

Free-Standing Discount Superstore (813)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 152

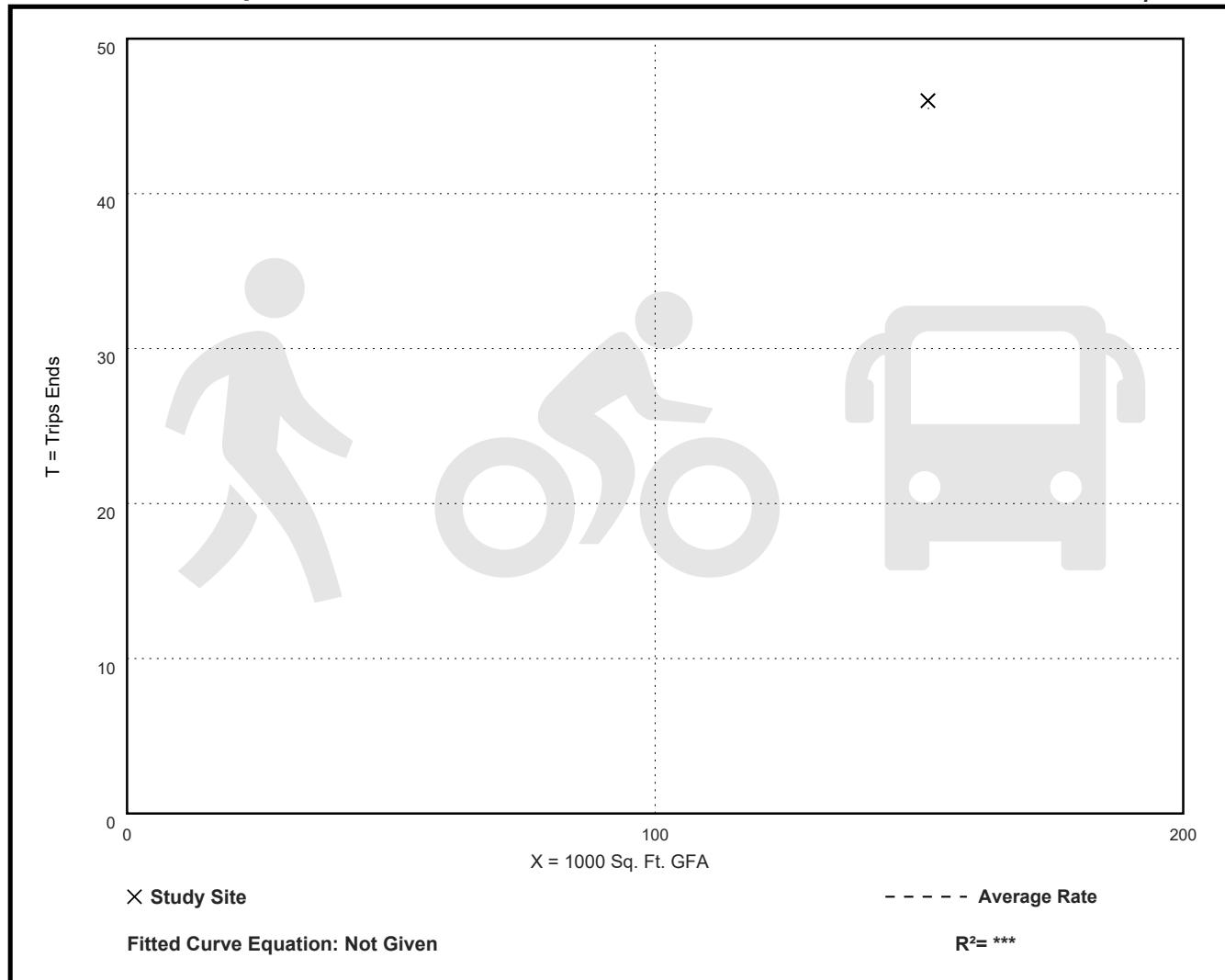
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.30	0.30 - 0.30	***

Data Plot and Equation

Caution – Small Sample Size



Variety Store (814)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

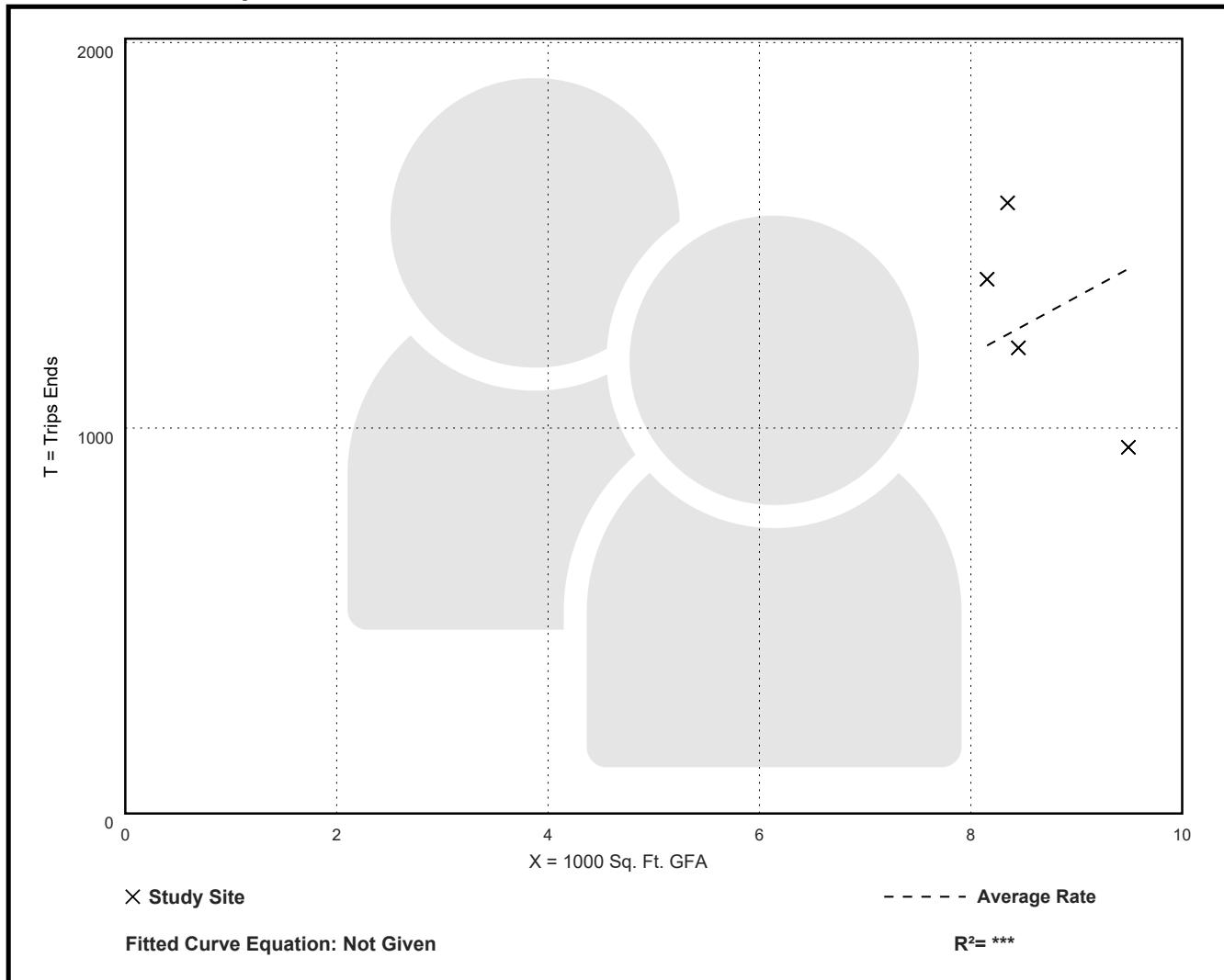
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
148.88	100.09 - 189.75	39.57

Data Plot and Equation



Variety Store (814)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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: 4

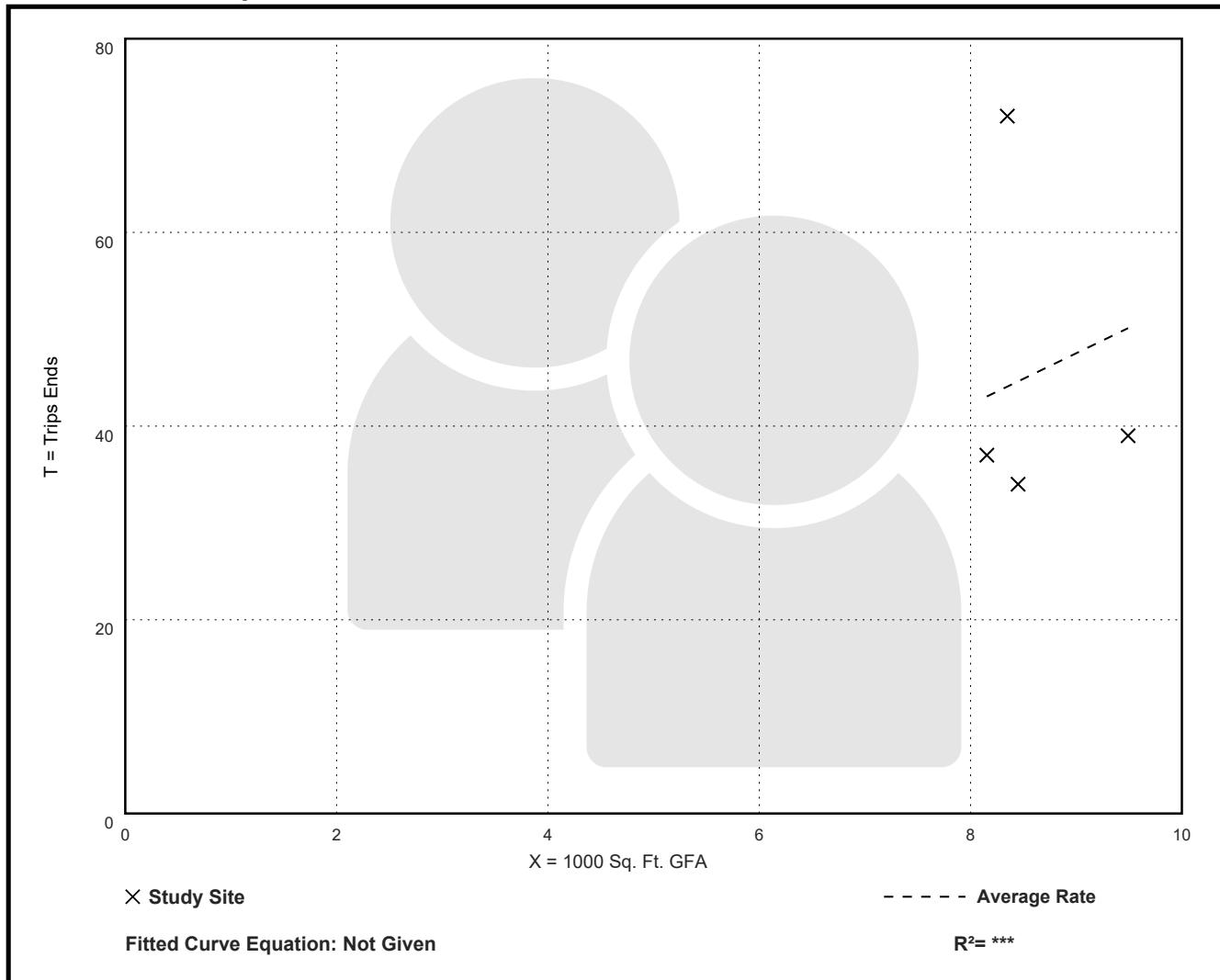
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 53% entering, 47% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.28	4.02 - 8.62	2.19

Data Plot and Equation



Variety Store (814)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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

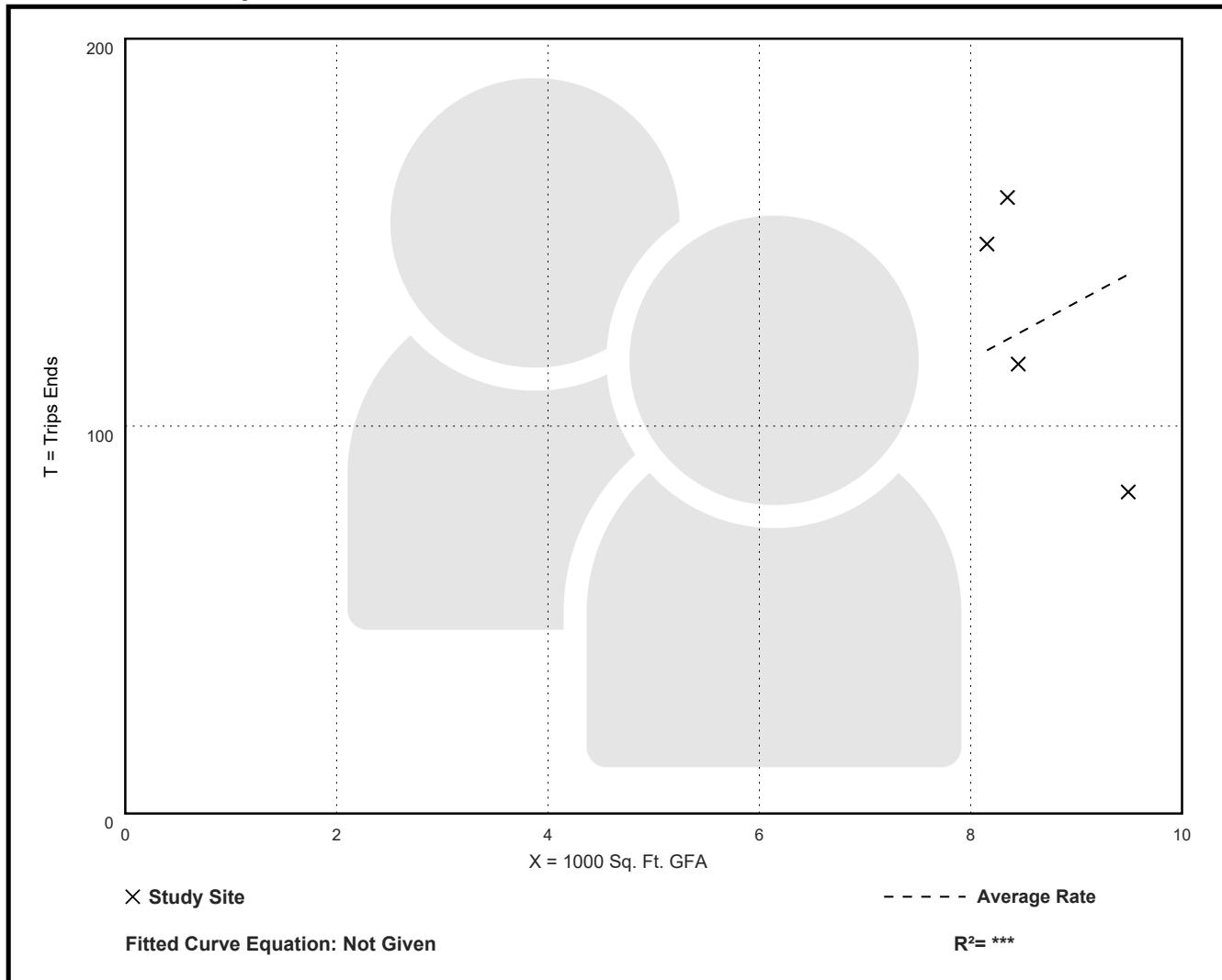
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 49% entering, 51% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.66	8.75 - 19.05	4.79

Data Plot and Equation



Variety Store (814)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

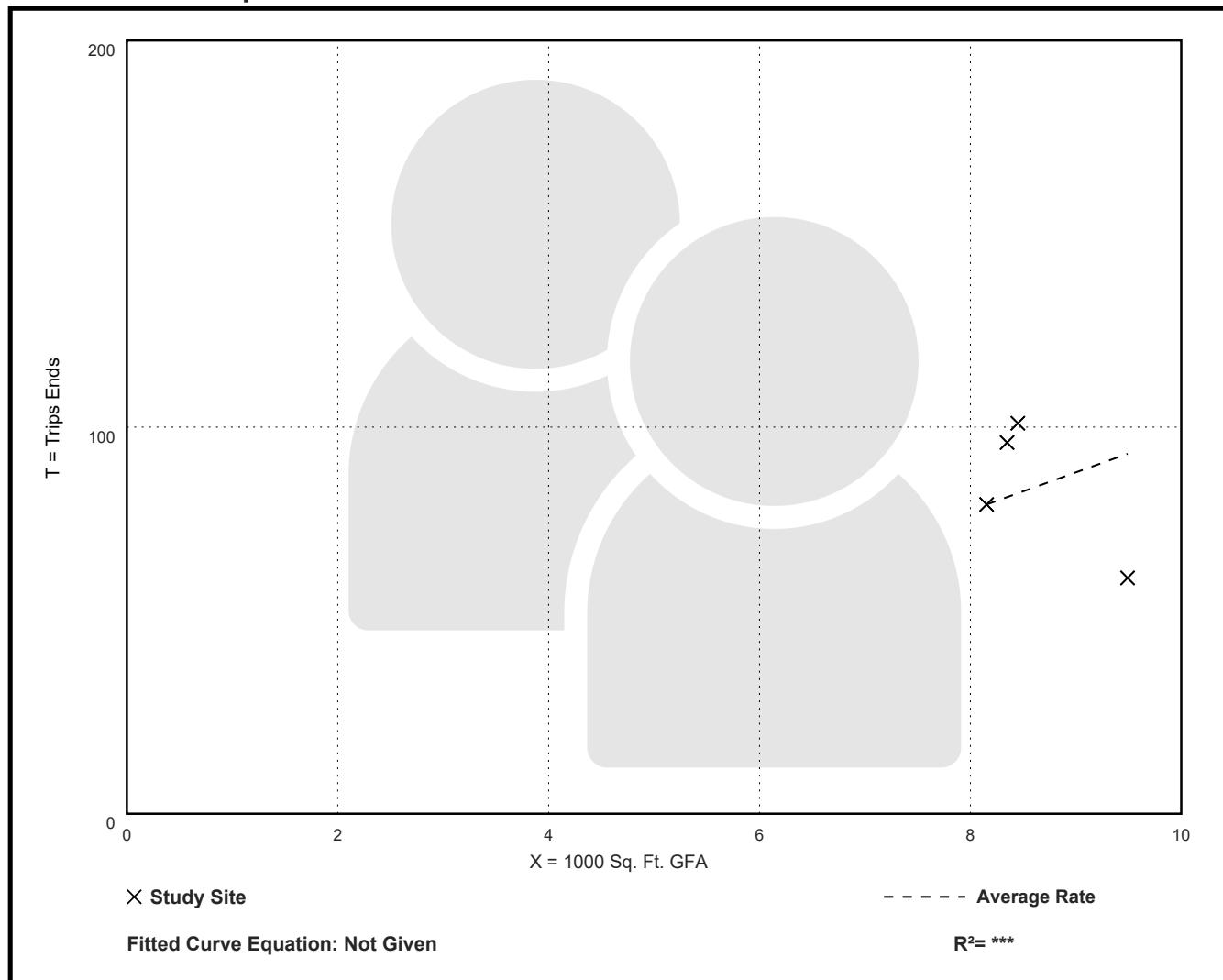
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.81	6.43 - 11.95	2.57

Data Plot and Equation



Variety Store (814)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

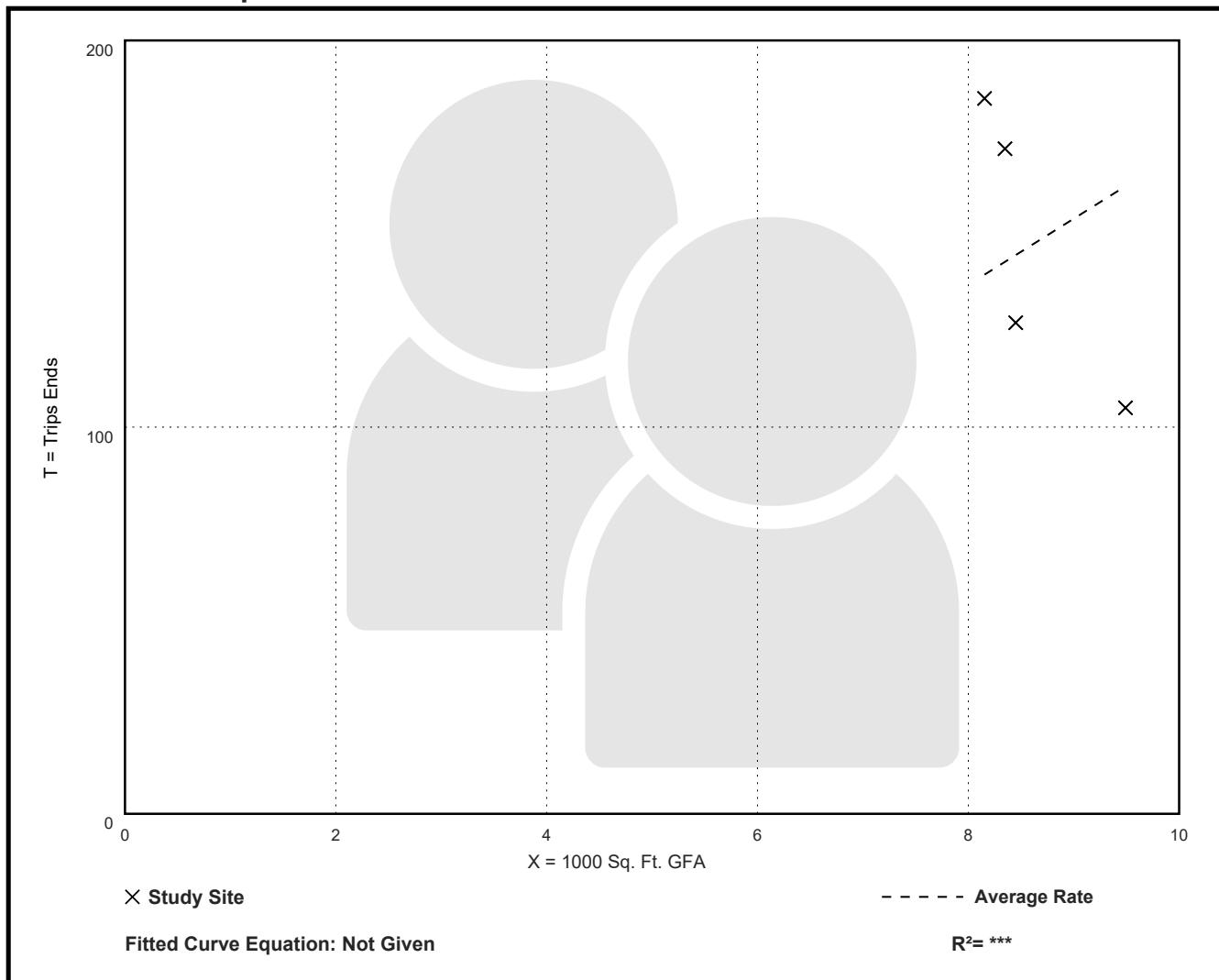
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 49% entering, 51% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
17.10	11.06 - 22.69	5.35

Data Plot and Equation



Variety Store (814)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

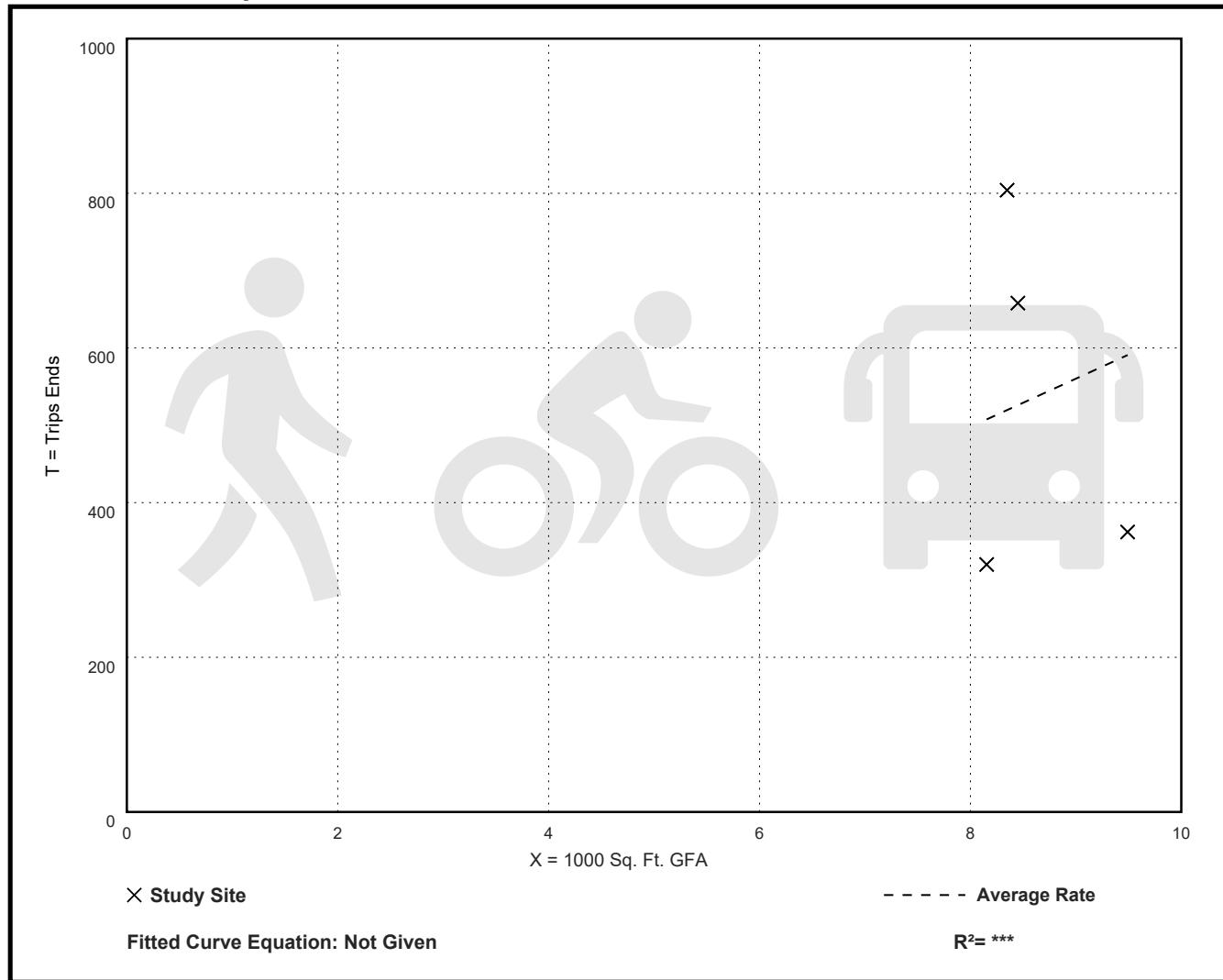
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
62.25	38.14 - 96.31	28.90

Data Plot and Equation



Variety Store (814)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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: 4

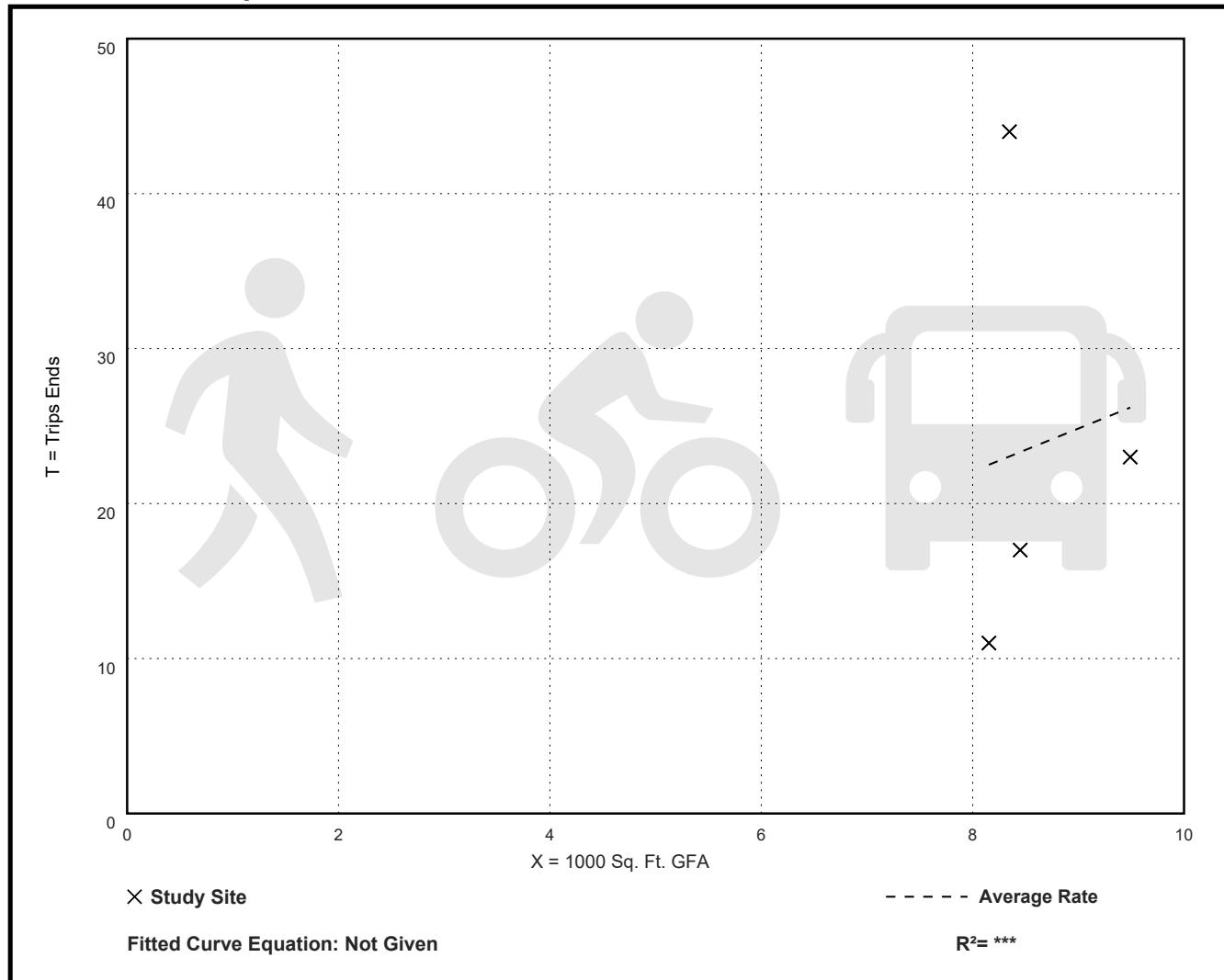
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 55% entering, 45% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.76	1.35 - 5.27	1.70

Data Plot and Equation



Variety Store (814)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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

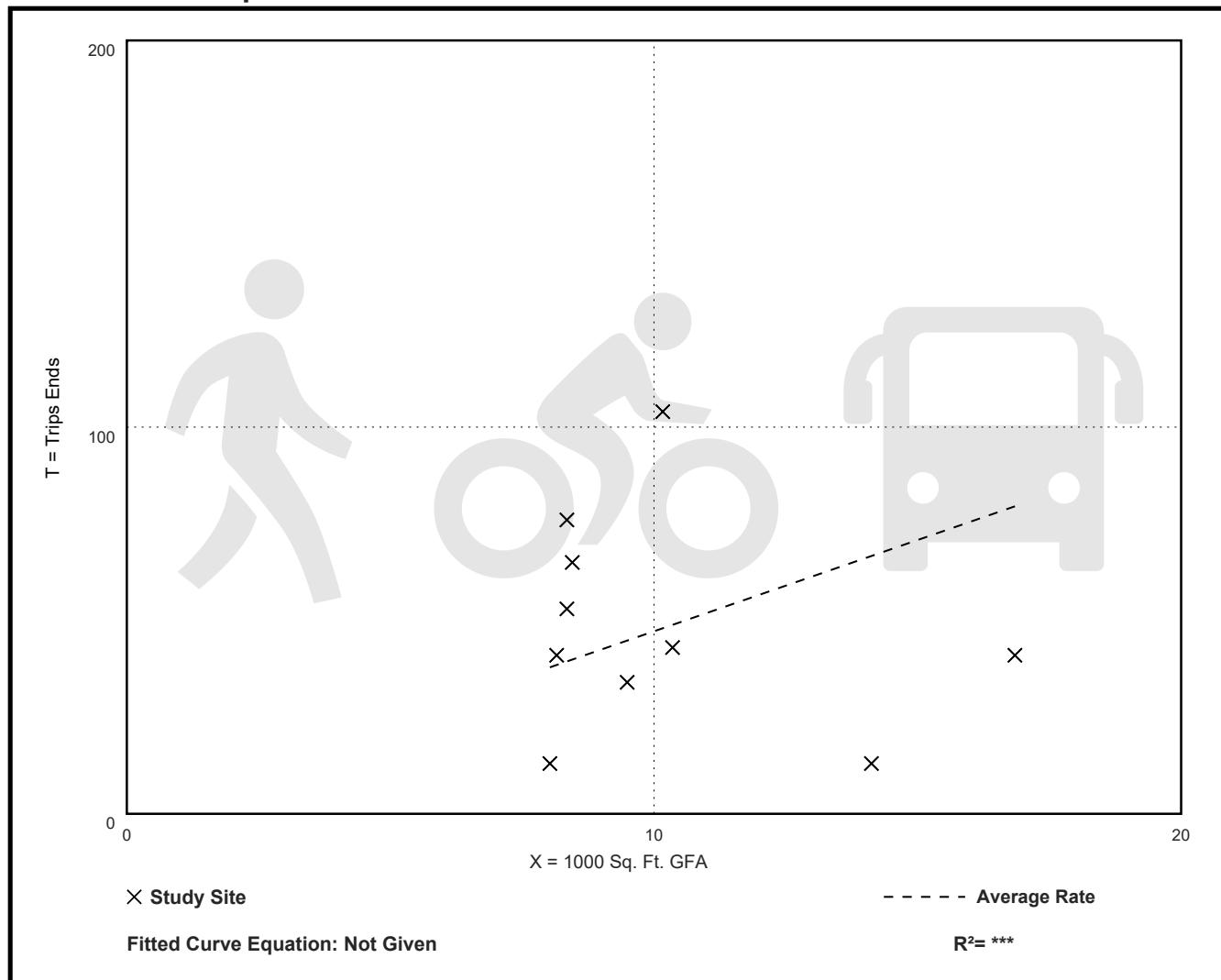
Avg. 1000 Sq. Ft. GFA: 10

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.72	0.92 - 10.23	3.21

Data Plot and Equation



Variety Store (814)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

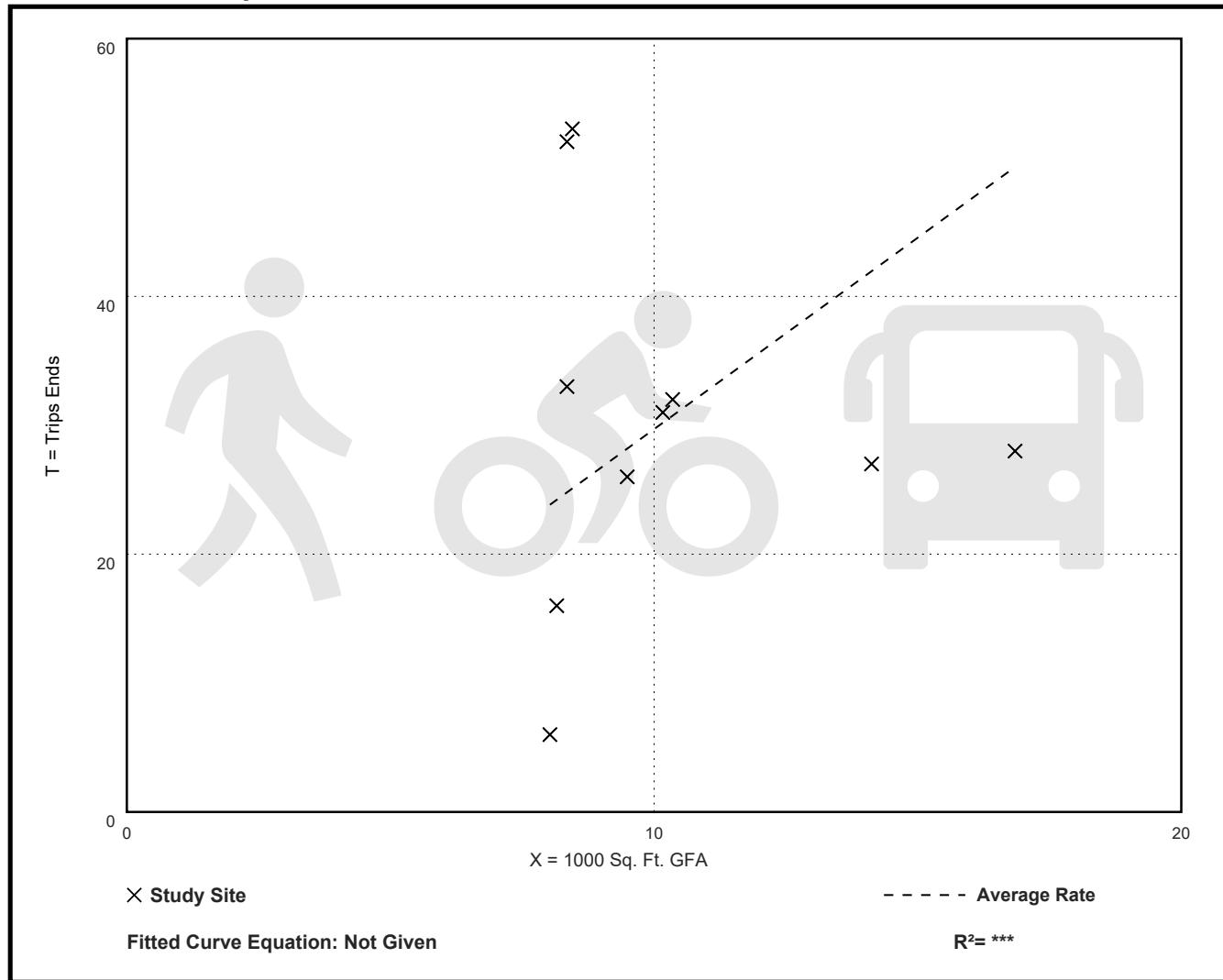
Avg. 1000 Sq. Ft. GFA: 10

Directional Distribution: 49% entering, 51% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.97	0.75 - 6.27	1.75

Data Plot and Equation



Variety Store (814)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

Avg. 1000 Sq. Ft. GFA: 10

Directional Distribution: 51% entering, 49% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.18	1.63 - 10.23	3.21

Data Plot and Equation



Variety Store (814)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

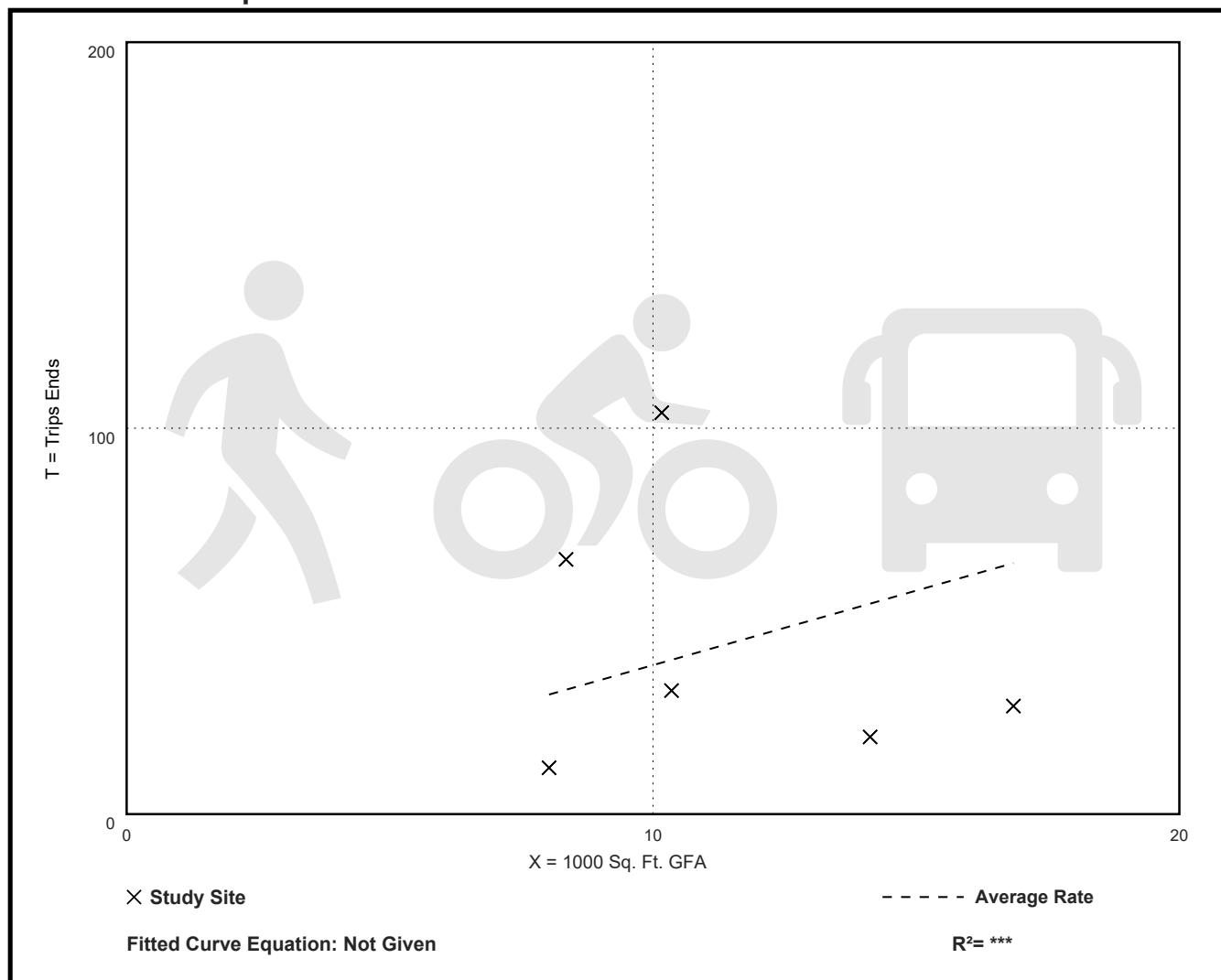
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 48% entering, 52% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.86	1.42 - 10.23	3.68

Data Plot and Equation



Variety Store (814)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

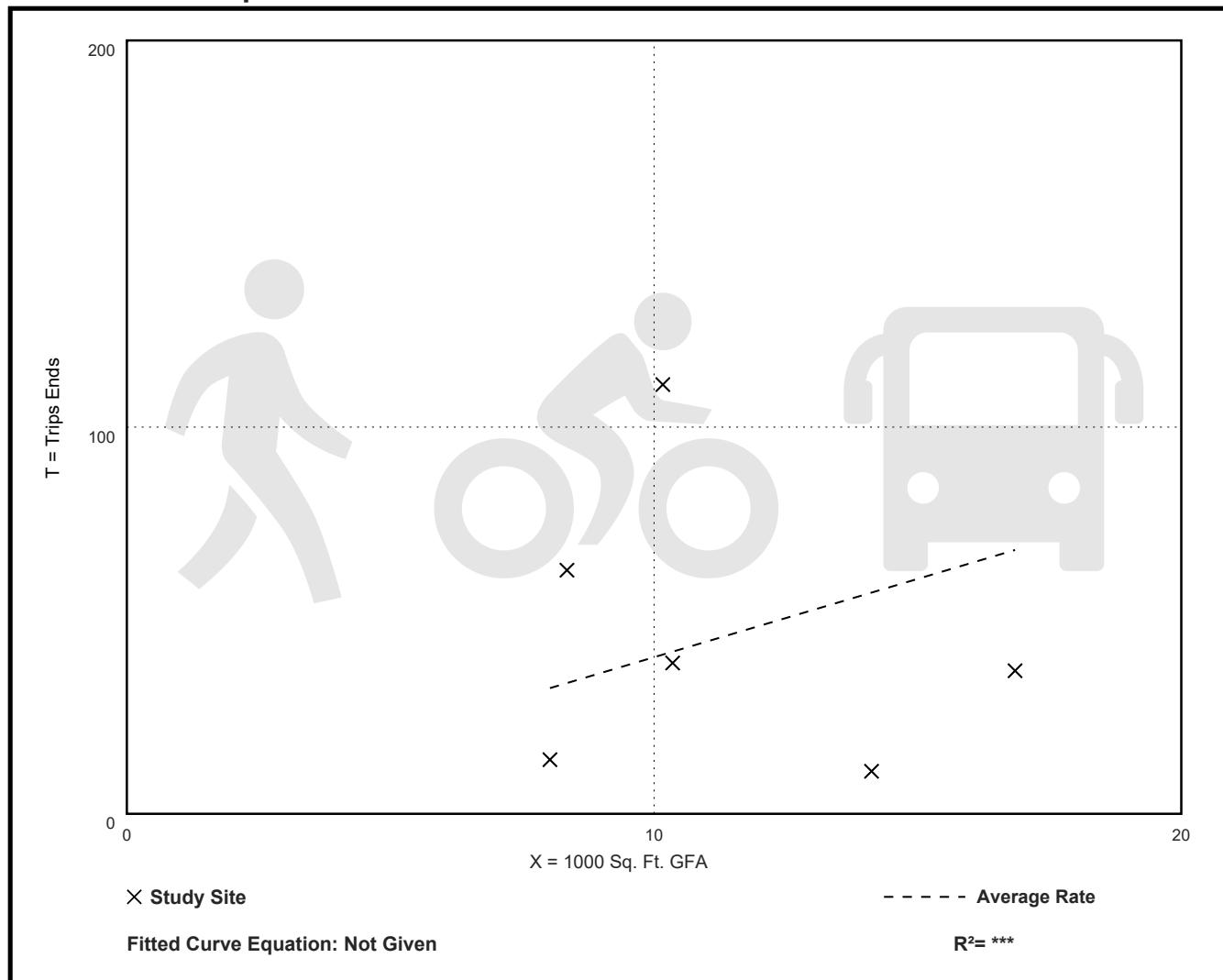
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 51% entering, 49% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.05	0.78 - 10.92	3.84

Data Plot and Equation



Variety Store (814)

Walk Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

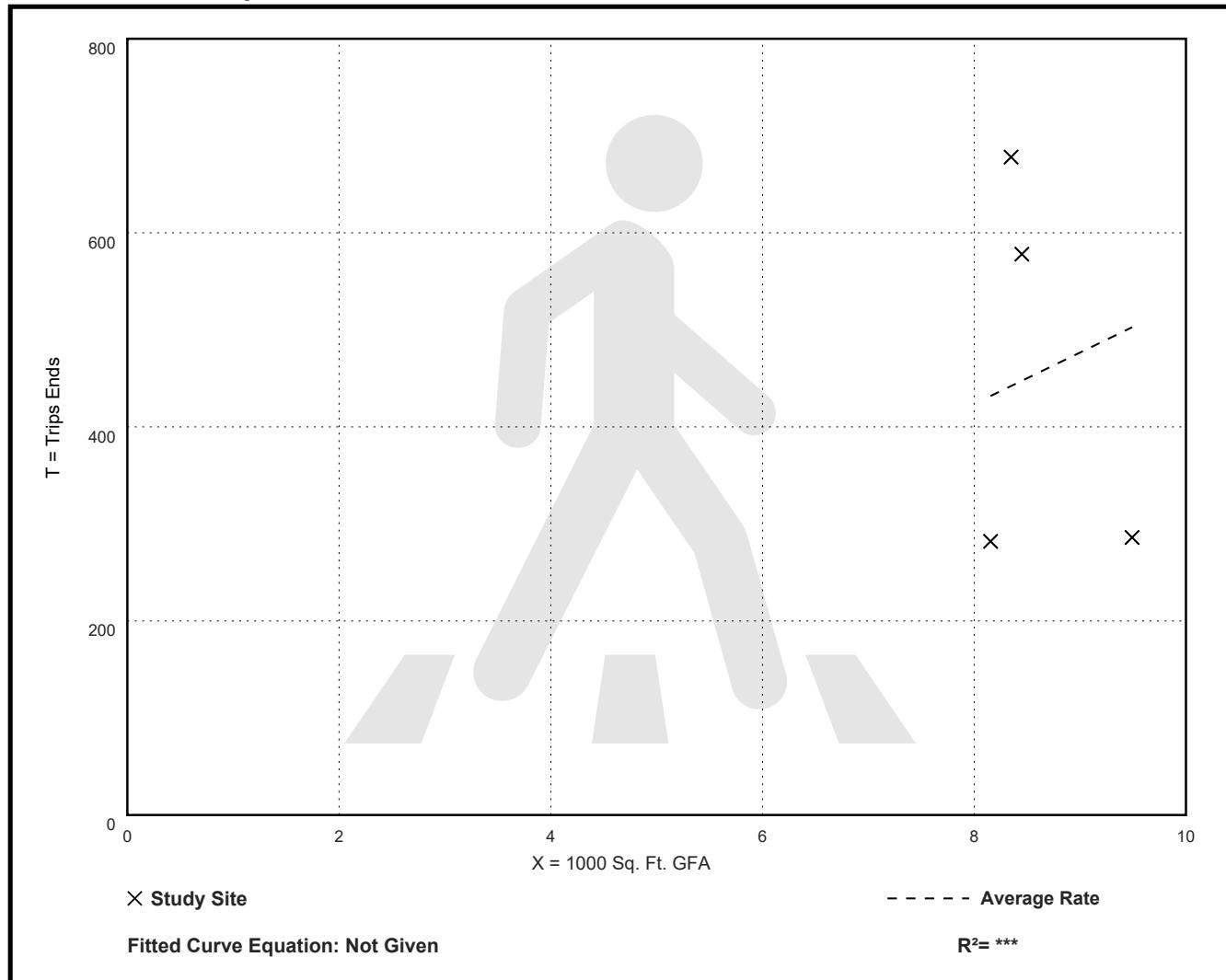
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
52.96	30.13 - 81.22	25.18

Data Plot and Equation



Variety Store (814)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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: 4

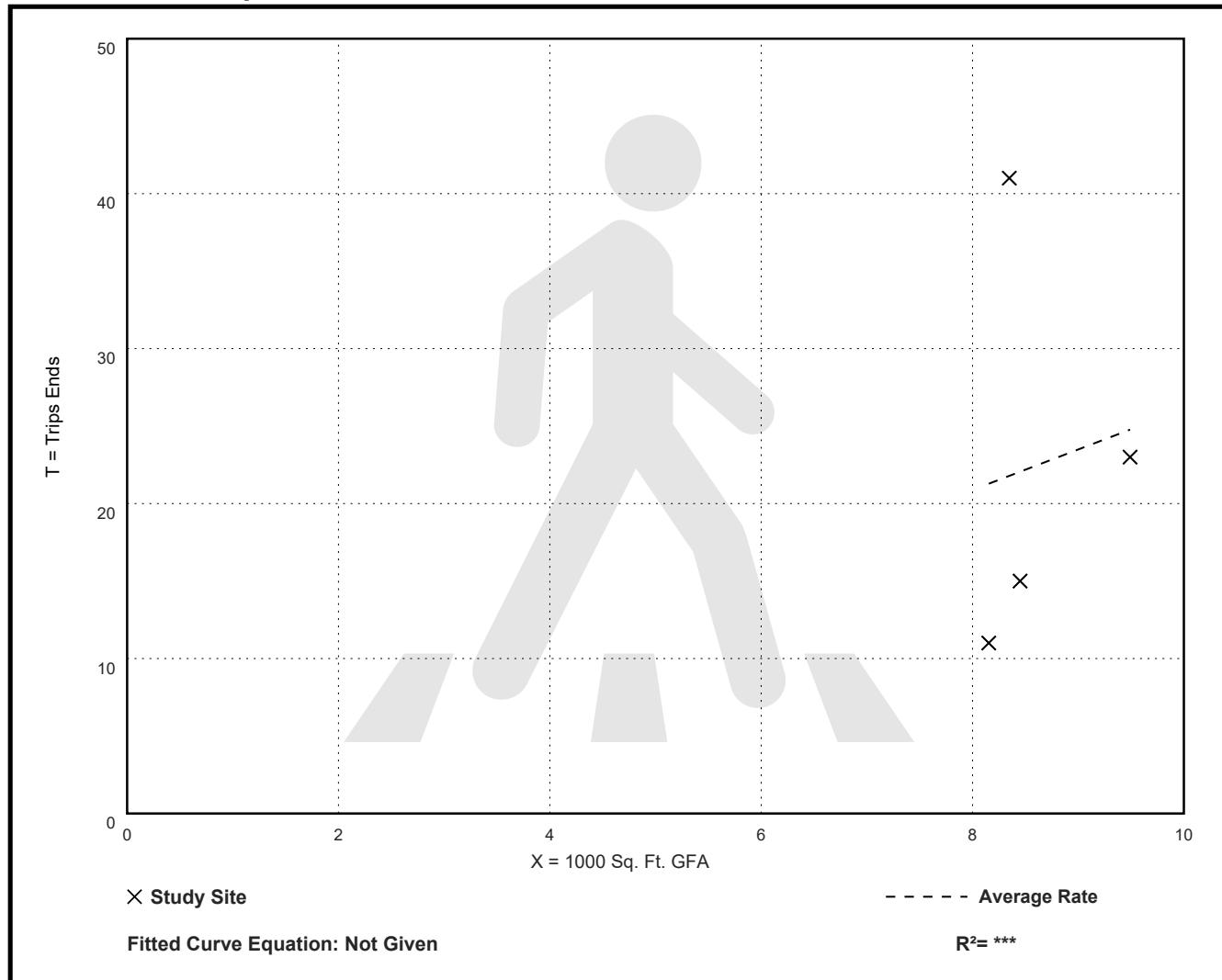
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 54% entering, 46% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.61	1.35 - 4.91	1.57

Data Plot and Equation



Variety Store (814)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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

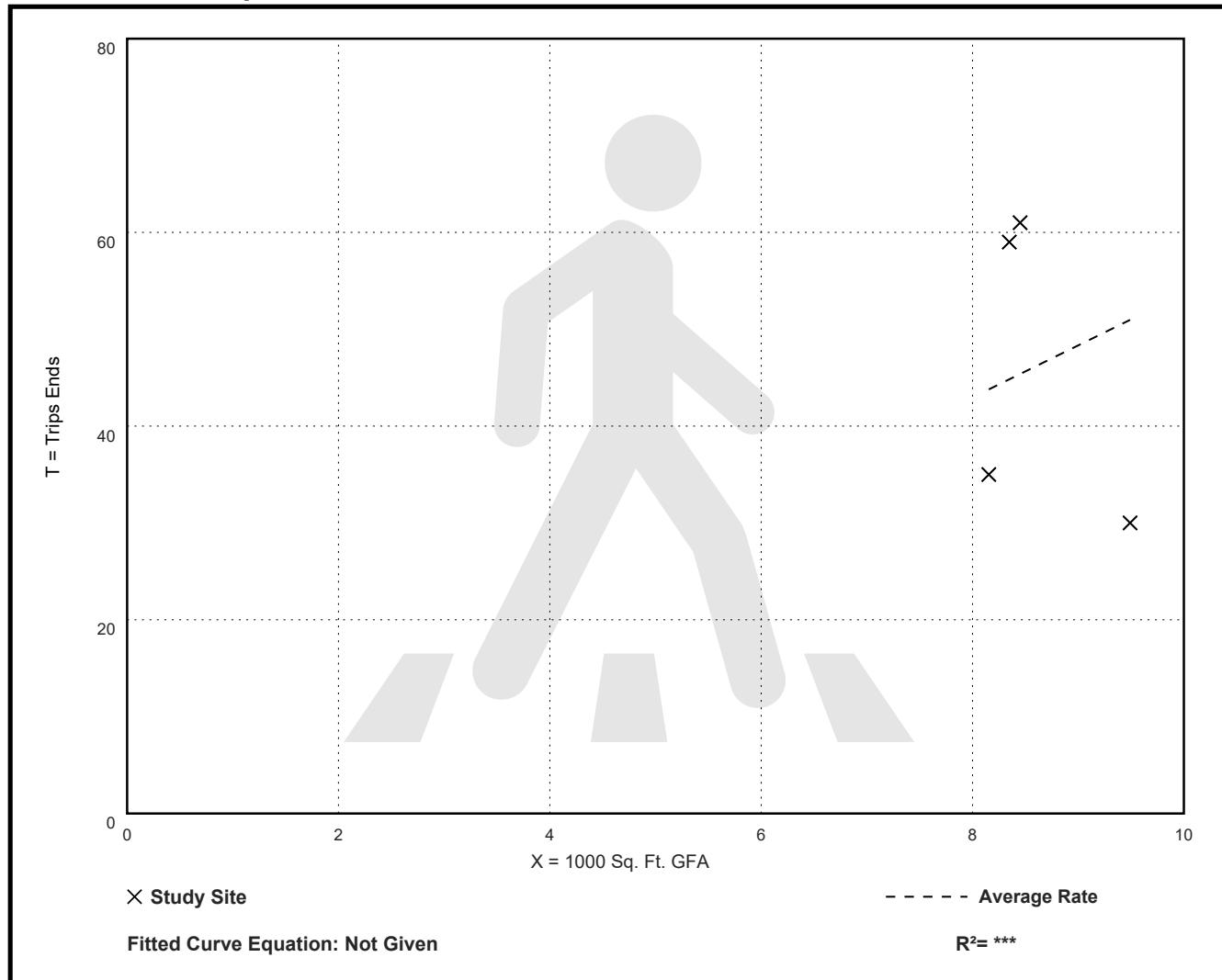
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 49% entering, 51% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.37	3.16 - 7.22	2.05

Data Plot and Equation



Variety Store (814)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

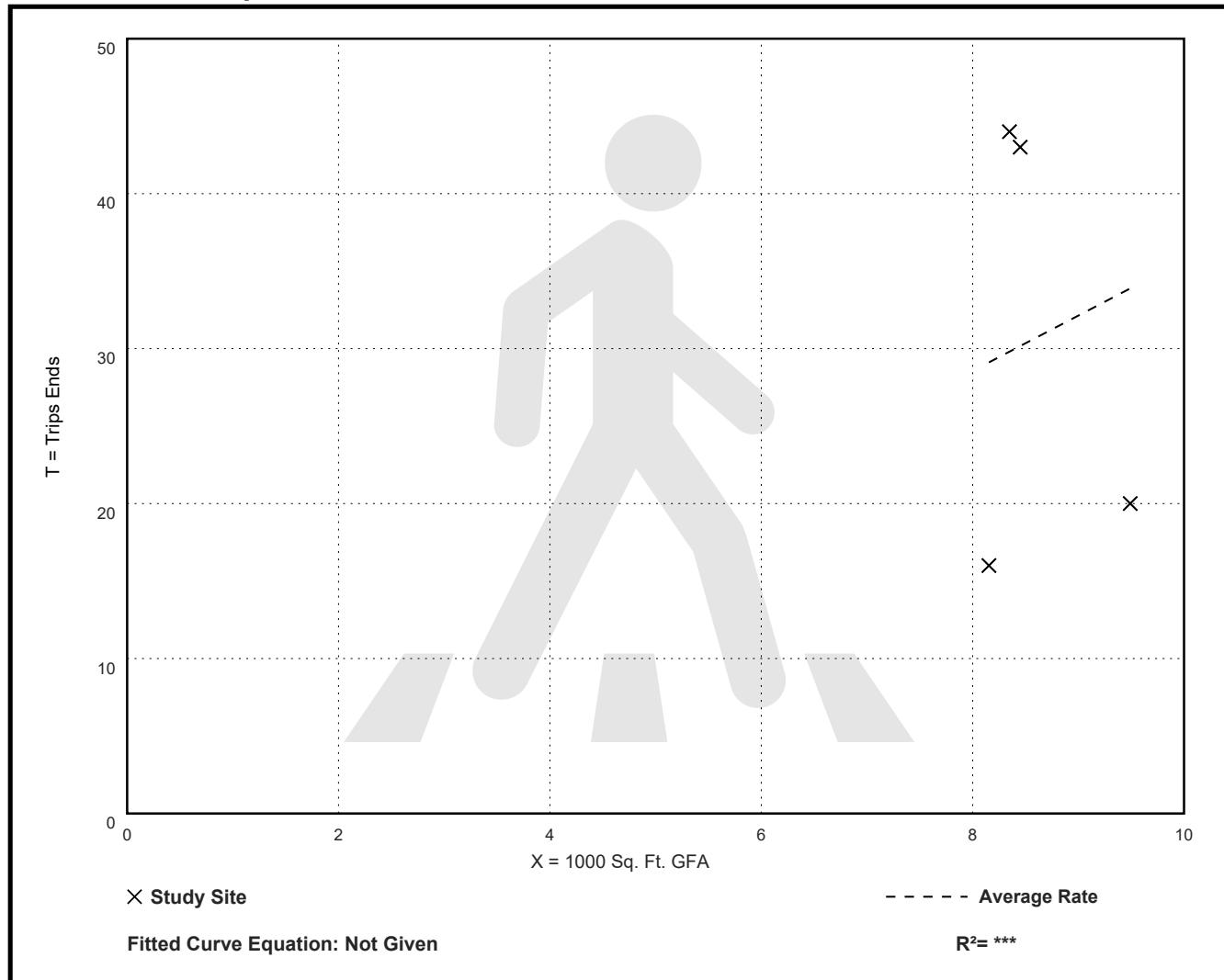
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.57	1.96 - 5.27	1.81

Data Plot and Equation



Variety Store (814)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

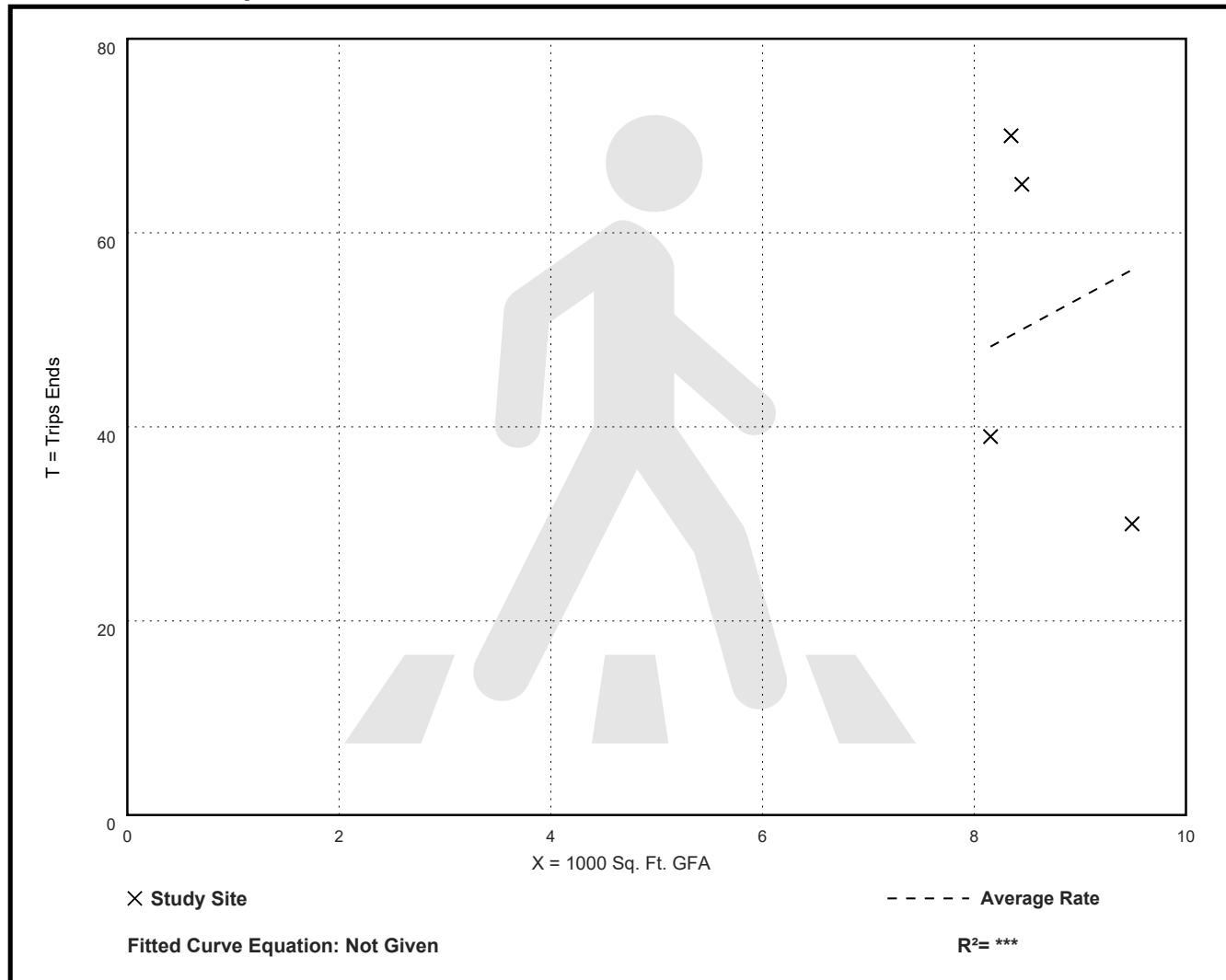
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 49% entering, 51% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.92	3.16 - 8.39	2.49

Data Plot and Equation



Variety Store (814)

Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

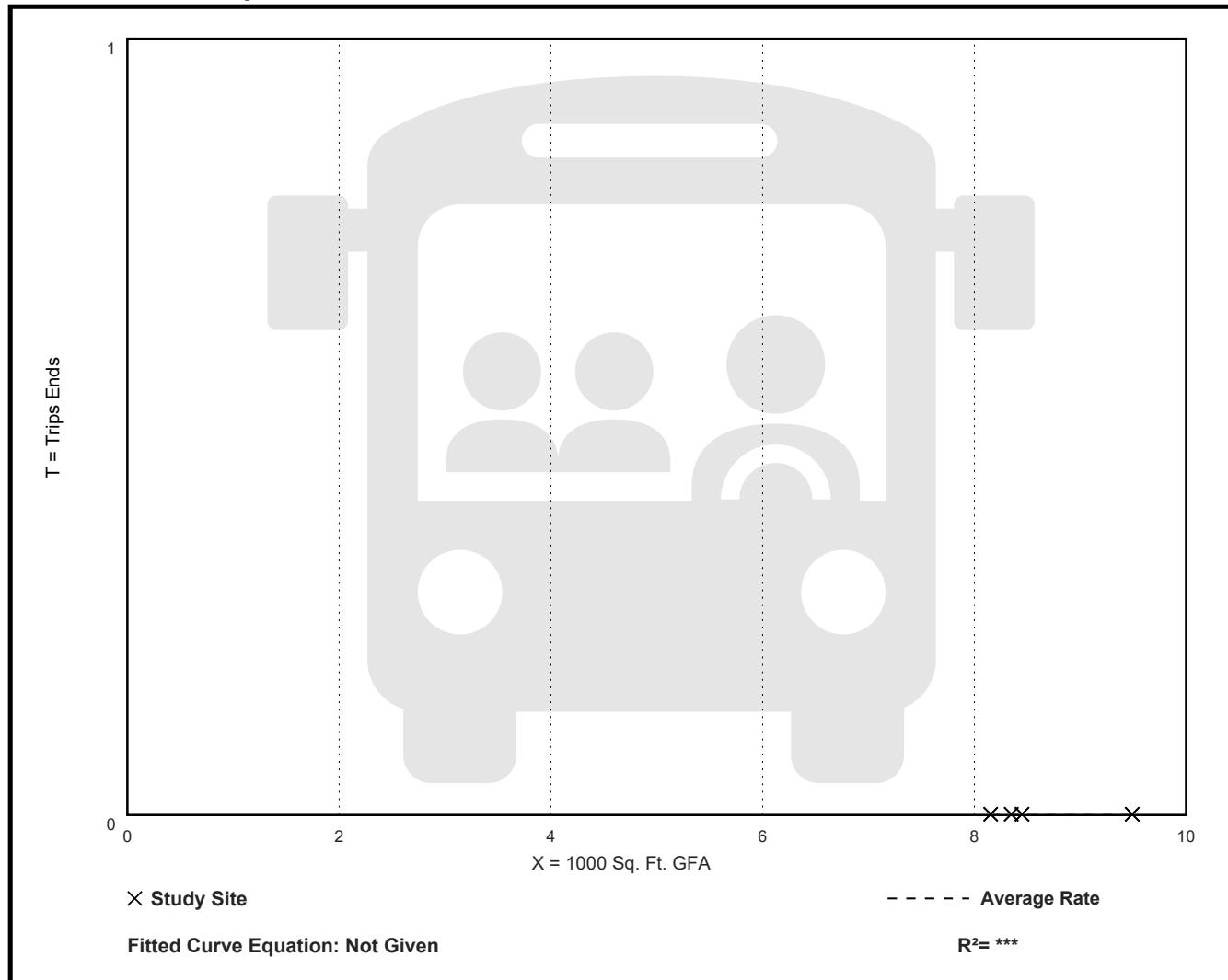
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Variety Store (814)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

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: 4

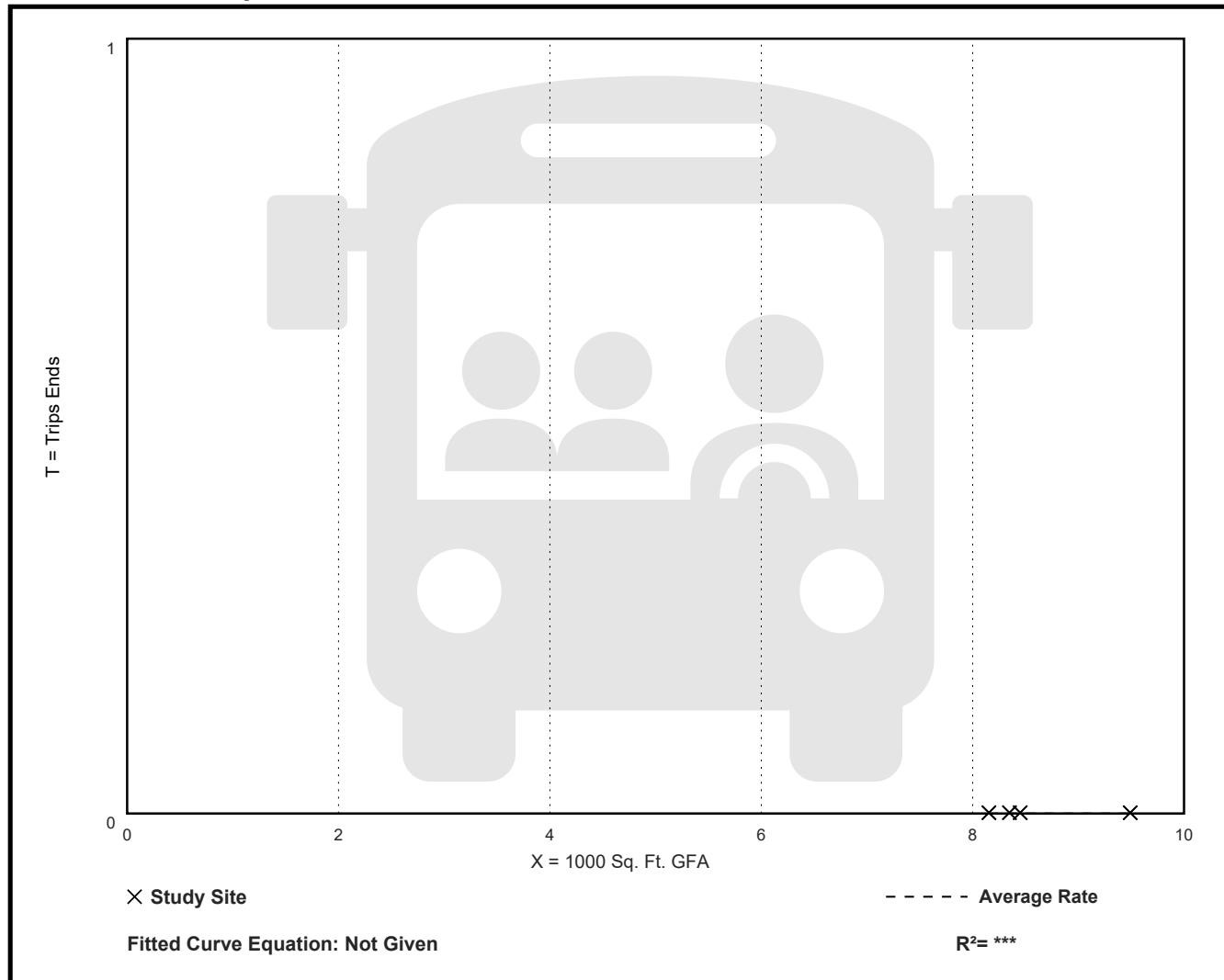
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Variety Store (814)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

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

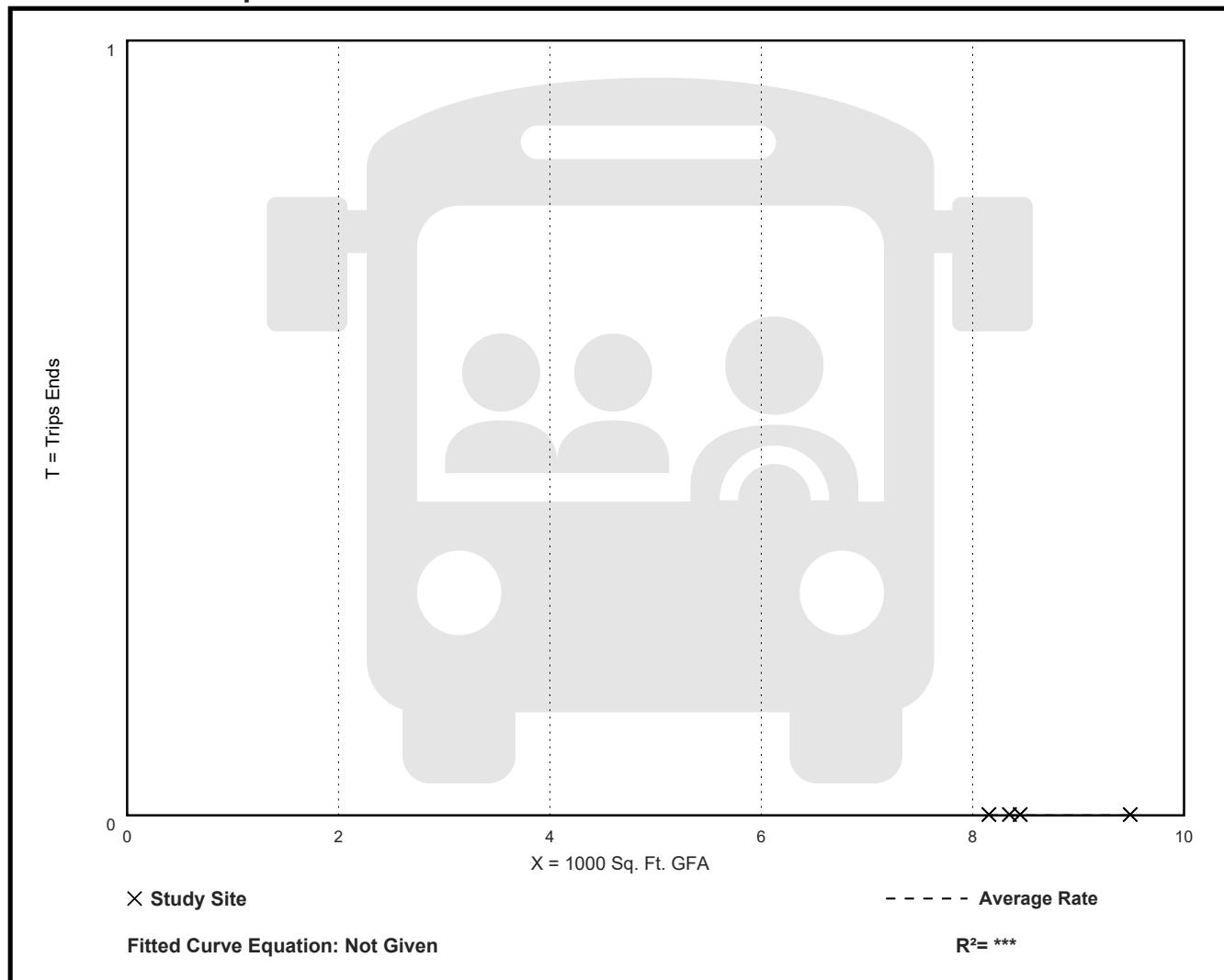
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Variety Store (814)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

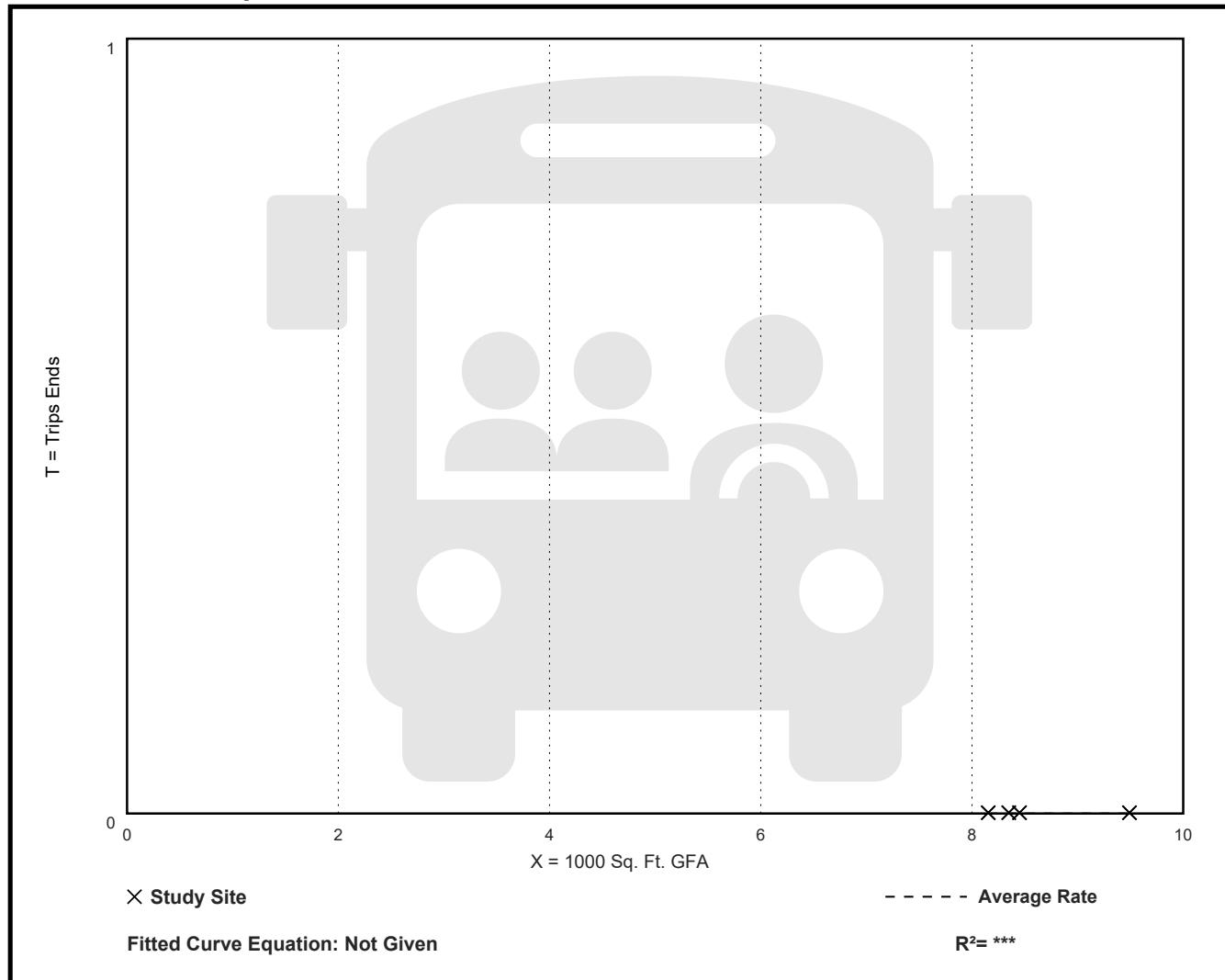
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Variety Store (814)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

