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Browns Bridge Rd Used Car Dealership Trip Generation Memo

Axis Infrastructure has conducted a trip generation memo for the proposed 1,860 square foot used car dealership at 4510 Browns Bridge Rd in Gainesville, GA. The trip generation estimates are based on the average rates and equations provided in the Institute of Transportation Engineers (ITE) Manual, 12th Edition.

Figure 1 shows an aerial view of the site in its existing conditions.

Figure 1: Aerial View of Site



The development consists of a 1,170-S.F. building and a 690-S.F. building, resulting in a total of 1,860 S.F. development buildings. The site also contains 4 customer parking spots, 2 employee parking spots, and 22 parking spaces provided for inventory.

Table 1 shows the results of the trip generation analysis of the 1,860 square foot used car dealership.

Table 1: ITE 12th Trip Generation

Land Use Code	Reduction %	Project Trips			Equation Used	In / Out Distribution
		Total	Inbound	Outbound		
841 - Automobile Sales (Used)					1,860	Square Feet
Daily		50	25	25	T = 27.06(X)	50% / 50%
AM Peak Hour		4	3	1	T = 2.13(X)	76% / 24%
PM Peak Hour		7	3	4	T = 3.75(X)	47% / 53%
Net New External Vehicle Trips						
Daily		50	25	25		
AM Peak Hour		4	3	1		
PM Peak Hour		7	3	4		

T = Trips; X = Density by Variable

This site will generate a weekday daily total of 50 trips (25 entering, 25 exiting). The AM peak hour will generate 4 trips (3 entering, 1 exiting) and the PM peak hour will generate 7 trips (3 entering, 4 exiting). No pass-by trips occur for this land use.

This development is planned to access the external roadway network via one full access driveway along Browns Bridge Rd (SR 369).

Appendix: ITE Trip Generation Manual, 12th Edition

Land Use: 841

Automobile Sales (Used)

Description

A used automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of used cars is the primary business at these facilities. Automobile service and parts sales may also be available. The dealerships may also provide truck sales and service.

Additional Data

The sites were surveyed in the 2010s in Texas.

Source Numbers

880, 881

Automobile Sales (Used) (841)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 14

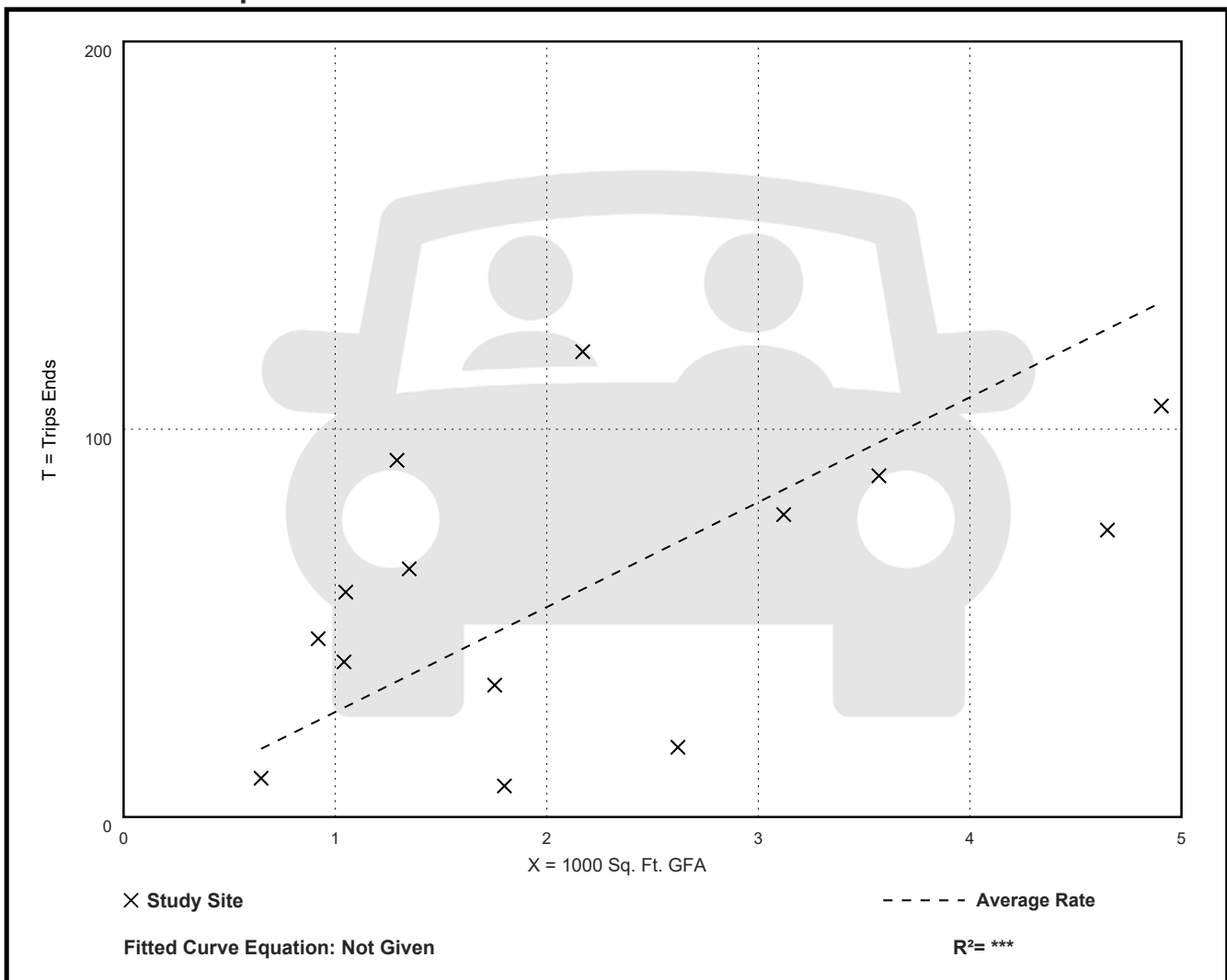
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.06	4.44 - 71.21	17.91

