

 Institute of Transportation Engineers
Trip Generation Data Form (Part I)

Land Use/Building Type: ¹	Shopping Center	ITE Land Use Code:	820	
Source:		Source No. (by ITE):		
Name of Development:	Rozelle Office Park	Day of the Week:		
City:	Keller	Day:		
State/Province:	TX	Month:		
Country:	United States	Metropolitan Area:	Dallas Fort Worth, TX	Year:

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

Location Within Area:		Detailed Description of Development ³	
☐ (1) CBD ☐ (2) Urban (Non-CBD) ☒ (3) Suburban (Non-CBD) ☐ (4) Suburban CBD ☐ (5) Rural ☐ (6) Freeway Interchange Area (Rural) ☐ (7) Not Given			
Independent Variable: (include data for as many as possible) ²		Actual	Estimated
(1) Employees (#)			
(2) Persons (#)			
(3) Units (#)			
(4) Occupied Units (#)			
(5) Building Area (gross sq. ft.)			
11,900			
(% of development occupied)			
(6) Net Rentable Area (sq. ft.)			
(7) Gross Leasable Area (sq. ft.)			
(8) Occupied Gross Leasable Area (sq. ft.)			
(9) Acres			

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:		Transportation Demand Management (TDM) Information:	
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: First Shift: Start _____ End _____ Employees (#) _____ Second Shift: Start _____ End _____ Employees (#) _____ Third Shift: Start _____ End _____ Employees (#) _____ Parking Cost on Site: Hourly _____ Daily _____	At the time of this study, was there a TDM program that may have impacted the trip generation characteristics of this site? under way? ☒ Yes ☐ No Yes (if yes, please check appropriate box(es), 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)

ITE Institute of Transportation Engineers
Trip Generation Data Form (Part 2)

Summary of Driveway Volumes

(All = All Vehicles Counted; Trucks = Heavy Duty Trucks & Buses)

	Average Weekday (M-F)			Saturday *			Sunday **		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume	851	851	1702	753	753	1506	150	150	300
A.M. Peak Hour of Adjacent Street Traffic (7 - 9) Time:	27	16	43						
P.M. Peak Hour of Adjacent Street Traffic (4 - 6) Time:	69	75	144						
Generator ¹ Time:									
P.M. Peak Hour Generator Time:				72	66	138	18	19	37
No. of Days Counted									

* Average of rate of eqn. ** Rates

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			P.M. Period			Enter			Exit			Total		
	All	Trucks	All	All	Trucks	All	All	Trucks	All	All	Trucks	All	All	Trucks	All	All	Trucks	All	All	Trucks	All
6:00-6:15																					
6:15-6:30																					
6:30-6:45																					
6:45-7:00																					
7:00-7:15																					
7:15-7:30																					
7:30-7:45																					
7:45-8:00																					
8:00-8:15																					
8:15-8:30																					
8:30-8:45																					
8:45-9:00																					
9:00-9:15																					
9:15-9:30																					

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

☐ Check if additional information is attached.

Survey conducted by: Name: Joseph T. Short

Organization: Lee Engineering LLC

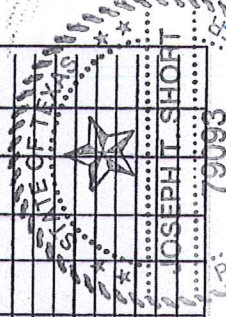
Address: 3030 LBJ Freeway, Suite 1600

City/State/Zip: Dallas, TX

Telephone #: 972.248.3004

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E-mail: jshort@lee-eng.com



17. 5/8/17

Part A – Street System Improvements

FIGURE 4.02 – Trip Generation Data Form (Part 2)

Specialized Land Use Data

Two studies provided data on outdoor shopping centers in Illinois and Alberta, Canada. The trip generation characteristics of these sites varied from the other stores in this land use; therefore, the information collected for these facilities is presented in the following tables and was excluded from the data plots.

