

TG9(2012)

## Land Use: 911 Walk-in Bank

### Description

Walk-in banks are generally free-standing buildings with their own parking lots. 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

To reflect changes in travel patterns resulting from recent technological advances in the banking industry, data from years prior to the year 2000 have been removed from this land use. The elimination of these data resulted in lower trip generation rates for most time periods presented.

Peak hours of the generator—

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

The sites were surveyed in the 2000s in 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 Number

594

# Walk-in Bank (911)

**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.**

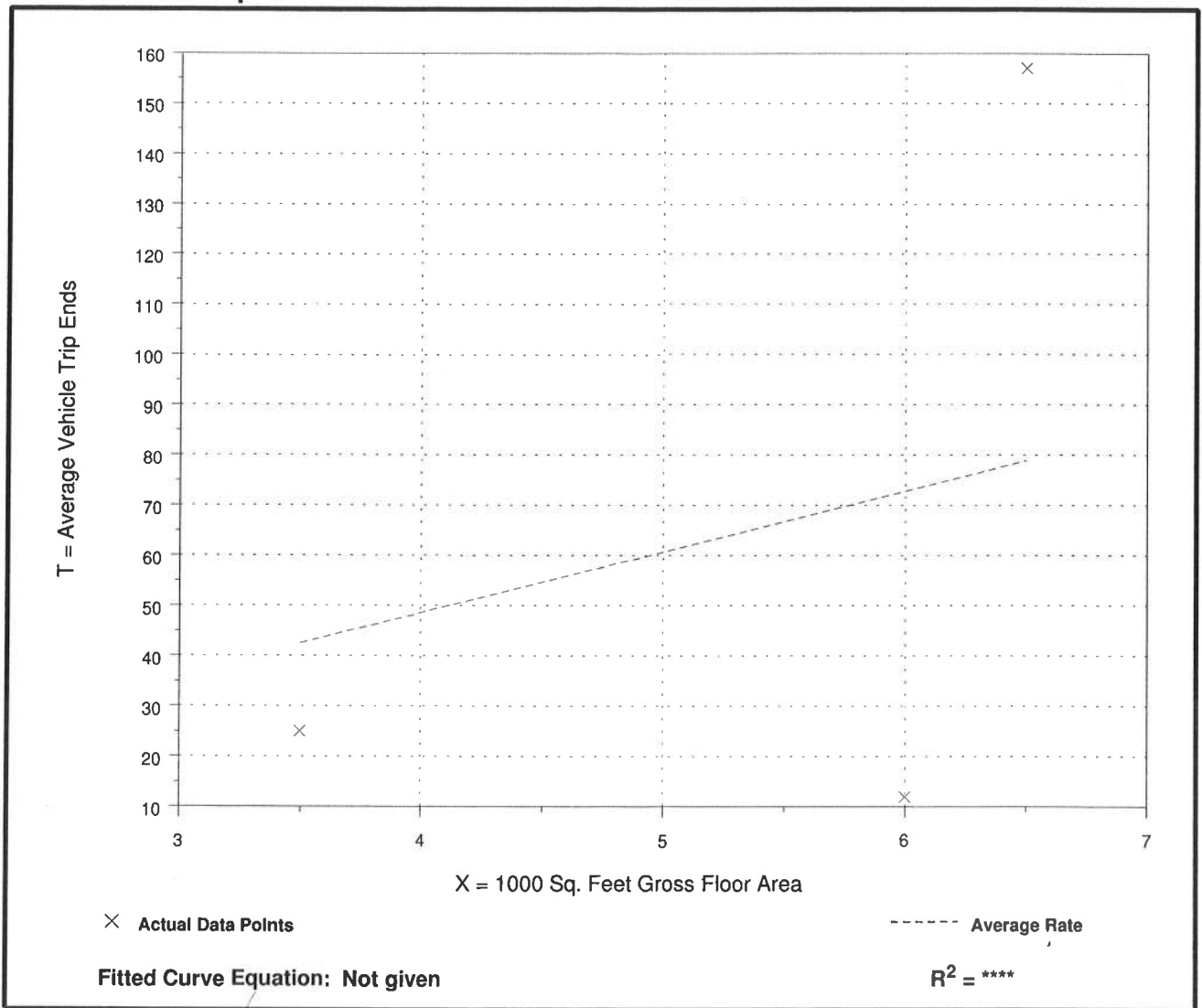
Number of Studies: 3  
 Average 1000 Sq. Feet GFA: 5  
 Directional Distribution: 44% entering, 56% exiting

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

Average Rate	Range of Rates	Standard Deviation
12.13	2.00 - 24.15	10.96

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# 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 use.

### Additional Data

To reflect changes in travel patterns resulting from recent technological advances in the banking industry, data from years prior to the year 2000 have been removed from this land use. The elimination of these data resulted in substantially lower trip generation rates for most time periods presented.

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

Peak hours of the generator—

The weekday A.M. peak hour varied between 8:00 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 in the 2000s throughout the United States.

***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.***

### Specialized Land Use Data

One study provided data on a drive-in bank with an office on the second floor. The size and scale of this site differs considerably from those contained in this land use. Therefore, the information collected for this facility is presented in the following table and was excluded from the data plots.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
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**1,000 Square Feet Gross Floor Area**

Weekday A.M. Peak Hour of Adjacent Street Traffic	3.55	15,200	1	69% entering, 31% exiting
Weekday P.M. Peak Hour of Adjacent Street Traffic	5.57	15,200	1	44% entering, 56% exiting
Weekday A.M. Peak Hour of Generator	3.55	15,200	1	69% entering, 31% exiting
Weekday P.M. Peak Hour of Generator	5.57	15,200	1	44% entering, 56% exiting

Source: 656

**Source Numbers**

553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
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**1,000 Square Feet Gross Floor Area**

Weekday A.M. Peak Hour of Adjacent Street Traffic	3.55	15,200	1	69% entering, 31% exiting
Weekday P.M. Peak Hour of Adjacent Street Traffic	5.57	15,200	1	44% entering, 56% exiting
Weekday A.M. Peak Hour of Generator	3.55	15,200	1	69% entering, 31% exiting
Weekday P.M. Peak Hour of Generator	5.57	15,200	1	44% entering, 56% exiting

Source: 656

**Source Numbers**

553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728

# Drive-in Bank (912)

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

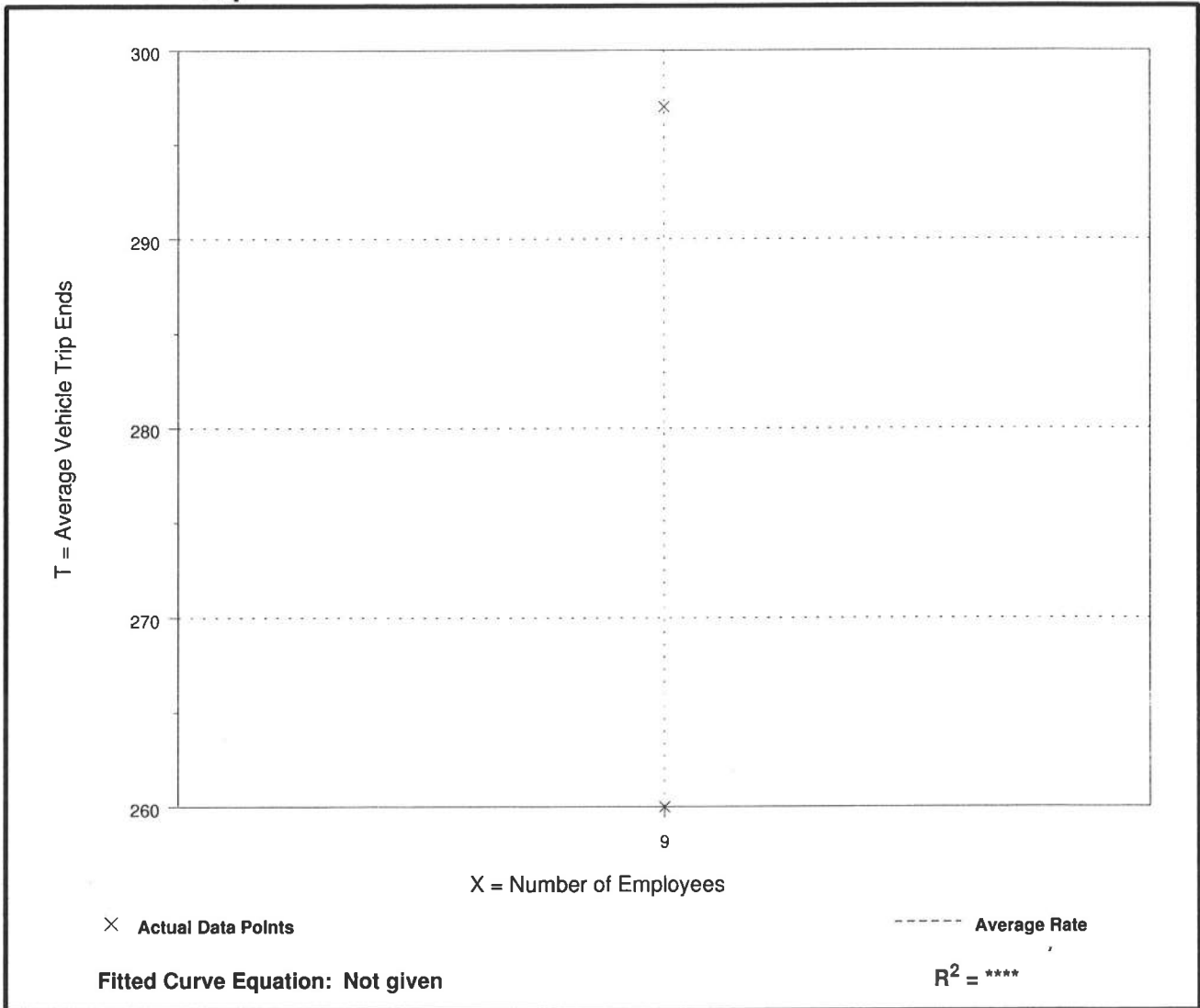
Number of Studies: 2  
Avg. Number of Employees: 9  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
30.94	28.89 - 33.00	*

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Drive-in Bank (912)