Data Plot and Equation



Automobile Sales (Used) (841)

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: 8

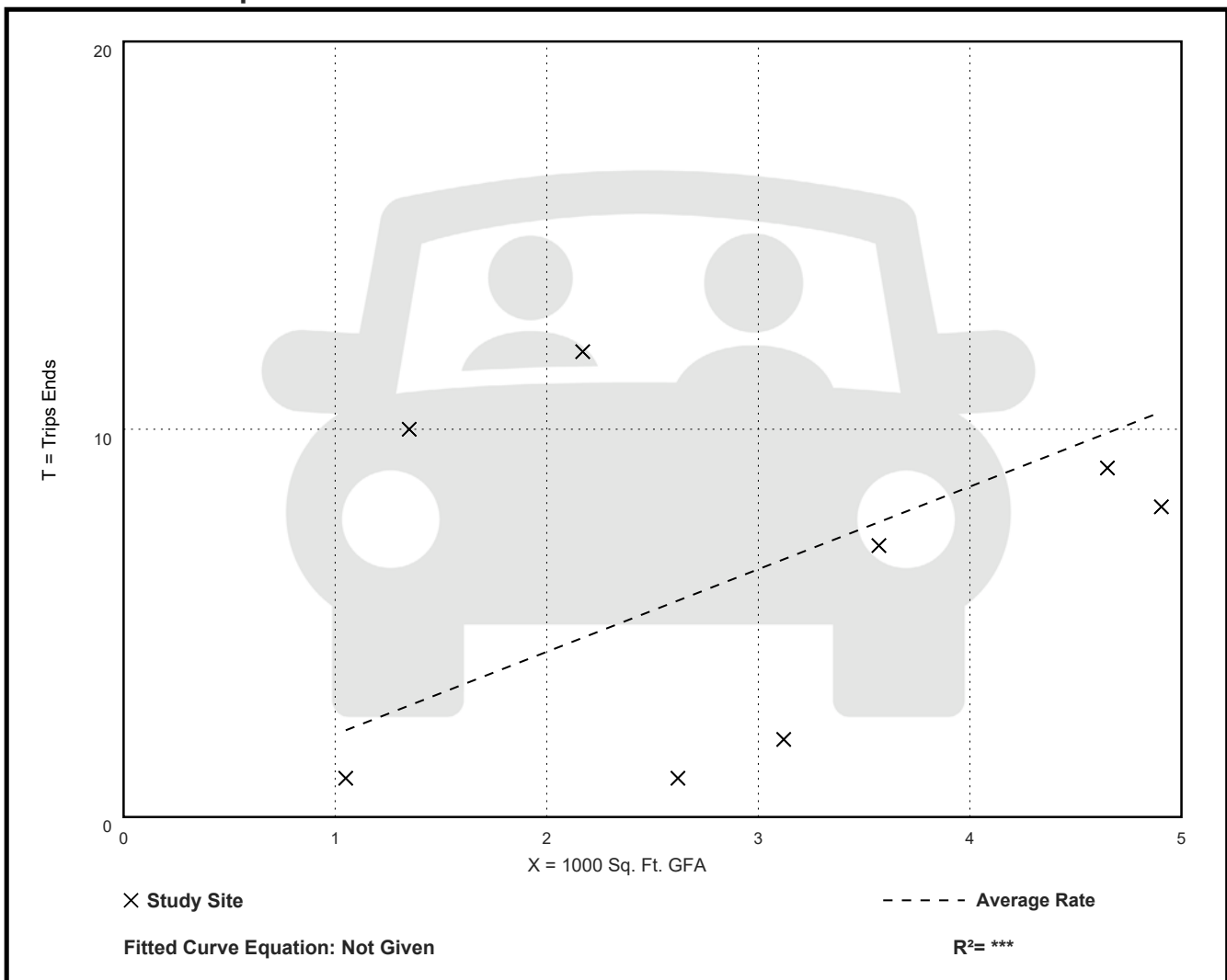
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 76% entering, 24% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.13	0.38 - 7.41	1.98

