## Trip Generation Study:

# A 7-Eleven Gas Station with a Convenience Store Land Use Code: 945 

## Introduction

The Brigham Young University Institute of Transportation Engineers student chapter (BYU ITE) completed a trip generation study, as proposed to the ITE Western District. The data were collected at a 7-Eleven in Provo, Utah. This corresponds to Trip Generation Land Use Code 945 as a convenience store with a gas station. This project was a great learning experience for the student chapter and for those who were involved in the process.

Ryan Hales, P.E., PTOE, AICP, of Hales Engineering, provided mentoring support and project review for this data collection effort. Dr. Mitsuru Saito and Dr. Grant Schultz, both of BYU, have provided valuable help and support and data collection equipment for the project.

## Site Information

Data used in the study were collected from March 10-12, 2015. An aerial photo of the study location is provided in Figure 1. The blue box represents the where the site is located. The red bars represent the location of the two accesses at the site. The purple circle shows the location of the data collection trailer. Figure 2 shows a closer view of the study site with the accesses along opposite edges of the screen.

The 7-Eleven site is located at the northeast corner of 1860 South \& State St. (US-89) in Provo, Utah. The site has a convenience store and a gas station, constructed within the past three years. There are two accesses, including a west access and south access that allow traffic to enter and exit the site. The west access is approximately 160 ft . north of the US-89/1860 South intersection on US-89. The South access is located on 1860 South, approximately 60 ft . east of the intersection. The site characteristics are presented in Table 1.


Figure 1 - Aerial View of Study Location


Figure 2 -The Study Site

Table 1 - Site Characteristics

| Characteristic | Value |
| :---: | :---: |
| Gross Floor Area (GFA) | $3,200 \mathrm{ft}^{2}$ |
| No. of Fueling Positions | 12 |
| AM Avg. Peak Hour Adjacent Traffic | 1,727 |
| PM Avg. Peak Hour Adjacent Traffic | 2,073 |

## Methodology

Data were collected from Tuesday, March 10, 2015 through Thursday, March 12, 2015, being three consecutive days of data were collected as stated in our proposal. Data collected on these days of the week tend to provide a closer representation of normal weekday. Trip generation was counted between the hours of 7 AM and 7 PM for all three days and adjacent street counts were collected from 7-9 AM and 4-6 PM for all three days.

For the study, the BYU Traffic Data Collection Trailer was used to collect data at the site. The trailer is equipped with two video cameras that recorded each access point to the site during the specified hours. The camera which was facing the west access along State St. (US-89) was also used to count adjacent street volumes. The view from the location of the data collection trailer at the site is presented in Figure 3.

The recorded videos from the data collection trailer were used to manually count vehicles entering and exiting the site through each access and the volume for the adjacent street using JAMAR counters and a tabular sheet, as shown in Figure 4. The total counts for the two access points were taken for each hour. The results of the trip generation for each of the three days are summarized in the attached Trip Generation Data Forms.


Figure 3 - View from Data Collection Trailer Location


Figure 4 - Data Reduction from Traffic Trailer Footage

## Results

The trip data for the AM peak period and the PM peak period of the days data were collected are shown in Table 2 and

Table 3, respectively. The trip rates shown are rates per number of fueling stations, 1000 square feet of gross floor area (sq. ft. GFA), and peak hour traffic on the adjacent street. These rates are also calculated using specifically the data collected during the same day. A summary of trips counted each day of the study along with the entry/exit distribution is presented in Table 4.

Table 2 - AM Peak Period Trip Data by Day for the Convenience Store w/ Gas Station

| Variable | Tuesday | Wednesday | Thursday |
| :---: | :---: | :---: | :---: |
| $\mathbf{3 / 1 0 / 2 0 1 4}$ | $\mathbf{3 / 1 1 / 2 0 1 4}$ | $\mathbf{3 / 1 2 / 2 0 1 4}$ |  |
| Peak Hour | $7: 30-8: 30 \mathrm{AM}$ | $7: 45-8: 45 \mathrm{AM}$ | $7: 30-8: 30 \mathrm{AM}$ |
| Total Trips | 116 | 164 | 148 |
| Trip Rate (per fueling station) | 9.67 | 13.67 | 12.33 |
| Trip Rate (per 1,000 sq. ft. GFA) | 36.25 | 51.25 | 46.25 |
| Trip Rate (per AM Peak Hour | 0.066 | 0.094 | 0.088 |
| Traffic on Adjacent Street) | $50.9 \%$ | $50.0 \%$ | $58.1 \%$ |
| \% Entering | $49.1 \%$ | $50.0 \%$ | $41.9 \%$ |
| \% Exiting |  |  |  |

Table 3 - PM Peak Period Trip Data by Day for the Convenience Store w/ Gas Station

| Variable | Tuesday <br> $\mathbf{3 / 1 0 / 2 0 1 4}$ | Wednesday <br> $\mathbf{3 / 1 1 / 2 0 1 4}$ | Thursday <br> $\mathbf{3 / 1 2 / 2 0 1 4}$ |
| :---: | :---: | :---: | :---: |
| Peak Hour | $5: 00-6: 00 \mathrm{PM}$ | $5: 15-6: 15 \mathrm{PM}$ | $4: 30-5: 30 \mathrm{PM}$ |
| Total Trips | 102 | 116 | 94 |
| Trip Rate (per fueling station) | 8.50 | 9.67 | 7.83 |
| Trip Rate (per 1,000 sq. ft. GFA) | 31.88 | 36.25 | 29.38 |
| Trip Rate (per PM Peak Hour | 0.055 | 0.052 | 0.044 |
| Traffic on Adjacent Street) | $56.9 \%$ | $52.6 \%$ | $48.9 \%$ |
| \% Entering | $43.1 \%$ | $47.4 \%$ | $51.1 \%$ |
| \% Exiting |  |  |  |

