# Land Use: 911
# Walk-in Bank

TG7 (2003)

## Description

Walk-in banks are generally free-standing buildings with their own parking lots. These banks do not have drive-in lanes and may or may not contain automatic teller machines (ATMs). Drive-in bank (Land Use 912) is a related use.

## Additional Data

For the limited number of studies where data were provided, the vehicle occupancy ranged from 1.24 to 1.34 persons per automobile on an average weekday. The average auto occupancy was 1.29 persons per automobile.

Peak hours of the generator—
The weekday and weekend peak hour varied between 11:00 a.m. and 1:00 p.m.

The sites were surveyed from the mid-1970s to the mid-1980s in California.

## Source Numbers

90, 203

# Land Use: 911
# Walk-in Bank
## *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.

| Independent Variable | Trip Generation Rate | Size of Independent Variable | Number of Studies | Directional Distribution |
|---|---|---|---|---|
| **Employees** | | | | |
| Weekday | 44.47 | 19 | 1 | 50% entering, 50% exiting |
| Weekday a.m. Peak Hour of Adjacent Street Traffic | 1.16 | 19 | 1 | Not Available |
| Weekday p.m. Peak Hour of Adjacent Street Traffic | 9.42 | 19 | 1 | Not Available |
| Weekday a.m. Peak Hour of Generator | 8.74 | 19 | 1 | Not Available |
| Weekday p.m. Peak Hour of Generator | 9.42 | 19 | 1 | Not Available |
| Saturday | 3.89 | 19 | 1 | 50% entering, 50% exiting |
| Saturday Peak Hour of Generator | 1.37 | 19 | 1 | Not Available |
| Sunday | 2.37 | 19 | 1 | 50% entering, 50% exiting |
| Sunday Peak Hour of Generator | 0.53 | 19 | 1 | Not Available |
| **1,000 Square Feet Gross Floor Area** | | | | |
| Weekday | 156.48 | 5 | 1 | 50% entering, 50% exiting |
| Weekday a.m. Peak Hour of Adjacent Street Traffic | 4.07 | 5 | 1 | Not Available |
| Weekday p.m. Peak Hour of Adjacent Street Traffic | 33.15 | 5 | 1 | Not Available |
| Saturday | 13.70 | 5 | 1 | 50% entering, 50% exiting |
| Saturday Peak Hour of Generator | 4.81 | 5 | 1 | Not Available |
| Sunday | 8.33 | 5 | 1 | 50% entering, 50% exiting |
| Sunday Peak Hour of Generator | 1.85 | 5 | 1 | Not Available |

# Walk-in Bank
# (911)

**Average Vehicle Trip Ends vs:** **1000 Sq. Feet Gross Floor Area**
**On a:** **Weekday,**
**A.M. Peak Hour of Generator**

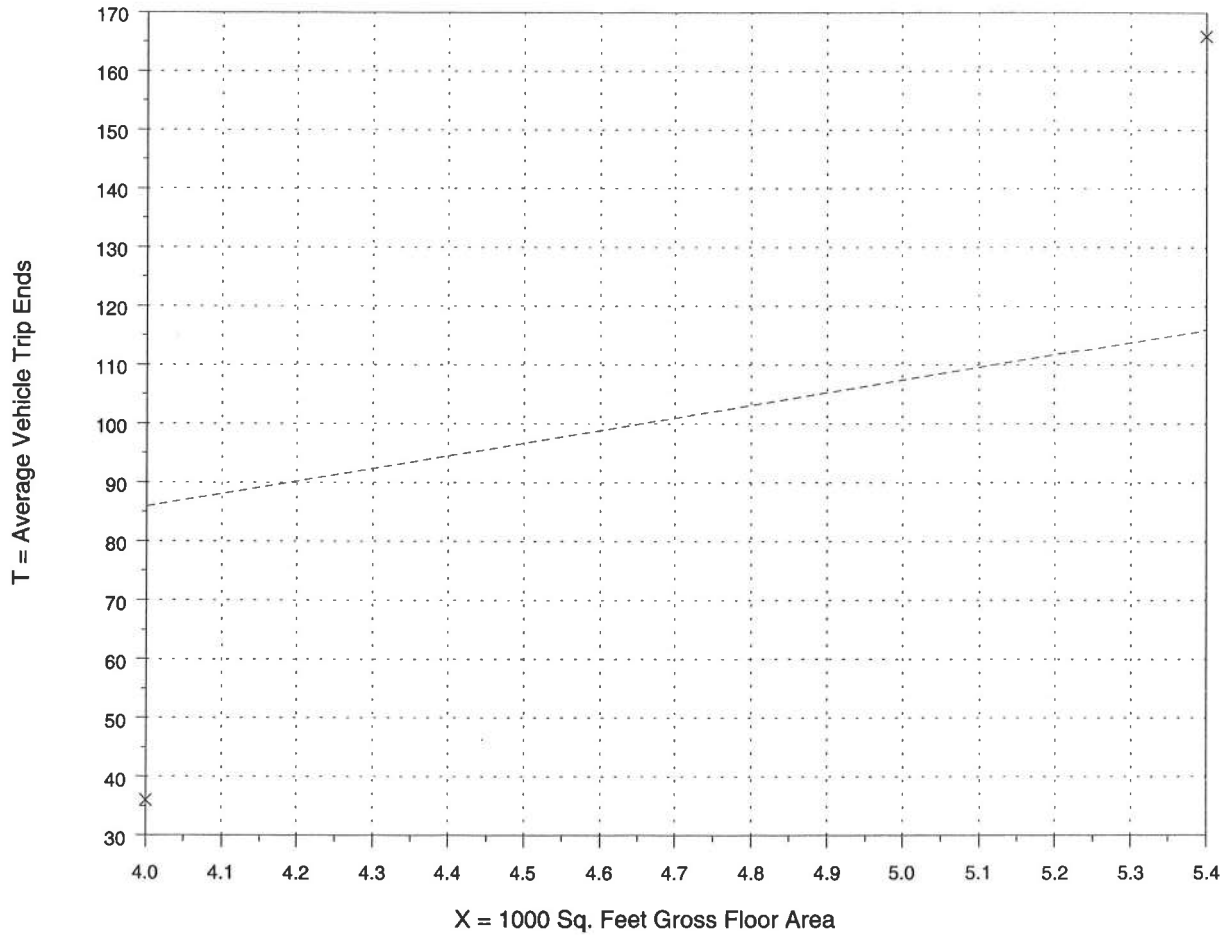
Number of Studies: 2
Average 1000 Sq. Feet GFA: 5
Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 21.49 | 9.00 - 30.74 | * |

## Data Plot and Equation

***Caution - Use Carefully - Small Sample Size***




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Walk-in Bank
## (911)

**Average Vehicle Trip Ends vs:** 1000 Sq. Feet Gross Floor Area
**On a:** Weekday,
P.M. Peak Hour of Generator

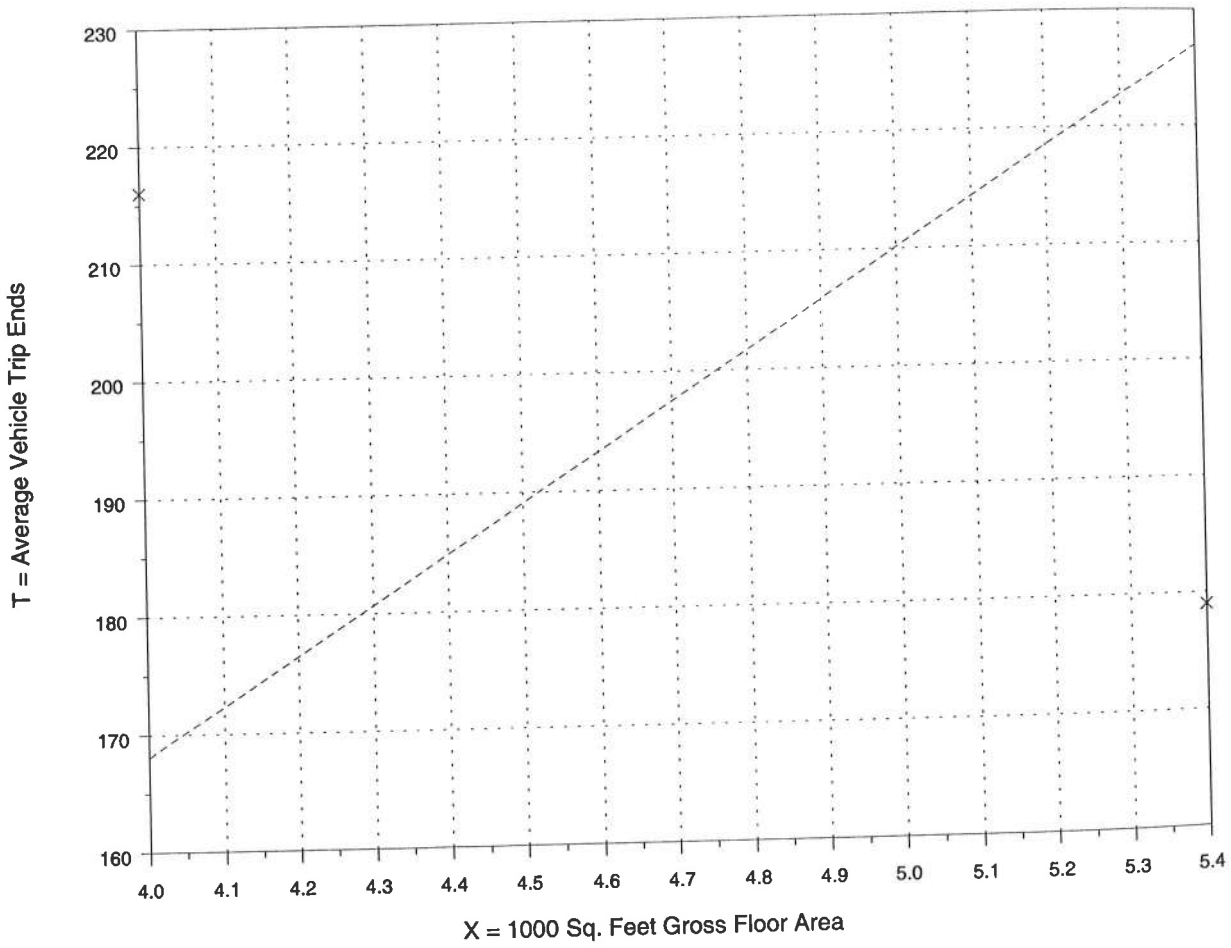
Number of Studies: 2
Average 1000 Sq. Feet GFA: 5
Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 42.02 | 33.15 - 54.00 | * |

### Data Plot and Equation

***Caution - Use Carefully - Small Sample Size***




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Land Use: 912
# Drive-in Bank

## Description

Drive-in banks provide 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 land 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.

For the limited number of studies where data were provided, the vehicle occupancy ranged from 1.18 to 1.33 persons per automobile on an average weekday. The average auto occupancy was 1.27 persons per automobile.

Peak hours of the generator—

> The weekday a.m. peak hour was between 11:00 a.m. and 12:00 p.m. The weekday p.m. peak hour varied between 12:00 p.m. and 6:00 p.m. The weekend peak hour varied between 9:00 a.m. and 1:30 p.m.

The sites were surveyed from the mid-1970s to the 2000s throughout the United States, with many conducted in Virginia, California and New Jersey.

## Source Numbers

89, 90, 92, 95, 164, 168, 169, 172, 212, 261, 266, 359, 397, 404, 525, 535, 539, 553, 555, 573, 577

# Drive-in Bank
(912)

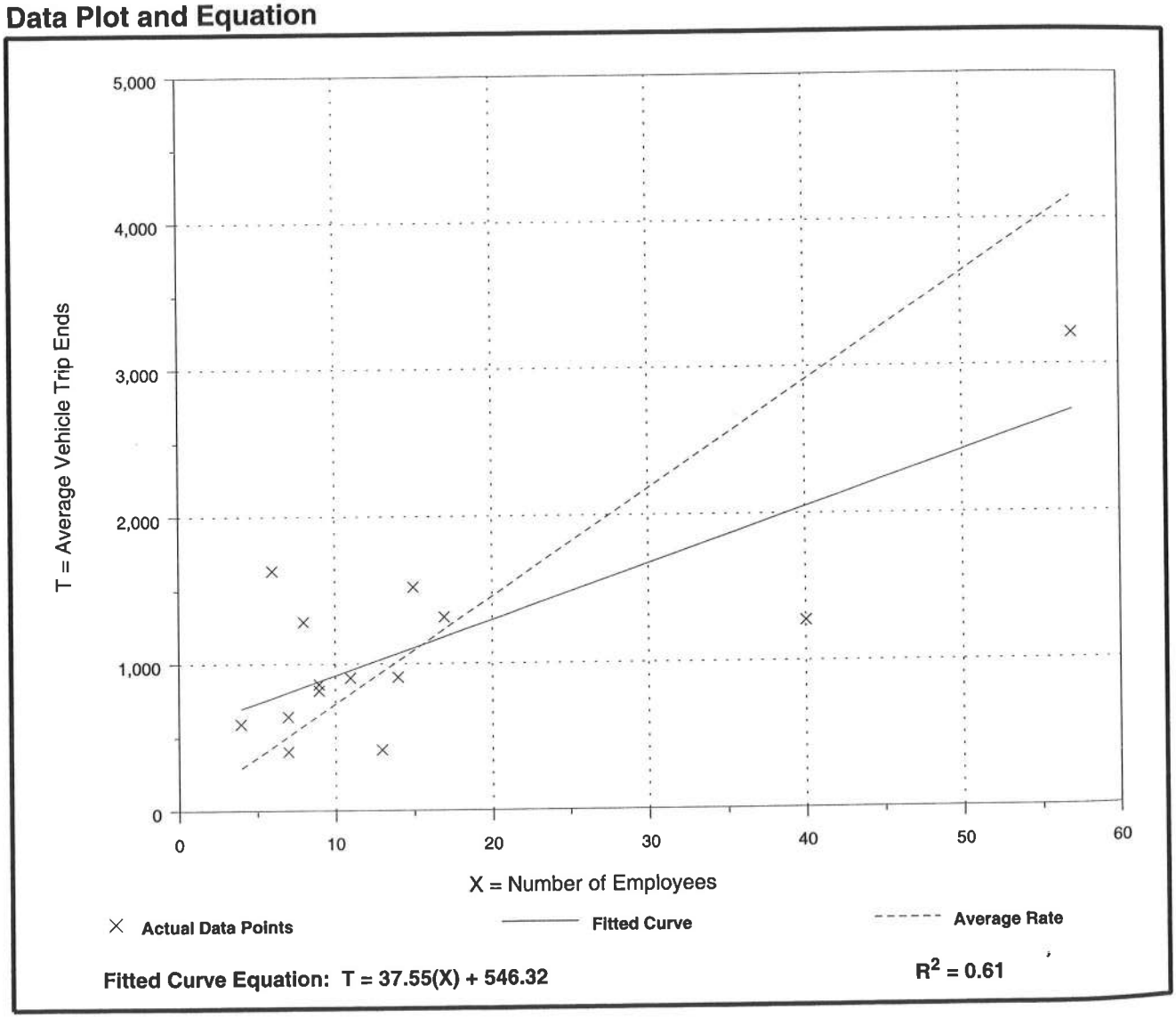
**Average Vehicle Trip Ends vs: Employees**
**On a: Weekday**

