Intermodal Truck Terminal
(030)

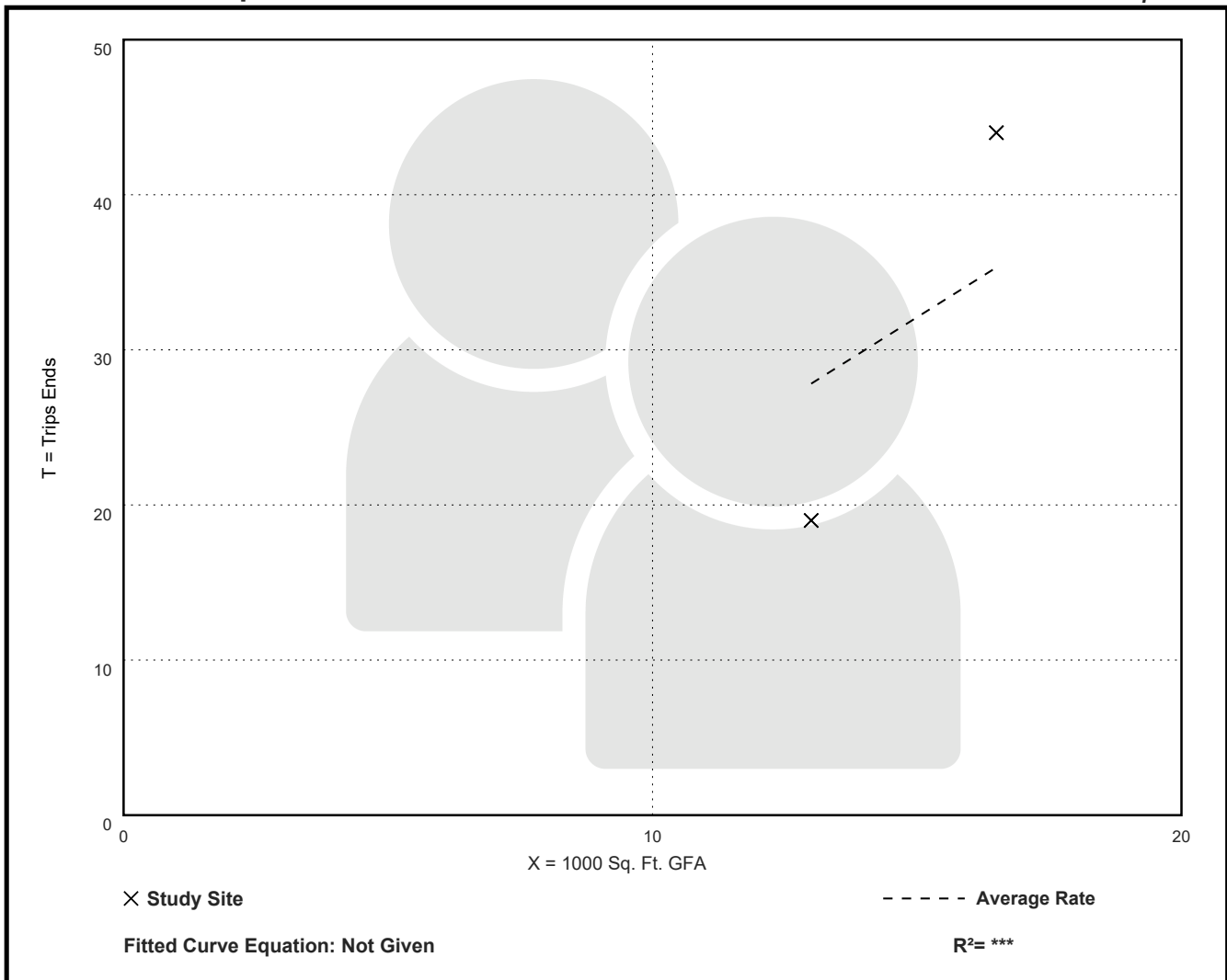|	
Person Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	2
Avg. 1000 Sq. Ft. GFA:	15
Directional Distribution:	48% entering, 52% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.14	1.46 - 2.67	***

Data Plot and Equation

Caution – Small Sample Size

X **Study Site**   – – – – – **Average Rate**

Fitted Curve Equation: Not Given   **R²= ***

Intermodal Truck Terminal
(030)

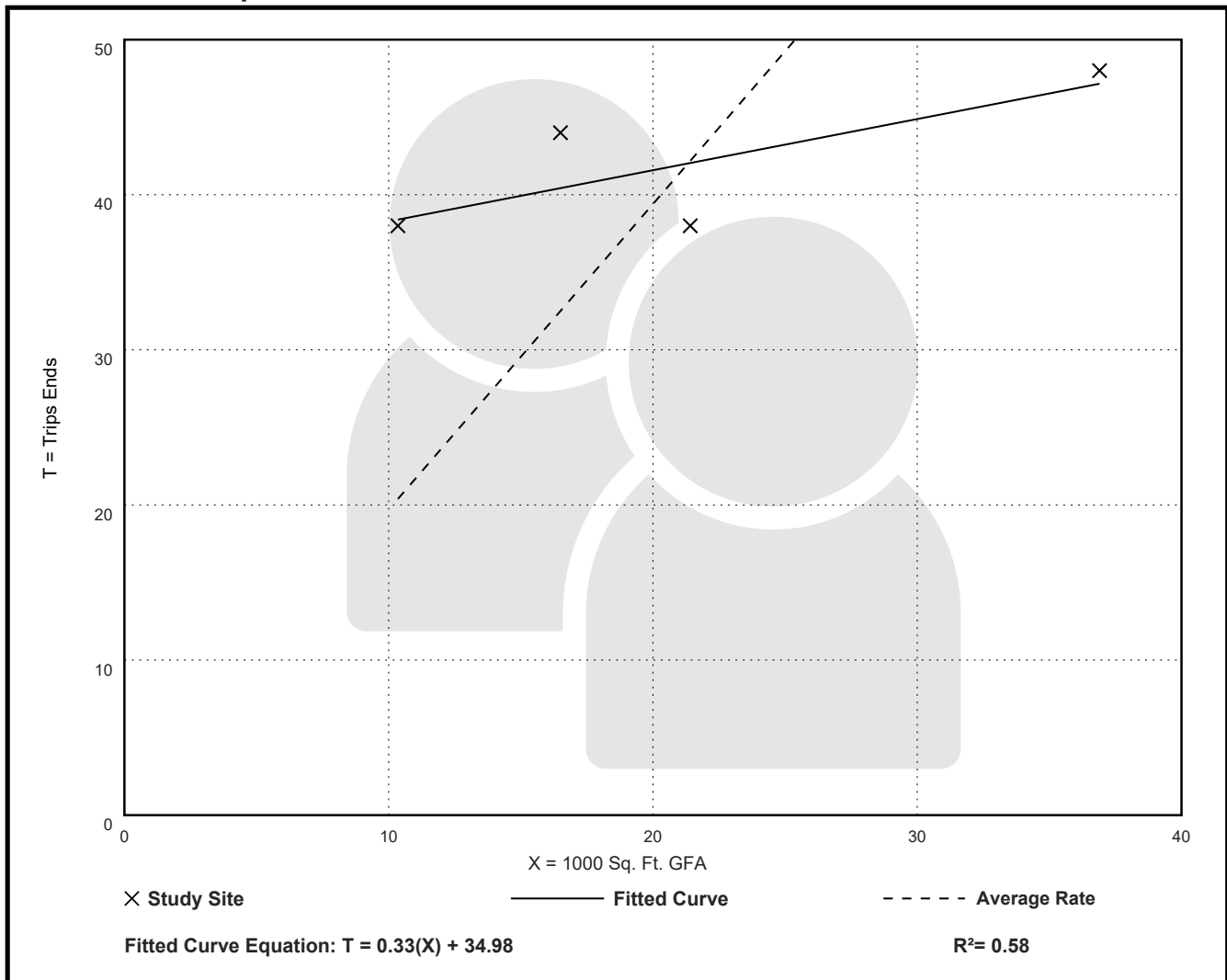|	
Person Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	4
Avg. 1000 Sq. Ft. GFA:	21
Directional Distribution:	51% entering, 49% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.97	1.30 - 3.67	0.93

Data Plot and Equation

Fitted Curve Equation: T = 0.33(X) + 34.98   **R²= 0.58**

Intermodal Truck Terminal
(030)

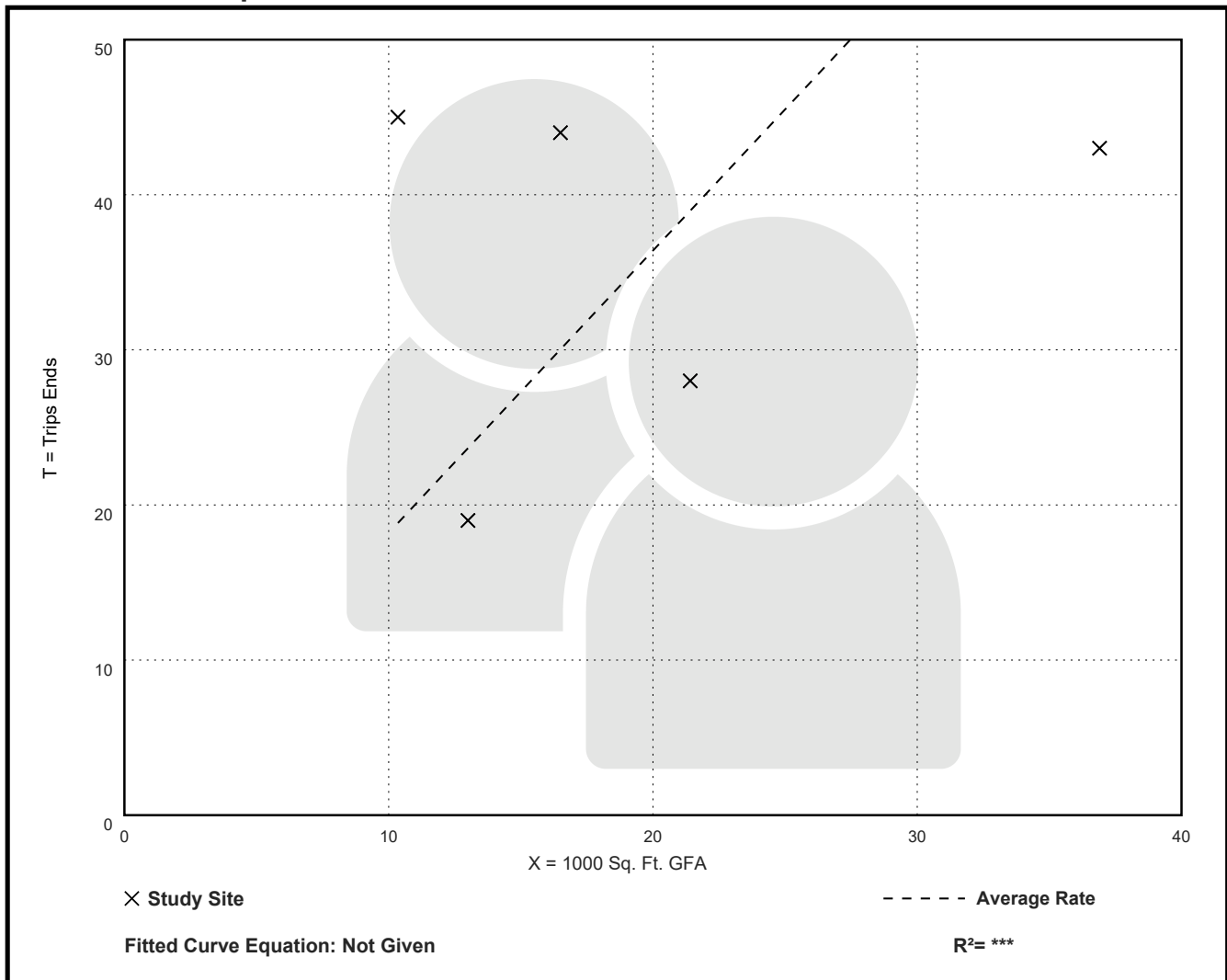|	
Person Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	AM Peak Hour of Generator
Setting/Location:	**General Urban/Suburban**
Number of Studies:	5
Avg. 1000 Sq. Ft. GFA:	20
Directional Distribution:	48% entering, 52% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.82	1.17 - 4.35	1.13

