

APPENDIX A

ITE Trip Generation Manual

A manual developed by the Institute of Transportation Engineers (ITE), *Trip Generation*, 8th Edition, provides information for estimating the number of vehicle trips that may be generated by a specific building category, under a land use category. The information in this manual is provided based on approximately 4,800 trip generation studies submitted to ITE by: public agencies, consulting firms, universities and colleges, developers, associations, and local sections, districts and student chapters of ITE (Institute of Transportation Engineers 2008). The ITE Manual contains trip rates data for 162 land uses, under ten major land use categories for several time analysis periods (e.g., weekdays and weekends). These major land use categories are: Port and Terminal (Land Uses 000–099); Industrial/Agricultural (Land Uses 100–199); Residential (Land Uses 200–299); Lodging (Land Uses 300–399); Recreational (Land Uses 400–499); Institutional (Land Uses 500–599); Medical (Land Uses 600–699); Office (Land Uses 700–799); Retail (Land Uses 800–899), and Services (Land Uses 900–999). The land use classes directly related to freight activity are listed in Table 64b.

The land use classes in Table 64b are those that have explicitly calculated FTG rates, based on a percentage of total traffic. The classification type is a single code, and the geography is a single “site,” though it is unclear if the site is a tax parcel or a structure.

Table 64b. ITE land use classes related to freight.

Land Use Code	Land Use Category
010	Waterport/Marine Terminal
021	Commercial Airport
022	General Aviation Airport
30	Truck Terminal
130	Industrial Park
150	Warehousing
151	Mini-Warehouse
152	High-Cube Warehouse
254	Assisted Living
731	State Motor Vehicles Department
732	United States Post Office
760	Research and Development Center
813	Free-Standing Discount Superstore
815	Free-Standing Discount Store
816	Hardware/Paint Store
860	Wholesale Market
890	Furniture Store
931	Quality Restaurant

Trip Generation Manual 8th Edition

**Gurpreet Singh Dhaliwal, California
State University, Sacramento**



Trip Generation Manual 8th Edition:

Establishment of Local Trip Generation Rates Or Equations for Mixed-use Developments in Kansas Mehrdad Givechi, 2012 Currently the trip generation rates and equations contained in the Institute of Transportation Engineers ITE Trip Generation Manual 8th Edition are based on the information collected at single use free standing sites and cannot be directly applied to multi use developments Application of this data for multi use development sites requires use of an adjustment factor called internal capture rate which is expressed as a percent reduction to the trips generated by individual land uses These reductions are applied externally to the site at the entrances adjacent intersections and roadways They are distinct and separate from pass by and diverted link trips and are applied before pass by and diverted link trip reductions are applied While the trip generation rates for individual uses on a multi use development site may be the same or similar to what they are for free standing sites there is potential for interaction between among those uses within the site particularly where the trip can be made by walking As a result the total generation of vehicle trips entering and exiting the multi use site may be reduced from simply a sum of the individual discrete trips generated by each land use Because the development of mixed use or multi use sites is increasingly popular ITE wishes to increase the database on multi use developments in order to provide internal capture data for a broader range of land uses ITE would appreciate additional data from analyses of such developments The goal of this research project is to establish a local trip generation rate model for multi use developments in state of Kansas which can potentially be submitted to the ITE headquarter for inclusion in the national database as well The primary objectives were to identify several appropriate multi use development sites in the state and document vehicular trip data generated by each site in order to develop a trip generation model that can be used to better estimate trip numbers generated by such sites A total of three sites were selected and studied for this project including Mission Farms and Park Place developments both in Leawood Kansas and Metcalf95 Complex in Overland Park Kansas **New Jersey Register** ,2009 Construction and Operation of Project Keystone, Denver ,2009 **Sunridge Properties, Rancho Cordova** ,2010

