

Land Use: 911

Walk-in Bank

Description

A walk-in bank is generally a free-standing building with its own parking lot. These banks do not have drive-in lanes but usually contain non-drive-through automatic teller machines (ATMs). Drive-in bank (Land Use 912) is a related use.

Additional Data

The weekday PM peak hour varied between 4:00 p.m. and 5:30 p.m.

The sites were surveyed in the 1980s and the 2000s in Alberta (CAN) and California.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period.

Source Numbers

594, 976

Walk-In Bank (911)

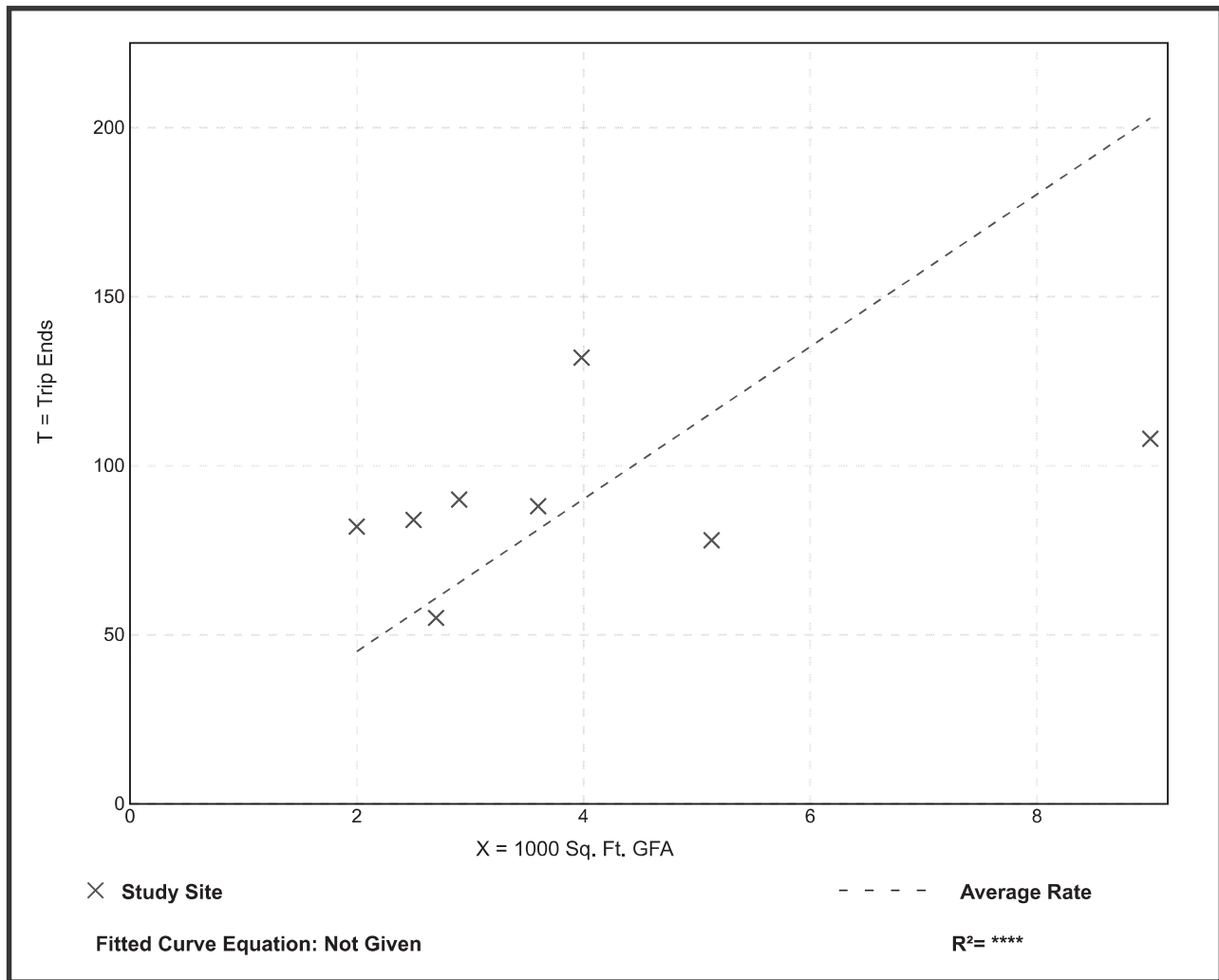
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 8
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
22.54	12.00 - 41.00	10.28

Data Plot and Equation



Walk-In Bank (911)

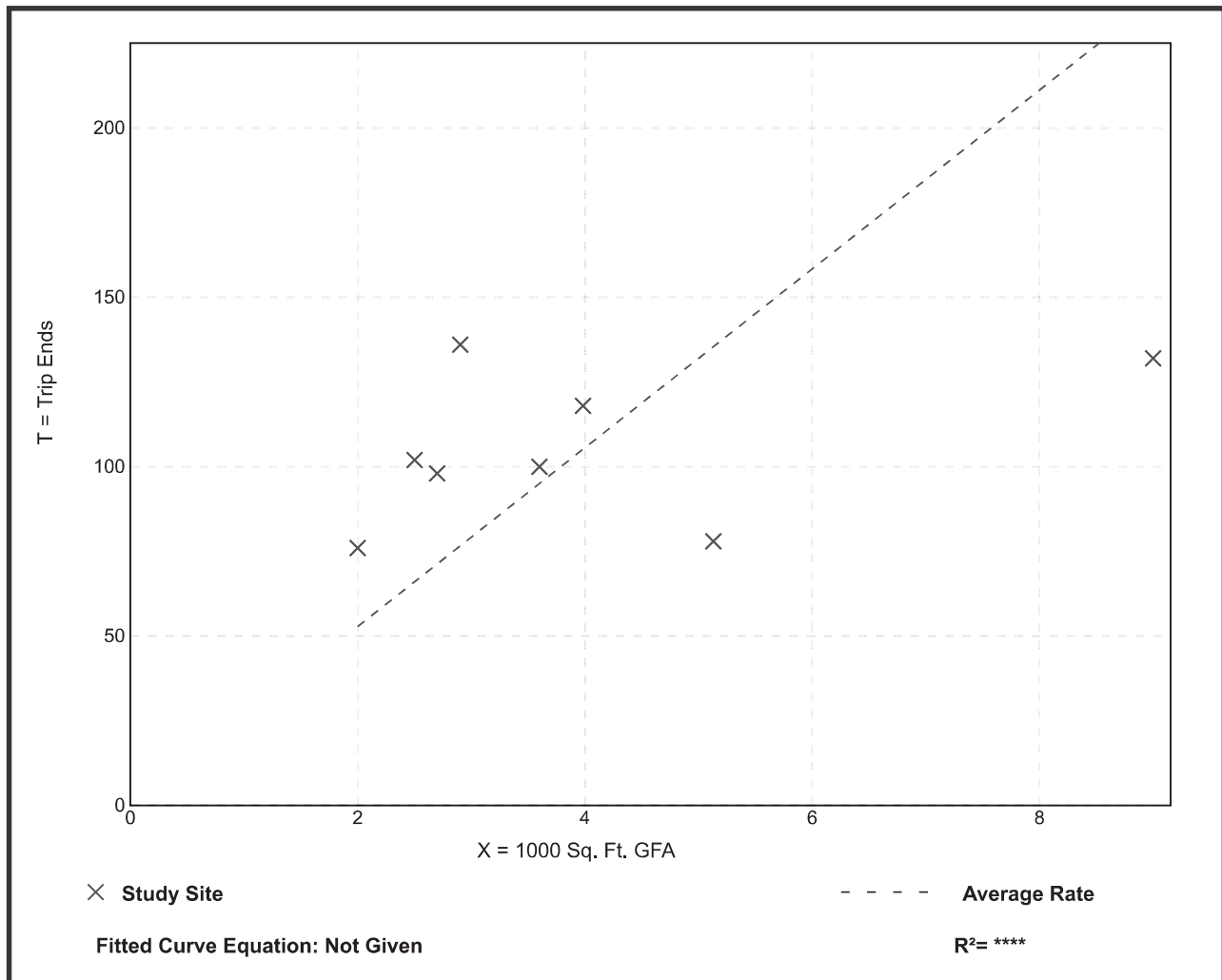
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 8
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.40	14.67 - 46.83	12.27

Data Plot and Equation



Walk-In Bank (911)

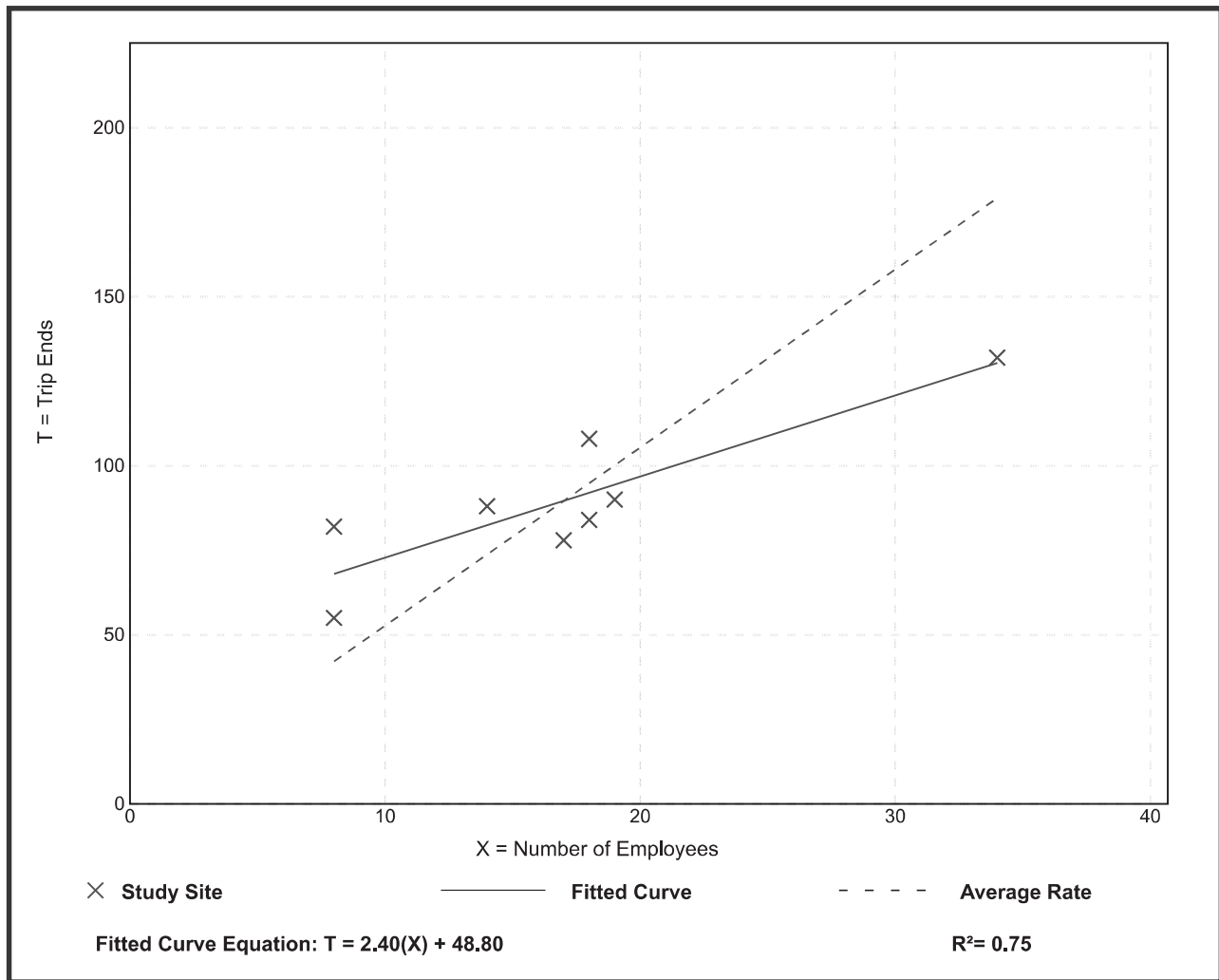
Vehicle Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. Num. of Employees: 17
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
5.27	3.88 - 10.25	1.66

Data Plot and Equation



Walk-In Bank (911)

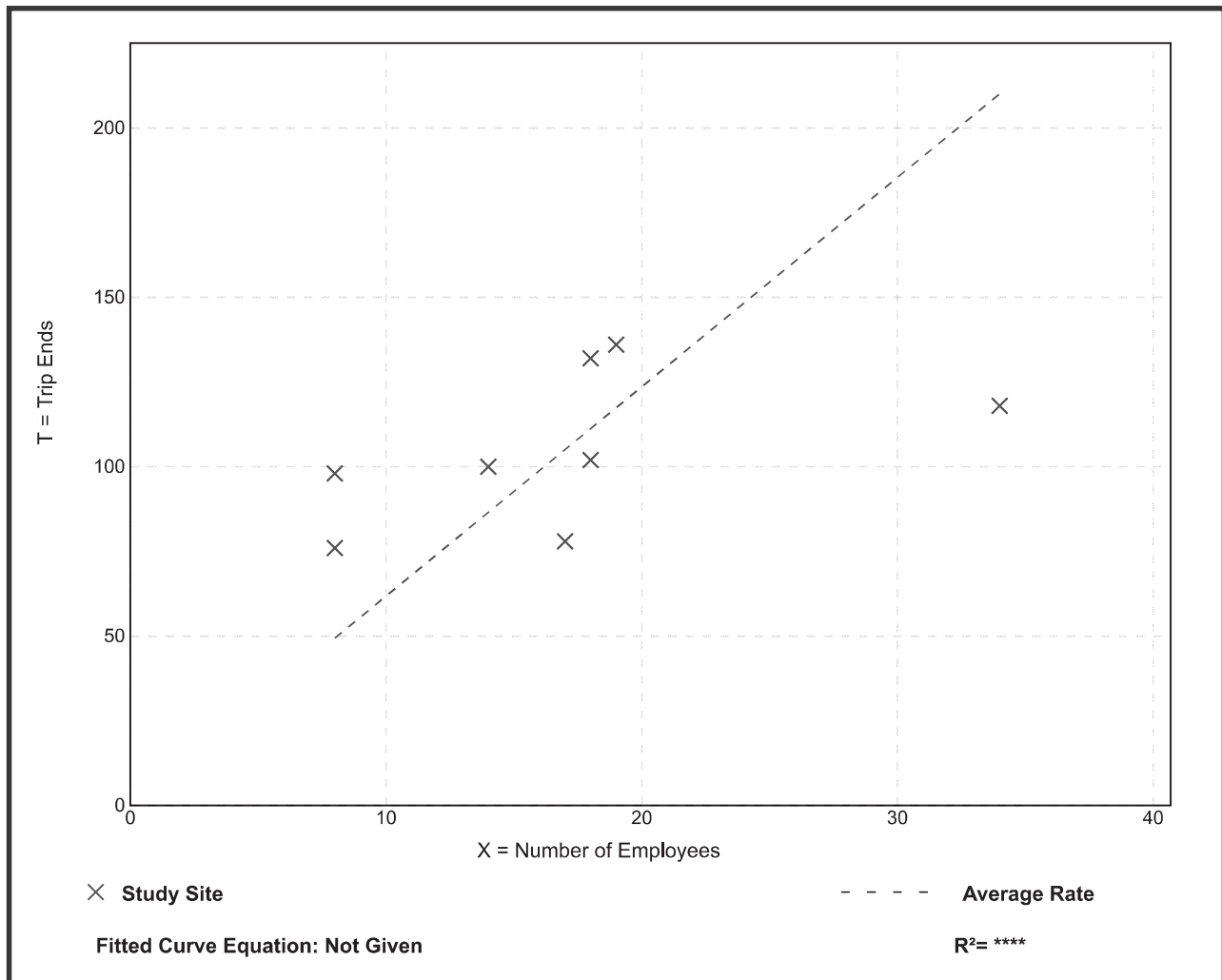
Vehicle Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. Num. of Employees: 17
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
6.18	3.47 - 12.25	2.49

Data Plot and Equation



Walk-In Bank (911)

