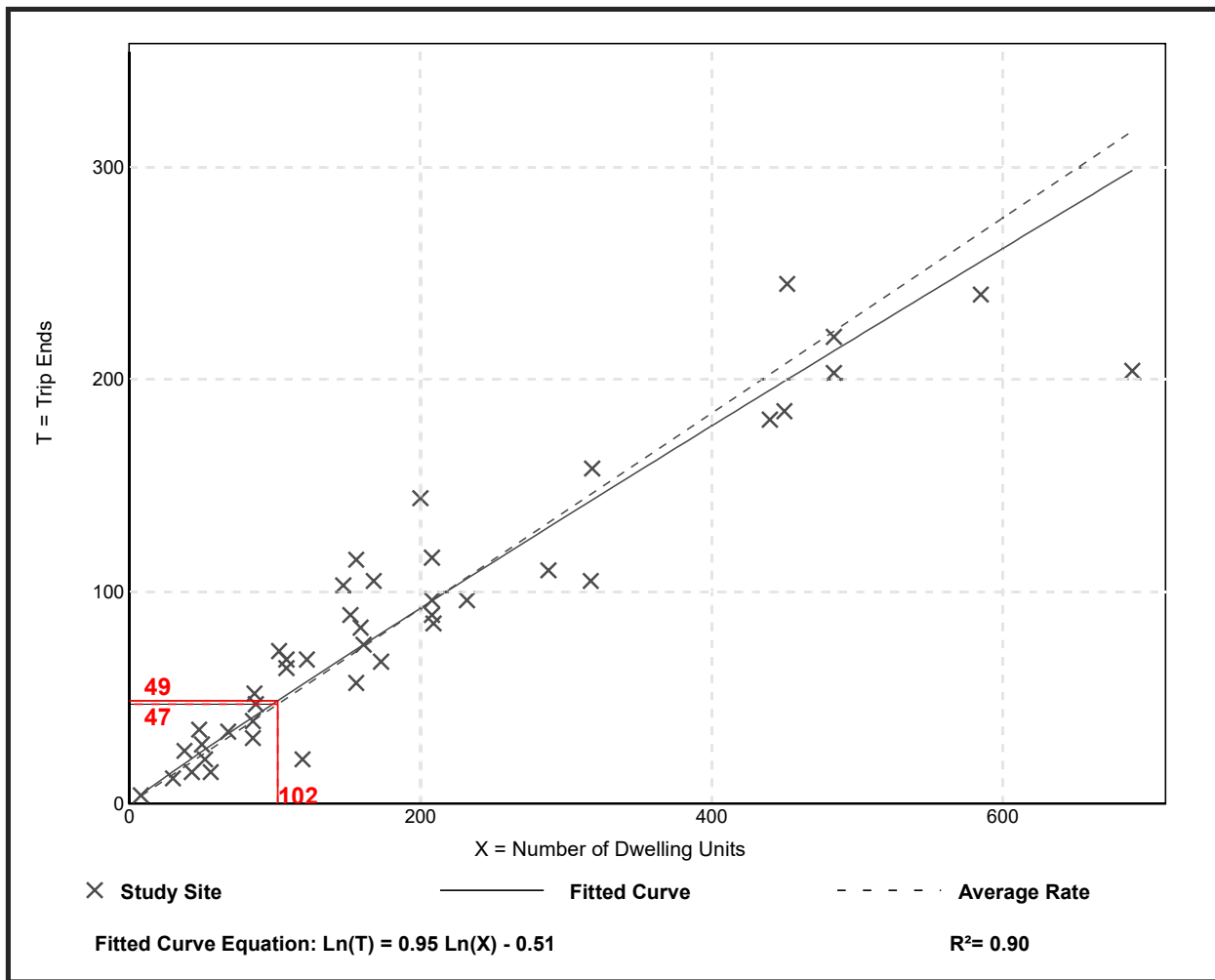
Avg. Num. of Dwelling Units: 199

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



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Multifamily Housing (Low-Rise) (220)