Independent Variable	Average Trip Generation Rate	Size of Independent Variable	Number of Studies	Directional Distribution
1,000 Square Feet Gross Leasable Area				
Weekday	66.64	797	2	Not available
Weekday A.M. Peak Hour of Adjacent Street Traffic	3.27	797	2	Not available
Weekday P.M. Peak Hour of Adjacent Street Traffic	5.46	797	2	Not available

Sources: 446, 702

Source Numbers

1, 2, 3, 4, 5, 6, 13, 14, 18, 19, 22, 26, 40, 42, 48, 49, 54, 59, 60, 61, 64, 65, 72, 73, 75, 76, 77, 78, 79, 87, 89, 90, 98, 99, 100, 105, 110, 124, 156, 159, 172, 186, 193, 194, 195, 196, 197, 198, 199, 202, 204, 211, 213, 260, 263, 269, 295, 299, 300, 301, 304, 305, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 358, 365, 376, 385, 390, 400, 404, 414, 420, 423, 428, 437, 440, 442, 444, 446, 507, 562, 563, 580, 598, 629, 658, 702, 715, 728

Shopping Center (820)

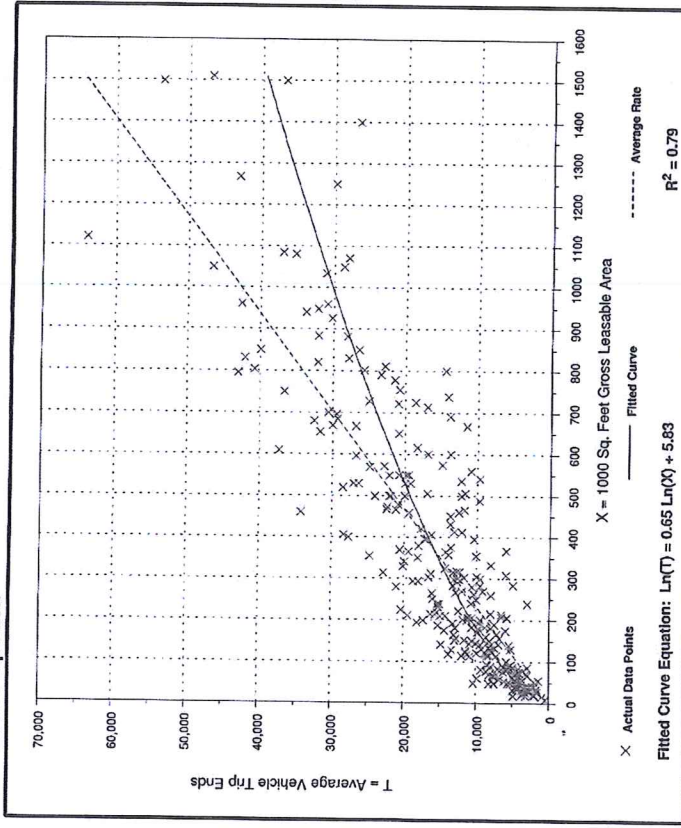
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday

Number of Studies: 302
Average 1000 Sq. Feet GLA: 331
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
42.70	12.50 - 270.89	21.25

Data Plot and Equation



Shopping Center (820)

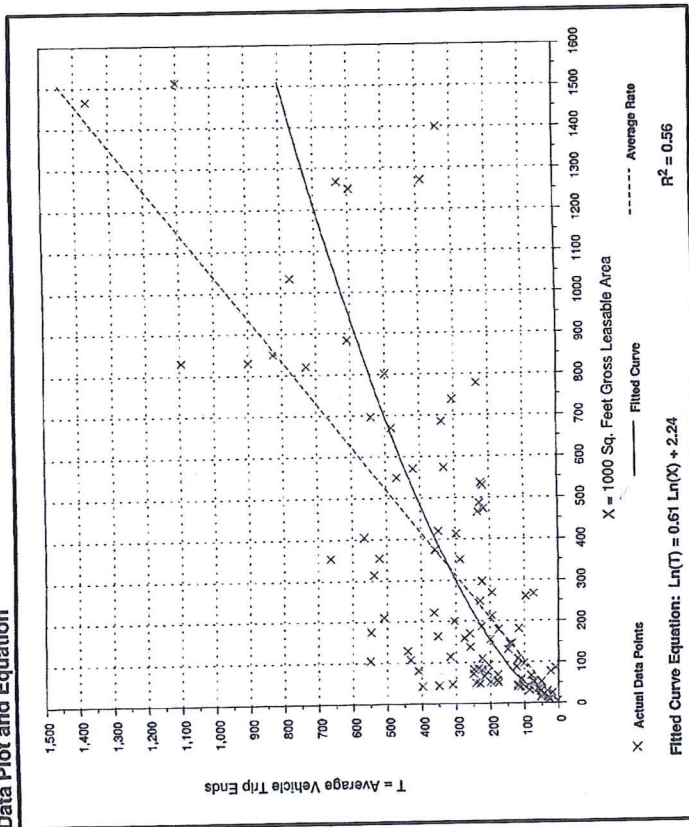
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 104
Average 1000 Sq. Feet GLA: 310
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
0.96	0.10 - 9.05	1.31

Data Plot and Equation



Shopping Center (820)

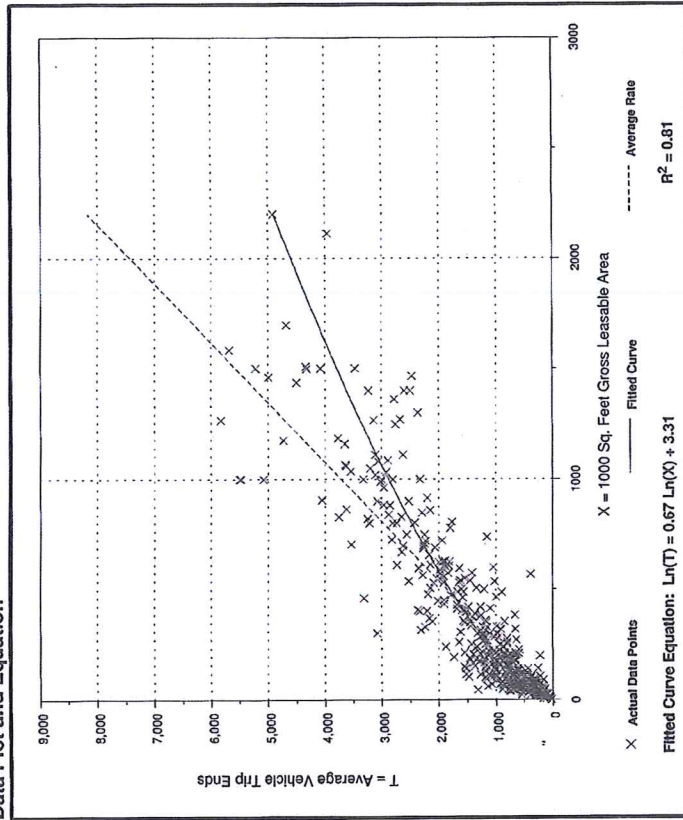
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 426
Average 1000 Sq. Feet GLA: 376
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
3.71	0.88 - 29.27	2.74

Data Plot and Equation



Shopping Center (820)

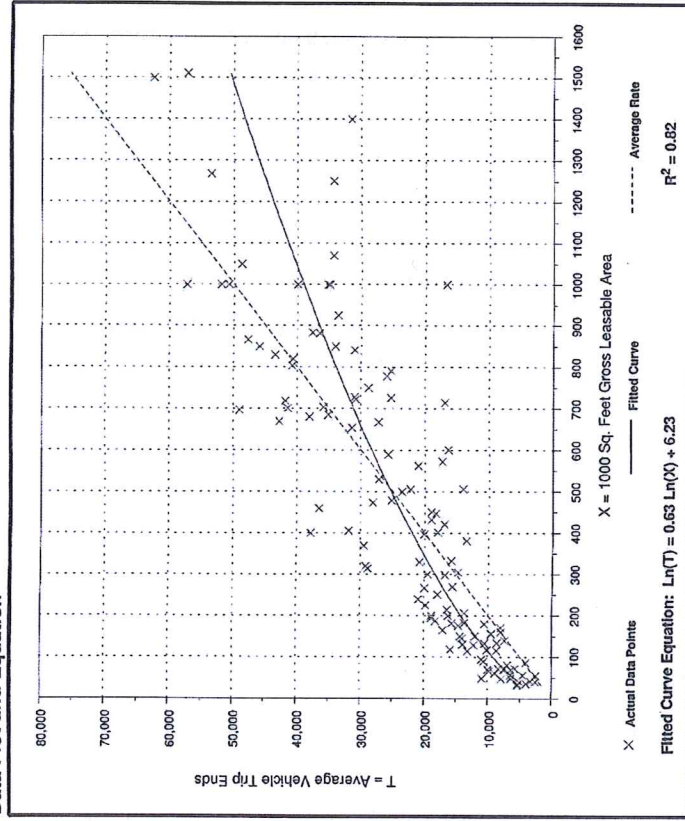
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Saturday

Number of Studies: 123
Average 1000 Sq. Feet GLA: 450
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
49.97	16.70 - 227.50	22.62

Data Plot and Equation



Shopping Center (820)

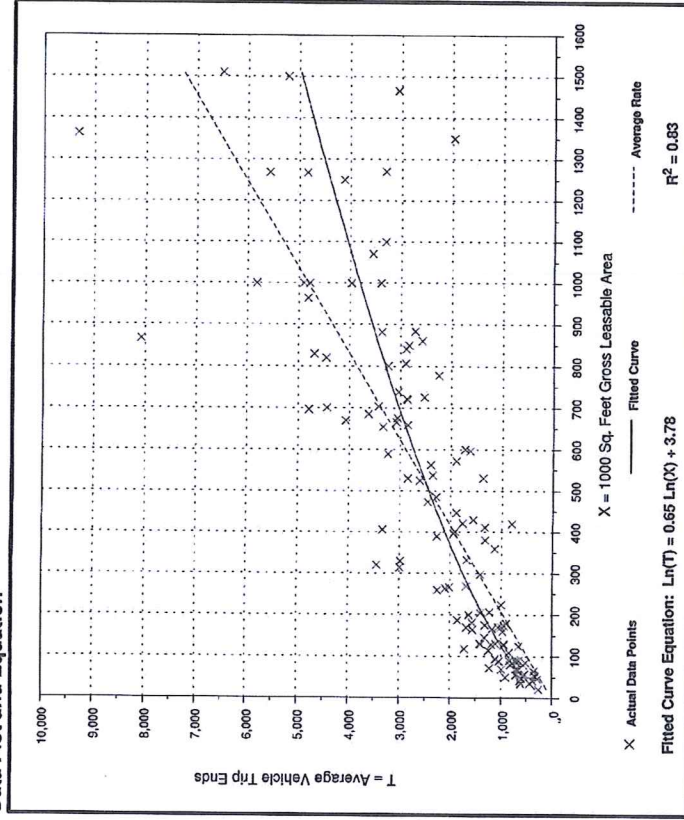
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Saturday,
Peak Hour of Generator

Number of Studies: 128
Average 1000 Sq. Feet GLA: 458
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
4.32	1.46 - 18.32	3.10

Data Plot and Equation



Shopping Center (820)

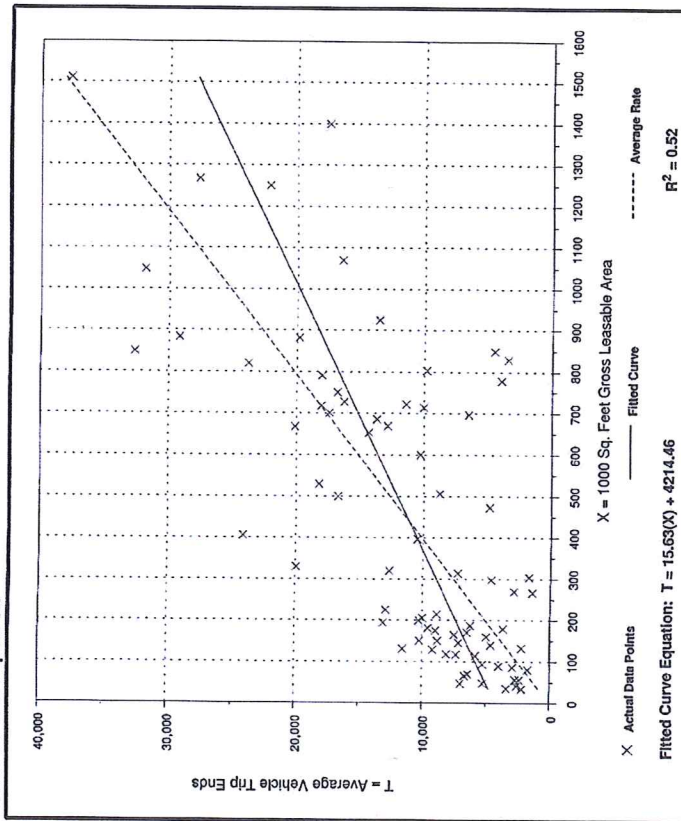
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Sunday

Number of Studies: 77
Average 1000 Sq. Feet GLA: 439
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
25.24	4.15 - 148.15	17.23

Data Plot and Equation



Shopping Center (820)

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

Number of Studies: 39
Average 1000 Sq. Feet GLA: 369
Directional Distribution: 49% entering, 51% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
3.12	0.39 - 12.40	2.78

Data Plot and Equation