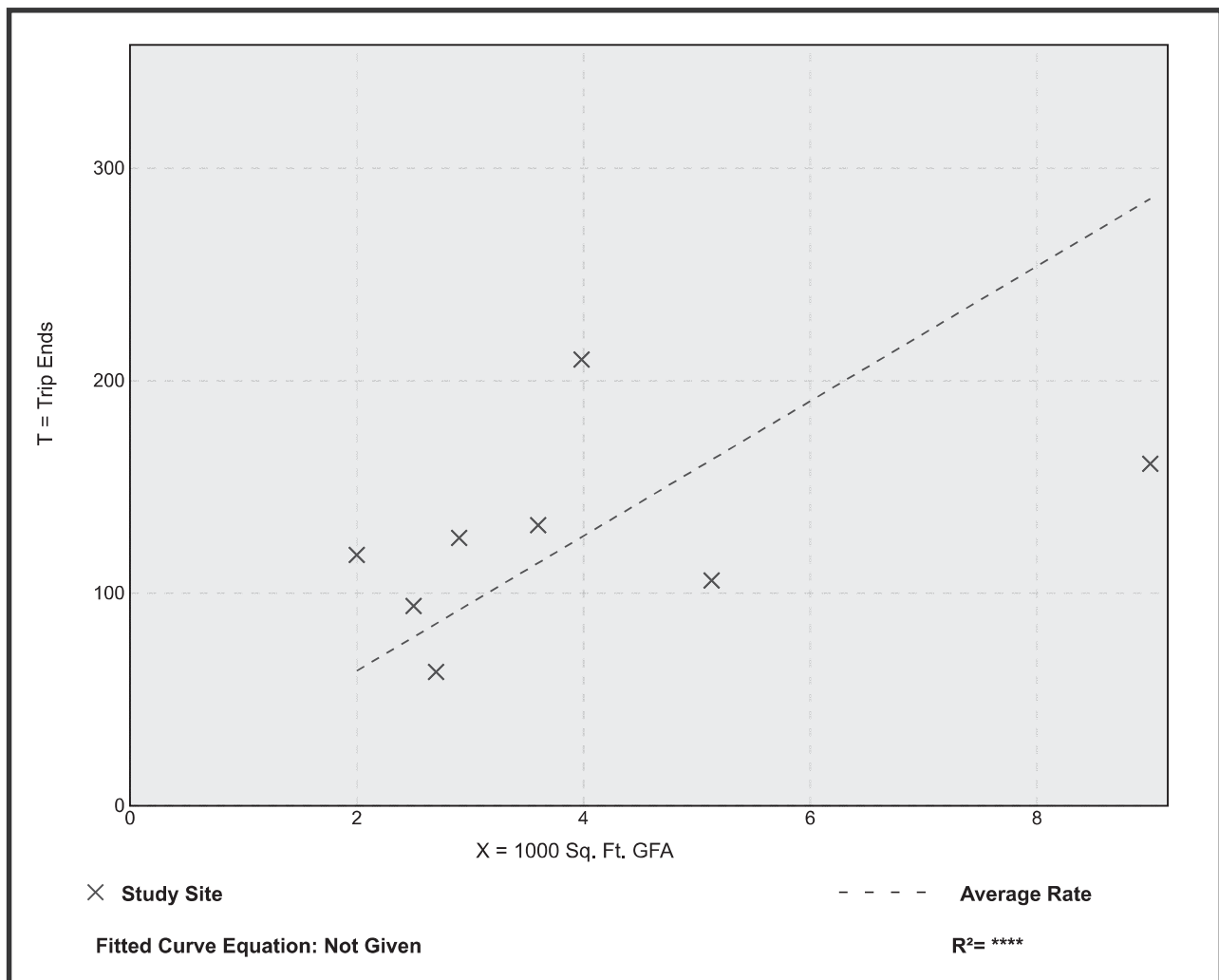
Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 8
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 52% entering, 48% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
31.74	17.89 - 59.00	15.11

Data Plot and Equation



Walk-In Bank (911)

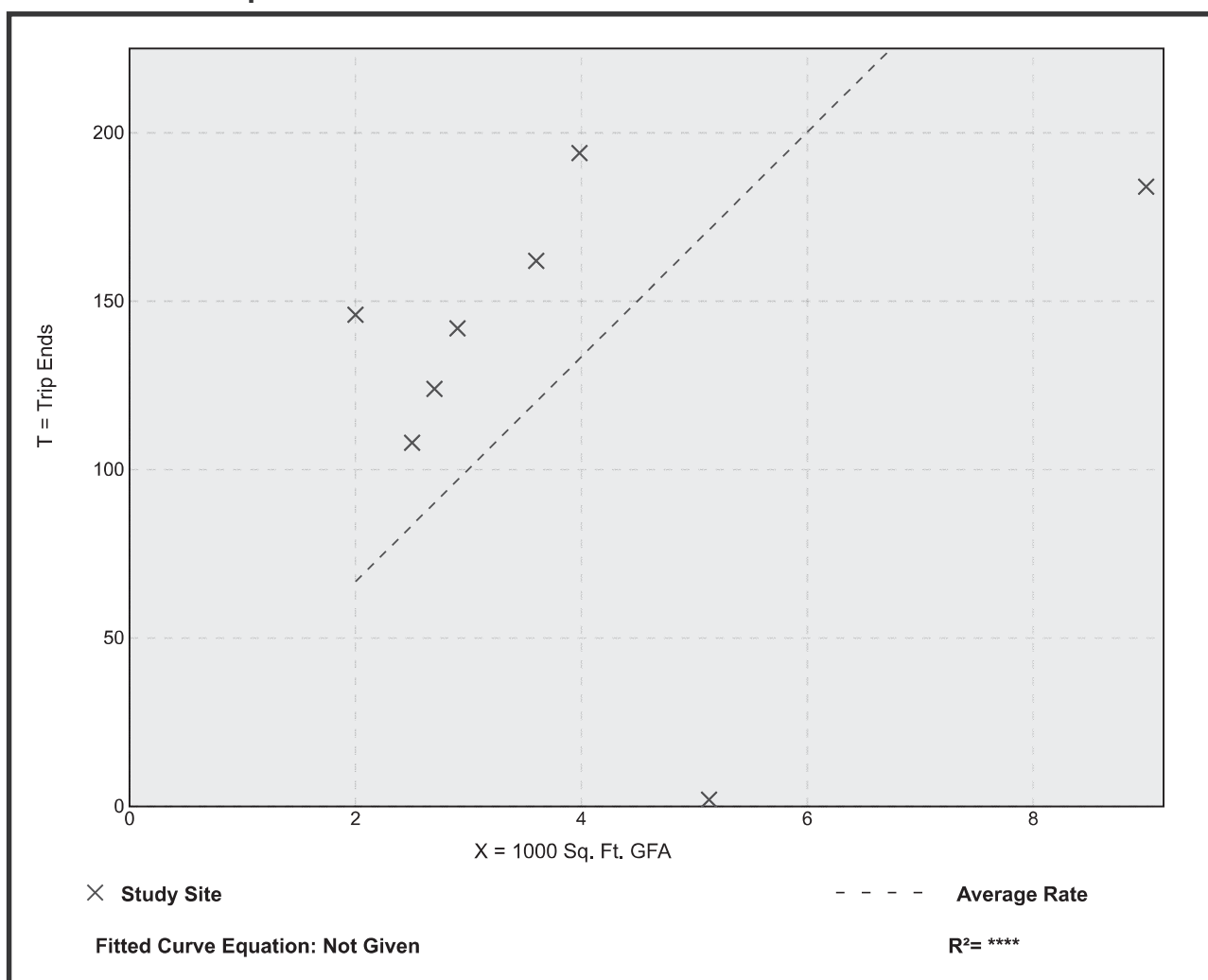
Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 8
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.38	0.39 - 73.00	21.62

Data Plot and Equation



Walk-In Bank (911)

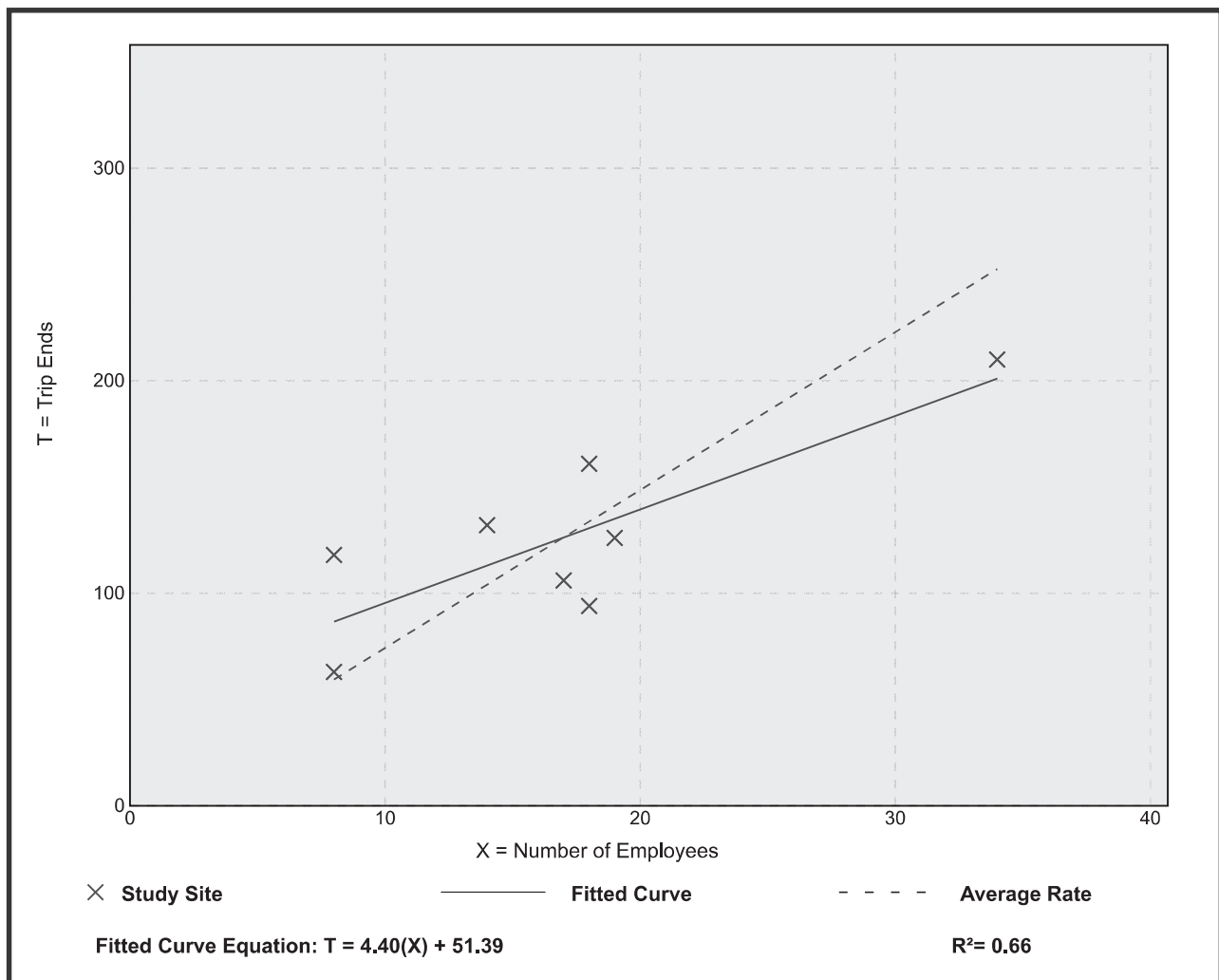
Person Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. Num. of Employees: 17
 Directional Distribution: 52% entering, 48% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
7.43	5.22 - 14.75	2.43

Data Plot and Equation



Walk-In Bank (911)

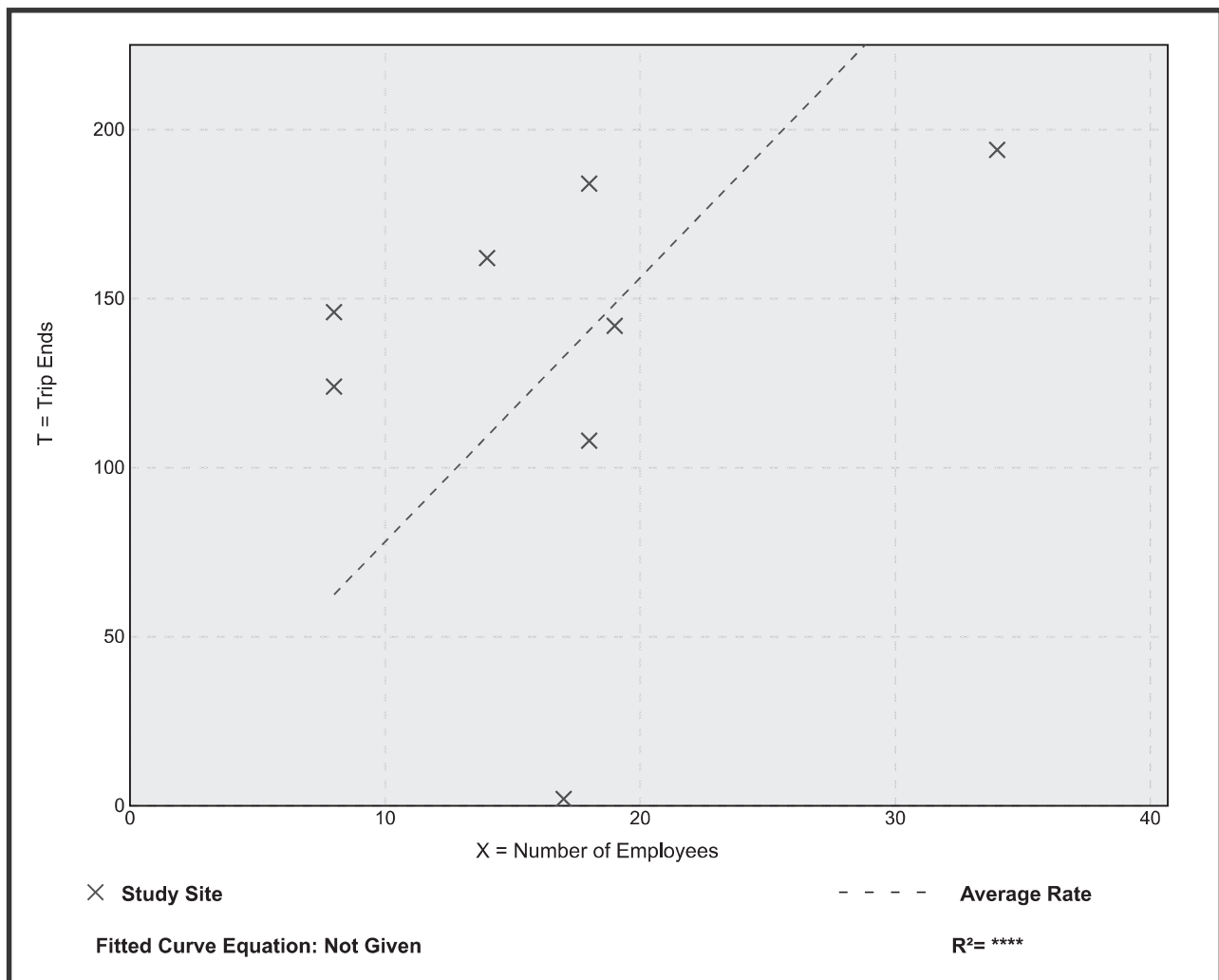
Person Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. Num. of Employees: 17
 Directional Distribution: 51% entering, 49% exiting

Person Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
7.81	0.12 - 18.25	4.91

Data Plot and Equation



Land Use: 912

Drive-in Bank

Description

A drive-in bank provides banking facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building. The drive-in lanes may or may not provide automatic teller machines (ATMs). Walk-in bank (Land Use 911) is a related use.

Additional Data

The independent variable, drive-in lanes, refers to all lanes at a banking facility used for financial transactions, including ATM-only lanes.

Time-of-day distribution data for this land use are presented in Appendix A. For the 18 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 12:45 and 1:45 p.m., respectively.

The sites were surveyed in the 2000s and the 2010s in Colorado, Kentucky, Minnesota, Nebraska, New Jersey, New York, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington, and Wisconsin.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period and the number of drive-through lanes that are open at the time of the study.

