

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

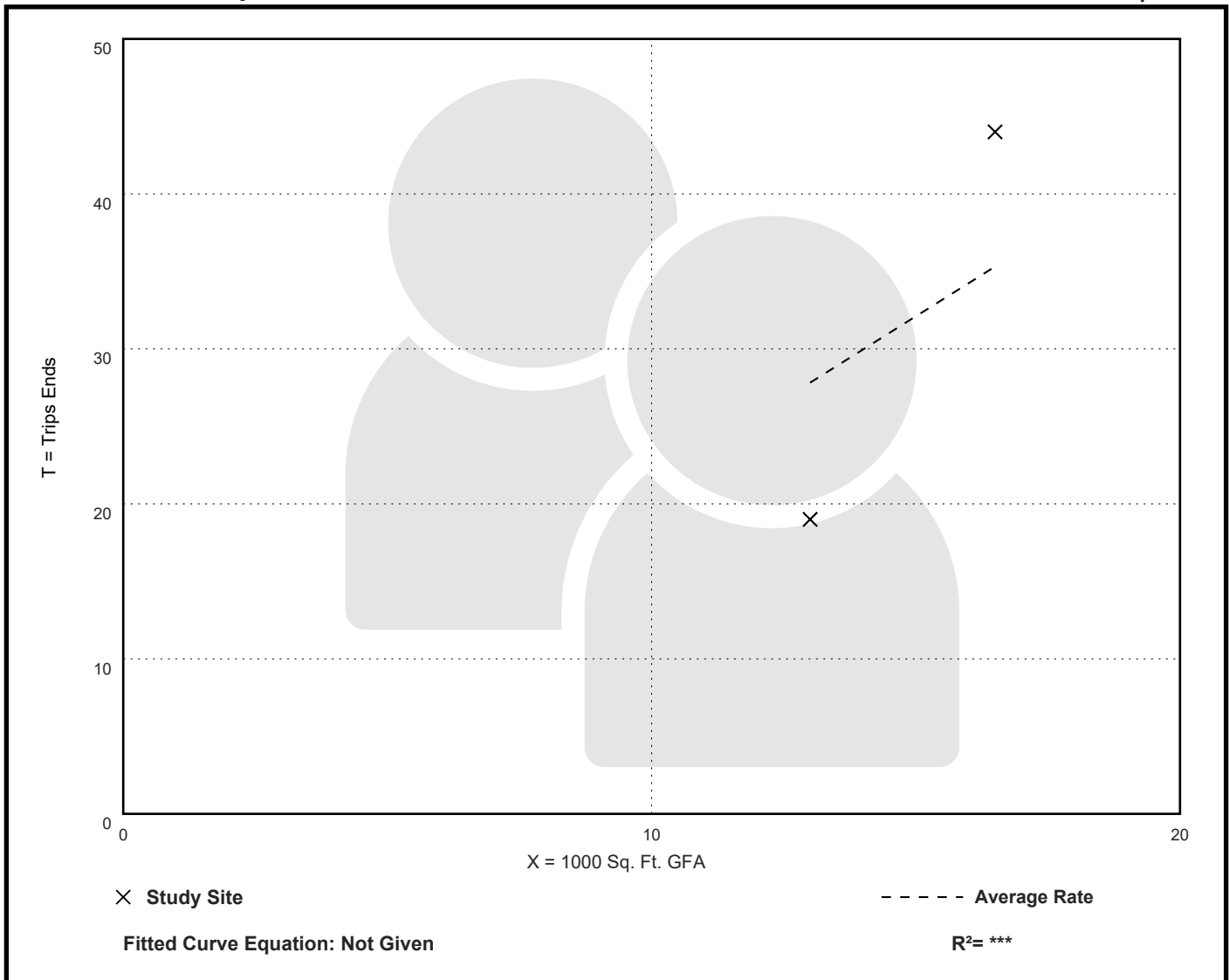
Directional Distribution: 48% entering, 52% exiting