Number of Studies: 14
Avg. Number of Employees: 16
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 72.79 | 31.85 - 272.33 | 46.58 |

## Data Plot and Equation




**Fitted Curve Equation: T = 37.55(X) + 546.32**

**$R^2$ = 0.61**

# Drive-in Bank
(912)

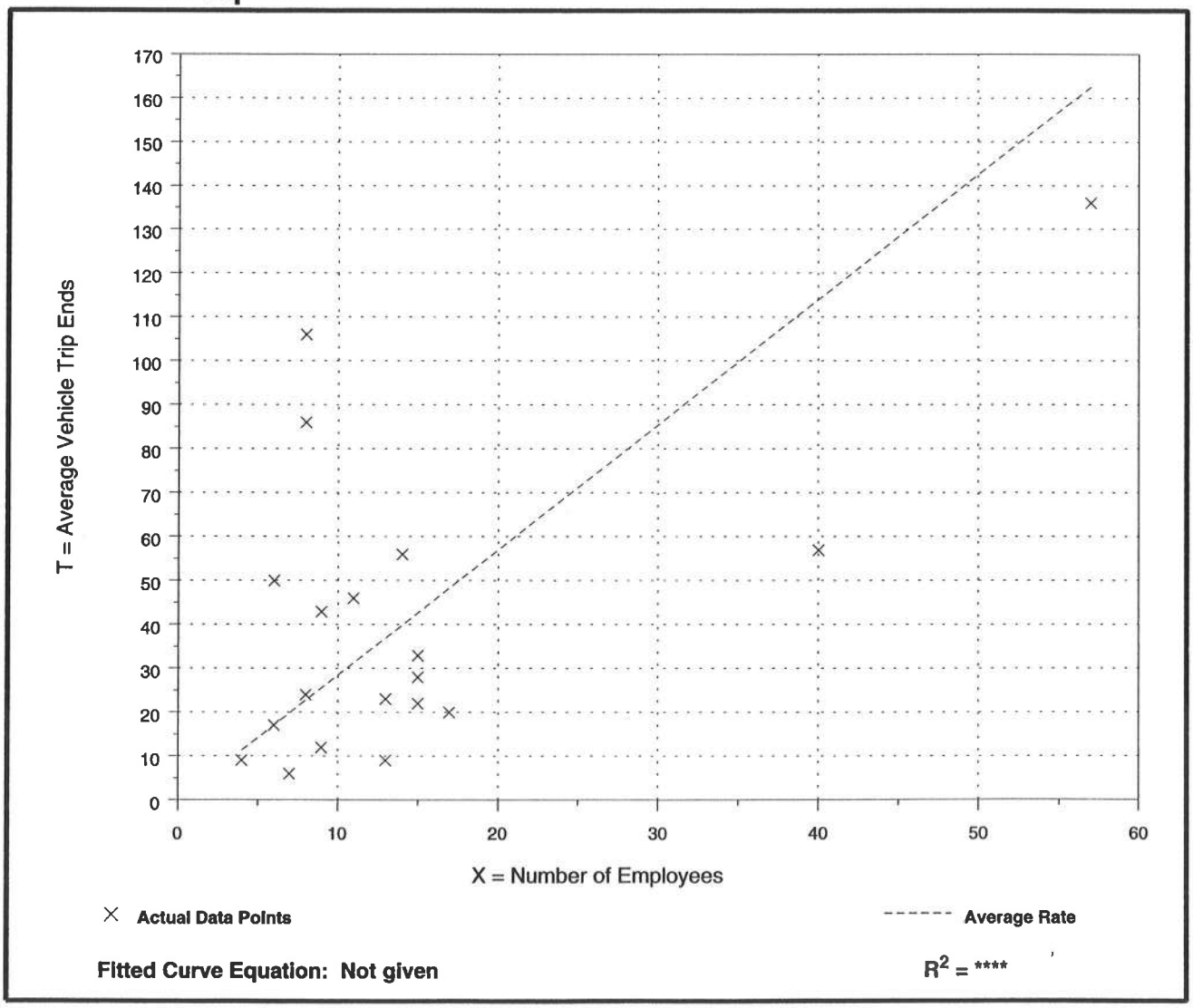
**Average Vehicle Trip Ends vs:** **Employees**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**

Number of Studies: 19
Avg. Number of Employees: 14
Directional Distribution: 57% entering, 43% exiting

## Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 2.85 | 0.69 - 13.25 | 3.11 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
# (912)

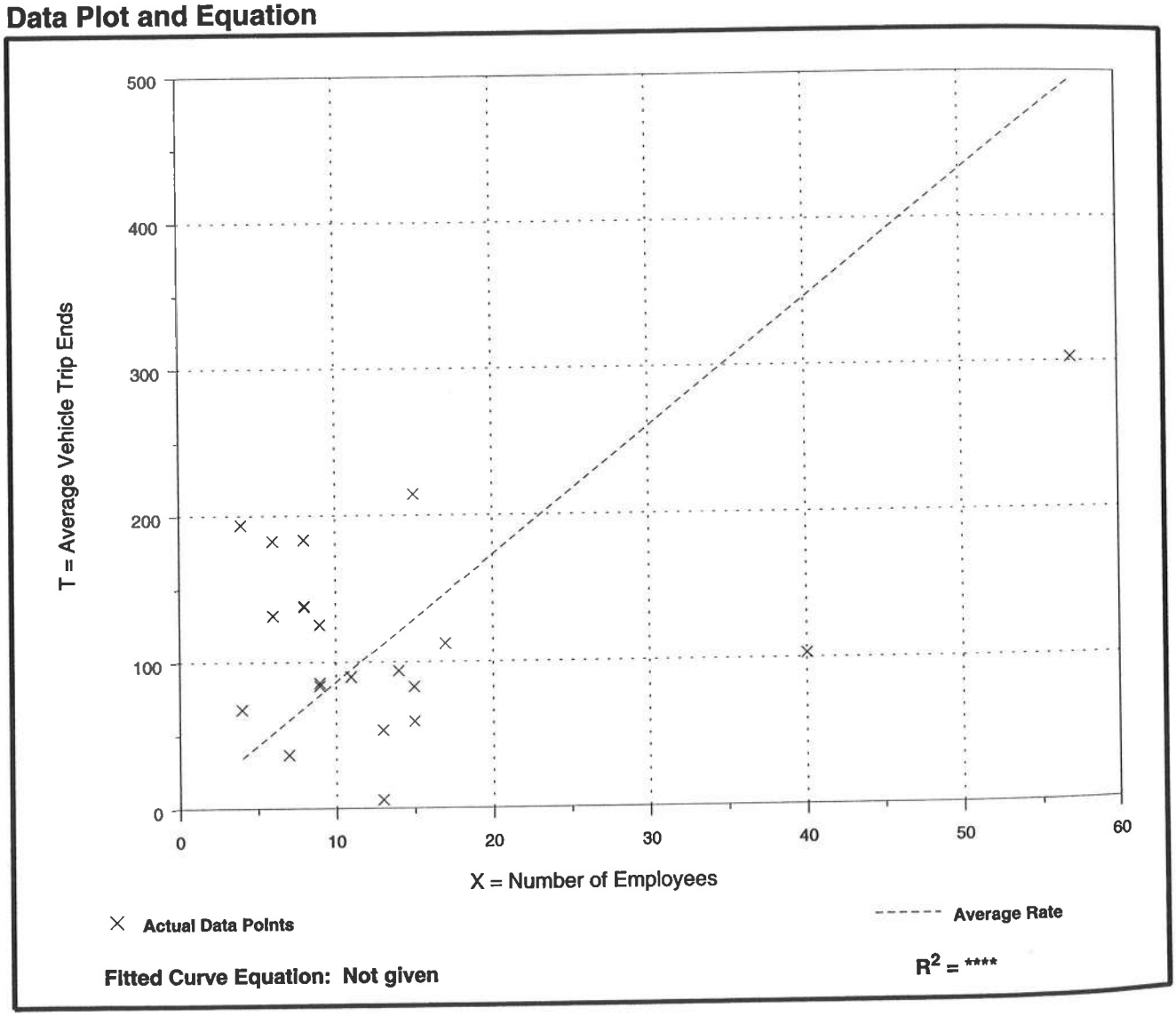
**Average Vehicle Trip Ends vs:** **Employees**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**

Number of Studies: 21
Avg. Number of Employees: 14
Directional Distribution: 48% entering, 52% exiting

## Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 8.65 | 0.46 - 48.50 | 8.41 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
(912)

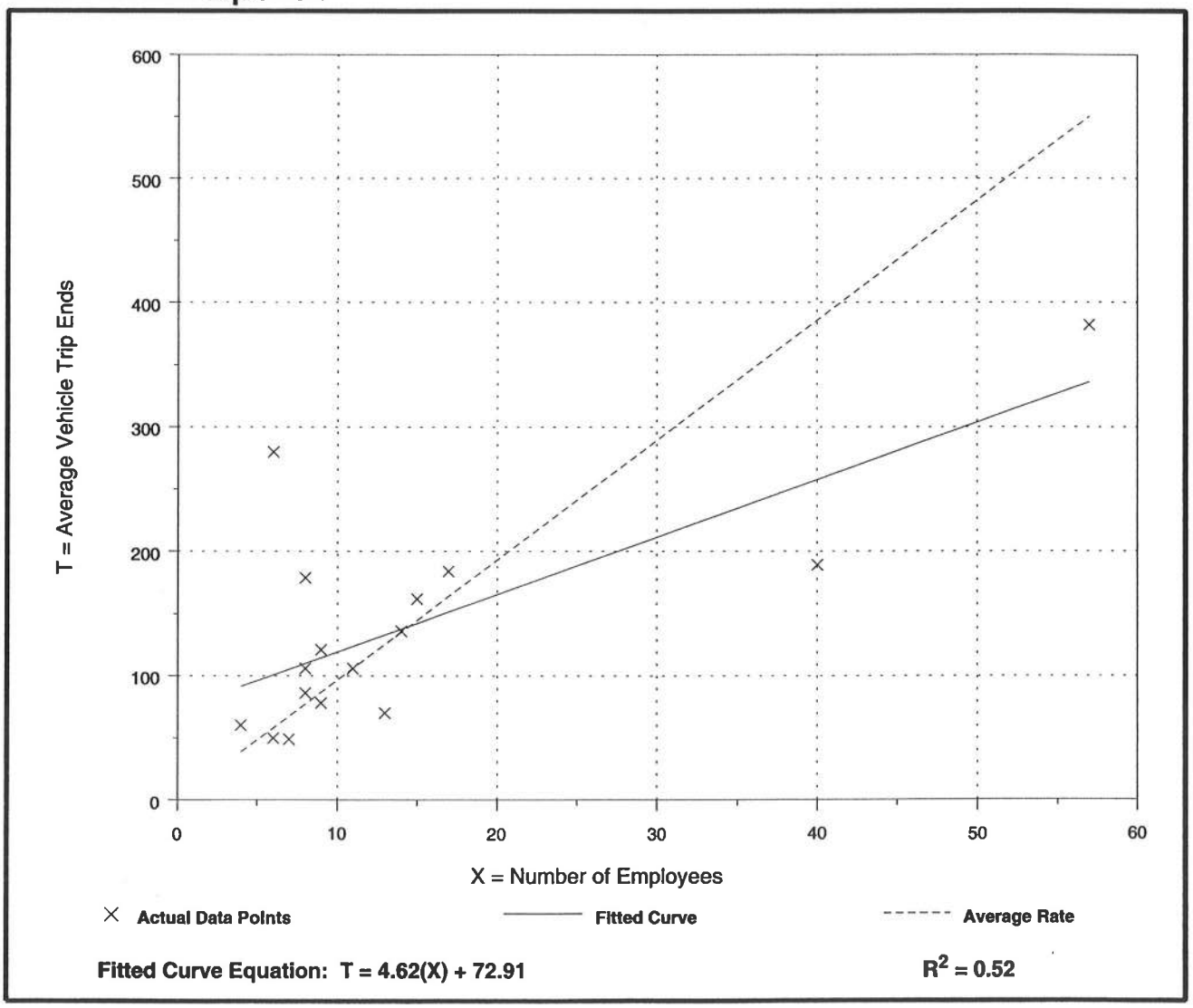
**Average Vehicle Trip Ends vs: Employees**
**On a: Weekday,**
**A.M. Peak Hour of Generator**

Number of Studies: 16
Avg. Number of Employees: 15
Directional Distribution: 51% entering, 49% exiting

## Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 9.65 | 4.73 - 46.67 | 7.71 |

## Data Plot and Equation




**Fitted Curve Equation: T = 4.62(X) + 72.91**

**$R^2$ = 0.52**

# Drive-in Bank
(912)

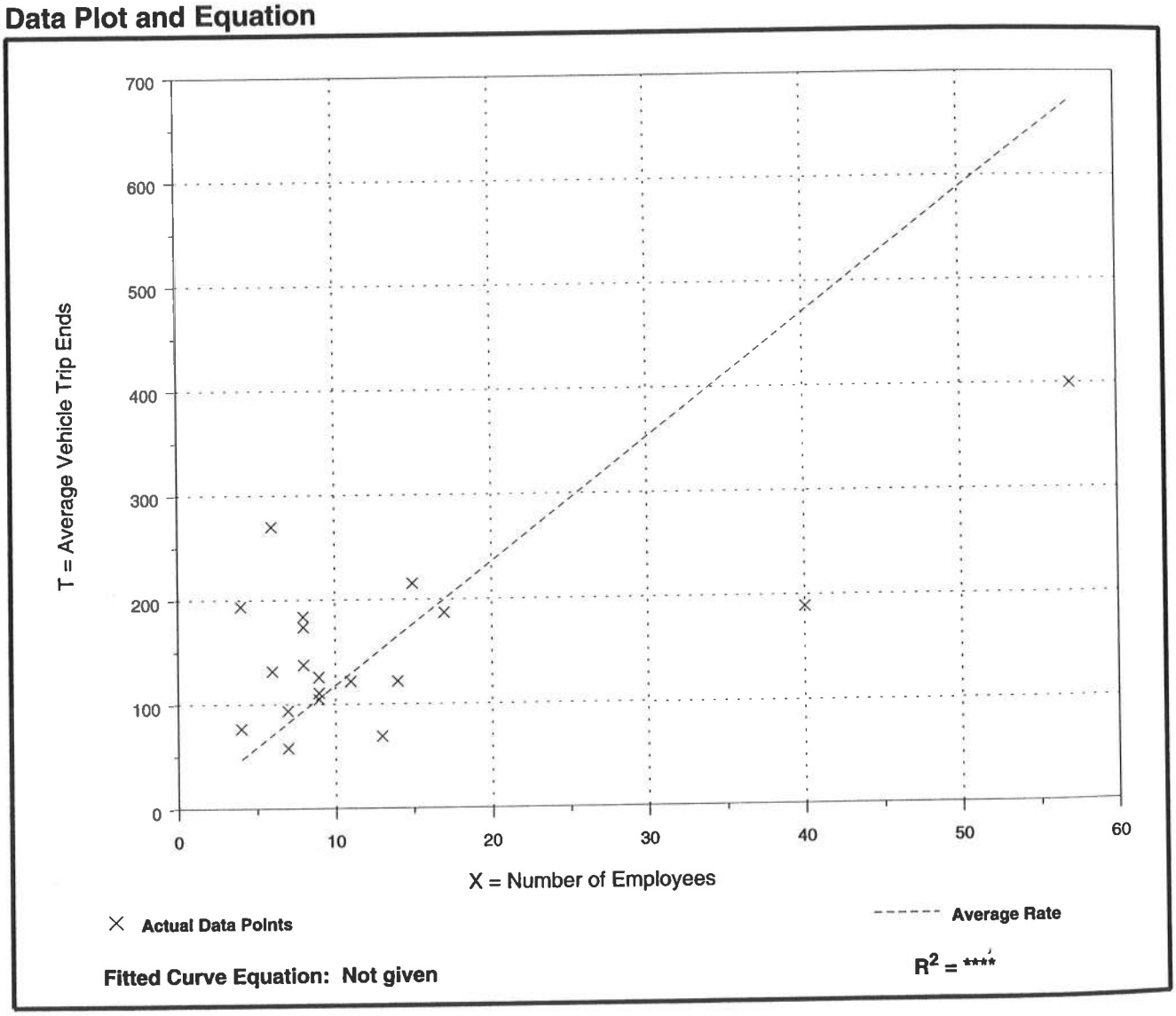
**Average Vehicle Trip Ends vs:** **Employees**
**On a:** **Weekday,**
**P.M. Peak Hour of Generator**

