

Drive-in Bank (912)

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: 1

Avg. 1000 Sq. Ft. GFA: 4

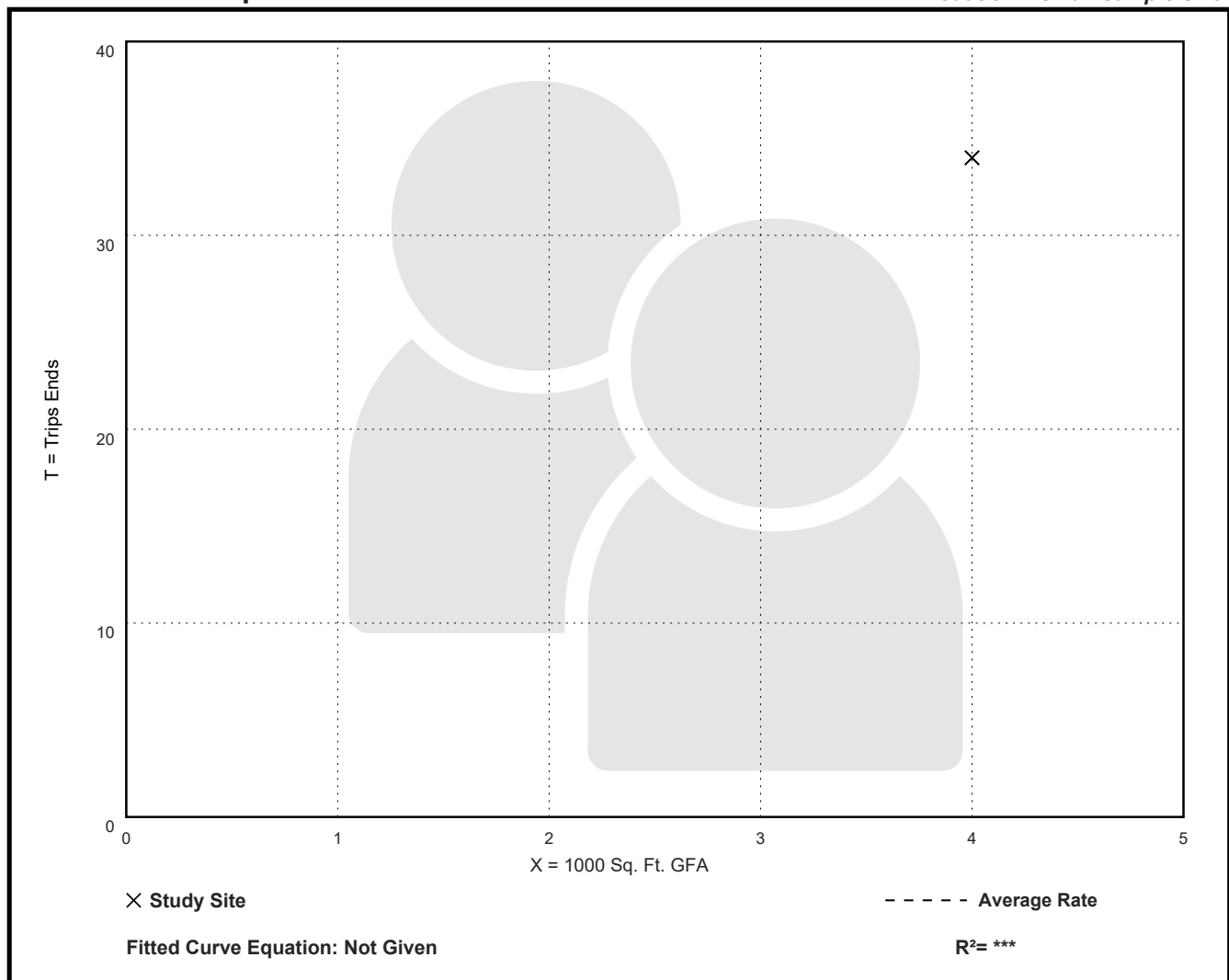
Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.50	8.50 - 8.50	***

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

Person Trip Ends vs: Drive-In Lanes

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Drive-In Lanes: 2

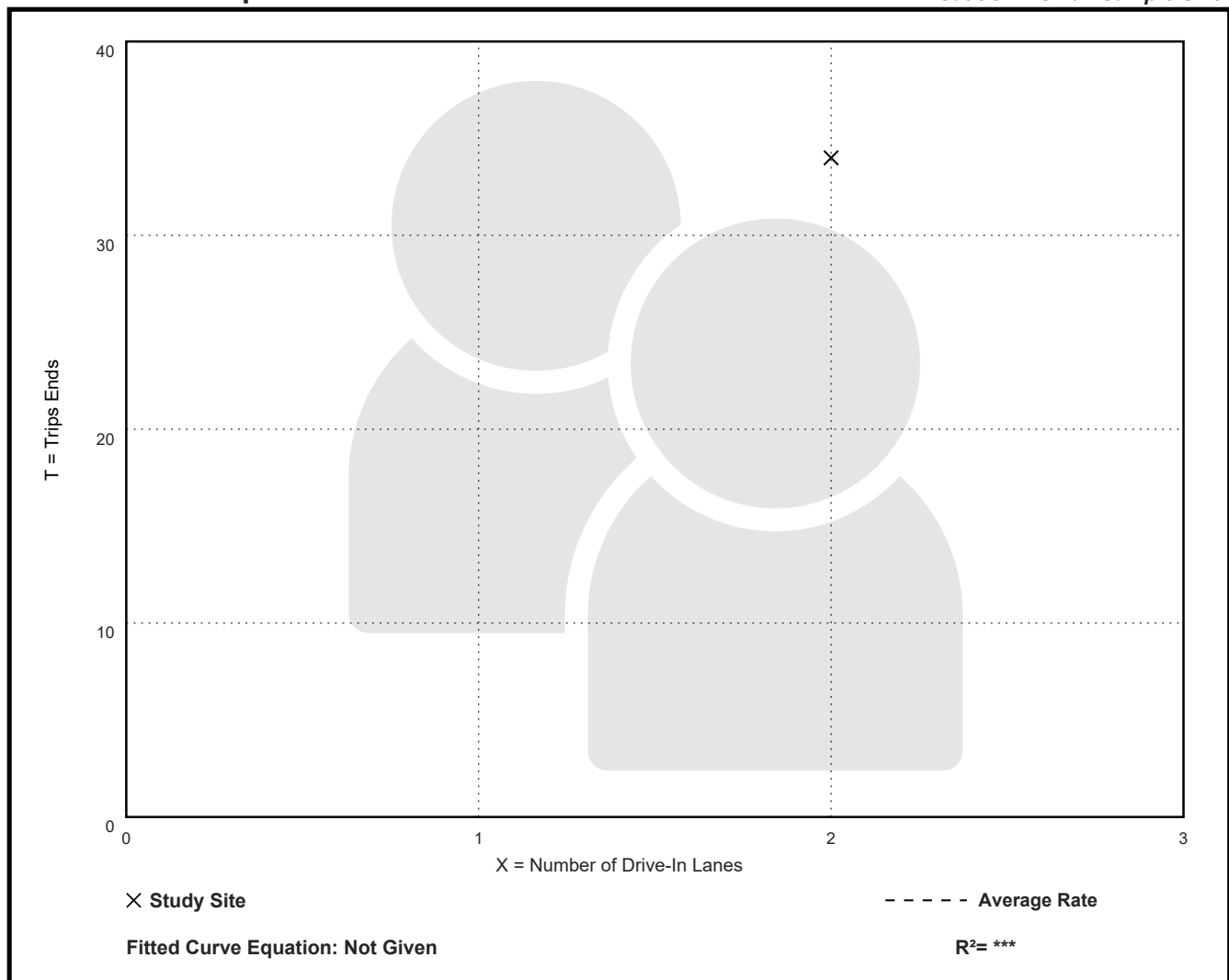
Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
17.00	17.00 - 17.00	***

Data Plot and Equation

Caution – Small Sample Size



Hair Salon/Spa (918)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 4

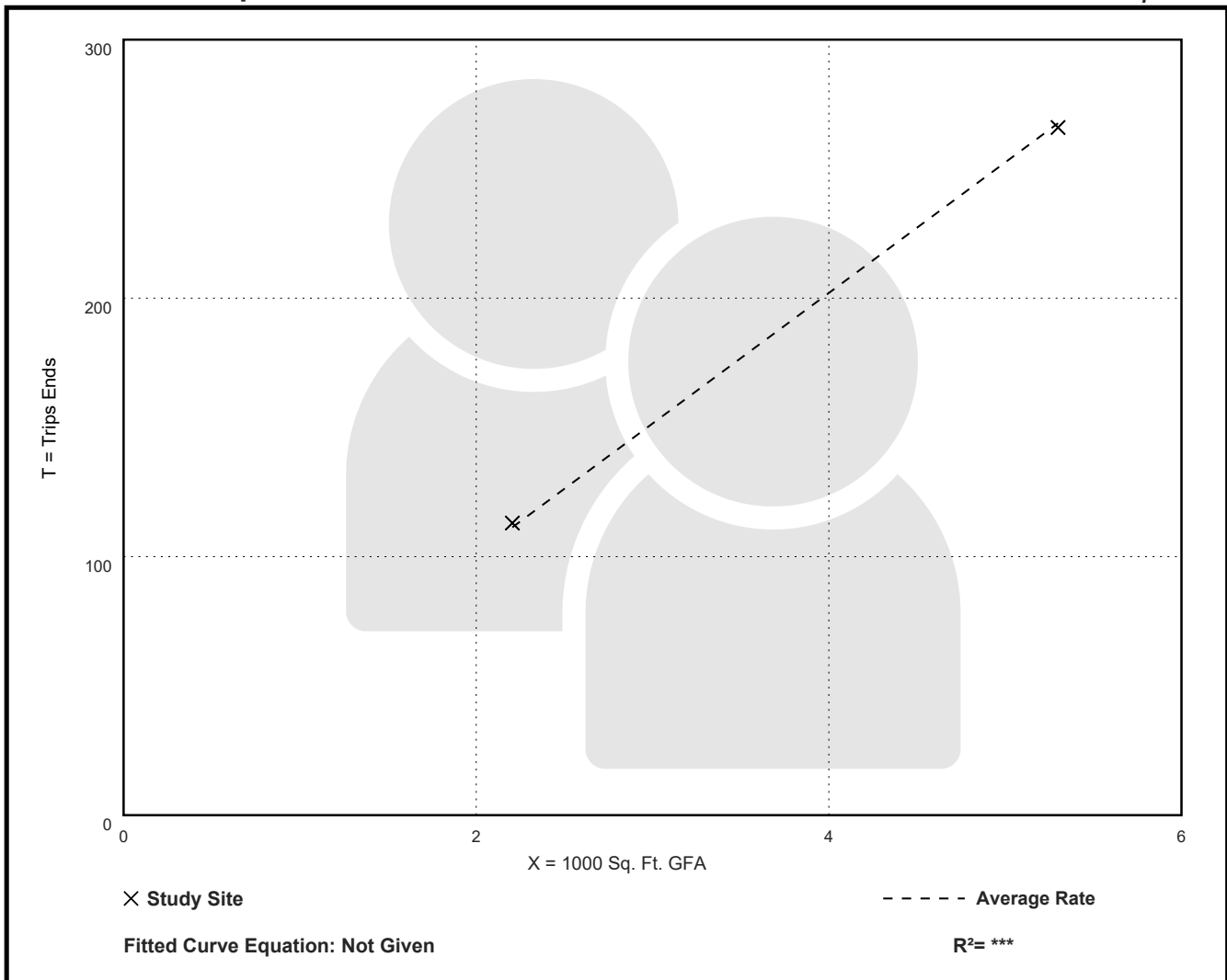
Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.50	50.19 - 51.25	***

Data Plot and Equation

Caution – Small Sample Size



Hair Salon/Spa (918)

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: 4

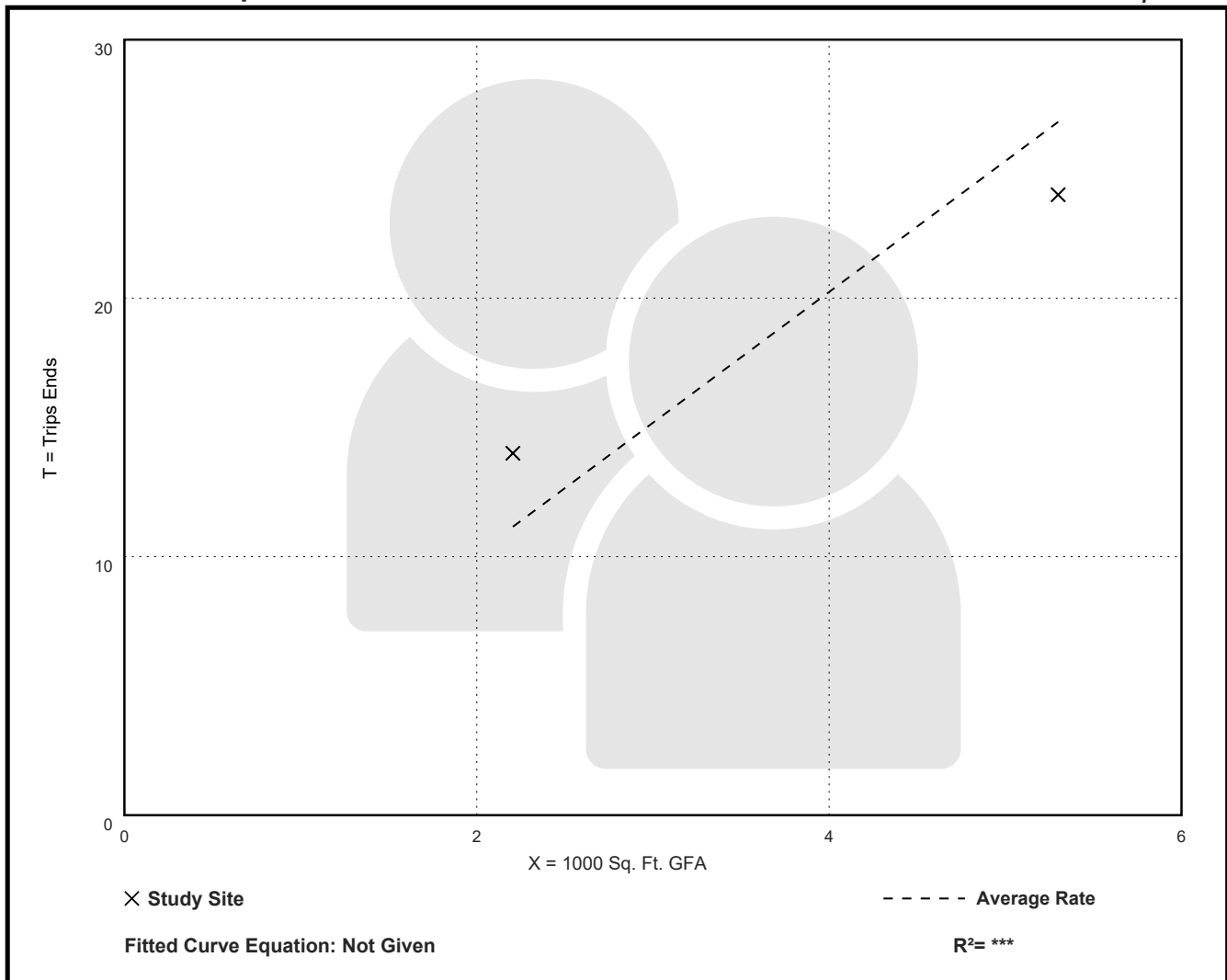
Directional Distribution: 47% entering, 53% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.06	4.53 - 6.35	***

Data Plot and Equation

Caution – Small Sample Size



Food Cart Pod (926)

Walk+Bike+Transit Trip Ends vs: Food Carts

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

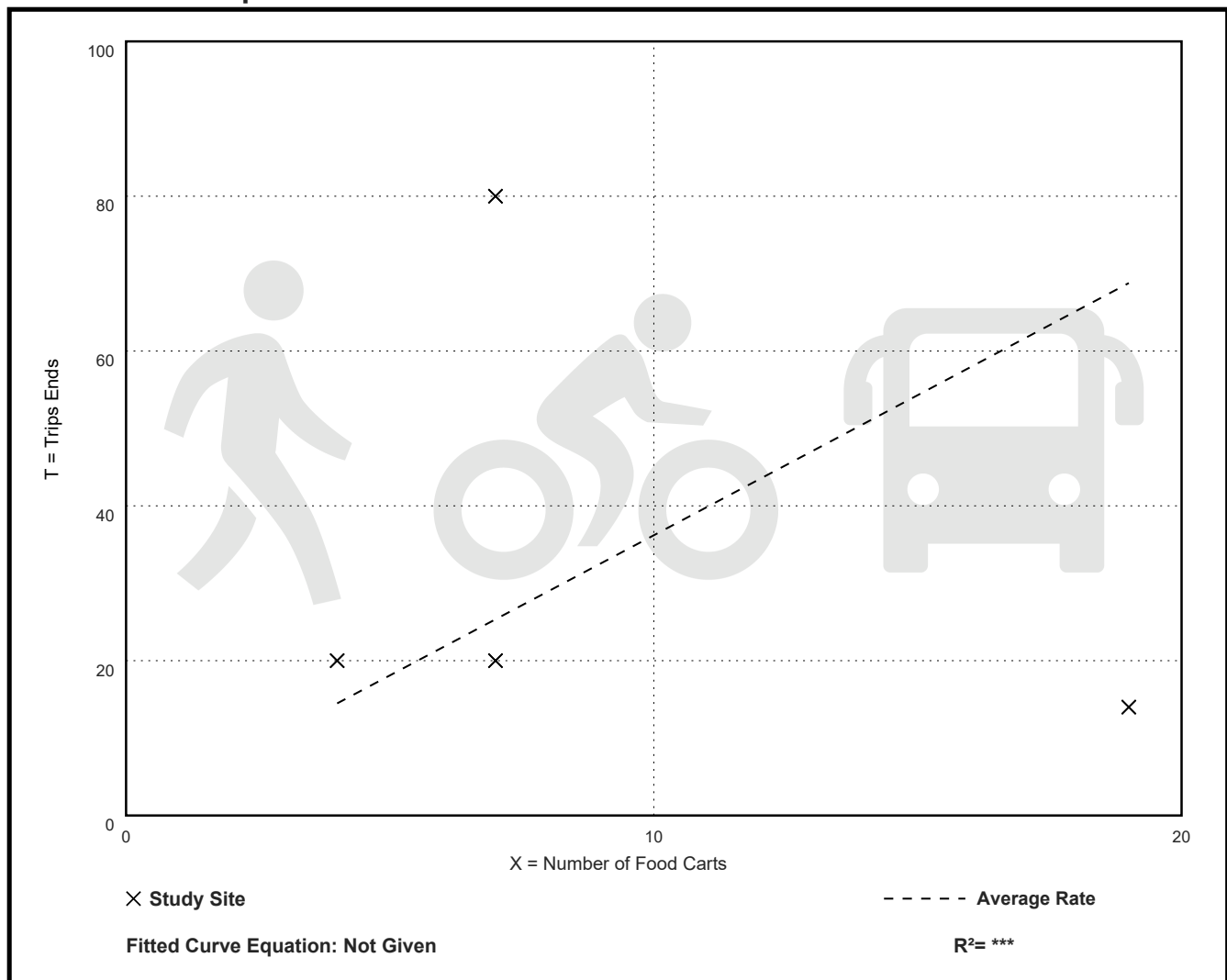
Avg. Num. of Food Carts: 9

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Food Cart

Average Rate	Range of Rates	Standard Deviation
3.62	0.74 - 11.43	4.64

Data Plot and Equation



Food Cart Pod (926)

Walk+Bike+Transit Trip Ends vs: Food Carts

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

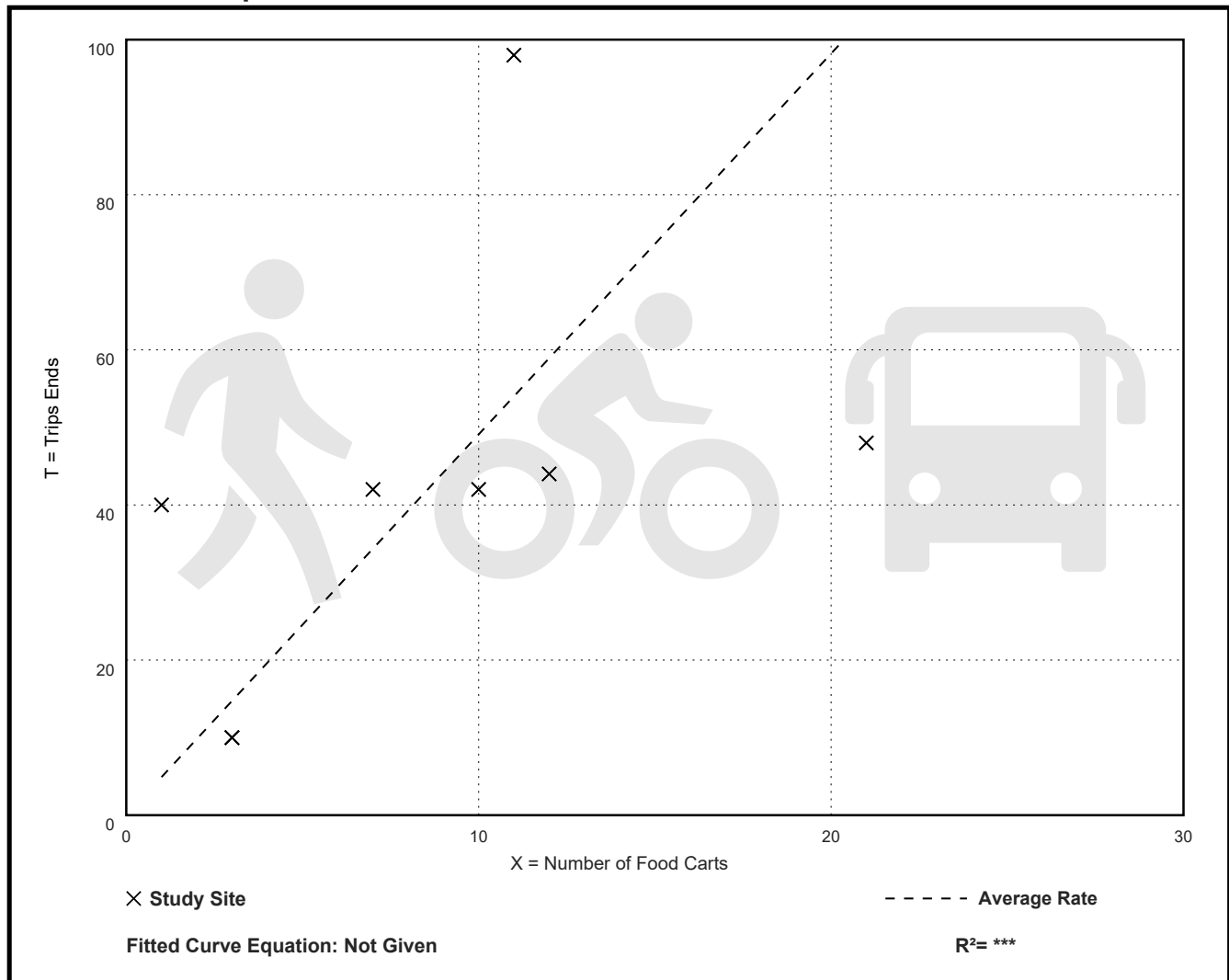
Avg. Num. of Food Carts: 9

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Food Cart

Average Rate	Range of Rates	Standard Deviation
4.91	2.29 - 40.00	5.18

Data Plot and Equation



Food Cart Pod (926)

Walk Trip Ends vs: Food Carts

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

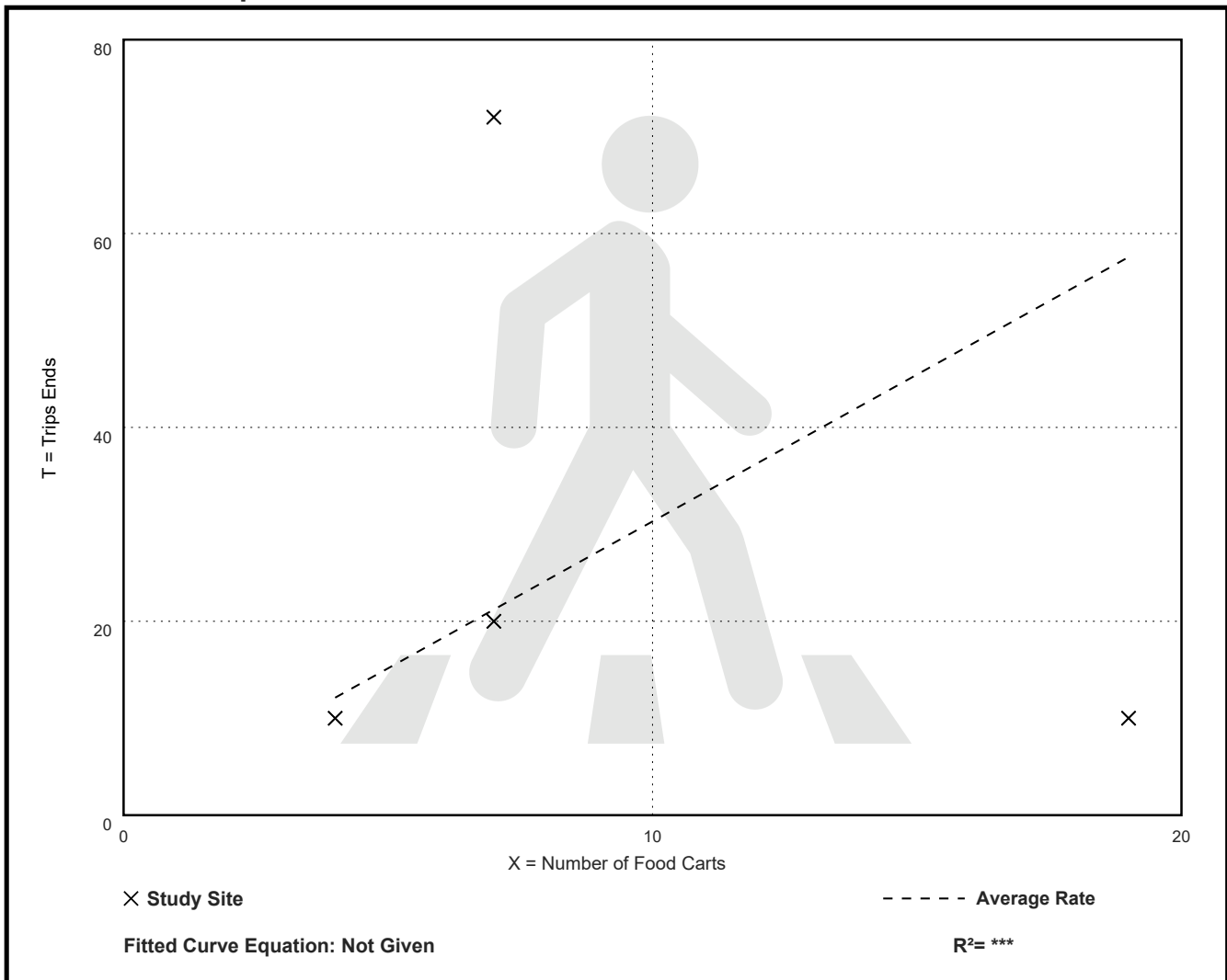
Avg. Num. of Food Carts: 9

Directional Distribution: Not Available

Walk Trip Generation per Food Cart

Average Rate	Range of Rates	Standard Deviation
3.03	0.53 - 10.29	4.20

Data Plot and Equation



Food Cart Pod (926)

