

FIGURE 4.01 - Trip Generation Data Form (Part 1)

Part A - Street System Improvements

ITE Institute of Transportation Engineers
Trip Generation Data Form (Part 1)

Land Use/Building Type: SINGLE FAMILY DETACHED		ITE Land Use Code: 210	
Source: ITE TRIP GENERATION 8TH EDITION		Source No. (by ITE):	
Name of Development: SILVERLEAF HOLLOW		Day of the Week:	
City: KELLER	State/Province: TEXAS	Zip/Postal Code: 76248	Day: Month: Year:
Country: TARRANT COUNTY		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				Detailed Description of Development: ³ 2 RESIDENTIAL LOTS 29 DAILY TRIPS 3 VEHICLES PEAK TOTAL 2 VEHICLES AM PEAK IN 1 VEHICLE AM PEAK OUT (SEE ATTACHED TRIP GENERATION)																																																																	
Independent Variable: (include data for as many as possible) ² <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Actual</th> <th>Estimated</th> <th></th> <th>Actual</th> <th>Estimated</th> </tr> </thead> <tbody> <tr> <td>____ (1) Employees (#)</td> <td>☐</td> <td>☐</td> <td>____ (10) Parking Spaces (#)</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>____ (2) Persons (#)</td> <td>☐</td> <td>☐</td> <td>____ (11) Occupied Beds (#)</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>____ (3) Units (#)</td> <td>☐</td> <td>☐</td> <td>____ (12) Seats (#)</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>____ (4) Occupied Units (#)</td> <td>☐</td> <td>☐</td> <td>____ (13) Servicing Positions/Vehicle Fueling Positions</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>____ (5) Building Area (gross sq. ft.)</td> <td>☐</td> <td>☐</td> <td>____ (14) Shopping Center % Out-parcels/pads</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>____ (% of development occupied _____)</td> <td></td> <td></td> <td>____ (15) AM Peak Hour Volume of Adjacent Street Traffic</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>____ (6) Net Rentable Area (sq. ft.)</td> <td>☐</td> <td>☐</td> <td>____ (16) PM Peak Hour Volume of Adjacent Street Traffic</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>____ (7) Gross Leasable Area (sq. ft.)</td> <td>☐</td> <td>☐</td> <td>____ (17) Other _____</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>____ (8) Occupied Gross Leasable Area (sq. ft.)</td> <td>☐</td> <td>☐</td> <td>____ (18) Other _____</td> <td>☐</td> <td>☐</td> </tr> <tr> <td>____ (9) Acres</td> <td>☐</td> <td>☐</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							Actual	Estimated		Actual	Estimated	____ (1) Employees (#)	☐	☐	____ (10) Parking Spaces (#)	☐	☐	____ (2) Persons (#)	☐	☐	____ (11) Occupied Beds (#)	☐	☐	____ (3) Units (#)	☐	☐	____ (12) Seats (#)	☐	☐	____ (4) Occupied Units (#)	☐	☐	____ (13) Servicing Positions/Vehicle Fueling Positions	☐	☐	____ (5) Building Area (gross sq. ft.)	☐	☐	____ (14) Shopping Center % Out-parcels/pads	☐	☐	____ (% of development occupied _____)			____ (15) AM Peak Hour Volume of Adjacent Street Traffic	☐	☐	____ (6) Net Rentable Area (sq. ft.)	☐	☐	____ (16) PM Peak Hour Volume of Adjacent Street Traffic	☐	☐	____ (7) Gross Leasable Area (sq. ft.)	☐	☐	____ (17) Other _____	☐	☐	____ (8) Occupied Gross Leasable Area (sq. ft.)	☐	☐	____ (18) Other _____	☐	☐	____ (9) Acres	☐	☐	
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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: <table style="width: 100%; border-collapse: collapse;"> <tr> <td>First Shift:</td> <td>Start Time _____</td> <td>End Time _____</td> <td>Employees (#) _____</td> </tr> <tr> <td>Second Shift:</td> <td>Start Time _____</td> <td>End Time _____</td> <td>Employees (#) _____</td> </tr> <tr> <td>Third Shift:</td> <td>Start Time _____</td> <td>End Time _____</td> <td>Employees (#) _____</td> </tr> </table> Parking Cost on Site: Hourly _____ Daily _____	First Shift:	Start Time _____	End Time _____	Employees (#) _____	Second Shift:	Start Time _____	End Time _____	Employees (#) _____	Third Shift:	Start Time _____	End Time _____	Employees (#) _____	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) <table style="width: 100%; border-collapse: collapse;"> <tr> <td>☐ (1) Transit Service</td> <td>☐ (5) Employer Support Measures</td> <td>☐ (9) Tolls and Congestion Pricing</td> </tr> <tr> <td>☐ (2) Carpool Programs</td> <td>☐ (6) Preferential HOV Treatments</td> <td>☐ (10) Variable Work Hours/Compressed Work Weeks</td> </tr> <tr> <td>☐ (3) Vanpool Programs</td> <td>☐ (7) Transit and Ridesharing Incentives</td> <td>☐ (11) Telecommuting</td> </tr> <tr> <td>☐ (4) Bicycle/Pedestrian Facilities and Site Improvements</td> <td>☐ (8) Parking Supply and Pricing Management</td> <td>☐ (12) Other _____</td> </tr> </table>	☐ (1) Transit Service	☐ (5) Employer Support Measures	☐ (9) Tolls and Congestion Pricing	☐ (2) Carpool Programs	☐ (6) Preferential HOV Treatments	☐ (10) Variable Work Hours/Compressed Work Weeks	☐ (3) Vanpool Programs	☐ (7) Transit and Ridesharing Incentives	☐ (11) Telecommuting	☐ (4) Bicycle/Pedestrian Facilities and Site Improvements	☐ (8) Parking Supply and Pricing Management	☐ (12) Other _____
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Please Complete Form on Other Side