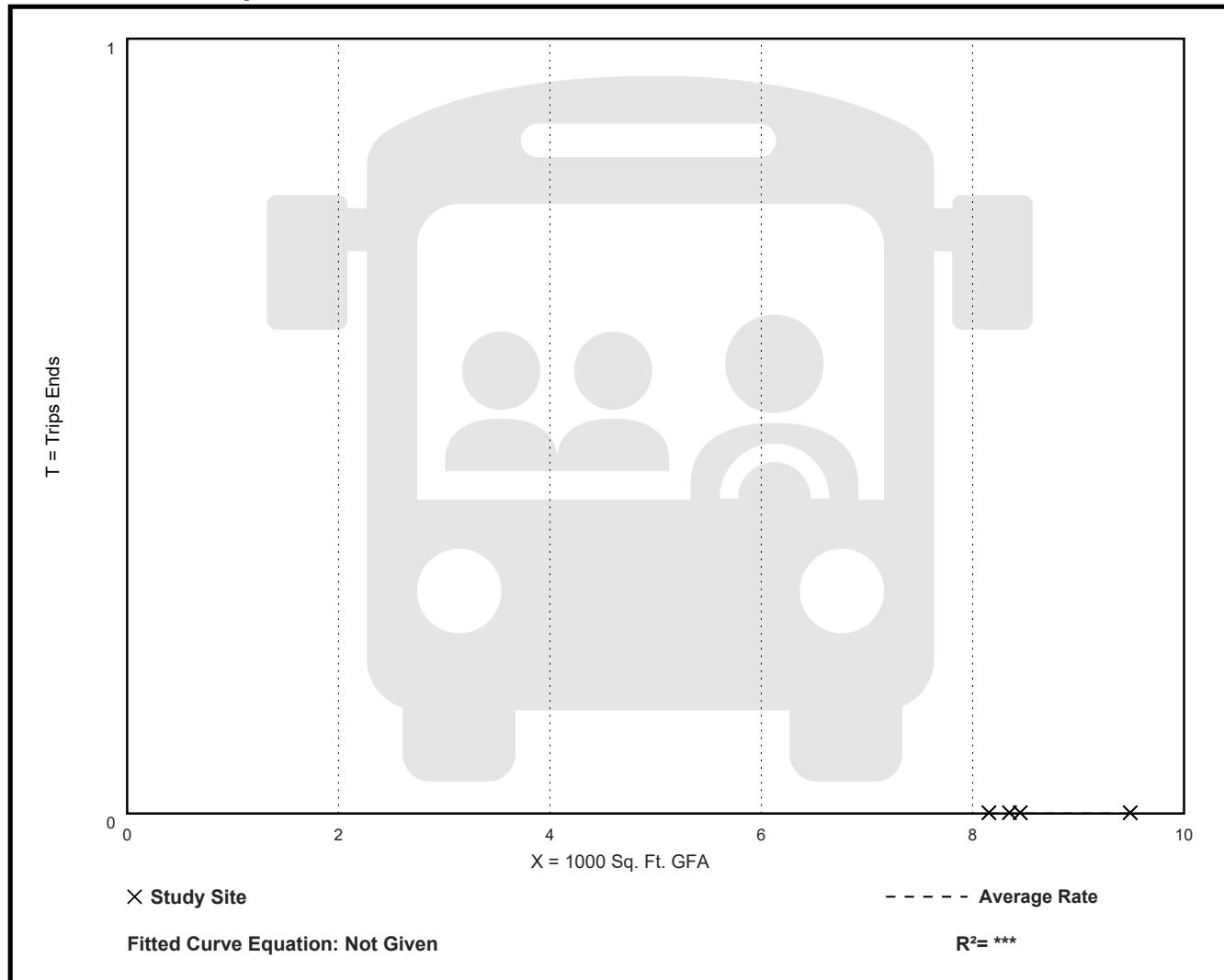
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Variety Store (814)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

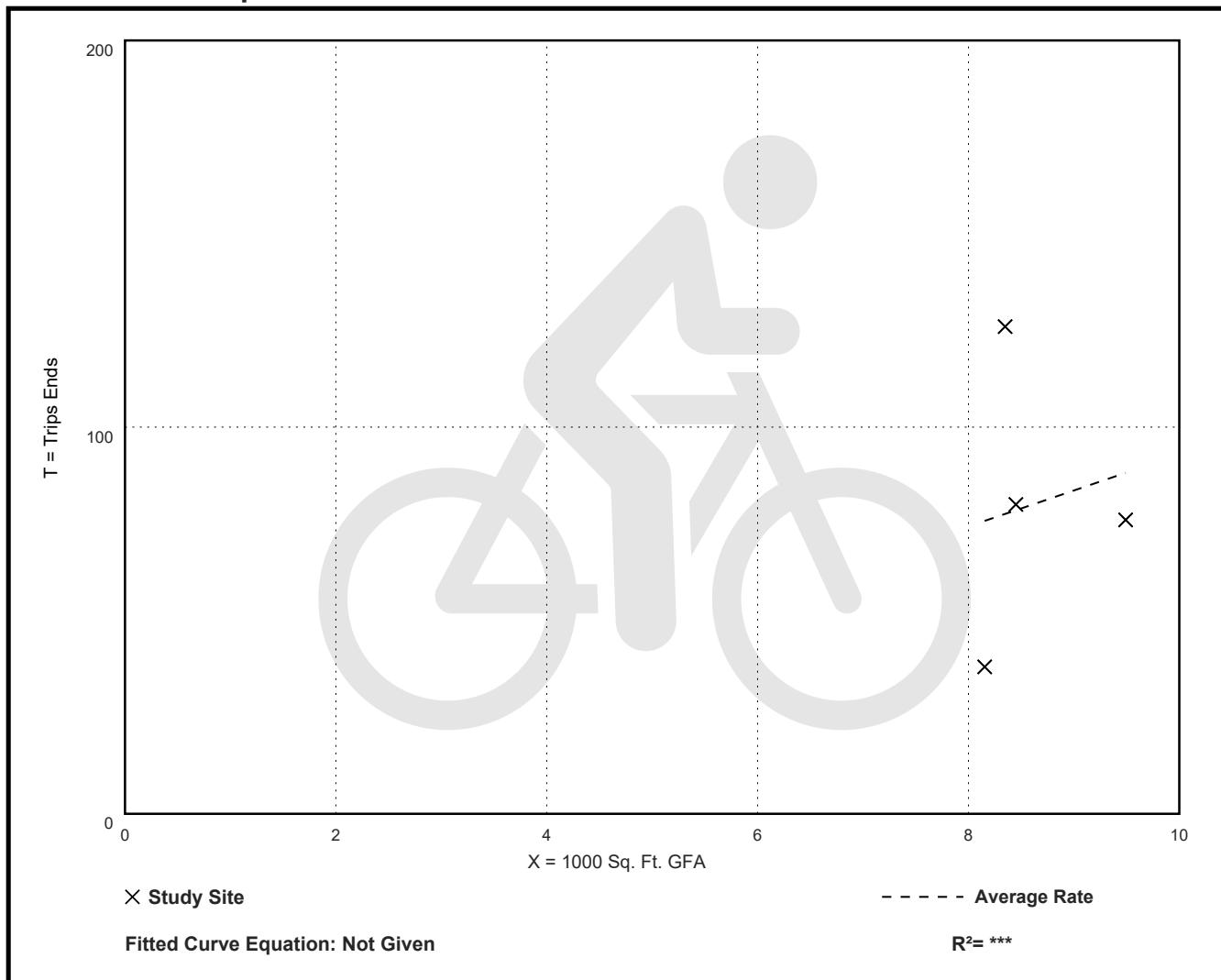
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.29	4.66 - 15.09	4.27

Data Plot and Equation



Variety Store (814)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA

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: 4

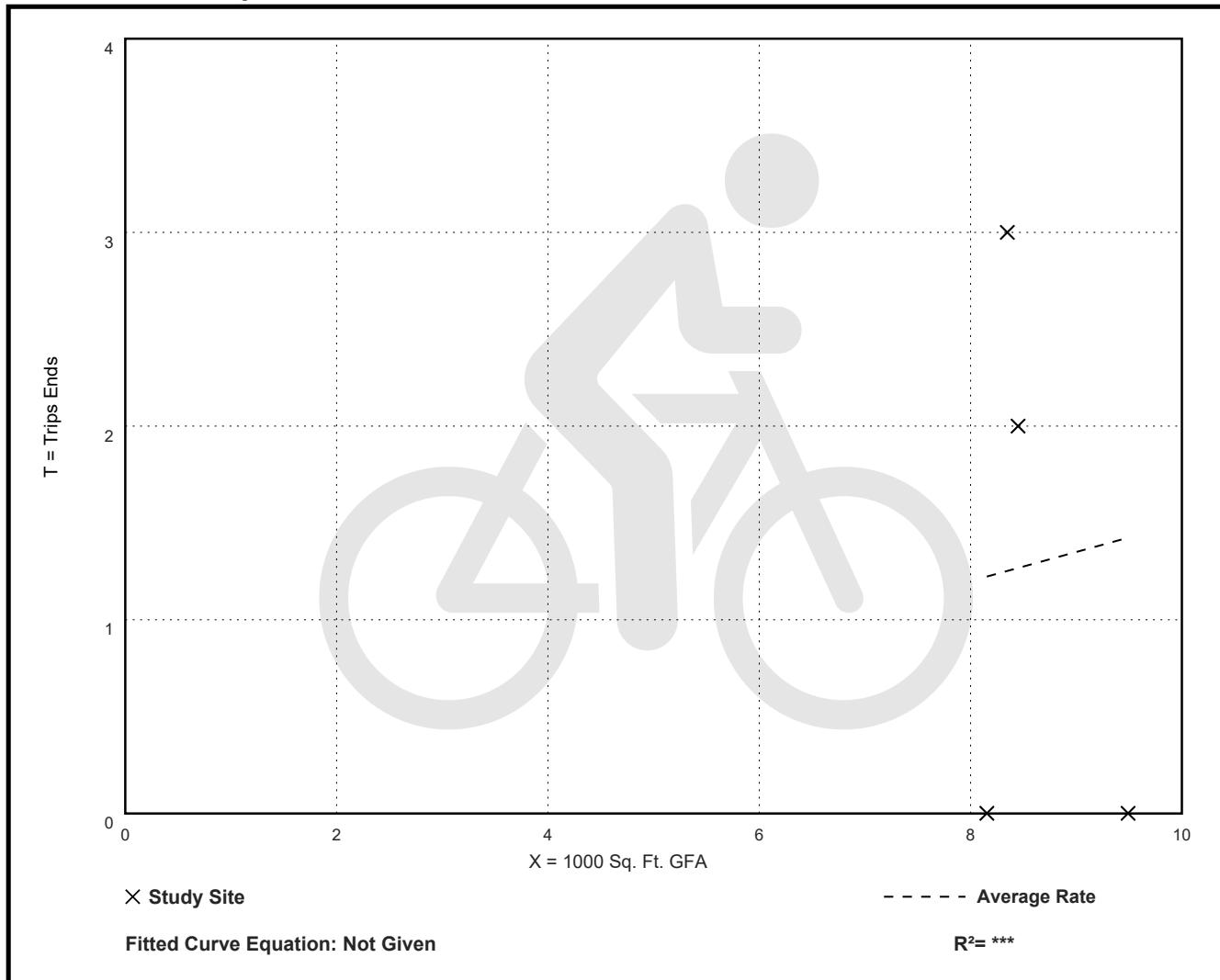
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 60% entering, 40% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.00 - 0.36	0.18

Data Plot and Equation



Variety Store (814)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA

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

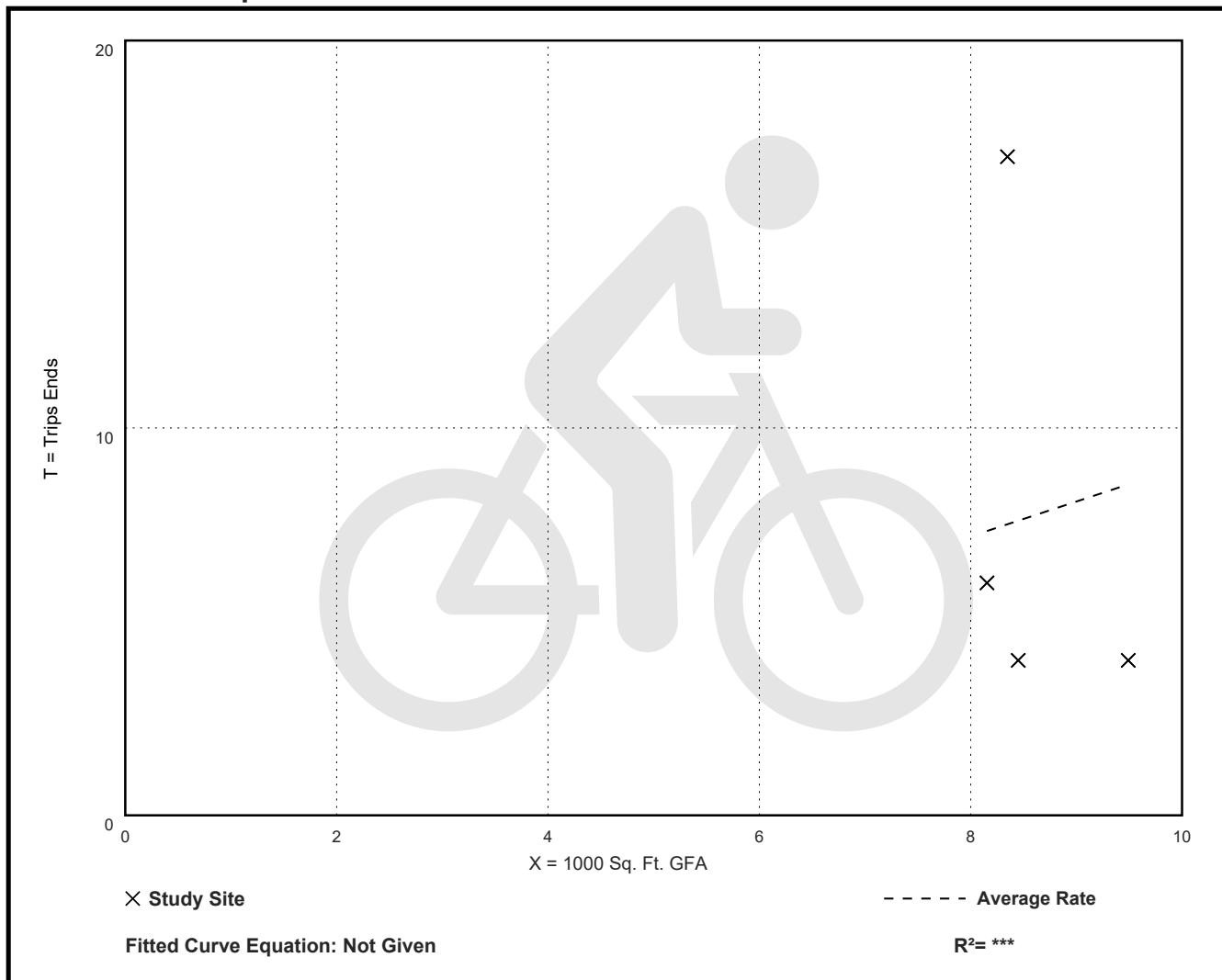
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 52% entering, 48% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.90	0.42 - 2.04	0.75

Data Plot and Equation



Variety Store (814)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

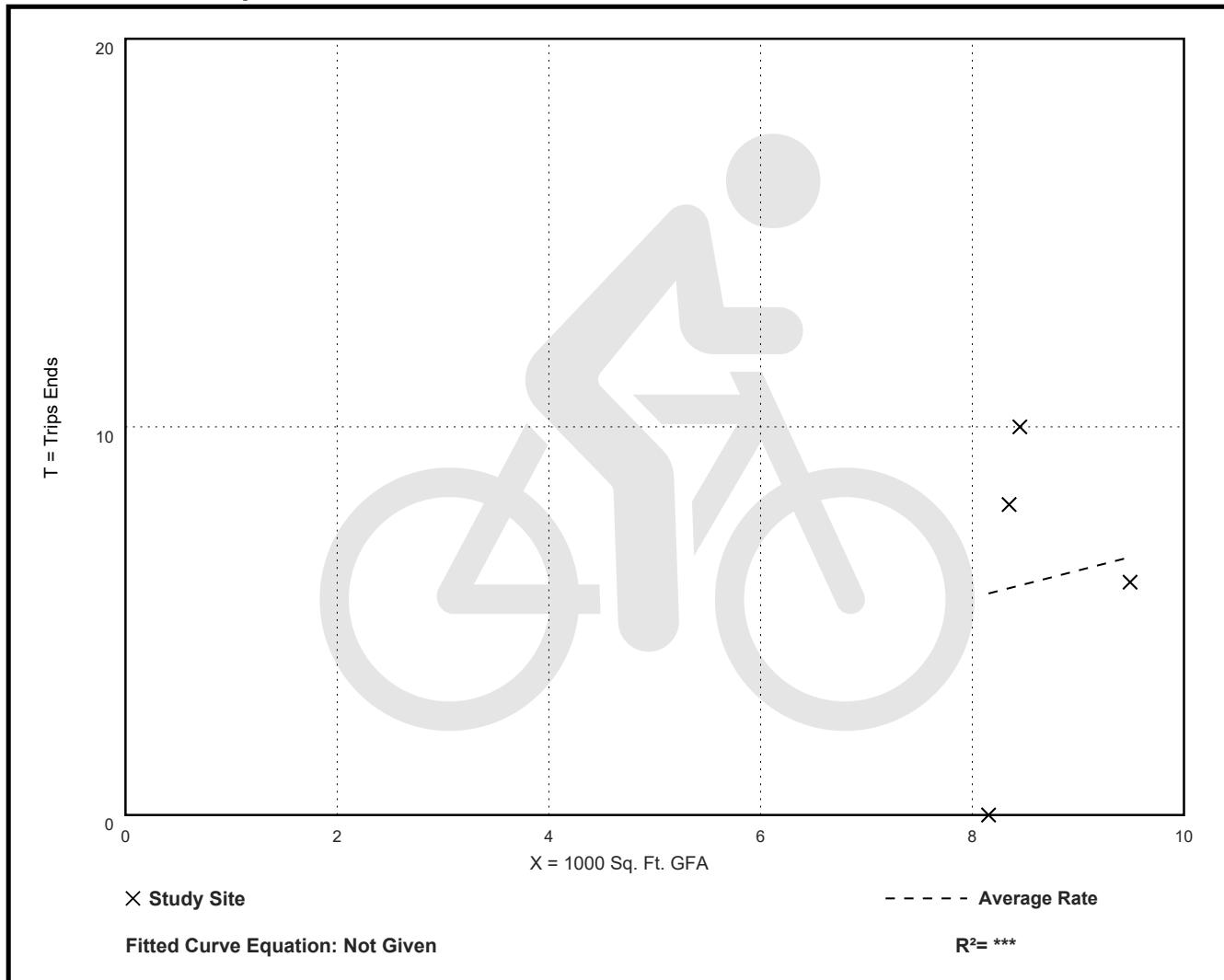
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.70	0.00 - 1.18	0.50

Data Plot and Equation



Variety Store (814)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

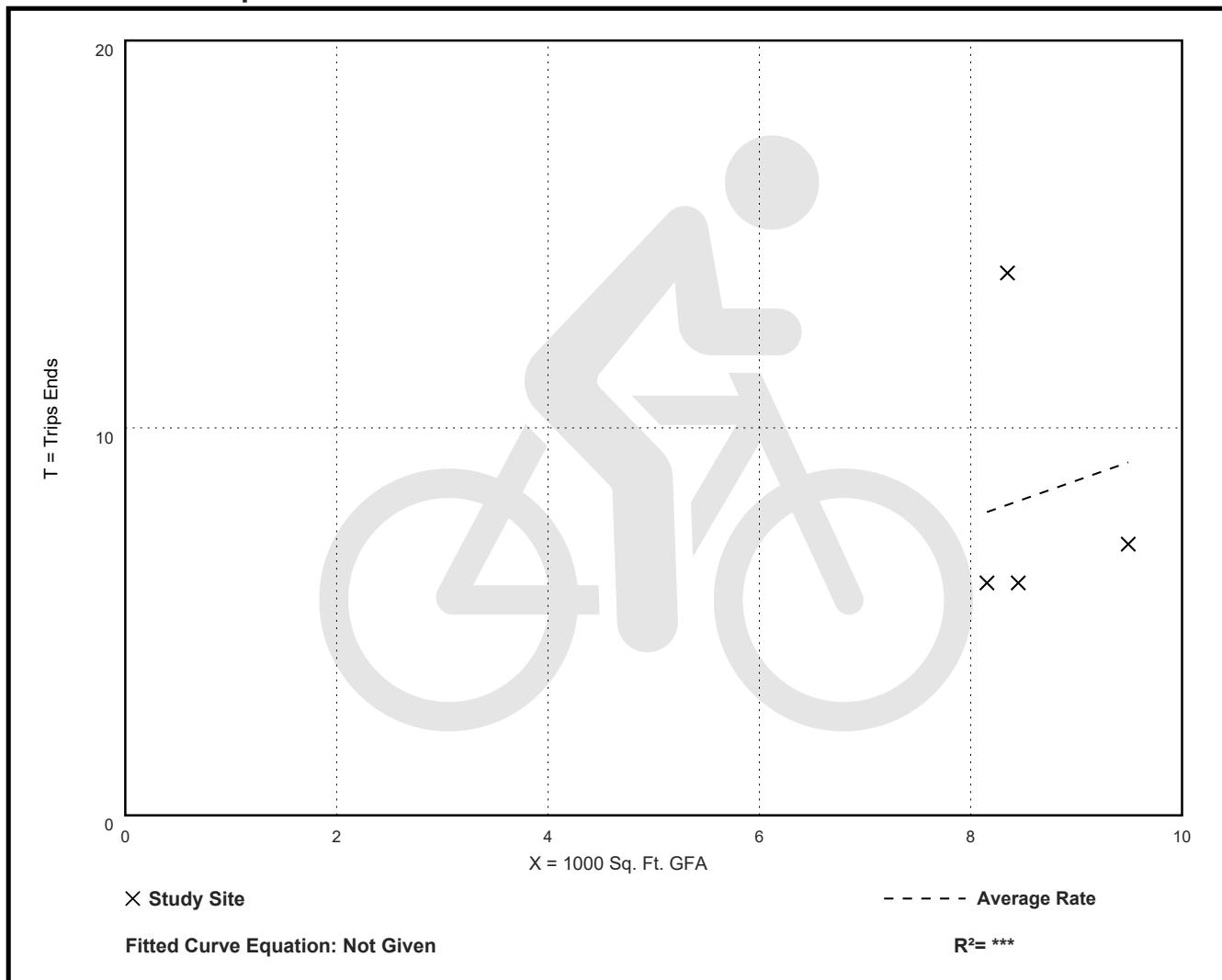
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 48% entering, 52% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.96	0.71 - 1.68	0.47

Data Plot and Equation



Free-Standing Discount Store (815)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 87

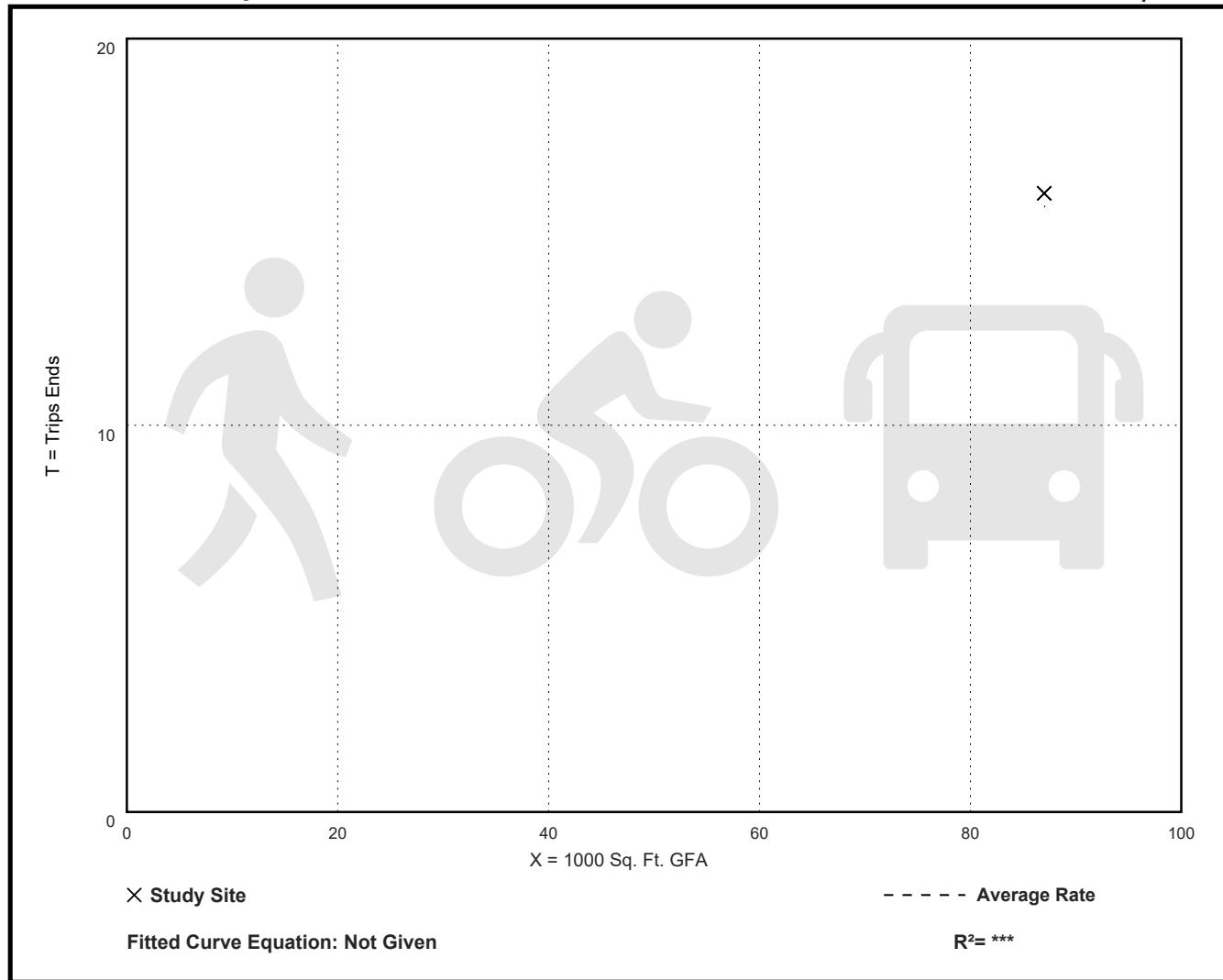
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation

Caution – Small Sample Size



Shopping Center (>150k) (820)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 160

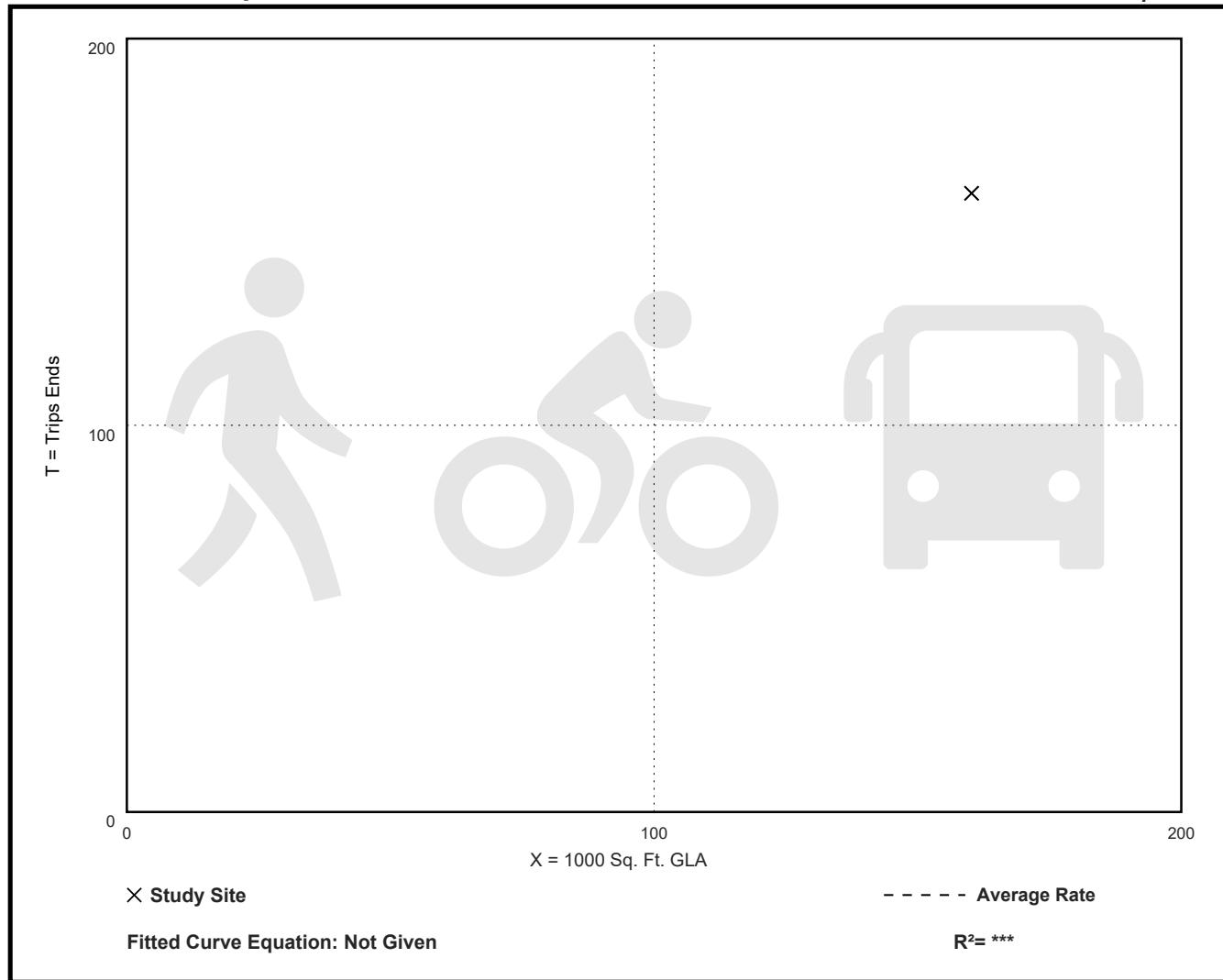
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.00	1.00 - 1.00	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - Yes (821)

Person Trip Ends vs: 1000 Sq. Ft. GLA

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. 1000 Sq. Ft. GLA: 49

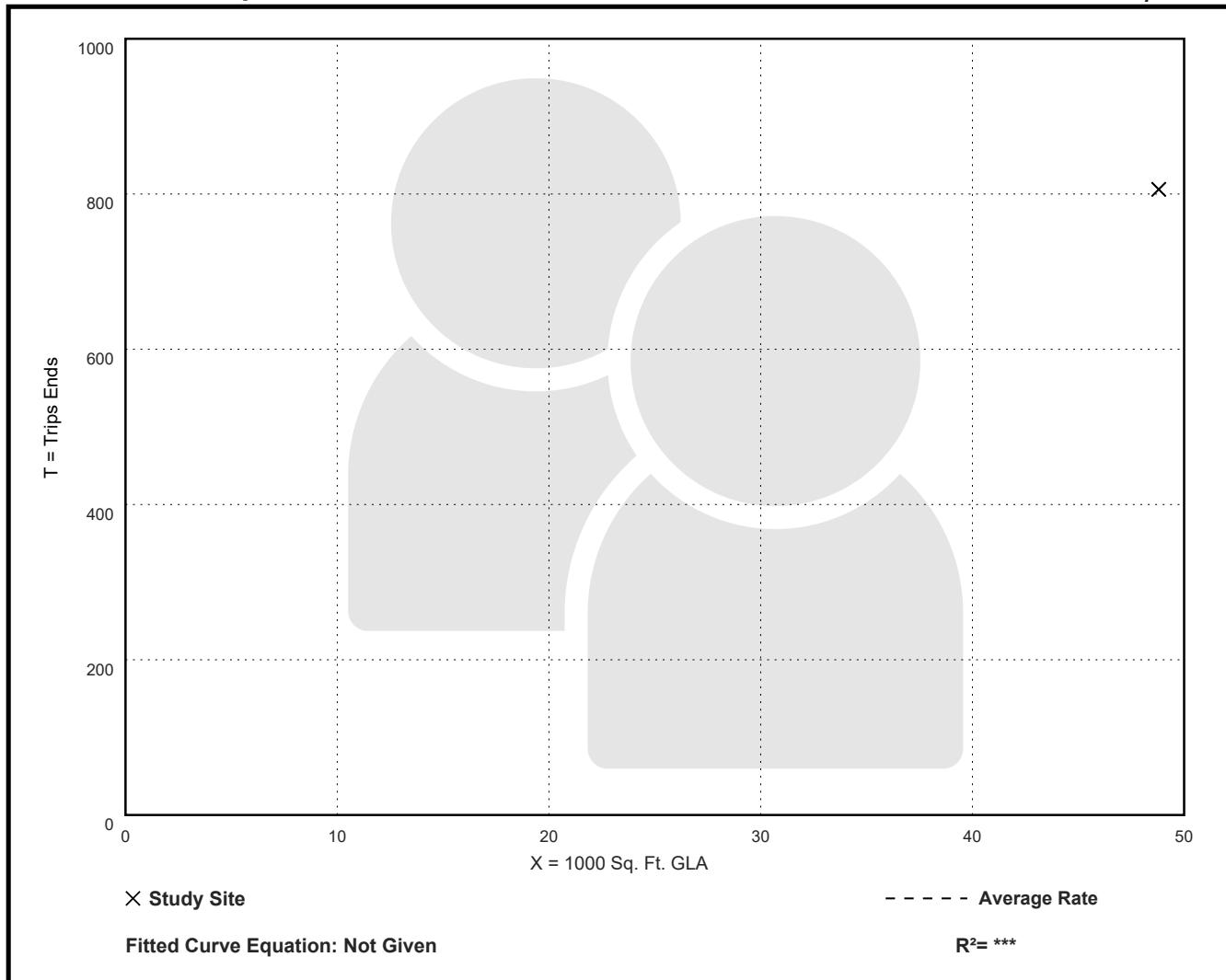
Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
16.52	16.52 - 16.52	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - Yes (821)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA

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. 1000 Sq. Ft. GLA: 49

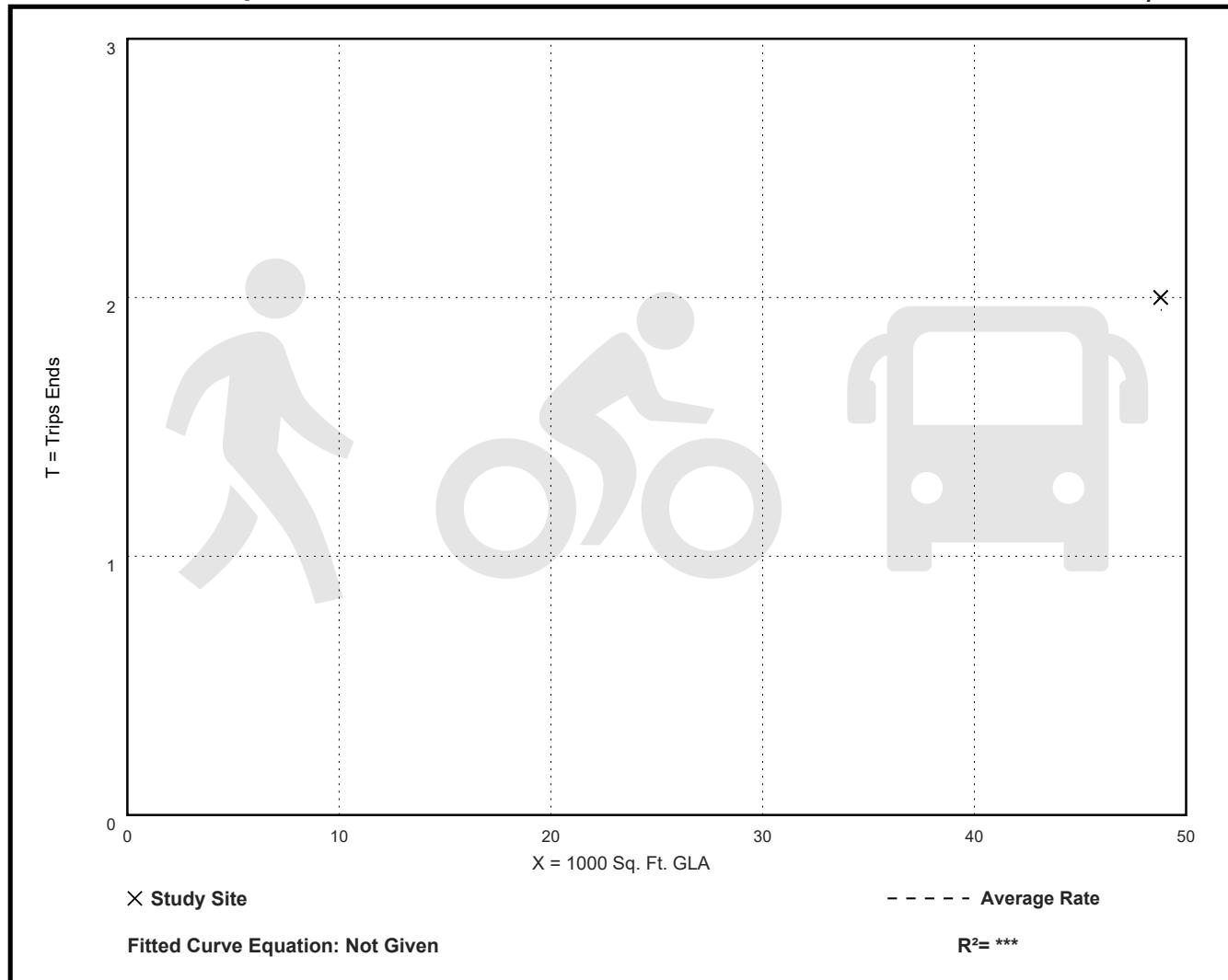
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.04	0.04 - 0.04	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - Yes (821)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

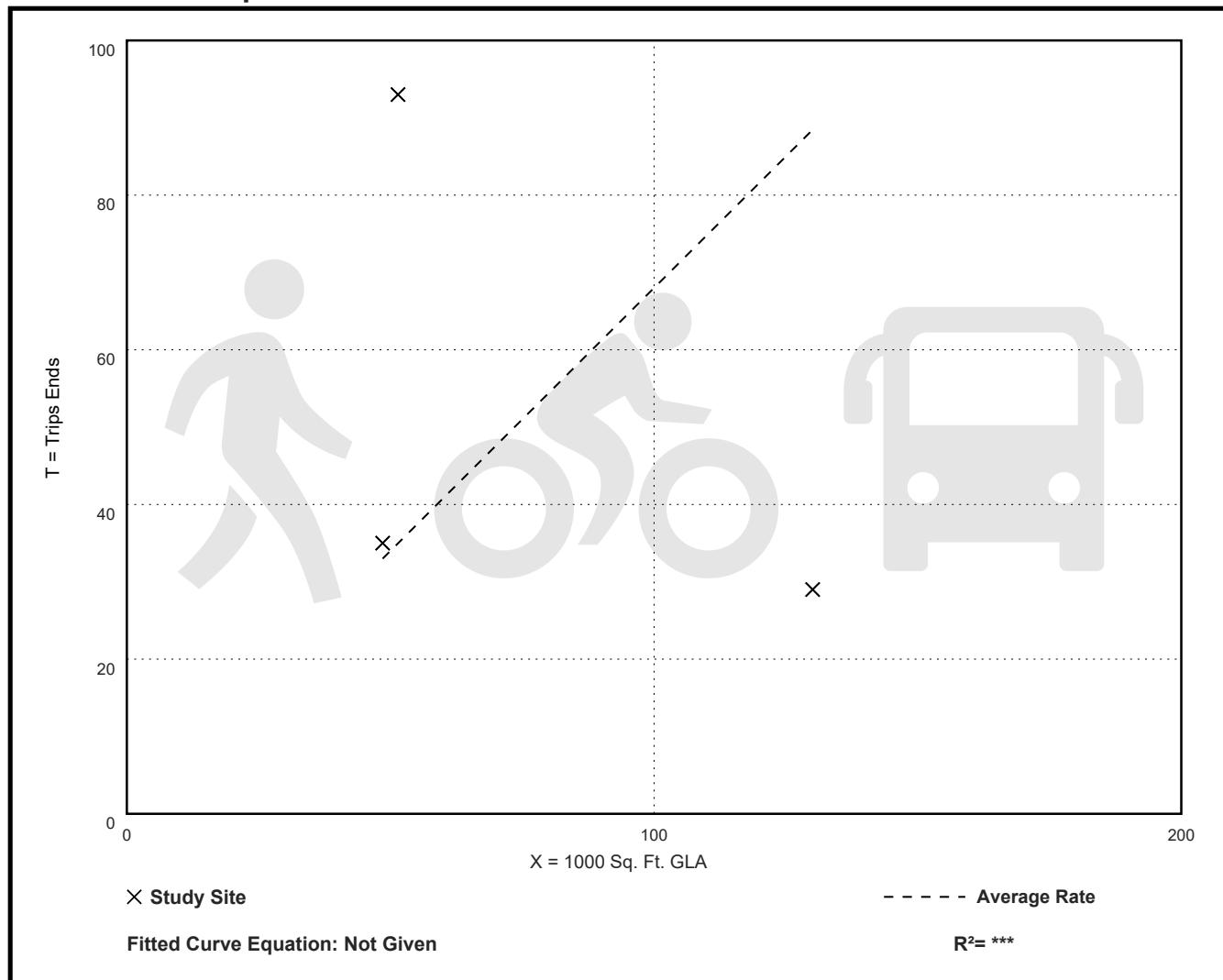
Avg. 1000 Sq. Ft. GLA: 77

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.68	0.22 - 1.81	0.78

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - Yes (821)

Walk Trip Ends vs: 1000 Sq. Ft. GLA

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. 1000 Sq. Ft. GLA: 49

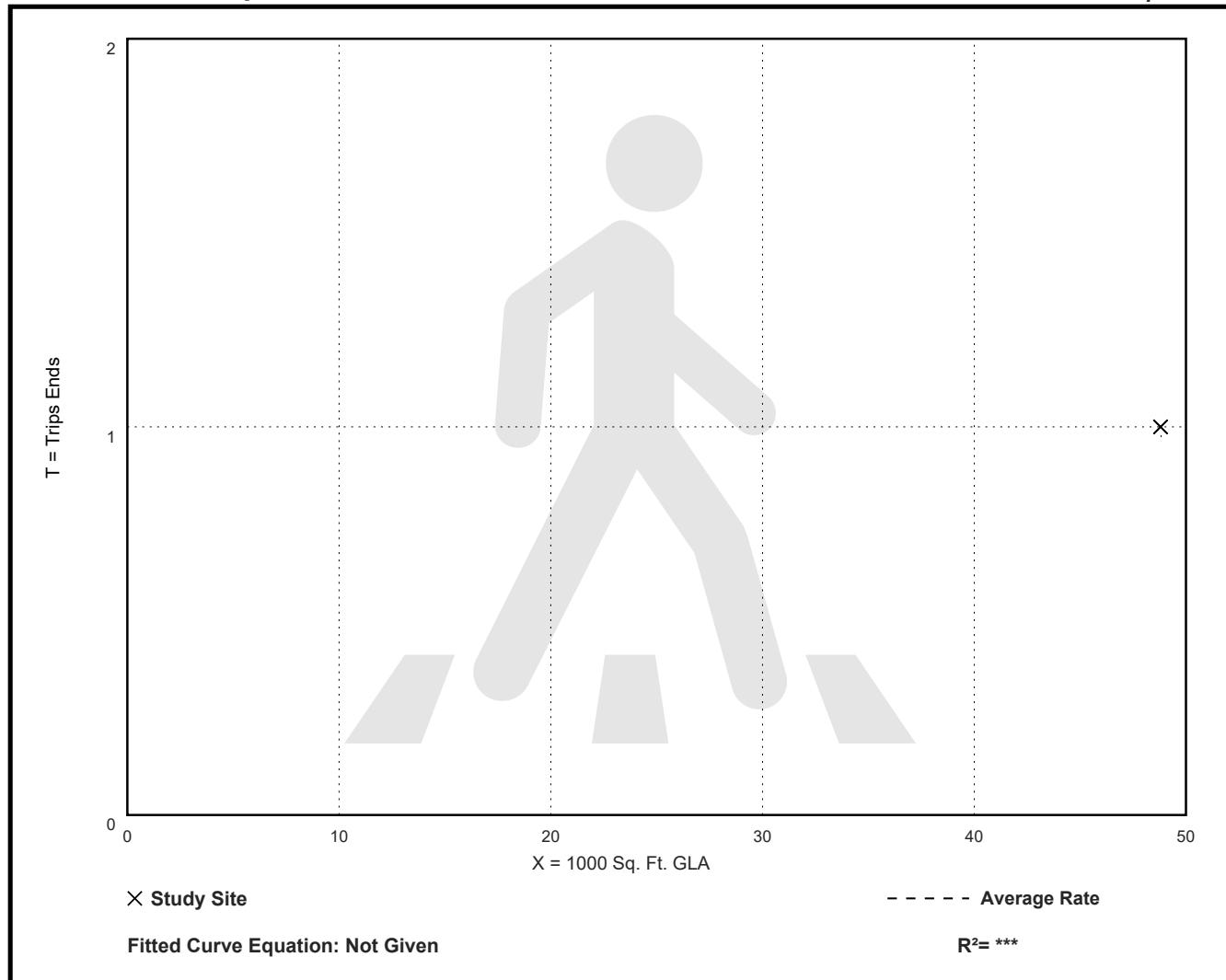
Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.02	0.02 - 0.02	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - Yes (821)

Transit Trip Ends vs: 1000 Sq. Ft. GLA

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. 1000 Sq. Ft. GLA: 49

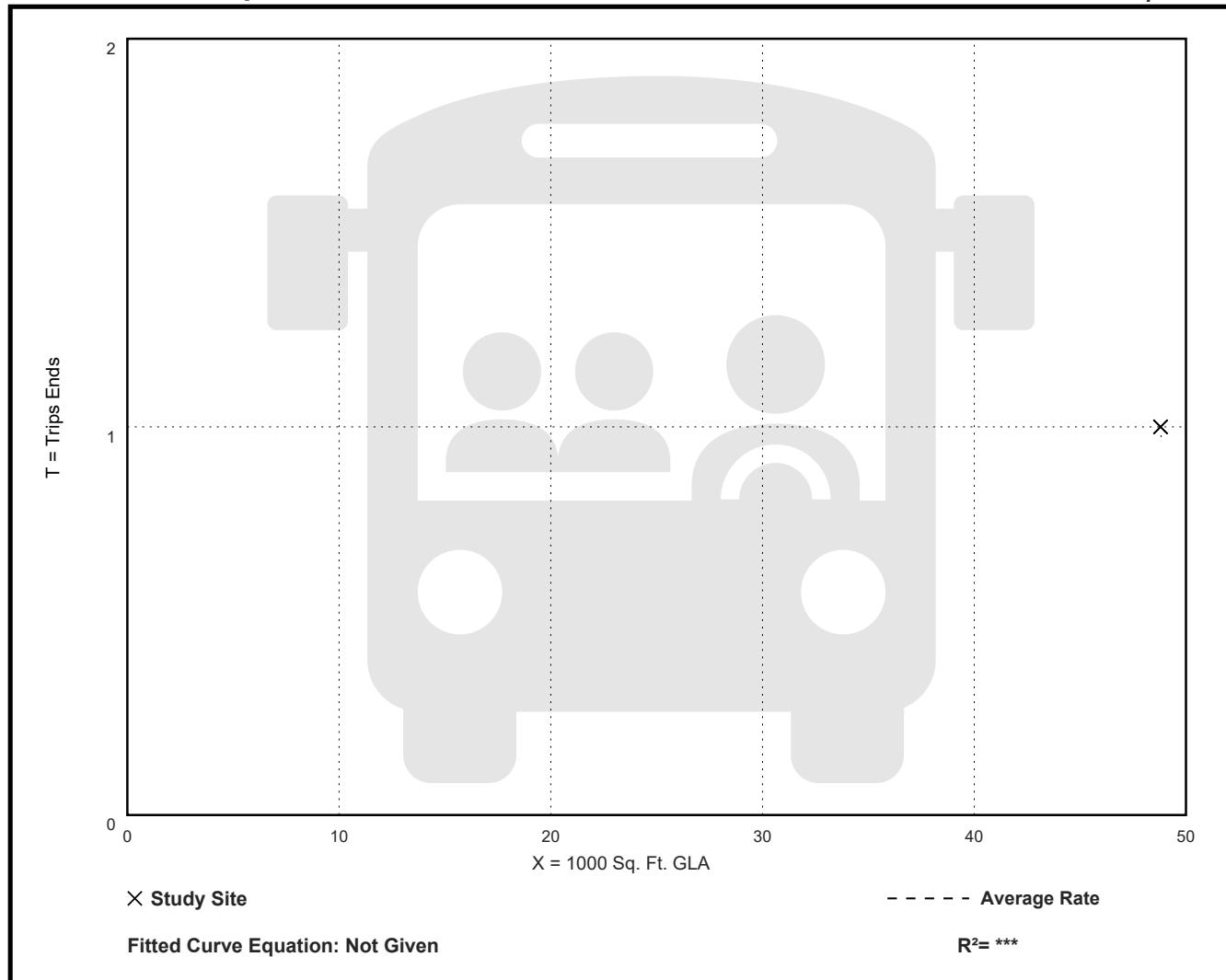
Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.02	0.02 - 0.02	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - Yes (821)

Bicycle Trip Ends vs: 1000 Sq. Ft. GLA

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. 1000 Sq. Ft. GLA: 49

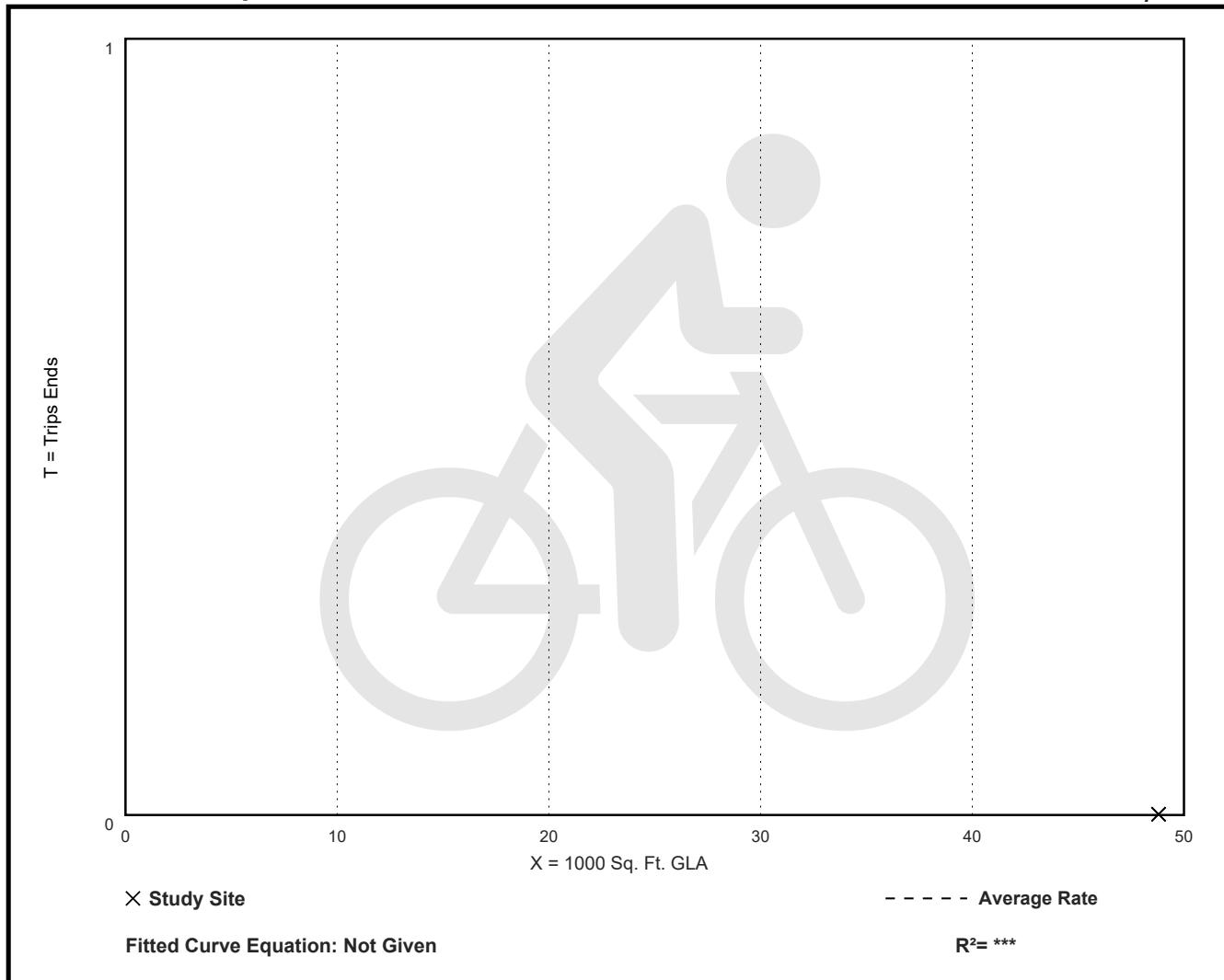
Directional Distribution: Not Available

Bicycle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - No (821)

Person Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 47

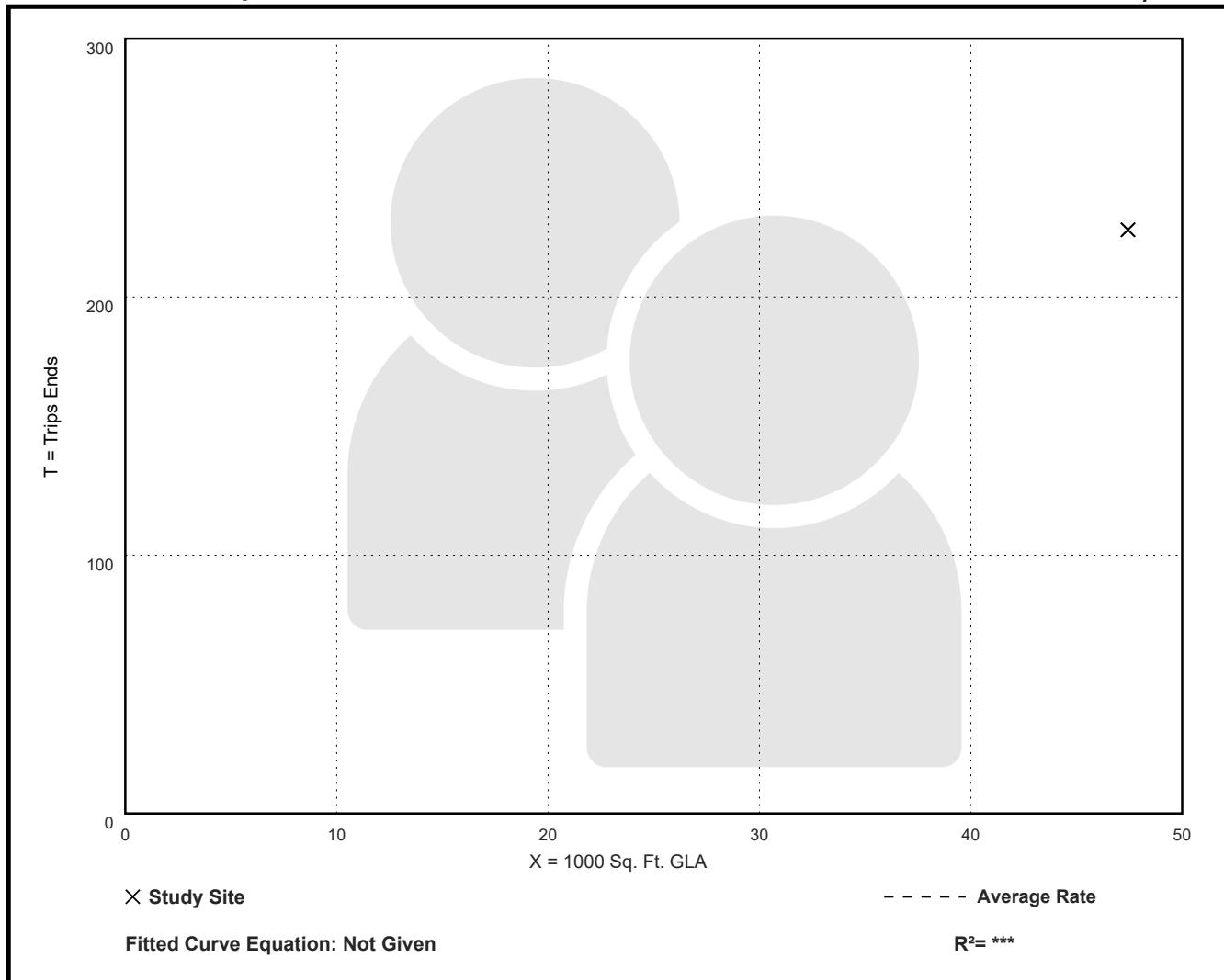
Directional Distribution: 66% entering, 34% exiting

Person Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.76	4.76 - 4.76	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - No (821)

Person Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 47

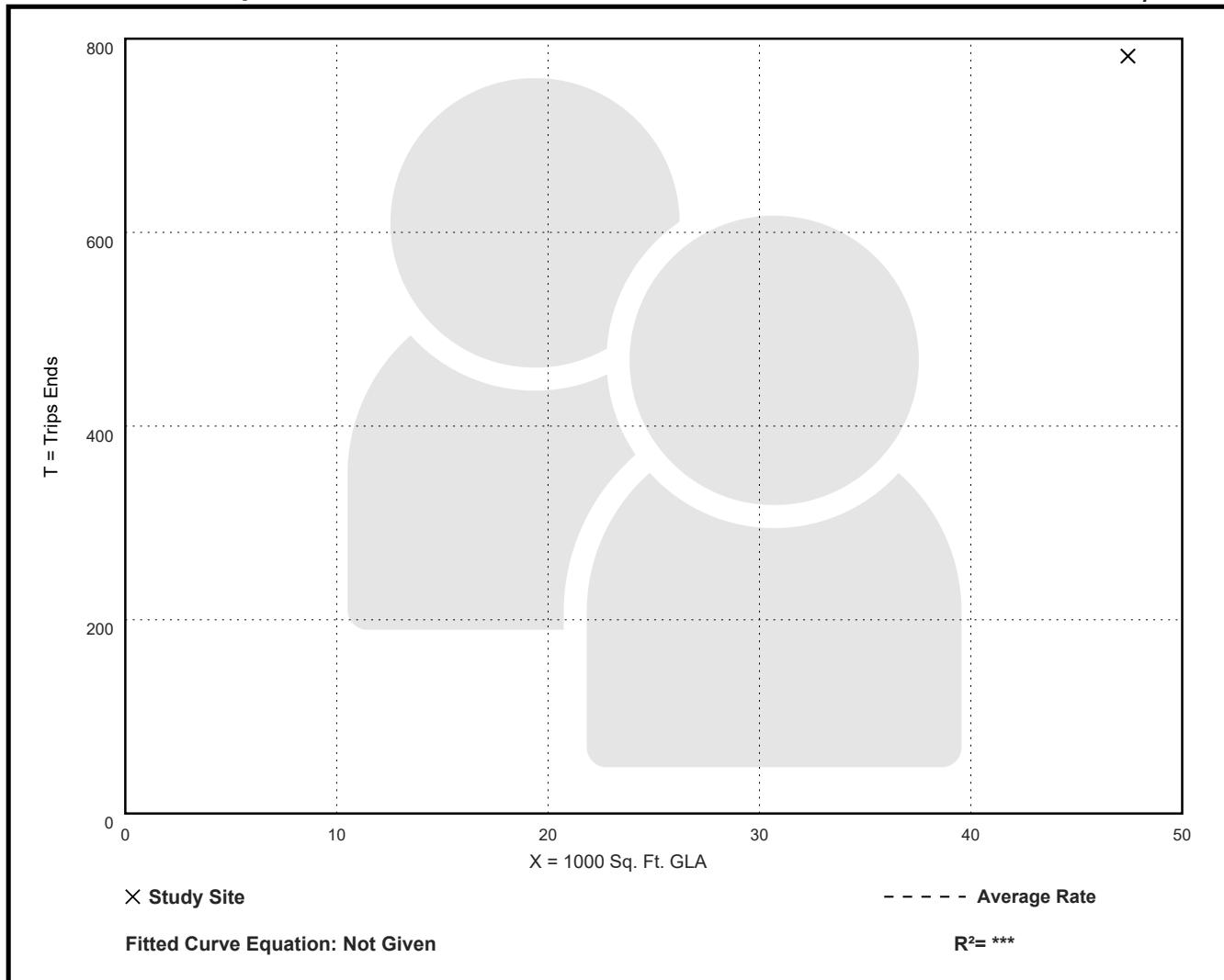
Directional Distribution: 49% entering, 51% exiting

Person Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
16.49	16.49 - 16.49	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - No (821)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 47

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.15	0.15 - 0.15	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - No (821)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 47

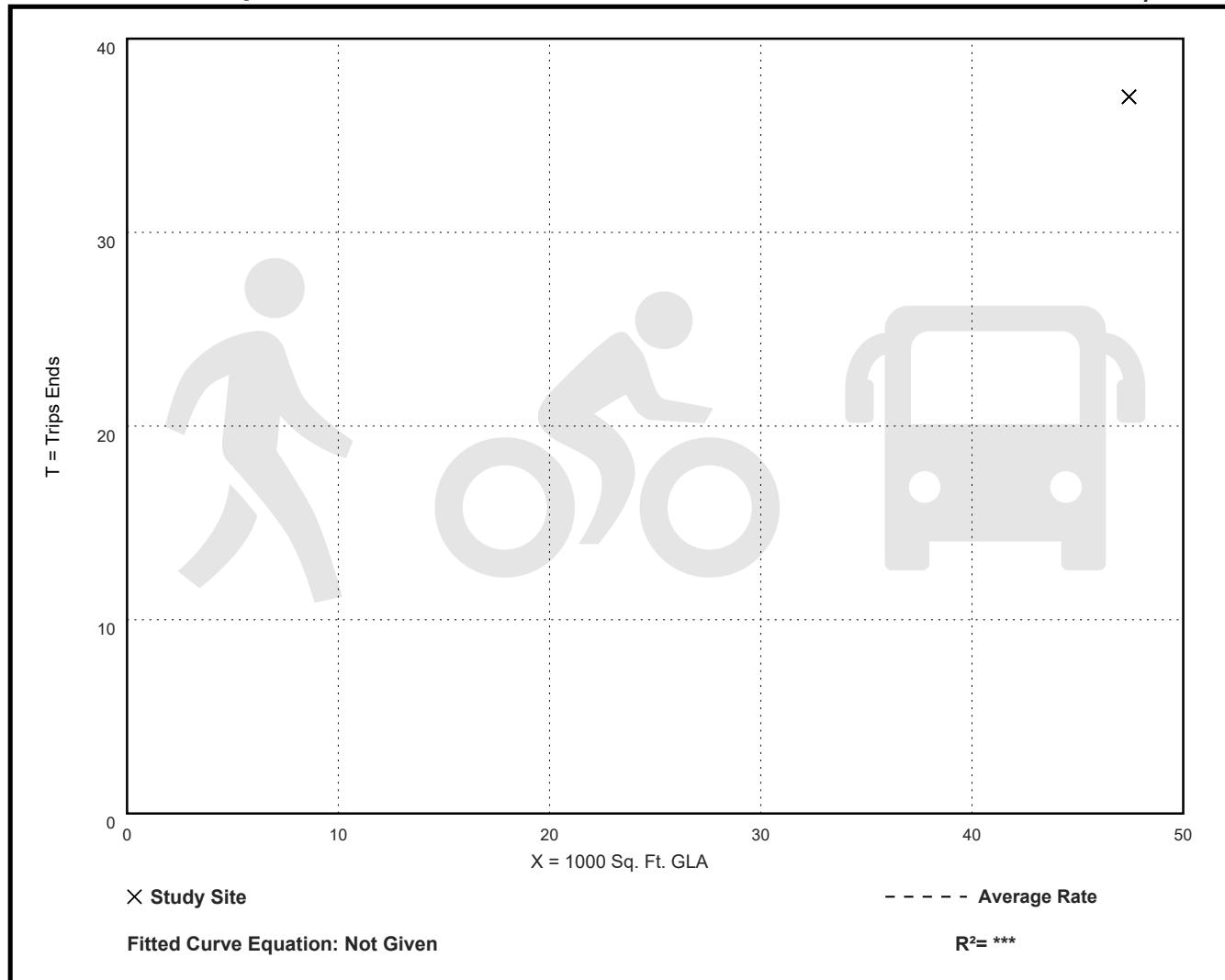
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.78	0.78 - 0.78	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - No (821)

Walk Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 47

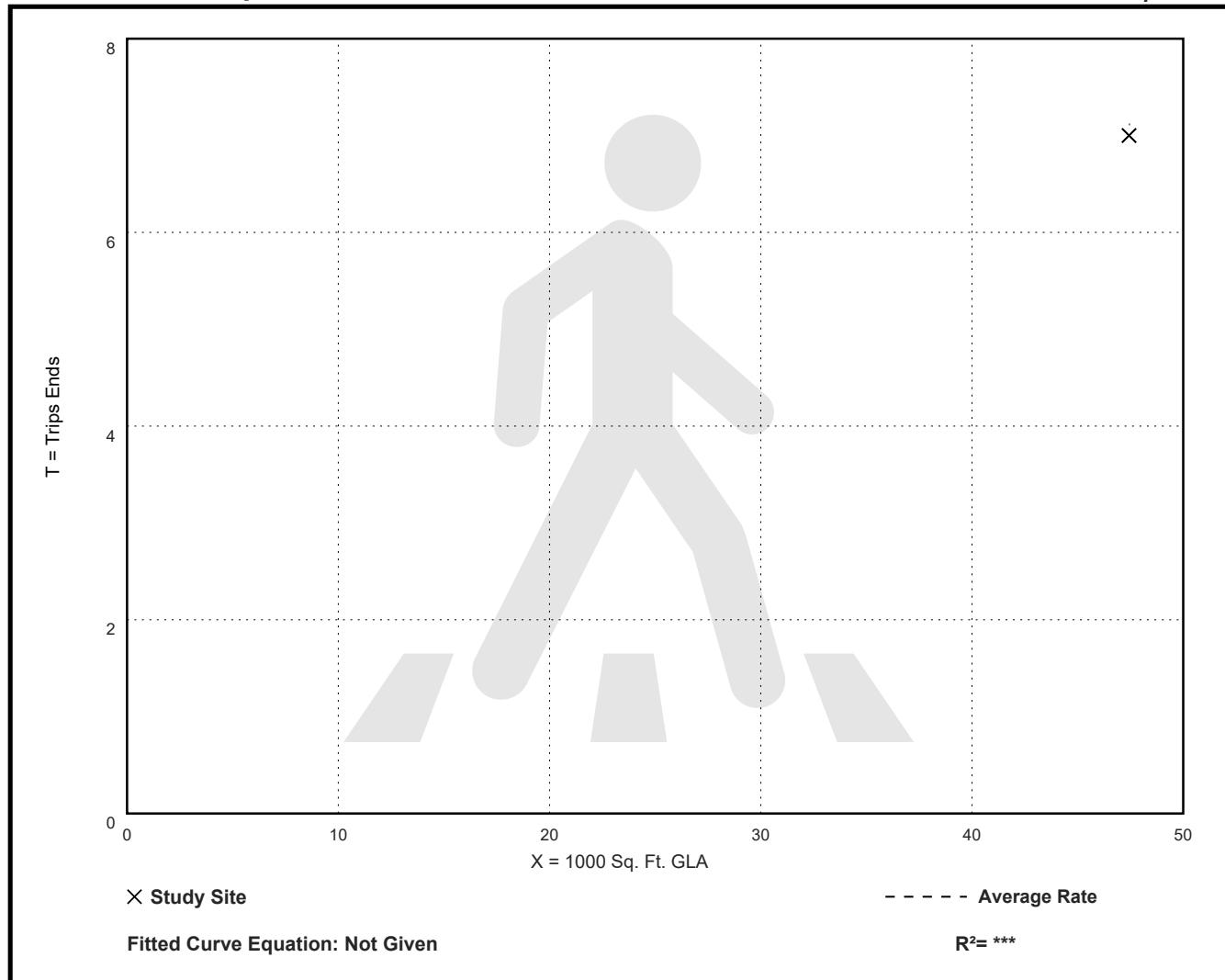
Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.15	0.15 - 0.15	***

Data Plot and Equation

Caution – Small Sample Size



Shopping Plaza (40-150k) - Supermarket - No (821)

Walk Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GLA: 47

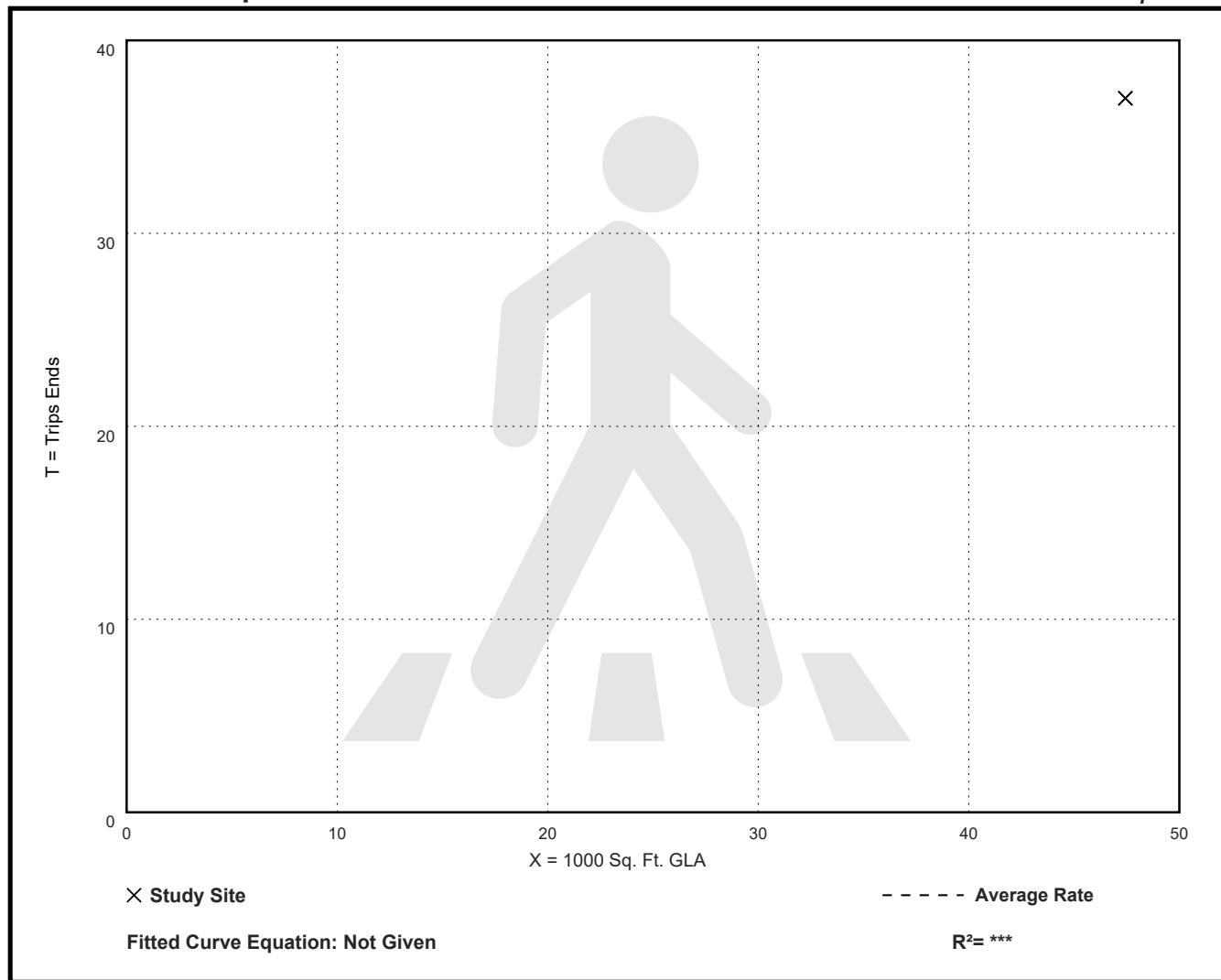
Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.78	0.78 - 0.78	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Sales (New) (840)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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. 1000 Sq. Ft. GFA: 17

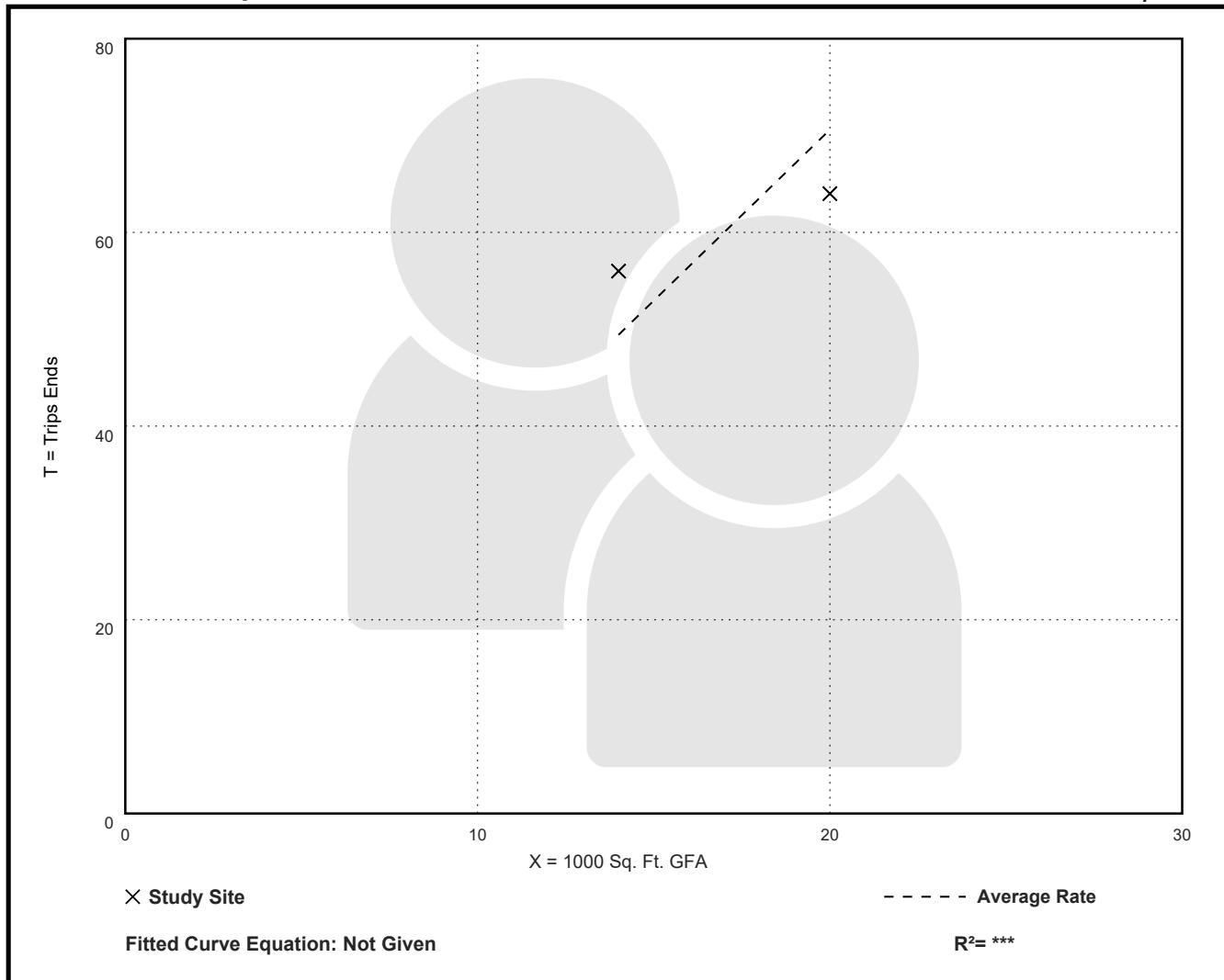
Directional Distribution: 63% entering, 37% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.53	3.20 - 4.00	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Sales (New) (840)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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. 1000 Sq. Ft. GFA: 15

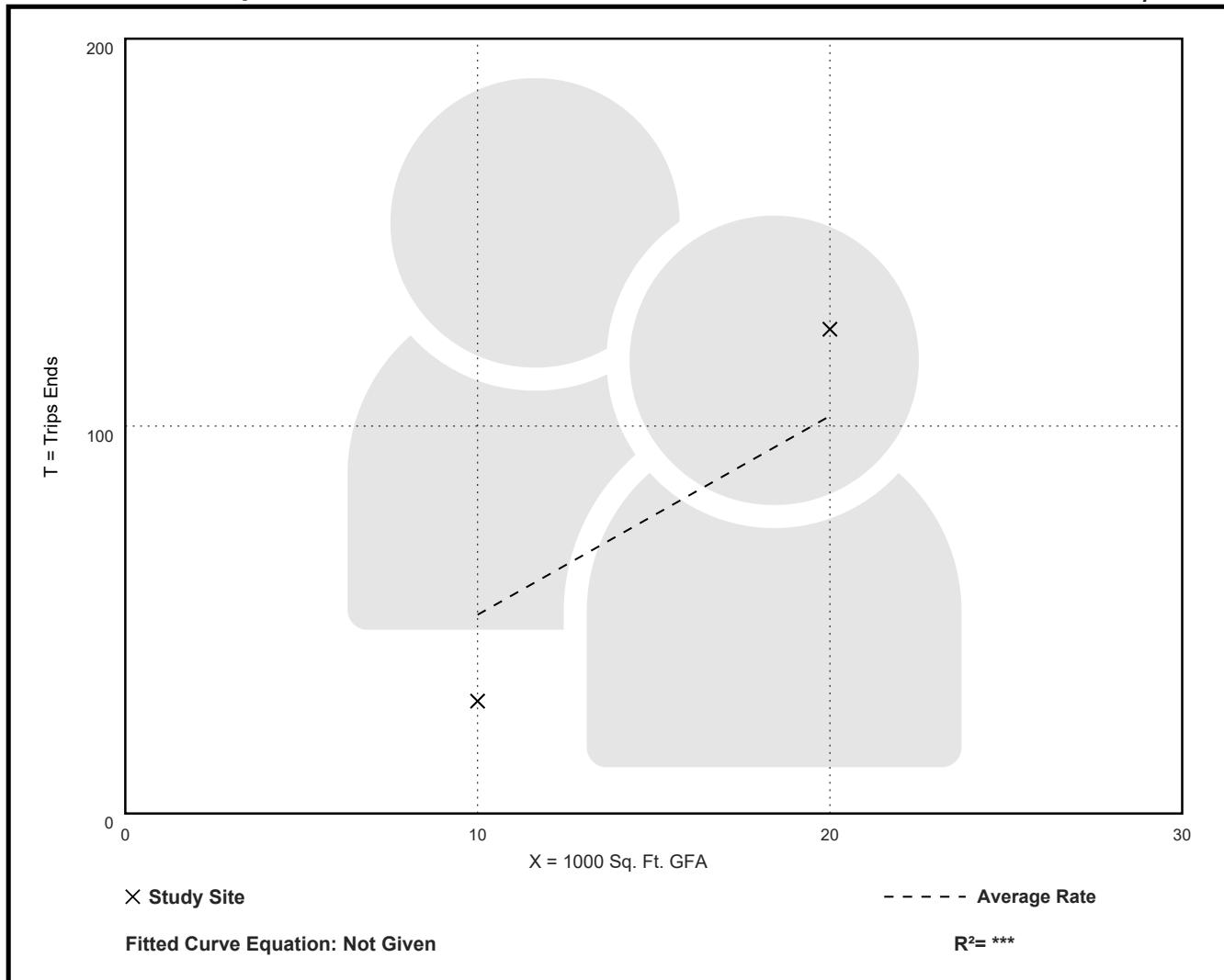
Directional Distribution: 53% entering, 47% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.13	2.90 - 6.25	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Sales (New) (840)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

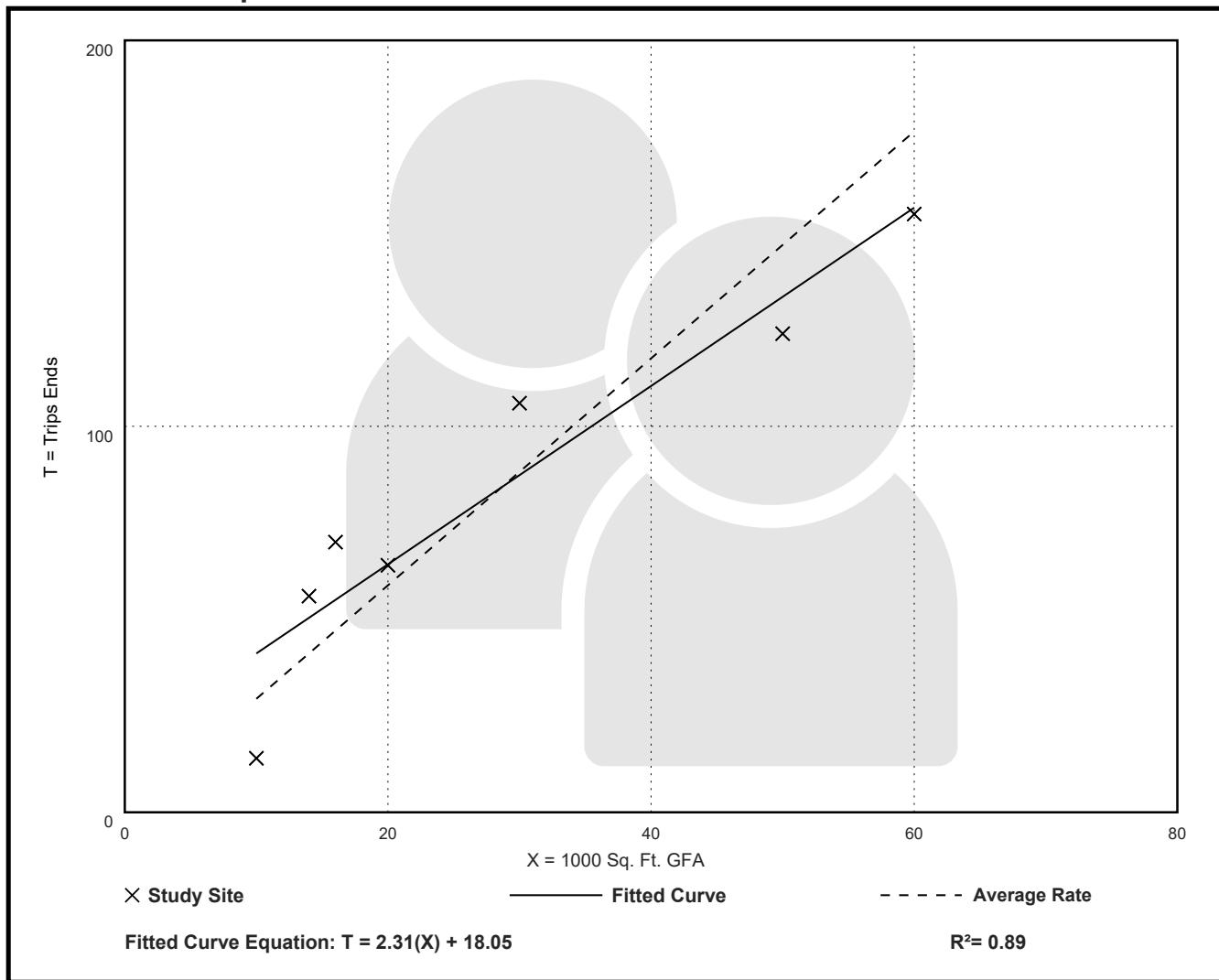
Avg. 1000 Sq. Ft. GFA: 29

Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.94	1.40 - 4.37	0.77

Data Plot and Equation



Automobile Sales (New) (840)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