Number of Studies: 19
Avg. Number of Employees: 13
Directional Distribution: 51% entering, 49% exiting

## Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 11.77 | 4.73 - 48.50 | 9.32 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
(912)

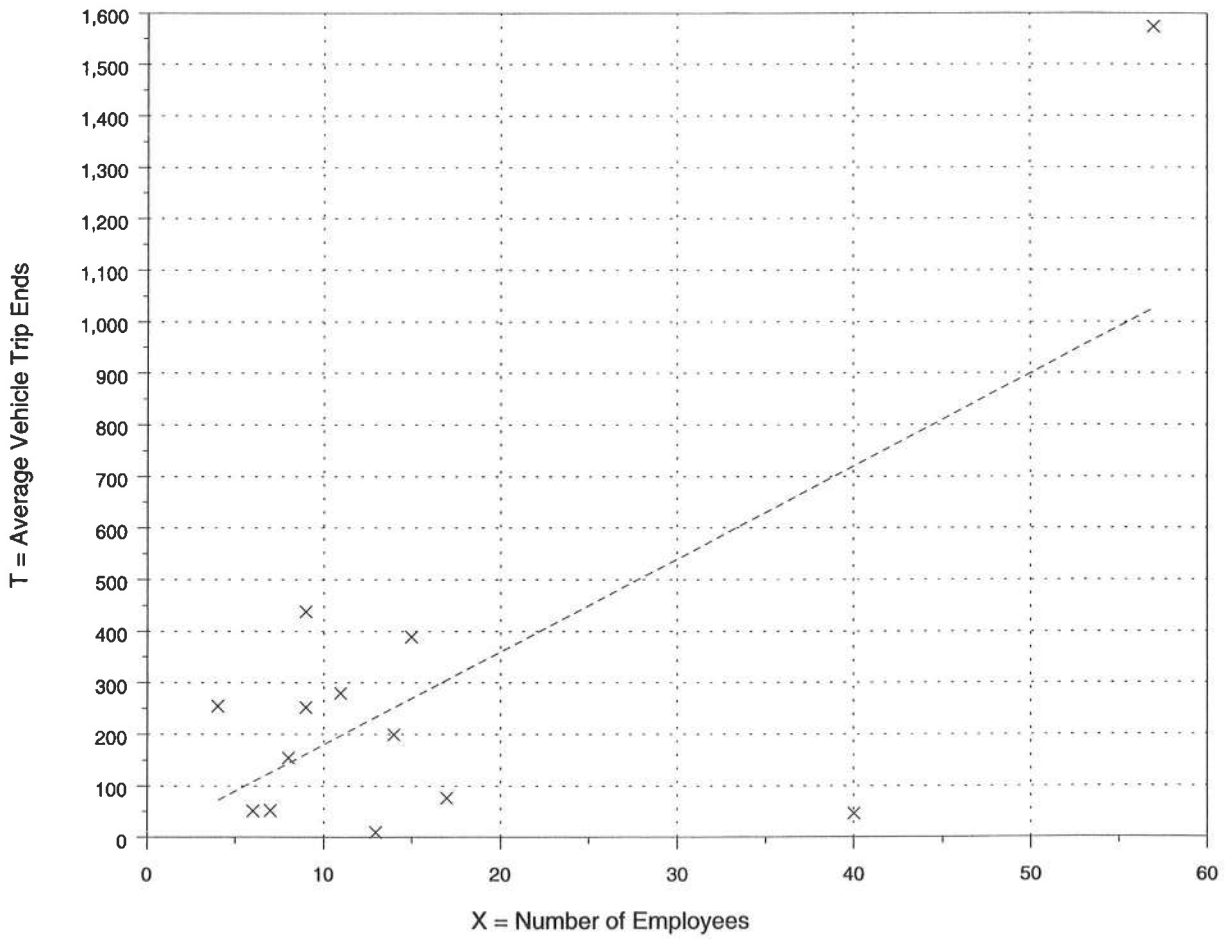
**Average Vehicle Trip Ends vs: Employees**
**On a: Saturday**

Number of Studies: 13
Avg. Number of Employees: 16
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 17.99 | 0.77 - 63.75 | 15.14 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
(912)

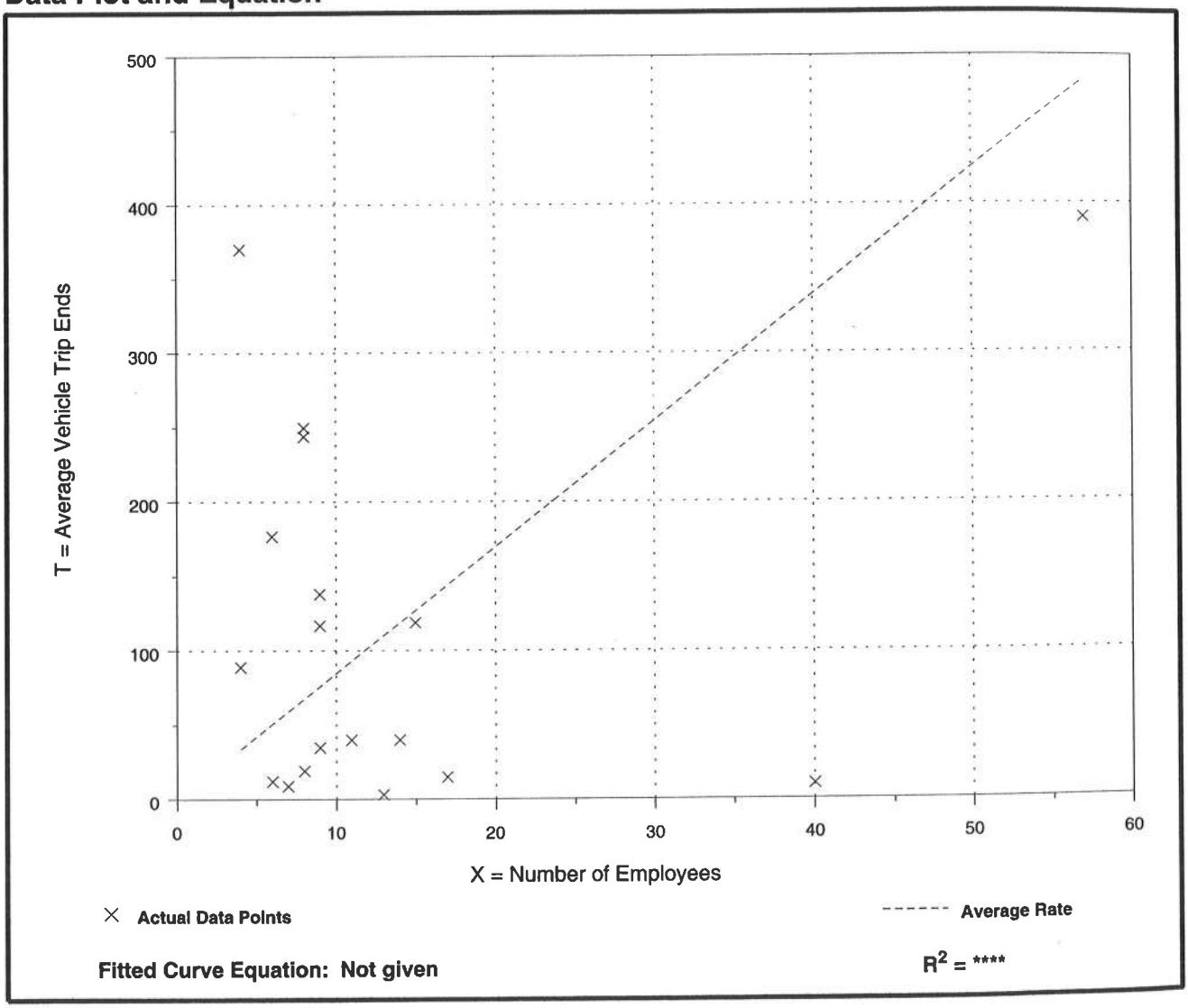
**Average Vehicle Trip Ends vs: Employees**
**On a: Saturday,**
**Peak Hour of Generator**

Number of Studies: 18
Avg. Number of Employees: 14
Directional Distribution: 51% entering, 49% exiting

## Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 8.48 | 0.23 - 92.50 | 14.12 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
# (912)

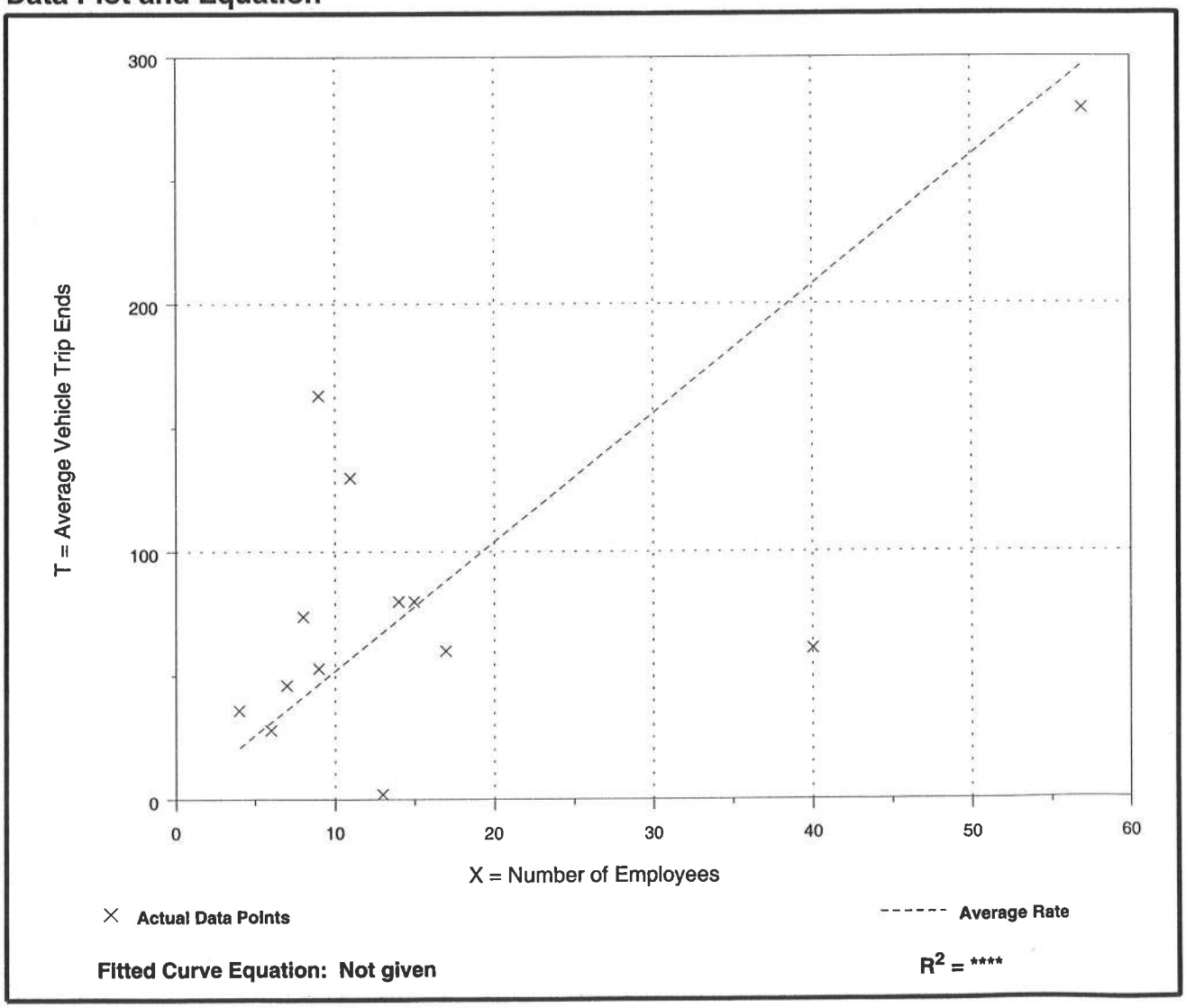
**Average Vehicle Trip Ends vs: Employees**
**On a: Sunday**

Number of Studies: 13
Avg. Number of Employees: 16
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 5.20 | 0.15 - 18.11 | 4.44 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
# (912)