Data Plot and Equation

× **Study Site** — — — — — **Average Rate**

Fitted Curve Equation: Not Given   **R²= *****

Intermodal Truck Terminal
(030)

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

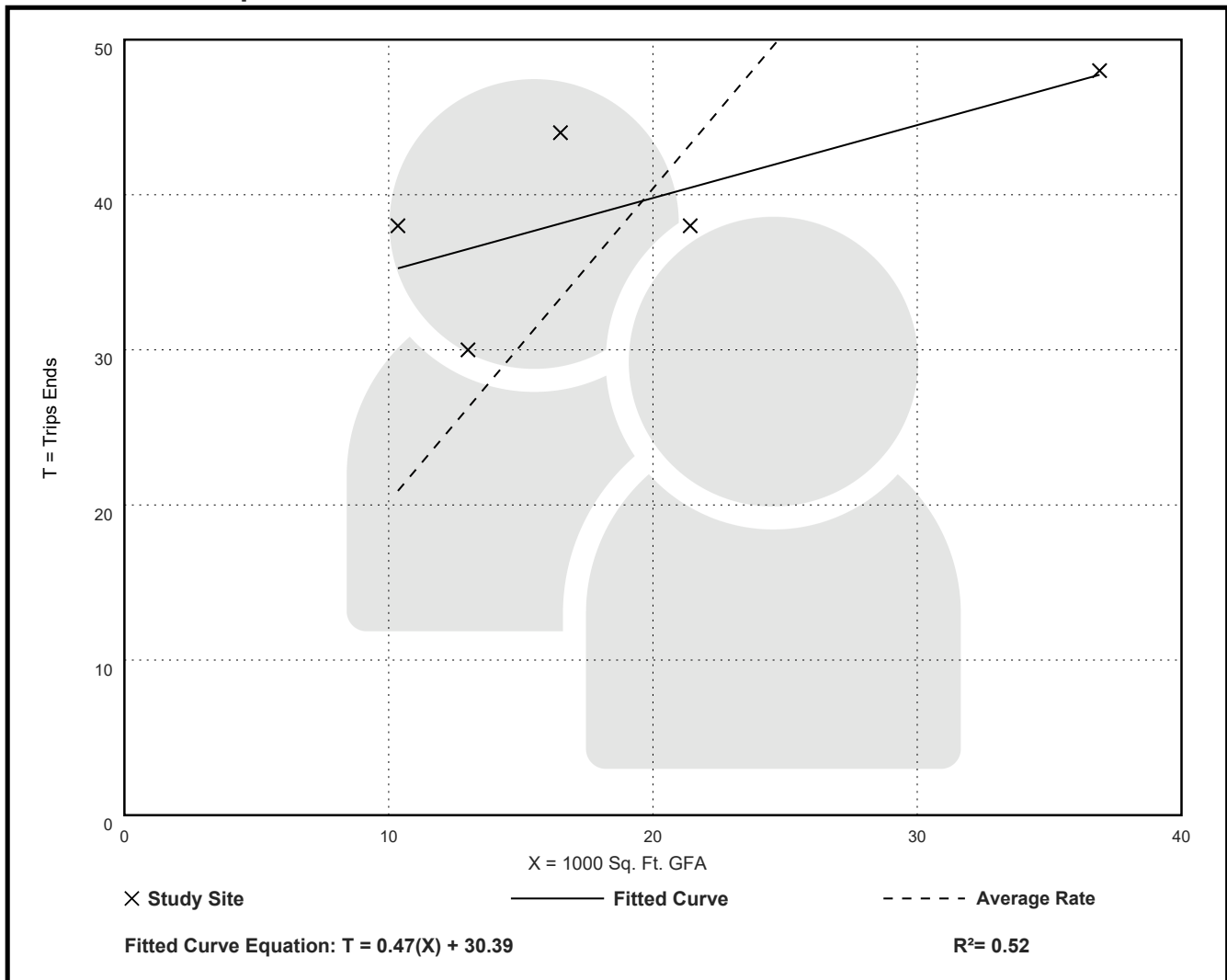|	
Setting/Location:	**General Urban/Suburban**
Number of Studies:	5
Avg. 1000 Sq. Ft. GFA:	20
Directional Distribution:	51% entering, 49% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.02	1.30 - 3.67	0.85

Data Plot and Equation

T = Trips Ends

X = 1000 Sq. Ft. GFA

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

Fitted Curve Equation: T = 0.47(X) + 30.39   **R²= 0.52**

Intermodal Truck Terminal
(030)