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: 50

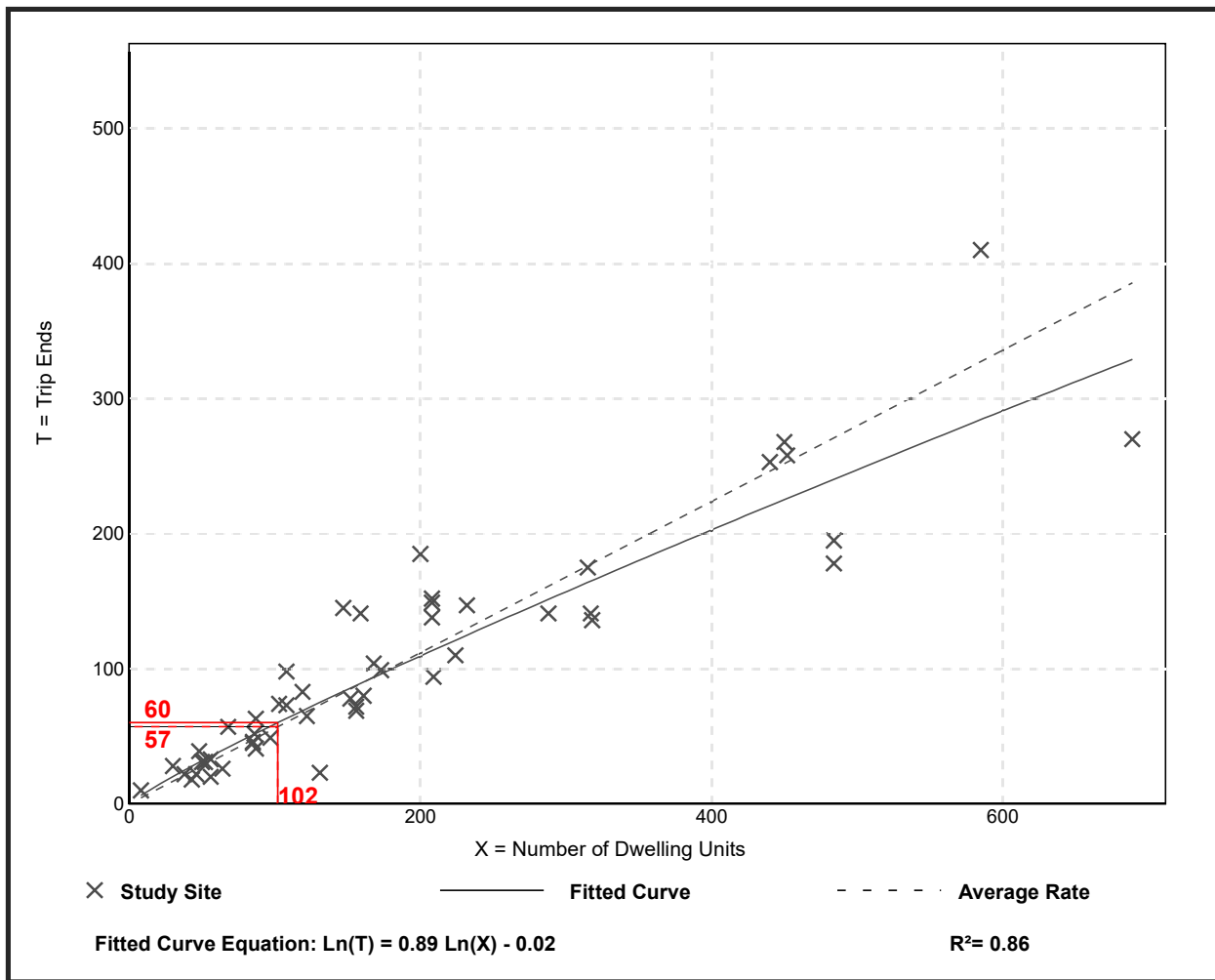
Avg. Num. of Dwelling Units: 187

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



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Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 159

