

Trip Generation of Farmers Markets

Institute of Transportation Engineers



University of California, Los Angeles

Student Chapter

2015-2016

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Introduction

The ITE Student Chapter at the University of California, Los Angeles conducted a trip generation study at a farmer's market in the Brentwood neighborhood of Los Angeles on three Sundays in January and February, 2016. The study was conducted by UCLA students for the Western District of ITE because the district lacked data on farmer's markets.

The Brentwood Farmer's Market is owned and operated by California Certified Farmer's Markets Inc. It is held on Gretna Green Way every Sunday from 9 AM to 2 PM. Gretna Green is a two-lane street that is closed between San Vicente Boulevard and Montana Avenue while the farmer's market is open. There is a golf course to the west, an elementary school to the east, residential communities to the south, and a commercial area to the north and the surrounding land uses are shown below in Figure 1. The farmer's market has only two entrances, one on each end. Gretna Green Way is approximately 45,000 ft² (900 feet by 50 feet) and has enough space for 90 vendors. There is not a parking lot dedicated to the farmer's market but there are parking lots nearby as well as street parking in the residential neighborhood to the south and the commercial district north of Gretna Green Way.

The gross leasable area of the farmers market is approximately 27,000 ft². The booths and additional space used by vendors behind their booths made up approximately 60% of the development. The remaining 40% of space includes the walkway down the center of the street and space between vendors' booths. The data for the gross floor area and gross leasable space of the farmers market is shown in Part 1 of the Trip Generation Data Forms in the Appendix.



Figure 1: Brentwood Farmers Market and surrounding land uses

Data Collection

UCLA ITE student volunteers conducted trip generation counts and surveys on Sundays January 28, February 14, and February 28, 2016. On January 28 and February 14, we conducted counts from 8:30 AM to 2:30 PM to ensure that we collected data for the arrival and departure of most of the customers. On February 28, we collected counts from 8:30 AM to 12:30 PM. Volunteers counted in two hour shifts. Because it was not possible to visually identify which mode of transportation people used to get to the farmer's market, we used surveys to determine the mode split. We stationed two volunteers at each of the two entrances. One student counted the total number of people entering and exiting the market while the other student interviewed a sample of the people. Initially, we planned to use paper surveys to complement the interviews during periods of heavy traffic. However, we decided that our interviews were sufficiently quick and short that we had no need for the paper surveys.

In our interviews, we asked "What was your primary means of transportation in getting here today?" If the respondent drove, we asked how many people were in their car. Several people used multiple modes of transportation like driving and then walking. If people parked and walked only a short distance, we counted their trip as driving. If both walking and driving accounted for a significant portion of their trip, we counted it as a combination of modes, but most trips were either primarily walking or primarily driving.



Figure 2: Brentwood Farmers Market

Trip Generation Results

We collected data for the number of people entering and exiting the farmer's market at 15 minute intervals. We recorded whether they walked, drove, biked, took public transit, or took a combination of modes. We determined the peak hour on each day as the stretch of four consecutive 15 minute intervals with the largest number of people entering and exiting. Table 1 shows the peak hour on each day as well as the sample of people that were recorded driving, walking, biking, or using other modes to get to the farmers market.

Table 1: Estimated number of arrivals and exits by mode

Peak Hour	1/31/2016			2/14/2016			2/28/2016		
	11:30-12:30			11:30-12:30			10:45-11:45		
	People Surveyed	% People using mode	Estimated # People using mode	People Surveyed	% People using mode	Estimated # People using mode	People Surveyed	% People using mode	Estimated # People using mode
Vehicle Trips (cars)	14	-	-	19	-	-	39	-	-
Vehicle (people)	24	61.54%	943	36	25.53%	440	83	44.62%	754
Pedestrian Trips	11	28.21%	432	90	63.83%	1099	93	50.00%	845
Bicycle Trips	4	10.26%	157	8	5.67%	98	3	1.61%	27
Other Trips	0	0.00%	0	7	4.96%	85	7	3.76%	64
Total Trips (people)	39	100.00%	1533	141	100.00%	1722	186	100.00%	1689

We used peak hour data from January 31 and February 28 to calculate trip generation rates because February 14 was not a typical day at the farmer's market. Trip generation rates are shown in Table 2.

Table 2: Trip Generation Rate for person trips for Brentwood Farmer's Market

	Peak Hour Trips	Booths	Gross Floor Area	Gross Leasable Area
		90	45	27
			1,000 ft ²	1,000 ft ²
	Trip Generation Rate			
January 31	1533	17.03	34.07	56.78
February 28	1689	18.77	37.53	62.56
Average	1611	17.90	35.80	59.67

The 9th Edition of the Trip Generation Manual does not have generation rates for farmer's markets so we cannot compare our results to previous studies at other farmer's markets. However, it is possible to compare the Brentwood Farmer's Market trip generation rates to similar land uses. We found supermarkets (#850) and nursery's (#817) to be the most suitable comparison. According to two studies performed on Sundays using the peak hour generator, supermarkets generate 18.93 trips per 1,000 square feet gross floor area. The Trip Generation Manual indicates that supermarkets generate 18.93 trips per 1,000 square feet gross floor area during the Sunday peak hour, although it is important to note that the sample size is only two studies. The Trip Generation Manual indicates that nurseries generate 18.76 trips per 1,000 square feet gross floor area during the Sunday peak hour. The data in the 9th Edition of the Trip Generation Manual only considers vehicle trips rather than person trips while in our study we

calculated trip generation rates for person trips. We calculated that the Brentwood Farmer's Market generates 59.67 trips per 1,000 square feet gross floor area during the Sunday peak hour. However, we can estimate a vehicle trip generation rate by analyzing mode splits and the average number of occupants per car. During the peak hour on January 31, Brentwood Farmers Market generated 550 car trips during the peak hour on January 31 and 403 car trips during the peak hour on February 28 which averages to 476.5 trips. Thus, the Brentwood Farmer's Market generates 10.59 trips per 1,000 square feet gross floor area and 17.65 trips per 1,000 square feet gross leasable area. Both numbers are lower than the numbers generated by supermarkets and nurseries.

Unfortunately, we do not have data for 12:30 PM to 2:30 PM on Sunday, February 28 because surveyors and counters who signed up became unavailable at the last minute. However, we noticed that the farmers market was becoming less busy by 12:30 PM and are confident that the data was collected includes the peak hour.

Figures 3-5 show the temporal distribution of the total number of people entering/exiting the market compared to the distribution of the number of people coming and going in cars. The number of people coming and going hits a peak between 11 AM and 12 PM each day and falls in the morning and afternoon.