Walk Trip Ends vs: Food Carts

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

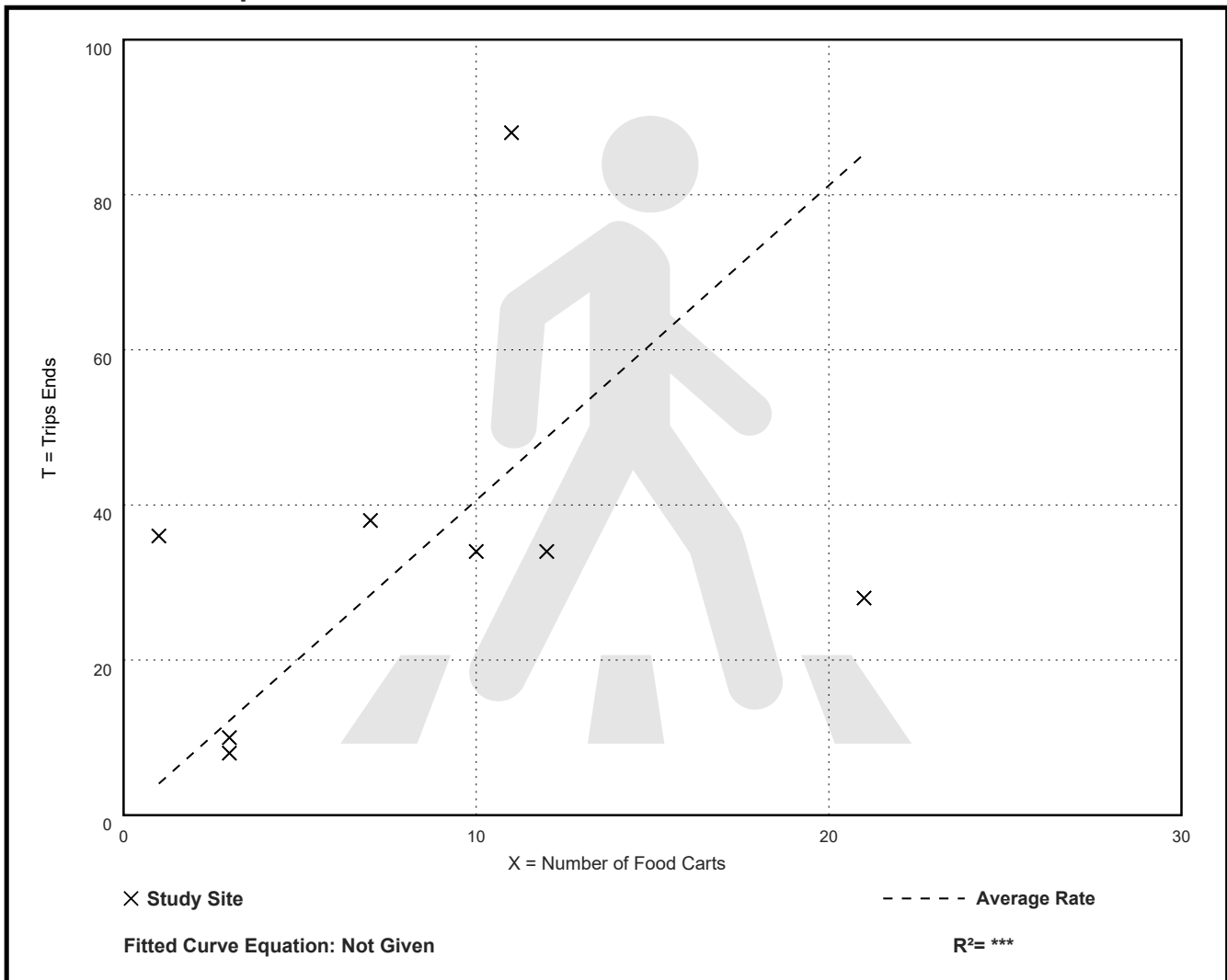
Avg. Num. of Food Carts: 9

Directional Distribution: Not Available

Walk Trip Generation per Food Cart

Average Rate	Range of Rates	Standard Deviation
4.06	1.33 - 36.00	4.83

Data Plot and Equation



Fine Dining Restaurant (931)

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: 5

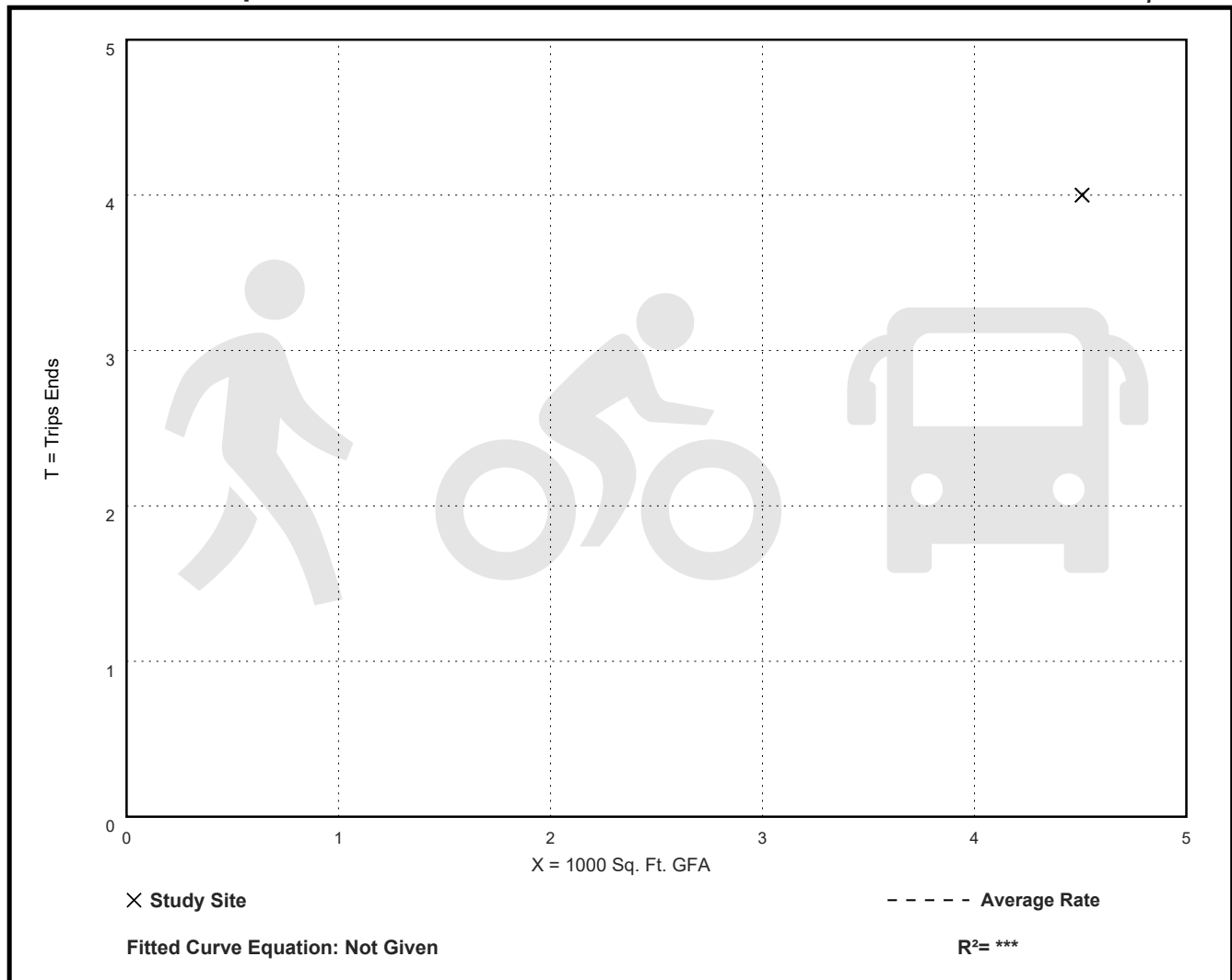
Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.89	0.89 - 0.89	***

Data Plot and Equation

Caution – Small Sample Size



Fine Dining Restaurant (931)

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: 2

Avg. 1000 Sq. Ft. GFA: 3

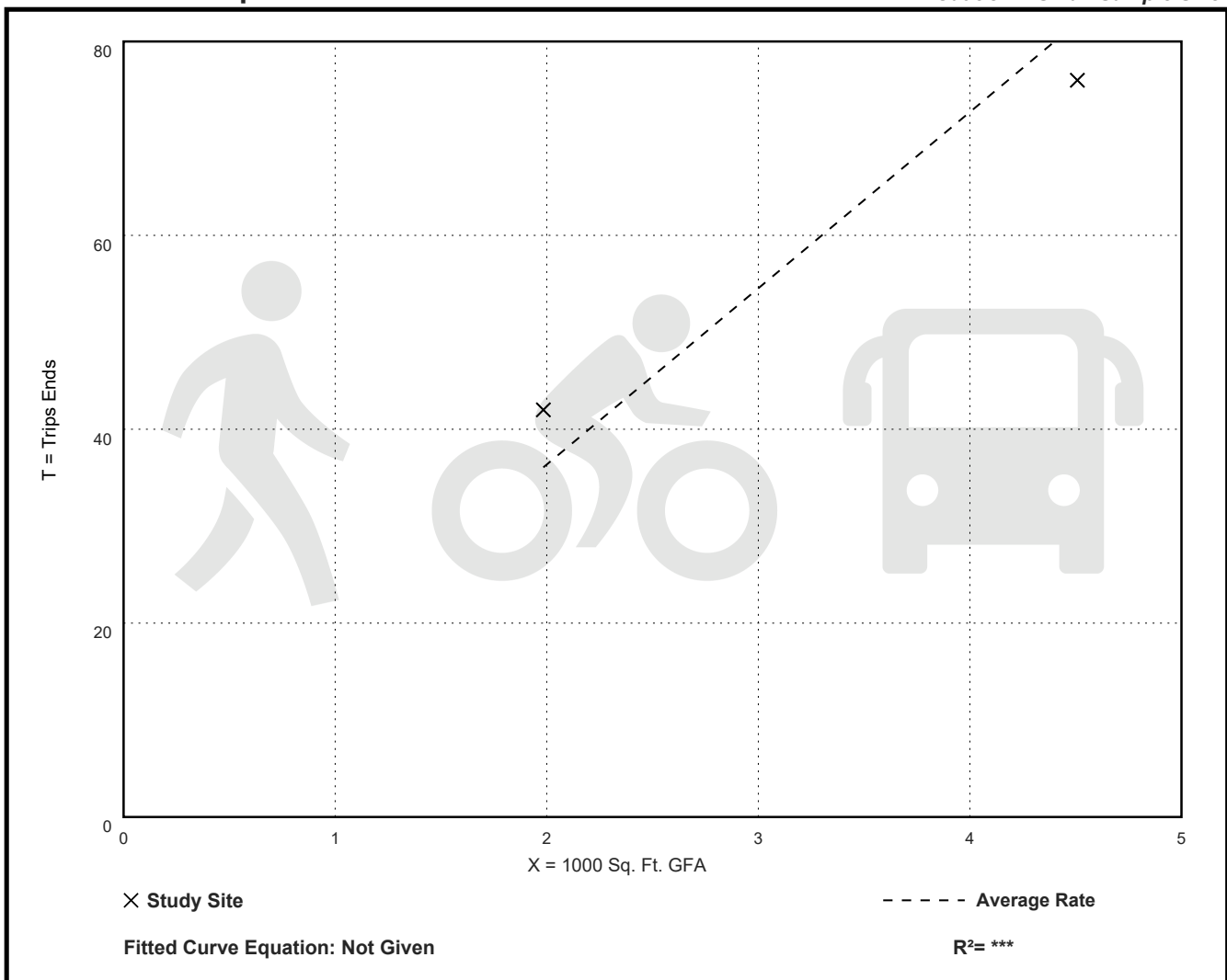
Directional Distribution: 47% entering, 53% exiting

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

Average Rate	Range of Rates	Standard Deviation
18.18	16.86 - 21.17	***

Data Plot and Equation

Caution – Small Sample Size



Fine Dining Restaurant (931)

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: 3

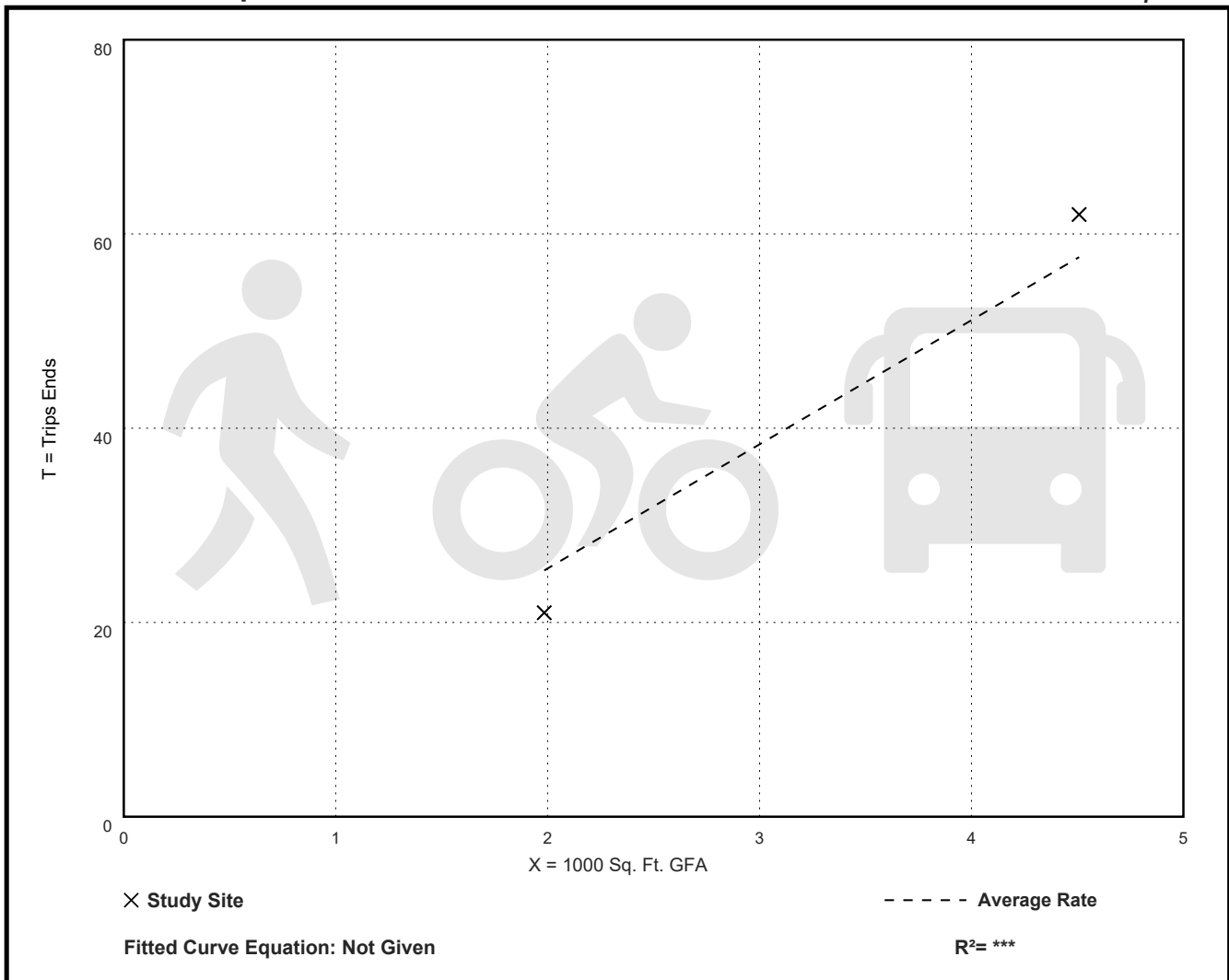
Directional Distribution: 40% entering, 60% exiting

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

Average Rate	Range of Rates	Standard Deviation
12.78	10.58 - 13.75	***

Data Plot and Equation

Caution – Small Sample Size



Fine Dining Restaurant (931)

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: 2

Avg. 1000 Sq. Ft. GFA: 3

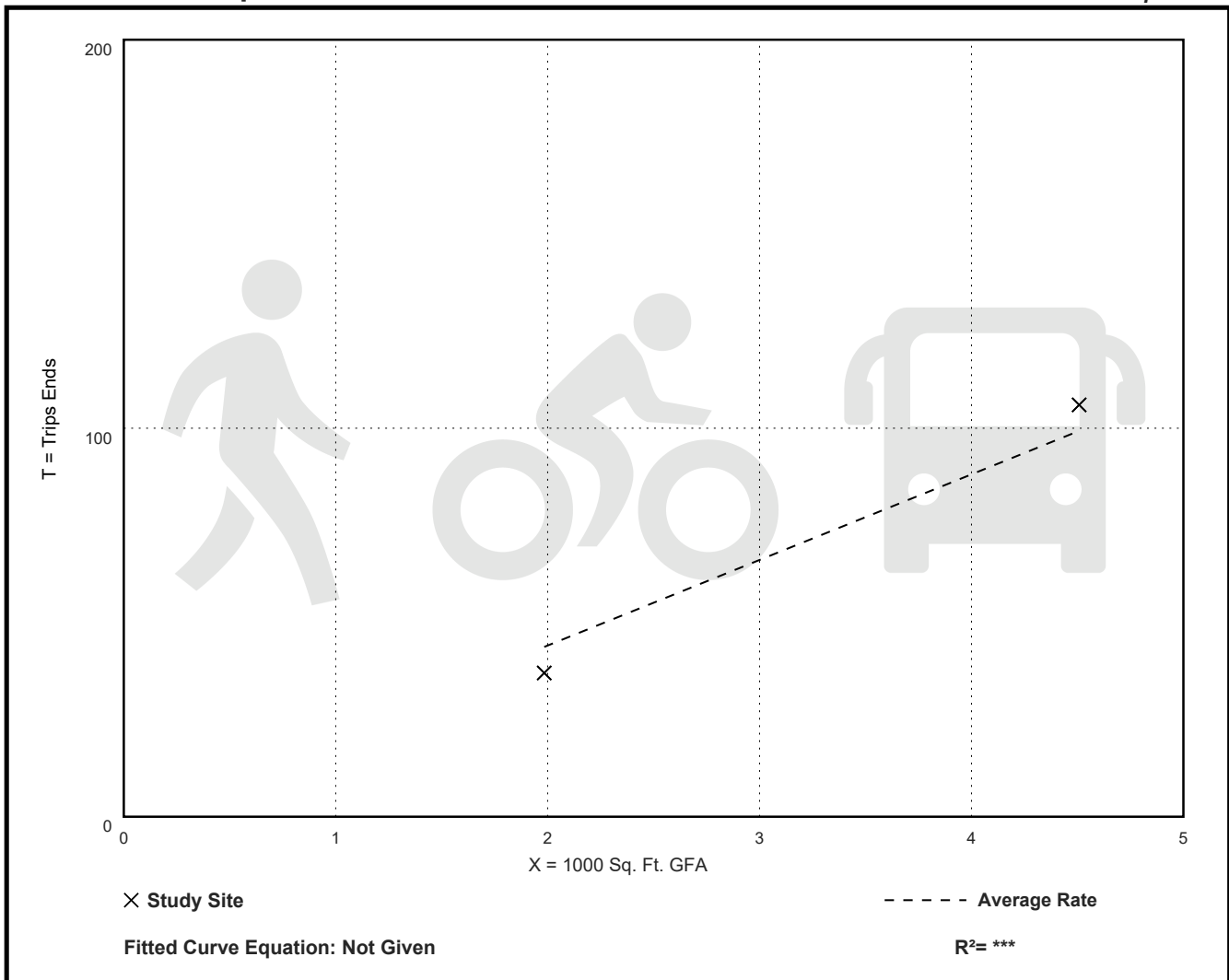
Directional Distribution: 59% entering, 41% exiting

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

Average Rate	Range of Rates	Standard Deviation
22.03	18.65 - 23.51	***

Data Plot and Equation

Caution – Small Sample Size



High-Turnover (Sit-Down) Restaurant (932)

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: 1

Avg. 1000 Sq. Ft. GFA: 8

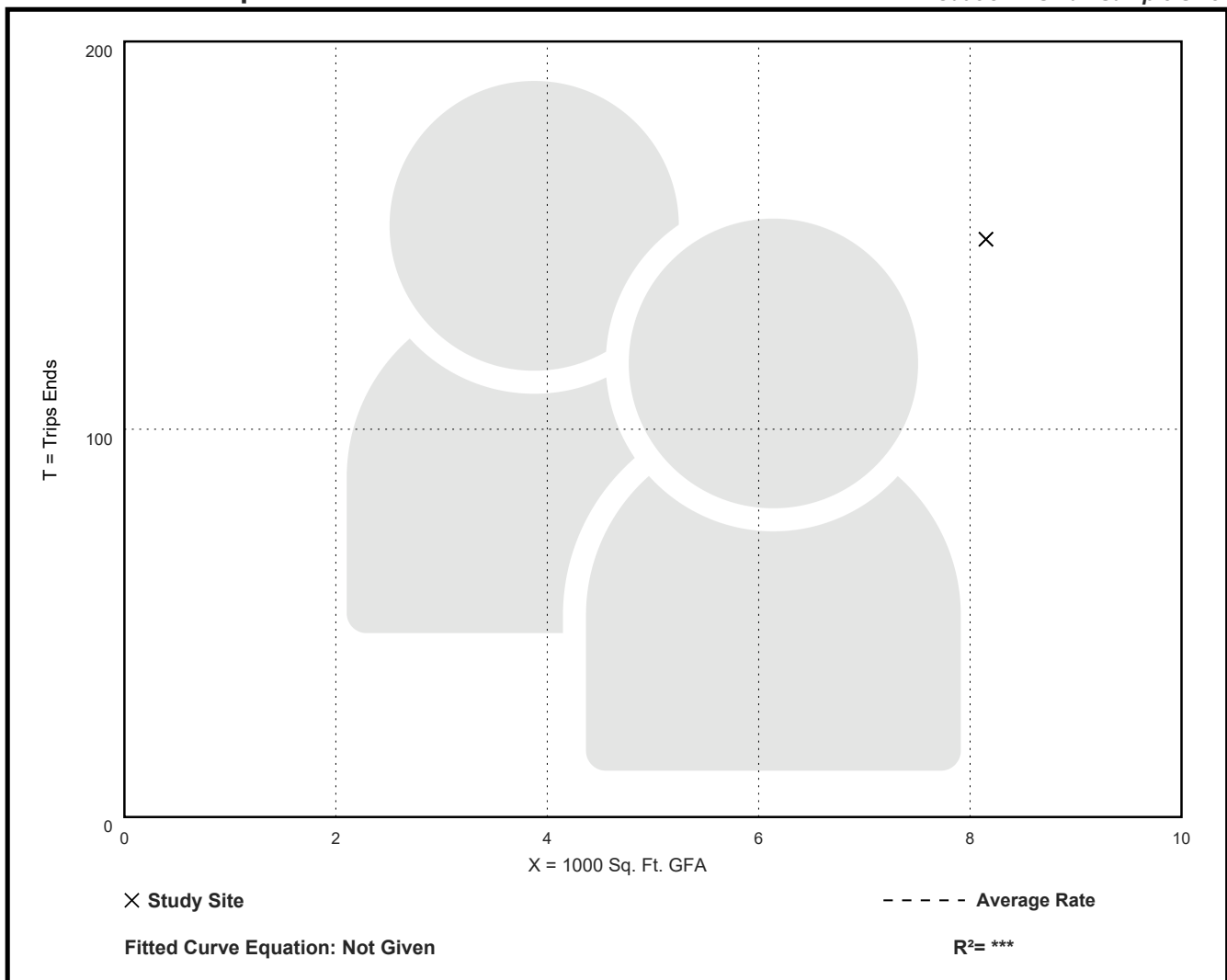
Directional Distribution: 79% entering, 21% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
18.28	18.28 - 18.28	***

Data Plot and Equation

Caution – Small Sample Size



Fast-Food Restaurant with Drive-Through Window (934)

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: 1

Avg. 1000 Sq. Ft. GFA: 3

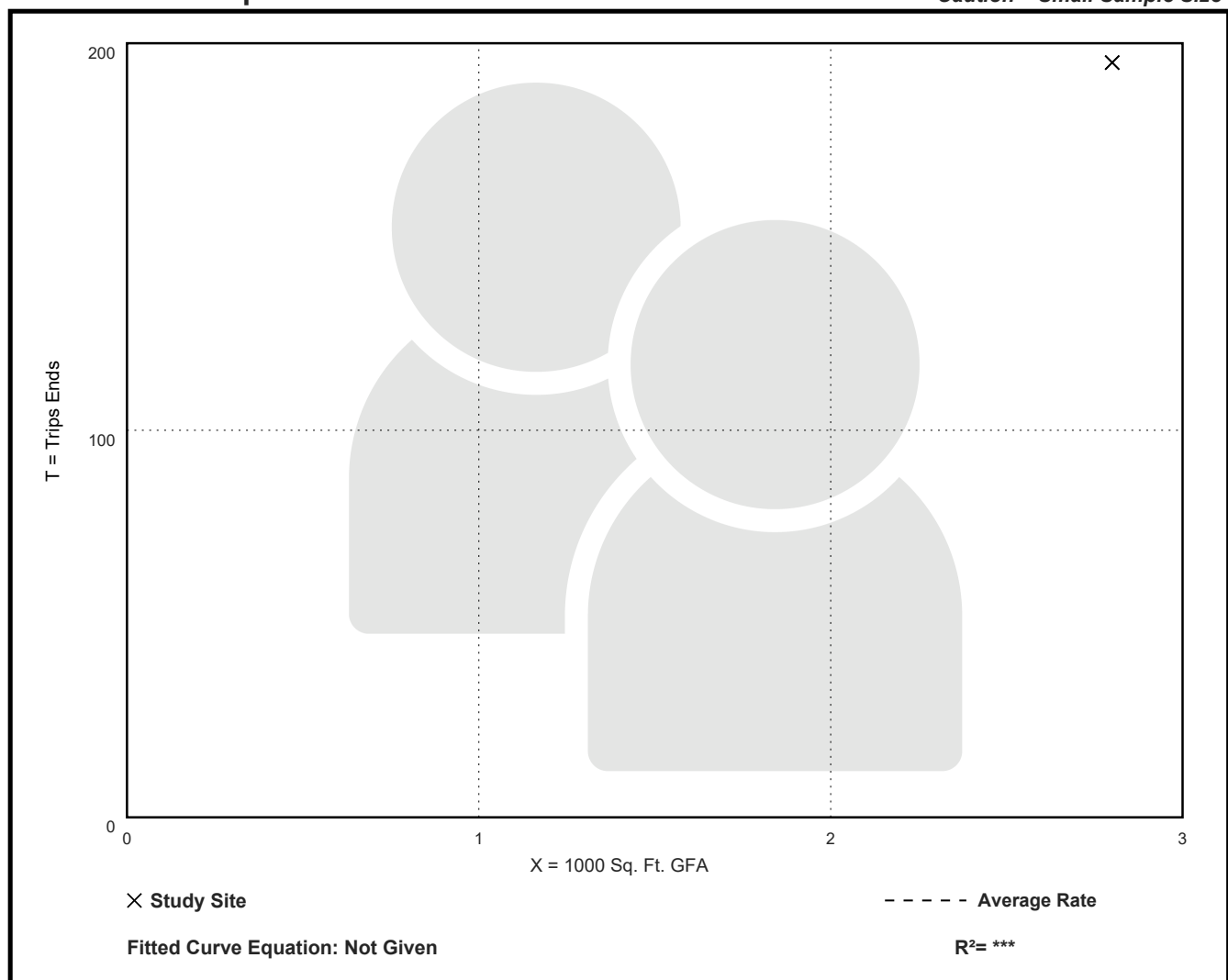
Directional Distribution: 46% entering, 54% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
69.64	69.64 - 69.64	***

