# **Trip Generation Data Form (Part 1)**

Land Use	VBuilding Type: 1 COFFEE SHOP	WI DRI	NE-THE	U SERVICE	ITE Land Use Code:	NIA	
Source:					Source No. (ITE use of	only):	
Name of I	Development: "COFFEE SHOP S	ITE # 1"			Day of the Week:	ATURD	AY
City: R		ate/Province: N	V	Zip/Postal Code: 89511	Day: 6TH	Month	3AN. Year: 2007
Country:	USA				Metropolitan Area:	zeno, n	UV
1. For fast	t-food land use, please specify if hamburger- or nonh	amburger-based.					
Location	Within Area:		- Carlo Valle Vallenner				Detailed Description of Development: 3
	☐ (1) CBD ☐ (3) Suburk☐ (2) Urban (Non-CBD) ☐ (4) Suburk☐ (4) Suburk☐ (5) ☐ (7) ☐ (8) ☐ (1) ☐ (	oan (Non-CBD) oan CBD		ural reeway Interchange Area (Rural) lot Given			STAND-ALONE COFFEE SHOP WI DRIVE-THRU, SITUATED
Independ	ent Variable: (include data for as many as possib	ole) <sup>2</sup> Actual	Estimated		Actual	Estimated	IN A SHOPPING CENTER WI
	(1) Employees (#)			69 (10) Parking Spaces (#)	X		MULTIPLE USES (INCLUDING:
-	(2) Persons (#)			(11) Occupied Beds (#)			SUPERMARKET, FAST-FOOD
	(3) Units (#)			(12) Seats (#)			RESTAURANTS, A BAR AND
	(4) Occupied Units (#)			(13) Servicing Positions/Vehic	le Fueling		GRILL, A GAS STATION,
	295 (5) Gross Floor Area (gross sq. ft.)	×		Positions	*		BANKS, AND MULTIPLE
	(% of development occupied	)		(14) Shopping Center % Out-	parcels/pads		RETAIL PADS).
_	(6) Net Rentable Area (sq. ft.)			(15) A.M. Peak Hour Volume of	Adjacent Street Traffic		
	(7) Gross Leasable Area (sq. ft.)		С	(16) P.M. Peak Hour Volume of	Adjacent Street Traffic		COFFEE SHOP PARKING WAS
1000	(8) Occupied Gross Leasable Area (sq. fi	:)		(17) Other			SEPARATED FROM OTHER USES VIA ON-SITE
200	(9) Acres			(18) Other			CIRCULATION ROADWAYS.
	ons for several independent variables can be found in the 2			t en			<u>I</u>
		J pj		ation Demand Management (TDM) Informat	ion:		
Other Da				ne of this study, was there a TDM program (		trin generati	ion characteristics of this site) underway?
	/ehicle Occupancy (#) a.m 24-hour %		X No	ie of this study, was there a 15m program (	alat may have impacted the	rip gonorum	on onationalist of the oldy and may
	Percent by Transit:			ves please check appropriate box/boxes	describe the nature of the T	DM programi	(s) and provide a source for any studies that
	A.M. % P.M. % 24-hour %		The state of the s	elp quantify this impact. Attach additional sh		p s	(-) -1.4   -1.5   -1.7
	Percent by Carpool/Vanpool						
	A.M. % P.M. % 24-hour %		□ (1) Tr	ansit Service   (5) Employer	Support Measures	□ (9) To	olls and Congestion Pricing
Employees					al HOV Treatments		ariable Work Hours/Compressed Work Weeks
First Shift	Start End Time Time Employee	es (#)	The same of the sa		d Ridesharing Incentives		elecommuting
Second Sh		es (#)	□ (4) Bid	cycle/Pedestrian   (8) Parking S	upply and Pricing	□ (12) O	
Third Shift	Start End Time Employee	es (#)		cilities and Site Managem provements	ent	***	
Parking Co	ost on Site Hourly 💋 Daily 🤦	2					