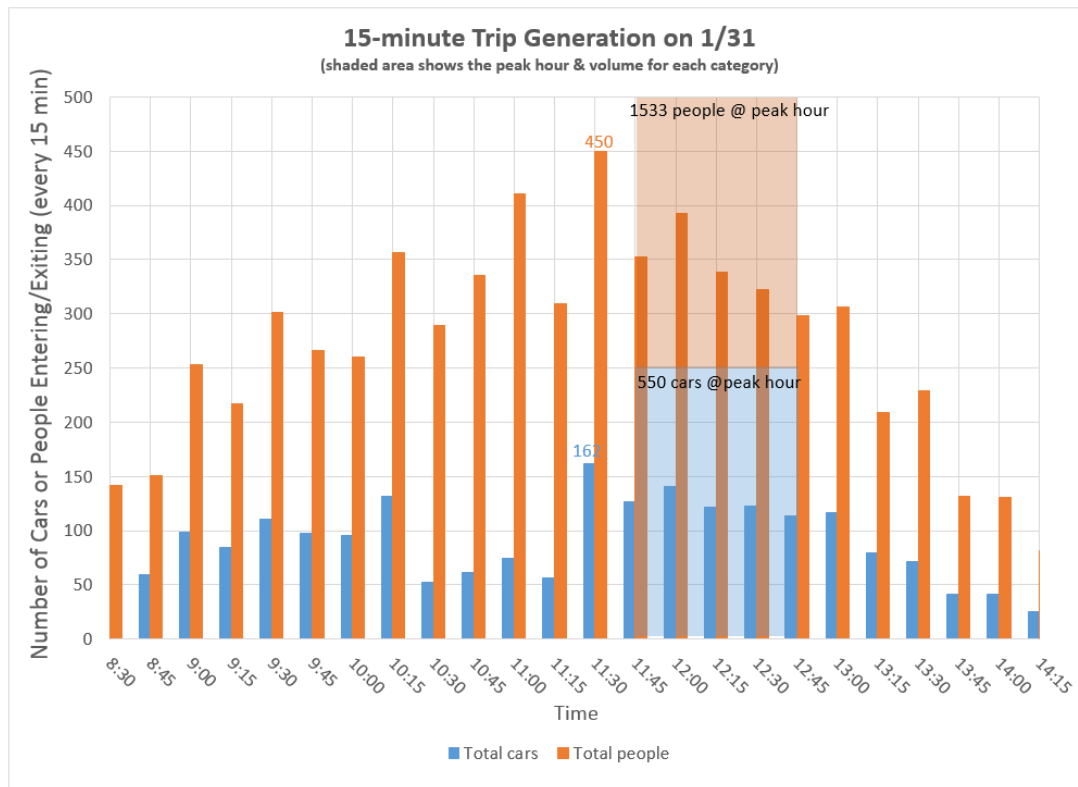


Figure 3: Trip generation on Sunday, 1/31/16 at Brentwood Farmer's Market

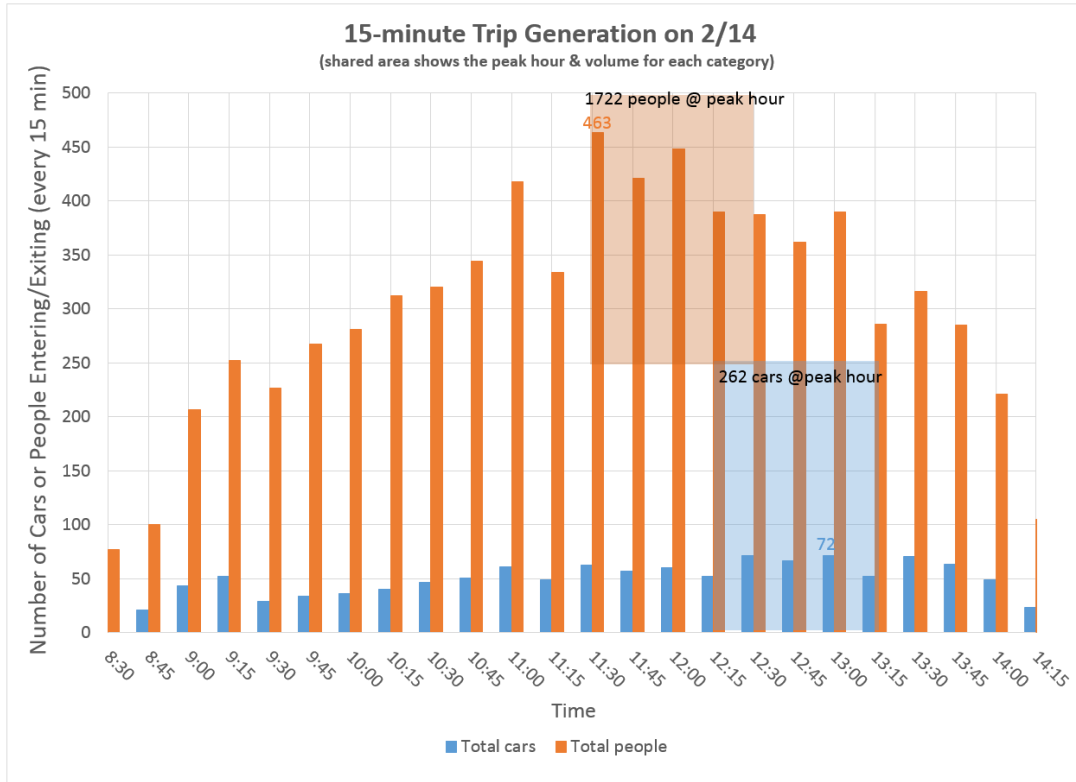


Figure 4: Trip generation on Sunday, 2/14/16 at Brentwood Farmer’s Market

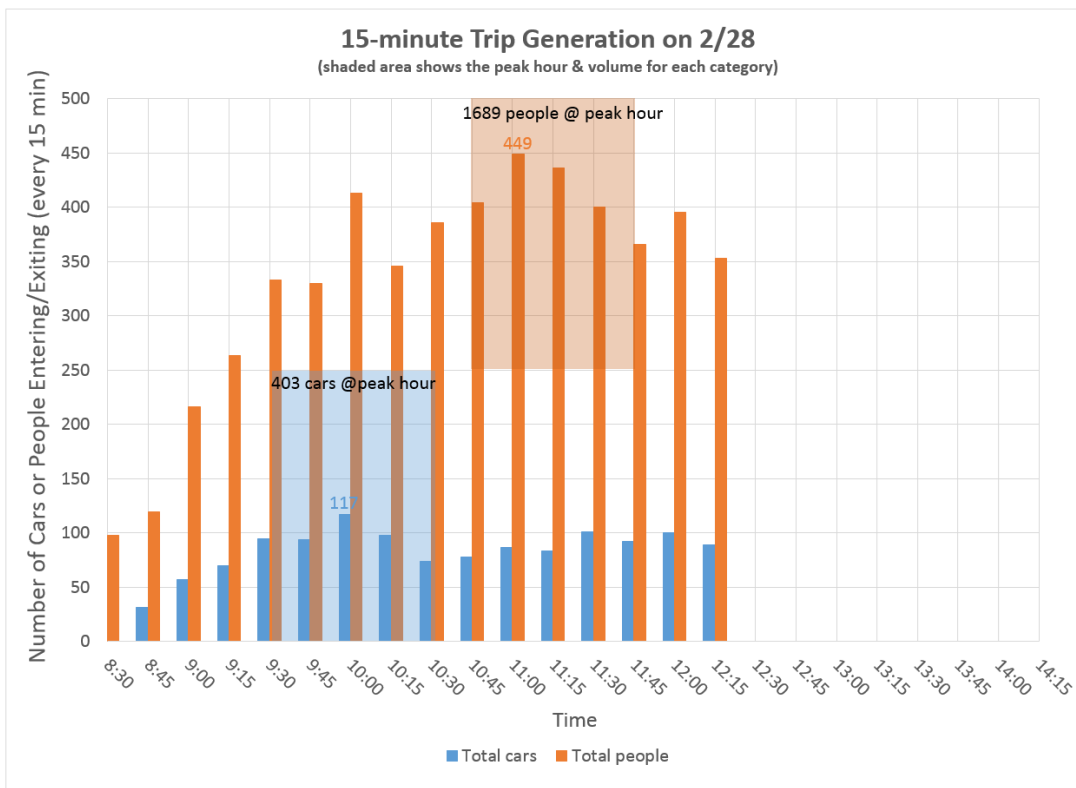


Figure 5: Trip generation on Sunday, 2/28/16 at Brentwood Farmer’s Market

Parking Demand

While we did not count parking by recording the difference between cars entering and exiting a specific parking zone, we estimated parking demand at each 15-minute interval by factoring in private vehicle mode split and their rider occupancy. We assumed a zero starting basis at 8:30 AM on all three days and subtracted the number of cars exiting from the ones entering to get a net difference at each 15-minute interval. Every 15-minute difference was then added to the previous cumulative difference and the process was repeated until the last interval, 2:15-2:30 PM. Figure 6 provides a graphical comparison of parking demand on three study days. Note that the negative values shown at the right end of the graph were caused by the approximation of mode split and rider occupancy via survey, as well as the fact that some farmer's market visitors had already entered the farmer's market before our study even begun at 8:30 AM. The orange plot corresponding to data on February 14th matches what is shown in Figure 4, which is characterized by low vehicle mode split throughout the day due to the marathon event.