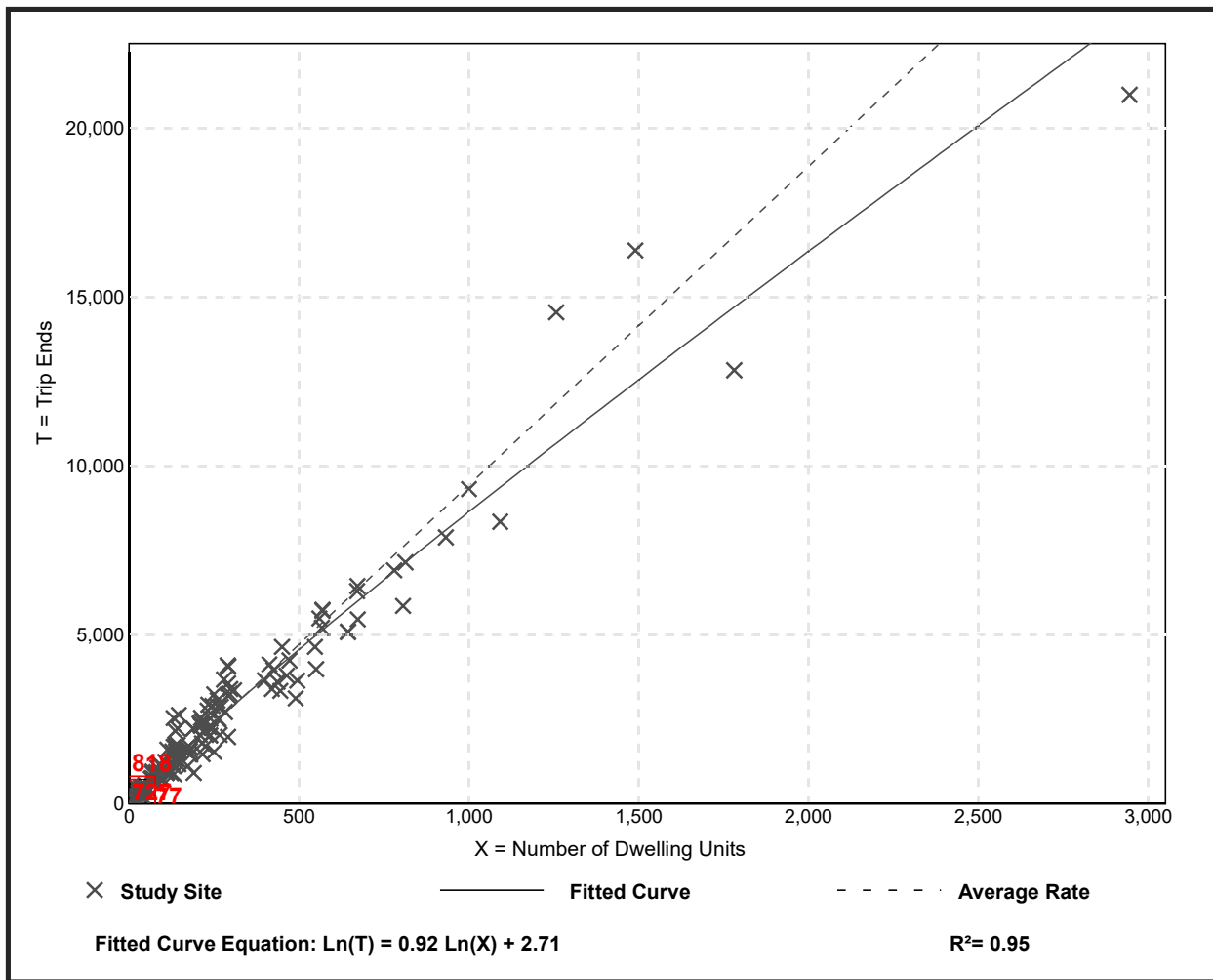
Avg. Num. of Dwelling Units: 264

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



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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 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 173