#### **Trip Generation Data Form (Part 2)**

Summary of Driveway Volumes

(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

	Average	Weekday (	M-F)				Saturda	y					Sunday		Market State of the State of th			
	Enter		Exit		Total		Enter		Exit		Total		Enter	A CONTRACTOR OF THE CONTRACTOR	Exit		Total	
	Ali	Trucks	Ali	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Truck
24-Hour Volume																		
A.M. Peak Hour of Adjacent <sup>1</sup> Street Traffic (7 - 9)																		
Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent <sup>1</sup> Street Traffic (4 – 6)																		
Time:			100															
A.M. Peak Hour Generator <sup>2</sup> Time:																		
P.M. Peak Hour Generator <sup>2</sup> Time:																		
Peak Hour Generator <sup>3</sup> Time (Weekend): 11:00Am-12:00pm							78		77		155							

<sup>1.</sup> Highest hourly volume between 7 AM and 9 AM (4 PM and 6 PM).

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

Hourly Driveway Volumes- Average Weekday (M-F) SATURDAY

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	78		77		155		3:00-4:00				T		
6:15-7:15							11:15-12:15	74		78		152		3:15-4:15						
6:30-7:30							11:30-12:30	71		74		145		3:30-4:30						
6:45-7:45							11:45-12:45	70		71		141		3:45-4:45						
7:00-8:00	64		58		122		12:00-1:00	63		67		130		4:00-5:00	49		49		98	
7:15-8:15	68		69		137		12:15-1:15	63		65		128		4:15-5:15	41		42		83	
7:30-8:30	69		76		145		12:30-1:30	61		68		129		4:30-5:30	41		42		83	
7:45-8:45	71		77		148		12:45-1:45	58		63		121		4:45-5:45	36		38		74	
8:00-9:00	72		79		151		1:00-2:00	56		56		112		5:00-6:00	25		33		58	

5930		Section 1								
	OL t.	1.0	Ph	2		additional	Indonesia.	!-	adda at	
М.	Gneck	III	Part	-3	anglor	accilional	mormane	OH IS	auaci	1eu

LYNWOOD JOHNSON, ET. AL. Survey conducted by: Name:

Organization: UNR ITE CHAPTER

Address: DEPT. OF CIVIL AND ENVIRONMENTAL ENGINEERING / MAIL STOP 258

City/State/Zip: REND, NV 89557

Telephone #: 775-784-6195 Fax #: 775-784-1390 E-mail: Irjohnso@unr. nevada.edu

Please return to:

Institute of Transportation Engineers Technical Projects Division 1099 14th Street, NW, Suite 300 West Washington, DC 20005-3438 USA Telephone: +1 202-289-0222

FAX: +1 202-289-7722

ITE on the Web: www.ite.org

<sup>2.</sup> Highest hourly volume during the AM or PM period.

<sup>3.</sup> Highest hourly volume during the entire day.

## **Trip Generation Data Form** (Part 3)

Name/Organization: UNR ITE CHAPTER	City/State: RENO, NV
Telephone Number: 775-784-6195	
relephone Number:	