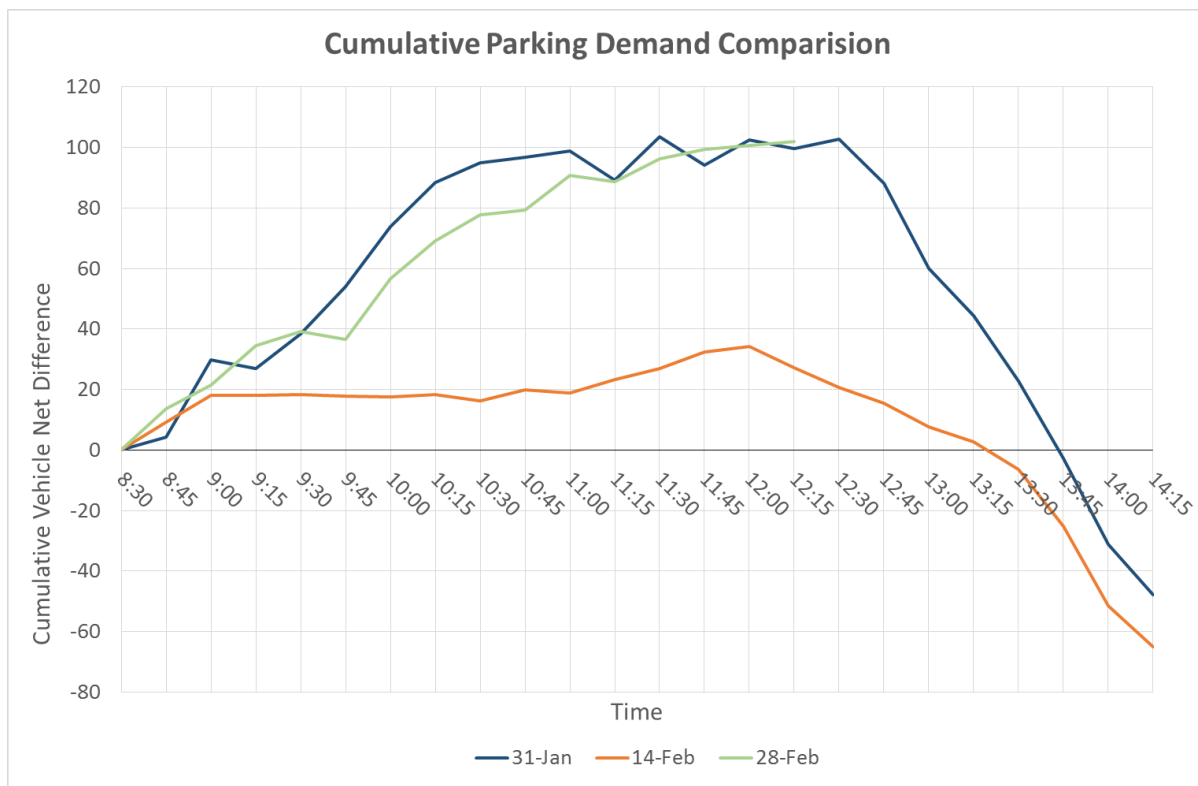


Figure 6: Comparing cumulative parking demand on three study days at Brentwood Farmer's Market.

Mode Split

Next, we analyze the proportions of people that used each type of mode to get to the farmers market. The data for each Sunday is shown in pie charts in Figures 7-9. The mode split differed significantly for the three Sundays.

It is important to note that February 14 was not a typical day at the farmer's market because the Los Angeles Marathon was happening and the course included San Vicente Boulevard directly adjacent to the farmers market. San Vicente Boulevard was closed throughout the time the farmers market was open which made it harder to drive to the site. The mode split was clearly affected as a much greater proportion of people came to the farmers market by walking and a smaller proportion came by driving. Many people who were in the area to watch the race also visited the farmers market and this led to an increase in the walking mode split. The total number of people coming to the farmer's market was similar to other days.