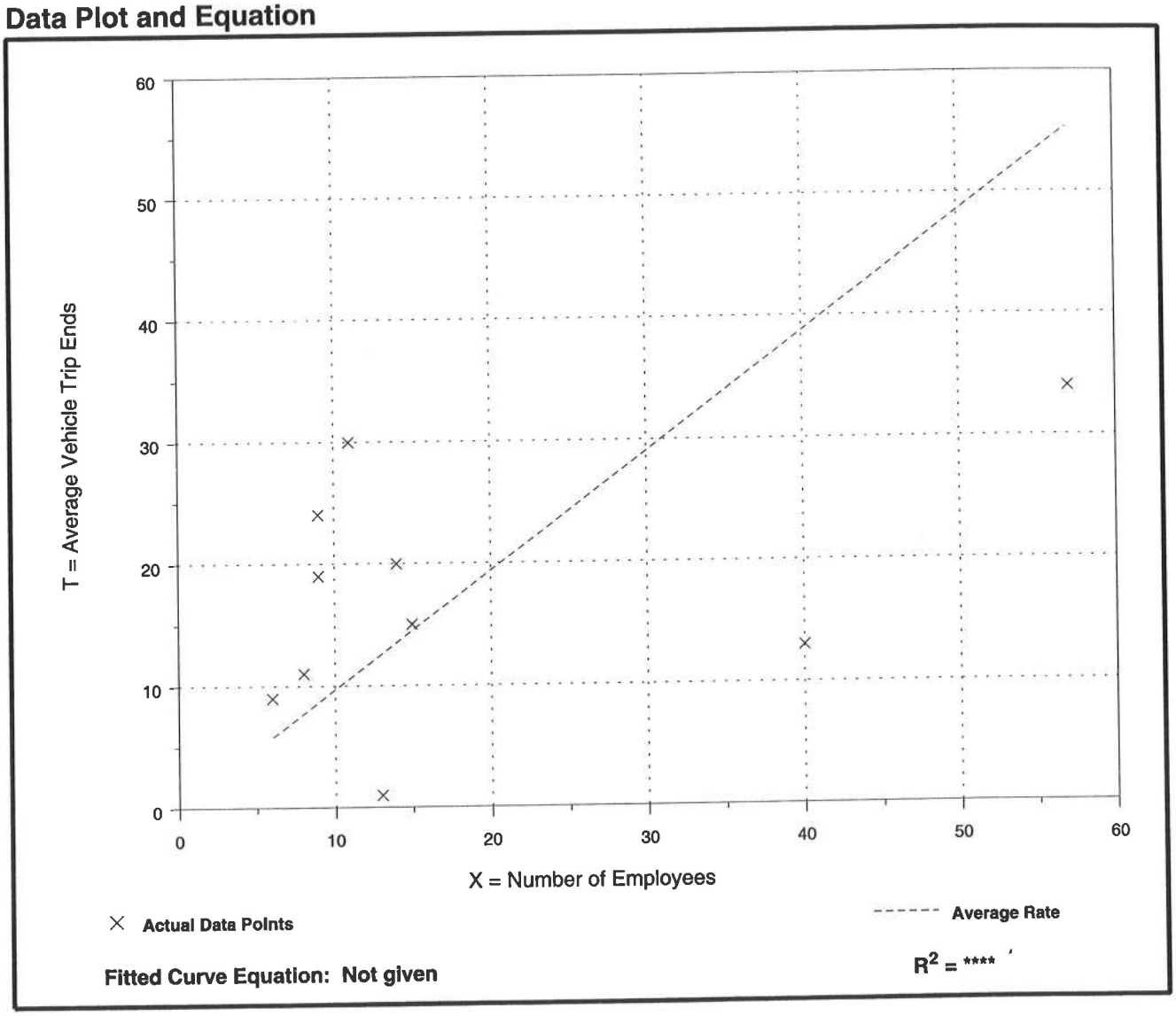
**Average Vehicle Trip Ends vs:** **Employees**
**On a:** **Sunday,**
**Peak Hour of Generator**

Number of Studies: 10
Avg. Number of Employees: 18
Directional Distribution: 49% entering, 51% exiting

## Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.97 | 0.08 - 2.73 | 1.23 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
# (912)

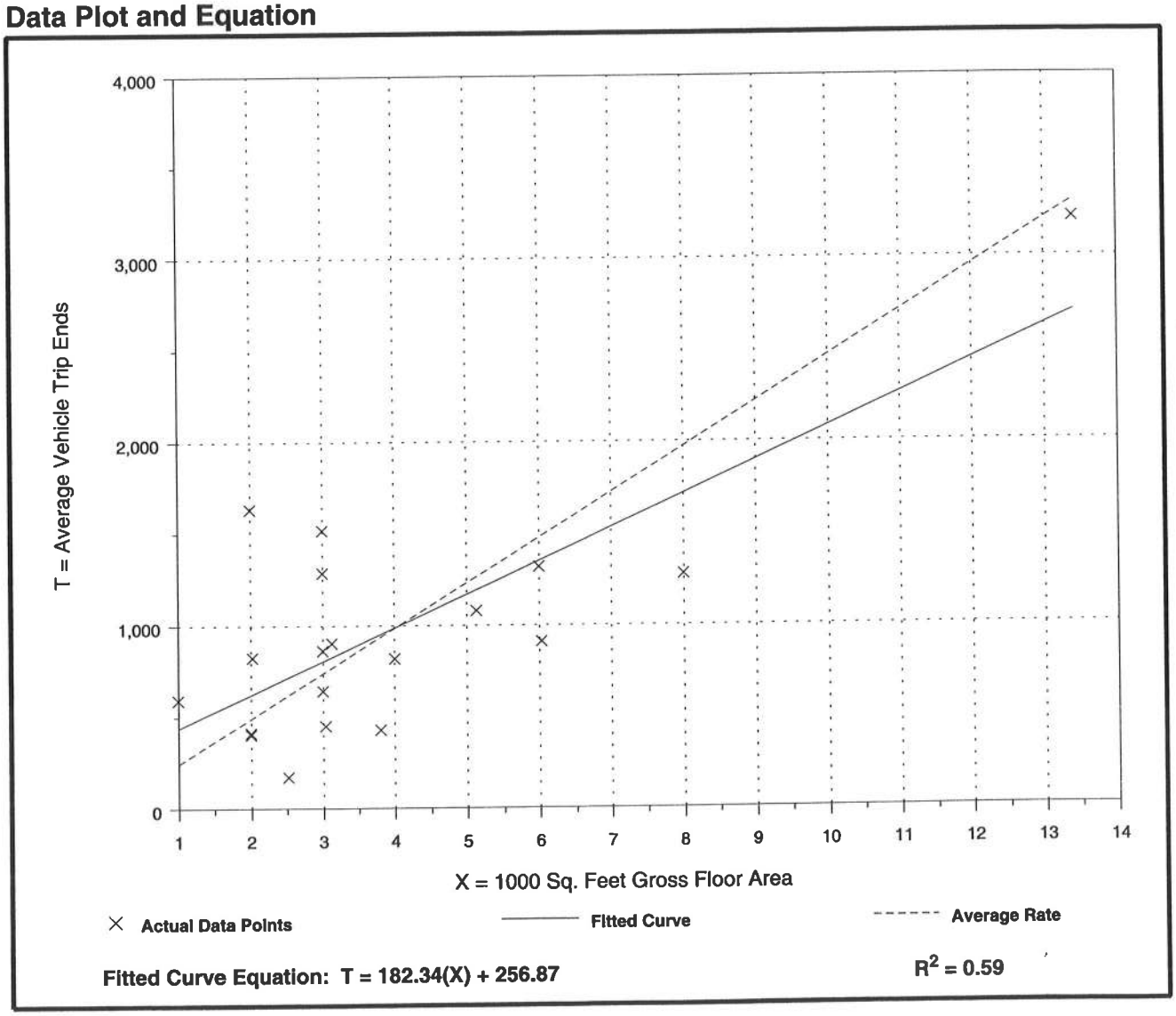
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**
**On a: Weekday**

Number of Studies: 19
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 246.49 | 68.23 - 817.00 | 140.03 |

## Data Plot and Equation




**Fitted Curve Equation: T = 182.34(X) + 256.87**

$R^2 = 0.59$

# Drive-in Bank
(912)

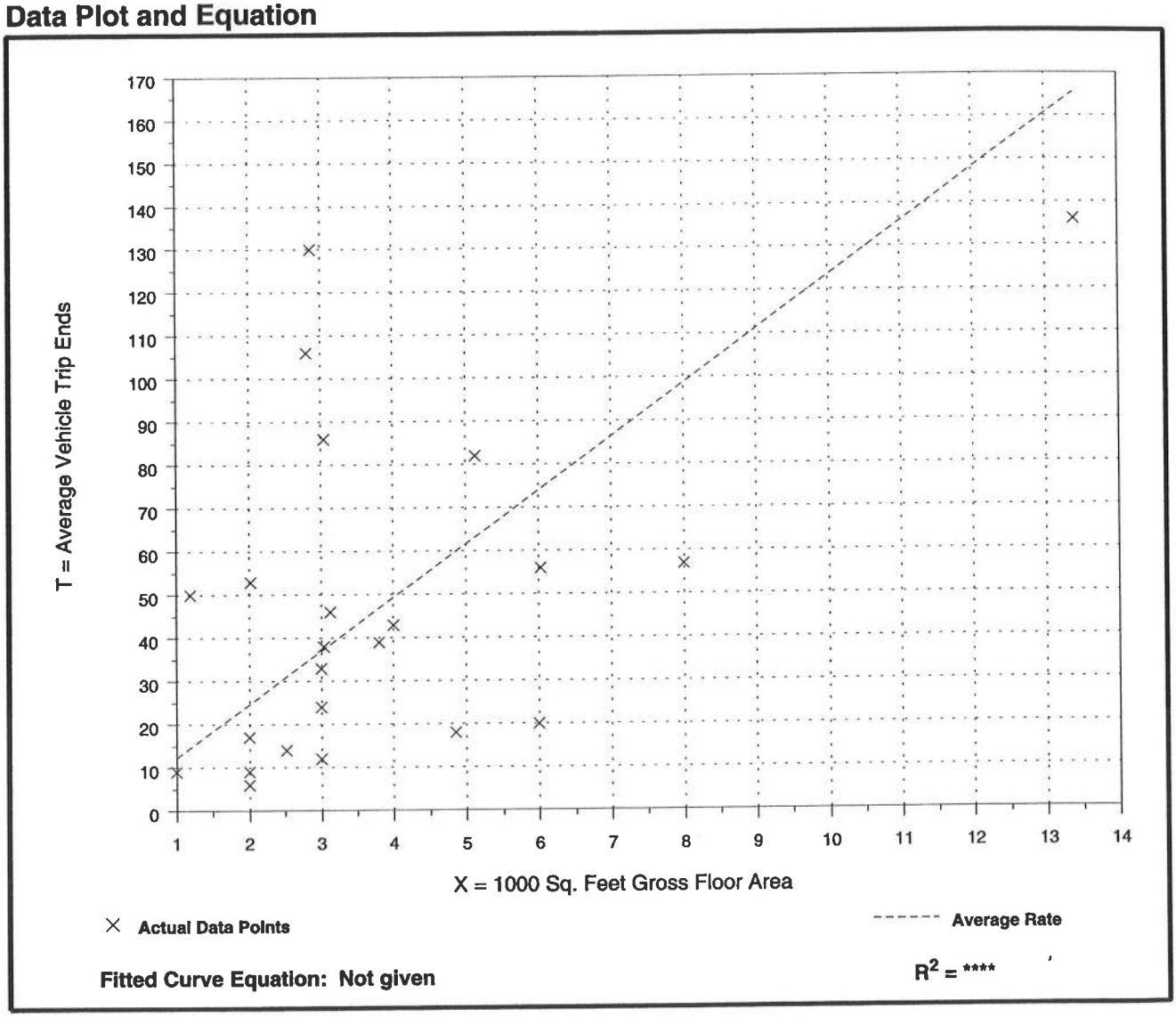
**Average Vehicle Trip Ends vs:** **1000 Sq. Feet Gross Floor Area**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**

Number of Studies: 23
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 56% entering, 44% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 12.34 | 3.00 - 45.39 | 10.68 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
# (912)

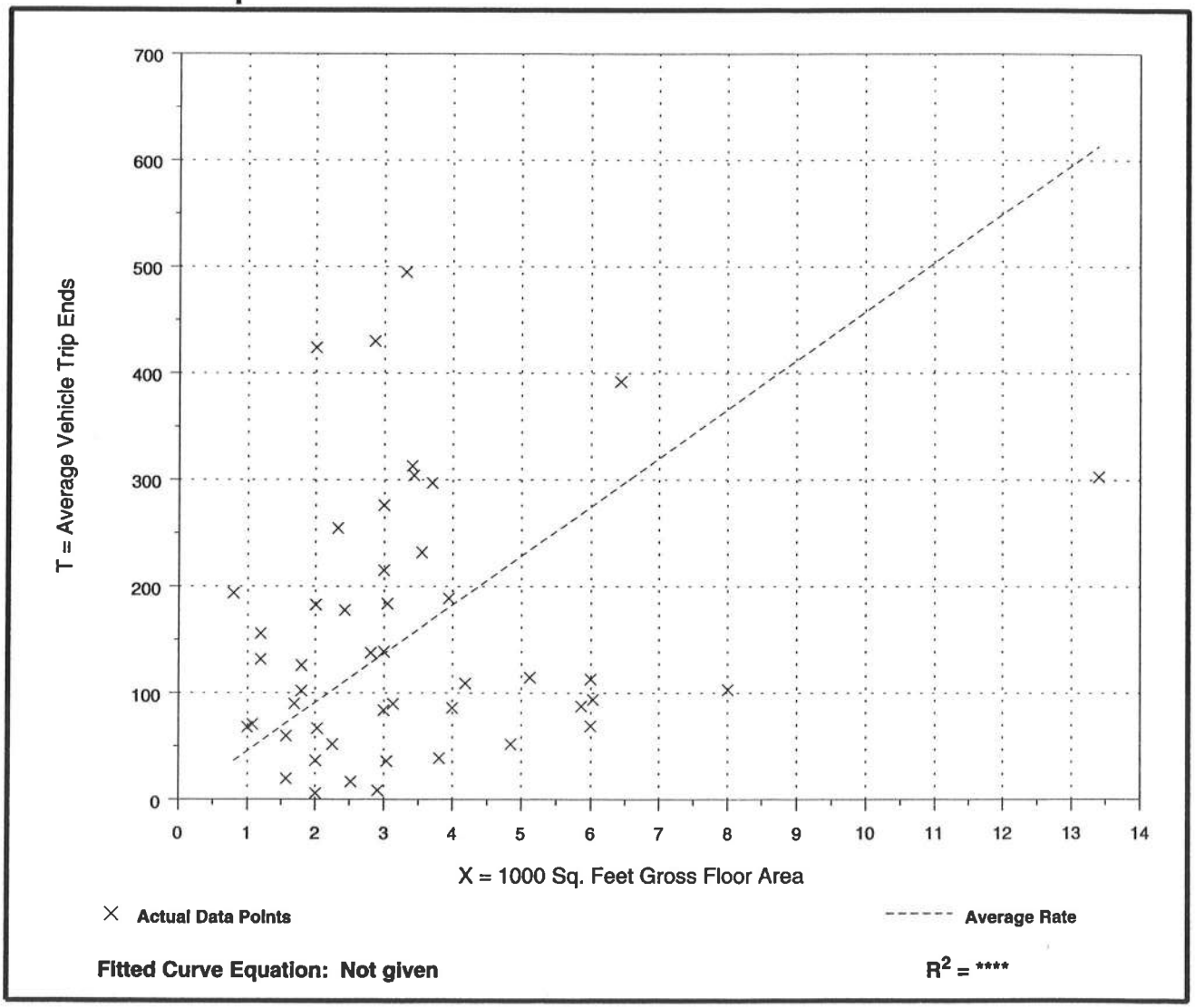
**Average Vehicle Trip Ends vs:** **1000 Sq. Feet Gross Floor Area**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**

Number of Studies: 47
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 45.74 | 3.00 - 242.50 | 43.52 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