Data Plot and Equation

Caution – Small Sample Size



Fast-Food Restaurant with Drive-Through Window (934)

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

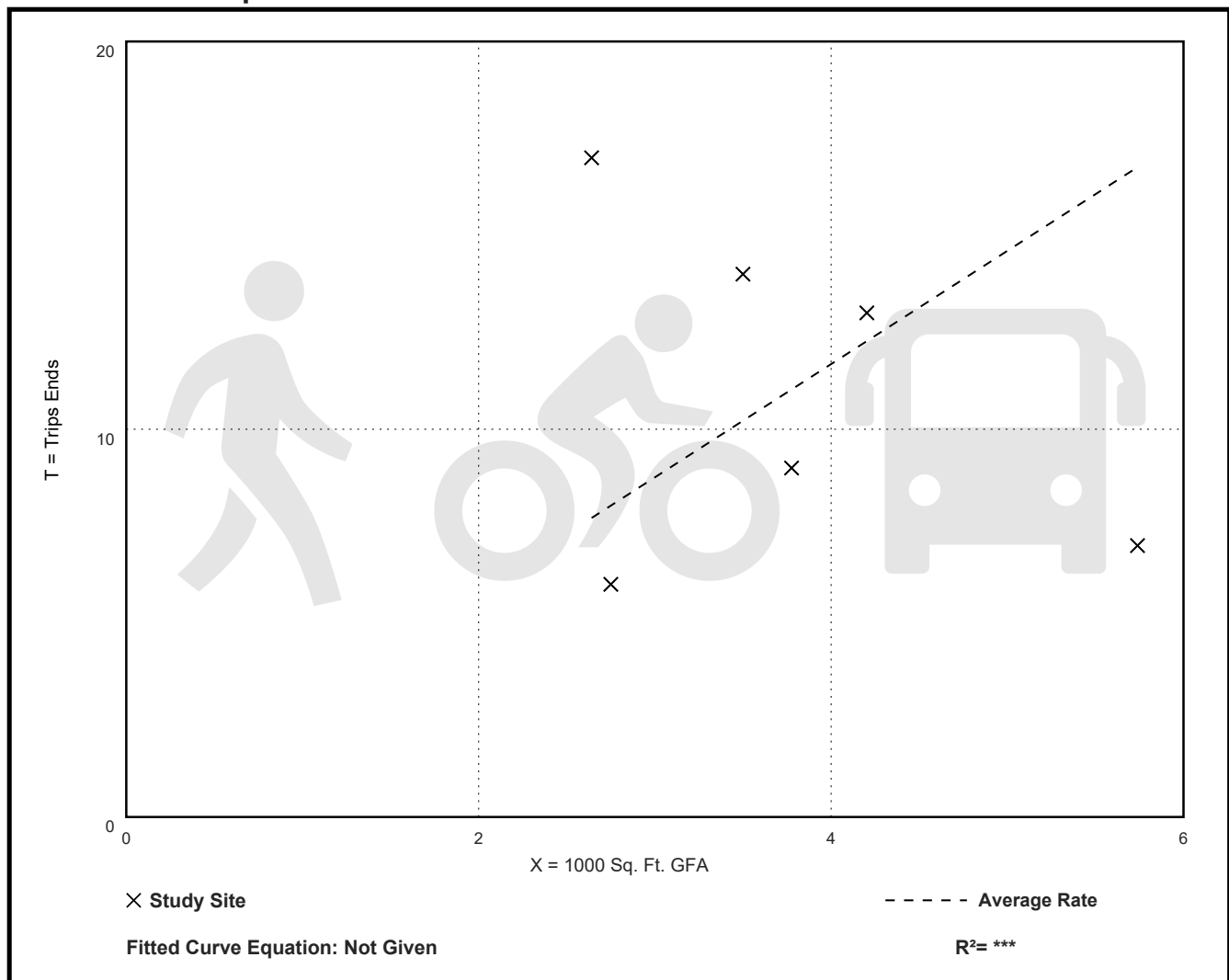
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
2.92	1.22 - 6.44	1.72

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 6

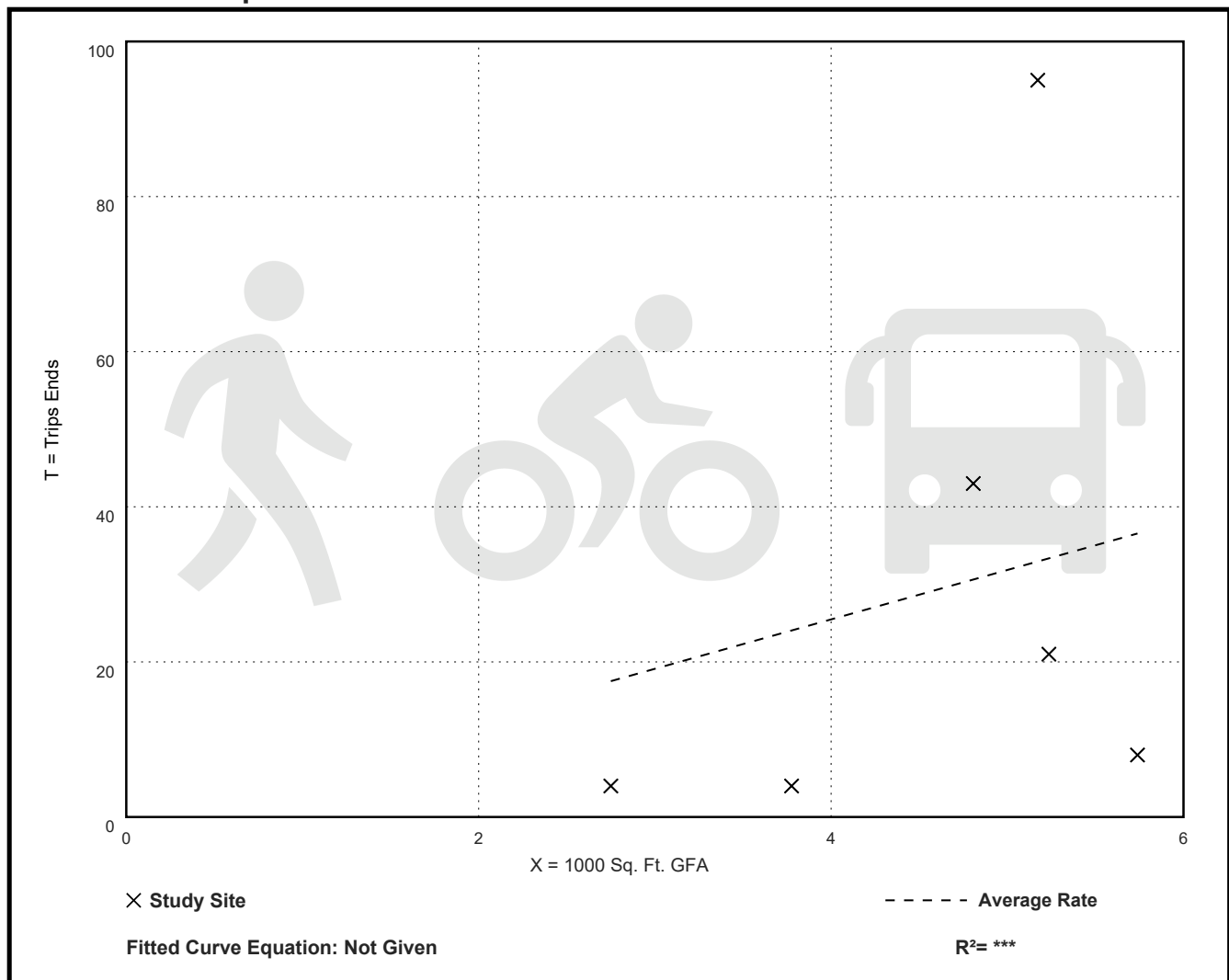
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 49% entering, 51% exiting

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

Average Rate	Range of Rates	Standard Deviation
6.37	1.06 - 18.36	6.99

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 11

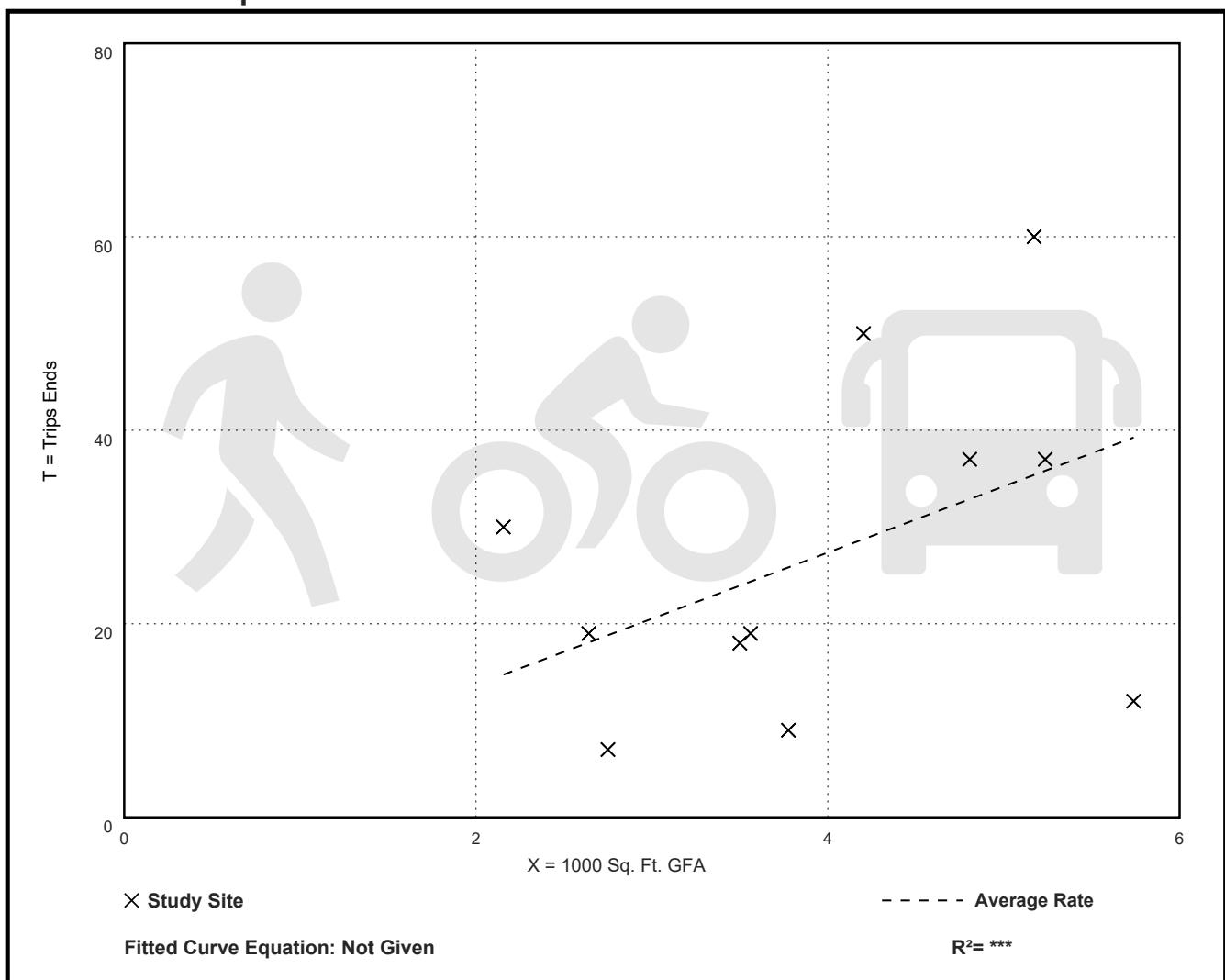
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 49% entering, 51% exiting

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

Average Rate	Range of Rates	Standard Deviation
6.84	2.09 - 13.91	3.93

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 8

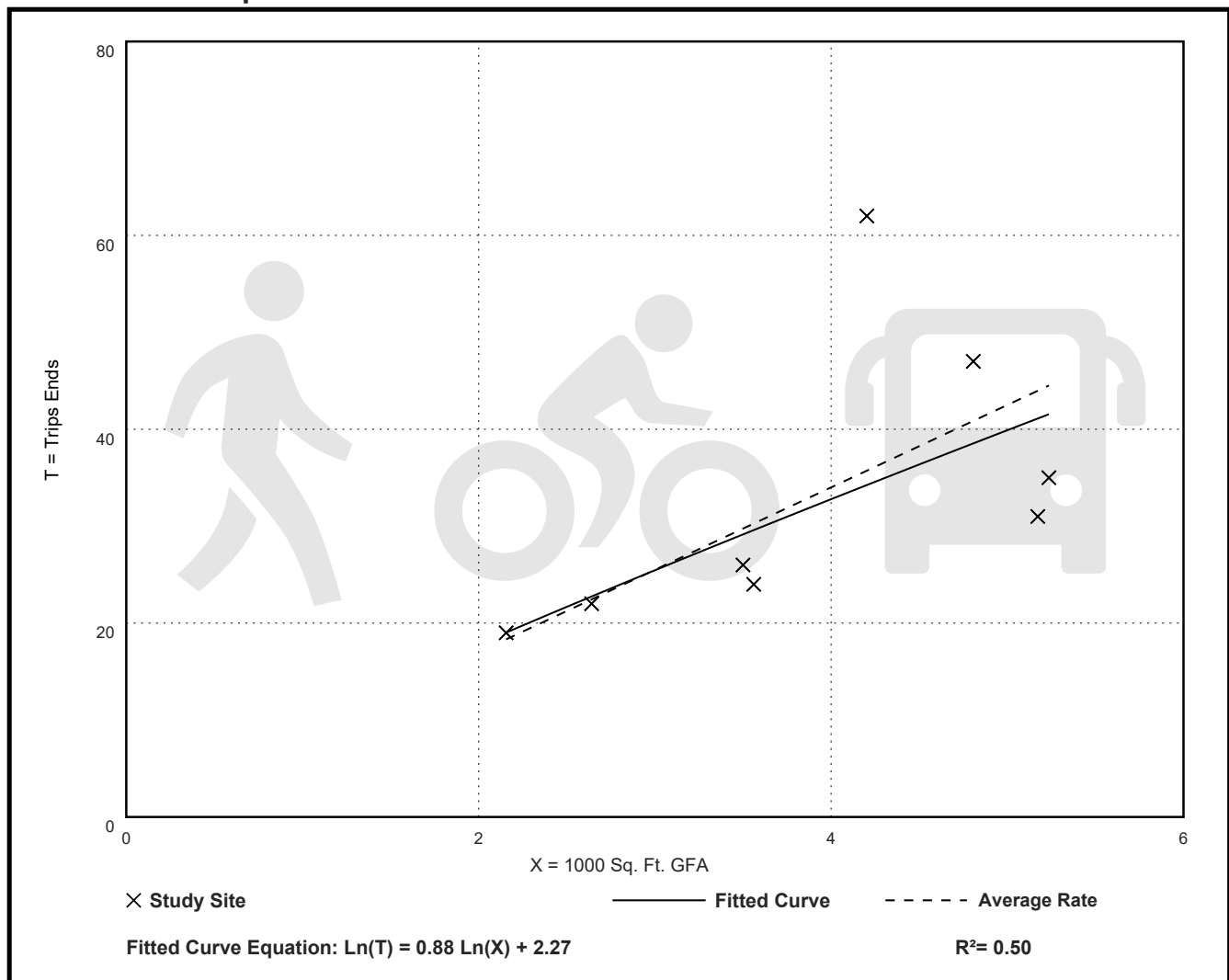
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 47% entering, 53% exiting

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

Average Rate	Range of Rates	Standard Deviation
8.50	5.99 - 14.75	2.94

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 4

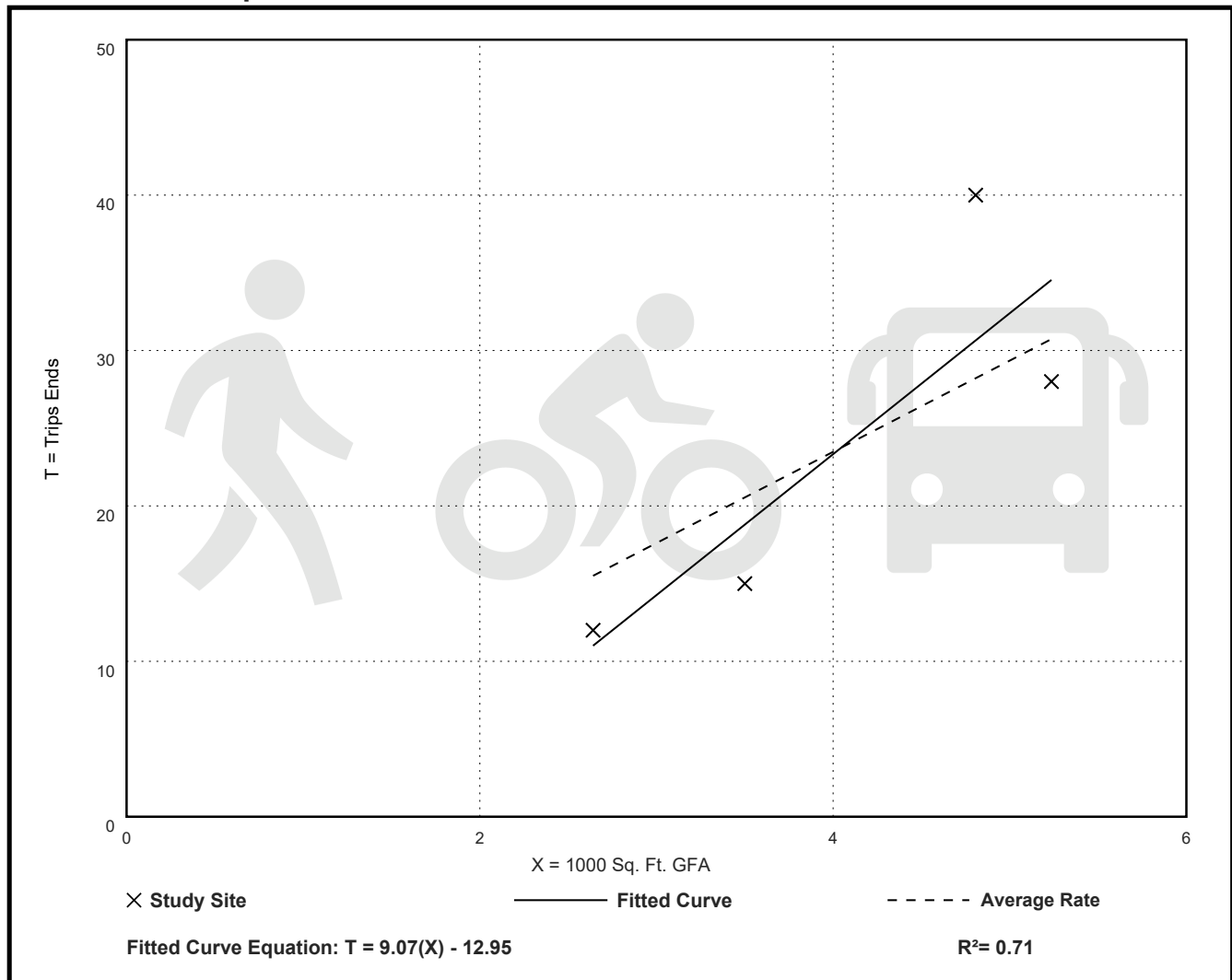
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 47% entering, 53% exiting

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

Average Rate	Range of Rates	Standard Deviation
5.87	4.29 - 8.32	1.90

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Walk 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: 4

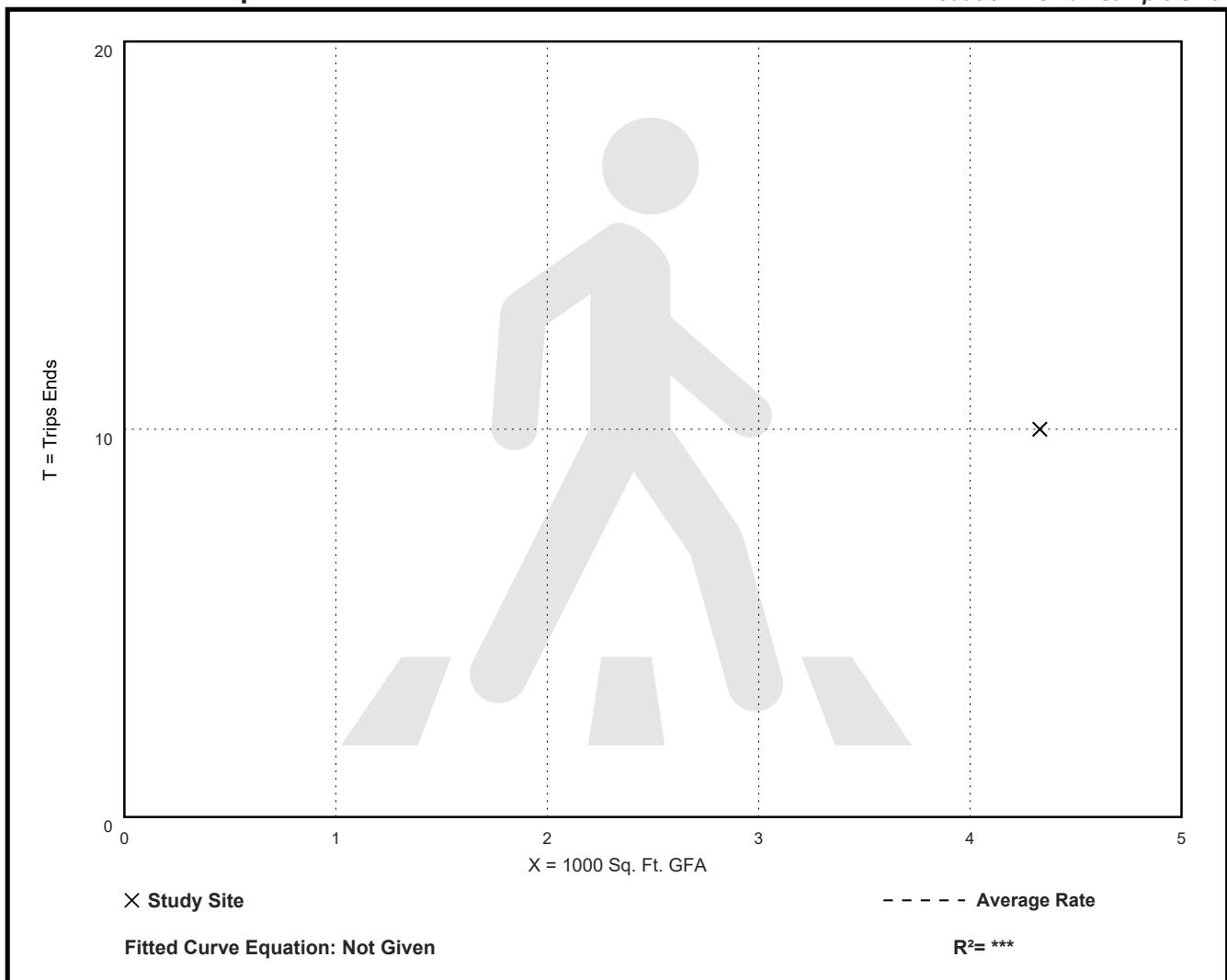
Directional Distribution: 60% entering, 40% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.31	2.31 - 2.31	***

Data Plot and Equation

Caution – Small Sample Size



Fast-Food Restaurant with Drive-Through Window (934)