Fundamentals of Plan Making Edward J. Jepson, Jr., Jerry Weitz, 2015-12-07 Urban and regional planning programs aspire to prepare practitioners to write and implement plans primarily at the local level of government These programs are very much professional in their aspirations as opposed to research oriented Yet academic planning programs often place greater emphasis on theory than practice For decades the planning academy has acknowledged a major disconnect between what the planning academy teaches students and the techniques and skills needed to be a successful professional practitioner *Fundamentals of Plan Making* will give planning students an understanding of research design as it applies to planning develop familiarity with various data sources and help them acquire knowledge and the ability to conduct basic planning analyses such as population projections housing needs assessments development impact analyses and land use plans Students will also learn how to implement the various citizen participation methods used by planners and develop an

appreciation of the values and roles of practicing planners In Fundamentals of Plan Making Edward Jepson and Jerry Weitz bring their extensive experience as practicing academics and give planning students the practical hands on tools they need to implement the various methods used to create and implement real plans and policies Its chapters on transportation housing environment economic development and other core development topics also make it a handy reference for planning practitioners

Report ,2012 TRB joint National Cooperative Highway Research Program NCHRP Report 739 National Cooperative Freight Research Program NCFRP Report 19 Freight Trip Generation and Land Use explores the relationship between freight trip generation and land use The report consolidates available freight trip generation models in an electronic database to assist practitioners interested in using these models identifies potential approaches to develop and apply freight trip generation models and estimates establishment level freight trip generation models in a number of case studies

Publisher s description **Urban Transportation Planning in the United States** Edward Weiner,2012-11-13 The development of U S urban transportation policy over the past half century illustrates the changing relationships among federal state and local governments This comprehensive text examines the evolution of urban transportation planning from early developments in highway planning in the 1930s to today s concerns over sustainable development security and pollution control Highlighting major national events the book examines the influence of legislation regulations conferences federal programs and advances in planning procedures and technology The volume provides in depth coverage of the most significant event in transportation planning the Federal Aid Highway Act of 1962 which created a federal mandate for a comprehensive urban transportation planning process carried out cooperatively by states and local governments with federal funding Claiming that urban transportation planning is more sophisticated costly and complex than its highway and transit planning predecessors the book demonstrates how urban transportation planning evolved in response to changes in such factors as the environment energy development patterns intergovernmental coordination and federal transit programs This updated revised and expanded edition features two new chapters on global climate change and managing under conditions of constrained resources and covers the impact of the most recent legislation 50 years after the Highway Act of 1962 emphasizing such timely issues as security oil dependence performance measurement and public private sector collaboration

Using the Engineering Literature Bonnie A. Osif,2016-04-19 With the encroachment of the Internet into nearly all aspects of work and life it seems as though information is everywhere However there is information and then there is correct appropriate and timely information While we might love being able to turn to Wikipedia for encyclopedia like information or search Google for the thousands of links [Trip Generation: User's guide](#) Institute of Transportation Engineers,2008 Trip Generation 8th Edition An ITE Informational Report includes updated introductory and instructional material User s Guide as well as two data volumes with revised land use descriptions trip generation rates equations and data plots Data from more than 550 sites have been added to the eighth edition bringing the number of data points contained in the database to more

than 4 800 In addition 12 new land use classifications are included for a total of 162 land uses Trip Generation has undergone many other important updates which are outlined in detail in Chapter 2 of the User s Guide Several land uses were expanded significantly with the addition of new data These include High Cube Warehouse 152 Free Standing Discount Superstore 813 Home Improvement Superstore 862 Discount Home Furnishing Superstore 869 and Drive in Bank 912 This report is a must have for transportation professionals conducting site impact studies determining on site circulation patterns performing access management studies determining traffic signal timing and conducting environmental assessments

