

# + Trip Rate Method

## Shopping Center (820)

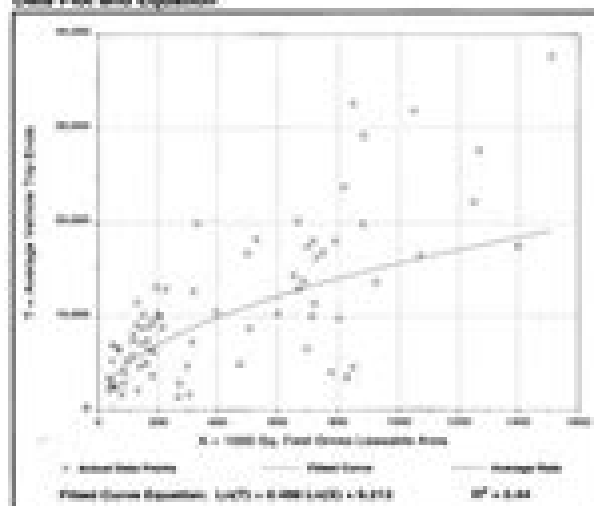
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
On: Sunday

Number of Studies: 75  
Average 1000 Sq. Feet GLA: 439  
Directional Distribution: 50% entering, 50% exiting

### Trip Generation per 1000 Sq. Feet Gross Leasable Area

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| See Equation | 4.15 - 14.75   | 15.85              |

### Data Plot and Equation



Trip Generation, January 1991 1242 Institute of Transportation Engineers

## Shopping Center (820)

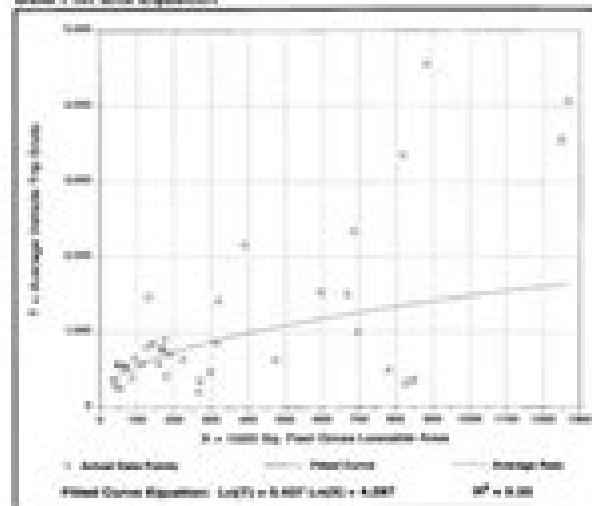
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
On: Sunday,  
Peak Hour of Generator

Number of Studies: 38  
Average 1000 Sq. Feet GLA: 358  
Directional Distribution: 49% entering, 51% exiting

### Trip Generation per 1000 Sq. Feet Gross Leasable Area

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| See Equation | 0.35 - 12.45   | 2.89               |

### Data Plot and Equation



Trip Generation, January 1991 1242 Institute of Transportation Engineers

## ITE Trip Generation Manual (3)

# Ite Trip Generation Spreadsheet

**Cyrus Stevenson Kump, Michael J.  
Demetsky, Matthew C. Grimes**



## **Ite Trip Generation Spreadsheet:**

**Enhancing Internal Trip Capture Estimation for Mixed-use Developments** Brian S. Bochner, Kevin G. Hooper, Benjamin R. Sperry, Robert T. Dunphy, 2011 TRB's National Cooperative Highway Research Program NCHRP Report 684 Enhancing Internal Trip Capture Estimation for Mixed Use Developments explores an improved methodology to estimate how many internal trips will be generated in mixed use developments trips for which both the origin and destination are within the development The methodology estimates morning and afternoon peak period trips to and from six specific land use categories office retail restaurant residential cinema and hotel The research team analyzed existing data from prior surveys and collected new data at three mixed use development sites The resulting methodology is incorporated into a spreadsheet model which is available online for download

**California Smart-growth Trip Generation Rates Study** Susan Handy, Kevan R. Shafizadeh, Robert Schneider, 2013 **Access**, 2014