Data Plot and Equation



Automobile Sales (Used) (841)

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: 14

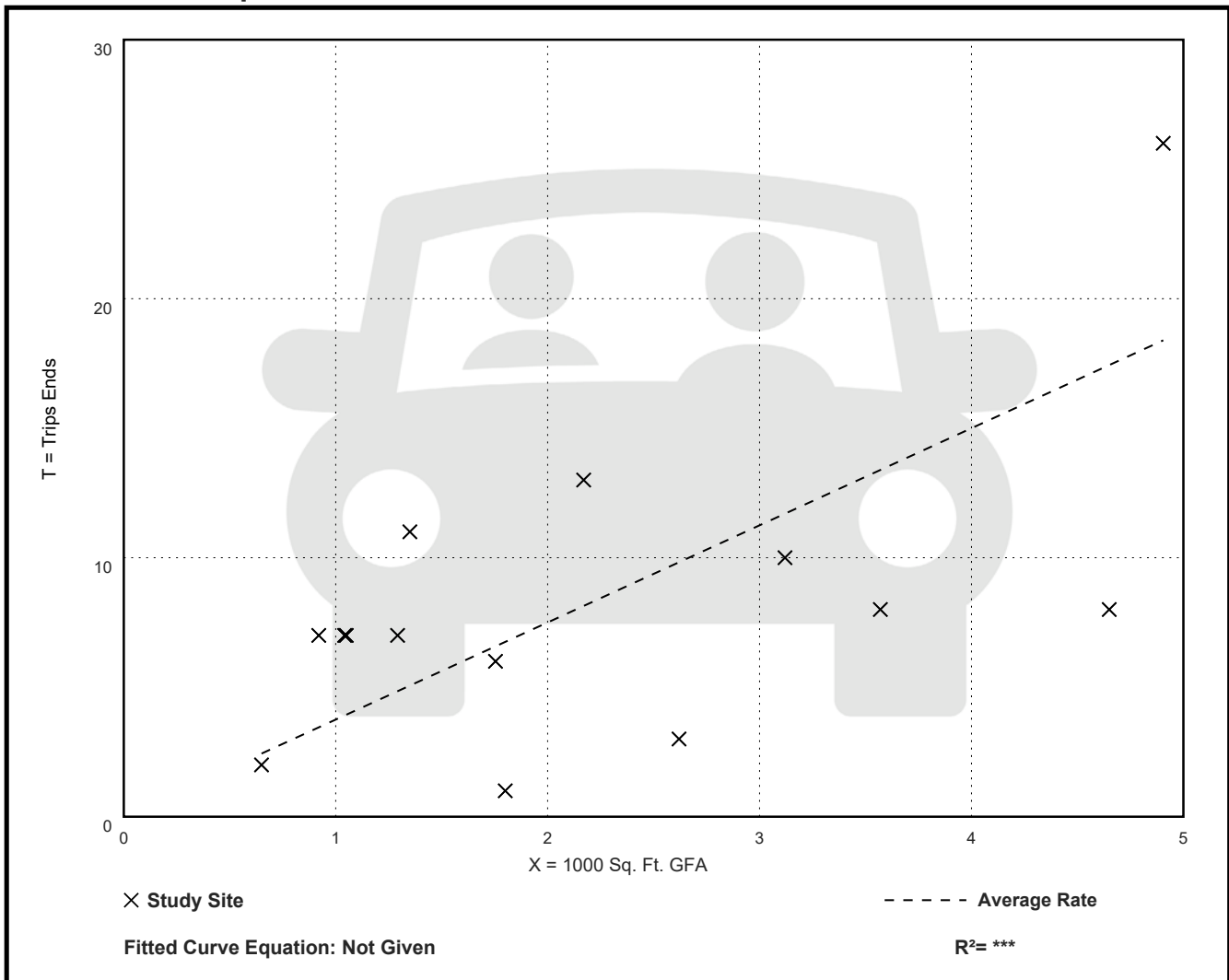
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.75	0.56 - 8.15	2.28

Data Plot and Equation



Automobile Sales (Used) (841)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