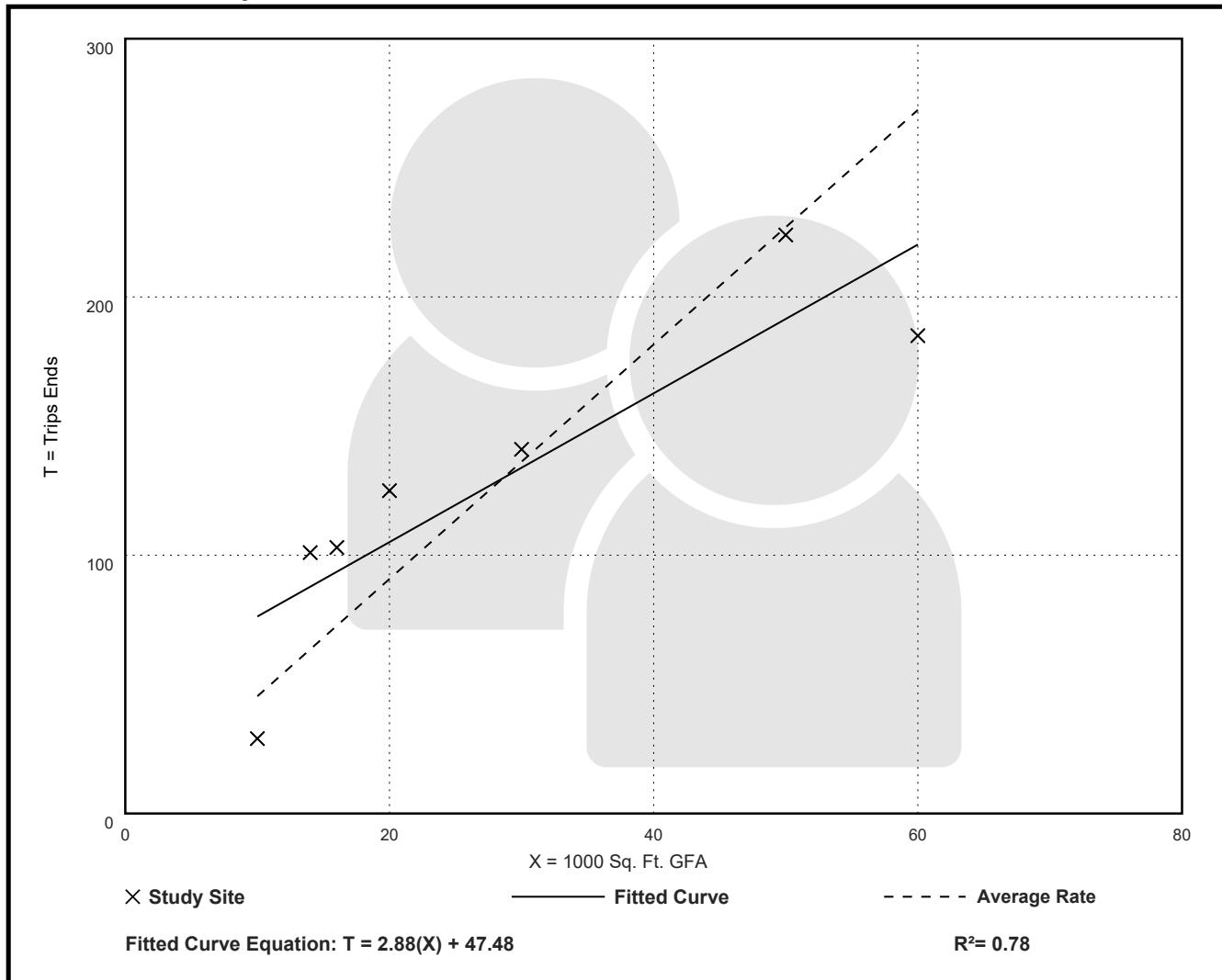
Avg. 1000 Sq. Ft. GFA: 29

Directional Distribution: 48% entering, 52% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.54	2.90 - 7.21	1.47

Data Plot and Equation



Automobile Sales (New) (840)

Person Trip Ends vs: Service Bays

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 Service Bays: 12

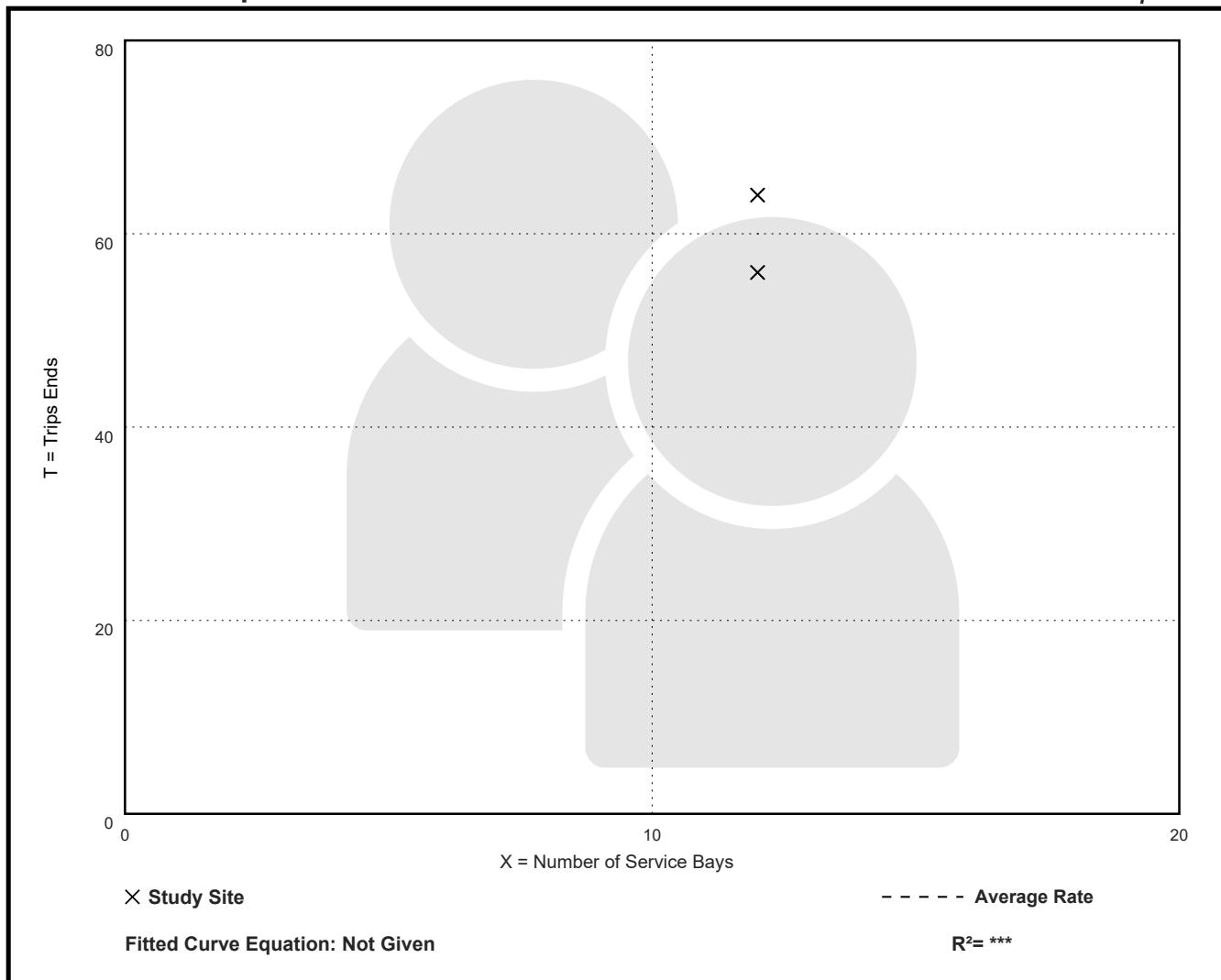
Directional Distribution: 63% entering, 37% exiting

Person Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
5.00	4.67 - 5.33	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Sales (New) (840)

Person Trip Ends vs: Service Bays

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 Service Bays: 11

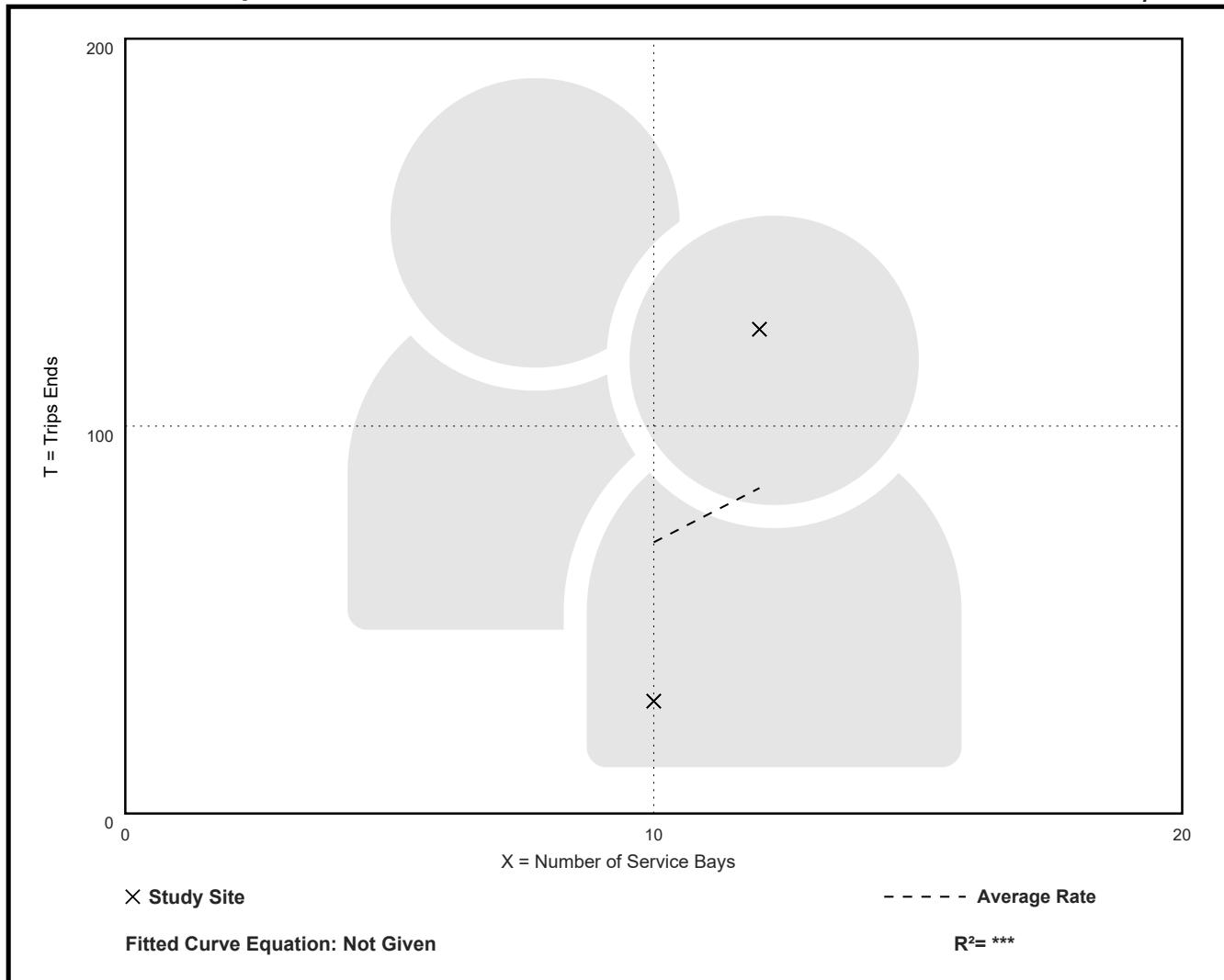
Directional Distribution: 53% entering, 47% exiting

Person Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
7.00	2.90 - 10.42	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Sales (New) (840)

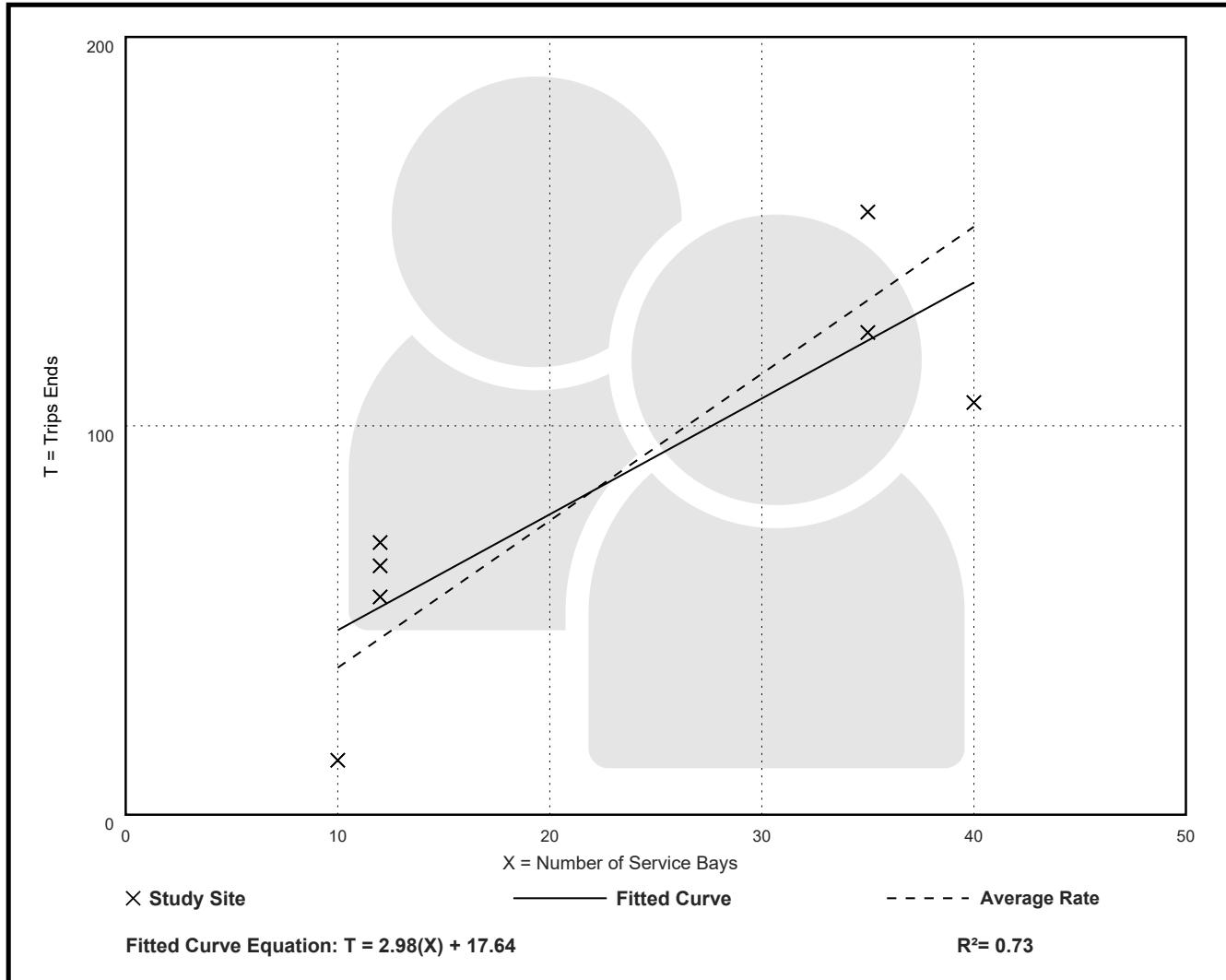
Person Trip Ends vs: Service Bays
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Service Bays: 22
Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
3.78	1.40 - 5.83	1.26

Data Plot and Equation



Automobile Sales (New) (840)

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

Setting/Location: General Urban/Suburban

Number of Studies: 7

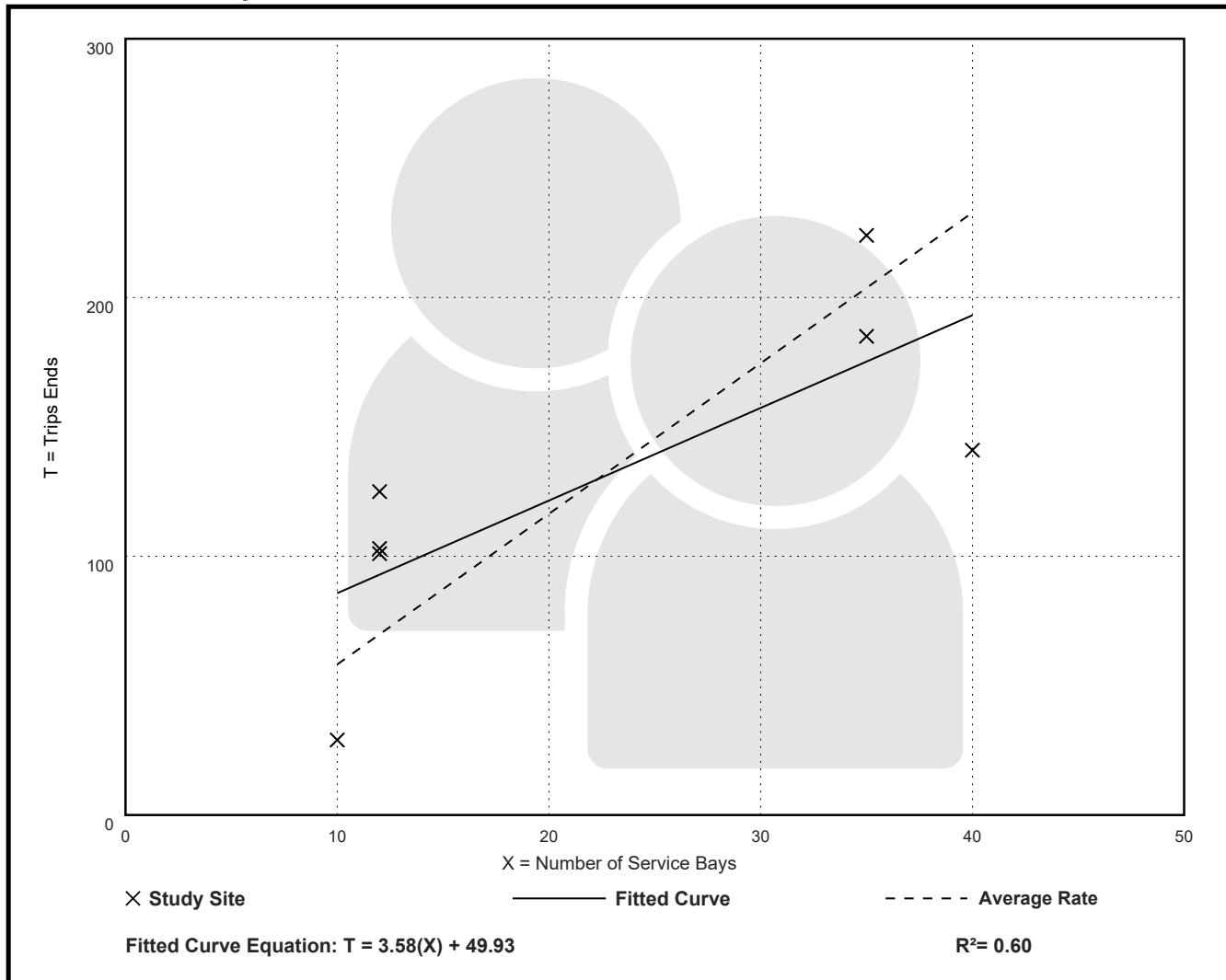
Avg. Num. of Service Bays: 22

Directional Distribution: 48% entering, 52% exiting

Person Trip Generation per Service Bay

Average Rate	Range of Rates	Standard Deviation
5.82	2.90 - 10.42	2.36

Data Plot and Equation



Automobile Sales (New) (840)

Person Trip Ends vs: Employees

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 Employees: 59

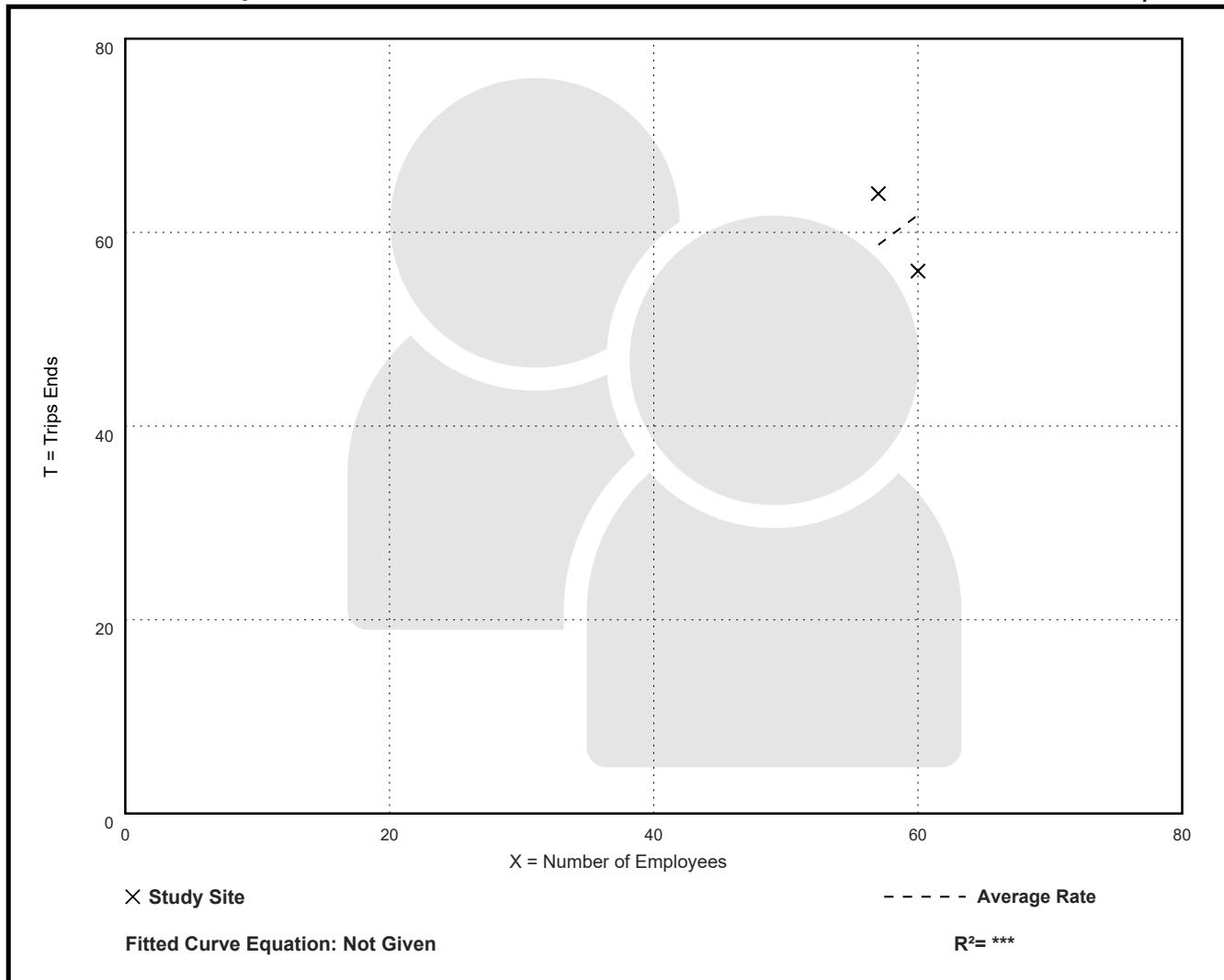
Directional Distribution: 63% entering, 37% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.03	0.93 - 1.12	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Sales (New) (840)

Person Trip Ends vs: Employees

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 Employees: 35

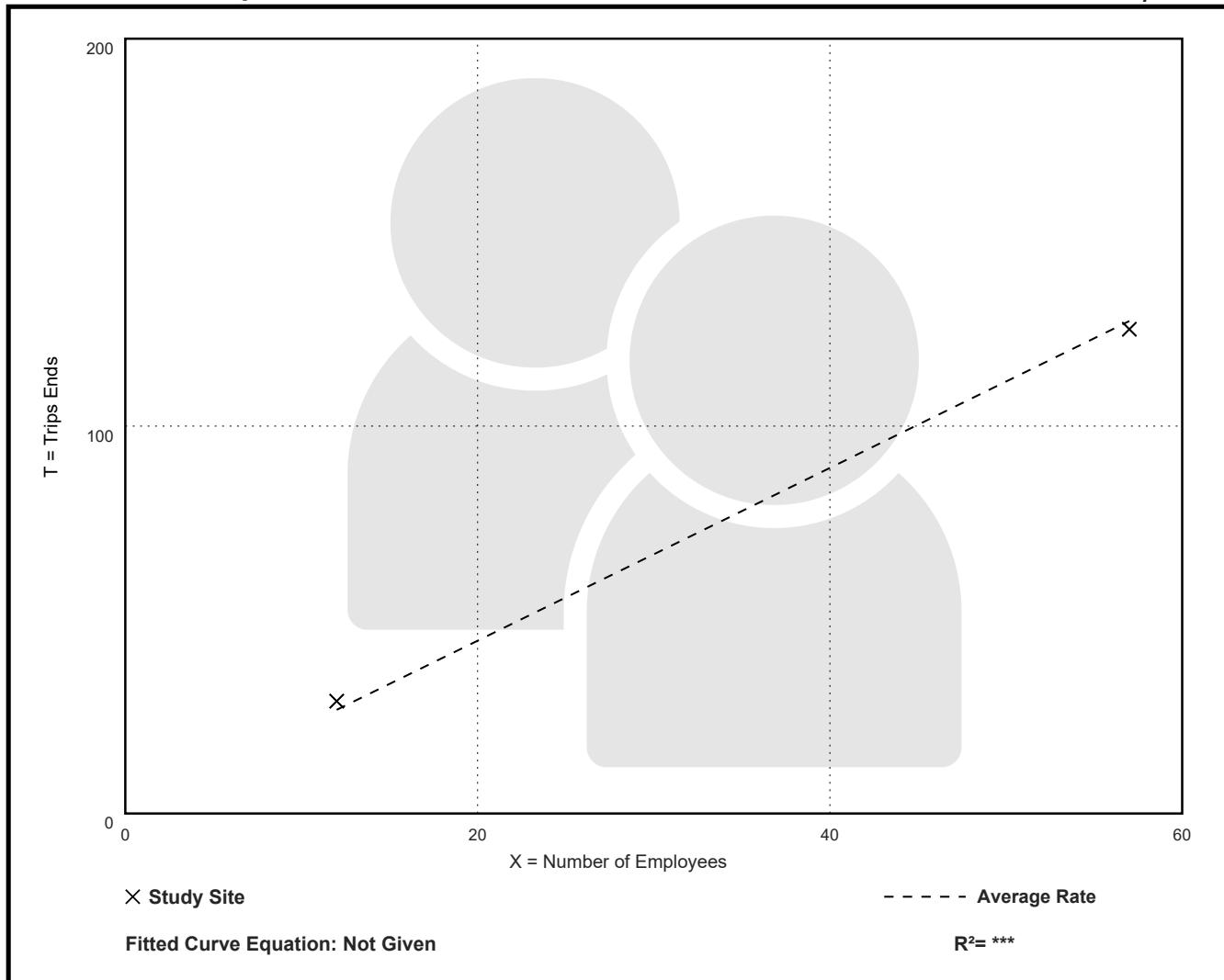
Directional Distribution: 53% entering, 47% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.23	2.19 - 2.42	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Sales (New) (840)

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

Setting/Location: General Urban/Suburban

Number of Studies: 7

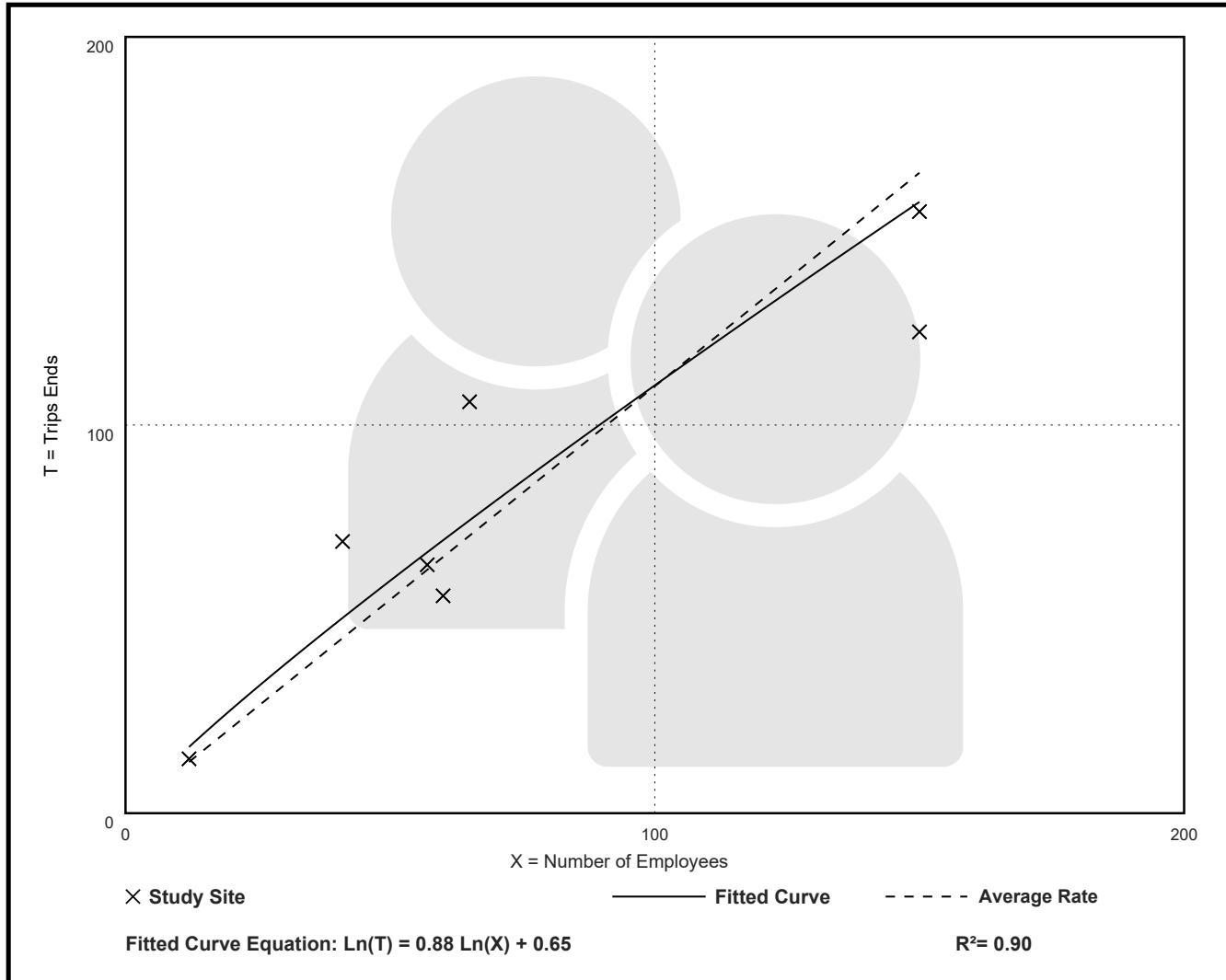
Avg. Num. of Employees: 76

Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.10	0.83 - 1.71	0.32

Data Plot and Equation



Automobile Sales (New) (840)

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

Setting/Location: General Urban/Suburban

Number of Studies: 7

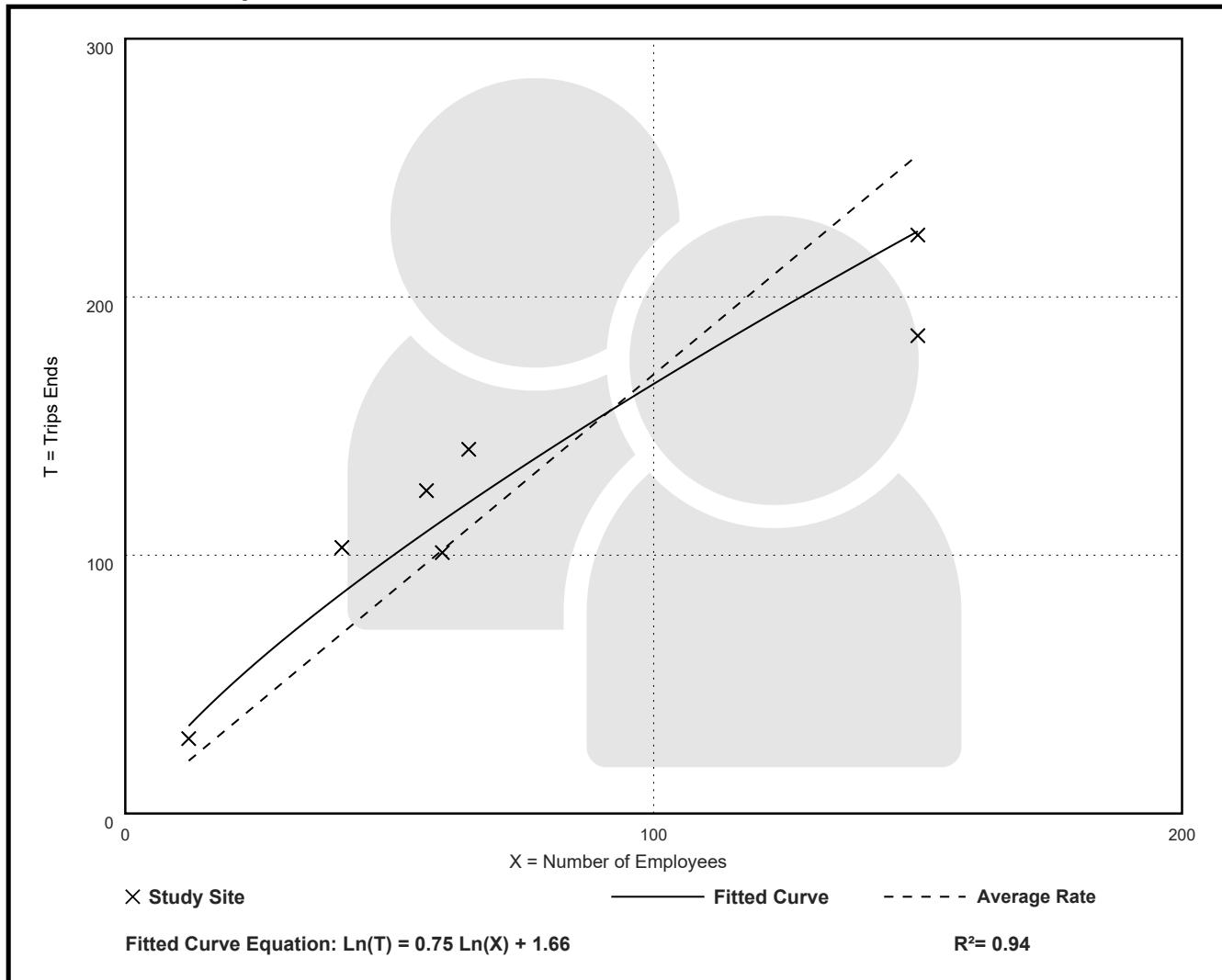
Avg. Num. of Employees: 76

Directional Distribution: 48% entering, 52% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.70	1.23 - 2.51	0.47

Data Plot and Equation



Automobile Parts Sales (843)

Person Trip Ends vs: Employees

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: 3

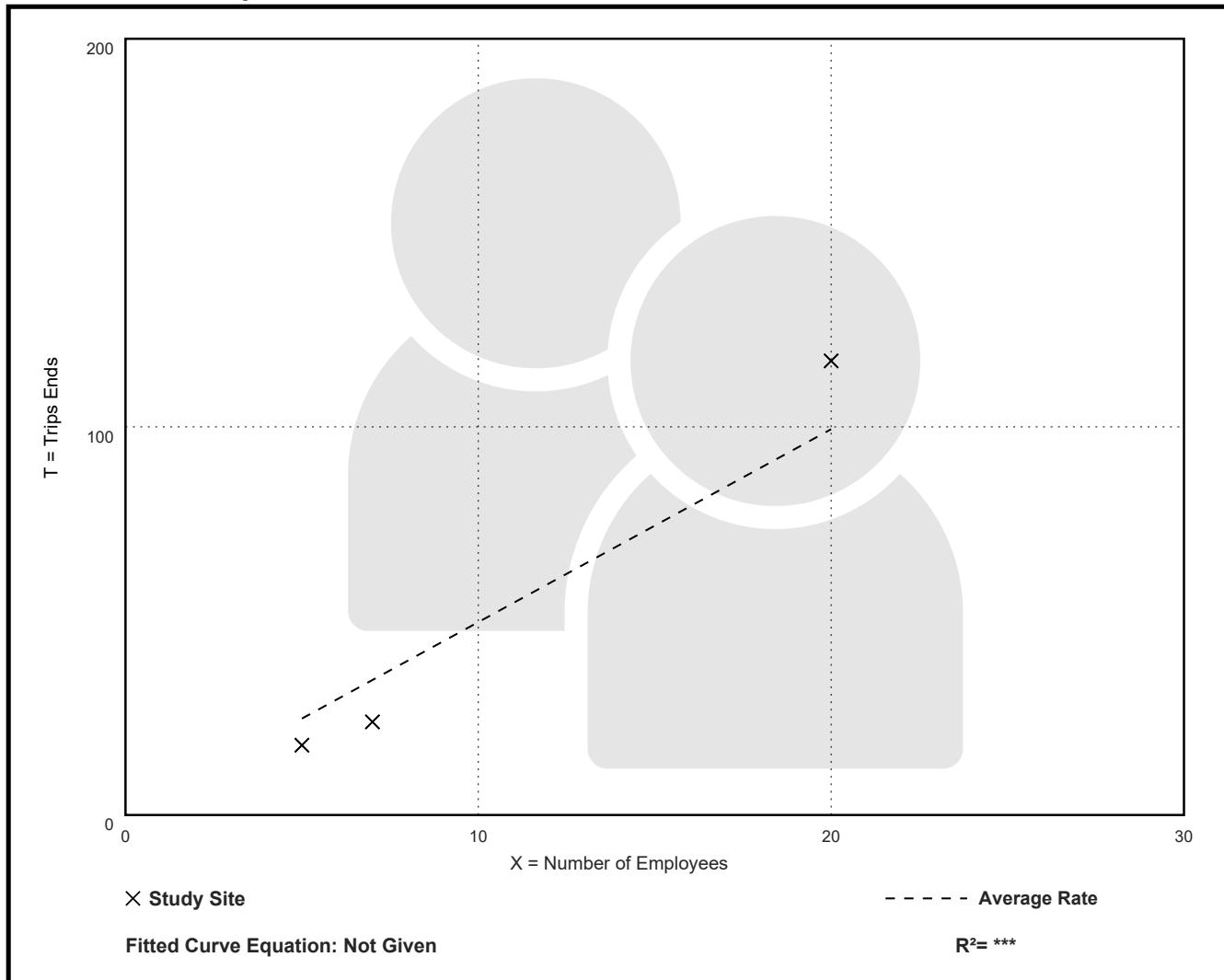
Avg. Num. of Employees: 11

Directional Distribution: 42% entering, 58% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.97	3.43 - 5.85	1.39

Data Plot and Equation



Automobile Parts Sales (843)

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

Setting/Location: General Urban/Suburban

Number of Studies: 5

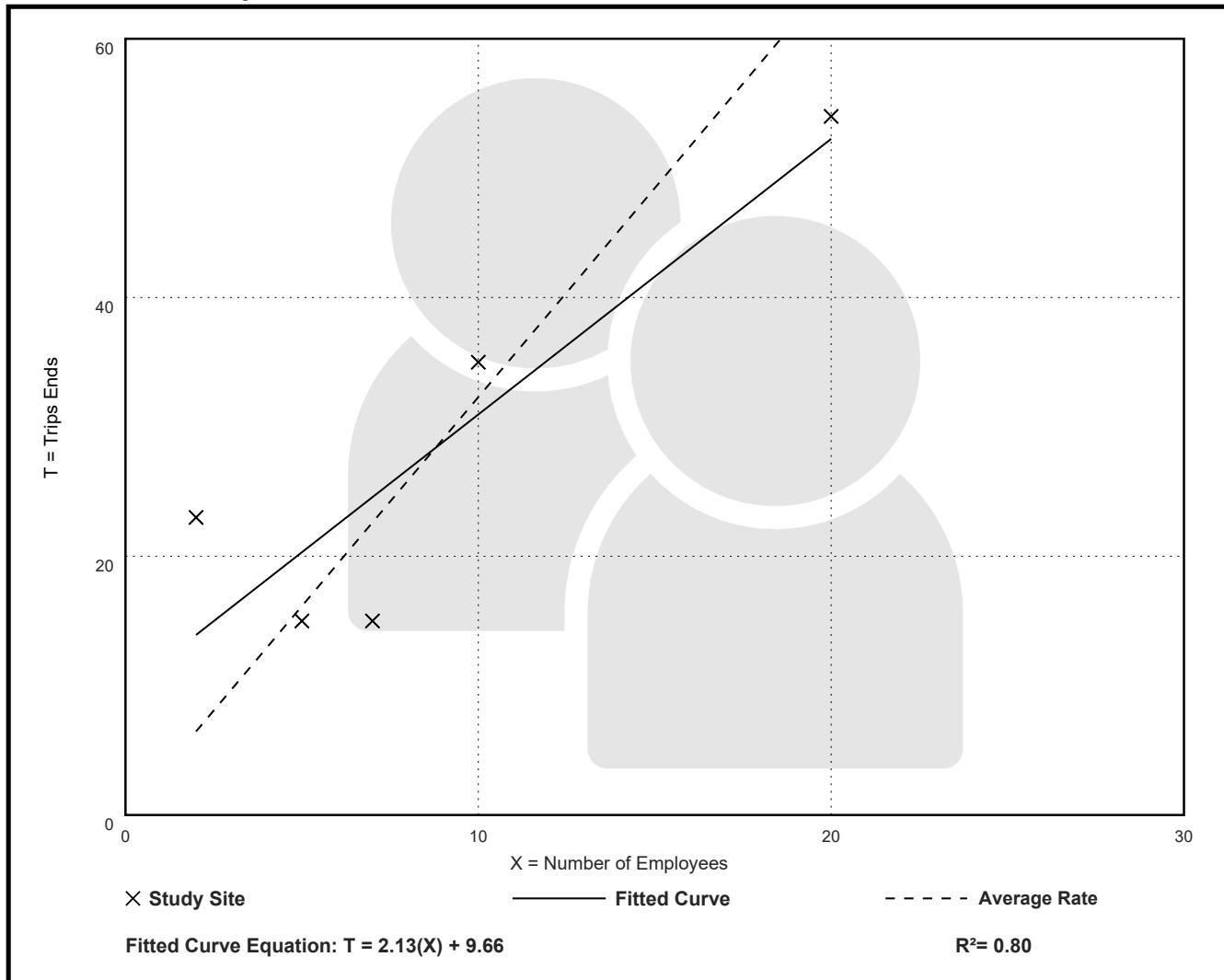
Avg. Num. of Employees: 9

Directional Distribution: 61% entering, 39% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.23	2.14 - 11.50	2.08

Data Plot and Equation



Automobile Parts Sales (843)

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

Setting/Location: General Urban/Suburban

Number of Studies: 5

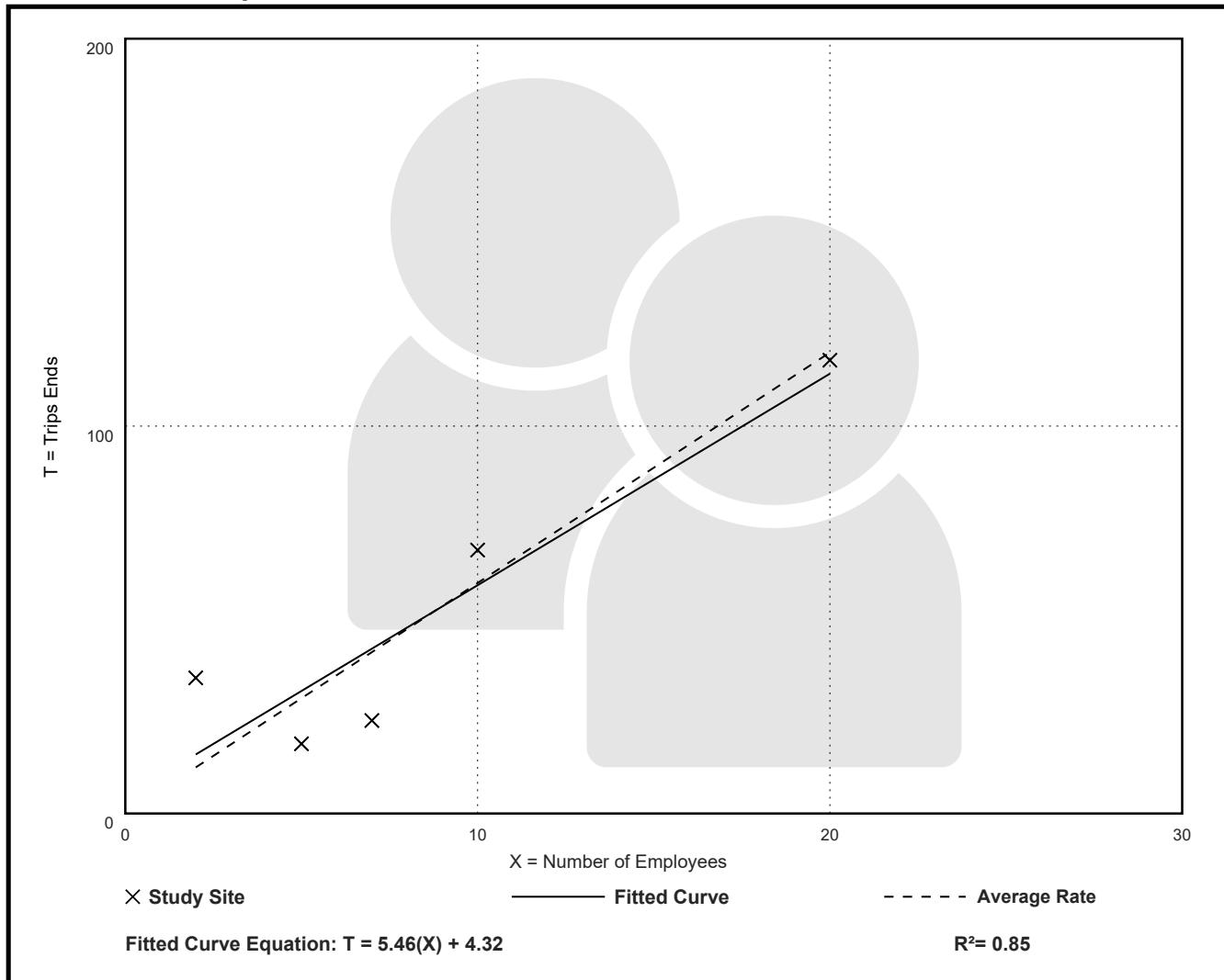
Avg. Num. of Employees: 9

Directional Distribution: 49% entering, 51% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
5.95	3.43 - 17.50	3.14

Data Plot and Equation



Automobile Parts Sales (843)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 13

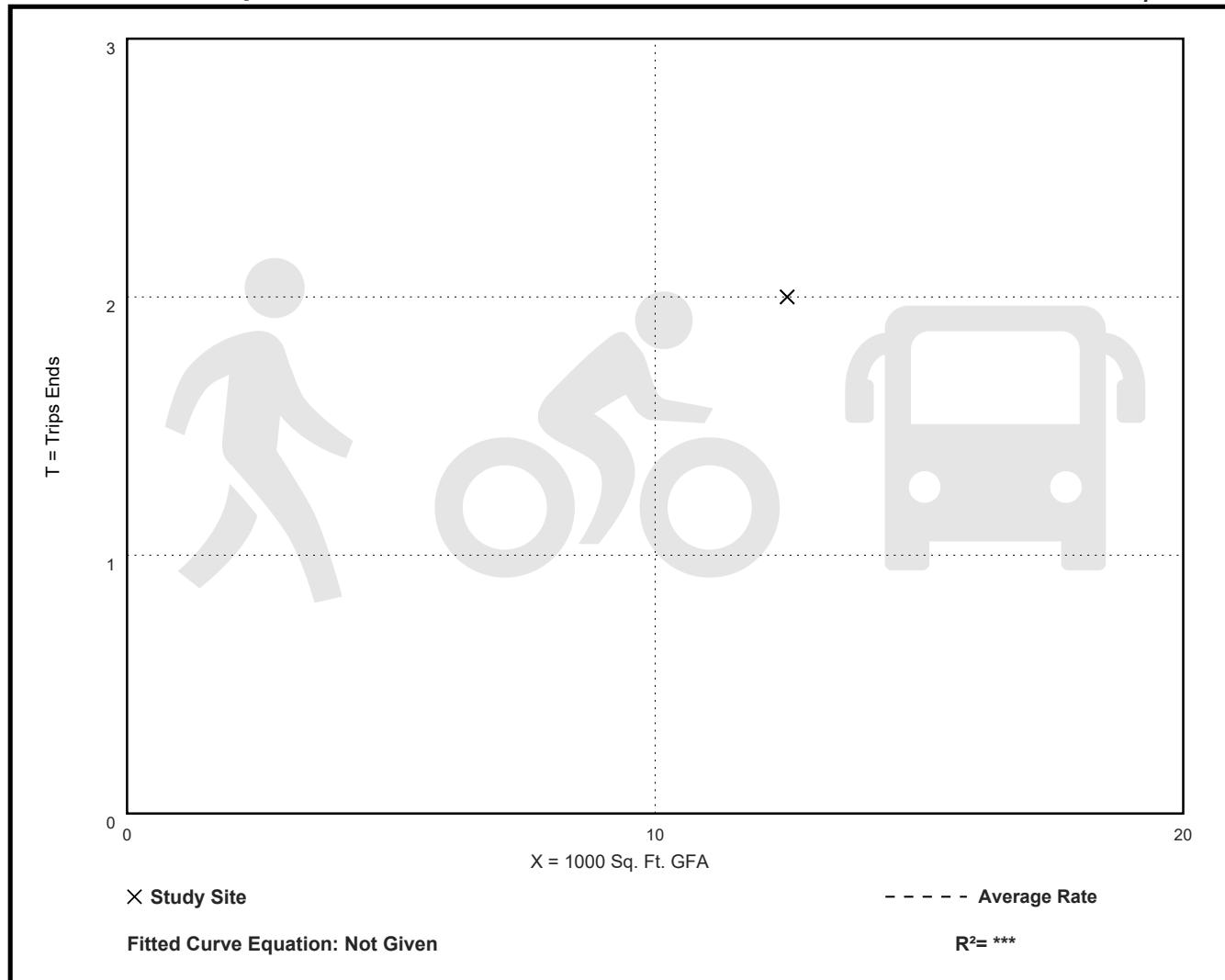
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.16	0.16 - 0.16	***

Data Plot and Equation

Caution – Small Sample Size



Automobile Parts Sales (843)

Walk+Bike+Transit Trip Ends vs: Employees

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: 3

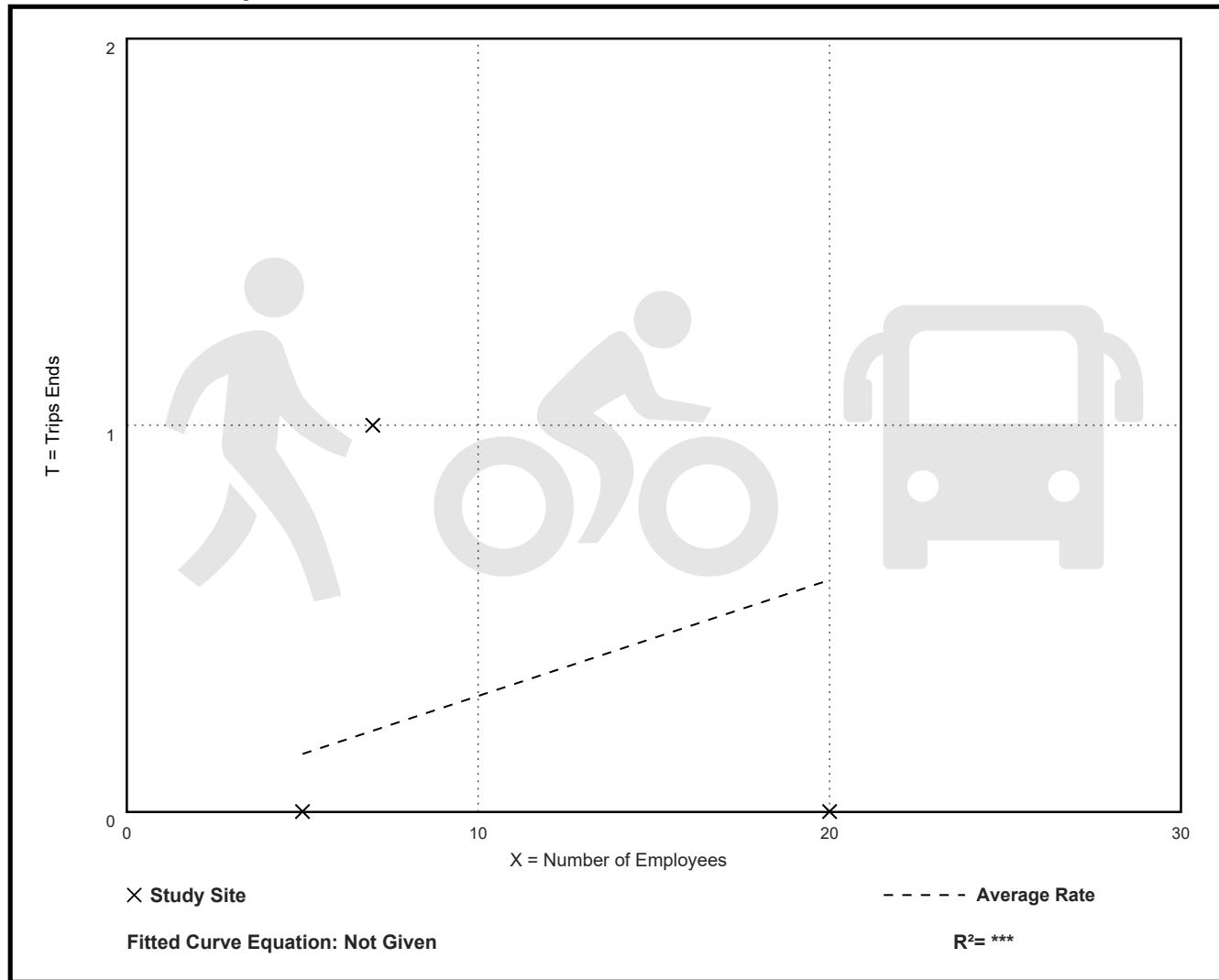
Avg. Num. of Employees: 11

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.14	0.07

Data Plot and Equation



Automobile Parts Sales (843)

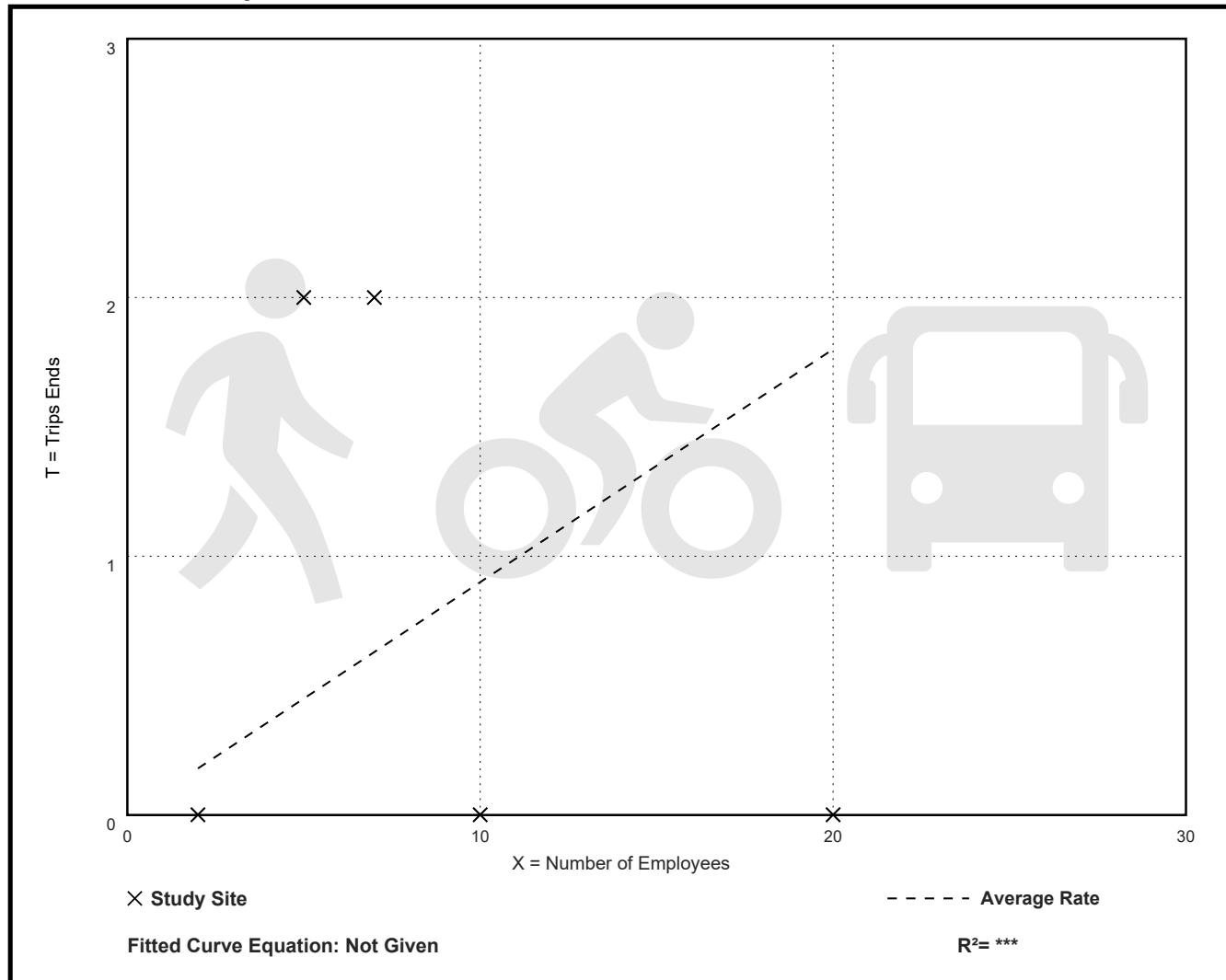
Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Employees: 9
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.09	0.00 - 0.40	0.17

Data Plot and Equation



Automobile Parts Sales (843)

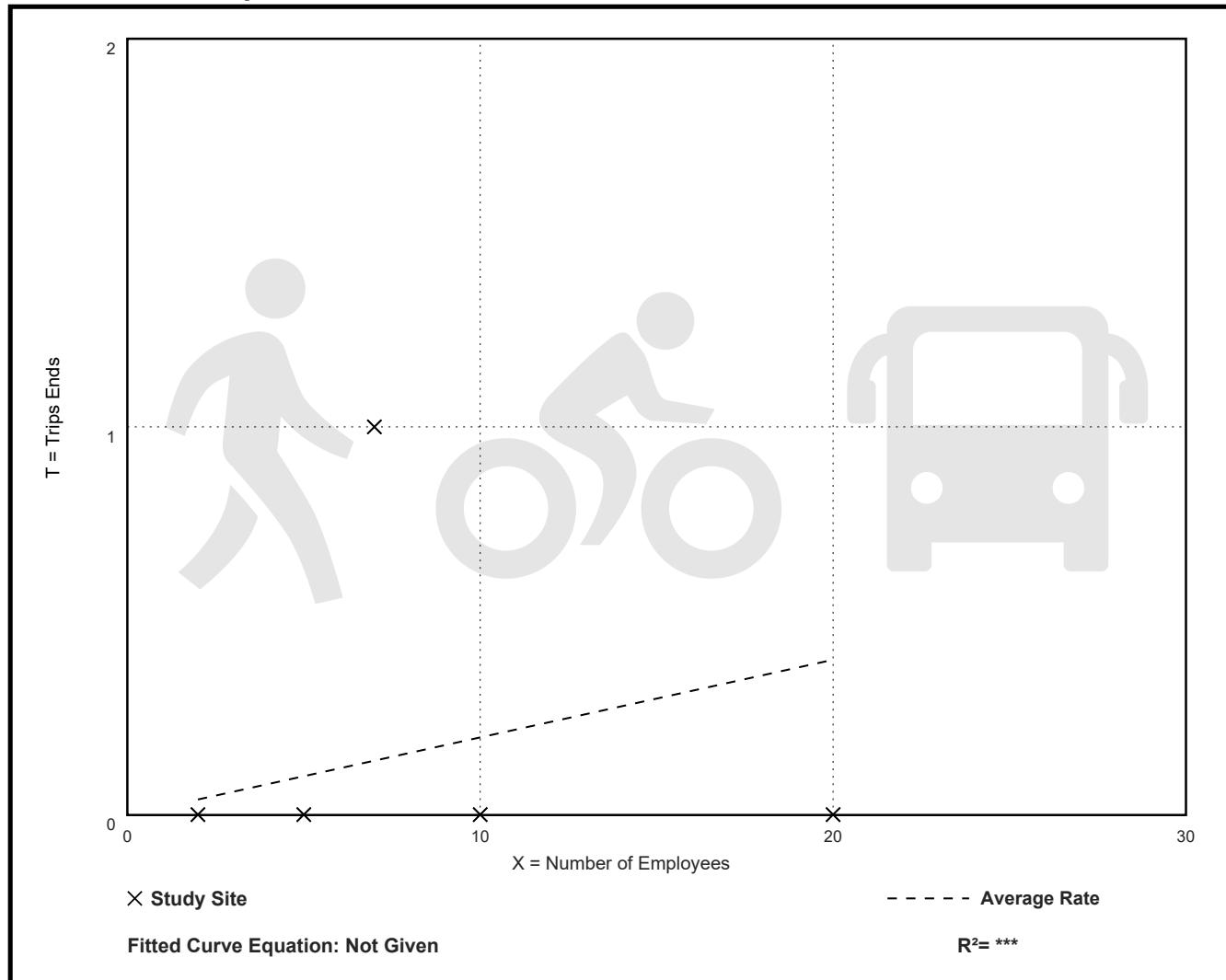
Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Employees: 9
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.14	0.06

Data Plot and Equation



Supermarket (850)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

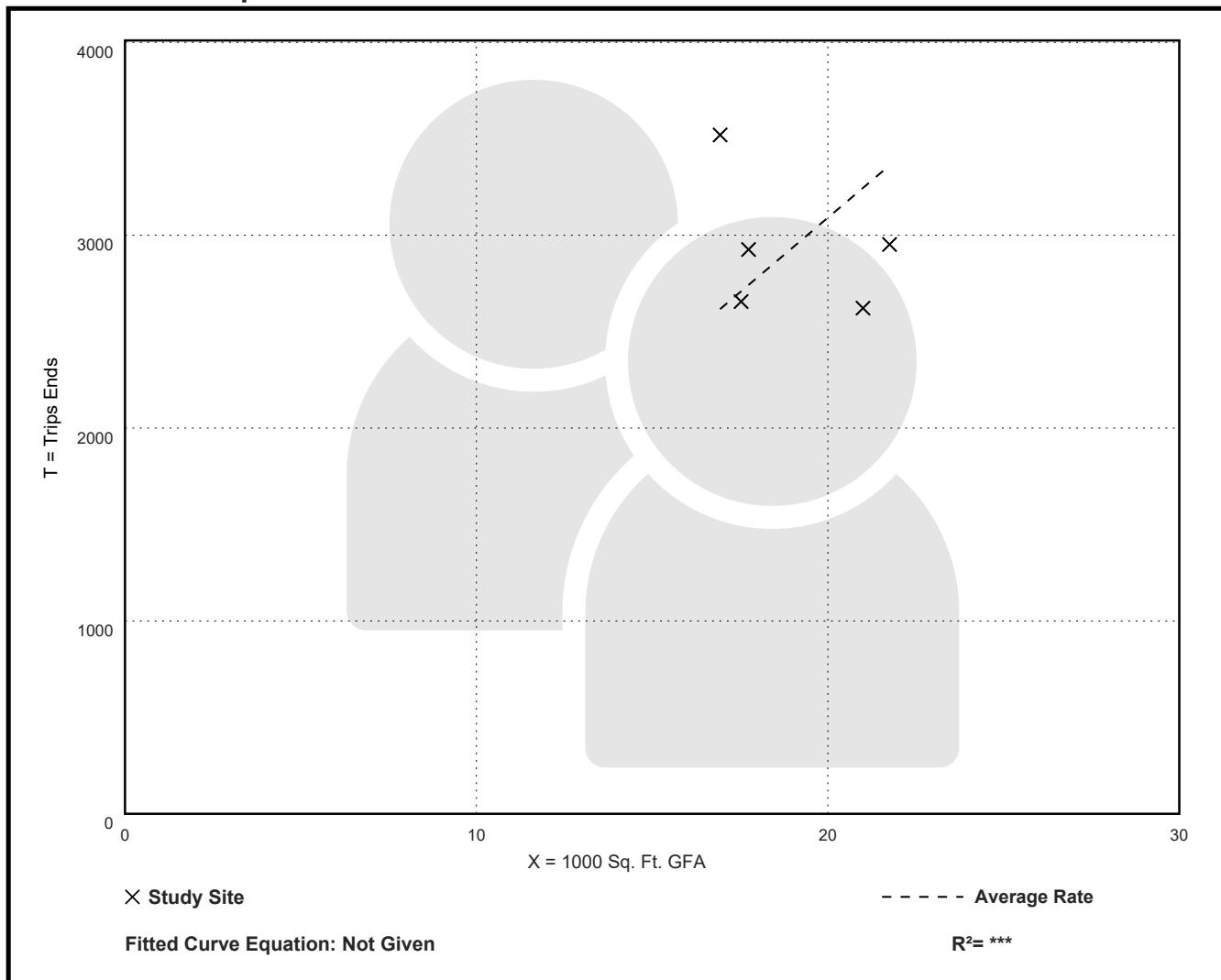
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
154.54	124.86 - 207.87	31.72

Data Plot and Equation



Supermarket (850)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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

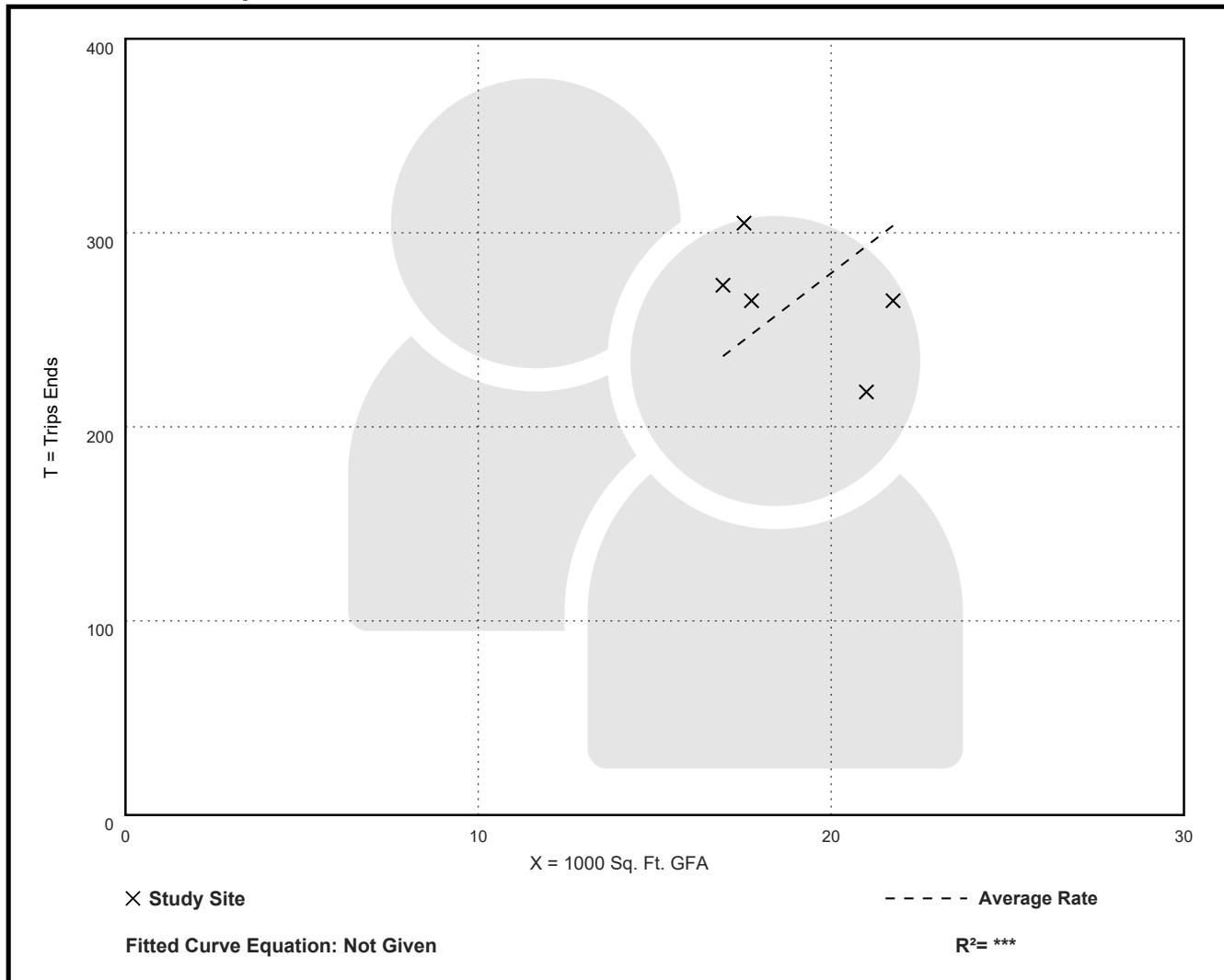
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 49% entering, 51% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
13.96	10.38 - 17.40	2.90

Data Plot and Equation



Supermarket (850)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

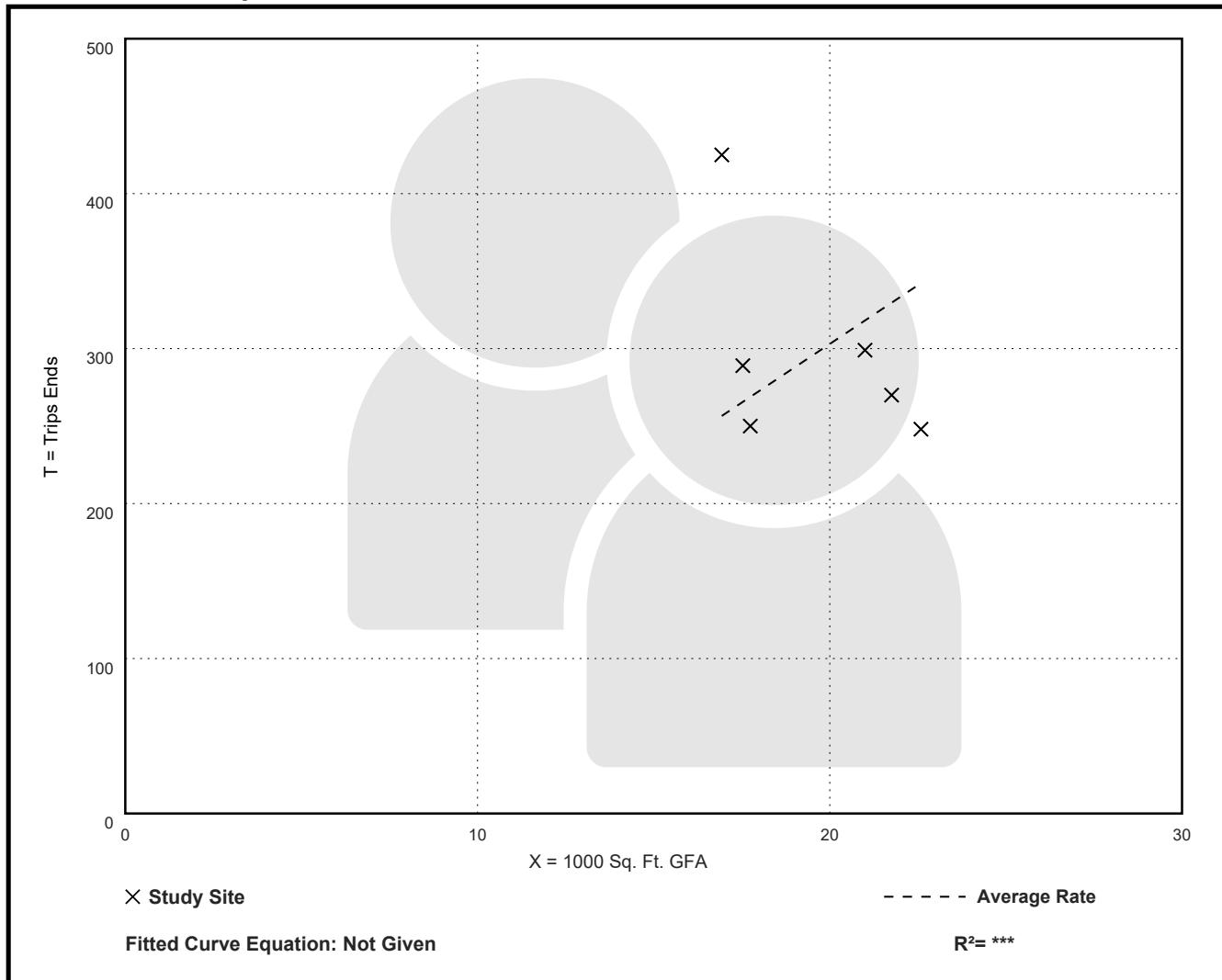
Avg. 1000 Sq. Ft. GFA: 20

Directional Distribution: 52% entering, 48% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
15.15	10.98 - 25.10	4.85

Data Plot and Equation



Supermarket (850)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

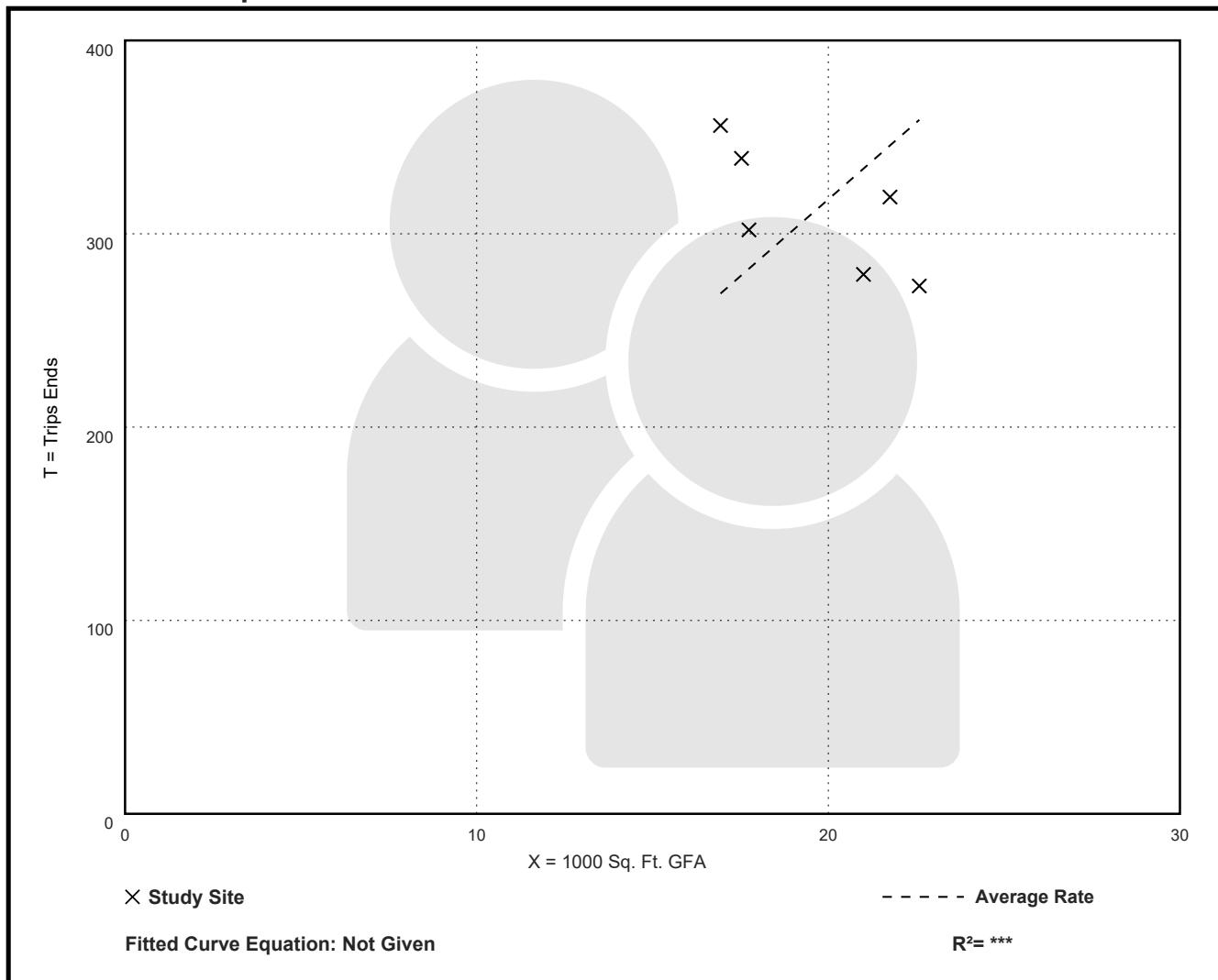
Avg. 1000 Sq. Ft. GFA: 20

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
15.89	12.09 - 21.02	3.47

Data Plot and Equation



Supermarket (850)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 23

Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.95	11.95 - 11.95	***

Data Plot and Equation

Caution – Small Sample Size



Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

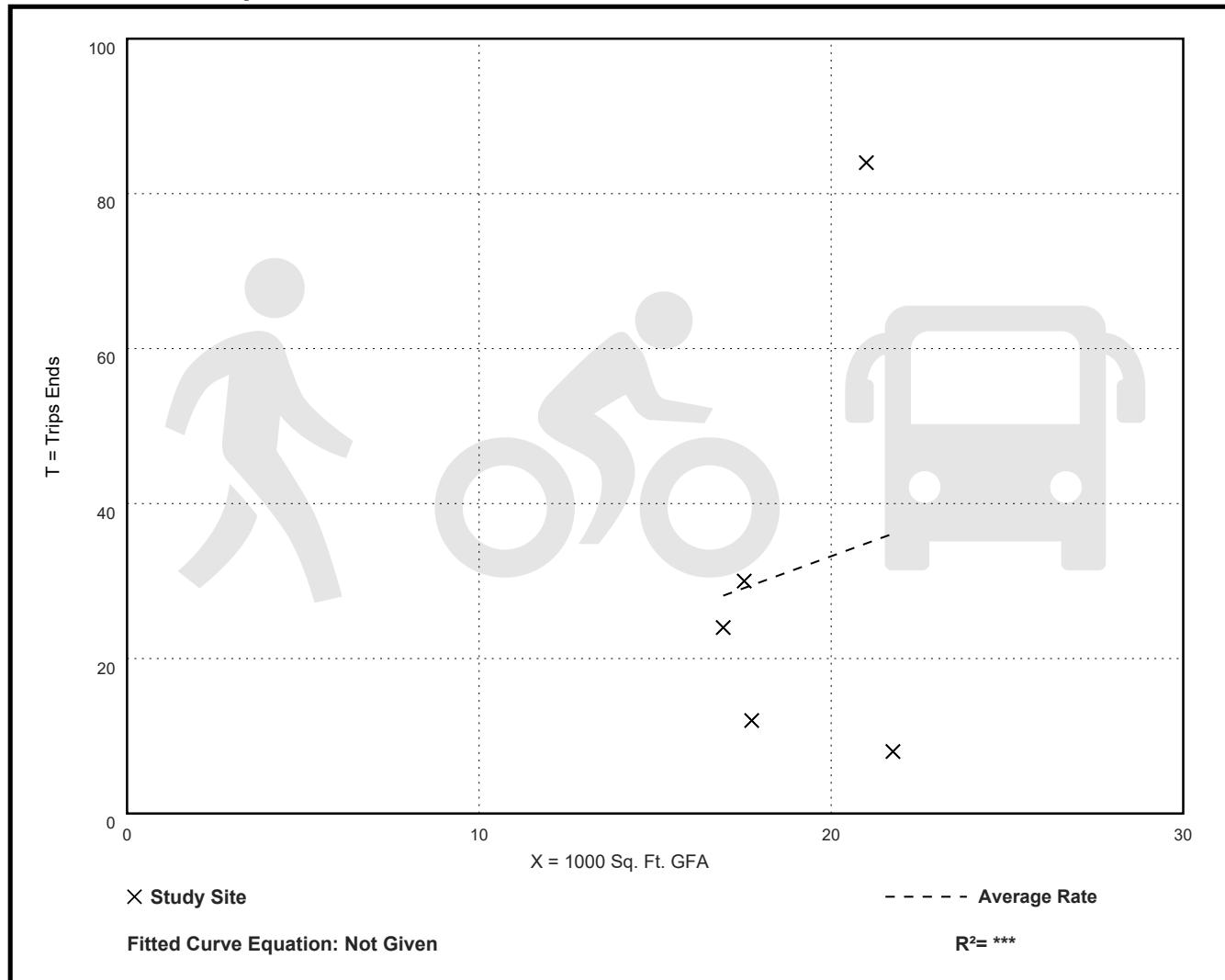
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.66	0.37 - 4.00	1.49