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



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

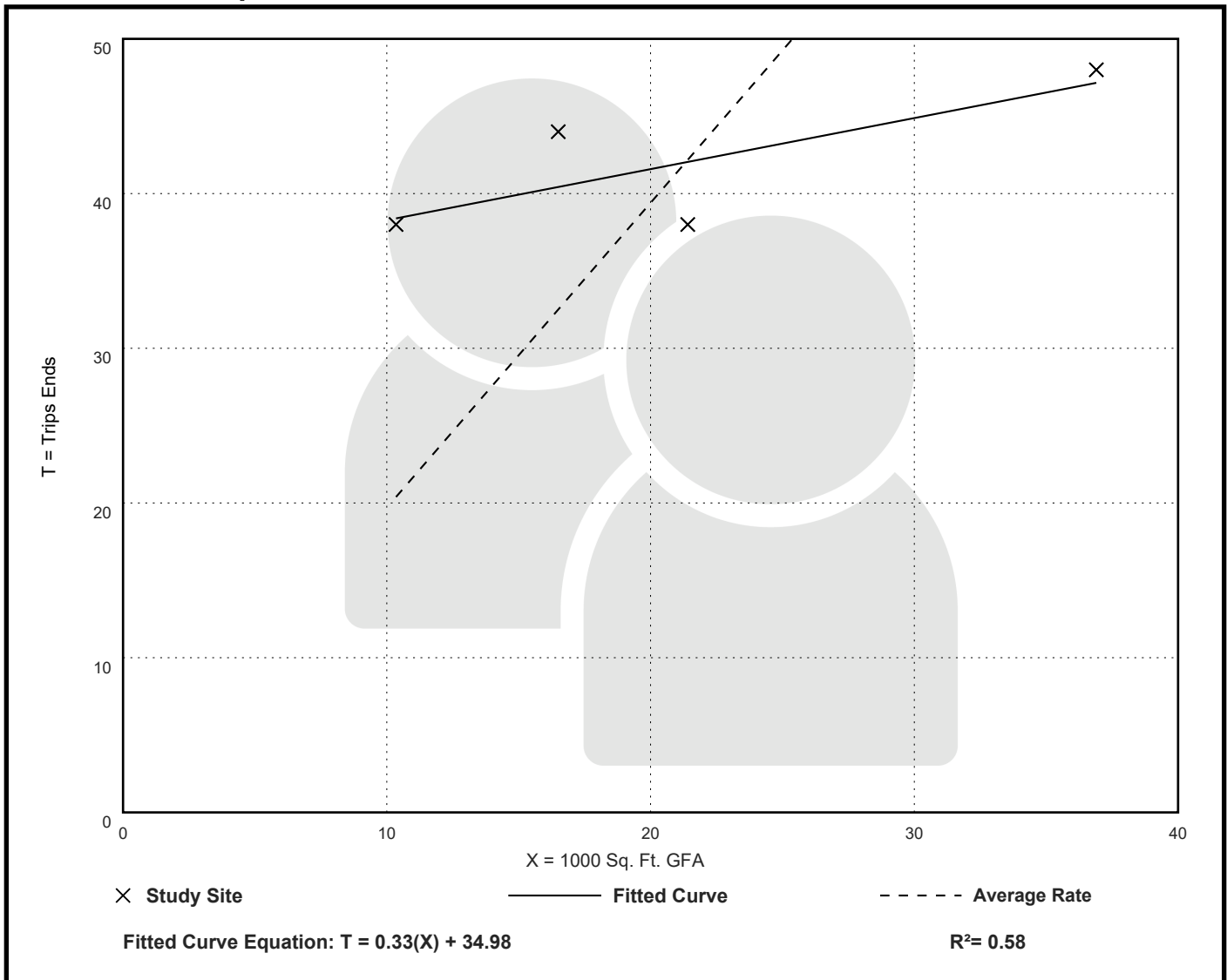
Avg. 1000 Sq. Ft. GFA: 21

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