Table 4 - Summary of Daily Trip Data

|  | Tuesday (3/10/2015) |  |  | Wednesday (3/11/2015) |  |  | Thursday (3/12/2015) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Peak | Entering | Exiting | Total | Entering | Exiting | Total | Entering | Exiting | Total |
|  | 59 | 57 | 116 | 82 | 82 | 164 | 86 | 62 | 148 |
|  | $50.9 \%$ | $49.1 \%$ | $100.0 \%$ | $50.0 \%$ | $50.0 \%$ | $100.0 \%$ | $58.1 \%$ | $41.9 \%$ | $100.0 \%$ |
| PM | 58 | 44 | 102 | 61 | 55 | 116 | 46 | 48 | 94 |
|  | $56.9 \%$ | $43.1 \%$ | $100.0 \%$ | $52.6 \%$ | $47.4 \%$ | $100.0 \%$ | $48.9 \%$ | $51.1 \%$ | $100 \%$ |

The trips generated from this study have been calculated and are shown in Table 5 alongside average trip rates from ITE Trip Generation, $9^{\text {th }}$ Edition for comparison. Since the ITE trip generation data were based on small samples of similar locations, it is important to create more samples to more accurately predict trip generation rates for future developments. The comparison of the actual counted number of trips in this study and the predicted number of trips based on ITE trip generation rates are presented in Table 6.

Table 5 - Comparison of Calculated Average Trip Rate and ITE Trip Generation Rates for AM and PM Peak Hours

| Independent Variable | Weekday AM Peak <br> Hour |  | Weekday PM Peak Hour |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Calculated | ITE | Calculated | ITE |
| Trip Rate (per fueling <br> station) | 11.89 | 10.06 | 8.67 | 13.38 |
| Trip Rate (per 1,000 sqft. <br> GFA) | 44.58 | 77.68 | 32.50 | 65.76 |
| Trip Rate (per AM/PM Peak <br> Hour Traffic on Adjacent <br> Street) | 0.083 | 0.04 | 0.050 | 0.04 |

Table 6 - Comparison of the Average Observed Trips and ITE Predicted Trips for AM and PM Peak Hours

| Independent Variable | Weekday AM Peak Hour |  | Weekday PM Peak Hour |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Observed | Predicted | Observed | Predicted |
| Trip Rate (per fueling <br> station) | 143 | 121 | 104 | 160.56 |
| Trip Rate (per 1,000 <br> sqft. GFA) | 143 | 249 | 104 | 211 |
| Trip Rate (per AM/PM <br> Peak Hour Traffic on <br> Adjacent Street) | 143 | 69 | 104 | 83 |

The number of samples used in creating the ITE Trip Generation rates ranged from 11 to 78. This provides a reasonable sample and also enough to compare the rates. The rates can be observed from Tables 5 and 6 and are somewhat similar to the ITE rates. The most significant differences are in the PM peak hour vs. 1000 sq. ft. GFA and in PM peak hour vs. fueling stations. Both of these rates are derived from samples of 78 and 54, respectively. An important note is the small sample size of eight used in calculating these sample rates. The data shows the largest difference from the predicted values using the ITE rates was during the PM peak showing that the observed counts were significantly less by 107 trips.

The study site is located along the southern border of Provo, near the town of Springville. State Street is a major corridor, connecting the towns along the base of the Wasatch Front Mountain Range. The nature of the location of this site and the adjacent highway might account for the variance between observed and predicted trip generation. The site is not located in a central business district (CBD) or near major residential areas, and thus would be classified as a suburban non-CDB location.

Figures 5, 6 and 7 show the hourly variations for entering vehicles, exiting vehicles, and total trips for Tuesday, Wednesday, and Thursday. The total trips to the site by day are summarized in Figure 8. Table 7 compares the directional distribution percentages for these trips by percentage to the percentages provided by ITE. It can be observed that the overall distribution percentages are relatively similar.


Figure 5 - Hourly Counts for Tuesday, 3/10/15


Figure 6 - Hourly Counts for Wednesday, 3/11/15


Figure 7 - Hourly Counts for Thursday, 3/12/15


Figure 8- Total Trips by Day

Table 7: Directional Summary

| Time | Direction | Actual | ITE |
| :---: | :---: | :---: | :---: |
| AM Peak Hour | Entering | 53\% | 50\% |
|  | Exiting | 47\% | 50\% |
| PM Peak Hour | Entering | 53\% | 50\% |
|  | Exiting | 47\% | 50\% |

In this study, it was observed that there were never any long queues of more than two cars at a pump over the course of the data collection period. The high number of fueling positions available for use allowed for the customers to purchase fuel without waiting. There were a few pedestrians and no bicyclists over the course of the data collection period. These observations are presented in the data collection forms. The site is not located within walking distance of any major location or housing communities from which pedestrians would come from and its location along a state highway, which explain its low pedestrian counts. For this reason, the focus of the study was vehicular trips due to the lack of significant pedestrian or bicycle volumes.

## Conclusion

The results from this data collection provide another sample for the ITE Trip Generation data. The calculated trip rates for this sample of data will allow ITE's trip rates to be a better representation of existing conditions. This sample had a large difference in rates regarding trips per fueling stations and trips per 1,000 GSA. However, the trip rates calculated by using AM and PM peak hours did not vary much from ITE's trip generation rates. Adding these rates to the pool of sample sites will allow for a better representation of trips generated by similar sites and will be beneficial to providing accurate traffic impact analyses of future developments as they are created.