ITS 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	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks
24-Hour Volume																		
A.M. Peak Hour of Adjacent ¹ Street Traffic (7-9) Time:																		
P.M. Peak Hour of Adjacent Street Traffic (4-6) Time:																		
A.M. Peak Hour: Generator ² Time:																		
P.M. Peak Hour: Generator Time:																		
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							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						

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

☐ Check if additional information is attached.

Survey conducted by: Name: _____
 Organization: _____
 Address: _____
 City/State/Zip: _____
 Telephone #: _____ Fax #: _____ E-mail: _____

FIGURE 4.02 - Trip Generation Data Form (Part 2)

Part A - Street System Improvements

Calculations Using the Most Used Trip Generation Rates from the 7th Edition ITE Trip Generation Report

Description/ITE Code	Units	Expected Units	Expected Daily Trips	PM Peak Trips - Total	PM In	PM Out
Truck Terminal 030	Acres					
General Light Industrial 110	KSF ²					
Mini Warehouse 151	KSF ²					
Single Family Homes 210	DU	2.0	19	2	1	1
Apartments 220	DU					
Mobile Home Park 240	DU					
Assisted Living 254	DU					
All Suites Hotel 311	Rooms					
Motel 320	Rooms					
Marina 420	Berths					
Health/Fitness Club 493	KSF ²					
Church 560	KSF ²					
Daycare Center 565	KSF ²					
General Office 710 (Equation)	KSF ²					
General Office 710 (Rate)	KSF ²					
Medical Dental Office 720	KSF ²					
Building Materials/Lumber 812	KSF ²					
Hardware/Paint Store 816	KSF ²					
Nursery (Garden Center) 817	KSF ²					
Shopping Center 820 (Equation)	KSF ²					
Shopping Center 820 (Rate)	KSF ²					
Quality Restaurant 931	KSF ²					
High Turnover/Sit Down Rest. 932	KSF ²					
Fast Food w/o Drive Thru 933	KSF ²					
Fast Food with Drive Thru 934	KSF ²					
Drive Thru Only 935	KSF ²					
Service Station 944	Fuel Position					
Serv.Station w/ Conven.Mkt 945	Fuel Position					
Tire Store 848	Service Bays					
Supermarket 850	KSF ²					
Convenien. Mkt (Open 24 hrs) 851	KSF ²					
Convenien. Mkt (Open 16 Hrs) 852	KSF ²					
Convenien. Mkt w/ Gas Pumps 853	KSF ²					
Discount Club 861	KSF ²					
Pharmacy/Drugstore w/ Drive-thru 881	KSF ²					
Furniture Store 890	KSF ²					
Walk-In Bank 911	KSF ²					
Drive-In Bank 912	Drive-In Lanes					

Lunch Hour Traffic		
Total	In	Out
0	0	0
0	0	0
0	0	0

>>No Calculations, but Studies Show Lunch Peak 146-364 Two Way Trips

NA = Not Available
DU = Dwelling Unit
Occ.Room = Occupied Room
KSF² = Units of 1,000 square feet
Fuel Position = The Number of Vehicles That Could be Fueled Simultaneously