**Traditional Neighborhood Development Trip Generation Study**, 2005 Urban Design, Transportation, Environment and Urban Growth Carol J. Swenson, 2003 This report summarizes the development and utilization of enhancements to the regional transportation model to measure the individual and accumulative impacts of transit supportive urban design strategies The report has three main sections 1 urban design analysis of four transit supportive development proposals 2 development of model enhancements in the form of a subarea model and 3 use of the subarea model to analyze a subregional transit supportive growth scenario The urban design analysis demonstrated that transit supportive development principles are adaptable to suburban settings and that use of the principles does improve land use mixes and walkability It also confirmed that guidelines for transit supportive development can be used to create a network of suburban sites that meets city and regional goals The subarea transportation model proved sufficiently sensitive to detect changes in tripmaking patterns at the site and subregional scales Two types of tripmaking contributed to these changes short distance trips between transit supportive developments and walk or bicycle trips within developments Results from the subregional analyses most clearly demonstrated the benefits of transit supportive development strategies At the subregional scale the model tracked travel interactions between transit supportive development sites which revealed the accumulative benefits If the entire region were modeled accordingly it is expected that benefit indicators would show even greater improvements

Residential Trip Generation, 2003 Residential trip generation rates defined herein as the total number of vehicle trips per household during a 24 hour period are a fundamental component of transportation planning When agencies have different estimates of these rates for the same metropolitan area the cost of the planning process increases since agencies must collect additional field data To investigate discrepancies in these rates residential trip generation rates based on four sources were compared 1 ground counts collected by the Virginia Transportation Research Council VTRC at nine suburban neighborhoods 2 household surveys distributed to the same neighborhoods 3 national trip generation rates published by the Institute of Transportation Engineers ITE and 4 rates

derived from the trip generation component of Virginia Department of Transportation VDOT regional urban travel demand models

**Pathways to Urban Sustainability** National Research Council, Policy and Global Affairs, Science and Technology for Sustainability Program, Committee on the Challenge of Developing Sustainable Urban Systems, 2010-10-07 More than half of the world's people now live in cities In the United States the figure is 80 percent It is worthwhile to consider how this trend of increased urbanization if inevitable could be made more sustainable One fundamental shortcoming of urban research and programs is that they sometimes fail to recognize urban areas as systems Current institutions and actors are not accustomed to exploring human environment interactions particularly at an urban scale The fact is that these issues involve complex interactions many of which are not yet fully understood Thus a key challenge for the 21st century is this How can we develop sustainable urban systems that provide healthy safe and affordable environments for the growing number of Americans living in cities and their surrounding metropolitan areas To address this question the National Research Council organized a workshop exploring the landscape of urban sustainability research programs in the United States The workshop summarized in this volume was designed to allow participants to share information about the activities and planning efforts of federal agencies along with related initiatives by universities the private sector nongovernmental groups state and local agencies and international organizations Participants were encouraged to explore how urban sustainability can move beyond analyses devoted to single disciplines and sectors to systems level thinking and effective interagency cooperation To do this participants examined areas of potential coordination among different R D programs with special consideration given to how the efforts of federal agencies can best complement and leverage the efforts of other key stakeholders Pathways to Urban Sustainability offers a broad contextual summary of workshop presentations and discussions for distribution to federal agencies regional organizations academic institutions think tanks and other groups engaged in urban research

Bicycle/pedestrian Trip Generation Workshop, 1998 In November 1996 the Federal Highway Administration FHWA sponsored a Trip Generation Workshop in Washington DC Many leading non motorized modelers came to exchange insights on the state of the practice for non motorized transportation modeling For example Bruce Landis of Sprinkle Consulting Engineers discussed their latent demand score model It estimates the probability of bicycle travel on individual road segments based on their proximity to and extent of adjacent trip generators and attractors The workshop participants identified needs such as data collection enhancing and updating existing data and planning at the system wide corridor and project levels

Bicycle/pedestrian Trip Generation Workshop: Summary M. Beltz, 1998 **Compendium of Technical Papers, Annual Meeting, Institute of Transportation Engineers, District 6**, 1988 *Evaluation of Procedures to Estimate Trip Generation for Generalized Land Uses* Cyrus Stevenson Kump, Michael J. Demetsky, Matthew C. Grimes, 2006 *Microcomputer Applications in Transportation III*, 1990 **McTrans Catalog**, 1992-06 **Compendium of Technical Papers** Institute of Transportation Engineers. Meeting, 1991 *Report*, 1964 *Proceedings of the ... Conference of the*

*Hong Kong Society for Transportation Studies* Hong Kong Society for Transportation Studies. Conference,1996      Freight  
Analysis, Evaluation, and Modeling, Including 2005 Thomas B. Deen Distinguished Lecture ,2005      **Transportation**  
**Planning Handbook** John D. Edwards,1999      Planning ,1986      **Microcomputers in Urban Planning and**  
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