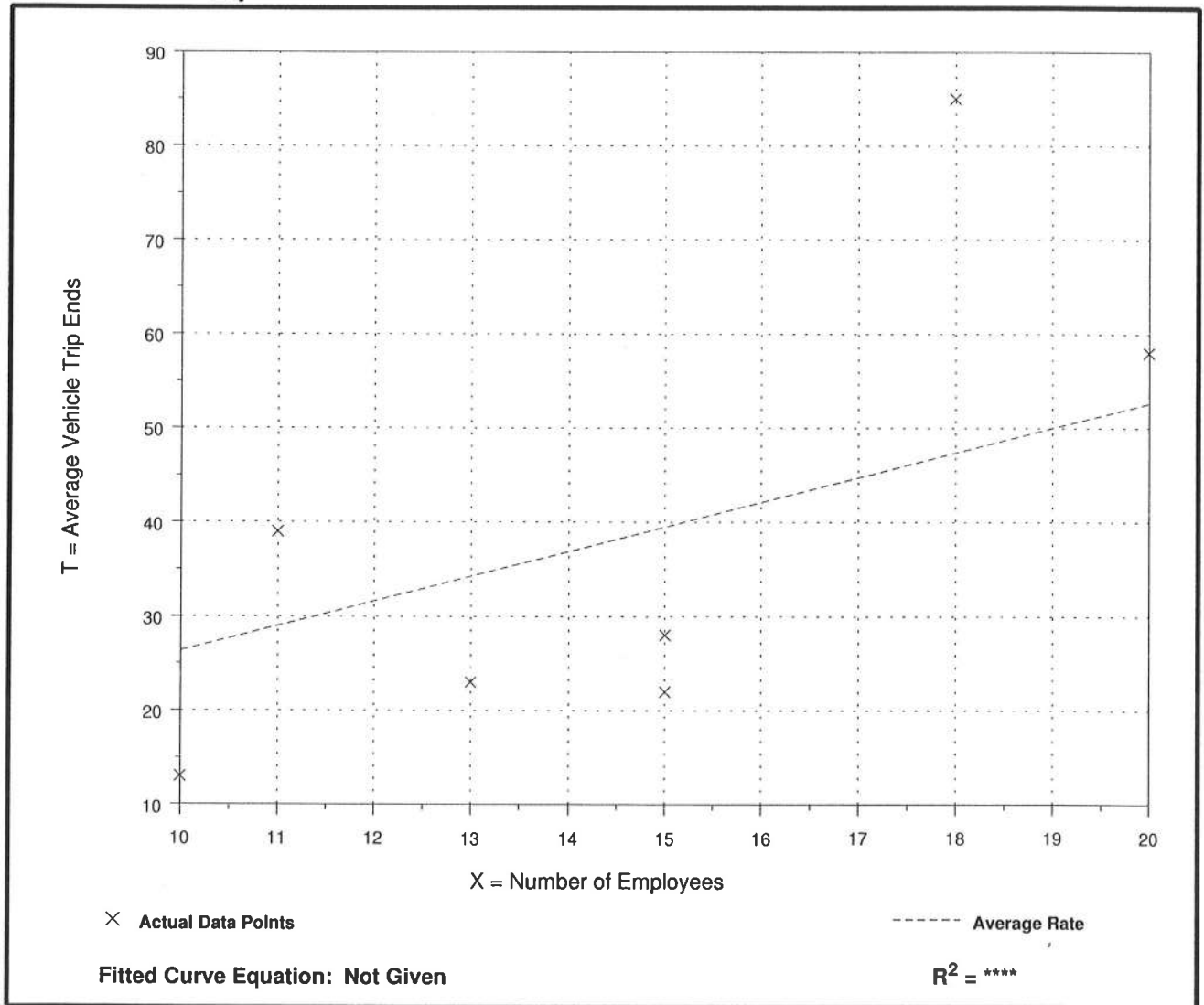
**Average Vehicle Trip Ends vs: Employees**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

Number of Studies: 7  
 Avg. Number of Employees: 15  
 Directional Distribution: 62% entering, 38% exiting

## Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.63	1.30 - 4.72	1.98

## Data Plot and Equation



# Drive-in Bank (912)

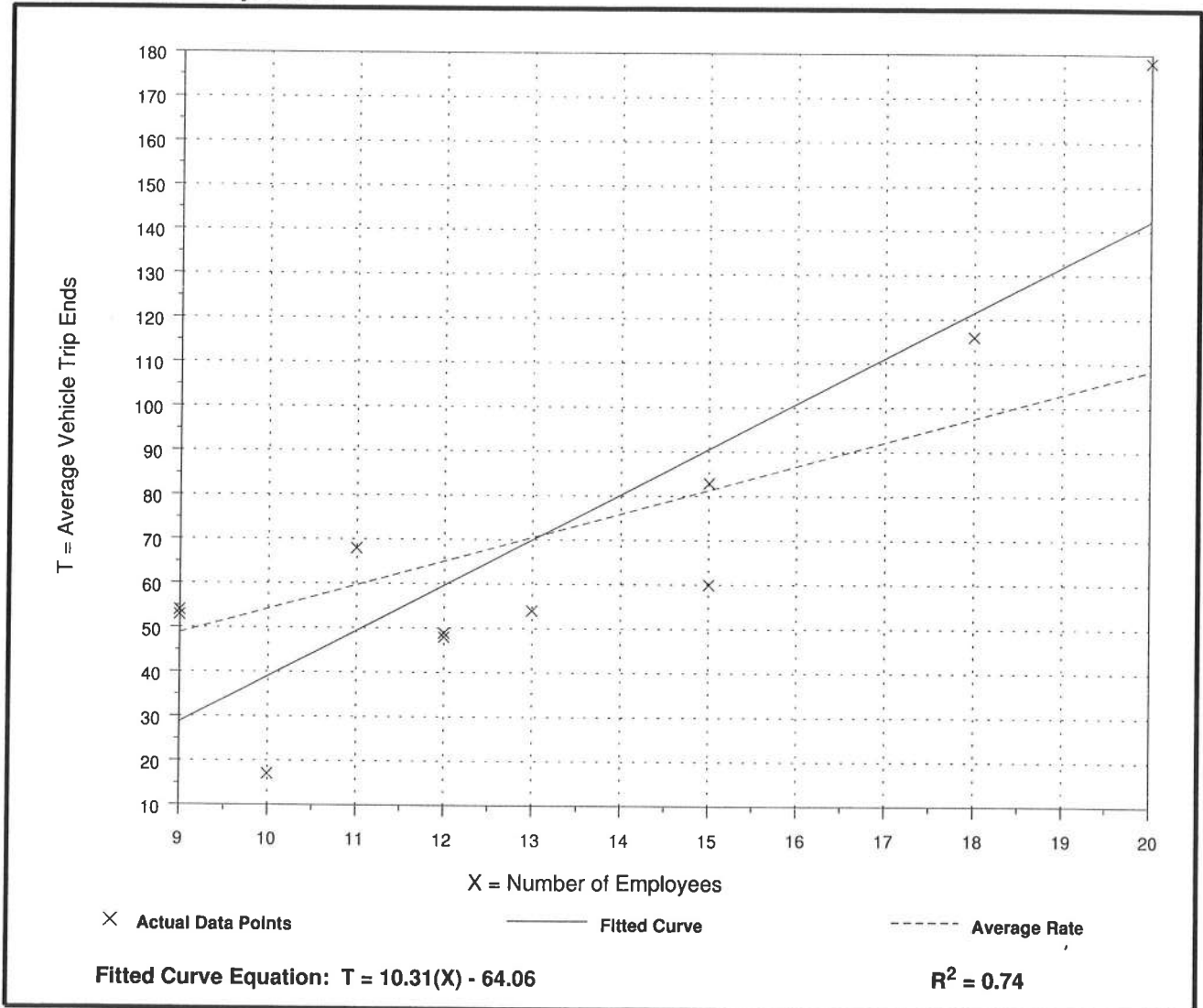
**Average Vehicle Trip Ends vs: Employees**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 11  
 Avg. Number of Employees: 13  
 Directional Distribution: 48% entering, 52% exiting

## Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
5.42	1.70 - 8.90	2.93

## Data Plot and Equation





# Drive-in Bank (912)

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

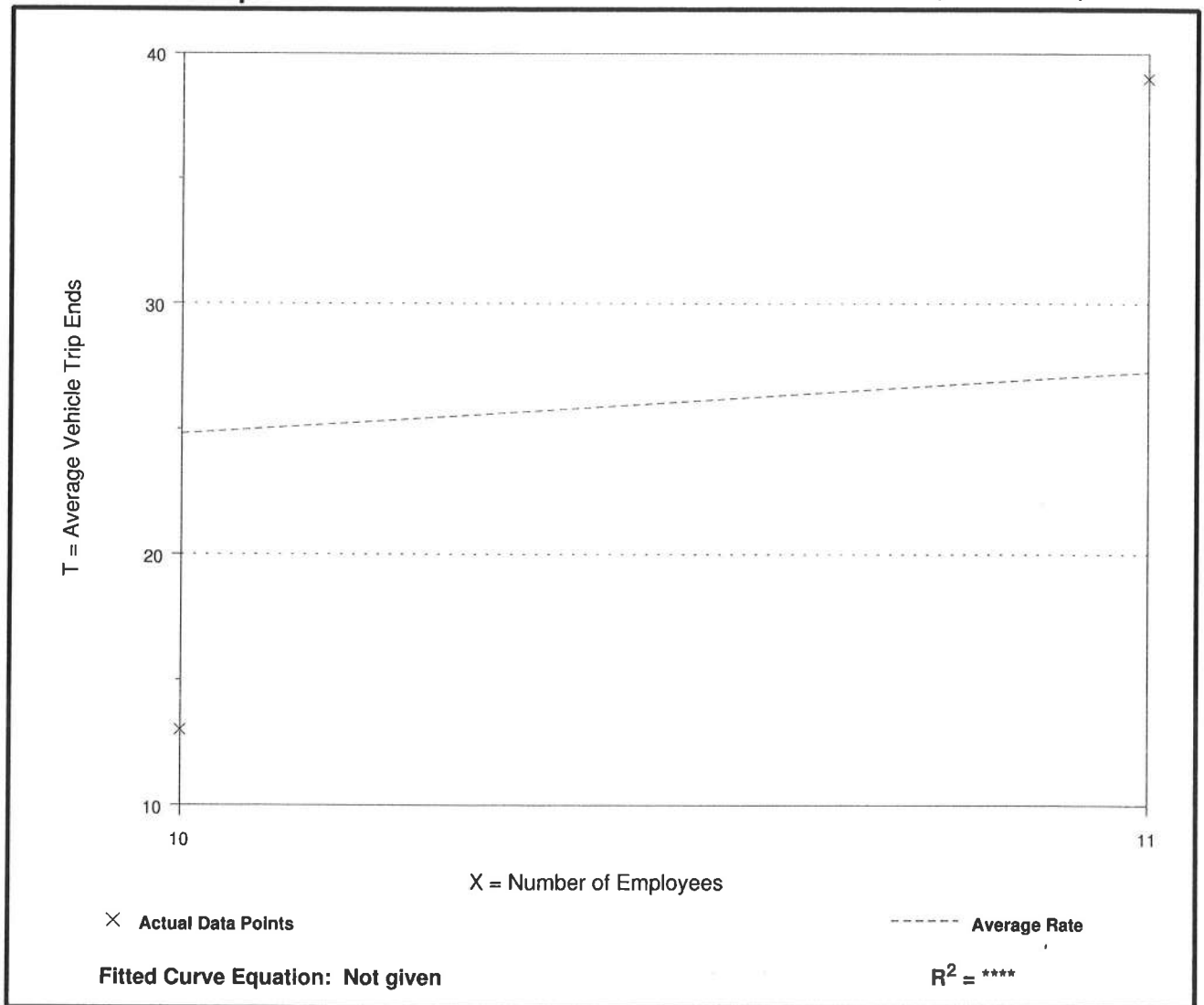
Number of Studies: 2  
 Avg. Number of Employees: 11  
 Directional Distribution: 54% entering, 46% exiting

## Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.48	1.30 - 3.55	*

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Drive-in Bank (912)

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

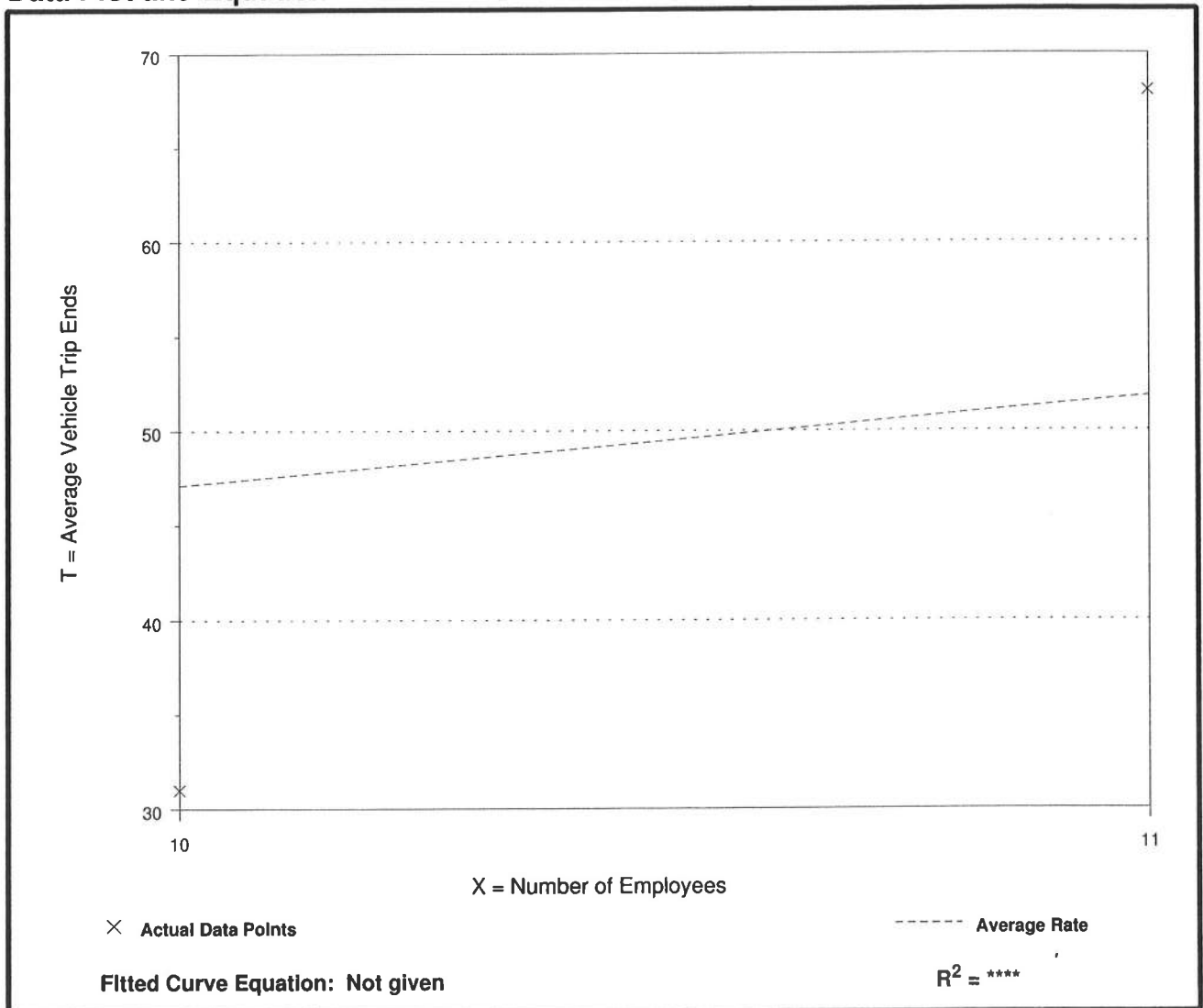
Number of Studies: 2  
 Avg. Number of Employees: 11  
 Directional Distribution: 41% entering, 59% exiting

## Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.71	3.10 - 6.18	*

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Drive-in Bank (912)

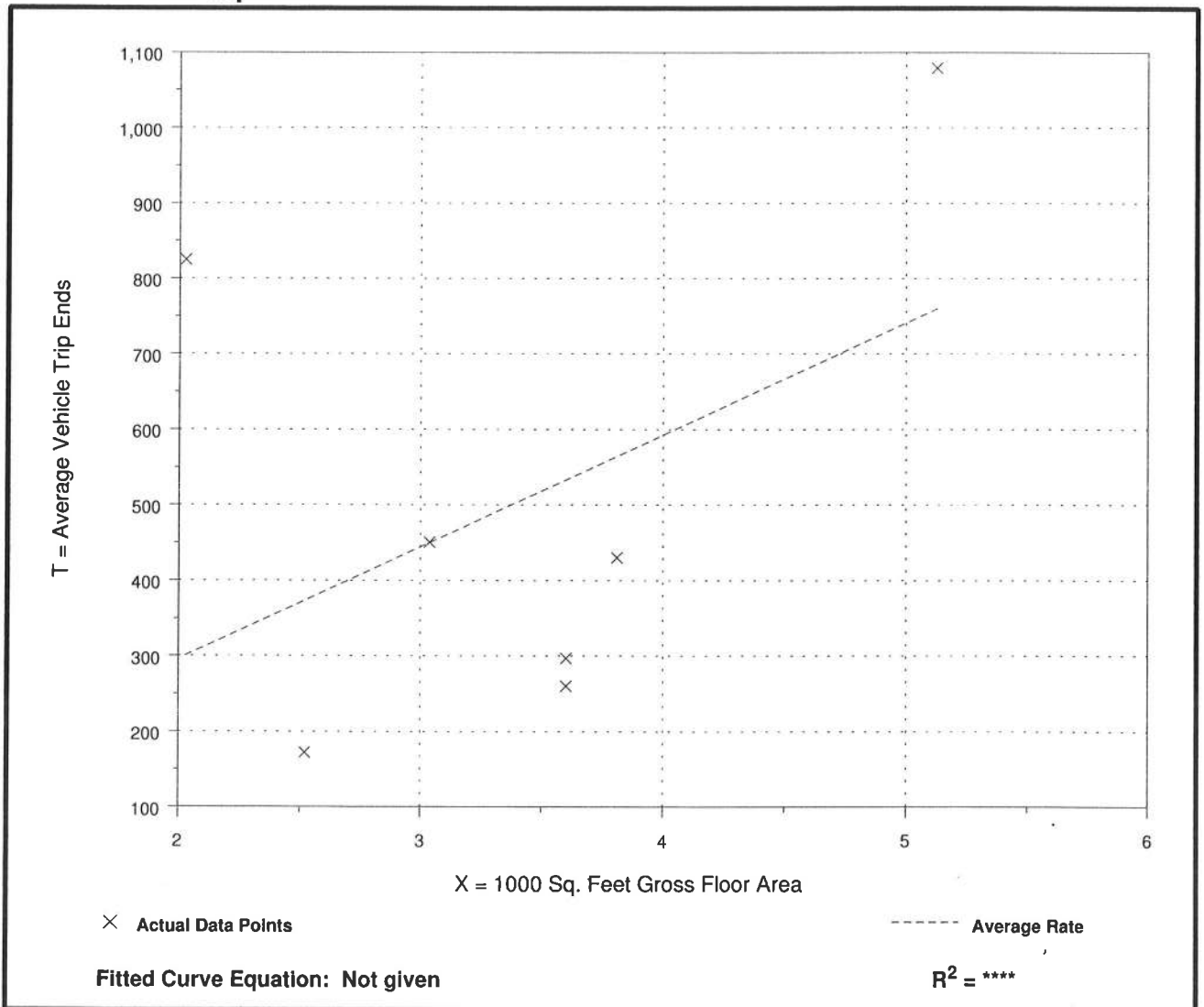
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday**

Number of Studies: 7  
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
148.15	68.23 - 407.21	97.36