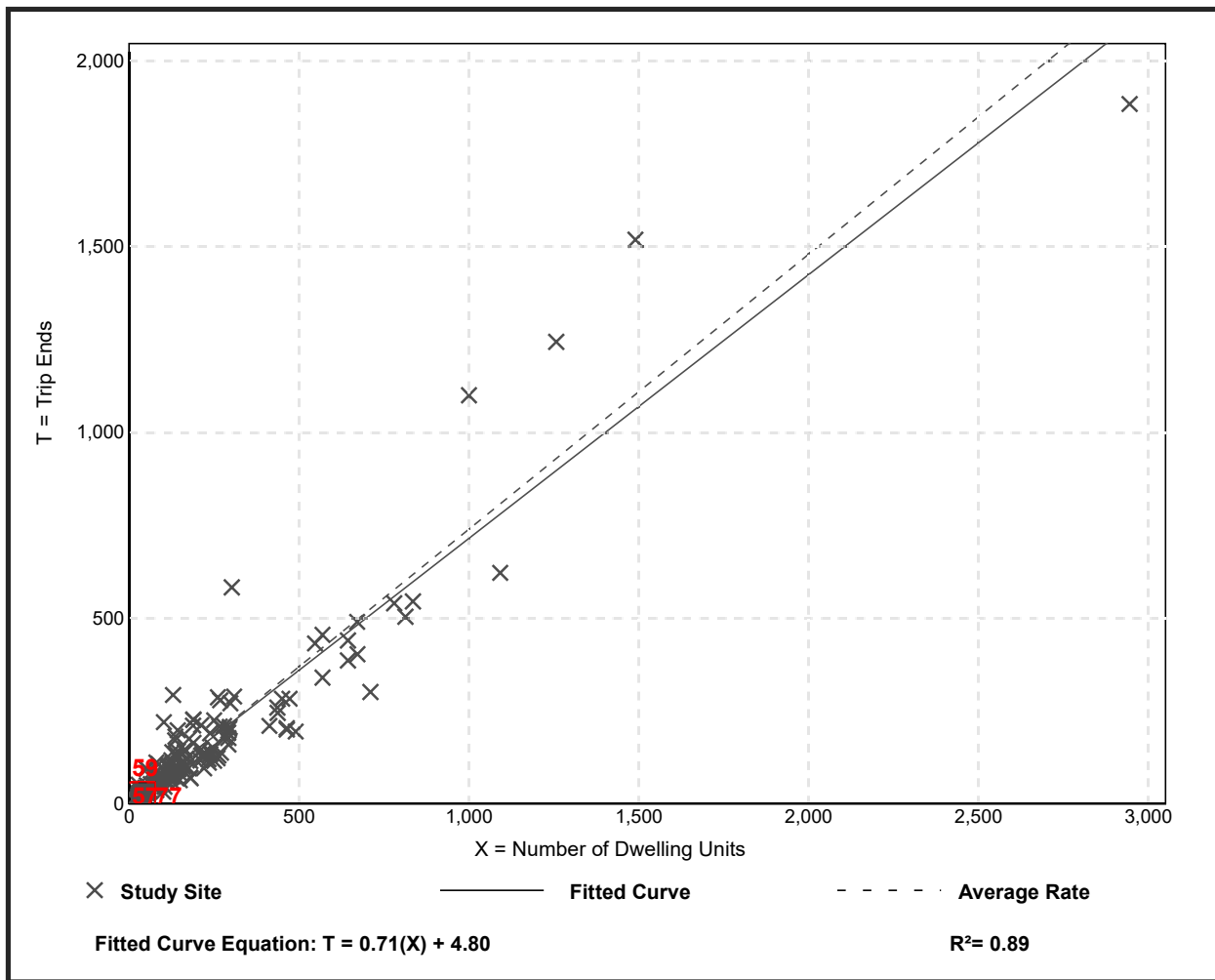
Avg. Num. of Dwelling Units: 219

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



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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