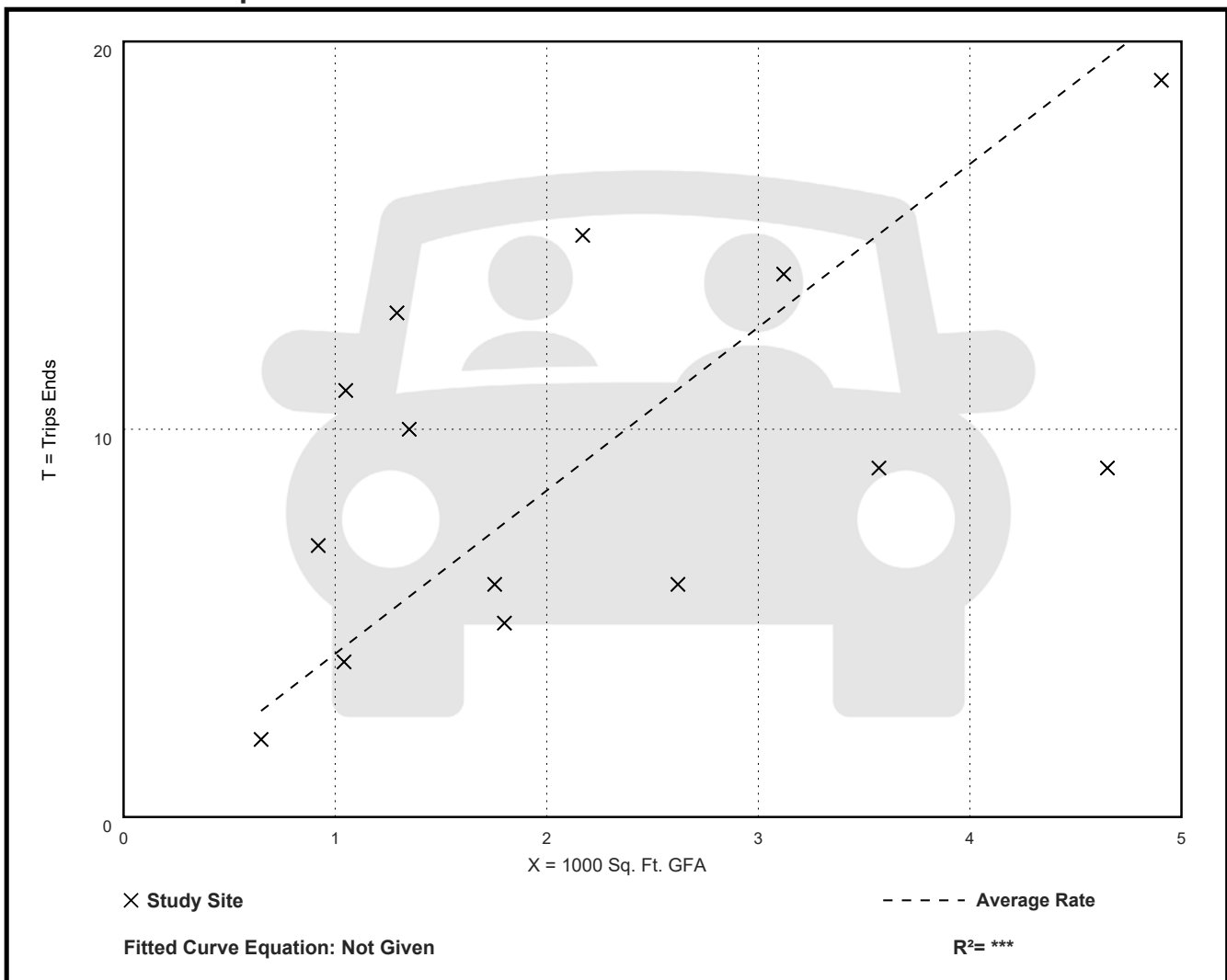
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.21	1.94 - 10.48	2.48

Data Plot and Equation



Automobile Sales (Used) (841)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