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

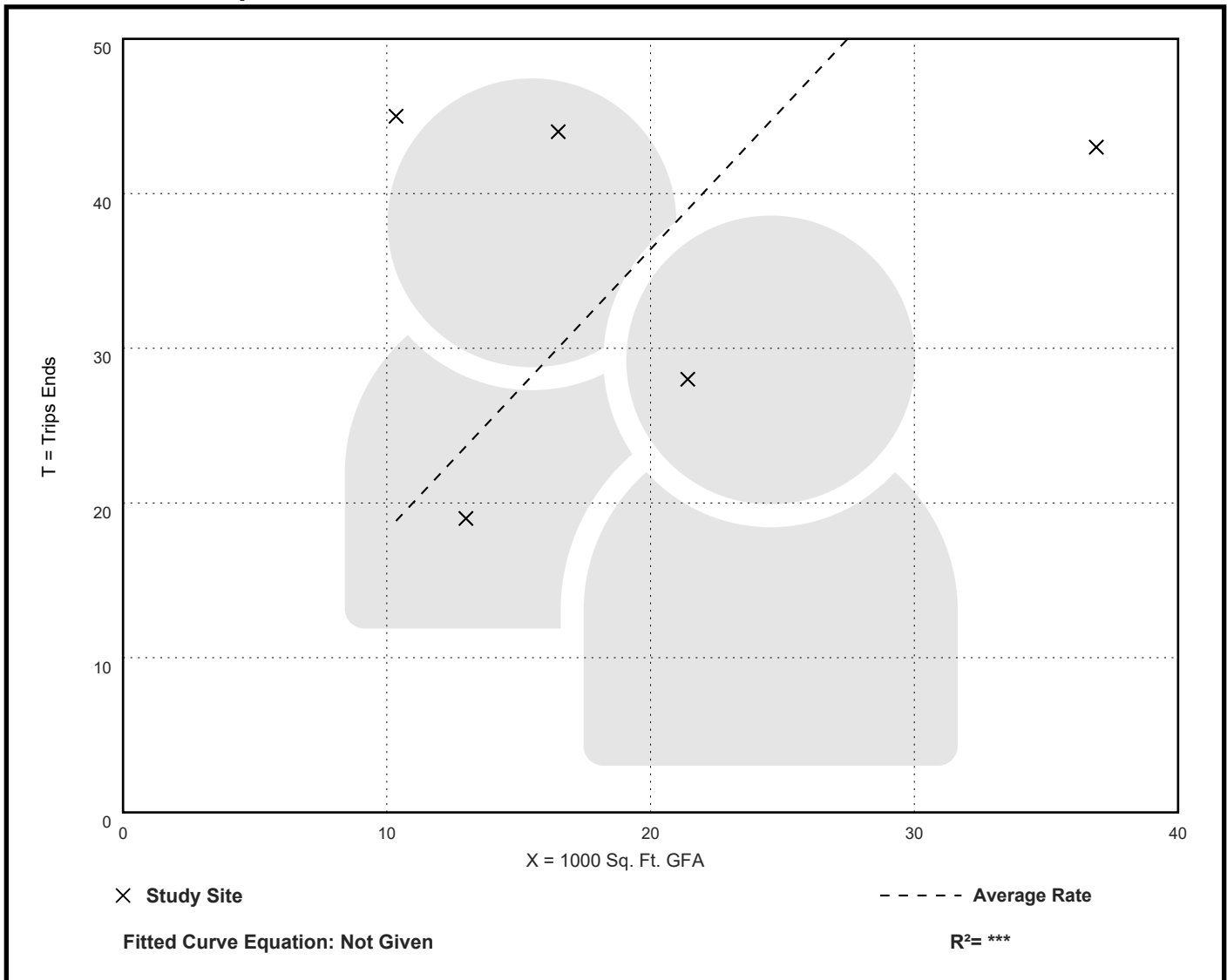
Avg. 1000 Sq. Ft. GFA: 20

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



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

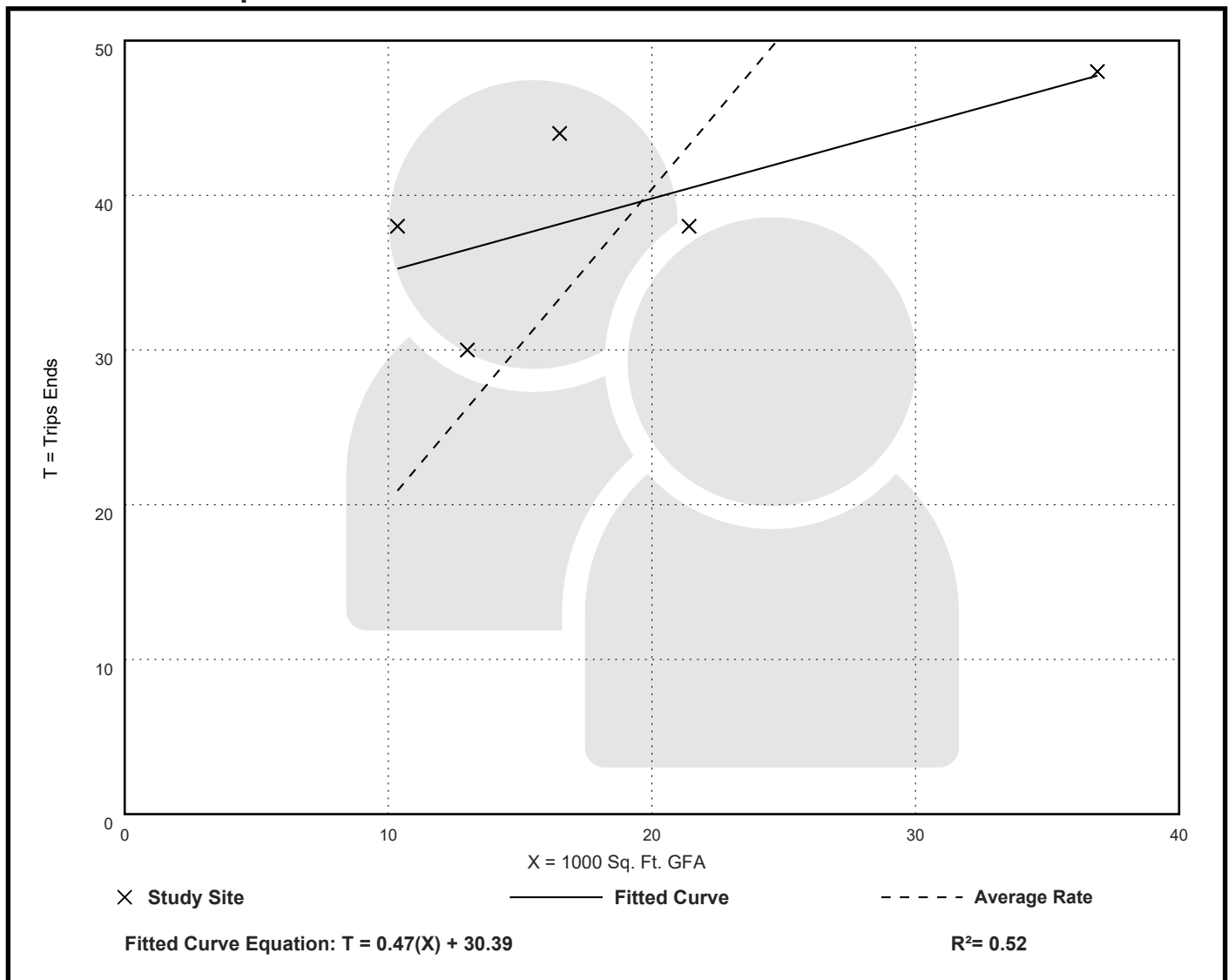
