

TRAFFIC IMPACT & CIRCULATION STUDY

Angi's Prime Grill
10059 E Southern Avenue
Mesa, Arizona

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Traffic Impact & Site Circulation Study

Angi's Prime Grill, 10059 Southern Avenue, Mesa, Arizona

I. INTRODUCTION & SUMMASRY

This traffic impact & site circulation study is intended for the assessment of the expected trips generated by the proposed Angi's Prime Grill, and to evaluate the adequacy of the internal roadway circulation and drive-through queuing requirements.

This 0.69 Acre vacant parcel (APN 220-81-744B) is located within a larger vacant tract, zoned LC; between Salad & Go and Four Point Medical Center, on the south side of E Southern Avenue. The proposed Angi's will share the existing driveways on Southern Avenue currently serving Salad & Go, and the Four Point Medical Center. Figure 1, depicts the location of the proposed development and relationship to its neighboring businesses and the transportation network.



In summary, the study findings are as follows:

- Based on ITE LUC 934, Fast Food Restaurant with Drive-through, the proposed development is expected to generate 76 trips for the AM peak, 87 trips in the mid-day peak, and 56 trips in the PM peak hour.
- The proposed single, 154' drive-through, will contain the expected maximum queues and will not spill over onto internal roads, parking lot, and intersections.
- The internal roads & intersections within the 1200' of the development will not be subject to queuing and blockage.
- The 2 proposed shared access driveways will operate within acceptable range with respect to safety and efficiency.

II. PROPOSED DEVELOPMENT

The proposed fast-food restaurant with drive-through will consist of 1692 SF GFA building and a single drive-through which will circulate clockwise. The entrance to the drive-through lane is at the south end of the lot, designed to minimize queuing and spill-over onto internal roads, isles, intersections, and the adjacent public roadways. A preliminary site plan is provided in the Appendix of this report.

Angi's daily operation is 6:30 AM to 9:00 PM. The primary access will be via Southern Avenue, utilizing the existing shared driveway with Salad & Go at 10031 E Southern Avenue. A second access will also be provided at the rear of the property with connection to the Four Point Medical Center access road, which eventually outlets to Southern Avenue.

The internal roadway system, as designed, provides an efficient cross-access for the future developments on the east and west sides of the proposed Angi's. The future development on the east and west sides, will use the internal roadway extension along the north side. The parcel on the east side can also use the internal cross-access roadway along the south side of the parcel. The cross-access amongst the various parcels will operate effectively and conflicts are not anticipated.

E Southern Avenue is an east-west, 6-lane principal arterial (3 through lanes EB & 2 through lanes WB) with a center two-way left turn lane (TWLTL). The posted speed is 45 mph with an ADT (average daily traffic) of 17,600 (City of Mesa 2023). The signalized intersection with Crimson Road is approximately 700 feet to the west of this location.

III. TRIP GENERATION & DISTRIBUTION

ITE Trip Generation, 11th Edition, Land Use Code (LUC) 934 – Fast Food Restaurant with Drive-Through is used for the calculation of the estimated trips, using GFA units of per1000 SF. Table 1 is a summary of the proposed new trips for the proposed 1.7 GFA. Traffic data from a comparable Angi's store in Phoenix, indicates that mid-day to be the highest peak, for the peak day of the week, typically Friday. As ITE does not provide a weekday mid-day trip estimate, the mid-day trips are assumed to be equal to the PM peak hour of the generator.

Period	Total	In	Out
AM Peak (7-9 AM)	76	39	37
Mid-Day Peak (11 AM- 1:00PM)	87	44	43
PM Peak (4-6 PM)	56	29	27

Table 1- Summary of Proposed New Trips

The proposed development is expected to generate 76 trips for the AM peak, 87 trips in the mid-day peak, and 56 trips in the PM peak hour. It is also assumed that 35% of the anticipated trips to this site will be of “pass-by” type, which are already embedded within the existing volumes on adjacent streets. Table 2 is a summary of the net new trips after adjustment for “pass-by”.

Period	Total	In	Out
AM Peak (7-9 AM)	49	25	24
Mid-day Peak (12-1 PM)	57	29	28
PM Peak (4-6 PM)	37	19	18

Table 2- Adjusted “Pass-by” Trips

It should be noted that full unadjusted trips are used when determining the driveway volumes, turning movements, and drive-through volumes. Internal capture and other forms of travel are ignored for this analysis.

Given the current driveway volume distribution for Salad & Go, trips are expected to be distributed 55% from the east and 45% from the west, on E Southern Avenue. Based on the projected trips and distribution, the driveway volumes are determined and will be discussed in following sections.

IV. DRIVEWAY ACCESS

As shown in Figure 2, the proposed Angi's will have 2 access points, which include a shared driveway with the existing Salad & Go, along Southern Avenue; and a connection to Four Point Medical Center roadway at the rear of the parcel. These 2 access driveways are the only affected driveways within the 1200 feet of frontage on Southern Avenue.



The shared access with Salad & Go, will be the primary driveway for Angi's with estimated 70% of new trips. The shared driveway with the Medical Center, will be less impacted with an assumed 30% of the estimated new trips. Table 3 below, is a summary of proposed driveway volumes.

Driveway	AM Vol.		Mid-day Vol.		PM Vol.	
	In	Out	In	Out	In	Out
Driveway 1 (shared with Salad & Go)	27	26	31	30	20	19
Driveway 2 (shared w/4-Points Medical Center)	12	11	13	13	9	8
Totals	39	37	44	43	29	27

Table 3 – Projected Driveway Volumes

Driveway 1 will be shared with Salad & Go, with a connection to Burger King at the corner. In order to evaluate the conditions at this driveway, existing volume data were collected on Friday, October 10, 2025, for 7-8 am, 12-1 pm, and 6-7 pm. Table 4, is a summary of the existing and projected driveway volumes, for the shared driveway. A copy of the volume data is provided in the Appendix.