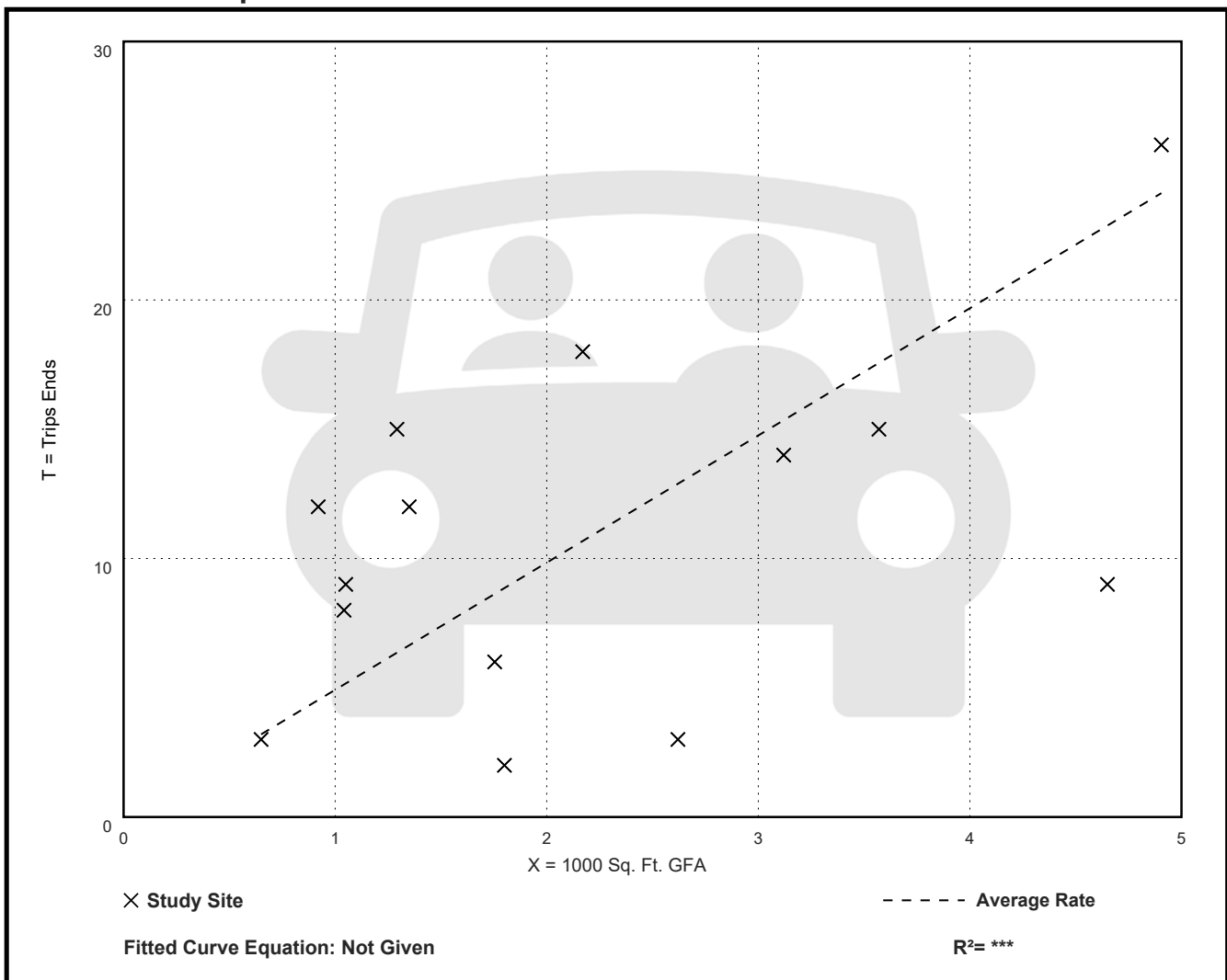
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.92	1.11 - 13.04	3.23

Data Plot and Equation



Automobile Sales (Used) (841)