## Level of Effort

Approximately 20 different BYU ITE student members were involved in this study. BYU ITE student chapter officers spent numerous hours organizing and carrying out the data collection efforts. A summary of hours spent on the project by student members is shown in Table 8.

Table 8: Level of Effort

| Task | Number of <br> Students | Total <br> Hours |
| :---: | :---: | :---: |
| Training \& Planning | 5 | 10 |
| Repair \& Set-up Equipment | 2 | 5 |
| Data Collection | 1 | 42 |
| Data Reduction | 12 | 35 |
| Write Report | 3 | 13 |
|  |  | Total: |

Tip Generation Forms
IE= Institute of Transportation Engineers

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

[^0]Trip Generation Data Form (Part 2)


# ite= Institute of Transportation Engineers <br> Trip Generation Data Form (Part 3) 

Name/Organization: Brigham Young Universith ITE strdat Chaster City/State: frovo, UT Telephone Number: $801-422-2811$

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.
Day of the week: Wedmesday
(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

| 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 | 12 |  | 17 |  | 29 |  |
| 12:15-12:30 |  |  |  |  |  |  | 12:15-12:30 | 13 |  | 11 |  | 24 |  |
| 12:30-12:45 |  |  |  |  |  |  | 12:30-12:45 | 10 |  | 13 |  | 23 |  |
| 12:45-1:00 |  |  |  |  |  | - | 12:45-1:00 | 3 |  | 4 |  | 7 |  |
| 1:00-1:15 |  |  |  |  | . |  | 1:00-1:15 | 4 | 1 | 9 |  | 23 | 1 |
| 1:15-1:30 |  |  |  |  |  |  | 1:15-1:30 | 14 | 2 | 12 |  | 26 | 3 |
| 1:30-1:45 |  |  |  |  | . |  | 1:30-1:45 | 12 |  | 16 | 2 | 28 | 2 |
| 1:45-2:00 |  |  |  |  |  |  | 1:45-2:00 | 13 |  | 13 |  | 26 |  |
| 2:00-2:15 |  |  |  |  |  |  | 2:00-2:15 | 17 | 1 | 15 | 1 | 32 | 2 |
| 2:15-2:30 |  |  | . |  |  |  | 2:15-2:30 | 20 | 1 | 23 |  | 43 | 1 |
| 2:30-2:45 |  |  |  |  |  |  | 2:30-2:45 | 10 |  | 13 | 2 | 23 | 2 |
| 2:45-3:00 |  |  |  |  |  |  | 2:45-3:00 | 11 |  | 10 |  | 21 |  |
| 3:00-3:15 |  |  |  |  |  |  | 3:00-3:15 | 19 | 1 der | 19 | 1 | 38 | 2 |
| 3:15-3:30 |  |  |  |  |  |  | 3:15-3:30 | 9 |  | 10 |  | 19 |  |
| 3:30-3:45 |  |  |  |  |  |  | 3:30-3:45 | 20 | 2 | 20 | 2 | 40 | 4 |
| 3:45-4:00 |  |  |  |  |  |  | 3:45-4:00 | 10 |  | 9 |  | 19 |  |
| 4:00-4:15 |  |  |  |  |  |  | 4:00-4:15 | 12 |  | 13 |  | 25 |  |
| 4:15-4:30 |  |  |  |  |  |  | 4:15-4:30 | 14 |  | 13 |  | 27 |  |
| 4:30-4:45 |  |  |  |  |  |  | 4:30-4:45 | 21 |  | 18 |  | 39 |  |
| 4:45-5:00 |  |  |  |  |  |  | 4:45-5:00 | 16 |  | 20 |  | 36 |  |
| 5:00-5:15 |  |  |  |  |  |  | 5:00-5:15 | 12 |  | 10 |  | 27 |  |
| 5:15-5:30 |  |  |  |  |  |  | 5:15-5:30 | 12 |  | 20 |  | 37 |  |
| 5:30-5:45 |  |  |  |  |  |  | 5:30-5:45 | 12 |  | 13 |  | 25 |  |
| 5:45-6:00 |  |  |  |  |  |  | 5:45-6:00 | 15 |  | 12 |  | 77 |  |
| 6:00-6:15 |  |  |  |  |  |  | 6:00-6:15 | 14 |  | 11 |  | 25 |  |
| 6:15-6:30 |  |  |  |  |  |  | 6:15-6:30 | 10 |  | 17 |  | 27 |  |
| 6:30-6:45 |  |  |  |  |  |  | 6:30-6:45 | 7 |  | 5 |  | 12 |  |
| 6:45-7:00 |  |  |  |  |  |  | 6:45-7:00 | 10 |  | 11 |  | 21 |  |
| 7:00-7:15 | 10 |  | 6 |  | 16 |  | 7:00-7:15 |  |  |  |  |  |  |
| 7:15-7:30 | 16 |  | 15 |  | 31 |  | 7:15-7:30 |  |  |  |  |  |  |
| 7:30-7:45 | 21 |  | 16 |  | 37 |  | 7:30-7:45 |  |  |  |  |  |  |
| 7:45-8:00 | 18 | 2 | 25 | 1 | 43 | 3 | 7:45-8:00 |  |  |  |  |  |  |
| 8:00-8:15 | 22 |  | 12 |  | 34 |  | 8:00-8:15 |  |  |  |  |  |  |
| 8:15-8:30 | 24 |  | 19 |  | 43 | 1 | 8:15-8:30 |  |  |  |  |  |  |
| 8:30-8:45 | 18 |  | 26 | 1 | 44 | 1 | 8:30-8:45 |  |  |  |  |  |  |
| 8:45-9:00 | 11 |  | 14 | 1 | 25 | 1 | 8:45-9:00 |  |  |  |  |  |  |
| 9:00-9:15 | 16 |  | 12 |  | 28 |  | 9:00-9:15 |  |  |  |  |  |  |
| 9:15-9:30 | 16 | 1 | 15 |  | 31 | I | 9:15-9:30 |  |  |  |  |  |  |
| 9:30-9:45 | 14 |  | 19 | 1 | 33 | 1 | 9:30-9:45 |  |  |  |  |  |  |
| 9:45-10:00 | 8 |  | 9 |  | 17 |  | 9:45-10:00 |  |  |  |  |  |  |
| 10:00-10:15 | 12 |  | 10 |  | 22 |  | 10:00-10:15 |  |  |  |  |  |  |
| 10:15-10:30 | 17 |  | 16 |  | 33 |  | 10:15-10:30 |  |  |  |  |  |  |
| 10:30-10:45 | 16 | 1 | 14 |  | 30 |  | 10:30-10:45 |  |  |  |  |  |  |
| 10:45-11:00 | 3 |  | 9 |  | 12 |  | 10:45-11:00 |  |  |  |  |  |  |
| 11:00-11:15 | 3 |  | 4 |  | 7 | 1 | 11:00-11:15 |  |  |  |  |  |  |
| 11:15-11:30 | 11 |  | 11 |  | 22 |  | 11:15-11:30 |  |  |  |  |  |  |
| 11:30-11:45 | 11 |  | 13 |  | 24 |  | 11:30-11:45 |  |  |  |  |  |  |
| 11:45-12:00 | 9 |  | 5 |  | 14 |  | 11:45-12:00 |  |  |  |  |  |  |