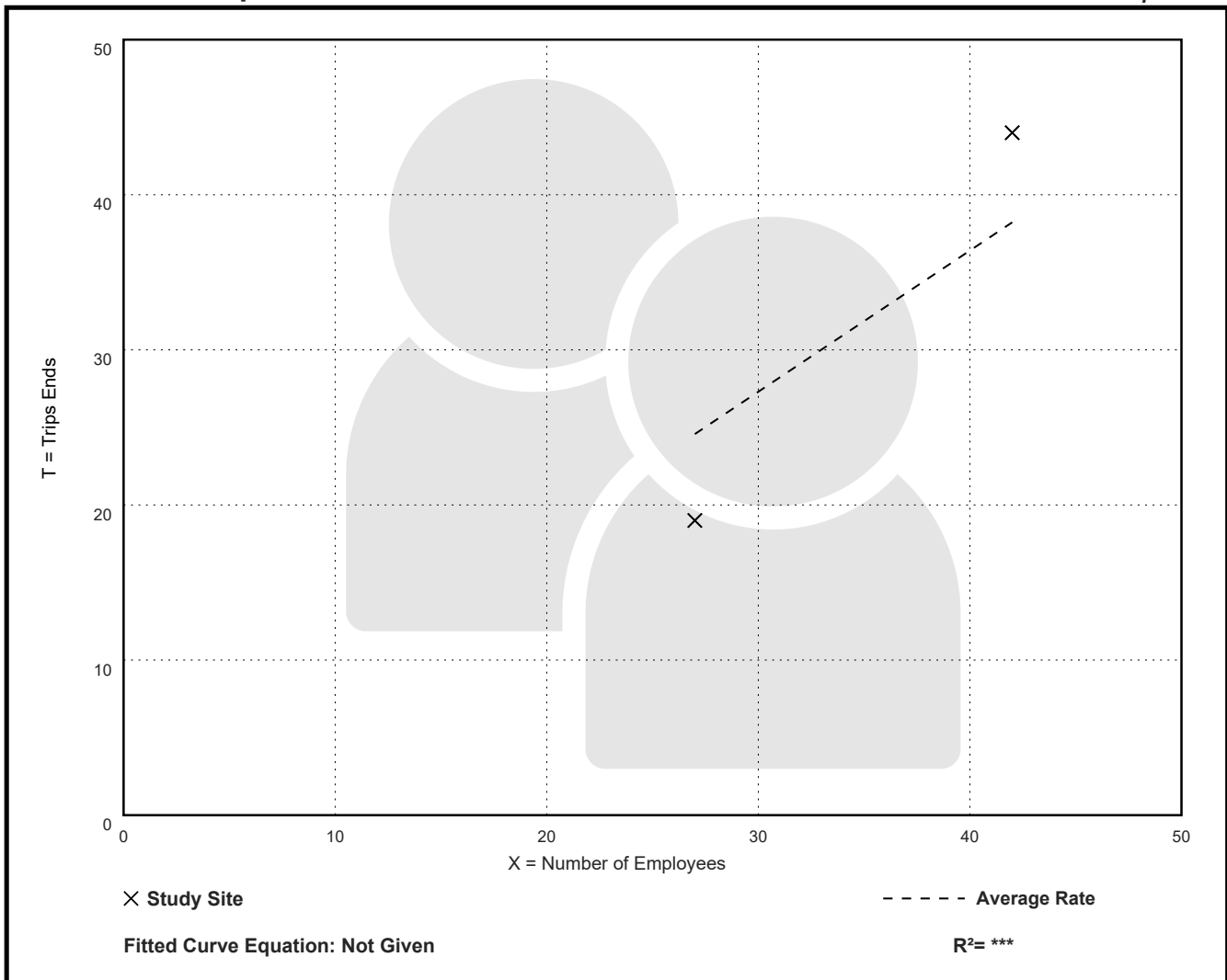|	
Person Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	2
Avg. Num. of Employees:	35
Directional Distribution:	48% entering, 52% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.91	0.70 - 1.05	***

Data Plot and Equation

Caution – Small Sample Size

✕ **Study Site**   – – – – – **Average Rate**

Fitted Curve Equation: Not Given   **R²= ***

Intermodal Truck Terminal
(030)

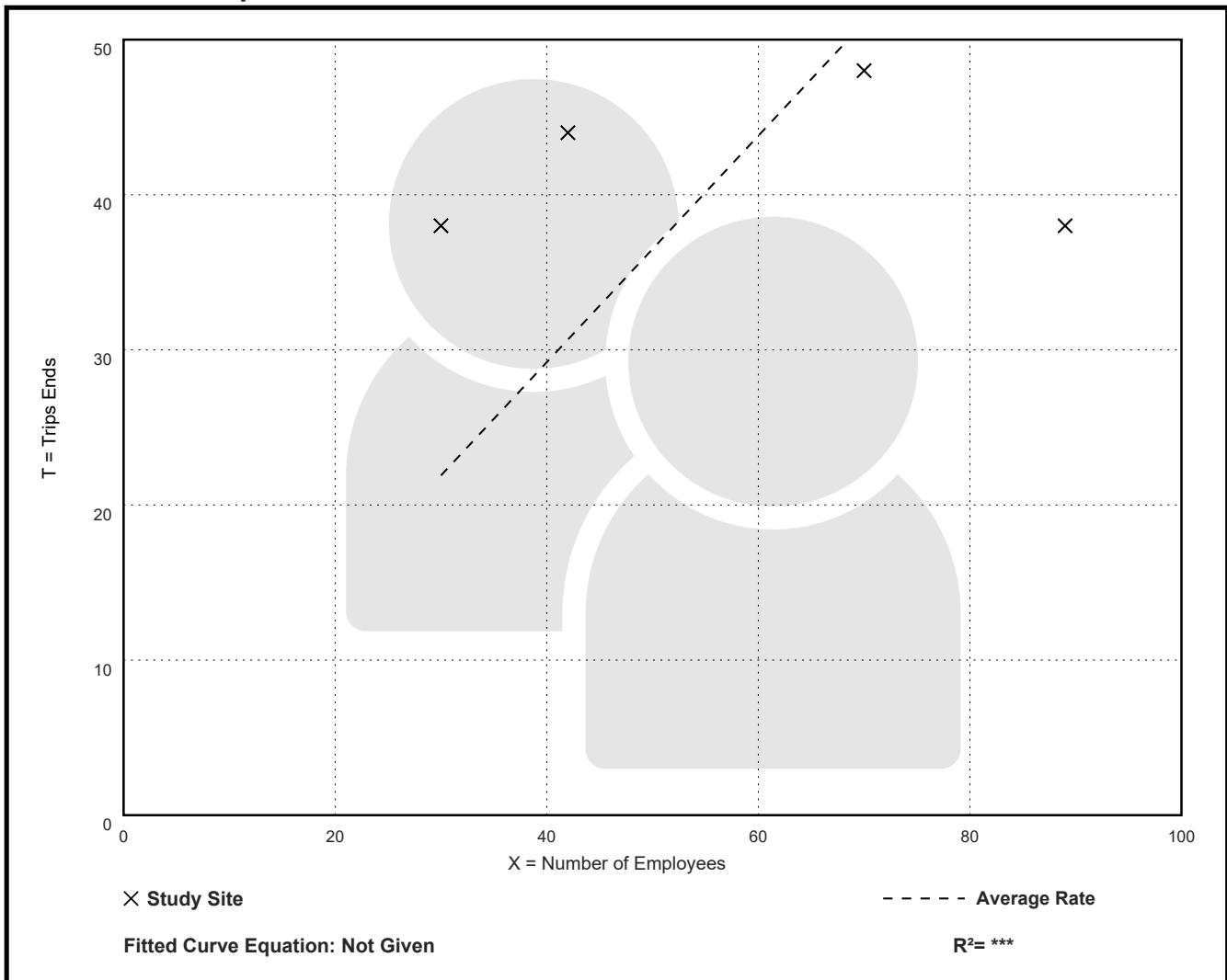|	
Person Trip Ends vs:	**Employees**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	4
Avg. Num. of Employees:	58
Directional Distribution:	51% entering, 49% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.73	0.43 - 1.27	0.35