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

Day of the week: SATURDAY 116107 (All = All Vehicles Counted, Except 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	17		18		35	
12:15-12:30		1			1		12:15-12:30	16		13		39	
12:30-12:45		1	1				12:30-12:45	17		18		35	
12:45-1:00		1	1	1			12:45-1:00	13		18		31	
1:00-1:15	_			-		1	1:00-1:15	17	-	16		33	
1:15-1:30	+	+	-	-			1:15-1:30	14	1	16		30	
1:30-1:45	-	+	-	-	-	+	1:30-1:45	14		13	1	27	
1:45-2:00		-	+	-	-	-	1:45-2:00	111	-	11		22	
2:00-2:15	_	-	-	-	-	-	2:00-2:15	- 11	-	1 .,	-	46	
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	1.10	+	16	-	27	_
4:00-4:15		-	-	-		-		12	-	15	-		
4:15-4:30						-	4.10-4.00	12		111	-	26	
4:30-4:45					-		4:30-4:45	9	-	13	-	22	-
4:45-5:00						-	4:45-5:00	13	-	10	-	23	
5:00-5:15							5:00-5:15	4		8	-	12	
5:15-5:30							5:15-5:30	15		11		26	
5:30-5:45							5:30-5:45	4		9		13	
5:45-6:00							5:45-6:00	2		5		7	
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	u		10		21		7:00-7:15						
7:15-7:30	V7		11		28		7:15-7:30						
7:30-7:45	16		20		36		7:30-7:45						
7:45-8:00	20		17		37		7:45-8:00						
8:00-8:15	15		21		36		8:00-8:15		V				
3:15-8:30	18		18		36		8:15-8:30						
3:30-8:45	18		24		39		8:30-8:45						
3:45-9:00	21		19		40		8:45-9:00						
9:00-9:15						1	9:00-9:15						
9:15-9:30							9:15-9:30						
9:30-9:45				1			9:30-9:45			1			
9:45-10:00							9:45-10:00		1				
10:00-10:15		-	1	1	1	1	10:00-10:15						
10:15-10:30							10:15-10:30						
10:30-10:45			-	-		1	10:30-10:45				-		
10:45-11:00		-	-	-	1		10:45-11:00		1	1	1	1	-
11:00-11:15	21	-	17		20	-	11:00-11:15		1	-	-	1	
11:15-11:30				-	38	-	11:15-11:30		+	-	-	+	
	19	-	17	-	36	-	11:30-11:45			-	-	-	-
11:30-11:45	18	-	21	-	39	-	11:45-12:00		-	-	+	-	-
11:45-12:00	20		22.		42		11.40-12.00						

# **Trip Generation Data Form (Part 1)**

Land Use/Building Type: 1 COFFEE SHOP	WI DRIVE-	THRU S	ERVICE	ITE Land Use Code:	NIA	
Source:				Source No. (ITE use	only):	
Name of Development: "COFFEE SHOP SIT	" 年 2 "			Day of the Week:	MURS DA	7
	ate/Province: N	J	Zip/Postal Code: 89512	Day: 11TH	Month:	JAN. Year: 2007
Country: USA				Metropolitan Area:	leno, n	V
1. For fast-food land use, please specify if hamburger- or nonla	namburger-based.					
Location Within Area:				-		Detailed Description of Development: 3
★ (1) CBD	oan (Non-CBD) oan CBD	☐ (5) Ru ☐ (6) Fre ☐ (7) No	eway Interchange Area (Rural)			IN A RETAIL PAD BLOG GAT A
Independent Variable: (include data for as many as possible	ole) <sup>2</sup> Actual	Estimated		Actual	Estimated	RETAL AND A FAST-FOOD RESTAURANT).
(1) Employees (#)			37 (10) Parking Spaces (#)	×		
(2) Persons (#)			(11) Occupied Beds (#)			THE PAD BLOG. IS ACROSS
(3) Units (#)			(12) Seats (#)			alabbe parking lot from
(4) Occupied Units (#)			(13) Servicing Positions/Vehic	cie Fueling		A HOME IMPROVEMENT
1350 (5) Gross Floor Area (gross sq. ft.)		×	Positions	4		STORE, AND HAS A SEPARATE
(% of development occupied	)		(14) Shopping Center % Out-	parcels/pads	П	PARKING AREA.
(6) Net Rentable Area (sq. ft.)			(15) A.M. Peak Hour Volume of	Adjacent Street Traffic		,
(7) Gross Leasable Area (sq. ft.)			(16) P.M. Peak Hour Volume of	Adjacent Street Traffic		PARKING DEMAND WAS
(8) Occupied Gross Leasable Area (sq. f	t.) 🗆		(17) Other			COUNTED MANUALLY. ONLY
(9) Acres			(18) Other			COFFEE CUSTOMERS' CARS WERE COUNTED.)
Definitions for several independent variables can be found in the      Please provide all pertinent information that helps to describe the			elled report.			•
Other Data:			tion Demand Management (TDM) Informa			
Vehicle Occupancy (#) A.M P.M 24-hour %		A STATE OF THE PARTY OF THE PAR	of this study, was there a TDM program (	that may have impacted the	e trip generation	on characteristics of this site) underway?
Percent by Transit:		X No		deparibe the neture of the T	DM are are sol	a) and provide a service for any studies that
A.M. % P.M. % 24-hour %			es, please check appropriate box/boxes, of quantify this impact. Attach additional sh		Divi programi	s) and provide a source for any studies that
Percent by Carpool/Vanpool.		may no	p quartiny time impact, / macri auditorial of	,		
A.M. % P.M. % 24-hour %		□ (d) Tron	eit Candas (5) Employer	Support Measures	□ /0\ To	lls and Congestion Pricing
Employees by Shift:		☐ (1) Tran				
Start End First Shift: Time Employee	es (#)			al HOV Treatments and Ridesharing Incentives		riable Work Hours/Compressed Work Weeks lecommuting
Start End				Supply and Pricing	□ (11) le	
Second Shift: Time Employer Start End	es (#)	15 15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	lities and Site Manager		J (12) O	
Third Shift Time Employee	es (#)		ovements		William St.	
Parking Cost on Site: Hourly 6 Daily 6	<u>s</u>					