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: 4

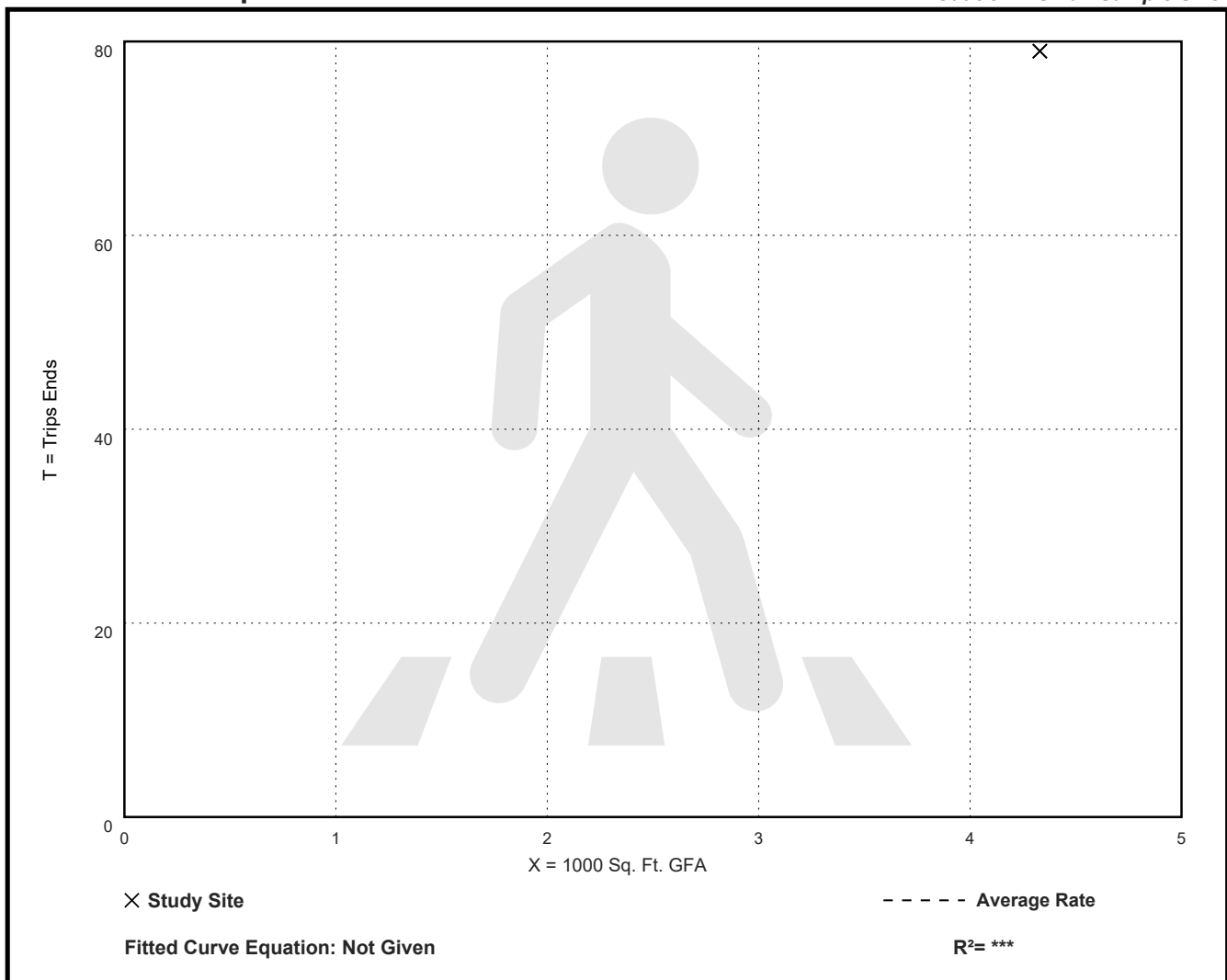
Directional Distribution: 53% entering, 47% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
18.24	18.24 - 18.24	***

Data Plot and Equation

Caution – Small Sample Size



Fast-Food Restaurant with Drive-Through Window (934)

Walk 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: 4

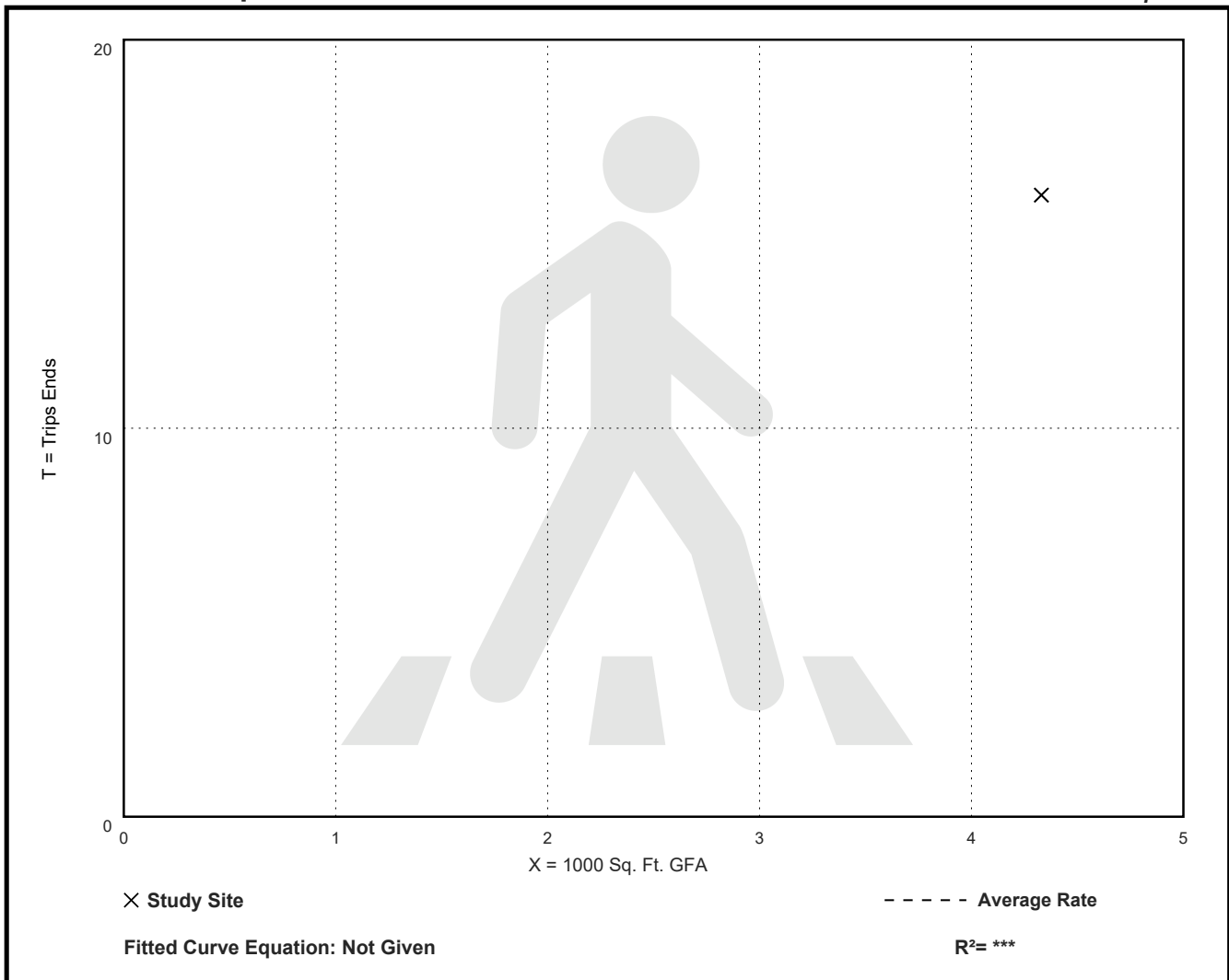
Directional Distribution: 44% entering, 56% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.70	3.70 - 3.70	***

Data Plot and Equation

Caution – Small Sample Size



Fast-Food Restaurant with Drive-Through Window (934)

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: 4

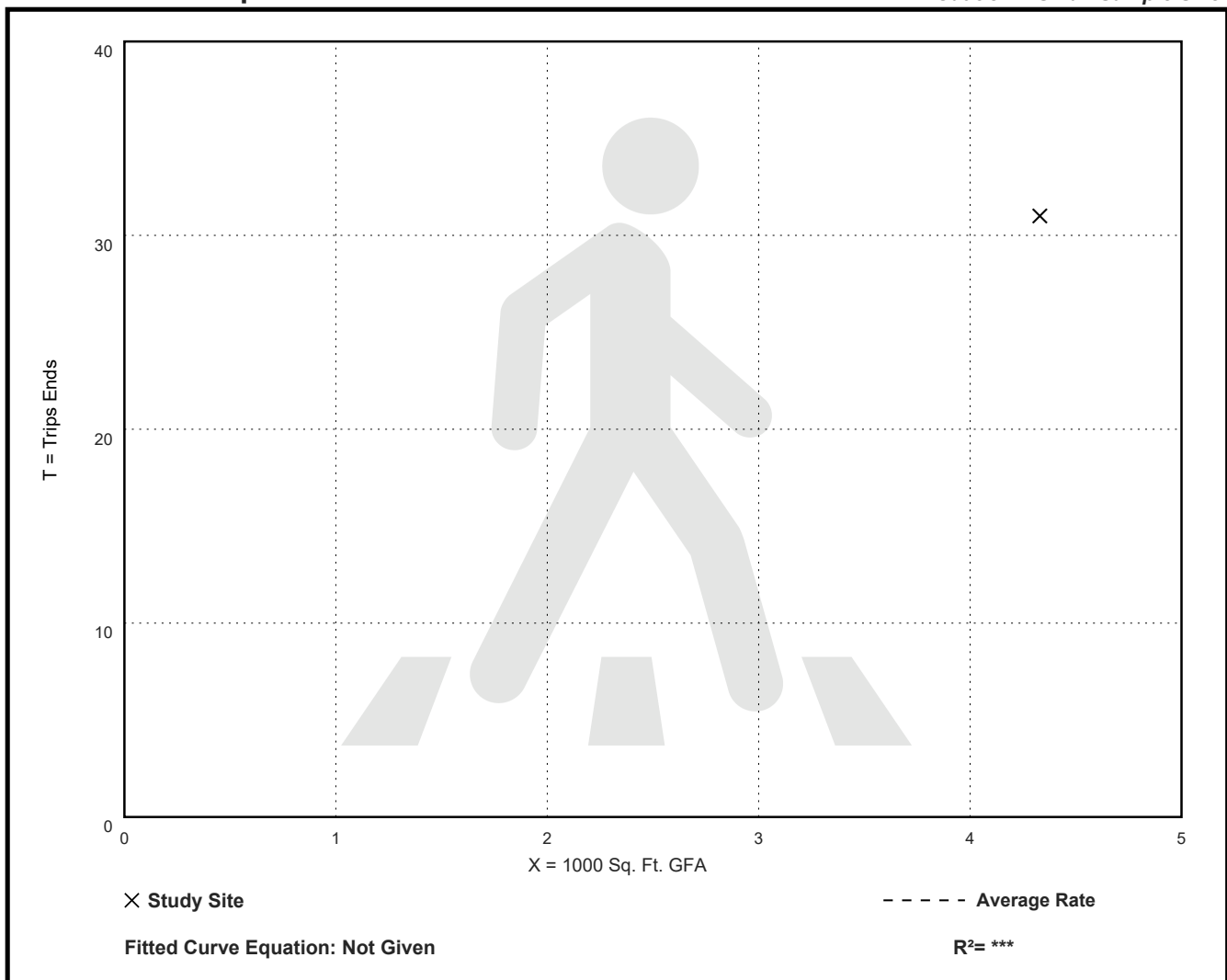
Directional Distribution: 71% entering, 29% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.16	7.16 - 7.16	***

Data Plot and Equation

Caution – Small Sample Size



Fast-Food Restaurant with Drive-Through Window (934)

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: 4

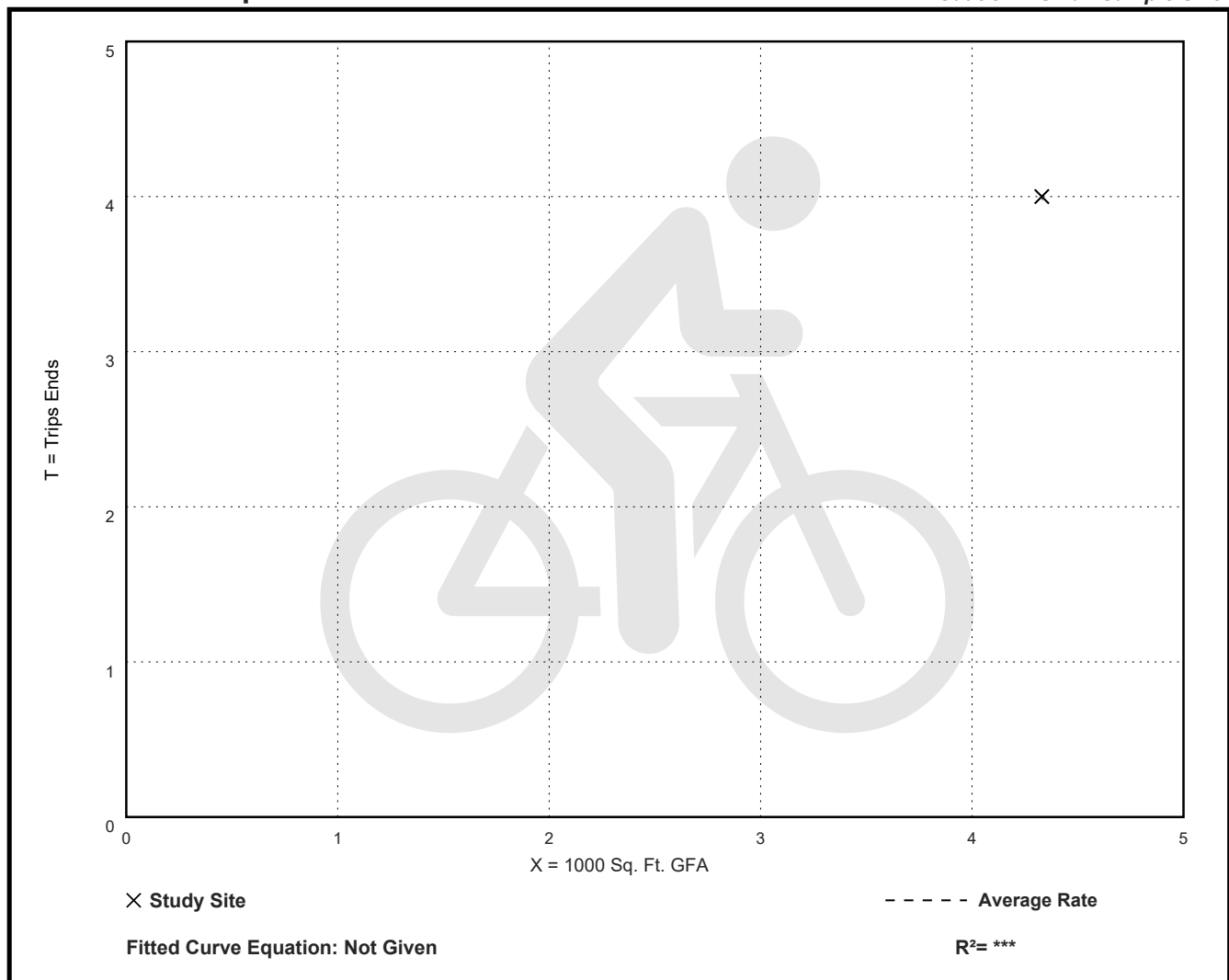
Directional Distribution: 50% entering, 50% exiting

Bicycle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.92	0.92 - 0.92	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

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: 3

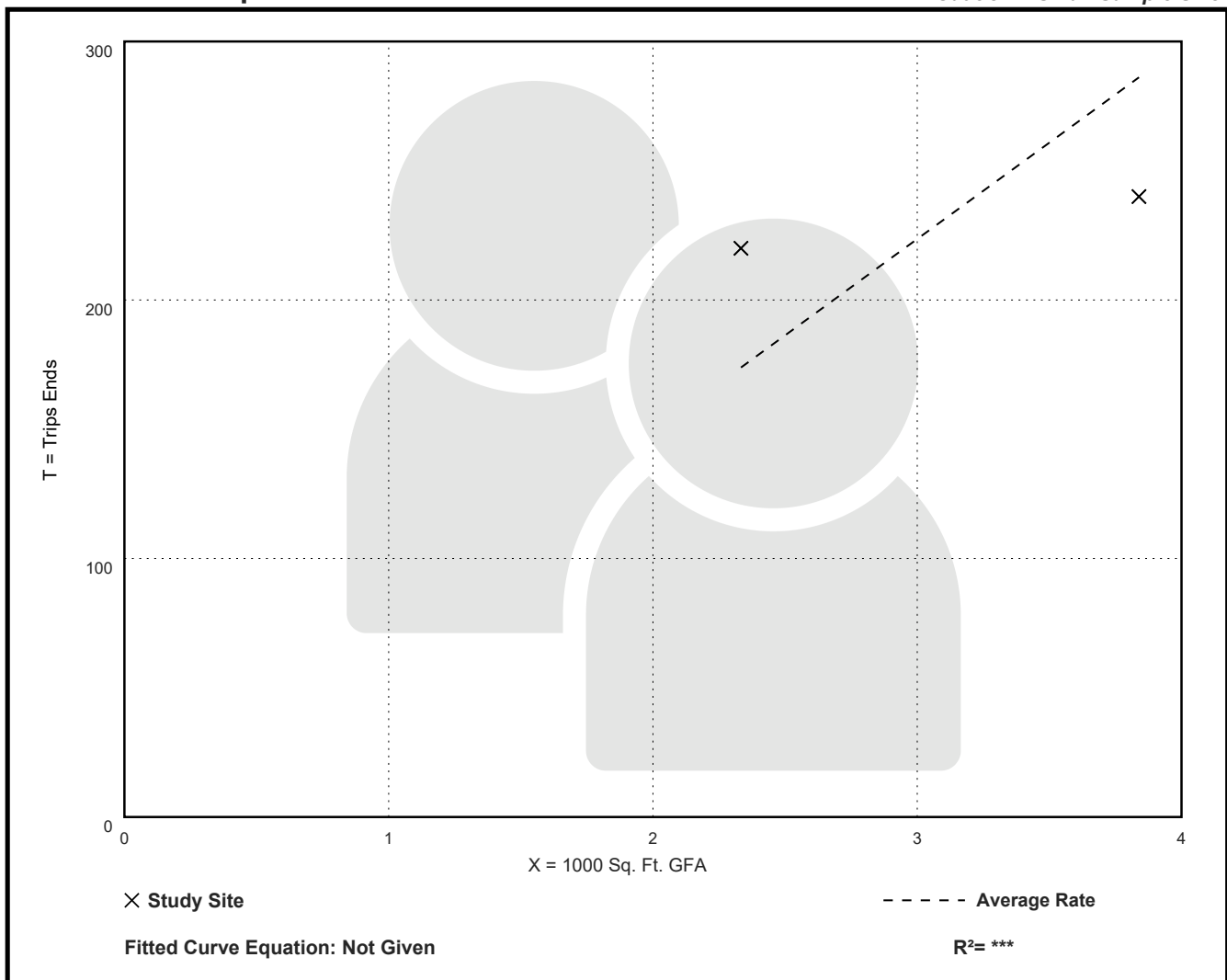
Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
74.53	62.52 - 94.30	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

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: 3

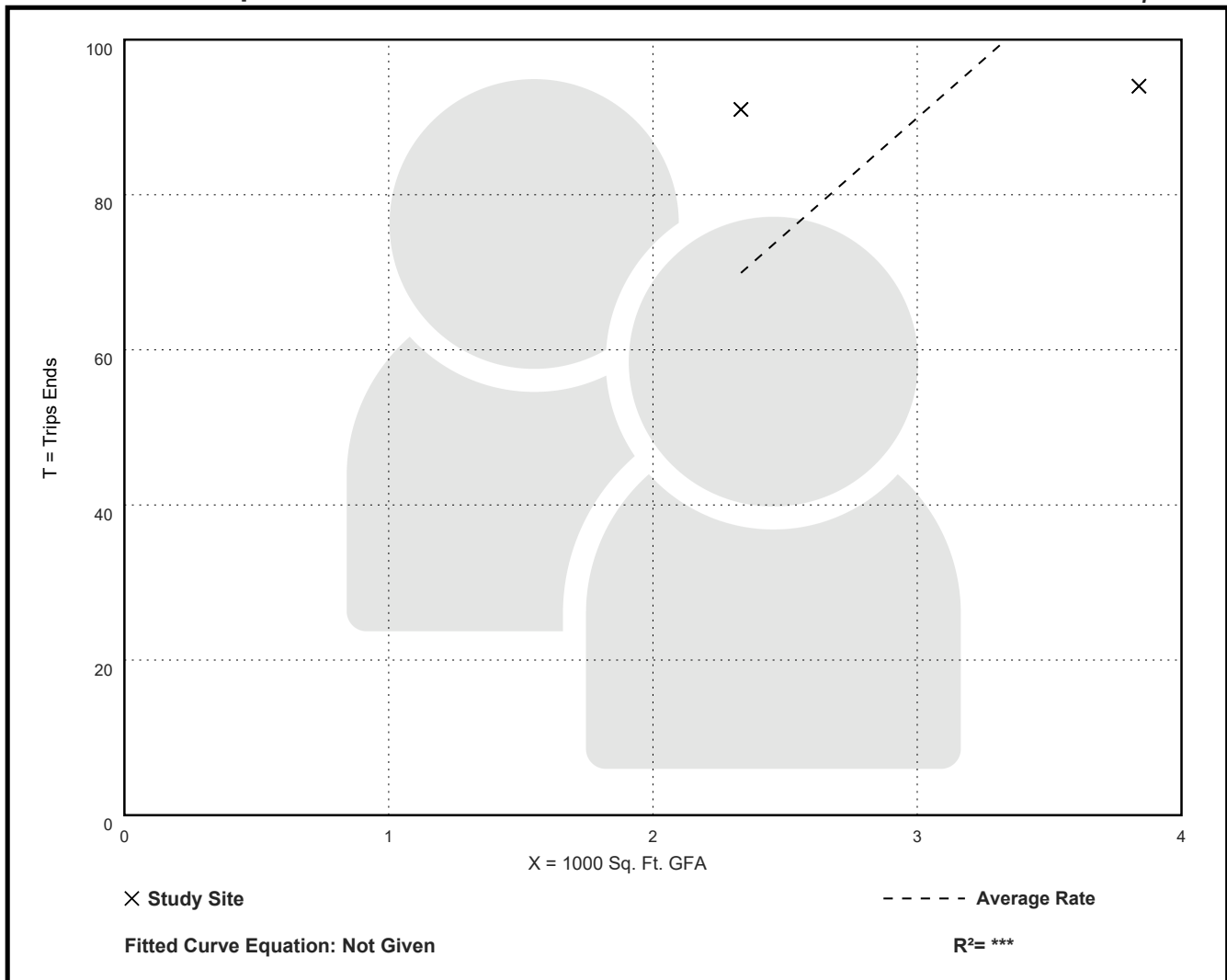
Directional Distribution: 49% entering, 51% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
29.97	24.49 - 39.01	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 3

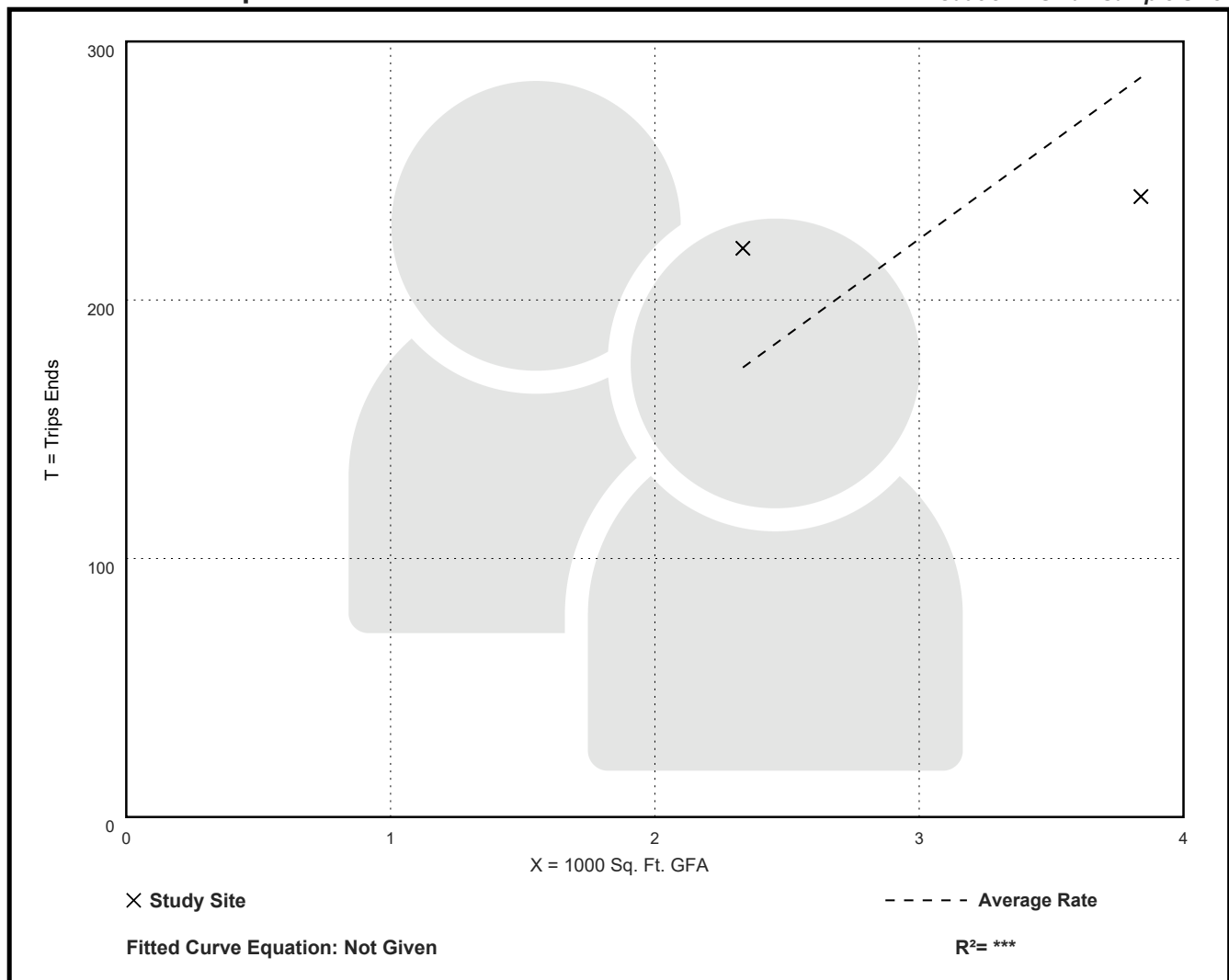
Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
74.53	62.52 - 94.30	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