Business	AM Volumes		Mid-day Volumes		PM Volumes	
	In	Out	In	Out	In	Out
Salad & Go	39	58	69	99	54	66
Angi's	27	26	31	30	20	19
Total	66	84	100	129	74	85

Table 4 – Shared Driveway Volumes

As shown in Table 4, mid-day will be the highest peak volumes with a combined 229 (100 in & 129 out) vehicles using the driveway. This results in 8 vehicles in a typical 2-minute cycle, which is thought to be a moderate rate of shared usage and should not cause queuing or spill over onto the internal roads or cause blockage at the intersection with Southern Avenue.

The magnitude of conflicting inbound and outbound vehicles (100 vph inbound & 129 vph outbound) is relatively small. As noted previously, for a typical 2-minute period, it is 4 vehicles inbound versus 4 vehicles outbound and should not result in spill-over onto the internal roads or onto Southern Avenue.

Queuing on eastbound or westbound Southern Avenue is not anticipated. For the highest peak (mid-day), the eastbound right turn (54 vph) and the westbound left turn (58 vph), result in arrival of 2 vehicles for a typical 2-minute cycle. This relatively low arrival rate will not create a safety concern on Southern Avenue, for both directions.

Turn lanes are provided at the existing driveways on Southern Avenue. Right-turn auxiliary lanes at Salad & Go driveway, provides a turn storage length of approximately 130 feet. For the medical center, the right turn storage length is 160 feet. The existing TWLTL on Southern Avenue provides ample storage for the additional left turning volumes.

V. SITE CIRCULATION & QUEUING

This section evaluates the internal site circulation, drive-through queuing, and overflow stacking space for the proposed Angi's. The analysis criteria are based on data collected at a comparable existing Angi's store at 3510 W Peoria Avenue in Phoenix. The comparison site is remarkably similar to the proposed Angi's in location, layout, and control features. Both sites are located in a commercial strip using shared driveways with adjacent land uses. The drive-throughs are clockwise, with the drive-through entrance at farthest point from the arterial roadway. A full layout of the comparison site with stacking distances is included in the Appendix of this report.

Drive-through queuing data was collected from 7am to 7pm, on a Friday, October 10, 2025; which is typically the peak operating day. The peaking characteristics were observed to be aspartic with the highest peak arrival between 1-2 PM. The maximum drive-through queue was 3 vehicles, and the entire queue was contained within the drive-through with no spill-over onto the parking areas or internal roads. Table 5 on the next page is a summary of the observation of the queues for the comparison site. A complete queuing data worksheet, summarizing the entire 12-hour (720 minute) study, is included in the Appendix of this report.

Start Time	Arrival Veh.	Max Q Veh.	Avg. Q Veh./Min.
7:00 AM	15	2	0.3
8:00	29	1	0.5
9:00	56	3	0.9
10:00	47	2	0.8
11:00	41	3	0.7
12:00 PM	47	2	0.8
1:00	74	3	1.2
2:00	48	3	0.8
3:00	28	2	0.5
4:00	16	1	0.3
5:00	26	2	0.4
6:00	22	2	0.4
12-Hour Total =	449	3	0.6

Table 5 – Queuing Data

Mid-day (1:00-2:00 PM) volumes were the highest peak hour for the 12-hour study period. Table 6 below, is a summary of each of the 15-minute interval and the hour totals.

Start Time	Arrival Veh	Max Q Veh	Avg Q Veh/Min
1:00 PM	15	3	1.0
1:15	23	2	1.5
1:30	16	2	1.0
1:45	20	2	1.3
Hour Total =	74	3	1.2