Data Plot and Equation

✕ **Study Site**   – – – – **Average Rate**

Fitted Curve Equation: Not Given $R^2 =$ ***

Intermodal Truck Terminal
(030)

Person Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

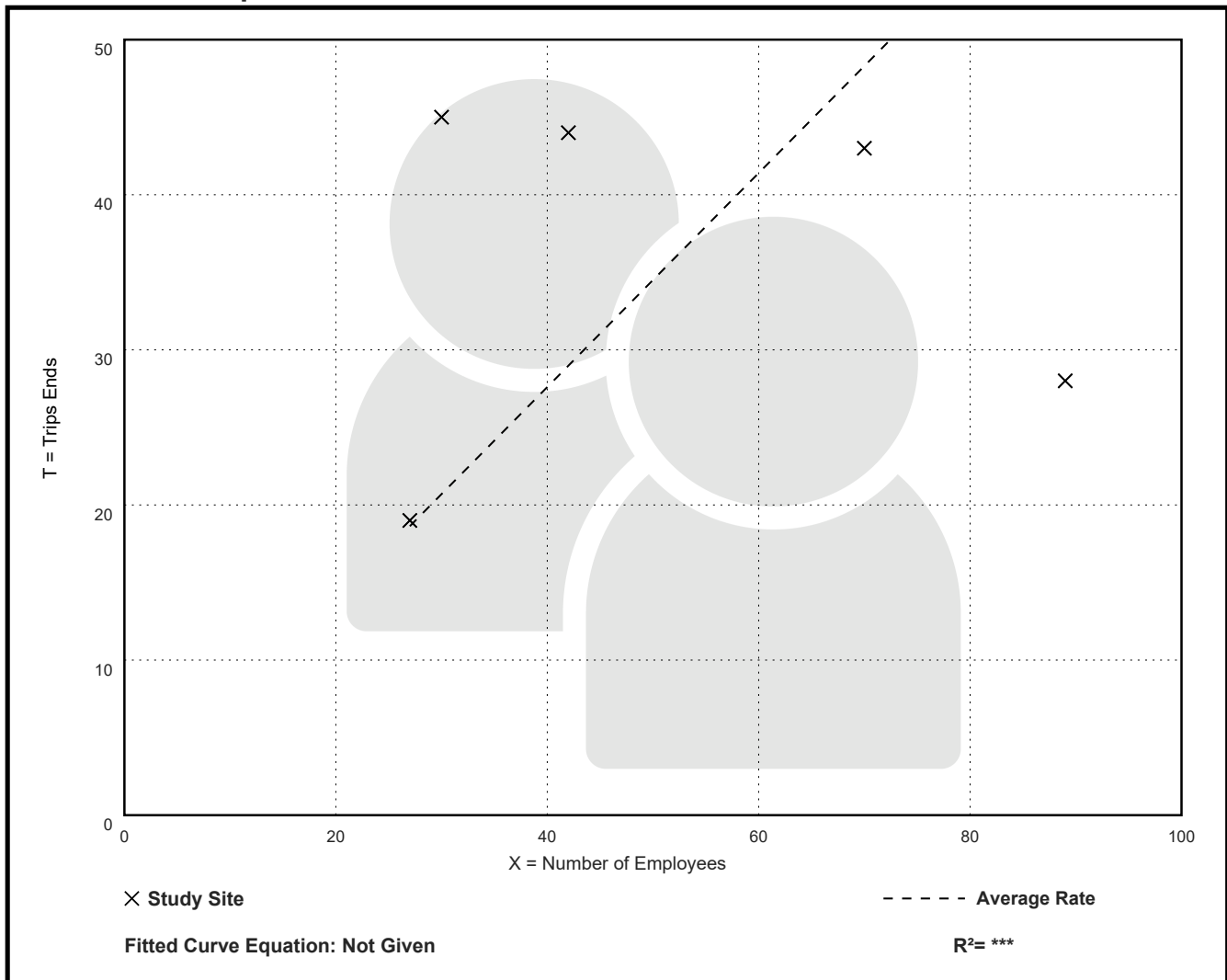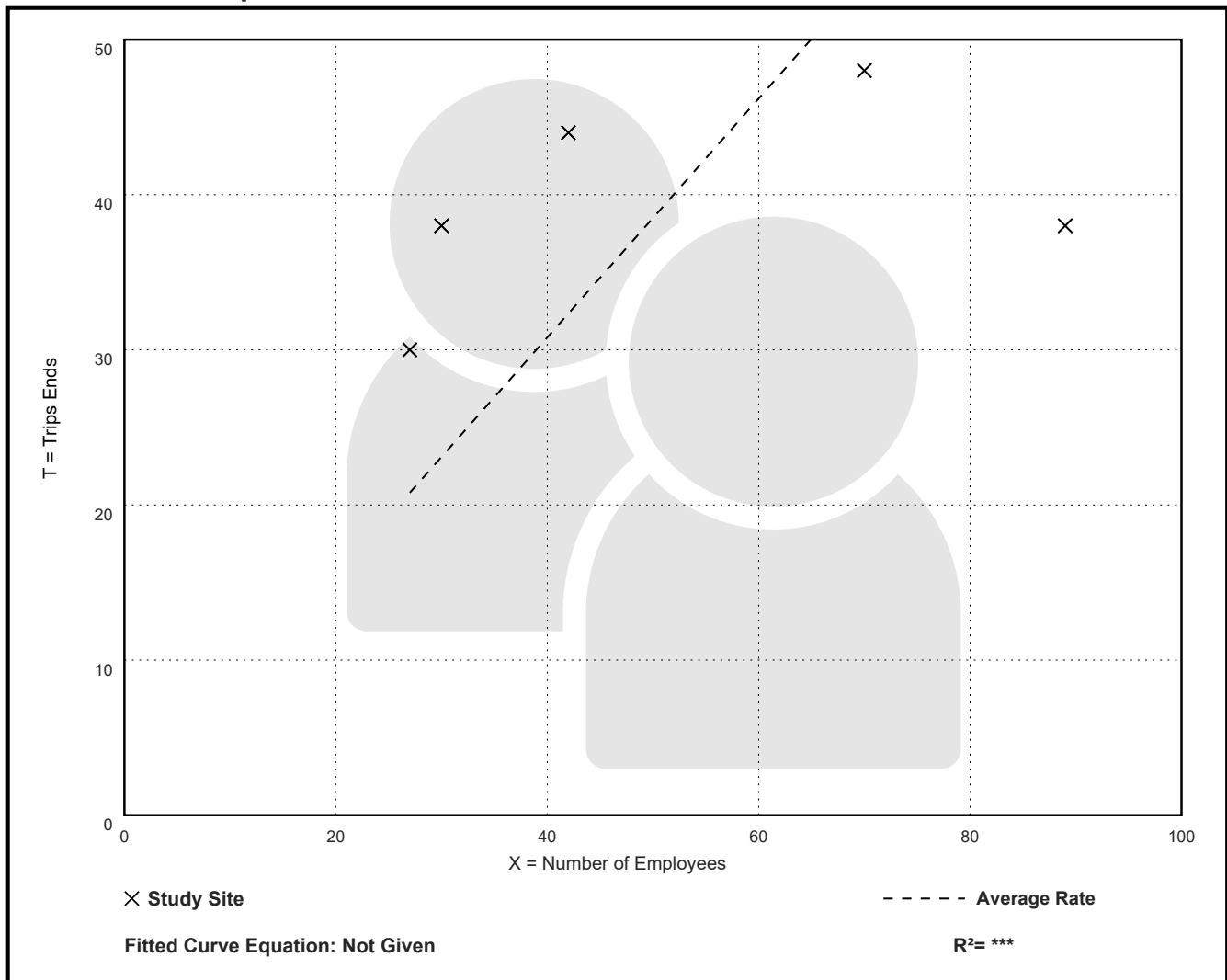|	
Setting/Location:	**General Urban/Suburban**
Number of Studies:	5
Avg. Num. of Employees:	52
Directional Distribution:	48% entering, 52% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.69	0.31 - 1.50	0.43