## Data Plot and Equation



# Drive-in Bank (912)

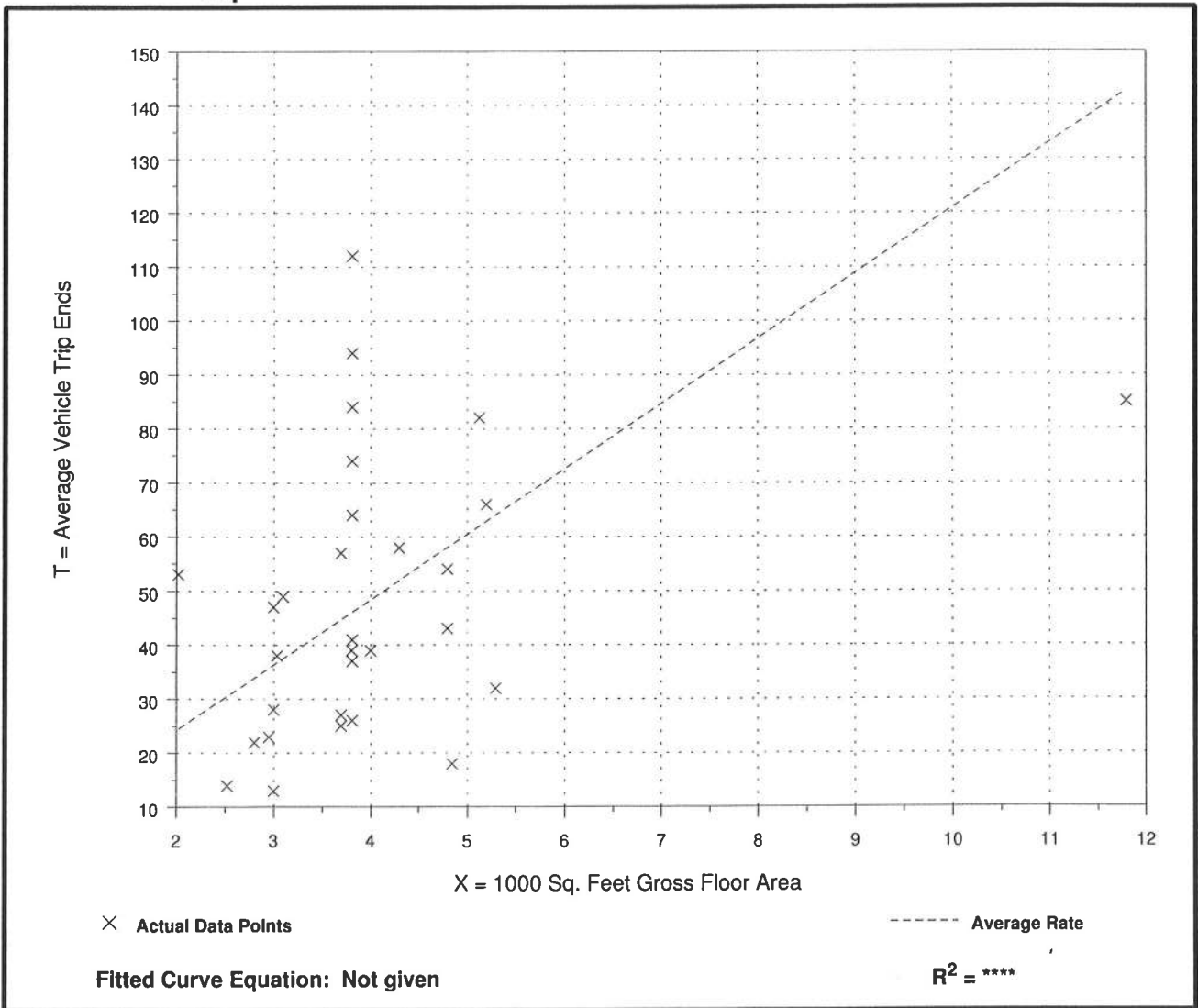
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

Number of Studies: 31  
 Average 1000 Sq. Feet GFA: 4  
 Directional Distribution: 57% entering, 43% exiting

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

Average Rate	Range of Rates	Standard Deviation
12.08	3.71 - 29.40	6.88

## Data Plot and Equation



# Drive-in Bank (912)

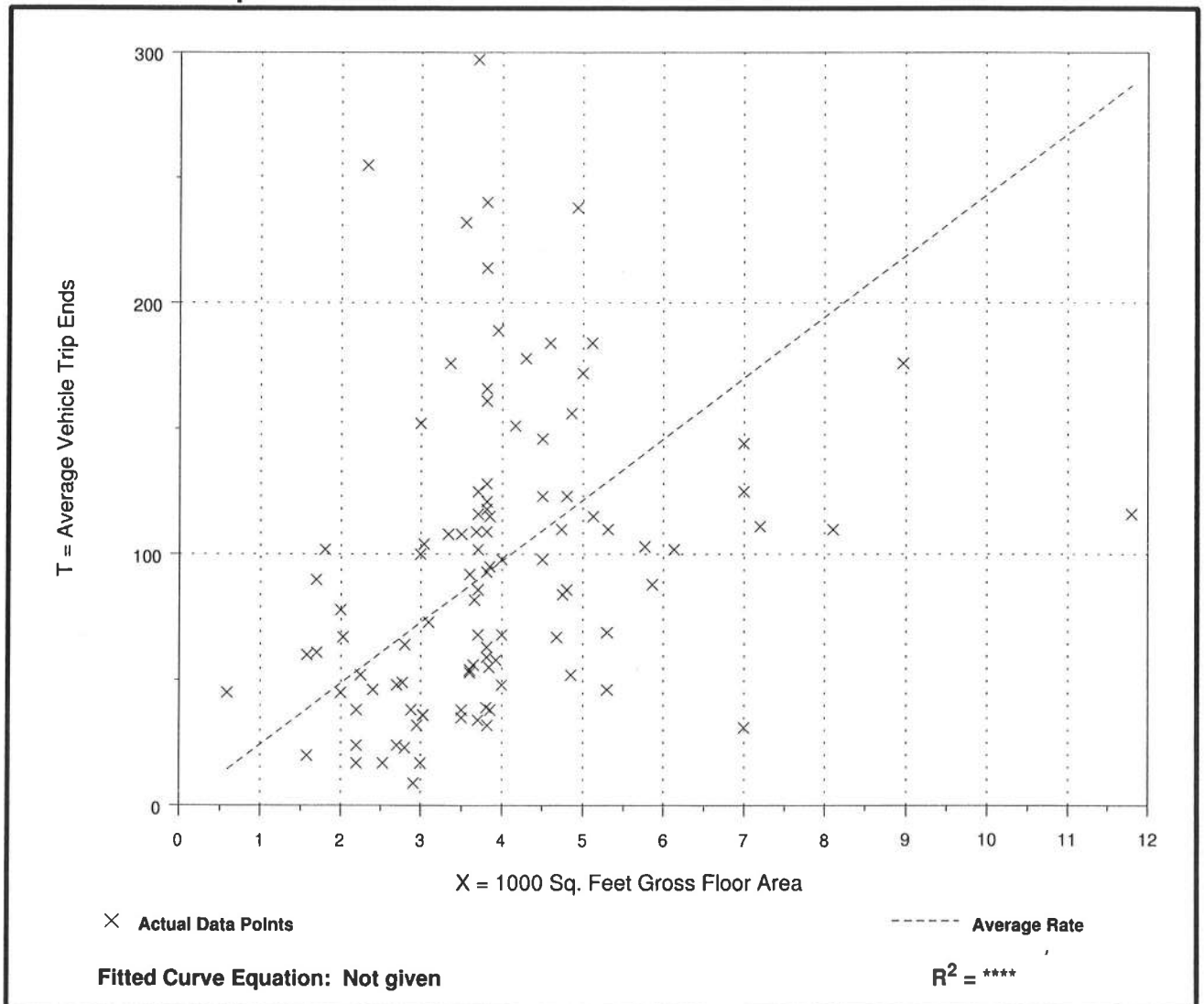
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 102  
 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
24.30	3.09 - 109.68	16.24

## Data Plot and Equation



# Drive-in Bank (912)

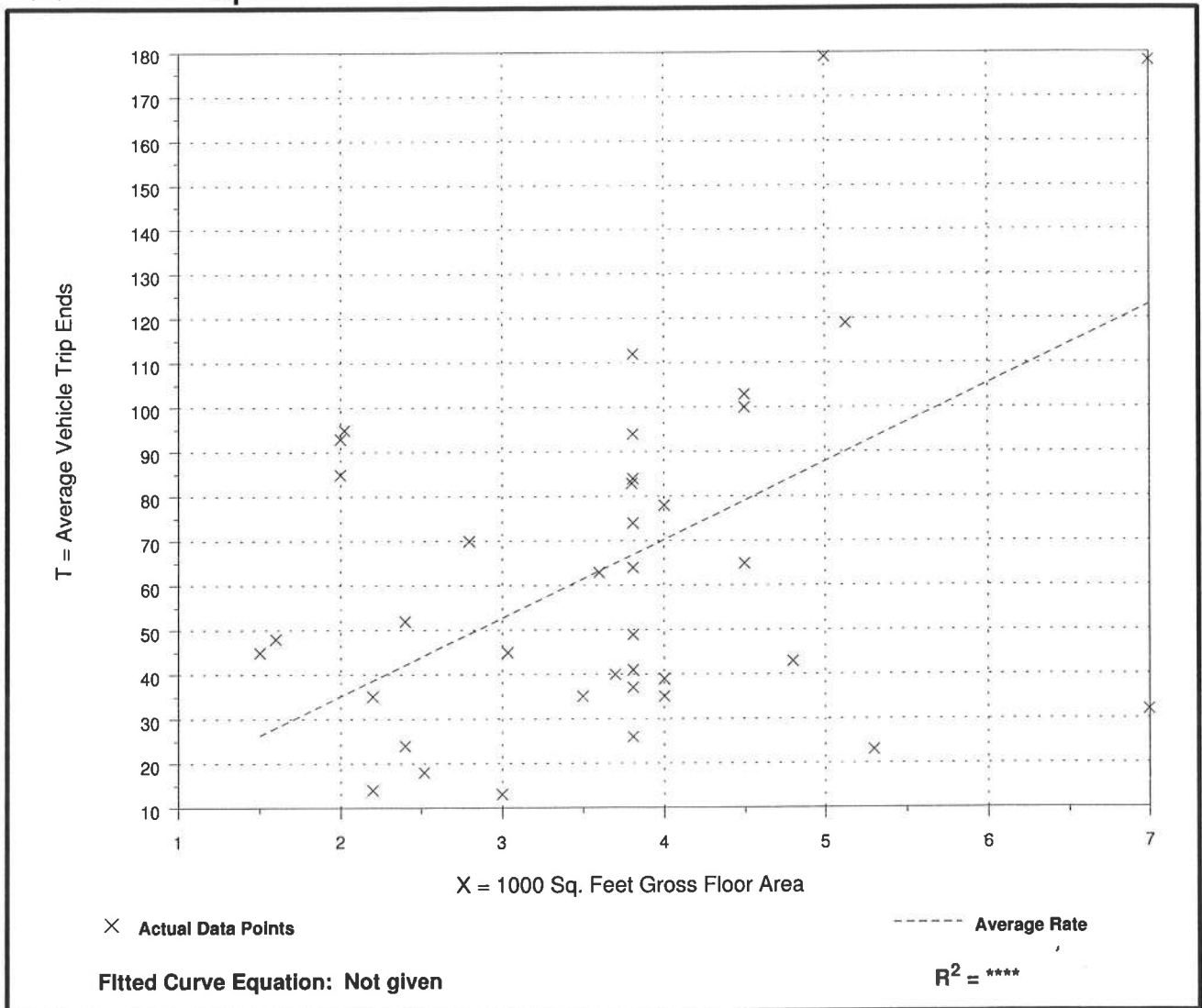
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
**On a: Weekday,**  
**A.M. Peak Hour of Generator**