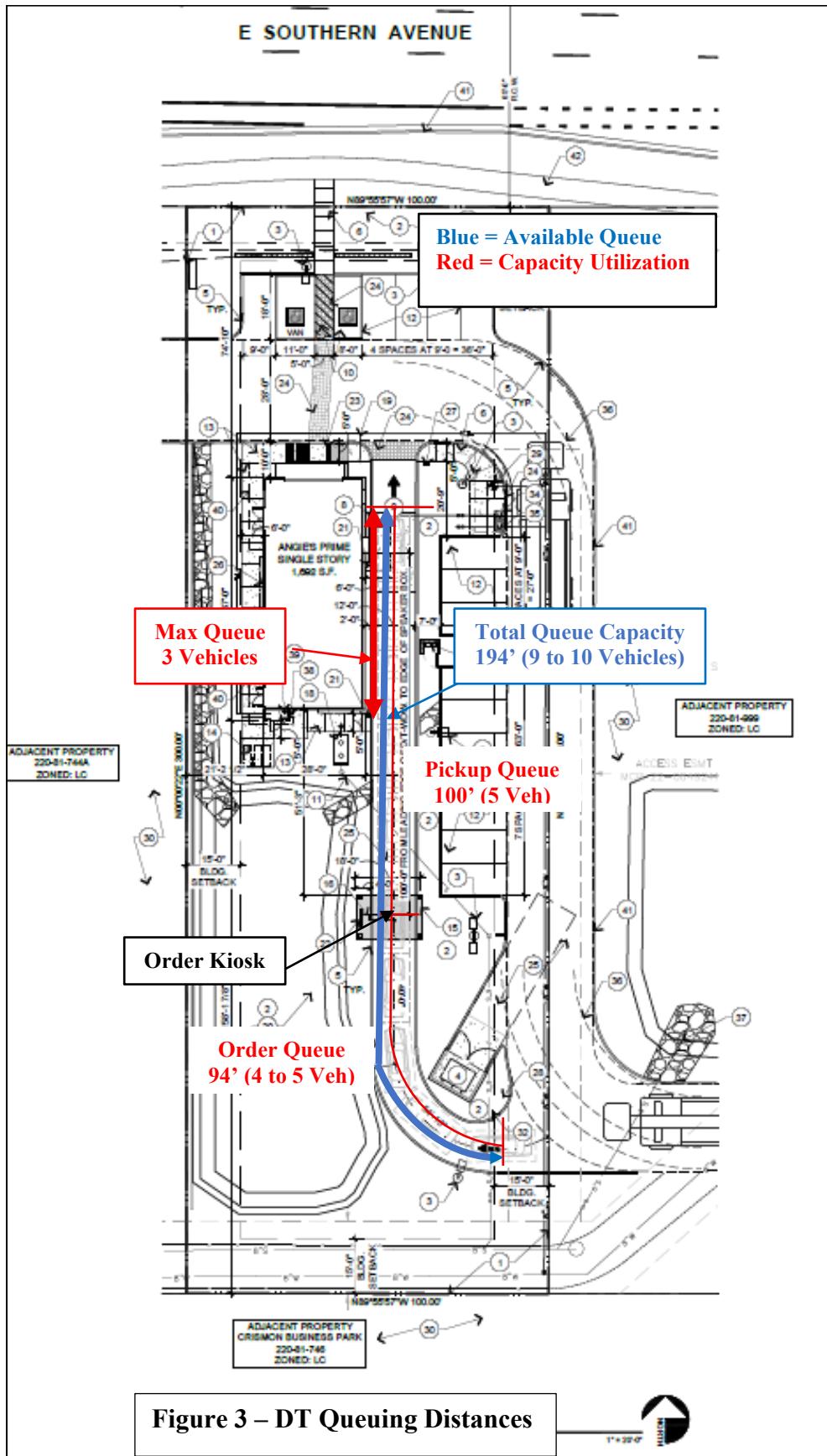
Table 6 – Mid-day Queuing Data

For the mid-day peak data, the “service time” was observed to be 4.5 minutes. The “service time” in this context, is defined as the total time from placement of the order to the fulfillment of the order. The order time at the kiosk was observed to be less than 1 minute (30-50 seconds). The observed queuing was generally at the pickup window, with maximum 3 vehicles. The 85th percentile queue, which is thought to be the design queue, was determined to be 2.5 vehicles. Table 7, compares the geometric features of the proposed site in Mesa with the comparison site in Phoenix.

Capacity	Proposed Angi's in Mesa	Existing Angi's in Phoenix
DT Length	194' (9 to 10 vehicles)	132' (6 to 7 vehicles)
Order Kiosk Length	94' (4 to 5 vehicles)	32' (1 to 2 vehicles)
Pick-up Queue Length	100' (5 vehicles)	100' (5 vehicles)

Table 7 – Queue Capacity Comparison

Based on the information provided in Tables 5, 6, and 7, the drive-through capacity provided for the proposed Angi's in Mesa (7 to 8 vehicles) far exceeds the design 85th percentile requirements and will also contain the maximum queue of 3 vehicles. Therefore, the drive-through queue is expected to be contained within the drive-through lane without spill-over into the internal roads and parking lot. This information is graphically shown in Figure 3, on the next page.



As graphically represented on Figure 3, the maximum drive-through queue (shown in red) are expected to be contained within the drive-through lane (shown in blue). As the site design does not meet the City code requirement of 50' long distance between the entrance to the drive-through and cross isle, it provides an additional 54' distance beyond the typical 40' minimum requirement, for a total of 94' (4 to 5 vehicles) for the order kiosk queuing distance. This design will ensure containment of any spill-over onto the intersecting isles or intersections. It is also noted that the internal circulation and drive-through operation will not result in any spill-over onto and/or blockage on Southern Avenue.

Other operational enhancements such as the credit card reader will accelerate ordering process and reduce “service time” per customer by 30 seconds, with the overall reduction from 4.5 to 4.0 minutes, for the highest peak hour. The card reader will be mounted on top the speaker and will be weather-proof. In the event of mal-functions, customers will be advised to move forward to window, to prevent and minimize impact to the drive-through operation.

Angi’s operation will also include a mobile ordering system, which allows patrons to order ahead and pickup at the drive-through. This system, when used, will also further enhance the “service time” per customer by placing orders ahead of arrival and thereby reducing the wait time and the queue at the drive-through.

The ordering process and operation of the kiosk with speaker are positioned to avoid causing nuisance to the adjacent land uses. Therefore, sound attenuation from the external operations will not cause disturbance to the neighboring properties. There are no residential or office buildings within the area of influence of the proposed Angi’s external operations.

VI. CONCLUSIONS & RECOMMENDATIONS

The proposed Angi’s will be located within an existing commercial strip and will efficiently utilize the existing shared driveways along Southern Avenue. The projected driveway volumes will have a relatively minor impact on Southern Avenue in this area.

As illustrated in the site circulation & queuing analysis, the drive-through queues will be contained within the proposed drive-through lane as designed. Spill-over and/or queuing on the internal roads, intersections, and parking area is not anticipated. Analysis also confirmed that internal circulation will not cause a spill-over and/or blockage of Southern Avenue at any time.

Angi’s shared driveways with Salad & Go and with the medical center are expected to function within acceptable range with respect to safety and efficiency.

It is therefore concluded that the proposed development will have a relatively minor impact on the adjacent public streets and will have an efficient internal and external circulation as proposed.