Data Plot and Equation



Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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. 1000 Sq. Ft. GFA: 61

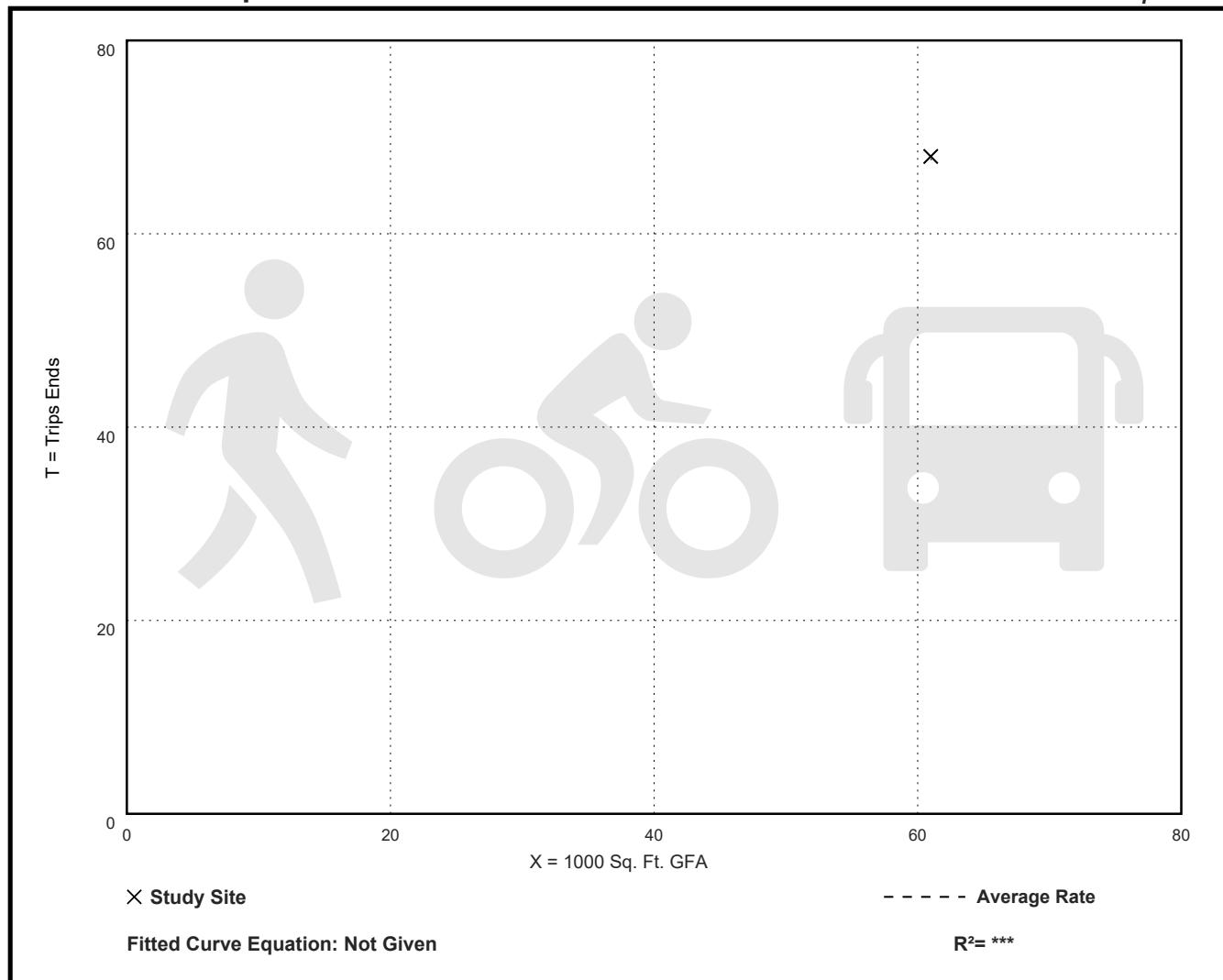
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.11	1.11 - 1.11	***

Data Plot and Equation

Caution – Small Sample Size



Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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

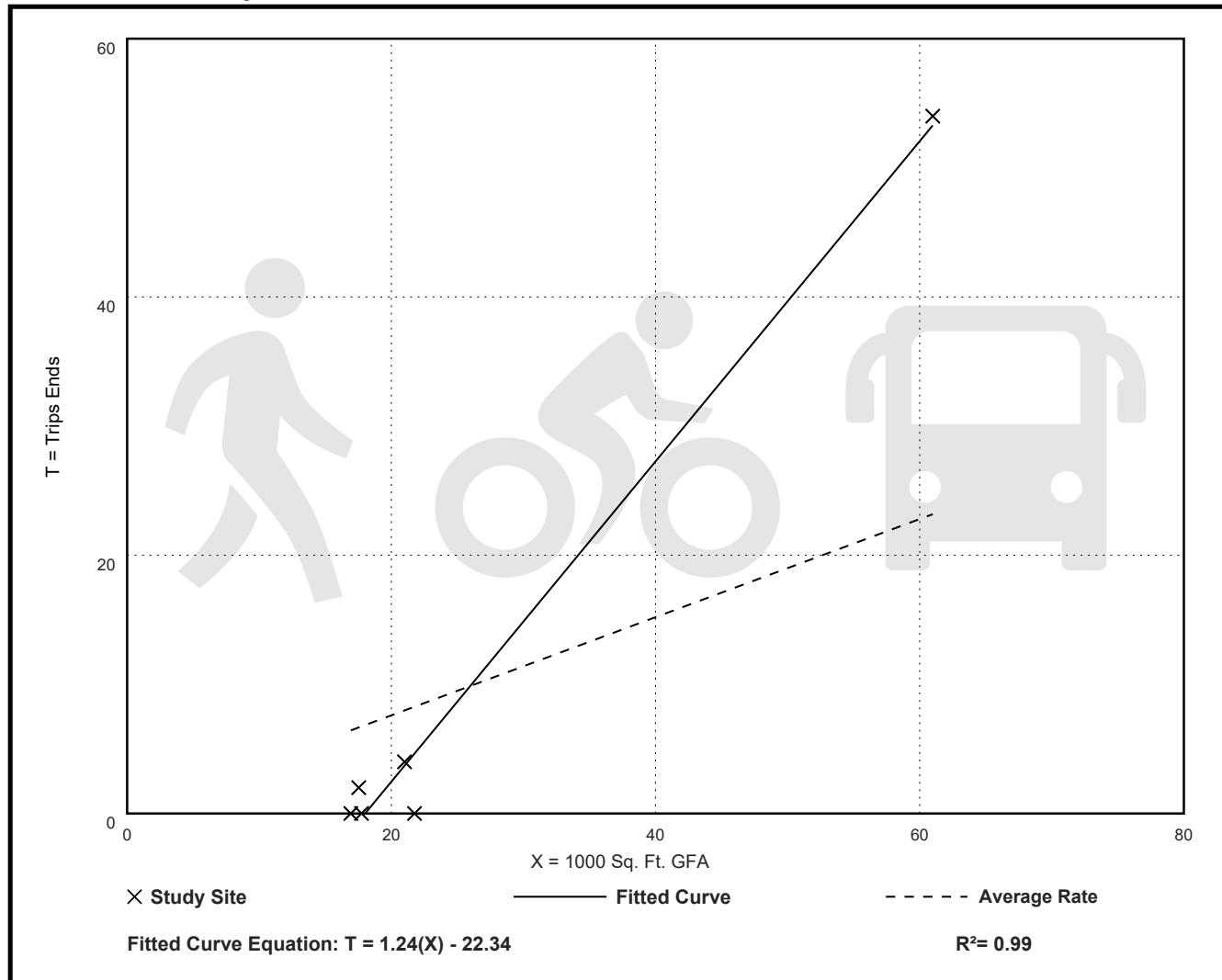
Avg. 1000 Sq. Ft. GFA: 26

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.38	0.00 - 0.89	0.44

Data Plot and Equation



Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

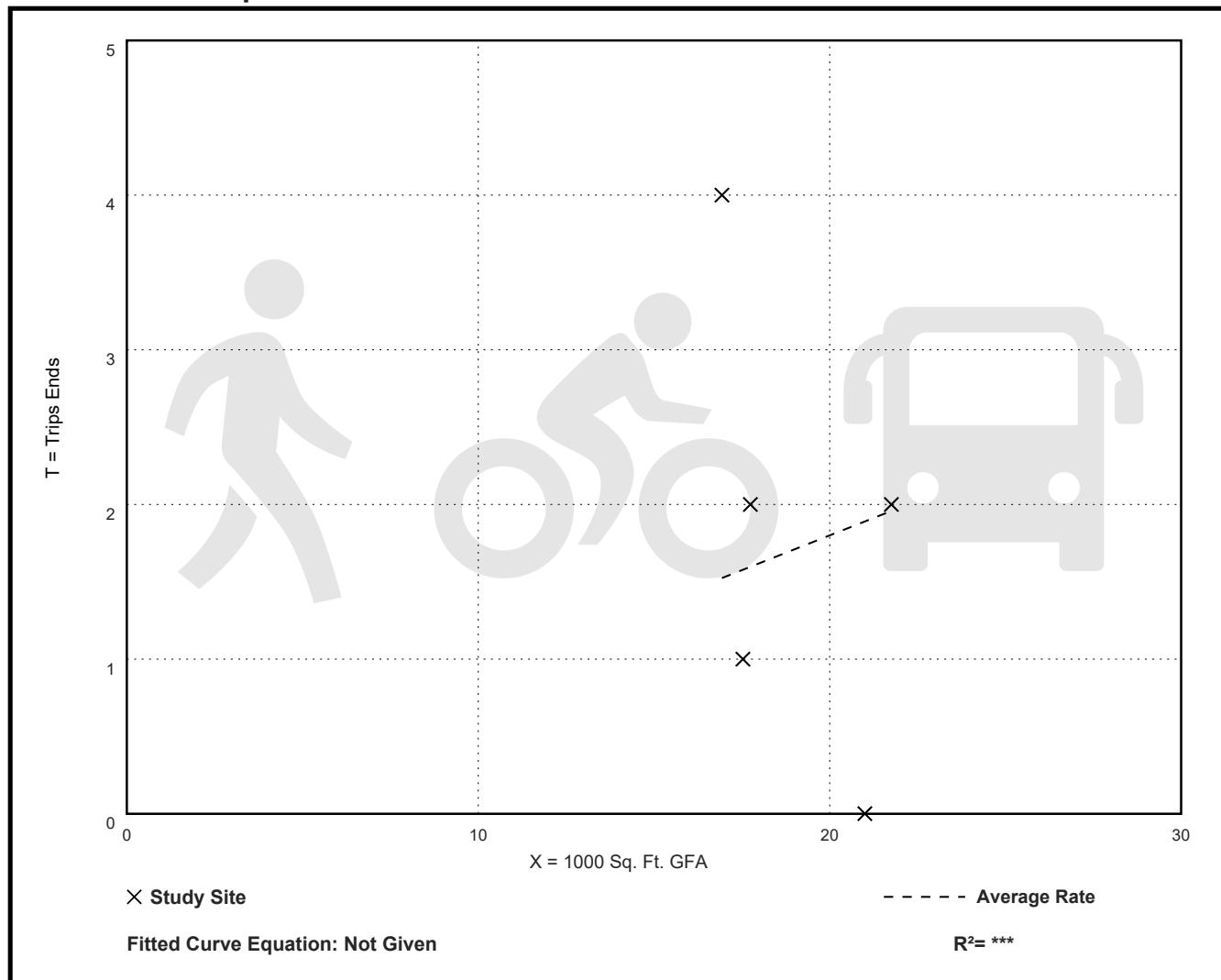
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 78% entering, 22% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.00 - 0.24	0.09

Data Plot and Equation



Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

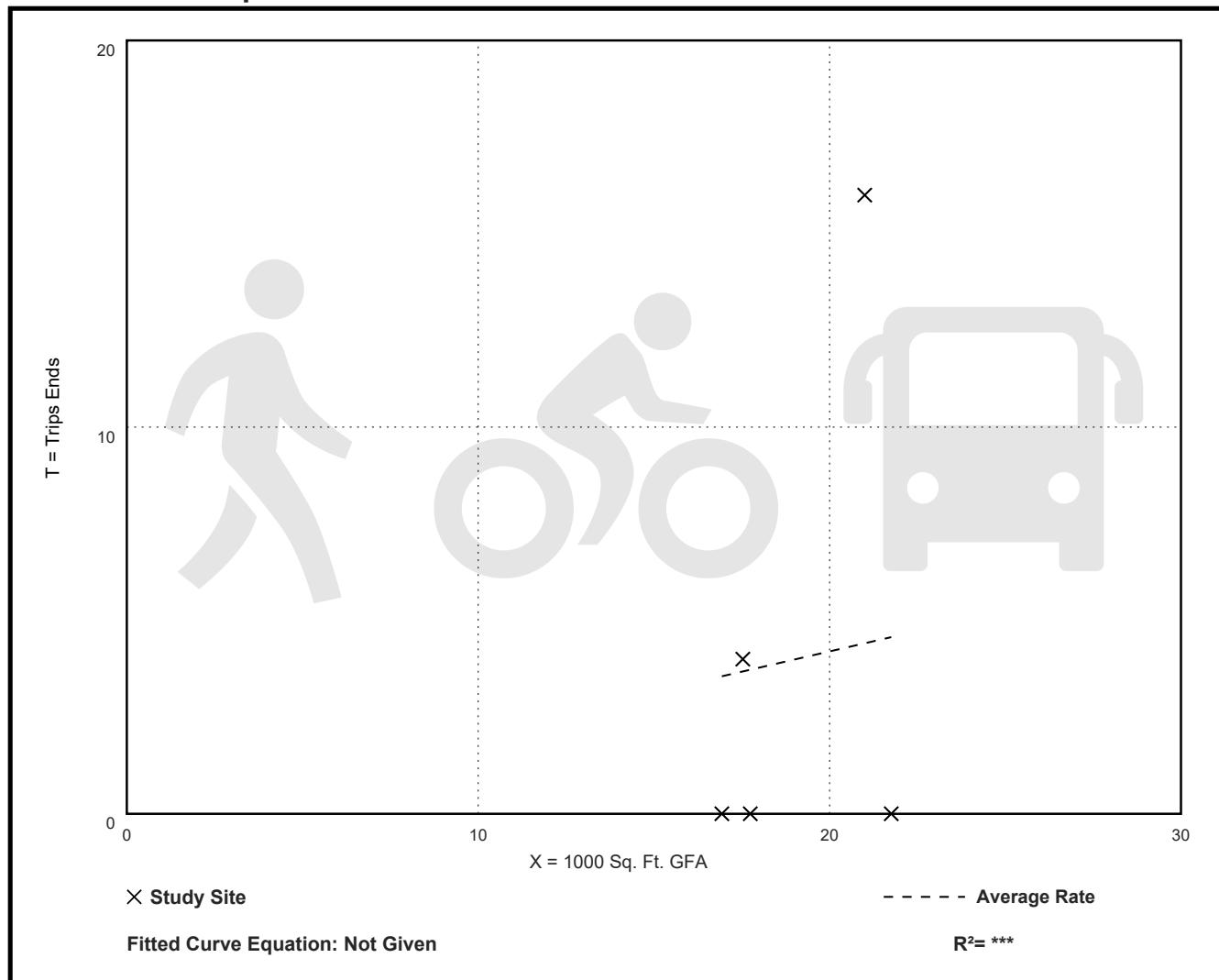
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.21	0.00 - 0.76	0.34

Data Plot and Equation



Supermarket (850)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 33

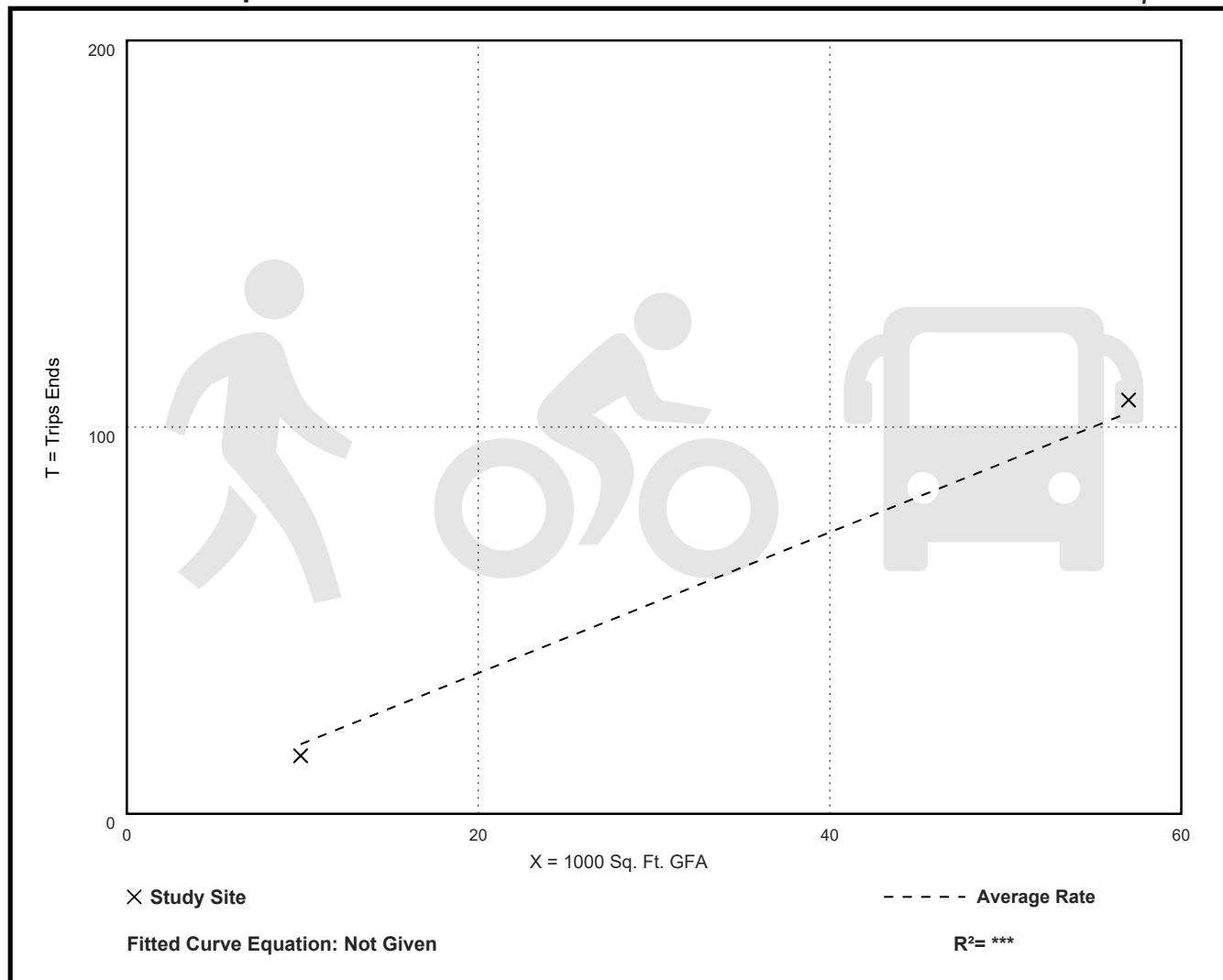
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.82	1.52 - 1.88	***

Data Plot and Equation

Caution – Small Sample Size



Supermarket (850)

Walk Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

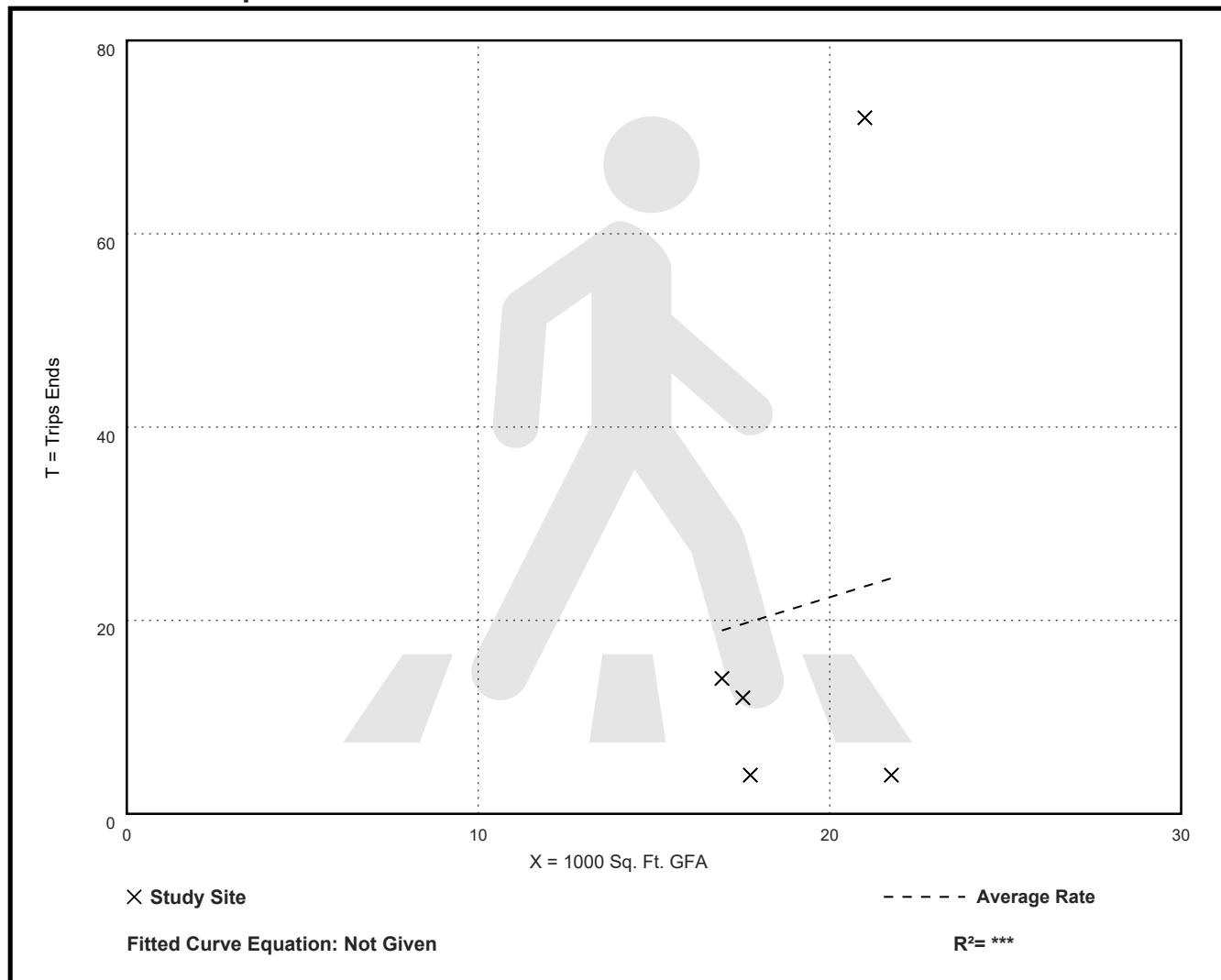
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 50% entering, 50% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.12	0.18 - 3.43	1.40

Data Plot and Equation



Supermarket (850)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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. 1000 Sq. Ft. GFA: 37

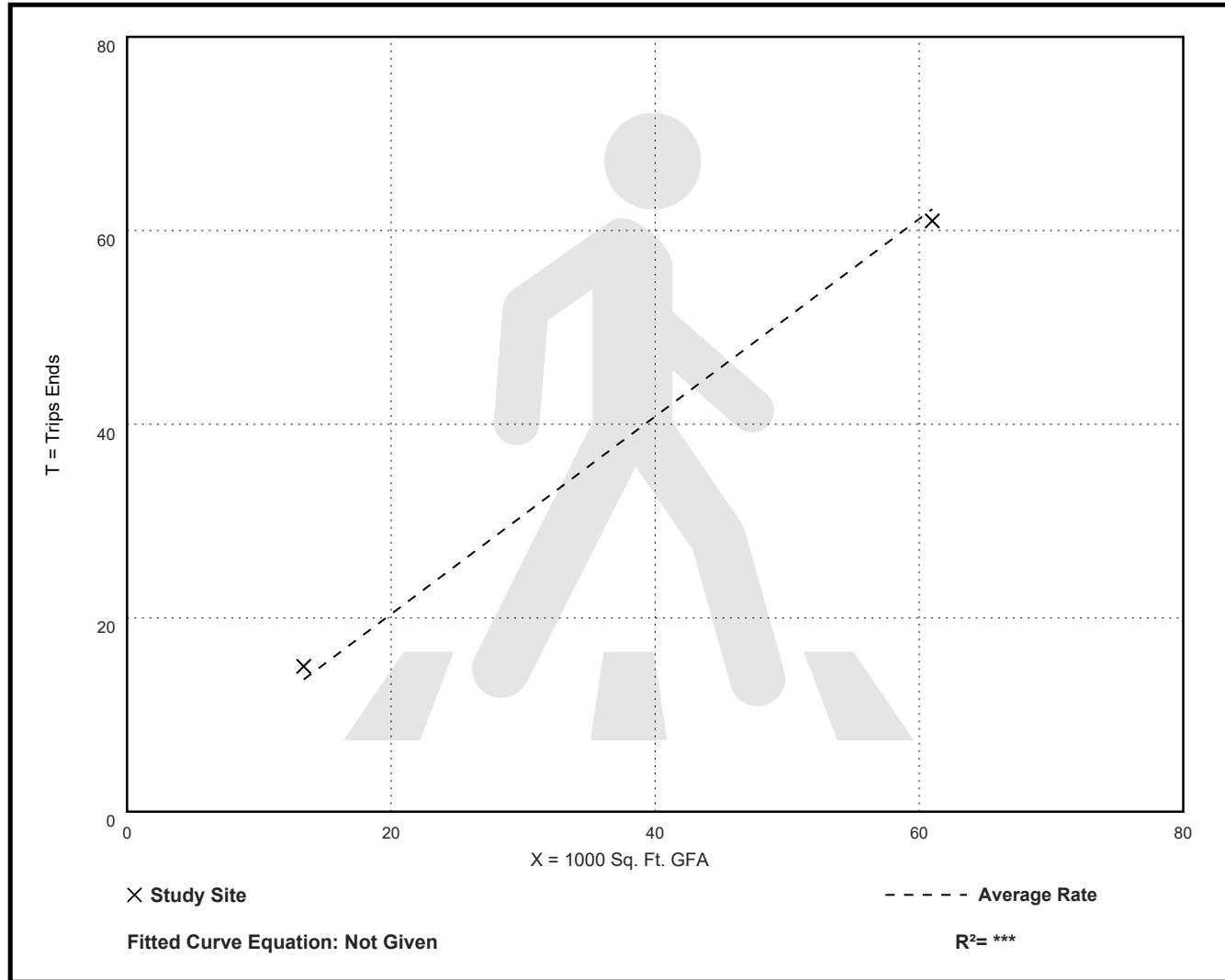
Directional Distribution: 67% entering, 33% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.02	1.00 - 1.12	***

Data Plot and Equation

Caution – Small Sample Size



Supermarket (850)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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

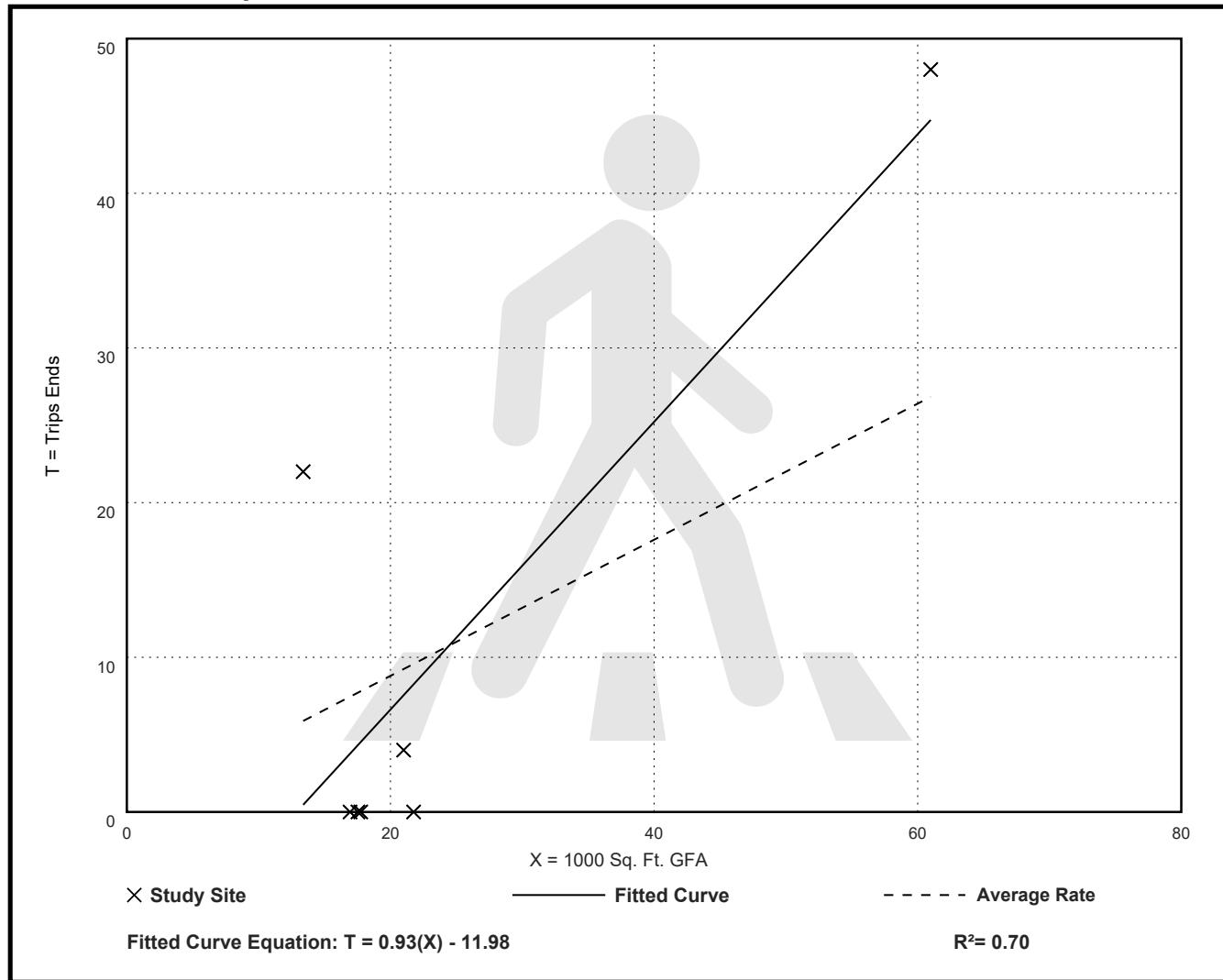
Avg. 1000 Sq. Ft. GFA: 24

Directional Distribution: 58% entering, 42% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.44	0.00 - 1.64	0.54

Data Plot and Equation



Supermarket (850)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

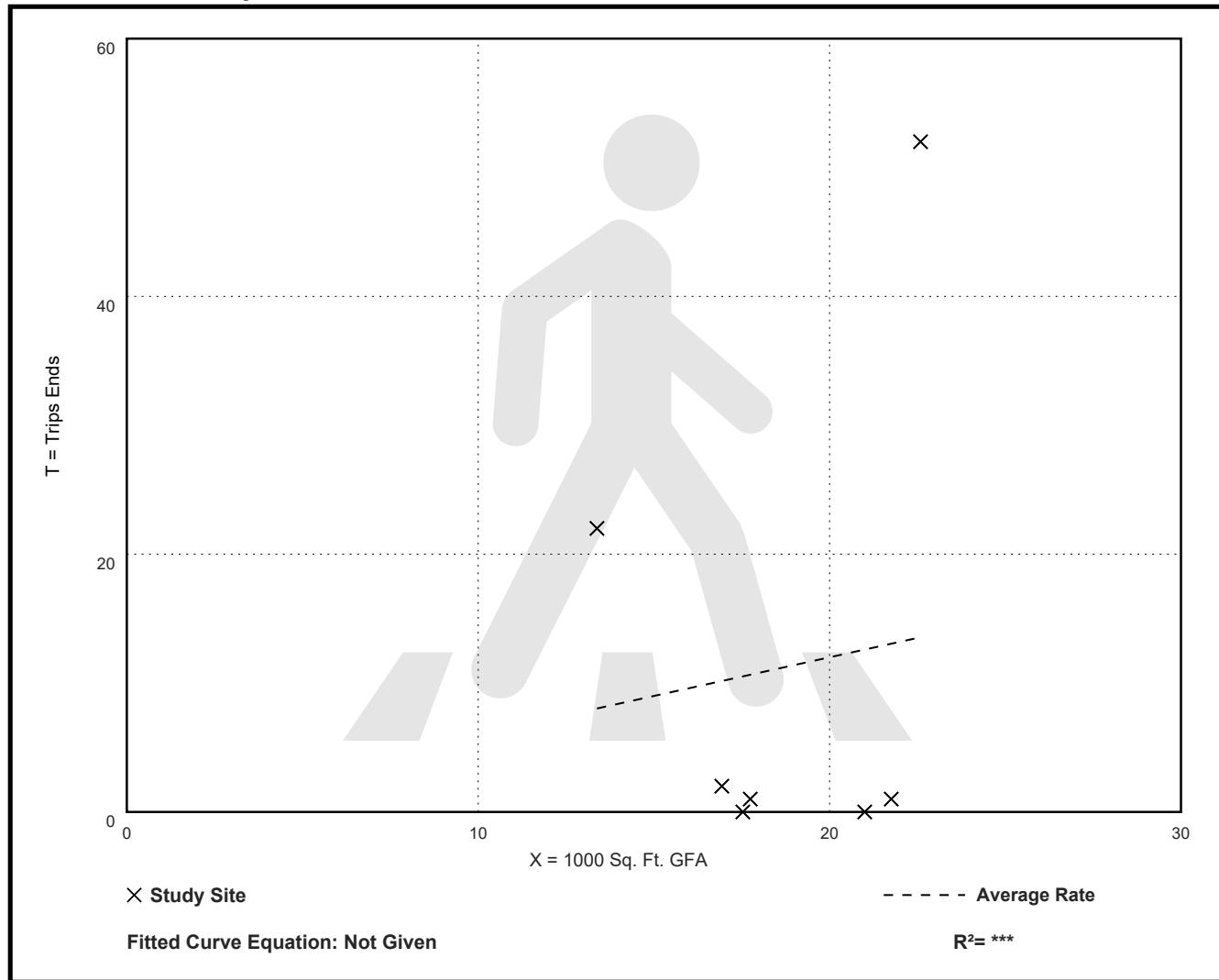
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 65% entering, 35% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 2.30	0.99

Data Plot and Equation



Supermarket (850)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

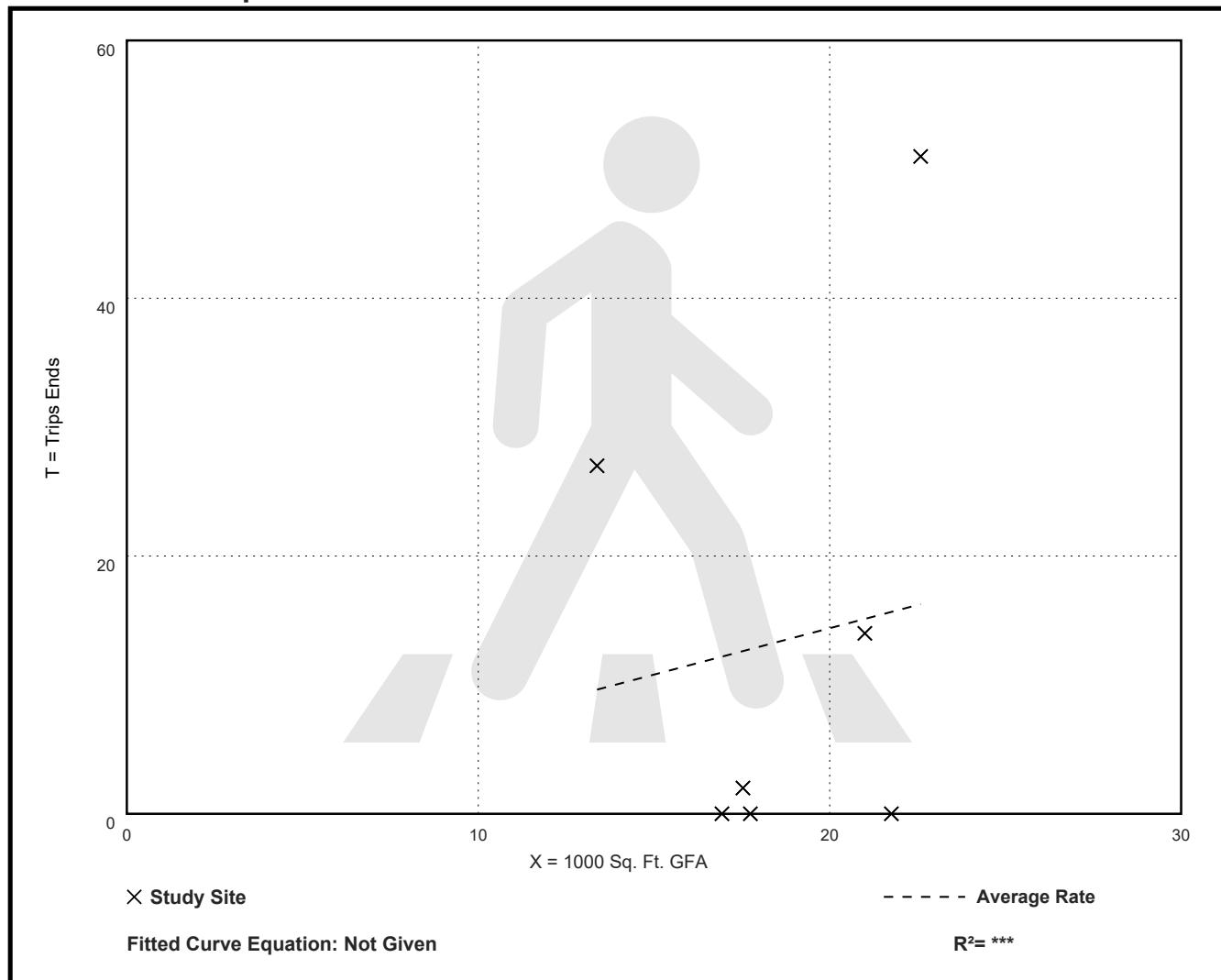
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 49% entering, 51% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.72	0.00 - 2.26	1.00

Data Plot and Equation



Supermarket (850)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 18

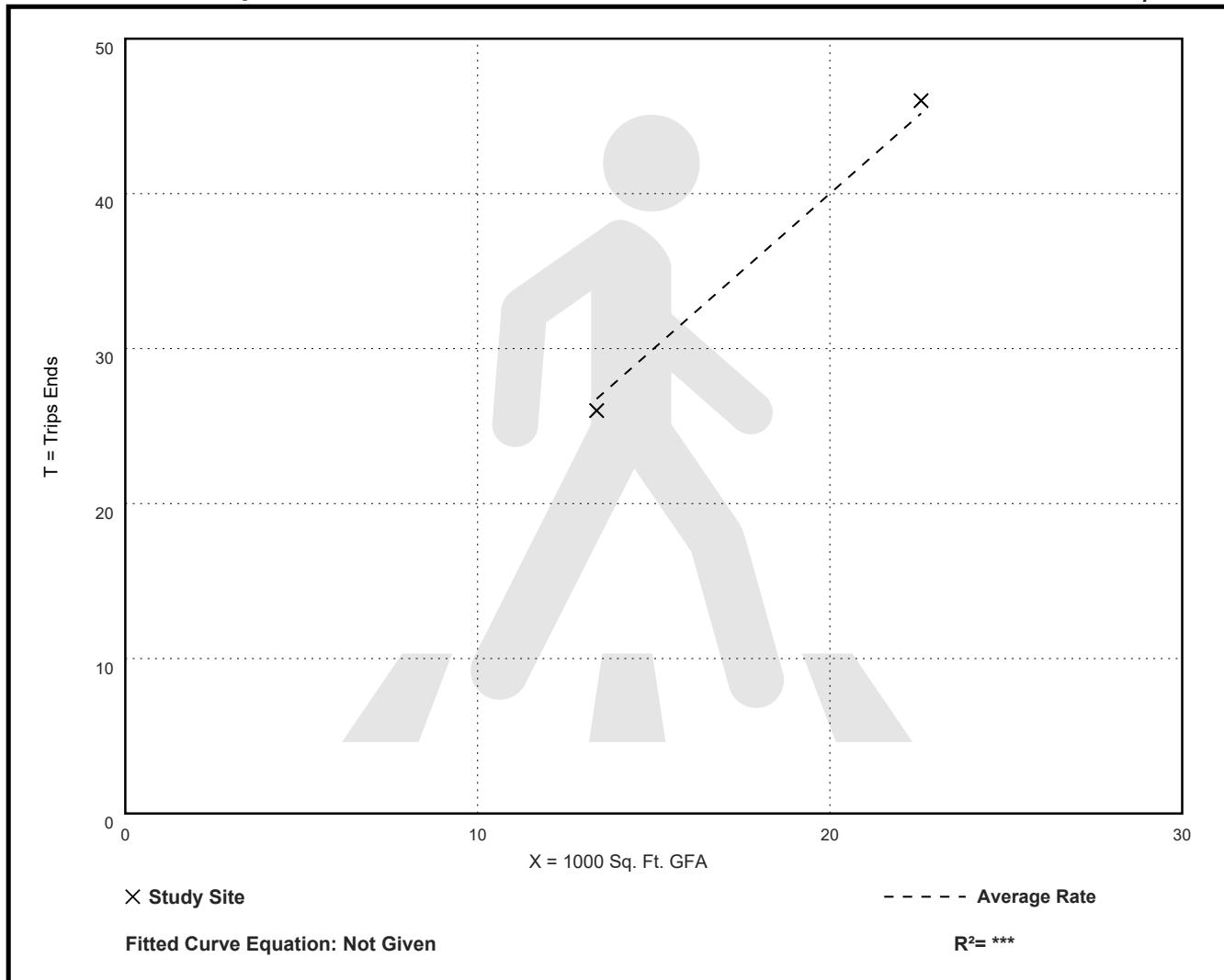
Directional Distribution: 46% entering, 54% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.00	1.94 - 2.04	***

Data Plot and Equation

Caution – Small Sample Size



Supermarket (850)

Walk Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 13

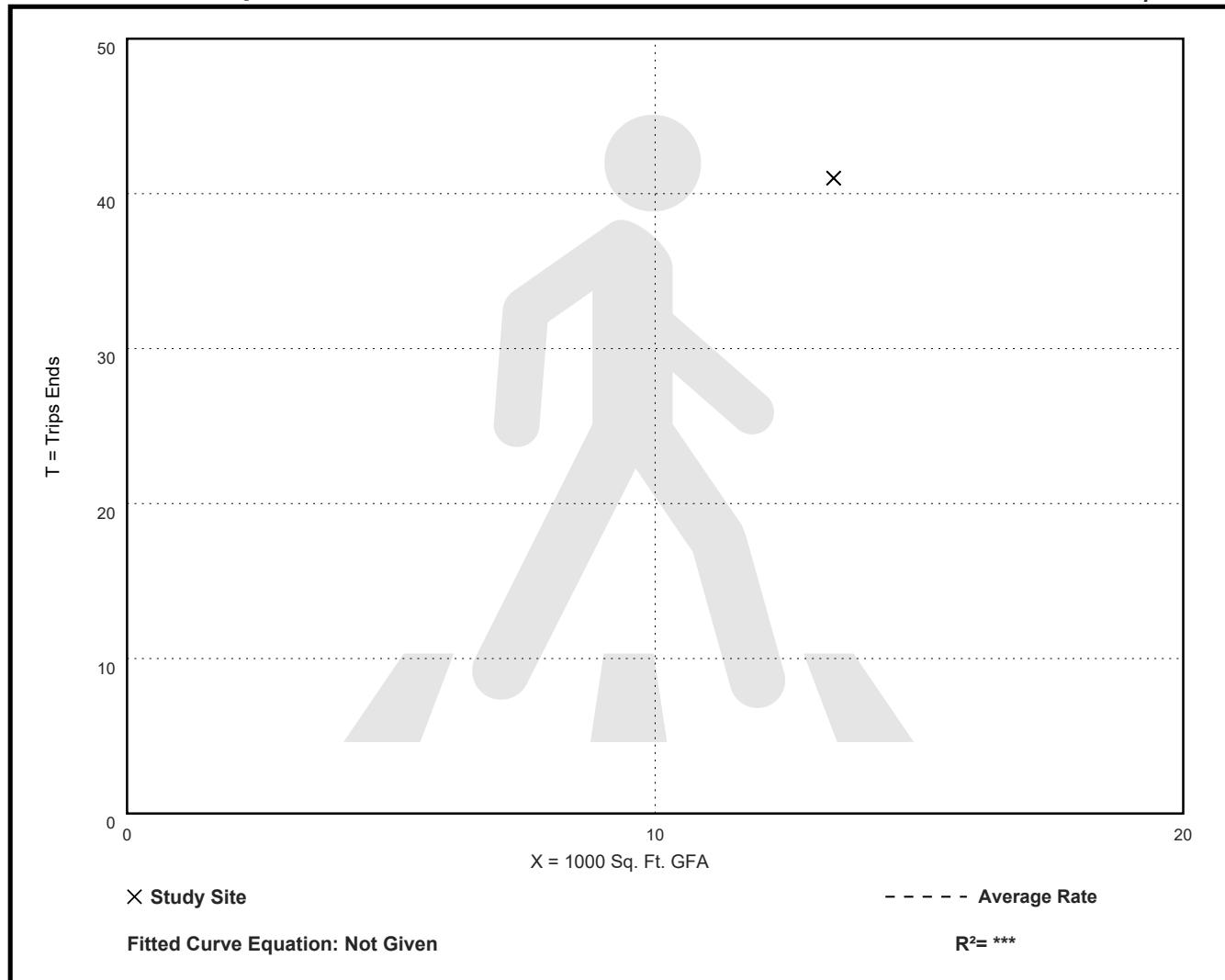
Directional Distribution: 44% entering, 56% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.06	3.06 - 3.06	***

Data Plot and Equation

Caution – Small Sample Size



Supermarket (850)

Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

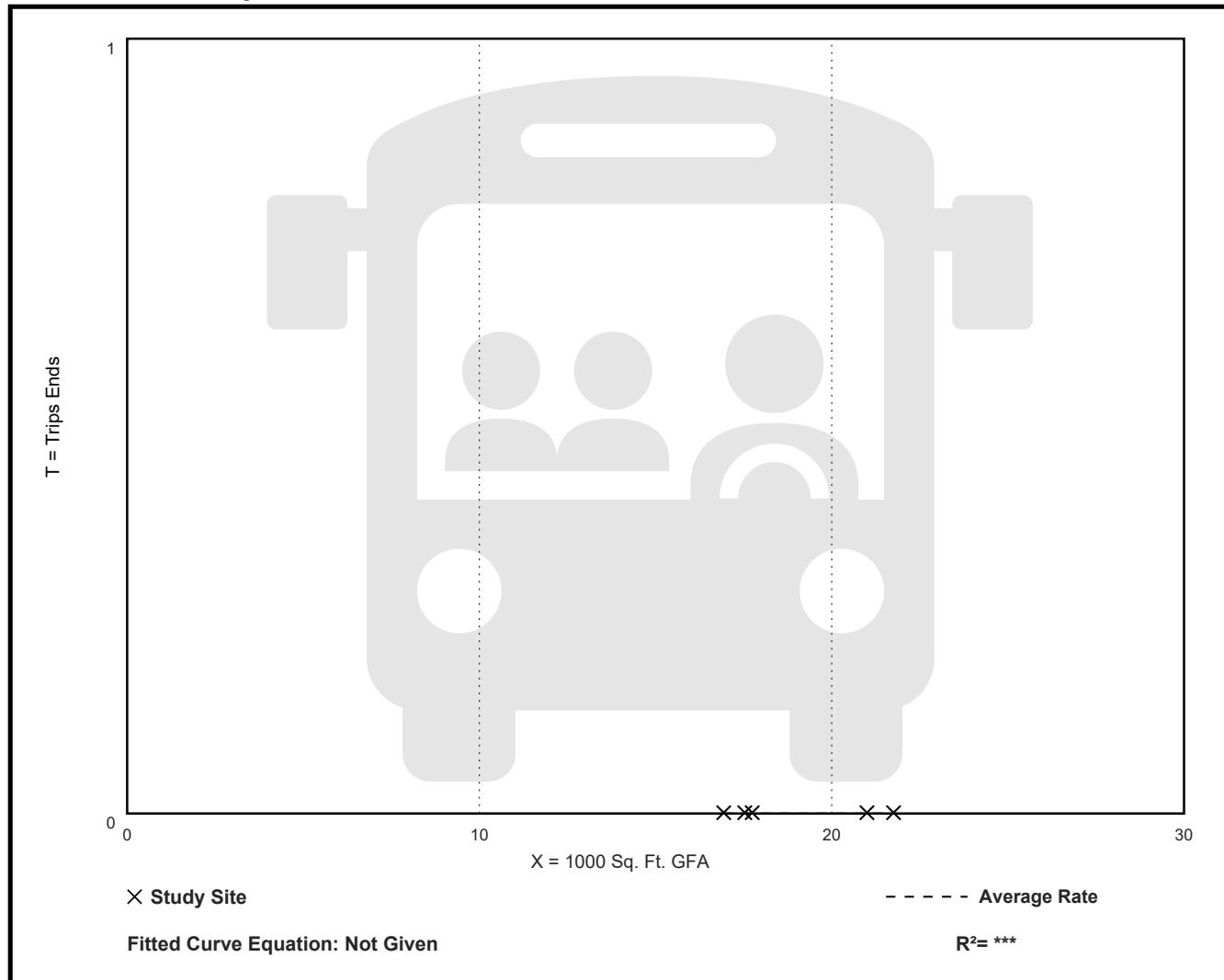
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Supermarket (850)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

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

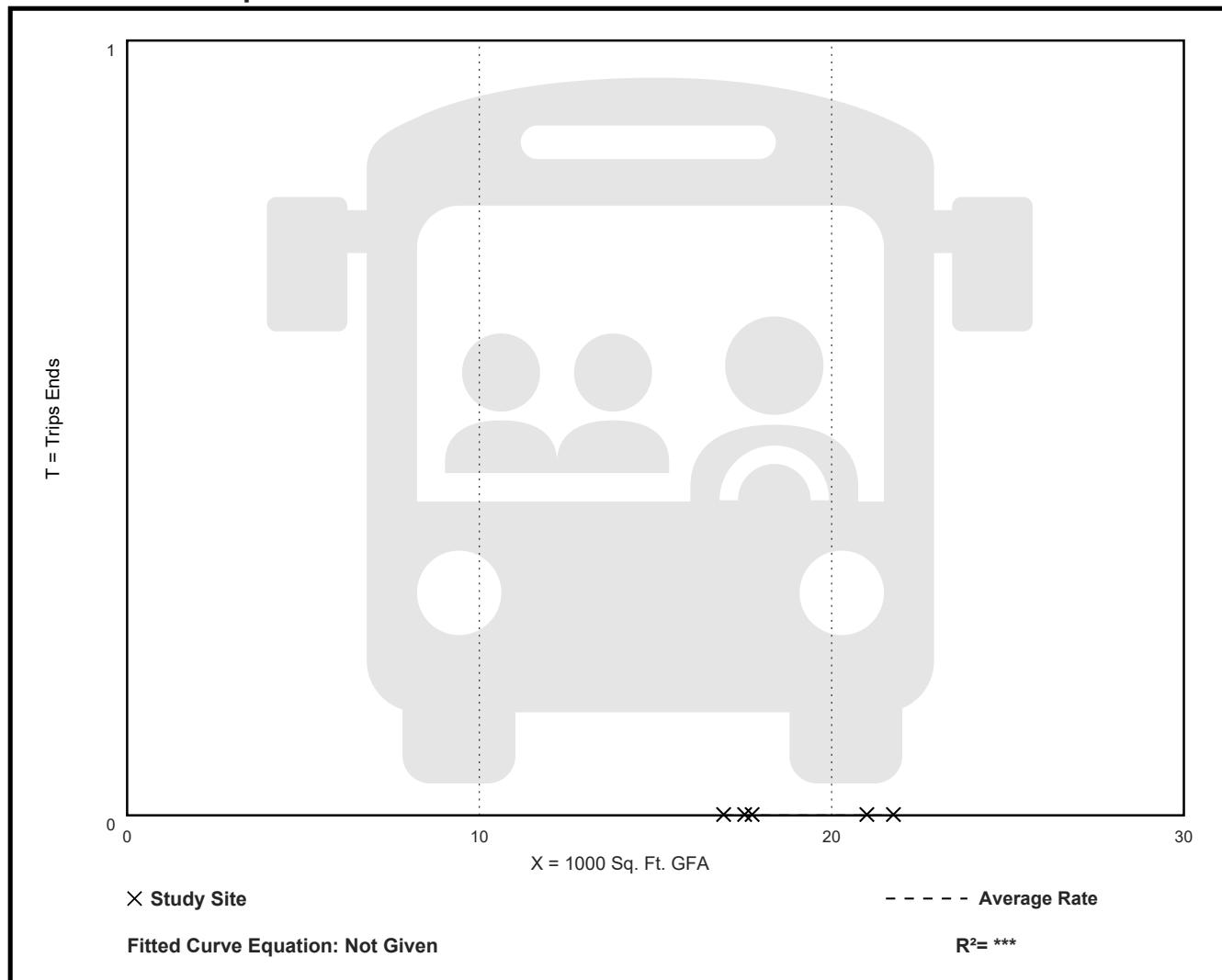
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Supermarket (850)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

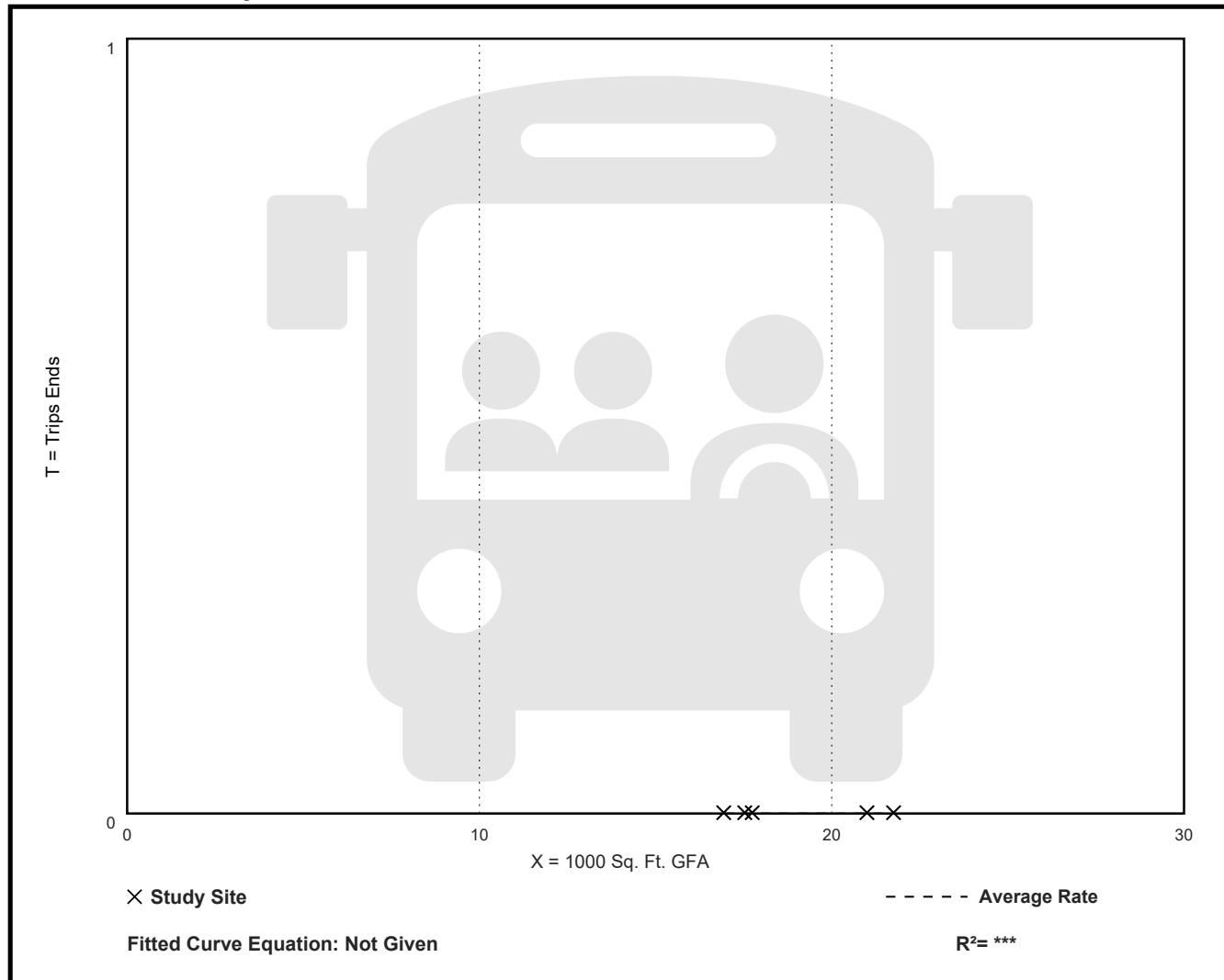
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Supermarket (850)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

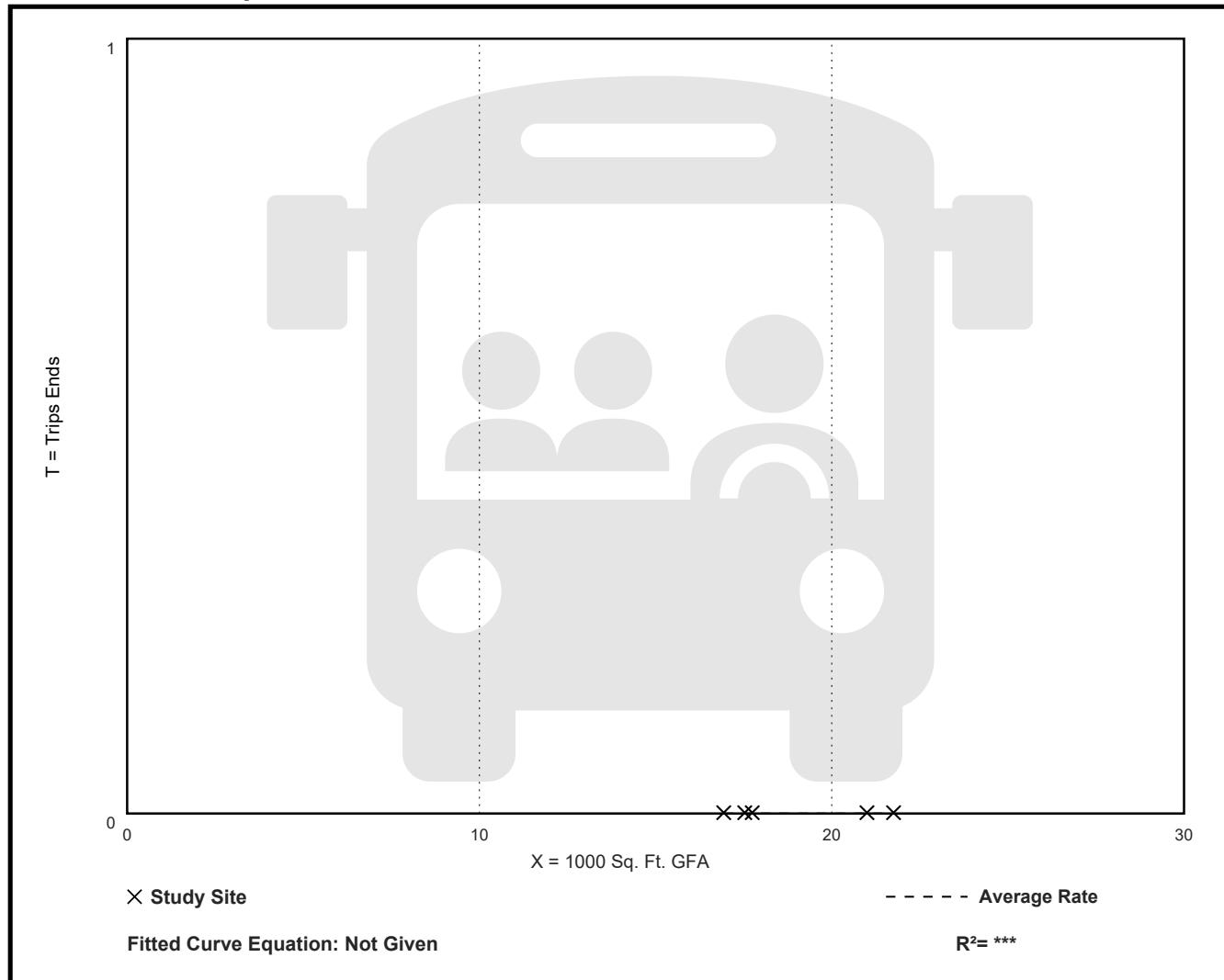
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Supermarket (850)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

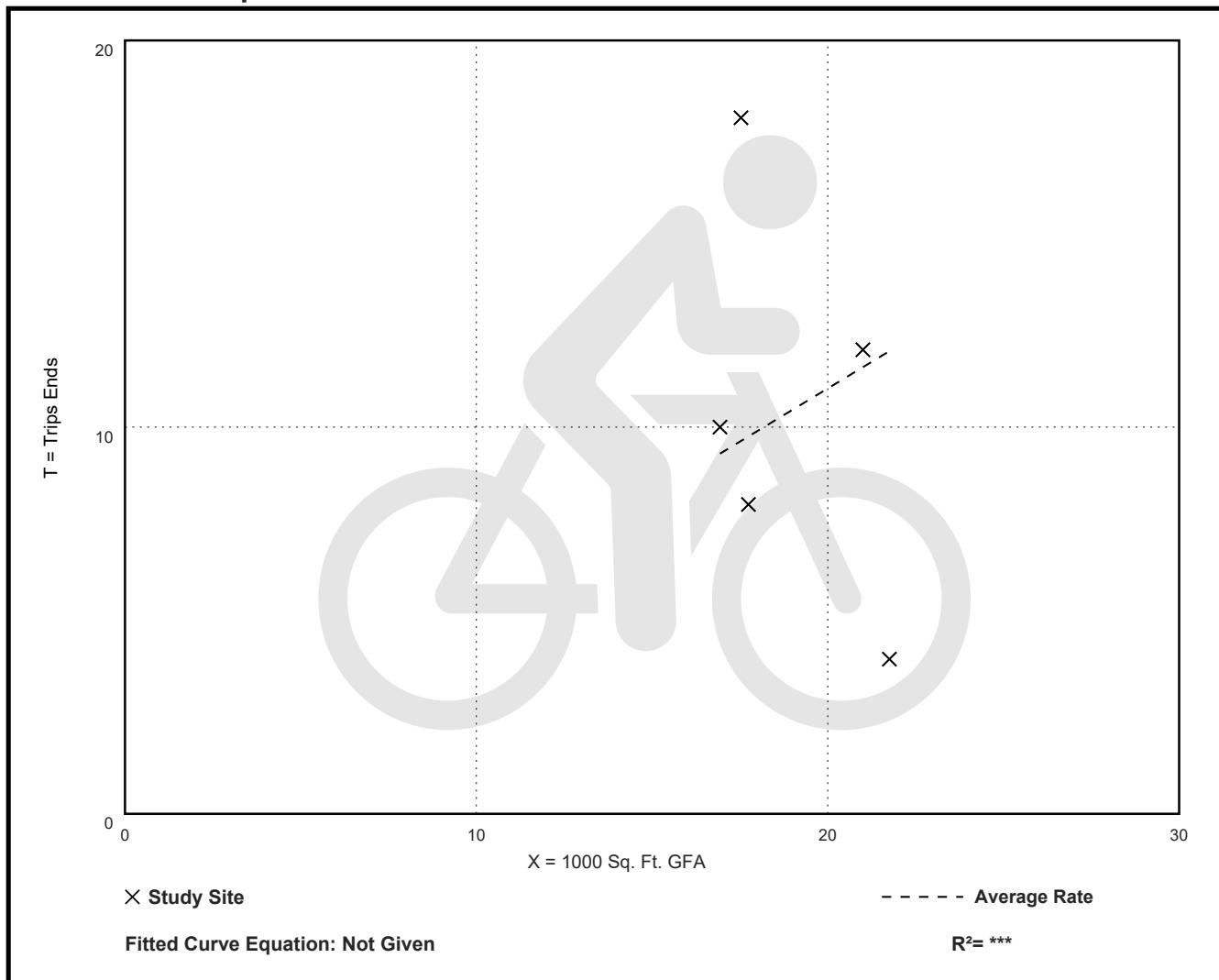
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 50% entering, 50% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.55	0.18 - 1.03	0.31

Data Plot and Equation



Supermarket (850)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA

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. 1000 Sq. Ft. GFA: 13

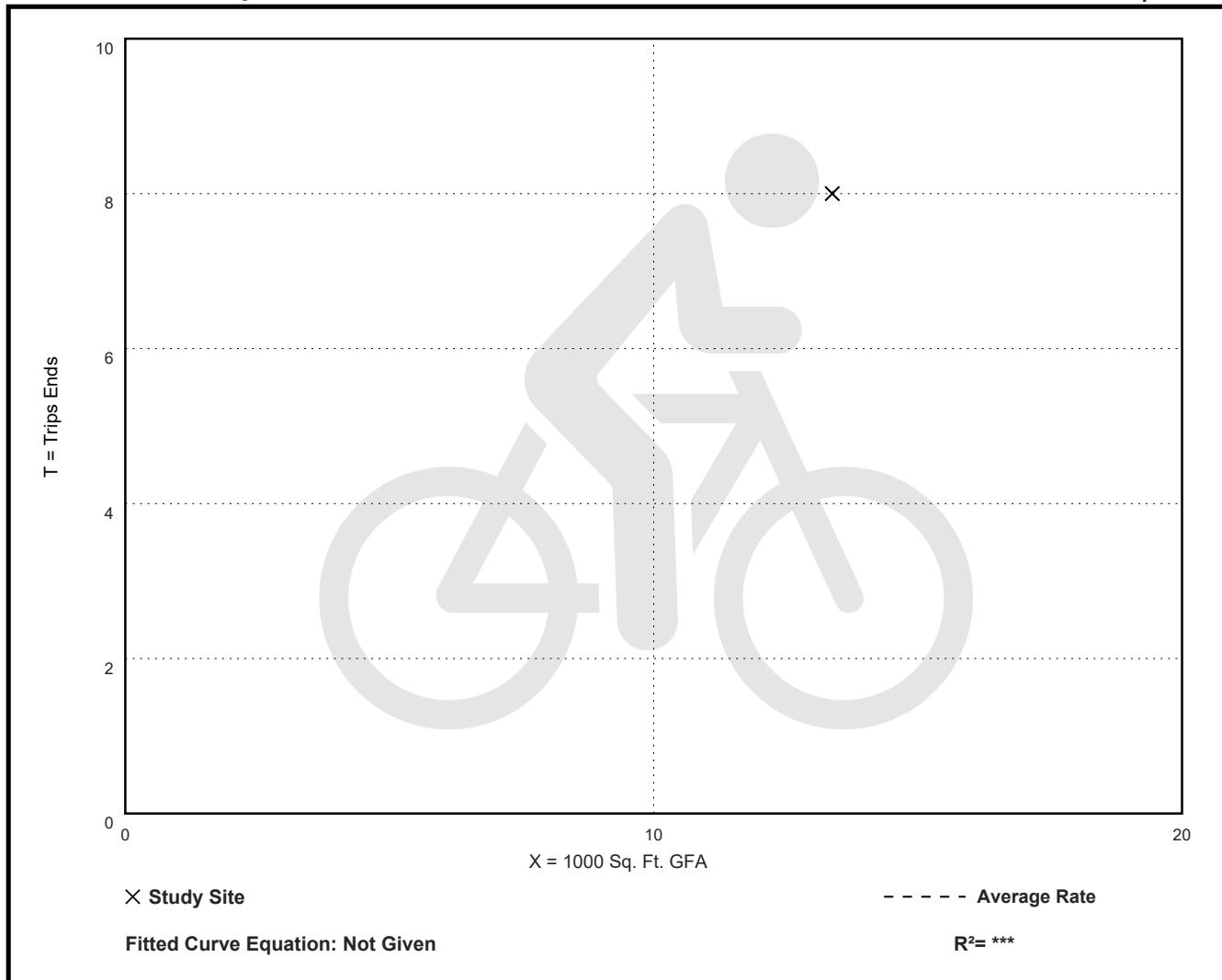
Directional Distribution: 50% entering, 50% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.60 - 0.60	***

Data Plot and Equation

Caution – Small Sample Size



Supermarket (850)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA

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

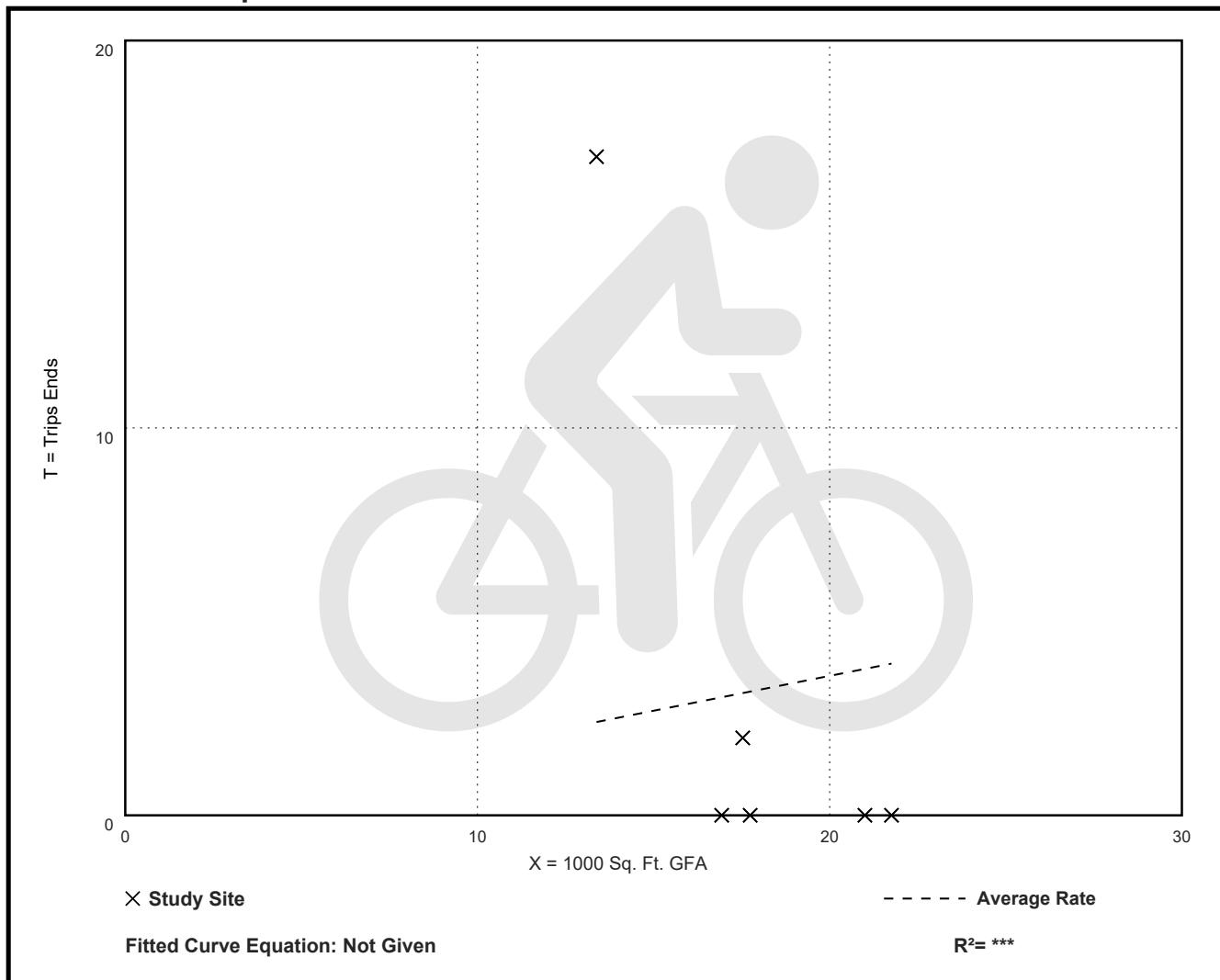
Avg. 1000 Sq. Ft. GFA: 18

Directional Distribution: 58% entering, 42% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.00 - 1.27	0.45

Data Plot and Equation



Supermarket (850)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

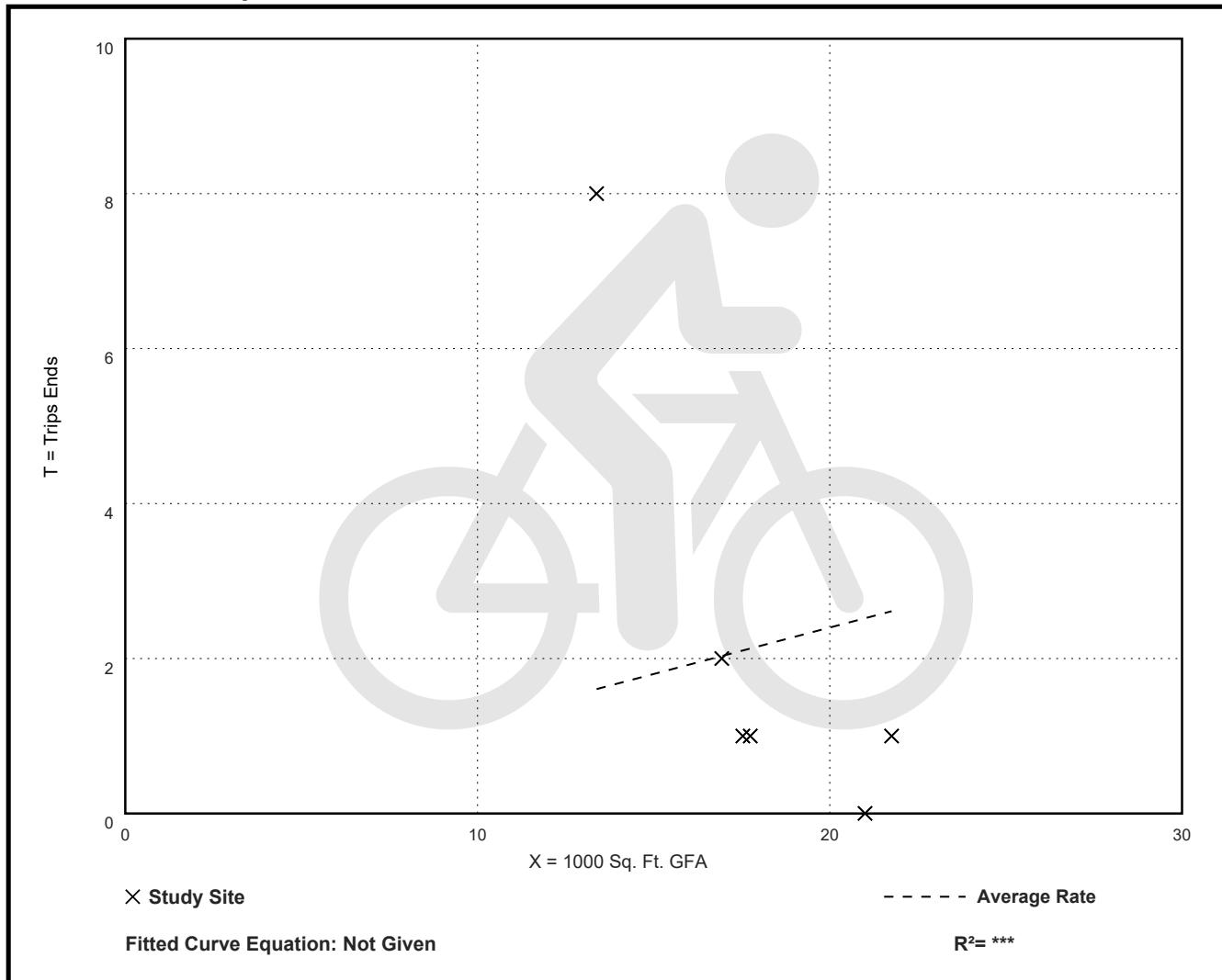
Avg. 1000 Sq. Ft. GFA: 18

Directional Distribution: 62% entering, 38% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.12	0.00 - 0.60	0.20

Data Plot and Equation



Supermarket (850)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

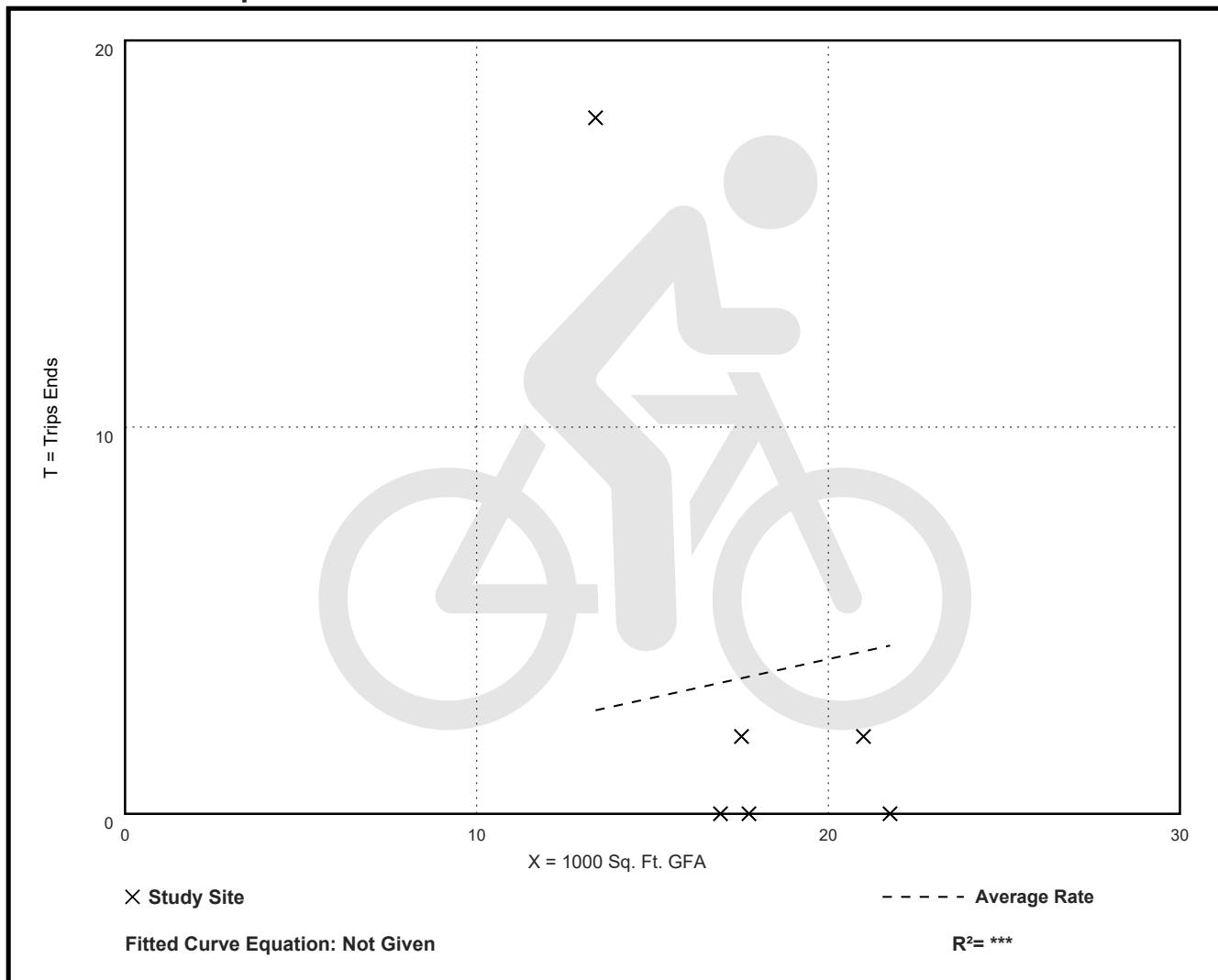
Avg. 1000 Sq. Ft. GFA: 18

Directional Distribution: 50% entering, 50% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.20	0.00 - 1.35	0.47