Number of Studies: 39  
 Average 1000 Sq. Feet GFA: 4  
 Directional Distribution: 53% entering, 47% exiting

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

Average Rate	Range of Rates	Standard Deviation
17.57	4.33 - 46.89	10.68

## Data Plot and Equation



# Drive-in Bank (912)

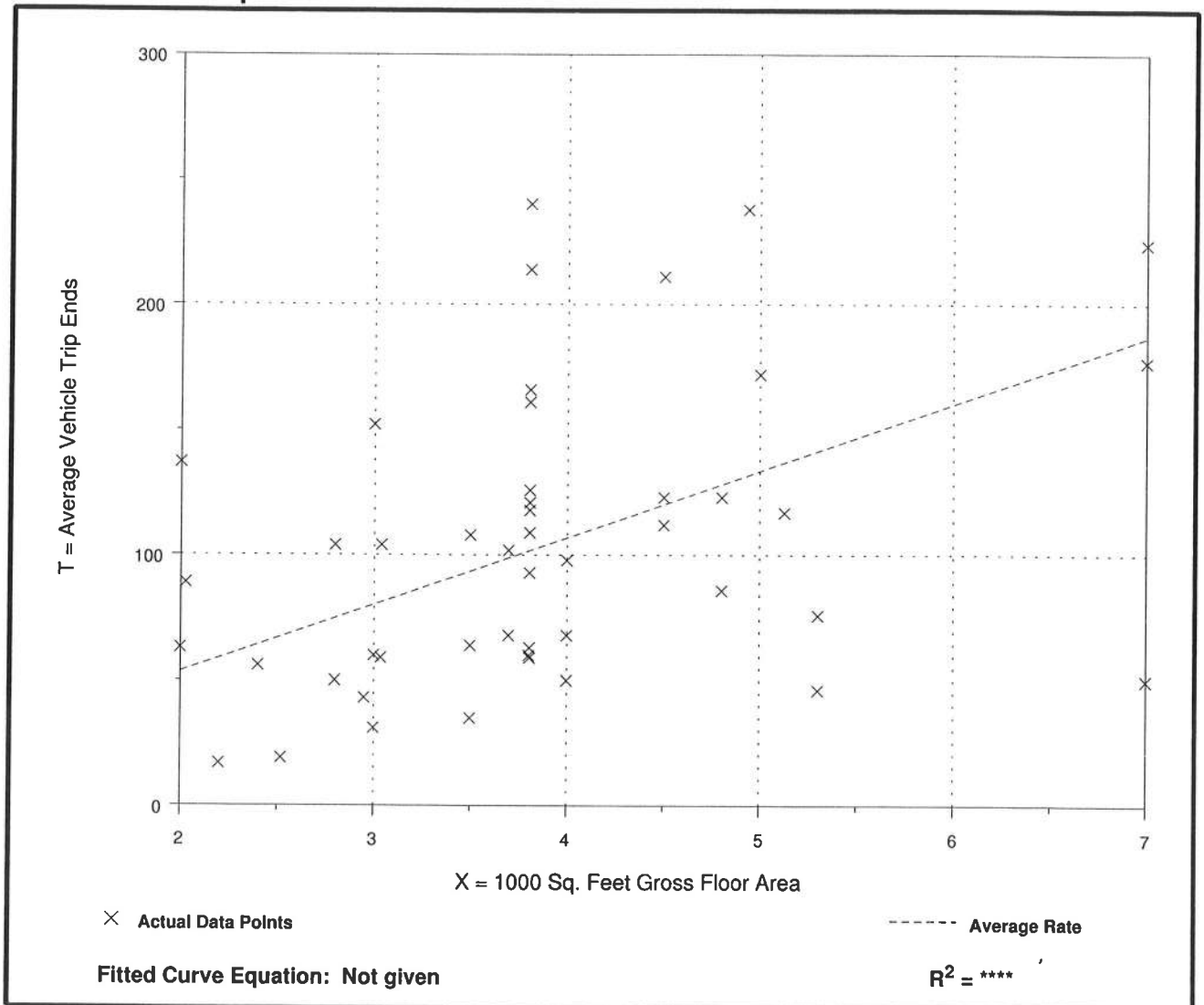
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
**On a: Weekday,**  
**P.M. Peak Hour of Generator**

Number of Studies: 47  
 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
26.69	7.14 - 68.50	14.58

### Data Plot and Equation



# Drive-in Bank (912)

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

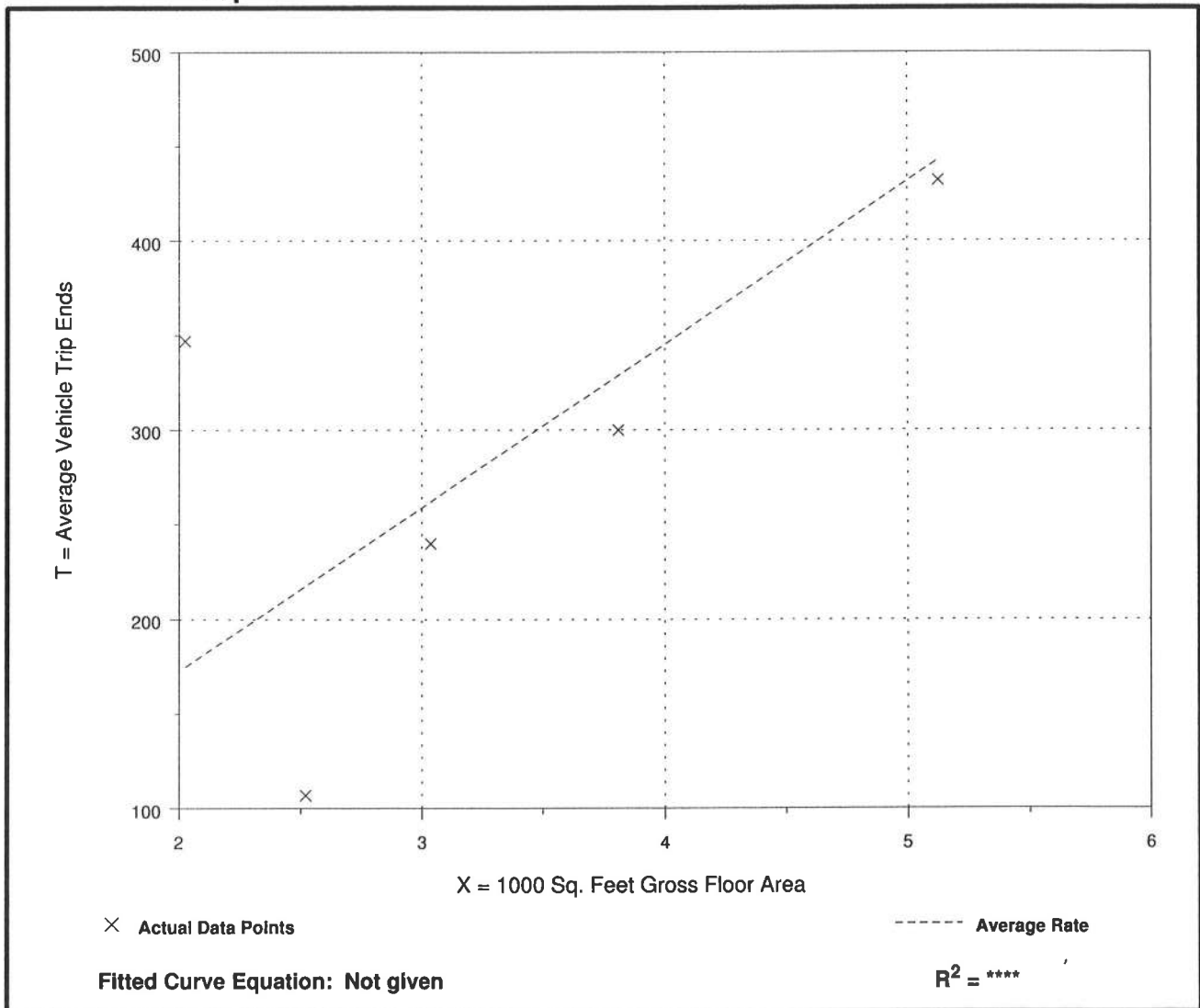
Number of Studies: 5  
Average 1000 Sq. Feet GFA: 3  
Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
86.32	42.44 - 171.27	36.65