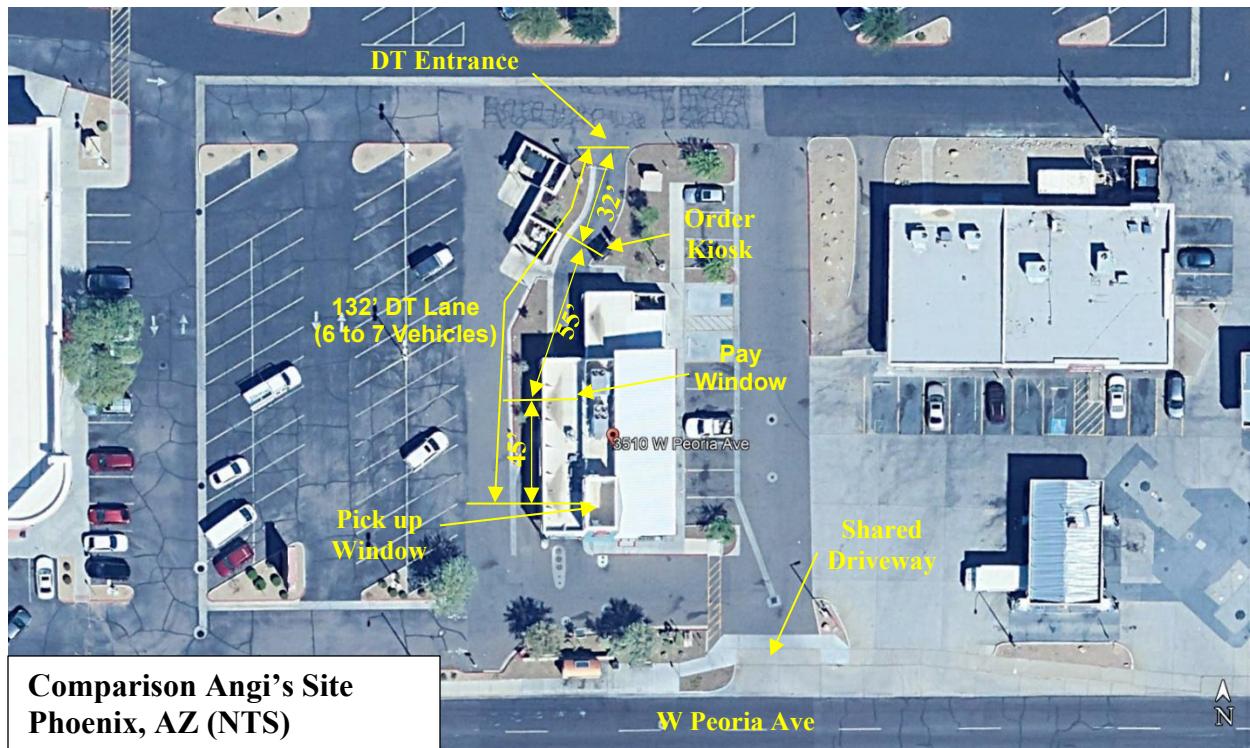
APPENDIX

Angi's Comparison Site Study 3510 W Peoria Avenue, Phoenix, AZ

The comparison site used for the study is located at 3510 W Peoria Avenue in Phoenix, Arizona. As shown on the location map, this existing Angi's is located in an established commercial strip along the north side of Peoria Avenue.



Figure below is an overview of the sample site layout and approximate dimensions. This site has only 1 ordering station, which is common for Angi's. The drive-through for this site has the capacity to contain a queue of 6 to 7 vehicles.



The waiting queues were tallied every 1 minute and the total vehicles in the queue were recorded. Figures below graphically represent the arrival vs. the sampling time for the 12-hour study. The highest peak is between 1 and 2 PM, as shown.