Source Numbers

535, 539, 553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728, 866, 869, 883, 884, 927, 935, 961

Drive-in Bank (912)

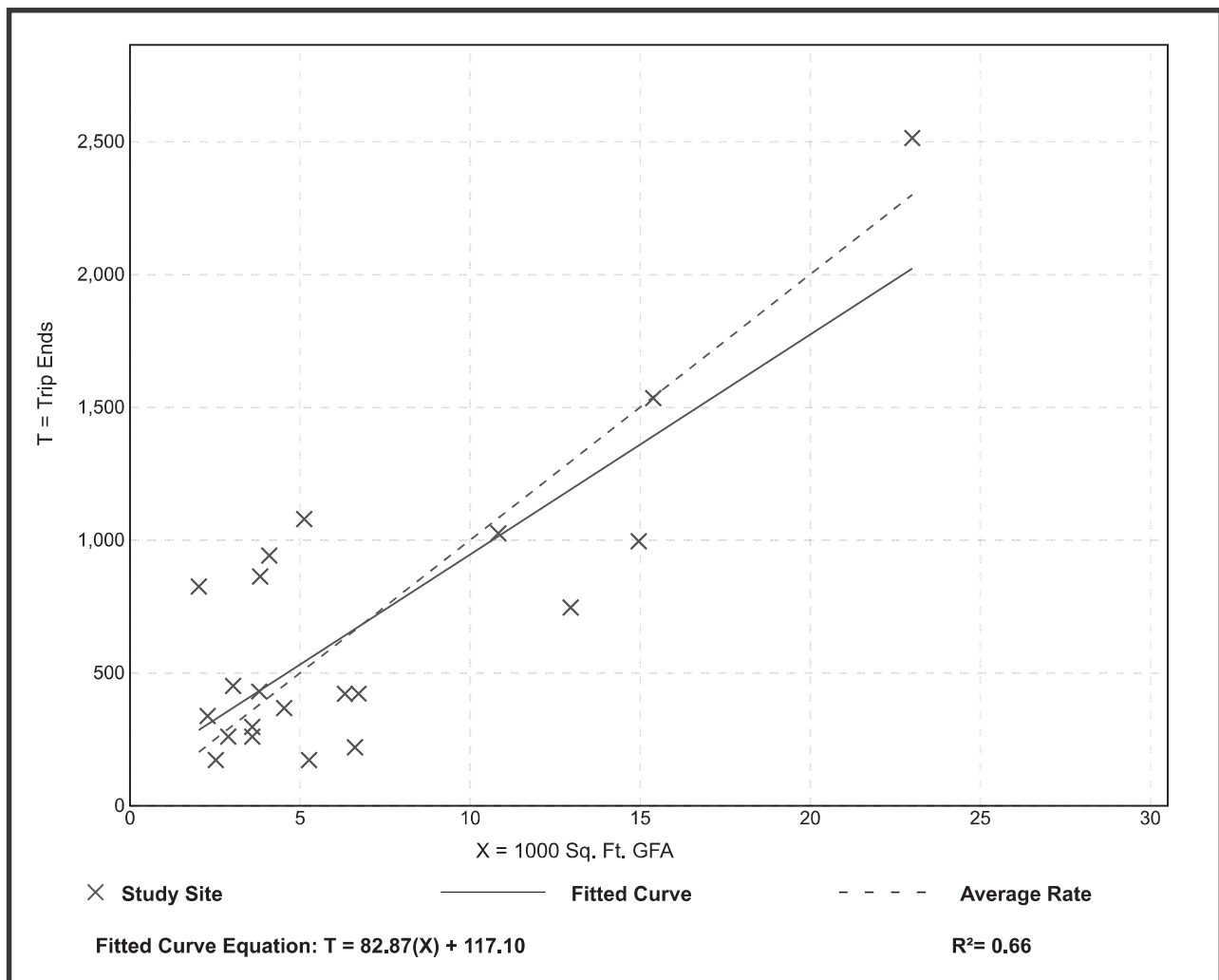
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
1000 Sq. Ft. GFA: 7
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
100.03	32.67 - 408.42	61.61

Data Plot and Equation



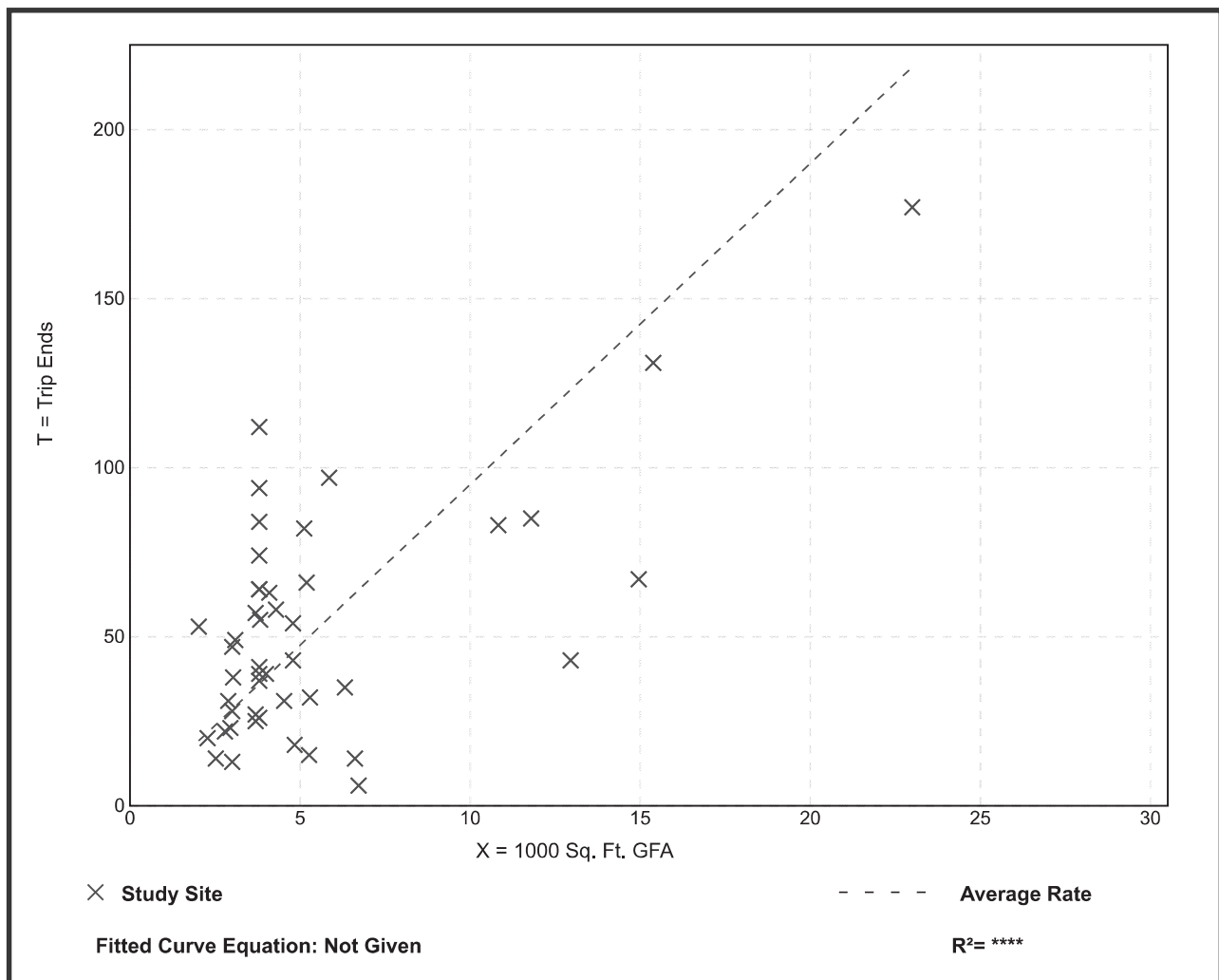
Drive-in Bank (912)

Vehicle 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: 46
 1000 Sq. Ft. GFA: 5
 Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.50	0.89 - 29.47	5.85

Data Plot and Equation



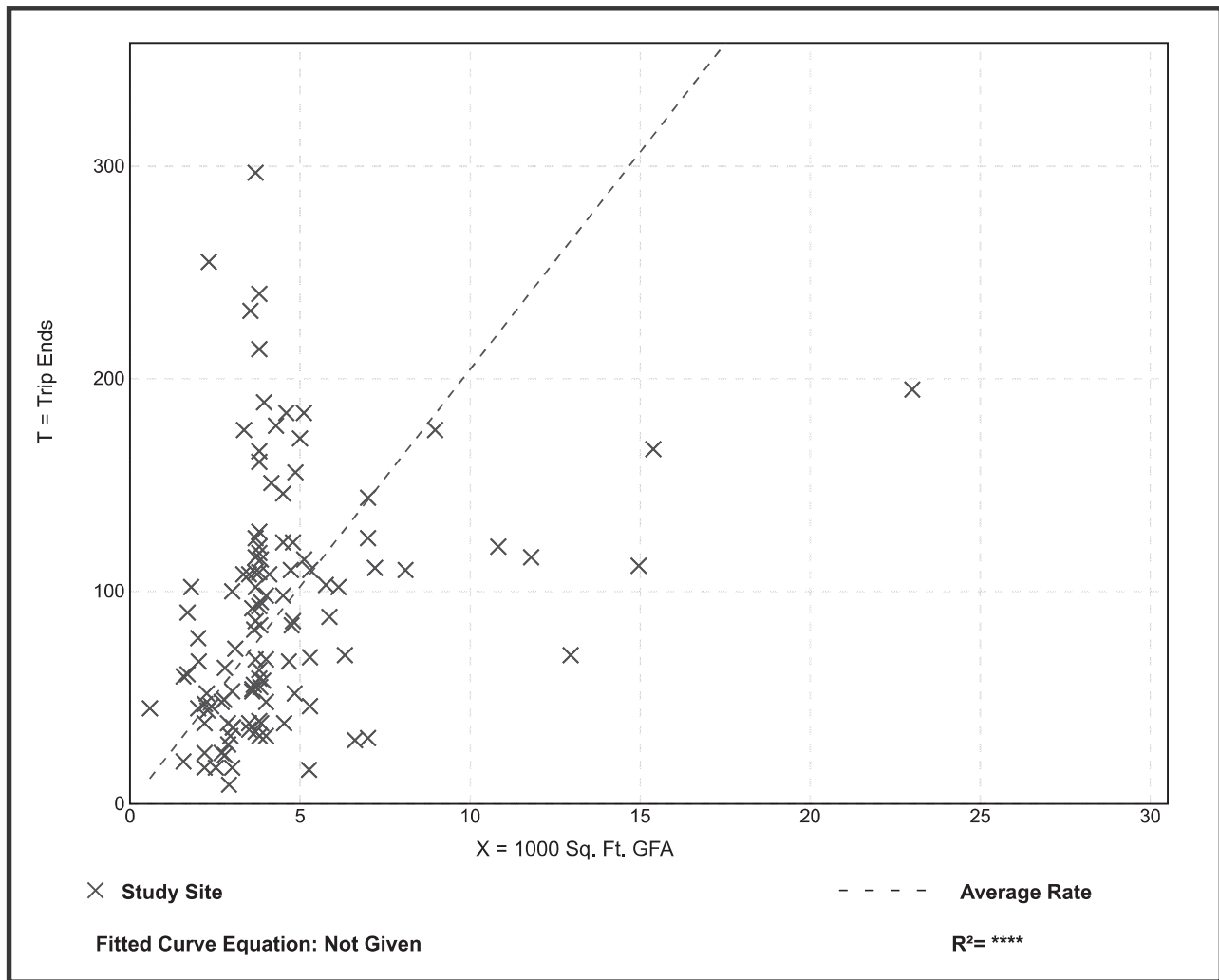
Drive-in Bank (912)

Vehicle 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: 115
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
20.45	3.04 - 109.91	15.01

Data Plot and Equation



Drive-in Bank (912)

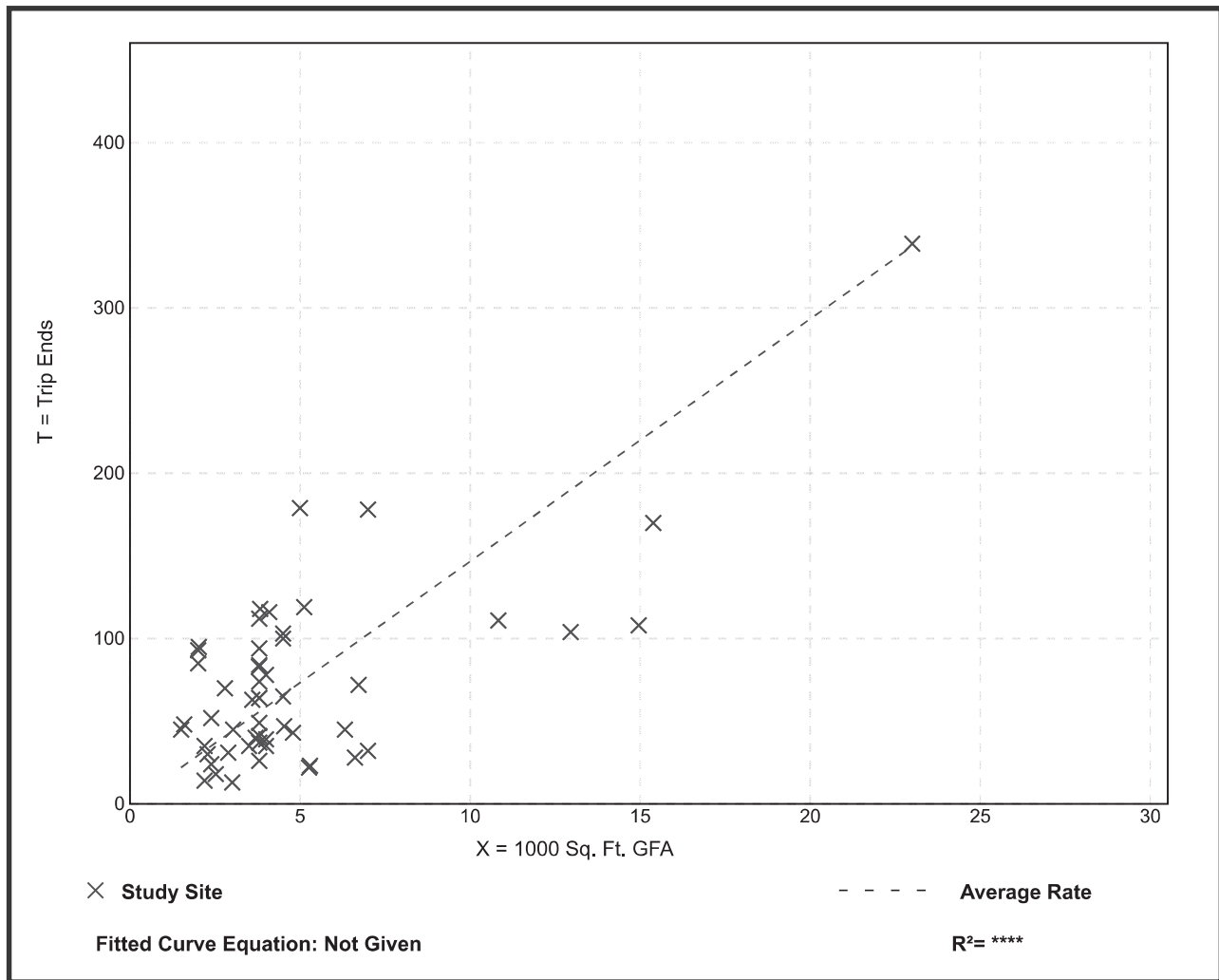
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 53
 1000 Sq. Ft. GFA: 5
 Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.67	4.18 - 47.03	9.06

Data Plot and Equation



Drive-in Bank (912)

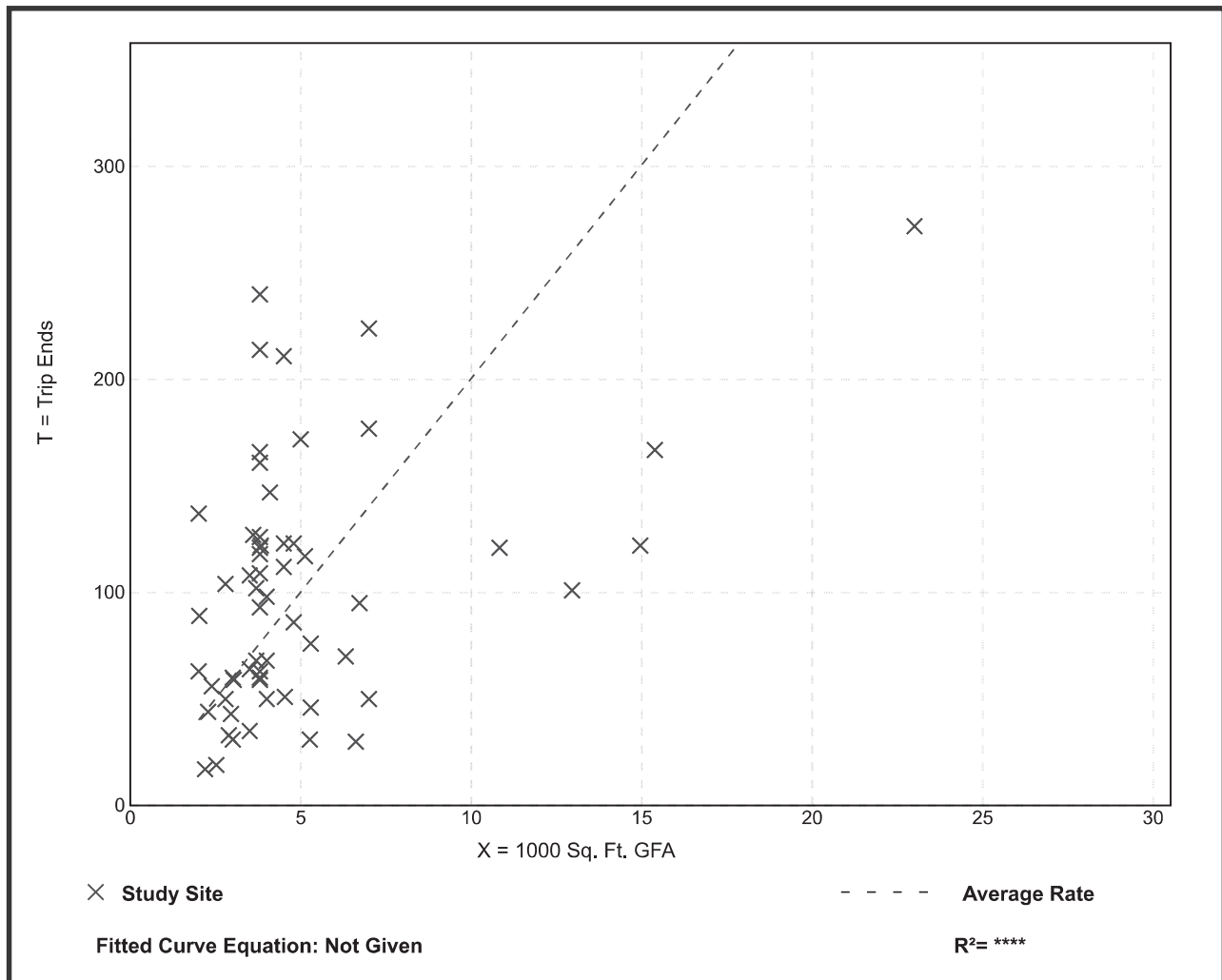
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 59
 1000 Sq. Ft. GFA: 5
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
20.06	4.54 - 68.50	13.13