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*





# Drive-in Bank (912)

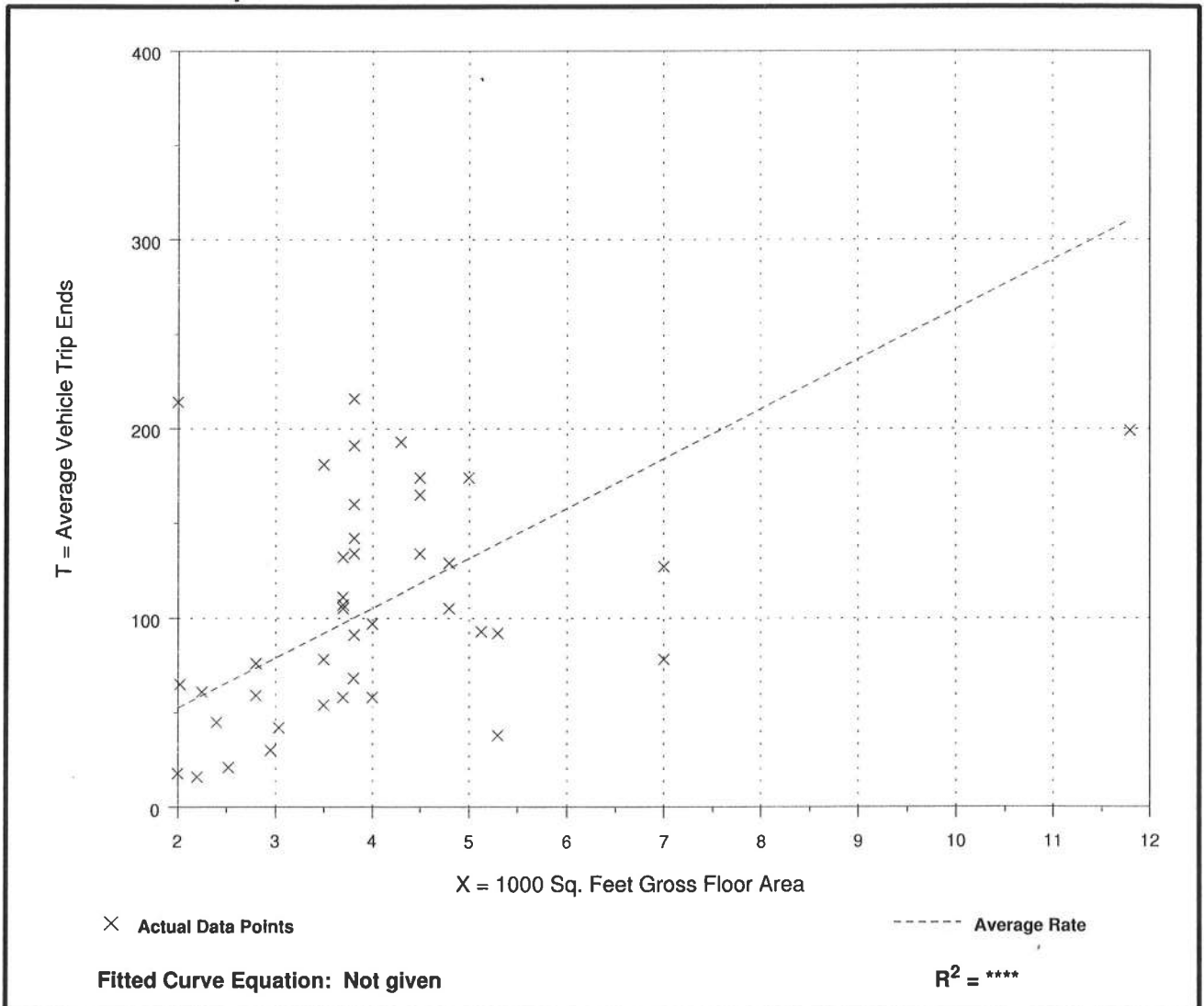
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
**On a: Saturday,**  
**Peak Hour of Generator**

Number of Studies: 41  
 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
26.31	7.17 - 107.00	15.79

## Data Plot and Equation



# Drive-in Bank (912)

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

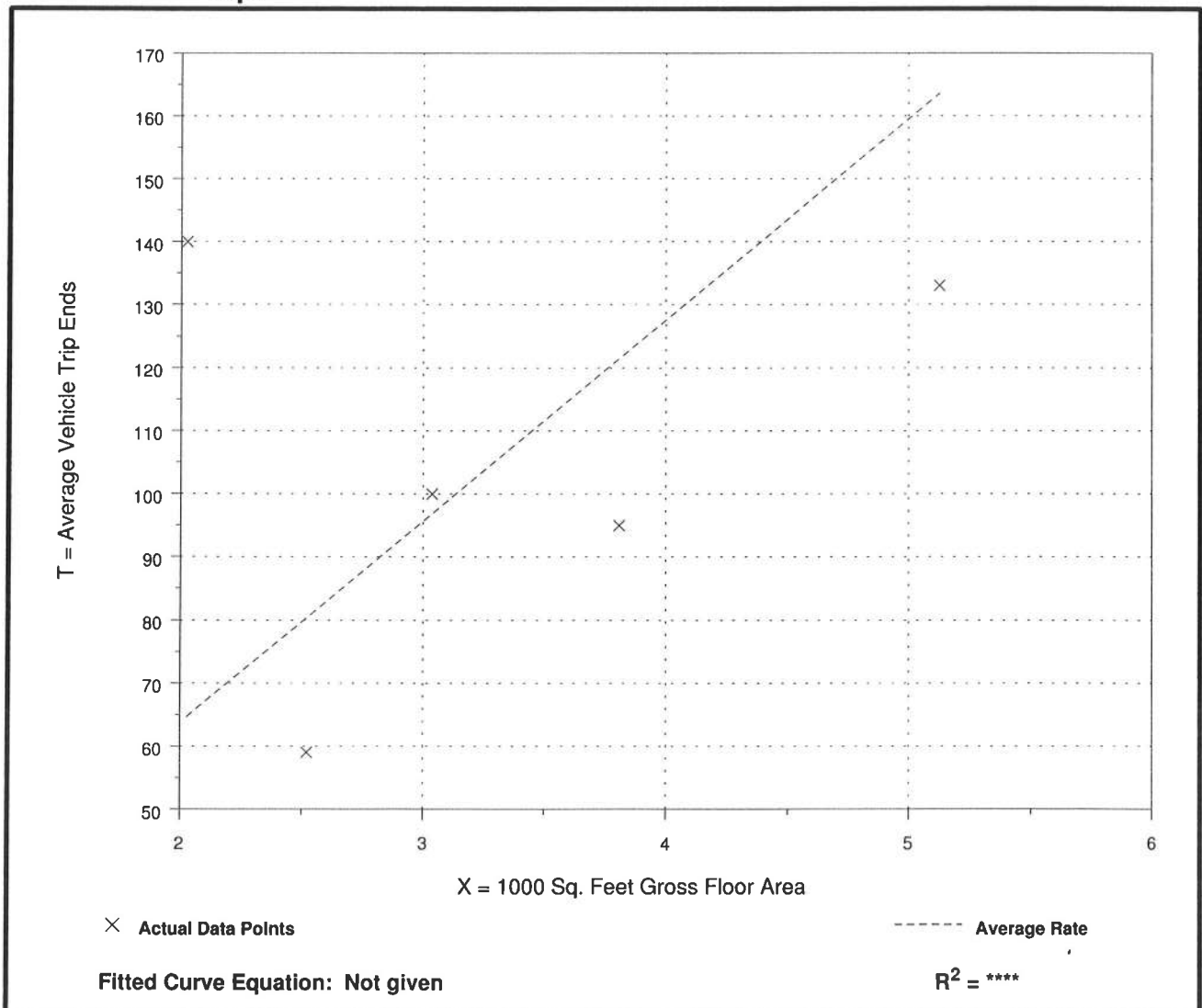
Number of Studies: 5  
Average 1000 Sq. Feet GFA: 3  
Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
31.90	23.40 - 69.10	15.45

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Drive-in Bank (912)

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

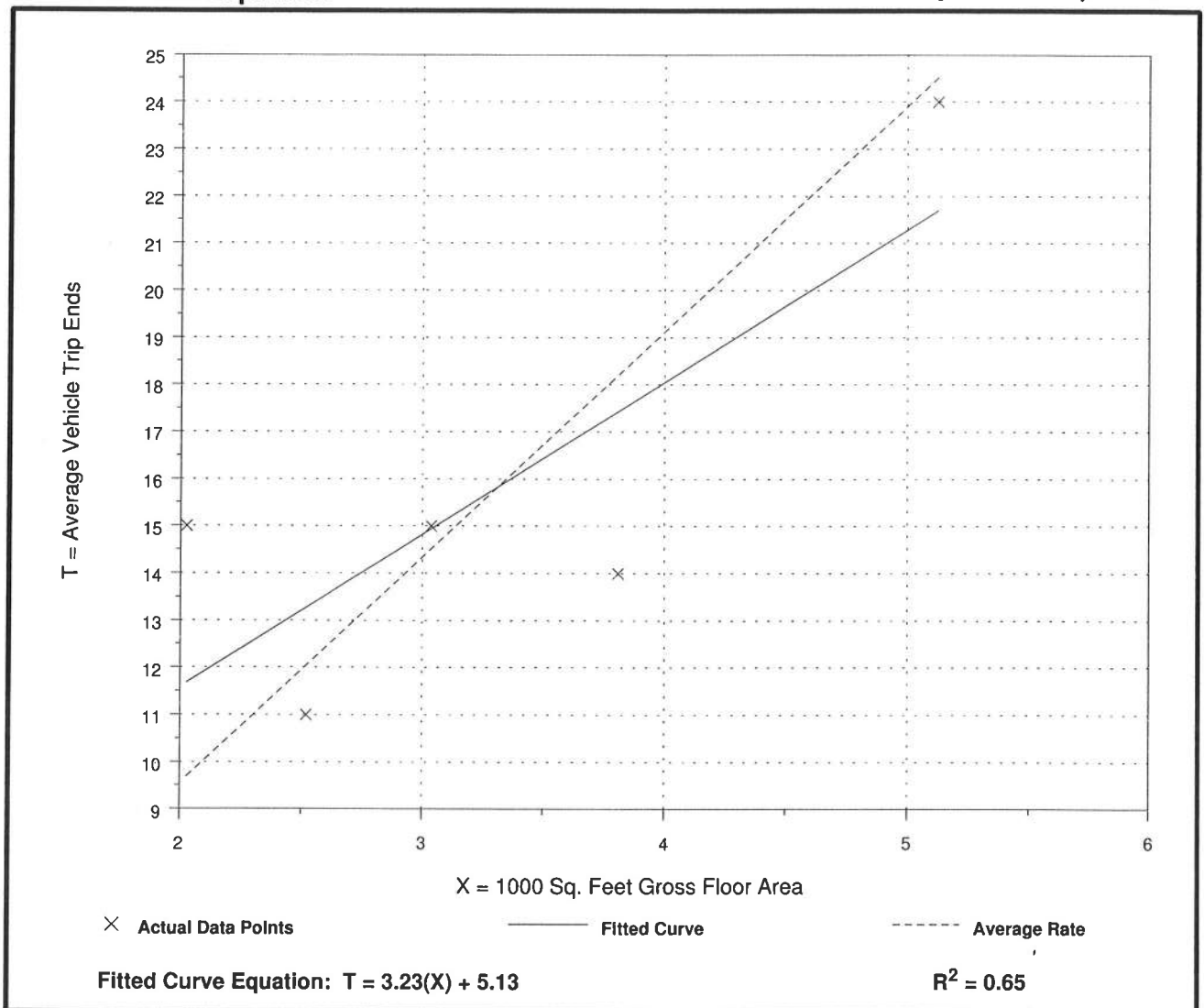
Number of Studies: 5  
 Average 1000 Sq. Feet GFA: 3  
 Directional Distribution: Not available

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

Average Rate	Range of Rates	Standard Deviation
4.78	3.68 - 7.40	2.17

## Data Plot and Equation

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# Drive-in Bank (912)