### **Trip Generation Data Form (Part 2)**

Summary of Driveway Volumes

(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

	Average	Weekday (	M-F)				Saturda	ay					Sunday					
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total	
A.	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Truck
24-Hour Volume											Name and the second							
A.M. Peak Hour of Adjacent <sup>1</sup> Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent <sup>1</sup> Street Traffic (4 - 6) Time:																		
A.M. Peak Hour Generator <sup>2</sup> Time: 7:15-8:15AM	87		71		158													
P.M. Peak Hour Generator <sup>2</sup> Time: <b>4:60-5:60Pm</b>	37		36		73													
Peak Hour Generator <sup>3</sup> Time (Weekend):																		

<sup>1.</sup> Highest hourly volume between 7 AM and 9 AM (4 PM and 6 PM).

Please refer to the Trip Generation User's Guide for full definition of the 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				W			11:00-12:00	42		48		90		3:00-4:00						
6:15-7:15							11:15-12:15	45		47		92		3:15-4:15						
6:30-7:30							11:30-12:30	46		46		92		3:30-4:30						
6:45-7:45							11:45-12:45	34		44		78		3:45-4:45						
7:00-8:00	75		68		143		12:00-1:00	35		40		75		4:00-5:00	37		36		73	
7:15-8:15	87		71		158		12:15-1:15	28		36		64		4:15-5:15	30		36		66	
7:30-8:30	76		72		148		12:30-1:30	25		31		56		4:30-5:30	28		33		61	
7:45-8:45	66		63		129		12:45-1:45	32		27		59		4:45-5:45	31		34		65	
8:00-9:00	61	1	60	1	121	2	1:00-2:00	34		33		67		5:00-6:00	30		32		62	

Diago	
Survey conducted by: Name: LYNWOOD JOHNSON, ET. AL.	ease return to
Organization: UNR ITE CHAPTER	
Address: DEPT. OF CIVIL AND ENVIRONMENTAL ENGINEERING / MAIL STOP 258	

City/State/Zip: RENO, NV 89557

Telephone #: 775-784-6195 Fax #: 775-784-1390 E-mail: 1 Johnso@ unr. neuada. edu

FAX: +1 202-289-7722

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Institute of Transportation Engineers Technical Projects Division

1099 14th Street, NW, Suite 300 West Washington, DC 20005-3438 USA

<sup>&</sup>lt;sup>2</sup> Highest hourly volume during the AM or PM period.

<sup>3.</sup> Highest hourly volume during the entire day.