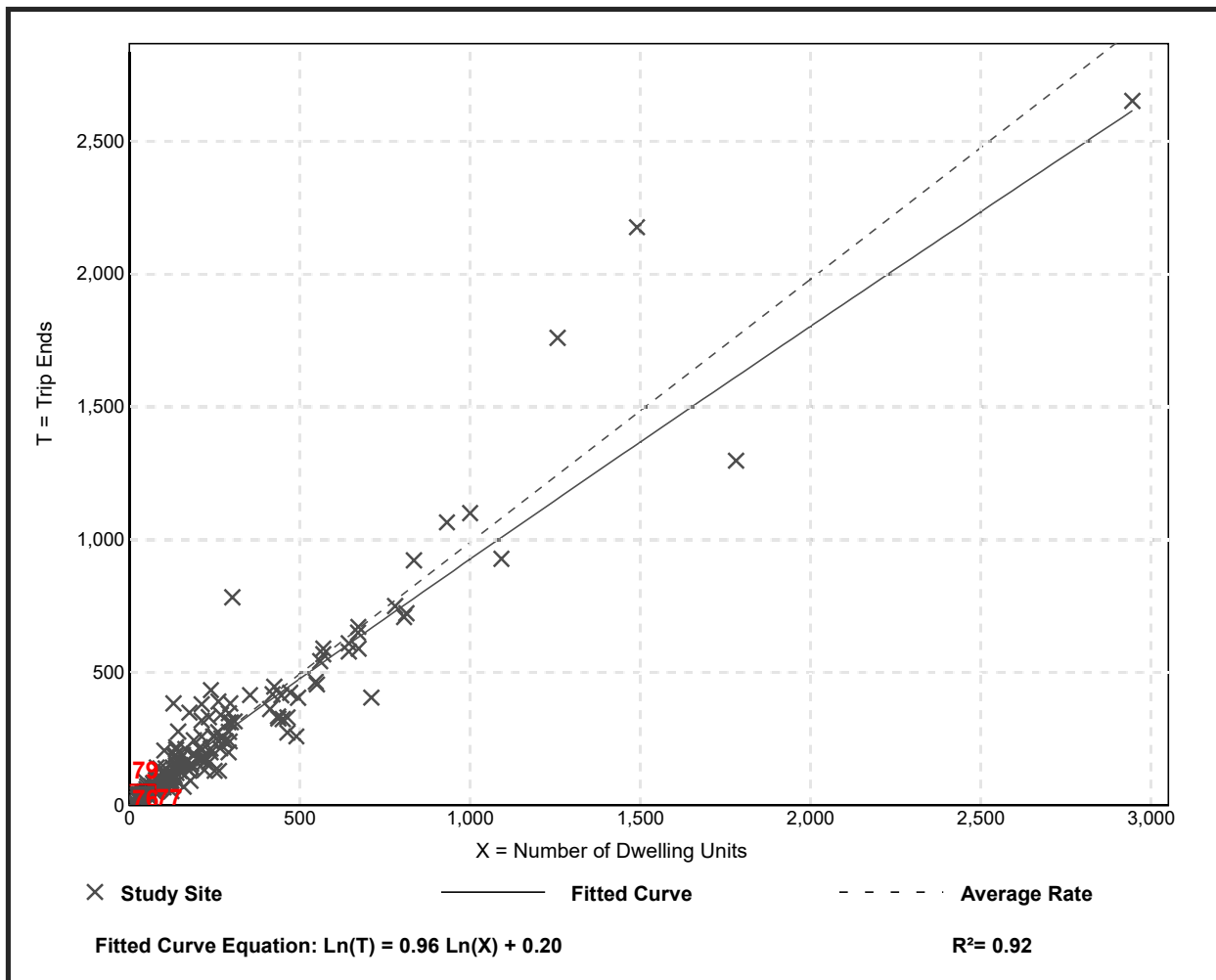
Avg. Num. of Dwelling Units: 242

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



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers