Institute of Transportation Engineers

Trip Generation Data Form *(Part I)*

Land Use/Building Type:[1] SINGLE FAMILY DETACHED HOUSING	ITE Land Use Code: 210
Source:	Source No. (by ITE):
Name of Development: WESTBURY ESTATES	Day of the Week:
City: KELLER State/Province: TX Zip/Postal Code:	Day: Month: Year:
Country: USA	Metropolitan Area:

1. For fast-food land use, please specify if hamburger- or nonhamburger-based.

Location Within Area:

☐ (1) CBD ☒ (3) Suburban (Non-CBD) ☐ (5) Rural
☐ (2) Urban (Non-CBD) ☐ (4) Suburban CBD ☐ (6) Freeway Interchange Area (Rural)
☐ (7) Not Given

Independent Variable: (include data for as many as possible)[2]	Actual	Estimated		Actual	Estimated
____ (1) Employees (#)	☐	☐	____ (10) Parking Spaces (#)	☐	☐
____ (2) Persons (#)	☐	☐	____ (11) Occupied Beds (#)	☐	☐
23 (3) Units (#)	☑	☐	____ (12) Seats (#)	☐	☐
____ (4) Occupied Units (#)	☐	☐	____ (13) Servicing Positions/Vehicle Fueling Positions ____	☐	☐
____ (5) Building Area (gross sq. ft.) (% of development occupied ____)	☐	☐	____ (14) Shopping Center % Out-parcels/pads	☐	☐
____ (6) Net Rentable Area (sq. ft.)	☐	☐	____ (15) AM Peak Hour Volume of Adjacent Street Traffic	☐	☐
____ (7) Gross Leasable Area (sq. ft.)	☐	☐	____ (16) PM Peak Hour Volume of Adjacent Street Traffic	☐	☐
____ (8) Occupied Gross Leasable Area (sq. ft.)	☐	☐	____ (17) Other ____	☐	☐
____ (9) Acres	☐	☐	____ (18) Other ____	☐	☐

Detailed Description of Development:[3]

9.58 Acre single family detached development with 23 proposed residences. ONE STREET CONNECTION.

2. Definitions for several independent variables can be found in the *Trip Generation User's Guide.*
3. Please provide all pertinent information that helps to describe the subject project. If necessary, attach a detailed report.

Other Data:

Vehicle Occupancy (#)
____ AM ____ PM ____ 24-hour %
Percent by Transit:
____ AM % ____ PM % ____ 24-hour %
Percent by Carpool/Vanpool:
____ AM % ____ PM % ____ 24-hour %

Full-time Employees by Shift:

	Start Time	End Time	Employees (#)
First Shift:	____	____	____
Second Shift:	____	____	____
Third Shift:	____	____	____

Parking Cost on Site: Hourly ____ Daily ____

Transportation Demand Management (TDM) Information:

At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) under way?

☒ No
☐ Yes (If yes, please check appropriate box/boxes, describe the nature of this TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary)

☐ (1) Transit Service
☐ (2) Carpool Programs
☐ (3) Vanpool Programs
☐ (4) Bicycle/Pedestrian Facilities and Site Improvements
☐ (5) Employer Support Measures
☐ (6) Preferential HOV Treatments
☐ (7) Transit and Ridesharing Incentives
☐ (8) Parking Supply and Pricing Management
☐ (9) Tolls and Congestion Pricing
☐ (10) Variable Work Hours/Compressed Work Weeks
☐ (11) Telecommuting
☐ (12) Other ____

Please Complete Form on Other Side

Part A – Street System Improvements

FIGURE 4.01 – Trip Generation Data Form (Part 1)

Institute of Transportation Engineers

Trip Generation Data Form (Part 2)

Summary of Driveway Volumes (All = All Vehicles Counted; Trucks = Heavy Duty Trucks & Buses)

23 UNITS

	Average Weekday (M-F) 9.57/UNIT						Saturday 10.09/UNIT						Sunday 8.78/UNIT					
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks
24-Hour Volume	110		110		220		126.5		126.5		253		101		101		202	
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9)	(0.75)				(0.75)													
Time:	4		13		17													
P.M. Peak Hour of Adjacent Street Traffic (4 – 6)					(1.01)													
Time:	15		8		23													
A.M. Peak Hour: Generator[2]					(0.71)													
Time:	5		13		18													
P.M. Peak Hour: Generator					1.02						(0.94)						(0.86)	
Time:	15		8.5		23.5		11.7		9.9		21.6		10.5		9.3		19.8	
No. of Days Counted																		

1, 2. Please refer to the *Trip Generation User's Guide* for a definition of the terms.

Detailed Driveway Volumes—Average Weekday (M-F)

A.M. Period	Enter		Exit		Total		Mid-Day Period	Enter		Exit		Total		P.M.Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
6:00-6:15							11:00-11:15							3:00-3:15						
6:15-6:30							11:15-11:30							3:15-3:30						
6:30-6:45							11:30-11:45							3:30-3:45						
6:45-7:00							11:45-12:00							3:45-4:00						
7:00-7:15							12:00-12:15							4:00-4:15						
7:15-7:30			STUDY		NOT		12:15-12:30							4:15-4:30						
7:30-7:45							12:30-12:45							4:30-4:45						
7:45-8:00							12:45-1:00							4:45-5:00						
8:00-8:15							1:00-1:15							5:00-5:15						
8:15-8:30							1:15-1:30							5:15-5:30						
8:30-8:45							1:30-1:45							5:30-5:45						
8:45-9:00							1:45-2:00							5:45-6:00						
9:00-9:15														6:00-6:15						
9:15-9:30														6:15-6:30						

CONDUCTED

Please attach any additional site information or comments regarding special site characteristics, if available.

☐ Check if additional information is attached.

Survey conducted by: Name: JIM DEWEY, JR

Organization: JDJR Engineers & Consultants, Inc.

Address: 2500 Texas Drive, Suite 100

City/State/Zip: Irving, Texas 75062

Telephone #: 972-252-5557 Fax #: 972-252-8958 E-mail: jdjr@jdjreng.com

Part A – Street System Improvements

FIGURE 4.02 – Trip Generation Data Form (Part 2)