Data Plot and Equation



Supermarket (850)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 13

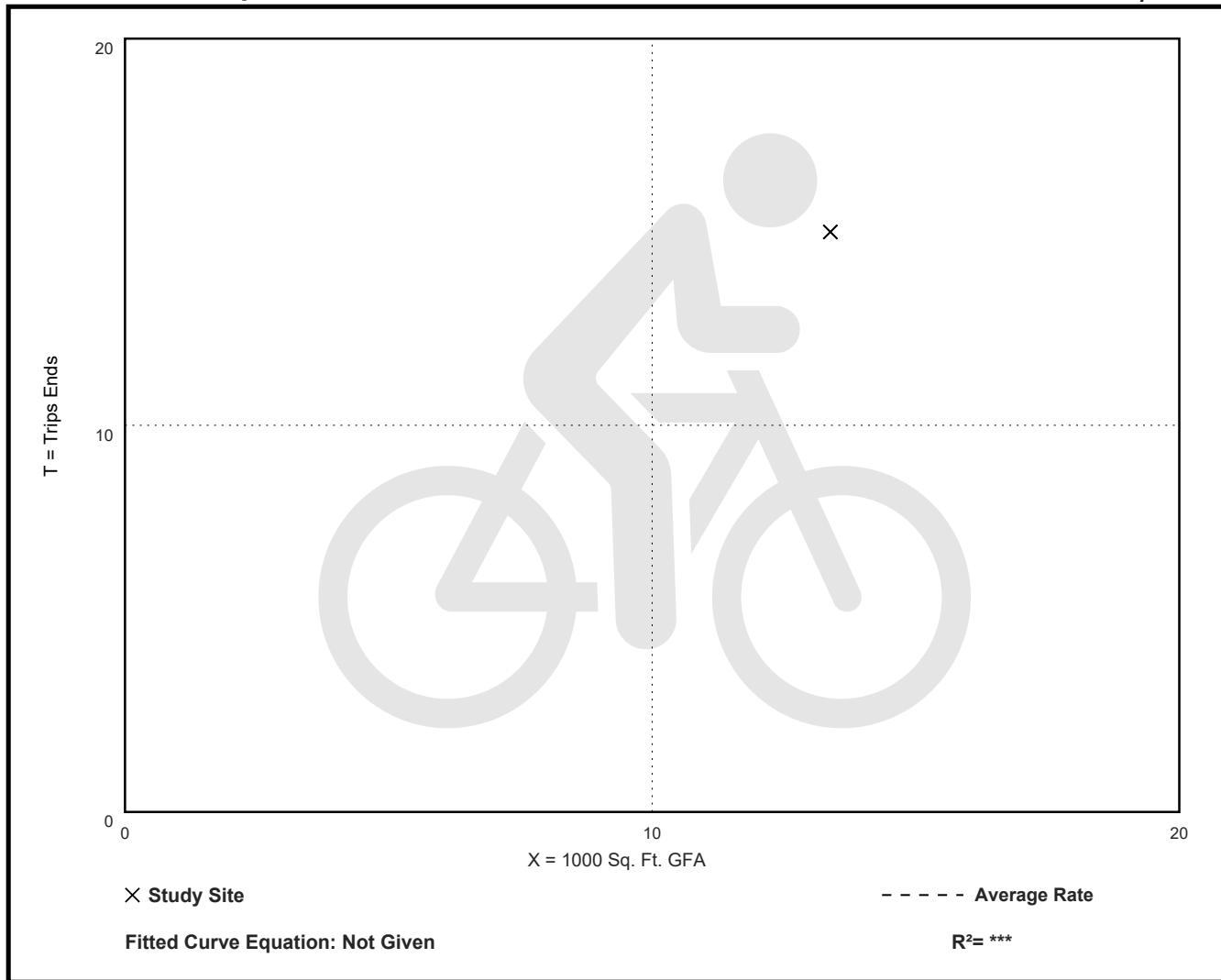
Directional Distribution: 53% entering, 47% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.12	1.12 - 1.12	***

Data Plot and Equation

Caution – Small Sample Size



Supermarket (850)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 13

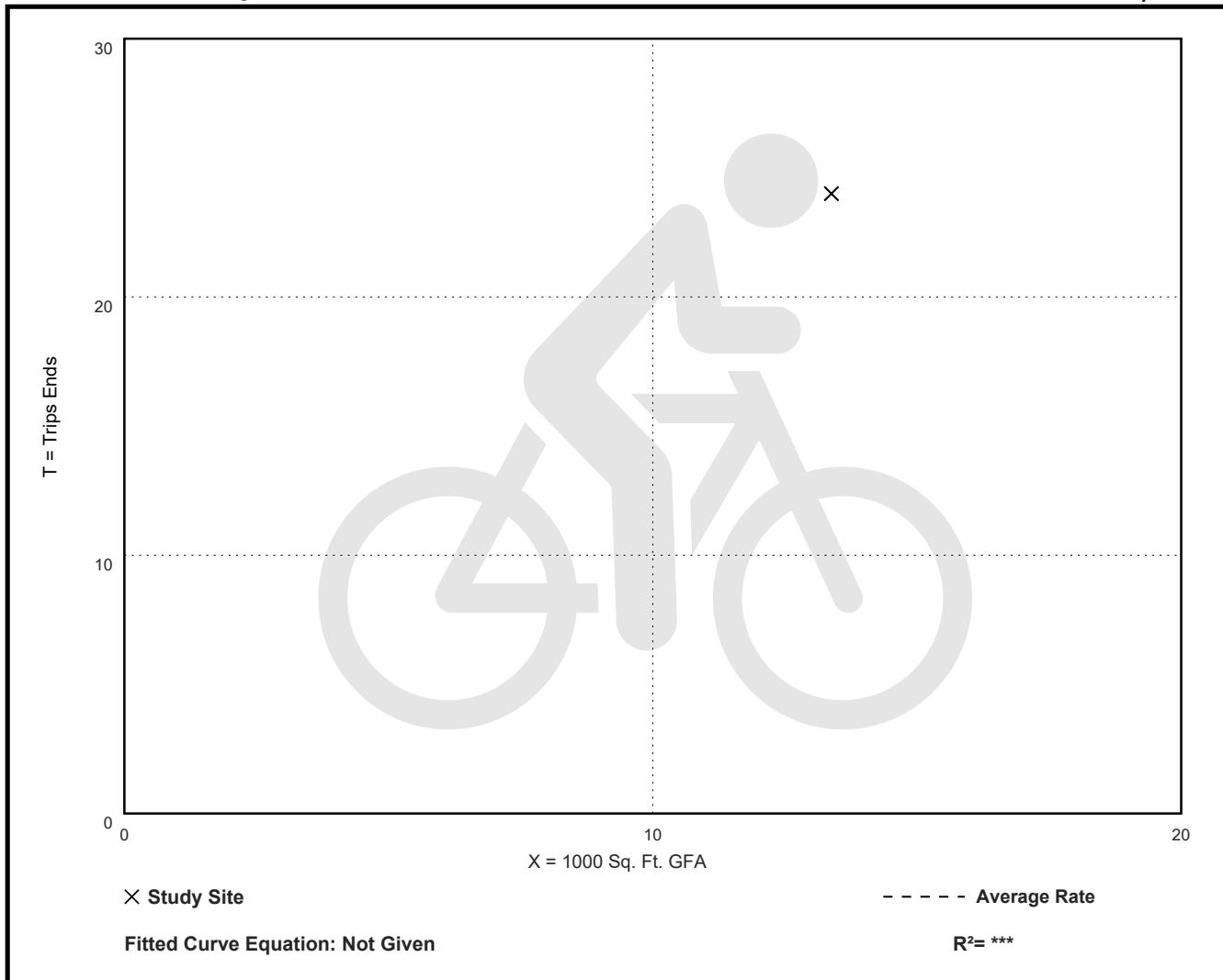
Directional Distribution: 54% entering, 46% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.79	1.79 - 1.79	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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. 1000 Sq. Ft. GFA: 2

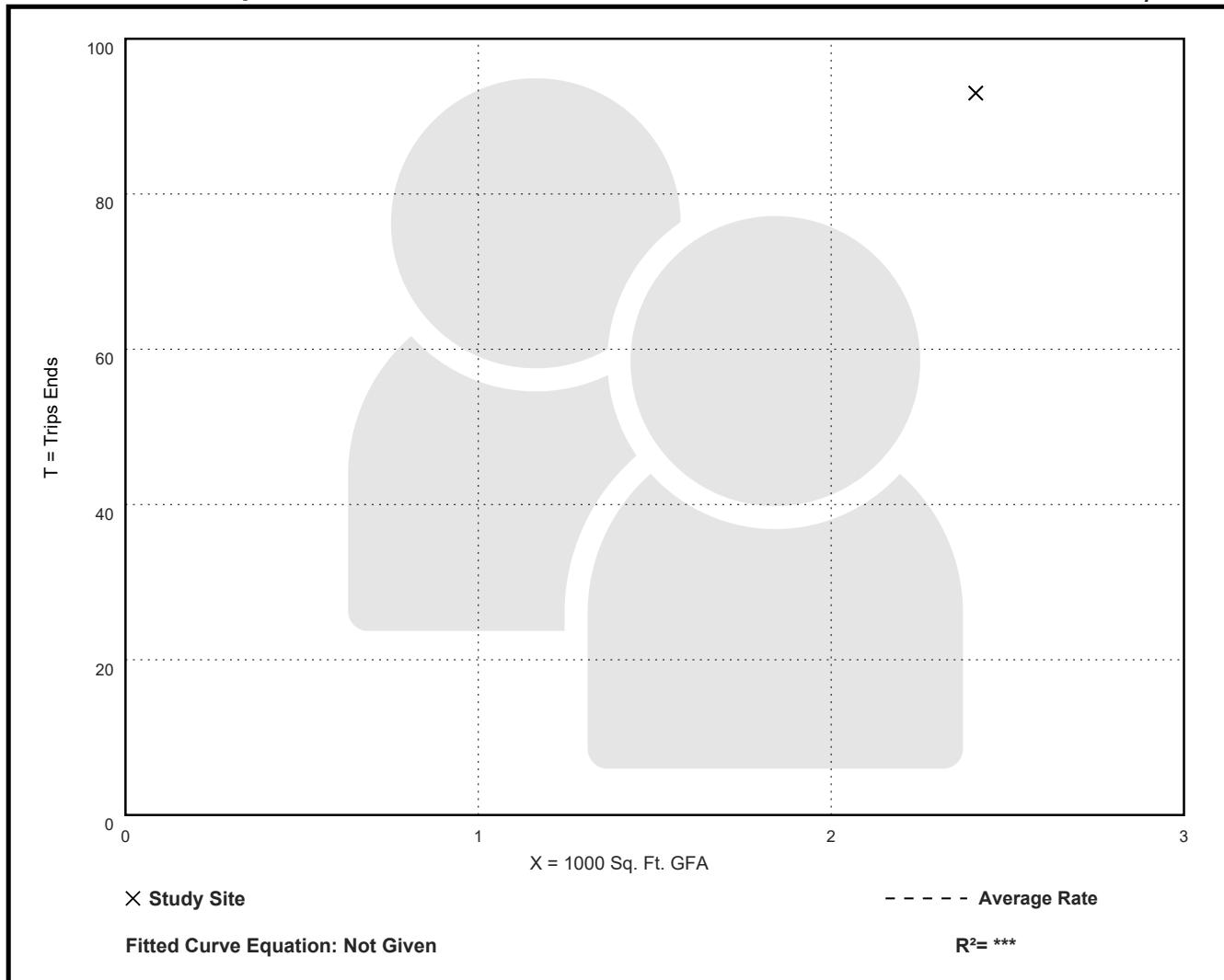
Directional Distribution: 56% entering, 44% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
38.59	38.59 - 38.59	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 2

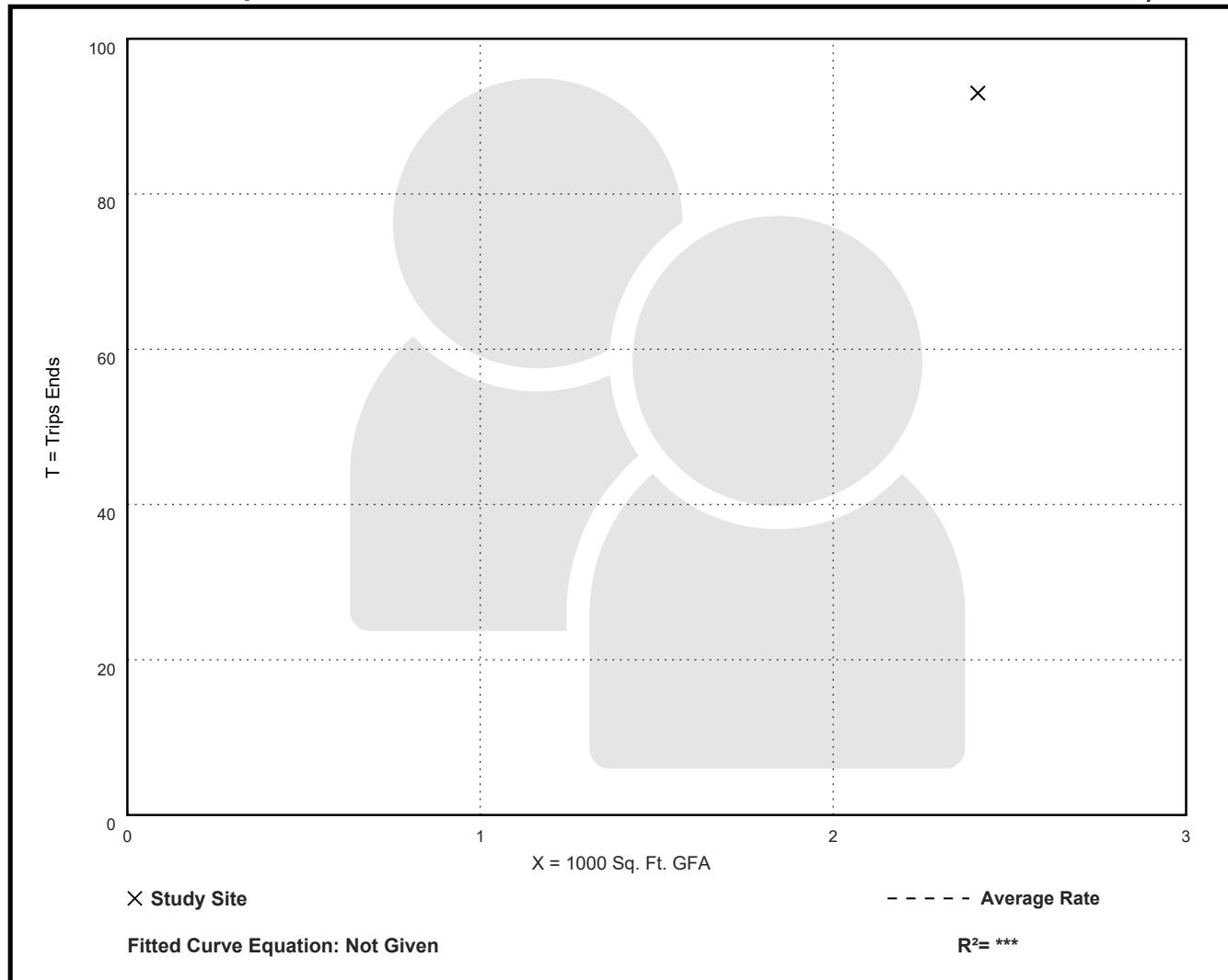
Directional Distribution: 56% entering, 44% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
38.59	38.59 - 38.59	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 2

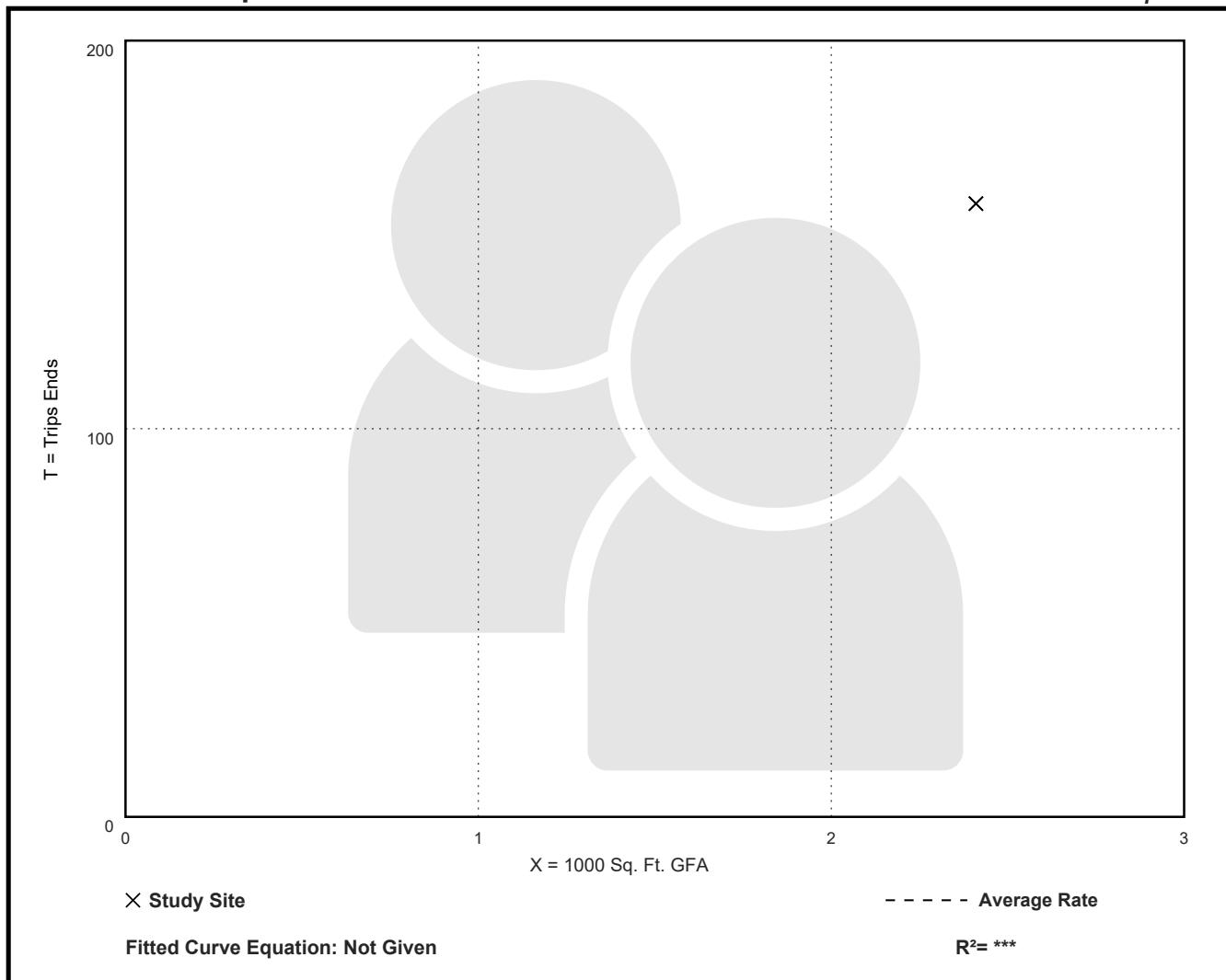
Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
65.56	65.56 - 65.56	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

Person Trip Ends vs: Employees

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 Employees: 2

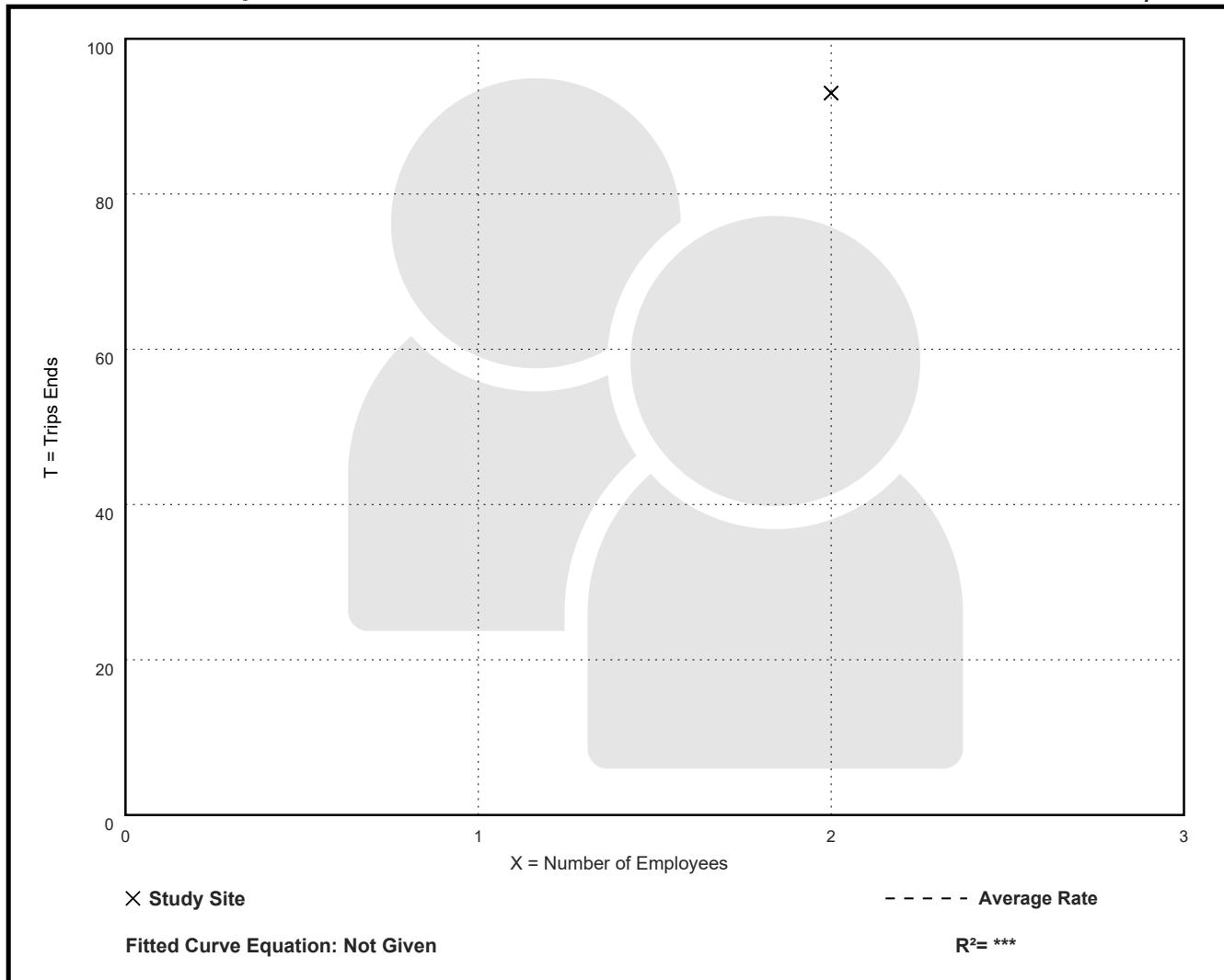
Directional Distribution: 56% entering, 44% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
46.50	46.50 - 46.50	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

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

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 2

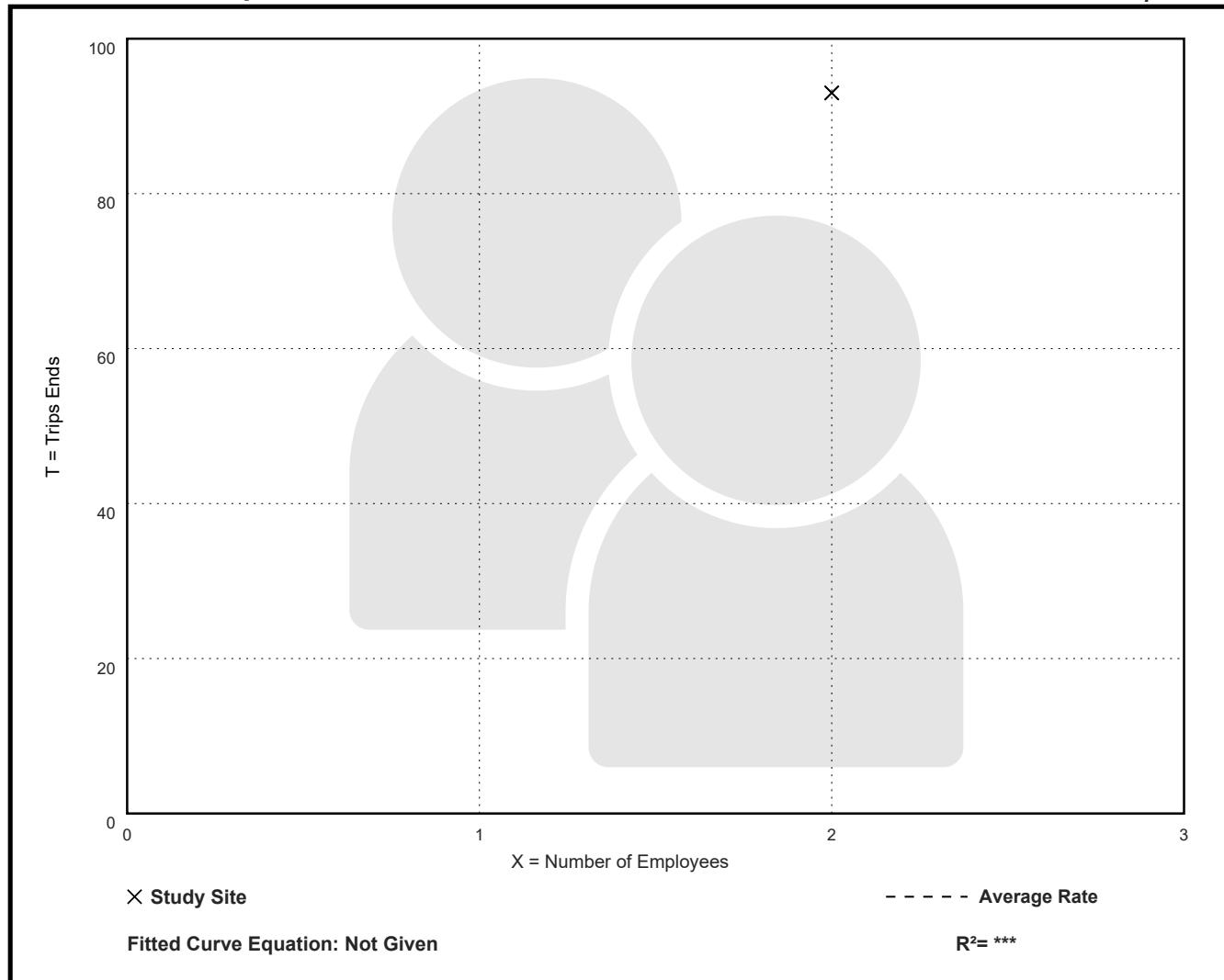
Directional Distribution: 56% entering, 44% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
46.50	46.50 - 46.50	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

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

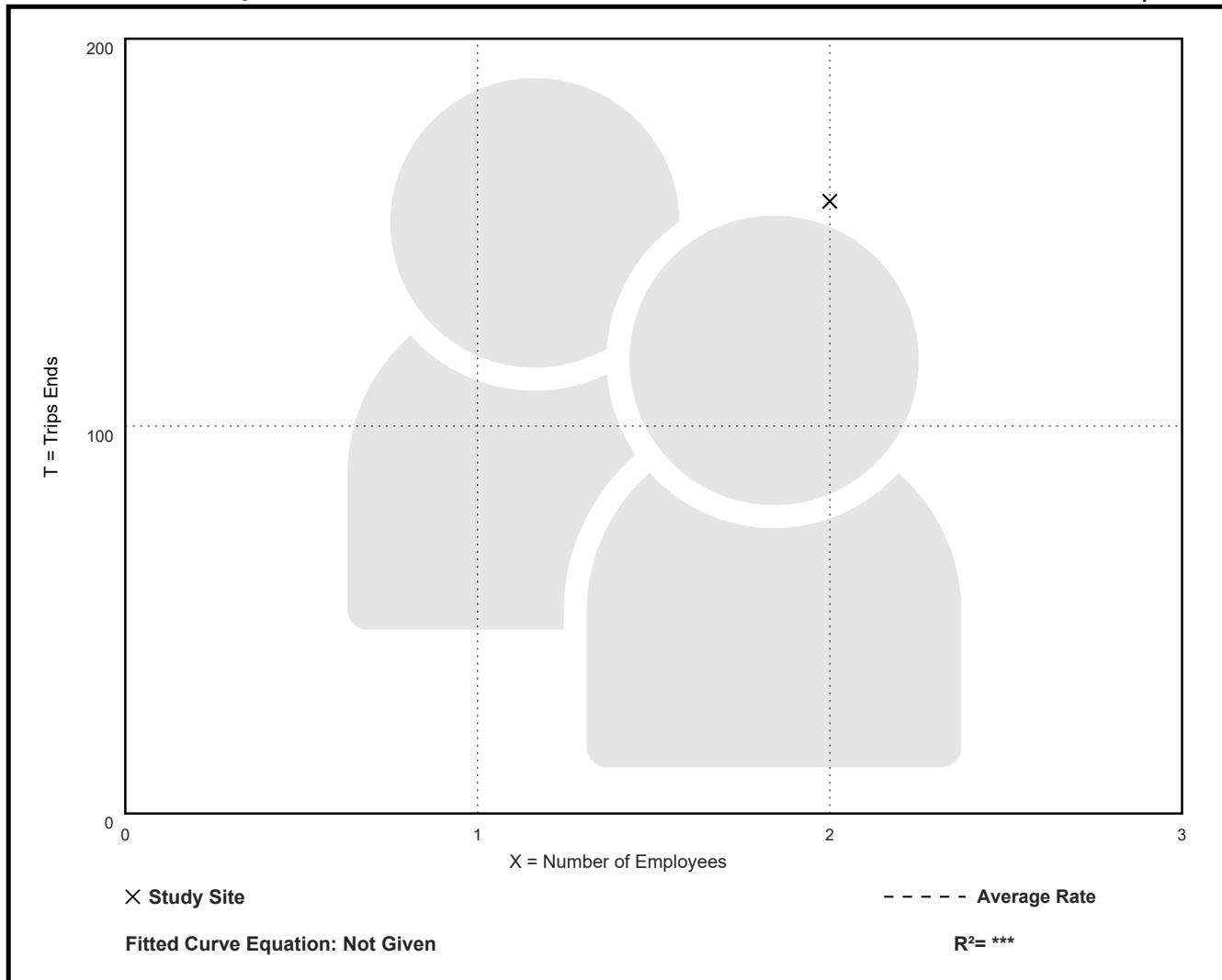
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 2
Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
79.00	79.00 - 79.00	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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: 4

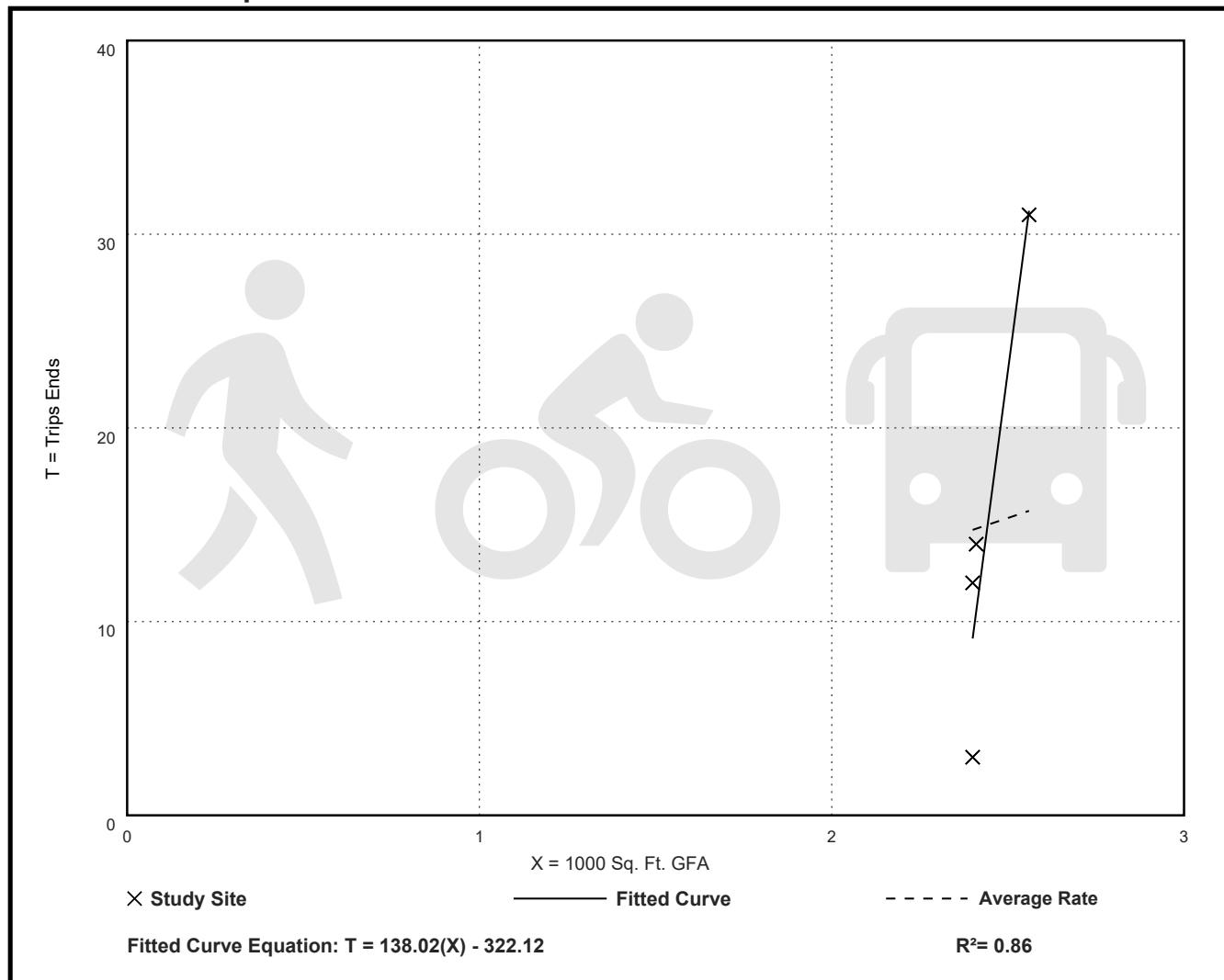
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.14	1.25 - 12.11	4.55

Data Plot and Equation



Convenience Store (851)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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: 3

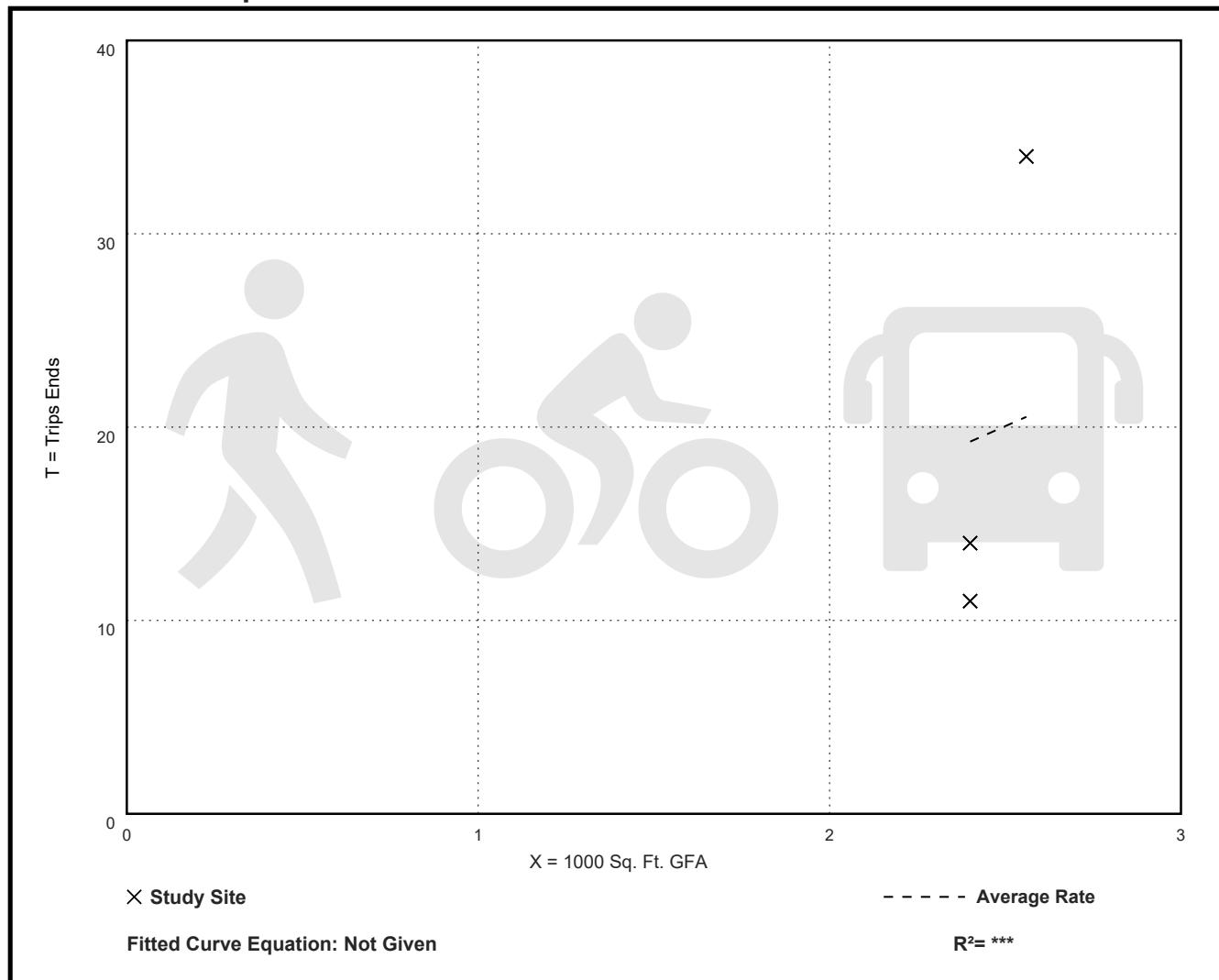
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.02	4.58 - 13.28	4.75

Data Plot and Equation



Convenience Store (851)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 2

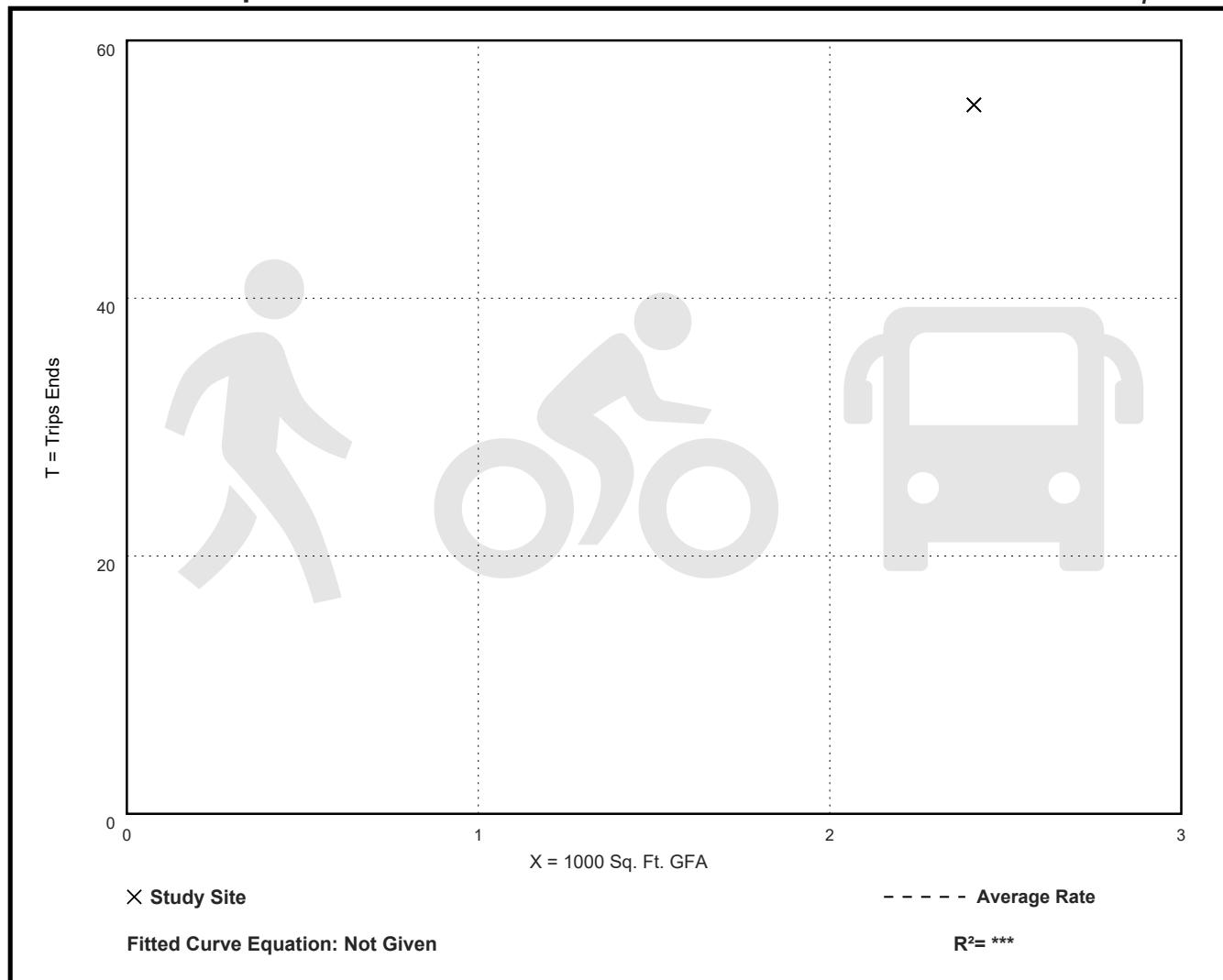
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
22.82	22.82 - 22.82	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

Walk+Bike+Transit Trip Ends vs: Employees

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 Employees: 2

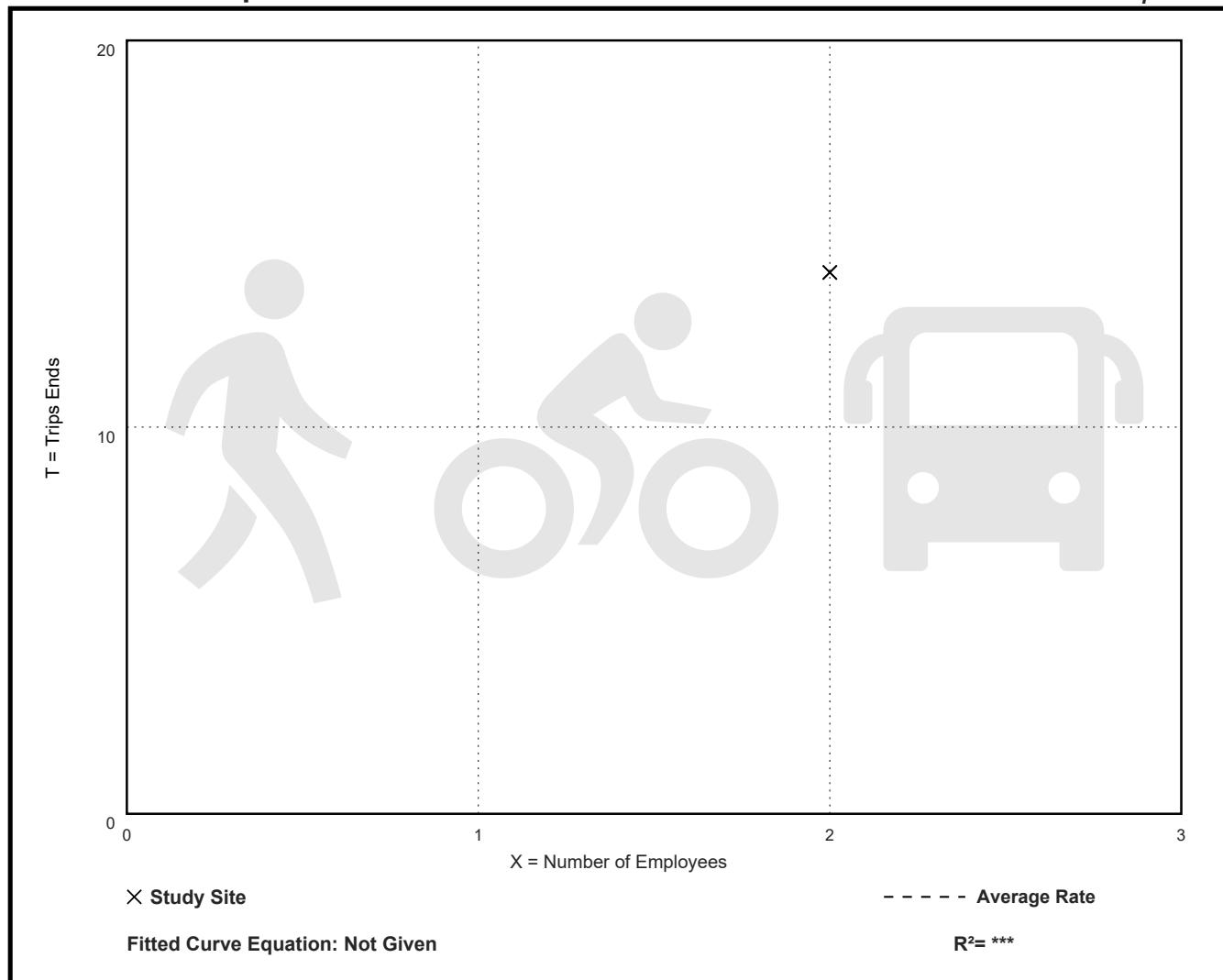
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
7.00	7.00 - 7.00	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

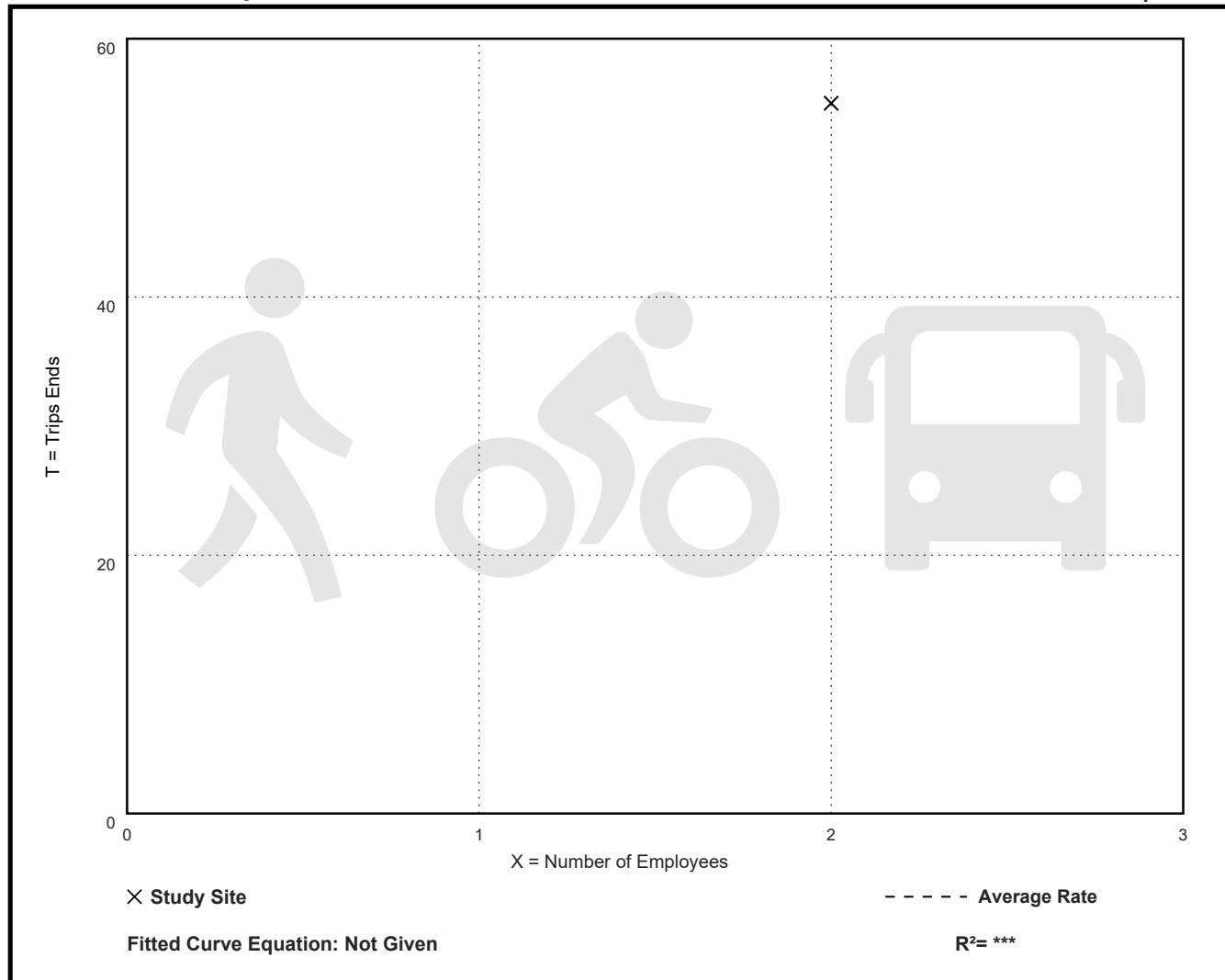
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 2
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
27.50	27.50 - 27.50	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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: 4

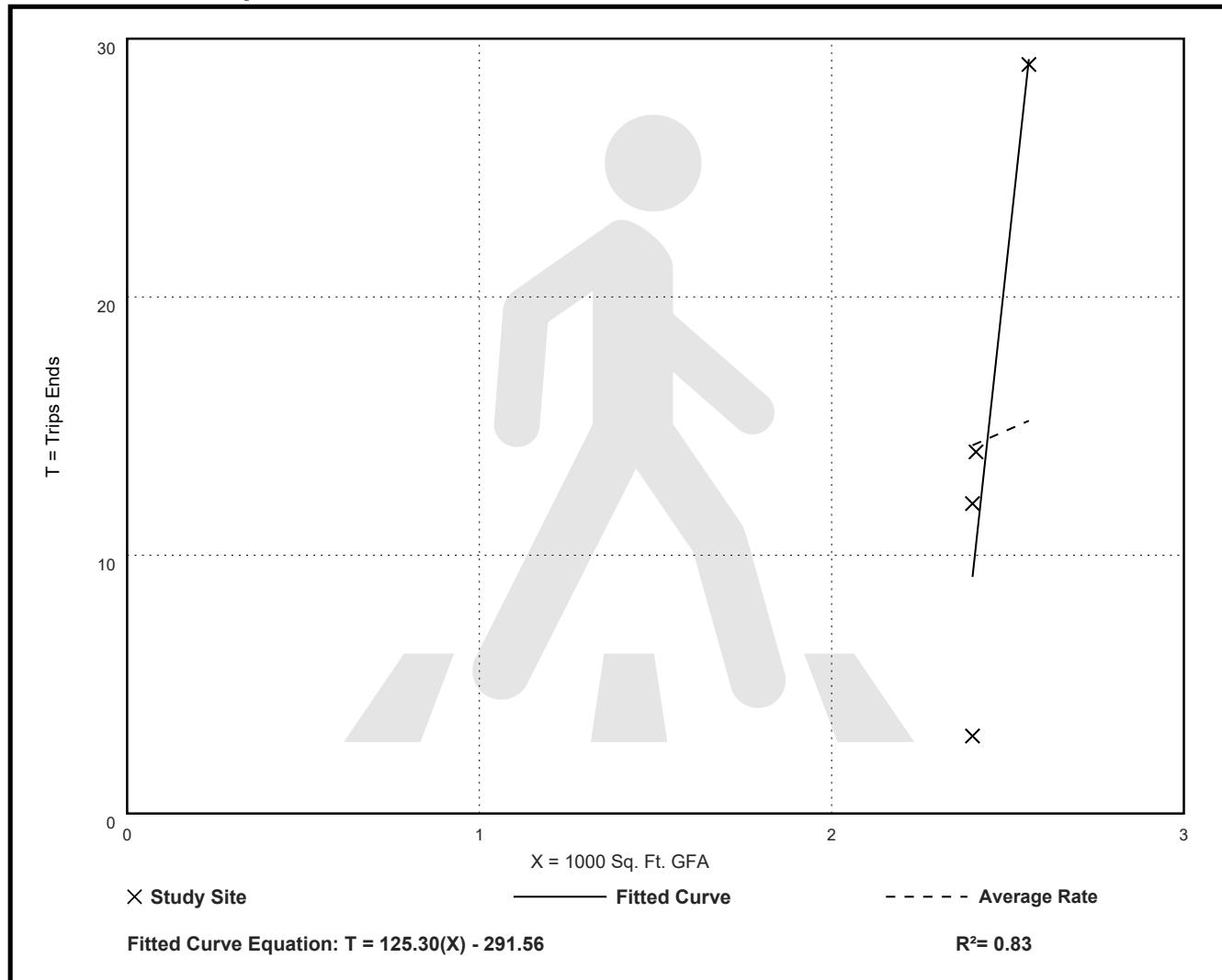
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.94	1.25 - 11.33	4.20

Data Plot and Equation



Convenience Store (851)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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: 3

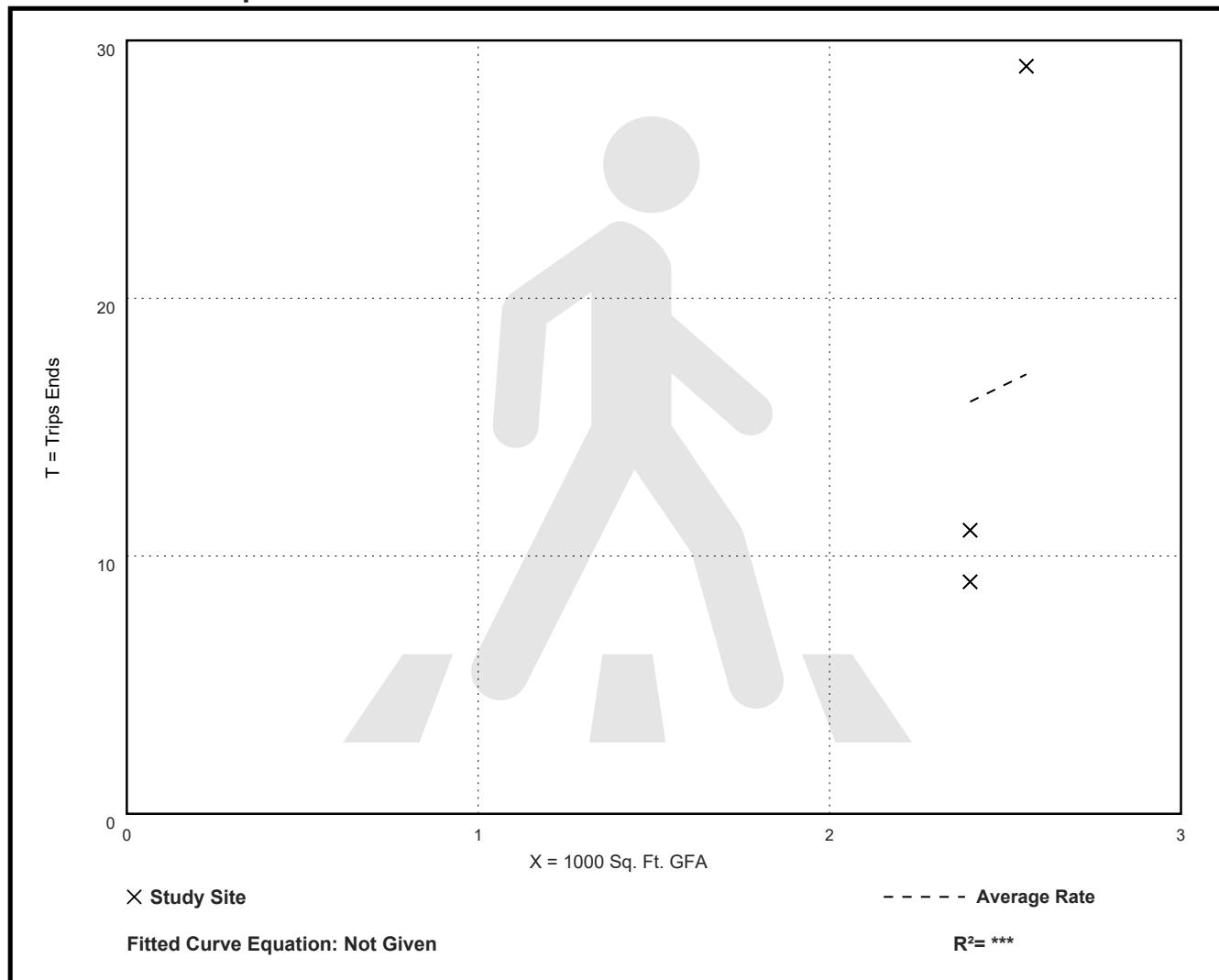
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.66	3.75 - 11.33	4.20

Data Plot and Equation



Convenience Store (851)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 2

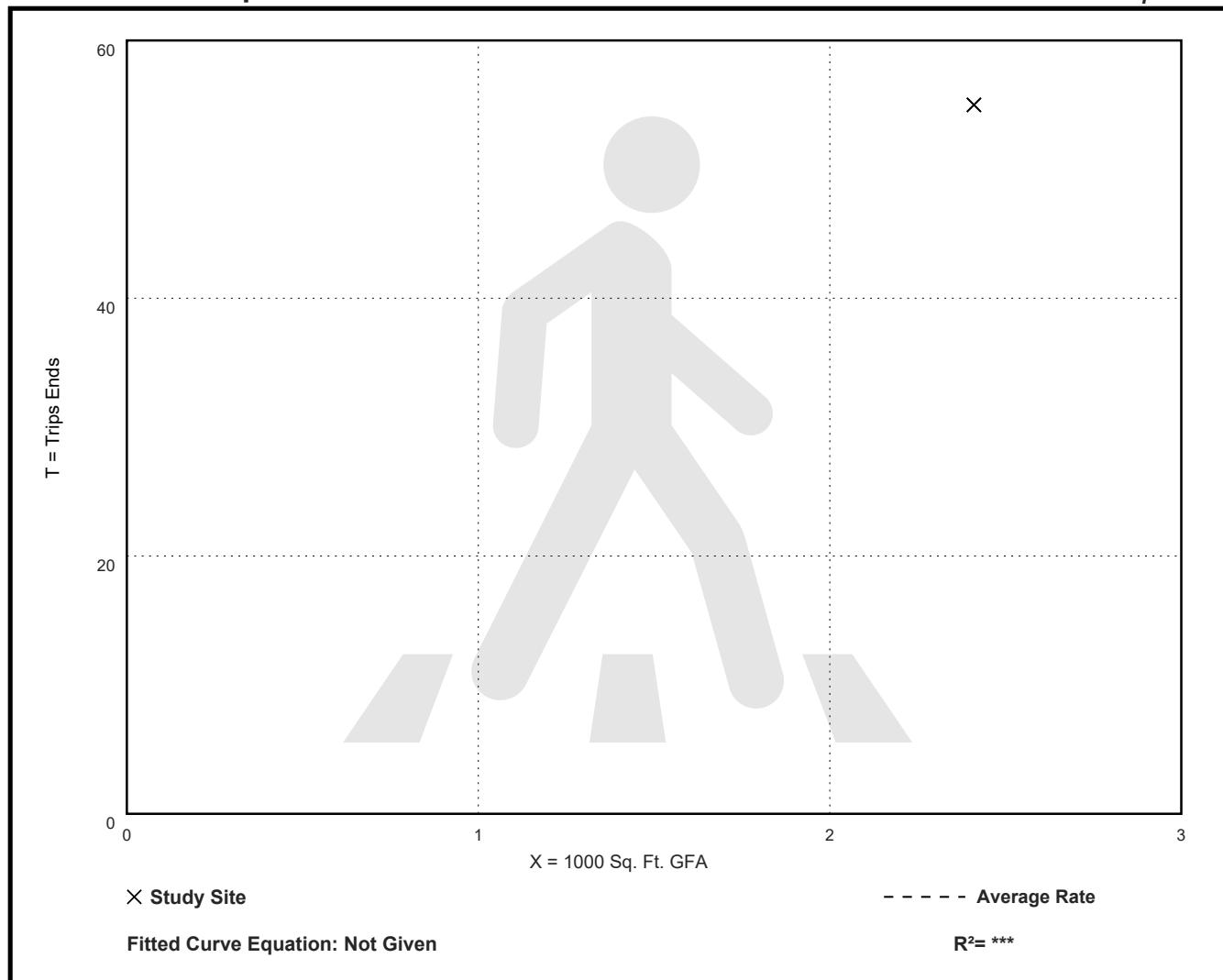
Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
22.82	22.82 - 22.82	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

Walk Trip Ends vs: Employees

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 Employees: 2

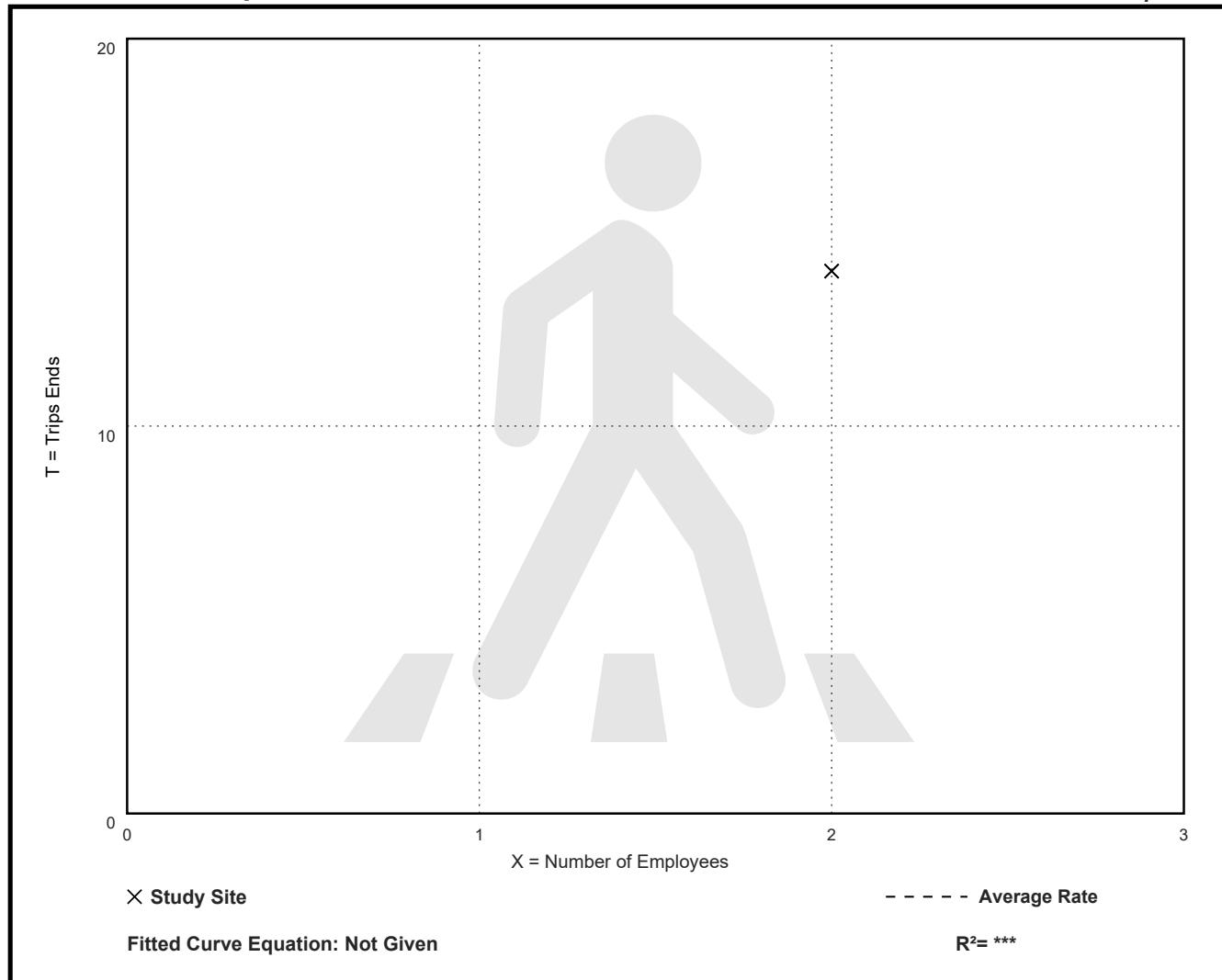
Directional Distribution: Not Available

Walk Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
7.00	7.00 - 7.00	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store (851)

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

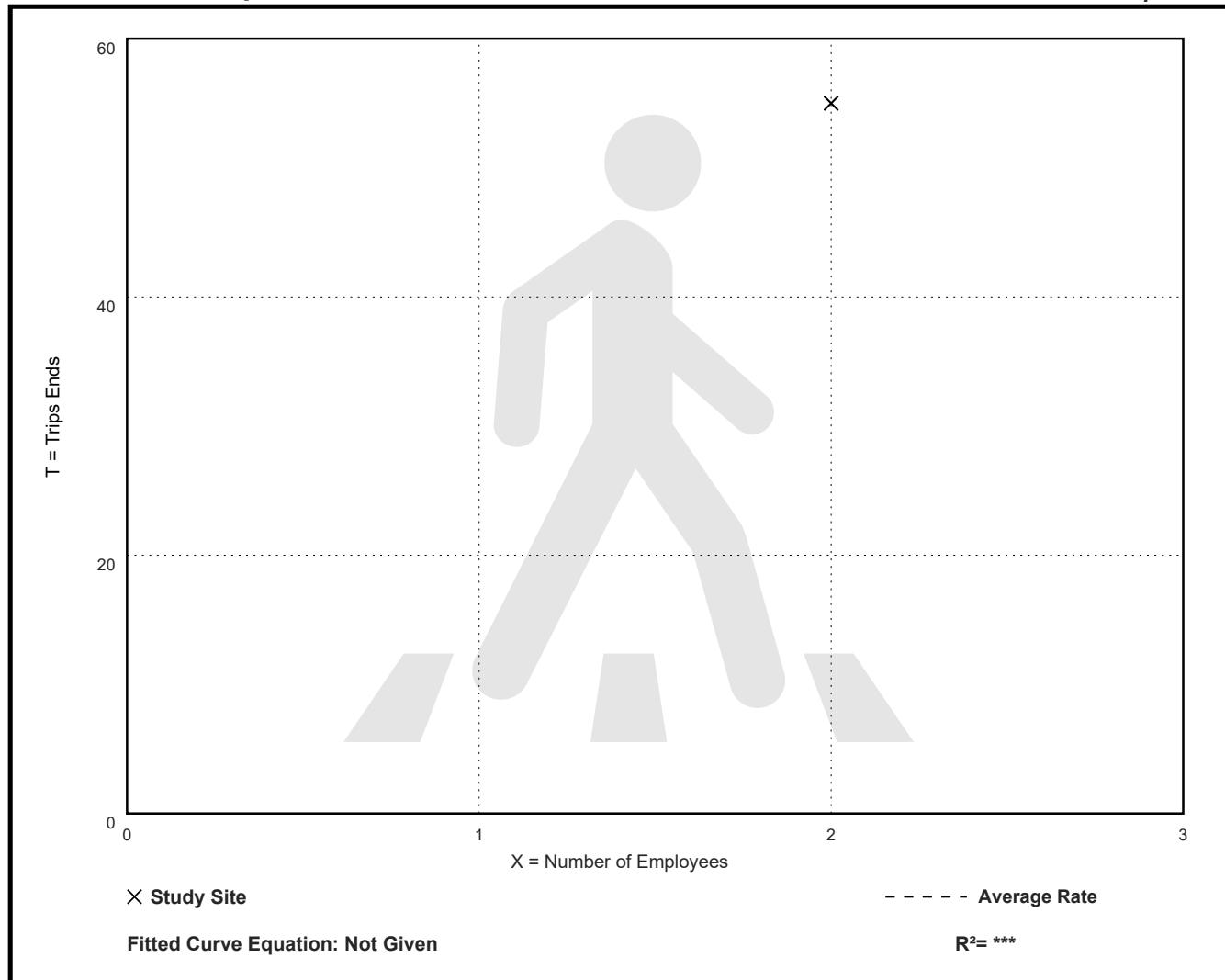
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 2
Directional Distribution: Not Available

Walk Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
27.50	27.50 - 27.50	***

Data Plot and Equation

Caution – Small Sample Size



Discount Club (857)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 114

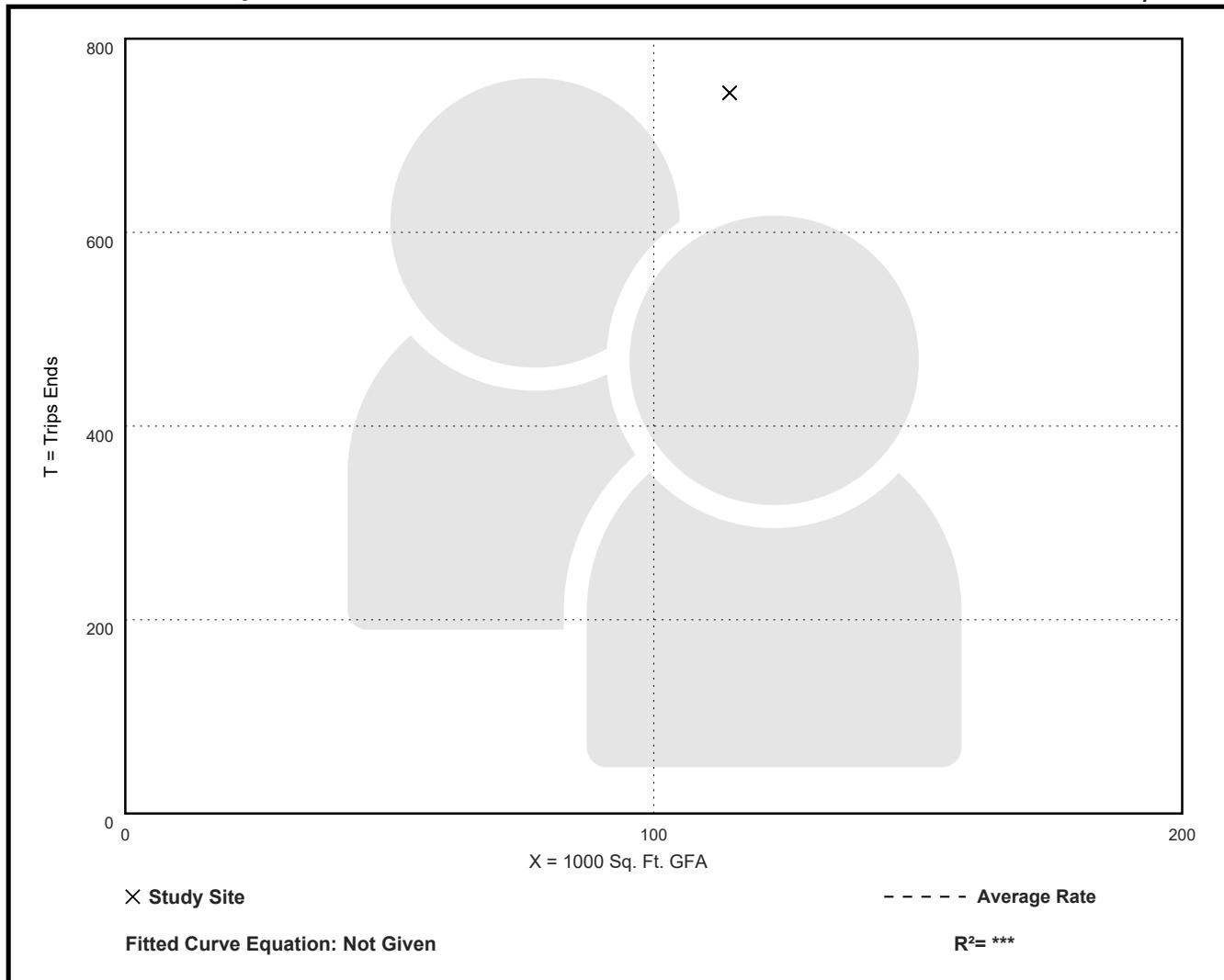
Directional Distribution: 48% entering, 52% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.51	6.51 - 6.51	***

Data Plot and Equation

Caution – Small Sample Size



Discount Club (857)

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

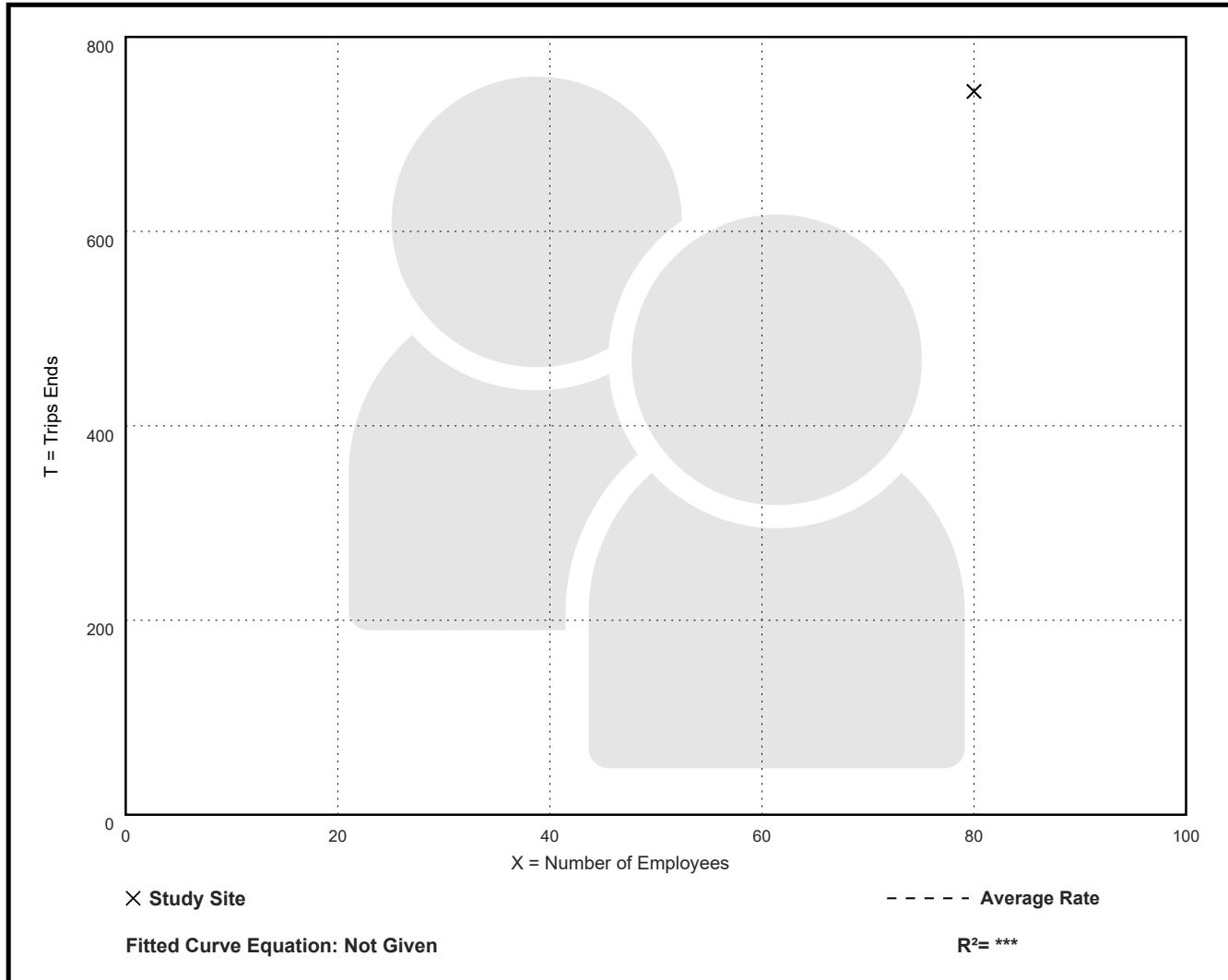
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 80
Directional Distribution: 48% entering, 52% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
9.30	9.30 - 9.30	***

Data Plot and Equation

Caution – Small Sample Size



Farmers Market (858)

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

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 2

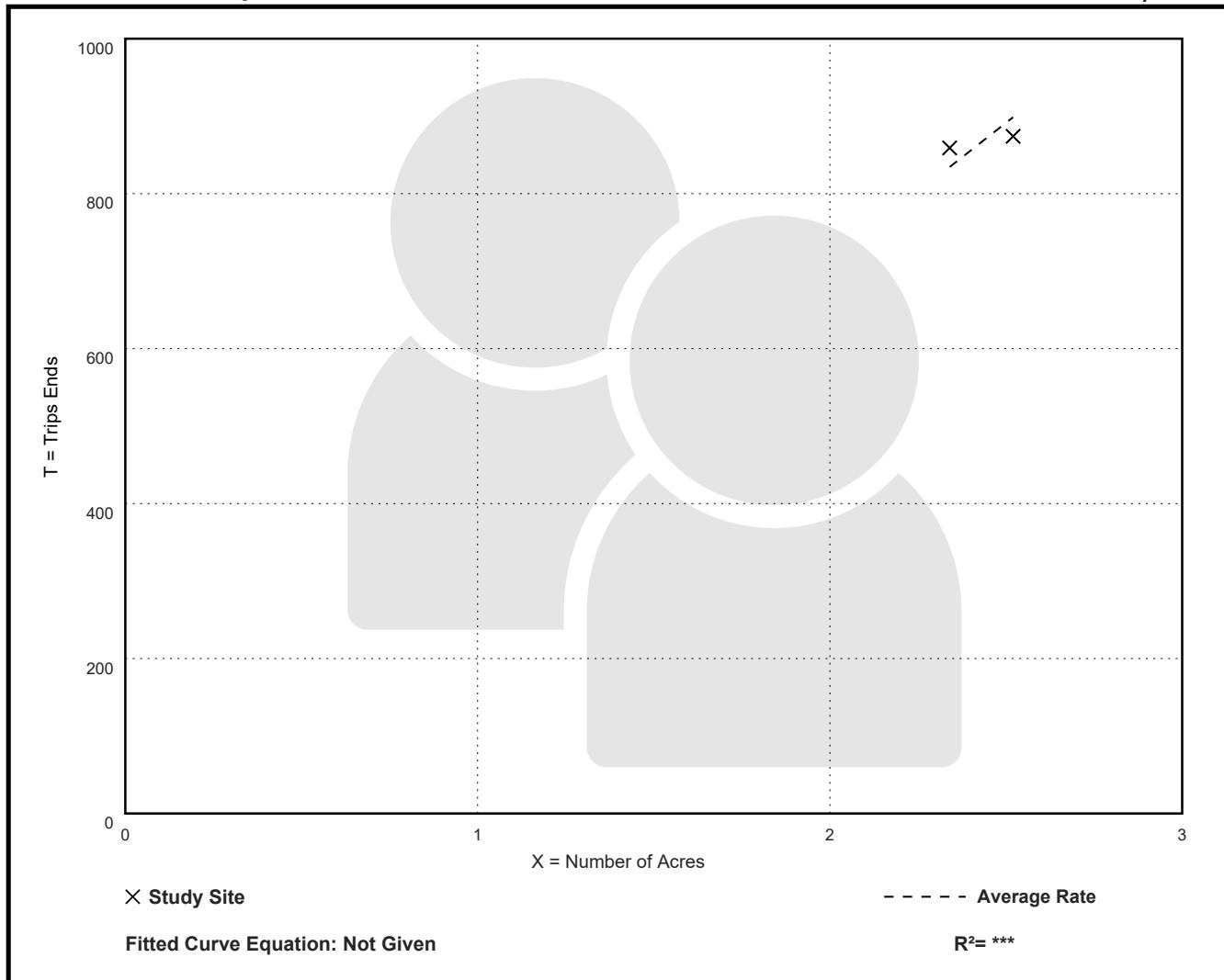
Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
356.58	346.83 - 367.09	***

Data Plot and Equation

Caution – Small Sample Size



Farmers Market (858)