## 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' <br> Street Traffic (7-9) <br> Time (ex.: 7:15-8:15): |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour of Adjacent Street Traffic (4-6) Time: |  |  |  |  |  |  |  |  |  |
| A.M. Peak Hour Generator ${ }^{2}$ Time: |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour Generator Time: |  |  |  |  |  |  |  |  |  |
| Peak Hour Generator <br> Time (Weekend): |  |  |  |  |  |  |  |  |  |

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. Highest hourly volume during the entire day. Peease specift the peak heur. Please attach supplemental hourly volumes.
Please refer to the Trip Generation User's Guide tor full definition of terms.
mary of Pedestrian Volumes

|  | Average Weekday (M-F) Wenesday |  |  | Saturday |  |  | Sunday |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit | Total |
| 24 Hour Volume |  |  |  |  |  |  |  |  |  |
| A.M. Peak Hour of Adjacent Street Traffic (7-9) $7: 15$, Time (ex. 7:15-8:15): $8: 45$ | 0 |  | $\bigcirc$ |  |  |  |  |  |  |
| P.M. Peak Hour of Adjacent Street Traffic (4-6) <br> Time: $\quad 5-6$ |  | 0 | $1$ |  |  |  |  |  |  |
| Time: $\qquad$ |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour Generator Time: |  |  |  |  |  |  |  |  |  |
| Peak Hour Generator Time (Weekend): |  |  |  |  |  |  |  |  |  |

Survey conducted by: Name: Gregory Sanchez Please retum to: Institute of Transportation Engineers
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Organization: Brigham You Address: 368 clyde Building
Telephone\#: $\frac{801-422-2811 \quad \text { Fax\# } \% 801-422-0159 \text { E-mail: byuite egmail.com }}{\text { City/State/Zip: }}$
ite= Institute of Transportation Engineers
Trip Generation Data Form (Part 1)

\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{\begin{tabular}{l}
Source: BYUITE Stud \& Chopte \\
Land Use/Building Type:' Gasoliue/Sprvice Station w
\end{tabular}}} \& \multicolumn{2}{|l|}{w/ Converience Store} \& \multicolumn{5}{|l|}{ITE Land Use Code: 945} \\
\hline \& \& \multicolumn{2}{|l|}{Chopte} \& \multicolumn{5}{|l|}{Source No. (ITE use only):} \\
\hline Name of Development: 7-Eleven \& \multicolumn{2}{|l|}{\multirow[t]{2}{*}{State/Province: UT}} \& \& \multicolumn{5}{|l|}{Day of the Week: Thursday} \\
\hline City: Provo State/Provin \& \& \& Zip/Postal Code: 84606 \& \multicolumn{2}{|l|}{Day: 12 Month:} \& Mareh \& \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Year: 2015}} \\
\hline Country: USA \& \& \& \& \multicolumn{3}{|l|}{\multirow[t]{2}{*}{Metropolitan Area: Provo, UT}} \& \& \\
\hline \multicolumn{6}{|l|}{1. For fast-food land use, please specify if hamburger- or nonhamburger-based.} \& \& \& \\
\hline \multicolumn{2}{|l|}{\begin{tabular}{l}
Location Within Area: 
\\
(1) CBD \\
(2) Urban (Non-CBD)

<br>
3) Suburban (Non-CBD) <br>
(4) Suburban CBD

} \& \multicolumn{2}{|l|}{

(5) Rural <br>
(6) Freeway Interchange Area (Rural) <br>
(7) Not Given

} \& \multicolumn{2}{|l|}{} \& \multicolumn{3}{|l|}{\multirow[t]{12}{*}{

Detailed Description of Development: ${ }^{3}$ <br>
7- Elenen along a state highwas where ture are alot of commuters.
\end{tabular}}} <br>