Avg. 1000 Sq. Ft. GFA: 20

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



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

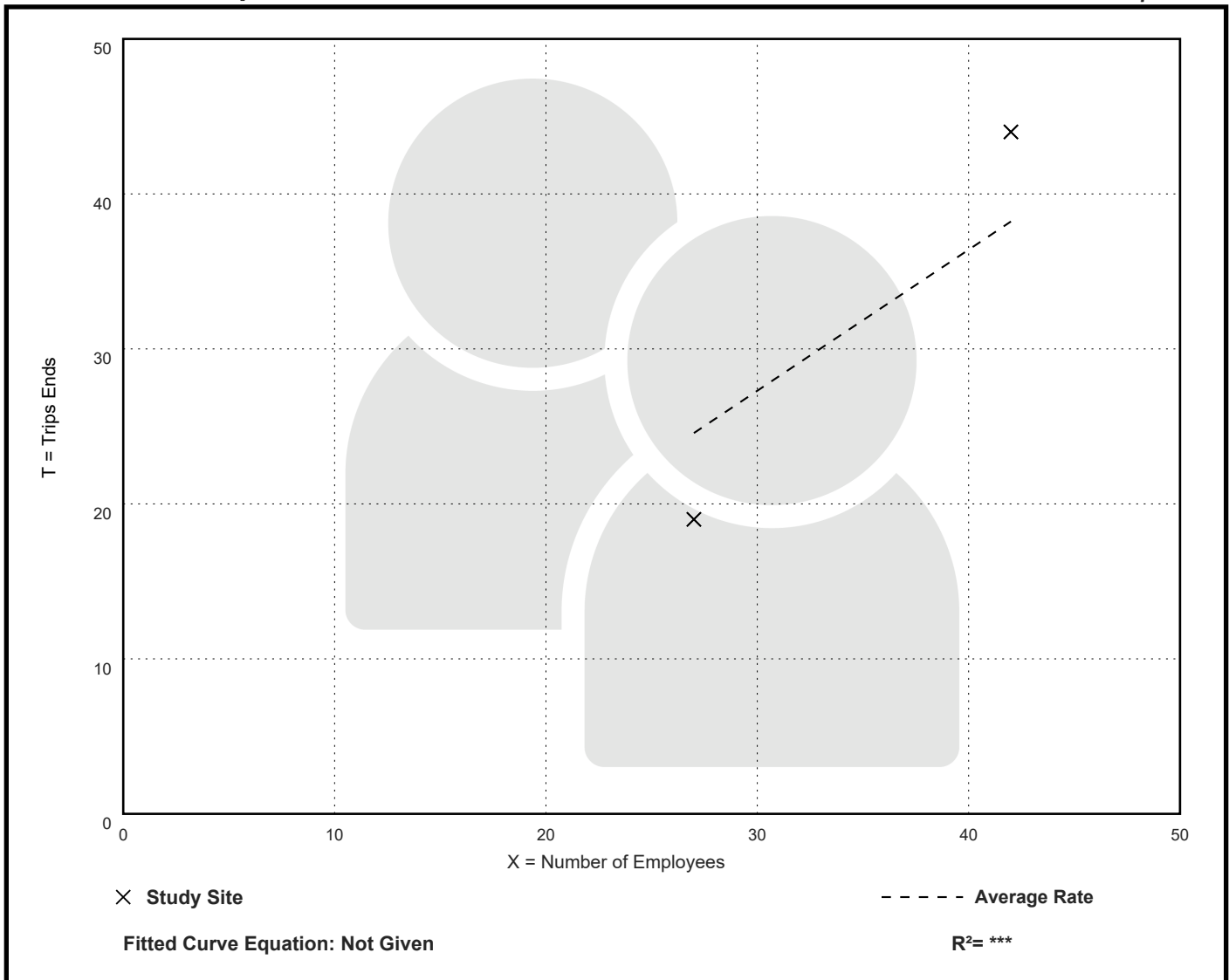
Directional Distribution: 48% entering, 52% exiting