Data Plot and Equation



Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

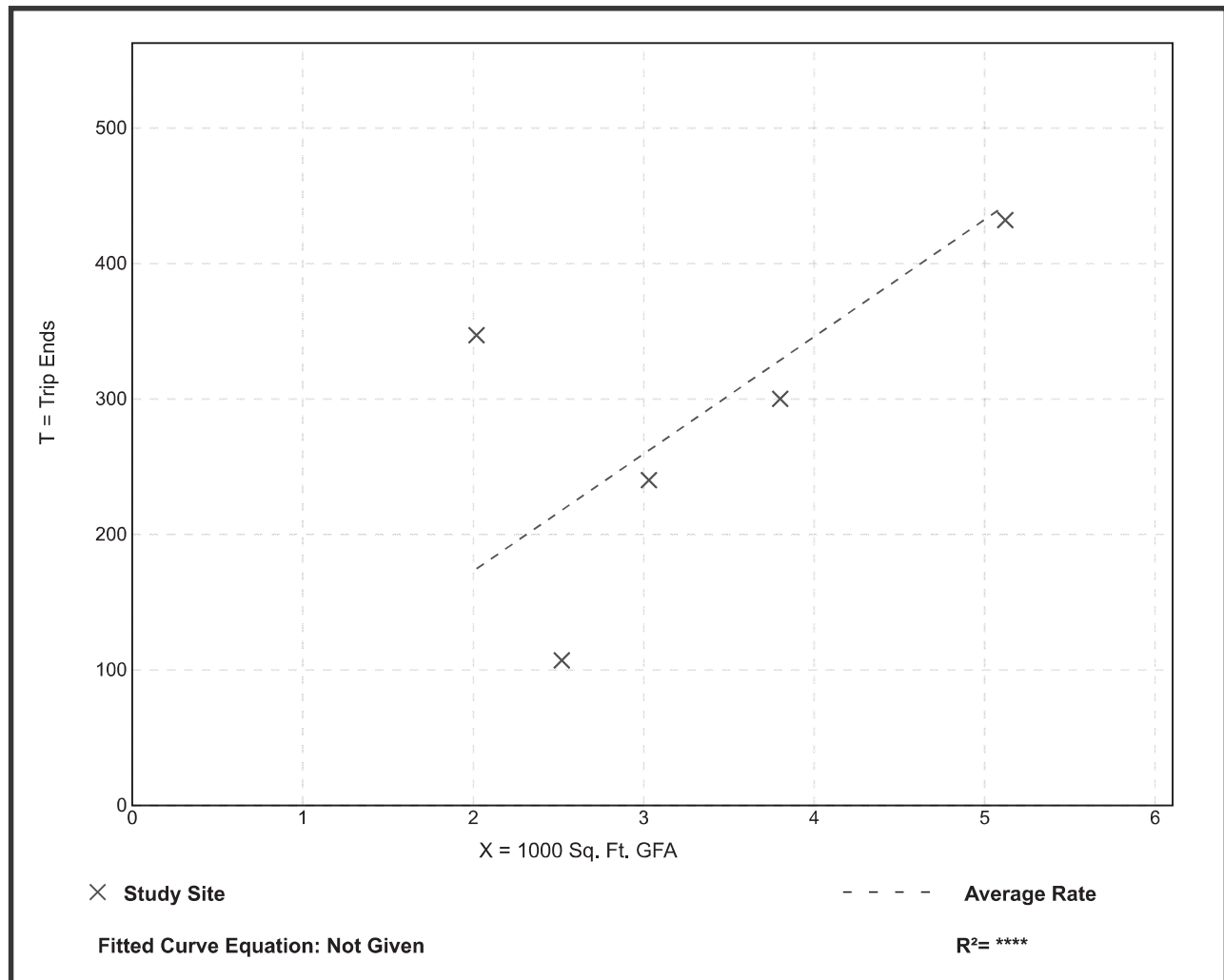
Setting/Location: General Urban/Suburban
Number of Studies: 5
1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
86.48	42.46 - 171.78	38.92

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

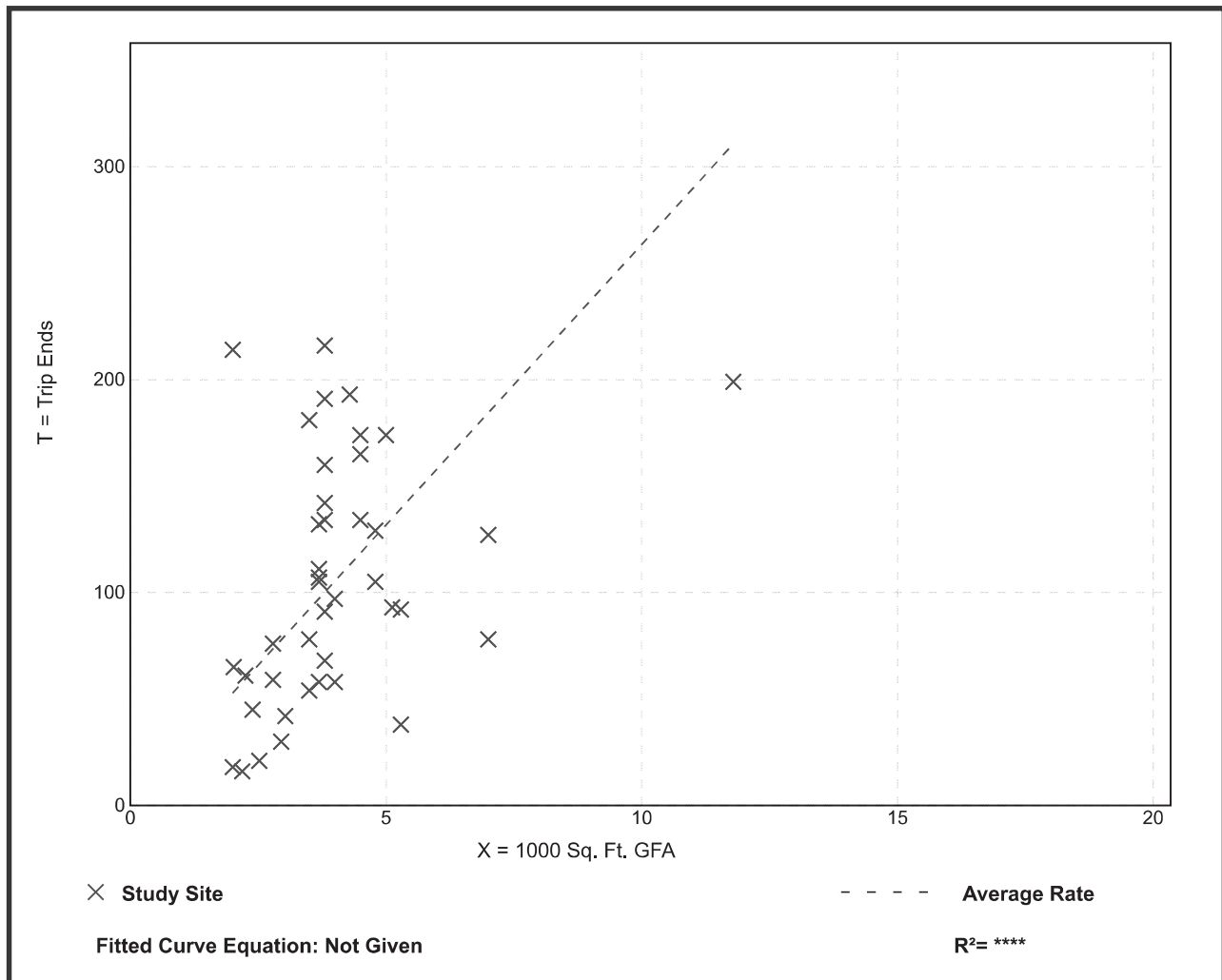
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 41
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.35	7.18 - 107.00	15.32

Data Plot and Equation



Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday

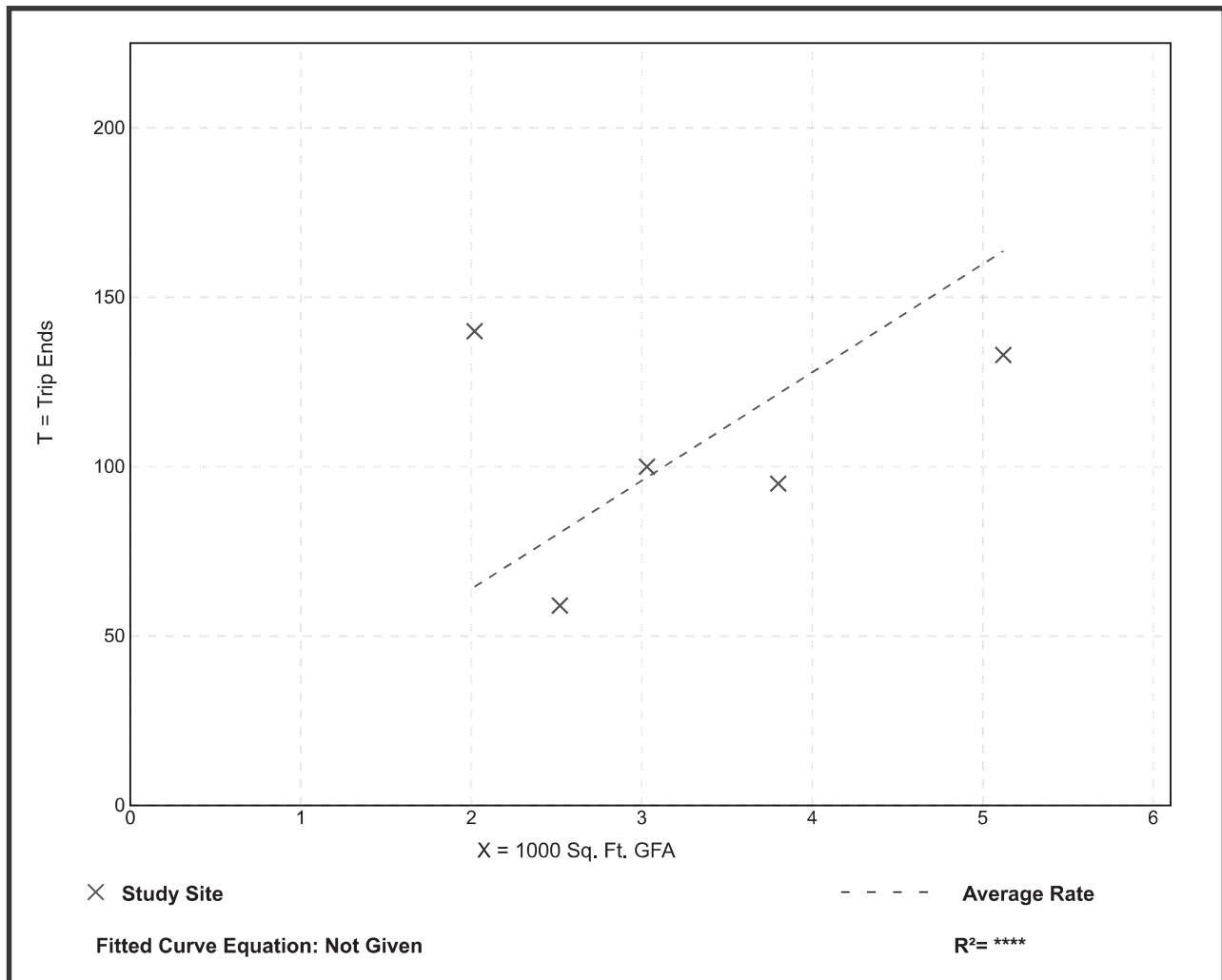
Setting/Location: General Urban/Suburban
Number of Studies: 5
1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
31.96	23.41 - 69.31	15.99

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

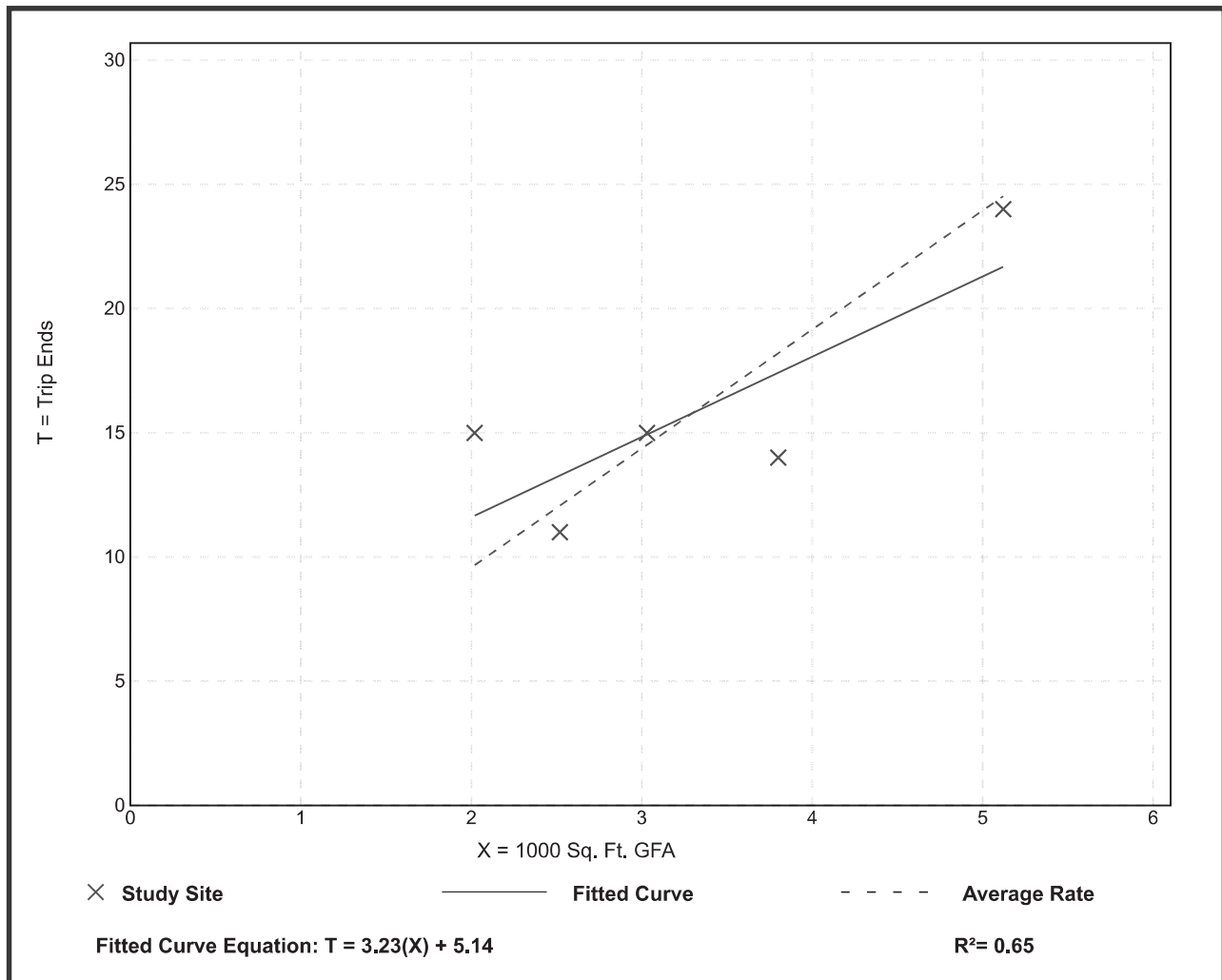
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 1000 Sq. Ft. GFA: 3
 Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.79	3.68 - 7.43	1.21