\hline \multicolumn{6}{|l|}{\multirow[t]{11}{*}{}} \& \& \& <br>

\hline \& \& \& \multicolumn{3}{|l|}{\multirow[t]{10}{*}{| $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ $\qquad$ |
| :--- |
| (9) Parking Spaces (\% occupied: |
| (10) Beds (\% occupied: |
| (11) Seats (\#) Positions $\qquad$ $\qquad$ (12) Servicing Positions/Nehicle Fueling |
| (13) Shopping Center \% Out-parcels/pads |
| (16) Other |
| (17) Other $\qquad$ $\qquad$ |}} \& \& \& <br>

\hline \& \& \& \& \& \& \& \& <br>
\hline \& \& \& \& \& \& \& \& <br>
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\end{tabular}

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

ite Institute of Transportaion Engineers
Trip Generation Data Form (Part 2)

|  |  | Average Weekday (M-F) Thursdaj |  |  |  |  |  |  |  | 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 |  |  | All | Trucks |
| 24-Hour Volume |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| A.M. Peak Hour of Adjacent Street Traffic (7-9) 7:30Time (ex.: 7:15-8:15): 8:3 $\mathbf{H}_{4}$ |  |  | $42$ | 1 | 40 | 1 | 82 | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour of Adjacent' Street Traffic (4-6) Time: 4:30-5:30 pm |  |  | $30$ | $1$ | 31 |  | 61 | $7$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| A.M. Peak Hour Generator ${ }^{2}$ Time: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour Generator ${ }^{2}$ Time: |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour Generator Time (Weekend): |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{\text {1. }}$. Highest hourly volume between $7 \mathrm{a} . \mathrm{m}$. and 9 a.m. ( 4 p.m. and 6 p.m.). Please specify the peak hour. <br> ${ }^{2}$ Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour. <br> ${ }^{3}$. 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. <br> 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 |  |  |
| 6:00-7:00 |  |  |  |  |  |  | 11:00-12:00 |  | 49 |  | 43 |  | 92 |  | 3:00-4:00 | 52 |  | 53 |  | 105 |  |  |
| 6:15-7:15 |  |  |  |  |  |  | 11:15-12:15 |  | 53 |  | 42 |  | 100 |  | 3:15-4:15 | 44 |  | 47 |  | 91 |  |  |
| 6:30-7:30 |  |  |  |  |  |  | 11:30-12:30 |  | 57 |  | 53 |  | 110 |  | 3:30-4:30 | 38 |  | 50 |  | 88 |  |  |
| 6:45-7:45 |  |  |  |  |  |  | 11:45-12:45 |  | 55 |  | 54 |  | 109 |  | 3:45-4:45 | 40 |  | 47 |  | 87 |  |  |
| 7:00-8:00 | 59 |  | 50 |  | 109 |  | 12:00-1:00 |  | 52 |  | 60 |  | 112 |  | 4:00-5:00 | 40 |  | 44 |  | 84 |  |  |
| 7:15-8:15 | 7-5 |  | 55 |  | 130 |  | 12:15-1:15 |  | 52 |  | 59 |  | 111 |  | 4:15-5:15 | 43 |  | 47 |  | 90 |  |  |
| 7:30-8:30 | 86 |  | 62 |  | 148 |  | 12:30-1:30 |  | 47 |  | 50 |  | 97 |  | 4:30-5:30 | 46 |  | 48 |  | 94 |  |  |
| 7:45-8:45 | 85 |  | 54 |  | 144 |  | 12:45-1:45 |  | 43 |  | 52 |  | 95 |  | 4:45-5:45 | 49 |  | 49 |  | 98 |  |  |
| 8:00-9:00 | 84 |  | 64 |  | 148 |  | 1:00-2:00 |  | 41 |  | 46 |  | 87 |  | 5:00-6:00 | 49 |  | 57 |  | 106 |  |  |
| Check if Part 3, 4 and/or additional information is attached. <br> Survey conducted by: Name: Gregery Sanchez |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Please return to: Institute of Transportation Engineers Technical Projects Division 1627 Eye Street, NW, Suite 600 <br> Washington, DC 20006 USA <br> Telephone: +1 202-785-0060 <br> Fax: +1 202-785-0609 <br> ITE on the Web: wwwite.org |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Organization: <br> Address: BrighamYorag University ITE strdent chopter $\qquad$ $\qquad$ 68 Clyde Brilding <br> City/State/Zip: Provo, UT 84602 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Telephone \#: $801-422-2811$$\qquad$ Fax\# $801-422-0159$$\qquad$ E-mali: byvite@gmailcom$\qquad$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

# ite Institute of Transportation Engineers <br> Trip Generation Data Form (Part 3) 

Name/Organization: Brigham Yoomg Universits I TE stedent chapter City/State: Provo, UT Telephone Number: $801-422-2811$