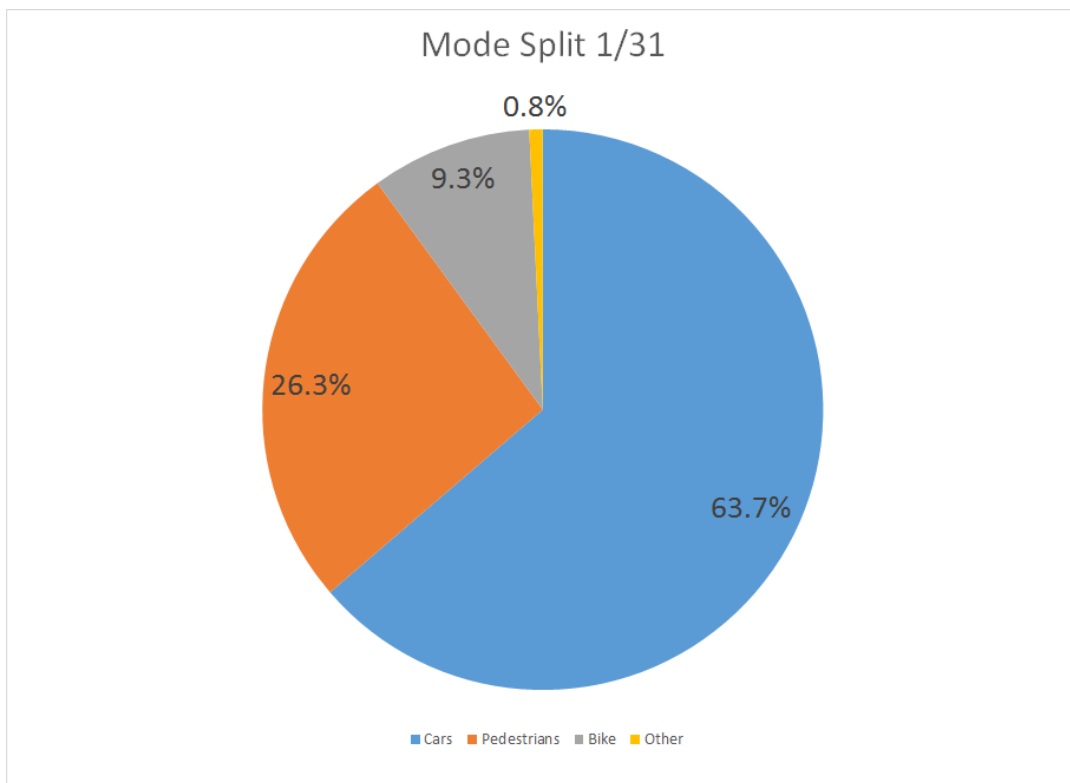


Figure 7: Mode split on Sunday, 1/31/16 at Brentwood Farmer's Market

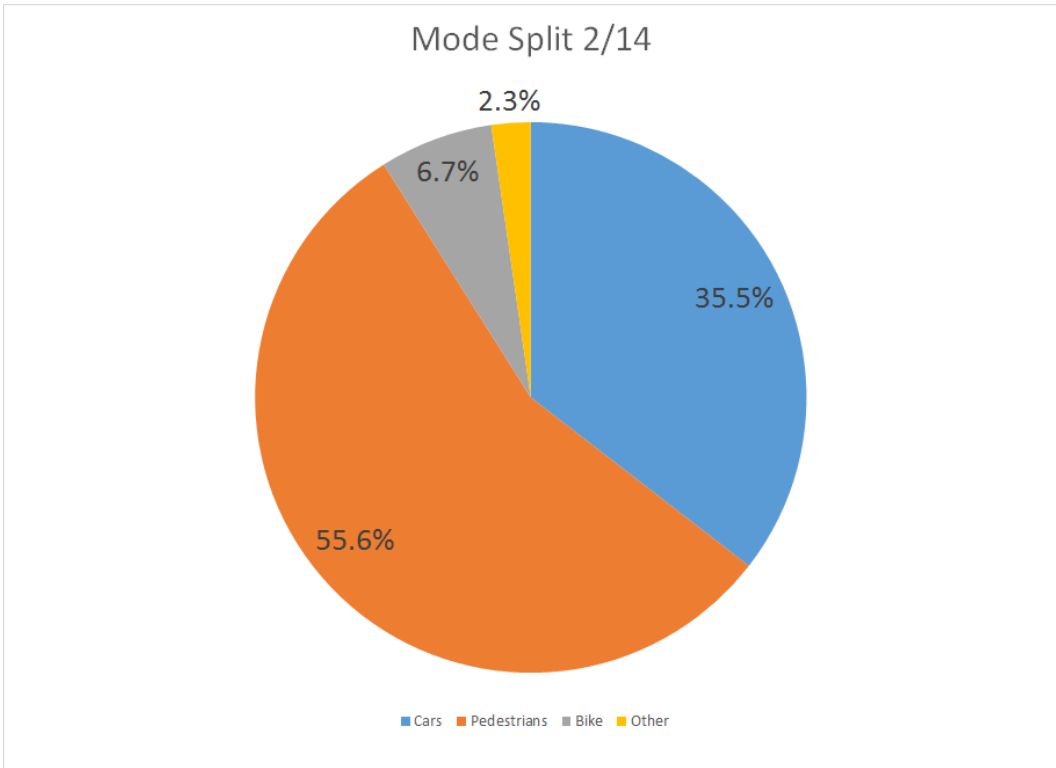


Figure 8: Mode split on Sunday, 2/14/16 at Brentwood Farmer’s Market

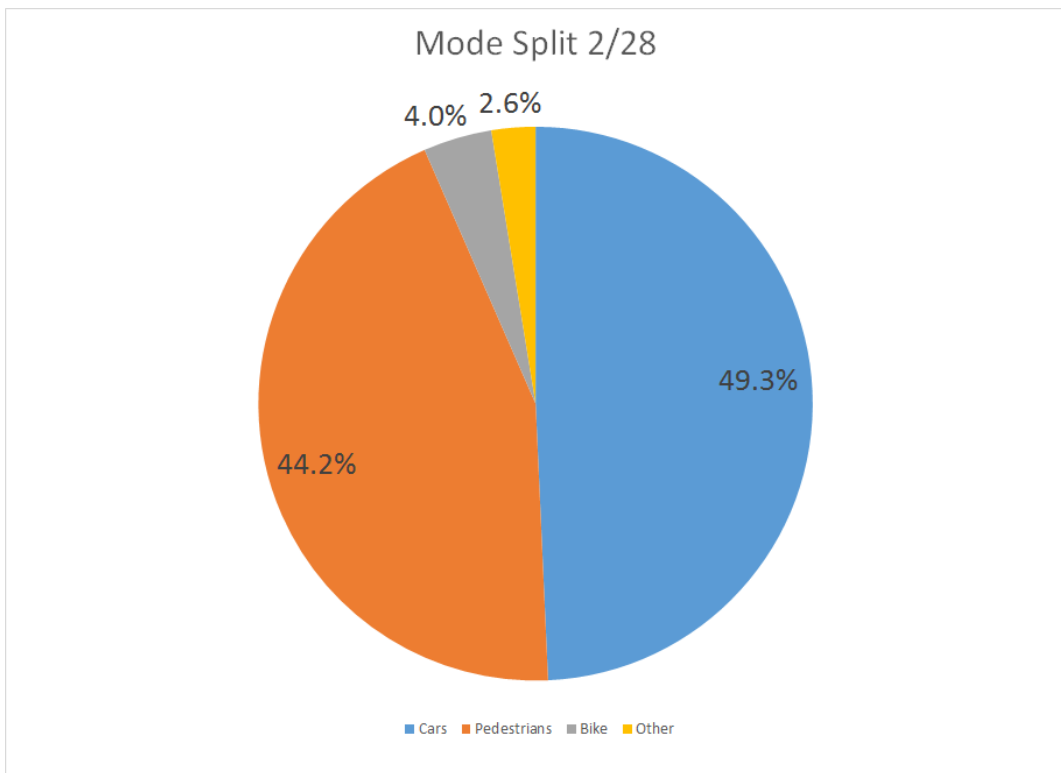


Figure 9: Mode split on Sunday, 2/28/16 at Brentwood Farmer’s Market

Conclusions and Recommendations

By performing a trip generation study at the Brentwood Farmers Market, we gained an understanding of the temporal distribution and mode split of the trips going there. We found that around noon is the time when the farmers market is busiest and when the highest number of people arrive and exit. 11:30 is the midpoint of the open hours for the farmers market. It is likely that the window of time that a farmers market is open influences when the peak hour would occur. We also found that that most people either walked or drove to the farmers market. There are many residential communities in the area which make it easy for people to walk from home to the farmers market. Many people complained about the limited number of nearby parking spaces and it is likely that the lack of a parking lot dedicated to the farmers market limits the number of people who drive there.

Appendix: Trip Generation Forms

Trip Generation Data Form (Part 1)

Land Use/Building Type: Farmer's Market	ITE Land Use Code: xxx		
Source:	Source No. (ITE use only):		
Name of Development: Brentwood Farmer's Market	Day of the Week: Sunday		
City: Los Angeles	State/Province: CA	Zip/Postal Code: 90024	Day: 31 Month: January Year: 2016
Country: United States	Metropolitan Area: Los Angeles Area		

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

Location Within Area: <input type="checkbox"/> (1) CBD <input type="checkbox"/> (3) Suburban (Non-CBD) <input type="checkbox"/> (5) Rural <input type="checkbox"/> (2) Urban (Non-CBD) <input checked="" type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development:³	
Independent Variable: (include data for as many as possible)²		Actual	Estimated	Actual	Estimated
_____ (1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (9) Parking Spaces (% occupied: _____)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (10) Beds (% occupied: _____)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (3) Total Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (11) Seats (#)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (4) Occupied Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/>	<input type="checkbox"/>
<u>45000</u> (5) Gross Floor Area (gross sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (13) Shopping Center % Out-parcels/pads	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied <u>100%</u>)			_____ (14) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
_____ (6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (15) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
<u>27000</u> (7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	<u>90</u> (16) Other <u>Booth Capacity Max (#) = 90</u>	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied <u>60%</u>)			_____ (17) Other _____	<input type="checkbox"/>	<input type="checkbox"/>
_____ (8) Total Acres (% developed: _____)	<input type="checkbox"/>	<input type="checkbox"/>			

2. Definitions for several independent variables can be found in the *Trip Generation, Second Edition, User's Guide Glossary*.