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

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 2

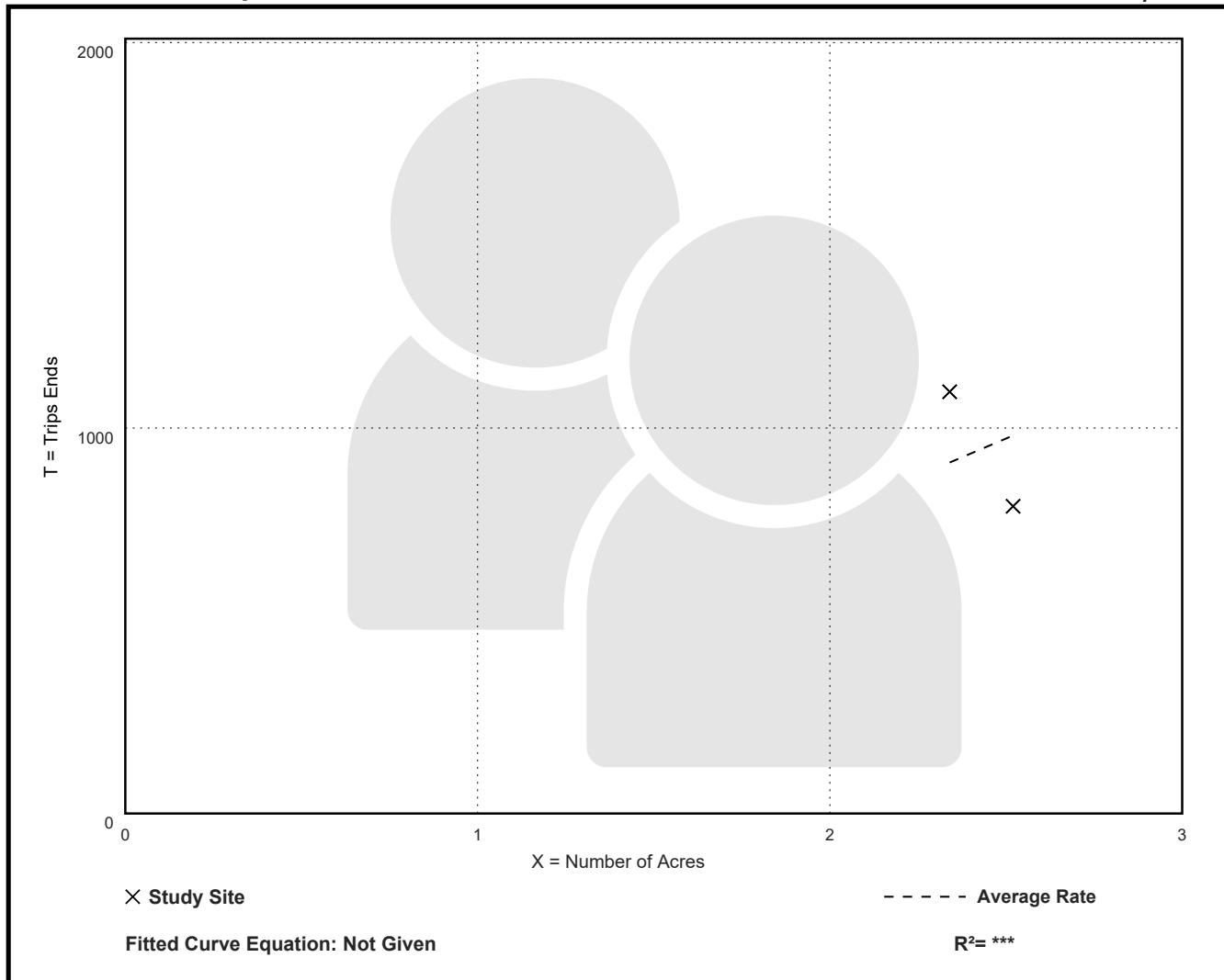
Directional Distribution: 49% entering, 51% exiting

Person Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
389.09	316.27 - 467.52	***

Data Plot and Equation

Caution – Small Sample Size



Farmers Market (858)

Walk+Bike+Transit Trip Ends vs: Acres
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 2

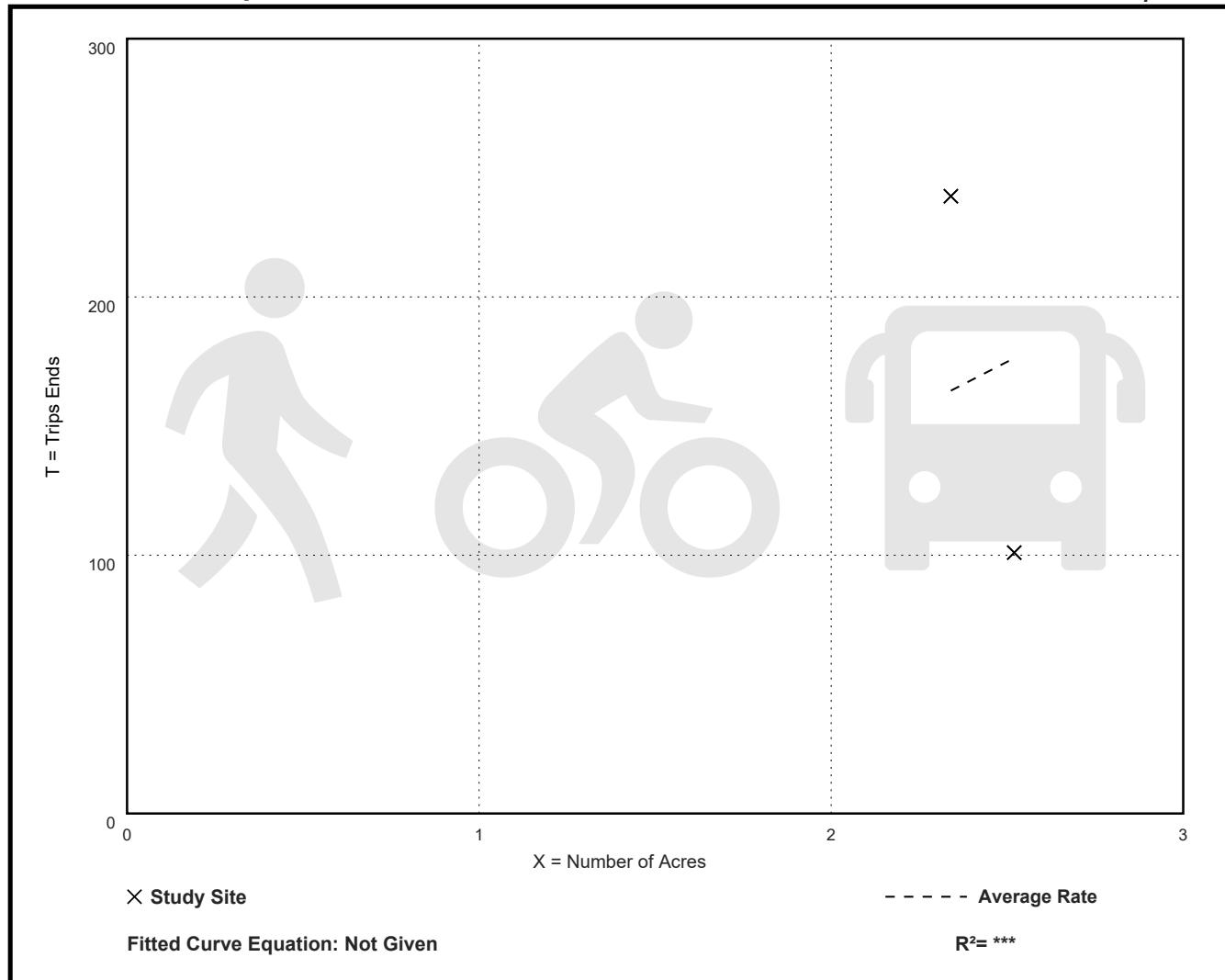
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
69.96	40.08 - 102.14	***

Data Plot and Equation

Caution – Small Sample Size



Farmers Market (858)

Walk+Bike+Transit Trip Ends vs: Acres
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 2

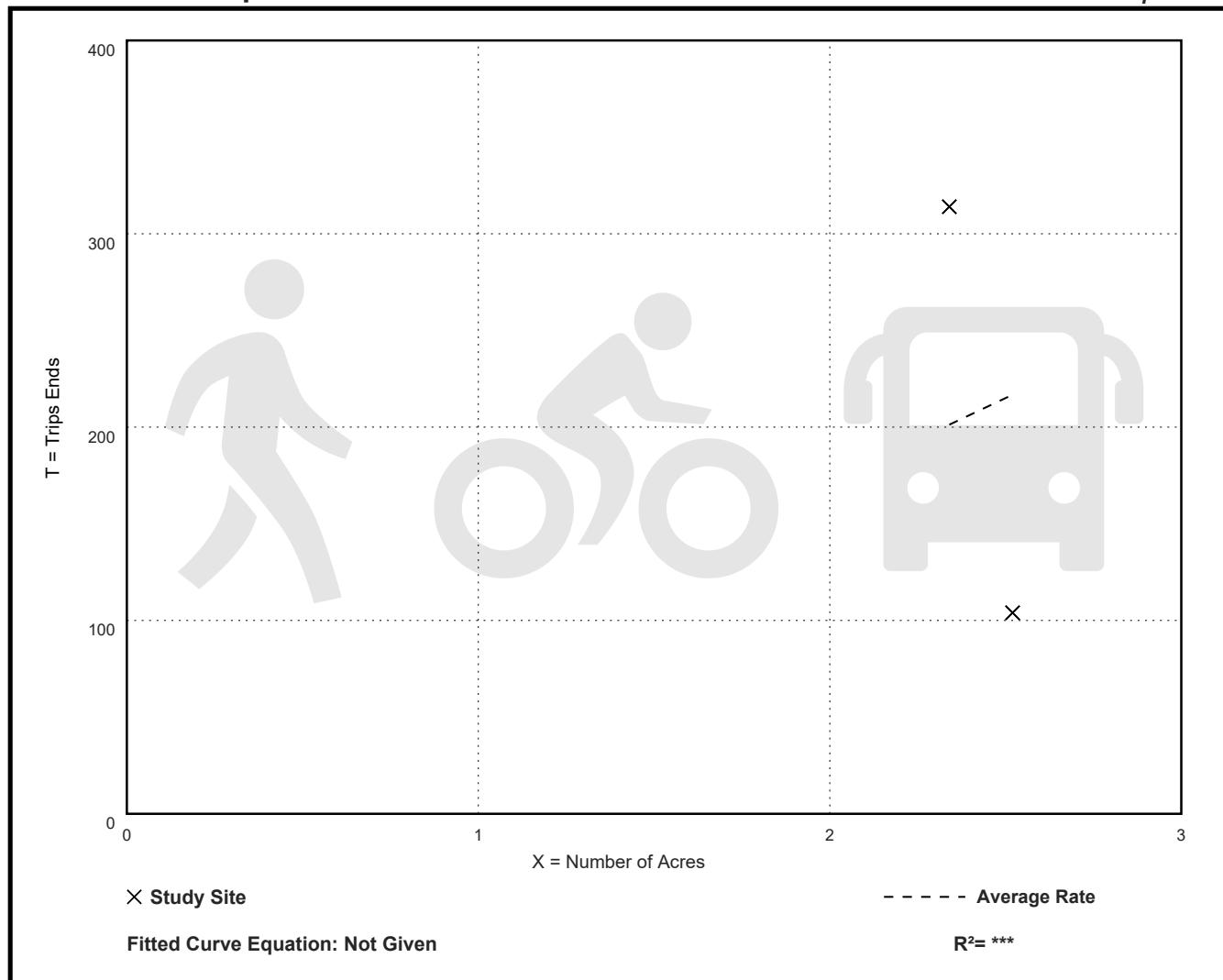
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
86.01	41.27 - 134.19	***

Data Plot and Equation

Caution – Small Sample Size



Farmers Market (858)

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

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 2

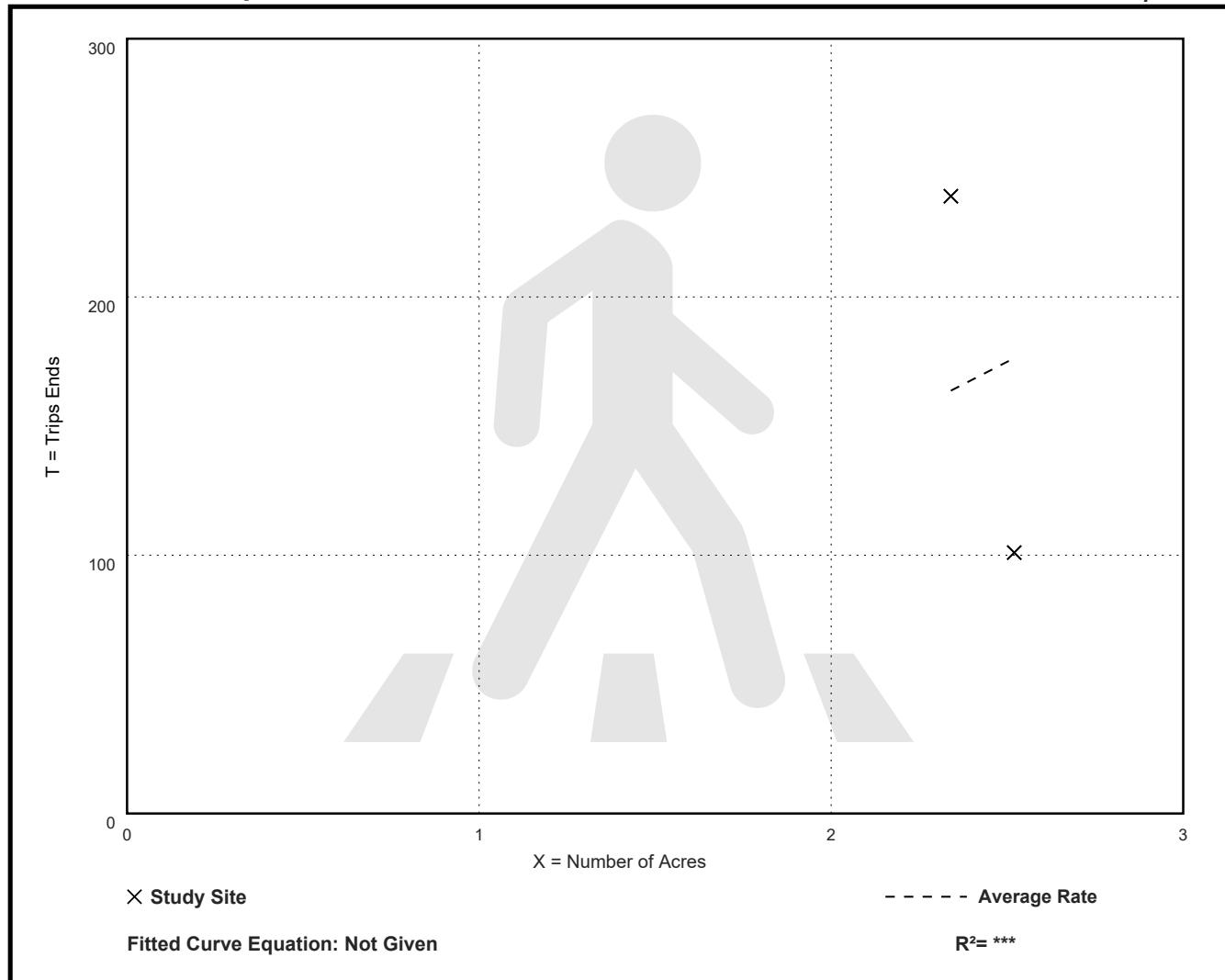
Directional Distribution: Not Available

Walk Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
69.96	40.08 - 102.14	***

Data Plot and Equation

Caution – Small Sample Size



Farmers Market (858)

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

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 2

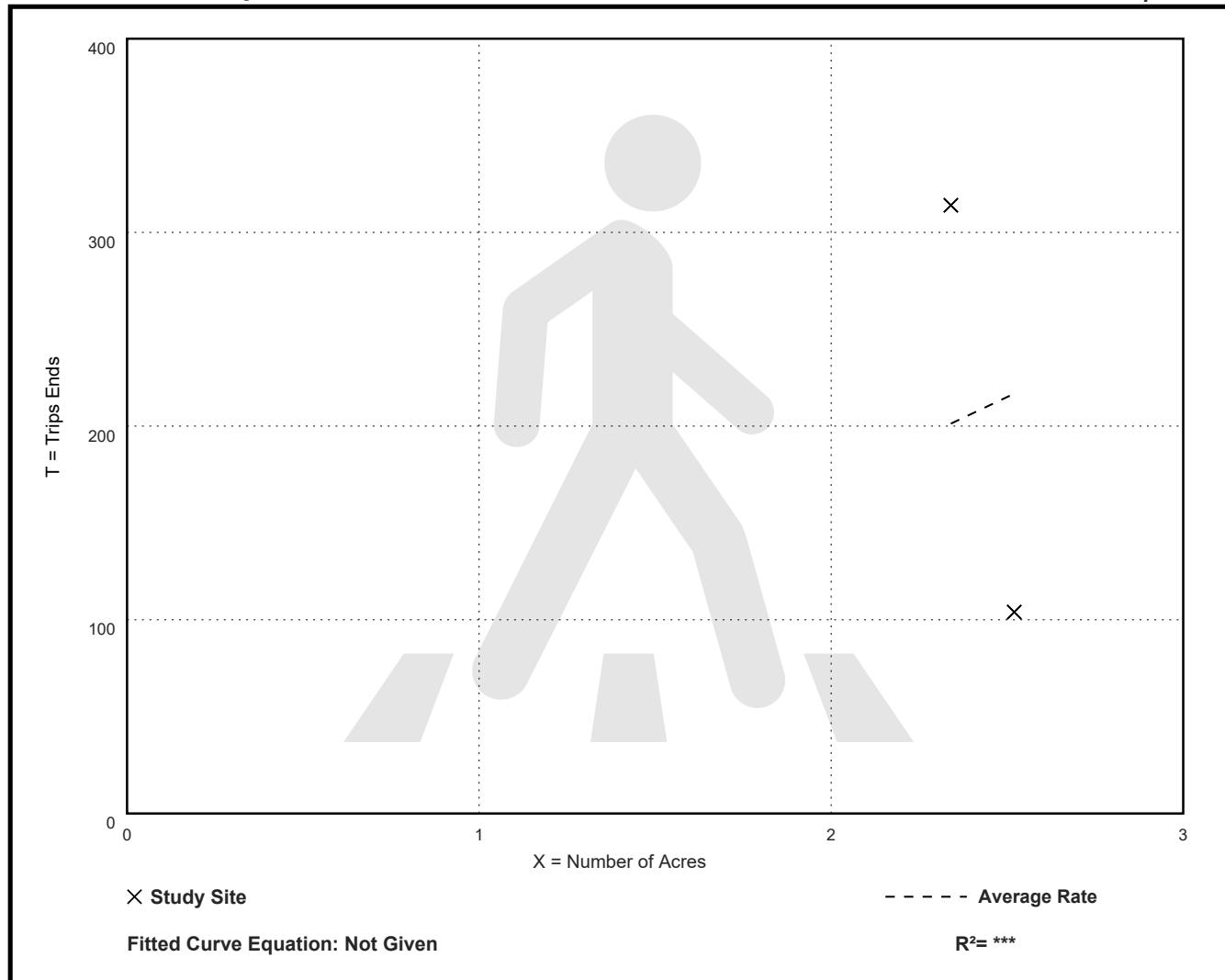
Directional Distribution: Not Available

Walk Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
86.01	41.27 - 134.19	***

Data Plot and Equation

Caution – Small Sample Size



Sporting Goods Superstore (861)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

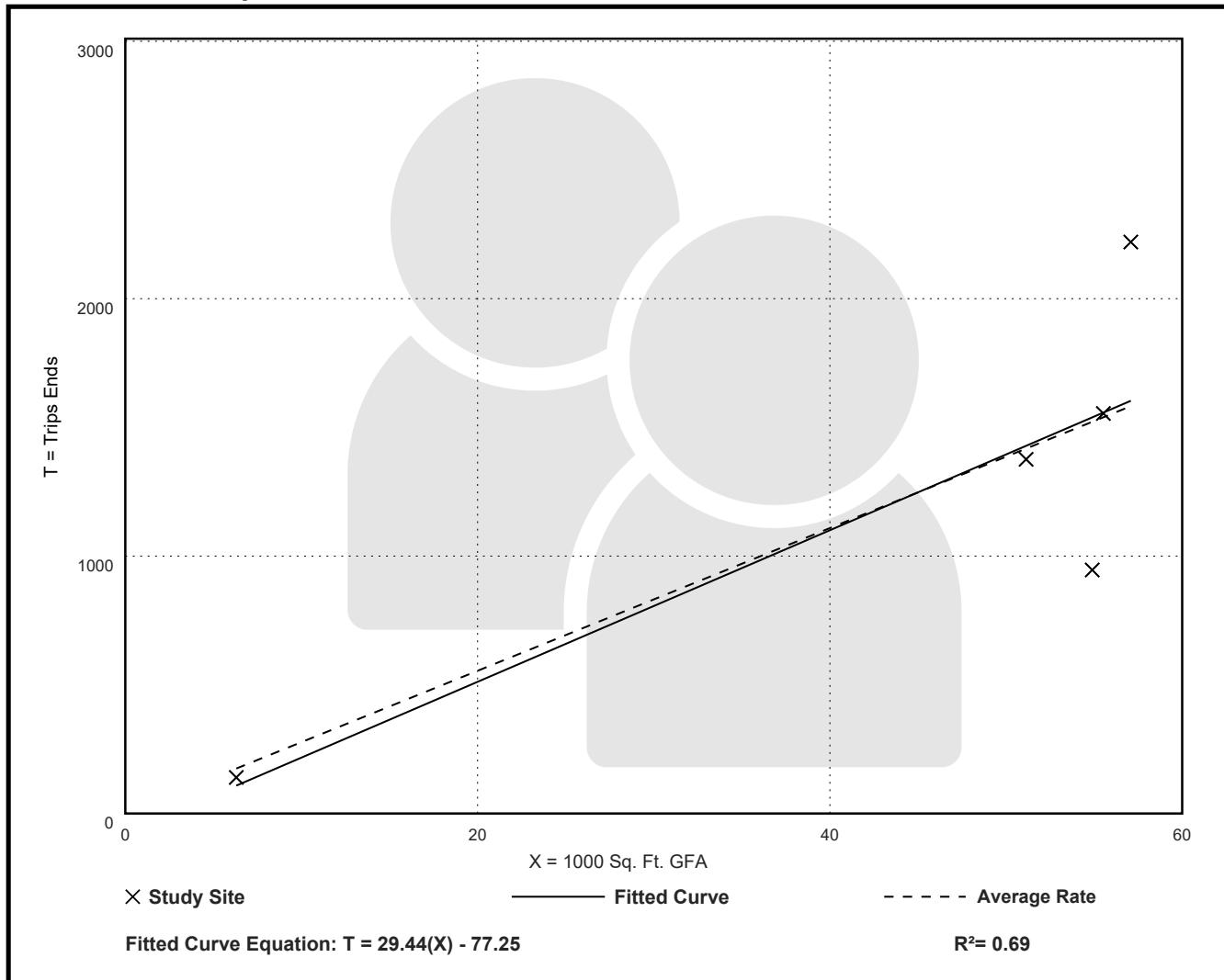
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.72	17.23 - 38.89	8.63

Data Plot and Equation



Sporting Goods Superstore (861)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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

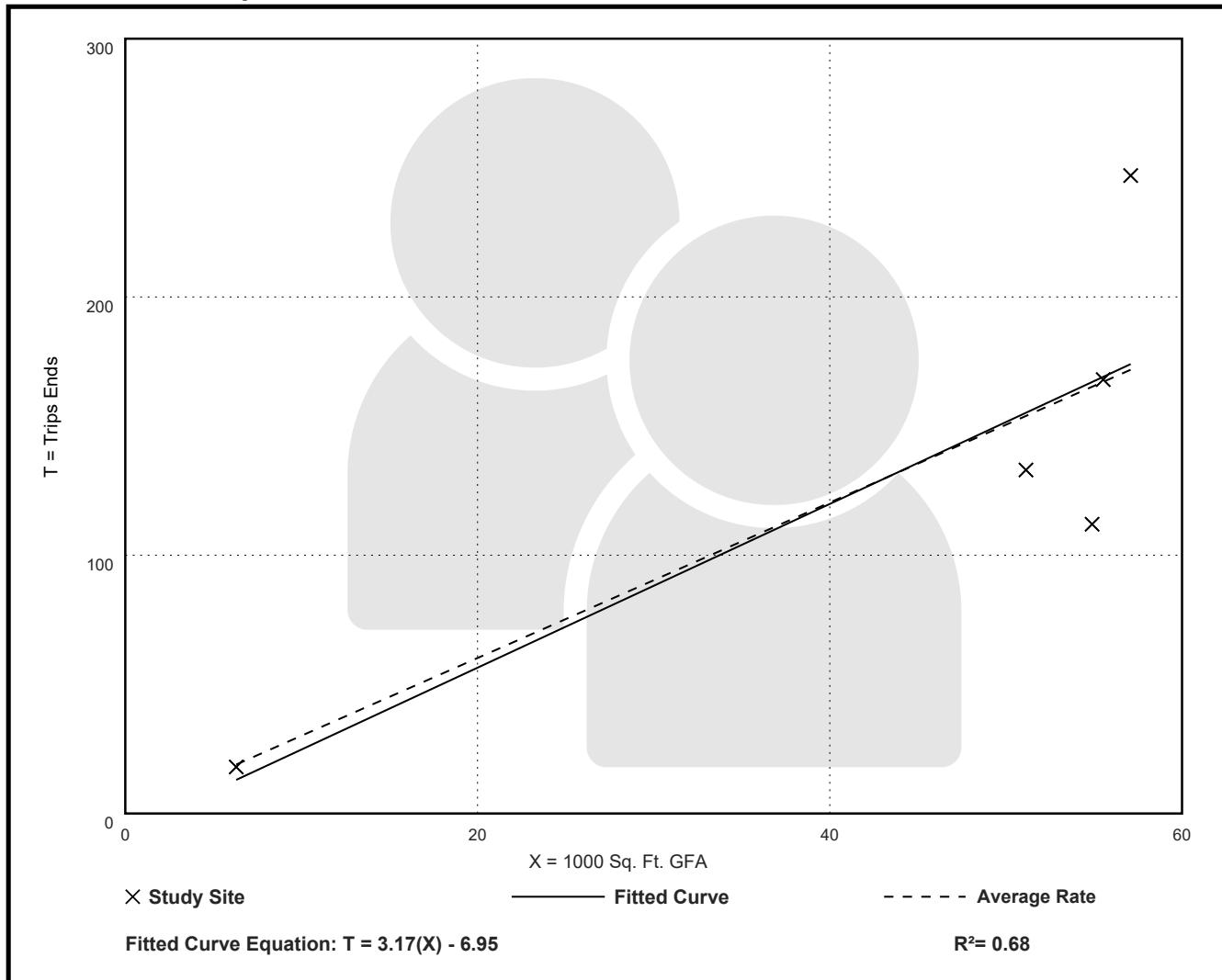
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.01	2.04 - 4.33	0.94

Data Plot and Equation



Sporting Goods Superstore (861)

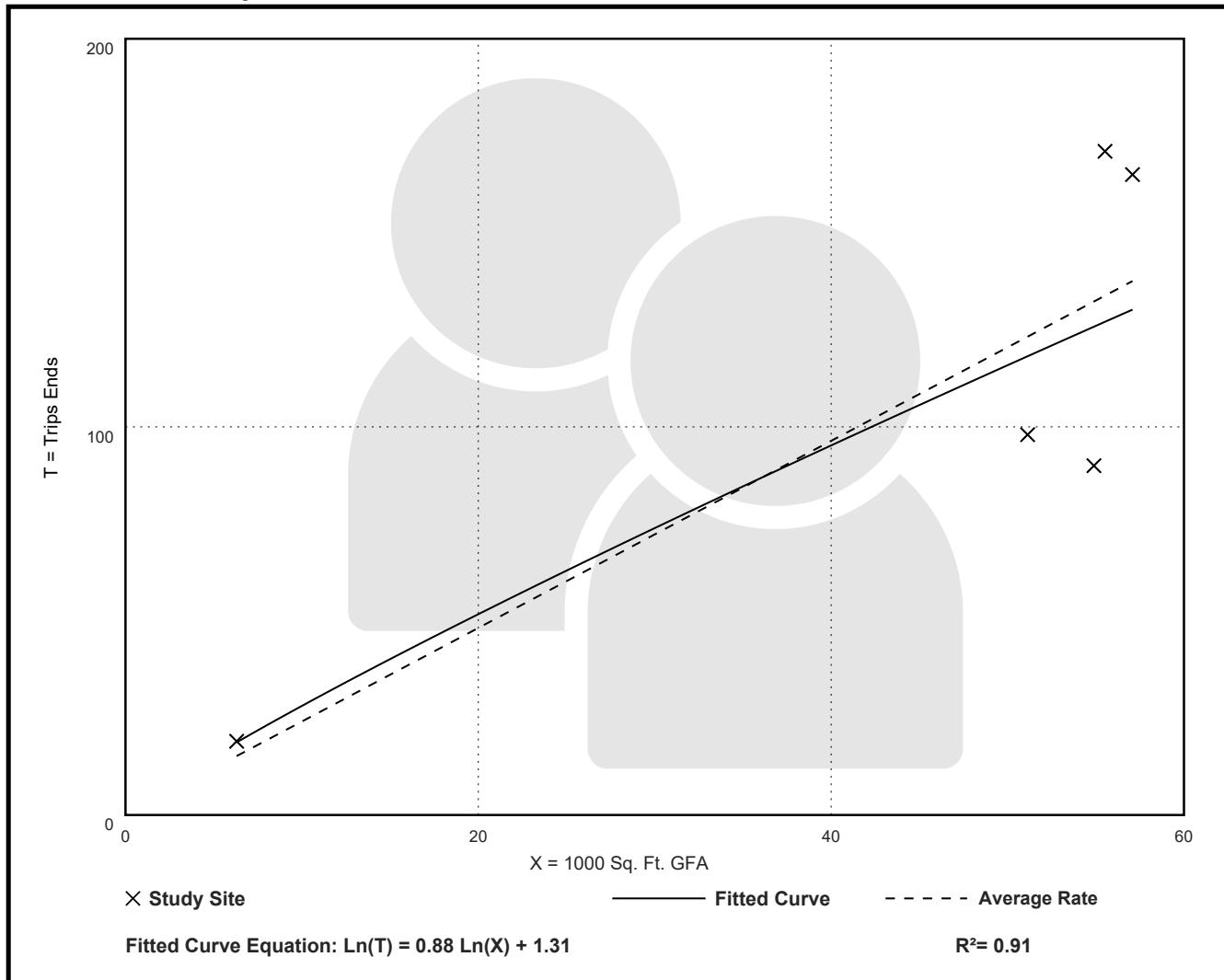
Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 45
Directional Distribution: 54% entering, 46% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.41	1.64 - 3.08	0.69

Data Plot and Equation



Sporting Goods Superstore (861)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

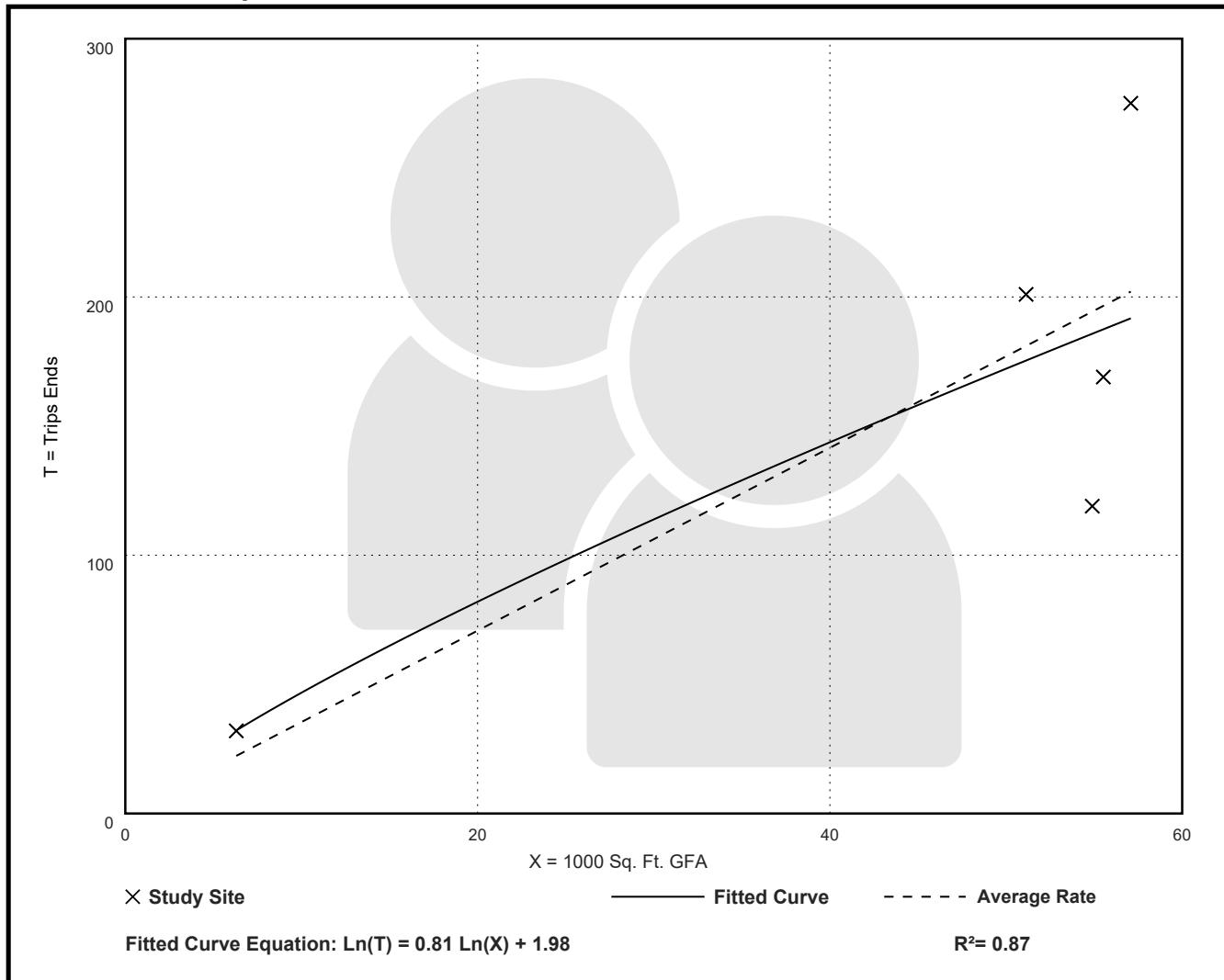
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.54	2.17 - 5.08	1.14

Data Plot and Equation



Sporting Goods Superstore (861)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

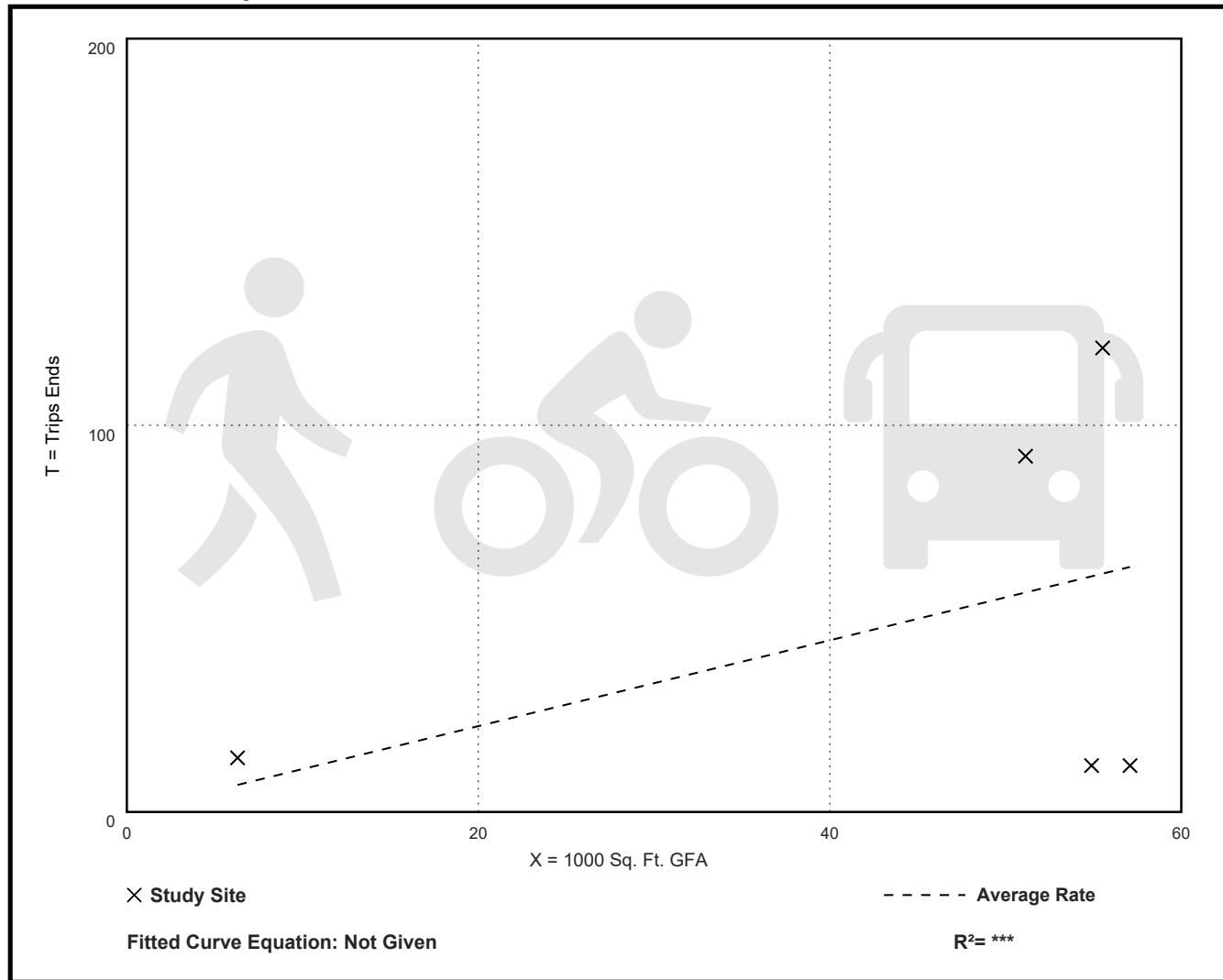
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.11	0.21 - 2.22	1.01

Data Plot and Equation



Sporting Goods Superstore (861)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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

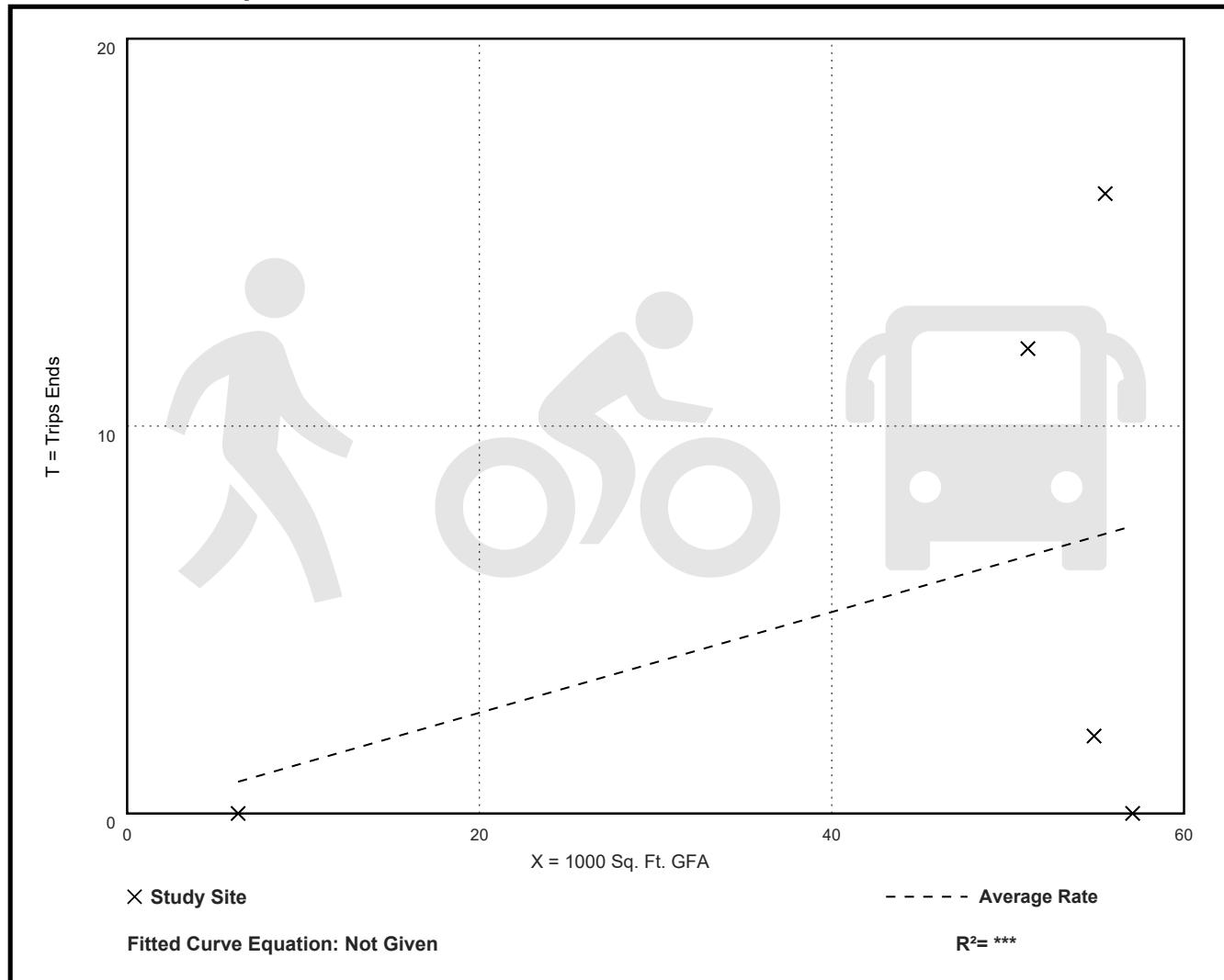
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.13	0.00 - 0.29	0.14

Data Plot and Equation



Sporting Goods Superstore (861)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

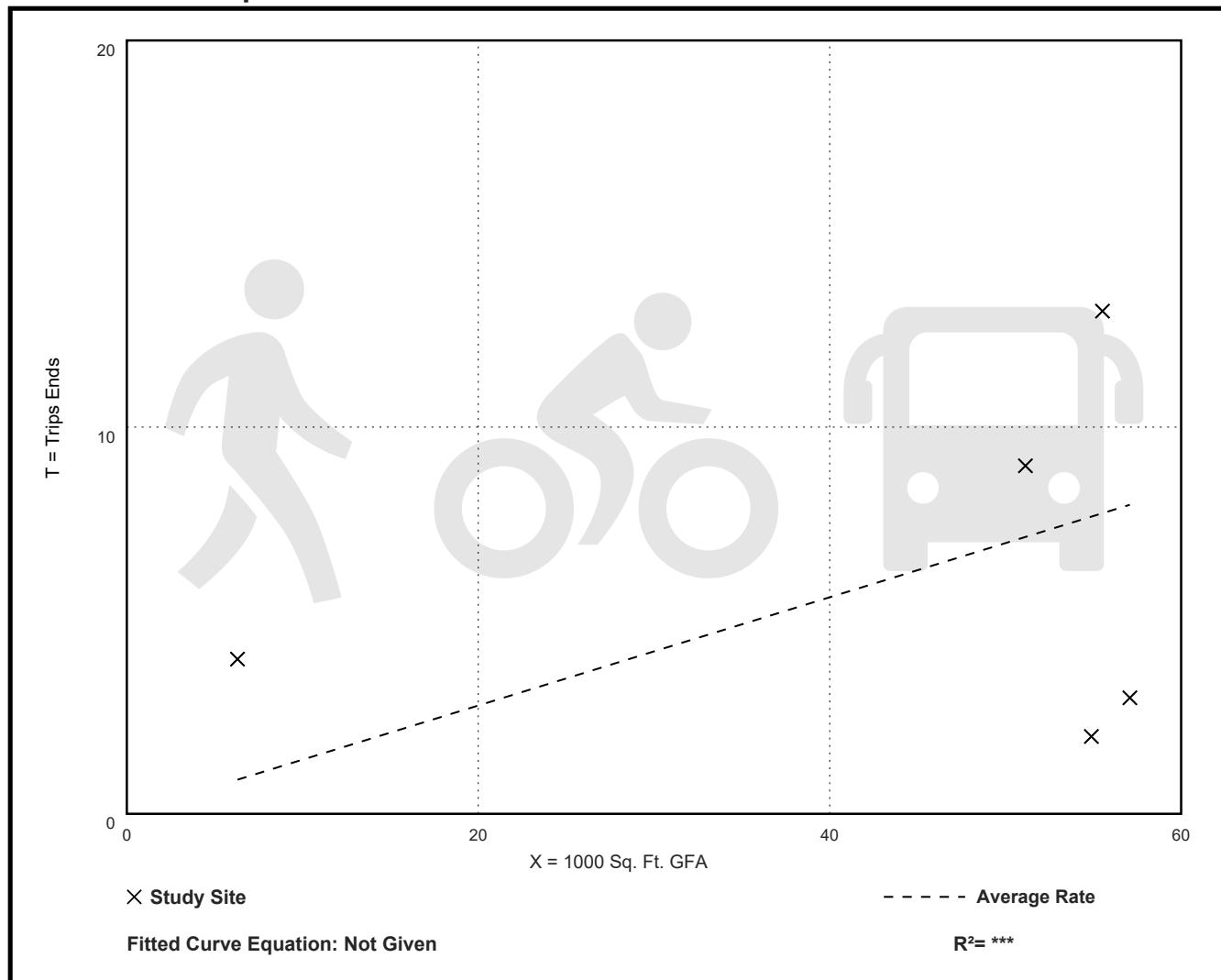
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 55% entering, 45% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.14	0.04 - 0.63	0.13

Data Plot and Equation



Sporting Goods Superstore (861)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

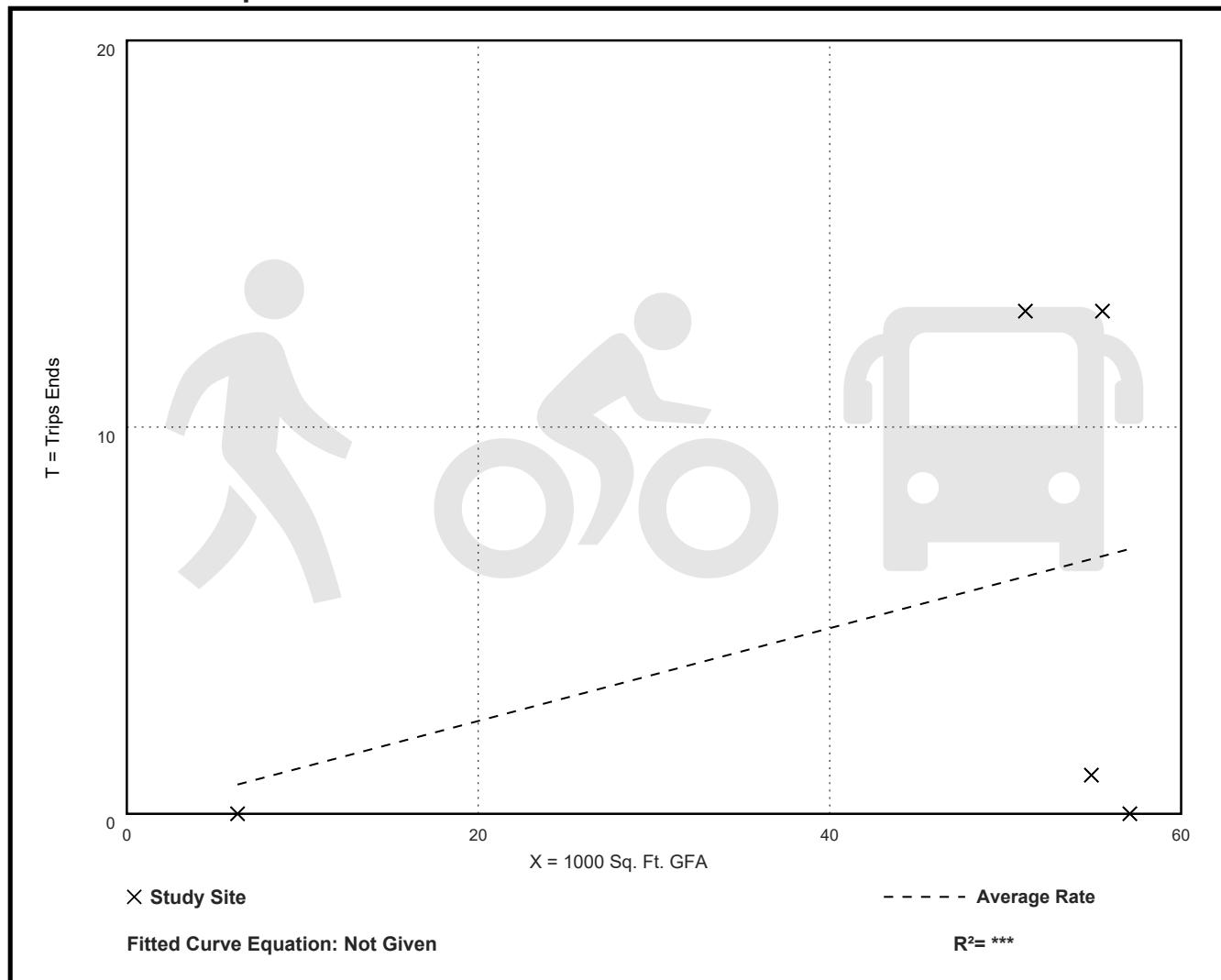
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 52% entering, 48% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.12	0.00 - 0.25	0.13

Data Plot and Equation



Sporting Goods Superstore (861)

Walk Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

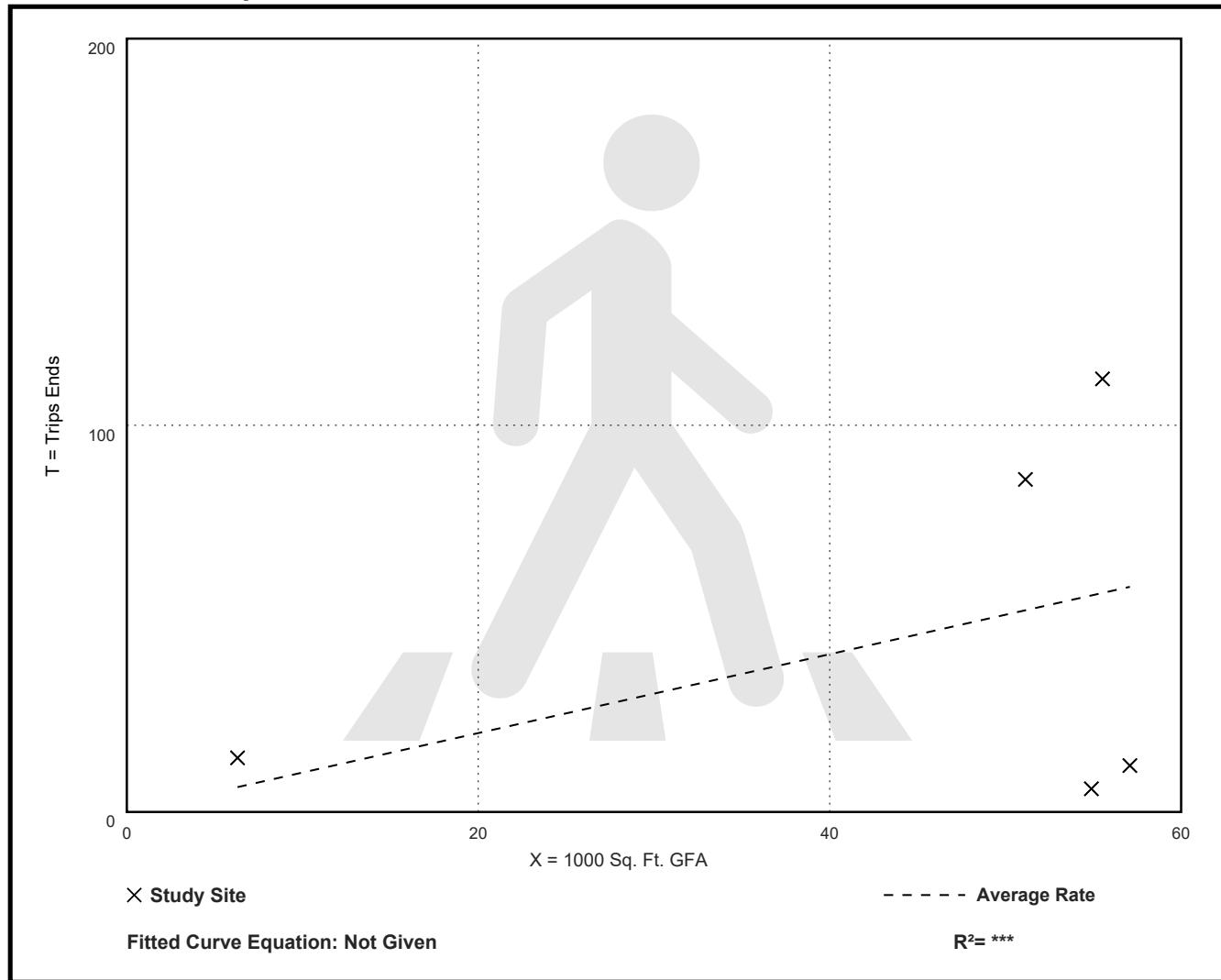
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.02	0.11 - 2.22	0.97

Data Plot and Equation



Sporting Goods Superstore (861)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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. 1000 Sq. Ft. GFA: 87

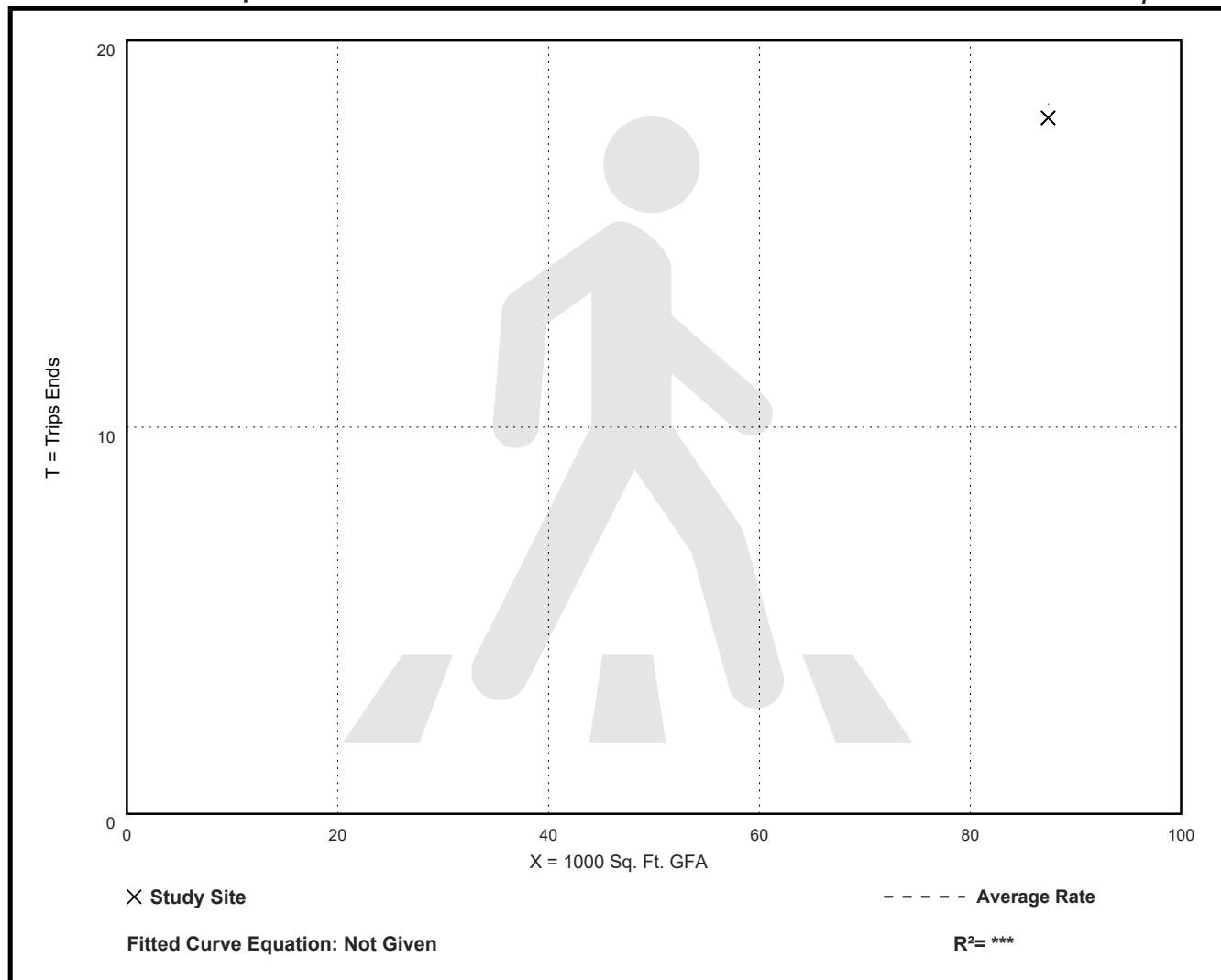
Directional Distribution: 72% entering, 28% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation

Caution – Small Sample Size



Sporting Goods Superstore (861)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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

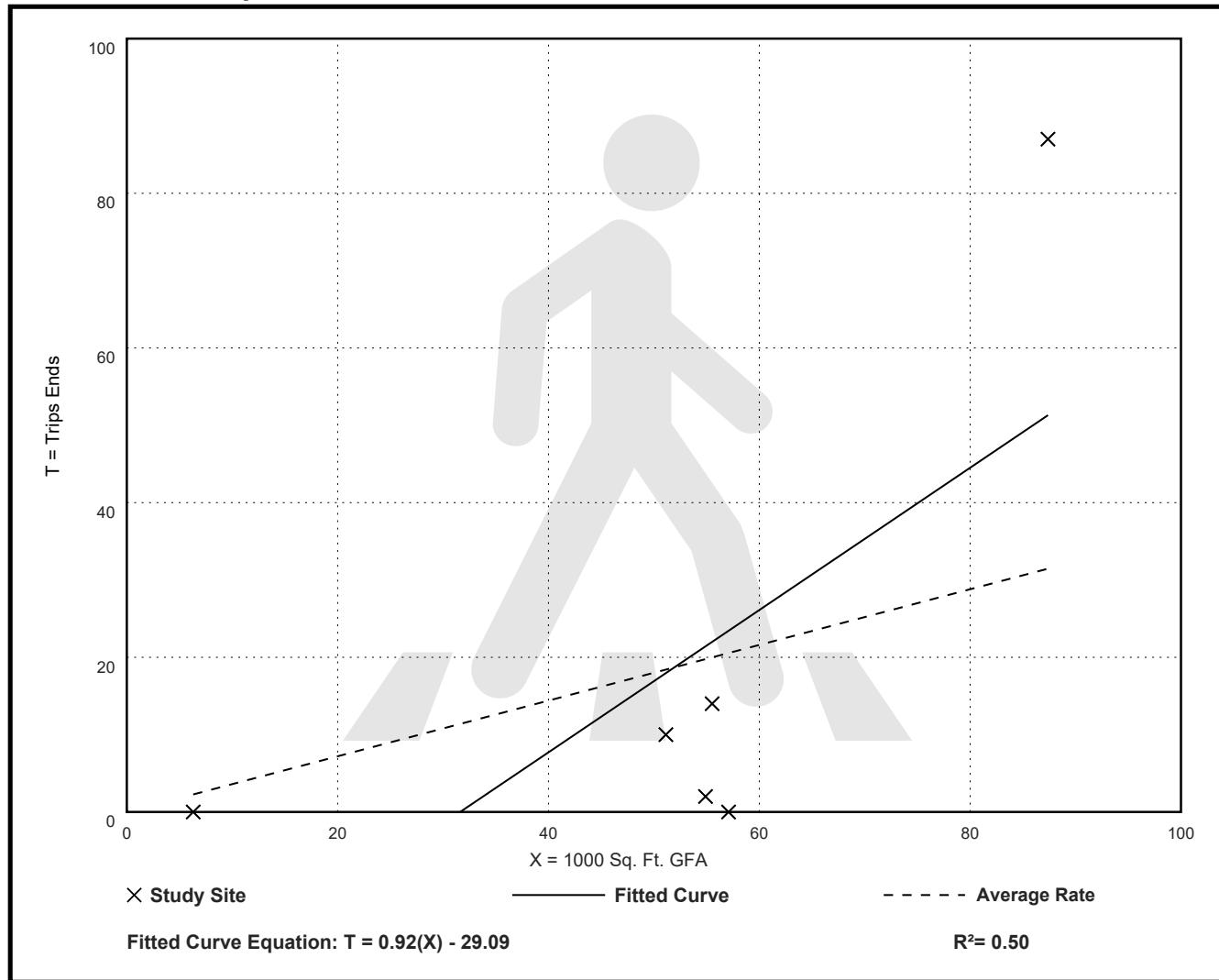
Avg. 1000 Sq. Ft. GFA: 52

Directional Distribution: 50% entering, 50% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.36	0.00 - 1.00	0.44

Data Plot and Equation



Sporting Goods Superstore (861)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

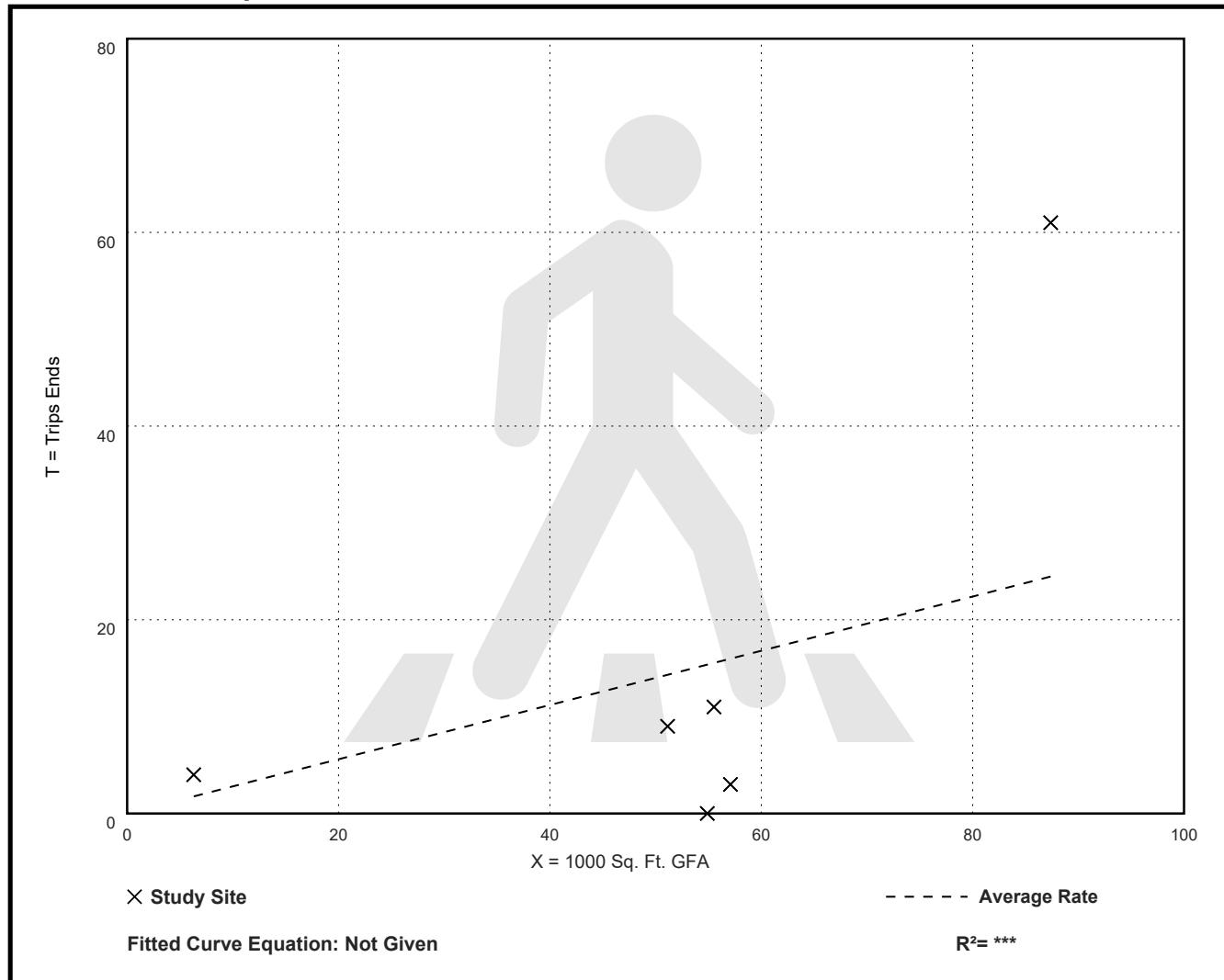
Avg. 1000 Sq. Ft. GFA: 52

Directional Distribution: 55% entering, 45% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.28	0.00 - 0.70	0.31

Data Plot and Equation



Sporting Goods Superstore (861)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

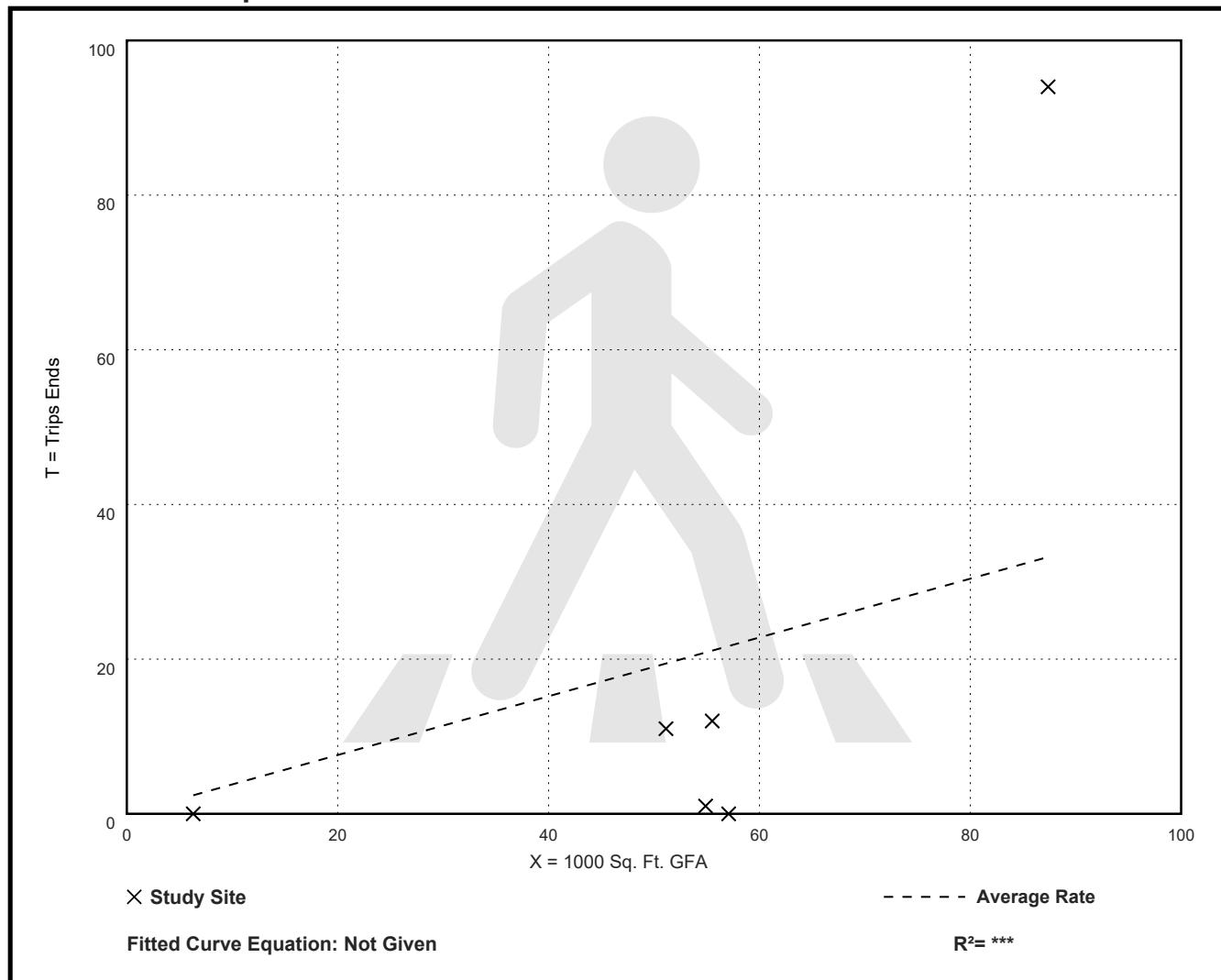
Avg. 1000 Sq. Ft. GFA: 52

Directional Distribution: 51% entering, 49% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.38	0.00 - 1.08	0.49

Data Plot and Equation



Sporting Goods Superstore (861)

Walk Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 87

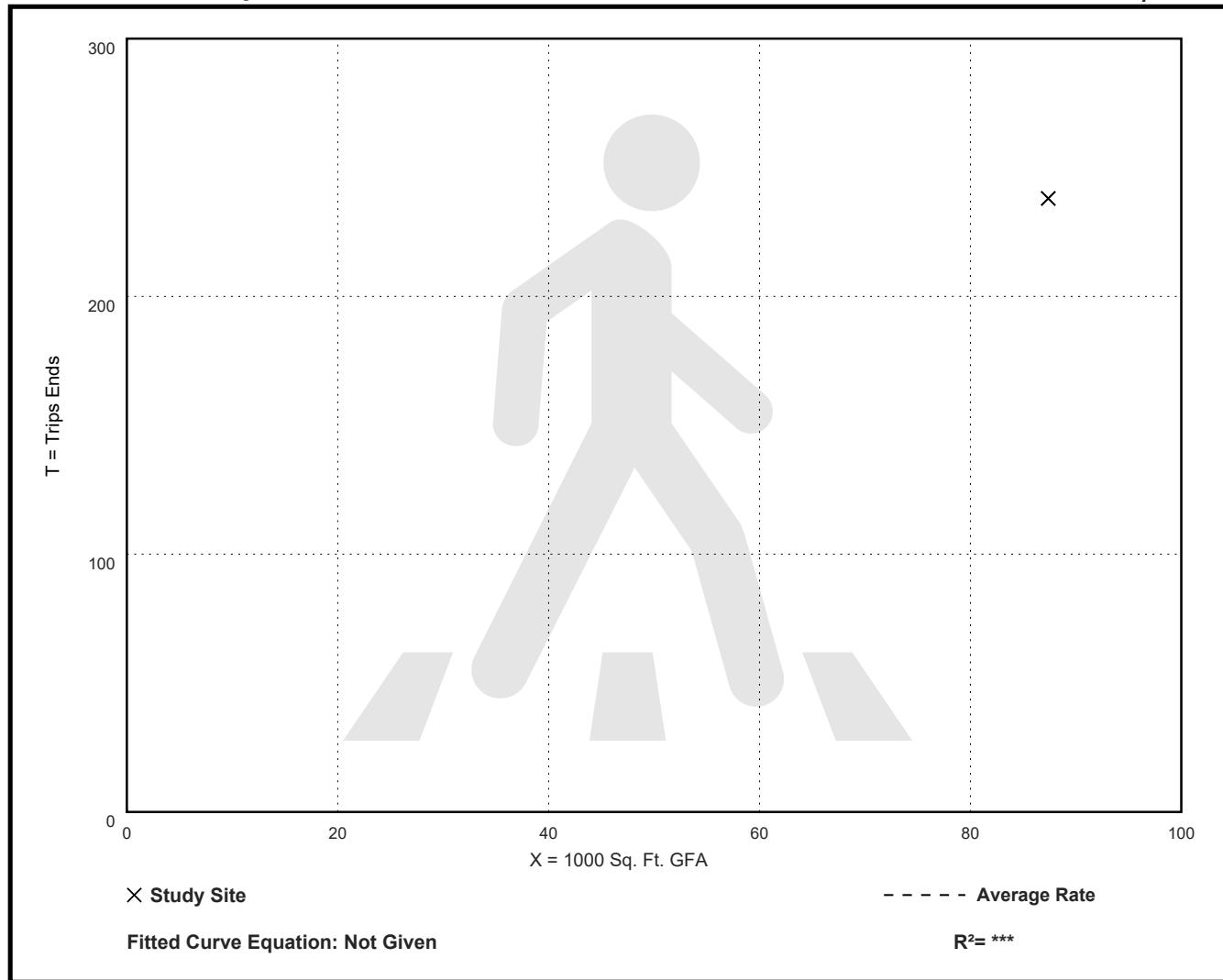
Directional Distribution: 44% entering, 56% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.72	2.72 - 2.72	***

Data Plot and Equation

Caution – Small Sample Size



Sporting Goods Superstore (861)

Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

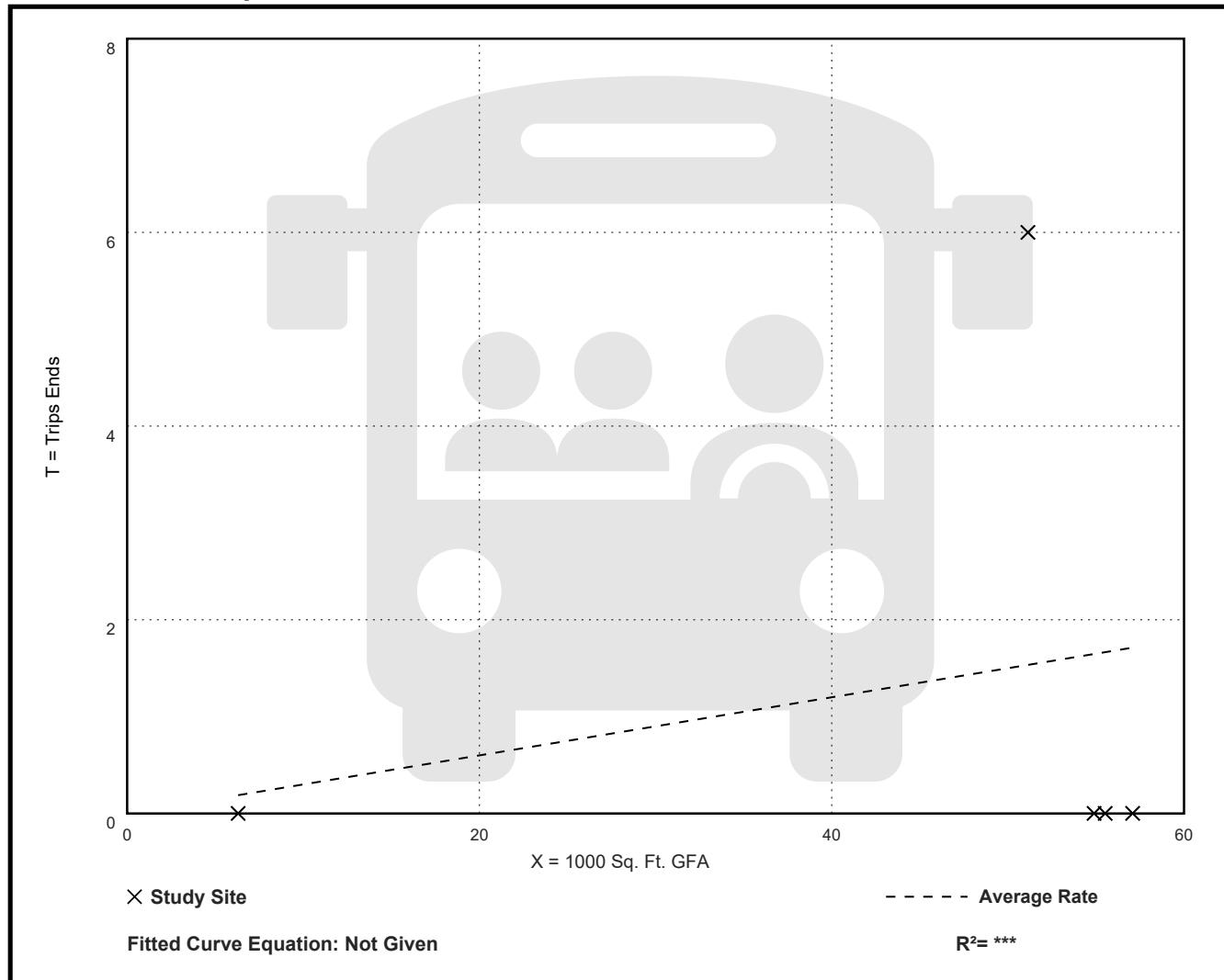
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.12	0.05

Data Plot and Equation



Sporting Goods Superstore (861)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

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

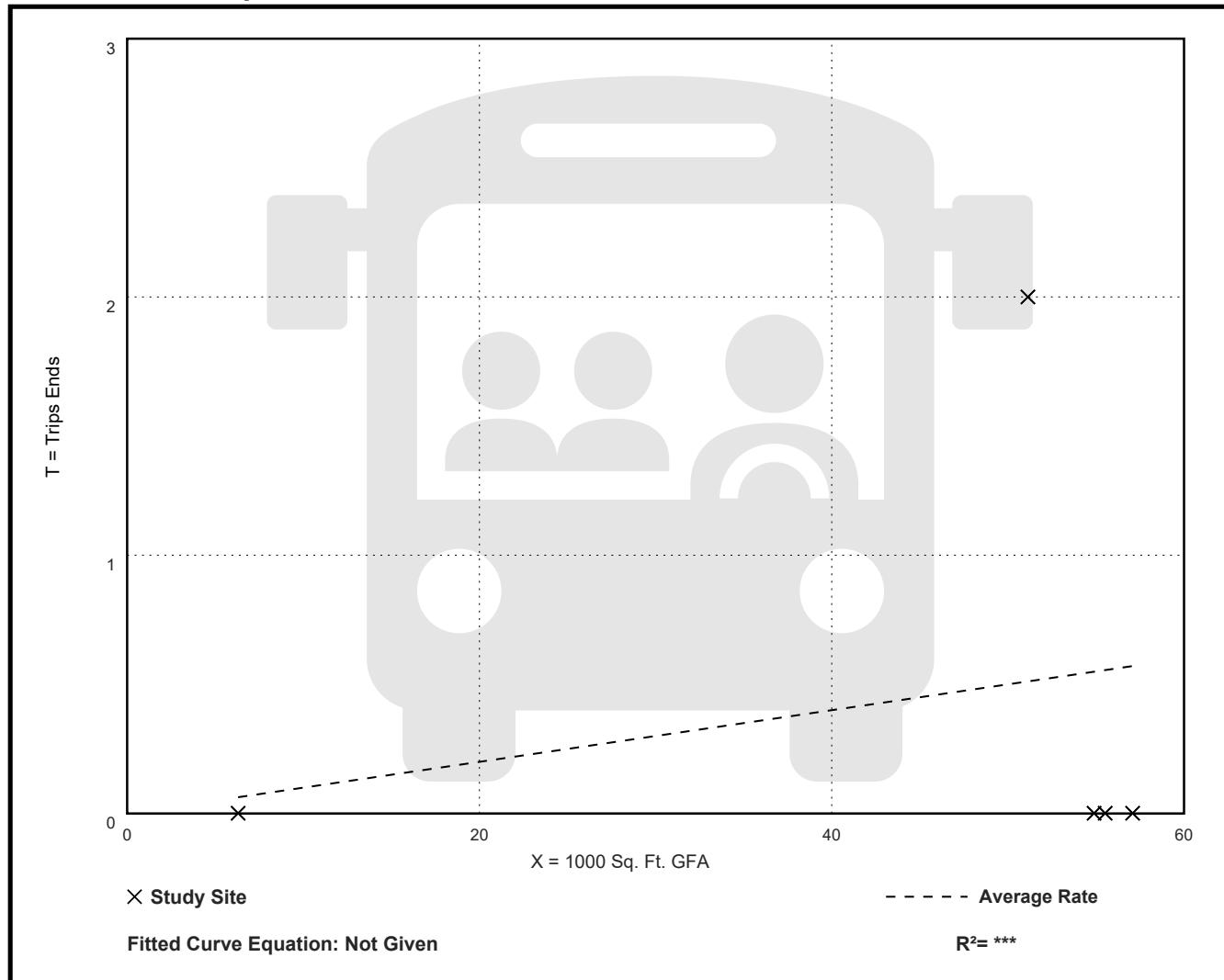
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.04	0.02

Data Plot and Equation



Sporting Goods Superstore (861)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

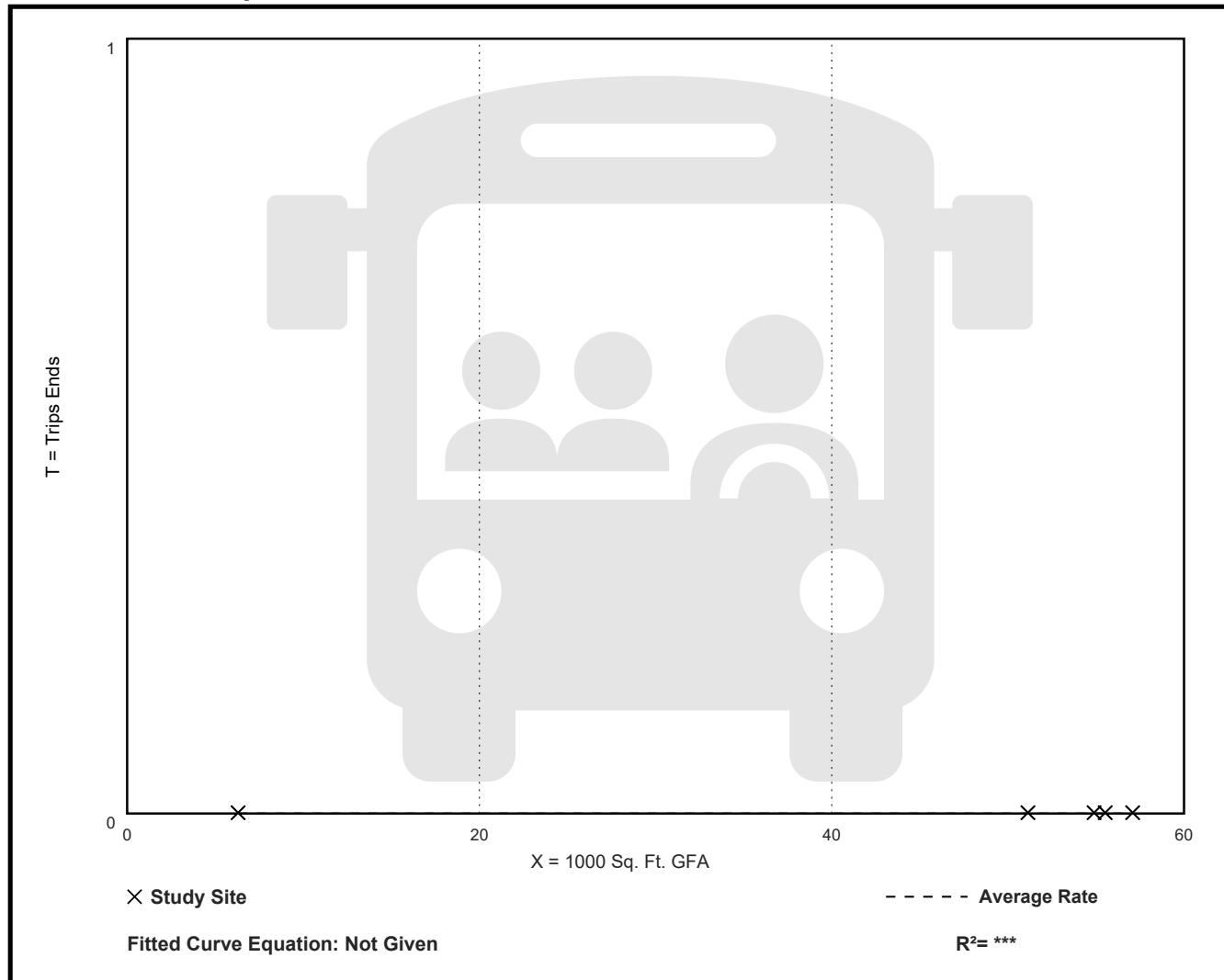
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: Not Available

Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Sporting Goods Superstore (861)

Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

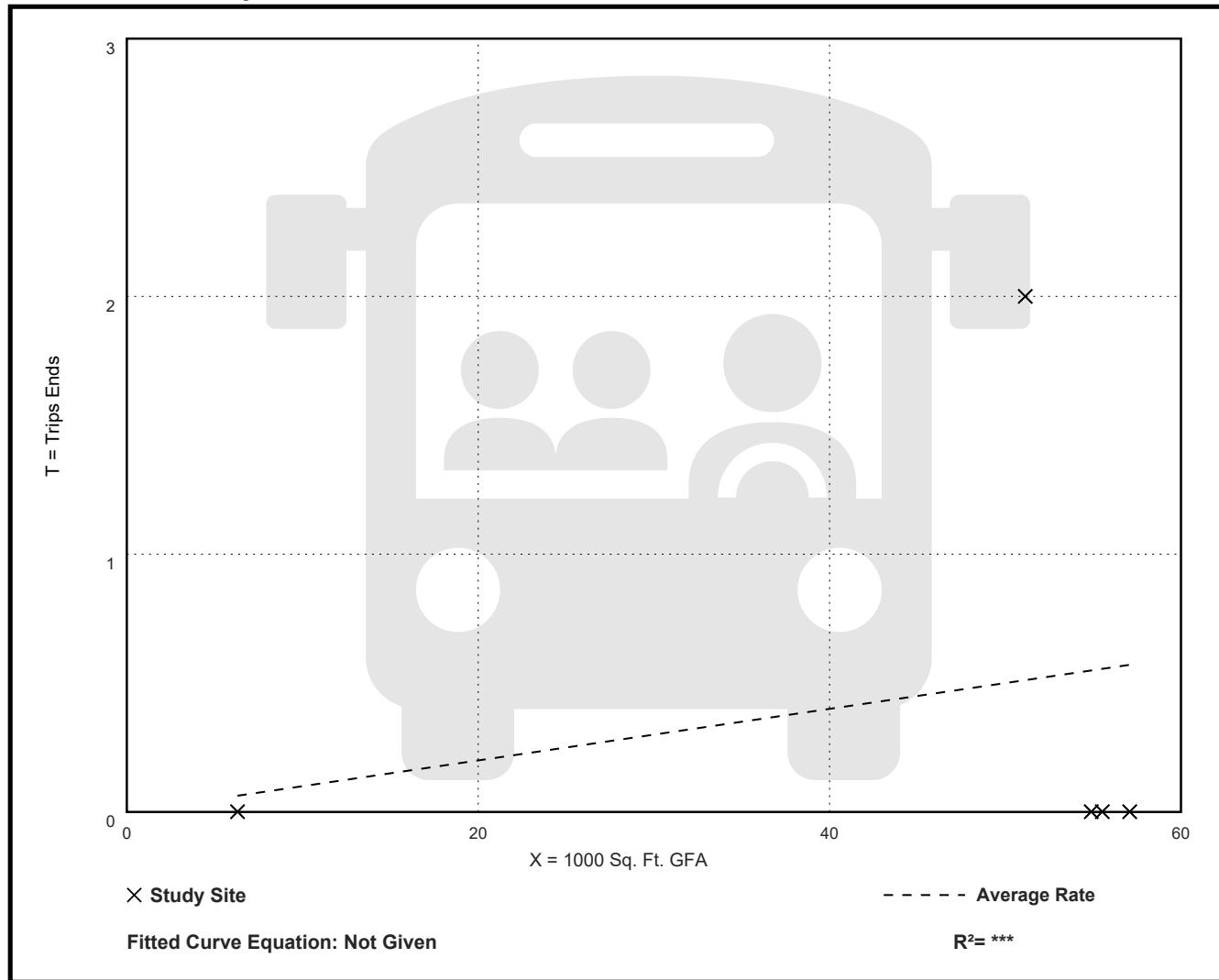
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.04	0.02

Data Plot and Equation



Sporting Goods Superstore (861)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

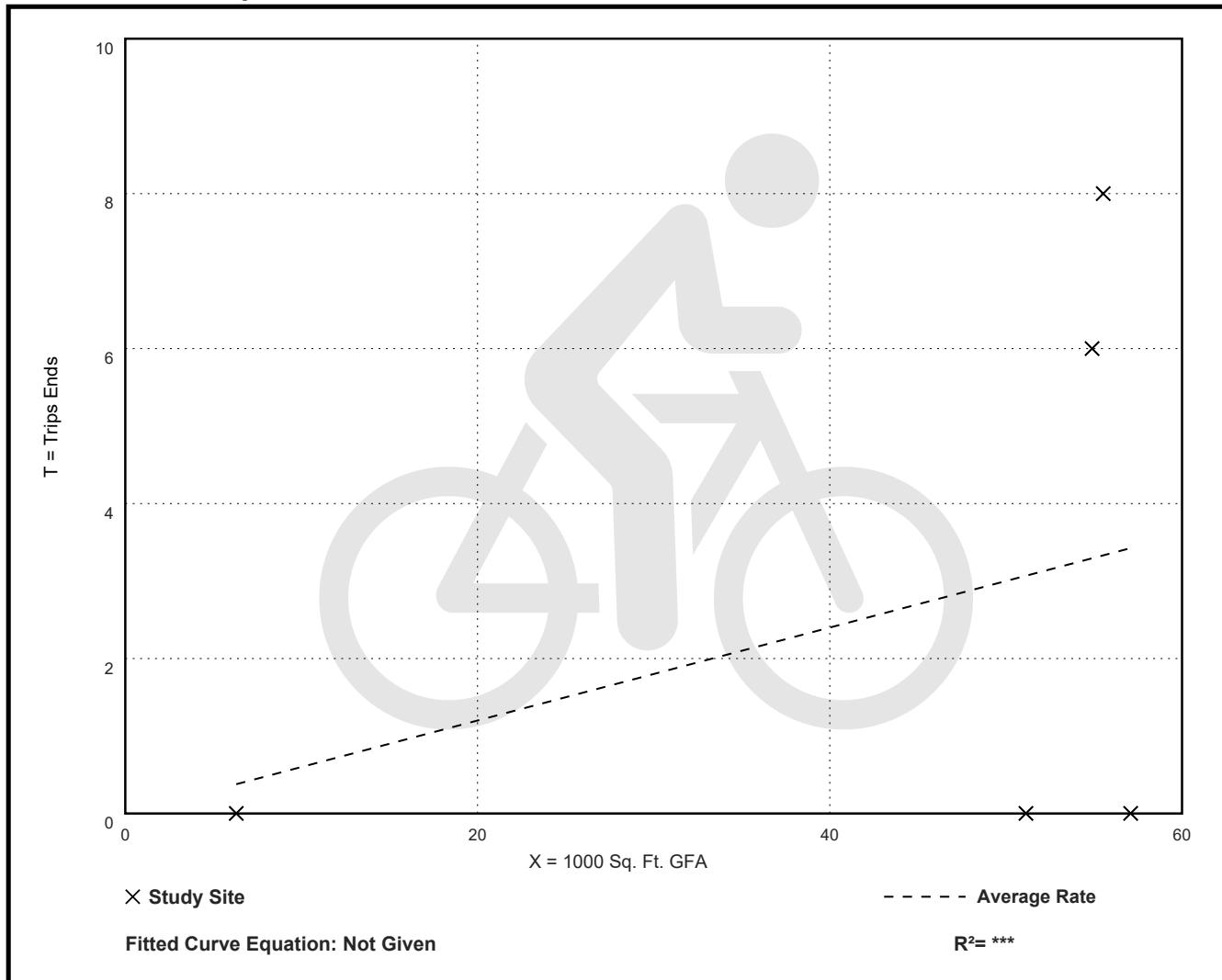
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.14	0.07

Data Plot and Equation



Sporting Goods Superstore (861)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA

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. 1000 Sq. Ft. GFA: 87

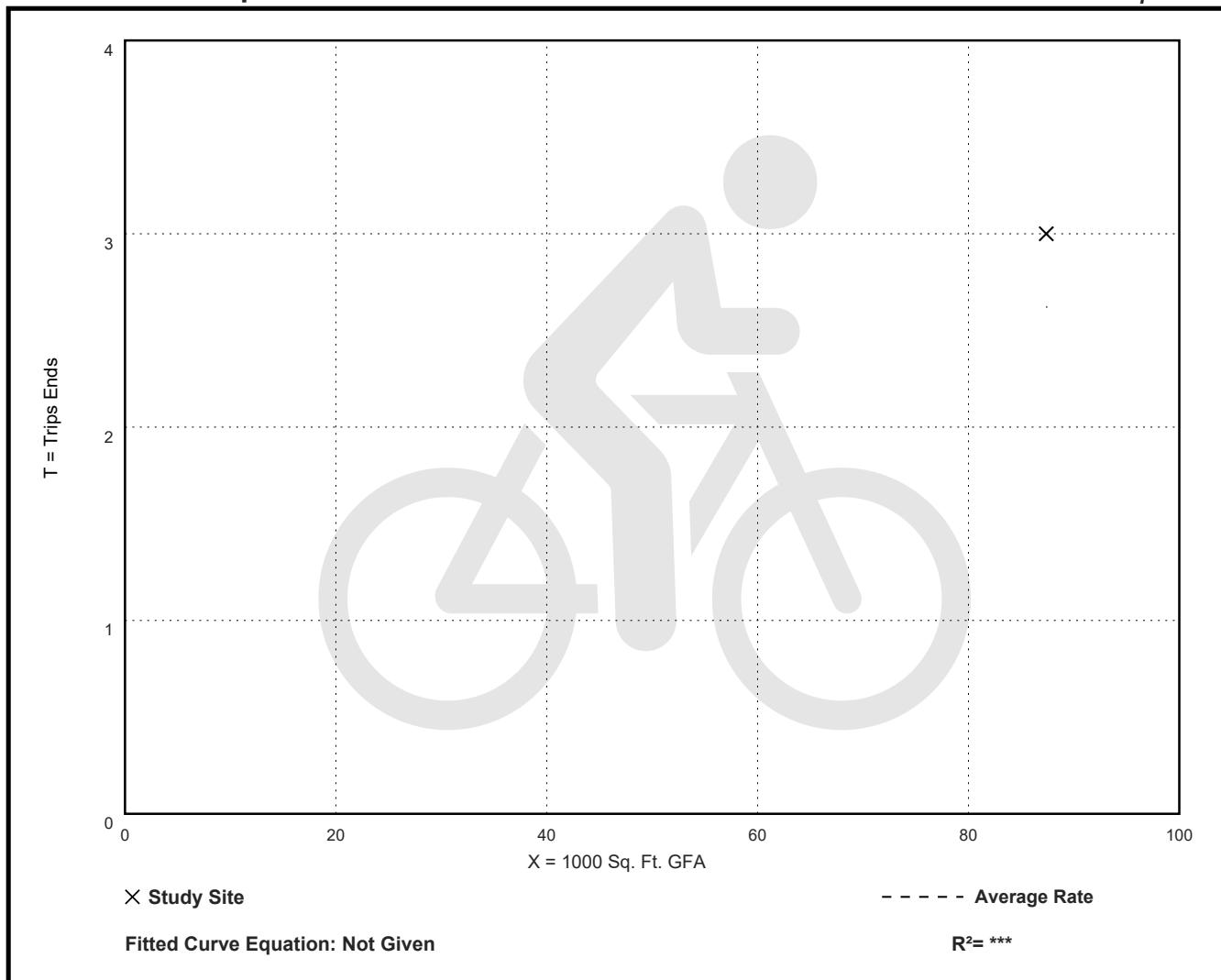
Directional Distribution: Not Available

Bicycle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation

Caution – Small Sample Size



Sporting Goods Superstore (861)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA

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

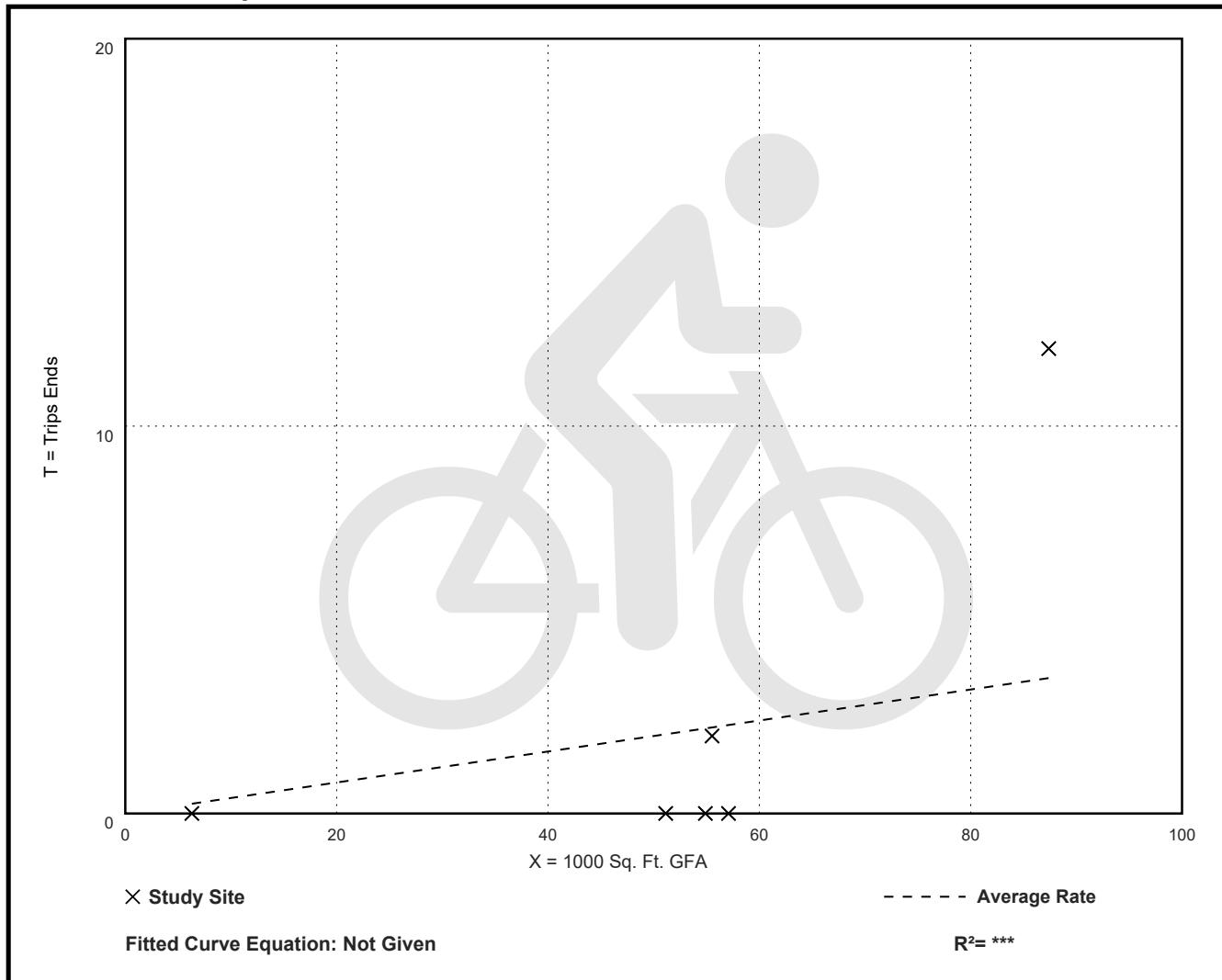
Avg. 1000 Sq. Ft. GFA: 52

Directional Distribution: 50% entering, 50% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.14	0.06

Data Plot and Equation



Sporting Goods Superstore (861)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

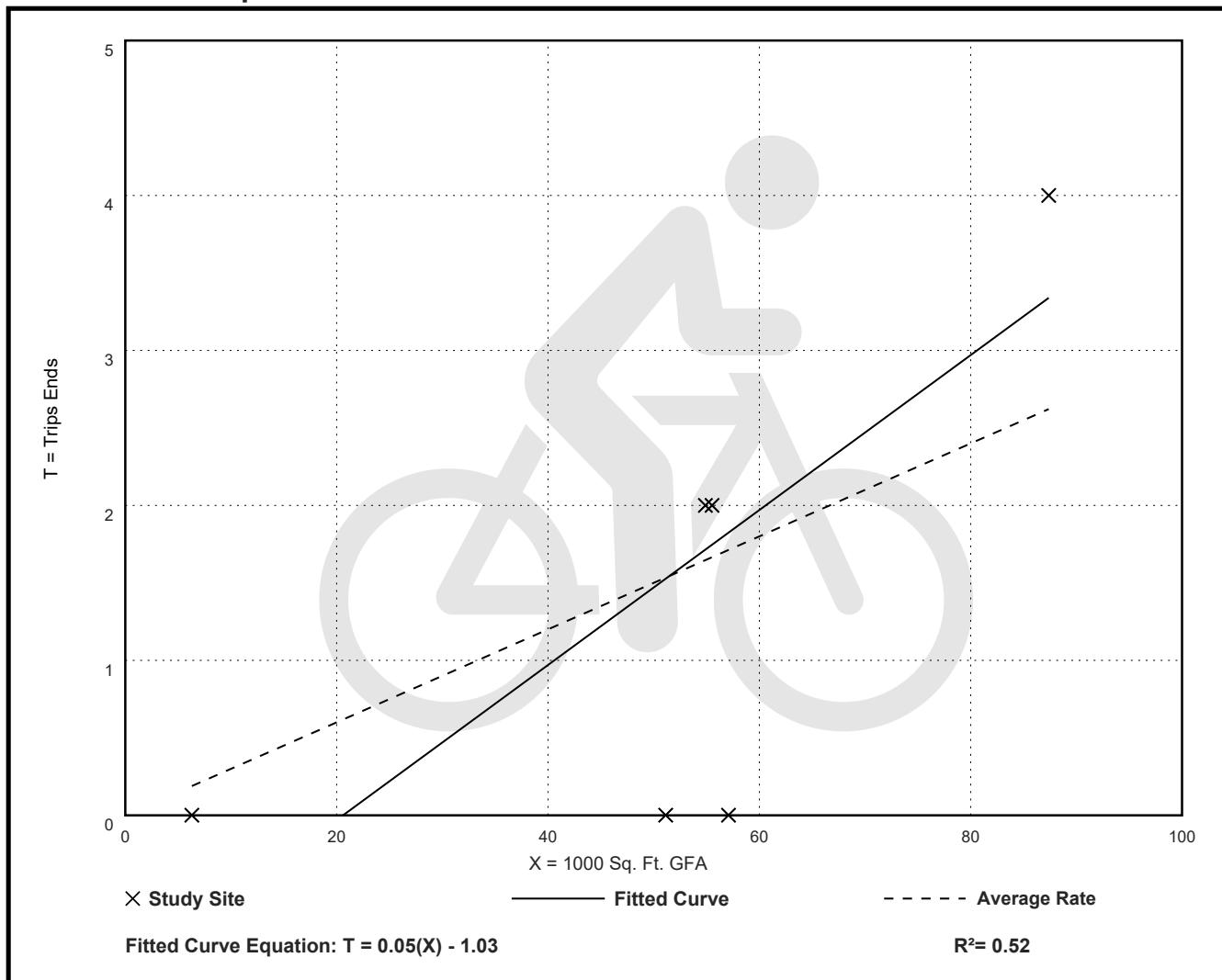
Avg. 1000 Sq. Ft. GFA: 52

Directional Distribution: 63% entering, 37% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.05	0.02

Data Plot and Equation



Sporting Goods Superstore (861)

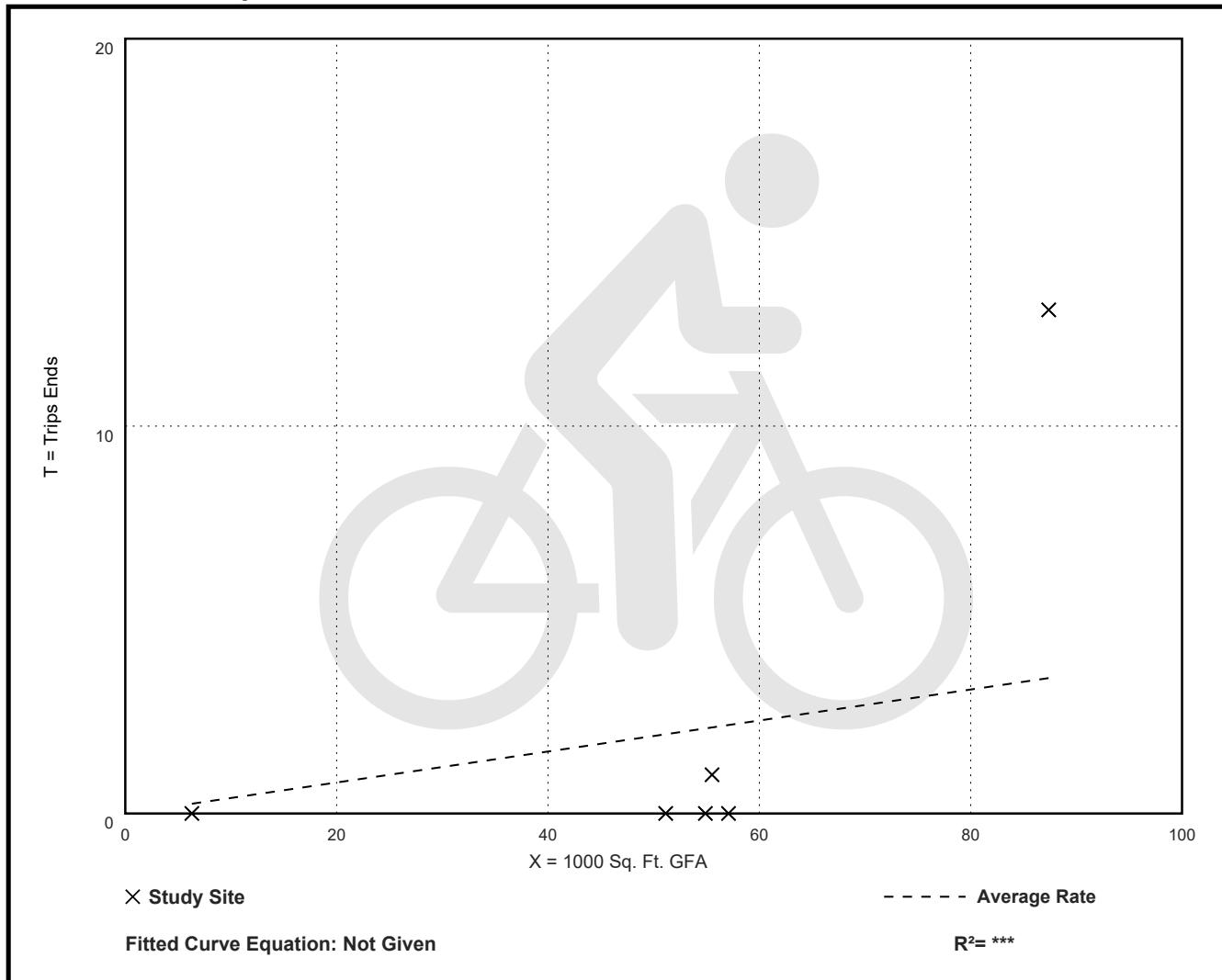
Bicycle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 52
Directional Distribution: 50% entering, 50% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.15	0.07

Data Plot and Equation



Sporting Goods Superstore (861)

Bicycle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 87

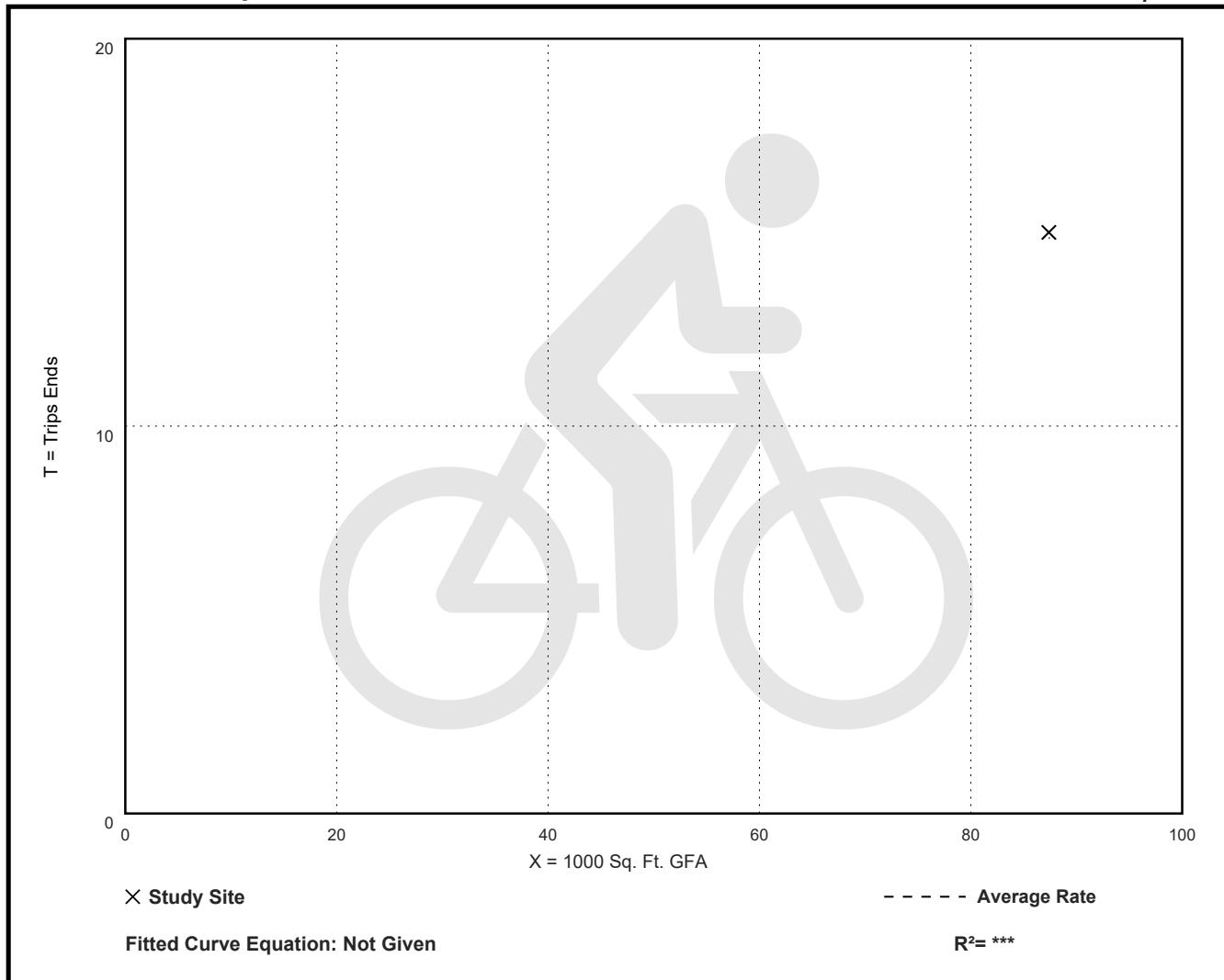
Directional Distribution: 53% entering, 47% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.17 - 0.17	***

Data Plot and Equation

Caution – Small Sample Size



Home Improvement Superstore (862)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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

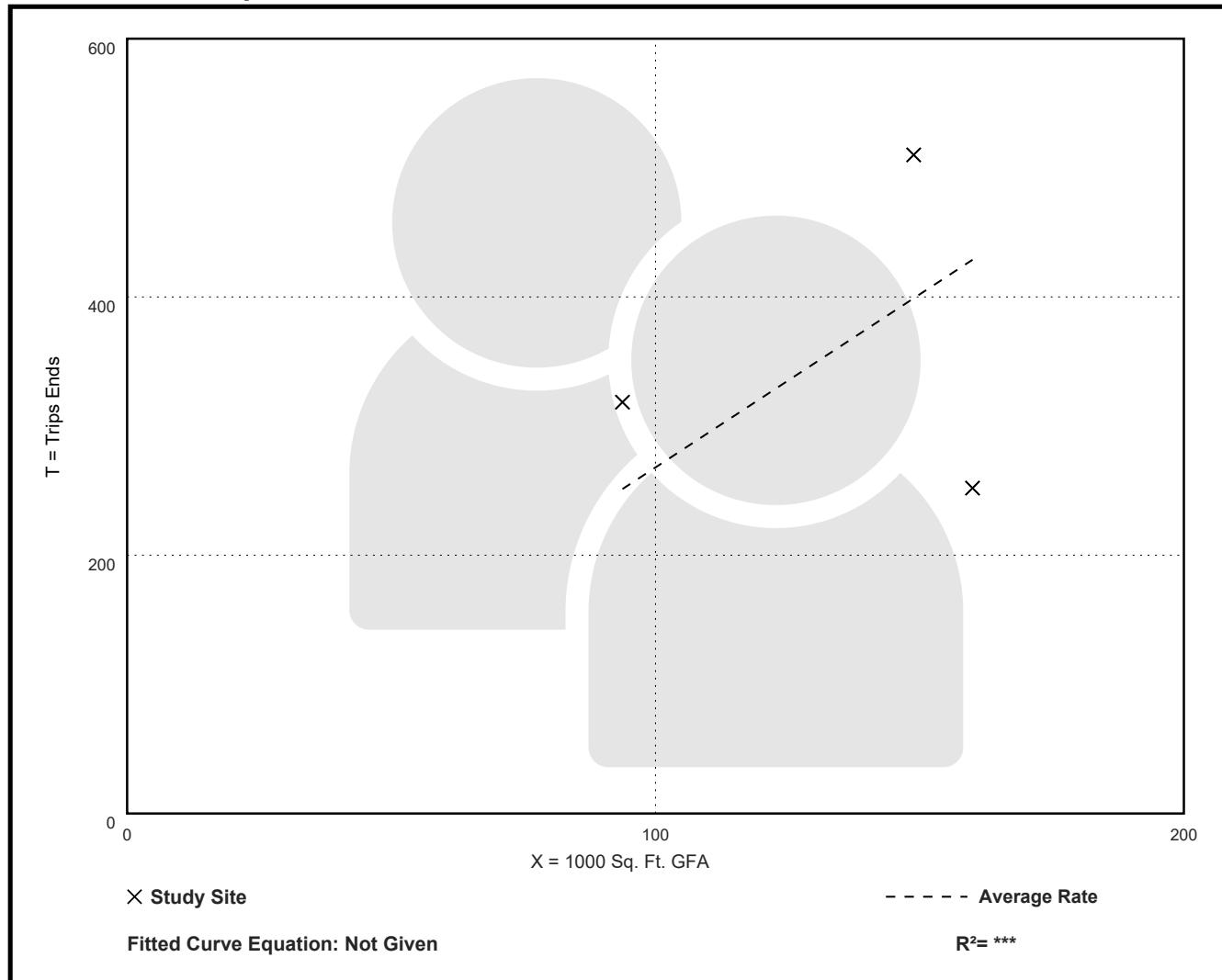
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: 56% entering, 44% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.68	1.58 - 3.43	1.10

Data Plot and Equation



Home Improvement Superstore (862)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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: 3

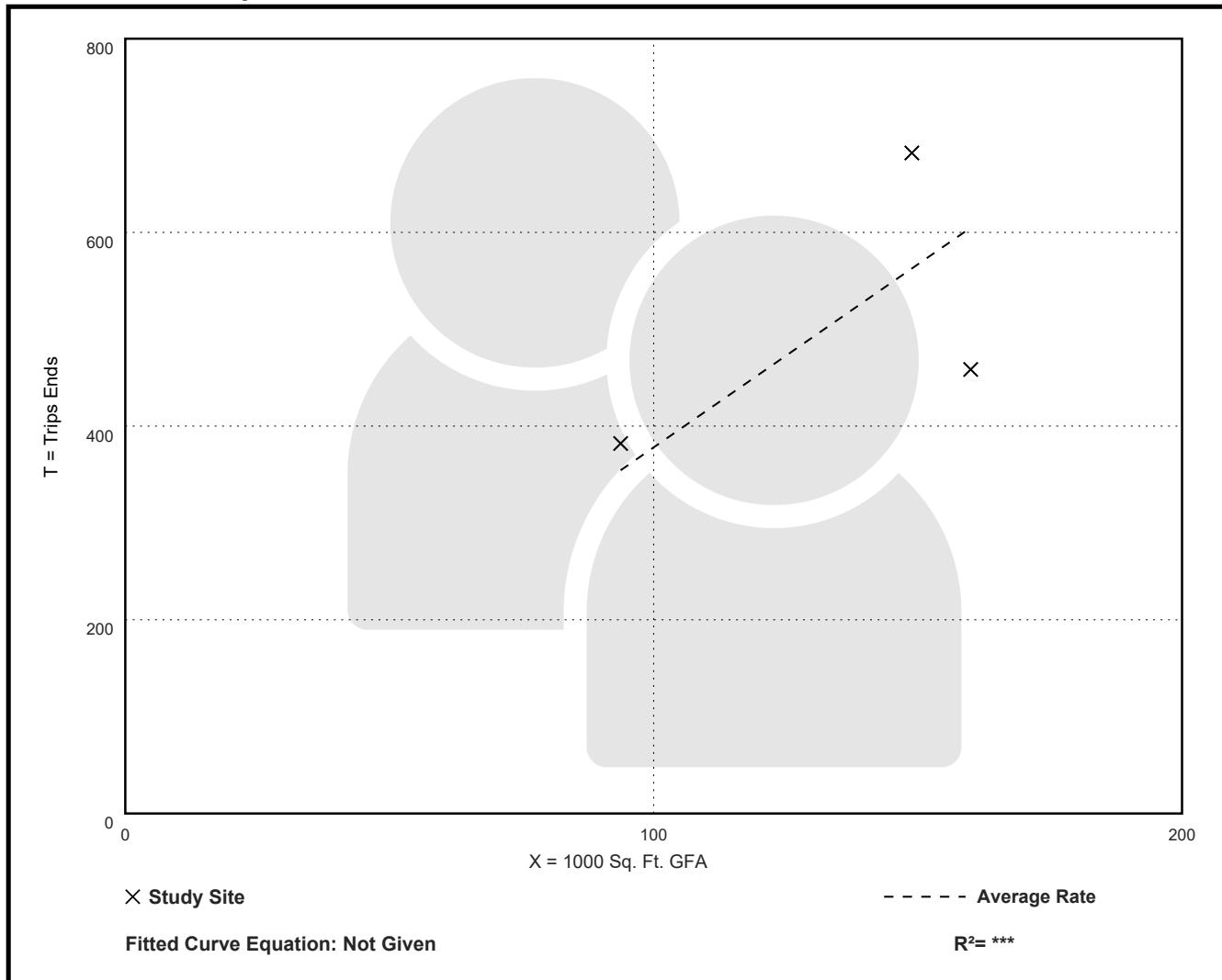
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.78	2.87 - 4.58	0.94

Data Plot and Equation



Home Improvement Superstore (862)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

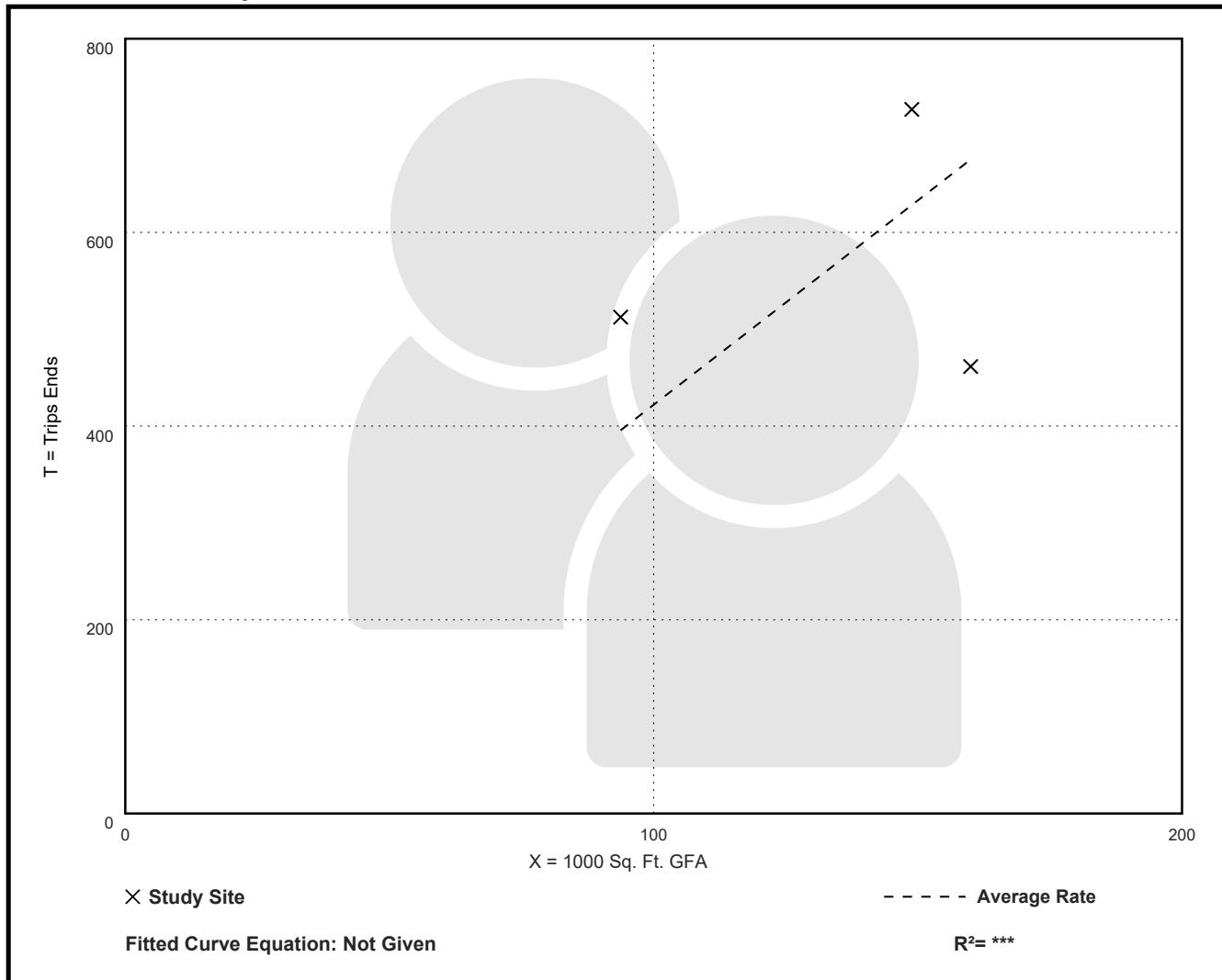
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: 53% entering, 47% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.22	2.88 - 5.47	1.36

Data Plot and Equation



Home Improvement Superstore (862)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

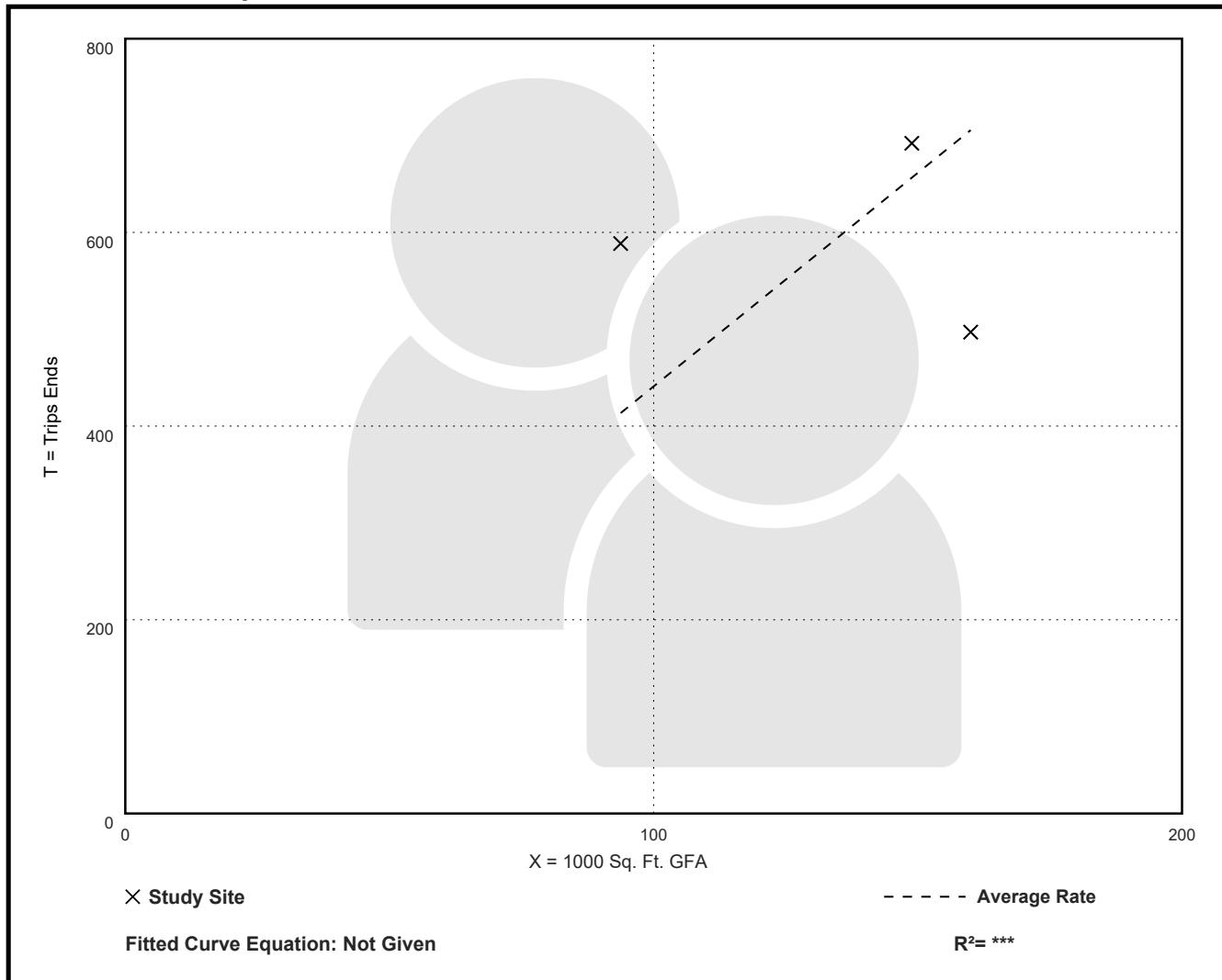
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: 52% entering, 48% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.41	3.11 - 6.28	1.50

Data Plot and Equation



Home Improvement Superstore (862)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

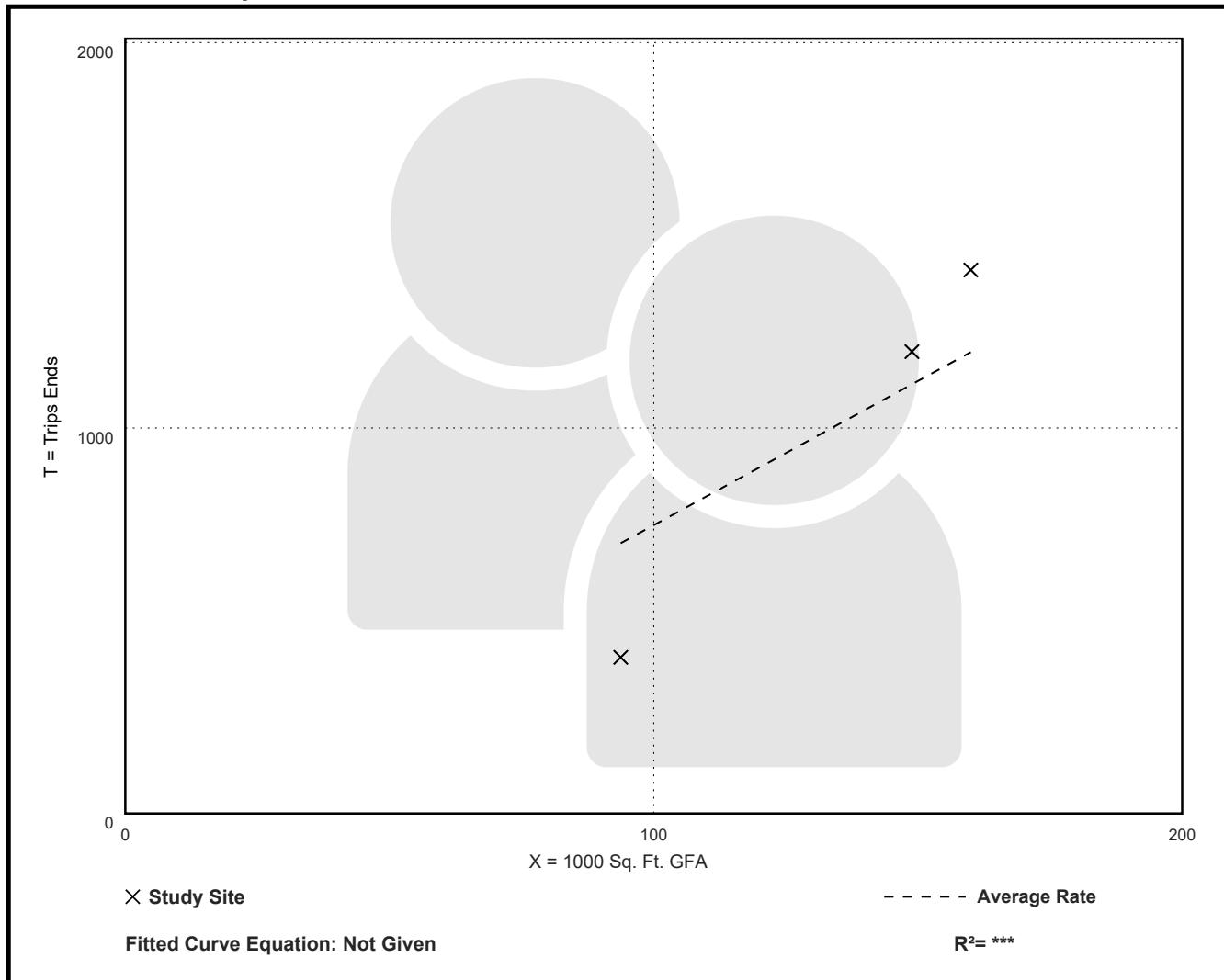
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.48	4.32 - 8.81	2.17

Data Plot and Equation



Home Improvement Superstore (862)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 121

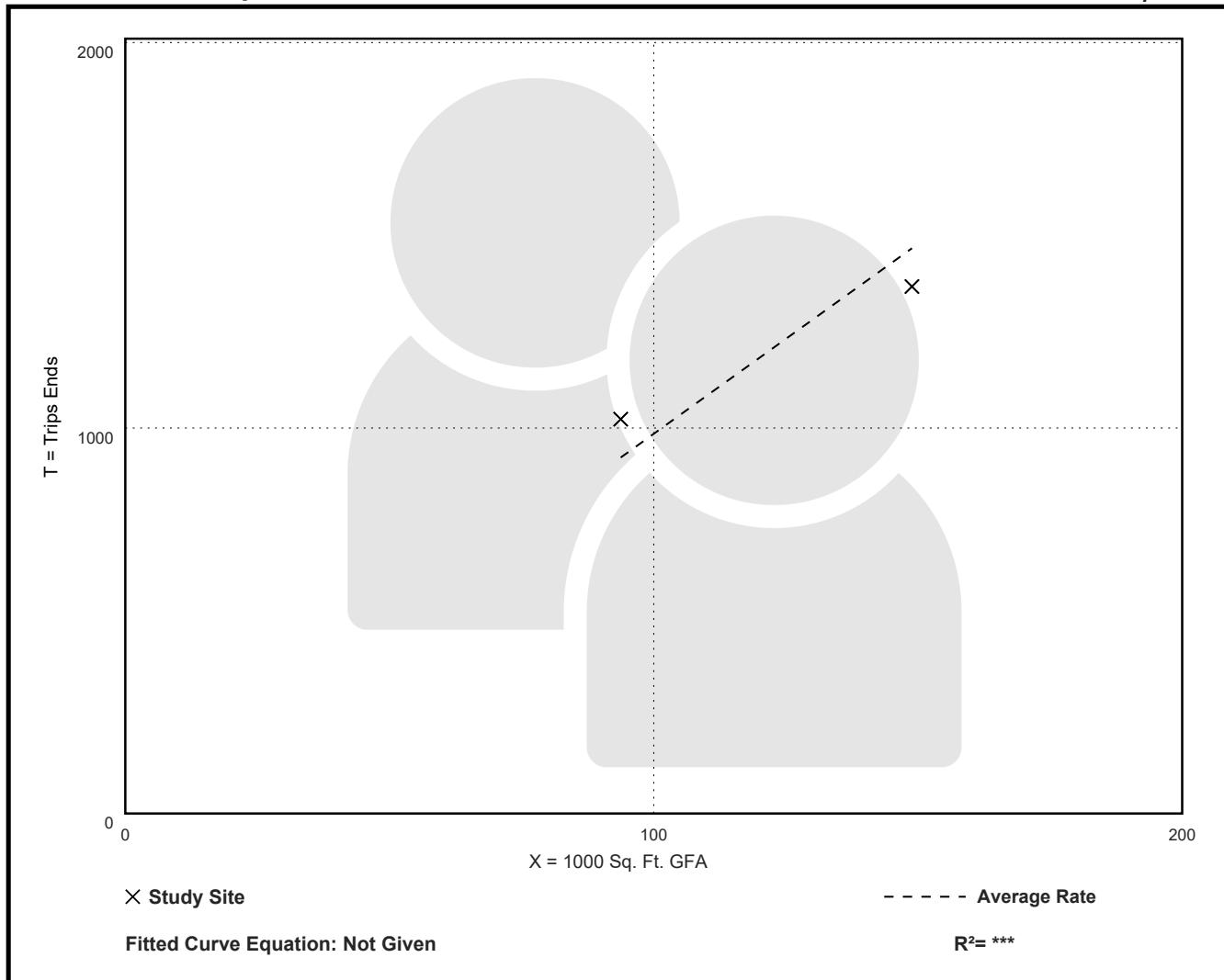
Directional Distribution: 49% entering, 51% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.85	9.18 - 10.91	***

Data Plot and Equation

Caution – Small Sample Size



Home Improvement Superstore (862)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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

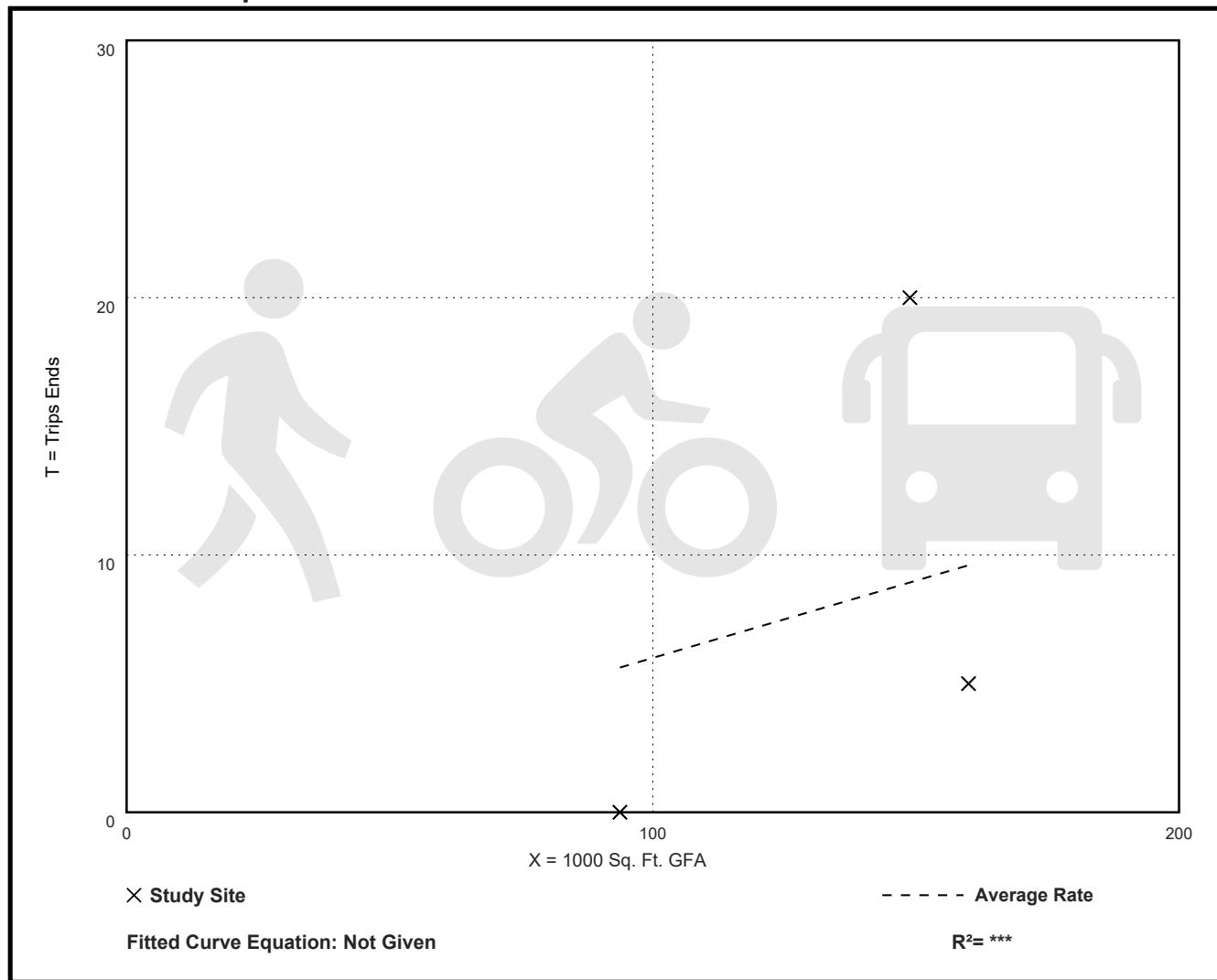
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.13	0.07

Data Plot and Equation



Home Improvement Superstore (862)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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: 3

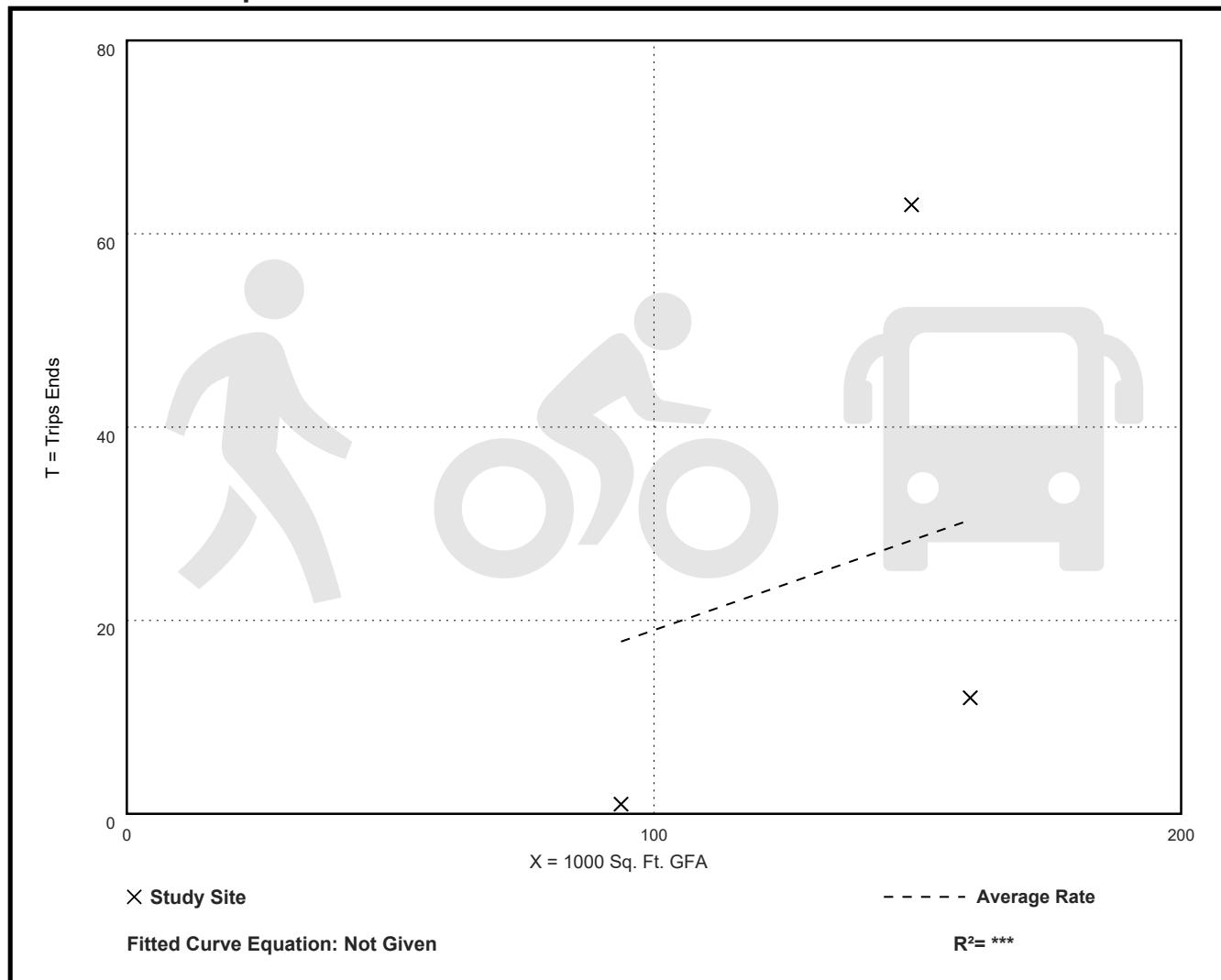
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 0.42	0.22

Data Plot and Equation



Home Improvement Superstore (862)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

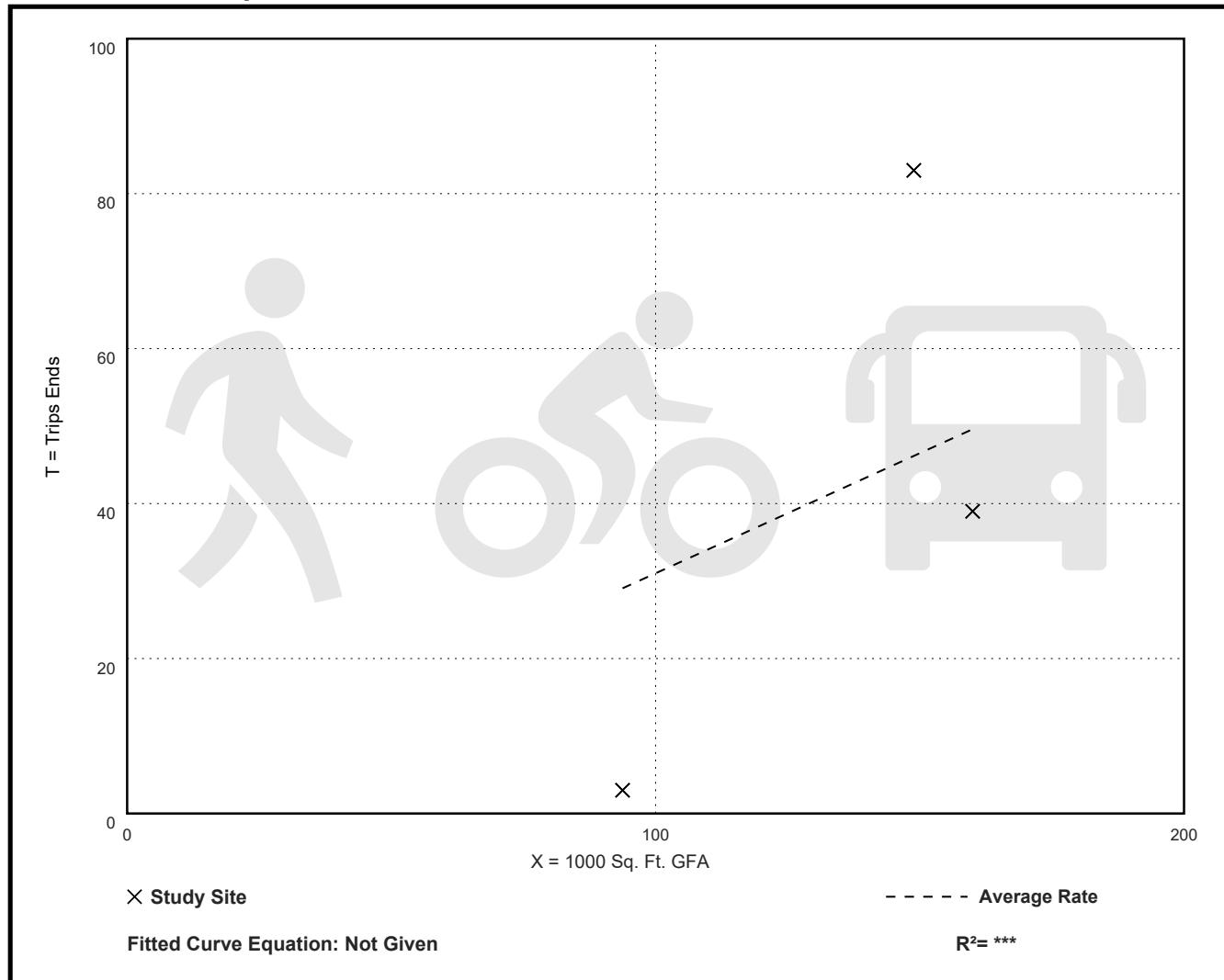
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.31	0.03 - 0.56	0.25

Data Plot and Equation



Home Improvement Superstore (862)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 94

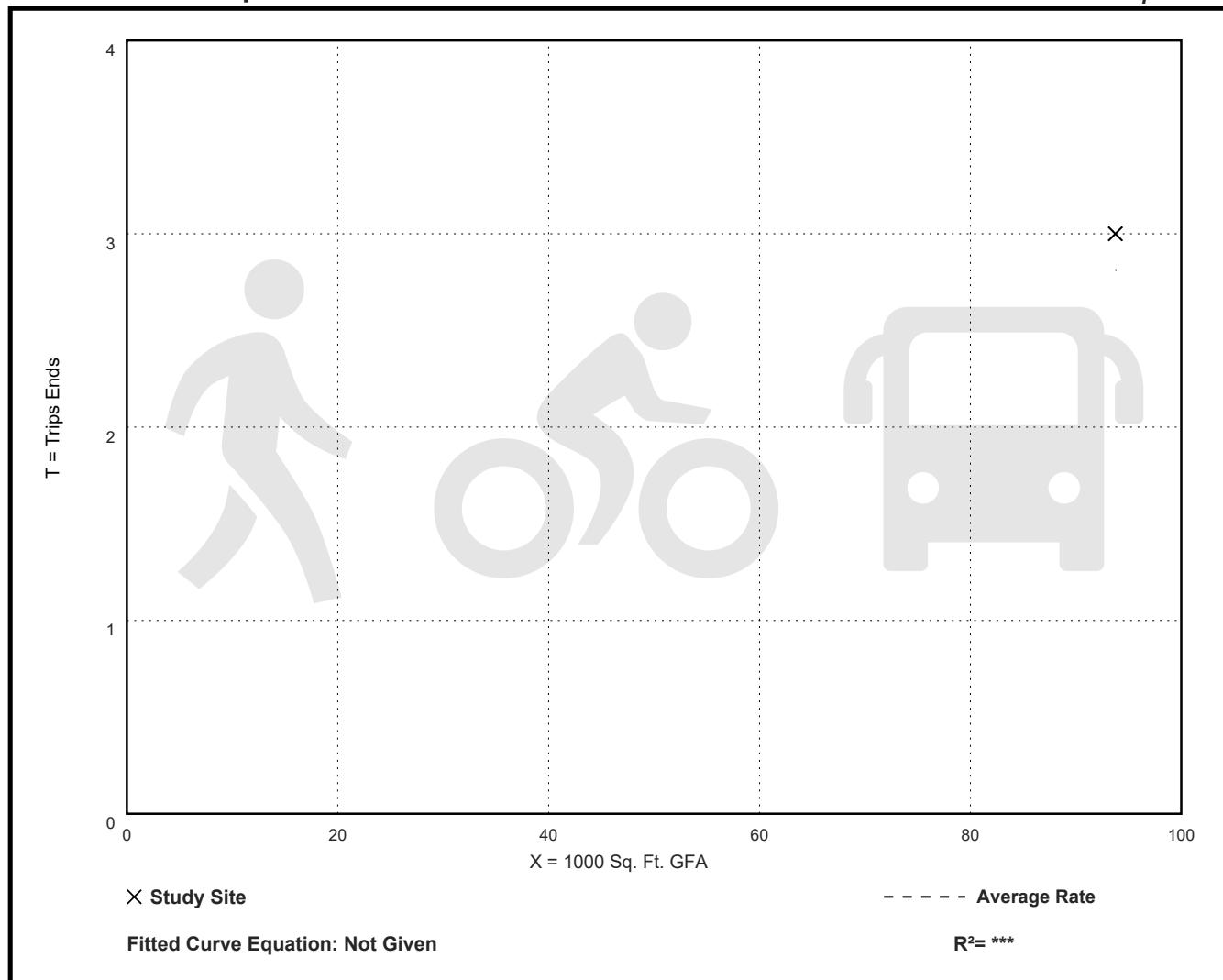
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation

Caution – Small Sample Size



Home Improvement Superstore (862)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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

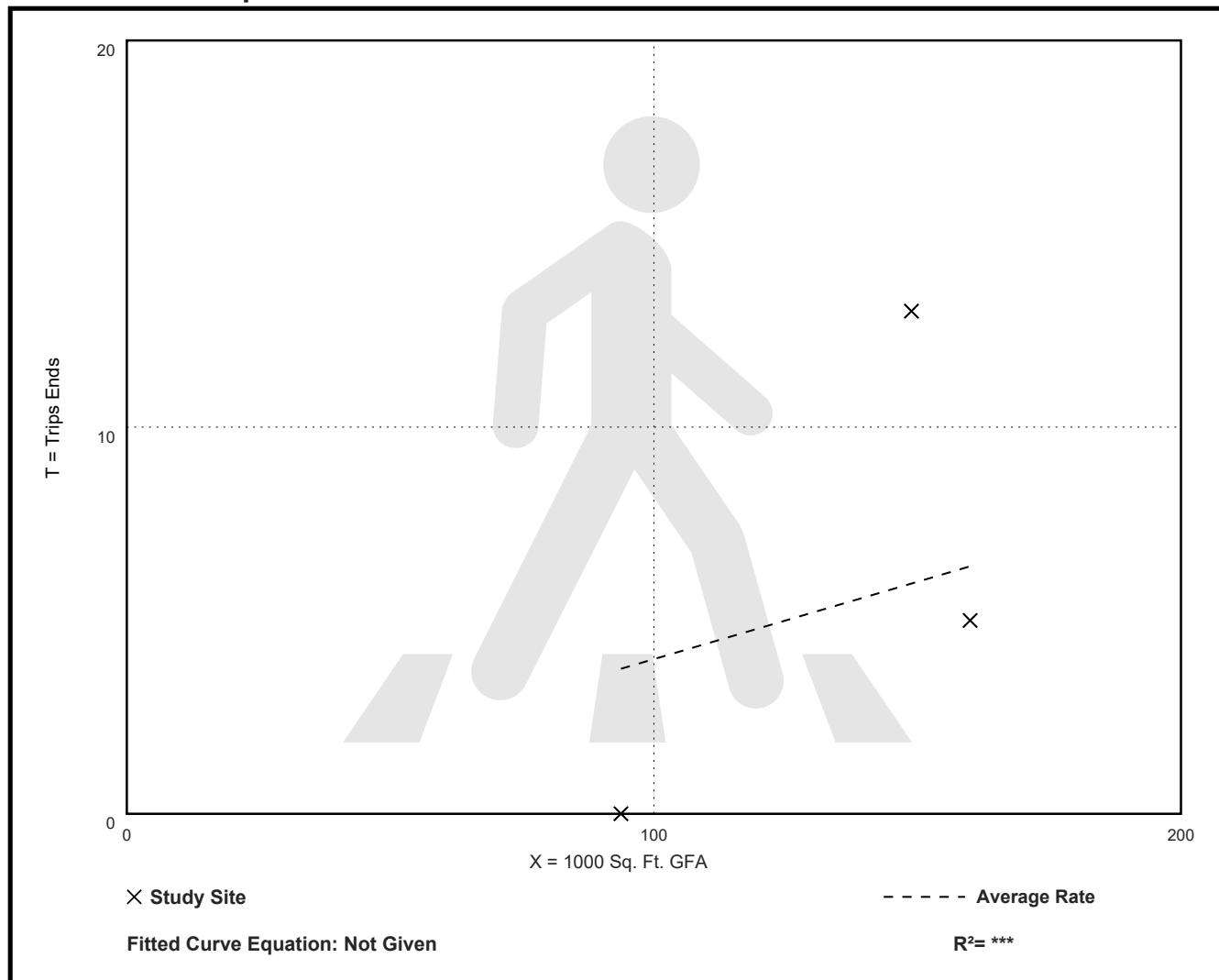
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.09	0.04

Data Plot and Equation



Home Improvement Superstore (862)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

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: 3

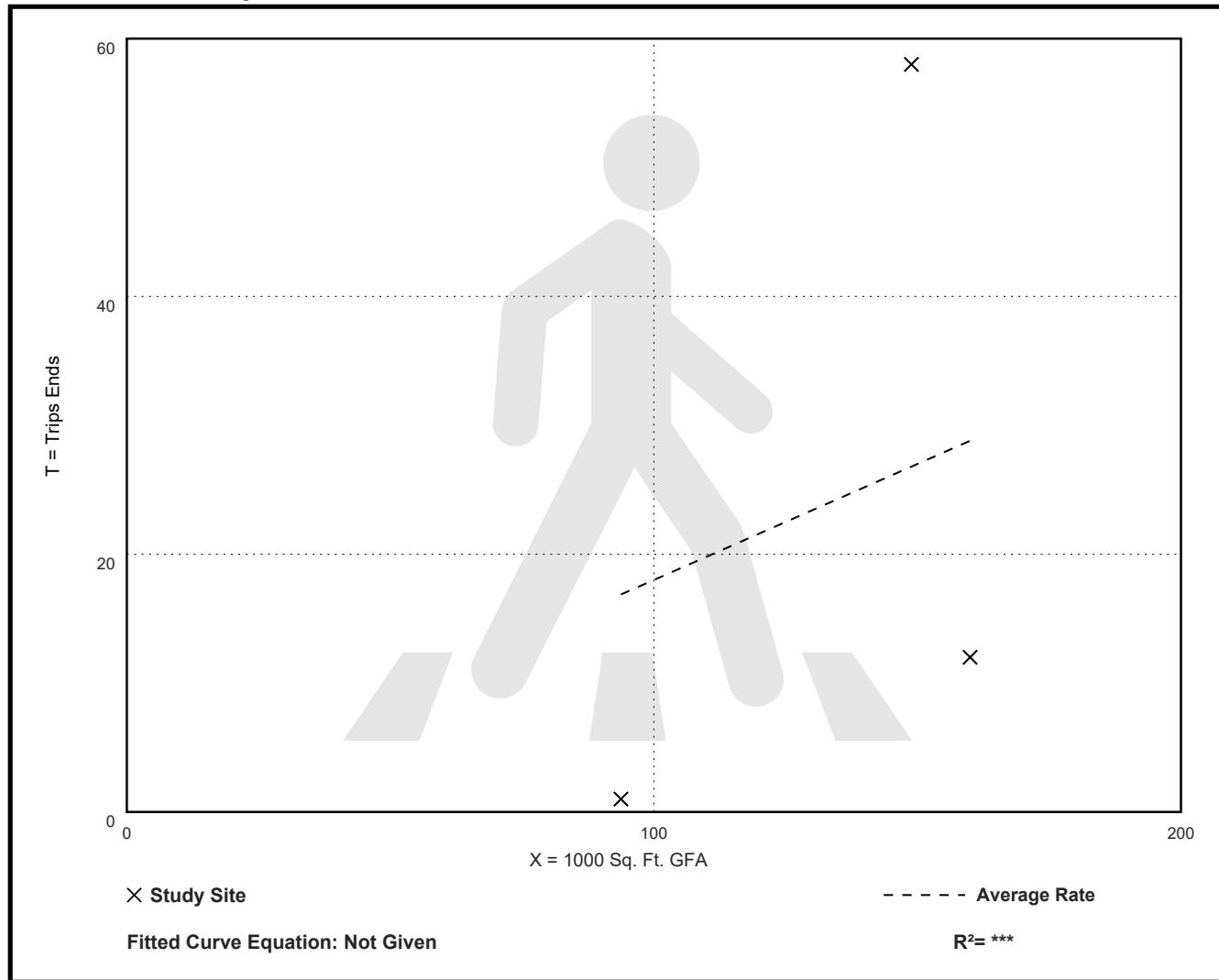
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 0.39	0.20

Data Plot and Equation



Home Improvement Superstore (862)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

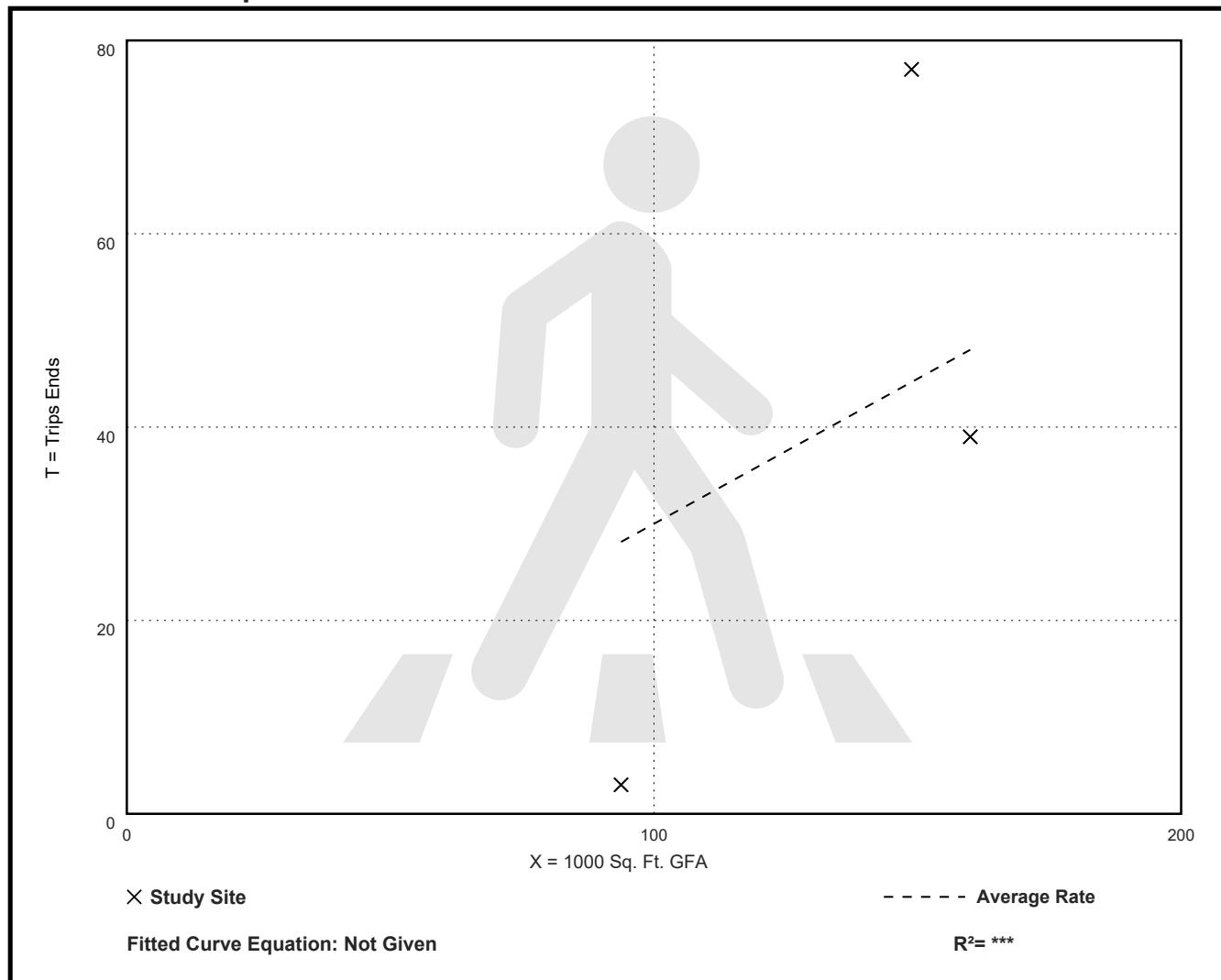
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.30	0.03 - 0.52	0.23

Data Plot and Equation



Home Improvement Superstore (862)

Walk Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 94

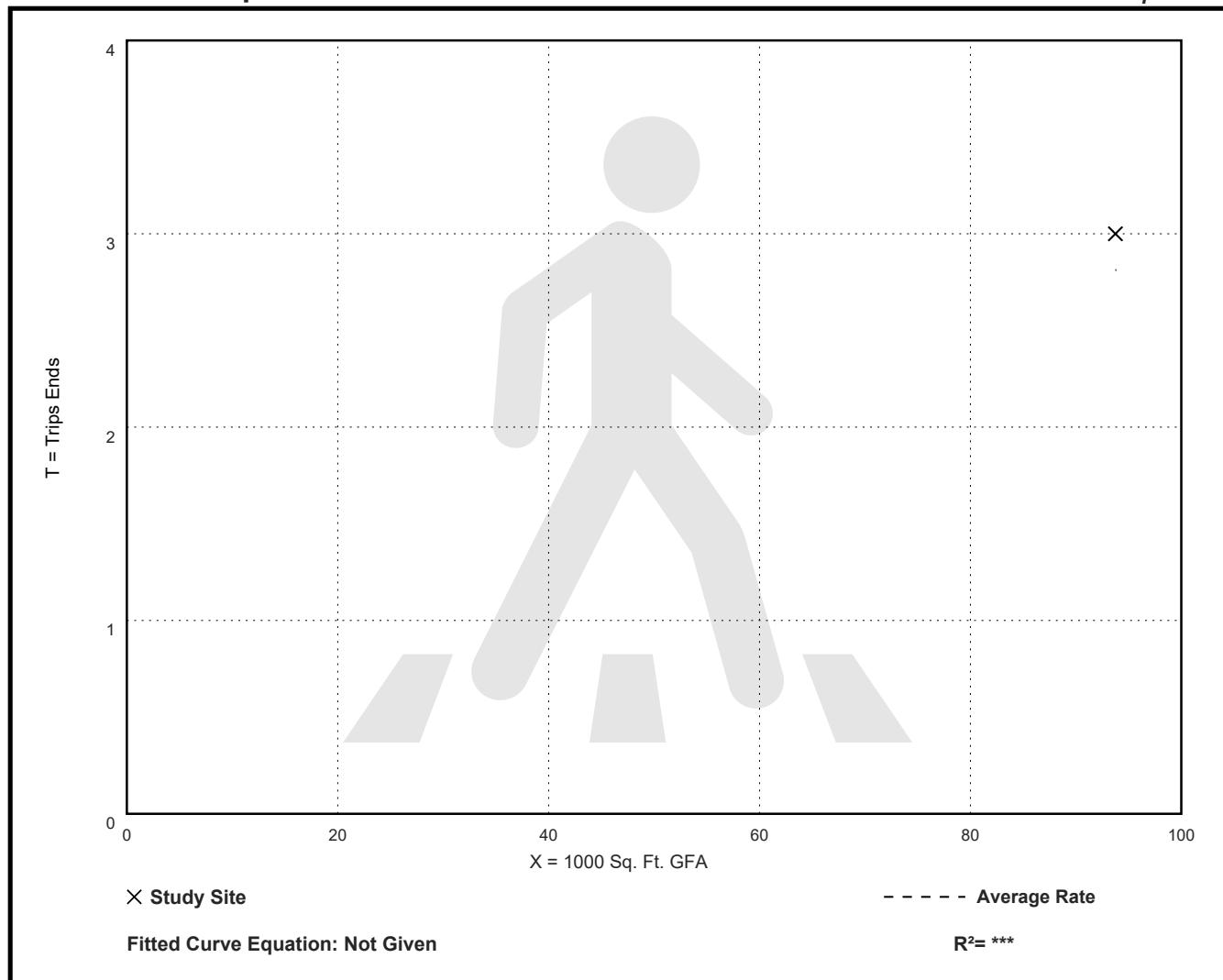
Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation

Caution – Small Sample Size



Discount Home Furnishing Superstore (869)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 280

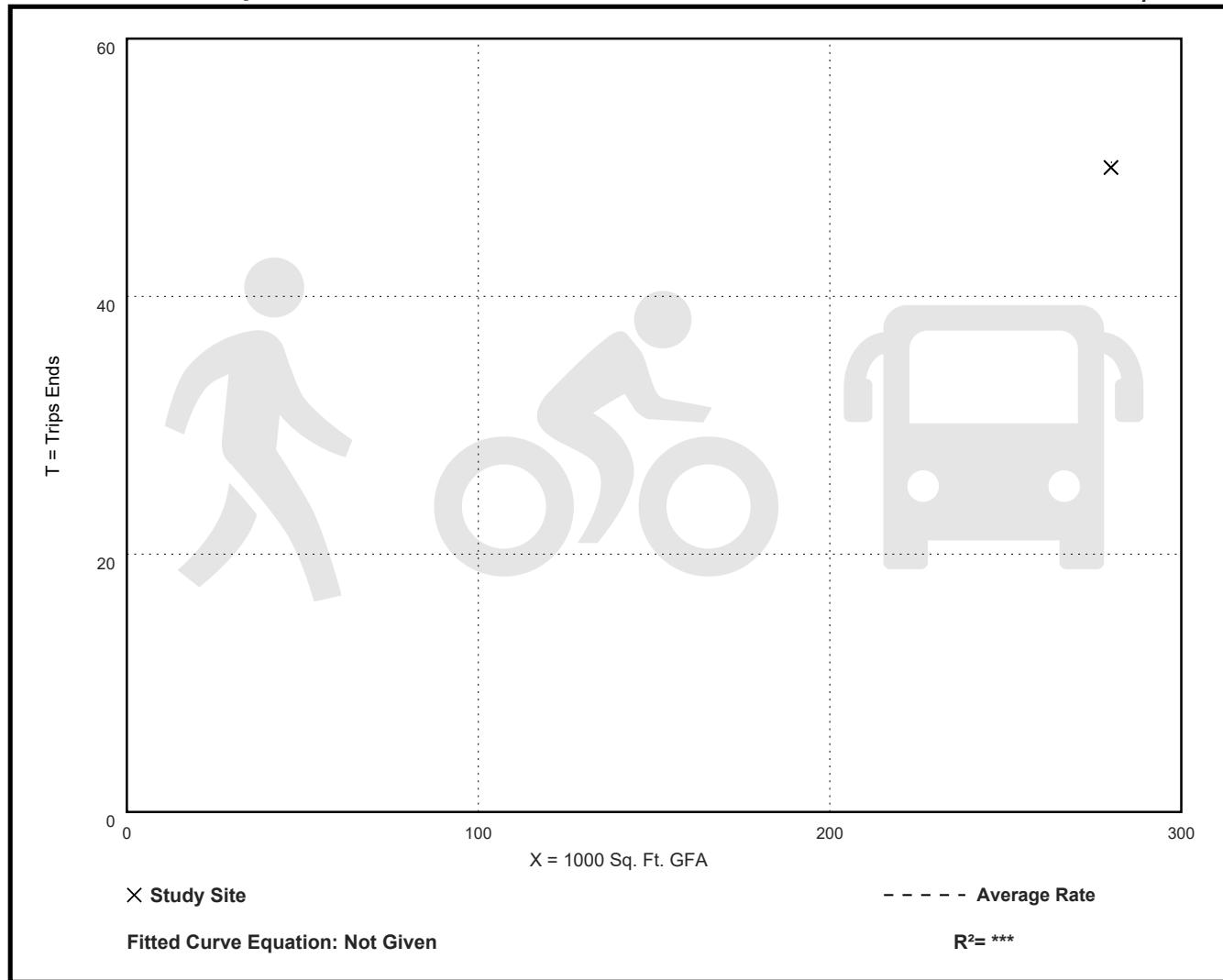
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation

Caution – Small Sample Size



Pharmacy/Drugstore with Drive-Through Window (881)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

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

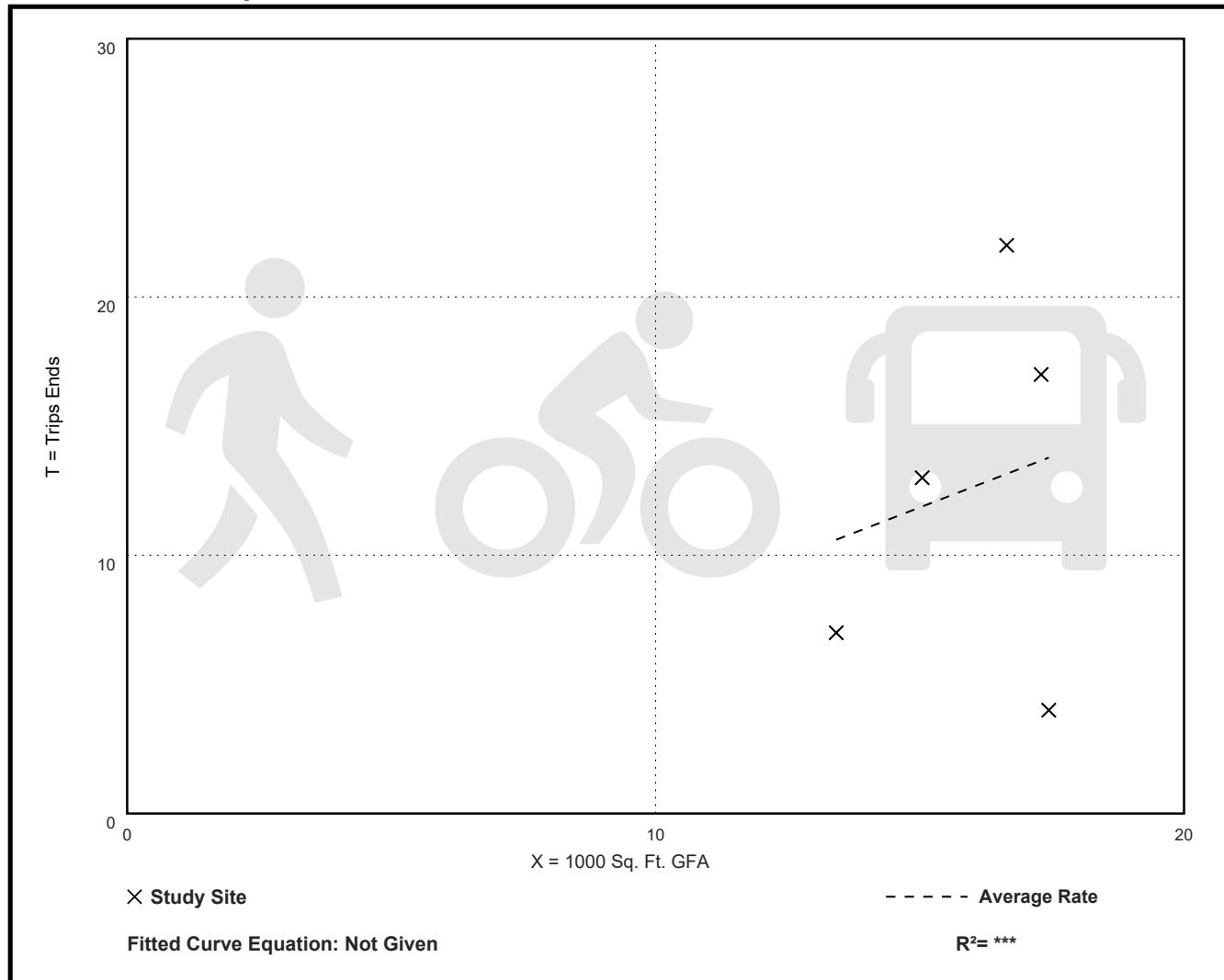
Avg. 1000 Sq. Ft. GFA: 16

Directional Distribution: 52% entering, 48% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.79	0.23 - 1.32	0.43

Data Plot and Equation



Pharmacy/Drugstore with Drive-Through Window (881)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

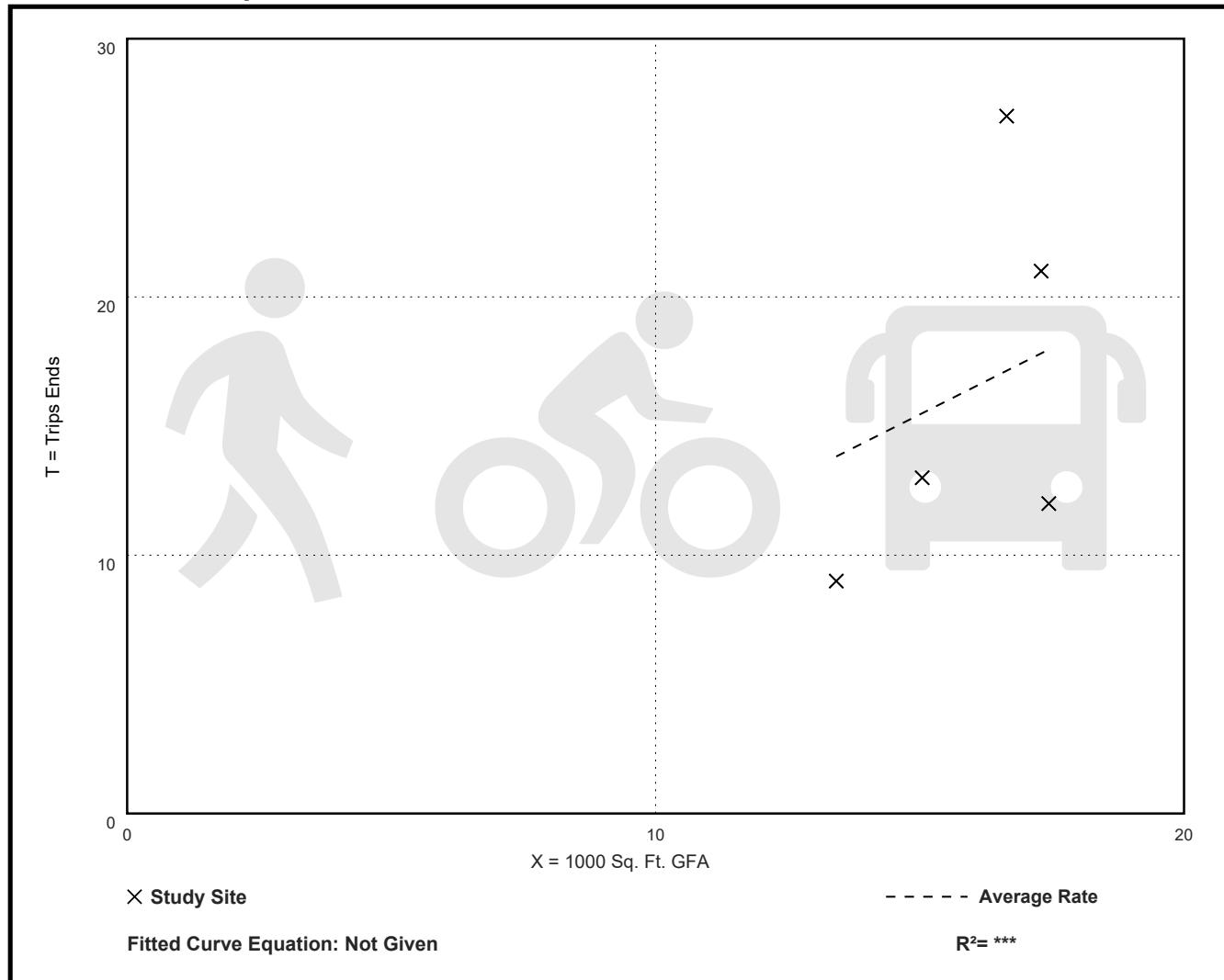
Avg. 1000 Sq. Ft. GFA: 16

Directional Distribution: 52% entering, 48% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.03	0.67 - 1.62	0.41

Data Plot and Equation



Pharmacy/Drugstore with Drive-Through Window (881)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

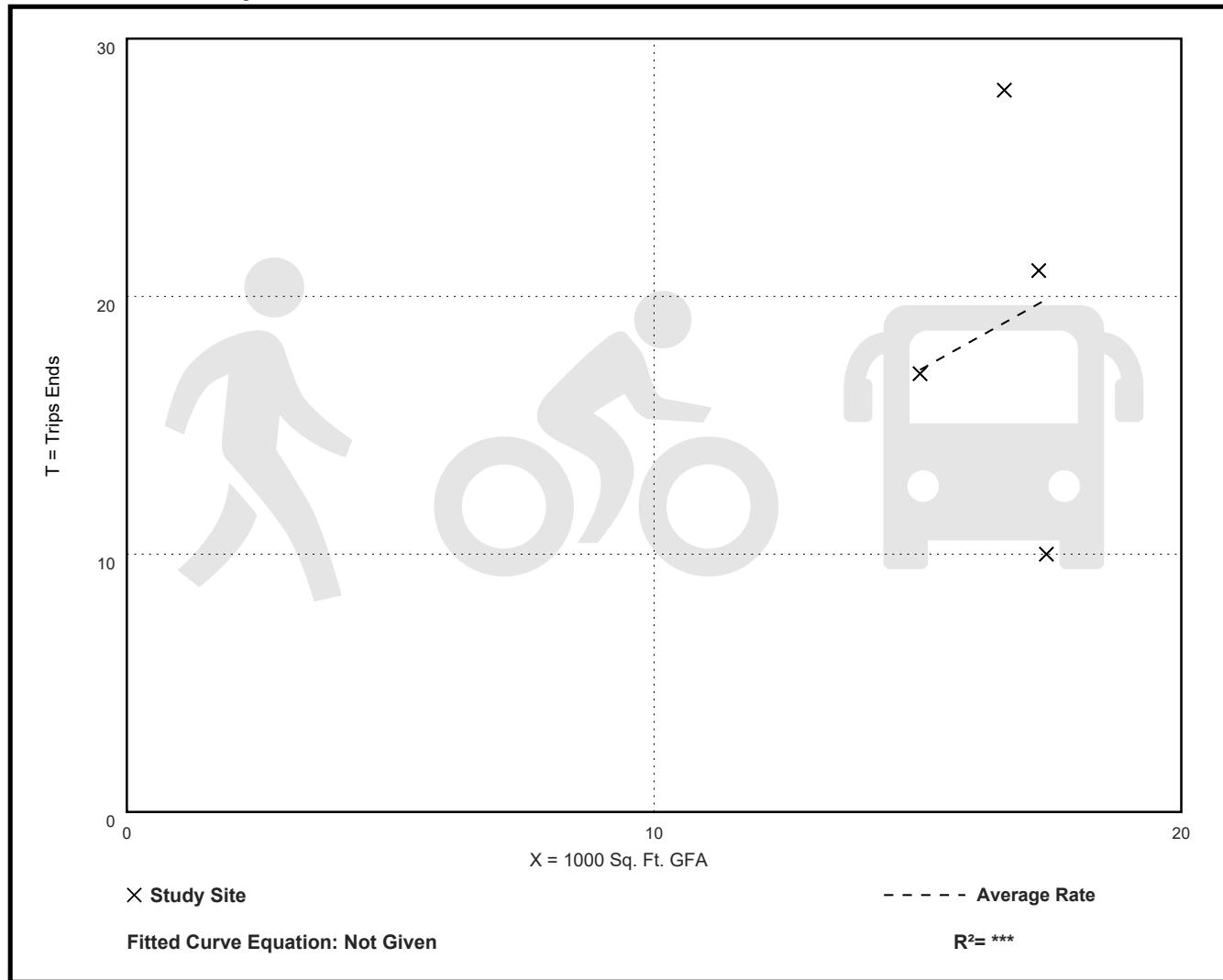
Avg. 1000 Sq. Ft. GFA: 17

Directional Distribution: 54% entering, 46% exiting

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.14	0.57 - 1.68	0.46

Data Plot and Equation



Furniture/Flooring Store (890)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

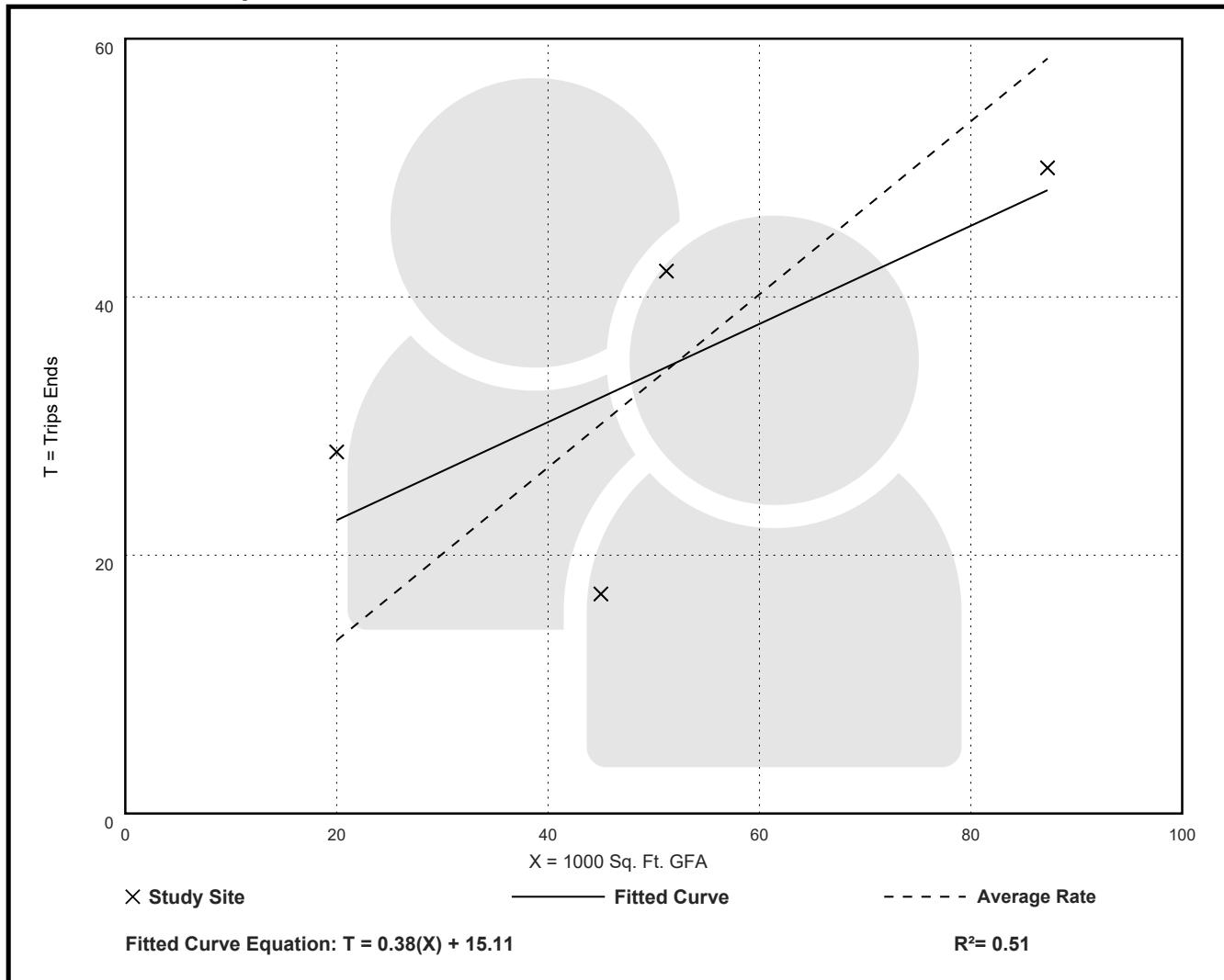
Avg. 1000 Sq. Ft. GFA: 51

Directional Distribution: 58% entering, 42% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.67	0.38 - 1.40	0.33

Data Plot and Equation



Furniture/Flooring Store (890)

Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

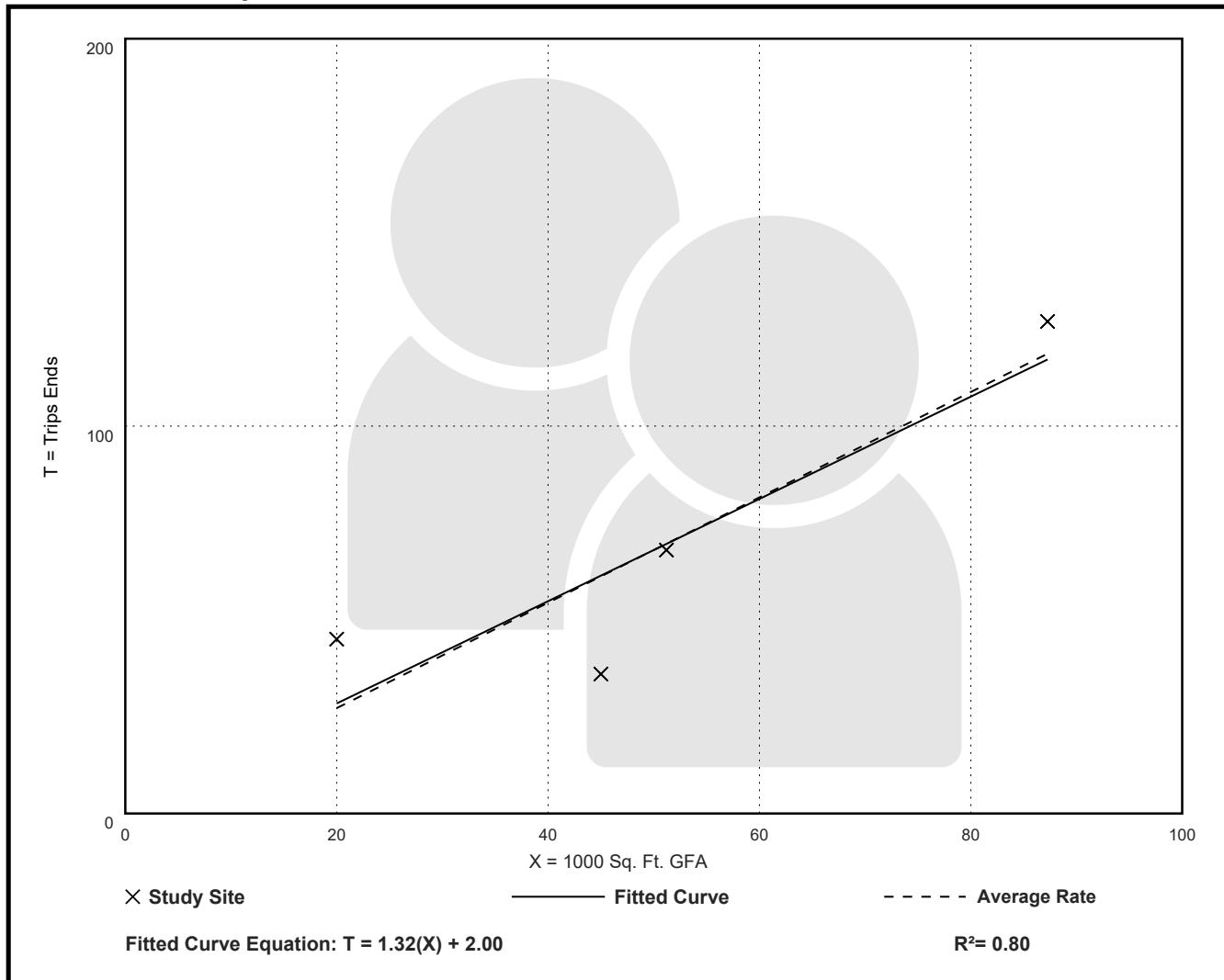
Avg. 1000 Sq. Ft. GFA: 51

Directional Distribution: 59% entering, 41% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.36	0.80 - 2.25	0.45

Data Plot and Equation



Furniture/Flooring Store (890)

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

Setting/Location: General Urban/Suburban

Number of Studies: 4

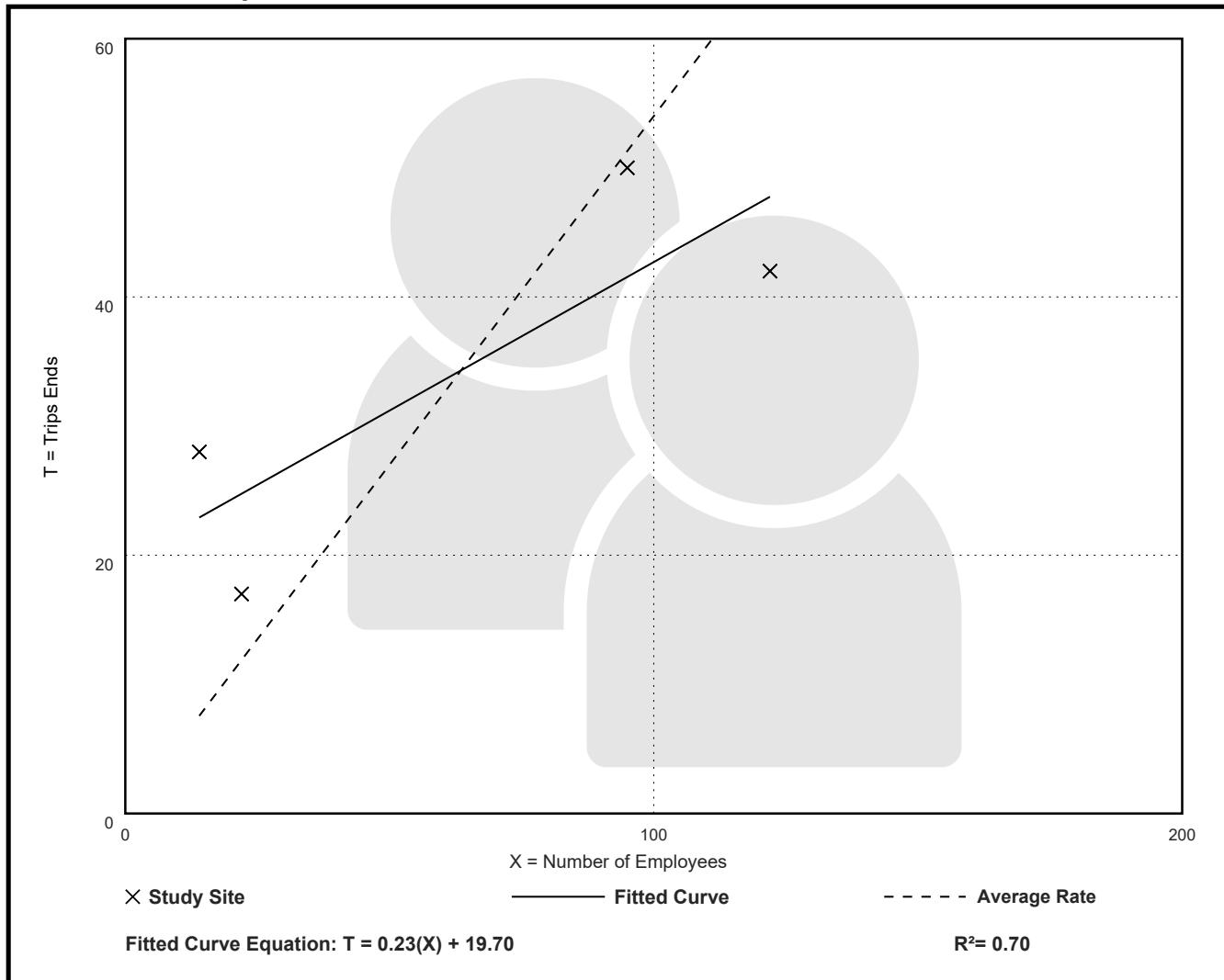
Avg. Num. of Employees: 63

Directional Distribution: 58% entering, 42% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.54	0.34 - 2.00	0.43

Data Plot and Equation



Furniture/Flooring Store (890)

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

Setting/Location: General Urban/Suburban

Number of Studies: 4

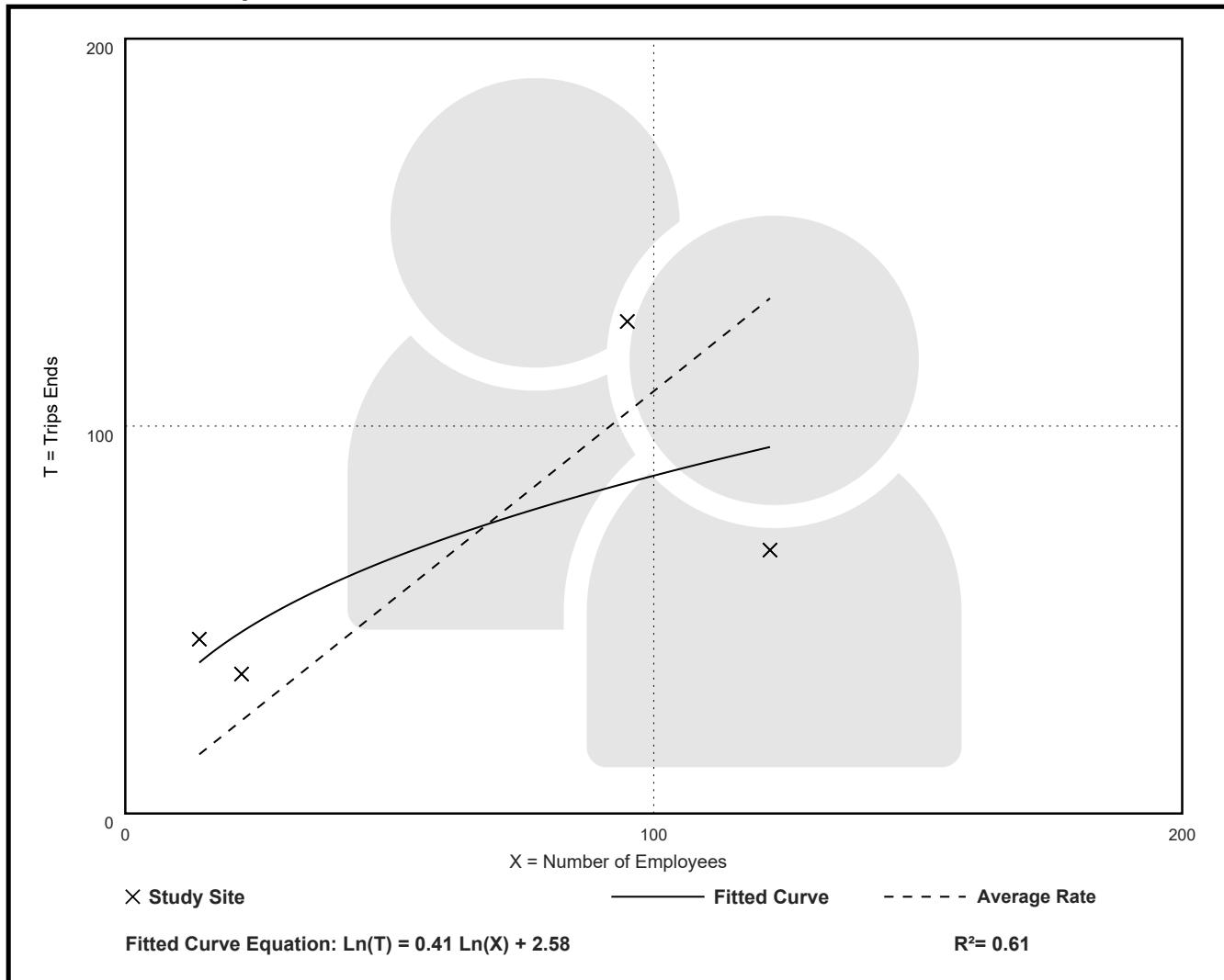
Avg. Num. of Employees: 63

Directional Distribution: 59% entering, 41% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.09	0.56 - 3.21	0.76

Data Plot and Equation



Furniture/Flooring Store (890)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

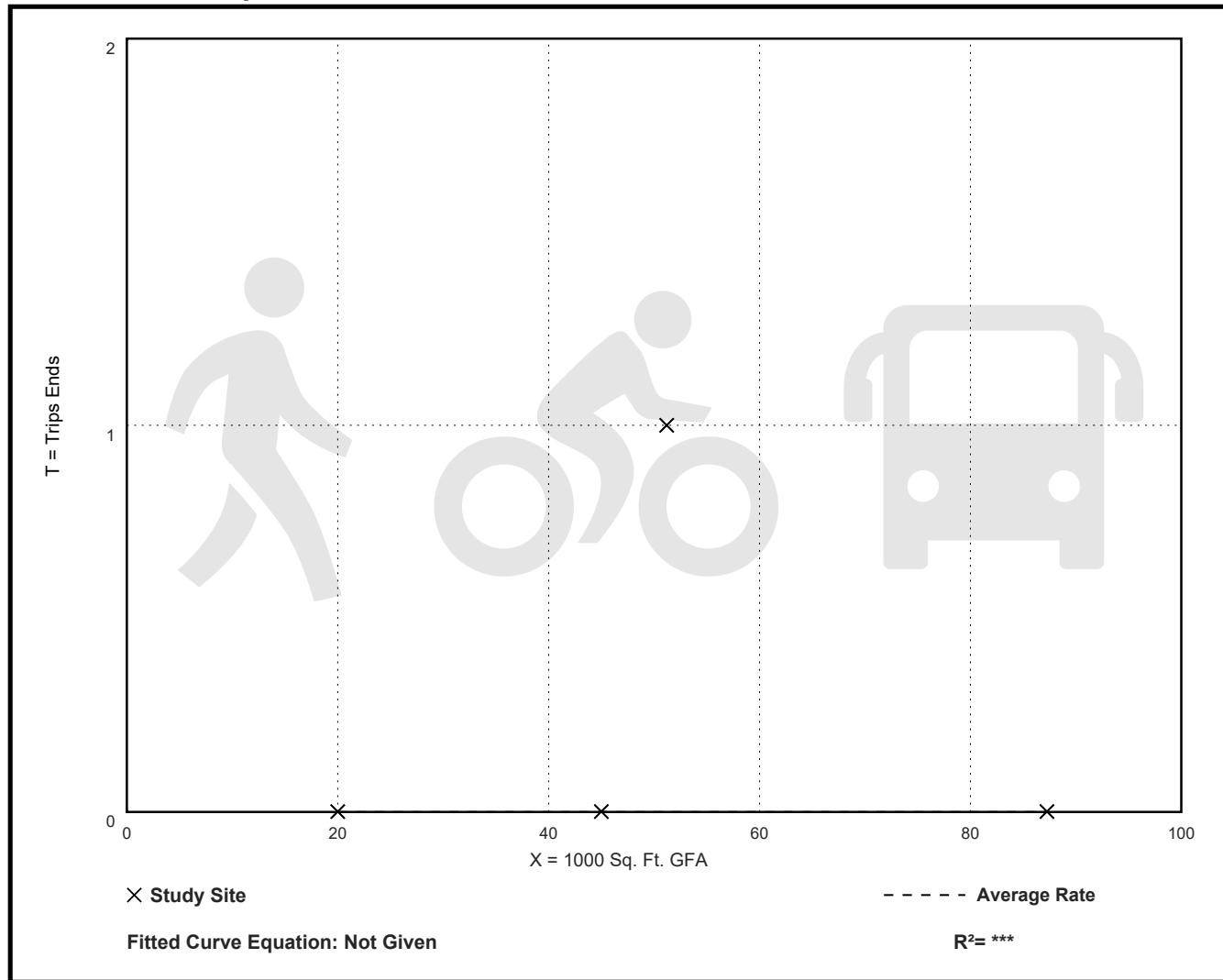
Avg. 1000 Sq. Ft. GFA: 51

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.02	0.01

Data Plot and Equation



Furniture/Flooring Store (890)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

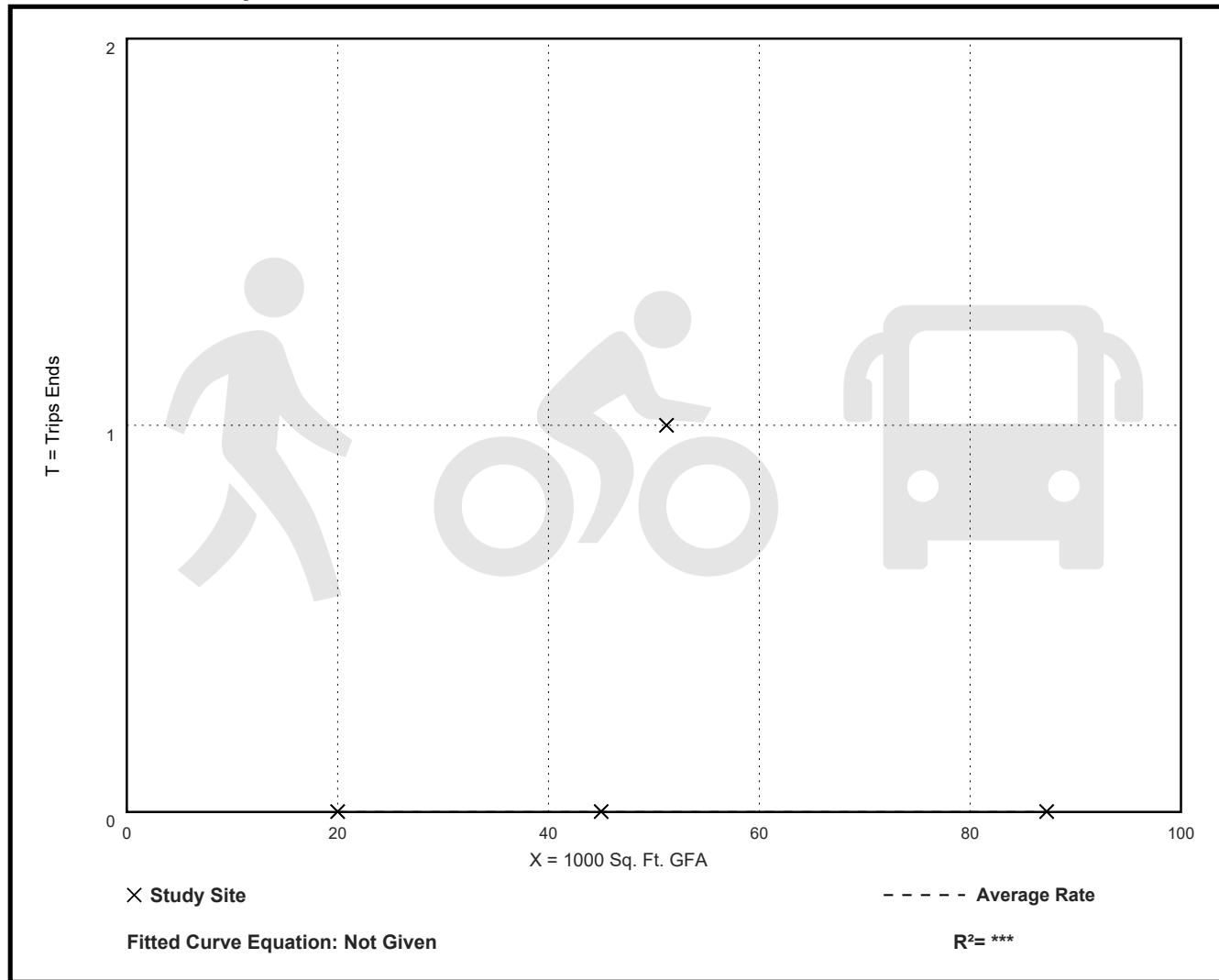
Avg. 1000 Sq. Ft. GFA: 51

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.02	0.01

Data Plot and Equation



Furniture/Flooring Store (890)

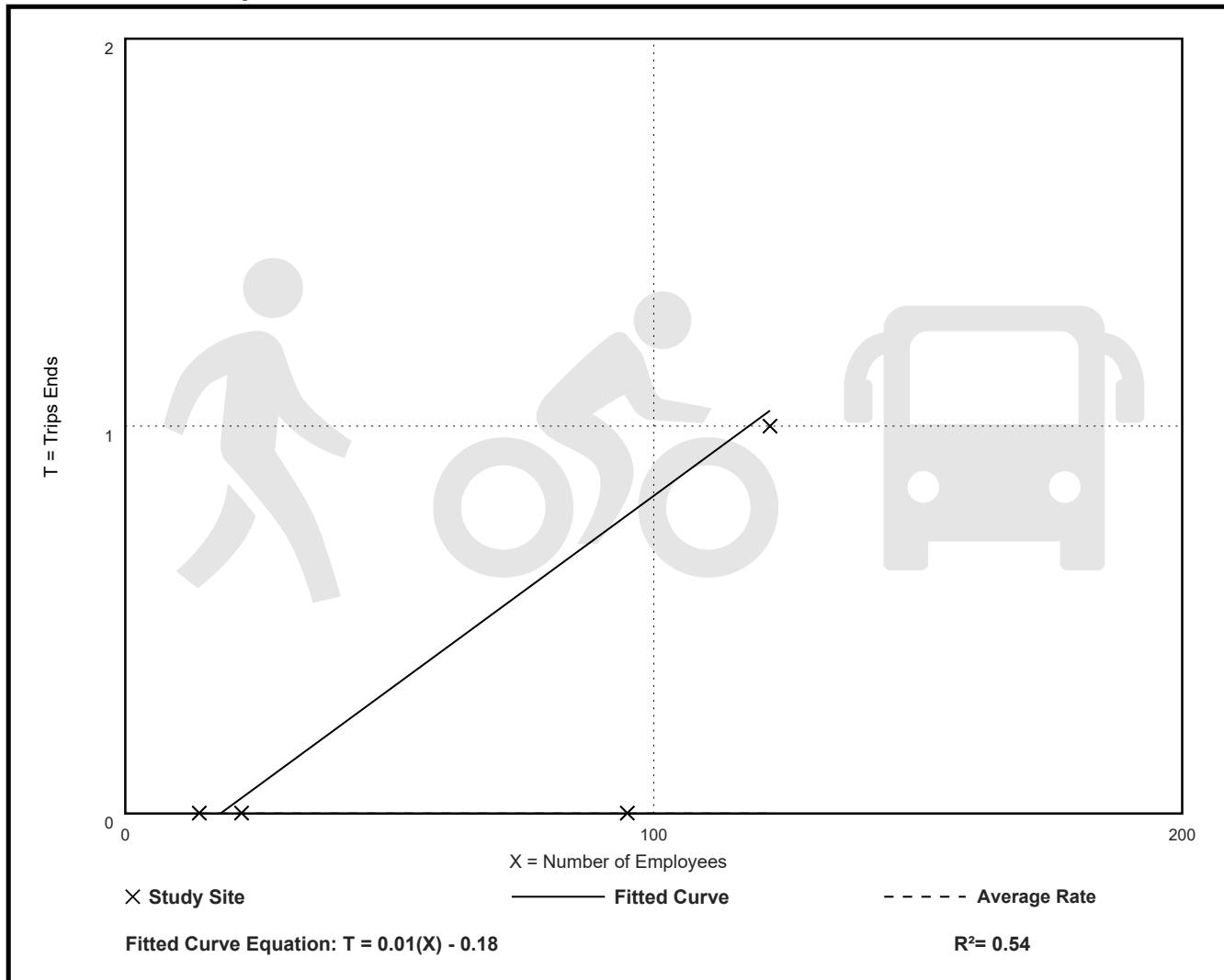
Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 63
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

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

Data Plot and Equation



Furniture/Flooring Store (890)

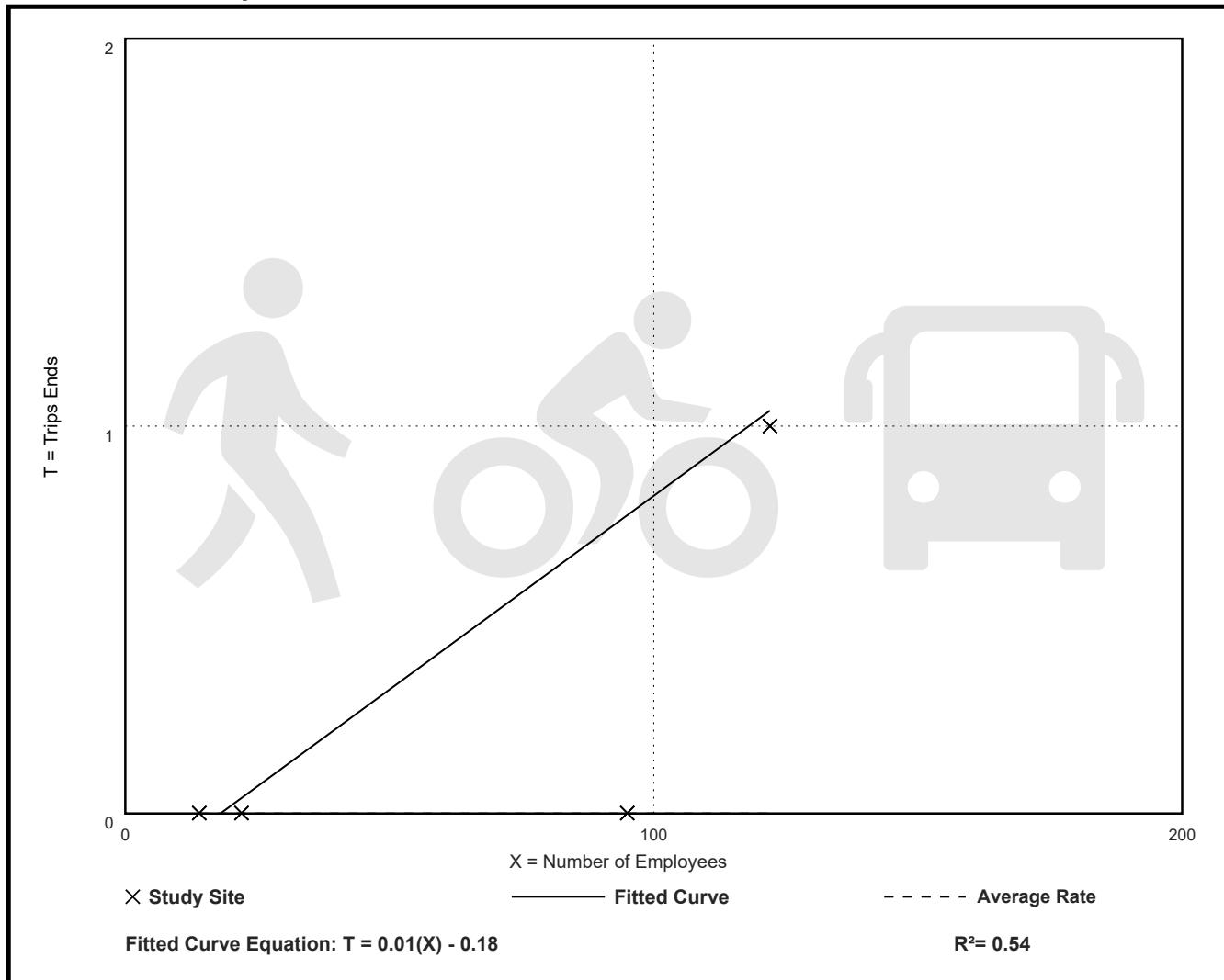
Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 63
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

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

Data Plot and Equation



Furniture/Flooring Store (890)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

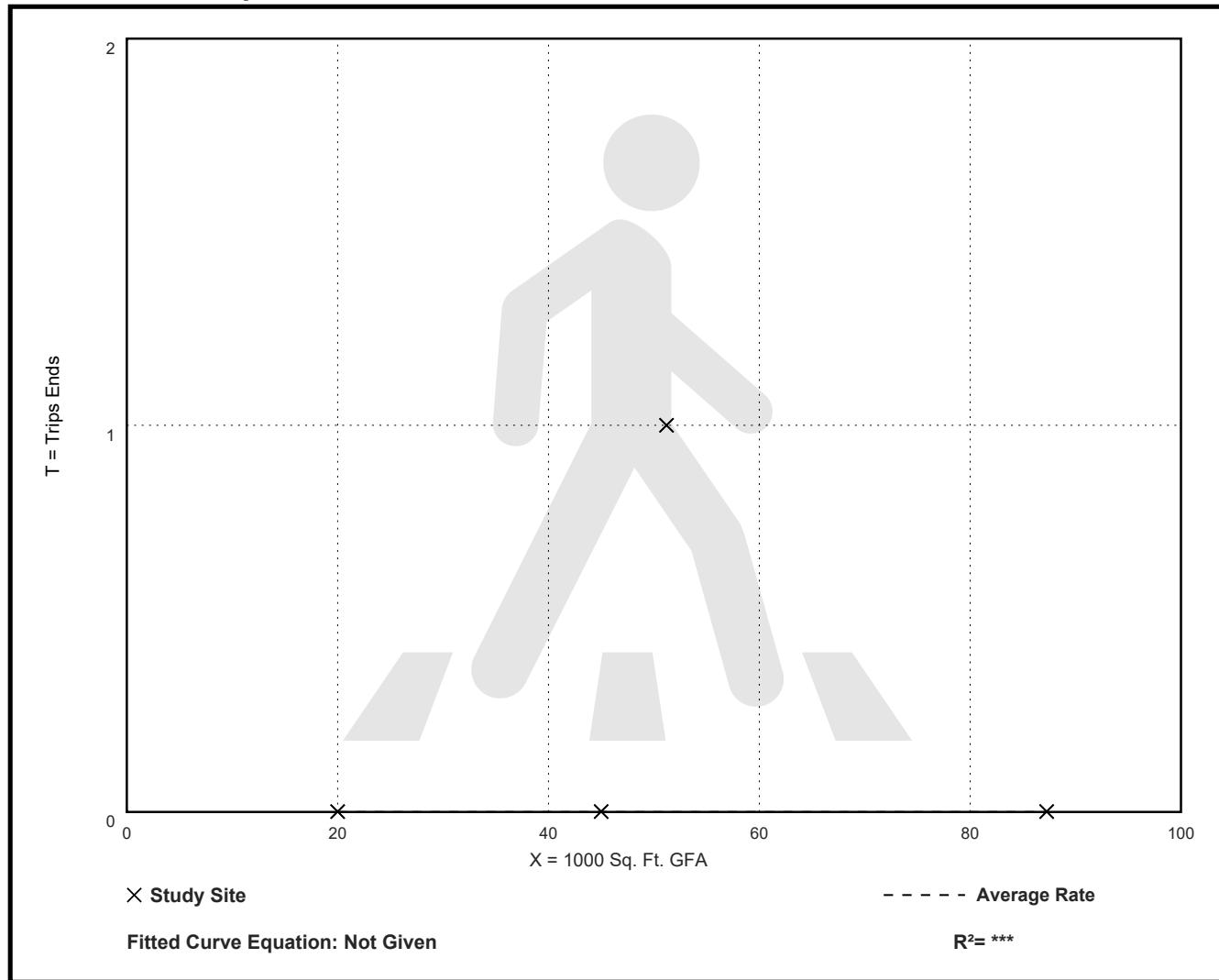
Avg. 1000 Sq. Ft. GFA: 51

Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.02	0.01

Data Plot and Equation



Furniture/Flooring Store (890)

Walk Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

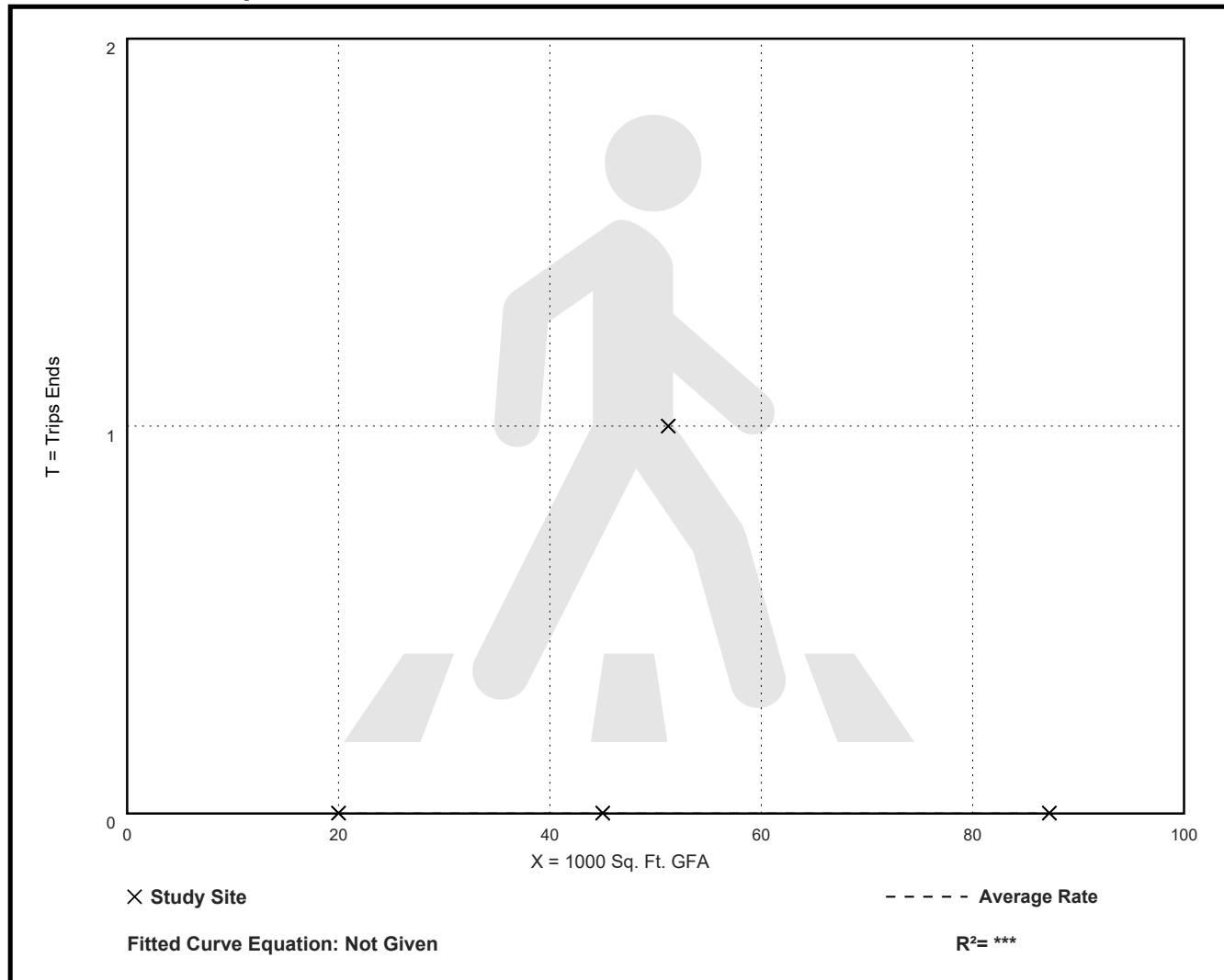
Avg. 1000 Sq. Ft. GFA: 51

Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.02	0.01

Data Plot and Equation



Furniture/Flooring Store (890)

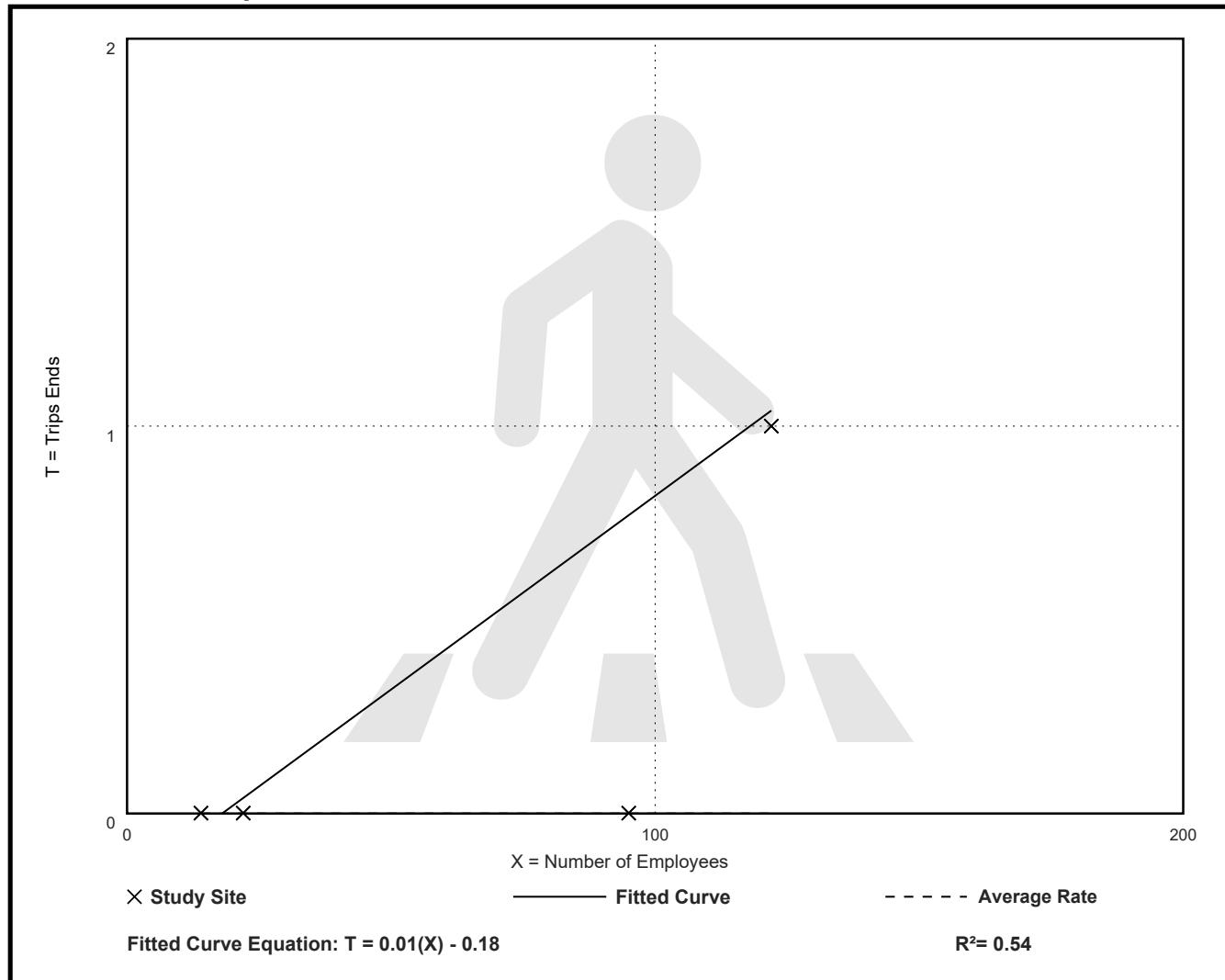
Walk Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 63
Directional Distribution: Not Available

Walk Trip Generation per Employee

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

Data Plot and Equation



Furniture/Flooring Store (890)

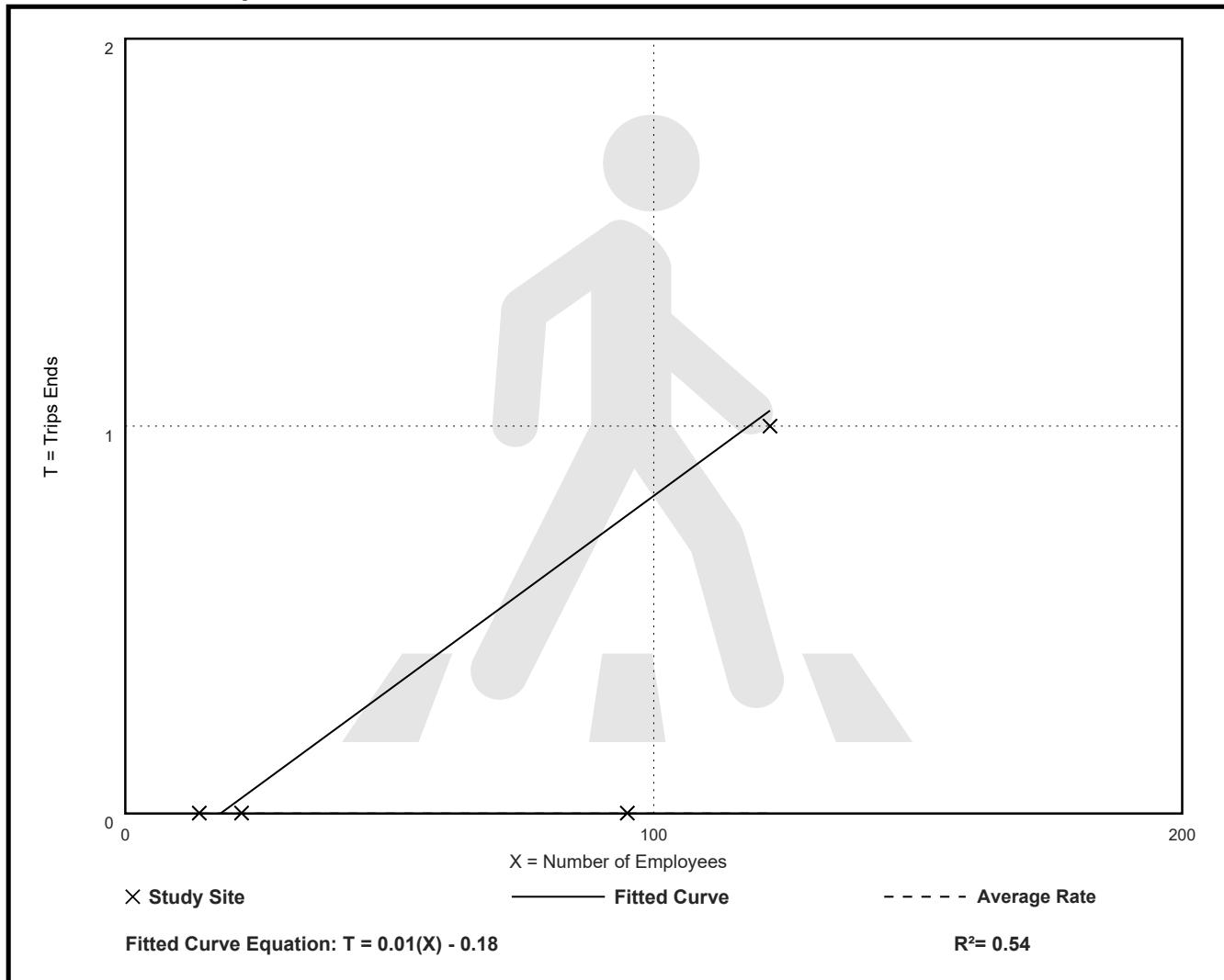
Walk Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 63
Directional Distribution: Not Available

Walk Trip Generation per Employee

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

Data Plot and Equation



Liquor Store (899)

Person Trip Ends vs: 1000 Sq. Ft. GFA

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: 3

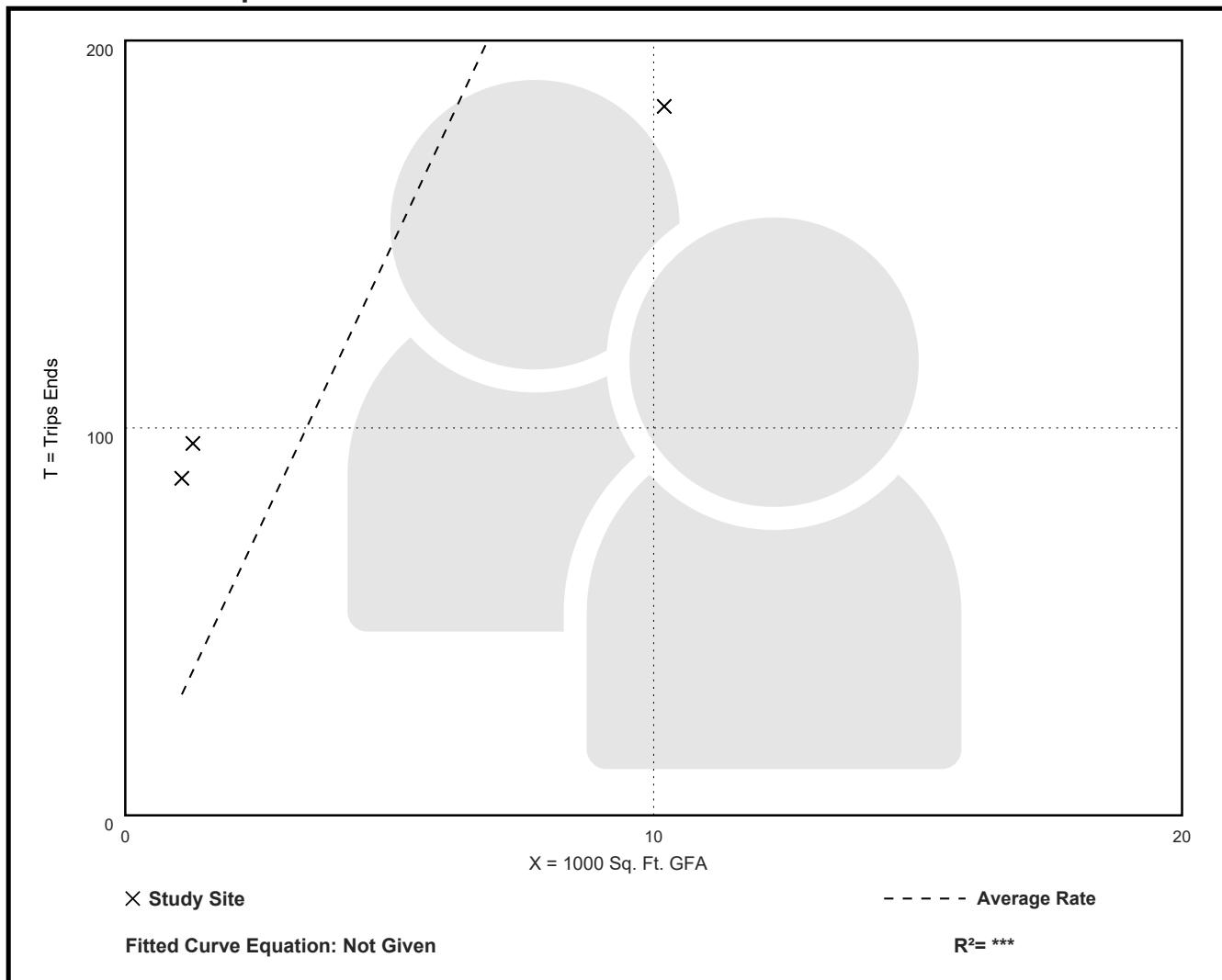
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
29.16	17.94 - 81.31	28.68

Data Plot and Equation



Liquor Store (899)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

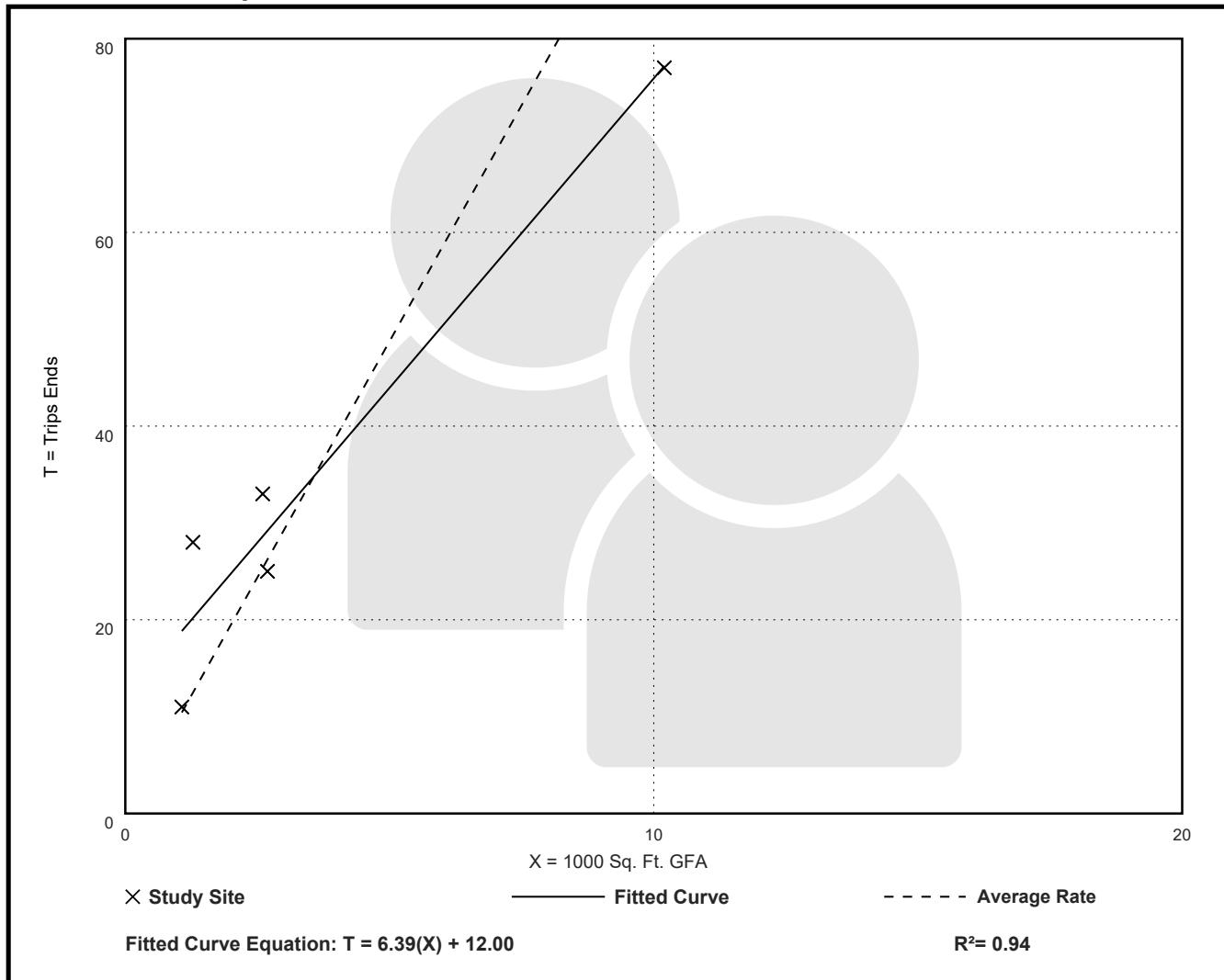
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 52% entering, 48% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.75	7.55 - 21.88	4.28

Data Plot and Equation



Liquor Store (899)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

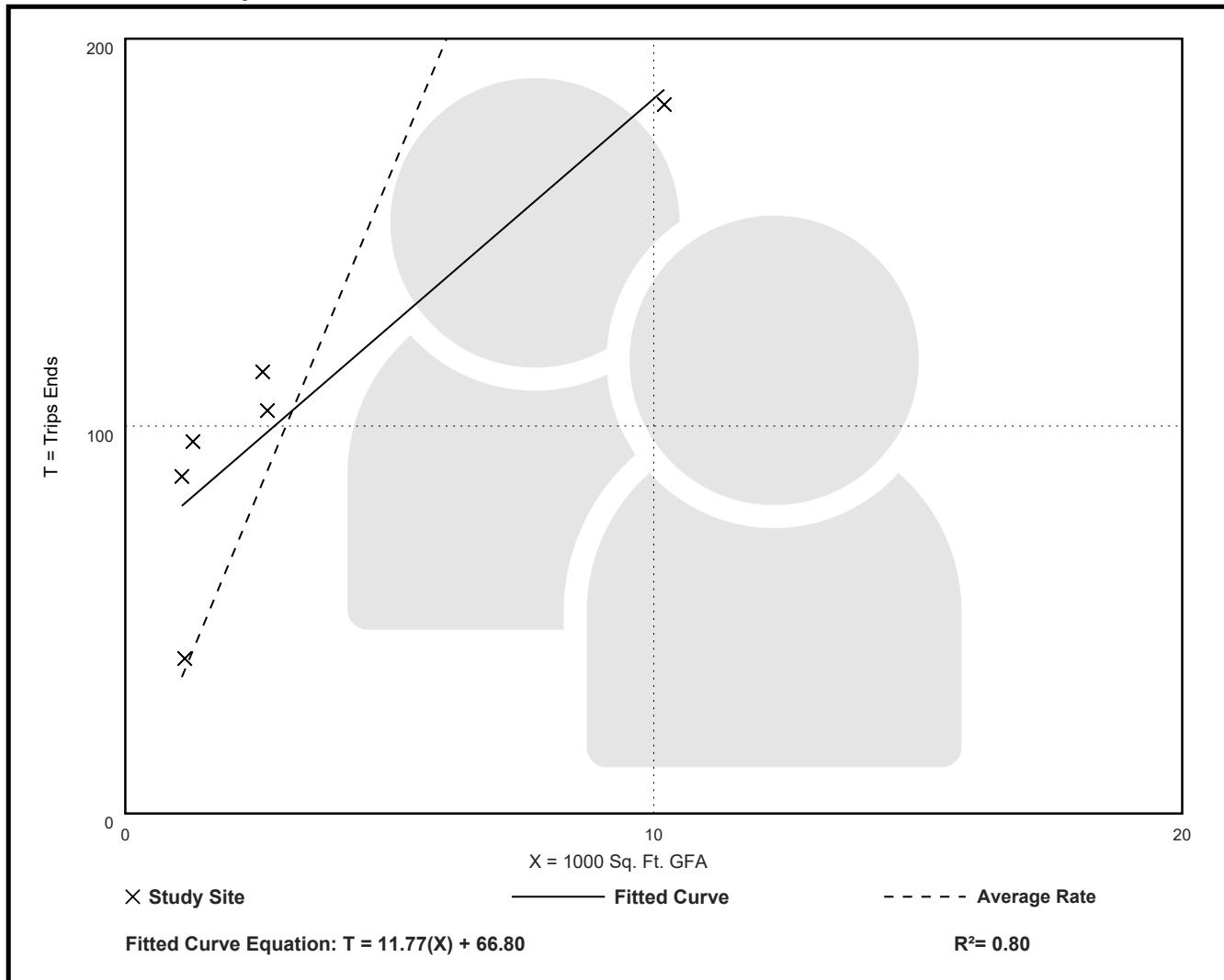
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.90	17.94 - 81.31	21.74

Data Plot and Equation



Liquor Store (899)

Person Trip Ends vs: Employees

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: 3

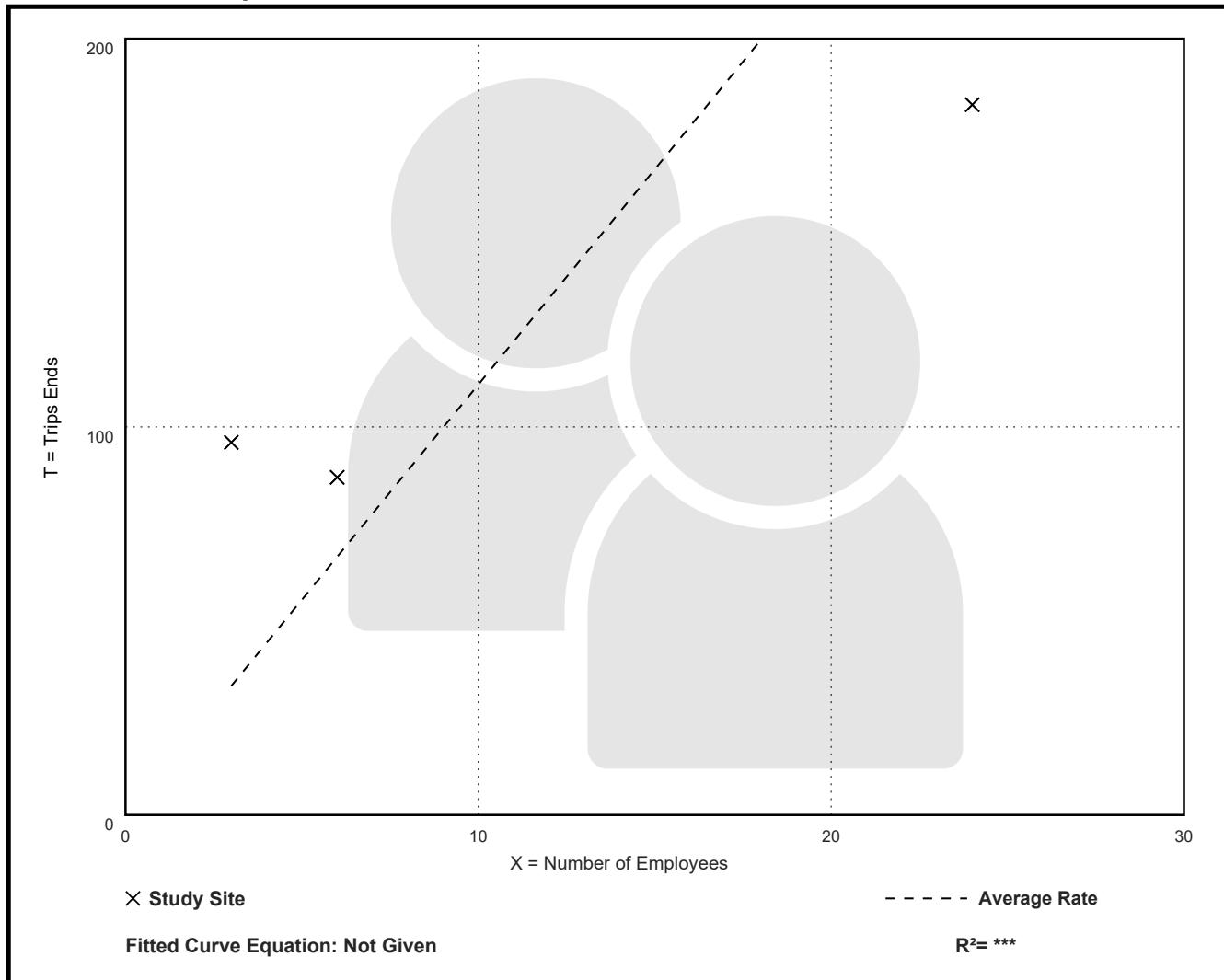
Avg. Num. of Employees: 11

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
11.09	7.63 - 32.00	8.71

Data Plot and Equation



Liquor Store (899)

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

Setting/Location: General Urban/Suburban

Number of Studies: 5

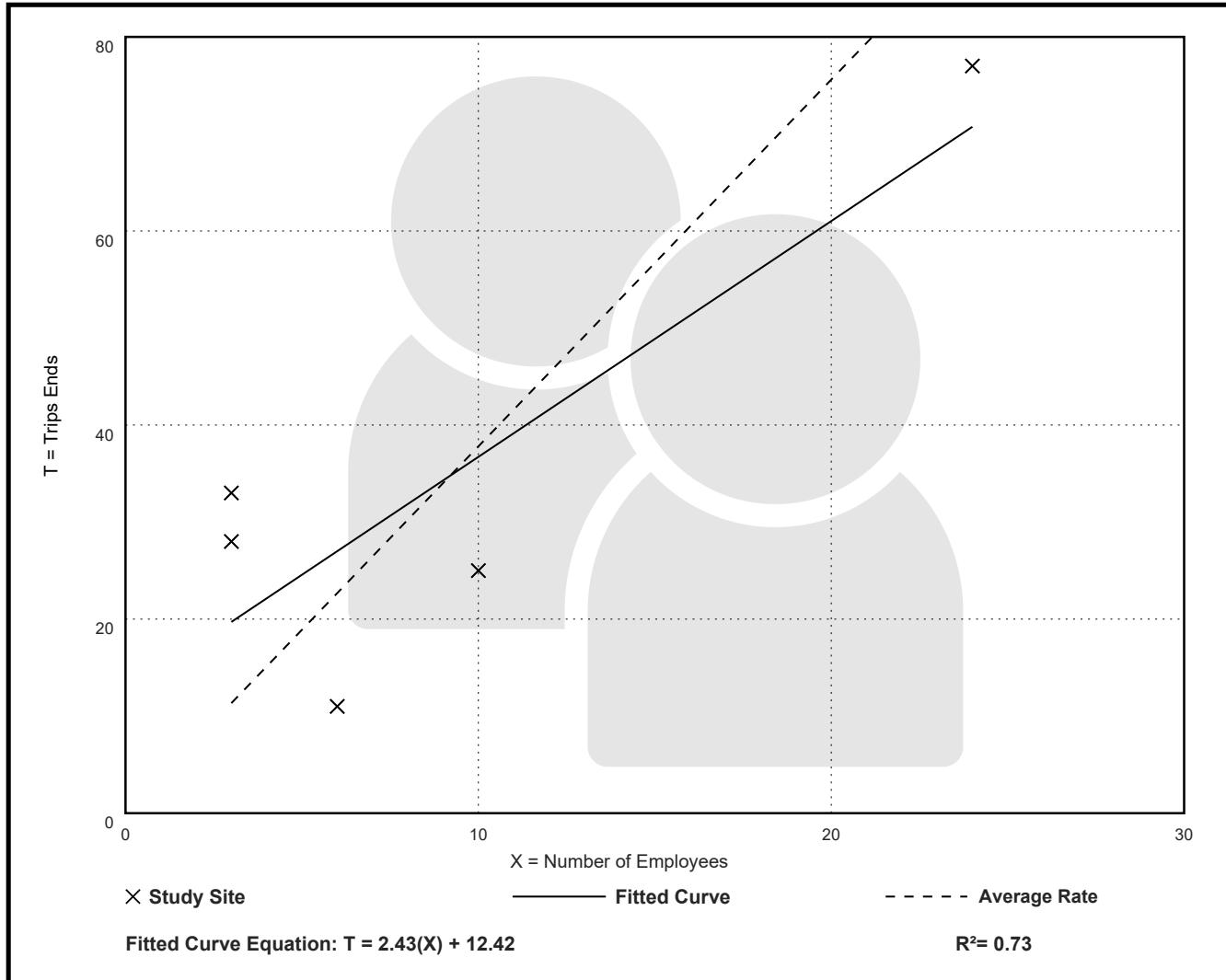
Avg. Num. of Employees: 9

Directional Distribution: 52% entering, 48% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.78	1.83 - 11.00	2.84

Data Plot and Equation



Liquor Store (899)

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

Setting/Location: General Urban/Suburban

Number of Studies: 6

Avg. Num. of Employees: 9

Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
11.77	5.71 - 38.00	9.55

Data Plot and Equation