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



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

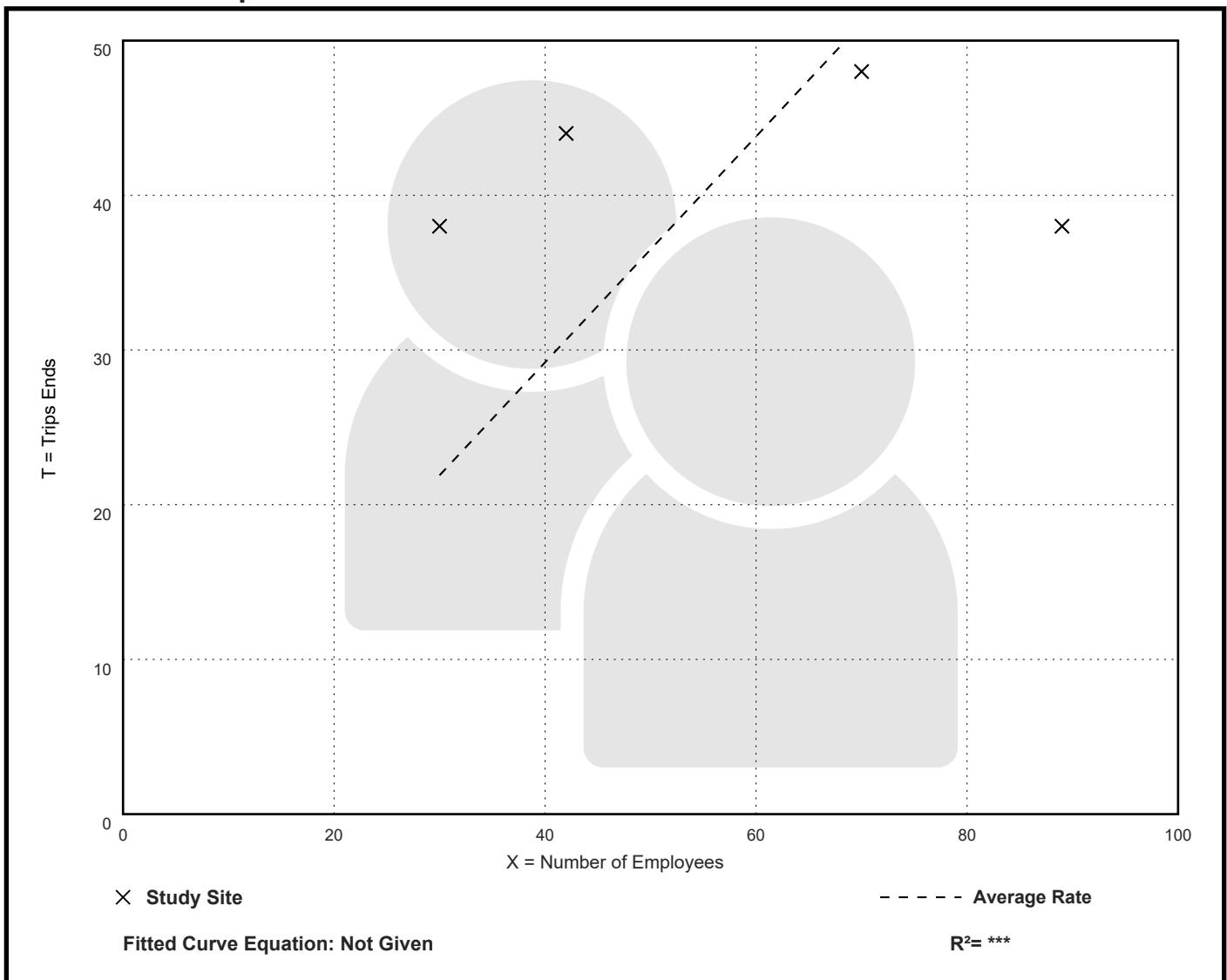
Avg. Num. of Employees: 58

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



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

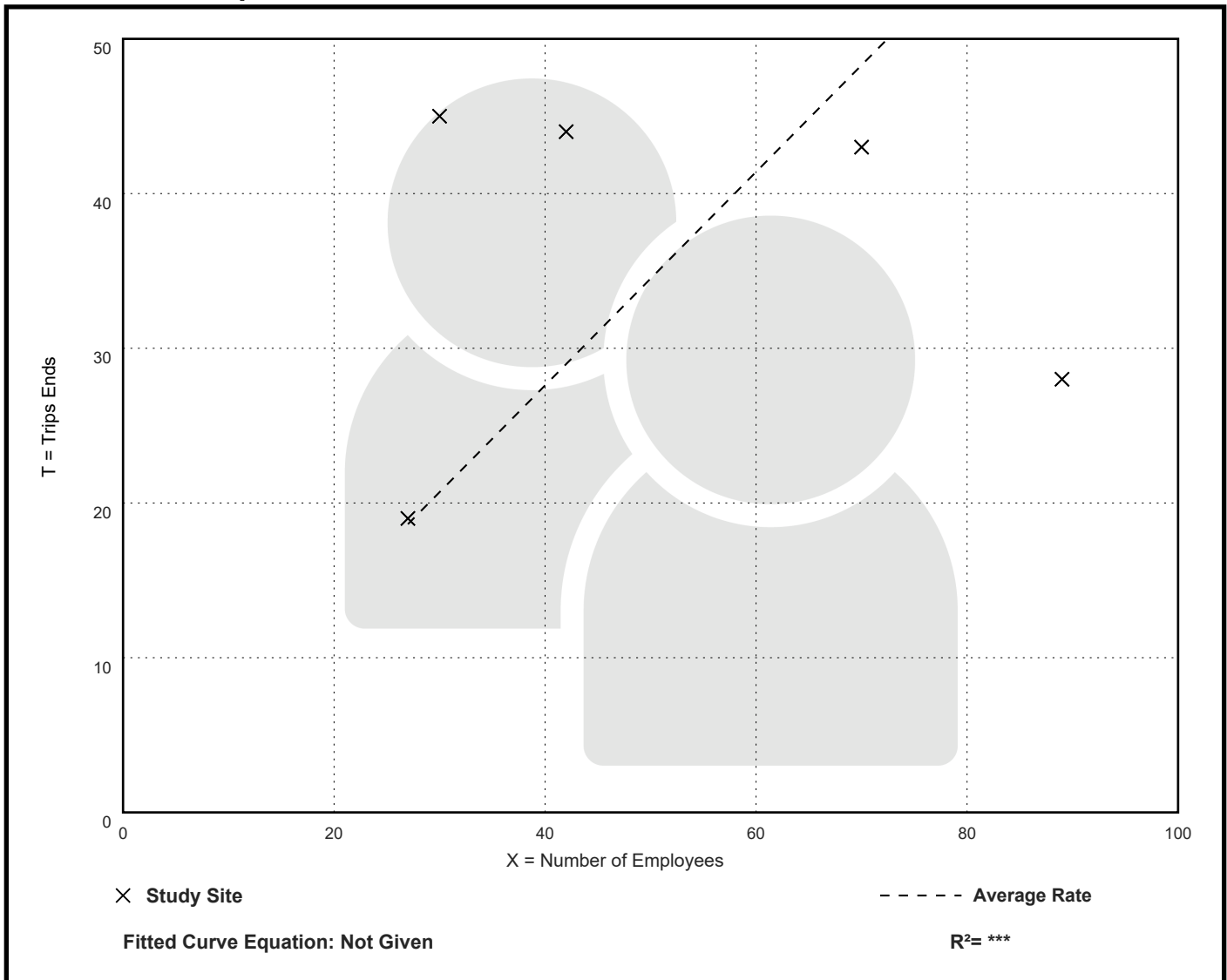
Avg. Num. of Employees: 52

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



Intermodal Truck Terminal (030)