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

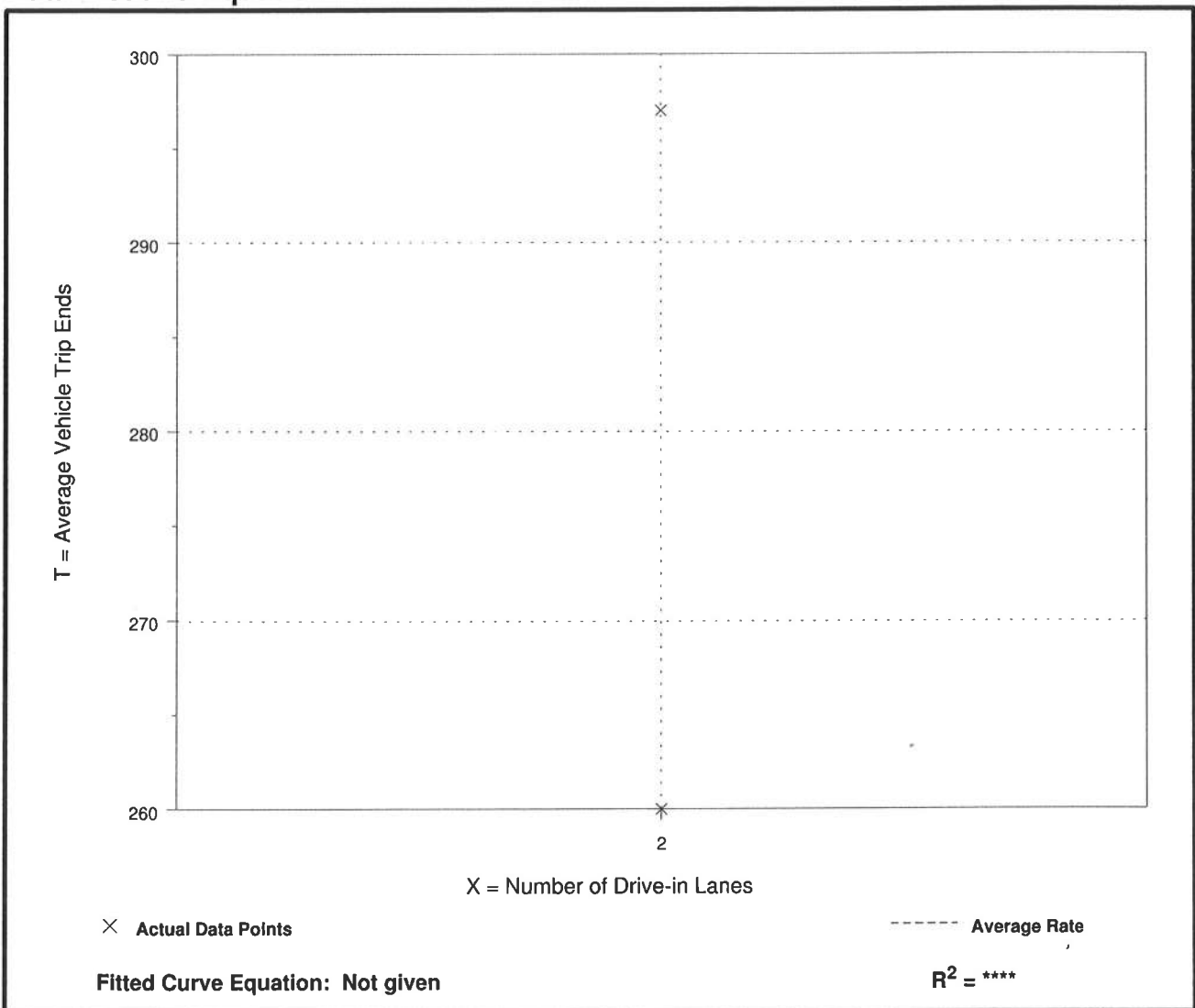
Number of Studies: 2  
Avg. Number of Drive-in Lanes: 2  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Drive-in Lane

Average Rate	Range of Rates	Standard Deviation
139.25	130.00 - 148.50	*

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Drive-in Bank (912)

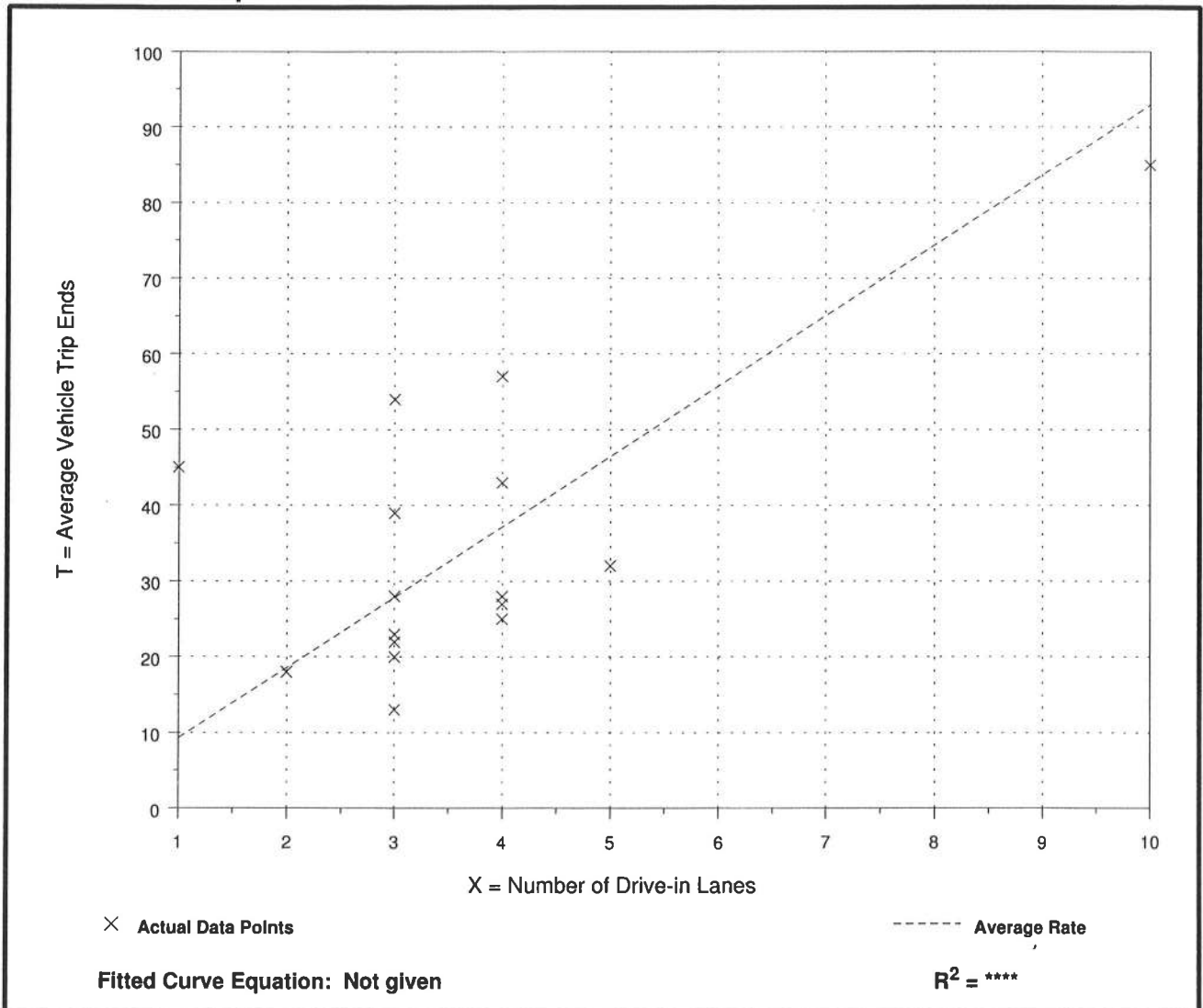
**Average Vehicle Trip Ends vs: Drive-in Lanes**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

Number of Studies: 18  
 Avg. Number of Drive-in Lanes: 4  
 Directional Distribution: 60% entering, 40% exiting

## Trip Generation per Drive-in Lane

Average Rate	Range of Rates	Standard Deviation
9.29	4.33 - 45.00	6.03

## Data Plot and Equation



# Drive-in Bank (912)

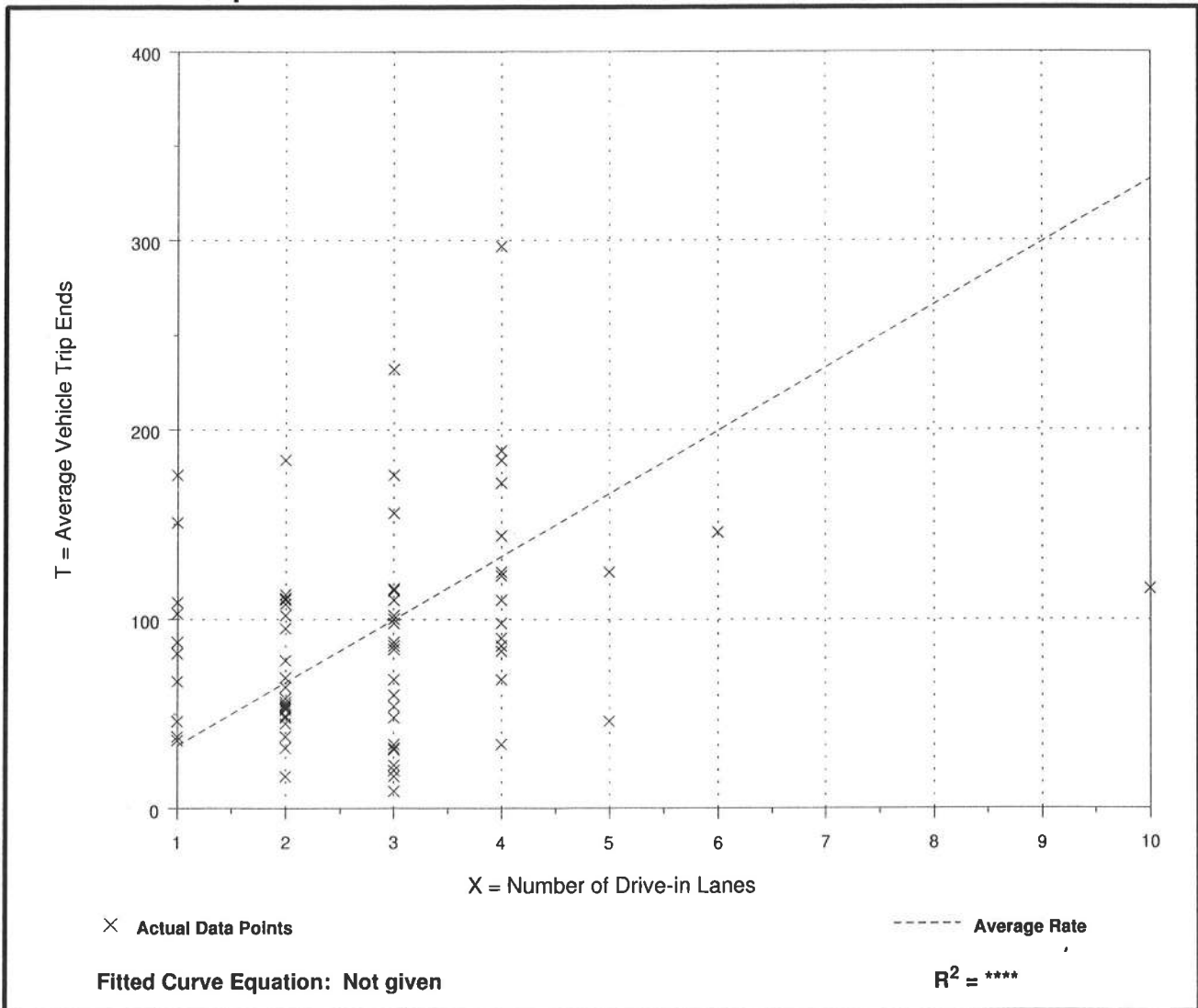
**Average Vehicle Trip Ends vs: Drive-in Lanes**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 85  
 Avg. Number of Drive-in Lanes: 3  
 Directional Distribution: 49% entering, 51% exiting