3. Please provide all pertinent information to describe the subject project, including the presence of bicycle/pedestrian facilities. To report bicycle/pedestrian volumes, please refer to Part 4 of this data form.

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: First Shift: Start Time End 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? <input type="checkbox"/> No <input type="checkbox"/> 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) <table border="0"> <tr> <td><input type="checkbox"/> (1) Transit Service</td> <td><input type="checkbox"/> (5) Employer Support Measures</td> <td><input type="checkbox"/> (9) Tolls and Congestion Pricing</td> </tr> <tr> <td><input type="checkbox"/> (2) Carpool Programs</td> <td><input type="checkbox"/> (6) Preferential HOV Treatments</td> <td><input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks</td> </tr> <tr> <td><input type="checkbox"/> (3) Vanpool Programs</td> <td><input type="checkbox"/> (7) Transit and Ridesharing Incentives</td> <td><input type="checkbox"/> (11) Telecommuting</td> </tr> <tr> <td><input type="checkbox"/> (4) Bicycle/Pedestrian</td> <td><input type="checkbox"/> (8) Parking Supply and Pricing</td> <td><input type="checkbox"/> (12) Other</td> </tr> </table> Facilities and Site Improvement Management		<input type="checkbox"/> (1) Transit Service	<input type="checkbox"/> (5) Employer Support Measures	<input type="checkbox"/> (9) Tolls and Congestion Pricing	<input type="checkbox"/> (2) Carpool Programs	<input type="checkbox"/> (6) Preferential HOV Treatments	<input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks	<input type="checkbox"/> (3) Vanpool Programs	<input type="checkbox"/> (7) Transit and Ridesharing Incentives	<input type="checkbox"/> (11) Telecommuting	<input type="checkbox"/> (4) Bicycle/Pedestrian	<input type="checkbox"/> (8) Parking Supply and Pricing	<input type="checkbox"/> (12) Other
<input type="checkbox"/> (1) Transit Service	<input type="checkbox"/> (5) Employer Support Measures	<input type="checkbox"/> (9) Tolls and Congestion Pricing													
<input type="checkbox"/> (2) Carpool Programs	<input type="checkbox"/> (6) Preferential HOV Treatments	<input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks													
<input type="checkbox"/> (3) Vanpool Programs	<input type="checkbox"/> (7) Transit and Ridesharing Incentives	<input type="checkbox"/> (11) Telecommuting													
<input type="checkbox"/> (4) Bicycle/Pedestrian	<input type="checkbox"/> (8) Parking Supply and Pricing	<input type="checkbox"/> (12) Other													

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Trip Generation Data Form (Part 2)

Summary of Driveway Volumes

(All = Includes all person trips)

	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 (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator ² Time:																		
P.M. Peak Hour Generator ² Time:																		
Peak Hour Generator ³ Time (Weekend):11:30-12:30													781		752		1533	

¹ Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.

² Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³ Highest hourly volume during the entire day. Please specify the peak hour.

Please refer to the *Trip Generation User's Guide* for full definition of terms.

Hourly 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
6:00-7:00							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, 4 and/or additional information is attached.