**$R^2$ = ******

# Drive-in Bank
# (912)

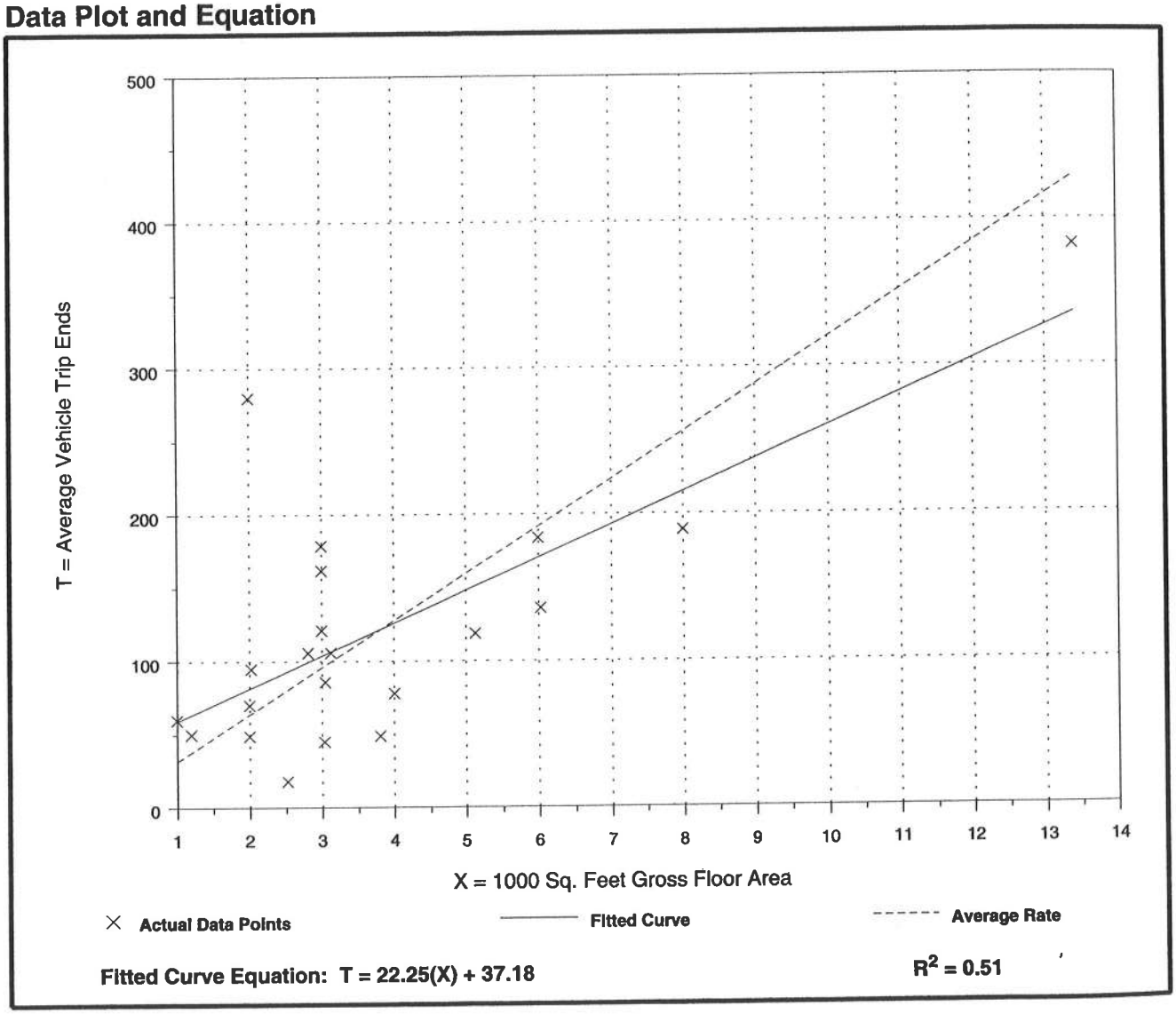
**Average Vehicle Trip Ends vs:** **1000 Sq. Feet Gross Floor Area**
**On a:** **Weekday,**
**A.M. Peak Hour of Generator**

Number of Studies: 21
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 51% entering, 49% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 31.99 | 7.14 - 140.00 | 21.57 |

## Data Plot and Equation




**Fitted Curve Equation: T = 22.25(X) + 37.18**

**$R^2$ = 0.51**

# Drive-in Bank
# (912)

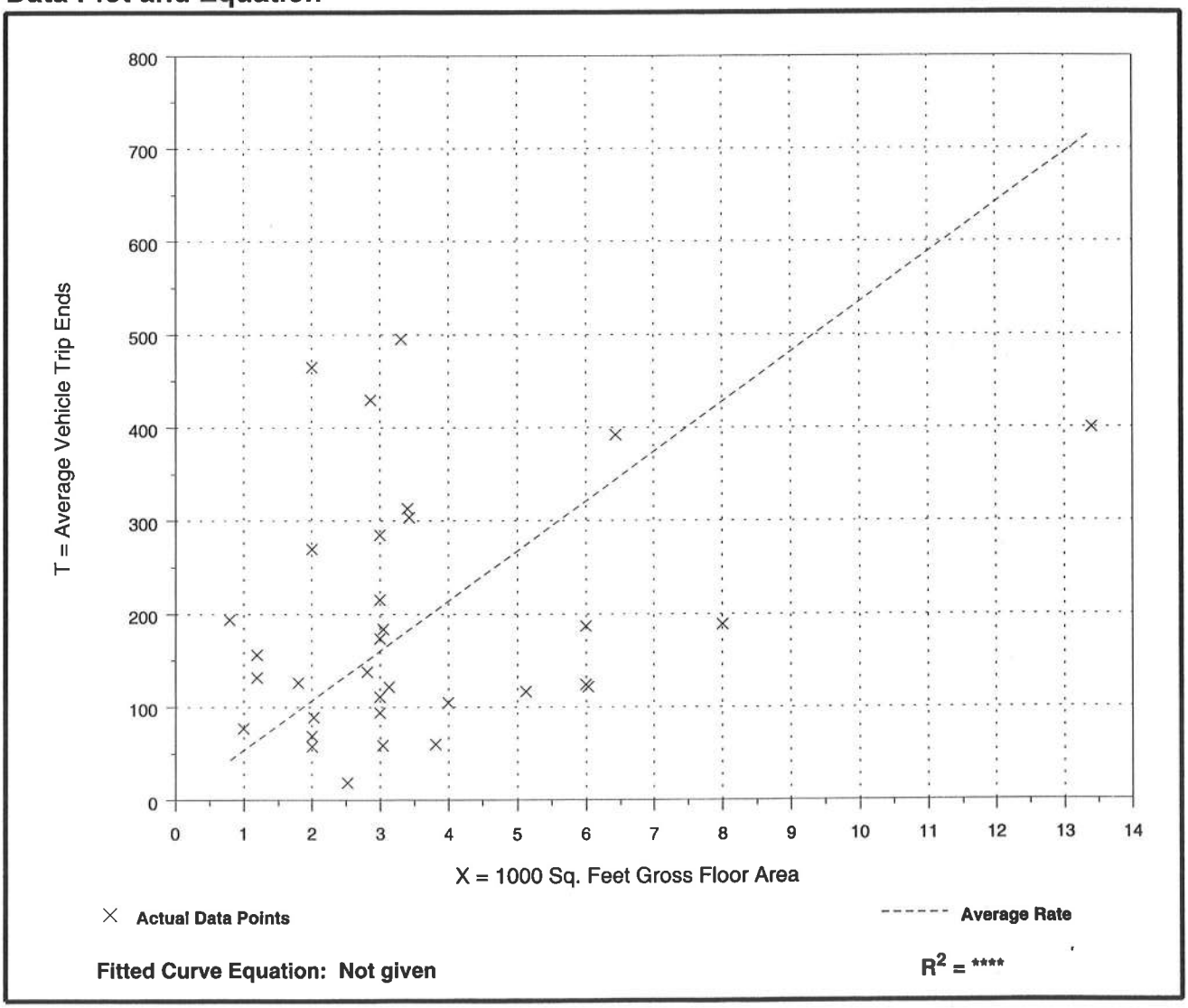
**Average Vehicle Trip Ends vs:** **1000 Sq. Feet Gross Floor Area**
**On a:** **Weekday,**
**P.M. Peak Hour of Generator**

Number of Studies: 33
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 51% entering, 49% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 53.46 | 7.54 - 242.50 | 46.64 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
# (912)

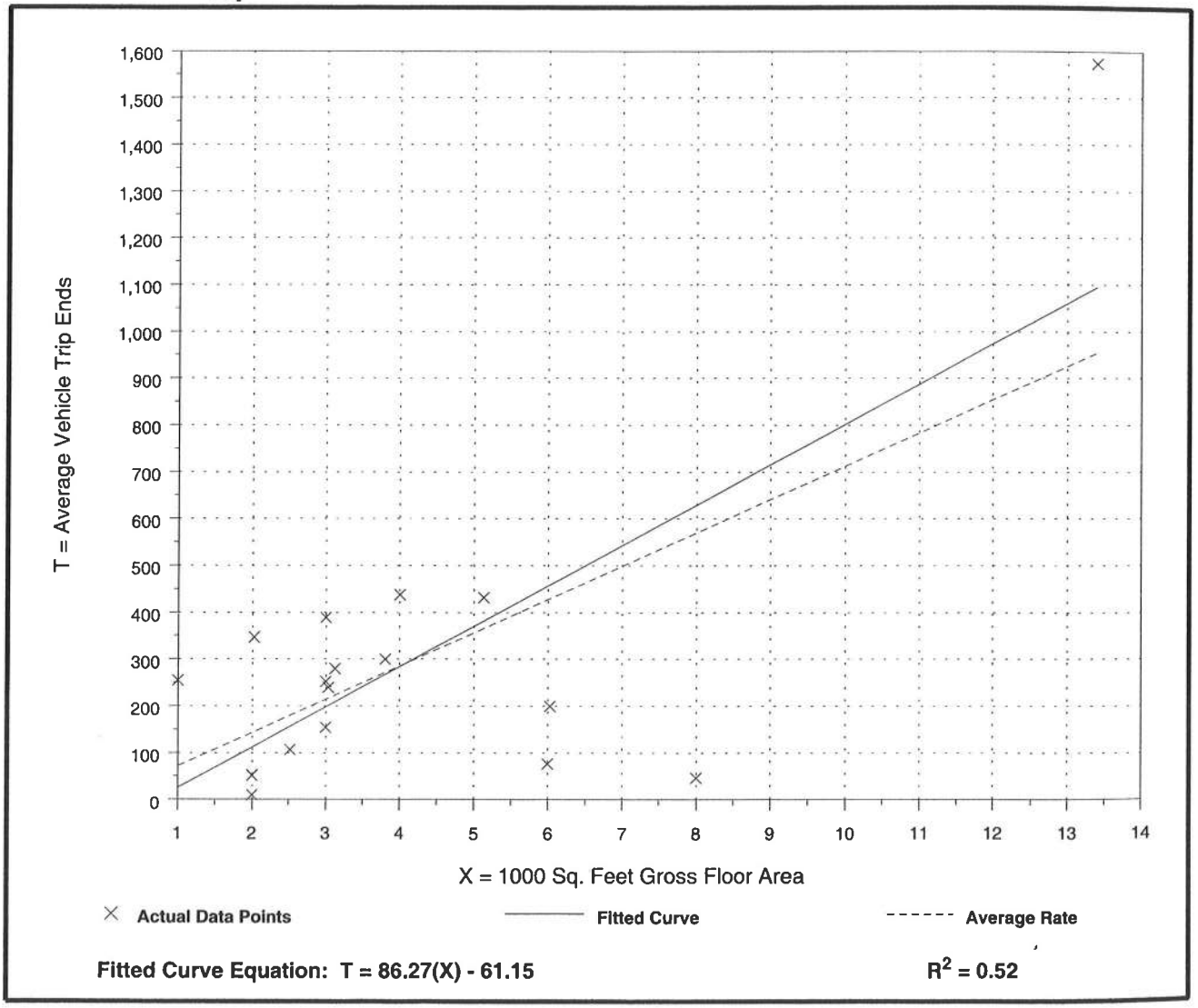
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**
**On a: Saturday**

Number of Studies: 18
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 71.21 | 5.00 - 255.00 | 51.24 |

## Data Plot and Equation




**Fitted Curve Equation: T = 86.27(X) - 61.15**

**$R^2$ = 0.52**

# Drive-in Bank
(912)

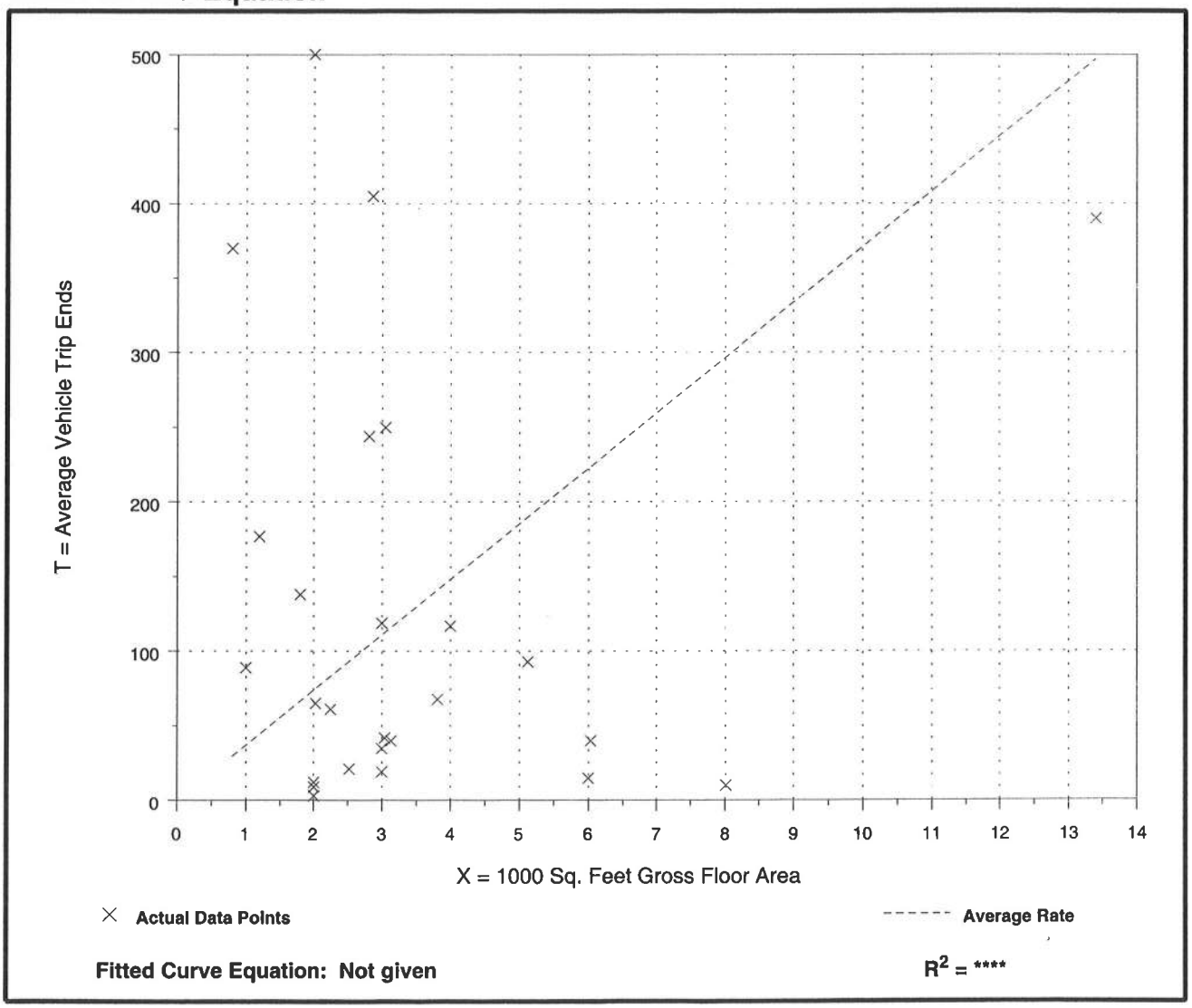
**Average Vehicle Trip Ends vs:** **1000 Sq. Feet Gross Floor Area**
**On a:** **Saturday,**
**Peak Hour of Generator**