Person Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 3

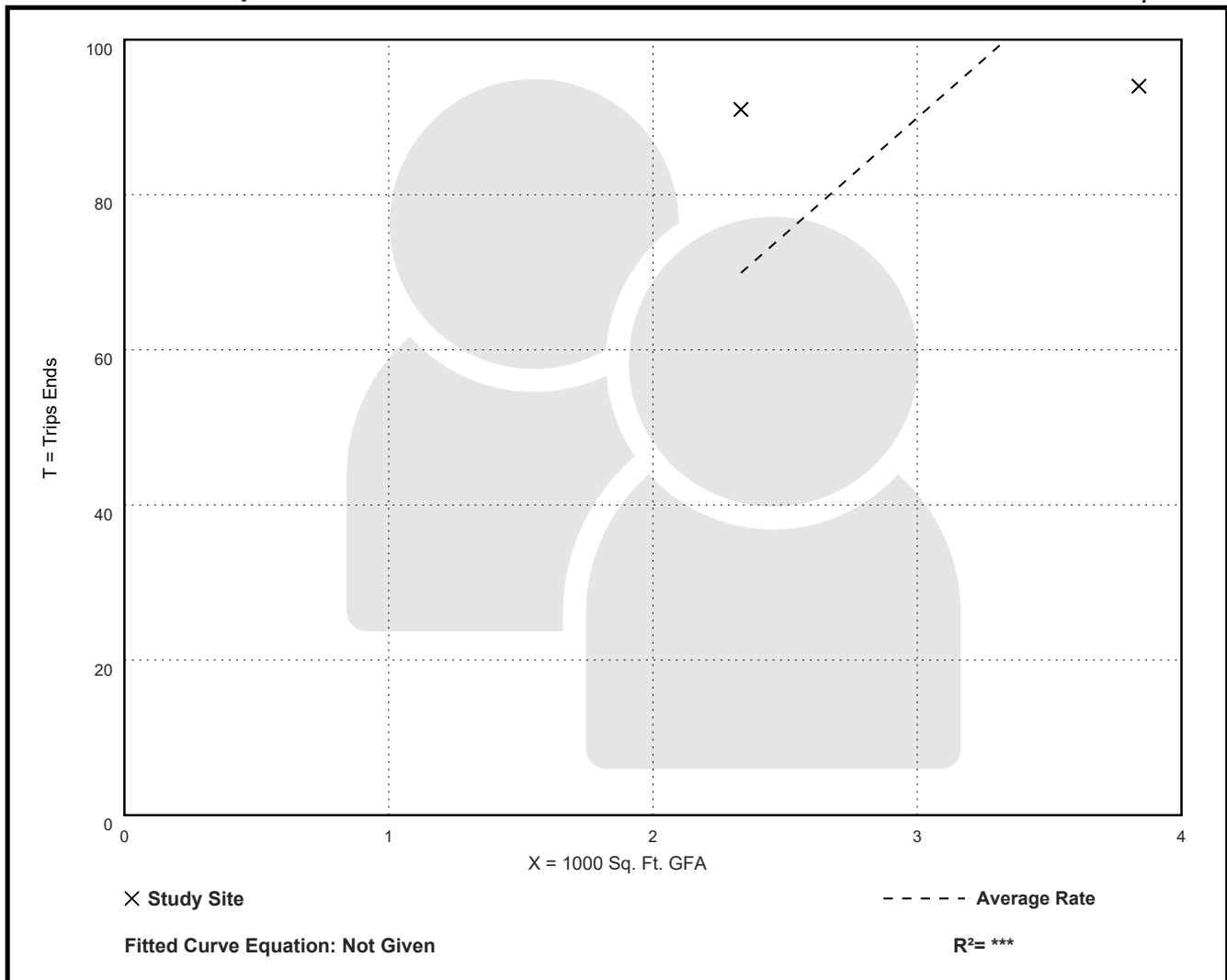
Directional Distribution: 49% entering, 51% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
29.97	24.49 - 39.01	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

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: 4

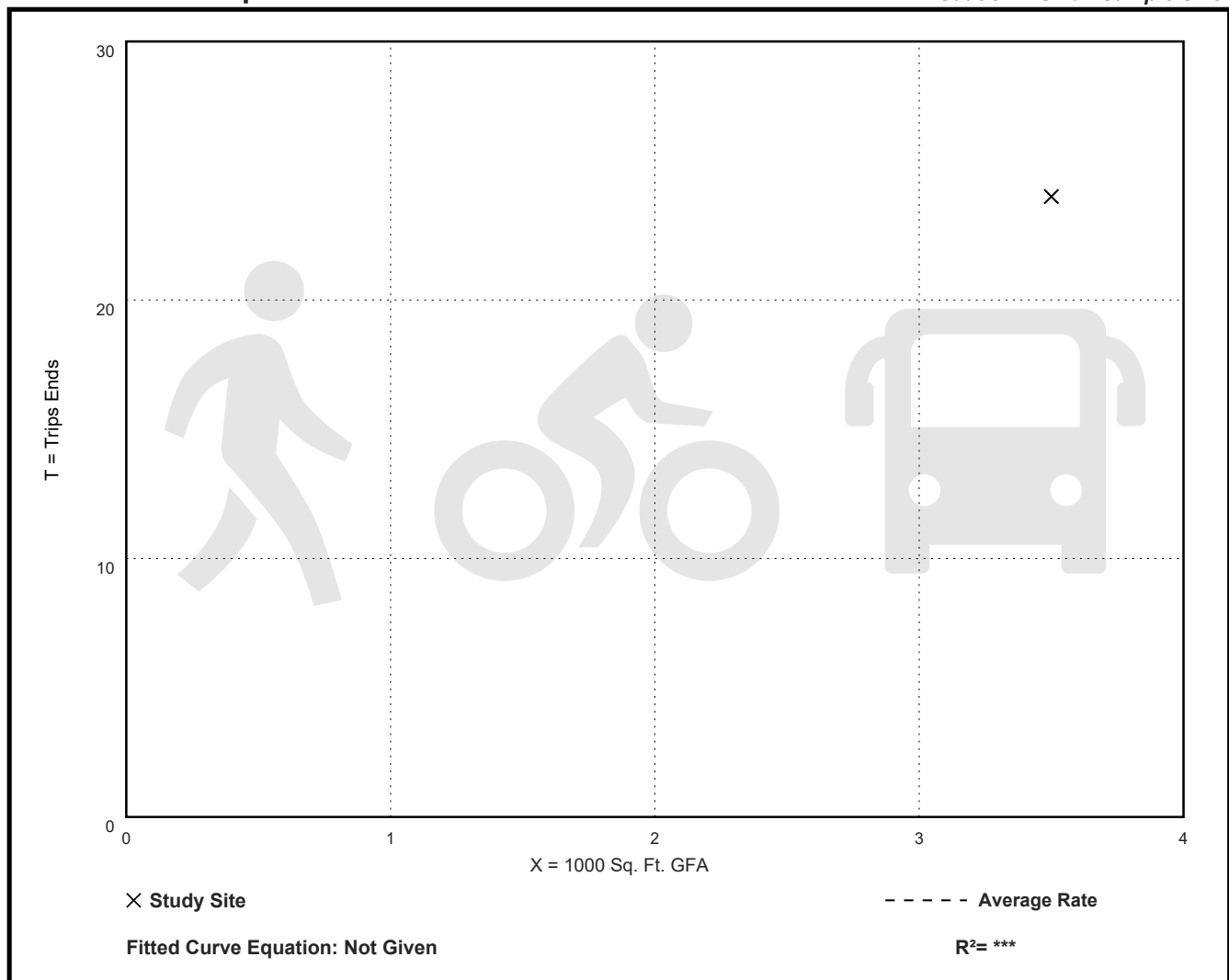
Directional Distribution: Not Available

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

Average Rate	Range of Rates	Standard Deviation
6.86	6.86 - 6.86	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

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: 1

Avg. 1000 Sq. Ft. GFA: 4

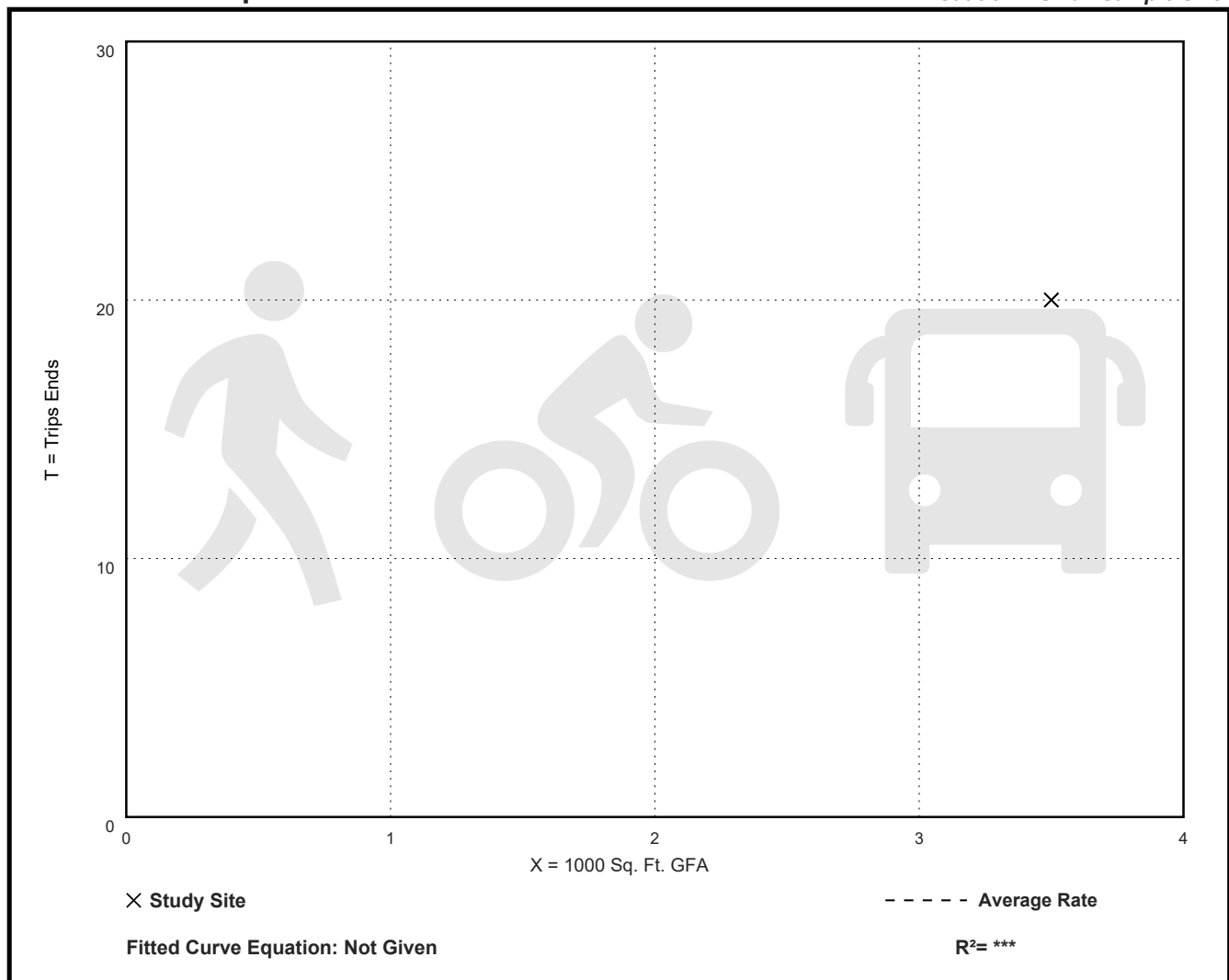
Directional Distribution: Not Available

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

Average Rate	Range of Rates	Standard Deviation
5.71	5.71 - 5.71	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

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

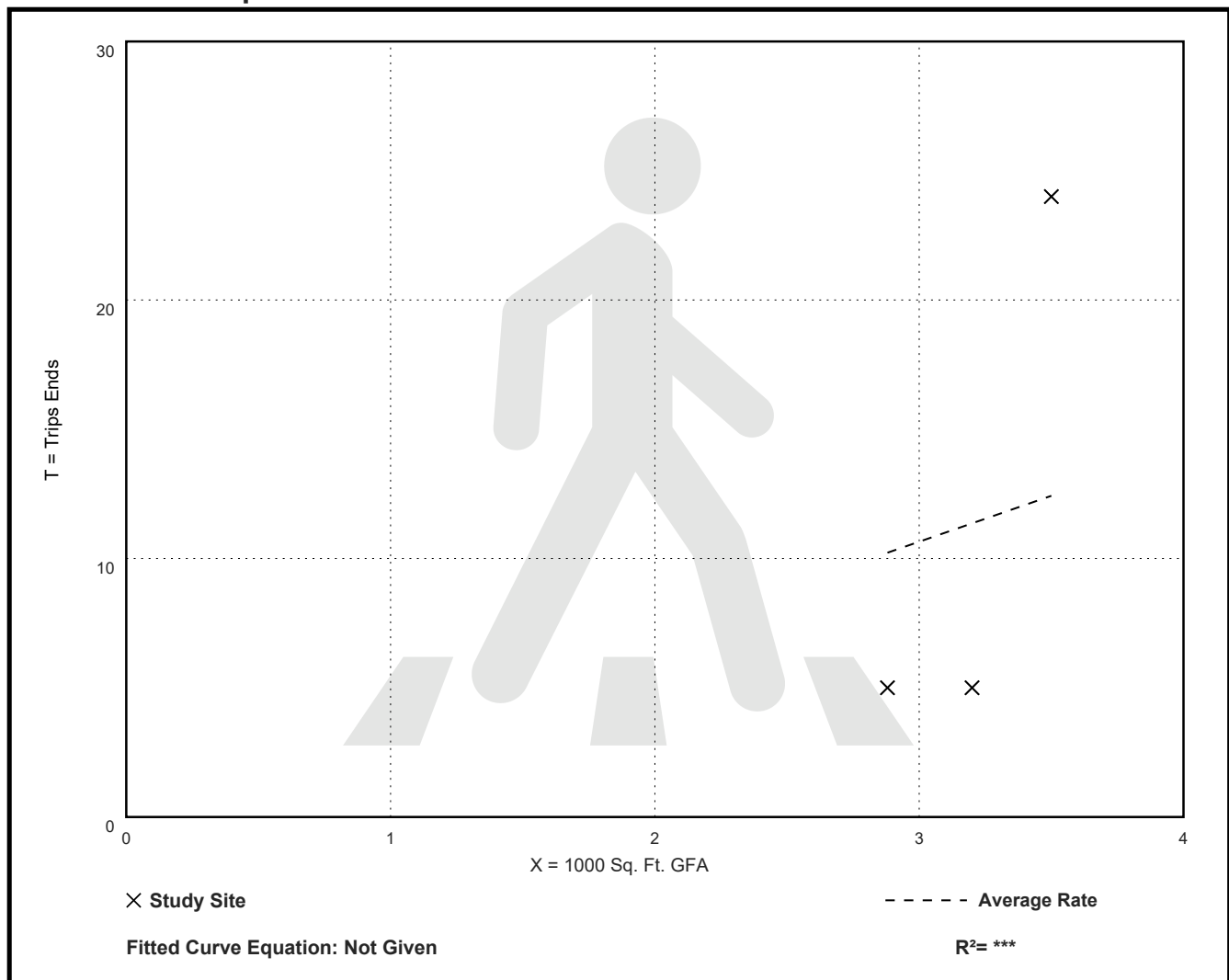
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 80% entering, 20% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.55	1.56 - 6.86	3.08

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

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

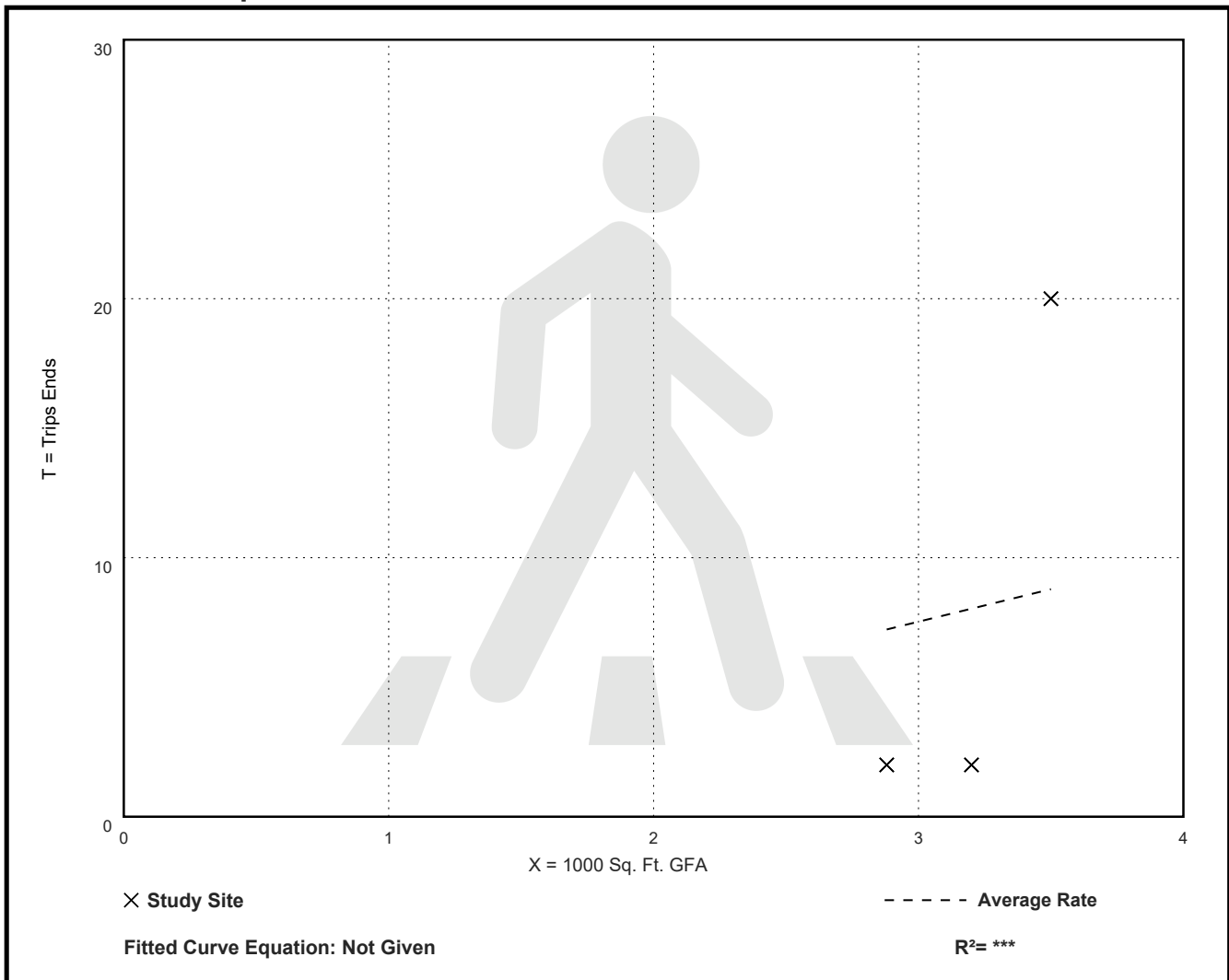
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.51	0.63 - 5.71	2.98

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Walk 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: 3

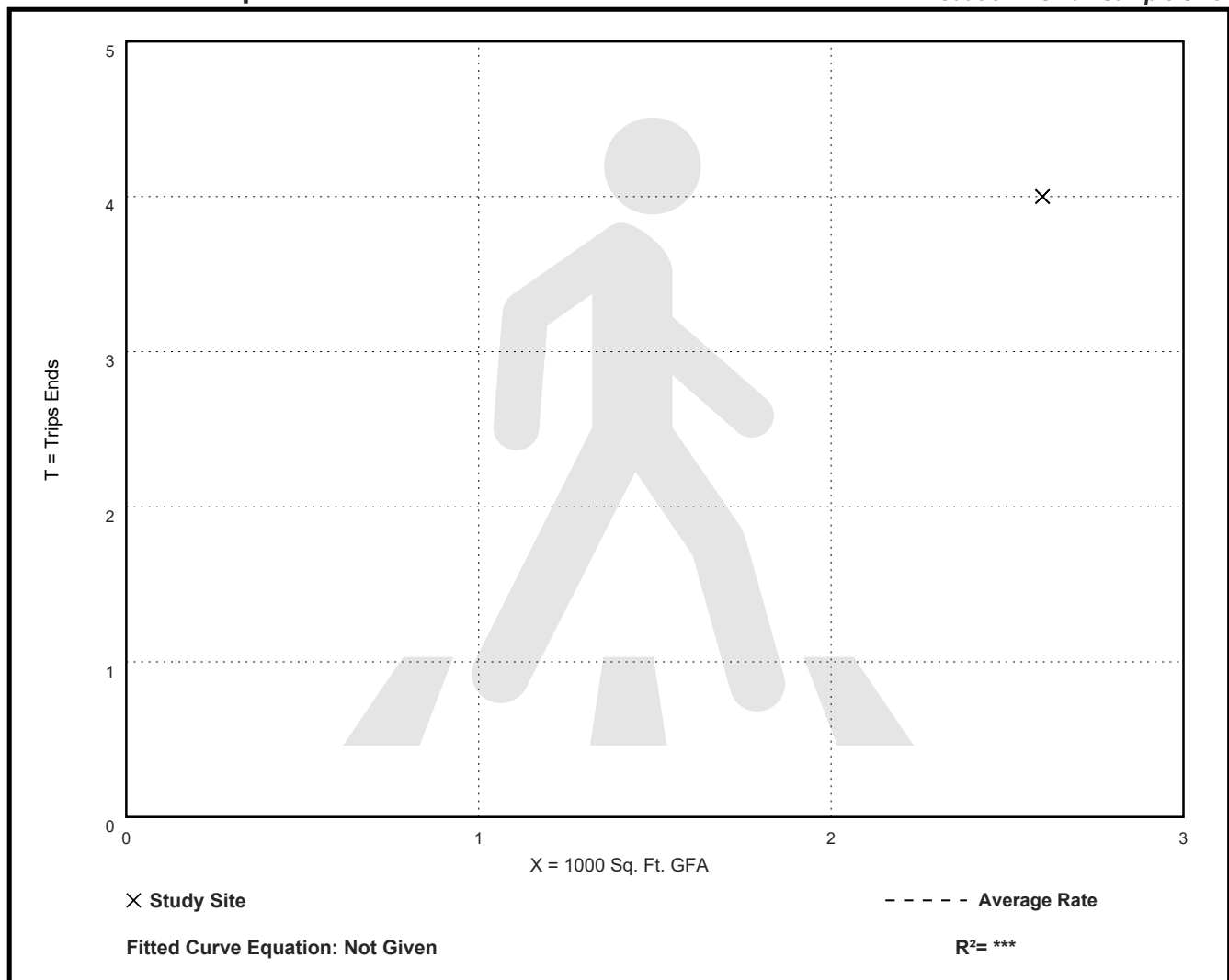
Directional Distribution: 50% entering, 50% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.54	1.54 - 1.54	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

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: 3

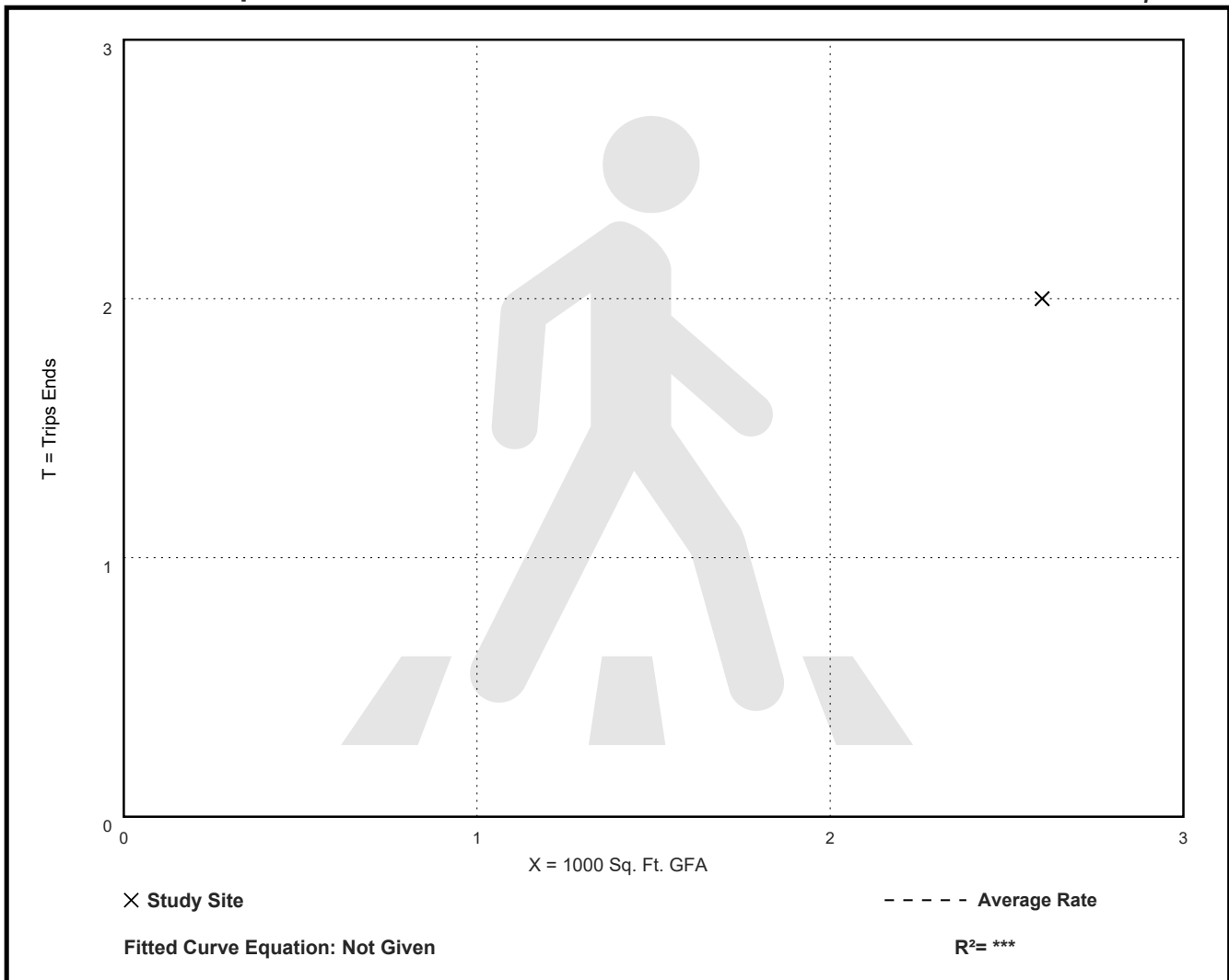
Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.77	0.77 - 0.77	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