## Trip Generation per Drive-in Lane

Average Rate	Range of Rates	Standard Deviation
33.24	3.00 - 176.00	24.48

## Data Plot and Equation



# Drive-in Bank (912)

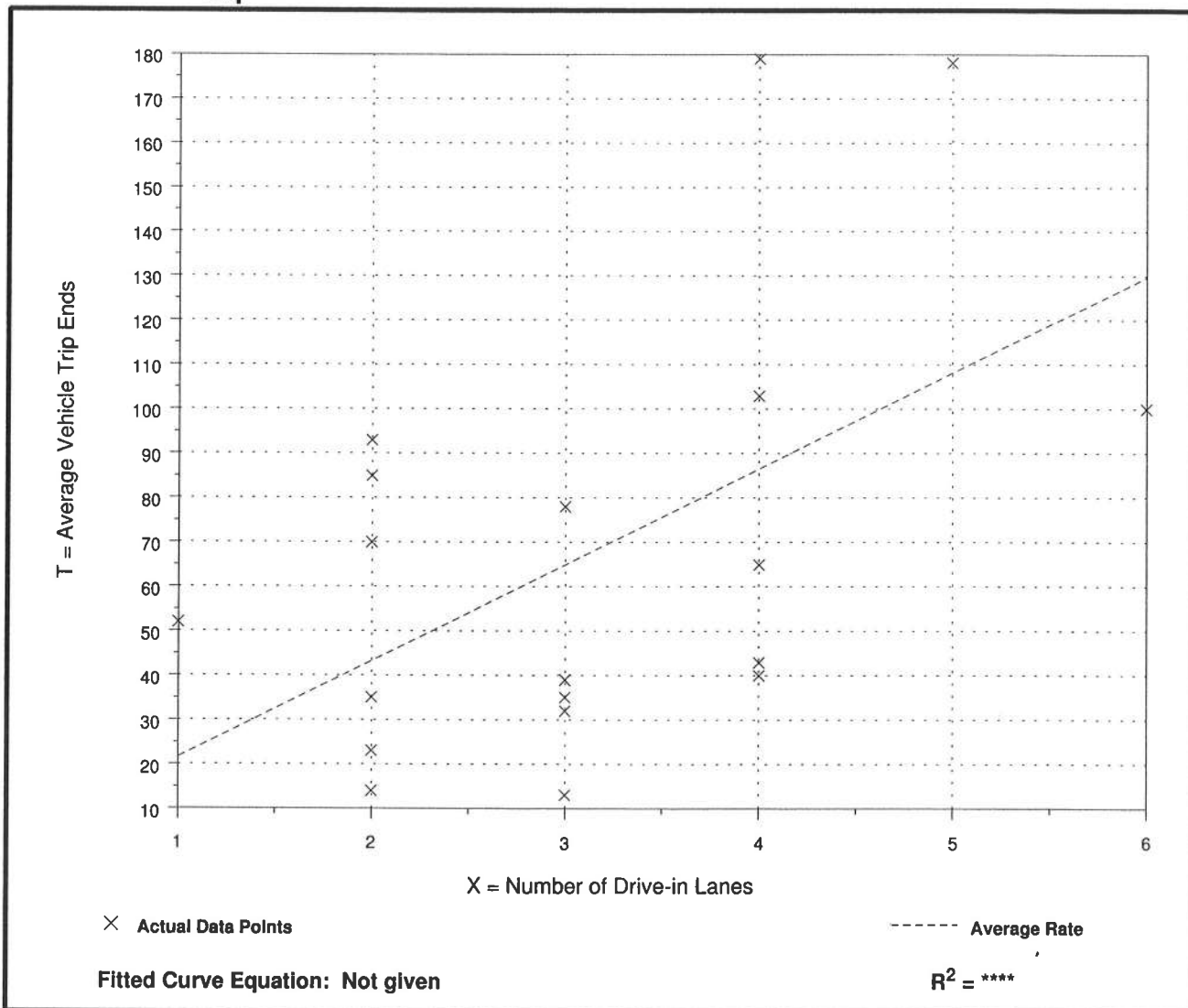
**Average Vehicle Trip Ends vs: Drive-in Lanes**  
**On a: Weekday,**  
**A.M. Peak Hour of Generator**

Number of Studies: 19  
 Avg. Number of Drive-in Lanes: 3  
 Directional Distribution: 56% entering, 44% exiting

## Trip Generation per Drive-in Lane

Average Rate	Range of Rates	Standard Deviation
21.64	4.33 - 52.00	13.89

## Data Plot and Equation



# Drive-in Bank (912)

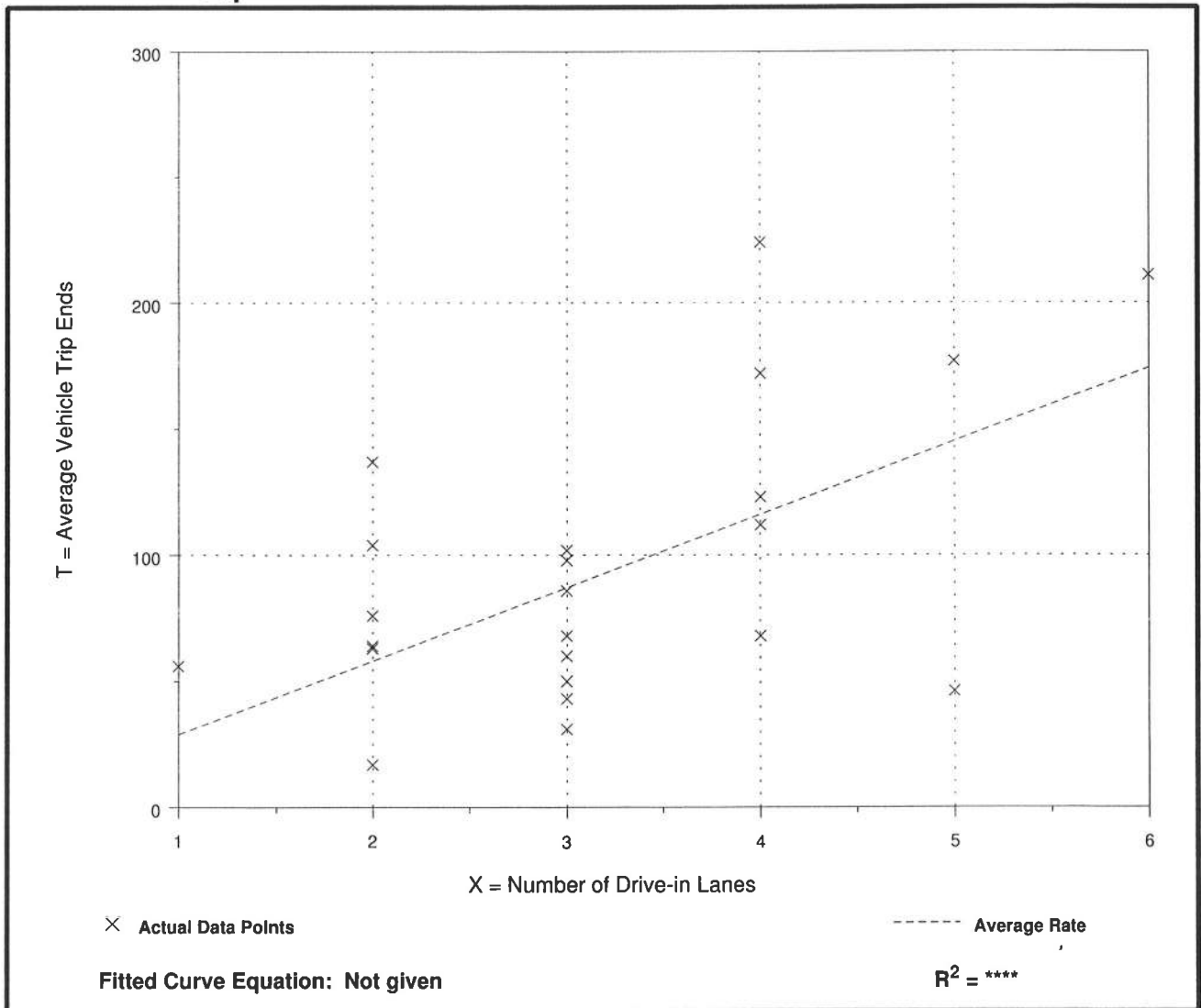
**Average Vehicle Trip Ends vs: Drive-in Lanes**  
**On a: Weekday,**  
**P.M. Peak Hour of Generator**

Number of Studies: 26  
 Avg. Number of Drive-in Lanes: 3  
 Directional Distribution: 49% entering, 51% exiting

## Trip Generation per Drive-in Lane

Average Rate	Range of Rates	Standard Deviation
29.05	8.50 - 68.50	14.73

## Data Plot and Equation





# Drive-in Bank (912)

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

Number of Studies: 26  
 Avg. Number of Drive-in Lanes: 4  
 Directional Distribution: 49% entering, 51% exiting

## Trip Generation per Drive-in Lane

Average Rate	Range of Rates	Standard Deviation
28.78	7.60 - 107.00	16.77

## Data Plot and Equation