## **Trip Generation Data Form** (Part 3)

Name/Organization:	UNR ITE CHAPTER	City/State: RENO, NU
m 1 1 N 1	775-784-6195	
Telephone Number:		

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

Day of the week: Trucks PAY 1/11/07 (All - All Vehicles Counted, Except 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	14		62		26	
12:15-12:30							12:15-12:30	10		13		23	
12:30-12:45							12:30-12:45	2		9		11	
12:45-1:00		1					12:45-1:00	9		6		15	
1:00-1:15		1			1		1:00-1:15	9 7	1	8		15	
1:15-1:30		<b>—</b>					1:15-1:30	7		8		15	
1:30-1:45		1			1		1:30-1:45	9		5		14	
1:45-2:00						1	1:45-2:00	11	1	12		23	
2:00-2:15		+					2:00-2:15	+ **	1	100		<b> </b>	
2:15-2:30							2:15-2:30	1			1		
2:30-2:45		+			<del>                                     </del>	-	2:30-2:45		1				<b> </b>
2:45-3:00		+		-			2:45-3:00						
3:00-3:15			+		1 (2010)		3:00-3:15						
3:15-3:30							3:15-3:30			<b> </b>			-
3:30-3:45		+	-				3:30-3:45	+	+			1	
3:45-4:00			-			-	3:45-4:00	+					-
4:00-4:15		-		-		-	4:00-4:15	115		8		23	
4:15-4:30					1		4:15-4:30			THE RESIDENCE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE PERSON NA	<del> </del>		-
4:30-4:45		-					4:30-4:45	17	+	111		18	-
		-	-			-	4:45-5:00	7		8		15	
4:45-5:00				-	-		THE CHAIN CONTRACTOR OF THE CO	8 8 5	-	9		17	
5:00-5:15						3.00.000	5:00-5:15	8		8		16	
5:15-5:30							5:15-5:30	5	1	8		13	
5:30-5:45							5:30-5:45	10		9		19	
5:45-6:00							5:45-6:00	7		1		14	
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	0					
7:00-7:15	13		15		28		7:00-7:15						
7:15-7:30	25		19	1000	44		7:15-7:30						
7:30-7:45	21		21		42		7:30-7:45						
7:45-8:00	16		13		29		7:45-8:00						
8:00-8:15	25	1	18		43	1	8:00-8:15						
8:15-8:30	14		20		34		8:15-8:30						
8:30-8:45	1.1		12		23		8:30-8:45						
8:45-9:00	111		10	1	21		8:45-9:00						
9:00-9:15							9:00-9:15						
9:15-9:30							9:15-9:30						
9:30-9:45		1					9:30-9:45						
9:45-10:00							9:45-10:00						
10:00-10:15				1	1		10:00-10:15			1			<b> </b>
10:15-10:30	$\dashv$				1		10:15-10:30	1					
10:30-10:45		1	1	1	-		10:30-10:45			1		-	
10:45-11:00			1			-	10:45-11:00	1					-
11:00-11:15		-	13	-	DU		11:00-11:15						-
11:15-11:30	111		THE REAL PROPERTY AND PARTY AND PART		23		11:15-11:30				-		-
11:30-11:45	9	-	14		CHANGE OF THE PARTY OF THE PART	1	11:30-11:45	1	100000000000000000000000000000000000000	1	-	-	-
	14	-	111	-	25	-	The second secon			-			
11:45-12:00	8		10		18		11:45-12:00						

