# ite⪚ Institute of Transportation Engineers

# Trip Generation Data Form (Part 1)

| | |
|---|---|
| Land Use/Building Type:[1]  **Single-Family Detached Housing** | ITE Land Use Code: **210** |
| Source: **Trip Generation Manual, 10th Edition** | Source No. (*ITE use only*): |
| Name of Development: **Concordia Residential Development** | Day of the Week: |
| City: **Keller**       State/Province: **TX**       Zip/Postal Code: **76248** | Day:         Month:         Year: |
| Country: | Metropolitan Area: |

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

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**Location Within Area:**

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

*Detailed Description of Development:[3]*
A 66-unit single-family residential development

**Independent Variable: (include data for as many as possible)[2]**

| Variable | Value | Actual | Estimated | Variable | Value | Actual | Estimated |
|---|---|---|---|---|---|---|---|
| (1) Employees (#) | | ☐ | ☐ | (10) Parking Spaces (#) | | ☐ | ☐ |
| (2) Persons (#) | | ☐ | ☐ | (11) Occupied Beds (#) | | ☐ | ☐ |
| (3) Units (#) | **66** | ☐ | ☑ | (12) Seats (#) | | ☐ | ☐ |
| (4) Occupied Units (#) | | ☐ | ☐ | (13) Servicing Positions/Vehicle Fueling Positions _____ | | ☐ | ☐ |
| (5) Gross Food Area (gross sq. ft.) | | ☐ | ☐ | | | | |
| (% of development occupied _____ ) | | | | (14) Shopping Center % Out-parcels/pads | | ☐ | ☐ |
| (6) Net Rentable Area (sq. ft.) | | ☐ | ☐ | (15) A.M. Peak Hour Volume of Adjacent Street Traffic | | ☐ | ☐ |
| (7) Gross Leasable Area (sq. ft.) | | ☐ | ☐ | (16) P.M. Peak Hour Volume of Adjacent Street Traffic | | ☐ | ☐ |
| (8) Occupied Gross Leasable Area (sq. ft.) | | ☐ | ☐ | (17) Other _____ | | ☐ | ☐ |
| (9) Acres | | ☐ | ☐ | (18) Other _____ | | ☐ | ☐ |

**2. Definitions for several independent variables can be found in the *Trip Generation Handbook* Glossary.**

**3. Please provide all pertinent information that helps to describe the subject project. If necessary, attach a detailed report.**

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**Other Data:**

Vehicle Occupancy (#)
_____ A.M. _____ P.M.       _____ 24-hour %

Percent by Transit:
_____ A.M. % _____ P.M. %       _____ 24-hour %

Percent by Carpool/Vanpool:
_____ A.M. % _____ P.M. %       _____ 24-hour %

Employees by Shift:

| | Start | End | |
|---|---|---|---|
| First Shift: | Time _____ | Time _____ | Employees (#) _____ |
| Second Shift: | Time _____ | Time _____ | Employees (#) _____ |
| Third Shift: | Time _____ | Time _____ | Employees (#) _____ |

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) underway?

☑ No

☐ Yes (If yes, please check appropriate box/boxes, describe the nature of the 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**

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# Trip Generation Data Form (Part 2)

**Summary of Driveway Volumes**  (All = All Vehicles Counted, Except Trucks; Trucks = Heavy Duty Trucks and Buses)

| | Average Weekday (M-F) | | | | | | Saturday | | | | | | Sunday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 355 | | 355 | | 710 | | 332 | | 332 | | 664 | | 261 | | 261 | | 522 | |
| A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15): | 13 | | 39 | | 52 | | | | | | | | | | | | | |
| P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time: | 43 | | 26 | | 69 | | | | | | | | | | | | | |
| A.M. Peak Hour Generator[2] Time: | 15 | | 41 | | 56 | | | | | | | | | | | | | |
| P.M. Peak Hour Generator[2] Time: | 47 | | 26 | | 73 | | | | | | | | | | | | | |
| Peak Hour Generator[3] Time (Weekend): | | | | | | | 40 | | 34 | | 74 | | 34 | | 30 | | 64 | |

[1]. Highest hourly volume between 7 AM and 9 AM (4 PM and 6 PM).
[2]. Highest hourly volume during the AM or PM period.
[3]. Highest hourly volume during the entire day.
Please refer to the *Trip Generation User's Guide* for full definition of the terms.

**Hourly Driveway Volumes**

| 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 |
| 6:00-7:00 | | | | | | | 11:00-12:00 | | | | | | | 3:00-4:00 | | | | | | |
| 6:15-7:15 | | | | | | | 11:15-12:15 | | | | | | | 3:15-4:15 | | | | | | |
| 6:30-7:30 | | | | | | | 11:30-12:30 | | | | | | | 3:30-4:30 | | | | | | |
| 6:45-7:45 | | | | | | | 11:45-12:45 | | | | | | | 3:45-4:45 | | | | | | |
| 7:00-8:00 | | | | | | | 12:00-1:00 | | | | | | | 4:00-5:00 | | | | | | |
| 7:15-8:15 | | | | | | | 12:15-1:15 | | | | | | | 4:15-5:15 | | | | | | |
| 7:30-8:30 | | | | | | | 12:30-1:30 | | | | | | | 4:30-5:30 | | | | | | |
| 7:45-8:45 | | | | | | | 12:45-1:45 | | | | | | | 4:45-5:45 | | | | | | |
| 8:00-9:00 | | | | | | | 1:00-2:00 | | | | | | | 5:00-6:00 | | | | | | |

☐ **Check if Part 3 and/or additional information is attached.**

Survey conducted by: Name: **Kelly D. Parma, P.E., PTOE**

Organization: **Lee Engineering, LLC  (TBPE Firm F-450)**

Address: **3030 LBJ Freeway, Suite 1660**

City/State/Zip: **Dallas, TX 75234**

Telephone #: **(972) 248-3006**    Fax #: **(972) 248-3855**    E-mail: **kparma@lee-eng.com**

STATE OF TEXAS
KELLY D. PARMA
88603
LICENSED
PROFESSIONAL ENGINEER

*Kelly D. P.*
2/1/18