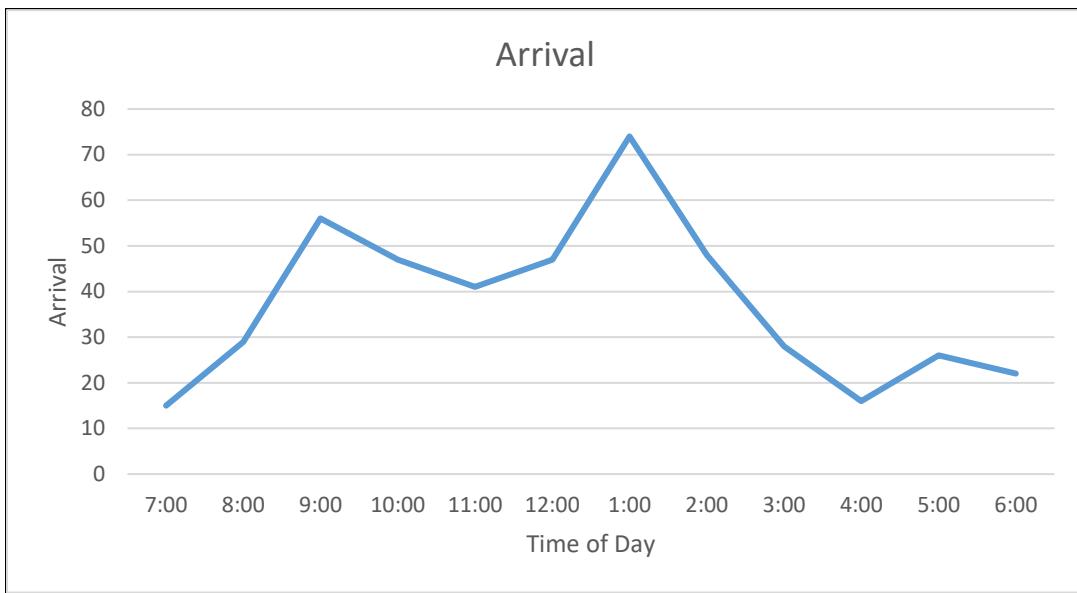
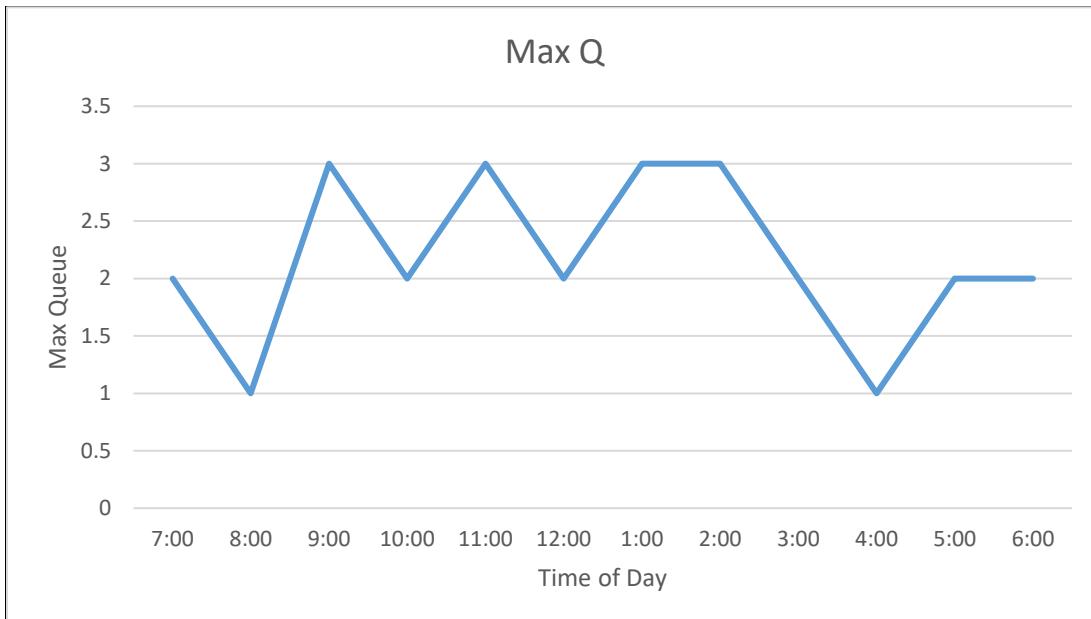


Figure below depicts the maximum queues vs. time of day, during the 12-hour study. It is noted that these are the total queues which include vehicles waiting to order + vehicles waiting to pick-up order. Back of the queue never exceeded the drive-through entrance at any time during any time during the study. The actual queuing summary is provided in the Appendix of the report.



Start Date: 10/10/2025

Start Time: 07:00:00 AM

Site Code: 1

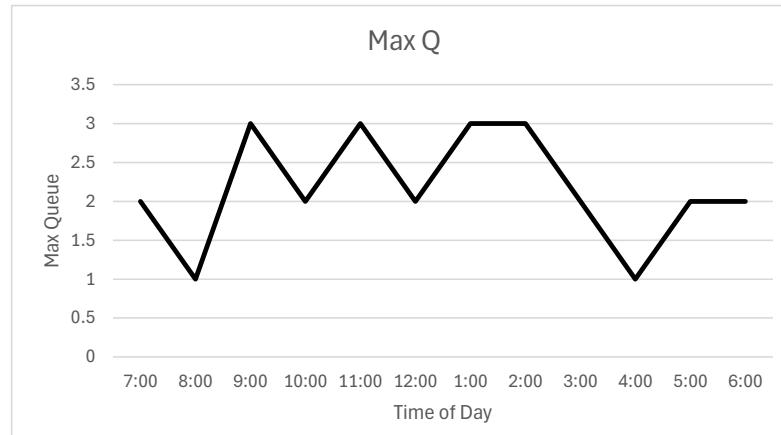
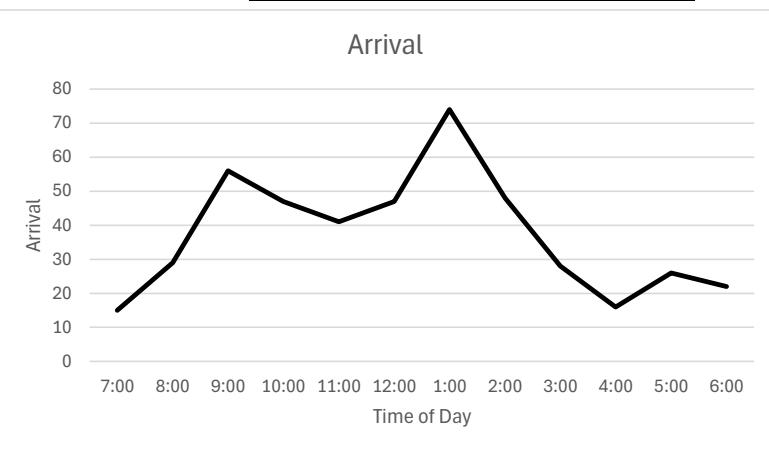
Station ID:

Location : ANGIS PRIME GRILL QUEUE

Study Time: 12 Hours or 720 Minutes

Date	Time	Max queue
10/10/2025	7:00 AM	0
10/10/2025	7:01 AM	0
10/10/2025	7:02 AM	0
10/10/2025	7:03 AM	0
10/10/2025	7:04 AM	0
10/10/2025	7:05 AM	0
10/10/2025	7:06 AM	0
10/10/2025	7:07 AM	0
10/10/2025	7:08 AM	0
10/10/2025	7:09 AM	0
10/10/2025	7:10 AM	0
10/10/2025	7:11 AM	0
10/10/2025	7:12 AM	0
10/10/2025	7:13 AM	0
10/10/2025	7:14 AM	1
10/10/2025	7:15 AM	1
10/10/2025	7:16 AM	1
10/10/2025	7:17 AM	1
10/10/2025	7:18 AM	0
10/10/2025	7:19 AM	0
10/10/2025	7:20 AM	0
10/10/2025	7:21 AM	0
10/10/2025	7:22 AM	0
10/10/2025	7:23 AM	0
10/10/2025	7:24 AM	0
10/10/2025	7:25 AM	0
10/10/2025	7:26 AM	0
10/10/2025	7:27 AM	0
10/10/2025	7:28 AM	0
10/10/2025	7:29 AM	0
10/10/2025	7:30 AM	0
10/10/2025	7:31 AM	0
10/10/2025	7:32 AM	0
10/10/2025	7:33 AM	0
10/10/2025	7:34 AM	1
10/10/2025	7:35 AM	1
10/10/2025	7:36 AM	1
10/10/2025	7:37 AM	1
10/10/2025	7:38 AM	2
10/10/2025	7:39 AM	1
10/10/2025	7:40 AM	1
10/10/2025	7:41 AM	1
10/10/2025	7:42 AM	0
10/10/2025	7:43 AM	0
10/10/2025	7:44 AM	0
10/10/2025	7:45 AM	0
10/10/2025	7:46 AM	0
10/10/2025	7:47 AM	0
10/10/2025	7:48 AM	0
10/10/2025	7:49 AM	0
10/10/2025	7:50 AM	0
10/10/2025	7:51 AM	0
10/10/2025	7:52 AM	0
10/10/2025	7:53 AM	0
10/10/2025	7:54 AM	0
10/10/2025	7:55 AM	1
10/10/2025	7:56 AM	1
10/10/2025	7:57 AM	0
10/10/2025	7:58 AM	0
10/10/2025	7:59 AM	0

Start Time	Arrival	Max Q	Avg. Q
7:00	15	2	0.25
8:00	29	1	0.48
9:00	56	3	0.93
10:00	47	2	0.78
11:00	41	3	0.68
12:00	47	2	0.78
1:00	74	3	1.23
2:00	48	3	0.80
3:00	28	2	0.47
4:00	16	1	0.27
5:00	26	2	0.43
6:00	22	2	0.37
Total =	449	3	0.62



10/10/2025	8:00 AM	0
10/10/2025	8:01 AM	0
10/10/2025	8:02 AM	0
10/10/2025	8:03 AM	0
10/10/2025	8:04 AM	0
10/10/2025	8:05 AM	0
10/10/2025	8:06 AM	0
10/10/2025	8:07 AM	0
10/10/2025	8:08 AM	0
10/10/2025	8:09 AM	0
10/10/2025	8:10 AM	0
10/10/2025	8:11 AM	1
10/10/2025	8:12 AM	1
10/10/2025	8:13 AM	1
10/10/2025	8:14 AM	1
10/10/2025	8:15 AM	1
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10/10/2025	8:22 AM	0
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10/10/2025	8:58 AM	0
10/10/2025	8:59 AM	0
10/10/2025	9:00 AM	0
10/10/2025	9:01 AM	0
10/10/2025	9:02 AM	0
10/10/2025	9:03 AM	1
10/10/2025	9:04 AM	1
10/10/2025	9:05 AM	1
10/10/2025	9:06 AM	1

10/10/2025	9:07 AM	2
10/10/2025	9:08 AM	1
10/10/2025	9:09 AM	1
10/10/2025	9:10 AM	1
10/10/2025	9:11 AM	1
10/10/2025	9:12 AM	0
10/10/2025	9:13 AM	0
10/10/2025	9:14 AM	0
10/10/2025	9:15 AM	0
10/10/2025	9:16 AM	0
10/10/2025	9:17 AM	1
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10/10/2025	9:24 AM	1
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10/10/2025	9:27 AM	2
10/10/2025	9:28 AM	2
10/10/2025	9:29 AM	2
10/10/2025	9:30 AM	1
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10/10/2025	9:34 AM	2
10/10/2025	9:35 AM	2
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10/10/2025	9:38 AM	1
10/10/2025	9:39 AM	2
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10/10/2025	9:45 AM	1
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10/10/2025	10:08 AM	2
10/10/2025	10:09 AM	2
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10/10/2025	10:11 AM	0
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10/10/2025	10:13 AM	1

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10/10/2025	10:21 AM	1
10/10/2025	10:22 AM	2
10/10/2025	10:23 AM	2
10/10/2025	10:24 AM	2
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10/10/2025	10:34 AM	0
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10/10/2025	10:41 AM	1
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10/10/2025	10:43 AM	1
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10/10/2025	10:45 AM	0
10/10/2025	10:46 AM	0
10/10/2025	10:47 AM	0
10/10/2025	10:48 AM	1
10/10/2025	10:49 AM	1
10/10/2025	10:50 AM	1
10/10/2025	10:51 AM	1
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10/10/2025	10:54 AM	1
10/10/2025	10:55 AM	1
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10/10/2025	10:57 AM	1
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10/10/2025	10:59 AM	2
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10/10/2025	11:06 AM	2
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10/10/2025	11:09 AM	0
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10/10/2025	11:36 AM	0
10/10/2025	11:37 AM	1
10/10/2025	11:38 AM	1
10/10/2025	11:39 AM	0
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10/10/2025	11:43 AM	1
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41 3