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.
Day of the week: Thursday
(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

| 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 | 16 | 1 | 16 |  | 32 | 2 |
| 12:15-12:30 |  |  |  |  |  |  | 12:15-12:30 | 12 |  | 16 | 2 | 28 | 2 |
| 12:30-12:45 |  |  |  |  |  |  | 12:30-12:45 | 13 | 2 | 13 |  | 26 | 2 |
| 12:45-1:00 |  |  |  |  |  | : | 12:45-1:00 | 11 | 1 | 15 | 2 | 26 | 3 |
| 1:00-1:15 |  |  |  |  | . |  | 1:00-1:15 | 16 |  | 15 | 1 | 31 | 1 |
| 1:15-1:30 |  |  |  |  |  |  | 1:15-1:30 | 7 | 1 | 7 |  | 14 | I |
| 1:30-1:45 |  |  |  |  | . |  | 1:30-1:45 | 9 |  | 5 |  | 24 | 1 |
| 1:45-2:00 |  |  |  |  |  |  | 1:45-2:00 | 9 |  | 9 |  | 18 | 1 |
| 2:00-2:15 |  |  |  |  |  |  | 2:00-2:15 | 18 |  | 14 | 1 | 32 | 1 |
| 2:15-2:30 |  |  | . |  |  |  | 2:15-2:30 | 11 | 1 | 13 | 1 | 24 | 2 |
| 2:30-2:45 |  |  |  |  |  |  | 2:30-2:45 | 17 |  | 16 |  | 33 |  |
| 2:45-3:00 |  |  |  |  |  |  | 2:45-3:00 | 8 |  | 14 |  | 22 |  |
| 3:00-3:15 |  |  |  |  |  |  | 3:00-3:15 | 17 | 1 | 15 | 1 | 32 | 2 |
| 3:15-3:30 |  |  |  |  |  |  | 3:15-3:30 | 13 | 2 | 7 | 1 | 20 | 3 |
| 3:30-3:45 |  |  |  |  |  |  | 3:30-3:45 | 9 |  | 14 | 1 | 23 | 1 |
| 3:45-4:00 |  |  |  |  |  |  | 3:45-4:00 | 13 | 1 | 17 | 1 | 30 | 2 |
| 4:00-4:15 |  |  |  |  |  |  | 4:00-4:15 | 9 |  | 9 |  | 18 |  |
| 4:15-4:30 |  |  |  |  |  |  | 4:15-4:30 | 7 |  | 10 |  | 17 |  |
| 4:30-4:45 |  |  |  |  |  |  | 4:30-4:45 | 11 |  | 11 |  | 22 |  |
| 4:45-5:00 |  |  |  |  |  |  | 4:45-5:00 | 13 |  | 14 |  | 27 |  |
| 5:00-5:15 |  |  |  |  |  |  | 5:00-5:15 | 12 | 1 | 12 | 1 | 24 | 2 |
| 5:15-5:30 |  |  |  |  |  |  | 5:15-5:30 | 10 |  | 11 |  | 21 |  |
| 5:30-5:45 |  |  |  |  |  |  | 5:30-5:45 | 14 |  | 4312 |  | 26 |  |
| 5:45-6:00 |  |  |  |  |  |  | 5:45-6:00 | 13 |  | 27 |  | 35 |  |
| 6:00-6:15 |  |  |  |  |  |  | 6:00-6:15 | 15 |  | 12 |  | 32 |  |
| 6:15-6:30 |  |  |  |  |  |  | 6:15-6:30 | 13 |  | 12 |  | 25 |  |
| 6:30-6:45 |  |  |  |  |  |  | 6:30-6:45 | 12 |  | 15 |  | 27 |  |
| 6:45-7:00 |  |  |  |  |  |  | 6:45-7:00 | 17 |  | 13 |  | 30 |  |
| 7:00-7:15 | 9 |  | 8 |  | 17 |  | 7:00-7:15 |  |  |  |  |  |  |
| 7:15-7:30 | 12 |  | 9 |  | 7.1 |  | 7:15-7:30 |  |  |  |  |  |  |
| 7:30-7:45 | 18 | i | 18 | 1 | 36 | 2 | 7:30-7:45 |  |  |  |  |  |  |
| 7:45-8:00 | 20 |  | 15 |  | 35 |  | 7:45-8:00 |  |  |  |  |  |  |
| 8:00-8:15 | 25 |  | 13 |  | 38 |  | 8:00-8:15 |  |  |  |  |  |  |
| 8:15-8:30 | 23 |  | 16 |  | 39 |  | 8:15-8:30 |  |  |  |  |  |  |
| 8:30-8:45 | 17 |  | 15 |  | 32 |  | 8:30-8:45 |  |  |  |  |  |  |
| 8:45-9:00 | 19 |  | 20 |  | 39 |  | 8:45-9:00 |  |  |  |  |  |  |
| 9:00-9:15 | 21 | 1 | 16 |  | 37 | 1 | 9:00-9:15 |  |  |  |  |  |  |
| 9:15-9:30 | 14 |  | 12 | 1 | 26 |  | 9:15-9:30 |  |  |  |  |  |  |
| 9:30-9:45 | 6 |  | 11 |  | 17 |  | 9:30-9:45 |  |  |  |  |  |  |
| 9:45-10:00 | 14 |  | 13 |  | 27 |  | 9:45-10:00 |  |  |  |  |  |  |
| 10:00-10:15 | 13 |  | 13 |  | 26 |  | 10:00-10:15 |  |  |  |  |  |  |
| 10:15-10:30 | 10 |  | 13 |  | 23 |  | 10:15-10:30 |  |  |  |  |  |  |
| 10:30-10:45 | 14 |  | 7 |  | 21 |  | 10:30-10:45 |  |  |  |  |  |  |
| 10:45-11:00 | 9 |  | 11 |  | 20 |  | 10:45-11:00 |  |  |  |  |  |  |
| 11:00-11:15 | 12 |  | 12 |  | 24 |  | 11:00-11:15 |  |  |  |  |  |  |
| 11:15-11:30 | 8 |  | 10 |  | 18 |  | 11:15-11:30 |  |  |  |  |  |  |
| 11:30-11:45 | 15 | 2 | 12 | 1 | 27 | 3 | 11:30-11:45 |  |  |  |  |  |  |
| 11:45-12:00 | 14 | 1 | 9 |  | 23 | 1 | 11:45-12:00 |  |  |  |  |  |  |

He= Institut of Transporation 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' Street Traffic (7-9) <br> Time (ex.: 7:15-8:15): |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour of Adjacent Street Traffic (4-6) Time: |  |  |  |  |  |  |  |  |  |
| $\overline{\text { A.M. Peak Hour Generator }}$ 2 Time: |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour Generator Time: |  |  |  |  |  |  |  |  |  |
| Peak Hour Generator <br> Time (Weekend): |  |  |  |  |  |  |  |  |  |

${ }^{1}$ 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. ${ }^{\text {3. }}$ 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) Thursd ay |  |  | Saturday |  |  | Sunday |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit | Total |
| 24-Hour Volume |  |  |  |  |  |  |  |  |  |
| A.M. Peak Hour of Adjacent Street Traffic (7-9) <br> Time (ex.: 7:15-8:15): |  | 0 |  |  |  |  |  |  |  |
| P.M. Peak Hour of Adjacent' Street Traffic (4-6) <br> Time: $\quad$ Y:30-5:30 |  | O |  |  |  |  |  |  |  |
| A.M. Peak Hour Generator ${ }^{2}$ Time: |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour Generator Time: |  |  |  |  |  |  |  |  |  |
| Peak Hour Generator Time (Weekend): |  |  |  |  |  |  |  |  |  |

Survey conducted by: Name: Gregory Sanchz z 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: wwwite.org
Address: 368 Clyde Build
City/State/Zip: Provo, UT 84602
Telephone\#: 801-422-2811_Fax\#:801-422-0159_E-mail:byvite @gmail.com
ite Institute of Transportation Engineers

## Trip Generation Data Form (Part 1)


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

$$
\begin{aligned}
& \text { 3. Please provide all pertinent information to describe the subject project, including the presence of bicycle/pedestrian facilities. To report bicycle/pede } \\
& \hline \text { Other Data: } \\
& \text { Transportation Demand Management (TDM) Information: }
\end{aligned}
$$


Please Complete Form on Other Side
itc= Institute of Transportation Engineers
Trip Generation Data Form (Part 2)


# ite Institute of Transportation Engineers <br> Trip Generation Data Form（Part 3） 

Name／Organization：Brigham Young University ITE student Cup Cirty／State：Provo，UT Telephone Number： 801 －4 て2－てす11

Detailed Driveway Volumes：Attach this sheet to Parts 1 and 2 if you are providing additional information．
Day of the week：Tuesday
（All＝All Vehicles Counted，Including Trucks；Trucks＝Heavy Duty Trucks and Buses）