Person Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

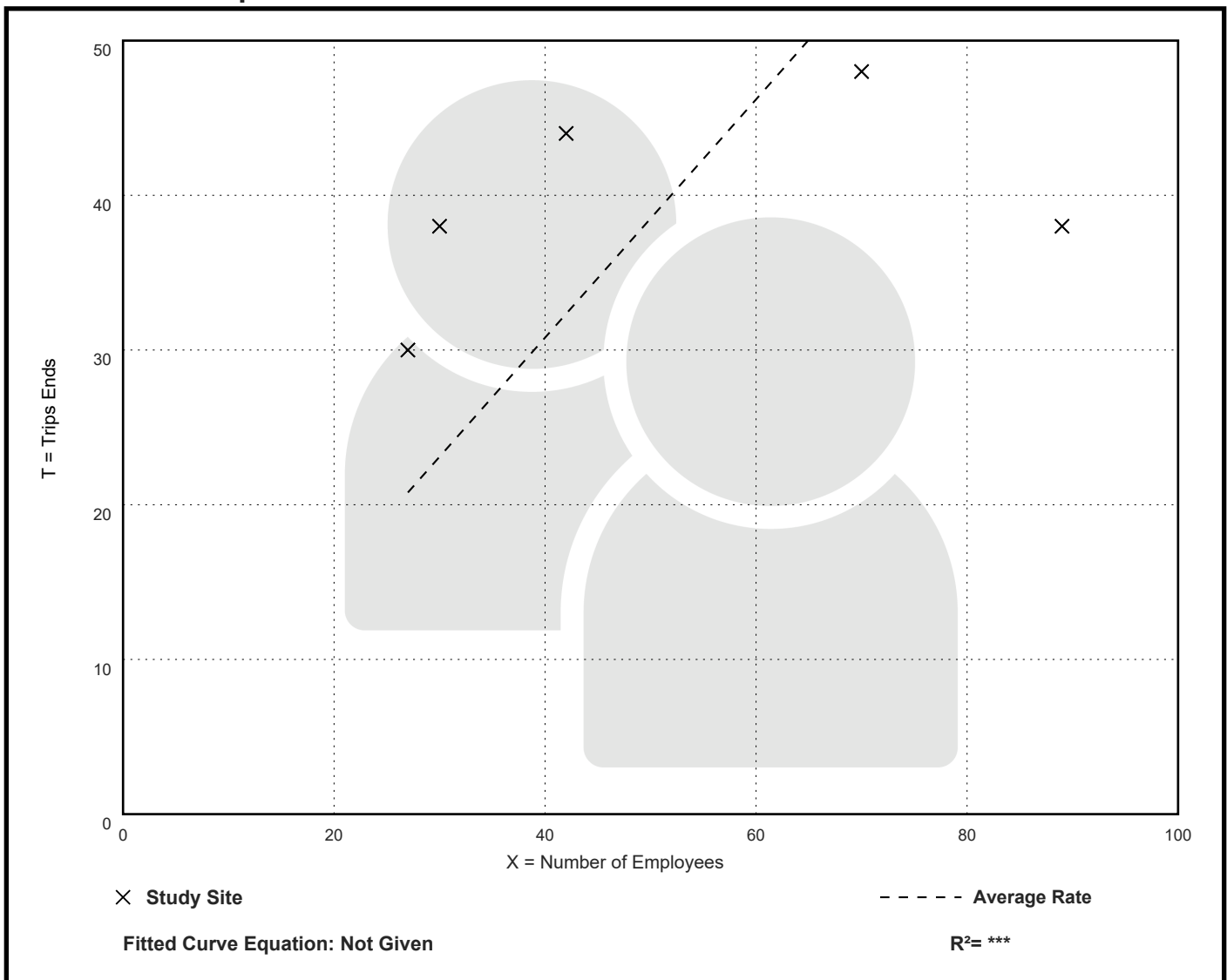
Avg. Num. of Employees: 52

Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per Employee

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

Data Plot and Equation



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