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: 3

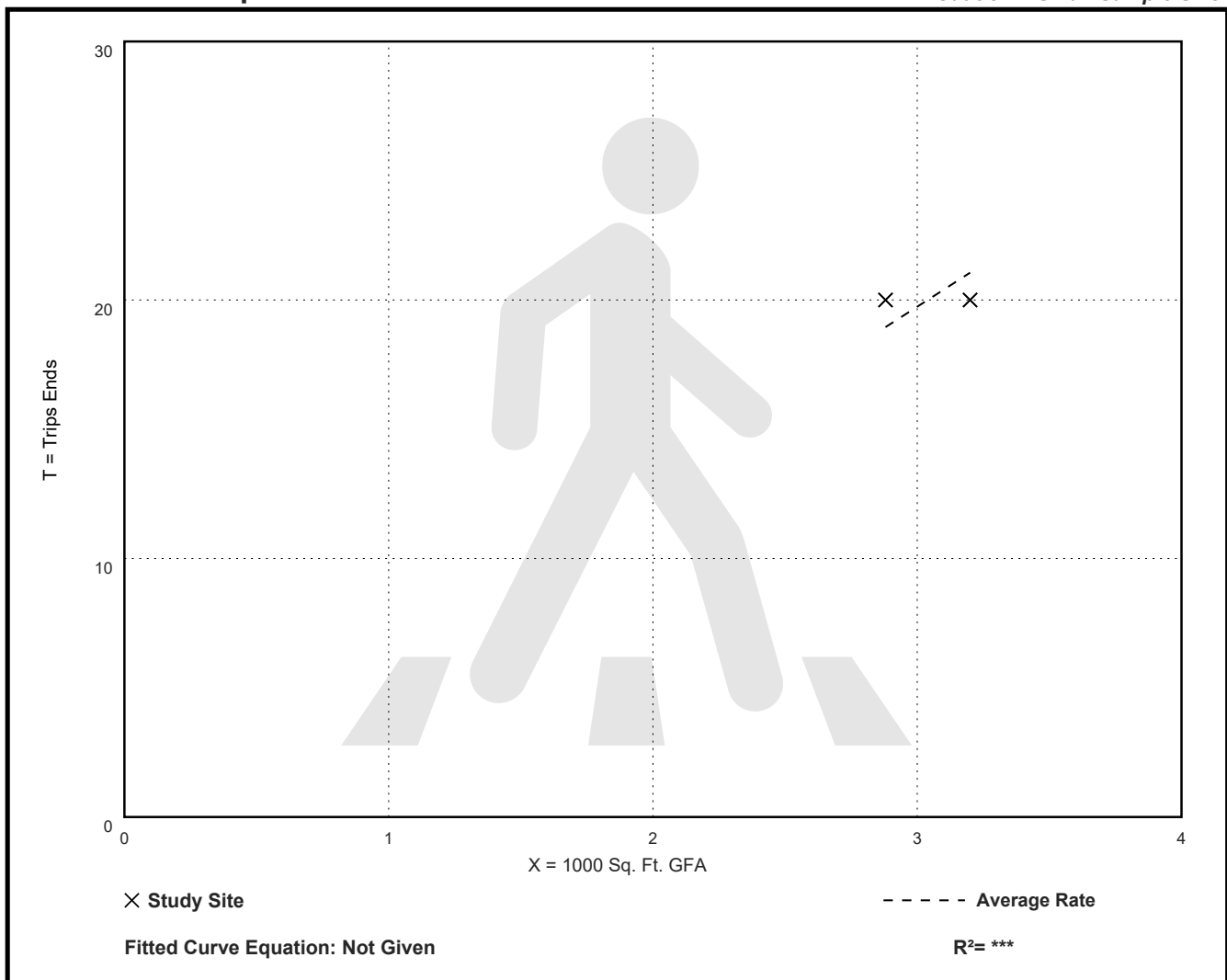
Directional Distribution: 75% entering, 25% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.58	6.25 - 6.94	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

Walk 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: 3

Directional Distribution: 69% entering, 31% exiting

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.28	4.06 - 4.51	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

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: 26

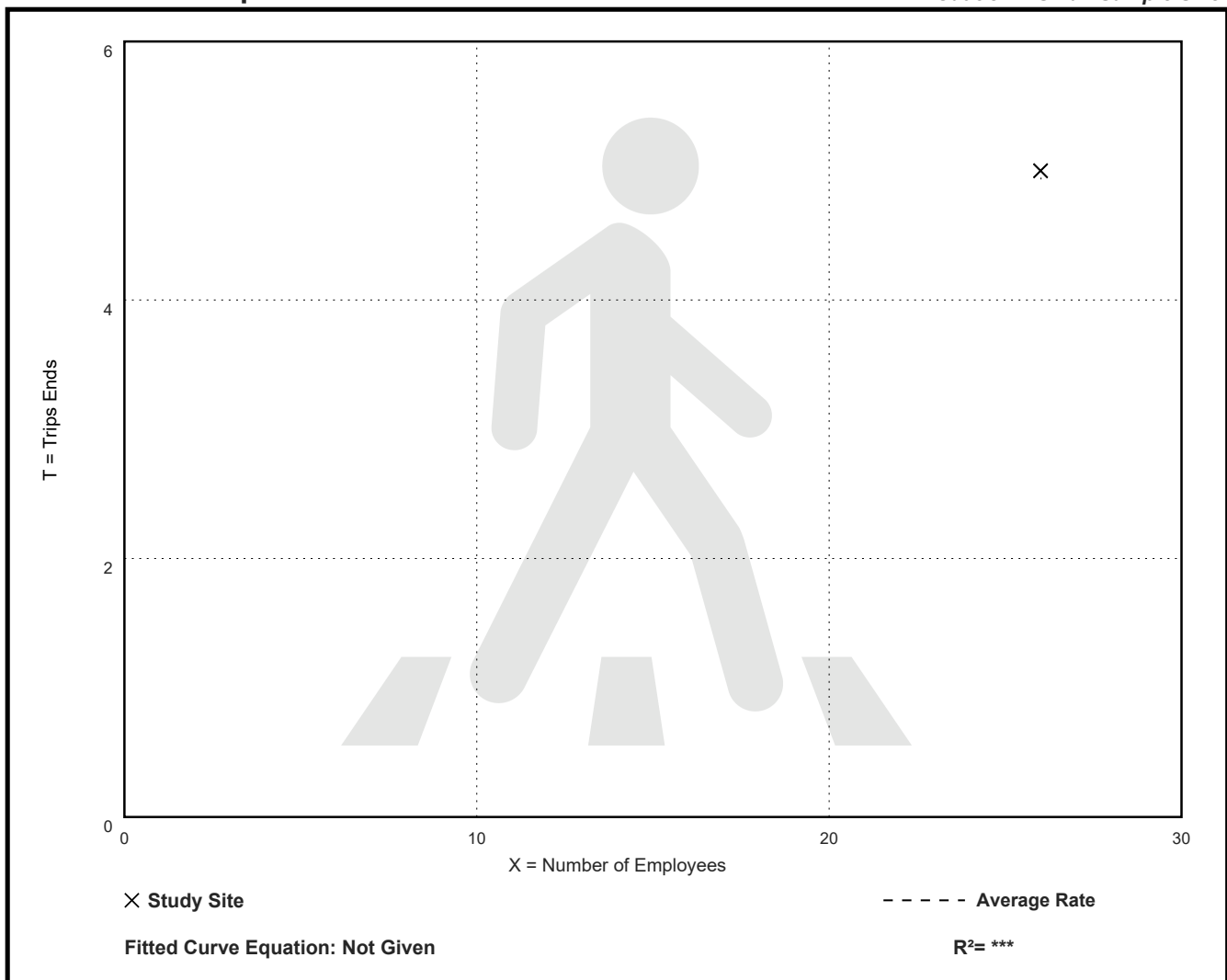
Directional Distribution: 80% entering, 20% exiting

Walk Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.19	0.19 - 0.19	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

Walk 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: 1

Avg. Num. of Employees: 26

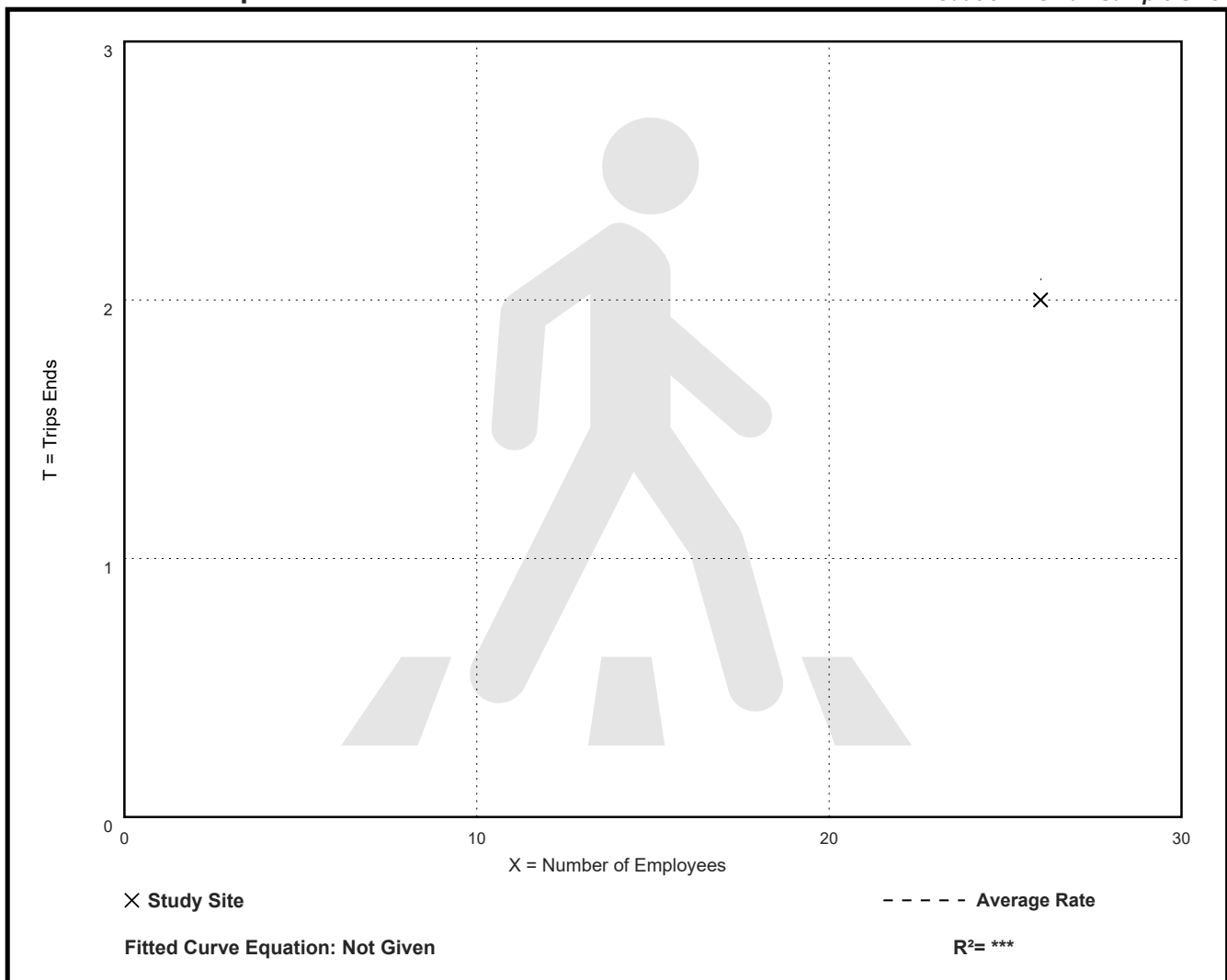
Directional Distribution: 50% entering, 50% exiting

Walk Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.08	0.08 - 0.08	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

Walk Trip Ends vs: Employees

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 26

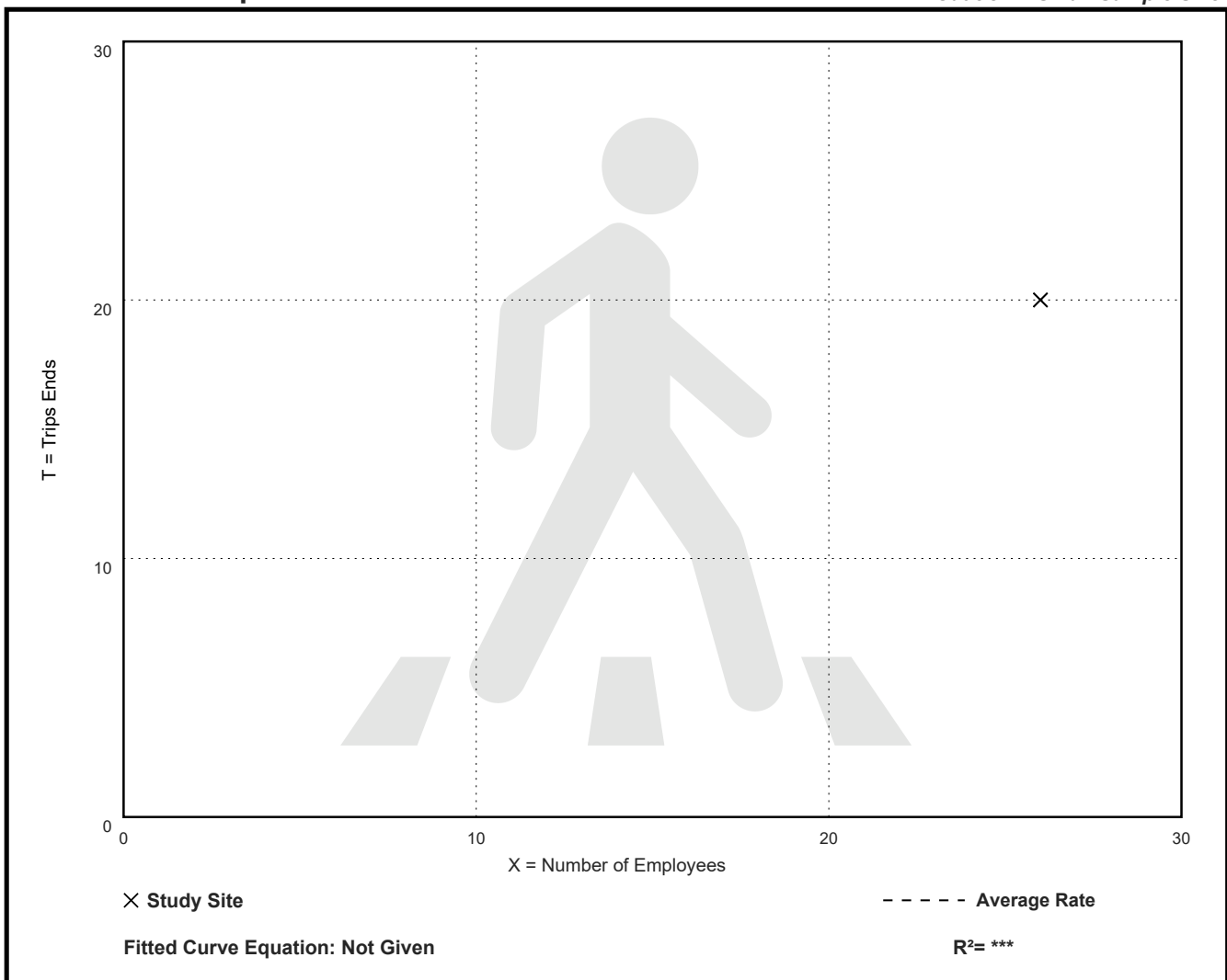
Directional Distribution: 75% entering, 25% exiting

Walk Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.77	0.77 - 0.77	***

Data Plot and Equation

Caution – Small Sample Size



Coffee/Donut Shop with Drive-Through Window (937)

Walk Trip Ends vs: Employees

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 26

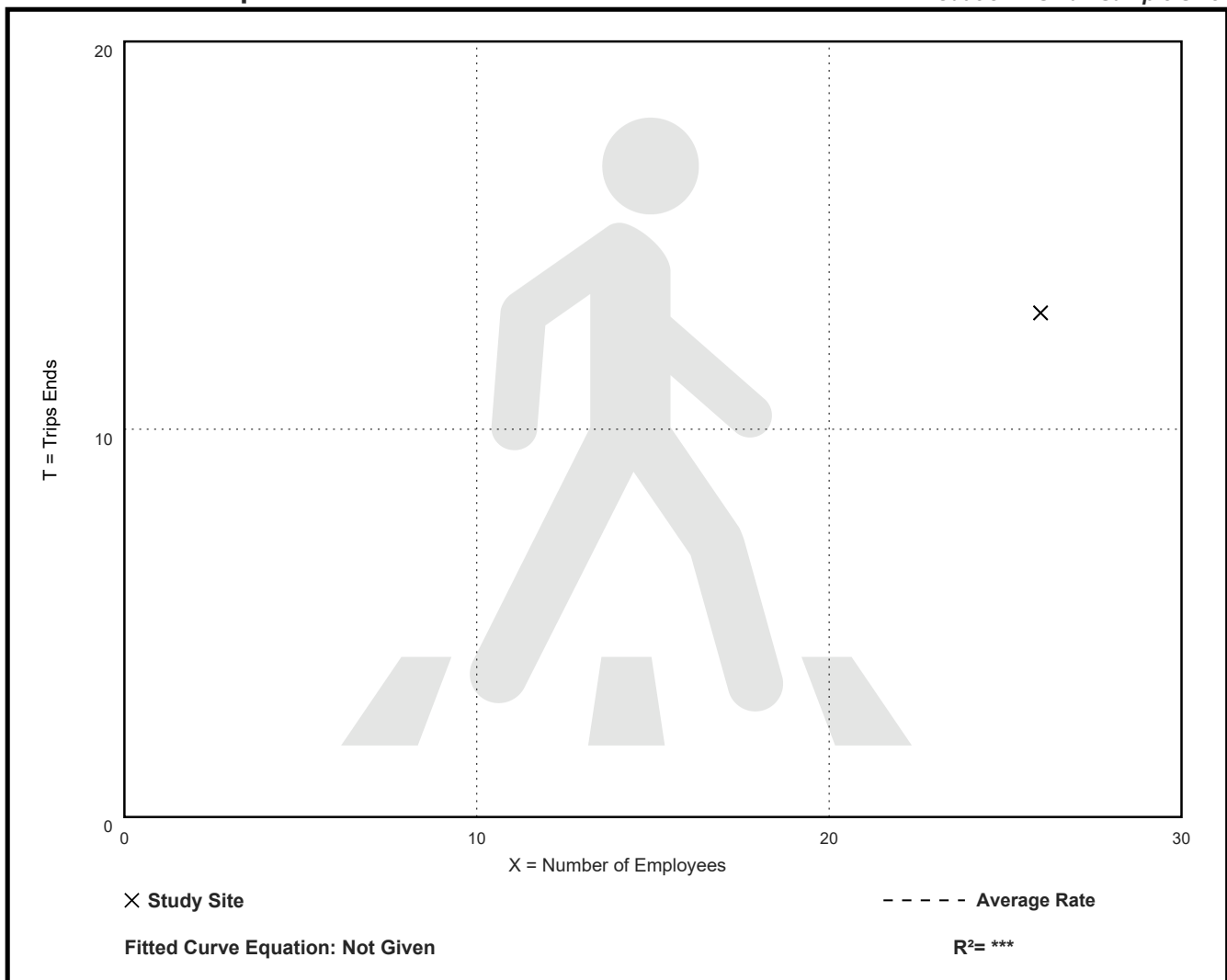
Directional Distribution: 69% entering, 31% exiting

Walk Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.50	0.50 - 0.50	***

Data Plot and Equation

Caution – Small Sample Size



Gasoline/Service Station (944)

Person Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Vehicle Fueling Positions: 8

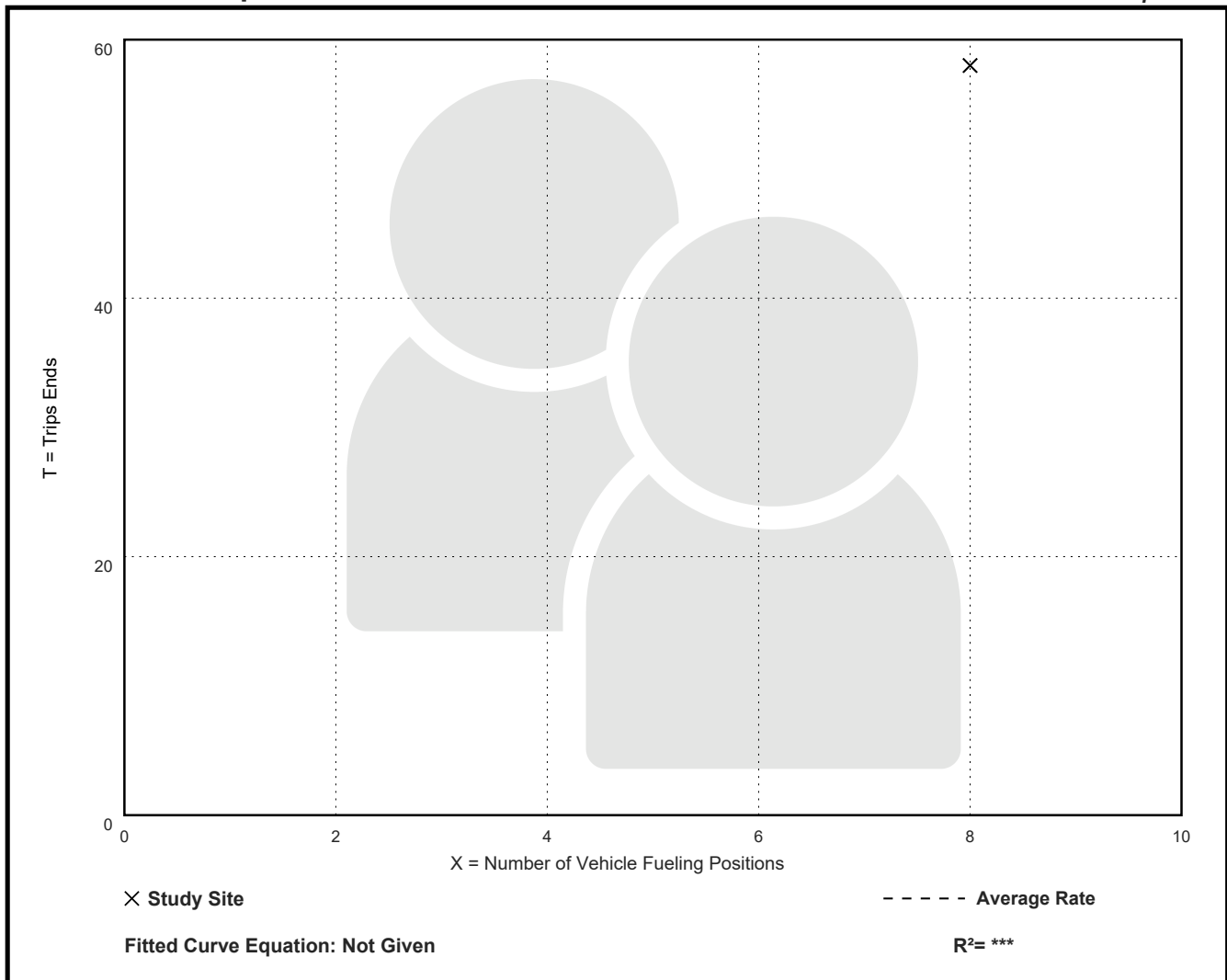
Directional Distribution: 48% entering, 52% exiting

Person Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
7.25	7.25 - 7.25	***

Data Plot and Equation

Caution – Small Sample Size



Gasoline/Service Station (944)

Person Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Vehicle Fueling Positions: 8

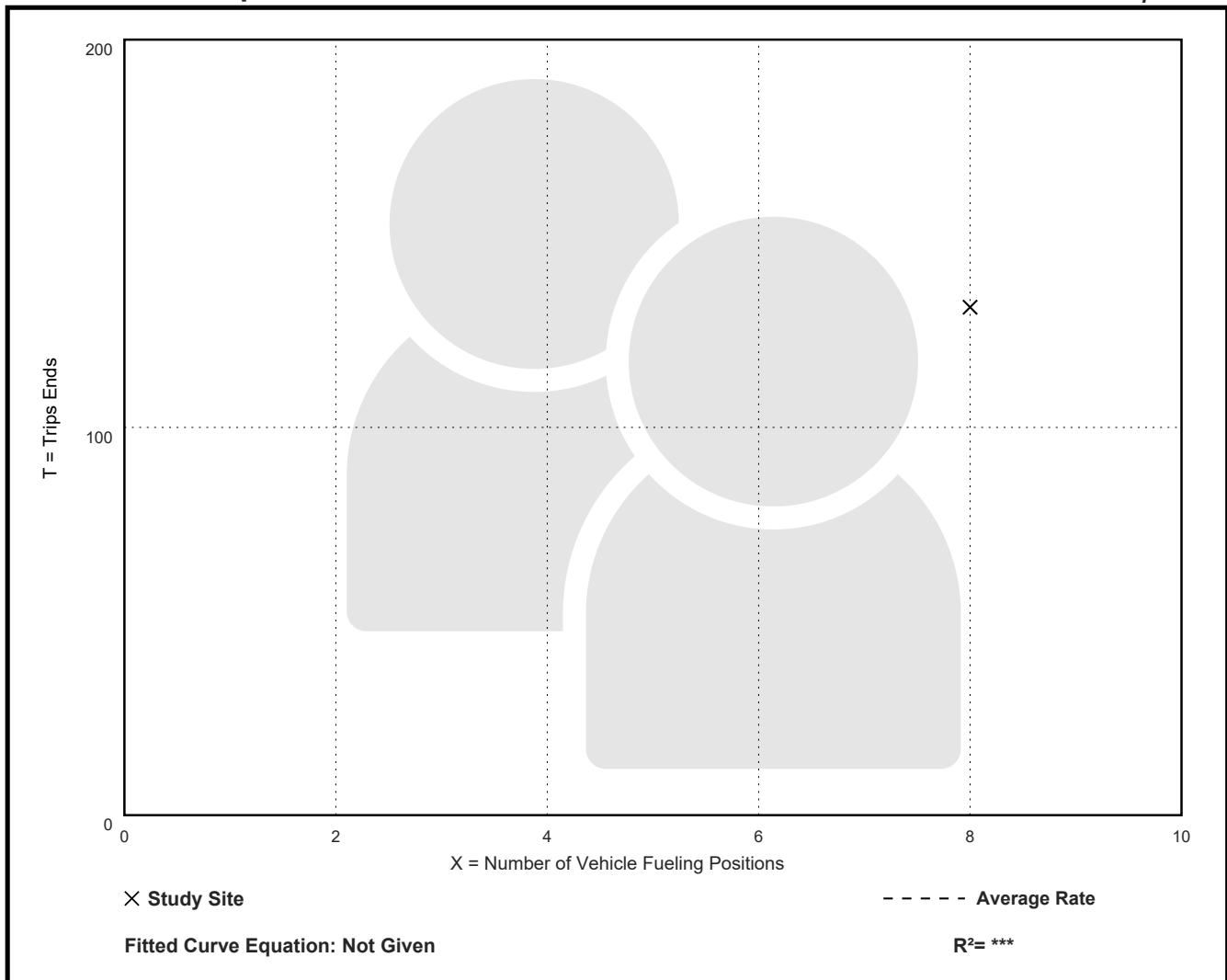
Directional Distribution: 47% entering, 53% exiting

Person Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
16.38	16.38 - 16.38	***

Data Plot and Equation

Caution – Small Sample Size



Gasoline/Service Station (944)