Number of Studies: 26
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 51% entering, 49% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 37.08 | 1.25 - 462.50 | 62.42 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
(912)

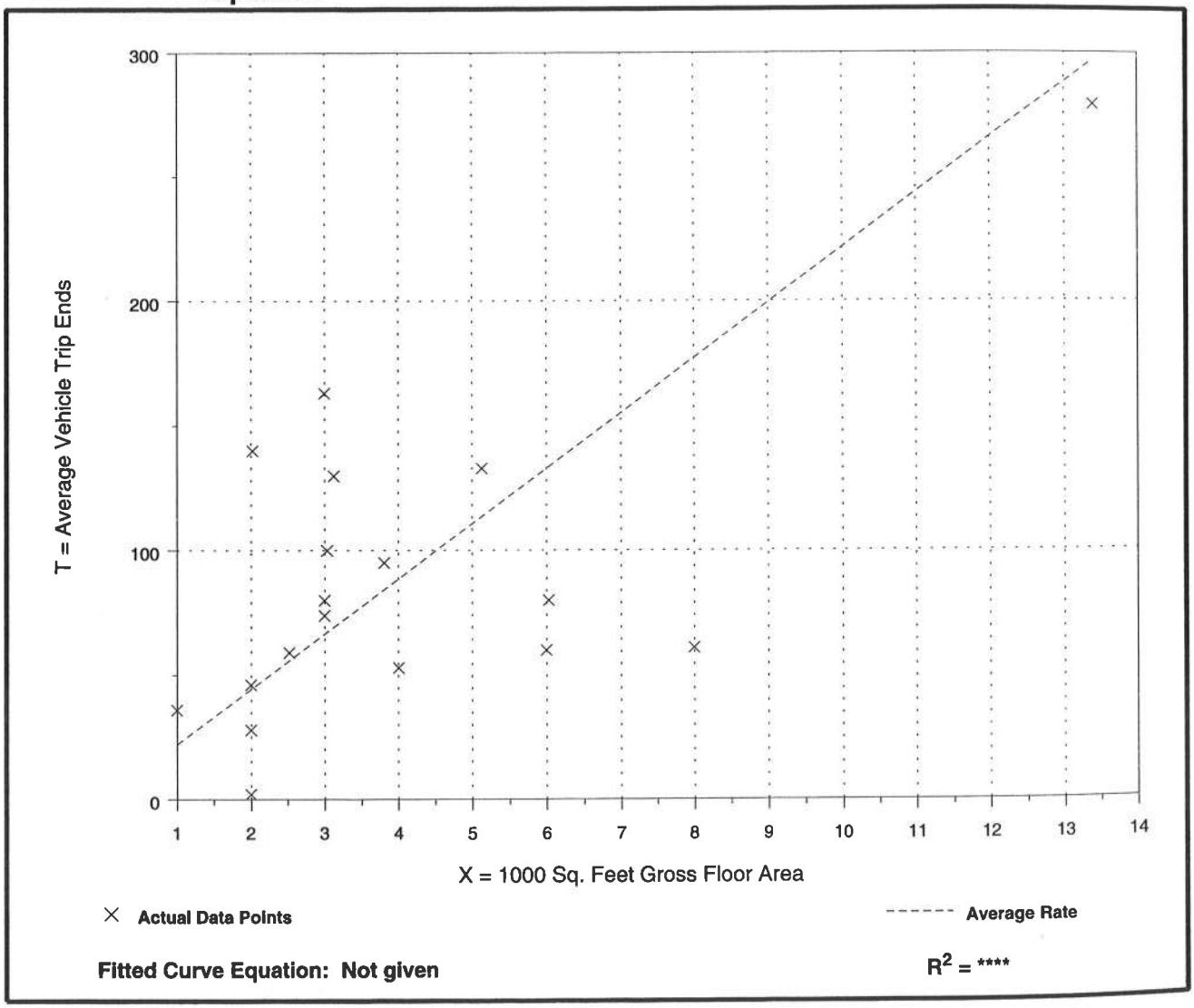
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**
**On a: Sunday**

Number of Studies: 18
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 22.15 | 1.00 - 69.10 | 14.45 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
# (912)

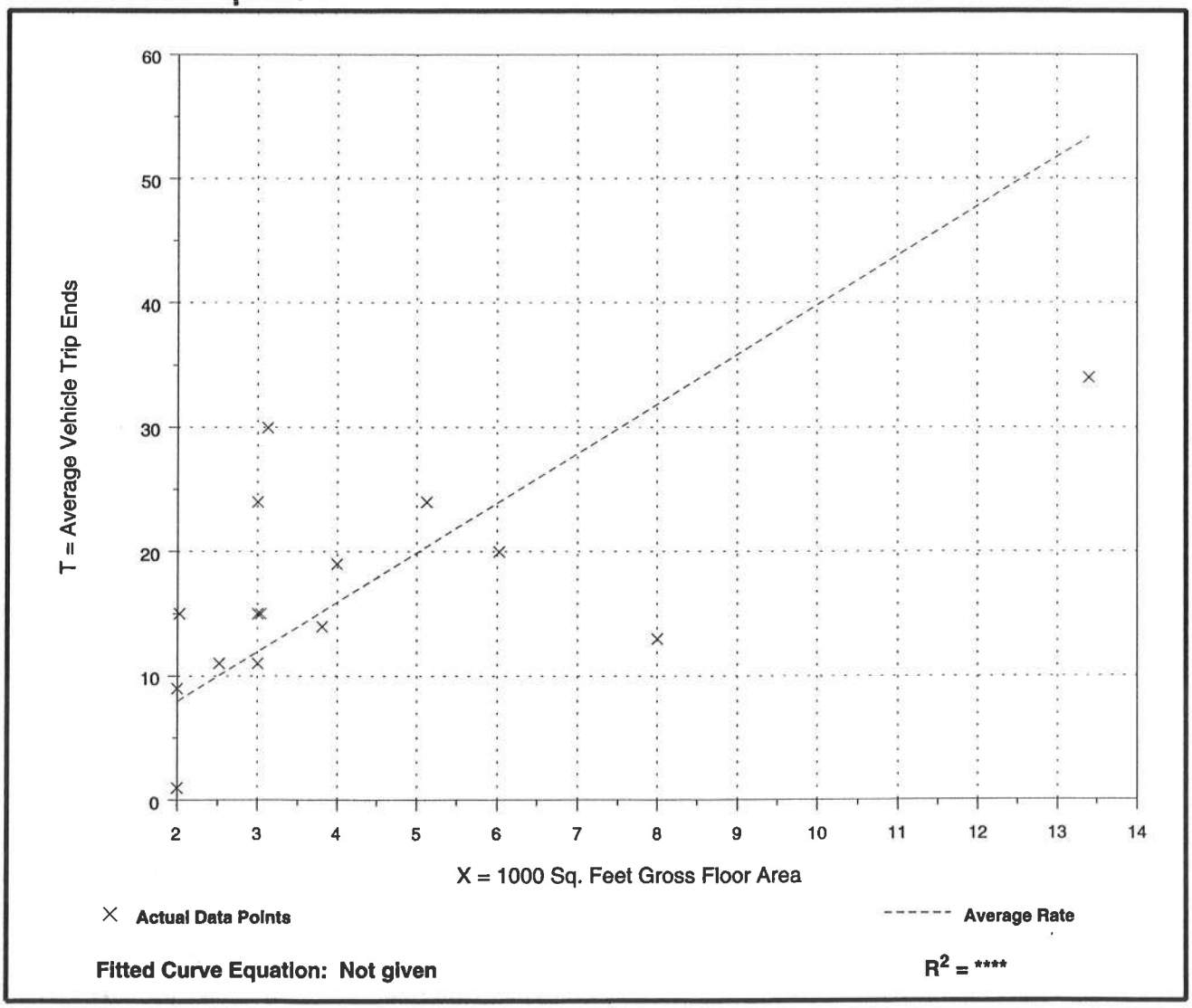
**Average Vehicle Trip Ends vs:** **1000 Sq. Feet Gross Floor Area**
**On a:** **Sunday,**
**Peak Hour of Generator**

Number of Studies: 15
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 49% entering, 51% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 3.98 | 0.50 - 9.59 | 2.73 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
(912)

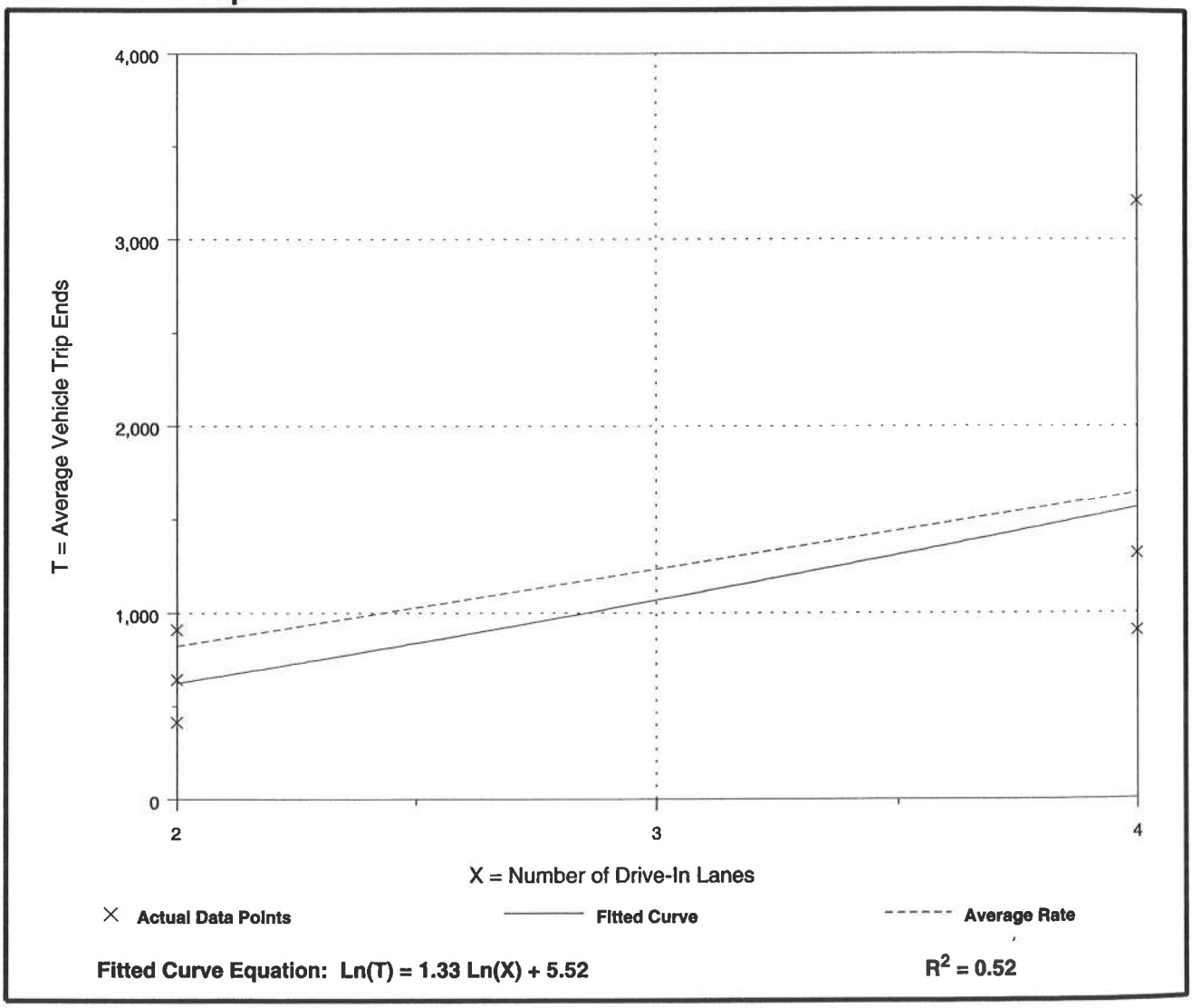
**Average Vehicle Trip Ends vs: Drive-In Lanes**
**On a: Weekday**

Number of Studies: 6
Avg. Number of Drive-In Lanes: 3
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Drive-In Lane

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 411.17 | 207.00 - 802.75 | 228.21 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 1.33 Ln(X) + 5.52**

**$R^2$ = 0.52**

# Drive-in Bank
(912)

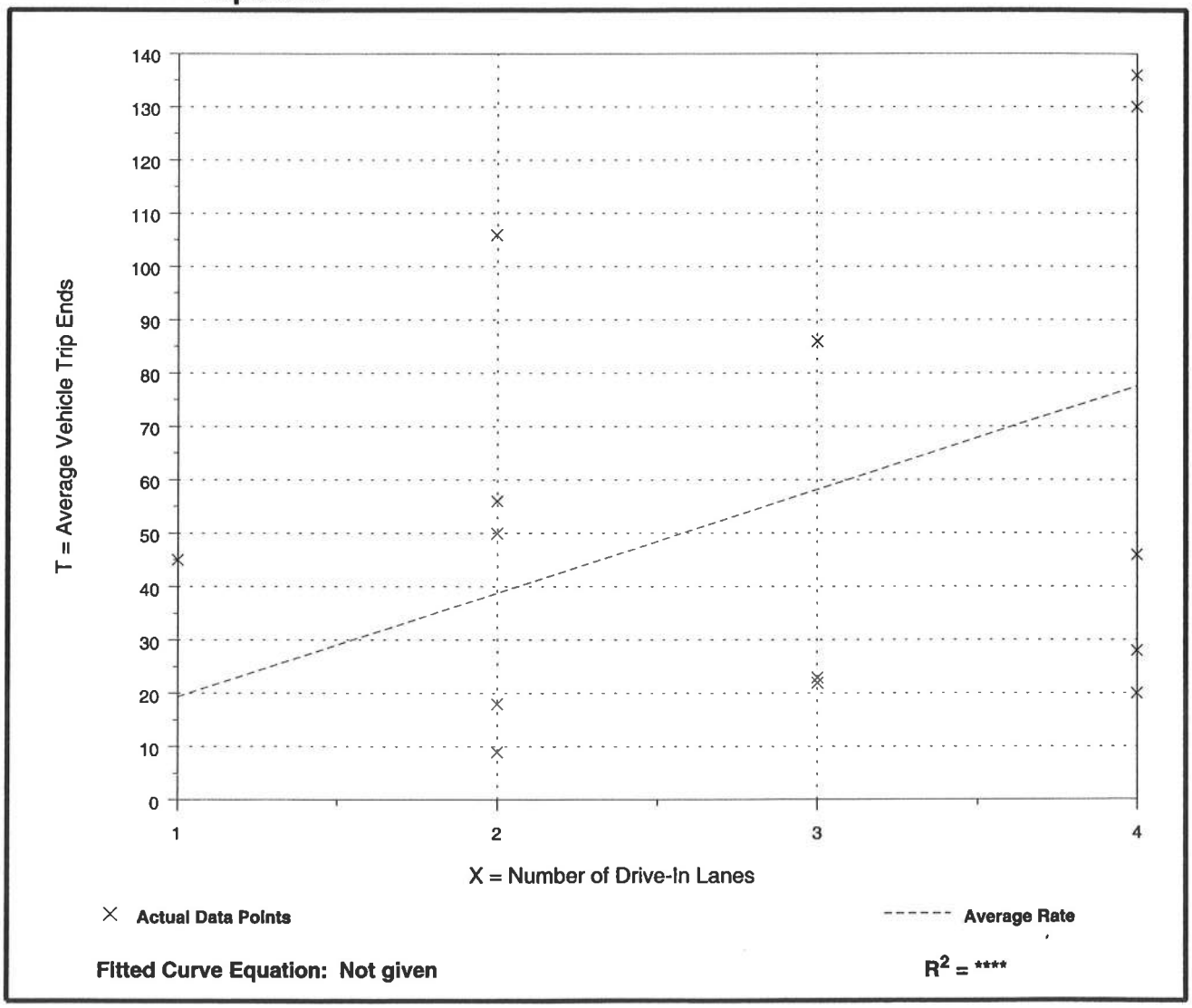
**Average Vehicle Trip Ends vs:** **Drive-In Lanes**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**