Vehicle Trip Ends vs: Employees

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 14

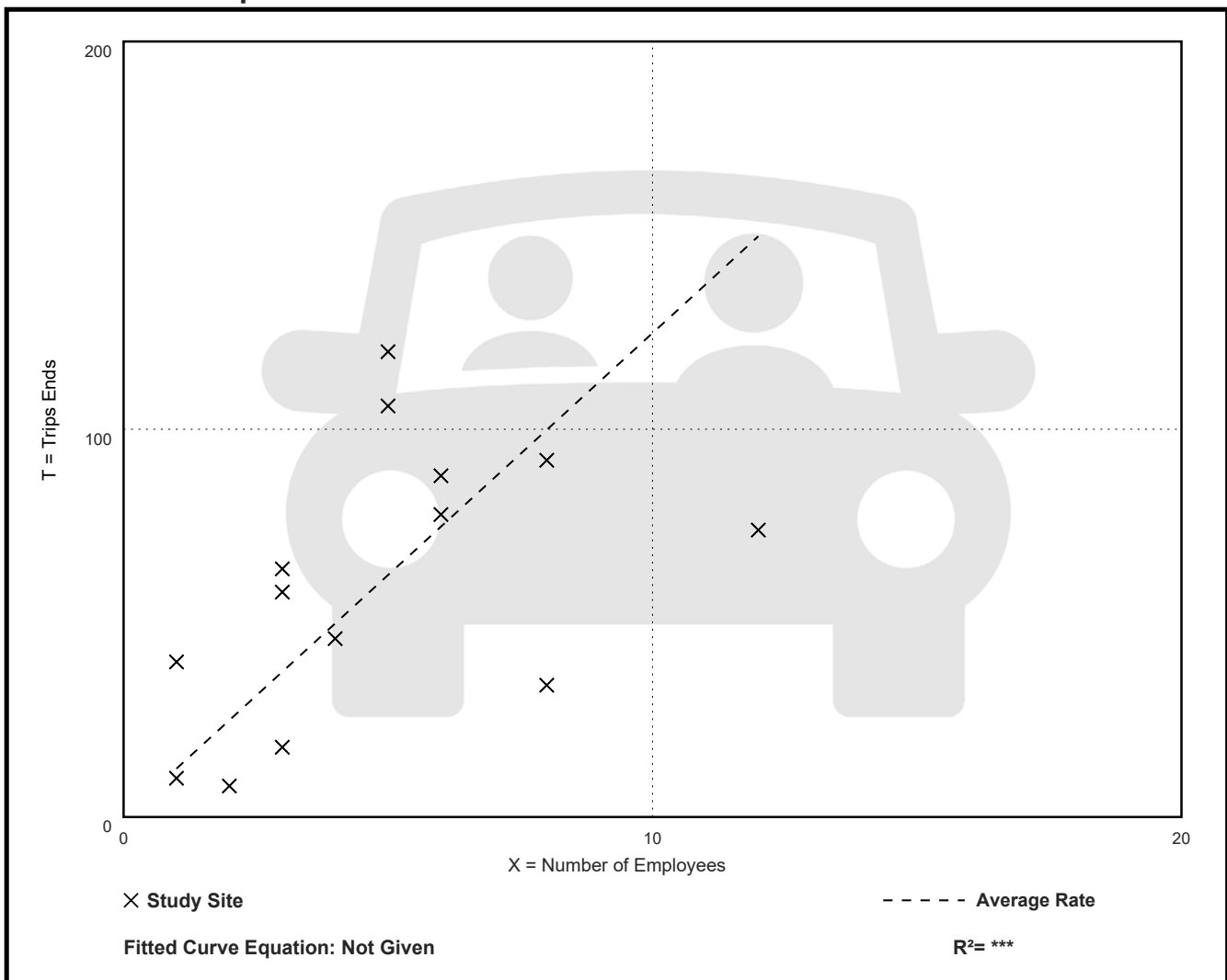
Avg. Num. of Employees: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
12.48	4.00 - 40.00	7.52

Data Plot and Equation



Automobile Sales (Used) (841)