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

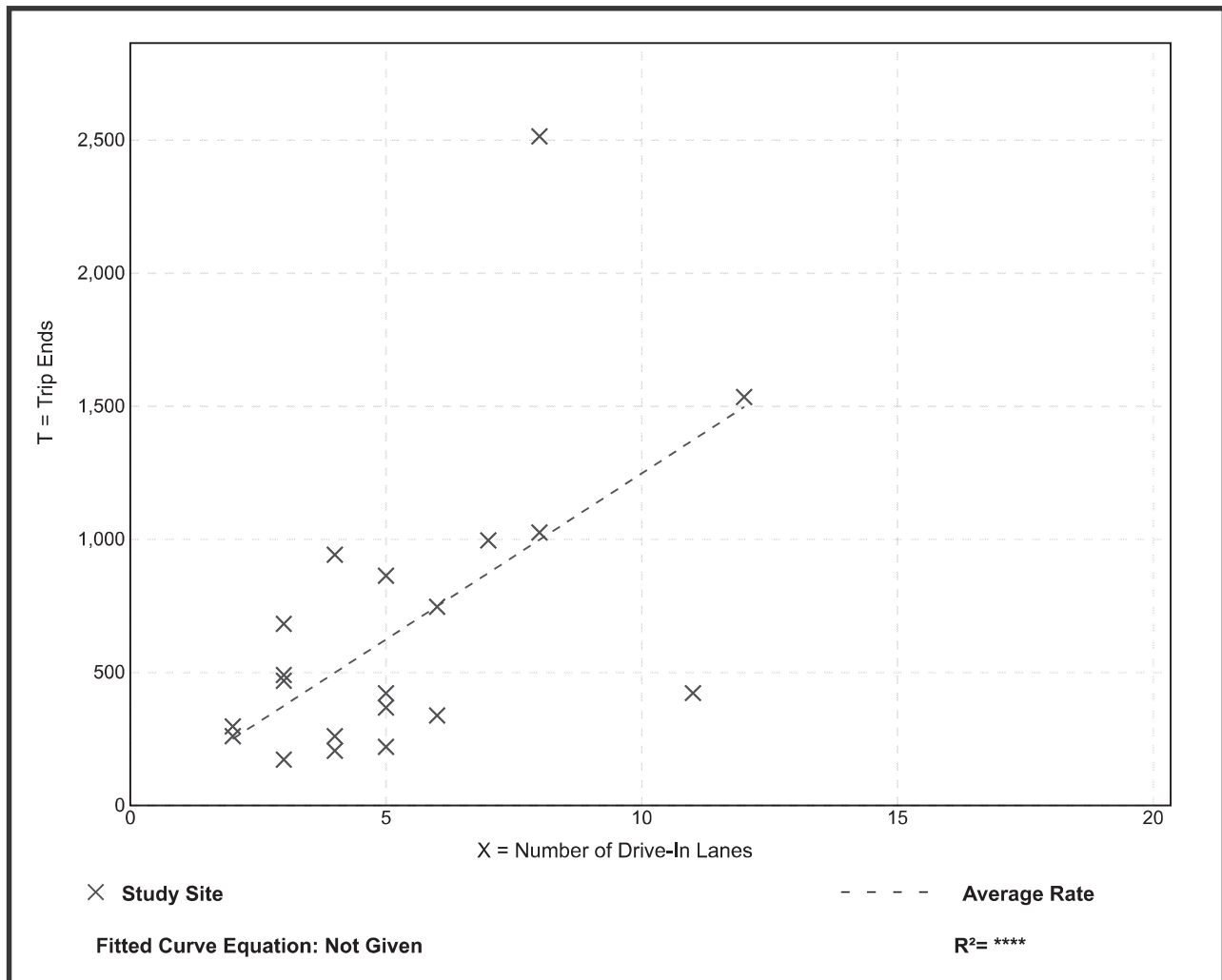
Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Drive-In Lanes: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
124.76	38.36 - 314.25	77.44

Data Plot and Equation



Drive-in Bank (912)

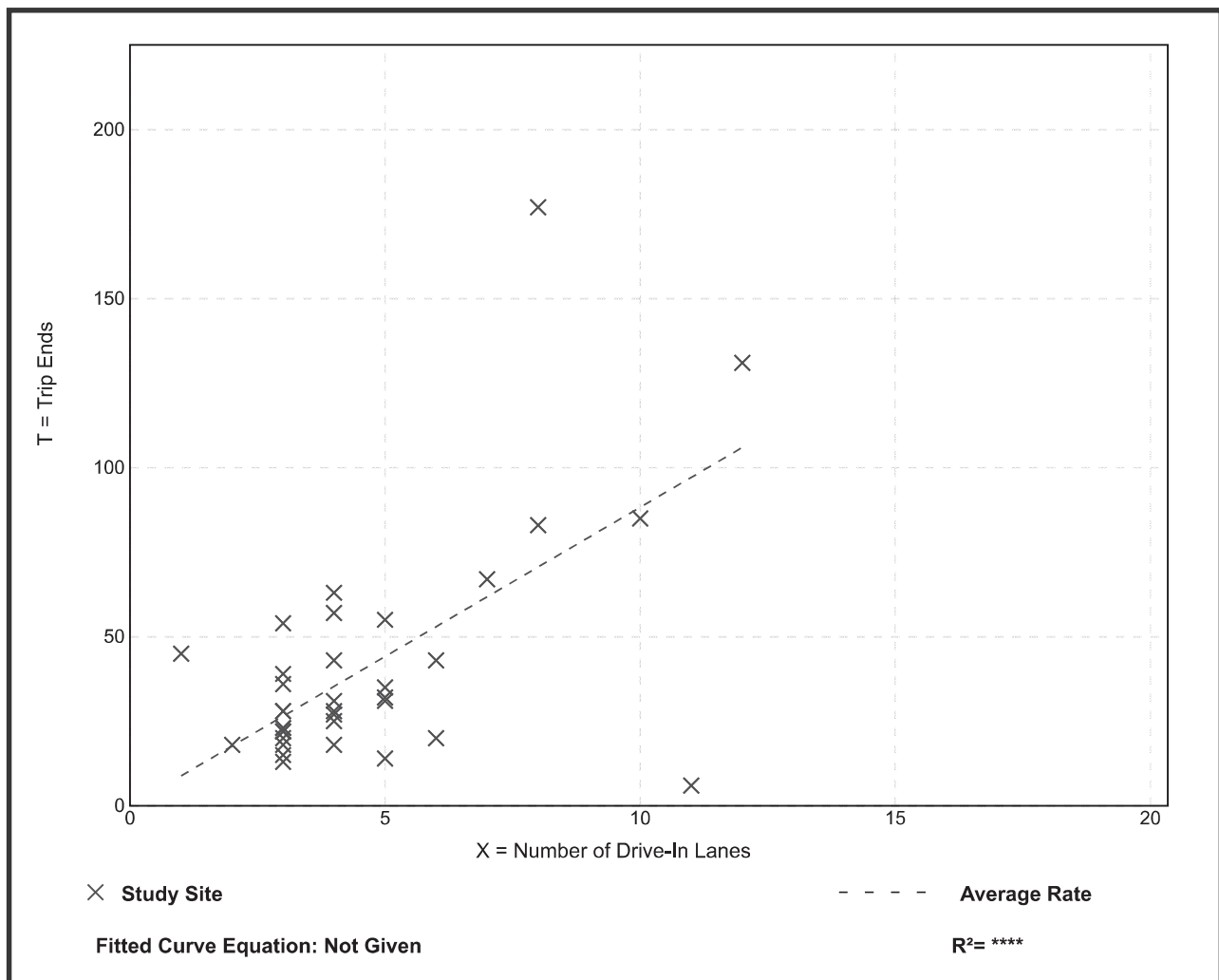
Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 36
 Avg. Num. of Drive-In Lanes: 5
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
8.83	0.55 - 45.00	5.55

Data Plot and Equation



Drive-in Bank (912)

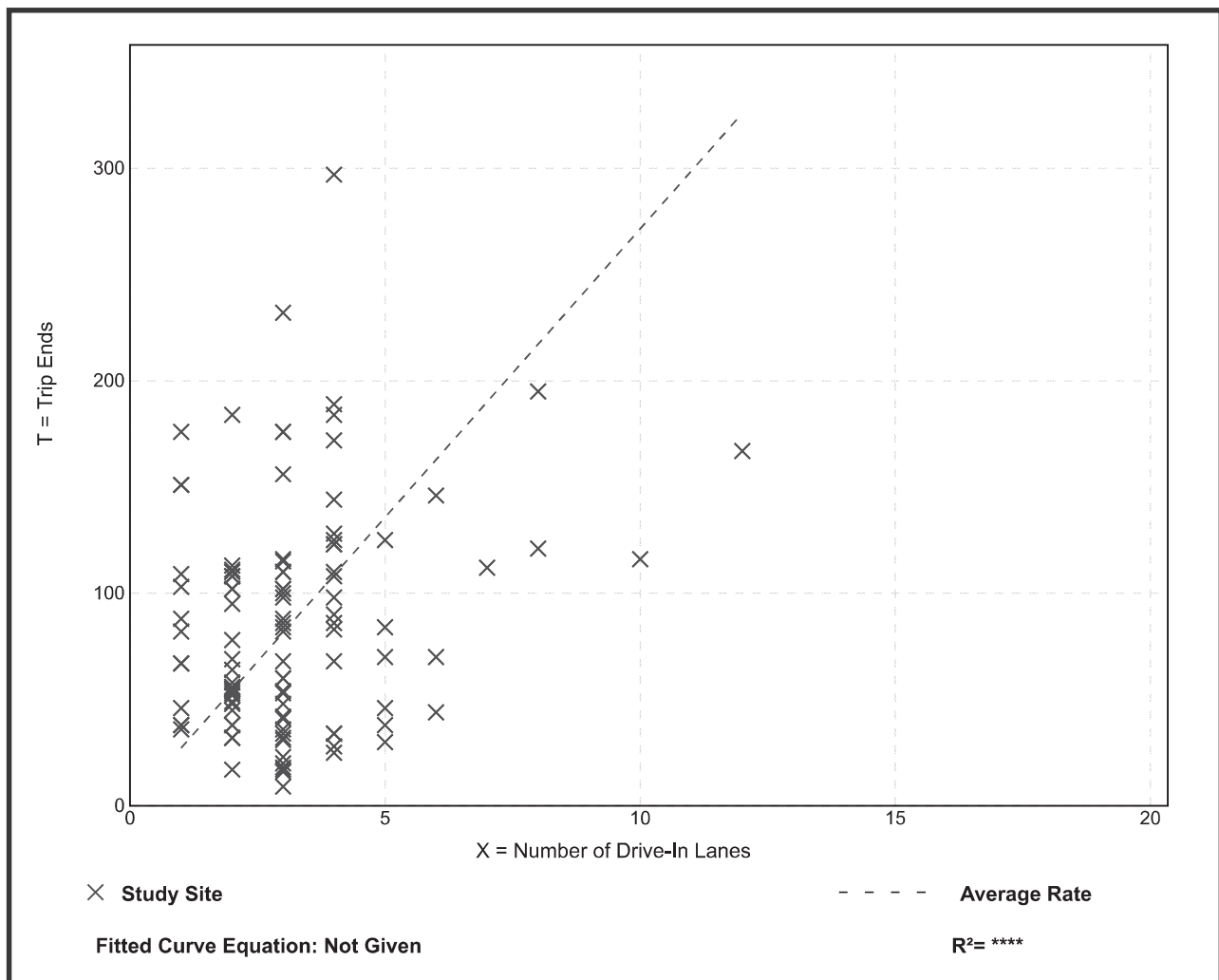
Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 108
 Avg. Num. of Drive-In Lanes: 3
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
27.15	3.00 - 176.00	22.14

Data Plot and Equation



Drive-in Bank (912)

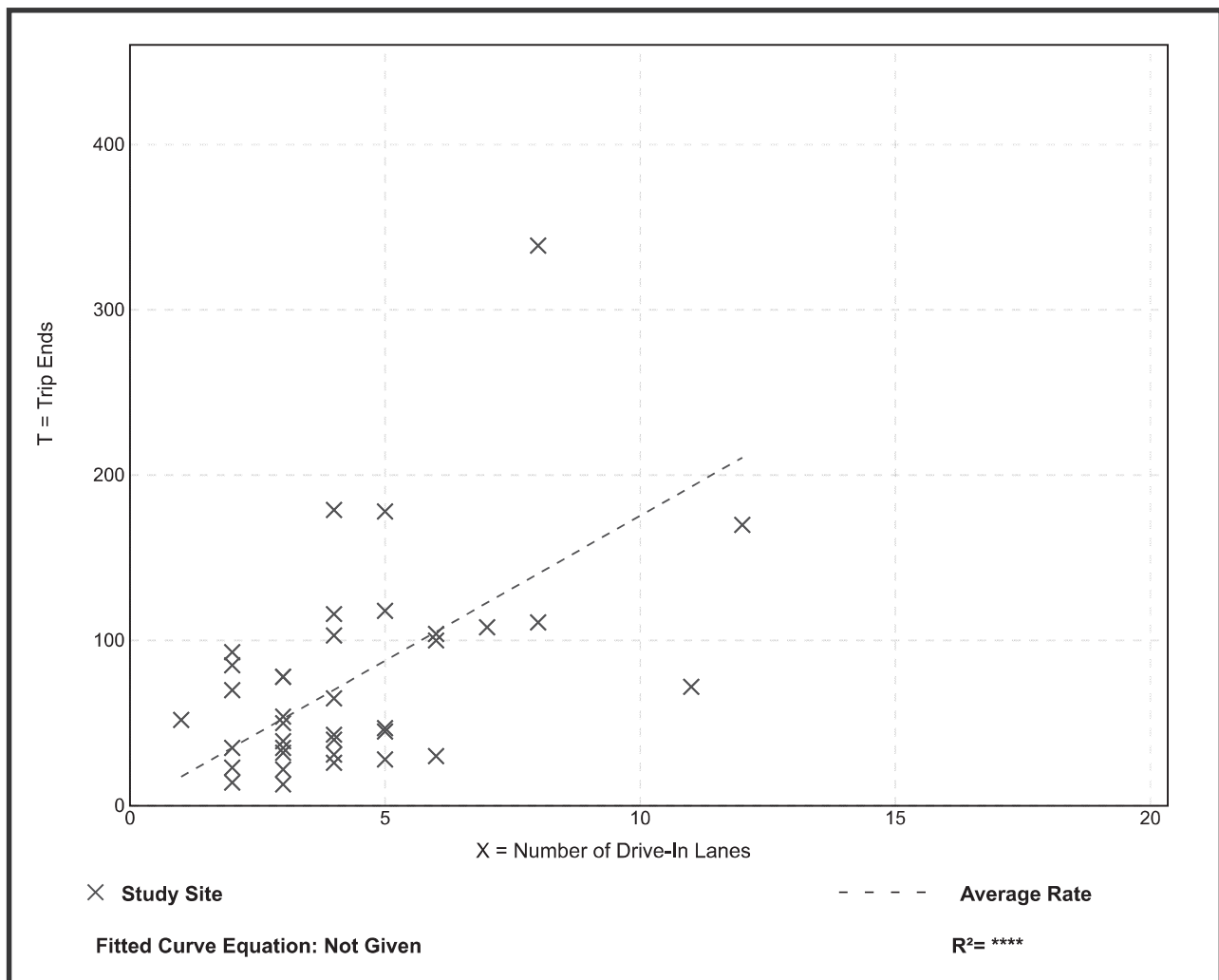
Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 37
 Avg. Num. of Drive-In Lanes: 4
 Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
17.55	4.33 - 52.00	11.94

Data Plot and Equation



Drive-in Bank (912)

