



INSTITUTE OF TRANSPORTATION ENGINEERS
PUBLICATIONS ERRATA

Trip Generation, 8th Edition

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Land Use 937 (Volume 3, p. 1851), Table 1: The second row of the table under “Day/Time Period” should be changed to read “Weekday **p.m.** Peak Hour of Adjacent Street Traffic.”

Land Use: 030 Truck Terminal

Independent Variables with One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use data with care because of the small sample size.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
1,000 Square Feet Gross Floor Area				
Weekday	9.89	131	1	50% entering, 50% exiting
Weekday a.m. Peak Hour of Adjacent Street Traffic	0.90	131	1	40% entering, 60% exiting
Weekday p.m. Peak Hour of Adjacent Street Traffic	0.83	131	1	43% entering, 57% exiting
Weekday a.m. Peak Hour of Generator	0.90	131	1	40% entering, 60% exiting
Weekday p.m. Peak Hour of Generator	0.83	131	1	43% entering, 57% exiting
Saturday	1.90	131	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	0.29	131	1	39% entering, 61% exiting
Sunday	1.03	131	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	0.11	131	1	47% entering, 53% exiting

Truck Berths

Weekday	6.79	190	1	50% entering, 50% exiting
Weekday a.m. Peak Hour of Adjacent Street Traffic	0.62	190	1	40% entering, 60% exiting
Weekday p.m. Peak Hour of Adjacent Street Traffic	0.57	190	1	43% entering, 57% exiting
Weekday a.m. Peak Hour of Generator	0.62	190	1	40% entering, 60% exiting
Weekday p.m. Peak Hour of Generator	0.57	190	1	43% entering, 57% exiting
Saturday	1.31	190	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	0.20	190	1	39% entering, 61% exiting
Sunday	0.71	190	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	0.08	190	1	47% entering, 53% exiting

Low-Rise Residential Condominium/Townhouse (231)

Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 6
 Avg. Number of Dwelling Units: 151
 Directional Distribution: 55% entering, 45% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.64	0.46 - 0.79	0.80

Data Plot and Equation