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: 8

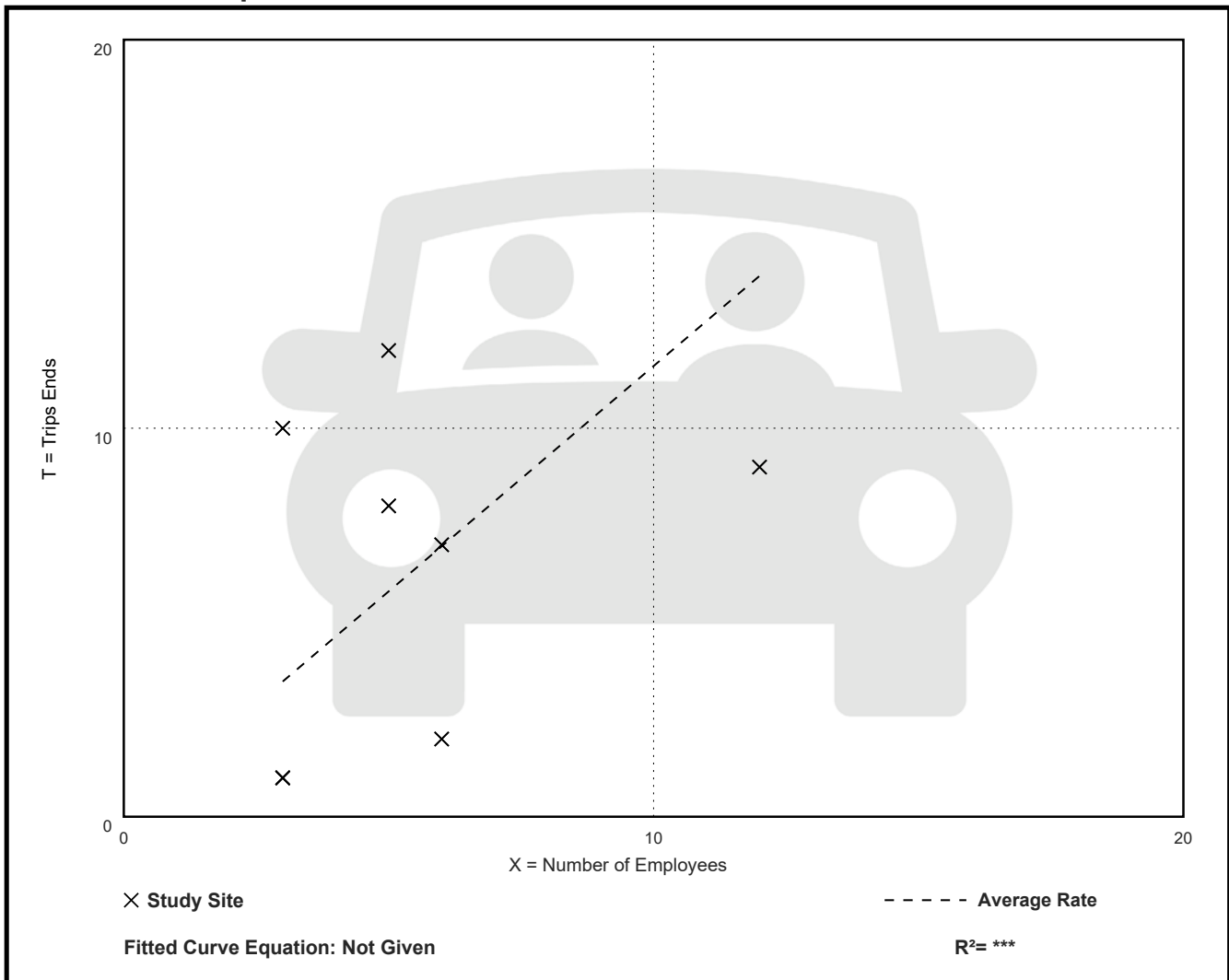
Avg. Num. of Employees: 5

Directional Distribution: 76% entering, 24% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.16	0.33 - 3.33	0.94

Data Plot and Equation



Automobile Sales (Used) (841)

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: 14

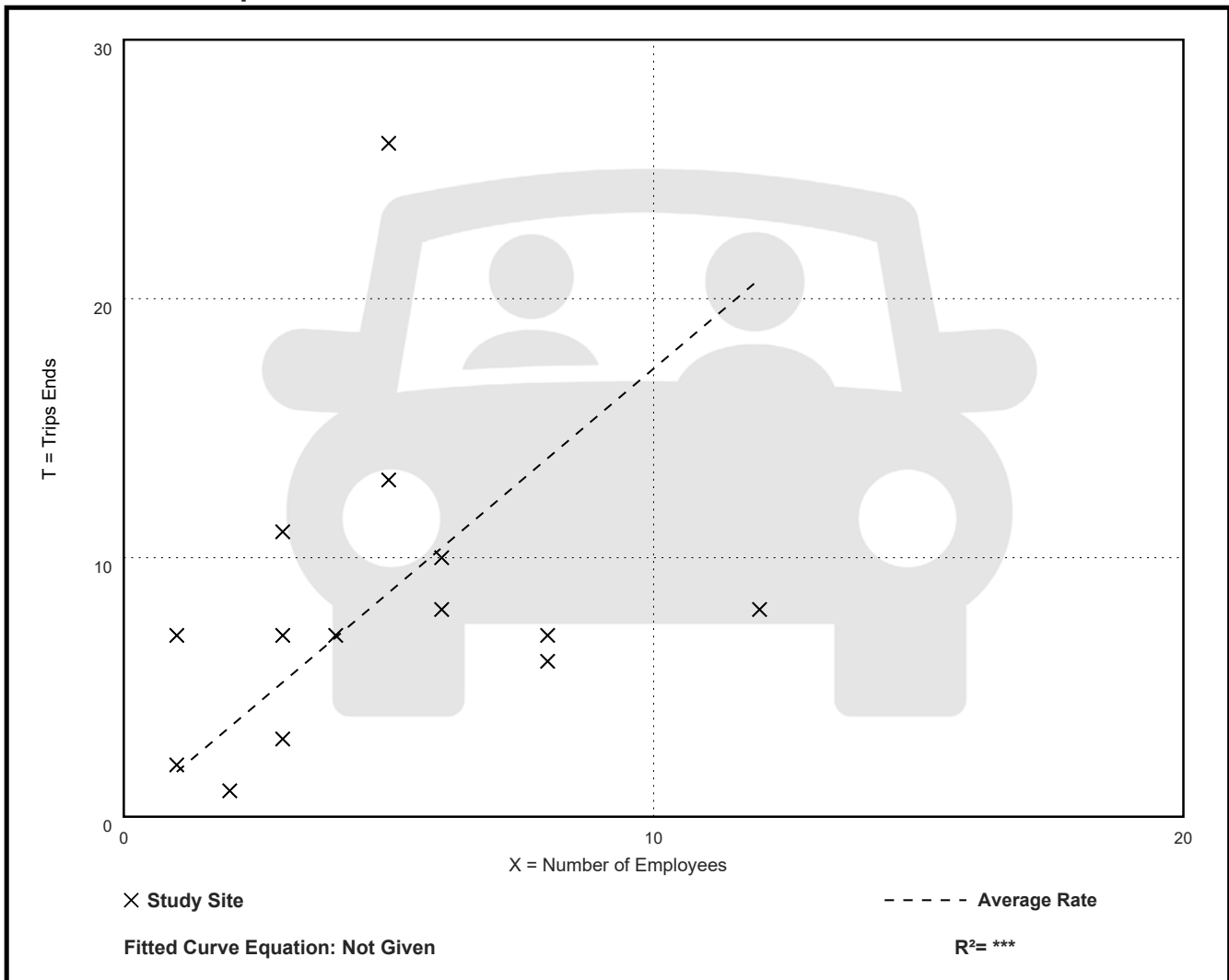
Avg. Num. of Employees: 5

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.73	0.50 - 7.00	1.48

Data Plot and Equation



Automobile Sales (Used) (841)