Number of Studies: 14
Avg. Number of Drive-In Lanes: 3
Directional Distribution: 58% entering, 42% exiting

## Trip Generation per Drive-In Lane

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 19.38 | 4.50 - 53.00 | 14.85 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
## (912)

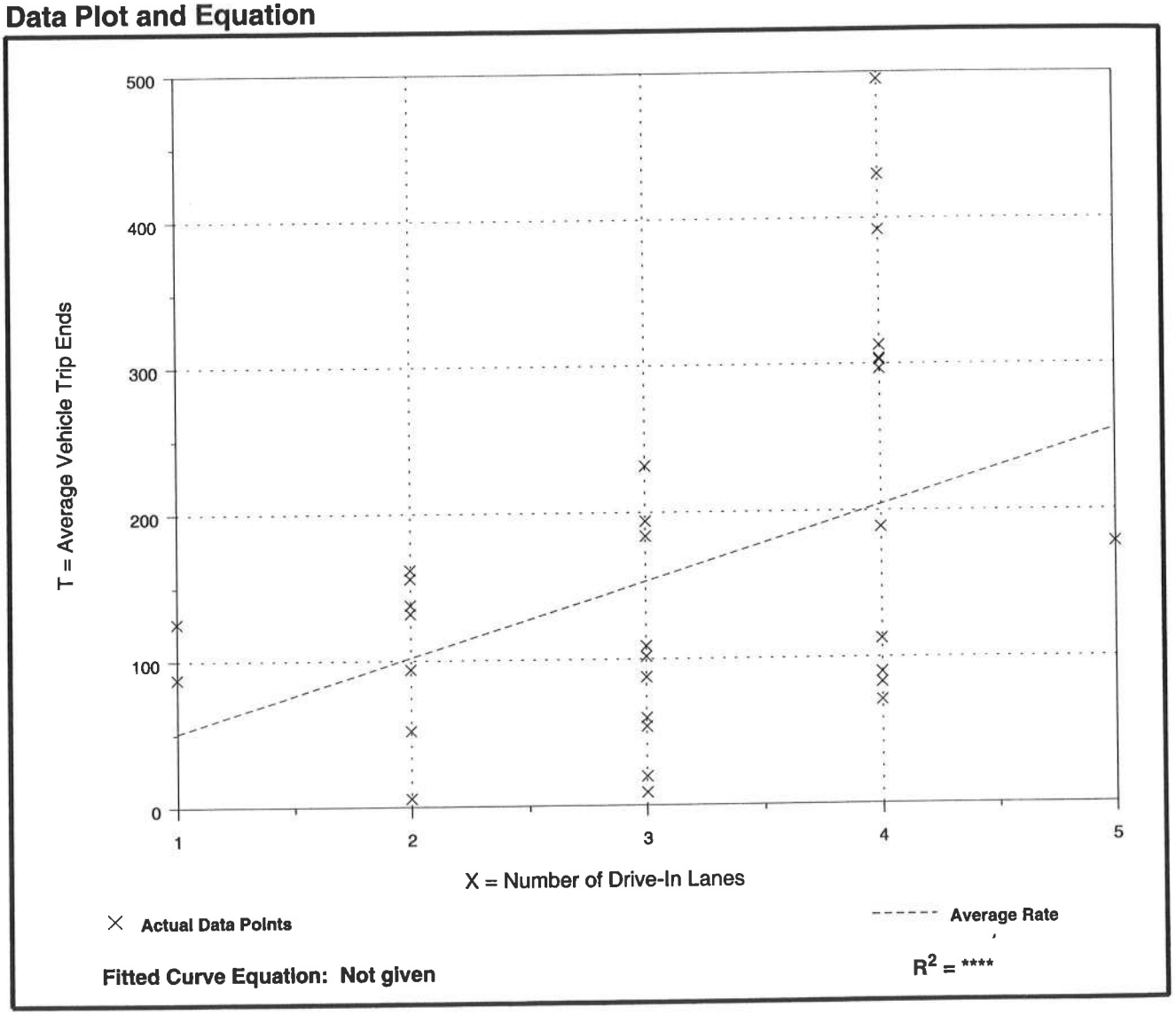
**Average Vehicle Trip Ends vs:** **Drive-In Lanes**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**

Number of Studies: 34
Avg. Number of Drive-In Lanes: 3
Directional Distribution: 50% entering, 50% exiting

### Trip Generation per Drive-In Lane

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 51.08 | 3.00 - 126.00 | 33.71 |

### Data Plot and Equation



# Drive-in Bank
(912)

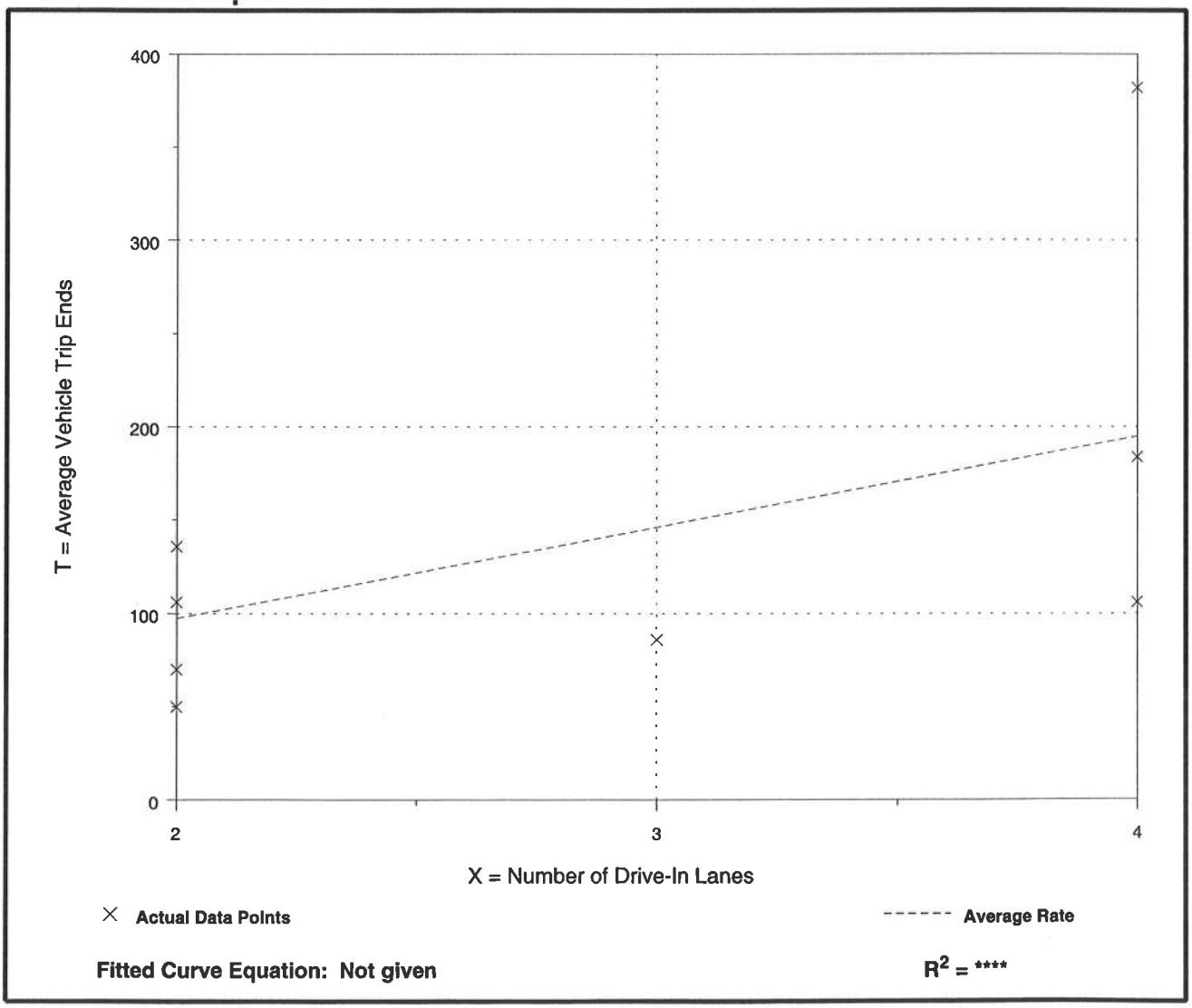
**Average Vehicle Trip Ends vs:** **Drive-In Lanes**
**On a:** **Weekday,**
**A.M. Peak Hour of Generator**

Number of Studies: 8
Avg. Number of Drive-In Lanes: 3
Directional Distribution: 51% entering, 49% exiting

## Trip Generation per Drive-In Lane

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 48.70 | 25.00 - 95.50 | 26.10 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

**$R^2$ = ******

# Drive-in Bank
(912)

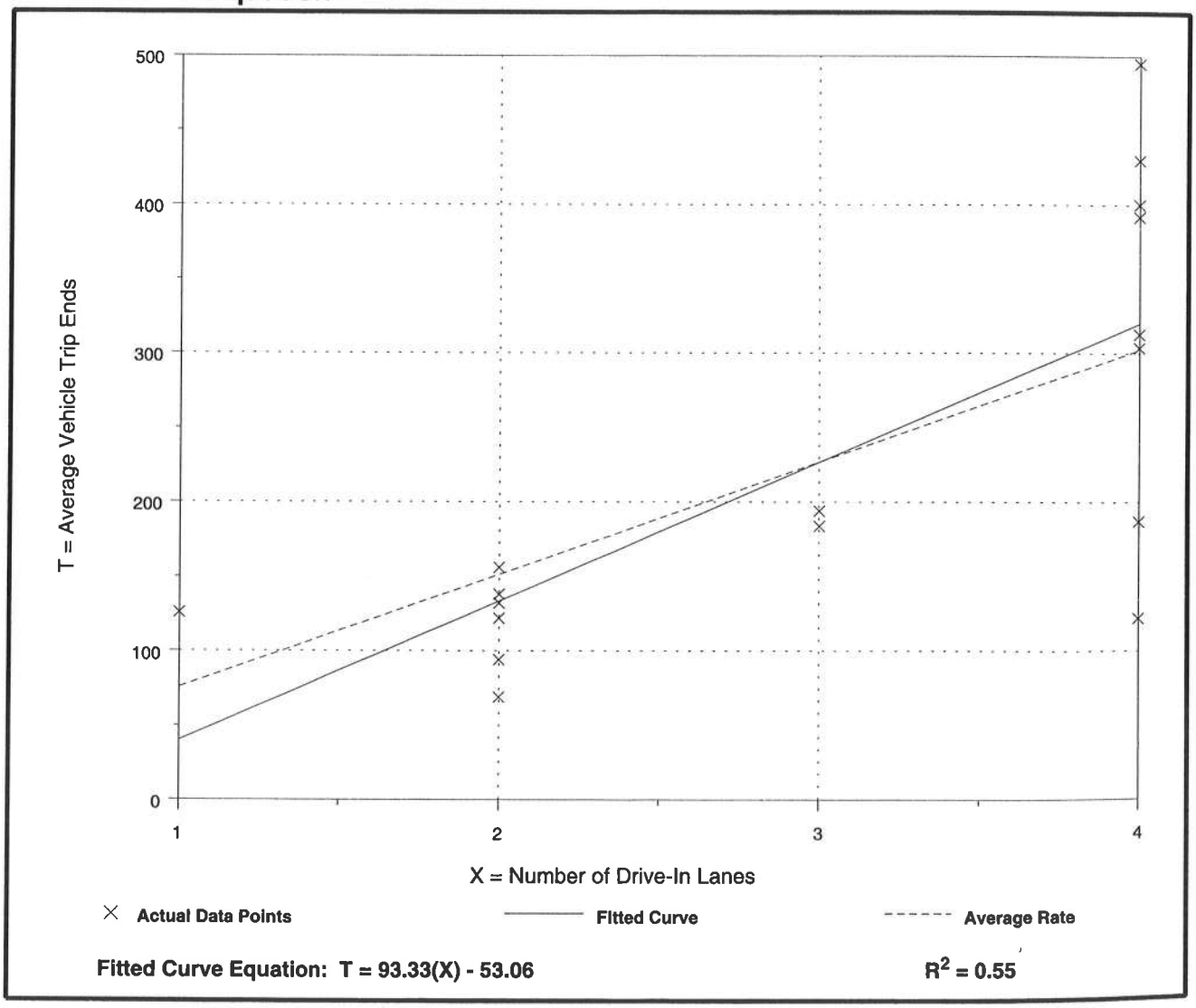
**icle Trip Ends vs: Drive-In Lanes**
**On a: Weekday,**
**P.M. Peak Hour of Generator**

Number of Studies: 17
ıber of Drive-In Lanes: 3
Directional Distribution: 52% entering, 48% exiting

## Trip Generation per Drive-In Lane

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 75.65 | 30.50 - 126.00 | 28.65 |