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Total in Queue = 449

Average Queue = 0.62

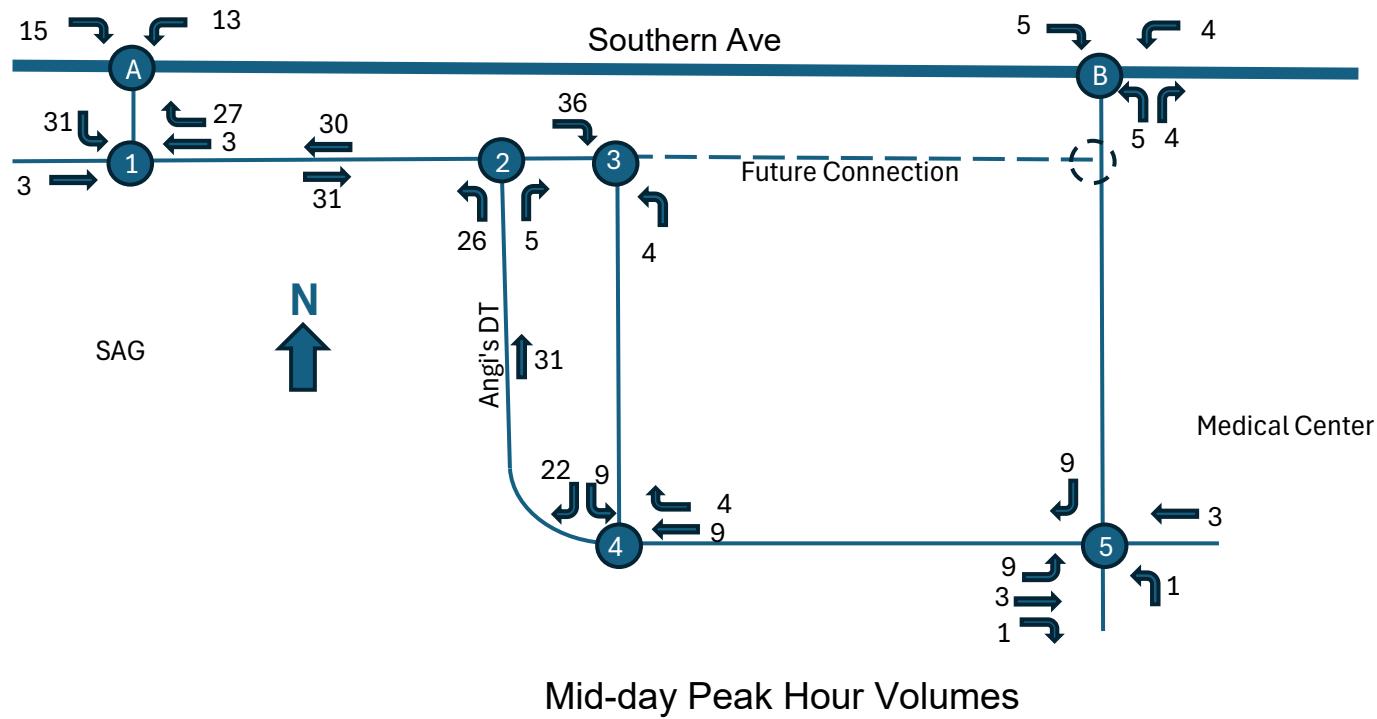
Max Queue = 3

85% Queue = 2.5

TMC - Salad & Go Driveway, 10031 E Southern Ave, Mesa

Friday, Oct 10, 2025

Time	Turning Movements						
	Southern Ave EB RT	Southern Ave WB LT	Driveway NB LT	Driveway NB RT	Drive-Thru Bypass NB	Drive-Thru NB	Parking Lot EB RT
7:00-7:15	4	3	3	3	0	4	2
7:15-7:30	5	3	3	9	0	5	8
7:30-7:45	9	3	7	4	0	8	4
7:45-8:00	7	5	8	3	1	10	4
Total	25	14	21	19	1	27	18
12:00-12:45	13	11	7	6	2	8	7
12:45-12:30	10	4	7	11	1	6	15
12:30-12:45	9	4	4	11	0	10	8
12:45-1:00	15	3	4	8	1	8	11
Total	47	22	22	36	4	32	41
6:00-6:15	10	5	4	6	0	6	6
6:15-6:30	9	4	3	8	0	6	4
6:30-6:45	9	2	3	7	0	7	8
6:45-7:00	8	7	5	6	0	7	6
Total	36	18	15	27	0	26	24



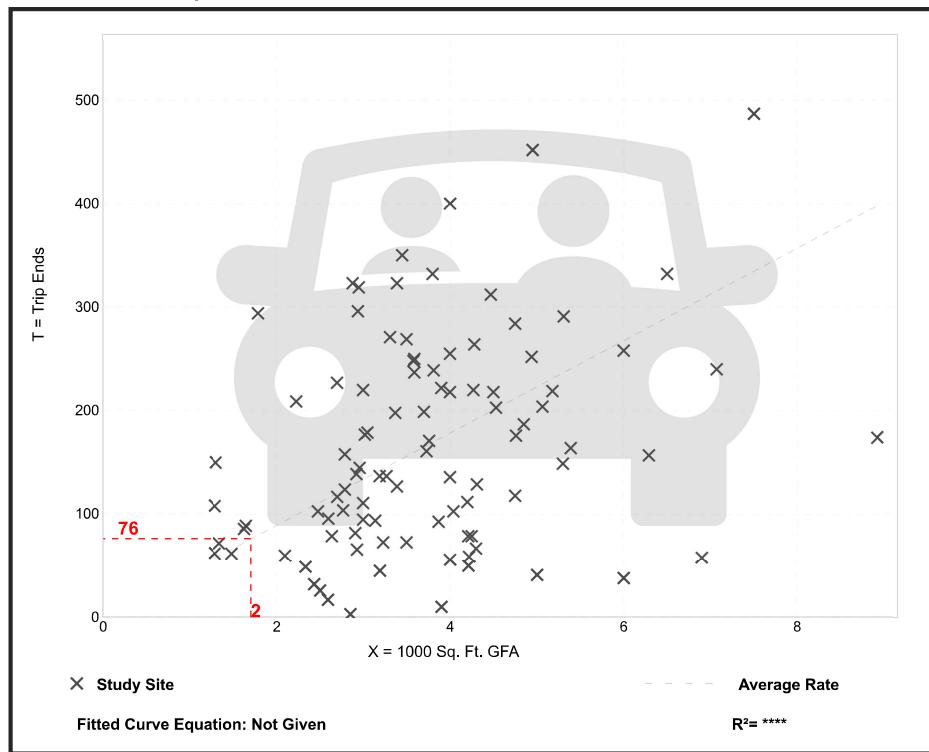
Fast-Food Restaurant with Drive-Through Window (934)