# Trip Generation Data Form (Part 1)

Land Use/Building Type: 1 COFFE	E SHOP WI	DRIVE	-THRU !	Service		ITE Land Use	Code:	NIA				
Source:						Source No. (ITE use only):						
Name of Development: "COFFEE		Day of the Wee		ATURDA	14							
City: RENO State/Province: NV			/	Zip/Postal Code:					JAN.	Year: 2007		
Country: USA						Metropolitan A	ea: R	eno, N	V			
1. For fast-food land use, please specify if h	amburger- or nonhambur	ger-based.										
Location Within Area:									Detailed Descr	iption of Development: <sup>3</sup>		
X (1) CBD □ (3) Suburban (Non-CBD) □ (2) Urban (Non-CBD) □ (4) Suburban CBD			□ (6) F	<ul><li>□ (5) Rural</li><li>□ (6) Freeway Interchange Area (Rural)</li><li>□ (7) Not Given</li></ul>					COFFEE SHOP WI DRIVE-THRU IN A RETAIL PAD BLOG. (WI			
Independent Variable: (include data for a	s many as possible) <sup>2</sup>	Actual	Estimated			,	Actual	Estimated	A STATE OF THE STA	STORE AND A		
(1) Employees (#)				37 (10) Parki	ng Spaces (#)		×		A CONTRACTOR OF THE PARTY OF TH	D RESTAURANT).		
(2) Persons (#)				(11) Occu	oled Beds (#)				(16 C-100)	DIRESTAURANTI.		
(3) Units (#)				(12) Seats	(#)				THE PAD	blog is across		
(4) Occupied Units (#)				(13) Servi	cing Positions/Vehicle F	ueling			A LARGE	PARKING LOT FROM		
1350 (5) Gross Floor Area (g	ross sq. ft.)		X	Positi	ons				A HOME	IMPROVEMENT		
(% of development occupied)				(14) Shop	ping Center % Out-pare	cels/pads			STORE.	AND HAS A		
(6) Net Rentable Area (	sq. ft.)			(15) A.M. F	eak Hour Volume of Adj	acent Street Traffi				PARKING AREA.		
(7) Gross Leasable Are	a (sq. ft.)			(16) P.M. P	eak Hour Volume of Adja	acent Street Traffic			1			
(8) Occupied Gross Lea	asable Area (sq. ft.)			(17) Other					DEMAND GOUNTED			
(9) Acres									MANUALLY. GNLY COFFEE CUSTOMERS' CARS COUNTED.			
Definitions for several independent variables     Rease provide all pertinent information that			essary, attach a de									
Other Data:				tation Demand Manager			ب جاء استام	Aut		o of this site) (indeput)(2		
Vehicle Occupancy (#) A.M P.M	24-hour %		At the tim  ✓ No	ne of this study, was the	e a IDM program (that	may nave impac	ited the	trip generation	on characteristic	s of this site) underway?		
Percent by Transit:	2411001 70			luna planna abankannu	antiata hay/bayas das	oribo the nature	of the Ti	DM program/	e) and provide a	source for any studies that		
A.M. % P.M. %	24-hour %			elp quantify this impact.			of the fi	Divi programi	s) and provide a	source for any studies that		
Percent by Carpool/Vanpool:	0.11											
	24-hour %		□ (1) Tr	ansit Service	☐ (5) Employer Su	nnort Measures		□ (9) To	lls and Congest	ion Pricina		
Employees by Shift:				arpool Programs	(6) Preferential F				Manager County	urs/Compressed Work Weeks		
Start End First Shift: Time Time	Employees (#)			npool Programs	☐ (7) Transit and F		tives		lecommuting			
Start End Second Shift: Time Time	Employees (#)			cycle/Pedestrian	(8) Parking Supp			□ (12) Ot				
Start End Time Time	Employees (#)		cilities and Site	Management								
Parking Cost on Site: Hourly	Ø Daily Ø											

### **Trip Generation Data Form (Part 2)**

Summary of Driveway Volumes

(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

	Average	Weekday (	M-F)				Saturda	у					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 <sup>1</sup> Street Traffic (7 – 9)																		
Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent <sup>1</sup> Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator <sup>2</sup> Time:																		
P.M. Peak Hour Generator <sup>2</sup> Time:																		
Peak Hour Generator <sup>3</sup> Time (Weekend): 11:30an - [2:30Ph							66		76		142							

- 1. Highest hourly volume between 7 AM and 9 AM (4 PM and 6 PM).
- 2. Highest hourly volume during the AM or PM period.
- 3. Highest hourly volume during the entire day.