Data Plot and Equation

X Study Site   – – – – Average Rate

Fitted Curve Equation: Not Given   **R²= *****

Intermodal Truck Terminal
(030)

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.77	0.43 - 1.27	0.35

Data Plot and Equation

× **Study Site**   – – – – **Average Rate**

Fitted Curve Equation: Not Given   **R²= *****

Park-and-Ride Lot with Bus or Light Rail Service (090)

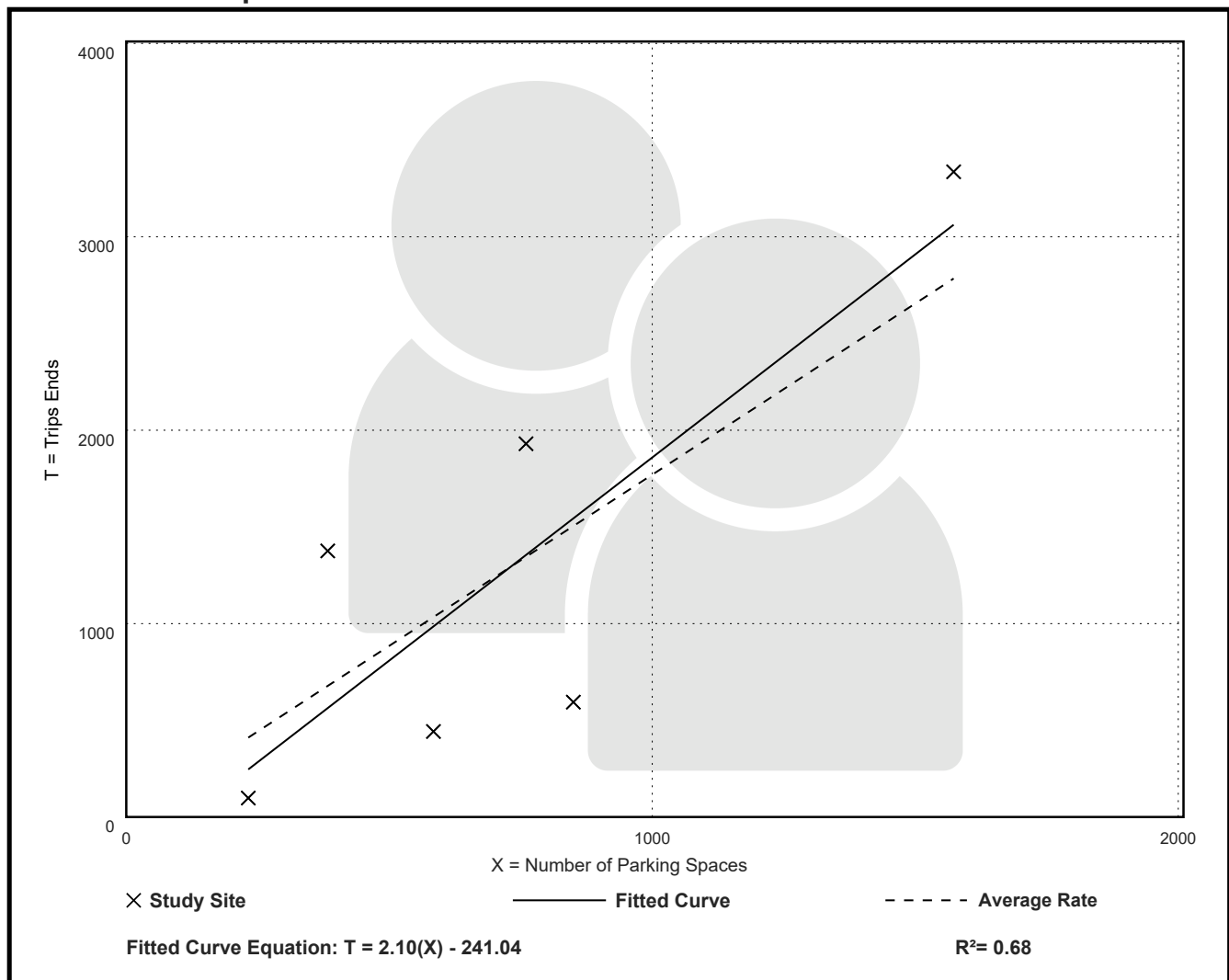|	
Person Trip Ends vs:	**Parking Spaces**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	6
Avg. Num. of Parking Spaces:	730