## Data Plot and Equation




**Fitted Curve Equation: T = 93.33(X) - 53.06**

**$R^2$ = 0.55**

# Drive-in Bank
# (912)

**Average Vehicle Trip Ends vs: Drive-In Lanes**
**On a: Saturday**

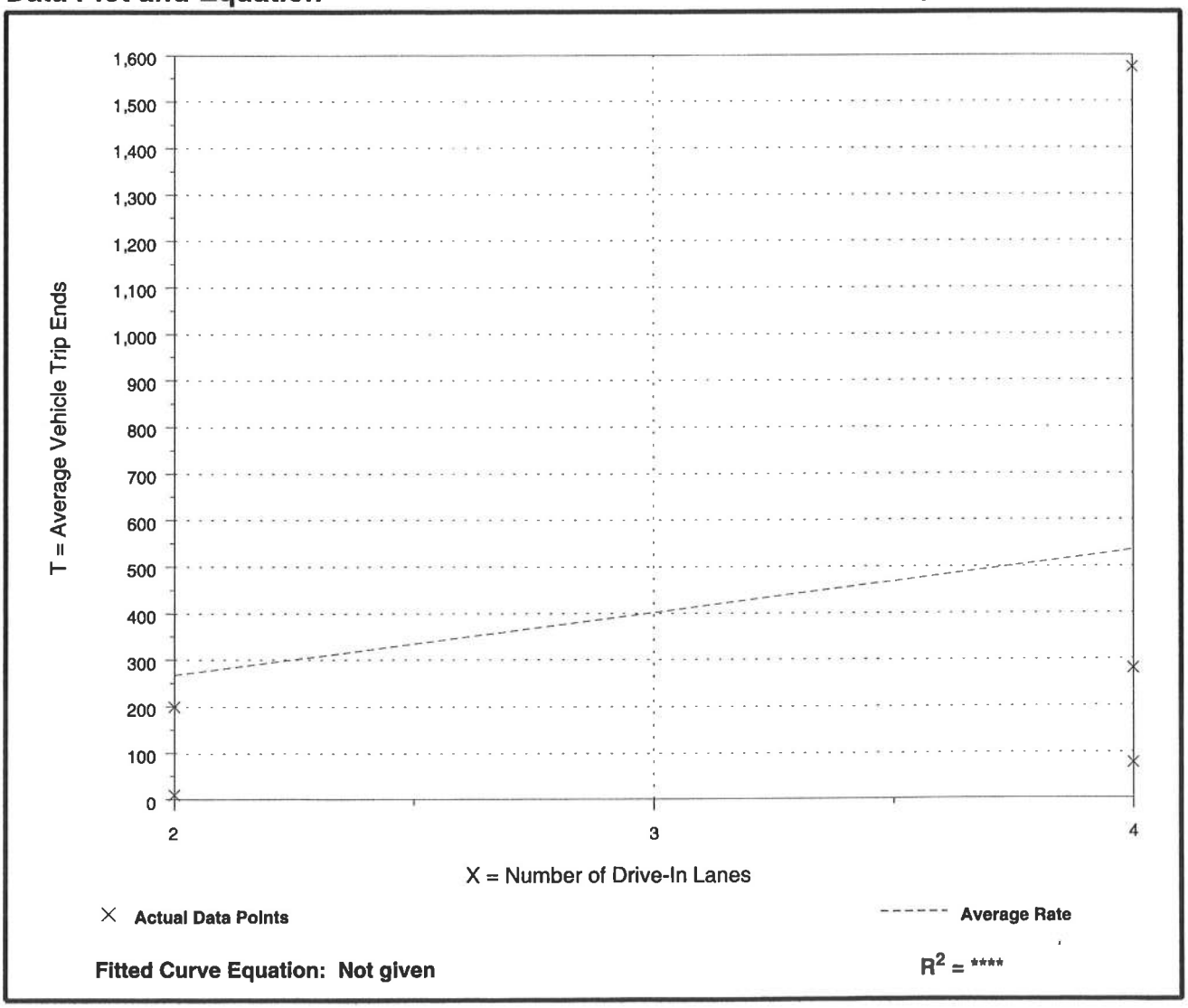
Number of Studies: 5
Avg. Number of Drive-In Lanes: 3
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Drive-In Lane

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 133.81 | 5.00 - 393.50 | 158.23 |

## Data Plot and Equation

***Caution - Use Carefully - Small Sample Size***




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
(912)

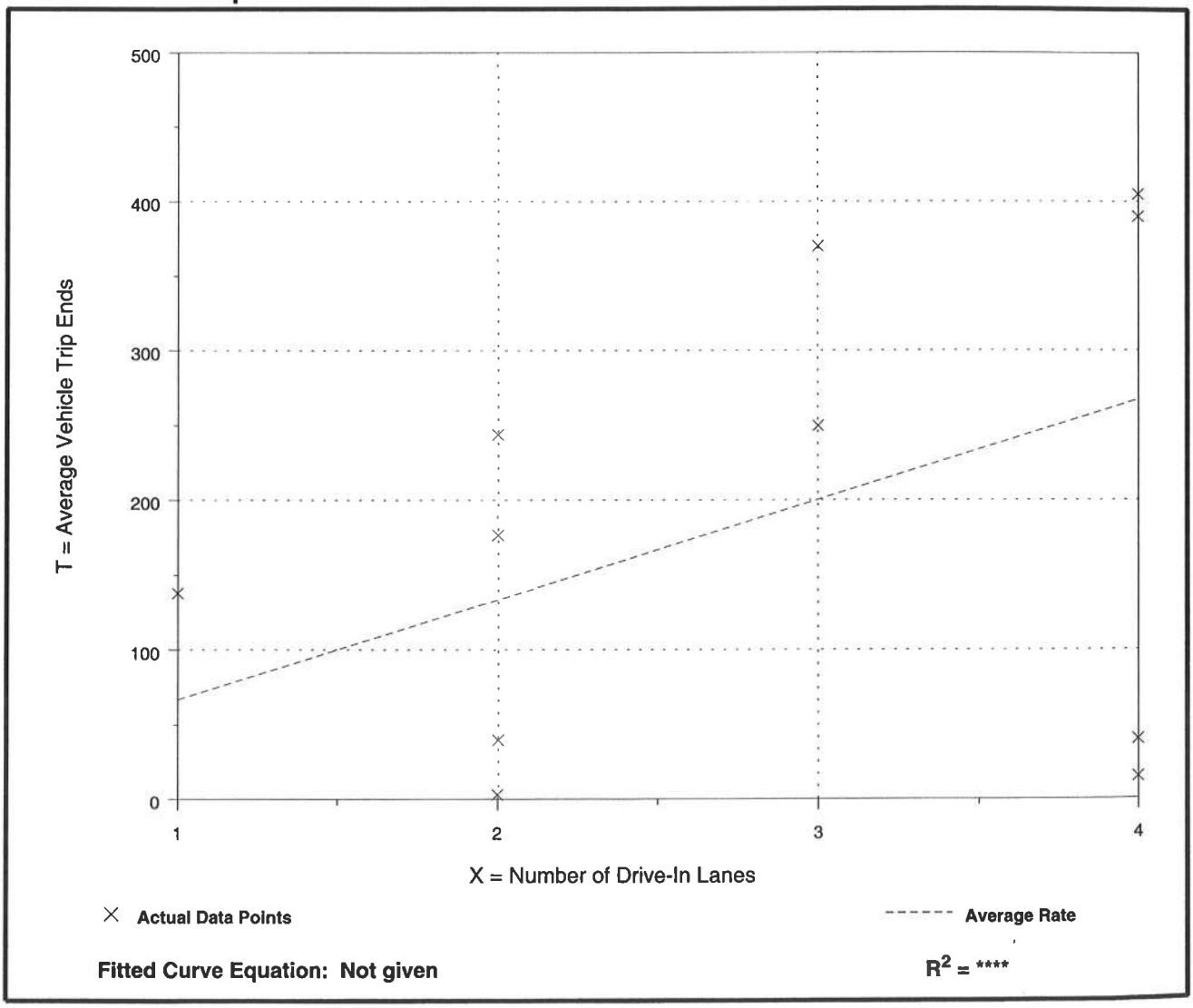
**Average Vehicle Trip Ends vs: Drive-In Lanes**
**On a: Saturday,**
**Peak Hour of Generator**

Number of Studies: 11
Avg. Number of Drive-In Lanes: 3
Directional Distribution: 52% entering, 48% exiting

## Trip Generation per Drive-In Lane

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 66.84 | 1.50 - 138.00 | 49.68 |

## Data Plot and Equation




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
# (912)

**Average Vehicle Trip Ends vs: Drive-In Lanes**
**On a: Sunday**

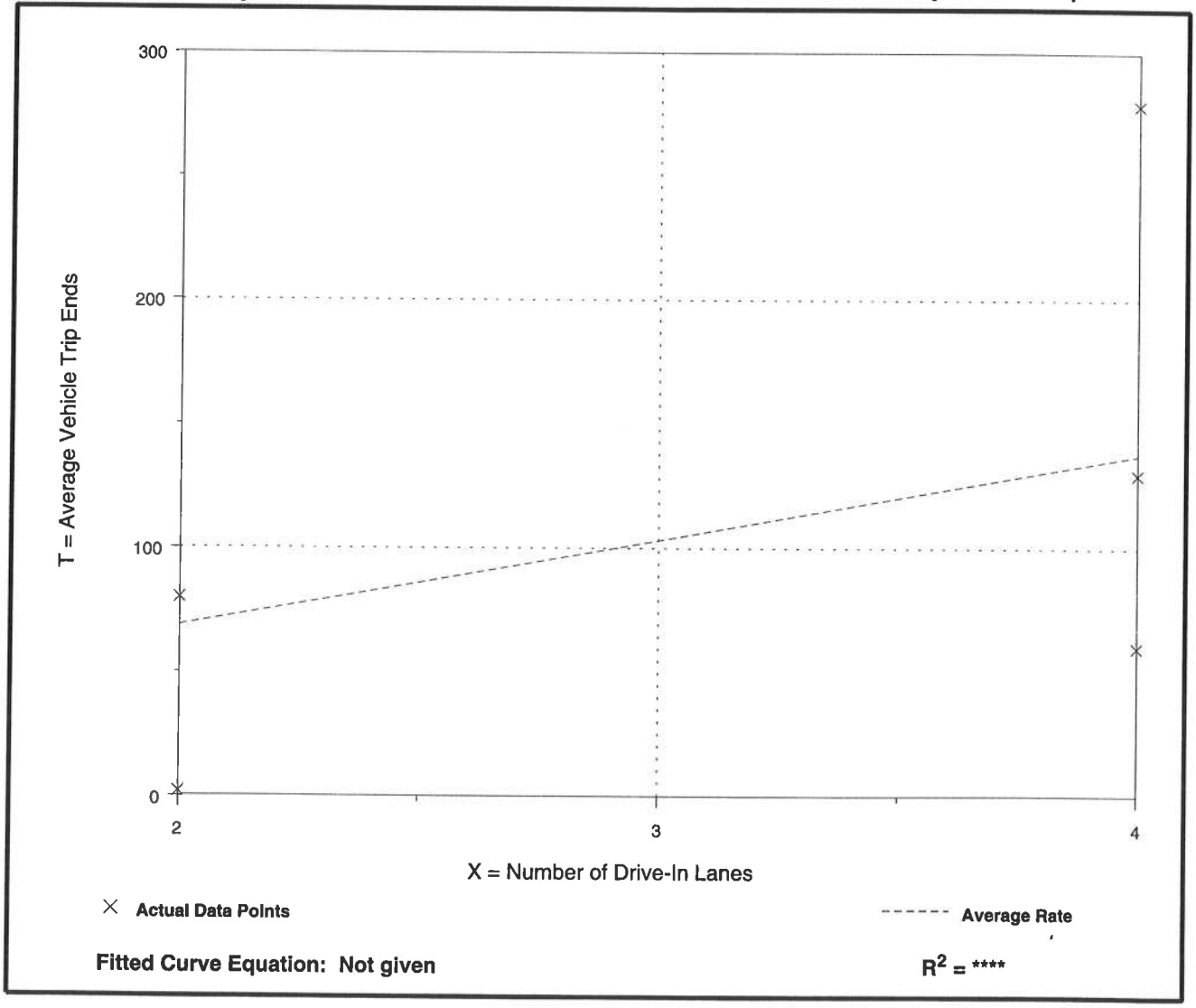
Number of Studies: 5
Avg. Number of Drive-In Lanes: 3
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Drive-In Lane

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 34.44 | 1.00 - 69.75 | 24.77 |

## Data Plot and Equation

***Caution - Use Carefully - Small Sample Size***




**Fitted Curve Equation: Not given**

$R^2$ = ****

# Drive-in Bank
(912)

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

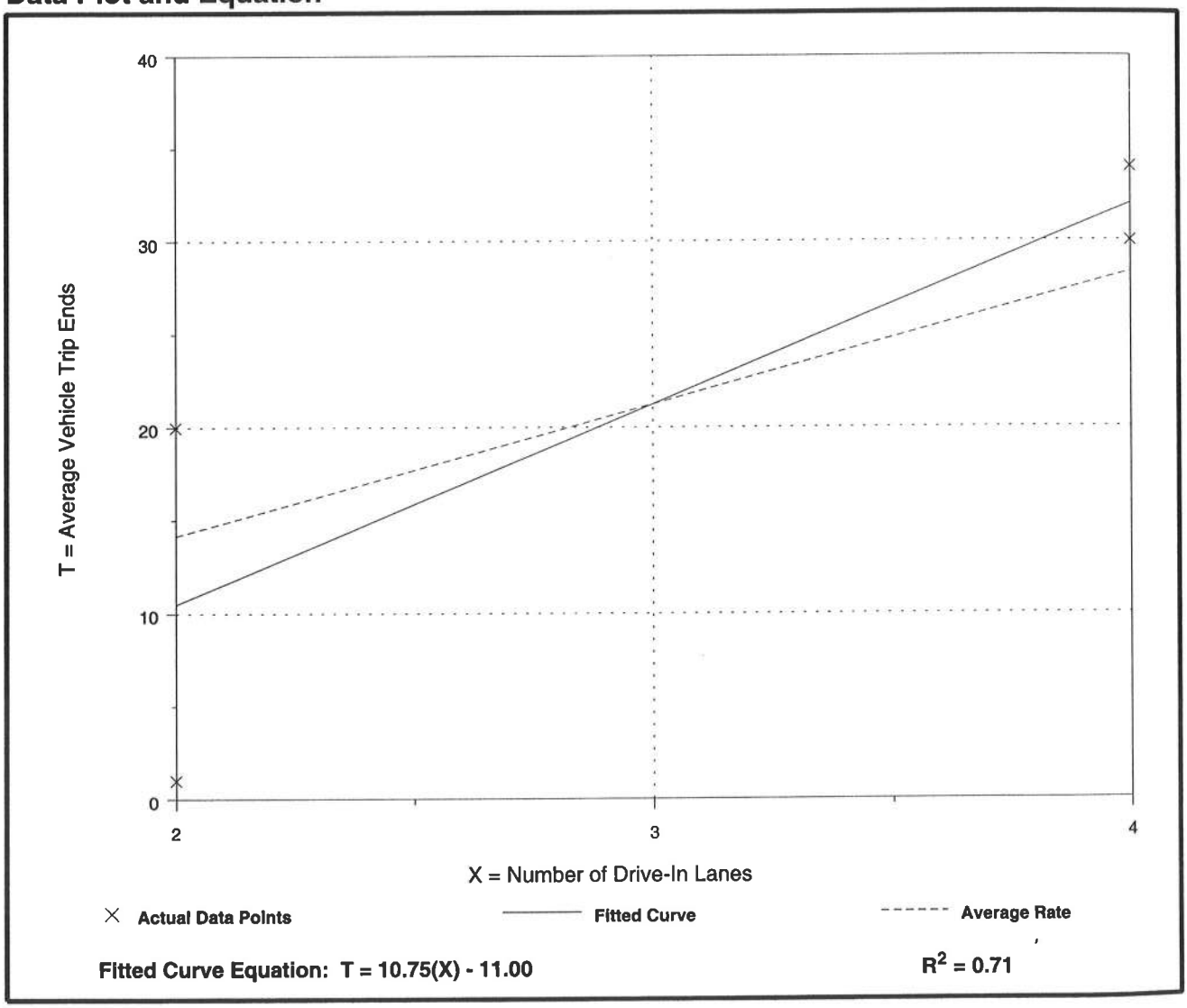
Number of Studies: 4
Avg. Number of Drive-In Lanes: 3
Directional Distribution: Not available

## Trip Generation per Drive-In Lane

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 7.08 | 0.50 - 10.00 | 3.94 |

## Data Plot and Equation

***Caution - Use Carefully - Small Sample Size***




**Fitted Curve Equation: T = 10.75(X) - 11.00**

**$R^2$ = 0.71**