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

Hourly Driveway Volumes-Average Weekday (M-F) SATURDAY

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	161		64		125		3:00-4:00						
6:15-7:15							11:15-12:15	65		71		136		3:15-4:15						
6:30-7:30							11:30-12:30	66		76		142		3:30-4:30						
6:45-7:45							11:45-12:45	68		71		141		3:45-4:45						
7:00-8:00	47	1	44	1	91	2	12:00-1:00	68		72		140		4:00-5:00	144		44		88	
7:15-8:15	59	2	50	1	109	3	12:15-1:15	63		68		131		4:15-5:15	46		43		89	
7:30-8:30	67	2	63	2	130	4	12:30-1:30	61		61		122		4:30-5:30	140		43		83	
7:45-8:45	67	1	66	1	133	2	12:45-1:45	50		58		108		4:45-5:45	39		44		83	
8:00-9:00	71	1	63	1	134	2	1:00-2:00	47		51		98		5:00-6:00	34		36		70	

met.		and the same of the same of				-	
ĸ.	Chark	if Dari	2 andlar	additional	information	ie	attached

Please return to: LYNWOOD JOHNSON, ET. AL. Survey conducted by: Name:

Organization: UNR ITE CHAPTER

DEPT. OF CIVIL AND ENVIRONMENTAL ENGINEERING / MAIL STOP 258

City/State/Zip: RENO, NV 89557

Fax #: 775-784-1390 Telephone #: 775-784-6195

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Telephone: +1 202-289-0222

FAX: +1 202-289-7722 ITE on the Web: www.ite.org

## **Trip Generation Data Form (Part 3)**

Name/Organization: UNR ITE CHAPTER City/State: RENG, NU

Telephone Number: 775-784-6195

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

Day of the week: SATURDAY 113107

(All = All Vehicles Counted, Except 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	Truck
2:00-12:15		1			THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSONS ASSESSED.		12:00-12:15	18		19		37	
2:15-12:30					1		12:15-12:30	16		20		36	
2:30-12:45							12:30-12:45	21	1	15		36	
2:45-1:00		1	<b> </b>			1	12:45-1:00	13		18		31	
1:00-1:15		-		1	1		1:00-1:15	13		15		28	
1:15-1:30			-	-	1		1:15-1:30	14		13		27	
1:30-1:45		-	-		-	1	1:30-1:45	10	<b> </b>	12		22	
1:45-2:00		1	1	-			1:45-2:00	10		ii	-	21	
2:00-2:15		+	-	+	-	-	2:00-2:15	10	1	- ''	1		
2:15-2:30				-	+		2:15-2:30	PARAMETER STATE OF THE STATE OF				1	
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				<del> </del>		-
3:30-3:45		-	-	-	-	-	3:45-4:00		-	-		+	
3:45-4:00			-				4:00-4:15	. 9		- 11	-	20	+
4:00-4:15						-			-	11		20	-
4:15-4:30				-	-		4:15-4:30	14	-	11	-	25	-
4:30-4:45				-	-		4:30-4:45	10	-	111		21	
4:45-5:00						-	4:45-5:00	11		11	-	22	-
5:00-5:15							5:00-5:15	111	-	10		21	
5:15-5:30							5:15-5:30	8	-	11		19	-
5:30-5:45							5:30-5:45	9		12		21	-
5:45-6:00							5:45-6:00	6	-	3	-	9	
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	5		4		9		7:00-7:15						
7:15-7:30	7		S		12		7:15-7:30						
7:30-7:45	19	1	15	1	34	2	7:30-7:45						
7:45-8:00	16		18		34		7:45-8:00						
8:00-8:15	17	1	12		29	1	8:00-8:15						
8:15-8:30	15		18		33	1	8:15-8:30						
8:30-8:45	19		18		37		8:30-8:45						
8:45-9:00	20		15		35		8:45-9:00						
9:00-9:15		1					9:00-9:15						
9:15-9:30	$\neg$						9:15-9:30						
9:30-9:45					1	1	9:30-9:45						
9:45-10:00					1		9:45-10:00						
10:00-10:15		1	1			1	10:00-10:15						
10:15-10:30		1	1			1	10:15-10:30						1
10:30-10:45							10:30-10:45						
10:45-11:00		-					10:45-11:00						
11:00-11:15	14	-	12		76		11:00-11:15					1	
11:15-11:30		1	15		30	+	11:15-11:30		***************************************				
11:30-11:45	15	-	20		29	+	11:30-11:45		-			1	
11:45-12:00	19	-		-		+	11:45-12:00		+	+	+		+
11.45-12.00	13		17		30		11.70 12.00						

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