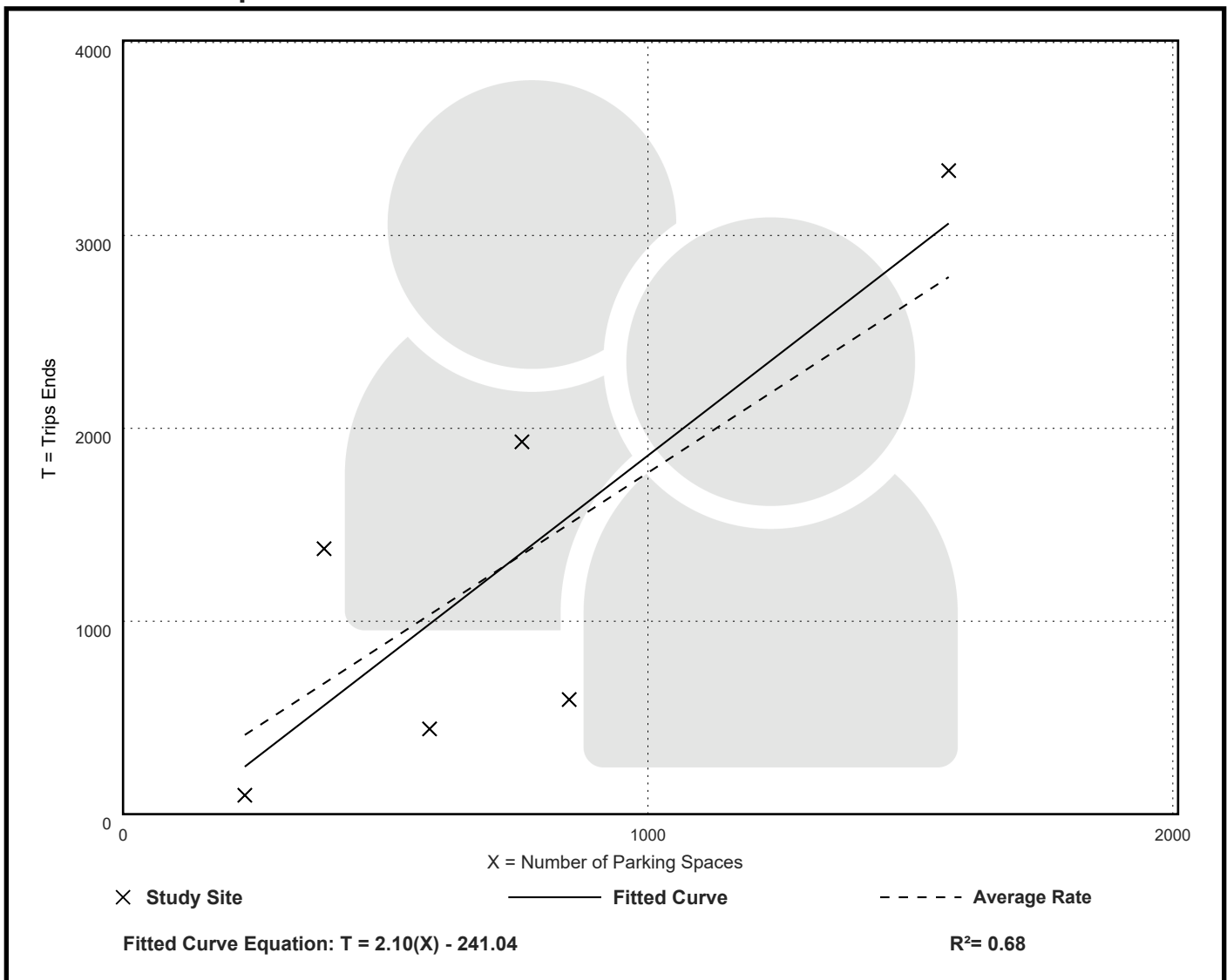
Avg. Num. of Parking Spaces: 730

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



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

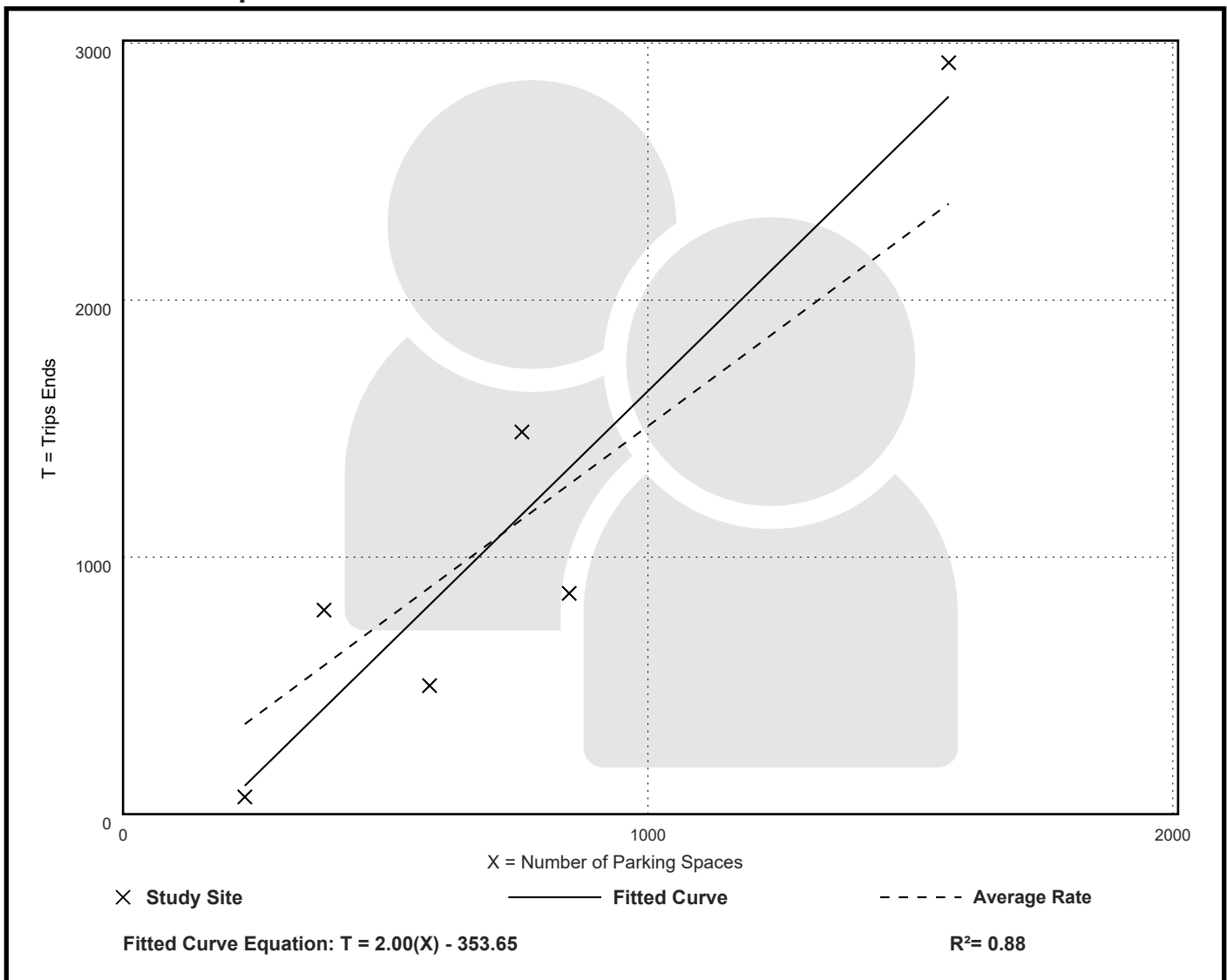
Avg. Num. of Parking Spaces: 730

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