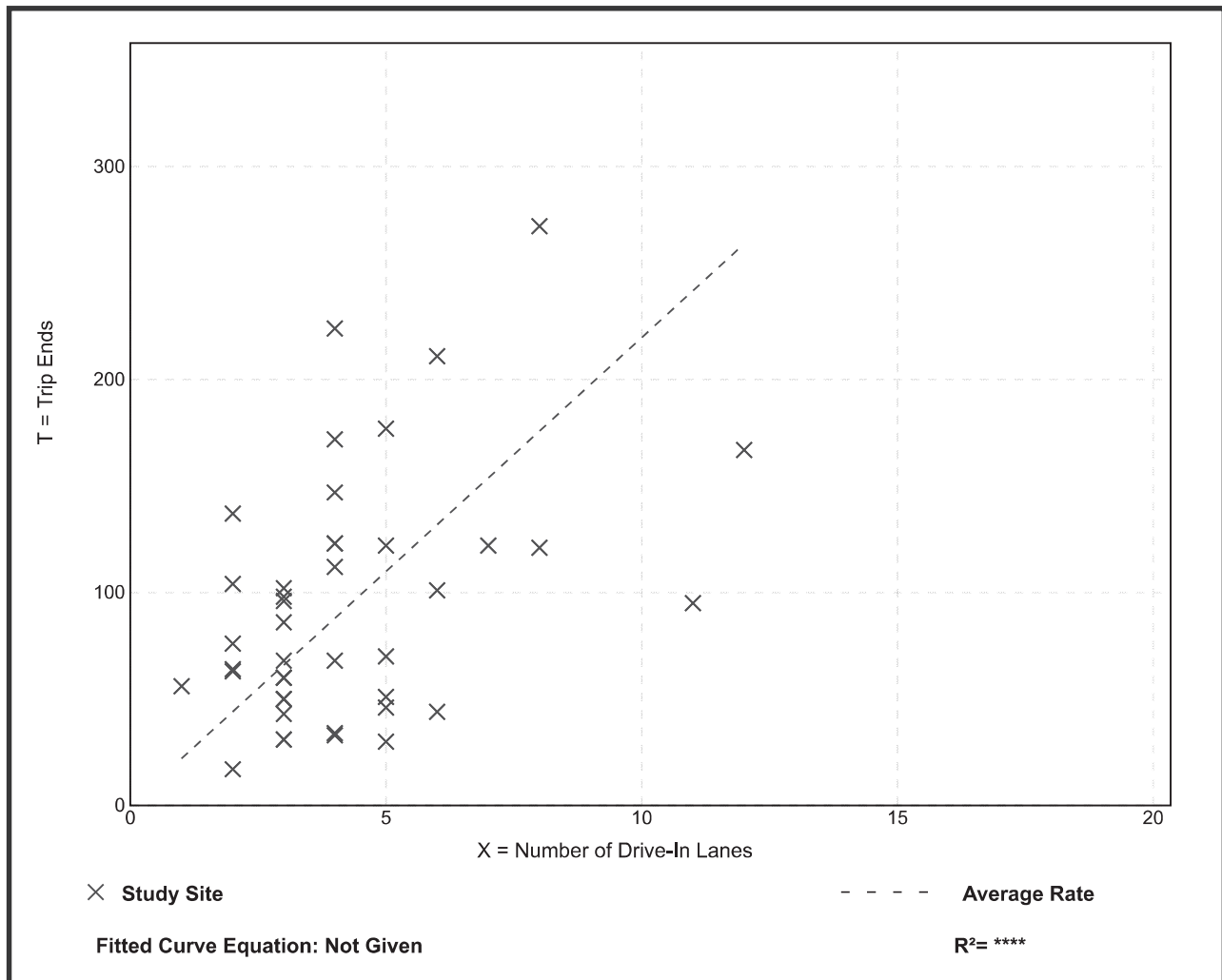
Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 44
 Avg. Num. of Drive-In Lanes: 4
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
21.98	6.00 - 68.50	13.22

Data Plot and Equation



Drive-in Bank (912)

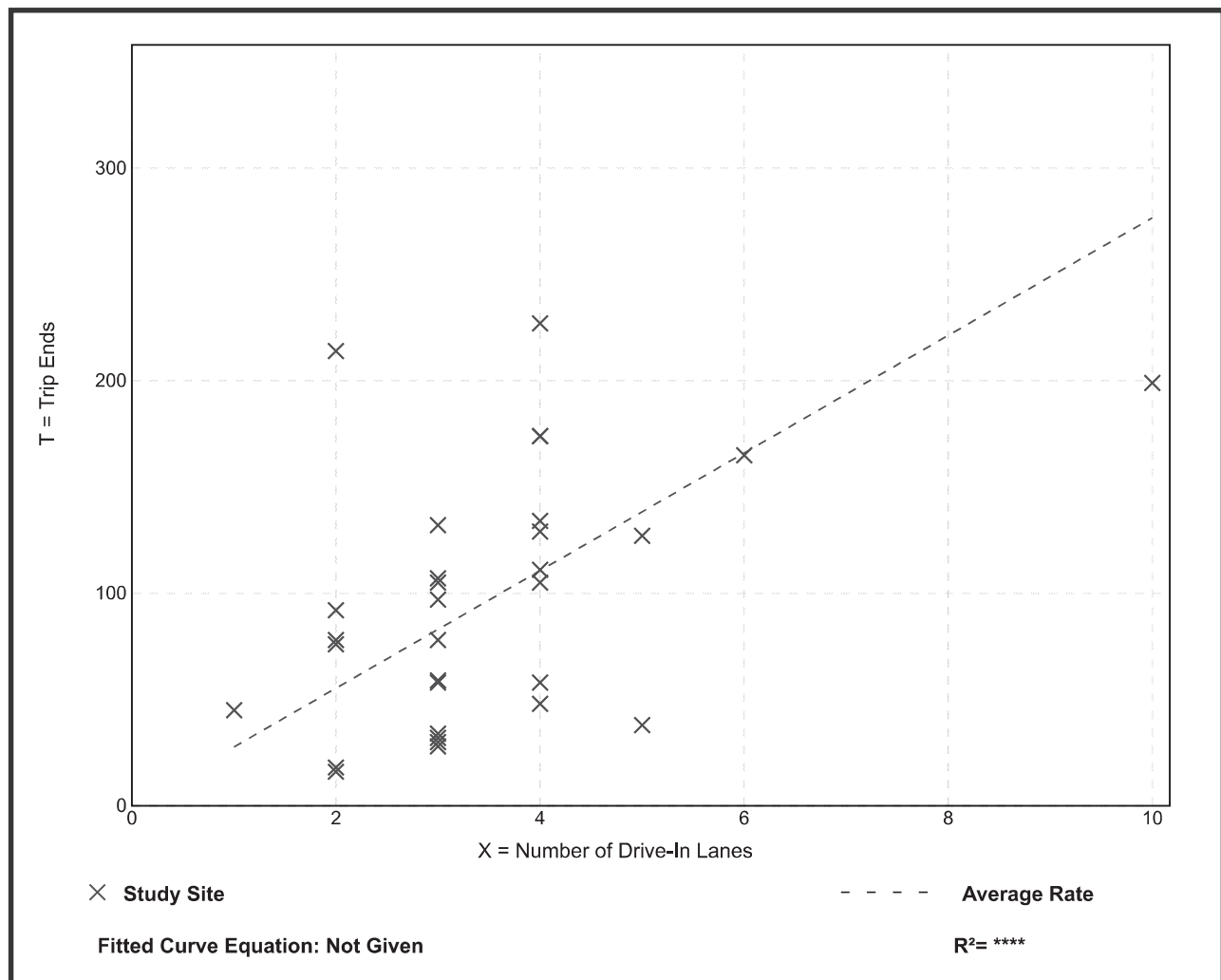
Vehicle Trip Ends vs: Drive-In Lanes
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 31
 Avg. Num. of Drive-In Lanes: 3
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
27.67	7.60 - 107.00	17.13

Data Plot and Equation



Drive-in Bank (912)

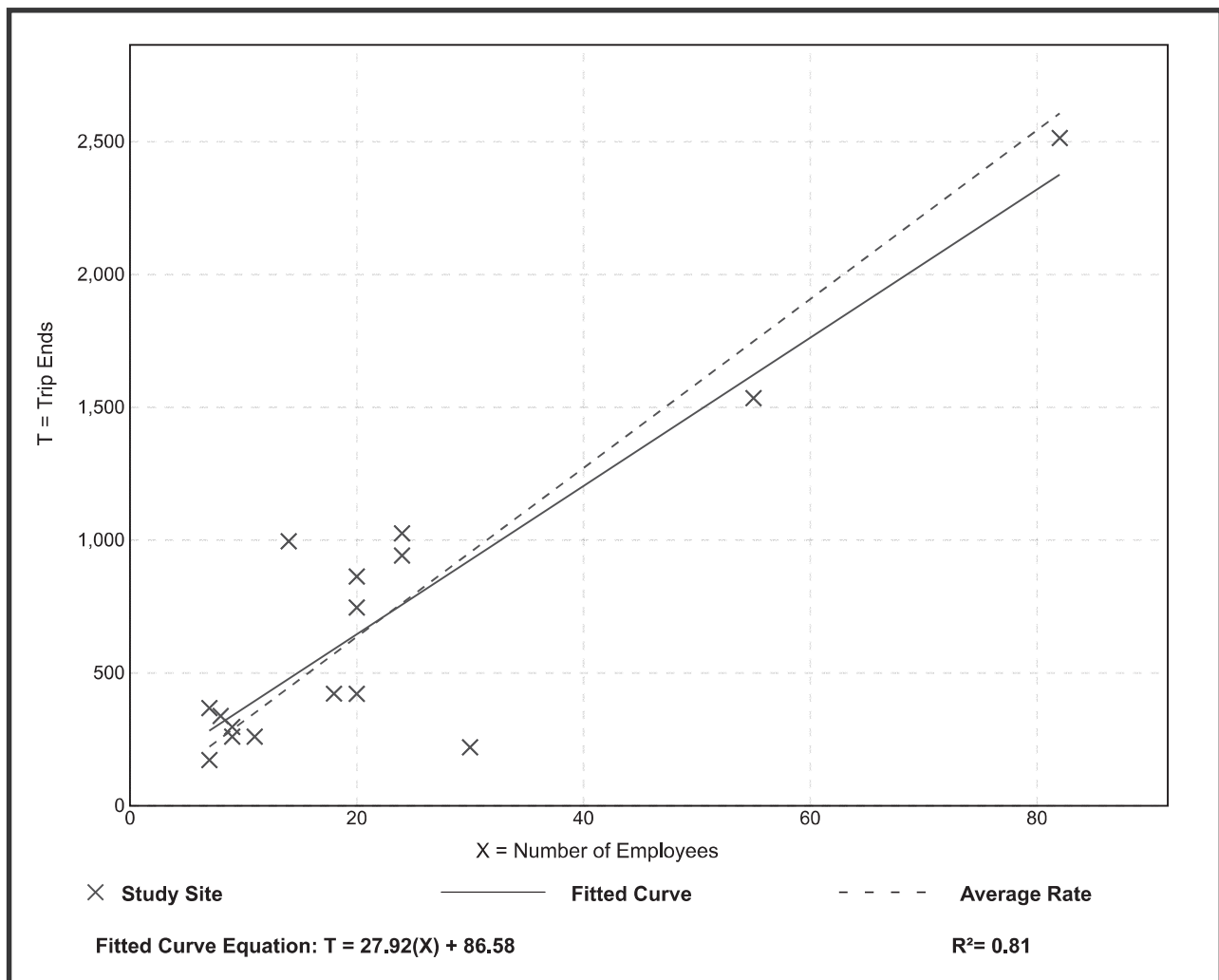
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. Num. of Employees: 22
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
31.79	7.33 - 71.14	12.99

Data Plot and Equation



Drive-in Bank (912)

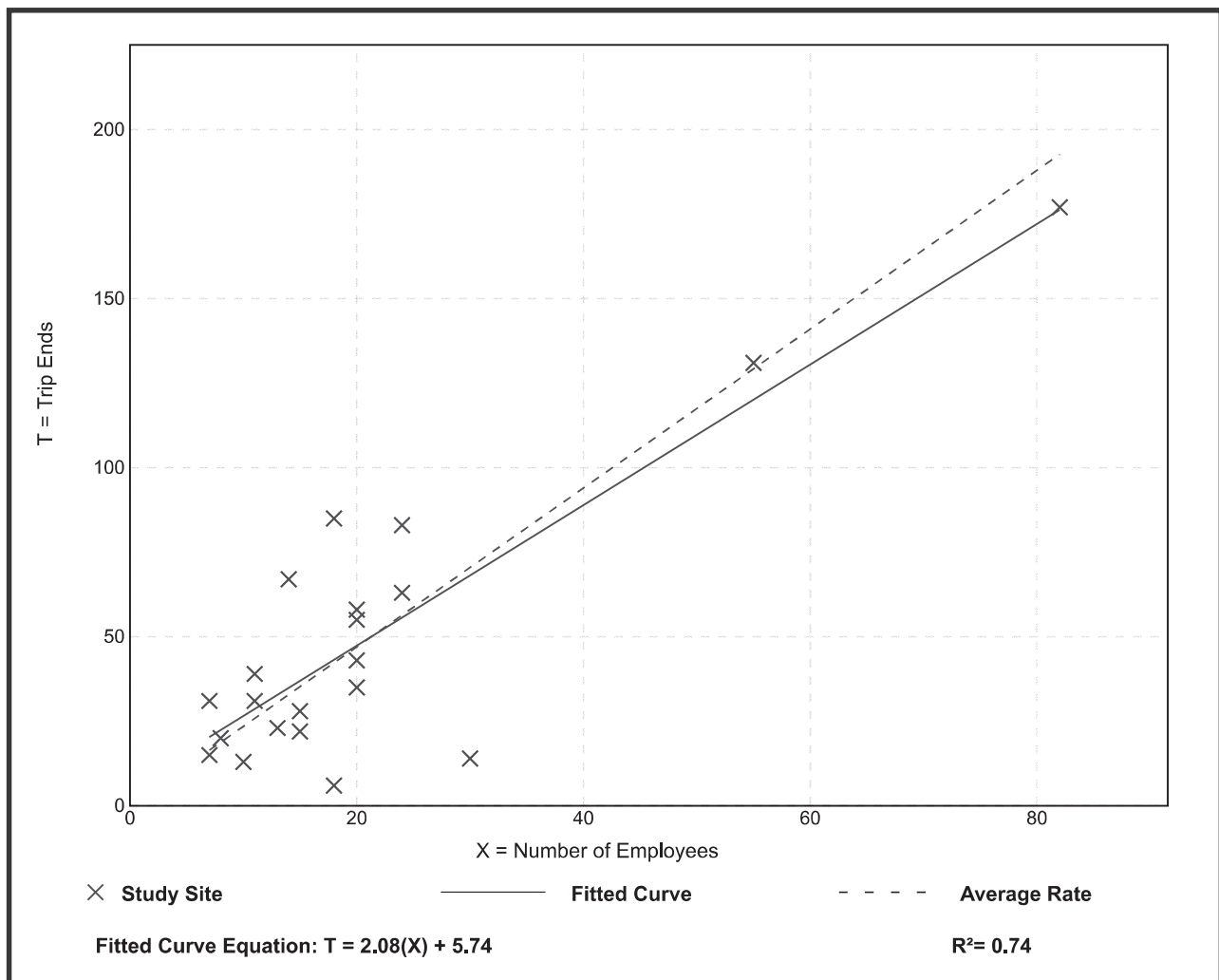
Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 21
 Avg. Num. of Employees: 21
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.35	0.33 - 4.79	1.08

Data Plot and Equation



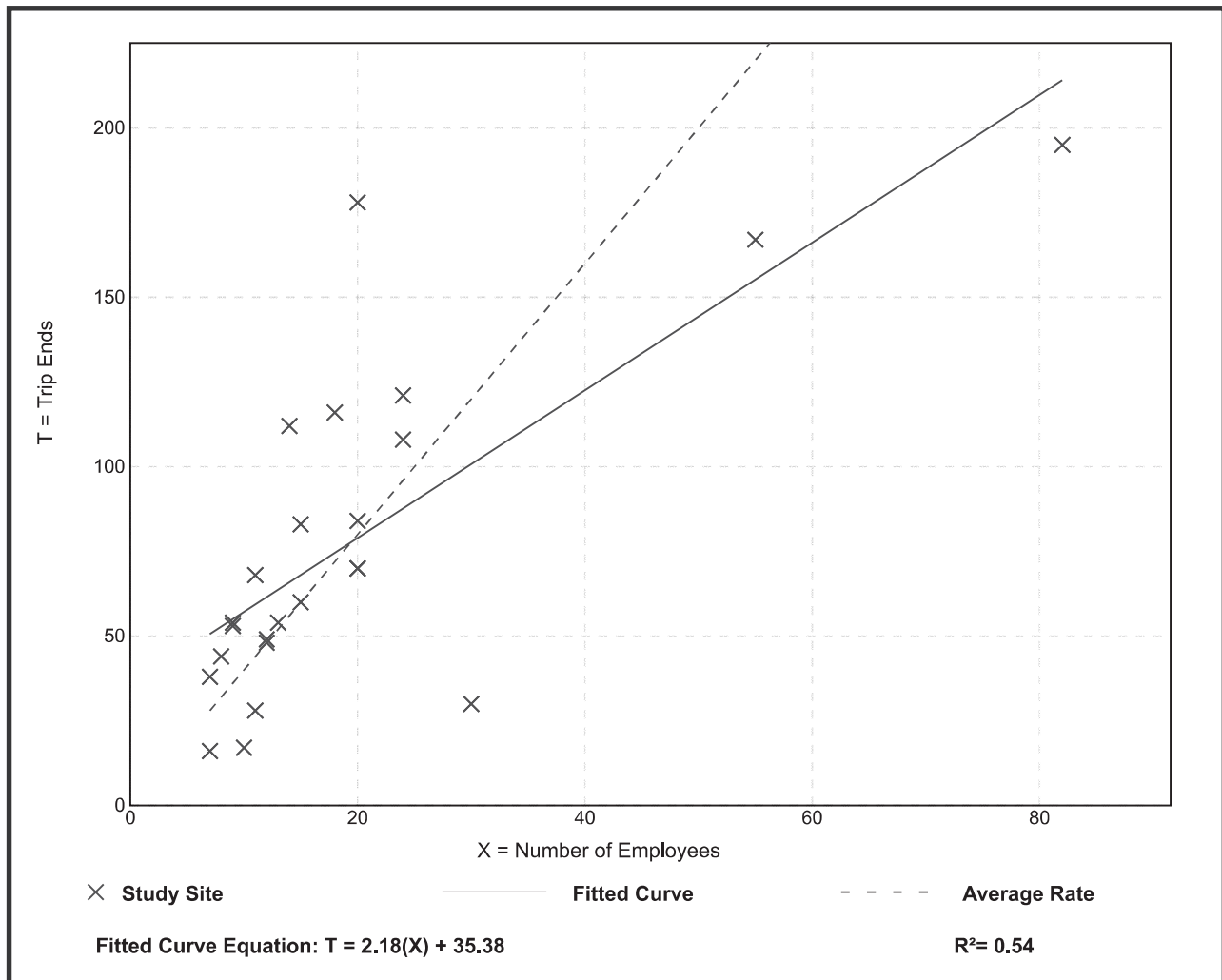
Drive-in Bank (912)