Publisher *State of the Practice in Highway Access Management* Jerome S. Gluck,2010 This synthesis reports how various agencies have acted on the various components of an access management program what have been barriers to action and how new efforts might improve implementation of access management strategies Primary focus areas considered are legal and legislative bases contents of policies and programs implementation aspects reported effectiveness of program implementation and profiles of contemporary practice This synthesis reports on the state of the practice with respect to planning highway design development review and permitting and other focus areas where access management is typically incorporated The emphasis is placed on states but counties municipalities and metropolitan planning organizations are also considered *Virginia Administrative Law Appendix* ,2016 **Draft Environmental Impact Report** ,2008 the project would result in 395 382 square feet of industrial commercial development with 161 residential units or 338 502 square feet of industrial commercial development with 248 residential units including the flex spaces or most likely something in between Page 2 1 [Trip Generation Handbook](#) Kevin G. Hooper,2014-08-01 This version of the Trip Generation Handbook 3rd Edition RP 028C incorporates changes necessary for consistency with the data contained in Trip Generation Manual 9th Edition which was published in September 2012 This report is published as a proposed recommended practice of the Institute of Transportation Engineers As such it is to be considered in its proposed form but is subject to change after receipt and consideration of suggestions received from those who have reviewed the report Readers are encouraged to submit their written suggestions for improving this report to Lisa Fontana Tierney Traffic Engineering Senior Director Institute of Transportation Engineers 1627 Eye Street NW Suite 600 Washington DC 20006 fax 1 202 785 0609 Written suggestions should be received at the above address no later than February 28 2015 to ensure consideration for incorporation into the final recommended practice report Provided by publisher **Trip generation-regression analysis procedural manual** ,1970 **Advanced Introduction to Urban Transport Planning** Kevin J. Krizek,David A. King,2021-05-28 Insightful and original in its approach this Advanced Introduction to Urban Transport Planning provides a fresh look at cost efficiency and casts the craft of transport planning in new light allowing engineers and urban planners to understand the benefits of breaking mobility centric systems that favour cars and prioritising multi modal transport systems that promote access It features in depth analysis of traditional methods and how these are changing due to new technologies financial constraints

and evolving environmental trends Trip Generation ,1997 The sixth edition of Trip generation includes several significant changes in format and content as compared to the fifth edition To facilitate use of the document the overall publication has been repackaged into three volumes Volumes 1 and 2 containing land use descriptions and data plots and a User s guide containing the general introductory instructional and appendix material A significant amount of new data has been collected since the publication of the fifth edition Data from more than 750 new studies have been added to the existing database for a combined total of more than 3 750 individual trip generation studies **Trip Generation Manual** ,2017 **Morning and Afternoon Peak-hour Vehicle Trip Generation at Mid-rise, Transit-oriented Apartments Near Bay Area Rapid Transit (BART) Stations** Gurpreet Singh Dhaliwal,California State University, Sacramento,2012 The impact of Bay Area Rapid Transit BART proximity on morning and afternoon peak hour vehicle trips generated by Transit Oriented Apartments TOAs was observed BART is one of the busiest rail transit system in the U S located in the It connects San Francisco and the Peninsula region to the East Bay of the San Francisco Bay Area Ten TOAs both in the East Bay and Peninsula region were selected near ten BART stations The morning and afternoon peak hour volumes were observed from 6 00 a m to 9 30 a m and 4 00 p m to 7 30 p m and then compared with the peak hour trips estimated by the Trip Generation Manual 8th Edition published by the Institute of Transportation Engineers ITE The analysis and comparison of observed trip generation data with ITE estimates suggests that fewer peak hour vehicle trips were generated both in the morning and afternoon however the impact varied from site to site Most TOAs showed a reduction in the morning and afternoon peak hour volumes In the morning about 19% fewer vehicle trips were produced whereas in the afternoon about 50% fewer vehicle trips were produced It is hypothesized that this reduction in peak hour trips can be attributed in part to the TOA s proximity to BART

Re- Inventing the Brooklyn- Queens Connector Streetcar Project (BQX) Bob Diamond,2018-03-22 Rehabilitating the Moribund Brooklyn Queens Connector BQX Transportation and Traffic Engineering Handbook John Edward Baerwald,1976

Unveiling the Energy of Verbal Art: An Psychological Sojourn through **Trip Generation Manual 8th Edition**

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