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

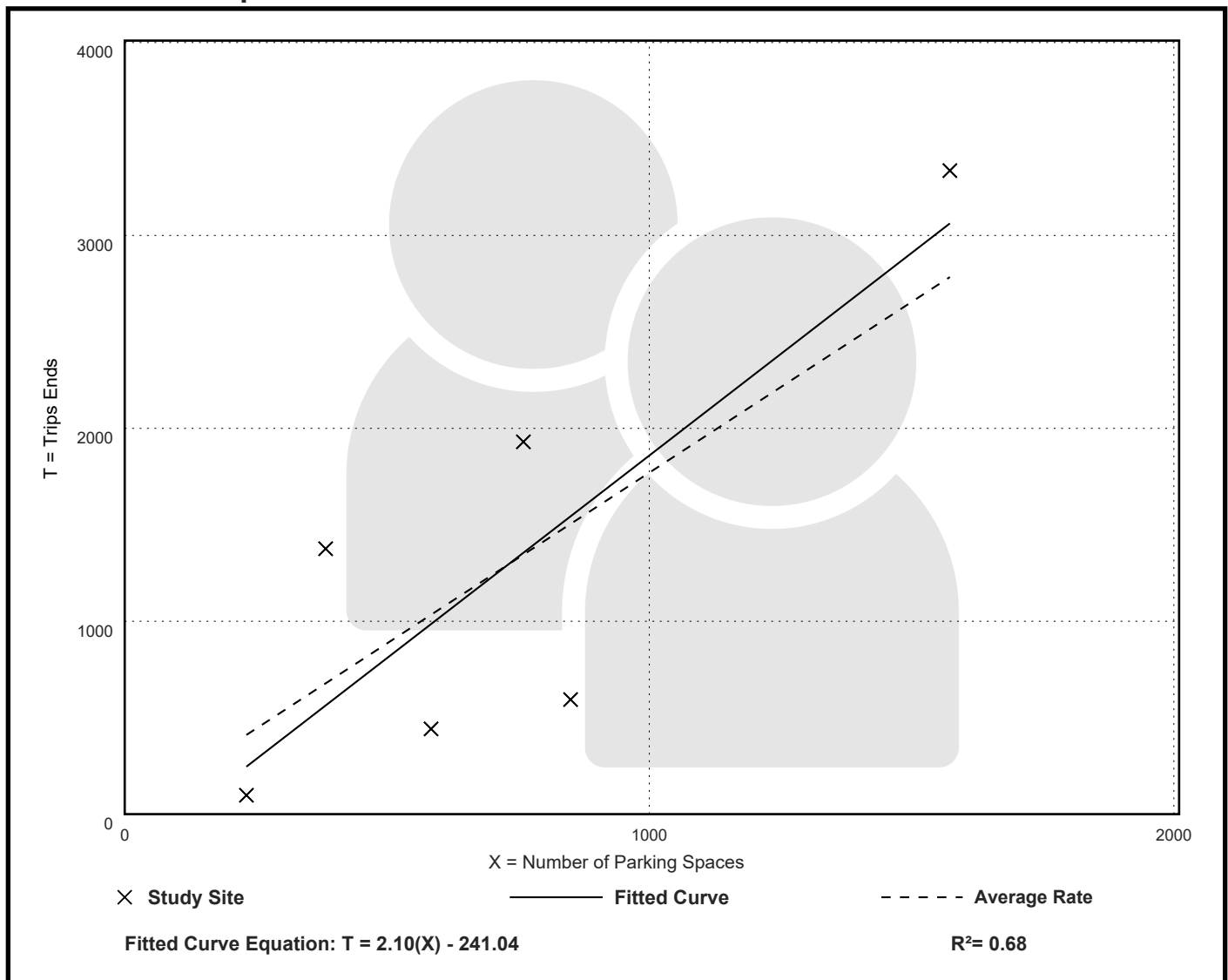
Avg. Num. of Parking Spaces: 730

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



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

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1.51	0.29 - 2.07	0.59

Data Plot and Equation