Vehicle 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: 24
 Avg. Num. of Employees: 19
 Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.00	1.00 - 8.90	1.94

Data Plot and Equation



Drive-in Bank (912)

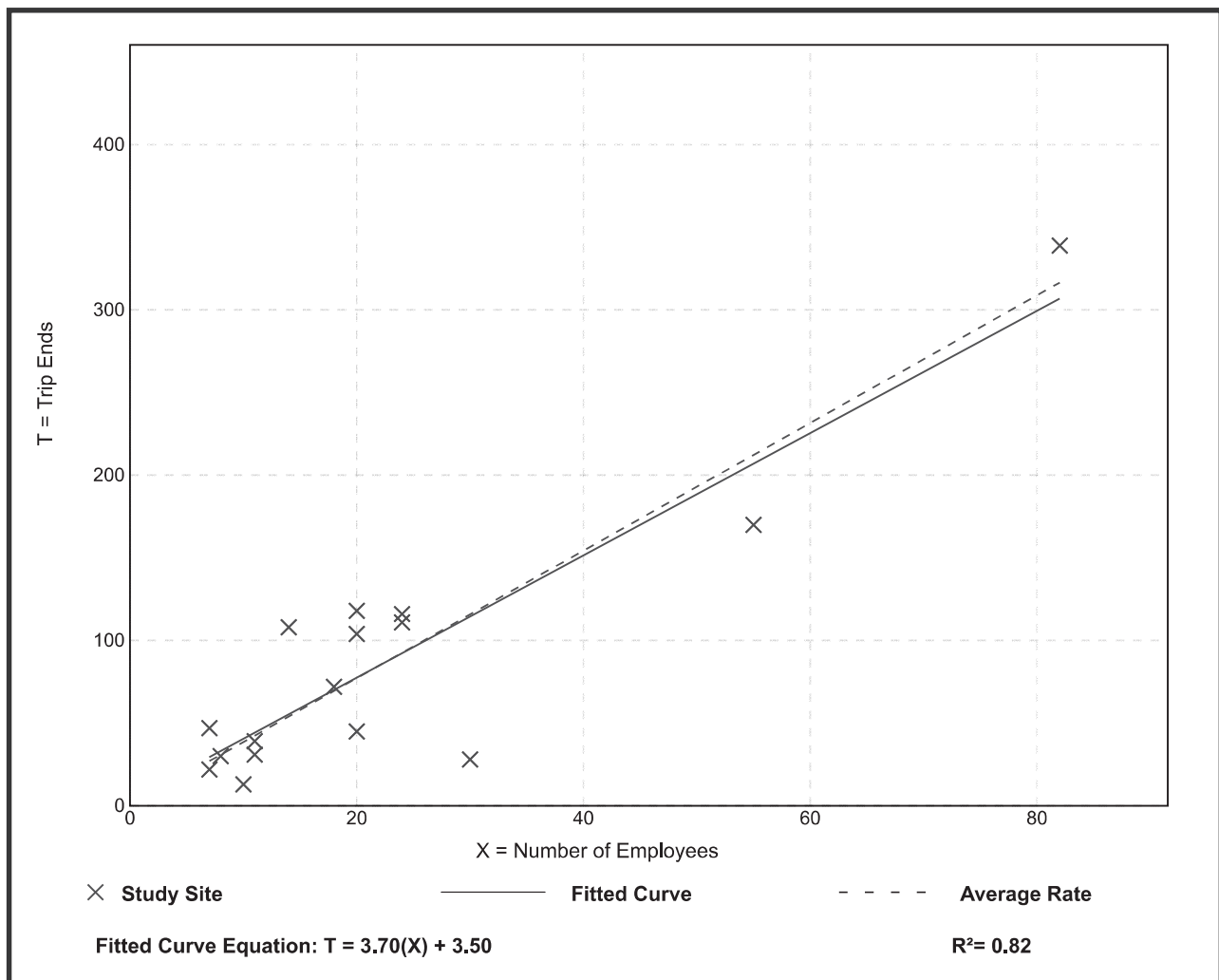
Vehicle Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. Num. of Employees: 23
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.86	0.93 - 7.71	1.59

Data Plot and Equation



Drive-in Bank (912)

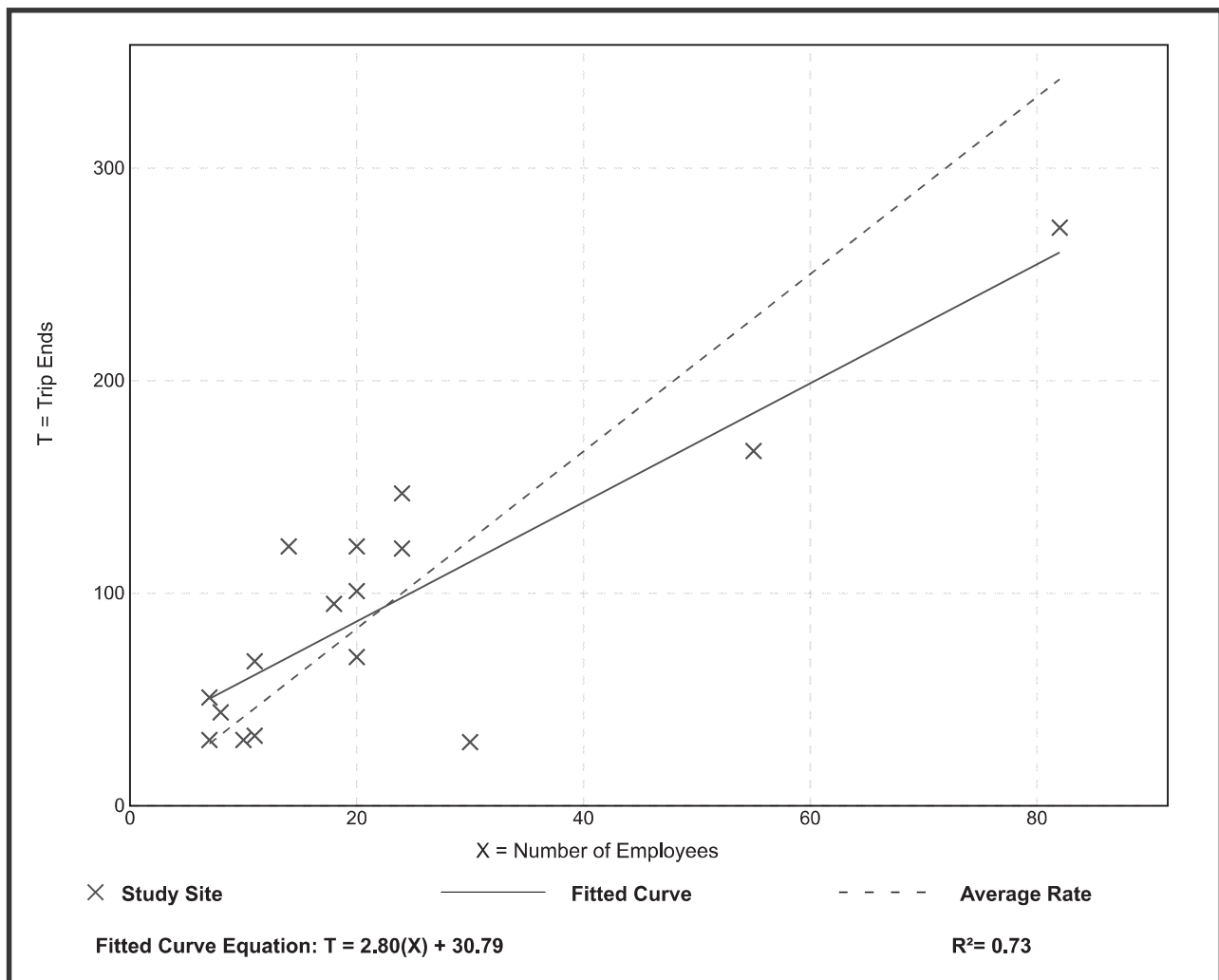
Vehicle Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. Num. of Employees: 23
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.17	1.00 - 8.71	1.81

Data Plot and Equation



Drive-in Bank (912)

Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday

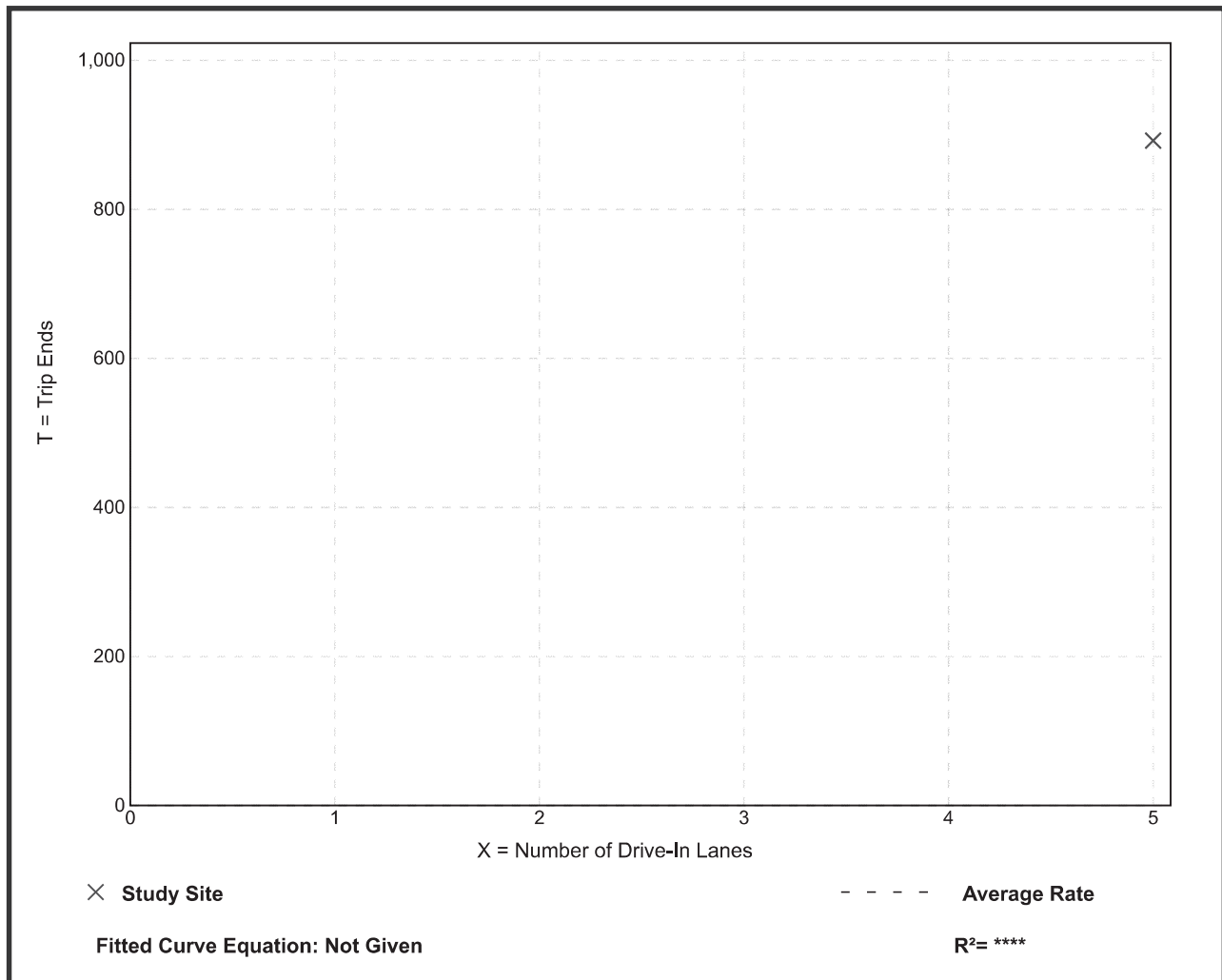
Setting/Location: Center City Core
Number of Studies: 1
Avg. Num. of Drive-In Lanes: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
178.40	178.40 - 178.40	*

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

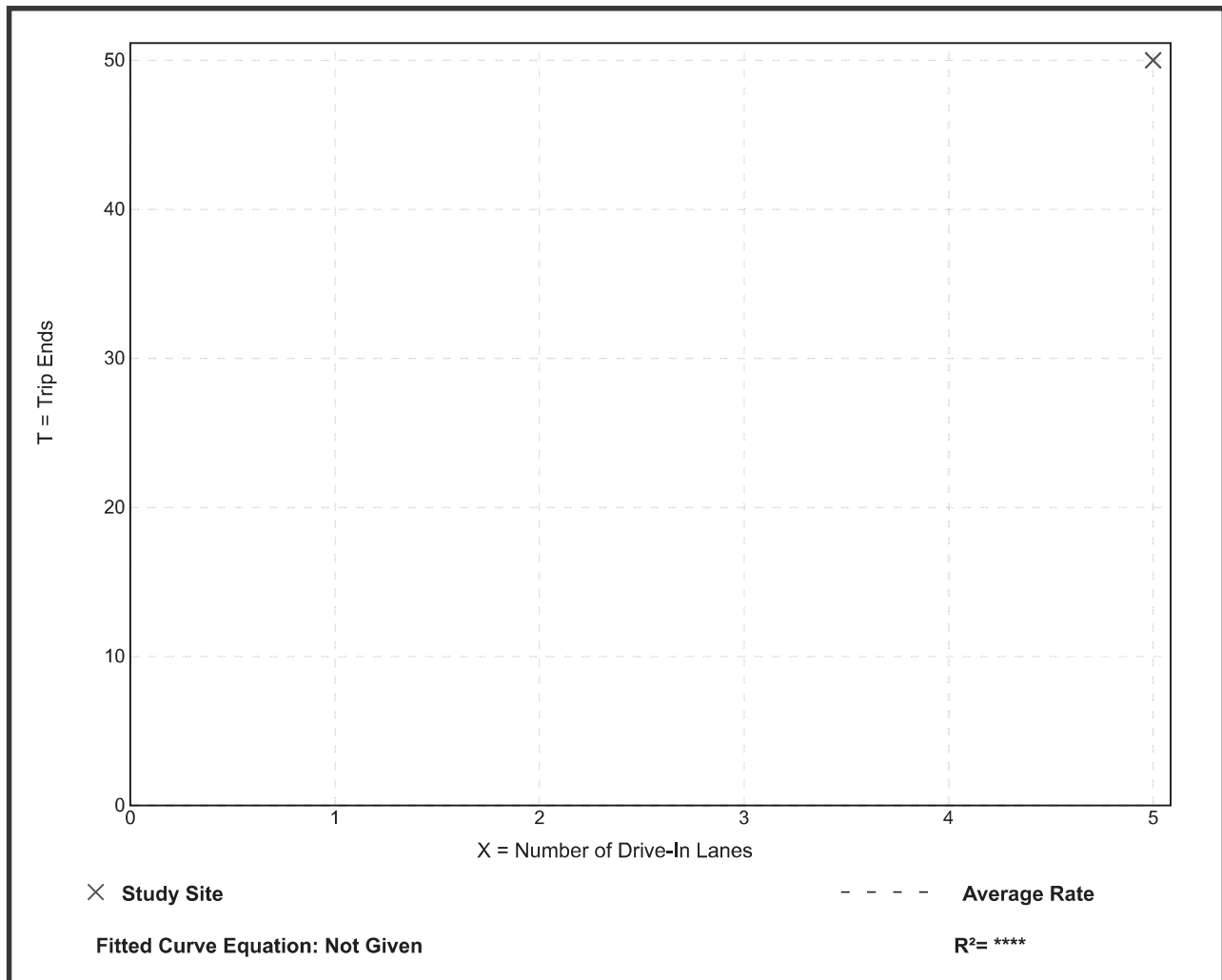
Setting/Location: Center City Core
 Number of Studies: 1
 Avg. Num. of Drive-In Lanes: 5
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
10.00	10.00 - 10.00	*