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: 96
Avg. 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
44.61	1.05 - 164.25	27.14

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

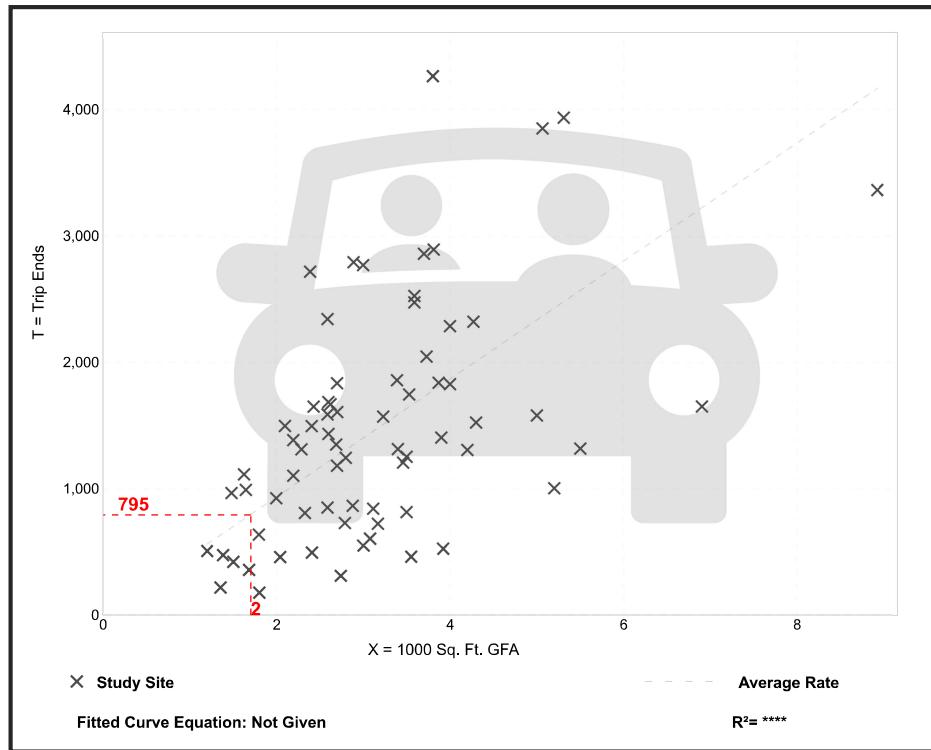
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 71
Avg. 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
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

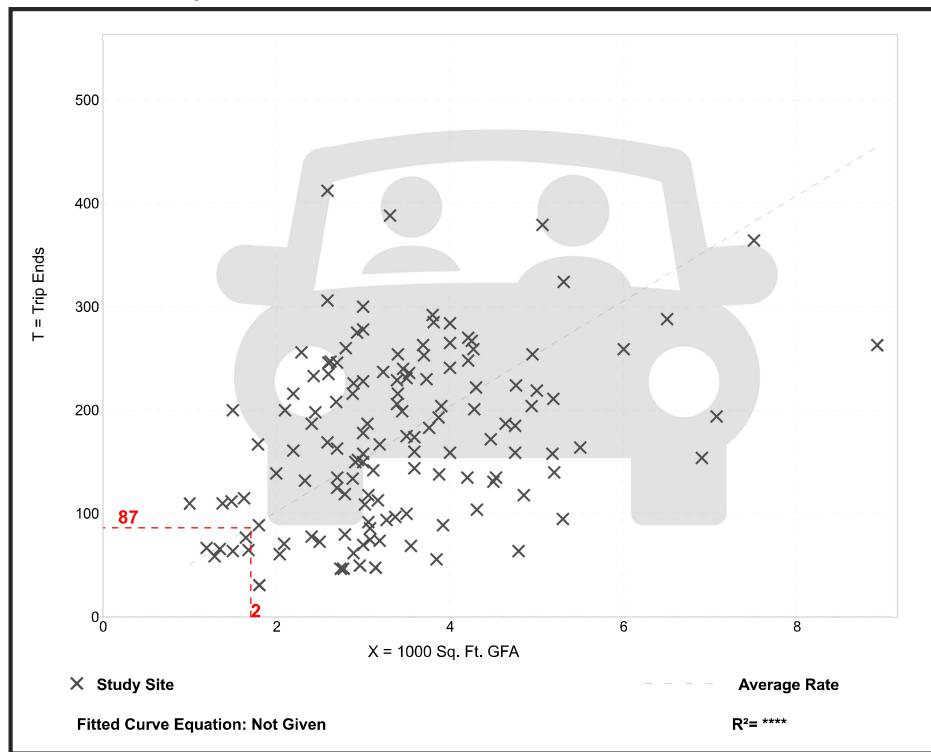
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 135
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.94	13.36 - 159.07	24.91

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation