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

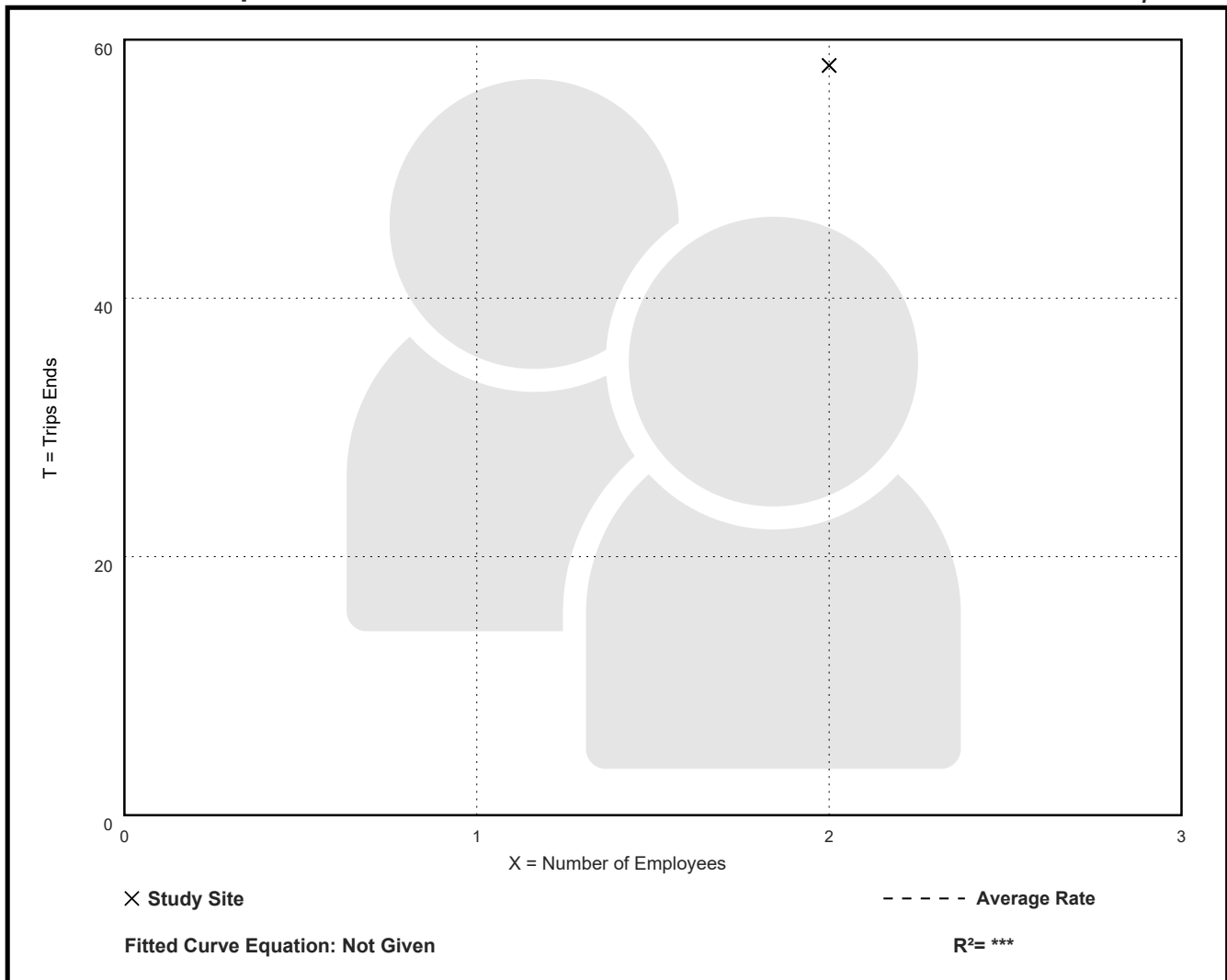
Directional Distribution: 48% entering, 52% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
29.00	29.00 - 29.00	***

Data Plot and Equation

Caution – Small Sample Size



Gasoline/Service Station (944)

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

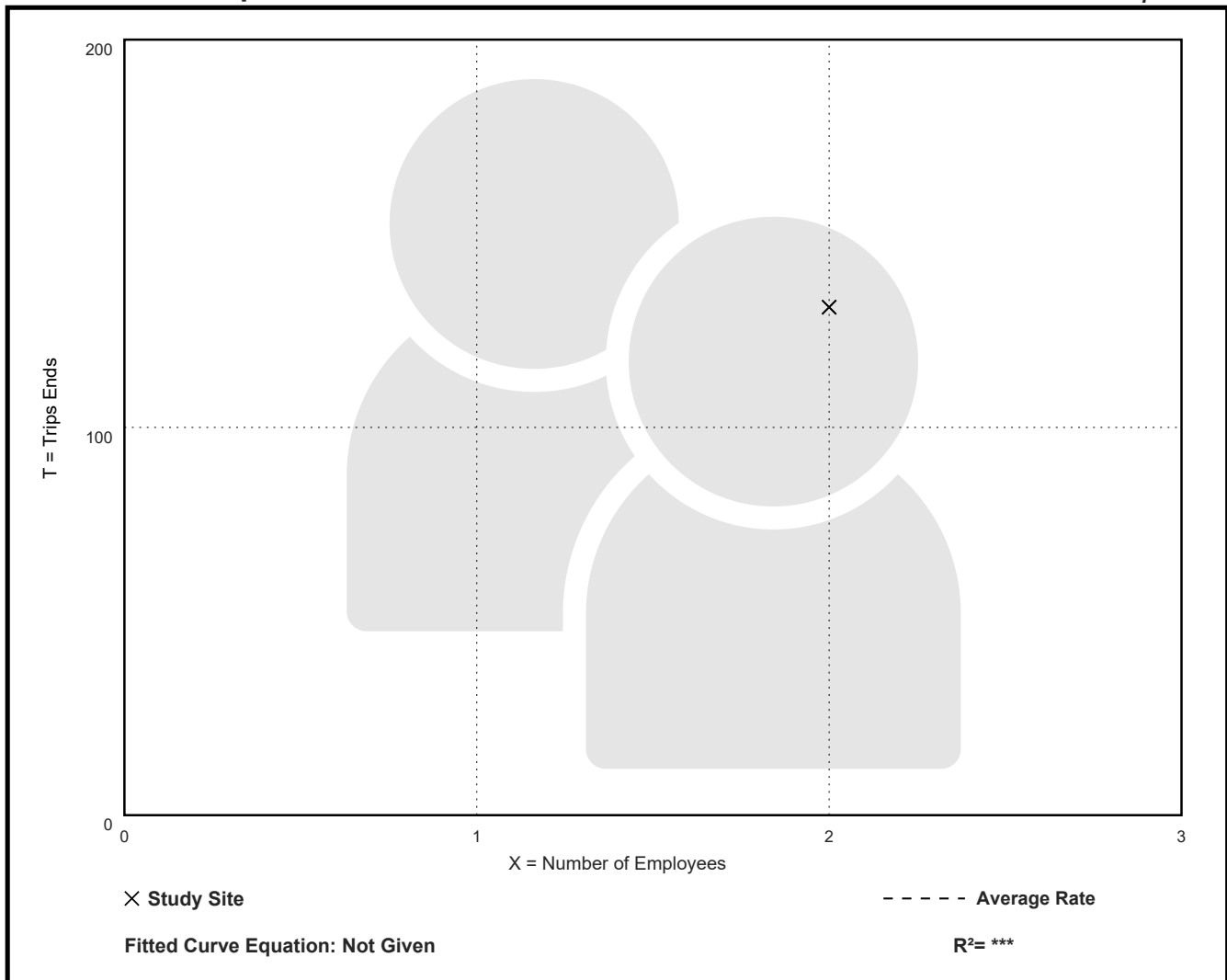
Directional Distribution: 47% entering, 53% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
65.50	65.50 - 65.50	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - None (945)

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: 4

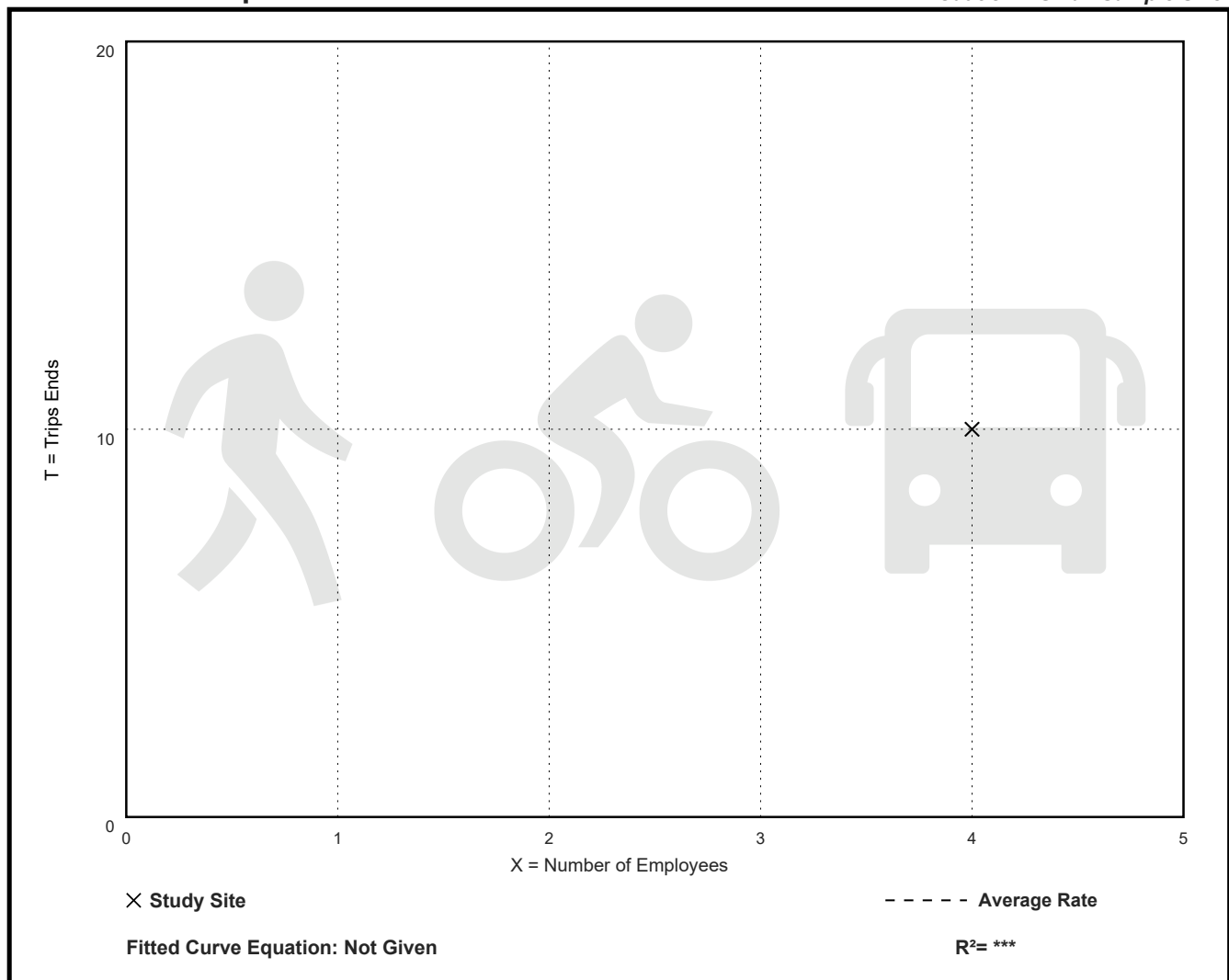
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.50	2.50 - 2.50	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - None (945)

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: 1

Avg. Num. of Employees: 4

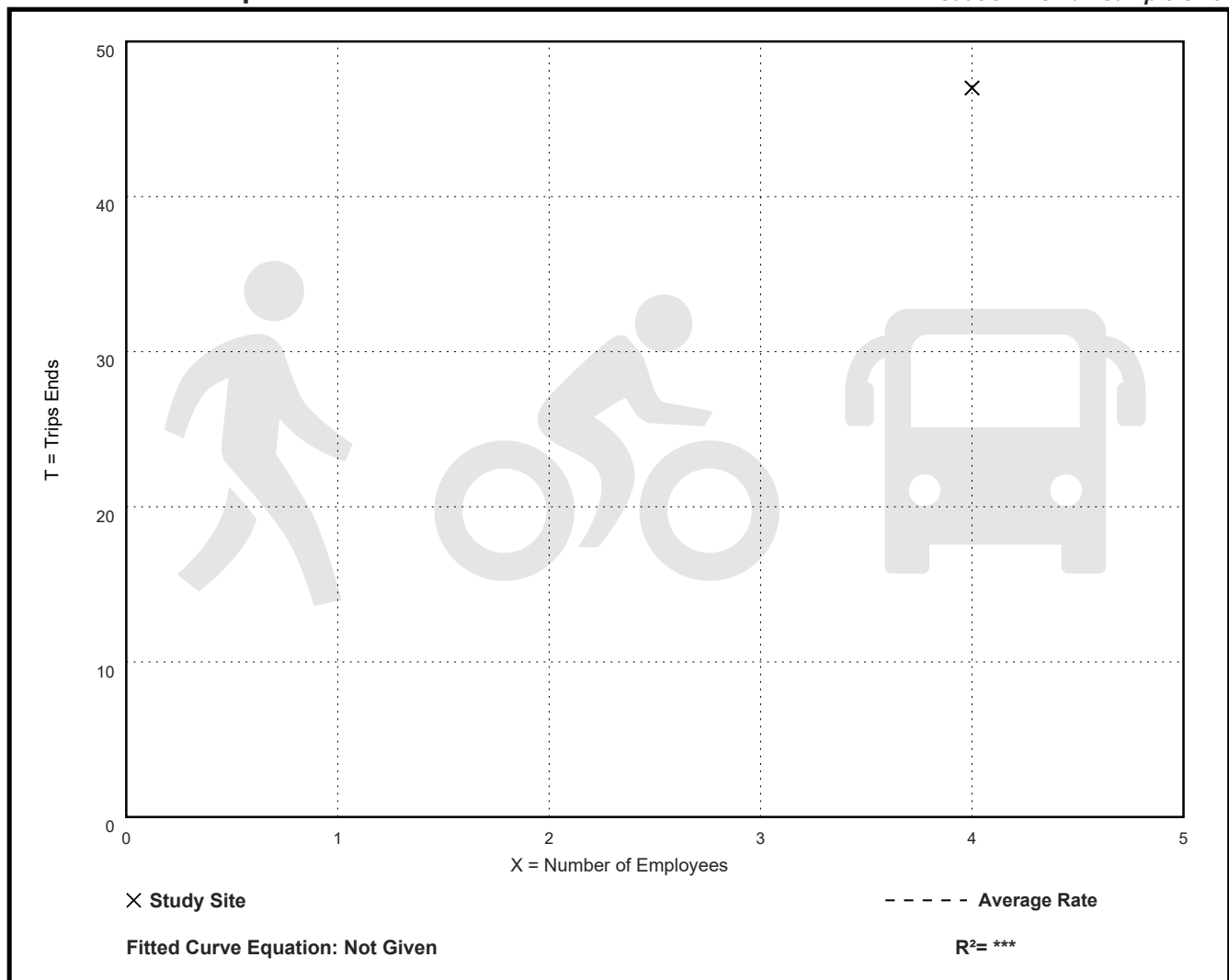
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
11.75	11.75 - 11.75	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - None (945)

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: 4

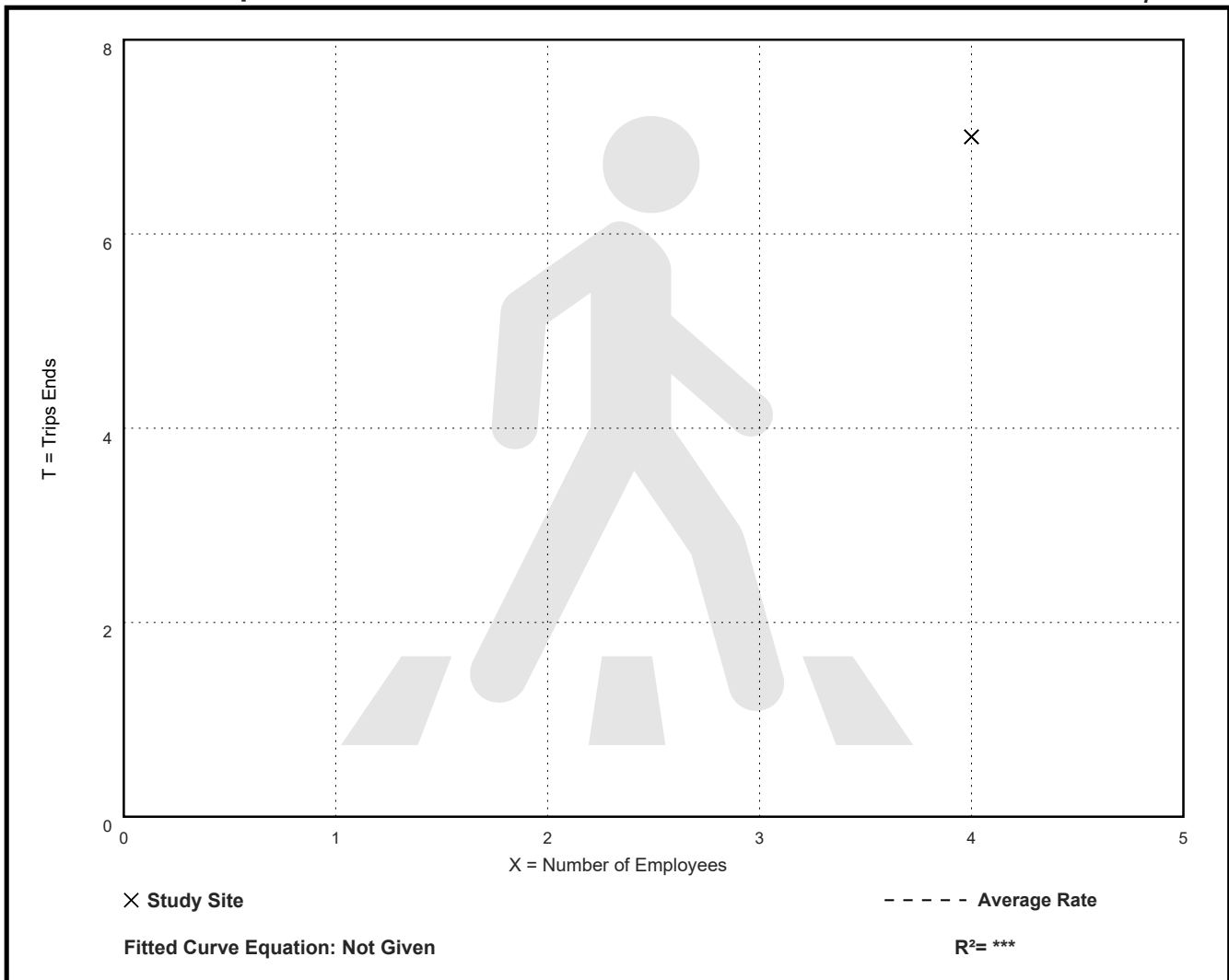
Directional Distribution: Not Available

Walk Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.75	1.75 - 1.75	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - None (945)

Walk 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: 1

Avg. Num. of Employees: 4

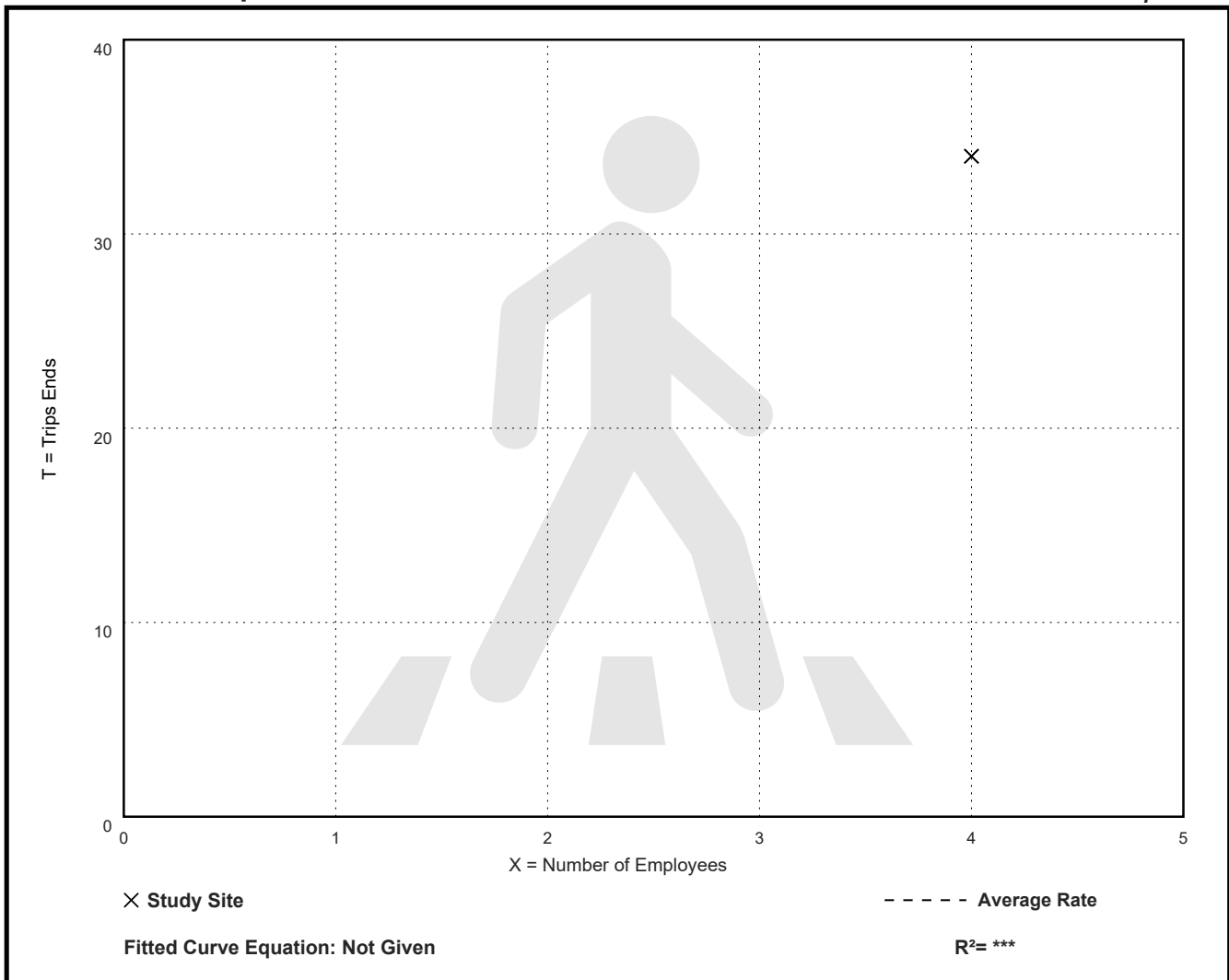
Directional Distribution: Not Available

Walk Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
8.50	8.50 - 8.50	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - VFP (2-8) (945)

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: 4

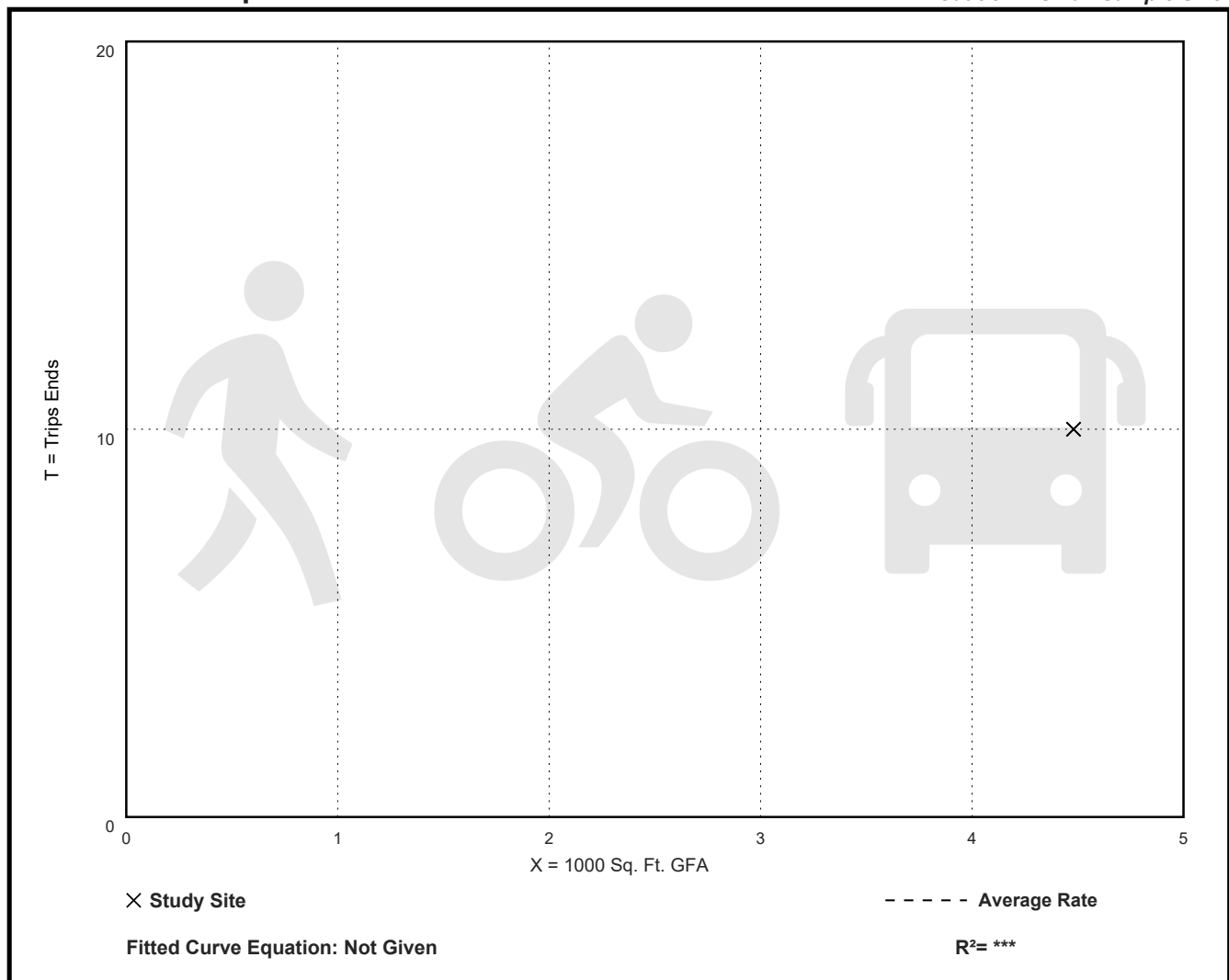
Directional Distribution: Not Available

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

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

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - VFP (2-8) (945)