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

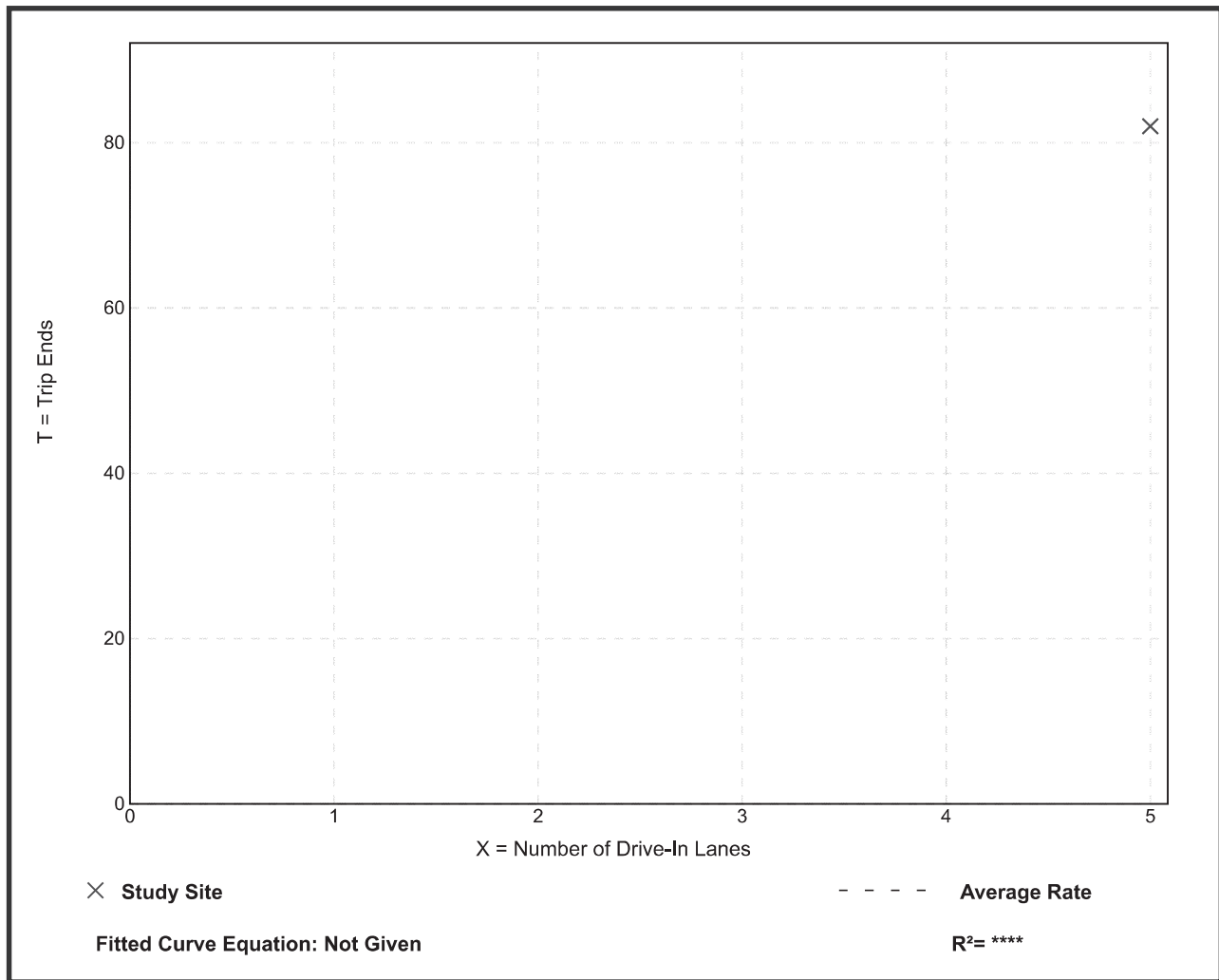
Setting/Location: Center City Core
 Number of Studies: 1
 Avg. Num. of Drive-In Lanes: 5
 Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
16.40	16.40 - 16.40	*

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday,
AM Peak Hour of Generator

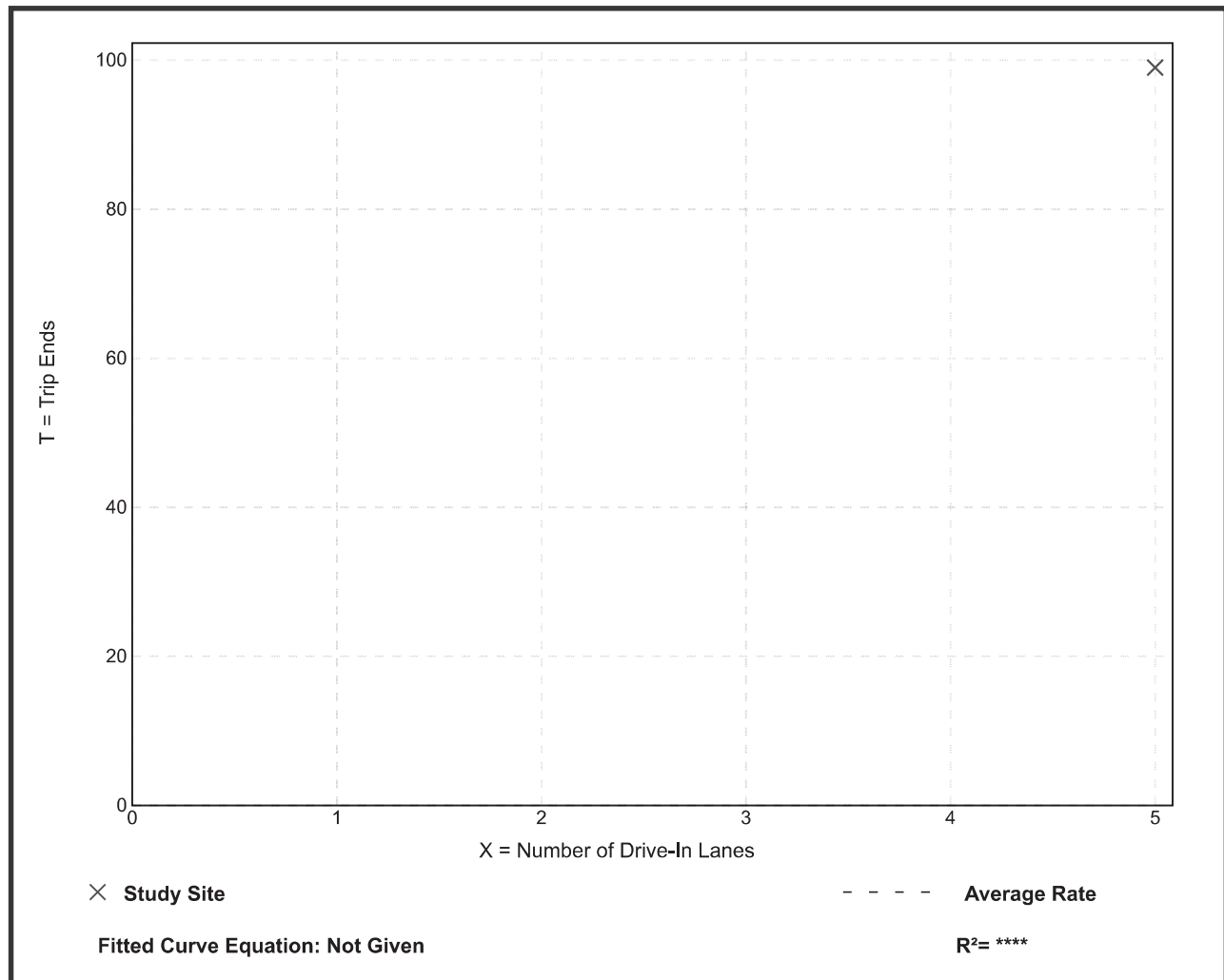
Setting/Location: Center City Core
 Number of Studies: 1
 Avg. Num. of Drive-In Lanes: 5
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
19.80	19.80 - 19.80	*

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

Vehicle Trip Ends vs: Drive-In Lanes
On a: Weekday,
PM Peak Hour of Generator

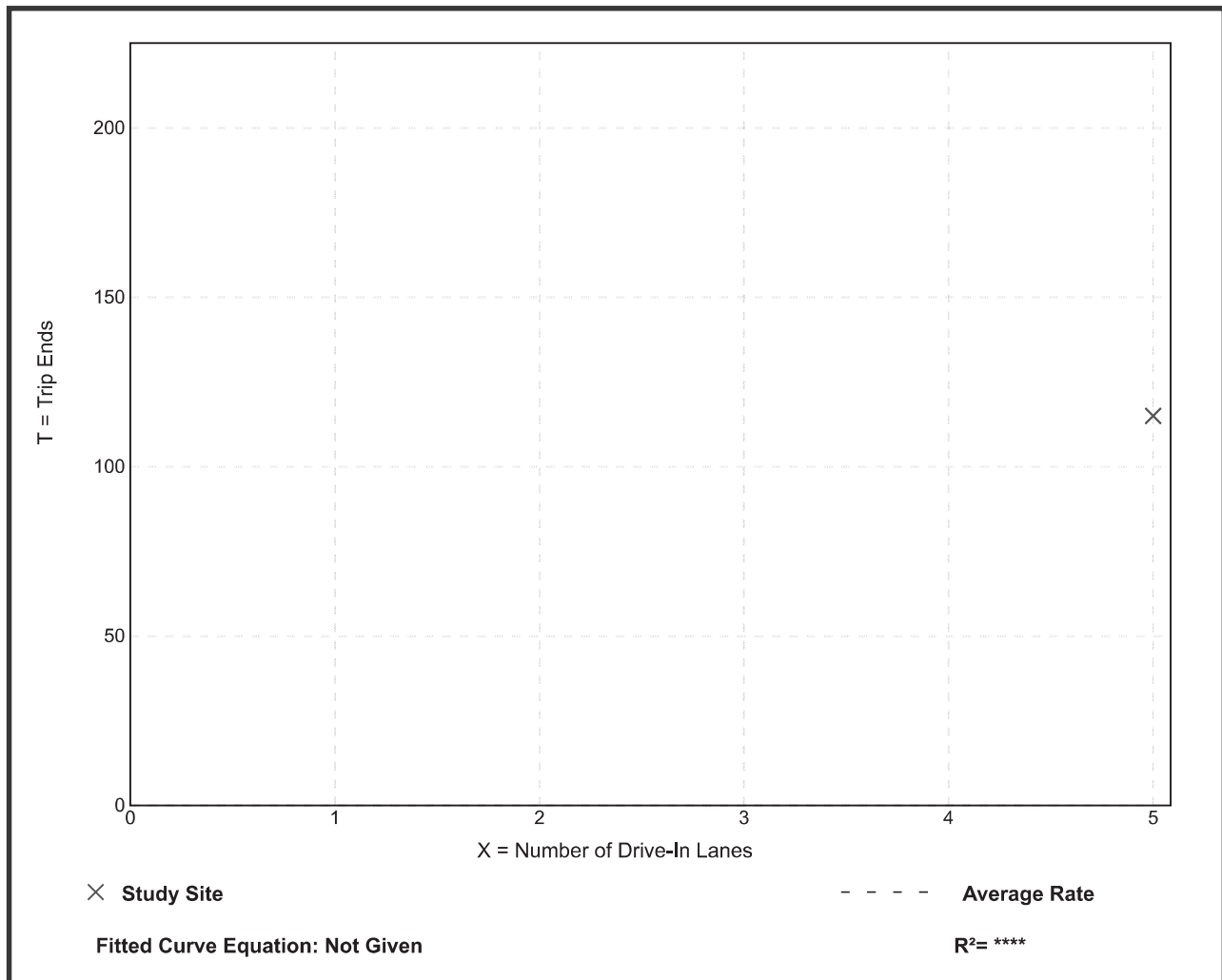
Setting/Location: Center City Core
 Number of Studies: 1
 Avg. Num. of Drive-In Lanes: 5
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
23.00	23.00 - 23.00	*

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

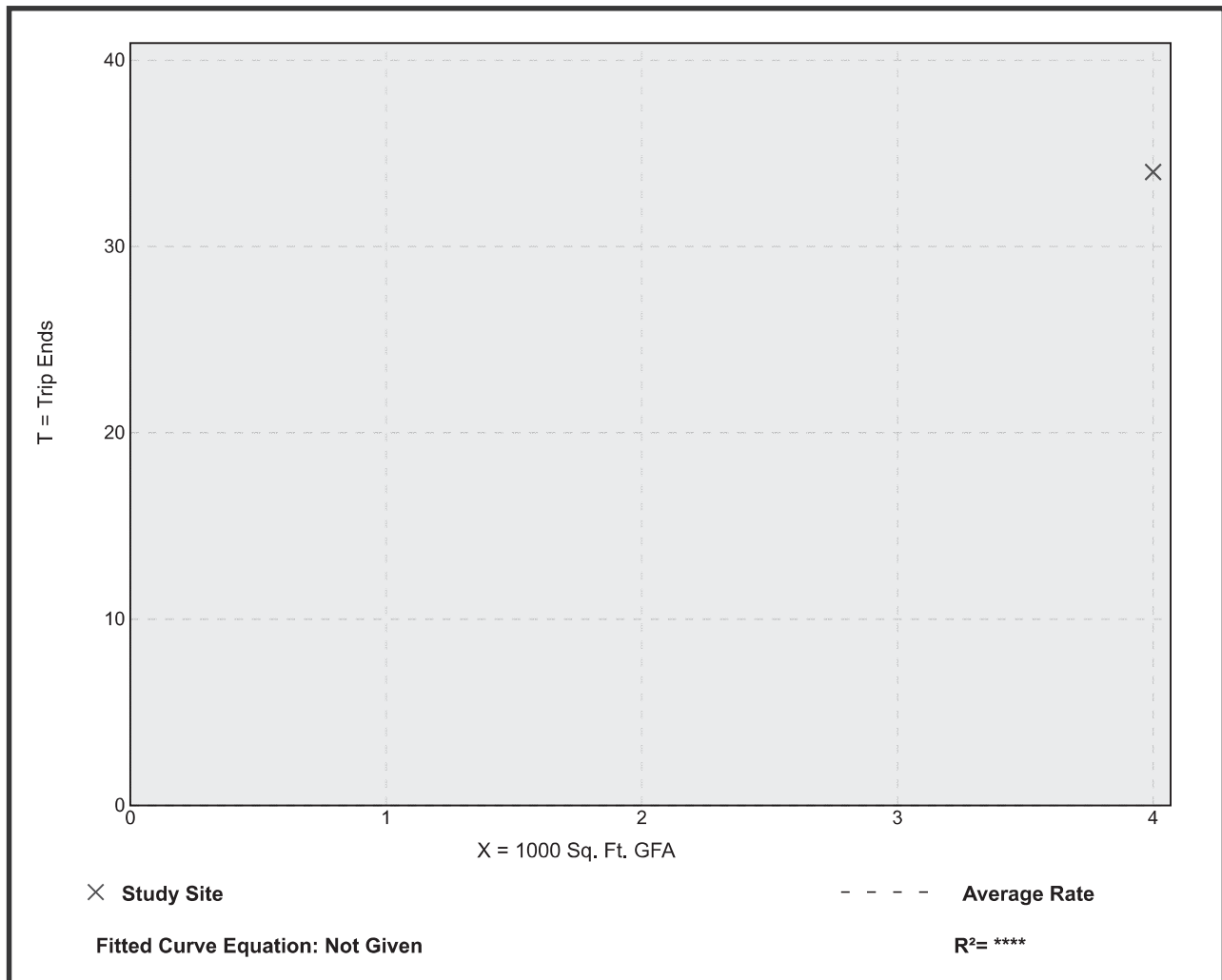
Person Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 1
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.50	8.50 - 8.50	*

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

Person Trip Ends vs: Drive-In Lanes
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: 1
 Avg. Num. of Drive-In Lanes: 2
 Directional Distribution: 50% entering, 50% exiting

Person Trip Generation per Drive-In Lane

Average Rate	Range of Rates	Standard Deviation
17.00	17.00 - 17.00	*

Data Plot and Equation

Caution – Small Sample Size