Directional Distribution:	85% entering, 15% exiting

Person Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
1.77	0.42 - 3.59	1.04

Data Plot and Equation

Study Site ×   **Fitted Curve** ——   **Average Rate** - - - -

Fitted Curve Equation: T = 2.10(X) - 241.04   **R²= 0.68**

Park-and-Ride Lot with Bus or Light Rail Service (090)

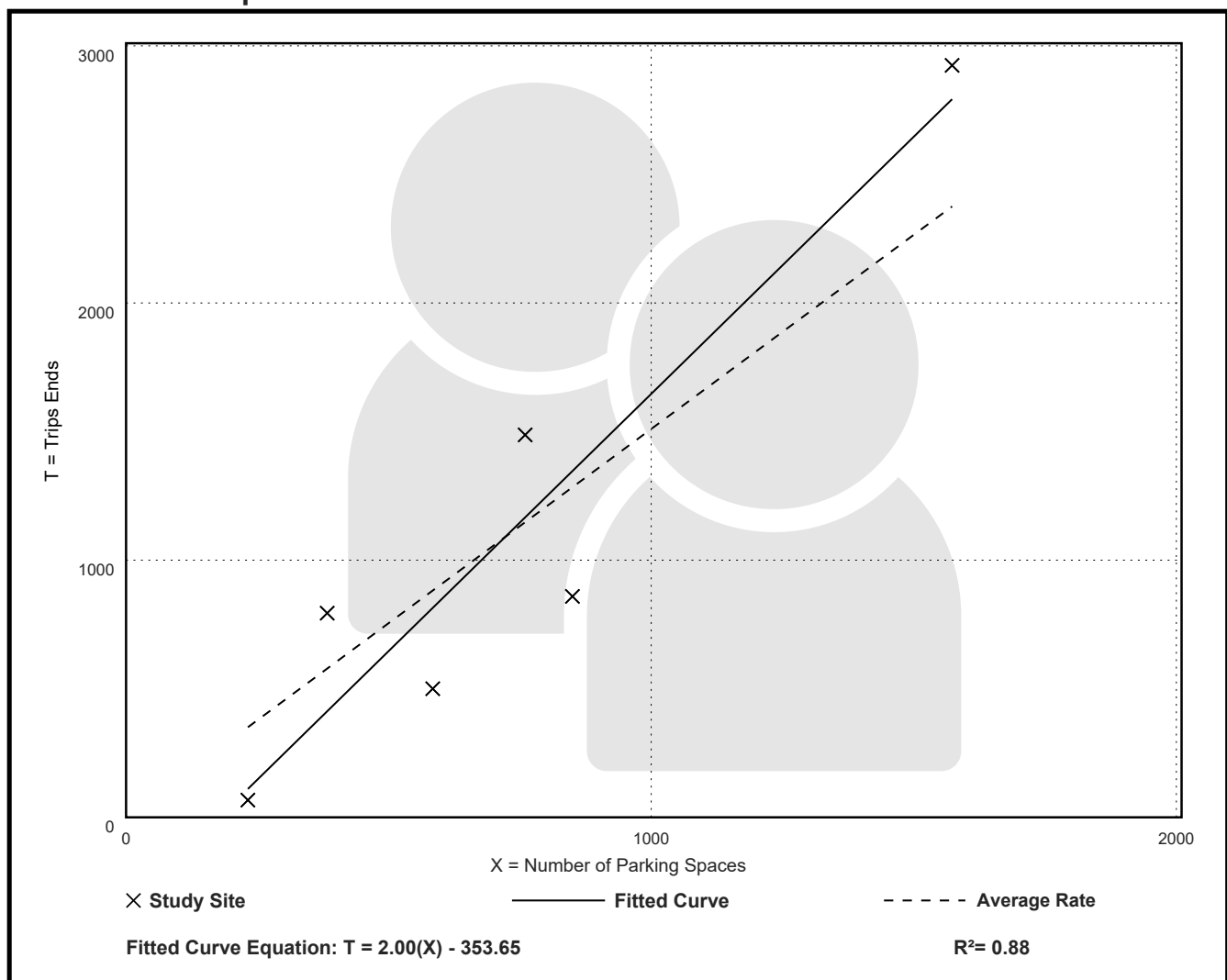|	
Person Trip Ends vs:	**Parking Spaces**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	6
Avg. Num. of Parking Spaces:	730
Directional Distribution:	26% entering, 74% exiting