| 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 | 24 |  | 13 |  | 37 |  |
| 12：15－12：30 |  |  |  |  |  |  | 12：15－12：30 | 4 | 1 | 19 | I | 33 | 2 |
| 12：30－12：45 |  |  |  |  |  |  | 12：30－12：45 | 11 | 2 | 15 | 1 | 26 | 3 |
| 12：45－1：00 |  |  |  |  |  | ． | 12：45－1：00 | 15 |  | 13 |  | 28 |  |
| 1：00－1：15 |  |  |  |  |  |  | 1：00－1：15 | 12 | 1 | 14 | $\underline{L}$ | 26 | て |
| 1：15－1：30 |  |  |  |  |  |  | 1：15－1：30 | 14 | 1 | 12 | 2 | 26 | 3 |
| 1：30－1：45 |  |  |  |  |  |  | 1：30－1：45 | 16 | 2 | 12 |  | 28 | Z |
| 1：45－2：00 |  |  |  |  |  |  | 1：45－2：00 | 12 | 1 | 9 | 2 | 21 | 3 |
| 2：00－2：15 |  |  |  |  |  |  | 2：00－2：15 | 16 | 1 | 12 | 2 | 28 | 3 |
| 2：15－2：30 |  |  |  |  |  |  | 2：15－2：30 | 12 |  | 13 |  | 25 |  |
| 2：30－2：45 |  |  |  |  |  |  | 2：30－2：45 | 17 |  | 13 |  | 30 |  |
| 2：45－3：00 |  |  |  |  |  |  | 2：45－3：00 | 21 | 1 | 16 |  | 32 | 1 |
| 3：00－3：15 |  |  |  |  |  |  | 3：00－3：15 | 12 | 1 | 13 | 7 | 25 | 3 |
| 3：15－3：30 |  |  |  |  |  |  | 3：15－3：30 | 11 |  | 9 |  | 20 |  |
| 3：30－3：45 |  |  |  |  |  |  | 3：30－3：45 | 14 | 2 | 16 | r | 30 | 2 |
| 3：45－4：00 |  |  |  |  |  |  | 3：45－4：00 | 13 | 1 | 15 | 2 | 28 | 3 |
| 4：00－4：15 |  |  |  |  |  |  | 4：00－4：15 | 15 |  | 12 | 1 | 27 | 1 |
| 4：15－4：30 |  |  |  |  |  |  | 4：15－4：30 | 14 |  | 10 |  | 24 |  |
| 4：30－4：45 |  |  |  |  |  |  | 4：30－4：45 | 14 |  | 10 |  | 24 |  |
| 4：45－5：00 |  |  |  |  |  |  | 4：45－5：00 | 18 |  | 15 |  | 33 |  |
| 5：00－5：15 |  |  |  |  |  |  | 5：00－5：15 | 12 |  | 9 |  | 21 |  |
| 5：15－5：30 |  |  |  |  |  |  | 5：15－5：30 | 4 |  | 14 |  | 18 |  |
| 5：30－5：45 |  |  |  |  |  |  | 5：30－5：45 | 14 |  | 12 |  | 26 |  |
| 5：45－6：00 |  |  |  |  |  |  | 5：45－6：00 | 18 |  | 8 |  | 26 | 2 |
| 6：00－6：15 |  |  |  |  |  |  | 6：00－6：15 | 13 |  | 14 |  | 27 |  |
| 6：15－6：30 |  |  |  |  |  |  | 6：15－6：30 | 18 |  | 14 |  | 32 |  |
| 6：30－6：45 |  |  |  |  |  |  | 6：30－6：45 | 7 |  | 10 |  | 17 |  |
| 6：45－7：00 |  |  |  |  |  |  | 6：45－7：00 | 17 |  | 10 |  | 27 |  |
| 7：00－7：15 | 12 |  | 15 |  | 27 |  | 7：00－7：15 |  |  |  |  |  |  |
| 7：15－7：30 | 17 |  | 12 |  | 29 |  | 7：15－7：30 |  |  |  |  |  |  |
| 7：30－7：45 | 11 |  | 13 |  | 24 |  | 7：30－7：45 |  |  |  |  |  |  |
| 7：45－8：00 | 21 | 1 | 16 | 1 | 37 | 2 | 7：45－8：00 |  |  |  |  |  |  |
| 8：00－8：15 | 14 |  | 19 |  | 33 |  | 8：00－8：15 |  |  |  |  |  |  |
| 8：15－8：30 | 13 |  | 9 |  | 22 |  | 8：15－8：30 |  |  |  |  |  |  |
| 8：30－8：45 | 19 | 1 | 4 |  | 33 | 2 | 8：30－8：45 |  |  |  |  |  |  |
| 8：45－9：00 | 16 |  | 19 |  | 35 |  | 8：45－9：00 |  |  |  |  |  |  |
| 9：00－9：15 | 13 |  | 10 |  | 23 | 2 | 9：00－9：15 |  |  |  |  |  |  |
| 9：15－9：30 | 11 | 2 | 11 | 2 | 22 | 4 | 9：15－9：30 |  |  |  |  |  |  |
| 9：30－9：45 | 12 |  | 9 |  | 21 |  | 9：30－9：45 |  |  |  |  |  |  |
| 9：45－10：00 | 12 |  | 7 |  | 19 |  | 9：45－10：00 |  |  |  |  |  |  |
| 10：00－10：15 | ${ }^{7}$ |  | 8 |  | 15 |  | 10：00－10：15 |  |  |  |  |  |  |
| 10：15－10：30 | 8 |  | 8 |  | 16 |  | 10：15－10：30 |  |  |  |  |  |  |
| 10：30－10：45 | 16 |  | 15 |  | 31 |  | 10：30－10：45 |  |  |  |  |  |  |
| 10：45－11：00 | 9 |  | 13 |  | てて |  | 10：45－11：00 |  |  |  |  |  |  |
| 11：00－11：15 | 10 | 2 | 4 | 1 | 14 | 3 | 11：00－11：15 |  |  |  |  |  |  |
| 11：15－11：30 | 10 |  | 10 | 1 | 20 | 1 | 11：15－11：30 |  |  |  |  |  |  |
| 11：30－11：45 | 14 |  | 14 |  | 28 |  | 11：30－11：45 |  |  |  |  |  |  |
| 11：45－12：00 | 4 |  | 7 |  | 11 |  | 11：45－12：00 |  |  |  |  |  |  |

Summary of Bicycle Volumes
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' Street Traffic (7-9) <br> Time (ex.: 7:15-8:15): |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour of Adjacent Street Traffic (4-6) Time: |  |  |  |  |  |  |  |  |  |
| A.M. Peak Hour Generator ${ }^{2}$ Time: |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour Generator Time: |  |  |  |  |  |  |  |  |  |
| Peak Hour Generator Time (Weekend): |  |  |  |  |  |  |  |  |  |

. 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.
${ }^{1}$. Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour. 2. Highest hourly volume during the entire day. Please specifty the peak heur. Please attach supplemental hourly volumes.
Please refer to the Trip Generation User's Guide tor full definition of terms.
Summary of Pedestrian Volumes

|  | Average Weekday |  |  | Saturday |  |  | Sunday |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit | Total |
| 24-Hour Volume |  |  |  |  |  |  |  |  |  |
| $\overline{\text { A.M. Peak Hour of Adjacent: }}$ Street Traffic $(7-9)$ Time (ex: $7: 15 \cdot 8: 15): 7: 30-$ |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour of Adjacent' Street Traffic (4-6) <br> Time: 4:15-5:15 |  | $\bigcirc$ |  |  |  |  |  |  |  |
| A.M. Peak Hour Generator ${ }^{2}$ Time: |  |  |  |  |  |  |  |  |  |
| P.M. Peak Hour Generator Time: |  |  |  |  |  |  |  |  |  |
| Peak Hour Generator Time (Weekend): |  |  |  |  |  |  |  |  |  |

Survey conducted by: Name:_Gregory Sanc hez Please retum to: Institute of Transportation Engineers
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[^0]:    | Other Data: | Transportation Demand Management (TDM) Information: |
    | :--- | :--- |

    Please Complete Form on Other Side