Survey conducted by: Name: XuQi Feng, Matt Stewart
 Organization: UCLA ITE
 Address: Note: Trips are person trips rather than vehicle trips
 City/State/Zip: _____
 Telephone #: (310) 918-0210 Fax #: NA E-mail: xuqifeng.ucla@gmail.com; mattstewart@ucla.edu

Please return to: Institute of Transportation Engineers
 Technical Projects Division
 1627 Eye Street, NW, Suite 600
 Washington, DC 20006 USA
 Telephone: +1 202-785-0060
 Fax: +1 202-785-0609
 ITE on the Web: www.ite.org

Institute of Transportation Engineers
Trip Generation Data Form (Part 3)

Name/Organization: UCLA ITE City/State: _____

Telephone Number: _____

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.

Day of the week: SUNDAY (All = All person trips)

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15	208		185		393	
12:15-12:30							12:15-12:30	165		173		338	
12:30-12:45							12:30-12:45	165		157		322	
12:45-1:00							12:45-1:00	130		168		298	
1:00-1:15							1:00-1:15	116		190		306	
1:15-1:30							1:15-1:30	84		125		209	
1:30-1:45							1:30-1:45	80		149		229	
1:45-2:00							1:45-2:00	25		107		132	
2:00-2:15							2:00-2:15	20		111		131	
2:15-2:30							2:15-2:30	14		67		81	
2:30-2:45							2:30-2:45						
2:45-3:00							2:45-3:00						
3:00-3:15							3:00-3:15						
3:15-3:30							3:15-3:30						
3:30-3:45							3:30-3:45						
3:45-4:00							3:45-4:00						
4:00-4:15							4:00-4:15						
4:15-4:30							4:15-4:30						
4:30-4:45							4:30-4:45						
4:45-5:00							4:45-5:00						
5:00-5:15							5:00-5:15						
5:15-5:30							5:15-5:30						
5:30-5:45							5:30-5:45						
5:45-6:00							5:45-6:00						
6:00-6:15							6:00-6:15						
6:15-6:30							6:15-6:30						
6:30-6:45							6:30-6:45						
6:45-7:00							6:45-7:00						
7:00-7:15							7:00-7:15						
7:15-7:30							7:15-7:30						
7:30-7:45							7:30-7:45						
7:45-8:00							7:45-8:00						
8:00-8:15							8:00-8:15						
8:15-8:30							8:15-8:30						
8:30-8:45	81		61		142		8:30-8:45						
8:45-9:00	81		70		151		8:45-9:00						
9:00-9:15	159		94		253		9:00-9:15						
9:15-9:30	105		112		217		9:15-9:30						
9:30-9:45	166		135		301		9:30-9:45						
9:45-10:00	154		112		266		9:45-10:00						
10:00-10:15	157		103		260		10:00-10:15						
10:15-10:30	198		158		356		10:15-10:30						
10:30-10:45	162		127		289		10:30-10:45						
10:45-11:00	173		162		335		10:45-11:00						
11:00-11:15	211		200		411		11:00-11:15						
11:15-11:30	128		181		309		11:15-11:30						
11:30-11:45	245		205		450		11:30-11:45						
11:45-12:00	163		189		352		11:45-12:00						

Summary of Bicycle Volumes

Institute of Transportation Engineers
Trip Generation Data Form (Part 4)

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time:									
P.M. Peak Hour Generator ² Time:									
Peak Hour Generator ³ Time (Weekend):11:30-12:30							80	77	157

¹ Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.) as defined in Trip Generation Data Form (Part 2). Please specify the peak hour.

² Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³ Highest hourly volume during the entire day. Please specify the peak hour. Please attach supplemental hourly volumes.

Please refer to the *Trip Generation User's Guide* for full definition of terms.

Summary of Pedestrian Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time:									
P.M. Peak Hour Generator ² Time:									
Peak Hour Generator ³ Time (Weekend):10:30-11:30							368	365	733

Survey conducted by: Name: XuQi Feng, Matthew Stewart

Organization: UCLA ITE

Address: _____

City/State/Zip: _____

Telephone #: (310) 918-0210 Fax #: NA E-mail: xuqifeng.ucla@gmail.com; mattstewart@ucla.edu;

Please return to: Institute of Transportation Engineers
 Technical Projects Division
 1627 Eye Street, NW, Suite 600
 Washington, DC 20006 USA
 Telephone: +1 202-785-0060
 Fax: +1 202-785-0609
 ITE on the Web: www.ite.org

Trip Generation Data Form (Part 1)

Land Use/Building Type: Farmer's Market	ITE Land Use Code: xxx		
Source:	Source No. (ITE use only):		
Name of Development: Brentwood Farmer's Market	Day of the Week: Sunday		
City: Los Angeles	State/Province: CA	Zip/Postal Code: 90024	Day: 14
Country: United States	Month: February	Year: 2016	Metropolitan Area: Los Angeles Area

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

Location Within Area: <input type="checkbox"/> (1) CBD <input type="checkbox"/> (3) Suburban (Non-CBD) <input type="checkbox"/> (5) Rural <input type="checkbox"/> (2) Urban (Non-CBD) <input checked="" type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development: ³	
Independent Variable: (include data for as many as possible) ²	Actual	Estimated	Actual	Estimated	
_____ (1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (9) Parking Spaces (% occupied: _____)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (10) Beds (% occupied: _____)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (3) Total Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (11) Seats (#)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (4) Occupied Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/>	<input type="checkbox"/>
<u>45000</u> (5) Gross Floor Area (gross sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (13) Shopping Center % Out-parcels/pads	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied <u>100%</u>)			_____ (14) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
_____ (6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (15) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
<u>27000</u> (7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	<u>90</u> (16) Other <u>Booth Capacity Max (#) = 90</u>	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied <u>60%</u>)			_____ (17) Other _____	<input type="checkbox"/>	<input type="checkbox"/>
_____ (8) Total Acres (% developed: _____)	<input type="checkbox"/>	<input type="checkbox"/>			

2. Definitions for several independent variables can be found in the Trip Generation, Second Edition, User's Guide Glossary.

3. Please provide all pertinent information to describe the subject project, including the presence of bicycle/pedestrian facilities. To report bicycle/pedestrian volumes, please refer to Part 4 of this data form.

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: First Shift: Start Time End Time Employees (#) Start End Second Shift: Time Time Employees (#) Start End 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? <input type="checkbox"/> No <input type="checkbox"/> 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) <input type="checkbox"/> (1) Transit Service <input type="checkbox"/> (5) Employer Support Measures <input type="checkbox"/> (9) Tolls and Congestion Pricing <input type="checkbox"/> (2) Carpool Programs <input type="checkbox"/> (6) Preferential HOV Treatments <input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks <input type="checkbox"/> (3) Vanpool Programs <input type="checkbox"/> (7) Transit and Ridesharing Incentives <input type="checkbox"/> (11) Telecommuting <input type="checkbox"/> (4) Bicycle/Pedestrian <input type="checkbox"/> (8) Parking Supply and Pricing <input checked="" type="checkbox"/> (12) Other <u>Los Angeles Marathon taking place adjacent to site</u> Facilities and Site Management Improvement
---	---

Please Complete Form on Other Side

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

Summary of Driveway Volumes

(All = Includes all person trips)

	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 (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator ² Time:																		
P.M. Peak Hour Generator ² Time:																		
Peak Hour Generator ³ Time (Weekend):11:30-12:30													875		847		1722	

¹ Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.

² Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³ Highest hourly volume during the entire day. Please specify the peak hour.

Please refer to the *Trip Generation User's Guide* for full definition of terms.

Hourly 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
6:00-7:00							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, 4 and/or additional information is attached.

Survey conducted by: Name: XuQi Feng; Matt Stewart
 Organization: UCLA ITE
 Address: Note: Trips are person trips rather than vehicle trips
 City/State/Zip: _____
 Telephone #: (310) 918-0210 Fax #: NA E-mail: xuqifeng.ucla@gmail.com; mattstewart@ucla.edu

Please return to: Institute of Transportation Engineers
 Technical Projects Division
 1627 Eye Street, NW, Suite 600
 Washington, DC 20006 USA
 Telephone: +1 202-785-0060
 Fax: +1 202-785-0609
 ITE on the Web: www.ite.org

Institute of Transportation Engineers
Trip Generation Data Form (Part 3)

Name/Organization: UCLA ITE City/State: _____

Telephone Number: _____

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.

Day of the week: SUNDAY (All = All person trips)

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15	742		845		1587	
12:15-12:30							12:15-12:30	685		844		1529	
12:30-12:45							12:30-12:45	646		779		1425	
12:45-1:00							12:45-1:00	608		746		1354	
1:00-1:15							1:00-1:15	541		736		1277	
1:15-1:30							1:15-1:30	419		689		1108	
1:30-1:45							1:30-1:45	312		615		927	
1:45-2:00							1:45-2:00	742		845		1587	
2:00-2:15							2:00-2:15	685		844		1529	
2:15-2:30							2:15-2:30	646		779		1425	
2:30-2:45							2:30-2:45						
2:45-3:00							2:45-3:00						
3:00-3:15							3:00-3:15						
3:15-3:30							3:15-3:30						
3:30-3:45							3:30-3:45						
3:45-4:00							3:45-4:00						
4:00-4:15							4:00-4:15						
4:15-4:30							4:15-4:30						
4:30-4:45							4:30-4:45						
4:45-5:00							4:45-5:00						
5:00-5:15							5:00-5:15						
5:15-5:30							5:15-5:30						
5:30-5:45							5:30-5:45						
5:45-6:00							5:45-6:00						
6:00-6:15							6:00-6:15						
6:15-6:30							6:15-6:30						
6:30-6:45							6:30-6:45						
6:45-7:00							6:45-7:00						
7:00-7:15							7:00-7:15						
7:15-7:30							7:15-7:30						
7:30-7:45							7:30-7:45						
7:45-8:00							7:45-8:00						
8:00-8:15							8:00-8:15						
8:15-8:30							8:15-8:30						
8:30-8:45	377		259		636		8:30-8:45						
8:45-9:00	437		349		786		8:45-9:00						
9:00-9:15	497		456		953		9:00-9:15						
9:15-9:30	511		516		1027		9:15-9:30						
9:30-9:45	544		543		1087		9:30-9:45						
9:45-10:00	583		597		1180		9:45-10:00						
10:00-10:15	635		622		1257		10:00-10:15						
10:15-10:30	702		692		1394		10:15-10:30						
10:30-10:45	725		691		1416		10:30-10:45						
10:45-11:00	817		742		1559		10:45-11:00						
11:00-11:15	864		772		1636		11:00-11:15						
11:15-11:30	889		777		1666		11:15-11:30						
11:30-11:45	875		847		1722		11:30-11:45						
11:45-12:00	806		840		1646		11:45-12:00						

Summary of Bicycle Volumes

Institute of Transportation Engineers

Trip Generation Data Form (Part 4)

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time:									
P.M. Peak Hour Generator ² Time:									
Peak Hour Generator ³ Time (Weekend):11:30-12:30							90	87	177

¹ Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.) as defined in Trip Generation Data Form (Part 2). Please specify the peak hour.

² Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³ Highest hourly volume during the entire day. Please specify the peak hour. Please attach supplemental hourly volumes.

Please refer to the *Trip Generation User's Guide* for full definition of terms.

Summary of Pedestrian Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time:									
P.M. Peak Hour Generator ² Time:									
Peak Hour Generator ³ Time (Weekend):10:30-11:30							395	377	772

Survey conducted by: Name: XuQi Feng; Matthew Stewart

Organization: UCLA ITE

Address: _____

City/State/Zip: _____

Telephone #: (310) 918-0210 Fax #: NA E-mail: xuqifeng.ucla@gmail.com; mattstewart@ucla.edu;

Please return to: Institute of Transportation Engineers

Technical Projects Division

1627 Eye Street, NW, Suite 600

Washington, DC 20006 USA

Telephone: +1 202-785-0060

Fax: +1 202-785-0609

ITE on the Web: www.ite.org

Trip Generation Data Form (Part 1)

Land Use/Building Type: Farmer's Market	ITE Land Use Code: xxx		
Source:	Source No. (ITE use only):		
Name of Development: Brentwood Farmer's Market	Day of the Week: Sunday		
City: Los Angeles	State/Province: CA	Zip/Postal Code: 90024	Day: 28 Month: February Year: 2016
Country: United States	Metropolitan Area: Los Angeles Area		

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

Location Within Area: <input type="checkbox"/> (1) CBD <input type="checkbox"/> (3) Suburban (Non-CBD) <input type="checkbox"/> (5) Rural <input type="checkbox"/> (2) Urban (Non-CBD) <input checked="" type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development: ³	
Independent Variable: (include data for as many as possible) ²	Actual	Estimated	Actual	Estimated	
_____ (1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (9) Parking Spaces (% occupied: _____)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (10) Beds (% occupied: _____)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (3) Total Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (11) Seats (#)	<input type="checkbox"/>	<input type="checkbox"/>
_____ (4) Occupied Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/>	<input type="checkbox"/>
<u>45000</u> (5) Gross Floor Area (gross sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (13) Shopping Center % Out-parcels/pads	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied <u>100%</u>)			_____ (14) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
_____ (6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____ (15) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
<u>27000</u> (7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	<u>90</u> (16) Other <u>Booth Capacity Max (#) = 90</u>	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied <u>60%</u>)			_____ (17) Other _____	<input type="checkbox"/>	<input type="checkbox"/>
_____ (8) Total Acres (% developed: _____)	<input type="checkbox"/>	<input type="checkbox"/>			

2. Definitions for several independent variables can be found in the *Trip Generation, Second Edition, User's Guide Glossary*.

3. Please provide all pertinent information to describe the subject project, including the presence of bicycle/pedestrian facilities. To report bicycle/pedestrian volumes, please refer to Part 4 of this data form.