Person Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
1.51	0.29 - 2.07	0.59

Data Plot and Equation

Fitted Curve Equation: T = 2.00(X) - 353.65   **R²= 0.88**

Park-and-Ride Lot with Bus or Light Rail Service (090)

Person Trip Ends vs: **Parking Spaces**

On a: **Weekday,**

AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
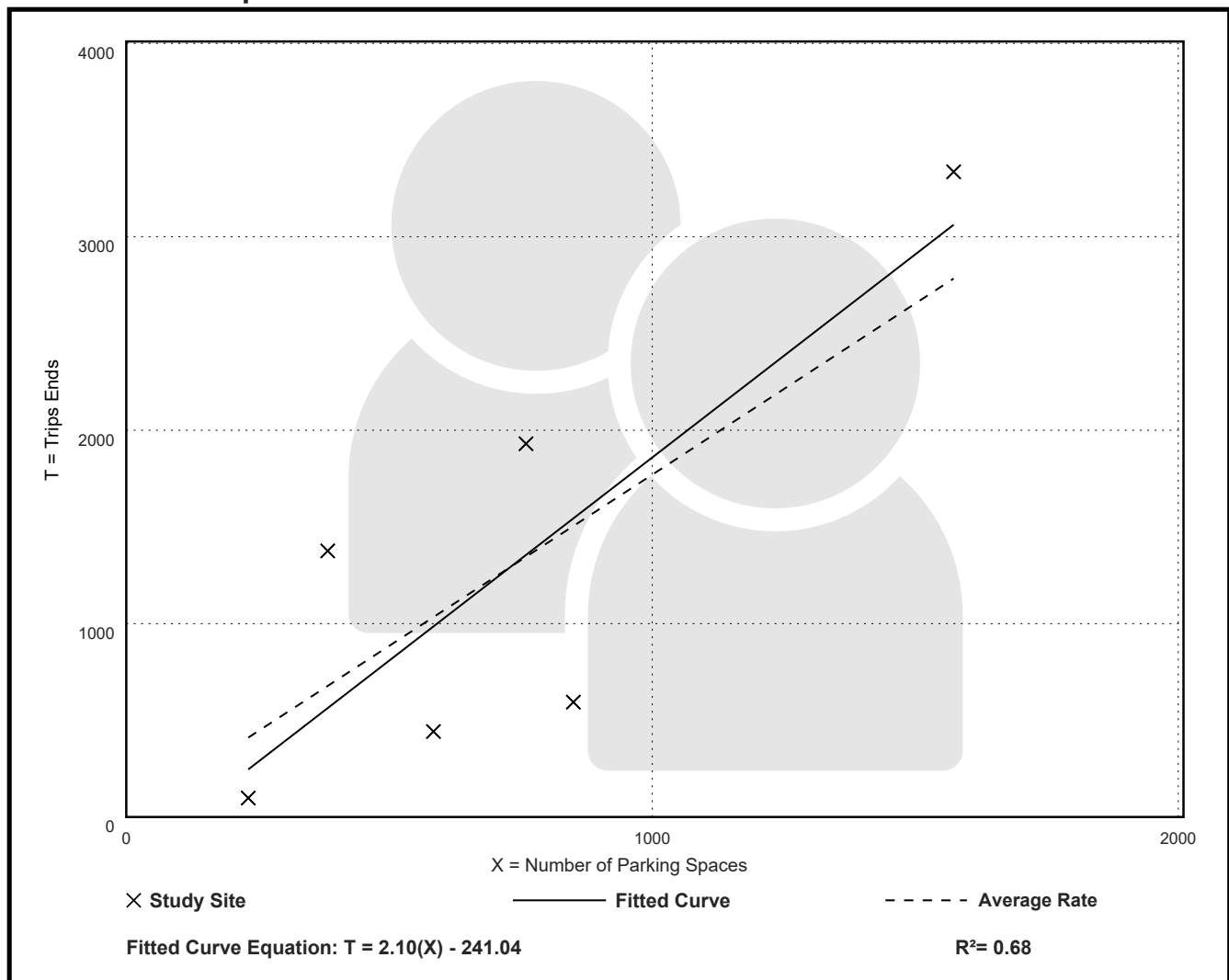
Number of Studies: 6

Avg. Num. of Parking Spaces: 730

Directional Distribution: 85% entering, 15% exiting

Person Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
1.77	0.42 - 3.59	1.04

Data Plot and Equation

Fitted Curve Equation: T = 2.10(X) - 241.04   **R²= 0.68**

Park-and-Ride Lot with Bus or Light Rail Service (090)

Person Trip Ends vs: **Parking Spaces**

On a: **Weekday,**

PM Peak Hour of Generator

Setting/Location:	**General Urban/Suburban**
Number of Studies:	6
Avg. Num. of Parking Spaces:	730
Directional Distribution:	26% entering, 74% exiting

Person Trip Generation per Parking Space

Average Rate	Range of Rates	Standard Deviation
1.51	0.29 - 2.07	0.59

Data Plot and Equation

Fitted Curve Equation: T = 2.00(X) - 353.65   R²= 0.88