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: 1

Avg. 1000 Sq. Ft. GFA: 4

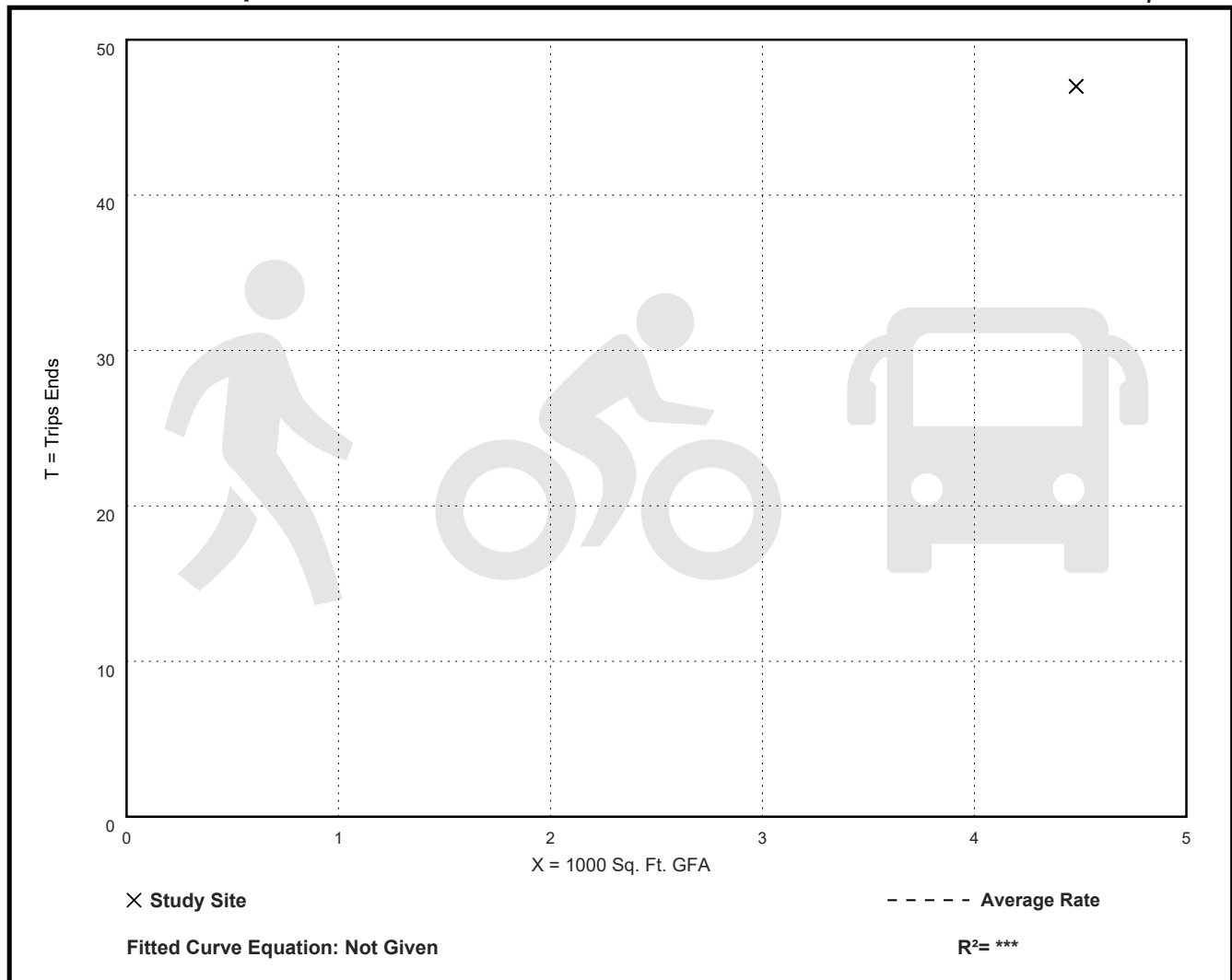
Directional Distribution: Not Available

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

Average Rate	Range of Rates	Standard Deviation
10.49	10.49 - 10.49	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - VFP (2-8) (945)

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: 4

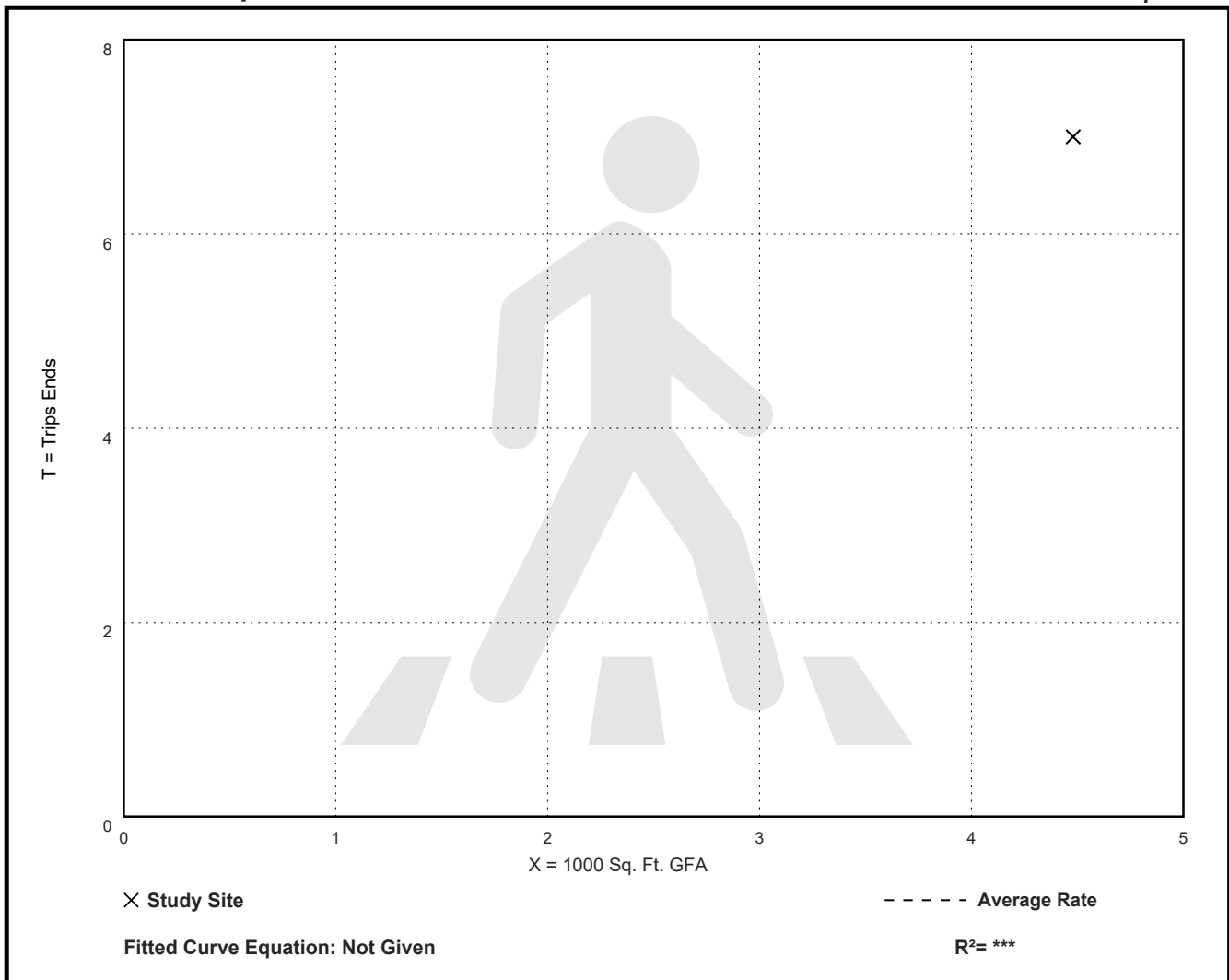
Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.56	1.56 - 1.56	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - VFP (2-8) (945)

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: 1

Avg. 1000 Sq. Ft. GFA: 4

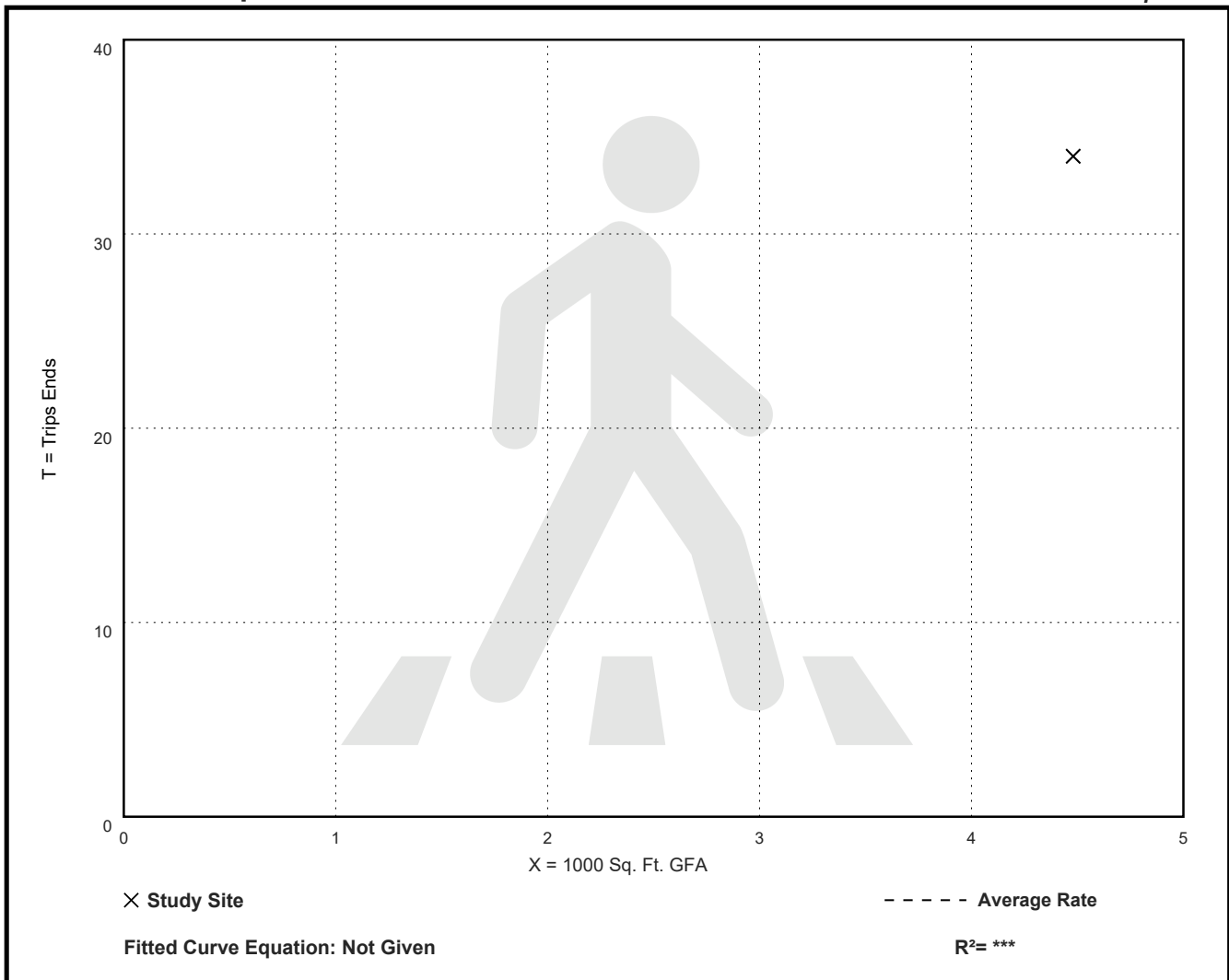
Directional Distribution: Not Available

Walk Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.59	7.59 - 7.59	***

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - VFP (9-15) (945)

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: 1

Avg. 1000 Sq. Ft. GFA: 3

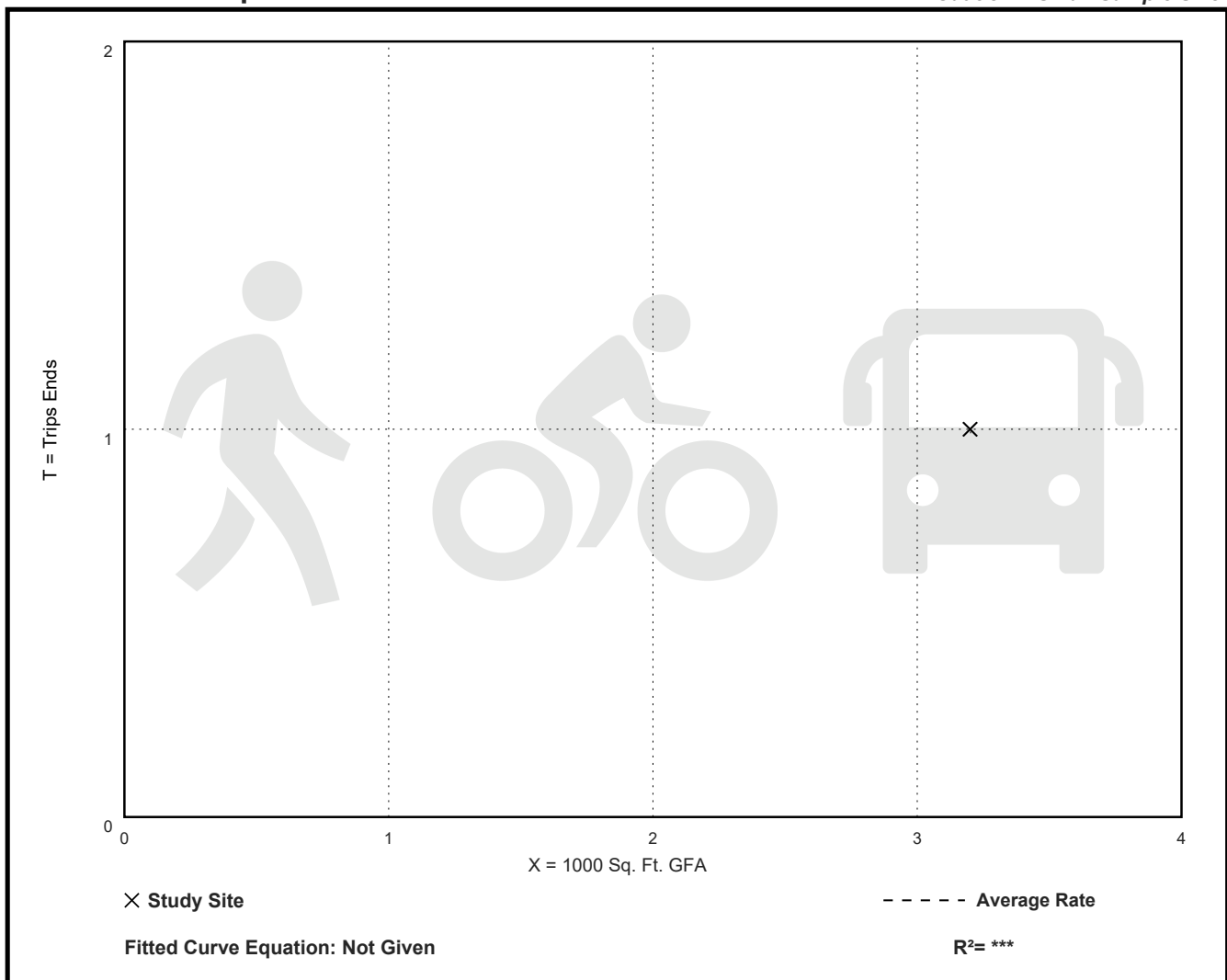
Directional Distribution: Not Available

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

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

Data Plot and Equation

Caution – Small Sample Size



Drinking Place (975)

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

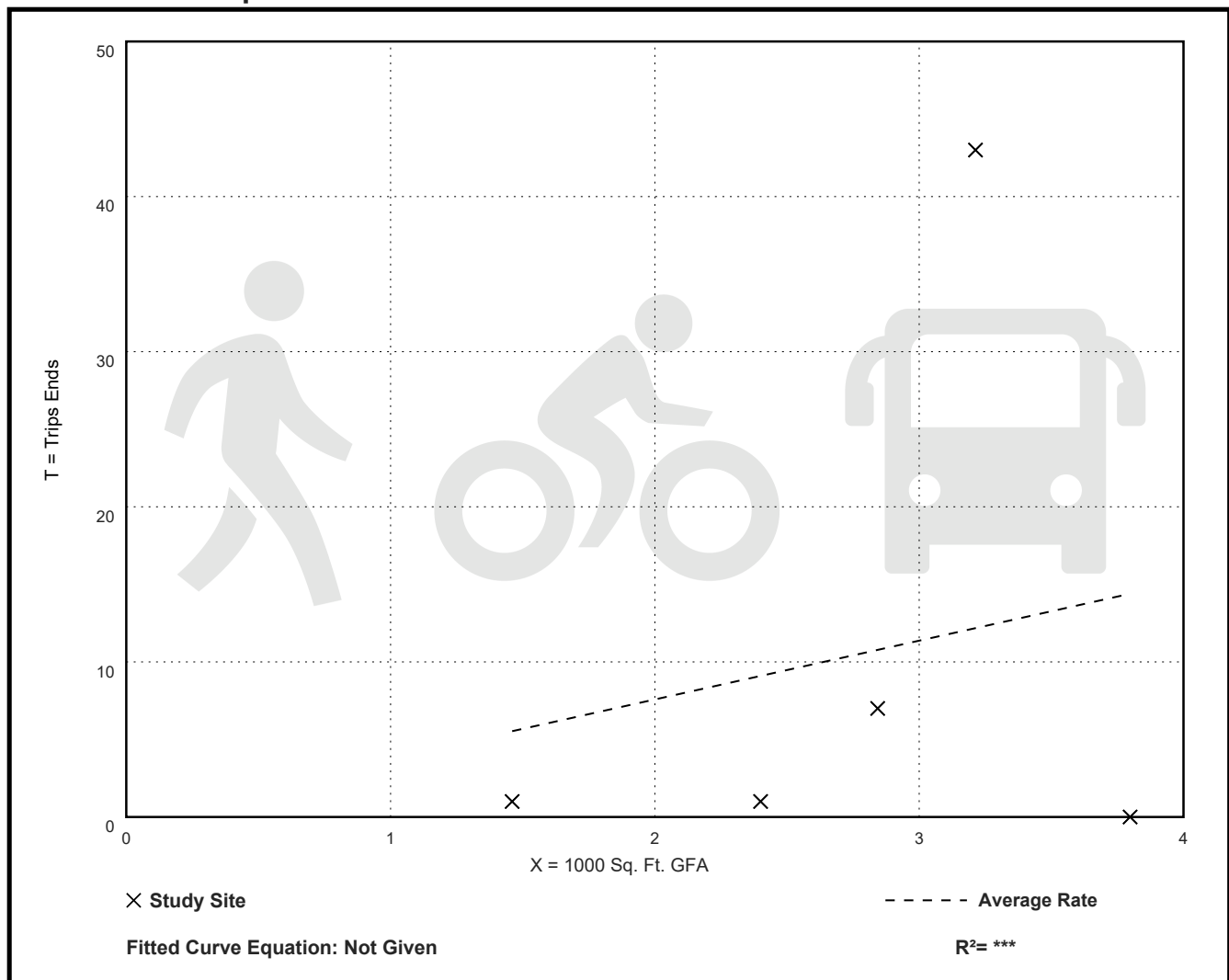
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 65% entering, 35% exiting

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

Average Rate	Range of Rates	Standard Deviation
3.79	0.00 - 13.38	6.01

Data Plot and Equation



Drinking Place (975)

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

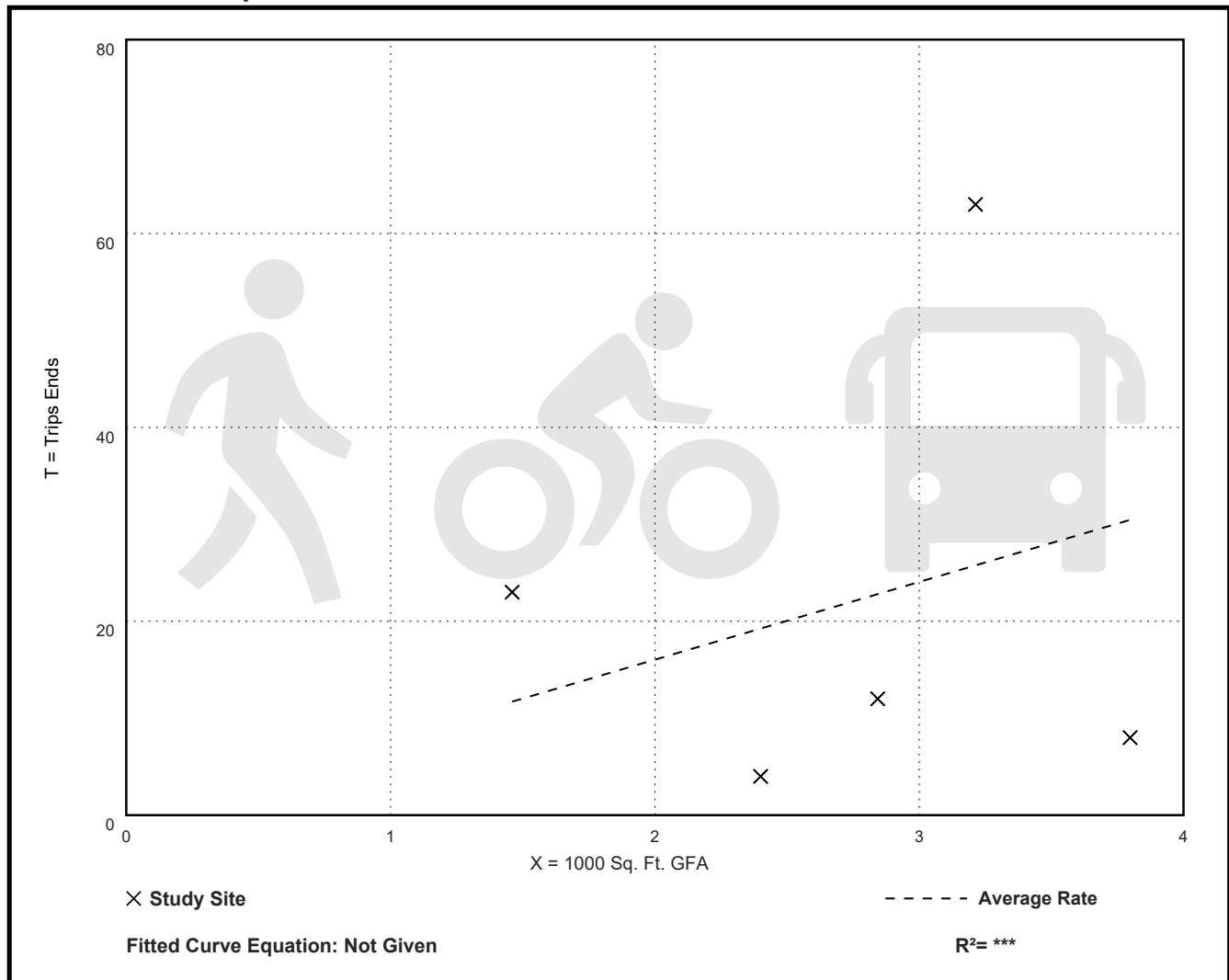
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 47% entering, 53% exiting

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

Average Rate	Range of Rates	Standard Deviation
8.02	1.67 - 19.61	8.48

Data Plot and Equation



Drinking Place (975)

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: 5

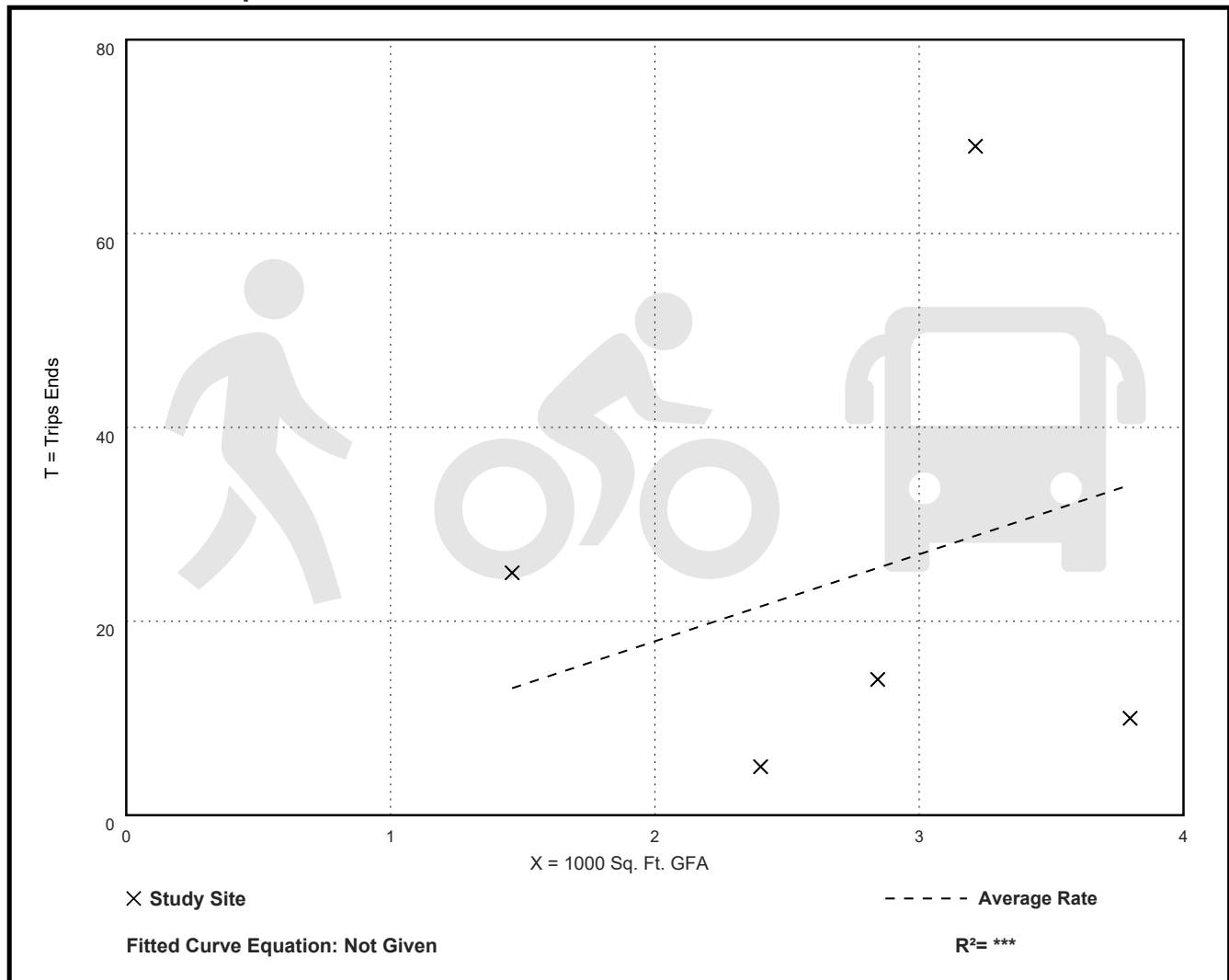
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 54% entering, 46% exiting

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

Average Rate	Range of Rates	Standard Deviation
8.97	2.08 - 21.48	9.12

Data Plot and Equation



Drinking Place (975)

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: 5

Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 45% entering, 55% exiting

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

Average Rate	Range of Rates	Standard Deviation
10.35	1.25 - 32.37	13.70

Data Plot and Equation