Vehicle Trip Ends vs: Employees

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

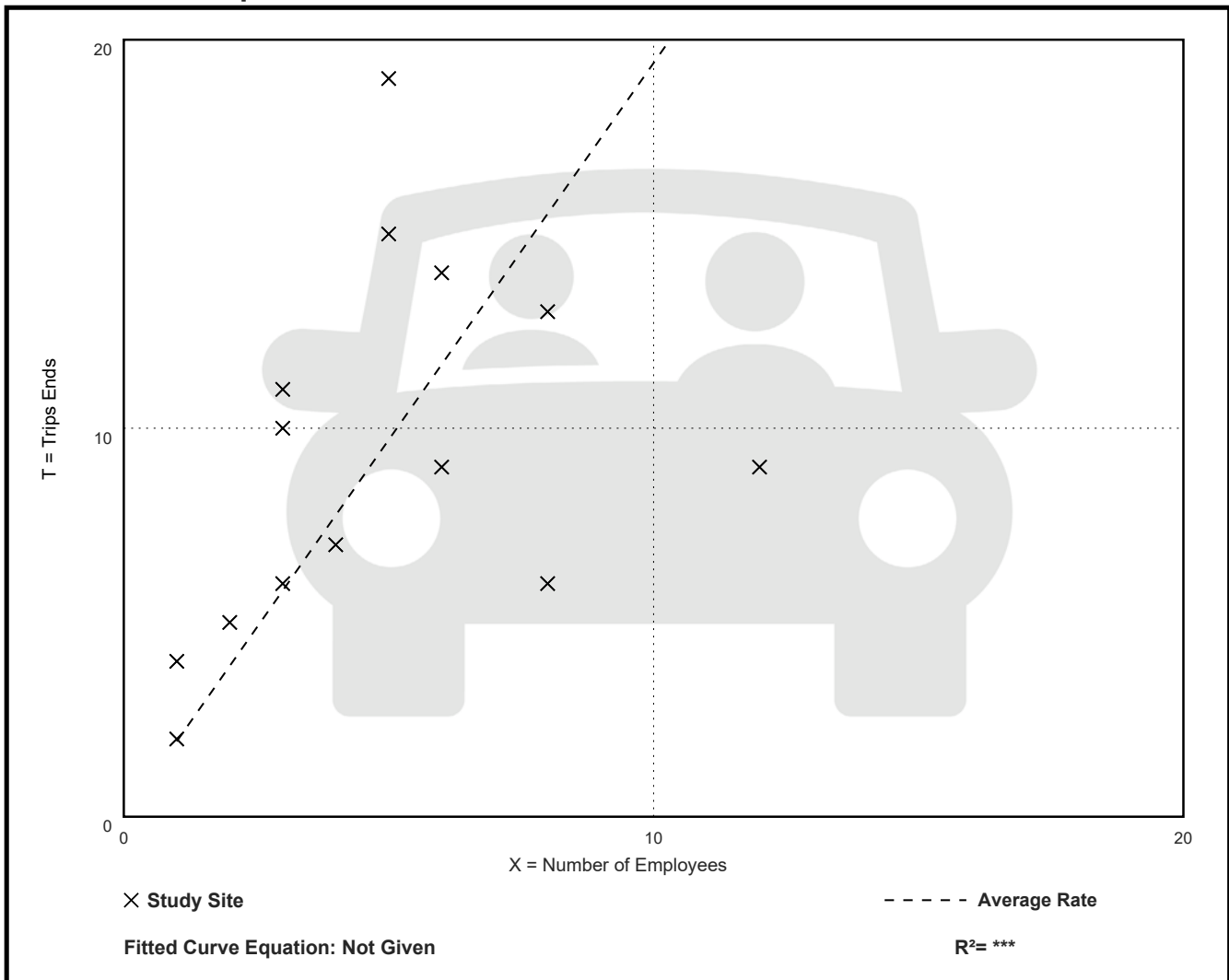
Avg. Num. of Employees: 5

Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.94	0.75 - 4.00	1.09

Data Plot and Equation



Automobile Sales (Used) (841)

Vehicle Trip Ends vs: Employees

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

Avg. Num. of Employees: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.27	0.75 - 8.00	1.57

Data Plot and Equation