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: First Shift: Start Time End Time Employees (#) _____ Start End Second Shift: Time _____ Time _____ Employees (#) _____ _____ Start End Third Shift: Time _____ Time _____ Employees (#) _____ _____ Start End 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? <input type="checkbox"/> No <input type="checkbox"/> 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) <table> <tr> <td><input type="checkbox"/> (1) Transit Service</td> <td><input type="checkbox"/> (5) Employer Support Measures</td> <td><input type="checkbox"/> (9) Tolls and Congestion Pricing</td> </tr> <tr> <td><input type="checkbox"/> (2) Carpool Programs</td> <td><input type="checkbox"/> (6) Preferential HOV Treatments</td> <td><input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks</td> </tr> <tr> <td><input type="checkbox"/> (3) Vanpool Programs</td> <td><input type="checkbox"/> (7) Transit and Ridesharing Incentives</td> <td><input type="checkbox"/> (11) Telecommuting</td> </tr> <tr> <td><input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvement</td> <td><input type="checkbox"/> (8) Parking Supply and Pricing Management</td> <td><input type="checkbox"/> (12) Other _____</td> </tr> </table>	<input type="checkbox"/> (1) Transit Service	<input type="checkbox"/> (5) Employer Support Measures	<input type="checkbox"/> (9) Tolls and Congestion Pricing	<input type="checkbox"/> (2) Carpool Programs	<input type="checkbox"/> (6) Preferential HOV Treatments	<input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks	<input type="checkbox"/> (3) Vanpool Programs	<input type="checkbox"/> (7) Transit and Ridesharing Incentives	<input type="checkbox"/> (11) Telecommuting	<input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvement	<input type="checkbox"/> (8) Parking Supply and Pricing Management	<input type="checkbox"/> (12) Other _____
<input type="checkbox"/> (1) Transit Service	<input type="checkbox"/> (5) Employer Support Measures	<input type="checkbox"/> (9) Tolls and Congestion Pricing											
<input type="checkbox"/> (2) Carpool Programs	<input type="checkbox"/> (6) Preferential HOV Treatments	<input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks											
<input type="checkbox"/> (3) Vanpool Programs	<input type="checkbox"/> (7) Transit and Ridesharing Incentives	<input type="checkbox"/> (11) Telecommuting											
<input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvement	<input type="checkbox"/> (8) Parking Supply and Pricing Management	<input type="checkbox"/> (12) Other _____											

Please Complete Form on Other Side

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

Summary of Driveway Volumes

(All = Includes all person trips)

	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 (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator ² Time:																		
P.M. Peak Hour Generator ² Time:																		
Peak Hour Generator ³ Time (Weekend):10:45-11:45													888		801		1689	

¹ Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.

² Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³ Highest hourly volume during the entire day. Please specify the peak hour.

Please refer to the *Trip Generation User's Guide* for full definition of terms.

Hourly 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
6:00-7:00							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, 4 and/or additional information is attached.

Survey conducted by: Name: XuQi Feng, Matt Stewart

Organization: UCLA ITE

Address: Note: Trips are person trips rather than vehicle trips

City/State/Zip: _____

Telephone #: (310) 918-0210 Fax #: NA E-mail: xuqifeng.ucla@gmail.com; mattstewart@ucla.edu

Please return to: Institute of Transportation Engineers
 Technical Projects Division
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 Washington, DC 20006 USA
 Telephone: +1 202-785-0060
 Fax: +1 202-785-0609
 ITE on the Web: www.ite.org

I Institute of Transportation Engineers
Trip Generation Data Form (Part 3)

Name/Organization: UCLA ITE City/State: _____

Telephone Number: _____

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.

Day of the week: SUNDAY (All = All person trips)

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15	200		195		395	
12:15-12:30							12:15-12:30	179		174		353	
12:30-12:45							12:30-12:45						
12:45-1:00							12:45-1:00						
1:00-1:15							1:00-1:15						
1:15-1:30							1:15-1:30						
1:30-1:45							1:30-1:45						
1:45-2:00							1:45-2:00						
2:00-2:15							2:00-2:15						
2:15-2:30							2:15-2:30						
2:30-2:45							2:30-2:45						
2:45-3:00							2:45-3:00						
3:00-3:15							3:00-3:15						
3:15-3:30							3:15-3:30						
3:30-3:45							3:30-3:45						
3:45-4:00							3:45-4:00						
4:00-4:15							4:00-4:15						
4:15-4:30							4:15-4:30						
4:30-4:45							4:30-4:45						
4:45-5:00							4:45-5:00						
5:00-5:15							5:00-5:15						
5:15-5:30							5:15-5:30						
5:30-5:45							5:30-5:45						
5:45-6:00							5:45-6:00						
6:00-6:15							6:00-6:15						
6:15-6:30							6:15-6:30						
6:30-6:45							6:30-6:45						
6:45-7:00							6:45-7:00						
7:00-7:15							7:00-7:15						
7:15-7:30							7:15-7:30						
7:30-7:45							7:30-7:45						
7:45-8:00							7:45-8:00						
8:00-8:15							8:00-8:15						
8:15-8:30							8:15-8:30						
8:30-8:45	75		23		98		8:30-8:45						
8:45-9:00	85		34		119		8:45-9:00						
9:00-9:15	123		93		216		9:00-9:15						
9:15-9:30	156		107		263		9:15-9:30						
9:30-9:45	175		158		333		9:30-9:45						
9:45-10:00	160		170		330		9:45-10:00						
10:00-10:15	242		171		413		10:00-10:15						
10:15-10:30	195		151		346		10:15-10:30						
10:30-10:45	216		170		386		10:30-10:45						
10:45-11:00	206		198		404		10:45-11:00						
11:00-11:15	254		195		449		11:00-11:15						
11:15-11:30	213		223		436		11:15-11:30						
11:30-11:45	215		185		400		11:30-11:45						
11:45-12:00	189		177		366		11:45-12:00						

Summary of Bicycle Volumes

Institute of Transportation Engineers

Trip Generation Data Form (Part 4)

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time:									
P.M. Peak Hour Generator ² Time:									
Peak Hour Generator ³ Time (Weekend):11:00-12:00							84	75	159

¹ Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.) as defined in Trip Generation Data Form (Part 2). Please specify the peak hour.

² Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³ Highest hourly volume during the entire day. Please specify the peak hour. Please attach supplemental hourly volumes.

Please refer to the *Trip Generation User's Guide* for full definition of terms.

Summary of Pedestrian Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time:									
P.M. Peak Hour Generator ² Time:									
Peak Hour Generator ³ Time (Weekend):10:30-11:30							485	429	914

Survey conducted by: Name: XuQi Feng, Matthew Stewart

Organization: UCLA ITE

Address: _____

City/State/Zip: _____

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